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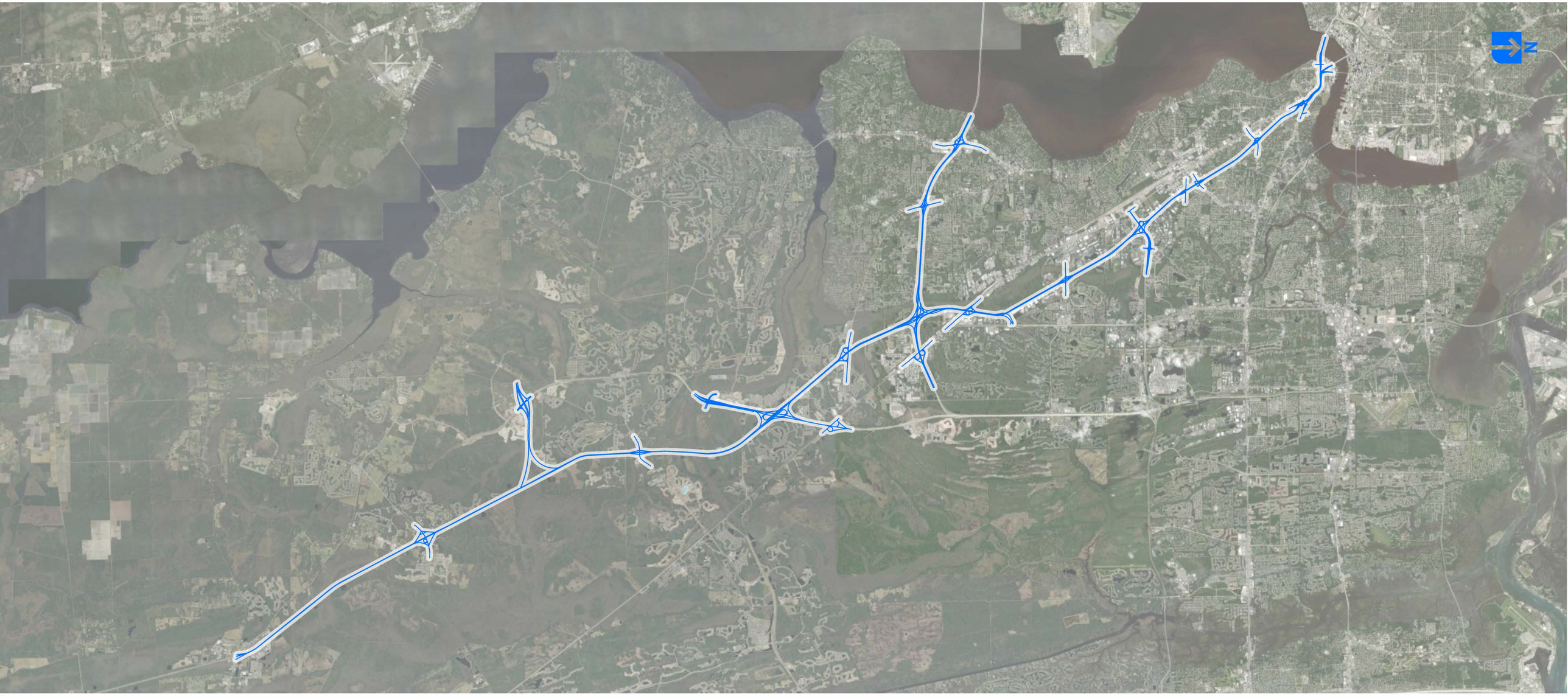
SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR) RE-EVALUATION

I-95 from International Golf Parkway to Atlantic Boulevard



FDOT

June 2021

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SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR) RE-EVALUATION

I-95 from International Golf Parkway to Atlantic Boulevard

Financial Project Identification Numbers
432259-1: I-95 Corridor Planning between International Golf Parkway and Atlantic Boulevard
422938-9: I-95 between International Golf Parkway and First Coast Expressway
422938-8: SR 23 (First Coast Expressway) from I-95 to East of CR 16A
424026-4: I-95 between First Coast Expressway and Duval/St. Johns County Line
424026-5: I-95 between St. Johns County/Duval County Line to I-295
435577-2: I-95 between I-295 and SR 152/Baymeadows Road
446153-1: I-95 between SR 152/Baymeadows Road and SR 202/Butler Boulevard
432259-2: I-95 between SR 202/Butler Boulevard and Atlantic Boulevard
446386-1: SR 202/Butler Boulevard at Belfort Road

Duval and St. Johns Counties, Florida

Prepared for

Florida Department of Transportation
District Two

FINAL REPORT

June 2021

Systems Interchange Modification Report (SIMR)

I-95 from International Golf Parkway to Atlantic Boulevard (SIMR) Re-evaluation

FPIDs: 432259-1, 422938-9, 422938-8, 424026-4, 424026-5, 435577-2, 446153-1, 432259-2, 446386-1

Florida Department of Transportation

Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

Requestor	DocuSigned by: 7A8194A7584B4F... David Tyler, PE, AICP District Two	7/16/2021 | 4:05 PM EDT Date
Interchange Review Coordinator	DocuSigned by: 7A8194A7584B4F... David Tyler, PE, AICP District Two	7/16/2021 | 4:05 PM EDT Date
Systems Management Administrator	DocuSigned by: Jenna Bowman 4D0B6A0A7C4E... Jenna Bowman, PE Systems Implementation Office – Central Office	7/21/2021 | 9:28 AM EDT Date
Federal Highway Administration	DocuSigned by: Jim Stevenson C4A2678BD5E743C... James Stevenson Federal Highway Administration, Florida Division	7/21/2021 | 9:46 AM EDT Date

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SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 7/16/2021

FM Number: 432259-1, 422938-9, 422938-8, 424026-4, 424026-5, 435577-2, 446153-1, 432259-2, and 446386-1

Project Title: I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report (SIMR) Re-evaluation

District: Two

Requestor: David Tyler, PE Phone: (386) 961-7842

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Document Type: ☐ MLOU ☐ IJR ☐IMR ☐ IOAR ☒OTHER SIMR

Status of Document (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU)

Completed document with appendices and model files.

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

Requestor: DocuSigned by: 718194A7584B44F... David Tyler, PE Date: 7/16/2021 | 4:05 PM EDT

IRC: DocuSigned by: 718194A7584B44F... David Tyler, PE Date: 7/16/2021 | 4:05 PM EDT

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., a Florida corporation authorized to operate as an engineering business, (EB No. EB0005620) by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report (SIMR) Re-evaluation

LOCATION: Duval and St. Johns County, FL

FPID NUMBER: 432259-1, 422938-9, 422938-8, 424026-4, 424026-5, 435577-2, 446153-1, 432259-2, and 446386-1

This report includes a summary of data collection effort, safety analysis, operational analysis, discussion of build alternative, and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgment and experience.

SHAWN C BIRST LICENSE No. 71842 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Shawn C Birst 2021.07.16 13:19:46 -04'00'

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Executive Summary

The purpose of this Systems Interchange Modification Report (SIMR) re-evaluation is to provide the required technical documentation for obtaining Federal Highway Administration (FHWA) approval of capacity improvements along I-95 between International Golf Parkway and the interchange with Atlantic Boulevard, which covers approximately 25.5 miles. This study area has been evaluated in two previously approved SIMRs, which include the I-95 Express Phase 1: International Golf Parkway to I-295 SIMR, which included the I-95 at FCE interchange re-evaluation, approved in October 2016 and the I-95 Express Lanes Analysis: I-295 to Atlantic Boulevard SIMR approved September 2018. While the preferred concepts in the previously approved SIMRs implemented express lanes on I-95 within the study area, this SIMR presents a concept that replaces the express lanes with expanded general use lane capacity. The project limits extend from south of the interchange with International Golf Parkway to the interchange with Atlantic Boulevard, which encompasses the study areas for the following projects:

- I-95 between International Golf Parkway and First Coast Expressway (422938-9)
- SR 23 (First Coast Expressway) from I-95 to East of CR 16A (422938-8)
- I-95 between First Coast Expressway and Duval/St. Johns County Line (424026-4)
- I-95 between St. Johns County/Duval County Line to I-295 (424026-5)
- I-95 between I-295 and SR 152/Baymeadows Road (435577-2)
- I-95 between SR 152/Baymeadows Road and SR 202/Butler Boulevard (446153-1)
- I-95 between SR 202/Butler Boulevard and Atlantic Boulevard (432259-2)
- SR 202/Butler Boulevard at Belfort Road (446386-1)

The Methodology Letter of Understanding (MLOU) was approved in May 2020. The primary basis for traffic projections in this SIMR is Version 2 of the adopted Northeast Regional Planning Model (NERPM) Activity Based Model (ABM) which has a base year of 2010 and a cost feasible year of 2040. The analysis years for the study include Existing Year 2019, Opening Year 2030, and Design Year 2045. The operational analysis for this study is performed primarily using microsimulation (VISSIM).

The purpose of the construction projects is to add capacity on I-95 from the International Golf Parkway interchange to the Atlantic Boulevard interchange in order to provide long-term improvements in traffic operations and safety.

Two alternatives will be evaluated in this SIMR for future conditions – an Original Build Alternative and a Modified Build Alternative. The Original Build Alternative represents the previously approved I-95 Express SIMRs and provides two express lanes in each direction from north of International Golf Parkway to Atlantic Boulevard with at-grade, slip ramp access to and from the express lanes in the Design Year 2045. It should be noted that in the Opening Year 2030, the Original Build Alternative does not include capacity improvements on I-95 between I-295 and Butler Boulevard. The Modified Build alternative replaces the express lanes with expanded general use lane capacity in the form of added lanes or auxiliary lanes on I-95 within the study area, during both the Opening Year and Design Year horizons.

Currently, the I-95 mainline carries a high volume of traffic with daily traffic ranging from 85,000 vehicles to 155,000 vehicles. The I-95 study area serves as a main route for commuters who reside in St. Johns County and travel to major employment centers located in Duval County, as well as for commuters who both live and work in Duval County. Currently, pockets of congestion occur along the facility during both the AM and PM peak periods.

During the Opening Year 2030, analysis of the Original Build Alternative showed that traffic operations are expected to degrade significantly and severe congestion with system-wide impacts will take place along I-95 northbound during the AM peak period. The PM peak period also showed significant congestion along I-95 southbound. This congestion also will impact the I-295 mainline. The congestion occurs due to bottlenecks that originate between I-295 and Butler Boulevard, since the Original Build does not provide capacity improvements in that area by 2030. The Modified Build, which provides general use lane capacity improvements through the extent of the study area, shows significant operational improvements over the Original Build, with travel speeds remaining at or near free-flow through the entirety of I-95 within the study area. In addition to the expanded general use lanes, other improvements include auxiliary lanes and improvements at several of the study area interchanges. The Modified Build also provides significant travel time savings along I-95 when compared to the Original Build. During the 2030 AM peak hour, the Modified Build alternative provided a 56% reduction in travel time along I-95 northbound (peak direction of flow) general use lanes. During the PM peak, it provided a 11% reduction in travel time for the I-95 southbound general use lanes. In terms of network-wide performance, the Modified Build alternative provided substantial improvements over the Original Build in Opening Year 2030. When comparing total delay time to the Original Build, the Modified Build provided AM and PM peak period reductions of 68% and 28%, respectively. In terms of average speed, the Modified Build increased speed over the Original Build by 30% (12 mph) in the AM peak and 6% (3 mph) during the PM peak. In addition, the Modified Build alternative reduced total stops for the AM and PM peak by 94% and 34%, respectively.

The Design Year 2045 operational analysis results also show that the Modified Build Alternative improved traffic operations within the I-95 study area compared to the Original Build. While the Original Build provides expanded capacity along the entire I-95 study corridor in the design year, it still showed pockets of congestion on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the merge from Emerson Street during both peak periods. By providing expanded general use lane capacity (as opposed to express lanes) the Modified Build increases the overall capacity and experiences free-flow conditions at those areas as well as the entirety of I-95 within the study area. During the 2045 AM peak hour, the Modified Build alternative provided a 4% reduction in travel time along I-95 northbound general use lanes. During the PM peak, it provided a 3% reduction in travel time for the I-95 southbound general use lanes. In terms of network-wide performance, the Modified Build alternative provided substantial improvements over the Original Build in Design Year 2045. When comparing total delay time to the Original Build, the Modified Build provided AM and PM peak period reductions of 12% and 25%, respectively. In addition, the Modified Build alternative reduced total stops for the AM and PM peak by 16% and 32%, respectively.

In terms of safety, the Modified Build Alternative is expected to reduce crashes due to the improvement in traffic operations, hence providing safer travel conditions. The proposed capacity improvements will improve congestion and assist in reducing rear-end crashes, which are the predominate type of crash along the facility. In addition, several geometric improvements are proposed to improve safety, such as improvements to vertical and horizontal curves, vertical clearances, reducing conflict points, etc. Moreover, the Highway Safety Manual (HSM) analysis of the mainline reported a reduction in annual predicted crashes of 21% (152.3 crashes per year) for the Modified Build (in comparison with No-Build conditions).

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In conclusion, the Modified Build Alternative showed significant operational improvements over the Original Build in both the Opening Year 2030 and the Design Year 2045. Based on the safety and traffic operations benefits of the Modified Build, it is considered the preferred alternative for this SIMR.

This SIMR has been developed in accordance with FDOT Policy No. 000-525-015: Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS), FDOT Procedure No. 525-030-160: New or Modified Interchanges, 2020 Interchange Access Request User's Guide and the 2019 FDOT Traffic Forecasting Handbook (Procedure No. 525-030-120).

E.1 Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to the FHWA policy points are provided to show that the proposed project is viable based on the analysis performed to date.

E.1.1 The request does not have a significant adverse impact on the safety and operation of the freeway system

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d), and 23 CFR 655.603(d)).

The safety analysis performed for this SIMR showed that there are several high crash locations on I-95 within the project area. The predominant crash types along I-95 within the study area were rear end and fixed object crashes. Along I-95 from throughout the project study area, rear end crashes were the most common type of crash accounting for 57% of total crashes in the Duval County segment of I-95 and 30% of total crashes in the St. Johns County segment. Fixed object crashes were also common in both segments of I-95 accounting for 13% of all crashes in the Duval County segment and 24% of all crashes in the St. Johns County segment. Current safety concerns pertaining to the existing facility within the study area may be related to the peak period congestion; congested conditions can be a major factor in the rear end crash occurrences. From a safety perspective, the recommended alternative for this study should result in a reduction of crashes due to the significant improvement in traffic operations, hence providing safer travel conditions. In addition, several geometric improvements are proposed to improve safety, such as improvements to vertical and horizontal curves, vertical clearances, reducing conflict points, etc. Moreover, the HSM analysis of the mainline reported a reduction in annual predicted crashes of 21% (150.9 crashes per year) for the Modified Build Alterative (in comparison with No-Build conditions).

The Modified Build Alternative alleviated or significantly reduced all areas of congestion during both the Opening Year 2030 and Design Year 2045 analysis, and therefore is expected to lower crash rates in the study area by reducing the number of stops on the freeway facility. In addition, the Modified Build is expected to reduce the number of crashes due to vehicle conflicts during lane-change and weaving maneuvers by removing all express lane access points, which require many lane change maneuvers between the express lane access points and the study area interchanges.

During the Opening Year 2030, analysis of the Original Build Alternative showed that traffic operations are expected to degrade significantly and severe congestion with system-wide impacts will take place along I-95 northbound during the AM peak period. The PM peak period also showed significant congestion along I-95 southbound. This congestion also will impact the I-295 mainline. The congestion occurs due to bottlenecks that originate between I-295 and Butler Boulevard, since the Original Build does not provide capacity improvements in that area by 2030. The Modified Build, which provides general use lane capacity improvements through the extent of the study area, shows significant operational improvements over the Original Build, with travel speeds remaining at or near free-flow through the entirety of I-95 within the study area. The Modified Build provides a 94% reduction in total stops during the 2030 AM peak period, and a 36% reduction in total stops during the PM peak period. In terms of total network delay, the Modified Build provided AM and PM peak period reductions of 68% and 28%, respectively. These improvements indicate a significant reduction in vehicle conflicts (due to both lane-change maneuvers and stops) and are expected to contribute to lower crash rates and improved safety within the study area, particularly in the northbound direction during the AM peak period, which was shown to experience severe gridlock under Original Build conditions.

The Design Year 2045 operational analysis results also show that the Modified Build Alternative improved traffic operations within the I-95 study area compared to the Original Build. While the Original Build provides expanded capacity along the entire I-95 study corridor in the design year, it still showed pockets of congestion on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the merge from Emerson Street during both peak periods. By providing expanded general use lane capacity (as opposed to express lanes) the Modified Build increases the overall capacity and experiences free-flow conditions at those areas as well as the entirety of I-95 within the study area. The Modified Build provides an 16% reduction in total stops during the 2045 AM peak period, and a 32% reduction in total stops during the PM peak period. In terms of total network delay, the Modified Build provided AM and PM peak period reductions of 12% and 25%, respectively. These improvements indicate a reduction in vehicle conflicts (due to both lane-change maneuvers and stops) and are expected to contribute to lower crash rates and improved safety within the study area.

E.1.2 The proposed access connects to a public road only and will provide for all traffic movements

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards for federal-aid projects on the interstate system (23 CFR 625.2(a), 625.4(a) (2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety

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analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The proposed capacity improvements will maintain current access for all traffic movements for the project interchanges. I-95 is proposed to be reconstructed from International Golf Parkway to Atlantic Boulevard. The design criteria proposed for the projects are based on a mainline design speed of 70 mph between International Golf Parkway and Old Saint Augustine Road and 65 mph between Old Saint Augustine Road and Atlantic Boulevard. Most of the Modified Build Alternative concept evaluated in this SIMR is designed to meet current standards for federal-aid projects on the interstate system and conform to American Association of State Highway Transportation Officials (AASHTO) design standards and the 2020 Florida Design Manual (FDM). However, because the project is in an aging urban area, right-of-way constraints contribute to the need for design exceptions and variations in order to create a reasonable alternative. The design exceptions and variations that exist for the proposed project are provided in the following sections.

Design Exceptions

- The inside shoulder width for the northbound direction will be reduced to 8 feet minimum under the I-295 bridges for a length of no more than 150 feet.
- The inside and outside shoulders for the southbound direction will be reduced to 4 feet minimum (not concurrently) under the I-95 northbound to I-295 northbound (West Beltway) flyover ramp bridge. The inside and outside shoulders will have a 4-foot width for a length of no more than 30 feet and 120 feet, respectively.
- Currently, the vertical clearances of the I-95 bridges over the railroad line south of US-1 do not meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.
- The inside shoulders will be reduced to 8 feet minimum for the pedestrian bridge pier (located between University Boulevard and Emerson Street) for a length of no more than 160 feet.
- The outside shoulder width for the northbound exit ramp to Atlantic Boulevard is proposed to be reduced from a required 12 feet to 6 feet to avoid impacts to the newly placed noise wall constructed as part of the Overland Bridge project.

Design Variations

- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 70 mph criteria for the crest curves of the CR 210 bridges.
- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 65 mph criteria for 5 bridges between Bowden Road and San Diego Road.
- The lane cross slope for the proposed design will have 6 lanes of travel for approximately 1,600 feet in both the northbound and southbound directions between Old Saint Augustine Road and I-295. In the northbound direction, the two-lane on-ramp from Old Saint Augustine Road creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section. In the southbound direction, the two-lane on-ramp for I-295 creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section.
- The outside shoulder width for the northbound direction will be reduced to 10 feet minimum under the I-295 bridges for a length of no more than 475 feet.
- The horizontal curve for the realigned southbound direction within the I-295 interchange will have a length of 780 feet.
- Currently, the vertical clearances of the I-95 bridges over SR 152/Baymeadows Road meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.

The design exceptions and variations proposed will minimize reconstruction, right-of-way acquisition, and motorist inconvenience. The benefits of the operational improvements are expected to outweigh any potential impacts related to the design exceptions/variations.

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1.0 INTRODUCTION

1.1 Background

The Applicant, Florida Department of Transportation (FDOT) District 2, requests the Federal Highway Administration (FHWA) approval of a Systems Interchange Modification Report (SIMR) for the re-evaluation of I-95 from the International Golf Parkway interchange to the Atlantic Boulevard interchange in St. Johns and Duval Counties. This SIMR has been developed in accordance with FDOT Policy No. 000-525-015: Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS), FDOT Procedure No. 525-030-160: New or Modified Interchanges, 2020 Interchange Access Request User's Guide and the 2019 FDOT Traffic Forecasting Handbook (Procedure No. 525-030-120).

FDOT is conducting this SIMR re-evaluation to evaluate a build alternative consisting of general use lane widening on I-95 from International Golf Parkway to Atlantic Boulevard, compared to the previously approved express lane concepts.

This study has been evaluated in two previously approved SIMRs, which include: 1) I-95 Express Phase 1: International Golf Parkway to I-295 SIMR and 2) I-95 Express Lanes Analysis: I-295 to Atlantic Boulevard SIMR. Project Development and Environment (PD&E) studies are ongoing for the following project areas: 1) I-95 between International Golf Parkway and First Coast Expressway and between First Coast Expressway and I-295, 2) St. Johns River Crossing Project, 3) I-95 between I-295 and SR 202 (J. Turner Butler Boulevard or Butler Boulevard), and 4) I-95 between Butler Boulevard and Atlantic Boulevard. The I-95 capacity improvements are included in the North Florida Transportation Planning Organization's (TPO) Long range transportation plan (LRTP). An Efficient Transportation Decision Making (ETDM) process has been completed for the project.

It should be noted that this SIMR will evaluate improvements at the SR 202/Butler Boulevard at Belfort Road interchange and re-evaluates the I-95 at First Coast Expressway interchange, which will add a system interchange between International Golf Parkway and CR 210. The following construction projects are encompassed by the study area for this SIMR:

- I-95 between International Golf Parkway and First Coast Expressway (422938-9)
- SR 23 (First Coast Expressway) from I-95 to East of CR 16A (422938-8)
- I-95 between First Coast Expressway and Duval/St. Johns County Line (424026-4)
- I-95 between St. Johns County/Duval County Line and I-295 (424026-5)
- I-95 between I-295 and Baymeadows Road (435577-2)
- I-95 between Baymeadows Road and SR 202/Butler Boulevard (446153-1)
- I-95 between SR 202/Butler Boulevard and Atlantic Boulevard (432259-2)
- SR 202/Butler Boulevard at Belfort Road (446386-1)

1.2 Purpose and Need

The purpose of this SIMR is to perform the safety, operations, and engineering analysis for adding capacity along I-95 from International Golf Parkway to the Atlantic Boulevard interchange, which are required for obtaining FHWA approval.

In 2019, I-95 carried an Annual Average Daily Traffic (AADT) volume of 85,000 vehicles south of International Golf Parkway; 100,400 vehicles south of SR 9B; 133,000 vehicles north of I-295; 155,000 vehicles north of SR 202 (Butler Boulevard); and 135,000 vehicles north of Emerson Street. Due to high peak period volumes, pockets of congestion exist along the facility.

Substantial population increases in St. Johns and Duval Counties have occurred since 1970, as shown in **Table 1-1**. This trend is expected to continue and add a significant number of trips to the existing roadway network. The proposed improvements on I-95 will provide additional capacity on the constrained roadway network which is anticipated to alleviate congestion and improve traffic safety.

Table 1-1 Regional Population Growth

County	1970	1980	1990	2000	2010 (Census)
St. Johns	31,065	51,303	83,829	123,135	190,039
Duval	528,865	571,003	672,971	778,879	864,263

Source: St. John's River Crossing Environmental Impact Statement

Interstate-95, a north/south facility, is an integral part of the Strategic Intermodal System (SIS) providing for high-speed and high-volume traffic movements within the state of Florida. Interstate-95 is mainly a six-lane facility within the area of influence. The purpose of this project is to improve safety and traffic operations through the study area with the objective of improving capacity along the I-95 facility.

The Florida Department of Transportation has initiated this SIMR re-evaluation to investigate alternatives for the I-95 facility that will help alleviate congestion and improve safety and mobility in the area.

1.3 Project Location

The proposed I-95 mainline modifications are located in St. Johns County and Duval County, Florida from south of the International Golf Parkway interchange on the southern end of the project to the Atlantic Boulevard interchange on the northern end of the project; the location of the project is shown in **Figure 1-1**. The area of influence is from the northerly ramps of the SR 16 interchange with I-95 to north of the Palm Avenue interchange with I-95, and on I-295 from west of the SR 13 (San Jose Boulevard) interchange to east of the Philips Highway (US 1) interchange with I-295.

1.4 Applicant Information

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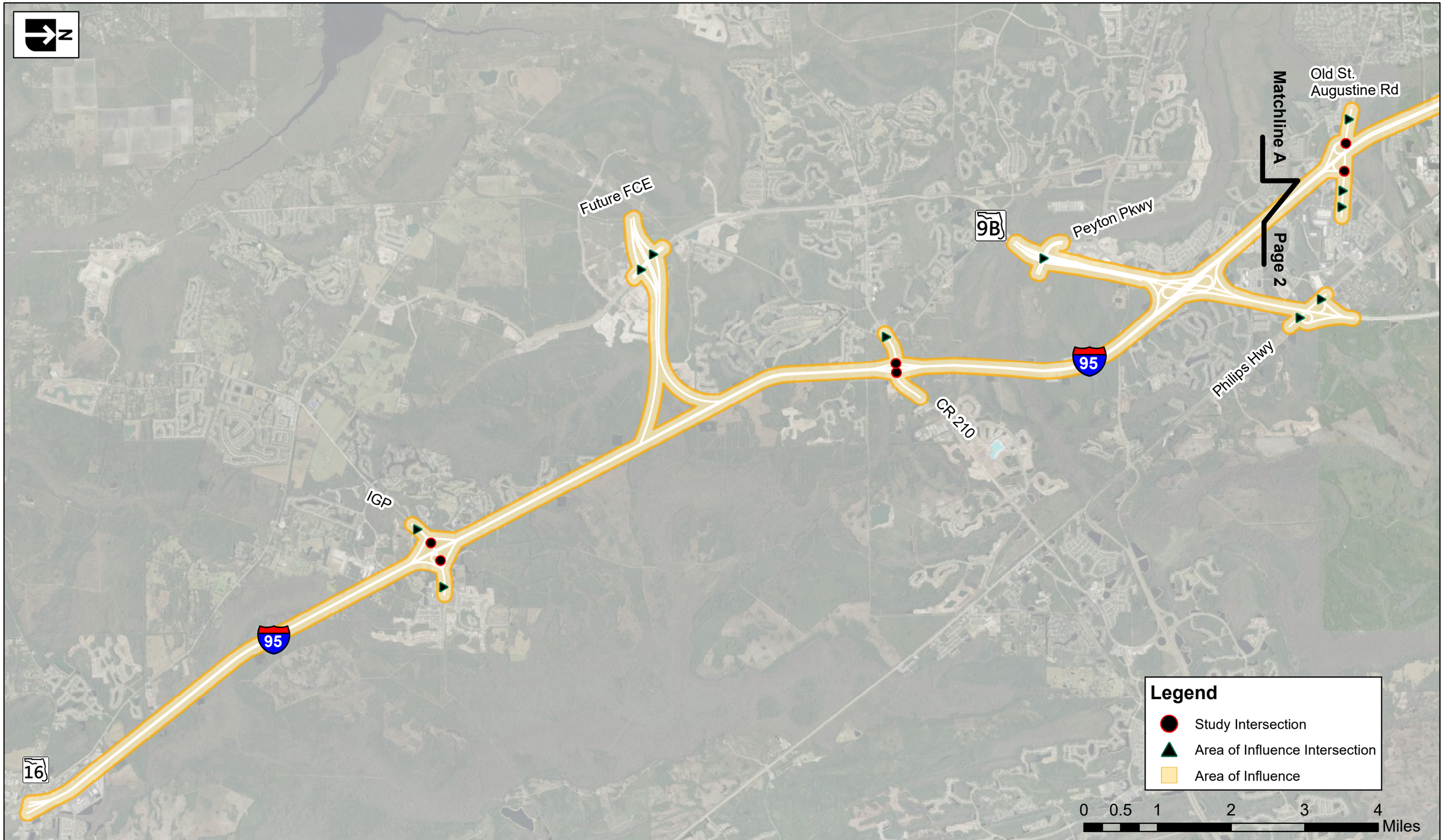

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Project Location and Area of Influence	Figure 1-1	Page 1 of 2

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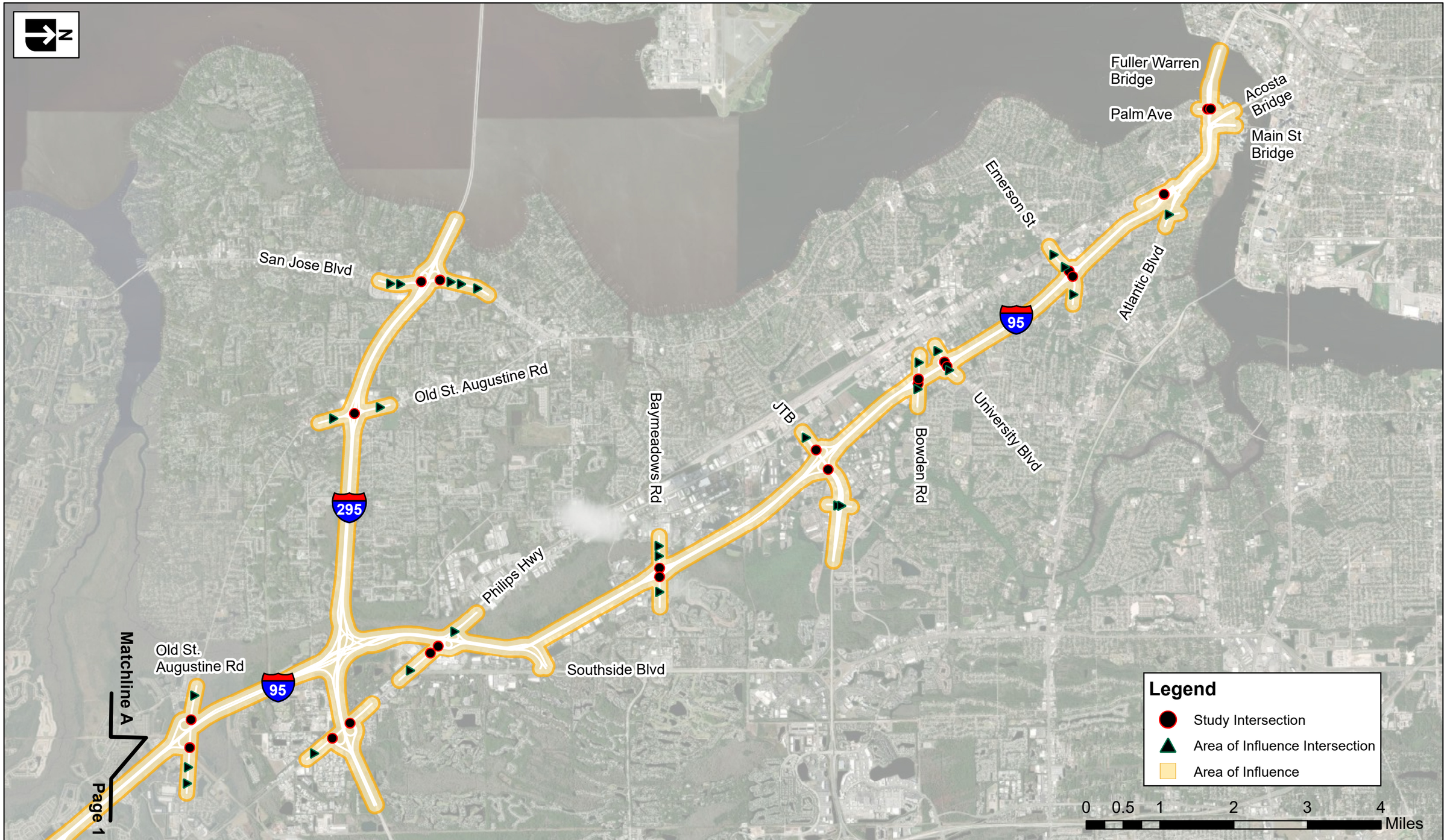

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Project Location and Area of Influence	Figure 1-1	Page 2 of 2

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2.0 METHODOLOGY

2.1 Overview

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation of this SIMR. The MLOU was approved by the FDOT District 2 Interchange Review Coordinator (IRC), FDOT Central Office and FHWA in May 2020. A signed copy of the MLOU is provided in **Appendix A**. The following sections summarize the methodology as set forth in the MLOU.

The methodology used for travel demand forecasting and development of design hour traffic is consistent with the FDOT Project Traffic Forecasting Handbook. The primary basis for traffic projections is version 2 of the adopted Northeast Regional Planning Model (NERPM) Activity-Based Model (ABM) which has a base year of 2010 and a cost feasible year of 2040.

2.2 Analysis Years

The following study years are established for this SIMR:

Traffic Forecasting
- Base Year: 2010
- Horizon Year: 2040

Traffic Operational Analysis
- Existing Year: 2019
- Opening Year: 2030
- Design Year: 2045

Typically, the analysis period is a 20-year horizon from the opening year; however, a 2045 Design Year horizon was maintained because the NFTPO's updated LRTP and the NERPM AB (which includes a 2045 forecast year) was not available for this analysis. A general rule in traffic development is only to extrapolate the traffic forecasts of a regional model by no more than 5 years. Since the approved regional model had a 2040 forecast year, extrapolation was used to produce the 2045 project traffic. Approvals for the construction segments will occur by 2025. Therefore the standards stated in 23 U.S.C. Section 109(b), which discusses a 20-year period starting from the project approval (plans, specifications, and estimates) by the Secretary, are satisfied.

2.3 Area of Influence

The proposed I-95 mainline modifications are located in St. Johns and Duval Counties. The area of influence for this study is from the northerly ramps of the SR 16 interchange with I-95 to north of the Palm Avenue interchange with I-95, and on I-295 from west of the SR 13 (San Jose Boulevard) interchange to east of the Philips Highway (US 1) interchange with I-295. The area of influence is depicted in **Figure 1-1**. The interchanges to be analyzed in this report are:

Along the I-95 mainline (south to north):
- SR 16 (northernly ramps)
- International Golf Parkway
- First Coast Expressway (FCE) - Opening Year 2030
- CR 210
- SR 9B
- Old St. Augustine Road
- I-295 South System Interchange
- Philips Highway
- Southside Boulevard (northbound off-ramp / southbound on-ramp)
- SR 152/Baymeadows Road
- SR 202/Butler Boulevard
- Bowden Road
- SR 109/University Boulevard
- Emerson Street
- Atlantic Boulevard
- Palm Avenue

Along I-295 mainline (west to east):
- SR 13/San Jose Boulevard
- Old St. Augustine Road
- I-95
- Philips Highway

Along SR 9B mainline:
- Peyton Parkway
- Philips Highway

Along First Coast Expressway mainline:
- CR 2209 (proposed opening in 2030)

Along crossroads, the signalized intersections included in the area of influence are as follows:

- I-95 at International Golf Parkway
  - World Commerce Parkway/World Golf Village
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Center Place Parkway/Parkland Trail
- I-95 at CR 210
  - Russell Sampson Road
  - I-95 SB Ramp Terminal
  - I-95 NB Ramp Terminal
- I-95 at Old St. Augustine Road
  - Bartram Park Boulevard
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Baptist Medical Center
  - Gran Bay Parkway

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- I-95 at Philips Highway (US 1)
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Keskin Avenue
  - Southside Boulevard
- I-95 at SR 152/Baymeadows Road
  - Baymeadows Way
  - Freedom Commerce Parkway
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Western Way
- I-95 at SR 202/Butler Boulevard
  - Bonneval Road
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Belfort Road Eastbound Ramp Terminal
  - Belfort Road Westbound Ramp Terminal
- I-95 at Bowden Road
  - Richard Street
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- I-95 at SR 109/University Boulevard
  - Richard Street
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- I-95 at Emerson Street
  - Philips Highway
  - Copper Circle
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- I-95 at Atlantic Boulevard
  - I-95 Northbound Ramp Terminal
  - Kingman Avenue
  - I-95 C-D Southbound Ramp Terminal/Kings Avenue
- I-95 at Palm Avenue
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
- I-295 at SR 13/San Jose Boulevard
  - Claire Lane
  - Walmart Entrance
  - I-295 Southbound Ramp Terminal
  - I-295 Northbound Ramp Terminal
  - Hartley Road
  - Venture Place
  - Oak Bluff Lane
- I-295 at Old St. Augustine Road
  - Losco Road
  - I-295 Ramp Terminal
  - Oldfield Crossing Drive
- I-295 at Philips Highway
  - Business Park Boulevard
  - I-295 Northbound Ramp Terminal/Greenland Road
  - I-295 Southbound Ramp Terminal
- SR 9B at Peyton Parkway
  - SR 9B Northbound Ramp Terminal
  - SR 9B Southbound Ramp Terminal
- SR 9B at Philips Highway
  - SR 9B Northbound Ramp Terminal
  - SR 9B Southbound Ramp Terminal

The primary Measures of Effectiveness (MOE) of intersection delay and maximum queue will be provided for the intersections listed above, including the study area and area of influence intersections. The area of influence intersections (which are typically located upstream of the I-95 ramp terminal intersections) are included for proper traffic loading into the microsimulation (VISSIM) model.

2.4 Data Collection

Several types of traffic data were collected for this study. The data sources within the project study area included:

- Field Traffic Counts (Collected in March and April 2019)
- StreetLight Data Origin-Destination Data (AM/PM peaks for February-April 2019)
- Signal Timing and Phasing (City of Jacksonville, and St. Johns County)
- FDOT Transportation System Data
- Existing Traffic Data from Florida Traffic Information (FTI) Online
- Existing Traffic Data from other recently completed studies
- St. Johns County and Duval County Land Use Data
- Existing Plans, Programs and Project Lists from FDOT
- Approved Studies within the area (PD&E, Master Plans, DRIs)
- Crash Data

2.5 Base Traffic Data and Traffic Factors

The primary sources of existing traffic for this SIMR are field traffic counts and the 2018 FTI Online. An extensive traffic data collection effort was performed for this study during the last week of March 2019 and the first week of April 2019 (Tuesday through Thursday). The traffic data collected included 48-hour bi-directional machine counts, 24-hour ramp counts, peak period turning movement counts, and peak period

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travel time runs. Traffic counts collected as part of other recently completed projects were used to supplement this data collection effort.

The following summarizes the location and types of field traffic counts collected.

24-Hour Bi-Directional Machine Counts:

- Bowden Road West of I-95 SB Ramp Terminal
- Old St Augustine Road West of I-95 SB Ramp Terminal
- Old St Augustine Road North of I-295 EB Terminal

72-Hour Bi-directional Machine Counts:

- Palm Avenue North of I-95
- Palm Avenue South of I-95
- US 1 South of I-95 NB C-D Road On-Ramp
- Emerson Street West of I-95 SB Ramp Terminal
- Emerson Street East of I-95 NB Ramp Terminal
- J. Tuner Butler Boulevard West of I-95 SB Ramp Terminal
- Southpoint Boulevard North of Southpoint Boulevard Ramp to I-95
- US 1 East of I-95 NB Ramp Terminal
- Old St. Augustine Road East of I-95 NB Ramp Terminal
- US 1 East of SR 9B NB Ramp Terminal
- Peyton Parkway West of SR 9B
- CR 210 West of I-95 SB Ramp Terminal
- CR 210 East of I-95 NB Ramp Terminal
- San Jose Boulevard North of I-295 WB Ramp Terminal
- San Jose Boulevard South of I-295 EB Ramp Terminal
- Old St. Augustine Road South of I-295 EB Ramp Terminal
- US 1 North of I-295 WB Ramp Terminal
- US 1 South of I-295 EB Ramp Terminal
- Salisbury Road South of J. Turner Butler Boulevard

72-Hour Ramp Hose Counts:

- I-95 SB On-Ramp from Main Street
- I-95 SB On-Ramp from Acosta Bridge
- I-95 SB C-D Road
- I-95 SB On-Ramp from SB C-D Road
- Atlantic Boulevard EB Ramp from I-95
- Atlantic Boulevard WB Ramp to I-95
- Atlantic Boulevard WB Ramp to I-95 C-D Road
- I-95 NB On-Ramp from US 1
- I-95 NB Off-Ramp to Atlantic Boulevard
- I-95 NB Off-Ramp to NB I-95 C-D Road
- US 1 On-Ramp from I-95 SB C-D Road
- I-95 NB On-Ramp from J. Turner Butler Boulevard WB
- I-95 SB Off-Ramp to J. Turner Butler Boulevard EB
- I-95 SB Off-Ramp to J. Turner Butler Boulevard WB
- I-95 SB On-Ramp from J. Turner Butler Boulevard EB
- I-95 SB On-Ramp from J. Turner Butler Boulevard WB
- I-95 NB On-Ramp from J. Turner Butler Boulevard EB
- I-95 SB On-Ramp from I-295 East Beltway
- I-95 SB Off-Ramp to Old St. Augustine Road
- I-95 SB On-Ramp from Old St. Augustine Road
- I-95 NB On-Ramp from Old St. Augustine Road
- I-95 NB Off-Ramp to Old St. Augustine Road
- SR 9B SB Off-Ramp to US 1
- SR 9B SB On-Ramp from US 1
- SR 9B NB Off-Ramp to US 1
- SR 9B NB On-Ramp from US 1
- SR 9B SB Off-Ramp to Flagler Center Boulevard
- I-95 NB On-Ramp from SR 9B SB
- I-95 NB On-Ramp from SR 9B NB
- I-95 NB Off-Ramp to SR 9B SB
- I-95 SB Off-Ramp to SR 9B SB
- I-95 NB Off-Ramp to SR 9B NB
- I-95 SB On-Ramp from SR 9B SB
- I-95 SB On-Ramp from SR 9B NB
- I-95 SB Off-Ramp to SR 9B NB
- SR 9B SB Off-Ramp to Peyton Parkway
- SR 9B SB On-Ramp from Peyton Parkway
- SR 9B NB Off-Ramp to Peyton Parkway
- SR 9B NB On-Ramp from Peyton Parkway
- I-95 SB Off-Ramp to CR 210
- I-95 NB On-Ramp from CR 210

8-Hour Peak Period Turning Movement Counts (6:00-10:00 AM and 3:00-7:00 PM):

- International Golf Parkway Intersections
  - World Commerce Parkway/ World Golf Village Boulevard
  - Center Place Way/Parkland Trail
  - I-95 NB Ramp Terminal
  - I-95 SB Ramp Terminal
- CR 210 Intersections
  - Russell Sampson Road
  - I-95 NB Ramp Terminal
  - I-95 SB Ramp Terminal
- SR 9B Intersections
  - Peyton Parkway
  - Philips Highway (US 1) NB Ramp Terminal
  - Philips Highway (US 1) SB Ramp Terminal

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- Old St. Augustine Road Intersections
  - Losco Road
  - I-295 Ramp Terminals
  - Oldfield Crossing Drive
  - Bartram Park Boulevard
  - Baptist Medical Center
  - Gran Bay Parkway
  - I-95 SB Ramp Terminal
  - I-95 NB Ramp Terminal
- Philips Highway Intersections
  - Business Park Boulevard
  - I-295 SB Ramp Terminal
  - I-295 NB Ramp Terminal/Greenland Road
  - Southside Boulevard
  - Keskin Avenue
  - I-95 SB Ramp Terminal
  - I-95 NB Ramp Terminal
- Baymeadows Road Intersections
  - Baymeadows Way
  - Freedom Commerce Parkway
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Western Way
- Butler Boulevard Intersections
  - Bonneval Road
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Belfort Road
- Bowden Road Intersections
  - Richard Street
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- University Boulevard Intersections
  - Richard Street
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- Emerson Street Intersections
  - Philips Highway
  - Copper Circle
  - I-95 Southbound Ramp Terminal
  - I-95 Northbound Ramp Terminal
  - Spring Park Road
- Atlantic Boulevard Intersections
  - Kingman Avenue
- I-95 C-D Road Intersections
  - Atlantic Boulevard
  - Philips Highway (US 1)
- Palm Avenue Intersections
  - I-95 NB Ramp Terminal/Gary Street
  - I-95 SB Ramp Terminal/Gary Street
- San Jose Boulevard Intersections
  - Oak Bluff Lane
  - Venture Place
  - Hartley Road
  - I-295 Northbound Ramp Terminal
  - I-295 Southbound Ramp Terminal
  - Walmart Supercenter Entrance
  - Claire Lane

Travel Time Runs:

- I-95 Northbound from South of International Golf Parkway to North of Palm Avenue
- I-95 Southbound from North of Palm Avenue to South of International Golf Parkway

This data was supplemented with speed data from the Regional Integrated Transportation System (RITIS)

Information from 2018 FDOT FTI Online was used to obtain the remaining mainline and I-295/I-95 south system interchange traffic data as well as to check the reasonableness of the 2019 traffic counts.

Traffic was balanced to ensure that turning movement volumes at ramp terminals sum up to the peak hour ramp volumes. The mainline 48-hour tube counts were converted to AADT by applying seasonal factors and axle correction factors in accordance with FDOT standards.

The factors used for design traffic analysis include the D, K, and T_f factors. The T_f factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T_{24} factor. The traffic factors recommended for use in this SIMR are presented in **Table 2-1**.

Table 2-1 Summary of Traffic Factors

Facility	K	D	T_{24}	T_f	MOCF
Freeways	8.5%	55%	11%	6%	0.97
Arterials	8.5%	56%	2%	1%	0.97

Source: FDOT FTI DVD

2.6 Use of Department's Adopted Validated Models

2.6.1 Travel Demand Forecasting

The travel demand forecasts for this study were developed for future years 2030 and 2045. The North Florida Transportation Planning Organization's (NFTPO's) NERPM ABM Version 2 was used to develop future volumes for this study. Version 2 of this model was the approved, validated version provided by the Department, which has a base year of 2010 and a 2040 planning horizon.

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2.6.2 FSUTMS Model Runs

NERPM ABM Version 2 was used for the development of future year traffic projections for this SIMR. This model was the approved, validated model provided by the Department. This model has a base year of 2010 and a cost feasible year of 2040. Sub-area validation was performed for the base year 2010 model using FTI count data to validate the reasonableness of the NERPM traffic demand forecast in the project area of influence. A detailed review of the network coding and TAZ connections that load traffic onto the network, and link attributes, such as speed and capacity, was performed.

2.6.3 Model Network Updates

To accommodate the traffic volumes that will result from the projected growth in the Northeast Florida region, the state, county and various local governments having jurisdiction within the project area have planned or programmed several roadway improvements.

The NERPM network was reviewed for inclusion of planned and programmed roadway improvements obtained from the NFTPO's 2040 LRTP. The 2040 Cost Feasible model network was reviewed to ensure the correct number of lanes, correct facility types and correct speed/capacity parameters were coded into the model. No additional network updates were made to the model.

2.6.4 Future Traffic Volumes

The development of future year traffic volumes was based on Existing Year 2019 AADTs (actual counts) and the 2010 and 2040 NERPM ABM AADT forecast volumes. Using the 2010 and 2040 NERPM forecasts, a NERPM-based 2019 AADT volume set was developed by interpolation for comparison with the 2019 traffic count data. The difference (delta) between the 2019 traffic counts and the 2019 NERPM forecast was calculated for all the mainline and ramp links within the study area. An adjusted 2040 AADT forecast was developed by applying the calculated difference in 2019 AADTs to the 2040 NERPM ABM forecast AADTs. In addition to adjusting the 2040 AADTs, a minimum growth rate was developed for the study area by comparing the growth between 2019 AADTs and 2040 AADTs on all roadway links in the study area. This linear growth rate was used to develop future year volumes for locations where the 2040 NERPM forecast was lower than the 2010 NERPM forecast as well as for locations that were not coded into the NERPM network such as arterial side streets.

The Opening Year 2030 forecasts were developed by interpolation between the final 2019 and 2040 AADT volumes; Design Year 2045 AADTs were calculated by extrapolation.

Total demand volume for I-95 and I-295 future year Original Build and Modified Build Alternative projections were developed. The future year traffic forecasts were developed using the NERPM ABM which included two express lanes in each direction on I-95 and I-295 within the project study area. While the NERPM AB includes the express lane capacity and will produce express lane volume, more accurate express lane volume was determined during the operational analysis using VISSIM's Managed Lanes Facilities, which estimates the probability of vehicles using the express lanes based on the travel time savings and toll cost, (note Section 2.8.1.7).

2.7 Development of Design Traffic

The development of design traffic for this SIMR followed procedures consistent with the process defined in the 2019 FDOT Project Traffic Forecasting Handbook. The future year Directional Design Hour Volumes (DDHVs) were developed by applying the selected K- and D-factors to the project AADTs. These peak hour volumes were balanced along the freeway mainlines as well as between arterial intersections. The final future year volumes were checked for reasonableness. A reasonable effort was made to maintain consistency in future traffic projections with other ongoing studies within and near the project area of influence.

The intersection turning movement forecasts for Design Year 2045 were developed by applying the existing turning movement percentages to the roadway DDHVs. The traffic forecasts were then balanced along the freeway mainlines and arterials. Volumes were also balanced between study area intersections. The Opening Year 2030 traffic forecasts were developed in a similar fashion.

It should be noted that the methodology described in this section pertains to the total traffic volume and does not account for the development of the express lane volumes. The overall traffic volumes on I-95 and I-295 were distributed between the express lanes and general use lanes during simulation, using the methodology discussed in Section 2.8.

2.8 Analysis Procedures

The operational analysis for this study was performed using VISSIM 11 (Release 11.00-10) and Synchro 10. VISSIM microsimulation was used to assess the study area on a network-wide basis. In addition, it was used to assess the traffic operation conditions of individual facilities, such as freeway mainline, ramps, and signalized intersections. Synchro 10 was used primarily to aid in signal timing optimization for future year scenarios.

2.8.1 VISSIM Analysis Procedure

The microsimulation analysis using VISSIM software was conducted to evaluate the system-wide operational performance. Microsimulation analysis enhances the capability of capturing the network-wide vehicular interaction between the individual roadway elements (mainline segments, ramp junctions and arterial intersections). The microsimulation model was calibrated to the existing year traffic counts and speeds observed in the field. The simulation model was modified accordingly to reflect future conditions. A four-hour AM and PM peak period analysis was conducted using 15-minute flow rates with microsimulation for Existing Year 2019. The microsimulation was performed consistently with guidelines provided in the FDOT 2014 Traffic Analysis Handbook. Ramp, mainline, and entry volumes were calibrated to within 10% of counts. Travel time was calibrated to within 15% for all the study locations using field-collected travel time run data, and speed profiles of the field data and simulation data illustrated similar trends.

VISSIM is a stochastic model that produces different results by changing the random seed numbers. To ensure model variation does not skew the results, a certain number of model runs is required. A sample size of 10 runs was used for the initial test and the results from these runs were averaged. The number of required runs was calculated from the Student's t-test using a 95% confidence level with 10% allowable error. The results of the Existing Year 2019 statistical analyses are provided in **Appendix B**.

The following sections document the modeling methodology used for performing VISSIM microsimulation operational analysis for this study.

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2.8.1.1 Modeling Analysis Years and Alternatives

The VISSIM models were developed for the AM and PM Peak periods for the following analysis years and alternatives:

- Existing Year 2019
- Original Build Alternative
  - Opening Year 2030
  - Design Year 2045
- Modified Build Alternative
  - Opening Year 2030
  - Design Year 2045

The Design Year 2045 models were developed to guide the ultimate design for the area of influence.

2.8.1.2 Model Traffic Volumes

All VISSIM model scenarios include AM and PM peak period volumes using 15-minute volume intervals. The 15-minute volumes were developed using volume profiles from the Existing Year 2019.

2.8.1.3 Model Spatial Limits

The VISSIM model spatial limits are based on this SIMR's area of influence. The area of influence typically includes adjacent interchanges that could be affected by the construction of the proposed project or future improvements to adjacent interchanges that could influence how the proposed project is constructed.

VISSIM Model Spatial Limits

For this study, the influence area for the VISSIM analysis includes the following study elements:

- I-95 from the SR 16 northerly ramps to north of Palm Avenue
- I-295 mainline from west of San Jose Boulevard to east of Philips Highway
- SR 9B from south of Peyton Parkway to north of Philips Highway
- Butler Boulevard from west of Bonneval Road to east of Belfort Road
- First Coast Expressway from west of CR 2209 to I-95 (future years only)
- All interchanges and intersections within these limits

2.8.1.4 Model Temporal Limits

The temporal limits of the modeling period relate to the location of the project, the length of peak periods, and the duration of the expected congestion. Field observations and travel time run data were used to determine the temporal limits and develop speed profiles for this project.

The model temporal limit assumed for this study was a four-hour AM and four-hour PM peak period for existing calibration and four-hour AM and four-hour PM peak period for future year models. The four-hour AM and PM peak period models were achieved by developing "shoulder hours" to the AM and PM peaks, which were based on the existing traffic counts in the study area. The shoulder hours allowed the modeling to capture the buildup to the congestion, the potential failure, and the recovery of the transportation network in the area of influence for this study. Additionally, a forty-five-minute seed period was used to load traffic prior to the start of the four-hour period. Fifteen-minute volumes were developed for each hour of the peak period.

2.8.1.5 Model Calibration

To better represent the traffic operations in the study area, calibration of the existing models was performed by adjusting the driving behavior parameter sets such that travel time results along the facility reasonably replicate field travel time data. The calibration efforts used criteria from FDOT's Traffic Analysis Handbook (2014), and all reasonable efforts were made to calibrate the VISSIM model to the proposed criteria. The calibration effort was documented in detail in the *VISSIM Existing Conditions Model Development and Calibration Report* provided in **Appendix B**.

2.8.1.6 VISSIM Measures of Effectiveness

The following MOEs from the VISSIM analysis results were used to evaluate the operational performance of the study elements:

- Operating speed, volume, and density were provided for the freeway mainline segments of the general use lanes and express lanes. Speed and volume information were provided in hourly speed and volume profiles; lane schematics provide speed, volume throughput and density along the freeway mainline segments. An approximate level of service is also provided for each segment, based on the density thresholds provided in the Highway Capacity Manual (HCM).
- Density heat diagrams were provided to illustrate any operational concerns along the freeway mainline segments.
- Facility travel time and speed comparisons were provided to illustrate freeway operations for both general use lanes and express lanes.
- Express lane access points (weaving areas) were analyzed using weave diagrams/schematics to illustrate the operations within these areas and include segment volume and density output, lane-specific speeds from the VISSIM analysis, as well as volume to capacity ratios for the weave segment.
- Intersection/interchange performance were assessed using delay, volume, and maximum queue lengths.
- Network-wide MOEs (average speed, total delay, latent delay, latent demand, total travel time, total stops, and vehicles arrived) were used to evaluate and compare network-wide operational performance between the alternatives.

Traffic volume throughput was included as one of the MOEs for freeway segments as significant differences in demand volumes (observed volume or throughput in the field) vs. simulated volumes from VISSIM can indicate operational deficiencies and/or congestion on upstream freeway segments or at arterial intersections. Key MOEs listed above will be used to assess the traffic operation conditions for the various alternatives by comparing MOEs between the Original Build and Modified Build alternatives.

2.8.1.7 Express Lane Modeling

The VISSIM-based managed lane modules used for this analysis emulate the motorist's behavior in the field by reacting to traveler information based on the system's performance. The traveler information includes travel time information (savings provided by the express lanes) and the toll cost to use the express lane facility. Based on the provided information, a percentage of motorists would choose to use the express lanes and pay the toll, given a certain level of travel time savings. Three main components of the VISSIM's managed lane process include pricing models, decision models, and managed lane routes, which are summarized in the following sections and **Appendix C**.

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Pricing Model

COM scripts were developed to replicate the pricing policy used by Florida's Turnpike Enterprise (FTE) used for I-95 Express Phase 3 (District 4). While VISSIM enables traffic-responsive pricing models without the use of external script files, this methodology was selected in order to assign tolls based on the current density in the express lanes; in theory, this would prevent situations in which the express lanes become unrealistically congested. FTE has developed guidelines for using managed lane COM scripts (*VISSIM Managed Lane Facilities Module Guideline with COM, 2014*) which were referenced for this analysis. The proposed pricing model applies a minimum toll per segment of $0.50 (note **Appendix C** for additional details).

Decision Model

The decision model determines the probability that a vehicle will be assigned to use the managed lanes based on the current utility of the managed lane. The managed lane's utility is calculated using the following formula:

$$U_{(Toll)} = \text{Cost Coefficient} \times \text{Toll rate} + \text{Time Coefficient} \times \text{Time Gain} + \text{Base Utility}$$

The time gain (savings) is the difference between the travel time on the general use lane (toll-free lane) and the travel time on the managed lane, during the previous time interval. The desired update interval is user-defined, and a 15-minute update interval was used for this analysis. The utility of the general use lane is always zero, since it provides neither a cost nor benefit. The probability of using the managed lane is calculated according to a Logit model, which is as follows:

$$P_{(Toll)} = 1 - \frac{e^{a*U_{Toll-free}}}{e^{*U_{Toll-free}} + e^{*U_{Toll}}} = 1 - \frac{1}{1 + e^{a*U_{Toll}}}$$

The cost coefficient, time coefficient, alpha value, and base utility have a significant impact on the probability of using the managed lanes. Using the default decision model parameters results in 50% of the eligible vehicles using the managed lanes when there is no toll nor travel time savings, which is typically not a reasonable percentage of the traveling population.

To provide a more reasonable probability of managed lane users, stated preference or revealed preference surveys should be performed for the express lane project to assist in determining the necessary decision model parameters. However, since these surveys can be costly to perform, results from similar surveys in the area can be used. Parameters developed for three previous studies were utilized for this SIMR. For the I-295 Express West SIMR, a stated preference survey was performed in 2006. Based on the value of time for the Jacksonville area from the survey, which was $13.75 per hour, the decision model parameters used for the cost coefficient, time coefficient, alpha value, and base utility were 0.61, 0.49, 1.0, and -0.8, respectively. These parameters were used for express lane facilities within the I-95 Express Lanes Analysis study area that were 5 miles or less (like the facilities evaluated as part of the I-295 Express West study). The I-95 Express (International Golf Parkway to I-295) SIMR and I-95 Express (I-295 to Atlantic Boulevard) SIMR included additional managed lane facilities that were longer than 5 miles, as well as system-to-system connections. Additional sets of decision model parameters were developed for those SIMR studies, by adjusting the alpha and base utility values to account for the favorability of longer trips in the express lane over shorter ones. This methodology was used for this SIMR, and additional details are provided in **Appendix C**.

It should be noted that managed lane utilization is not solely dependent on the decision model parameters. For instance, low express lane utilization can occur, regardless of congestion in the general use lanes, when the express lane access points are spaced long distances apart and the derived origin-destination (O-D) demands do not promote long trips that extend past the downstream express lane egress. This limits the number of vehicles eligible to enter the express lanes. Similarly, excess express lane utilization can occur when the freeway demand is high with a significant number of the vehicles eligible to use the express lane system (e.g., short distance between access points and an O-D with longer trip length). This could cause an express lane ingress to fail if the volume attempting to access it exceeds its capacity. In these cases, adjustments to the decision model parameters may be warranted.

Managed Lane Routes

Managed lane routes are used to direct eligible vehicles, which are limited to passenger cars for this study, to the managed lanes facility. These routes act as temporary routes within the defined static routes. For this application, the static routes are coded to represent the routes between the O-D pairs or on- and off-ramps, utilizing only the general use lanes. The managed lane routes have two possible paths – one which uses the general use lanes, and one which uses the managed lanes. In addition, each managed lane route is associated to a unique manage lane facility, which corresponds to the appropriate pricing and decision model parameters. The managed lane routing decision and destination points are coded on the general use lanes and start far enough upstream to allow vehicles adequate distance to maneuver into the express lane ingress, after making the decision to enter the facility (based on the pricing and demand models discussed in the previous sections). The end of the managed lane route is located after the next available express lane egress. An additional managed lane route begins upstream of the egress, extending past the next available egress, allowing vehicles to choose between continuing their trip in the managed lanes or exiting to the general use lanes.

Within the express lane facilities, data collection points were incorporated in order to obtain the volume and speed information, which are used to calculate the density. A COM script was created for each route that identifies the data collection points that correspond to it, as well as the length of its trip in the managed lanes. At the end of the 15-minute update interval, the COM scripts reference this data to determine the toll, which is then assigned to the appropriate managed lane facility. The travel time savings are calculated by VISSIM based on the vehicles that used the managed lane routes during the previous update interval. The toll and travel time savings are used in the Logit model to determine the managed lane probability for the following 15-minute update interval. It should be noted that VISSIM also accounts for a vehicle's previous decisions when assigning vehicles to the express lanes. Therefore, vehicles that had previously chosen to use the managed lanes are more likely to make that same decision at subsequent managed lane routing decision points, barring a significant change to the toll or travel time savings.

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3.0 EXISTING CONDITIONS

The following sections provide a discussion and evaluation of the existing conditions within the area of influence for this SIMR. This discussion includes transportation systems data, existing traffic data, and existing operating conditions.

3.1 Existing Transportation Network

3.1.1 Existing Roadway Network

The existing transportation network within the area of influence consists of two intersecting interstate highways with interchanges at several major collectors. **Table 3-1** summarizes the functional classification and number of lanes for the major roadways within the project area of influence.

I-95 – I-95 within the study area is a north-south, six-lane limited access freeway facility. Auxiliary lanes exist between Old St. Augustine Road and Southside Boulevard, and between Butler Boulevard and University Boulevard. The median width in the sections south of University Boulevard is approximately 20 feet and has a guardrail throughout. Sections north of University Boulevard have a narrower median and concrete barrier throughout. Interchanges with I-95 within the area of influence are at International Golf Parkway, CR 210, SR 9B, Old St. Augustine Road, I-295, Philips Highway, Southside Boulevard, Baymeadows Road, Butler Boulevard, Bowden Road, University Boulevard, Emerson Street, Atlantic Boulevard, and Palm Avenue.

I-295 – I-295 within the study area is primarily a six-lane, north-south limited access facility. While the facility is designated as north-south, the segment within the study area runs predominately east-west. The median width in this section is approximately 20 feet and has a guardrail throughout. Interchanges with I-295 within the area of influence include San Jose Boulevard, Old St. Augustine Road, I-95, and Philips Highway.

International Golf Parkway – International Golf Parkway is a four-lane urban major collector on the west side of I-95 and a four-lane rural major collector on the east side of I-95; grassy and raised medians divide the roadway within the study area.

CR 210 – CR 210 is a six-lane urban major collector on the west side of I-95 and a four-lane rural major collector on the east side of I-95; grassy and raised medians divide the roadway within the study area.

SR 9B – SR 9B is a 4/6 lane urban freeway/expressway within the study area. The median width within the study area is approximately 60 feet and has guardrail throughout. Interchanges with SR 9B within the study area of influence include Peyton Parkway, I-95, and Philips Highway.

Old St. Augustine Road – Old St. Augustine Road interchanges with the study freeways at two locations within the SIMR area of influence. At the I-295 interchange, Old St. Augustine Road is classified as an urban collector south of the interchange and as an urban minor arterial north of the interchange. Old St. Augustine Road has three lanes in each direction within the immediate vicinity of the I-295 interchange and transitions to a 4-lane roadway north of Losco Road and south of Oldfield Crossing Drive. At the I-95 interchange, Old St. Augustine Road is an urban collector consisting of two lanes in each direction.

Table 3-1 Functional Classification of Area Roadways

Roadway	From	To	Functional Classification	Number of Lanes
I-95	SR 16	I-295	Interstate	6
I-95	I-295	Southside Boulevard	Interstate	8
I-95	Southside Boulevard	North of Palm Avenue	Interstate	6
I-295	San Jose Boulevard	Philips Highway	Interstate	6
SR 9B	Peyton Parkway	Philips Highway	Freeway/Expressway	4/6
International Golf Parkway	World Commerce Parkway	Center Place Way	Major Collector	4
CR 210	Russell Sampson Way	I-95	Major Collector	4/6
Old St. Augustine Road	Bartram Park Boulevard	Gran Bay Parkway	Major Collector	4
Baymeadows Road	Baymeadows Way	Western Way	Minor Arterial	4
Butler Boulevard	Bonneval Road	I-95	Arterial-Freeway	4
Butler Boulevard	I-95	West of Belfort Road	Arterial-Freeway	6
Bowden Road	Richard Street	Spring Park Road	Major Collector	4
University Boulevard	Richard Street	Spring Park Road	Minor Arterial	4
Emerson Street	Philips Highway	Spring Park Road	Minor Arterial	4
Atlantic Boulevard	I-95	Kingman Avenue	Principal Arterial	4
Palm Avenue	North of I-95	South of I-95	Major Collector	2
San Jose Boulevard	Oak Bluff Lane	Claire Lane	Major Collector	6
Old St Augustine Road	Oldfield Crossing Drive	I-295	Major Collector	6
Old St. Augustine Road	I-295	Losco Road	Minor Arterial	6
Philips Highway	Business Park Blvd	North of I-95	Principal Arterial	4/5

Note: All roadways within the study area have urban classification

Philips Highway (US 1) – Philips Highway interchanges with the study freeways at three locations within the SIMR area of influence, at I-95, I-295, and SR 9B. Along the length of Philips Highway within the SIMR area of influence, Philips Highway is an urban principal arterial with a 20 foot raised grassy median. North and south of the study area, Philips Highway consists of two lanes in each direction. Between the I-95 and I-295 interchanges, it has two continuous northbound lanes and three southbound lanes.

Baymeadows Road – Baymeadows Road is an urban minor arterial consisting of two lanes in each direction; grassy and raised medians divide the roadway within the study area.

Butler Boulevard (SR 202) – Butler Boulevard is a principal urban arterial-freeway and expressway consisting of two lanes in each direction west of I-95 and three lanes in each direction east of I-95; grassy and raised medians divide the roadway within the study area. Interchanges with Butler Boulevard within the area of influence include Belfort Road.

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Bowden Road – Bowden Road is an urban major collector consisting of two lanes in each direction; painted medians divide the roadway within the study area.

University Boulevard – University Boulevard is a minor urban arterial consisting of two lanes in each direction; painted medians divide the roadway within the study area.

Emerson Street – Emerson Street is a minor urban arterial consisting of two lanes in each direction; painted medians divide the roadway within the study area.

Atlantic Boulevard – Atlantic Boulevard is an urban principal arterial consisting of two lanes in each direction; grassy and raised medians divide the roadway within the study area.

Palm Avenue – Palm Avenue is an urban major collector consisting of a single lane in each direction.

Figure 3-1 shows the existing lane configuration for study area roadways and intersections.

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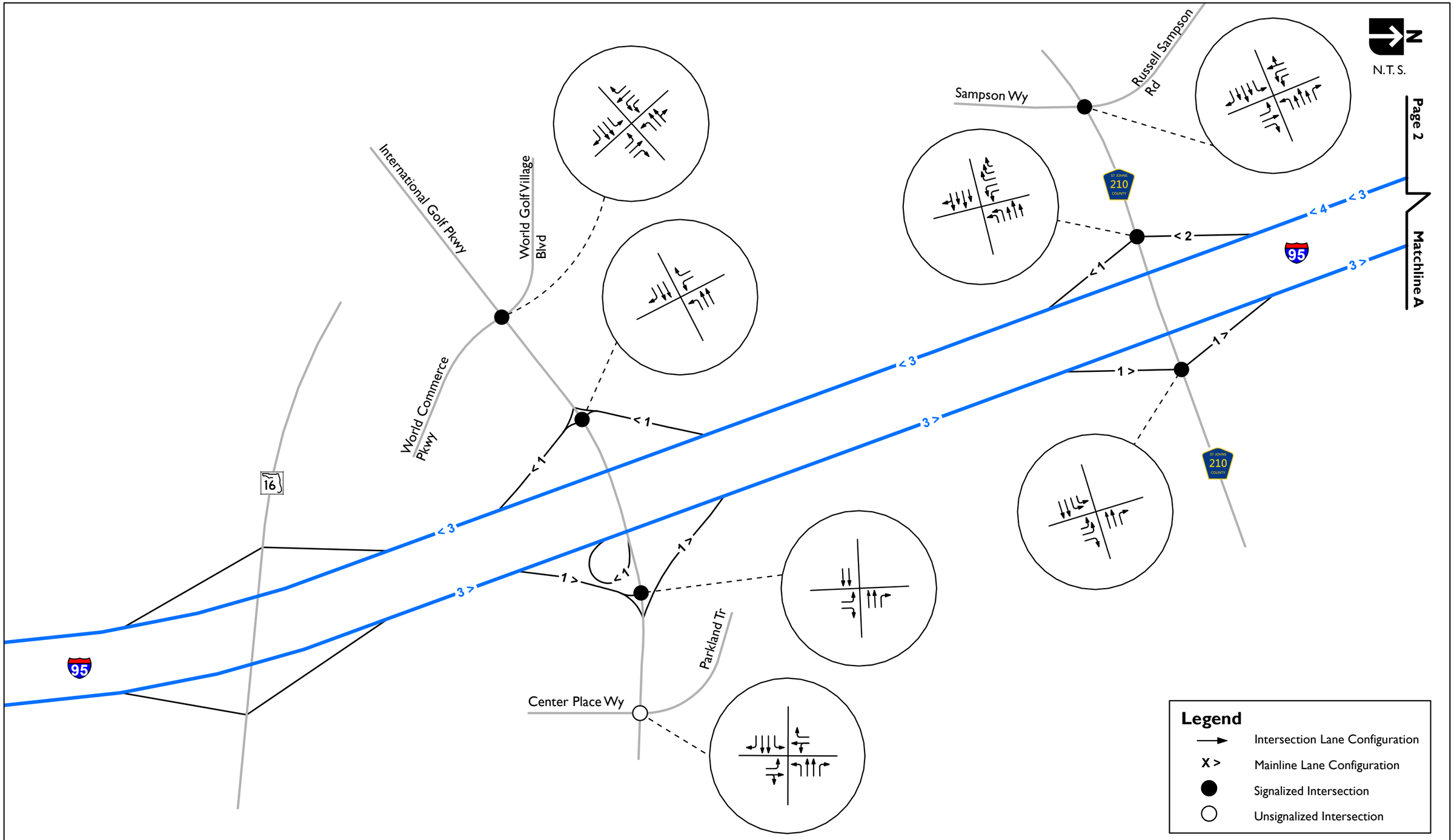

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Lane Configuration	Figure 3-1	Page 1 of 9

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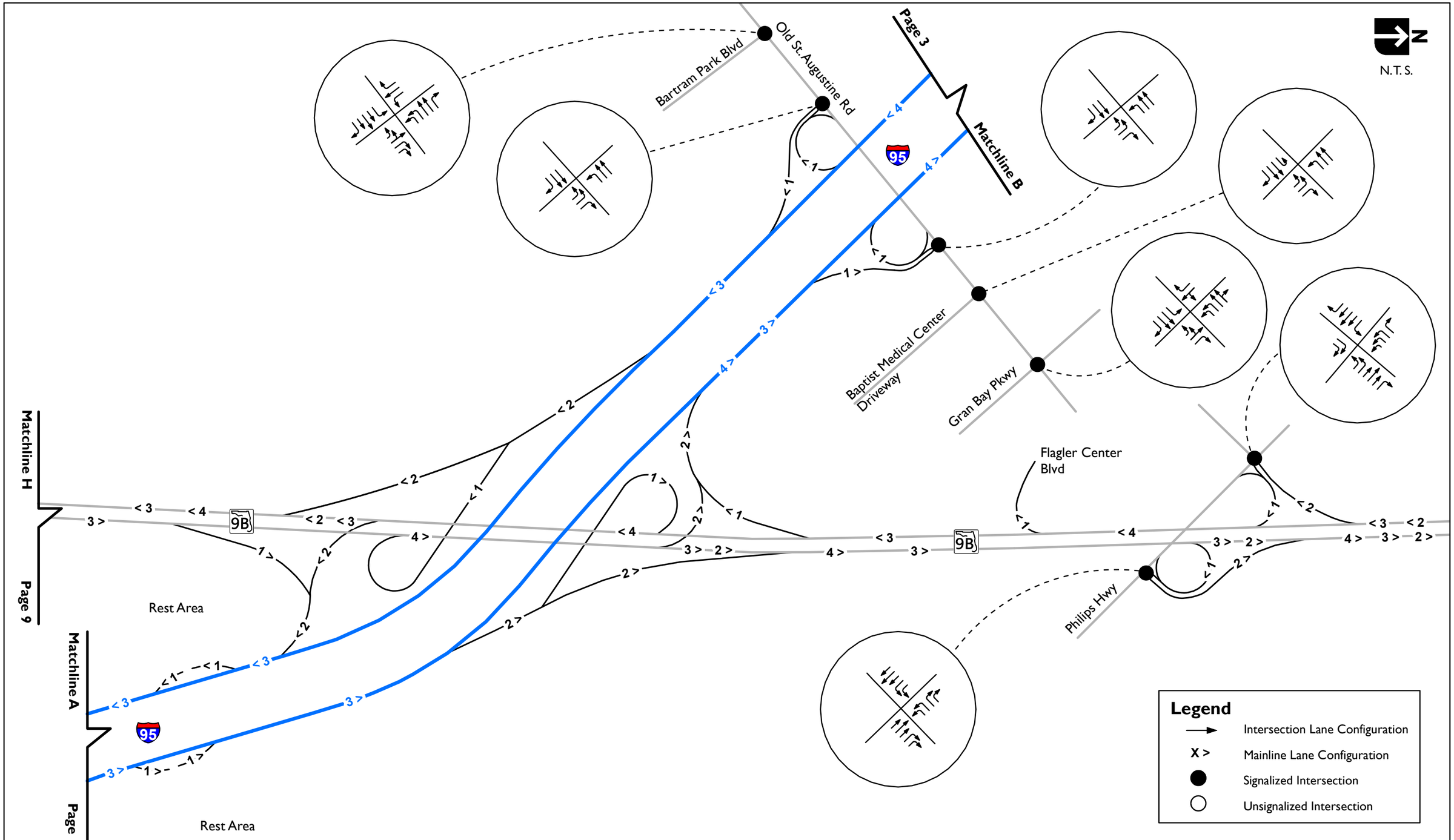

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 2 of 9

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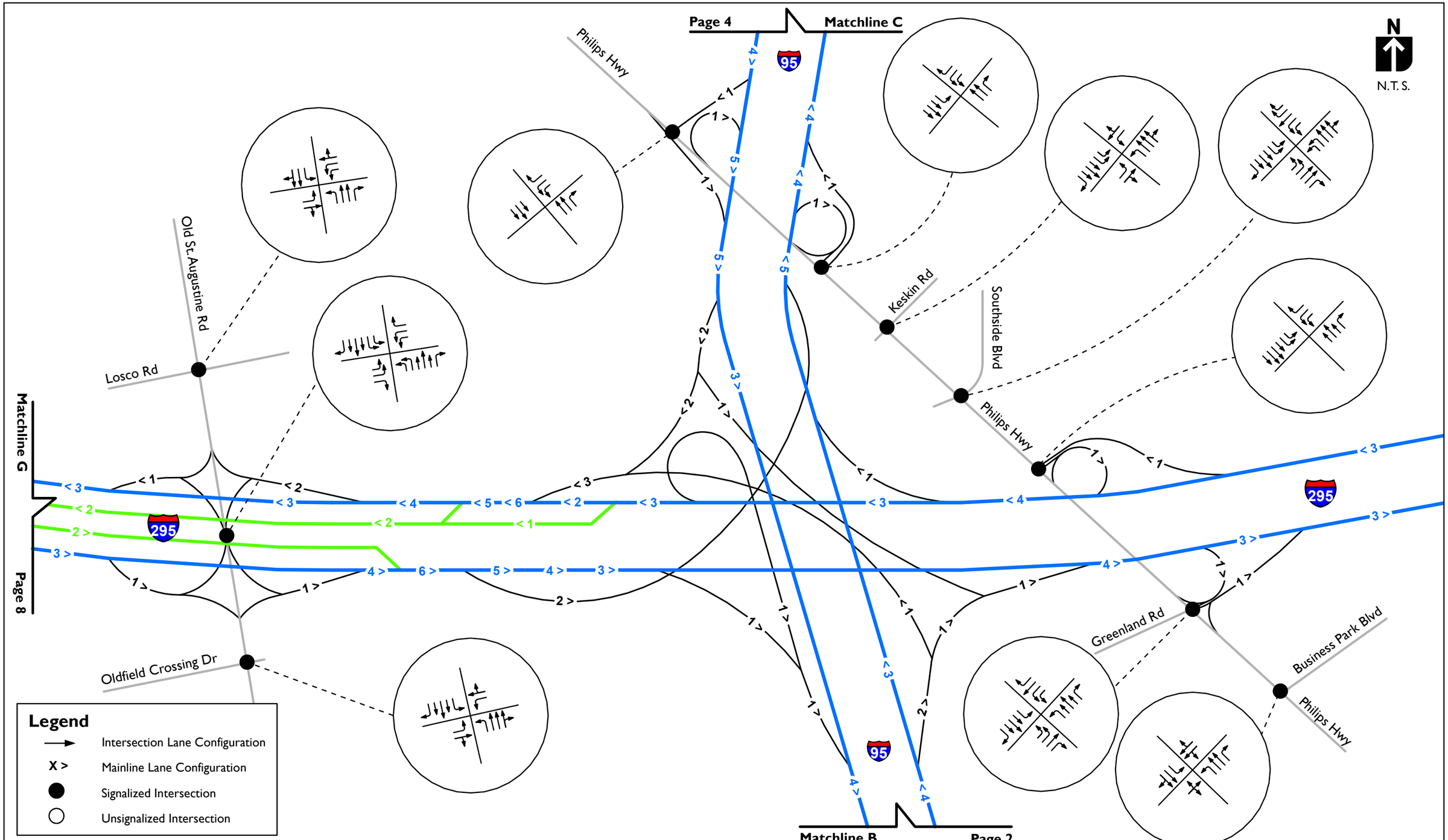

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Lane Configuration	Figure 3-1	Page 3 of 9

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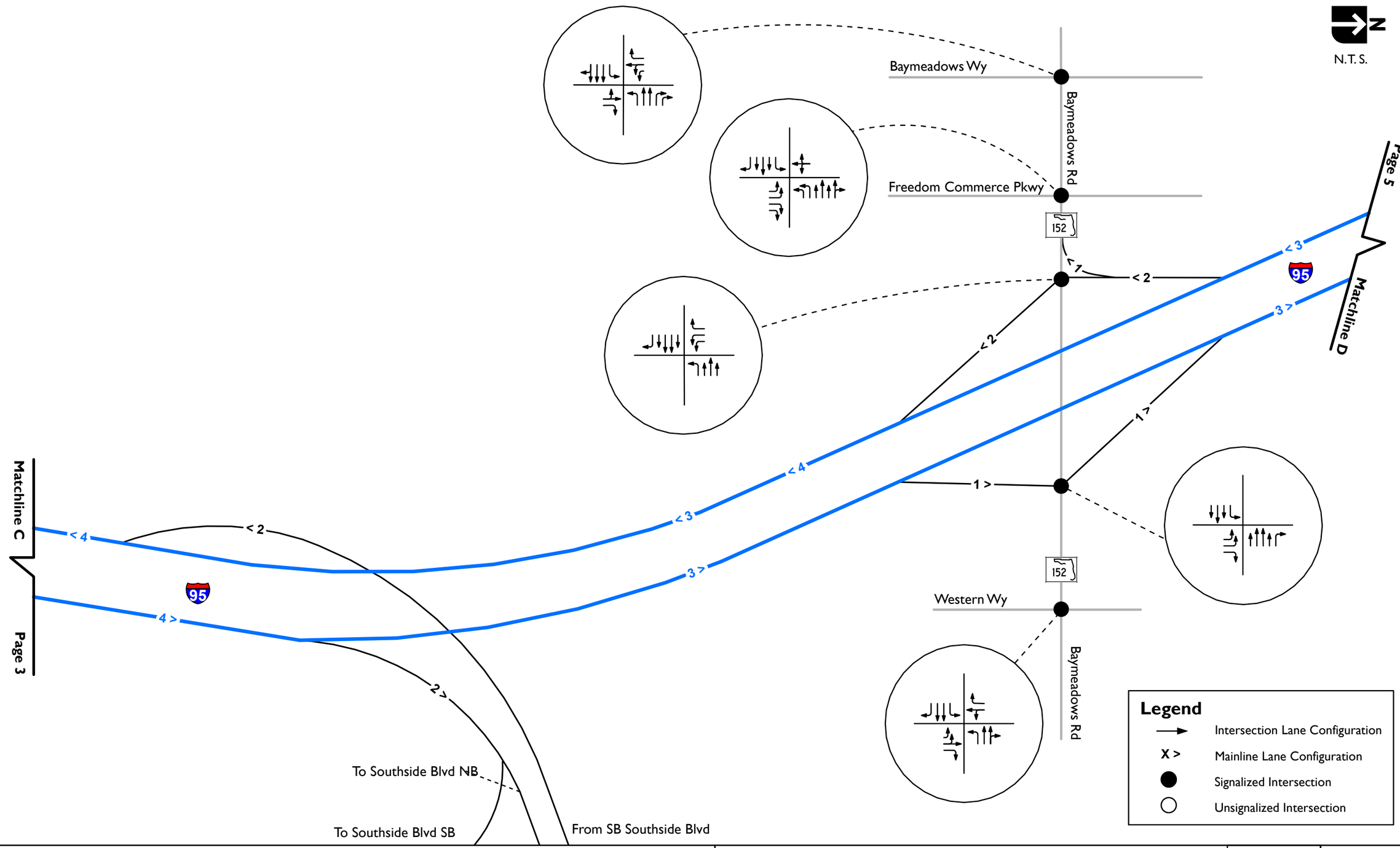

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 4 of 9

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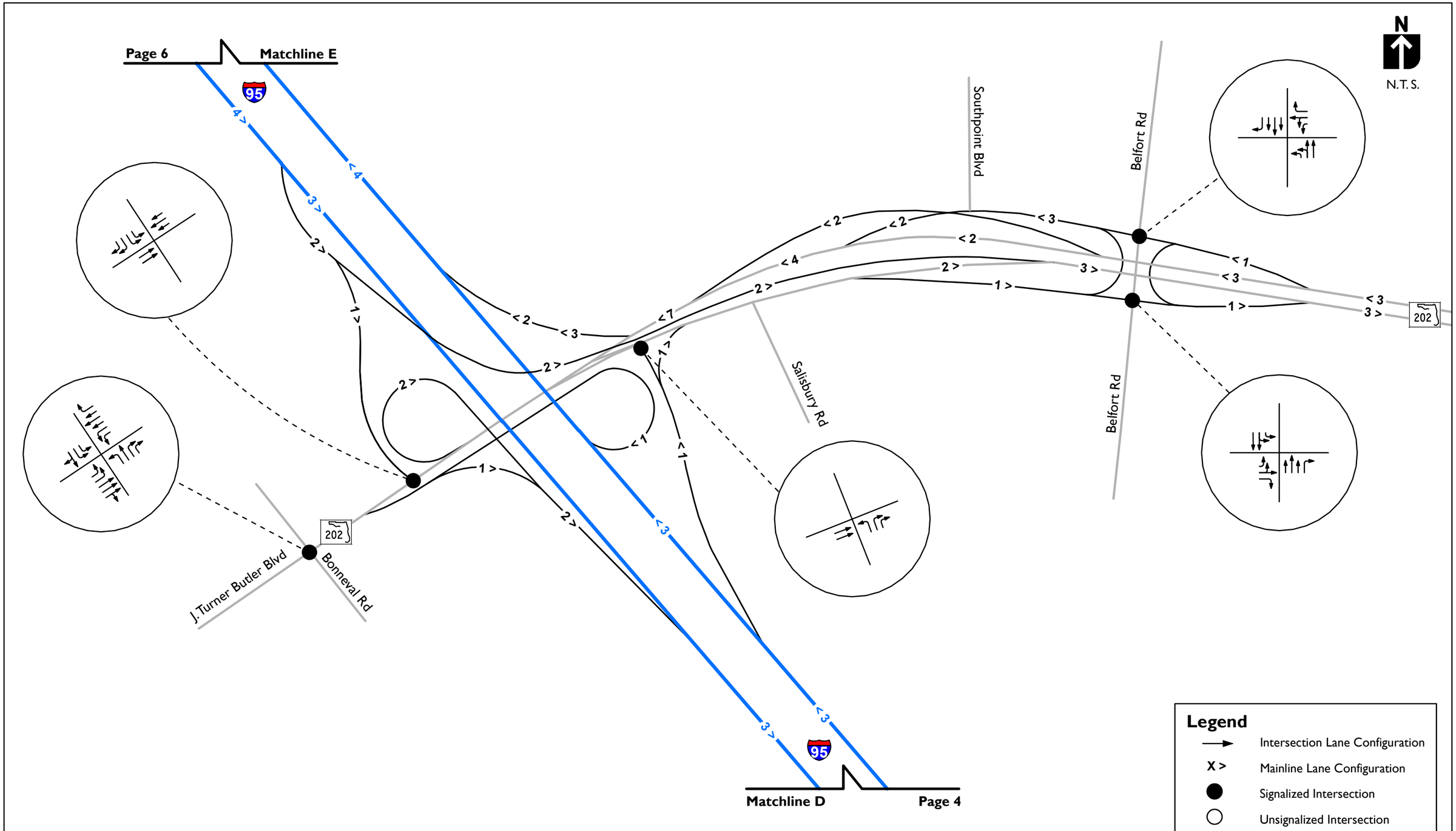

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 5 of 9

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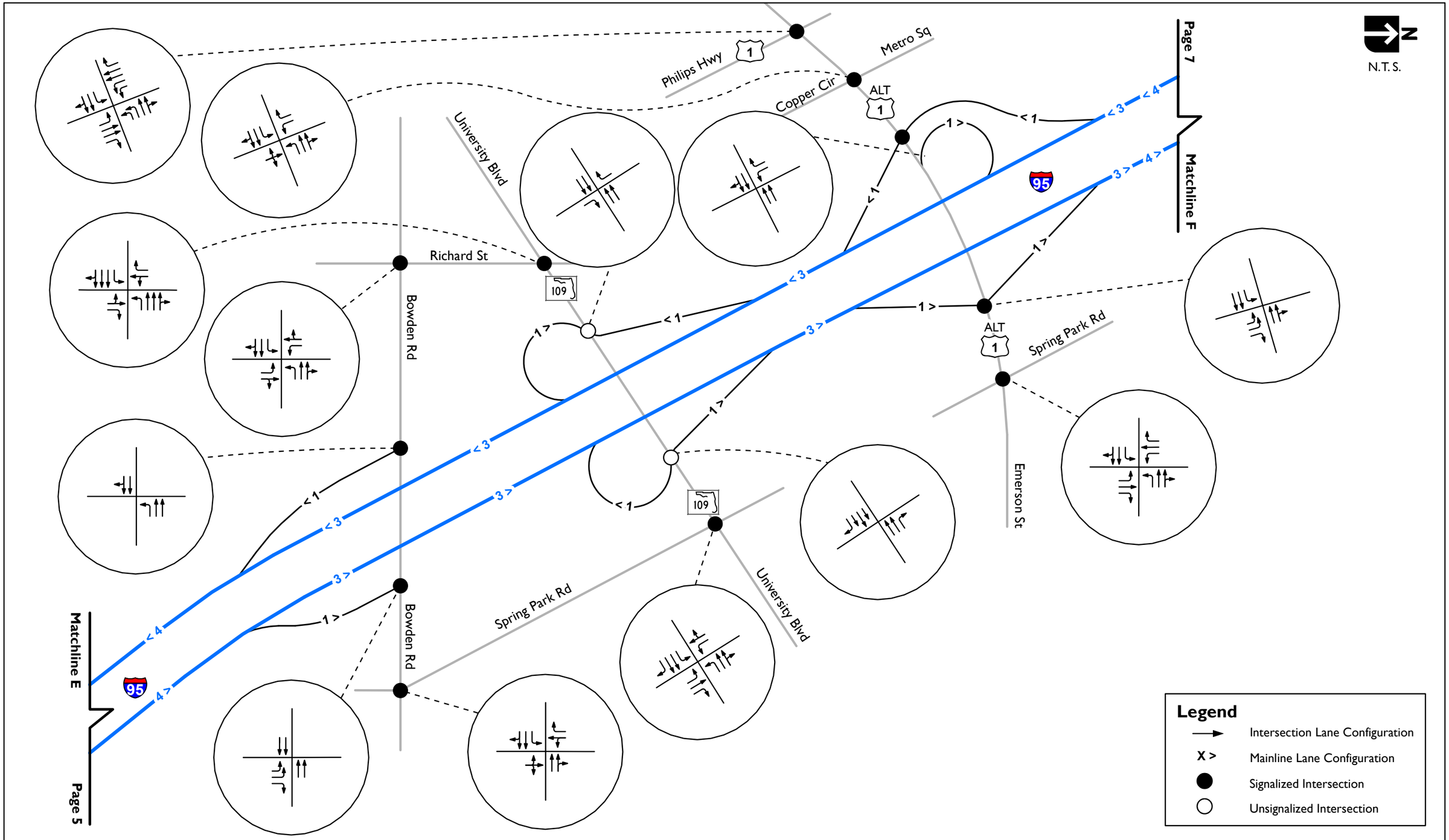

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 6 of 9

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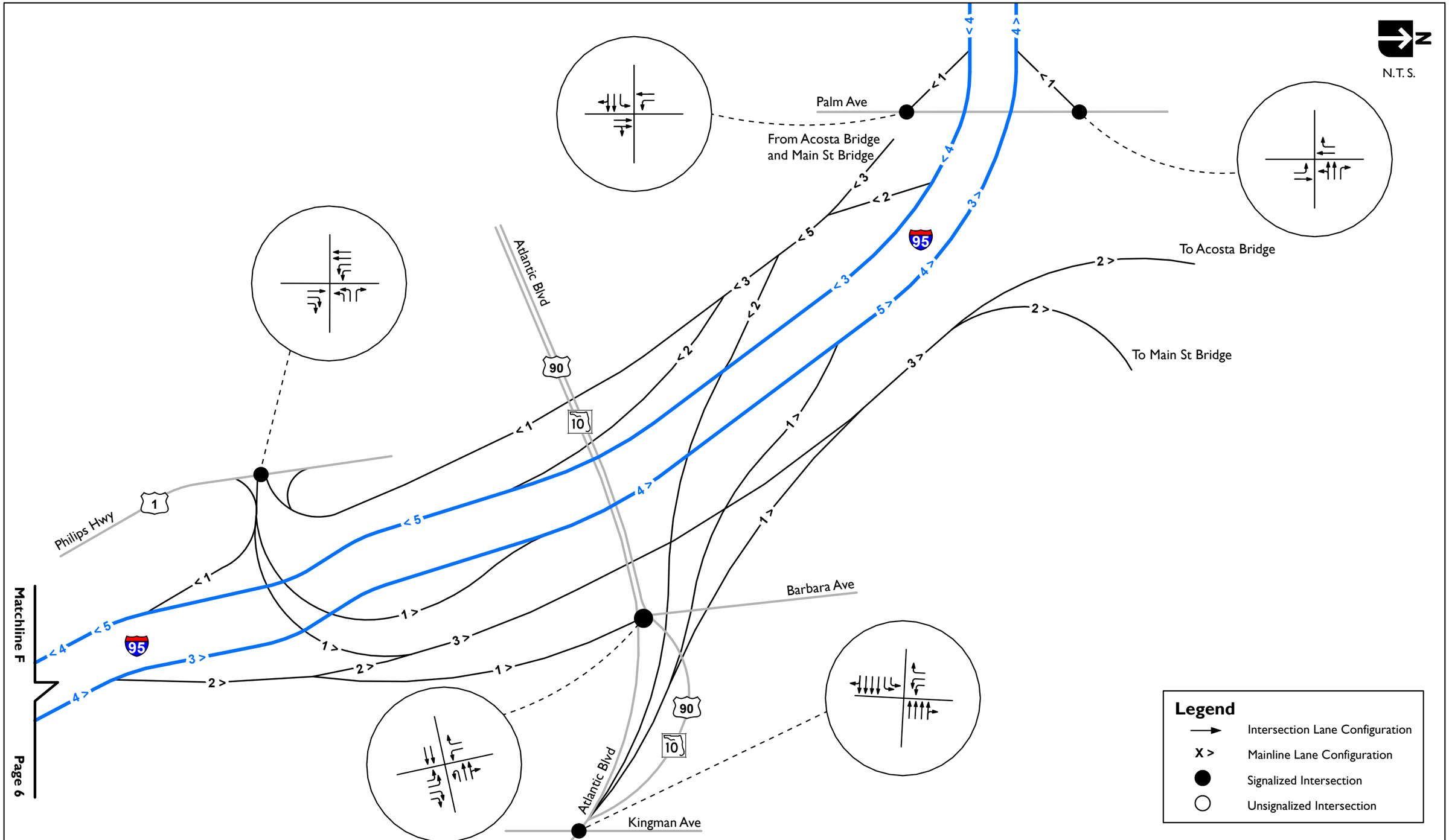

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 7 of 9

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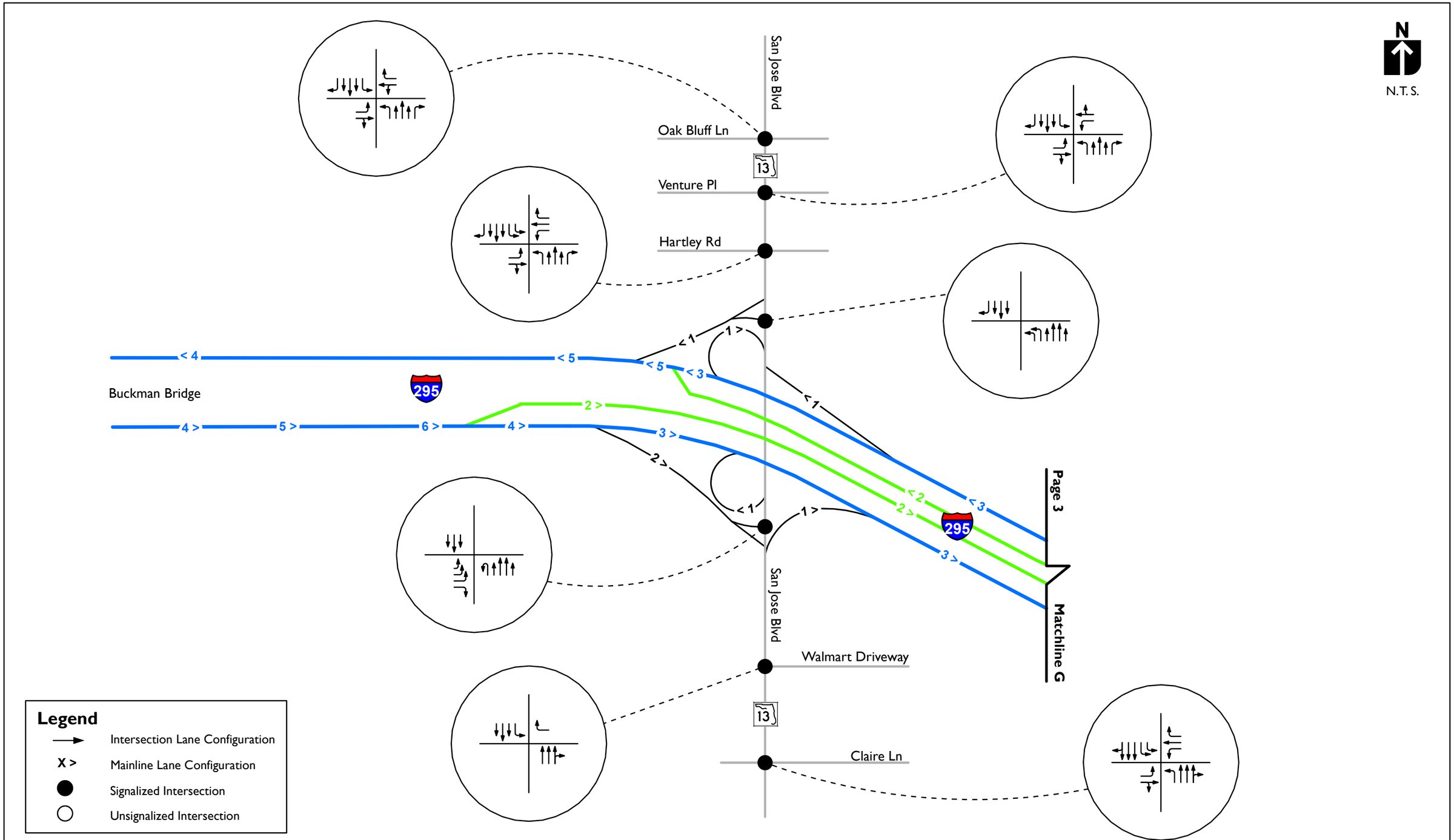

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Lane Configuration	Figure 3-1	Page 8 of 9

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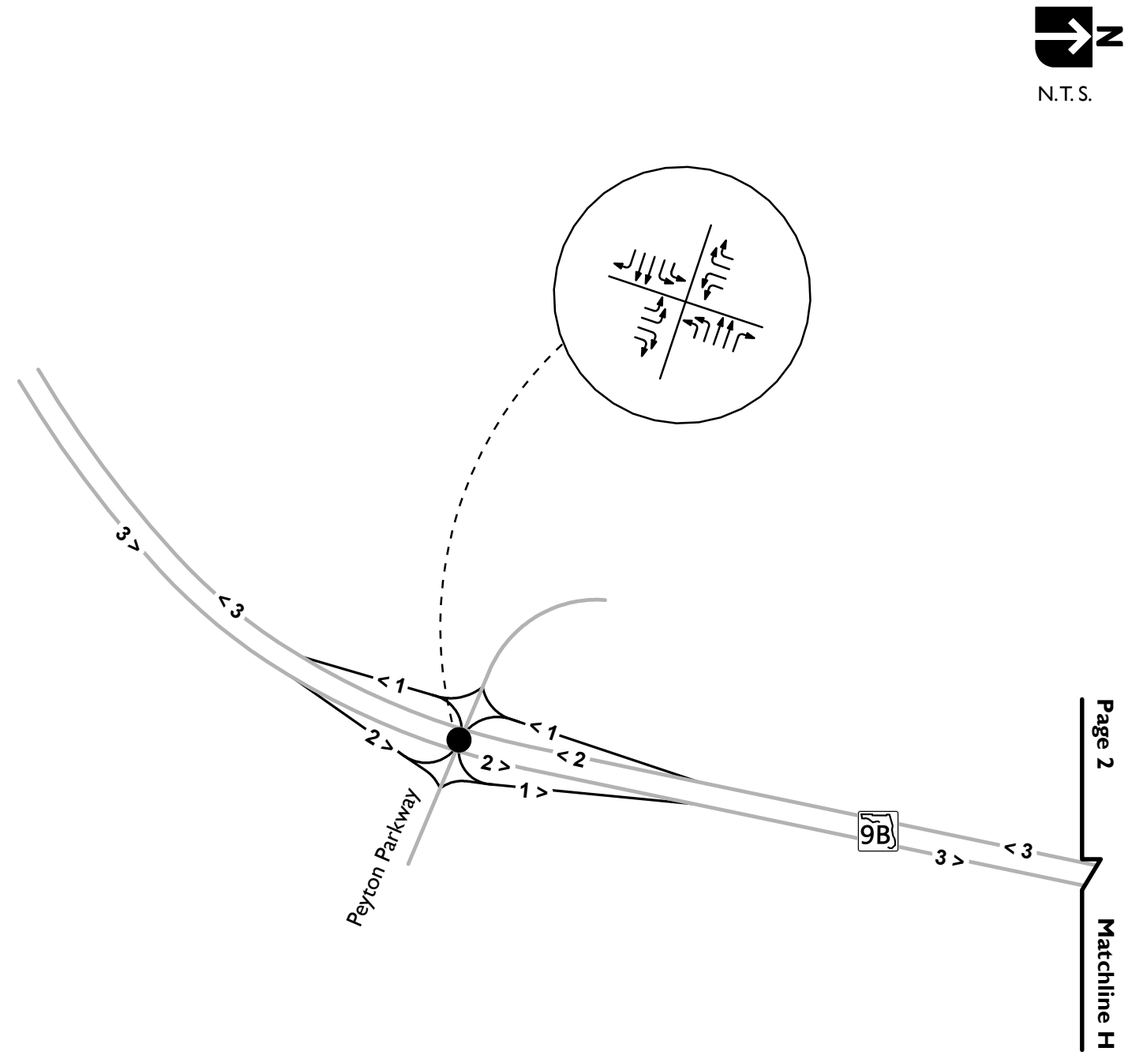

Legend

- Intersection Lane Configuration
- X > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Lane Configuration	Figure 3-1	Page 9 of 9

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3.1.2 Alternative Transportation Modes

The Jacksonville Transportation Authority (JTA) and St. Johns County's Sunshine Bus Service have fixed-route services that utilize the roadways within the SIMR's area of influence. These routes are summarized in **Table 3-2**. Please note that no existing bus routes utilize the I-95 mainline within the study area, and buses are not identified as an individual class in the existing and future year VISSIM models.

Table 3-2 Study Area Bus Routes

Provider	Route Number	Description
JTA	8	Beach / Town Center
JTA	17	St. Augustine / San Jose
JTA	25	San Jose / Southpoint
JTA	27	Philips / Avenues
JTA	33	Spring Park / Philips
JTA	50	University
JTA	107 (FCF Blue Line)	Avenues Mall / Downtown
JTA	200	Mandarin Express
Sunshine Bus Company	Purple Line	The Avenues Mall Areas

8 – The Beach Boulevard/Downtown route runs from UNF in Southside to the Rosa L. Parks Station downtown making stops at FSCJ South, St. Johns Town Center and the Museum of Science and History. This route utilizes Atlantic Boulevard within the SIMR area of influence.

17 – The Mandarin/Downtown route runs from the South Mandarin Library on San Jose Boulevard to the Rosa L. Parks Station downtown. This route utilizes San Jose Boulevard within the SIMR area of influence, in addition to the northbound C-D road at Atlantic Boulevard (via the Kings Avenue intersection).

25 – The Southside/Downtown route runs from the Concorde College in Southside to the Rosa L. Parks Station downtown. This route utilizes University Boulevard and Palm Avenue within the SIMR area of influence.

27 – The Avenues Mall/Kings route runs from the Avenues Mall to the Rosa L. Parks Station. This route utilizes Philips Highway and Butler Boulevard within the SIMR area of influence.

33 – The Spring Park/Englewood route runs from Drew Park to the intersection of Art Museum Drive and Carmichael Avenue. This route utilizes University Boulevard, Emerson Street and Philips Highway within the SIMR area of influence.

50 – The Southside/Arlington route runs from Deerwood Village in Southside to Jacksonville University making stops at the Arlington Town & Country Shopping Center. This route utilizes Baymeadows Road and University Boulevard within the SIMR area of influence.

107 (First Coast Flyer Blue Line) – The Avenues Mall/Downtown route runs from the Avenues Mall to the Rosa L. Parks Station downtown. This route utilizes Philips Highway within the SIMR area of influence.

200 – The Mandarin/Downtown route runs from the South Mandarin Library on San Jose Boulevard to the Rosa L. Parks Station downtown. This route utilizes San Jose Boulevard within the SIMR area of influence.

Purple Line – St. Johns County's Sunshine Bus Company operates the Purple Line within the project study area. This route runs from the outlet malls on SR 16 in St. Augustine to The Avenues on the south side of Jacksonville. This route utilizes Philips Highway within the SIMR area of influence.

3.1.3 Existing Interchanges

There are eighteen existing interchanges within the study area including I-95 system-to-system interchanges with I-295 and SR 9B. The existing interchanges within the SIMR area of influence are discussed below.

- I-95 at International Golf Parkway is a partial cloverleaf with a loop in the southeast quadrant.
- I-95 at CR 210 is a diamond interchange.
- I-95 at Old St. Augustine Road is a partial cloverleaf with loops in the southwest and southeast quadrants.
- I-95 at Philips Highway is a partial cloverleaf with loops in the northwest and northeast quadrants.
- I-95 at Baymeadows Road is a diamond interchange.
- I-95 at Butler Boulevard is a partial cloverleaf with loops in the northwest and southeast quadrants.
- I-95 at Bowden Road is a half diamond interchange.
- I-95 at University Boulevard is a partial cloverleaf with loops in the southwest and southeast quadrants.
- I-95 at Emerson Street is a hybrid interchange with a cloverleaf loop in the northwest quadrant and diamond interchange components in the east quadrants.
- I-95 at Atlantic Boulevard is a hybrid interchange with directional ramps for the movements between Atlantic Boulevard and I-95 to the north. Diamond interchange components exist in the southeast and southwest quadrants (to/from I-95 to the south).
- I-95 at Palm Avenue is a half diamond interchange.
- I-95 at I-295 is a system-to-system interchange with directional ramps providing for all movements to/from I-95 and I-295.
- I-95 at SR 9B is a system-to-system interchange with directional ramps providing for all movements.
- I-295 at San Jose Boulevard is a partial cloverleaf with loops in the northwest and southwest quadrants.
- I-295 at Old St. Augustine Road is a single point urban interchange (SPUI).
- I-295 at Philips Highway is a partial cloverleaf interchange with loops in the northeast and southeast quadrants.
- SR 9B at Peyton Parkway is a SPUI.
- SR 9B at Philips Highway is a partial cloverleaf with loops in the northeast and northwest quadrants.

All existing service interchanges have signalized ramp terminal intersections (except for the University Boulevard interchange that is unsignalized), and most have channelized right turns for the on- and off-ramps that operate under yield or free flow conditions.

3.1.4 Consideration of Other Interchange Proposals

There are no other interchange proposals currently under consideration within the project study area.

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3.2 Existing Operational Performance

This section summarizes the operational analysis performed within the area of influence to assess the 2019 traffic and mobility conditions. Interstate-95 is a six-lane, limited-access interstate facility. This facility accommodates interstate and regional mobility for commuter and freight traffic. The surrounding transportation network consists of I-295; a six-lane, limited-access interstate facility, and four-lane and six-lane rural and urban major and minor collectors.

3.2.1 Existing Traffic Data

An extensive traffic count effort was performed to obtain existing traffic data for this study during the last week of March and first week of April 2019. Seventy-two (72)-hour bi-directional machine counts were taken at 19 locations within the study area, 24-hour bi-directional machine counts were taken at two locations within the study area, 72-hour ramp hose counts were taken at 41 locations within the study area, and 8-hour peak period turning movement counts were taken at the 59 study intersections within the project area. The 72-hour and 24-hour machine counts were converted to AADT by applying appropriate seasonal and axle correction factors in accordance with FDOT standards.

Information from the FDOT's FTI Online (2018) was used to supplement the traffic count program as well as to check the reasonableness of the existing traffic counts and to develop existing AADTs for the freeway ramps. **Figure 3-2** shows the Existing Year 2019 AADT. The existing traffic data was used to develop the existing study year 2019 balanced mainline, ramp and intersection peak hour volumes shown in **Figure 3-3**.

Existing signal timing and phasing information was obtained from St. Johns County, Duval County and the City of Jacksonville. These timings were implemented in the existing conditions VISSIM model.

Travel time runs were conducted for 3 days during the weeks of March 26, 2019, April 2, 2019 and April 9, 2019 (Tuesday, Wednesday, or Thursday) using two probe vehicles (one at each end of the corridor) with GPS. The travel time runs were performed for both AM (6:00 AM to 10:00 AM) and PM (3:00 PM to 7:00 PM) peak periods and covered the distance from International Golf Parkway to Palm Avenue. This data was used to create facility speed profiles for the study area. These speed profiles were used to aid in the calibration of the existing conditions VISSIM models. In addition to the recorded travel time runs, RITIS data was used to calibrate in terms of the northbound and southbound travel times through the study area corridor.

An O-D study was conducted for the study area using Streetlight Data, Inc. The O-D matrices from the AM peak period (6:00 AM - 10:00 AM) and PM peak period (3:00 PM - 7:00 PM) were used as seed matrices for the O-D matrix estimation (ODME) process in VISUM. The resulting paths were used to route the existing traffic for calibration in VISSIM.

The field-collected traffic data and existing signal timing and phasing plans are provided in **Appendix D**.

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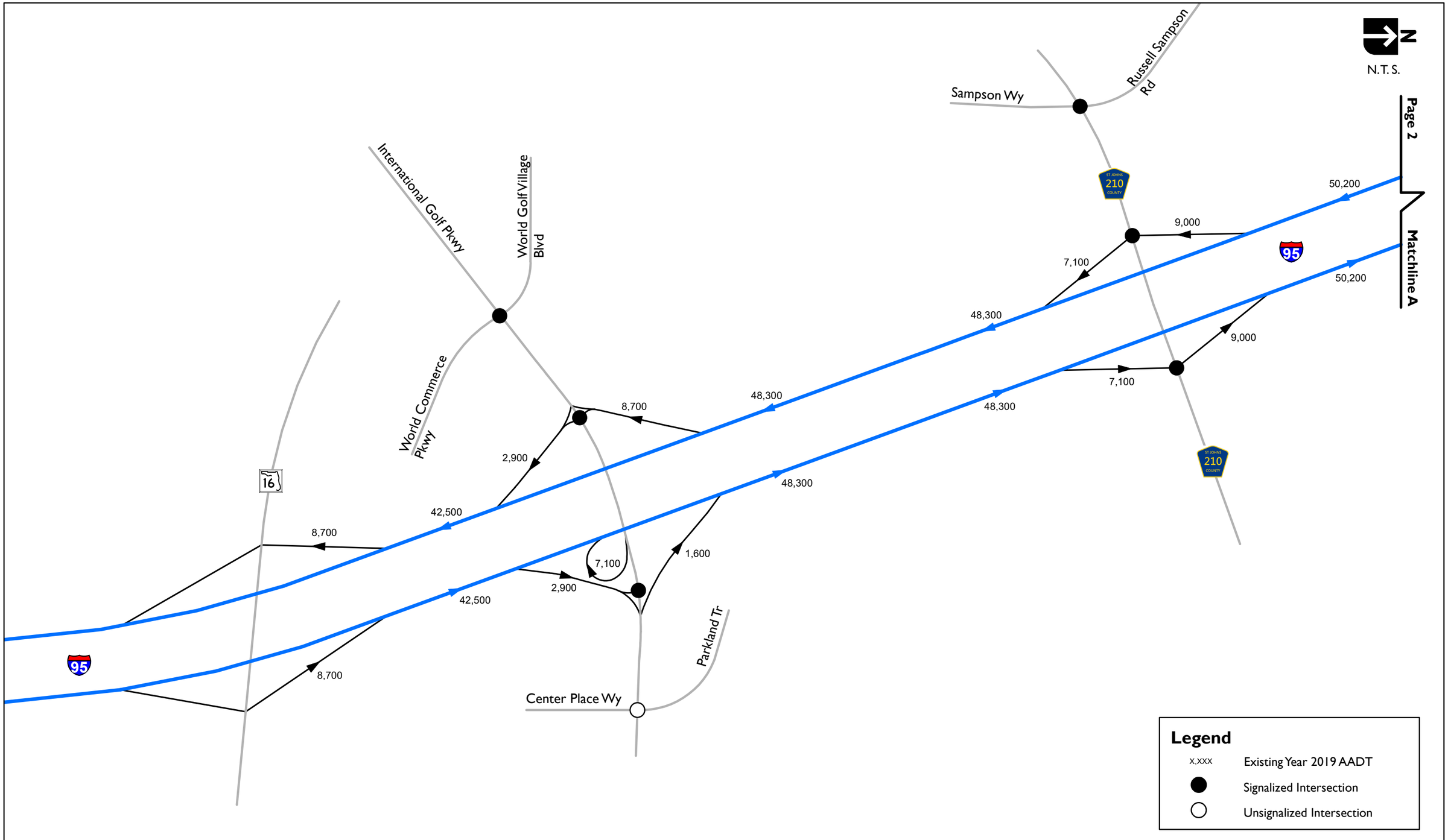

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 1 of 9

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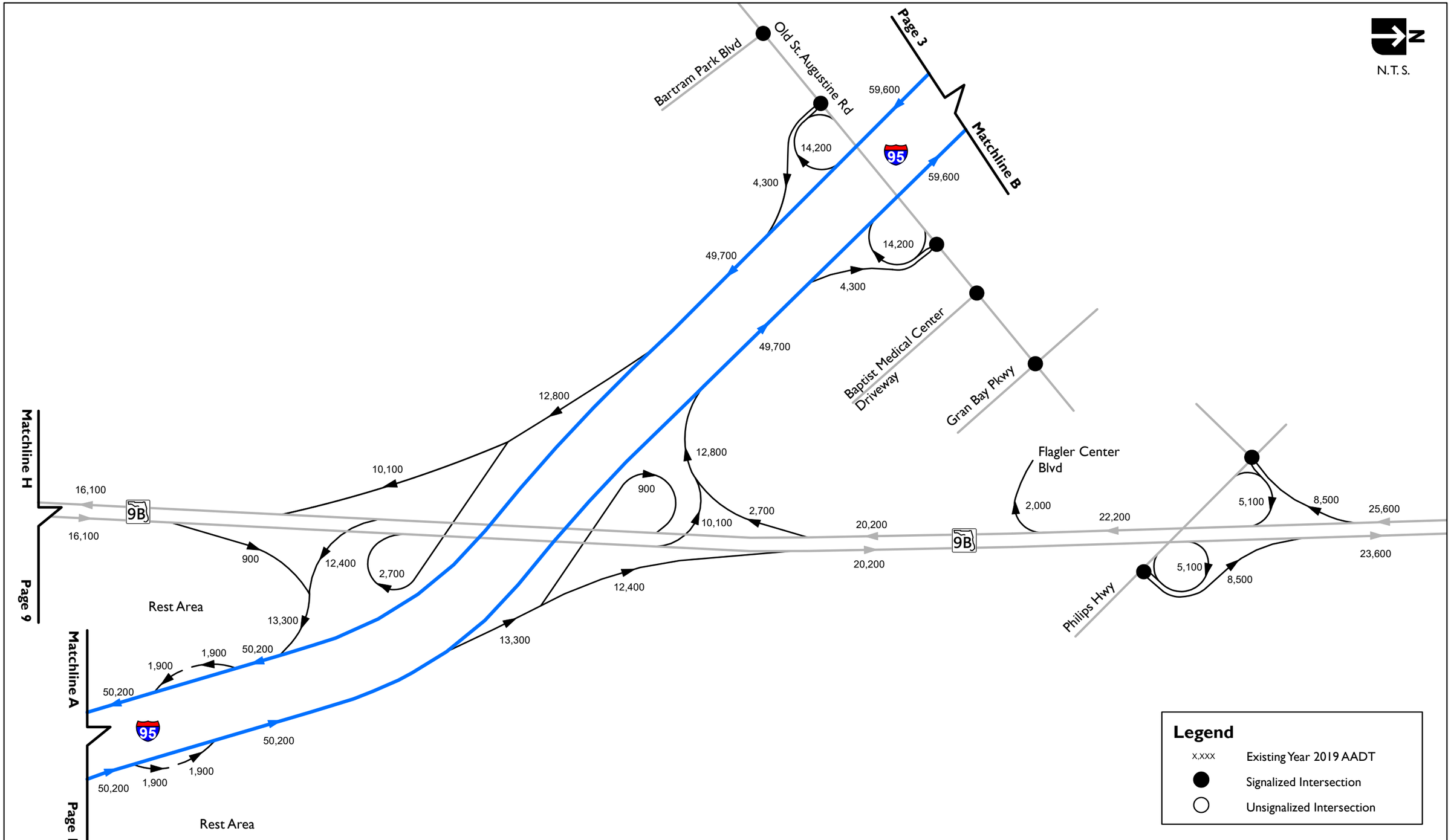

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 2 of 9

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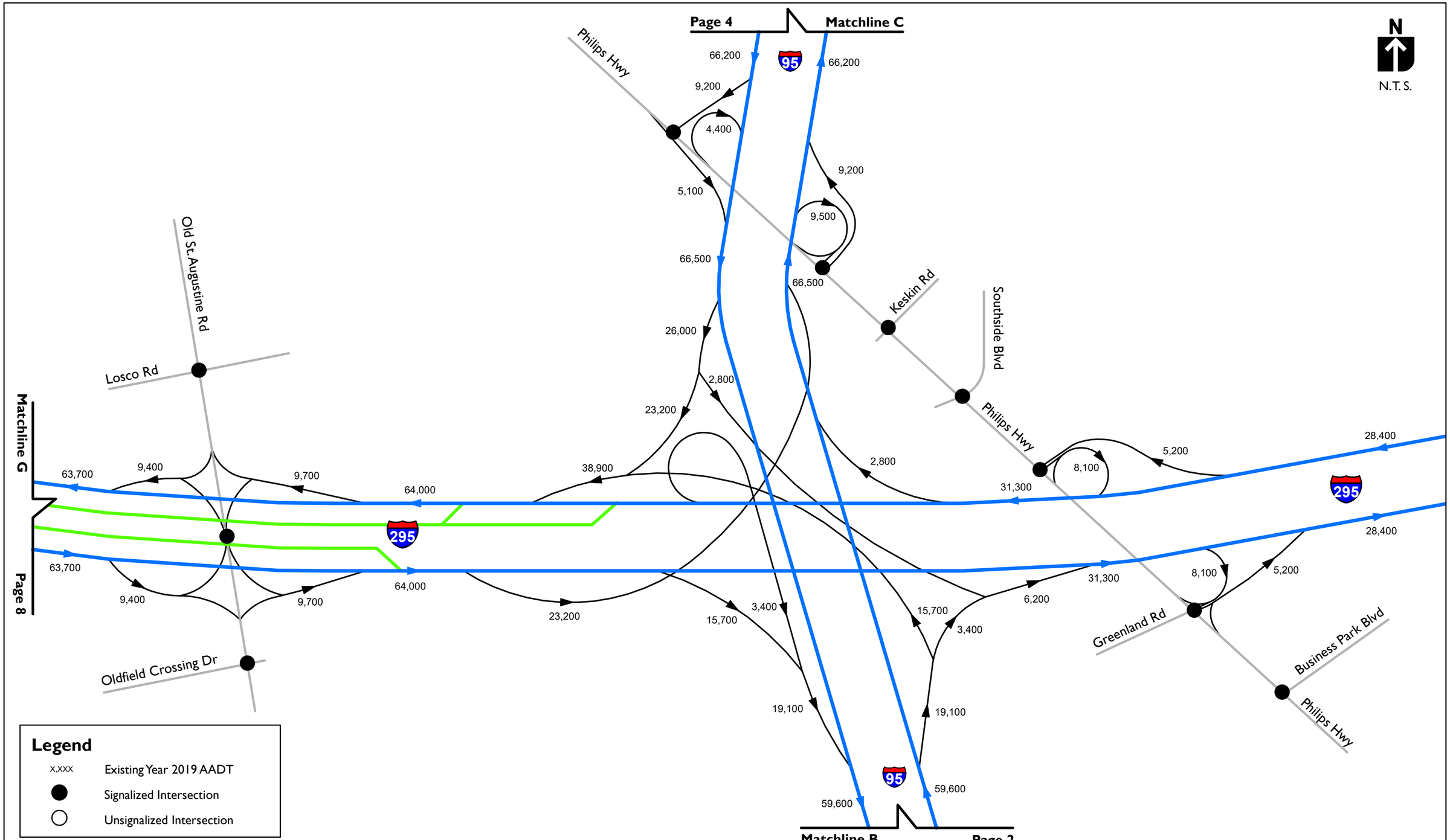

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 3 of 9

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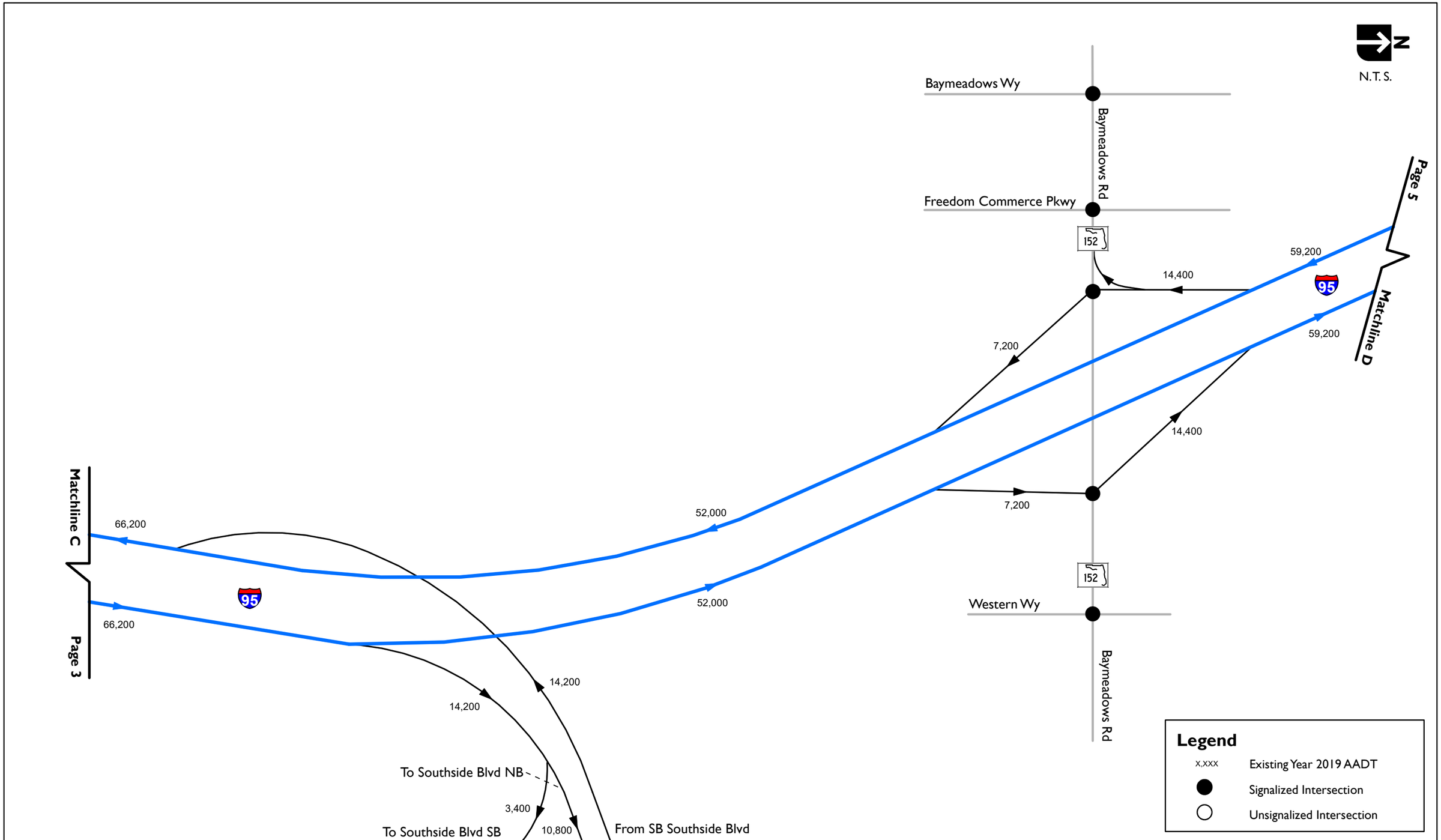

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 4 of 9

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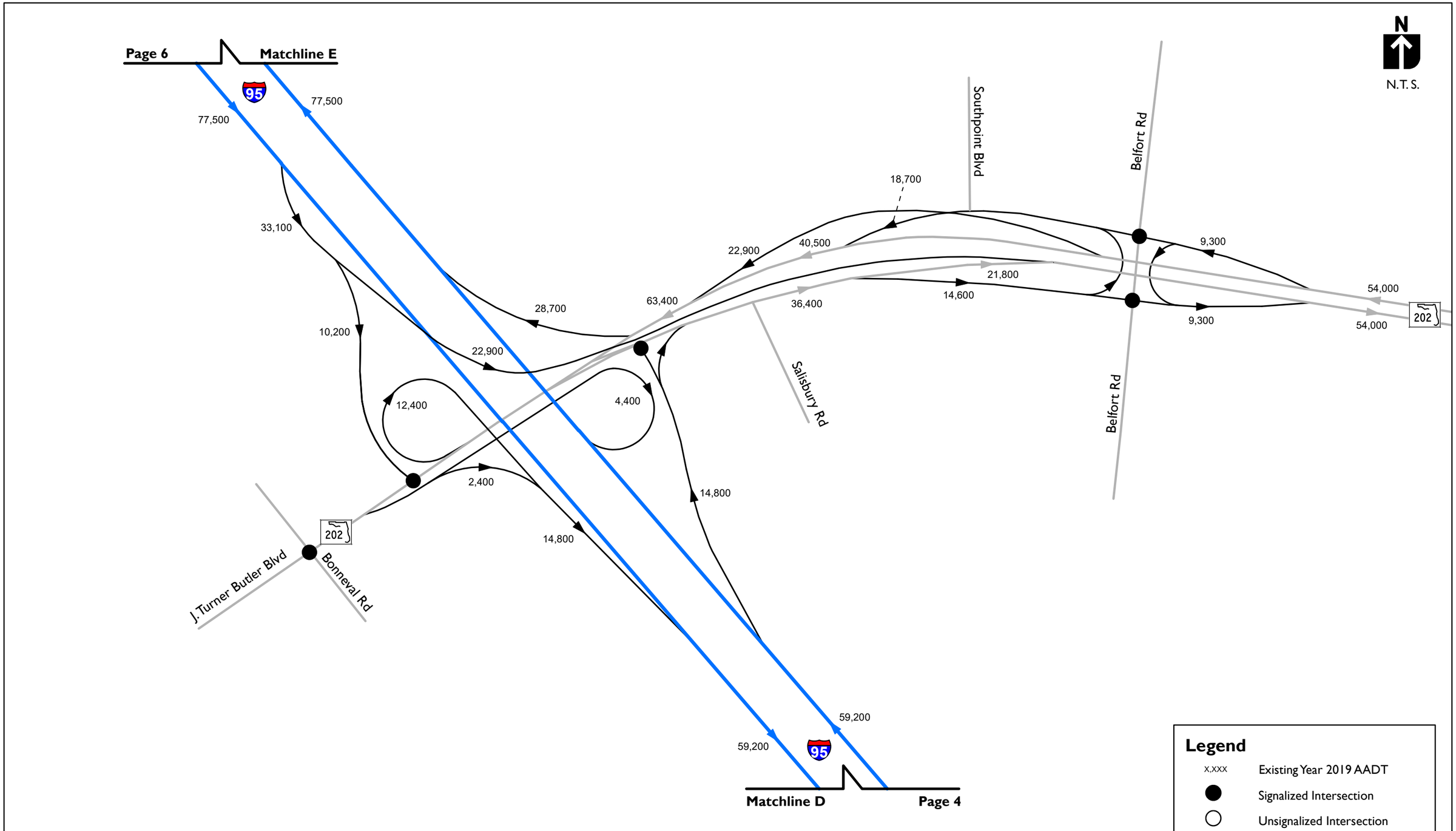

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 5 of 9

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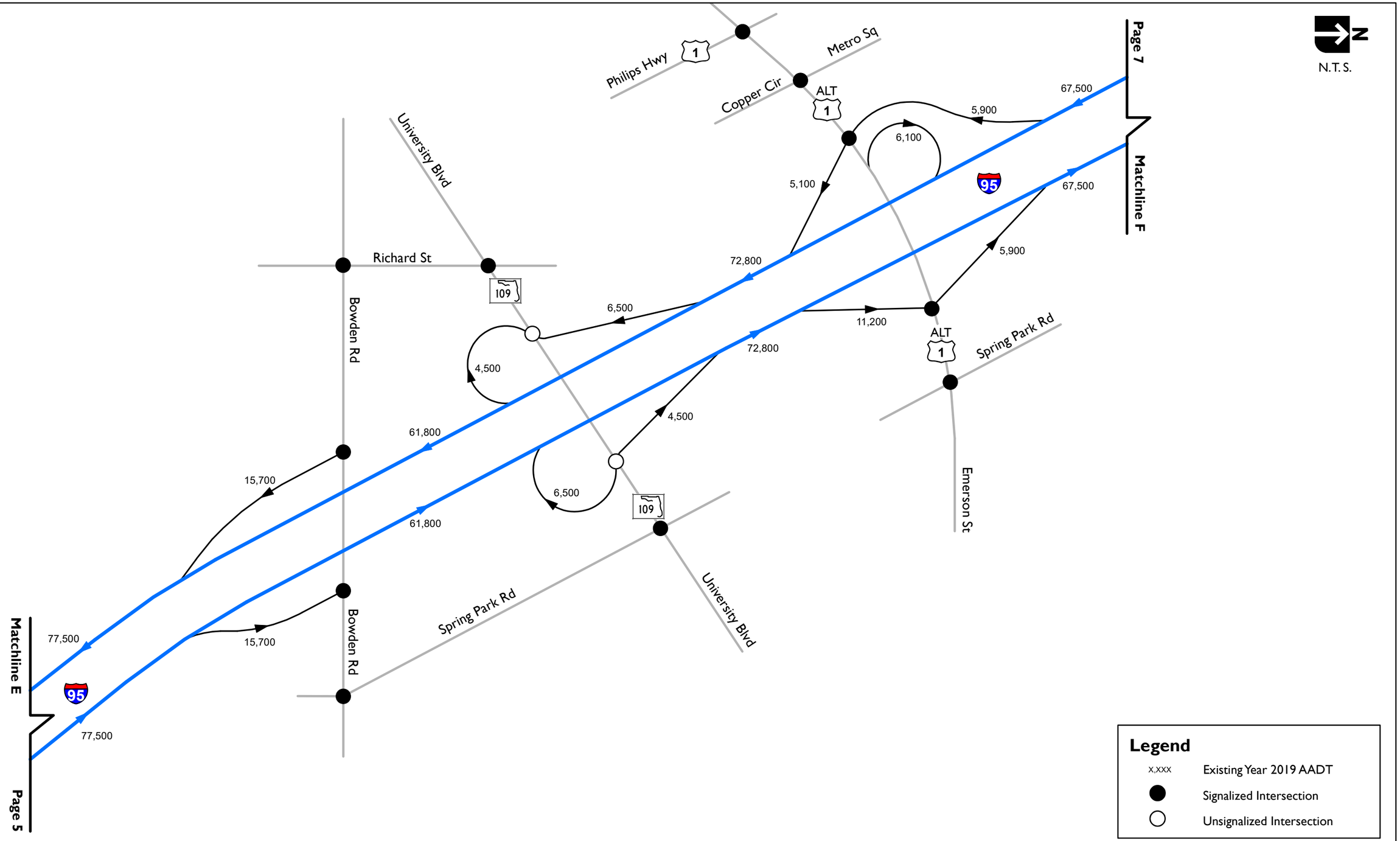

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 6 of 9

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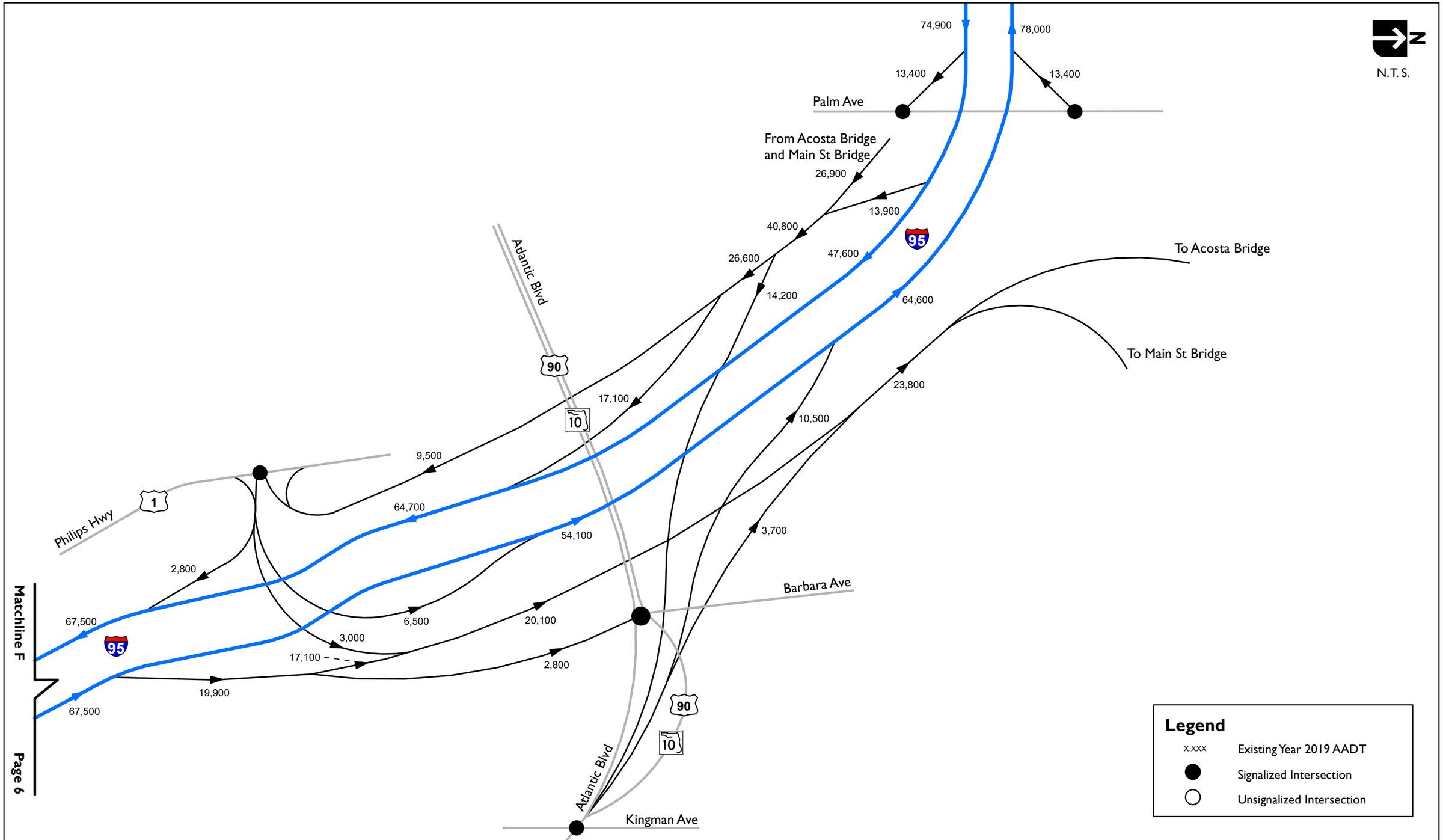

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 7 of 9

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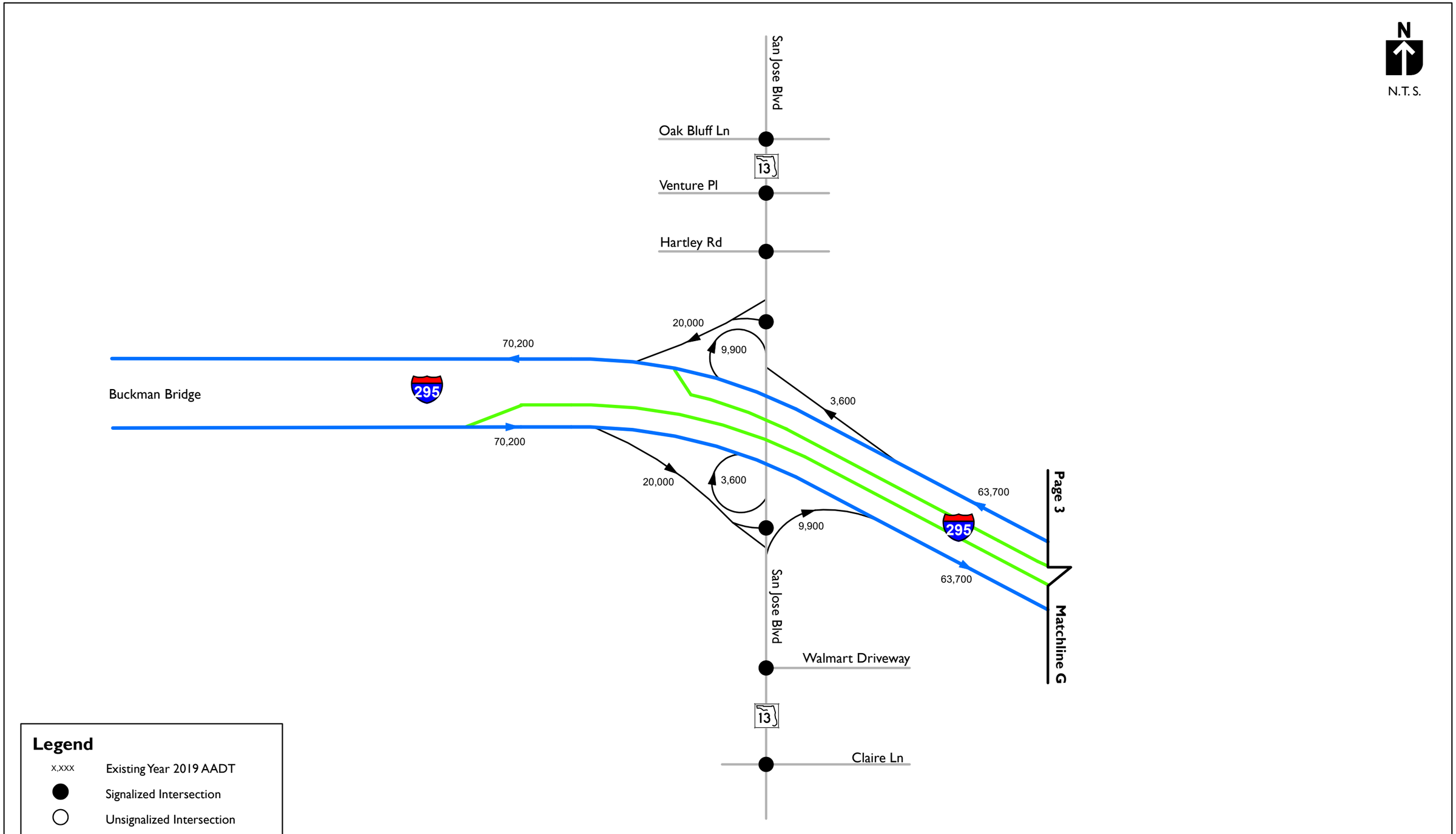

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 8 of 9

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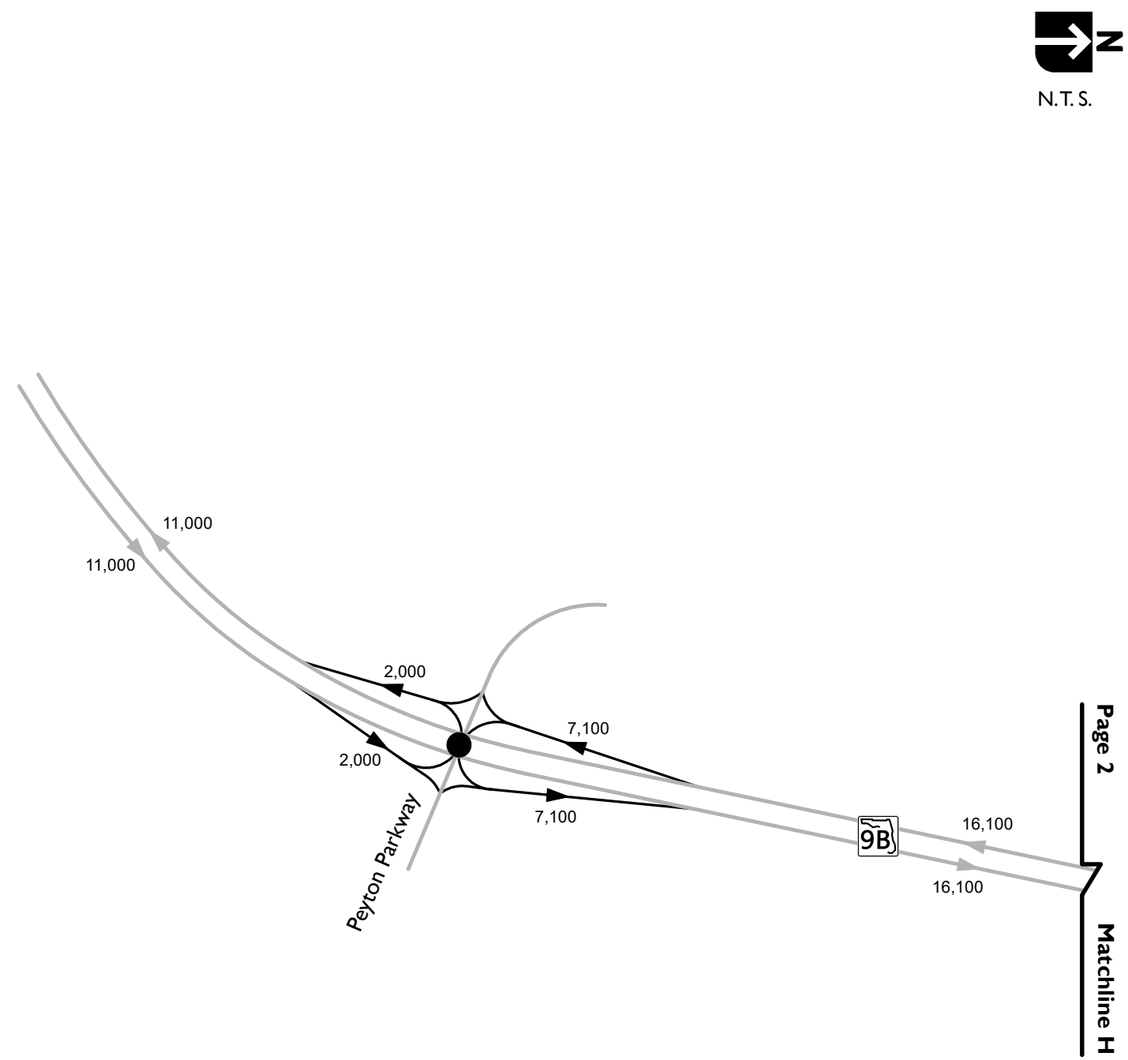

Legend

x,xxx	Existing Year 2019 AADT
●	Signalized Intersection
○	Unsignalized Intersection

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 Annual Average Daily Traffic (AADT) Volumes	Figure 3-2	Page 9 of 9

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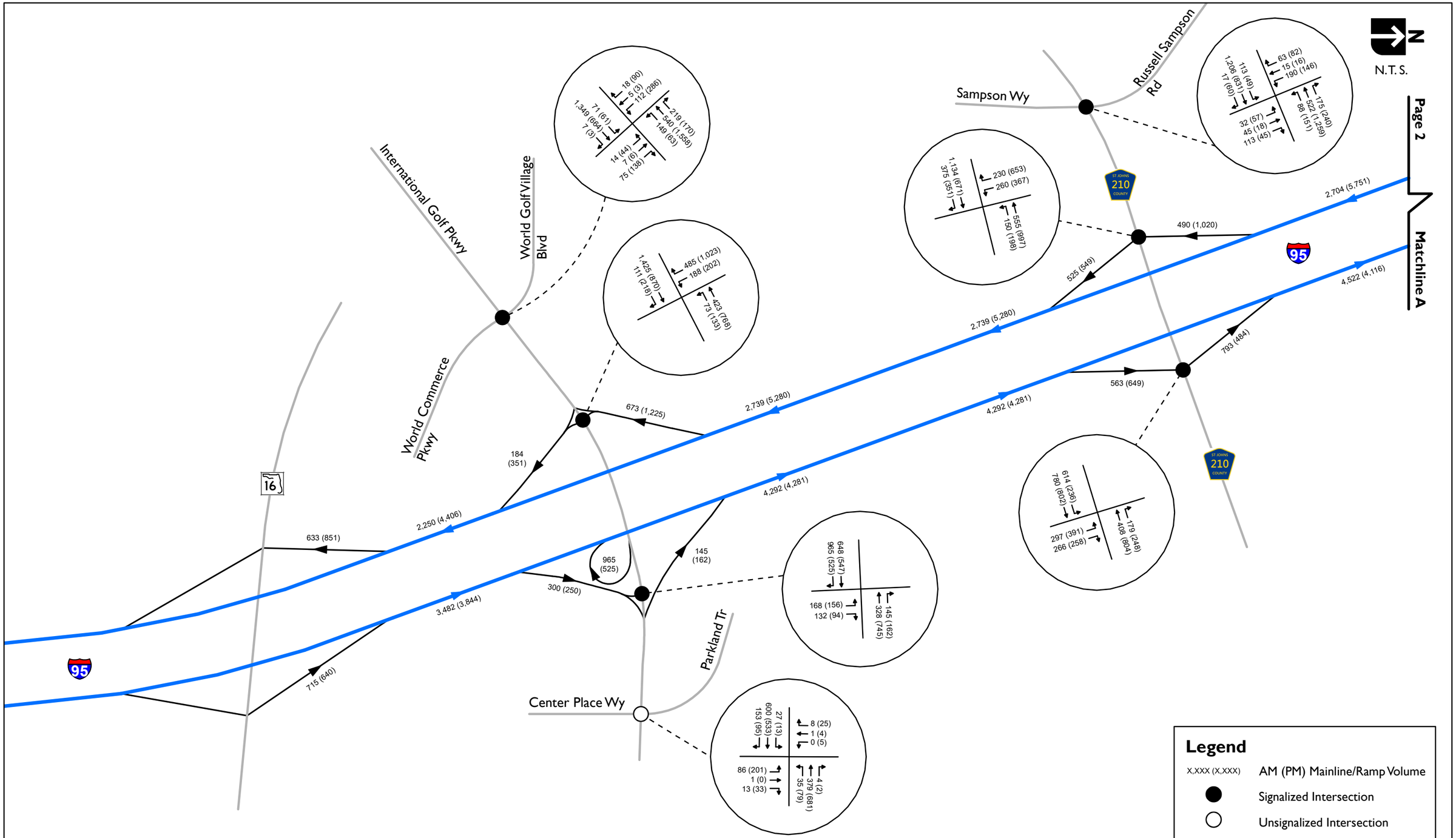

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 1 of 9

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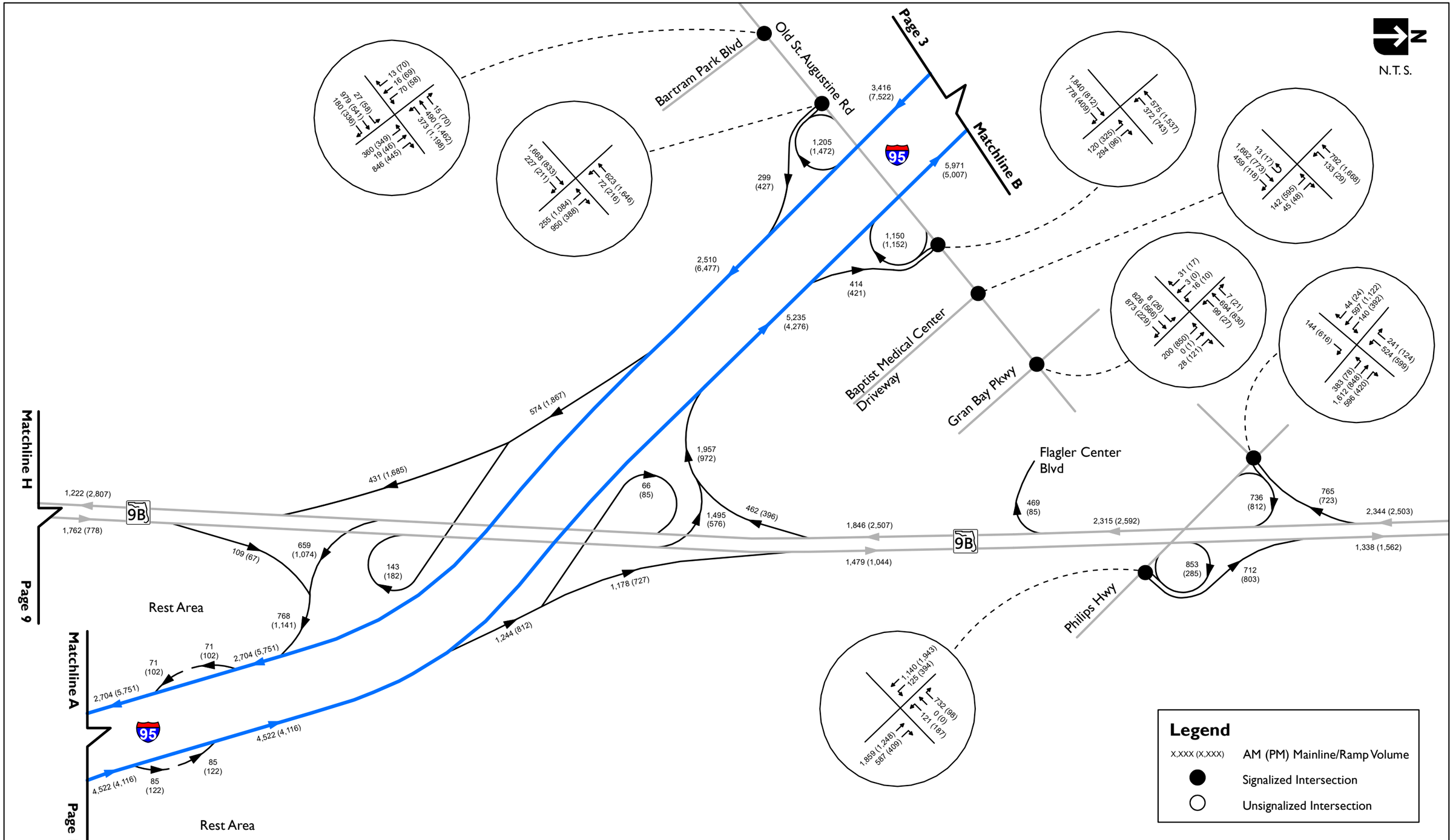

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 2 of 9

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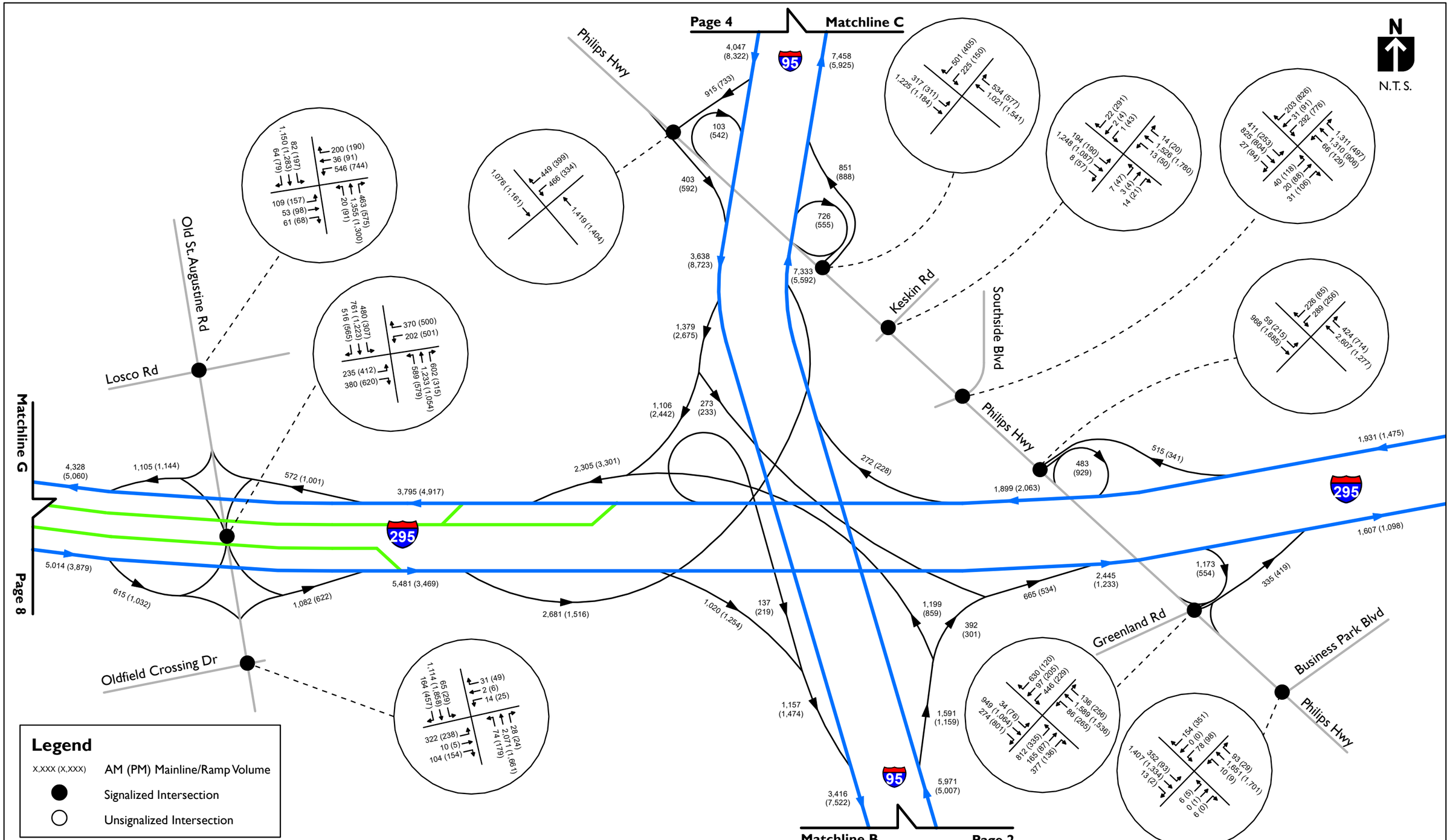

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 3 of 9

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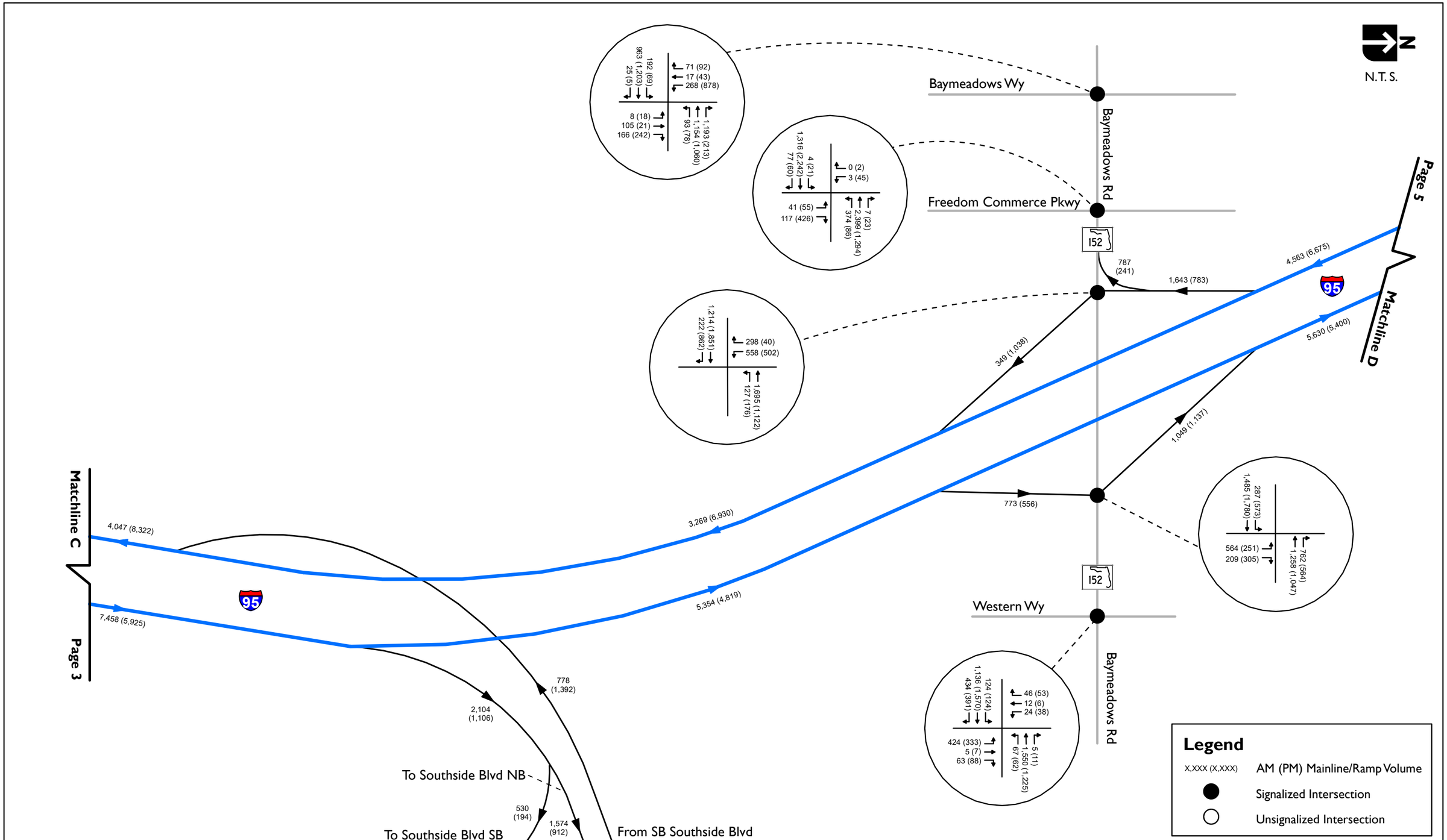

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 4 of 9

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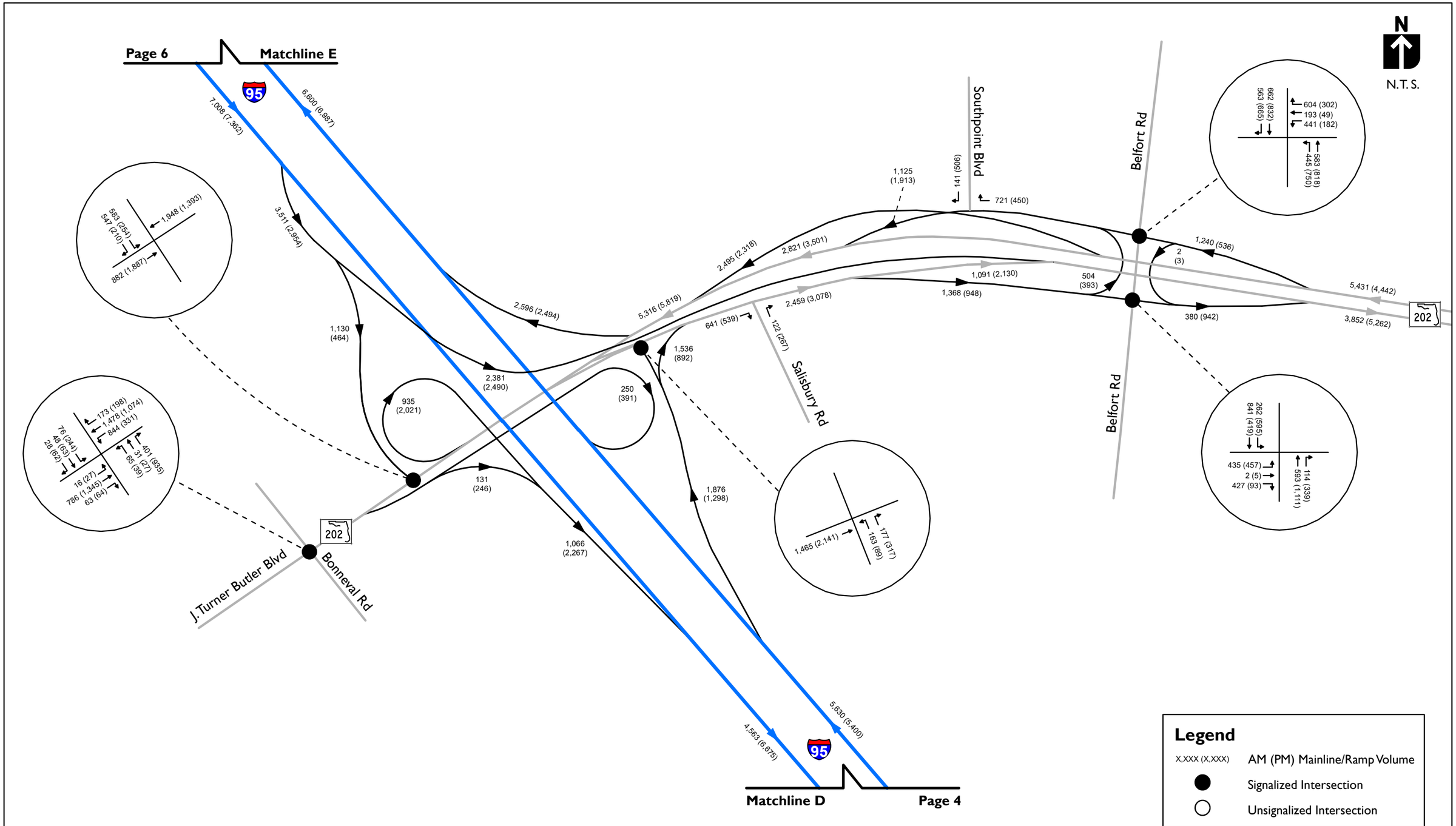
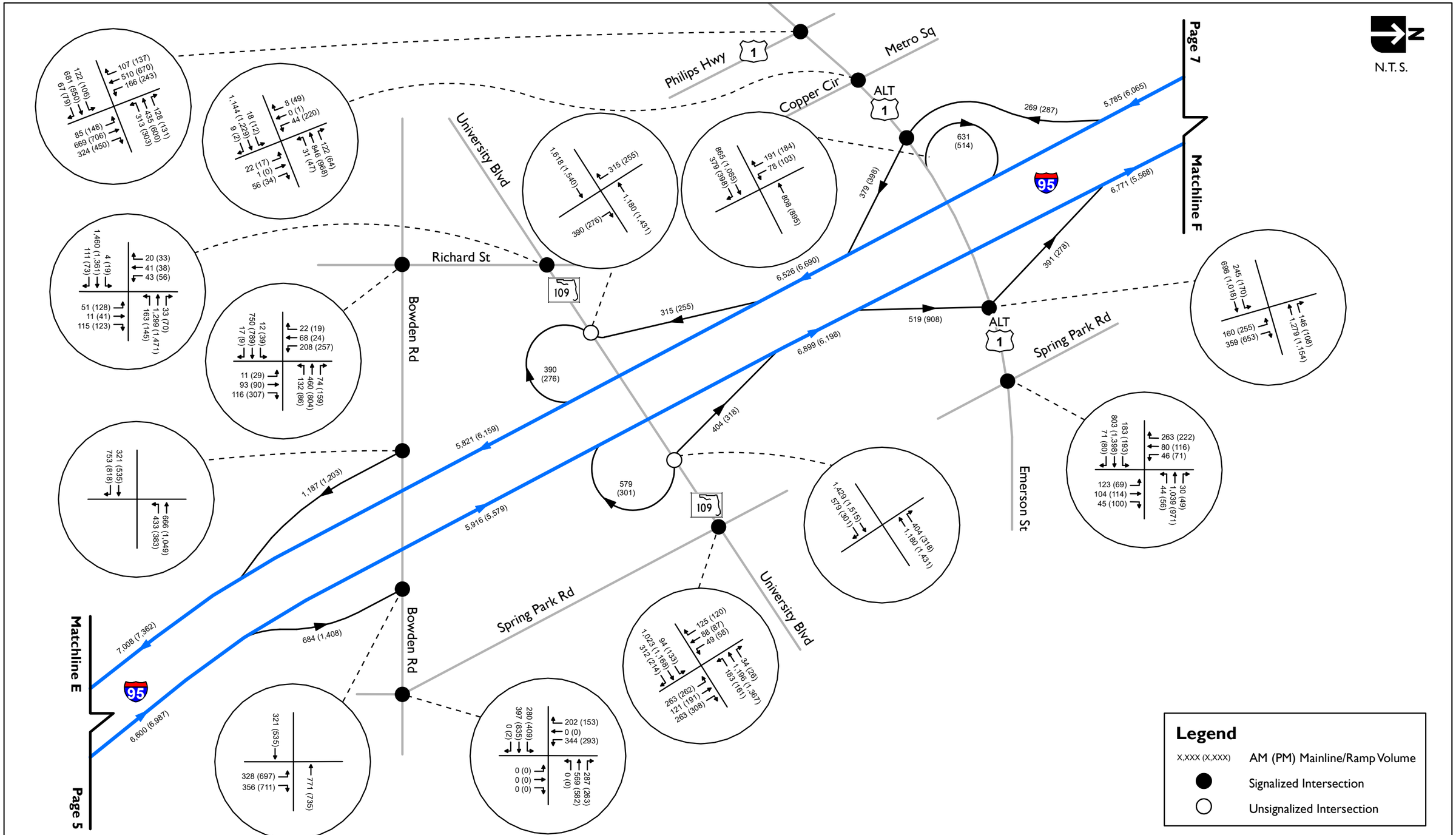
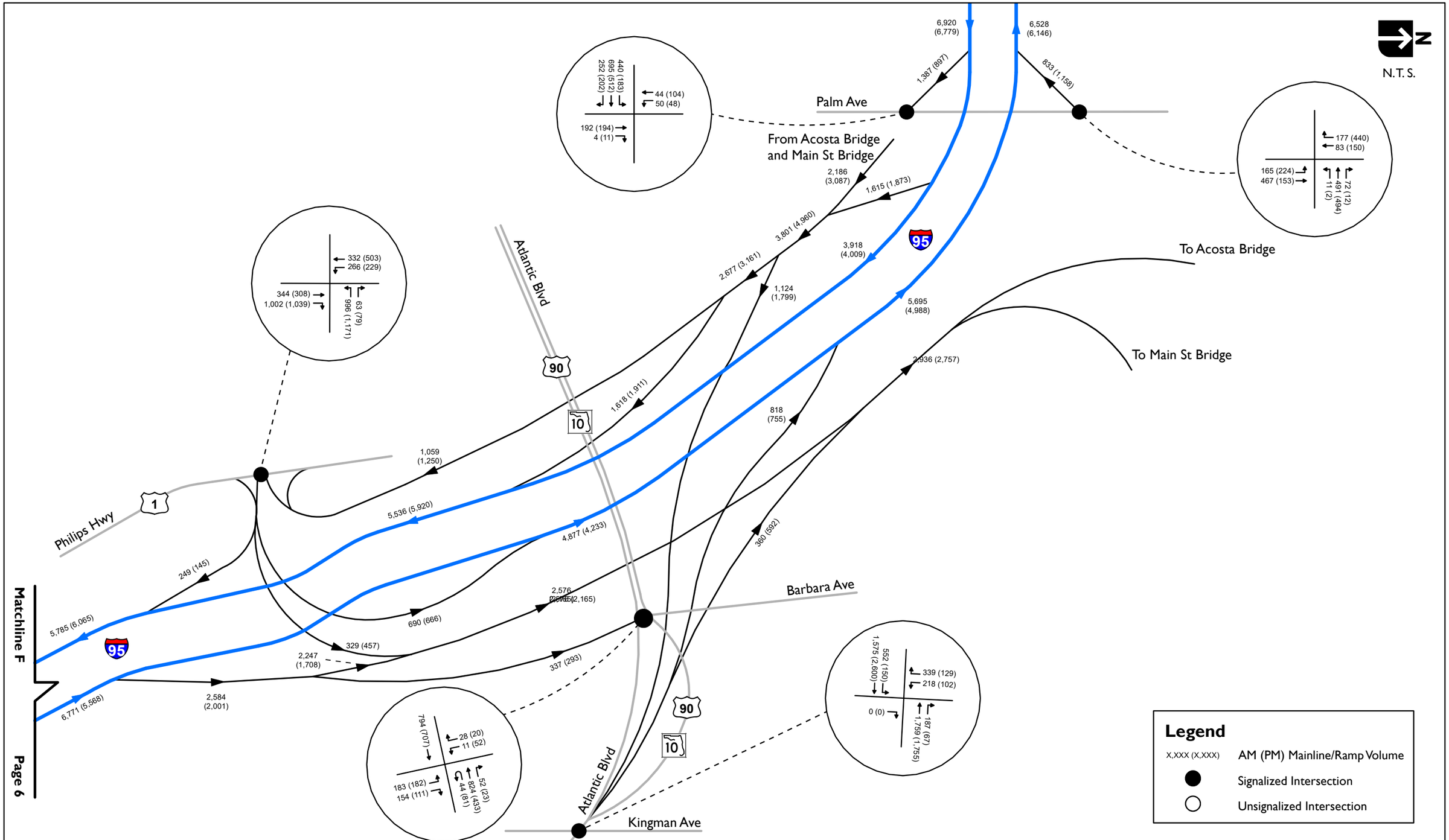


I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 5 of 9



I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 6 of 9



I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 7 of 9

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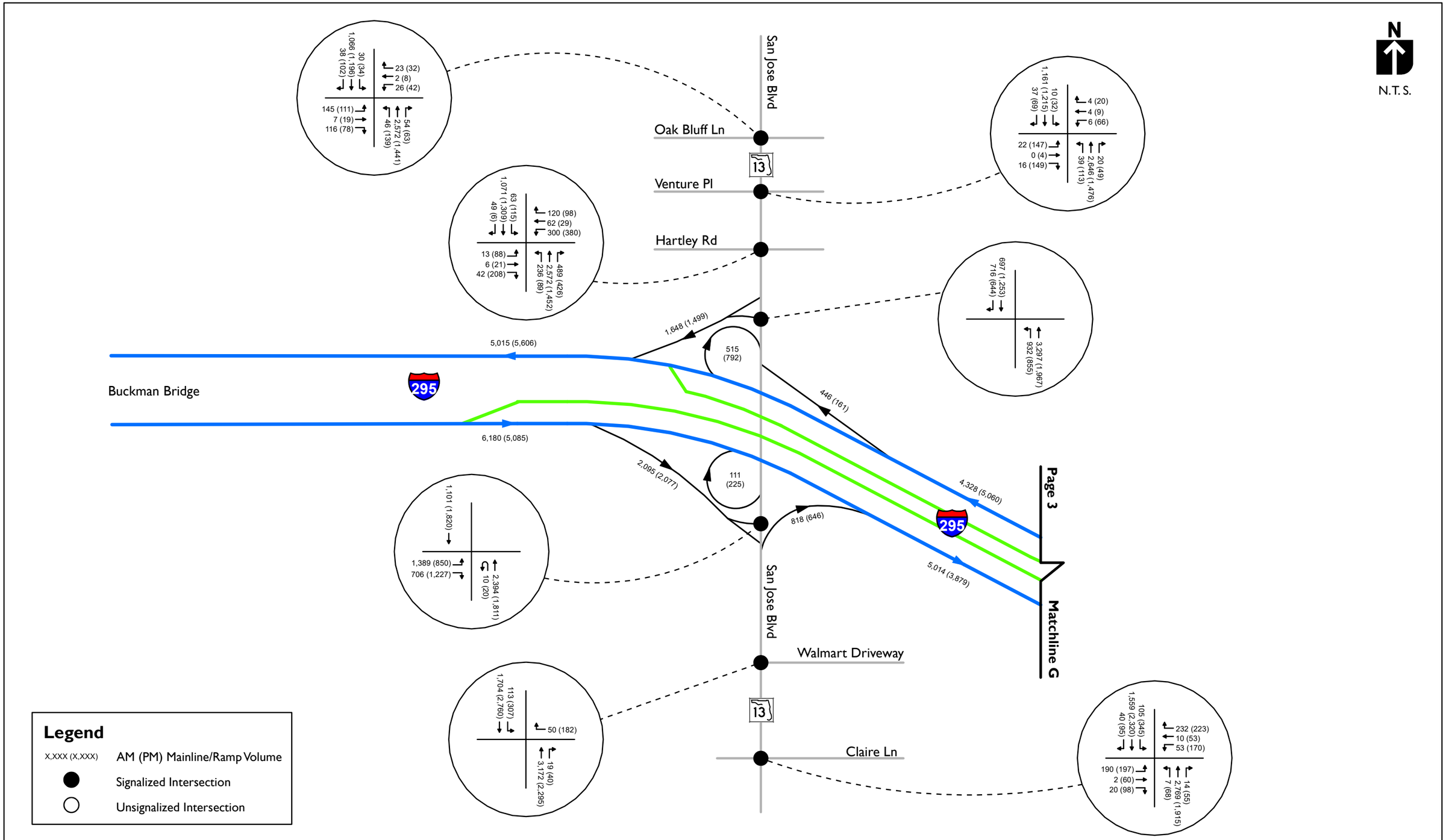

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 8 of 9

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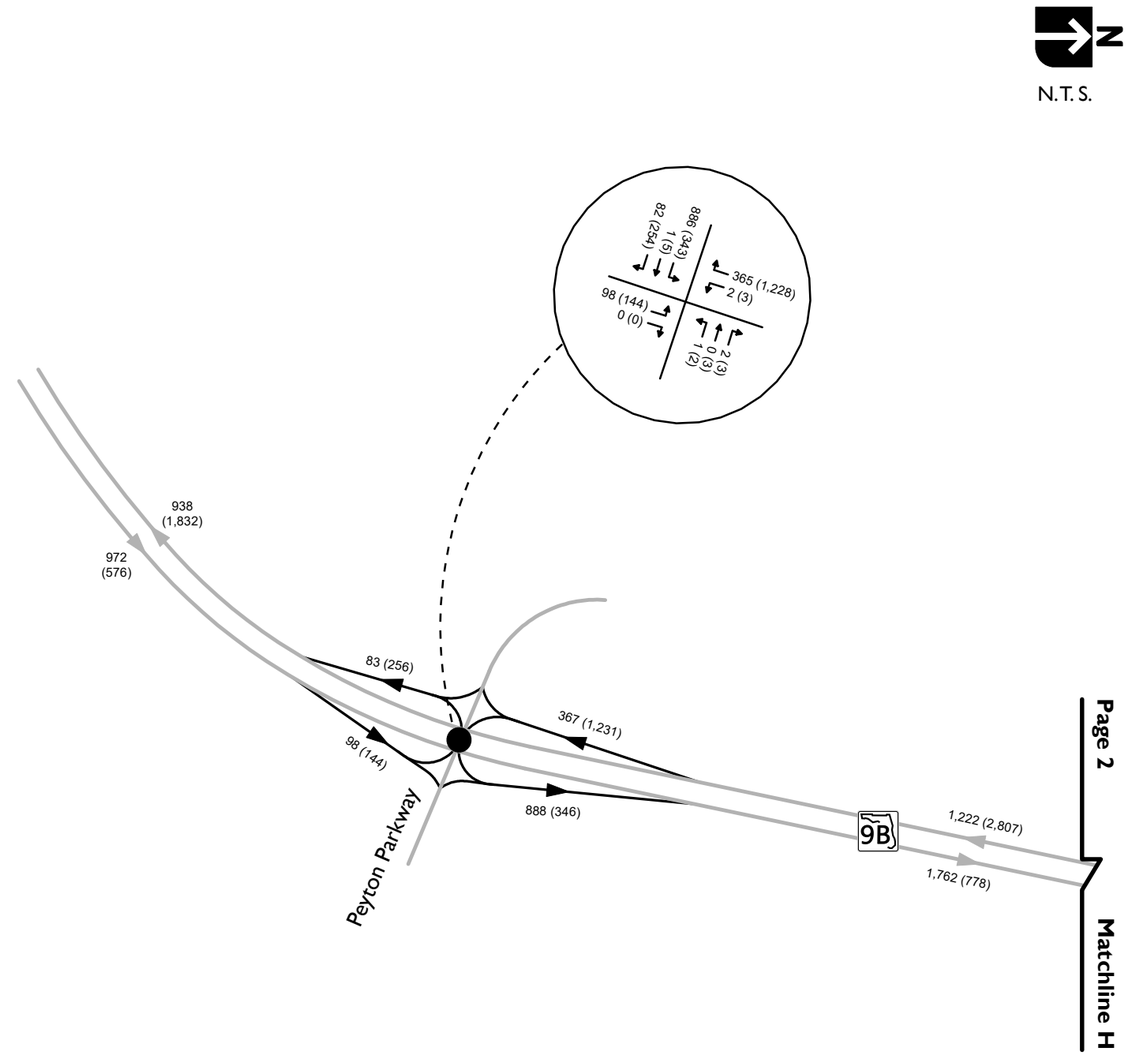

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X,XXX (X,XXX)	AM (PM) Mainline/Ramp Volume
●	Signalized Intersection
○	Unsignalized Intersection

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Existing Year 2019 AM (PM) Peak Hour Volumes	Figure 3-3	Page 9 of 9

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3.2.2 Crash and Safety Information

Historical crash data for the project study area was obtained from FDOT's Crash Analysis Reporting System (CARS) database. Crash data collected along I-95 and I-295 from 2013 to 2017 included the number of crashes by milepost for each year, number of vehicles involved, type of crashes, number of injuries and/or fatalities, cause, economic loss and average daily traffic. The 'Average Crash Rate Method' of crash analysis, based on segment length, average daily traffic and number of crashes occurred, was used for calculating actual crash rate for the roadway segments. The actual crash rate for the facility from year 2013 to year 2017 was compared with the statewide average crash rate for the same type of facility. In this case, the majority of roadway segments in the study area were compared with the statewide average crash rates for urban interstate facilities; however, the segment from SR 16 to the Duval County Line was compared with the average crash rates for rural interstate facilities. This information is summarized in **Table 3-3**.

The project area of influence was split into seven roadway sections: I-95 from SR 16 to the Duval County Line (Section 78080000 MP 20.460 to MP 34.855), I-95 from the Duval County Line to Atlantic Boulevard (Section 72280000 MP 0.000-16.793), I-295 West Beltway A (Section 72001200 MP 0 to MP 0.554), I-295 West Beltway B (Section 72001000 MP 0.733 to MP 5.683), I-295 East Beltway (Section 72002000 MP 23.379 to MP 25.532), SR 9B (Section 72002027 MP 2.337 to MP 4.881), and JTB (Section 72292000 MP 0.00 to MP 2.108). The I-295 West Beltway has an approximately one-half mile section within the I-95 and I-295 interchange that has a section number unique to the rest of the I-295 West Beltway. The one-half mile section is labeled West Beltway A while the larger section is labeled West Beltway B.

<u>I-95 from SR 16 to the Duval County Line</u>
The crash analysis results reveal that there were a total of 1,084 crashes on I-95 from SR 16 to the Duval County Line during the five-year analysis period (2013 to 2017). Of these 1,084 crashes, rear end crashes were the most common type of crash accounting for 30% of total crashes followed by fixed object crashes accounting for 24% of total crashes, and sideswipe crashes accounting for 16% of total crashes.

A total of 23 fatal crashes occurred within this segment. Eleven (11) of the crashes were attributed to careless driving, two (2) were attributed to failure to keep in proper lane, two (2) involved running off the roadway, one (1) was coded as "Wrong Side/Wrong Way", one (1) was attributed to reckless driving, one (1) was attributed to driving too fast for conditions, one (1) was attributed to swerving or avoiding, and four (4) were coded as "No Contributing Action" or "Other". The actual average crash rate for the I-95 mainline segment from SR 16 to the Duval County Line (Section 78080000 MP 20.464 to MP 34.855) for years 2013-2017 is greater than the statewide average crash rate for rural freeways for all five years making this a high crash location for all five years.

<u>I-95 from Duval County Line to Palm Avenue</u>
The crash analysis results reveal that there were a total of 4,052 crashes on I-95 from the Duval County Line to Palm Avenue during the five-year analysis period (2013 to 2017). Of these 4,052 crashes, rear end crashes were the most common type of crash accounting for 57% of total crashes followed by sideswipe crashes accounting for 14% of total crashes, and fixed object crashes accounting for 13% of total crashes.

A total of 22 fatal crashes occurred within this segment. Ten (10) of the collisions were attributed to careless driving, while two (2) each was attributed to failure to keep in proper lane and "ran off roadway". One (1) of the crashes was attributed to over correcting/over steering. One (1) of the crashes was coded as "Not Coded" and six (6) of the crashes involved no contributing factor or other contributing factor. The actual average crash rates for the I-95 mainline segment from the Duval County Line to Palm Avenue (Section 72280000 MP 0.000 to MP 16.793) for the years 2013-2017 are higher than the statewide average crash rates for urban interstate facilities. Because of this, this I-95 segment is considered a high crash location for all five analysis years. It should be noted; however, that the portion of this mainline segment from Atlantic Boulevard to Palm Avenue was under construction due to the Overland Bridge Project for the majority of the study period (from 2014 on) and the I-95 interchange with Butler Boulevard was also under construction during this period. Construction on this segment could negatively impact the safety conditions and therefore increase the number of crashes over what would typically be expected.

<u>West Beltway A: I-295 from I-95 Mainline to I-95 Ramp Merge</u>
The crash analysis results reveal that there were a total of 80 crashes on West Beltway A from approximately the I-95 mainline to the I-95/I-295 northbound merge during the five-year analysis period (2013 to 2017). Of these 80 crashes, rear end crashes were the most common type of crash accounting for 45% of total crashes followed by fixed object crashes accounting for 21% of total crashes, and sideswipe crashes accounting for 14% of total crashes.

There were no fatal crashes on this segment during the study period. The actual average crash rates for the I-295 mainline segment from the I-95 mainline to the I-95 ramp merge (Section 720012000 MP 0 to MP 0.554) exceed the statewide average crash rates in 2013, 2015, and 2016. Therefore, this segment is a high crash location for the years 2013, 2015, and 2016.

<u>West Beltway B: I-295 from San Jose Boulevard to I-95</u>
The crash analysis results reveal that there were a total of 1,615 crashes on West Beltway B from approximately the I-95/I-295 northbound merge to San Jose Boulevard during the five-year analysis period (2013 to 2017). Of these 1,615 crashes, rear end crashes were the most common type of crash accounting for 54% of total crashes followed by fixed object crashes accounting for 16% of total crashes, and sideswipe crashes accounting for 12% of total crashes.

A total of 10 fatal crashes occurred within this segment. Seven (7) out of the 10 fatal crashes were attributed to careless driving, one (1) of the crashes was attributed to "wrong side or wrong way", and two (2) of the crashes were coded as "No Contributing Action" or "Other". The actual average crash rate for the I-295 mainline segment from San Jose Boulevard to I-95 (Section 72001000 MP 0.733 to MP 5.683) is higher than the statewide average crash rate for all years. Thus, this segment is considered a high crash location for 2013-2017.

<u>East Beltway: I-295 from I-95 to Philips Highway</u>
The crash analysis results reveal that there were a total of 187 crashes on the East Beltway from I-95 to just east of Philips Highway during the five-year analysis period (2013 to 2017). Of these 187 crashes, rear end crashes were the most common type of crash accounting for 48% of total crashes followed by fixed object crashes accounting for 21% of total crashes, and sideswipe crashes accounting for 17% of total crashes.

Two fatal crashes occurred within this segment; one involved collision with a tree and was attributed to exceeding the posted speed limit and the other involved impacting a crash attenuator and was attributed to careless driving. The actual average crash rate for the I-295 mainline segment from I-95 to Philips Highway (Section 72002000 MP 23 to MP 25.532) is lower than the statewide average crash rate for the years 2013-2017 indicating that this segment is not a high crash location.

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SR 9B from I-95 to North of Philips Highway

The crash analysis results reveal that there were a total of 10 crashes on SR 9B from I-95 to north of Philips Highway during the five-year analysis period (2013-2017). Of these 10 crashes, fixed object crashes were the most common type accounting for 50% of total crashes followed by sideswipe crashes accounting for 20% of total crashes, and rear end crashes accounting for 10% of total crashes.

No fatalities occurred on this segment. The actual average crash rate for the SR 9B segment from I-95 to north of Philips Highway (Section 72002027 MP 2.337 to MP 4.042) is lower than the statewide average crash rate for the years 2013-2017 indicating that this segment is not a high crash location.

Butler Boulevard from Philips Highway to Belfort Road

The crash analysis results reveal that there were a total of 936 crashes on Butler Boulevard from Philips Highway to Belfort Road during the five-year analysis period (2013-2017). Of these 936 crashes, rear end crashes were the most common type accounting for 63% of total crashes followed by sideswipe crashes accounting for 13% of total crashes and fixed object crashes accounting for 10% of total crashes.

Two fatal crashes occurred within this segment; one involved a rear end crash that was attributed to careless driving and the other involved impact with a crash attenuator and was coded as "other contributing action". The actual average crash rate for the Butler Boulevard segment from Philips Highway to Belfort Road (Section 72292800 MP 0.00 to MP 12.127) is higher than the statewide average crash rate for the years 2013-2017 indicating that this segment is a high crash location.

A summary of the crash analysis results is provided in **Appendix E**. In addition, a heat map **(Figure 3-4)** was developed to identify crash hot spots. A hot spot was defined as an area that had a high frequency of crashes compared to the entire segment, where the red and orange spots indicate a high frequency of crashes.

Table 3-3 High Crash Locations

I-295					
Segment No.	**Description**	**Year**	**Segment Actual Crash Rate**	**Statewide Average Crash Rate**	**High Crash Location**
72002000	I-95 to Philips Highway (East Beltway)	2013	0.702	0.888	No
		2014	0.762	0.908	No
		2015	0.583	0.992	No
		2016	0.758	1.039	No
		2017	0.497	1.038	No
72001200	I-95 Mainline to I-95 Ramp Merge (West Beltway A)	2013	2.043	0.888	Yes
		2014	0.575	0.908	No
		2015	1.629	0.992	Yes
		2016	4.239	1.039	Yes
		2017	0.761	1.038	No
72001000	San Jose Blvd to I-95 (West Beltway B)	2013	1.157	0.888	Yes
		2014	1.012	0.908	Yes
		2015	1.403	0.992	Yes
		2016	1.870	1.039	Yes
		2017	1.660	1.038	Yes

I-95					
Segment No.	**Description**	**Year**	**Segment Actual Crash Rate**	**Statewide Average Crash Rate**	**High Crash Location**
78080000	SR 16 to Duval County Line	2013	0.458	0.438	Yes
		2014	0.431	0.415	Yes
		2015	0.646	0.499	Yes
		2016	0.500	0.467	Yes
		2017	0.482	0.463	Yes
72280000	Duval County Line to Palm Avenue	2013	1.221	0.888	Yes
		2014	1.126	0.908	Yes
		2015	1.197	0.992	Yes
		2016	1.237	1.039	Yes
		2017	1.256	1.038	Yes
SR 9B					
Segment No.	**Description**	**Year**	**Segment Actual Crash Rate**	**Statewide Average Crash Rate**	**High Crash Location**
72002027	I-95 to North of Philips Highway	2013	NA	0.888	NA
		2014	0.046	0.908	No
		2015	NA	0.992	NA
		2016	0.186	1.039	No
		2017	0.190	1.038	No
Butler Boulevard					
Segment No.	**Description**	**Year**	**Segment Actual Crash Rate**	**Statewide Average Crash Rate**	**High Crash Location**
72292800	Philips Highway to Belfort Road	2013	2.914	0.888	Yes
		2014	2.909	0.908	Yes
		2015	3.060	0.992	Yes
		2016	3.397	1.039	Yes
		2017	2.599	1.038	Yes

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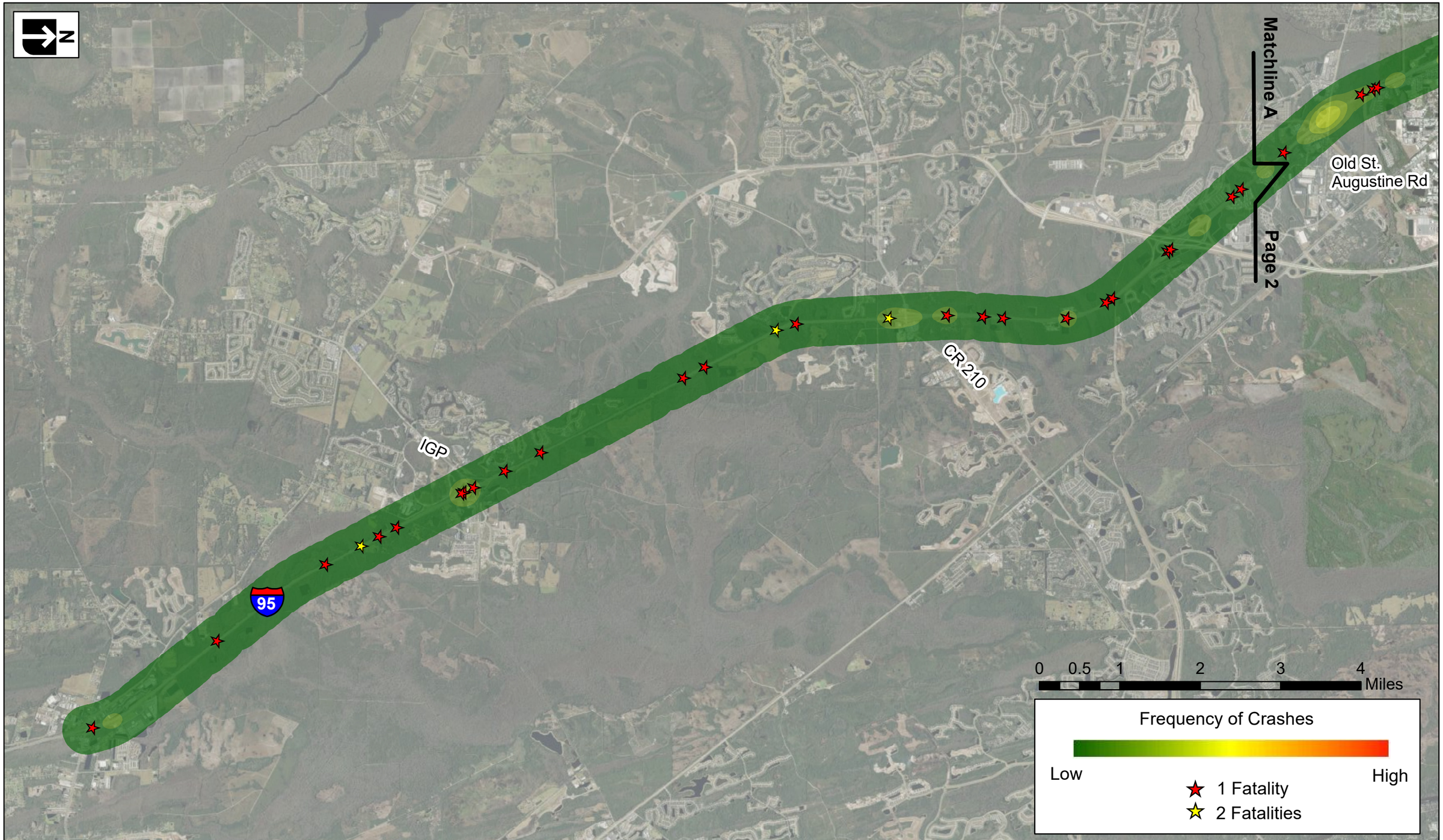

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Historical Crash Data Heat Map (2013-2017)	Figure 3-4	Page 1 of 2

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I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Historical Crash Data Heat Map (2013-2017)	Figure 3-4	Page 2 of 2

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3.2.3 Existing Operational Analysis

A detailed microsimulation analysis using VISSIM 11 (Version 11.00-10) was conducted to evaluate the system-wide operational performance. VISSIM models were prepared for the Existing Year 2019 AM and PM peak periods. The primary objective of the existing conditions analysis was to establish the current operational conditions along I-95, I-295, and the study interchanges and intersections.

Speed data collected during the field travel time runs was used to plot speed profiles for the AM and PM peak periods. These speed profiles along with the RITIS travel time data were used in the calibration of the existing peak period models. Simulated speeds for AM and PM peak periods were plotted against the field-collected speeds to evaluate how well the VISSIM models replicate existing operations.

Fifteen-minute volume profiles were developed for the analysis area and input into VISSIM for the four-hour AM and PM peak periods. The volume profiles were developed from the 15-minute variation in traffic observed in the traffic counts collected for this project.

Ten model iterations with different random seed numbers were executed for the AM and PM peak periods; the results provided in this report represent an average of the 10 simulation runs. A summary of the results of the existing VISSIM operational analysis are provided in the following sections. Additional information on the existing conditions calibration effort is provided in **Appendix B**.

3.2.3.1 Existing Speed Profiles

The speed profiles (derived from VISSIM travel time output) for the existing 2019 AM and PM peak periods can be found in **Figure 3-5**, which presents the average speed output from VISSIM for each of the four hours along with the travel time runs that started within each hour of the peak period, and show that the final calibration parameters provide reasonable speed/congestion trends in both the AM and PM peak periods that captures the build-up of congestion and its dissipation.

During the AM peak period, the simulation produced congestion in the northbound direction of I-95 between I-295 and Emerson Street. This included congestion originating between University Boulevard and Emerson Street due to high levels of demand, which extended upstream of the Baymeadows Road interchange. This congestion was observed to begin building up during hour 1 (with speeds between 30 and 40 mph observed at University Boulevard), worsen during hours 2 and 3 (with speeds near or less than 20 mph recorded through much of the area), and recover significantly during hour 4. This pattern is reflected by the field travel time runs, as shown in **Figure 3-5**. Additionally, congestion was observed during the simulation between I-295 and Southside Boulevard. Speeds approaching 20 and 30 mph were observed during hours 2 and 3, respectively, while hours 1 and 4 showed speeds approaching free-flow in this area (similar to the travel time runs).

In the southbound direction on I-95, congestion was also observed between Atlantic Boulevard and Emerson Street due to high levels of demand, in addition to the current lane configuration which includes two lane drops (from 5 to 3 lanes) between the two interchanges. This was observed to build up during hour 1 (average speeds approaching 30 mph observed), with more severe congestion observed during hours 2 and 3 (10 and 20 mph, respectively. Full recovery to free-flow was observed during hour 4. The speed profiles show that the simulated congestion matches the measured congestion very closely in terms of magnitude and duration.

For the PM peak period, the simulation was able to sufficiently replicate the congestion along the corridor in both directions. In the northbound direction, severe congestion is observed to originate approximately 1 mile north of the study area at the I-95 and I-10 interchange, due to high levels of demand from I-95 northbound to I-10 westbound in addition to construction from the I-10/I-95 Operational Improvement Project. This is shown in the field-collected speed profiles in **Figure 3-5**, with the congestion originating outside the extent of the study area and extending upstream of Butler Boulevard during the peak hour. Since the effects of this congestion and construction are not observed in the model, the VISSIM speed profiles show lower levels of congestion. It should be noted, however, that the trends observed in terms of the congestion buildup (with recovery during hour 4) appear to match closely north of Atlantic Boulevard. In addition, the overall travel time between International Golf Parkway and Palm Avenue meets the calibration criteria described in **Appendix B**. Furthermore, the congestion observed in the field is tied to the completion of the I-10 interchange improvements and widening on Fuller Warren Bridge, which are expected to be completed prior to the analysis horizons (Opening Year 2030 and Design Year 2045). Therefore, the selected calibration parameters were determined to meet adequate criteria for the success of this project.

Congestion is observed at several locations along I-95 southbound during the PM peak, with the major bottlenecks appearing between Atlantic Boulevard and Emerson Street, as well as at the Butler Boulevard interchange. This is due to high volumes in addition to the presence of significant merging traffic at both locations. In terms of the field-collected travel time runs, these areas showed congestion that accumulates during hours 1 and 2, and dissipates during hours 3 and 4. The simulation results closely match this pattern, with speeds lower than 20 mph observed during hours 2 and 3. During hour 4, the VISSIM speed profile shows a small area of remaining congestion at Butler Boulevard which isn't reflected in the travel time runs. While this could be attributed to the small sample size available for this direction and hour (note that only 3 travel time runs are included), it should also be noted that the speed profiles represent an average over one hour, and full recovery of the congestion is observed by the end of the simulation period.

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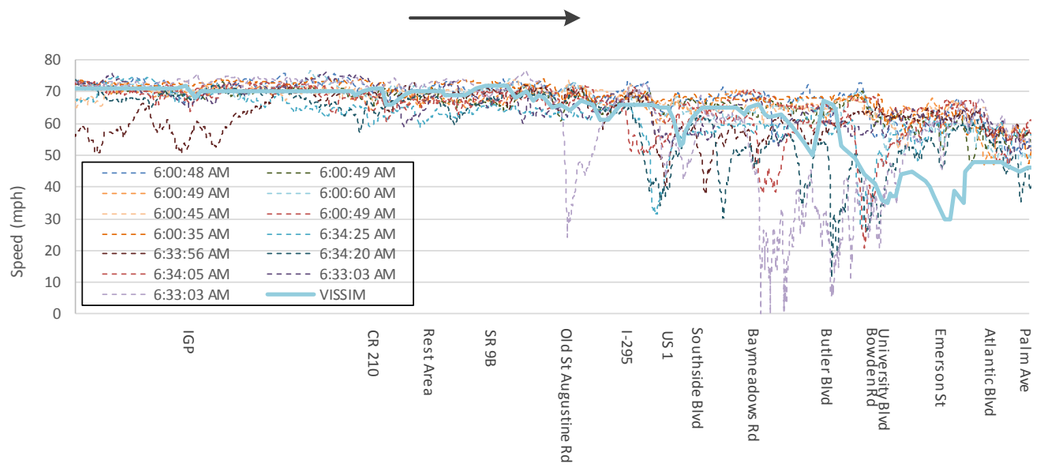
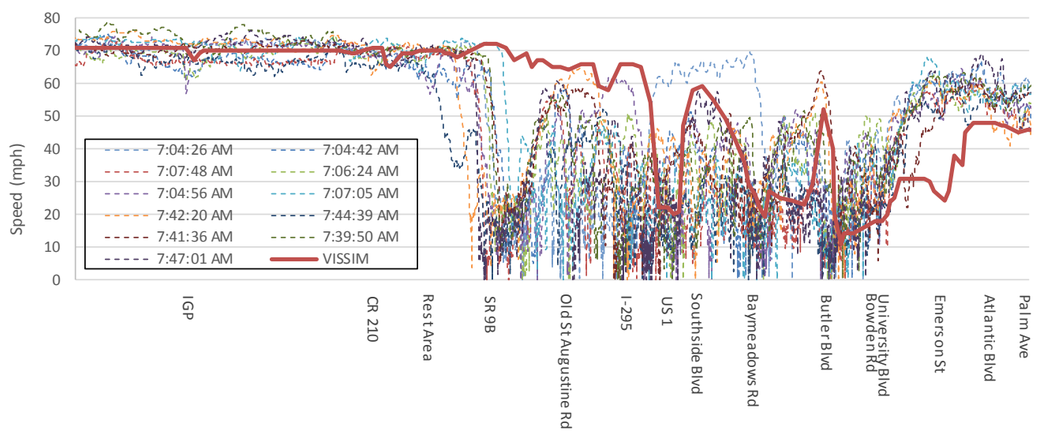
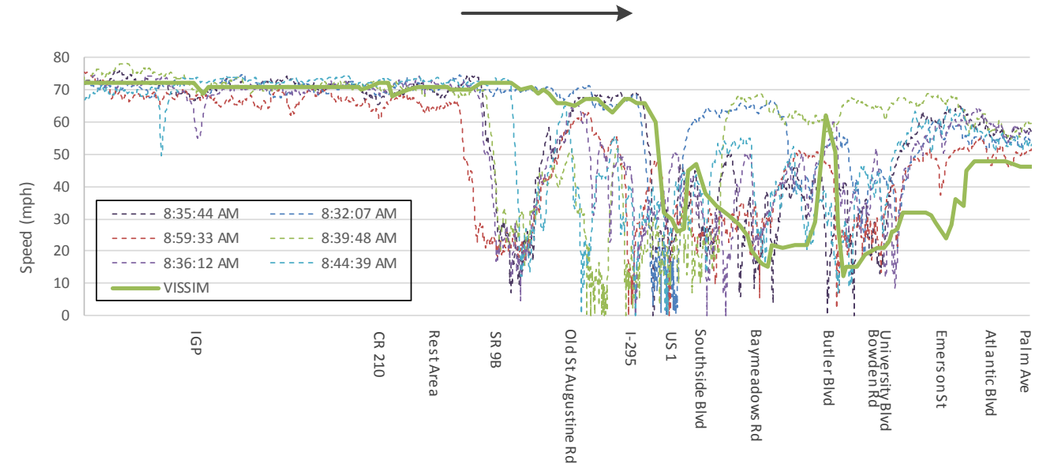
I-95 Northbound AM Hour 1



I-95 Northbound AM Hour 2



I-95 Northbound AM Hour 3



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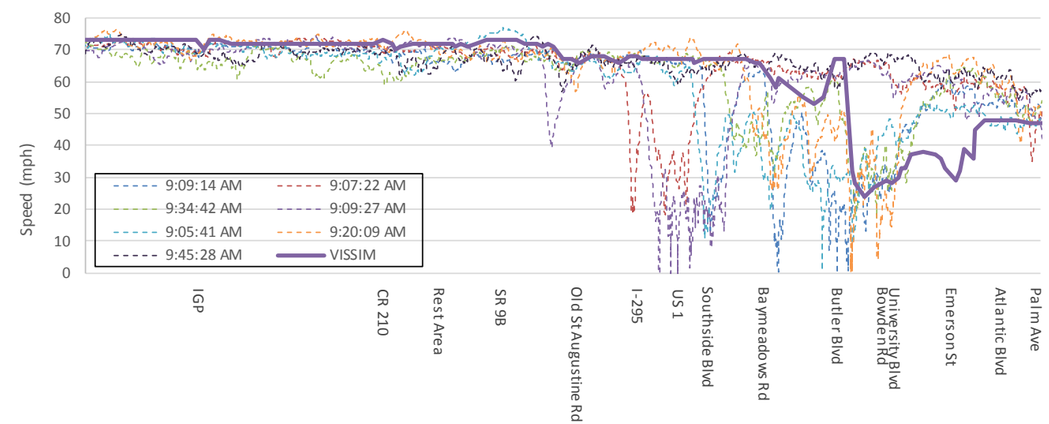

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Existing Conditions 2019 I-95 Speed Profiles	Figure 3-5
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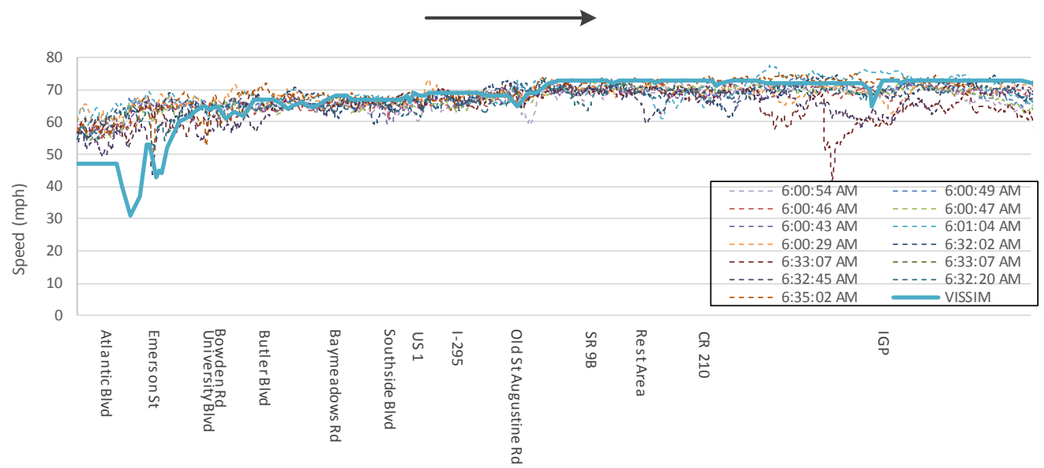
I-95 Southbound AM Hour 1



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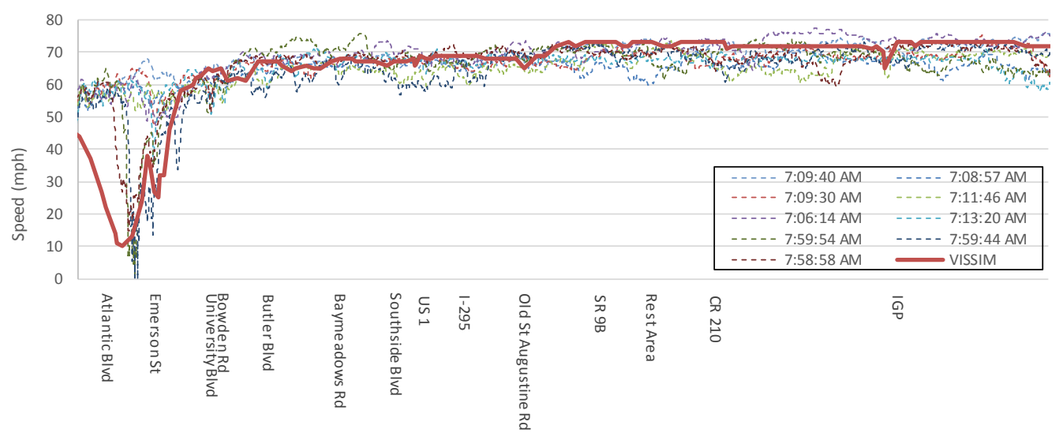

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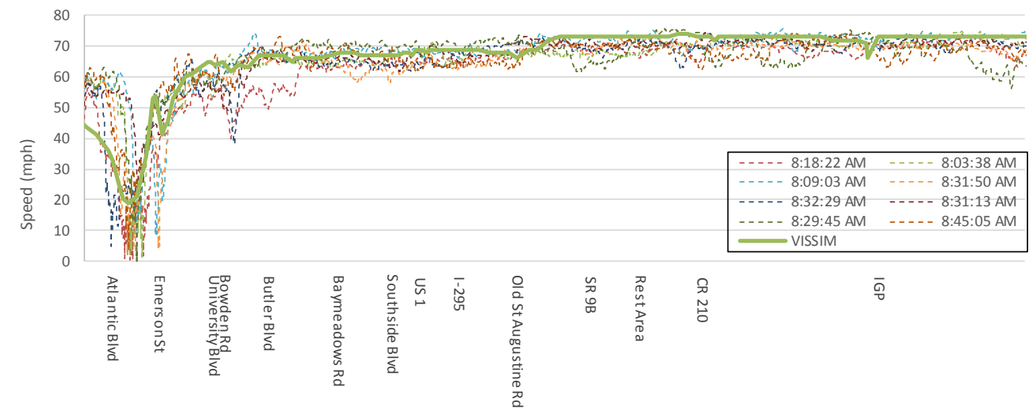

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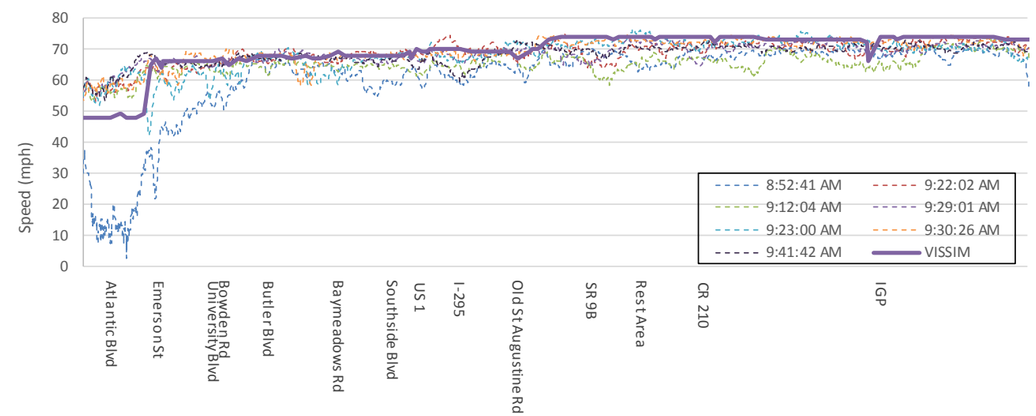

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Existing Conditions 2019 I-95 Speed Profiles	Figure 3-5
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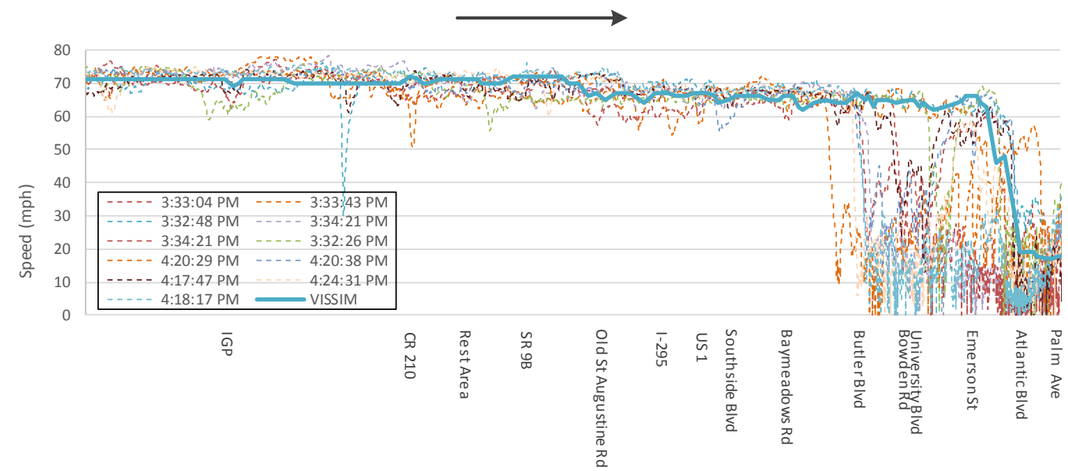
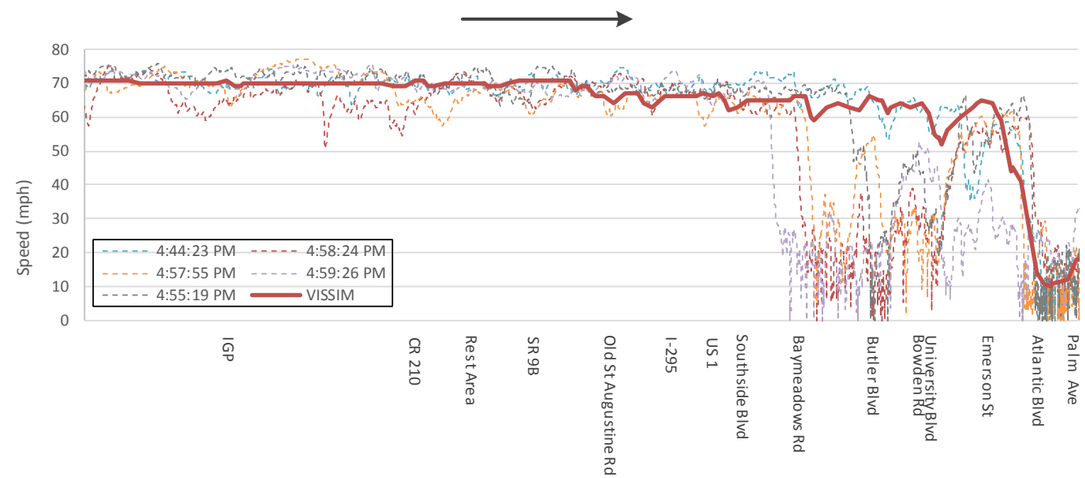
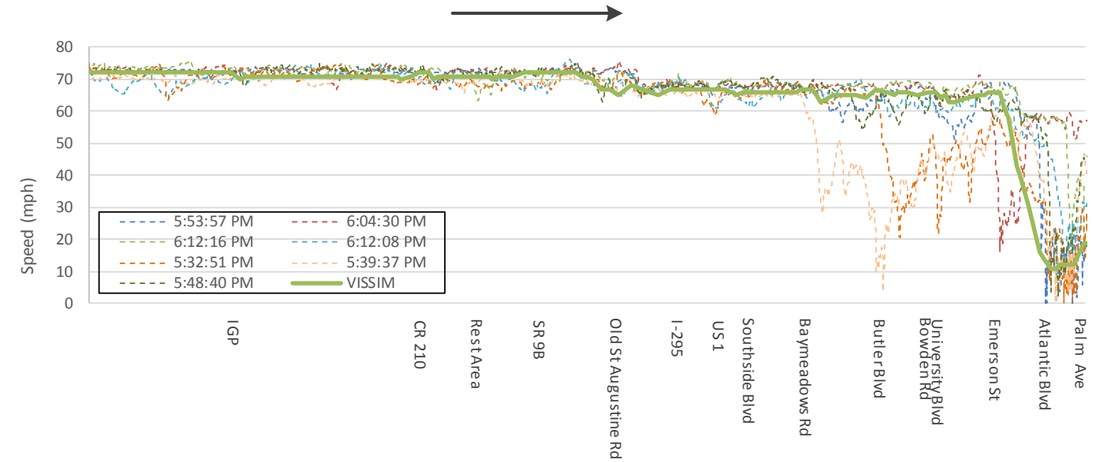
I-95 Northbound PM Hour 1



I-95 Northbound PM Hour 2



I-95 Northbound PM Hour 3



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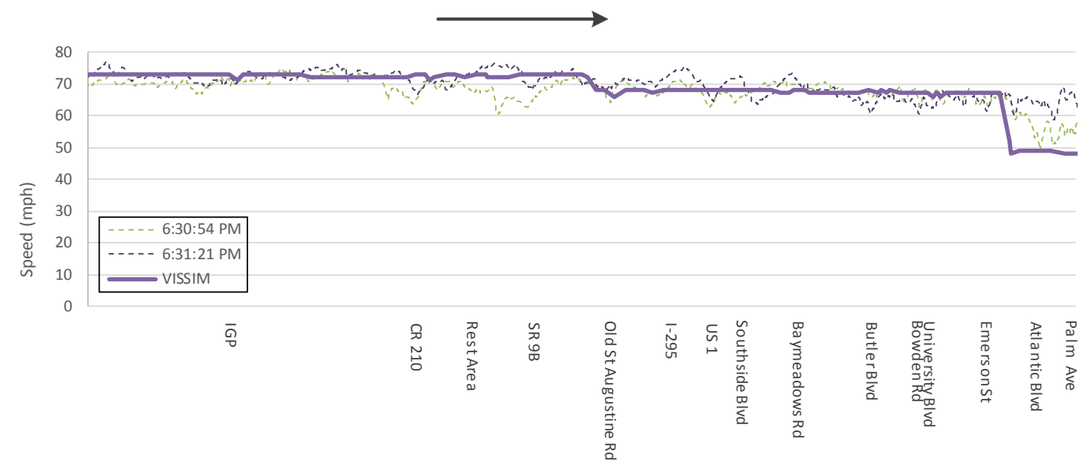

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Existing Conditions 2019 I-95 Speed Profiles	Figure 3-5
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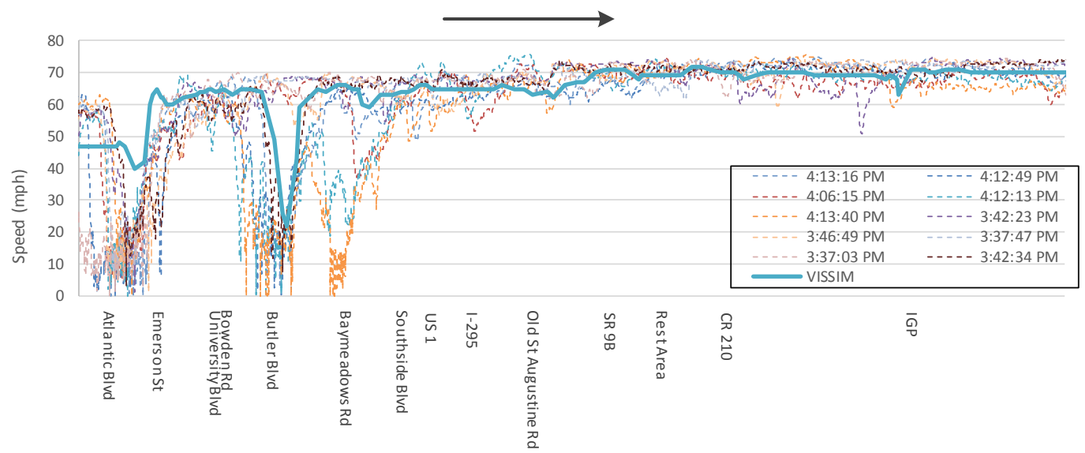
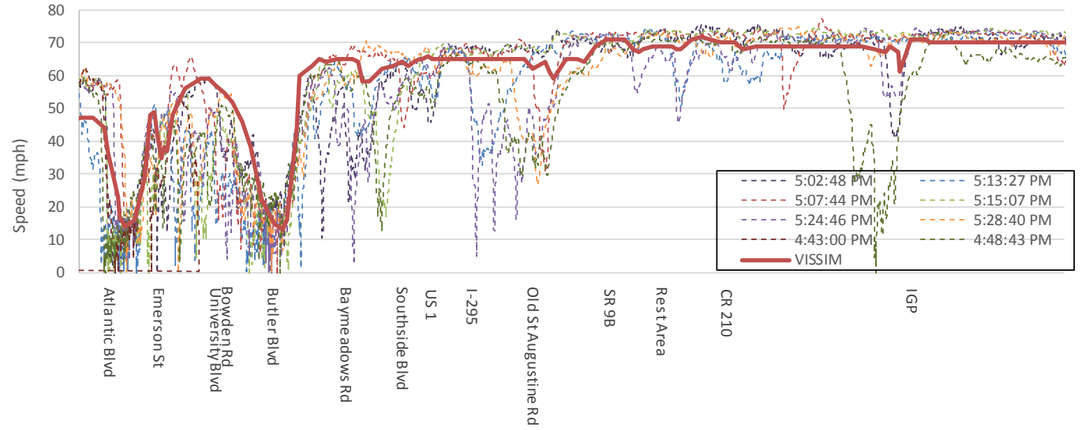
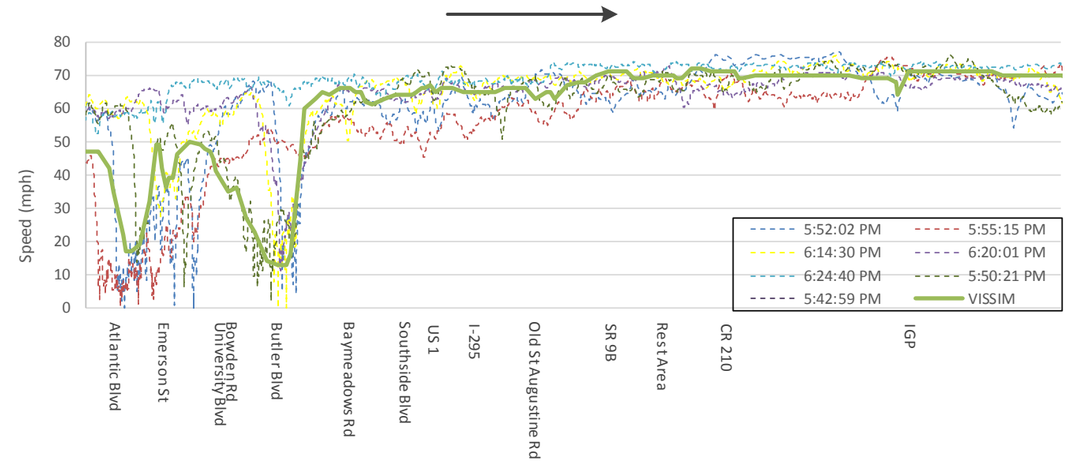
I-95 Southbound PM Hour 1



I-95 Southbound PM Hour 2



I-95 Southbound PM Hour 3



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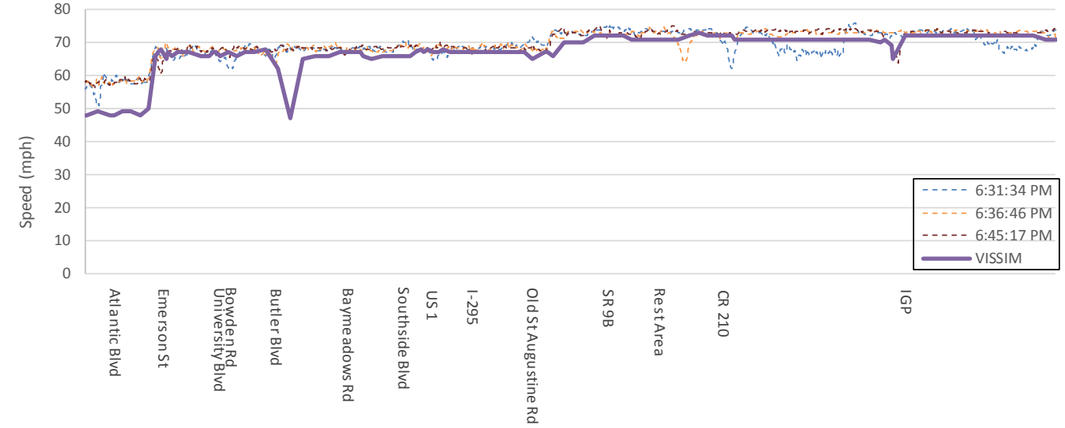

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Existing Conditions 2019 I-95 Speed Profiles	Figure 3-5
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3.2.3.2 Existing Study Intersection Operations

The Existing Conditions intersection operational analysis results are shown in **Table 3-4**. The results indicate that study intersections operate under acceptable delay time (<80 seconds/vehicle) in the existing conditions with the exception of the following intersections during the AM peak hour: Butler Boulevard at I-95 which experiences 111.1 seconds of delay per vehicle, San Jose Boulevard at Hartley Road which experiences 98.9 seconds of delay per vehicle, and Philips Highway at I-295 Northbound which experiences 149.9 seconds of delay per vehicle.

During the AM peak hour, the Butler Boulevard interchange at I-95 experiences congestion due to the high volumes at the northbound off-ramp approach In addition, the I-95 northbound mainline experiences significant congestion downstream of Butler Boulevard, which causes queueing to extend to Butler Boulevard westbound, which also contributes to the high delay at this interchange.

The congestion at the San Jose Boulevard at Hartley Road intersection is caused by high northbound and southbound demand on San Jose Boulevard, in addition to southbound spillback from the I-295 interchange. The Philips Highway at I-295 northbound intersection experiences high levels of delay due to extensive queueing that occurs on Greenland Road approaching the intersection.

Table 3-4 Existing 2019 Intersection/Interchange Analysis Summary

Intersection Location	Delay (seconds/vehicle)	
	AM Peak	PM Peak
International Golf Parkway @ World Golf Village Boulevard	12.0	18.4
International Golf Parkway @ I-95	17.3	21.5
International Golf Parkway @ Center Place Way	1.6	3.1
CR 210 @ Russell Sampson Road	23.3	20.9
CR 210 @ I-95	38.8	29.7
Old St. Augustine Road @ Bartram Park Boulevard	28.1	30.3
Old St. Augustine Road @ I-95	21.6	49.6
Old St. Augustine Road @ Baptist Medical Center	5.9	19.4
Old St. Augustine Road @ Gran Bay Parkway	12.2	24.5
Philips Highway @ I-95	24.3	12.7
Philips Highway @ Keskin Avenue	9.6	21.9
Philips Highway @ Southside Boulevard	21.9	41.4
Baymeadows Road @ Baymeadows Way	26.4	34.2
Baymeadows Road @ Freedom Commerce Parkway	10.6	18.1
Baymeadows Road @ I-95	74.2	34.0
Baymeadows Road @ Western Way	41.2	28.6
Butler Boulevard @ Bonneval Road	28.6	41.3
Butler Boulevard @ I-95	111.1	73.8
Butler Boulevard Eastbound @ Belfort Road	22.6	25.3
Butler Boulevard Westbound @ Belfort Road	33.5	18.7
Bowden Road @ Richard Street	18.1	25.9
Bowden Road @ I-95	47.6	16.2
Bowden Road @ Spring Park Road	18.5	20.3
University Boulevard @ Richard Street	16.3	26.4
University Boulevard @ I-95	11.3	14.0
University Boulevard @ Spring Park Road	23.6	27.6
Emerson Street @ Philips Highway	31.1	32.3
Emerson Street @ Copper Circle Way	5.1	12.9
Emerson Street @ I-95	30.4	22.6
Emerson Street @ Spring Park Road	17.3	20.6
Atlantic Boulevard @ I-95 NB	22.9	35.5
Kings Avenue @ I-95 SB	22.5	23.1
Atlantic Boulevard @ Kingman Avenue	21.2	8.6
Palm Avenue @ I-95	31.2	24.9
Peyton Parkway @ SR 9B	20.8	22.3
Philips Highway @ SR 9B Northbound	43.5	17.6
Philips Highway @ SR 9B Southbound	20.6	24.9
San Jose Boulevard @ Claire Lane	20.6	29.4
San Jose Boulevard @ Walmart Supercenter	2.6	4.6
San Jose Boulevard @ I-295	61.9	26.9
San Jose Boulevard @ Hartley Road	98.9	37.3
San Jose Boulevard @ Venture Place	40.6	14.7
San Jose Boulevard @ Oak Bluff Lane	25.4	15.2
Old St. Augustine Road @ Losco Road	33.1	37.6
Old St. Augustine Road @ I-295	23.5	25.2
Old St. Augustine Road @ Old Field Crossing Drive	21.2	17.1
Philips Highway @ I-295 SB	10.8	13.4
Philips Highway @ I-295 NB/Greenland Road	149.9	36.7
Philips Highway @ Business Park Boulevard	7.6	11.4

3.3 Consistency with Master Plans, LRTP, LGCP and DRIs

This SIMR considered all programmed and planned roadway improvements in the area. These capacity improvements are consistent with those specified in the regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT SIS plans
- Duval County Comprehensive Plan
- Committed improvements from local and private sources
- North Florida TPO LRTP

The need for improvements identified in this SIMR has been identified in the TPO's 2045 Cost Feasible LRTP.

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4.0 NEED

Interstate-95, a six lane north/south facility, is an integral part of the SIS providing for high-speed and high-volume traffic movements within the State. In recent years, congestion on I-95 has increased and is expected to continue to increase in the future. Due to high peak period volume (northbound in the AM peak period and southbound in the PM peak period), pockets of congestion exist along the facility. Traffic conditions are expected to worsen as growth continues to occur leading to worsening of the existing operational issues.

The capacity provided by the proposed Modified Build Alternative is expected to reduce density on the I-95 mainline by providing additional capacity on the mainline (in the form of additional through lanes and auxiliary lanes). In addition, various interchange-level improvements are proposed which will provide better operations on the arterials within the study area, preventing excessive queueing on the off-ramps and providing faster, more reliable travel to and from the I-95 mainline. A major benefit for the Modified Build is that all of the facility improvements can occur for the Opening Year 2030, while the Original Build cannot implement all of the improvements until several years later due to the higher construction costs.

It should be noted that this proposed capacity improvement on I-95 may be the last project that can be accommodated within the existing right-of-way. Although previous studies presented express lane capacity as a viable alternative, it has been determined that additional general use lane capacity can provide similar operational benefits while maximizing the utilization of the additional lanes. This is because the general use lanes are available to all drivers (as opposed to only drivers who are willing to pay a toll and who take trips that effectively coincide with the provided managed lane access points). The general use lane alternative will not experience the potential incident management issues that are evident with barrier separated express lanes that limit express lane access for emergency or incident response vehicles. Therefore, the additional capacity presented in the Modified Build of this SIMR will be more accessible while also being more cost-effective to construct, maintain and operate. Since I-95 within the study area is expected to experience significantly worsened travel conditions in the future, and available right-of-way for future expansion is limited, making the most of the additional capacity proposed in this SIMR is a high priority.

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5.0 FUTURE CONDITIONS

This section documents the future conditions within the study area of influence for the 2030 and 2045 horizons, including the transportation improvements programmed for the area roadways. The operational analysis includes the future year daily and peak hour traffic forecasts for the area of influence.

5.1 Future Transportation Network

The North Florida TPO plays a critical role in addressing regional transportation issues, convening stakeholders, and identifying the long-term transportation needs within Duval, portions of Nassau, St. Johns and Clay Counties. It also serves as the coordinating forum for all the local governments in the counties for matters relating to the maintenance and development of the county's transportation network. Together they establish long-term planning goals and objectives, set priorities, and identify the agency(s) with responsibility for funding and implementing needed transportation improvements.

The North Florida TPO is also responsible for maintaining the FSUTMS based NERPM travel demand model. Updates to the roadway network in NERPM are based on projects identified in the TPO's current adopted LRTP Cost Feasible Plan.

Several projects are planned within the area of influence that add capacity along I-95 and I-295 (as shown in **Table 5-1**). These projects have various planned opening years and are organized in the following paragraphs as they pertain to the study years of this SIMR.

2030 and 2045 Network Improvements

In Opening Year 2030 and Design Year 2045, capacity improvements will be incorporated into the Original Build and Modified Build networks along I-95 and I-295 as a result of approved studies that have been incorporated into the SIS First Five Year Plan. On I-95 northbound, general use lanes will be added north of Atlantic Boulevard, as developed in the I-10/I-95 Operational Improvements IOAR.

On I-95 between CR 210 and International Golf Parkway, a new system-to-system interchange with First Coast Expressway (FCE) will be provided. FCE will connect I-95 in St. John's County to I-10/US 90 in Duval County, and is expected to reduce congestion on I-95 within the study area by providing an alternative route. On I-295, one additional lane will be provided in each direction east of the Philips Highway/I-295 interchange; this improvement is implemented to replicate capacity improvements proposed as part of the I-95 Express Lanes (I-295 to Atlantic Boulevard) SIMR. In addition, two lanes will be added in both directions west of San Jose Boulevard to replicate the effects of the express lane facilities on Buckman Bridge, as incorporated in the I-95 Express Lanes (I-295 to Atlantic Boulevard) SIMR.

Several minor interchange improvements and arterial improvements were also included in the 2030 networks. At the International Golf Parkway interchange, the westbound left-turn lane was offset to provide additional storage and improve traffic flow through the interchange. In addition, intersection improvements including additional turn lanes and lengthening of storage lanes were provided at the World Commerce Parkway intersection to alleviate congestion from additional traffic growth expected due to construction of a large fuel/retail property at the southeastern quadrant of the intersection. At the CR 210 interchange, minor improvements to the northbound ramp terminal include providing an additional northbound right-turn lane. At the I-295/Philips Highway interchange, the westbound movements were enhanced with more lanes and additional storage lane lengths at the northbound off-ramp for consistency with the I-95 Express Lanes (I-295 to Atlantic Boulevard) SIMR.

Table 5-1 Future Roadway Network Improvements

Roadway	Location	Project Description	Source	Year[1]
I-95	First Coast Expressway	New Interchange	2045 LRTP	2030
I-95	North of Atlantic Boulevard	1 Additional NB/SB Lane	I-10/I-95 Operational Improvements IOAR	2030
I-295	East of Philips Highway	1 Additional NB/SB Lane	I-95 Express (I-95 to Atlantic Boulevard) SIMR	2030
I-295	West of San Jose Boulevard	2 Additional NB/SB Lanes	I-95 Express (I-95 to Atlantic Boulevard) SIMR	2030
I-95	International Golf Parkway	Interchange Improvements	Buc-ee's Capacity Improvements	2030
I-95	CR 210	Interchange Improvements	2045 LRTP	2030
I-295	Philips Highway	Interchange Improvements	I-95 Express (I-95 to Atlantic Boulevard) SIMR	2030

[1] Projects are assumed open to traffic by the year listed.

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6.0 ALTERNATIVES

This section offers a discussion on the alternatives considered as part of this SIMR, which are as follows:

- Original Build Alternative
- Modified Build Alternative

The alternatives were analyzed to assess their effectiveness in meeting the future travel demand of the area, as well as the physical impacts and safety associated with each alternative.

Due to the planned phased implementation of construction of the Original Build and Modified Build Alternatives, the Opening Year 2030 and Design Year 2045 networks differ. The capacity improvements proposed for each of the alternatives for Opening Year 2030 and Design Year 2045 are summarized in the following sections.

6.1 Future Year Design Traffic

The future year traffic for years 2030 and 2045 were developed using NERPM ABM Version 2. The future year AADTs for 2030 and 2045 are shown in **Figure 6-1**. The peak period express lane demand was determined during analysis using VISSIM's Managed Lane Facilities module, as such the AADT volume consists of the combined mainline demand (general use and express lane volume). Future Year AM and PM peak hour volumes for 2030 and 2045 are presented in Section 7.

6.2 Original Build Alternative

The Original Build Alternative represents the currently approved freeway mainline, ramp, interchange and intersection improvements within the project area. Most of the mainline improvements are in the form of express lanes. These improvements were proposed in the two previous SIMRs which address the study area of influence of this SIMR; the I-95 Express Phase 1: International Golf Parkway to I-295 SIMR, and the I-95 Express Lanes Analysis: I-295 to Atlantic Boulevard SIMR. The roadway improvements approved as part of the previous SIMRs are summarized in this section.

The Original Build Alternative implements a two-lane (per direction) express lane system on I-95 from just south of First Coast Expressway (FCE) to just north of Emerson Street. Direct connect ramps provide access to the express lanes at the FCE interchange and from Butler Boulevard westbound.

6.2.1 Opening Year 2030

In the Opening Year 2030 improvements are proposed for the southern segment of the study area from International Golf Parkway to I-295 and the northern segment of the study area from Butler Boulevard to Atlantic Boulevard. Due to funding constraints with the express lane alternative, the segment of the study area from I-295 to Butler Boulevard maintains the existing geometric configuration in 2030.

The southern segment improvements are as follows. In the northbound direction, two general use lanes are added to the I-95 mainline over a distance of 1,300 feet to develop the express lane system; the express lane facility becomes barrier separated approximately 4,700 feet north of the International Golf Parkway westbound to northbound on-ramp. At the northern terminus of the northbound express lane system, the barrier releases north of the I-295 diverge and the two express lanes merge with the I-95 general use lanes. In the Opening Year 2030, these lanes are dropped over a distance of approximately 4,800 feet to maintain the existing cross-section north of I-295.In the southbound direction, two general use lanes are developed over 1,600 feet just south of the I-295 diverge, the express lane system begins approximately 1,900 feet south of the I-295 diverge where the two additional lanes become barrier separated. At the southern terminus of the southbound express lane facility, the barrier releases north of International Golf Parkway and the two express lanes merge with the I-95 general use lanes. These lanes then drop over approximately two miles to maintain the existing cross-section south of International Golf Parkway.

The proposed I-95 at FCE systems interchange will be completed by Opening Year 2030. For the Original Build, express lane direct connections exist for the northly ramps, as well as general use lane connections for the northernly and southerly.

Express lane ingresses are accomplished through the addition of an acceleration lane on the left side of I-95 mainline which typically adds a lane within the express lane system. Similarly, egresses from the express lane system are accomplished through an addition of a general use lane on the left side of the I-95 mainline. To maintain a three-lane (per direction) I-95 mainline, each time an express lane egress adds a mainline lane on the left, a general use lane is dropped at the next interchange off-ramp. This necessitated an additional lane on the I-95 southbound off-ramp to SR 9B and the I-95 southbound off-ramp to International Golf Parkway.

At-grade access points are located at the following:

Northbound I-95 Express Lane Access:

1. Ingress north of International Golf Parkway (start of express lanes)
2. Combined Ingress/Egress north of CR 210 (within the rest area)
3. Ingress north of SR 9B
4. Egress north of Old St. Augustine Road
5. Egress within the I-295 interchange (end of express lanes)

Southbound I-95 Express Lane Access:

1. Ingress within the I-295 interchange (start of express lanes)
2. Ingress north of Old St. Augustine Road
3. Egress south of Old St. Augustine Road
4. Combined Ingress/Egress north of CR 210 (within the rest area)
5. Egress north of International Golf Parkway (end of express lanes)

In addition to the at-grade access points, northerly-facing direct connections are provided at FCE. This includes a ramp from eastbound FCE to the northbound express lanes and a ramp from the southbound express lanes to westbound FCE.

Other key capacity improvements include an auxiliary lane in the northbound direction between the CR 210 on-ramp and the SR 9B off-ramp and from the SR 9B on-ramp to the Old St. Augustine Road off-ramp. In the southbound direction, an auxiliary lane is provided from the Old St. Augustine Road on-ramp to the SR 9B off-ramp.

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A summary of the interchange improvements in the southern segment includes the following:

International Golf Parkway at I-95
- Provide dual right-turn lanes and dual left-turn lanes at the southbound off- ramp and bring the right-turn movement under signalization
- Provide dual left-turn lanes at the northbound off-ramp
- Reduce the radius on the free-flow northbound right turn movement to slow traffic entering eastbound
- Adjust the eastbound to northbound loop on-ramp to provide safer merging of vehicles from the ramp onto the I-95 mainline.

Old St. Augustine Road at I-95
- Provide additional capacity for the arterial from west of I-95 to the Baptist Medical Center access (one additional lane per direction)
- Provide triple left-turn lanes for the northbound approach of the I-95 Southbound ramp terminal
- Provide dual left-turn lanes for the westbound approach of the I-95 Southbound ramp terminal

US 1 at I-295
- Provide dual right-turn lanes and dual through lanes for the I-295 Northbound ramp terminal intersection
- Extend the storage length of all approach lanes for the I-295 Northbound ramp terminal intersection

The northern segment improvements include a two-lane (per direction) express lanes system which is buffer separated. This project will also include the replacement of the San Diego Road bridge to meet American Association of State Highway Transportation Officials (AASHTO) requirements for vertical curvature and vertical clearance. In addition, several interchange improvements are provided as well as an additional northbound auxiliary lane between Butler Boulevard and Bowden Road.

At-grade access to and from the express lane facilities are provided at both ends of the northern segment, and the southbound direction also provides access to Butler Boulevard. A description of the express lane access points for the northern segment is as follows:

Northbound I-95 Express Lane Access:
1. Ingress within the Butler Boulevard interchange (start of express lanes)
2. Egress within the Emerson Street interchange (end of express lanes)

Southbound I-95 Express Lane Access:
1. Ingress at the Emerson Street interchange (start of express lanes)
2. Egress north of Butler Boulevard
3. Egress south of the Butler Boulevard interchange (end of express lanes)

In addition to the at-grade access points, a direct connection is provided from westbound Butler Boulevard to the northbound express lanes.

A summary of the interchange improvements in the northern segment includes the following:

Butler Boulevard at I-95
- Provide a two-lane I-95 Northbound exit ramp
- Reconfigure the I-95 Northbound ramp terminal to include an additional eastbound through lane, which requires the three northbound right-turn lanes to be signalized

Bowden Road at I-95
- Provide a two-lane I-95 Northbound exit ramp and dual right-turn lanes
- Provide an exclusive eastbound right-turn lane for the southbound on-ramp
- Reconfigure intersection with Spring Park Road to improve eastbound traffic flow within the interchange

University Boulevard at I-95
- Eliminate loop ramp in southeast quadrant; install traffic signal for eastbound-to-northbound left-turn maneuver
- Incorporate a quadrant intersection at Spring Park Road

Emerson Street at I-95
- Reconfigure the interchange to a Diverging Diamond Interchange (DDI)
- Reconfigure Copper Circle intersection to improve traffic flow

Most of the interchange improvements (for example, those at Old St. Augustine Road, Bowden Road, and US 1) include increased storage and capacity to improve traffic flow on the arterial and prevent excessive queueing on the off-ramps. The improvements at Butler Boulevard, University Boulevard, and Emerson Street were more extensive, with changes to the overall traffic flow patterns of the interchanges.

The improvements at the Butler Boulevard at I-95 interchange include increased storage and capacity to improve traffic flow for the northbound off-ramp terminal intersection. Three eastbound through lanes are provided at the northbound ramp terminal, which requires that the northbound right-turn movement be fully signalized (as opposed to two signalized and one channelized lane, in the existing configuration). These improvements provide better operations for eastbound Butler Boulevard and safer operations for the northbound off-ramp, as motorists currently use the northbound uncontrolled channelized right-turn lane even though they are not traveling to Salisbury Road or Belfort Road, creating an undesired weave area along Butler Boulevard between the off-ramp and the right-turn to Salisbury Road. Signalizing all three off-ramp lanes is expected to improve this condition by eliminating the tendency for drivers to prefer the rightmost lane.

Several modifications are incorporated at the University Boulevard at I-95 interchange. The existing interchange configuration at University Boulevard features a substandard loop ramp in the southeast quadrant conveying eastbound University Boulevard traffic to northbound I-95. Due to the proposed widening of the interstate, replacing this ramp would require further reduction of the already substandard 133-foot inside radius. Therefore, this loop ramp is removed and replaced with a signalized eastbound left-turn movement. This approach was selected due to the additional right-of-way impacts that would be incurred by widening the loop, and to eliminate the weave on the eastbound arterial between the southbound off-ramp and northbound on-ramp. Therefore, the on-ramp in the northeast quadrant now serves both directions of University Boulevard. To better accommodate the modifications and improve operations, a quadrant roadway intersection is proposed to connect Spring Park Road to University Boulevard. The quadrant roadway is created between a new signalized intersection south of the University Boulevard/Spring Park Road intersection and the University Boulevard/Northbound On-Ramp intersection. This configuration allows for

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more green time for the eastbound approach since it incorporates a three-phase timing scheme (rather than four), with the northbound and southbound left-turn phases rerouted through the quadrant intersection.

The Emerson Street at I-95 interchange will also be reconfigured as a part of the Original Build Alternative. Currently, the Emerson Street interchange is a hybrid interchange with a cloverleaf loop in the northwest quadrant and diamond interchange components in the remaining quadrants. The loop ramp has an existing radius of 80 feet and a length of 624 feet, making the ramp substandard with respect to both the horizontal and vertical geometry. According to AASHTO standards, an 80-foot radius only meets the criteria for a 20-mph design speed. The low speed ramp can adversely impact vehicle acceleration, especially for large trucks. To meet design standards for the loop ramp, significant right-of-way impacts would be realized. Reconfiguring the interchange to a DDI improves off-ramp storage, especially for the southbound off-ramp, improves the operations of the southbound on-ramp by providing improved ramp acceleration, minimizes right-of-way impacts, and provides safety improvements due to fewer conflict points.

The 2030 Original Build Alternative lane configuration is shown in **Figure 6-2**.

6.2.2 Design Year 2045

In the Design Year 2045, the Original Build Alternative also incorporates improvements in the gap between the northern and southern segments spanning from I-295 to Butler Boulevard. These include providing a continuous express lane system by connecting the express lane systems to the north and south. As part of the express lane extension, a weaving zone is proposed in both directions of travel between Baymeadows Road and Butler Boulevard, providing combined access to and from the express lanes. Auxiliary lanes are also provided in both directions between Baymeadows Road and Butler Boulevard.

At-grade access to and from the express lane facilities (in addition to the access already provided in the 2030 horizon) is provided at several locations along the facility as follows:

Northbound I-95 Express Lane Access:

1. Slip ramp from the I-295 West Beltway on-ramp
2. Combined Ingress/Egress between Baymeadows Road and Butler Boulevard

Southbound I-95 Express Lane Access:

1. Combined Ingress/Egress between Butler Boulevard and Baymeadows Road

In addition to completing the express lane system, several additional interchange improvements are provided in the Design Year 2045 including the following:

US 1 at I-95

- Provide dual right-turn lanes for the I-95 Northbound exit ramp and bring the right-turn movement under signalization
- Provide extended storage for all approach lanes for I-95 northbound and southbound exit ramps

Baymeadows Road at I-95

- Provide a two-lane I-95 Northbound exit ramp, dual right-turn lanes and extended storage
- Provide a two-lane I-95 Northbound entrance ramp
- Provide dual right-turn lanes onto the I-95 northbound on-ramp
- Provide dual left-turn lanes for both left-turn movements to I-95
- Provide triple left-turn lanes for the southbound approach of the I-95 Southbound ramp terminal
- Provide an additional channelized right-turn lane for the southbound approach of the I-95 Southbound ramp terminal (total of two channelized lanes and one signalized lane)
- Provide additional eastbound lane through the interchange
- Reconfigure intersections with Freedom Commerce Parkway, Western Way, and Baymeadows Circle West to promote better eastbound traffic flow within the interchange
- Provide additional westbound lane from east of Baymeadows Circle West to the I-95 interchange
- Provide signal control at the Baymeadows Circle West intersection
- Provide additional eastbound left-turn lane at the Baymeadows Circle East / Princeton Square Boulevard intersection

It should be noted that the Design Year 2045 Original Build Alternative removes the northbound egress and southbound ingress within the I-295 interchange, which are included in the 2030 Original Build Alternative to address the interim condition where the express lane system terminates within the I-295 interchange. The northbound egress and southbound ingress between Old St. Augustine Road and I-295 exist in both Original Build horizons and provide express lane access to and from I-295.

The Design Year 2045 Original Build Alternative also includes several enhancements to the I-295 facility within the study area, particularly in the area of the I-95/I-295 system interchange. Those enhancements are as follows:

- Provide a dual-lane ramp from I-95 northbound to I-295 westbound
- Provide an additional westbound lane on I-295, originating at the I-95 northbound on-ramp and terminating within the Old St. Augustine Road interchange
- Provide an auxiliary lane along I-295 eastbound between the I-95 Northbound and Southbound off-ramps
- Provide a dual-lane ramp from I-295 eastbound to I-95 southbound

In addition to the improvements listed above, several enhancements are made to I-95 in the interest of improving performance surrounding the I-95/I-295 system interchange. In the northbound direction, the off-ramp to US 1 is extended to upstream of the on-ramp from the I-295 West Beltway, which eliminates weaving maneuvers between I-295 and US 1. It should be noted that this change prohibits direct access from the I-295 West Beltway to US 1 via I-95. Alternative routes are easily accessible via the I-295/US 1 interchange, as well as the northbound off-ramp to Southside Boulevard. In the southbound direction, a C-D road is proposed from upstream of Southside Boulevard to downstream of I-295. Similarly, this enhancement is intended to reduce congestion on the I-95 facility by eliminating weaving maneuvers between the mainline and the Southside Boulevard, US 1 and I-295 interchanges. This configuration restricts direct access from Southside Boulevard to US 1 via I-95, and it is expected that this traffic will complete their trips using alternate arterial routes.

The lane configuration for the Design Year 2045 Original Build Alternative is provided in **Figure 6-3**. The concept plans from the previously approved SIMRs (I-95 Express Phase 1: International Golf Parkway to I-295 SIMR and I-95 Express Lanes Analysis: I-295 to Atlantic Boulevard SIMR), on which the Original Build Alternative is based, are included in **Appendix J**.

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6.3 Modified Build Alternative

The Modified Build provides mainline improvements in the form of additional general use lanes. Many of the interchange-level improvements proposed in the two previous SIMRs (and included in the Original Build) were incorporated in this alternative as well. The Modified Build proposes expanded general use lane capacity to meet the future travel demand needs of the study area, as well as providing them for the entire study area by Opening Year 2030. These improvements are summarized in this section.

6.3.1 Opening Year 2030

The capacity improvements on I-95 through the study area are proposed for Opening Year 2030. From International Golf Parkway to FCE, auxiliary lanes are added in both directions, with 6-lane segments maintained within the FCE interchange. In the northbound direction, the auxiliary lane develops from inside widening from the south side of the International Golf Parkway interchange, which travels to the off-ramp at FCE. It should be mentioned that the Modified Build will be constructed to allow for potential express lane connections at the I-95 at FCE interchange, which may be desired in the distant future.

From FCE to Butler Boulevard, two additional general use through lanes are provided (one lane in each direction), with auxiliary lanes provided between most of the interchanges. Two auxiliary lanes are provided between SR 9B and Old St. Augustine Road, and between Old St. Augustine Road and the I-295 system interchange. Two additional auxiliary lanes are provided between I-295 and Southside Boulevard, which carry through the US1 interchange. Two auxiliary lanes are also provided between Baymeadows Road and Butler Boulevard.

Four additional general use through lanes are provided from Butler Boulevard to Atlantic Boulevard (two lanes in each direction), with two auxiliary lanes provided between Butler Boulevard and Bowden Road.

Improvements were also incorporated at many of the study area interchanges, including the following:

International Golf Parkway at I-95

- Provide dual right-turn lanes and dual left-turn lanes at the southbound off- ramp and bring the right-turn movement under signalization
- Provide dual left-turn lanes at the northbound off-ramp
- Reduce the radius on the free-flow northbound right turn movement to slow traffic entering eastbound and improve safety
- Adjust the eastbound to northbound loop on-ramp to provide safer merging of vehicles from the ramp onto the I-95 mainline.

Old St. Augustine Road at I-95

- Provide triple left-turn lanes for the northbound approach of the I-95 Southbound ramp terminal
- Provide an additional through lane for the westbound approach of the I-95 Southbound ramp terminal, with revised lane continuity approaching the Bartram Park Boulevard intersection.
- Provide dual right-turn lanes for the northbound approach of the I-95 northbound ramp terminal
- Provide dual left-turn lanes for the westbound approach of the I-95 northbound ramp terminal and offset the left-turns to provide enhanced flow through the interchange.
- Provide a dual-lane on-ramp to I-95 northbound

Philips Highway at I-95

- Provide dual-lane southbound right-turn lanes for the northbound ramp terminal
- Offset eastbound left-turn lane to improve storage and enhance interchange operations

Southside Boulevard at I-95

- Reconfigure the intersections with Belle Rive Boulevard and the adjacent service road to streamline operations on Southside Boulevard northbound and southbound. The east/west through movements are prohibited, in addition to the northbound left-turns and U-turns. These movements are served by the service road and Western Lake Drive (one intersection to the south). Dual eastbound left-turn lanes and a channelized eastbound right-turn lane provide access from the service road to Southside Boulevard.
- Reconfigure the northern access to the Southside Boulevard service road (adjacent to the Belle Rive Boulevard intersection) to right-in, right-out. A turnaround is provided 300 feet downstream, to facilitate access from Belle Rive Boulevard to Southside Boulevard.
- Provide signal control at the Western Lake Drive intersection, to accommodate increased northbound-left traffic, diverted due to the Belle Rive Boulevard intersection improvements. In addition, a separate U-turn intersection is incorporated south of the intersection to provide access to the I-95 southbound on-ramp.
- Reconfigure the intersection with Paradise Island Boulevard to include a signalized ramp terminal approach (eastbound left) from I-95 northbound to Southside Boulevard northbound. This connection serves traffic traveling to Western Lake Drive and Belle Rive Boulevard.

Baymeadows Road at I-95

- Reconfigure the interchange to a DDI
- Reconfigure intersections with Freedom Commerce Parkway, Western Way, and Baymeadows Circle West to improve traffic flow
- Provide signal control at the Baymeadows Circle West intersection
- Provide additional westbound lane from east of Baymeadows Circle West to the I-95 interchange
- Provide additional eastbound lane from the I-95 interchange to Old Baymeadows Road

Butler Boulevard at I-95

- Provide a two-lane I-95 Northbound exit ramp
- Reconfigure I-95 Northbound ramp terminal to include an additional eastbound through lane, which requires the northbound right-turn lanes to be signalized
- Provide an additional northbound right-turn lane (total of four lanes)

Butler Boulevard at Belfort Road

- Reconfigure the interchange to a DDI

Bowden Road at I-95

- Provide a two-lane I-95 Northbound exit ramp and dual right-turn lanes
- Provide an exclusive eastbound right-turn lane for the southbound on-ramp
- Reconfigure intersection with Spring Park Road to improve eastbound traffic flow within the interchange

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University Boulevard at I-95

- Eliminate loop ramp in southeast quadrant; install traffic signal for eastbound-to-northbound left-turn maneuver
- Incorporate a quadrant intersection at Spring Park Road

Emerson Street at I-95

- Reconfigure the interchange to a DDI
- Reconfigure Copper Circle intersection to improve traffic flow

Most of the interchange improvements (for example, those at Old St. Augustine Road, Bowden Road, and US 1) include increased storage and capacity to improve traffic flow on the arterial and prevent excessive queueing on the off-ramps. The improvements at Southside Boulevard, Baymeadows Road, Butler Boulevard, University Boulevard and Emerson Street were more extensive, with changes to the overall traffic flow patterns of the interchanges.

The improvements at Southside Boulevard were primarily incorporated to remove the weaving condition from the I-95 northbound off-ramp and the Belle Rive Boulevard northbound left-turn traffic. To eliminate this condition, a ramp-terminal connection was incorporated at the Paradise Island Boulevard signal with Southside Boulevard. The connection provides an eastbound left-turn movement from I-95 northbound to Southside Boulevard northbound, serving traffic traveling to Western Lake Drive and Belle Rive Boulevard. The intersection of Belle Rive Boulevard and Southside Boulevard was reconfigured to streamline intersection operations. In addition, the Western Lake Drive intersection was modified to signalized control and a separate signalized intersection serves the northbound U-turn traffic. These modifications provide both operational and safety improvements.

The improvements at the Baymeadows Road interchange include converting it to a DDI configuration, which will better accommodate the high eastbound left-turns onto I-95 northbound during the PM peak, while also reducing delay and queueing on Baymeadows road and the I-95 off-ramps by providing two-phase signal operations. It should be noted that an additional concept featuring two-phase operations and U-turn access to the I-95 on-ramps was also considered for the Baymeadows Road interchange in the Modified Build. Preliminary analysis showed that it performed similarly to the DDI in terms of traffic operations, but it was determined that there were potential issues in terms of driver familiarity and safety. Therefore, a more conventional DDI configuration was selected.

The improvements at the Butler Boulevard at I-95 interchange include increased storage and capacity to improve traffic flow for the northbound off-ramp terminal intersection. Three eastbound through lanes are provided at the northbound ramp terminal, which requires that the northbound right movement be fully signalized (as opposed to two signalized and one channelized lane, in the existing configuration). In addition, a fourth northbound right-turn lane is provided at the northbound ramp terminal. These improvements provide better operations for eastbound Butler Boulevard and safer operations for the northbound off-ramps, as motorists currently use the northbound uncontrolled channelized right-turn lane even though they are not traveling to Salisbury Road or Belfort Road, creating an undesired weave area along Butler Boulevard between the off-ramp and the right-turn to Salisbury Road. Signalizing all four right turn lanes is expected to improve this condition by eliminating the tendency for drivers to prefer the rightmost lane.

Several modifications are incorporated at the University Boulevard at I-95 interchange. The existing interchange configuration at University Boulevard features a substandard loop ramp in the southeast quadrant conveying eastbound University Boulevard traffic to northbound I-95. Due to the proposed widening of the interstate, replacing this ramp would require further reduction of the already substandard 133-foot inside radius. Therefore, this loop ramp is removed and replaced with a signalized eastbound left-turn movement. This approach was selected due to the additional right-of-way impacts that would be incurred by widening the loop, and to eliminate the weave on the eastbound arterial between the southbound off-ramp and northbound on-ramp. Therefore, the on-ramp in the northeast quadrant now serves both directions of University Boulevard. To better accommodate the modifications and improve operations, a quadrant roadway intersection is proposed to connect Spring Park Road to University Boulevard. The quadrant roadway is created between a new signalized intersection south of the University Boulevard/Spring Park Road intersection and the University Boulevard/Northbound On-Ramp intersection. This configuration allows for more green time for the eastbound approach since it incorporates a three-phase timing scheme (rather than four), with the northbound and southbound left-turn phases rerouted through the quadrant intersection.

The Emerson Street at I-95 interchange will also be reconfigured. Currently, the Emerson Street interchange is a hybrid interchange with a cloverleaf loop in the northwest quadrant and diamond interchange components in the remaining quadrants. The loop ramp has an existing radius of 80 feet and a length of 624 feet, making the ramp substandard with respect to both the horizontal and vertical geometry. According to AASHTO standards, an 80-foot radius only meets the criteria for a 20-mph design speed. The low speed ramp can adversely impact vehicle acceleration, especially for large trucks. To meet design standards for the loop ramp, significant right-of-way impact would be realized. Reconfiguring the interchange to a DDI improves off-ramp storage, especially for the southbound off-ramp, improves the operations of the southbound on-ramp by providing improved ramp acceleration, minimizes right-of-way impacts, and provides safety improvements due to fewer conflict points.

The Butler Boulevard at Belfort Road interchange will also be reconfigured as a part of this project. Currently, the interchange is a tight urban diamond interchange (TUDI) with exclusive U-turn lanes provided to and from Butler Boulevard in both directions. The updated configuration will convert the interchange to a DDI, which will better accommodate the high left-turn movements to Butler Boulevard and reduce queueing and delay on Belfort Road and the Butler Boulevard off-ramps by providing two-phase signal operations.

The 2030 Modified Build Alternative lane configuration is shown in **Figure 6-4**.

6.3.2 Design Year 2045

The 2030 and 2045 horizons for the Modified Build Alternative provide the same I-95 capacity improvements, except for enhancements to the I-295 facility within the study area, particularly in the area of the I-95/I-295 system interchange. Those enhancements are as follows:

- Provide a dual-lane ramp from I-95 northbound to I-295 westbound
- Provide an additional westbound lane on I-295, originating at the I-95 northbound on-ramp and terminating within the Old St. Augustine Road interchange
- Provide an auxiliary lane along I-295 eastbound between the I-95 Northbound and Southbound off-ramps
- Provide a dual-lane ramp from I-295 eastbound to I-95 southbound

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The 2045 Modified Build Alternative lane configuration is shown in **Figure 6-5**. The concept plan for the Design Year 2045 Modified Build Alternative is provided in **Figure 6-6**.

To assist in summarizing the enhancements of both the Original Build and Modified Build Alternatives, **Figure 6-7** provides an overview of the study area mainline improvements.

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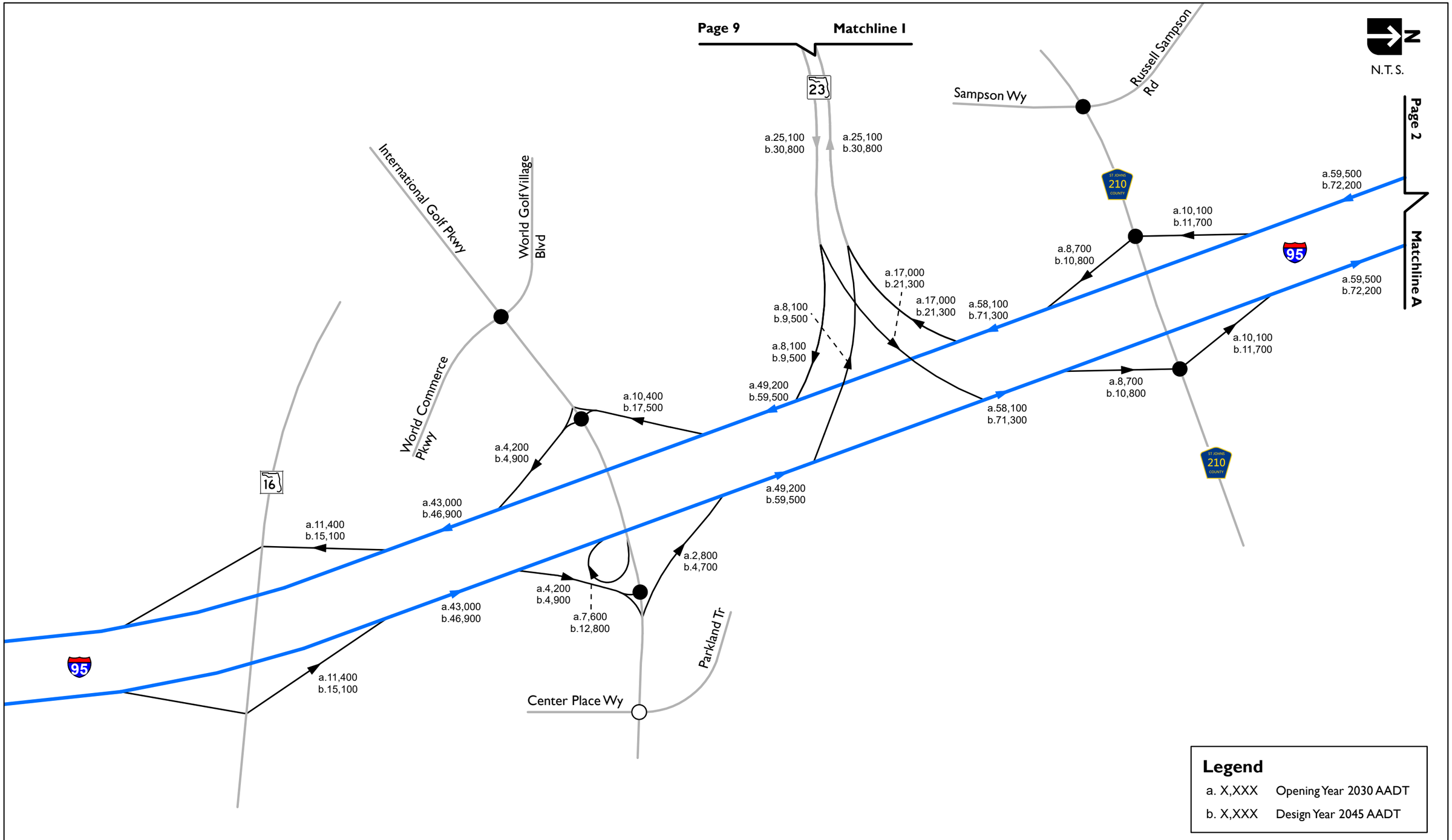

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 1 of 9

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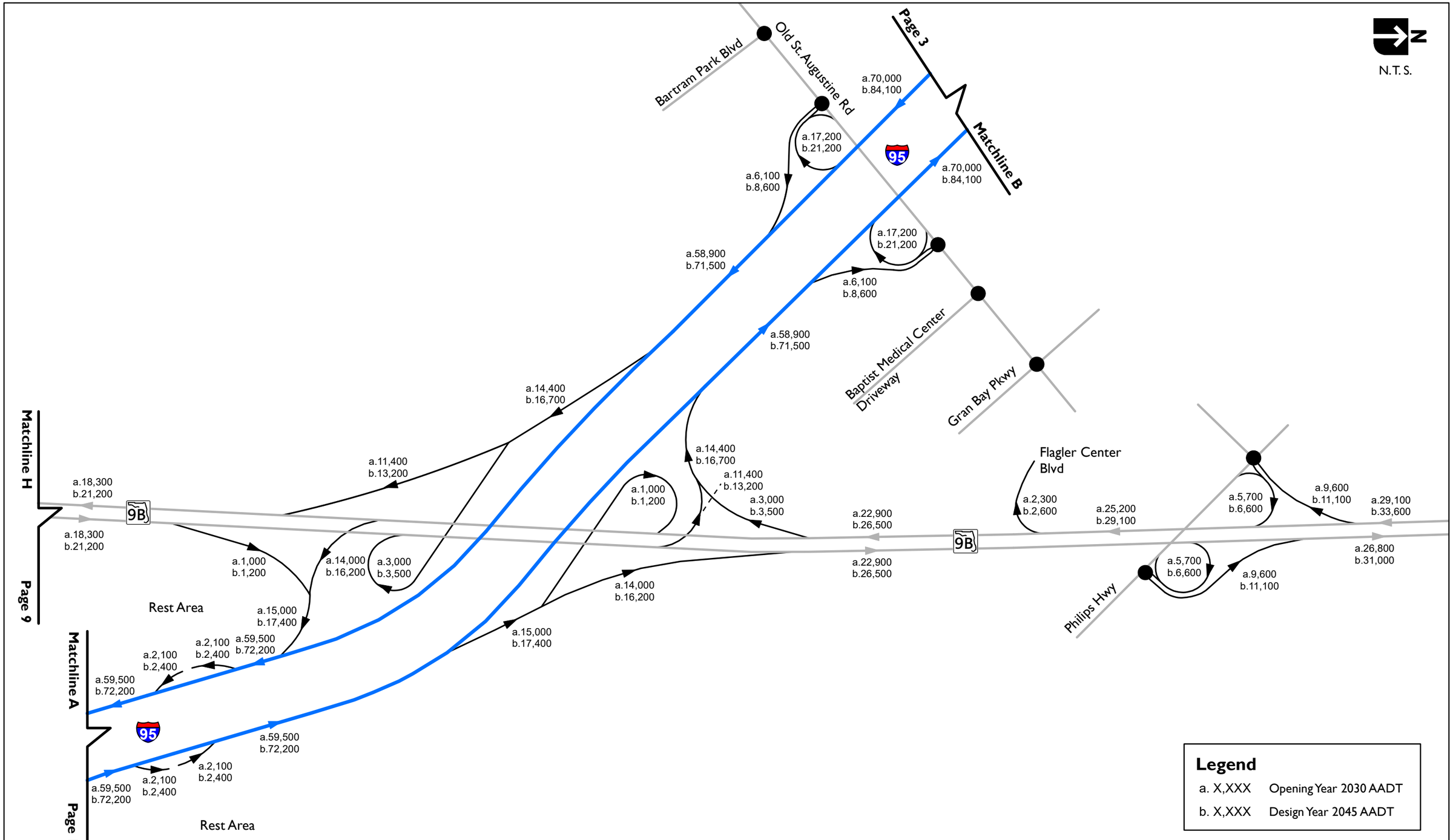

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 2 of 9

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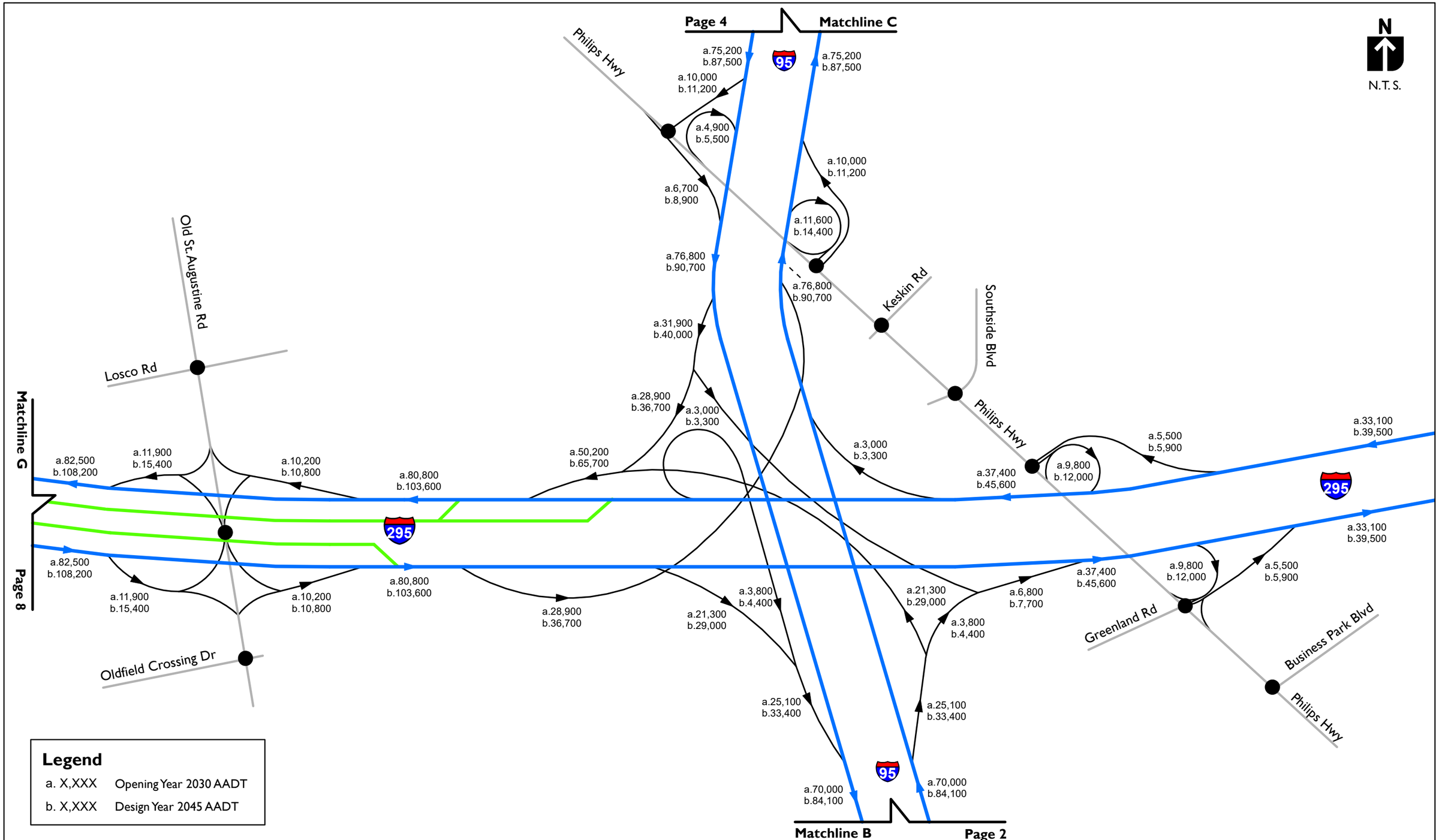

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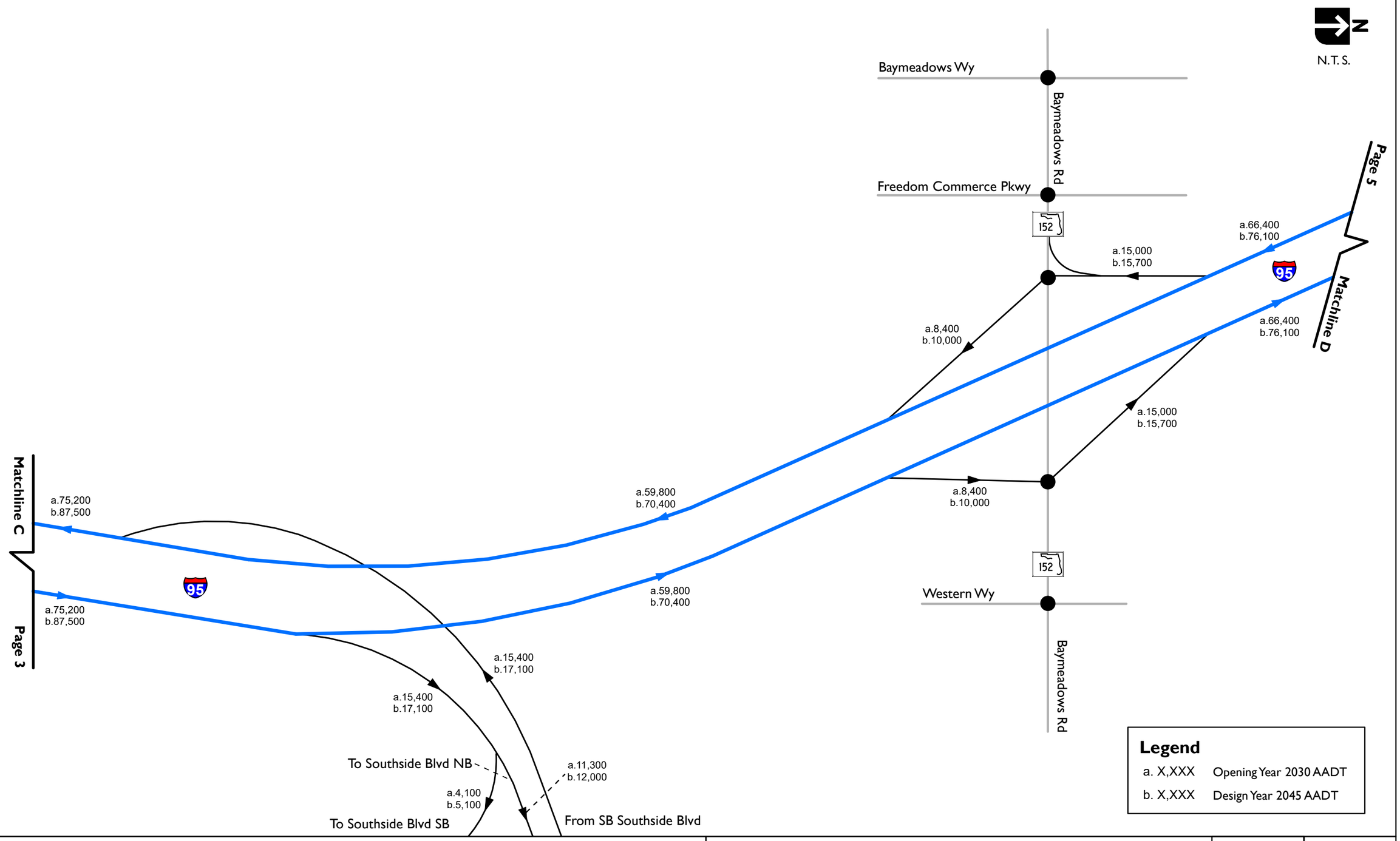

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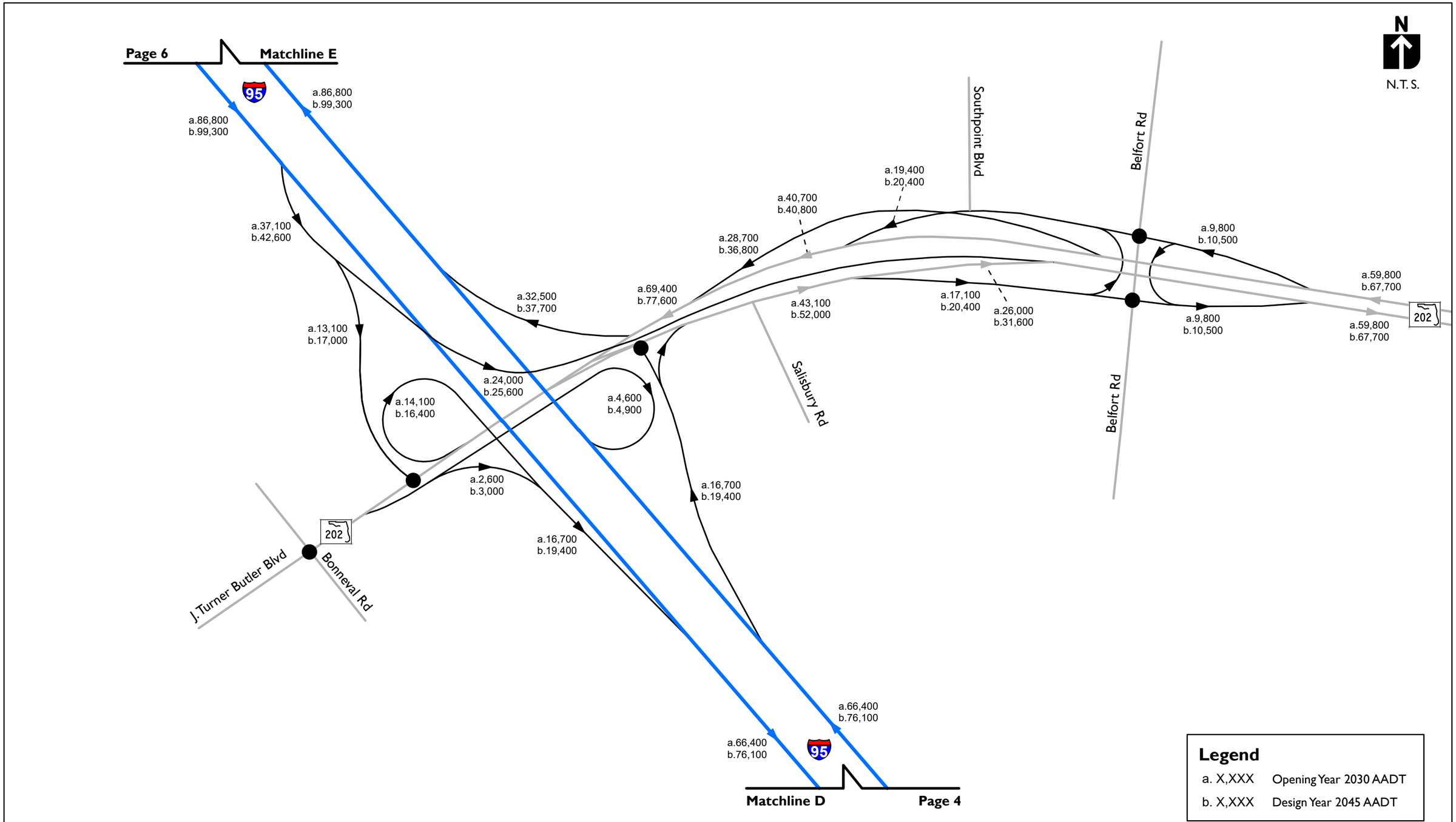

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 5 of 9

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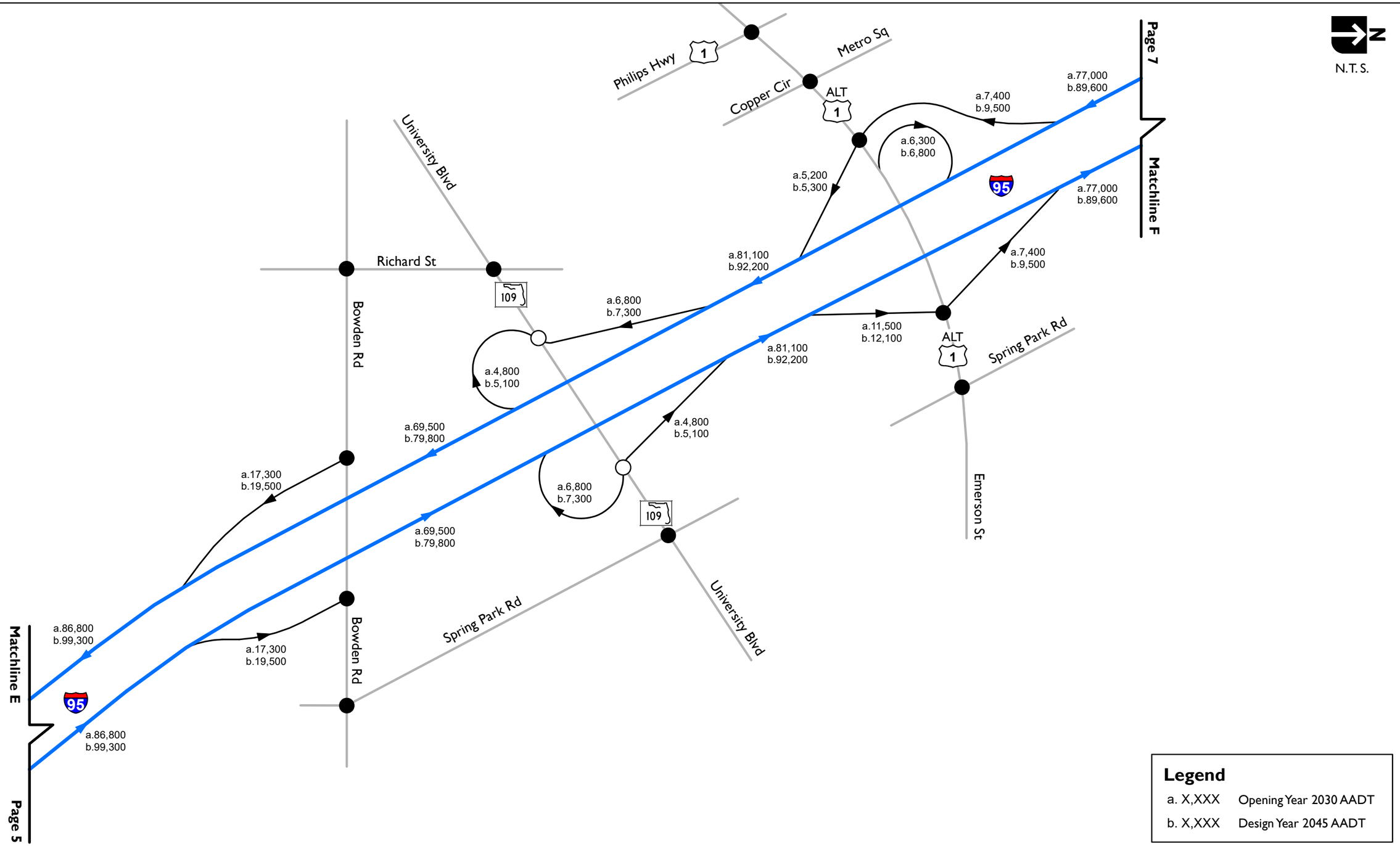

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 6 of 9

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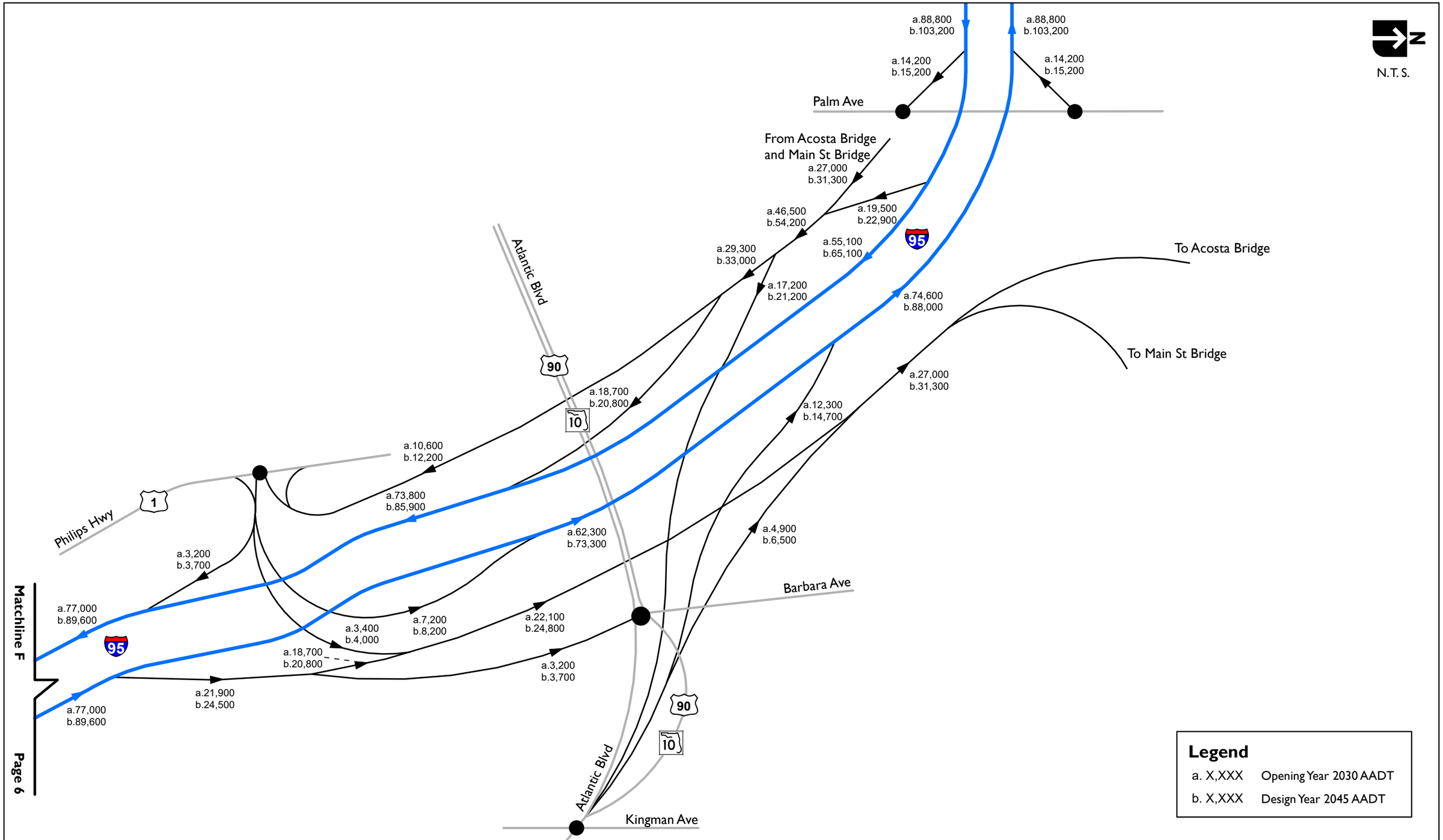

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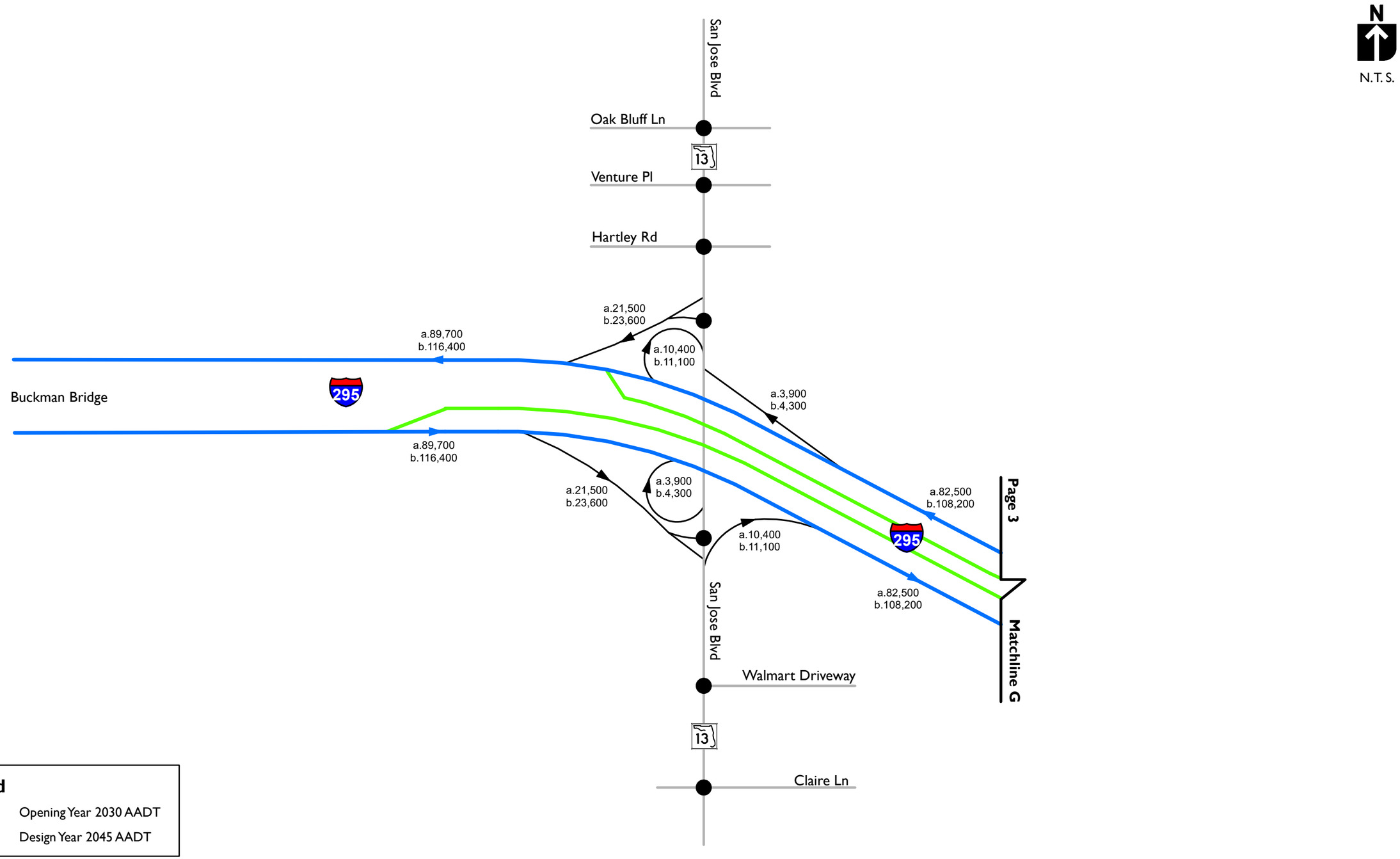

Legend

a. X,XXX	Opening Year 2030 AADT
b. X,XXX	Design Year 2045 AADT

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 8 of 9

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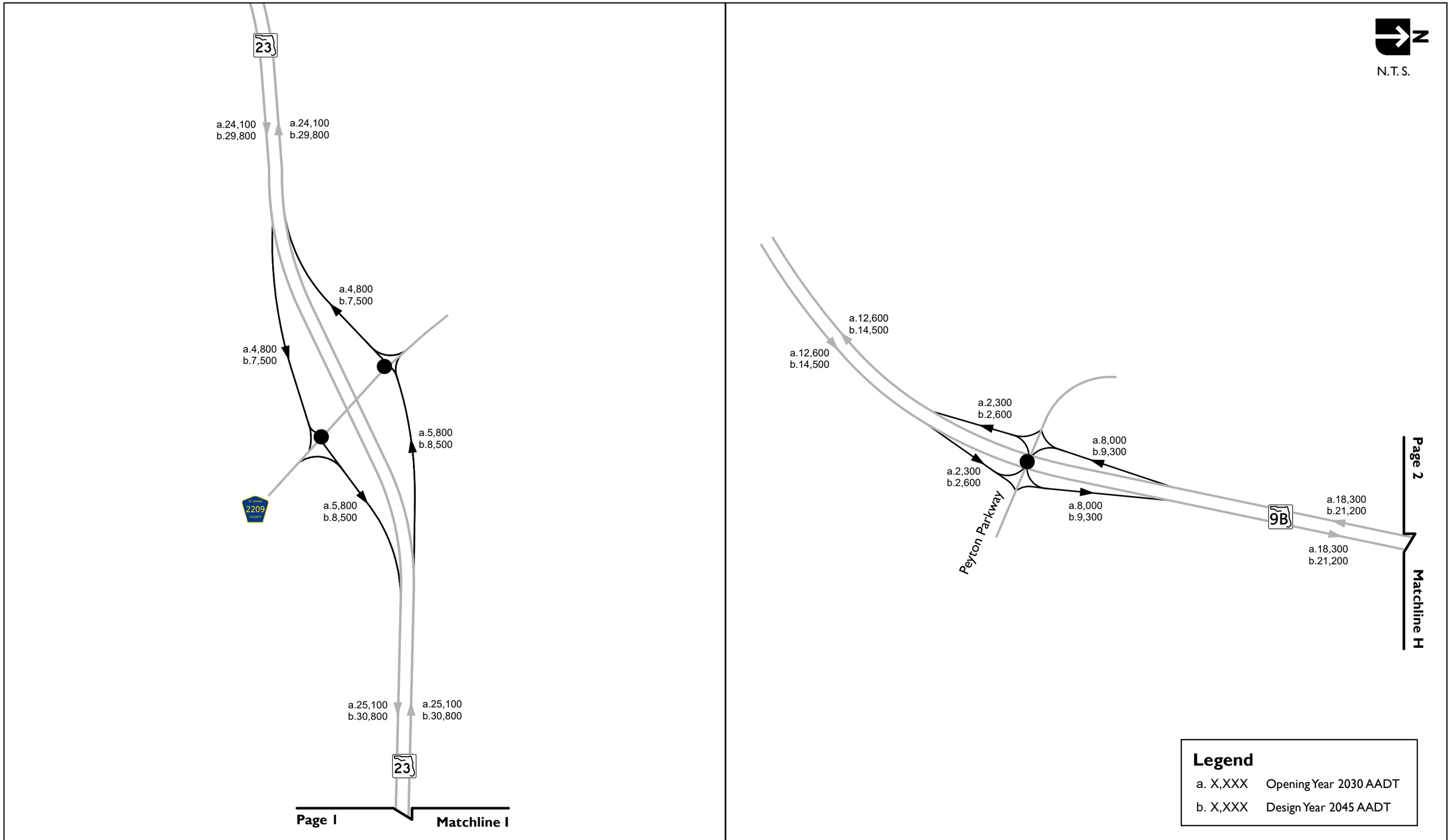

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Future Conditions 2030 and 2045 Annual Average Daily Traffic (AADT) Volumes	Figure 6-1	Page 9 of 9

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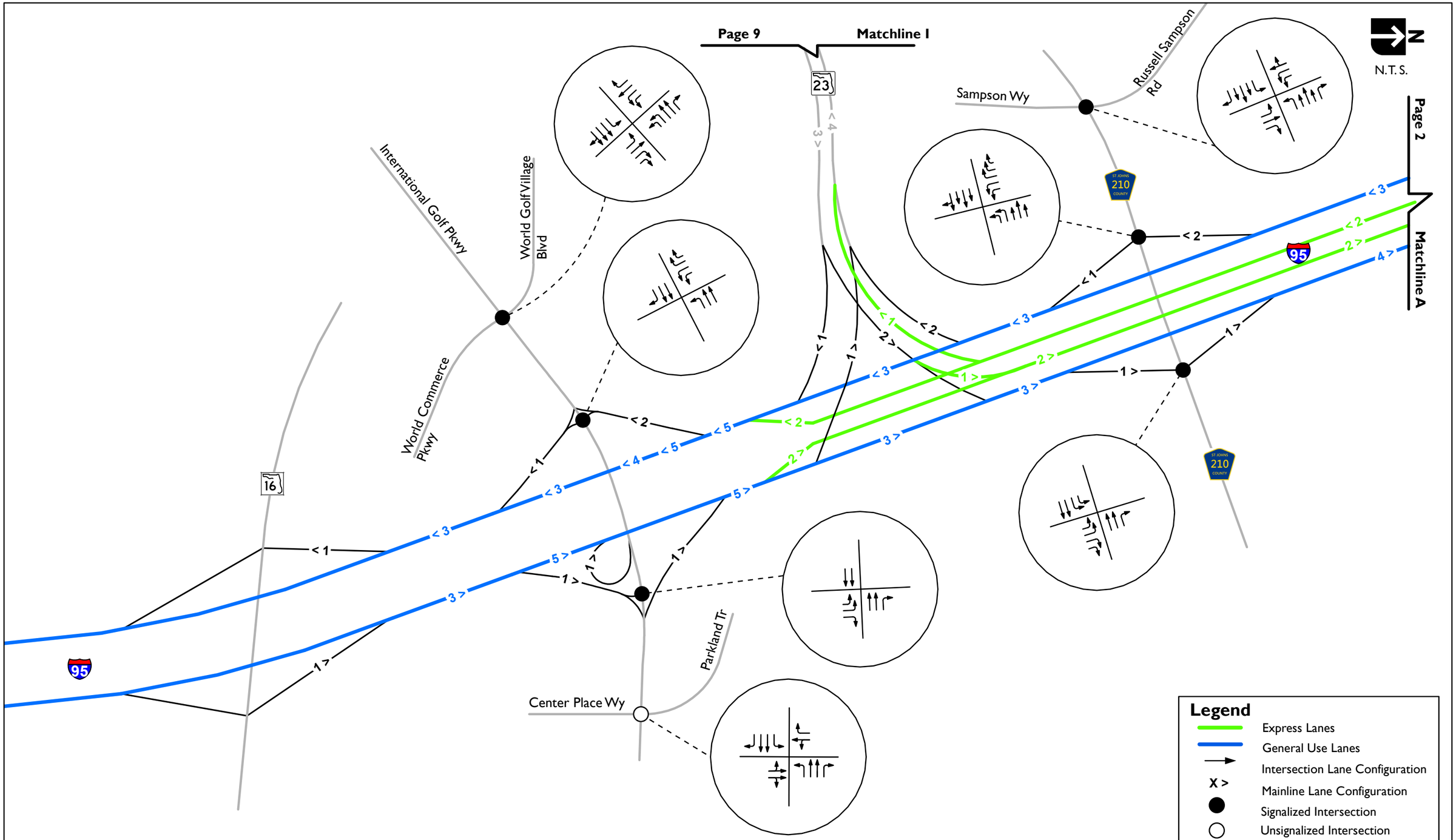

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 1 of 10

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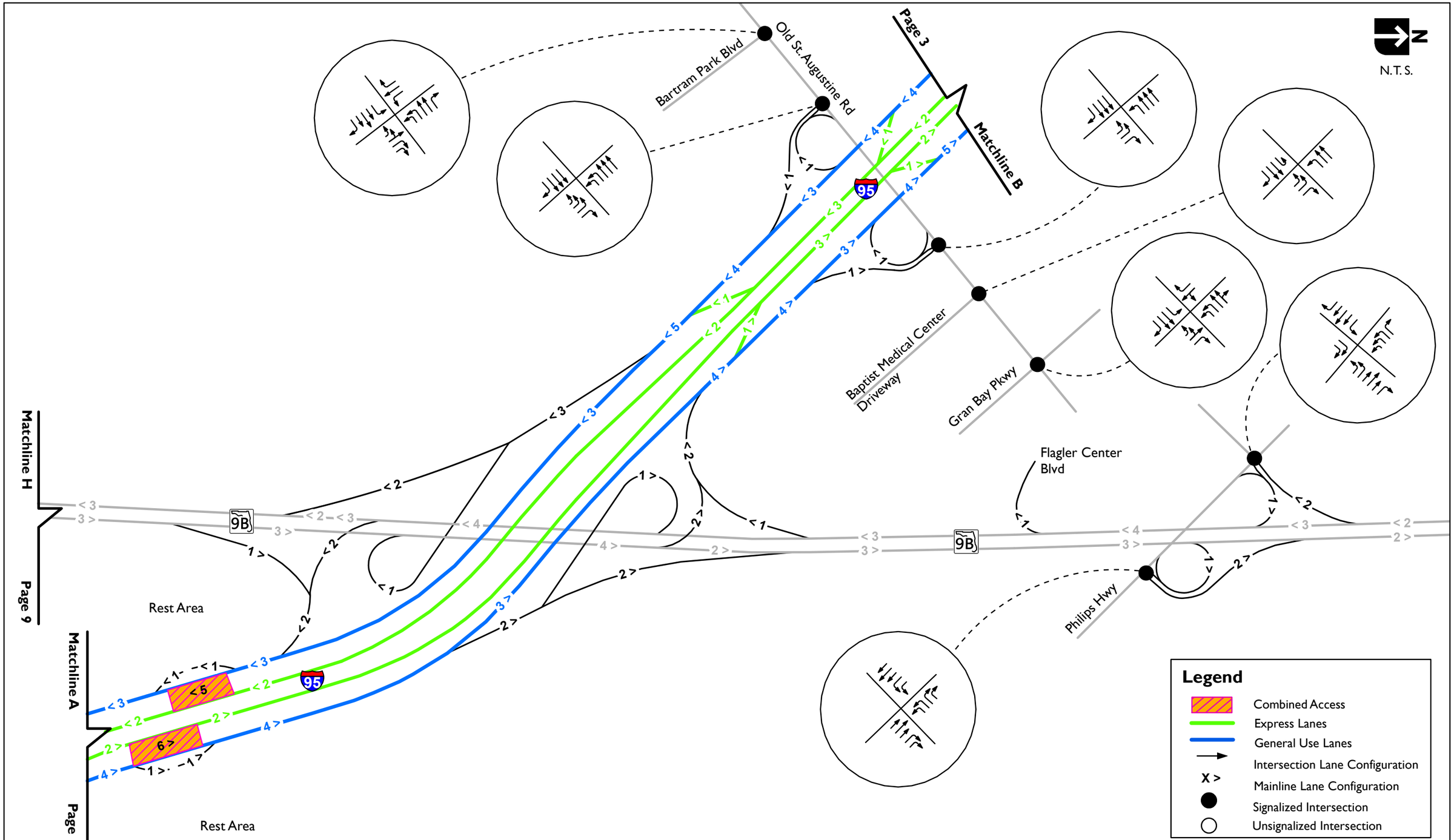

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 2 of 10

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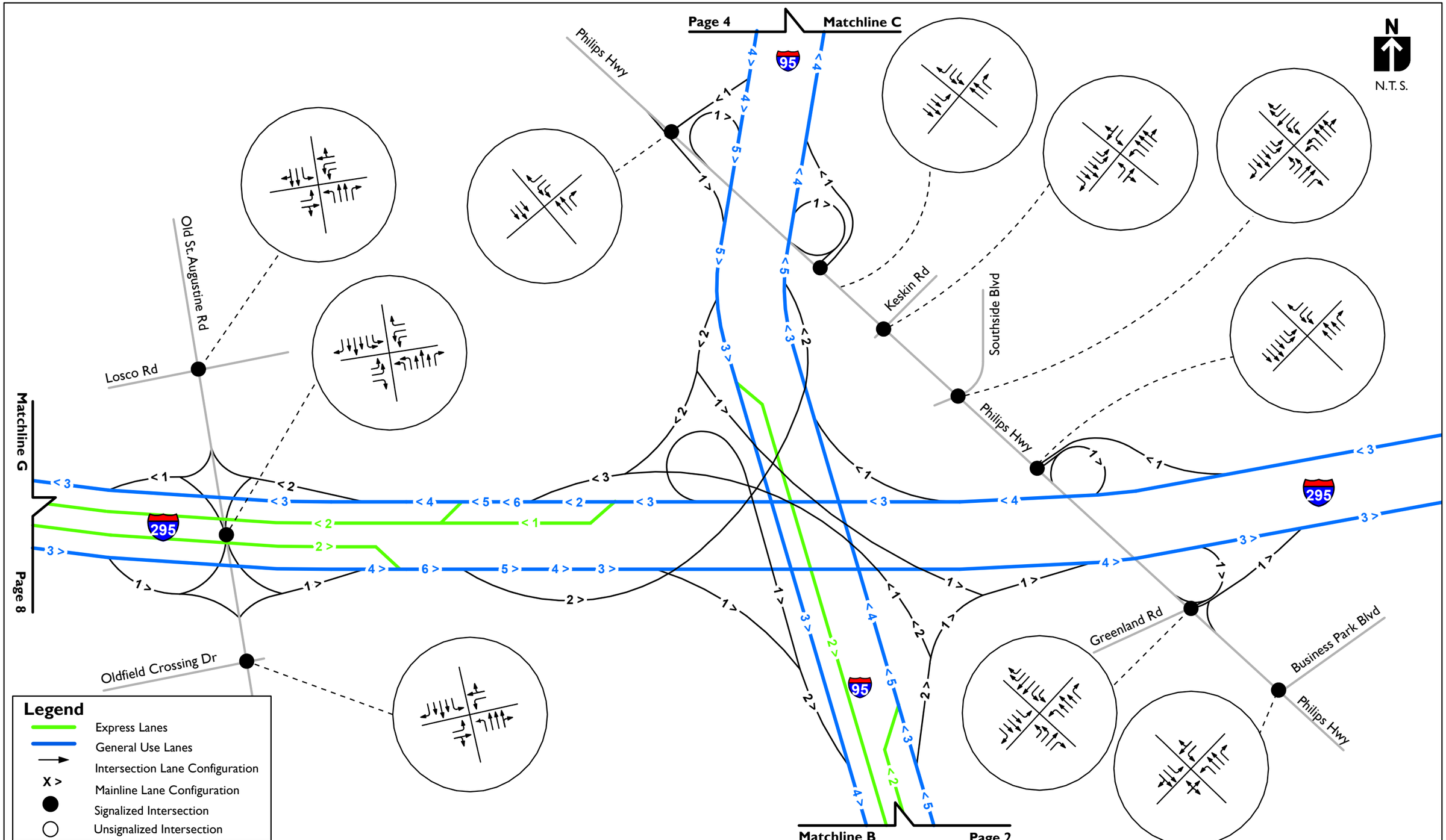

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 3 of 10

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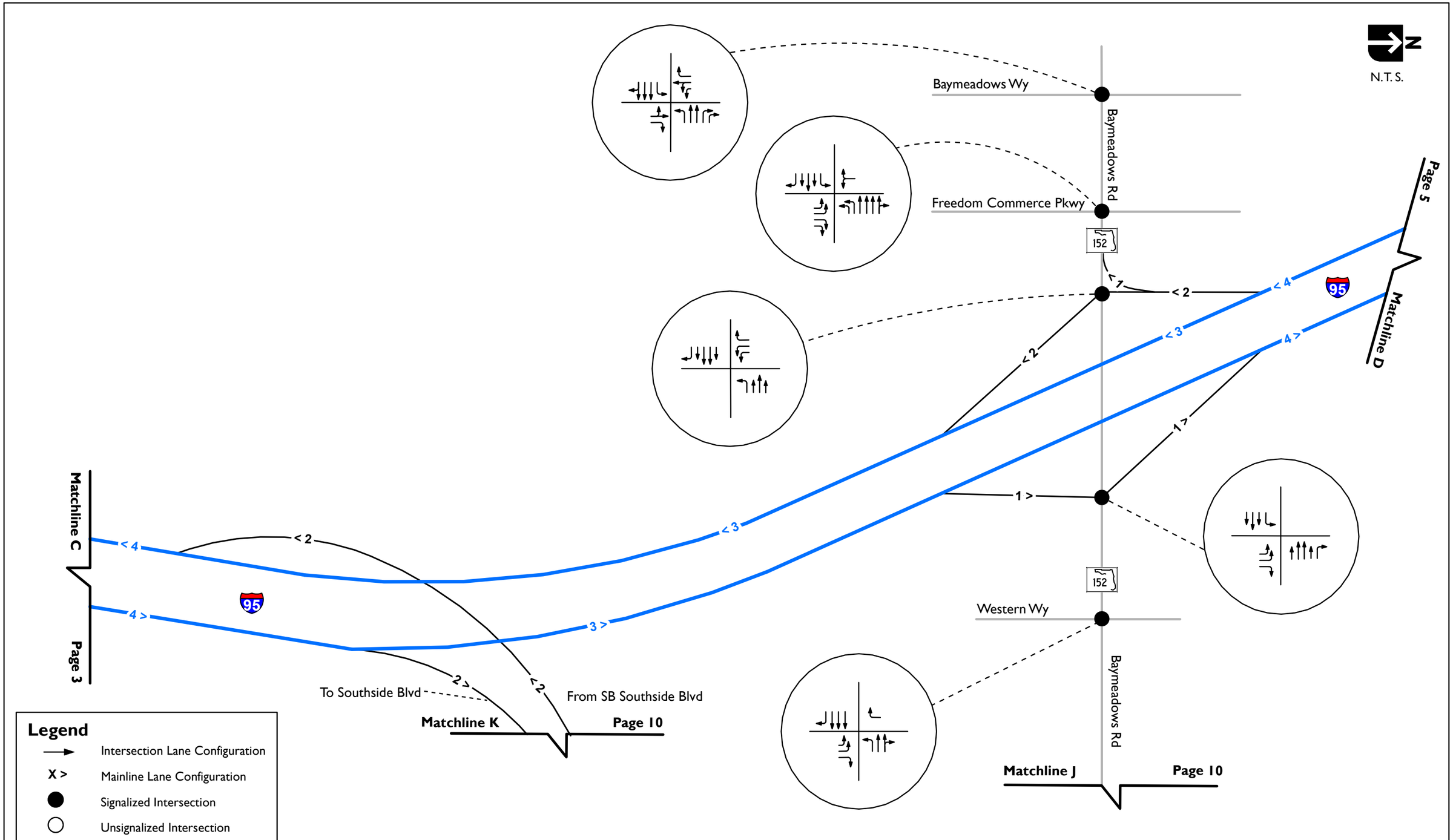

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 4 of 10

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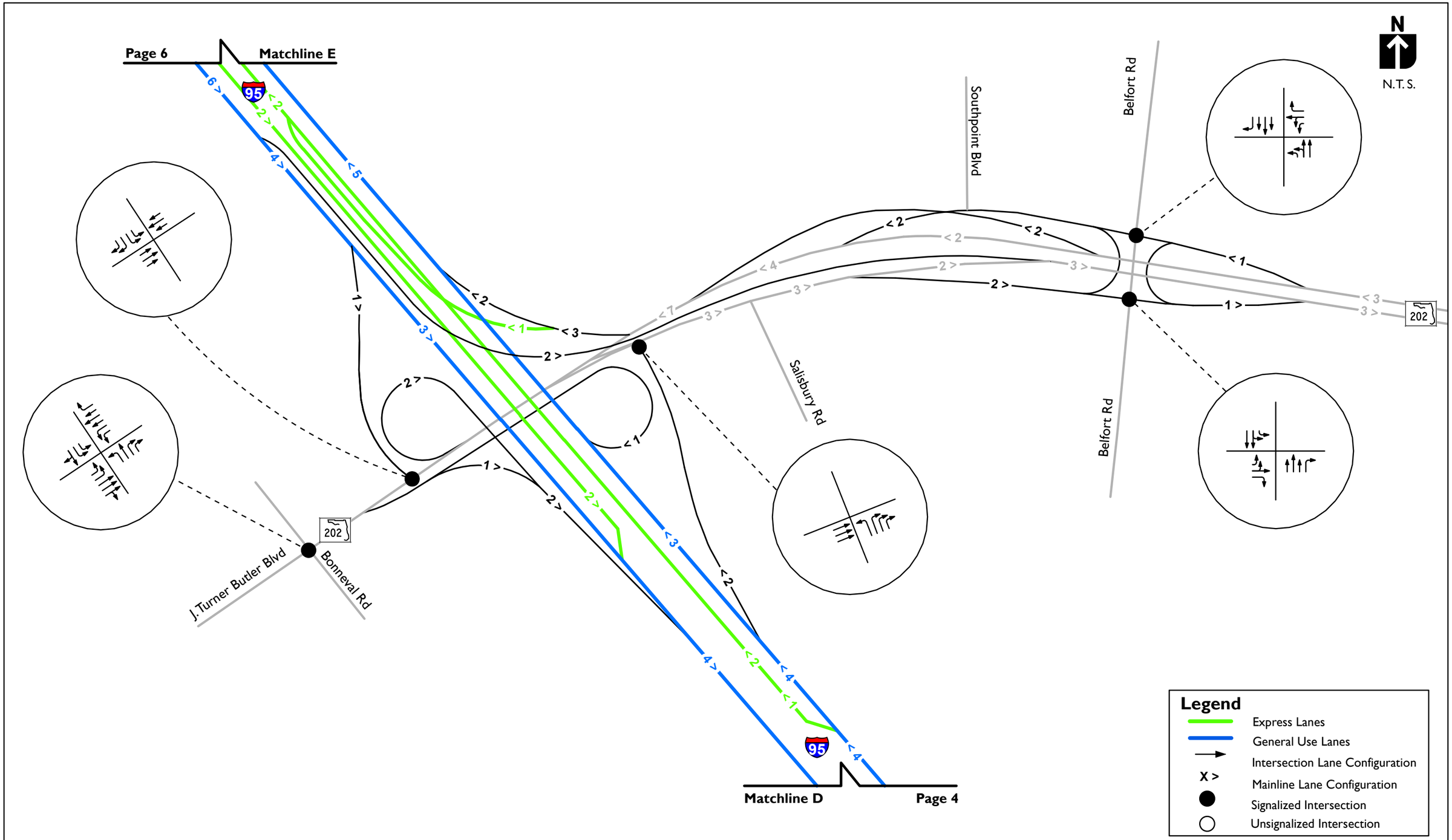

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 5 of 10

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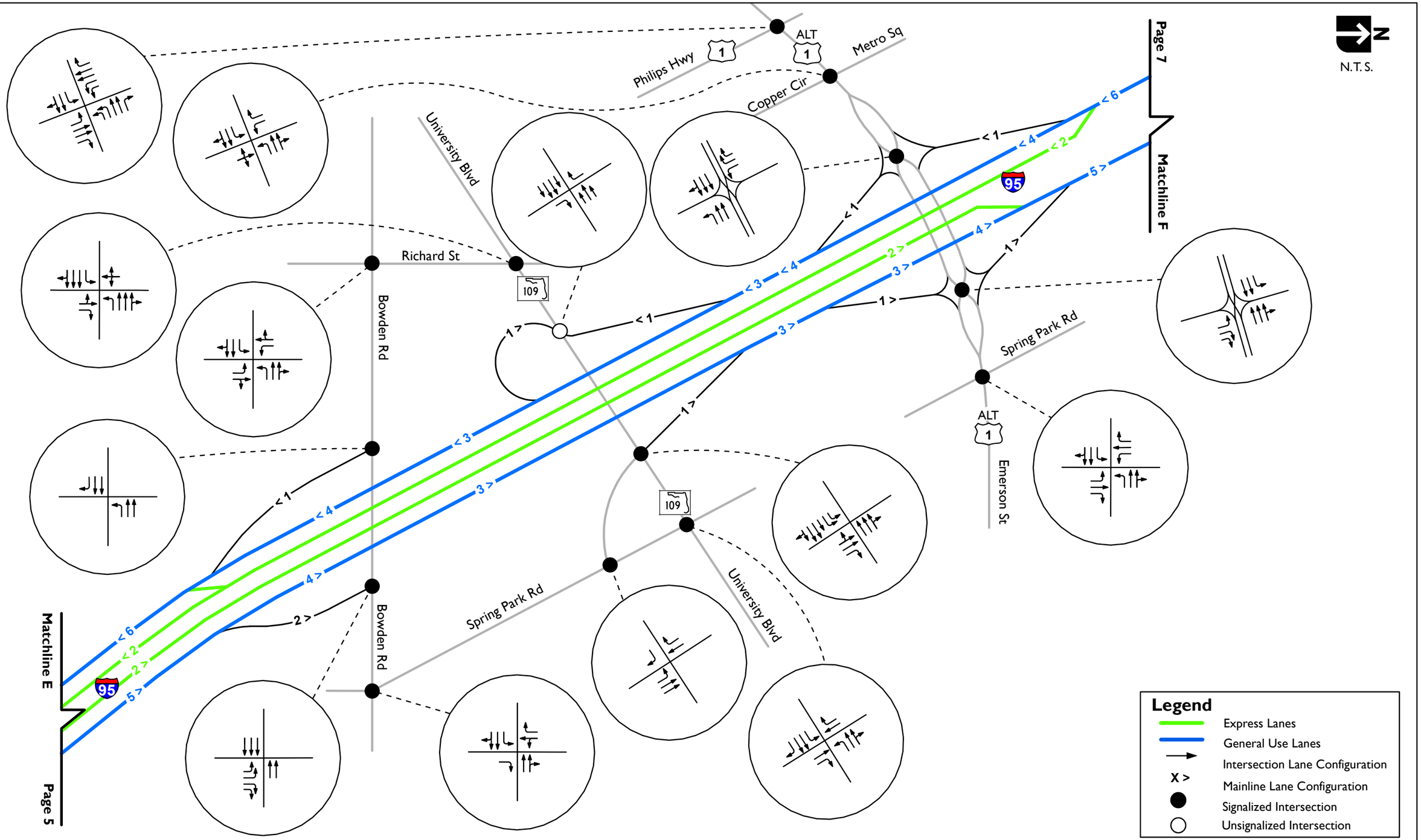

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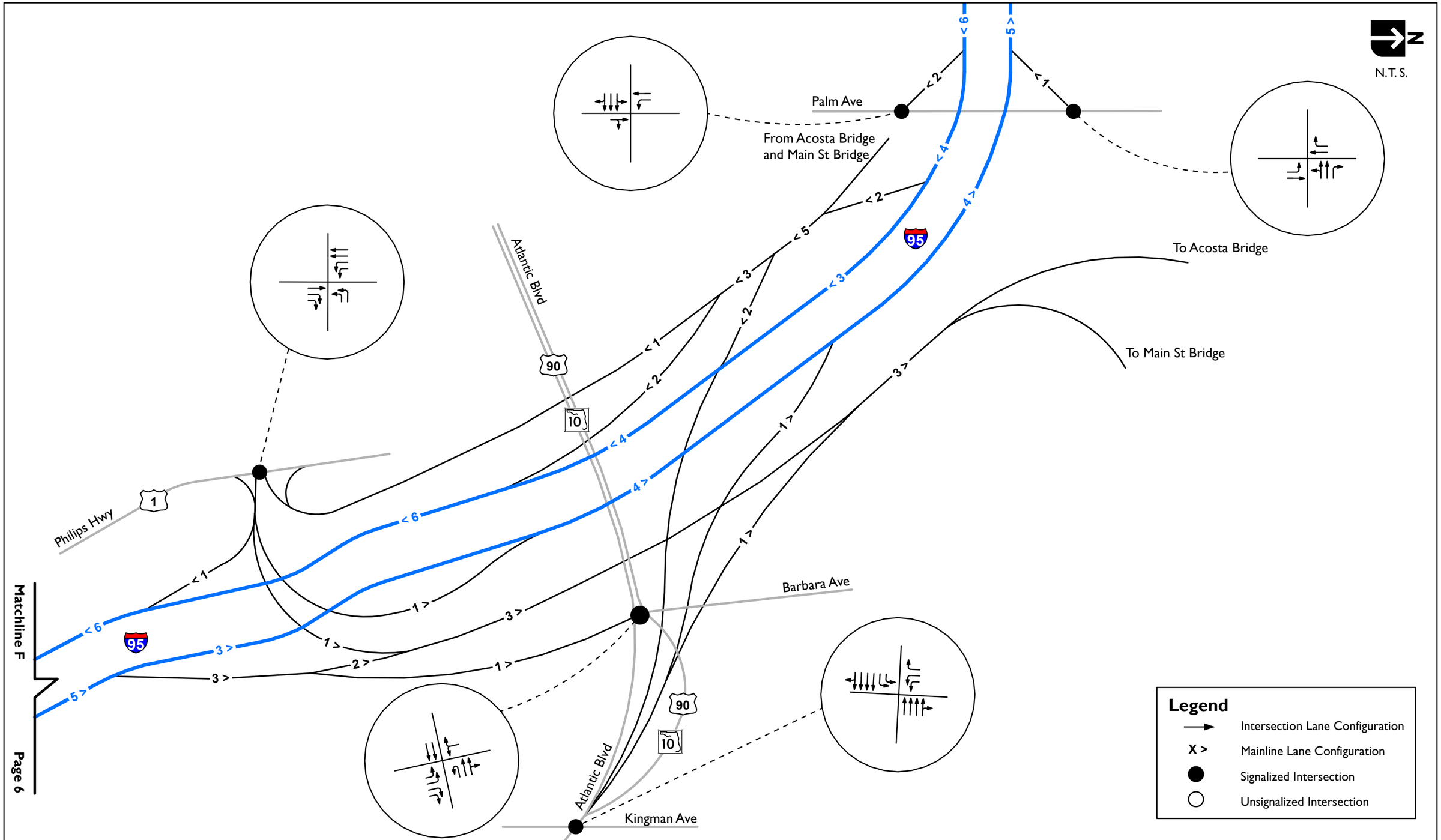

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 Lane Configuration	Figure 6-2	Page 7 of 10

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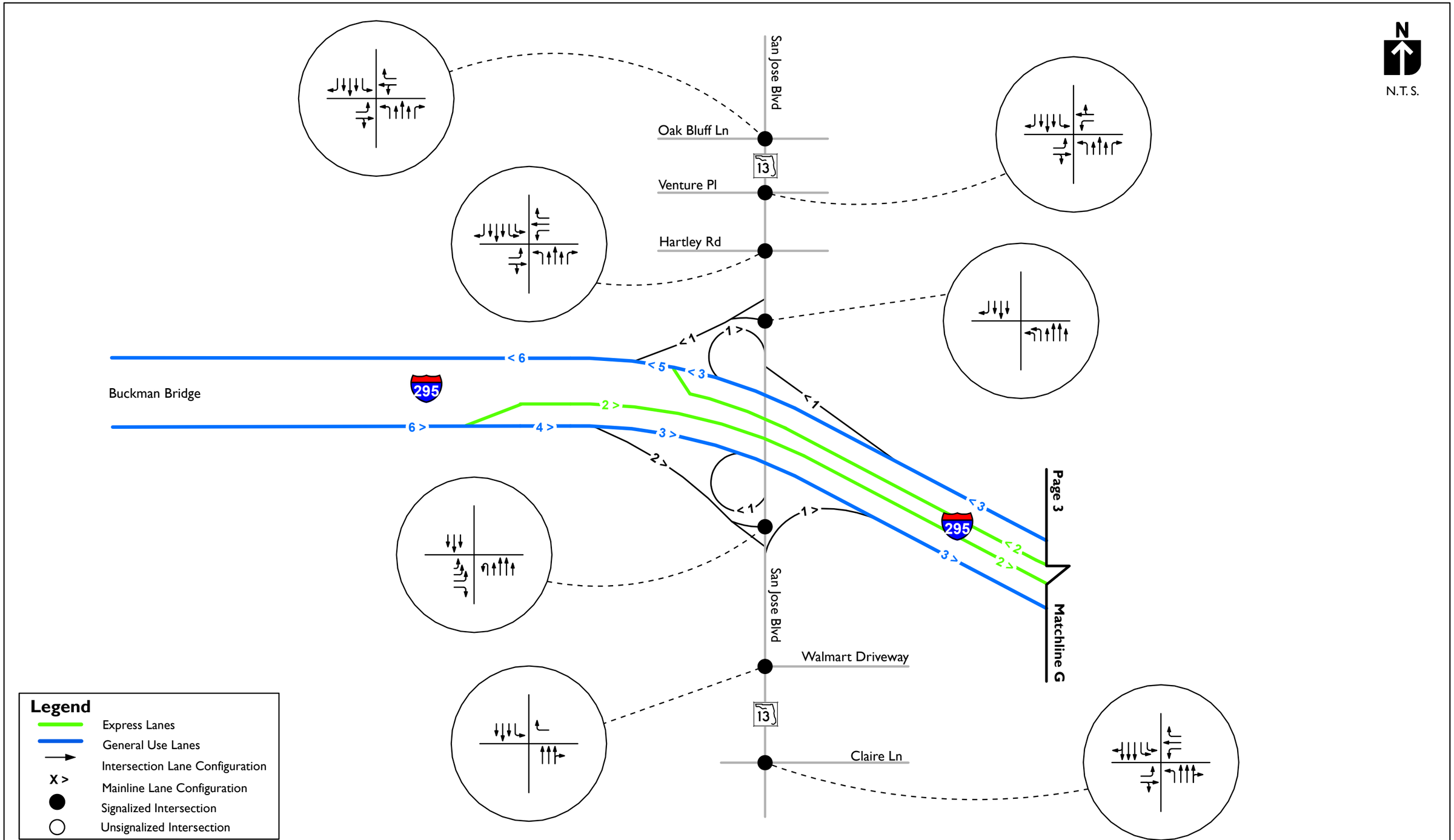

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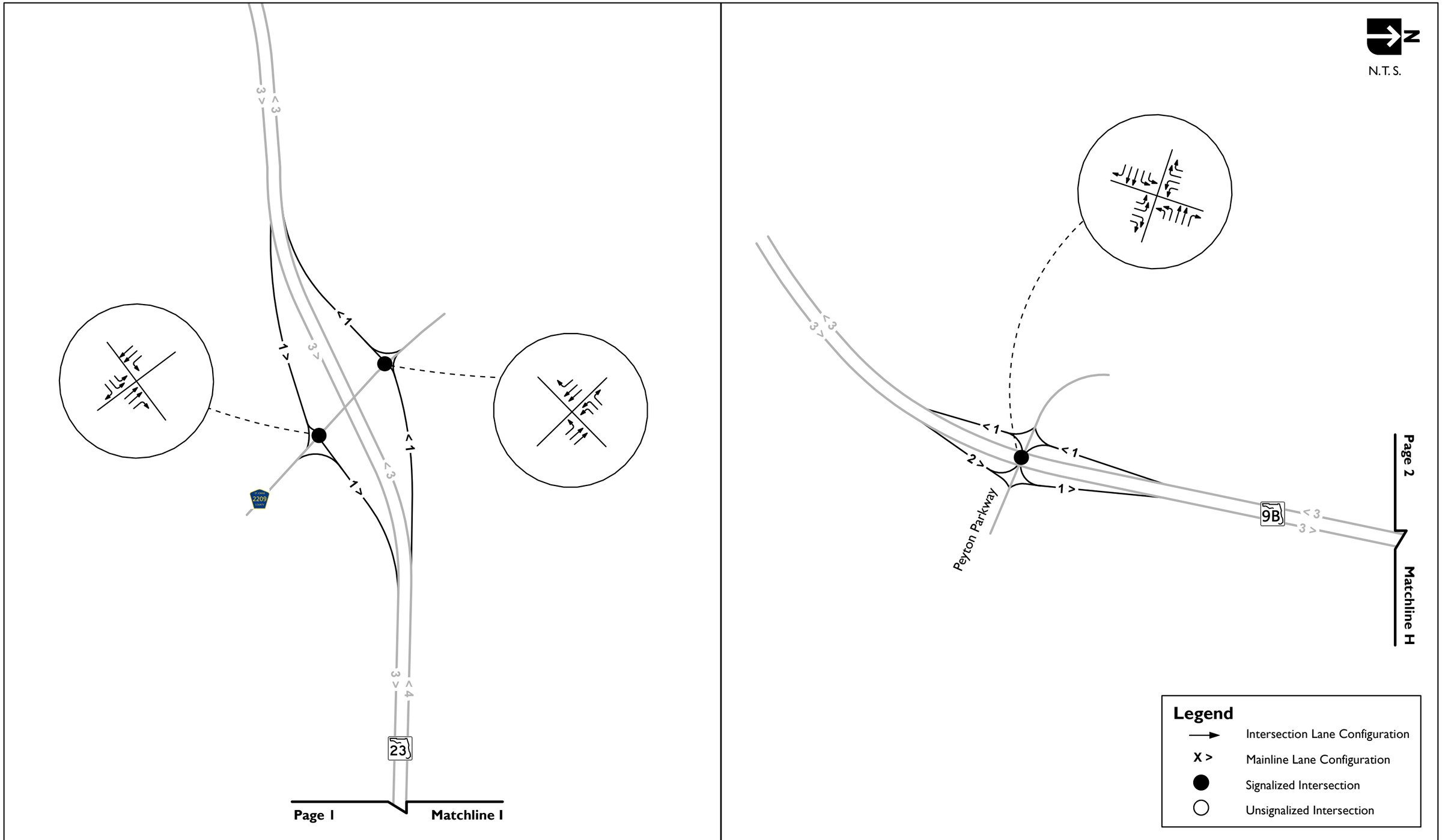

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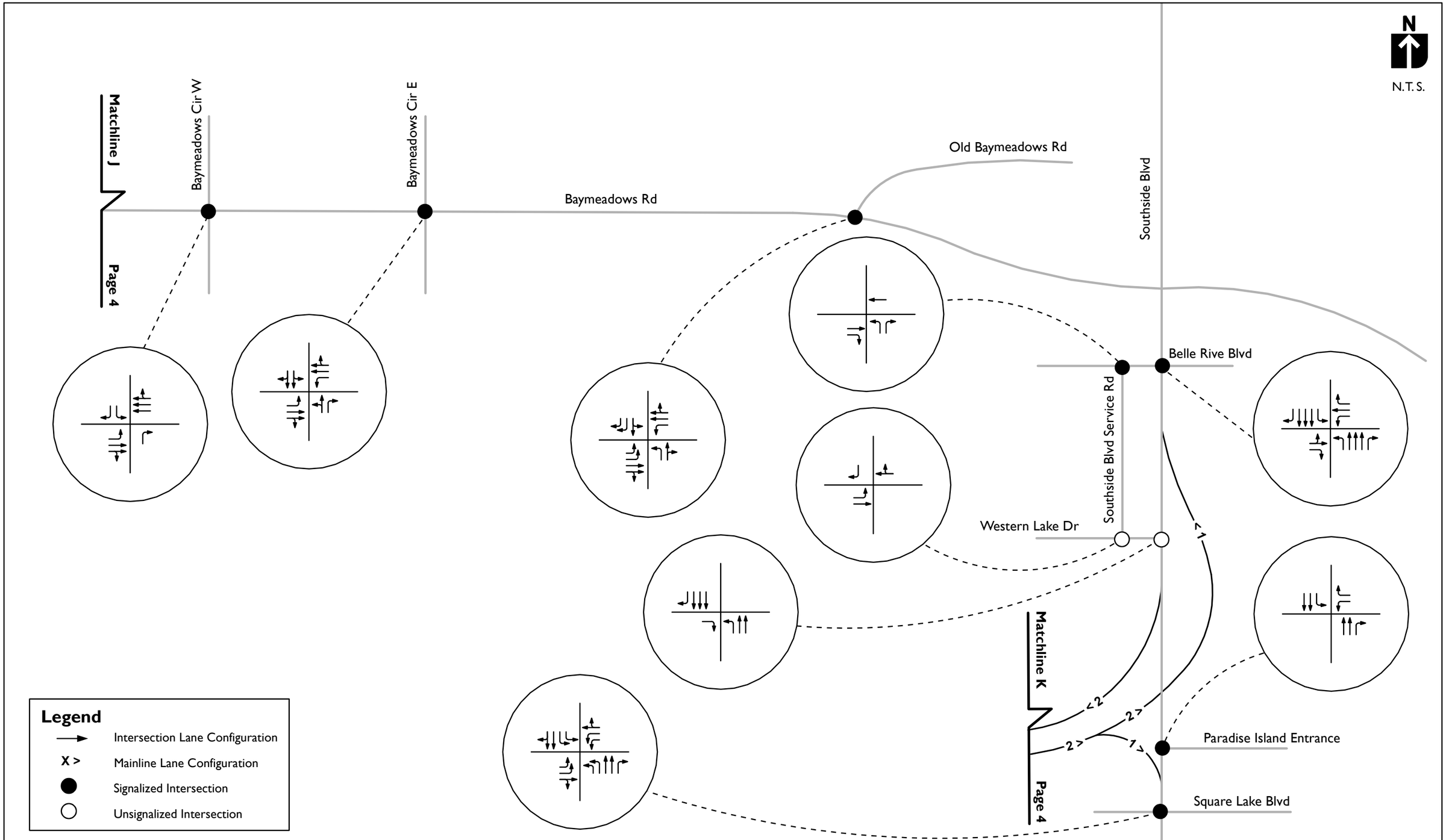

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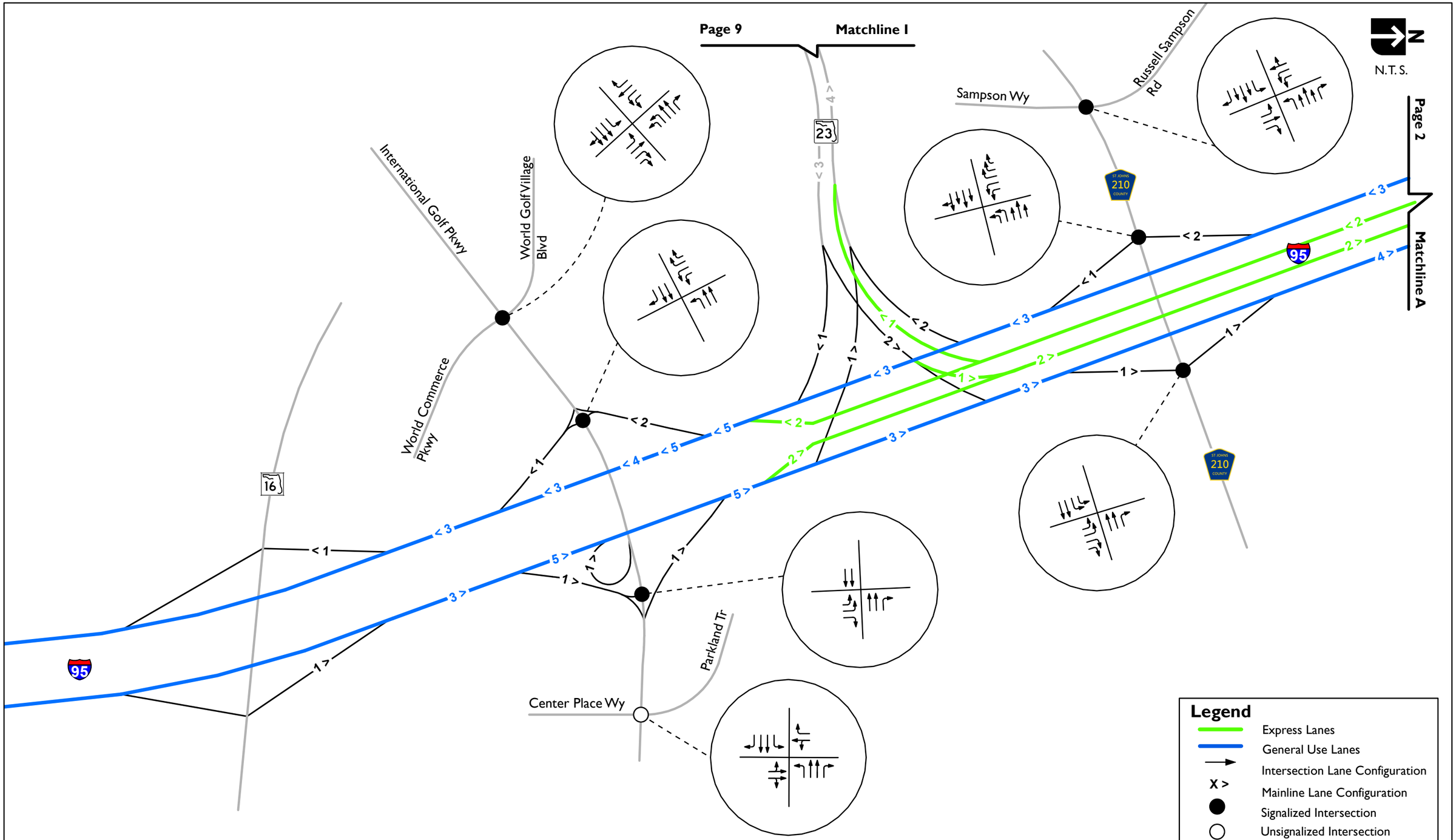

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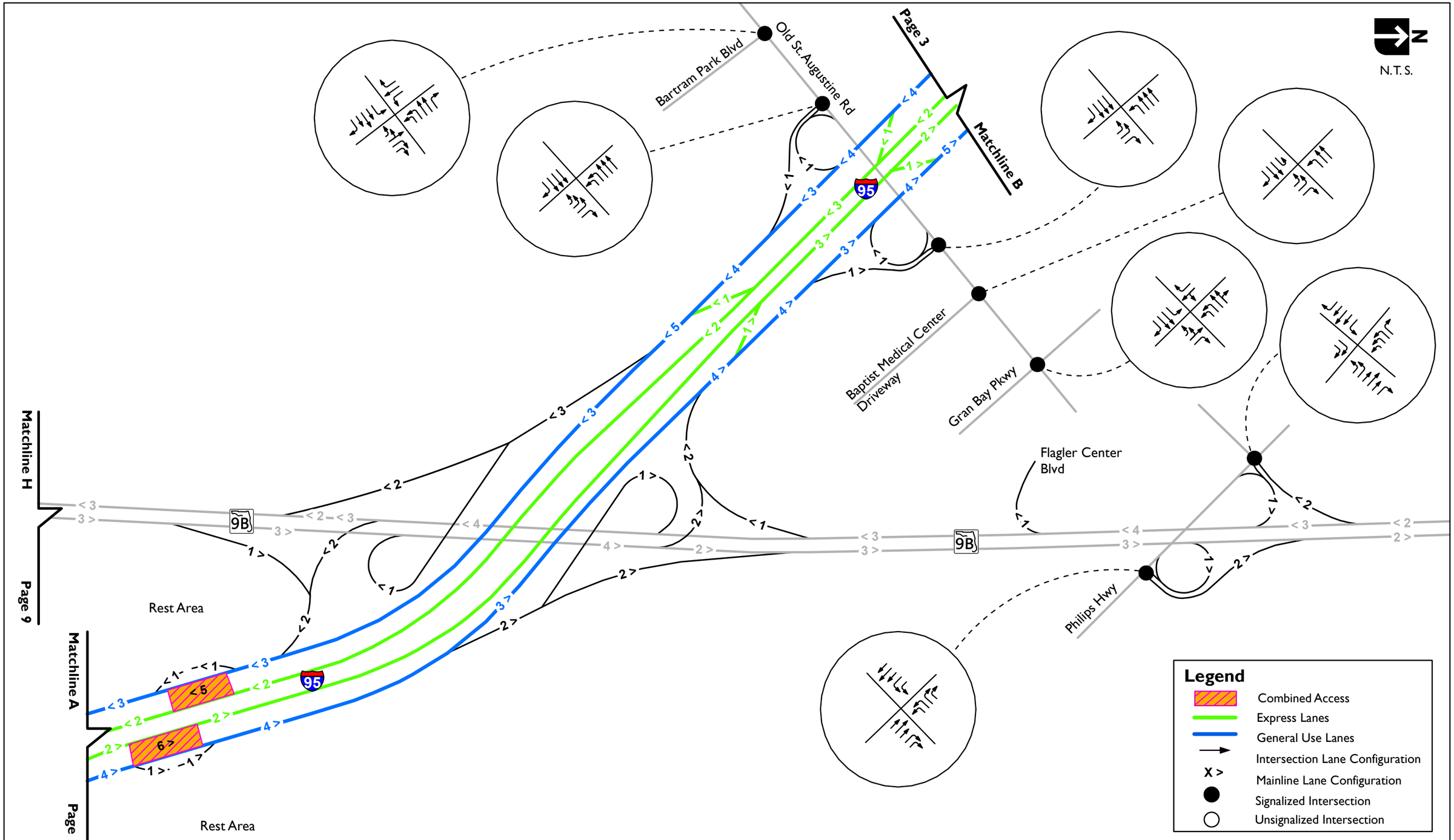

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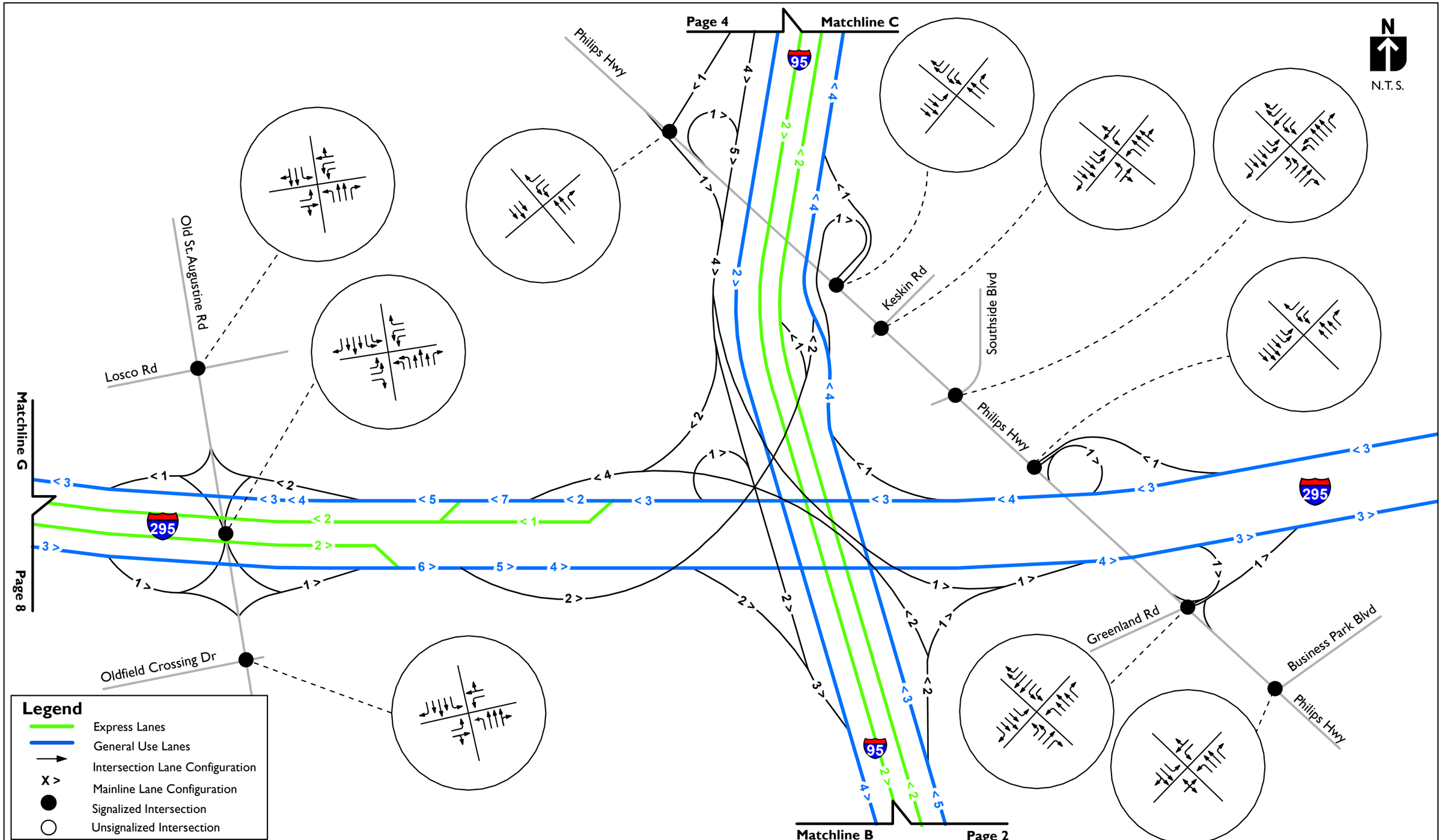

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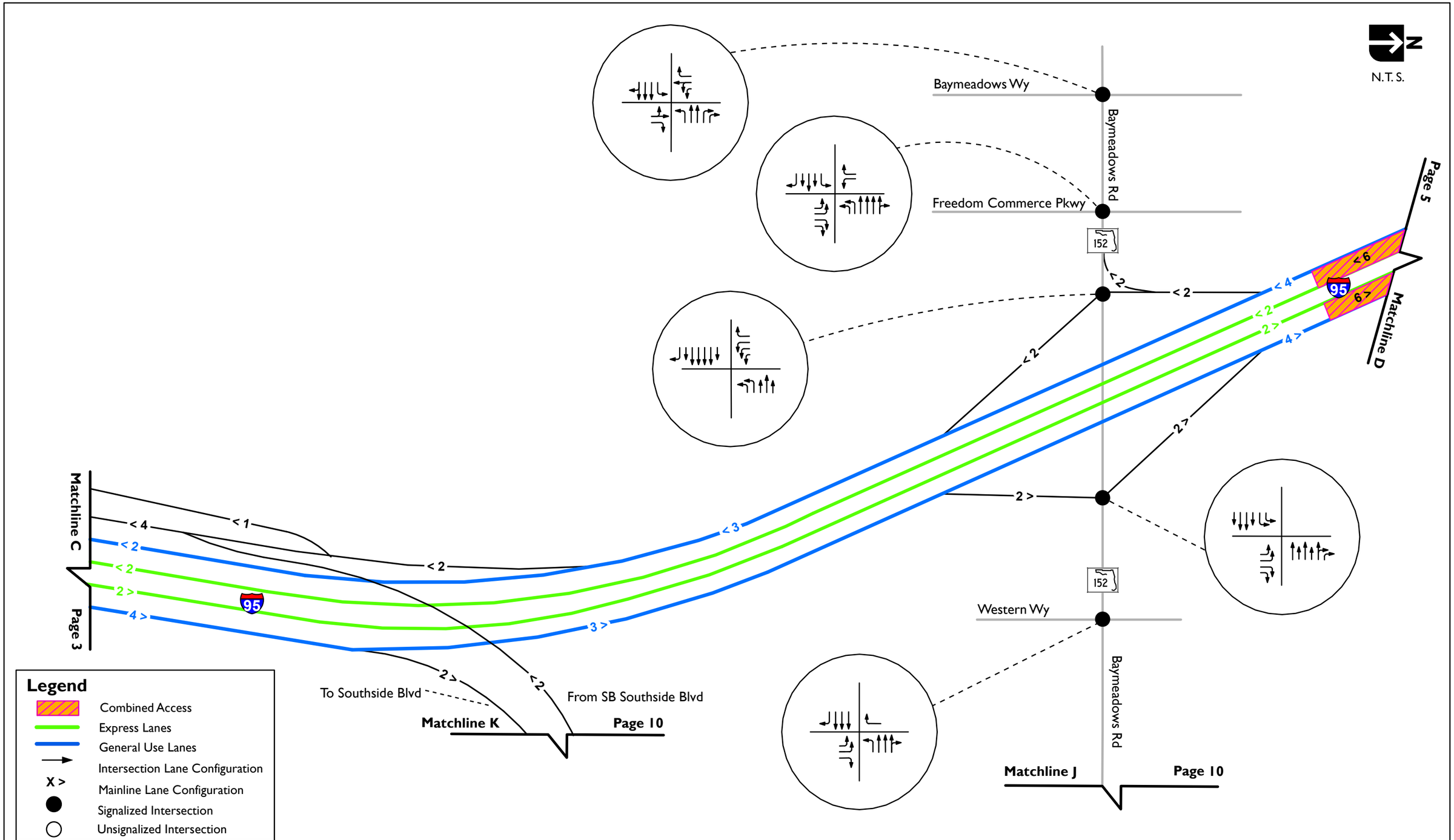

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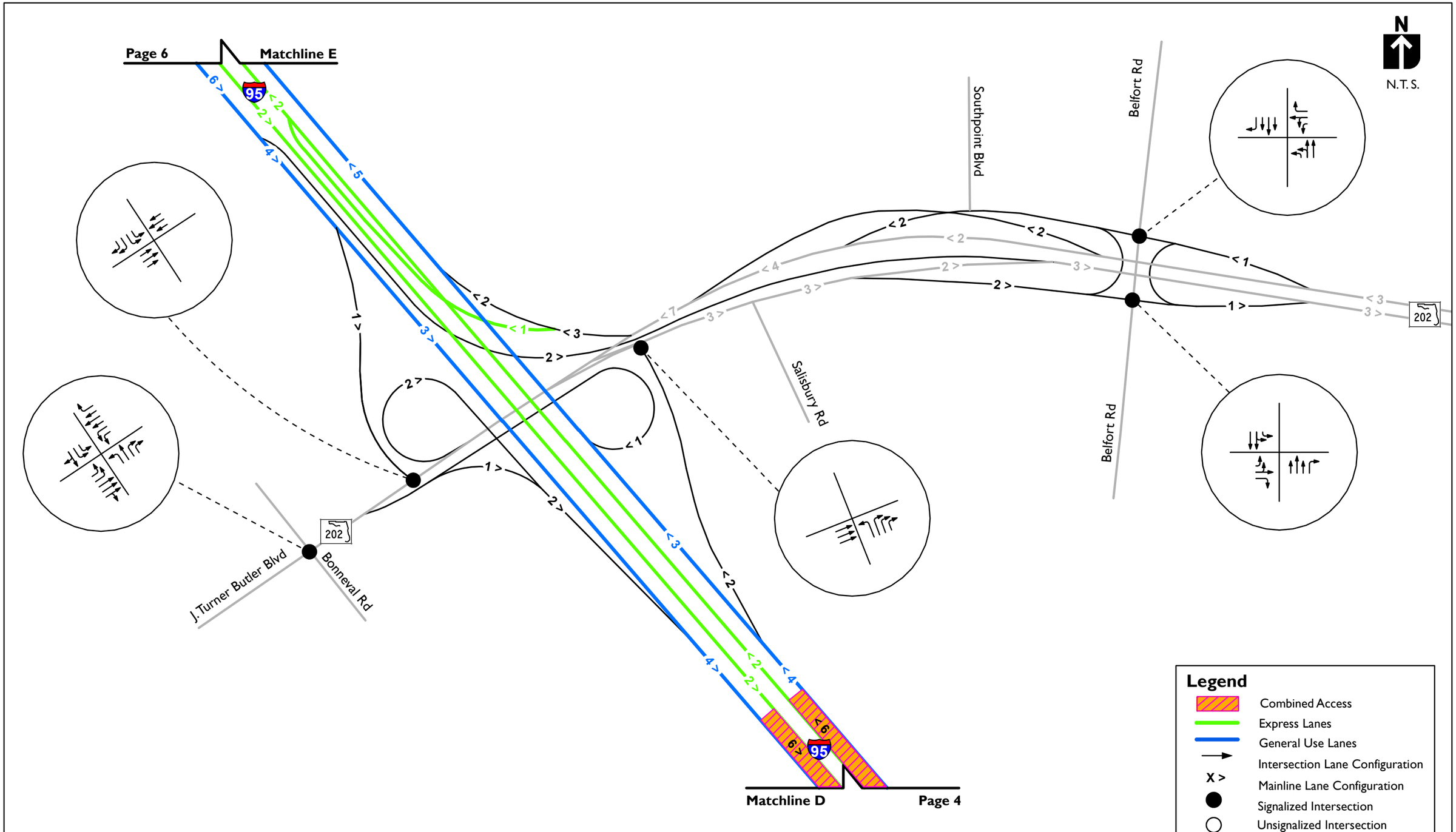

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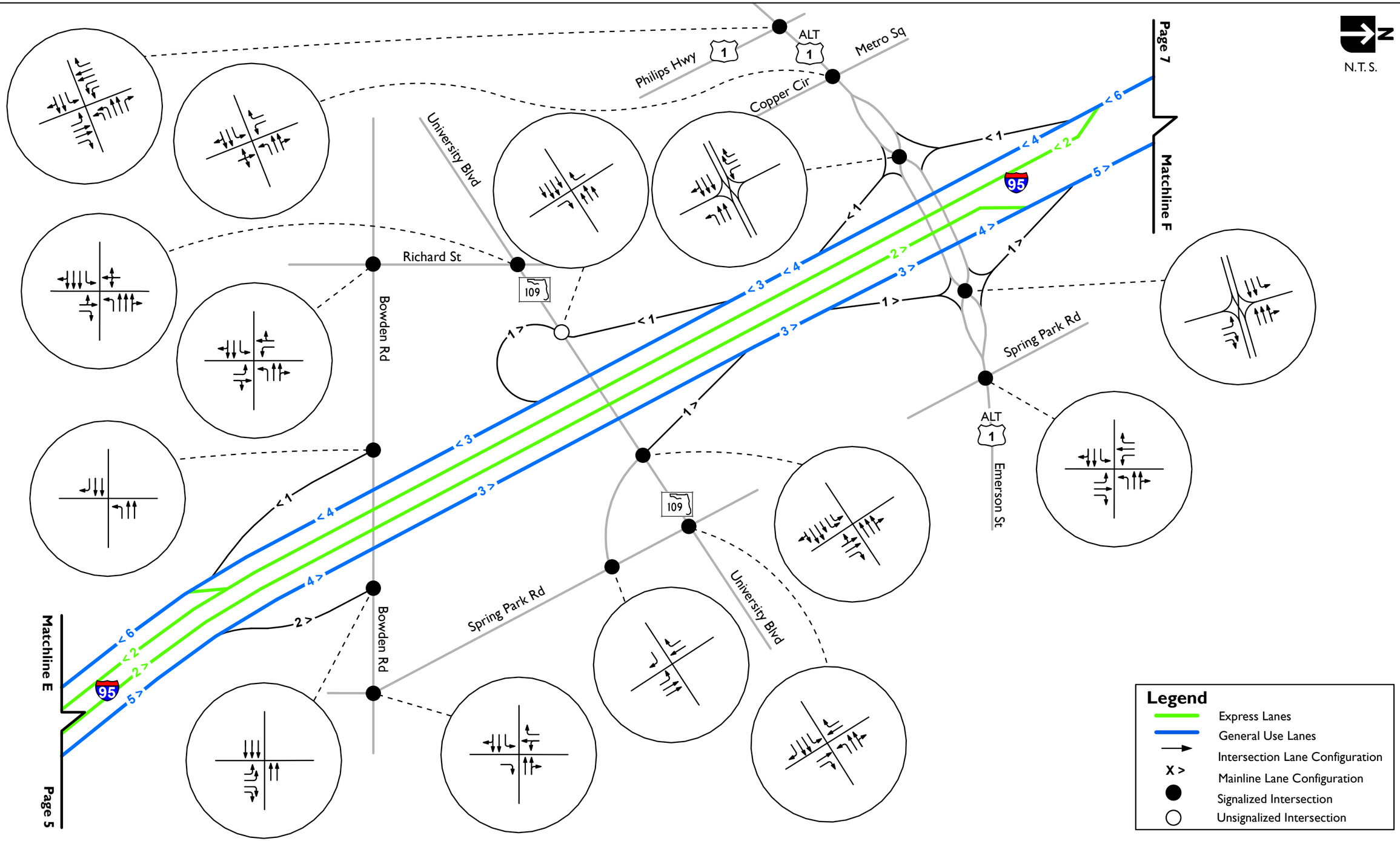

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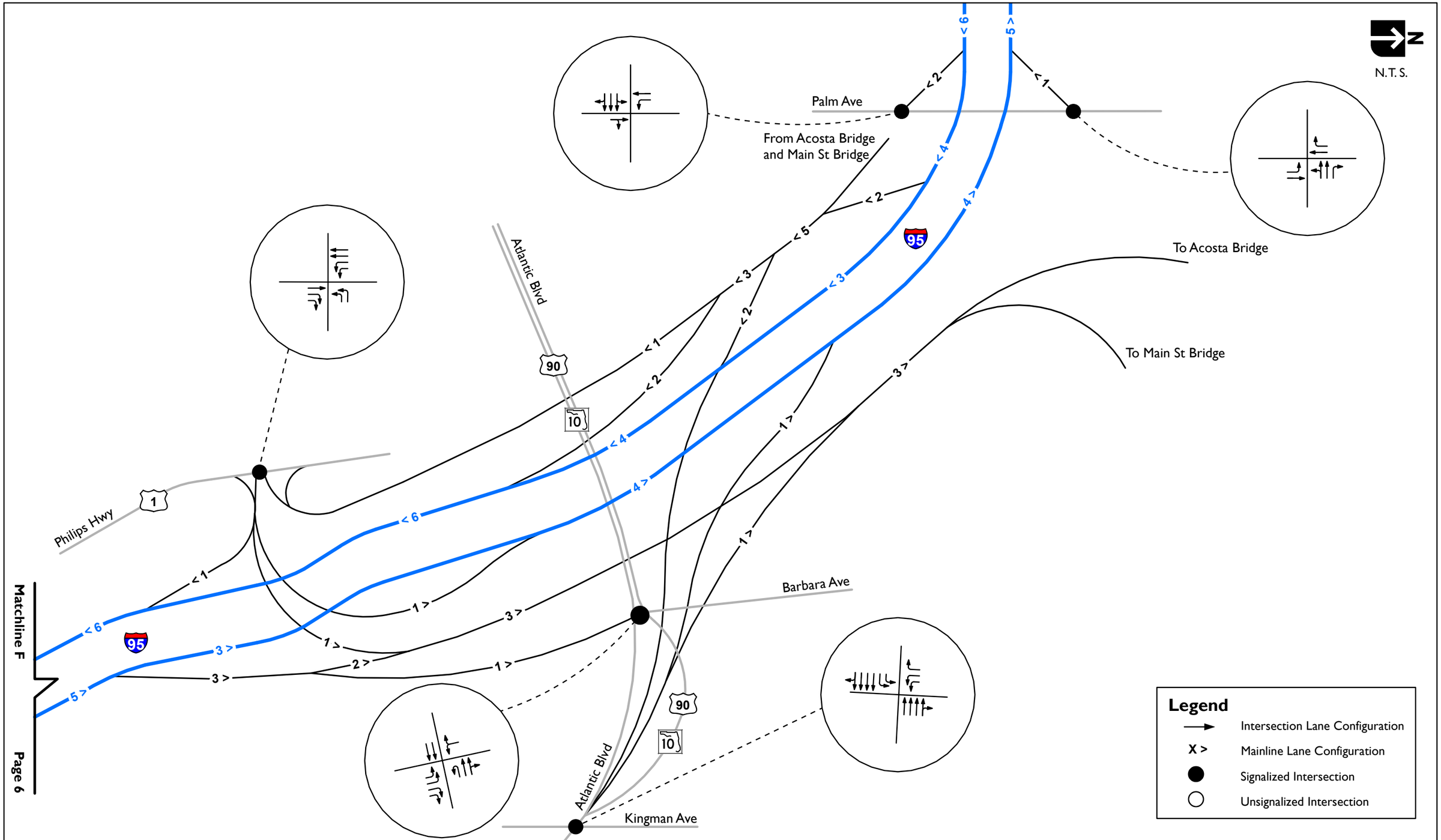

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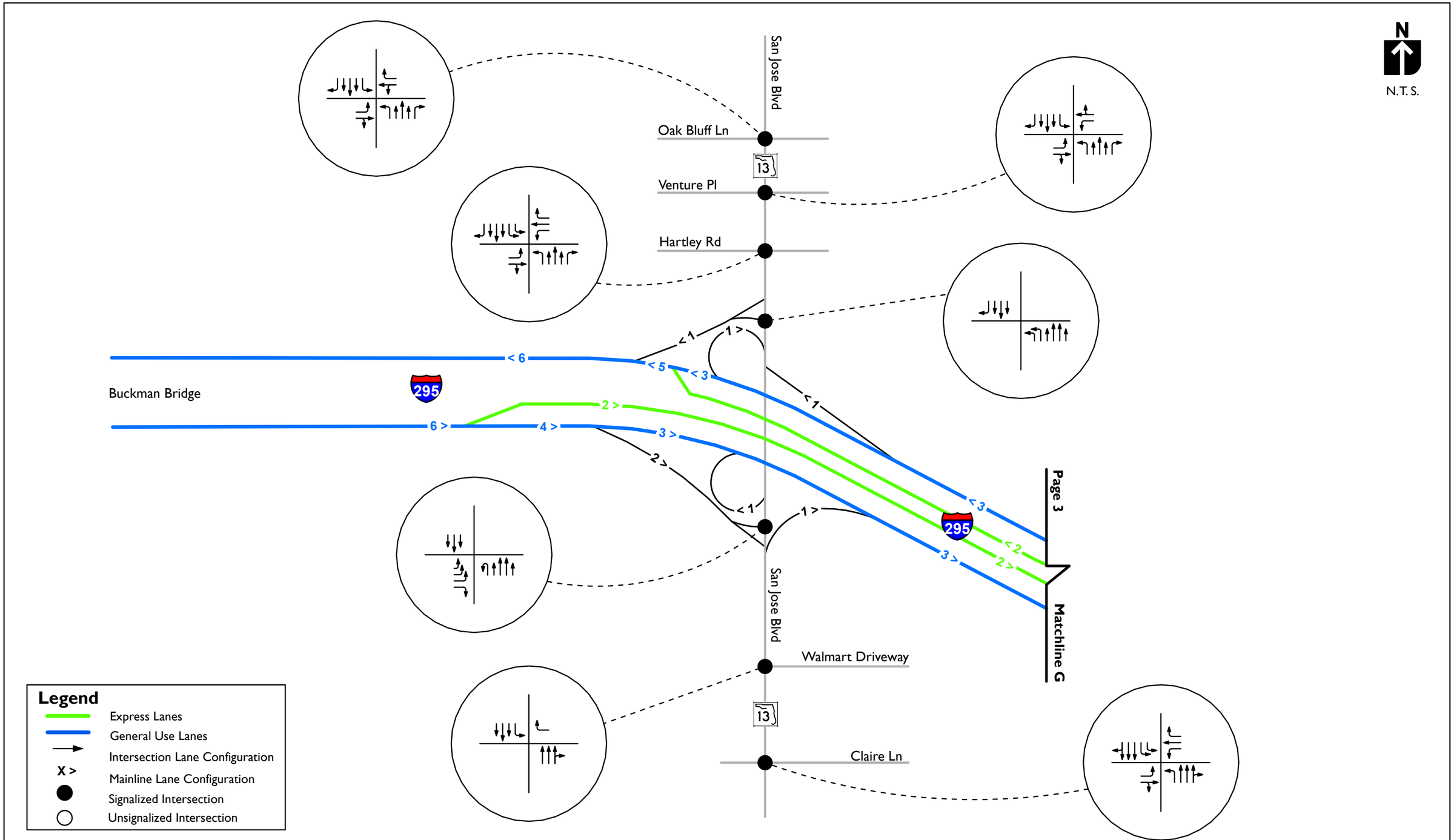

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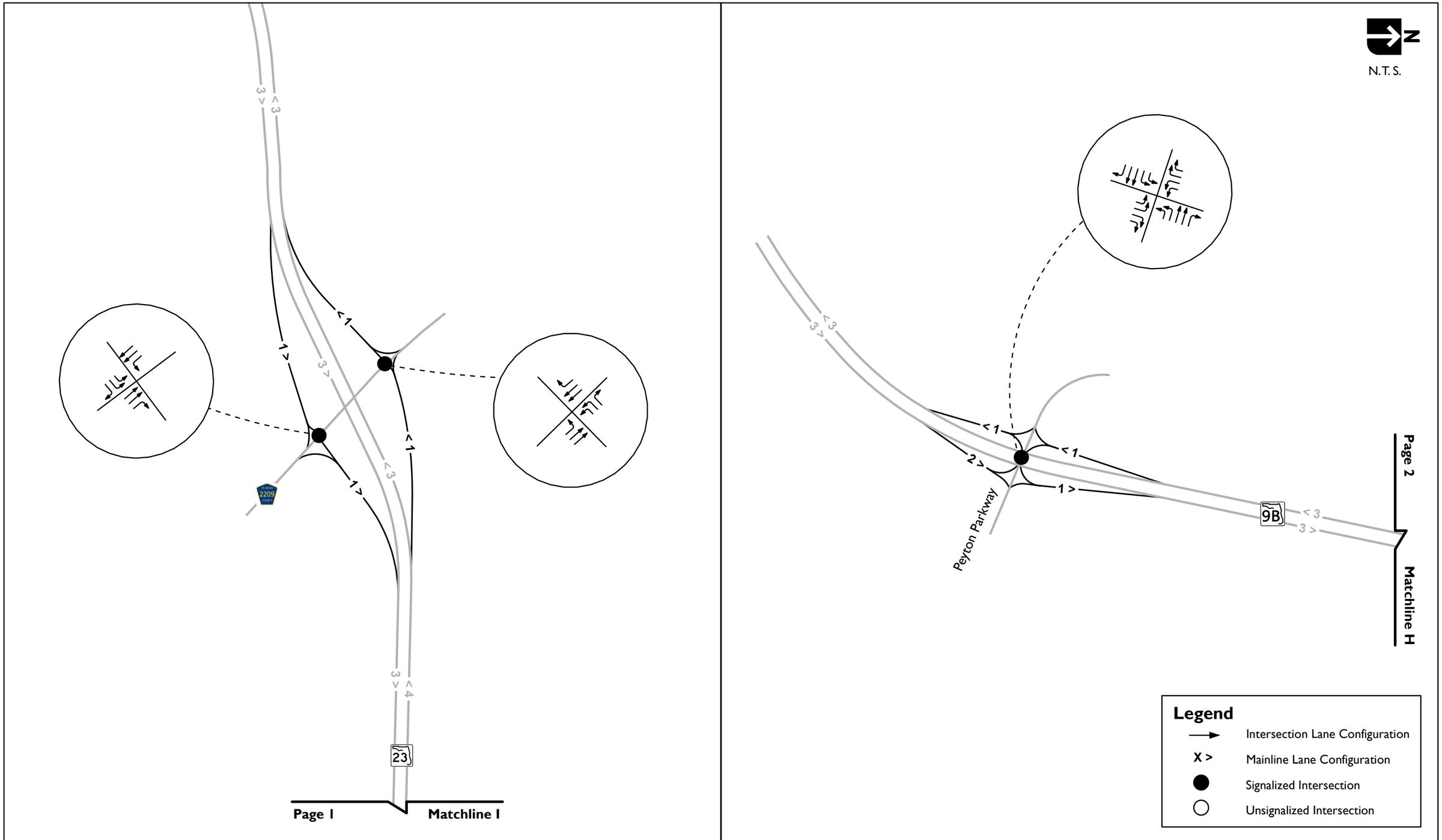

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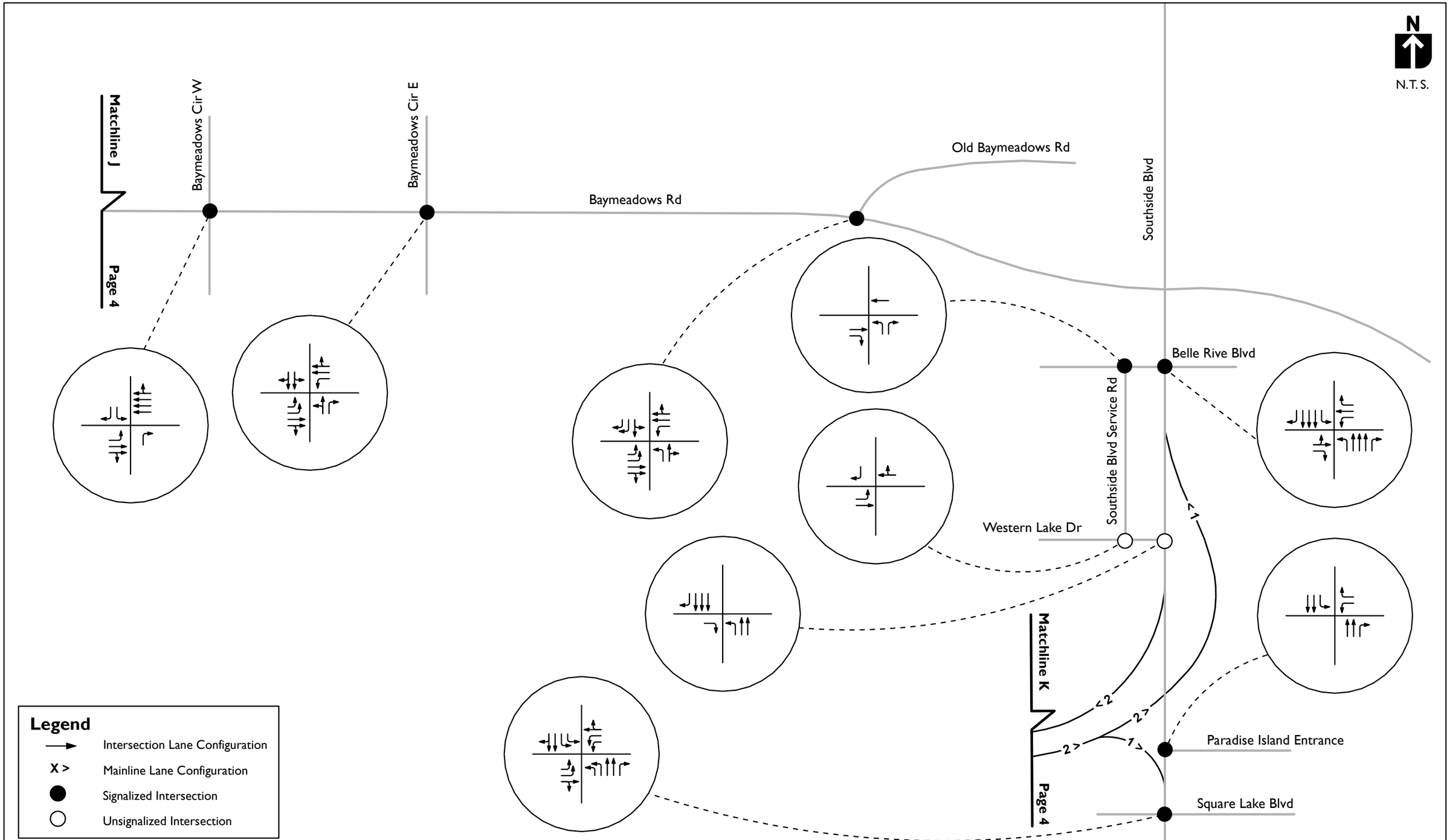

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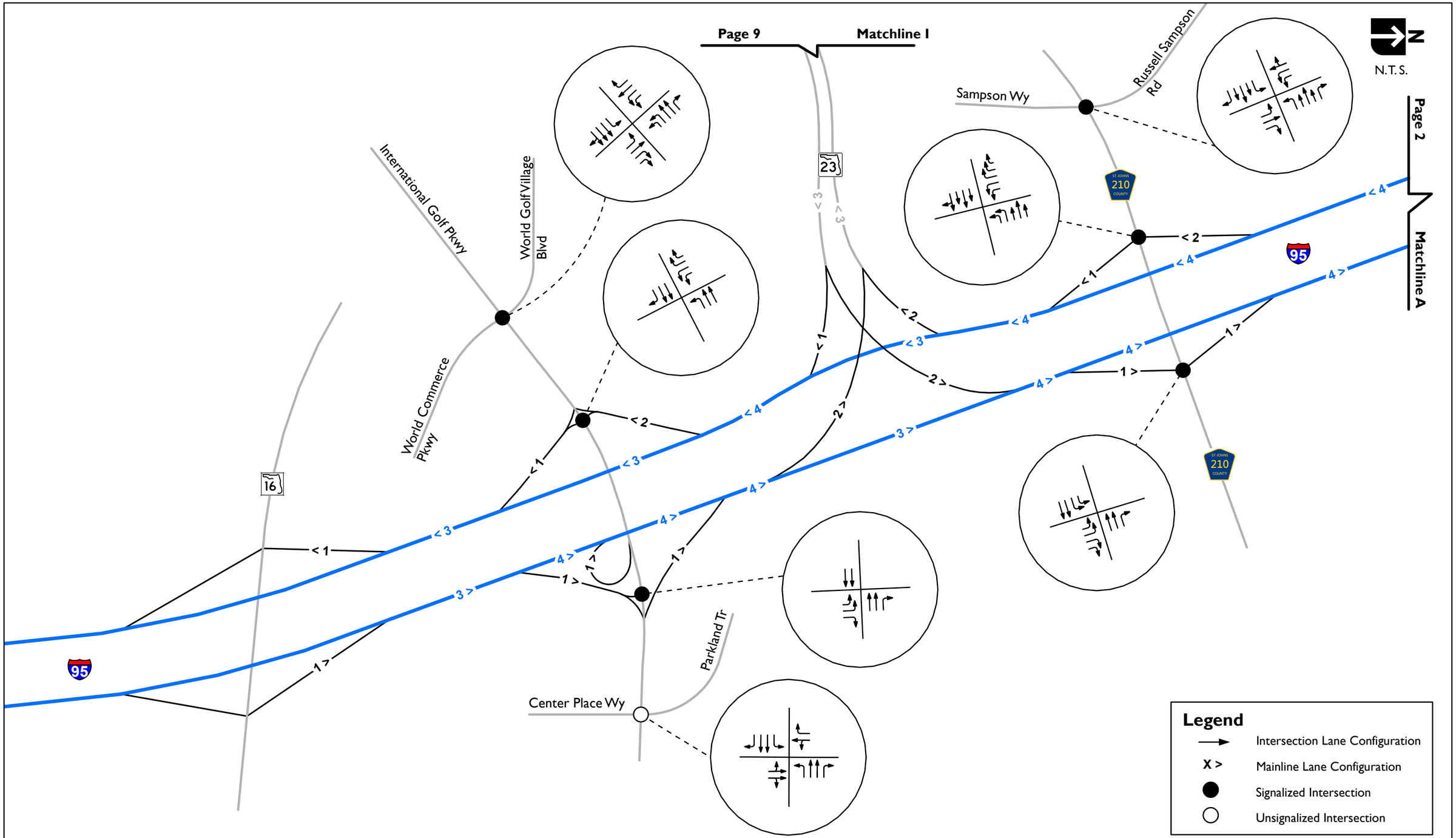

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 Lane Configuration	Figure 6-4	Page 1 of 10

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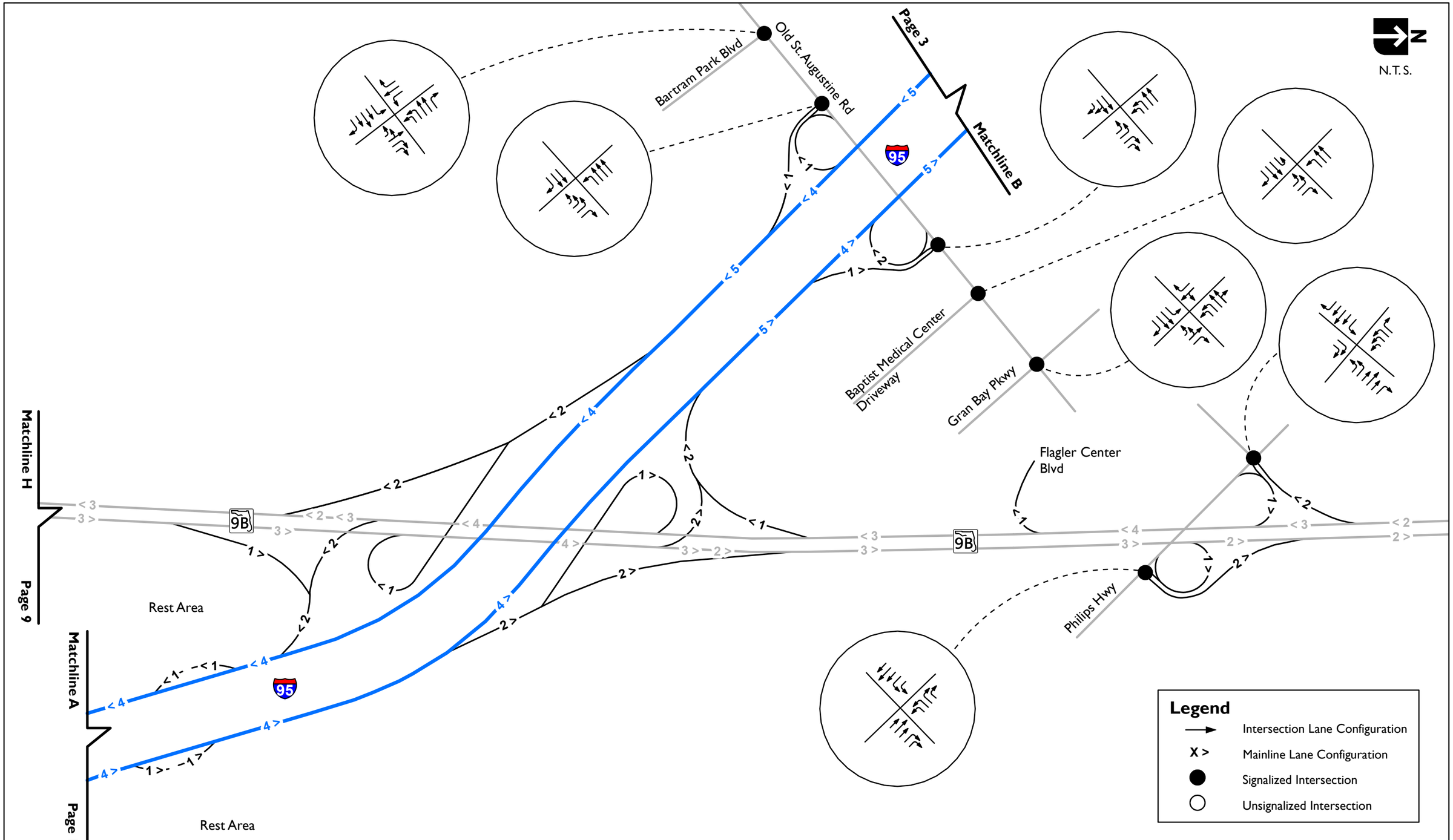

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 Lane Configuration	Figure 6-4	Page 2 of 10

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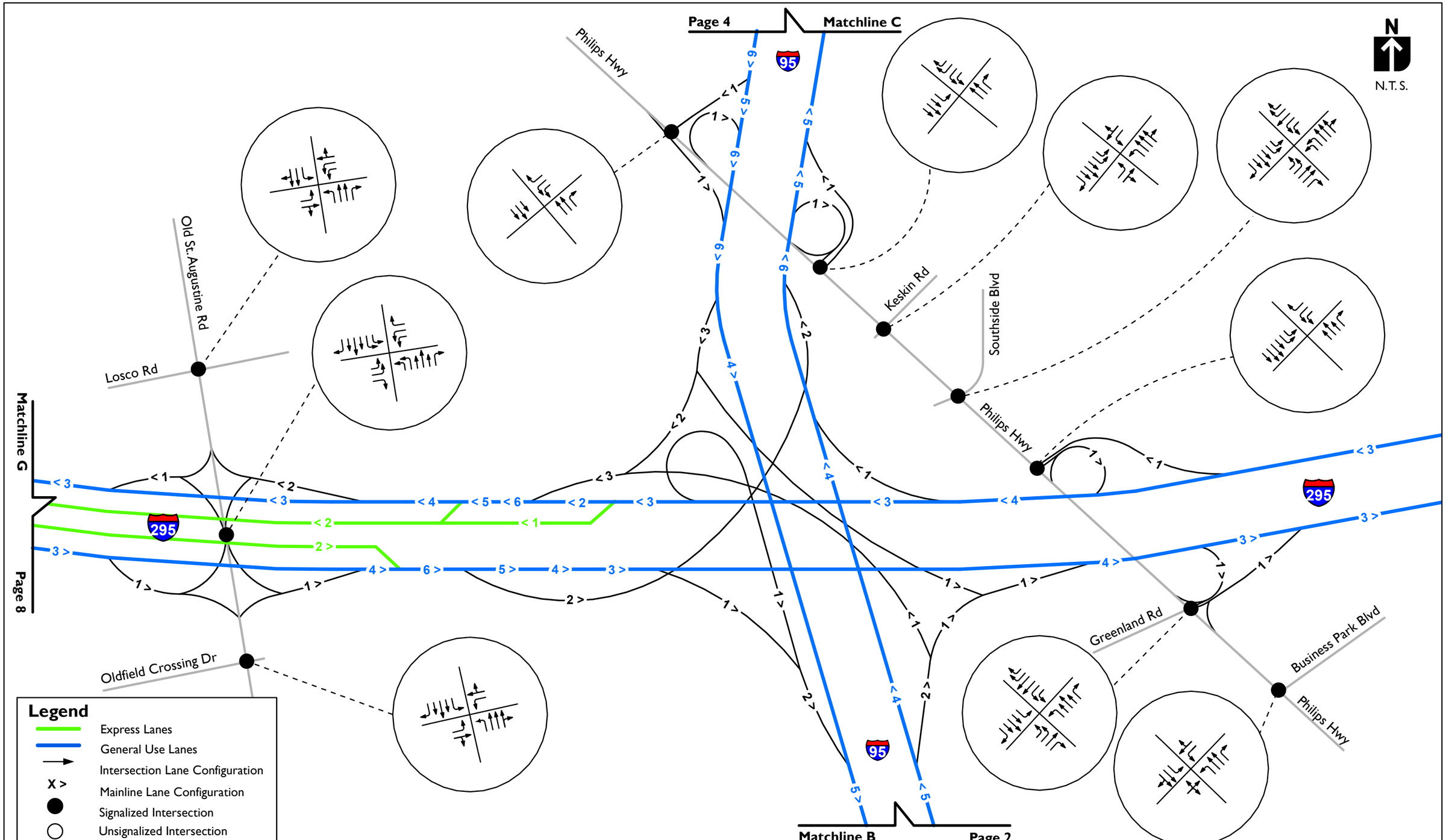

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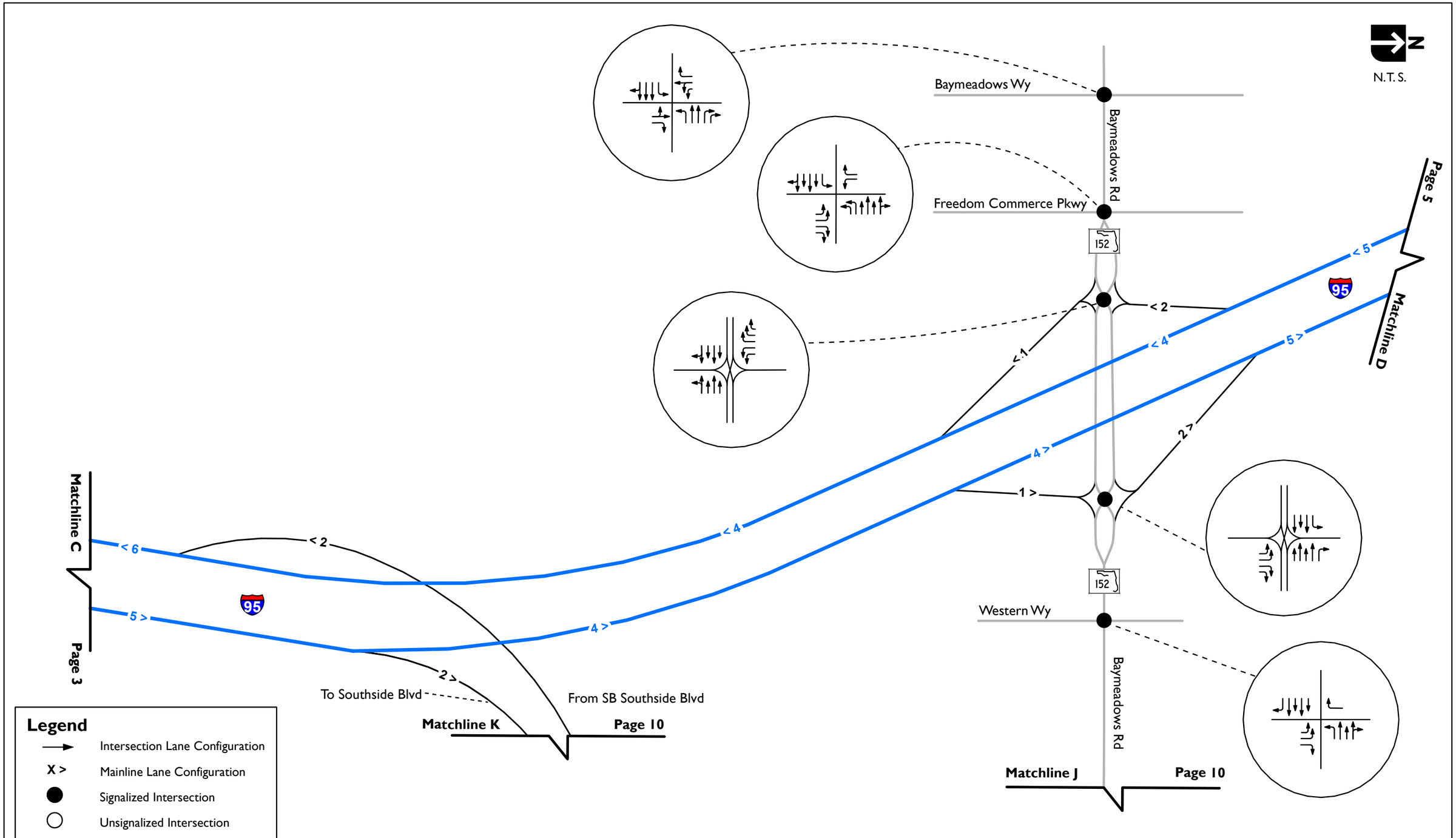

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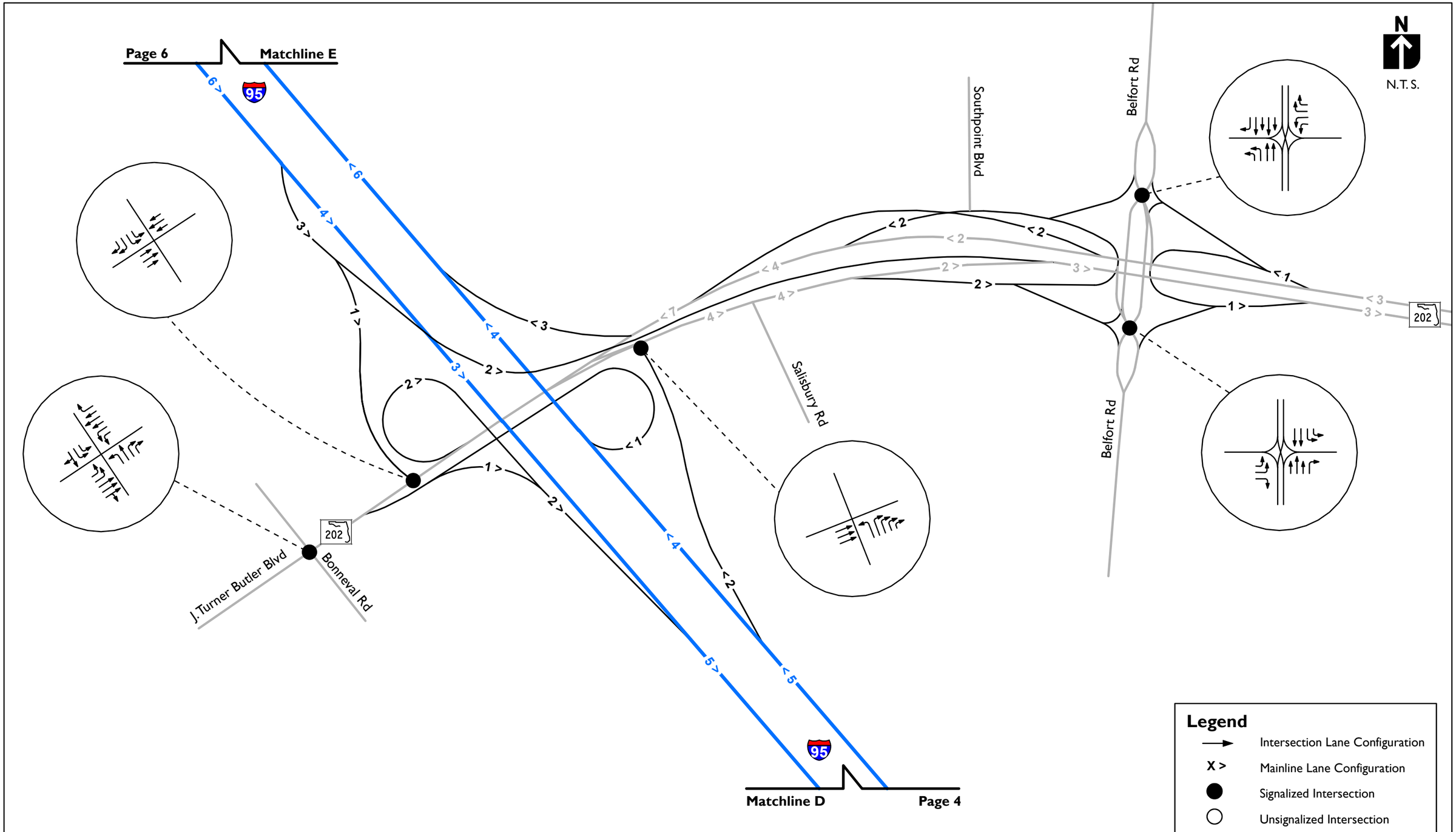

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 Lane Configuration	Figure 6-4	Page 5 of 10

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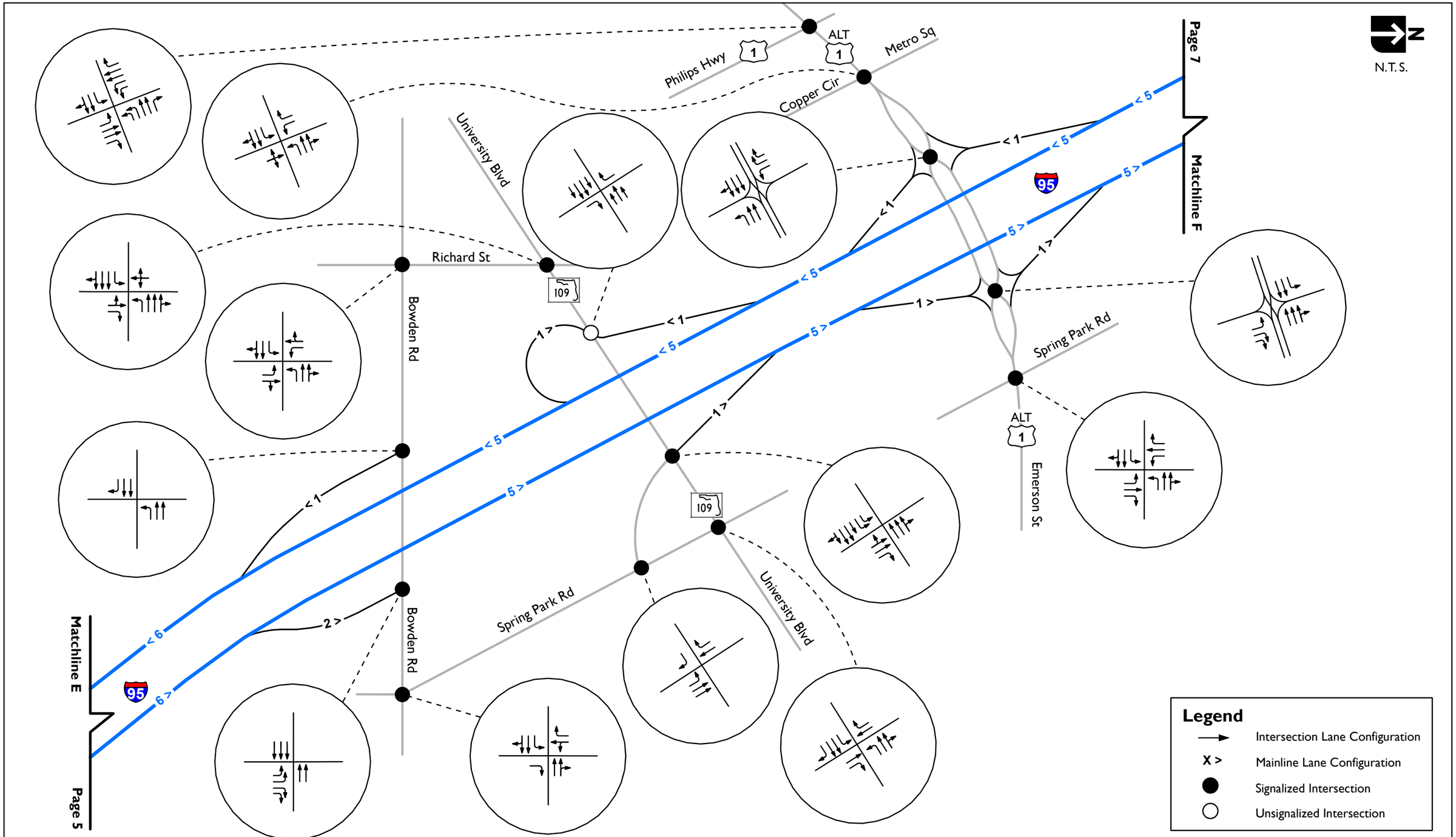

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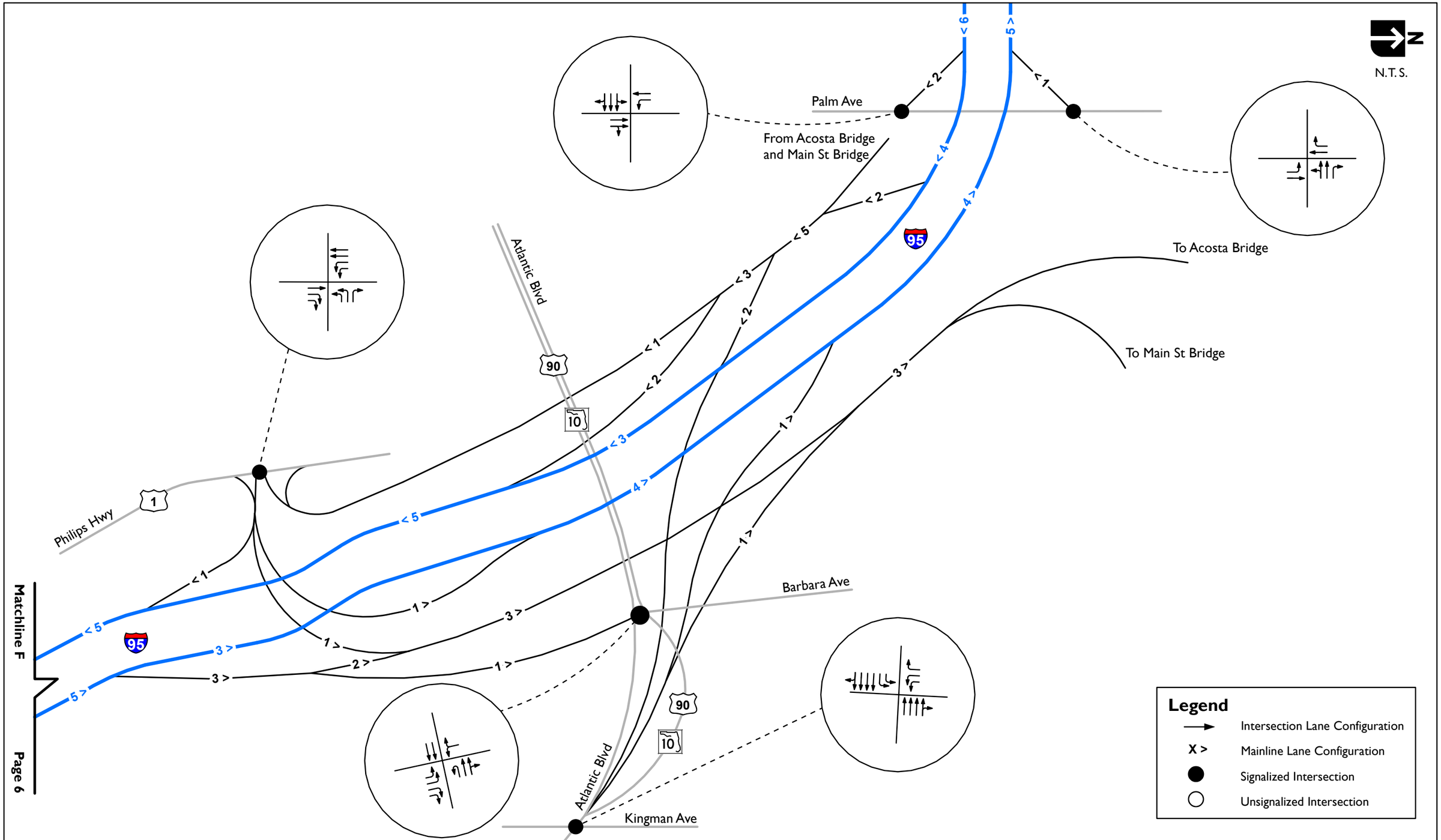

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 Lane Configuration	Figure 6-4	Page 7 of 10

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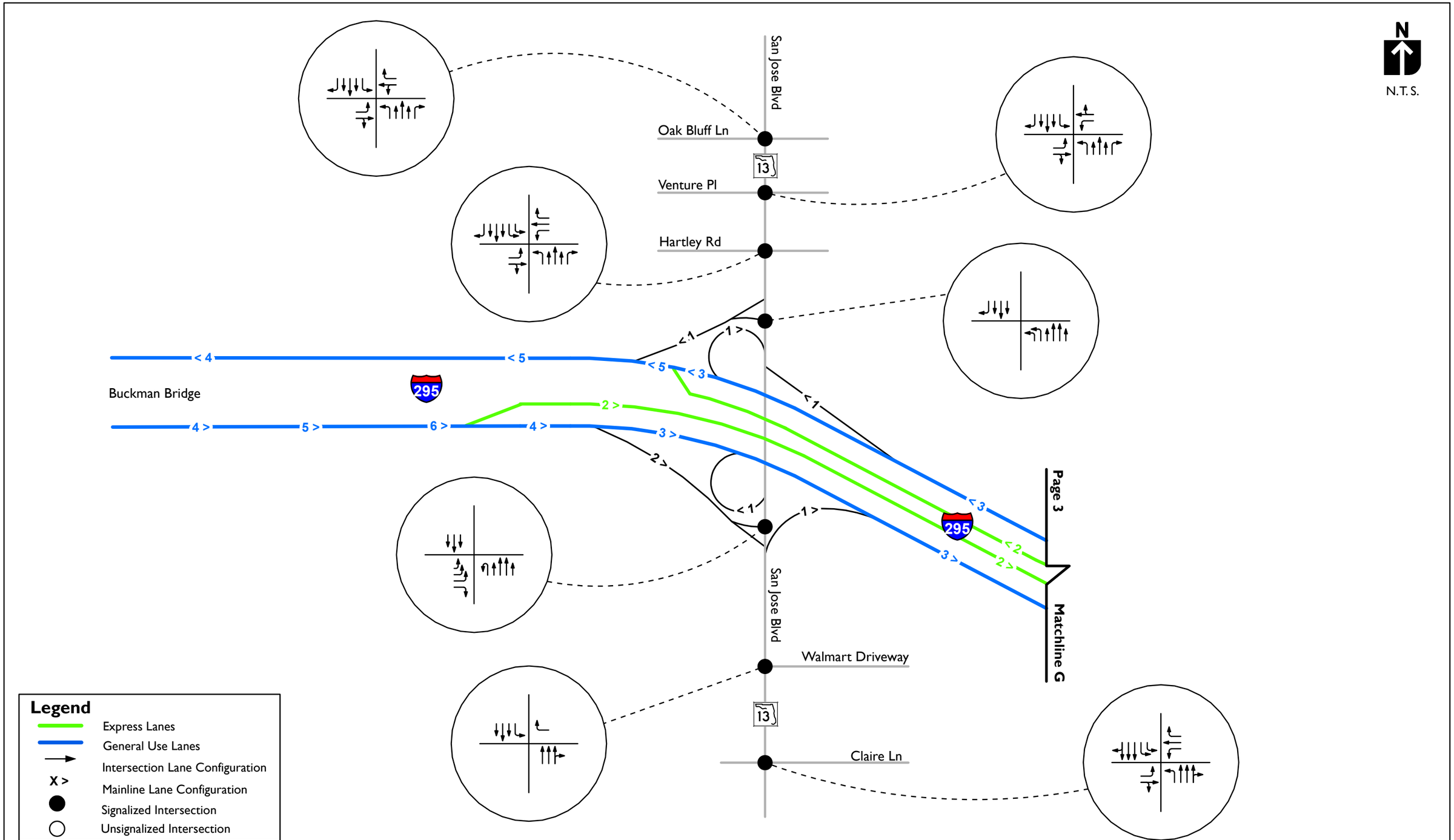

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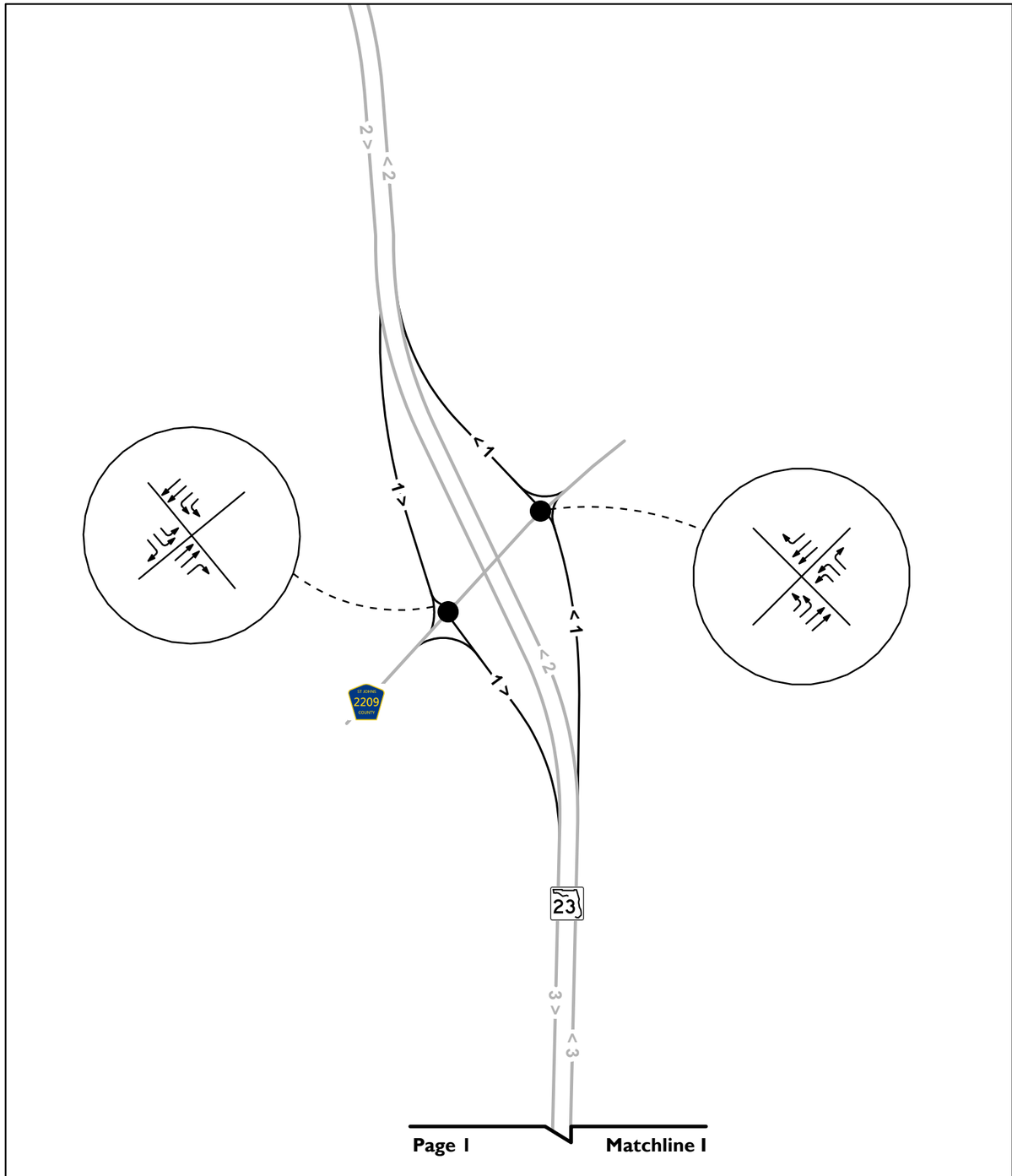

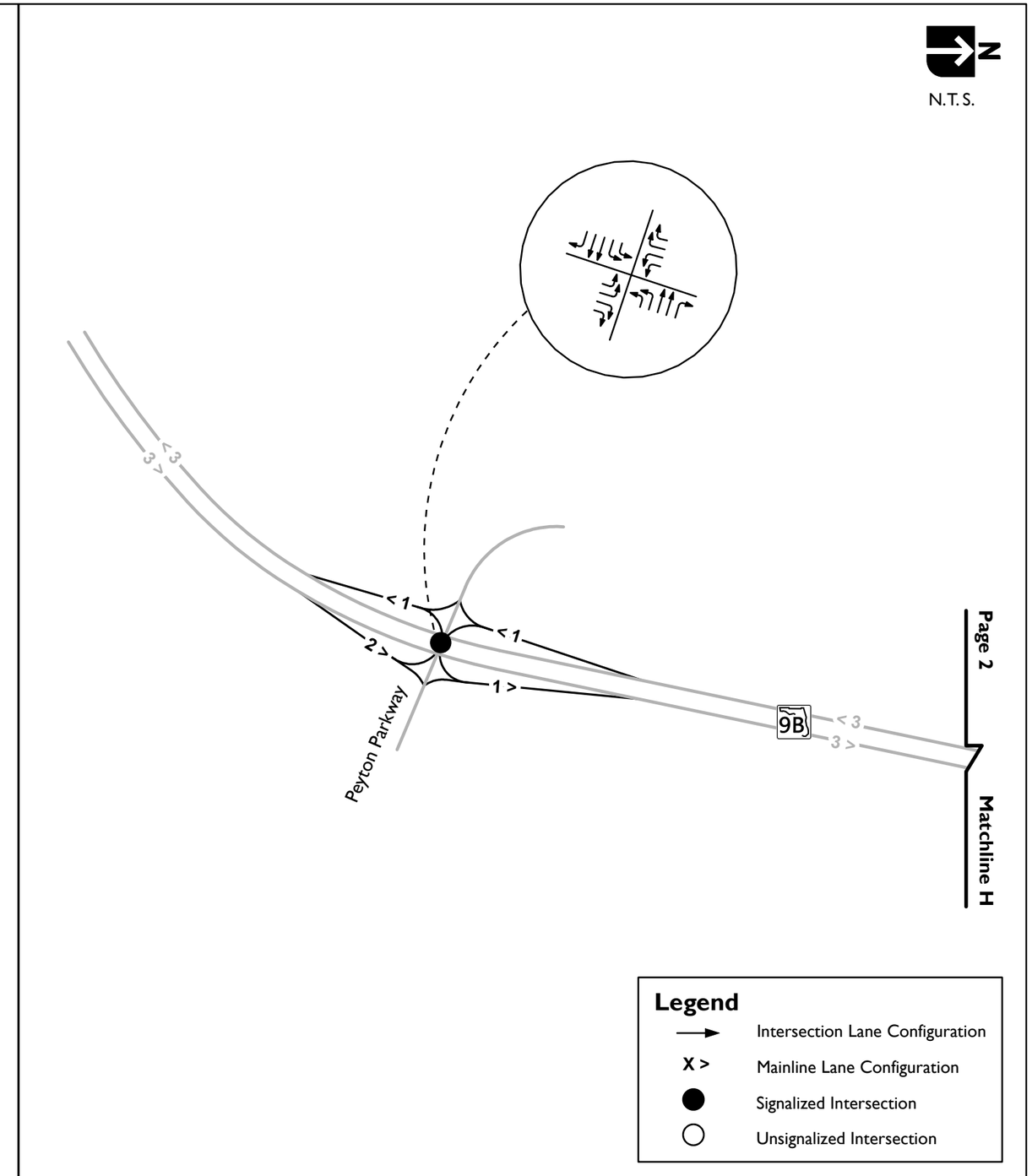

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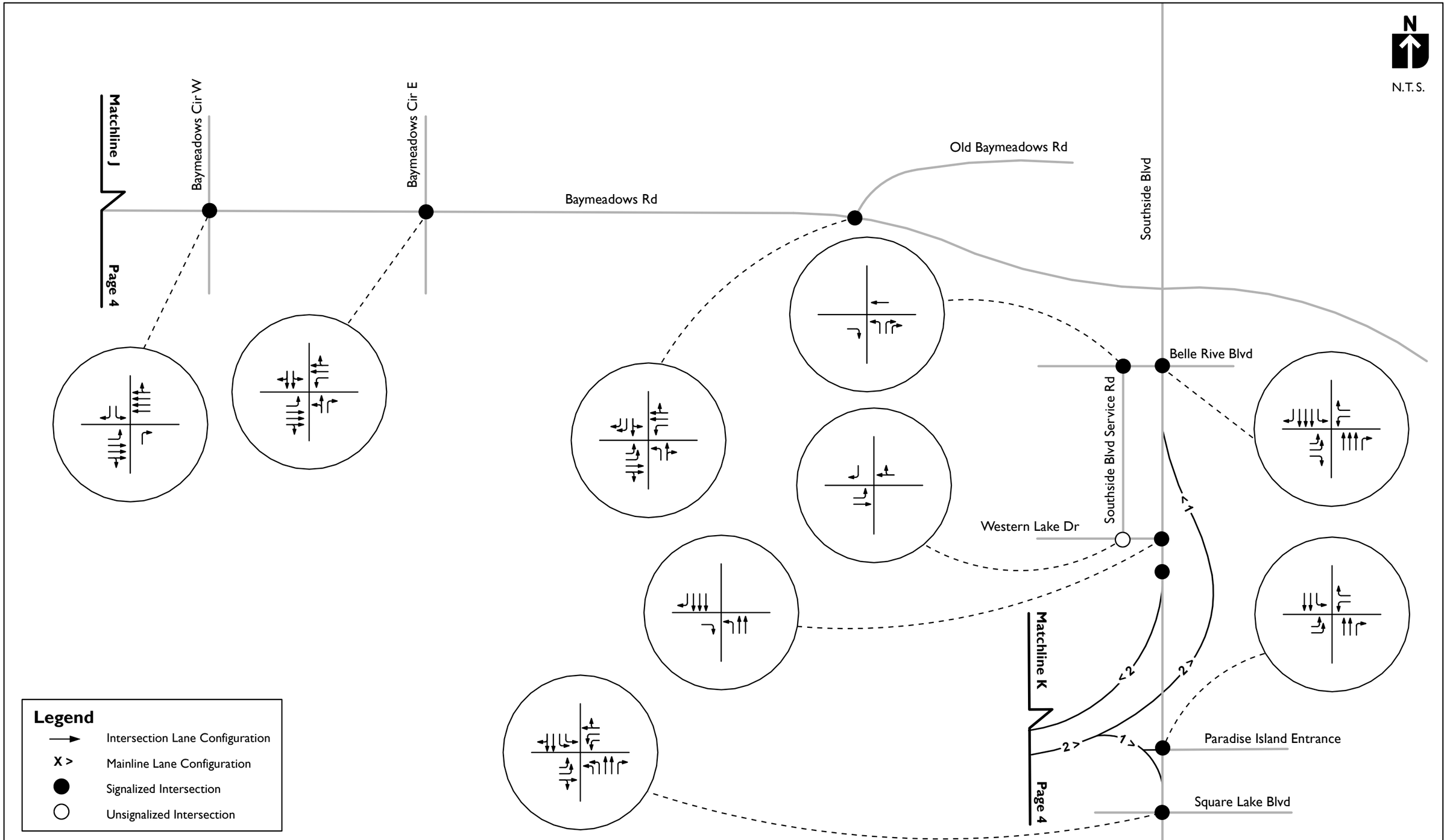

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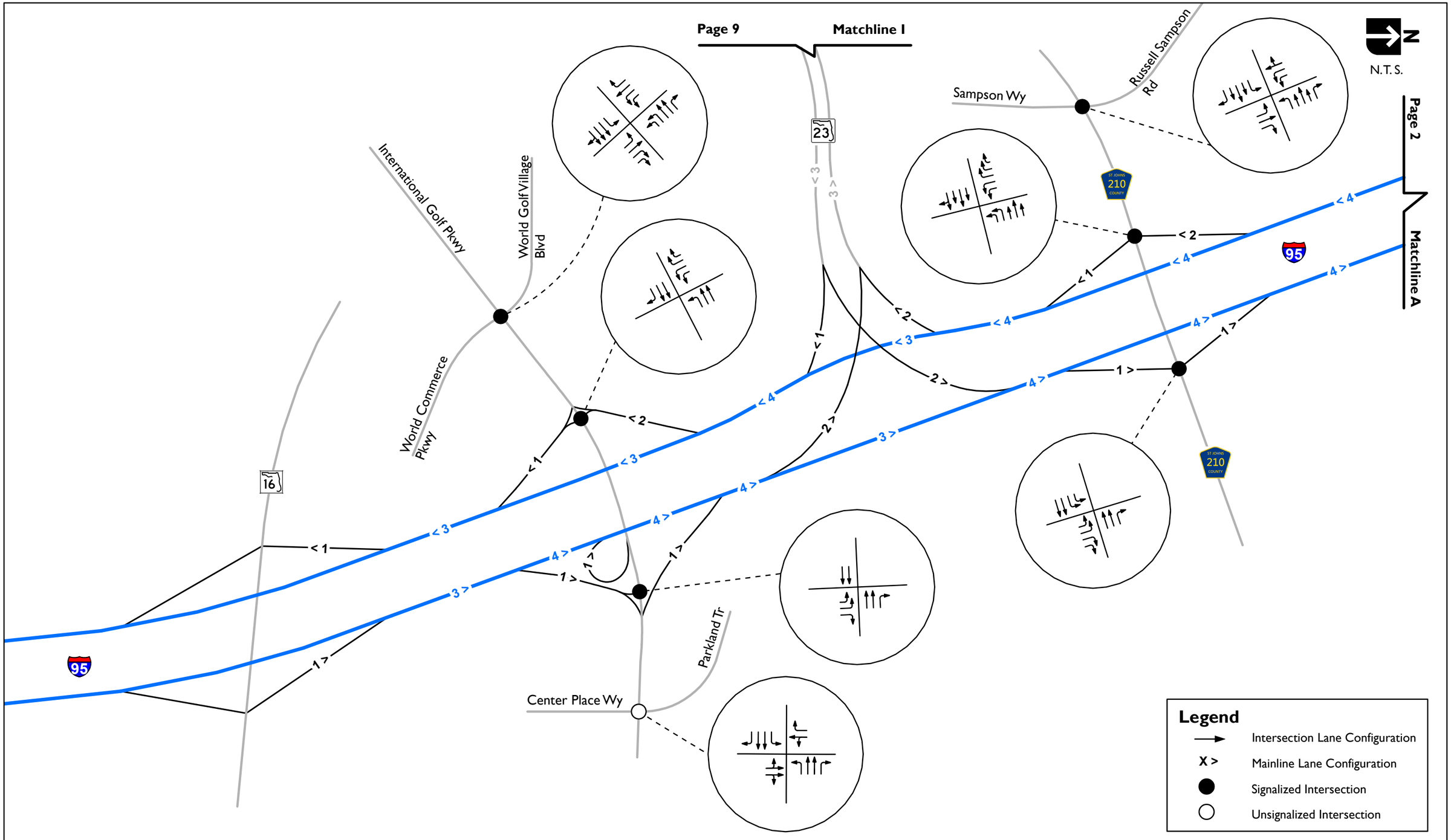

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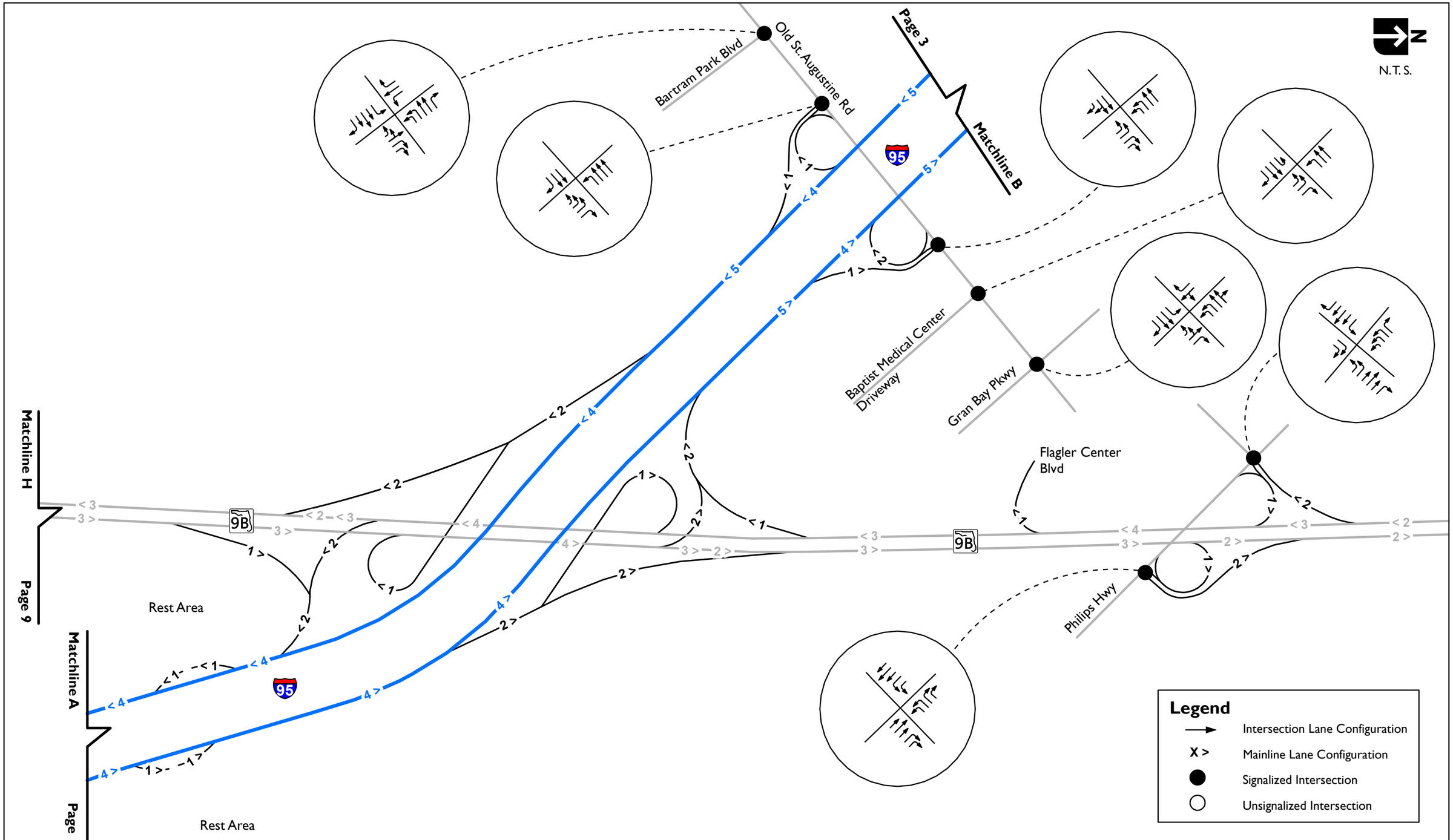

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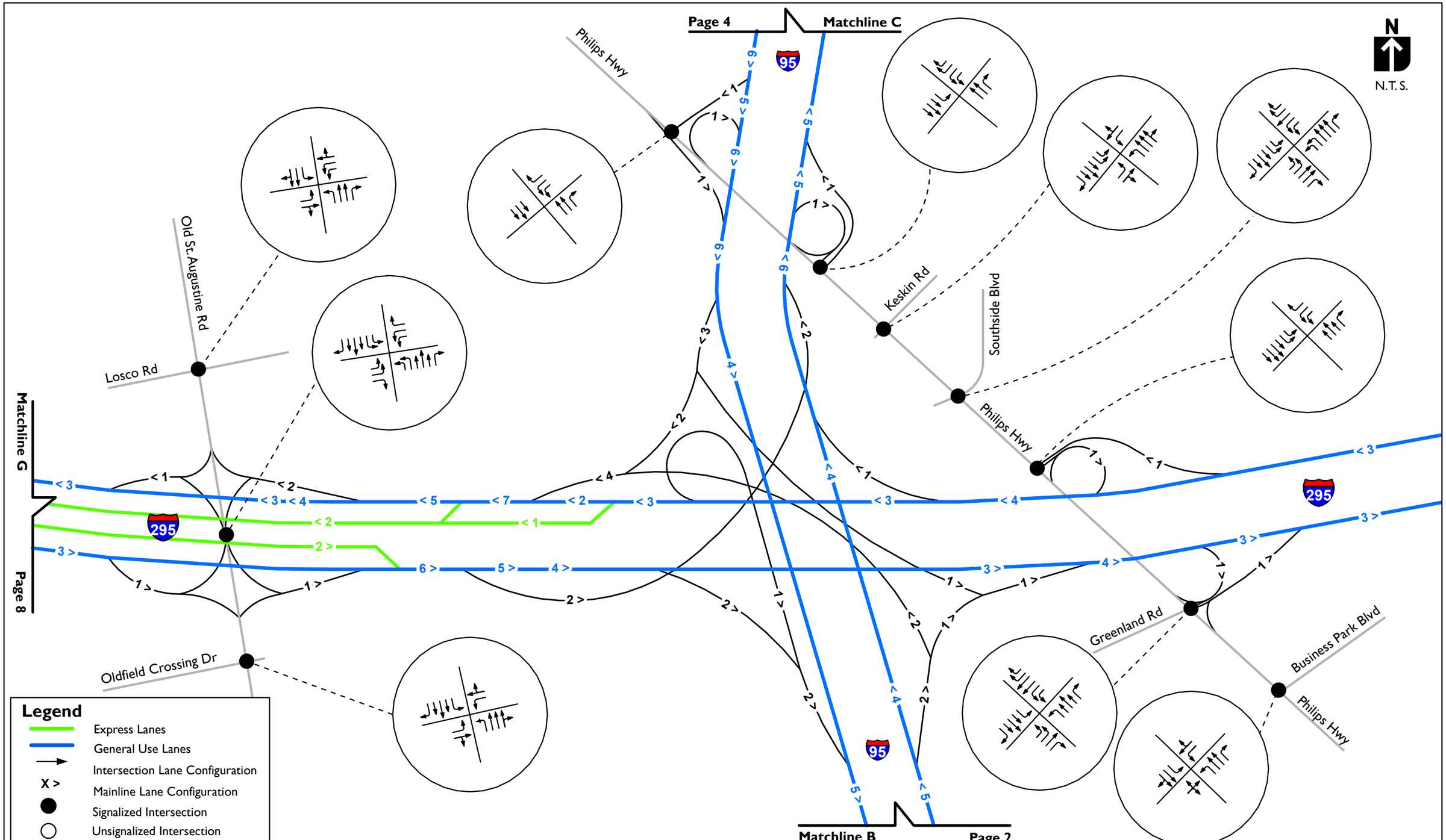

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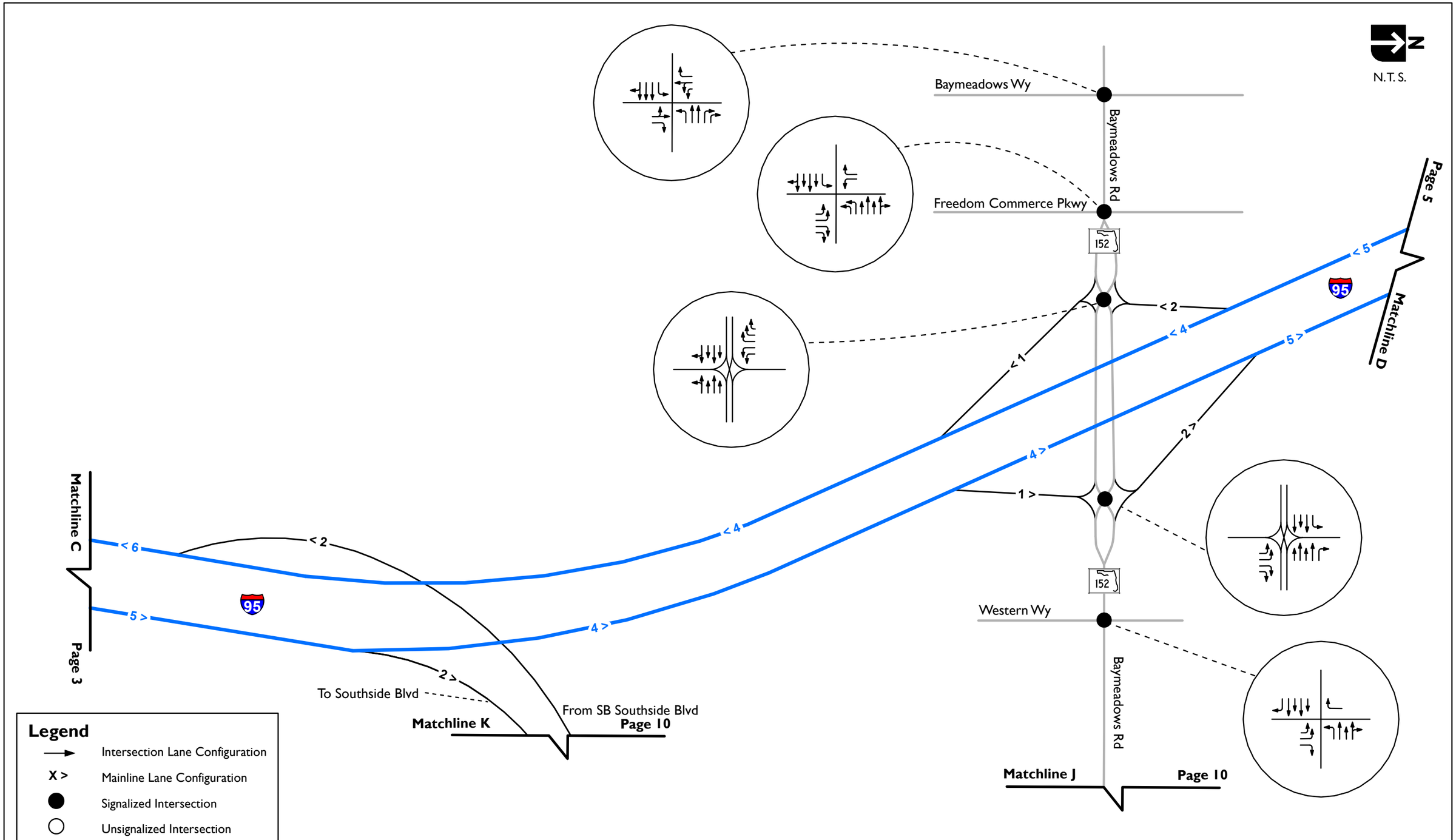

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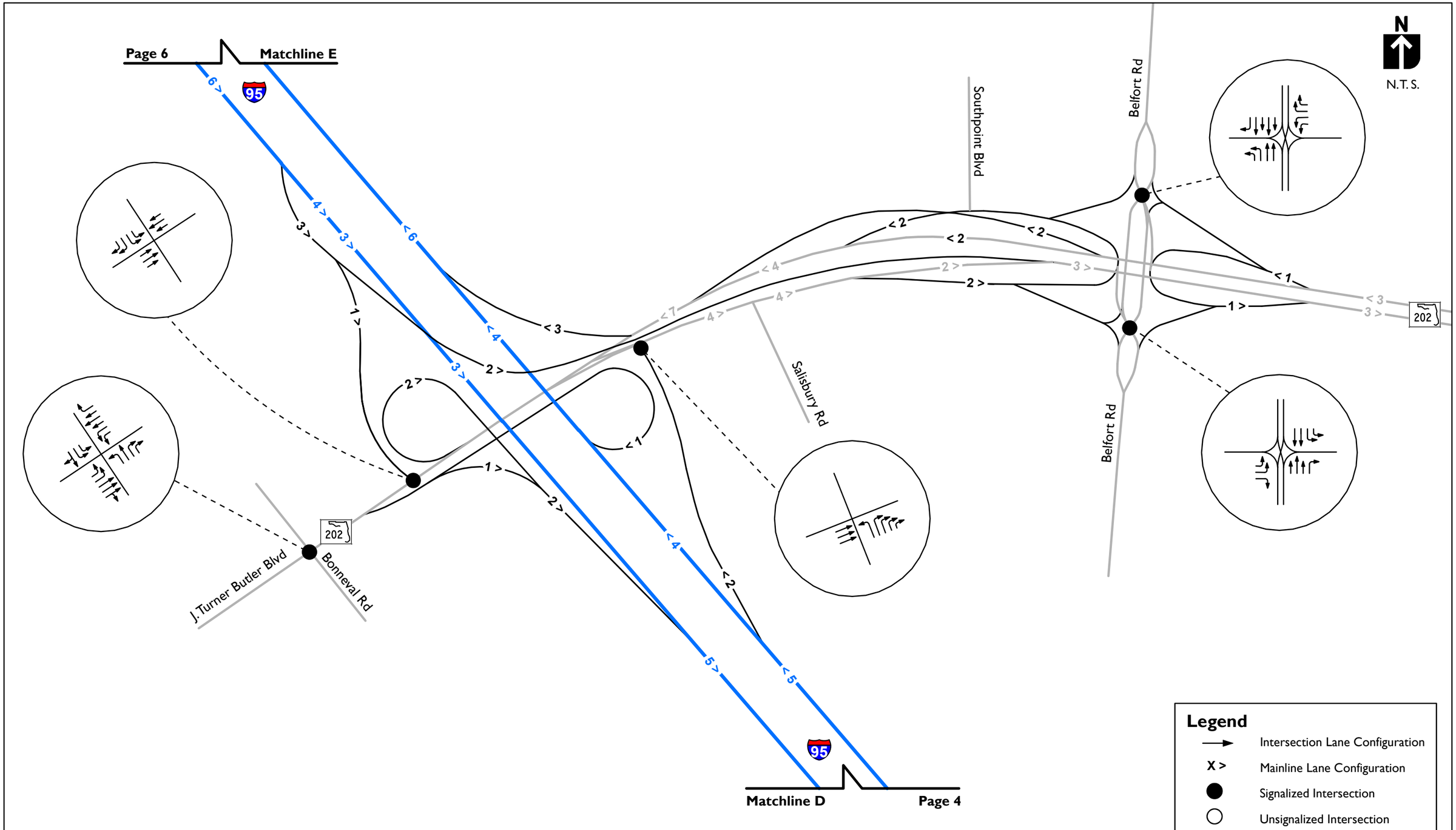

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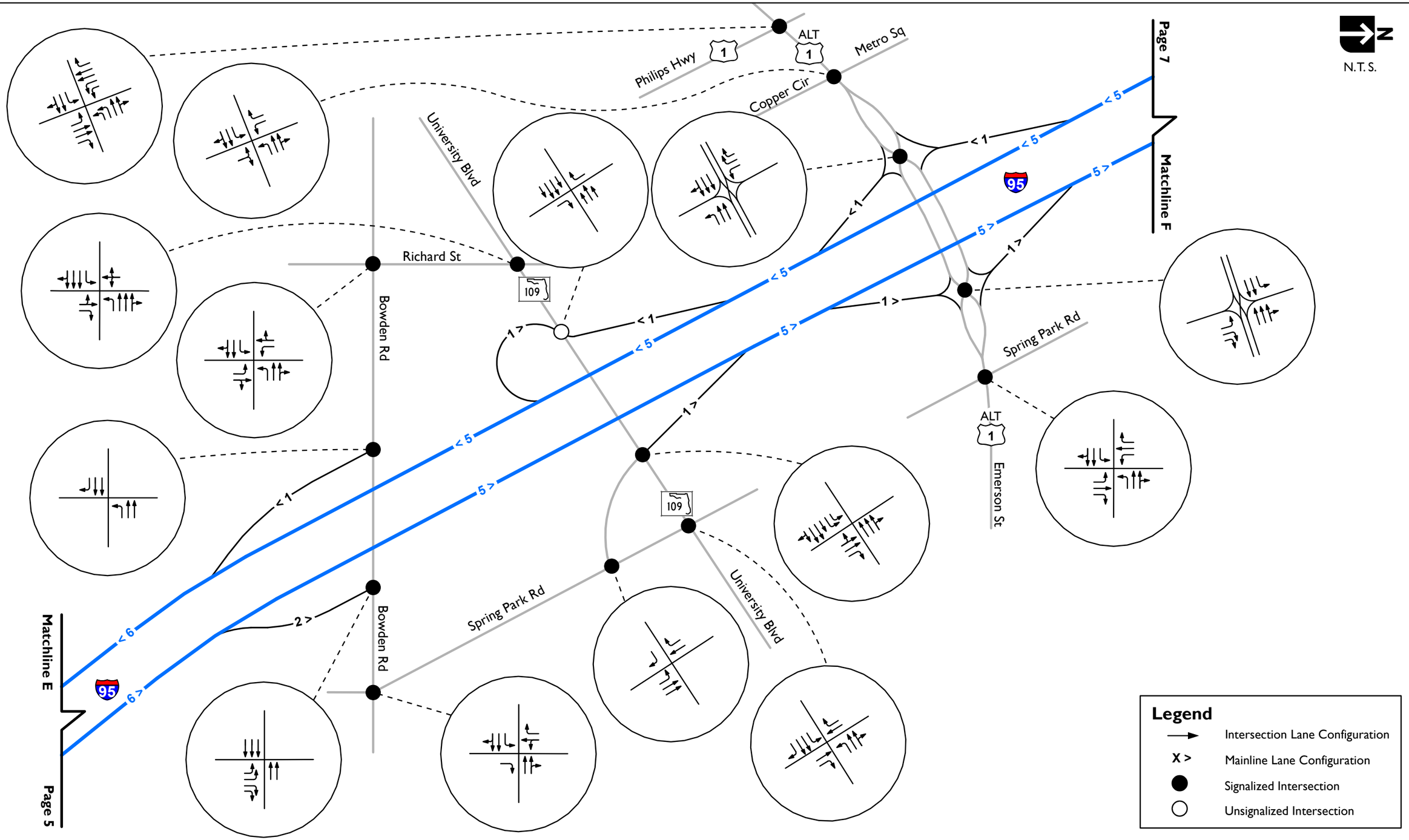

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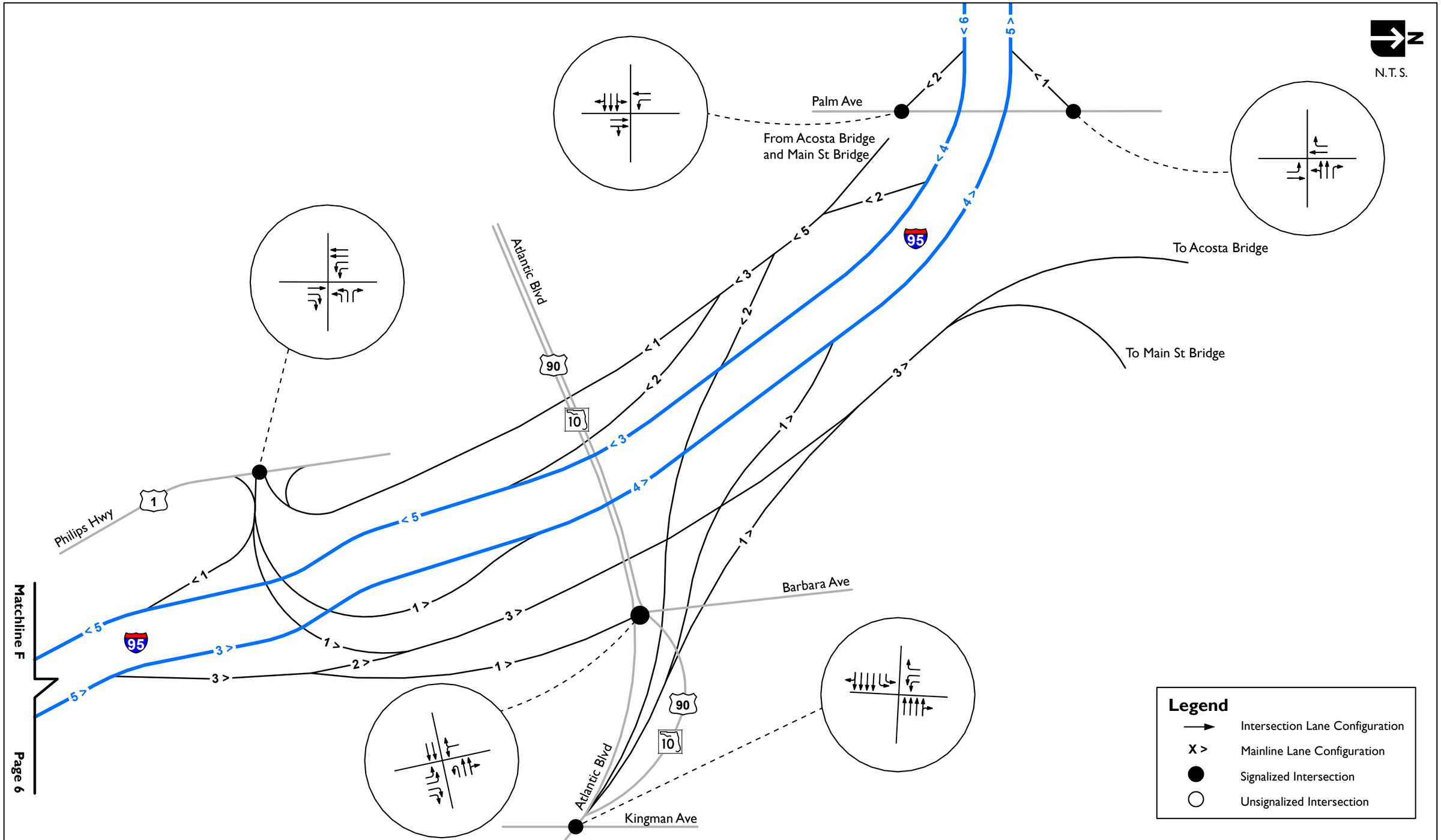

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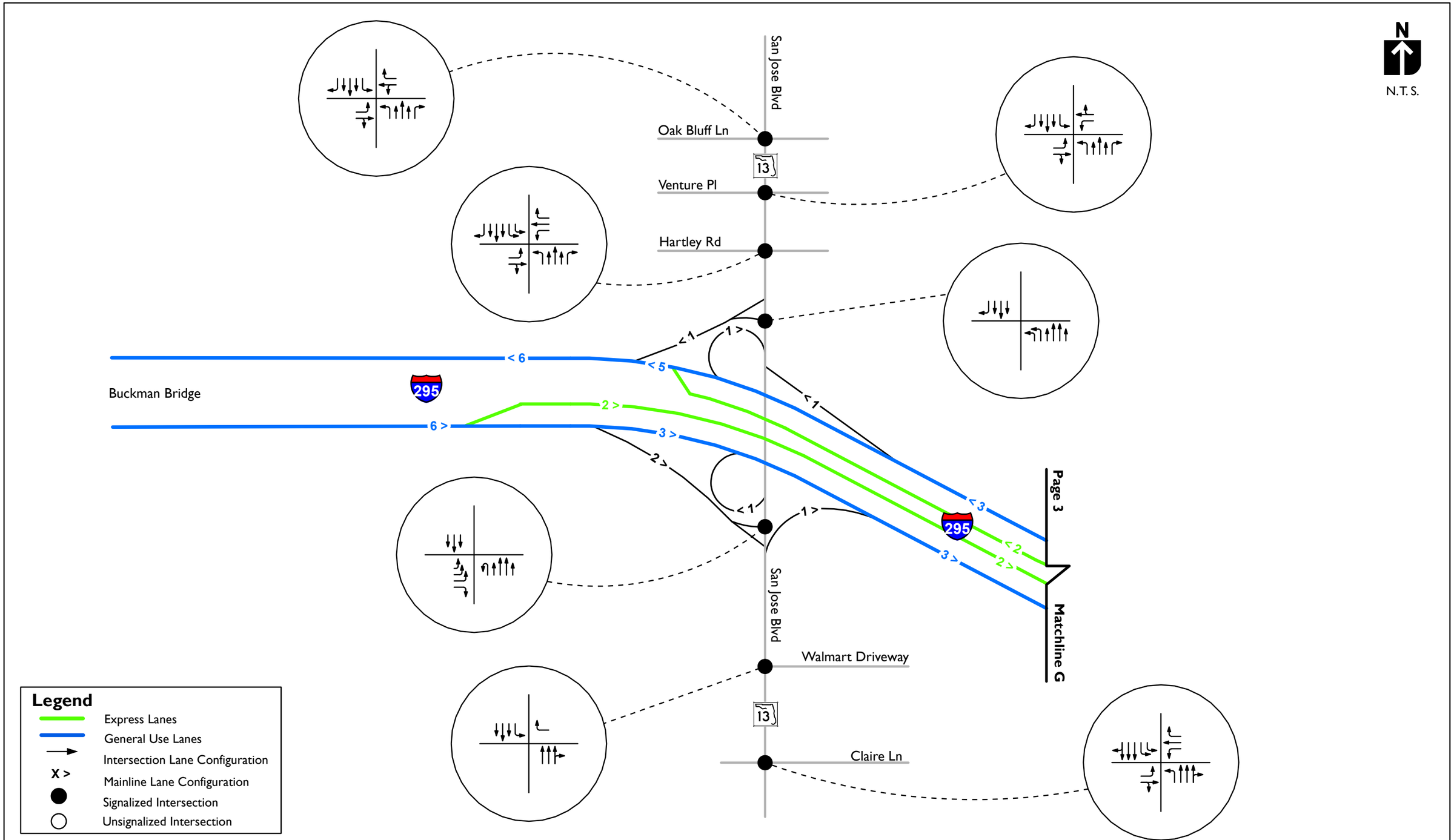

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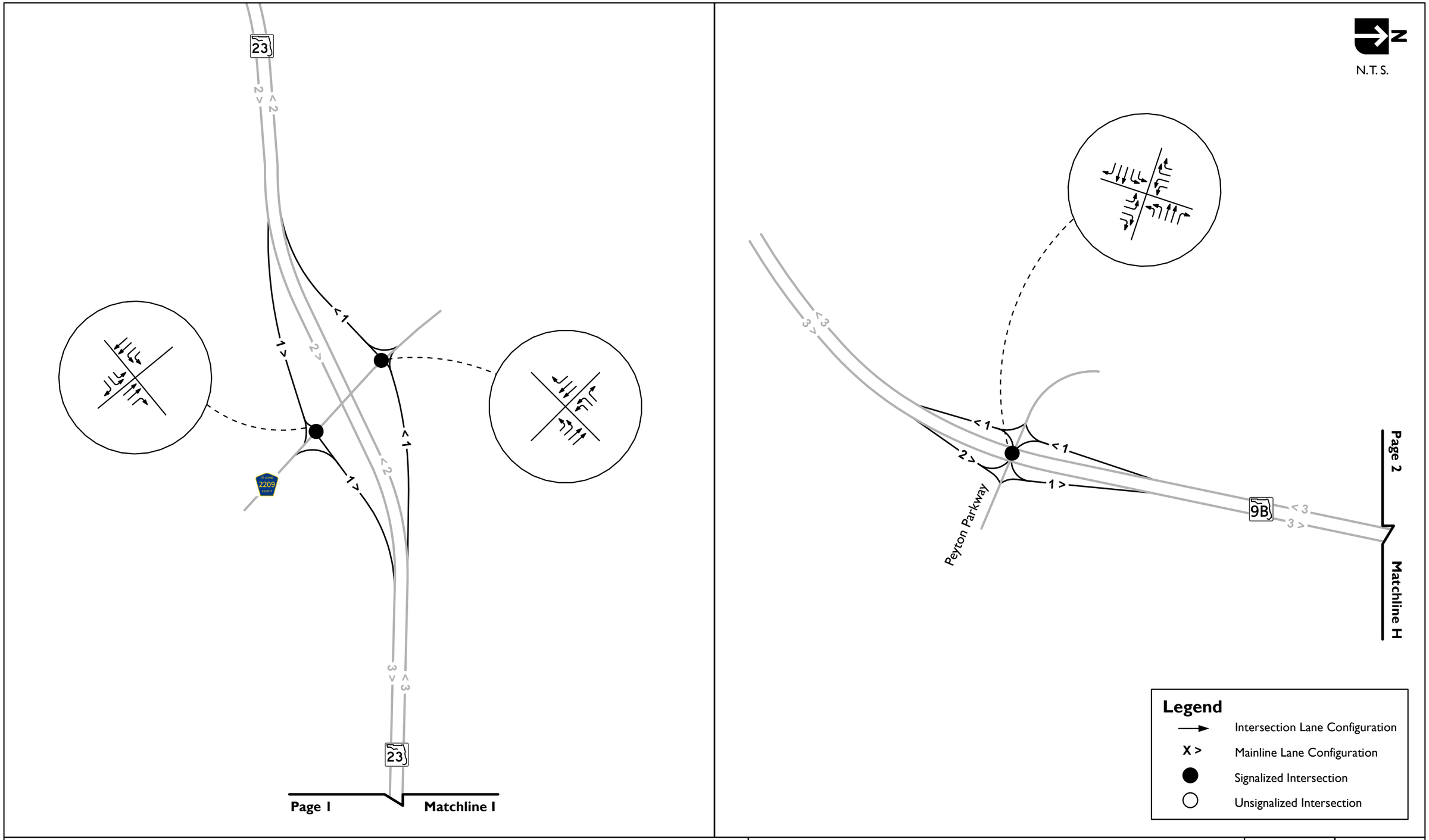

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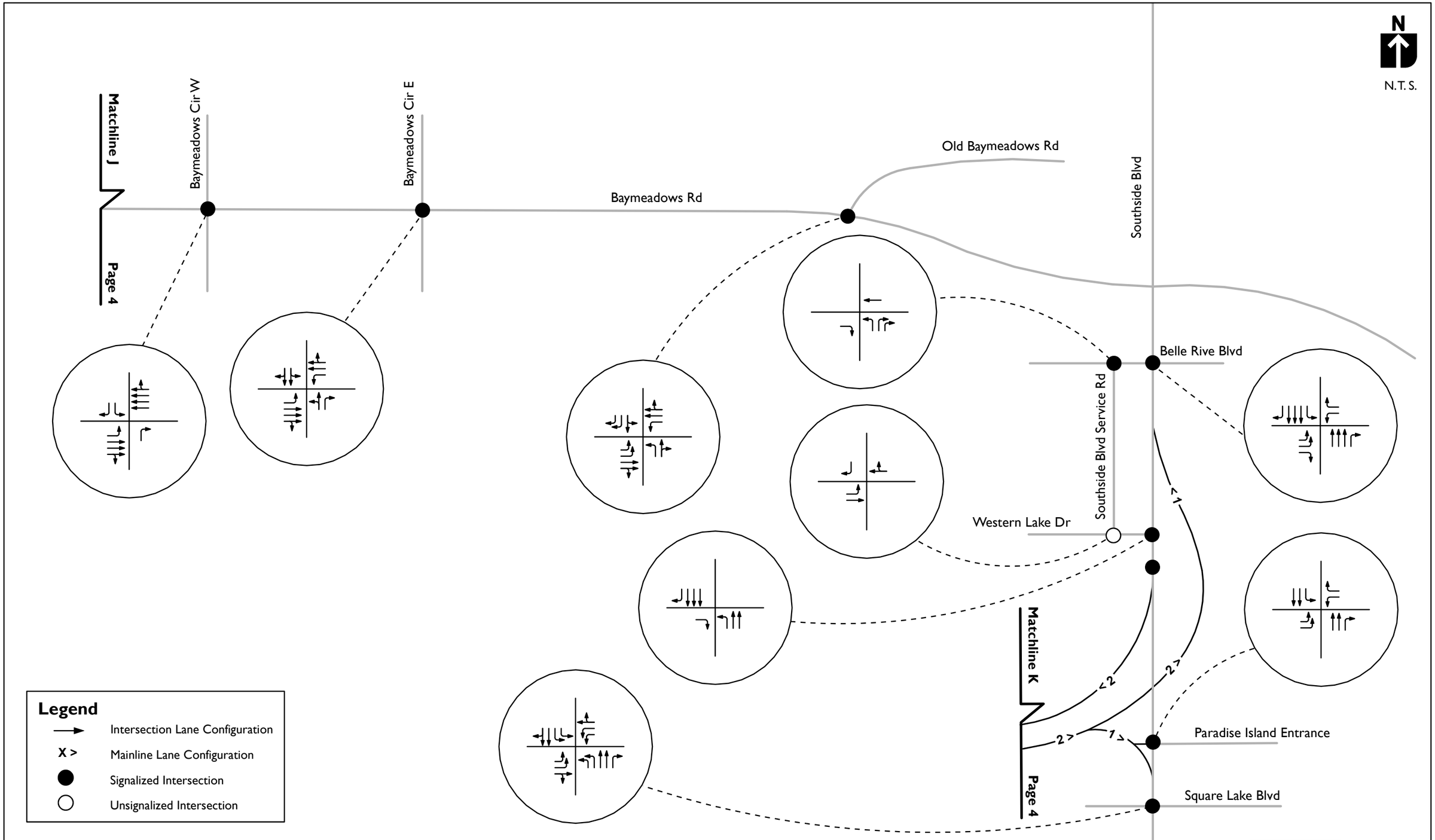

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Design Year 2045 Lane Configuration	Figure 6-5	Page 10 of 10

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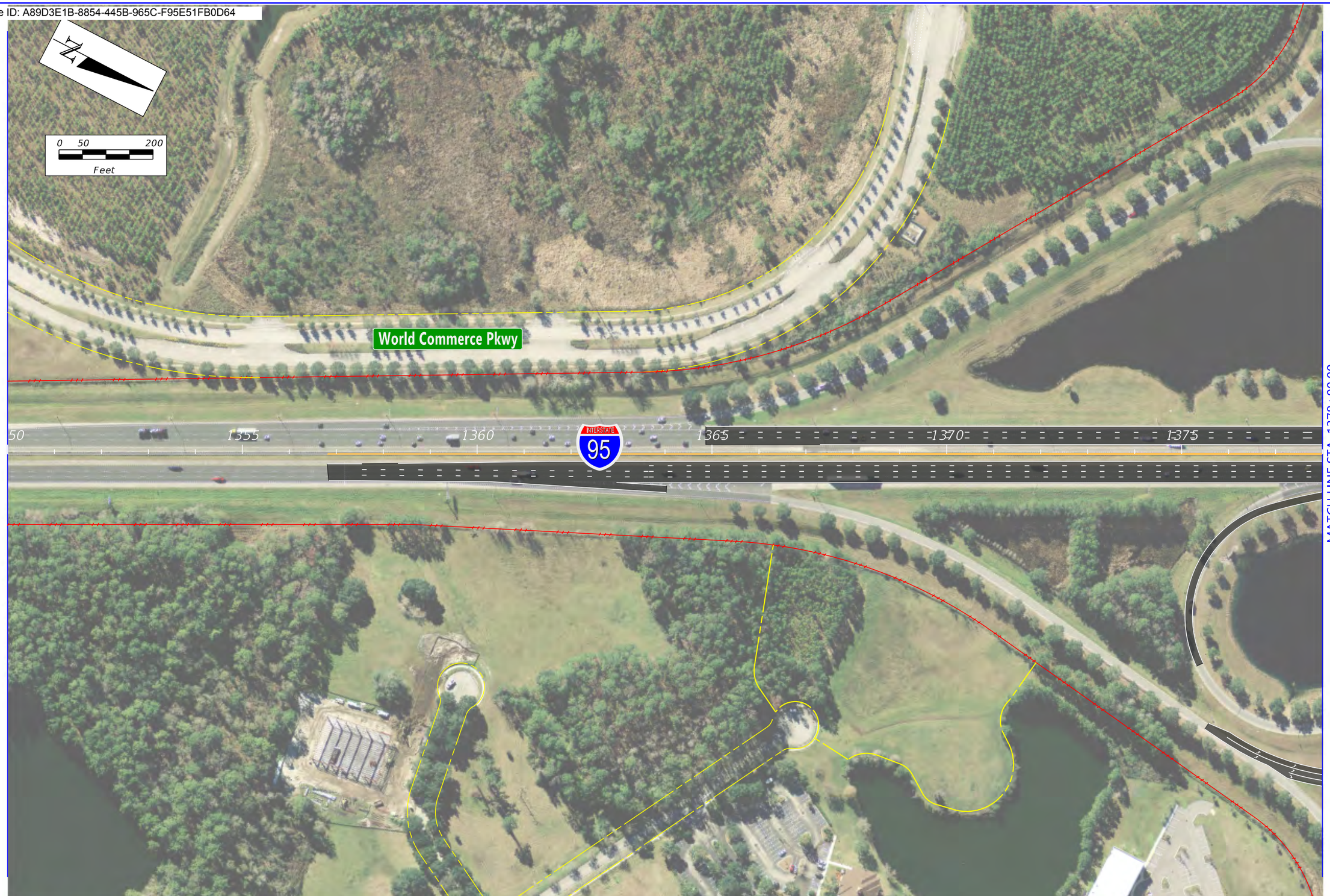

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
1

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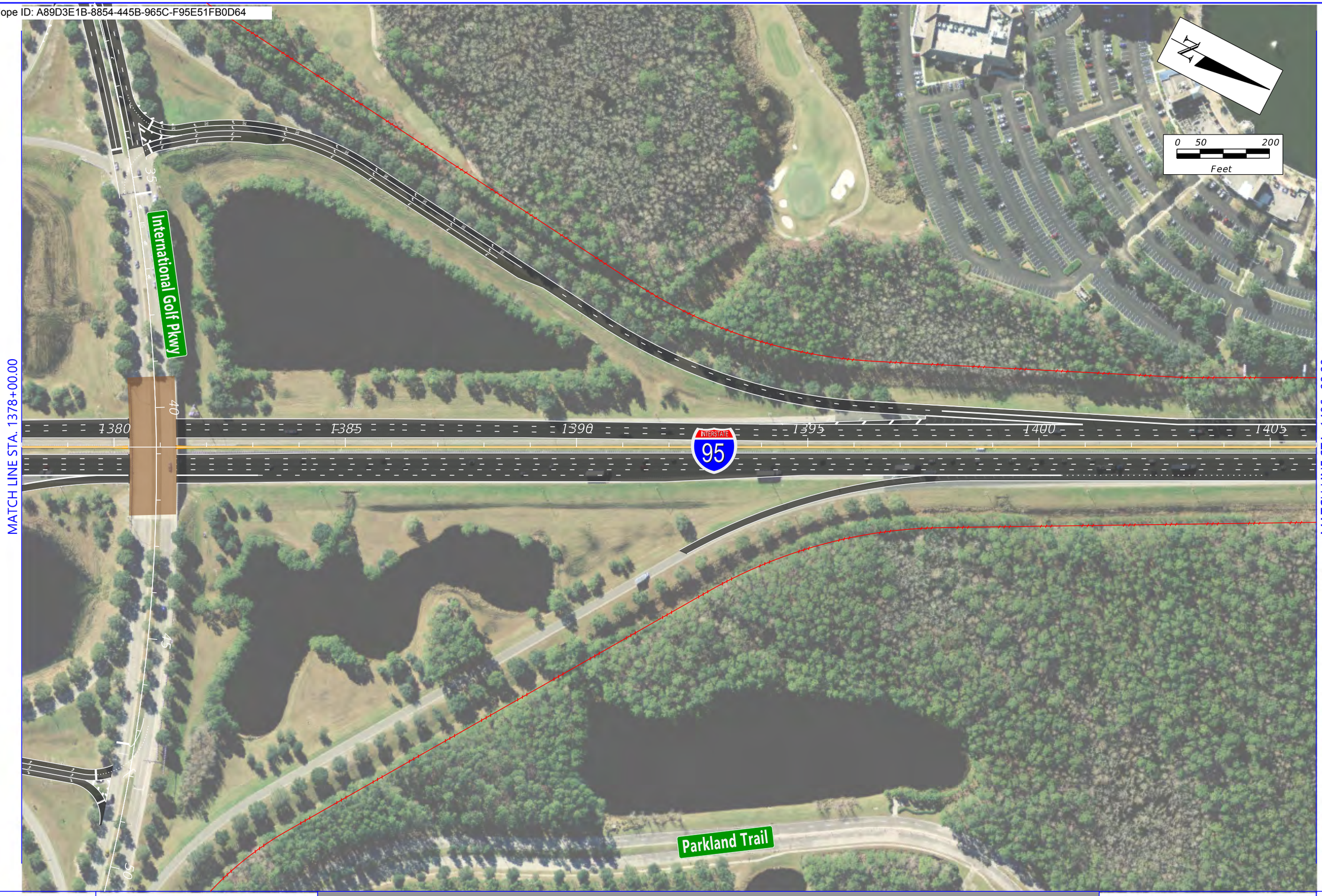

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
2

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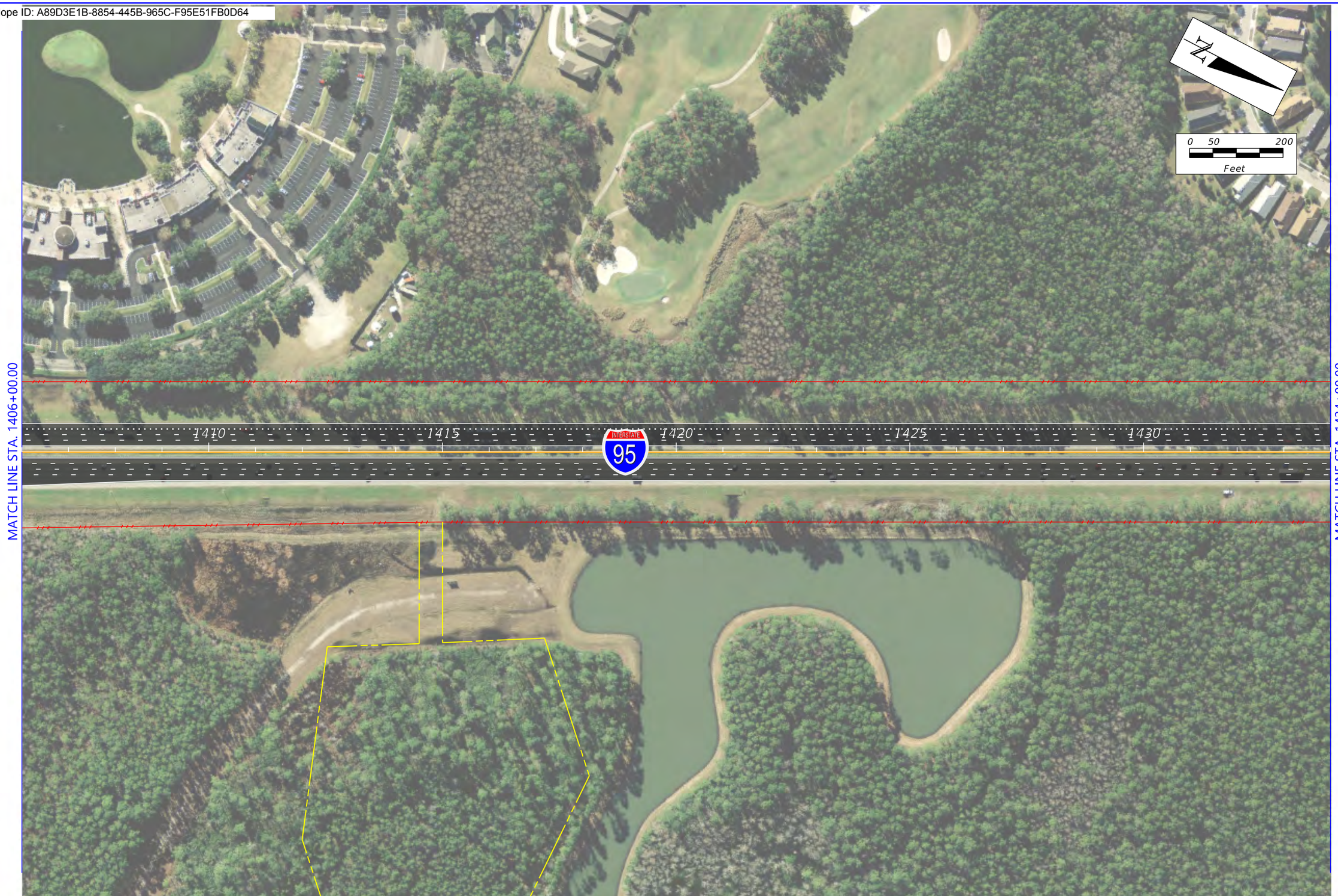

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
3

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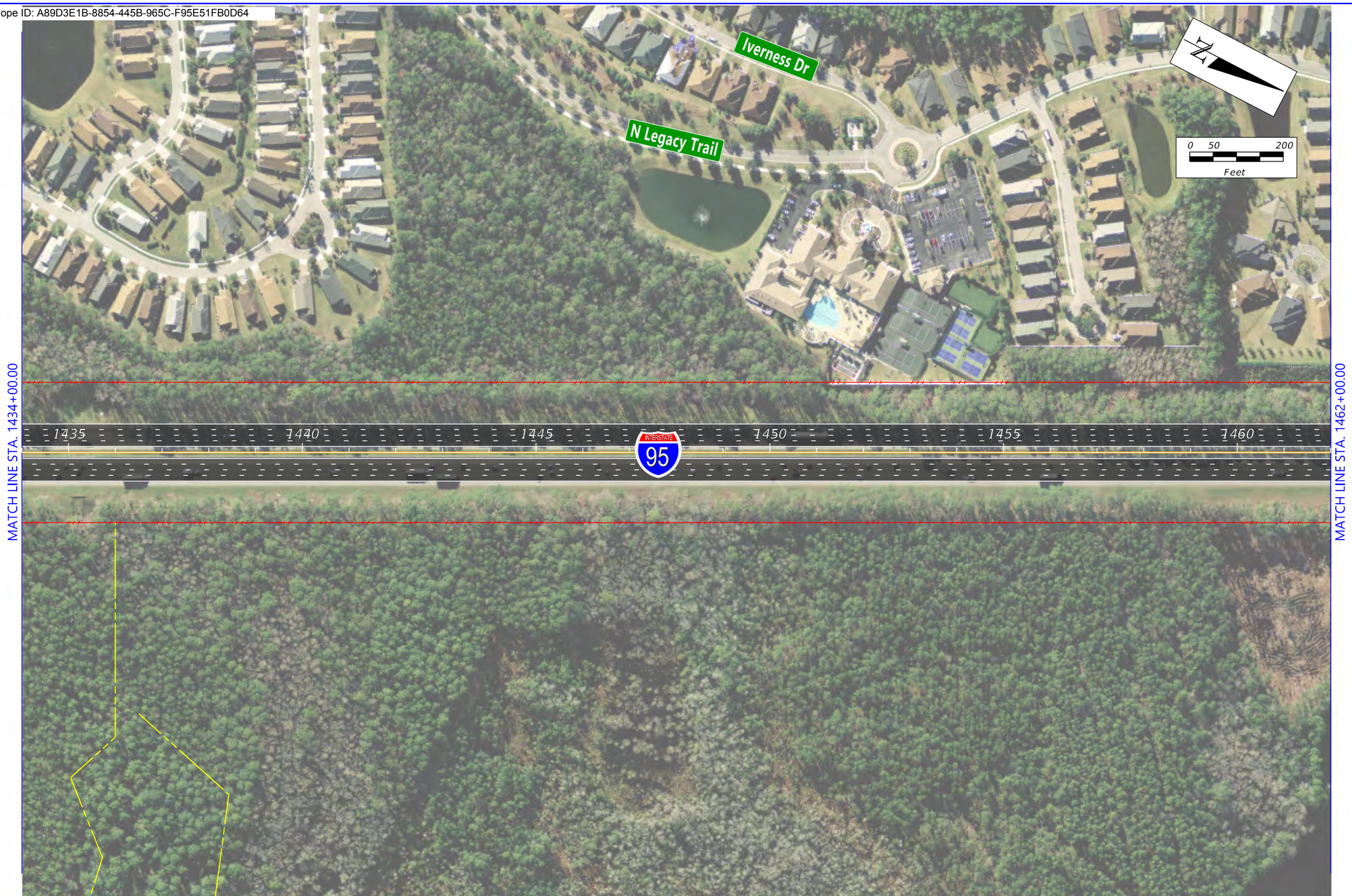

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
4

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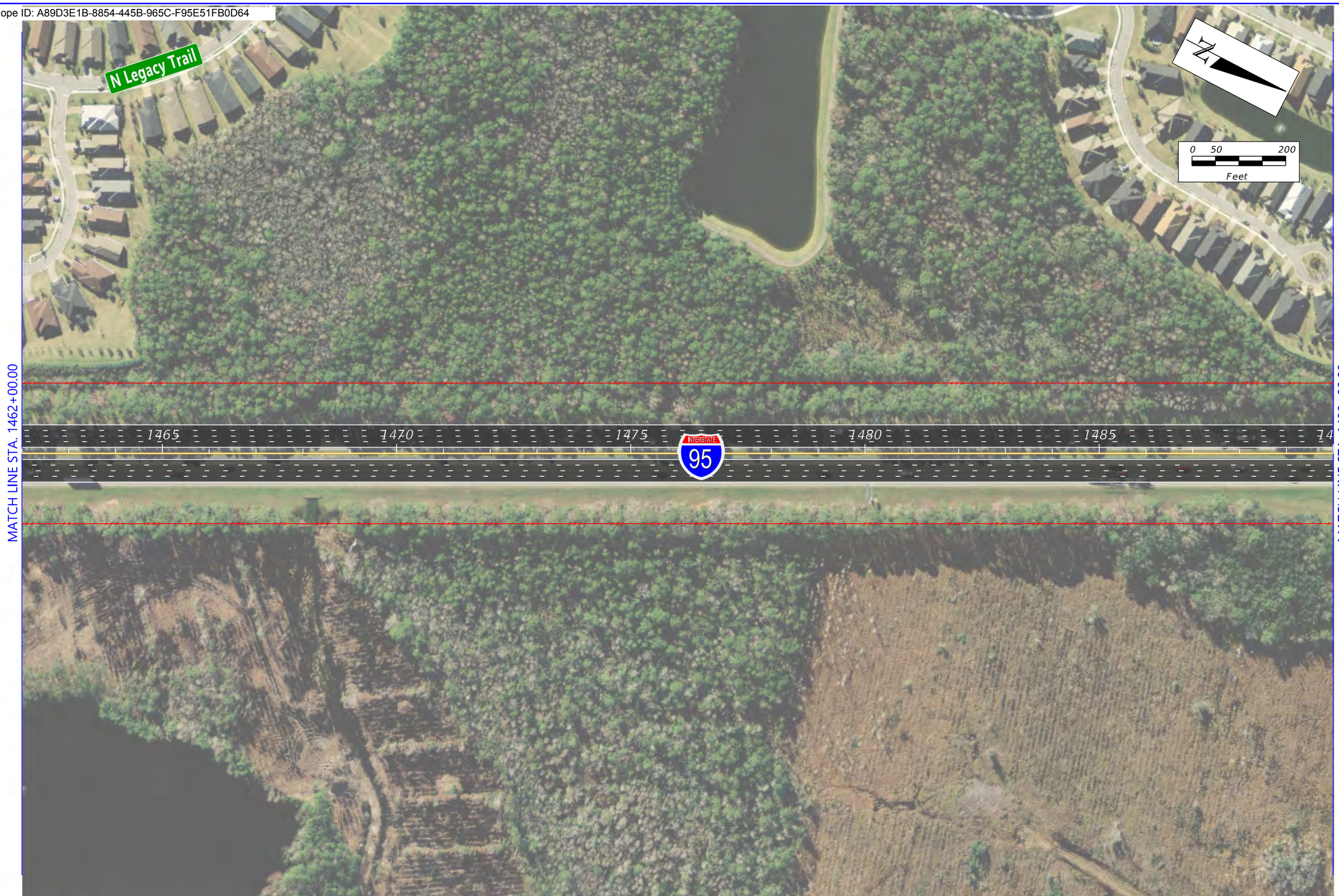

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
5

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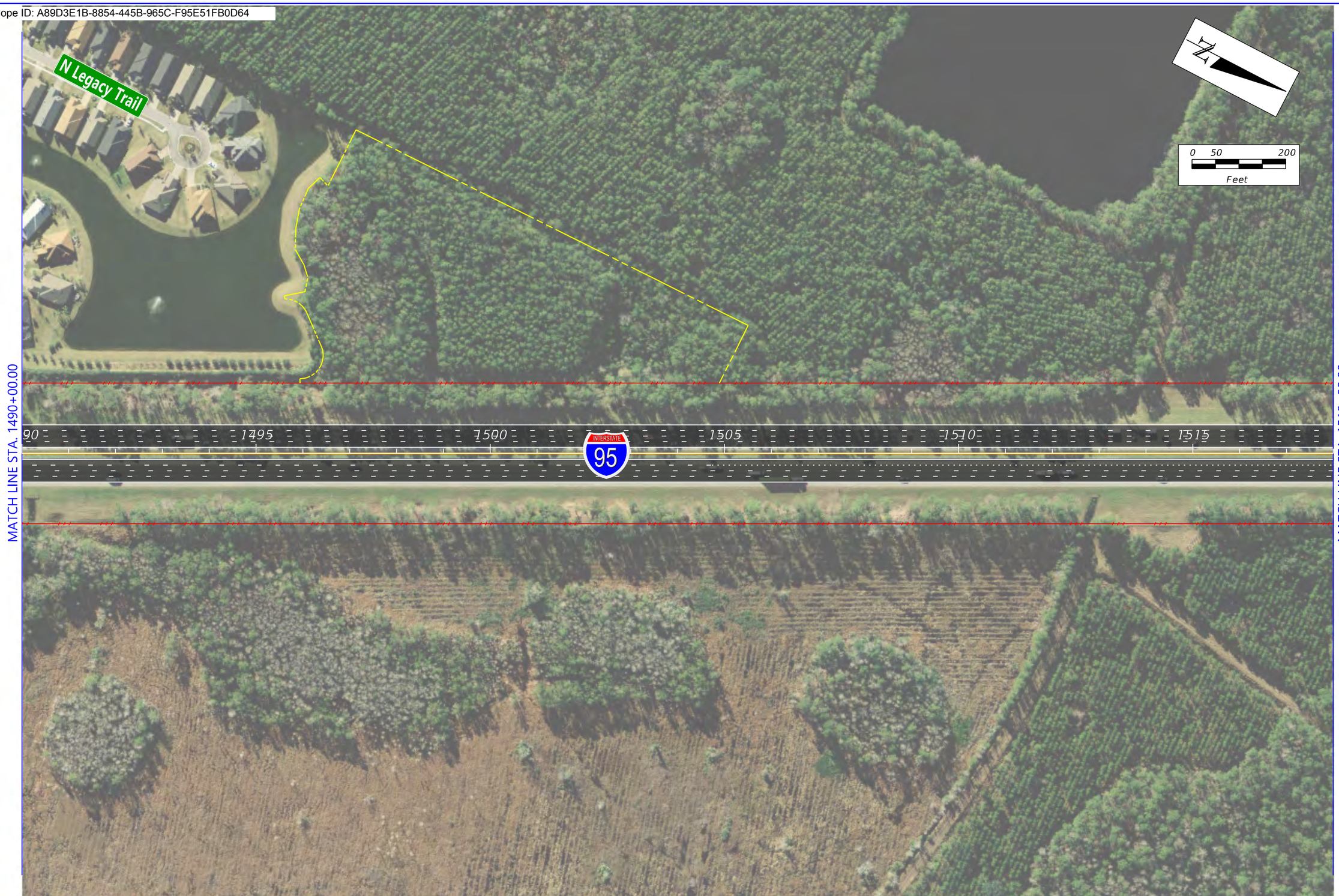

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
6

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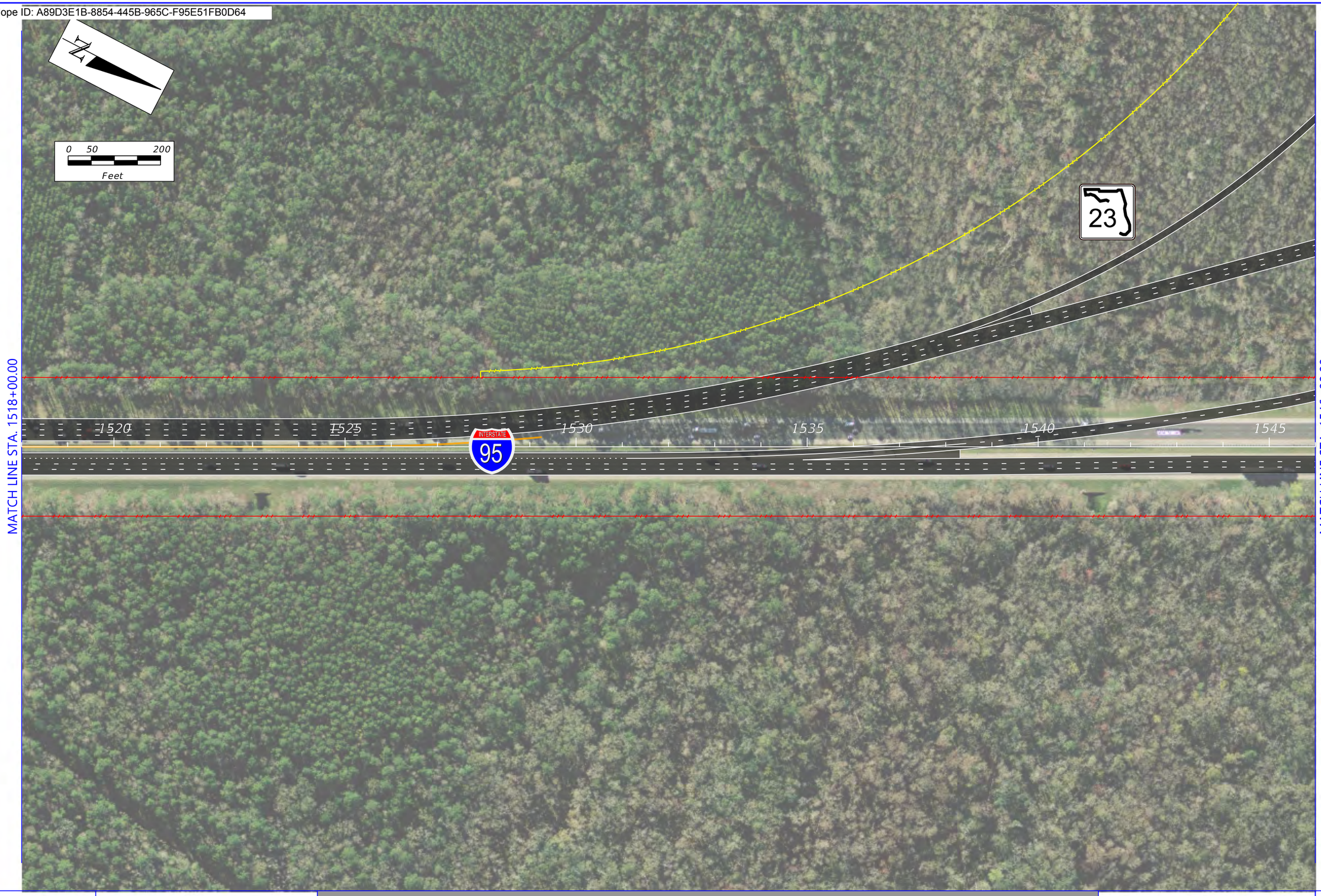

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
7

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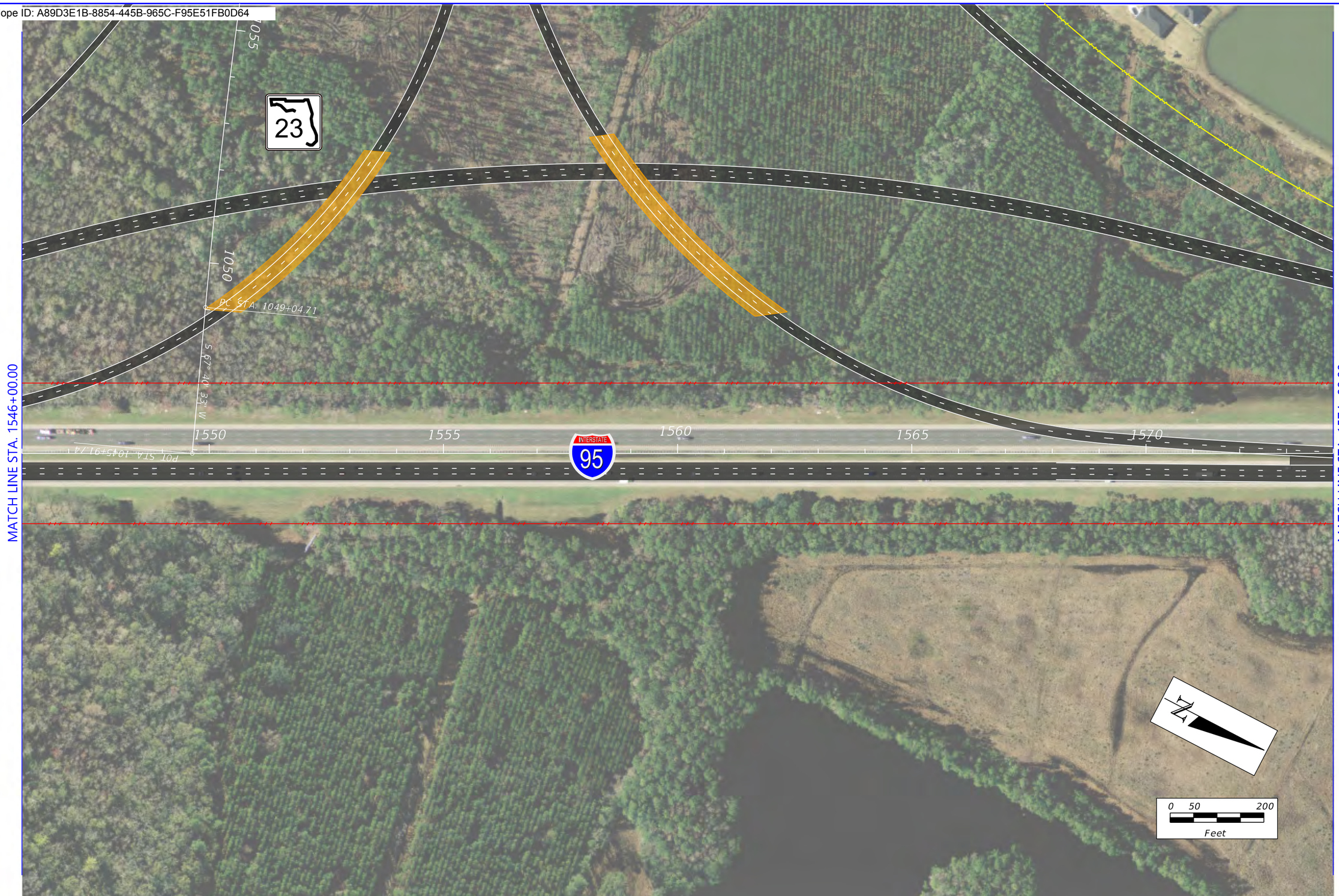

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I-95
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SIMR

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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
8

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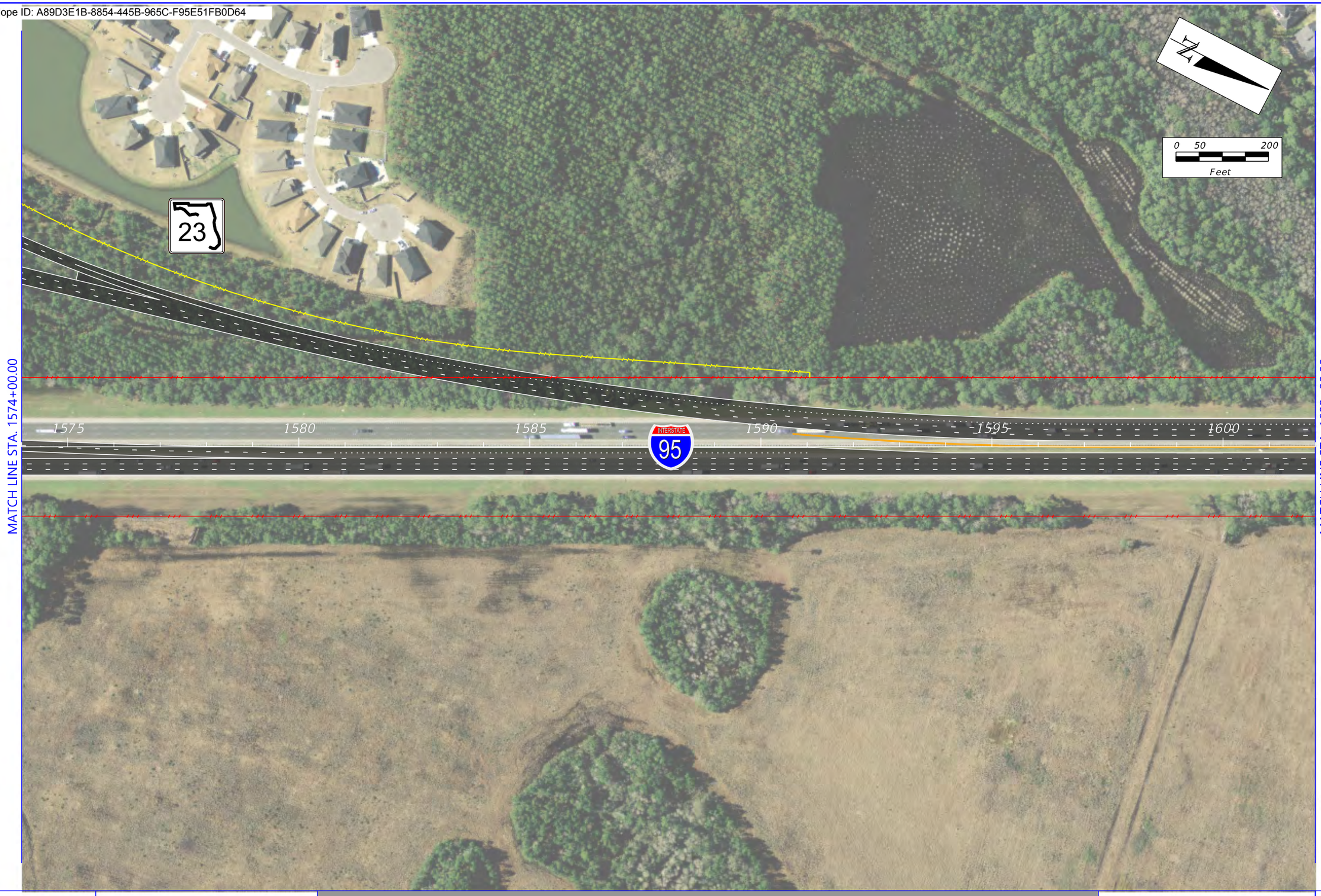

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I-95
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to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
9

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EXISTING RIGHT-OF-WAY
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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
10

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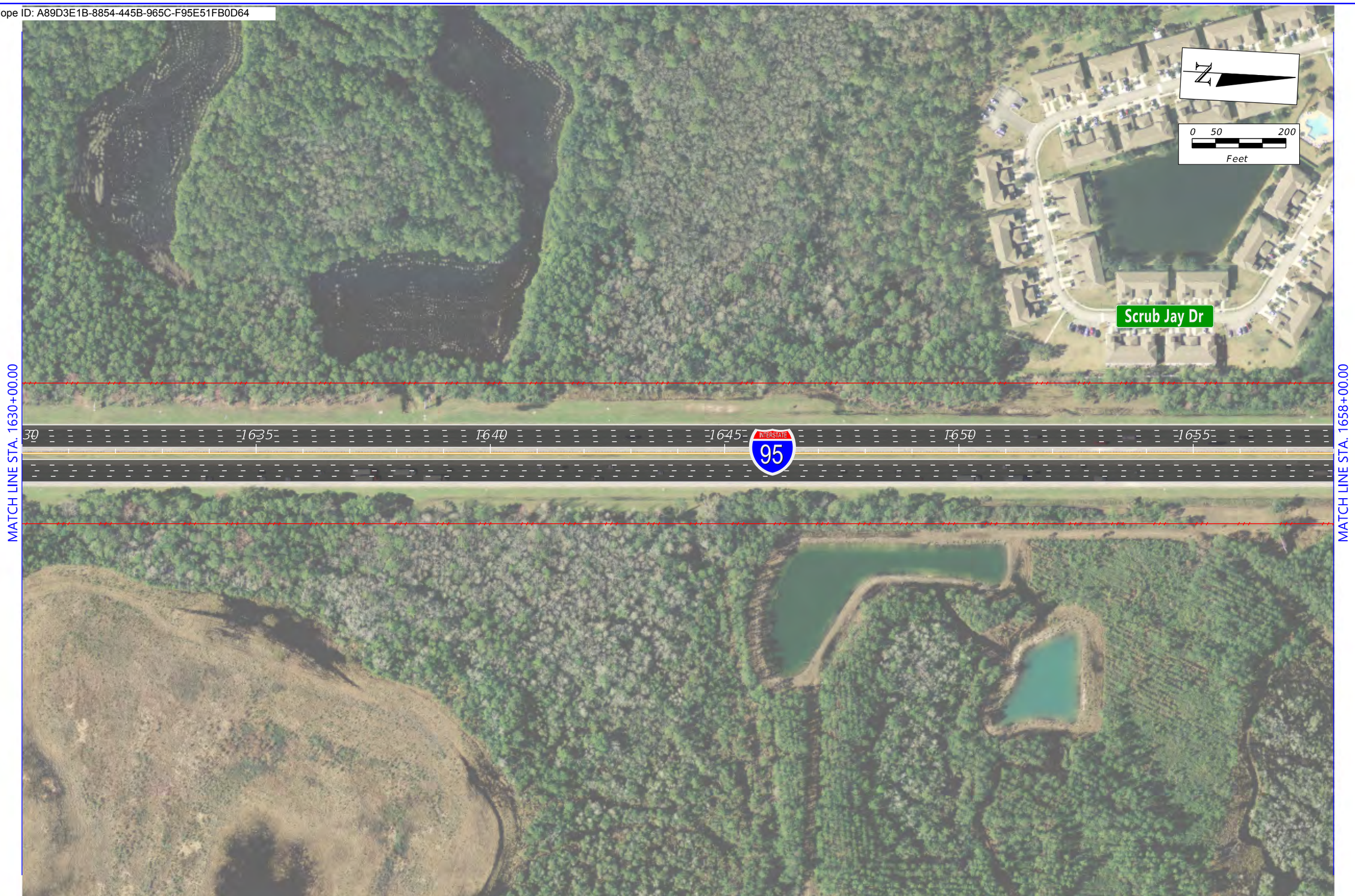

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
11

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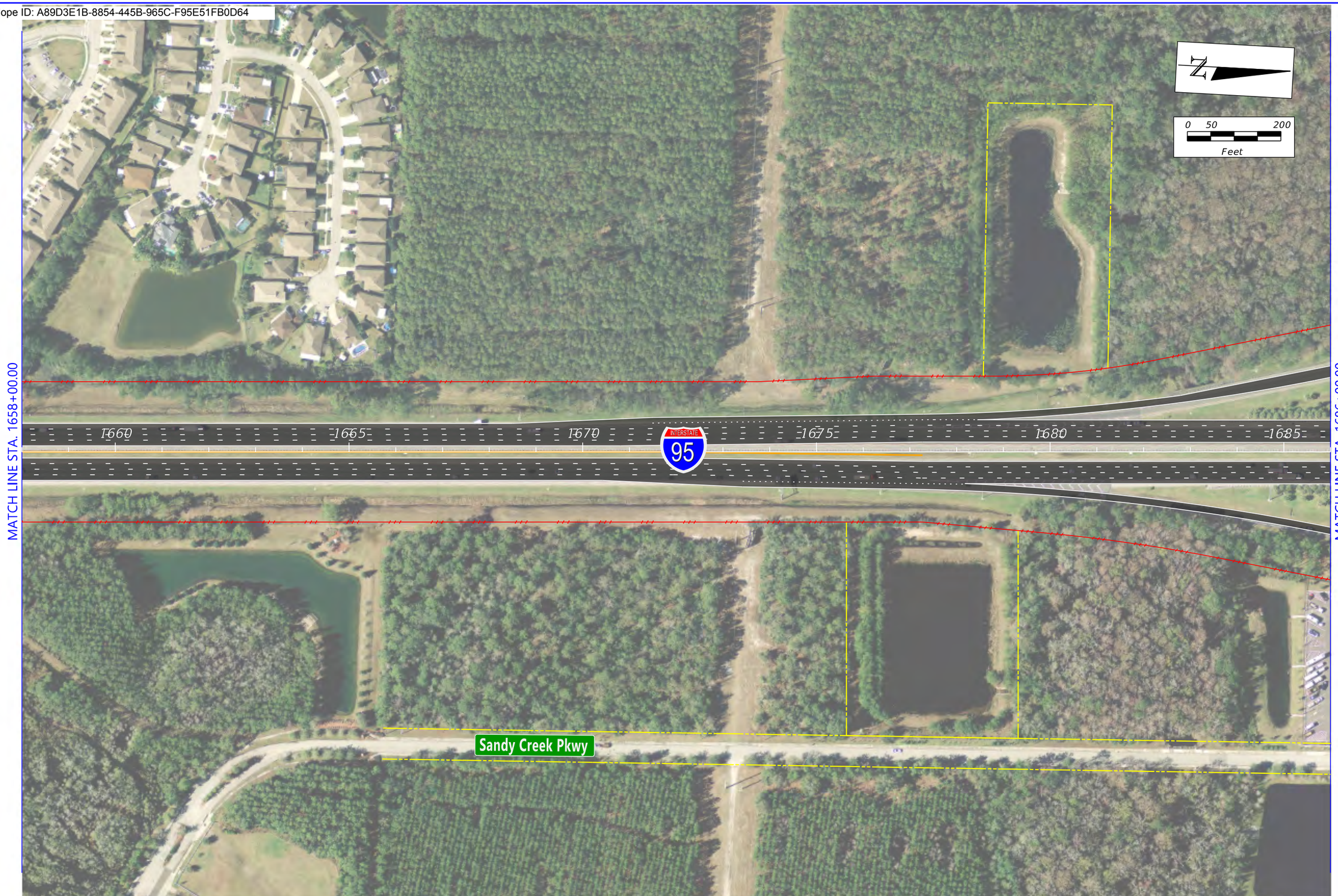

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
12

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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
13

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to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
14

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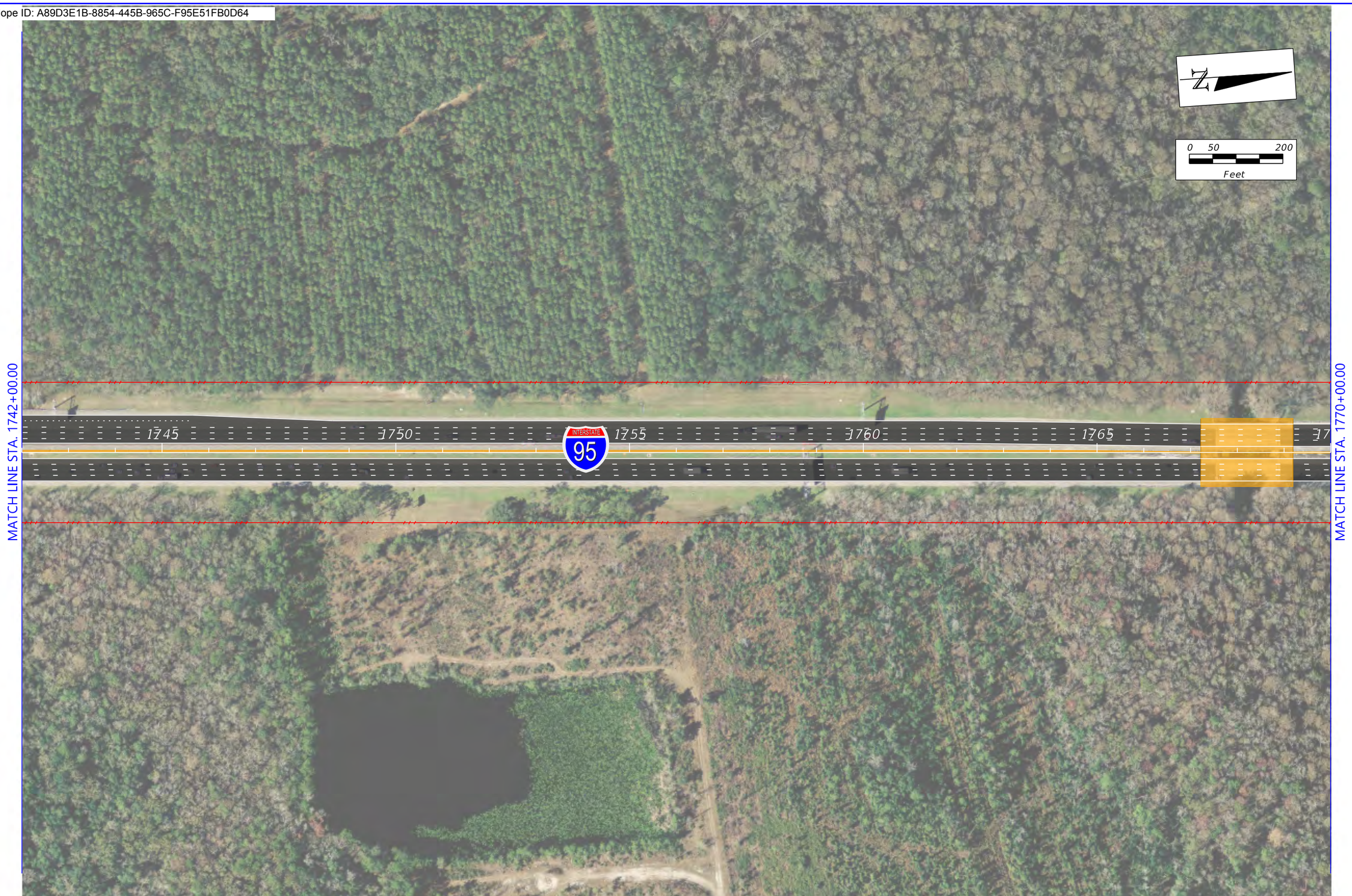

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
15

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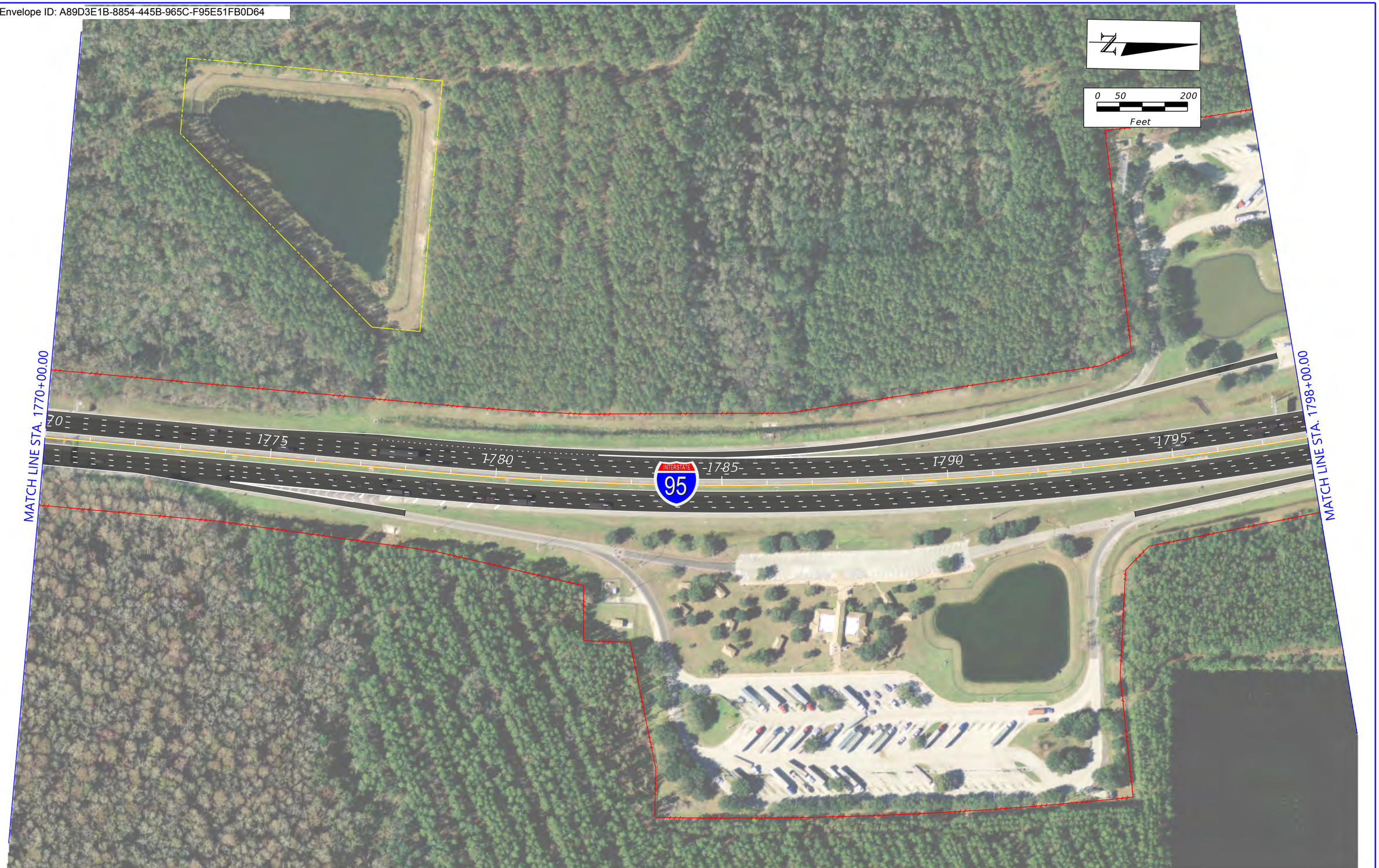

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
16

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to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
17

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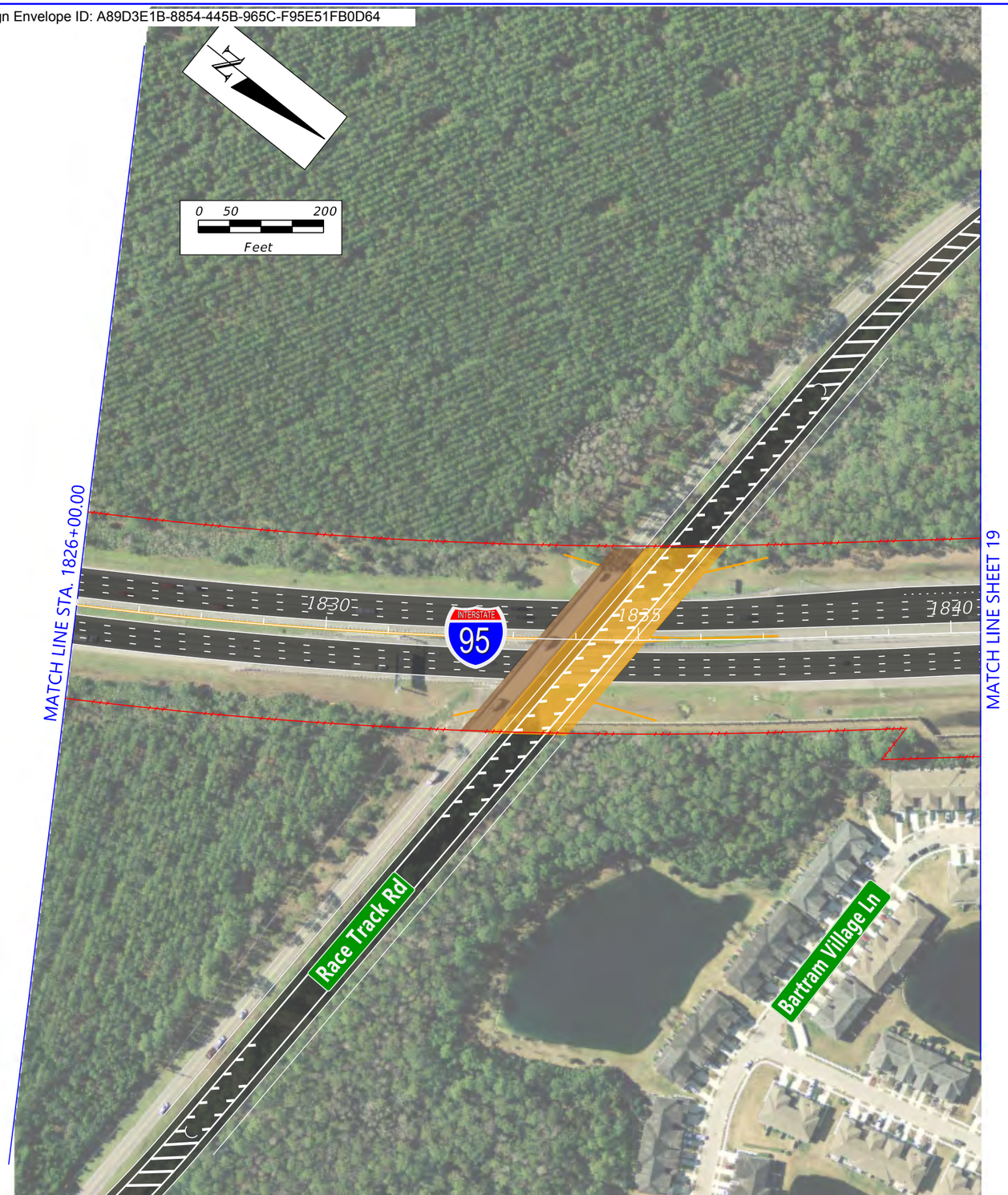

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
18

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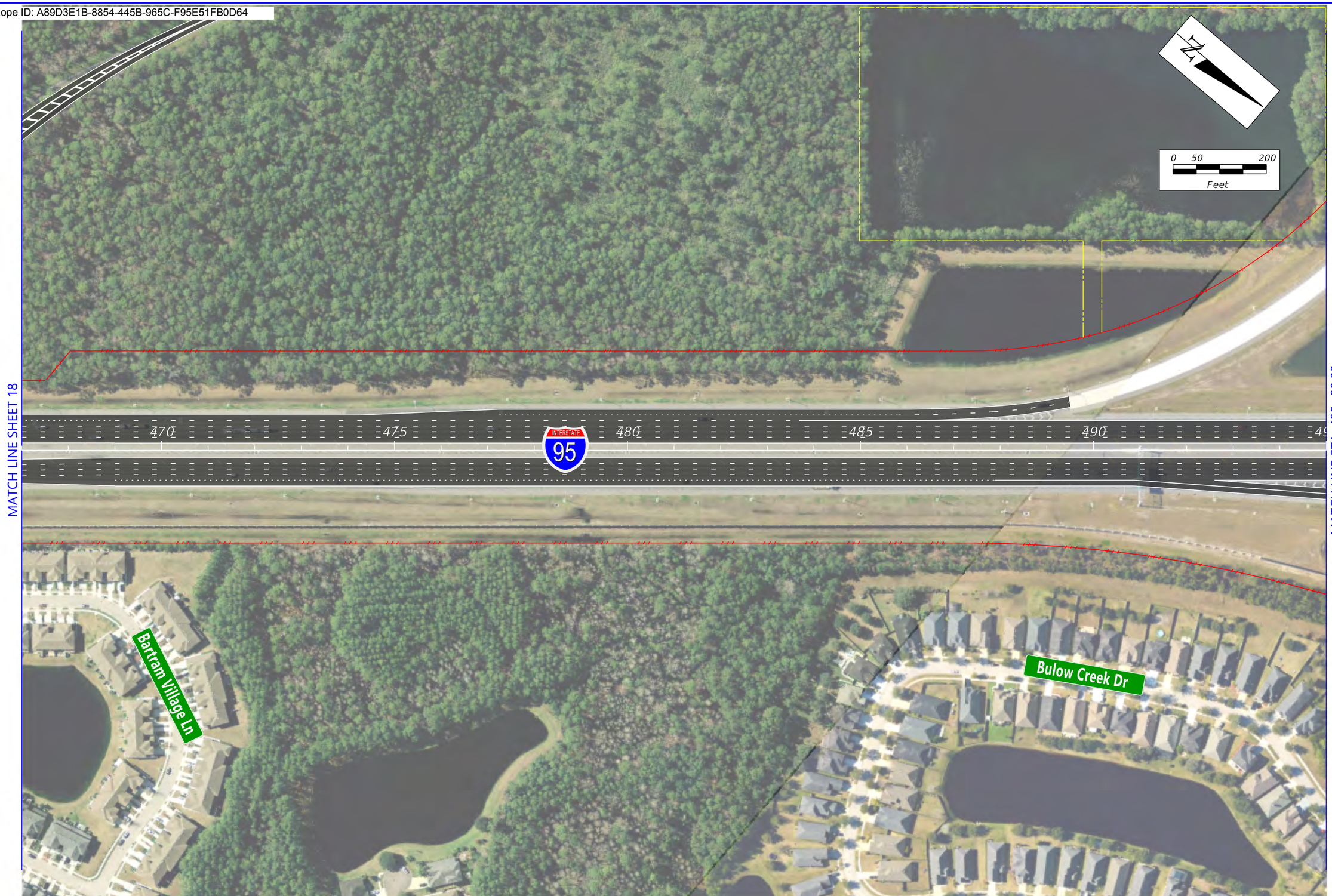

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I-95
(International Golf Parkway
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SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
19

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SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
20

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EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
21

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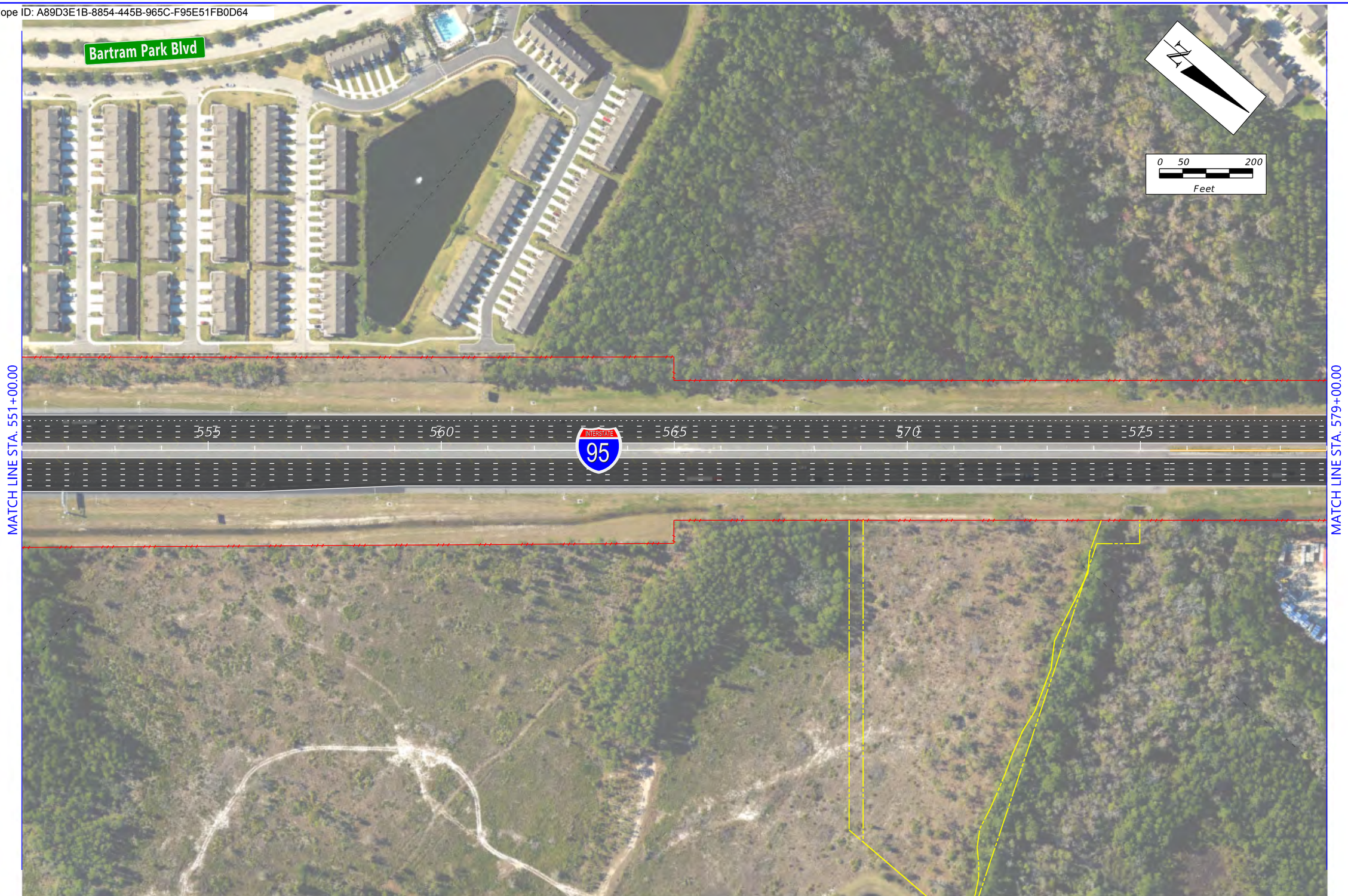

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I-95
(International Golf Parkway
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SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
22

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SIMR

EXISTING RIGHT-OF-WAY
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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
23

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SIMR

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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
24

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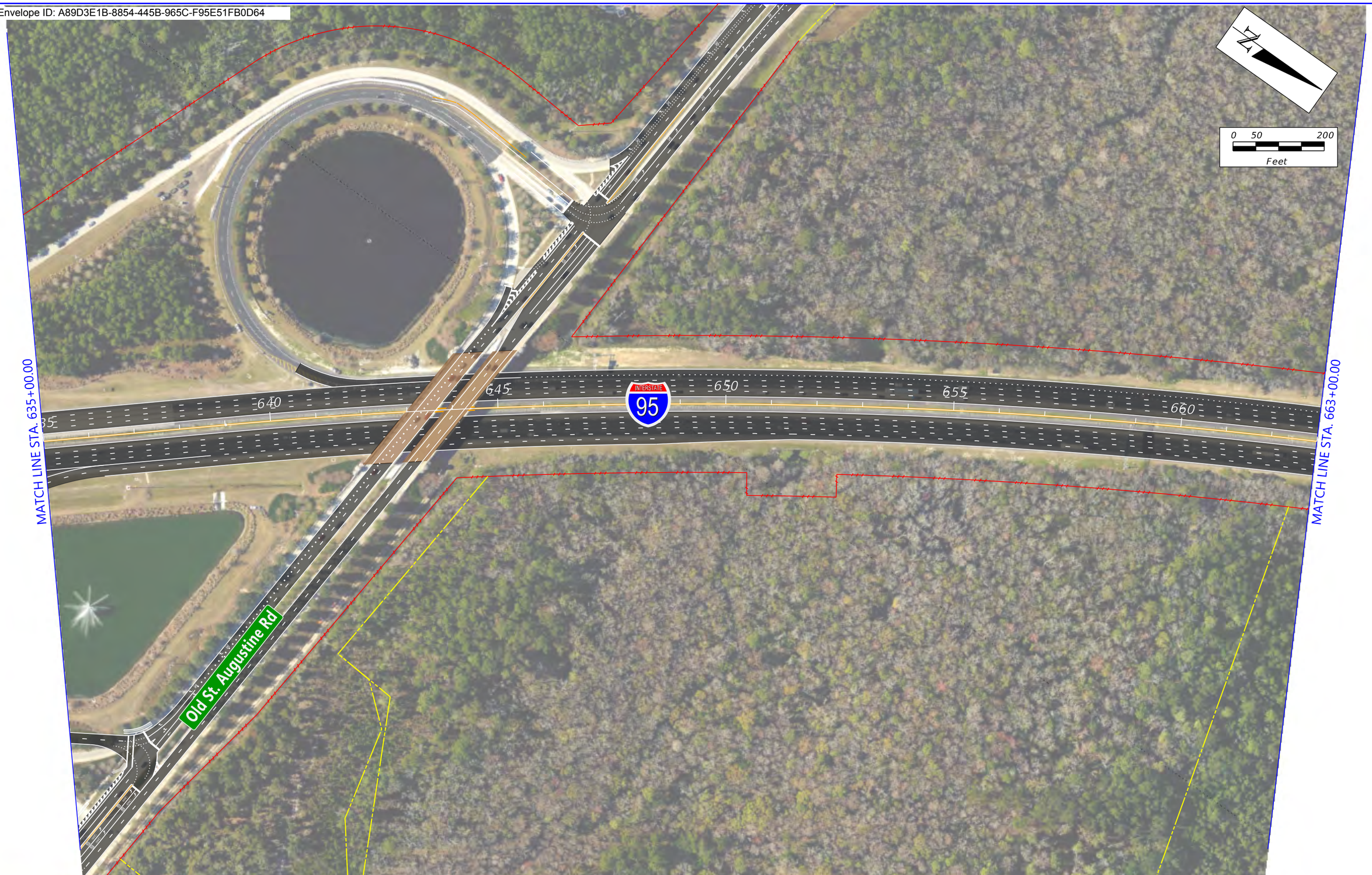

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I-95
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SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
25

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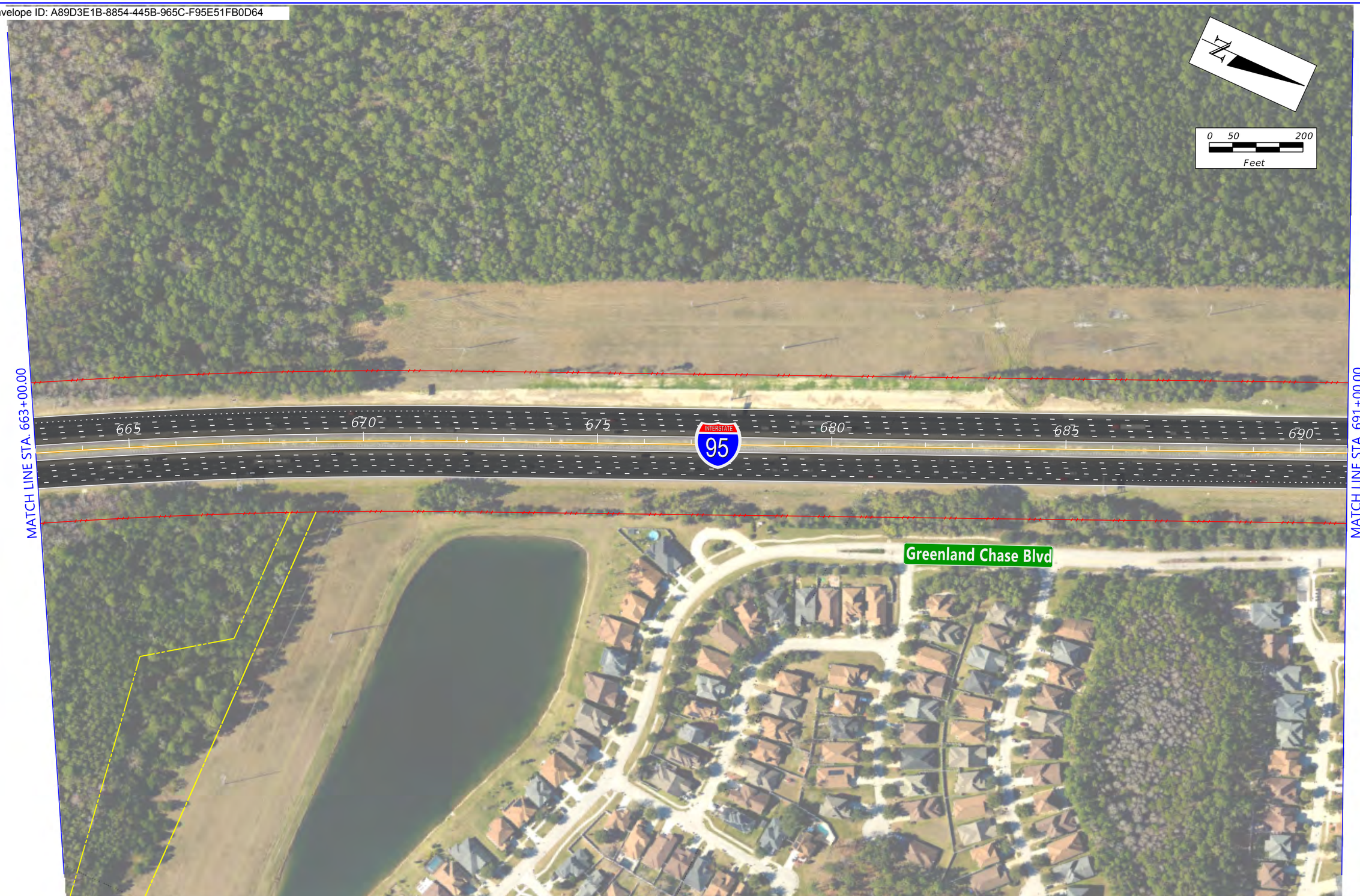

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I-95
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SIMR

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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

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26

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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

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27

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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

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28

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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
29

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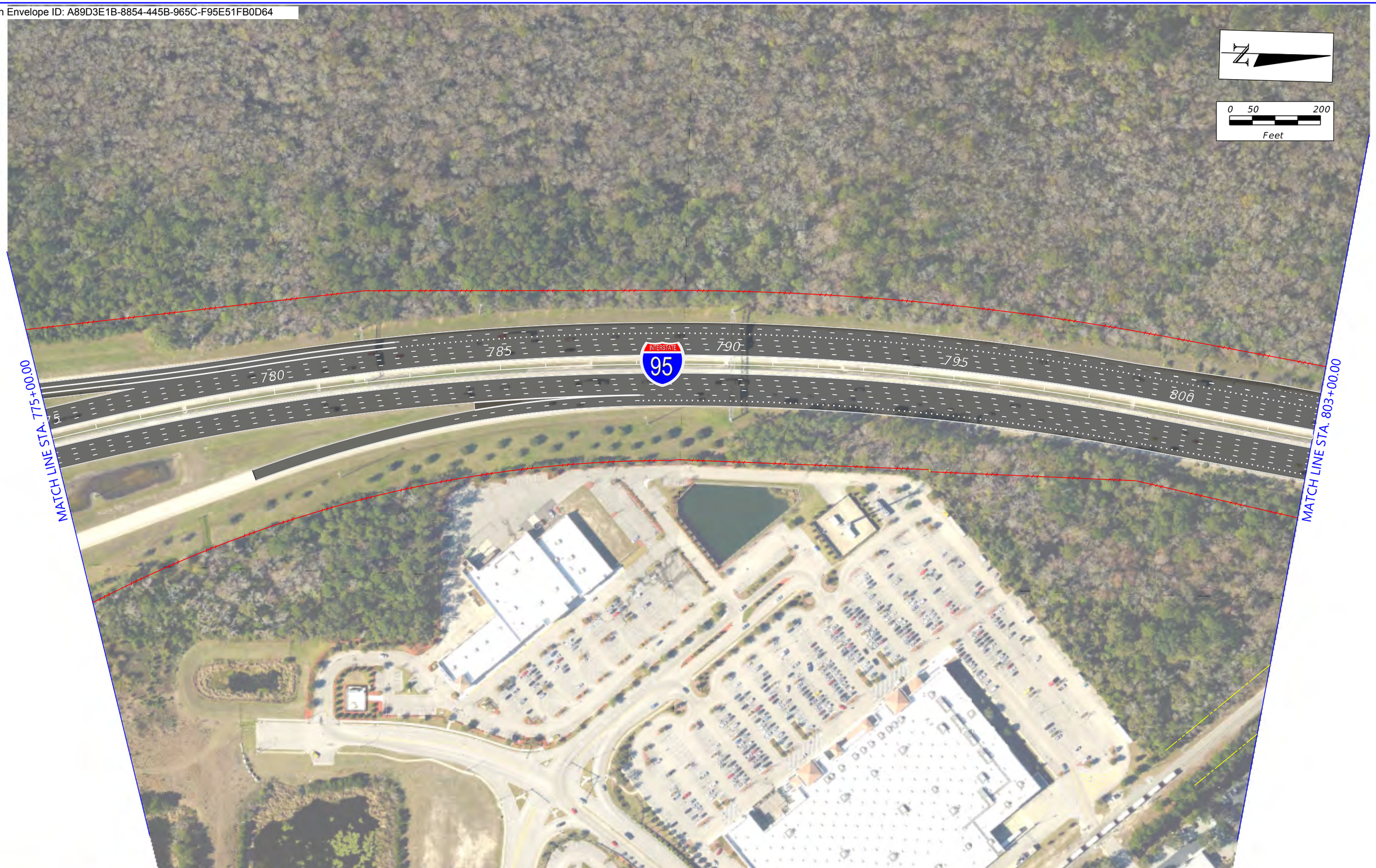

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I-95
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SIMR

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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
30

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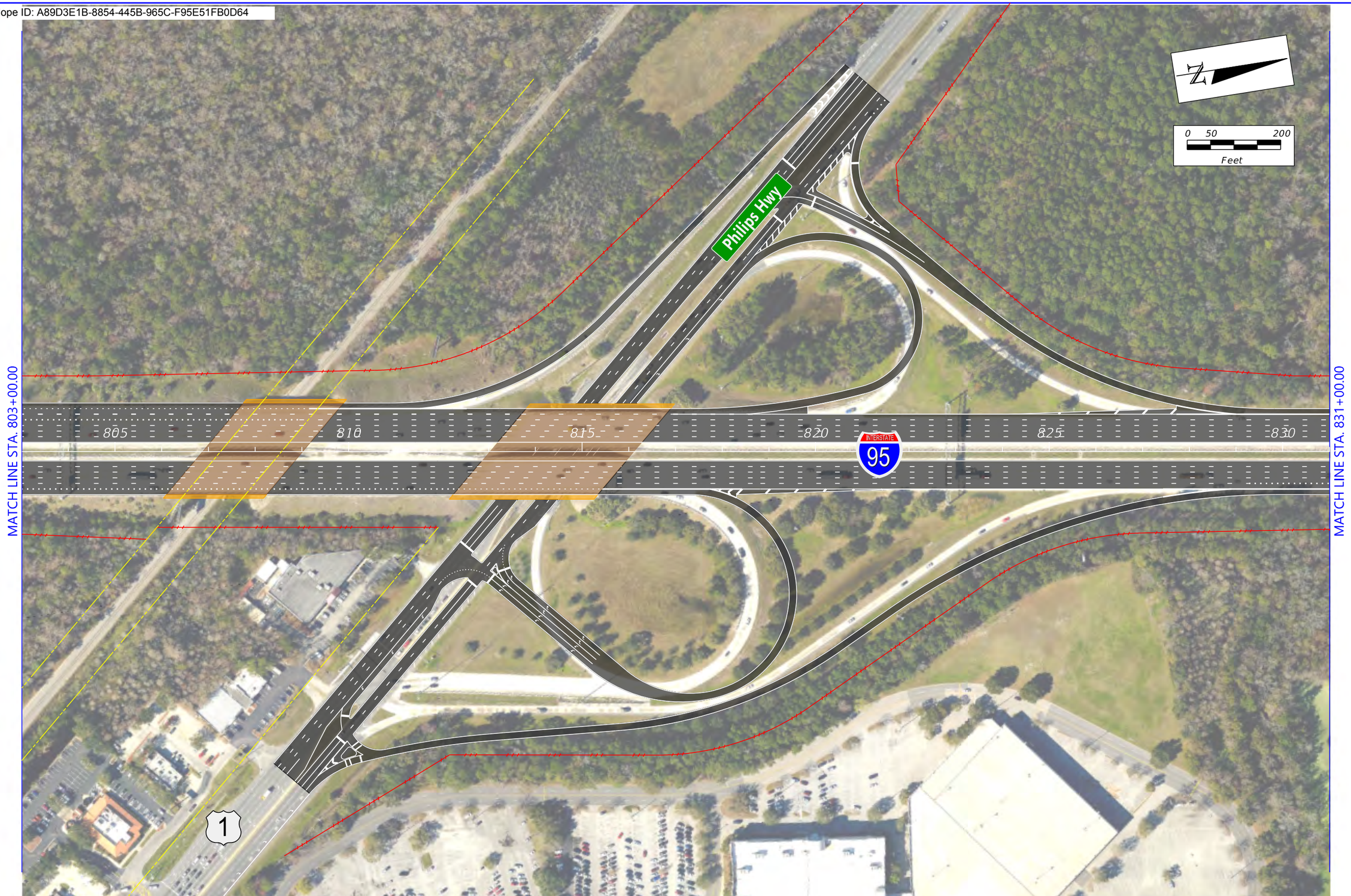

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to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
32

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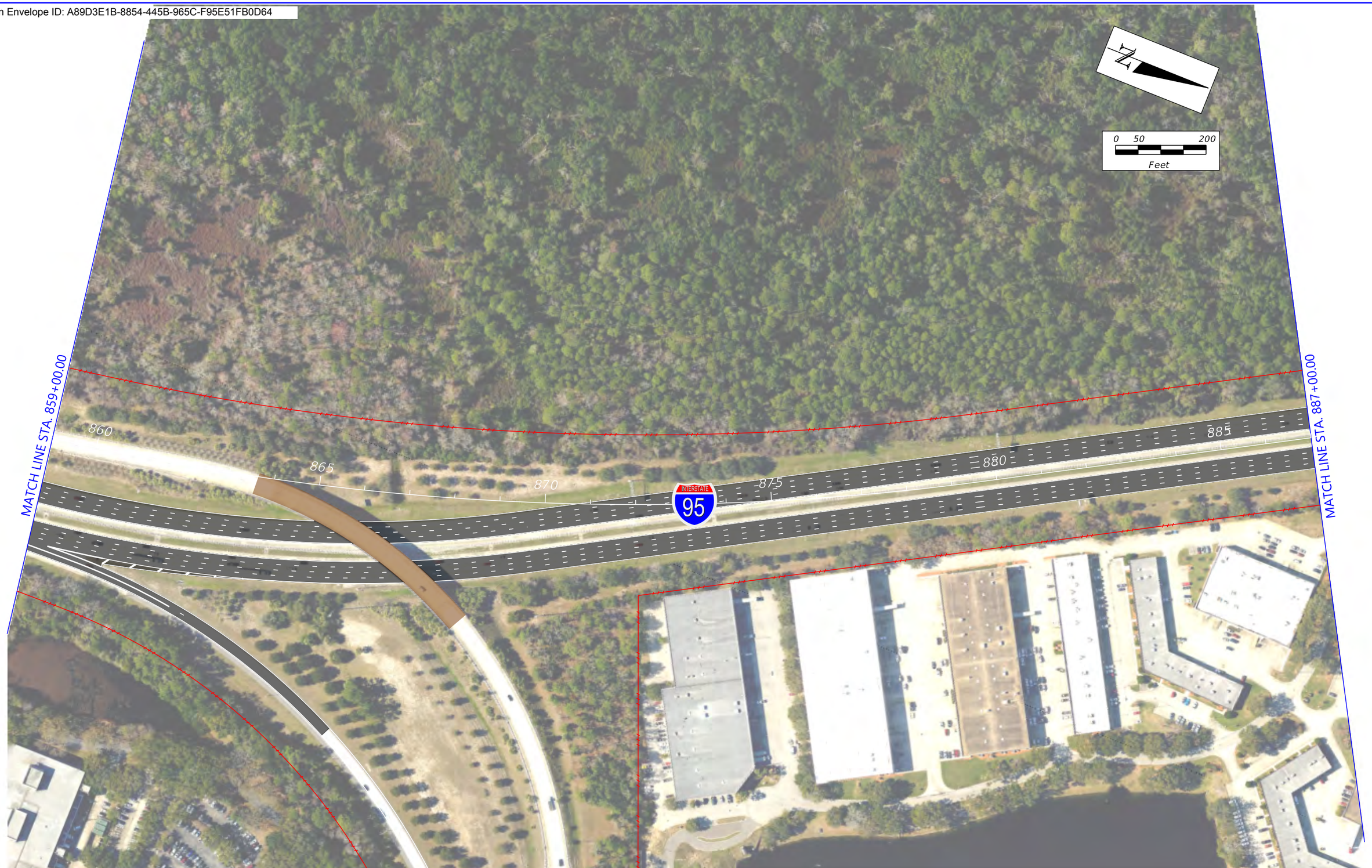

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
33

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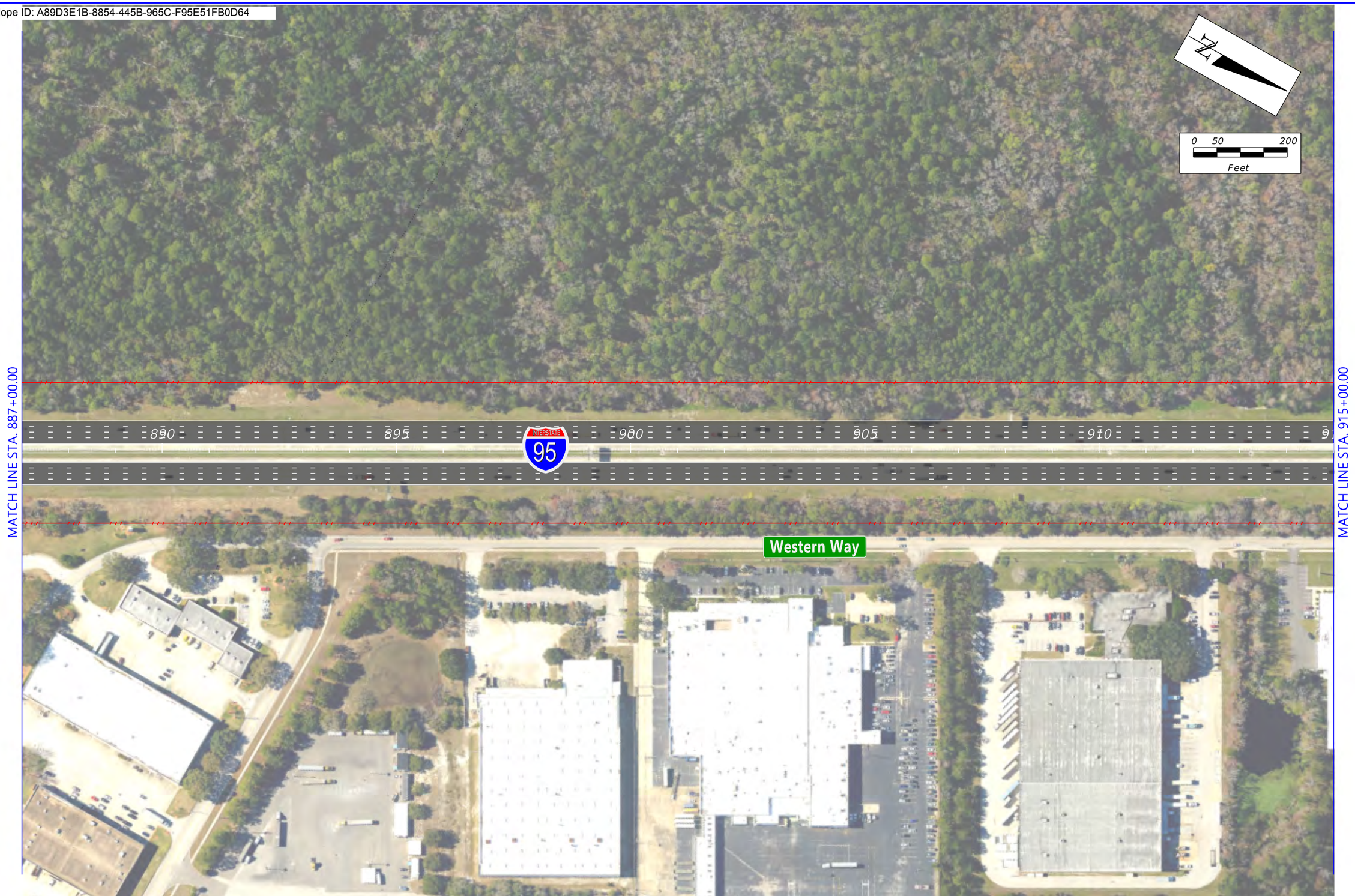

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
34

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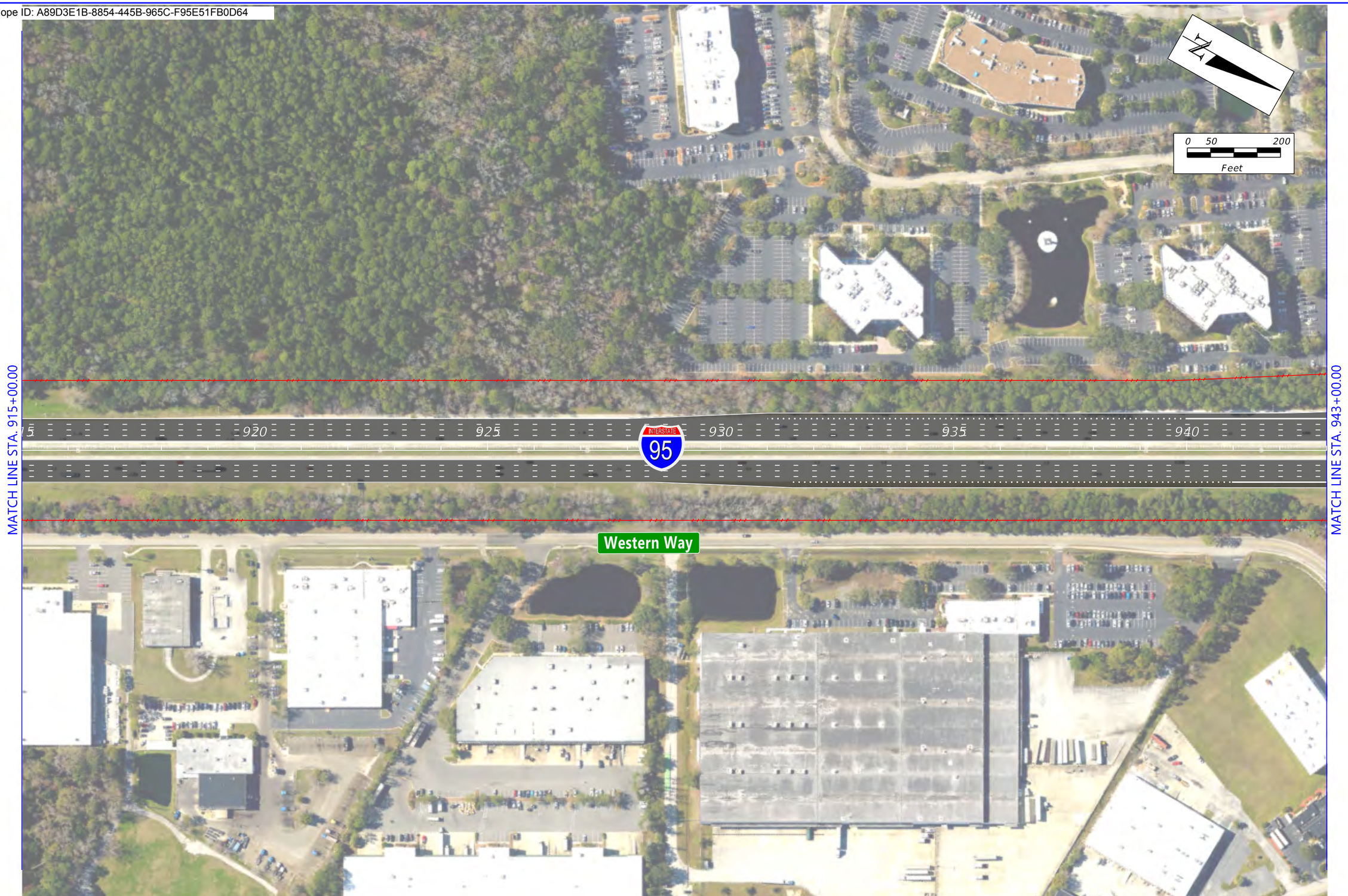

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
35

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
36

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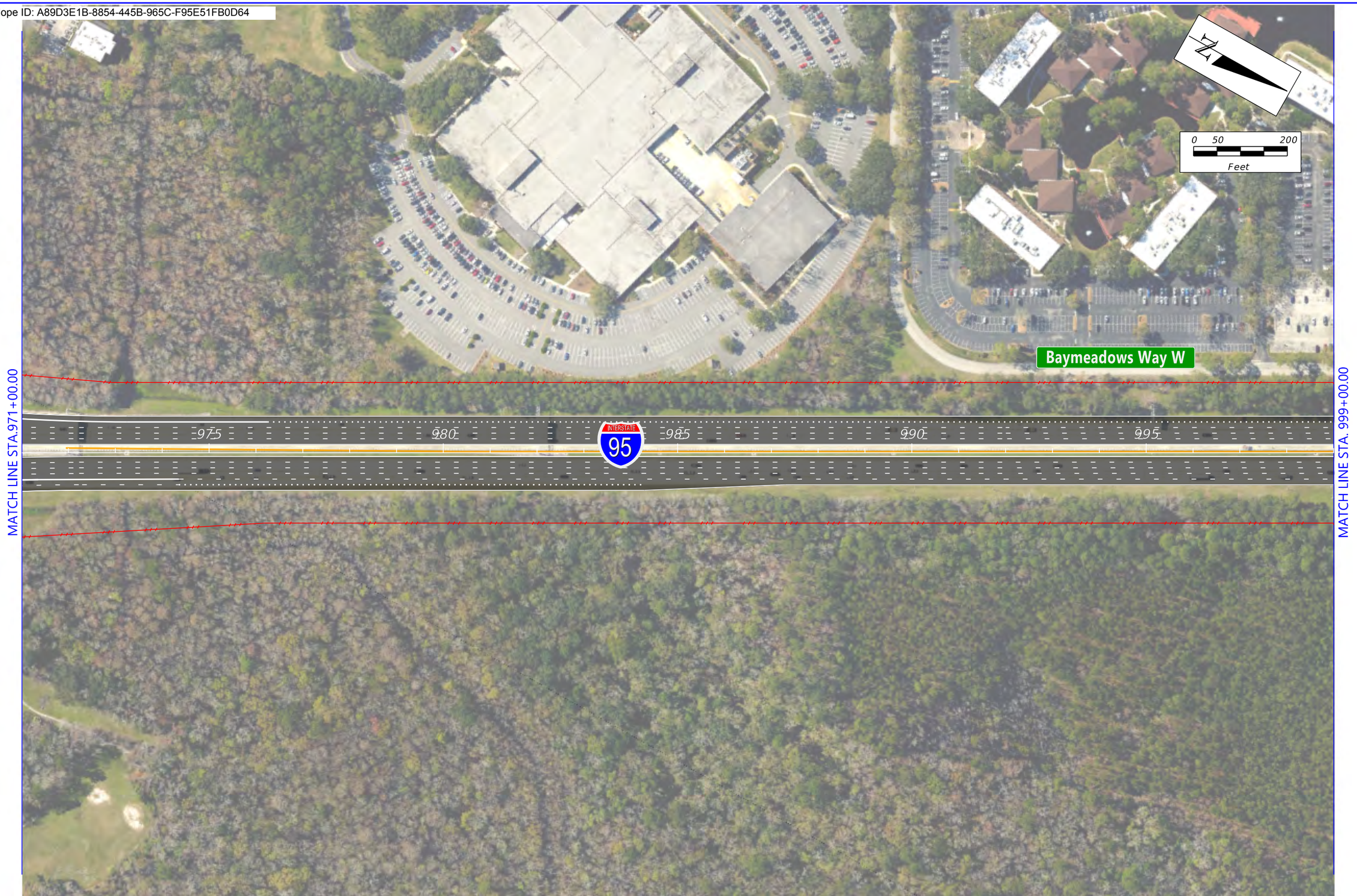

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
37

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
38

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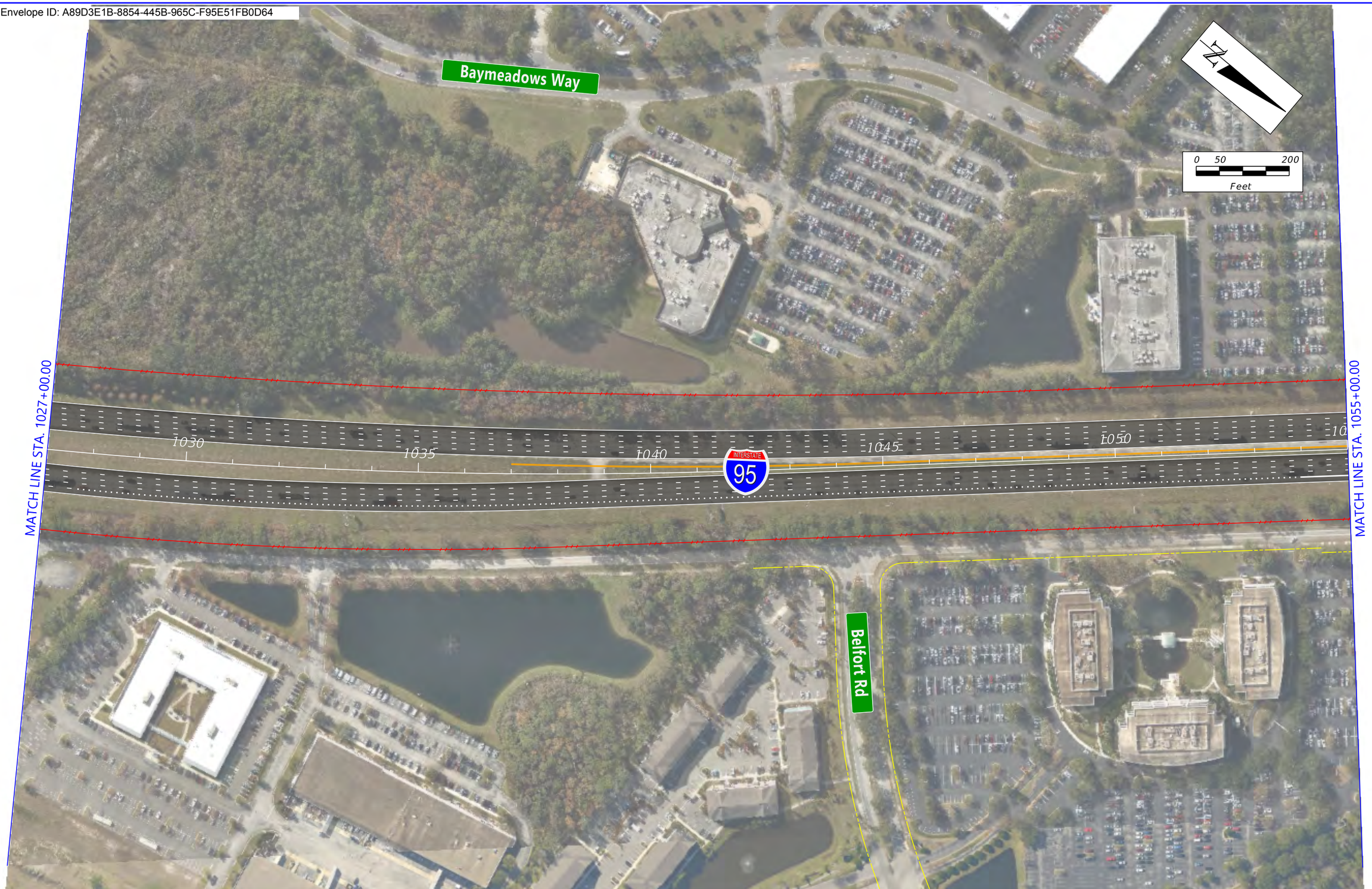

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
39

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SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
40

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
41

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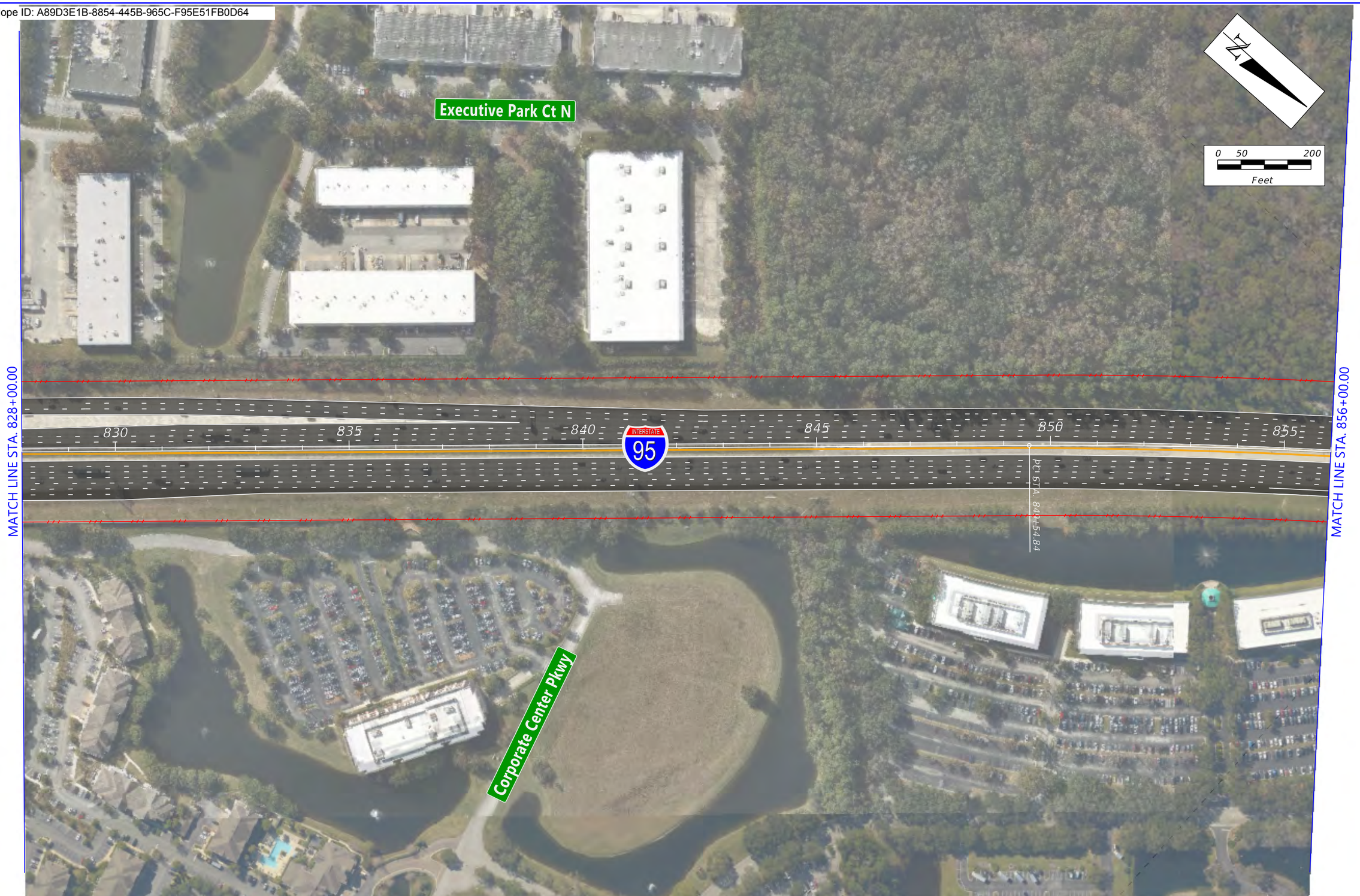

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
42

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
43

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
44

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
45

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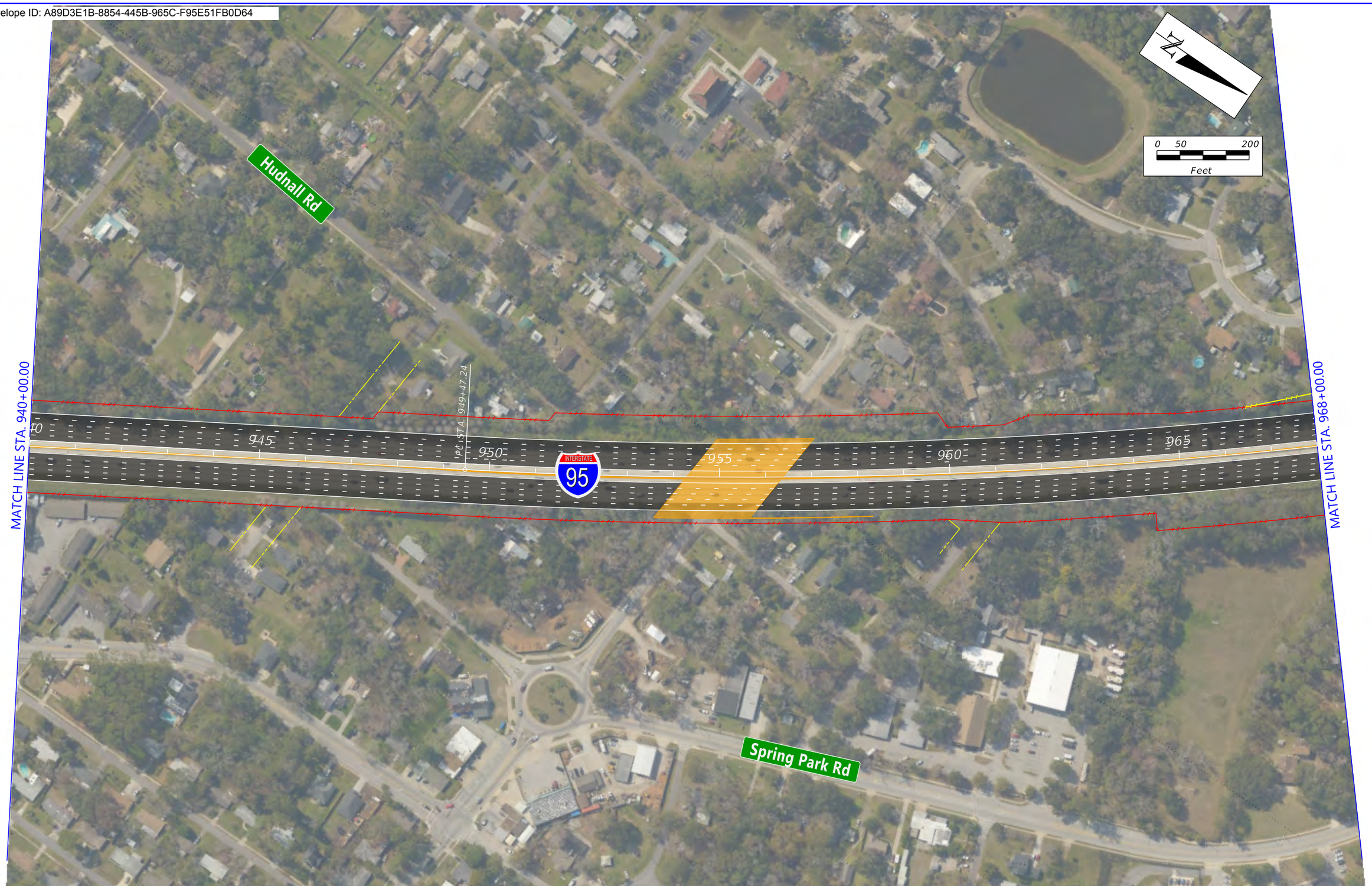

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
46

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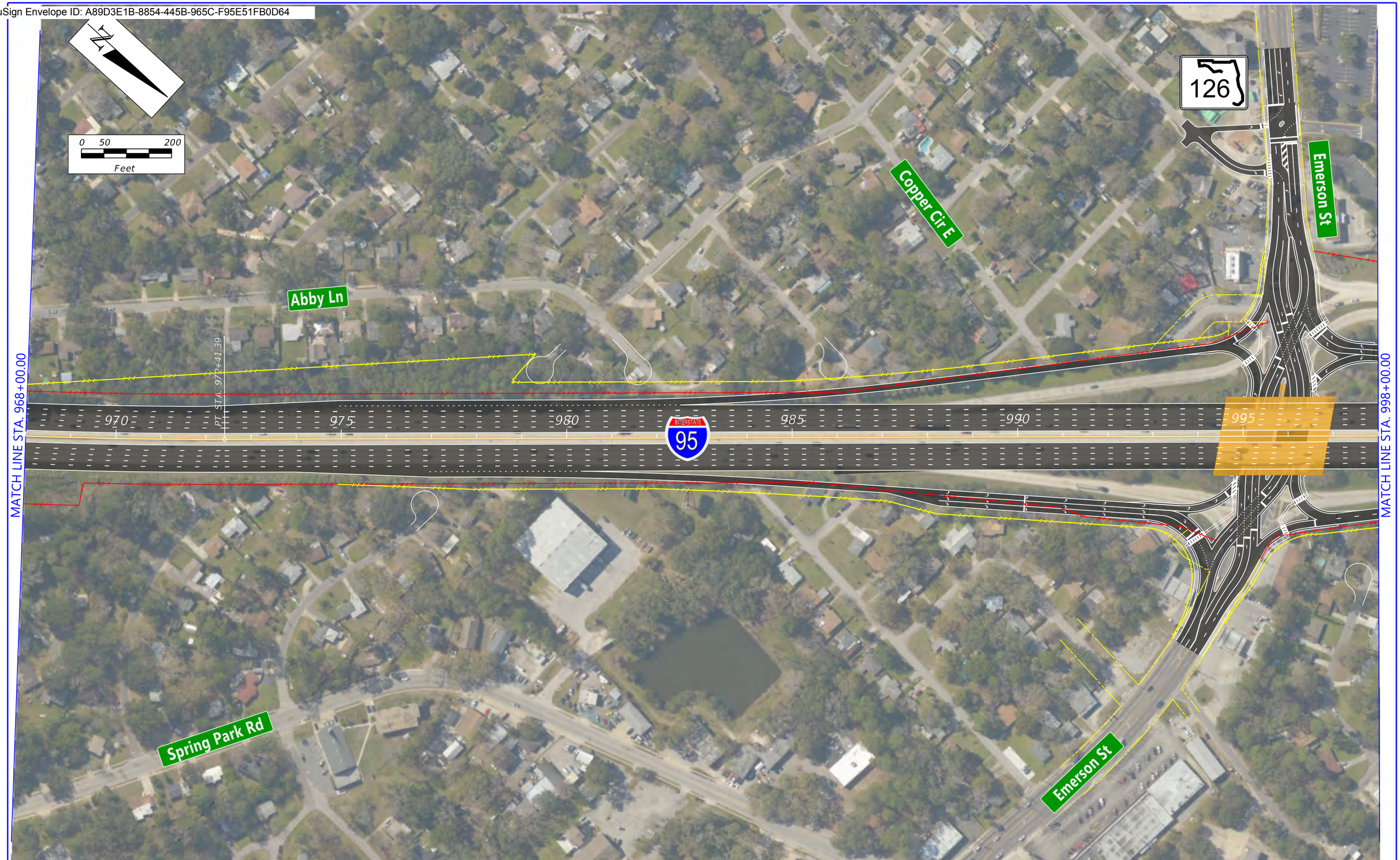

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
47

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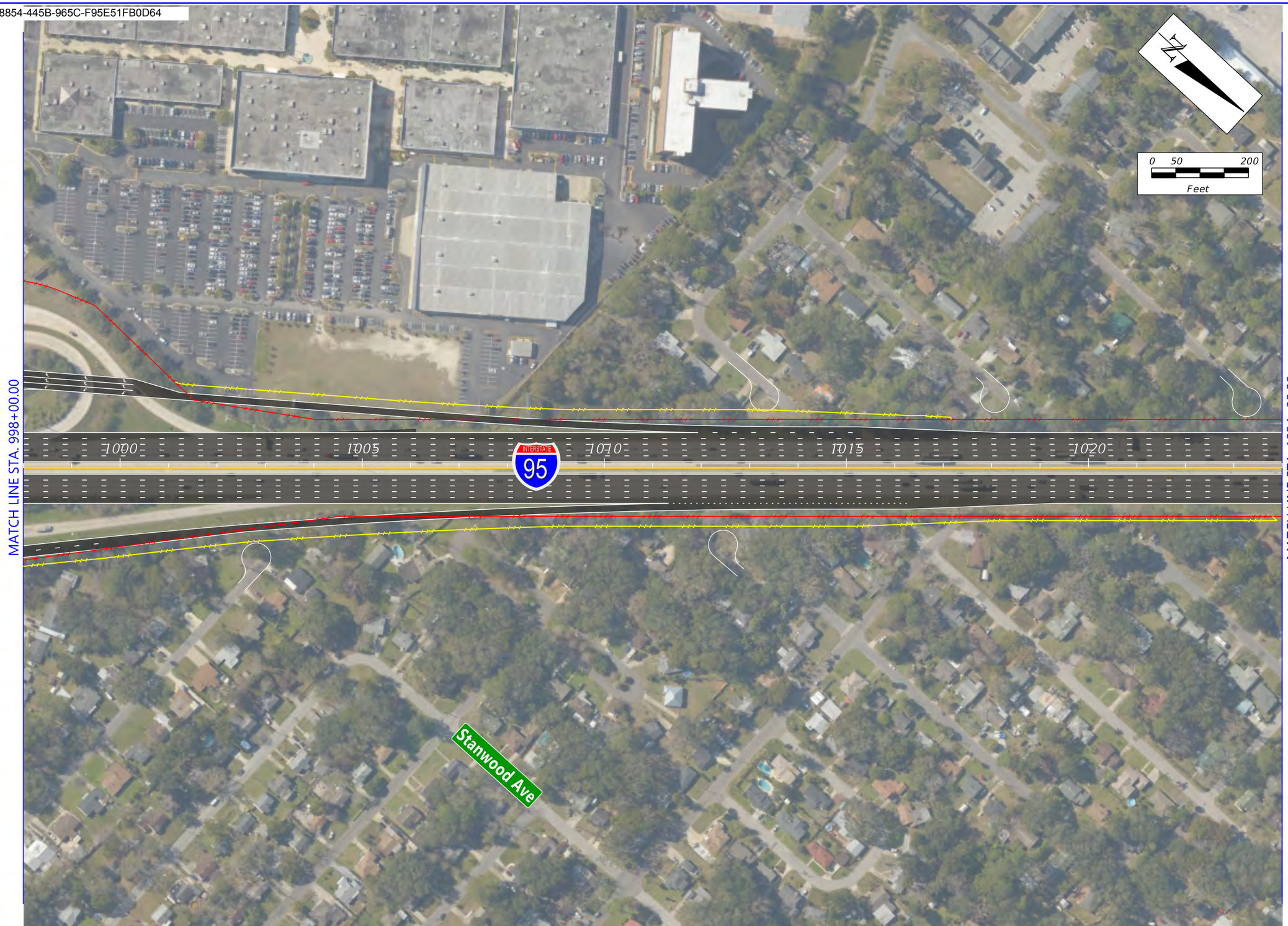

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
48

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
49

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
50

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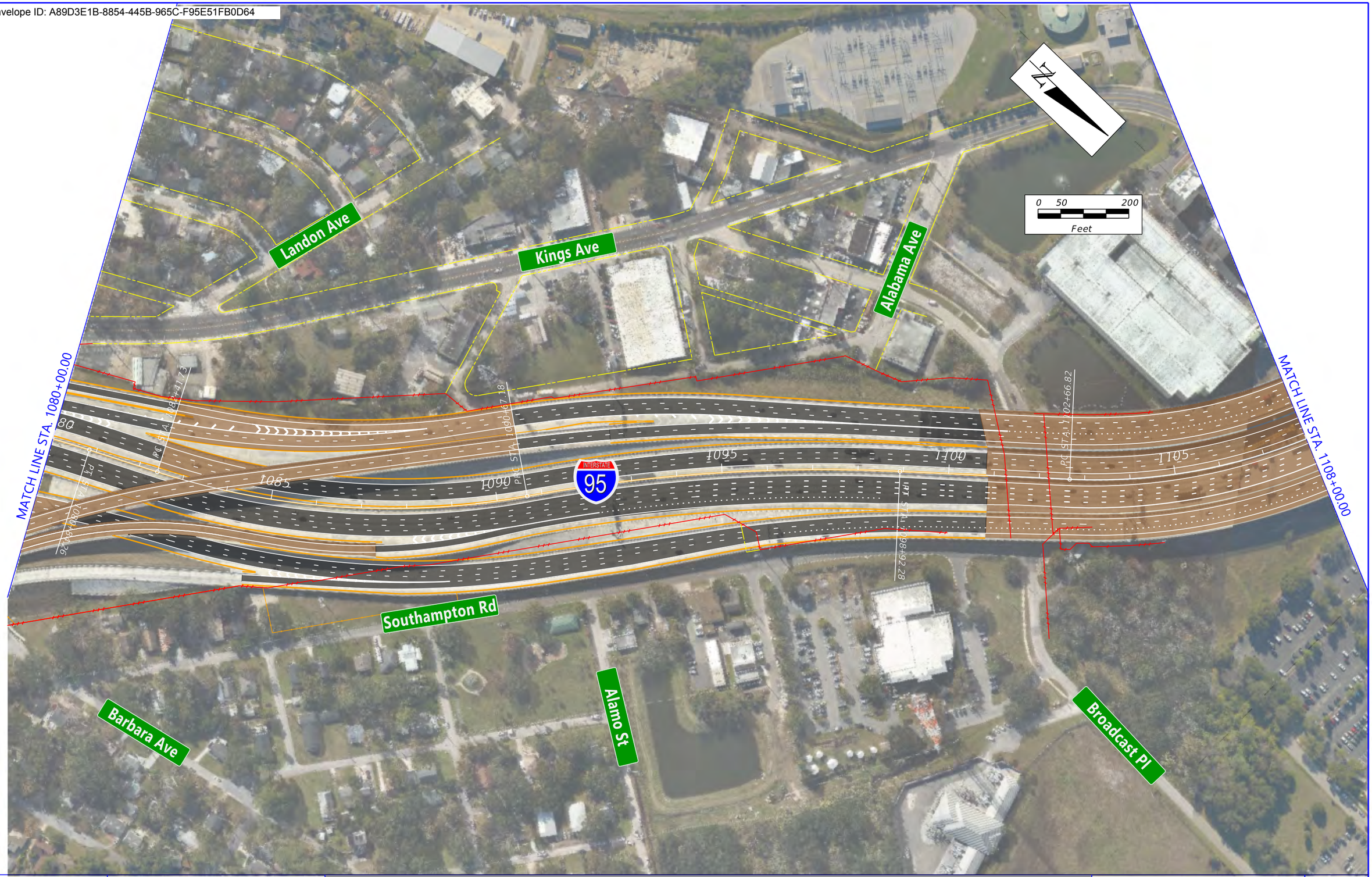

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
52

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
53

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
54

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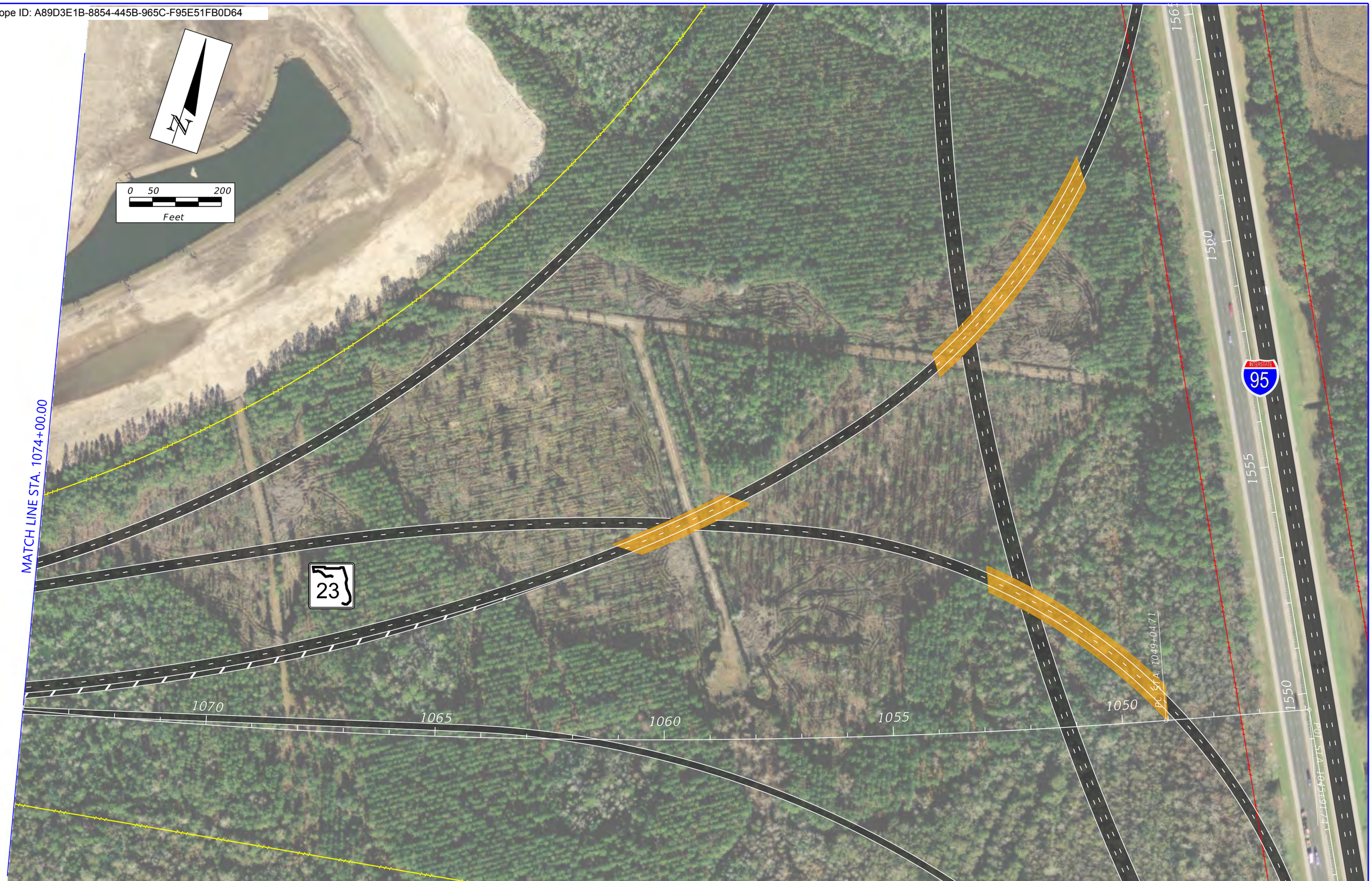

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
55

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
56

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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
57

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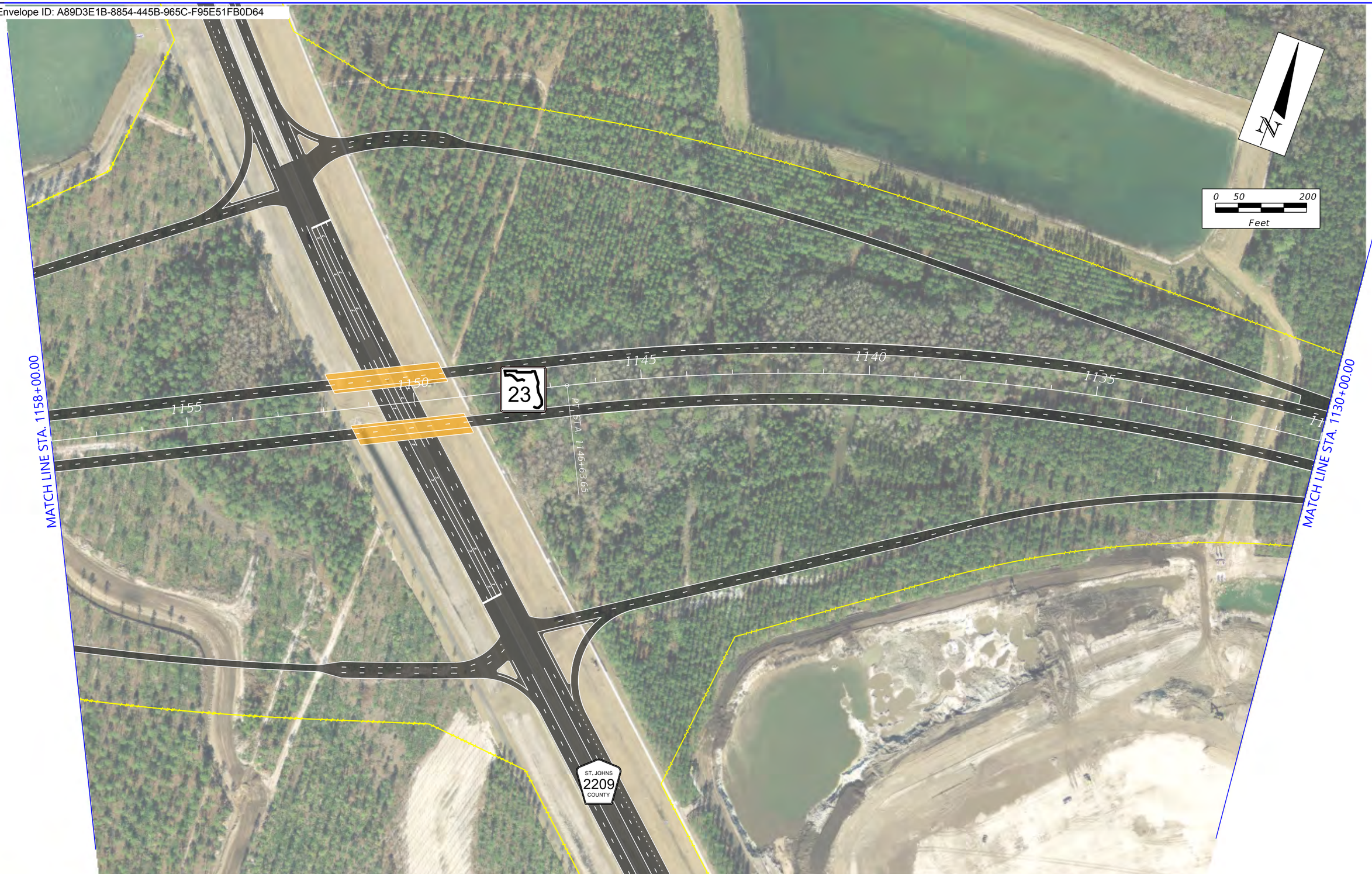

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
58

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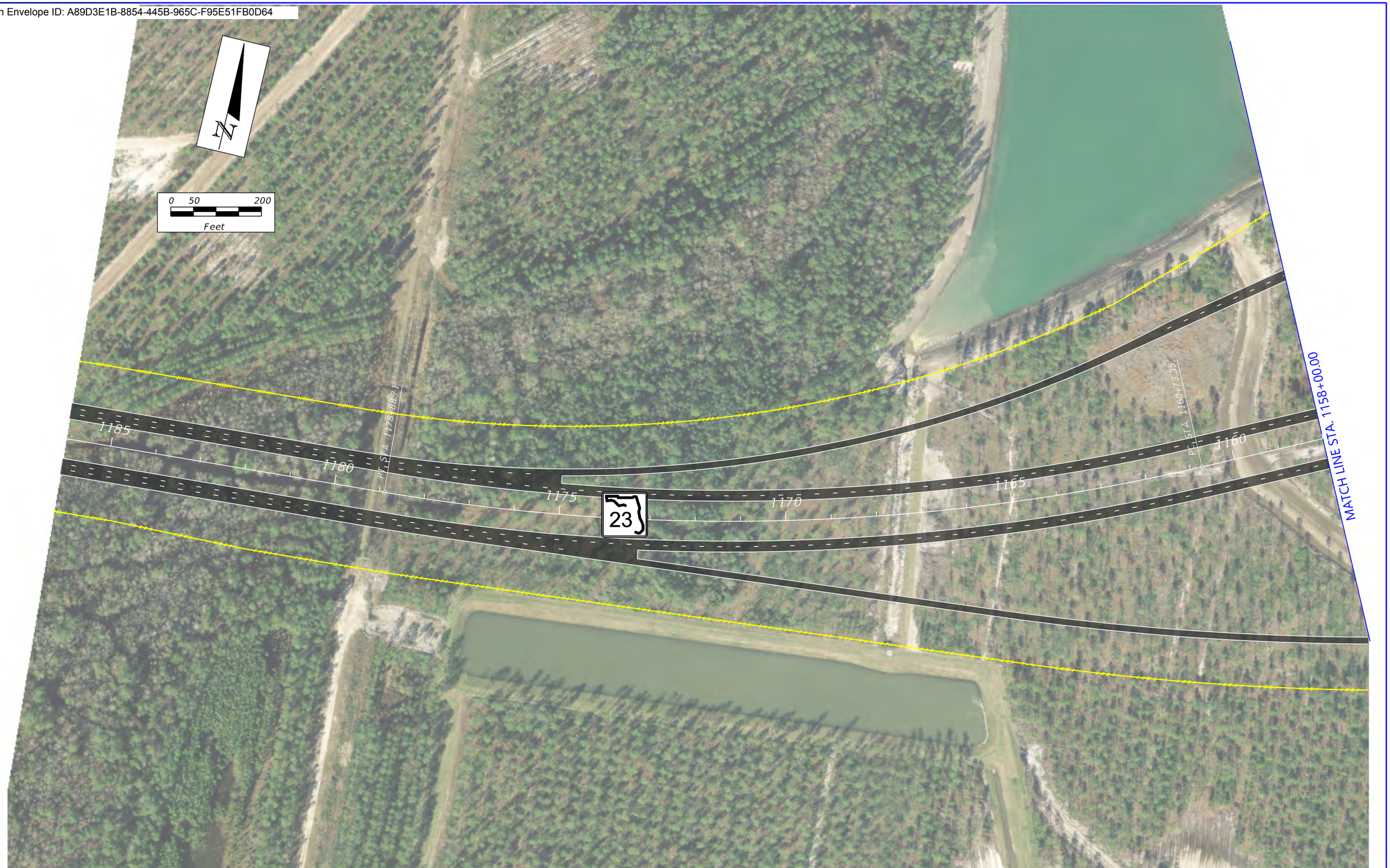

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
59

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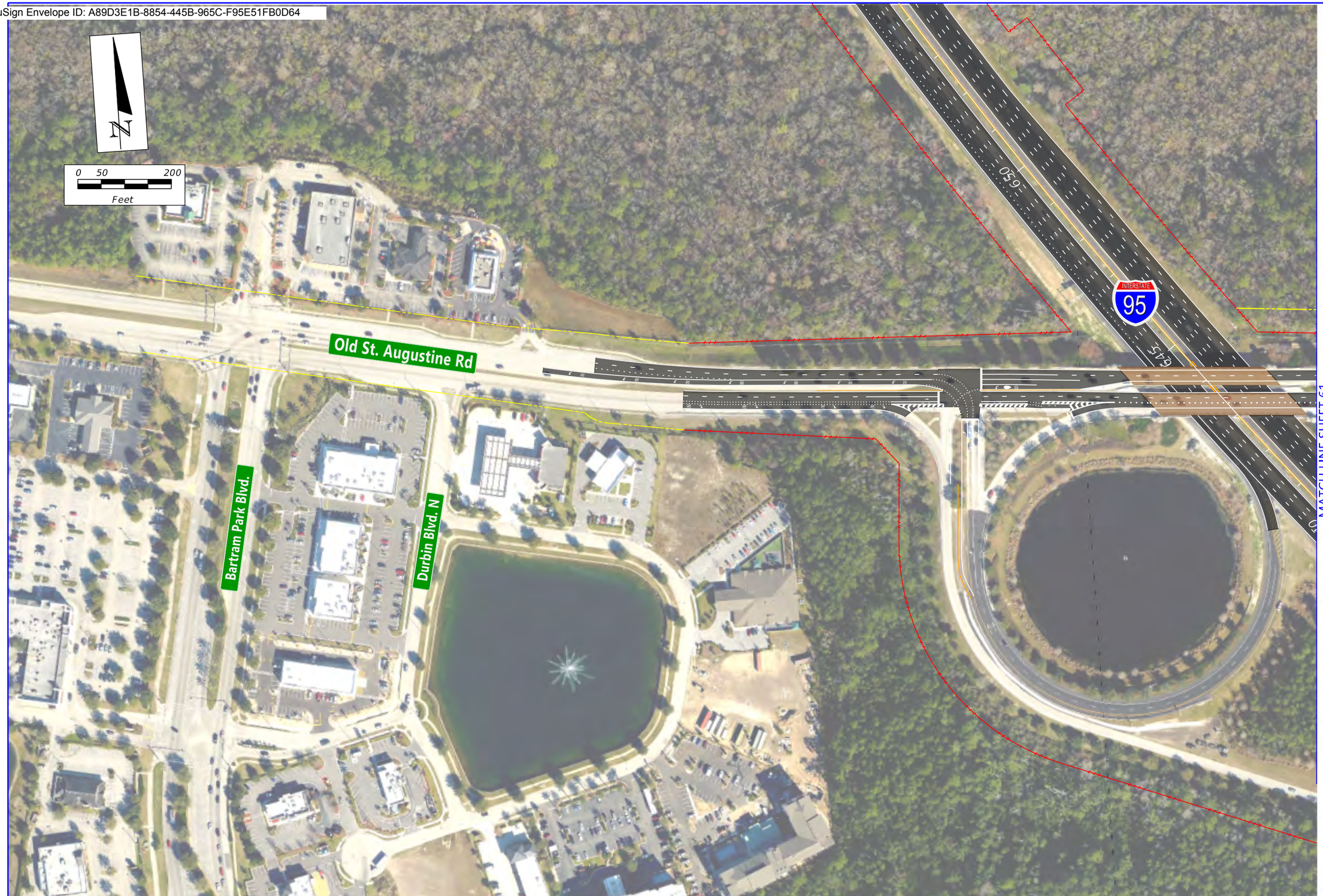

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
60

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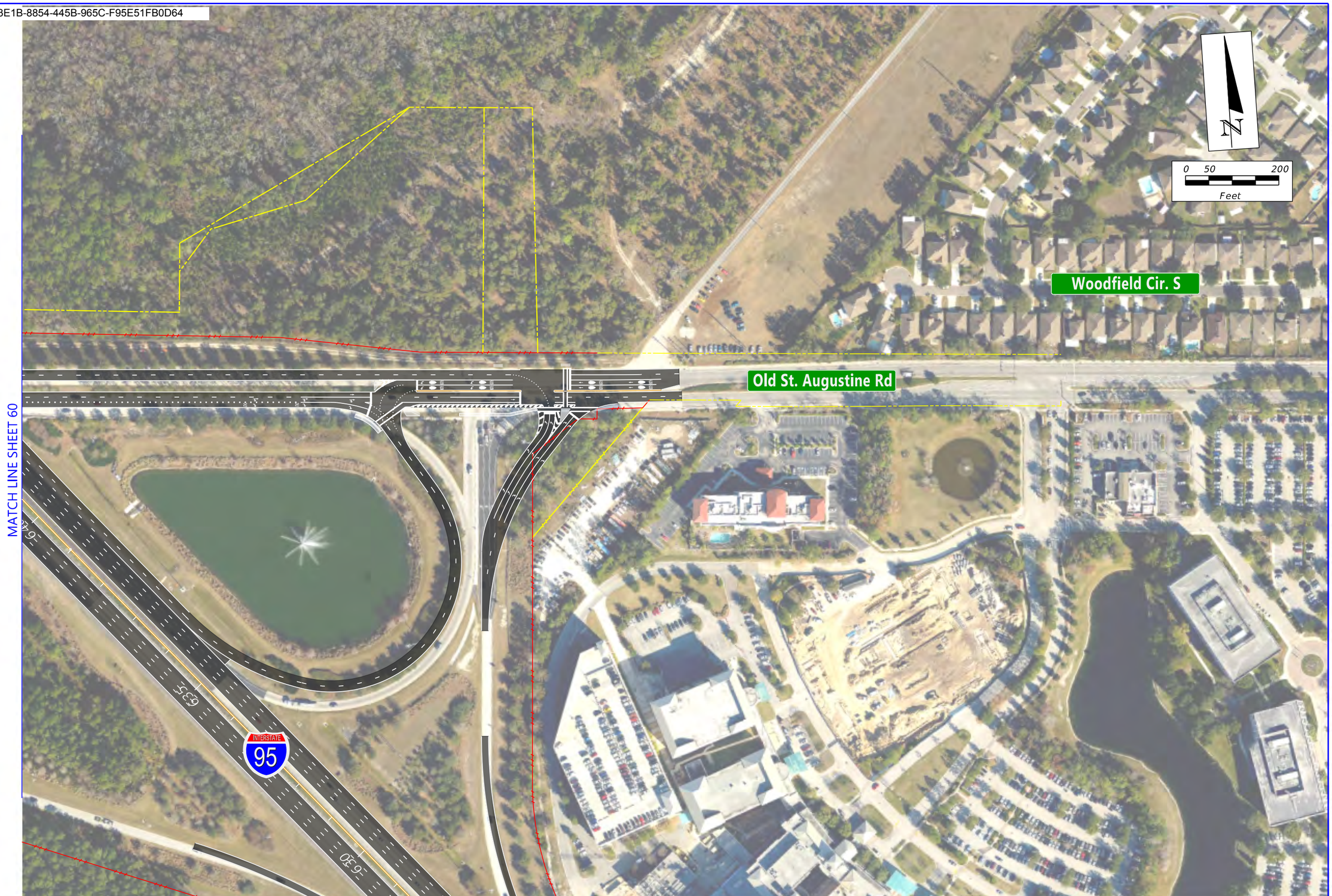

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
62

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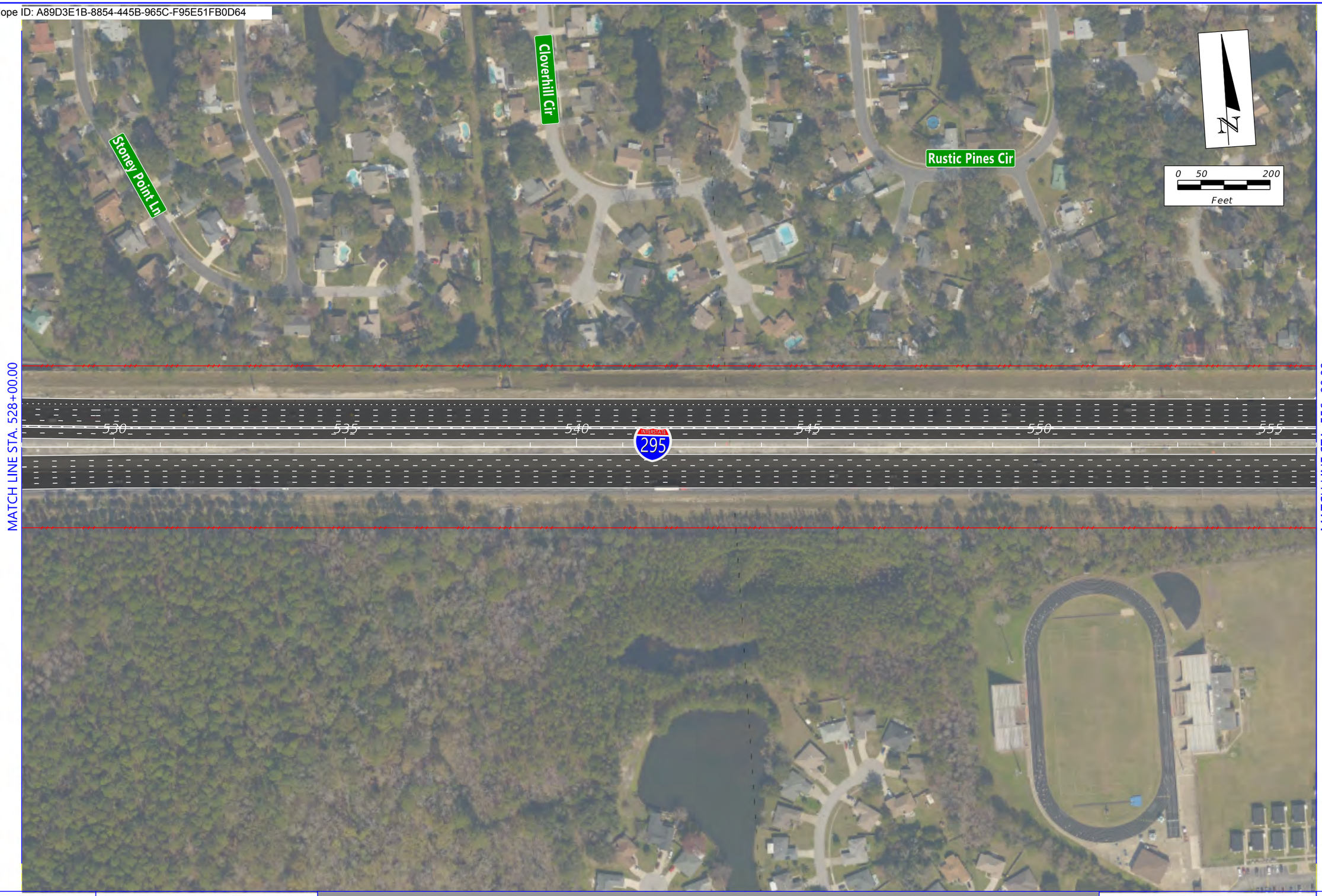

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I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
66

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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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PROPOSED BRIDGE
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TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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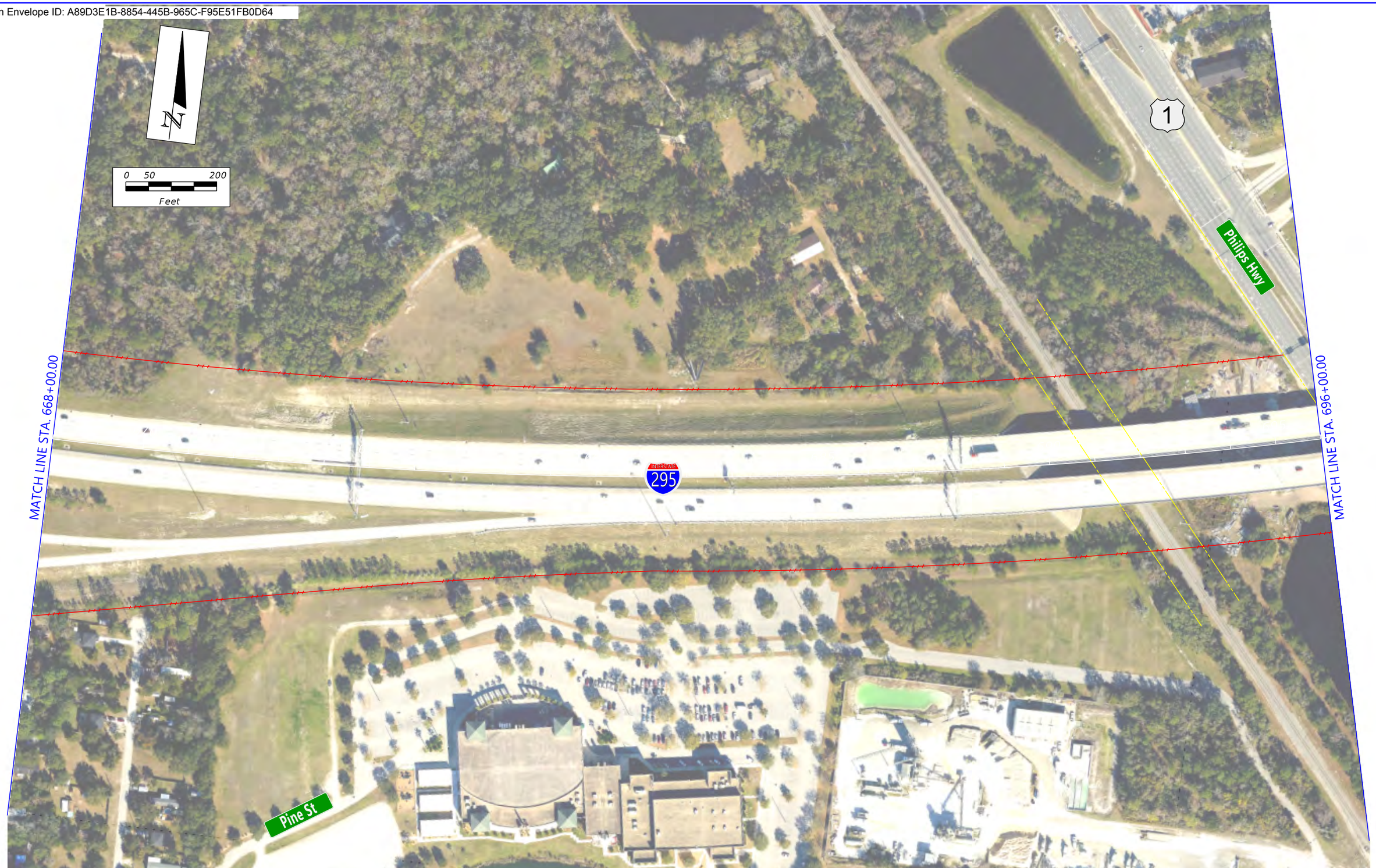

FDOT

I-95
(International Golf Parkway
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SIMR

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TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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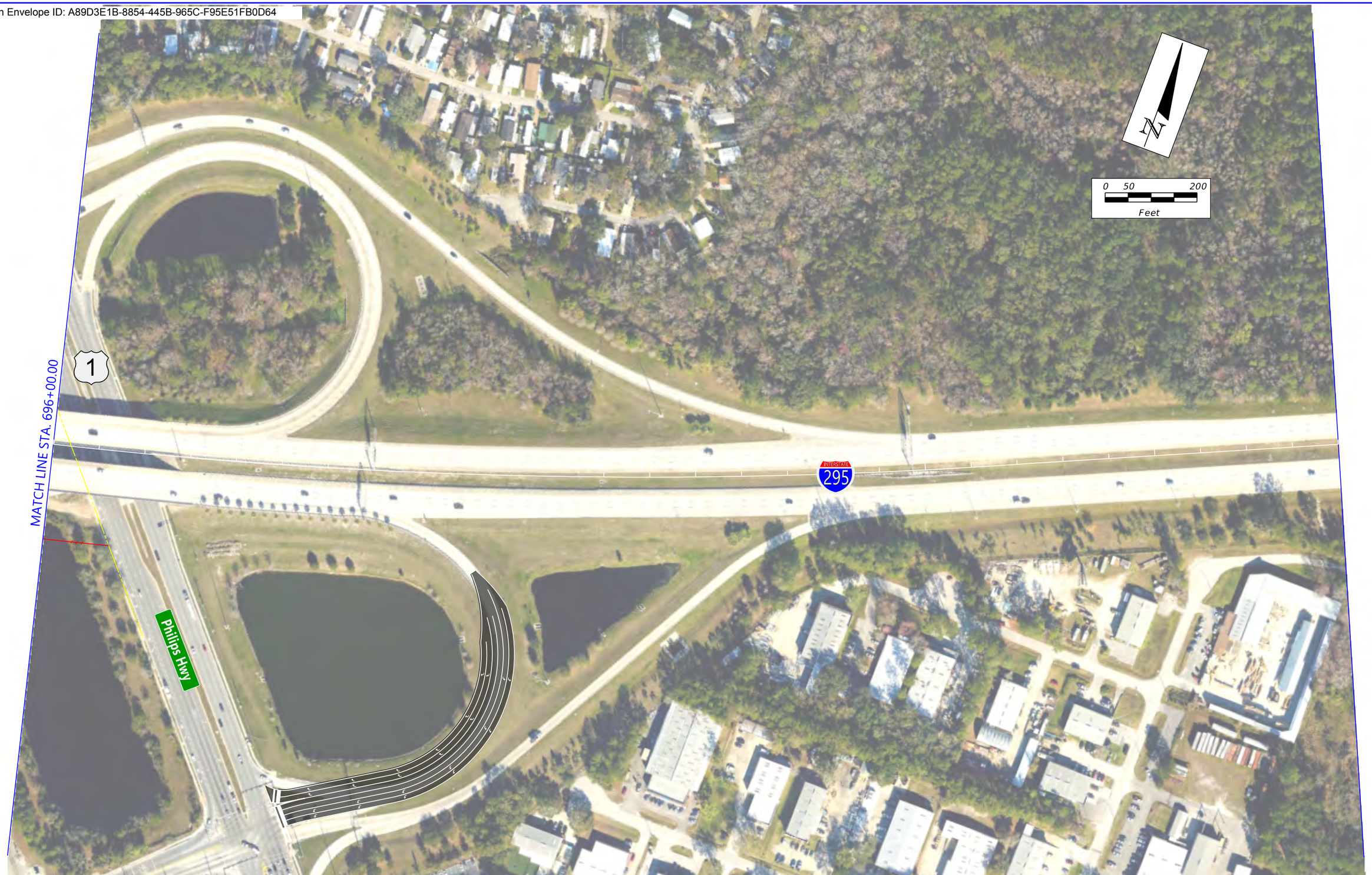

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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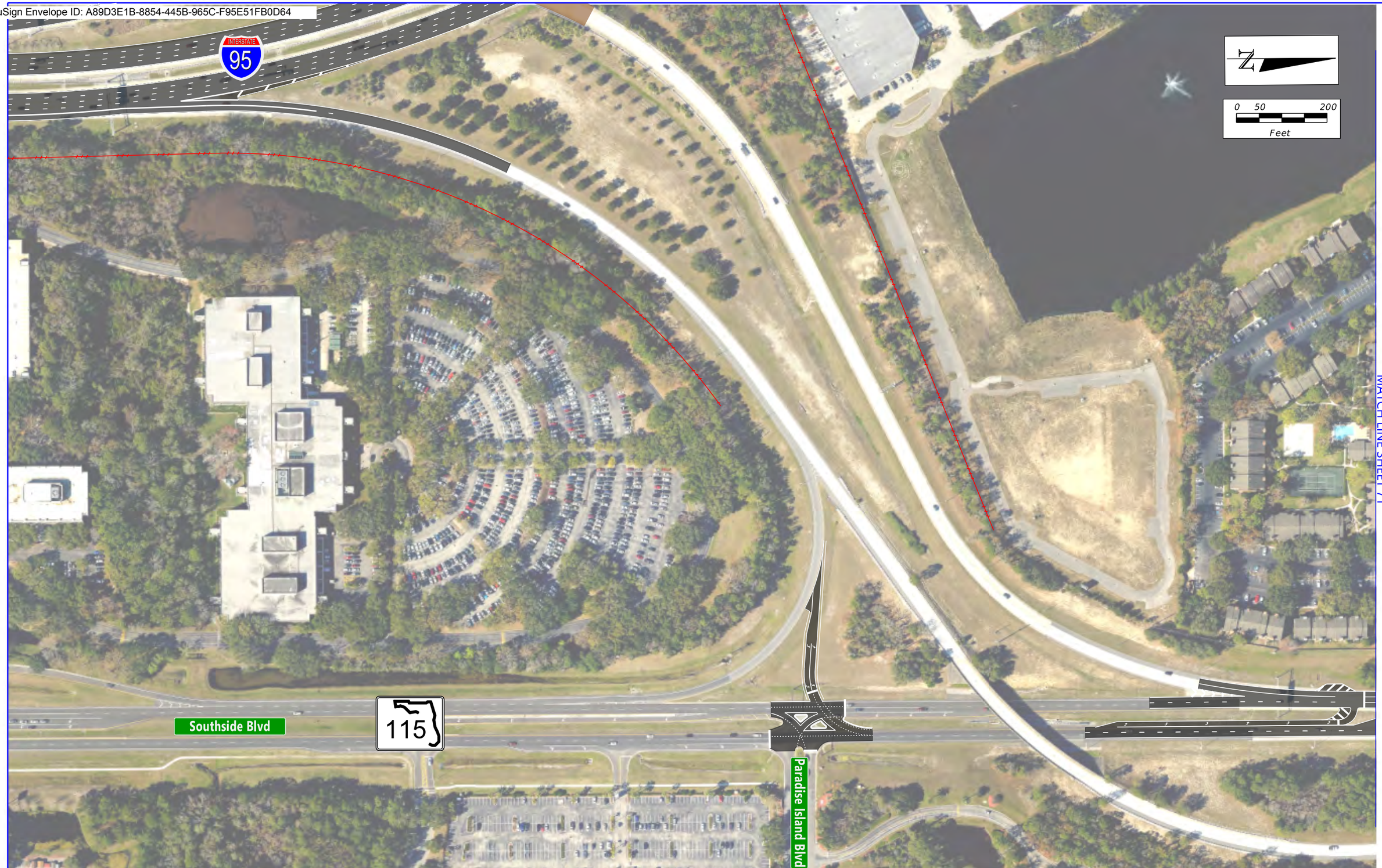

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

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EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
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TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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EXISTING BRIDGE
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PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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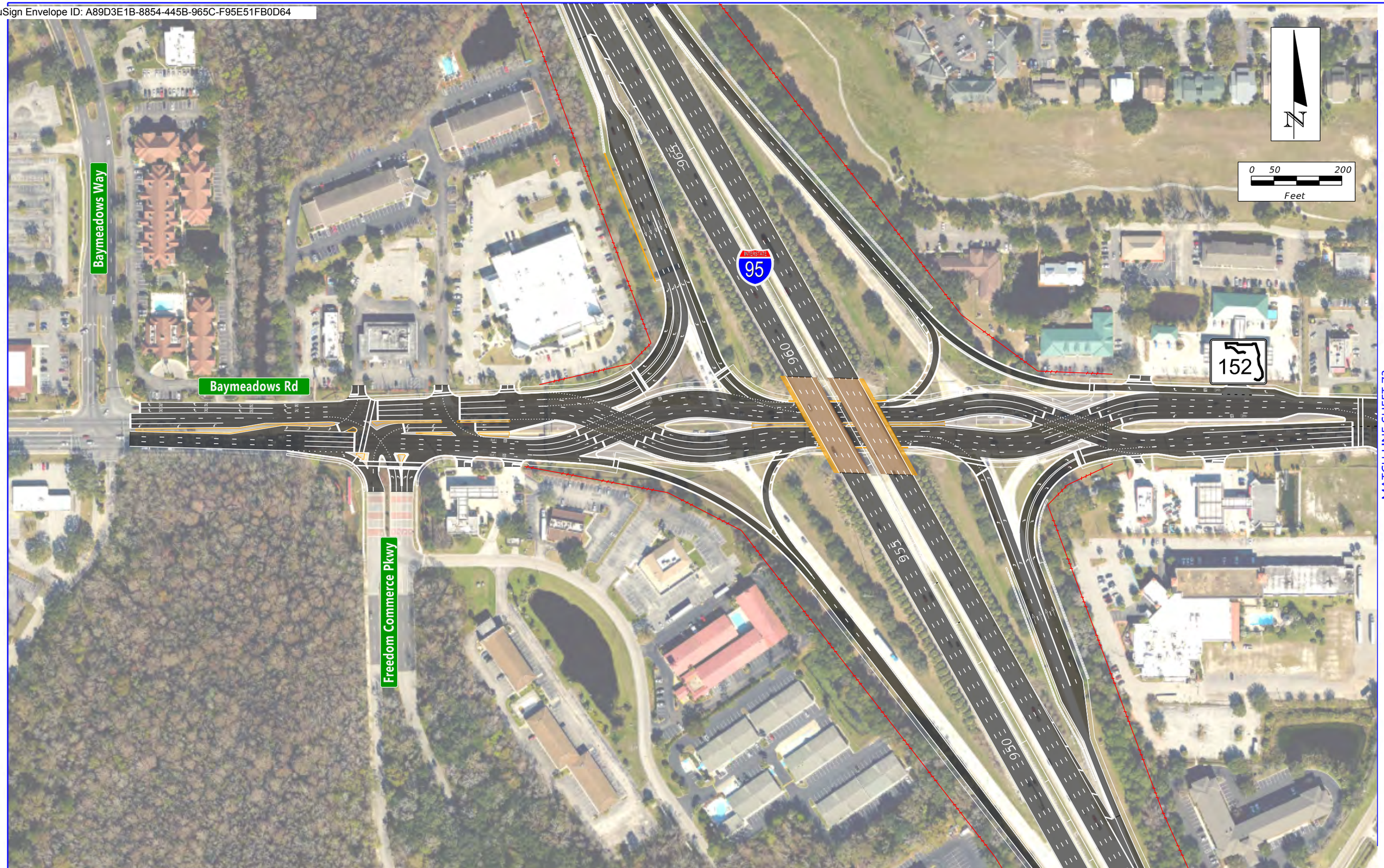

FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
72

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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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EXISTING BRIDGE
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PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
73

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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
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PROPOSED LIMITED ACCESS R/W
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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

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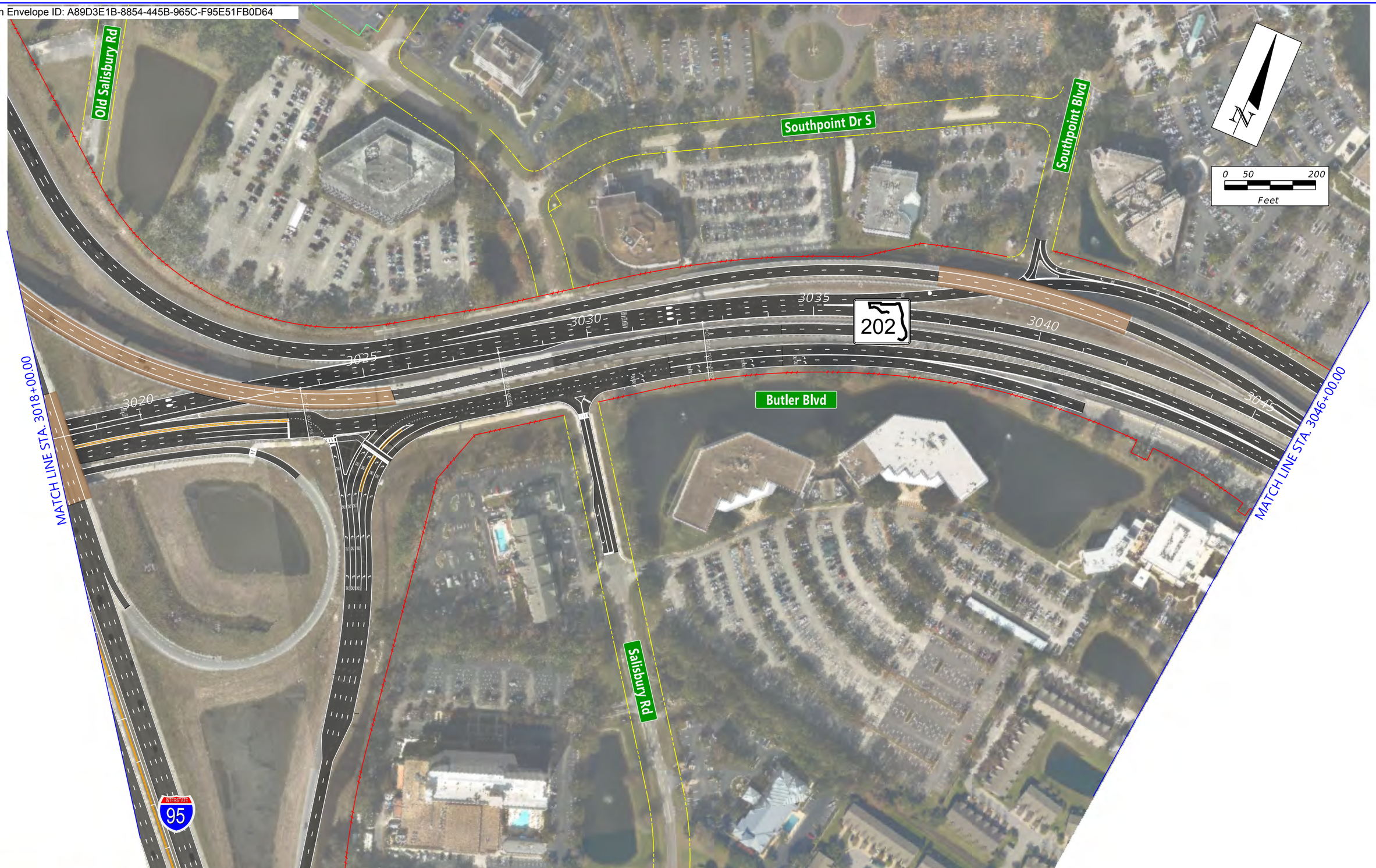

FDOT

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TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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FDOT

I-95
(International Golf Parkway
to Atlantic Boulevard)
SIMR

EXISTING RIGHT-OF-WAY
EXISTING LIMITED ACCESS R/W
EXISTING BRIDGE
PROPOSED MSE / BARRIER WALL
PROPOSED LIMITED ACCESS R/W
PROPOSED BRIDGE
TRAVEL LANES
TUBULAR MARKERS

FIGURE 6-6
MODIFIED BUILD ALTERNATIVE
CONCEPT PLAN

SHEET NO.
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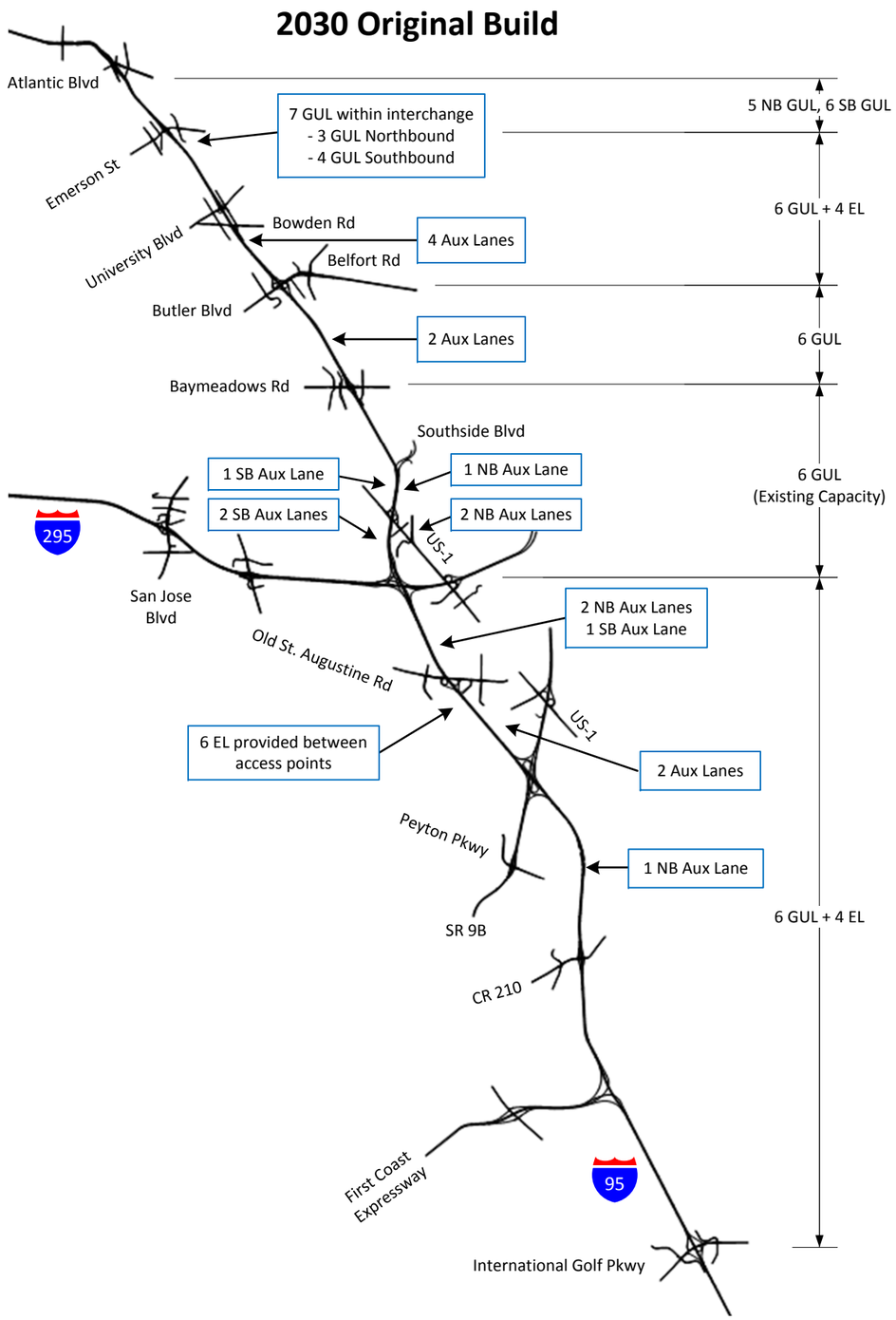

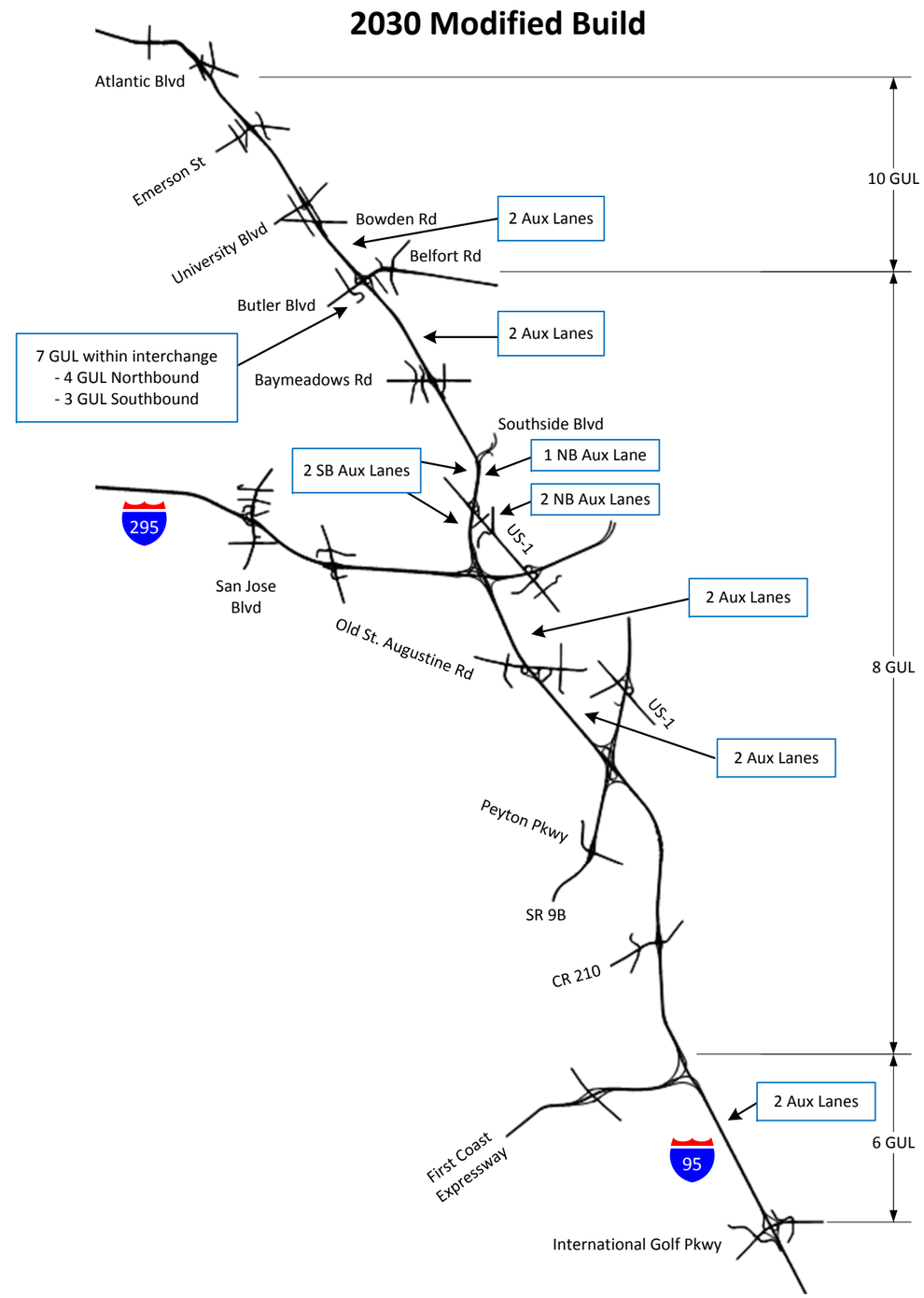

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Overview of Mainline Capacity for Original Build and Modified Build	Figure 6-7
			Page 1 of 2

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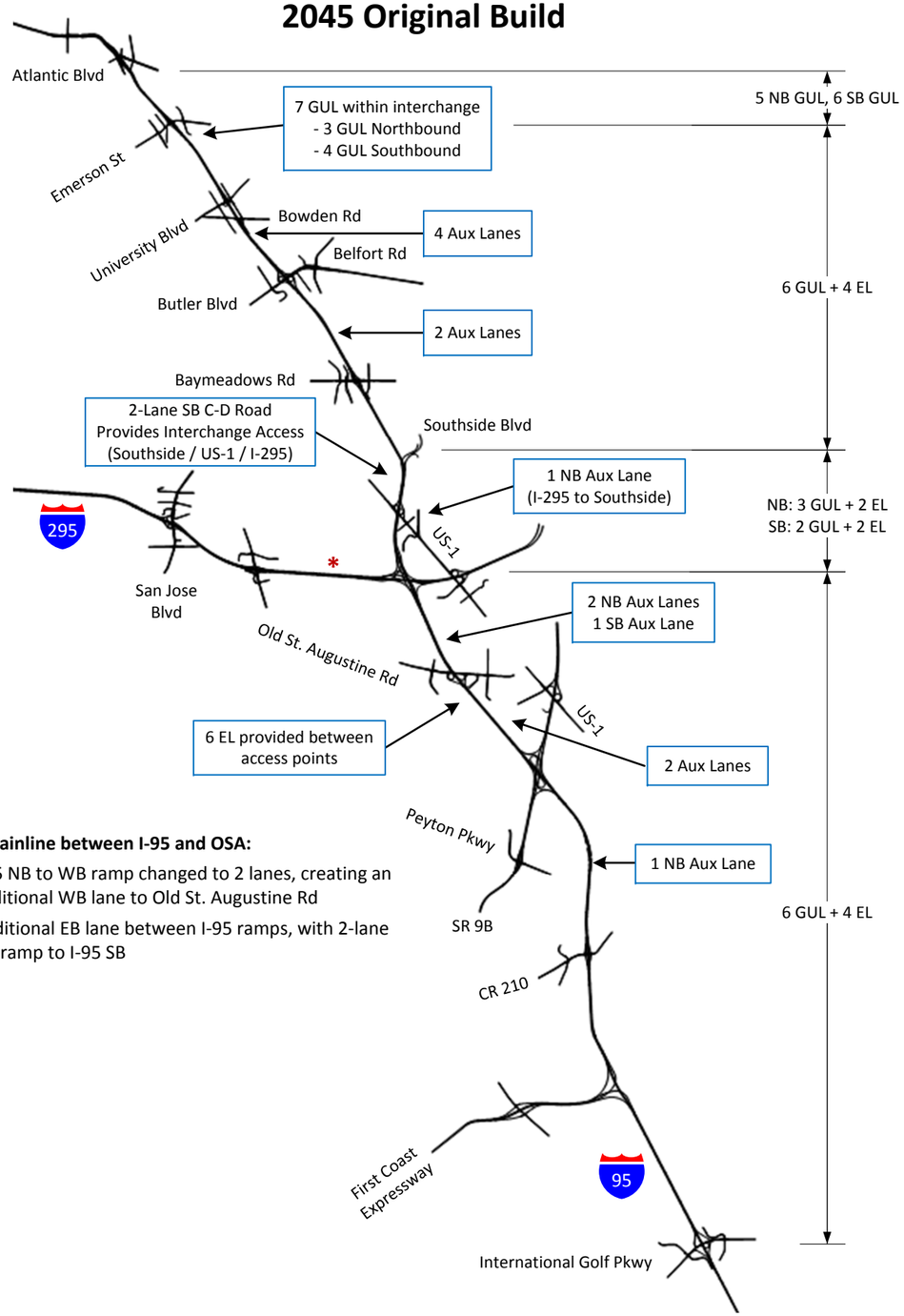
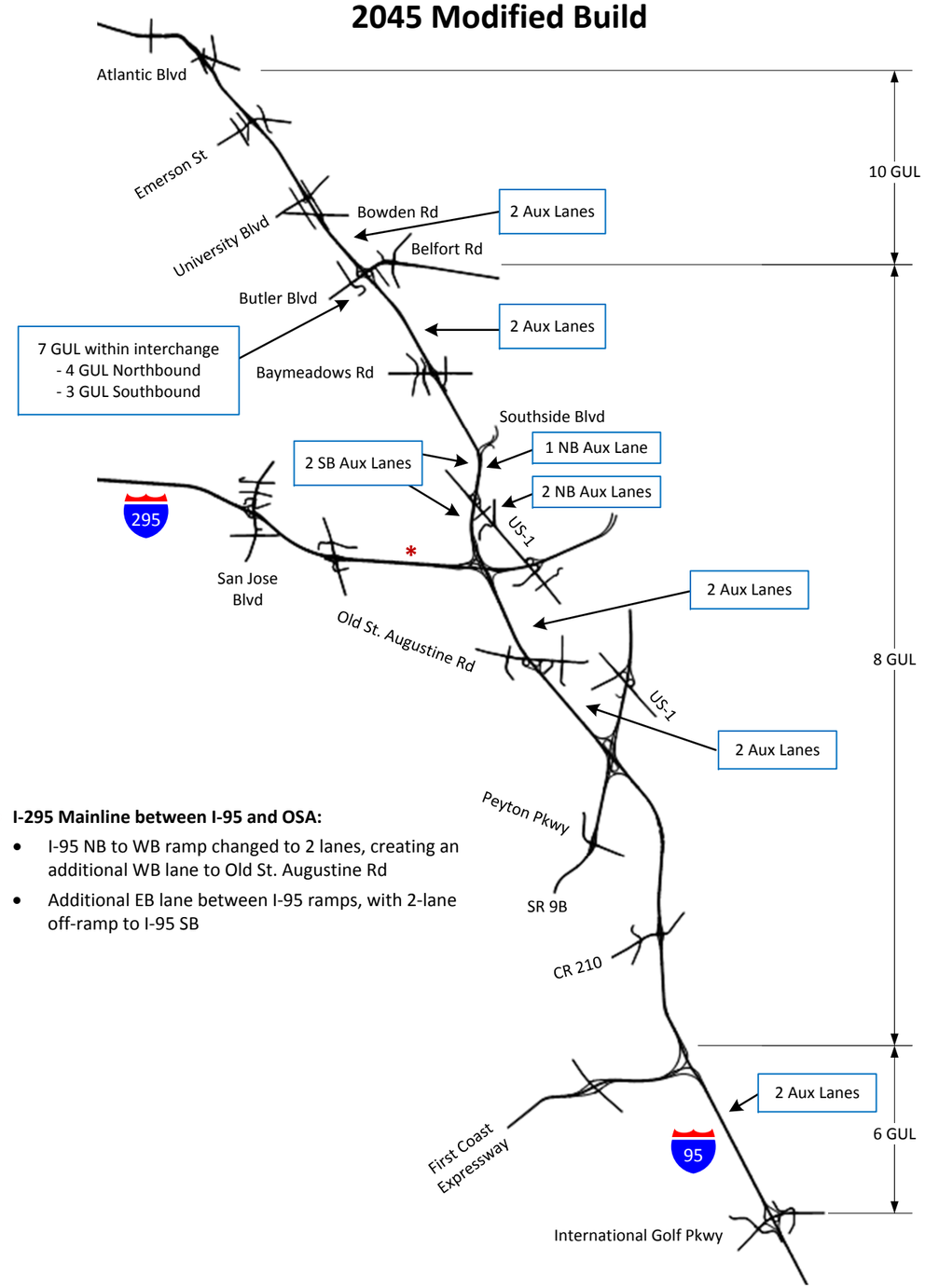
2045 Original Build



* **I-295 Mainline between I-95 and OSA:**

- I-95 NB to WB ramp changed to 2 lanes, creating an additional WB lane to Old St. Augustine Rd
- Additional EB lane between I-95 ramps, with 2-lane off-ramp to I-95 SB

2045 Modified Build



* **I-295 Mainline between I-95 and OSA:**

- I-95 NB to WB ramp changed to 2 lanes, creating an additional WB lane to Old St. Augustine Rd
- Additional EB lane between I-95 ramps, with 2-lane off-ramp to I-95 SB

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Overview of Mainline Capacity for Original Build and Modified Build	Figure 6-7
			Page 2 of 2

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7.0 EVALUATION OF ALTERNATIVES

7.1 Introduction

This section will discuss the analysis of alternatives based on engineering, safety, and financial factors. The Original and Modified Build Alternatives are analyzed and compared in this section. The evaluation criteria include:

- Conformance with Regional and State Transportation Plans
- Compliance with FHWA Requirements
- Traffic Operational Performance
- Safety
- Achievement of Objectives

7.2 Conformance with Local, Regional and State Transportation Plans

This SIMR is consistent with the Transportation Improvement Program (TIP) and the SIS Plan for the area. Additional I-95 capacity within the study limits is listed as one of the cost feasible projects in the North Florida TPO 2045 Cost Feasible Plan.

7.3 Compliance with FHWA Requirements

I-95 is proposed to be reconstructed from International Golf Parkway to Atlantic Boulevard. The design criteria proposed for the projects are based on a mainline design speed of 70 mph between International Golf Parkway and Old Saint Augustine Road and 65 mph between Old Saint Augustine Road and Atlantic Boulevard. Most of the Modified Build Alternative concept evaluated in this SIMR is designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards and the 2020 Florida Design Manual (FDM). However, because a considerable portion of the project is in an aging urban area, right-of-way constraints contribute to the need for design exceptions and variations in order to create a reasonable alternative. As the design efforts progress, additional design exceptions and variations may be determined and assessed as part of the Design Exceptions and Design Variations submittal package(s). The following is a list of anticipated design exceptions and variations.

Design Exceptions

- The inside shoulder width for the northbound direction will be reduced to 8 feet minimum under the I-295 bridges for a length of no more than 150 feet.
- The inside and outside shoulders for the southbound direction will be reduced to 4 feet minimum (not concurrently) under the I-95 northbound to I-295 northbound (West Beltway) flyover ramp bridge. The inside and outside shoulders will have a 4-foot width for a length of no more than 30 feet and 120 feet, respectively.
- Currently, the vertical clearances of the I-95 bridges over the railroad line south of US-1 do not meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.
- The inside shoulders will be reduced to 8 feet minimum for the pedestrian bridge pier (located between University Boulevard and Emerson Street) for a length of no more than 160 feet.
- The outside shoulder width for the northbound exit ramp to Atlantic Boulevard is proposed to be reduced from a required 12 feet to 6 feet to avoid impacts to the newly placed noise wall constructed as part of the Overland Bridge project.

Design Variations

- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 70 mph criteria for the crest curves of the CR 210 bridges.
- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 65 mph criteria for 5 bridges between Bowden Road and San Diego Road.
- The lane cross slope for the proposed design will have 6 lanes of travel for approximately 1,600 feet in both the northbound and southbound directions between Old Saint Augustine Road and I-295. In the northbound direction, the two-lane on-ramp from Old Saint Augustine Road creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section. In the southbound direction, the two-lane on-ramp for I-295 creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section.
- The outside shoulder width for the northbound direction will be reduced to 10 feet minimum under the I-295 bridges for a length of no more than 475 feet.
- The horizontal curve for the realigned southbound direction within the I-295 interchange will have a length of 780 feet.
- Currently, the vertical clearances of the I-95 bridges over SR 152/Baymeadows Road meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.

The design exceptions and variations proposed will minimize reconstruction, right-of-way acquisition, and motorist inconvenience. The benefits of the operational improvements are expected to outweigh any potential impacts related to the design exceptions/variations. More information on the design exceptions and variations are provided in **Tables 7-1** and **7-2**, respectively.

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Table 7-1 Proposed Design Exceptions

Exception	FDM Criteria	AASHTO Criteria	Proposed Condition	Justification
Shoulder Width – I-95 NB/SB at I-295	12 feet (Table 211.4.1)	10 feet (Page 8-3)	Transitions from 4 feet (min.) to 12 feet	The I-95/I-295 interchange consists of multiple bridges that cross over I-95. The existing horizontal clearance under the I-295 bridges and I-95 northbound to I-295 northbound (West Beltway) ramp (flyover) bridge do not allow for the typical sections proposed for the project with full width shoulders to meet FDM or AASHTO criteria. The inside shoulder width for the northbound direction will be reduced to 8 feet minimum under the I-295 bridges for a length of no more than 150 feet. The inside and outside shoulders for the southbound direction will be reduced to 4 feet minimum (not concurrently) under the I-95 northbound to I-295 northbound (West Beltway) flyover ramp bridge. The inside and outside shoulders will have a 4-foot width for a length of no more than 30 feet and 120 feet, respectively. To provide the typical section with full width shoulders, significant reconstruction of these bridges and the adjacent roadway sections would be required.
Vertical Clearance – I-95 over Railroad South of US-1	23 - 6”’ (Table 260.6.1)	23’ (pg. 10-22)	22’- 9”	Currently, the vertical clearances under the I-95 bridges do not meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.
Shoulder Width – I-95 NB/SB at Pedestrian Bridge	12 feet (Table 211.4.1)	10 feet (Page 8-3)	Transitions from 8 feet (min.) to 12 feet	To accommodate the pedestrian bridge pier for the reconstructed bridge (located between University Boulevard and Emerson Street), the inside shoulders will be reduced to 8 feet minimum for a length of no more than 160 feet.
Shoulder Width – I-95 NB Exit Ramp at Atlantic Boulevard	12 feet (Table 211.4.1)	10 feet (Page 8-3)	6 feet	In order to avoid impacts to the newly constructed noise wall as part of the Overland Bridge Project, the outside shoulder width for the northbound exit ramp to Atlantic Boulevard is proposed to be 6 feet. In addition, if the noise wall was relocated to allow for the 12-foot shoulder, the noise wall would require additional right-of-way and would impact a historic cemetery.

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Table 7-2 Proposed Design Variations

Variation	FDM Criteria	AASHTO Criteria	Proposed Condition	Justification
Vertical Curvature (SSD) – I-95 70 mph	K = 506 (Crest) (Table 211.9.2)	K=247 (Crest) (Table 3-34)	CR 210 Crest – K=275	To improve traffic operations, an additional travel lane is proposed and requires outside widening of the CR 210 bridge. The stopping sight distance and K values for the CR 210 crest vertical curves will meet AASHTO 70 mph criteria but not FDOT 70 mph criteria.
Vertical Curvature (SSD) – I-95 65 mph	K = 401 (Crest) K= 181 (Sag) (Table 211.9.2)	K=193 (Crest) (Table 3-34) K= 157 (Sag) (Table 3-36)	Bowden Rd Sag – K=158 Bowden Rd Crest – K=194 University Blvd Sag – K=157 University Blvd Crest – K=195 University Blvd Sag – K=157 Spring Glen Rd Sag – K=158 Spring Glen Rd Crest – K=195 Spring Glen Rd Sag – K=158 Emerson St Sag – K=159 Emerson St Crest – K=195 Emerson St Sag – K=157 San Diego Rd Sag – K=159 San Diego Rd Crest– K= 194 San Diego Rd Sag– K=158	The proposed project will reconstruct I-95 from Butler Boulevard to just north of San Diego Road in order to improve the vertical stopping sight distance of the facility. To achieve a feasible profile, the vertical design speed is proposed to meet or exceed AASHTO 65 mph criteria. As a result, the stopping sight distance and K values for the proposed vertical curves will not meet FDOT 65 mph criteria. If the FDOT 65 mph interstate criteria were utilized, the profile would cause tie-in issues at the interchanges and would require additional right-of-way. In order to improve the stopping sight distance of the facility while minimizing impacts, AASHTO 65 mph criteria was applied to I-95 over Bowden Road, University Boulevard, Spring Glen Road, Emerson Street, and San Diego Road.
Lane Cross Slope – I-95 NB/SB at Old St. Augustine Road	0.02 to 0.035 Up to 5 lanes/ direction (Figure 211.2.1)	.015 to 0.03 Pg. 8-2	0.02 to 0.035 (6 lanes/direction)	The lane cross slope for the proposed design will have 6 lanes of travel for approximately 1,600 feet in both the northbound and southbound directions between Old Saint Augustine Road and I-295. In the northbound direction, the two-lane on-ramp from Old Saint Augustine Road creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section. In the southbound direction, the two-lane on-ramp for I-295 creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section. The variation allows for adequate capacity to provide acceptable traffic operations.
Shoulder Width – I-95 NB at I-295	12 feet (Table 211.4.1)	10 feet (Page 8-3)	10 feet	The I-95/I-295 interchange consists of multiple bridges that cross over I-95. The existing horizontal clearance under the I-295 bridges do not allow for the typical sections proposed for the project with full width shoulders to meet FDM criteria. The outside shoulder width for the northbound direction will be reduced to 10 feet minimum under the I-295 bridges for a length of no more than 475 feet. To provide the typical section with full width shoulders, significant reconstruction of these bridges and the adjacent roadway sections would be required.
Length of Horizontal Curve (ft) – I-95 at I-295	1,050 feet (Table 211.7.1)	N/A	780 feet	The I-95 southbound mainline through the I-295 interchange will be realigned for the project, which will improve upon the existing substandard horizontal curves. The horizontal curve for the realigned southbound direction within the I-295 interchange will have a length of 780 feet.
Vertical Clearance – I-95 over SR 152 (Baymeadows Road)	16’ (Table 260.6.1)	14’ (pg. 8-4)	15’- 4”	The proposed vertical clearance under the I-95 bridges meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.

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7.4 Traffic Operational Performance

A detailed microsimulation analysis using VISSIM 11.0 was conducted to evaluate the system-wide operational performance of the study area. VISSIM was used to analyze the Opening Year 2030 and Design Year 2045 AM and PM peak periods for the Original and Modified Build Alternatives. The primary objective of this analysis was to establish the Original Build and Modified Build operational conditions along I-95, I-295, study interchanges, and intersections.

The Original Build and Modified Build AM and PM peak hour volumes were developed using the methodology described in Section 2. The Original Build AM and PM peak hour volumes for Opening Year 2030 are presented in in **Figure 7-1**. Opening Year 2030 AM and PM peak hour volumes for the Modified Build are provided in **Figure 7-2**. Design Year 2045 peak hour volumes for the Original Build and Modified Build are presented in **Figures 7-3** and **7-4**, respectively. It should be noted that the peak hour volumes presented here represent the combined general use lane and express lane traffic (express lane utilization was determined dynamically during simulation using the methodology described in Section 2.8). These peak hour volumes were used to develop the 15-minute volume inputs for the VISSIM operational analysis. The 15-minute flow rates were developed by applying the existing observed average weekday volume profile (calculated as a percentage of the peak hour volume) to the design hour volumes. The tabulated 15-minute flow rate inputs used in VISSIM are provided in **Appendix F**. VISSIM's Managed Lane Facilities module was used to determine the split between the general use lanes and express lanes in the Build Alternatives.

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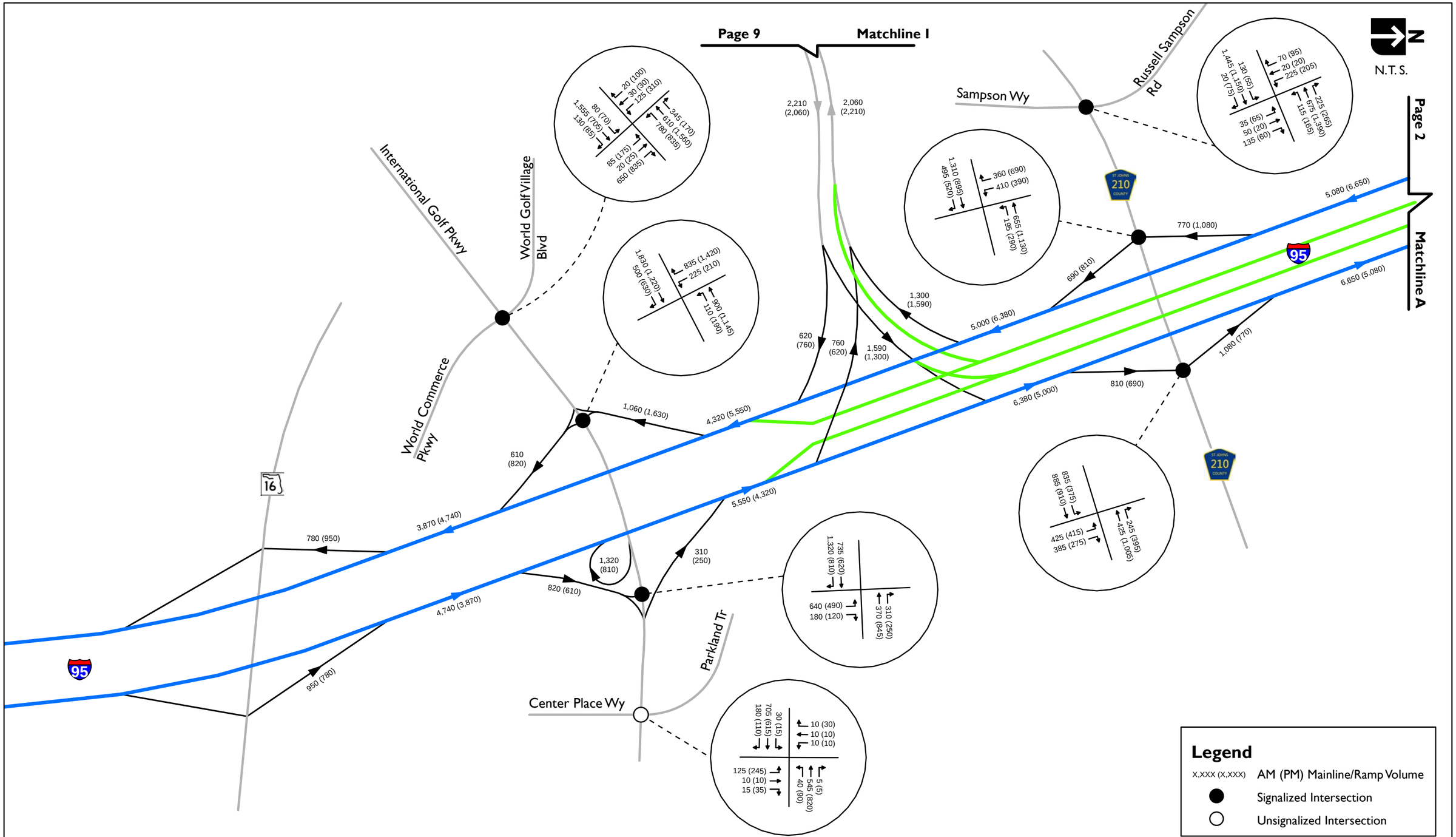

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 1 of 10

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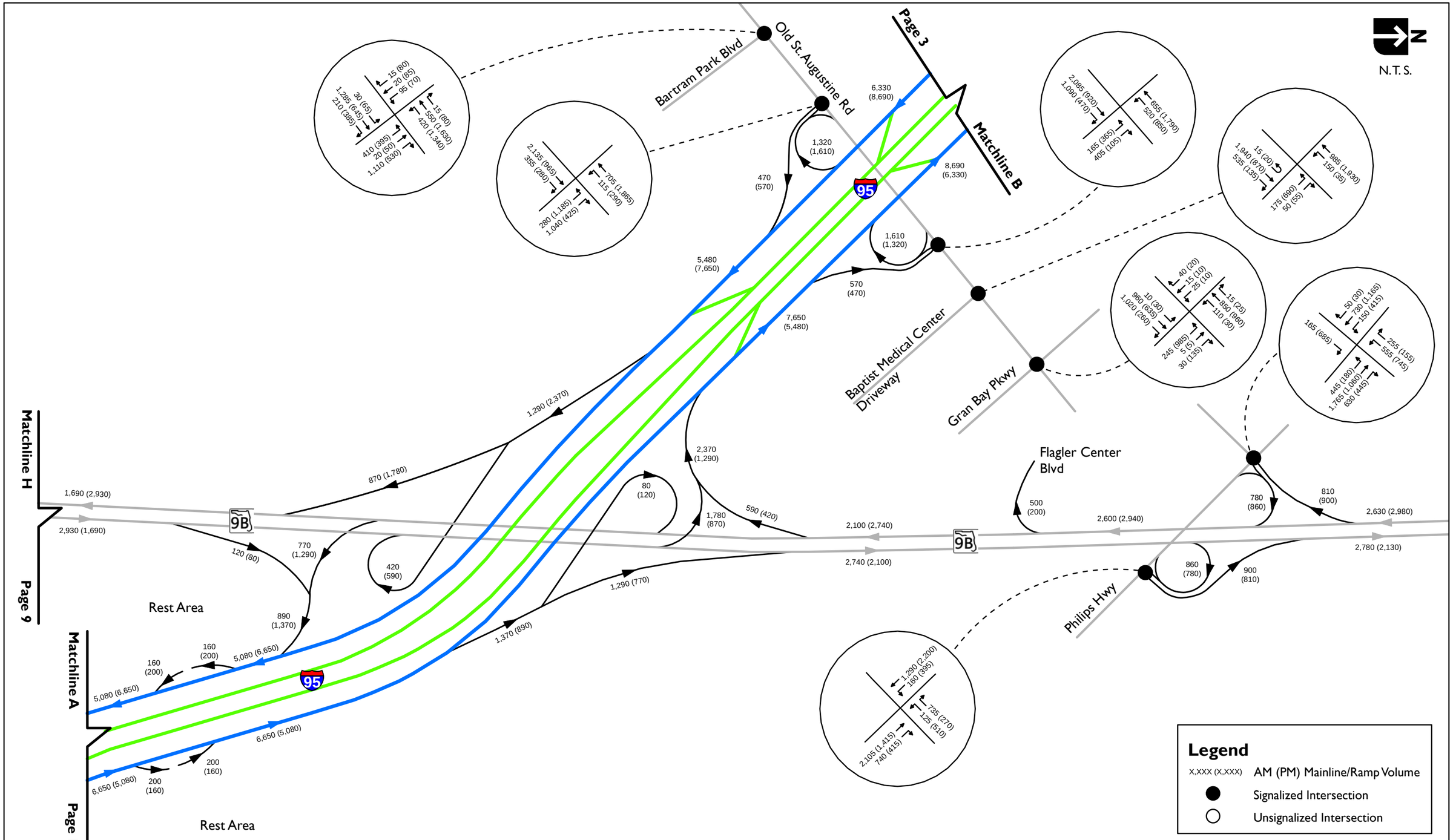

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 2 of 10

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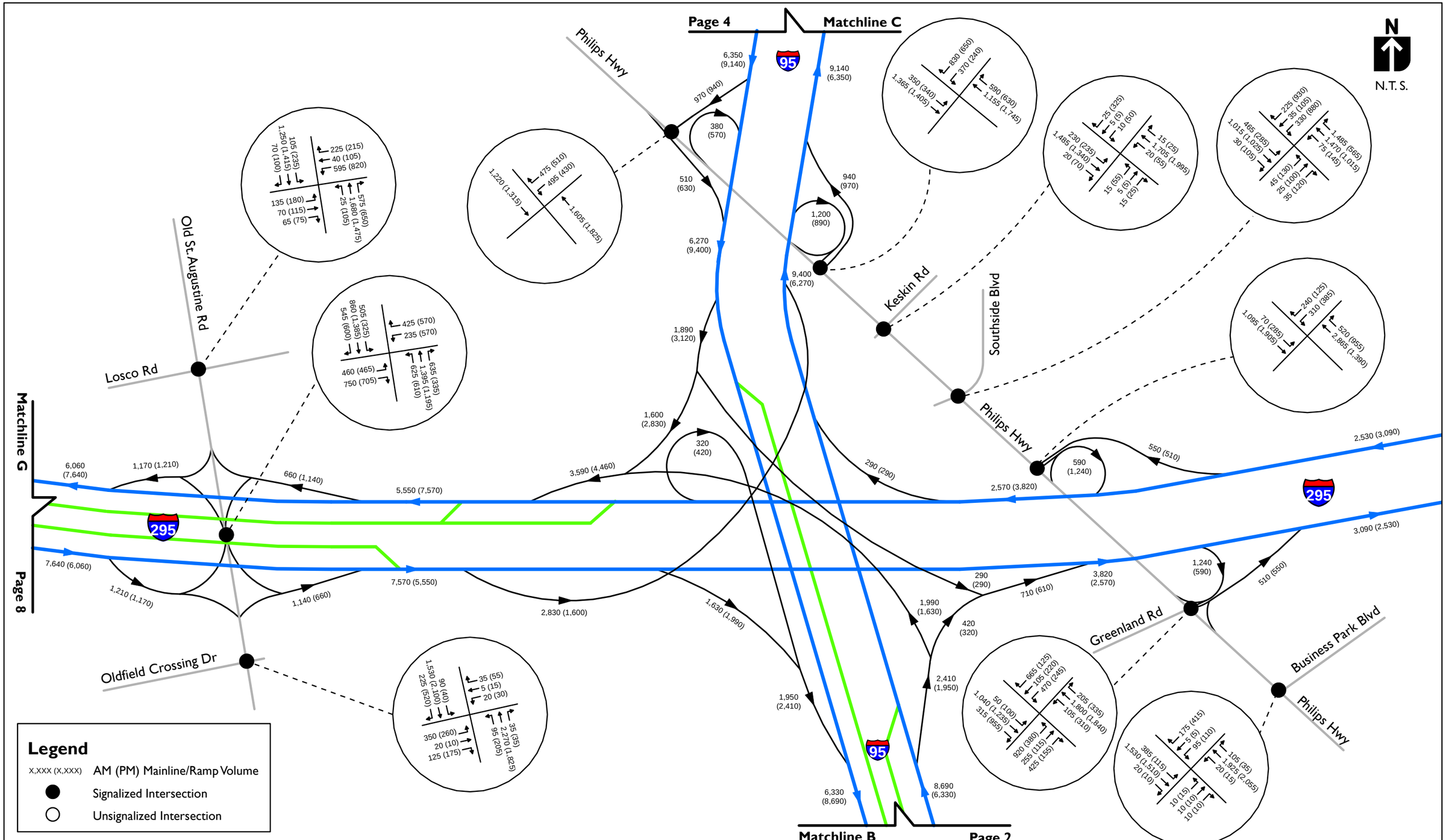

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 3 of 10

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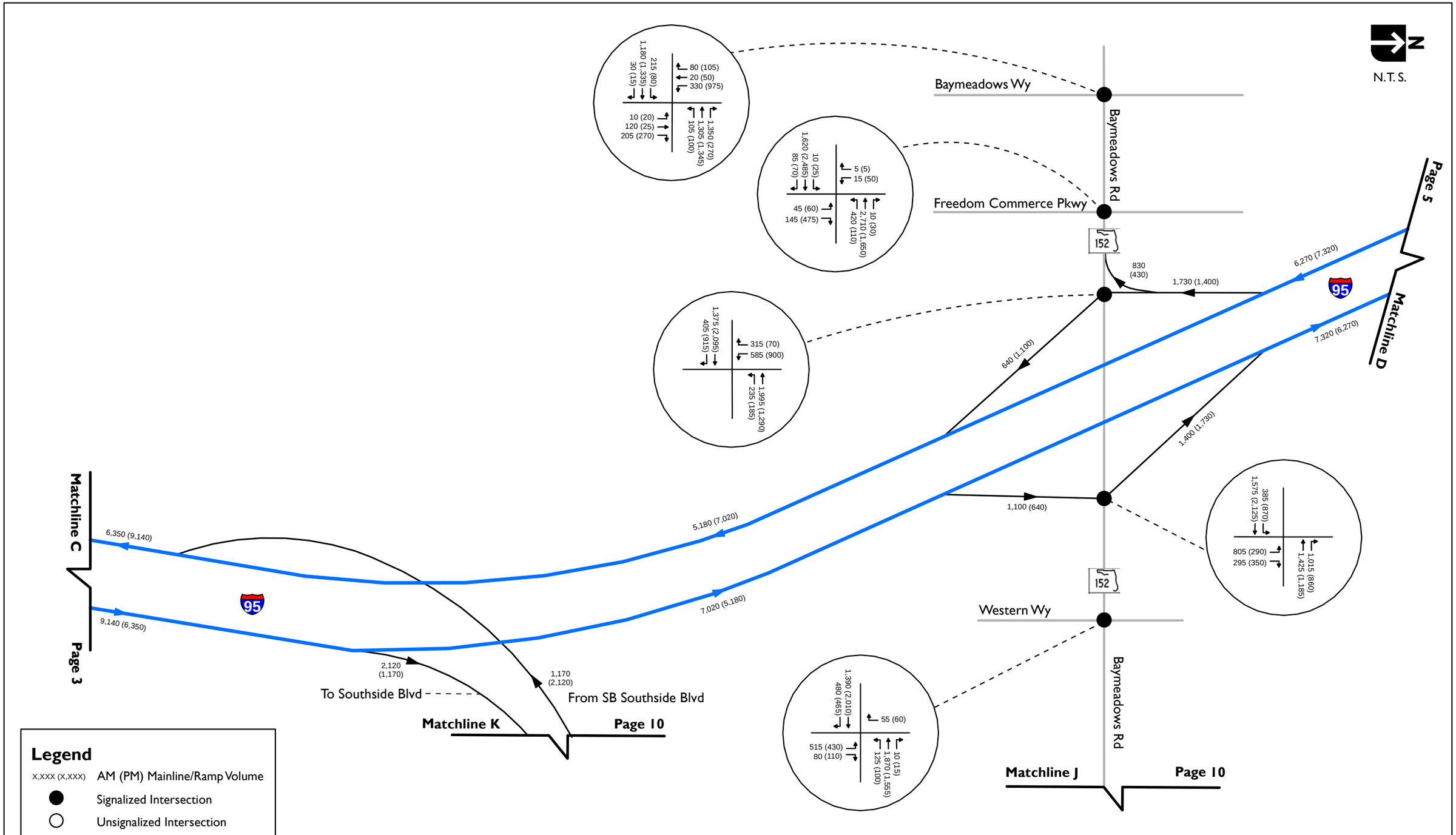

FDOT **I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report**	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 4 of 10

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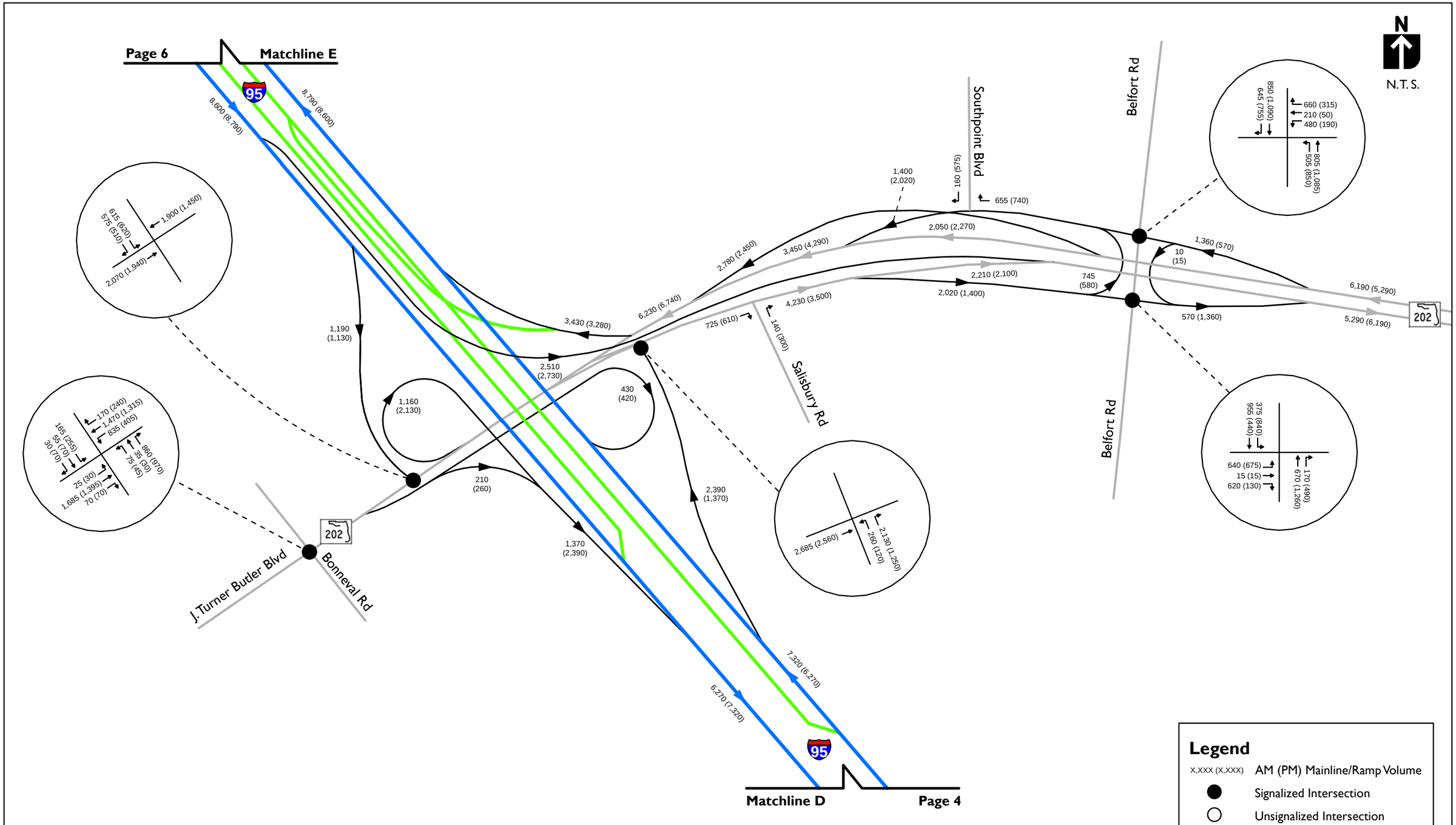

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 5 of 10

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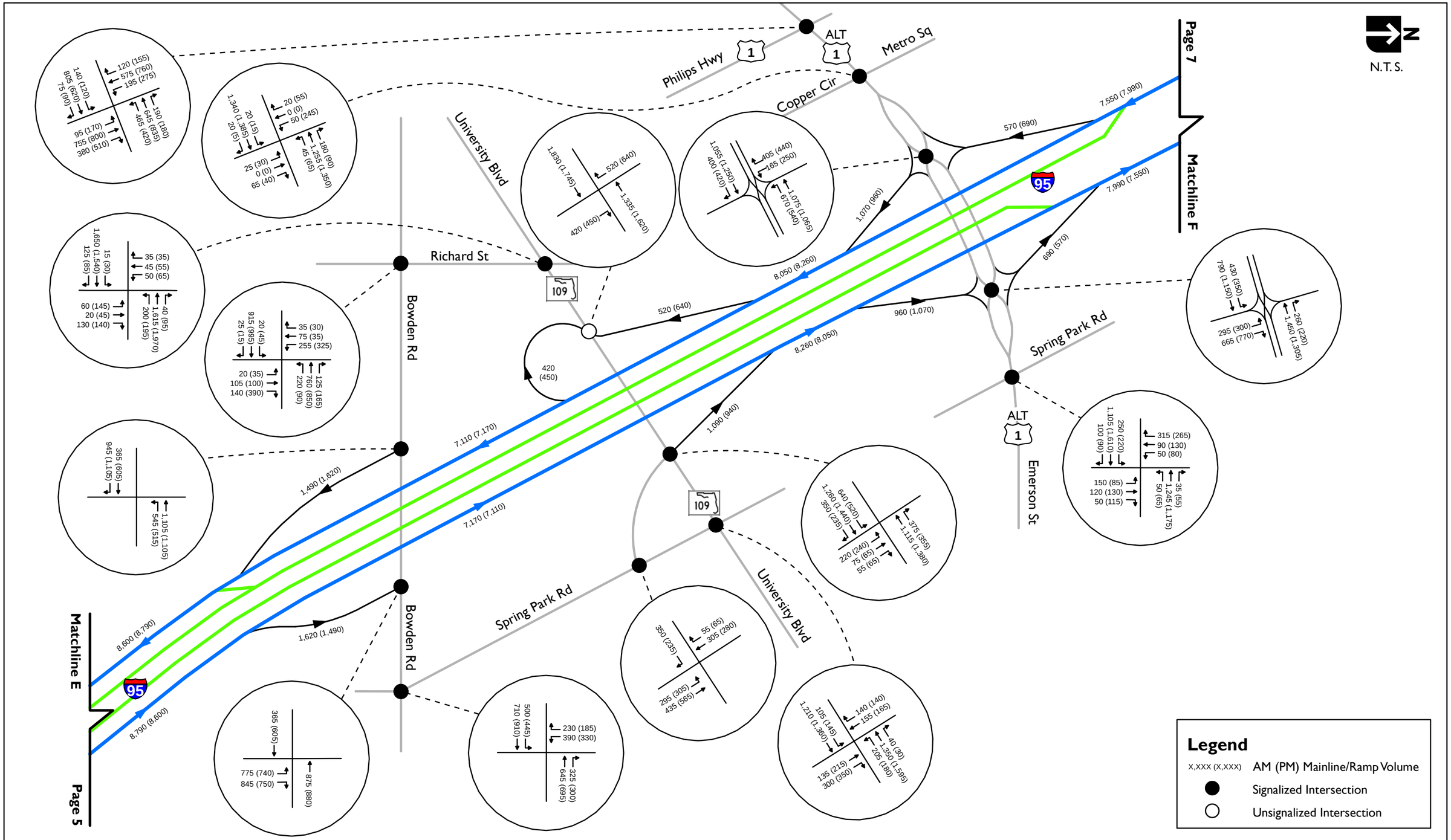

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 6 of 10

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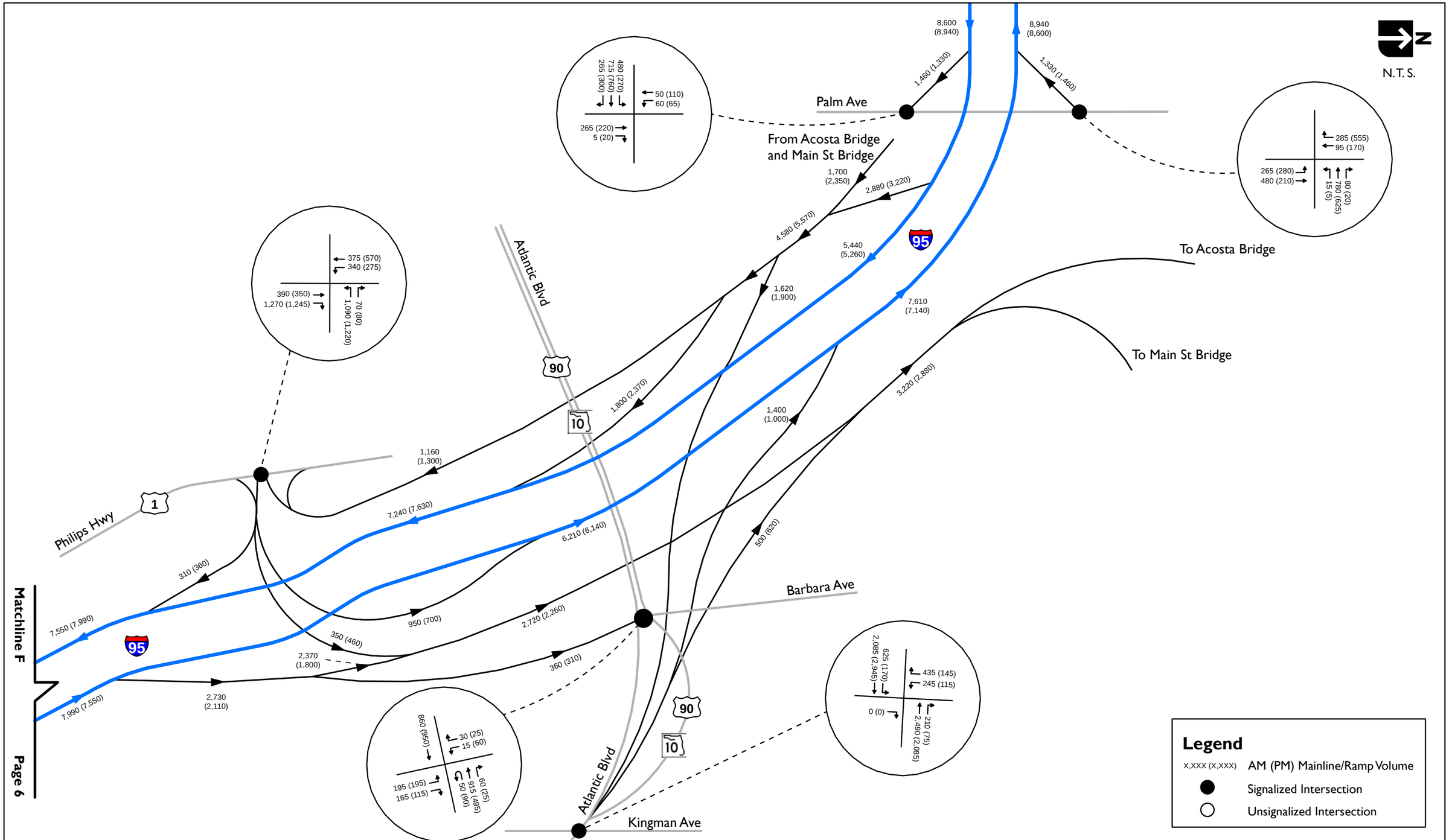

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 7 of 10

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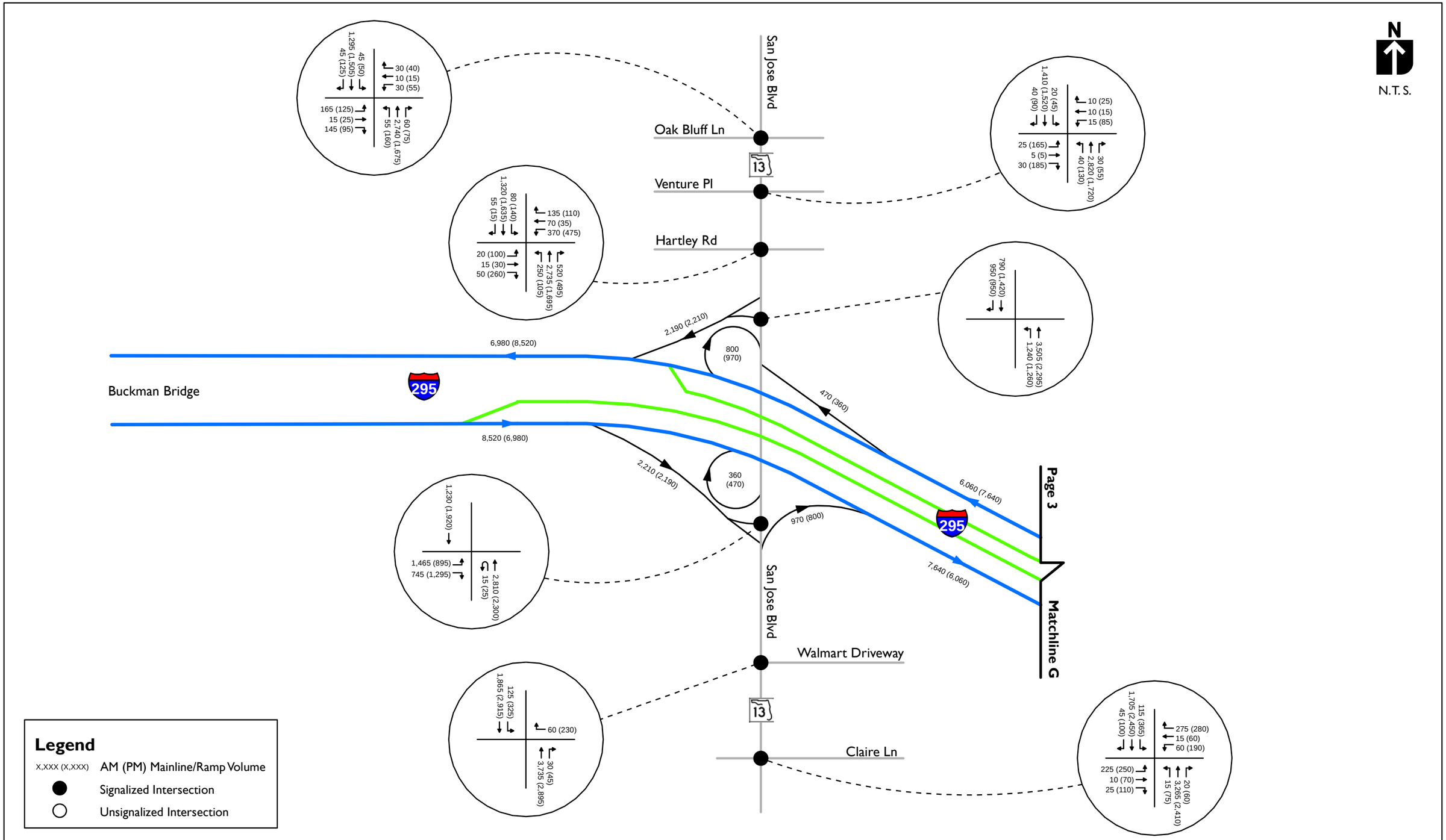

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 8 of 10

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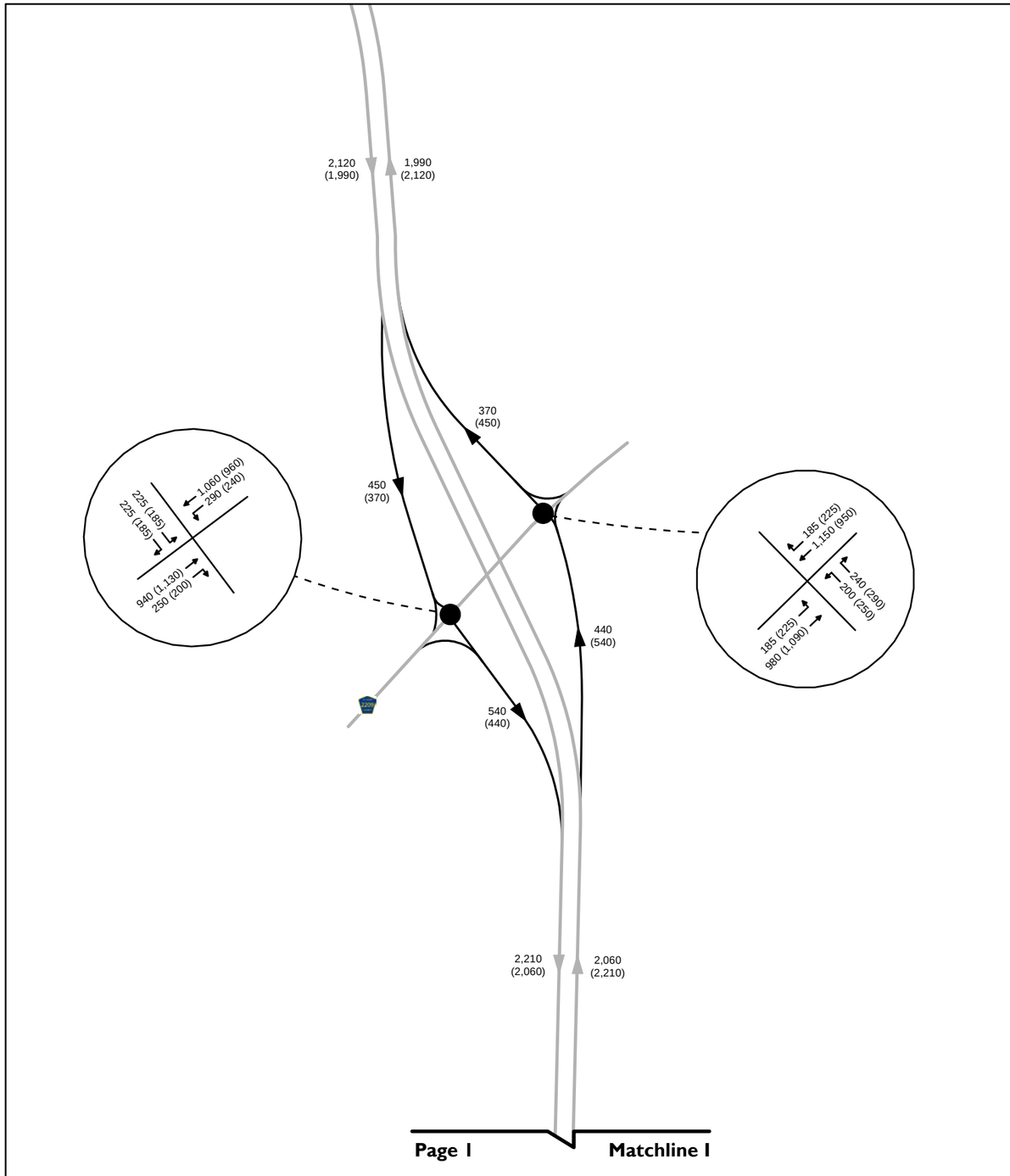

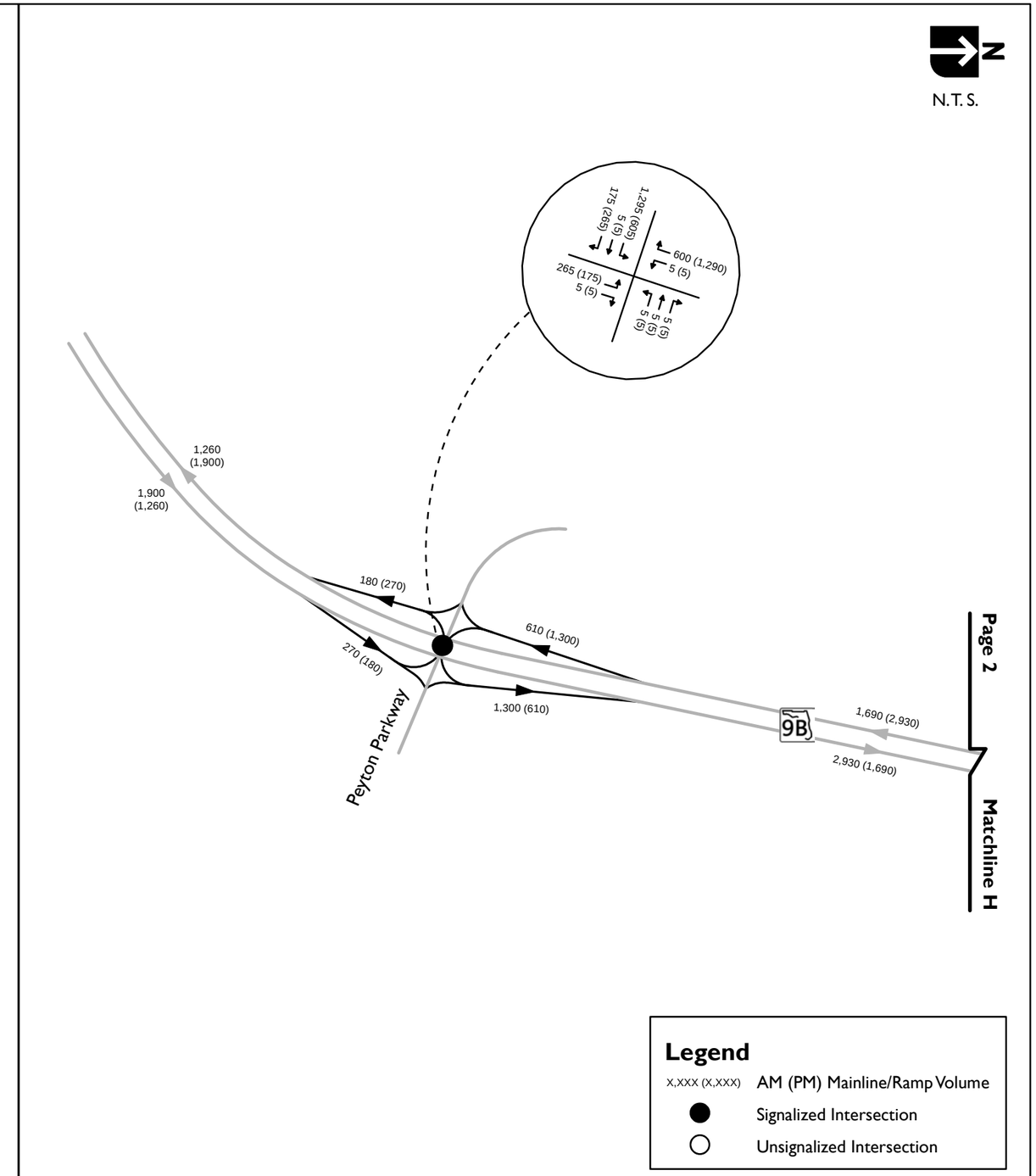

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 9 of 10

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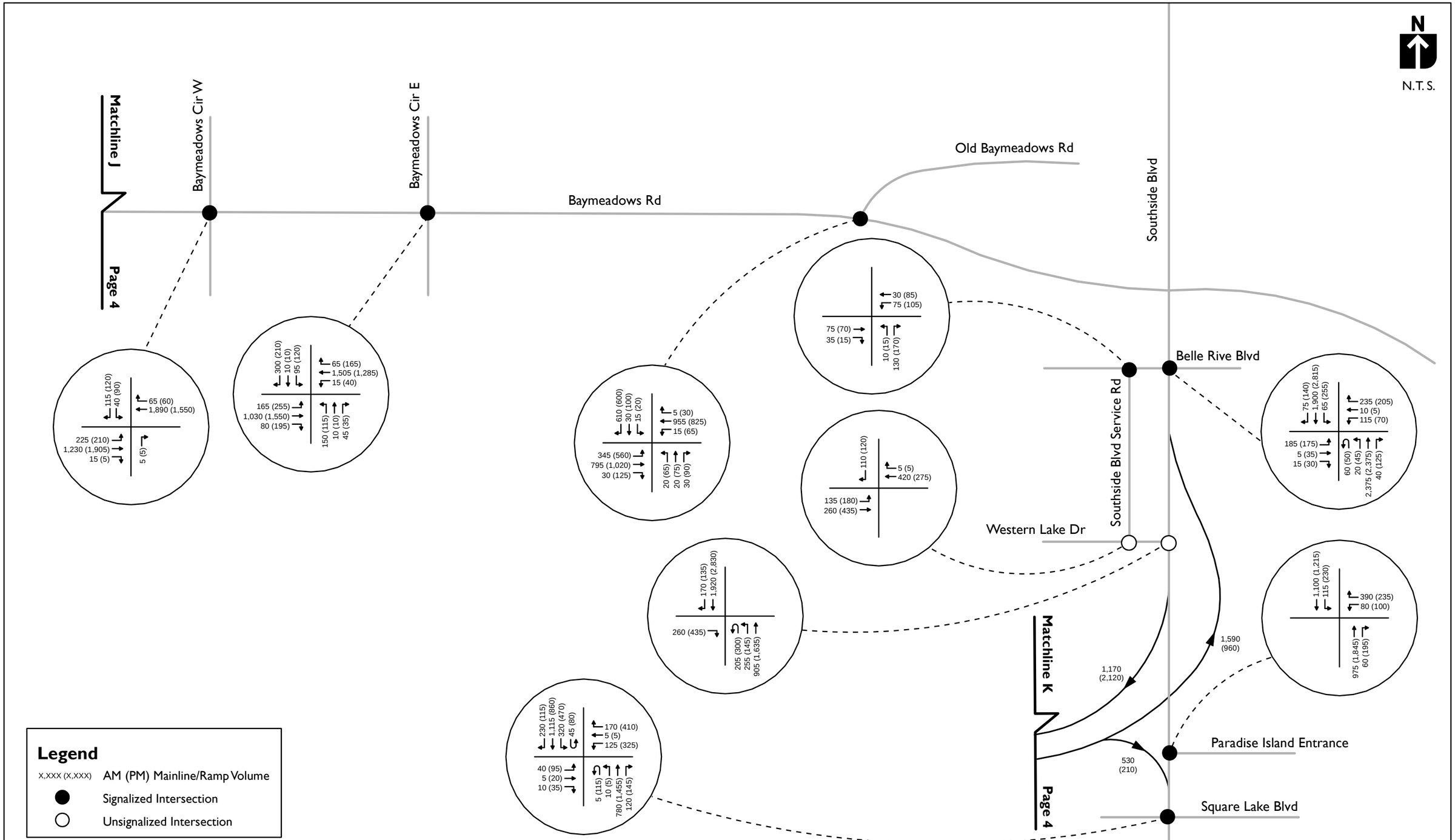

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Original Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-1	Page 10 of 10

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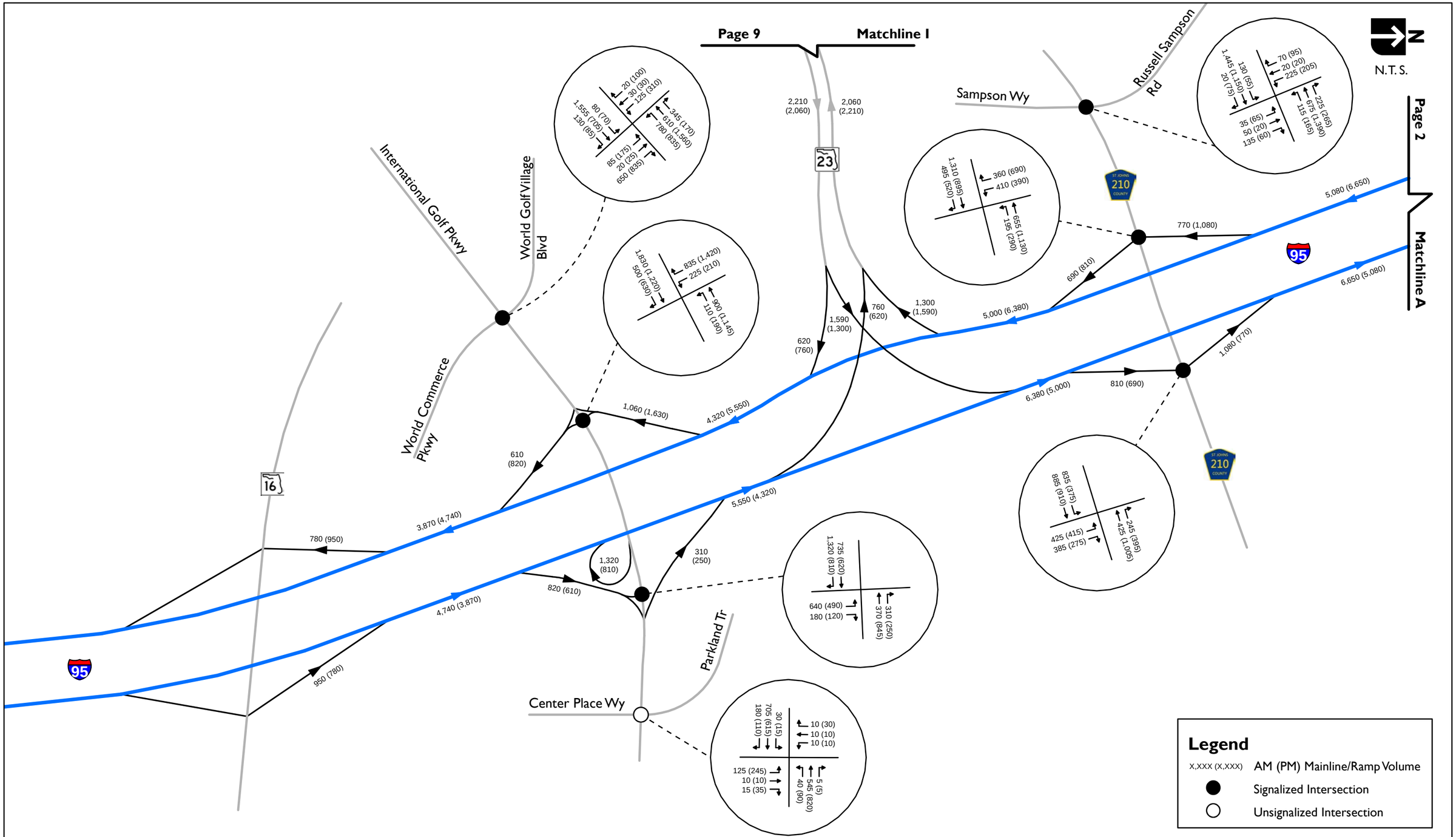

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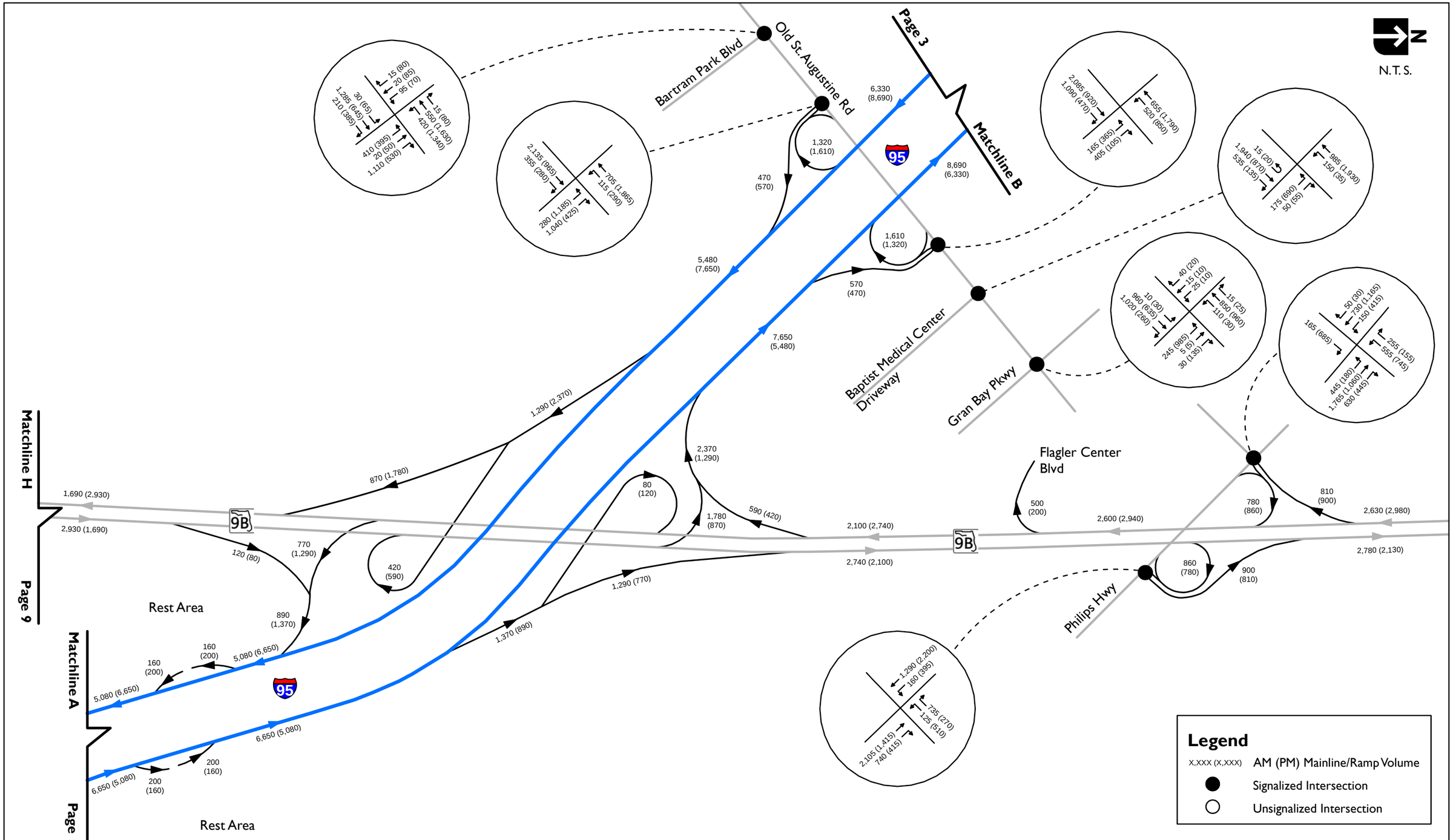

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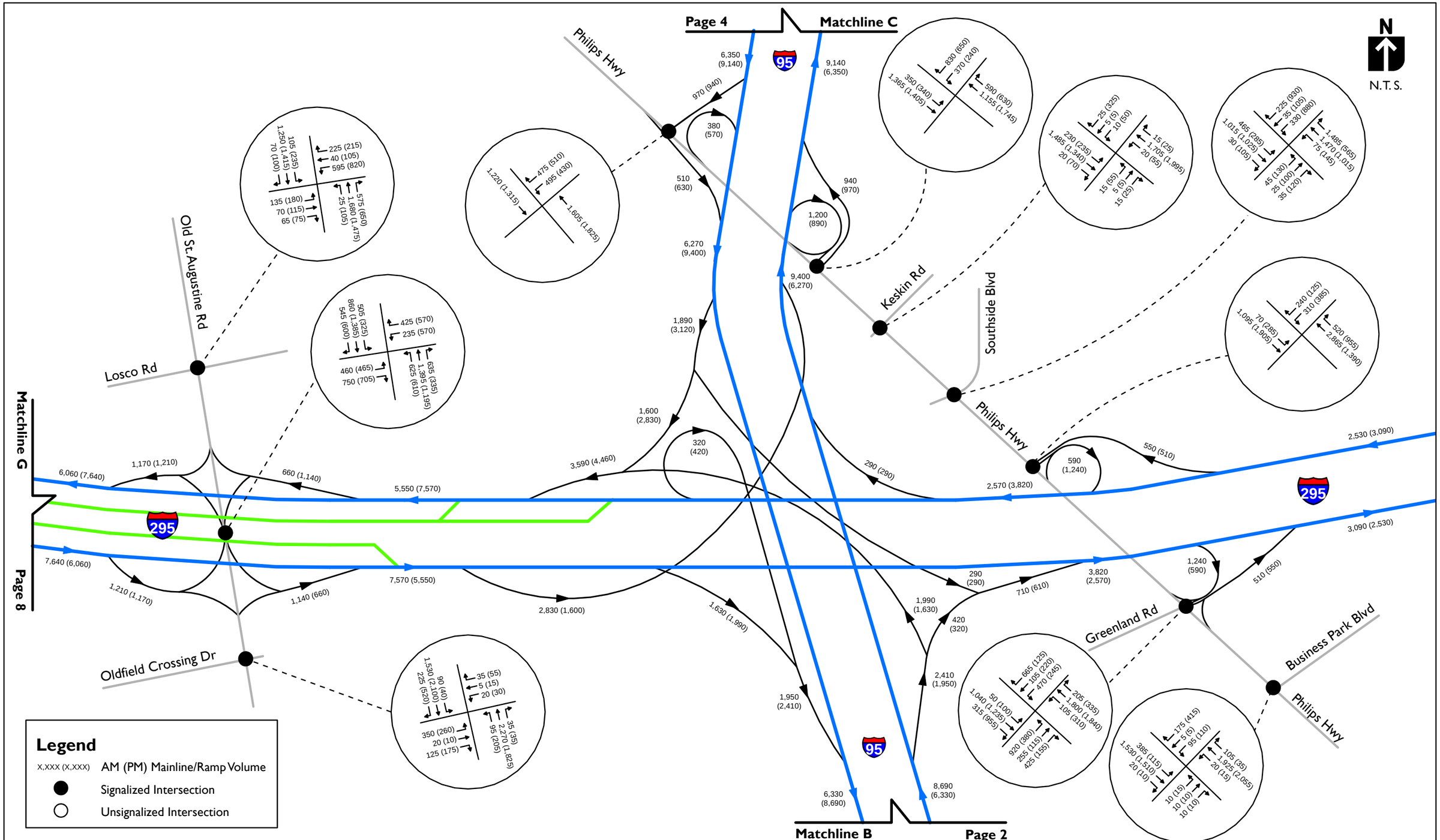

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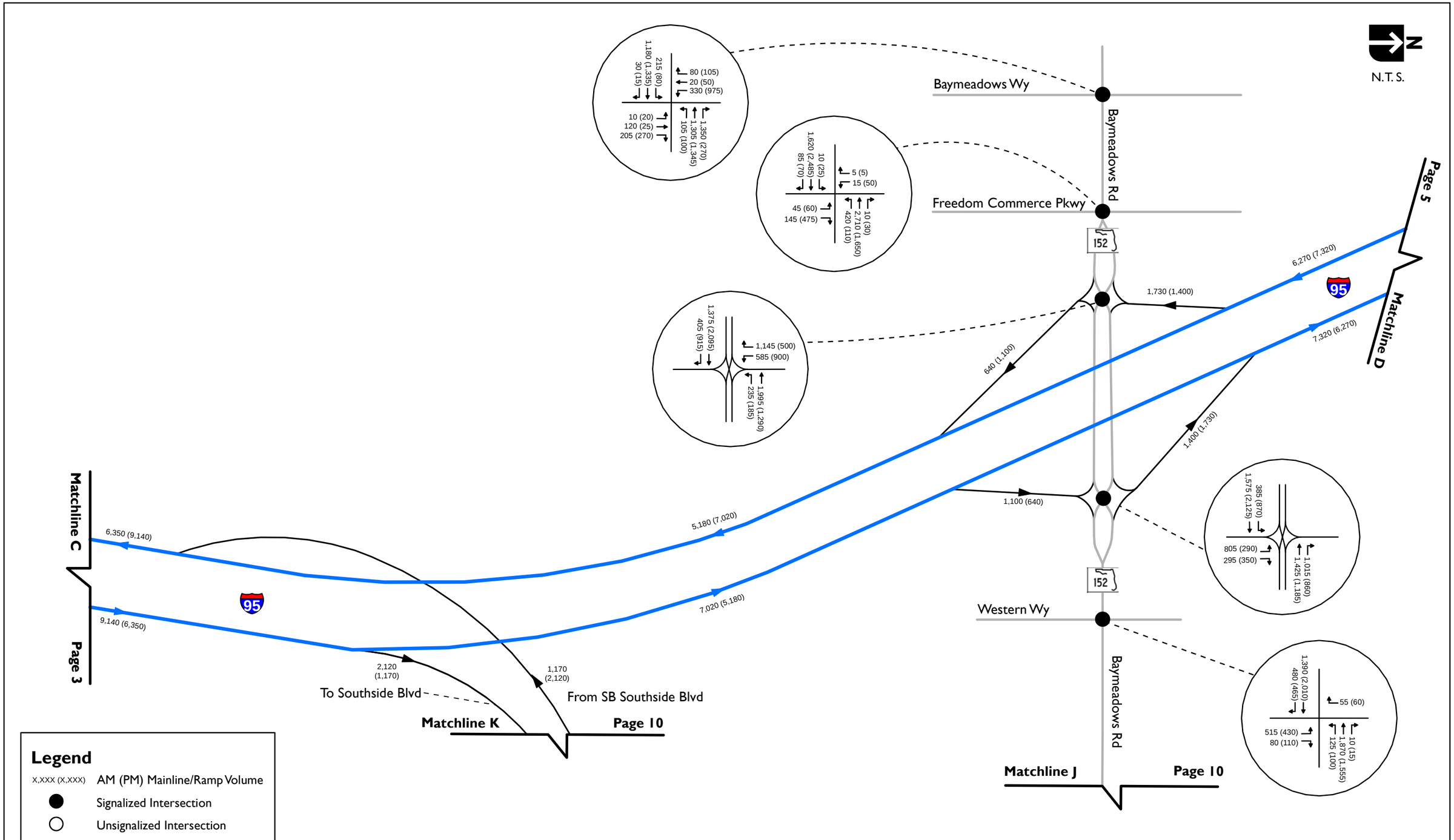

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-2	Page 4 of 10

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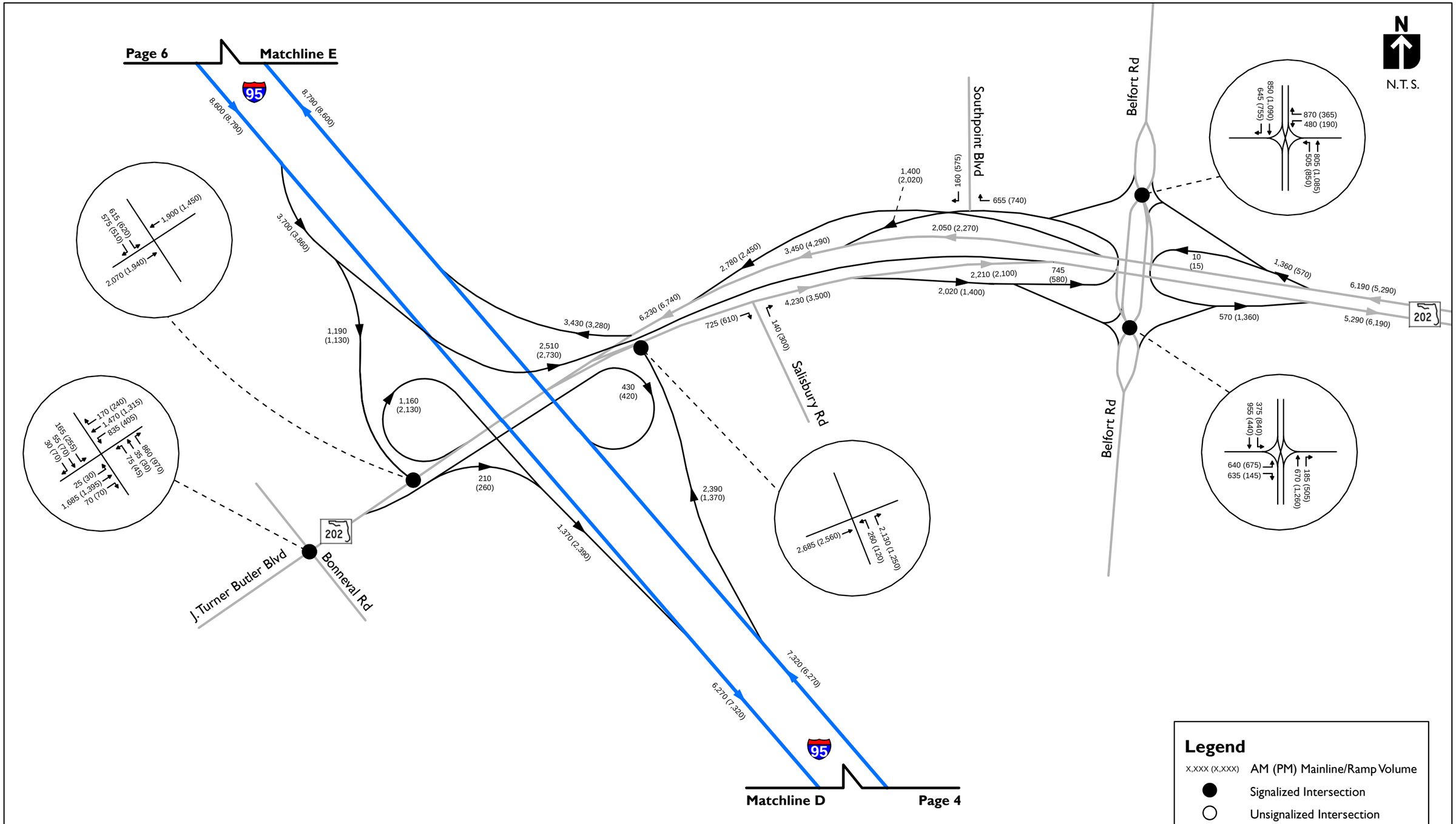

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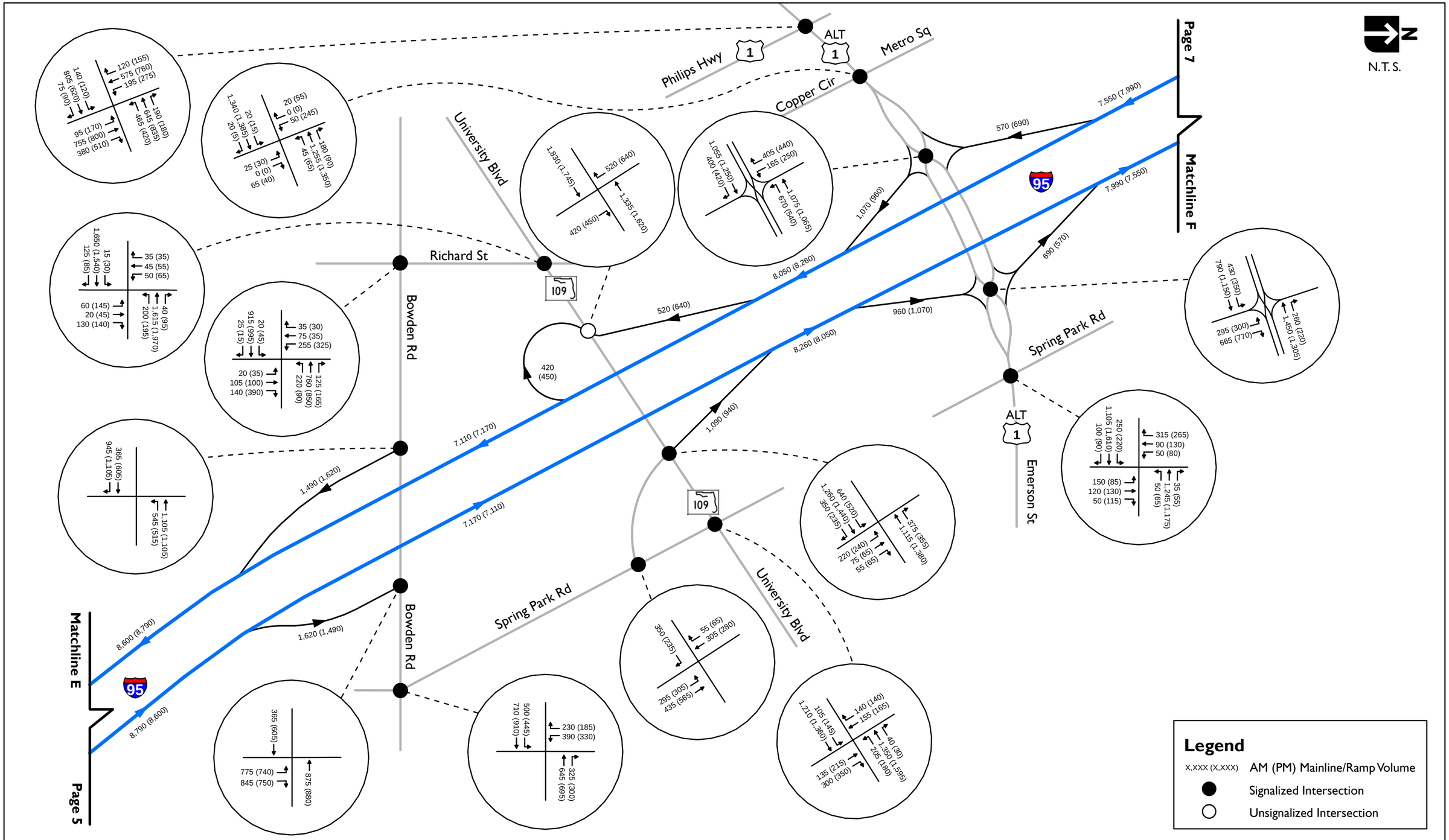

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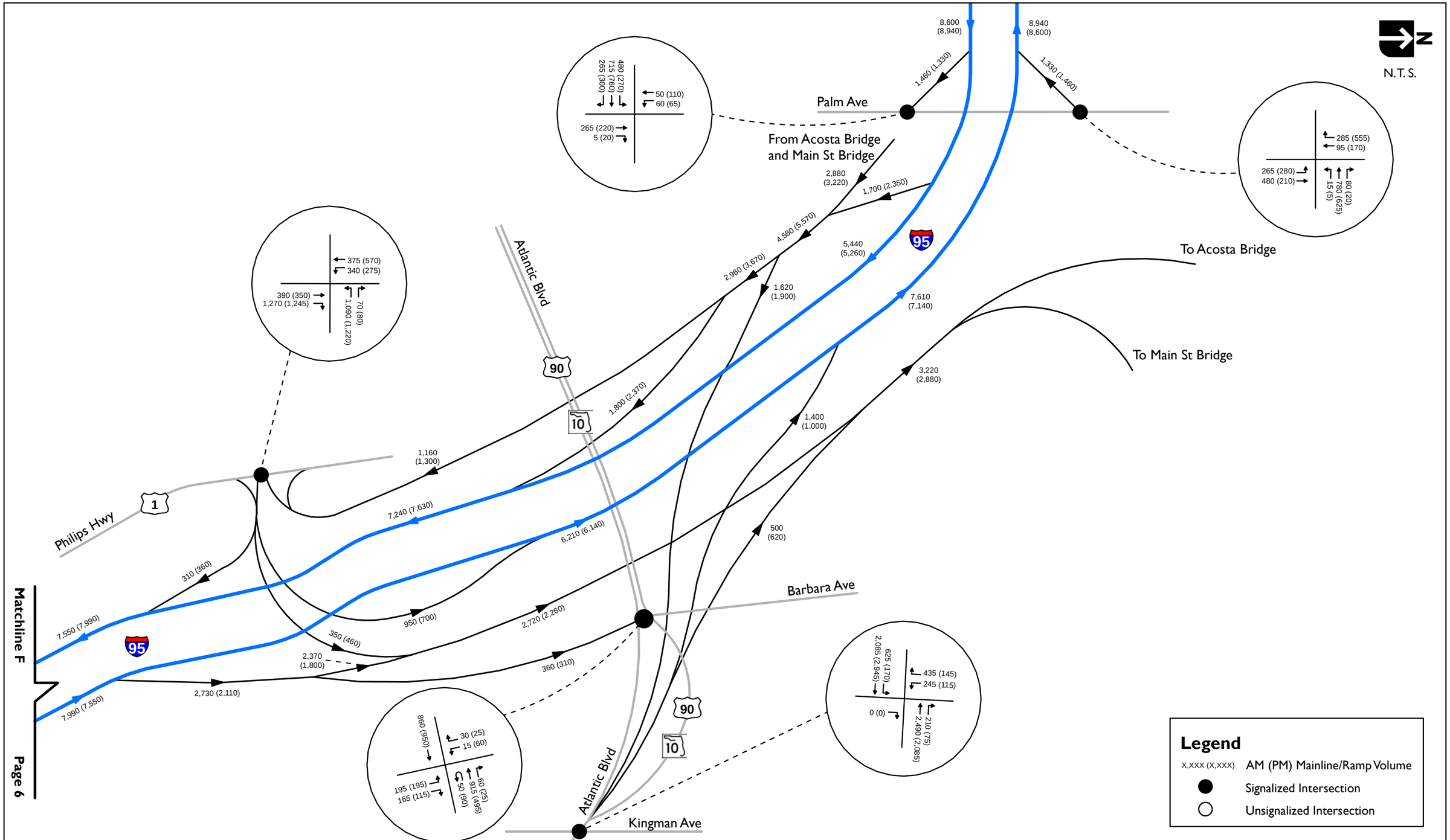

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-2	Page 7 of 10

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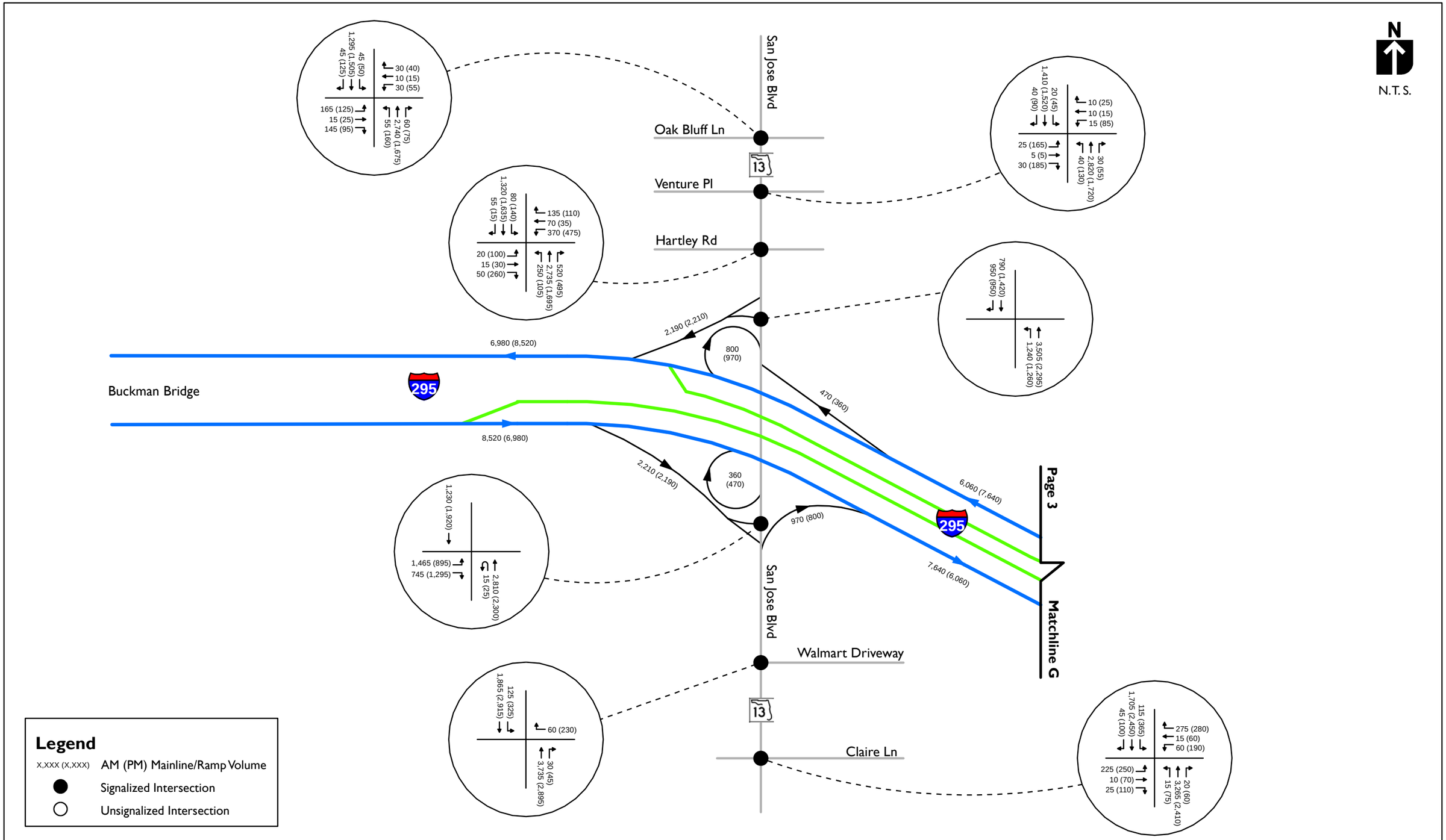

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-2	Page 8 of 10

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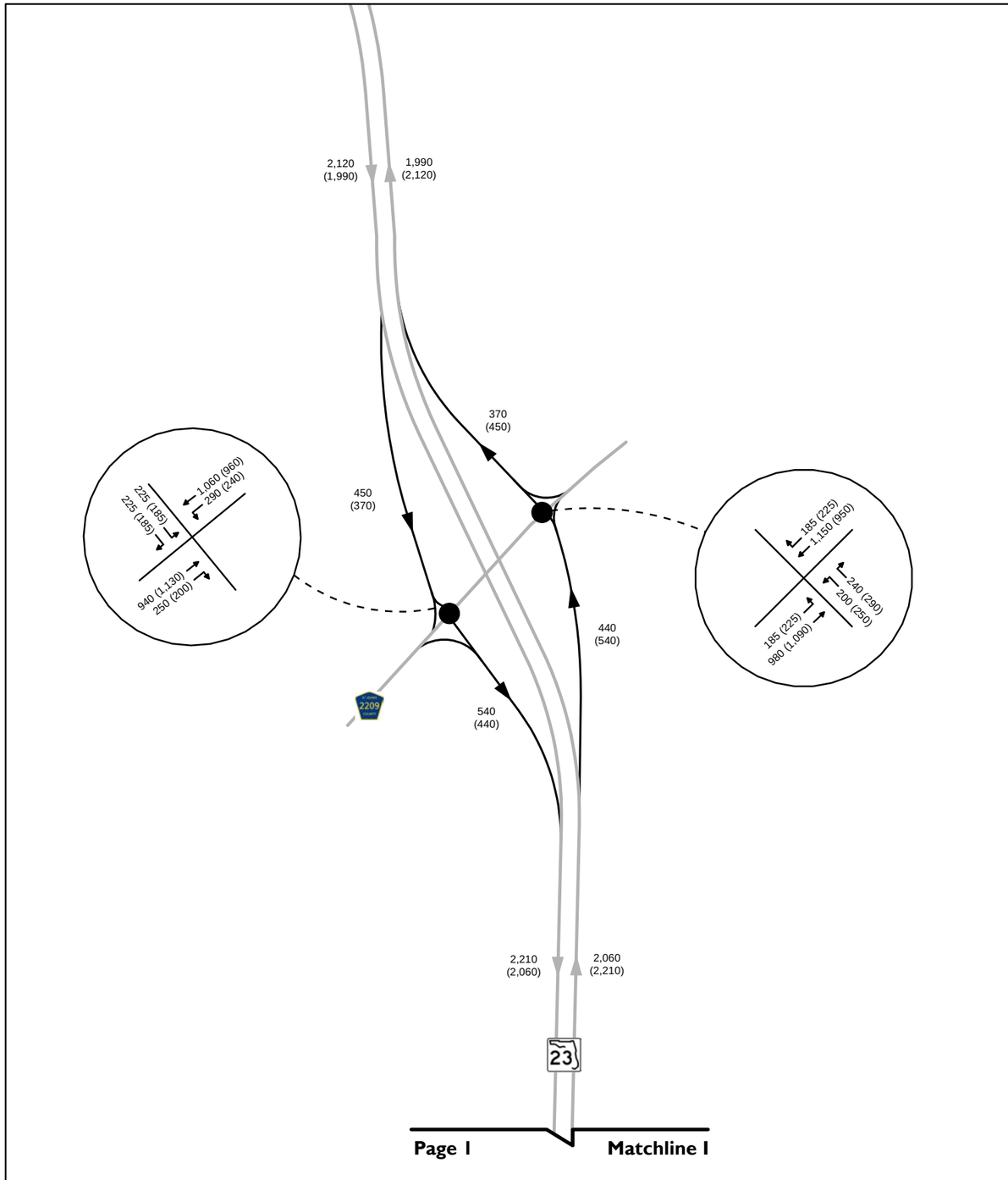

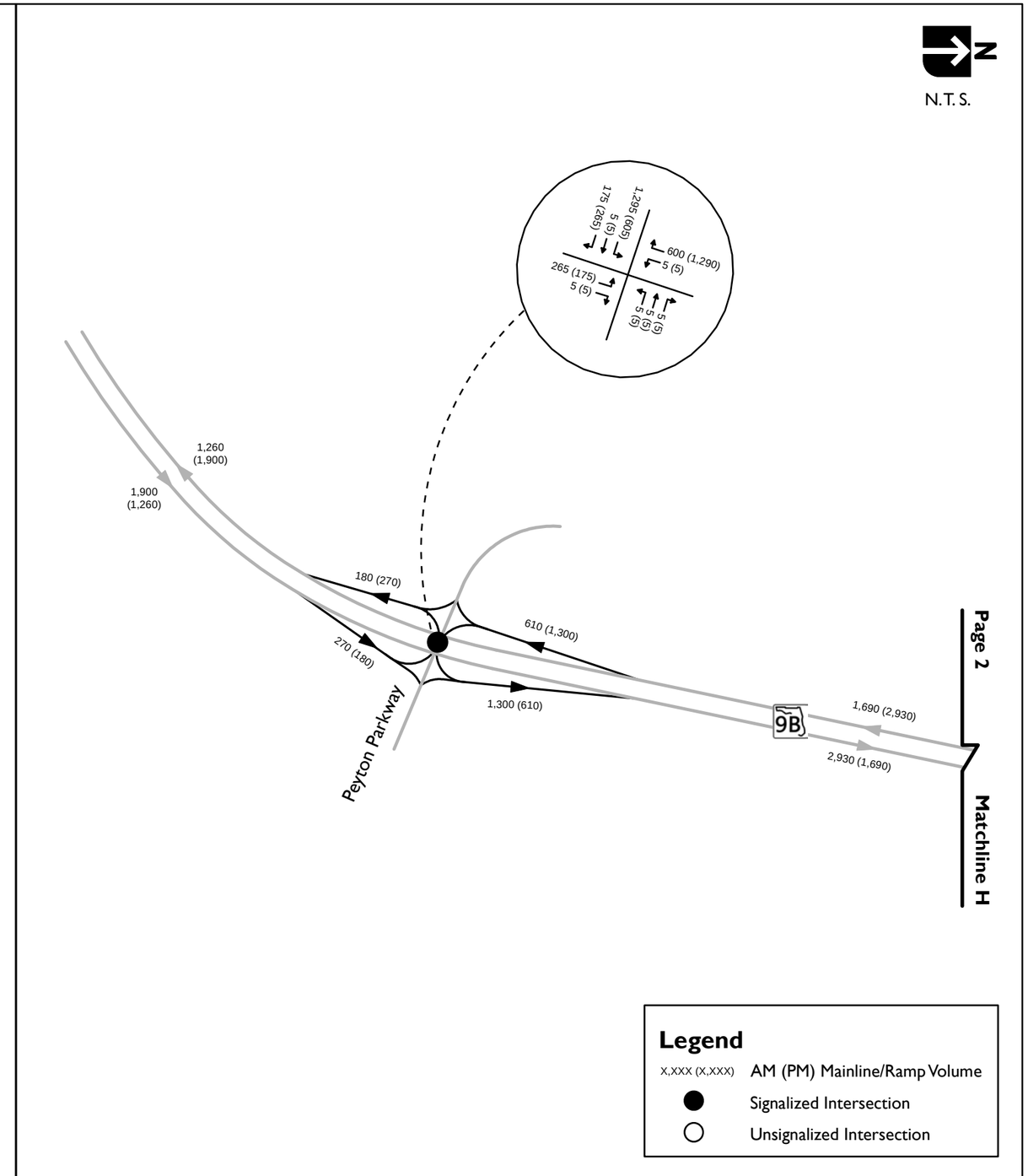

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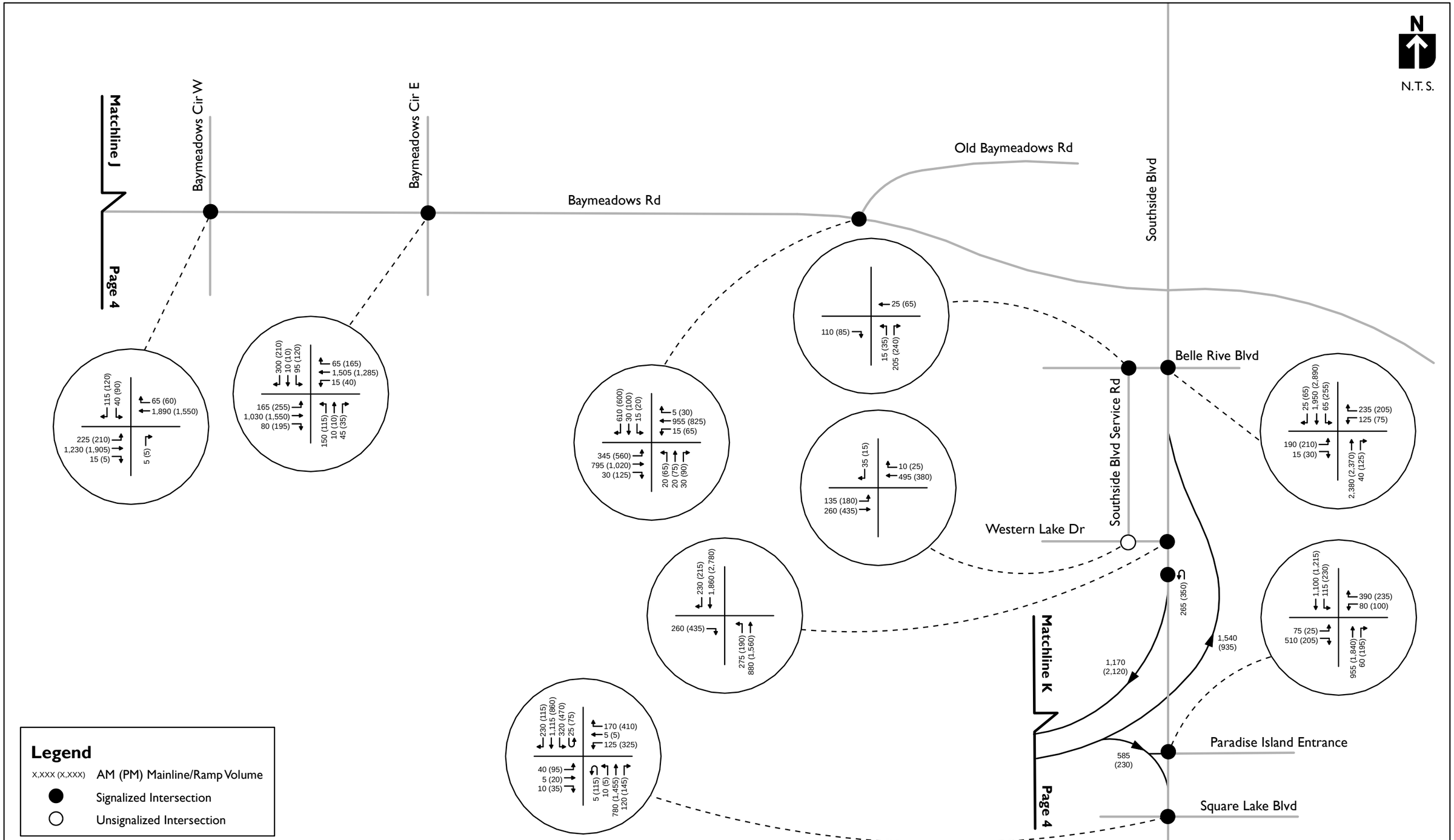

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Opening Year 2030 AM (PM) Peak Hour Volume	Figure 7-2	Page 10 of 10

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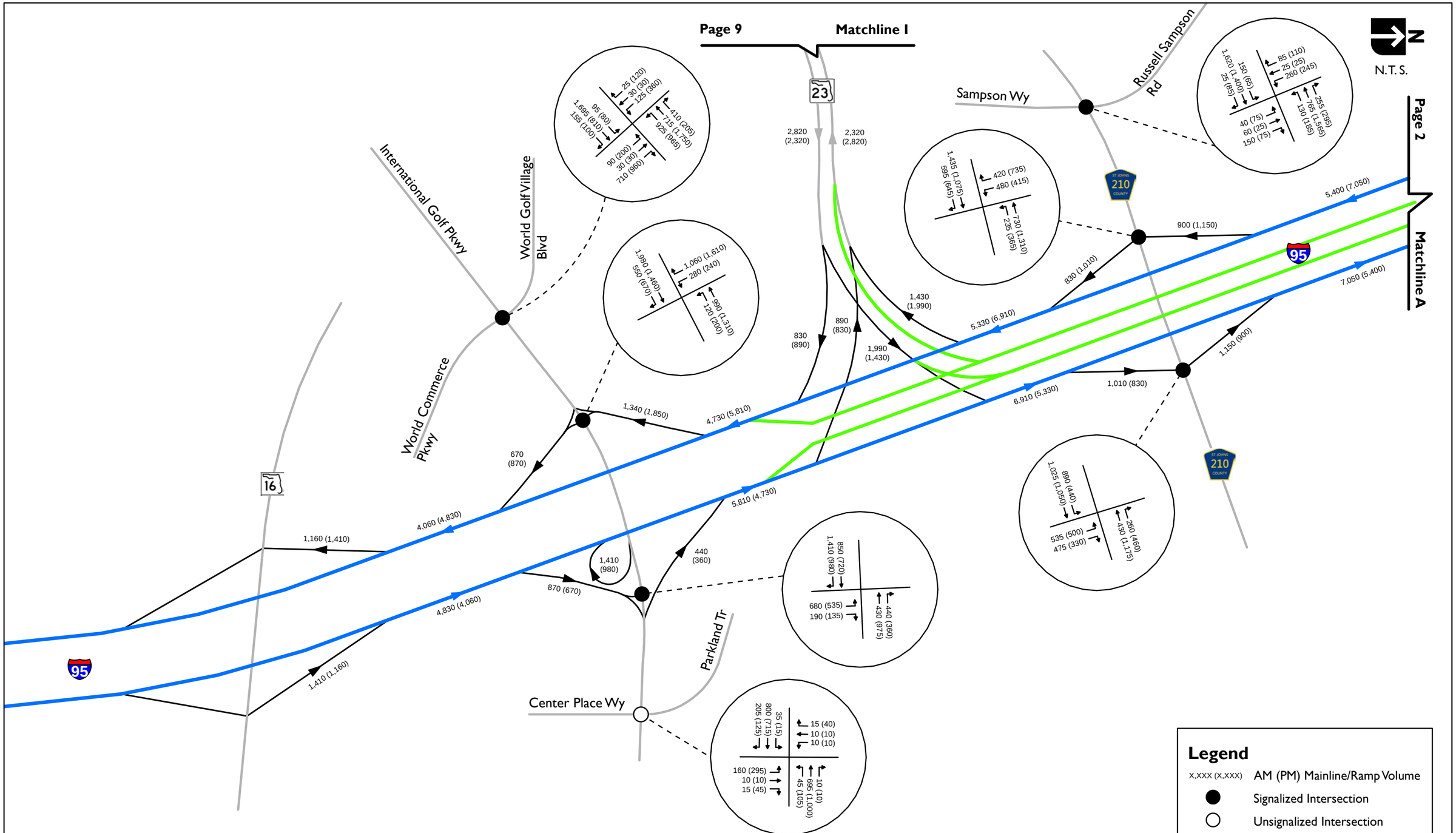

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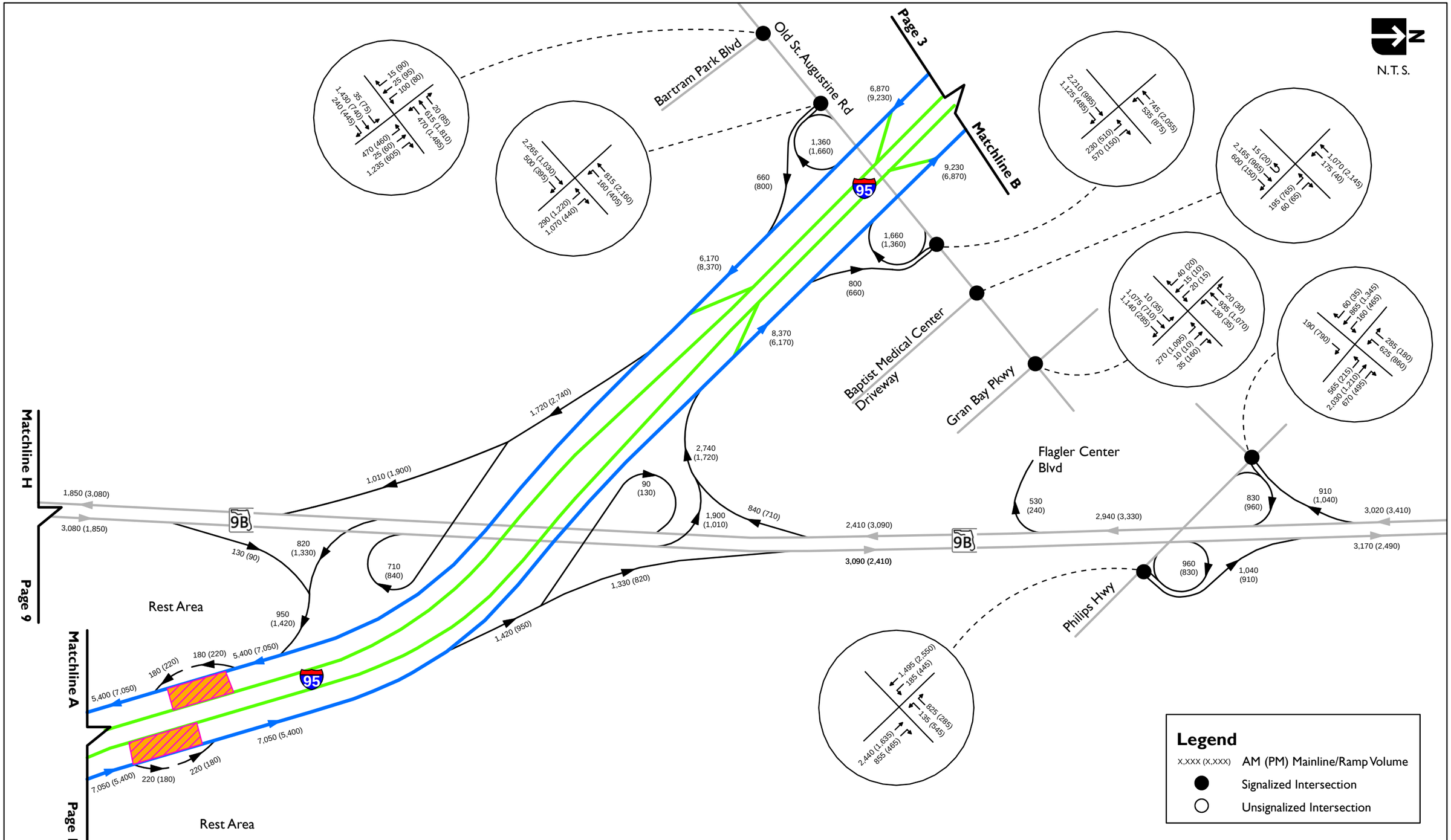

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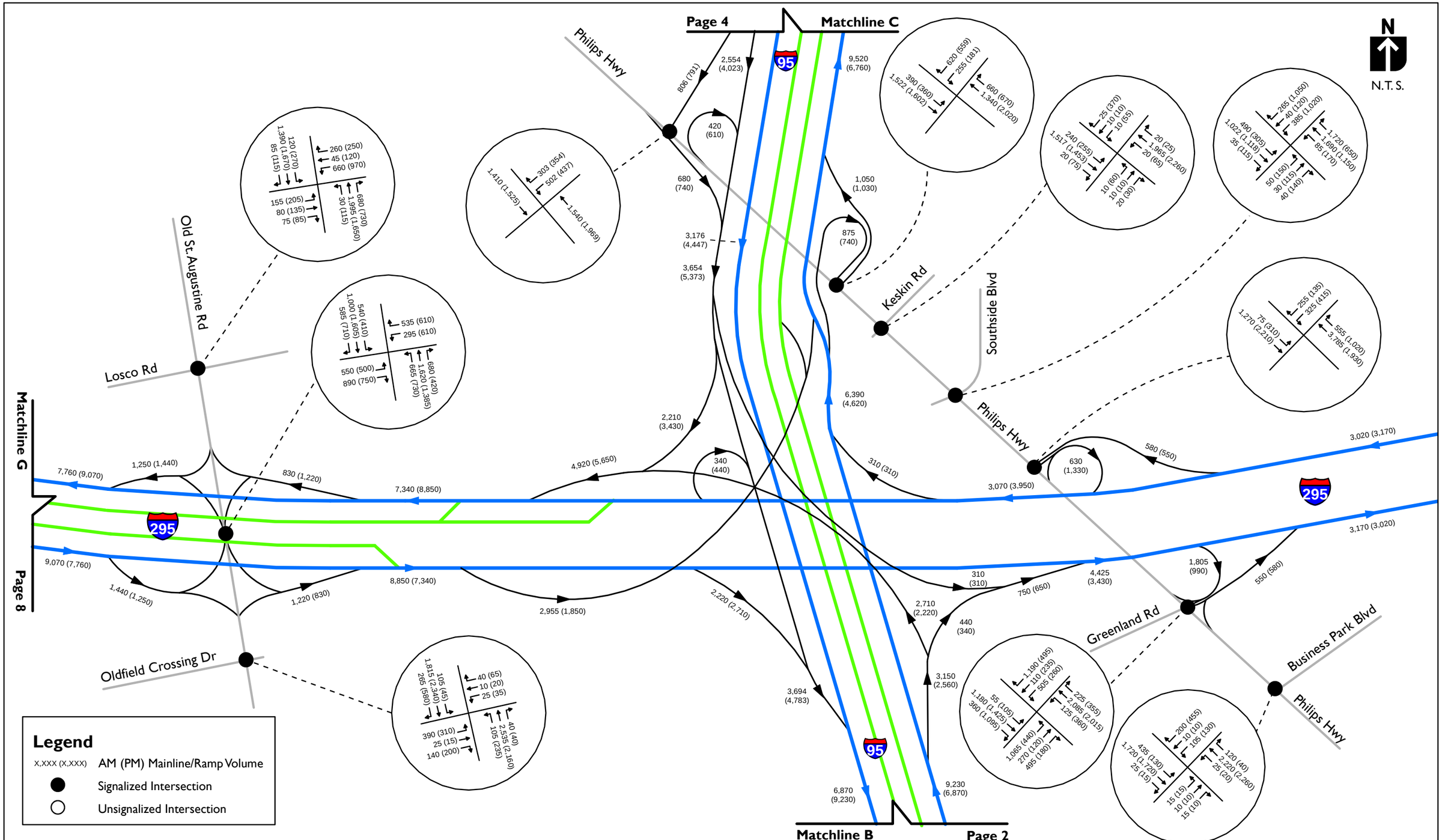

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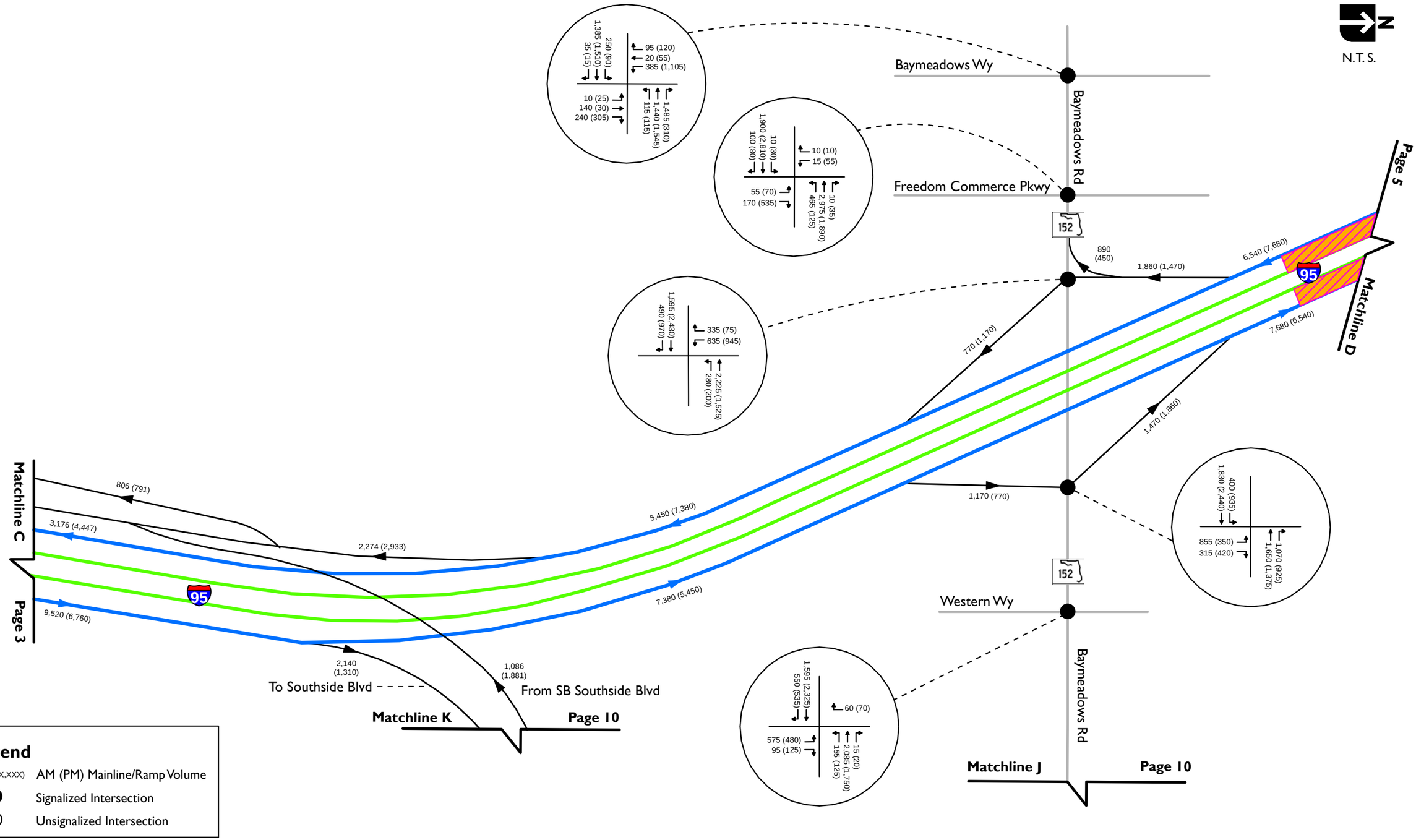

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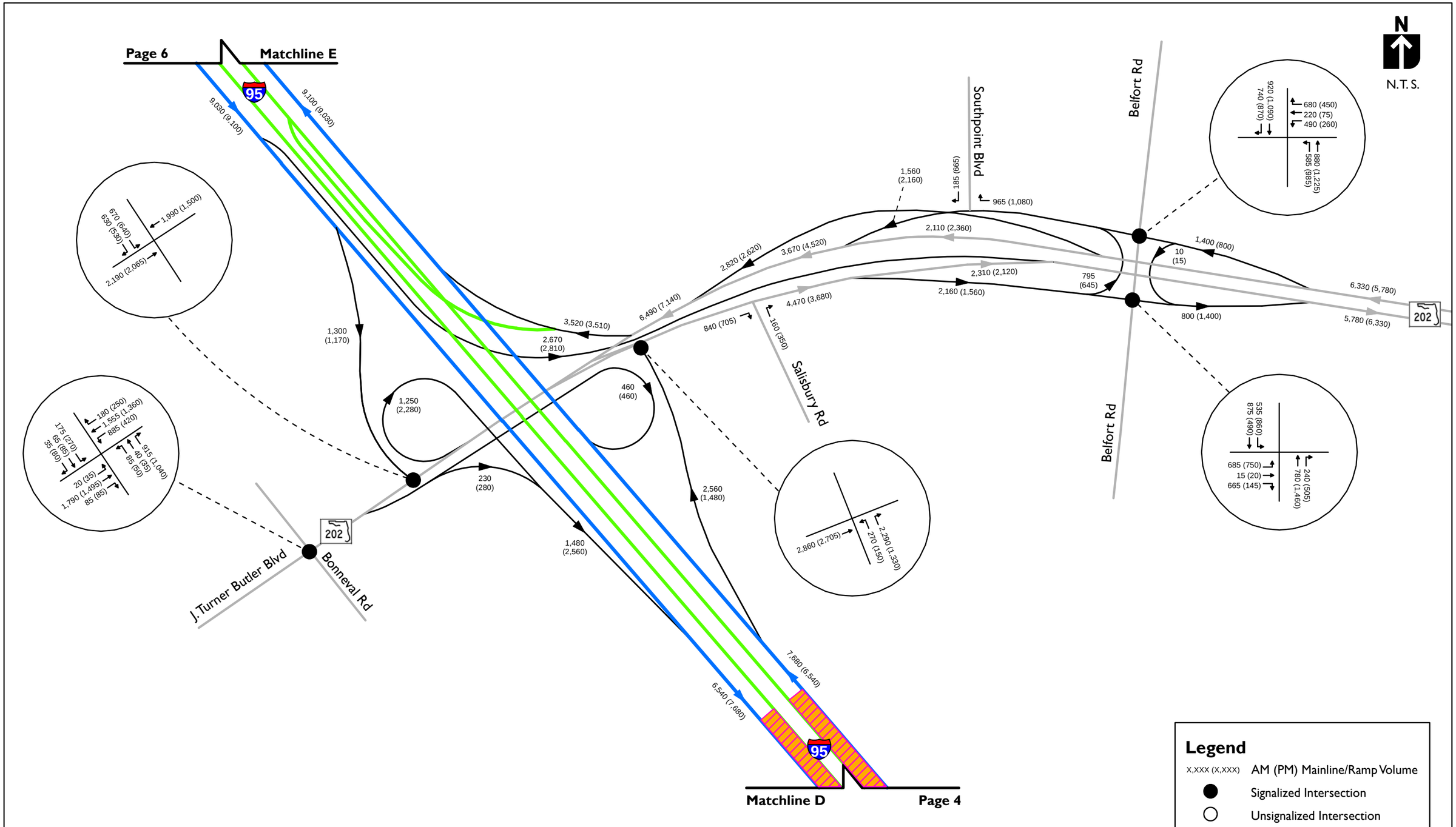

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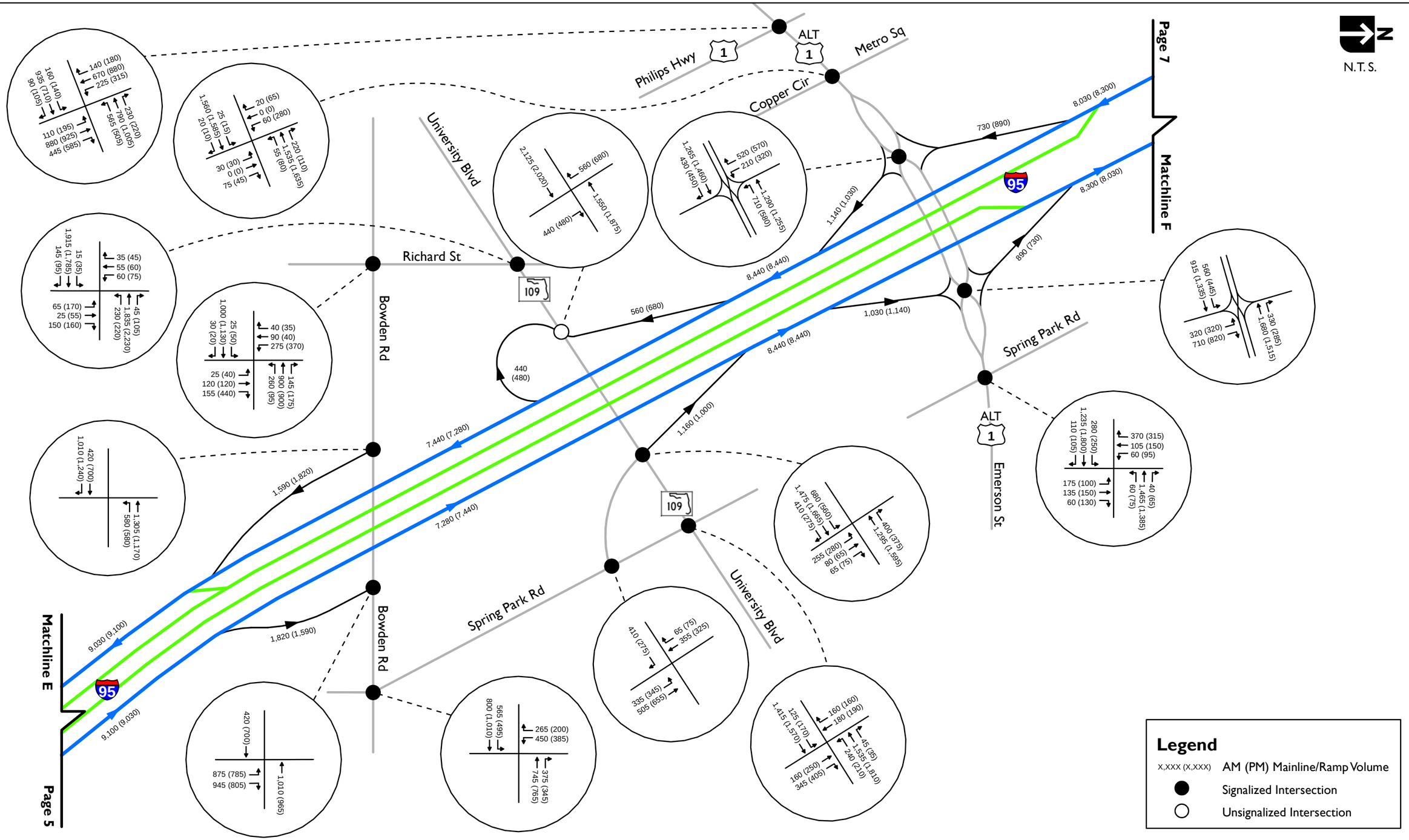

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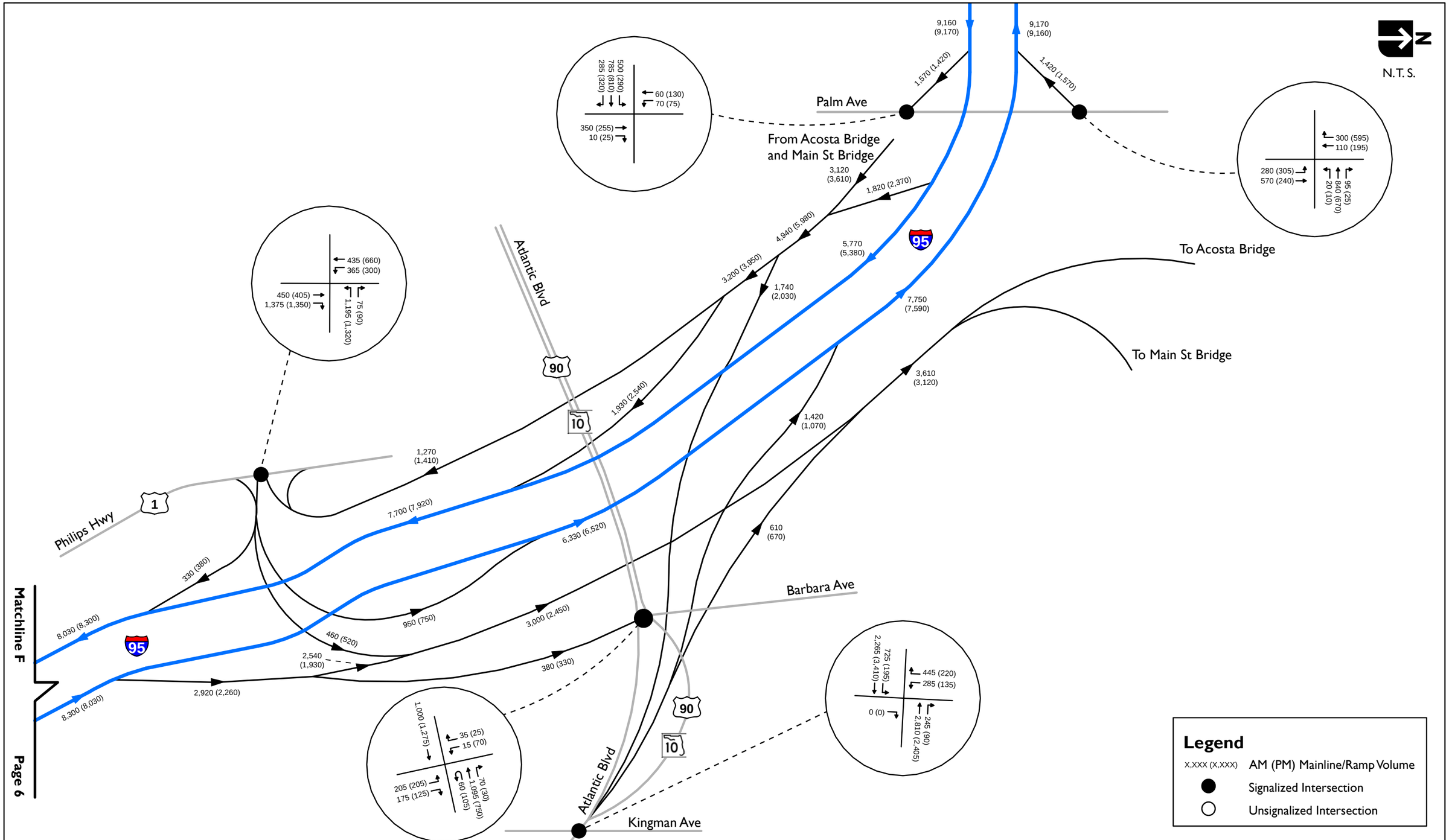

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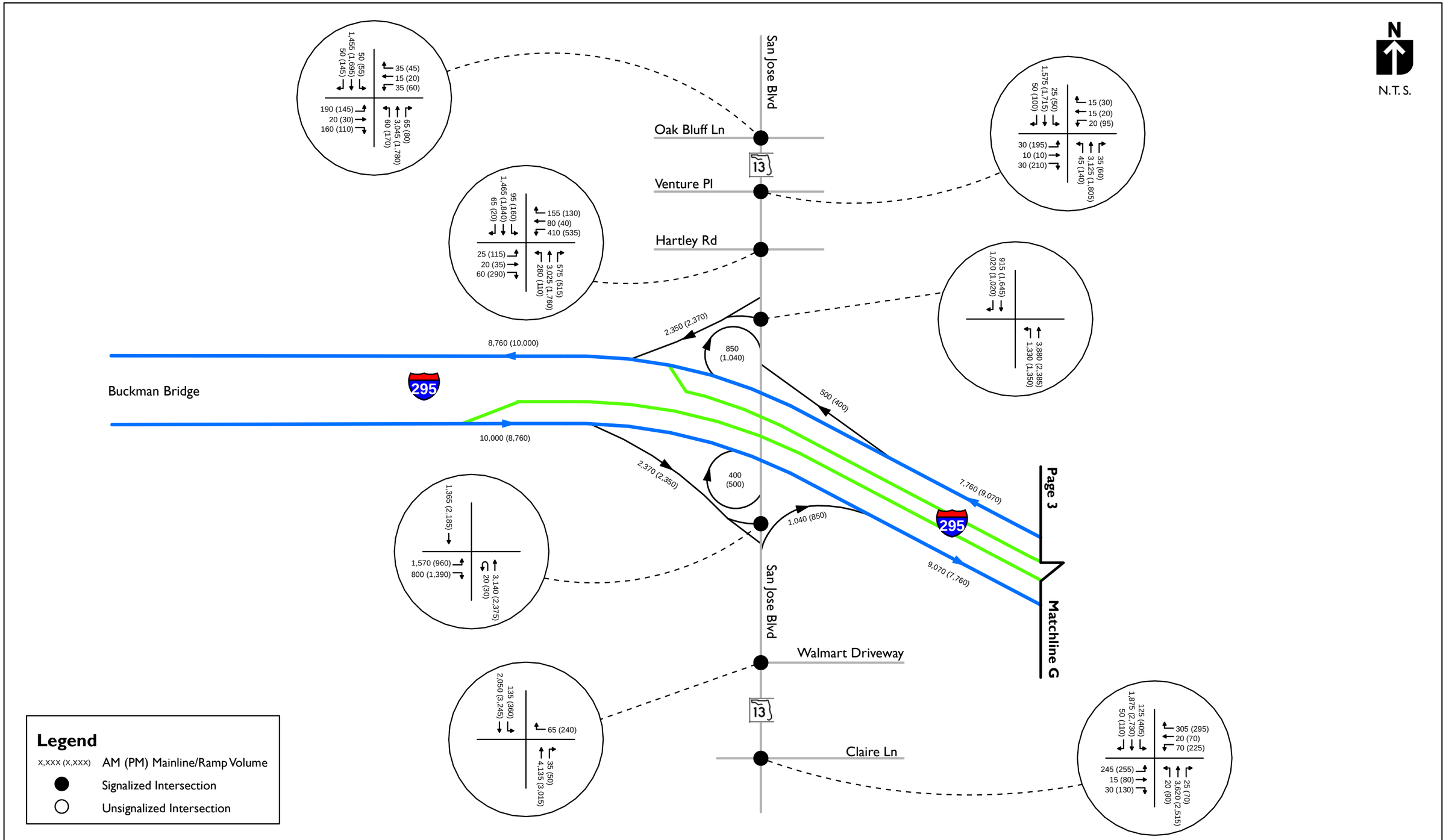

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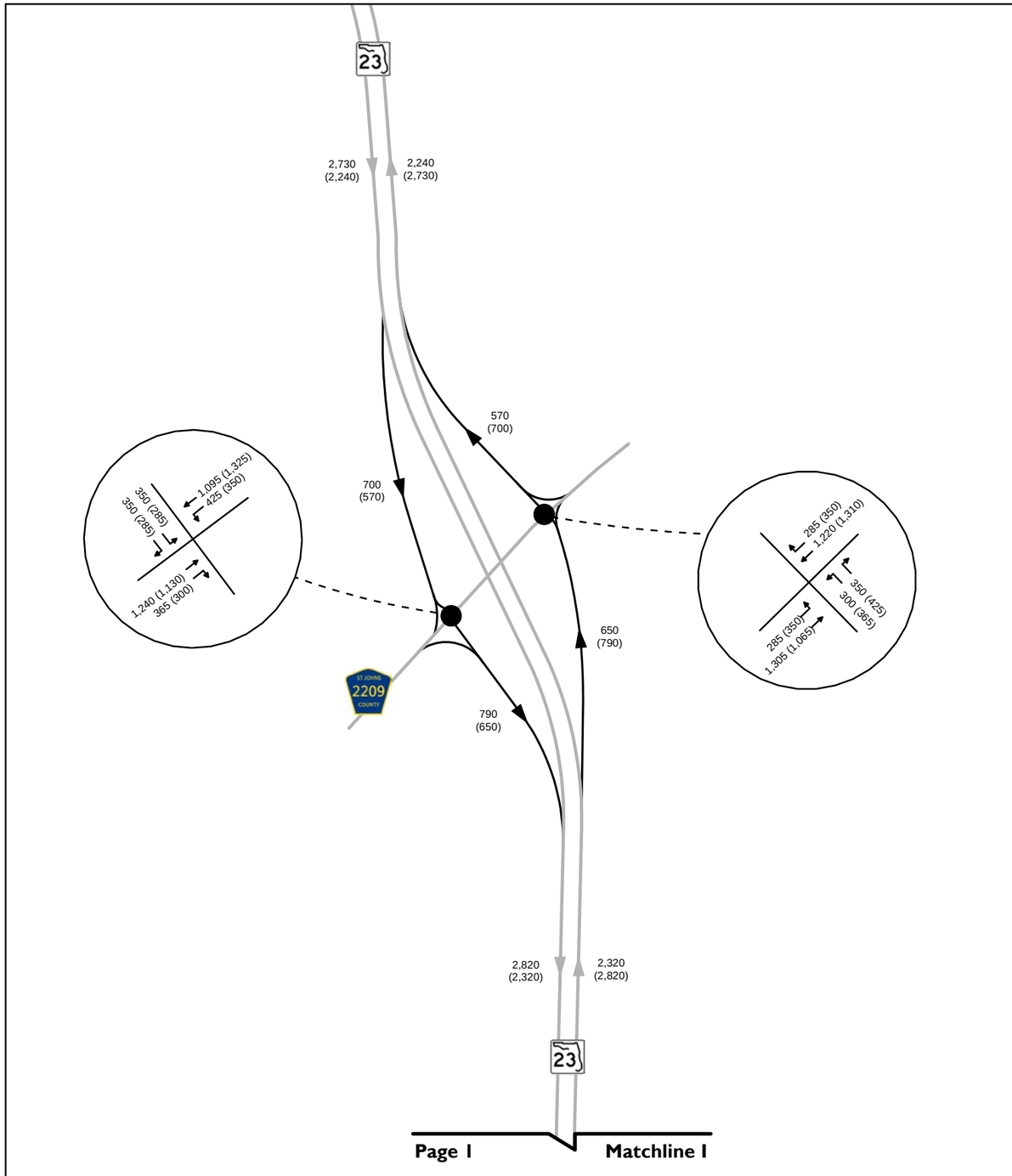

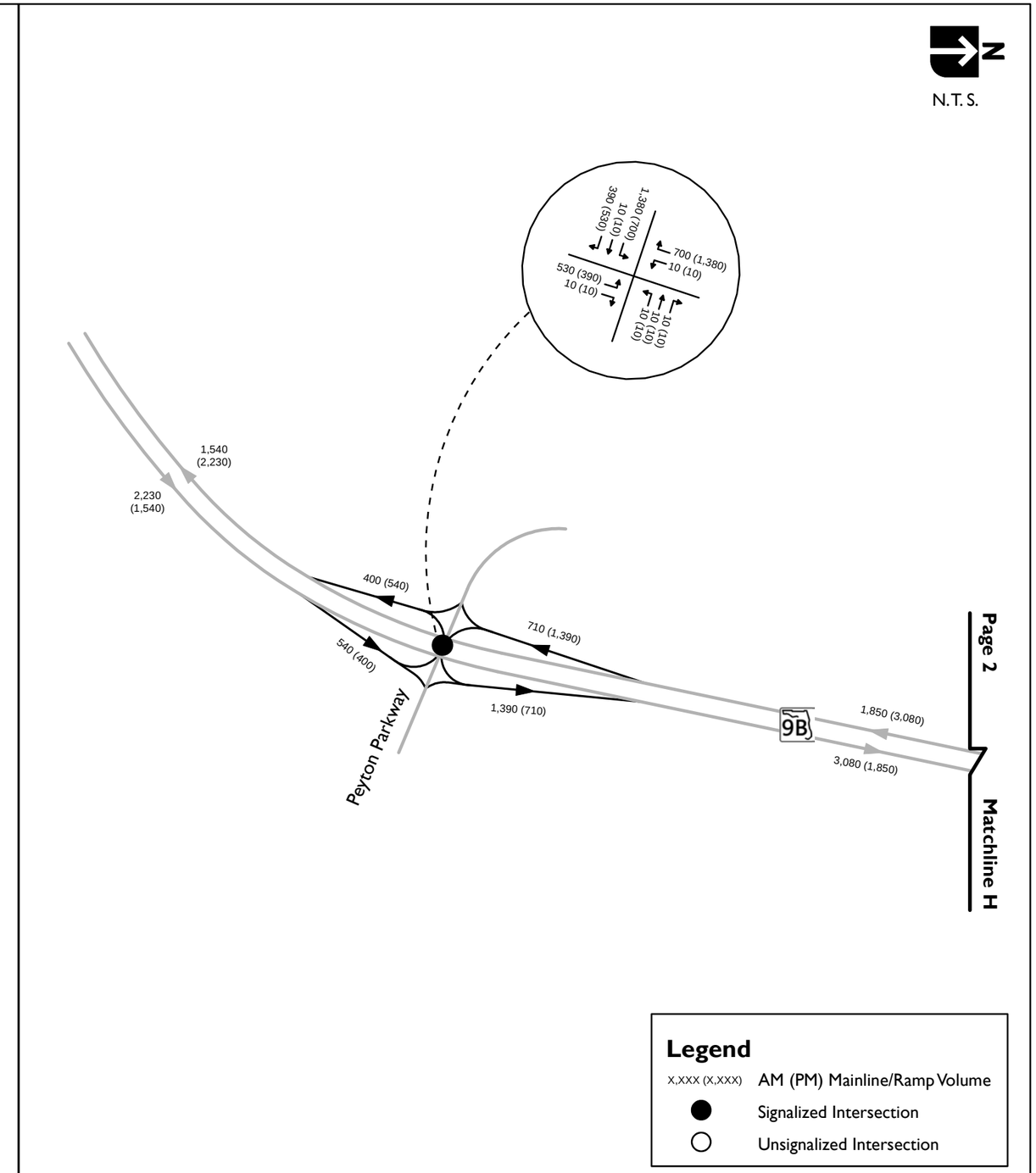

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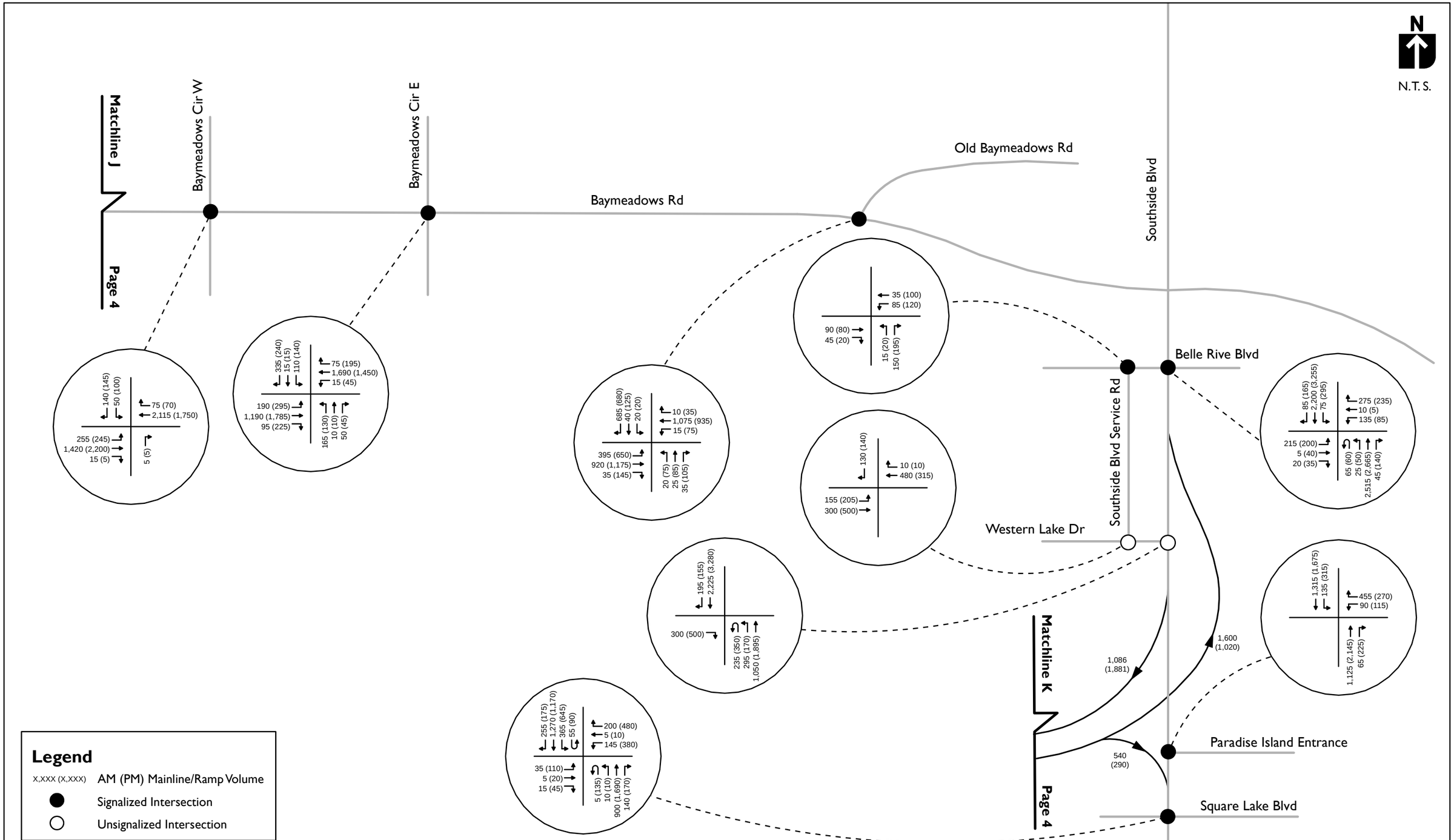

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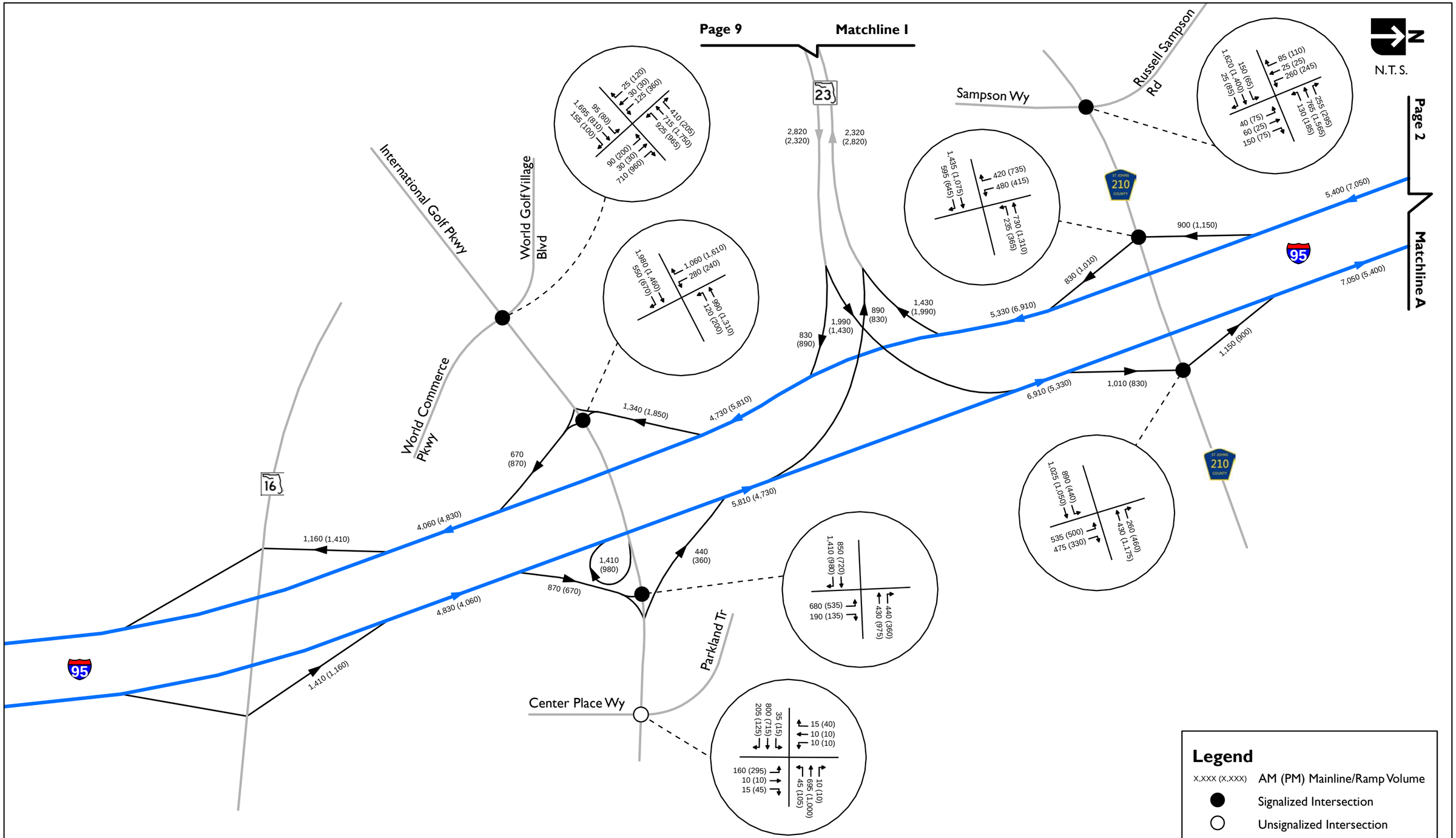

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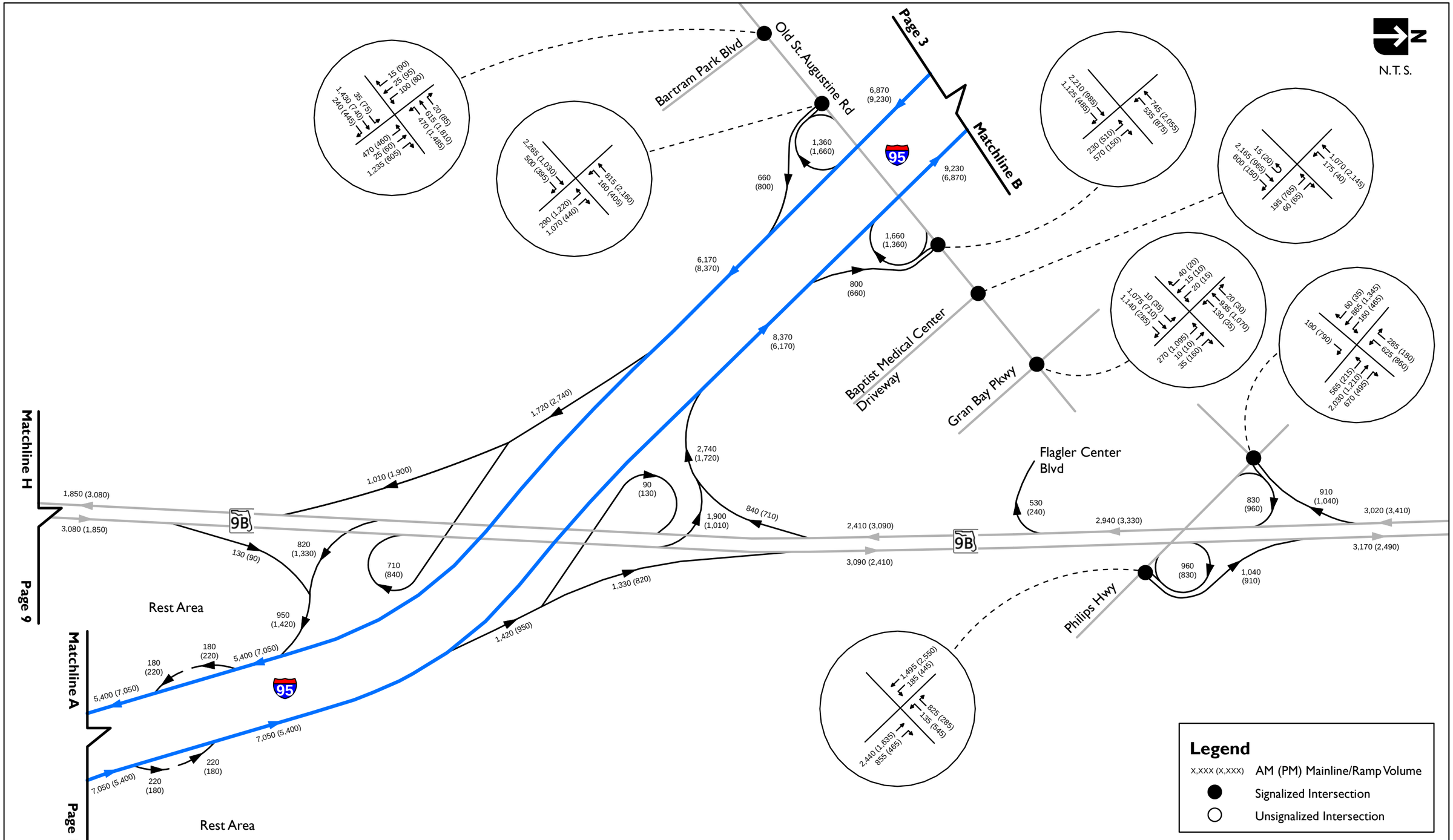

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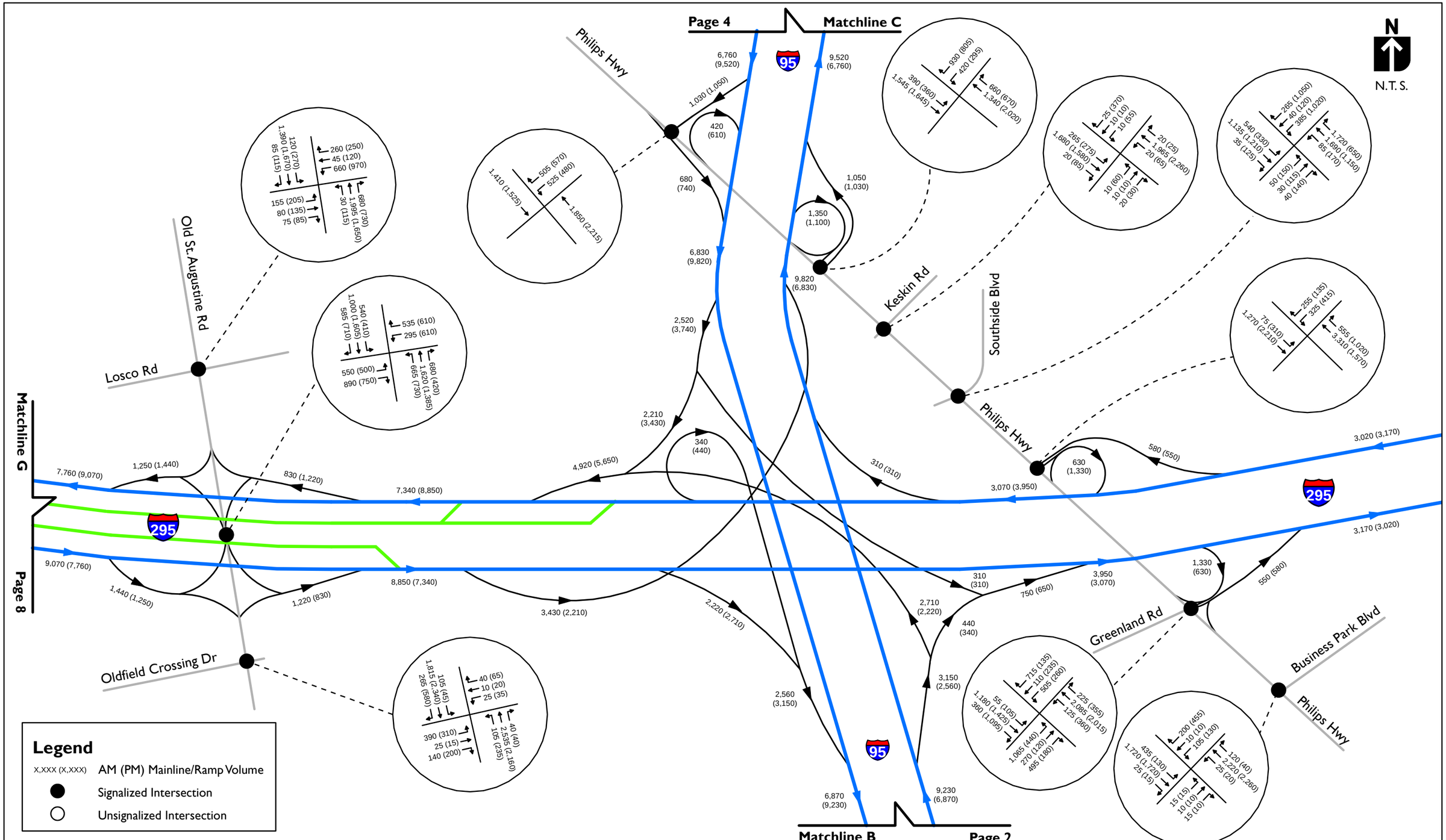

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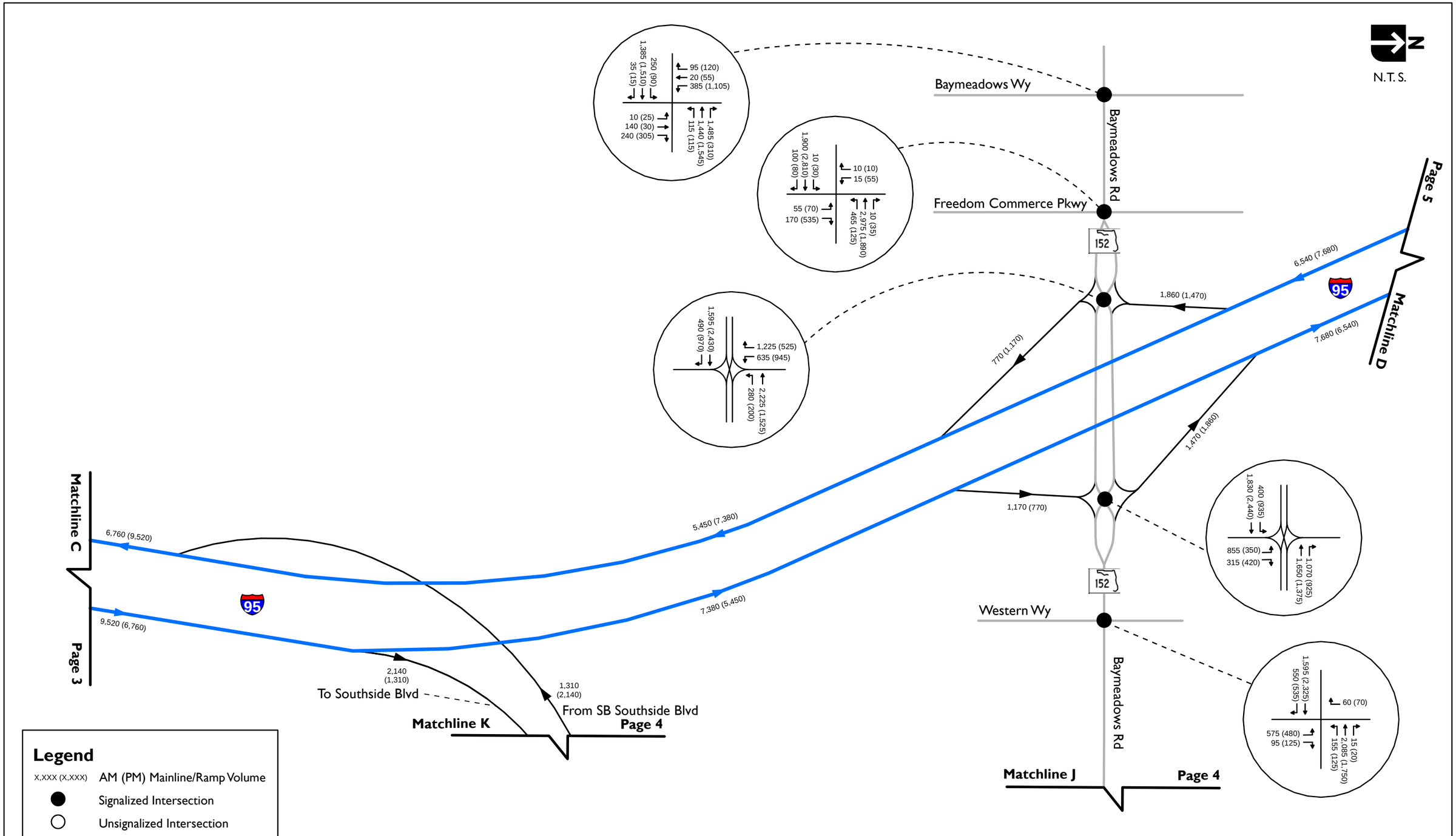

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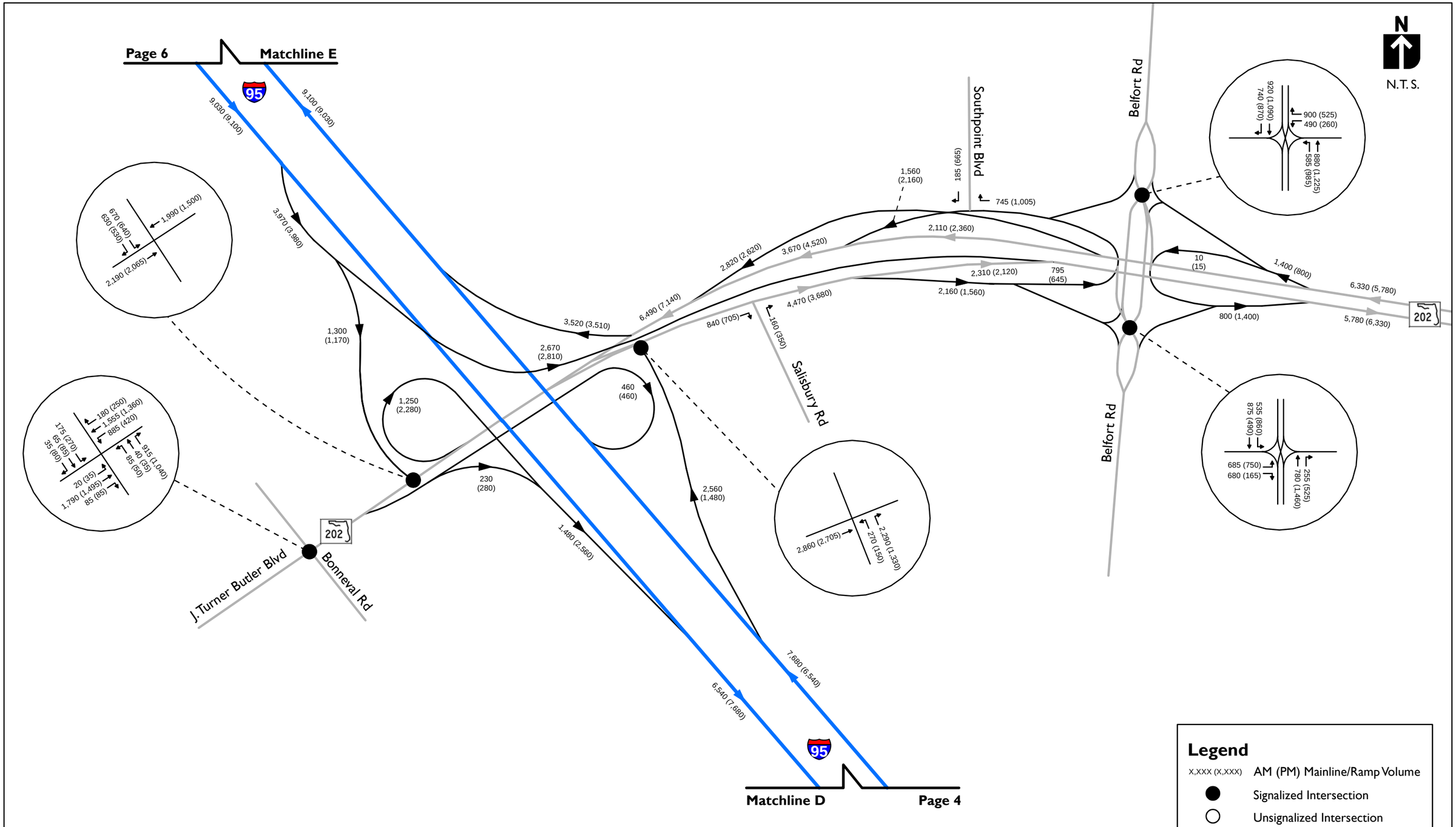

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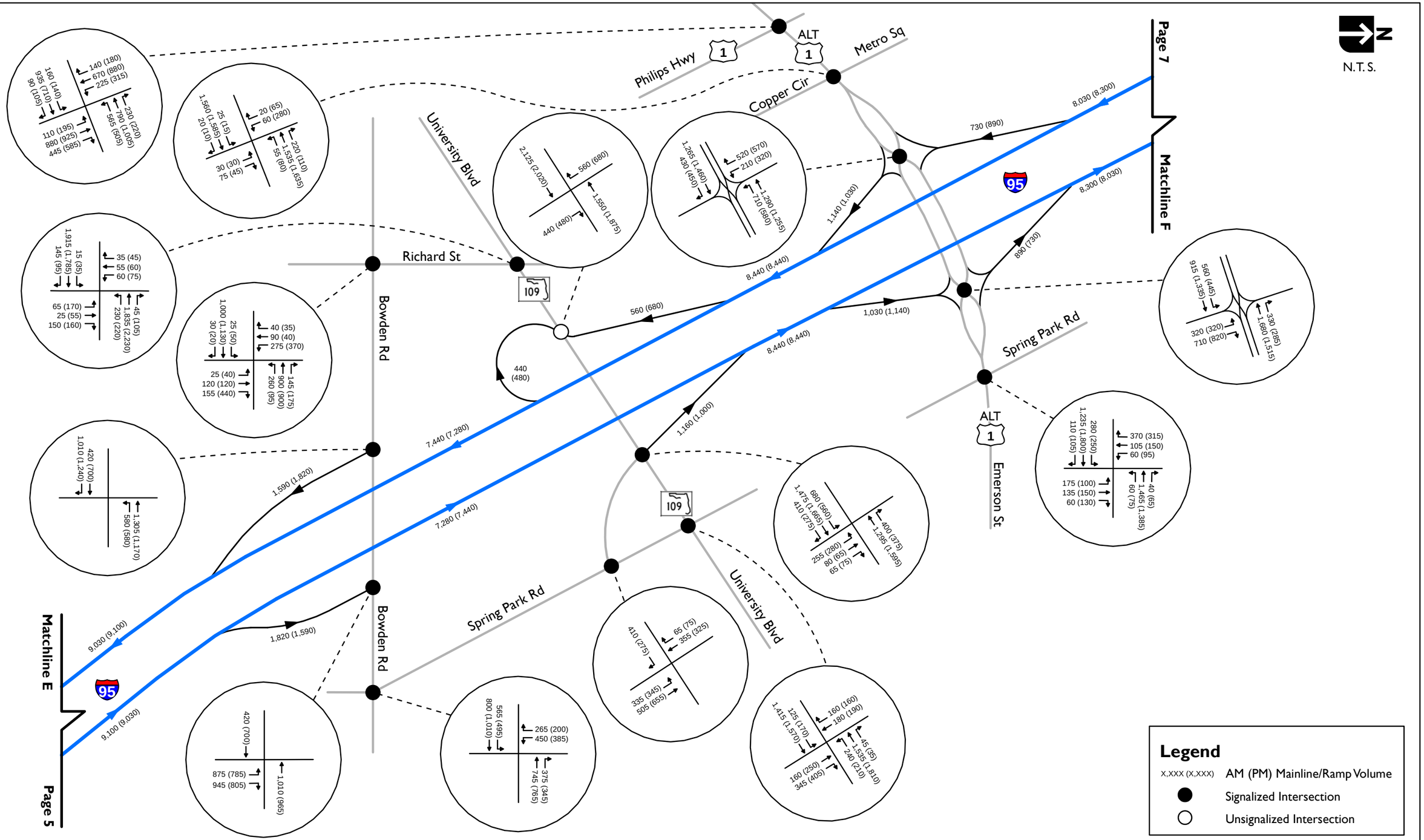
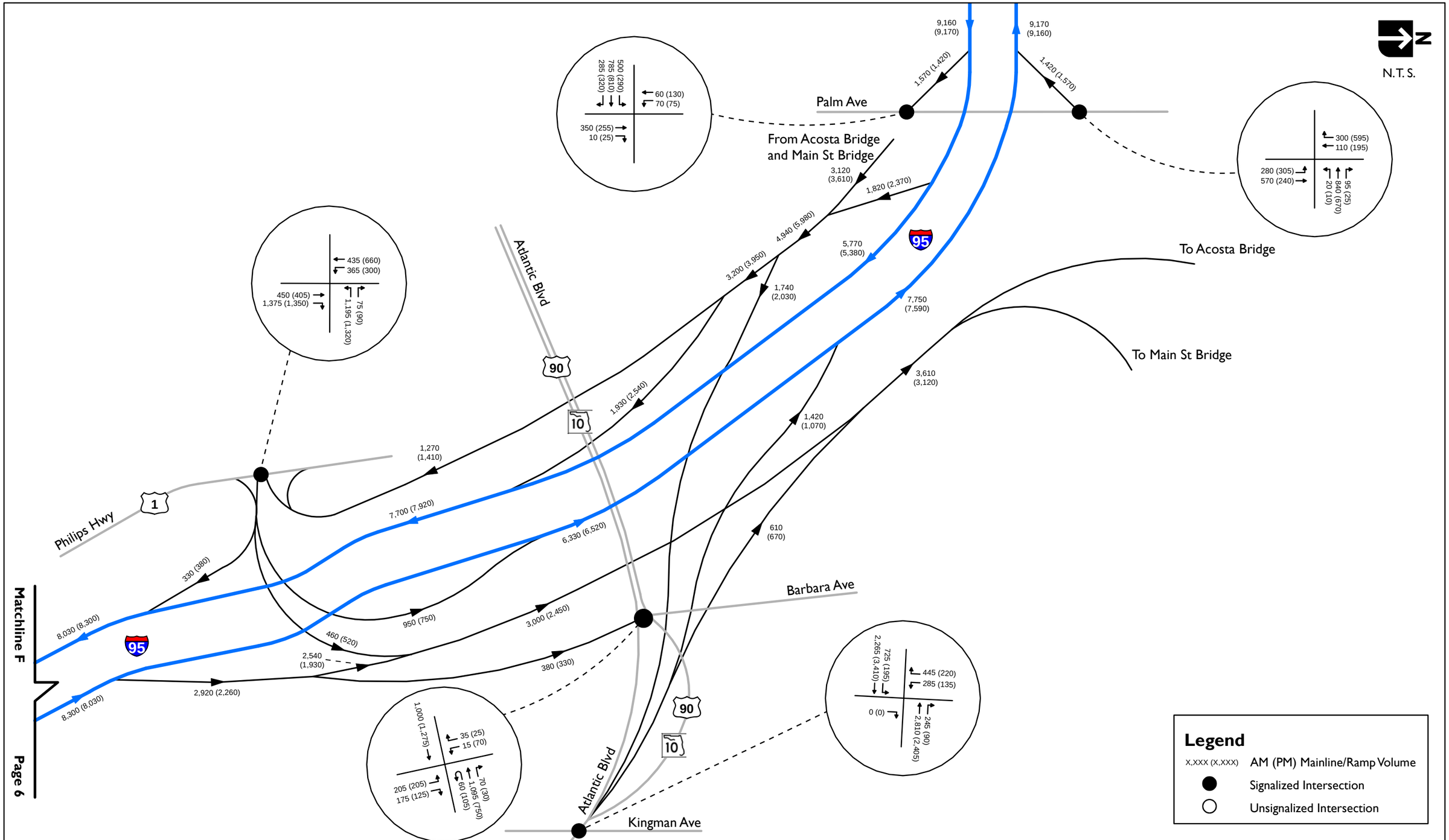


I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Design Year 2045 AM (PM) Peak Hour Volumes	Figure 7-4	Page 6 of 10



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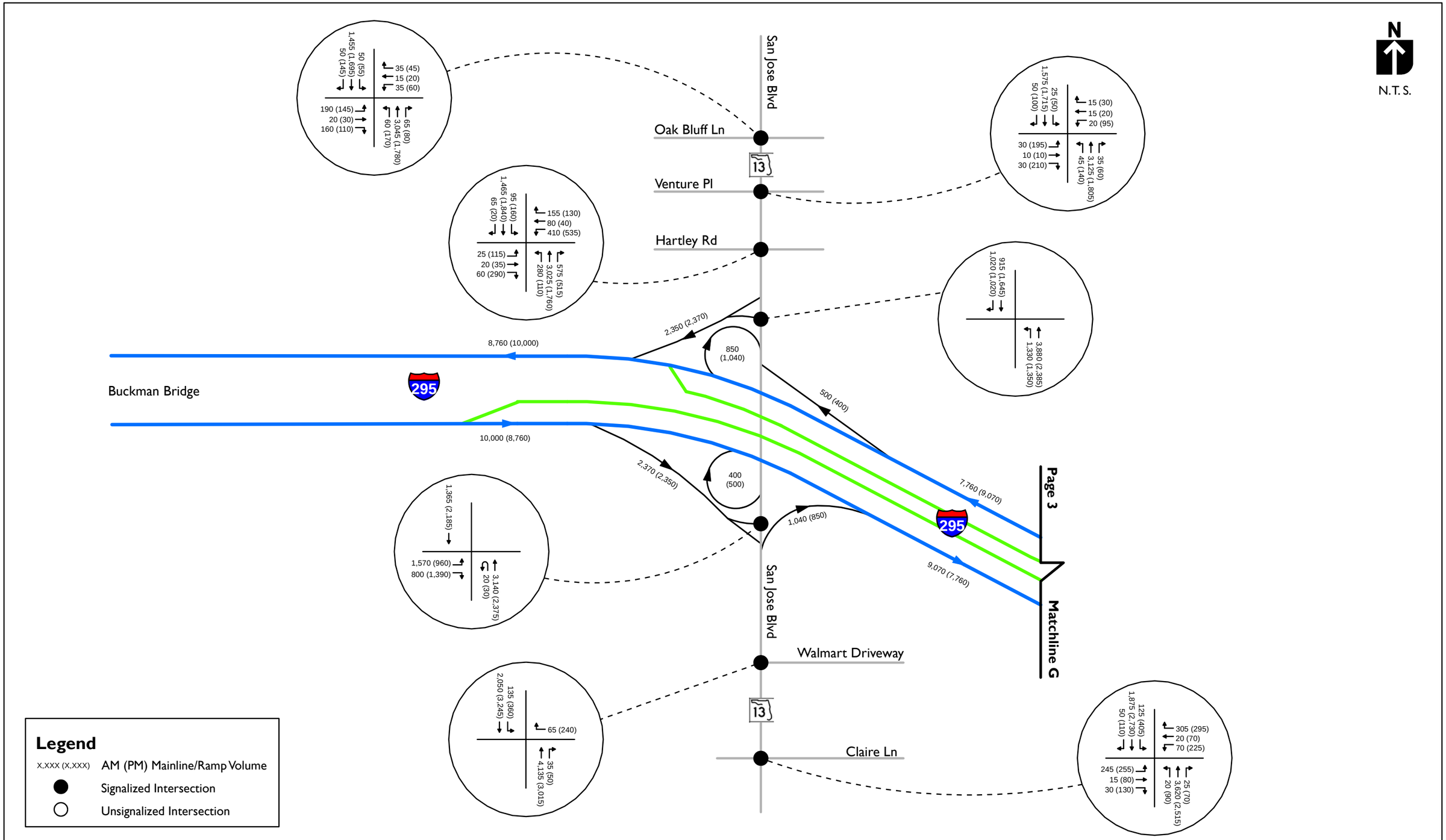

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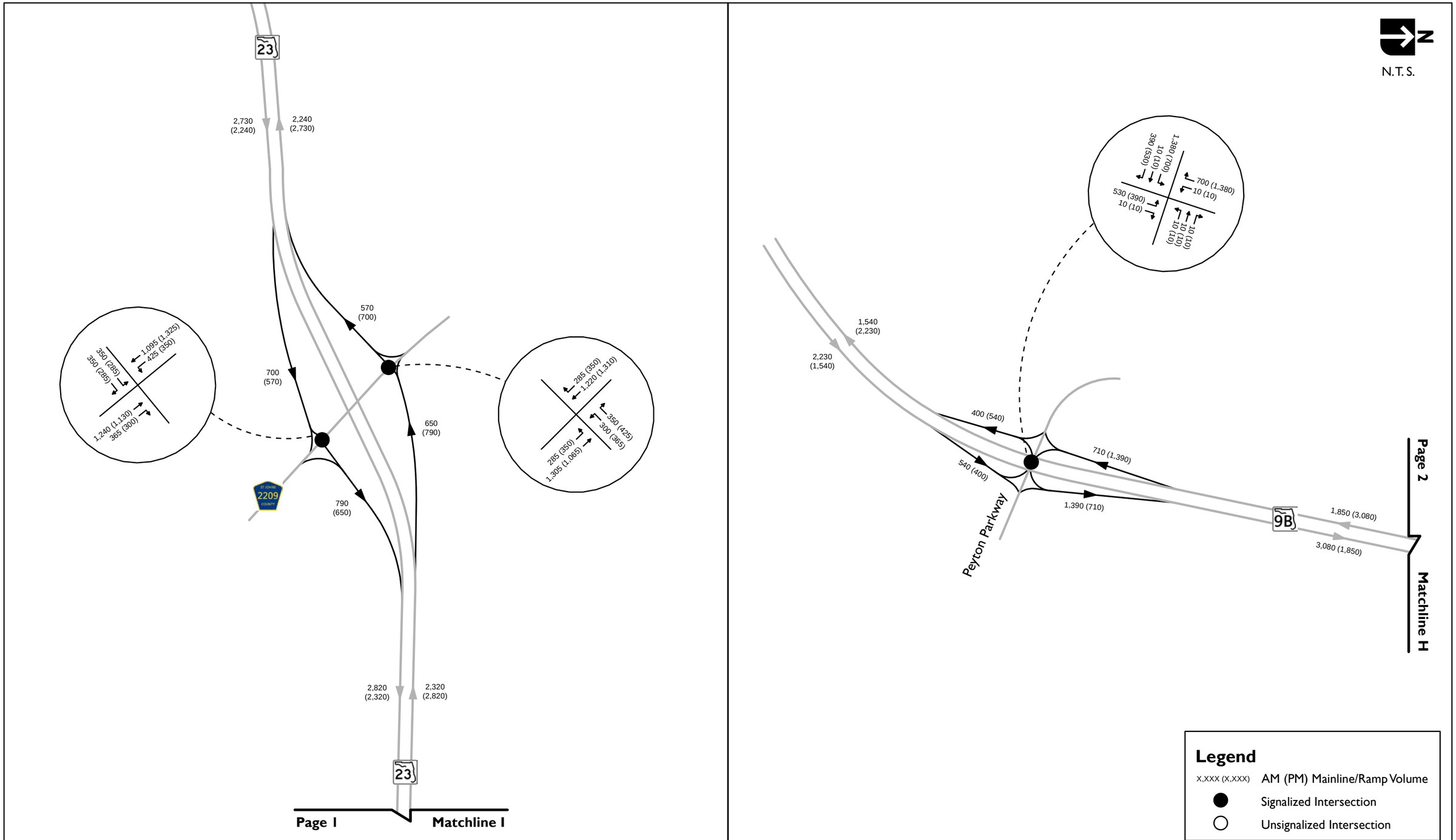

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Design Year 2045 AM (PM) Peak Hour Volumes	Figure 7-4	Page 9 of 10

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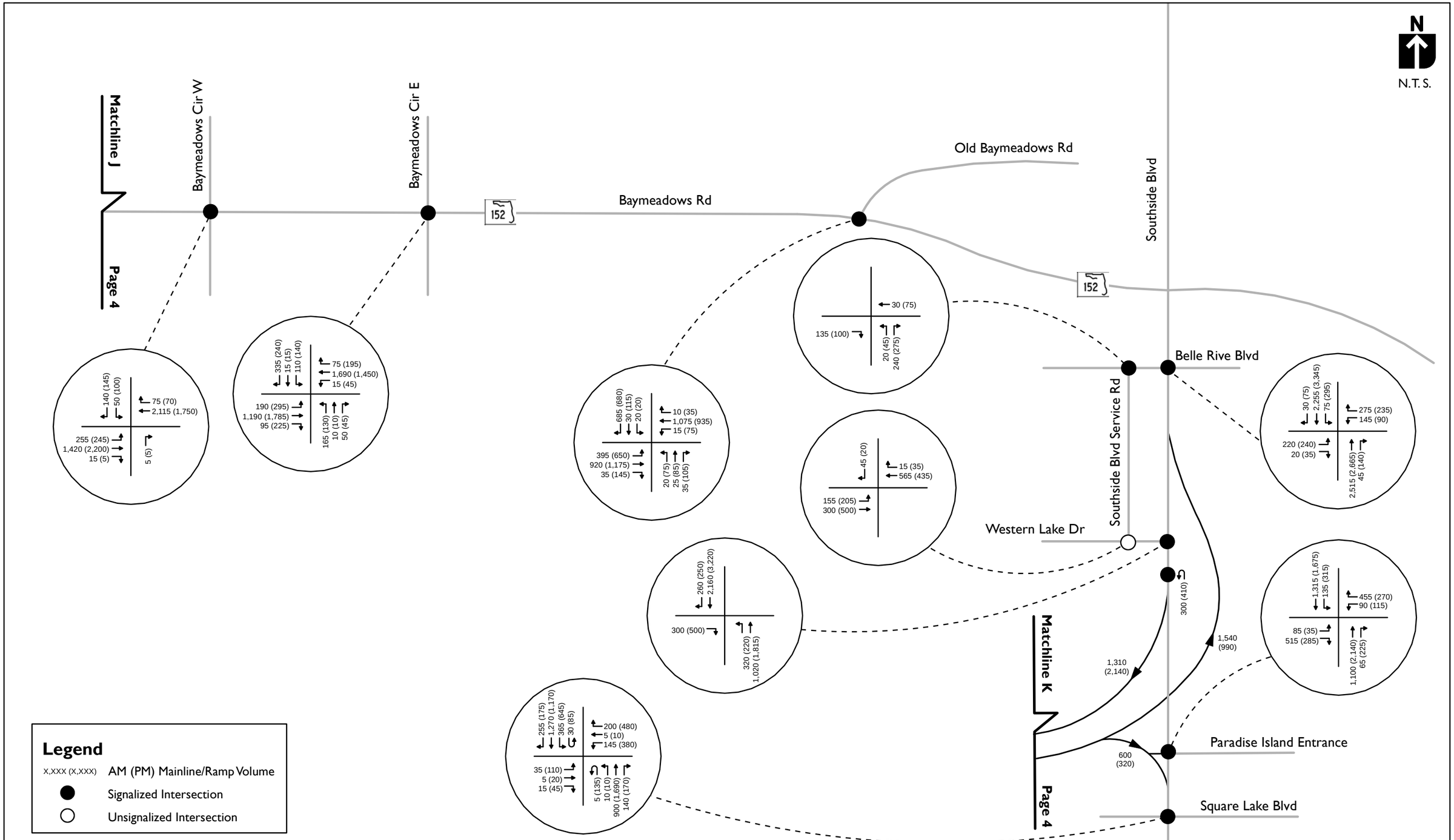

I-95 from International Golf Parkway to Atlantic Boulevard Systems Interchange Modification Report	Modified Build Alternative Design Year 2045 AM (PM) Peak Hour Volumes	Figure 7-4	Page 10 of 10

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7.4.1 2030 Operational Analysis

The Opening Year 2030 VISSIM models analyzed four-hour AM and PM peak periods. Peak-hour traffic forecasts were developed using NERPM as discussed in Section 2.7. Fifteen-minute flow rates were used to develop the four-hour AM and PM peak period VISSIM models. The Opening Year 2030 simulation model parameters are based on those used for the Existing Year 2019 calibrated model. The simulation time consisted of a 45-minute seed time to load traffic into the network, followed by a 4-hour peak period consisting of a preceding shoulder hour, the peak hour, and two subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period.

The following MOEs were used to evaluate the network's operational performance:

- Freeways
  - Travel Speed
  - Simulated (Throughput) Volume
  - Density
  - Weaving Performance at Express Lane Access Points
  - Travel Time
- Intersections
  - Intersection Delay
  - Queue Length
- Network-Wide Performance
  - Total Network Delay
  - Average Network Speed
  - Latent Demand

The MOEs listed above were used to compare the operational performance of the 2030 Original Build and Modified Build Alternatives. **Appendix G** contains supplemental simulation output related to the intersection performance for each analysis alternative. The following sections provide a summary of the operational performance based on the VISSIM modeling results.

2030 Peak Hour Results Overview

The lane schematics presented in **Figures 7-5** through **7-8** provide an operational overview of the freeway facilities during the peak hours of each alternative. Therefore, the speed, density and throughput presented in these figures only represents data collected during the peak hour (Hour 2) of the simulations. Operations during the off-peak hours will be expanded upon within the following sections.

Figure 7-5 shows the 2030 Original Build results for the AM peak hour. During the AM peak hour, significant congestion is observed on I-95 northbound. Since the Original Build does not include improvements between I-295 and Butler Boulevard for the Opening Year 2030 horizon, those areas experience conditions in which the provided northbound capacity is not enough to accommodate the projected traffic demand. For example, the four-lane segment between US 1 and Southside Boulevard has a demand volume of 9,140 vph, and the three-lane segment between Southside Boulevard and Baymeadows road has a demand volume of 7,020 vph. Due to the unmet demand, severe congestion extends from the US 1 interchange upstream to SR 9B during the AM peak hour with speeds below 10 mph and very high density observed through much of that area. This congestion is shown to impact both the general use lanes and northbound express lanes (which terminate within the I-295 interchange in Opening Year 2030). Speeds lower than 20 mph are observed in the express lanes upstream of the I-295 egress, with simulated express lane volumes as high as 2,000 vph. It should also be noted that northbound I-95 experienced significant unmet demand (more than 10%) from SR 9B to University Boulevard, due to the bottleneck. Additional congestion is observed on I-95 southbound at the merge from Emerson Street, with average speeds as low as 40 mph. Despite the express lane traffic exceeding 2,000 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (exceeding 5,900 vph). Through the rest of the study area, I-95 northbound operates at free-flow speed, and I-95 southbound operates at free-flow speed through the entire study area. Congestion is observed on I-295 eastbound from Old St. Augustine Road to I-95, due to spillback from the off-ramp to northbound I-95 (which is congested due to the bottleneck on I-95). Speeds lower than 20 mph are observed between the two interchanges, and a significant reduction in throughput (more than 10% demand unserved) is seen downstream of the congestion. Additional congestion is observed on I-295 eastbound at the merge from northbound San Jose Boulevard, with average speeds approaching 30 mph. Despite the express lane traffic exceeding 1,600 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 5,900 vph).

The 2030 PM peak hour results for the Original Build (**Figure 7-6**) show congestion on I-95 southbound, originating at a bottleneck south of Baymeadows Road. Similar to I-95 northbound during the AM peak hour, the absence of improvements between I-295 and Butler Boulevard causes several areas to experience a lack of capacity to meet the projected demand. This causes congestion, with speeds as low as 42 mph observed at the merge from Southside Boulevard and speeds as low as 22 mph observed at the merge from Baymeadows Road. Density levels reach as high as 66 vehicles/mile/lane between Butler Boulevard and Baymeadows Road, and reductions in simulated volumes in the area exceed 10%. A small pocket of congestion is also observed at the southbound merge from Emerson Street (speeds of approximately 30 mph), where the simulated traffic in the general use lanes approaches capacity. Similarly, a small pocket of congestion is observed on I-295 westbound at the merge from Old St. Augustine Road (speeds as low as 44 mph). No significant congestion is observed on I-295 eastbound during the PM peak hour.

It should be noted that the proposed I-95 at FCE interchange (which includes express lane direct connections for the northernly ramps and general use lane connections for the northernly and southerly ramps) also reported acceptable conditions for both the AM and PM peak hours. All I-95 merge and diverge areas of the system interchange showed speeds at or near free-flow conditions and low levels of density.

The 2030 Modified Build results for the AM peak are shown in **Figure 7-7**. No significant congestion is observed along I-95, showing that the additional general use lane capacity between I-295 and Butler Boulevard effectively alleviates the issues observed on I-95 Northbound between I-295 and Southside Boulevard in the Original Build simulation. Additionally, the lack of congestion on I-95 within the study area indicates that the additional general use lane capacity (as opposed to the express lanes provided in the Original Build) effectively meets the freeway traffic demand needs of the corridor. Congestion is observed on I-295 eastbound at the merge from northbound San Jose Boulevard, with average speeds approaching 30 mph. Despite the express lane traffic exceeding 1,500 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 6,000 vph).

The 2030 Modified Build results for the PM peak are shown in **Figure 7-8**. No significant congestion is observed on I-95 in either direction, indicating that the added general use lane capacity accommodates the

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demand volumes within the study area. Similar to the Original Build, a small pocket of congestion is observed on I-295 westbound at the merge from Old St. Augustine Road, causing average speeds of 38 mph.

It should be noted that the proposed I-95 at FCE interchange (which includes general use lane connections for both directions of I-95) also reported acceptable conditions for both the AM and PM peak hours. All I-95 merge and diverge areas of the system interchange showed speeds at or near free-flow conditions and low levels of density.

In summation, the peak hour results show that the Original Build experiences a severe breakdown on I-95 northbound during the AM peak hour, and significant congestion on I-95 southbound during the PM peak hour. This is due to the gap that exists between the express lanes in Opening Year 2030, with no additional capacity provided between I-295 and Butler Boulevard. The Modified Build does not experience this congestion since the additional general use lane capacity is in place throughout entirety of the study area.

The following sections will present the microsimulation results in more detail, including the buildup and dissipation of the peak hour congestion during the off-peak hours of the simulation.

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Distance (ft)	1,269	2,000	2,000	1,495	1,577	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	70	70	70	70	71	71	71	71	71	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	14	14	14	18	18	18	18	18	18	18	18	18	18	18	18	18
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,090	3,090	3,090	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870
Total Simulated Volume (vph)	2,997	2,997	3,004	3,767	3,769	3,767	3,763	3,764	3,764	3,761	3,765	3,770	3,770	3,769	3,768	3,765
Simulated Volumes (vph)	2,997	2,997	3,004	3,767	3,769	3,767	3,763	3,764	3,764	3,761	3,765	3,770	3,770	3,769	3,768	3,765

SR 16 Exit
763 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	3,739	3,735	3,732	4,673	4,671	4,675	4,673	4,675	4,673	4,672	4,672	4,670	4,671	4,666	4,668	4,665
Distance (ft)	2,000	2,000	1,477	544	964	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,045
Speed (mph)	71	72	71	68	68	69	70	70	70	70	70	69	69	69	69	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	18	17	18	17	23	23	22	22	22	22	22	23	23	23	23	23
Level of Service (LOS)	B	B	B	B	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,790	3,790	3,790	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740
Total Simulated Volume (vph)	3,739	3,735	3,732	4,673	4,671	4,675	4,673	4,675	4,673	4,672	4,672	4,670	4,671	4,666	4,668	4,665

SR 16 Entrance
941 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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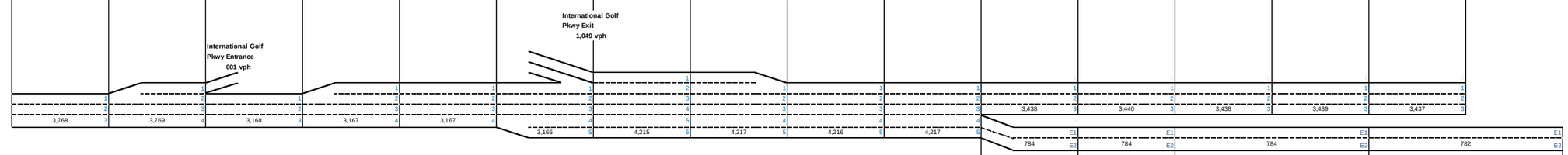
Distance (ft)	426	1,110	119	783	2,000	630	1,504	635	1,350	1,508	850	2,000	2,000	2,000	663
Speed (mph)	71	71	72	71	72	73	73	72	72	72	71	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	18	13	15	11	11	9	10	10	12	12	16	16	16	16	16
Level of Service (LOS)	B	B	B	B	B	A	A	A	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,870	3,870	3,260	3,260	3,260	3,260	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320
Total Simulated Volume (vph)	3,768	3,769	3,168	3,167	3,167	3,166	4,215	4,217	4,216	4,217	4,222	4,224	4,222	4,223	4,219



Distance (ft)	2,353	2,000	2,000	2,000
Speed (mph)	73	73	73	73
Density (veh/mi/ln)	5	5	5	5

← **I-95 Southbound**

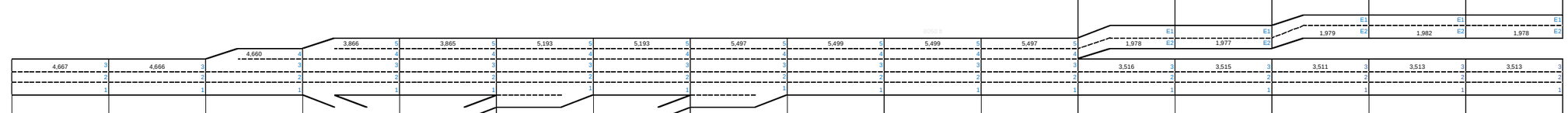
N

I-95 Northbound →

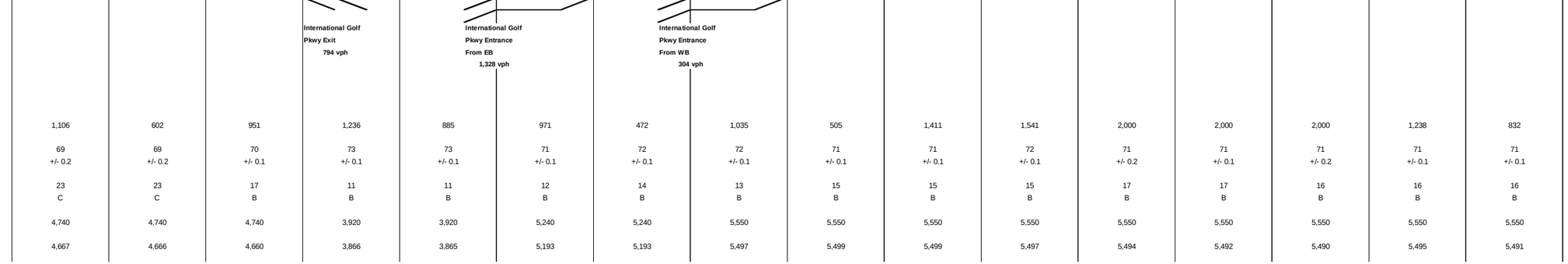
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Distance (ft)	200	2,000	2,000	2,000	2,000
Speed (mph)	73	72	72	72	72
Density (veh/mi/ln)	14	14	14	14	14



Distance (ft)	1,106	602	951	1,236	885	971	472	1,035	505	1,411	1,541	2,000	2,000	2,000	1,238	832
Speed (mph)	69	69	70	73	73	71	72	72	71	71	72	71	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	23	17	11	11	12	14	13	15	15	15	17	17	16	16	16
Level of Service (LOS)	C	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,740	4,740	4,740	3,920	3,920	5,240	5,240	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550
Total Simulated Volume (vph)	4,667	4,666	4,660	3,866	3,865	5,193	5,193	5,497	5,499	5,499	5,497	5,494	5,492	5,490	5,495	5,491



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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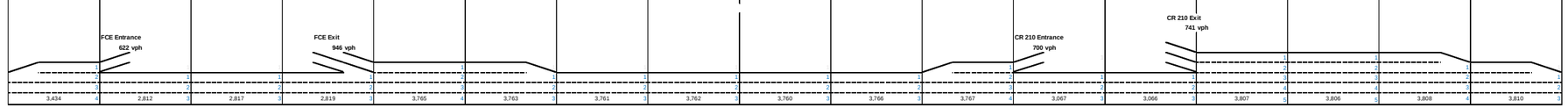
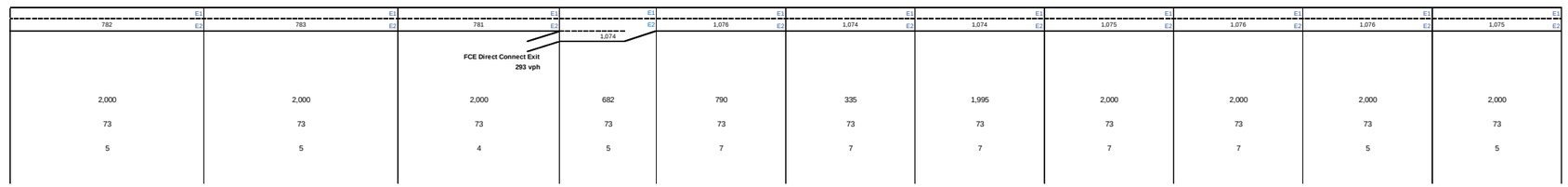
I-95 Southbound

Distance (ft)	851	1,370	1,166	2,044	1,503	1,841	1,313	2,000	2,000	387	1,093	1,102	1,861	1,493	559	2,000	1,789
Speed (mph)	70	72	72	72	72	71	71	71	71	70	69	72	72	72	73	73	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	12	13	13	13	13	13	18	18	18	18	14	14	14	11	10	10	13
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A	A	B
Total Demand Volume (vph)	4,320	3,700	3,700	3,700	5,000	5,000	5,000	5,000	5,000	5,000	5,000	4,310	4,310	5,080	5,080	5,080	5,080
Total Simulated Volume (vph)	4,216	3,594	3,599	3,602	4,839	4,837	4,835	4,836	4,836	4,840	4,841	4,141	4,141	4,883	4,882	4,884	4,885



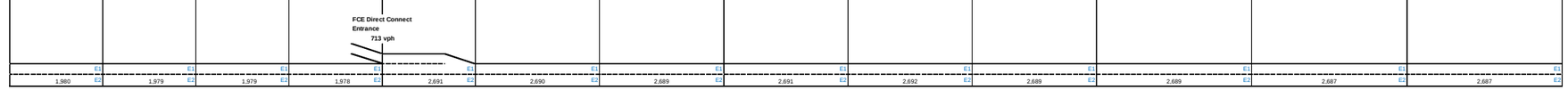
Simulated Volumes (vph)

3,434	2,812	2,817	2,819	3,766	3,763	3,761	3,762	3,760	3,766	3,767	3,067	3,066	3,807	3,806	3,808	3,810



Distance (ft)	2,000	2,000	2,000	682	790	335	1,995	2,000	2,000	2,000	2,000
Speed (mph)	73	73	73	73	73	73	73	73	73	73	73
Density (veh/mi/ln)	5	5	4	5	7	7	7	7	7	5	5

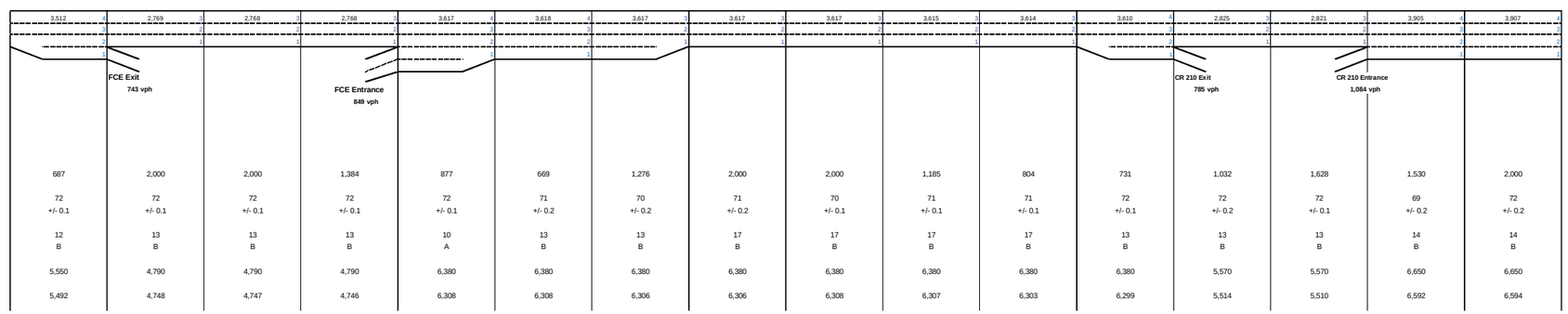
Distance (ft)	2,000	2,000	1,000	1,203	1,031	491	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	71	71	71	71	70	68	69	70	70	70	70	70	70
Density (veh/mi/ln)	14	14	14	14	13	20	19	19	19	19	19	19	19



1,980	1,979	1,979	1,978	2,691	2,690	2,689	2,691	2,692	2,689	2,689	2,687	2,687

Simulated Volumes (vph)

3,512	2,769	2,768	2,768	3,617	3,618	3,617	3,617	3,617	3,615	3,614	3,610	2,825	2,821	3,905	3,907



Distance (ft)	687	2,000	2,000	1,384	877	669	1,276	2,000	2,000	1,185	804	731	1,032	1,628	1,530	2,000
Speed (mph)	72	72	72	72	72	71	70	71	70	71	71	72	72	72	69	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	12	13	13	13	10	13	13	17	17	17	17	13	13	13	14	14
Level of Service (LOS)	B	B	B	B	A	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,550	4,790	4,790	4,790	6,380	6,380	6,380	6,380	6,380	6,380	6,380	6,380	5,570	5,570	6,650	6,650
Total Simulated Volume (vph)	5,492	4,748	4,747	4,746	6,308	6,308	6,306	6,306	6,308	6,307	6,303	6,299	5,514	5,510	6,592	6,594

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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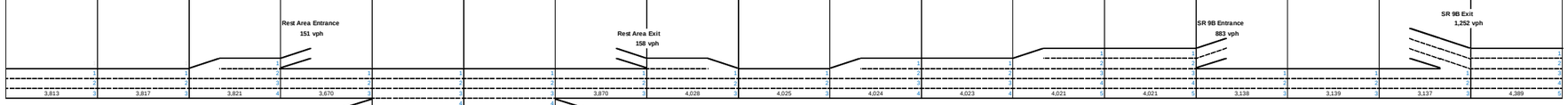
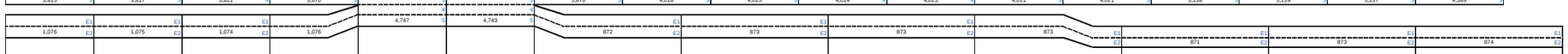
I-95 Southbound

Distance (ft)	556	866	781	102	896	1,075	135	533	586	425	1,282	636	1,543	1,488	1,470	2,000	1,537
Speed (mph)	71	71	71	71	72	72	71	71	71	70	70	72	72	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	18	18	13	17	13	13	18	14	19	14	14	11	11	15	15	15	12
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,080	5,080	5,080	4,920	4,920	4,920	4,920	5,080	5,080	5,080	5,080	5,080	5,080	4,190	4,190	4,190	5,480
Total Simulated Volume (vph)	4,889	4,892	4,895	4,746	4,747	4,743	4,742	4,900	4,898	4,897	4,896	4,894	4,894	4,009	4,012	4,010	5,263

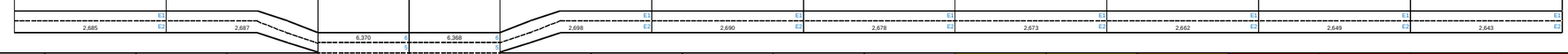


Simulated Volumes (vph)

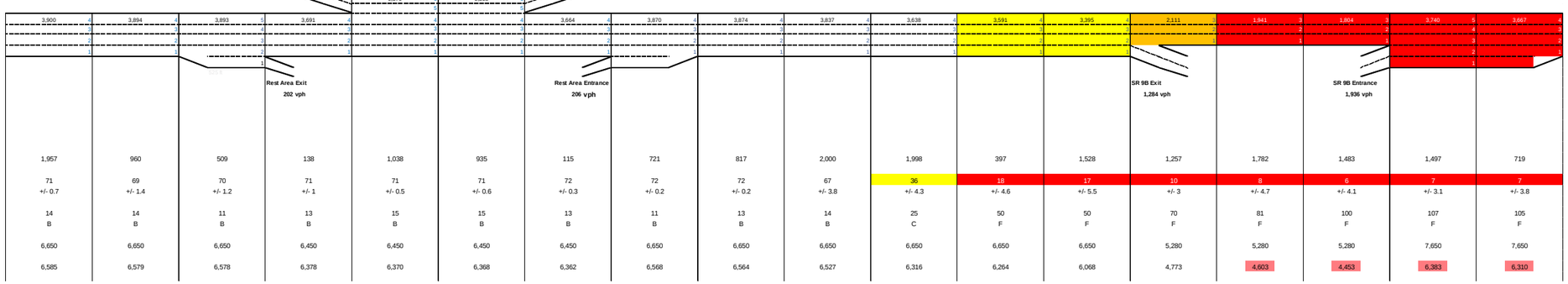


Distance (ft)	2,000	2,000	2,000	2,000	791	1,237	1,120	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	73	73	73	73	73	73	73	73	73	73	73	73	74
Density (veh/mi/ln)	5	5	7	7	3	2	6	6	6	6	6	6	6

Distance (ft)	2,000	1,451	1,106	925	1,500	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	69	69	70	68	69	70	70	70	69	70	69
Density (veh/mi/ln)	19	19	6	7	20	19	19	19	19	19	19



Simulated Volumes (vph)



Distance (ft)	1,957	960	509	138	1,038	935	115	721	817	2,000	1,998	397	1,528	1,257	1,782	1,483	1,497	719
Speed (mph)	71	69	70	71	71	71	72	72	72	67	36	18	17	10	8	6	7	7
Average Deviation for Speed (mph)*	+/- 0.7	+/- 1.4	+/- 1.2	+/- 1	+/- 0.5	+/- 0.6	+/- 0.3	+/- 0.2	+/- 0.2	+/- 3.8	+/- 4.3	+/- 4.6	+/- 5.5	+/- 3	+/- 4.7	+/- 4.1	+/- 3.1	+/- 3.8
Density (veh/mi/ln)	14	14	11	13	15	15	13	11	13	14	25	50	50	70	81	100	107	105
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	C	F	F	F	F	F	F	F
Total Demand Volume (vph)	6,650	6,650	6,650	6,450	6,450	6,450	6,450	6,650	6,650	6,650	6,650	6,650	6,650	5,280	5,280	5,280	7,650	7,650
Total Simulated Volume (vph)	6,585	6,579	6,578	6,378	6,370	6,368	6,362	6,568	6,564	6,527	6,316	6,264	6,068	4,773	4,603	4,453	6,383	6,310

I-95 Northbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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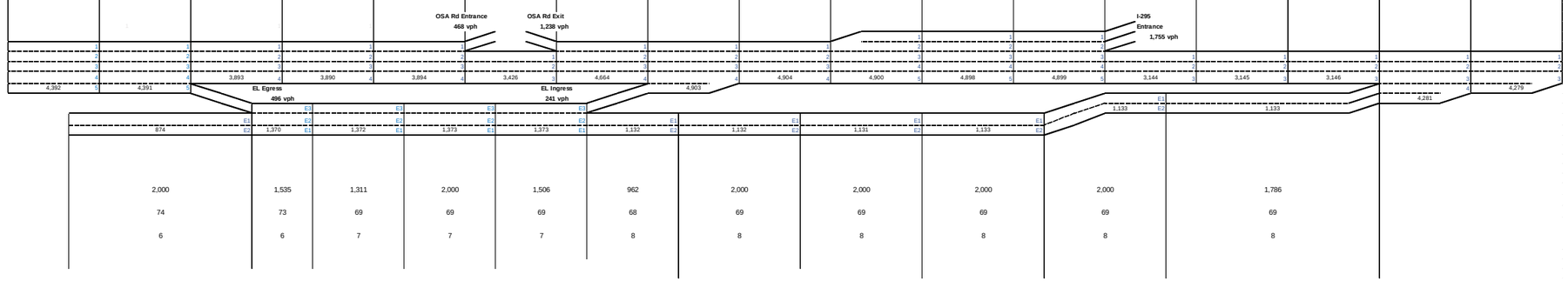
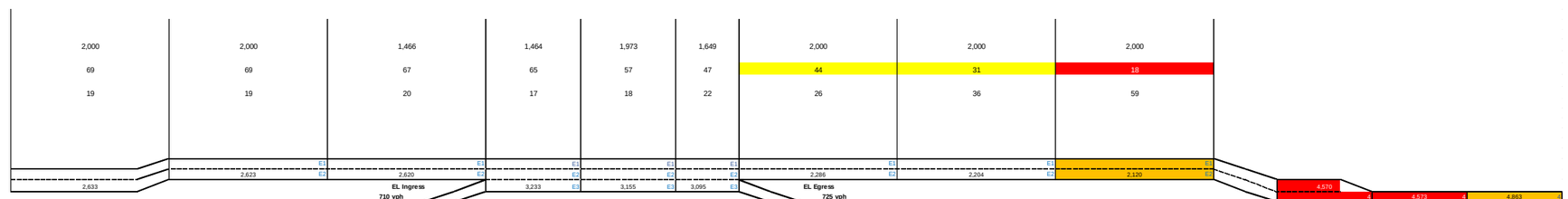
I-95 Southbound

Distance (ft)	1,994	1,445	1,342	1,143	1,526	1,550	874	821	1,322	864	1,500	2,000	1,464	1,000	2,000	777	825
Speed (mph)	72	72	72	69	68	67	64	66	67	66	67	68	67	67	67	68	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	12	12	14	14	14	17	18	15	18	15	15	14	16	16	16	13	16
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,480	5,480	5,480	5,480	5,480	5,010	6,330	6,330	6,330	6,330	6,330	6,330	4,380	4,380	4,380	4,380	4,380
Total Simulated Volume (vph)	5,266	5,265	5,263	5,262	5,267	4,799	6,037	6,035	6,036	6,031	6,031	6,032	4,277	4,278	4,279	4,281	4,279



Distance (ft)	2,000	1,535	1,311	2,000	1,506	962	2,000	2,000	2,000	2,000	1,786
Speed (mph)	74	73	69	69	69	68	69	69	69	69	69
Density (veh/mi/ln)	6	6	7	7	7	8	8	8	8	8	8



Distance (ft)	1,993	1,146	691	843	1,269	940	1,536	1,390	1,514	1,992	806	1,498	258	1,560	1,625	1,105
Speed (mph)	7	6	6	6	5	5	9	12	11	9	9	9	6	8	10	14
Average Deviation for Speed (mph)*	+/- 2.7	+/- 2	+/- 0.8	+/- 0.5	+/- 0.4	+/- 0.3	+/- 0.5	+/- 1	+/- 0.7	+/- 0.3	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.4
Density (veh/mi/ln)	125	142	141	111	131	152	104	78	81	98	98	98	137	114	114	69
Level of Service (LOS)	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
Total Demand Volume (vph)	7,650	7,650	7,650	7,650	7,650	7,080	8,690	8,690	8,690	8,690	8,690	8,690	6,280	6,280	6,280	6,570
Total Simulated Volume (vph)	6,136	6,033	5,997	5,956	5,859	5,513	6,915	6,819	6,735	6,618	6,606	6,508	4,582	4,570	4,573	4,863

I-95 Northbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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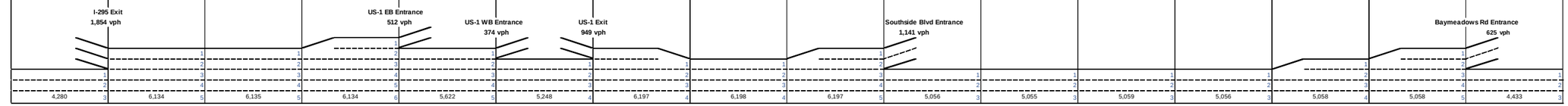
Distance (ft)	413	1,252	1,000	1,003	904	801	342	1,090	746	1,258	1,503	2,000	2,000	1,969	841	1,159
Speed (mph)	66	66	65	66	65	67	64	64	64	65	65	64	64	63	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	19	19	15	17	20	19	24	19	26	26	26	26	20	15	22
Level of Service (LOS)	C	C	C	B	B	C	C	C	C	C	C	C	C	C	B	C
Total Demand Volume (vph)	4,380	6,270	6,270	6,270	5,760	5,380	6,350	6,350	6,350	5,180	5,180	5,180	5,180	5,180	5,180	4,540
Total Simulated Volume (vph)	4,280	6,134	6,135	6,134	5,622	5,248	6,197	6,198	6,197	5,056	5,055	5,059	5,056	5,058	5,058	4,433

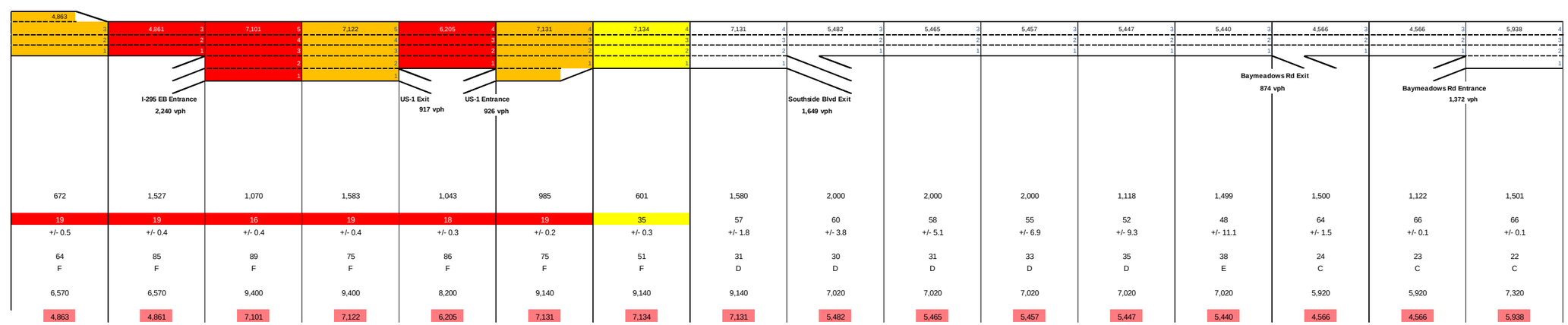


I-95 Southbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound



Distance (ft)	672	1,527	1,070	1,583	1,043	985	601	1,580	2,000	2,000	2,000	1,118	1,499	1,500	1,122	1,501
Speed (mph)	19	19	16	19	18	19	35	57	60	58	55	52	48	64	66	66
Average Deviation for Speed (mph)*	+/- 0.5	+/- 0.4	+/- 0.4	+/- 0.4	+/- 0.3	+/- 0.2	+/- 0.3	+/- 1.8	+/- 3.8	+/- 5.1	+/- 6.9	+/- 9.3	+/- 11.1	+/- 1.5	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	64	85	89	75	86	75	51	31	30	31	33	35	38	24	23	22
Level of Service (LOS)	F	F	F	F	F	F	F	D	D	D	D	D	E	C	C	C
Total Demand Volume (vph)	6,570	6,570	9,400	9,400	8,200	9,140	9,140	9,140	7,020	7,020	7,020	7,020	7,020	5,920	5,920	7,320
Total Simulated Volume (vph)	4,863	4,861	7,101	7,122	6,205	7,131	7,134	7,131	5,482	5,465	5,457	5,447	5,440	4,566	4,566	5,938

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5

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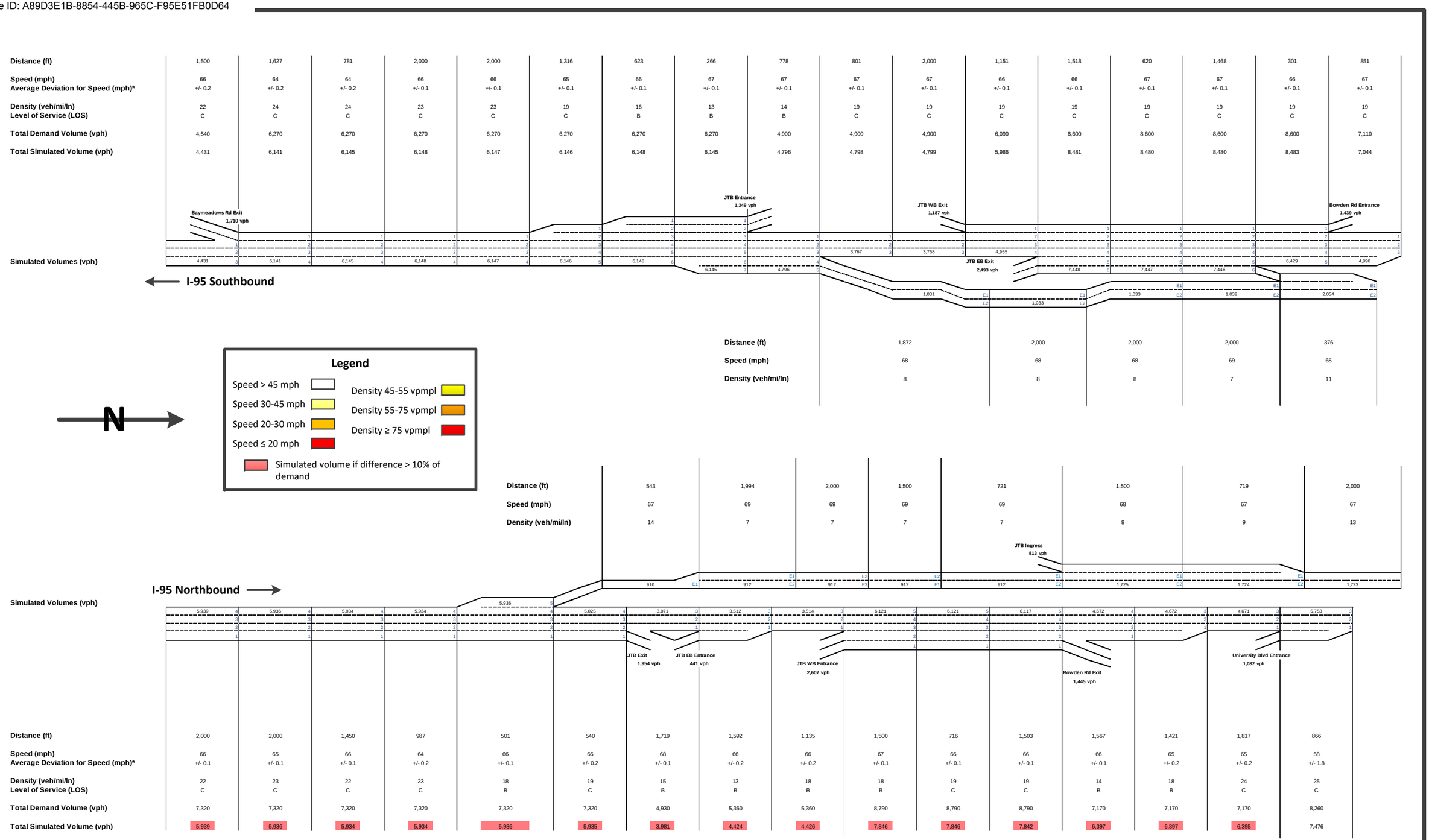

Distance (ft)	1,500	1,627	781	2,000	2,000	1,316	623	266	778	801	2,000	1,151	1,518	620	1,468	301	851
Speed (mph)	66	64	64	66	66	65	66	67	67	67	67	66	66	67	67	66	67
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	24	24	23	23	19	16	13	14	19	19	19	19	19	19	19	19
Level of Service (LOS)	C	C	C	C	C	C	B	B	B	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	4,540	6,270	6,270	6,270	6,270	6,270	6,270	6,270	4,900	4,900	4,900	6,090	8,600	8,600	8,600	8,600	7,110
Total Simulated Volume (vph)	4,431	6,141	6,145	6,148	6,147	6,146	6,148	6,145	4,796	4,798	4,799	5,986	8,481	8,480	8,480	8,483	7,044

Distance (ft)	1,872	2,000	2,000	2,000	376
Speed (mph)	68	68	68	69	65
Density (veh/mi/ln)	8	8	8	7	11

Distance (ft)	543	1,994	2,000	1,500	721	1,500	719	2,000
Speed (mph)	67	69	69	69	69	68	67	67
Density (veh/mi/ln)	14	7	7	7	7	8	9	13

Distance (ft)	2,000	2,000	1,450	987	501	540	1,719	1,592	1,135	1,500	716	1,503	1,567	1,421	1,817	866
Speed (mph)	66	65	66	64	66	66	68	66	66	67	66	66	66	65	65	58
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 1.8
Density (veh/mi/ln)	22	23	22	23	18	19	15	13	18	18	19	19	14	18	24	25
Level of Service (LOS)	C	C	C	C	B	C	B	B	B	B	C	C	B	B	C	C
Total Demand Volume (vph)	7,320	7,320	7,320	7,320	7,320	7,320	4,930	5,360	5,360	8,790	8,790	8,790	7,170	7,170	7,170	8,260
Total Simulated Volume (vph)	5,939	5,936	5,934	5,934	5,936	5,935	3,981	4,424	4,426	7,846	7,846	7,842	6,397	6,397	6,395	7,476

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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← I-95 Southbound

Distance (ft)	1,198	1,018	780	759	1,474	1,000	2,000	1,081	737	756	622	1,999	554	1,111	1,820	509
Speed (mph)	65	65	64	64	62	59	55	41	40	49	63	67	67	62	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.5	+/- 1.9	+/- 5.9	+/- 8.2	+/- 7.6	+/- 3.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	26	26	21	28	32	34	36	36	37	24	20	18	16	20	22	22
Level of Service (LOS)	C	C	C	D	D	D	E	E	E	C	C	B	B	C	C	C
Total Demand Volume (vph)	7,110	7,110	7,530	7,530	8,050	8,050	8,050	8,050	8,050	8,050	6,980	6,980	7,550	7,550	7,550	7,550
Total Simulated Volume (vph)	7,044	7,044	7,469	7,470	7,997	7,999	8,002	8,002	8,002	8,010	6,983	6,985	7,552	7,550	7,555	7,559

University Blvd EB Exit 425 vph

University Blvd WB Exit 525 vph

Emerson St Entrance 1,027 vph

Emerson St Exit 567 vph

Simulated Volumes (vph)

4,990	4,989	5,414	5,415	5,940	5,942	5,943	5,943	5,944	5,951	4,924	4,926	7,552	7,550	7,555	7,559
2,054	2,055	2,055	2,057	2,057	2,059	2,058	2,059	2,059							

Distance (ft)	1,167	496	2,000	2,000	2,000	2,000	2,000	2,000	200
Speed (mph)	66	67	59	64	66	67	67	67	68
Density (veh/mi/ln)	16	15	17	16	16	15	15	15	15

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Distance (ft)	2,000	2,000	2,000	2,000	2,000	1,547
Speed (mph)	67	67	67	67	67	60
Density (veh/mi/ln)	13	13	13	13	13	14

Simulated Volumes (vph)

5,756	5,755	5,756	5,757	5,756	4,914	4,914	6,633	7,309	7,306	7,300	4,790	4,791	5,742	7,136	7,135
1,723	1,724	1,720	1,721	1,719	1,720										

Emerson St Exit 842 vph

Emerson St Entrance 676 vph

Atlantic Blvd/Main St Exit 2,510 vph

US-1 Entrance 951 vph

Atlantic Blvd Entrance 1,394 vph

Distance (ft)	1,500	1,508	1,393	1,003	513	1,638	605	725	754	916	2,555	1,500	1,047	1,193	1,088	2,000
Speed (mph)	59	62	64	64	66	66	66	65	65	61	55	56	56	57	54	55
Average Deviation for Speed (mph)*	+/- 0.8	+/- 0.4	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.1
Density (veh/mi/ln)	33	31	30	30	22	25	19	17	16	20	27	29	29	25	26	32
Level of Service (LOS)	D	D	D	D	C	C	C	B	B	C	D	D	D	C	C	D
Total Demand Volume (vph)	8,260	8,260	8,260	8,260	8,260	7,300	7,300	7,300	7,990	7,990	7,990	5,260	5,260	6,210	7,610	7,610
Total Simulated Volume (vph)	7,479	7,478	7,480	7,477	7,477	6,633	6,634	6,633	7,309	7,306	7,300	4,790	4,791	5,742	7,136	7,135

I-95 Northbound →

N

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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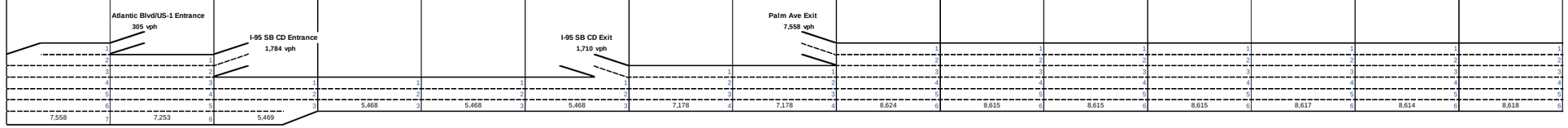
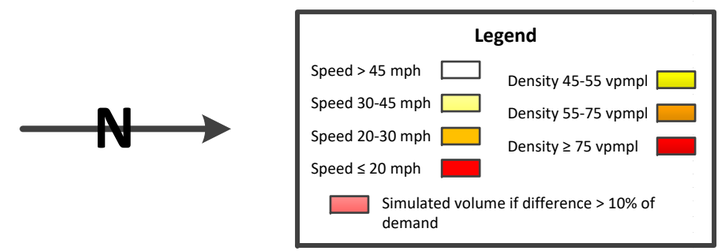
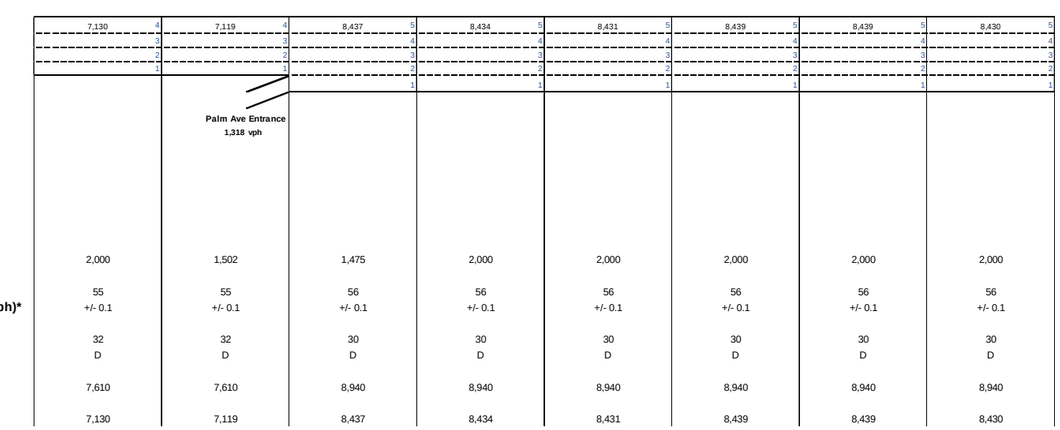
Distance (ft)	1,031	1,854	496	1,151	1,038	1,996	1,590	1,831	1,536	1,571	2,000	2,000	2,000	2,000	2,000
Speed (mph)	57	58	56	55	54	55	55	55	55	55	56	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	19	21	24	33	34	33	33	33	26	26	26	26	26	26	25
Level of Service (LOS)	C	C	C	D	D	D	D	D	C	C	C	C	C	C	C
Total Demand Volume (vph)	7,550	7,240	5,440	5,440	5,440	5,440	7,140	7,140	8,600	8,600	8,600	8,600	8,600	8,600	8,600
Total Simulated Volume (vph)	7,558	7,253	5,469	5,468	5,468	5,468	7,178	7,178	8,624	8,615	8,615	8,615	8,617	8,614	8,618



I-95 Southbound ←



I-95 Northbound →



Distance (ft)	2,000	1,502	1,475	2,000	2,000	2,000	2,000	2,000
Speed (mph)	55	55	56	56	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	32	32	30	30	30	30	30	30
Level of Service (LOS)	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	7,610	7,610	8,940	8,940	8,940	8,940	8,940	8,940
Total Simulated Volume (vph)	7,130	7,119	8,437	8,434	8,431	8,439	8,439	8,430

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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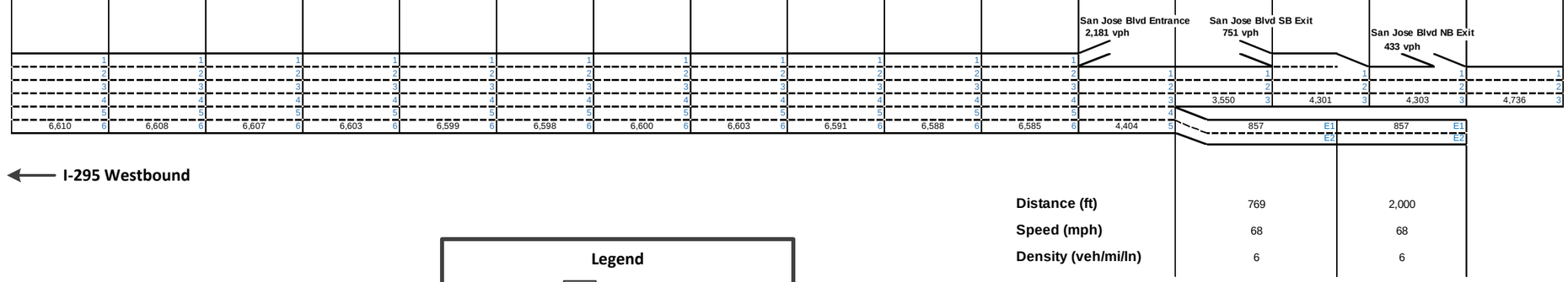
Distance (ft)	1,762	1,334	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,516	953	629	1,042	825	1,535
Speed (mph)	67	67	67	67	67	68	68	68	68	68	66	68	67	66	66	64
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	16	16	16	16	16	16	16	16	16	16	17	13	18	16	22	25
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C	C
Total Demand Volume (vph)	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	4,790	4,790	5,590	5,590	6,060
Total Simulated Volume (vph)	6,610	6,608	6,607	6,603	6,599	6,598	6,600	6,603	6,591	6,588	6,585	4,404	4,407	5,158	5,160	5,593



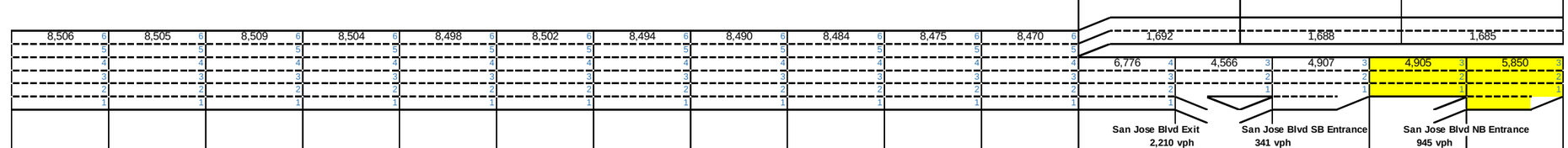
Distance (ft)	769	2,000
Speed (mph)	68	68
Density (veh/mi/ln)	6	6

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	200	2,000	2,000
Speed (mph)	68	68	67
Density (veh/mi/ln)	12	12	13



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,033	1,256	1,459	1,321	1,426	1,359	408	1,305
Speed (mph)	68	67	67	66	66	66	66	64	59	56	56	58	50	37	32	31
Average Deviation for Speed (mph)*	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0.5	+/- 3.2	+/- 5.9	+/- 5.7	+/- 2	+/- 7.8	+/- 9.4	+/- 10.5	+/- 8.3
Density (veh/mi/ln)	21	21	21	21	21	21	21	22	24	25	25	29	30	33	51	47
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	D	D	D	F	F
Total Demand Volume (vph)	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	6,310	6,670	6,670	7,640
Total Simulated Volume (vph)	8,506	8,505	8,509	8,504	8,498	8,502	8,494	8,490	8,484	8,475	8,470	8,468	6,254	6,595	6,590	7,535

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5

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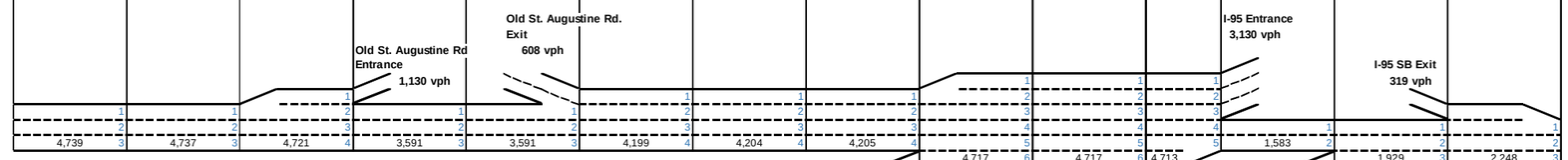
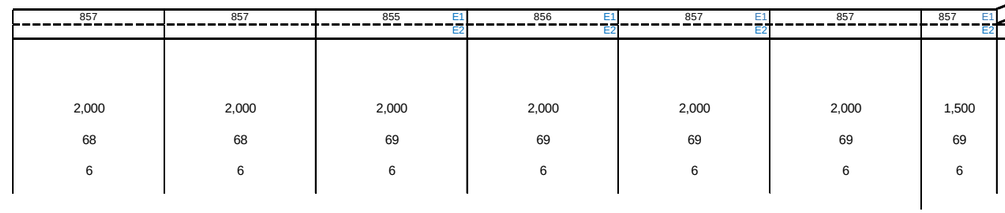
Distance (ft)	1,648	2,000	1,408	1,598	1,570	1,605	744	1,971	2,006	2,000	1,512	871	1,814	555
Speed (mph)	64	64	62	67	67	67	67	67	68	68	68	67	68	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.3	+/- 0.6	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	25	25	19	18	18	16	16	16	12	12	12	12	9	8
Level of Service (LOS)	C	C	C	B	B	B	B	B	B	A	B	B	A	A
Total Demand Volume (vph)	6,060	6,060	6,060	4,890	4,890	5,550	5,550	5,550	5,550	5,550	5,550	1,960	1,960	2,280
Total Simulated Volume (vph)	5,596	5,594	5,576	4,447	4,447	5,056	5,061	5,062	5,574	5,064	5,060	1,927	1,929	2,248



Simulated Volumes (vph)



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	1,500	490	2,000	1,997	2,000	200
Speed (mph)	68	68	69	69	69	69	69	67	67	68	68	68
Density (veh/mi/ln)	6	6	6	6	6	6	6	5	5	5	5	5

I-295 Westbound ←

I-295 Eastbound →

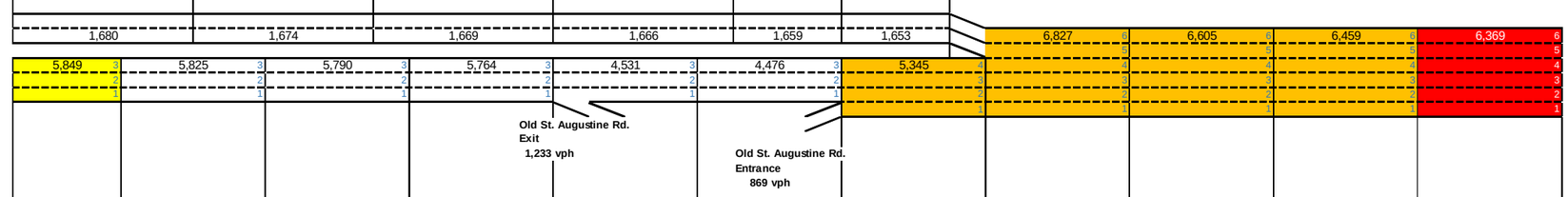
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	2,000	2,000	2,000	2,000	2,000	820					
Speed (mph)	67	67	67	67	67	64					
Density (veh/mi/ln)	13	12	12	12	12	13					

Simulated Volumes (vph)



Distance (ft)	180	2,000	1,546	1,424	1,679	1,192	1,234	1,500	2,250	2,122	1,515
Speed (mph)	38	48	46	48	41	34	23	19	17	16	14
Average Deviation for Speed (mph)*	+/- 5.2	+/- 3.8	+/- 6	+/- 4.4	+/- 6.5	+/- 7.6	+/- 8.1	+/- 7	+/- 6	+/- 4.1	+/- 1.8
Density (veh/mi/ln)	51	40	42	40	37	44	58	60	65	67	76
Level of Service (LOS)	F	E	E	E	E	E	F	F	F	F	F
Total Demand Volume (vph)	7,640	7,640	7,640	7,640	6,430	6,430	7,570	7,570	7,570	7,570	7,570
Total Simulated Volume (vph)	7,529	7,505	7,464	7,433	6,197	6,135	6,998	6,827	6,605	6,459	6,369

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5

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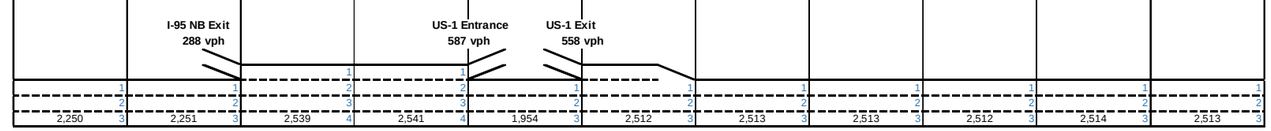
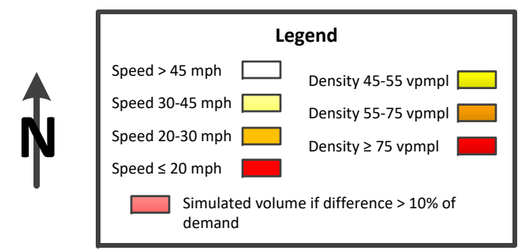
Distance (ft)	635	1,129	1,740	1,541	1,512	707	798	1,431	1,229	2,000	2,000
Speed (mph) **Average Deviation for Speed (mph)***	68 +/- 0.1	68 +/- 0.1	68 +/- 0.1	65 +/- 0.1	68 +/- 0.1	68 +/- 0.1	67 +/- 0.1	68 +/- 0.1	68 +/- 0.1	68 +/- 0.1	68 +/- 0.1
Density (veh/mi/ln) **Level of Service (LOS)**	11 B	11 B	9 A	10 A	10 A	9 A	13 B	12 B	12 B	12 B	12 B
Total Demand Volume (vph)	2,280	2,280	2,570	2,570	1,980	2,530	2,530	2,530	2,530	2,530	2,530
Total Simulated Volume (vph)	2,250	2,251	2,539	2,541	1,954	2,512	2,513	2,513	2,512	2,514	2,513



Simulated Volumes (vph)

2,250	2,251	2,539	2,541	1,954	2,512	2,513	2,513	2,512	2,514	2,513

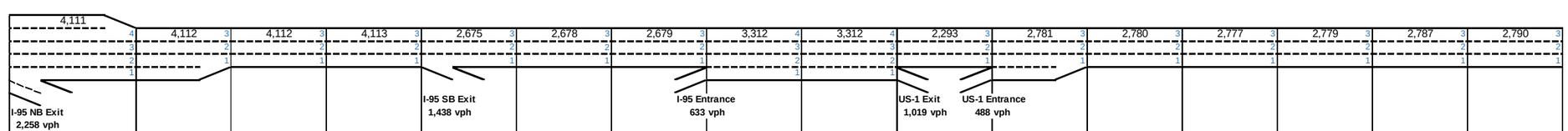
I-295 Westbound ←



I-295 Eastbound →

Simulated Volumes (vph)

4,111	4,112	4,112	4,113	2,675	2,678	2,679	3,312	3,312	2,293	2,781	2,780	2,777	2,779	2,787	2,790



Distance (ft)	378	873	605	1,506	2,000	1,400	1,181	1,066	1,075	1,118	1,218	292	2,000	2,000	2,000	962
Speed (mph) **Average Deviation for Speed (mph)***	51 +/- 1.6	62 +/- 0.3	61 +/- 0.6	62 +/- 0.6	68 +/- 0.1	67 +/- 0.1	67 +/- 0.2	67 +/- 0.2	64 +/- 0.2	68 +/- 0.1	67 +/- 0.1	67 +/- 0.1	68 +/- 0.1	67 +/- 0.1	67 +/- 0.1	67 +/- 0.1
Density (veh/mi/ln) **Level of Service (LOS)**	16 B	17 B	22 C	22 C	13 B	13 B	13 B	12 B	13 B	11 B	10 A	14 B	14 B	14 B	14 B	14 B
Total Demand Volume (vph)	4,740	4,740	4,740	4,740	3,110	3,110	3,110	3,820	3,820	2,580	3,090	3,090	3,090	3,090	3,090	3,090
Total Simulated Volume (vph)	4,111	4,112	4,112	4,113	2,675	2,678	2,679	3,312	3,312	2,293	2,781	2,780	2,777	2,779	2,787	2,790

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-5
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Distance (ft)	1,269	2,000	2,000	1,495	1,577	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	71	71	71	69	69	69	70	70	70	70	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	17	17	17	22	22	22	21	21	21	21	21	21	21	21	21	21
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,790	3,790	3,790	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740
Total Simulated Volume (vph)	3,585	3,589	3,588	4,487	4,489	4,490	4,484	4,486	4,491	4,492	4,490	4,490	4,496	4,494	4,494	4,490
Simulated Volumes (vph)	3,585	3,589	3,588	4,487	4,489	4,490	4,484	4,486	4,491	4,492	4,490	4,490	4,496	4,494	4,494	4,490

SR 16 Exit
899 vph

I-95 Southbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound

Simulated Volumes (vph)	3,041	3,040	3,041	3,799	3,797	3,800	3,796	3,798	3,795	3,795	3,791	3,790	3,786	3,791	3,791	3,794
Distance (ft)	2,000	2,000	1,477	544	964	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,045
Speed (mph)	72	72	72	70	70	71	71	71	71	71	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	14	14	14	14	18	18	18	18	18	18	18	18	18	18	18	18
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,090	3,090	3,090	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870
Total Simulated Volume (vph)	3,041	3,040	3,041	3,799	3,797	3,800	3,796	3,798	3,795	3,795	3,791	3,790	3,786	3,791	3,791	3,794

SR 16 Entrance
758 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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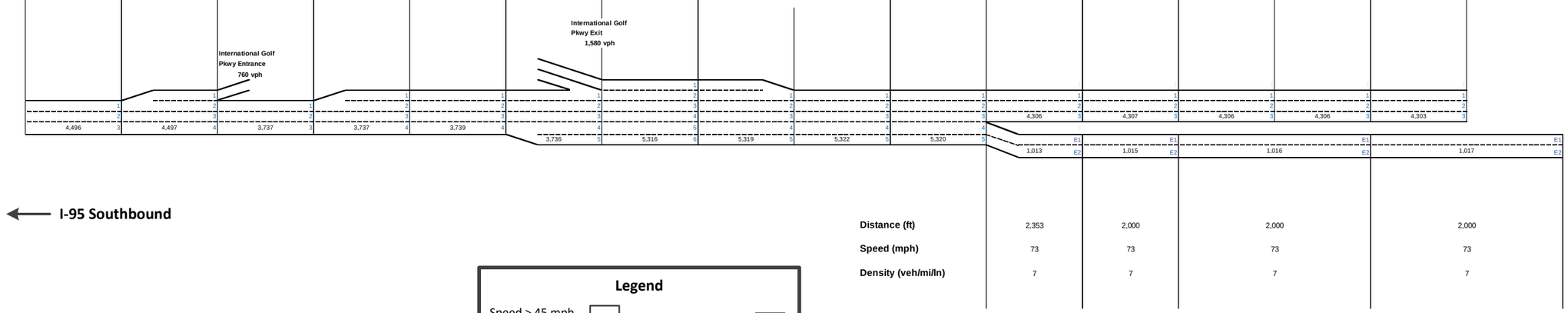
Distance (ft)	426	1,110	119	783	2,000	630	1,504	635	1,350	1,508	850	2,000	2,000	2,000	663
Speed (mph)	69	70	71	71	72	72	72	71	71	71	70	70	70	70	69
Average Deviation for Speed (mph)*	+/- 0.4	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	22	16	18	13	13	10	12	12	15	15	21	21	21	21	21
Level of Service (LOS)	C	B	B	B	B	A	B	B	B	B	C	C	C	C	C
Total Demand Volume (vph)	4,740	4,740	3,920	3,920	3,920	3,920	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550
Total Simulated Volume (vph)	4,496	4,497	3,737	3,737	3,739	3,736	5,316	5,319	5,322	5,320	5,319	5,322	5,322	5,322	5,320



I-95 Southbound

Distance (ft)	2,353	2,000	2,000	2,000
Speed (mph)	73	73	73	73
Density (veh/mi/ln)	7	7	7	7

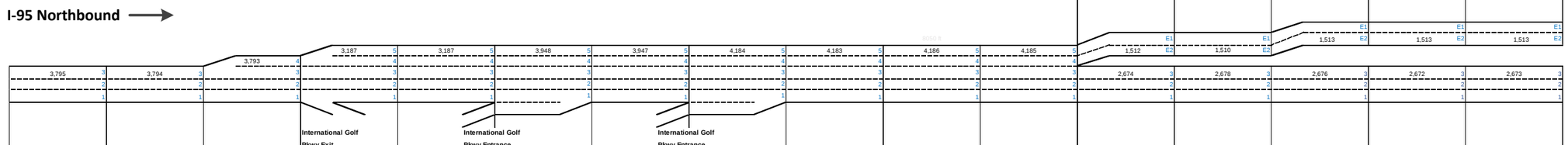
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	200	2,000	2,000	2,000	2,000
Speed (mph)	73	73	73	73	73
Density (veh/mi/ln)	10	10	10	10	10

I-95 Northbound



				International Golf Pkwy Exit 606 vph		International Golf Pkwy Entrance From EB 761 vph		International Golf Pkwy Entrance From WB 237 vph								
Distance (ft)	1,106	602	951	1,236	885	971	472	1,035	505	1,411	1,541	2,000	2,000	2,000	1,238	832
Speed (mph)	70	70	71	73	73	72	73	72	72	72	73	72	72	72	72	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	13	9	9	9	11	10	12	12	11	12	12	12	12	12
Level of Service (LOS)	B	B	B	A	A	A	B	A	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,870	3,870	3,870	3,260	3,260	4,070	4,070	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320
Total Simulated Volume (vph)	3,795	3,794	3,793	3,187	3,187	3,948	3,947	4,184	4,183	4,186	4,185	4,186	4,188	4,189	4,185	4,186

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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I-95 Southbound

Distance (ft)	851	1,370	1,166	2,044	1,503	1,841	1,313	2,000	2,000	387	1,093	1,102	1,861	1,493	559	2,000	1,789
Speed (mph)	69	71	71	72	72	70	69	70	69	68	68	71	71	71	72	72	72
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.5	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	17	17	17	16	17	23	22	23	23	17	18	18	14	14	14	17
Level of Service (LOS)	B	B	B	B	B	B	C	C	C	C	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,550	4,790	4,790	4,790	6,380	6,380	6,380	6,380	6,380	6,380	6,380	5,570	5,570	6,650	6,650	6,650	6,650
Total Simulated Volume (vph)	5,321	4,576	4,581	4,583	6,087	6,091	6,092	6,092	6,092	6,098	6,100	5,276	5,273	6,292	6,289	6,289	6,288

FCE Entrance 745 vph; FCE Exit 1,144 vph; CR 210 Entrance 824 vph; CR 210 Exit 1,020 vph

Simulated Volumes (vph): 4,304 | 3,559 | 3,564 | 3,567 | 4,711 | 4,715 | 4,716 | 4,716 | 4,715 | 4,721 | 4,722 | 3,898 | 3,898 | 4,918 | 4,913 | 4,913 | 4,910

E1: 1,017 | 1,016 | 1,018 | 1,376 | 1,377 | 1,377 | 1,378 | 1,375 | 1,374 | 1,376 | 1,378

E2: 1,017 | 1,016 | 1,018 | 1,376 | 1,377 | 1,377 | 1,378 | 1,375 | 1,374 | 1,376 | 1,378

FCE Direct Connect Exit 358 vph

Distance (ft)	2,000	2,000	2,000	682	790	335	1,995	2,000	2,000	2,000	2,000
Speed (mph)	73	73	73	73	72	72	72	72	72	72	72
Density (veh/mi/ln)	7	7	5	6	10	10	10	10	10	6	6

Distance (ft)	2,000	2,000	1,000	1,203	1,031	491	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	72	72	71	71	71	71	71	71	71	71
Density (veh/mi/ln)	11	10	10	10	10	15	15	15	15	15	15	15	15

FCE Direct Connect Entrance 589 vph

E1: 1,512 | 1,508 | 1,508 | 1,507 | 2,096 | 2,095 | 2,097 | 2,097 | 2,094 | 2,091 | 2,092 | 2,090 | 2,090

E2: 1,512 | 1,508 | 1,508 | 1,507 | 2,096 | 2,095 | 2,097 | 2,097 | 2,094 | 2,091 | 2,092 | 2,090 | 2,090

Simulated Volumes (vph): 2,673 | 2,075 | 2,073 | 2,074 | 2,765 | 2,763 | 2,763 | 2,764 | 2,764 | 2,765 | 2,765 | 2,765 | 2,100 | 2,096 | 2,859 | 2,860

FCE Exit 598 vph; FCE Entrance 691 vph; CR 210 Exit 665 vph; CR 210 Entrance 763 vph

Distance (ft)	687	2,000	2,000	1,384	877	669	1,276	2,000	2,000	1,185	804	731	1,032	1,628	1,530	2,000
Speed (mph)	72	73	73	73	72	72	72	72	71	72	72	72	73	73	70	73
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	9	9	9	9	8	10	10	13	13	13	13	10	10	10	10	10
Level of Service (LOS)	A	A	A	A	A	A	A	B	B	B	B	A	A	A	A	A
Total Demand Volume (vph)	4,320	3,700	3,700	3,700	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	4,310	4,310	5,080	5,080
Total Simulated Volume (vph)	4,185	3,583	3,581	3,581	4,861	4,858	4,860	4,861	4,861	4,859	4,856	4,856	4,192	4,188	4,949	4,950

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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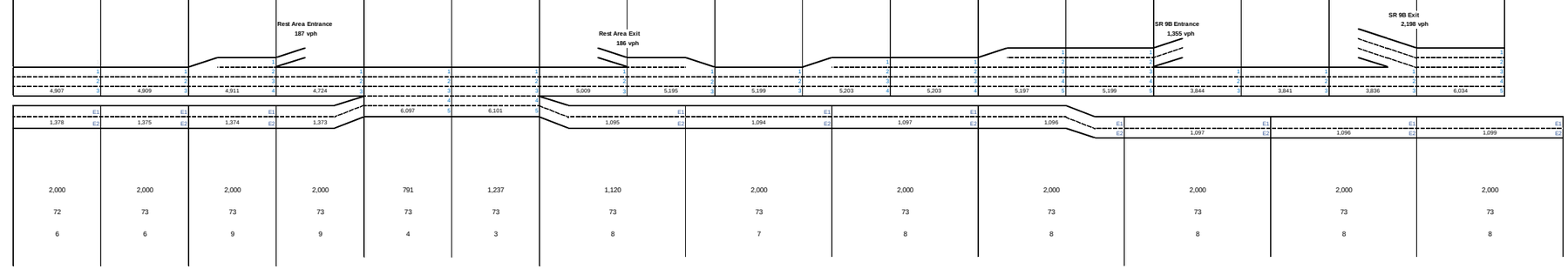
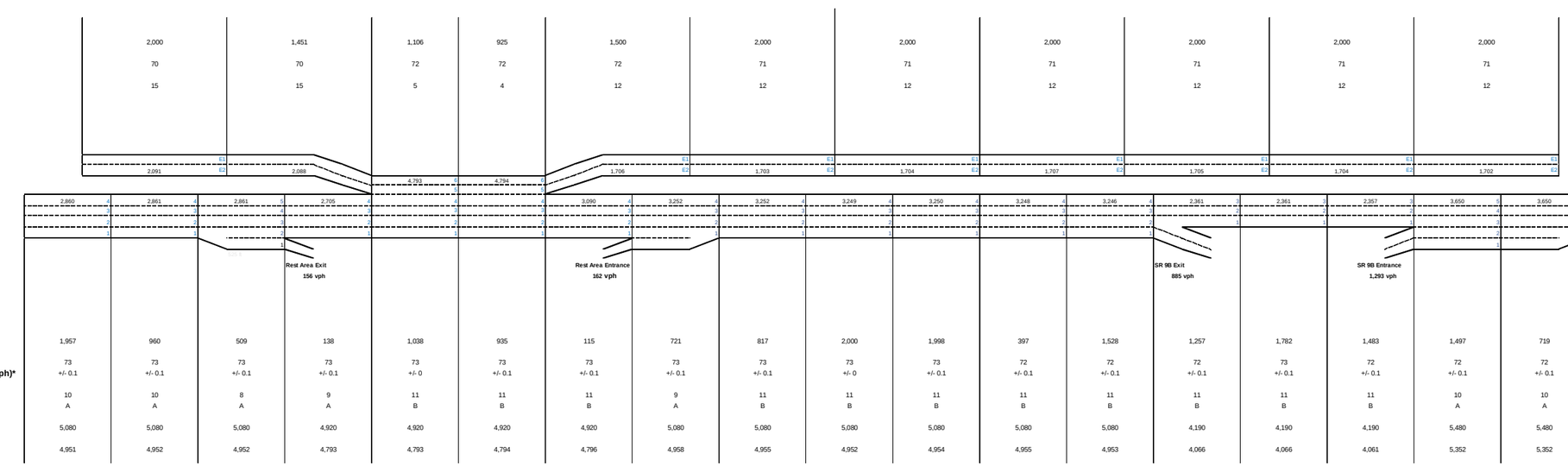
I-95 Southbound

Distance (ft)	556	866	781	102	896	1,075	135	533	586	425	1,282	636	1,543	1,488	1,470	2,000	1,537
Speed (mph)	69	69	70	70	71	71	70	69	68	67	66	70	71	71	71	71	70
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	24	24	18	22	17	17	24	19	25	19	20	15	15	18	18	18	17
Level of Service (LOS)	C	C	B	C	B	B	C	C	C	C	C	B	B	B	B	B	B
Total Demand Volume (vph)	6,650	6,650	6,650	6,450	6,450	6,450	6,450	6,650	6,650	6,650	6,650	6,650	6,650	5,280	5,280	5,280	7,650
Total Simulated Volume (vph)	6,285	6,284	6,285	6,097	6,097	6,101	6,104	6,290	6,293	6,300	6,300	6,293	6,295	4,941	4,937	4,932	7,133



Distance (ft)	2,000	2,000	2,000	2,000	791	1,237	1,120	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	73	73	73	73	73	73	73	73	73	73	73	73
Density (veh/mi/ln)	6	6	9	9	4	3	8	7	8	8	8	8	8

Distance (ft)	2,000	1,451	1,106	925	1,500	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	70	70	72	72	72	71	71	71	71	71	71
Density (veh/mi/ln)	15	15	5	4	12	12	12	12	12	12	12



Distance (ft)	1,957	960	509	138	1,038	935	115	721	817	2,000	1,998	397	1,528	1,257	1,782	1,483	1,497	719
Speed (mph)	73	73	73	73	73	73	73	73	73	73	73	72	72	72	73	72	72	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	10	10	8	9	11	11	11	9	11	11	11	11	11	11	11	11	10	10
Level of Service (LOS)	A	A	A	A	B	B	B	A	B	B	B	B	B	B	B	B	A	A
Total Demand Volume (vph)	5,080	5,080	5,080	4,920	4,920	4,920	4,920	5,080	5,080	5,080	5,080	5,080	5,080	4,190	4,190	4,190	5,480	5,480
Total Simulated Volume (vph)	4,951	4,952	4,952	4,793	4,793	4,794	4,796	4,958	4,955	4,952	4,954	4,955	4,953	4,066	4,066	4,061	5,352	5,352

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT

I-95 from International Golf Parkway to Atlantic Boulevard SIMR

I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 7-6

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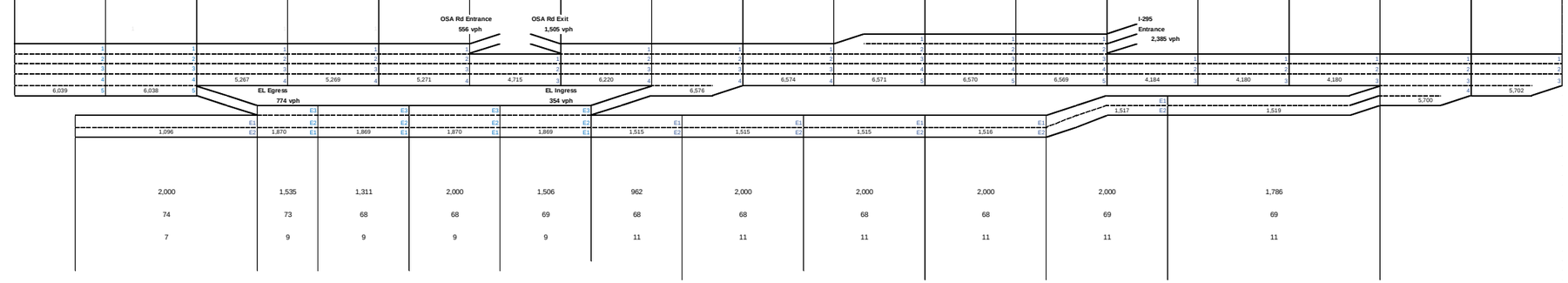
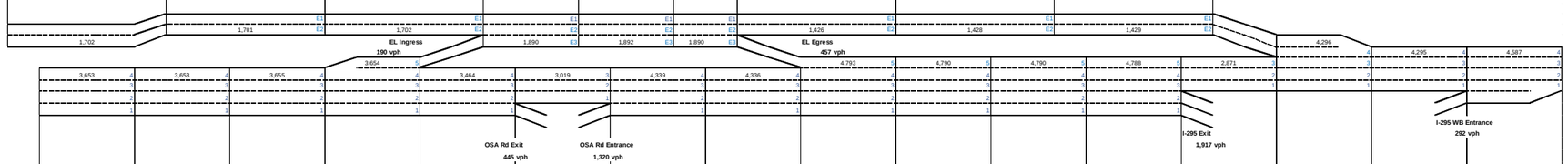
I-95 Southbound

Distance (ft)	1,994	1,445	1,342	1,143	1,526	1,550	874	821	1,322	864	1,500	2,000	1,464	1,000	2,000	777	825
Speed (mph)	70	71	71	68	67	65	62	64	65	64	65	67	66	66	67	67	66
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	19	19	20	24	25	21	25	21	20	20	21	21	21	17	22
Level of Service (LOS)	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C
Total Demand Volume (vph)	7,650	7,650	7,650	7,650	7,650	7,080	8,690	8,690	8,690	8,690	8,690	8,690	6,280	6,280	6,280	6,280	6,280
Total Simulated Volume (vph)	7,135	7,134	7,137	7,138	7,141	6,584	8,089	8,091	8,089	8,086	8,086	8,086	5,701	5,699	5,699	5,700	5,702



Distance (ft)	2,000	1,535	1,311	2,000	1,506	962	2,000	2,000	2,000	2,000	1,786
Speed (mph)	74	73	68	68	69	68	68	68	68	69	69
Density (veh/mi/ln)	7	9	9	9	9	11	11	11	11	11	11

Distance (ft)	2,000	2,000	1,466	1,464	1,973	1,649	2,000	2,000	2,000
Speed (mph)	71	71	69	68	68	67	67	67	67
Density (veh/mi/ln)	12	12	12	9	9	9	11	11	11



Distance (ft)	1,993	1,146	691	843	1,269	940	1,536	1,390	1,514	1,992	806	1,498	258	1,560	1,625	1,105
Speed (mph)	72	72	72	68	66	66	60	64	67	68	68	67	67	67	67	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.7	+/- 0.5	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	13	13	13	11	13	15	18	17	14	14	14	14	14	13	16	14
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,480	5,480	5,480	5,480	5,480	5,010	6,330	6,330	6,330	6,330	6,330	6,330	4,380	4,380	4,380	4,670
Total Simulated Volume (vph)	5,355	5,354	5,356	5,356	5,354	4,909	6,231	6,226	6,219	6,218	6,218	6,217	4,300	4,296	4,295	4,587

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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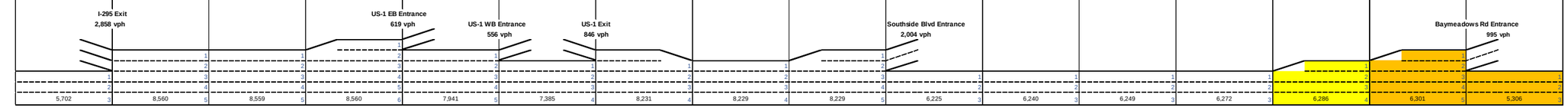
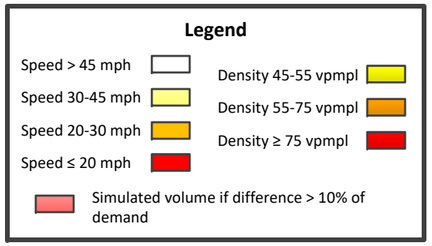
Distance (ft)	413	1,252	1,000	1,003	904	801	342	1,090	746	1,258	1,503	2,000	2,000	1,969	841	1,159
Speed (mph)	64	63	61	64	62	64	63	57	42	47	50	51	51	32	22	27
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.5	+/- 0.9	+/- 0.3	+/- 0.3	+/- 0.4	+/- 0.4	+/- 0.6	+/- 4.2	+/- 7.8	+/- 6.9	+/- 5.4	+/- 4.8	+/- 2.3	+/- 5.6	+/- 7.5
Density (veh/mi/ln)	30	27	28	22	26	29	26	36	39	44	42	41	41	49	57	66
Level of Service (LOS)	D	D	D	C	C	D	C	E	E	E	E	E	E	F	F	F
Total Demand Volume (vph)	6,280	9,400	9,400	9,400	8,770	8,200	9,140	9,140	9,140	7,020	7,020	7,020	7,020	7,020	7,020	5,920
Total Simulated Volume (vph)	5,702	8,560	8,559	8,560	7,941	7,385	8,231	8,229	8,229	6,225	6,240	6,249	6,272	6,286	6,301	5,306



Simulated Volumes (vph)

5,702 | 8,560 | 8,559 | 8,560 | 7,941 | 7,385 | 8,231 | 8,229 | 8,229 | 6,225 | 6,240 | 6,249 | 6,272 | 6,286 | 6,301 | 5,306

← **I-95 Southbound**



Distance (ft)

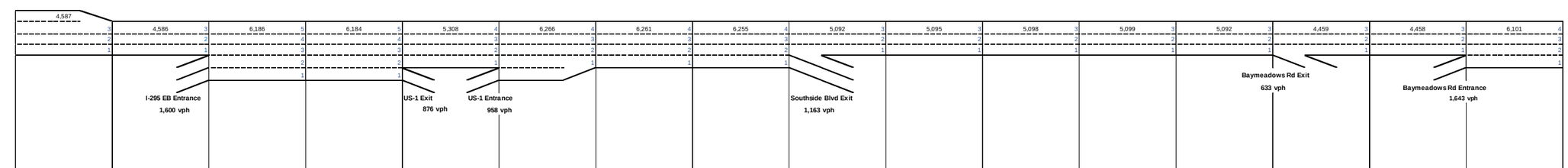
Speed (mph)

Density (veh/mi/ln)

I-95 Northbound →

Simulated Volumes (vph)

4,587 | 4,586 | 6,186 | 6,184 | 5,308 | 6,266 | 6,261 | 6,255 | 5,092 | 5,095 | 5,098 | 5,099 | 5,092 | 4,459 | 4,458 | 6,101



Distance (ft)	672	1,527	1,070	1,583	1,043	985	601	1,580	2,000	2,000	2,000	1,118	1,499	1,500	1,122	1,501
Speed (mph)	64	65	66	66	67	66	62	63	65	65	65	64	64	66	66	65
Average Deviation for Speed (mph)*	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.8	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	24	19	19	20	19	25	25	26	26	26	27	27	23	23	23
Level of Service (LOS)	B	C	C	C	C	C	C	C	C	C	C	D	D	C	C	C
Total Demand Volume (vph)	4,670	4,670	6,270	6,270	5,380	6,350	6,350	6,350	5,180	5,180	5,180	5,180	5,180	4,540	4,540	6,270
Total Simulated Volume (vph)	4,587	4,586	6,186	6,184	5,308	6,266	6,261	6,255	5,092	5,095	5,098	5,099	5,092	4,459	4,458	6,101

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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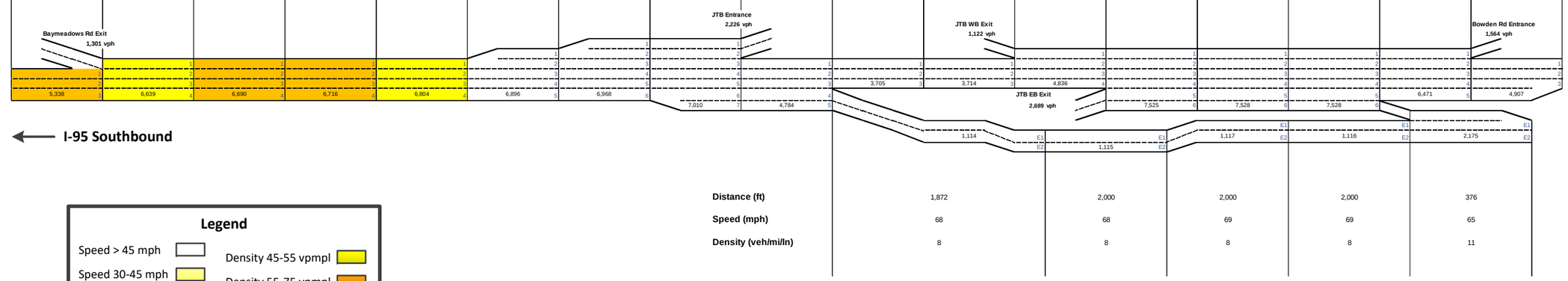
Distance (ft)	1,500	1,627	781	2,000	2,000	1,316	623	266	778	801	2,000	1,151	1,518	620	1,468	301	851
Speed (mph)	31	30	29	28	32	34	33	33	47	64	67	66	66	67	67	66	67
Average Deviation for Speed (mph)*	+/- 6.7	+/- 2.5	+/- 2.8	+/- 3.8	+/- 5.2	+/- 4.4	+/- 4.7	+/- 4	+/- 4.2	+/- 2.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	57	55	58	60	53	41	35	30	20	19	18	18	19	19	19	20	18
Level of Service (LOS)	F	F	F	F	F	E	D	D	C	C	B	B	C	C	C	C	B
Total Demand Volume (vph)	5,920	7,320	7,320	7,320	7,320	7,320	7,320	7,320	4,930	4,930	4,930	6,060	8,790	8,790	8,790	8,790	7,170
Total Simulated Volume (vph)	5,338	6,639	6,690	6,716	6,804	6,896	6,968	7,010	4,784	4,819	4,828	5,950	8,640	8,645	8,644	8,646	7,083



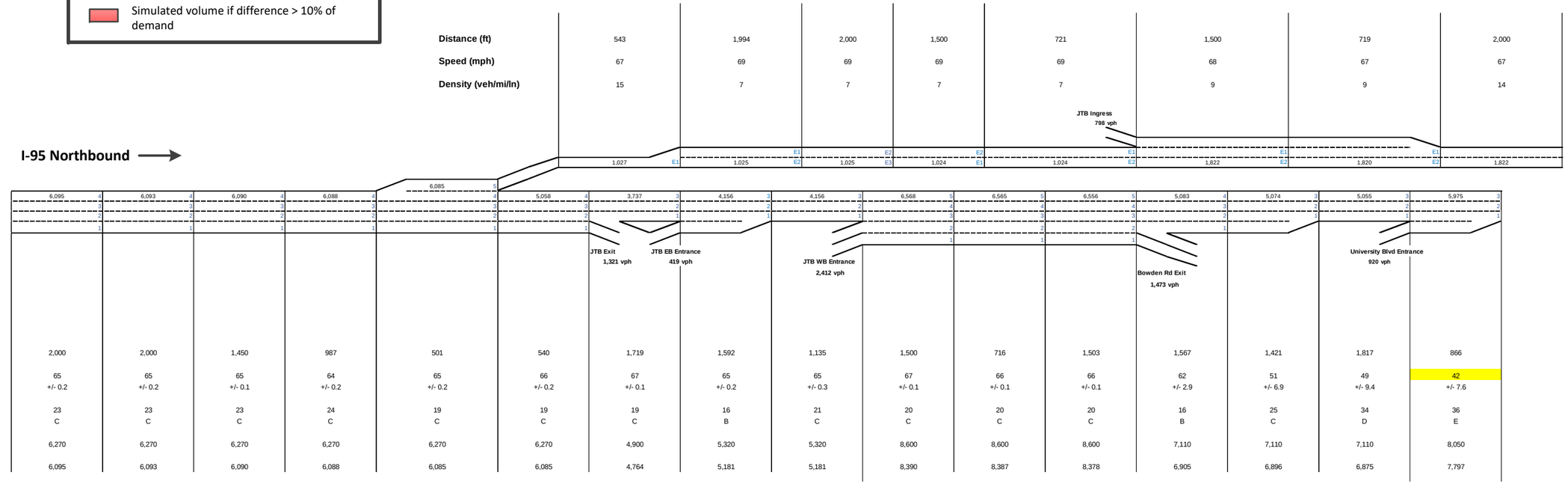
Distance (ft)	1,872	2,000	2,000	2,000	376
Speed (mph)	68	68	69	69	65
Density (veh/mi/ln)	8	8	8	8	11

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	543	1,994	2,000	1,500	721	1,500	719	2,000
Speed (mph)	67	69	69	69	69	68	67	67
Density (veh/mi/ln)	15	7	7	7	7	9	9	14



Distance (ft)	2,000	2,000	1,450	987	501	540	1,719	1,592	1,135	1,500	716	1,503	1,567	1,421	1,817	866
Speed (mph)	65	65	65	64	65	66	67	65	65	67	66	66	62	51	49	42
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 2.9	+/- 6.9	+/- 9.4	+/- 7.6
Density (veh/mi/ln)	23	23	23	24	19	19	19	16	21	20	20	20	16	25	34	36
Level of Service (LOS)	C	C	C	C	C	C	C	B	C	C	C	C	B	C	D	E
Total Demand Volume (vph)	6,270	6,270	6,270	6,270	6,270	6,270	4,900	5,320	5,320	8,600	8,600	8,600	7,110	7,110	7,110	8,050
Total Simulated Volume (vph)	6,095	6,093	6,090	6,088	6,085	6,085	4,764	5,181	5,181	8,390	8,387	8,378	6,905	6,896	6,875	7,797

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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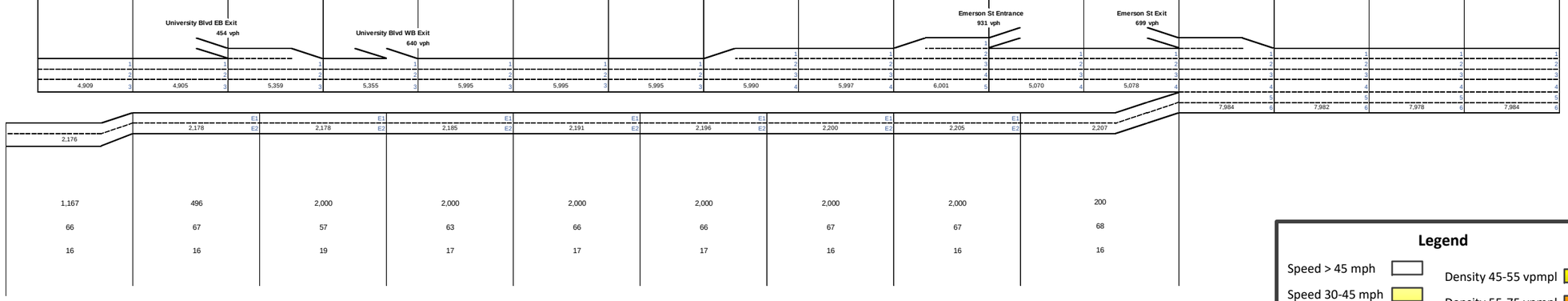
I-95 Southbound

Distance (ft)	1,198	1,018	780	759	1,474	1,000	2,000	1,081	737	756	622	1,999	554	1,111	1,820	509
Speed (mph)	65	66	64	64	60	56	53	38	33	32	48	66	67	61	56	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.9	+/- 1.5	+/- 1.1	+/- 3.3	+/- 6.1	+/- 9.3	+/- 7.2	+/- 1.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	25	25	21	28	33	36	38	39	45	38	26	19	17	22	24	24
Level of Service (LOS)	C	C	C	D	D	E	E	E	E	E	C	C	B	C	C	C
Total Demand Volume (vph)	7,170	7,170	7,620	7,620	8,260	8,260	8,260	8,260	8,260	8,260	7,300	7,300	7,990	7,990	7,990	7,990
Total Simulated Volume (vph)	7,085	7,083	7,537	7,533	8,180	8,186	8,191	8,186	8,197	8,206	7,277	7,285	7,984	7,982	7,978	7,984

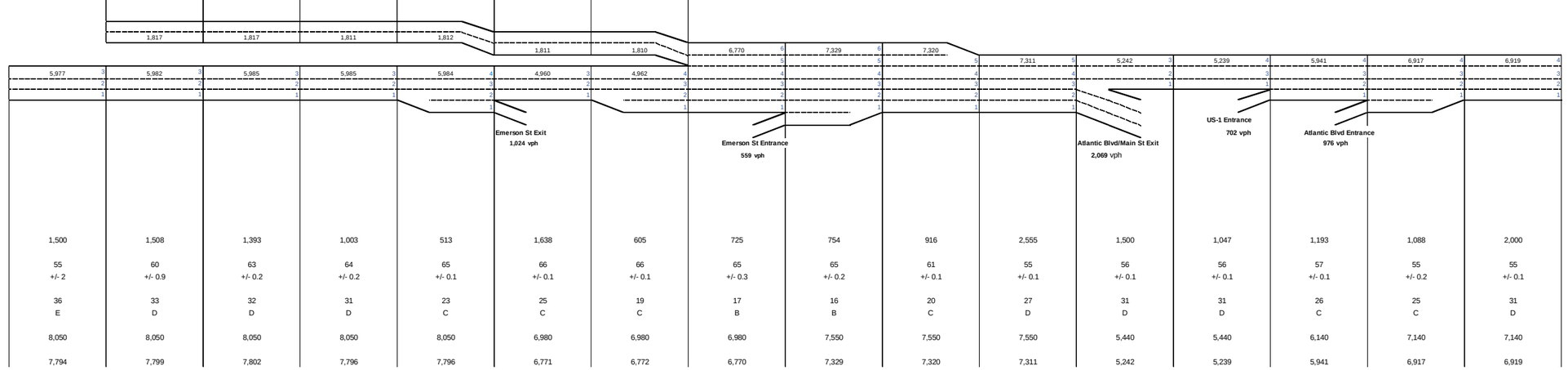


Distance (ft)	1,167	496	2,000	2,000	2,000	2,000	2,000	2,000	200
Speed (mph)	66	67	57	63	66	66	67	67	68
Density (veh/mi/ln)	16	16	19	17	17	17	16	16	16

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Distance (ft)	2,000	2,000	2,000	2,000	2,000	1,547
Speed (mph)	67	67	67	67	67	59
Density (veh/mi/ln)	14	14	14	14	14	15



Distance (ft)	1,500	1,508	1,393	1,003	513	1,638	605	725	754	916	2,555	1,500	1,047	1,193	1,088	2,000
Speed (mph)	55	60	63	64	65	66	66	65	65	61	55	56	56	57	55	55
Average Deviation for Speed (mph)*	+/- 2	+/- 0.9	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	36	33	32	31	23	25	19	17	16	20	27	31	31	26	25	31
Level of Service (LOS)	E	D	D	D	C	C	C	B	B	C	D	D	D	C	C	D
Total Demand Volume (vph)	8,050	8,050	8,050	8,050	8,050	6,980	6,980	6,980	7,550	7,550	7,550	5,440	5,440	6,140	7,140	7,140
Total Simulated Volume (vph)	7,794	7,799	7,802	7,796	7,796	6,771	6,772	6,770	7,329	7,320	7,311	5,242	5,239	5,941	6,917	6,919

I-95 Northbound

*The average deviation represents the variability between the 10 iterations.

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 7-6

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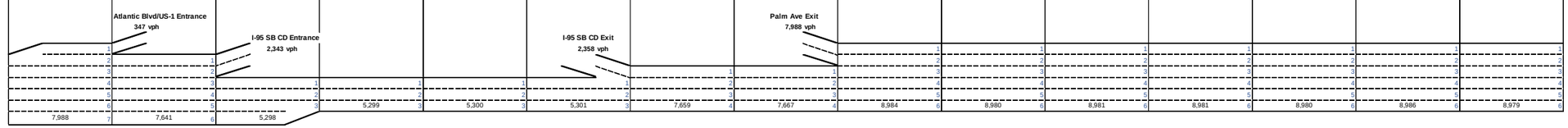
Distance (ft)	1,031	1,854	496	1,151	1,038	1,996	1,590	1,831	1,536	1,571	2,000	2,000	2,000	2,000	2,000
Speed (mph)	57	58	57	55	55	55	54	54	54	55	56	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	20	22	23	32	32	32	35	35	28	27	27	27	27	27	26
Level of Service (LOS)	C	C	C	D	D	D	D	D	D	D	D	D	D	D	C
Total Demand Volume (vph)	7,990	7,630	5,260	5,260	5,260	5,260	7,610	7,610	8,940	8,940	8,940	8,940	8,940	8,940	8,940
Total Simulated Volume (vph)	7,988	7,641	5,298	5,299	5,300	5,301	7,659	7,667	8,984	8,980	8,981	8,981	8,980	8,986	8,979



I-95 Southbound

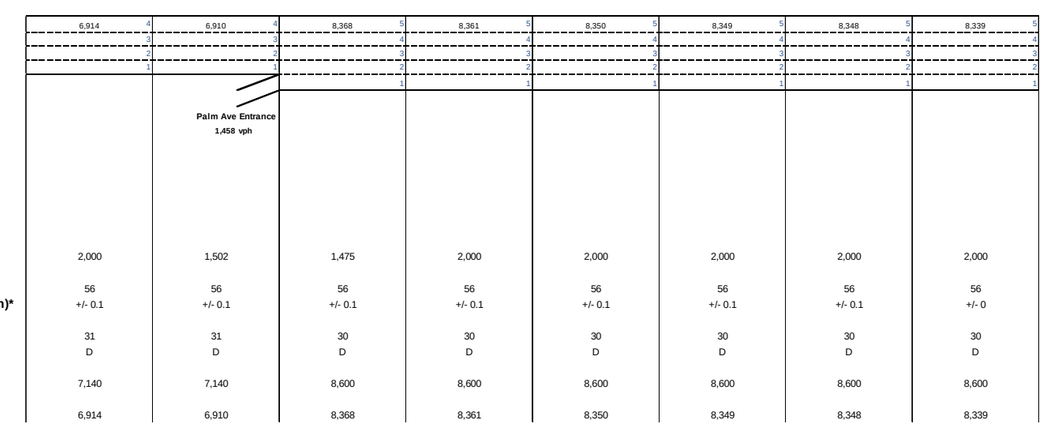
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound

Simulated Volumes (vph)	6,914	6,910	8,368	8,361	8,350	8,349	8,348	8,339
Distance (ft)	2,000	1,502	1,475	2,000	2,000	2,000	2,000	2,000
Speed (mph)	56	56	56	56	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0
Density (veh/mi/ln)	31	31	30	30	30	30	30	30
Level of Service (LOS)	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	7,140	7,140	8,600	8,600	8,600	8,600	8,600	8,600
Total Simulated Volume (vph)	6,914	6,910	8,368	8,361	8,350	8,349	8,348	8,339



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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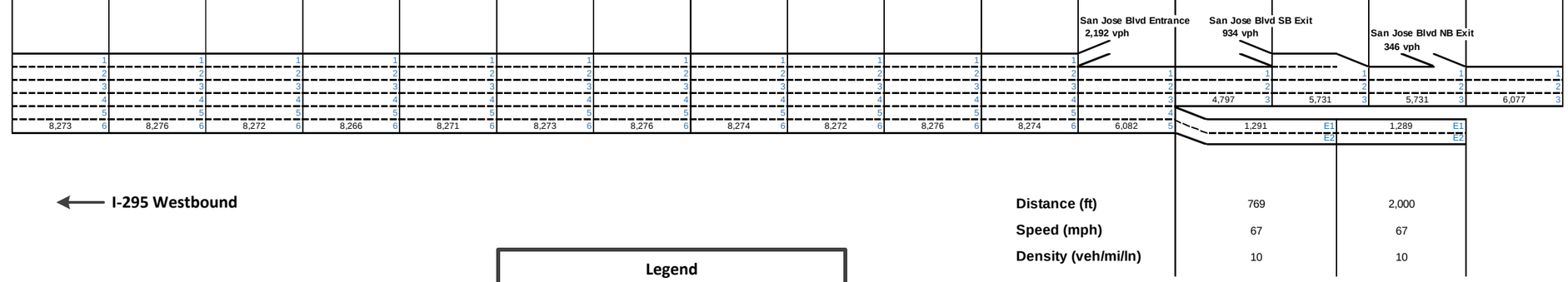
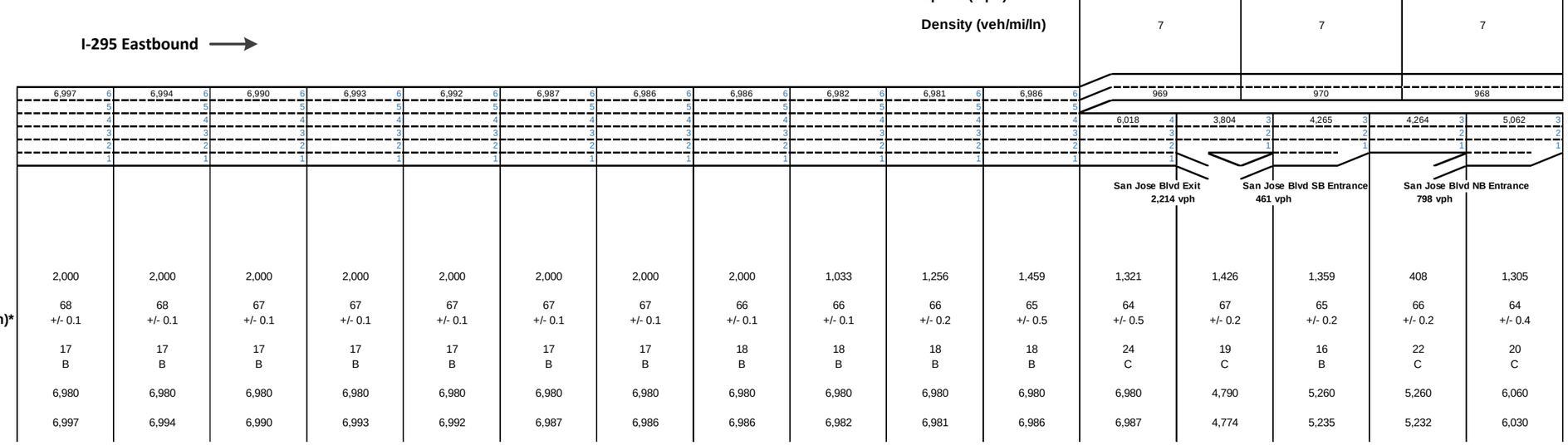
Distance (ft)	1,762	1,334	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,516	953	629	1,042	825	1,535
Speed (mph)	66	66	66	66	67	67	67	67	67	67	64	67	66	65	64	61
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.5	+/- 1.2
Density (veh/mi/ln)	21	21	21	21	21	21	21	21	21	21	22	18	24	22	30	33
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	B	C	C	D	D
Total Demand Volume (vph)	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	6,310	6,310	7,280	7,280	7,640
Total Simulated Volume (vph)	8,273	8,276	8,272	8,266	8,271	8,273	8,276	8,274	8,272	8,276	8,274	6,082	6,088	7,022	7,020	7,366



Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,033	1,256	1,459	1,321	1,426	1,359	408	1,305
Speed (mph)	68	68	67	67	67	67	67	66	66	66	65	64	67	65	66	64
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.5	+/- 0.5	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.4
Density (veh/mi/ln)	17	17	17	17	17	17	17	18	18	18	18	24	19	16	22	20
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	C	C	B	C	C
Total Demand Volume (vph)	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	4,790	5,260	5,260	6,060
Total Simulated Volume (vph)	6,997	6,994	6,990	6,993	6,992	6,987	6,986	6,986	6,982	6,981	6,986	6,987	4,774	5,235	5,232	6,030

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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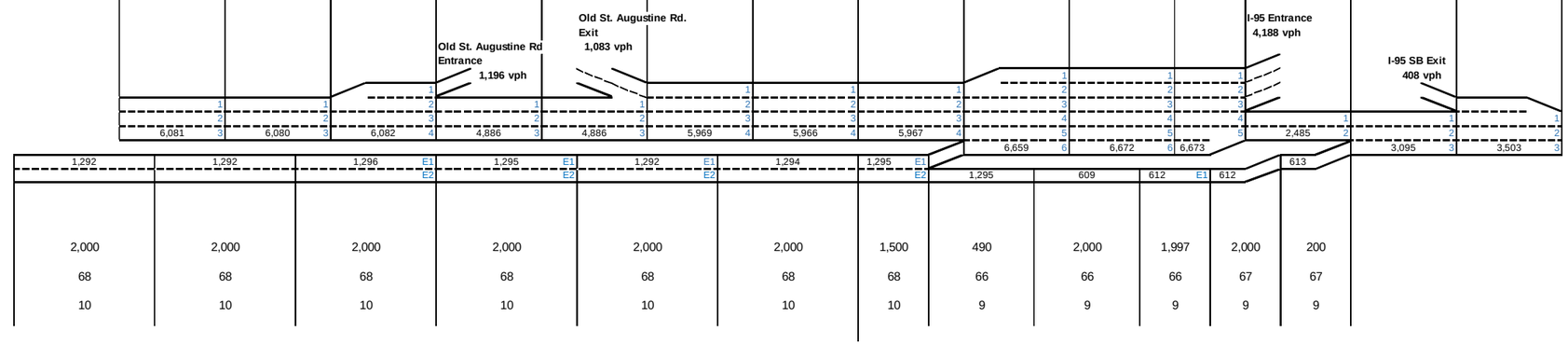
Distance (ft)	1,648	2,000	1,408	1,598	1,570	1,605	744	1,971	2,006	2,000	1,512	871	1,814	555
Speed (mph)	57	55	44	58	63	64	64	66	66	68	68	66	66	66
Average Deviation for Speed (mph)*	+/- 3	+/- 2.3	+/- 4	+/- 3.9	+/- 2.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	36	37	35	28	26	23	23	23	17	16	16	19	16	13
Level of Service (LOS)	E	E	D	D	C	C	C	C	B	A	B	C	B	B
Total Demand Volume (vph)	7,640	7,640	7,640	6,430	6,430	7,570	7,570	7,570	7,570	7,570	7,570	3,110	3,110	3,530
Total Simulated Volume (vph)	7,373	7,372	7,378	6,181	6,181	7,261	7,260	7,262	7,954	7,284	7,285	3,098	3,095	3,503



Simulated Volumes (vph)

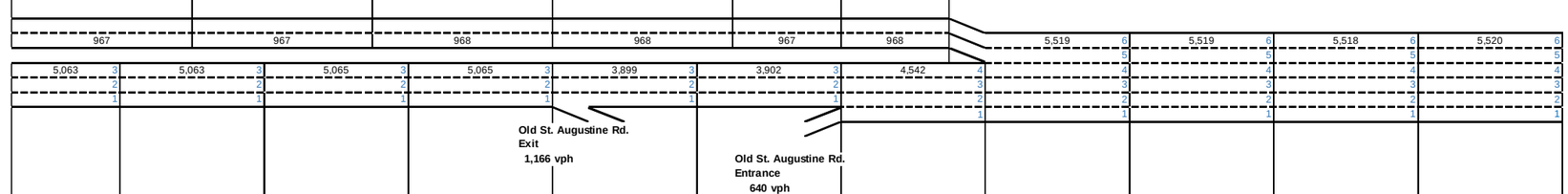
Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	1,500	490	2,000	1,997	2,000	200
Speed (mph)	68	68	68	68	68	68	68	66	66	66	67	67
Density (veh/mi/ln)	10	10	10	10	10	10	10	9	9	9	9	9

I-295 Westbound ←

I-295 Eastbound →

Distance (ft)	2,000	2,000	2,000	2,000	2,000	820
Speed (mph)	69	69	68	68	68	68
Density (veh/mi/ln)	7	7	7	7	7	7

Simulated Volumes (vph)



Distance (ft)	180	2,000	1,546	1,424	1,679	1,192	1,234	1,500	2,250	2,122	1,515
Speed (mph)	63	63	64	63	67	67	67	68	67	67	67
Average Deviation for Speed (mph)*	+/- 0.5	+/- 0.3	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	27	27	26	27	19	19	17	14	14	14	14
Level of Service (LOS)	D	D	C	D	C	C	B	B	B	B	B
Total Demand Volume (vph)	6,060	6,060	6,060	6,060	4,890	4,890	5,550	5,550	5,550	5,550	5,550
Total Simulated Volume (vph)	6,030	6,030	6,032	6,033	4,867	4,869	5,510	5,519	5,519	5,518	5,520

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT

I-95 from International Golf Parkway to Atlantic Boulevard SIMR

I-295 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 7-6

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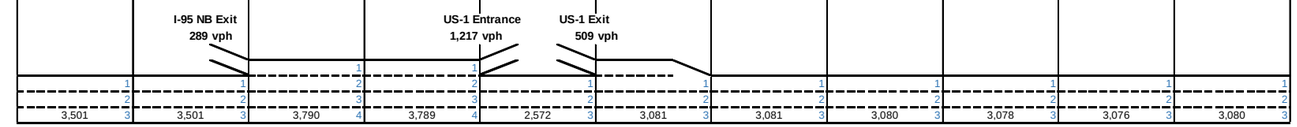
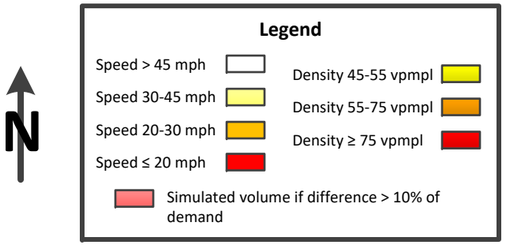
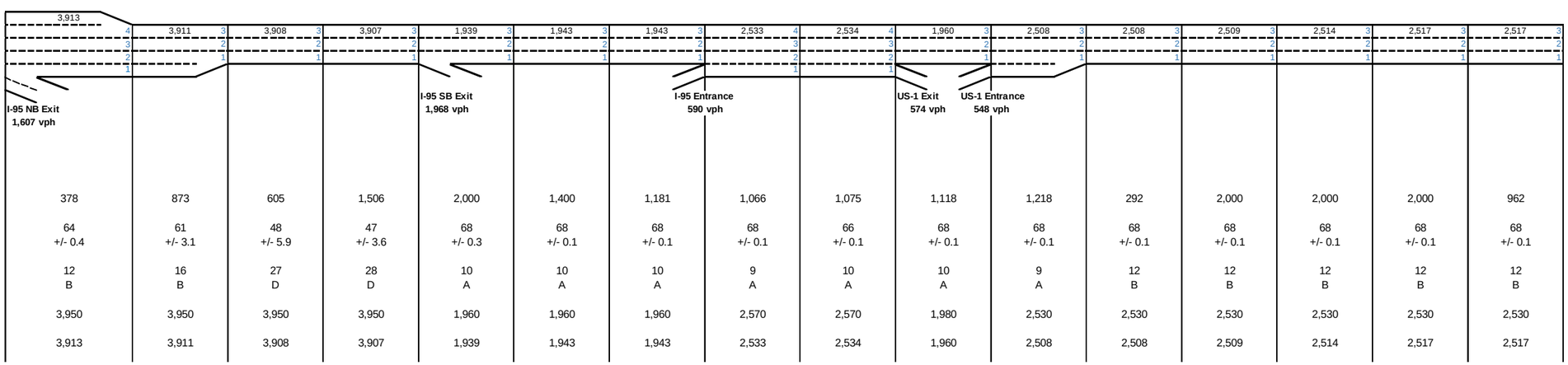
Distance (ft)	635	1,129	1,740	1,541	1,512	707	798	1,431	1,229	2,000	2,000
Speed (mph)	67	67	67	63	68	68	67	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	14	15	13	11	15	15	15	15	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,530	3,530	3,820	3,820	2,580	3,090	3,090	3,090	3,090	3,090	3,090
Total Simulated Volume (vph)	3,501	3,501	3,790	3,789	2,572	3,081	3,081	3,080	3,078	3,076	3,080



← I-295 Westbound



I-295 Eastbound →



Distance (ft)	378	873	605	1,506	2,000	1,400	1,181	1,066	1,075	1,118	1,218	292	2,000	2,000	2,000	962
Speed (mph)	64	61	48	47	68	68	68	68	66	68	68	68	68	68	68	68
Average Deviation for Speed (mph)*	+/- 0.4	+/- 3.1	+/- 5.9	+/- 3.6	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	12	16	27	28	10	10	10	9	10	10	9	12	12	12	12	12
Level of Service (LOS)	B	B	D	D	A	A	A	A	A	A	A	B	B	B	B	B
Total Demand Volume (vph)	3,950	3,950	3,950	3,950	1,960	1,960	1,960	2,570	2,570	1,980	2,530	2,530	2,530	2,530	2,530	2,530
Total Simulated Volume (vph)	3,913	3,911	3,908	3,907	1,939	1,943	1,943	2,533	2,534	1,960	2,508	2,508	2,509	2,514	2,517	2,517

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-6
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Distance (ft)	1,272	2,000	2,000	1,498	910	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	70	70	70	70	71	71	71	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	14	14	14	18	18	18	18	18	18	18	18	18	18	18
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,090	3,090	3,090	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870
Total Simulated Volume (vph)	3,025	3,029	3,030	3,784	3,783	3,784	3,788	3,786	3,788	3,784	3,780	3,785	3,789	3,793

SR 16 Exit
754 vph

Simulated Volumes (vph)	3,025	3,029	3,030	3,784	3,783	3,784	3,788	3,786	3,788	3,784	3,780	3,785	3,789	3,793

I-95 Southbound ←

N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →

Simulated Volumes (vph)	3,738	3,735	3,732	4,672	4,672	4,675	4,672	4,674	4,675	4,671	4,672	4,671	4,671	4,666

SR 16 Entrance
940 vph

Distance (ft)	2,000	2,000	1,477	544	962	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	71	72	71	68	68	69	70	70	70	70	70	70	70	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	17	18	17	23	23	22	22	22	22	22	22	22	23
Level of Service (LOS)	B	B	B	B	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,790	3,790	3,790	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740
Total Simulated Volume (vph)	3,738	3,735	3,732	4,672	4,672	4,675	4,672	4,674	4,675	4,671	4,672	4,671	4,671	4,666

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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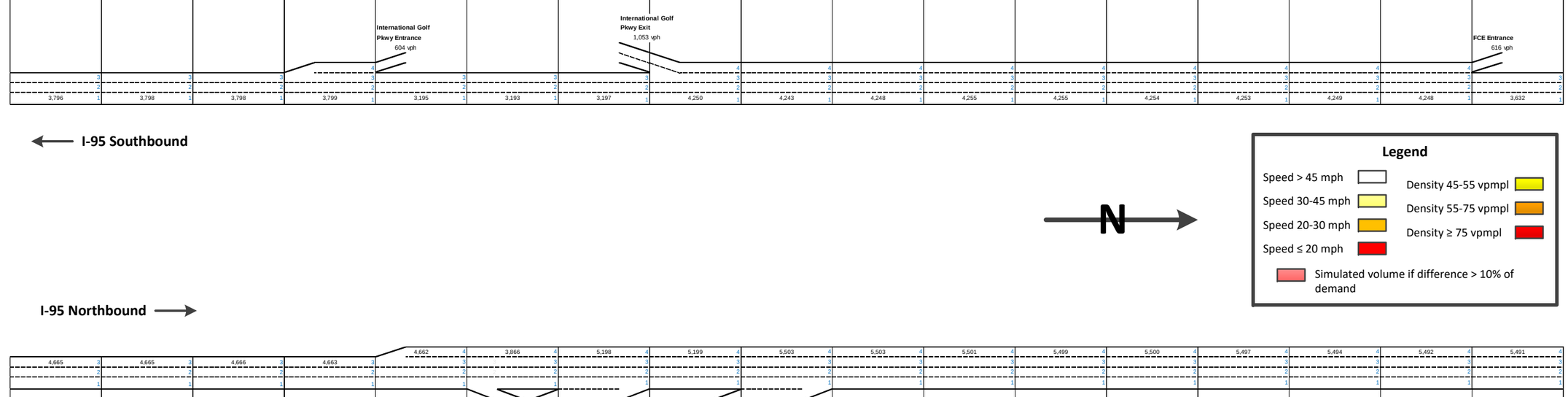
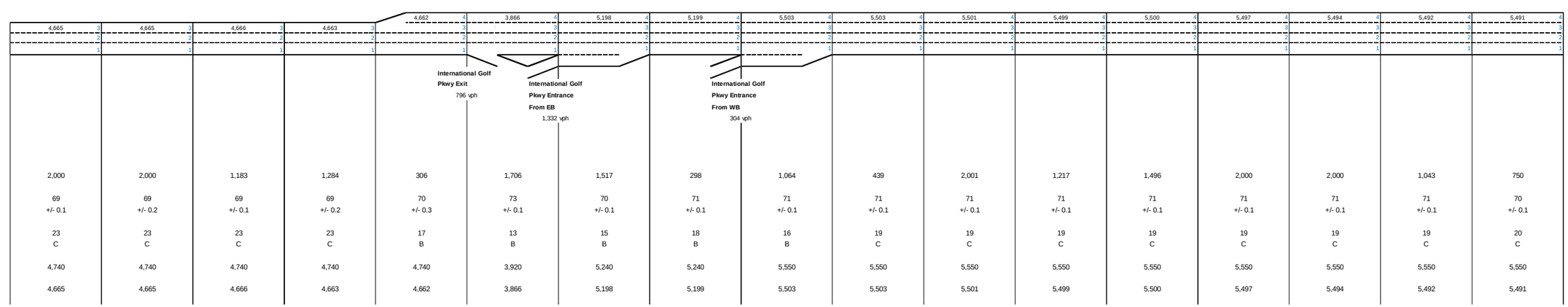
Distance (ft)	2,000	2,000	924	581	1,326	2,001	1,070	1,531	1,728	1,931	1,978	1,603	1,464	1,450	413	1,612	871
Speed (mph)	71	71	70	71	72	72	71	71	72	72	72	72	72	72	72	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	18	13	15	15	15	15	15	15	15	15	15	15	15	15	17
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,870	3,870	3,870	3,870	3,260	3,260	3,260	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320	3,700
Total Simulated Volume (vph)	3,796	3,798	3,798	3,799	3,195	3,193	3,197	4,250	4,243	4,248	4,255	4,255	4,254	4,253	4,249	4,248	3,632



Simulated Volumes (vph)	4,665	4,665	4,666	4,663	4,662	3,866	5,198	5,199	5,503	5,503	5,501	5,499	5,500	5,497	5,494	5,492	5,491
Distance (ft)	2,000	2,000	1,183	1,284	306	1,706	1,517	298	1,064	439	2,001	1,217	1,496	2,000	2,000	1,043	750
Speed (mph)	69	69	69	69	70	73	70	71	71	71	71	71	71	71	71	71	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	23	23	23	17	13	15	18	16	19	19	19	19	19	19	19	20
Level of Service (LOS)	C	C	C	C	B	B	B	B	B	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	4,740	4,740	4,740	4,740	4,740	3,920	5,240	5,240	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550
Total Simulated Volume (vph)	4,665	4,665	4,666	4,663	4,662	3,866	5,198	5,199	5,503	5,503	5,501	5,499	5,500	5,497	5,494	5,492	5,491



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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Distance (ft)	1,765	1,327	1,565	977	1,933	1,986	1,092	1,013	671	922	1,796	1,098	1,542	1,920
Speed (mph)	71	71	70	71	71	71	71	71	71	70	72	72	71	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	18	17	17	17	17	17	17	14	15	15	14	14
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,700	3,700	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	4,310	4,310	5,080	5,080
Total Simulated Volume (vph)	3,632	3,636	4,902	4,902	4,900	4,897	4,897	4,899	4,901	4,903	4,206	4,212	4,967	4,968
Simulated Volumes (vph)	3,632	3,636	4,902	4,902	4,900	4,897	4,897	4,899	4,901	4,903	4,206	4,212	4,967	4,968

FCE Exit 1,266 vph

CR 210 Entrance 697 vph

CR 210 Exit 755 vph

I-95 Southbound

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

FCE Exit 741 vph

FCE Entrance 1,564 vph

CR 210 Exit 790 vph

Simulated Volumes (vph)	5,487	4,746	4,744	4,744	4,744	6,308	6,311	6,308	6,308	6,309	6,310	6,306	6,306	5,516
Distance (ft)	1,680	1,264	1,303	1,547	422	1,312	895	896	1,359	2,000	1,692	914	697	1,601
Speed (mph)	68	69	70	70	70	68	70	70	70	70	70	70	71	71
Average Deviation for Speed (mph)*	+/- 0.4	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	20	23	17	17	17	19	23	23	23	23	23	23	18	19
Level of Service (LOS)	C	C	B	B	B	C	C	C	C	C	C	C	B	C
Total Demand Volume (vph)	5,550	4,790	4,790	4,790	4,790	6,380	6,380	6,380	6,380	6,380	6,380	6,380	6,380	5,570
Total Simulated Volume (vph)	5,487	4,746	4,744	4,744	4,744	6,308	6,311	6,308	6,308	6,309	6,310	6,306	6,306	5,516

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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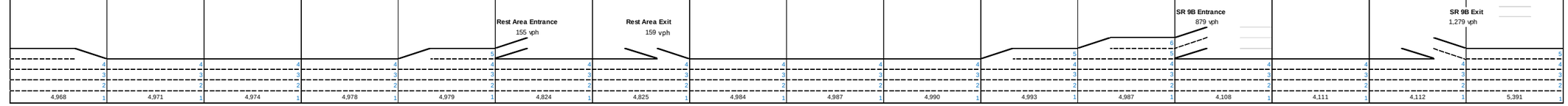
Distance (ft)	683	1,079	1,007	583	947	1,557	1,577	1,007	406	648	1,138	1,186	1,593	2,000	1,560	1,409
Speed (mph)	72	71	71	71	71	71	72	71	71	71	71	71	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3
Density (veh/mi/ln)	14	18	18	18	14	17	17	14	18	18	14	12	14	14	14	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,080	5,080	5,080	5,080	5,080	4,920	4,920	5,080	5,080	5,080	5,080	5,080	4,190	4,190	4,190	5,480
Total Simulated Volume (vph)	4,968	4,971	4,974	4,978	4,979	4,824	4,825	4,984	4,987	4,990	4,993	4,987	4,108	4,111	4,112	5,391
Simulated Volumes (vph)	4,968	4,971	4,974	4,978	4,979	4,824	4,825	4,984	4,987	4,990	4,993	4,987	4,108	4,111	4,112	5,391



I-95 Southbound

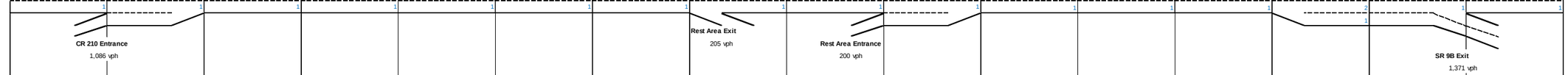
I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	5,508	6,594	6,597	6,593	6,590	6,586	6,587	6,382	6,379	6,579	6,580	6,584	6,583	6,584	6,578	5,207
Distance (ft)	1,290	912	628	1,892	1,901	824	523	1,654	1,437	728	698	1,003	1,187	1,086	1,502	1,990
Speed (mph)	71	66	67	69	70	70	70	70	70	70	69	68	69	71	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.5	+/- 0.6	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	19	20	25	24	24	24	24	23	23	23	19	24	24	23	19	18
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B
Total Demand Volume (vph)	5,570	6,650	6,650	6,650	6,650	6,650	6,650	6,450	6,450	6,650	6,650	6,650	6,650	6,650	6,650	5,280
Total Simulated Volume (vph)	5,508	6,594	6,597	6,593	6,590	6,586	6,587	6,382	6,379	6,579	6,580	6,584	6,583	6,584	6,578	5,207



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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Distance (ft)	1,282	644	2,000	1,999	701	728	953	1,143	1,342	1,340	1,346	992	1,397	851	1,999	1,999
Speed (mph)	72	72	72	70	68	68	67	67	66	67	67	67	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	15	15	15	15	16	16	18	18	19	19	19	19	15	16	16	16
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	C	C	B	B	B	B
Total Demand Volume (vph)	5,480	5,480	5,480	5,480	5,480	5,480	5,010	5,010	6,330	6,330	6,330	6,330	6,330	4,380	4,380	4,380
Total Simulated Volume (vph)	5,393	5,396	5,398	5,402	5,404	5,404	4,932	4,931	6,228	6,228	6,228	6,225	6,225	4,291	4,292	4,292
Simulated Volumes (vph)	5,393	5,396	5,398	5,402	5,404	5,404	4,932	4,931	6,228	6,228	6,228	6,225	6,225	4,291	4,292	4,292

OSA Rd Entrance 472 vph

OSA Rd Exit 1,297 vph

I-295 Entrance 1,934 vph

← I-95 Southbound

I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	5,206	5,206	7,550	7,549	7,549	7,542	7,539	7,537	6,982	8,555	8,558	8,554	8,549	8,538	6,157	6,155
Distance (ft)	2,000	1,179	1,471	1,587	1,516	1,906	930	487	1,246	1,789	1,689	2,000	1,263	1,403	1,717	1,214
Speed (mph)	71	71	70	70	70	69	64	64	64	58	64	64	66	65	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.3	+/- 0.4	+/- 0.6	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	18	22	22	22	24	24	27	25	27	27	26	26	23	23
Level of Service (LOS)	B	B	B	C	C	C	C	C	D	C	D	D	C	C	C	C
Total Demand Volume (vph)	5,280	5,280	7,650	7,650	7,650	7,650	7,650	7,650	7,080	8,690	8,690	8,690	8,690	8,690	6,280	6,280
Total Simulated Volume (vph)	5,206	5,206	7,550	7,549	7,549	7,542	7,539	7,537	6,982	8,555	8,558	8,554	8,549	8,538	6,157	6,155

SR 9B Entrance 2,344 vph

OSA Rd Exit 555 vph

OSA Rd Entrance 1,573 vph

I-295 Exit 2,381 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7

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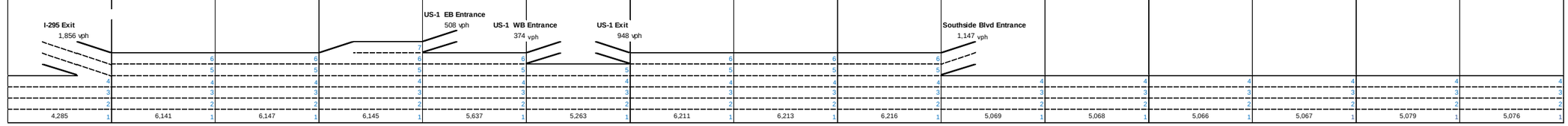
Distance (ft)	1,796	1,181	1,085	1,193	683	1,050	653	738	670	745	2,001	2,000	2,000	1,141	641
Speed (mph)	68	68	67	67	67	68	68	68	67	66	66	66	66	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	15	15	13	14	15	15	15	15	19	19	19	19	19	19
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	C	C	C	C	C
Total Demand Volume (vph)	4,380	6,270	6,270	6,270	5,760	5,380	6,350	6,350	6,350	5,180	5,180	5,180	5,180	5,180	5,180
Total Simulated Volume (vph)	4,285	6,141	6,147	6,145	5,637	5,263	6,211	6,213	6,216	5,069	5,068	5,066	5,067	5,079	5,076



Simulated Volumes (vph)	4,285	6,141	6,147	6,145	5,637	5,263	6,211	6,213	6,216	5,069	5,068	5,066	5,067	5,079	5,076

I-95 Southbound

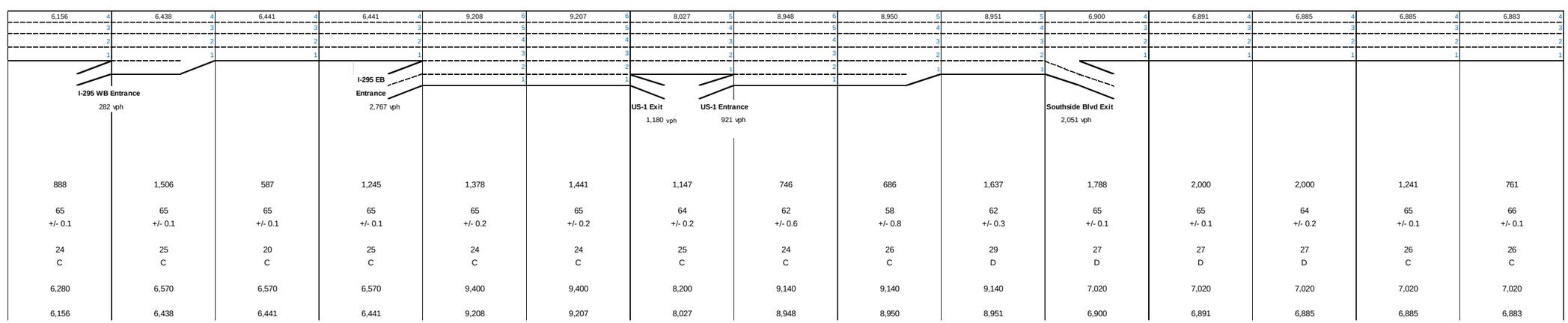
I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	6,156	6,438	6,441	6,441	9,208	9,207	8,027	8,948	8,950	8,951	6,900	6,891	6,885	6,885	6,883
Distance (ft)	888	1,506	587	1,245	1,378	1,441	1,147	746	686	1,637	1,788	2,000	2,000	1,241	761
Speed (mph)	65	65	65	65	65	65	64	62	58	62	65	65	64	65	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.6	+/- 0.8	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	24	25	20	25	24	24	25	24	26	29	27	27	27	26	26
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	D	D	D	D	C	C
Total Demand Volume (vph)	6,280	6,570	6,570	6,570	9,400	9,400	8,200	9,140	9,140	9,140	7,020	7,020	7,020	7,020	7,020
Total Simulated Volume (vph)	6,156	6,438	6,441	6,441	9,208	9,207	8,027	8,948	8,950	8,951	6,900	6,891	6,885	6,885	6,883



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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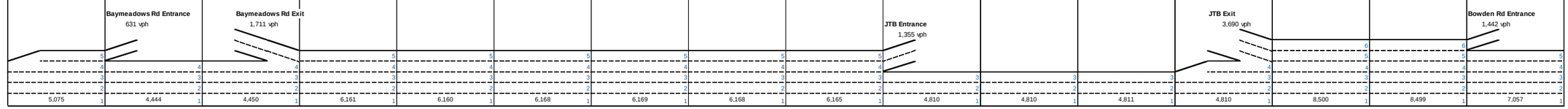
Distance (ft)	819	917	1,852	1,564	1,942	2,000	1,997	1,026	674	686	1,516	1,893	1,281	1,265	1,314	1,337
Speed (mph)	67	67	67	66	66	67	67	67	67	65	65	65	65	64	63	63
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.4
Density (veh/mi/ln)	15	17	17	19	19	18	18	18	18	25	25	25	19	22	22	22
Level of Service (LOS)	B	B	B	C	C	B	B	B	B	C	C	C	C	C	C	C
Total Demand Volume (vph)	5,180	4,540	4,540	6,270	6,270	6,270	6,270	6,270	6,270	4,900	4,900	4,900	4,900	8,600	8,600	7,110
Total Simulated Volume (vph)	5,075	4,444	4,450	6,161	6,160	6,168	6,169	6,168	6,165	4,810	4,810	4,811	4,810	8,500	8,499	7,057
Simulated Volumes (vph)	5,075	4,444	4,450	6,161	6,160	6,168	6,169	6,168	6,165	4,810	4,810	4,811	4,810	8,500	8,499	7,057



I-95 Southbound

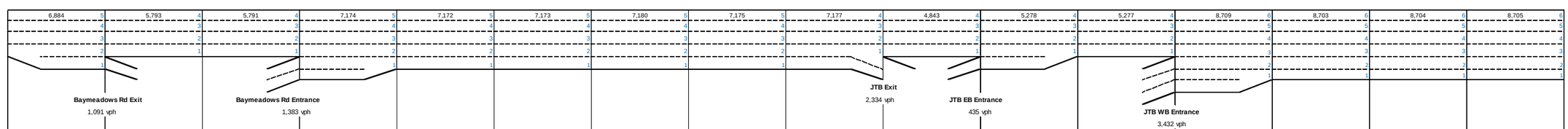
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound

Simulated Volumes (vph)	6,884	5,793	5,791	7,174	7,172	7,173	7,180	7,175	7,177	4,843	5,278	5,277	8,709	8,703	8,704	8,705
Distance (ft)	760	1,537	1,142	933	704	1,802	2,000	1,447	1,873	1,963	1,572	380	1,241	911	615	1,529
Speed (mph)	67	66	66	66	67	66	66	66	65	67	66	66	66	66	65	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	21	22	22	18	21	22	22	22	22	18	16	20	19	22	22	22
Level of Service (LOS)	C	C	C	B	C	C	C	C	C	B	B	C	C	C	C	C
Total Demand Volume (vph)	7,020	5,920	5,920	7,320	7,320	7,320	7,320	7,320	7,320	4,930	5,360	5,360	8,790	8,790	8,790	8,790
Total Simulated Volume (vph)	6,884	5,793	5,791	7,174	7,172	7,173	7,180	7,175	7,177	4,843	5,278	5,277	8,709	8,703	8,704	8,705



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FDOT

I-95 from International Golf Parkway to Atlantic Boulevard SIMR

I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic

Figure 7-7

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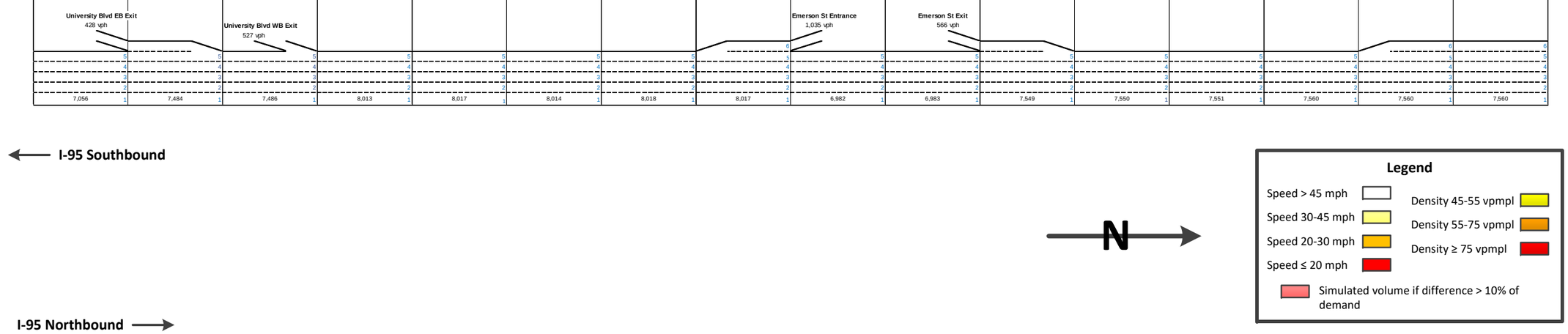
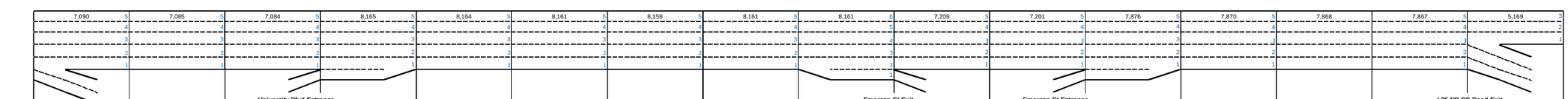
Distance (ft)	1,995	745	845	1,465	1,846	2,000	582	950	974	2,000	527	928	1,785	298	284	994
Speed (mph)	66	65	66	65	65	65	64	65	66	67	66	61	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	21	19	23	25	25	25	25	21	21	21	19	25	27	27	23	19
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	D	D	C	C
Total Demand Volume (vph)	7,110	7,530	7,530	8,050	8,050	8,050	8,050	8,050	6,980	6,980	7,550	7,550	7,550	7,550	7,550	7,550
Total Simulated Volume (vph)	7,056	7,484	7,486	8,013	8,017	8,014	8,018	8,017	6,982	6,983	7,549	7,550	7,551	7,560	7,560	7,560
Simulated Volumes (vph)	7,056	7,484	7,486	8,013	8,017	8,014	8,018	8,017	6,982	6,983	7,549	7,550	7,551	7,560	7,560	7,560



Simulated Volumes (vph)	7,090	7,085	7,084	8,165	8,164	8,161	8,159	8,161	8,161	7,209	7,201	7,876	7,870	7,868	7,867	5,169
Distance (ft)	2,000	2,000	1,003	994	488	2,000	1,767	952	487	2,000	1,120	746	685	980	1,727	2,000
Speed (mph)	67	66	66	64	63	64	66	66	66	67	65	63	59	53	54	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.5	+/- 0.6	+/- 0.3	+/- 0.1
Density (veh/mi/ln)	21	21	21	21	26	26	25	25	21	22	22	21	27	30	29	31
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	D	D	D	D
Total Demand Volume (vph)	7,170	7,170	7,170	8,260	8,260	8,260	8,260	8,260	8,260	7,300	7,300	7,990	7,990	7,990	7,990	5,260
Total Simulated Volume (vph)	7,090	7,085	7,084	8,165	8,164	8,161	8,159	8,161	8,161	7,209	7,201	7,876	7,870	7,868	7,867	5,169



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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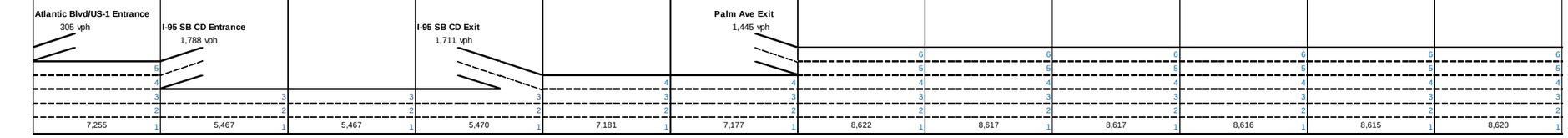
Distance (ft)	1,850	647	2,053	1,993	1,578	1,823	1,512	1,591	2,001	2,000	2,000	2,002
Speed (mph)	57	55	55	55	55	55	55	55	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	21	25	33	33	33	33	26	26	26	26	26	25
Level of Service (LOS)	C	C	D	D	D	D	C	C	C	C	C	C
Total Demand Volume (vph)	7,240	5,440	5,440	5,440	7,140	7,140	8,600	8,600	8,600	8,600	8,600	8,600
Total Simulated Volume (vph)	7,255	5,467	5,467	5,470	7,181	7,177	8,622	8,617	8,617	8,616	8,615	8,620
Simulated Volumes (vph)	7,255	5,467	5,467	5,470	7,181	7,177	8,622	8,617	8,617	8,616	8,615	8,620



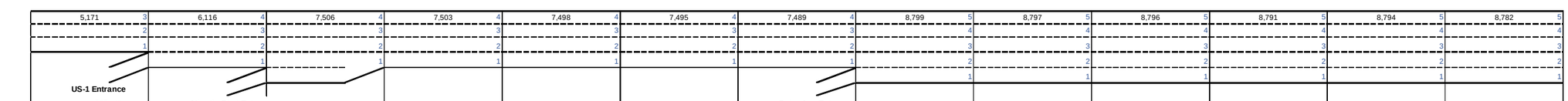
I-95 Southbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	5,171	6,116	7,506	7,503	7,498	7,495	7,489	8,799	8,797	8,796	8,791	8,794	8,782
Distance (ft)	521	1,225	1,104	393	2,000	2,000	1,117	1,458	2,000	2,000	2,000	2,000	2,000
Speed (mph)	56	57	53	53	55	55	55	56	56	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.5	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	31	27	28	35	34	34	34	39	39	31	31	31	31
Level of Service (LOS)	D	D	D	D	D	D	D	E	E	D	D	D	D
Total Demand Volume (vph)	5,260	6,210	7,610	7,610	7,610	7,610	7,610	8,940	8,940	8,940	8,940	8,940	8,940
Total Simulated Volume (vph)	5,171	6,116	7,506	7,503	7,498	7,495	7,489	8,799	8,797	8,796	8,791	8,794	8,782



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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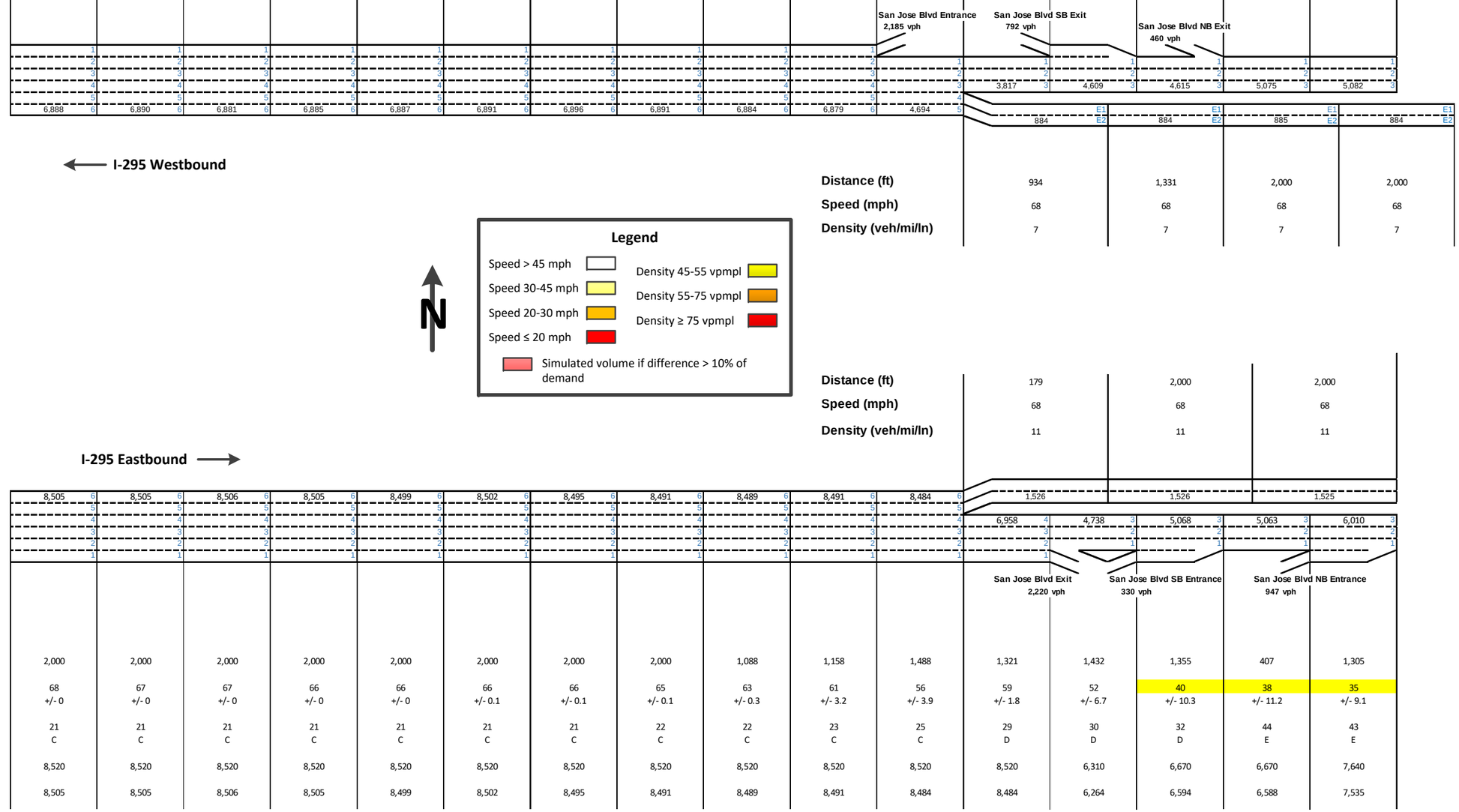
Distance (ft)	3,090	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,531	951	622	1,053	855	1,469	1,770
Speed (mph)	67	67	67	67	67	67	67	67	68	66	68	67	66	66	64	63
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.3
Density (veh/mi/ln)	17	17	17	17	17	17	17	17	17	17	14	19	17	23	26	27
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	C	B	C	C	D
Total Demand Volume (vph)	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	4,790	4,790	5,590	5,590	6,060	6,060
Total Simulated Volume (vph)	6,888	6,890	6,881	6,885	6,887	6,891	6,896	6,891	6,884	6,879	4,694	4,701	5,493	5,499	5,960	5,967



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,088	1,158	1,488	1,321	1,432	1,355	407	1,305
Speed (mph)	68	67	67	66	66	66	66	65	63	61	56	59	52	40	38	35
Average Deviation for Speed (mph)*	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 3.2	+/- 3.9	+/- 1.8	+/- 6.7	+/- 10.3	+/- 11.2	+/- 9.1
Density (veh/mi/ln)	21	21	21	21	21	21	21	22	22	23	25	29	30	32	44	43
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	D	D	D	E	E
Total Demand Volume (vph)	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	6,310	6,670	6,670	7,640
Total Simulated Volume (vph)	8,505	8,505	8,506	8,505	8,499	8,502	8,495	8,491	8,489	8,491	8,484	8,484	6,264	6,594	6,588	7,535

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic

Figure 7-7

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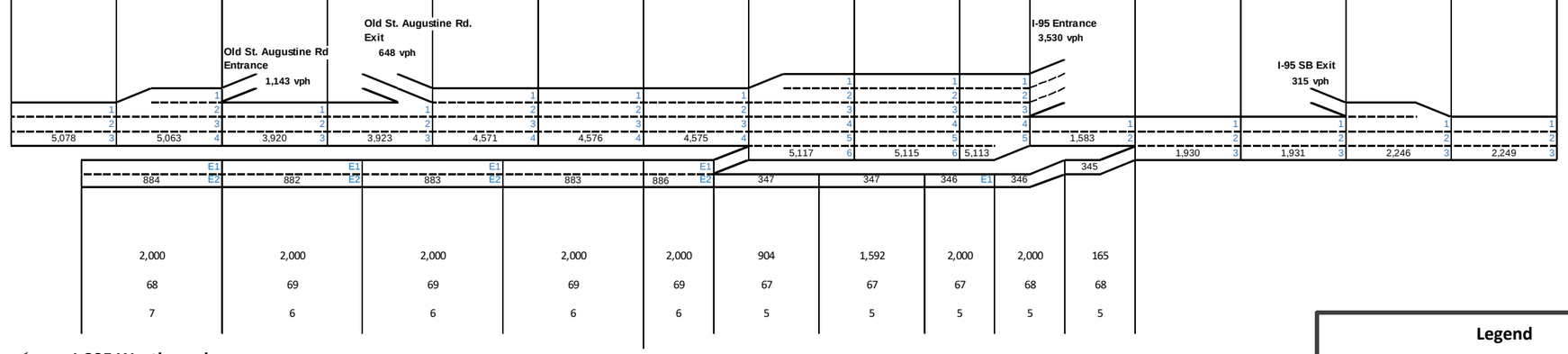
Distance (ft)	1,985	1,368	1,683	1,270	1,663	1,145	2,001	1,498	2,207	1,512	863	1,336	456	609	849
Speed (mph)	63	61	66	66	66	67	67	67	68	66	68	68	68	67	68
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.6	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	27	21	20	20	17	17	17	13	13	13	12	9	9	8	11
Level of Service (LOS)	D	C	C	C	B	B	B	B	B	B	B	A	A	A	B
Total Demand Volume (vph)	6,060	6,060	4,890	4,890	5,550	5,550	5,550	5,550	5,550	5,550	1,960	1,960	1,960	2,280	2,280
Total Simulated Volume (vph)	5,962	5,947	4,802	4,806	5,454	5,459	5,461	5,464	5,462	5,460	1,929	1,930	1,931	2,246	2,249



Simulated Volumes (vph)

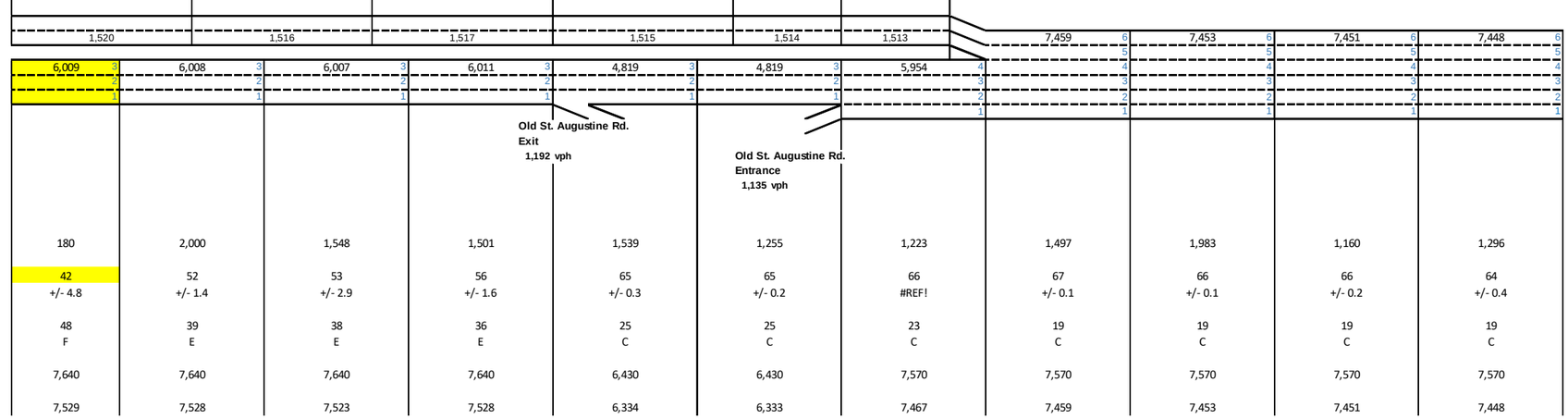
Distance (ft)	2,000	2,000	2,000	2,000	2,000	904	1,592	2,000	2,000	165
Speed (mph)	68	69	69	69	69	67	67	67	68	68
Density (veh/mi/ln)	7	6	6	6	6	5	5	5	5	5

← **I-295 Westbound**

I-295 Eastbound →

Distance (ft)	2,000	2,000	2,000	2,000	2,000	778
Speed (mph)	68	67	67	67	67	67
Density (veh/mi/ln)	11	11	11	11	11	11

Simulated Volumes (vph)



Distance (ft)	180	2,000	1,548	1,501	1,539	1,255	1,223	1,497	1,983	1,160	1,296
Speed (mph)	42	52	53	56	65	65	66	67	66	66	64
Average Deviation for Speed (mph)*	+/- 4.8	+/- 1.4	+/- 2.9	+/- 1.6	+/- 0.3	+/- 0.2	#REF!	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4
Density (veh/mi/ln)	48	39	38	36	25	25	23	19	19	19	19
Level of Service (LOS)	F	E	E	E	C	C	C	C	C	C	C
Total Demand Volume (vph)	7,640	7,640	7,640	7,640	6,430	6,430	7,570	7,570	7,570	7,570	7,570
Total Simulated Volume (vph)	7,529	7,528	7,523	7,528	6,334	6,333	7,467	7,459	7,453	7,451	7,448

*The average deviation represents the variability between the 10 iterations.

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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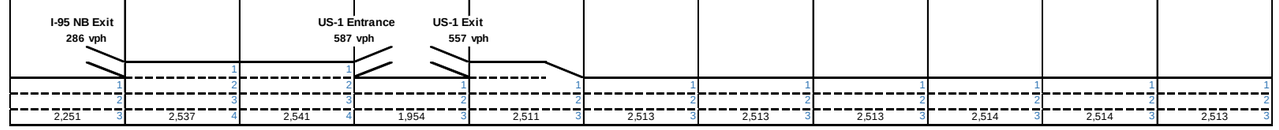
Distance (ft)	559	1,946	1,659	1,513	700	798	1,146	949	564	2,000	2,000
Speed (mph)	68	68	66	68	68	67	68	68	68	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	11	9	10	10	9	13	12	12	18	18	18
Level of Service (LOS)	B	A	A	A	A	B	B	B	B	B	B
Total Demand Volume (vph)	2,280	2,570	2,570	1,980	2,530	2,530	2,530	2,530	2,530	2,530	2,530
Total Simulated Volume (vph)	2,251	2,537	2,541	1,954	2,511	2,513	2,513	2,513	2,514	2,514	2,513



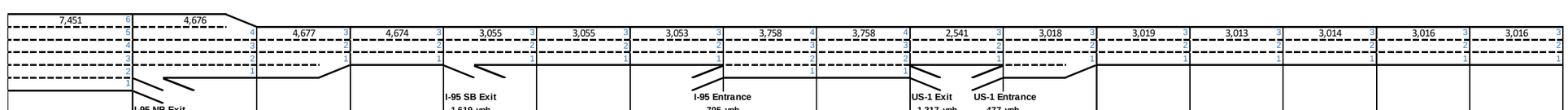
I-295 Westbound ←

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-295 Eastbound →



Distance (ft)	1,456	371	952	2,068	2,000	1,475	1,076	1,118	1,020	1,118	1,222	292	1,378	1,999	2,000	1,701
Speed (mph)	64	64	64	61	67	67	67	67	63	68	67	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 0.4	+/- 0.3	+/- 0.5	+/- 0.8	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	19	15	18	26	15	15	15	14	15	12	11	15	15	22	23	23
Level of Service (LOS)	C	B	B	C	B	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	7,570	4,740	4,740	4,740	3,110	3,110	3,110	3,820	3,820	2,580	3,090	3,090	3,090	3,090	3,090	3,090
Total Simulated Volume (vph)	7,451	4,676	4,677	4,674	3,055	3,055	3,053	3,758	3,758	2,541	3,018	3,019	3,013	3,014	3,016	3,016

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-7
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Distance (ft)	1,272	2,000	2,000	1,498	910	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	71	71	71	69	69	69	70	70	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	17	22	22	22	22	22	22	22	22	22	22	22
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,790	3,790	3,790	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740	4,740
Total Simulated Volume (vph)	3,677	3,680	3,677	4,612	4,610	4,606	4,608	4,608	4,612	4,615	4,616	4,622	4,626	4,626

SR 16 Exit
935 vph

Simulated Volumes (vph)	3,677	3,680	3,677	4,612	4,610	4,606	4,608	4,608	4,612	4,615	4,616	4,622	4,626	4,626

I-95 Southbound ←

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N →

I-95 Northbound →

Simulated Volumes (vph)	3,041	3,040	3,041	3,800	3,797	3,801	3,796	3,797	3,794	3,795	3,790	3,790	3,787	3,792

SR 16 Entrance
759 vph

Distance (ft)	2,000	2,000	1,477	544	962	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	70	70	71	71	71	71	71	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	14	14	14	14	18	18	18	18	18	18	18	18	18	18
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,090	3,090	3,090	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870	3,870
Total Simulated Volume (vph)	3,041	3,040	3,041	3,800	3,797	3,801	3,796	3,797	3,794	3,795	3,790	3,790	3,787	3,792

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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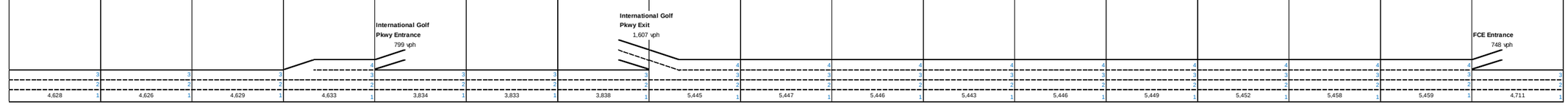
Distance (ft)	2,000	2,000	924	581	1,326	2,001	1,070	1,531	1,728	1,931	1,978	1,603	1,464	1,450	413	1,612	871
Speed (mph)	70	69	68	69	71	71	71	69	70	71	71	71	71	71	71	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	22	23	17	18	18	18	20	19	19	19	19	19	19	19	19	22
Level of Service (LOS)	C	C	C	B	B	B	B	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	4,740	4,740	4,740	4,740	3,920	3,920	3,920	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550	5,550	4,790
Total Simulated Volume (vph)	4,628	4,626	4,629	4,633	3,834	3,833	3,838	5,445	5,447	5,446	5,443	5,446	5,449	5,452	5,458	5,459	4,711



I-95 Southbound

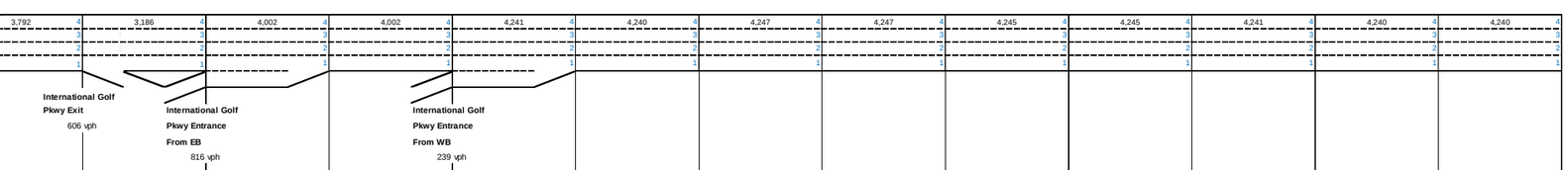
I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	3,791	3,793	3,794	3,794	3,792	3,186	4,002	4,002	4,241	4,240	4,247	4,247	4,245	4,245	4,241	4,240	4,240
Distance (ft)	2,000	2,000	1,183	1,284	306	1,706	1,517	298	1,064	439	2,001	1,217	1,496	2,000	2,000	1,043	750
Speed (mph)	70	70	70	70	71	73	71	72	72	72	72	72	72	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	18	18	18	18	13	11	11	14	12	15	15	15	15	15	15	15	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,870	3,870	3,870	3,870	3,870	3,260	4,070	4,070	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320	4,320
Total Simulated Volume (vph)	3,791	3,793	3,794	3,794	3,792	3,186	4,002	4,002	4,241	4,240	4,247	4,247	4,245	4,245	4,241	4,240	4,240



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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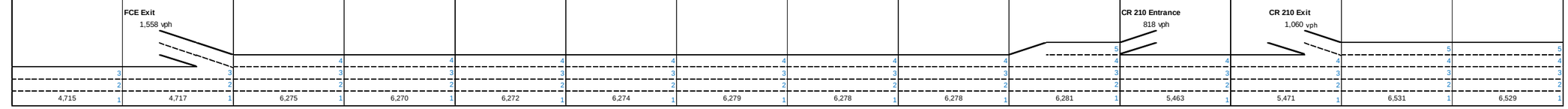
Distance (ft)	1,765	1,327	1,565	977	1,933	1,986	1,092	1,013	671	922	1,796	1,098	1,542	1,920
Speed (mph)	70	70	67	68	70	70	70	70	69	69	71	71	70	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.3	+/- 0.5	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1
Density (veh/mi/ln)	22	22	23	23	22	22	22	22	23	18	19	19	19	18
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	B	C	C	C	B
Total Demand Volume (vph)	4,790	4,790	6,380	6,380	6,380	6,380	6,380	6,380	6,380	6,380	5,570	5,570	6,650	6,650
Total Simulated Volume (vph)	4,715	4,717	6,275	6,270	6,272	6,274	6,279	6,278	6,278	6,281	5,463	5,471	6,531	6,529



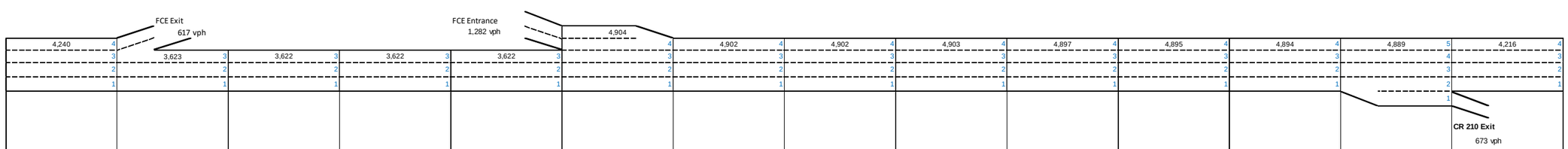
I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound



Distance (ft)	1,680	1,264	1,303	1,547	422	1,312	895	896	1,359	2,000	1,692	914	697	1,601
Speed (mph)	70	71	71	71	71	70	71	71	71	71	71	71	72	72
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	15	17	13	13	13	14	17	17	17	17	17	17	14	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,320	3,700	3,700	3,700	3,700	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	4,310
Total Simulated Volume (vph)	4,240	3,623	3,622	3,622	3,622	4,904	4,902	4,902	4,903	4,897	4,895	4,894	4,889	4,216

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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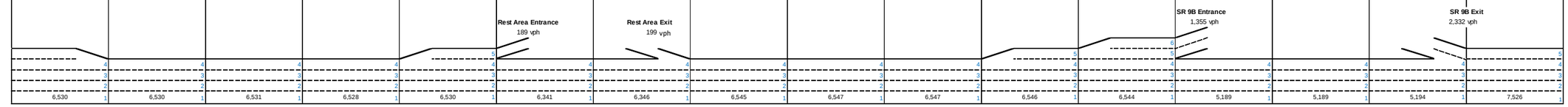
Distance (ft)	683	1,079	1,007	583	947	1,557	1,577	1,007	406	648	1,138	1,186	1,593	2,000	1,560	1,409
Speed (mph)	70	70	69	70	70	70	70	70	70	69	69	69	71	72	71	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4
Density (veh/mi/ln)	19	23	24	23	19	23	23	19	23	24	19	16	18	18	18	22
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	B	B	B	B	C
Total Demand Volume (vph)	6,650	6,650	6,650	6,650	6,650	6,450	6,450	6,650	6,650	6,650	6,650	6,650	5,280	5,280	5,280	7,650
Total Simulated Volume (vph)	6,530	6,530	6,531	6,528	6,530	6,341	6,346	6,545	6,547	6,547	6,546	6,544	5,189	5,189	5,194	7,526



I-95 Southbound

I-95 Northbound

Legend

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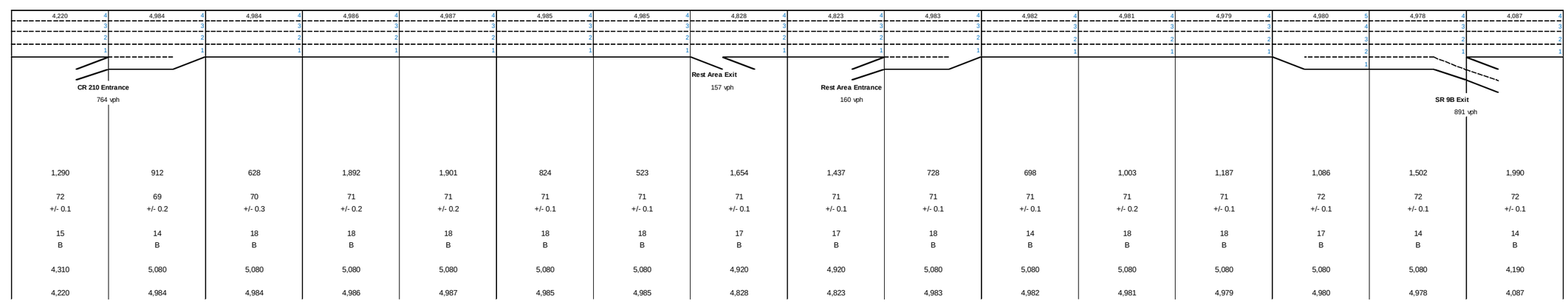
N



Distance (ft)	1,290	912	628	1,892	1,901	824	523	1,654	1,437	728	698	1,003	1,187	1,086	1,502	1,990
Speed (mph)	72	69	70	71	71	71	71	71	71	71	71	71	71	72	72	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	15	14	18	18	18	18	18	17	17	18	14	18	18	17	14	14
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,310	5,080	5,080	5,080	5,080	5,080	5,080	4,920	4,920	5,080	5,080	5,080	5,080	5,080	5,080	4,190
Total Simulated Volume (vph)	4,220	4,984	4,984	4,986	4,987	4,985	4,985	4,828	4,823	4,983	4,982	4,981	4,979	4,980	4,978	4,087

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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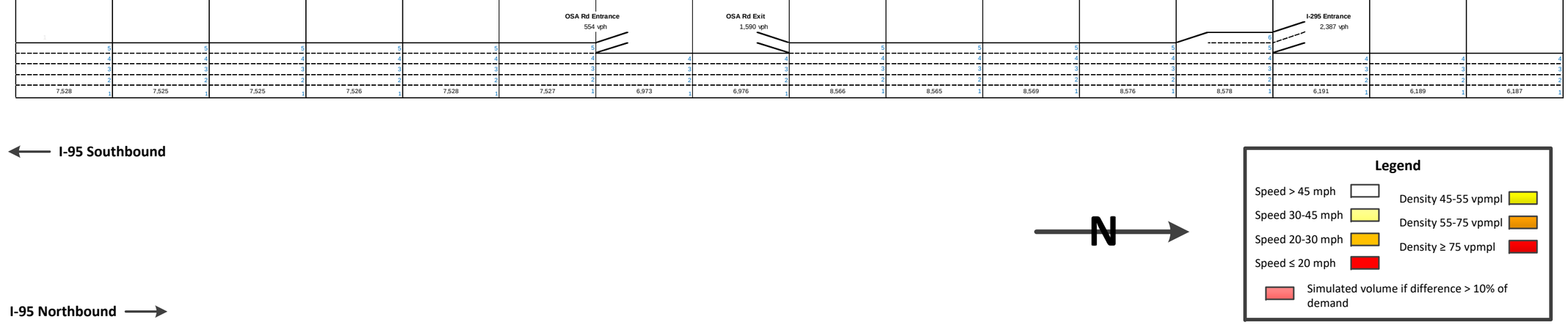
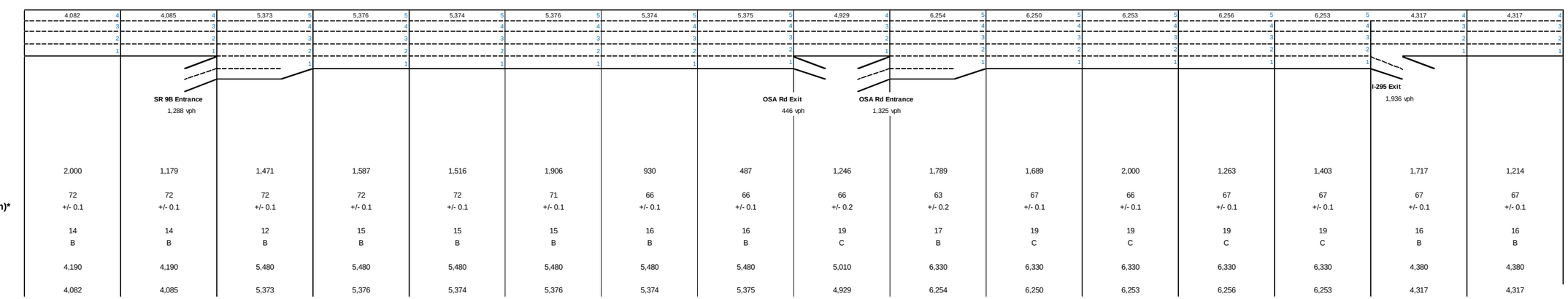
Distance (ft)	1,282	644	2,000	1,999	701	728	953	1,143	1,342	1,340	1,346	992	1,397	851	1,999	1,999
Speed (mph)	69	70	70	69	67	66	65	65	64	65	65	64	65	66	66	66
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	22	22	22	22	23	27	27	27	26	26	27	22	23	23	23
Level of Service (LOS)	C	C	C	C	C	C	D	D	D	C	C	D	C	C	C	C
Total Demand Volume (vph)	7,650	7,650	7,650	7,650	7,650	7,650	7,080	7,080	8,690	8,690	8,690	8,690	8,690	6,280	6,280	6,280
Total Simulated Volume (vph)	7,528	7,525	7,525	7,526	7,528	7,527	6,973	6,976	8,566	8,565	8,569	8,576	8,578	6,191	6,189	6,187
Simulated Volumes (vph)	7,528	7,525	7,525	7,526	7,528	7,527	6,973	6,976	8,566	8,565	8,569	8,576	8,578	6,191	6,189	6,187



Simulated Volumes (vph)	4,082	4,085	5,373	5,376	5,374	5,376	5,374	5,375	4,929	6,254	6,250	6,253	6,256	6,253	4,317	4,317
Distance (ft)	2,000	1,179	1,471	1,587	1,516	1,906	930	487	1,246	1,789	1,689	2,000	1,263	1,403	1,717	1,214
Speed (mph)	72	72	72	72	72	71	66	66	66	63	67	66	67	67	67	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	14	14	12	15	15	15	16	16	19	17	19	19	19	19	16	16
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	B	C	C	C	C	B	B
Total Demand Volume (vph)	4,190	4,190	5,480	5,480	5,480	5,480	5,480	5,480	5,010	6,330	6,330	6,330	6,330	6,330	4,380	4,380
Total Simulated Volume (vph)	4,082	4,085	5,373	5,376	5,374	5,376	5,374	5,375	4,929	6,254	6,250	6,253	6,256	6,253	4,317	4,317



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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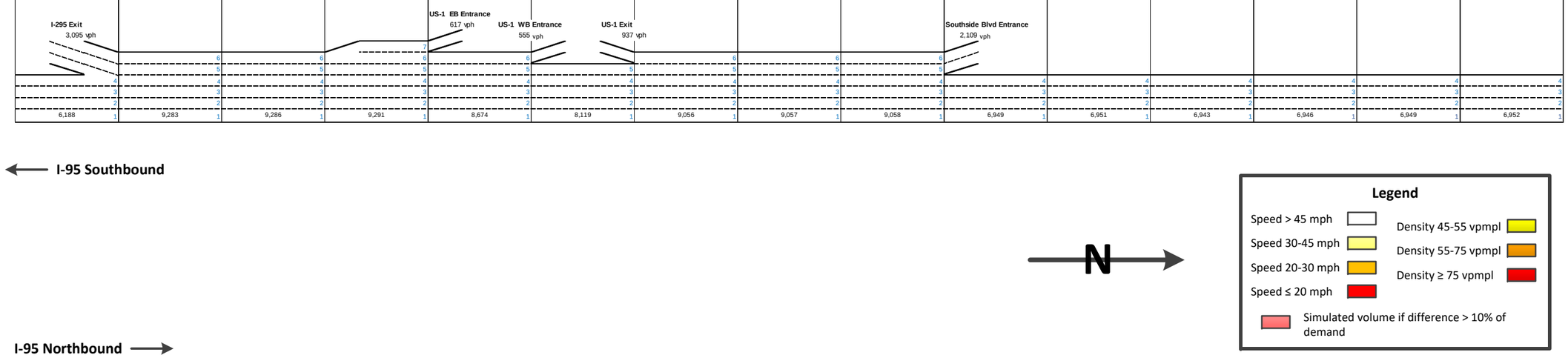
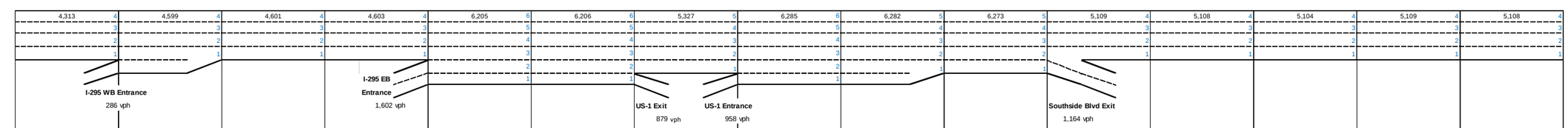
Distance (ft)	1,796	1,181	1,085	1,193	683	1,050	653	738	670	745	2,001	2,000	2,000	1,141	641
Speed (mph)	67	66	62	64	65	67	66	64	61	65	65	65	65	63	63
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.6	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	23	23	25	21	22	24	23	24	25	27	27	27	27	28	28
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	D	D	D	D	D	D
Total Demand Volume (vph)	6,280	9,400	9,400	9,400	8,770	8,200	9,140	9,140	9,140	7,020	7,020	7,020	7,020	7,020	7,020
Total Simulated Volume (vph)	6,188	9,283	9,286	9,291	8,674	8,119	9,056	9,057	9,058	6,949	6,951	6,943	6,946	6,949	6,952



Simulated Volumes (vph)	4,313	4,599	4,601	4,603	6,205	6,206	5,327	6,285	6,282	6,273	5,109	5,108	5,104	5,109	5,108
Distance (ft)	888	1,506	587	1,245	1,378	1,441	1,147	746	686	1,637	1,788	2,000	2,000	1,241	761
Speed (mph)	67	67	67	67	67	67	67	66	66	66	67	67	66	66	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0
Density (veh/mi/ln)	16	17	14	17	15	15	16	16	16	19	19	19	19	19	19
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	C	C	C	C	C
Total Demand Volume (vph)	4,380	4,670	4,670	4,670	6,270	6,270	5,380	6,350	6,350	6,350	5,180	5,180	5,180	5,180	5,180
Total Simulated Volume (vph)	4,313	4,599	4,601	4,603	6,205	6,206	5,327	6,285	6,282	6,273	5,109	5,108	5,104	5,109	5,108



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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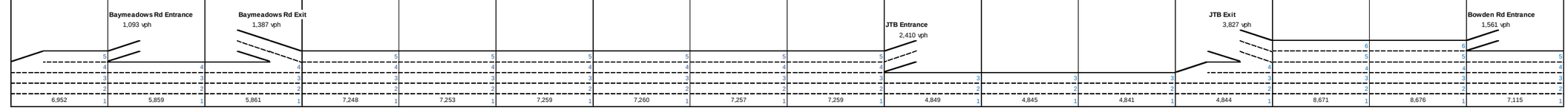
Distance (ft)	819	917	1,852	1,564	1,942	2,000	1,997	1,026	674	686	1,516	1,893	1,281	1,265	1,314	1,337
Speed (mph)	65	66	66	64	65	66	66	67	66	65	65	65	65	64	63	64
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.4
Density (veh/mi/ln)	21	22	22	23	22	22	22	22	22	25	25	25	19	23	23	22
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	7,020	5,920	5,920	7,320	7,320	7,320	7,320	7,320	7,320	4,930	4,930	4,930	4,930	8,790	8,790	7,170
Total Simulated Volume (vph)	6,952	5,859	5,861	7,248	7,253	7,259	7,260	7,257	7,259	4,849	4,845	4,841	4,844	8,671	8,676	7,115



Simulated Volumes (vph)	6,952	5,859	5,861	7,248	7,253	7,259	7,260	7,257	7,259	4,849	4,845	4,841	4,844	8,671	8,676	7,115

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	5,109	4,480	4,481	6,196	6,197	6,194	6,193	6,189	6,187	4,835	5,260	5,260	8,530	8,527	8,526	8,521

Distance (ft)	760	1,537	1,142	933	704	1,802	2,000	1,447	1,873	1,963	1,572	380	1,241	911	615	1,529
Speed (mph)	67	67	67	66	67	67	67	67	66	67	66	66	66	66	65	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	15	17	17	16	18	18	18	18	19	18	16	20	18	22	22	22
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	B	B	C	B	C	C	C
Total Demand Volume (vph)	5,180	4,540	4,540	6,270	6,270	6,270	6,270	6,270	6,270	4,900	5,320	5,320	8,600	8,600	8,600	8,600
Total Simulated Volume (vph)	5,109	4,480	4,481	6,196	6,197	6,194	6,193	6,189	6,187	4,835	5,260	5,260	8,530	8,527	8,526	8,521

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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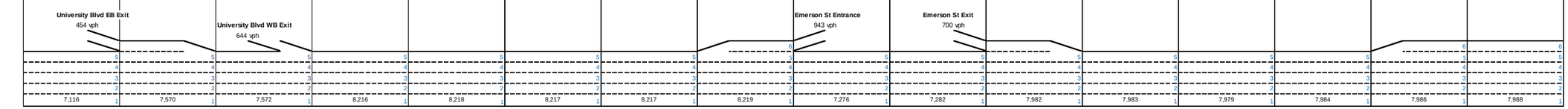
Distance (ft)	1,995	745	845	1,465	1,846	2,000	582	950	974	2,000	527	928	1,785	298	284	994
Speed (mph)	66	65	66	65	65	64	64	65	66	66	66	60	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	19	23	25	25	26	26	21	22	22	20	27	28	29	24	20
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	D	D	D	C	C
Total Demand Volume (vph)	7,170	7,620	7,620	8,260	8,260	8,260	8,260	8,260	7,300	7,300	7,990	7,990	7,990	7,990	7,990	7,990
Total Simulated Volume (vph)	7,116	7,570	7,572	8,216	8,218	8,217	8,217	8,219	7,276	7,282	7,982	7,983	7,979	7,984	7,986	7,988
Simulated Volumes (vph)	7,116	7,570	7,572	8,216	8,218	8,217	8,217	8,219	7,276	7,282	7,982	7,983	7,979	7,984	7,986	7,988



I-95 Southbound

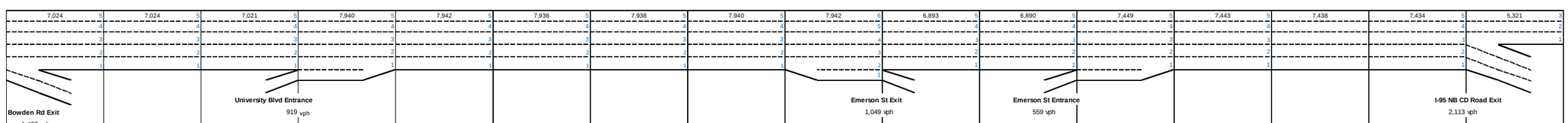
I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	7,024	7,024	7,021	7,940	7,942	7,936	7,938	7,940	7,942	6,893	6,890	7,449	7,443	7,438	7,434	5,321
Distance (ft)	2,000	2,000	1,003	994	488	2,000	1,767	952	487	2,000	1,120	746	685	980	1,727	2,000
Speed (mph)	67	66	66	64	64	65	66	66	66	67	66	64	61	54	54	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.4	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	21	21	21	21	25	24	24	24	20	21	21	19	24	28	28	32
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	D
Total Demand Volume (vph)	7,110	7,110	7,110	8,050	8,050	8,050	8,050	8,050	8,050	6,980	6,980	7,550	7,550	7,550	7,550	5,440
Total Simulated Volume (vph)	7,024	7,024	7,021	7,940	7,942	7,936	7,938	7,940	7,942	6,893	6,890	7,449	7,443	7,438	7,434	5,321



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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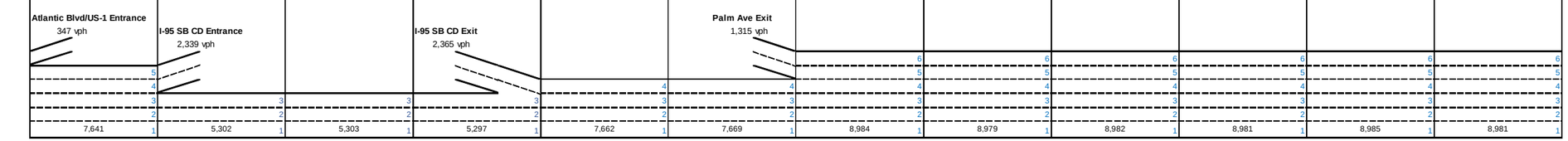
Distance (ft)	1,850	647	2,053	1,993	1,578	1,823	1,512	1,591	2,001	2,000	2,000	2,002
Speed (mph)	57	55	55	55	54	54	54	55	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	24	32	32	35	36	28	27	27	27	27	26
Level of Service (LOS)	C	C	D	D	D	E	D	D	D	D	D	C
Total Demand Volume (vph)	7,630	5,260	5,260	5,260	7,610	7,610	8,940	8,940	8,940	8,940	8,940	8,940
Total Simulated Volume (vph)	7,641	5,302	5,303	5,297	7,662	7,669	8,984	8,979	8,982	8,981	8,985	8,981
Simulated Volumes (vph)	7,641	5,302	5,303	5,297	7,662	7,669	8,984	8,979	8,982	8,981	8,985	8,981



I-95 Southbound

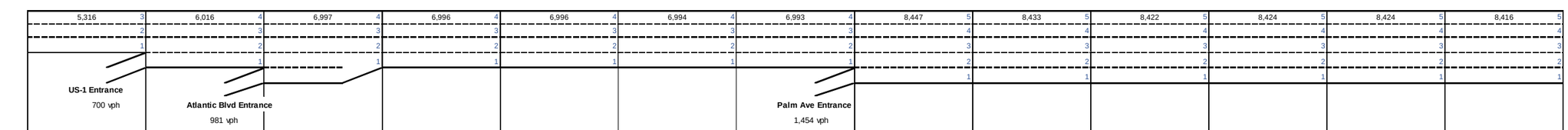
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound

Simulated Volumes (vph)	5,316	6,016	6,997	6,996	6,996	6,994	6,993	8,447	8,433	8,422	8,424	8,424	8,416
Distance (ft)	521	1,225	1,104	393	2,000	2,000	1,117	1,458	2,000	2,000	2,000	2,000	2,000
Speed (mph)	56	57	56	55	56	56	56	56	56	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	32	26	25	32	31	31	31	38	38	30	30	30	30
Level of Service (LOS)	D	C	C	D	D	D	D	E	E	D	D	D	D
Total Demand Volume (vph)	5,440	6,140	7,140	7,140	7,140	7,140	7,140	8,600	8,600	8,600	8,600	8,600	8,600
Total Simulated Volume (vph)	5,316	6,016	6,997	6,996	6,996	6,994	6,993	8,447	8,433	8,422	8,424	8,424	8,416



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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-8
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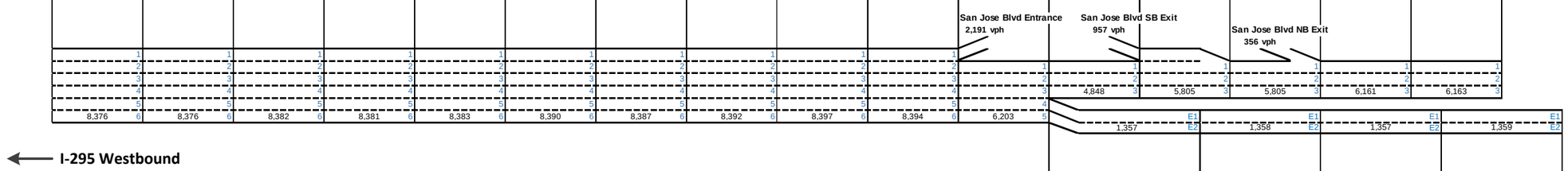
Distance (ft)	3,090	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,531	951	622	1,053	855	1,469	1,770
Speed (mph)	66	66	66	66	66	67	67	67	67	64	67	66	65	64	60	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.9	+/- 2.3
Density (veh/mi/ln)	21	21	21	21	21	21	21	21	21	22	19	24	22	30	34	37
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	E
Total Demand Volume (vph)	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	8,520	6,310	6,310	7,280	7,280	7,640	7,640
Total Simulated Volume (vph)	8,376	8,376	8,382	8,381	8,383	8,390	8,387	8,392	8,397	8,394	6,203	6,205	7,162	7,163	7,518	7,520



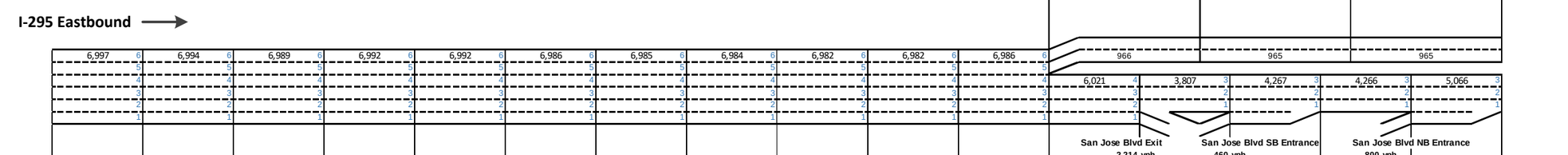
Distance (ft)	934	1,331	2,000	2,000
Speed (mph)	67	67	67	67
Density (veh/mi/ln)	10	10	10	10

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	179	2,000	2,000
Speed (mph)	69	69	69
Density (veh/mi/ln)	7	7	7



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,088	1,158	1,488	1,321	1,432	1,355	407	1,305
Speed (mph)	68	68	67	67	67	67	67	67	66	66	65	64	67	65	65	64
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3
Density (veh/mi/ln)	17	17	17	17	17	17	17	17	18	18	18	24	19	16	22	20
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	C	C	B	C	C
Total Demand Volume (vph)	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	6,980	4,790	5,260	5,260	6,060
Total Simulated Volume (vph)	6,997	6,994	6,989	6,992	6,992	6,986	6,985	6,984	6,982	6,982	6,986	6,987	4,773	5,232	5,231	6,031

*The average deviation represents the variability between the 10 iterations.

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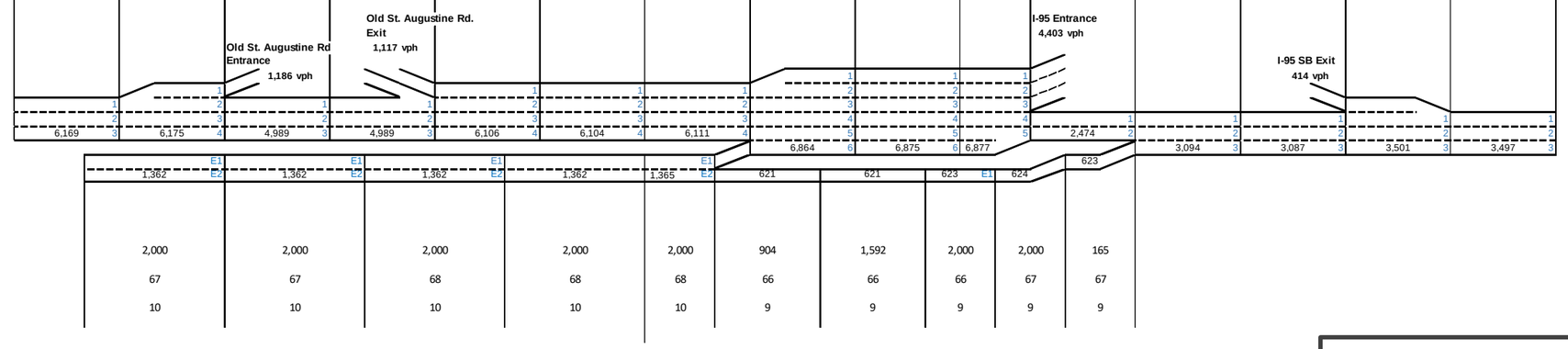
Distance (ft)	1,985	1,368	1,683	1,270	1,663	1,145	2,001	1,498	2,207	1,512	863	1,336	456	609	849
Speed (mph)	53	38	53	65	63	65	66	66	67	66	66	66	66	66	67
Average Deviation for Speed (mph)*	+/- 1.4	+/- 4.5	+/- 5.8	+/- 0.3	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	39	41	31	26	24	23	23	17	17	17	19	16	16	13	17
Level of Service (LOS)	E	E	D	C	C	C	C	B	B	B	C	B	B	B	B
Total Demand Volume (vph)	7,640	7,640	6,430	6,430	7,570	7,570	7,570	7,570	7,570	7,570	3,110	3,110	3,110	3,530	3,530
Total Simulated Volume (vph)	7,531	7,537	6,351	6,351	7,468	7,466	7,476	7,485	7,496	7,498	3,097	3,094	3,087	3,501	3,497



Simulated Volumes (vph)

1,362 | 1,362 | 1,362 | 1,362 | 1,365 | 621 | 621 | 623 | 624 | 623

Distance (ft)	2,000	2,000	2,000	2,000	2,000	904	1,592	2,000	2,000	165
Speed (mph)	67	67	68	68	68	66	66	66	67	67
Density (veh/mi/ln)	10	10	10	10	10	9	9	9	9	9

← **I-295 Westbound**

I-295 Eastbound →

Distance (ft)	2,000	2,000	2,000	2,000	2,000	778
Speed (mph)	69	68	68	68	68	68
Density (veh/mi/ln)	7	7	7	7	7	7

Legend

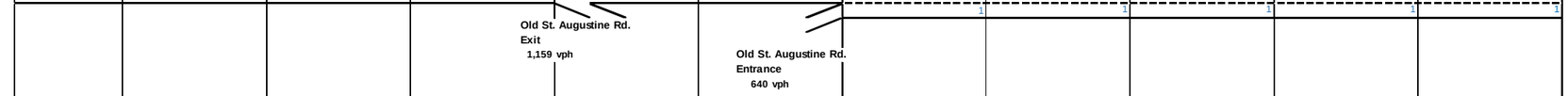
- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Simulated Volumes (vph)

964 | 963 | 965 | 965 | 964 | 964

5,065 | 5,063 | 5,064 | 5,061 | 3,902 | 3,901 | 4,541 | 5,517 | 5,519 | 5,517 | 5,517



Distance (ft)	180	2,000	1,548	1,501	1,539	1,255	1,223	1,497	1,983	1,160	1,296
Speed (mph)	63	63	64	63	66	67	67	68	68	67	67
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1	#REF!	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	27	27	26	27	20	19	17	14	14	14	14
Level of Service (LOS)	D	D	C	D	C	C	B	B	B	B	B
Total Demand Volume (vph)	6,060	6,060	6,060	6,060	4,890	4,890	5,550	5,550	5,550	5,550	5,550
Total Simulated Volume (vph)	6,029	6,027	6,027	6,026	4,867	4,865	5,505	5,517	5,519	5,517	5,517

*The average deviation represents the variability between the 10 iterations.

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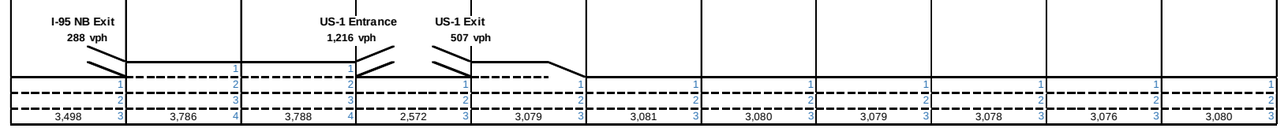
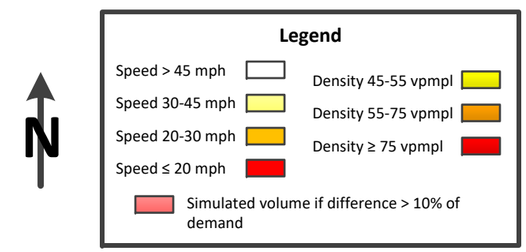
Distance (ft)	559	1,946	1,659	1,513	700	798	1,146	949	564	2,000	2,000
Speed (mph)	67	67	64	68	68	67	67	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	14	15	13	11	15	15	15	23	23	23
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	3,530	3,820	3,820	2,580	3,090	3,090	3,090	3,090	3,090	3,090	3,090
Total Simulated Volume (vph)	3,498	3,786	3,788	2,572	3,079	3,081	3,080	3,079	3,078	3,076	3,080



Simulated Volumes (vph)

3,498 | 3,786 | 3,788 | 2,572 | 3,079 | 3,081 | 3,080 | 3,079 | 3,078 | 3,076 | 3,080

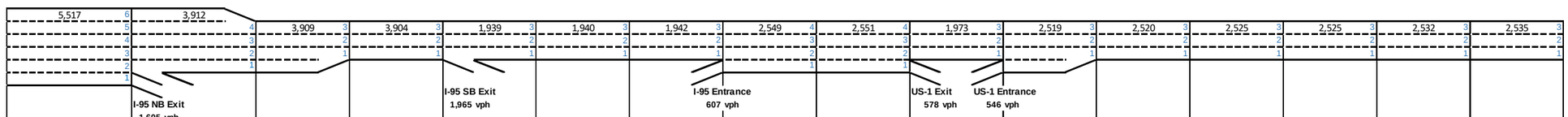
I-295 Westbound



I-295 Eastbound

Simulated Volumes (vph)

5,517 | 3,912 | 3,909 | 3,904 | 1,939 | 1,940 | 1,942 | 2,549 | 2,551 | 1,973 | 2,519 | 2,520 | 2,525 | 2,525 | 2,532 | 2,535



Distance (ft)	1,456	371	944	2,078	2,000	1,475	1,076	1,118	1,020	1,118	1,222	292	1,378	1,999	2,000	1,701
Speed (mph)	66	65	64	50	68	68	68	68	66	68	68	68	68	68	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.3	+/- 0.5	+/- 2.8	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	14	12	15	26	10	10	10	9	10	10	9	12	12	19	19	19
Level of Service (LOS)	B	B	B	C	A	A	A	A	A	A	A	B	B	C	C	C
Total Demand Volume (vph)	5,550	3,950	3,950	3,950	1,960	1,960	1,960	2,570	2,570	1,980	2,530	2,530	2,530	2,530	2,530	2,530
Total Simulated Volume (vph)	5,517	3,912	3,909	3,904	1,939	1,940	1,942	2,549	2,551	1,973	2,519	2,520	2,525	2,525	2,532	2,535

*The average deviation represents the variability between the 10 iterations.

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2030 Peak Period Analysis

Average speed, volume and density output for I-95 and I-295 was processed using travel time segments within the VISSIM networks for all four hours of the simulation period. Analysis of the off-peak hours is critical, since this includes the buildup and dissipation of the congestion that occurs during the peak hour (see the previous discussion). Additionally, any congestion that occurs before or after the peak hour will be discussed here. The data described within the following section are presented through three types of figures: speed profiles, volume profiles, and density-based heat diagrams. Speed and volume profiles are provided for I-95 and I-295 within the study area and show the variation of congestion and traffic throughput over the four-hour peak periods. Heat maps are provided for both I-95 and I-295 within the study area and show the buildup and dissipation of congestion in terms of density.

2030 Original Build Alternative

During the 2030 AM peak, several areas of congestion were observed on I-95 northbound (see **Figure 7-9**). The area between I-295 and Southside Boulevard experiences high levels of vehicle demand; combined with the weaving maneuvers between those interchanges and US 1, this causes severe northbound congestion on I-95 through all four analysis hours. Since the Original Build does not provide capacity improvements between I-295 and Butler Boulevard, the available capacity in this area is not enough to meet the projected traffic demand in the area. In the areas between the I-295 and Southside Boulevard interchanges, average speeds of approximately 20 mph are observed starting in hour 1 and continuing through hour 4. Upstream of I-295, even lower speeds are observed starting during the peak hour (hour 2), with average speeds at or below 10 mph observed from I-295 to upstream of SR 9B. During hour 3, the congestion extends upstream to the rest area north of CR 210. During hour 4, the congestion extends to upstream of CR 210. It should also be noted that the southern portion of the Original Build express lane facilities also experience very low speeds starting during hour 2. During hour 2, areas upstream, of the express lane egress at I-295 (the termination of the northbound express lane facilities for the southern portion) experience speeds approaching 20 mph, due to egress traffic entering the severely congested general use lanes. During hours 3 and 4, this express lane congestion extends to SR 9B. Starting in hour 3, the combined express lane access within the rest area also suffers lower speeds, since exiting traffic is joining the extensive gridlock observed in the general use lanes.

Much smaller areas of congestion are also observed on other areas of I-95 during the 2030 Original Build simulations. On I-95 northbound upstream of Baymeadows Road, a pocket of slight congestion (average speeds approaching 50 mph) is observed due to heavy demand (7,020 vph on three lanes) and spillback from the northbound approach to the Baymeadows interchange, which maintains its existing diamond configuration and capacity in the 2030 Original Build. Note that additional details on the intersection and interchange analysis will be provided in the following sections. Another area of slight congestion in the northbound direction is observed at the merge from University Boulevard, due to the heavy demand volume between University Boulevard and Emerson Street (8,260 vph on three lanes) causing speeds below free-flow (approximately 60 mph) to be observed. Note that while this congestion is not as severe as the gridlock observed on the southern portions of the network, this is due to metering of the traffic that occurs due to the upstream congestion. If a larger portion of the demand volume were processed, this congestion would appear much more substantial. In the southbound direction, speeds as low as 40 mph are observed between Emerson Street and University Boulevard, due to heavy demand volumes and limited capacity (8,050 vph on 3 general use lanes). The volume profiles show that, despite the express lane traffic reaching 2,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment.

The Original Build also experiences significant congestion on I-295 eastbound during the 2030 AM peak period, due to spillback from the off-ramp to I-95 northbound, which feeds into the extensive northbound bottleneck discussed previously. In hour 1, speeds upstream of the off-ramp remain near free-flow, since the queue hasn't yet extended to the I-295 mainline. However, starting in hour 2 and continuing through hour 4, speeds between 10 and 20 mph are observed originating at the off-ramp. During hours 2 and 3, this congestion extends to upstream of the Old St. Augustine Road interchange. During hour 4, the congestion is somewhat relieved and only extends to partway between the two interchanges. However, this recovery is not significant since speeds lower than 20 mph are still observed in the affected area. While express lane operations remain at free-flow through most of the I-295 corridor, it should be noted that lower speeds (as low as 45 mph) are observed at the egress during hour 3, when the general use congestion is at its peak. Congestion is also observed at the merge from San Jose Boulevard. This is due to high levels of demand between San Jose Boulevard and Old St. Augustine Road (7,640 vph on three general use lanes). The volume profiles show that, despite the express lane traffic exceeding 1,500 vph during the peak hour, the general use lane volume still approaches the capacity for a three-lane segment. No significant congestion is observed on I-295 westbound.

Figure 7-10 shows the 2030 Original Build speed and volume profiles for the PM peak period. I-95 northbound experiences slight congestion at the University Boulevard on-ramp during the peak hour (speeds between 40 and 50 mph), but all other hours of the simulation maintain speeds near or greater than 55 mph. The peak hour congestion is caused by the high demand volume at this location (8,050 vph on three general use lanes). The volume profiles show that, despite the express lane traffic approaching 2,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. In the southbound direction, congestion is observed between Emerson Street and University Boulevard for the same reason, with speeds approaching 30 mph observed in the area. A larger bottleneck is observed to originate between Southside Boulevard and US 1, due to a lack of capacity since the area between Butler Boulevard and I-295 does not include capacity improvements in the Original Build for the 2030 Opening Year horizon. Speeds approaching 40 mph are observed between Southside Boulevard and US 1 during the peak hour, with speeds approaching 20 mph observed in the areas between Butler Boulevard and Southside Boulevard. Hour 3 experiences similar congestion, with reduced speeds (lower than 20 mph) observed at the merge from Butler Boulevard. Full recovery to free-flow is observed during hour 4. On I-295 westbound during the PM peak, congestion is observed between Old St. Augustine Road and San Jose Boulevard during the peak hour due to heavy demand volumes (7,640 vph on three general use lanes). The volume profiles show that, despite the express lane traffic exceeding 1,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. On I-295 eastbound, a small area of congestion (speeds lower than 50 mph) is observed at the off-ramp to I-95 southbound since the demand volume for the off-ramp is 1,990 vph during the PM peak, which approaches the capacity for the single-lane off-ramp provided in the 2030 horizon.

The heat maps in **Figures 7-11** and **7-12** show these same results in terms of density for the AM and PM peak periods, respectively. As previously observed, the AM peak shows severe congestion through most of the simulation period on I-95 northbound (75 vpmpl or higher) at the bottleneck that occurs between US 1 and Southside Boulevard. Along I-95 southbound, a hot spot exists during the PM peak, with density levels higher than 75 vpmpl between Butler Boulevard and Baymeadows road through hours 2 and 3. An additional area of congestion is observed at the merge from Emerson Street, with density levels higher than 50 vpmpl. On I-295 eastbound during the AM peak, a small hot spot with density levels higher than 50 vpmpl is observed primarily during hour 2 at the merge from San Jose Boulevard. In addition, a severe hot spot (density levels

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higher than 100 vpmpl) is observed on I-295 eastbound, originating at the I-95 northbound off-ramp during hour 2 and extending upstream of the Old St. Augustine Road interchange during hour 3. As discussed previously, this occurs due to spillback from the severe congestion on I-95 northbound. Full recovery to free-flow conditions is observed during hour 4. On I-295 westbound during the PM peak, a small hot spot is observed at the merge from Old St. Augustine Road, with density levels approaching 40 vpmpl during hour 2.

2030 Modified Build Alternative

The Modified Build shows significant operational improvements over the Original Build, since the added general use lane capacity and interchange improvements are provided on I-95 throughout the study area, including the areas between I-295 and Butler Boulevard. During the AM peak (**Figure 7-13**), all areas of congestion on I-95 are alleviated, with speeds remaining at or near free-flow conditions for the extent of the simulation. On I-295 eastbound, congestion is observed at the merge from San Jose Boulevard, similarly to the Original Build. This is due to high levels of demand between San Jose Boulevard and Old St. Augustine Road (7,640 vph on three general use lanes). The volume profiles show that, despite the express lane traffic reaching 1,500 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. It should be noted that speeds remain higher than 50 mph during hours 1 and 3 and recover to free-flow conditions during hour 4. No significant congestion is observed on I-295 westbound.

The PM peak (**Figure 7-14**) shows similar results, with all areas of congestion on I-95 within the study area alleviated. On I-295 eastbound, a small area of congestion is observed at the off-ramp to I-95 southbound (similarly to the Original Build), since the demand volume for the off-ramp is 1,990 vph during the PM peak, which approaches the capacity for the single-lane off-ramp provided in the 2030 horizon. On I-295 westbound during the PM peak, congestion is observed between Old St. Augustine Road and San Jose Boulevard during the peak hour due to heavy demand volumes (7,640 vph on three general use lanes). The volume profiles show that, despite the express lane traffic exceeding 1,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment.

The heat maps in **Figures 7-15** and **7-16** also show these improvements, with no significant congestion observed in either peak period on I-95. On I-295 eastbound during the AM peak, a small hot spot with density levels exceeding 55 vpmpl is observed primarily during hour 2 at the merge from San Jose Boulevard. On I-295 westbound during the PM peak, a small hot spot is observed at the merge from Old St. Augustine Road, with density levels as high as 45 vpmpl during hour 2.

In summary, the 2030 simulation results show that the Original Build is expected to experience significant congestion at several locations by the Opening Year, primarily due to the lack of capacity improvements on I-95 in the areas between I-295 and Butler Boulevard. In the northbound direction during the AM peak period, the bottleneck caused by this lack of capacity results in severe congestion that extends through most of the southern portion of the study area and doesn’t recover by the end of the analysis period. The PM peak period also suffers reduced speeds and increased density (mostly in the southbound direction) but not to the same extent. The Modified Build alleviates all bottlenecks on I-95 within the study area and provides speeds near free-flow during both peaks.

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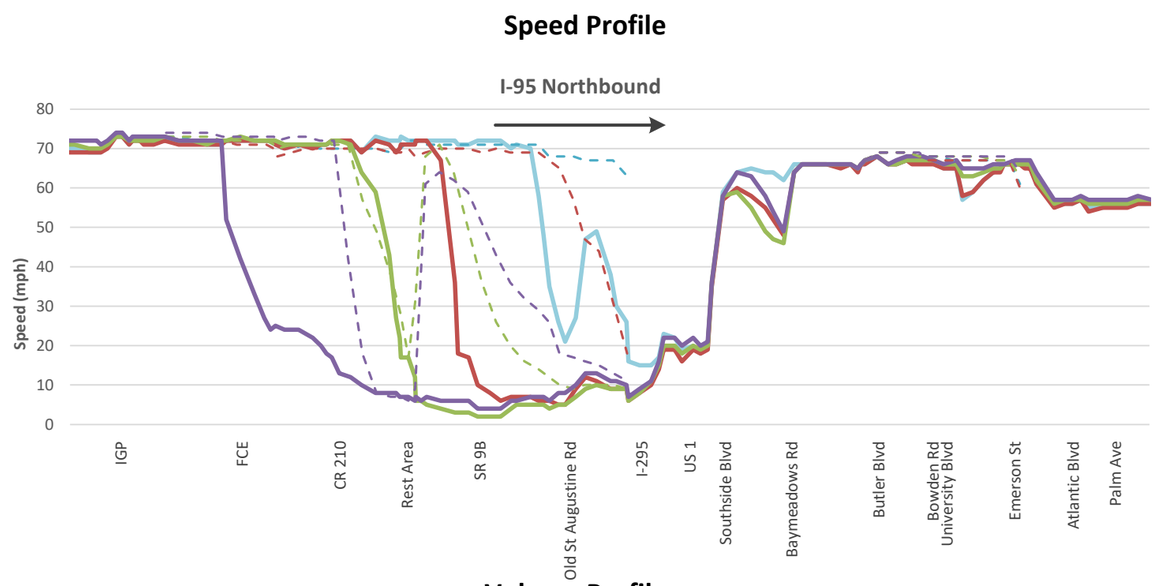

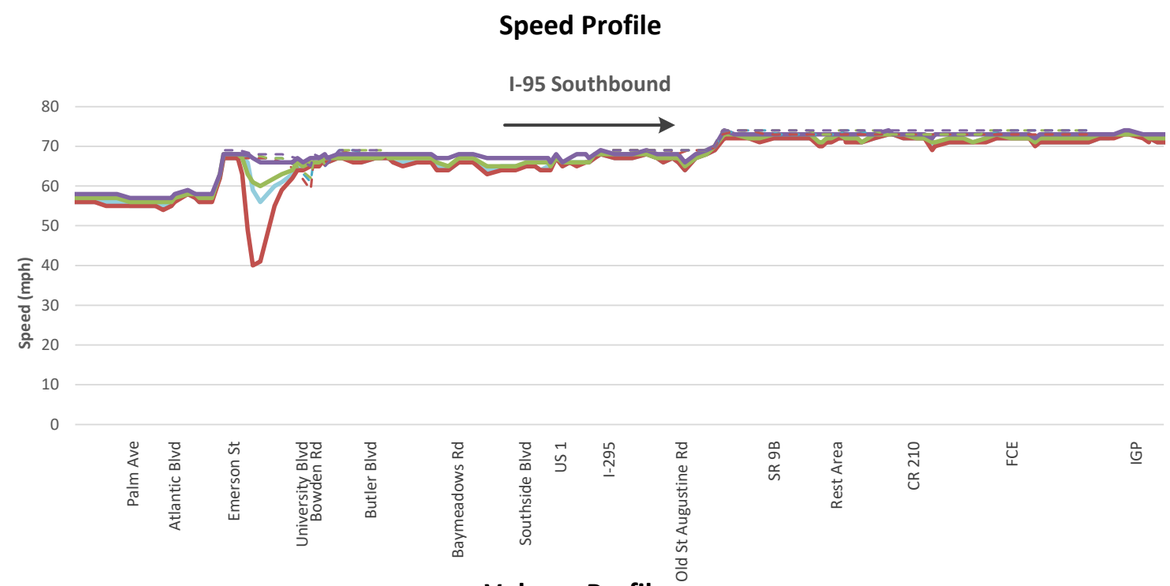

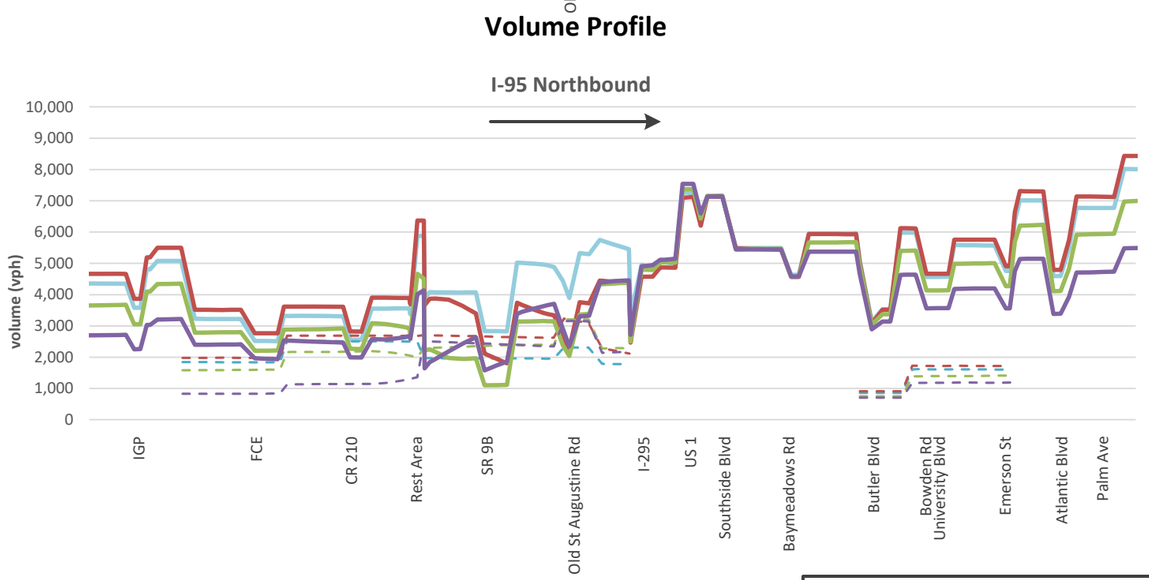

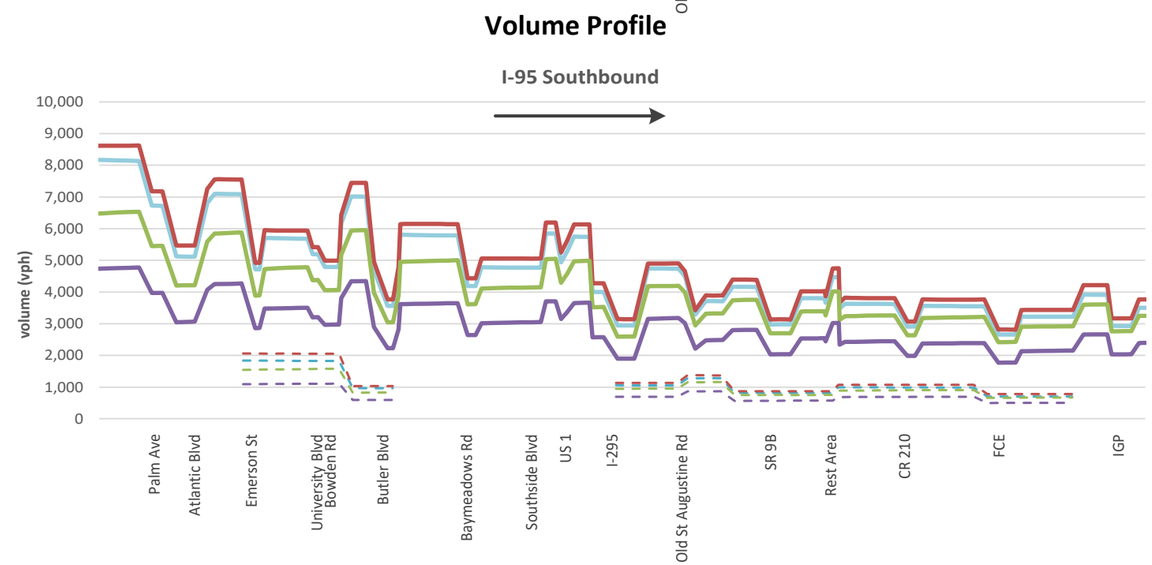

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

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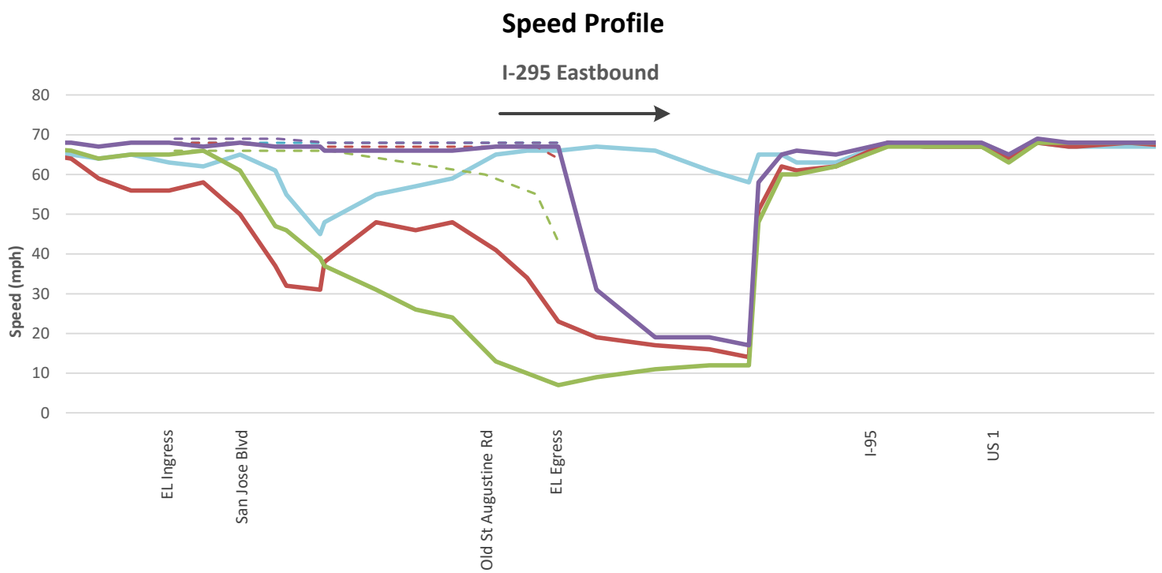

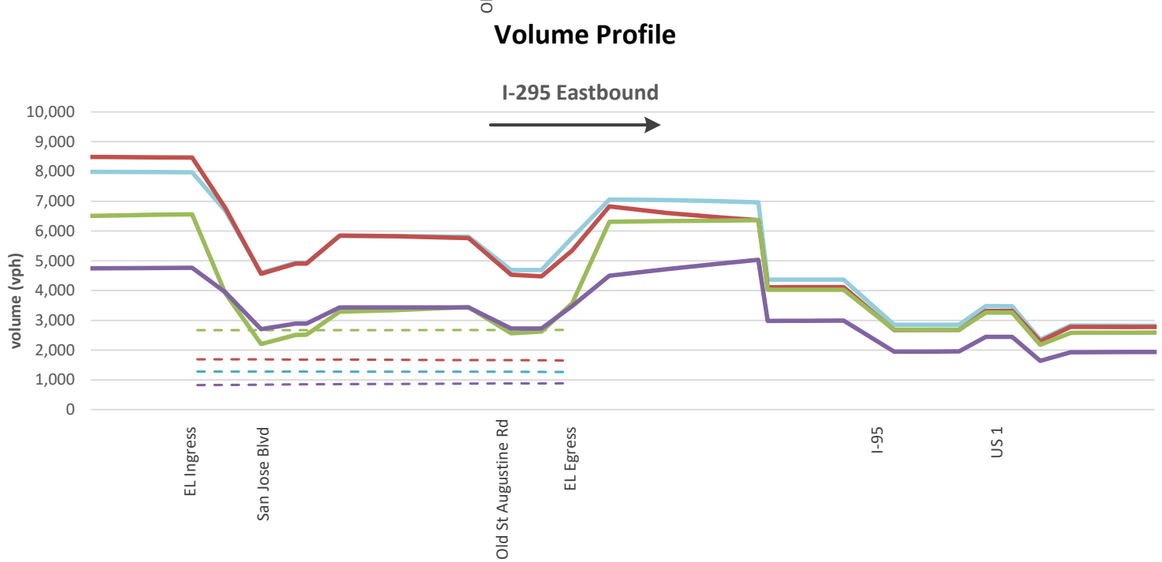

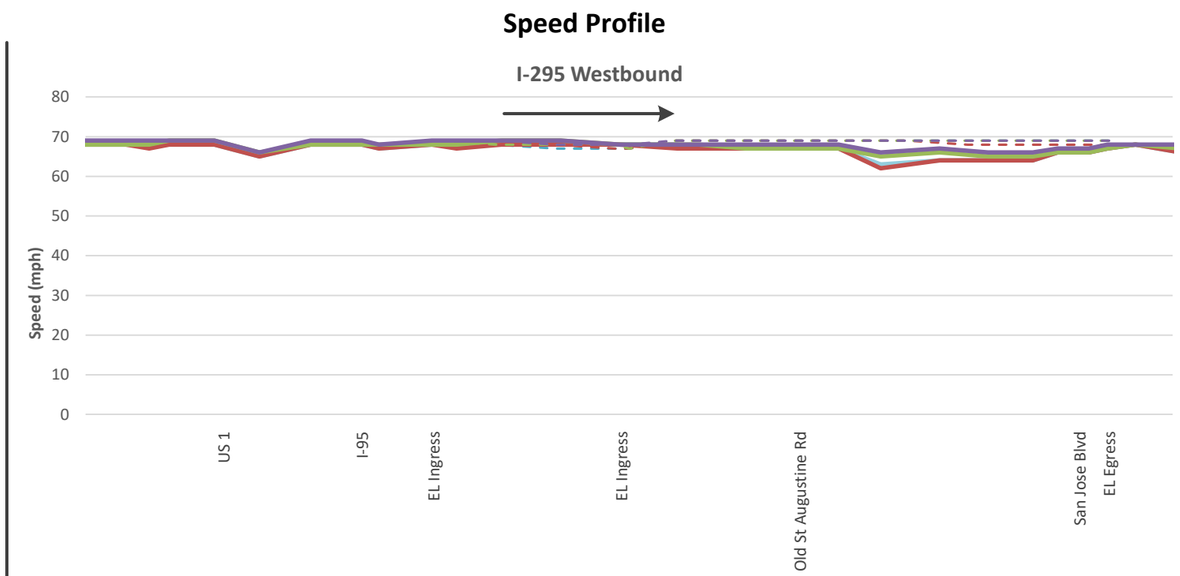

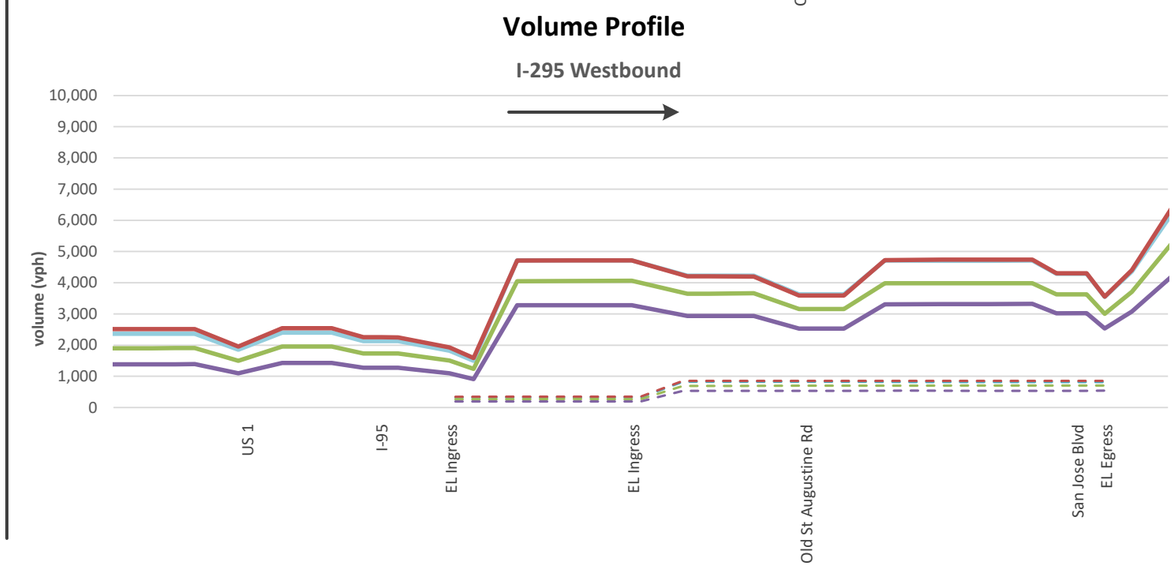

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-9
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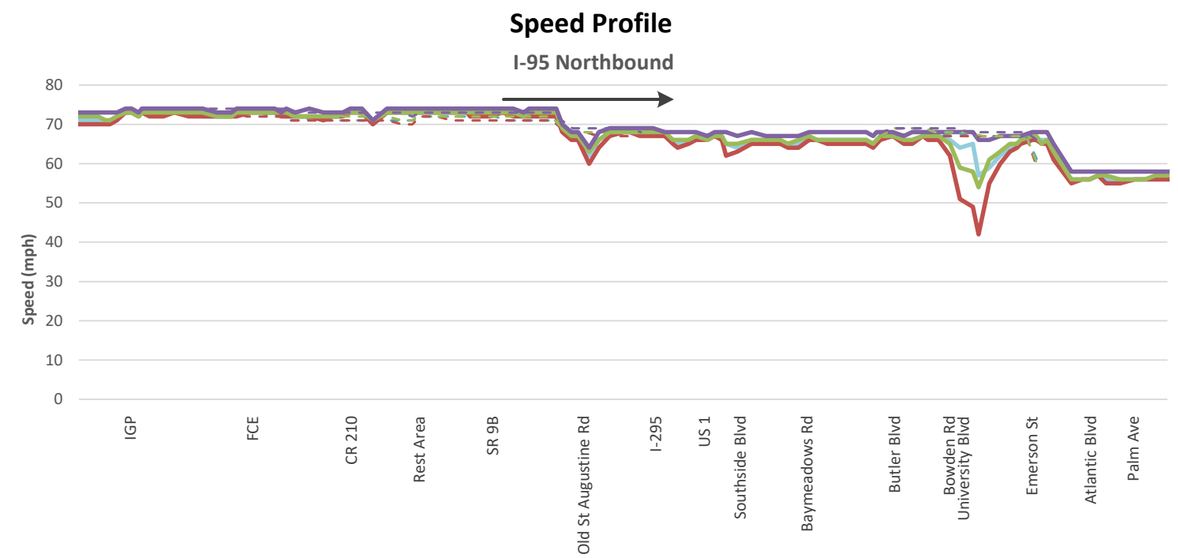

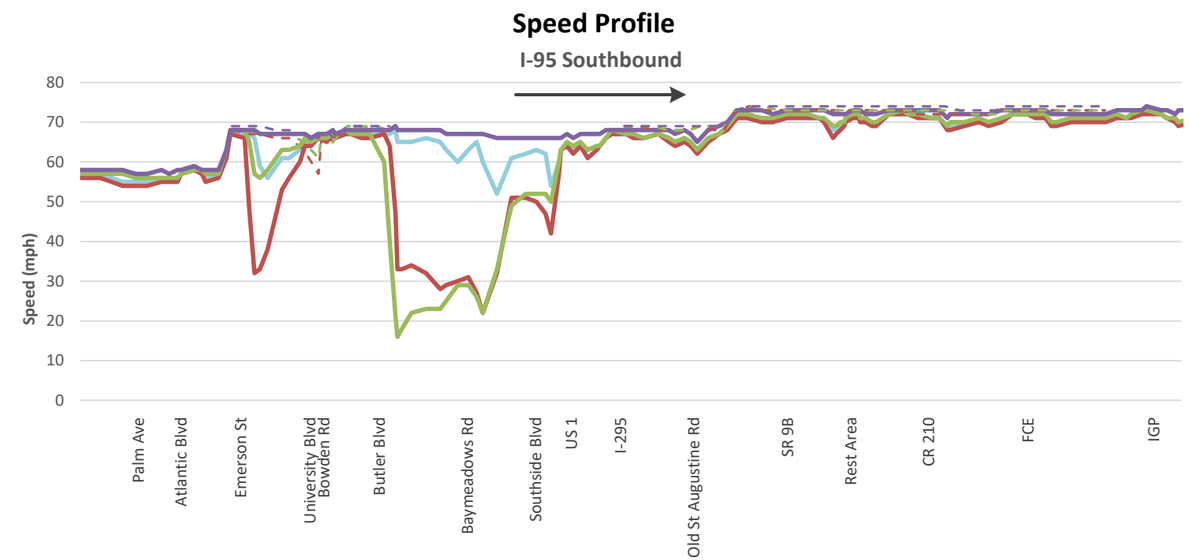

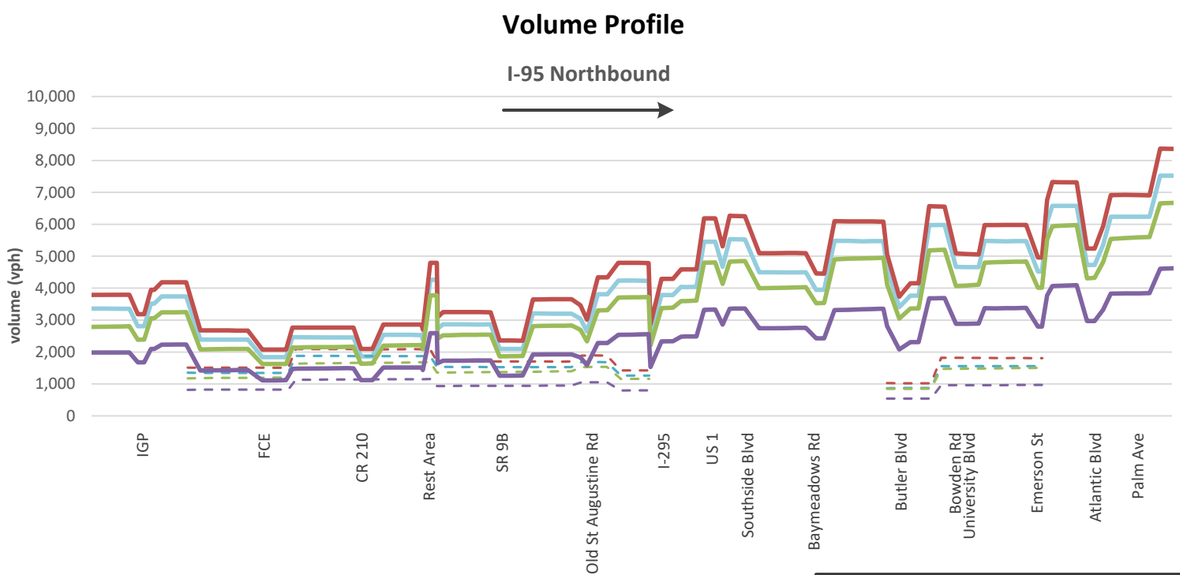

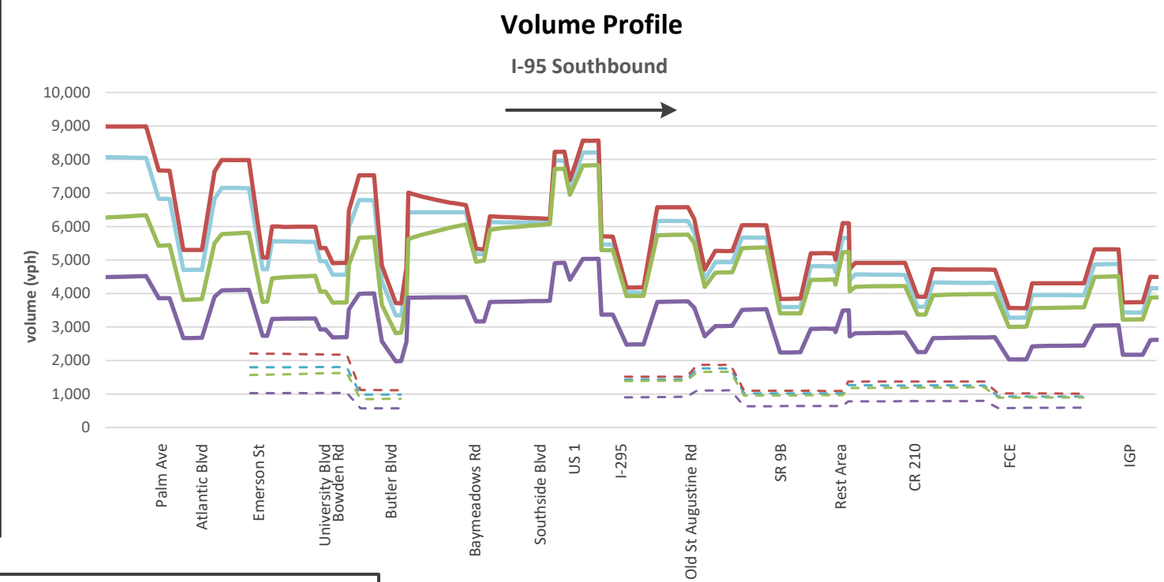

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-10
			Page 1 of 2

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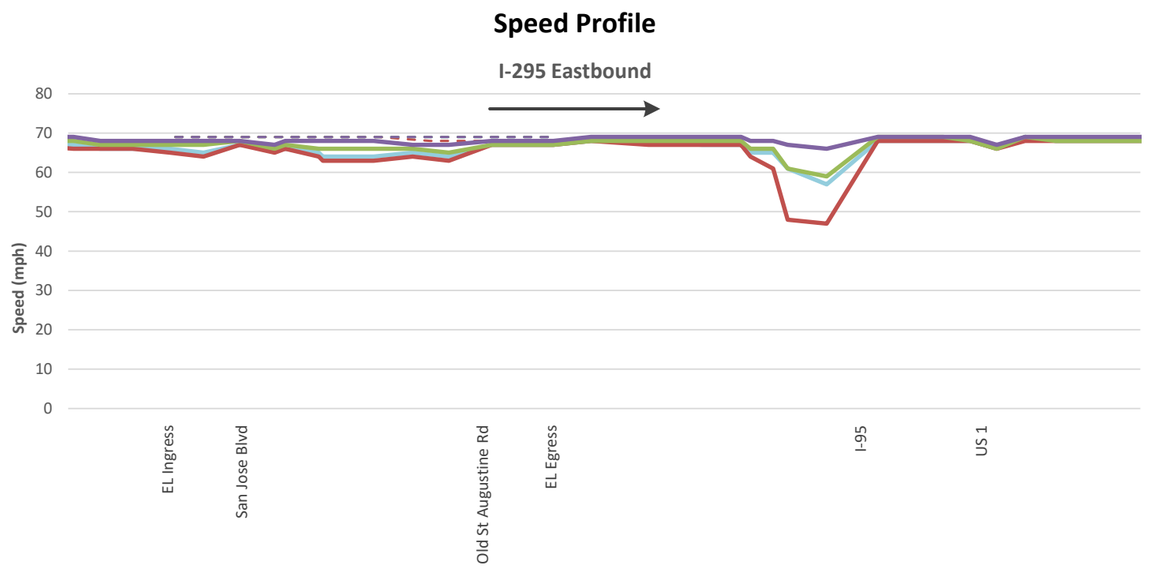

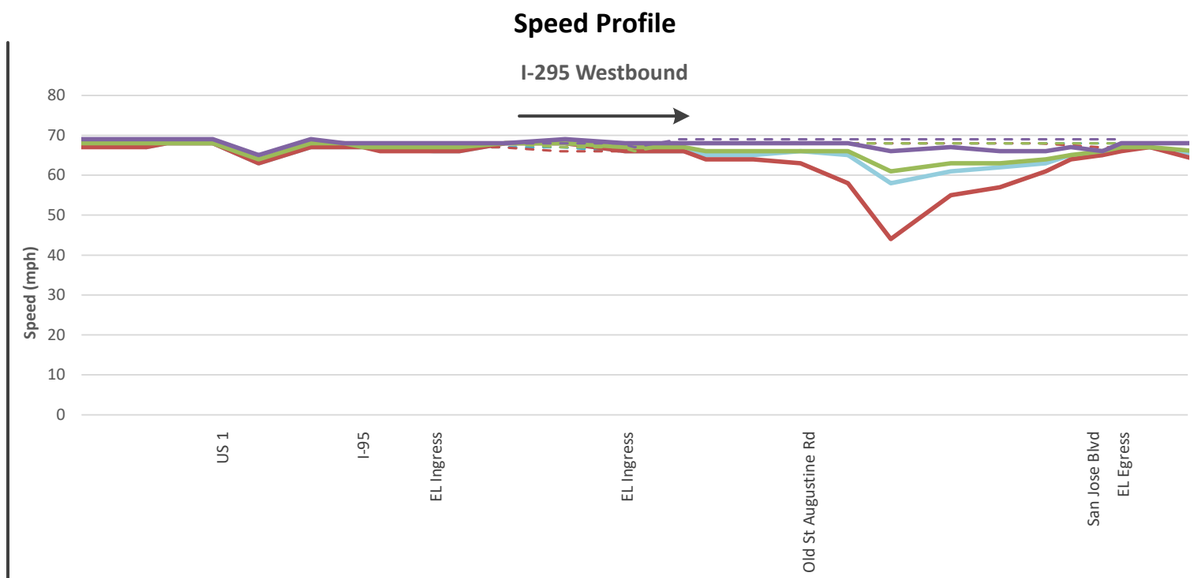

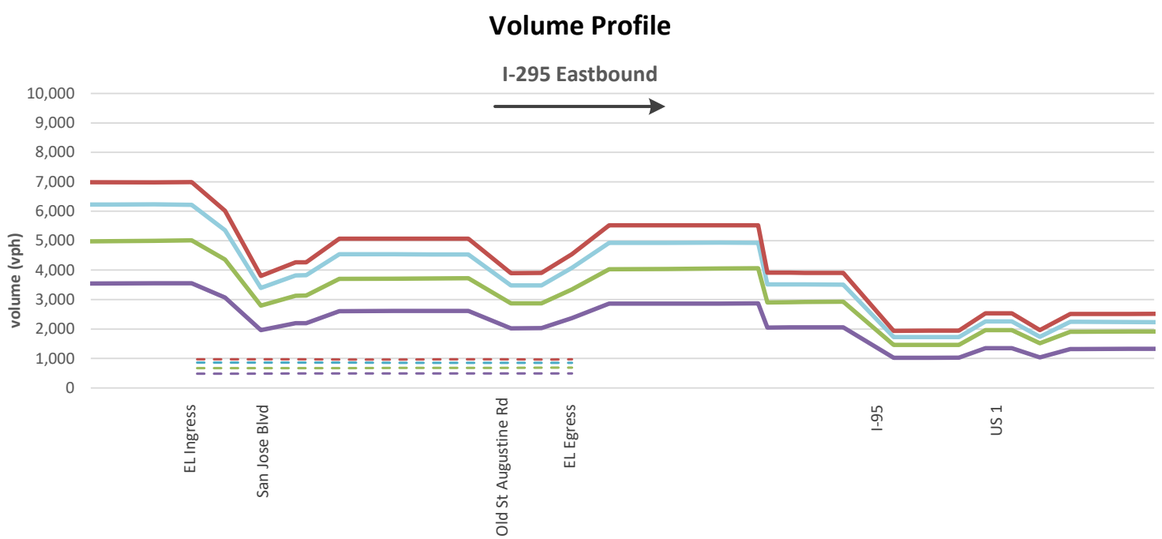

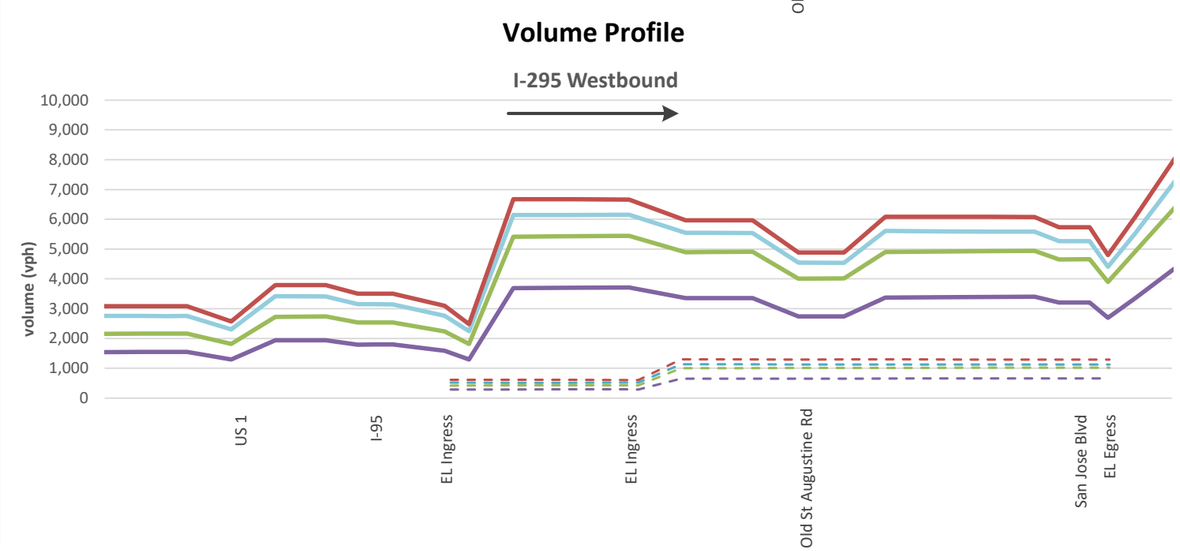

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-10
			Page 2 of 2

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I-95 Northbound

Location	Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
South of SR 16 Ramps	16	16	17	17	18	18	18	18	15	13	12	12	11	10	9	8
	16	16	16	17	17	17	17	17	15	13	12	12	11	10	9	8
	16	16	17	17	17	17	17	17	15	13	12	12	11	10	9	8
Merge from SR 16	15	16	16	17	17	17	17	17	15	13	12	11	11	10	8	7
Between SR 16 and IGP	21	21	22	22	23	23	23	23	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	23	23	19	17	16	15	14	13	11	10
	20	21	21	21	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	15	13	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	15	13	11	10
	20	21	21	22	22	22	22	23	20	17	16	15	15	14	11	10
	20	21	21	22	22	22	22	22	20	18	16	15	15	14	11	10
	20	21	21	22	22	22	22	22	20	18	16	15	15	14	12	10
	20	21	21	22	22	22	22	23	20	18	16	15	15	14	12	10
	20	21	21	22	22	22	23	23	20	18	16	15	15	14	12	10
	20	21	21	22	22	23	23	23	20	18	16	15	15	14	12	10
	20	21	21	22	22	23	23	23	21	18	16	15	15	14	12	10
Diverge to IGP	15	15	16	16	16	17	17	17	15	13	12	11	11	10	9	8
Between IGP Off/EB On Ramps	9	10	10	10	10	11	11	11	10	8	8	7	7	7	6	5
	9	10	10	10	10	11	11	11	10	8	8	7	7	7	6	5
Merge from IGP Eastbound	11	11	11	12	12	12	12	12	11	10	9	8	8	8	7	6
Between IGP EB/WB On Ramps	13	13	14	14	14	15	14	14	13	12	11	10	10	9	8	7
Merge from IGP Westbound	11	12	12	12	13	13	13	13	12	10	9	9	9	8	7	6
Between IGP and Express Lane Ingress	14	14	14	15	15	15	15	15	14	12	11	11	10	10	8	7
	14	14	14	15	15	15	15	15	14	12	11	11	10	10	8	7
Diverge to Express Lanes	13	14	14	14	15	15	15	15	14	12	11	11	10	10	8	7
Between Express Lane Ingress and FCE	14	15	15	15	16	16	16	17	15	13	12	11	13	14	11	7
	14	15	15	16	16	16	16	17	15	13	12	11	13	14	11	7
	14	15	15	16	16	16	17	17	15	13	12	12	13	14	11	7
	14	15	15	16	16	16	16	17	15	13	12	12	13	14	11	7
	14	15	15	16	16	16	16	17	15	13	12	12	13	14	11	8
Diverge to FCE	11	11	11	12	12	12	12	12	11	10	9	9	9	10	8	19
Between FCE On/Off Ramps	11	12	12	12	13	13	13	13	12	10	9	9	10	11	13	28
	11	12	12	12	13	13	13	13	12	10	9	9	10	11	26	30
	11	12	12	12	13	13	13	13	12	10	9	9	10	12	45	28
Merge from FCE	9	9	9	10	10	10	10	10	9	8	7	7	8	12	43	23
Between FCE and CR 210	11	12	12	12	13	13	13	13	12	10	9	9	10	20	53	20
	11	12	12	12	13	13	13	13	12	10	9	9	10	20	51	21
	15	16	16	16	17	17	17	17	16	14	12	12	13	43	56	27
	15	16	16	16	17	17	17	17	16	14	12	12	13	55	53	32
	14	16	16	16	17	17	17	17	16	14	12	12	16	71	51	32
	14	16	16	16	17	17	17	17	16	14	12	12	19	72	57	30
Diverge to CR 210	11	12	12	12	12	12	13	13	12	10	9	9	18	55	50	23
Between CR 210 On/Off Ramps	11	12	12	12	13	13	13	13	12	11	10	9	26	74	71	32
	11	12	12	12	13	13	13	13	13	11	10	10	29	76	81	39
Merge from CR 210	12	13	13	13	14	14	14	15	13	12	10	13	31	82	98	49
Between CR 210 and Rest Area	12	12	12	13	13	13	14	14	13	11	11	17	44	97	109	57
	12	12	13	13	13	13	14	15	15	12	16	27	66	107	109	51
	12	12	13	13	13	13	14	16	19	13	32	45	99	114	91	43
Diverge to Rest Area	9	10	10	10	11	11	11	12	14	11	33	48	104	99	62	30
Between Rest Area Off Ramp and EL Egress	11	12	12	12	12	13	13	14	15	14	47	86	137	123	69	34
Merge from Express Lanes	13	14	14	14	14	15	15	16	16	16	56	101	167	131	66	34
Diverge to Express Lanes	13	13	14	14	14	15	15	16	16	21	85	125	189	144	58	37
Between EL Ingress and Rest Area	13	13	14	14	14	14	13	10	8	46	137	157	148	78	7	7
Merge from Rest Area	11	11	12	12	12	12	11	8	7	42	130	141	150	98	8	5
Between Rest Area and SR 98	13	14	15	15	15	15	13	10	13	77	161	169	163	110	14	6
	13	14	15	15	15	15	13	14	58	125	159	174	184	146	35	14
	13	14	15	15	15	15	14	56	146	172	157	186	192	155	52	21
	14	14	15	15	15	15	22	146	193	172	174	192	219	124	57	16
Diverge to SR 98	13	14	15	15	15	15	37	132	201	179	166	193	207	146	64	17
Between SR 98 On/Off Ramps	12	13	13	14	14	15	85	180	192	184	178	198	227	155	95	26
	12	13	14	14	14	28	110	190	188	187	182	193	224	158	127	44
	12	13	14	14	15	60	155	204	184	190	182	193	213	154	150	56
Merge from SR 98	14	14	15	15	22	91	136	151	141	143	138	143	149	126	132	66
Between SR 98 and EL Ingress	13	14	14	15	29	114	132	131	126	123	121	133	135	126	135	73
	17	18	18	19	55	133	149	150	147	142	138	150	152	132	136	91
	17	18	18	34	97	142	154	152	153	146	147	158	143	139	132	106
	17	18	20	48	114	140	150	151	151	146	149	155	135	138	125	113

Location	Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
Diverge to Express Lanes	14	15	25	57	99	115	127	131	141	150	153	154	129	121	111	99
Diverge to Old St Augustine Road	17	20	49	84	115	128	150	154	161	155	123	71	90	110	84	78
Between Old St Augustine Road On/Off Ramps	22	48	82	93	125	140	148	154	156	155	144	115	105	123	90	86
Merge from Old St Augustine Road	30	48	57	62	92	103	113	116	119	120	114	108	89	90	71	65
Between Old St Augustine Road and I-295	25	28	26	34	60	74	80	92	89	94	87	88	73	66	58	52
	18	18	18	39	69	82	82	89	88	92	88	84	79	67	61	53
	17	18	20	64	87	95	96	103	102	103	99	96	92	86	86	67
	17	18	30	84	90	94	96	101	101	99	97	93	91	86	88	73
Diverge to I-295	17	18	44	88	89	95	94	101	100	99	96	93	90	85	89	80
Between I-295 Diverge and EL Merge	19	22	101	138	145	145	148	151	153	145	142	145	140	135	135	128
Merge from EL's	16	29	101	119	118	121	116	118	118	115	112	113	111	110	110	108
Merge from EL to I-295 On Ramp	22	69	115	116	116	117	115	115	115	112	110	109	110	109	108	105
Merge from I-295 Westbound	26	64	72	71	72	72	71	71	69	67	66	67	65	66	64	61
Between I-295 Ramps	34	62	64	64	64	64	65	63	63	61	61	61	60	61	59	55
	50	81	86	84	86	85	85	85	84	82	80	81	81	80	79	71
Merge from I-295 Westbound	60	84	86	85	87	87	88	85	84	82	81	81	79	80	78	68
Diverge to Philips Highway	65	75	76	75	77	76	77	77	74	74	73	72	70	71	69	68
Between Philips Highway On/Off Ramps	80	87	88	88	90	88	90	87	87	85	84	83	83	82	81	78
Merge from Philips Highway	70	73	75	74	75	75	75	75	72	72	70	70	68	69	67	64
Between Philips Highway and Southside Boulevard	51	51	51	51	51	51	51	51	50	50	50	50	50	50	50	50
Diverge to Southside Boulevard	31	30	30	30	30	30	32	32	31	31	30	30	31	30	31	31
Between Southside Boulevard and Baymeadows Road	29	28	28	28	29	29	33	32	35	31	28	28	28	28	28	29
	29	28	28	28	28	30	34	33	38	32	31	30	29	30	28	28
	29	29	28	28	29	34	33	37	37	36	38	38	33	31	28	32
	29	29	28	28	31	36	35	37	37	37	42	39	37	31	29	36
Diverge to Baymeadows Road	30	29	29	29	35	40	37	38	38	42	40	40	40	36	33	39
Between Baymeadows Road On/Off Ramps	24	24	23	23	24	24	24	23	24	24	24	24	24	24	24	24
	24	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
Merge from Baymeadows Road	23	22	23	22	23	22	23	22	22	22	21	20	21	20	20	19
Between Baymeadows Road and EL Ingress	23	23	23	22	23	23	23	22	22	22	21	21	21	20	20	19
	23	23	22	23	23	23	23	23	22	22	21	21	21	21	20	20
	23	23	22	23	22	23	22	23	22	22	21	21	21	21	20	20
	23	23	23	23	23	23	23	23	22	23	21	22	21	21	20	20
Diverge to Express Lanes	18	18	18	18	18	18	18	18	18	18	17	17	16	17	16	16
Diverge to Butler Blvd	19	20	19	19	19	19	19	19	19	19	18	18	18	18	17	17
Between Butler Boulevard On/Off Ramps	16	16	15	15	15	15	15	15	15	15	15	15	14	15	14	14
Merge from Butler Boulevard Eastbound	14	14	13	13	13	13	13	13	13	13	12	12	12	12	12	11
Between Butler Boulevard On Ramps	18	18	18	17	18	18	18	18	18	17	17	16	16	16	15	15
Merge from Butler Boulevard Westbound	18	18	18	18	18	18	19	18	17	16	16	15	15	14	13	13
Between Butler Blvd and Bowden Rd	18	18	18	18	18	18	19	18	18	16	16	15	15	14	13	13
Diverge to Bowden Road	18	18	18	18	19	18	19	18	18	16	16	15	15	14	13	13
Between Bowden Road and University Boulevard	17	17	17	17	18	17	18	17	17	15	15	14	14	14	13	12
	18	18	17	18	18	18	18	18	17	16	15	15	15	14	13	12
	23	24	23	23	24	24	24	24	23	21	20	19	19	19	18	16
Merge from University Boulevard	23	25	25	24	25	24	26	25	22	20	19	18	18	17	16	14
Between University Boulevard and Emerson Street	31	32	32	31	32	32	33	32	30	27	25	24	24	23	21	19
	29	30	30	30	31	31	31	31	29	26	25	24	23	23	21	19
	28	29	29	29	30	30	30	30	28	26	25	24	23	22	20	19
	28	29	29	29	29	30	30	30	28	26	25	24	23	22	20	19
Diverge to Emerson Street	21	21	21	21	22	22	22	22	21	19	18	18	17	17	15	14
Between Emerson St and EL Egress	24	24	24	24	24	25	25	25	23	22	21	20	19	19	17	16
	18	18	18	18	18	19	19	19	18	16	15	15	14	14	13	12
Merge from Express Lanes	16	16	16	16	17	17	17	17	16	15	14	13	13	13	11	11
Merge from Emerson Street	15	15	15	15	16	16	16	16	15	14	13	12	12	12	11	10
Between Emerson and I-95 NB CD Road	19	19	19	19	20	20	20	20	19	17	16	15	15	14	13	12
Diverge to I-95 Northbound CD Road	25	25	25	25	26	26	27	26	25	22	21	20	20	19	18	16
Between I-95 Northbound CD Road Diverge and Philips Highway Merge	27	27	27	27	28	29	29	29	27	25	23	22	21	21	19	17
	27	28	28	27	28	29	29	29	27	25	23	22	21	21	19	17
Merge from Philips Highway	23	24	24	24	25	25	25	25	23	22	20	19	19	18	16	15
Merge from Atlantic Boulevard	24	25	25	25	26	26	27	27	24	22	20	19	18	18	16	14
Between Atlantic Boulevard Merge and Palm Avenue	30	31	31	31	32	33	33	33	30	27	25	24	23	22	20	18
	30	30	31	31	32	32	32	32	30	27	25	24	23	22	20	18
	30	31	31	31	32	32	32	32	30	27	25	24	23	22	20	18
Merge from Palm Avenue	28	29	29	29	29	30	30	30	28	25	23	22	21	20	18	16
North of Palm Avenue	28	29	29	29	29	30	30	30	28	25	23	22	21	20	18	16
	28	29	29	29	30	30	30	30	28	25	24	22	22	20	19	16
	28	29	29	29	30	30	30	31	28	26	24	22	22	21	19	16
	28	29	29	29	30	31	30	31	28	26	24	22	22	21	19	16
	28	29	29	29	30	31	30	31	29	26	24	22	22	21	19	16

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Period Heat Maps	Figure 7-11
			Page 1 of 3

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I-95 Southbound

Location	Density veh/mi/ln															
Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue	23	24	24	25	26	25	25	25	21	19	17	17	16	15	12	11
	23	24	24	25	26	26	26	25	22	19	18	17	16	15	12	11
	23	24	24	25	26	26	26	25	22	19	18	17	16	15	12	11
	23	24	24	25	26	26	26	26	22	20	18	17	16	15	13	11
	23	24	25	25	26	26	26	26	22	20	18	17	16	15	13	11
Diverge to Palm Avenue	23	24	25	25	26	26	26	26	22	20	18	17	16	15	13	11
Between Palm Avenue and I-95 Southbound CD	29	30	31	32	33	33	33	33	28	25	23	21	20	19	16	14
Diverge to I-95 Southbound CD	29	30	31	31	33	33	33	33	28	25	23	22	20	19	16	14
Between I-95 Southbound CD On/Off-Ramp	30	31	31	32	33	33	33	33	29	26	23	22	21	20	16	14
	30	31	31	32	34	33	33	33	29	26	23	22	21	20	17	14
	30	31	31	32	33	33	33	33	29	26	23	22	21	20	17	14
Merge from I-95 Southbound CD	22	23	23	23	24	24	24	24	22	19	17	16	16	15	12	11
Merge from Philips Highway	19	20	20	20	21	21	21	21	18	16	15	14	14	13	11	9
Between Philips Highway and Emerson St	17	18	18	18	19	19	19	19	17	15	13	13	12	11	10	8
	20	21	21	22	23	23	23	23	20	18	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	14	13	11	10
	18	19	19	20	20	20	20	20	18	16	15	14	13	12	10	9
Diverge to Emerson St and Express Lanes	14	15	15	16	16	16	16	16	14	13	12	11	10	10	8	7
Between Emerson St On/Off Ramps	17	18	18	18	19	19	18	18	17	15	14	13	12	11	10	9
	17	18	18	18	19	20	20	18	17	15	14	13	12	12	10	9
Merge from Emerson St	17	18	17	18	19	26	29	23	20	14	13	13	12	11	10	8
Between Emerson Street and University Boulevard	22	25	24	25	32	43	39	35	26	19	17	16	15	14	12	11
	24	26	26	27	35	40	35	34	26	19	17	16	15	15	12	11
	30	31	33	32	37	36	36	35	33	25	23	21	20	19	16	14
	29	31	32	31	34	34	34	33	31	25	23	22	20	19	17	14
Diverge to University Boulevard Westbound	29	30	31	31	32	32	32	32	30	25	23	22	20	19	17	14
Between University Boulevard Off Ramps	26	27	27	27	28	28	28	28	26	22	21	19	18	18	15	13
Diverge to University Boulevard Eastbound	19	20	20	21	21	21	21	21	20	17	16	15	14	13	11	10
Between University Boulevard and Bowden Road	23	24	25	25	26	25	25	25	24	21	19	18	17	16	14	12
	23	24	25	25	26	25	25	25	24	21	19	18	17	16	14	12
	17	18	18	18	19	19	19	19	18	15	14	13	13	12	10	9
Merge from Bowden Road	18	19	19	19	20	19	19	19	18	16	14	14	13	12	11	9
Between Bowden Road and Butler Boulevard	17	17	18	18	18	18	19	19	17	15	14	13	12	12	10	9
	17	17	18	18	19	18	19	19	17	15	14	13	12	12	10	9
Diverge to Butler Boulevard	17	18	18	18	19	19	19	19	18	15	14	13	12	12	10	9
Between Butler Boulevard On/Off Ramps	17	18	18	18	19	19	19	19	18	15	14	13	12	12	10	9
	17	18	18	18	19	18	19	19	18	16	14	13	13	12	10	9
	17	18	18	18	19	18	19	19	18	16	14	13	13	12	10	9
Merge from Express Lanes	13	13	14	14	14	14	14	14	14	12	11	10	10	9	8	7
Merge from Butler Boulevard	12	12	13	13	13	13	13	13	13	11	10	9	9	8	7	6
Between Butler Boulevard and Baymeadows Road	14	14	15	15	15	15	16	16	15	13	11	11	10	10	8	7
	17	17	18	18	19	18	19	19	18	15	14	13	12	12	10	9
	21	22	23	23	23	23	24	24	22	19	17	16	15	15	13	11
	21	22	23	23	23	23	24	24	22	19	17	16	16	15	13	11
	21	22	23	23	24	24	24	24	23	19	17	16	16	15	13	11
Diverge to Baymeadows Road	21	22	23	24	24	24	24	24	23	20	17	16	16	15	13	11
Between Baymeadows Road On/Off Ramps	20	21	22	22	22	22	23	23	22	18	16	16	15	14	12	11
	20	21	22	22	22	22	23	22	22	18	17	16	15	14	12	11
Merge from Baymeadows Road	13	15	15	15	15	15	16	15	15	13	11	11	10	10	8	7
Between Baymeadows Road and Southside Boulevard	17	19	20	19	20	20	21	20	20	16	14	13	13	12	11	9
	23	24	26	25	26	26	27	26	26	21	19	18	17	17	14	12
	23	24	25	25	26	26	27	26	26	21	19	18	17	17	15	12
	23	24	25	25	26	26	27	26	26	22	19	18	17	17	15	12
	23	24	25	25	26	26	27	26	26	22	19	18	17	17	15	12
Merge from Southside Boulevard	17	18	19	19	19	19	19	20	18	16	14	13	13	12	11	9
Between Southside Blvd and Philips Highway	21	23	23	24	23	24	24	25	23	20	18	16	16	15	13	11
Diverge to Philips Highway	17	18	18	19	19	19	19	20	18	16	14	13	13	12	11	9
Between Philips Highway On/Off Ramps	17	19	19	19	19	20	20	20	19	17	15	14	13	13	11	9
Merge from Philips Highway Westbound	15	17	16	17	17	17	17	18	17	14	13	12	11	11	10	8
Merge from Philips Highway Eastbound	14	15	15	15	15	16	16	16	15	13	11	11	10	10	9	7
Between Philips Highway and I-295	16	18	18	18	18	19	19	19	18	16	14	13	12	12	10	9
Diverge to I-295	16	18	18	18	18	19	19	19	18	16	14	13	12	12	10	9
Between I-295 and Express Lane Ingress	19	20	20	21	21	22	22	22	21	18	16	16	14	14	12	10
	14	15	15	15	16	16	16	16	16	13	12	11	11	10	9	8
Diverge to Express Lanes	11	12	12	12	12	13	13	13	12	11	9	9	8	8	7	6
Between EL Ingress and I-295	14	14	15	15	15	16	16	16	15	13	12	11	10	10	9	7
	14	14	15	15	15	16	16	16	15	13	12	11	10	10	9	7
	14	14	15	15	15	16	16	16	16	13	12	11	11	10	9	7
Merge from I-295	13	14	14	14	15	15	14	14	14	12	12	11	11	10	9	7
Between I-295 and Express Lane Ingress	13	14	14	15	15	15	15	15	14	13	12	11	11	10	9	7
	14	14	14	15	15	15	15	15	14	13	12	11	11	10	9	7
	17	18	18	18	18	18	18	18	17	16	15	14	14	13	11	9
Diverge to Express Lanes	14	14	14	15	15	15	15	15	14	13	12	12	11	10	9	7
Diverge to Old St Augustine Road	17	18	18	18	18	18	18	18	17	16	15	14	13	13	11	9
Between Old St Augustine On/Off Ramps	16	17	16	17	17	17	17	17	16	15	14	13	12	12	10	9
Merge from Old St Augustine Road	13	14	14	14	14	14	14	14	14	12	11	11	10	10	9	7
Between Old St Augustine Road and EL Egress	13	13	13	14	14	14	14	14	14	12	11	11	10	10	8	7
	12	13	13	13	13	14	13	14	13	12	11	10	10	9	8	7
Merge from Express Lanes	11	12	11	12	12	12	12	12	12	11	10	9	9	8	7	6
Between EL Egress and SR 98	11	12	12	12	12	12	12	12	12	11	10	9	9	8	7	6
Diverge to SR 98	11	12	12	12	12	12	12	12	12	11	10	9	9	8	7	6
Between SR 98 On/Off Ramps	13	14	14	14	15	15	14	15	14	13	12	11	11	10	9	7
	13	14	14	14	15	15	14	15	14	13	12	11	11	10	9	7
	13	14	14	14	15	15	14	15	14	13	12	11	11	10	9	7
Merge from SR 98	10	11	11	11	11	11	11	11	11	10	9	8	8	8	7	6
Between SR 98 and Rest Area	10	11	11	11	11	11	11	11	11	10	9	8	8	8	7	5
	13	13	14	14	14	14	14	15	13	13	11	10	10	10	8	7
	13	13	14	14	14	14	14	15	13	13	11	10	10	10	8	7
	17	18	18	19	19	19	18	19	18	17	15	14	13	13	11	9
Diverge to Rest Area	13	13	13	14	14	14	14	15	13	12	11	10	10	10	8	7
Between Rest Area and Combined Access	16	17	17	18	18	18	17	19	17	16	14	13	13	12	11	9
Merge from Express Lanes	12	12	12	13	13	13	13	13	12	12	10	10	10	9	8	7
Diverge to Express Lanes	12	12	12	13	13	13	13	13	12	12	10	10	10	9	8	7
Between Combined Access and Rest Area	15	16	16	17	17	17	17	18	16	15	14	13	12	12	10	9
Merge from Rest Area	12	13	13	13	13	13	13	14	13	12	11	10	10	9	8	7
Between Rest Area and CR 210	16	17	17	18	18	18	17	19	17	16	14	13	13	12	11	9
	16	17	17	18	18	18	17	19	17	16	14	13	13	12	11	9
	12	12	13	13	13	13	13	14	13	12	10	10	9	9	8	7
	10	10	10	10	11	10	10	11	10	9	8	8	8	7	6	5
	10	10	10	10	11	10	10	11	10	9	8	8	8	7	6	5
Diverge to CR 210	10	10	10	10	11	10	10	11	10	9	8	8	8	7	6	5
Between CR 210 On/Off Ramps	13	13	14	14	14	14	14	15	14	13	11	11	10	10	9	7
	13	13	14	14	14	14	14	15	14	13	11	11	10	10	9	7
Merge from CR 210	12	13	13	13	14	14	13	14	13	12	11	10	10	9	8	7
Between CR 210 and FCE	16	17	17	17	18	18	18	18	17	16	14	13	13	12	10	9
	16	16	17	17	18	18	17	18	17	16	14	13	13	12	10	9
	16	16	17	17	18	18	17	18	17	16	14	13	13	12	11	9
	16	17	17	17	18	18	17	18	17	16	14	13	13	12	11	9
	12	12	13	13	13	13	13	13	12	12	11	10	9	9	8	7
Diverge to FCE	12	12	12	13	13	13	13	13	12	12	10	10	9	9	8	7
Between FCE On/Off Ramps	12	12	12	13	13	13	13	13	12	12	10	10	9	9	8	7
	12	12	12	13	13	13	13	13	12	12	10	10	9	9	8	7
	12	12	12	13	13	13	13	13	12	12	10	10	9	9	8	7
Merge from FCE	11	11	12	12	12	12	12	12	12	11	10	9	8	8	7	6
Between FCE and EL Egress	15	15	15	16	16	16	16	16	15	14	13	12	11	11	9	8
	15	15	15	16	16	16	16	16	15	14	13	12	11	11	9	8
	15	15	15	16	16	16	16	16	15	14	13	12	11	11	9	8
	15	15	15	16	16	16	16	16	15	15	13	12	11	11	10	8
	15	15	15	16	16	16	16	16	15	15	13	12	11	11	9	8
Merge from Express Lanes	10	11	11	11	12	12	12	12	11	11	9	9	8	8	7	6
Between EL Egress and IGP	10	11	11	11	12	12	12	12	11	11	9	9	8	8	7	6
Diverge to IGP	9	9	9	9	10	10	10	10	9	9	8	7	7	7	6	5
Between IGP On/Off Ramps	9	9	9	9	10	10	10	10	9	9	8	7	7	6	6	5
	8	8	8	8	9	9	9	9	8	8	7	7	6	6	5	5
	10	10	10	11	11	11	11	11	11	10	9	8	8	7	7	6
	10	10	10	11	11	11	11	11	11	10	9	8	8	7	7	6
	13	13	14	14	15	15	15	15	14	14	12	11	10	10	9	8
Merge from IGP	12	12	12	13	13	13	13	13	13	12	10	10	9	9	8	7
Between IGP and SR 16	16	16	17	17	18	18	18	18	17	16	14	13	12	12	11	9
	16	16	17	17	18	18	18	18	17	16	14	13	12	12	11	9
	16	16	17	17	18	18	18	18	17	16	14	13	12	12	11	9
	16	16	17	17	18	18	18	18	17	16	14	13	12	12	11	9
	16	16	17	17	18	18	18	18	17	16	14	13	12	12	11	9
	16	16	17	17	17	18	18	18	17	16	14	14	12	12	11	9
	15	16	17	17	17	18	18	18	17	16	14	14	12	12	11	9
	15	16	17	17	18	18	18	18	18	16	14	14	12	12	11	9
	15	16	17	17	18	18	18	18	18	16	14	14	13	12	11	9
	15	16	17	17	17	18	18	18	18	16	15	14	13	12	11	9
	15	16	17	17	17	18	18	18	18	16	15	14	12	12	11	10
	15	16	17	17	18	18	18	18	18	16	15	13	13	12	11	9
	15	16	17	17	18	18	18	18	18	16	15	13	13	12	11	10
Diverge to SR 16	15	16	17	17	18	18	18	18	18	16	15	13	13	12	11	10
South of SR 16	12	13	13	13	14	14	14	14	14	13	11	11	10	10	9	8
	12	13	13	13	14	14	14	14	14	13	12	11	10	10	9	8

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build – AM Peak Period Heat Maps	Figure 7-11
			Page 2 of 3

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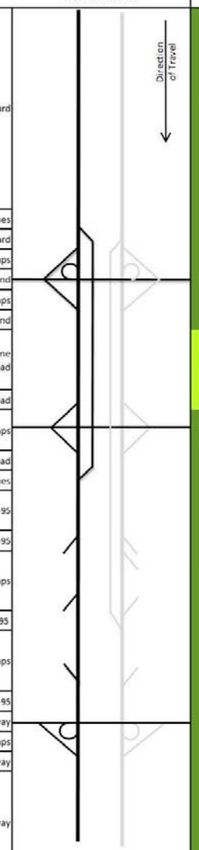
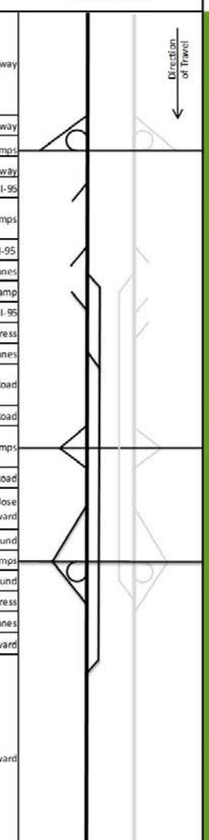
I-295 Eastbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
West of San Jose Boulevard	19	20	20	20	21	21	21	21	18	16	14	14	13	12	10	9
	19	20	20	21	21	21	21	21	18	16	15	14	13	12	10	9
	19	20	20	21	21	21	21	21	18	16	15	14	13	12	10	9
	19	20	20	21	21	21	21	21	18	16	15	14	14	12	11	9
	19	20	20	21	21	21	21	21	18	16	15	14	14	13	11	9
	19	20	20	21	21	21	21	22	19	17	15	14	14	13	11	9
	19	20	20	21	21	21	21	22	19	17	15	14	14	13	11	9
	19	20	21	21	22	22	22	23	19	17	15	14	14	13	11	10
	20	21	21	21	22	22	24	27	21	17	15	15	14	13	11	10
	20	20	21	21	23	25	27	27	21	17	15	14	14	13	11	10
Diverge to Express Lanes	20	21	22	22	24	27	25	25	20	17	15	14	14	13	11	10
Diverge to San Jose Boulevard	25	27	27	28	28	29	32	27	20	14	12	13	16	16	14	12
Between San Jose Boulevard On/Off Ramps	22	24	24	24	24	29	40	29	20	9	8	10	14	15	13	11
Merge from San Jose Boulevard Southbound	18	20	21	22	25	32	40	37	29	8	7	9	11	12	11	9
Between San Jose Boulevard On Ramps	24	28	33	35	39	48	59	57	40	12	9	11	15	16	14	12
Merge from San Jose Boulevard Northbound	24	28	36	41	39	45	53	55	46	18	10	11	14	14	12	11
Between San Jose Boulevard and Old St. Augustine Road	33	39	44	48	46	49	53	56	64	28	13	15	19	19	17	14
	31	35	37	38	38	38	40	47	78	37	13	15	19	19	17	14
	30	34	36	37	38	40	39	52	87	59	14	15	18	19	17	14
Diverge to Old St. Augustine Road	30	32	34	35	35	35	36	54	88	71	18	15	18	19	17	15
Between Old St. Augustine Road Off/On Ramps	23	24	24	25	24	25	30	68	116	112	32	11	14	15	14	12
	23	24	24	25	24	25	43	86	123	129	70	13	14	15	14	12
Merge from Old St. Augustine Road	21	22	22	23	22	29	64	115	140	144	138	56	14	14	13	11
Merge from Express Lanes	17	18	18	18	19	38	79	102	113	115	111	104	58	21	10	9
Between Express Lanes Egress and I-95	17	18	18	19	25	50	81	96	104	102	95	94	91	52	12	9
	17	19	18	22	35	63	77	96	96	94	86	85	81	62	21	9
Diverge to Northbound I-95	17	18	18	27	53	73	85	99	94	89	84	87	82	69	36	9
Between I-95 On Ramps	13	14	14	14	15	16	16	17	17	18	17	16	14	12	8	7
	16	17	17	17	18	17	16	16	16	17	17	17	14	13	10	8
	22	23	24	24	24	23	21	21	21	23	23	23	19	18	14	11
Diverge to Southbound I-95	22	23	24	24	24	22	21	21	20	22	22	22	19	18	14	11
Between I-95 Off/On Ramps	13	14	14	15	14	14	13	12	13	14	14	12	11	11	9	7
	13	14	15	15	14	14	13	12	13	14	14	13	11	11	9	7
	13	14	14	15	14	14	13	12	13	14	14	13	11	11	9	7
Merge from I-95	12	13	13	13	13	12	12	12	12	13	13	11	10	10	9	7
Diverge to Philips Highway	13	14	14	14	14	13	13	12	13	13	14	12	11	11	9	7
Between Philips Highway On/Off Ramps	11	12	12	12	12	11	11	11	11	11	11	10	9	9	8	6
Merge from Philips Highway	10	11	11	11	11	10	10	10	10	10	10	9	8	8	7	5
East of Philips Highway	13	14	14	14	14	14	14	13	13	13	13	12	11	10	9	7
	13	14	14	14	14	14	14	13	13	13	13	12	11	10	9	7
	13	14	14	14	14	14	14	13	13	13	13	12	11	11	9	7
	13	14	14	14	14	14	14	13	13	13	13	12	11	11	9	7
	13	14	14	14	14	14	14	13	13	13	13	12	11	11	9	7

I-295 Westbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
East of Philips Highway	11	11	12	12	12	12	12	12	10	9	9	8	8	7	6	5
	11	11	12	12	12	12	12	12	10	9	9	8	8	7	6	5
	11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
	11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
	11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
Diverge to Philips Highway	8	9	9	9	9	9	9	9	8	7	6	6	6	6	5	4
Between Philips Highway On/Off Ramps	9	9	9	9	10	10	9	10	8	7	7	6	6	6	5	4
Merge from Philips Highway	9	9	9	9	10	10	10	10	8	8	7	7	6	6	5	4
Diverge to Northbound I-95	9	9	9	9	9	10	9	9	8	7	7	6	6	6	5	4
Between I-95 Off Ramps	10	10	11	11	11	11	11	11	10	9	8	7	7	7	6	5
	10	10	11	11	11	11	11	11	10	9	8	7	7	7	6	5
Diverge to Southbound I-95	8	8	8	8	8	9	8	8	7	7	6	6	6	5	4	4
Diverge to Express Lanes	8	9	9	9	9	10	9	9	9	7	7	6	6	6	5	4
Between EL Ingress and I-95 On Ramp	10	11	11	11	12	12	12	12	10	9	9	8	8	7	6	5
Merge from I-95	11	12	12	12	12	11	12	12	11	10	10	9	8	8	8	7
Between I-95 and EL Ingress	11	11	12	12	12	11	11	12	11	10	10	9	8	8	8	7
Diverge to Express Lanes	11	12	12	12	12	12	12	12	11	10	10	9	8	8	8	7
Between EL Ingress and Old St. Augustine Road	15	16	16	16	15	16	15	16	15	14	13	12	11	11	11	10
	15	16	16	16	16	16	15	16	15	14	13	12	11	11	11	10
Diverge to Old St. Augustine Road	15	16	16	16	16	16	15	16	15	14	13	12	11	11	11	10
Between Old St. Augustine Road On/Off Ramps	17	18	18	19	18	18	18	18	17	16	15	14	13	13	12	11
	17	18	19	19	18	18	18	18	18	16	15	14	13	13	12	11
Merge from Old St. Augustine Road	18	19	20	19	19	19	19	19	18	15	14	15	14	14	12	11
Between Old St. Augustine Road and San Jose Boulevard	23	24	26	25	25	25	25	25	23	20	19	20	18	18	16	14
	23	24	26	25	25	25	24	25	23	20	19	20	19	18	16	14
Diverge to San Jose Boulevard Northbound	23	24	26	25	25	25	24	25	23	20	19	19	19	18	16	14
Between San Jose Boulevard Off Ramps	21	21	23	22	22	22	21	22	20	18	17	17	17	16	15	13
Diverge to San Jose Boulevard Southbound	16	16	17	17	16	17	16	16	15	14	13	13	13	12	11	10
Between San Jose Boulevard Off Ramp and EL Egress	17	17	18	18	17	18	17	18	17	15	14	14	14	13	12	10
Merge from Express Lanes	12	13	13	13	13	13	13	13	12	11	10	10	10	9	9	8
Merge from San Jose Boulevard	13	14	14	14	14	14	14	14	13	11	11	11	10	9	9	8
West of San Jose Boulevard	15	16	16	16	16	16	16	16	15	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	15	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	15	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	15	13	12	12	12	11	10	9
	15	16	16	16	16	17	16	16	15	14	12	12	12	11	10	9
	15	16	16	16	16	17	16	16	16	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	16	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	16	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	16	16	13	12	12	12	11	10	9
	15	16	16	16	16	16	16	17	16	13	12	12	12	11	10	9

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – AM Peak Period Heat Maps	Figure 7-11
			Page 3 of 3

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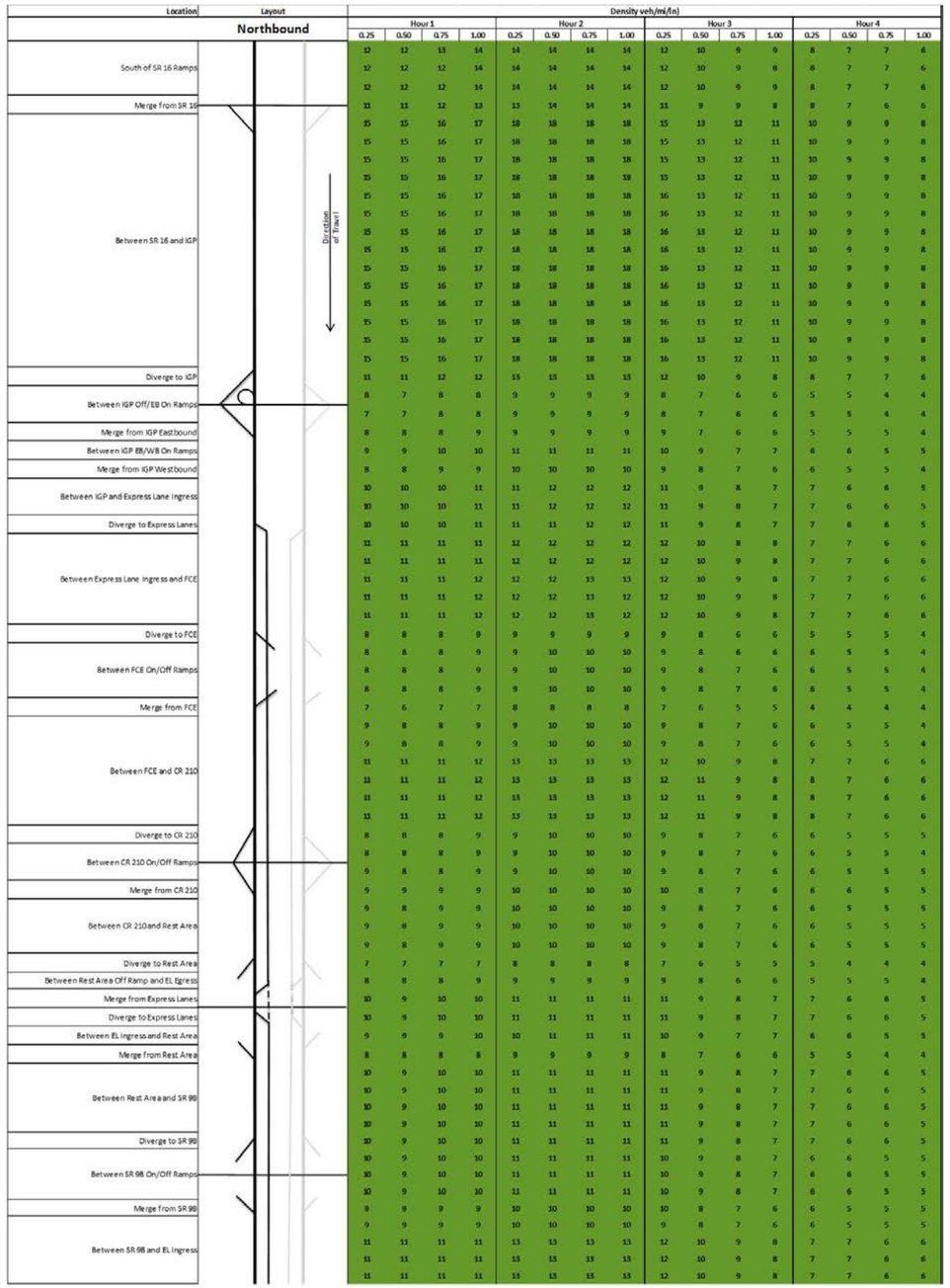
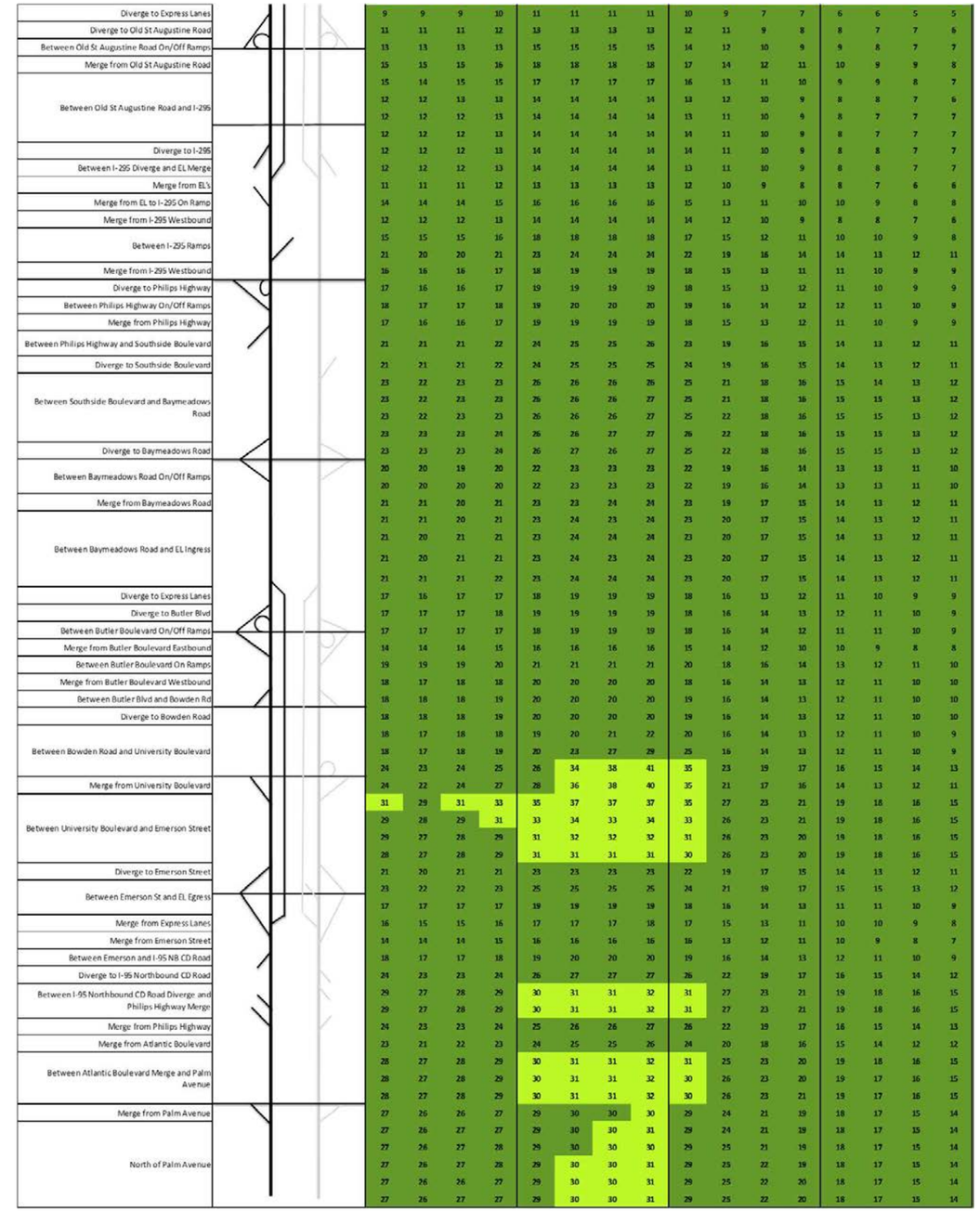
I-95 Northbound





Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Heat Maps
		Figure 7-12
		Page 1 of 3

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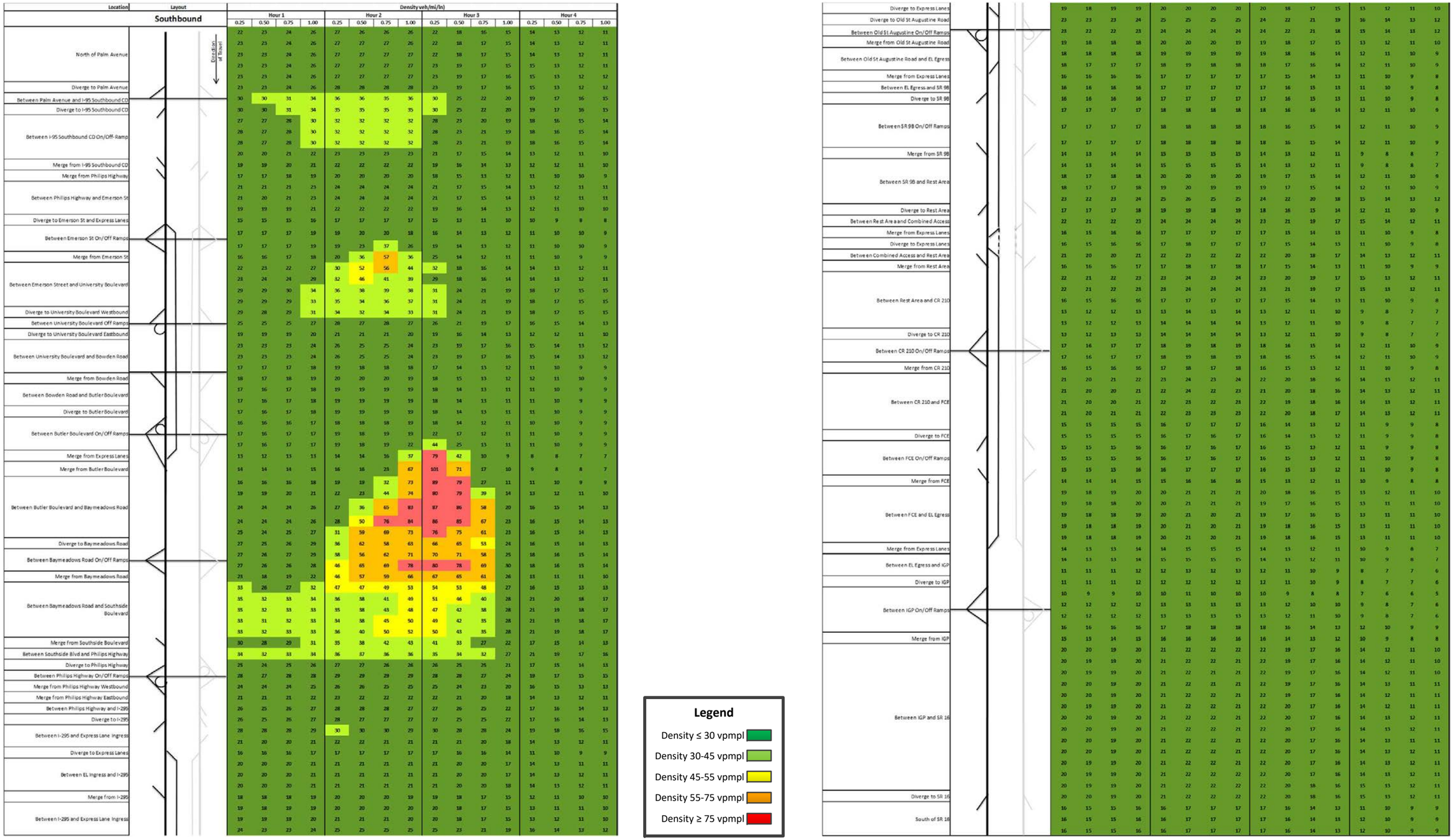
I-95 Southbound



Location	Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
North of Palm Avenue	22	23	24	26	27	26	26	26	22	18	16	15	14	13	12	11
	23	23	24	26	27	27	27	26	22	18	17	15	14	13	12	11
	23	23	24	26	27	27	27	27	22	18	17	15	14	13	12	11
	23	23	24	26	27	27	27	27	23	19	17	15	15	13	12	11
Diverge to Palm Avenue	23	23	24	26	27	27	27	27	23	19	17	16	15	13	12	12
Between Palm Avenue and I-95 Southbound CD	23	23	24	26	28	28	28	28	23	19	17	16	15	13	12	12
Diverge to I-95 Southbound CD	30	30	31	34	36	36	35	36	30	25	22	20	19	17	16	15
Between I-95 Southbound CD On/Off-Ramp	30	30	31	34	35	35	35	35	30	25	22	20	19	17	16	15
	27	27	28	30	32	32	32	32	28	23	20	19	18	16	15	14
	28	27	28	30	32	32	32	32	28	23	21	19	18	16	15	14
	28	27	28	30	32	32	32	32	28	23	21	19	18	16	15	14
Merge from I-95 Southbound CD	20	20	21	22	23	23	23	23	21	17	15	14	13	12	11	10
Merge from Philips Highway	19	19	20	21	22	22	22	22	19	16	14	13	12	12	11	10
Between Philips Highway and Emerson St	17	17	18	19	20	20	20	20	18	15	13	12	11	10	10	9
	21	21	21	23	24	24	24	24	21	17	15	14	13	12	11	11
	21	20	21	23	24	24	24	24	21	17	15	14	13	12	11	11
	19	19	19	21	22	22	22	22	19	16	14	13	12	11	10	10
Diverge to Emerson St and Express Lanes	15	15	15	16	17	17	17	17	15	13	11	10	10	9	8	8
Between Emerson St On/Off Ramps	17	17	17	19	19	20	20	18	16	14	13	12	11	10	10	9
	17	17	17	19	19	23	37	26	19	14	13	12	11	10	10	9
Merge from Emerson St	16	16	17	18	20	36	57	36	25	14	12	11	11	10	9	9
Between Emerson Street and University Boulevard	22	23	22	27	30	52	56	44	32	18	16	14	14	13	12	11
	23	24	24	29	32	46	41	39	29	18	16	14	14	13	12	11
	29	29	30	34	36	38	39	38	31	24	21	19	18	17	15	15
	29	29	29	33	35	34	36	37	31	24	21	19	18	17	15	15
Diverge to University Boulevard Westbound	29	28	29	31	34	32	34	33	31	24	21	19	18	17	15	15
Between University Boulevard Off Ramps	25	25	25	27	28	27	28	27	26	21	19	17	16	15	14	13
Diverge to University Boulevard Eastbound	19	19	19	20	21	21	21	20	19	16	14	13	12	12	11	10
Between University Boulevard and Bowden Road	23	23	23	24	26	25	25	24	23	19	17	16	15	14	13	12
	23	23	23	24	26	25	25	24	23	19	17	16	15	14	13	12
	17	17	17	18	19	18	18	18	17	14	13	12	11	10	9	9
Merge from Bowden Road	18	17	18	19	20	20	20	19	18	15	13	12	12	11	10	9
Between Bowden Road and Butler Boulevard	17	16	17	18	19	19	19	19	18	14	13	11	11	10	9	9
	17	16	17	18	19	19	19	19	18	14	13	11	11	10	9	9
Diverge to Butler Boulevard	17	16	17	18	19	19	19	19	18	14	13	11	11	10	9	9
Between Butler Boulevard On/Off Ramps	16	16	16	17	18	18	18	19	18	14	12	11	10	10	9	9
	17	16	17	17	19	18	19	19	22	17	12	11	11	10	9	9
	17	16	17	17	19	18	19	22	44	25	13	11	11	10	9	9
Merge from Express Lanes	13	12	13	13	14	14	16	37	79	42	10	9	8	8	7	7
Merge from Butler Boulevard	14	14	14	15	16	16	23	67	101	71	17	10	9	8	8	7
Between Butler Boulevard and Baymeadows Road	16	16	16	18	19	19	32	73	89	79	27	11	11	10	9	9
	19	19	20	21	22	23	44	74	80	79	39	14	13	12	11	10
	24	24	24	26	27	36	65	83	87	86	58	20	16	15	14	13
	24	24	24	26	28	50	76	84	86	85	67	23	16	15	14	13
	25	24	25	27	31	59	69	73	76	75	61	23	16	15	14	13
Diverge to Baymeadows Road	27	25	26	29	36	62	58	63	66	65	53	24	16	15	14	13
Between Baymeadows Road On/Off Ramps	27	26	27	29	38	56	62	71	70	71	58	25	18	16	15	14
	27	26	26	28	46	65	69	78	80	78	69	30	18	16	15	14
Merge from Baymeadows Road	23	18	19	22	46	57	59	66	67	65	61	26	13	11	11	10
Between Baymeadows Road and Southside Boulevard	33	26	27	32	47	47	49	53	54	53	48	27	16	15	13	13
	35	32	33	34	36	38	41	49	51	46	40	28	21	20	18	17
	35	32	33	33	35	38	43	48	47	42	38	28	21	19	18	17
	33	31	32	33	34	38	45	50	49	42	35	28	21	19	18	17
	33	32	33	33	36	40	50	52	50	43	35	28	21	19	18	17
Merge from Southside Boulevard	30	28	29	31	35	38	42	43	41	33	27	22	17	15	14	13
Between Southside Blvd and Philips Highway	34	32	33	34	36	37	36	36	35	34	32	27	21	19	17	16
Diverge to Philips Highway	25	24	25	26	27	27	26	26	26	25	25	21	17	15	14	13
Between Philips Highway On/Off Ramps	28	27	28	28	29	29	29	29	28	28	27	24	19	17	15	15
Merge from Philips Highway Westbound	24	24	24	25	26	26	25	25	25	24	23	20	16	15	13	13
Merge from Philips Highway Eastbound	21	21	21	22	23	22	22	22	22	21	20	18	14	13	12	11
Between Philips Highway and I-295	26	25	26	27	28	28	28	27	27	26	25	22	17	16	14	13
Diverge to I-295	26	25	26	27	28	27	27	27	27	25	25	22	17	16	14	13
Between I-295 and Express Lane Ingress	28	28	28	29	30	30	30	29	30	28	28	24	19	18	16	15
	21	20	20	21	22	22	21	21	21	21	20	18	14	13	12	11
Diverge to Express Lanes	16	16	16	17	17	17	17	17	17	16	16	14	11	10	9	9
Between EL Ingress and I-295	20	20	20	21	21	21	21	21	21	20	20	17	14	13	11	11
	20	20	20	21	21	21	21	21	21	20	20	17	14	13	12	11
	20	20	20	21	21	21	21	21	21	20	20	18	14	13	12	11
Merge from I-295	18	18	18	19	20	20	20	19	19	18	17	15	12	11	10	10
Between I-295 and Express Lane Ingress	19	18	19	19	20	20	20	20	20	18	17	15	13	11	11	10
	19	19	19	20	21	21	21	20	20	18	17	15	13	12	11	10
	24	23	23	24	25	25	25	25	25	23	21	19	16	14	13	12
Diverge to Express Lanes	19	18	19	19	20	20	20	20	20	18	17	15	13	12	11	10
Diverge to Old St Augustine Road	23	23	23	24	25	25	25	25	24	22	21	19	16	14	13	12
Between Old St Augustine On/Off Ramps	23	22	22	23	24	24	24	24	24	22	21	18	15	14	13	12
Merge from Old St Augustine Road	19	18	18	18	20	20	20	19	19	18	17	15	13	12	11	10
Between Old St Augustine Road and EL Egress	18	18	18	18	19	19	19	19	19	18	16	14	12	11	10	9
	18	17	17	17	18	19	18	18	18	17	16	14	12	11	10	9
Merge from Express Lanes	16	16	16	16	17	17	17	17	17	15	14	13	11	10	9	8
Between EL Egress and SR 9B	16	16	16	16	17	17	17	17	17	16	15	13	11	10	9	8
Diverge to SR 9B	16	16	16	16	17	17	17	17	17	16	15	13	11	10	9	8
Between SR 9B On/Off Ramps	17	17	17	17	18	18	18	18	18	16	16	14	12	11	10	9
	17	17	17	17	18	18	18	18	18	16	15	14	12	11	10	9
	17	17	17	17	18	18	18	18	18	16	15	14	12	11	10	9
Merge from SR 9B	14	13	14	14	15	15	15	15	14	13	12	11	9	8	8	7
Between SR 9B and Rest Area	14	13	14	14	15	15	15	15	14	13	12	11	9	8	8	7
	18	17	18	18	20	20	19	20	19	17	15	14	12	11	10	9
	18	17	17	18	19	20	19	19	19	17	15	14	12	11	10	9
	23	22	23	24	25	26	25	25	24	22	20	18	15	14	13	12
Diverge to Rest Area	17	17	17	18	19	19	18	19	18	16	15	14	12	11	10	9
Between Rest Area and Combined Access	22	21	22	23	24	24	24	24	23	21	19	17	15	14	12	11
Merge from Express Lanes	16	15	16	16	17	17	17	17	17	15	14	13	11	10	9	8
Diverge to Express Lanes	16	15	16	16	17	18	17	17	17	15	14	13	11	10	9	8
Between Combined Access and Rest Area	21	20	20	21	22	23	22	22	22	20	18	17	14	13	12	11
Merge from Rest Area	16	16	16	17	17	18	17	18	17	15	14	13	11	10	9	9
Between Rest Area and CR 210	22	21	22	23	23	24	23	24	23	20	19	17	15	13	12	11
	22	21	22	23	23	24	24	24	23	21	19	17	15	13	12	11
	16	15	16	16	17	17	17	17	17	15	14	13	11	10	9	8
	13	12	12	13	13	14	13	14	13	12	11	10	9	8	7	7
	13	12	12	13	14	14	14	14	13	12	11	10	9	8	7	7
Diverge to CR 210	13	12	13	13	14	14	14	14	13	12	11	10	9	8	7	7
Between CR 210 On/Off Ramps	17	16	17	17	18	19	18	19	18	16	15	14	12	11	10	9
	17	16	17	17	18	19	18	19	18	16	15	14	12	11	10	9
Merge from CR 210	16	15	16	16	17	18	17	18	16	15	13	12	11	10	9	8
Between CR 210 and FCE	21	20	21	22	23	24	23	24	22	20	18	16	14	13	12	11
	21	20	20	21	22	24	22	23	21	20	18	16	14	13	12	11
	21	20	20	21	22	23	22	23	22	19	18	16	14	13	12	11
	21	20	21	21	22	23	23	23	22	20	18	17	14	13	12	11
Diverge to FCE	15	15	15	15	16	17	17	17	16	14	13	12	11	9	9	8
Between FCE On/Off Ramps	15	15	15	15	16	17	16	17	16	14	13	12	11	9	9	8
	15	15	15	16	16	17	16	17	16	15	13	12	11	9	9	8
	15	15	15	16	16	17	16	17	16	15	13	12	11	10	9	8
	15	15	15	16	16	17	17	17	16	15	15	12	11	10	9	8
Merge from FCE	14	14	14	15	15	16	16	16	15	13	12	11	10	9	8	8
Between FCE and EL Egress	19	18	19	20	20	21	21	21	20	18	16	15	13	12	11	10
	19	18	18	20	20	21	21	21	19	17	16	15	13	11	11	10
	19	18	18	19	20	21	20	21	19	17	16	15	13	11	11	10
	19	18	18	19	20	21	20	21	19	18	16	15	13	11	11	10
	19	18	18	19	20	21	20	21	19	18	16	15	13	11	11	10
Merge from Express Lanes	14	13	13	14	14	15	15	15	14	13	12	11	10	9	8	7
Between EL Egress and IGP	14	13	13	14	15	15	15	15	14	13	12	11	10	9	8	7
Diverge to IGP	11	11	11	12	12	13	12	13	12	11	10	9	8	7	7	6
Between IGP On/Off Ramps	11	11	11	12	12	12	12	12	12	11	10	9	8	7	7	6
	10	9	9	10	10	11	10	10	10	9	8	8	7	6	6	5
	12	12	12	12	13	13	13	13	13	12	10	10	9	8	7	6
	12	12	12	12	13	13	13	13	13	12	11	10	9	8	7	6
	16	16	16	16	17	18	18	18	18	16	14	13	12	10	9	9
Merge from IGP	15	15	14	15	16	16	16	16	16	14	13	12	10	9	8	8
Between IGP and SR 16	20	20	19	20	21	22	22	22	22	19	17	16	14	12	11	10
	20	19	19	20	21	22	22	21	22	19	17	16	14	12	11	10
	20	19	19	20	21	22	21	21	22	19	17	16	14	12	11	10
	20	20	19	20	21	22	21	21	22	19	17	16	14	13	11	11
	20	20	19	20	21	22	22	21	22	19	17	16	14	12	11	11
	20	19	19	20	21	22	22	21	22	20	17	16	14	12	11	11
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	20	20	19	20	21	22	22	21	22	20	17	16	14	13	11	11
	20	20	19	20	21	22	22	21	22	20	17	16	14	13	12	11
	20	19	19	20	21	22	22	21	22	20	17	16	14	13	12	11
	20	19	19	20	21	22	22	22	22	20	17	16	14	13	12	11
	20	19	19	20	21	22	22	22	22	20	18	16	15	13	12	11
Diverge to SR 16	20	20	19	20	21	22	22	22	22	20	18	16	15	13	12	11
South of SR 16	16	15	15	16	16	17	17	17	17	16	14	13	11	10	9	9
	16	15	15	16	16	17	17	17	17	16	14	13	12	10	9	9
	16	15	15	16	16	17	17	17	17	16	14	13	12	10	9	9

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Heat Maps	Figure 7-12
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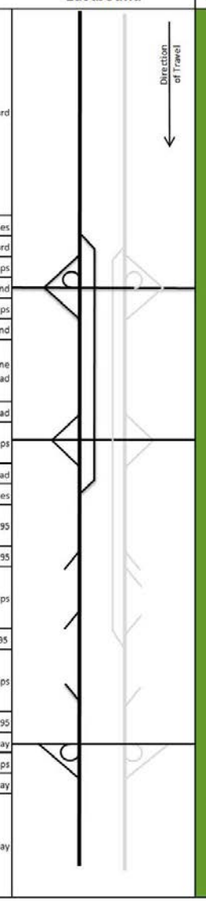
I-295 Eastbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
West of San Jose Boulevard	14	15	15	16	17	17	17	17	14	12	11	10	10	9	8	8
	14	15	15	17	17	17	17	17	14	12	11	10	10	9	8	8
	15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
	15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
	15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
	15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
	15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
	15	15	16	17	17	18	18	18	15	12	11	10	10	9	8	8
	15	15	16	17	18	18	18	18	15	13	11	10	10	9	8	8
	15	15	16	17	18	18	18	18	15	13	11	10	10	9	8	8
Diverge to Express Lanes	15	15	16	17	18	18	18	18	16	13	11	10	10	9	8	8
Diverge to San Jose Boulevard	20	20	21	22	23	24	23	24	20	17	15	14	13	12	11	10
Between San Jose Boulevard On/Off Ramps	16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	8
Merge from San Jose Boulevard Southbound	14	14	15	16	16	16	16	16	15	12	11	10	9	8	8	7
Between San Jose Boulevard On Ramps	18	19	19	21	22	22	22	22	19	16	14	13	12	11	10	10
Merge from San Jose Boulevard Northbound	17	17	18	19	20	20	20	20	17	14	12	12	11	10	9	9
Between San Jose Boulevard and Old St. Augustine Road	23	23	24	26	27	27	27	27	23	19	17	16	14	13	12	11
	22	23	24	25	27	26	27	26	23	19	17	16	14	13	12	11
	22	23	24	25	26	26	27	26	24	19	17	16	15	13	12	11
Diverge to Old St. Augustine Road	23	23	24	25	27	27	27	27	24	19	17	16	15	13	12	11
Between Old St. Augustine Road Off/On Ramps	17	17	17	19	20	19	20	19	18	14	13	12	11	10	9	9
	17	17	17	18	20	19	20	20	18	15	13	12	11	10	9	9
Merge from Old St. Augustine Road	15	15	15	16	17	17	17	17	15	13	11	10	10	9	8	8
Merge from Express Lanes	12	12	12	13	13	14	14	14	12	10	9	8	8	7	7	6
Between Express Lanes Egress and I-95	12	12	12	13	14	14	14	14	12	10	9	8	8	7	7	6
	12	12	12	13	14	14	14	14	13	10	9	8	8	7	7	6
Diverge to Northbound I-95	12	12	12	13	14	14	14	14	13	10	9	8	8	7	7	6
Between I-95 On Ramps	10	10	11	11	12	12	12	12	11	9	8	7	7	6	6	5
	13	13	13	14	16	17	16	16	14	11	10	9	9	8	7	7
	19	18	19	21	27	31	26	26	22	16	13	12	12	11	10	9
Diverge to Southbound I-95	20	19	20	22	27	31	27	27	24	16	14	12	12	11	10	9
Between I-95 Off/On Ramps	8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
	8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
	8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
Merge from I-95	8	8	8	9	9	10	9	9	9	7	7	6	6	5	5	4
Diverge to Philips Highway	8	8	8	9	9	10	10	10	9	8	7	6	6	5	5	4
Between Philips Highway On/Off Ramps	8	8	8	9	9	10	10	10	9	8	7	6	6	5	5	4
Merge from Philips Highway	8	8	8	9	9	10	9	9	9	7	6	6	5	5	5	4
East of Philips Highway	11	11	11	12	12	13	12	12	11	10	8	8	7	7	6	6
	11	11	11	12	12	13	12	12	11	10	9	8	7	7	6	6
	11	11	11	12	12	13	12	12	11	10	9	8	7	7	6	6
	11	11	11	11	12	13	12	13	11	10	9	8	7	7	6	6
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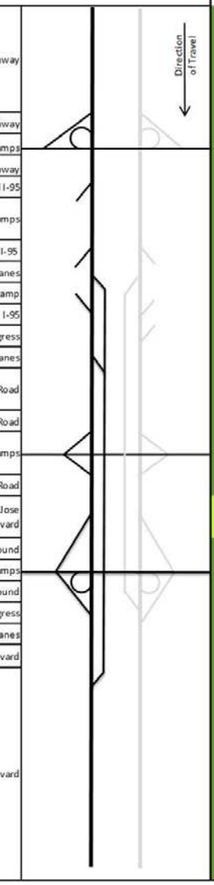
I-295 Westbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
East of Philips Highway	13	13	13	14	15	15	15	15	13	11	10	9	9	8	7	7
	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
Diverge to Phillips Highway	10	10	10	11	11	11	11	11	10	8	7	7	6	6	5	5
Between Phillips Highway On/Off Ramps	11	11	11	12	13	13	13	13	11	9	8	7	7	7	6	6
Merge from Phillips Highway	13	13	13	15	15	15	15	15	13	11	10	9	8	8	7	7
Diverge to Northbound I-95	12	12	13	14	14	14	14	14	13	10	9	9	8	7	7	6
Between I-95 Off Ramps	15	15	16	17	17	18	17	18	16	13	11	11	10	9	8	8
	15	15	16	17	17	18	17	18	16	13	11	11	10	9	8	8
Diverge to Southbound I-95	12	11	12	13	13	13	13	13	12	9	9	8	7	7	6	6
Diverge to Express Lanes	14	13	14	15	15	16	15	16	14	11	10	9	9	8	7	7
Between EL Ingress and I-95 On Ramp	17	16	17	18	19	19	18	19	16	14	13	11	11	10	9	8
Merge from I-95	15	15	15	16	16	16	17	16	15	14	13	12	10	9	9	8
Between I-95 and EL Ingress	15	15	15	16	16	16	17	16	15	14	13	12	10	9	9	8
Diverge to Express Lanes	15	15	15	16	17	17	17	17	16	14	13	12	10	9	9	8
Between EL Ingress and Old St. Augustine Road	21	20	21	22	23	23	23	22	21	19	17	16	14	13	12	11
	21	20	21	22	23	23	23	23	22	19	17	16	14	13	12	11
Diverge to Old St. Augustine Road	21	20	21	22	23	24	23	23	22	19	18	16	14	13	12	11
Between Old St. Augustine Road On/Off Ramps	23	22	23	24	25	25	27	26	24	21	19	18	15	14	13	12
	23	22	23	24	27	28	31	29	24	21	19	18	15	14	13	12
Merge from Old St. Augustine Road	24	23	24	27	33	36	36	33	26	20	18	16	14	13	12	11
Between Old St. Augustine Road and San Jose Boulevard	31	29	30	32	36	39	37	35	33	27	23	22	19	18	16	15
	30	29	30	31	35	38	36	34	32	27	24	22	19	18	16	15
Diverge to San Jose Boulevard Northbound	30	28	29	31	33	34	34	33	31	27	23	22	20	18	16	15
Between San Jose Boulevard Off Ramps	27	26	27	28	29	30	30	30	28	25	22	20	18	17	15	14
Diverge to San Jose Boulevard Southbound	20	19	20	21	22	22	22	22	21	18	16	15	14	12	11	11
Between San Jose Boulevard Off Ramp and EL Egress	22	21	22	23	24	24	24	24	23	20	18	17	15	14	13	12
Merge from Express Lanes	17	16	16	17	18	18	18	18	17	15	13	13	11	10	9	9
Merge from San Jose Boulevard	16	16	16	17	18	18	18	19	17	15	13	12	11	10	9	8
	19	18	18	19	20	21	21	21	20	17	14	14	12	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	12	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	12	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	12	11	10	10
West of San Jose Boulevard	19	18	18	19	20	21	21	21	20	17	15	14	13	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	13	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	13	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	13	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	13	11	10	10
	19	18	18	19	20	21	21	21	20	17	15	14	13	12	11	10

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Original Build Alternative – PM Peak Period Heat Maps	Figure 7-12
			Page 3 of 3

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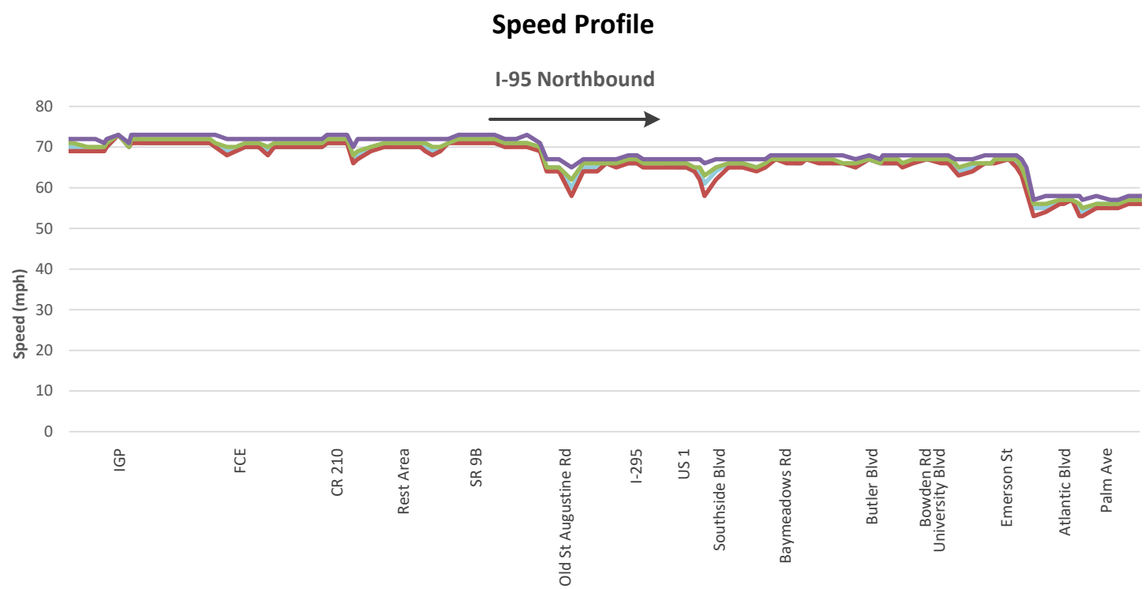

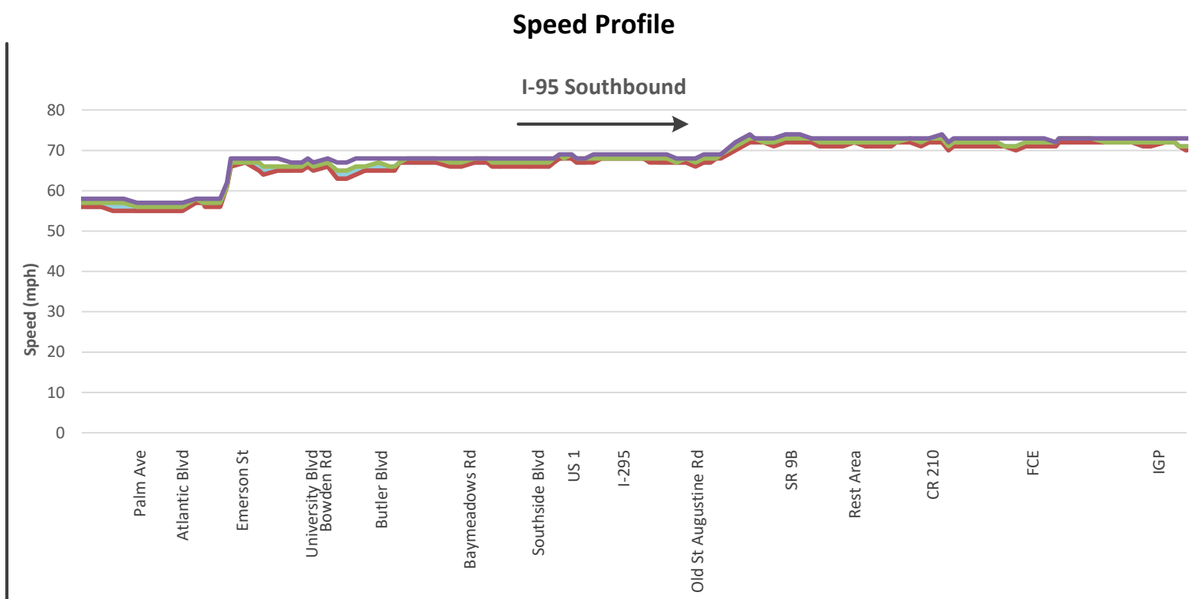

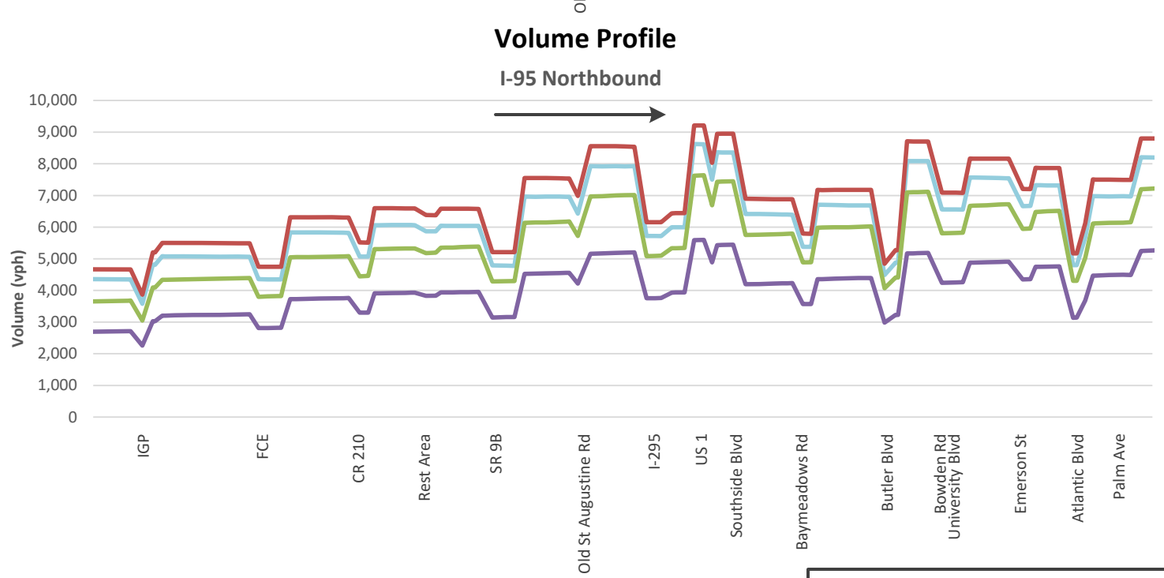

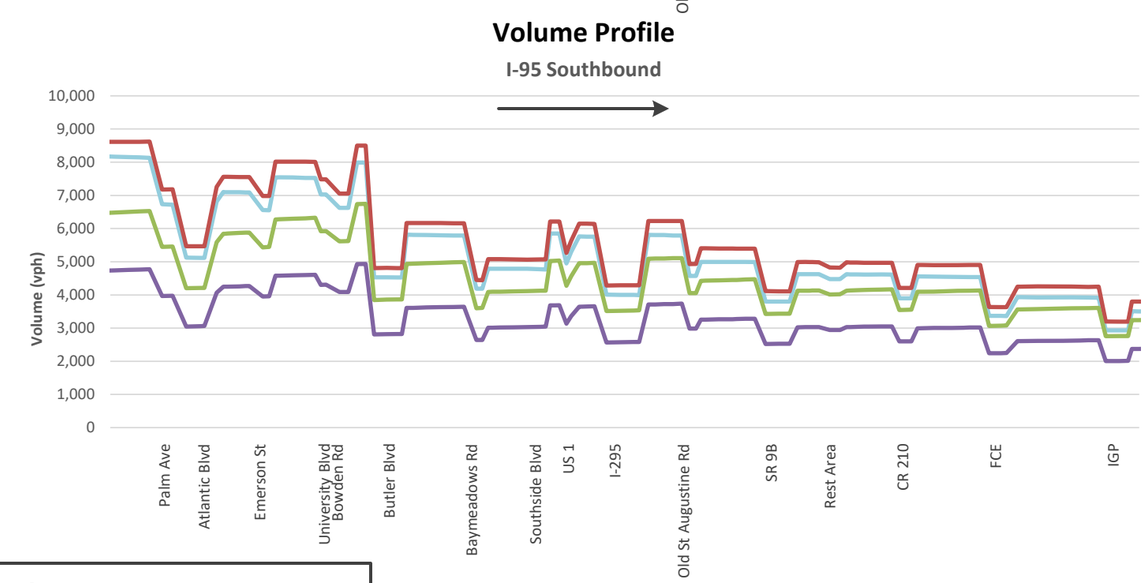

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-13
			Page 1 of 2

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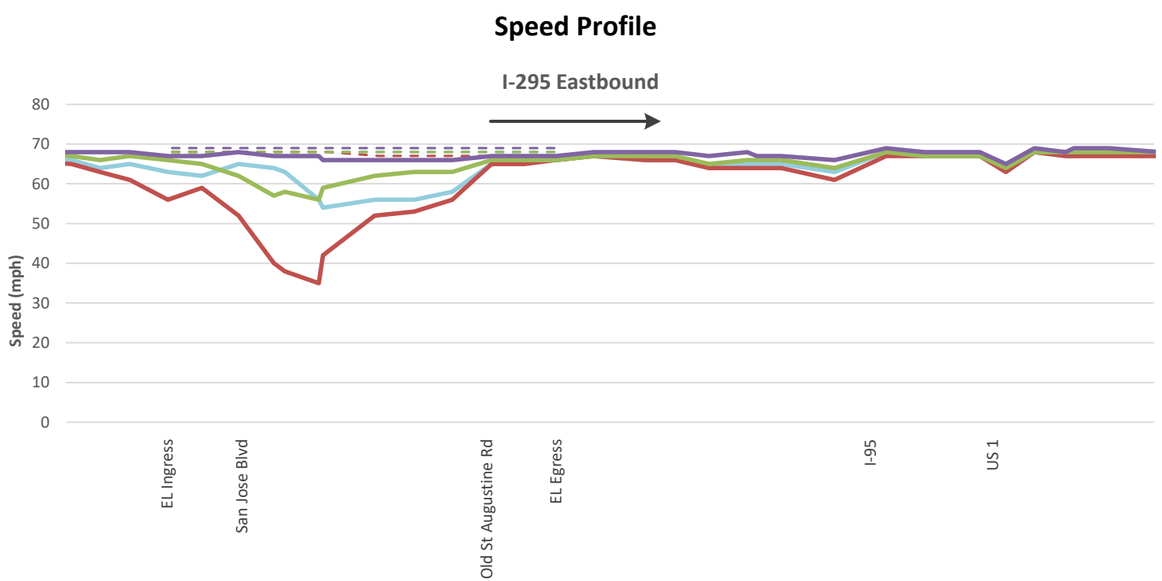

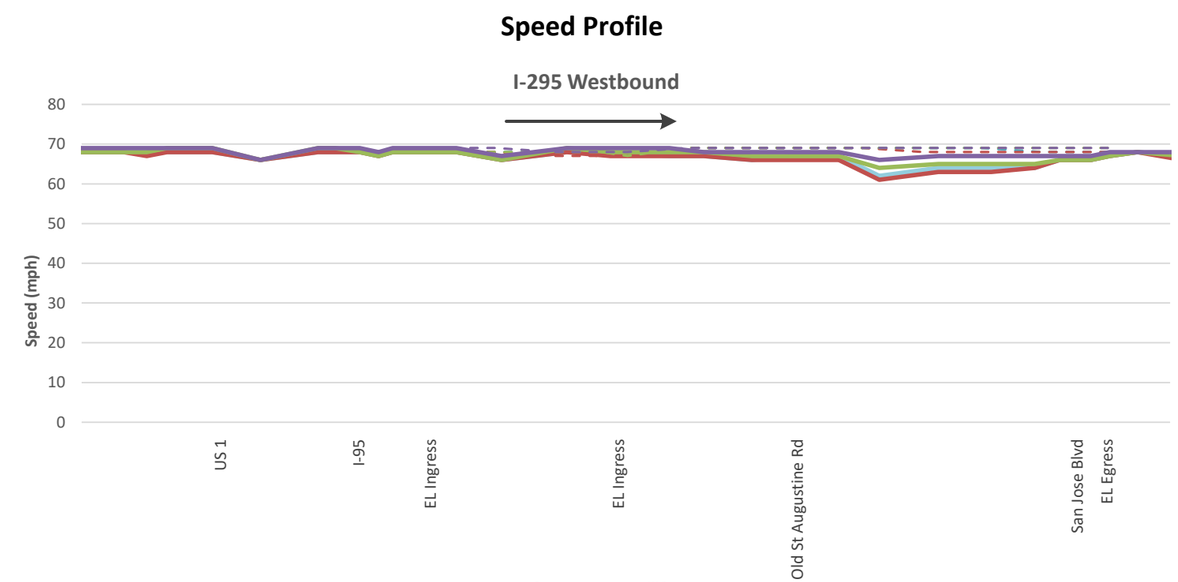

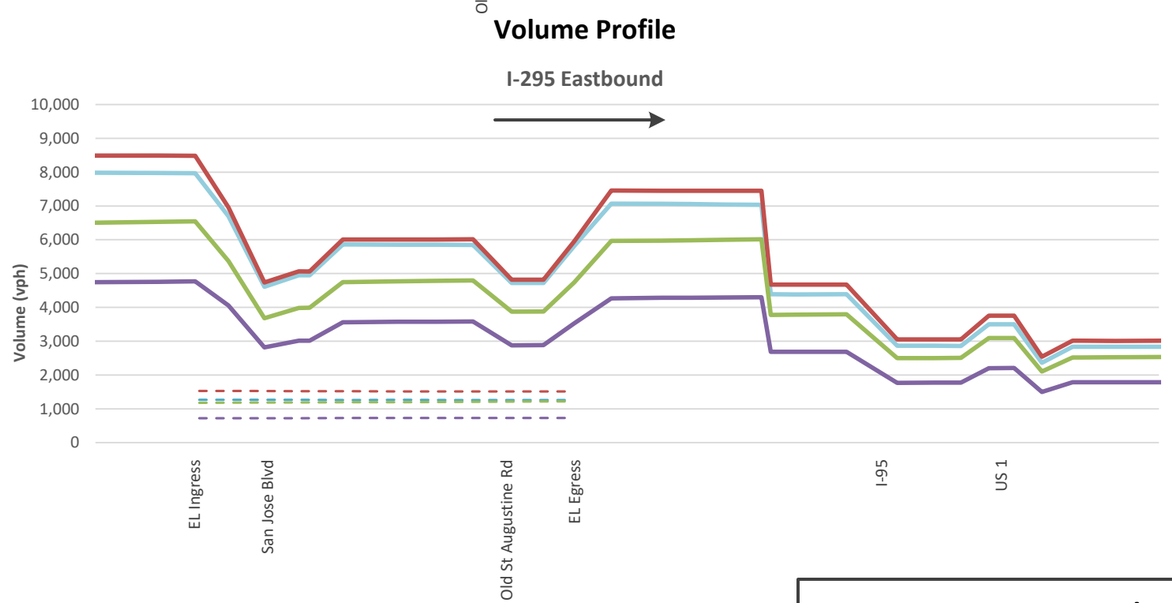

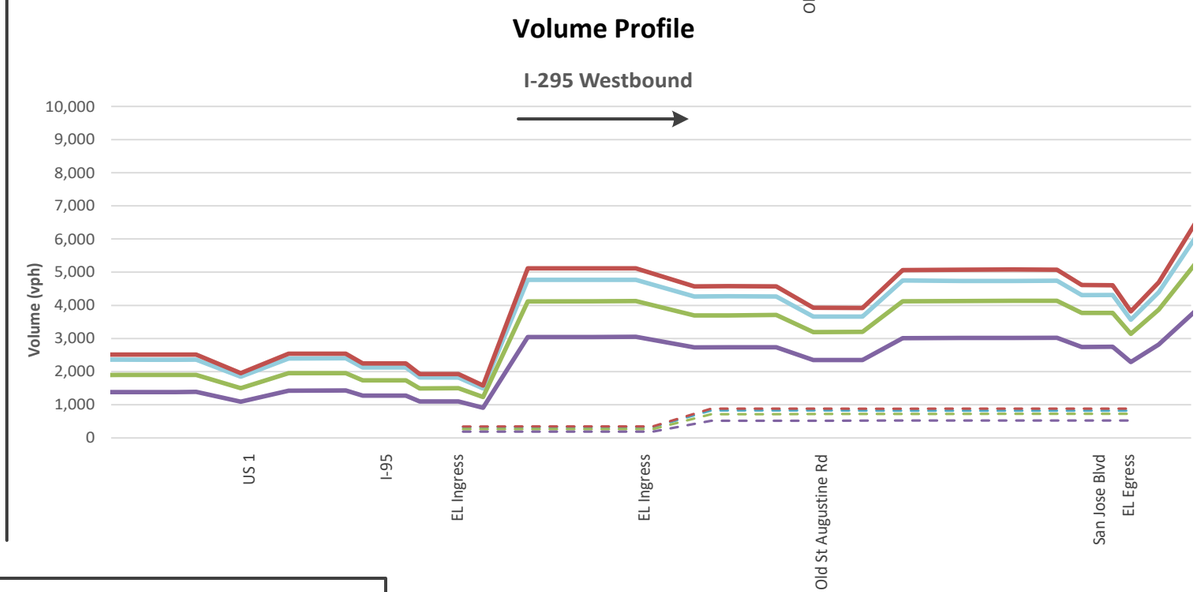

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-13
			Page 2 of 2

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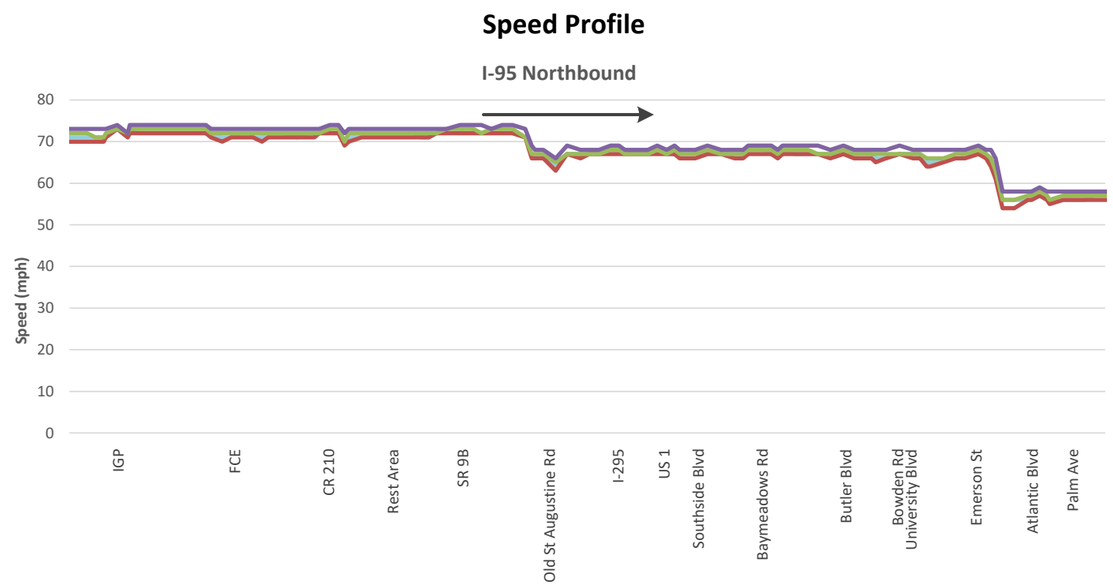

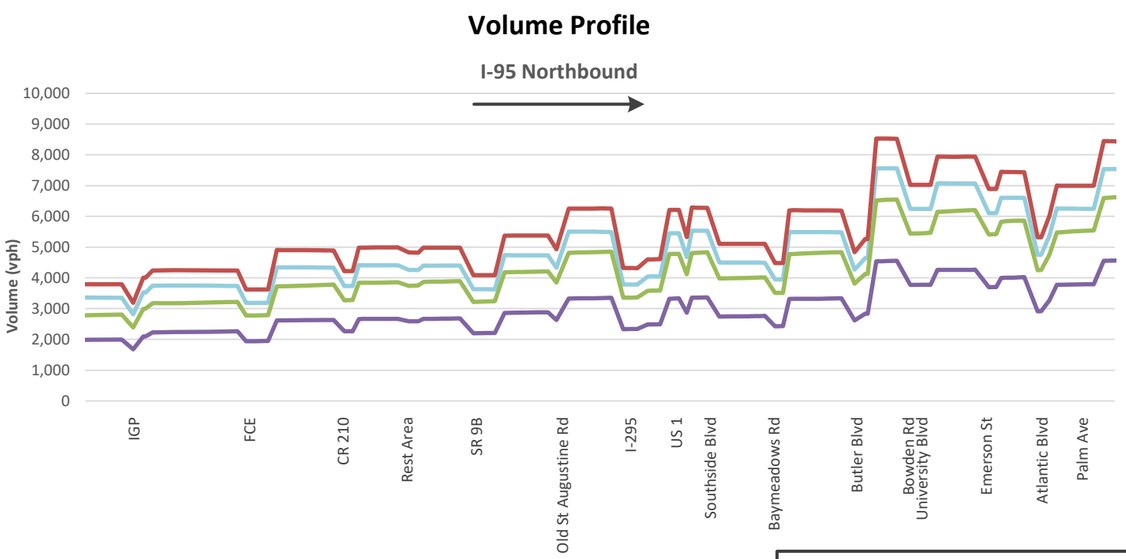

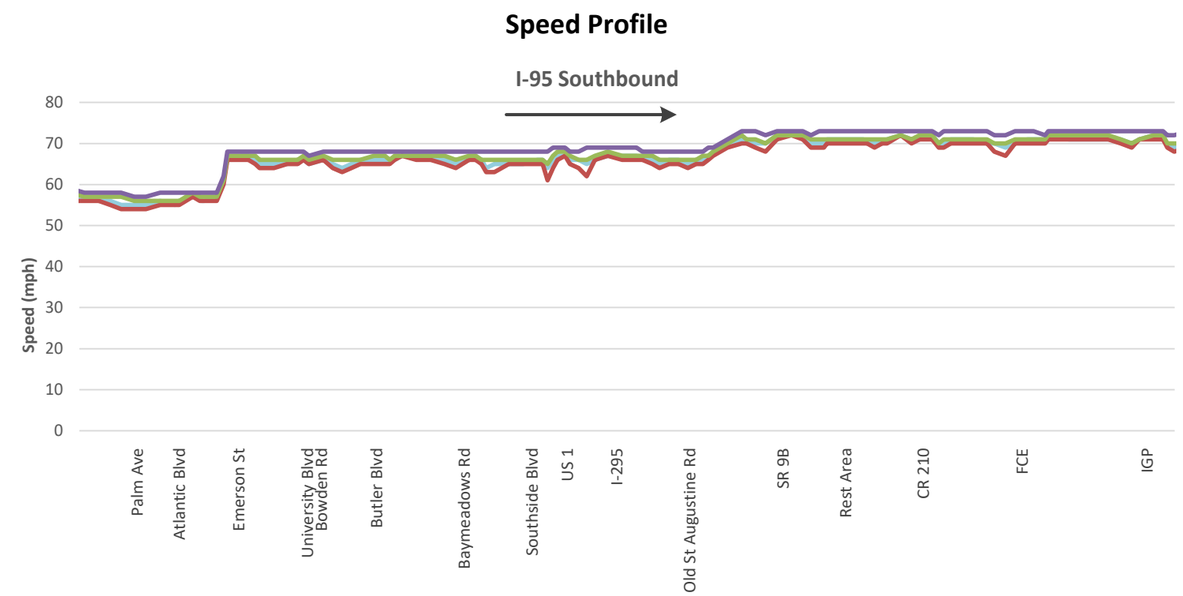

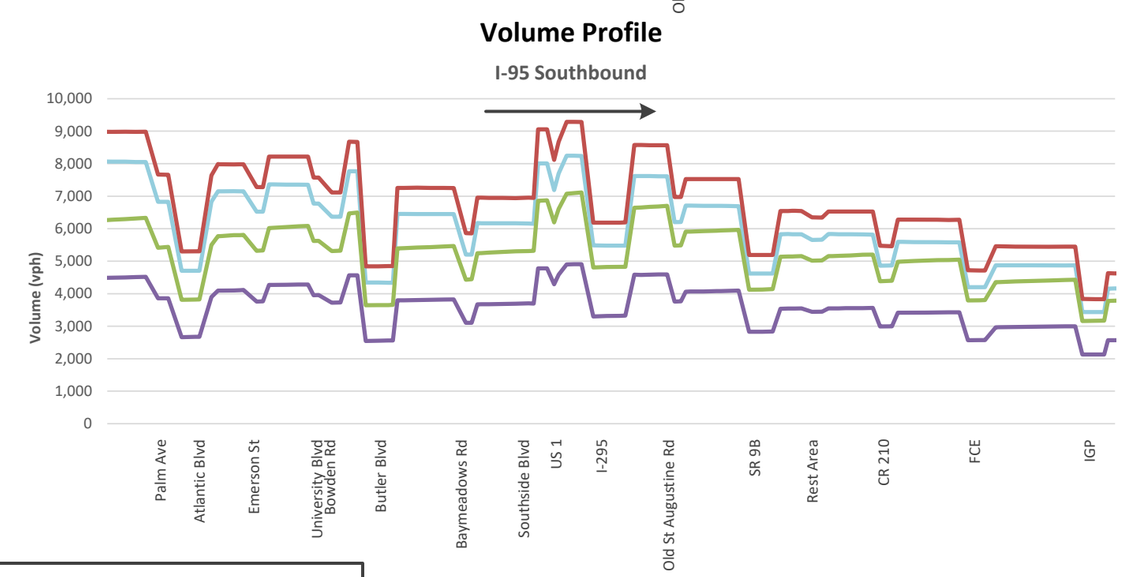

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-14
			Page 1 of 2

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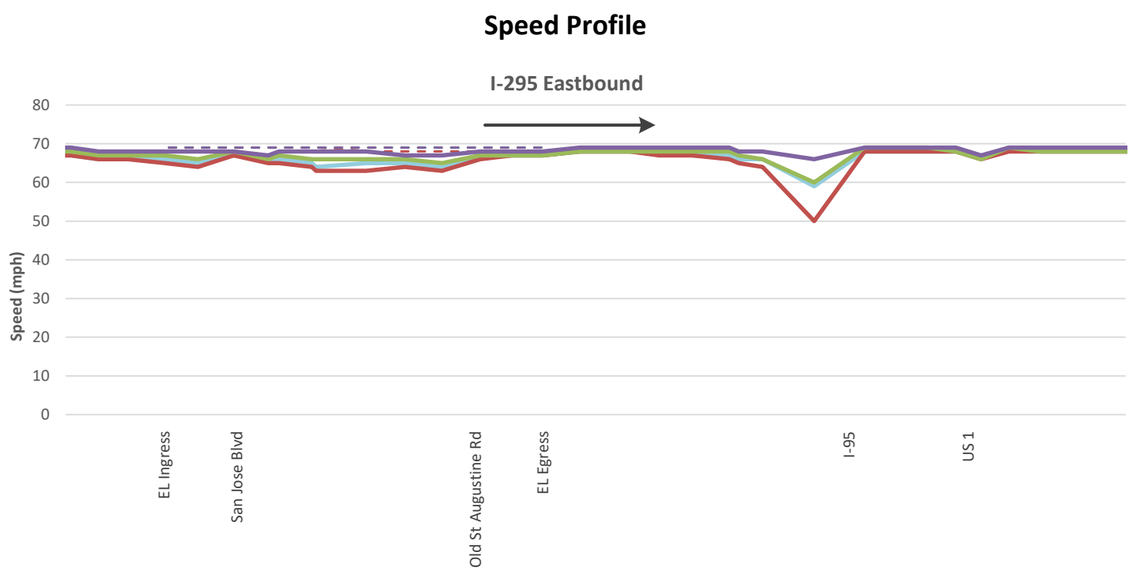

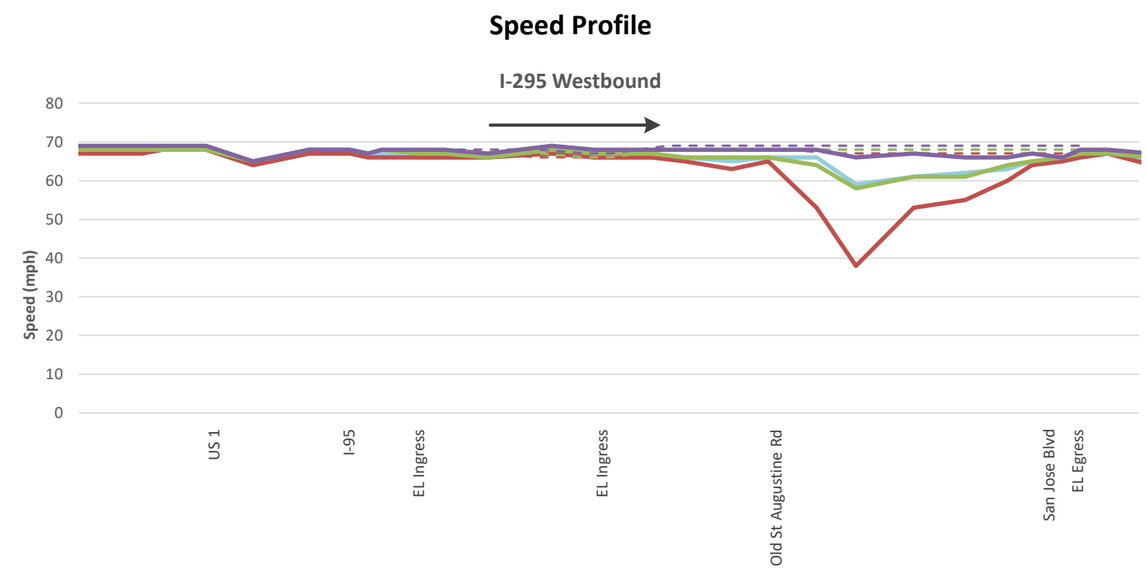

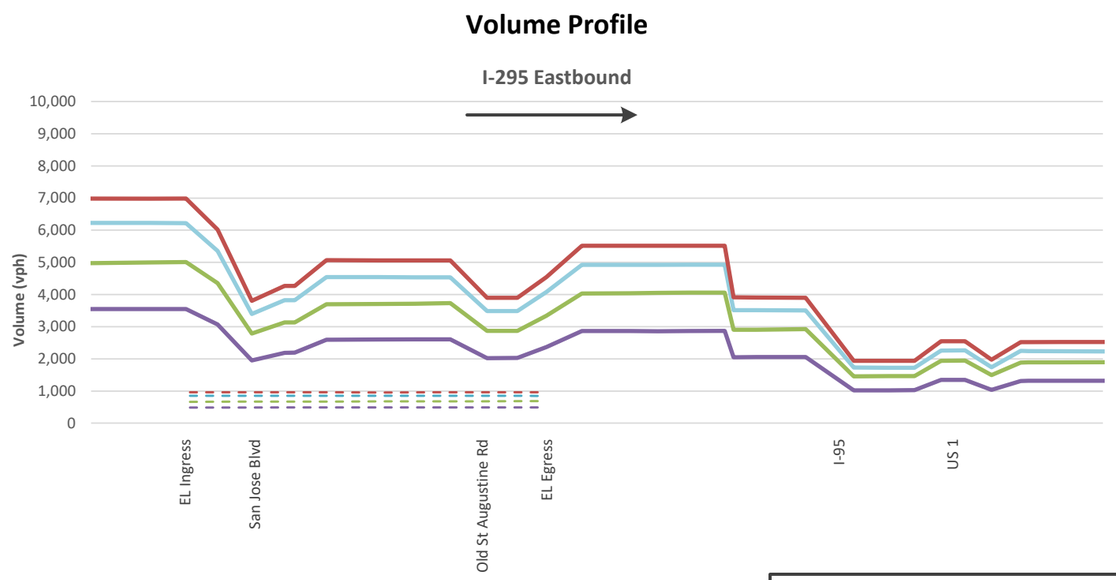

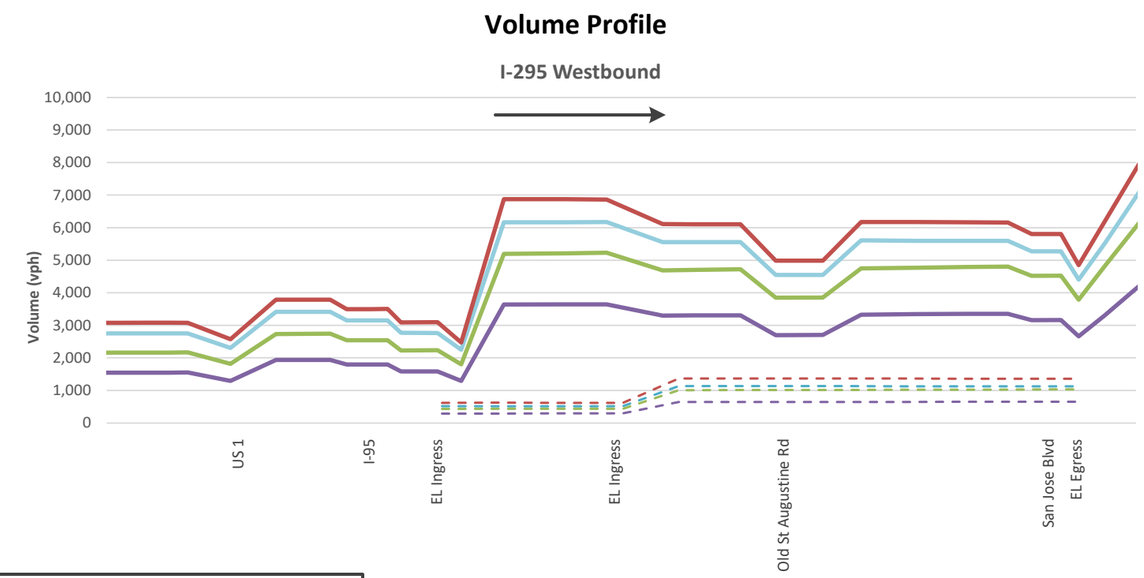

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-14
			Page 2 of 2

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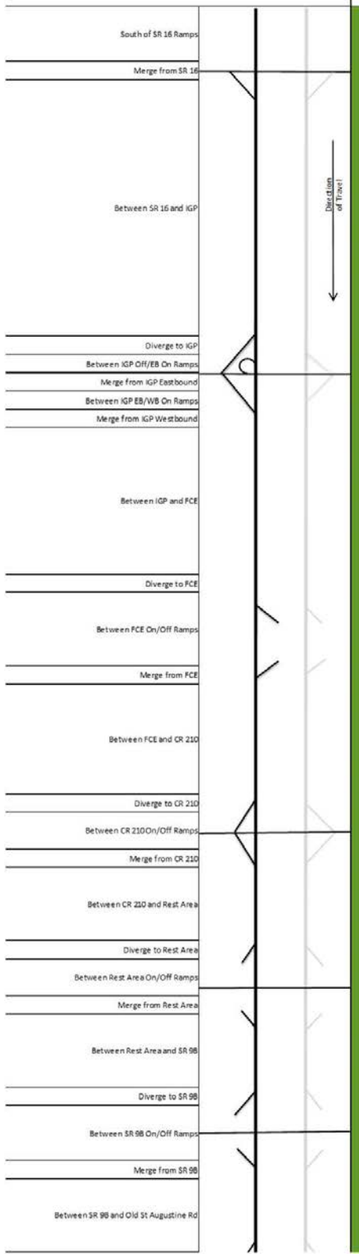
I-95 Northbound



Location	Density veh/mi/ln)															
Northbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
South of SR 16 Ramps	16	16	17	17	18	18	18	17	15	13	12	12	11	10	9	8
	16	16	16	17	17	17	17	17	15	13	12	12	11	10	9	8
	16	16	17	17	17	17	17	17	15	13	12	12	11	10	9	8
Merge from SR 16	15	16	16	16	17	17	17	17	14	13	12	11	11	10	8	7
Between SR 16 and IGP	21	21	22	22	23	23	23	23	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	19	17	16	15	14	13	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	15	13	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	15	14	11	10
	20	21	21	22	22	22	22	22	20	17	16	15	15	14	11	10
	20	21	21	22	22	22	22	22	20	18	16	15	15	14	11	10
	20	21	21	22	22	22	22	22	20	18	16	15	15	14	12	10
	20	21	21	22	22	22	22	22	20	18	16	15	15	14	12	10
	20	21	21	22	22	23	23	23	20	18	16	15	15	14	12	10
	20	21	21	22	22	23	23	23	20	18	16	15	15	14	12	10
	20	21	21	22	22	23	23	23	20	18	16	15	15	14	12	10
Diverge to IGP	15	15	16	16	17	17	17	17	15	13	12	11	11	10	9	8
Between IGP Off/EB On Ramps	12	12	12	13	13	13	13	13	12	11	10	9	9	8	7	6
Merge from IGP Eastbound	13	14	14	14	15	15	15	15	14	12	11	10	10	9	8	7
Between IGP EB/WB On Ramps	16	17	17	17	18	18	18	18	17	14	13	12	12	11	10	8
Merge from IGP Westbound	14	14	14	15	15	15	16	15	14	12	11	11	10	10	8	7
Between IGP and FCE	17	18	18	18	19	19	19	19	17	15	14	13	13	12	10	9
	17	18	18	18	19	19	19	19	18	15	14	13	13	12	10	9
	17	18	18	18	19	19	19	19	18	16	14	13	13	12	10	9
	17	18	18	18	19	19	19	19	18	15	14	13	13	12	10	9
	17	18	18	18	19	19	19	19	18	16	14	13	13	12	10	9
	17	18	18	18	19	19	19	19	18	16	14	13	13	12	10	9
	17	18	18	19	19	20	20	20	18	16	14	13	13	12	10	9
Diverge to FCE	17	18	19	19	20	20	20	20	19	16	14	14	13	12	11	9
Between FCE On/Off Ramps	20	21	21	21	23	23	23	23	21	19	17	16	15	14	12	10
	20	21	21	21	22	23	23	23	21	18	17	16	15	14	12	10
	19	21	21	21	22	23	23	23	21	18	17	16	15	14	12	11
	19	21	21	21	22	23	23	23	21	19	17	16	15	14	12	11
Merge from FCE	16	17	17	18	18	19	19	18	17	15	13	12	12	11	10	8
Between FCE and CR 210	19	21	21	21	22	23	23	23	21	18	16	15	15	14	12	10
	19	21	21	21	22	23	23	23	21	18	16	15	15	14	12	11
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Diverge to CR 210	15	16	17	17	18	18	18	18	17	15	13	12	12	11	10	8
Between CR 210 On/Off Ramps	17	18	18	18	19	19	19	20	18	16	14	13	13	12	11	9
Merge from CR 210	17	18	18	18	19	19	20	20	19	16	14	14	13	12	11	9
Between CR 210 and Rest Area	17	18	19	19	20	20	20	20	19	16	14	13	13	12	11	9
	21	22	23	23	24	25	25	25	23	20	17	16	16	15	13	11
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	20	22	22	22	23	24	24	24	22	19	17	16	16	15	13	11
Diverge to Rest Area	20	21	22	22	23	24	24	24	22	19	17	16	16	15	13	11
Between Rest Area On/Off Ramps	20	21	22	22	22	23	23	23	22	19	17	16	15	14	13	11
Merge from Rest Area	20	21	22	22	22	23	23	23	22	19	17	16	15	15	13	11
Between Rest Area and SR 98	20	21	22	22	23	24	24	24	23	19	17	16	16	15	13	11
	16	17	18	18	19	19	19	19	18	16	14	13	13	12	10	9
	20	22	23	23	23	24	24	24	23	20	18	16	16	15	13	11
	20	22	22	23	23	24	24	24	23	20	18	16	16	15	13	11
Diverge to SR 98	16	17	17	18	18	19	19	19	18	15	14	13	12	12	10	9
	16	17	17	17	18	18	19	19	18	15	14	13	12	12	10	9
	16	17	17	17	18	18	18	19	18	15	14	13	12	12	10	9
Between SR 98 On/Off Ramps	16	17	17	17	18	18	18	19	18	15	14	13	12	12	10	9
	16	17	17	17	18	18	18	19	18	15	14	13	12	12	11	9
Merge from SR 98	16	17	17	17	18	18	18	18	17	15	13	12	12	11	10	8
Between SR 98 and Old St Augustine Rd	19	20	20	20	21	22	22	22	21	18	16	15	14	14	12	10
	19	20	20	20	21	21	22	22	20	18	16	15	14	14	12	10
	19	20	21	21	21	22	22	23	21	18	16	15	15	14	12	10
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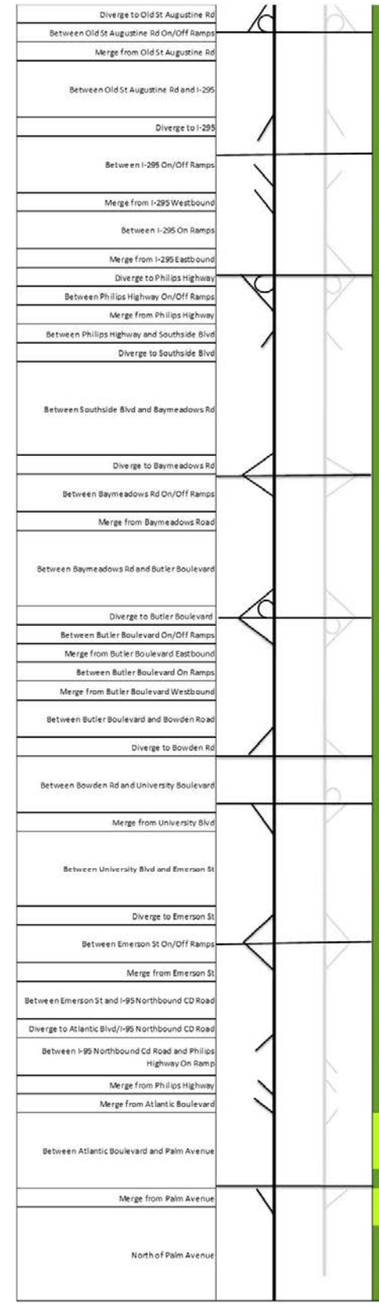

Location	Density veh/mi/ln)															
	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
Diverge to Old St Augustine Rd	20	22	22	22	23	24	24	24	23	20	17	16	16	15	13	11
Between Old St Augustine Rd On/Off Ramps	23	25	26	26	27	27	28	28	26	23	20	18	18	17	15	13
Merge from Old St Augustine Rd	21	22	23	23	24	24	25	25	23	19	17	16	15	14	12	11
Between Old St Augustine Rd and I-295	23	24	25	25	26	27	27	27	25	22	20	18	18	17	15	13
	23	24	25	25	26	27	27	27	26	22	20	18	18	17	15	13
	23	24	25	25	25	26	26	26	25	22	20	18	18	16	15	13
Diverge to I-295	23	24	25	25	25	26	26	27	25	22	20	18	18	17	15	13
Between I-295 On/Off Ramps	20	22	22	22	22	24	23	24	23	20	17	16	16	15	13	11
	20	22	22	22	22	24	24	24	23	20	18	16	16	15	13	11
	21	22	22	23	23	24	24	24	23	20	18	16	16	15	14	11
Merge from I-295 Westbound	22	23	23	24	24	25	25	25	24	21	19	17	17	16	14	12
Between I-295 On Ramps	17	18	19	19	19	20	20	20	19	17	15	14	13	13	11	10
	22	23	23	24	24	25	25	25	24	21	19	17	17	16	14	12
Merge from I-295 Eastbound	21	22	22	23	23	24	24	24	23	20	18	16	16	15	13	12
Diverge to Philips Highway	21	22	22	23	23	24	24	24	23	20	18	16	16	15	13	12
Between Philips Highway On/Off Ramps	22	23	24	24	25	25	25	25	25	21	19	17	17	16	14	12
Merge from Philips Highway	21	22	22	23	24	24	25	24	23	20	17	16	15	15	13	11
Between Philips Highway and Southside Blvd	21	23	23	24	25	26	26	25	25	20	18	16	15	15	13	11
Diverge to Southside Blvd	25	26	27	27	28	29	30	29	28	24	21	19	18	18	16	14
Between Southside Blvd and Baymeadows Rd	23	24	25	25	26	26	27	27	26	23	20	19	17	17	15	13
	23	24	25	25	26	27	27	27	26	23	20	19	18	17	15	13
	23	24	25	26	26	27	27	27	26	23	20	19	18	17	15	13
	23	24	25	25	26	26	27	27	26	23	20	19	18	17	15	13
	23	24	24	25	26	26	26	26	26	23	20	18	18	17	15	13
Diverge to Baymeadows Rd	18	19	19	20	20	21	21	21	20	18	16	15	14	13	12	10
Between Baymeadows Rd On/Off Ramps	19	20	20	21	21	22	22	22	22	19	17	15	15	14	13	11
	19	20	21	21	21	22	22	22	22	19	17	15	15	14	13	11
Merge from Baymeadows Road	16	17	17	17	18	18	19	18	18	16	14	13	12	11	10	9
Between Baymeadows Rd and Butler Boulevard	19	20	20	21	21	21	22	22	21	19	16	15	14	14	12	11
	19	20	20	21	21	22	22	22	21	19	17	15	14	14	12	11
	19	20	21	21	21	22	22	22	21	19	17	15	15	14	13	11
	19	20	21	21	22	22	22	22	21	19	17	15	15	14	13	11
Diverge to Butler Boulevard	20	20	21	21	22	22	22	23	22	19	17	15	15	14	13	11
Between Butler Boulevard On/Off Ramps	16	17	17	17	18	18	18	18	18	16	14	13	12	12	11	9
Merge from Butler Boulevard Eastbound	14	15	15	15	16	16	16	16	15	14	12	11	11	10	9	8
Between Butler Boulevard On Ramps	17	18	19	19	20	20	20	20	19	17	16	14	13	13	11	10
Merge from Butler Boulevard Westbound	17	18	18	18	19	19	19	19	18	16	14	13	12	12	10	9
Between Butler Boulevard and Bowden Road	19	21	20	21	22	22	22	22	21	18	17	15	15	14	12	11
	20	21	21	21	22	22	22	23	21	19	17	15	15	14	12	11
Diverge to Bowden Rd	20	21	21	21	22	22	22	22	21	19	17	15	15	14	12	11
Between Bowden Rd and University Boulevard	19	20	20	20	21	21	22	21	20	18	16	15	14	13	12	10
	19	20	20	20	21	21	22	21	20	18	16	15	14	13	12	10
	19	20	20	20	21	21	22	22	20	18	16	15	14	13	12	10
Merge from University Blvd	19	19	20	20	21	21	22	22	20	18	16	14	14	13	11	10
Between University Blvd and Emerson St	22	24	24	24	25	26	26	26	24	21	19	17	17	16	14	12
	22	23	24	24	25	25	26	26	24	21	19	17	17	16	14	12
	22	23	23	23	24	25	25	25	24	21	19	17	16	16	14	12
	22	23	23	23	24	25	25	25	24	21	19	17	17	16	14	12
Diverge to Emerson St	18	19	19	19	20	21	21	21	20	17	16	14	14	13	11	10
Between Emerson St On/Off Ramps	19	20	20	20	21	22	22	22	21	18	16	15	14	14	12	11
	19	20	21	21	22	22	22	22	21	19	17	15	15	14	12	11
Merge from Emerson St	18	19	19	20	21	21	22	21	20	17	15	14	13	13	11	10
Between Emerson St and I-95 Northbound CD Road	23	24	25	25	26	27	28	27	25	22	19	18	17	16	14	12
Diverge to Atlantic Blvd/I-95 Northbound CD Road	26	27	27	28	29	29	31	29	28	24	22	20	19	18	16	14
Between I-95 Northbound Cd Road and Philips Highway On Ramp	25	27	27	27	28	29	30	29	28	24	22	20	19	18	16	14
	27	28	29	29	30	31	31	31	30	26	23	22	20	20	17	15
	27	28	29	29	30	31	31	31	30	26	24	22	20	20	17	15
Merge from Philips Highway	24	25	25	25	26	27	27	27	26	23	20	19	18	17	15	13
Merge from Atlantic Boulevard	24	25	26	26	27	28	29	29	26	23	20	19	18	17	15	13
Between Atlantic Boulevard and Palm Avenue	31	32	33	33	34	36	36	36	33	29	26	24	22	21	18	16
	30	31	32	32	33	34	35	34	32	28	26	24	22	21	18	16
	30	31	32	32	33	34	34	34	32	28	25	24	22	21	19	16
	30	31	32	32	33	34	34	34	32	28	26	24	22	21	19	16
Merge from Palm Avenue	35	36	37	38	38	40	40	39	37	33	30	27	26	25	22	19
	35	36	37	37	38	40	40	40	37	33	30	27	26	25	22	19
North of Palm Avenue	28	29	30	30	31	32	32	32	30	27	24	22	21	20	17	15
	28	29	30	30	30	32	32	32	30	27	24	22	21	20	18	15
	28	29	30	30	31	32	32	32	30	27	24	22	21	20	18	15
	28	29	30	30	30	32	32	32	30	27	24	22	21	20	18	15

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – AM Peak Period Heat Maps	Figure 7-15
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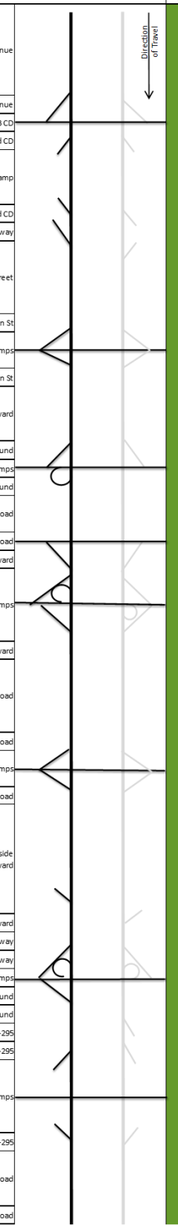
I-95 Southbound



Location	Layout	Density veh/mi/ln															
	Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue		23	24	24	25	26	25	25	25	21	19	17	17	16	15	12	11
		23	24	24	25	26	26	25	25	22	19	18	17	16	15	12	11
		23	24	24	25	26	26	26	26	22	19	18	17	16	15	12	11
		23	24	24	25	26	26	26	26	22	20	18	17	16	15	13	11
		23	24	25	25	26	26	26	26	22	20	18	17	16	15	13	11
Diverge to Palm Avenue		23	24	25	25	26	26	26	26	22	20	18	17	16	15	13	11
Between Palm Avenue Exit and I-95 SB CD		29	30	31	32	33	33	33	33	28	25	23	21	20	19	16	14
Diverge to I-95 Southbound CD		29	30	31	31	33	33	33	33	28	25	23	21	20	19	16	14
Between I-95 Southbound CD On/Off-Ramp		30	31	31	32	33	33	33	33	29	26	23	22	21	20	16	14
		30	31	31	32	33	33	33	33	29	26	23	22	21	20	17	14
		22	23	23	24	25	25	25	25	22	19	17	17	16	15	12	11
Merge from I-95 Southbound CD		19	20	20	21	21	21	21	21	19	17	15	14	14	13	11	9
Merge from Philips Highway		17	18	18	18	19	19	19	19	17	15	14	13	12	11	10	8
Between Philips Highway and Emerson Street		20	21	21	22	22	22	22	22	20	17	16	15	14	13	11	10
		24	25	25	26	27	27	27	27	24	21	19	18	17	16	14	12
		24	25	25	26	27	27	27	27	24	21	19	18	17	16	14	12
		22	23	24	24	25	25	25	25	22	19	18	17	16	15	13	11
Diverge to Emerson St		17	18	18	18	19	19	19	19	17	15	14	13	12	11	10	9
Between Emerson St On/Off Ramps		19	20	20	20	21	21	21	21	19	17	15	14	14	13	11	9
		19	20	20	20	21	21	21	21	19	17	15	14	14	13	11	9
Merge from Emerson St		18	19	19	20	21	20	21	21	18	16	15	14	13	12	11	9
Between Emerson Street and University Boulevard		22	23	24	24	25	25	25	25	22	19	18	17	16	15	13	11
		22	23	24	24	25	25	25	25	22	19	18	17	16	15	13	11
		22	23	23	24	25	25	25	25	22	20	18	17	16	15	13	11
Diverge to University Boulevard Westbound		22	23	23	24	24	25	25	25	22	19	18	17	16	15	13	11
Between University Boulevard Off Ramps		20	21	21	22	23	23	23	23	21	18	16	16	15	14	12	10
Diverge to University Boulevard Eastbound		17	18	18	19	19	19	19	19	18	15	14	13	12	12	10	9
Between University Boulevard and Bowden Road		19	20	20	21	22	21	22	21	20	17	16	15	14	13	11	10
		20	20	21	21	22	22	22	22	21	17	16	15	14	13	12	10
Merge from Bowden Road		20	21	21	22	23	22	23	23	21	17	16	15	14	13	12	10
Diverge to Butler Boulevard		20	20	21	21	22	22	22	22	20	17	16	15	14	13	11	10
Between Butler Boulevard On/Off Ramps		16	17	18	18	18	18	19	19	17	15	13	12	12	11	10	8
		22	23	24	24	24	24	25	25	23	20	18	17	16	15	13	11
		22	23	24	24	24	24	25	25	23	20	18	17	16	15	13	11
		22	23	24	24	24	24	25	25	23	20	18	17	16	15	13	11
Merge from Butler Boulevard		16	17	18	18	18	18	19	19	17	15	14	13	12	11	10	9
Between Butler Boulevard and Baymeadows Road		16	17	18	18	18	18	18	19	17	15	14	13	12	11	10	9
		16	17	18	18	18	18	19	19	17	15	14	13	12	11	10	9
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		16	17	18	18	18	18	18	19	17	15	14	13	12	12	10	9
Diverge to Baymeadows Road		16	17	18	18	19	19	19	19	18	15	14	13	12	12	10	9
Between Baymeadows Road On/Off Ramps		15	15	16	16	17	16	17	17	16	14	12	12	11	10	9	8
		15	15	16	16	17	16	17	16	16	14	12	12	11	10	9	8
Merge from Baymeadows Road		14	14	15	15	15	15	15	15	15	12	11	10	10	10	8	7
Between Baymeadows Road and Southside Boulevard		17	18	19	19	19	19	19	19	18	16	14	13	13	12	11	9
		17	18	19	19	19	19	19	19	18	16	14	13	13	12	11	9
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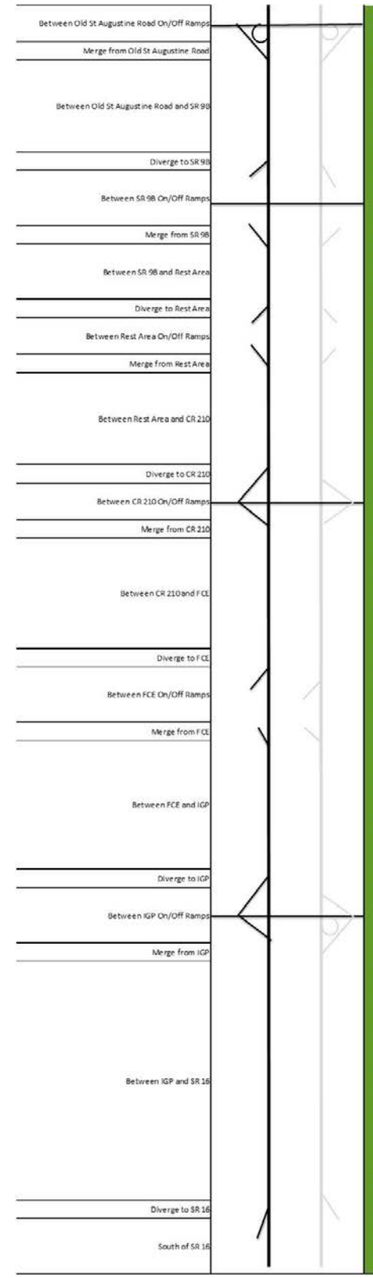
		17	18	18	19	19	19	19	19	19	16	14	13	13	12	11	9
		17	18	18	19	19	19	19	19	19	16	14	13	13	12	11	9
Merge from Southside Boulevard		14	15	15	15	15	15	16	16	15	13	11	11	10	10	9	7
Between Southside Blvd and Philips Highway		13	14	15	15	15	15	15	15	14	13	11	11	10	10	8	7
Diverge to Philips Highway		13	14	15	15	15	15	15	15	15	13	11	11	10	10	8	7
Between Philips Highway On/Off Ramps		14	15	15	15	15	15	15	16	15	13	11	11	10	10	9	7
Merge from Philips Highway Westbound		12	13	13	14	14	14	14	14	13	11	10	10	9	9	8	7
Merge from Philips Highway Eastbound		12	12	12	13	13	13	13	13	12	11	10	9	9	8	7	6
Between Philips Highway and I-295		13	14	14	15	15	15	15	15	14	12	11	10	10	10	8	7
Diverge to I-295		13	14	14	15	15	15	15	15	14	12	11	10	10	10	8	7
Between I-295 On/Off Ramps		14	15	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	15	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	15	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	15	15	15	16	16	16	16	16	13	12	11	11	10	9	8
Merge from I-295		14	14	14	15	15	15	15	16	15	13	11	11	10	10	9	7
Between I-295 and Old St Augustine Road		16	17	17	18	18	19	19	19	18	15	14	13	12	12	11	9
		16	17	17	18	18	19	19	19	18	16	14	13	12	12	11	9
		16	17	17	18	18	18	19	19	18	15	14	13	12	12	11	9
Diverge to Old St Augustine Road		16	18	18	18	18	19	19	19	18	16	14	13	12	12	11	9



Location																	
Between Old St Augustine Road On/Off Ramps	16	17	17	18	18	18	18	19	18	15	14	13	12	12	10	9
	16	17	17	18	18	18	18	19	18	15	14	13	12	12	11	9
Merge from Old St Augustine Road	14	15	15	15	16	16	16	16	16	13	12	11	11	10	9	8
Between Old St Augustine Road and SR 9B	14	15	15	15	16	16	16	16	15	13	12	11	11	10	9	8
	13	14	14	15	15	15	15	16	15	13	11	11	10	10	9	7
	13	14	14	14	15	15	15	15	15	13	11	10	10	10	9	7
	13	14	14	14	15	15	15	15	15	13	11	10	10	10	9	7
	13	14	14	14	15	15	15	15	15	13	11	11	10	10	9	7
Diverge to SR 9B	13	14	14	14	15	15	15	15	15	13	11	11	10	10	9	7
Between SR 9B On/Off Ramps	13	13	13	14	14	14	14	15	14	12	11	10	10	9	8	7
	12	13	13	14	14	14	14	14	14	12	11	10	10	9	8	7
	12	13	13	14	14	14	14	15	14	12	11	10	10	9	8	7
Merge from SR 9B	10	11	11	11	12	12	11	12	11	10	9	8	8	8	7	6
Between SR 9B and Rest Area	12	13	13	13	14	14	14	14	14	12	10	10	9	9	8	7
	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
Diverge to Rest Area	12	13	13	13	14	14	14	14	14	12	10	10	9	9	8	7
Between Rest Area On/Off Ramps	15	16	16	16	17	17	16	17	16	15	13	12	11	11	10	8
	15	16	16	16	17	17	17	18	16	15	13	12	11	11	10	8
Merge from Rest Area	12	13	13	13	14	14	14	14	13	12	10	10	9	9	8	7
Between Rest Area and CR 210	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
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	12	13	13	13	14	14	14	14	14	12	10	10	9	9	8	7
Diverge to CR 210	12	13	13	13	14	14	14	14	14	12	10	10	9	9	8	7
Between CR 210 On/Off Ramps	12	13	13	13	14	14	14	14	14	12	10	10	9	9	8	7
	17	18	18	19	19	19	19	20	19	17	15	14	13	13	11	10
	17	18	18	19	19	19	19	20	19	17	15	14	13	13	11	10
Merge from CR 210	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
Between CR 210 and FCE	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
	15	16	16	17	17	17	17	18	17	15	13	12	12	11	10	8
	15	16	16	17	17	17	17	17	17	15	13	12	12	11	10	8
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	15	16	16	17	17	17	17	17	17	15	13	12	12	11	10	8
Diverge to FCE	15	16	16	17	17	17	17	18	17	16	13	12	12	11	10	9
Between FCE On/Off Ramps	15	16	16	16	17	17	17	17	16	15	13	12	12	11	10	8
	15	15	16	16	17	17	17	17	17	15	13	12	12	11	10	8
	15	15	16	16	17	17	17	17	17	15	13	12	12	11	10	8
Merge from FCE	13	14	14	14	15	15	15	15	14	13	11	11	10	10	9	7
Between FCE and IGP	13	13	14	14	15	15	15	15	14	13	11	10	10	10	8	7
	13	13	14	14	15	15	15	15	14	13	11	11	10	10	9	7
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	13	13	14	14	15	15	15	15	14	13	11	11	10	10	9	7
	13	13	14	14	15	15	15	15	14	13	11	11	10	10	9	7
Diverge to IGP	13	13	14	14	15	15	15	15	15	14	12	11	10	10	9	7
Between IGP On/Off Ramps	13	13	14	14	15	15	15	15	15	14	12	11	10	10	9	8
	13	13	14	14	14	15	15	15	15	14	12	11	10	10	9	8
	13	13	14	14	15	15	15	15	15	14	12	11	10	10	9	8
Merge from IGP	12	12	13	13	13	13	13	14	13	12	10	10	9	9	8	7
Between IGP and SR 16	16	17	17	17	18	18	18	18	18	16	14	13	12	12	11	9
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	15	16	17	17	17	18	18	18	18	17	15	13	12	12	11	10
	16	16	17	17	18	18	18	18	18	17	15	13	12	12	11	10
Diverge to SR 16	16	16	17	17	18	18	18	18	18	17	15	13	12	12	11	10
South of SR 16	12	13	13	13	14	14	14	14	14	13	12	11	10	9	9	8
	12	13	13	13	14	14	14	14	14	13	12	11	10	9	9	8
	12	13	13	13	14	14	14	14	14	13	12	11	10	9	9	8

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build – AM Peak Period Heat Maps	Figure 7-15
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I-295 Eastbound

Location	Layout	Density (veh/mi/ln)															
	Eastbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
West of San Jose Boulevard		19	20	20	20	21	21	21	21	18	16	14	14	13	12	10	9
		19	20	20	21	21	21	21	21	18	16	15	14	13	12	10	9
		19	20	20	21	21	21	21	21	18	16	15	14	13	12	10	9
		19	20	20	21	21	21	21	21	18	16	15	14	14	12	11	9
		19	20	20	21	21	21	21	21	18	16	15	14	14	13	11	9
		19	20	20	21	21	21	21	22	19	16	15	14	14	13	11	9
		19	20	20	21	21	21	21	22	19	17	15	14	14	13	11	9
		19	20	21	21	21	22	22	22	19	17	15	14	14	13	11	10
		20	21	21	21	22	22	22	22	19	17	15	14	14	13	11	10
		20	20	21	21	22	24	24	22	19	17	15	14	14	13	11	10
Diverge to Express Lanes		20	21	21	22	25	27	26	23	20	17	15	14	14	13	11	10
Diverge to San Jose Boulevard		25	27	27	28	29	30	31	28	24	21	19	19	18	16	14	12
Between San Jose Boulevard On/Off Ramps		22	24	24	24	25	27	39	32	25	19	18	17	16	15	13	11
Merge from San Jose Boulevard Southbound		18	20	20	20	20	29	37	41	26	15	14	14	13	12	11	9
Between San Jose Boulevard On Ramps		24	27	27	27	28	44	51	56	34	20	19	18	18	16	14	12
Merge from San Jose Boulevard Northbound		23	27	27	27	29	41	49	52	33	18	17	16	16	15	12	11
Between San Jose Boulevard and Old St. Augustine Road		32	37	38	38	40	48	52	52	38	25	23	22	21	19	17	14
		31	34	37	37	36	40	39	38	32	25	23	22	21	19	17	14
		30	34	38	36	36	39	39	36	32	25	23	22	21	20	17	15
Diverge to Old St. Augustine Road		30	34	35	35	35	36	36	35	31	25	23	23	21	20	17	15
Between Old St. Augustine Road Off/On Ramps		23	24	24	25	25	25	25	24	22	19	18	18	16	15	13	12
Merge from Old St. Augustine Road		23	24	24	25	25	25	24	24	22	19	18	18	16	15	14	12
Merge from Express Lanes		21	22	22	23	23	23	23	22	20	18	17	16	15	14	12	11
Between Express Lanes Egress and I-95		17	17	18	18	18	19	18	19	18	15	13	13	12	11	10	9
		17	18	18	19	18	19	19	19	18	15	14	13	12	11	10	9
		17	18	18	19	19	19	19	19	18	15	14	13	12	11	10	9
		17	18	18	19	19	20	20	20	19	15	14	13	12	12	10	9
Diverge to Northbound I-95		17	18	18	19	19	19	19	20	19	15	14	13	12	12	10	9
Between I-95 Off Ramps		13	14	14	14	14	14	15	15	14	12	10	10	9	9	7	7
		16	17	17	18	18	18	18	19	18	15	13	12	11	11	9	8
Diverge to Southbound I-95		17	17	18	18	19	18	19	20	19	15	13	13	12	11	10	8
Between I-95 Off/On Ramps		13	14	15	15	15	15	15	16	15	13	11	10	10	9	8	7
		13	14	15	15	15	15	15	16	15	13	11	10	10	9	8	7
		13	14	15	15	15	15	15	16	15	13	11	11	10	9	8	7
Merge from I-95		12	13	13	14	14	14	14	14	14	12	10	10	9	9	8	7
Diverge to Philips Highway		13	14	14	14	14	15	15	15	15	13	11	10	10	9	8	7
Between Philips Highway On/Off Ramps		11	12	12	12	12	12	12	13	12	11	9	9	8	8	7	6
Merge from Philips Highway		10	11	11	11	11	11	11	12	11	10	8	8	8	7	6	5
East of Philips Highway		13	14	14	15	15	15	15	15	15	13	11	10	10	9	8	7
		13	14	14	15	15	15	15	15	15	13	11	10	10	9	8	7
		20	21	21	22	22	22	22	23	22	20	17	16	15	14	12	11
		20	21	22	22	22	22	22	23	22	20	17	16	15	14	12	11
		20	21	22	21	22	23	22	23	22	20	17	16	15	14	13	11

I-295 Westbound

Location	Layout	Density (veh/mi/ln)															
	Westbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
East of Phillips Highway		17	17	17	18	18	18	18	18	16	14	13	12	12	11	9	8
		17	17	17	18	18	18	19	18	16	14	13	12	12	11	9	8
		17	17	17	18	19	19	19	19	16	14	13	12	12	11	9	8
		11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
		11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
		11	12	12	12	12	12	12	12	11	10	9	8	8	7	6	5
Diverge to Philips Highway		8	9	9	9	9	9	9	9	8	7	6	6	6	6	5	4
Between Philips Highway On/Off Ramps		9	9	9	9	10	10	9	10	8	7	7	6	6	6	5	4
Merge from Phillips Highway		9	9	9	9	10	10	9	10	8	8	7	7	6	6	5	4
Diverge to Northbound I-95		9	9	9	9	9	10	9	9	8	7	7	6	6	6	5	4
Between I-95 Off Ramps		10	10	11	11	11	11	11	11	10	9	8	7	7	7	6	5
		10	10	11	11	11	11	11	11	10	9	8	7	7	7	6	5
Diverge to Southbound I-95		8	8	8	8	8	9	8	8	7	7	6	6	6	5	4	4
Between I-95 Off Ramps and EL Ingress		9	9	9	9	9	10	9	10	8	7	7	6	6	6	5	4
Diverge to Express Lanes		8	9	9	9	9	10	9	9	9	7	7	6	6	6	5	4
Between EL Ingress and I-95 On Ramp		10	11	11	11	12	12	12	12	10	9	9	8	8	7	6	5
Merge from I-95		10	10	11	11	11	11	11	11	10	9	8	8	7	7	6	5
Between I-95 and EL Ingress		9	10	10	10	11	11	11	11	10	9	8	7	7	7	6	5
Diverge to Express Lanes		10	10	10	10	11	11	11	11	10	9	8	7	7	7	6	5
Between EL Ingress and Old St. Augustine Road		12	13	13	13	13	14	13	14	13	11	10	9	9	9	8	6
		12	13	13	13	14	14	14	14	13	11	10	9	9	9	8	6
Diverge to Old St. Augustine Road		12	13	13	13	14	14	14	14	13	11	11	9	9	9	8	6
Between Old St. Augustine Road On/Off Ramps		13	14	14	14	15	15	15	15	14	12	11	10	10	9	8	7
		17	18	19	19	19	20	20	20	19	16	15	13	13	13	11	9
Merge from Old St. Augustine Road		18	19	20	20	21	21	21	21	20	16	15	14	13	12	11	9
Between Old St. Augustine Road and San Jose Boulevard		23	25	26	25	27	27	27	27	25	22	20	18	17	17	14	12
		23	24	26	25	27	27	27	27	25	22	20	18	17	17	14	12
Diverge to San Jose Boulevard Northbound		23	24	26	25	26	27	26	27	25	22	20	18	17	16	15	12
Between San Jose Boulevard Off Ramps		21	21	23	22	23	24	23	24	22	20	18	16	16	15	13	11
Diverge to San Jose Boulevard Southbound		15	16	17	17	17	18	17	18	17	15	13	12	12	11	10	8
Between San Jose Boulevard Off Ramp and EL Egress		17	18	18	18	18	19	19	19	18	16	15	13	13	12	11	9
Merge from Express Lanes		12	13	13	13	13	14	14	14	13	12	11	10	10	9	8	7
Merge from San Jose Boulevard		15	16	16	17	17	18	17	18	17	14	13	12	12	11	9	8
West of San Jose Boulevard		15	16	16	16	17	17	17	17	16	14	13	12	11	11	9	8
		15	16	16	16	17	17	17	17	16	14	13	12	11	11	9	8
		15	16	16	16	17	17	17	17	16	14	13	12	11	11	10	8
		15	16	16	16	17	17	17	17	16	14	13	12	11	11	10	8
		15	16	16	16	17	17	17	17	16	14	13	12	11	11	10	8
		15	16	16	16	17	17	17	17	16	14	13	12	11	11	10	8
		15	16	16	16	17	17	17	17	17	14	13	12	11	11	10	8
		15	16	16	16	17	17	17	17	17	14	13	12	11	11	10	9

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – AM Peak Period Heat Maps	Figure 7-15
			Page 3 of 3

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I-95 Northbound

Location	Layout	Density veh/mi/ln)															
	Northbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
South of SR 16 Ramps		12	12	13	14	14	14	14	14	12	10	9	9	8	7	7	6
		12	12	12	14	14	14	14	14	12	10	9	8	8	7	7	6
		12	12	12	14	14	14	14	14	12	10	9	9	8	7	7	6
Merge from SR 16		11	11	12	13	13	14	14	14	11	9	9	8	8	7	6	6
Between SR 16 and IGP		15	15	16	17	18	18	18	18	15	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	15	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	15	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	15	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
Diverge to IGP		11	11	12	13	13	13	13	13	12	10	9	8	8	7	7	6
Between IGP Off/EB On Ramps		9	9	10	10	11	11	11	11	10	8	7	7	6	6	5	5
Merge from IGP Eastbound		10	10	10	10	11	11	11	11	10	8	8	7	7	6	5	5
Between IGP EB/WB On Ramps		12	12	12	13	14	14	14	14	13	10	9	9	8	7	7	6
Merge from IGP Westbound		10	10	10	11	12	12	12	12	11	9	8	7	7	6	6	5
Between IGP and FCE		13	13	13	14	14	15	15	15	13	11	10	9	9	8	7	7
		13	13	13	14	14	15	15	15	13	11	10	9	9	8	7	7
		13	13	13	14	15	15	15	15	13	11	10	9	9	8	7	7
		13	12	13	14	14	15	15	15	13	11	10	9	9	8	7	7
		13	12	13	14	14	15	15	15	13	11	10	9	9	8	7	7
		13	12	13	14	14	15	15	15	14	11	10	9	9	8	7	7
		13	12	13	14	14	15	15	15	14	11	10	9	9	8	7	7
		13	13	13	14	15	15	15	15	14	11	10	9	9	8	7	7
Diverge to FCE		13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
Between FCE On/Off Ramps		15	14	15	16	17	17	17	17	16	13	11	11	10	9	8	8
		15	14	15	16	17	17	17	17	16	13	11	11	10	9	8	8
		15	14	15	16	17	17	17	17	16	13	12	11	10	9	8	8
		15	14	15	16	17	17	17	17	16	13	12	11	10	9	8	8
Merge from FCE		12	12	12	13	14	14	14	14	13	11	9	9	8	7	7	6
Between FCE and CR 210		15	14	15	16	17	18	17	17	16	13	12	11	10	9	9	8
		15	14	15	16	17	18	17	17	16	13	12	11	10	9	9	8
		15	15	15	16	17	18	17	17	16	14	12	11	10	9	9	8
		15	14	15	16	17	18	17	17	16	14	12	11	10	9	9	8
		15	14	15	16	17	18	17	17	16	14	12	11	10	9	9	8
Diverge to CR 210		12	11	12	13	13	14	14	14	13	11	9	9	8	7	7	6
Between CR 210 On/Off Ramps		13	12	13	13	14	15	15	15	14	12	10	9	9	8	7	7
Merge from CR 210		13	12	13	14	14	15	15	15	14	12	10	9	9	8	7	7
Between CR 210 and Rest Area		13	12	13	13	14	15	14	15	14	11	10	9	8	8	7	7
		15	15	15	16	17	18	18	18	17	14	12	11	10	9	9	8
		15	15	15	16	17	18	17	18	17	14	12	11	10	9	9	8
		15	15	15	16	17	18	17	18	17	14	12	11	10	9	9	8
		15	15	15	16	17	18	17	18	17	14	12	11	10	9	9	8
Diverge to Rest Area		15	15	15	16	17	18	17	18	17	14	12	11	10	9	9	8
Between Rest Area On/Off Ramps		15	14	15	16	17	17	17	17	16	14	12	11	10	9	8	8
		15	14	15	16	17	17	17	17	16	14	12	11	10	9	8	8
Merge from Rest Area		15	15	15	16	17	18	18	18	17	14	12	11	10	9	9	8
Between Rest Area and SR 98		12	12	12	13	14	14	14	14	14	11	10	9	8	8	7	6
		15	15	15	16	17	18	18	18	17	14	12	11	10	10	9	8
		16	15	15	16	17	18	18	18	17	14	12	11	10	10	9	8
		12	12	12	13	14	14	14	14	13	11	10	9	8	8	7	6
Diverge to SR 98		12	12	12	13	14	14	14	14	13	11	10	9	8	8	7	6
Between SR 98 On/Off Ramps		13	12	13	13	14	14	14	14	14	12	10	9	8	8	7	7
		13	12	12	13	14	14	14	14	14	12	10	9	8	8	7	7
Merge from SR 98		11	10	11	11	12	13	12	13	12	10	9	8	7	7	6	6
Between SR 98 and Old St Augustine Rd		13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
		13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
		13	13	13	14	15	15	15	15	15	12	11	10	9	8	8	7
		14	13	14	15	16	16	16	16	16	13	11	10	9	9	8	7
Diverge to Old St Augustine Rd		14	14	14	15	16	17	16	16	16	13	11	10	10	9	8	8
Between Old St Augustine Rd On/Off Ramps		16	15	16	17	18	19	19	19	18	15	13	12	11	10	9	8
Merge from Old St Augustine Rd		14	14	14	15	16	17	16	16	15	13	11	10	9	9	8	7
Between Old St Augustine Rd and I-295		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
Diverge to I-295		16	16	16	17	19	19	19	19	18	15	13	12	11	10	9	9
Between I-295 On/Off Ramps		14	14	14	15	16	16	16	16	15	13	11	10	9	9	8	8
		14	14	14	15	16	16	16	16	15	13	11	10	10	9	8	8
		14	14	14	15	16	16	16	16	15	13	11	10	10	9	8	8
Merge from I-295 Westbound		15	15	15	16	17	17	17	17	16	14	12	11	10	10	9	8
Between I-295 On Ramps		12	12	12	13	14	14	14	14	13	11	10	9	8	8	7	6
		15	15	15	16	17	17	17	17	16	14	12	11	10	10	9	8
Merge from I-295 Eastbound		13	13	13	14	15	15	15	16	15	12	11	10	9	8	8	7
Diverge to Philips Highway		14	13	13	14	15	16	16	16	15	12	11	10	9	9	8	7
Between Philips Highway On/Off Ramps		14	14	14	14	16	16	16	16	15	13	11	10	9	9	8	7
Merge from Philips Highway		14	13	14	14	15	16	16	16	15	12	11	10	9	9	8	7
Between Philips Highway and Southside Blvd		14	13	14	14	16	16	16	16	15	12	11	10	9	9	8	7
Diverge to Southside Blvd		17	16	16	17	19	19	19	19	18	15	13	12	11	10	9	9
Between Southside Blvd and Baymeadows Rd		17	16	17	17	19	19	19	19	18	15	13	12	11	11	9	9
		17	16	17	17	19	19	19	19	19	16	13	12	11	11	9	9
		17	16	17	17	19	19	19	19	19	16	13	12	11	11	9	9
		17	16	17	17	19	19	19	20	19	16	13	12	11	11	9	9
		17	16	16	17	19	19	19	19	18	15	13	12	11	11	9	9
Diverge to Baymeadows Rd		13	13	13	14	15	15	15	15	15	12	11	10	9	9	8	7
Between Baymeadows Rd On/Off Ramps		15	14	14	15	16	17	17	17	16	14	12	11	10	9	8	8
		15	14	14	15	16	17	17	17	16	14	12	11	10	9	8	8
Merge from Baymeadows Road		14	13	14	14	15	16	16	16	15	12	11	10	9	9	8	7
Between Baymeadows Rd and Butler Boulevard		16	16	16	17	18	19	19	19	17	15	13	12	11	10	9	8
		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	8
		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	8
		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
Diverge to Butler Boulevard		16	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
Between Butler Boulevard On/Off Ramps		16	16	16	16	18	18	18	18	17	15	13	12	11	10	9	8
Merge from Butler Boulevard Eastbound		14	14	14	15	16	16	16	16	15	13	11	10	9	9	8	7
Between Butler Boulevard On Ramps		17	17	17	18	19	20	20	20	19	16	14	13	12	11	10	9
Merge from Butler Boulevard Westbound		16	16	16	17	18	19	18	19	17	15	12	11	11	10	9	8
Between Butler Boulevard and Bowden Road		19	18	19	20	21	22	22	22	20	17	14	13	12	12	11	10
		19	19	19	20	21	22	22	22	20	17	14	13	12	12	11	10
Diverge to Bowden Rd		19	18	19	20	21	22	22	22	20	17	14	13	12	12	11	10
Between Bowden Rd and University Boulevard		18	18	18	19	20	21	21	22	20	17	14	13	12	11	11	10
		19	18	18	19	20	21	21	22	20	17	14	13	12	12	11	10
		19	18	19	19	21	21	21	22	20	17	14	13	12	12	11	10
Merge from University Blvd		18	17	18	19	20	21	21	21	19	16	14	13	12	11	10	9
Between University Blvd and Emerson St		22	21	22	23	24	25	25	26	23	20	17	15	14	13	12	11
		22	21	21	22	24	25	25	25	23	20	17	15	14	13	12	11
		21	20	21	22	23	24	24	25	23	19	17	15	14	13	12	11
		22	20	21	22	23	24	24	25	23	19	17	15	14	13	12	11
Diverge to Emerson St		18	17	17	18	19	20	20	20	19	16	14	13	12	11	10	9
Between Emerson St On/Off Ramps		18	17	18	19	20	21	21	21	20	17	15	13	12	11	10	9
		19	18	18	19	20	21	21	21	20	17	15	13	12	11	10	9
Merge from Emerson St		17	16	17	17	19	19	19	20	18	15	13	12	11	10	9	9
Between Emerson St and I-95 Northbound CD Road		21	21	21	22	24	25	24	25	23	19	17	15	13	13	12	11
Diverge to Atlantic Blvd/I-95 Northbound CD Road		24	23	24	24	26	28	27	28	26	22	19	17	15	15	13	12
Between I-95 Northbound Cd Road and Philips Highway On Ramp		24	23	24	24	26	28	27	28	26	22	19	17	16	14	13	12
		28	27	28	29	30	32	32	33	31	26	23	20	19	18	16	15
		28	27	28	29	30	32	32	33	31	27	23	20	19	18	16	15
Merge from Philips Highway		24	22	23	24	25	27	27	27	25	22	19	17	16	15	13	12
Merge from Atlantic Boulevard		22	21	22	23	24	25	25	26	24	20	17	16	14	14	12	11
Between Atlantic Boulevard and Palm Avenue		28	27	28	29	31	32	32	33	30	25	22	20	18	17	15	14
		28	27	28	29	30	32	31	32	30	25	22	20	18	17	15	14
		28	27	28	29	30	32	31	32	30	25	22	20	18	17	16	14
		28	27	28	29	30	32	31	32	30	25	22	20	18	17	16	14
Merge from Palm Avenue		33	32	33	34	36	38	38	38	36	30	26	24	22	21	19	17
North of Palm Avenue		33	32	33	35	36	38	38	38	36	30	26	24	22	20	19	17
		27	26	27	28	29	30	30	31	29	24	21	19	18	16	15	14
		27	26	27	28	29	30	30	31	29	24	21	19	18	16	15	14
		27	26	27	28	29	30	30	31	29	24	21	19	18	17	15	14
		27	26	27	27	29	31	30	31	30	25	21	19	18	17	15	14

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-16
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I-95 Southbound

Location	Layout	Density veh/mi/ln															
	Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue	Direction of Travel	22	23	23	26	26	26	26	26	22	18	16	15	14	13	12	11
		23	23	24	26	27	27	27	26	22	18	17	15	14	13	12	11
		23	23	24	26	27	27	27	27	22	18	17	15	14	13	12	11
		23	23	24	26	27	27	27	27	23	19	17	15	15	13	12	11
		23	23	24	26	28	27	27	27	23	19	17	16	15	13	12	12
Diverge to Palm Avenue		23	23	24	26	28	28	28	28	23	19	17	16	15	13	12	12
Between Palm Avenue Exit and I-95 SB CD		30	30	31	34	36	36	35	36	30	24	22	20	19	17	16	15
Diverge to I-95 Southbound CD		30	30	31	33	35	35	35	35	30	25	22	20	19	17	16	15
Between I-95 Southbound CD On/Off-Ramps		27	27	28	30	32	32	32	32	28	23	20	19	17	16	15	14
		28	27	28	30	32	32	32	32	28	23	21	19	18	16	15	14
		21	20	21	23	24	24	24	24	21	17	16	14	13	12	11	10
Merge from I-95 Southbound CD		19	19	20	21	23	23	23	22	20	16	14	13	12	12	11	10
Merge from Phillips Highway		17	17	18	19	20	20	20	20	18	15	13	12	11	10	10	9
Between Phillips Highway and Emerson Street		20	20	21	23	24	24	24	24	21	17	15	14	13	12	11	10
		25	24	25	27	29	29	29	29	25	21	18	17	16	15	13	13
		25	24	25	27	28	29	28	28	25	21	18	17	16	15	13	13
		23	23	23	25	26	27	27	27	23	19	17	16	15	14	13	12
Diverge to Emerson St		17	17	18	19	20	20	20	20	18	15	13	12	11	10	10	9
Between Emerson St On/Off Ramps		19	19	19	21	22	22	22	22	19	16	14	13	12	11	10	10
		19	19	19	21	22	22	22	22	20	16	14	13	12	11	10	10
Merge from Emerson St		18	18	18	20	21	21	21	21	19	16	14	13	12	11	10	9
Between Emerson Street and University Boulevard		22	22	22	25	26	26	26	26	23	19	16	15	14	13	12	11
		22	22	22	24	25	26	26	25	23	19	16	15	14	13	12	11
		22	22	22	24	25	26	25	25	23	19	17	15	14	13	12	11
Diverge to University Boulevard Westbound		22	22	22	24	25	25	25	25	23	19	16	15	14	13	12	11
Between University Boulevard Off Ramps		20	20	20	22	23	23	23	23	21	17	15	14	13	12	11	10
Diverge to University Boulevard Eastbound		17	17	17	18	19	20	19	19	18	15	13	12	11	10	9	9
Between University Boulevard and Bowden Road		19	19	19	20	22	22	22	22	20	16	14	13	12	11	10	10
		19	19	20	21	22	23	22	22	20	17	15	13	12	11	10	10
Merge from Bowden Road		20	19	20	21	23	23	23	23	21	17	15	13	13	12	11	10
Diverge to Butler Boulevard		20	19	20	21	22	23	22	23	20	17	15	13	13	12	11	10
		16	16	17	17	19	19	19	19	17	14	12	11	11	10	9	8
Between Butler Boulevard On/Off Ramps		22	21	22	23	25	24	25	25	23	19	16	15	14	13	12	11
		22	21	22	23	25	24	25	25	23	19	16	15	14	13	12	11
		22	21	22	23	25	25	25	25	23	19	16	15	14	13	12	11
Merge from Butler Boulevard		19	19	19	21	22	22	22	22	20	17	14	13	13	11	11	10
Between Butler Boulevard and Baymeadows Road		19	19	19	21	22	22	22	22	20	16	14	13	13	11	11	10
		19	19	19	21	22	22	22	22	20	17	14	13	13	11	11	10
		19	19	19	21	22	22	22	22	20	17	14	13	13	12	11	10
Diverge to Baymeadows Road		19	19	19	21	22	22	23	22	21	17	15	13	13	12	11	10
Between Baymeadows Road On/Off Ramps		20	19	20	21	22	23	23	23	21	17	15	13	13	12	11	10
		20	19	19	21	22	22	23	22	21	17	15	13	13	12	11	10
		20	19	19	21	22	22	22	22	21	17	15	14	13	12	11	10
Merge from Baymeadows Road		19	18	19	20	21	21	22	22	20	16	14	13	12	11	10	10
Between Baymeadows Road and Southside Boulevard		24	23	24	25	27	27	28	28	26	21	17	16	15	14	13	12
		24	23	24	25	27	27	28	28	26	21	18	16	15	14	13	12
		23	23	23	25	26	27	27	27	25	21	18	16	15	14	13	12
		24	23	24	25	26	27	27	27	26	21	18	16	15	14	13	12
		24	22	23	24	26	27	27	27	26	21	18	16	15	14	13	12
		24	23	23	24	26	27	27	27	26	21	18	16	15	14	13	12
Merge from Southside Boulevard		21	20	21	22	24	25	25	25	23	18	15	14	13	12	11	11
Between Southside Blvd and Phillips Highway		20	20	20	21	23	24	24	24	22	18	15	14	13	12	11	10
Diverge to Phillips Highway		20	19	20	21	22	23	23	23	22	17	15	14	13	12	11	10
Between Phillips Highway On/Off Ramps		21	21	21	22	24	24	25	24	23	19	16	15	14	13	12	11
Merge from Phillips Highway Westbound		19	19	19	20	22	22	22	22	21	17	15	13	13	12	11	10
Merge from Phillips Highway Eastbound		18	17	18	19	20	21	21	21	19	16	13	12	12	11	10	9
Between Phillips Highway and I-295		21	20	21	22	24	25	25	25	23	18	16	14	13	12	11	11
Diverge to I-295		21	20	21	22	23	24	24	24	23	18	15	14	13	12	11	11
Between I-295 On/Off Ramps		20	20	20	21	23	23	24	23	23	18	16	15	13	13	11	11
		20	20	20	21	23	23	24	24	23	19	16	15	13	13	11	11
		21	20	20	21	23	23	24	24	23	19	16	15	14	13	11	11
		21	20	21	21	23	24	24	24	23	19	16	15	14	13	11	11
Merge from I-295		19	19	19	20	22	22	22	22	21	17	15	13	13	12	11	10
Between I-295 and Old St Augustine Road		23	23	23	24	26	27	27	27	26	21	18	16	15	14	13	12
		23	23	23	24	26	27	27	27	26	21	18	16	15	14	13	12
		23	22	23	24	26	26	26	27	26	21	18	16	15	14	13	12
Diverge to Old St Augustine Road		24	23	23	24	26	27	27	27	26	21	18	16	15	14	13	12

Location	Density veh/mi/ln															
Between Old St Augustine Road On/Off Ramps	24	23	23	24	26	27	27	27	26	22	18	16	15	14	13	12
	24	23	23	24	26	27	27	27	26	22	18	16	16	14	13	12
Merge from Old St Augustine Road	20	19	20	21	22	23	23	23	22	18	16	14	13	12	11	10
Between Old St Augustine Road and SR 98	20	19	20	20	22	22	23	23	22	18	15	14	13	12	11	10
	19	19	19	20	21	22	22	22	21	18	15	14	13	12	11	10
	19	18	19	19	21	21	22	22	21	17	15	13	13	12	11	10
	19	18	19	19	21	21	22	22	21	18	15	13	13	12	11	10
	19	18	19	20	21	22	22	22	21	18	15	13	13	12	11	10
Diverge to SR 98	20	19	19	20	21	22	23	22	22	18	15	14	13	12	11	10
Between SR 98 On/Off Ramps	16	16	16	17	18	18	18	19	18	15	13	11	11	10	9	9
	16	16	16	17	18	18	18	18	18	15	13	11	11	10	9	9
	16	16	16	17	18	18	18	19	18	15	13	11	11	10	9	9
Merge from SR 98	14	13	14	15	16	16	16	16	15	13	11	10	9	8	8	7
Between SR 98 and Rest Area	17	16	16	17	19	19	19	19	18	15	13	12	11	10	9	9
	21	20	20	21	23	24	24	24	23	19	16	14	14	13	12	11
	21	20	20	21	23	24	23	24	23	19	16	14	14	13	12	11
Diverge to Rest Area	17	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
Between Rest Area On/Off Ramps	20	19	20	21	22	23	23	23	22	19	16	14	13	12	11	10
	20	19	20	21	22	23	23	23	22	19	16	14	13	12	11	10
Merge from Rest Area	17	16	16	17	18	19	19	19	18	15	13	11	11	10	9	9
Between Rest Area and CR 210	21	20	20	22	23	24	23	24	23	19	16	14	14	13	12	11
	21	20	20	22	23	24	24	24	23	19	16	14	14	13	12	11
	21	20	20	22	23	24	24	24	23	19	16	14	14	13	12	11
	17	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
	16	16	16	17	18	18	18	19	18	15	13	11	11	10	9	9
Diverge to CR 210	17	16	16	17	18	19	19	19	18	16	13	12	11	10	9	9
Between CR 210 On/Off Ramps	23	22	22	23	25	26	26	26	25	22	18	16	15	14	13	12
	23	22	22	23	25	26	25	26	25	22	18	16	15	14	13	12
Merge from CR 210	20	19	20	21	22	24	22	23	22	19	16	14	13	12	11	10
Between CR 210 and FCE	20	19	19	21	22	24	23	23	22	19	16	14	13	12	11	10
	20	19	19	21	22	23	22	23	22	19	16	14	13	12	11	10
	20	19	19	20	22	23	22	23	22	19	16	14	13	12	11	10
	20	19	19	20	21	23	22	23	22	19	16	14	13	12	11	10
	20	19	20	20	22	23	23	23	22	19	16	14	13	12	11	10
	20	19	20	21	22	23	23	23	22	19	16	14	13	12	11	10
Diverge to FCE	21	20	20	21	22	24	23	24	23	20	16	14	13	12	11	10
Between FCE On/Off Ramps	20	20	20	21	21	23	22	23	22	19	16	14	13	12	11	10
	20	19	19	20	21	23	22	23	22	19	16	14	13	12	11	10
	20	19	20	21	21	23	22	23	22	19	16	14	13	12	11	10
Merge from FCE	17	17	17	18	19	20	19	20	19	16	14	12	11	11	10	9
Between FCE and IGP	17	17	17	18	18	19	19	20	18	16	14	12	11	11	10	9
	17	17	17	18	18	19	19	20	19	16	14	12	11	11	10	9
	17	17	17	18	18	20	19	20	19	16	14	12	11	11	10	9
	17	17	17	18	18	19	19	20	19	16	14	12	11	11	10	9
	17	17	17	18	18	20	19	20	19	16	14	12	11	11	10	9
	17	17	17	18	18	20	19	20	19	17	14	12	11	11	10	9
	17	17	17	18	19	20	20	20	19	17	14	12	11	11	10	9
Diverge to IGP	18	17	17	18	19	20	20	20	19	17	14	12	12	11	10	9
Between IGP On/Off Ramps	16	16	16	17	17	18	18	19	18	16	13	12	11	10	9	9
	16	16	16	16	17	18	18	18	18	16	13	12	11	10	9	9
	16	16	16	16	17	18	18	18	18	16	13	12	11	10	9	9
Merge from IGP	15	15	14	15	16	17	17	17	17	14	12	11	10	9	9	8
Between IGP and SR 16	20	20	19	21	22	23	23	23	22	19	16	14	13	12	11	10
	20	20	19	20	21	23	22	23	22	19	16	14	13	12	11	10
	20	20	19	20	21	22	22	22	22	19	16	14	13	12	11	11
	20	20	19	20	21	22	22	22	22	19	16	14	13	12	11	11
	20	20	19	20	21	22	22	22	22	19	16	15	13	12	11	11
	20	20	19	20	21	22	23	22	22	19	16	14	13	12	11	11
	20	20	19	20	21	22	22	22	22	20	17	15	13	13	11	11
	20	20	19	20	21	22	22	23	22	20	16	15	13	13	11	11
	20	20	19	20	21	22	22	23	22	20	17	15	13	13	12	11
	20	20	19	20	21	22	22	22	22	20	17	15	13	13	11	11
	20	20	19	20	21	22	23	22	22	20	17	15	13	13	12	11
	20	20	19	20	21	22	23	23	22	20	17	15	13	13	12	11
	20	20	19	20	22	22	23	23	22	20	17	15	14	13	12	11
Diverge to SR 16	20	20	19	20	21	22	23	23	22	20	17	15	14	13	12	11
South of SR 16	16	15	15	16	16	17	17	18	17	16	13	12	11	10	9	9
	16	15	15	16	17	17	17	17	17	16	13	12	11	10	9	9
	16	15	15	16	17	17	17	17	17	16	13	12	11	10	9	9

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-16
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I-295 Eastbound

Location	Layout	Density (veh/mi/ln)															
	Eastbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
West of San Jose Boulevard		14	15	15	16	17	17	17	17	14	12	11	10	10	9	8	8
		14	15	15	17	17	17	17	17	14	12	11	10	10	9	8	8
		15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
		15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
		15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
		15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
		15	15	15	17	17	17	17	17	15	12	11	10	10	9	8	8
		15	15	16	17	17	18	18	18	15	12	11	10	10	9	8	8
		15	15	16	17	18	18	18	18	15	13	11	10	10	9	8	8
		15	15	16	17	18	18	18	18	15	13	11	10	10	9	8	8
Diverge to Express Lanes		15	15	16	17	18	18	18	18	16	13	11	10	10	9	8	8
Diverge to San Jose Boulevard		20	20	21	22	24	23	23	24	21	17	15	14	13	12	11	10
Between San Jose Boulevard On/Off Ramps		16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	8
Merge from San Jose Boulevard Southbound		14	14	15	16	16	16	16	16	15	12	11	10	9	8	8	7
Between San Jose Boulevard On Ramps		19	19	19	21	22	22	22	22	19	16	14	13	12	11	10	10
Merge from San Jose Boulevard Northbound		17	17	18	19	20	20	20	20	17	14	12	12	11	10	9	9
Between San Jose Boulevard and Old St. Augustine Road		23	23	24	25	27	27	27	27	24	19	17	16	14	13	12	11
		23	23	24	25	27	27	27	27	24	19	17	16	14	13	12	11
		23	23	23	25	27	26	27	26	24	19	17	16	15	13	12	11
Diverge to Old St. Augustine Road		23	23	24	25	27	27	27	27	24	19	17	16	15	13	12	11
Between Old St. Augustine Road Off/On Ramps		17	17	17	19	20	19	20	20	18	15	13	12	11	10	9	9
		17	17	17	19	20	19	20	19	18	15	13	12	11	10	9	9
Merge from Old St. Augustine Road		15	15	15	16	17	17	17	17	15	13	11	10	10	9	8	8
Merge from Express Lanes		12	12	12	13	14	14	14	14	12	10	9	8	8	7	7	6
		12	12	12	13	14	14	14	14	12	10	9	8	8	7	7	6
Between Express Lanes Egress and I-95		12	12	12	13	14	14	14	14	12	10	9	8	8	7	7	6
		12	12	12	13	14	14	14	14	13	10	9	8	8	7	7	6
Diverge to Northbound I-95		12	12	12	13	14	14	14	14	13	10	9	8	8	7	7	6
Between I-95 Off Ramps		10	10	11	11	12	12	12	12	11	9	8	7	7	6	6	5
		13	13	13	14	15	15	15	15	14	11	10	9	9	8	7	7
Diverge to Southbound I-95		15	14	15	16	19	21	20	18	18	12	10	9	9	8	7	7
Between I-95 Off/On Ramps		8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
		8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
		8	8	8	9	9	10	10	10	9	7	6	6	6	5	5	4
Merge from I-95		8	8	8	9	9	10	9	9	9	7	6	6	6	5	5	4
Diverge to Philips Highway		8	8	8	9	9	10	10	10	9	8	7	6	6	5	5	4
Between Philips Highway On/Off Ramps		8	8	8	9	9	10	10	10	9	8	6	6	6	5	5	4
Merge from Philips Highway		8	8	8	9	9	10	9	9	9	7	6	6	5	5	5	4
		11	10	11	12	12	13	12	12	12	9	8	8	7	7	6	6
East of Philips Highway		11	10	11	12	12	13	12	13	12	9	8	8	7	7	6	6
		16	16	16	17	18	19	18	19	17	14	13	11	11	10	9	9
		16	16	16	17	18	19	19	19	17	14	13	11	11	10	9	9
		16	16	16	17	18	19	19	19	17	15	13	11	11	10	9	9

I-295 Westbound

Location	Layout	Density (veh/mi/ln)															
	Westbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
East of Philips Highway		19	19	20	22	23	23	23	23	19	16	14	13	13	11	11	10
		19	20	20	22	23	23	23	23	19	16	14	13	13	11	11	10
		19	20	20	22	23	23	23	23	19	16	15	14	13	11	11	10
		13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
		13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
		13	13	14	15	15	15	15	15	13	11	10	9	9	8	7	7
Diverge to Philips Highway		10	10	10	11	11	11	11	11	10	8	7	7	6	6	5	5
Between Philips Highway On/Off Ramps		11	11	11	12	13	13	13	13	11	9	8	7	7	7	6	6
Merge from Philips Highway		13	13	13	14	15	15	15	15	13	11	10	9	8	8	7	7
Diverge to Northbound I-95		12	12	13	14	14	14	14	14	13	10	9	9	8	7	7	6
Between I-95 Off Ramps		15	15	16	17	17	18	17	18	16	12	11	11	10	9	8	8
		15	15	16	17	17	18	17	18	16	13	11	11	10	9	8	8
Diverge to Southbound I-95		12	11	12	13	13	13	13	13	12	9	9	8	7	7	6	6
Between I-95 Off Ramps and EL Ingress		14	13	14	15	15	16	15	16	14	11	10	9	9	8	7	7
Diverge to Express Lanes		14	13	14	15	16	16	15	16	14	11	10	9	9	8	7	7
Between EL Ingress and I-95 On Ramp		17	16	18	18	19	19	18	19	16	13	13	11	11	10	9	8
Merge from I-95		13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
Between I-95 and EL Ingress		13	13	13	14	14	15	15	15	14	11	10	9	9	8	7	7
Diverge to Express Lanes		13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
Between EL Ingress and Old St. Augustine Road		17	16	17	18	19	19	19	18	17	15	13	12	11	10	9	9
		17	16	17	18	19	19	19	19	18	15	13	12	11	10	9	9
Diverge to Old St. Augustine Road		17	16	17	18	19	20	19	19	18	15	13	12	11	10	9	9
Between Old St. Augustine Road On/Off Ramps		17	17	17	18	19	19	19	19	19	15	13	12	11	10	9	9
		23	22	23	24	29	32	34	30	27	20	17	16	15	14	13	12
Merge from Old St. Augustine Road		24	23	24	25	37	45	42	40	31	20	17	15	14	13	12	11
Between Old St. Augustine Road and San Jose Boulevard		30	29	31	32	37	39	39	40	36	26	22	20	19	17	16	15
		30	29	30	31	35	38	38	39	36	26	22	20	19	17	16	15
Diverge to San Jose Boulevard Northbound		29	28	29	31	33	34	34	34	33	26	22	20	19	17	16	15
Between San Jose Boulevard Off Ramps		27	26	27	28	30	30	30	30	29	24	20	19	18	16	15	14
Diverge to San Jose Boulevard Southbound		20	19	20	21	22	22	22	22	22	18	15	14	13	12	11	11
Between San Jose Boulevard Off Ramp and EL Egress		22	21	22	23	24	25	25	24	23	20	17	16	15	14	12	12
Merge from Express Lanes		17	16	16	17	18	19	19	19	18	15	13	12	11	10	9	9
Merge from San Jose Boulevard		19	18	19	20	21	22	22	22	21	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	20	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	20	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	20	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	20	17	14	13	12	11	10	10
West of San Jose Boulevard		19	18	18	19	20	21	21	21	21	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	21	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	21	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	21	17	14	13	12	11	10	10
		19	18	18	19	20	21	21	21	21	18	14	13	12	11	10	10

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Opening Year 2030 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-16
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2030 Express Lane Access Point Weave Analysis (Original Build Alternative)

Freeway weave analyses were conducted at the critical weave areas located upstream and downstream of the express lane access points for the Original Build. It should be noted that the Modified Build provides freeway general use lane capacity improvements (as opposed to the express lanes provided in the Original Build) throughout the I-95 study area. Therefore, the access point weave analysis was only performed to assess the performance of the Original Build, rather than draw a comparison between the two study alternatives. Fifteen access point locations were analyzed to assess the performance of I-95 between the express lanes and the off-/on-ramps to the adjacent interchanges, which includes seven locations in the northbound direction and eight locations in the southbound direction. The Original Build weave diagrams for the AM and PM peaks are provided in **Figure 7-17** and **Figure 7-18**, respectively; these figures show the simulated density between the access point and general use on/off-ramps for each hour of the peak period, as well as the simulated volume.

During the AM peak period, severe congestion is reported within most of the northbound weave areas upstream of the critical bottleneck that occurs between I-295 and Southside Boulevard (caused by the lack of additional capacity provided by the Original Build for the 2030 Opening Year horizon). For instance, Weave 5 represents the access point at which the northbound express lanes terminate within the I-295 interchange, which feeds directly into the bottleneck. Therefore, very high density levels (in excess of 100 vpmpl) are observed beginning in hour 2 and continuing through hour 4. The upstream weave areas show similar breakdowns, as the bottleneck extends further upstream during the simulation. Weave 4 shows low-to-high density levels during hour 1 (ranging from 20 to 70 vpmpl) with levels higher than 100 vpmpl observed during the subsequent hours. Weave 3 shows mostly acceptable levels of density during hour 1 (lower than 45 vpmpl), but significant congestion during hours 2, 3, and 4. Weave 2, which represents the northbound combined access point within the rest area north of CR 210, lies far enough upstream of the bottleneck so that congestion isn't observed until later in the simulation. Hours 1 and 2 show density levels lower than 20 vpmpl. Hour 3 shows acceptable density levels through most of the weave area, but density levels greater than 70 vpmpl downstream of the rest area. Hour 4 shows very high density through the entire weave area, as the congestion continues to extend upstream through the end of the simulation.

The remainder of the northbound weave areas include the start of the facility (north of International Golf Parkway) and all weave areas for the northern portion of the express lanes between Butler Boulevard and Emerson Street. All these areas experience no significant congestion during the AM peak period. Similarly, none of the southbound weave areas report significant congestion.

During the PM peak period, most of the weave areas show no significant congestion throughout the simulation period. The one exception occurs at Weave 10, which represents the southbound termination of the express lanes just south of Butler Boulevard. As discussed in the previous sections, the area between Butler Boulevard and I-295 is over capacity in terms of the demand volume since the Original Build does not provide additional capacity there for the 2030 horizon. Therefore, a bottleneck occurs south of Butler Boulevard, which impacts the weave area between the express lanes and the off-ramp to Baymeadows Road. Density levels approaching 60 vpmpl are observed during hours 2 and 3, but recovery to free-flow conditions is observed during hour 4. The remainder of the southbound weave areas (and all northbound weave areas) experience no significant congestion during the PM peak period.

2030 Freeway Travel Time

Travel time comparisons were performed for both the general use lanes and express lanes. The travel time measurements were performed for three segments on I-95 (with splits occurring at the rest area and at Butler Boulevard), in addition to the total travel time between the northern and southern ends of I-95 within the analysis area. The general use lane travel time and speed are based on the output for only the general use lanes. For the express lane travel times, the express lane output was used for segments where express lanes are available, and general use lane output was used for the remaining portion (such as between SR 16 to the express lane access north of International Golf Parkway, and between Emerson Road and Palm Avenue). **Table 7-3** shows travel time results along northbound and southbound I-95, comparing the peak hour travel times in the Modified Build general use lanes with the Original Build general use and express lanes. During the AM peak hour, the Modified Build provides substantial travel times savings in the northbound direction, particularly the areas south of Butler Boulevard, where a severe bottleneck occurs in the Original Build. For the overall corridor, the Modified Build provides a 56% travel time reduction over the Original Build general use lanes, and a 22% travel time reduction over the Original Build express lanes. During the PM peak hour, the Modified Build provides travel times savings in the southbound direction, due to the bottleneck that occurs between Butler Boulevard and Baymeadows Road in the Original Build. For the overall corridor, the Modified Build provides a 11% travel time reduction over the Original Build general use lanes, and a 8% travel time reduction over the Original Build express lanes. In the off-peak directions, the Modified Build provides similar overall travel times to the Original Build.

Table 7-3 2030 I-95 Peak Hour Travel Times

AM PEAK		Original Build Alternative	Original Build Alternative	Modified Build Alternative		
		General Use Lanes	Express Lanes	General Use Lanes		
NB	SR 16 to Rest Area	11:12	11:15	11:19	1%	1%
	Rest Area to Butler Blvd	48:21	19:45	11:26	-76%	-42%
	Butler Blvd to Palm Ave	06:12	06:04	06:09	-1%	1%
	Total Travel Time	**01:05:45**	**37:04**	**28:55**	**-56%**	**-22%**
	(Average Speed)	**(29 mph)**	**(52 mph)**	**(67 mph)**		
SB	Palm Ave to Butler Blvd	06:26	06:06	06:10	-4%	1%
	Butler Blvd to Rest Area	11:03	10:56	10:55	-1%	0%
	Rest Area to SR 16	11:20	11:12	11:21	0%	1%
	Total Travel Time	**28:50**	**28:14**	**28:25**	**-1%**	**1%**
	(Average Speed)	**(67 mph)**	**(68 mph)**	**(68 mph)**		
PM PEAK		**Original Build Alternative**	**Original Build Alternative**	**Modified Build Alternative**		
		General Use Lanes	**Express Lanes**	**General Use Lanes**		
NB	SR 16 to Rest Area	11:02	11:06	11:08	1%	0%
	Rest Area to Butler Blvd	11:17	11:19	11:10	-1%	-1%
	Butler Blvd to Palm Ave	06:30	06:05	06:07	-6%	1%
	Total Travel Time	**28:49**	**28:30**	**28:25**	**-1%**	**0%**
	(Average Speed)	**(67 mph)**	**(68 mph)**	**(68 mph)**		
SB	Palm Ave to Butler Blvd	06:39	06:07	06:10	-7%	1%
	Butler Blvd to Rest Area	14:18	13:51	11:09	-22%	-20%
	Rest Area to SR 16	11:29	11:18	11:32	0%	2%
	Total Travel Time	**32:26**	**31:16**	**28:51**	**-11%**	**-8%**
	(Average Speed)	**(60 mph)**	**(62 mph)**	**(67 mph)**		

Note: Percentages indicate comparisons to the Original Build General Use Lanes and Express Lanes.

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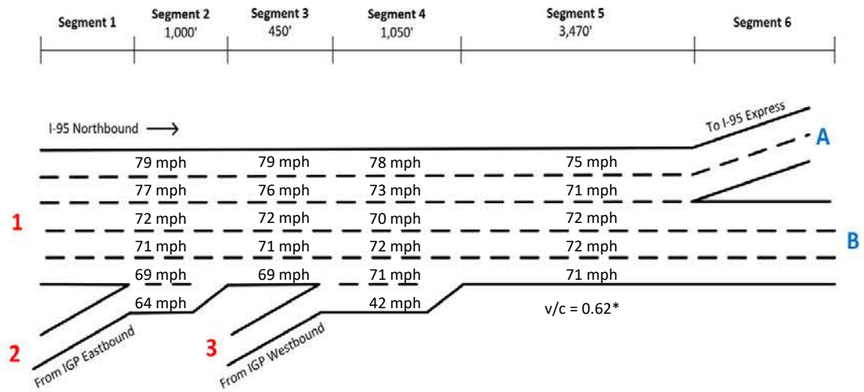
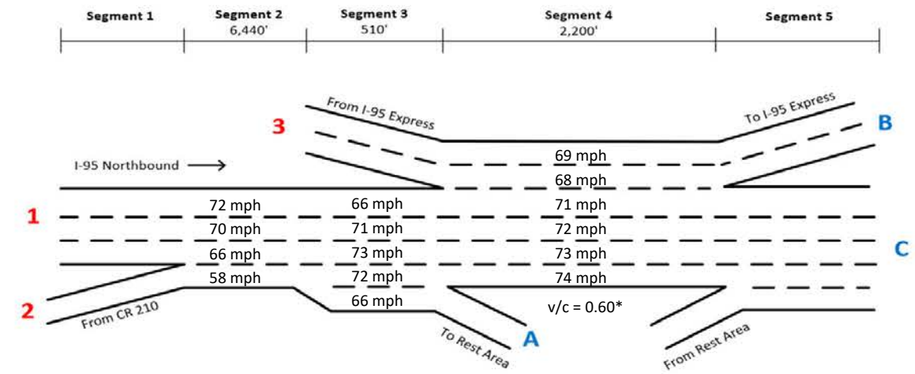
Weave 1



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	10	11	8	6
I-95 Northbound - 2	11	12	9	7
I-95 Northbound - 3	13	14	11	8
I-95 Northbound - 4	12	13	10	7
I-95 Northbound - 5	14	15	12	9
I-95 Northbound - 6	15	17	13	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,481
1-B	2,387
2-A	451
2-B	877
3-A	47
3-B	255

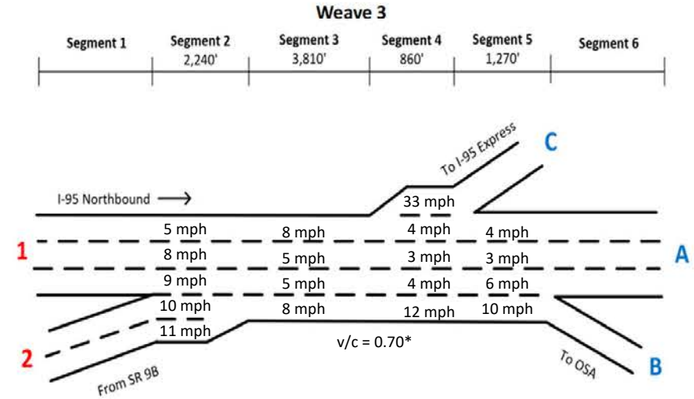
Weave 2



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	12	13	11	55
I-95 Northbound - 2	13	14	12	64
I-95 Northbound - 3	10	11	27	76
I-95 Northbound - 4	14	15	46	96
I-95 Northbound - 5	11	11	75	61

O-D Pair	Simulated Volume (Peak Hour)
1-A	191
1-B	349
1-C	2,273
2-A	10
2-B	401
2-C	663
3-B	1,954
3-C	731

Weave 3



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	100	185	155
I-95 Northbound - 2	14	107	157	113
I-95 Northbound - 3	18	125	157	127
I-95 Northbound - 4	28	111	157	123
I-95 Northbound - 5	43	131	119	91
I-95 Northbound - 6	62	152	136	98

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,228
1-B	218
1-C	66
2-A	1,068
2-B	107
2-C	584

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-17
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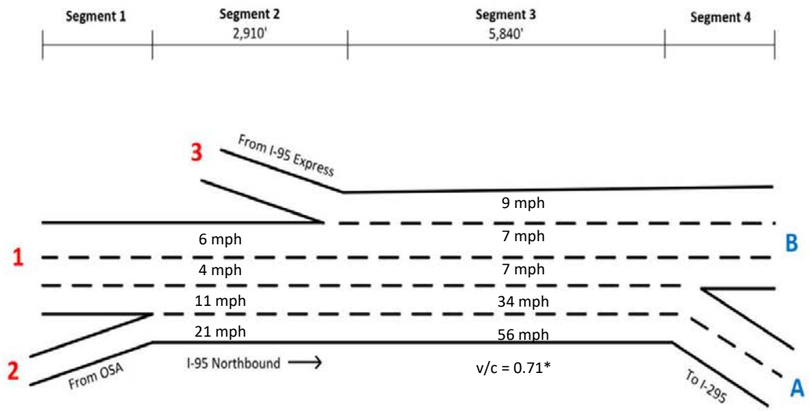
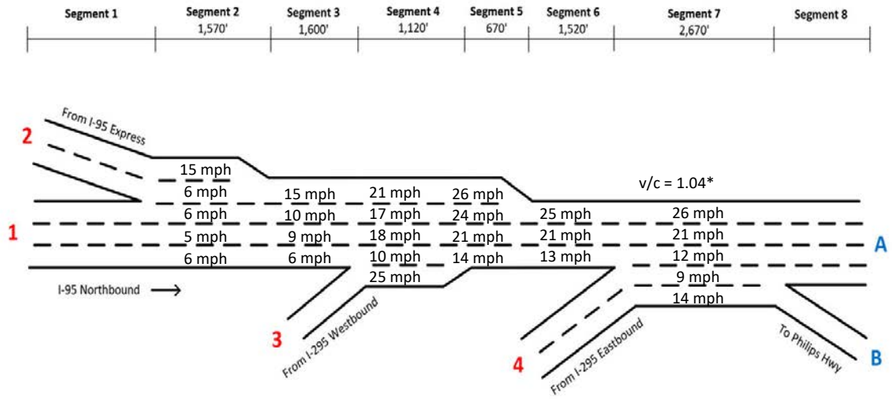
Weave 4



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	62	152	136	98
I-95 Northbound - 2	49	104	120	83
I-95 Northbound - 3	23	81	87	67
I-95 Northbound - 4	69	137	139	129

O-D Pair	Simulated Volume (Peak Hour)
1-A	701
1-B	1,555
2-A	568
2-B	854
3-A	653
3-B	56

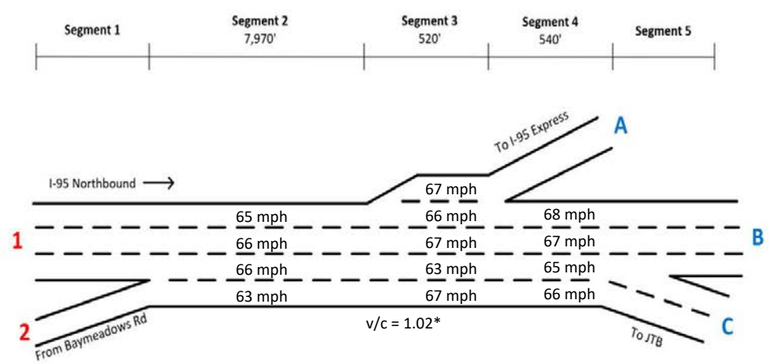
Weave 5



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	69	137	139	129
I-95 Northbound - 2	66	114	120	109
I-95 Northbound - 3	81	114	109	112
I-95 Northbound - 4	60	69	67	64
I-95 Northbound - 5	55	64	63	58
I-95 Northbound - 6	76	85	84	78
I-95 Northbound - 7	72	75	74	69
I-95 Northbound - 8	87	86	85	82

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,186
1-B	322
2-A	1,829
2-B	243
3-A	221
3-B	64
4-A	1,972
4-B	283

Weave 6



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	23	23	23	23
I-95 Northbound - 2	23	22	21	20
I-95 Northbound - 3	18	18	17	16
I-95 Northbound - 4	19	19	18	17
I-95 Northbound - 5	15	15	15	14

O-D Pair	Simulated Volume (Peak Hour)
1-A	706
1-B	2,360
1-C	1,500
2-A	204
2-B	711
2-C	452

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-17
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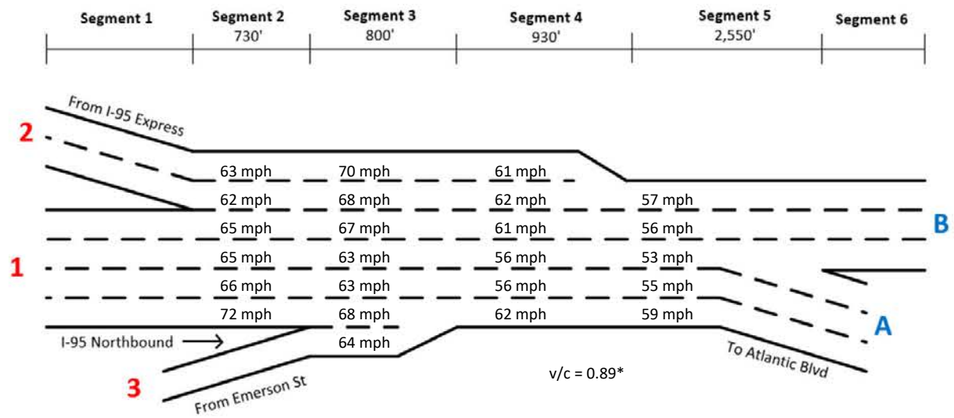
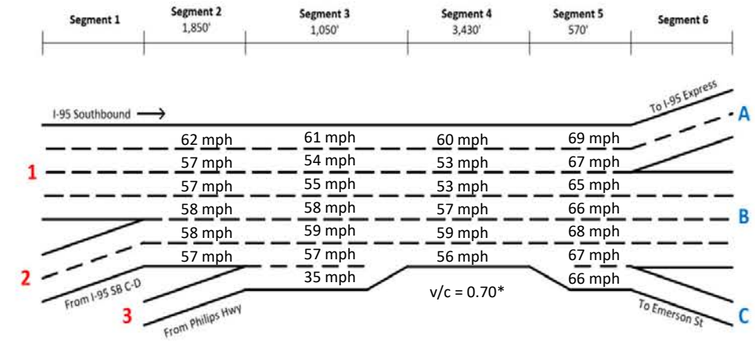
Weave 7



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	18	19	16	13
I-95 Northbound - 2	16	17	14	12
I-95 Northbound - 3	15	16	13	11
I-95 Northbound - 4	19	20	17	13
I-95 Northbound - 5	25	27	22	18
I-95 Northbound - 6	27	29	24	20

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,691
1-B	3,216
2-A	587
2-B	1,130
3-A	234
3-B	445

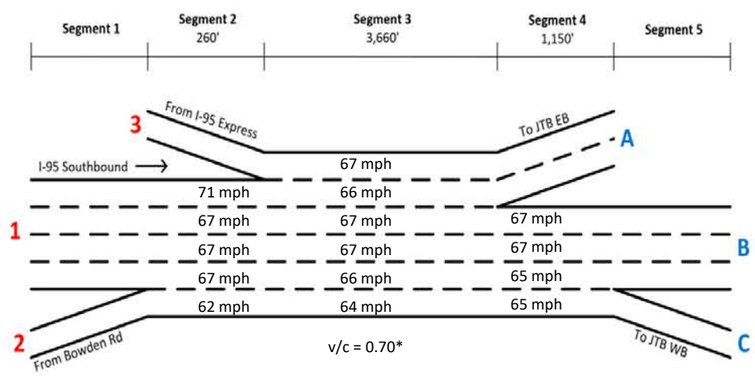
Weave 8



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	22	24	18	13
I-95 Southbound - 2	20	21	16	11
I-95 Southbound - 3	18	19	14	10
I-95 Southbound - 4	21	22	17	12
I-95 Southbound - 5	15	16	12	9
I-95 Southbound - 6	18	18	14	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,473
1-B	3,574
1-C	414
2-A	499
2-B	1,153
2-C	135
3-A	88
3-B	198
3-C	23

Weave 9



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	19	15	11
I-95 Southbound - 2	19	19	15	11
I-95 Southbound - 3	17	19	15	11
I-95 Southbound - 4	18	19	15	11
I-95 Southbound - 5	18	19	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,445
1-B	2,806
1-C	735
2-A	410
2-B	908
2-C	122
3-A	637
3-B	57
3-C	330

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-17
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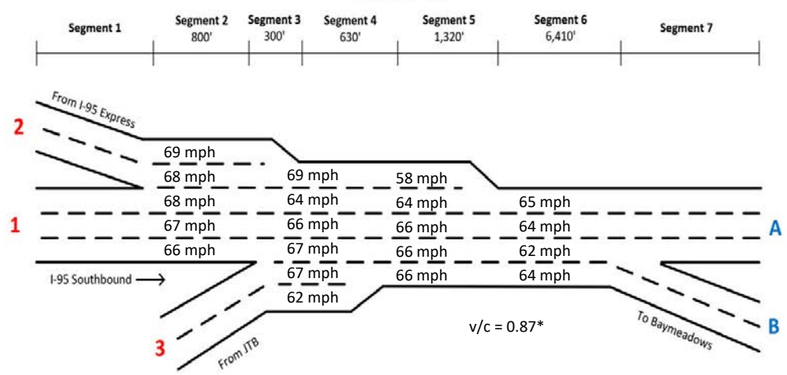
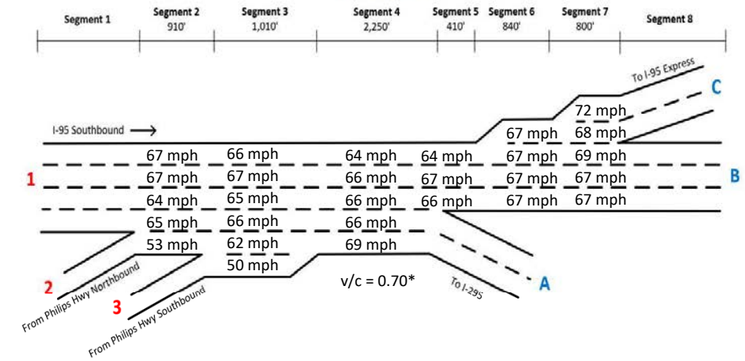
Weave 10



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	19	15	11
I-95 Southbound - 2	14	14	11	8
I-95 Southbound - 3	12	13	11	8
I-95 Southbound - 4	15	16	12	9
I-95 Southbound - 5	18	19	15	11
I-95 Southbound - 6	23	24	19	14
I-95 Southbound - 7	21	22	18	13

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,812
1-B	952
2-A	729
2-B	303
3-A	892
3-B	454

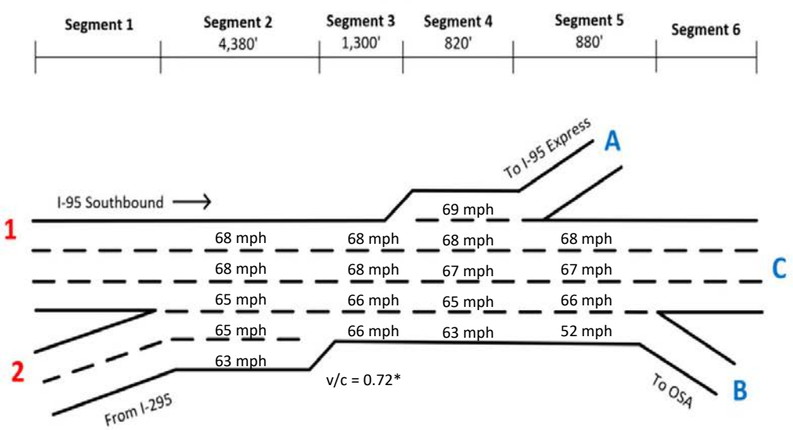
Weave 11



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	20	16	12
I-95 Southbound - 2	16	17	14	10
I-95 Southbound - 3	15	15	13	9
I-95 Southbound - 4	17	19	15	11
I-95 Southbound - 5	20	22	18	13
I-95 Southbound - 6	15	16	13	9
I-95 Southbound - 7	12	13	10	7
I-95 Southbound - 8	15	16	13	9

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,546
1-B	2,726
1-C	974
2-A	128
2-B	183
2-C	71
3-A	180
3-B	240
3-C	88

Weave 12



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	15	16	13	9
I-95 Southbound - 2	14	15	13	9
I-95 Southbound - 3	18	18	16	12
I-95 Southbound - 4	14	15	13	9
I-95 Southbound - 5	18	18	15	11
I-95 Southbound - 6	16	17	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	0
1-B	747
1-C	2,401
2-A	239
2-B	488
2-C	1,027

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

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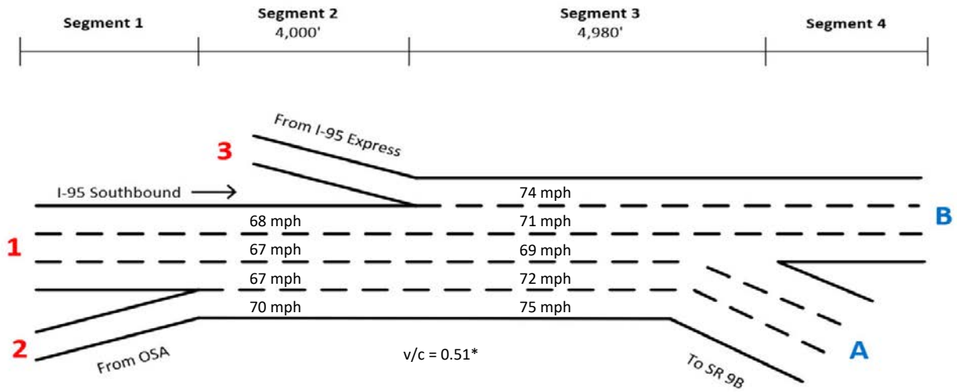
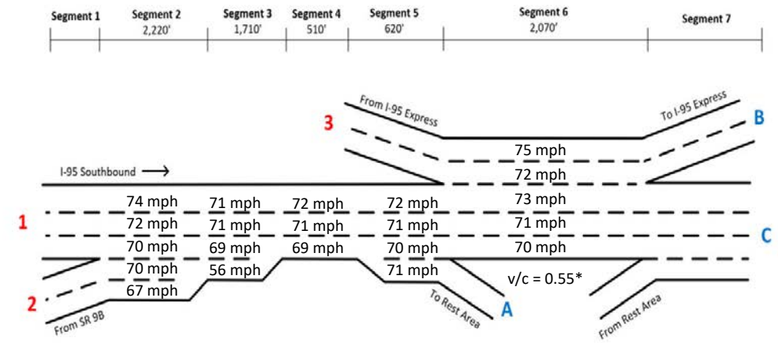
Weave 13



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	16	17	15	11
I-95 Southbound - 2	13	14	12	9
I-95 Southbound - 3	11	12	10	8
I-95 Southbound - 4	14	15	12	9

O-D Pair	Simulated Volume (Peak Hour)
1-A	837
1-B	2,585
2-A	155
2-B	318
3-A	262
3-B	233

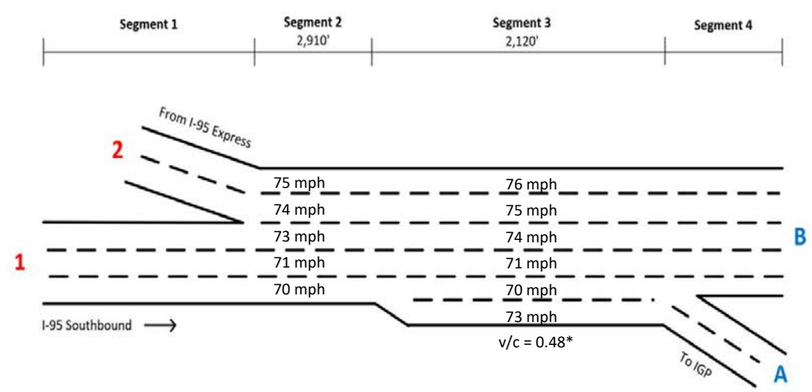
Weave 14



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	14	15	12	9
I-95 Southbound - 2	11	11	9	7
I-95 Southbound - 3	13	14	12	9
I-95 Southbound - 4	18	19	16	12
I-95 Southbound - 5	13	14	12	9
I-95 Southbound - 6	12	13	11	8
I-95 Southbound - 7	13	13	11	8

O-D Pair	Simulated Volume (Peak Hour)
1-A	124
1-B	141
1-C	2,882
2-A	33
2-B	185
2-C	666
3-B	749
3-C	124

Weave 15



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	15	16	14	10
I-95 Southbound - 2	11	12	10	7
I-95 Southbound - 3	9	10	8	6
I-95 Southbound - 4	8	9	8	5

O-D Pair	Simulated Volume (Peak Hour)
1-A	916
1-B	2,517
2-A	133
2-B	649

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-17
			Page 5 of 5

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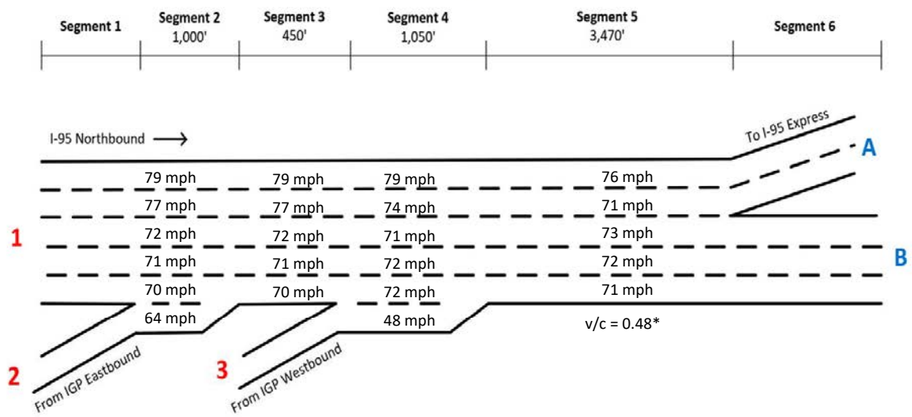
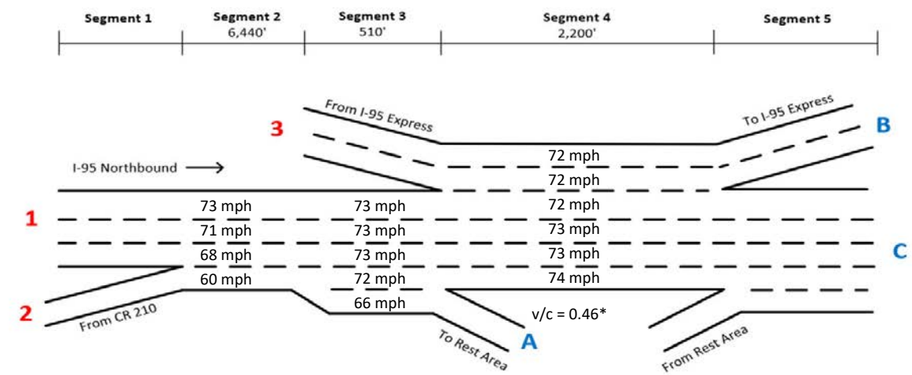
Weave 1



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	8	9	7	5
I-95 Northbound - 2	8	9	7	5
I-95 Northbound - 3	10	11	8	6
I-95 Northbound - 4	9	10	7	5
I-95 Northbound - 5	10	12	9	6
I-95 Northbound - 6	11	12	9	6

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,279
1-B	1,902
2-A	208
2-B	578
3-A	33
3-B	209

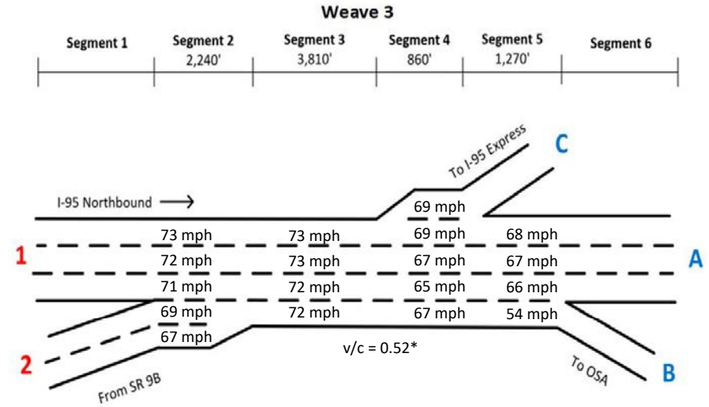
Weave 2



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	8	10	7	5
I-95 Northbound - 2	9	10	8	5
I-95 Northbound - 3	7	8	6	4
I-95 Northbound - 4	10	11	9	6
I-95 Northbound - 5	8	9	7	5

O-D Pair	Simulated Volume (Peak Hour)
1-A	133
1-B	0
1-C	1,969
2-A	23
2-B	99
2-C	640
3-B	1,610
3-C	485

Weave 3



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	10	11	9	6
I-95 Northbound - 2	9	10	8	5
I-95 Northbound - 3	11	13	10	7
I-95 Northbound - 4	9	11	8	6
I-95 Northbound - 5	11	13	10	7
I-95 Northbound - 6	13	15	12	8

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,031
1-B	306
1-C	24
2-A	989
2-B	141
2-C	167

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-18
			Page 1 of 5

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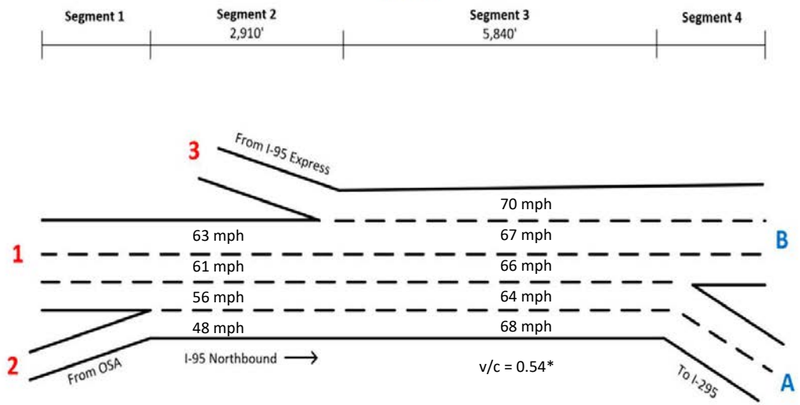
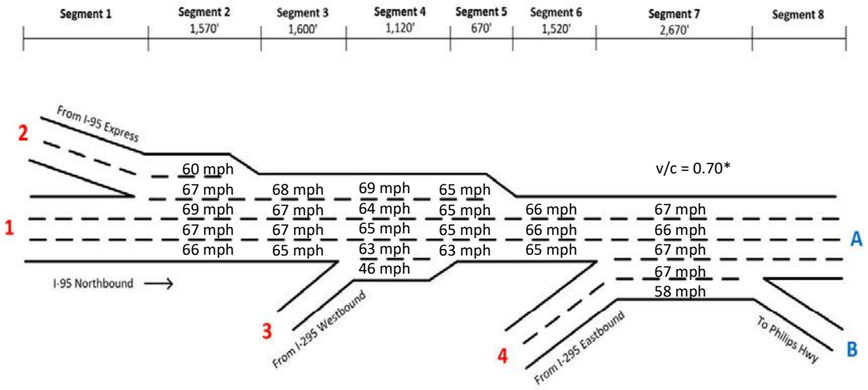
Weave 4



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	15	12	8
I-95 Northbound - 2	15	18	13	9
I-95 Northbound - 3	12	14	11	7
I-95 Northbound - 4	12	14	11	7

O-D Pair	Simulated Volume (Peak Hour)
1-A	834
1-B	2,182
2-A	628
2-B	685
3-A	458
3-B	0

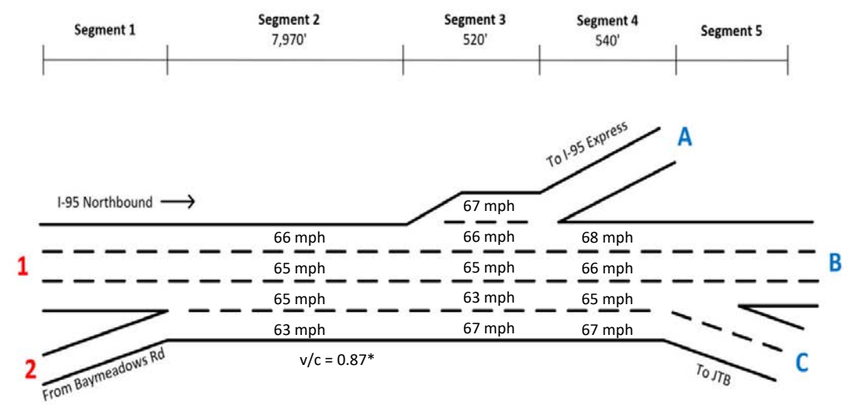
Weave 5



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	12	14	11	7
I-95 Northbound - 2	11	13	10	7
I-95 Northbound - 3	14	16	12	8
I-95 Northbound - 4	12	14	11	7
I-95 Northbound - 5	15	18	14	9
I-95 Northbound - 6	20	24	18	12
I-95 Northbound - 7	17	19	14	10
I-95 Northbound - 8	17	20	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,454
1-B	406
2-A	1,257
2-B	174
3-A	227
3-B	64
4-A	1,375
4-B	228

Weave 6



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	20	23	18	12
I-95 Northbound - 2	21	23	19	12
I-95 Northbound - 3	17	19	15	10
I-95 Northbound - 4	17	19	15	10
I-95 Northbound - 5	17	19	15	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	765
1-B	2,815
1-C	880
2-A	260
2-B	920
2-C	443

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-18
			Page 2 of 5

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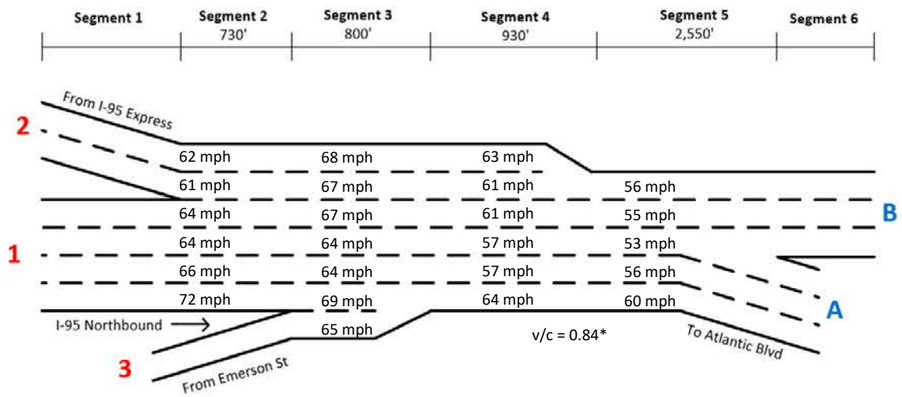
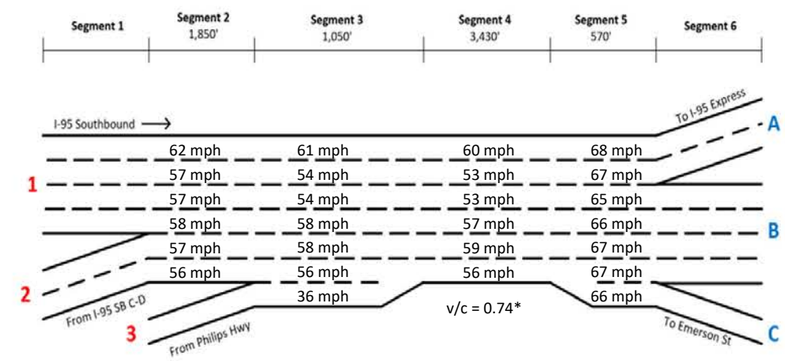
Weave 7



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	17	19	15	10
I-95 Northbound - 2	15	17	14	9
I-95 Northbound - 3	14	16	13	9
I-95 Northbound - 4	18	20	16	10
I-95 Northbound - 5	24	27	21	14
I-95 Northbound - 6	28	31	26	17

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,410
1-B	3,543
2-A	504
2-B	1,295
3-A	157
3-B	402

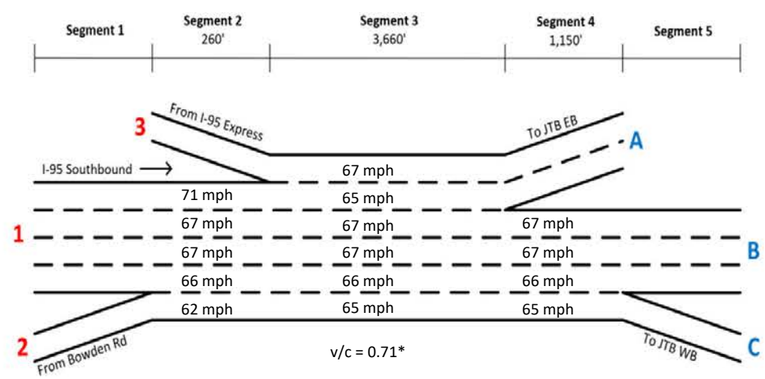
Weave 8



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	21	23	17	12
I-95 Southbound - 2	20	22	16	11
I-95 Southbound - 3	18	20	14	10
I-95 Southbound - 4	21	24	17	12
I-95 Southbound - 5	15	17	12	9
I-95 Southbound - 6	18	19	14	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,469
1-B	3,359
1-C	469
2-A	644
2-B	1,495
2-C	203
3-A	101
3-B	216
3-C	31

Weave 9



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	18	14	10
I-95 Southbound - 2	18	20	15	11
I-95 Southbound - 3	17	19	14	10
I-95 Southbound - 4	16	18	14	9
I-95 Southbound - 5	17	19	14	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,483
1-B	2,782
1-C	632
2-A	512
2-B	843
2-C	210
3-A	696
3-B	94
3-C	280

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

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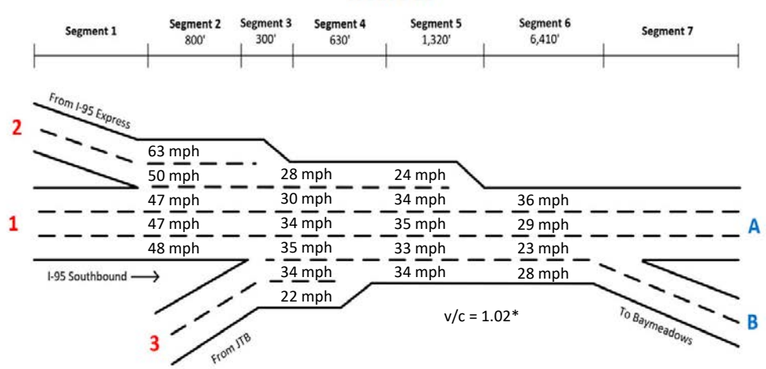
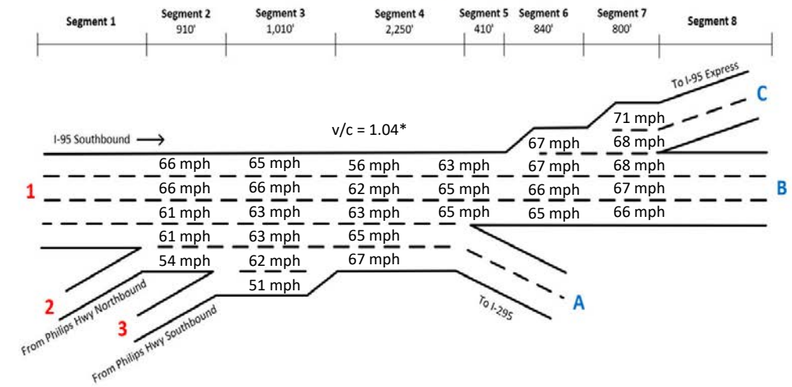
Weave 10



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	19	23	10
I-95 Southbound - 2	13	21	42	7
I-95 Southbound - 3	14	32	54	8
I-95 Southbound - 4	16	36	56	10
I-95 Southbound - 5	20	40	55	11
I-95 Southbound - 6	26	55	54	15
I-95 Southbound - 7	27	57	59	16

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,751
1-B	684
2-A	849
2-B	203
3-A	1,737
3-B	380

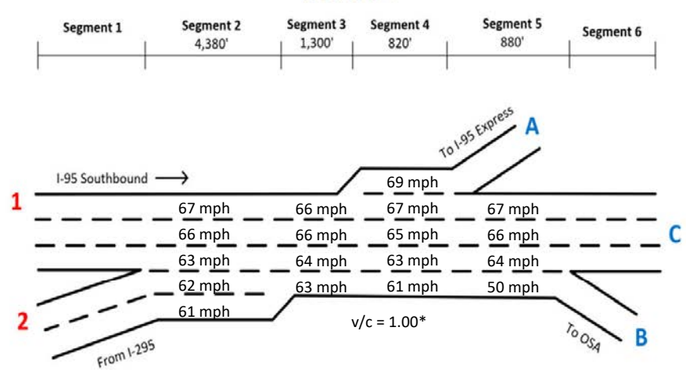
Weave 11



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	28	29	27	16
I-95 Southbound - 2	24	25	24	15
I-95 Southbound - 3	21	22	20	13
I-95 Southbound - 4	26	27	25	15
I-95 Southbound - 5	28	29	27	17
I-95 Southbound - 6	21	21	20	12
I-95 Southbound - 7	16	17	16	10
I-95 Southbound - 8	20	21	20	12

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,392
1-B	3,606
1-C	1,327
2-A	232
2-B	244
2-C	76
3-A	211
3-B	309
3-C	102

Weave 12



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	20	21	20	12
I-95 Southbound - 2	19	20	18	11
I-95 Southbound - 3	23	25	22	14
I-95 Southbound - 4	19	20	18	11
I-95 Southbound - 5	23	25	22	14
I-95 Southbound - 6	22	24	21	13

O-D Pair	Simulated Volume (Peak Hour)
1-A	0
1-B	1,061
1-C	3,096
2-A	354
2-B	436
2-C	1,596

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

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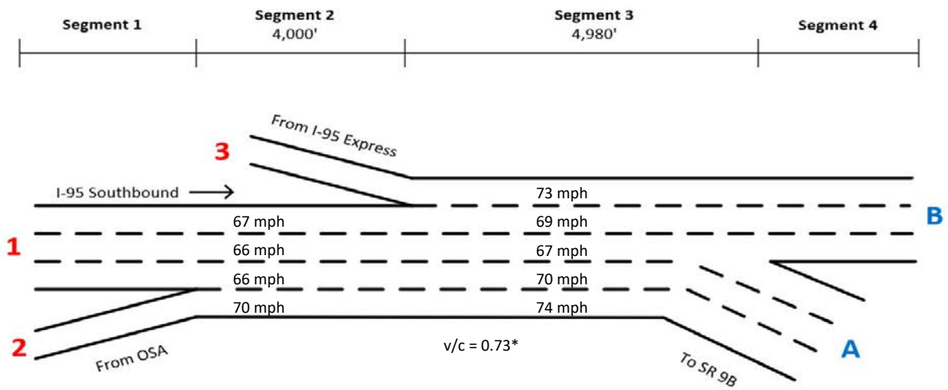
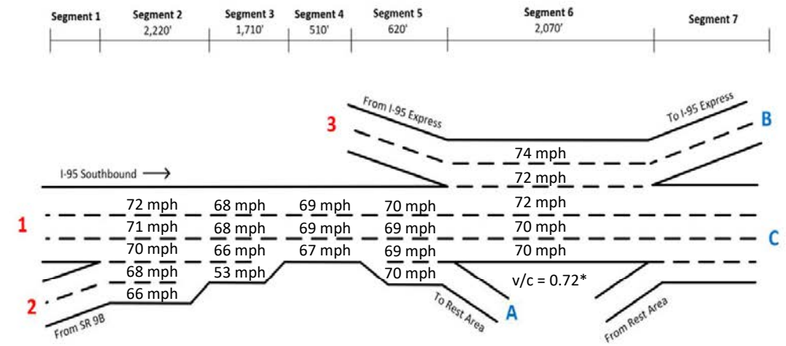
Weave 13



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	22	24	21	13
I-95 Southbound - 2	18	19	17	11
I-95 Southbound - 3	16	17	15	10
I-95 Southbound - 4	17	18	16	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,527
1-B	3,168
2-A	142
2-B	407
3-A	519
3-B	253

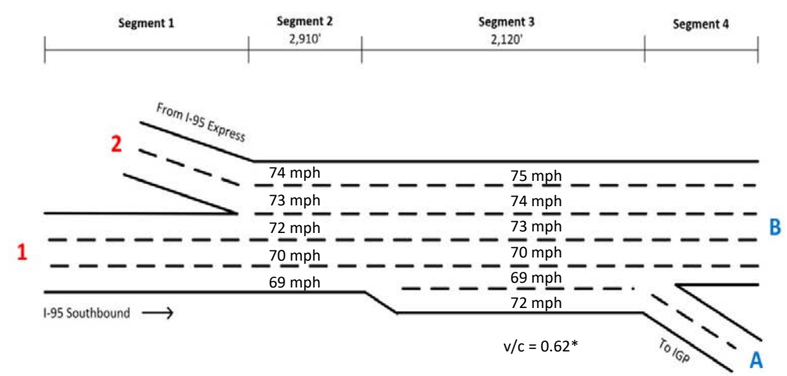
Weave 14



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	18	16	10
I-95 Southbound - 2	14	15	12	8
I-95 Southbound - 3	18	20	16	10
I-95 Southbound - 4	23	25	21	14
I-95 Southbound - 5	17	19	16	10
I-95 Southbound - 6	16	17	15	10
I-95 Southbound - 7	16	18	15	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	136
1-B	176
1-C	3,515
2-A	48
2-B	287
2-C	1,018
3-B	903
3-C	182

Weave 15



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	19	21	17	11
I-95 Southbound - 2	14	15	12	8
I-95 Southbound - 3	11	12	10	7
I-95 Southbound - 4	9	10	9	6

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,333
1-B	2,972
2-A	245
2-B	761

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Opening Year 2030 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-18
			Page 5 of 5

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2030 Study Intersection/Interchange Performance

The performance of the study area intersections was evaluated as part of the VISSIM analysis. Signal optimization was performed to account for the 2030 peak-hour volumes. The Opening Year 2030 intersection delay results are summarized in **Table 7-4**. Additional details for the intersection analysis are provided in **Appendix G.** In the Opening Year 2030, 6 of the 56 study area intersections are expected to operate with excessive delay (> 80 seconds per vehicle), which include the following:

- Old St. Augustine Road at I-95 (Original Build AM)
- Baymeadows Road at Baymeadows Way (Original Build PM)
- Baymeadows Road at Western Way / Baymeadows Circle West (Original Build AM)
- Butler Boulevard at Belfort Road (Original Build PM)
- Old St. Augustine Road at Losco Road (Original Build and Modified Build PM)
- Philips Highway at I-295 Northbound / Greenland Road (Original Build and Modified Build AM)

The Old St. Augustine Road interchange at I-95 operates at high levels of delay during the AM peak hour in the 2030 Original Build analysis, due to the severe congestion on northbound I-95 that impacts the on-ramps and operations on Old St. Augustine Road upstream of the on-ramps. Since the congestion on I-95 northbound is alleviated by the Modified Build, this intersection operates better under that alternative. Two adjacent intersections on Baymeadows Road experience high levels of delay under Original Build conditions since no improvements are provided on Baymeadows Road or the interchange during the opening year. Since the Modified Build provides capacity improvements on Baymeadows Road and converts the I-95 interchange to a DDI, lower levels of delay are observed for that alternative. The Belfort Road interchange at Butler Boulevard operates at very high levels of delay during the PM peak hour in the Original Build, due to lack of capacity of the current interchange configuration. The Modified Build converts this interchange to a diverging diamond interchange (DDI), resulting in significant delay time reductions.

Old St. Augustine Road and Losco Road also experiences more than 80 seconds of delay per vehicle during the PM peak hour for both alternatives, due to high demand for the WBL movement, and extensive queueing in both directions on Losco Road.

Table 7-4 2030 Intersection/Interchange Analysis Summary

Intersection/Interchange	Original Build Delay (sec/veh)		Modified Build Delay (sec/veh)	
	AM	PM	AM	PM
International Golf Parkway @ World Golf Village	38.2	68.5	34.4	34.4
International Golf Parkway @ I-95	27.6	56.5	23.0	32.0
International Golf Parkway @ Center Place Way	1.6	3.0	1.5	2.9
CR 210 @ Russell Sampson Road	18.6	20.9	18.5	20.7
CR 210 @ I-95	30.5	30.2	35.2	34.3
FCE @ CR 2209	16.9	18.2	17.0	18.2
SR 9B @ Peyton Parkway	19.1	11.7	20.6	12.2
SR 9B Northbound @ Philips Highway	23.0	20.7	31.4	23.4
SR 9B Southbound @ Philips Highway	24.0	30.7	23.6	30.9
Old St. Augustine Road @ Bartram Park Boulevard	34.9	35.8	40.5	34.4
Old St. Augustine Road @ I-95	83.6	45.9	34.5	29.8
Old St. Augustine Road @ Baptist Medical Center	9.2	25.7	6.9	11.0
Old St. Augustine Road @ Gran Bay Parkway	17.9	32.6	19.0	33.3
Philips Highway @ I-95	47.8	22.0	24.5	23.8
Philips Highway @ Keskin Avenue	10.6	17.7	10.4	20.7
Philips Highway @ Southside Boulevard	26.8	41.3	27.7	40.5
Southside Blvd @ Square Lake Blvd	15.2	42.7	17.3	46.2
Southside Blvd @ I-95 NB Off-Ramp / Paradise Island Entrance	8.3	9.2	10.4	10.8
Southside Blvd @ Western Lake Dr U-turn	---	---	7.6	11.7
Southside Blvd @ Southside Blvd Service Rd / Western Lake Dr	4.5	35.0	9.9	14.8
Southside Blvd @ Southside Blvd Service Rd / Belle Rive Blvd	31.6	47.8	12.1	16.3
Baymeadows Road @ Baymeadows Way	28.8	146.0	25.7	45.6
Baymeadows Road @ Freedom Commerce Parkway	13.5	36.5	15.3	16.4
Baymeadows Road @ I-95	73.9	55.2	31.5	23.5
Baymeadows Road @ Western Way / Baymeadows Cir W	82.1	35.3	35.1	23.4
Baymeadows Road @ Princeton Square Blvd / Baymeadows Cir E	31.5	28.9	22.3	22.3
Baymeadows Road @ Old Baymeadows Rd	45.3	55.4	32.4	46.1
Butler Boulevard @ Bonneval Road	54.4	68.6	37.4	35.7
Butler Boulevard @ I-95	27.2	22.6	31.1	18.7
Butler Boulevard @ Belfort Road	50.0	225.9	24.6	21.5
Bowden Road @ Richard Street	26.0	44.8	27.7	47.0
Bowden Road @ I-95	15.5	22.3	19.2	25.3
Bowden Road @ Spring Park Road	23.5	20.3	23.4	20.6
University Boulevard @ Richard Street	16.4	22.8	16.4	22.8
University Boulevard @ I-95	21.6	21.4	20.8	20.1
University Boulevard @ Spring Park Road	23.3	26.9	23.4	27.1
Emerson Street @ Philips Highway	34.3	32.5	36.8	35.4
Emerson Street @ Copper Circle Way	4.1	14.4	5.7	12.6
Emerson Street @ I-95	22.5	27.8	25.1	25.4
Emerson Street @ Spring Park Road	19.6	19.7	19.3	18.5
Atlantic Avenue @ I-95 Northbound	24.9	49.1	25.6	35.1
Kings Avenue @ I-95 Ramps	27.9	31.4	27.8	32.0
Atlantic Avenue @ Kingman Avenue	28.8	10.3	28.3	10.4
Palm Avenue @ I-95	35.6	32.7	35.9	32.4
San Jose Boulevard @ Claire Lane	28.1	36.5	28.0	36.6
San Jose Boulevard @ Mall Entrance	3.7	10.6	3.6	11.1
San Jose Boulevard @ I-295	35.6	33.5	42.5	36.8
San Jose Boulevard @ Hartley Road	50.4	39.6	53.1	41.9
San Jose Boulevard @ Venture Place	4.7	15.0	4.7	16.4
San Jose Boulevard @ Oak Bluff Lane	12.1	17.0	12.0	17.1
Old St. Augustine Road @ Losco Road	26.4	84.7	26.3	84.3
Old St. Augustine Road @ I-295	37.3	28.8	31.2	28.8
Old St. Augustine Road @ Old Field Crossing Drive	31.4	25.4	25.1	25.9
Philips Highway @ I-295 SB	12.8	18.8	13.1	20.5
Philips Highway @ I-295 NB/Greenland Road	91.5	38.1	98.1	38.0
Philips Highway @ Business Park Boulevard	20.4	21.1	15.7	23.1

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The intersection of Philips Highway and the I-295 northbound ramp terminal intersection and Greenland Road also experiences high levels of delay during the AM peak hour, due to heavy demand from the off-ramp and Greenland Road. Providing acceptable performance on Philips Highway upstream of the intersection and preventing spillback onto northbound I-295 results in high delay and extensive queuing on the Greenland Road approach.

The queue analysis for the off-ramp terminals is shown in **Table 7-5** which shows the available storage provided at the off-ramps in the Original Build and Modified Build compared to the maximum queue on the off-ramp in the Modified Build. This analysis was performed to assess whether the maximum queue on the off-ramps are expected to impact the I-95 mainline. The available storage for the Original Build and Modified Build alternatives is measured from the ramp terminal intersection stop bar to the point where the ramp meets the mainline (painted nose). Where applicable, based on AASHTO design standards, the available storage was reduced by the minimum deceleration length to stop condition. In all cases, the available storage length provided by the Modified Build is not exceeded by the simulated maximum queue length.

Table 7-5 2030 Off-Ramp Queueing Analysis Summary

Ramp Location	Approach/ Movement		2030 Original Build	2030 Modified Build		
			Available Storage	Available Storage	AM Peak Hour Max. Queue	PM Peak Hour Max. Queue
I-95 at International Golf Parkway	NB	L	1,330	1,240	293	239
	NB	R	1,330	1,240	85	57
	SB	L	1,990	2,155	205	167
	SB	R	1,990	2,155	446	834
I-95 at CR 210	NB	L	1,035	1,190	264	273
	NB	R	1,035	1,190	226	199
	SB	L	1,545	1,440	253	254
	SB	R	1,545	1,440	96	133
I-95 at Old St. Augustine Rd	NB	L	1,255	1,465	126	167
	NB	R	1,255	1,465	215	75
	SB	L	1,680	2,130	0	0
	SB	R	1,520	1,940	147	422
I-95 at Philips Highway	NB	L	1,995	1,160	312	290
	NB	R	1,205	1,160	296	282
	SB	L	375	995	204	201
	SB	R	375	995	0	0
I-95 at Southside Blvd	NB	L	---	2,205	116	69
I-95 at Baymeadows Rd	NB	L	650	1,085	235	115
	NB	R	685	1,055	148	197
	SB	L	1,190	1,165	219	378
	SB	R	1,190	1,115	352	165
I-95 at Butler Blvd	NB	L	1,995	2,165	326	150
	NB	R	1,995	2,165	846	265
	SB	L	1,350	3,590	468	498
	SB	R	1,350	3,590	463	376
I-95 at Bowden Rd	NB	L	1,390	1,510	452	833
	NB	R	1,390	1,510	436	832
I-95 at University Blvd	SB	L	1,115	1,115	0	0
	SB	R	690	750	146	278
I-95 at Emerson St	NB	L	1,120	1,220	277	238
	NB	R	1,045	1,145	211	223
	SB	L	1,085	1,310	137	253
	SB	R	1,085	1,310	105	120

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As discussed in Section 6, the Modified Build Alternative includes significant changes to the I-95 interchanges at Baymeadows Road, Southside Boulevard, and Old St. Augustine Road, in addition to the Butler Boulevard interchange at Belfort Road. For these interchanges, link evaluation showing the average travel speeds during the peak hour was processed. In addition, several interchange-wide MOEs are provided for comparison purposes.

Figure 7-19 shows the AM and PM peak hour average link travel speeds for the I-95 at Old St. Augustine Road interchange. The Modified Build incorporates an offset left-turn configuration for the westbound left-turn movement accessing the loop-ramp to northbound I-95, which allows the intersection to run under a two-phase timing plan. In terms of the operations of the interchange itself, the average speeds show overall improvements in the Modified Build, with significantly shorter westbound queues observed during both peak hours at the ramp terminal intersections. It should be noted that the severe congestion on I-95 northbound during the Original Build AM peak hour (discussed in the previous sections) is visible on the mainline. In terms of the node-based intersection MOEs (see **Table 7-6**) the Modified Build shows significantly reduced intersection delay per vehicle (a 59% reduction during the AM peak and a 35% reduction during the PM peak), in addition to reduced maximum queue lengths on the southbound off-ramp during both peaks. The northbound off-ramp shows a reduced maximum queue during the PM peak; however, the AM peak experiences a slightly longer (by 15 feet) queue in the Modified Build analysis. While this difference is not significant, it should also be noted that this is due to the northbound traffic on I-95 being metered by the congestion on the mainline in the Original Build. If the Original Build were capable of processing the full demand volume, it is likely that a queue reduction would be observed, similarly to the southbound off-ramp.

Figure 7-20 shows the AM and PM peak hour average link travel speeds for the I-95 at the Southside Boulevard interchange. As part of the Modified Build Alternative, the intersection with Paradise Island Boulevard was reconfigured to include a signalized eastbound approach that provides access from the I-95 northbound off-ramp to Southside Boulevard northbound. This provides access to Western Lake Drive and Belle Rive Boulevard via the Southside Boulevard service road, to account for the revised access at the Belle Rive Boulevard intersection. During the AM peak, the Modified Build shows improvements over the Original Build at the Belle Rive Boulevard intersection. During the PM peak, the Modified Build shows significant improvements over the Original Build at the Belle Rive Boulevard intersection and the eastbound approach to the Western Lake Drive intersection. It should be noted that both peaks show northbound queueing at the Western Lake Drive intersection that doesn't exist in the Original Build. This is because the Modified Build incorporates signal control and a separate U-turn intersection providing access to the I-95 southbound on-ramp. The link evaluation shows that the queueing is contained to the storage lanes and does not have a negative impact on the Southside through traffic. While a direct intersection MOE comparison to the Original Build is not possible in this case, since the Original Build provides only free-flow ramps from northbound I-95 to Southside Boulevard, the results shown in Table 7-6 for the Modified Build indicate that the delay and maximum queues incurred through the Modified Build enhancements are very low.

Figure 7-21 shows the AM and PM peak hour average link travel speeds for the I-95 at Baymeadows Road interchange (which was converted from a diamond interchange in the Original Build to a DDI concept for the Modified Build). During the AM peak hour, the Modified Build shows significantly reduced congestion on Baymeadows Road east of the interchange and reduced queueing on the northbound off-ramp. During the PM peak hour, the Modified Build shows significantly reduced congestion west of the interchange, in addition to reduced queueing on both off-ramps. In terms of the node-based intersection MOEs (see **Table 7-6**) the Modified Build shows significantly reduced intersection delay per vehicle (approaching 60% reductions in both peak hours), in addition to reduced maximum queue lengths on both off-ramps and a slightly increased volume throughput.

Figure 7-22 shows the AM and PM peak hour average link travel speeds for the Butler Boulevard at Belfort Road interchange. As part of the Modified Build, this interchange was converted from a tight urban diamond configuration to a DDI. During the AM peak hour, the average link travel speeds show reduced queueing on the eastbound off-ramp to Belfort Road for the Modified Build. During the PM peak hour, the Modified Build shows significant improvements. The two-phase operations of the DDI provide enhanced vehicle throughput, which reduces queueing on the northbound and southbound approaches along Belfort Road, in addition to reduced queuing on the eastbound off-ramp. This is also reflected in the node-based intersection MOEs (see **Table 7-6**) which show a 51% decrease in delay per vehicle in the AM peak hour, and a 90% decrease in the PM peak hour. The PM peak hour also shows a 14% increase in interchange throughput. Both peak hours show queue reductions on the eastbound and westbound off-ramps to Belfort Road.

Table 7-6 2030 Interchange Evaluation

Old St Augustine Road/ I-95 Interchange	AM Peak			PM Peak		
	Original Build	Modified Build	% Change	Original Build	Modified Build	% Change
Interchange Delay (sec/veh)	83.6	34.5	-59%	45.9	29.8	-35%
Interchange Throughput (vph)	5,139	5,462	6%	5,800	5,923	2%
Max Queue (NB Off-Ramp) (ft)	200	215	8%	264	167	-37%
Max Queue (SB Off-Ramp) (ft)	1,055	147	-86%	531	422	-21%
Southside Boulevard/ I-95 Ramp Terminal Intersection	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Delay (sec/veh)	---	10.4	---	---	10.8	---
Throughput (vph)	---	2,728	---	---	3,798	---
Max Queue (NB Off-Ramp) (ft)	---	116	---	---	69	---
Baymeadows Road/ I-95 Interchange	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Interchange Delay (sec/veh)	73.9	31.5	-57%	55.2	23.5	-57%
Interchange Throughput (vph)	6,708	6,979	4%	6,648	7,026	6%
Max Queue (NB Off-Ramp) (ft)	3,729	235	-94%	286	197	-31%
Max Queue (SB Off-Ramp) (ft)	615	352	-43%	3,241	378	-88%
Butler Boulevard/ Belfort Road Interchange	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Interchange Delay (sec/veh)	50.0	24.6	-51%	225.9	21.5	-90%
Interchange Throughput (vph)	4,778	4,883	2%	4,363	4,954	14%
Max Queue (EB Off-Ramp) (ft)	998	597	-40%	751	156	-79%
Max Queue (WB Off-Ramp) (ft)	779	300	-61%	238	169	-29%

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2030 Adjacent Systems Analysis

The average travel speeds along First Coast Expressway within the study area are presented in **Figure 7-23**. The results show similar operations between the two alternatives, with speeds greater than 60 mph on the mainline of both facilities during both the AM and PM peak hours. The system-to-system ramps are also shown to operate acceptably, without adverse impacts to the I-95 mainline or First Coast Expressway. Likewise, the interchange at CR 2209 does not show any negative impacts to First Coast Expressway.

The average travel speeds along SR 9B within the study area are presented in **Figure 7-24**. It should be noted that the severe I-95 northbound congestion (caused by the lack of capacity in the Original Build between I-295 and Butler Boulevard, as discussed previously) is visible during the AM peak hour, since it extends upstream of the SR 9B system interchange. This congestion is shown to impact the system ramp from northbound SR 9B to northbound I-95, with speeds lower than 30 mph observed on the ramp. The results show similar operations between the two alternatives, with speeds greater than 60 mph on the mainline of both facilities during the PM peak hour. The system-to-system ramps are also shown to operate acceptably, without adverse impacts to the I-95 mainline or SR 9B. Likewise, the interchanges at Peyton Parkway and Philips Highway do not show any negative impacts to SR 9B.

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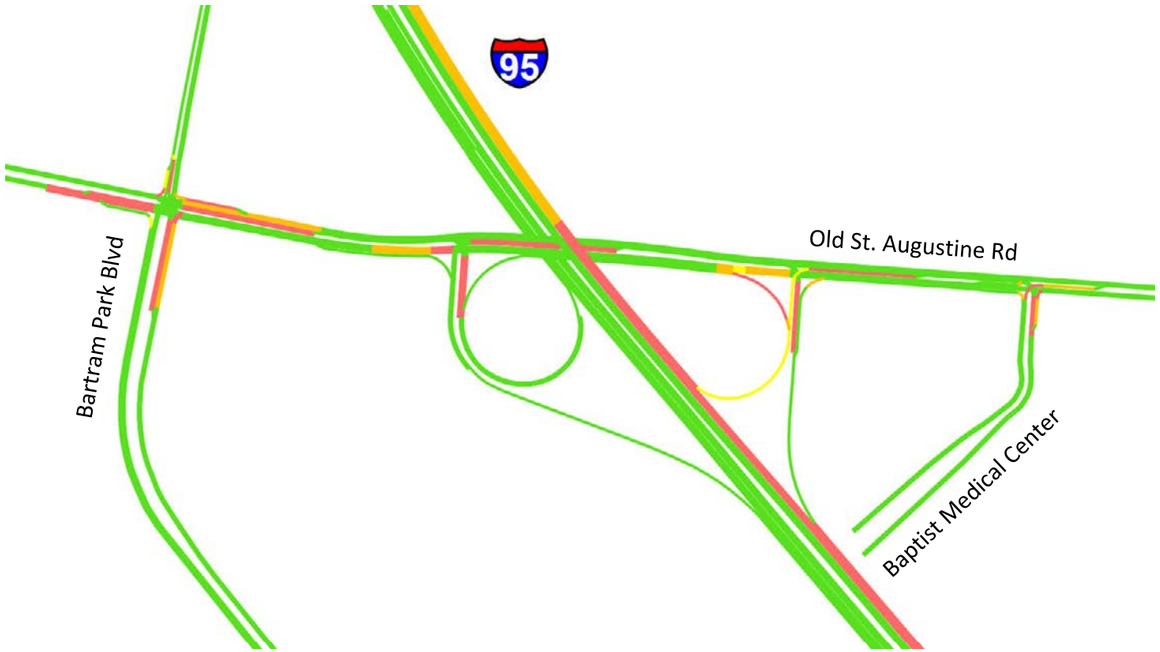
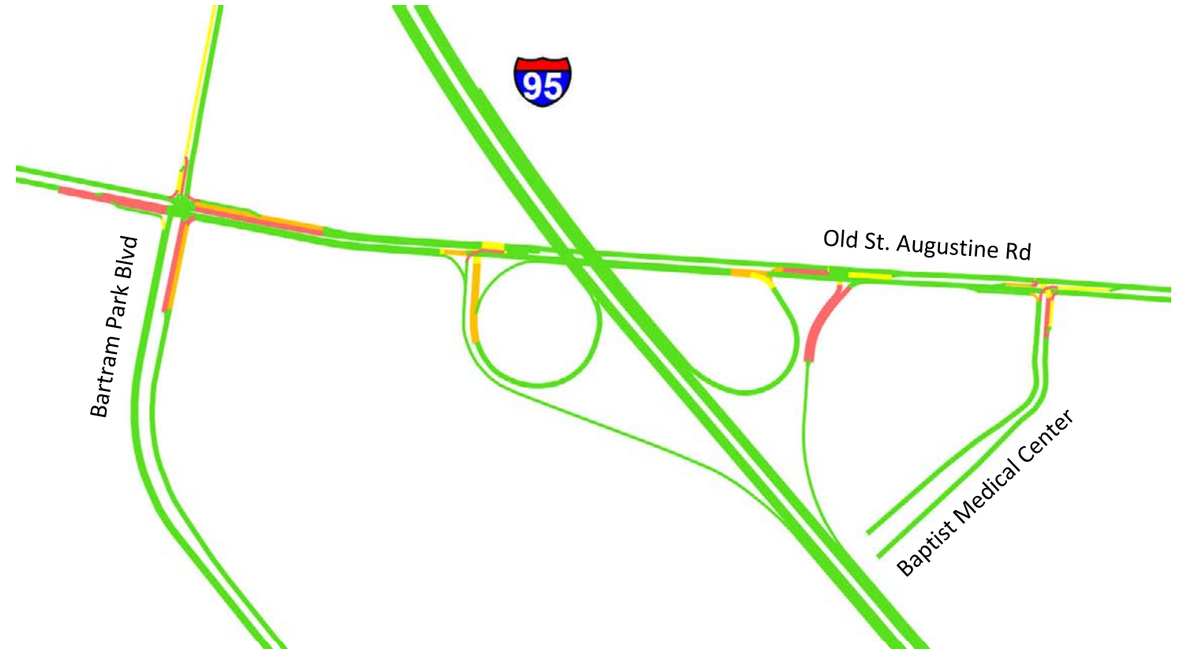
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Old St. Augustine Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-19
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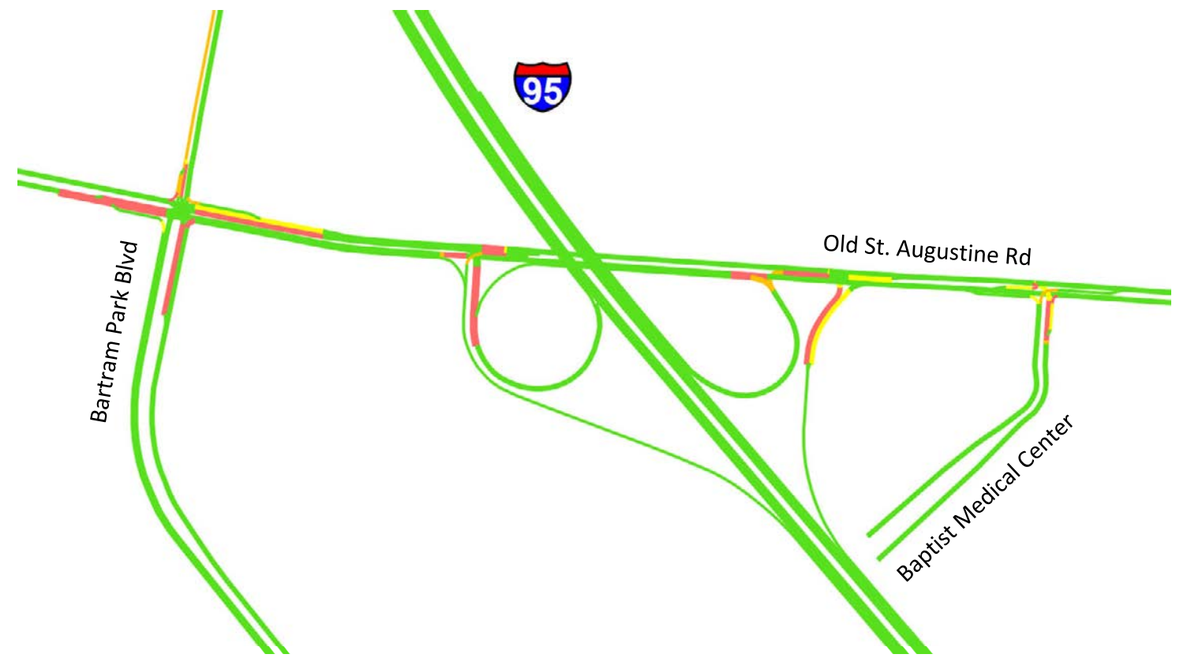
Original Build
PM Peak Hour

Modified Build
PM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Old St. Augustine Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-19
			Page 2 of 2

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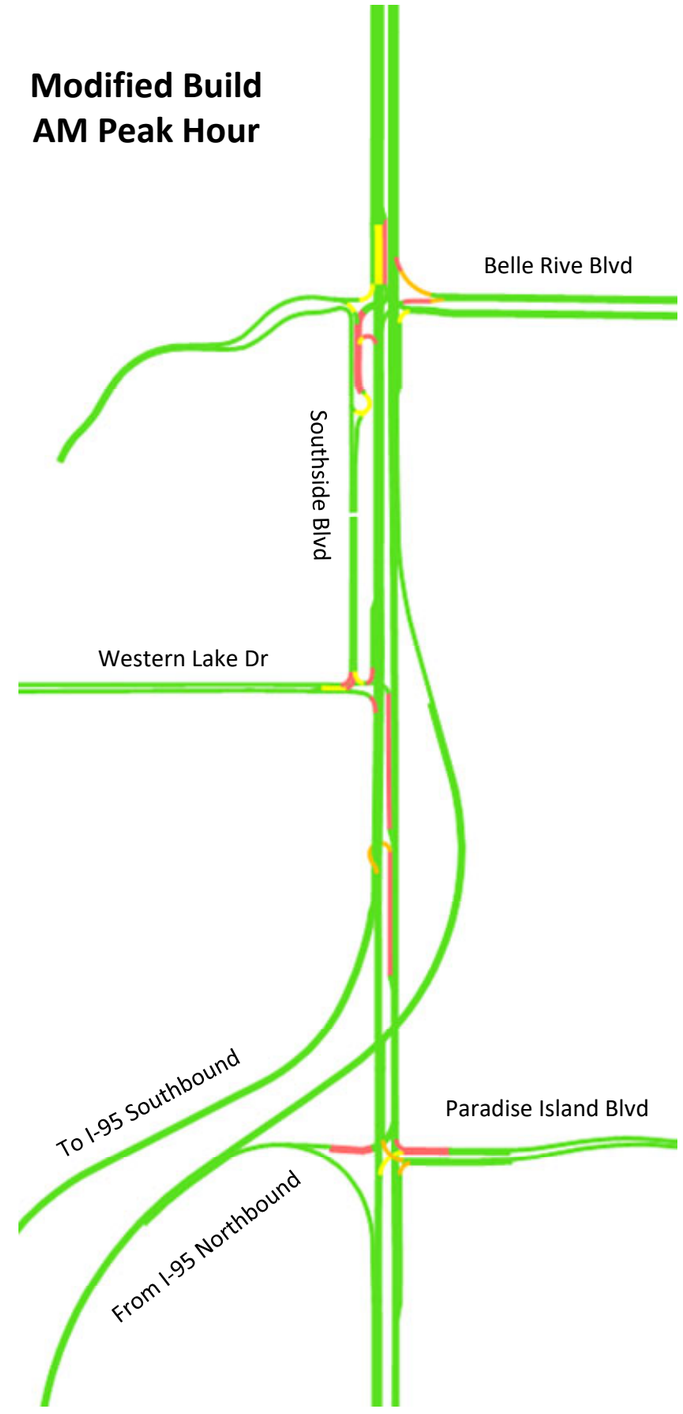

Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Southside Boulevard Interchange Link Evaluation – 2030 Opening Year	Figure 7-20
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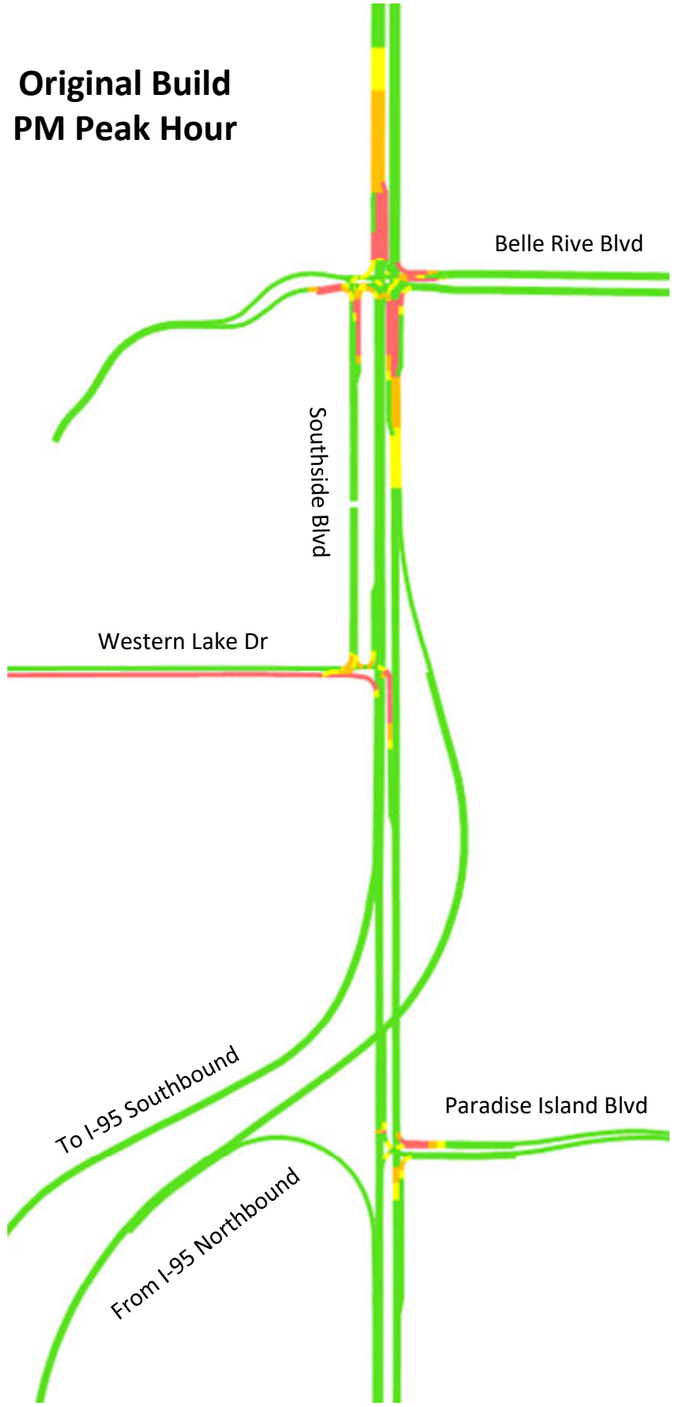

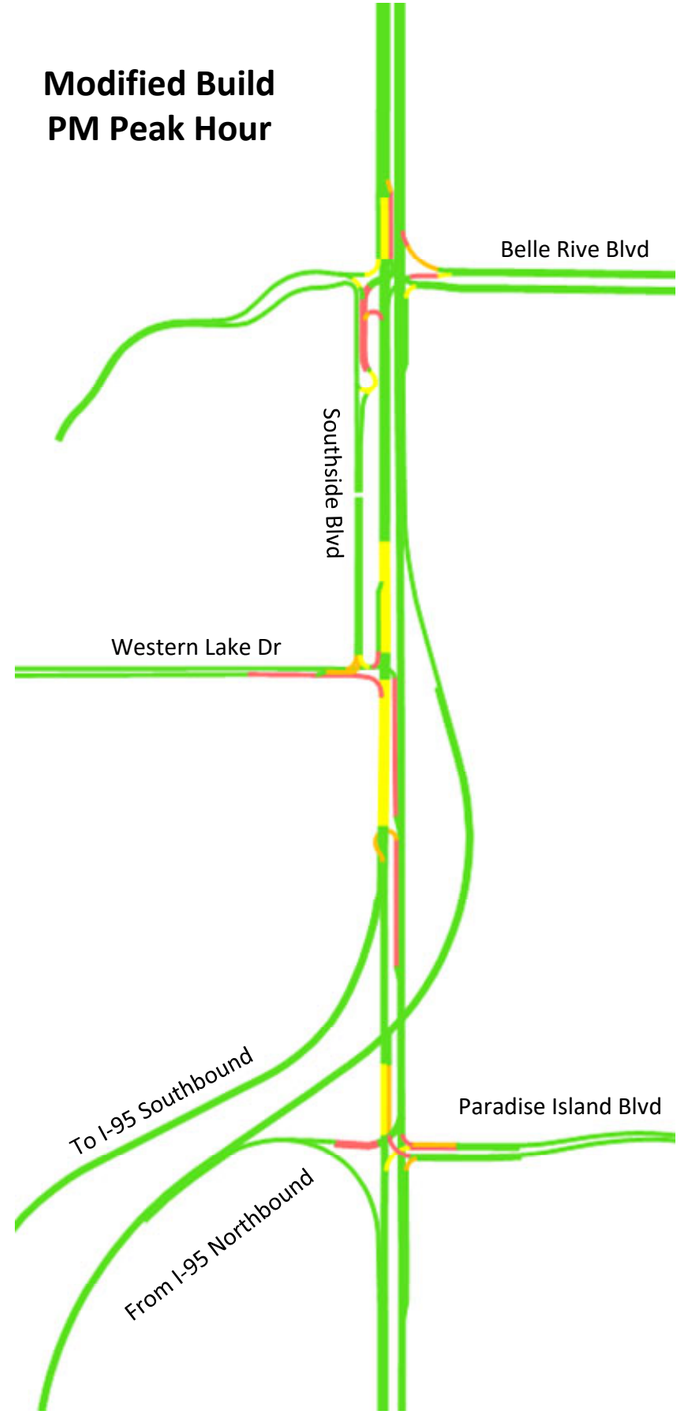

Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Southside Boulevard Interchange Link Evaluation – 2030 Opening Year	Figure 7-20
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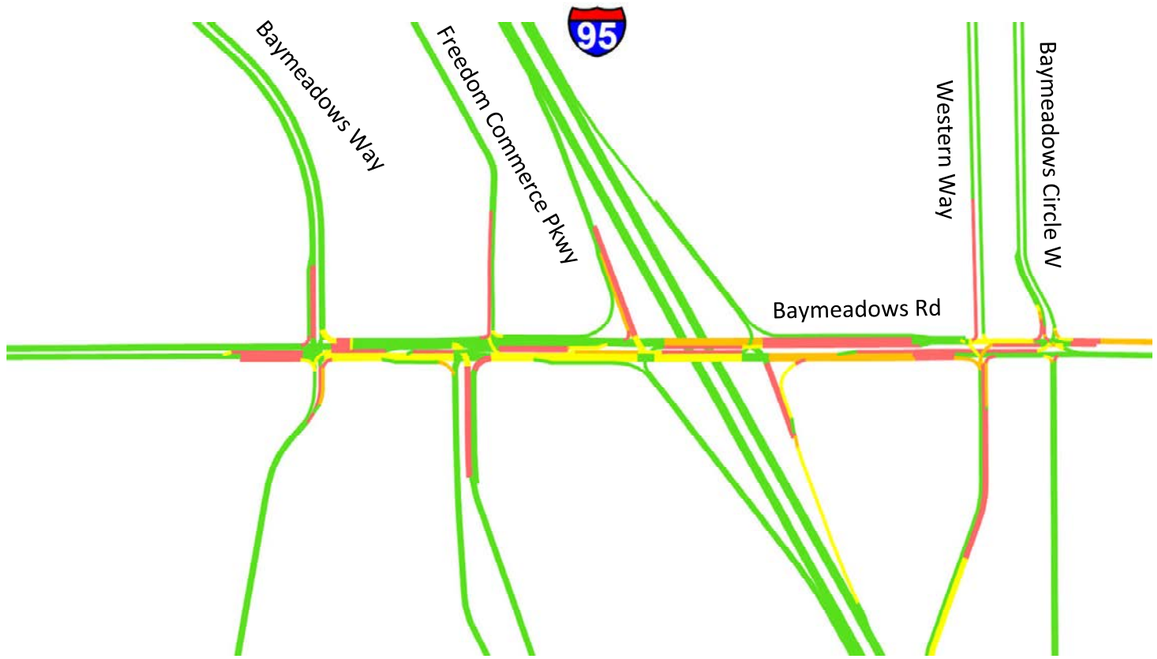
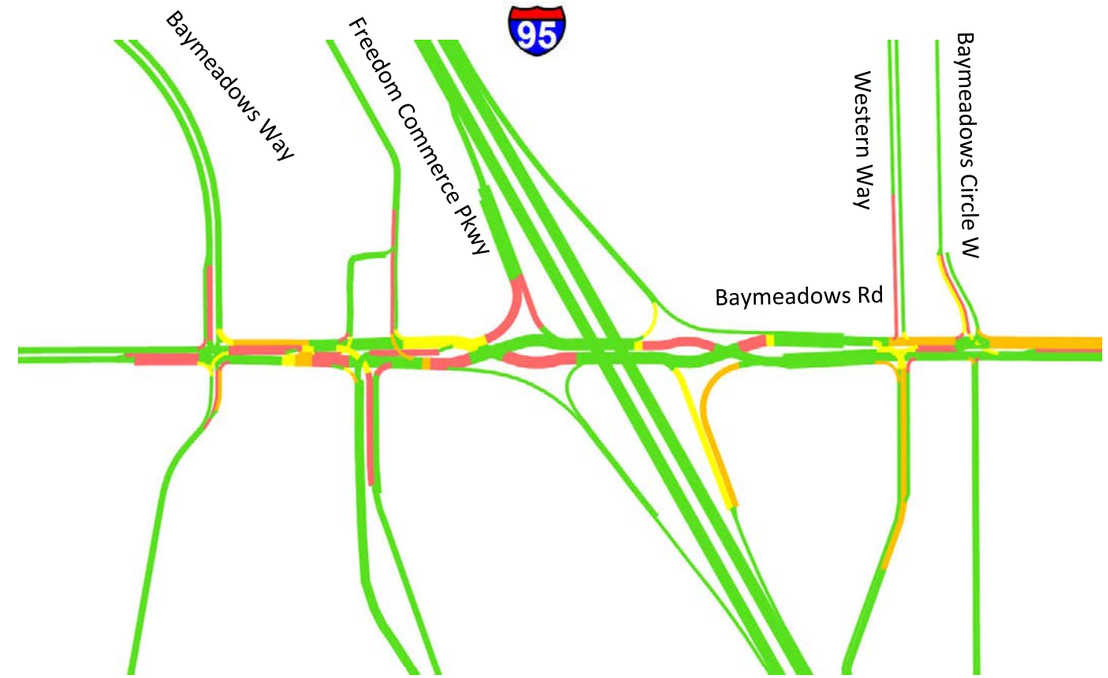
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Baymeadows Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-21
			Page 1 of 2

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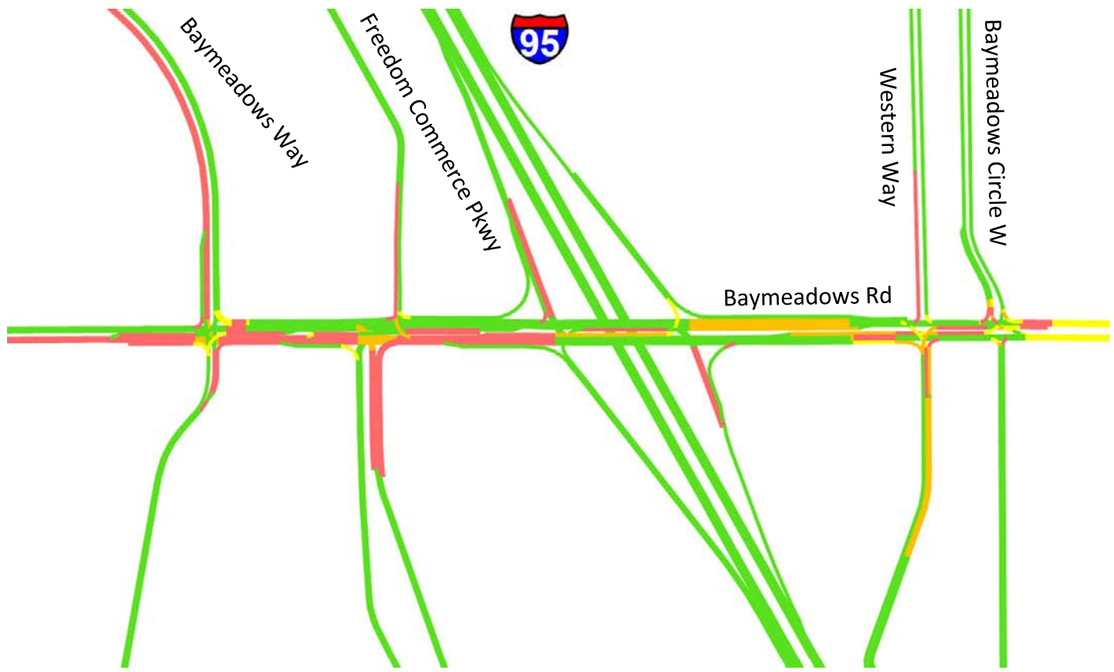
Original Build
PM Peak Hour



Modified Build
PM Peak Hour

Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Baymeadows Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-21
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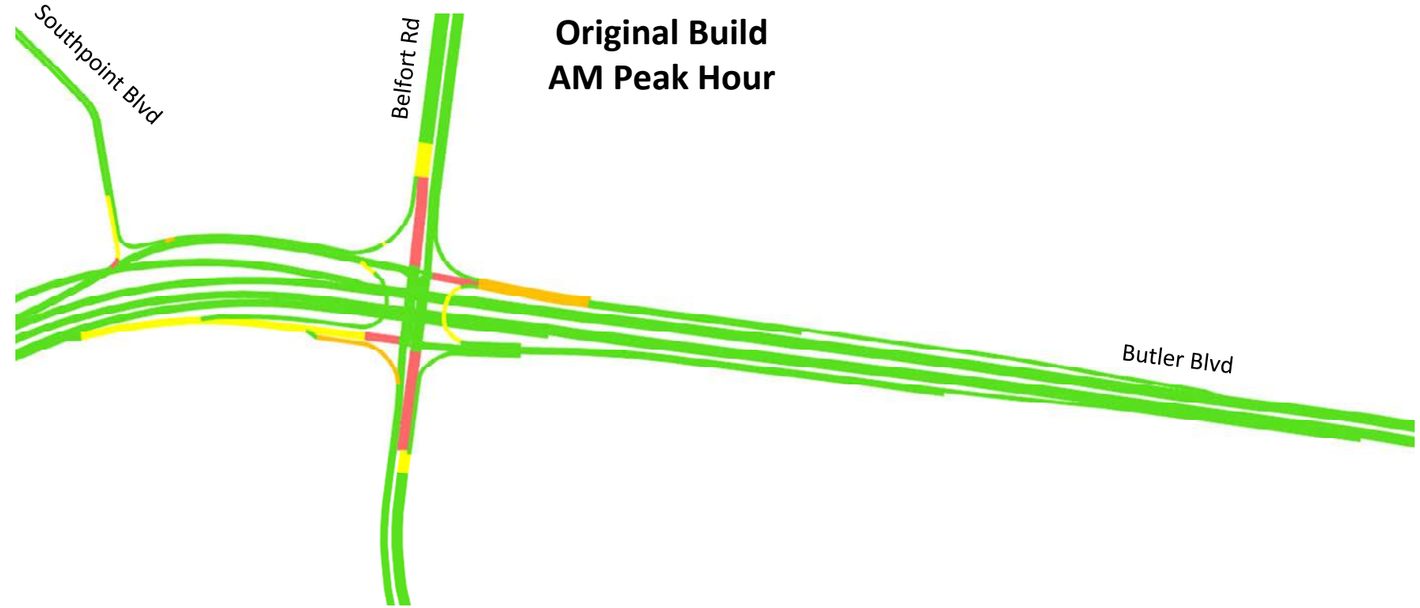

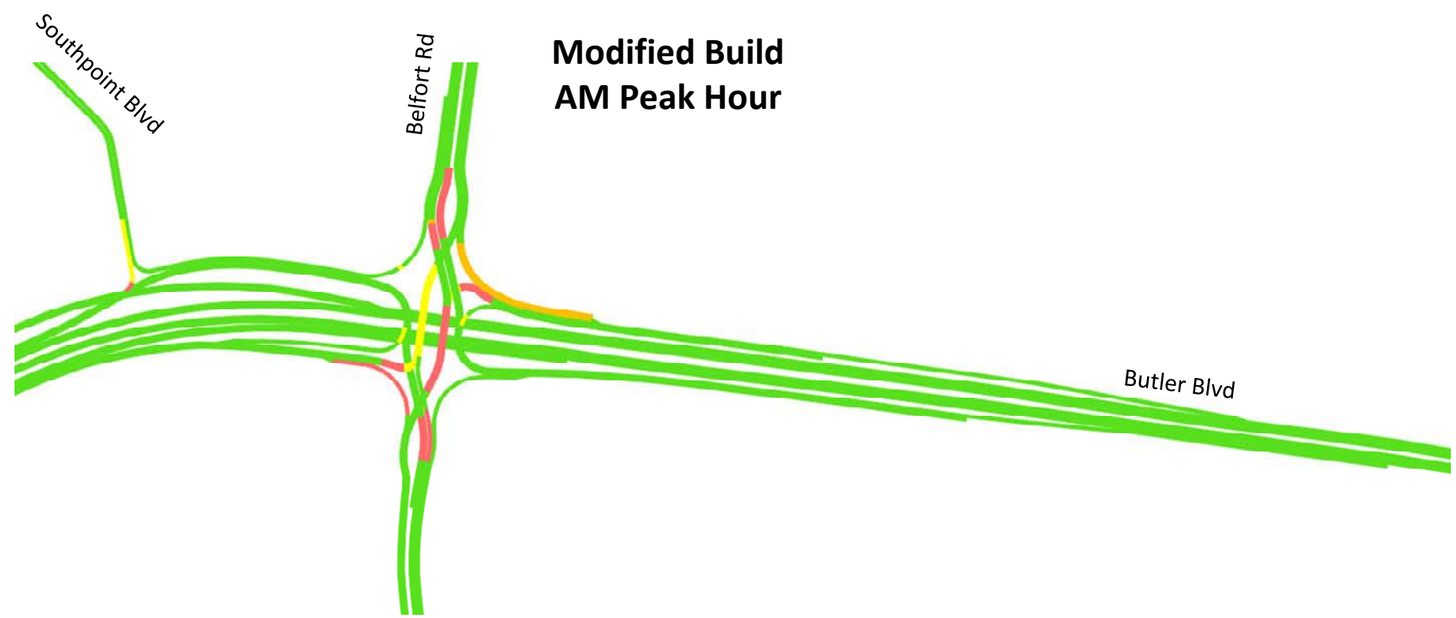

Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Belfort Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-22
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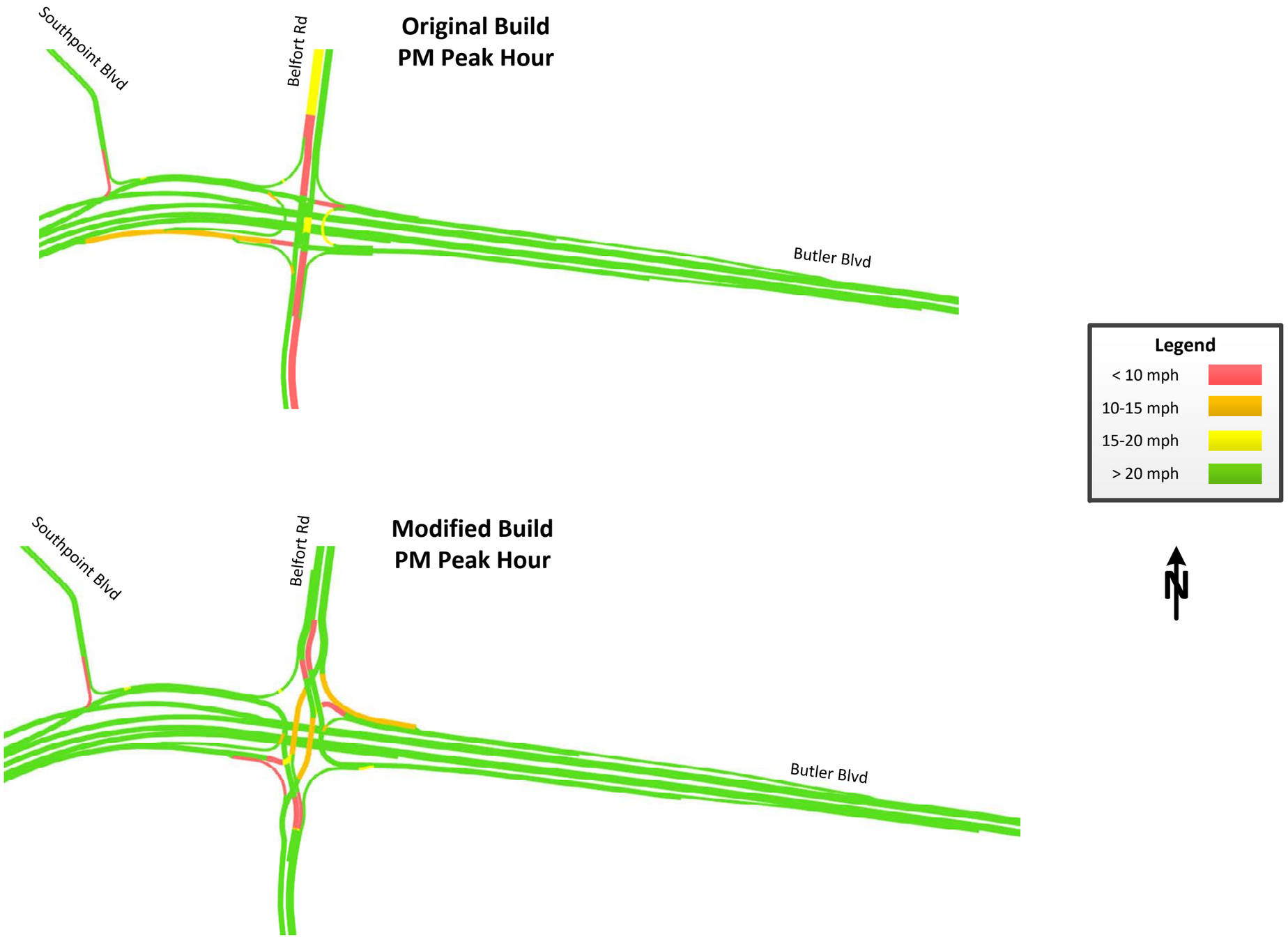

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Belfort Road Interchange Link Evaluation – 2030 Opening Year	Figure 7-22
			Page 2 of 2

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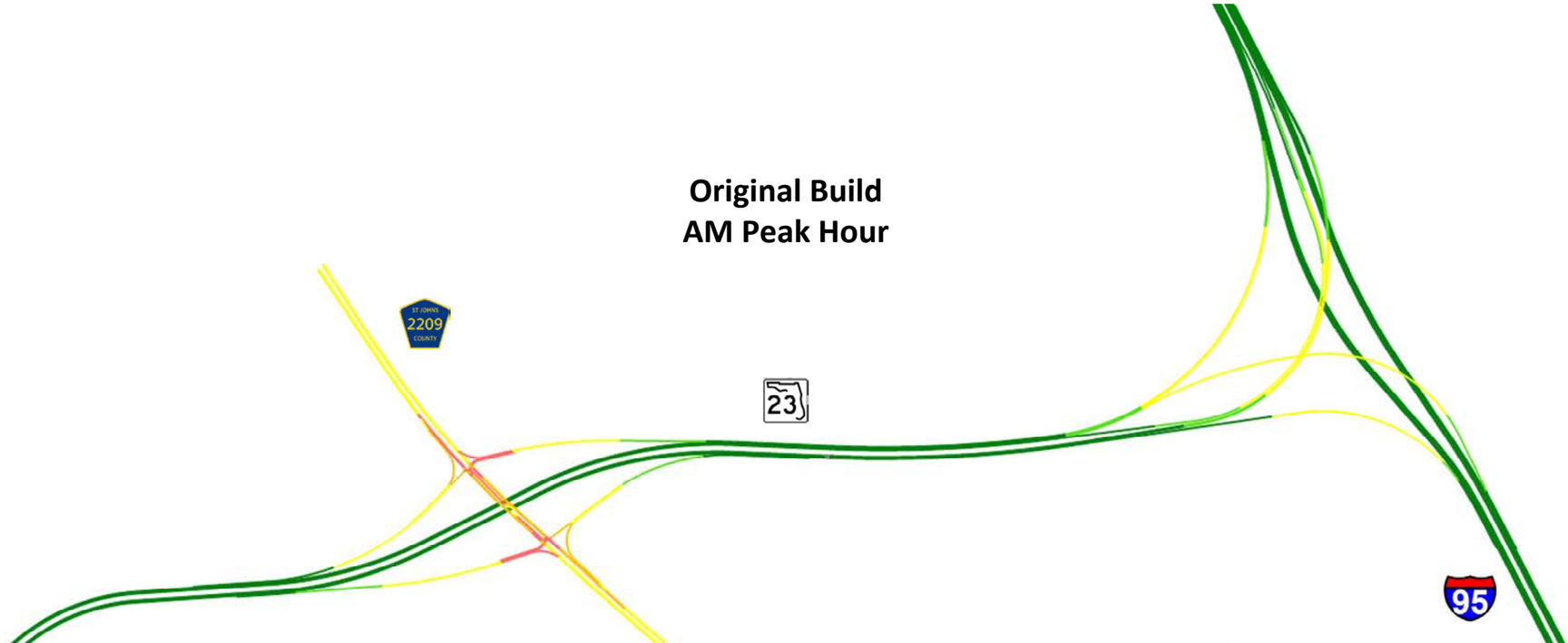

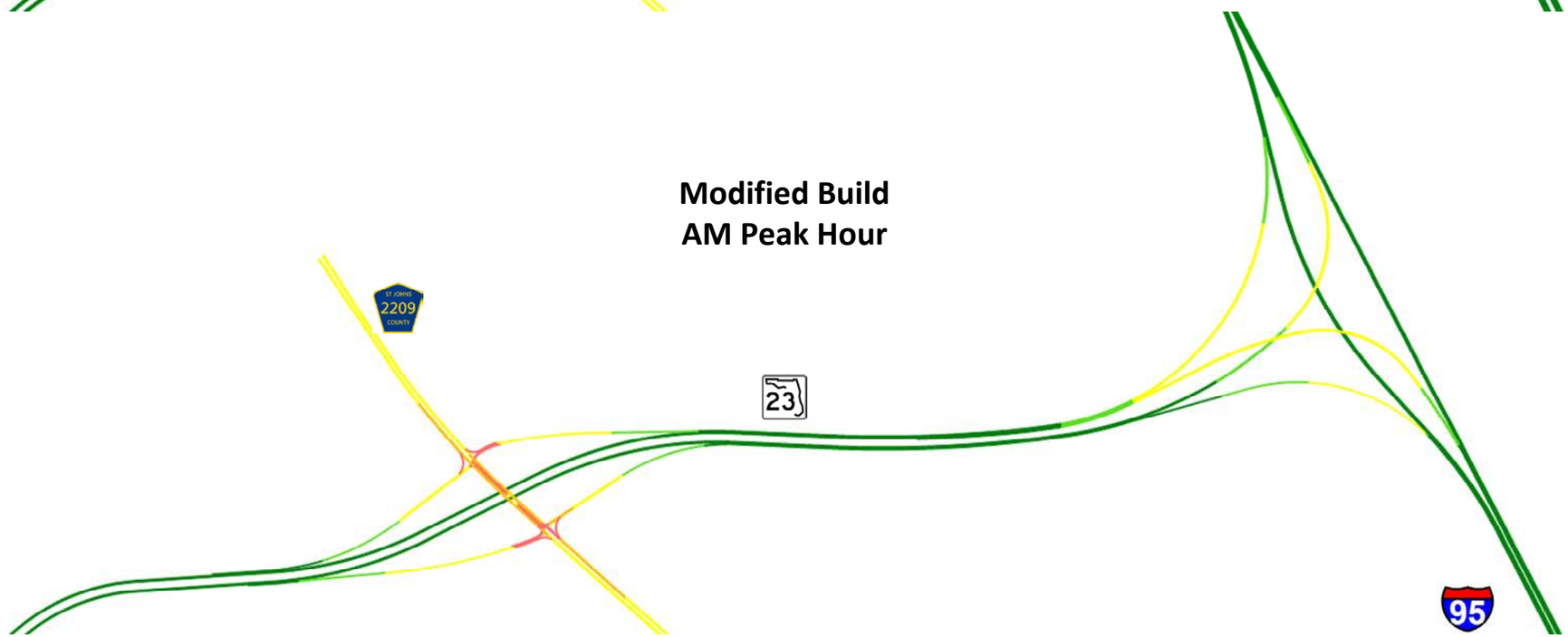

Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	First Coast Expressway Link Evaluation – 2030 Opening Year	Figure 7-23
			Page 1 of 2

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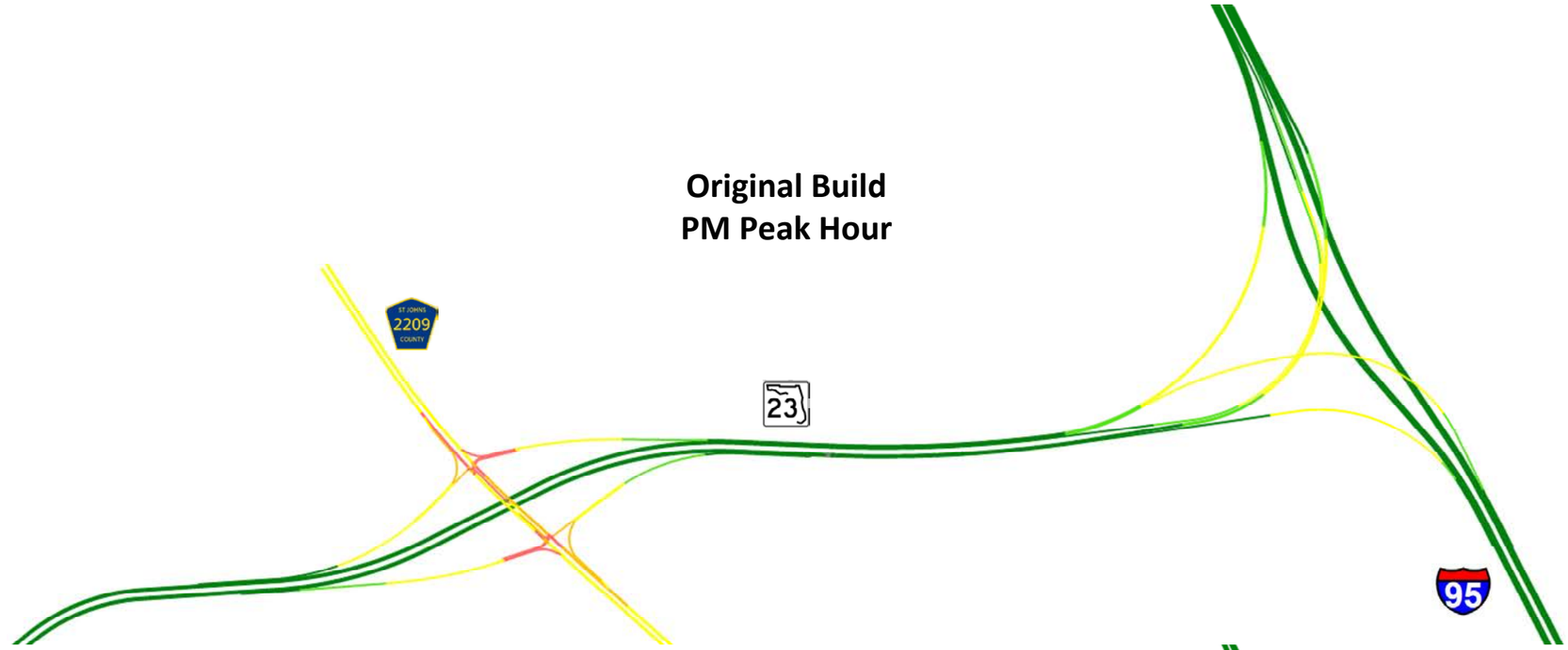

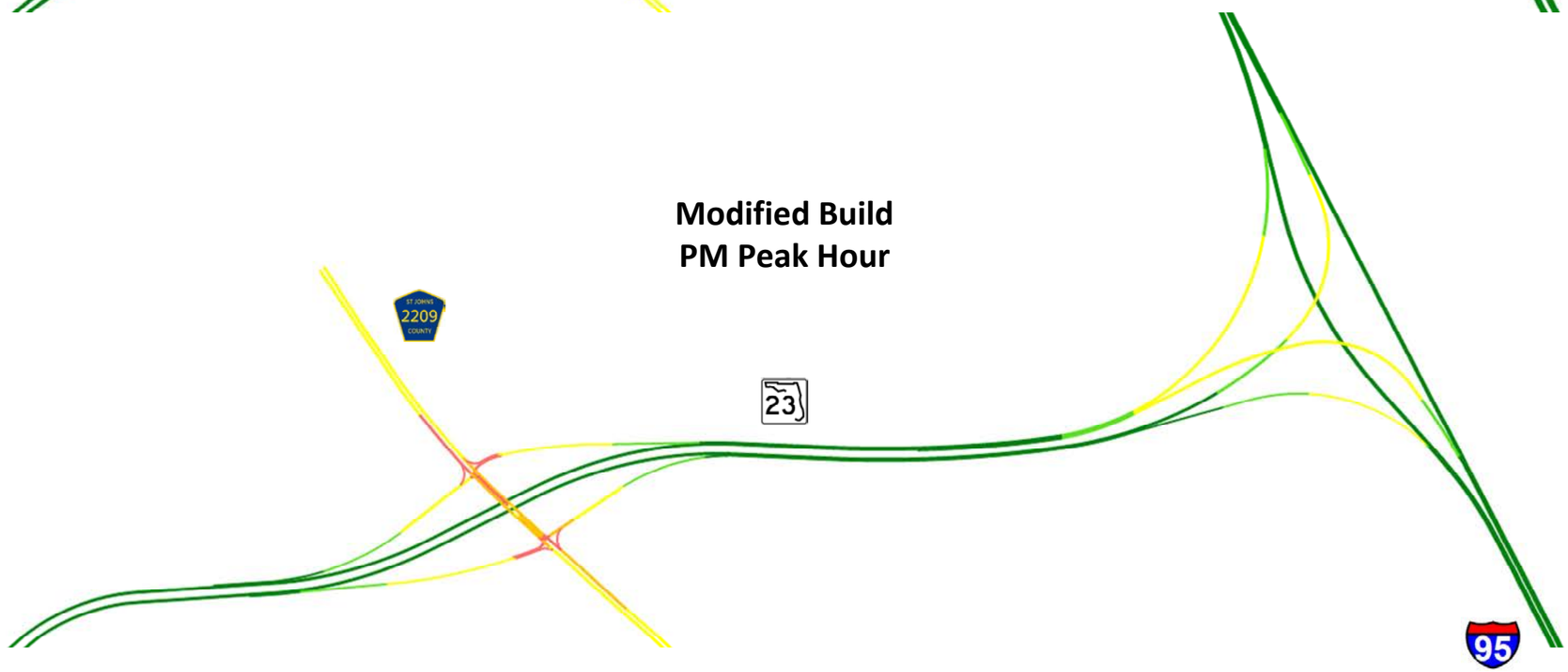

Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	First Coast Expressway Link Evaluation – 2030 Opening Year	Figure 7-23
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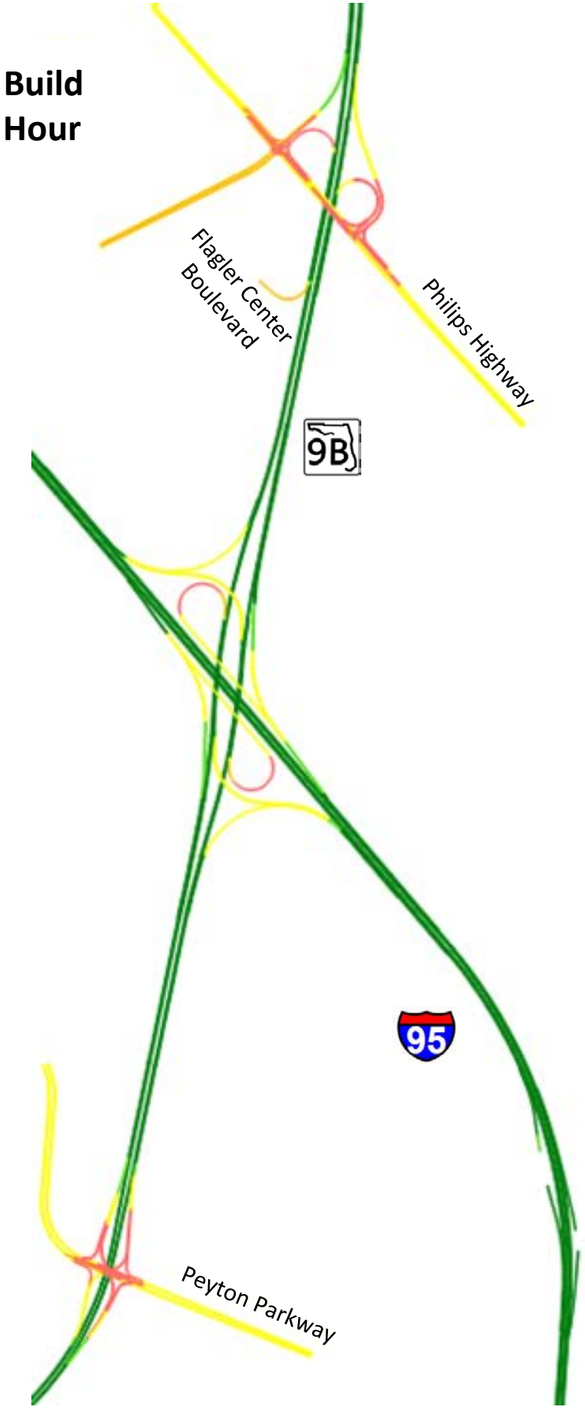
Original Build
AM Peak Hour

Modified Build
AM Peak Hour



Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	SR 9B Link Evaluation – 2030 Opening Year	Figure 7-24
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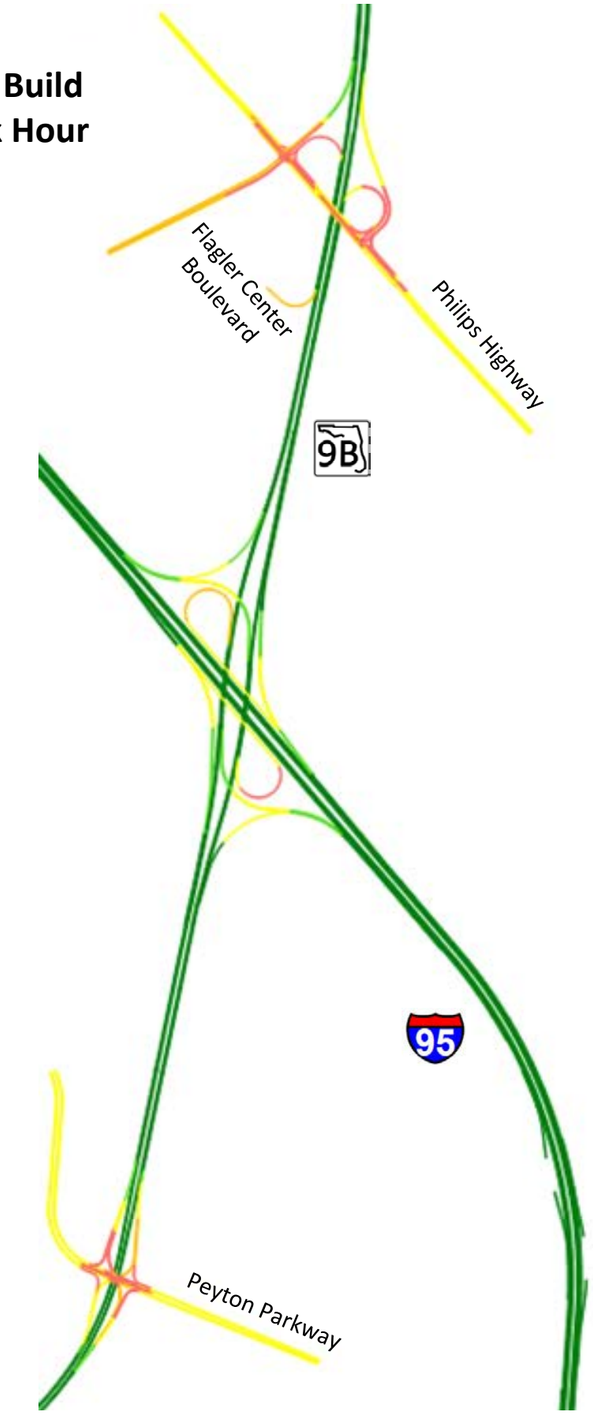
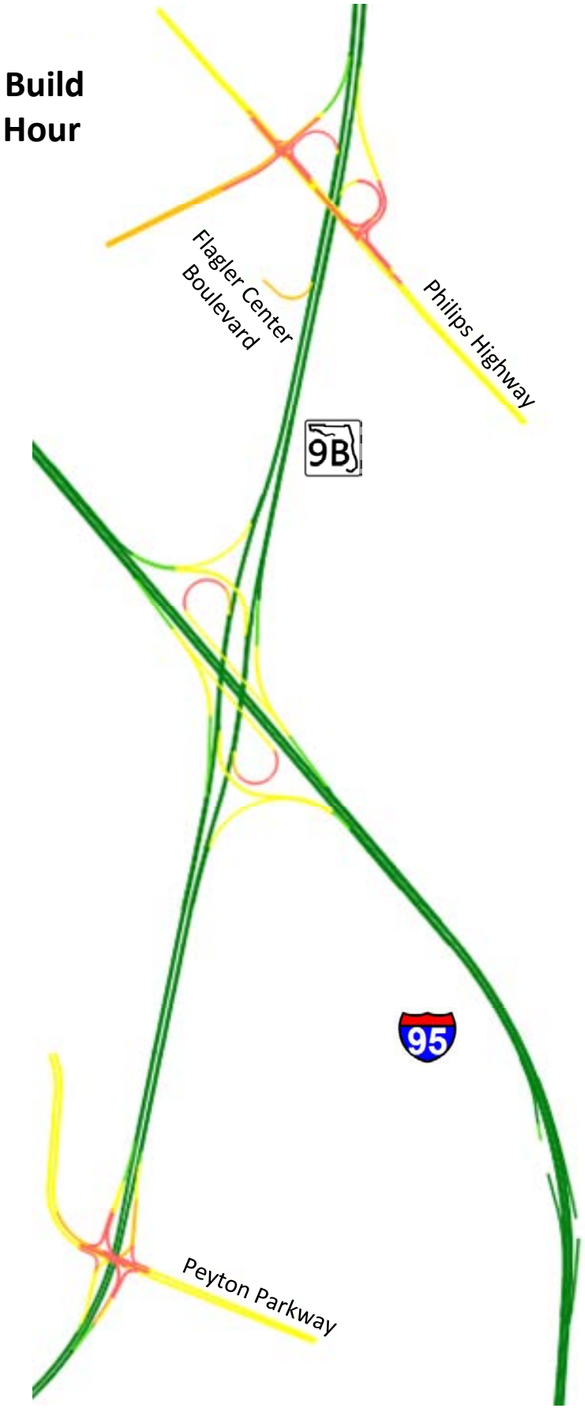
Original Build
PM Peak Hour



Modified Build
PM Peak Hour



Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	SR 9B Link Evaluation – 2030 Opening Year	Figure 7-24
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2030 Network-Wide Performance

Table 7-7 summarizes the network-wide performance results for the Original Build and Modified Build Alternatives during the 2030 AM and PM peak periods. Comparison of the alternatives shows that the Modified Build consistently exhibited better performance than the Original Build in terms of delay, average speed, number of stops and latent demand.

In terms of average speed, the Modified Build shows better performance than the Original Build during both peak periods. The same holds true in terms of network delay, total travel time, total stops, and vehicles arrived. This upholds the results observed in the previous sections, in which the Modified Build eliminates the severe congestion observed on I-95 northbound in the Original Build.

Table 7-7 2030 Network-Wide Performance

AM PEAK	Original Build	Modified Build	
Average Speed (mph)	40	52	30%
Total Delay (hr)	22,281	7,231	-68%
Latent Delay (hr)	499	207	-59%
Latent Demand	1	1	0%
Total Travel Time (hr)	64,894	50,223	-23%
Total Stops	8,196,433	506,186	-94%
Vehicles Arrived	390,674	393,182	1%
PM PEAK	**Original Build**	**Modified Build**	
Average Speed (mph)	48	51	6%
Total Delay (hr)	10,315	7,380	-28%
Latent Delay (hr)	2,015	181	-91%
Latent Demand	8	5	-38%
Total Travel Time (hr)	52,050	49,080	-6%
Total Stops	766,769	504,981	-34%
Vehicles Arrived	396,696	396,226	0%

Note: Percentages indicate comparisons to the Original Build

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7.4.2 2045 Operational Analysis

The Design Year 2045 VISSIM models analyzed four-hour AM and PM peak periods. Peak-hour traffic forecasts were developed using NERPM as discussed in Section 2.7. Fifteen-minute flow rates were used to develop the four-hour AM and PM peak period VISSIM models. The Design Year 2045 simulation model parameters are based on those used for the Existing Year 2019 calibrated model. The simulation time consisted of a 45-minute seed time to load traffic into the network, followed by a 4-hour peak period consisting of a preceding shoulder hour, the peak hour, and two subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period.

The following MOEs were used to evaluate the network's operational performance:

- Freeways
  - Travel Speed
  - Simulated (Throughput) Volume
  - Density
  - Weaving Performance at Access Points
  - Travel Time
- Intersections
  - Intersection Delay
  - Queue Length
- Network-Wide Performance
  - Total Network Delay
  - Average Network Speed
  - Latent Demand

The MOEs listed above were used to compare the operational performance of the 2045 Original Build and Modified Build Alternatives. **Appendix G** contains supplemental simulation output related to the intersection performance for each analysis alternative. The following sections provide a summary of the operational performance based on the VISSIM modeling results.

2045 Peak Hour Results Overview

The lane schematics presented in **Figures 7-25** through **7-28** provide an operational overview of the freeway facilities during the peak hours of each alternative. Therefore, the speed, density and throughput presented in these figures only represents data collected during the peak hour (Hour 2) of the simulations. Operations during the off-peak hours will be expanded upon within the following sections.

Figure 7-25 shows the 2045 Original Build results for the AM peak hour. Since the Original Build includes additional express lane capacity through the extent of the corridor in the Design Year 2045 (as opposed to the Opening Year 2030, in which no capacity was added between I-295 and Butler Boulevard), the severe congestion observed in the 2030 analysis is no longer present. A single area of congestion is observed on I-95 northbound at the merge from University Boulevard, with average speeds lower than 25 mph and density levels exceeding 60 vehicles/mile/lane. Although the express lane volume is shown to exceed 2,300 vph during the peak hour, the volume in the general use lanes still approaches capacity for a three-lane segment, with over 5,900 vph simulated just downstream of the congestion. In the southbound direction, another area of congestion is observed at the merge from Emerson Street. Speeds lower than 25 mph and density levels exceeding 55 vehicles/mile/lane are observed within the acceleration lanes. While the express lane volume is shown to approach 2,400 vph during the peak hour, approximately 6,000 vph is processed in the general use lanes, which approaches the capacity for a three-lane segment. Congestion is also observed on I-295 eastbound at the merges from southbound and northbound San Jose Boulevard, with average speeds of approximately 20 mph observed within the acceleration lanes. Despite the express lane traffic exceeding 2,400 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 5,800 vph). This congestion extends upstream of San Jose Boulevard, approaching the network limits during the peak hour. A small area of congestion is also observed on I-295 westbound at the merge from Old St. Augustine Road. Average speeds approaching 30 mph are observed in the acceleration lane, and the simulated traffic in the general use lanes approaches 6,200 vph and the capacity for a three-lane segment.

The 2045 PM peak hour results for the Original Build (**Figure 7-26**) show congestion on I-95 that is similar to the AM peak hour. A single area of congestion is observed on I-95 northbound at the merge from University Boulevard, with average speeds as low as 25 mph and density levels as high as 62 vehicles/mile/lane. Although the express lane volume is shown to approach 2,200 vph during the peak hour, the volume in the general use lanes still exceeds capacity for a three-lane segment, with almost 6,000 vph simulated just downstream of the congestion. In the southbound direction, another area of congestion is observed at the merge from Emerson Street. Speeds as low as 25 mph and density levels exceeding 50 vehicles/mile/lane are observed within the acceleration lanes. While the express lane volume is shown to exceed 2,300 vph during the peak hour, approximately 6,000 vph is processed in the general use lanes, which approaches the capacity for a three-lane segment. Congestion is also observed on I-295 eastbound at the merge from northbound San Jose Boulevard, with average speeds of approximately 30 mph observed within the acceleration lanes. Despite the express lane traffic approaching 1,800 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 5,900 vph). While the AM peak hour showed this congestion extending towards the network limits, it is contained to the San Jose Boulevard interchange area during the PM peak hour. Another area of congestion is observed on I-295 westbound at the merge from Old St. Augustine Road. Average speeds lower than 20 mph are observed within the interchange, and density levels reach as high as 80 vehicles/mile/lane. While the express lane traffic is shown to exceed 2,500 vph, the simulated traffic in the general use lanes (exceeding 6,100 vph) still exceeds the capacity for a three-lane segment.

It should be noted that the proposed I-95 at FCE interchange (which includes express lane direct connections for the northernly ramps and general use lane connections for the northernly and southerly ramps) also reported acceptable conditions for both the AM and PM peak hours. All I-95 merge and diverge areas of the system interchange showed speeds at or near free-flow speed (69 mph or greater) and low levels of density (19 vpmpl or less).

The 2045 Modified Build results for the AM peak hour are shown in **Figure 7-27**. No significant congestion is observed along I-95, showing that the additional general use lane capacity between I-295 and Butler Boulevard effectively alleviates the issues observed on I-95 in the Original Build Alternative simulation. Additionally, the lack of congestion on I-95 within the study area indicates that the additional general use lane capacity (as opposed to the express lanes provided in the Original Build Alternative) effectively accommodates the demand volumes within the study area. On I-295, similar congestion to the Original Build Alternative is observed. Congestion occurs on I-295 eastbound at the merges from southbound and northbound San Jose Boulevard, with average speeds of approximately 20 mph observed within the acceleration lanes. Despite the express lane traffic exceeding 2,500 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 5,800 vph). This congestion extends upstream of

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San Jose Boulevard, approaching the network limits during the peak hour. A small area of congestion is also observed on I-295 westbound at the merge from Old St. Augustine Road. Average speeds lower than 30 mph are observed in the acceleration lane, and the simulated traffic in the general use lanes exceeds 6,200 vph and the capacity for a three-lane segment.

The 2045 Modified Build results for the PM peak are shown in **Figure 7-28**. No significant congestion is observed on I-95 in either direction, indicating that the added general use lane capacity is enough to meet the demand volumes within the study area. Similar to the Original Build Alternative, a small pocket of congestion is observed on I-295 in both directions. Congestion is observed on I-295 eastbound at the merge from northbound San Jose Boulevard, with average speeds of approximately 30 mph observed within the acceleration lanes. Despite the express lane traffic approaching 1,700 vph, the general use lanes are still shown to operate near capacity for the three-lane segment (roughly 6,000 vph). While the AM peak hour showed this congestion extending towards the network limits, it is contained to the San Jose Boulevard interchange area during the PM peak hour. Another area of congestion is observed on I-295 westbound at the merge from Old St. Augustine Road. Average speeds lower than 20 mph are observed within the interchange, and density levels approach 75 vehicles/mile/lane. While the express lane traffic is shown to approach 2,900 vph, the simulated traffic in the general use lanes (approaching 6,100 vph) still exceeds the capacity for a three-lane segment.

It should be noted that the proposed I-95 at FCE interchange (which includes general use lane connections for both directions of I-95) also reported acceptable conditions for both the AM and PM peak hours. All I-95 merge and diverge areas of the system interchange showed speeds at or near free-flow speed (65 mph or greater) and low levels of density (26 vpmpl or less).

In Summation, the peak hour results show that the Original Build Alternative experiences several minor areas of congestion on I-95 during the Design Year 2045 analysis. The Modified Build Alternative alleviates this congestion by removing the express lanes and instead adding general use lane capacity throughout the entirety of the study area.

The following sections will present the microsimulation results in more detail, including the buildup and dissipation of the peak hour congestion during the off-peak hours of the simulation.

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Distance (ft)	1,269	2,000	2,000	1,495	1,577	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	69	69	70	70	70	70	70	70	71	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	13	13	13	19	19	19	19	19	19	19	19	18	18	18
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	B	B	B
Total Demand Volume (vph)	2,900	2,900	2,900	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060
Total Simulated Volume (vph)	2,779	2,782	2,783	3,904	3,901	3,902	3,907	3,909	3,908	3,905	3,911	3,907	3,915	3,912
Simulated Volumes (vph)	2,779	2,782	2,783	3,904	3,901	3,902	3,907	3,909	3,908	3,905	3,911	3,907	3,915	3,912

SR 16 Exit
1,121 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	3,362	3,362	3,362	4,750	4,748	4,746	4,746	4,746	4,744	4,746	4,747	4,743	4,744	4,739
Distance (ft)	2,000	2,000	1,477	544	964	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	66	65	69	69	70	70	70	70	70	70	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.5	+/- 0.5	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	16	16	24	24	23	23	23	23	23	23	23	23	23
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,420	3,420	3,420	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830
Total Simulated Volume (vph)	3,362	3,362	3,362	4,750	4,748	4,746	4,746	4,746	4,744	4,746	4,747	4,743	4,744	4,739

SR 16 Entrance
1,388 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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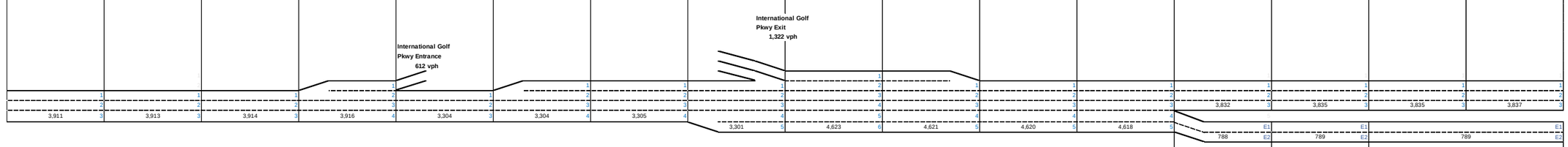
Distance (ft)	2,000	2,000	426	1,110	119	783	2,000	630	1,504	635	1,350	1,508	850	2,000	2,000	2,000
Speed (mph)	71	71	70	71	72	71	72	73	73	72	71	72	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	18	18	19	14	15	12	11	9	11	11	13	13	18	18	18	18
Level of Service (LOS)	B	B	C	B	B	B	B	A	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,060	4,060	4,060	4,060	3,390	3,390	3,390	3,390	4,730	4,730	4,730	4,730	4,730	4,730	4,730	4,730
Total Simulated Volume (vph)	3,911	3,913	3,914	3,916	3,304	3,304	3,305	3,301	4,623	4,621	4,620	4,618	4,620	4,624	4,624	4,626



I-95 Southbound

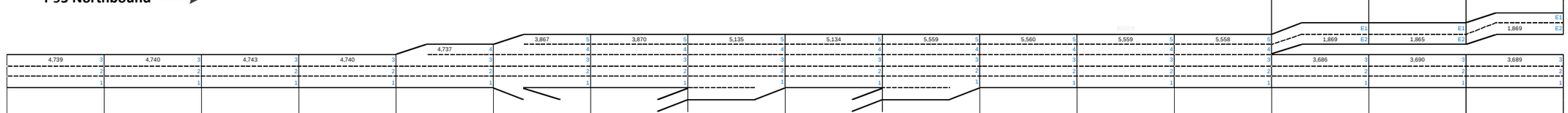
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Distance (ft)	2,338	2,000	2,000
Speed (mph)	73	73	73
Density (veh/mi/ln)	5	5	5

Distance (ft)	200	2,000	2,000
Speed (mph)	73	73	72
Density (veh/mi/ln)	13	13	13

I-95 Northbound



Distance (ft)	2,000	2,045	1,106	602	951	1,236	885	971	472	1,035	505	1,411	1,541	2,000	2,000	2,000
Speed (mph)	69	69	69	68	70	73	73	71	72	72	71	71	72	71	71	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	23	23	23	17	11	11	12	14	13	16	16	15	17	17	18
Level of Service (LOS)	C	C	C	C	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,830	4,830	4,830	4,830	4,830	3,960	3,960	5,370	5,370	5,810	5,810	5,810	5,810	5,810	5,810	5,810
Total Simulated Volume (vph)	4,739	4,740	4,743	4,740	4,737	3,867	3,870	5,135	5,134	5,559	5,560	5,559	5,558	5,555	5,555	5,558

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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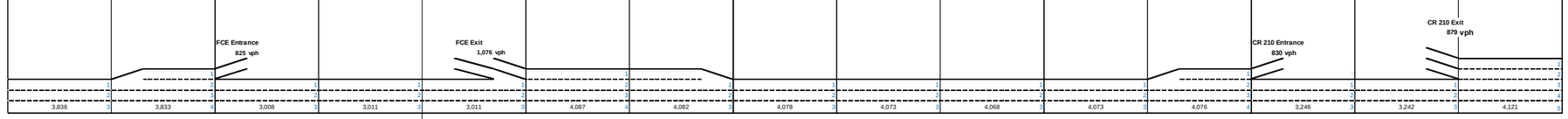
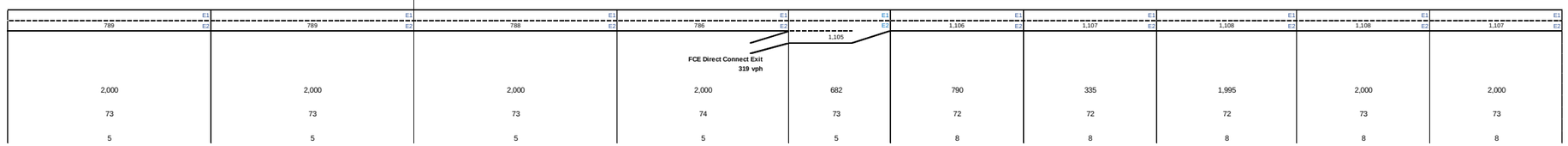
I-95 Southbound

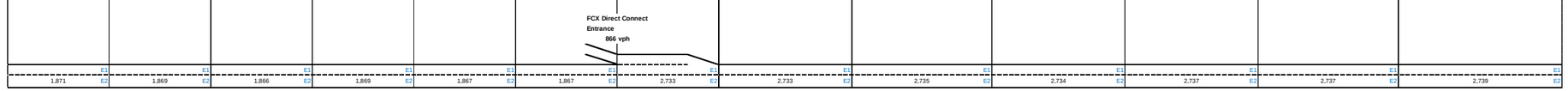
Distance (ft)	663	851	1,370	1,166	2,044	1,503	1,841	1,313	2,000	2,000	387	1,093	1,102	1,861	1,493
Speed (mph)	70	69	72	72	72	72	71	70	71	70	69	69	72	72	72
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	14	14	14	14	14	14	19	19	19	20	15	15	15	11
Level of Service (LOS)	B	B	B	B	B	B	B	C	C	C	C	B	B	B	B
Total Demand Volume (vph)	4,730	4,730	3,900	3,900	3,900	5,330	5,330	5,330	5,330	5,330	5,330	5,330	4,500	4,500	5,400
Total Simulated Volume (vph)	4,625	4,622	3,797	3,800	3,799	5,192	5,187	5,183	5,178	5,174	5,180	5,184	4,354	4,350	5,228

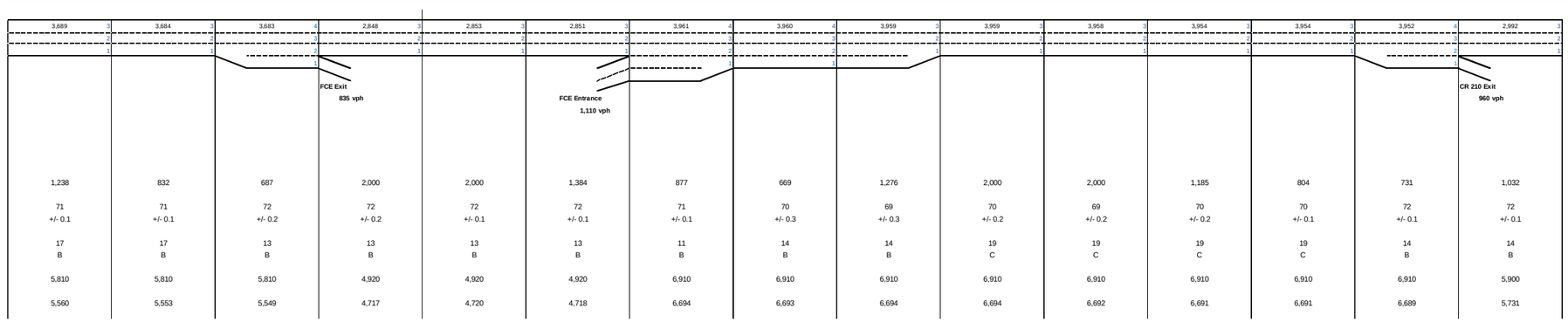




Distance (ft)	2,000	2,000	2,000	2,000	682	790	335	1,995	2,000	2,000
Speed (mph)	73	73	73	74	73	72	72	72	73	73
Density (veh/mi/ln)	5	5	5	5	5	8	8	8	8	8

Distance (ft)	2,000	2,000	2,000	2,000	1,000	1,203	1,031	491	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	72	72	72	71	68	70	70	70	70	70
Density (veh/mi/ln)	13	13	13	13	13	13	13	20	20	20	20	20	20





Distance (ft)	1,238	832	687	2,000	2,000	1,384	877	669	1,276	2,000	2,000	1,185	804	731	1,032
Speed (mph)	71	71	72	72	72	72	71	70	69	70	69	70	70	72	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	13	13	13	13	11	14	14	19	19	19	19	14	14
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	C	C	C	B	B
Total Demand Volume (vph)	5,810	5,810	5,810	4,920	4,920	4,920	6,910	6,910	6,910	6,910	6,910	6,910	6,910	6,910	5,900
Total Simulated Volume (vph)	5,560	5,553	5,549	4,717	4,720	4,718	6,694	6,693	6,694	6,694	6,692	6,691	6,691	6,689	5,731

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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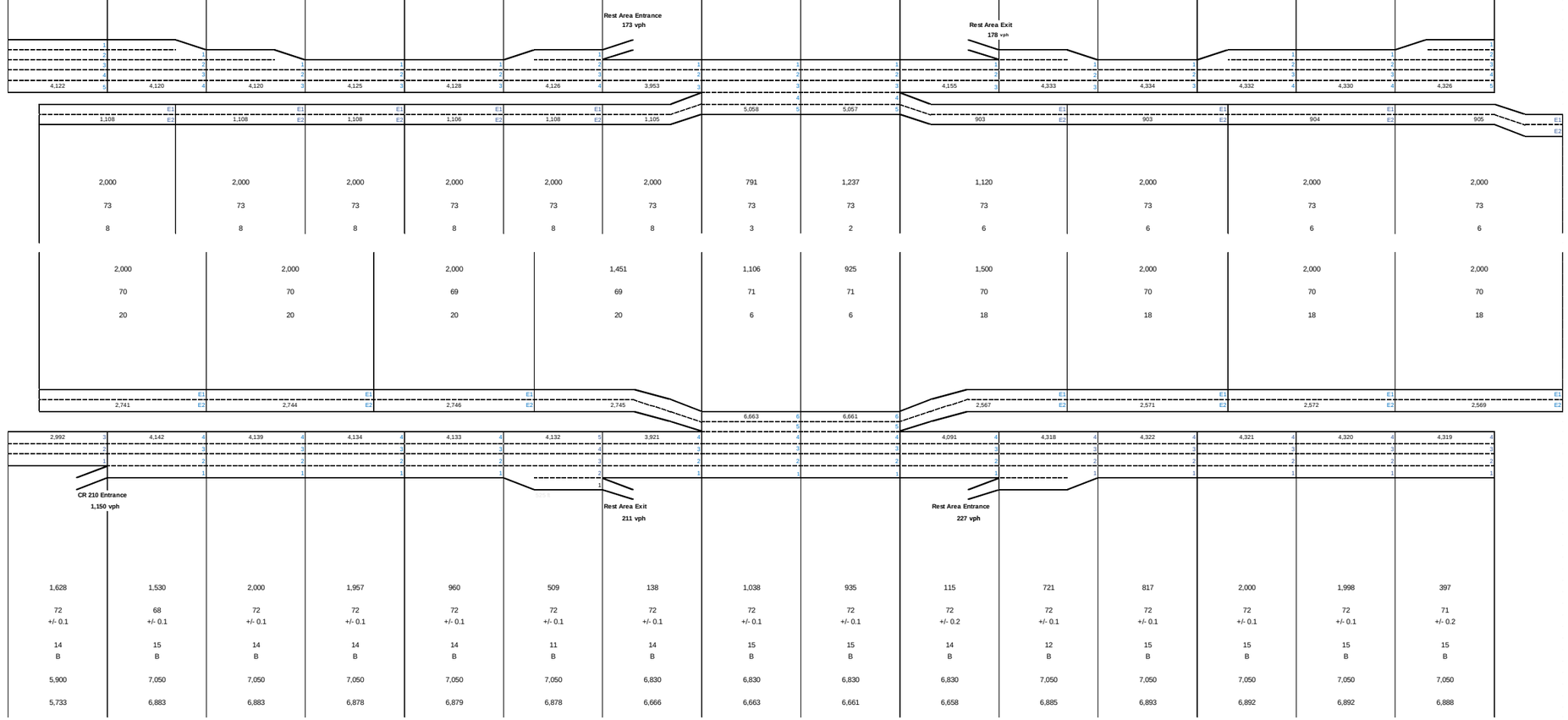
I-95 Southbound

Distance (ft)	559	2,000	1,789	556	866	781	102	896	1,075	135	533	586	425	1,282	636
Speed (mph)	72	73	72	70	70	71	71	72	72	71	71	70	70	69	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.4	+/- 0.4	+/- 0.2
Density (veh/mi/ln)	11	11	14	20	20	15	19	14	14	20	15	21	15	16	12
Level of Service (LOS)	B	B	B	C	C	B	C	B	B	C	B	C	B	B	B
Total Demand Volume (vph)	5,400	5,400	5,400	5,400	5,400	5,400	5,220	5,220	5,220	5,220	5,400	5,400	5,400	5,400	5,400
Total Simulated Volume (vph)	5,230	5,228	5,228	5,233	5,234	5,234	5,058	5,058	5,057	5,058	5,236	5,237	5,236	5,234	5,231



Distance (ft)	1,628	1,530	2,000	1,957	960	509	138	1,038	935	115	721	817	2,000	1,998	397
Speed (mph)	72	68	72	72	72	72	72	72	72	72	72	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	14	15	14	14	14	11	14	15	15	14	12	15	15	15	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,900	7,050	7,050	7,050	7,050	7,050	6,830	6,830	6,830	6,830	7,050	7,050	7,050	7,050	7,050
Total Simulated Volume (vph)	5,733	6,883	6,883	6,878	6,879	6,878	6,666	6,663	6,661	6,658	6,885	6,893	6,892	6,892	6,888

I-95 Northbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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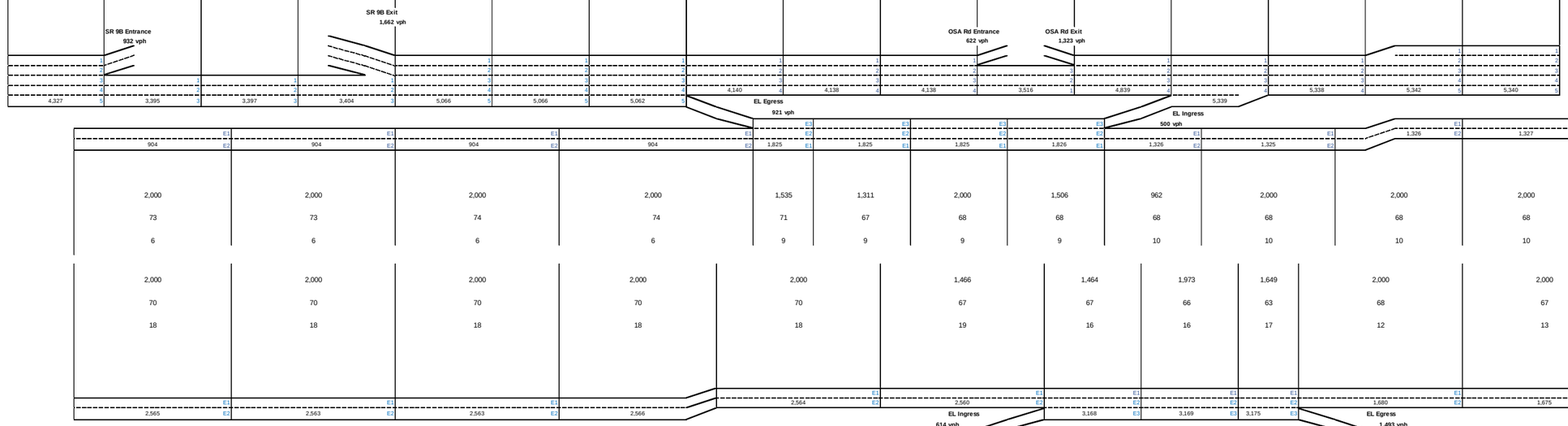
I-95 Southbound

Distance (ft)	1,543	1,488	1,470	2,000	1,537	1,994	1,445	1,342	1,143	1,526	1,560	865	825	1,321	1,200	1,006
Speed (mph)	72	72	72	72	71	71	72	72	69	68	67	64	66	66	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	12	16	16	16	14	14	14	14	15	15	17	19	16	20	16	16
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	C	B	C	B	B
Total Demand Volume (vph)	5,400	4,450	4,450	4,450	6,170	6,170	6,170	6,170	6,170	6,170	5,510	6,870	6,870	6,870	6,870	6,870
Total Simulated Volume (vph)	5,231	4,299	4,301	4,308	5,970	5,970	5,966	5,965	5,963	5,963	5,342	6,665	6,665	6,663	6,668	6,667



Simulated Volumes (vph)

Distance (ft)	2,000	2,000	2,000	2,000	1,535	1,311	2,000	1,506	962	2,000	2,000	2,000				
Speed (mph)	73	73	74	74	71	67	68	68	68	68	68	68				
Density (veh/mi/ln)	6	6	6	6	9	9	9	9	10	10	10	10				
Distance (ft)	2,000	2,000	2,000	2,000	2,000	1,466	1,464	1,973	1,649	2,000	2,000					
Speed (mph)	70	70	70	70	70	67	67	66	63	68	67					
Density (veh/mi/ln)	18	18	18	18	18	19	16	16	17	12	13					
Simulated Volumes (vph)	4,316	2,944	2,947	2,945	5,667	5,668	5,666	5,661	5,656	5,653	5,039	4,257	5,887	5,888	7,381	7,378
Distance (ft)	1,528	1,257	1,782	1,483	1,497	719	1,993	1,146	691	843	1,269	940	1,536	1,390	1,514	1,992
Speed (mph)	71	72	72	72	67	70	70	70	71	66	65	63	52	57	64	66
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.1	+/- 0.7	+/- 2.7	+/- 1.8	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	15	14	14	14	17	16	20	20	20	17	19	23	28	26	23	22
Level of Service (LOS)	B	B	B	B	B	B	C	C	C	B	C	C	D	C	C	C
Total Demand Volume (vph)	7,050	5,630	5,630	5,630	8,370	8,370	8,370	8,370	8,370	8,370	8,370	7,570	9,230	9,230	9,230	9,230
Total Simulated Volume (vph)	6,881	5,509	5,512	5,508	8,230	8,231	8,232	8,225	8,220	8,213	8,207	7,425	9,056	9,063	9,061	9,053

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

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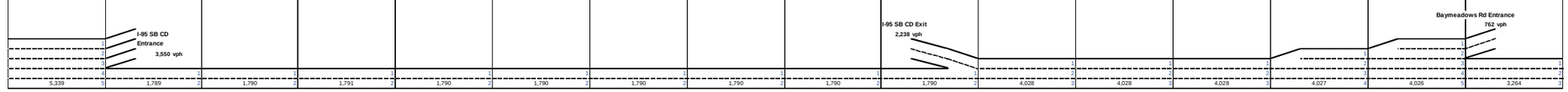
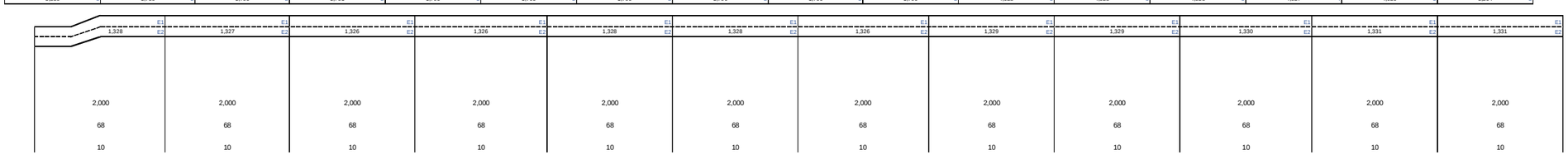
← I-95 Southbound

Distance (ft)	1,500	1,619	1,998	2,000	2,000	2,000	2,000	2,000	1,985	2,000	768	822	1,837	1,231	866	1,658
Speed (mph)	67	66	66	66	67	67	67	67	67	67	65	63	65	65	66	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.6	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	16	14	14	14	13	13	13	13	13	13	21	21	21	15	12	16
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	C	C	C	B	B	B
Total Demand Volume (vph)	6,870	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	5,450	5,450	5,450	5,450	5,450	4,680
Total Simulated Volume (vph)	6,667	3,117	3,117	3,117	3,116	3,116	3,118	3,118	3,116	3,116	5,357	5,357	5,358	5,357	5,357	4,595



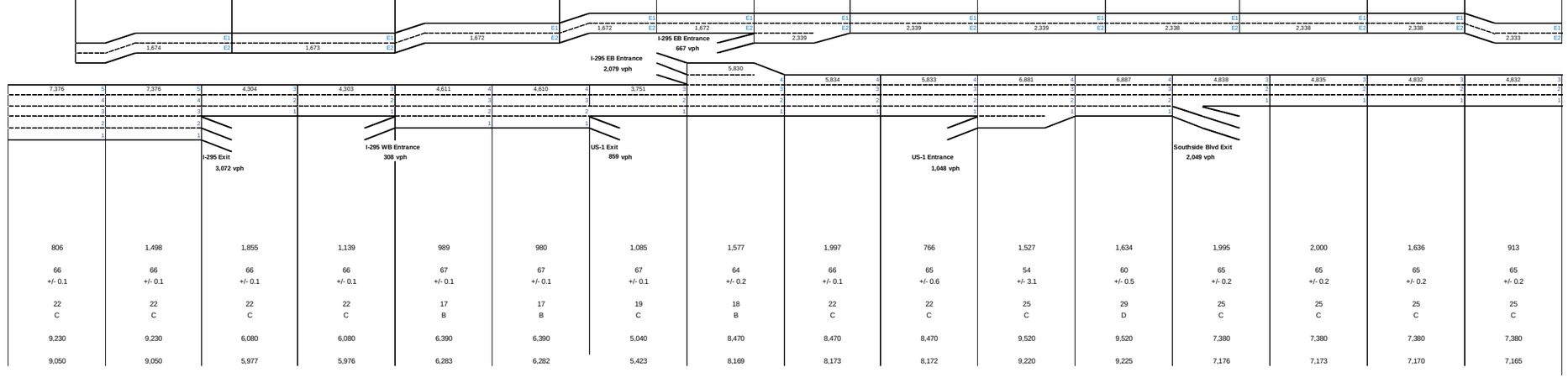
Simulated Volumes (vph)



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	68	68	68	68	68	68	68	68	68	68	68	68
Density (veh/mi/ln)	10	10	10	10	10	10	10	10	10	10	10	10

Distance (ft)	2,000	2,000	2,000	1,000	1,099	785	731	2,000	2,000	2,000	2,000	2,000
Speed (mph)	67	67	67	67	67	66	65	66	66	66	66	66
Density (veh/mi/ln)	12	12	12	12	12	12	18	18	18	18	18	18

Simulated Volumes (vph)



Distance (ft)	806	1,498	1,855	1,139	989	980	1,085	1,577	1,997	766	1,527	1,634	1,995	2,000	1,636	913
Speed (mph)	66	66	66	66	67	67	67	64	66	65	54	60	65	65	65	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.6	+/- 3.1	+/- 0.5	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	22	22	22	22	17	17	19	18	22	22	25	29	25	25	25	25
Level of Service (LOS)	C	C	C	C	B	B	C	B	C	C	C	D	C	C	C	C
Total Demand Volume (vph)	9,230	9,230	6,080	6,080	6,390	6,390	5,040	8,470	8,470	8,470	9,520	9,520	7,380	7,380	7,380	7,380
Total Simulated Volume (vph)	9,050	9,050	5,977	5,976	6,283	6,282	5,423	8,169	8,173	8,172	9,220	9,225	7,176	7,173	7,170	7,165

I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

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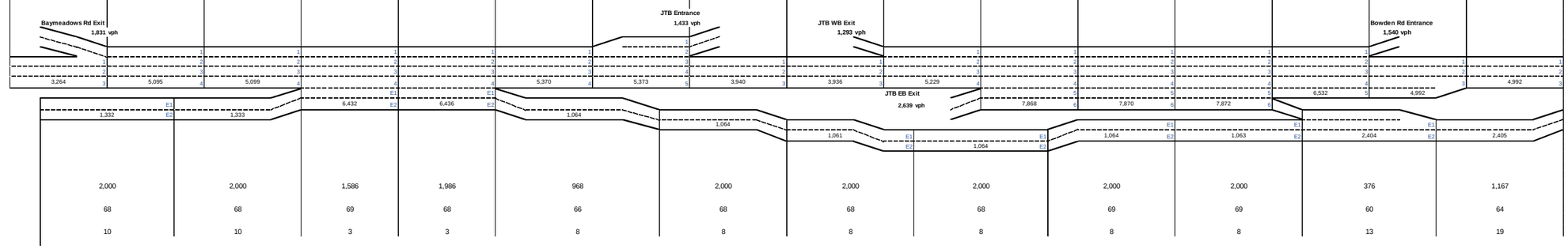
← I-95 Southbound

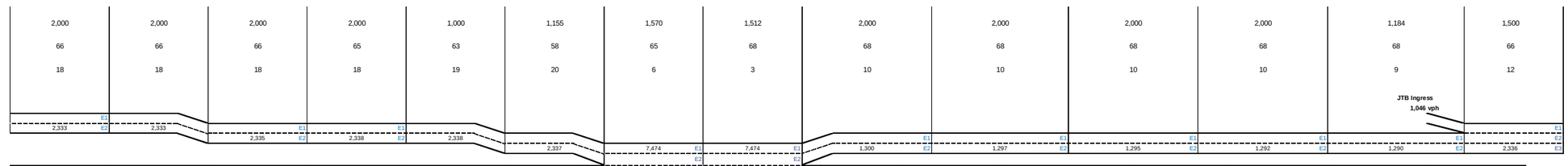
Distance (ft)	1,813	1,576	969	1,746	1,728	895	1,394	1,646	2,000	1,151	1,518	620	1,468	301	851	1,198
Speed (mph)	67	65	66	67	67	65	66	66	67	66	66	66	67	66	67	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.5	+/- 0.2	+/- 0.1	+/- 0	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	20	19	16	16	21	16	20	20	20	20	20	20	20	19	26
Level of Service (LOS)	B	C	C	B	B	C	B	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	4,680	6,540	6,540	6,540	6,540	6,540	6,540	5,060	5,060	6,360	9,030	9,030	9,030	9,030	7,440	7,440
Total Simulated Volume (vph)	4,596	6,427	6,432	6,432	6,436	6,434	6,437	5,004	4,997	6,290	8,932	8,934	8,935	8,936	7,397	7,397



Simulated Volumes (vph)

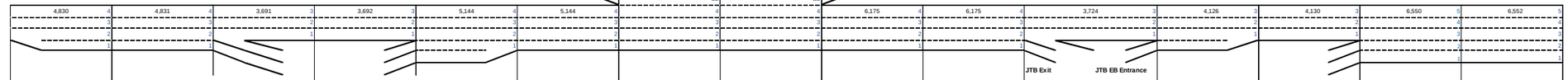
	3,264	5,095	5,099	6,432	6,436	5,370	5,373	3,940	3,936	5,229	7,868	7,870	7,872	6,532	4,992	4,992
	1,332	1,333				1,064		1,064	1,061	1,064		1,064	1,063		2,404	2,405

Distance (ft)		2,000	2,000	1,586	1,986	968		2,000	2,000	2,000	2,000	2,000	2,000	376	1,167	
Speed (mph)		68	68	69	68	66		68	68	68	68	69	69	60	64	
Density (veh/mi/ln)		10	10	3	3	8		8	8	8	8	8	8	13	19	
Distance (ft)	2,000	2,000	2,000	2,000	1,000	1,155	1,570	1,512	2,000	2,000	2,000	2,000	2,000	1,184	1,500	
Speed (mph)	66	66	66	65	63	58	65	68	68	68	68	68	68	68	66	
Density (veh/mi/ln)	18	18	18	18	19	20	6	3	10	10	10	10	10	9	12	



Simulated Volumes (vph)

	4,830	4,831	3,691	3,692	5,144	5,144	7,474	7,474	6,175	6,175	3,724	4,126	4,130	6,550	6,552	
	2,333	2,333	2,335	2,338	2,338	2,337	1,300	1,297	1,295	1,292	1,290	2,336				



Distance (ft)	766	1,408	1,743	1,055	1,398	1,479	1,795	1,186	1,472	1,522	1,718	1,589	1,144	1,476	736
Speed (mph)	66	66	67	67	66	66	66	66	63	63	66	65	65	67	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.5	+/- 0.4	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	18	18	16	19	19	19	25	25	19	16	21	20	20
Level of Service (LOS)	B	B	B	B	B	C	C	C	C	C	C	B	C	C	C
Total Demand Volume (vph)	7,380	7,380	6,210	6,210	7,680	7,680	7,680	7,680	7,680	7,680	5,120	5,580	5,580	9,100	9,100
Total Simulated Volume (vph)	7,163	7,164	6,026	6,030	7,482	7,481	7,474	7,474	7,475	7,472	5,021	5,421	5,422	8,886	8,888

I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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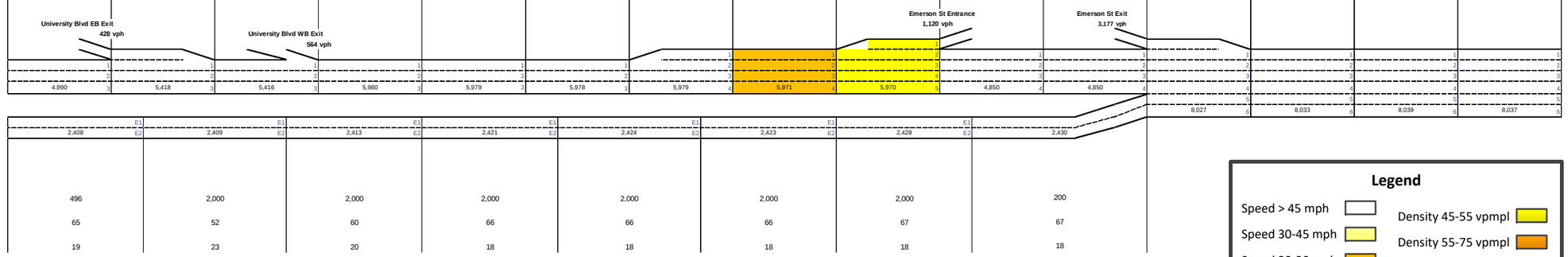
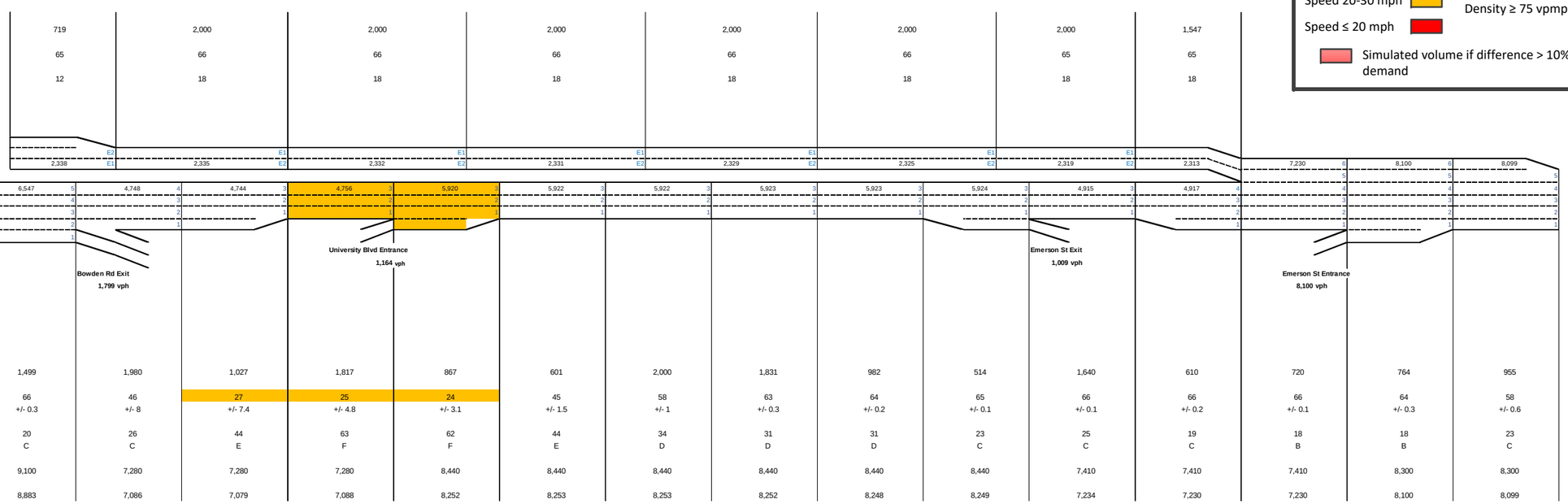
I-95 Southbound

Distance (ft)	1,018	780	759	1,474	1,000	2,000	1,081	737	756	622	1,999	554	1,111	1,820	509
Speed (mph)	66	64	64	61	57	53	34	26	22	33	57	64	61	56	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.6	+/- 1	+/- 1	+/- 2.8	+/- 2.8	+/- 3.8	+/- 9.5	+/- 4.8	+/- 2	+/- 1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	25	21	28	33	35	38	44	57	54	37	21	18	22	24	24
Level of Service (LOS)	C	C	D	D	D	E	E	F	F	E	C	B	C	C	C
Total Demand Volume (vph)	7,440	7,880	7,880	8,440	8,440	8,440	8,440	8,440	8,440	7,300	7,300	8,030	8,030	8,030	8,030
Total Simulated Volume (vph)	7,398	7,827	7,825	8,393	8,400	8,402	8,403	8,394	8,398	7,280	7,280	8,027	8,033	8,039	8,037



Distance (ft)	496	2,000	2,000	2,000	2,000	2,000	2,000	200
Speed (mph)	65	52	60	66	66	66	67	67
Density (veh/mi/ln)	19	23	20	18	18	18	18	18

Distance (ft)	719	2,000	2,000	2,000	2,000	2,000	2,000	1,547
Speed (mph)	65	66	66	66	66	66	65	65
Density (veh/mi/ln)	12	18	18	18	18	18	18	18



Distance (ft)	1,499	1,980	1,027	1,817	867	601	2,000	1,831	982	514	1,640	610	720	764	955
Speed (mph)	66	46	27	25	24	45	58	63	64	65	66	66	66	64	58
Average Deviation for Speed (mph)*	+/- 0.3	+/- 8	+/- 7.4	+/- 4.8	+/- 3.1	+/- 1.5	+/- 1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.3	+/- 0.6
Density (veh/mi/ln)	20	26	44	63	62	44	34	31	31	23	25	19	18	18	23
Level of Service (LOS)	C	C	E	F	F	E	D	D	D	C	C	C	B	B	C
Total Demand Volume (vph)	9,100	7,280	7,280	7,280	8,440	8,440	8,440	8,440	8,440	8,440	7,410	7,410	7,410	8,300	8,300
Total Simulated Volume (vph)	8,883	7,086	7,079	7,088	8,252	8,253	8,253	8,252	8,248	8,249	7,234	7,230	7,230	8,100	8,099

I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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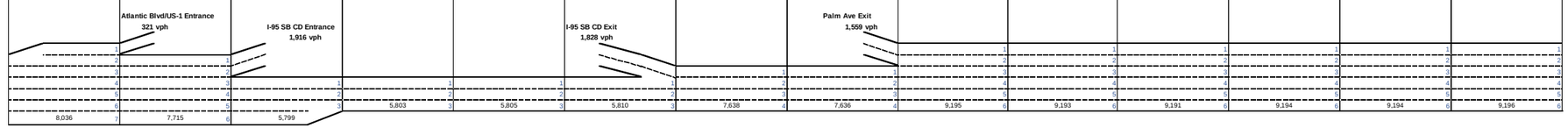
← I-95 Southbound

Distance (ft)	1,031	1,854	496	1,151	1,038	1,996	1,590	1,831	1,536	1,571	2,000	2,000	2,000	2,000
Speed (mph)	57	58	56	55	54	54	54	54	54	55	55	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	20	22	26	35	36	36	35	35	28	28	28	27	27	27
Level of Service (LOS)	C	C	C	D	E	E	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	8,030	7,700	5,770	5,770	5,770	5,770	7,590	7,590	9,160	9,160	9,160	9,160	9,160	9,160
Total Simulated Volume (vph)	8,036	7,715	5,799	5,803	5,805	5,810	7,638	7,636	9,195	9,193	9,191	9,194	9,194	9,196



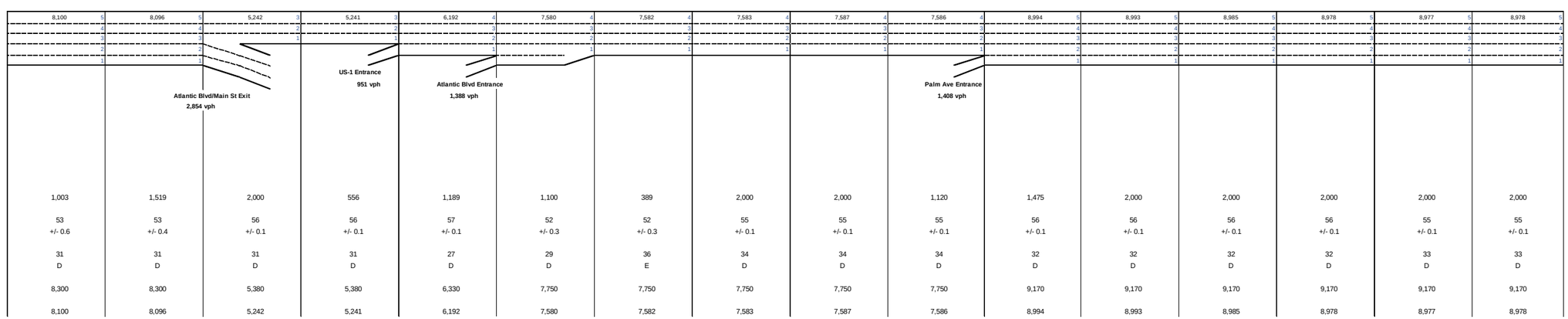
Simulated Volumes (vph)

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)



Distance (ft)	1,003	1,519	2,000	556	1,189	1,100	389	2,000	2,000	1,120	1,475	2,000	2,000	2,000	2,000	2,000
Speed (mph)	53	53	56	56	57	52	52	55	55	55	56	56	56	56	55	55
Average Deviation for Speed (mph)*	+/- 0.6	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	31	31	31	31	27	29	36	34	34	34	32	32	32	32	33	33
Level of Service (LOS)	D	D	D	D	D	D	E	D	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	8,300	8,300	5,380	5,380	6,330	7,750	7,750	7,750	7,750	7,750	9,170	9,170	9,170	9,170	9,170	9,170
Total Simulated Volume (vph)	8,100	8,096	5,242	5,241	6,192	7,580	7,582	7,583	7,587	7,586	8,994	8,993	8,985	8,978	8,977	8,978

I-95 Northbound →

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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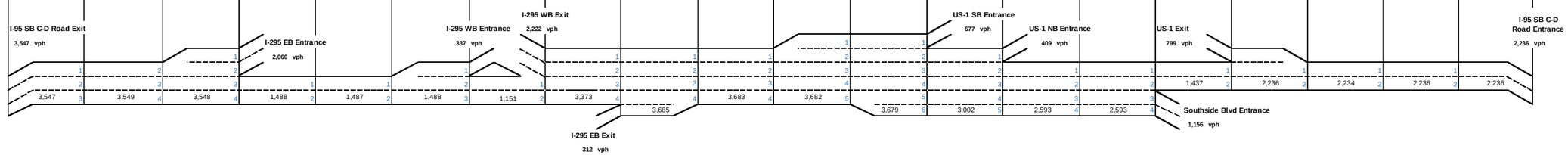
Distance (ft)	1,166	777	754	392	522	972	1,414	800	547	1,926	453	513	811	908	1,552	911	383	1,127	1,398	200
Speed (mph)	66	55	52	53	53	53	56	68	68	67	67	64	65	68	68	68	65	66	66	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	18	22	17	14	14	9	10	12	11	14	11	10	9	10	10	11	11	17	17	17
Level of Service (LOS)	B	C	B	B	B	A	A	B	B	B	B	A	A	A	A	B	B	B	B	B
Total Demand Volume (vph)	3,694	3,694	3,694	1,474	1,474	1,474	1,134	3,344	3,654	3,654	3,654	3,654	2,974	2,554	2,554	1,468	2,274	2,274	2,274	2,274
Total Simulated Volume (vph)	3,547	3549	3,548	1,488	1,487	1,488	1,151	3,373	3,685	3,683	3,682	3,679	3,002	2,593	2,593	1,437	2,236	2,234	2,236	2,236



I-95 Southbound C-D Road

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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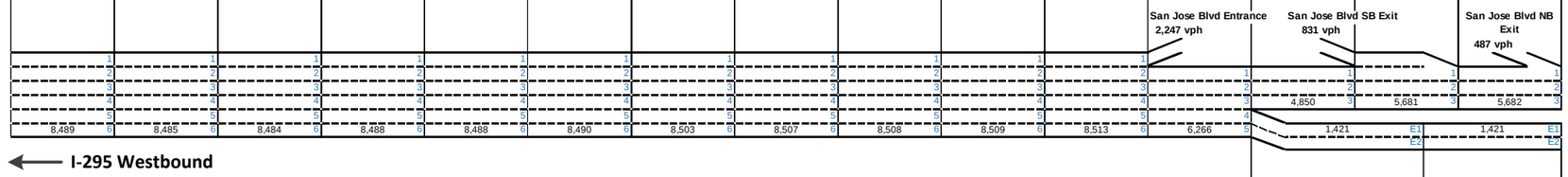
Distance (ft)	1,762	1,334	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,516	953	629	1,042	825
Speed (mph)	66	66	66	66	66	66	66	67	67	67	65	67	66	65	64
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	21	21	21	21	21	21	21	21	21	21	22	19	24	22	30
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D
Total Demand Volume (vph)	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	6,410	6,410	7,260	7,260
Total Simulated Volume (vph)	8,489	8,485	8,484	8,488	8,488	8,490	8,503	8,507	8,508	8,509	8,513	6,266	6,271	7,102	7,103



Simulated Volumes (vph)

	8,489	8,485	8,484	8,488	8,488	8,490	8,503	8,507	8,508	8,509	8,513	6,266	1,421	1,421	

I-295 Westbound ←

Distance (ft)	769	2,000
Speed (mph)	67	67
Density (veh/mi/ln)	11	11

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

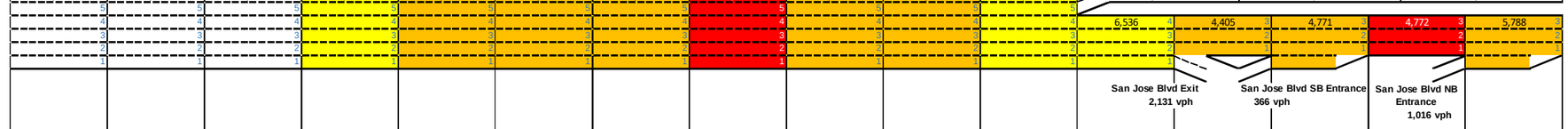
N

Distance (ft)	200	2,000	2,000
Speed (mph)	66	67	66
Density (veh/mi/ln)	19	18	19

I-295 Eastbound →

Simulated Volumes (vph)

	9,955	9,837	9,700	9,544	9,372	9,239	9,139	9,083	9,052	9,028	9,012	2,460	2,467	2,469	



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,033	1,256	1,459	1,321	1,426	1,359	408	1,305
Speed (mph)	63	57	44	33	28	24	21	20	23	25	32	34	21	19	20	22
Average Deviation for Speed (mph)*	+/- 2.4	+/- 3.3	+/- 7.8	+/- 10.9	+/- 10.3	+/- 9.4	+/- 5.7	+/- 2.7	+/- 2.6	+/- 3.6	+/- 2.9	+/- 3.8	+/- 5.2	+/- 3	+/- 2.3	+/- 1.4
Density (veh/mi/ln)	26	29	37	48	56	64	73	76	66	60	47	48	70	63	80	66
Level of Service (LOS)	C	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F
Total Demand Volume (vph)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	7,630	8,030	8,030	9,070
Total Simulated Volume (vph)	9,955	9,837	9,700	9,544	9,372	9,239	9,139	9,083	9,052	9,028	9,012	8,996	6,872	7,238	7,239	8,255

*The average deviation represents the variability between the 10 iterations.

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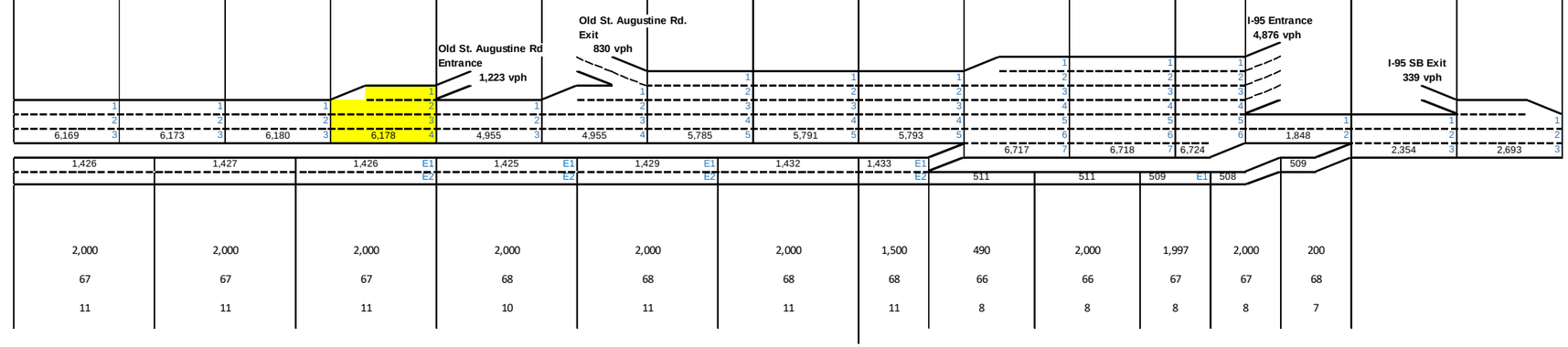
Distance (ft)	1,535	1,648	2,000	1,408	1,598	1,570	1,605	745	2,000	1,977	2,000	1,512	871	1,814	555
Speed (mph)	59	52	51	32	38	55	66	67	67	67	68	68	67	67	67
Average Deviation for Speed (mph)*	+/- 1.2	+/- 4	+/- 3.2	+/- 2.1	+/- 4.2	+/- 4.4	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	35	40	40	48	43	23	18	17	17	14	14	14	14	12	10
Level of Service (LOS)	D	E	E	F	E	C	B	B	B	B	A	B	B	B	A
Total Demand Volume (vph)	7,760	7,760	7,760	7,760	6,510	6,510	7,340	7,340	7,340	7,340	7,340	7,340	2,420	2,420	2,760
Total Simulated Volume (vph)	7,595	7,600	7,607	7,604	6,380	6,380	7,214	7,223	7,226	7,228	7,227	7,232	2,357	2,354	2,693



Simulated Volumes (vph)

1,426 | 1,427 | 1,426 | 1,425 | 1,429 | 1,432 | 1,433 | 511 | 511 | 509 | 508 | 509

Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	1,500	490	2,000	1,997	2,000	200
Speed (mph)	67	67	67	68	68	68	68	66	66	67	67	68
Density (veh/mi/ln)	11	11	11	10	11	11	11	8	8	8	8	7

I-295 Westbound ←

I-295 Eastbound →

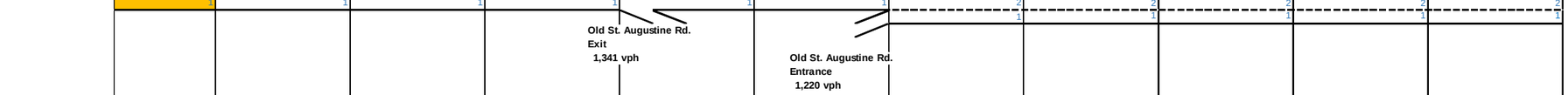
Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	820
Speed (mph)	66	66	66	66	65	65	65
Density (veh/mi/ln)	19	19	19	19	19	19	19

Simulated Volumes (vph)

2,469 | 2,471 | 2,476 | 2,478 | 2,482 | 2,485 | 2,485

5,788 | 5,789 | 5,788 | 5,788 | 4,447 | 4,446 | 5,666

8,149 | 8,145 | 8,147 | 8,152



Distance (ft)	180	2,000	1,546	1,424	1,679	1,192	1,234	1,500	2,250	2,122	1,515
Speed (mph)	33	46	46	54	65	66	66	67	66	64	62
Average Deviation for Speed (mph)*	+/- 0.8	+/- 3.8	+/- 5.7	+/- 2.2	+/- 0.5	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3
Density (veh/mi/ln)	58	42	42	36	23	22	21	20	21	21	22
Level of Service (LOS)	F	E	E	E	C	C	C	C	C	C	C
Total Demand Volume (vph)	9,070	9,070	9,070	9,070	7,630	7,630	8,850	8,850	8,850	8,850	8,850
Total Simulated Volume (vph)	8,259	8,260	8,264	8,266	6,929	6,931	8,151	8,149	8,145	8,147	8,152

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT

I-95 from International Golf Parkway to Atlantic Boulevard SIMR

I-295 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic

Figure 7-25

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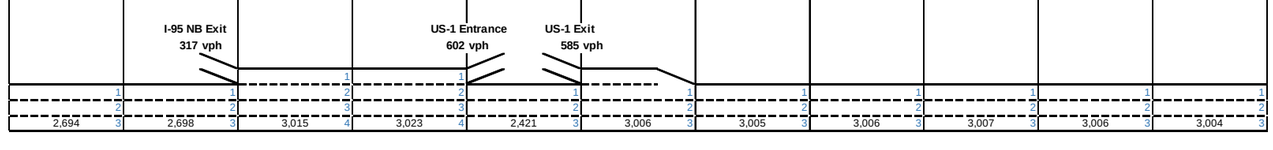
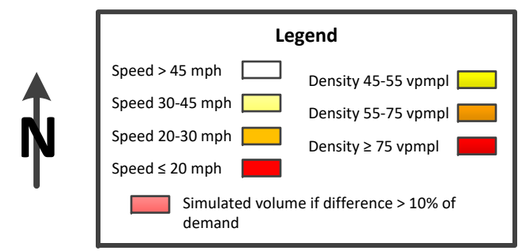
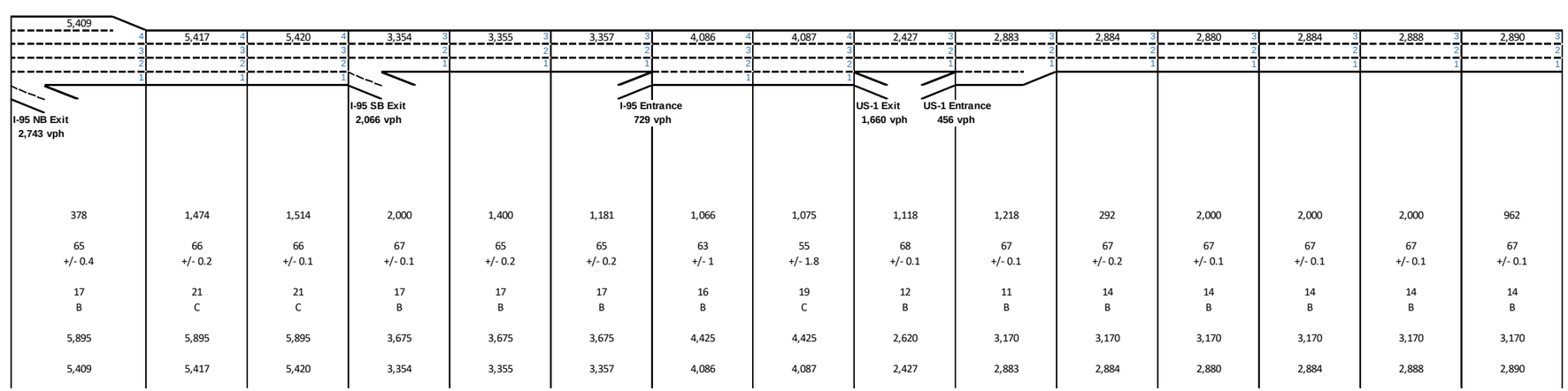
Distance (ft)	635	1,129	1,740	1,541	1,512	707	798	1,431	1,229	2,000	2,000
Speed (mph)	67	67	68	65	68	68	67	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	13	13	11	12	12	11	15	15	15	15	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	2,760	2,760	3,070	3,070	2,440	3,020	3,020	3,020	3,020	3,020	3,020
Total Simulated Volume (vph)	2,694	2,698	3,015	3,023	2,421	3,006	3,005	3,006	3,007	3,006	3,004



I-295 Westbound ←



I-295 Eastbound →



Distance (ft)	378	1,474	1,514	2,000	1,400	1,181	1,066	1,075	1,118	1,218	292	2,000	2,000	2,000	962
Speed (mph)	65	66	66	67	65	65	63	55	68	67	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 0.4	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 1	+/- 1.8	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	21	21	17	17	17	16	19	12	11	14	14	14	14	14
Level of Service (LOS)	B	C	C	B	B	B	B	C	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,895	5,895	5,895	3,675	3,675	3,675	4,425	4,425	2,620	3,170	3,170	3,170	3,170	3,170	3,170
Total Simulated Volume (vph)	5,409	5,417	5,420	3,354	3,355	3,357	4,086	4,087	2,427	2,883	2,884	2,880	2,884	2,888	2,890

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Original Build Alternative – AM Peak Hour Lane Schematic	Figure 7-25
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Distance (ft)	1,269	2,000	2,000	1,495	1,577	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	67	68	69	70	70	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	15	15	15	22	22	22	21	21	21	21	21	21	21	21
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,420	3,420	3,420	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830
Total Simulated Volume (vph)	3,153	3,149	3,148	4,471	4,477	4,481	4,487	4,491	4,488	4,489	4,488	4,490	4,497	4,497
Simulated Volumes (vph)	3,153	3,149	3,148	4,471	4,477	4,481	4,487	4,491	4,488	4,489	4,488	4,490	4,497	4,497

SR 16 Exit
1,323 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	2,855	2,853	2,852	3,995	3,996	3,995	3,996	3,994	3,998	3,990	3,994	3,991	3,990	3,991
Distance (ft)	2,000	2,000	1,477	544	964	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	73	72	69	69	70	71	71	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1
Density (veh/mi/ln)	13	13	13	19	19	19	19	19	19	19	19	19	19	19
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	2,900	2,900	2,900	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060
Total Simulated Volume (vph)	2,855	2,853	2,852	3,995	3,996	3,995	3,996	3,994	3,998	3,990	3,994	3,991	3,990	3,991

SR 16 Entrance
1,143 vph

*The average deviation represents the variability between the 10 iterations.

FDOT

I-95 from International Golf Parkway to Atlantic Boulevard SIMR

I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic

Figure 7-26

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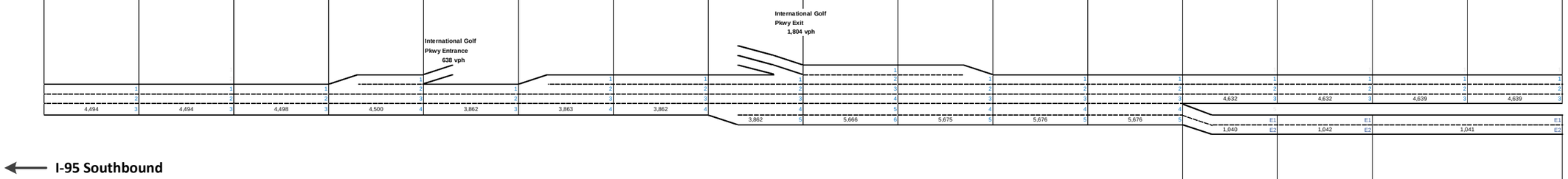
Distance (ft)	2,000	2,000	426	1,110	119	783	2,000	630	1,504	635	1,350	1,508	850	2,000	2,000	2,000
Speed (mph)	70	70	69	70	71	71	72	72	70	71	70	71	70	70	70	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.3	+/- 1.6	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	21	21	22	16	18	14	13	11	13	13	16	16	22	22	22	22
Level of Service (LOS)	C	C	C	B	B	B	B	B	B	B	B	B	C	C	C	C
Total Demand Volume (vph)	4,830	4,830	4,830	4,830	3,960	3,960	3,960	3,960	5,810	5,810	5,810	5,810	5,810	5,810	5,810	5,810
Total Simulated Volume (vph)	4,494	4,494	4,498	4,500	3,862	3,863	3,862	3,862	5,666	5,675	5,676	5,676	5,672	5,674	5,680	5,680



I-95 Southbound ←

Distance (ft)	2,338	2,000	2,000
Speed (mph)	73	73	73
Density (veh/mi/ln)	7	7	7

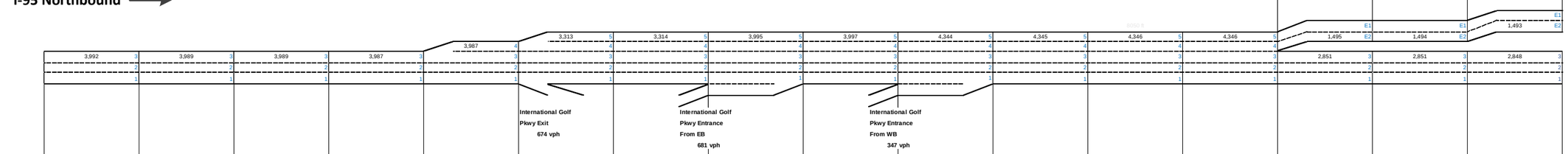
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N →

Distance (ft)	200	2,000	2,000
Speed (mph)	73	73	73
Density (veh/mi/ln)	10	10	10

I-95 Northbound →



Distance (ft)	2,000	2,045	1,106	602	951	1,236	885	971	472	1,035	505	1,411	1,541	2,000	2,000	2,000
Speed (mph)	70	70	70	69	65	73	73	72	73	72	72	72	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 1	+/- 4.2	+/- 0.5	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	19	19	19	19	15	9	9	9	11	10	12	12	12	13	13	13
Level of Service (LOS)	C	C	C	C	B	A	A	A	B	A	B	B	B	B	B	B
Total Demand Volume (vph)	4,060	4,060	4,060	4,060	4,060	3,390	3,390	4,370	4,370	4,730	4,730	4,730	4,730	4,730	4,730	4,730
Total Simulated Volume (vph)	3,992	3,989	3,989	3,987	3,987	3,313	3,314	3,995	3,997	4,344	4,345	4,346	4,346	4,346	4,345	4,341

*The average deviation represents the variability between the 10 iterations.

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I-95 Southbound

Distance (ft)	663	851	1,370	1,166	2,044	1,503	1,841	1,313	2,000	2,000	387	1,093	1,102	1,861	1,493
Speed (mph)	68	69	71	71	72	71	70	68	69	68	65	66	71	71	71
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.3	+/- 0.7	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	17	18	18	17	18	19	26	25	26	27	20	20	20	15
Level of Service (LOS)	C	B	B	B	B	B	C	C	C	C	D	C	C	C	B
Total Demand Volume (vph)	5,810	5,810	4,920	4,920	4,920	6,910	6,910	6,910	6,910	6,910	6,910	6,910	5,900	5,900	7,050
Total Simulated Volume (vph)	5,681	5,682	4,798	4,796	4,795	6,705	6,708	6,710	6,712	6,711	6,710	6,707	5,688	5,694	6,813
Simulated Volumes (vph)	4,639	4,640	3,754	3,752	3,750	5,219	5,222	5,224	5,226	5,226	5,226	5,223	4,204	4,208	5,325

FCE Entrance 886 vph

FCE Exit 1,469 vph

CR 210 Entrance 1,019 vph

CR 210 Exit 1,117 vph

1,042	1,044	1,045	1,044	1,486	1,485	1,484	1,484	1,486	1,488

FCE Direct Connect Exit 442 vph

Distance (ft)	2,000	2,000	2,000	2,000	682	790	335	1,995	2,000	2,000
Speed (mph)	73	73	73	73	73	72	72	72	72	72
Density (veh/mi/ln)	7	7	7	7	7	10	10	10	10	10

Distance (ft)	2,000	2,000	2,000	2,000	1,000	1,203	1,031	491	2,000	2,000	2,000	2,000	2,000
Speed (mph)	73	73	72	72	72	72	72	71	71	71	71	71	71
Density (veh/mi/ln)	10	10	10	10	10	10	10	15	15	15	15	15	15

FCX Direct Connect Entrance 651 vph

1,494	1,492	1,492	1,492	1,492	1,492	2,143	2,144	2,146	2,148	2,146	2,144	2,143	

Simulated Volumes (vph)	2,846	2,847	2,845	2,143	2,146	2,145	2,903	2,905	2,907	2,906	2,905	2,908	2,909	2,908	2,153

FCE Exit 702 vph

FCE Entrance 758 vph

CR 210 Exit 755 vph

Distance (ft)	1,238	832	687	2,000	2,000	1,384	877	669	1,276	2,000	2,000	1,185	804	731	1,032
Speed (mph)	71	71	72	73	73	73	72	72	71	72	71	71	71	72	73
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	13	13	10	10	10	10	8	10	10	13	14	14	14	10	10
Level of Service (LOS)	B	B	A	A	A	A	A	A	A	B	B	B	B	A	A
Total Demand Volume (vph)	4,730	4,730	4,730	3,900	3,900	3,900	5,330	5,330	5,330	5,330	5,330	5,330	5,330	5,330	4,500
Total Simulated Volume (vph)	4,340	4,339	4,337	3,635	3,638	3,637	5,046	5,049	5,053	5,052	5,053	5,054	5,053	5,052	4,296

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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I-95 Southbound

Distance (ft)	559	2,000	1,789	556	866	781	102	896	1,075	135	533	586	425	1,282	636
Speed (mph)	72	72	71	68	68	70	70	70	70	69	68	66	64	63	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.4	+/- 0.5	+/- 0.5	+/- 0.8	+/- 0.5
Density (veh/mi/ln)	15	15	19	26	26	19	24	19	19	26	21	29	22	23	16
Level of Service (LOS)	B	B	C	C	C	C	C	C	C	C	C	D	C	C	B
Total Demand Volume (vph)	7,050	7,050	7,050	7,050	7,050	7,050	6,830	6,830	6,830	6,830	7,050	7,050	7,050	7,050	7,050
Total Simulated Volume (vph)	6,815	6,816	6,819	6,820	6,819	6,823	6,613	6,613	6,615	6,618	6,831	6,832	6,829	6,829	6,838

Rest Area Entrance
211 vph

Rest Area Exit
213 vph

Simulated Volumes (vph)

	5,329	5,330	5,329	5,330	5,331	5,332	5,121	6,613	6,615	5,464	5,677	5,679	5,678	5,678	5,684
	1,486	1,490	1,490	1,488	1,491	1,492				1,154		1,153		1,151	1,154

Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	791	1,237	1,120	2,000	2,000	2,000
Speed (mph)	72	72	72	72	72	73	73	72	73	73	73	73
Density (veh/mi/ln)	10	10	10	10	10	10	4	3	8	8	8	8

Distance (ft)	2,000	2,000	2,000	1,451	1,106	925	1,500	2,000	2,000	2,000
Speed (mph)	71	71	70	70	72	71	71	71	71	71
Density (veh/mi/ln)	15	15	15	15	5	5	14	14	14	14

	2,146	2,147	2,145	2,146	5,016	5,016	2,024	2,021	2,020	2,020

Simulated Volumes (vph)

	2,151	3,044	3,046	3,046	3,048	3,048	2,870			2,992	3,173	3,173	3,170	3,169	3,169

CR 210 Entrance
893 vph

Rest Area Exit
178 vph

Rest Area Entrance
181 vph

Distance (ft)	1,628	1,530	2,000	1,957	960	509	138	1,038	935	115	721	817	2,000	1,998	397
Speed (mph)	73	70	73	73	73	73	73	72	72	73	73	73	73	73	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	10	11	10	10	10	8	10	12	12	10	9	11	11	11	11
Level of Service (LOS)	A	B	A	A	A	A	A	B	B	A	A	B	B	B	B
Total Demand Volume (vph)	4,500	5,400	5,400	5,400	5,400	5,400	5,220	5,220	5,220	5,220	5,400	5,400	5,400	5,400	5,400
Total Simulated Volume (vph)	4,297	5,190	5,193	5,193	5,193	5,193	5,016	5,016	5,016	5,016	5,197	5,194	5,191	5,189	5,189

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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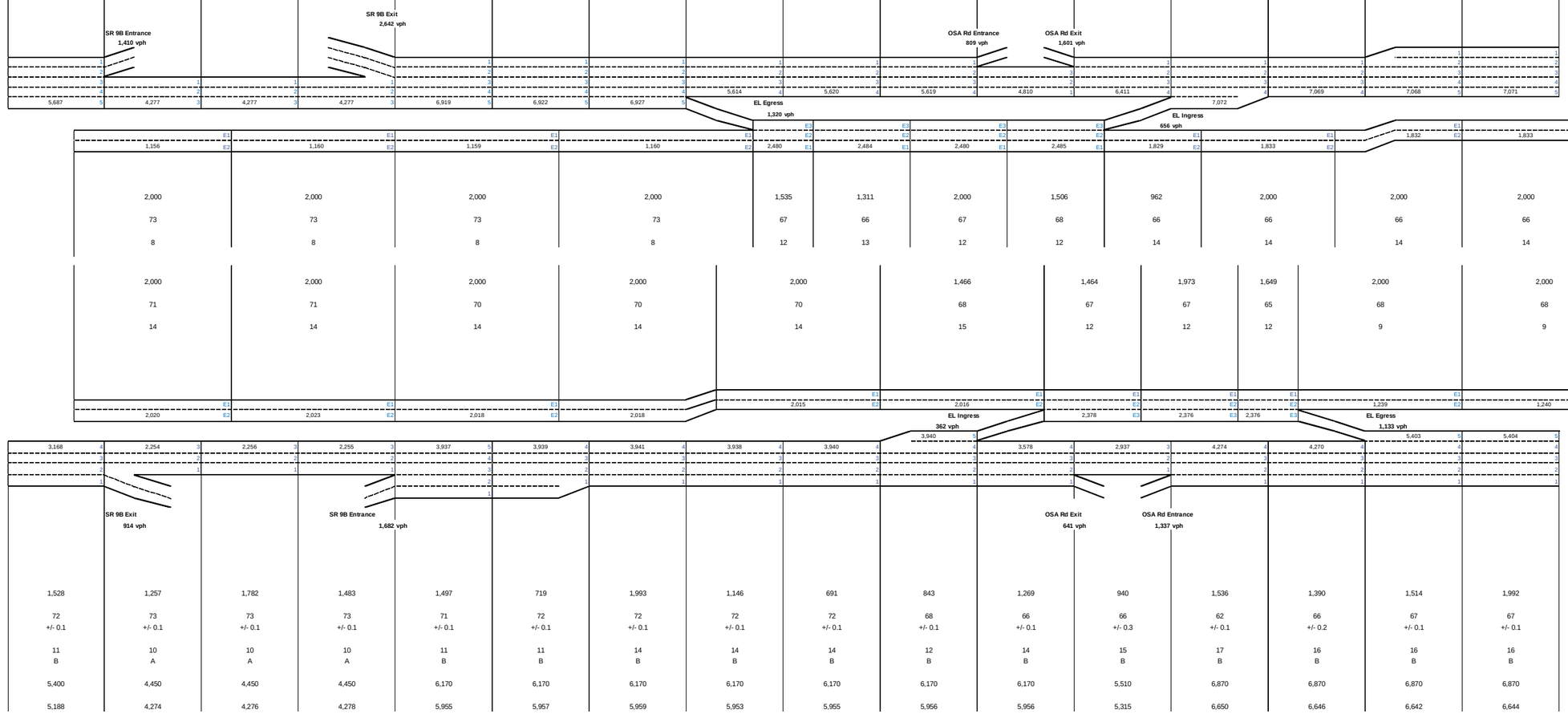
I-95 Southbound

Distance (ft)	1,543	1,488	1,470	2,000	1,537	1,994	1,445	1,342	1,143	1,526	1,560	865	825	1,321	1,200	1,006
Speed (mph)	70	71	71	70	67	68	70	71	68	67	65	62	64	64	62	63
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.4	+/- 0.3	+/- 0.3	+/- 0.3
Density (veh/mi/ln)	16	20	20	20	21	20	20	20	21	21	25	26	22	28	23	22
Level of Service (LOS)	B	C	C	C	C	C	C	C	C	C	C	C	C	D	C	C
Total Demand Volume (vph)	7,050	5,630	5,630	5,630	8,370	8,370	8,370	8,370	8,370	8,370	7,570	9,230	9,230	9,230	9,230	9,230
Total Simulated Volume (vph)	6,843	5,433	5,437	5,437	8,078	8,081	8,087	8,094	8,104	8,099	7,295	8,896	8,901	8,902	8,900	8,904



Simulated Volumes (vph)

5,687	4,277	4,277	4,277	6,919	6,922	6,927	5,814	5,820	5,619	4,810	6,411	7,072	7,069	7,068	7,071

1,156	1,160	1,159	1,160	2,480	2,484	2,480	2,485	1,829	1,833	1,832	1,833

Distance (ft)	2,000	2,000	2,000	2,000	1,535	1,311	2,000	1,506	962	2,000	2,000	2,000
Speed (mph)	73	73	73	73	67	66	67	68	66	66	66	66
Density (veh/mi/ln)	8	8	8	8	12	13	12	12	14	14	14	14

Distance (ft)	2,000	2,000	2,000	2,000	2,000	1,466	1,464	1,973	1,649	2,000	2,000
Speed (mph)	71	71	70	70	70	68	67	67	65	68	68
Density (veh/mi/ln)	14	14	14	14	14	15	12	12	12	9	9

2,020	2,023	2,018	2,018	2,015	2,016	2,378	2,376	2,376	1,239	1,240

Simulated Volumes (vph)

3,168	2,254	2,256	2,255	3,937	3,939	3,941	3,938	3,940	3,940	3,578	2,937	4,274	4,270	5,403	5,404

Distance (ft)	1,528	1,257	1,782	1,483	1,497	719	1,993	1,146	691	843	1,269	940	1,536	1,390	1,514	1,992
Speed (mph)	72	73	73	73	71	72	72	72	72	68	66	66	62	66	67	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	11	10	10	10	11	11	14	14	14	12	14	15	17	16	16	16
Level of Service (LOS)	B	A	A	A	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,400	4,450	4,450	4,450	6,170	6,170	6,170	6,170	6,170	6,170	6,170	5,510	6,870	6,870	6,870	6,870
Total Simulated Volume (vph)	5,188	4,274	4,276	4,278	5,955	5,957	5,959	5,953	5,955	5,956	5,956	5,315	6,650	6,646	6,642	6,644

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

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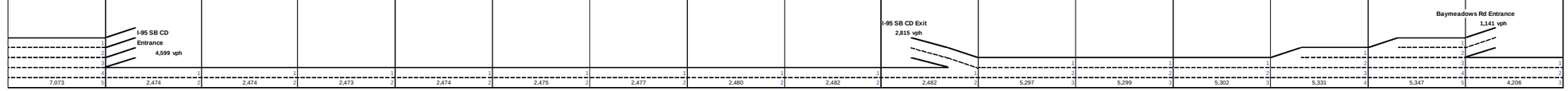
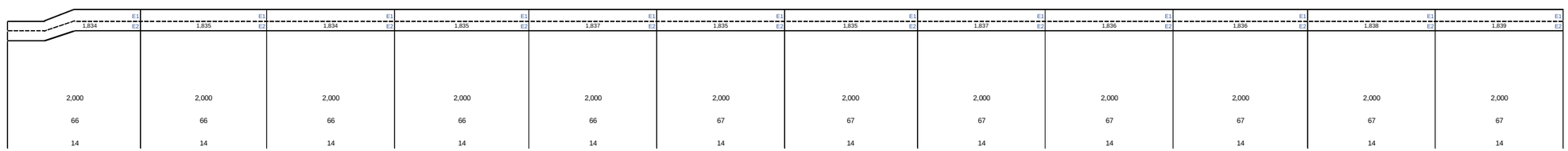
← I-95 Southbound

Distance (ft)	1,500	1,619	1,998	2,000	2,000	2,000	2,000	2,000	1,985	2,000	768	822	1,837	1,231	866	1,658
Speed (mph)	66	65	65	65	65	66	66	66	66	66	61	54	44	49	57	66
Average Deviation for Speed (mph)*	+/- 0	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 1.8	+/- 6.4	+/- 4.7	+/- 4.3	+/- 0.3
Density (veh/mi/ln)	21	19	19	19	19	19	19	19	19	19	29	33	40	27	19	21
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	D	D	E	D	C	C
Total Demand Volume (vph)	9,230	4,447	4,447	4,447	4,447	4,447	4,447	4,447	4,447	4,447	7,380	7,380	7,380	7,380	7,380	6,210
Total Simulated Volume (vph)	8,907	4,308	4,309	4,307	4,308	4,310	4,314	4,315	4,317	4,317	7,134	7,135	7,138	7,167	7,185	6,045

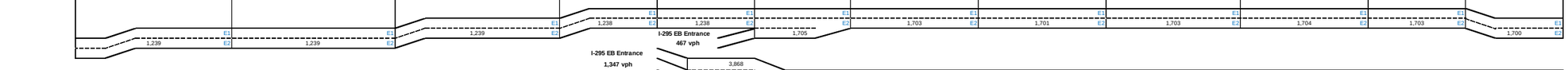


Simulated Volumes (vph)

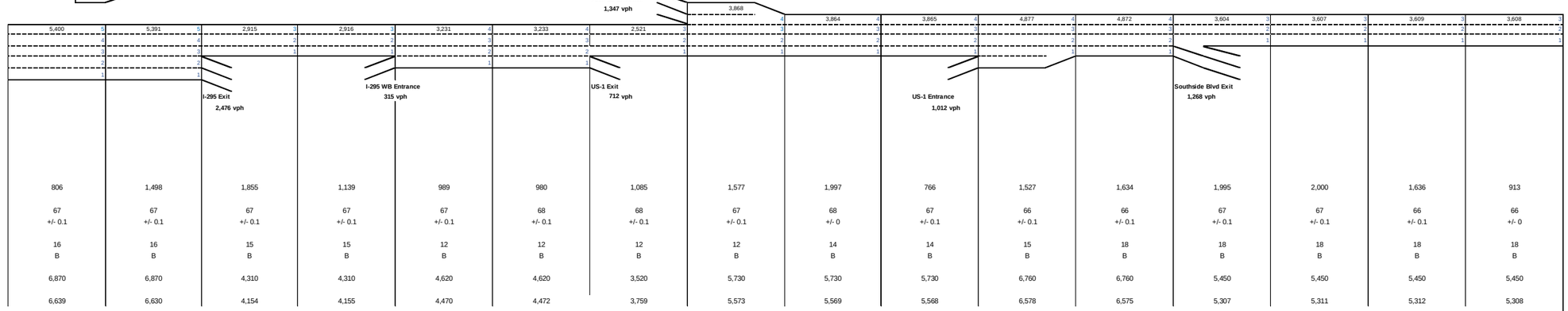


Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	66	66	66	66	66	67	67	67	67	67	67	67
Density (veh/mi/ln)	14	14	14	14	14	14	14	14	14	14	14	14

Distance (ft)	2,000	2,000	2,000	1,000	1,099	785	731	2,000	2,000	2,000	2,000	2,000				
Speed (mph)	68	68	68	68	68	68	67	67	67	67	67	67				
Density (veh/mi/ln)	9	9	9	9	9	8	13	13	13	13	13	13				



Simulated Volumes (vph)



Distance (ft)	806	1,498	1,855	1,139	989	980	1,085	1,577	1,997	766	1,527	1,634	1,995	2,000	1,636	913
Speed (mph)	67	67	67	67	67	68	68	67	68	67	66	66	67	67	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0
Density (veh/mi/ln)	16	16	15	15	12	12	12	12	14	14	15	18	18	18	18	18
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	6,870	6,870	4,310	4,310	4,620	4,620	3,520	5,730	5,730	5,730	6,760	6,760	5,450	5,450	5,450	5,450
Total Simulated Volume (vph)	6,639	6,630	4,154	4,155	4,470	4,472	3,759	5,573	5,569	5,568	6,578	6,575	5,307	5,311	5,312	5,308

I-95 Northbound →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N →

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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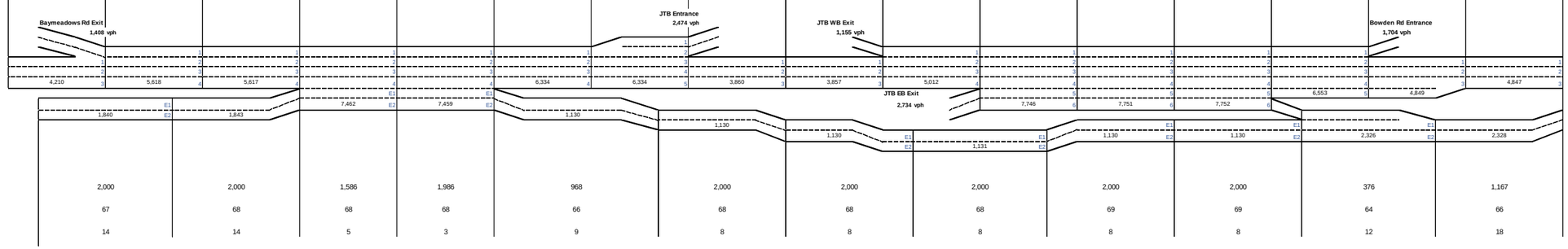
I-95 Southbound

Distance (ft)	1,813	1,576	969	1,746	1,728	895	1,394	1,646	2,000	1,151	1,518	620	1,468	301	851	1,198
Speed (mph)	66	65	65	67	67	63	63	66	67	66	66	66	67	66	67	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.5	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	21	22	22	19	19	25	20	19	19	19	20	20	19	20	18	25
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C
Total Demand Volume (vph)	6,210	7,680	7,680	7,680	7,680	7,680	7,680	5,120	5,120	6,290	9,100	9,100	9,100	9,100	7,280	7,280
Total Simulated Volume (vph)	6,050	7,458	7,460	7,462	7,459	7,464	7,464	4,990	4,987	6,142	8,877	8,881	8,882	8,879	7,177	7,175

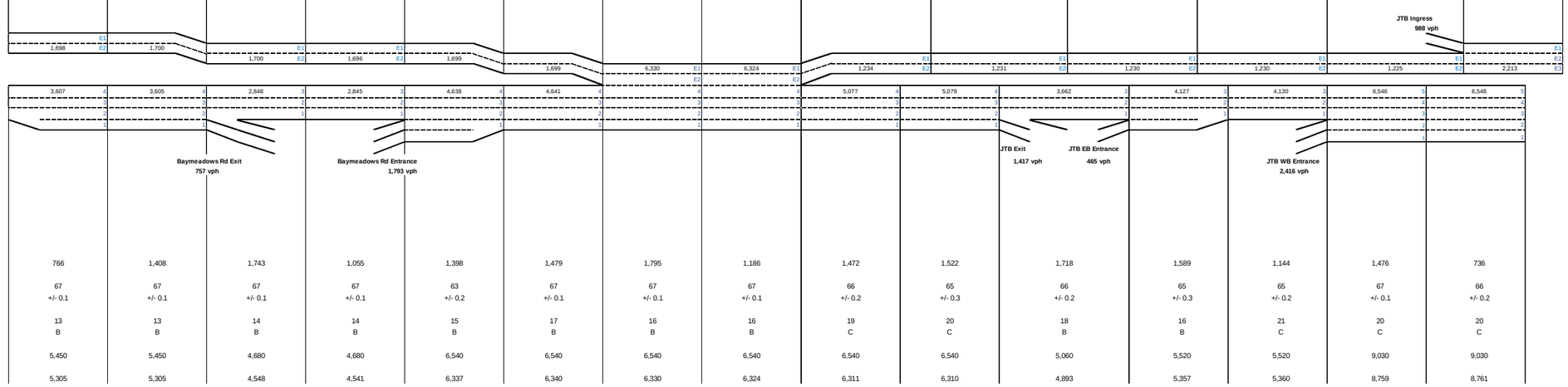


Simulated Volumes (vph)

	4,210	5,618	5,617	7,462	7,459	6,334	6,334	3,860	3,857	5,012	7,746	7,751	7,752	6,553	4,849	4,847

Distance (ft)		2,000	2,000	1,586	1,986	968	2,000	2,000	2,000	2,000	2,000	2,000	376	1,167		
Speed (mph)		67	68	68	68	66	68	68	68	69	69	64	66			
Density (veh/mi/ln)		14	14	5	3	9	8	8	8	8	8	8	12	18		

Distance (ft)	2,000	2,000	2,000	2,000	1,000	1,155	1,570	1,512	2,000	2,000	2,000	2,000	1,184	1,500		
Speed (mph)	67	67	67	67	66	64	67	68	68	68	68	68	68	67		
Density (veh/mi/ln)	13	13	13	13	13	13	4	3	9	9	9	9	9	11		



Simulated Volumes (vph)

	3,607	3,605	2,848	2,845	4,638	4,641	6,330	6,324	5,077	5,079	3,662	4,127	4,130	6,546	6,548	

Distance (ft)	766	1,408	1,743	1,055	1,398	1,479	1,795	1,186	1,472	1,522	1,718	1,589	1,144	1,476	736	
Speed (mph)	67	67	67	67	63	67	67	67	66	65	66	65	65	67	66	
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.2	
Density (veh/mi/ln)	13	13	14	14	15	17	16	16	19	20	18	16	21	20	20	
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	B	B	C	C	C	
Total Demand Volume (vph)	5,450	5,450	4,680	4,680	6,540	6,540	6,540	6,540	6,540	6,540	5,060	5,520	5,520	9,030	9,030	
Total Simulated Volume (vph)	5,305	5,305	4,548	4,541	6,337	6,340	6,330	6,324	6,311	6,310	4,893	5,357	5,360	8,759	8,761	

I-95 Northbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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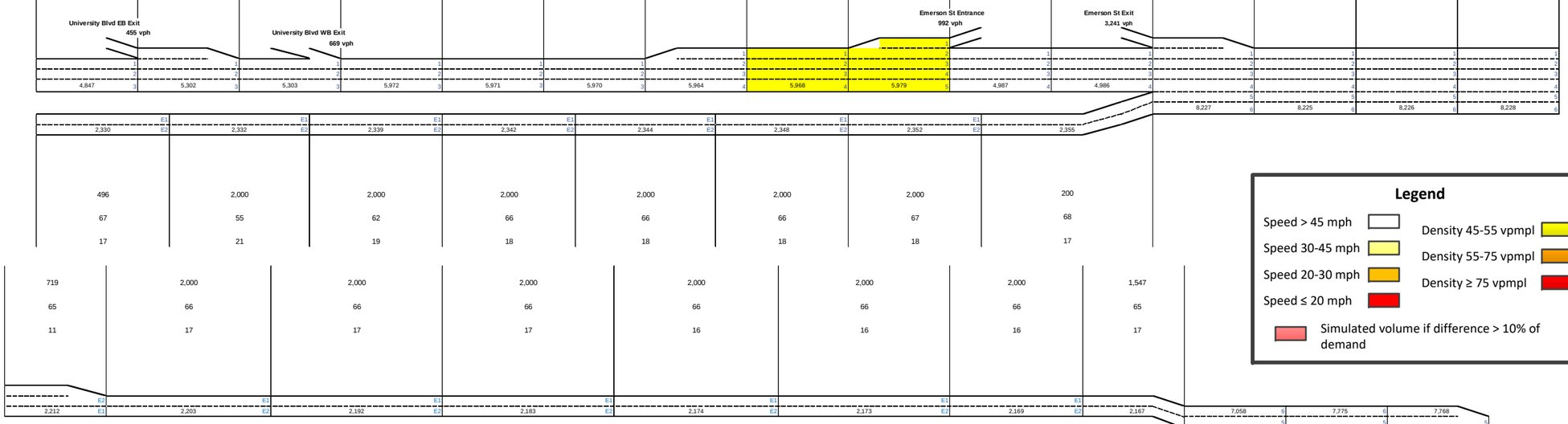
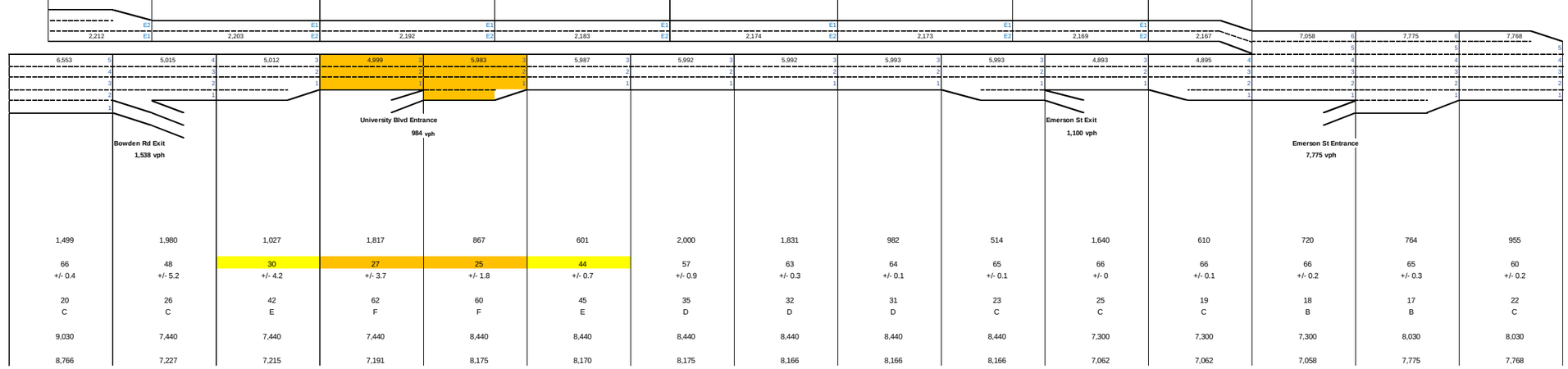
I-95 Southbound

Distance (ft)	1,018	780	759	1,474	1,000	2,000	1,081	737	756	622	1,999	554	1,111	1,820	509
Speed (mph)	66	64	64	59	55	52	34	27	25	40	63	67	61	56	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.6	+/- 1.8	+/- 1.6	+/- 3.7	+/- 3.5	+/- 4.9	+/- 7.1	+/- 3.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3
Density (veh/mi/ln)	24	21	28	34	36	38	44	55	48	31	20	18	22	24	25
Level of Service (LOS)	C	C	D	D	E	E	E	F	F	D	C	B	C	C	C
Total Demand Volume (vph)	7,280	7,760	7,760	8,440	8,440	8,440	8,440	8,440	8,440	7,410	7,410	8,300	8,300	8,300	8,300
Total Simulated Volume (vph)	7,177	7,634	7,635	8,311	8,313	8,314	8,308	8,316	8,331	7,342	7,341	8,227	8,225	8,226	8,228



Distance (ft)	496	2,000	2,000	2,000	2,000	2,000	2,000	200
Speed (mph)	67	55	62	66	66	66	67	68
Density (veh/mi/ln)	17	21	19	18	18	18	18	17

Distance (ft)	719	2,000	2,000	2,000	2,000	2,000	2,000	1,547
Speed (mph)	65	66	66	66	66	66	66	65
Density (veh/mi/ln)	11	17	17	17	16	16	16	17



Distance (ft)	1,499	1,980	1,027	1,817	867	601	2,000	1,831	982	514	1,640	610	720	764	955
Speed (mph)	66	48	30	27	25	44	57	63	64	65	66	66	66	65	60
Average Deviation for Speed (mph)*	+/- 0.4	+/- 5.2	+/- 4.2	+/- 3.7	+/- 1.8	+/- 0.7	+/- 0.9	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2
Density (veh/mi/ln)	20	26	42	62	60	45	35	32	31	23	25	19	18	17	22
Level of Service (LOS)	C	C	E	F	F	E	D	D	D	C	C	C	B	B	C
Total Demand Volume (vph)	9,030	7,440	7,440	7,440	8,440	8,440	8,440	8,440	8,440	8,440	7,300	7,300	7,300	8,030	8,030
Total Simulated Volume (vph)	8,766	7,227	7,215	7,191	8,175	8,170	8,175	8,166	8,166	8,166	7,062	7,062	7,058	7,775	7,768

I-95 Northbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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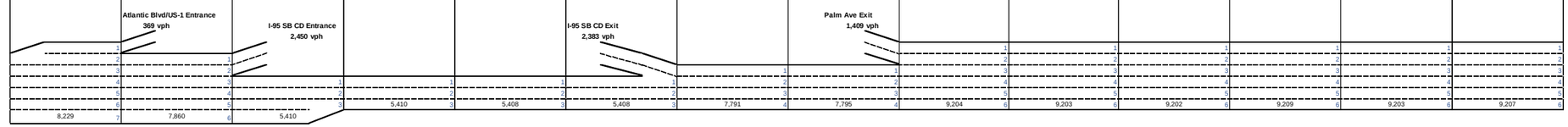
Distance (ft)	1,031	1,854	496	1,151	1,038	1,996	1,590	1,831	1,536	1,571	2,000	2,000	2,000	2,000
Speed (mph)	56	57	56	55	55	55	54	54	54	55	55	56	56	57
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	21	23	24	33	33	33	36	36	28	28	28	27	27	27
Level of Service (LOS)	C	C	C	D	D	D	E	E	D	D	D	D	D	D
Total Demand Volume (vph)	8,300	7,920	5,380	5,380	5,380	5,380	7,750	7,750	9,170	9,170	9,170	9,170	9,170	9,170
Total Simulated Volume (vph)	8,229	7,860	5,410	5,410	5,408	5,408	7,791	7,795	9,204	9,203	9,202	9,209	9,203	9,207



Simulated Volumes (vph)

8,229 | 7,860 | 5,410 | 5,410 | 5,408 | 5,408 | 7,791 | 7,795 | 9,204 | 9,203 | 9,202 | 9,209 | 9,203 | 9,207

← **I-95 Southbound**

I-95 Northbound →

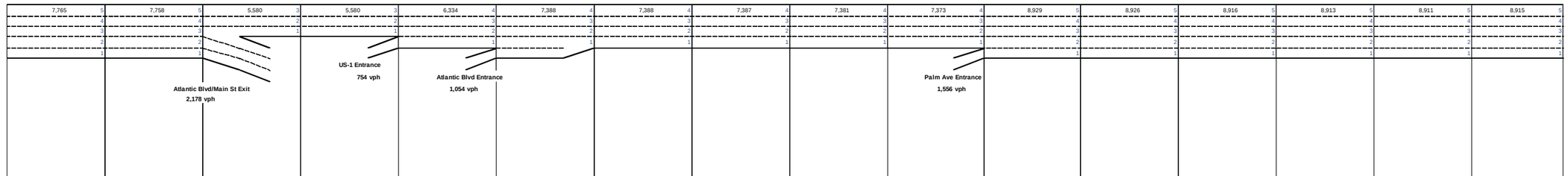
N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)

7,765 | 7,758 | 5,580 | 5,580 | 6,334 | 7,388 | 7,388 | 7,387 | 7,381 | 7,373 | 8,929 | 8,926 | 8,916 | 8,913 | 8,911 | 8,915



Distance (ft)	1,003	1,519	2,000	556	1,189	1,100	389	2,000	2,000	1,120	1,475	2,000	2,000	2,000	2,000	2,000
Speed (mph)	54	53	55	55	57	54	53	55	55	55	56	56	56	55	55	55
Average Deviation for Speed (mph)*	+/- 0.3	+/- 0.5	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	29	29	34	34	28	27	35	34	34	34	32	32	32	32	32	32
Level of Service (LOS)	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	8,030	8,030	5,770	5,770	6,520	7,590	7,590	7,590	7,590	7,590	9,160	9,160	9,160	9,160	9,160	9,160
Total Simulated Volume (vph)	7,765	7,758	5,580	5,580	6,334	7,388	7,388	7,387	7,381	7,373	8,929	8,926	8,916	8,913	8,911	8,915

*The average deviation represents the variability between the 10 iterations.

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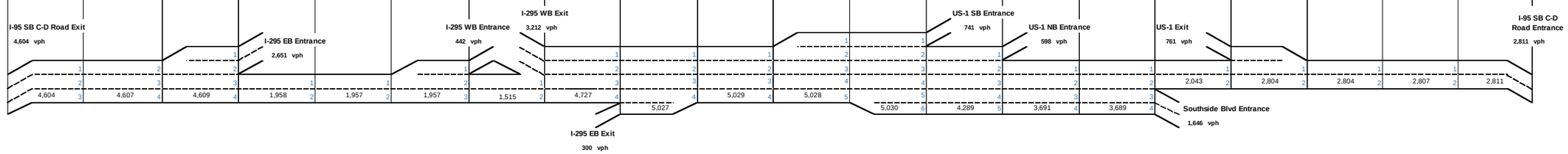
Distance (ft)	1,166	777	754	392	522	972	1,414	800	547	1,926	453	513	811	908	1,552	911	383	1,127	1,398	200
Speed (mph)	65	54	48	52	52	53	56	67	66	66	66	64	63	67	68	68	65	66	66	64
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.3
Density (veh/mi/ln)	24	28	24	19	19	12	14	18	15	19	15	13	14	14	14	15	14	21	21	22
Level of Service (LOS)	C	D	C	C	C	B	B	B	B	C	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	4,783	4,783	4,783	2,073	2,073	2,073	1,633	5,063	5,373	5,373	5,373	5,373	4,633	4,023	4,023	2,142	2,933	2,933	2,933	2,933
Total Simulated Volume (vph)	4,604	4607	4,609	1,958	1,957	1,957	1,515	4,727	5,027	5,029	5,028	5,030	4,289	3,691	3,689	2,043	2,804	2,804	2,807	2,811

Simulated Volumes (vph)



I-95 Southbound C-D Road

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Hour Lane Schematic	Figure 7-26
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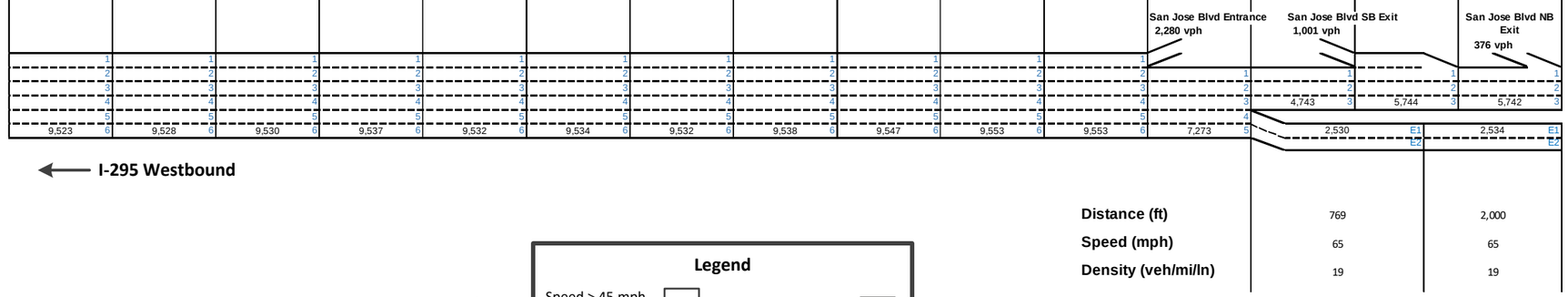
Distance (ft)	1,762	1,334	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,516	953	629	1,042	825
Speed (mph)	66	66	66	66	66	66	66	66	66	66	64	66	66	65	64
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	24	24	24	24	24	24	24	24	24	24	25	22	24	22	30
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D
Total Demand Volume (vph)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	7,630	7,630	8,670	8,670
Total Simulated Volume (vph)	9,523	9,528	9,530	9,537	9,532	9,534	9,532	9,538	9,547	9,553	9,553	7,273	7,273	8,274	8,276



Simulated Volumes (vph)

I-295 Westbound

Distance (ft)	769	2,000
Speed (mph)	65	65
Density (veh/mi/ln)	19	19

Legend

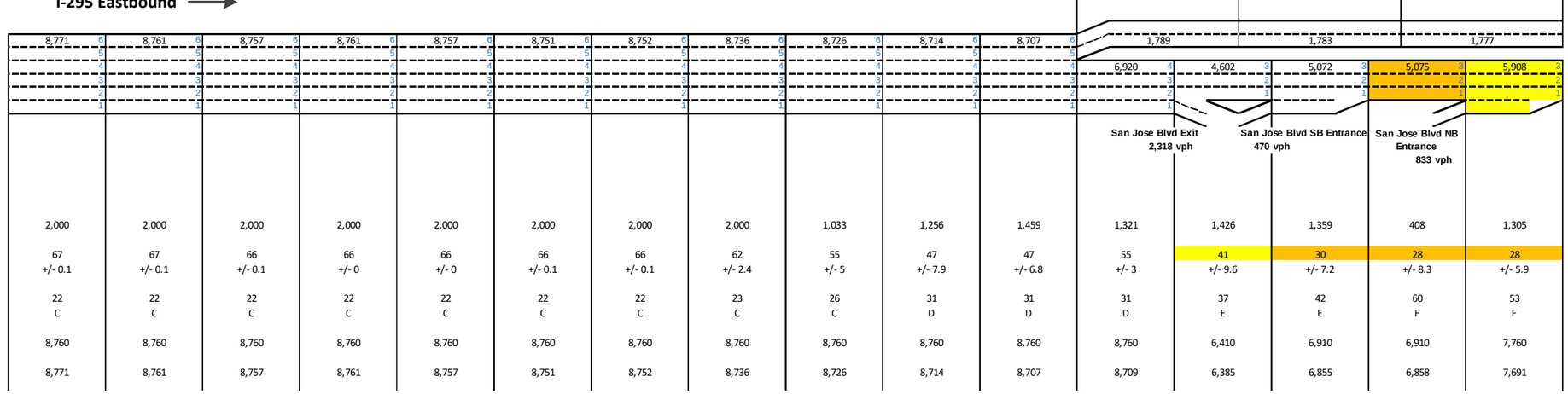
- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	200	2,000	2,000
Speed (mph)	68	68	67
Density (veh/mi/ln)	13	13	13

I-295 Eastbound

Simulated Volumes (vph)



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,033	1,256	1,459	1,321	1,426	1,359	408	1,305
Speed (mph)	67	67	66	66	66	66	66	62	55	47	47	55	41	30	28	28
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 2.4	+/- 5	+/- 7.9	+/- 6.8	+/- 3	+/- 9.6	+/- 7.2	+/- 8.3	+/- 5.9
Density (veh/mi/ln)	22	22	22	22	22	22	22	23	26	31	31	31	37	42	60	53
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	D	D	D	E	E	F	F
Total Demand Volume (vph)	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	6,410	6,910	6,910	7,760
Total Simulated Volume (vph)	8,771	8,761	8,757	8,761	8,757	8,751	8,752	8,736	8,726	8,714	8,707	8,709	6,385	6,855	6,858	7,691

*The average deviation represents the variability between the 10 iterations.

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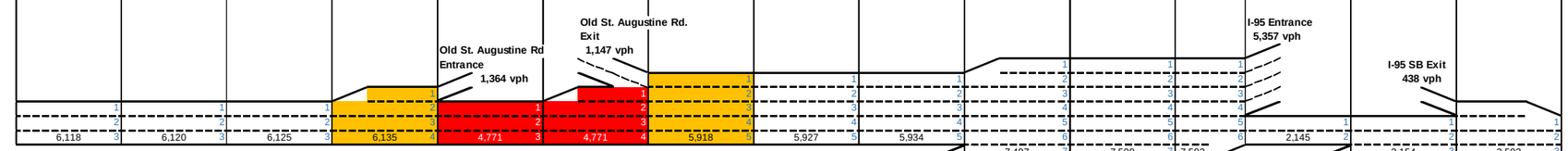
Distance (ft)	1,535	1,648	2,000	1,408	1,598	1,570	1,605	745	2,000	1,977	2,000	1,512	871	1,814	555
Speed (mph)	59	49	47	25	20	18	23	41	63	62	66	68	67	66	66
Average Deviation for Speed (mph)*	+/- 0.8	+/- 4	+/- 3.5	+/- 0.7	+/- 1.8	+/- 4.5	+/- 4.3	+/- 10.2	+/- 3.3	+/- 2	+/- 1.4	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.1
Density (veh/mi/ln)	35	42	43	61	80	66	51	29	19	17	16	16	16	16	14
Level of Service (LOS)	D	E	E	F	F	F	F	D	C	B	A	B	B	B	B
Total Demand Volume (vph)	9,070	9,070	9,070	9,070	7,630	7,630	8,850	8,850	8,850	8,850	8,850	8,850	3,200	3,200	3,640
Total Simulated Volume (vph)	8,657	8,667	8,672	8,691	7,330	7,330	8,480	8,490	8,500	8,505	8,514	8,519	3,160	3,154	3,592



Simulated Volumes (vph)	2,539	2,547	2,556 E1 E2	2,559 E1 E2	2,562 E1 E2	2,563	2,566 E1 E2	1,008	1,008	1,014 E1	1,017	1,015
Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	1,500	490	2,000	1,997	2,000	200
Speed (mph)	65	65	65	65	66	66	66	64	65	65	65	65
Density (veh/mi/ln)	20	20	20	20	19	19	19	16	16	16	16	16

I-295 Westbound ←

I-295 Eastbound →

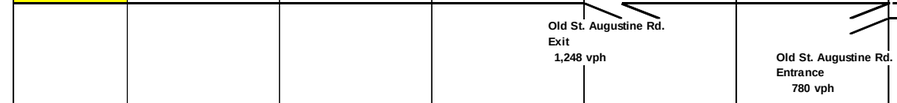
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	820
Speed (mph)	67	67	67	67	67	67	67
Density (veh/mi/ln)	13	13	13	13	13	13	13
Simulated Volumes (vph)	1,777	1,770	1,764	1,760	1,759	1,753	1,751

Simulated Volumes (vph)	5,909	5,914	5,915	5,917	4,669	4,670	5,450	7,209	7,210	7,205	7,196



Distance (ft)	180	2,000	1,546	1,424	1,679	1,192	1,234	1,500	2,250	2,122	1,515
Speed (mph)	37	49	52	57	65	66	66	67	67	66	65
Average Deviation for Speed (mph)*	+/- 3.3	+/- 2.8	+/- 4.4	+/- 1.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	53	40	38	35	24	24	21	18	18	18	18
Level of Service (LOS)	F	E	E	D	C	C	C	B	B	B	B
Total Demand Volume (vph)	7,760	7,760	7,760	7,760	6,510	6,510	7,340	7,340	7,340	7,340	7,340
Total Simulated Volume (vph)	7,679	7,684	7,679	7,677	6,428	6,423	7,201	7,209	7,210	7,205	7,196

*The average deviation represents the variability between the 10 iterations.

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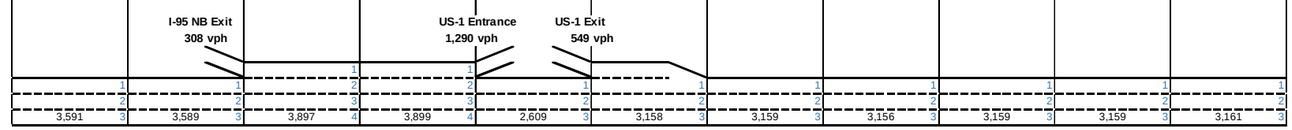
Distance (ft)	635	1,129	1,740	1,541	1,512	707	798	1,431	1,229	2,000	2,000
Speed (mph)	66	66	67	63	68	68	67	67	67	67	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	15	15	13	12	16	16	16	16	15
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,640	3,640	3,950	3,950	2,620	3,170	3,170	3,170	3,170	3,170	3,170
Total Simulated Volume (vph)	3,591	3,589	3,897	3,899	2,609	3,158	3,159	3,156	3,159	3,159	3,161



Simulated Volumes (vph)

3,591	3,589	3,897	3,899	2,609	3,158	3,159	3,156	3,159	3,159	3,161

I-295 Westbound

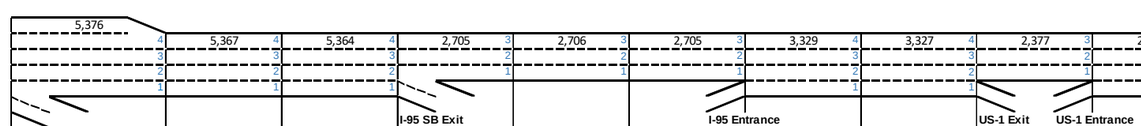
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-295 Eastbound

Simulated Volumes (vph)

5,376	5,367	5,364	2,705	2,706	2,705	3,329	3,327	2,377	2,938	2,938	2,938	2,942	2,942	2,943



Distance (ft)	378	1,474	1,514	2,000	1,400	1,181	1,066	1,075	1,118	1,218	292	2,000	2,000	2,000	962
Speed (mph)	66	66	64	68	67	67	67	65	68	67	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.3	+/- 1.5	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	20	21	13	13	13	12	13	12	11	15	15	15	15	15
Level of Service (LOS)	B	C	C	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	5,490	5,490	5,490	2,780	2,780	2,780	3,430	3,430	2,440	3,020	3,020	3,020	3,020	3,020	3,020
Total Simulated Volume (vph)	5,376	5,367	5,364	2,705	2,706	2,705	3,329	3,327	2,377	2,938	2,938	2,938	2,942	2,942	2,943

*The average deviation represents the variability between the 10 iterations.

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Distance (ft)	1,272	2,000	2,000	1,498	910	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	69	69	70	70	70	70	70	71	71	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	13	13	13	19	19	19	19	19	19	19	19	19	19	19
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	2,900	2,900	2,900	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060
Total Simulated Volume (vph)	2,822	2,828	2,827	3,961	3,953	3,954	3,960	3,971	3,973	3,969	3,971	3,968	3,970	3,970

SR 16 Exit
1,134 vph

Simulated Volumes (vph)

3	3	3	3	3	3	3	3	3	3	3	3	3	3
2	2	2	2	2	2	2	2	2	2	2	2	2	2
2,822 1	2,828 1	2,827 1	3,961 1	3,953 1	3,954 1	3,960 1	3,971 1	3,973 1	3,969 1	3,971 1	3,968 1	3,970 1	3,970 1

I-95 Southbound ←

N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →

Simulated Volumes (vph)

3,362 3	3,362 3	3,361 3	4,749 3	4,747 3	4,747 3	4,746 3	4,745 3	4,742 3	4,745 3	4,746 3	4,745 3	4,746 3	4,741 3
2	2	2	2	2	2	2	2	2	2	2	2	2	2
1	1	1	1	1	1	1	1	1	1	1	1	1	1

SR 16 Entrance
1,388 vph

Distance (ft)	2,000	2,000	1,477	544	962	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	65	65	69	70	70	70	70	70	70	70	69
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.9	+/- 0.9	+/- 0.3	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	16	16	18	24	23	23	23	23	23	23	23	23	23
Level of Service (LOS)	B	B	B	B	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,420	3,420	3,420	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830
Total Simulated Volume (vph)	3,362	3,362	3,361	4,749	4,747	4,747	4,746	4,745	4,742	4,745	4,746	4,745	4,746	4,741

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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Distance (ft)	2,000	2,000	924	581	1,326	2,001	1,070	1,531	1,728	1,931	1,978	1,603	1,464	1,450	413	1,612	871	
Speed (mph)	71	70	70	70	72	72	71	70	71	71	72	72	72	72	72	71	71	
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	
Density (veh/mi/ln)	19	19	19	14	15	15	16	17	16	16	16	16	16	16	16	16	18	
Level of Service (LOS)	C	C	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	
Total Demand Volume (vph)	4,060	4,060	4,060	4,060	3,390	3,390	3,390	4,730	4,730	4,730	4,730	4,730	4,730	4,730	4,730	4,730	3,900	
Total Simulated Volume (vph)	3,967	3,972	3,970	3,971	3,308	3,305	3,304	4,624	4,623	4,623	4,623	4,628	4,625	4,624	4,622	4,620	3,790	
Simulated Volumes (vph)	3,967	3,972	3,970	3,971	3,308	3,305	3,304	4,624	4,623	4,623	4,623	4,628	4,625	4,624	4,622	4,620	3,790	

International Golf Pkwy Entrance 663 vph

International Golf Pkwy Exit 1,320 vph

FCE Entrance 830 vph

I-95 Southbound ←

I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	4,741	4,739	4,741	4,738	4,736	3,872	5,268	5,269	5,695	5,692	5,692	5,691	5,684	5,690	5,691	5,691	5,687	
Distance (ft)	2,000	2,000	1,183	1,284	306	1,706	1,517	298	1,064	439	2,001	1,217	1,496	2,000	2,000	1,043	750	
Speed (mph)	69	69	69	69	70	73	70	71	71	71	71	71	71	71	71	71	70	
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	
Density (veh/mi/ln)	23	23	23	23	17	13	15	19	16	20	20	20	20	20	20	20	20	
Level of Service (LOS)	C	C	C	C	B	B	B	C	B	C	C	C	C	C	C	C	C	
Total Demand Volume (vph)	4,830	4,830	4,830	4,830	4,830	3,960	5,370	5,370	5,810	5,810	5,810	5,810	5,810	5,810	5,810	5,810	5,810	
Total Simulated Volume (vph)	4,741	4,739	4,741	4,738	4,736	3,872	5,268	5,269	5,695	5,692	5,692	5,691	5,684	5,690	5,691	5,691	5,687	

International Golf Pkwy Exit 864 vph

International Golf Pkwy Entrance From EB 1,396 vph

International Golf Pkwy Entrance From WB 426 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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Distance (ft)	1,765	1,327	1,565	977	1,933	1,986	1,092	1,013	671	922	1,796	1,098	1,542	1,920
Speed (mph)	71	71	70	70	71	71	71	71	71	70	72	72	71	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	18	19	19	18	18	18	18	18	15	15	15	15	15
Level of Service (LOS)	B	B	C	C	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	3,900	3,900	5,330	5,330	5,330	5,330	5,330	5,330	5,330	5,330	4,500	4,500	5,400	5,400
Total Simulated Volume (vph)	3,794	3,800	5,192	5,199	5,203	5,198	5,186	5,188	5,188	5,189	4,359	4,364	5,244	5,248
Simulated Volumes (vph)	3,794	3,800	5,192	5,199	5,203	5,198	5,186	5,188	5,188	5,189	4,359	4,364	5,244	5,248

FCE Exit 1,392 vph

CR 210 Entrance 830 vph

CR 210 Exit 880 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

FCE Exit 862 vph

FCE Entrance 1,975 vph

CR 210 Exit 984 vph

Simulated Volumes (vph)	5,682	4,820	4,822	4,822	4,821	6,796	6,799	6,801	6,798	6,794	6,791	6,792	6,790	5,806
Distance (ft)	1,680	1,264	1,303	1,547	422	1,312	895	896	1,359	2,000	1,692	914	697	1,601
Speed (mph)	68	69	70	70	69	65	69	69	69	69	69	70	71	71
Average Deviation for Speed (mph)*	+/- 0.5	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	21	23	17	17	17	21	25	25	25	25	25	24	19	20
Level of Service (LOS)	C	C	B	B	B	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	5,810	4,920	4,920	4,920	4,920	6,910	6,910	6,910	6,910	6,910	6,910	6,910	6,910	5,900
Total Simulated Volume (vph)	5,682	4,820	4,822	4,822	4,821	6,796	6,799	6,801	6,798	6,794	6,791	6,792	6,790	5,806

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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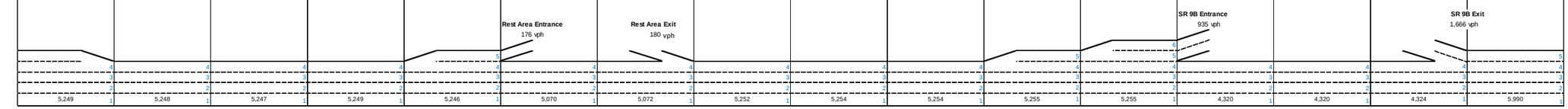
Distance (ft)	683	1,079	1,007	583	947	1,557	1,577	1,007	406	648	1,138	1,186	1,593	2,000	1,560	1,409
Speed (mph)	72	71	71	71	71	71	71	71	71	71	71	71	72	72	72	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	15	18	18	18	15	18	18	15	19	19	15	12	15	15	15	17
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	B	B	B	B	B	B
Total Demand Volume (vph)	5,400	5,400	5,400	5,400	5,400	5,220	5,220	5,400	5,400	5,400	5,400	5,400	4,450	4,450	4,450	6,170
Total Simulated Volume (vph)	5,249	5,248	5,247	5,249	5,246	5,070	5,072	5,252	5,254	5,254	5,255	5,255	4,320	4,320	4,324	5,990

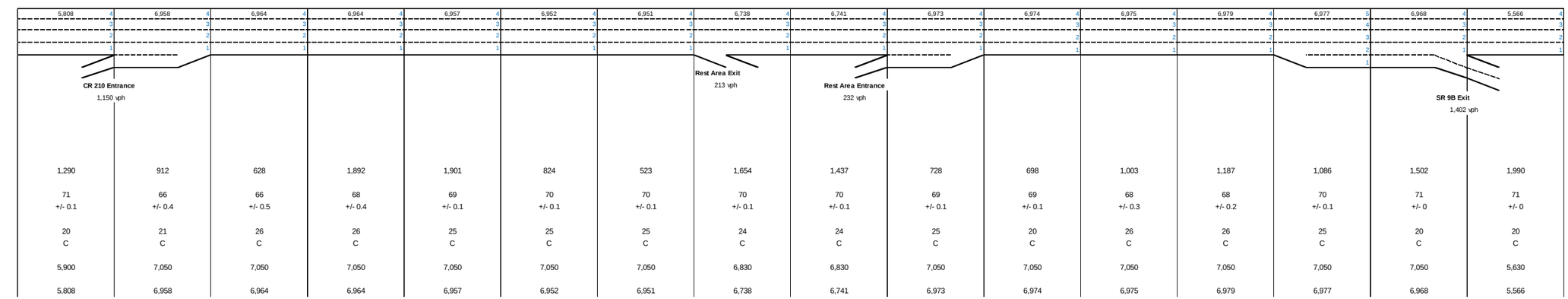


← **I-95 Southbound**

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →



Distance (ft)	1,290	912	628	1,892	1,901	824	523	1,654	1,437	728	698	1,003	1,187	1,086	1,502	1,990
Speed (mph)	71	66	66	68	69	70	70	70	70	69	69	68	68	70	71	71
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.4	+/- 0.5	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0	+/- 0
Density (veh/mi/ln)	20	21	26	26	25	25	25	24	24	25	20	26	26	25	20	20
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	5,900	7,050	7,050	7,050	7,050	7,050	7,050	6,830	6,830	7,050	7,050	7,050	7,050	7,050	7,050	5,630
Total Simulated Volume (vph)	5,808	6,958	6,964	6,964	6,957	6,952	6,951	6,738	6,741	6,973	6,974	6,975	6,979	6,977	6,968	5,566

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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Distance (ft)	1,282	644	2,000	1,999	701	728	953	1,143	1,342	1,340	1,346	992	1,397	851	1,999	1,999
Speed (mph)	71	72	72	70	68	67	67	67	66	67	66	66	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	17	17	17	18	18	20	20	20	20	20	20	17	16	16	16
Level of Service (LOS)	B	B	B	B	B	B	C	C	C	C	C	C	B	B	B	B
Total Demand Volume (vph)	6,170	6,170	6,170	6,170	6,170	6,170	5,510	5,510	6,870	6,870	6,870	6,870	6,870	4,310	4,310	4,310
Total Simulated Volume (vph)	5,986	5,984	5,985	5,990	5,993	5,988	5,354	5,356	6,685	6,685	6,682	6,686	6,687	4,241	4,242	4,249
Simulated Volumes (vph)	5,986	5,984	5,985	5,990	5,993	5,988	5,354	5,356	6,685	6,685	6,682	6,686	6,687	4,241	4,242	4,249

OSA Rd Entrance 634 vph

OSA Rd Exit 1,329 vph

I-295 Entrance 2,446 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

Simulated Volumes (vph)	5,566	5,563	8,283	8,279	8,276	8,269	8,265	8,264	7,473	9,127	9,128	9,123	9,122	9,118	6,018	6,021
Distance (ft)	2,000	1,179	1,471	1,587	1,516	1,906	930	487	1,246	1,789	1,689	2,000	1,263	1,403	1,717	1,214
Speed (mph)	71	71	68	69	70	68	63	63	62	56	63	62	65	65	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.3	+/- 0.6	+/- 0.8	+/- 1	+/- 0.7	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	20	20	20	24	24	24	26	26	30	27	29	29	28	28	23	23
Level of Service (LOS)	C	C	C	C	C	C	C	C	D	D	D	D	D	D	C	C
Total Demand Volume (vph)	5,630	5,630	8,370	8,370	8,370	8,370	8,370	8,370	7,570	9,230	9,230	9,230	9,230	9,230	6,080	6,080
Total Simulated Volume (vph)	5,566	5,563	8,283	8,279	8,276	8,269	8,265	8,264	7,473	9,127	9,128	9,123	9,122	9,118	6,018	6,021

SR 9B Entrance 2,720 vph

OSA Rd Exit 791 vph

OSA Rd Entrance 1,654 vph

I-295 Exit 3,100 vph

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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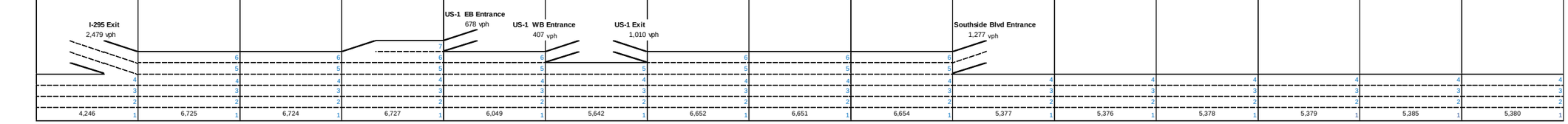
Distance (ft)	1,796	1,181	1,085	1,193	683	1,050	653	738	670	745	2,001	2,000	2,000	1,141	641
Speed (mph)	68	68	67	66	67	68	68	68	66	66	66	66	66	66	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	16	17	15	15	17	16	16	17	20	20	20	20	20	20
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	C	C	C	C	C
Total Demand Volume (vph)	4,310	6,830	6,830	6,830	6,150	5,730	6,760	6,760	6,760	5,450	5,450	5,450	5,450	5,450	5,450
Total Simulated Volume (vph)	4,246	6,725	6,724	6,727	6,049	5,642	6,652	6,651	6,654	5,377	5,376	5,378	5,379	5,385	5,380
Simulated Volumes (vph)	4,246	6,725	6,724	6,727	6,049	5,642	6,652	6,651	6,654	5,377	5,376	5,378	5,379	5,385	5,380



I-95 Southbound ←

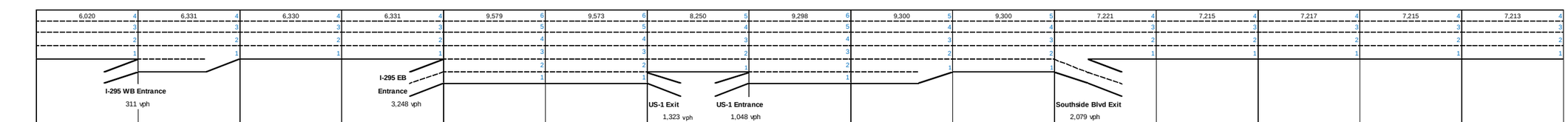
I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	6,020	6,331	6,330	6,331	9,579	9,573	8,250	9,298	9,300	9,300	7,221	7,215	7,217	7,215	7,213
Distance (ft)	888	1,506	587	1,245	1,378	1,441	1,147	746	686	1,637	1,788	2,000	2,000	1,241	761
Speed (mph)	66	65	65	66	64	64	62	58	53	59	65	65	64	65	66
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.8	+/- 1.7	+/- 2	+/- 1.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	24	19	24	25	25	27	27	29	32	28	28	28	28	27
Level of Service (LOS)	C	C	C	C	C	C	D	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	6,080	6,390	6,390	6,390	9,820	9,820	8,470	9,520	9,520	9,520	7,380	7,380	7,380	7,380	7,380
Total Simulated Volume (vph)	6,020	6,331	6,330	6,331	9,579	9,573	8,250	9,298	9,300	9,300	7,221	7,215	7,217	7,215	7,213



*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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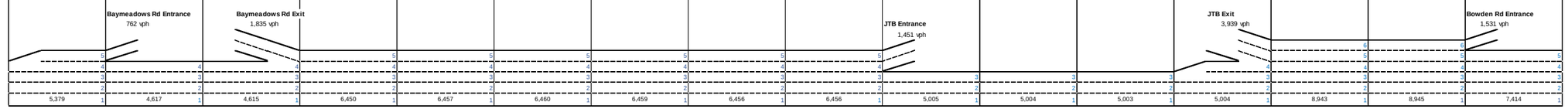
Distance (ft)	819	917	1,852	1,564	1,942	2,000	1,997	1,026	674	686	1,516	1,893	1,281	1,265	1,314	1,337
Speed (mph)	67	67	67	65	66	67	67	67	66	65	65	65	64	64	61	62
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.6	+/- 0.5
Density (veh/mi/ln)	16	17	17	20	20	19	19	19	20	26	26	26	20	23	24	24
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	5,450	4,680	4,680	6,540	6,540	6,540	6,540	6,540	6,540	5,060	5,060	5,060	5,060	9,030	9,030	7,440
Total Simulated Volume (vph)	5,379	4,617	4,615	6,450	6,457	6,460	6,459	6,456	6,456	5,005	5,004	5,003	5,004	8,943	8,945	7,414



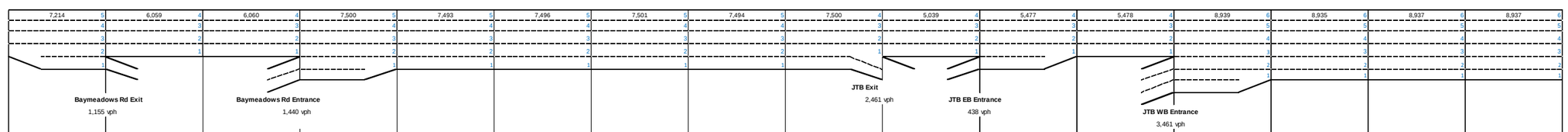
I-95 Southbound ←

N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →



Distance (ft)	760	1,537	1,142	933	704	1,802	2,000	1,447	1,873	1,963	1,572	380	1,241	911	615	1,529
Speed (mph)	66	66	66	65	66	66	66	65	64	67	65	66	66	66	64	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.2
Density (veh/mi/ln)	22	23	23	19	23	23	23	23	23	19	17	21	19	23	23	23
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	B	C	C	C	C	C
Total Demand Volume (vph)	7,380	6,210	6,210	7,680	7,680	7,680	7,680	7,680	7,680	5,120	5,580	5,580	9,100	9,100	9,100	9,100
Total Simulated Volume (vph)	7,214	6,059	6,060	7,500	7,493	7,496	7,501	7,494	7,500	5,039	5,477	5,478	8,939	8,935	8,937	8,937

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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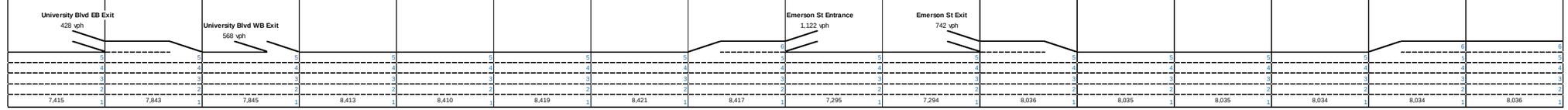
Distance (ft)	1,995	745	845	1,465	1,846	2,000	582	950	974	2,000	527	928	1,785	298	284	994
Speed (mph)	65	65	66	65	65	64	63	65	66	66	66	60	56	56	56	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	20	24	26	26	26	27	22	22	22	20	27	29	29	24	21
Level of Service (LOS)	C	C	C	C	C	C	D	C	C	C	C	D	D	D	C	C
Total Demand Volume (vph)	7,440	7,880	7,880	8,440	8,440	8,440	8,440	8,440	7,300	7,300	8,030	8,030	8,030	8,030	8,030	8,030
Total Simulated Volume (vph)	7,415	7,843	7,845	8,413	8,410	8,419	8,421	8,417	7,295	7,294	8,036	8,035	8,035	8,034	8,034	8,036



I-95 Southbound ←

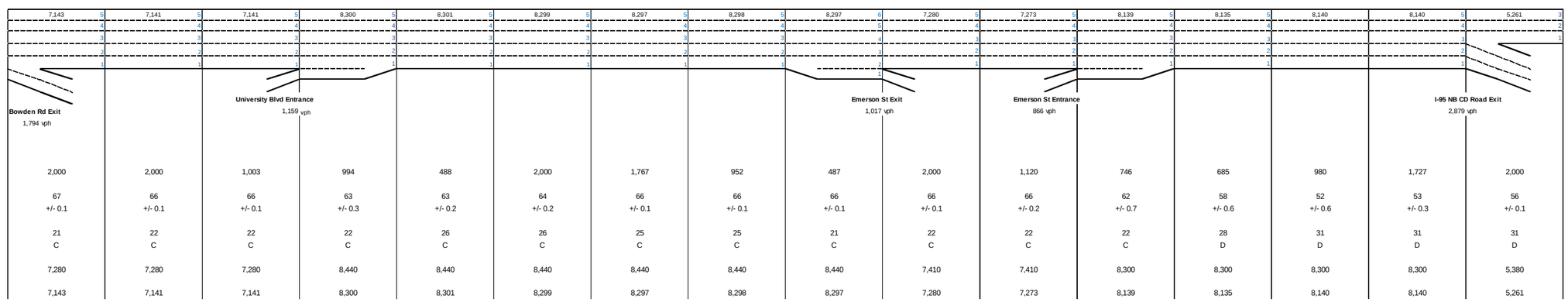
N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →

Simulated Volumes (vph)	7,143	7,141	7,141	8,300	8,301	8,299	8,297	8,298	8,297	7,280	7,273	8,139	8,135	8,140	8,140	5,261
Distance (ft)	2,000	2,000	1,003	994	488	2,000	1,767	952	487	2,000	1,120	746	685	980	1,727	2,000
Speed (mph)	67	66	66	63	63	64	66	66	66	66	66	62	58	52	53	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.7	+/- 0.6	+/- 0.6	+/- 0.3	+/- 0.1
Density (veh/mi/ln)	21	22	22	22	26	26	25	25	21	22	22	22	28	31	31	31
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	D	D	D	D
Total Demand Volume (vph)	7,280	7,280	7,280	8,440	8,440	8,440	8,440	8,440	8,440	7,410	7,410	8,300	8,300	8,300	8,300	5,380
Total Simulated Volume (vph)	7,143	7,141	7,141	8,300	8,301	8,299	8,297	8,298	8,297	7,280	7,273	8,139	8,135	8,140	8,140	5,261



*The average deviation represents the variability between the 10 iterations.

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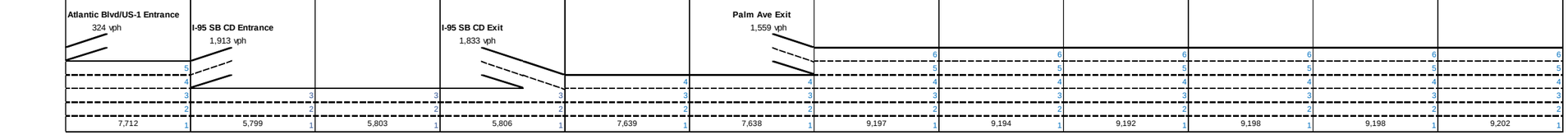
Distance (ft)	1,850	647	2,053	1,993	1,578	1,823	1,512	1,591	2,001	2,000	2,000	2,002
Speed (mph)	57	55	54	54	55	54	55	55	55	56	56	56
Average Deviation for Speed (mph)*	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	23	26	36	36	35	35	28	28	28	27	27	27
Level of Service (LOS)	C	C	E	E	D	D	D	D	D	D	D	D
Total Demand Volume (vph)	7,700	5,770	5,770	5,770	7,590	7,590	9,160	9,160	9,160	9,160	9,160	9,160
Total Simulated Volume (vph)	7,712	5,799	5,803	5,806	7,639	7,638	9,197	9,194	9,192	9,198	9,198	9,202



← **I-95 Southbound**

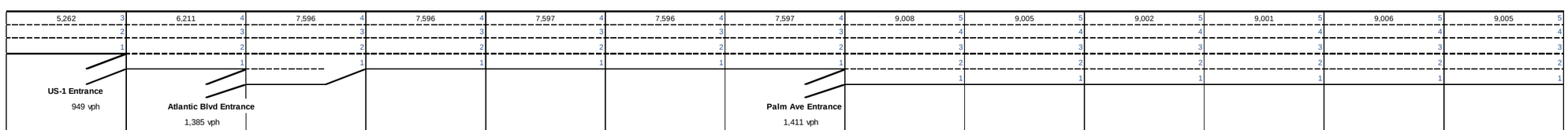
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound →

Simulated Volumes (vph)	5,262	6,211	7,596	7,596	7,597	7,596	7,597	9,008	9,005	9,002	9,001	9,006	9,005



Distance (ft)	521	1,225	1,104	393	2,000	2,000	1,117	1,458	2,000	2,000	2,000	2,000	2,000
Speed (mph)	56	57	53	53	55	55	55	56	56	56	56	55	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.6	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	31	27	29	36	35	35	35	40	40	32	32	33	33
Level of Service (LOS)	D	D	D	E	D	D	D	E	E	D	D	D	D
Total Demand Volume (vph)	5,380	6,330	7,750	7,750	7,750	7,750	7,750	9,170	9,170	9,170	9,170	9,170	9,170
Total Simulated Volume (vph)	5,262	6,211	7,596	7,596	7,597	7,596	7,597	9,008	9,005	9,002	9,001	9,006	9,005

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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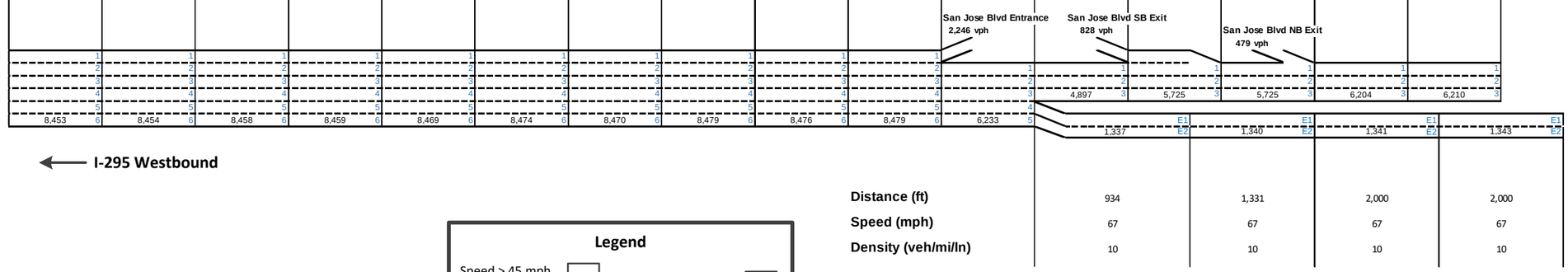
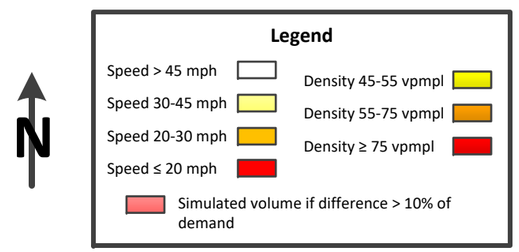
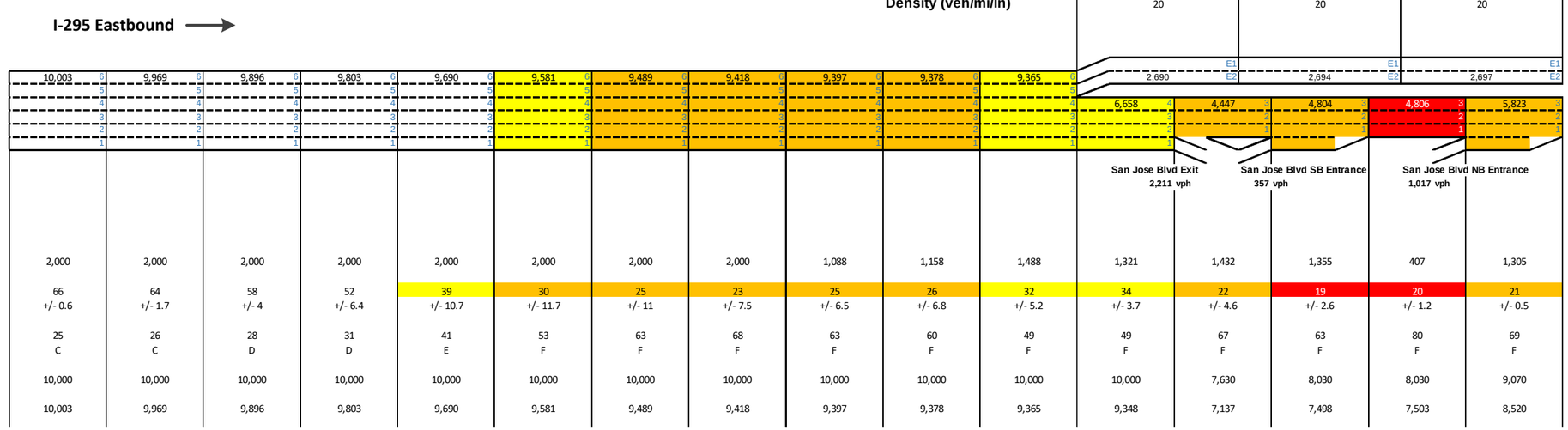
Distance (ft)	3,090	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,531	951	622	1,053	855	1,469	1,770
Speed (mph)	66	66	66	66	67	67	67	67	67	65	67	66	65	64	60	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 1	+/- 3.7
Density (veh/mi/ln)	21	21	21	21	21	21	21	21	21	22	19	25	22	30	34	38
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	E
Total Demand Volume (vph)	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	6,410	6,410	7,260	7,260	7,760	7,760
Total Simulated Volume (vph)	8,453	8,454	8,458	8,459	8,469	8,474	8,470	8,479	8,476	8,479	6,233	6,234	7,062	7,065	7,545	7,551



Distance (ft)	934	1,331	2,000	2,000
Speed (mph)	67	67	67	67
Density (veh/mi/ln)	10	10	10	10



Distance (ft)	179	2,000	2,000
Speed (mph)	66	66	66
Density (veh/mi/ln)	20	20	20



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,088	1,158	1,488	1,321	1,432	1,355	407	1,305
Speed (mph)	66	64	58	52	39	30	25	23	25	26	32	34	22	19	20	21
Average Deviation for Speed (mph)*	+/- 0.6	+/- 1.7	+/- 4	+/- 6.4	+/- 10.7	+/- 11.7	+/- 11	+/- 7.5	+/- 6.5	+/- 6.8	+/- 5.2	+/- 3.7	+/- 4.6	+/- 2.6	+/- 1.2	+/- 0.5
Density (veh/mi/ln)	25	26	28	31	41	53	63	68	63	60	49	49	67	63	80	69
Level of Service (LOS)	C	C	D	D	E	F	F	F	F	F	F	F	F	F	F	F
Total Demand Volume (vph)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	7,630	8,030	8,030	9,070
Total Simulated Volume (vph)	10,003	9,969	9,896	9,803	9,690	9,581	9,489	9,418	9,397	9,378	9,365	9,348	7,137	7,498	7,503	8,520

*The average deviation represents the variability between the 10 iterations.

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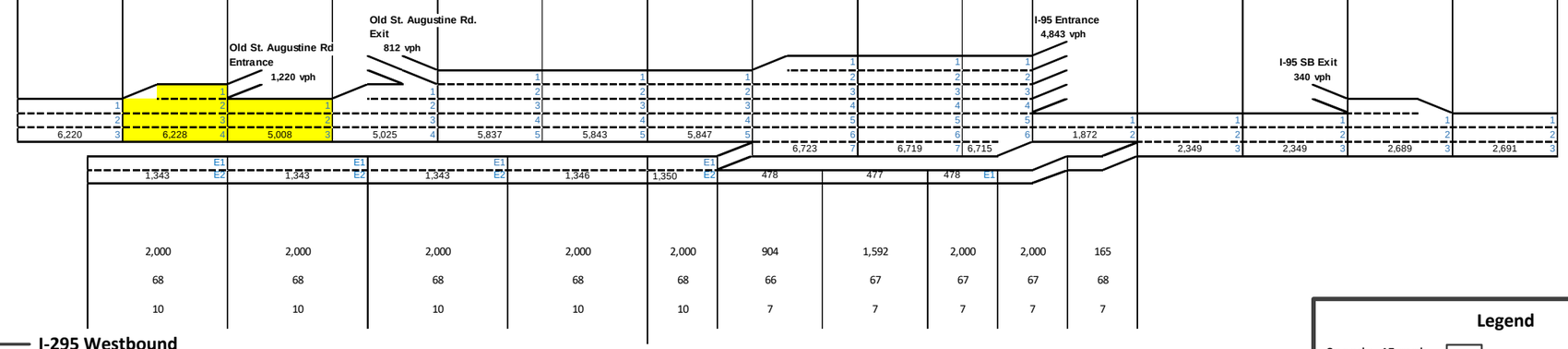
Distance (ft)	1,985	1,368	1,682	1,269	1,664	1,145	2,000	1,498	2,208	1,512	864	1,336	456	609	849
Speed (mph)	50	29	34	47	61	67	67	67	68	66	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 2.5	+/- 2.5	+/- 5.5	+/- 6.5	+/- 4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	41	54	49	27	19	17	17	14	14	15	14	12	12	10	13
Level of Service (LOS)	E	F	F	D	C	B	B	B	B	B	B	B	B	A	B
Total Demand Volume (vph)	7,760	7,760	6,510	6,510	7,340	7,340	7,340	7,340	7,340	7,340	2,420	2,420	2,420	2,760	2,760
Total Simulated Volume (vph)	7,563	7,571	6,351	6,368	7,180	7,189	7,197	7,201	7,196	7,192	2,350	2,349	2,349	2,689	2,691



Distance (ft)	2,000	2,000	2,000	2,000	2,000	904	1,592	2,000	2,000	165
Speed (mph)	68	68	68	68	68	66	67	67	67	68
Density (veh/mi/ln)	10	10	10	10	10	7	7	7	7	7

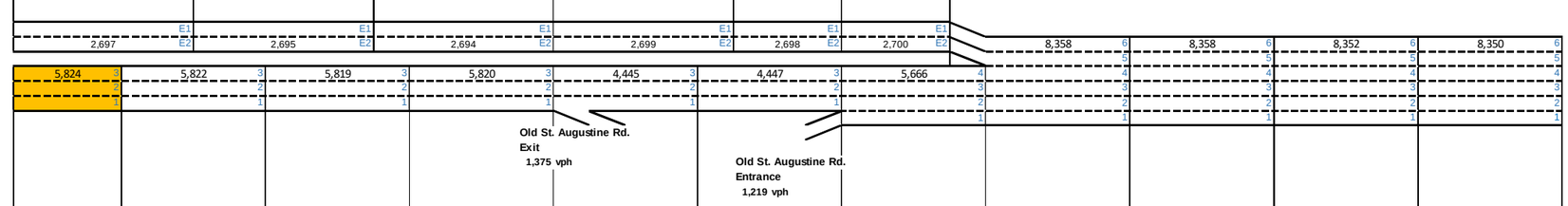
← **I-295 Westbound**

I-295 Eastbound →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Distance (ft)	2,000	2,000	2,000	2,000	2,000	778
Speed (mph)	66	65	65	65	65	65
Density (veh/mi/ln)	20	21	21	21	21	21



Distance (ft)	180	2,000	1,548	1,501	1,539	1,255	1,223	1,497	1,983	1,160	1,296
Speed (mph)	33	43	43	52	64	66	65	66	64	57	53
Average Deviation for Speed (mph)*	+/- 0.9	+/- 5.3	+/- 9.5	+/- 3.4	+/- 0.6	+/- 0.3	+/- 0.2	+/- 0.1	+/- 1.6	+/- 5.2	+/- 4.4
Density (veh/mi/ln)	59	45	45	37	23	22	22	21	22	24	26
Level of Service (LOS)	F	E	E	E	C	C	C	C	C	C	C
Total Demand Volume (vph)	9,070	9,070	9,070	9,070	7,630	7,630	8,850	8,850	8,850	8,850	8,850
Total Simulated Volume (vph)	8,521	8,519	8,514	8,514	7,144	7,145	8,366	8,358	8,358	8,352	8,350

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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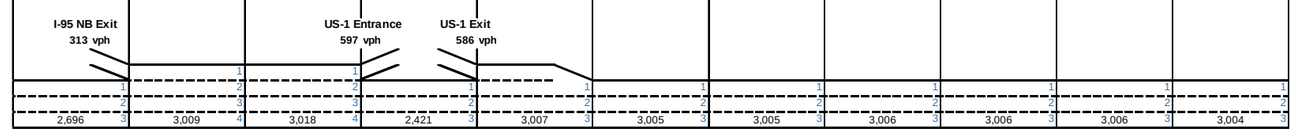
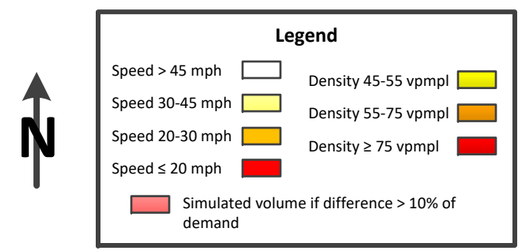
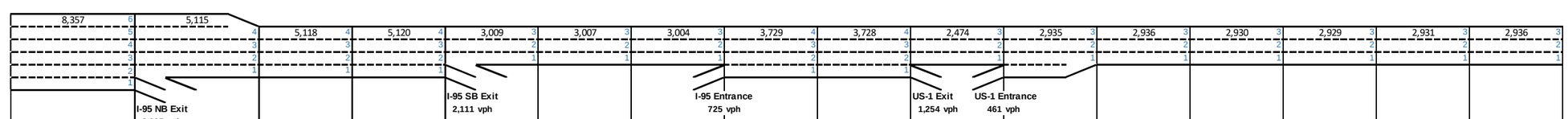
Distance (ft)	559	1,946	1,659	1,513	700	798	1,146	949	564	2,000	2,000
Speed (mph)	67	68	66	68	68	67	67	67	67	68	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	13	11	11	12	11	15	15	15	22	22	22
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	2,760	3,070	3,070	2,440	3,020	3,020	3,020	3,020	3,020	3,020	3,020
Total Simulated Volume (vph)	2,696	3,009	3,018	2,421	3,007	3,005	3,005	3,006	3,006	3,006	3,004



I-295 Westbound



I-295 Eastbound



Distance (ft)	1,456	371	1,481	1,540	2,000	1,475	1,076	1,118	1,020	1,118	1,222	292	1,378	1,999	2,000	1,701
Speed (mph)	59	65	67	66	67	66	67	67	63	68	67	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 1	+/- 0.3	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	24	16	19	19	15	15	15	14	15	12	11	15	15	22	22	22
Level of Service (LOS)	C	B	C	C	B	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	8,850	5,420	5,420	5,420	3,200	3,200	3,200	3,950	3,950	2,620	3,170	3,170	3,170	3,170	3,170	3,170
Total Simulated Volume (vph)	8,357	5,115	5,118	5,120	3,009	3,007	3,004	3,729	3,728	2,474	2,935	2,936	2,930	2,929	2,931	2,936

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – AM Peak Hour Lane Schematic	Figure 7-27
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Distance (ft)	1,272	2,000	2,000	1,498	910	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	72	72	67	67	69	69	70	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.6	+/- 0.4	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	15	15	15	23	23	23	23	23	23	23	23	23	23	23
Level of Service (LOS)	B	B	B	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	3,420	3,420	3,420	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830	4,830
Total Simulated Volume (vph)	3,337	3,331	3,329	4,717	4,722	4,726	4,733	4,739	4,738	4,734	4,738	4,733	4,735	4,736

SR 16 Exit
1,388 vph

Simulated Volumes (vph)

3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3,337 1	3,331 1	3,329 1	4,717 1	4,722 1	4,726 1	4,733 1	4,739 1	4,738 1	4,734 1	4,738 1	4,733 1	4,735 1	4,736 1	

I-95 Southbound ←

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N →

I-95 Northbound →

Simulated Volumes (vph)

2,855 3	2,852 3	2,852 3	3,995 3	3,996 3	3,995 3	3,995 3	3,995 3	3,996 3	3,991 3	3,994 3	3,993 3	3,991 3	3,991 3	
2	2	2	2	2	2	2	2	2	2	2	2	2	2	
1	1	1	1	1	1	1	1	1	1	1	1	1	1	

SR 16 Entrance
1,143 vph

Distance (ft)	2,000	2,000	1,477	544	962	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Speed (mph)	72	73	72	69	69	70	71	71	70	70	70	70	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2
Density (veh/mi/ln)	13	13	13	14	19	19	19	19	19	19	19	19	19	19
Level of Service (LOS)	B	B	B	B	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	2,900	2,900	2,900	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060	4,060
Total Simulated Volume (vph)	2,855	2,852	2,852	3,995	3,996	3,995	3,995	3,995	3,996	3,991	3,994	3,993	3,991	3,991

*The average deviation represents the variability between the 10 iterations.

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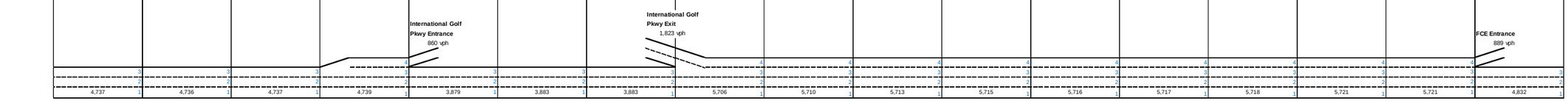
Distance (ft)	2,000	2,000	924	581	1,326	2,001	1,070	1,531	1,728	1,931	1,978	1,603	1,464	1,450	413	1,612	871
Speed (mph)	70	69	68	69	71	71	71	69	70	71	71	71	71	71	71	70	70
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	23	23	17	18	18	18	21	20	20	20	20	20	20	20	20	23
Level of Service (LOS)	C	C	C	B	B	B	B	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	4,830	4,830	4,830	4,830	3,960	3,960	3,960	5,810	5,810	5,810	5,810	5,810	5,810	5,810	5,810	5,810	4,920
Total Simulated Volume (vph)	4,737	4,736	4,737	4,739	3,879	3,883	3,883	5,706	5,710	5,713	5,715	5,716	5,717	5,718	5,721	5,721	4,832



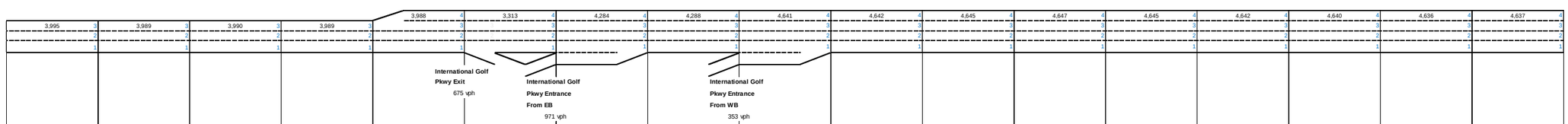
← **I-95 Southbound**

N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →



Distance (ft)	2,000	2,000	1,183	1,284	306	1,706	1,517	298	1,064	439	2,001	1,217	1,496	2,000	2,000	1,043	750
Speed (mph)	70	70	70	70	71	73	71	72	72	72	72	72	72	72	72	72	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	19	19	19	19	19	15	15	15	13	16	16	16	16	16	16	16	16
Level of Service (LOS)	C	C	C	C	C	B	B	B	B	B	B	B	B	B	B	B	B
Total Demand Volume (vph)	4,060	4,060	4,060	4,060	4,060	3,390	4,370	4,370	4,730	4,730	4,730	4,730	4,730	4,730	4,730	4,730	4,730
Total Simulated Volume (vph)	3,995	3,989	3,990	3,989	3,988	3,313	4,284	4,288	4,641	4,642	4,645	4,647	4,645	4,642	4,640	4,636	4,637

*The average deviation represents the variability between the 10 iterations.

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Distance (ft)	1,765	1,327	1,565	977	1,933	1,986	1,092	1,013	671	922	1,796	1,098	1,542	1,920
Speed (mph)	70	69	66	67	69	70	70	69	68	68	71	71	70	71
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.5	+/- 0.8	+/- 0.6	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.2	+/- 0.4	+/- 0.3	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	23	26	25	25	24	24	25	25	25	27	27	20	19
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	D	D	C	C
Total Demand Volume (vph)	4,920	4,920	6,910	6,910	6,910	6,910	6,910	6,910	6,910	6,910	5,900	5,900	7,050	7,050
Total Simulated Volume (vph)	4,833	4,831	6,764	6,766	6,768	6,767	6,766	6,765	6,771	6,773	5,756	5,764	6,895	6,892
Simulated Volumes (vph)	4,833	4,831	6,764	6,766	6,768	6,767	6,766	6,765	6,771	6,773	5,756	5,764	6,895	6,892

FCE Exit 1,933 vph

CR 210 Entrance 1,017 vph

CR 210 Exit 1,131 vph

I-95 Southbound

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound

FCE Exit 803 vph

FCE Entrance 1,412 vph

CR 210 Exit 814 vph

Simulated Volumes (vph)	4,638	3,835	3,838	3,839	3,838	5,250	5,250	5,250	5,250	5,250	5,250	5,246	5,248	4,434
Distance (ft)	1,680	1,264	1,303	1,547	422	1,312	895	896	1,359	2,000	1,692	914	697	1,601
Speed (mph)	70	70	71	71	71	70	71	71	71	71	71	71	72	72
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	17	18	14	14	14	15	18	18	18	18	18	18	18	21
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	B	B	B	B	C
Total Demand Volume (vph)	4,730	3,900	3,900	3,900	3,900	5,330	5,330	5,330	5,330	5,330	5,330	5,330	5,330	4,500
Total Simulated Volume (vph)	4,638	3,835	3,838	3,839	3,838	5,250	5,250	5,250	5,250	5,250	5,250	5,246	5,248	4,434

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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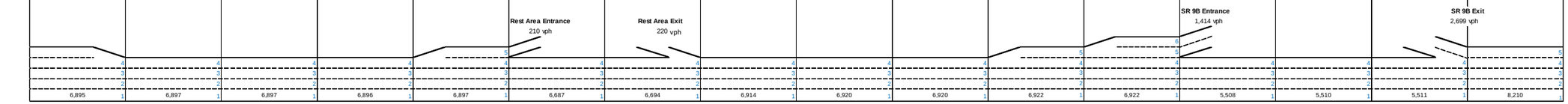
Distance (ft)	683	1,079	1,007	583	947	1,557	1,577	1,007	406	648	1,138	1,186	1,593	2,000	1,560	1,409
Speed (mph)	70	69	69	69	70	70	70	70	69	69	68	69	71	72	71	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.2	+/- 1
Density (veh/mi/ln)	20	25	25	25	20	24	24	20	25	25	20	17	19	19	19	25
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	B	C	C	C	C
Total Demand Volume (vph)	7,050	7,050	7,050	7,050	7,050	6,830	6,830	7,050	7,050	7,050	7,050	7,050	5,630	5,630	5,630	8,370
Total Simulated Volume (vph)	6,895	6,897	6,897	6,896	6,897	6,687	6,694	6,914	6,920	6,920	6,922	6,922	5,508	5,510	5,511	8,210



Simulated Volumes (vph)

	6,895	6,897	6,897	6,896	6,897	6,687	6,694	6,914	6,920	6,920	6,922	6,922	5,508	5,510	5,511	8,210

I-95 Southbound ←

N →

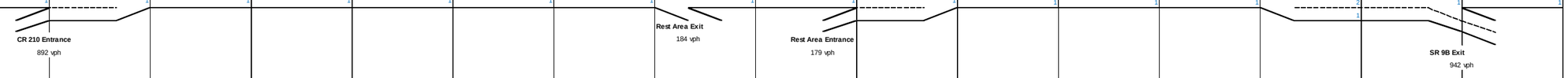
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →

Simulated Volumes (vph)

	4,433	5,325	5,326	5,330	5,329	5,331	5,331	5,147	5,146	5,325	5,321	5,321	5,318	5,317	5,314	4,372



Distance (ft)	1,290	912	628	1,892	1,901	824	523	1,654	1,437	728	698	1,003	1,187	1,086	1,502	1,990
Speed (mph)	72	69	70	71	71	71	71	71	71	71	71	70	70	72	72	72
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0	+/- 0.1
Density (veh/mi/ln)	21	19	19	19	19	19	19	18	18	19	15	19	19	18	15	15
Level of Service (LOS)	C	C	C	C	C	C	C	B	B	C	B	C	C	B	B	B
Total Demand Volume (vph)	4,500	5,400	5,400	5,400	5,400	5,400	5,400	5,220	5,220	5,400	5,400	5,400	5,400	5,400	5,400	4,450
Total Simulated Volume (vph)	4,433	5,325	5,326	5,330	5,329	5,331	5,331	5,147	5,146	5,325	5,321	5,321	5,318	5,317	5,314	4,372

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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Distance (ft)	1,282	644	2,000	1,999	701	728	953	1,143	1,342	1,340	1,346	992	1,397	851	1,999	1,999
Speed (mph)	67	69	70	69	67	66	65	65	63	65	64	61	61	66	66	67
Average Deviation for Speed (mph)*	+/- 0.6	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.2	+/- 0.5	+/- 0.8	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	25	24	23	24	25	25	29	29	29	28	28	30	25	23	23	22
Level of Service (LOS)	C	C	C	C	C	C	D	D	D	D	D	D	C	C	C	C
Total Demand Volume (vph)	8,370	8,370	8,370	8,370	8,370	8,370	7,570	7,570	9,230	9,230	9,230	9,230	9,230	6,080	6,080	6,080
Total Simulated Volume (vph)	8,213	8,214	8,215	8,211	8,216	8,216	7,418	7,418	9,058	9,059	9,061	9,068	9,078	5,973	5,972	5,974
Simulated Volumes (vph)	8,213	8,214	8,215	8,211	8,216	8,216	7,418	7,418	9,058	9,059	9,061	9,068	9,078	5,973	5,972	5,974

OSA Rd Entrance 798 vph

OSA Rd Exit 1,640 vph

I-295 Entrance 3,105 vph

I-95 Southbound

I-95 Northbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Simulated Volumes (vph)	4,376	4,373	6,055	6,051	6,049	6,050	6,047	6,050	5,390	6,724	6,718	6,714	6,714	6,716	4,212	4,211
Distance (ft)	2,000	1,179	1,471	1,587	1,516	1,906	930	487	1,246	1,789	1,689	2,000	1,263	1,403	1,717	1,214
Speed (mph)	72	72	71	71	71	70	66	65	66	63	67	66	66	66	67	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	15	15	14	17	17	17	18	19	20	18	20	20	20	20	16	16
Level of Service (LOS)	B	B	B	B	B	B	B	C	C	B	C	C	C	C	B	B
Total Demand Volume (vph)	4,450	4,450	6,170	6,170	6,170	6,170	6,170	6,170	5,510	6,870	6,870	6,870	6,870	6,870	4,310	4,310
Total Simulated Volume (vph)	4,376	4,373	6,055	6,051	6,049	6,050	6,047	6,050	5,390	6,724	6,718	6,714	6,714	6,716	4,212	4,211

SR 9B Entrance 1,682 vph

OSA Rd Exit 660 vph

OSA Rd Entrance 1,334 vph

I-295 Exit 2,504 vph

*The average deviation represents the variability between the 10 iterations.

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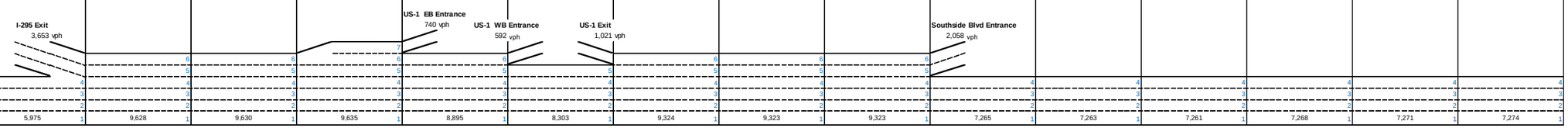
Distance (ft)	1,796	1,181	1,085	1,193	683	1,050	653	738	670	745	2,001	2,000	2,000	1,141	641
Speed (mph)	67	65	59	62	65	67	66	64	62	65	65	64	64	63	62
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 1.1	+/- 1	+/- 0.2	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.5	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.3	+/- 0.4
Density (veh/mi/ln)	22	25	27	22	23	25	24	24	25	28	28	28	28	29	29
Level of Service (LOS)	C	C	D	C	C	C	C	C	C	D	D	D	D	D	D
Total Demand Volume (vph)	6,080	9,820	9,820	9,820	9,080	8,470	9,520	9,520	9,520	7,380	7,380	7,380	7,380	7,380	7,380
Total Simulated Volume (vph)	5,975	9,628	9,630	9,635	8,895	8,303	9,324	9,323	9,323	7,265	7,263	7,261	7,268	7,271	7,274



Simulated Volumes (vph)	5,975	9,628	9,630	9,635	8,895	8,303	9,324	9,323	9,323	7,265	7,263	7,261	7,268	7,271	7,274

I-95 Southbound ←

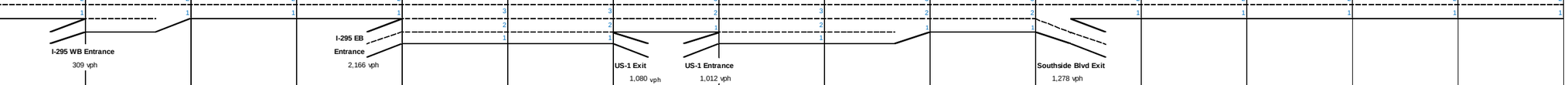
I-95 Northbound →

N

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

Simulated Volumes (vph)	4,211	4,520	4,519	4,517	6,683	6,681	5,601	6,613	6,612	6,607	5,329	5,335	5,332	5,329	5,325



Distance (ft)	888	1,506	587	1,245	1,378	1,441	1,147	746	686	1,637	1,788	2,000	2,000	1,241	761
Speed (mph)	67	67	67	67	67	66	67	66	65	66	67	66	66	66	67
Average Deviation for Speed (mph)*	+/- 0	+/- 0	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	17	13	17	17	17	17	17	17	20	20	20	20	20	20
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	C	C	C	C	C
Total Demand Volume (vph)	4,310	4,620	4,620	4,620	6,830	6,830	5,730	6,760	6,760	6,760	5,450	5,450	5,450	5,450	5,450
Total Simulated Volume (vph)	4,211	4,520	4,519	4,517	6,683	6,681	5,601	6,613	6,612	6,607	5,329	5,335	5,332	5,329	5,325

*The average deviation represents the variability between the 10 iterations.

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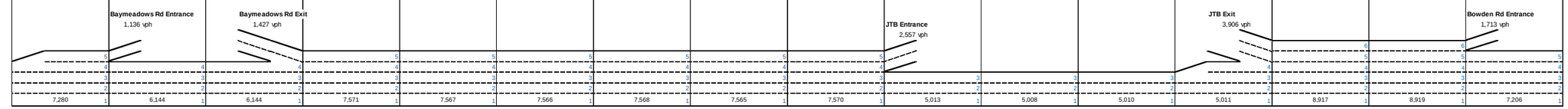
Distance (ft)	819	917	1,852	1,564	1,942	2,000	1,997	1,026	674	686	1,516	1,893	1,281	1,265	1,314	1,337
Speed (mph)	65	66	66	63	65	66	66	66	66	65	65	65	64	64	62	63
Average Deviation for Speed (mph)*	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0.5	+/- 1	+/- 0.4
Density (veh/mi/ln)	22	23	23	24	23	23	23	23	23	26	26	26	20	23	24	23
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Total Demand Volume (vph)	7,380	6,210	6,210	7,680	7,680	7,680	7,680	7,680	7,680	5,120	5,120	5,120	5,120	9,100	9,100	7,280
Total Simulated Volume (vph)	7,280	6,144	6,144	7,571	7,567	7,566	7,568	7,565	7,570	5,013	5,008	5,010	5,011	8,917	8,919	7,206



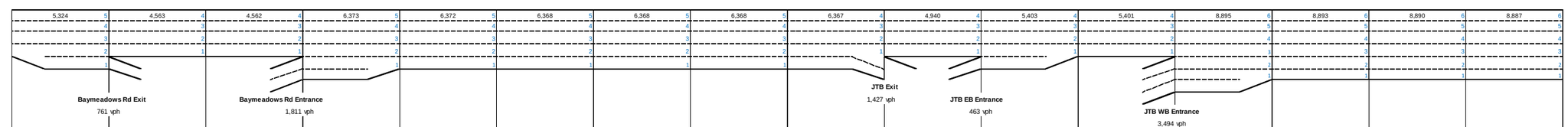
I-95 Southbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound



Distance (ft)	760	1,537	1,142	933	704	1,802	2,000	1,447	1,873	1,963	1,572	380	1,241	911	615	1,529
Speed (mph)	67	67	67	65	67	67	67	66	66	67	65	66	66	66	65	65
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	16	17	17	16	19	19	19	19	19	18	17	20	19	22	23	23
Level of Service (LOS)	B	B	B	B	C	C	C	C	C	B	B	C	C	C	C	C
Total Demand Volume (vph)	5,450	4,680	4,680	6,540	6,540	6,540	6,540	6,540	6,540	5,060	5,520	5,520	9,030	9,030	9,030	9,030
Total Simulated Volume (vph)	5,324	4,563	4,562	6,373	6,372	6,368	6,368	6,368	6,367	4,940	5,403	5,401	8,895	8,893	8,890	8,887

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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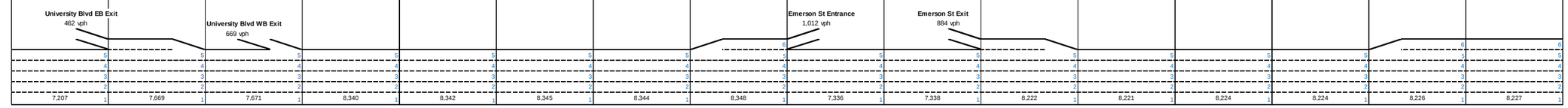
Distance (ft)	1,995	745	845	1,465	1,846	2,000	582	950	974	2,000	527	928	1,785	298	284	994
Speed (mph)	66	65	66	65	64	64	64	65	66	66	66	60	56	56	55	56
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.2	+/- 0	+/- 0	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	22	20	23	26	26	26	26	21	22	22	21	27	29	29	25	21
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	D	D	D	C	C
Total Demand Volume (vph)	7,280	7,760	7,760	8,440	8,440	8,440	8,440	8,440	7,410	7,410	8,300	8,300	8,300	8,300	8,300	8,300
Total Simulated Volume (vph)	7,207	7,669	7,671	8,340	8,342	8,345	8,344	8,348	7,336	7,338	8,222	8,221	8,224	8,224	8,226	8,227



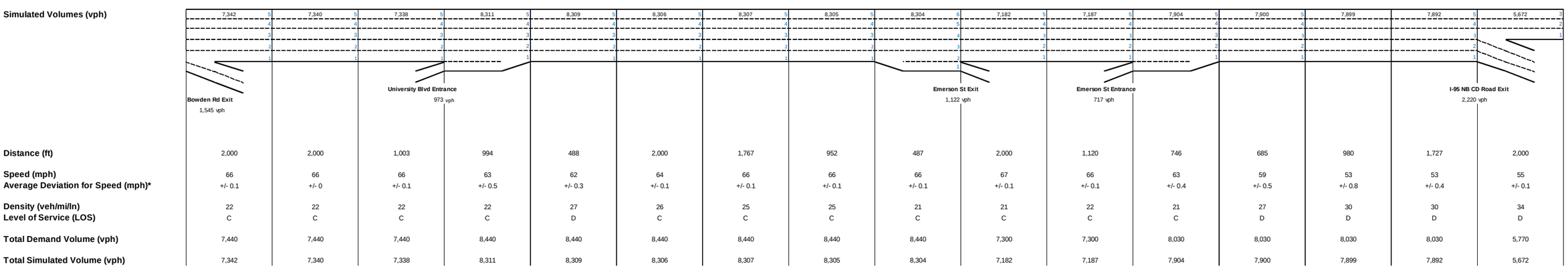
I-95 Southbound ←

N →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-95 Northbound →



Distance (ft)	2,000	2,000	1,003	994	488	2,000	1,767	952	487	2,000	1,120	746	685	980	1,727	2,000
Speed (mph)	66	66	66	63	62	64	66	66	66	67	66	63	59	53	53	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0	+/- 0.1	+/- 0.5	+/- 0.3	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.4	+/- 0.5	+/- 0.8	+/- 0.4	+/- 0.1
Density (veh/mi/ln)	22	22	22	22	27	26	25	25	21	21	22	21	27	30	30	34
Level of Service (LOS)	C	C	C	C	D	C	C	C	C	C	C	C	D	D	D	D
Total Demand Volume (vph)	7,440	7,440	7,440	8,440	8,440	8,440	8,440	8,440	8,440	7,300	7,300	8,030	8,030	8,030	8,030	5,770
Total Simulated Volume (vph)	7,342	7,340	7,338	8,311	8,309	8,306	8,307	8,305	8,304	7,182	7,187	7,904	7,900	7,899	7,892	5,672

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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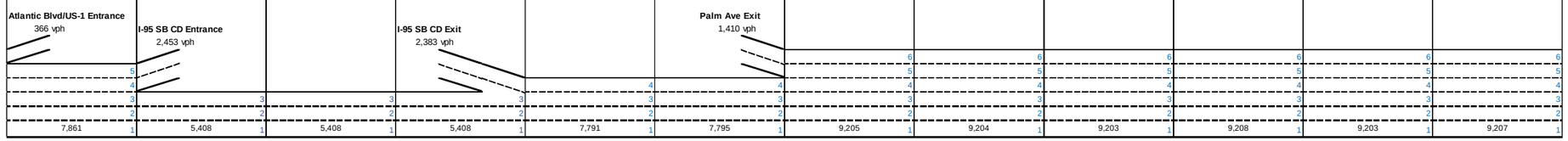
Distance (ft)	1,850	647	2,053	1,993	1,578	1,823	1,512	1,591	2,001	2,000	2,000	2,002
Speed (mph)	56	55	55	55	54	54	54	55	56	56	56	57
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	23	25	33	33	36	36	28	28	27	27	27	27
Level of Service (LOS)	C	C	D	D	E	E	D	D	D	D	D	D
Total Demand Volume (vph)	7,920	5,380	5,380	5,380	7,750	7,750	9,170	9,170	9,170	9,170	9,170	9,170
Total Simulated Volume (vph)	7,861	5,408	5,408	5,408	7,791	7,795	9,205	9,204	9,203	9,208	9,203	9,207



Simulated Volumes (vph): 7,861 | 5,408 | 5,408 | 5,408 | 7,791 | 7,795 | 9,205 | 9,204 | 9,203 | 9,208 | 9,203 | 9,207

← **I-95 Southbound**

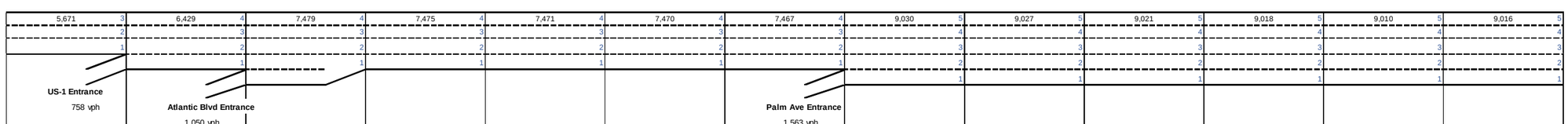
Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

I-95 Northbound →

Simulated Volumes (vph): 5,671 | 6,429 | 7,479 | 7,475 | 7,471 | 7,470 | 7,467 | 9,030 | 9,027 | 9,021 | 9,018 | 9,010 | 9,016



Distance (ft)	521	1,225	1,104	393	2,000	2,000	1,117	1,458	2,000	2,000	2,000	2,000	2,000
Speed (mph)	55	57	55	54	55	55	55	56	56	56	56	56	55
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.3	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0	+/- 0.1	+/- 0
Density (veh/mi/ln)	34	28	27	35	34	34	34	40	40	32	32	32	33
Level of Service (LOS)	D	D	D	D	D	D	D	E	E	D	D	D	D
Total Demand Volume (vph)	5,770	6,520	7,590	7,590	7,590	7,590	7,590	9,160	9,160	9,160	9,160	9,160	9,160
Total Simulated Volume (vph)	5,671	6,429	7,479	7,475	7,471	7,470	7,467	9,030	9,027	9,021	9,018	9,010	9,016

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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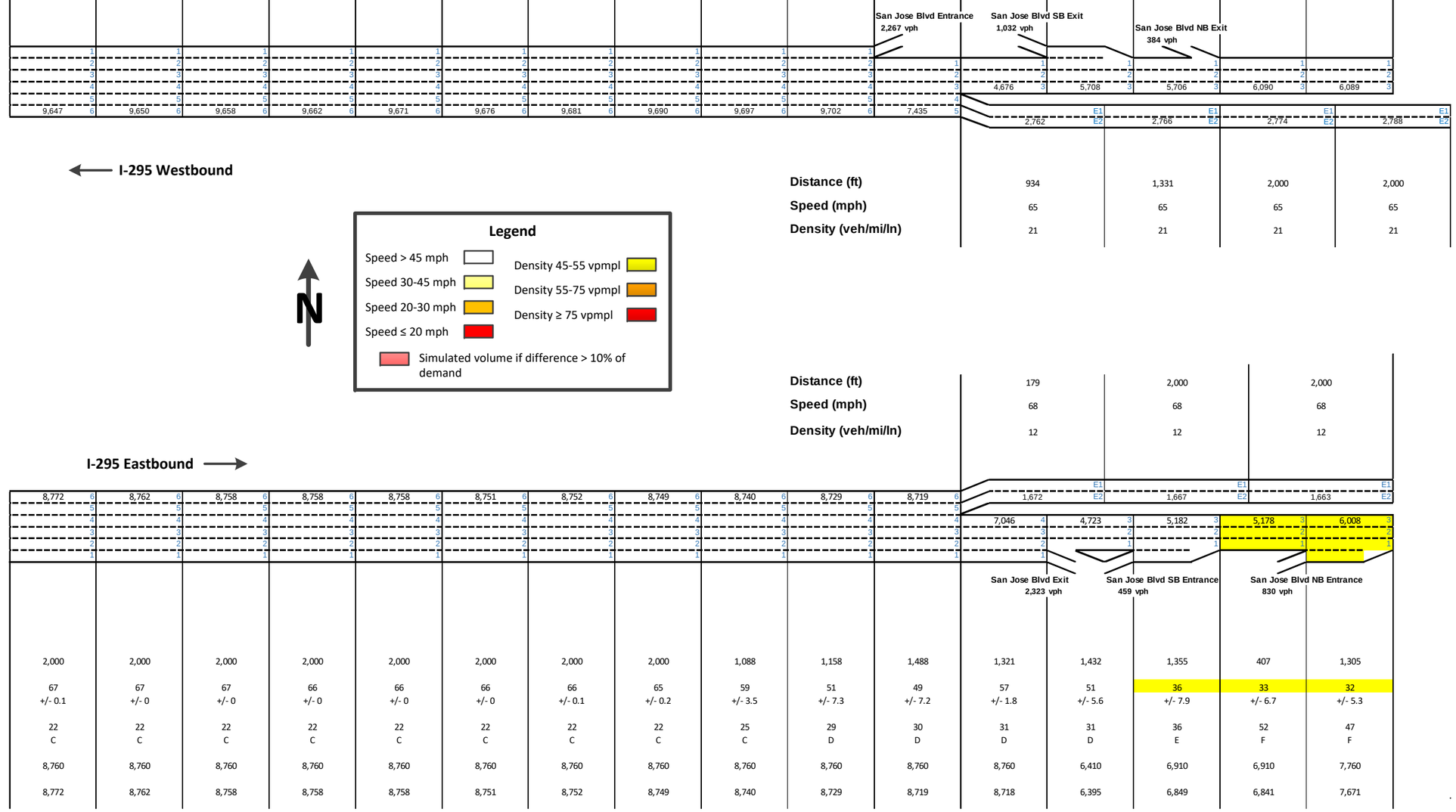
Distance (ft)	3,090	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,531	951	622	1,053	855	1,469	1,770
Speed (mph)	66	66	66	66	66	66	66	66	66	64	66	66	65	64	58	51
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.4	+/- 1.7	+/- 4
Density (veh/mi/ln)	24	24	24	24	24	24	24	24	24	25	23	24	22	30	35	40
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	C	C	C	C	D	D	E
Total Demand Volume (vph)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	7,630	7,630	8,670	8,670	9,070	9,070
Total Simulated Volume (vph)	9,647	9,650	9,658	9,662	9,671	9,676	9,681	9,690	9,697	9,702	7,435	7,438	8,470	8,472	8,864	8,863



Distance (ft)	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	1,088	1,158	1,488	1,321	1,432	1,355	407	1,305
Speed (mph)	67	67	67	66	66	66	66	65	59	51	49	57	51	36	33	32
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0	+/- 0.1	+/- 0.2	+/- 3.5	+/- 7.3	+/- 7.2	+/- 1.8	+/- 5.6	+/- 7.9	+/- 6.7	+/- 5.3
Density (veh/mi/ln)	22	22	22	22	22	22	22	22	25	29	30	31	31	36	52	47
Level of Service (LOS)	C	C	C	C	C	C	C	C	C	D	D	D	D	E	F	F
Total Demand Volume (vph)	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	6,410	6,910	6,910	7,760
Total Simulated Volume (vph)	8,772	8,762	8,758	8,758	8,758	8,751	8,752	8,749	8,740	8,729	8,719	8,718	6,395	6,849	6,841	7,671

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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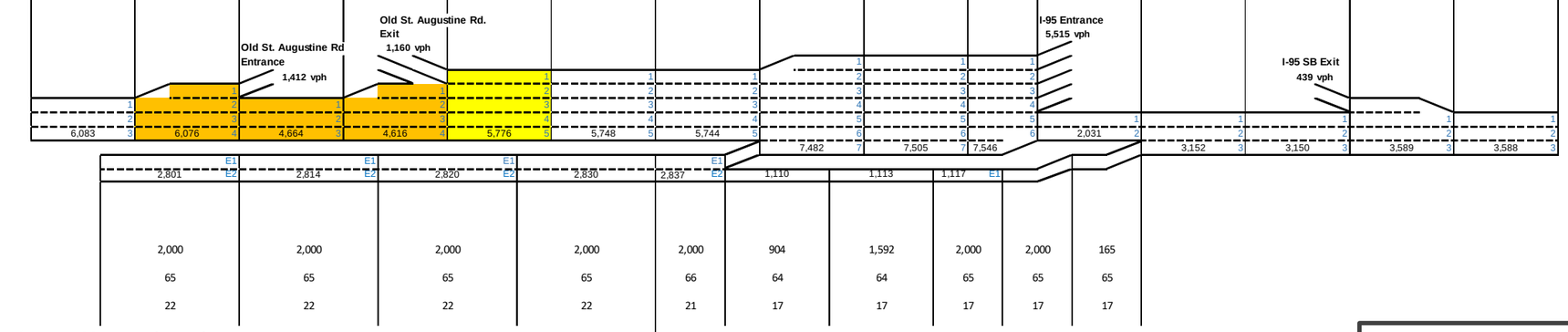
Distance (ft)	1,985	1,368	1,682	1,269	1,664	1,145	2,000	1,498	2,208	1,512	864	1,336	456	609	849
Speed (mph)	50	24	21	16	22	41	65	56	52	64	67	65	66	66	66
Average Deviation for Speed (mph)*	+/- 2.6	+/- 2.5	+/- 3.9	+/- 4	+/- 2.7	+/- 9.5	+/- 2.1	+/- 4.3	+/- 6.5	+/- 0.9	+/- 0.2	+/- 0.3	+/- 0.3	+/- 0.1	+/- 0
Density (veh/mi/ln)	41	63	74	72	53	28	18	19	21	17	15	16	16	14	18
Level of Service (LOS)	E	F	F	F	F	D	B	C	C	B	B	B	B	B	B
Total Demand Volume (vph)	9,070	9,070	7,630	7,630	8,850	8,850	8,850	8,850	8,850	8,850	3,200	3,200	3,200	3,640	3,640
Total Simulated Volume (vph)	8,884	8,877	7,478	7,436	8,596	8,578	8,581	8,592	8,618	8,659	3,148	3,152	3,150	3,589	3,588



Distance (ft)	2,000	2,000	2,000	2,000	2,000	904	1,592	2,000	2,000	165
Speed (mph)	65	65	65	65	66	64	64	65	65	65
Density (veh/mi/ln)	22	22	22	22	21	17	17	17	17	17

← **I-295 Westbound**

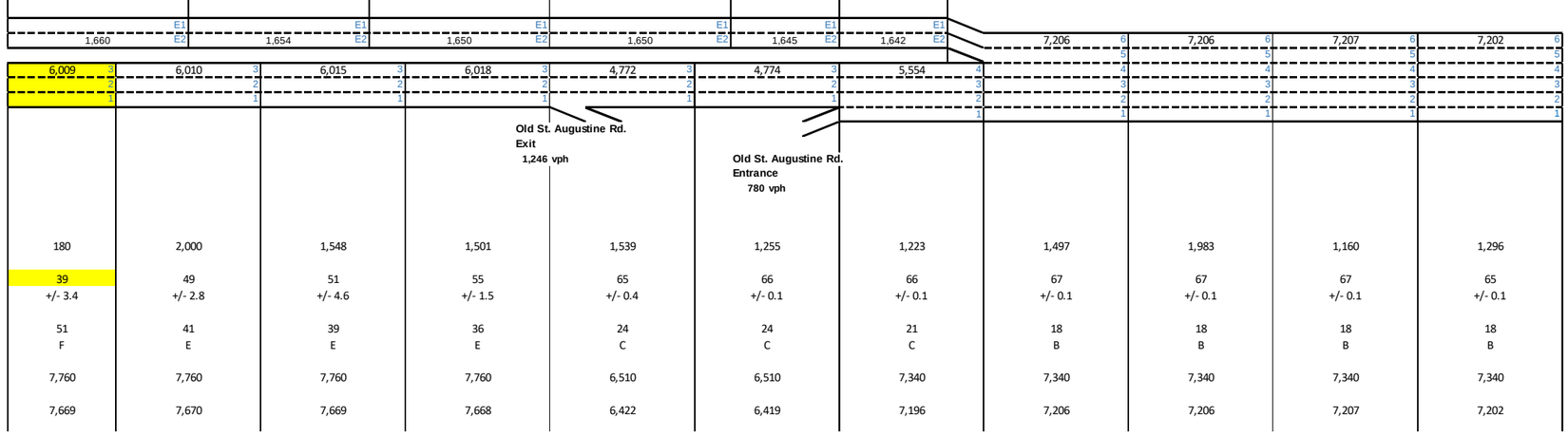
I-295 Eastbound →

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

N

Distance (ft)	2,000	2,000	2,000	2,000	2,000	778
Speed (mph)	67	67	67	67	67	67
Density (veh/mi/ln)	12	12	12	12	12	12



Distance (ft)	180	2,000	1,548	1,501	1,539	1,255	1,223	1,497	1,983	1,160	1,296
Speed (mph)	39	49	51	55	65	66	66	67	67	67	65
Average Deviation for Speed (mph)*	+/- 3.4	+/- 2.8	+/- 4.6	+/- 1.5	+/- 0.4	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	51	41	39	36	24	24	21	18	18	18	18
Level of Service (LOS)	F	E	E	E	C	C	C	B	B	B	B
Total Demand Volume (vph)	7,760	7,760	7,760	7,760	6,510	6,510	7,340	7,340	7,340	7,340	7,340
Total Simulated Volume (vph)	7,669	7,670	7,669	7,668	6,422	6,419	7,196	7,206	7,206	7,207	7,202

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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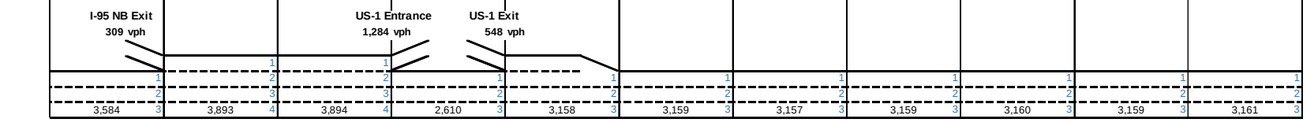
Distance (ft)	559	1,946	1,659	1,513	700	798	1,146	949	564	2,000	2,000
Speed (mph)	66	67	64	68	68	67	67	67	67	67	68
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1
Density (veh/mi/ln)	18	15	15	13	12	16	16	16	24	24	23
Level of Service (LOS)	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	3,640	3,950	3,950	2,620	3,170	3,170	3,170	3,170	3,170	3,170	3,170
Total Simulated Volume (vph)	3,584	3,893	3,894	2,610	3,158	3,159	3,157	3,159	3,160	3,159	3,161

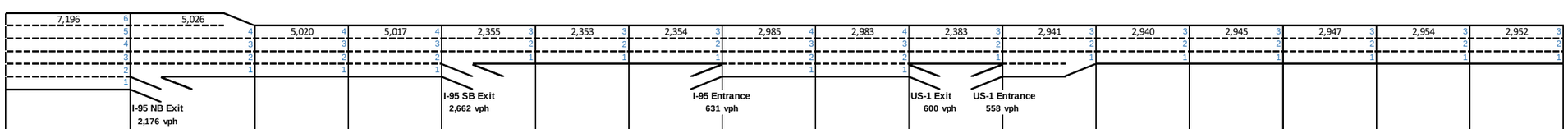


I-295 Westbound

Legend

- Speed > 45 mph
- Speed 30-45 mph
- Speed 20-30 mph
- Speed ≤ 20 mph
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl
- Simulated volume if difference > 10% of demand

I-295 Eastbound



Distance (ft)	1,456	371	1,481	1,540	2,000	1,475	1,076	1,118	1,020	1,118	1,222	292	1,378	1,999	2,000	1,701
Speed (mph)	65	66	67	66	68	68	68	68	66	68	67	67	67	67	67	67
Average Deviation for Speed (mph)*	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.2	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.1	+/- 0.2
Density (veh/mi/ln)	18	15	19	19	12	12	12	11	11	12	11	15	15	22	22	22
Level of Service (LOS)	B	B	C	C	B	B	B	B	B	B	B	B	B	C	C	C
Total Demand Volume (vph)	7,340	5,130	5,130	5,130	2,420	2,420	2,420	3,070	3,070	2,440	3,020	3,020	3,020	3,020	3,020	3,020
Total Simulated Volume (vph)	7,196	5,026	5,020	5,017	2,355	2,353	2,354	2,985	2,983	2,383	2,941	2,940	2,945	2,947	2,954	2,952

*The average deviation represents the variability between the 10 iterations.

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – PM Peak Hour Lane Schematic	Figure 7-28
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2045 Peak Period Analysis

Average speed, volume and density output for I-95 and I-295 was processed using travel time segments within the VISSIM networks for all four hours of the simulation period. Analysis of the off-peak hours is critical, since this includes the buildup and dissipation of the congestion that occurs during the peak hour (see the previous discussion). Additionally, any congestion that occurs before or after the peak hour will be discussed here. The data described within the following section are presented through three types of figures: speed profiles, volume profiles, and density-based heat diagrams. Speed and volume profiles are provided for I-95 and I-295 within the study area and show the variation of congestion and traffic throughput over the four-hour peak periods. Heat maps are provided for both I-95 and I-295 within the study area and show the buildup and dissipation of congestion in terms of density.

2045 Original Build Alternative

During the 2045 AM peak for the Original Build, several areas of congestion were observed on I-95 northbound (see **Figure 7-29**). The most significant congestion occurs at the merge from University Boulevard, where speeds approaching 25 mph are observed during the peak hour (hour 2). The volume profiles show that, despite the express lane traffic exceeding 2,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. Hours 1 and 3 also experience congestion (speeds at or near 40 mph), but recovery to free-flow is observed during hour 4. Additional hot spots (while much less severe, with speeds remaining greater than 50 mph) appear at the merge from Old St. Augustine Road and between US 1 and Southside Boulevard. At both locations, this occurs due to heavy demand volume, in addition to the large number of merging and weaving maneuvers. In both cases, higher speeds are observed during the off-peak hours. Congestion also occurs on I-95 southbound at the merge from Emerson Street. The volume profiles show that, despite the express lane traffic approaching 2,500 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. A minor hot spot is observed in the express lanes at the egress downstream of the Emerson congestion. This is due to the heavy demand volume for the single-lane slip ramp (approximately 1,500 vph, per the volume profile). However, the average speeds remain higher than 50 mph during the peak hour and recover to 55 mph or higher during the off-peak hours. Severe congestion is observed on I-295 eastbound at the merges from the San Jose Boulevard on-ramps. Speeds as low as 20 mph are observed at the interchange and extend upstream approaching the western end of the network. This congestion begins during hour 1 and reaches its peak during hour 2, with speeds lower than 40 mph observed at the end of the network. Recovery to free-flow conditions is observed during hour 4. In addition, a small hot spot (speeds of 55 mph or higher) is observed on I-295 eastbound at the off-ramp to US 1. This is due to spillback from the ramp terminal intersection, which also intersects with Greenland Road and experiences high levels of delay (note that intersection results and MOEs will be discussed in more detail in the following sections). Congestion is also observed on I-295 westbound at the merge from Old St. Augustine Road, with speeds approaching 30 mph during the peak hour. The volume profiles show that the volume in the general use lanes reaches levels just over 6,000 vph, which approaches the capacity for a three-lane segment. Hours 1 and 3 experience average speeds of approximately 50 mph, and hour 4 shows recovery to free-flow conditions.

Figure 7-30 shows the 2045 Original Build speed and volume profiles for the PM peak period. I-95 northbound experiences a single area of congestion at the merge from University Boulevard, where speeds less than 30 mph are observed during the peak hour. The volume profiles show that, despite the express lane traffic exceeding 2,000 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. Hours 1 and 3 also experience congestion (speeds at or near 50 mph), but recovery to free-flow is observed during hour 4. Congestion also occurs on I-95 southbound at the merge from Emerson Street, with speeds around 25 mph during the peak hour. The volume profiles show that, despite the express lane traffic approaching 2,500 vph during the peak hour, the general use lane volume remains at 6,000 vph, approaching the capacity for a three-lane segment. During hours 1 and 3, speeds of approximately 55 mph are observed, and full recovery to free-flow is observed during hour 4. A minor hot spot is observed in the express lanes at the egress downstream of the Emerson congestion. This is due to the heavy demand volume for the single-lane slip ramp (approximately 1,500 vph, per the volume profile). However, the average speeds remain near 55 mph during the peak hour and recover to 60 mph or higher during the off-peak hours. An additional pocket of congestion is observed during hours 2 and 3 downstream of Baymeadows Road, due to lane-changing maneuvers upstream of the off-ramp to the I-95 southbound C-D road connector that provides access to US-1 and I-295 in the 2045 Original Build. Speeds of approximately 45 mph are observed during hours 2 and 3, with speeds higher than 60 mph maintained during hours 1 and 4. Congestion is observed on I-295 eastbound at the merges from the San Jose Boulevard on-ramps during the peak hour. Speeds below30 mph are observed at the interchange and extend upstream of the express lane ingress. However, speeds near or greater than 60 mph are observed during the other three hours of the simulation. Congestion is also observed on I-295 westbound at the merge from Old St. Augustine Road, with speeds around 20 mph during the peak hour. The volume profiles show that, although the express lane traffic approaches 3,000 vph, the volume in the general use lanes reaches approximately 6,000 vph, which approaches the capacity for a three-lane segment. Hours 1 and 3 experience average speeds of approximately 30 and 35 mph, respectively, and hour 4 shows recovery to free-flow conditions.

The heat maps in **Figures 7-31** and **7-32** show these same results in terms of density for the AM and PM peak periods, respectively. As previously observed, the AM peak shows a hot spot on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the merge from Emerson Street, with density levels higher than 60 vpmpl during hour 2 at both locations. On I-295 eastbound, a severe hot spot is observed at San Jose Boulevard with density levels of 80 vpmpl or higher during hours 1, 2 and 3. Upstream of the interchange, density levels exceed 90 vpmpl during hours 2 and 3 but recover to free-flow during hour 4. A smaller hot spot is observed on I-295 westbound at the merge from Old St. Augustine Road, with density levels higher than 55 vpmpl during hour 2. During the PM peak, hot spots are observed on I-95 northbound at the merge from University Boulevard (density levels higher than 70 vpmpl) and on I-95 southbound at the merge from Emerson Street (density levels higher than 60 vpmpl) during hour 2 at both locations. A hot spot is also observed during hour 2 on I-295 eastbound at the merges from San Jose Boulevard, with density approaching 70 vpmpl within the interchange. I-295 westbound shows congestion within the Old St. Augustine Road interchange during hours 1, 2, and 3 with density levels higher than 80 vpmpl during hour 2. Recovery is observed during hour 3, with free-flow conditions during hour 4.

2045 Modified Build Alternative

The Modified Build shows significant operational improvements over the Original Build. During the AM peak (**Figure 7-33**), the northbound congestion at the University Boulevard on-ramp is alleviated, with speeds remaining at free-flow for the extent of the simulation. Small pockets of congestion are observed on I-95 northbound at the on-ramp from Old St. Augustine Road and between US 1 and Southside Boulevard. These occur due to high demand volumes, in addition to merging and weaving maneuvers within the areas. However, while the speeds drop below free-flow conditions, they remain very high (speeds at or near 55 mph during the peak hour, with full recovery observed by hour 4). I-95 southbound shows no areas of congestion. On I-295

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eastbound, congestion is observed at the merge from San Jose Boulevard, similarly to the Original Build. Speeds as low as 20 mph are observed at the interchange and extend upstream approaching the western end of the network. This congestion begins during hour 1 and reaches its peak during hour 2, with speeds of approximately 20 mph observed upstream of San Jose Boulevard. Recovery to free-flow conditions is observed during hour 4. A small pocket of congestion (with speeds at or near 55 mph) is observed just upstream of the off-ramps to I-95. This occurs because of the high demand volume on the off-ramp to I-95 northbound (3,430 vph during the AM peak hour), in addition to traffic making lane changes to access the southbound off-ramp (demand volume of 2,220 vph during the AM peak hour). This turbulence does not occur in the Original Build because access from I-295 eastbound to the I-95 interchange at US 1 is restricted in that alternative. That traffic instead continues east on I-295 to access US 1 via the downstream interchange. Since the access from I-295 eastbound to US 1 via I-95 is reincorporated in the Modified Build, the demand volume for the off-ramp to I-95 northbound increases by approximately 500 vph, causing slightly lower speeds upstream of the off-ramps as vehicles maneuver to change lanes. However, it should be noted that the average speeds are still very high, remaining at or near 55 mph during hour 2, with speeds near 60 mph during hours 1 and 3, and recovering to free-flow by hour 4. Since the aforementioned traffic is no longer diverted to the I-295 interchange with US 1, less congestion due to ramp spillback is observed at that interchange. Congestion is observed on I-295 westbound at the merge from Old St. Augustine Road, with speeds reaching 30 mph during the peak hour. The volume profiles show that the volume in the general use lanes reaches just over 6,000 vph, which exceeds the capacity for a three-lane segment. Hours 1 and 3 experience average speeds of approximately 45 mph, and hour 4 shows recovery to free-flow conditions.

The PM peak (**Figure 7-34**) shows all areas of congestion on I-95 within the study area alleviated. Speeds remain at or near free-flow speed in both directions for the extent of the simulation period. On I-295, the observed average speeds are similar to the Original Build. Congestion is observed on I-295 eastbound at the merges from the San Jose Boulevard on-ramps during the peak hour. Speeds approaching 30 mph are observed at the interchange and extend upstream of the express lane ingress. However, speeds near or greater than 60 mph are observed during the other three hours of the simulation. Congestion is also observed on I-295 westbound at the merge from Old St. Augustine Road, with speeds lower than 20 mph during the peak hour. The volume profiles show that, although the express lane traffic approaches 3,000 vph, the volume in the general use lanes reaches approximately 6,000 vph, which approaches the capacity for a three-lane segment. Hour 1 experiences average speeds of approximately 30 mph. During hour 3, average speeds recover to approximately 40 mph, and full recovery to free-flow is observed by hour 4.

The heat maps in **Figures 7-35** and **7-36** show these same results in terms of density for the AM and PM peak periods, respectively. No significant congestion is observed in either peak period on I-95, with density levels remaining less than 45 vpmpl for the extent of the simulation. On I-295 eastbound during the AM peak, a severe hot spot is observed at San Jose Boulevard with density levels exceeding 80 vpmpl during hours 1, 2 and 3. Upstream of the interchange, density levels approach 90 vpmpl during hour 2, but recover to free-flow by hour 4. A smaller hot spot is observed on I-295 westbound to the merge from Old St. Augustine Road, with density levels reaching 60 vpmpl during hour 2. During the PM peak, a hot spot is observed during hour 2 on I-295 eastbound at the merges from San Jose Boulevard, with density approaching 65 vpmpl within the interchange. I-295 westbound shows congestion within the Old St. Augustine Road interchange during hours 1 and 2, with density levels exceeding 100 vpmpl during hour 2. Recovery is observed during hour 3, with free-flow conditions during hour 4.

In summary, the 2045 simulation results show that the Original Build is expected to experience a few areas of congestion on I-95 by the design year. The Modified Build is shown to alleviate this congestion, by providing expanded general use lane capacity throughout the corridor. Operations on I-295 are similar between the two alternatives.

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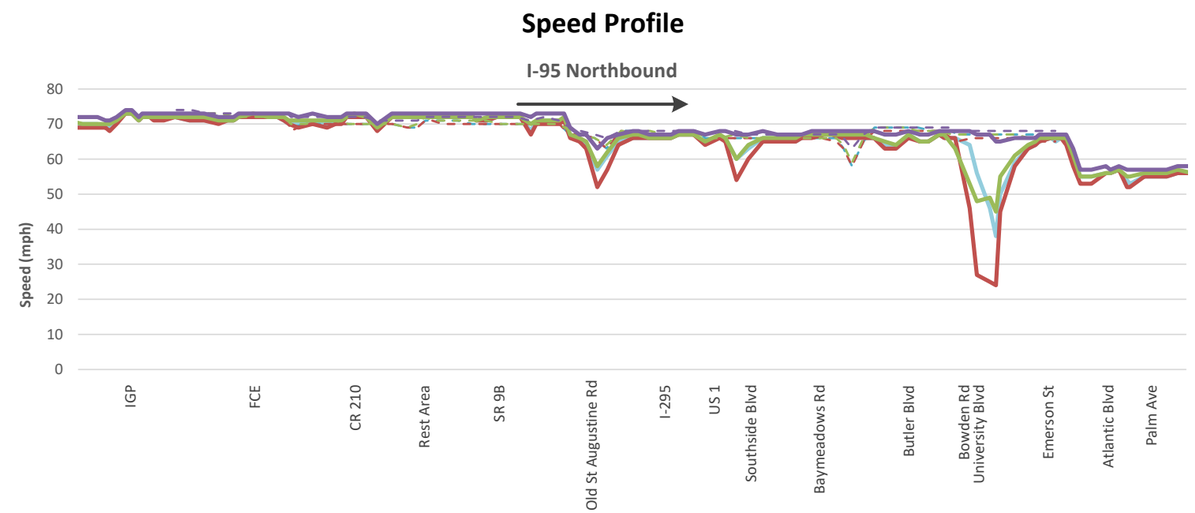

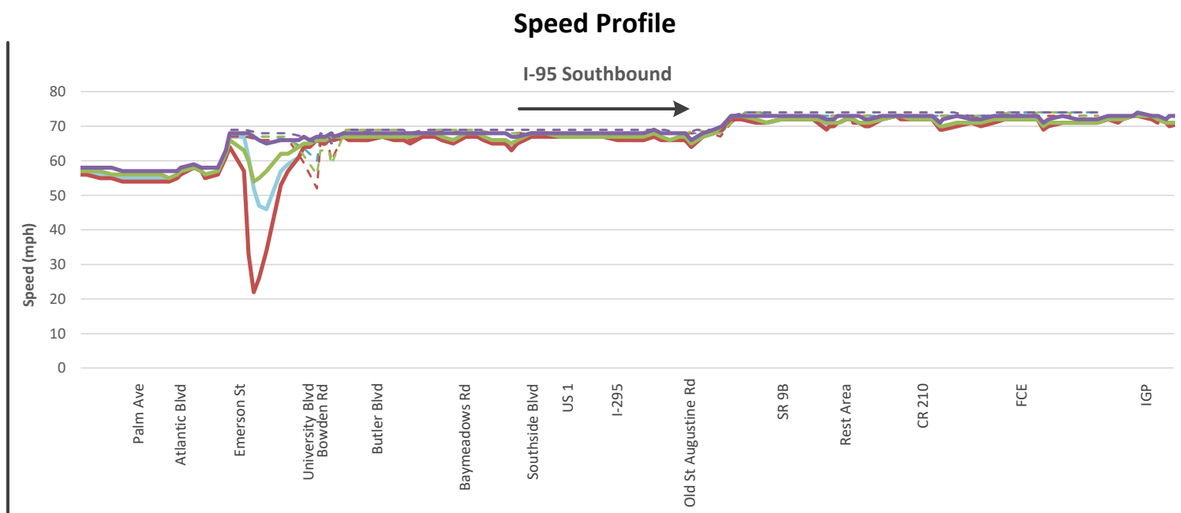

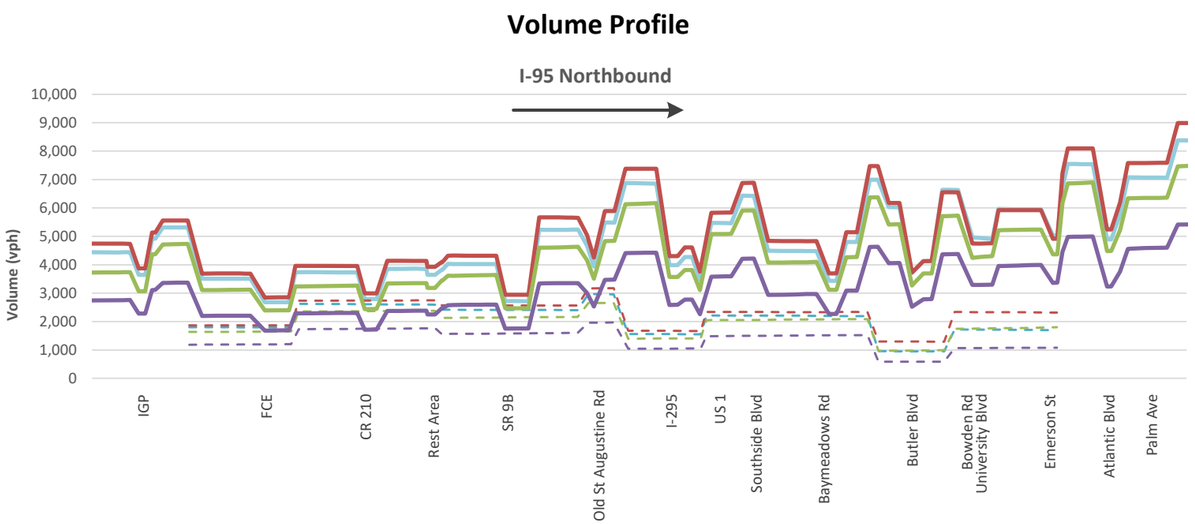

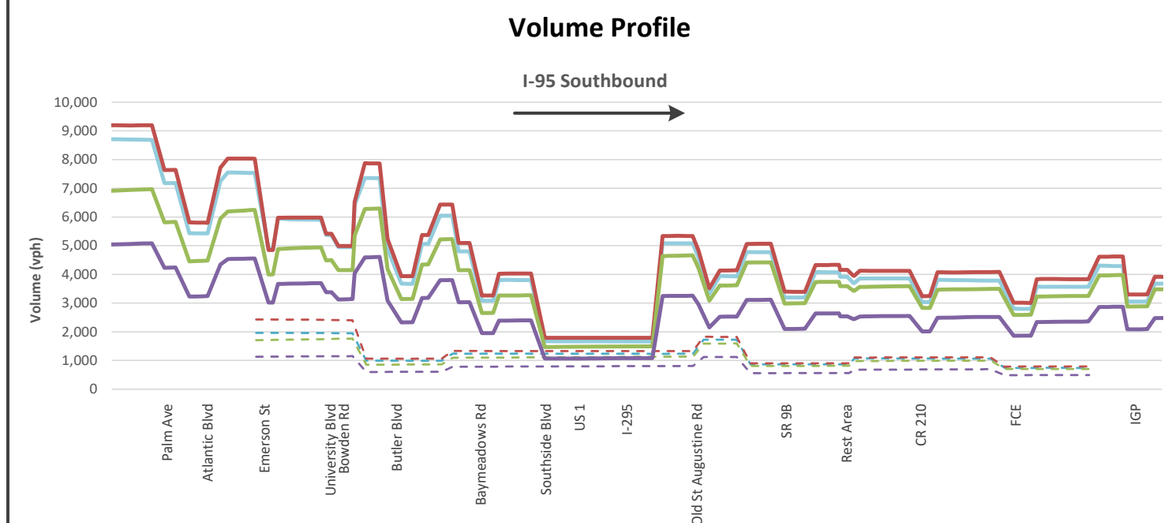

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Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-29
			Page 1 of 2

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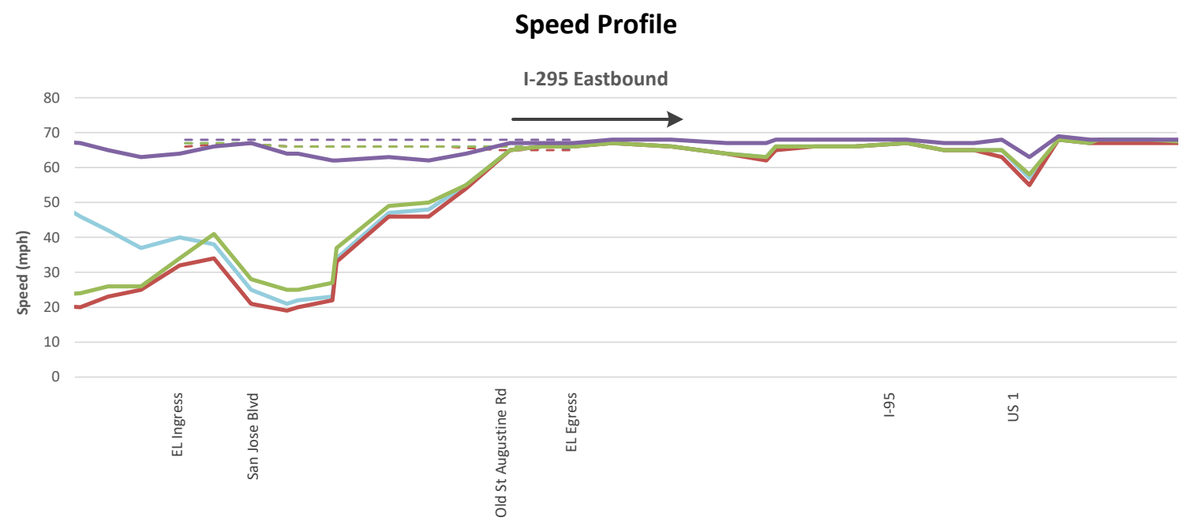

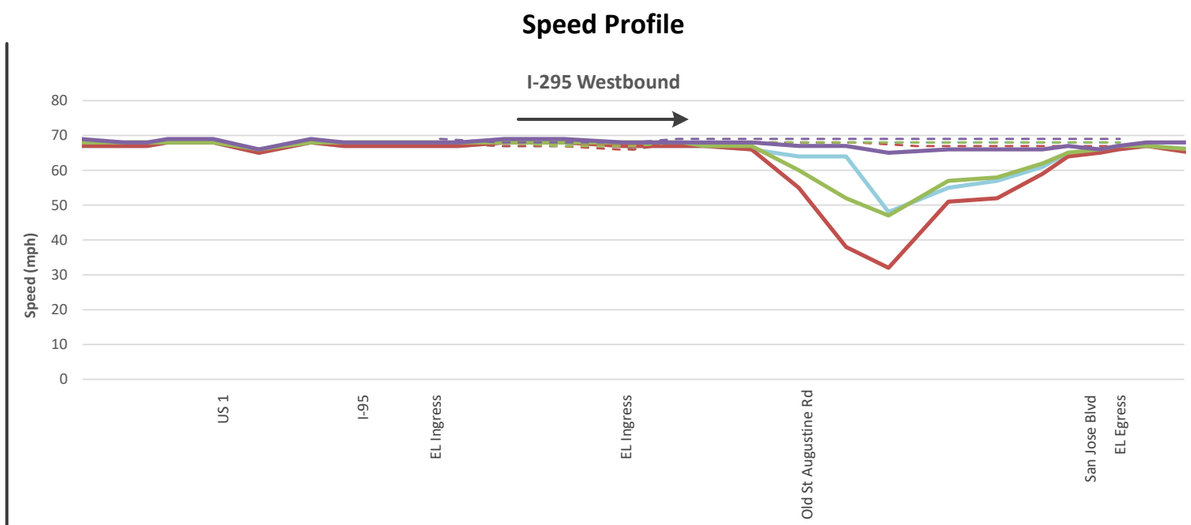

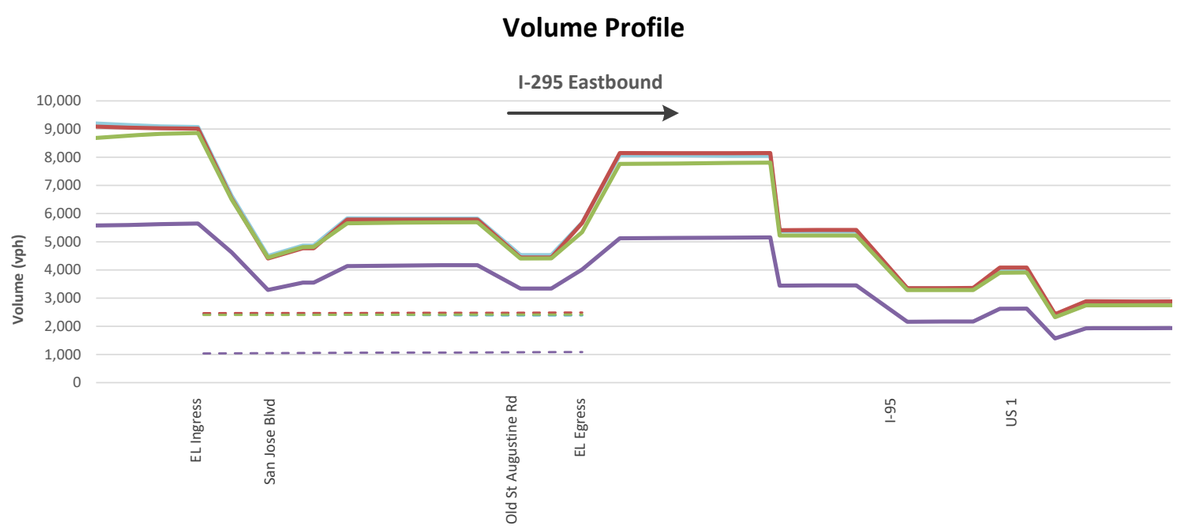

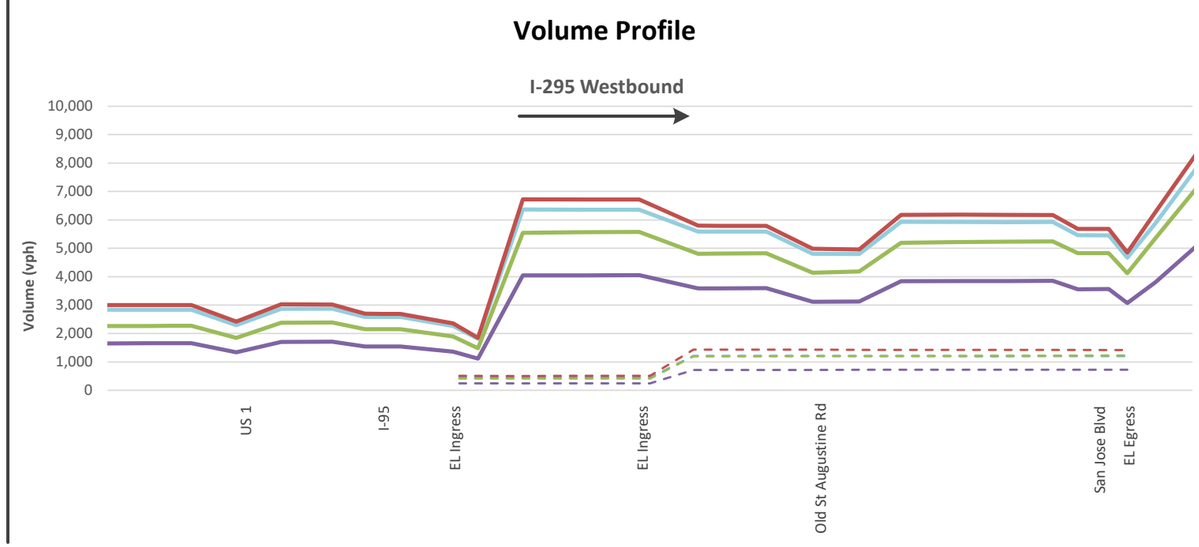

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Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Original Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-29
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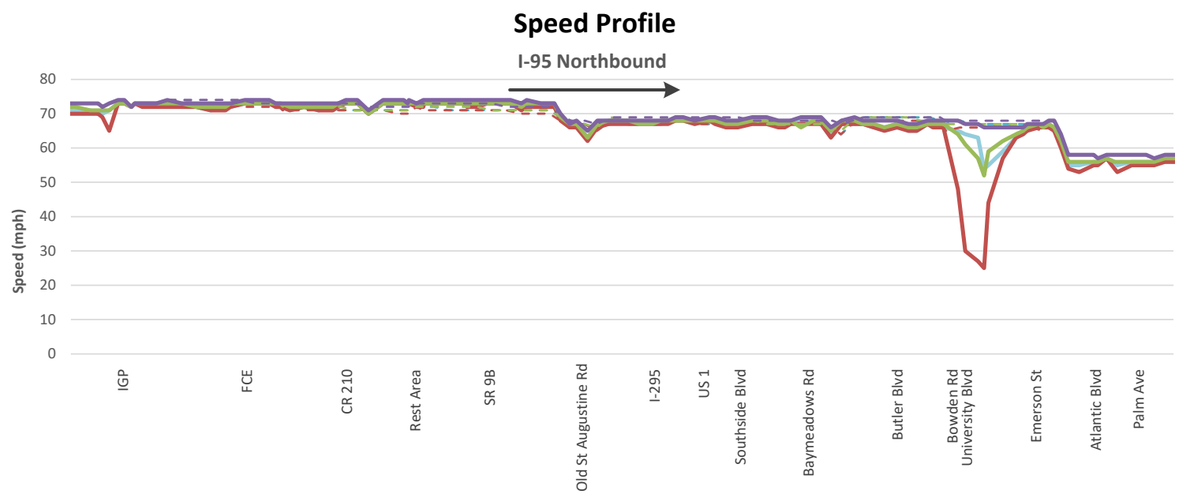

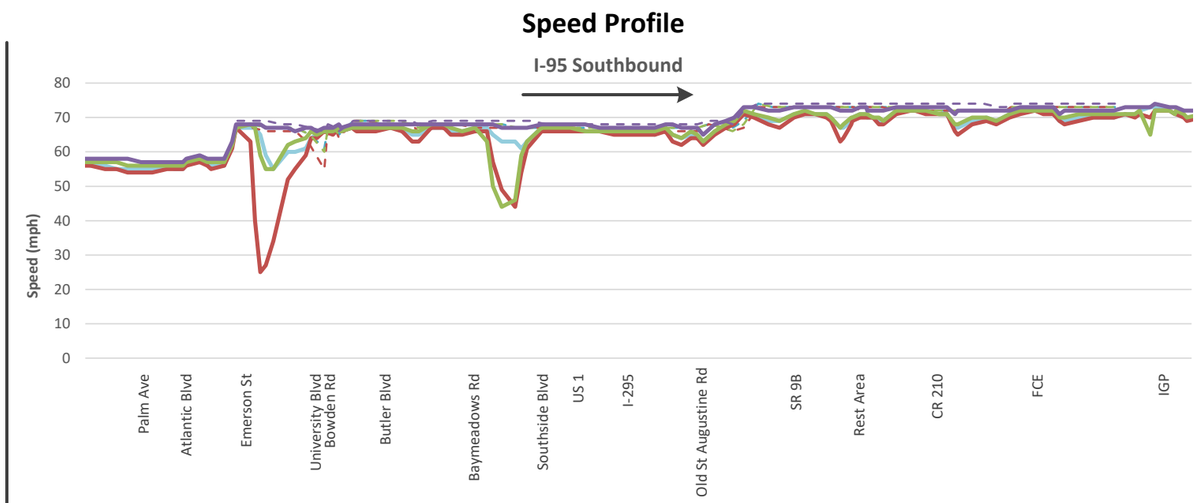

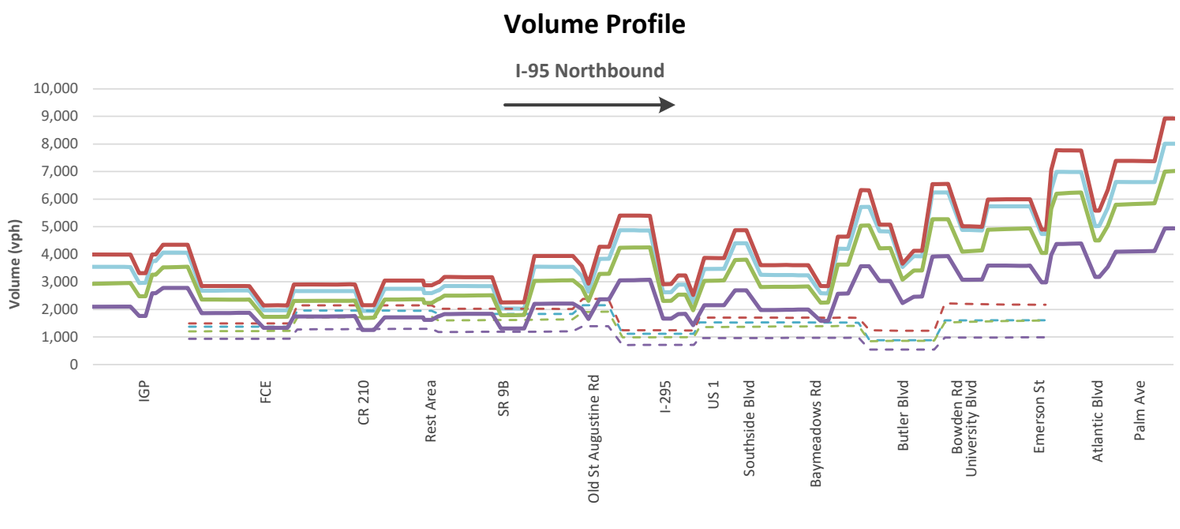

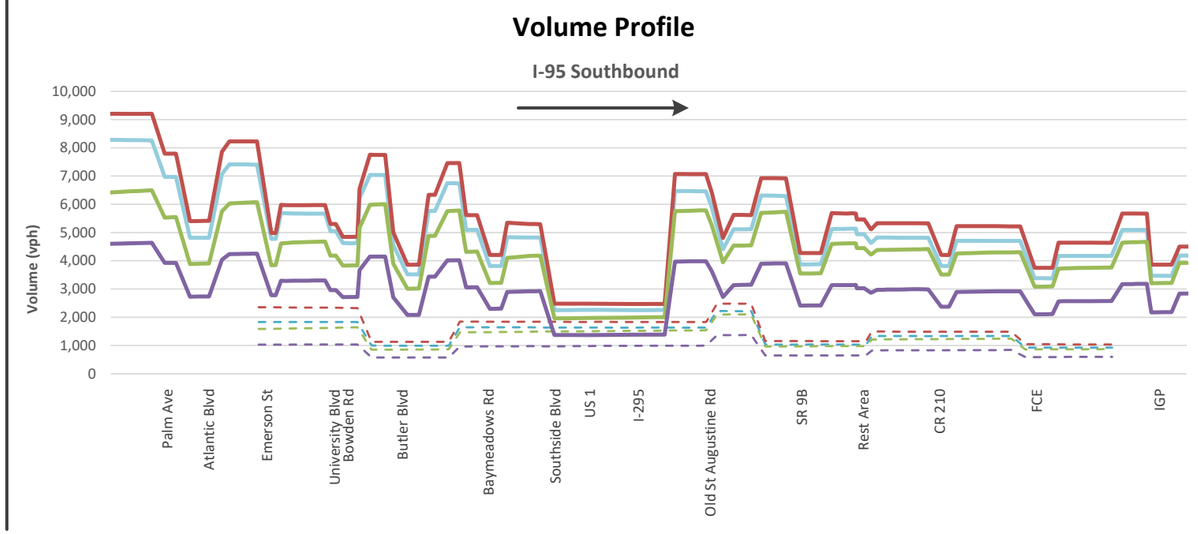

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Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-30
			Page 1 of 2

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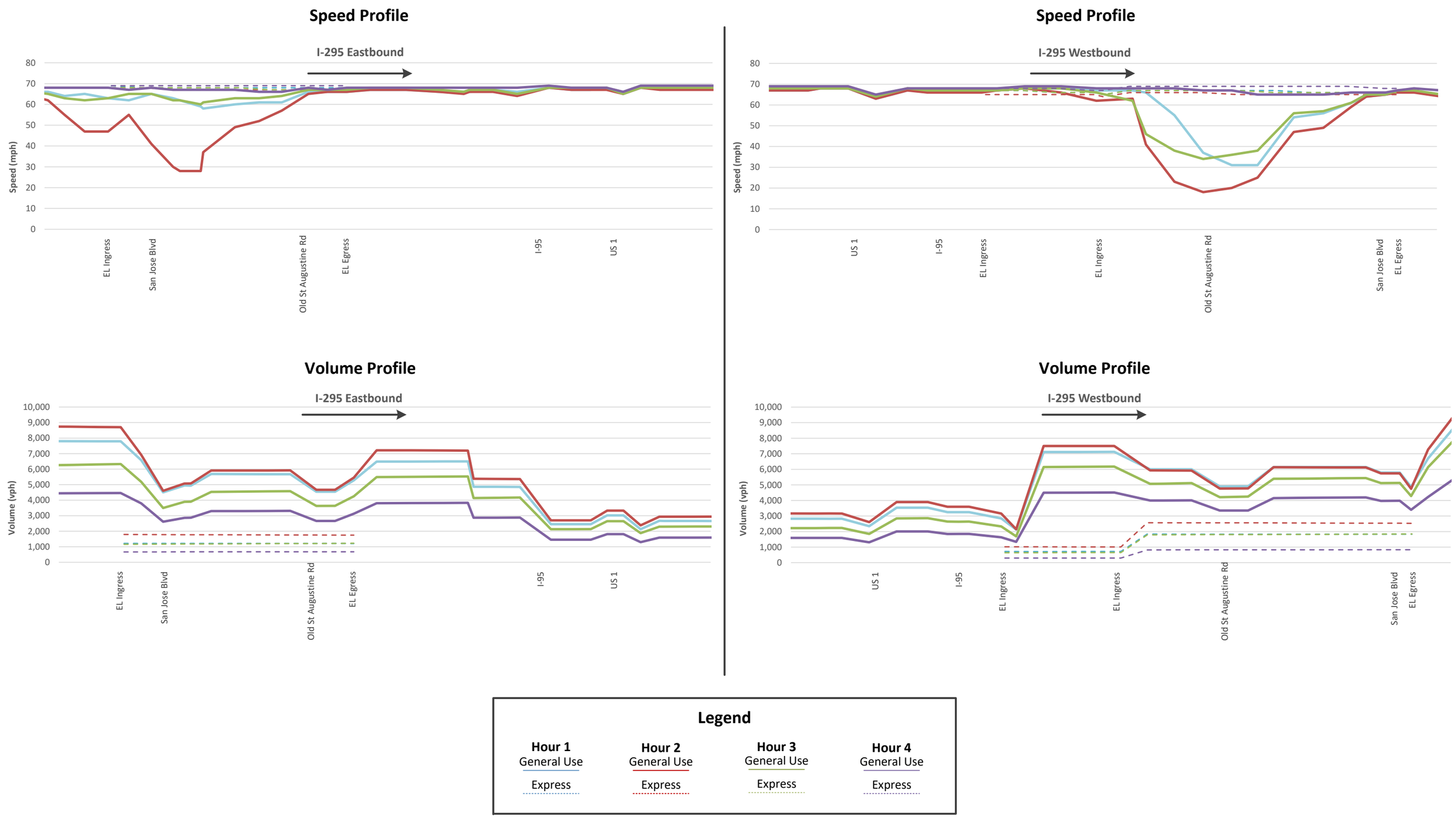

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Original Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-30
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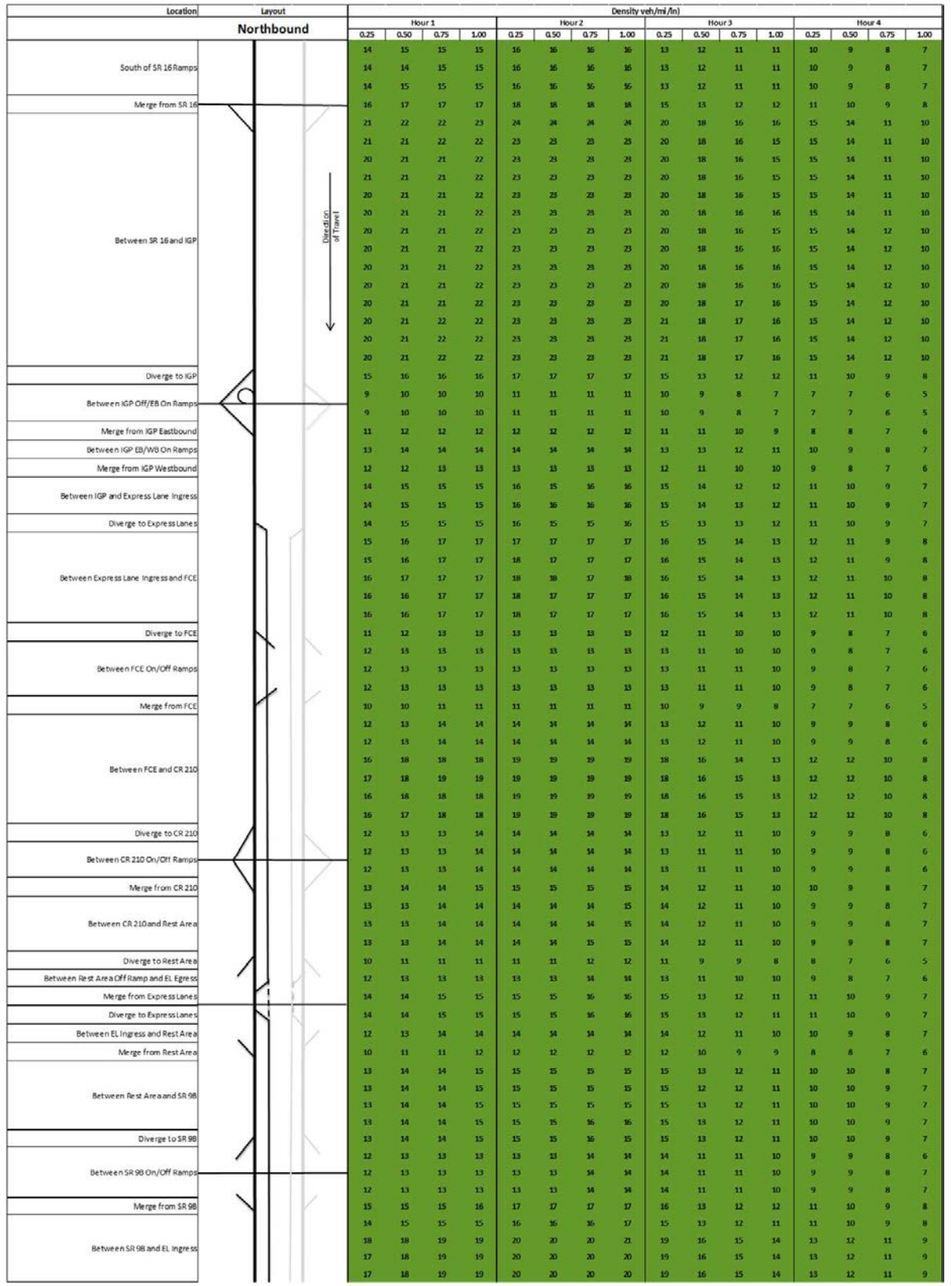
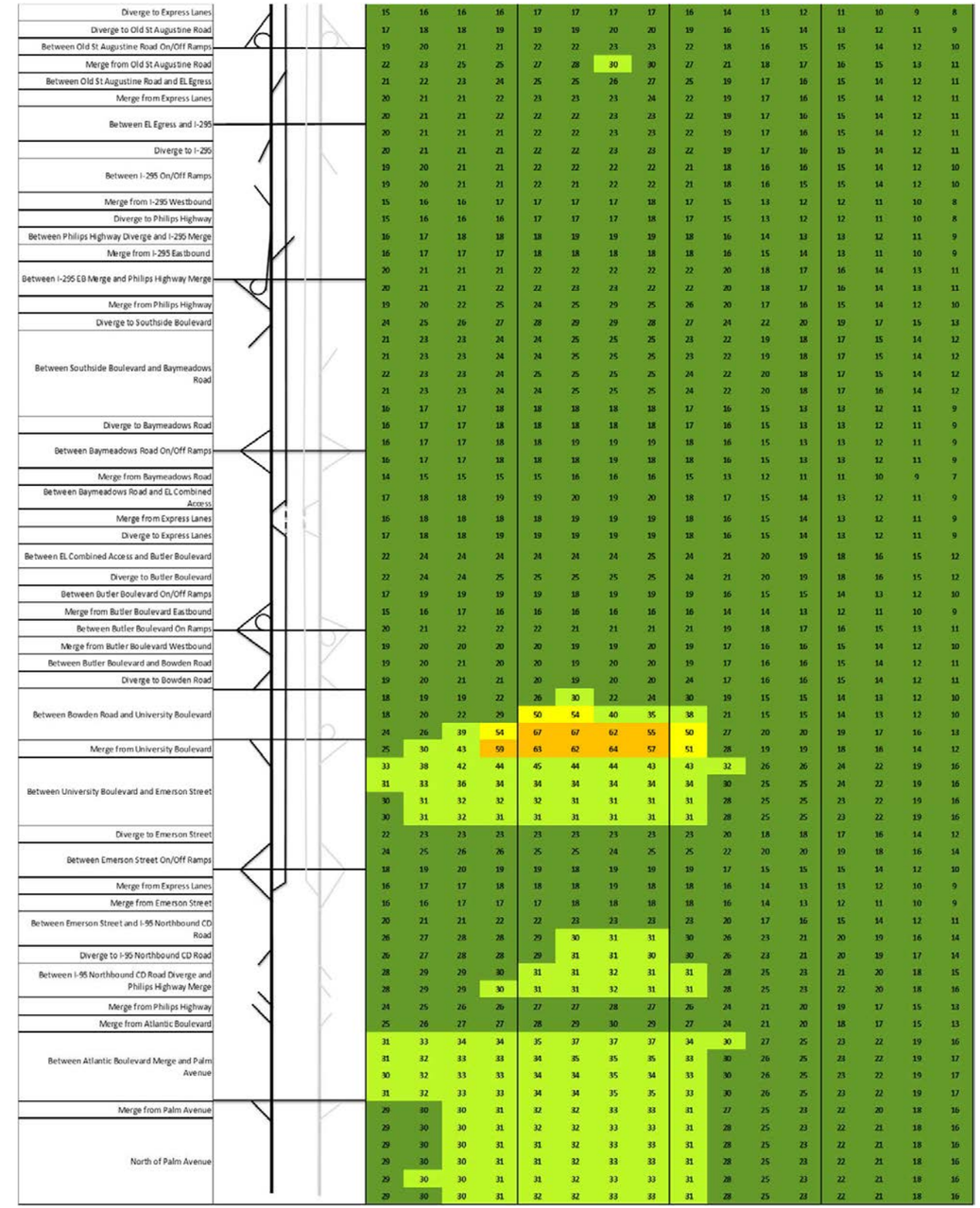
I-95 Northbound





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- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – AM Peak Period Heat Maps

Figure 7-31

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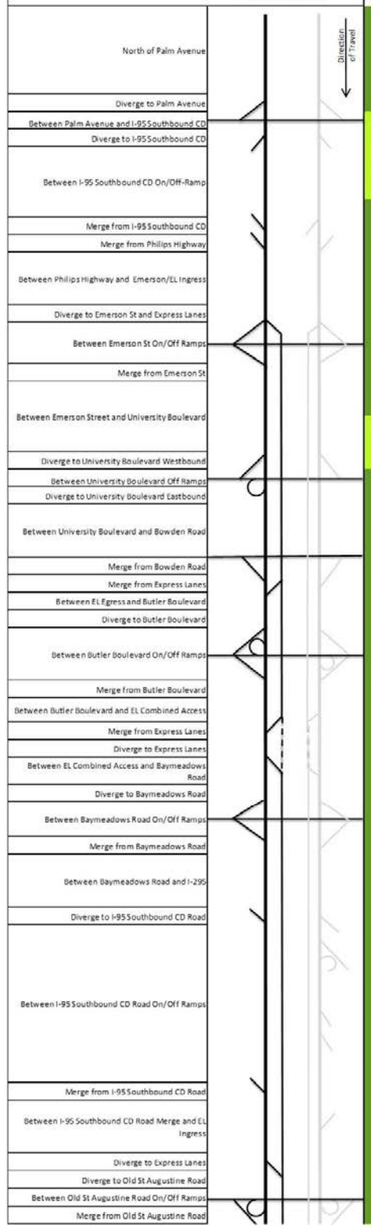
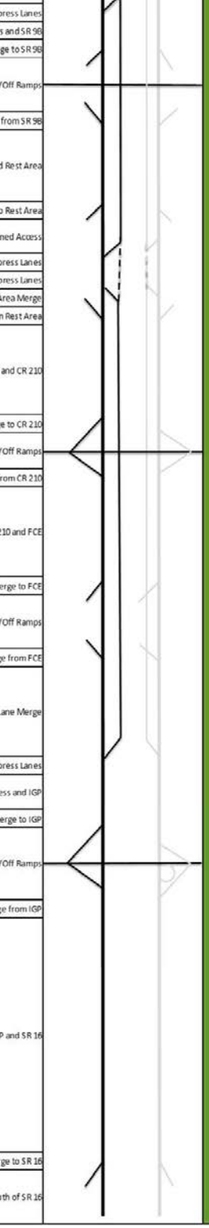
I-95 Southbound

Location	Density veh/mi/ln															
Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue	25	26	26	27	27	27	27	27	23	20	18	18	17	16	13	12
	25	26	26	27	28	27	27	27	23	21	19	18	17	16	13	12
	25	26	26	27	28	28	28	27	23	21	19	18	17	16	13	12
	25	26	26	27	28	28	28	28	24	21	19	18	17	16	13	12
	25	26	26	27	28	28	28	28	24	21	19	18	17	16	13	12
Diverge to Palm Avenue	25	26	26	27	28	28	28	28	24	21	19	18	17	16	14	12
Between Palm Avenue and I-95 Southbound CD	32	33	33	34	35	35	35	35	30	27	24	23	22	20	17	15
Diverge to I-95 Southbound CD	31	33	33	34	35	35	35	35	31	27	24	23	22	20	17	15
Between I-95 Southbound CD On/Off-Ramp	32	33	33	34	36	36	36	36	31	27	25	24	22	21	18	15
	32	33	34	35	36	36	36	36	32	27	25	24	22	21	18	15
	32	33	33	34	35	36	35	35	31	27	25	24	22	21	18	15
Merge from I-95 Southbound CD	23	24	24	25	26	26	26	26	23	20	18	17	16	16	13	11
Merge from Philips Highway	20	21	21	22	22	22	22	22	20	17	16	15	14	14	11	10
Between Philips Highway and Emerson/EL Ingress	18	19	19	20	20	20	20	20	18	16	14	14	13	12	10	9
	22	22	23	23	24	24	24	24	21	19	17	16	15	14	12	11
	22	22	23	23	24	24	24	24	21	19	17	16	15	14	12	11
Diverge to Emerson St and Express Lanes	20	20	21	21	22	22	22	23	20	17	16	15	14	13	11	10
	16	16	16	17	17	17	17	20	16	13	12	12	11	11	9	8
Between Emerson St On/Off Ramps	18	19	18	19	20	20	20	24	21	15	14	13	13	12	10	9
	18	19	21	23	30	46	41	28	25	15	14	13	13	12	10	9
Merge from Emerson St	18	20	25	29	42	71	66	37	30	15	14	13	13	12	10	9
Between Emerson Street and University Boulevard	24	31	31	40	52	66	65	44	35	19	18	17	17	15	13	11
	26	32	31	39	44	48	47	37	31	20	19	17	17	15	13	11
	32	35	35	37	39	38	38	35	35	26	24	22	22	20	17	15
	32	35	33	34	36	35	35	34	33	26	24	22	22	20	17	15
Diverge to University Boulevard Westbound	30	33	32	32	33	33	33	32	31	26	24	22	22	20	17	15
Between University Boulevard Off Ramps	27	28	28	28	28	28	28	28	27	23	22	20	20	18	16	14
Diverge to University Boulevard Eastbound	20	21	21	21	21	21	21	21	20	17	16	15	15	14	12	10
Between University Boulevard and Bowden Road	24	26	26	25	26	26	25	25	25	21	20	19	18	17	14	13
	24	26	26	25	26	26	25	25	25	21	20	19	18	17	15	13
	18	19	19	19	19	19	19	18	18	15	15	14	13	13	11	9
Merge from Bowden Road	19	20	20	20	20	20	20	20	19	16	15	14	14	13	11	10
Merge from Express Lanes	18	18	19	19	19	20	20	20	19	16	14	13	13	12	11	9
Between EL Egress and Butler Boulevard	18	18	19	19	19	20	20	20	19	16	14	13	13	12	11	9
Diverge to Butler Boulevard	18	18	19	19	19	20	20	20	19	16	14	14	13	12	11	9
Between Butler Boulevard On/Off Ramps	18	19	19	19	20	20	20	20	19	16	14	14	13	12	11	9
	18	19	19	19	19	19	20	20	19	16	14	13	13	12	11	9
	18	19	19	19	19	20	20	20	19	16	14	13	13	12	11	9
Merge from Butler Boulevard	14	15	16	15	16	16	16	17	16	13	12	11	11	10	9	8
Between Butler Boulevard and EL Combined Access	18	19	20	19	20	20	21	21	20	16	15	14	14	13	11	10
Merge from Express Lanes	14	15	15	15	16	16	16	16	15	13	12	11	11	10	9	8
Diverge to Express Lanes	14	15	15	15	16	16	16	16	15	13	12	11	11	10	9	8
Between EL Combined Access and Baymeadows Road	17	18	18	19	19	19	20	20	19	16	14	13	13	12	10	9
Diverge to Baymeadows Road	17	18	18	19	19	20	20	20	19	16	14	13	13	12	11	9
Between Baymeadows Road On/Off Ramps	15	15	16	16	16	16	17	16	16	13	12	11	11	10	9	8
	15	15	15	16	16	16	16	17	16	13	12	11	11	10	9	8
Merge from Baymeadows Road	11	11	12	12	12	12	12	12	12	10	9	8	8	8	7	6
Between Baymeadows Road and I-295	14	14	15	15	15	15	16	16	15	12	12	10	10	9	8	7
	18	19	20	20	20	20	21	21	20	17	15	14	14	13	11	10
	19	20	20	20	21	21	21	22	20	17	16	14	14	13	11	10
Diverge to I-95 Southbound CD Road	18	20	20	20	20	21	21	21	20	17	15	14	14	13	11	10
Between I-95 Southbound CD Road On/Off Ramps	12	12	13	13	13	13	13	14	13	11	10	9	9	8	7	6
	12	12	13	13	13	13	13	14	13	11	10	9	9	8	7	6
	12	12	13	13	13	13	14	14	13	11	10	9	9	9	7	6
	12	12	13	13	13	13	14	14	13	11	10	10	9	8	8	6
	12	12	13	13	13	13	14	14	13	11	10	9	9	8	8	6
	12	12	13	13	13	13	14	14	13	11	10	9	9	8	8	6
	12	12	13	13	13	13	14	14	13	12	10	9	9	8	8	6
	12	12	13	13	13	13	14	14	13	12	10	9	9	8	8	6
	12	12	13	13	13	13	14	14	13	12	10	10	9	9	8	6
Merge from I-95 Southbound CD Road	14	15	15	16	16	16	16	16	15	14	13	12	11	10	9	8
Between I-95 Southbound CD Road Merge and EL Ingress	15	15	15	16	16	16	16	16	15	14	13	12	11	10	9	8
	15	16	15	16	16	16	17	16	16	15	13	12	11	10	9	8
	18	19	19	20	20	20	20	20	19	18	17	16	14	13	11	10
Diverge to Express Lanes	15	15	15	16	16	16	16	16	16	15	13	13	11	10	9	8
Diverge to Old St Augustine Road	17	18	18	19	19	19	19	19	18	17	16	15	13	12	11	9
Between Old St Augustine Road On/Off Ramps	16	16	16	17	17	17	18	18	17	16	15	14	12	11	10	9
Merge from Old St Augustine Road	14	14	14	15	15	15	15	15	15	14	13	12	10	10	9	8



Location	Density veh/mi/ln															
Between Old St Augustine Road and EL Egress	14	14	14	15	15	15	15	15	15	13	12	12	10	10	9	7
	13	13	14	14	14	14	15	14	14	13	12	11	10	9	8	7
Merge from Express Lanes	13	13	13	14	14	14	14	14	14	12	12	11	10	9	8	7
Between EL Egress and SR 9B	13	13	14	14	14	14	15	14	14	13	12	11	10	9	8	7
Diverge to SR 9B	13	13	14	14	14	14	15	14	14	13	12	11	10	9	8	7
Between SR 9B On/Off Ramps	14	15	15	15	16	16	16	16	16	14	13	12	11	10	9	8
	14	15	15	16	15	16	16	16	16	14	13	12	11	10	9	8
	14	15	15	16	15	16	16	16	16	14	13	12	11	10	9	8
Merge from SR 9B	11	11	11	12	12	12	12	12	12	11	10	9	8	8	7	6
Between SR 9B and Rest Area	11	11	12	12	12	12	12	12	12	11	10	9	8	8	7	6
	14	14	15	15	15	16	16	16	15	14	12	12	10	10	9	7
	14	14	15	15	15	16	16	16	15	14	12	12	10	10	9	7
	18	19	19	20	20	21	21	21	20	18	17	15	14	13	12	10
Diverge to Rest Area	14	14	15	15	15	15	15	16	15	14	12	11	10	10	9	7
Between Rest Area Diverge and EL Combined Access	17	18	19	19	19	20	20	20	19	17	16	15	13	13	11	9
Merge from Express Lanes	12	13	14	14	14	14	14	14	14	13	12	11	10	9	8	7
Diverge to Express Lanes	12	13	14	14	14	14	14	14	14	13	12	11	10	9	8	7
Between EL Combined Access and Rest Area Merge	16	17	18	18	18	19	19	19	18	17	15	14	13	12	11	9
Merge from Rest Area	13	13	14	14	14	15	15	15	14	13	12	11	10	9	8	7
Between Rest Area and CR 210	17	18	19	19	19	20	20	20	19	17	16	14	14	13	11	9
	17	18	19	19	19	20	20	20	19	17	16	15	14	13	11	9
	13	13	14	14	14	14	15	14	14	13	12	11	10	9	8	7
	10	10	11	11	11	11	12	11	11	10	9	9	8	8	7	6
	10	11	11	11	11	11	12	11	11	10	9	9	8	7	7	6
Diverge to CR 210	10	11	11	11	11	11	12	12	11	10	9	9	8	8	7	6
Between CR 210 On/Off Ramps	14	14	14	15	15	15	15	15	15	14	12	11	11	10	9	7
	14	14	14	15	15	15	15	15	15	14	12	11	11	10	9	7
Merge from CR 210	13	14	14	15	14	15	15	15	14	13	12	11	10	9	8	7
Between CR 210 and FCE	17	18	19	19	19	19	20	20	19	17	15	14	13	12	11	9
	17	17	18	19	19	19	19	20	19	17	15	14	13	12	11	9
	17	17	18	19	19	19	19	20	19	17	15	14	13	12	11	9
	17	18	18	19	19	19	19	20	19	17	15	14	13	12	11	9
	13	13	13	14	14	14	14	15	14	13	11	11	10	9	8	7
Diverge to FCE	13	13	13	14	14	14	14	14	14	12	11	11	10	9	8	7
Between FCE On/Off Ramps	12	13	13	14	14	14	14	14	14	12	11	11	10	9	8	7
	12	13	13	14	14	14	14	14	14	12	11	11	10	9	8	7
	12	13	13	14	14	14	14	14	14	12	11	11	10	9	8	7
Merge from FCE	12	13	13	13	14	14	14	14	13	12	11	10	9	9	8	7
Between FCE and Express Lane Merge	16	17	17	18	18	18	18	18	17	16	14	13	12	12	10	9
	16	16	17	18	18	18	18	18	17	16	14	13	12	12	10	9
	16	16	17	17	18	18	18	18	17	16	14	13	12	12	10	9
	16	17	17	17	18	18	18	18	17	16	14	13	12	12	10	9
	16	16	17	18	18	18	18	18	17	16	14	13	12	12	10	9
Merge from Express Lanes	11	12	12	13	13	13	13	13	13	12	10	10	9	8	7	7
Between EL Egress and IGP	11	12	12	13	13	13	13	13	13	12	10	10	9	8	8	7
	9	10	10	10	11	11	11	11	10	10	8	8	7	7	6	5
Diverge to IGP	9	10	10	10	11	11	11	11	10	10	8	8	7	7	6	5
	8	8	8	9	9	9	9	9	9	8	7	7	6	6	5	5
Between IGP On/Off Ramps	10	10	11	11	11	11	12	12	11	11	9	9	8	8	7	6
	10	10	11	11	11	11	12	12	11	11	9	9	8	8	7	6
	13	14	14	15	15	15	16	16	15	14	12	12	11	10	9	8
Merge from IGP	12	13	13	13	14	14	14	14	13	13	12	11	10	9	8	7
Between IGP and SR 16	16	17	18	18	18	18	19	19	18	17	15	14	13	12	11	9
	16	17	17	18	18	18	19	19	18	17	15	14	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	14	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	14	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	17	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	18	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	18	16	15	13	12	11	10
	16	17	17	18	18	18	19	19	18	18	16	15	13	12	11	10
	16	17	18	18	18	18	19	19	18	18	16	15	13	12	11	10
	16	17	18	18	18	18	19	19	19	18	16	15	14	12	11	10
	16	17	18	18	19	19	19	19	19	18	16	15	14	12	11	10
Diverge to SR 16	17	17	18	19	19	19	19	19	19	18	16	15	14	12	11	10
South of SR 16	12	12	12	12	13	13	13	13	13	12	11	10	10	9	8	7
	12	12	12	12	13	13	13	13	13	12	11	10	10	9	8	7
	12	12	12	13	13	13	13	13	13	12	11	10	10	9	8	7



Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build – AM Peak Period Heat Maps	Figure 7-31
			Page 2 of 3

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I-295 Eastbound

Location	Layout	Density (veh/mi/ln)															
	Eastbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
West of San Jose Boulevard	Direction of Travel	23	23	24	24	25	25	25	30	53	49	28	16	16	14	12	11
		23	23	24	24	25	25	25	40	80	56	32	17	16	15	12	11
		23	23	24	24	26	30	33	59	89	61	35	17	16	15	12	11
		23	24	24	25	29	37	47	77	89	66	37	19	16	15	12	11
		23	24	24	25	32	45	56	90	92	70	41	21	16	15	13	11
		23	24	24	29	39	55	68	95	91	70	43	23	16	15	13	11
		23	24	26	39	56	63	78	96	90	78	51	26	16	15	13	11
		24	26	32	51	62	63	79	93	83	74	59	29	17	15	13	11
		25	30	37	54	54	56	71	83	73	63	57	31	18	15	13	11
		25	36	44	57	50	49	68	78	71	61	55	36	20	15	13	11
Diverge to Express Lanes		26	34	42	47	41	40	52	57	52	48	43	30	19	15	13	11
Diverge to San Jose Boulevard		35	39	49	51	40	40	55	59	51	46	36	24	21	19	16	14
Between San Jose Boulevard On/Off Ramps		49	48	71	73	66	54	76	78	73	64	48	23	19	17	16	14
Merge from San Jose Boulevard Southbound		54	50	63	67	63	59	63	64	62	59	47	27	17	14	13	11
Between San Jose Boulevard On Ramps		72	68	79	80	80	82	77	77	76	76	63	38	23	19	17	15
Merge from San Jose Boulevard Northbound		65	59	66	66	67	69	64	66	63	63	52	33	22	17	15	13
Between San Jose Boulevard and Old St. Augustine Road		58	56	58	59	59	58	57	57	57	57	52	38	28	23	20	17
		39	42	43	42	42	42	42	41	41	39	40	34	27	23	20	18
		37	41	43	42	41	43	42	42	40	38	38	35	28	23	20	18
Diverge to Old St. Augustine Road		34	37	35	35	36	37	35	35	35	36	35	31	26	23	20	18
Between Old St. Augustine Road Off/On Ramps		23	23	23	23	22	23	23	23	23	23	23	21	19	18	16	14
		23	23	23	23	22	22	23	23	23	23	23	21	19	18	16	14
Merge from Old St. Augustine Road		22	22	22	22	21	21	22	22	21	21	20	19	17	16	15	13
Merge from Express Lanes		20	20	20	21	21	21	20	19	20	20	20	18	15	13	12	10
Between Express Lanes Egress and I-95		20	20	20	21	21	21	20	19	20	20	20	18	15	14	12	10
		20	21	21	22	22	22	21	20	21	21	21	18	15	14	12	10
Diverge to Northbound I-95		21	22	21	22	23	23	22	20	21	21	21	19	15	14	12	10
Between I-95 Ramps		16	17	16	17	18	17	17	15	16	16	16	15	12	11	9	8
		20	21	20	21	21	21	20	19	20	20	20	18	15	14	12	10
Diverge to Southbound I-95		20	21	20	21	21	21	21	19	20	21	20	18	15	14	12	10
Between I-95 Off/On Ramps		17	17	17	17	18	17	17	15	17	17	17	15	13	11	10	8
		17	17	17	17	18	18	17	16	17	17	17	16	13	11	10	8
		17	17	17	17	18	18	17	16	17	17	17	16	13	11	10	8
Merge from I-95		15	15	15	16	16	17	16	15	16	15	15	14	12	10	9	8
Diverge to Philips Highway		17	18	17	18	19	21	18	17	18	18	17	15	13	11	10	8
Between Philips Highway On/Off Ramps		11	12	12	12	12	12	12	11	12	12	11	11	9	8	7	6
Merge from Philips Highway		10	10	11	11	11	11	11	10	11	11	10	9	8	7	7	6
East of Philips Highway		13	14	14	14	15	15	14	14	14	14	13	13	11	10	9	8
		13	14	14	14	15	15	14	13	14	14	13	13	11	10	9	8
		13	14	14	14	15	15	14	13	14	14	13	13	11	10	9	8
		13	14	14	14	15	15	14	14	14	14	13	13	11	10	9	8
		13	14	14	14	15	15	14	14	14	14	13	13	11	10	9	8

I-295 Westbound

Location	Layout	Density (veh/mi/ln)															
	Westbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
East of Philips Highway	Direction of Travel	14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	6
		14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	6
		14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	7
		14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	7
		14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	7
Diverge to Philips Highway		10	10	10	11	11	11	11	11	9	9	8	7	7	7	5	5
Between Philips Highway On/Off Ramps		11	11	11	11	12	12	12	12	10	9	9	8	8	7	6	5
Merge from Philips Highway		11	11	11	11	12	11	12	12	10	10	9	8	8	7	6	5
Diverge to Northbound I-95		10	11	11	11	11	11	11	11	10	9	8	8	7	7	6	5
Between I-95 Off Ramps		12	13	13	13	13	13	13	14	12	11	10	9	9	8	7	6
		12	13	13	13	13	13	13	14	12	11	10	9	9	8	7	6
Diverge to Southbound I-95		9	10	10	10	10	10	10	10	9	8	8	7	7	6	5	5
Diverge to Express Lanes		11	11	11	12	12	12	12	12	11	10	9	8	8	7	6	5
Between EL Ingress and I-95 On Ramp		13	14	14	14	14	14	14	14	13	11	11	10	10	9	7	7
Merge from I-95		13	14	14	14	14	14	14	14	14	12	11	10	10	9	8	7
Between I-95 and EL Ingress		13	14	14	14	14	14	14	14	14	12	11	10	10	9	8	7
Diverge to Express Lanes		13	14	14	14	14	14	14	15	14	12	11	10	10	9	8	7
Between EL Ingress and Old St. Augustine Road		16	17	17	17	17	18	17	17	16	14	14	13	12	11	10	9
		16	17	17	17	17	18	17	17	16	15	14	13	12	12	10	9
Diverge to Old St. Augustine Road		16	17	17	17	17	18	18	18	17	15	14	13	12	12	10	9
Between Old St. Augustine Road On/Off Ramps		18	19	19	19	20	20	25	26	23	16	15	14	14	13	11	9
		23	25	25	27	30	38	49	56	48	21	20	19	18	17	14	12
Merge from Old St. Augustine Road		25	29	34	36	40	49	52	53	49	24	20	18	17	16	13	12
Between Old St. Augustine Road and San Jose Boulevard		32	36	38	37	41	41	40	42	41	30	26	24	23	22	18	16
		31	35	37	36	41	38	38	40	41	30	25	24	23	21	18	16
Diverge to San Jose Boulevard Northbound		30	33	34	33	35	35	35	35	35	29	26	24	23	21	19	16
Between San Jose Boulevard Off Ramps		27	28	29	28	29	30	30	29	29	25	23	21	21	19	17	14
Diverge to San Jose Boulevard Southbound		20	21	21	21	22	22	22	22	21	19	17	16	16	14	13	11
Between San Jose Boulevard Off Ramp and EL Egress		22	24	24	24	24	25	24	24	24	21	20	18	18	16	15	12
Merge from Express Lanes		17	18	18	18	18	19	19	19	19	17	15	13	13	12	11	9
Merge from San Jose Boulevard		16	17	18	18	18	19	19	19	19	16	15	13	13	12	10	9
West of San Jose Boulevard		19	20	21	20	21	21	21	22	21	19	17	15	15	14	12	10
		19	20	21	20	21	21	21	22	21	19	17	15	14	14	12	10
		19	20	21	20	21	21	22	22	21	19	17	15	14	14	12	10
		19	20	21	20	21	21	22	21	22	19	17	15	15	14	12	10
		19	20	21	20	21	21	22	21	22	19	17	15	15	14	12	10
		19	20	21	20	21	21	22	21	22	19	17	15	15	14	13	10
		19	20	21	21	21	21	22	21	22	19	17	15	15	14	12	10
		19	20	21	21	21	21	22	22	22	20	17	15	15	14	12	11
		19	20	21	21	21	21	22	22	22	20	17	16	15	14	12	11
		19	20	21	21	21	21	22	22	22	20	17	16	15	14	12	11

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Original Build Alternative – AM Peak Period Heat Maps	Figure 7-31
			Page 3 of 3

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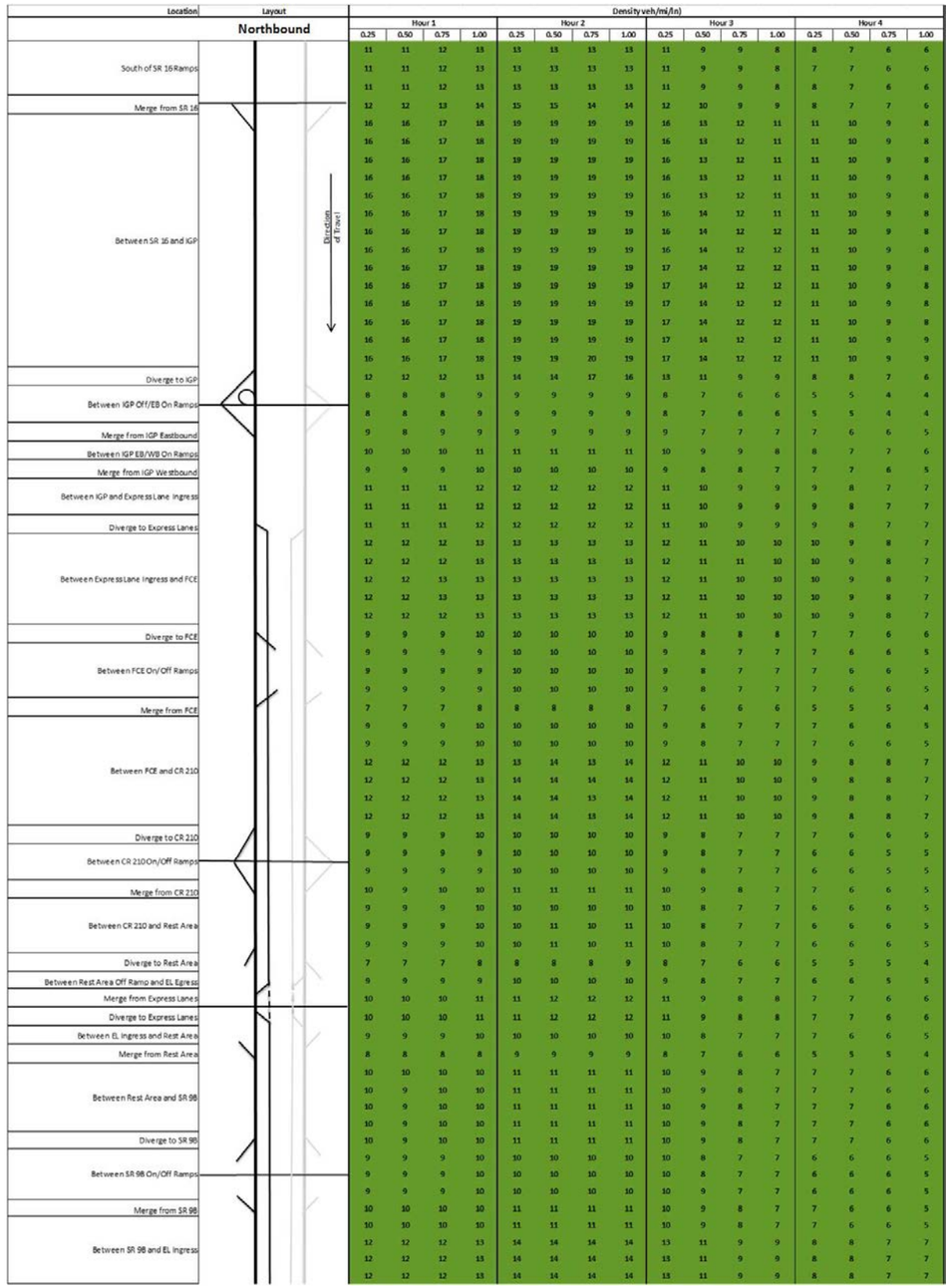
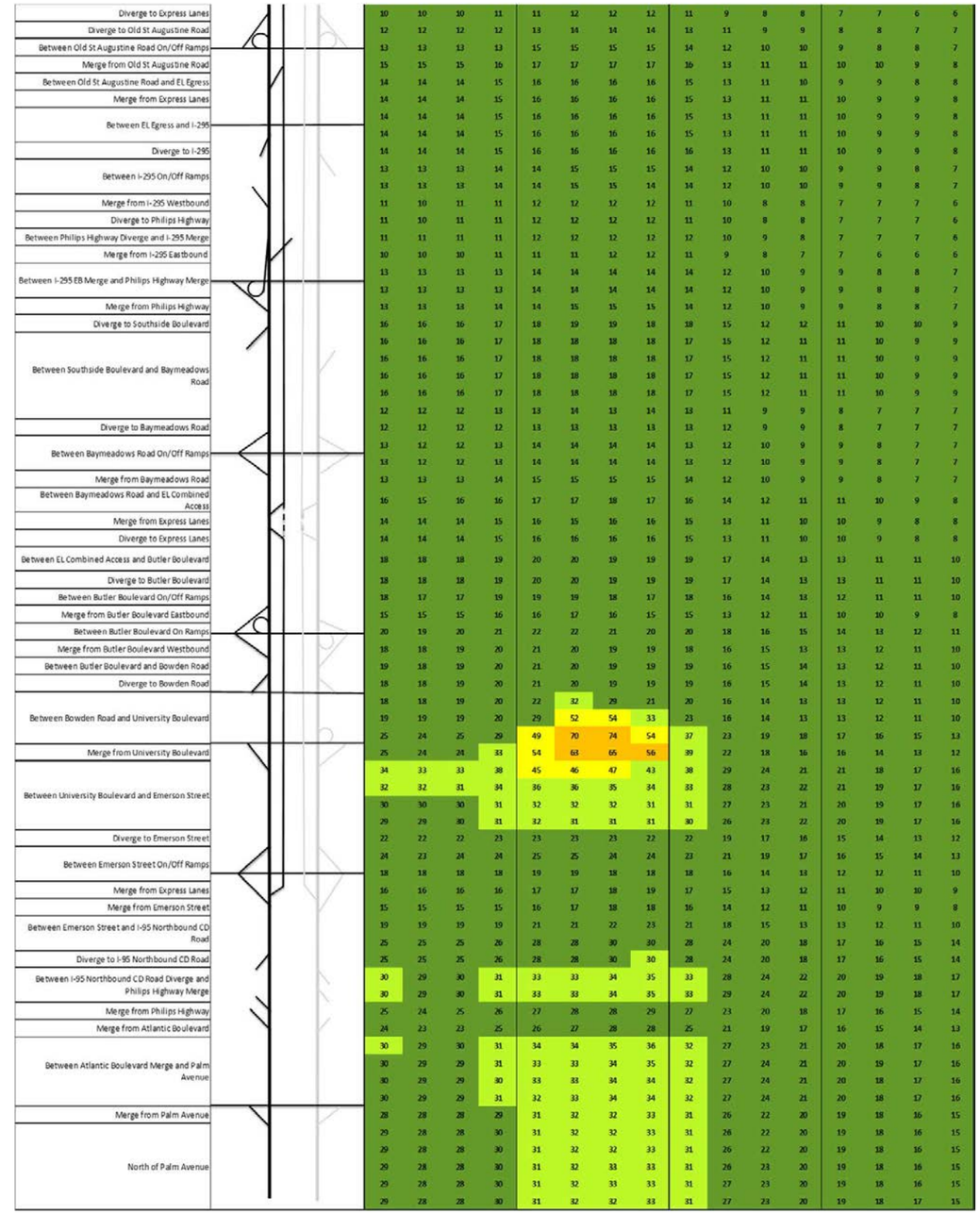
I-95 Northbound



Location	Layout	Density veh/mi/ln															
	Northbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
South of SR 16 Ramps		11	11	12	13	13	13	13	13	11	9	9	8	8	7	6	6
		11	11	12	13	13	13	13	13	11	9	9	8	7	7	6	6
		11	11	12	13	13	13	13	13	11	9	9	8	8	7	6	6
Merge from SR 16		12	12	13	14	15	15	14	14	12	10	9	9	8	7	7	6
Between SR 16 and IGP	Direction of Travel	16	16	17	18	19	19	19	19	16	13	12	11	11	10	9	8
		16	16	17	18	19	19	19	19	16	13	12	11	11	10	9	8
		16	16	17	18	19	19	19	19	16	13	12	11	11	10	9	8
		16	16	17	18	19	19	19	19	16	13	12	11	11	10	9	8
		16	16	17	18	19	19	19	19	16	13	12	11	11	10	9	8
		16	16	17	18	19	19	19	19	16	14	12	12	11	10	9	8
		16	16	17	18	19	19	19	19	16	14	12	12	11	10	9	8
		16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	8
		16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	8
		16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	8
		16	16	17	18	19	19	19	19	17	14	12	12	11	10	9	9
		16	16	17	18	19	19	20	19	17	14	12	12	11	10	9	9
Diverge to IGP		12	12	12	13	14	14	17	16	13	11	9	9	8	8	7	6
Between IGP Off/EB On Ramps		8	8	8	9	9	9	9	9	8	7	6	6	5	5	4	4
		8	8	8	9	9	9	9	9	8	7	6	6	5	5	4	4
Merge from IGP Eastbound		9	8	9	9	9	9	9	9	9	7	7	7	7	6	6	5
Between IGP EB/WB On Ramps		10	10	10	11	11	11	11	11	10	9	9	8	8	7	7	6
Merge from IGP Westbound		9	9	9	10	10	10	10	10	9	8	8	7	7	7	6	5
Between IGP and Express Lane Ingress		11	11	11	12	12	12	12	12	11	10	9	9	9	8	7	7
		11	11	11	12	12	12	12	12	11	10	9	9	9	8	7	7
Diverge to Express Lanes		11	11	11	12	12	12	12	12	11	10	9	9	9	8	7	7
Between Express Lane Ingress and FCE		12	12	12	13	13	13	13	13	12	11	10	10	10	9	8	7
		12	12	12	13	13	13	13	13	12	11	11	10	10	9	8	7
		12	12	13	13	13	13	13	13	12	11	10	10	10	9	8	7
		12	12	13	13	13	13	13	13	12	11	10	10	10	9	8	7
		12	12	12	13	13	13	13	13	12	11	10	10	10	9	8	7
Diverge to FCE		9	9	9	10	10	10	10	10	9	8	8	8	7	7	6	6
Between FCE On/Off Ramps		9	9	9	9	10	10	10	10	9	8	7	7	7	6	6	5
		9	9	9	9	10	10	10	10	9	8	7	7	7	6	6	5
		9	9	9	9	10	10	10	10	9	8	7	7	7	6	6	5
Merge from FCE		7	7	7	8	8	8	8	8	7	6	6	6	5	5	5	4
Between FCE and CR 210		9	9	9	10	10	10	10	10	9	8	7	7	7	6	6	5
		9	9	9	10	10	10	10	10	9	8	7	7	7	6	6	5
		12	12	12	13	13	14	13	14	12	11	10	10	9	8	8	7
		12	12	12	13	14	14	14	14	12	11	10	10	9	8	8	7
		12	12	12	13	14	14	13	14	12	11	10	10	9	8	8	7
		12	12	12	13	14	14	13	14	12	11	10	10	9	8	8	7
Diverge to CR 210		9	9	9	10	10	10	10	10	9	8	7	7	7	6	6	5
Between CR 210 On/Off Ramps		9	9	9	9	10	10	10	10	9	8	7	7	6	6	5	5
		9	9	9	9	10	10	10	10	9	8	7	7	6	6	5	5
Merge from CR 210		10	9	10	10	11	11	11	11	10	9	8	7	7	6	6	5
Between CR 210 and Rest Area		9	9	9	10	10	10	10	10	10	8	7	7	6	6	6	5
		9	9	9	10	10	11	10	11	10	8	7	7	6	6	6	5
		9	9	9	10	10	11	10	11	10	8	7	7	6	6	6	5
Diverge to Rest Area		7	7	7	8	8	8	8	9	8	7	6	6	5	5	5	4
Between Rest Area Off Ramp and EL Egress		9	9	9	9	10	10	10	10	9	8	7	7	6	6	5	5
Merge from Express Lanes		10	10	10	11	11	12	12	12	11	9	8	8	7	7	6	6
Diverge to Express Lanes		10	10	10	11	11	12	12	12	11	9	8	8	7	7	6	6
Between EL Ingress and Rest Area		9	9	9	10	10	10	10	10	10	8	7	7	7	6	6	5
Merge from Rest Area		8	8	8	8	9	9	9	9	8	7	6	6	5	5	5	4
Between Rest Area and SR 98		10	10	10	10	11	11	11	11	10	9	8	7	7	7	6	6
		10	9	10	10	11	11	11	11	10	9	8	7	7	7	6	6
		10	9	10	10	11	11	11	11	10	9	8	7	7	7	6	6
		10	9	10	10	11	11	11	11	10	9	8	7	7	7	6	6
Diverge to SR 98		10	9	10	10	11	11	11	11	10	9	8	7	7	7	6	6
Between SR 98 On/Off Ramps		9	9	9	10	10	10	10	10	10	8	7	7	6	6	6	5
		9	9	9	9	10	10	10	10	10	8	7	7	6	6	6	5
		9	9	9	10	10	10	10	10	10	9	7	7	6	6	6	5
Merge from SR 98		10	10	10	10	11	11	11	11	10	9	8	7	7	6	6	5
Between SR 98 and EL Ingress		10	10	10	10	11	11	11	11	10	9	8	7	7	6	6	5
		12	12	12	13	14	14	14	14	13	11	9	9	8	8	7	7
		12	12	12	13	14	14	14	14	13	11	9	9	8	8	7	7
		12	12	12	13	14	14	14	14	13	11	9	9	8	8	7	7



Location	Density veh/mi/ln															
Diverge to Express Lanes	10	10	10	11	11	12	12	12	11	9	8	8	7	7	6	6
Diverge to Old St Augustine Road	12	12	12	12	13	14	14	14	13	11	9	9	8	8	7	7
Between Old St Augustine Road On/Off Ramps	13	13	13	13	15	15	15	15	14	12	10	10	9	8	8	7
Merge from Old St Augustine Road	15	15	15	16	17	17	17	17	16	13	11	11	10	10	9	8
Between Old St Augustine Road and EL Egress	14	14	14	15	16	16	16	16	15	13	11	10	9	9	8	8
Merge from Express Lanes	14	14	14	15	16	16	16	16	15	13	11	11	10	9	9	8
Between EL Egress and I-295	14	14	14	15	16	16	16	16	15	13	11	11	10	9	9	8
	14	14	14	15	16	16	16	16	15	13	11	11	10	9	9	8
Diverge to I-295	14	14	14	15	16	16	16	16	16	13	11	11	10	9	9	8
Between I-295 On/Off Ramps	13	13	13	14	14	15	15	15	14	12	10	10	9	9	8	7
	13	13	13	14	14	15	15	14	14	12	10	10	9	9	8	7
Merge from I-295 Westbound	11	10	11	11	12	12	12	12	11	10	8	8	7	7	7	6
Diverge to Philips Highway	11	10	11	11	12	12	12	12	11	10	8	8	7	7	7	6
Between Philips Highway Diverge and I-295 Merge	11	11	11	11	12	12	12	12	12	10	9	8	7	7	7	6
Merge from I-295 Eastbound	10	10	10	11	11	11	12	12	11	9	8	7	7	6	6	6
Between I-295 EB Merge and Philips Highway Merge	13	13	13	13	14	14	14	14	14	12	10	9	9	8	8	7
	13	13	13	13	14	14	14	14	14	12	10	9	9	8	8	7
Merge from Philips Highway	13	13	13	14	14	15	15	15	14	12	10	9	9	8	8	7
Diverge to Southside Boulevard	16	16	16	17	18	19	19	18	18	15	12	12	11	10	10	9
Between Southside Boulevard and Baymeadows Road	16	16	16	17	18	18	18	18	17	15	12	11	11	10	9	9
	16	16	16	17	18	18	18	18	17	15	12	11	11	10	9	9
	16	16	16	17	18	18	18	18	17	15	12	11	11	10	9	9
	16	16	16	17	18	18	18	18	17	15	12	11	11	10	9	9
Diverge to Baymeadows Road	12	12	12	13	13	14	13	14	13	11	9	9	8	7	7	7
Between Baymeadows Road On/Off Ramps	12	12	12	12	13	13	13	13	13	12	9	9	8	7	7	7
	13	12	12	13	14	14	14	14	13	12	10	9	9	8	7	7
	13	12	12	13	14	14	14	14	13	12	10	9	9	8	7	7
Merge from Baymeadows Road	13	13	13	14	15	15	15	15	14	12	10	9	9	8	7	7
Between Baymeadows Road and EL Combined Access	16	15	16	16	17	17	18	17	16	14	12	11	11	10	9	8
Merge from Express Lanes	14	14	14	15	16	15	16	16	15	13	11	10	10	9	8	8
Diverge to Express Lanes	14	14	14	15	16	16	16	16	15	13	11	10	10	9	8	8
Between EL Combined Access and Butler Boulevard	18	18	18	19	20	20	19	19	19	17	14	13	13	11	11	10
Diverge to Butler Boulevard	18	18	18	19	20	20	19	19	19	17	14	13	13	11	11	10
Between Butler Boulevard On/Off Ramps	18	17	17	19	19	19	18	17	18	16	14	13	12	11	11	10
Merge from Butler Boulevard Eastbound	15	15	15	16	16	17	16	15	15	13	12	11	10	10	9	8
Between Butler Boulevard On Ramps	20	19	20	21	22	22	21	20	20	18	16	15	14	13	12	11
Merge from Butler Boulevard Westbound	18	18	19	20	21	20	19	19	18	16	15	13	13	12	11	10
Between Butler Boulevard and Bowden Road	19	18	19	20	21	20	19	19	19	16	15	14	13	12	11	10
Diverge to Bowden Road	18	18	19	20	21	20	19	19	19	16	15	14	13	12	11	10
Between Bowden Road and University Boulevard	18	18	19	20	22	32	29	21	20	16	14	13	13	12	11	10
	19	19	19	20	29	52	54	33	23	16	14	13	13	12	11	10
	25	24	25	29	49	70	74	54	37	23	19	18	17	16	15	13
Merge from University Boulevard	25	24	24	33	54	68	66	56	39	22	18	16	16	14	13	12
Between University Boulevard and Emerson Street	34	33	33	38	45	46	47	43	38	29	24	21	21	18	17	16
	32	32	31	34	36	36	35	34	33	28	23	22	21	19	17	16
	30	30	30	31	32	32	32	31	31	27	23	21	20	19	17	16
	29	29	30	31	32	31	31	31	30	26	23	22	20	19	17	16
Diverge to Emerson Street	22	22	22	23	23	23	23	22	22	19	17	16	15	14	13	12
Between Emerson Street On/Off Ramps	24	23	24	24	25	25	24	24	23	21	19	17	16	15	14	13
	18	18	18	18	19	19	18	18	18	16	14	13	12	12	11	10
Merge from Express Lanes	16	16	16	16	17	17	18	19	17	15	13	12	11	10	10	9
Merge from Emerson Street	15	15	15	15	16	17	18	18	16	14	12	11	10	9	9	8
Between Emerson Street and I-95 Northbound CD Road	19	19	19	19	21	21	22	23	21	18	15	13	13	12	11	10
	25	25	25	26	28	28	30	30	28	24	20	18	17	16	15	14
Diverge to I-95 Northbound CD Road	25	25	25	26	28	28	30	30	28	24	20	18	17	16	15	14
Between I-95 Northbound CD Road Diverge and Philips Highway Merge	30	29	30	31	33	33	34	35	33	28	24	22	20	19	18	17
	30	29	30	31	33	33	34	35	33	29	24	22	20	19	18	17
Merge from Philips Highway	25	24	25	26	27	28	28	29	27	23	20	18	17	16	15	14
Merge from Atlantic Boulevard	24	23	23	25	26	27	28	28	25	21	19	17	16	15	14	13
Between Atlantic Boulevard Merge and Palm Avenue	30	29	30	31	34	34	35	36	32	27	23	21	20	18	17	16
	30	29	29	31	33	33	34	35	32	27	24	21	20	19	17	16
	30	29	29	30	33	33	34	34	32	27	24	21	20	18	17	16
	30	29	29	31	32	33	34	34	32	27	24	21	20	18	17	16
Merge from Palm Avenue	28	28	28	29	31	32	32	33	31	26	22	20	19	18	16	15
North of Palm Avenue	29	28	28	30	31	32	32	33	31	26	22	20	19	18	16	15
	29	28	28	30	31	32	32	33	31	26	22	20	19	18	16	15
	29	28	28	30	31	32	33	33	31	26	23	20	19	18	16	15
	29	28	28	30	31	32	33	33	31	27	23	20	19	18	16	15
	29	28	28	30	31	32	32	33	31	27	23	20	19	18	17	15

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Period Heat Maps	Figure 7-32
			Page 1 of 3

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I-95 Southbound

Location	Density veh/mi/ln															
Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue	23	23	24	26	27	27	27	27	22	19	17	16	15	13	12	12
	23	24	24	27	27	27	27	27	23	19	17	16	15	13	12	12
	23	24	24	26	28	27	27	27	23	19	17	16	15	14	12	12
	24	24	25	27	28	28	28	28	23	19	17	16	15	14	13	12
Diverge to Palm Avenue	24	24	25	27	28	28	28	28	24	19	17	16	15	14	13	12
	24	24	25	27	29	29	29	28	24	19	17	16	15	14	13	12
Between Palm Avenue and I-95 Southbound CD	31	31	32	35	36	37	37	36	31	25	22	21	19	18	16	15
Diverge to I-95 Southbound CD	31	30	32	34	36	36	36	36	31	25	22	21	19	18	16	15
Between I-95 Southbound CD On/Off-Ramp	28	28	29	31	33	33	33	33	28	24	21	19	18	17	15	14
	28	28	29	31	33	33	33	33	29	24	21	19	18	17	15	14
	28	28	29	31	33	33	33	33	29	23	21	19	18	16	15	14
	21	21	21	23	24	24	24	24	21	17	16	14	13	12	11	10
Merge from I-95 Southbound CD	20	20	21	22	23	23	23	23	21	17	15	14	13	12	11	10
Merge from Philips Highway	18	18	19	20	21	21	21	21	19	15	14	12	12	11	10	9
Between Philips Highway and Emerson/EL Ingress	21	21	22	24	25	25	25	25	22	18	16	15	14	13	12	11
	21	21	22	23	25	25	25	25	22	18	16	15	14	13	12	11
	19	19	20	21	22	22	22	22	20	17	15	13	12	12	11	10
Diverge to Emerson St and Express Lanes	15	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
Between Emerson St On/Off Ramps	17	17	18	19	20	21	20	18	17	15	13	12	11	11	10	9
	17	17	18	19	24	42	34	24	18	15	13	12	11	11	10	9
Merge from Emerson St	17	17	17	18	31	63	57	38	24	14	13	12	11	10	9	9
Between Emerson Street and University Boulevard	23	24	24	26	46	65	61	46	35	18	16	15	14	13	12	11
	24	26	26	28	44	48	46	39	33	19	17	15	14	13	12	11
	30	31	31	34	39	39	38	38	34	25	22	20	18	17	16	15
Diverge to University Boulevard Westbound	30	30	31	35	37	35	36	37	32	25	22	20	18	17	16	15
	30	30	30	33	34	33	34	33	31	25	22	20	18	17	16	15
Between University Boulevard Off Ramps	26	26	26	27	28	28	27	27	26	22	19	18	16	15	14	13
Diverge to University Boulevard Eastbound	19	19	19	20	21	21	20	20	20	17	15	13	12	12	11	10
Between University Boulevard and Bowden Road	23	23	23	24	25	25	24	24	23	20	17	16	15	14	13	12
	23	23	23	24	25	25	24	24	24	20	18	16	15	14	13	12
	17	17	17	18	18	19	18	18	17	15	13	12	11	10	10	9
Merge from Bowden Road	18	19	19	20	20	20	20	20	19	16	14	13	12	11	10	10
Merge from Express Lanes	17	17	17	18	19	19	20	20	18	15	13	12	11	10	10	9
Between EL Egress and Butler Boulevard	17	17	18	18	19	20	20	20	19	15	13	12	11	10	10	9
Diverge to Butler Boulevard	17	17	18	18	19	20	20	20	19	15	13	12	11	11	10	9
Between Butler Boulevard On/Off Ramps	17	17	17	18	18	19	19	19	18	15	13	12	11	10	9	9
	17	17	17	18	19	19	20	20	19	15	13	12	11	10	10	9
	17	17	17	18	19	19	20	20	19	16	13	12	11	10	10	9
Merge from Butler Boulevard	18	17	18	19	19	20	20	21	19	15	13	12	11	10	10	9
Between Butler Boulevard and EL Combined Access	22	22	22	23	24	25	25	26	23	19	17	15	14	13	12	11
Merge from Express Lanes	17	16	17	17	18	19	19	19	18	15	13	12	11	10	9	9
Diverge to Express Lanes	17	16	17	17	18	18	19	19	18	15	13	12	11	10	9	9
Between EL Combined Access and Baymeadows Road	19	19	19	20	21	21	22	22	20	17	14	14	12	12	11	10
Diverge to Baymeadows Road	19	19	19	20	21	21	22	22	21	17	14	14	12	12	11	10
Between Baymeadows Road On/Off Ramps	19	18	19	20	21	21	21	22	20	16	14	13	12	12	11	10
	19	18	19	20	21	21	21	22	24	18	14	13	12	12	11	10
Merge from Baymeadows Road	15	14	15	15	16	17	19	23	30	14	11	10	9	9	8	8
Between Baymeadows Road and I-295	19	18	19	20	21	22	27	38	46	21	14	13	12	11	10	10
	25	24	25	26	29	34	45	54	54	32	19	17	16	15	14	13
	26	25	26	28	31	31	34	36	33	26	19	17	16	15	14	13
Diverge to I-95 Southbound CD Road	25	25	25	26	28	28	29	30	28	24	19	17	16	15	14	13
Between I-95 Southbound CD Road On/Off Ramps	17	16	17	18	19	19	19	19	18	16	13	12	11	11	9	9
	17	16	17	18	19	19	19	19	18	16	13	12	11	10	10	9
	17	16	17	18	19	19	19	19	18	16	13	12	11	10	10	9
	17	16	17	18	18	19	19	19	18	16	13	12	11	11	10	9
	17	16	17	18	18	19	19	19	19	16	13	12	11	11	10	9
	17	16	17	18	19	19	19	19	19	16	13	12	11	11	10	9
	17	16	17	18	19	19	19	19	19	16	13	12	12	11	10	9
	17	17	17	18	19	19	19	19	19	17	13	12	12	11	10	9
	17	17	17	18	19	19	19	19	19	17	13	12	12	11	10	9
Merge from I-95 Southbound CD Road	19	19	19	20	21	21	21	22	21	18	15	14	13	12	11	10
Between I-95 Southbound CD Road Merge and EL Ingress	20	19	20	21	22	22	22	23	22	19	15	14	13	12	11	10
	20	20	20	21	22	23	23	23	23	19	15	15	14	12	11	10
	25	24	25	25	27	27	28	28	27	24	19	18	17	15	14	13
Diverge to Express Lanes	20	19	20	21	22	22	22	23	22	19	15	15	13	12	11	10
Diverge to Old St Augustine Road	24	22	23	24	25	26	26	26	25	23	18	17	16	15	13	12
Between Old St Augustine Road On/Off Ramps	23	22	22	23	24	24	25	25	25	21	17	16	15	14	13	12
Merge from Old St Augustine Road	19	18	19	20	21	21	21	21	21	18	15	14	13	12	11	10

Location	Density veh/mi/ln															
Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
Between Old St Augustine Road and EL Egress	19	18	19	19	20	20	21	21	20	18	14	14	13	12	11	10
	18	17	18	18	19	20	20	20	19	17	14	13	12	11	10	10
Merge from Express Lanes	18	17	18	19	19	20	20	20	20	17	14	13	12	11	10	9
Between EL Egress and SR 9B	18	17	18	19	20	20	20	21	20	18	14	13	12	11	10	10
Diverge to SR 9B	18	18	18	19	20	20	21	21	21	18	14	13	12	11	10	10
Between SR 9B On/Off Ramps	18	17	18	19	20	20	20	21	20	18	15	13	12	12	10	10
	18	17	18	19	20	20	20	21	20	18	15	13	12	12	10	10
	18	17	18	19	20	20	20	21	20	18	15	14	12	12	10	10
Merge from SR 9B	14	14	15	15	16	16	16	17	16	14	11	11	10	9	8	8
Between SR 9B and Rest Area	15	14	15	15	16	16	17	17	16	14	11	11	10	9	8	8
	19	18	19	20	22	22	23	23	22	18	15	14	12	11	10	10
	19	18	19	20	21	22	22	23	22	18	15	14	12	11	10	10
	25	24	25	26	28	28	29	30	28	24	19	18	17	15	14	13
Diverge to Rest Area	18	18	18	19	20	21	21	22	21	18	15	13	12	11	10	10
Between Rest Area Diverge and EL Combined Access	24	23	23	25	26	26	27	27	26	23	19	17	16	14	13	12
Merge from Express Lanes	17	16	17	18	18	19	19	19	19	16	14	12	12	10	10	9
Diverge to Express Lanes	17	16	17	18	18	19	19	19	19	17	14	12	12	11	10	9
Between EL Combined Access and Rest Area Merge	22	21	22	23	24	24	25	25	24	22	18	16	15	14	13	12
Merge from Rest Area	17	17	17	18	19	19	20	20	19	17	14	12	12	11	10	9
Between Rest Area and CR 210	23	22	23	24	25	26	27	27	26	23	19	17	16	14	13	12
	23	23	23	24	26	26	27	27	26	23	19	17	16	14	13	12
	17	16	17	18	18	18	19	19	19	17	14	12	12	11	10	9
	13	13	13	14	14	15	15	15	15	13	11	10	9	9	8	7
	13	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7
Diverge to CR 210	13	13	13	14	15	15	15	15	15	13	11	10	9	9	8	7
Between CR 210 On/Off Ramps	18	17	18	19	19	20	20	20	20	18	15	13	12	11	10	10
	18	17	18	19	19	20	20	20	20	18	15	13	12	11	10	9
Merge from CR 210	17	17	17	19	19	20	20	21	19	17	14	13	12	11	10	9
Between CR 210 and FCE	23	23	23	25	26	27	27	28	26	23	18	17	15	14	13	12
	23	22	22	24	25	25	26	26	25	22	18	16	15	14	13	12
	22	22	22	23	25	25	26	26	25	22	18	16	15	14	12	12
	23	22	23	24	25	25	26	26	25	22	19	17	16	14	13	12
	17	16	17	17	18	18	19	19	18	16	14	12	12	11	10	9
Diverge to FCE	16	16	16	17	18	18	18	19	18	16	14	12	12	10	10	9
Between FCE On/Off Ramps	16	15	15	17	17	18	17	18	17	15	13	12	11	10	9	8
	16	15	16	17	17	18	18	18	17	16	13	12	11	10	9	8
	16	15	15	17	17	18	18	18	17	16	13	12	11	10	9	8
Merge from FCE	15	15	15	16	16	17	17	17	16	14	12	11	10	9	9	8
Between FCE and Express Lane Merge	20	20	20	21	22	23	23	23	22	19	16	14	13	12	11	10
	20	19	19	21	22	22	23	23	22	19	16	14	13	12	11	10
	20	19	19	21	22	22	23	22	21	19	16	14	14	12	12	10
	20	19	19	21	21	22	23	23	21	19	16	14	14	12	12	10
	20	19	19	21	21	22	22	23	21	19	16	14	14	12	12	10
Merge from Express Lanes	14	14	14	15	15	16	16	16	16	14	12	11	10	9	8	8
Between EL Egress and IGP	14	14	14	15	16	16	16	17	16	14	12	11	10	9	8	8
Diverge to IGP	12	12	12	12	13	13	13	14	13	12	10	9	8	8	7	6
	12	11	11	12	13	13	13	15	17	12	10	9	8	8	7	6
	10	9	9	10	10	11	11	11	11	10	8	7	7	6	6	5
Between IGP On/Off Ramps	12	12	12	12	13	13	14	14	13	12	10	9	8	8	7	6
	12	12	12	12	13	14	14	14	13	12	10	9	8	8	7	6
	17	16	16	16	18	18	19	18	18	16	14	12	11	11	9	9
Merge from IGP	15	14	15	15	16	16	16	16	16	15	13	12	11	10	9	8
Between IGP and SR 16	20	19	20	20	21	21	22	22	21	20	18	16	15	14	13	11
	20	19	20	20	21	21	22	22	21	20	18	16	15	14	13	11
	20	19	20	20	21	21	22	22	21	20	17	16	15	14	13	11
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	20	20	20	20	21	21	22	22	21	20	18	16	15	14	13	12
	20	19	20	20	21	21	22	22	21	20	18	16	15	14	13	12
	21	20	20	20	21	21	22	22	22	21	18	16	15	14	13	12
	20	20	20	20	21	22	22	22	22	21	18	16	15	14	13	12
Diverge to SR 16	21	20	20	21	21	22	23	23	23	21	19	16	16	14	13	12
South of SR 16	14	13	13	14	14	15	15	15	15	14	13	11	11	10	9	8
	14	13	13	14	14	15	15	15	15	14	13	11	10	10	9	8
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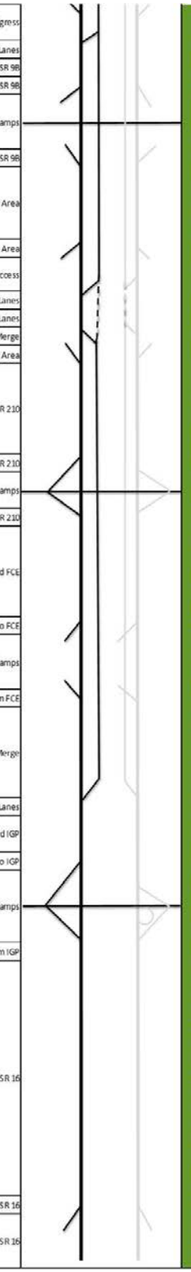

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Original Build Alternative – PM Peak Period Heat Maps	Figure 7-32
			Page 2 of 3

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I-295 Eastbound

Location	Layout: Eastbound	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
West of San Jose Boulevard	Direction of Travel	18	19	19	21	22	22	22	22	18	15	14	13	12	11	10	10
		18	19	19	21	22	22	22	22	18	15	14	13	12	11	10	10
		19	19	20	21	22	22	22	22	19	15	14	13	12	11	10	10
		19	19	20	21	22	22	22	22	19	15	14	13	12	11	10	10
		19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
		19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
		19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
		19	19	20	21	22	22	23	26	21	16	14	13	12	11	10	10
		19	19	20	22	23	25	28	29	23	16	14	13	12	11	10	10
		19	19	20	22	24	33	35	31	24	16	14	13	12	11	10	10
Diverge to Express Lanes		20	20	21	23	26	32	35	29	23	16	14	13	12	11	10	10
Diverge to San Jose Boulevard		25	25	26	29	31	32	33	29	25	20	18	17	16	14	13	13
Between San Jose Boulevard On/Off Ramps		22	22	23	25	26	43	49	33	22	18	16	15	14	13	12	12
Merge from San Jose Boulevard Southbound		19	19	19	22	29	50	52	38	21	15	14	13	12	11	10	10
Between San Jose Boulevard On Ramps		25	25	26	31	50	66	70	53	28	20	18	17	16	14	14	13
Merge from San Jose Boulevard Northbound		22	22	23	30	48	56	57	47	27	18	16	15	14	12	12	11
Between San Jose Boulevard and Old St. Augustine Road		31	30	31	39	53	55	54	50	34	24	22	20	19	17	16	15
		30	30	31	35	40	39	40	39	31	24	22	20	19	17	16	15
		30	29	30	34	38	37	37	39	31	24	22	20	19	17	16	15
Diverge to Old St. Augustine Road		30	29	31	33	35	34	34	34	30	24	22	20	19	17	16	15
Between Old St. Augustine Road Off/On Ramps		22	22	23	24	25	24	24	23	21	19	17	16	15	13	13	12
		22	22	23	24	25	24	23	23	21	19	17	16	15	13	13	12
Merge from Old St. Augustine Road		20	19	20	21	21	21	20	20	19	16	15	14	13	12	11	10
Merge from Express Lanes		16	16	16	17	17	17	18	18	17	14	12	11	10	10	9	8
Between Express Lanes Egress and I-95		16	16	16	17	18	17	18	19	17	14	12	11	10	10	9	8
		16	16	16	17	18	18	18	19	17	14	12	11	10	10	9	8
Diverge to Northbound I-95		16	16	16	17	18	18	19	19	18	14	12	11	11	10	9	8
Between I-95 Ramps		15	14	15	15	16	16	17	17	16	13	11	10	9	9	8	7
		18	18	18	19	20	20	20	21	20	16	14	13	12	11	10	9
Diverge to Southbound I-95		18	18	18	19	20	20	21	23	22	16	14	13	12	11	10	9
Between I-95 Off/On Ramps		12	11	12	13	13	13	13	14	13	11	9	9	8	7	7	6
		12	12	12	13	13	13	13	14	13	11	9	9	8	7	7	6
		12	12	12	13	13	13	13	14	13	11	9	9	8	7	7	6
Merge from I-95		11	11	11	12	12	12	12	13	12	10	9	8	7	7	6	6
Diverge to Philips Highway		12	11	11	12	13	13	13	13	11	11	9	8	8	7	7	6
Between Philips Highway On/Off Ramps		10	10	10	11	11	11	11	12	11	10	8	8	7	7	6	5
Merge from Philips Highway		10	9	10	10	11	11	11	11	11	9	7	7	6	6	6	5
East of Philips Highway		13	13	13	14	14	14	15	15	14	12	10	9	8	8	7	7
		13	13	13	14	14	14	14	15	14	12	10	9	8	8	7	7
		13	13	13	14	14	14	14	15	14	12	10	9	9	8	7	7
		13	13	13	14	14	14	14	15	14	12	10	9	9	8	7	7
		13	13	13	14	14	14	14	15	14	12	10	10	9	8	7	7

I-295 Westbound

Location	Layout: Westbound	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
East of Philips Highway	Direction of Travel	13	13	14	15	15	15	16	16	13	11	10	9	9	8	7	7
		13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
		13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
		13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
		13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
Diverge to Philips Highway		10	10	10	11	12	12	12	12	10	8	7	7	7	6	5	5
Between Philips Highway On/Off Ramps		11	11	12	12	13	13	13	13	11	9	8	8	7	7	6	6
Merge from Philips Highway		13	13	14	15	15	15	16	16	14	12	10	9	9	8	8	7
Diverge to Northbound I-95		13	12	13	14	14	15	15	15	13	11	9	9	8	8	7	7
Between I-95 Off Ramps		16	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
		16	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
Diverge to Southbound I-95		12	12	12	13	13	14	14	14	12	10	9	8	8	7	7	6
Diverge to Express Lanes		14	14	14	15	16	16	16	16	14	12	11	9	9	8	8	7
Between EL Ingress and I-95 On Ramp		15	14	16	18	18	16	14	17	15	12	11	12	11	10	9	9
Merge from I-95		15	14	15	16	16	16	15	16	15	14	12	11	11	10	9	8
Between I-95 and EL Ingress		15	15	15	16	16	16	17	17	16	14	12	11	11	10	9	8
Diverge to Express Lanes		15	15	15	16	16	16	19	17	16	15	12	11	11	10	9	8
Between EL Ingress and Old St. Augustine Road		17	16	18	20	20	21	16	18	21	18	13	14	13	12	11	10
		18	16	18	20	31	46	19	19	38	23	13	14	13	12	11	10
Diverge to Old St. Augustine Road		29	17	18	23	58	78	43	26	48	33	13	14	13	12	11	10
Between Old St. Augustine Road On/Off Ramps		55	23	19	34	74	82	68	45	56	41	14	15	14	13	12	11
		78	46	29	56	83	84	83	68	69	50	19	20	19	17	16	15
Merge from Old St. Augustine Road		59	46	37	54	60	61	64	58	55	47	20	19	18	17	15	14
Between Old St. Augustine Road and San Jose Boulevard		39	38	36	40	41	42	45	46	42	37	25	25	24	22	20	18
		37	38	34	38	38	40	42	46	41	36	25	25	24	22	20	18
Diverge to San Jose Boulevard Northbound		34	34	32	34	34	34	35	36	35	34	25	25	24	22	20	18
Between San Jose Boulevard Off Ramps		31	30	29	30	31	30	29	30	30	29	23	23	23	21	19	17
Diverge to San Jose Boulevard Southbound		23	22	22	22	23	22	22	22	22	22	17	17	17	16	14	13
Between San Jose Boulevard Off Ramp and EL Egress		25	24	24	25	25	24	23	24	24	24	19	19	19	18	16	15
Merge from Express Lanes		20	21	20	20	20	22	23	22	21	21	17	15	14	13	12	11
Merge from San Jose Boulevard		20	20	19	20	20	21	22	22	21	20	16	14	13	12	11	10
West of San Jose Boulevard		22	23	22	22	23	24	25	25	23	22	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	23	23	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	23	23	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	23	23	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	23	23	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	23	23	18	16	15	14	13	12
		22	23	22	22	23	24	25	25	24	23	19	16	15	14	13	12
		22	23	22	22	23	24	25	25	24	23	19	16	15	14	13	12
		22	23	22	22	23	24	25	25	24	23	19	16	15	14	13	12
		22	23	22	22	23	24	25	25	24	23	19	16	15	14	13	12

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Original Build Alternative – PM Peak Period Heat Maps	Figure 7-32
			Page 3 of 3

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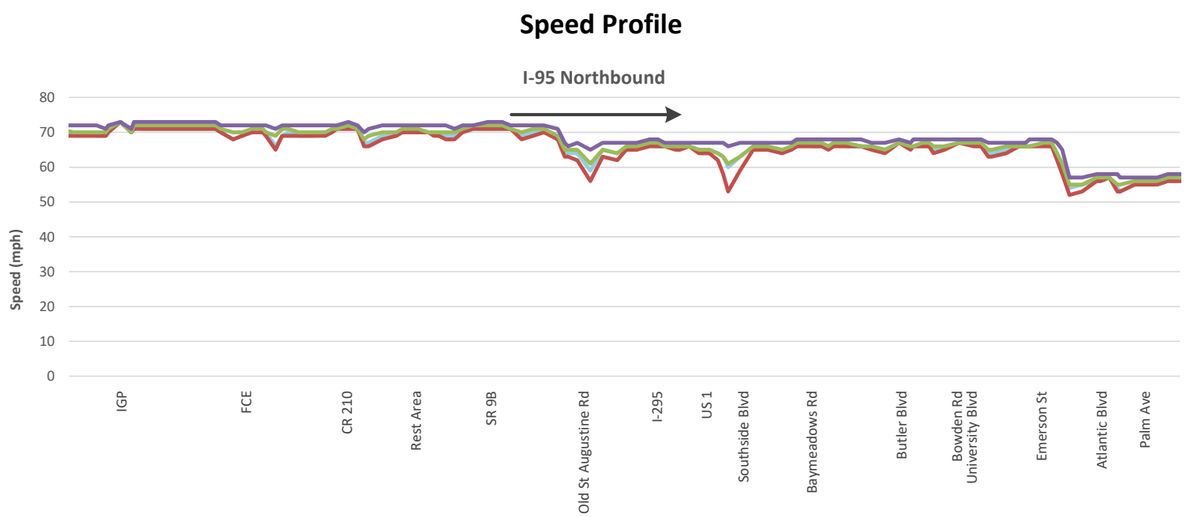

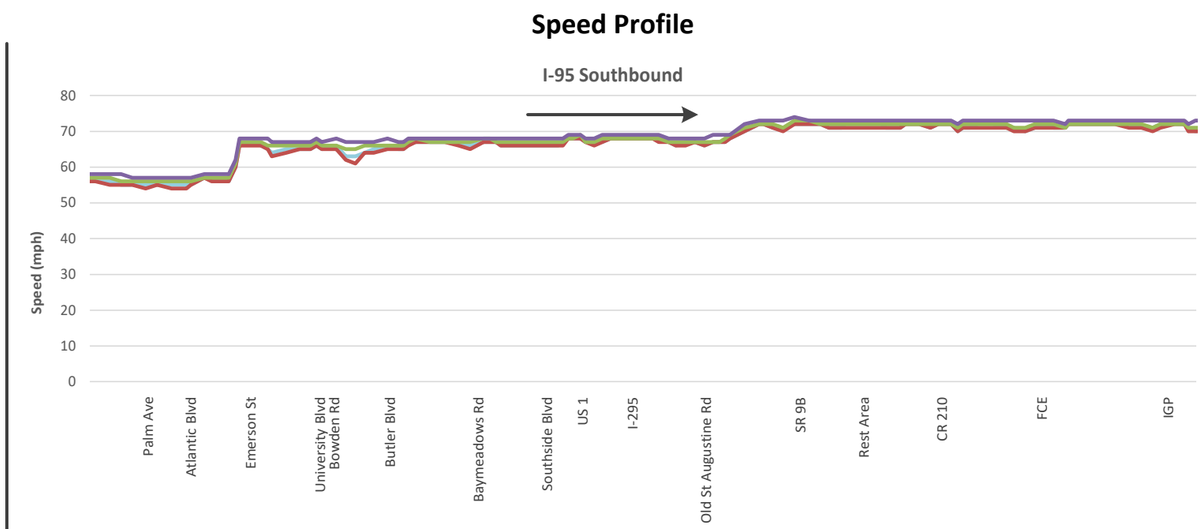

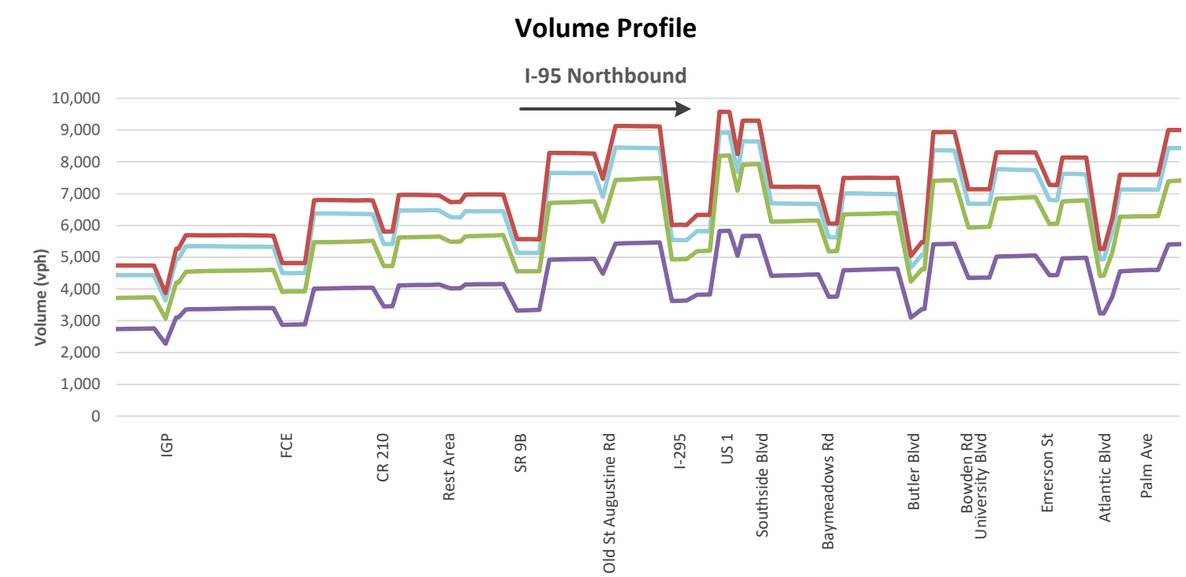

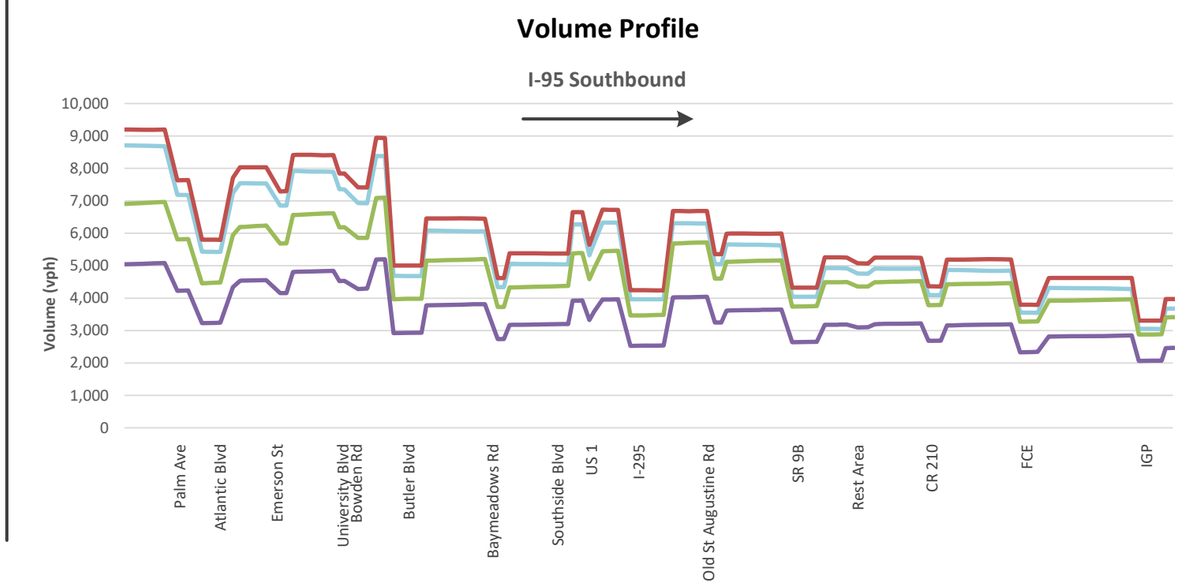

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-33
			Page 1 of 2

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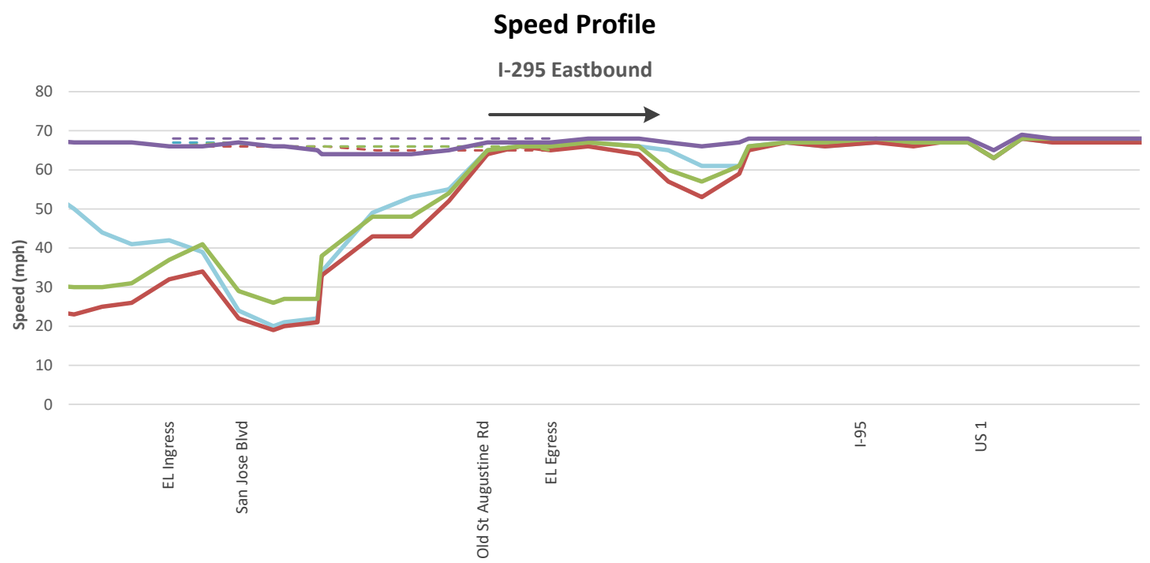

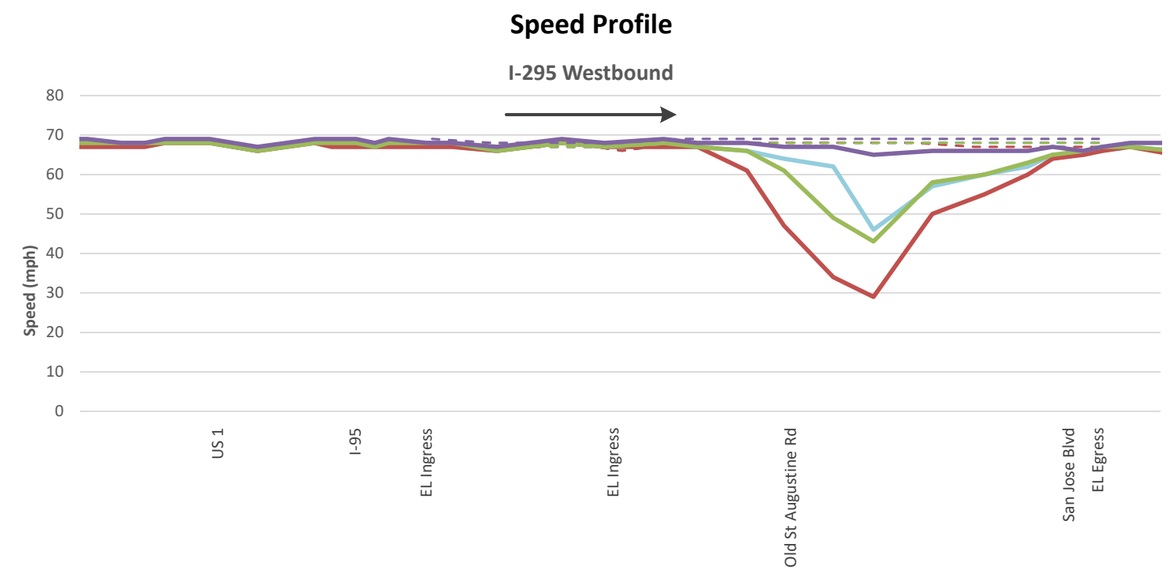

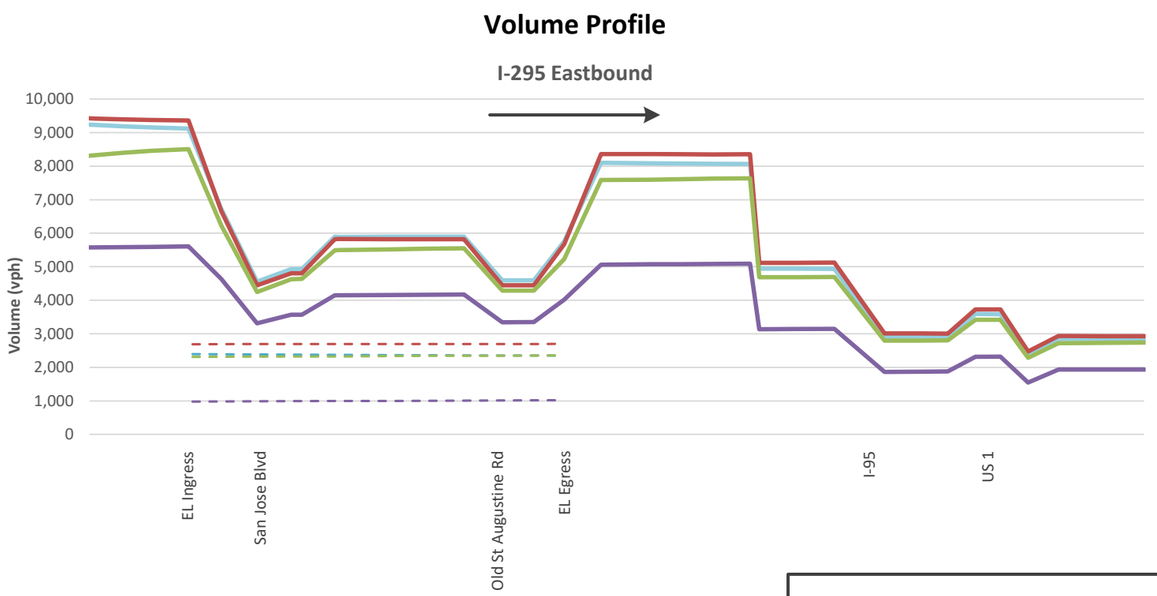

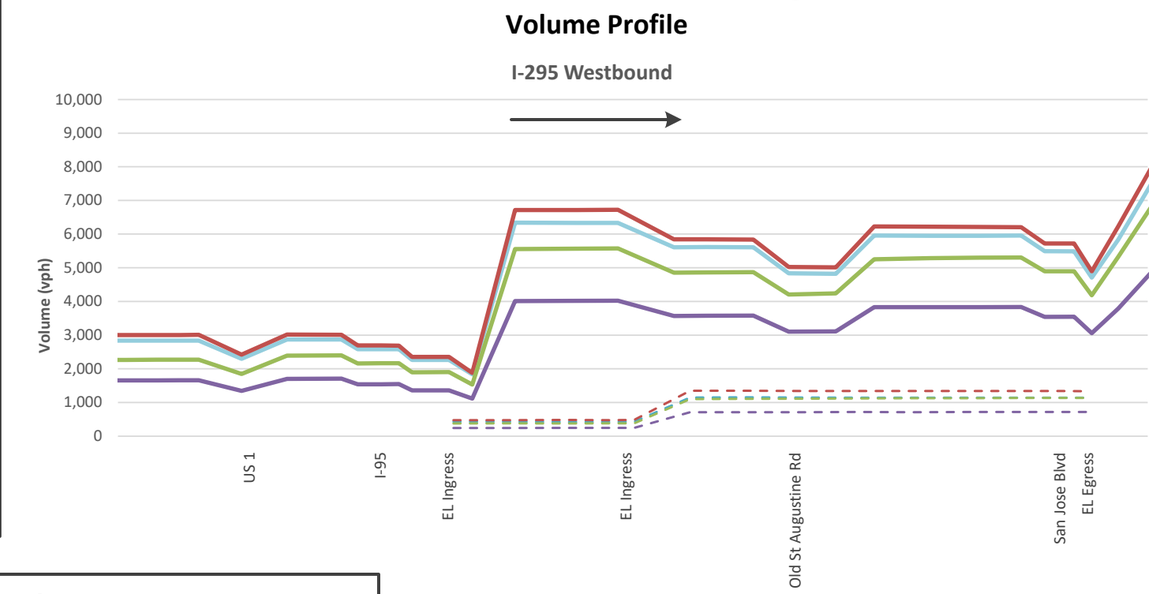

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – AM Peak Period Speed and Volume Profiles	Figure 7-33
			Page 2 of 2

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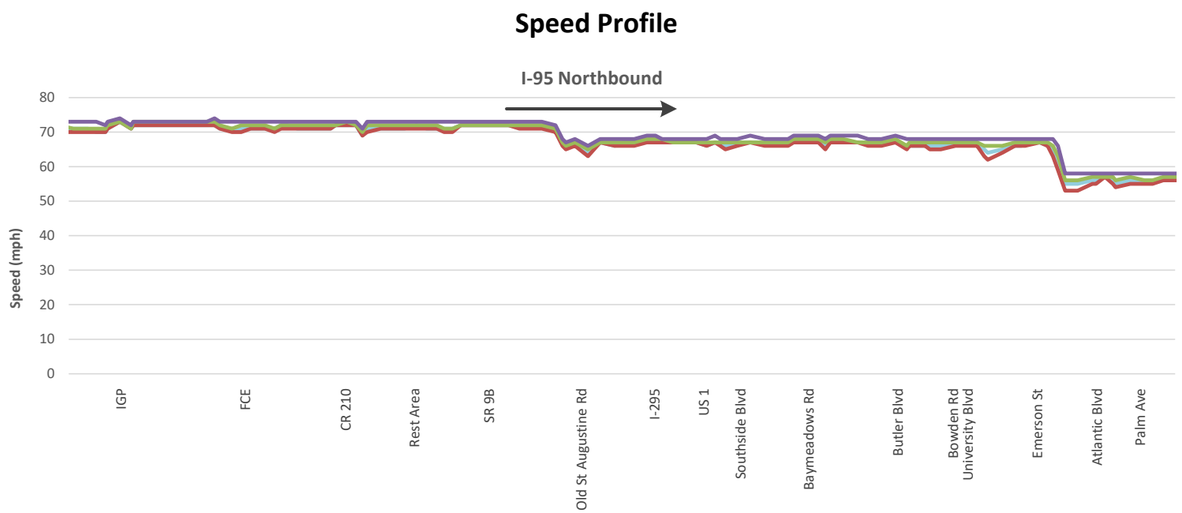

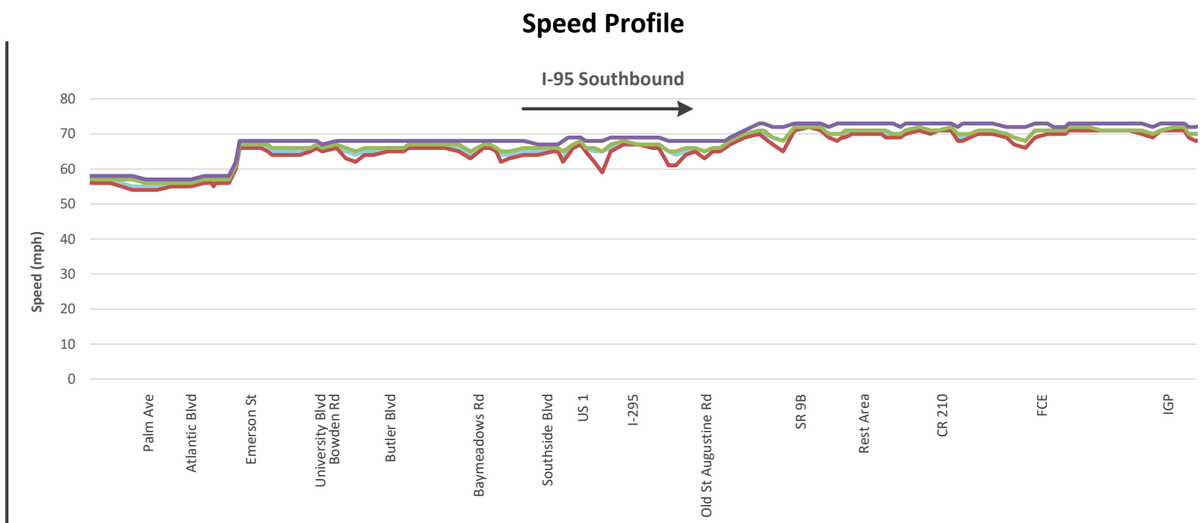

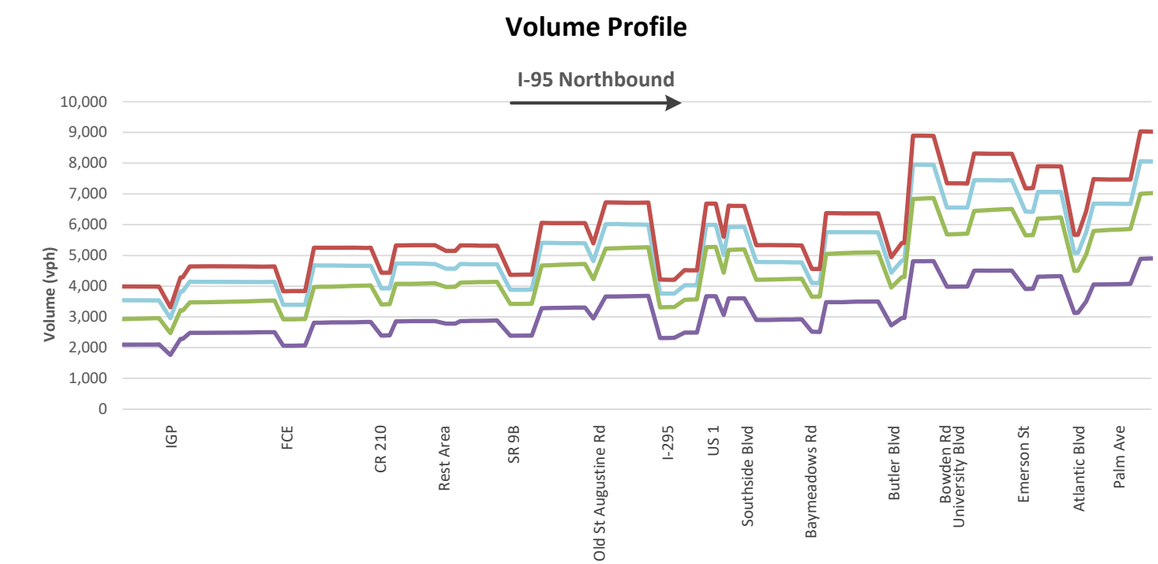

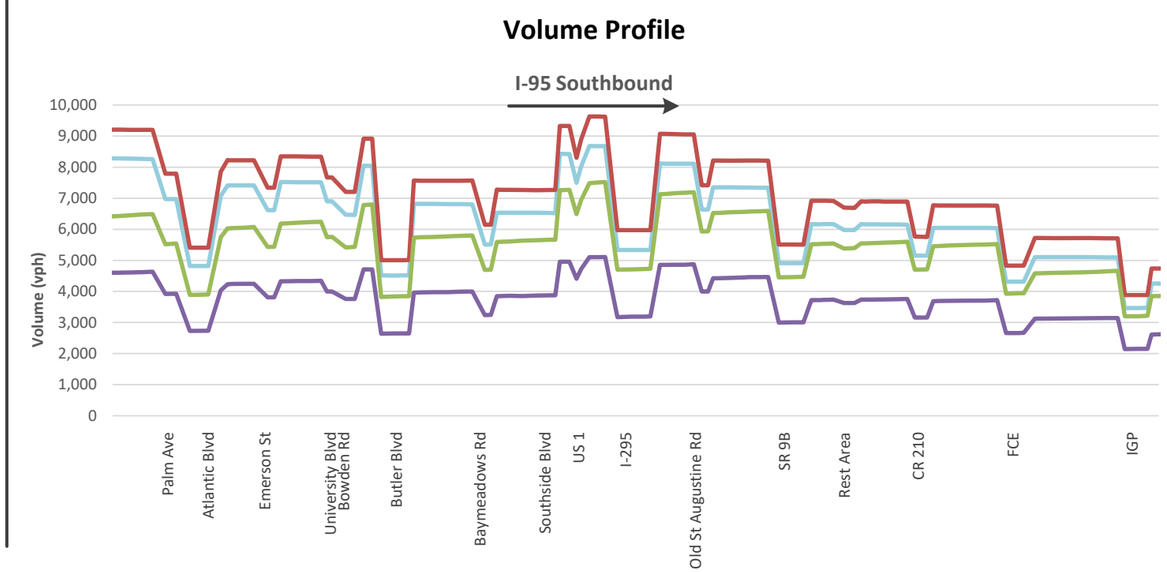

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-34
			Page 1 of 2

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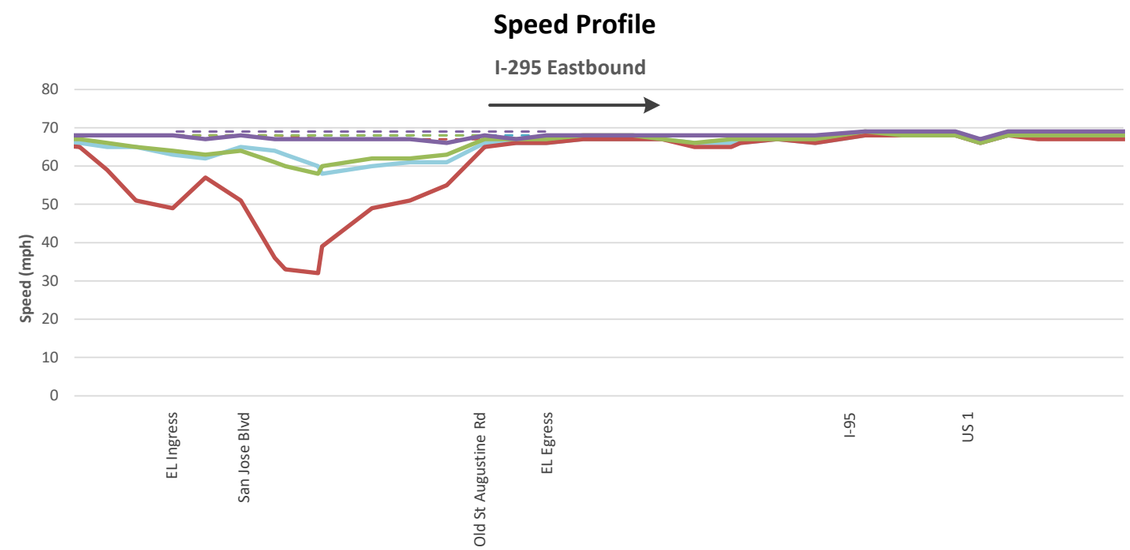

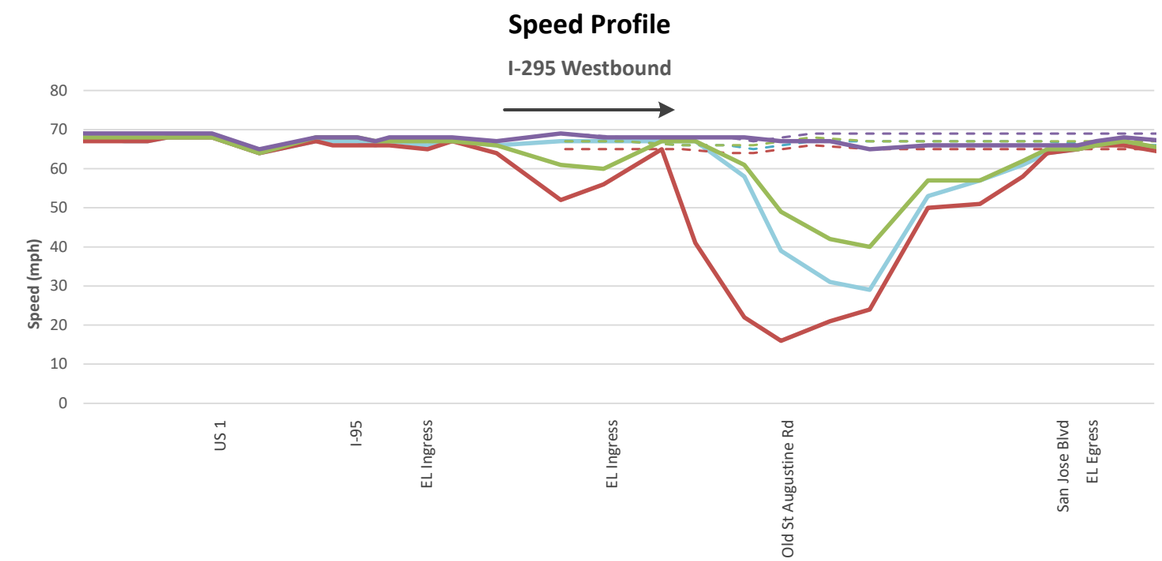

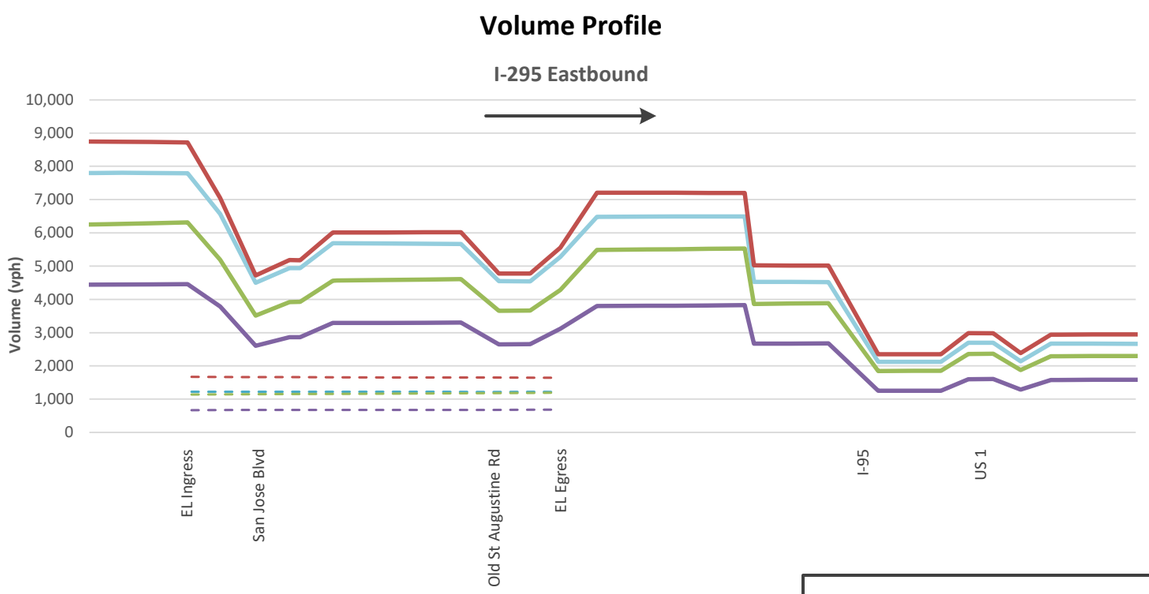

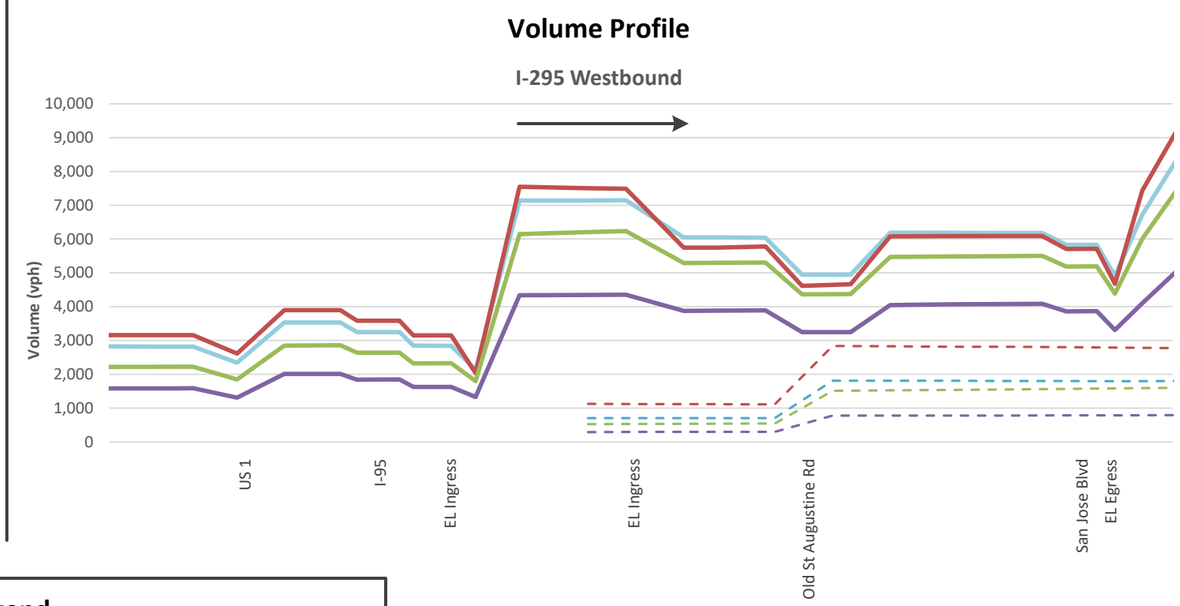

Legend

Hour 1	Hour 2	Hour 3	Hour 4
General Use	General Use	General Use	General Use
Express	Express	Express	Express

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – PM Peak Period Speed and Volume Profiles	Figure 7-34
			Page 2 of 2

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I-95 Northbound

Location	Layout	Density veh/mi/ln															
	Northbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
South of SR 16 Ramps		14	15	15	15	16	16	16	16	13	12	11	11	10	9	8	7
		14	14	15	15	16	16	16	16	13	12	11	11	10	9	8	7
		14	15	15	15	16	16	16	16	13	12	11	11	10	9	8	7
Merge from SR 16		16	17	17	17	18	18	18	18	15	13	12	12	11	10	9	8
Between SR 16 and IGP	Direction of Travel	22	22	22	23	24	25	25	24	20	18	16	16	15	14	11	10
		21	21	22	22	23	23	23	23	20	17	16	15	15	14	11	10
		21	21	21	22	23	23	23	23	20	17	16	15	15	14	11	10
		21	21	21	22	23	23	23	23	20	18	16	15	15	14	11	10
		20	21	21	22	23	23	23	23	20	18	16	15	15	14	11	10
		20	21	21	22	23	23	23	23	20	18	16	16	15	14	11	10
		21	21	21	22	23	23	23	23	20	18	16	16	15	14	12	10
		20	21	21	22	23	23	23	23	20	18	16	16	15	14	12	10
		20	21	21	22	23	23	23	23	20	18	16	16	15	14	12	10
		20	21	21	22	23	23	23	23	20	18	16	16	15	14	12	10
		20	21	21	22	23	23	23	23	20	18	16	16	15	14	12	10
		20	21	21	22	23	23	23	23	21	18	17	16	15	14	12	10
		20	21	22	22	23	23	23	23	21	18	17	16	15	14	12	10
		20	21	22	22	23	23	23	23	21	18	17	16	15	14	12	10
Diverge to IGP		15	16	16	16	17	17	17	17	15	13	12	12	11	10	9	8
Between IGP Off/EB On Ramps		12	13	13	13	13	13	13	13	12	11	10	9	9	8	7	6
Merge from IGP Eastbound		13	14	14	15	15	15	15	15	14	12	11	11	10	10	8	7
Between IGP EB/WB On Ramps		16	17	18	18	18	18	18	19	17	15	13	13	12	12	10	9
Merge from IGP Westbound		14	15	15	15	16	16	16	16	15	13	12	11	11	10	9	7
Between IGP and FCE		18	19	19	19	20	20	20	20	18	16	15	14	14	13	11	9
		18	19	19	19	20	20	20	20	18	16	15	14	13	13	11	9
		18	19	19	19	20	20	20	20	19	16	15	14	14	13	11	9
		18	19	19	19	20	20	20	20	19	16	15	14	13	13	11	9
		18	19	19	19	20	20	20	20	19	16	15	14	13	13	11	9
		18	19	19	19	20	20	20	20	19	17	15	14	14	13	11	9
		18	19	19	19	20	20	20	20	19	17	15	14	14	13	11	9
		18	19	19	20	20	20	20	21	19	17	15	14	14	13	11	10
Diverge to FCE		18	20	20	20	21	21	21	21	20	17	15	14	14	13	11	10
Between FCE On/Off Ramps		20	22	22	23	23	23	23	24	22	19	17	16	16	15	13	11
		20	21	22	22	23	23	23	23	22	19	17	16	15	15	13	11
		20	21	22	22	23	23	23	23	22	19	17	16	16	15	13	11
		20	22	22	22	23	23	23	23	22	19	17	16	16	15	13	11
Merge from FCE		18	19	20	20	20	21	21	21	19	16	15	14	13	12	11	9
Between FCE and CR 210		22	23	23	24	24	25	25	25	23	20	18	17	16	15	13	11
		22	23	23	24	24	25	25	25	23	20	18	17	16	15	13	11
		22	23	23	24	24	24	25	25	23	20	18	17	16	15	13	11
		21	23	23	24	24	24	25	25	23	20	18	17	16	15	13	11
		21	23	23	24	24	24	24	25	23	20	18	17	16	15	13	11
Diverge to CR 210		17	18	18	19	19	19	19	19	18	16	14	13	13	12	11	9
Between CR 210 On/Off Ramps		18	19	19	20	20	20	21	21	20	17	15	14	14	13	11	10
		18	19	19	20	20	20	21	21	20	17	15	14	14	13	11	10
Merge from CR 210		18	19	20	20	21	21	21	22	20	17	15	14	14	13	11	10
Between CR 210 and Rest Area		23	24	24	25	26	26	27	27	25	21	19	17	17	16	14	12
		22	23	24	24	25	25	26	26	24	20	19	17	16	15	14	12
		22	23	24	24	25	25	25	26	24	20	19	17	17	16	14	12
		22	23	24	24	25	25	25	26	24	20	18	17	17	16	14	12
Diverge to Rest Area		22	23	24	24	25	25	25	25	24	20	18	17	17	16	14	12
Between Rest Area On/Off Ramps		21	22	23	23	24	24	24	25	23	20	18	17	16	15	13	11
		21	22	23	23	24	24	24	25	23	20	18	17	16	15	13	11
Merge from Rest Area		22	23	24	24	25	25	25	26	24	21	19	17	17	16	14	12
Between Rest Area and SR 98		17	18	19	19	20	20	20	21	19	16	15	14	13	12	11	9
		22	23	24	25	25	25	26	26	25	21	19	17	17	16	14	12
		22	23	24	24	25	25	26	26	24	21	19	17	17	16	14	12
		17	18	18	19	19	20	20	20	19	16	15	14	13	12	11	9
Diverge to SR 98		17	18	18	19	19	19	20	20	19	16	15	14	13	12	11	9
Between SR 98 On/Off Ramps		17	18	18	19	19	19	20	20	19	16	15	14	13	12	11	9
		17	18	18	19	19	19	20	20	19	16	15	14	13	12	11	9
Merge from SR 98		18	18	19	19	20	20	20	21	19	16	15	14	13	12	11	9
Between SR 98 and Old St Augustine Rd		21	22	22	23	23	24	24	25	23	20	18	16	16	15	13	11
		21	22	23	23	23	24	24	24	22	19	18	16	16	15	13	11
		21	22	23	23	24	24	25	25	23	20	18	17	16	15	13	11
		23	24	24	25	26	26	27	27	25	21	19	18	17	16	14	12

Location	Layout	Density veh/mi/ln															
Diverge to Old St Augustine Rd		23	24	24	25	26	26	27	27	25	22	19	18	17	16	14	12
Between Old St Augustine Rd On/Off Ramps		25	27	27	28	29	30	31	31	28	24	22	20	19	18	16	13
Merge from Old St Augustine Rd		22	23	24	25	26	26	28	28	26	21	18	17	16	15	13	11
Between Old St Augustine Rd and I-295		25	26	26	27	29	28	29	30	27	23	21	19	19	17	15	13
		25	26	27	28	29	29	30	31	28	24	21	20	19	18	16	13
		25	26	26	27	28	28	28	29	27	23	21	19	19	17	16	13
Diverge to I-295		24	26	26	27	27	28	28	29	27	23	21	19	19	17	16	13
Between I-295 On/Off Ramps		20	21	21	22	22	23	23	23	22	19	17	16	15	14	13	11
		20	21	21	22	22	23	23	23	22	19	17	16	15	14	13	11
		20	21	21	22	23	23	23	24	22	19	17	16	15	14	13	11
Merge from I-295 Westbound		21	22	23	23	24	24	24	25	23	20	18	17	16	15	14	12
Between I-295 On Ramps		17	18	18	18	19	19	19	20	19	16	15	13	13	12	11	9
		21	22	22	23	24	24	24	25	23	20	18	17	16	15	14	12
Merge from I-295 Eastbound		22	23	23	24	25	25	25	25	24	22	20	18	17	16	14	12
Diverge to Philips Highway		22	23	23	24	25	25	25	25	24	22	20	18	17	16	14	12
Between Philips Highway On/Off Ramps		23	24	24	25	26	26	26	27	27	23	21	19	17	16	15	12
Merge from Philips Highway		22	23	23	24	26	26	28	28	26	21	19	17	16	15	14	12
Between Philips Highway and Southside Blvd		22	24	25	25	28	28	31	30	27	22	20	18	17	15	14	12
Diverge to Southside Blvd		26	27	28	29	31	31	32	33	30	26	23	21	20	18	16	14
Between Southside Blvd and Baymeadows Rd		24	25	26	27	27	28	28	28	27	24	22	20	19	17	16	13
		24	26	26	27	27	28	28	28	27	24	22	20	19	17	16	13
		24	26	26	27	28	29	28	28	28	24	22	20	19	18	16	14
		24	26	26	27	27	28	28	28	27	24	22	20	19	18	16	14
		24	25	25	26	27	28	27	28	27	24	22	20	19	17	16	13
Diverge to Baymeadows Rd		19	20	20	21	21	22	22	22	21	19	18	16	15	14	13	11
Between Baymeadows Rd On/Off Ramps		20	21	22	22	22	23	23	23	23	20	18	17	16	15	13	11
		20	21	22	22	22	23	23	23	23	20	18	17	16	15	13	12
Merge from Baymeadows Road		17	18	18	18	19	19	19	19	19	16	15	14	13	12	11	9
Between Baymeadows Rd and Butler Boulevard		20	21	21	22	22	23	23	23	22	19	18	17	15	14	13	11
		20	21	22	22	22	23	23	23	22	20	18	17	16	15	13	11
		20	21	22	22	22	23	23	23	22	20	18	17	16	15	13	11
		20	21	22	22	22	23	23	23	23	20	18	17	16	15	13	11
Diverge to Butler Boulevard		20	22	22	22	23	24	24	24	23	20	18	17	16	15	13	11
Between Butler Boulevard On/Off Ramps		16	17	18	18	18	19	19	19	18	16	15	13	13	12	11	9
Merge from Butler Boulevard Eastbound		14	15	16	16	16	17	17	17	16	15	13	12	12	11	10	8
Between Butler Boulevard On Ramps		18	19	20	20	20	21	21	21	20	18	16	15	14	13	12	10
Merge from Butler Boulevard Westbound		17	18	18	19	19	20	20	20	19	16	15	14	13	12	11	9
Between Butler Boulevard and Bowden Road		20	21	22	22	22	23	23	23	22	19	17	16	15	14	13	11
		20	21	22	22	23	23	23	23	22	19	17	16	15	14	13	11
Diverge to Bowden Rd		20	21	22	22	22	23	23	23	22	19	17	16	15	14	13	11
Between Bowden Rd and University Boulevard		19	20	20	21	21	22	22	22	21	18	16	15	15	14	12	11
		19	20	20	21	21	22	22	22	21	18	16	15	15	14	12	11
		19	20	20	21	21	22	22	22	21	18	16	15	15	14	12	11
Merge from University Blvd		19	20	21	21	21	22	22	22	21	18	16	15	14	13	12	10
Between University Blvd and Emerson St		23	24	25	25	26	27	27	27	25	22	19	18	17	16	14	12
		22	24	24	25	25	26	26	26	25	22	19	18	17	16	14	12
		22	23	24	25	25	25	25	25	24	21	19	18	17	16	14	12
		22	23	24	24	25	25	25	25	24	21	19	18	17	16	14	12
Diverge to Emerson St		18	19	20	20	21	21	21	21	21	18	16	15	14	13	12	10
Between Emerson St On/Off Ramps		19	20	21	21	22	22	22	22	21	19	17	15	15	14	12	11
		19	20	21	22	22	22	22	22	22	19	17	16	15	14	12	11
Merge from Emerson St		19	20	21	21	21	22	22	22	21	18	16	15	14	13	12	10
Between Emerson St and I-95 Northbound CD Road		24	26	26	27	28	29	28	28	27	23	20	19	18	16	15	13
Diverge to Atlantic Blvd/I-95 Northbound CD Road		26	28	29	30	30	31	31	31	30	25	22	21	20	19	16	14
Between I-95 Northbound Cd Road and Philips Highway On Ramp		26	27	29	29	30	31	31	31	30	25	22	21	20	19	16	14
		28	29	30	30	31	31	32	31	31	27	24	22	21	20	18	16
		28	29	30	30	31	31	32	31	31	27	24	22	21	20	17	16
Merge from Philips Highway		24	25	26	26	27	27	28	27	26	23	21	19	18	18	15	13
Merge from Atlantic Boulevard		25	26	27	28	28	29	29	29	27	23	21	19	18	17	15	13
Between Atlantic Boulevard and Palm Avenue		32	33	34	35	36	36	37	36	34	30	26	24	23	22	19	16
		31	32	33	33	34	34	35	34	33	29	26	24	23	22	19	17
		31	32	33	33	34	34	35	34	33	29	26	24	23	22	19	17
		31	32	33	33	34	34	35	35	33	28	26	24	23	22	19	17
Merge from Palm Avenue		36	37	38	39	40	40	41	41	38	34	30	28	27	26	22	19
North of Palm Avenue		36	37	38	39	40	40	41	41	39	34	30	28	27	26	22	20
		29	30	31	31	32	32	33	33	31	27	25	23	22	20	18	16
		29	30	31	31	32	32	33	33	31	27	25	23	22	21	18	16
		29	30	31	31	32	32	33	33	31	27	25	23	22	21	18	16
		29	30	31	31	32	32	33	33	31	28	25	23	22	21	18	16

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – AM Peak Period Heat Maps	Figure 7-35
			Page 1 of 3

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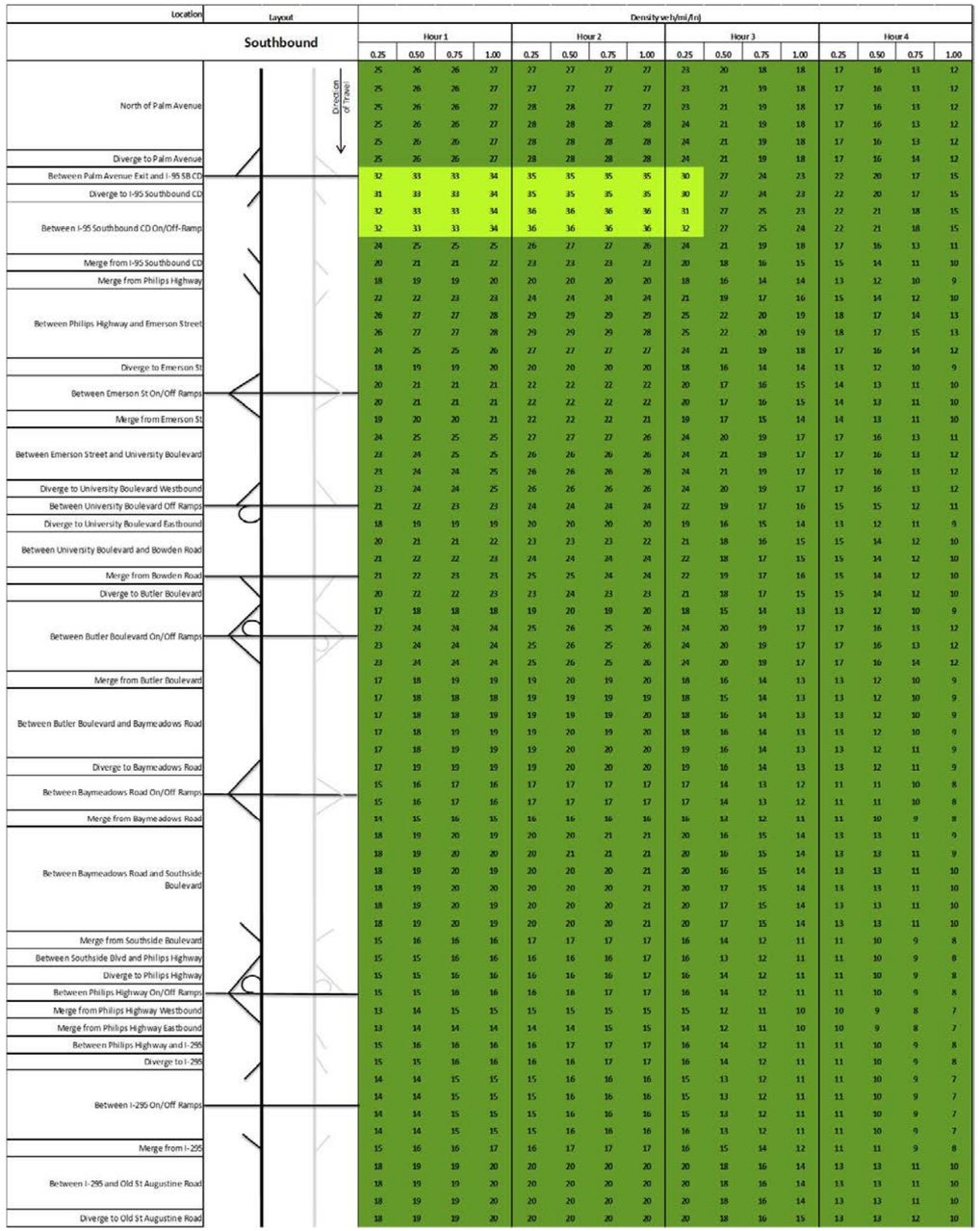
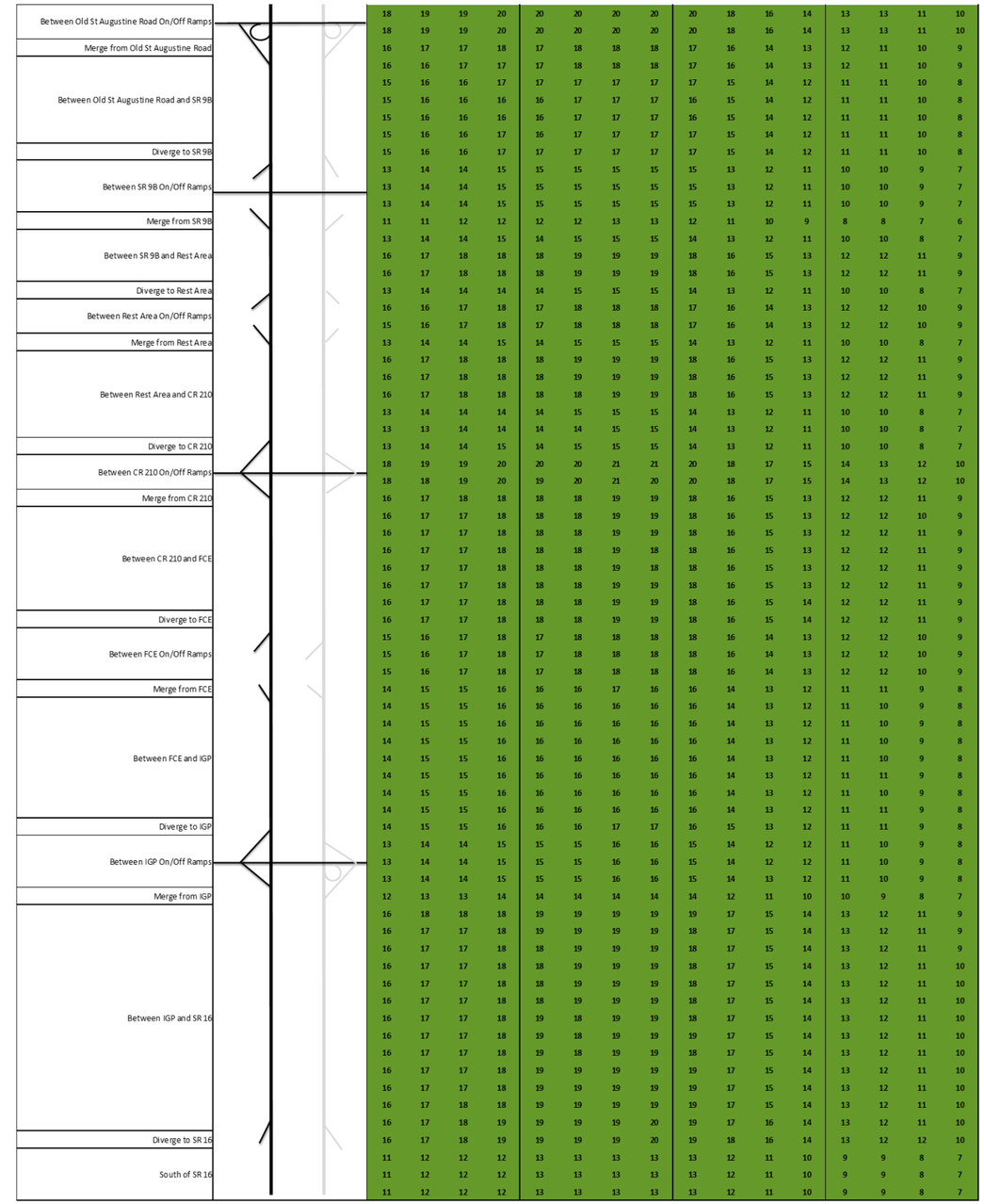
I-95 Southbound



Location	Layout	Density v-h/mi/ln															
	Southbound	Hour 1				Hour 2				Hour 3				Hour 4			
		0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
North of Palm Avenue		25	26	26	27	27	27	27	27	23	20	18	18	17	16	13	12
		25	26	26	27	27	27	27	27	23	21	19	18	17	16	13	12
		25	26	26	27	28	28	27	27	23	21	19	18	17	16	13	12
		25	26	26	27	28	28	28	28	24	21	19	18	17	16	13	12
		25	26	26	27	28	28	28	28	24	21	19	18	17	16	13	12
Diverge to Palm Avenue		25	26	26	27	28	28	28	28	24	21	19	18	17	16	14	12
Between Palm Avenue Exit and I-95 SB CD		32	33	33	34	35	35	35	35	30	27	24	23	22	20	17	15
Diverge to I-95 Southbound CD		31	33	33	34	35	35	35	35	30	27	24	23	22	20	17	15
Between I-95 Southbound CD On/Off-Ramp		32	33	33	34	36	36	36	36	31	27	25	23	22	21	18	15
		32	33	33	34	36	36	36	36	32	27	25	24	22	21	18	15
		24	25	25	25	26	27	27	26	24	21	19	18	17	16	13	11
Merge from I-95 Southbound CD		20	21	21	22	23	23	23	23	20	18	16	15	15	14	11	10
Merge from Philips Highway		18	19	19	20	20	20	20	20	18	16	14	14	13	12	10	9
Between Philips Highway and Emerson Street		22	22	23	23	24	24	24	24	21	19	17	16	15	14	12	10
		26	27	27	28	29	29	29	29	25	22	20	19	18	17	14	13
		26	27	27	28	29	29	29	28	25	22	20	19	18	17	15	13
		24	25	25	26	27	27	27	27	24	21	19	18	17	16	14	12
Diverge to Emerson St		18	19	19	20	20	20	20	20	18	16	14	14	13	12	10	9
Between Emerson St On/Off Ramps		20	21	21	21	22	22	22	22	20	17	16	15	14	13	11	10
		20	21	21	21	22	22	22	22	20	17	16	15	14	13	11	10
Merge from Emerson St		19	20	20	21	22	22	22	21	19	17	15	14	14	13	11	10
Between Emerson Street and University Boulevard		24	25	25	25	27	27	27	26	24	20	19	17	17	16	13	11
		23	24	25	25	26	26	26	26	24	21	19	17	17	16	13	12
		23	24	24	25	26	26	26	26	24	21	19	17	17	16	13	12
Diverge to University Boulevard Westbound		23	24	24	25	26	26	26	26	24	20	19	17	17	16	13	12
Between University Boulevard Off Ramps		21	22	23	23	24	24	24	24	22	19	17	16	15	15	12	11
Diverge to University Boulevard Eastbound		18	19	19	19	20	20	20	20	19	16	15	14	13	12	11	9
Between University Boulevard and Bowden Road		20	21	21	22	23	23	23	22	21	18	16	15	15	14	12	10
		21	22	22	23	24	24	24	24	22	18	17	15	15	14	12	10
Merge from Bowden Road		21	22	23	23	25	25	24	24	22	19	17	16	15	14	12	10
Diverge to Butler Boulevard		20	22	22	23	23	24	23	23	21	18	17	15	15	14	12	10
Between Butler Boulevard On/Off Ramps		17	18	18	18	19	20	19	20	18	15	14	13	13	12	10	9
		22	24	24	24	25	26	25	26	24	20	19	17	17	16	13	12
		23	24	24	24	25	26	25	26	24	20	19	17	17	16	13	12
		23	24	24	24	25	26	25	26	24	20	19	17	17	16	14	12
Merge from Butler Boulevard		17	18	19	19	19	20	19	20	18	16	14	13	13	12	10	9
Between Butler Boulevard and Baymeadows Road		17	18	18	18	19	19	19	19	18	15	14	13	13	12	10	9
		17	18	18	19	19	19	19	20	18	16	14	13	13	12	10	9
		17	18	19	19	19	20	19	20	18	16	14	13	13	12	10	9
		17	18	19	19	19	20	20	20	19	16	14	13	13	12	11	9
Diverge to Baymeadows Road		17	19	19	19	19	20	20	20	19	16	14	13	13	12	11	9
Between Baymeadows Road On/Off Ramps		15	16	17	16	17	17	17	17	17	14	13	12	11	11	10	8
		15	16	17	16	17	17	17	17	17	14	13	12	11	11	10	8
Merge from Baymeadows Road		14	15	16	15	16	16	16	16	16	13	12	11	11	10	9	8
Between Baymeadows Road and Southside Boulevard		18	19	20	19	20	20	21	21	20	16	15	14	13	13	11	9
		18	19	20	20	20	21	21	21	20	16	15	14	13	13	11	9
		18	19	20	19	20	20	20	21	20	16	15	14	13	13	11	10
		18	19	20	20	20	20	20	21	20	17	15	14	13	13	11	10
		18	19	20	19	20	20	20	21	20	17	15	14	13	13	11	10
		18	19	20	19	20	20	20	21	20	17	15	14	13	13	11	10
Merge from Southside Boulevard		15	16	16	16	17	17	17	17	16	14	12	11	11	10	9	8
Between Southside Blvd and Philips Highway		15	15	16	16	16	16	16	17	16	13	12	11	11	10	9	8
Diverge to Philips Highway		15	15	16	16	16	16	16	17	16	14	12	11	11	10	9	8
Between Philips Highway On/Off Ramps		15	15	16	16	16	16	17	17	16	14	12	11	11	10	9	8
Merge from Philips Highway Westbound		13	14	15	15	15	15	15	15	15	12	11	10	10	9	8	7
Merge from Philips Highway Eastbound		13	14	14	14	14	14	15	15	14	12	11	10	10	9	8	7
Between Philips Highway and I-295		15	16	16	16	16	17	17	17	16	14	12	11	11	10	9	8
Diverge to I-295		15	15	16	16	16	16	17	17	16	14	12	11	11	10	9	8
Between I-295 On/Off Ramps		14	14	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	14	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	14	15	15	15	16	16	16	15	13	12	11	11	10	9	7
		14	14	15	15	15	16	16	16	16	13	12	11	11	10	9	7
Merge from I-295		15	16	16	17	16	17	17	17	16	15	14	12	11	11	9	8
Between I-295 and Old St Augustine Road		18	19	19	20	20	20	20	20	20	18	16	14	13	13	11	10
		18	19	19	20	20	20	20	20	20	18	16	14	13	13	11	10
		18	19	19	20	20	20	20	20	20	18	16	14	13	13	11	10
Diverge to Old St Augustine Road		18	19	19	20	20	20	20	20	20	18	16	15	13	13	12	10



Between Old St Augustine Road On/Off Ramps	18	19	19	20	20	20	20	20	20	18	16	14	13	13	11	10
	18	19	19	20	20	20	20	20	20	18	16	14	13	13	11	10
Merge from Old St Augustine Road	16	17	17	18	17	18	18	18	17	16	14	13	12	11	10	9
Between Old St Augustine Road and SR 9B	16	16	17	17	17	18	18	18	17	16	14	13	12	11	10	9
	15	16	16	17	17	17	17	17	17	15	14	12	11	11	10	8
	15	16	16	16	16	17	17	17	16	15	14	12	11	11	10	8
	15	16	16	16	16	17	17	17	16	15	14	12	11	11	10	8
	15	16	16	17	16	17	17	17	17	15	14	12	11	11	10	8
Diverge to SR 9B	15	16	16	17	17	17	17	17	17	15	14	12	11	11	10	8
Between SR 9B On/Off Ramps	13	14	14	15	15	15	15	15	15	13	12	11	10	10	9	7
	13	14	14	15	15	15	15	15	15	13	12	11	10	10	9	7
	13	14	14	15	15	15	15	15	15	13	12	11	10	10	9	7
Merge from SR 9B	11	11	12	12	12	12	13	13	12	11	10	9	8	8	7	6
Between SR 9B and Rest Area	13	14	14	15	14	15	15	15	14	13	12	11	10	10	8	7
	16	17	18	18	18	19	19	19	18	16	15	13	12	12	11	9
	16	17	18	18	18	19	19	19	18	16	15	13	12	12	11	9
Diverge to Rest Area	13	14	14	14	14	15	15	15	14	13	12	11	10	10	8	7
Between Rest Area On/Off Ramps	16	16	17	18	17	18	18	18	17	16	14	13	12	12	10	9
	15	16	17	18	17	18	18	18	17	16	14	13	12	12	10	9
Merge from Rest Area	13	14	14	15	14	15	15	15	14	13	12	11	10	10	8	7
Between Rest Area and CR 210	16	17	18	18	18	19	19	19	18	16	15	13	12	12	11	9
	16	17	18	18	18	19	19	19	18	16	15	13	12	12	11	9
	16	17	18	18	18	19	19	19	18	16	15	13	12	12	11	9
	13	14	14	14	14	15	15	15	14	13	12	11	10	10	8	7
Diverge to CR 210	13	13	14	14	14	14	15	15	14	13	12	11	10	10	8	7
Between CR 210 On/Off Ramps	13	14	14	15	14	15	15	15	14	13	12	11	10	10	8	7
	18	19	19	20	20	20	21	21	20	18	17	15	14	13	12	10
	18	18	19	20	19	20	21	20	20	18	17	15	14	13	12	10
Merge from CR 210	16	17	18	18	18	18	19	19	18	16	15	13	12	12	11	9
Between CR 210 and FCE	16	17	17	18	18	18	19	19	18	16	15	13	12	12	10	9
	16	17	17	18	18	18	19	19	18	16	15	13	12	12	11	9
	16	17	17	18	18	18	19	19	18	16	15	13	12	12	11	9
	16	17	17	18	18	18	19	18	18	16	15	13	12	12	11	9
	16	17	17	18	18	18	19	19	18	16	15	13	12	12	11	9
	16	17	17	18	18	18	19	19	18	16	15	14	12	12	11	9
Diverge to FCE	16	17	17	18	18	18	19	19	18	16	15	14	12	12	11	9
Between FCE On/Off Ramps	15	16	17	18	17	18	18	18	18	16	14	13	12	12	10	9
	15	16	17	18	17	18	18	18	18	16	14	13	12	12	10	9
	15	16	17	18	17	18	18	18	18	16	14	13	12	12	10	9
Merge from FCE	14	15	15	16	16	16	17	16	16	14	13	12	11	11	9	8
Between FCE and IGP	14	15	15	16	16	16	16	16	16	14	13	12	11	10	9	8
	14	15	15	16	16	16	16	16	16	14	13	12	11	10	9	8
	14	15	15	16	16	16	16	16	16	14	13	12	11	10	9	8
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	14	15	15	16	16	16	16	16	16	14	13	12	11	11	9	8
Diverge to IGP	14	15	15	16	16	16	17	17	16	15	13	12	11	11	9	8
Between IGP On/Off Ramps	13	14	14	15	15	15	16	16	15	14	12	12	11	10	9	8
	13	14	14	15	15	15	16	16	15	14	12	12	11	10	9	8
	13	14	14	15	15	15	16	16	15	14	13	12	11	10	9	8
Merge from IGP	12	13	13	14	14	14	14	14	14	12	11	10	10	9	8	7
Between IGP and SR 16	16	18	18	18	19	19	19	19	19	17	15	14	13	12	11	9
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	16	17	18	19	19	19	19	20	19	17	16	14	13	12	11	10
Diverge to SR 16	16	17	18	19	19	19	19	20	19	18	16	14	13	12	12	10
South of SR 16	11	12	12	12	13	13	13	13	13	12	11	10	9	9	8	7
	11	12	12	12	13	13	13	13	13	12	11	10	9	9	8	7
	11	12	12	12	13	13	13	13	13	12	11	10	9	9	8	7

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build – AM Peak Period Heat Maps	Figure 7-34
			Page 2 of 3

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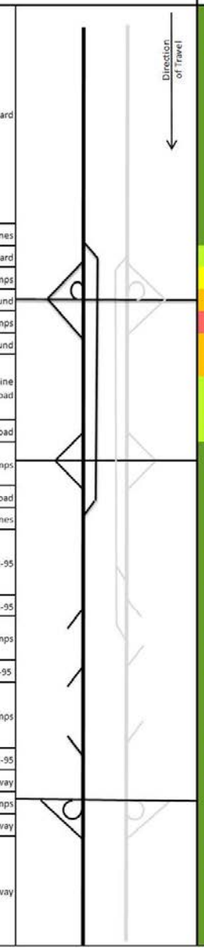
I-295 Eastbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
West of San Jose Boulevard	23	23	24	24	25	25	25	26	28	27	17	16	16	14	12	11
	23	23	24	24	25	25	25	28	43	31	18	17	16	15	12	11
	23	23	24	24	25	25	25	37	56	40	20	17	16	15	12	11
	23	24	24	25	25	26	27	47	66	43	23	17	16	15	12	11
	23	24	24	25	28	34	40	62	73	52	25	17	16	15	13	11
	23	24	24	25	34	42	58	77	76	54	27	17	16	15	13	11
	23	24	24	35	48	51	69	87	78	53	30	17	16	15	13	11
	23	25	29	46	57	55	74	85	76	55	34	21	16	15	13	11
	24	27	36	51	54	52	67	76	67	60	38	22	16	15	13	11
	23	32	41	52	50	55	61	71	62	58	42	22	16	15	13	11
Diverge to Express Lanes	26	34	41	45	42	48	50	56	50	46	38	20	17	15	13	11
Diverge to San Jose Boulevard	33	41	50	48	42	47	53	57	50	46	35	20	20	19	17	14
Between San Jose Boulevard On/Off Ramps	47	53	73	76	64	64	71	75	71	63	43	19	18	18	16	14
Merge from San Jose Boulevard Southbound	55	54	65	68	63	63	66	65	67	57	39	18	15	15	13	11
Between San Jose Boulevard On Ramps	77	75	81	81	80	82	83	80	83	74	53	24	21	20	17	15
Merge from San Jose Boulevard Northbound	66	67	69	68	68	71	70	71	69	62	46	24	19	17	15	13
Between San Jose Boulevard and Old St. Augustine Road	59	58	58	59	59	59	60	60	60	57	47	30	26	24	20	17
	41	40	40	39	43	44	46	47	44	43	39	29	25	23	20	18
	38	37	36	38	43	44	46	47	43	42	38	29	25	23	20	18
Diverge to Old St. Augustine Road	37	35	34	36	37	38	36	38	36	37	35	27	24	23	20	18
Between Old St. Augustine Road Off/On Ramps	24	24	23	23	23	23	23	23	23	23	23	19	18	18	16	14
	24	23	23	23	22	22	23	23	23	23	22	19	18	18	17	14
Merge from Old St. Augustine Road	22	22	22	22	22	22	22	22	21	21	20	17	17	16	15	13
Merge from Express Lanes	20	20	20	21	21	22	21	20	20	20	19	16	14	13	12	10
Between Express Lanes Egress and I-95	20	21	20	21	22	23	22	21	21	21	19	16	15	13	12	10
	20	21	21	21	23	28	25	23	25	24	20	16	15	14	12	10
	21	23	22	23	25	30	26	24	27	25	21	17	15	14	12	10
Diverge to Northbound I-95	21	22	22	23	24	25	24	22	23	23	21	17	15	14	12	10
Between I-95 Off Ramps	15	15	15	15	16	16	16	15	15	15	14	12	11	10	9	8
	18	19	18	19	20	20	19	19	18	19	18	15	13	13	11	9
Diverge to Southbound I-95	18	19	19	19	20	20	19	19	18	19	18	15	13	13	11	9
Between I-95 Off/On Ramps	14	14	14	15	15	15	15	14	15	15	14	12	11	10	9	7
	14	14	15	15	15	15	15	15	15	15	14	12	11	10	9	7
	14	14	15	15	15	15	15	15	15	15	14	12	11	10	9	7
Merge from I-95	13	13	13	14	14	14	14	13	14	13	13	11	10	9	8	7
Diverge to Philips Highway	14	14	14	15	15	15	15	14	15	14	13	12	11	9	9	7
Between Philips Highway On/Off Ramps	11	12	12	12	12	12	12	12	12	12	11	10	9	8	7	6
Merge from Philips Highway	10	11	11	11	11	11	11	11	11	11	10	9	8	7	7	6
East of Philips Highway	14	14	14	14	15	15	15	14	14	14	13	12	11	10	9	8
	14	14	14	15	15	15	15	14	14	14	13	12	11	10	9	8
	20	21	21	22	22	22	22	21	22	21	20	18	16	15	14	12
	20	21	21	22	22	22	22	21	22	21	20	18	16	15	14	12
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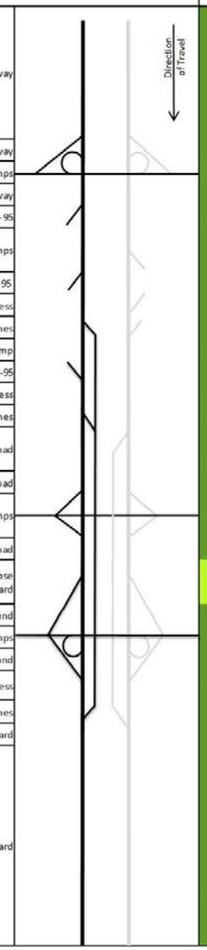
I-295 Westbound



Location	Density (veh/mi/ln) Hour 1 0.25	Hour 1 0.50	Hour 1 0.75	Hour 1 1.00	Hour 2 0.25	Hour 2 0.50	Hour 2 0.75	Hour 2 1.00	Hour 3 0.25	Hour 3 0.50	Hour 3 0.75	Hour 3 1.00	Hour 4 0.25	Hour 4 0.50	Hour 4 0.75	Hour 4 1.00
East of Philips Highway	20	21	21	21	22	22	22	22	19	17	15	15	14	13	11	10
	20	21	21	21	22	22	22	22	19	17	15	15	14	13	11	10
	21	21	21	22	22	22	23	22	19	17	15	15	14	13	11	10
	14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	6
	14	14	14	14	15	15	15	15	13	11	10	10	10	9	7	7
	14	14	14	14	15	15	15	15	13	12	10	10	10	9	7	7
Diverge to Philips Highway	10	10	10	11	11	11	11	11	10	9	8	7	7	7	5	5
Between Philips Highway On/Off Ramps	11	11	11	11	12	12	12	12	10	9	9	8	8	7	6	5
Merge from Philips Highway	11	11	11	11	11	11	11	12	10	10	9	8	8	7	6	5
Diverge to Northbound I-95	10	11	11	11	11	11	11	11	10	9	8	8	7	7	6	5
Between I-95 Off Ramps	12	13	13	13	13	13	13	14	12	11	10	9	9	8	7	6
	12	13	13	13	13	13	13	14	12	11	10	9	9	8	7	6
Diverge to Southbound I-95	9	10	10	10	10	10	10	10	9	8	8	7	7	6	5	5
Between I-95 Off Ramps and EL Ingress	11	11	11	12	11	12	12	12	11	10	9	8	8	7	6	5
Diverge to Express Lanes	11	11	11	12	12	12	12	12	11	10	9	8	8	7	6	5
Between EL Ingress and I-95 On Ramp	13	14	14	14	14	14	14	14	13	11	11	10	10	9	7	7
Merge from I-95	13	14	14	14	14	15	15	15	14	12	11	10	10	9	8	7
Between I-95 and EL Ingress	13	13	14	14	14	14	14	14	14	12	11	10	10	9	8	7
Diverge to Express Lanes	13	14	14	14	14	14	14	14	14	12	11	10	10	9	8	7
Between EL Ingress and Old St. Augustine Road	16	17	17	17	18	18	18	17	16	15	14	13	12	11	10	8
	16	17	17	17	18	18	18	17	16	15	14	13	12	11	10	8
Diverge to Old St. Augustine Road	16	17	17	17	18	18	20	21	17	15	14	13	12	11	10	9
Between Old St. Augustine Road On/Off Ramps	18	20	19	19	21	21	31	33	21	18	15	14	14	12	11	9
	23	26	26	28	36	43	58	56	48	28	21	19	18	17	14	12
Merge from Old St. Augustine Road	25	31	37	35	45	57	57	57	55	29	21	18	17	16	13	12
Between Old St. Augustine Road and San Jose Boulevard	31	36	37	36	38	41	43	42	41	31	26	24	23	21	18	16
	30	34	35	34	36	38	39	39	38	31	26	24	23	21	18	16
Diverge to San Jose Boulevard Northbound	30	33	34	33	34	34	34	34	34	29	26	24	23	21	18	16
Between San Jose Boulevard Off Ramps	27	28	29	29	29	30	30	29	29	26	23	22	21	19	17	14
Diverge to San Jose Boulevard Southbound	20	21	22	21	22	22	22	22	22	19	18	16	16	14	13	11
Between San Jose Boulevard Off Ramp and EL Egress	22	24	24	24	24	25	25	24	24	22	20	18	18	16	15	12
Merge from Express Lanes	16	17	18	18	18	19	19	19	19	16	15	13	13	12	11	9
Merge from San Jose Boulevard	19	20	21	21	21	21	22	22	22	19	17	15	15	14	12	10
West of San Jose Boulevard	19	20	20	20	21	21	21	22	21	19	17	15	15	14	12	10
	19	20	21	20	21	21	21	22	21	19	17	15	14	14	12	11
	19	20	21	20	21	21	21	22	22	19	17	15	14	14	12	10
	19	20	21	20	21	21	21	22	21	19	17	15	14	14	12	10
	19	20	21	20	21	21	21	22	22	19	17	15	15	14	12	10
	18	20	21	20	21	21	21	22	22	19	17	15	15	14	12	10
	19	20	21	20	21	21	21	22	22	19	17	15	15	14	12	10
	18	20	21	20	21	21	21	22	22	19	17	15	15	14	12	11
	19	20	21	21	21	21	21	22	22	20	17	16	15	14	12	11

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – AM Peak Period Heat Maps	Figure 7-34
			Page 3 of 3

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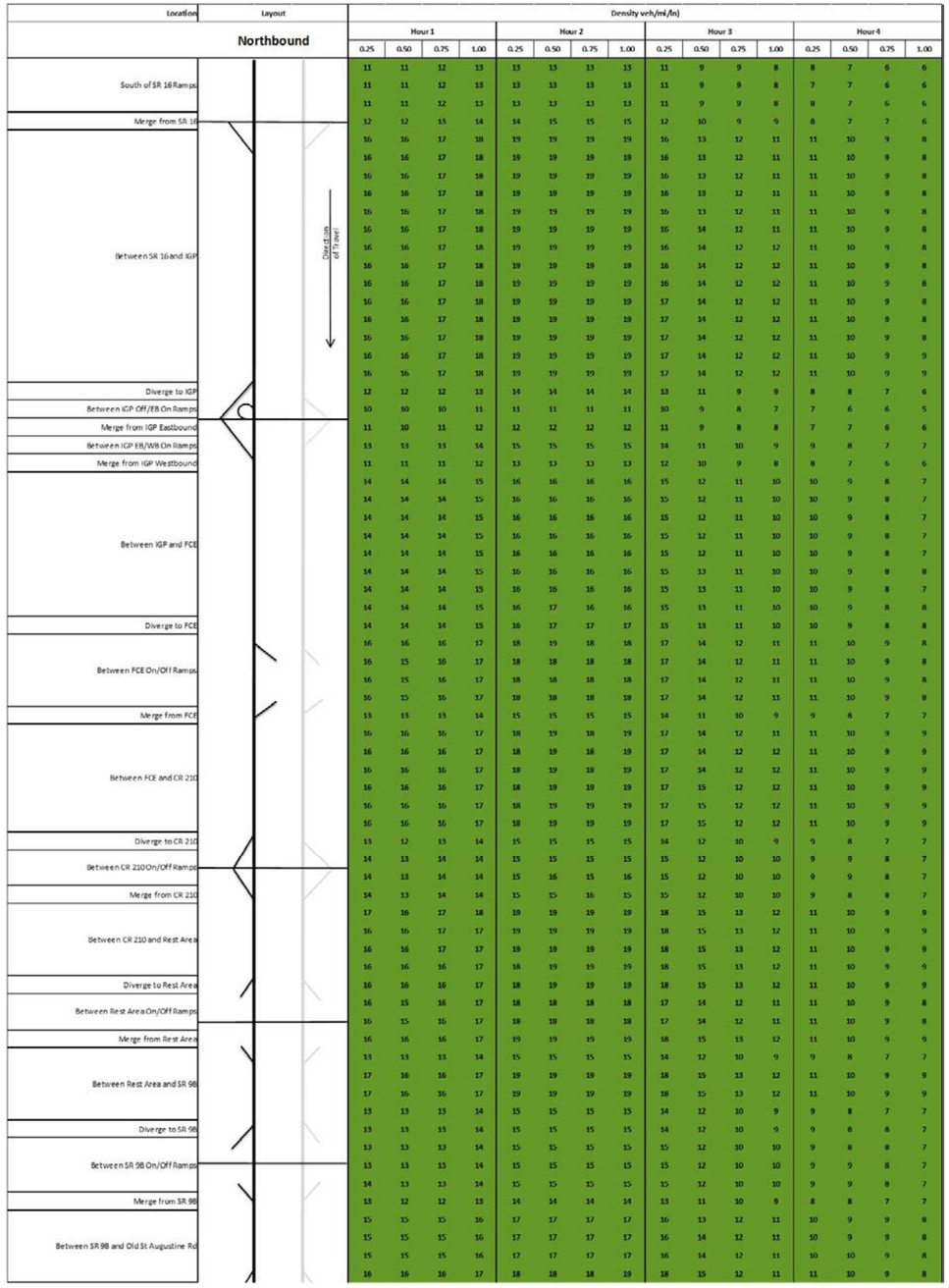
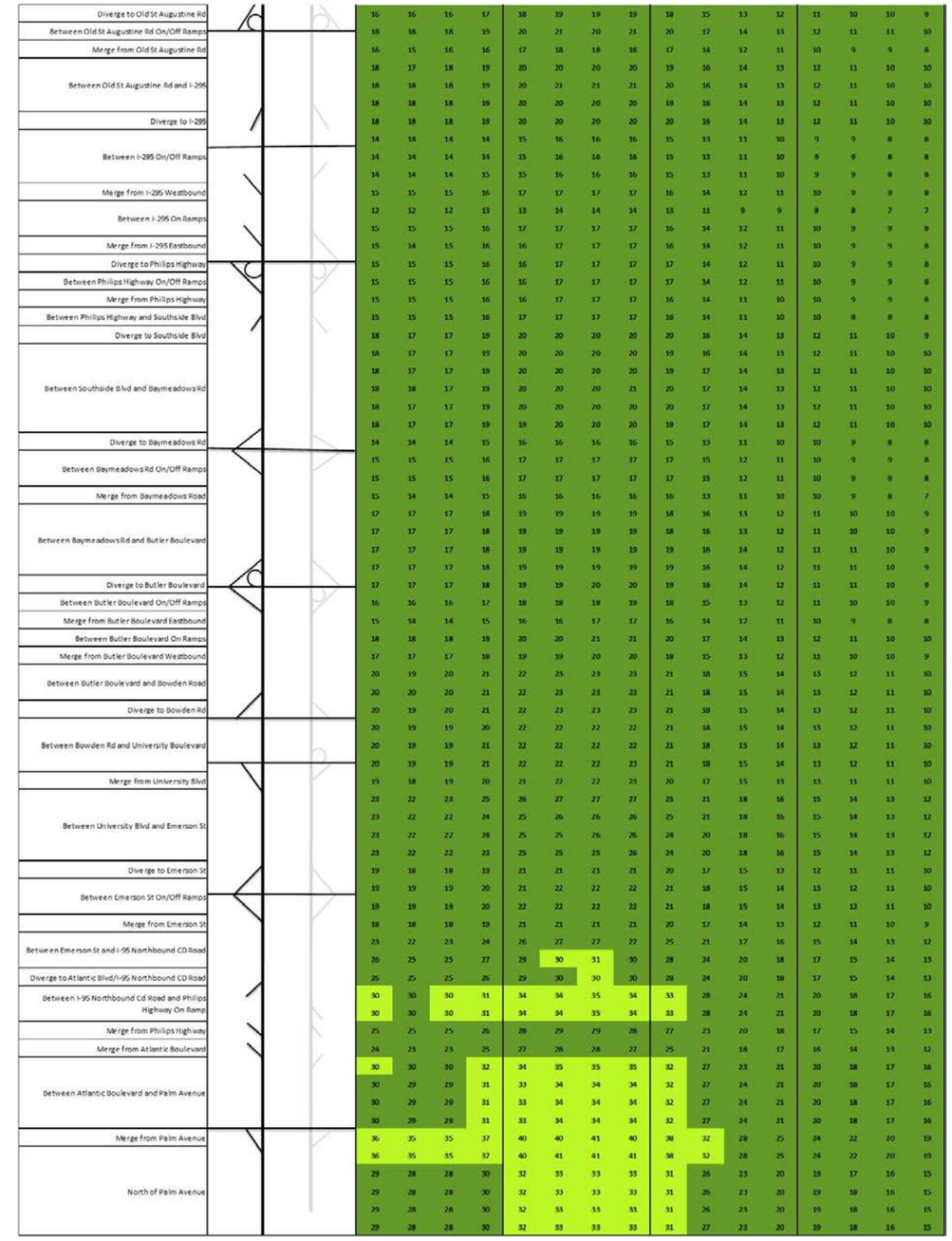
I-95 Northbound





Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-36
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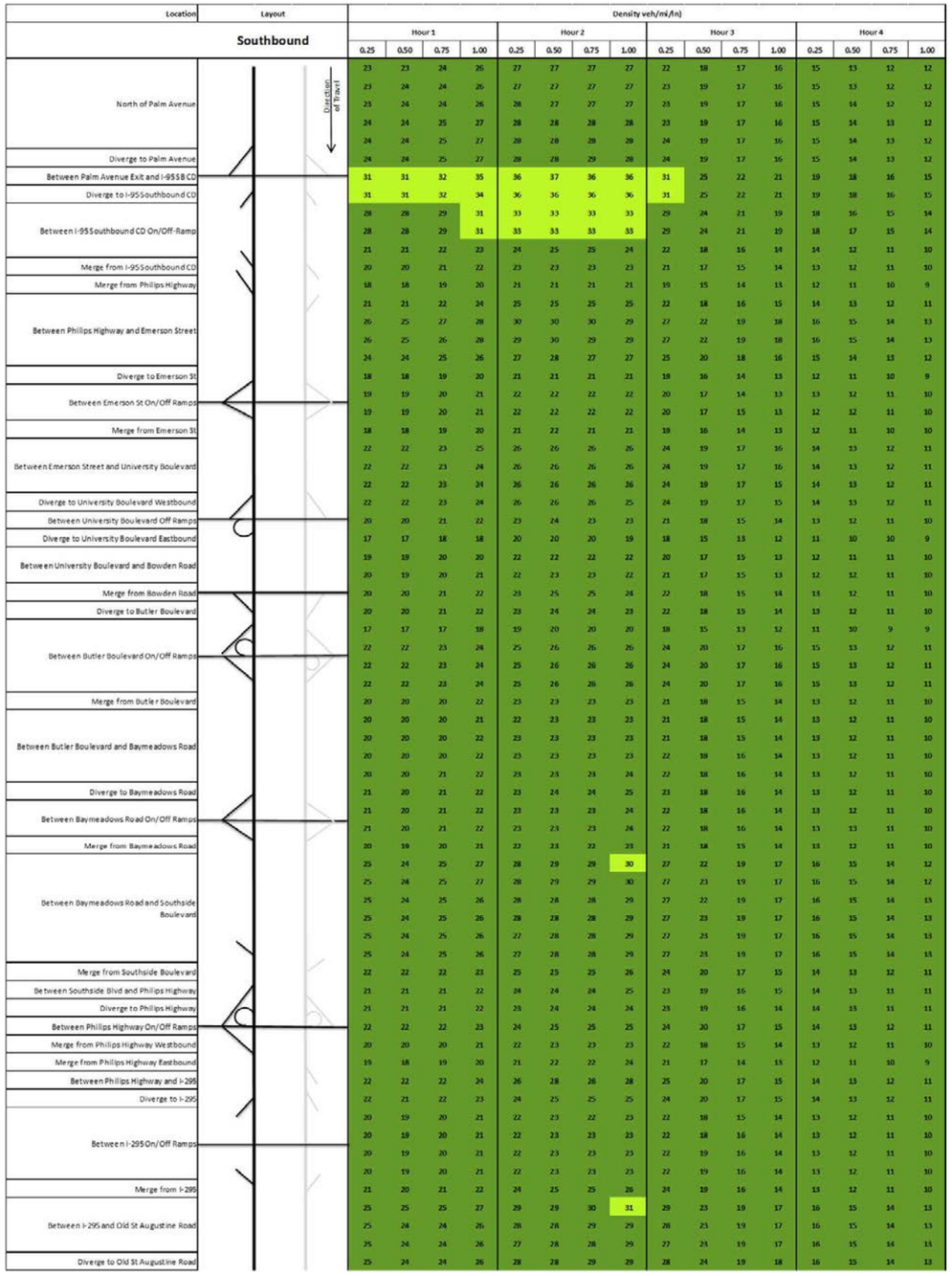
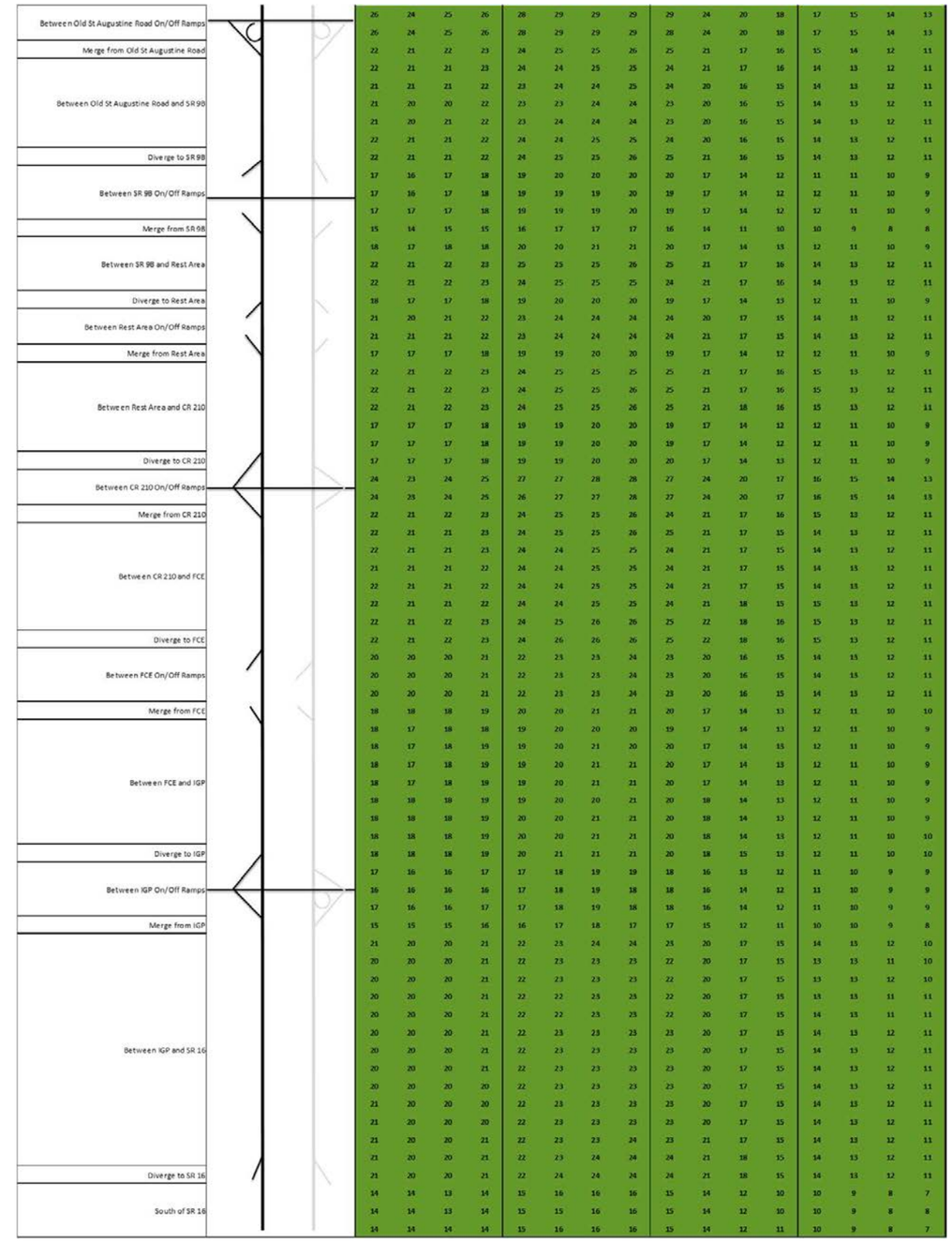
I-95 Southbound





Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 – Design Year 2045 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-36
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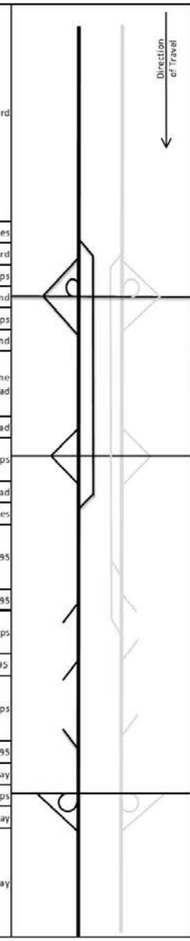
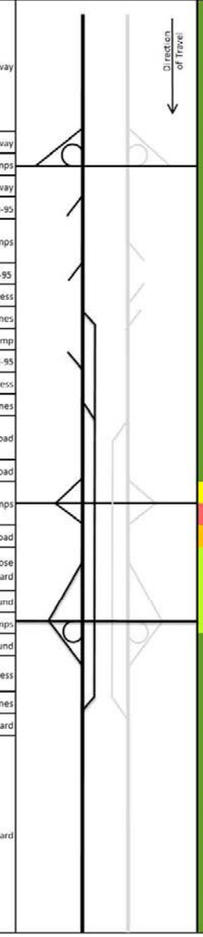
I-295 Eastbound



Location	Density (veh/mi/ln)															
Eastbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
West of San Jose Boulevard	18	19	19	21	22	22	22	22	18	15	14	13	12	11	10	10
	18	19	19	21	22	22	22	22	18	15	14	13	12	11	10	10
	18	19	20	21	22	22	22	22	19	15	14	13	12	11	10	10
	19	19	20	21	22	22	22	22	19	15	14	13	12	11	10	10
	19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
	19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
	19	19	20	21	22	22	22	22	19	16	14	13	12	11	10	10
	19	19	20	21	22	22	23	23	19	16	14	13	12	11	10	10
	19	19	20	22	23	24	26	26	20	16	14	13	12	11	10	10
	19	19	20	22	23	28	32	31	22	16	14	13	12	11	10	10
Diverge to Express Lanes	19	20	21	23	26	30	32	31	22	16	14	13	12	11	10	10
Diverge to San Jose Boulevard	25	25	27	29	31	31	30	32	28	20	18	17	16	14	13	13
Between San Jose Boulevard On/Off Ramps	22	22	23	25	26	32	30	33	24	18	16	15	15	13	12	11
Merge from San Jose Boulevard Southbound	19	19	19	21	25	39	44	36	22	15	14	13	12	11	10	10
Between San Jose Boulevard On Ramps	25	25	26	29	37	57	64	49	32	20	18	17	16	14	14	13
Merge from San Jose Boulevard Northbound	22	22	23	28	37	50	55	44	30	18	16	15	14	12	12	11
Between San Jose Boulevard and Old St. Augustine Road	30	31	32	39	48	54	55	47	36	24	22	20	19	17	16	15
	30	30	31	35	42	43	39	38	32	24	22	20	19	17	16	15
	29	29	30	34	41	41	38	38	33	24	22	20	19	17	16	15
Diverge to Old St. Augustine Road	30	30	30	33	37	36	36	35	32	24	22	20	19	17	16	15
Between Old St. Augustine Road Off/On Ramps	22	23	23	24	25	25	25	24	22	19	17	16	15	13	13	12
	23	22	23	24	25	24	24	23	22	19	17	16	15	13	13	12
Merge from Old St. Augustine Road	20	19	20	21	22	21	21	20	19	16	15	14	13	12	11	10
Merge from Express Lanes	16	16	16	17	18	18	18	18	17	14	12	11	10	10	9	8
Between Express Lanes Egress and I-95	16	16	16	17	18	18	18	18	17	14	12	11	10	10	9	8
	16	16	16	17	18	18	18	18	17	14	12	11	10	10	9	8
	16	16	16	17	18	18	19	19	18	14	12	11	10	10	9	8
Diverge to Northbound I-95	16	16	16	17	18	18	19	19	18	14	12	11	11	10	9	8
Between I-95 Off Ramps	14	13	13	14	15	15	15	16	15	12	10	9	9	8	8	7
	17	16	17	18	19	18	19	19	18	15	13	12	11	10	9	9
Diverge to Southbound I-95	17	17	17	18	19	19	19	20	19	15	13	12	11	10	9	9
Between I-95 Off/On Ramps	10	10	10	11	11	11	12	12	11	9	8	7	7	6	6	5
	10	10	10	11	11	11	12	12	11	9	8	7	7	6	6	5
	10	10	10	11	11	11	12	12	11	9	8	7	7	6	6	5
Merge from I-95	10	9	10	10	11	11	11	11	11	9	8	7	6	6	6	5
Diverge to Philips Highway	10	10	10	11	11	11	11	12	11	9	8	7	7	6	6	5
Between Philips Highway On/Off Ramps	10	10	10	11	11	12	11	12	12	9	8	7	7	7	6	5
Merge from Philips Highway	10	9	10	10	11	11	11	11	11	9	7	7	6	6	6	5
East of Philips Highway	13	13	13	14	14	15	14	15	14	12	10	9	9	8	7	7
	13	13	13	14	14	15	14	15	14	12	10	9	9	8	7	7
	20	19	19	21	21	22	21	23	21	18	15	14	13	12	11	10
	20	19	19	20	22	22	22	23	21	18	15	14	13	12	11	10
	20	19	19	21	22	22	22	23	21	18	15	14	13	12	11	10

I-295 Westbound



Location	Density (veh/mi/ln)															
Westbound	Hour 1				Hour 2				Hour 3				Hour 4			
	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00	0.25	0.50	0.75	1.00
East of Philips Highway	20	20	21	22	23	23	23	23	19	16	15	14	13	12	11	10
	20	20	21	22	23	23	24	23	20	16	15	14	13	12	11	10
	20	20	21	23	23	23	24	24	20	17	15	14	13	12	11	10
	13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
	13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
	13	13	14	15	16	16	16	16	13	11	10	9	9	8	7	7
Diverge to Philips Highway	10	10	10	11	12	12	12	12	10	8	7	7	7	6	5	5
Between Philips Highway On/Off Ramps	11	11	12	12	13	13	13	13	11	9	8	8	7	7	6	6
Merge from Philips Highway	13	13	14	15	15	15	15	15	13	11	10	9	9	8	8	7
Diverge to Northbound I-95	13	13	13	14	14	15	15	15	13	11	10	9	8	8	7	7
Between I-95 Off Ramps	16	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
	16	15	16	17	18	18	18	18	16	13	12	11	10	9	9	8
Diverge to Southbound I-95	12	12	12	13	13	14	14	14	12	10	9	8	8	7	7	6
Between I-95 Off Ramps and EL Ingress	14	14	14	15	15	16	16	16	14	12	11	9	9	8	8	7
Diverge to Express Lanes	14	14	14	15	16	16	16	16	14	12	11	9	9	8	8	7
Between EL Ingress and I-95 On Ramp	16	14	16	18	18	16	13	14	16	14	12	11	11	10	9	9
Merge from I-95	15	15	16	16	17	17	16	17	17	14	12	11	10	10	9	8
Between I-95 and EL Ingress	15	15	15	16	17	17	21	28	22	14	12	11	10	9	9	8
Diverge to Express Lanes	15	15	15	16	17	17	20	23	23	14	12	11	10	9	9	8
Between EL Ingress and Old St. Augustine Road	18	17	18	20	20	20	15	16	19	17	14	13	13	12	11	10
	18	17	18	20	25	48	23	16	19	17	14	13	13	12	11	10
Diverge to Old St. Augustine Road	26	18	18	21	54	87	52	17	22	20	14	13	13	12	11	10
Between Old St. Augustine Road On/Off Ramps	53	26	19	28	76	101	86	26	28	33	14	14	13	13	12	11
	79	51	29	52	86	87	84	40	45	56	20	19	18	17	15	14
Merge from Old St. Augustine Road	64	54	38	56	67	68	69	46	45	51	24	18	17	16	15	13
Between Old St. Augustine Road and San Jose Boulevard	40	39	36	41	42	42	42	38	38	39	28	24	23	22	20	18
	36	36	34	39	40	39	39	40	38	38	28	24	23	22	20	18
Diverge to San Jose Boulevard Northbound	34	34	33	34	34	35	35	36	34	34	27	24	23	22	20	18
Between San Jose Boulevard Off Ramps	31	30	29	31	31	30	29	29	30	30	25	22	22	20	19	17
Diverge to San Jose Boulevard Southbound	23	22	22	23	23	22	22	21	22	23	19	17	16	15	14	13
Between San Jose Boulevard Off Ramp and EL Egress	25	24	24	25	25	24	22	22	24	25	21	18	18	17	16	14
Merge from Express Lanes	20	21	20	20	20	22	24	24	22	20	16	14	13	13	12	11
Merge from San Jose Boulevard	23	23	23	23	23	25	26	26	25	22	18	16	15	14	13	11
West of San Jose Boulevard	22	22	22	22	23	24	25	26	24	21	18	15	15	14	13	11
	22	23	22	22	23	24	25	26	24	22	18	16	15	14	13	11
	22	23	22	22	23	24	25	26	24	22	18	15	15	14	13	11
	22	23	22	22	23	24	25	26	24	22	18	16	15	14	13	11
	22	23	22	22	23	24	25	26	24	22	18	16	15	14	13	12
	22	23	22	22	23	24	25	26	24	22	18	16	15	14	13	12
	22	22	22	22	23	24	25	26	24	22	18	16	15	14	13	12
	22	22	22	22	23	24	25	26	25	22	18	16	15	14	13	12
	22	22	22	22	23	24	25	26	25	22	19	16	15	14	13	12

Legend

- Density ≤ 30 vpmpl
- Density 30-45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-295 – Design Year 2045 – Modified Build Alternative – PM Peak Period Heat Maps	Figure 7-36
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2045 Express Lane Access Point Weave Analysis (Original Build Alternative)

Freeway weave analyses were conducted at the critical weave areas located upstream and downstream of the express lane access points for the Original Build. It should be noted that the Modified Build provides freeway general use lane capacity improvements (as opposed to the express lanes provided in the Original Build) throughout the I-95 study area. Therefore, the access point weave analysis was only performed to assess the performance of the Original Build, rather than draw a comparison between the two study alternatives. Thirteen access point locations were analyzed to assess the performance of I-95 between the express lanes and the off-/on-ramps to the adjacent interchanges, which includes six locations in the northbound direction and seven locations in the southbound direction. The Original Build weave diagrams for the AM and PM peaks are provided in **Figure 7-37** and **Figure 7-38**, respectively; these figures show the simulated density between the access point and general use on/off-ramps for each hour of the peak period, in addition to the simulated volume performing each weave maneuver during the peak hour.

During both peak periods, express lane access points operated efficiently throughout the simulation period. In the northbound direction this includes the combined access south of SR 9B, the combined access between Baymeadows Road and Butler Boulevard, as well as the egress upstream of Atlantic Boulevard. In the southbound direction this includes the ingress downstream of Atlantic Boulevard, the egress upstream of Butler Boulevard, the combined access between butler Boulevard and Baymeadows Road, and the combined access south of SR 9B. During all four hours of simulation, the mainline segments at every access point maintain density levels less than 35 vpmpl.

2045 Freeway Travel Time

Travel time comparisons were performed for both the general use lanes and express lanes. The travel time measurements were performed for three segments on I-95 (with splits occurring at the rest area and at Butler Boulevard), in addition to the total travel time between the northern and southern ends of I-95 within the analysis area. The general use lane travel time and speed are based on the output for only the general use lanes. For the express lane travel times, the express lane output was used for segments where express lanes are available, and general use lane output was used for the remaining portion (such as between SR 16 to the express lane access north of International Golf Parkway, and between Emerson Road and Palm Avenue).

Table 7-8 shows travel time results along northbound and southbound I-95, comparing the peak hour travel times in the Modified Build Alternative general use lanes with the Original Build general use and express lanes. While the 2030 Opening Year analysis showed very significant travel time savings for the Modified Build over the Original Build, the 2045 Design Year analysis shows more comparable results between the two alternatives. This is because the primary source of the travel time savings in the Opening Year was the gap in added capacity in the Original Build between I-295 and Butler Boulevard, which caused bottlenecks in both directions. In the 2045 Design Year, the Original Build includes expanded capacity (in the form of express lanes) throughout the entire I-95 corridor with no gaps. Therefore, the Original Build operates more efficiently in this horizon. However, the Modified Build still shows corridor travel times that are similar to or better than the Original Build.

During the AM peak hour, the Modified Build provides a 17% travel time reduction in the northbound direction in the general use lanes between Butler Boulevard and Palm Avenue. This is due to the congestion that occurs at the University Boulevard on-ramp merge in the Original Build. In the southbound direction, the Modified Build experiences a 12% travel time reduction in the general use lanes between Palm Avenue and Butler Boulevard. This occurs because of the congestion that the Original Build experiences at the merge from Emerson Street. Elsewhere in the general use lanes (in both directions) the Original Build and Modified Build experience similar travel times. Overall, the Modified Build provides a 4% travel time reduction in the northbound direction and a 3% travel time reduction in the southbound direction.

During the PM peak hour, the Modified Build provides a 15% travel time reduction in the northbound direction in the general use lanes between Butler Boulevard and Palm Avenue. This is due to the congestion that occurs at the University Boulevard on-ramp merge in the Original Build. In the southbound direction, the Modified Build experiences a 10% travel time reduction in the general use lanes between Palm Avenue and Butler Boulevard. This occurs because of the congestion that the Original Build experiences at the merge from Emerson Street. Elsewhere in the general use lanes (in both directions) the Original Build and Modified Build experience similar travel times. Overall, the Modified Build provides a 3% travel time reduction in both directions of travel.

The Original Build express lanes generally provide a marginally faster travel time than the general use lanes in the Modified Build. This is because the express lanes have fewer access points than the general use lanes, which results in fewer lane change and merging maneuvers. In addition, the express lanes generally experience lower density levels than the general use lanes since access is restricted. However, it should be noted that since the general use lane volumes typically exceed the express lane volumes by a significant margin, the benefits experienced by the Modified Build in the general use lanes more than make up for the loss of the express lanes. It should be noted that both of the build alternatives provide average speeds that are 64 mph or more for both directions of both peak hours.

Table 7-8 2045 I-95 Peak Hour Travel Times

AM PEAK		Original Build Alternative General Use Lanes	Original Build Alternative Express Lanes	Modified Build Alternative General Use Lanes		
NB	SR 16 to Rest Area	11:12	11:15	11:22	1%	1%
	Rest Area to Butler Blvd	11:32	11:17	11:33	0%	2%
	Butler Blvd to Palm Ave	07:26	06:09	06:10	-17%	0%
	Total Travel Time	**30:11**	**28:41**	**29:06**	**-4%**	**1%**
	(Average Speed)	**(64 mph)**	**(67 mph)**	**(66 mph)**		
SB	Palm Ave to Butler Blvd	07:00	06:12	06:12	-12%	0%
	Butler Blvd to Rest Area	11:00	10:45	10:56	-1%	2%
	Rest Area to SR 16	11:23	11:13	11:23	0%	1%
	Total Travel Time	**29:23**	**28:09**	**28:30**	**-3%**	**1%**
	(Average Speed)	**(66 mph)**	**(69 mph)**	**(68 mph)**		
PM PEAK		**Original Build Alternative General Use Lanes**	**Original Build Alternative Express Lanes**	**Modified Build Alternative General Use Lanes**		
NB	SR 16 to Rest Area	11:03	11:07	11:10	1%	1%
	Rest Area to Butler Blvd	11:07	11:08	11:11	1%	0%
	Butler Blvd to Palm Ave	07:18	06:08	06:10	-15%	1%
	Total Travel Time	**29:28**	**28:23**	**28:32**	**-3%**	**0%**
	(Average Speed)	**(66 mph)**	**(68 mph)**	**(68 mph)**		
SB	Palm Ave to Butler Blvd	06:54	06:09	06:11	-10%	1%
	Butler Blvd to Rest Area	11:30	10:52	11:14	-2%	3%
	Rest Area to SR 16	11:32	11:19	11:34	0%	2%
	Total Travel Time	**29:55**	**28:20**	**28:59**	**-3%**	**2%**
	(Average Speed)	**(65 mph)**	**(68 mph)**	**(67 mph)**		

Note: Percentages indicate comparisons to the Original Build General Use Lanes and Express Lanes.

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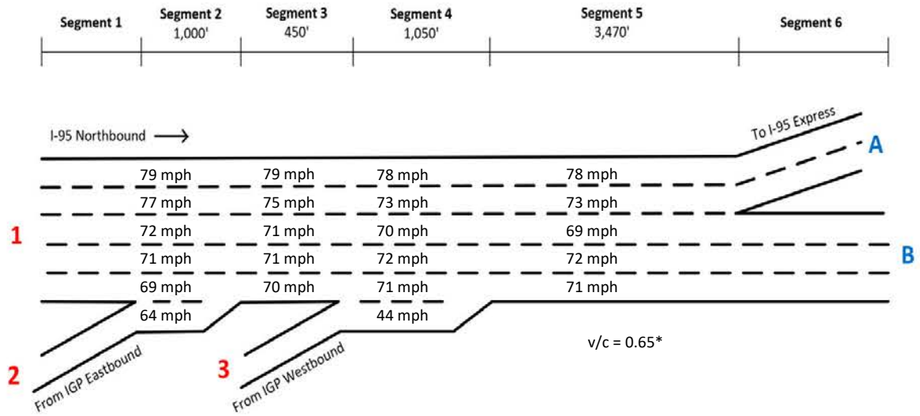
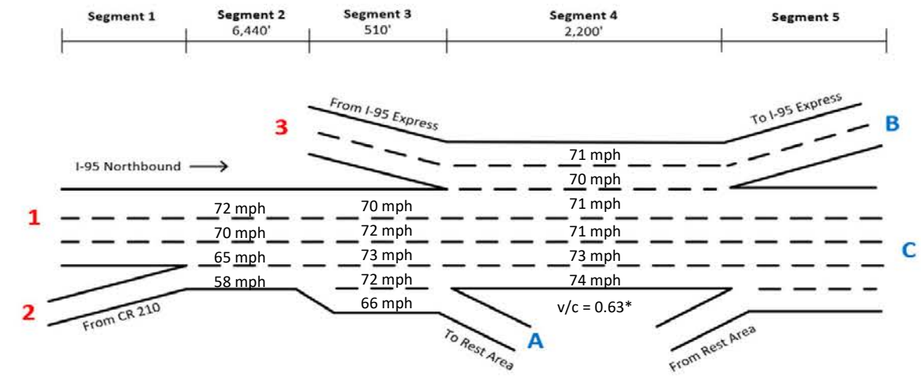
Weave 1



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	10	11	8	6
I-95 Northbound - 2	12	12	10	7
I-95 Northbound - 3	14	14	12	9
I-95 Northbound - 4	12	13	11	8
I-95 Northbound - 5	15	16	13	9
I-95 Northbound - 6	16	17	14	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,412
1-B	2,456
2-A	401
2-B	862
3-A	58
3-B	371

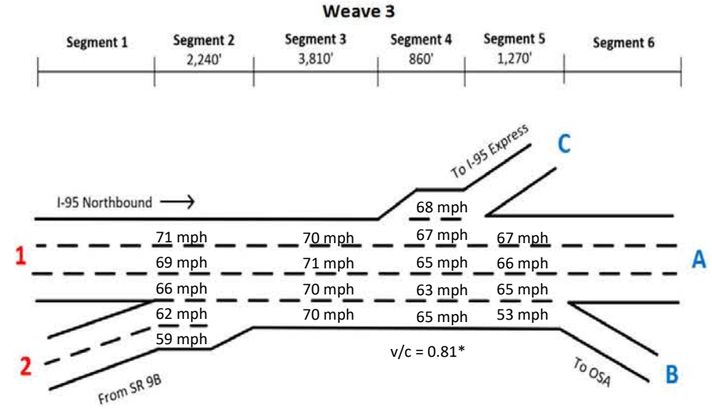
Weave 2



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	14	11	8
I-95 Northbound - 2	14	15	12	8
I-95 Northbound - 3	11	11	9	7
I-95 Northbound - 4	14	15	13	9
I-95 Northbound - 5	11	12	10	7

O-D Pair	Simulated Volume (Peak Hour)
1-A	202
1-B	150
1-C	2,635
2-A	9
2-B	445
2-C	685
3-B	1,975
3-C	772

Weave 3



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	14	11	8
I-95 Northbound - 2	15	17	13	9
I-95 Northbound - 3	18	20	16	11
I-95 Northbound - 4	16	17	14	10
I-95 Northbound - 5	18	19	16	11
I-95 Northbound - 6	21	23	18	13

O-D Pair	Simulated Volume (Peak Hour)
1-A	2,318
1-B	578
1-C	41
2-A	1,940
2-B	205
2-C	568

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-37
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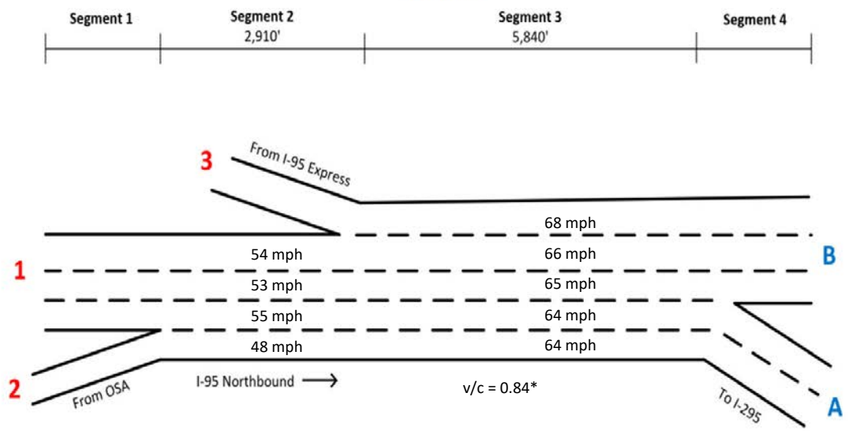
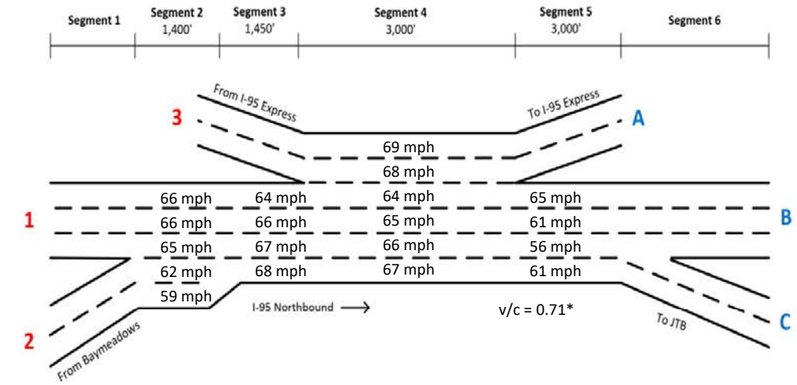
Weave 4



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	21	23	18	13
I-95 Northbound - 2	24	28	21	14
I-95 Northbound - 3	21	23	19	13
I-95 Northbound - 4	20	22	18	13

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,516
1-B	2,737
2-A	716
2-B	917
3-A	845
3-B	645

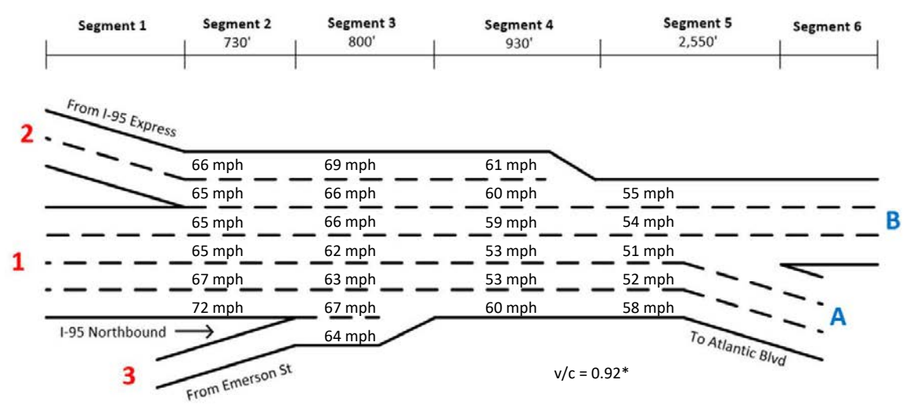
Weave 5



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	17	18	16	11
I-95 Northbound - 2	15	16	13	9
I-95 Northbound - 3	18	19	16	11
I-95 Northbound - 4	18	19	16	11
I-95 Northbound - 5	24	25	21	15
I-95 Northbound - 6	18	19	16	12

O-D Pair	Simulated Volume (Peak Hour)
1-A	300
1-B	2,215
1-C	1,175
2-A	282
2-B	699
2-C	466
3-A	718
3-B	810
3-C	812

Weave 6



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	19	19	17	13
I-95 Northbound - 2	17	18	16	11
I-95 Northbound - 3	17	18	15	11
I-95 Northbound - 4	21	23	19	13
I-95 Northbound - 5	27	31	25	18
I-95 Northbound - 6	29	31	27	19

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,741
1-B	3,179
2-A	810
2-B	1,496
3-A	304
3-B	567

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-37
			Page 2 of 4

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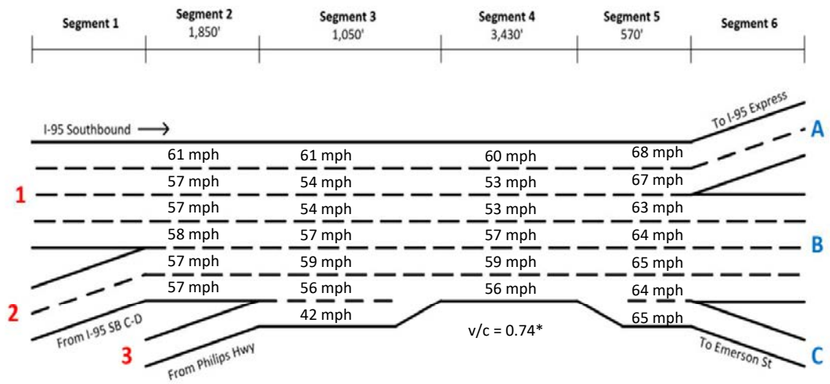
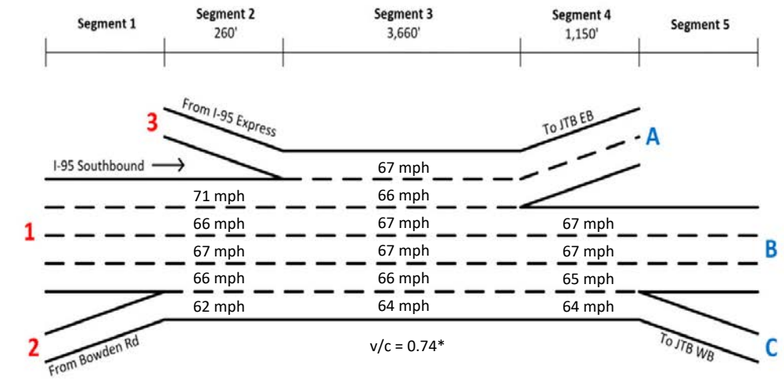
Weave 7



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	24	26	20	14
I-95 Southbound - 2	21	22	17	12
I-95 Southbound - 3	19	20	16	11
I-95 Southbound - 4	22	24	18	13
I-95 Southbound - 5	16	18	14	10
I-95 Southbound - 6	18	21	16	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,747
1-B	3,513
1-C	526
2-A	580
2-B	1,159
2-C	176
3-A	104
3-B	187
3-C	34

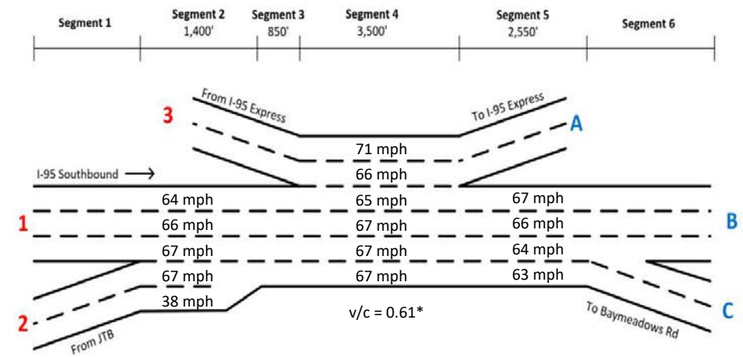
Weave 8



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	19	15	12
I-95 Southbound - 2	19	20	16	12
I-95 Southbound - 3	18	20	16	11
I-95 Southbound - 4	19	20	16	11
I-95 Southbound - 5	18	20	16	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,462
1-B	2,768
1-C	759
2-A	431
2-B	972
2-C	134
3-A	745
3-B	199
3-C	396

Weave 9



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	20	16	11
I-95 Southbound - 2	15	16	13	9
I-95 Southbound - 3	19	21	16	12
I-95 Southbound - 4	15	16	13	9
I-95 Southbound - 5	18	19	15	11
I-95 Southbound - 6	15	16	13	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	713
1-B	2,185
1-C	1,040
2-A	209
2-B	758
2-C	463
3-A	414
3-B	745
3-C	199

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-37
			Page 3 of 4

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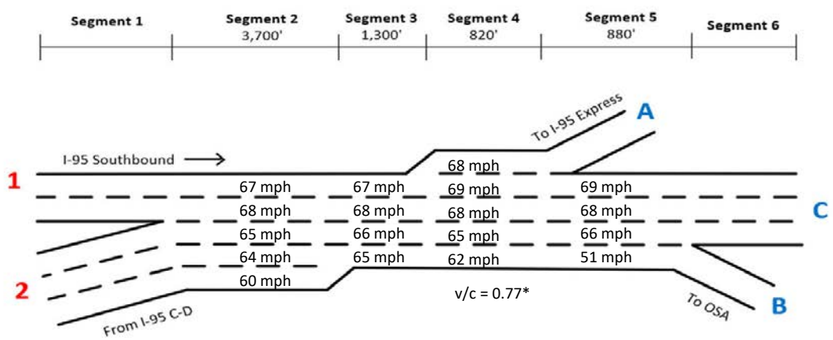
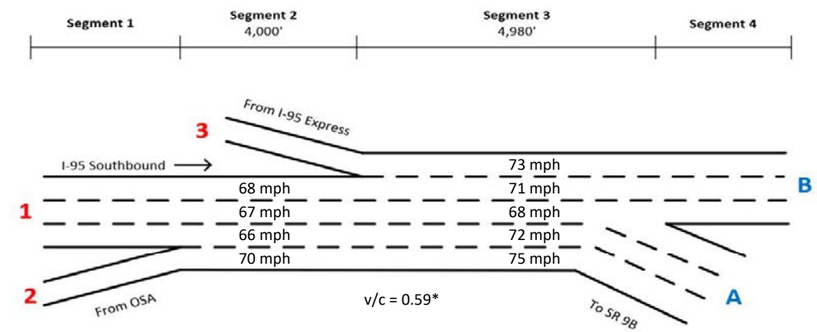
Weave 10



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	13	14	11	8
I-95 Southbound - 2	15	16	14	9
I-95 Southbound - 3	19	20	17	12
I-95 Southbound - 4	15	16	14	10
I-95 Southbound - 5	18	19	16	11
I-95 Southbound - 6	17	17	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	54
1-B	488
1-C	1,242
2-A	446
2-B	840
2-C	2,270

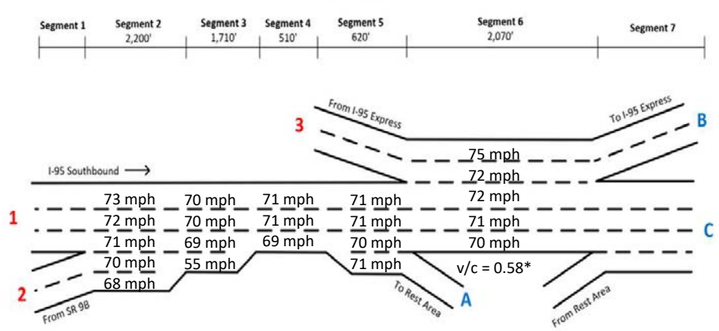
Weave 11



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	17	15	11
I-95 Southbound - 2	14	15	13	9
I-95 Southbound - 3	13	14	12	9
I-95 Southbound - 4	15	16	14	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,094
1-B	2,422
2-A	234
2-B	400
3-A	335
3-B	582

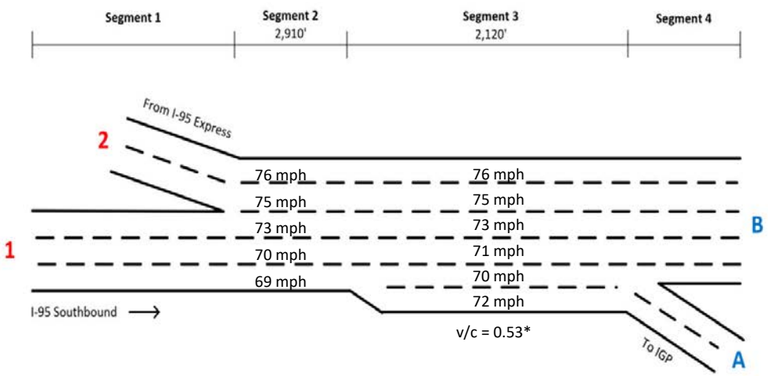
Weave 12



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	15	16	14	10
I-95 Southbound - 2	11	12	10	7
I-95 Southbound - 3	15	16	13	9
I-95 Southbound - 4	19	21	18	12
I-95 Southbound - 5	14	15	13	9
I-95 Southbound - 6	13	14	12	9
I-95 Southbound - 7	14	15	13	9

O-D Pair	Simulated Volume (Peak Hour)
1-A	141
1-B	162
1-C	3,094
2-A	38
2-B	189
2-C	711
3-B	756
3-C	147

Weave 13



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	18	15	11
I-95 Southbound - 2	12	13	11	8
I-95 Southbound - 3	10	11	9	7
I-95 Southbound - 4	8	9	8	6

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,178
1-B	2,655
2-A	145
2-B	647

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – AM Peak Period Weave Analysis	Figure 7-37
			Page 3 of 4

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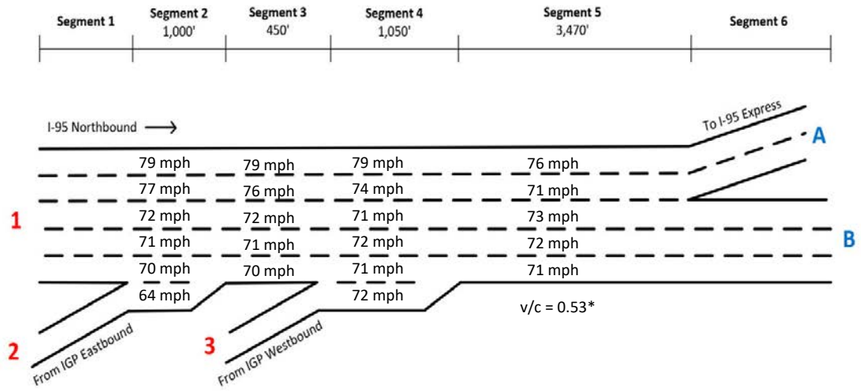
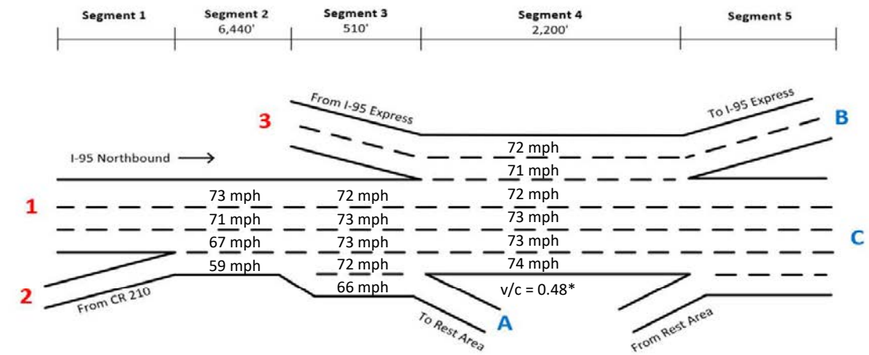
Weave 1



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	8	9	7	5
I-95 Northbound - 2	9	9	8	6
I-95 Northbound - 3	10	11	9	7
I-95 Northbound - 4	9	10	8	6
I-95 Northbound - 5	11	12	10	8
I-95 Northbound - 6	12	13	11	8

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,289
1-B	2,030
2-A	166
2-B	517
3-A	42
3-B	304

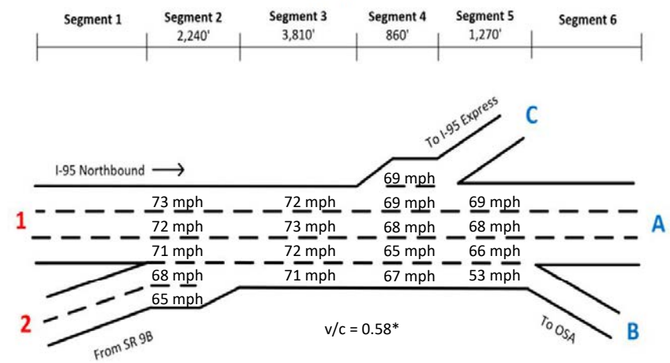
Weave 2



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	9	10	8	6
I-95 Northbound - 2	10	11	8	6
I-95 Northbound - 3	8	8	6	5
I-95 Northbound - 4	10	12	9	7
I-95 Northbound - 5	8	9	7	5

O-D Pair	Simulated Volume (Peak Hour)
1-A	150
1-B	60
1-C	1,942
2-A	28
2-B	336
2-C	536
3-B	1,630
3-C	518

Weave 3



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	9	10	8	6
I-95 Northbound - 2	10	11	8	6
I-95 Northbound - 3	12	14	10	8
I-95 Northbound - 4	10	12	9	6
I-95 Northbound - 5	12	14	10	8
I-95 Northbound - 6	13	15	11	8

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,795
1-B	405
1-C	53
2-A	1,144
2-B	235
2-C	309

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-38
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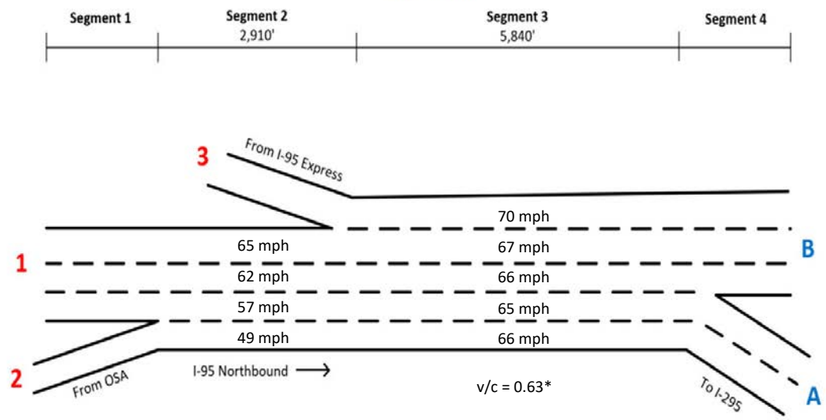
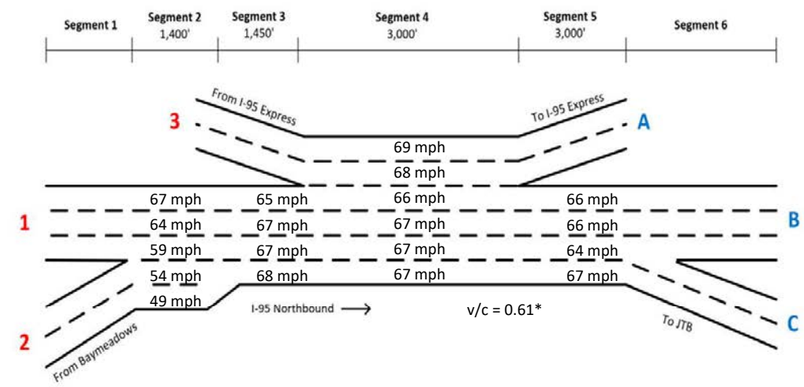
Weave 4



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	15	11	8
I-95 Northbound - 2	15	17	13	9
I-95 Northbound - 3	15	16	12	9
I-95 Northbound - 4	13	15	11	8

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,048
1-B	1,876
2-A	734
2-B	598
3-A	691
3-B	445

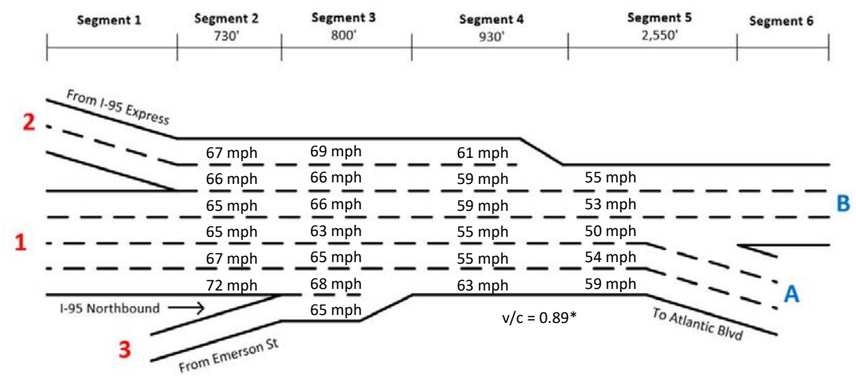
Weave 5



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	13	14	11	8
I-95 Northbound - 2	13	15	11	8
I-95 Northbound - 3	16	17	13	9
I-95 Northbound - 4	14	16	13	9
I-95 Northbound - 5	18	19	16	11
I-95 Northbound - 6	18	18	15	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	247
1-B	2,014
1-C	582
2-A	341
2-B	960
2-C	474
3-A	650
3-B	686
3-C	364

Weave 6



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Northbound - 1	18	19	15	11
I-95 Northbound - 2	16	18	14	10
I-95 Northbound - 3	15	17	13	9
I-95 Northbound - 4	19	22	17	11
I-95 Northbound - 5	25	29	22	15
I-95 Northbound - 6	30	34	27	18

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,379
1-B	3,513
2-A	599
2-B	1,550
3-A	199
3-B	520

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-38
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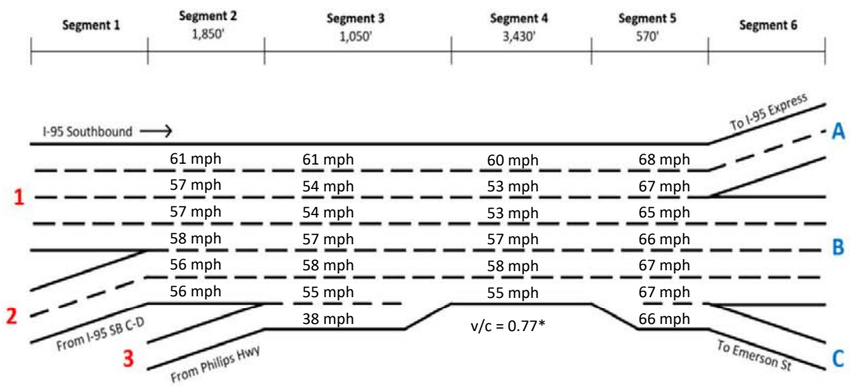
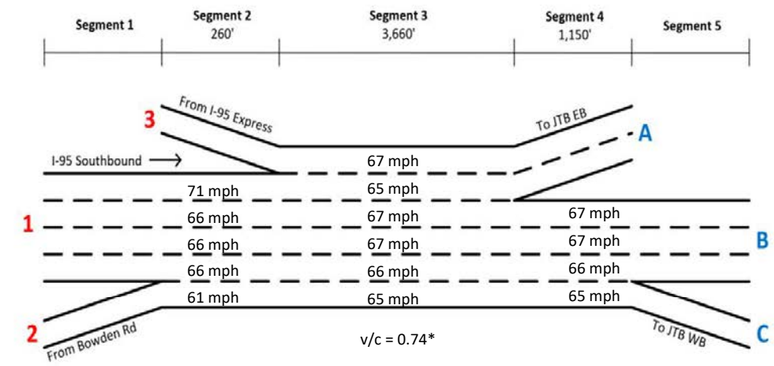
Weave 7



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	21	24	17	12
I-95 Southbound - 2	20	23	17	11
I-95 Southbound - 3	19	21	15	10
I-95 Southbound - 4	22	25	18	12
I-95 Southbound - 5	16	18	13	9
I-95 Southbound - 6	18	20	14	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,533
1-B	3,278
1-C	594
2-A	709
2-B	1,484
2-C	260
3-A	114
3-B	218
3-C	39

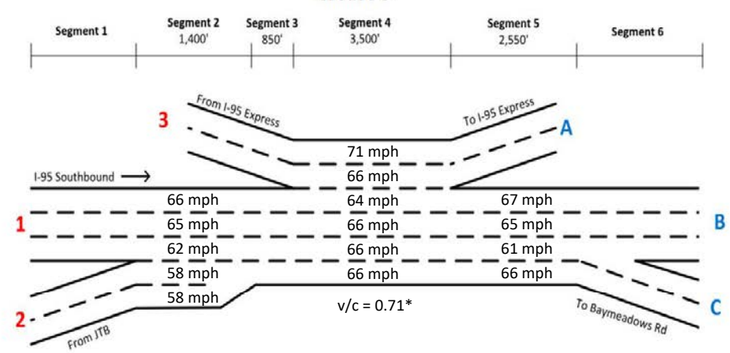
Weave 8



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	18	14	10
I-95 Southbound - 2	19	20	16	11
I-95 Southbound - 3	18	19	15	10
I-95 Southbound - 4	17	19	15	10
I-95 Southbound - 5	18	19	15	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,455
1-B	2,766
1-C	628
2-A	549
2-B	932
2-C	226
3-A	731
3-B	159
3-C	302

Weave 9



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	19	15	10
I-95 Southbound - 2	18	20	15	10
I-95 Southbound - 3	22	25	19	13
I-95 Southbound - 4	17	19	14	10
I-95 Southbound - 5	19	22	16	11
I-95 Southbound - 6	19	21	16	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	848
1-B	2,234
1-C	777
2-A	404
2-B	1,669
2-C	400
3-A	589
3-B	731
3-C	159

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-38
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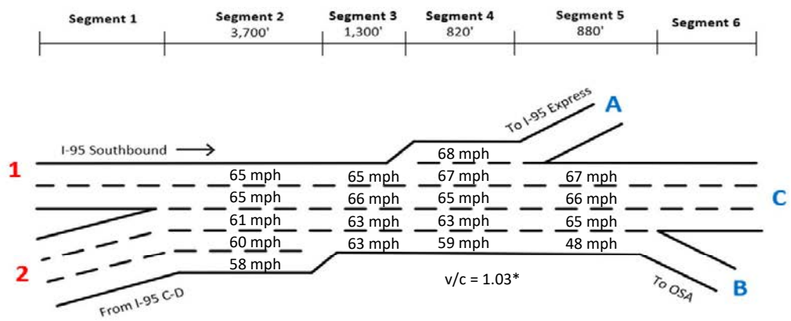
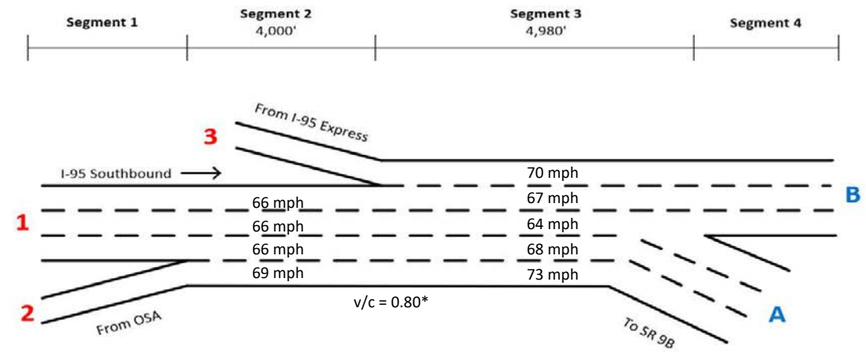
Weave 10



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	17	19	15	10
I-95 Southbound - 2	19	21	17	12
I-95 Southbound - 3	25	28	22	15
I-95 Southbound - 4	20	22	18	12
I-95 Southbound - 5	23	26	21	14
I-95 Southbound - 6	22	25	20	13

O-D Pair	Simulated Volume (Peak Hour)
1-A	63
1-B	704
1-C	1,707
2-A	595
2-B	901
2-C	3,102

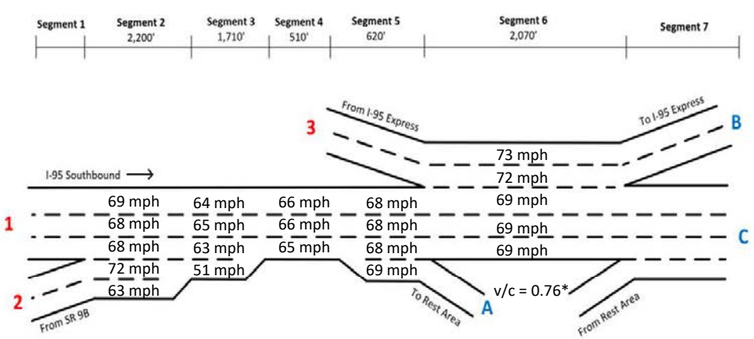
Weave 11



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	22	25	20	13
I-95 Southbound - 2	19	21	17	11
I-95 Southbound - 3	18	20	16	11
I-95 Southbound - 4	18	20	17	11

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,767
1-B	3,040
2-A	229
2-B	568
3-A	647
3-B	673

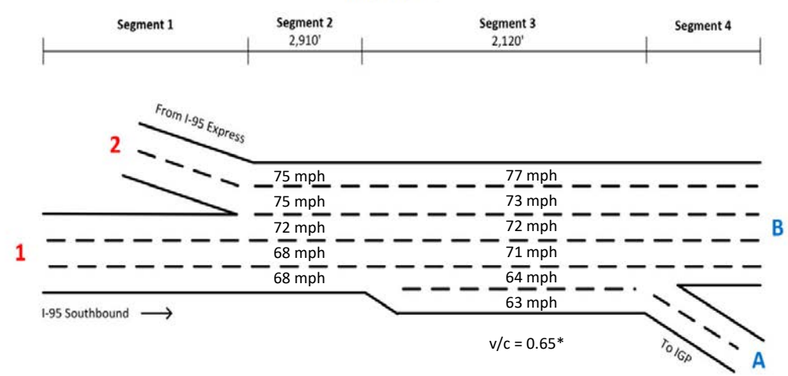
Weave 12



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	18	20	17	11
I-95 Southbound - 2	14	16	13	9
I-95 Southbound - 3	19	23	17	11
I-95 Southbound - 4	25	29	22	15
I-95 Southbound - 5	19	21	16	11
I-95 Southbound - 6	17	19	15	10
I-95 Southbound - 7	17	19	16	10

O-D Pair	Simulated Volume (Peak Hour)
1-A	157
1-B	225
1-C	3,882
2-A	56
2-B	304
2-C	1,047
3-B	963
3-C	191

Weave 13



Location	Density (vpmpl)			
	Hr 1	Hr 2	Hr 3	Hr 4
I-95 Southbound - 1	20	22	18	12
I-95 Southbound - 2	14	16	13	9
I-95 Southbound - 3	12	13	11	7
I-95 Southbound - 4	9	11	9	6

O-D Pair	Simulated Volume (Peak Hour)
1-A	1,537
1-B	3,088
2-A	262
2-B	774

Legend

- Density ≤ 45 vpmpl
- Density 45-55 vpmpl
- Density 55-75 vpmpl
- Density ≥ 75 vpmpl

*V/C ratios based on capacity estimate of 1,800 vehicles per lane

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	I-95 –Design Year 2045 – Original Build Alternative – PM Peak Period Weave Analysis	Figure 7-38
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2045 Study Intersection/Interchange Performance

The performance of the study area intersections was evaluated as part of the VISSIM analysis. Signal optimization was performed to account for the 2045 peak-hour volumes. The Design Year 2045 intersection delay results are summarized in **Table 7-9**. Additional details for the intersection analysis are provided in **Appendix G.** In the Design Year 2045, 12 of the 56 study area intersections are expected to operate with excessive delay (> 80 seconds per vehicle), which include the following:

- International Golf Parkway at World Golf Village (Original Build AM/PM)
- International Golf Parkway at I-95 (Original Build PM)
- Southside Boulevard at Square Lake Boulevard (Original Build PM)
- Southside Boulevard at Service Road / Belle Rive Boulevard (Original Build PM)
- Baymeadows Road at Baymeadows Way (Modified Build PM)
- Baymeadows Road at Western Way / Baymeadows Circle West (Original Build PM)
- Butler Boulevard at Bonneval Road (Original Build AM)
- Butler Boulevard at Belfort Road (Original Build PM)
- Bowden Road at Richard Street (Original Build, Modified Build PM)
- San Jose Boulevard at Hartley Road (Original Build, Modified Build AM)
- Old St. Augustine Road at Losco Road (Original Build, Modified Build PM)
- Philips Highway at I-295 Northbound / Greenland Road (Original Build, Modified Build AM)

The International Golf Parkway interchange and the intersection with World Golf Village Road (west of the interchange) show higher levels of delay in the Original Build than the Modified Build. This is due to the reconfiguration of the interchange in the Modified Build, which offsets the WBL turning movement to 400 feet west of the southbound off-ramp terminal. This adds additional storage for the WBL movement and allows it to run simultaneously with the southbound (off-ramp) movements. This reduces the green time for the protected WBL phase and allows more green time for the through movements on International Golf Parkway. The Original Build maintains the existing configuration, causing heavy eastbound queues at the southbound off-ramp terminal during the AM peak hour, impacting operations at the intersection with World Golf Village Road. During the PM peak hour, extensive queueing occurs in both directions on International Golf Parkway, in addition to the southbound off-ramp.

Table 7-9 2045 Intersection/Interchange Analysis Summary

Intersection/Interchange	Original Build Delay (sec/veh)		Modified Build Delay (sec/veh)	
	AM	PM	AM	PM
International Golf Parkway @ World Golf Village	124.4	213.8	53.3	42.6
International Golf Parkway @ I-95	38.0	123.3	27.9	43.0
International Golf Parkway @ Center Place Way	1.9	6.3	1.9	3.8
CR 210 @ Russell Sampson Road	19.6	22.6	19.7	22.3
CR 210 @ I-95	30.9	34.1	35.4	40.2
FCE @ CR 2209	22.1	24.0	21.2	24.3
SR 9B @ Peyton Parkway	26.2	15.8	30.5	16.6
SR 9B Northbound @ Philips Highway	27.3	21.6	45.6	24.5
SR 9B Southbound @ Philips Highway	23.7	32.1	23.2	32.2
Old St. Augustine Road @ Bartram Park Boulevard	48.4	42.8	44.7	45.2
Old St. Augustine Road @ I-95	47.8	51.2	41.0	33.6
Old St. Augustine Road @ Baptist Medical Center	12.9	24.7	10.1	12.1
Old St. Augustine Road @ Gran Bay Parkway	21.3	34.8	20.1	54.1
Philips Highway @ I-95	19.6	22.0	27.9	32.2
Philips Highway @ Keskin Avenue	11.4	23.5	11.6	30.8
Philips Highway @ Southside Boulevard	30.0	61.7	32.0	61.2
Southside Blvd @ Square Lake Blvd	16.2	98.9	17.5	76.0
Southside Blvd @ I-95 NB Off-Ramp / Paradise Island Entrance	10.4	39.5	16.1	21.5
Southside Blvd @ Western Lake U-turn	---	---	8.7	11.6
Southside Blvd @ Southside Blvd Service Rd / Western Lake Dr	6.5	62.1	10.8	32.8
Southside Blvd @ Southside Blvd Service Rd / Belle Rive Blvd	39.4	126.6	13.6	37.1
Baymeadows Road @ Baymeadows Way	31.6	63.1	29.4	94.0
Baymeadows Road @ Freedom Commerce Parkway	10.7	17.0	16.9	21.9
Baymeadows Road @ I-95	62.3	52.8	36.1	24.3
Baymeadows Road @ Western Way / Baymeadows Cir W	52.7	96.9	60.4	27.6
Baymeadows Road @ Princeton Square Blvd / Baymeadows Cir E	30.2	24.9	26.2	24.5
Baymeadows Road @ Old Baymeadows Rd	48.7	47.1	37.3	46.4
Butler Boulevard @ Bonneval Road	120.9	39.3	72.1	39.6
Butler Boulevard @ I-95	46.9	21.9	42.7	22.2
Butler Boulevard @ Belfort Road	61.2	223.6	23.7	23.1
Bowden Road @ Richard Street	31.6	85.1	36.8	91.7
Bowden Road @ I-95	23.5	26.0	25.4	25.5
Bowden Road @ Spring Park Road	44.4	24.6	49.7	24.6
University Boulevard @ Richard Street	18.1	25.7	18.1	25.9
University Boulevard @ I-95	22.8	23.3	21.9	22.1
University Boulevard @ Spring Park Road	39.6	75.3	39.6	73.8
Emerson Street @ Philips Highway	46.6	44.8	47.1	42.6
Emerson Street @ Copper Circle Way	6.2	26.6	9.5	24.3
Emerson Street @ I-95	29.6	44.2	28.7	36.7
Emerson Street @ Spring Park Road	25.9	32.3	25.3	25.1
Atlantic Avenue @ I-95 Northbound	27.8	41.9	27.9	42.9
Kings Avenue @ I-95 Ramps	37.0	69.4	38.2	68.5
Atlantic Avenue @ Kingman Avenue	38.4	18.4	38.9	17.3
Palm Avenue @ I-95	45.9	41.6	43.1	39.9
San Jose Boulevard @ Claire Lane	60.9	41.1	59.7	42.0
San Jose Boulevard @ Mall Entrance	5.4	16.9	5.3	18.5
San Jose Boulevard @ I-295	56.7	44.9	64.2	54.3
San Jose Boulevard @ Hartley Road	88.1	62.6	89.5	63.5
San Jose Boulevard @ Venture Place	7.9	48.5	10.7	44.6
San Jose Boulevard @ Oak Bluff Lane	14.3	19.5	14.0	22.0
Old St. Augustine Road @ Losco Road	45.2	123.5	46.7	120.1
Old St. Augustine Road @ I-295	35.6	35.7	37.5	36.7
Old St. Augustine Road @ Old Field Crossing Drive	30.8	51.5	29.0	49.8
Philips Highway @ I-295 SB	16.3	20.6	14.7	21.8
Philips Highway @ I-295 NB/Greenland Road	124.3	41.6	134.8	40.4
Philips Highway @ Business Park Boulevard	77.0	48.8	70.7	51.5

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On Southside Boulevard, the Modified Build provides significant improvements at the Belle Rive Boulevard and Western Lake Drive intersections that improve northbound operating conditions during the PM peak hour. In the Original Build, high levels of delay are observed at Belle Rive Boulevard and Square Lake Boulevard, due to congestion that spills back from the downstream intersections.

The Baymeadows Road intersections experience mostly improved operations in the Modified Build in comparison with the Original Build. While the conversion from a diamond interchange to a DDI provides significant reduction in delay at the interchange itself and the neighboring intersections, it should be noted that the DDI (by providing more favorable operations to the I-95 off-ramps) provides less favorable conditions for the east-to-west movements on Baymeadows Road itself, resulting in higher delay at the Baymeadows Way intersection. The Modified Build also includes an additional eastbound through lane downstream of the intersection of Baymeadows Road and Western Way, which provides improved operations over the Original Build.

The intersection of Butler Boulevard and Bonneval Road also operates at reduced levels of delay in the Modified Build. The Modified Build includes an additional NBR lane at the I-95 northbound ramp terminal intersection with Butler Boulevard, which reduces the green time for the off-ramp movements and improves operations on Butler Boulevard eastbound, upstream of the interchange. In the Original Build, eastbound queueing at the interchange is observed to extend upstream to the Bonneval Road intersection during the AM peak hour. The Modified Build improvements prevent this from occurring. The Belfort Road interchange at Butler Boulevard operates at very high levels of delay during the PM peak hour in the Original Build Alternative, due to lack of capacity of the current interchange configuration. The Modified Build Alternative converts this interchange to a diverging diamond interchange (DDI), resulting in significant delay time reductions.

The Bowden Road intersection with Richard Street maintains the same configuration between the two alternatives, and experiences high levels of delay during the PM peak hour due to high NBR demand and extensive queueing.

The intersection of San Jose Boulevard and Hartley Road experiences high levels of delay during the AM peak hour due to high demand on both the northbound and westbound approaches to the intersection. Providing acceptable operations on northbound San Jose (to prevent queueing into the upstream I-295 interchange) results in extensive queueing for the westbound approach on Hartley Road.

The intersection of Old St. Augustine Road and Losco Road also experiences more than 80 seconds of delay per vehicle during the PM peak hour for both alternatives, due to high demand for the WBL movement, and extensive queueing in both directions on Losco Road.

The intersection of Philips Highway and the I-295 northbound ramp terminal intersection and Greenland Road also experiences high levels of delay during the AM peak hour, due to heavy demand from the off-ramp and Greenland Road. Providing acceptable performance on Philips Highway upstream of the intersection and preventing spillback onto northbound I-295 results in high delay and extensive queuing on the Greenland Road approach.

The queue analysis for the off-ramp terminals is shown in **Table 7-10** which shows the available storage provided at the off-ramps in the Original and Modified Build compared to the maximum queue on the off-ramp in the Modified Build. This analysis was performed to assess whether the maximum queue on the off-ramps are expected to impact the I-95 mainline. The available storage for the Original Build and Modified Build alternatives is measured from the ramp terminal intersection stop bar to the point where the ramp meets the mainline (painted nose). Where applicable, based on AASHTO design standards, the available storage was reduced by the minimum deceleration length to stop condition. In all cases, the available storage length provided by the Modified Build Alternative is not exceeded by the simulated maximum queue length.

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Table 7-10 2045 Off-Ramp Queueing Analysis Summary

Ramp Location	Approach/ Movement		2045 Original Build	2045 Modified Build		
			Available Storage	Available Storage	AM Peak Hour Max. Queue	PM Peak Hour Max. Queue
I-95 at International Golf Parkway	NB	L	1,330	1,240	309	251
	NB	R	1,330	1,240	95	74
	SB	L	1,990	2,155	221	176
	SB	R	1,990	2,155	519	1,284
I-95 at CR 210	NB	L	1,035	1,190	320	306
	NB	R	1,035	1,190	255	227
	SB	L	1,545	1,440	281	263
	SB	R	1,545	1,440	99	140
I-95 at Old St. Augustine Rd	NB	L	1,255	1,465	163	261
	NB	R	1,255	1,465	291	89
	SB	L	1,680	2,130	8	0
	SB	R	1,520	1,940	159	462
I-95 at Philips Highway	NB	L	5,645	1,160	464	496
	NB	R	5,645	1,160	454	488
	SB	L	2,765	995	239	220
	SB	R	2,765	995	0	0
I-95 at Southside Blvd	NB	L	---	2,205	120	75
I-95 at Baymeadows Rd	NB	L	1,190	1,085	256	140
	NB	R	1,160	1,055	142	218
	SB	L	1,145	1,165	231	398
	SB	R	1,145	1,115	362	158
I-95 at Butler Blvd	NB	L	1,995	2,165	350	177
	NB	R	1,995	2,165	959	285
	SB	L	1,350	3,590	520	496
	SB	R	1,350	3,590	458	410
I-95 at Bowden Rd	NB	L	1,390	1,510	786	704
	NB	R	1,390	1,510	757	692
I-95 at University Blvd	SB	L	1,115	1,115	0	0
	SB	R	690	750	173	358
I-95 at Emerson St	NB	L	1,120	1,220	268	299
	NB	R	1,045	1,145	204	264
	SB	L	1,085	1,310	187	738
	SB	R	1,085	1,310	148	337

As discussed in Section 6, the Modified Build Alternative includes significant changes to the I-95 at Baymeadows Road interchange and the Butler Boulevard at Belfort Road interchange. For these interchanges, link evaluation showing the average travel speeds during the peak hour was processed. In addition, several interchange-wide MOEs are provided for comparison purposes.

Figure 7-39 shows the AM and PM peak hour average link travel speeds for the I-95 at Old St. Augustine Road interchange. The Modified Build incorporates an offset left-turn configuration for the westbound left-turn movement accessing the loop-ramp to northbound I-95, which allows the intersection to run under a two-phase timing plan. In terms of the operations of the interchange itself, the average speeds show overall improvements in the Modified Build, with significantly shorter westbound queues observed during both peak hours at the ramp terminal intersections. In addition, the Modified Build shows significantly reduced queueing in the eastbound direction at the southbound ramp terminal during the AM peak hour. In terms of the node-based intersection MOEs (see **Table 7-11**) the Modified Build shows significantly reduced intersection delay per vehicle (a 14% reduction during the AM peak and a 34% reduction during the PM peak), in addition to reduced maximum queue lengths on the northbound off-ramp during both peaks. The southbound off-ramp shows a reduced maximum queue during the PM peak; however, the AM peak experiences similar maximum queue lengths between the two alternatives.

Figure 7-40 shows the AM and PM peak hour average link travel speeds for the I-95 at Southside Boulevard. As part of the Modified Build Alternative, the intersection with Paradise Island Boulevard was reconfigured to include a signalized eastbound approach that provides access from the I-95 northbound off-ramp to Southside Boulevard northbound. This provides access to Western Lake Drive and Belle Rive Boulevard via the Southside Boulevard service road, to account for the revised access at the Belle Rive Boulevard intersection. During the AM peak, the Modified Build shows improvements over the Original Build at the Belle Rive Boulevard intersection. During the PM peak, the Modified Build shows significant improvements over the Original Build at the Belle Rive Boulevard intersection and the eastbound approach of the Western Lake Drive intersection. It should be noted that both peaks show northbound queueing at the Western Lake Drive intersection that does not exist in the Original Build. This is because the Modified Build incorporates signal control and a separate U-turn intersection providing access to the I-95 southbound on-ramp. The link evaluation shows that the queueing is contained to the storage lanes and does not have a negative impact on the Southside through traffic. While a direct intersection MOE comparison to the Original Build is not possible in this case, since the Original Build provides only free-flow ramps from northbound I-95 to Southside Boulevard, the results shown in **Table 7-11** for the Modified Build indicate that the delay and maximum queues incurred through the Modified Build enhancements are very low.

Figure 7-41 shows the AM and PM peak hour average link travel speeds for the I-95 at Baymeadows Road interchange (which was converted from a diamond interchange in the Original Build Alternative to a DDI concept for the Modified Build Alternative). Overall, the Original Build Alternative and Modified Build Alternative show similar average speeds during the AM and PM peak hours, and the Modified Build shows queue lengths that are comparable to or shorter than the Original Build. In terms of the node-based intersection MOEs (see **Table 7-11**) the Modified Build Alternative shows significantly reduced intersection delay per vehicle (a 42% reduction during the AM peak hour and a 54% reduction during the PM peak hour), in addition to similar or better maximum queue lengths on both off-ramps and a slightly increased volume throughput.

Figure 7-42 shows the AM and PM peak hour average link travel speeds for the Butler Boulevard at Belfort Road interchange. As part of the Modified Build Alternative, this interchange was converted from a tight

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urban diamond configuration to a DDI. During the AM peak hour, the average link travel speeds show reduced queueing on the eastbound off-ramp to Belfort Road for the Modified Build Alternative. During the PM peak hour, the Modified Build Alternative shows significant improvements. The two-phase operations of the DDI provide enhanced vehicle throughput, which reduces queueing on the northbound and southbound approaches along Belfort Road, in addition to reduced queuing on the eastbound off-ramp. This is also reflected in the node-based intersection MOEs (see **Table 7-11**) which show a 61% decrease in delay per vehicle in the AM peak hour, and a 90% decrease in the PM peak hour. The PM peak hour also shows a 19% increase in interchange throughput. Both peak hours show queue reductions on the eastbound and westbound off-ramps to Belfort Road.

Table 7-11 2045 Interchange Evaluation

Old St Augustine Road/ I-95 Interchange	AM Peak			PM Peak		
	Original Build	Modified Build	% Change	Original Build	Modified Build	% Change
Interchange Delay (sec/veh)	47.8	41.0	-14%	51.2	33.6	-34%
Interchange Throughput (vph)	6,096	6,123	0%	6,560	6,620	1%
Max Queue (NB Off-Ramp) (ft)	435	291	-33%	505	261	-48%
Max Queue (SB Off-Ramp) (ft)	158	159	1%	631	462	-27%
Southside Boulevard/ I-95 Ramp Terminal Intersection	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Delay (sec/veh)	---	16.1	---	---	21.5	---
Throughput (vph)	---	3,229	---	---	4,642	---
Max Queue (NB Off-Ramp) (ft)	---	120	---	---	75	---
Baymeadows Road/ I-95 Interchange	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Interchange Delay (sec/veh)	62.3	36.1	-42%	52.8	24.3	-54%
Interchange Throughput (vph)	7,707	7,739	0%	7,596	7,713	2%
Max Queue (NB Off-Ramp) (ft)	1,082	256	-76%	469	218	-54%
Max Queue (SB Off-Ramp) (ft)	843	362	-57%	444	398	-10%
Butler Boulevard/ Belfort Road Interchange	**AM Peak**			**PM Peak**		
	Original Build	**Modified Build**	**% Change**	**Original Build**	**Modified Build**	**% Change**
Interchange Delay (sec/veh)	61.2	23.7	-61%	223.6	23.1	-90%
Interchange Throughput (vph)	5,296	5,342	1%	4,676	5,584	19%
Max Queue (EB Off-Ramp) (ft)	1,490	644	-57%	966	159	-84%
Max Queue (WB Off-Ramp) (ft)	993	284	-71%	318	207	-35%

2045 Adjacent Systems Analysis

The average travel speeds along First Coast Expressway within the study area are presented in **Figure 7-43**. The results show similar operations between the two alternatives, with speeds greater than 60 mph on the mainline of both facilities during both the AM and PM peak hours. The system-to-system ramps are also shown to operate acceptably, without adverse impacts to the I-95 mainline or First Coast Expressway. Likewise, the interchange at CR 2209 does not show any negative impacts to First Coast Expressway.

The average travel speeds along SR 9B within the study area are presented in **Figure 7-44**. The results show similar operations between the two alternatives, with speeds greater than 60 mph on the mainline of both facilities during both the AM and PM peak hours. The system-to-system ramps are also shown to operate acceptably, without adverse impacts to the I-95 mainline or SR 9B. Likewise, the interchanges at Peyton Parkway and Philips Highway do not show any negative impacts to SR 9B.

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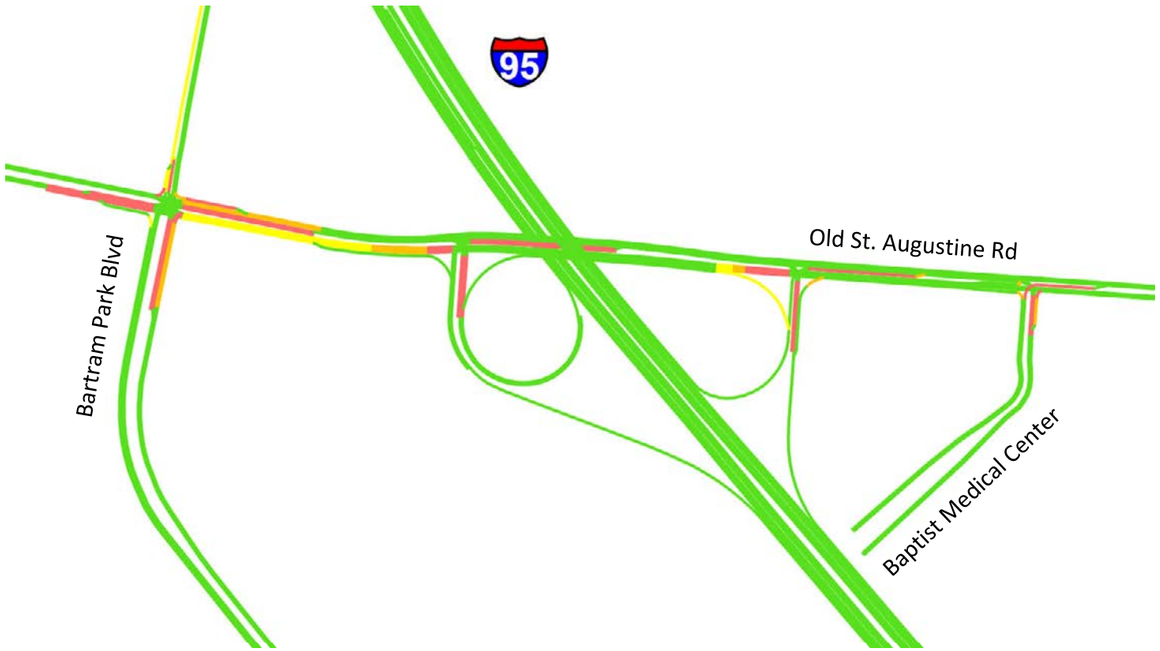
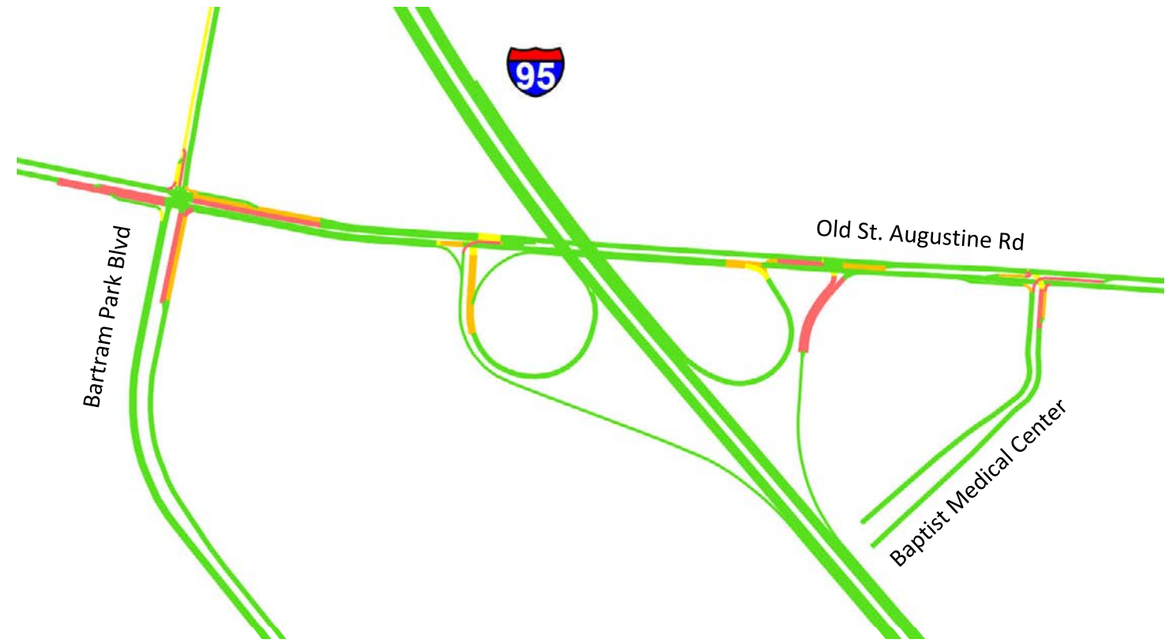
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Old St. Augustine Road Interchange Link Evaluation – 2045 Design Year	Figure 7-39
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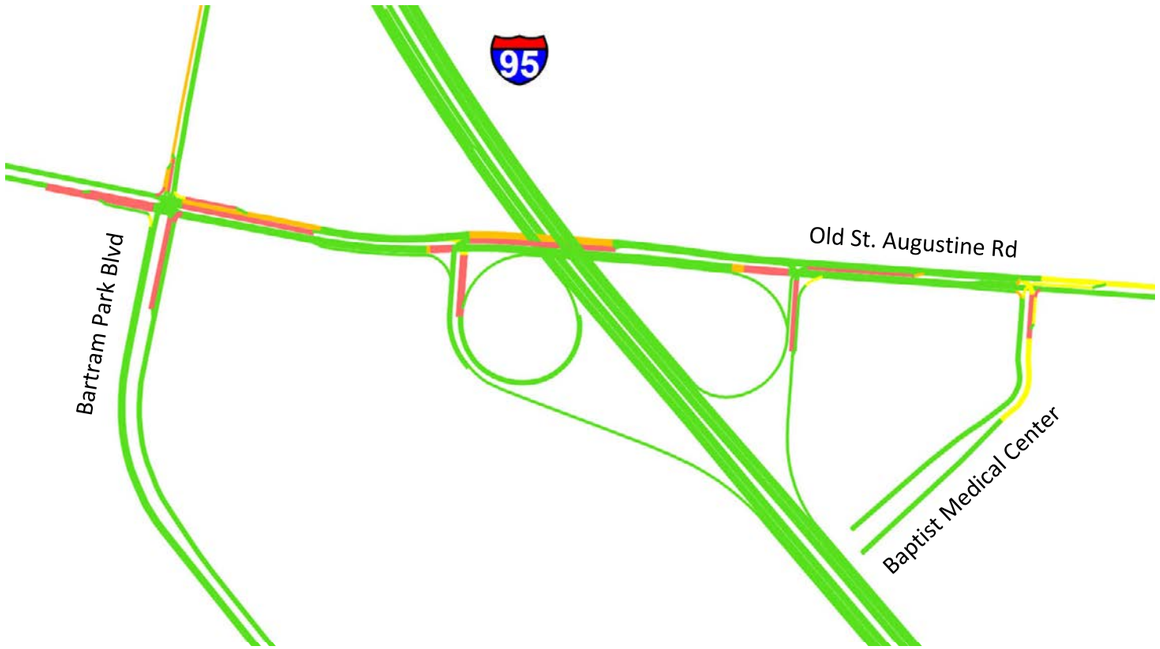
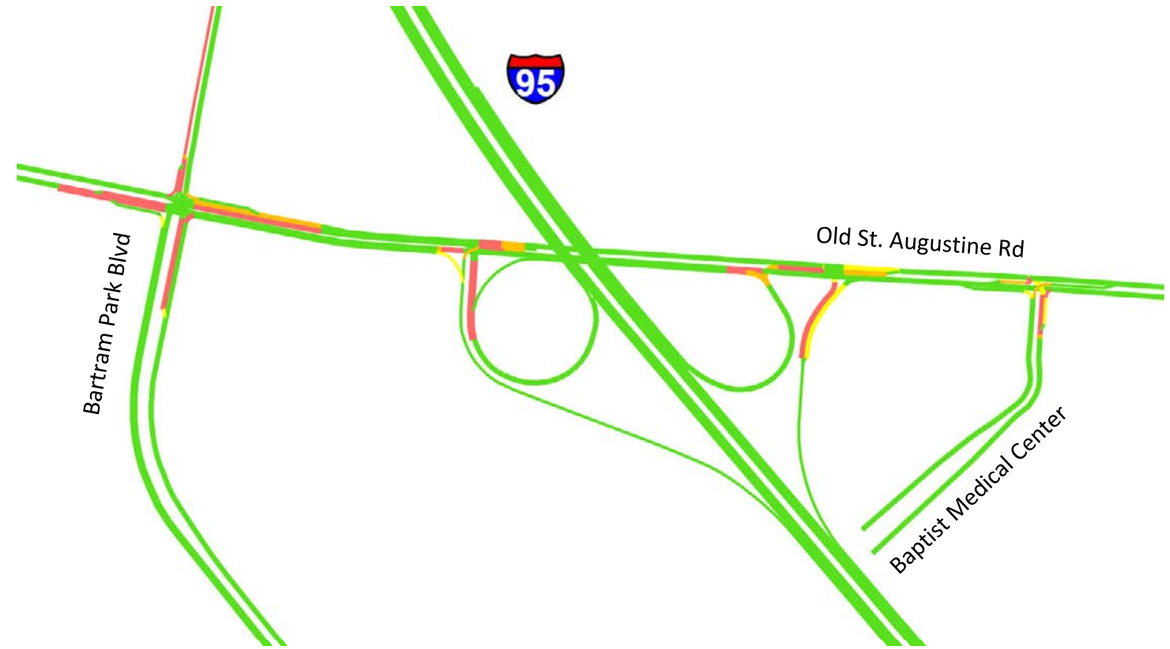
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



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- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Old St. Augustine Road Interchange Link Evaluation – 2045 Design Year	Figure 7-39
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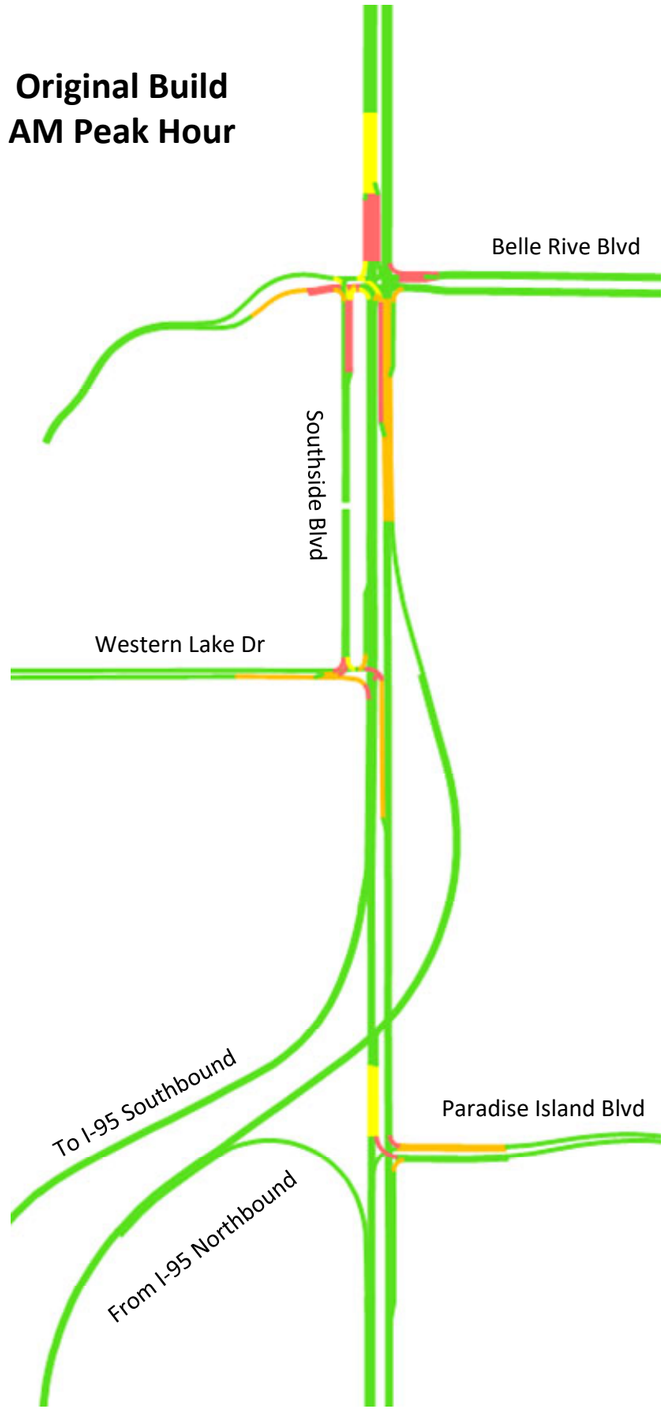

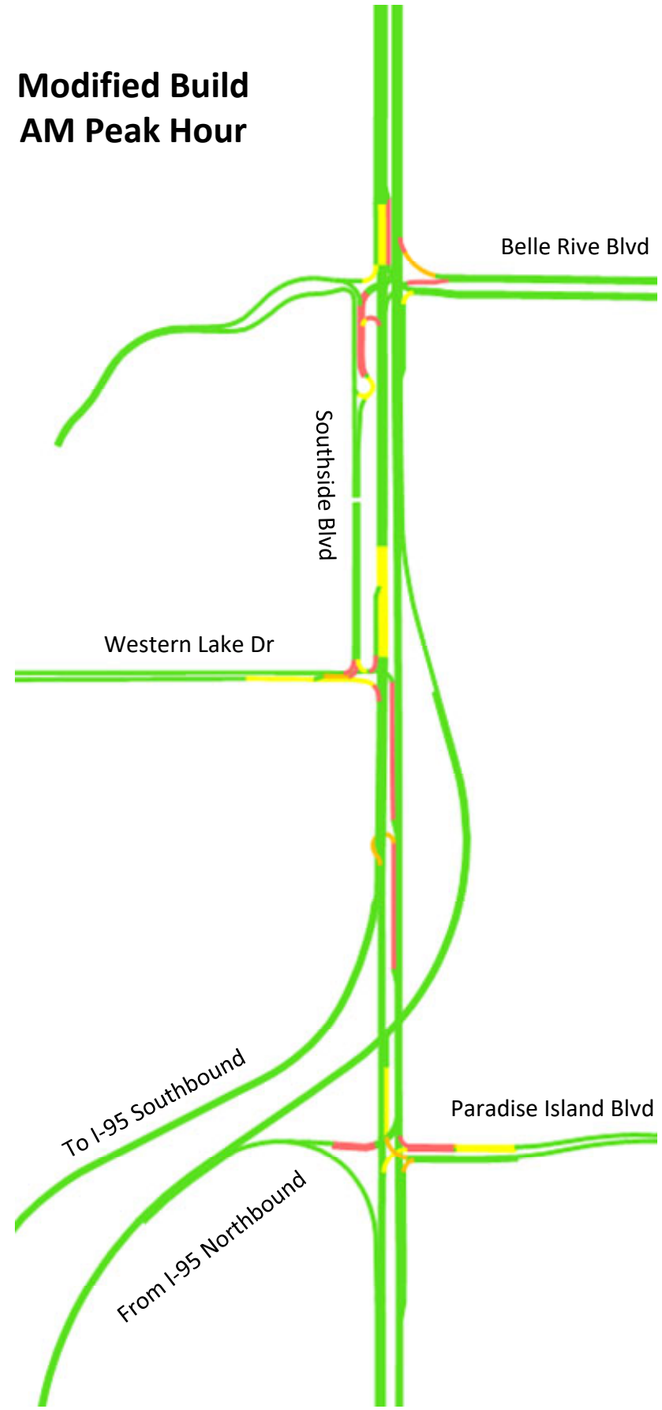

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- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Southside Boulevard Interchange Link Evaluation – 2045 Design Year	Figure 7-40
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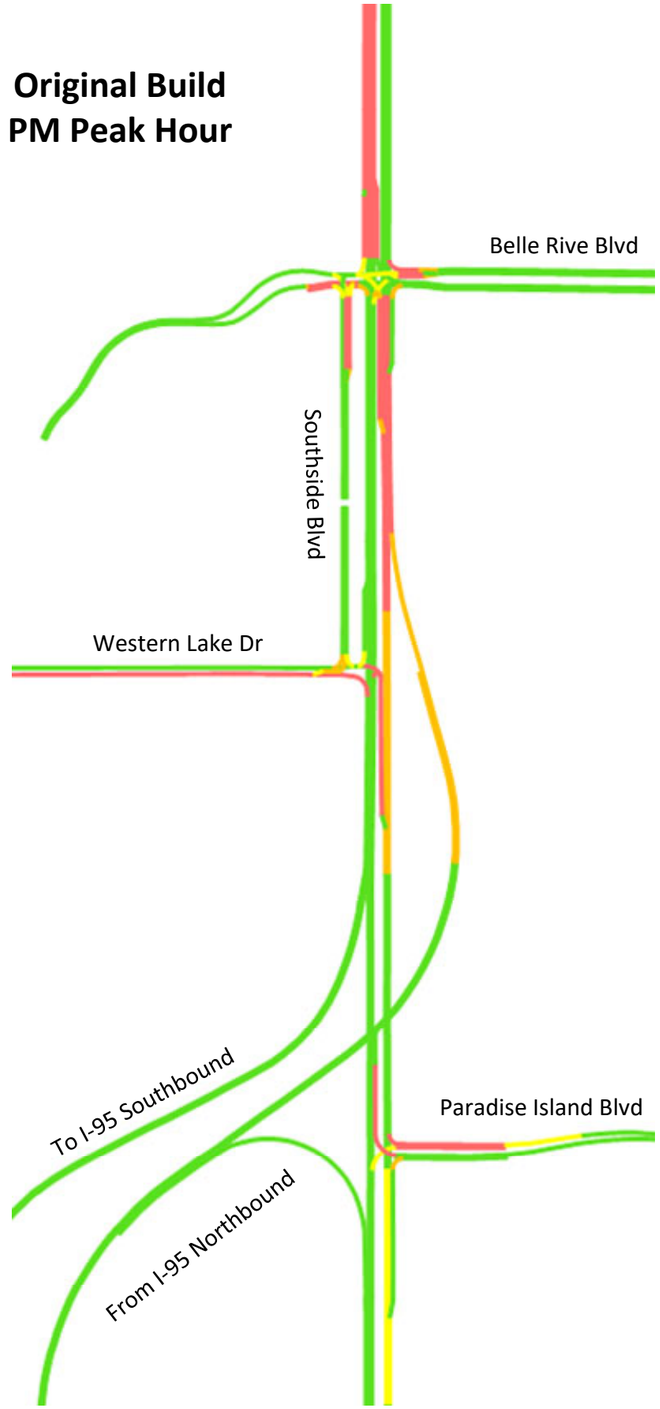

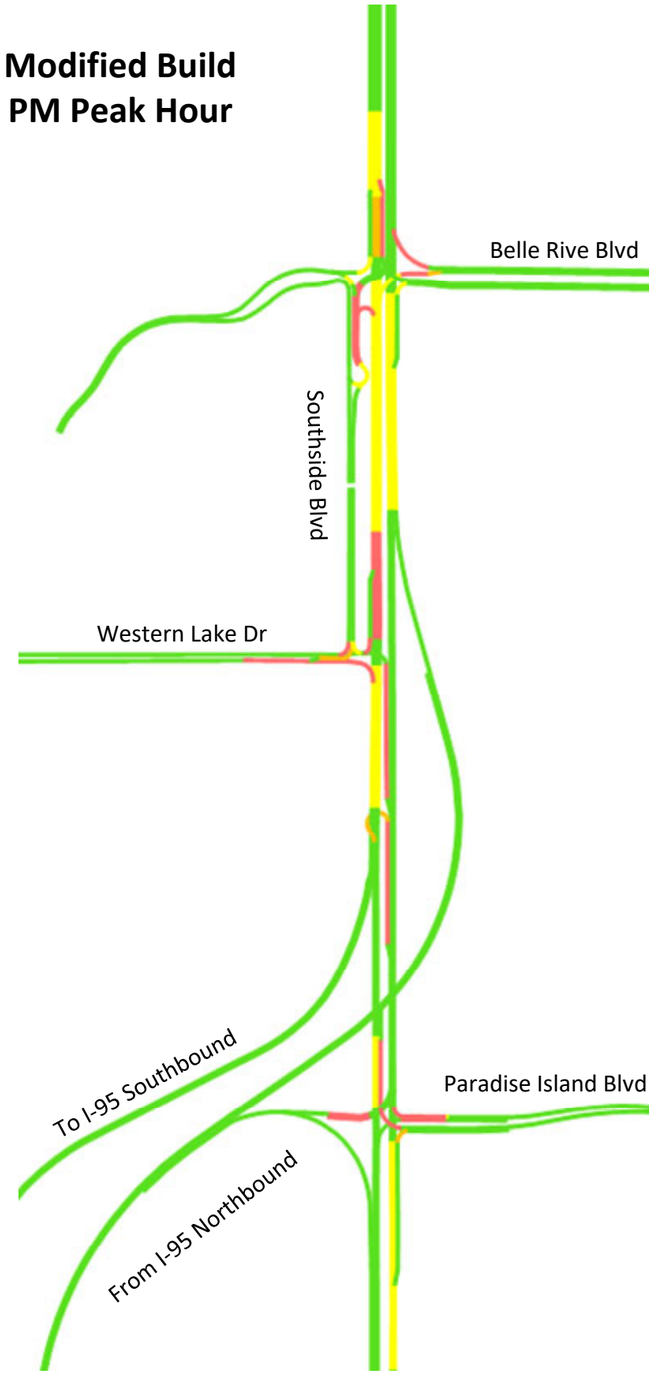

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- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Southside Boulevard Interchange Link Evaluation – 2045 Design Year	Figure 7-40
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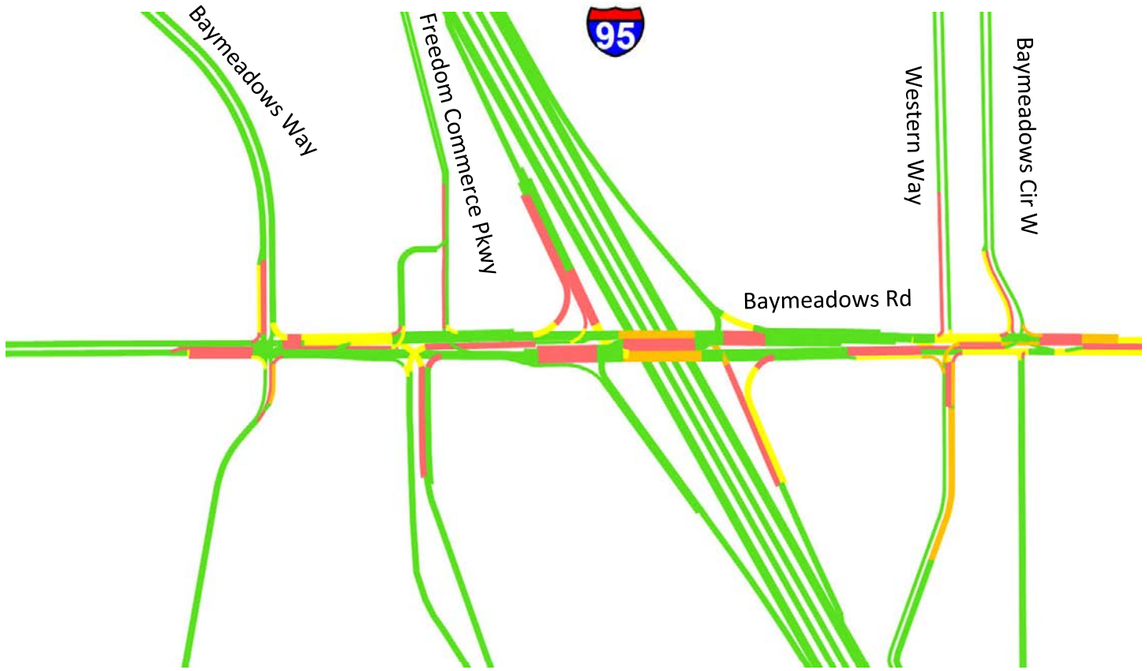
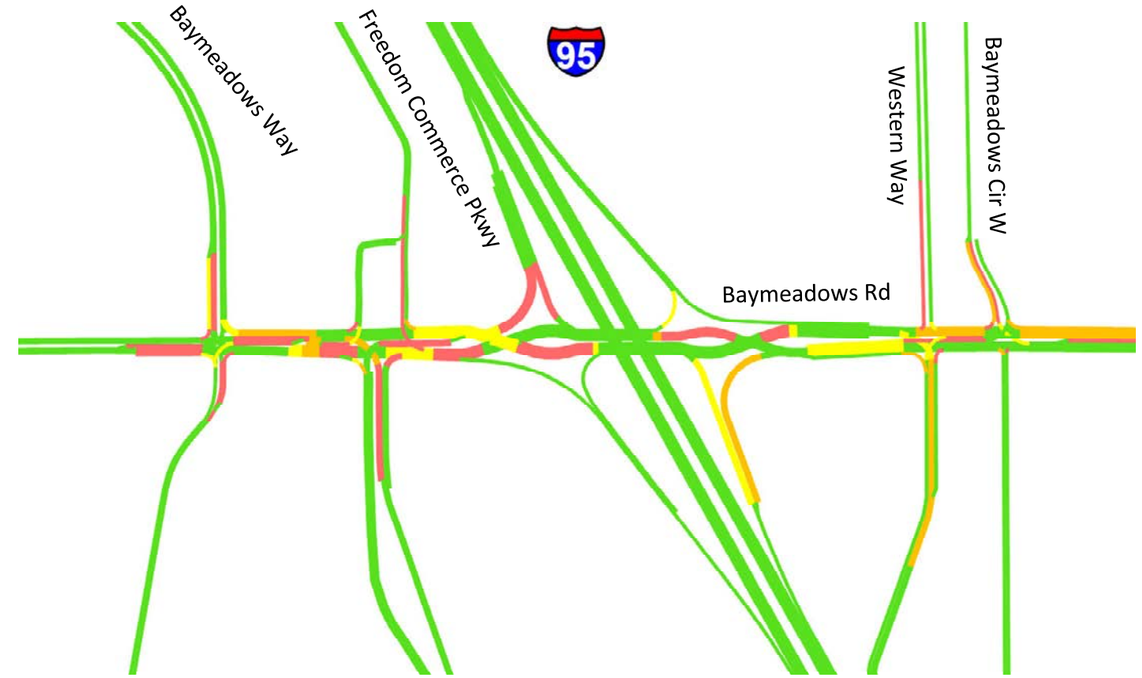
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Baymeadows Road Interchange Link Evaluation – 2045 Design Year	Figure 7-41
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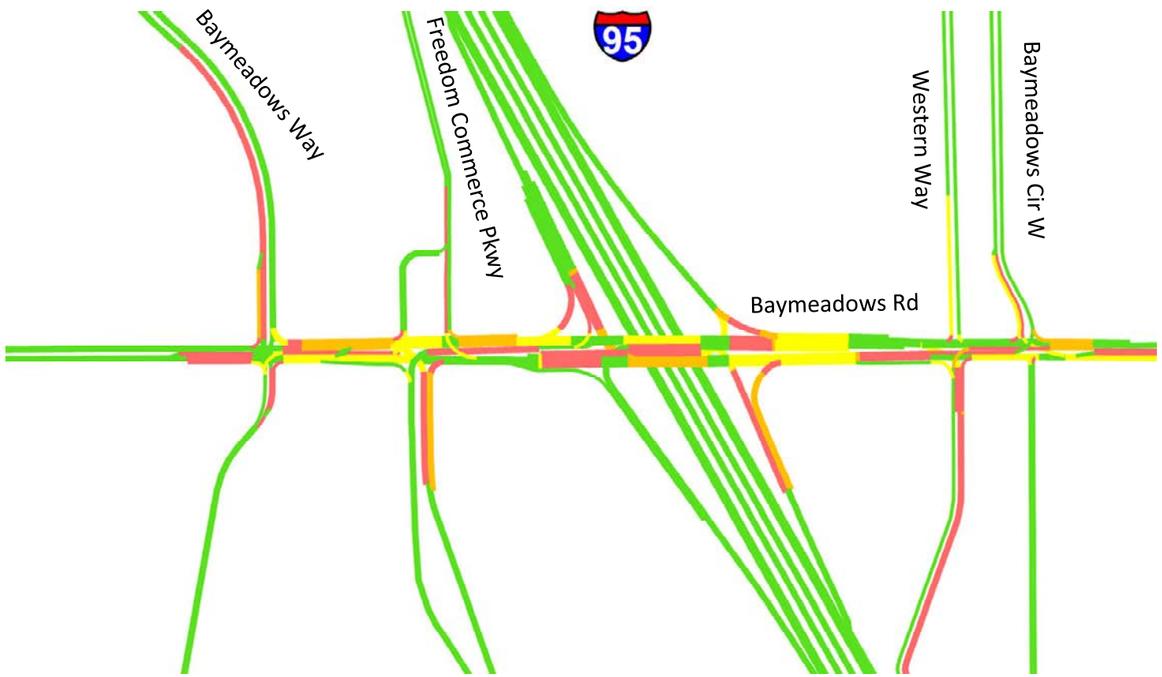
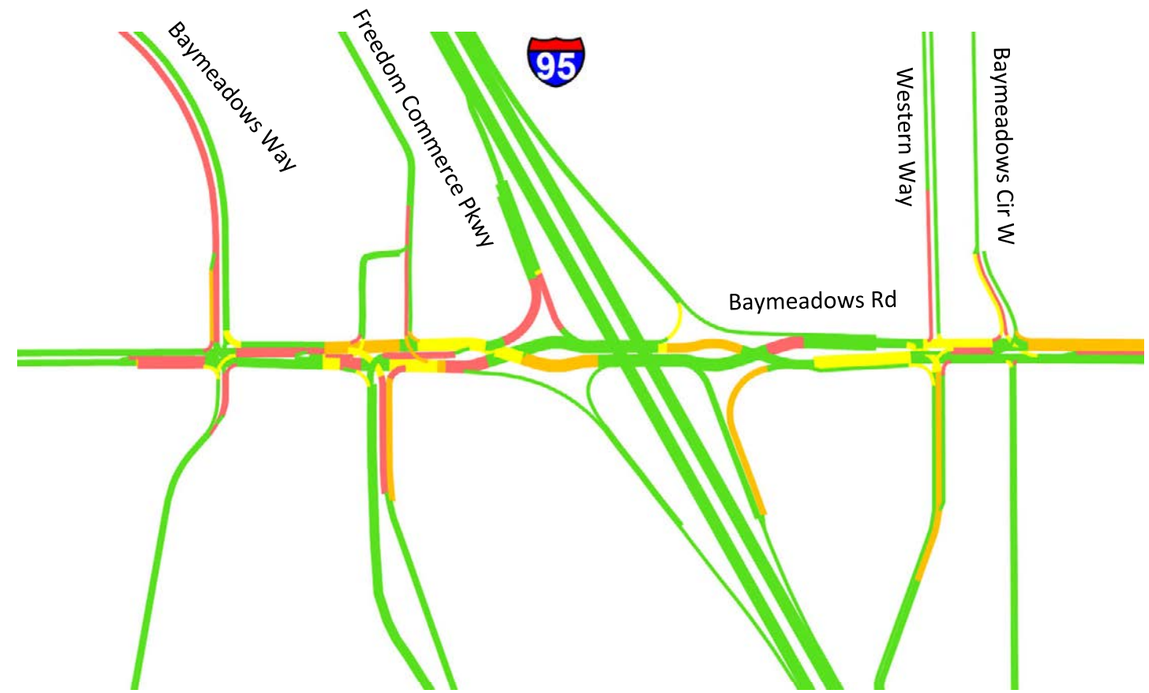
Original Build
PM Peak Hour



Modified Build
PM Peak Hour



Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

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FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Baymeadows Road Interchange Link Evaluation – 2045 Design Year	Figure 7-41 Page 2 of 2

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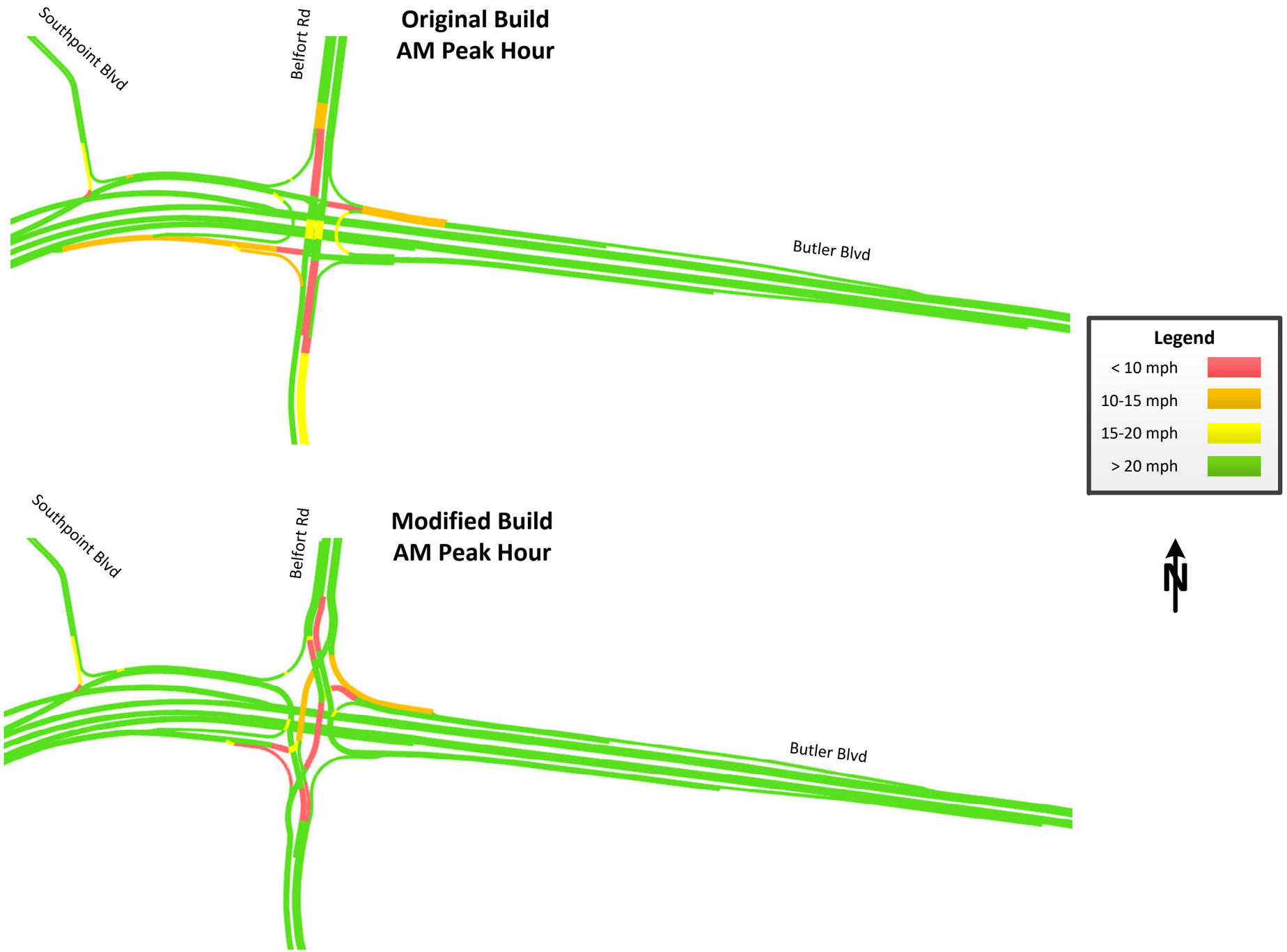

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Belfort Road Interchange Link Evaluation – 2045 Design Year	Figure 7-42
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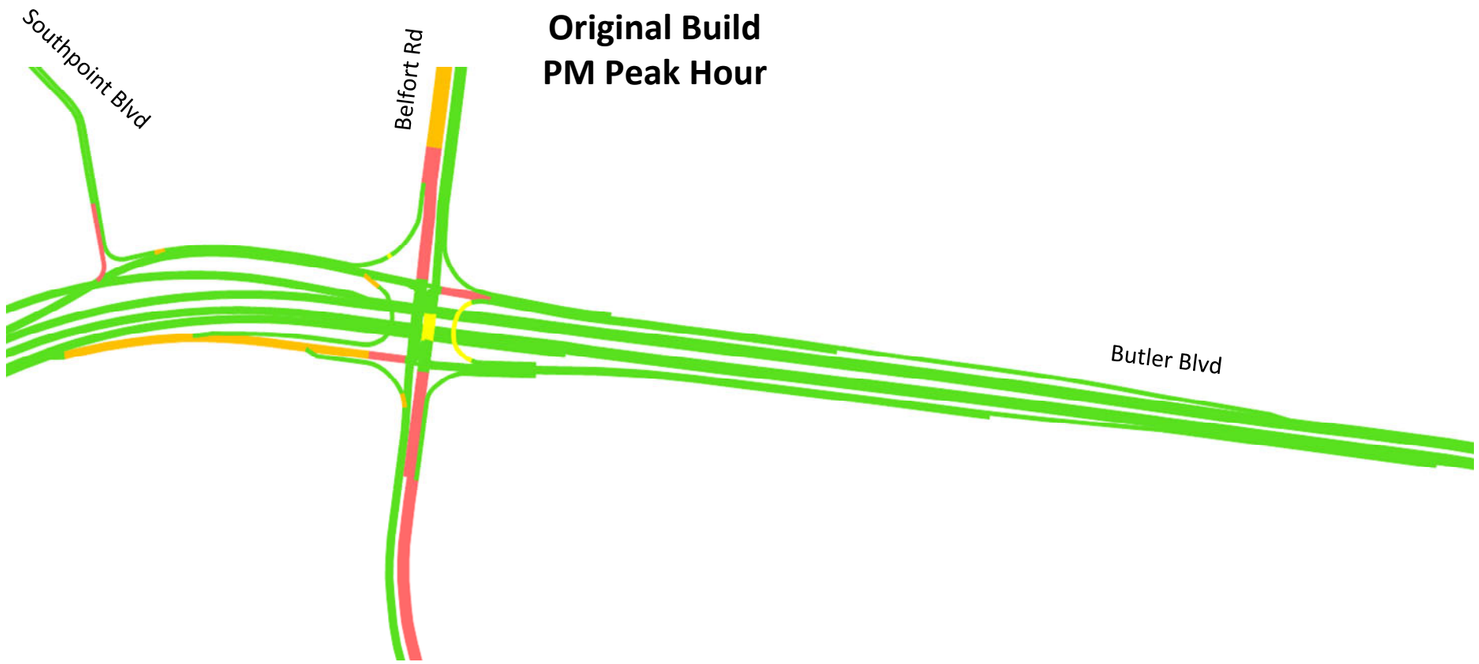

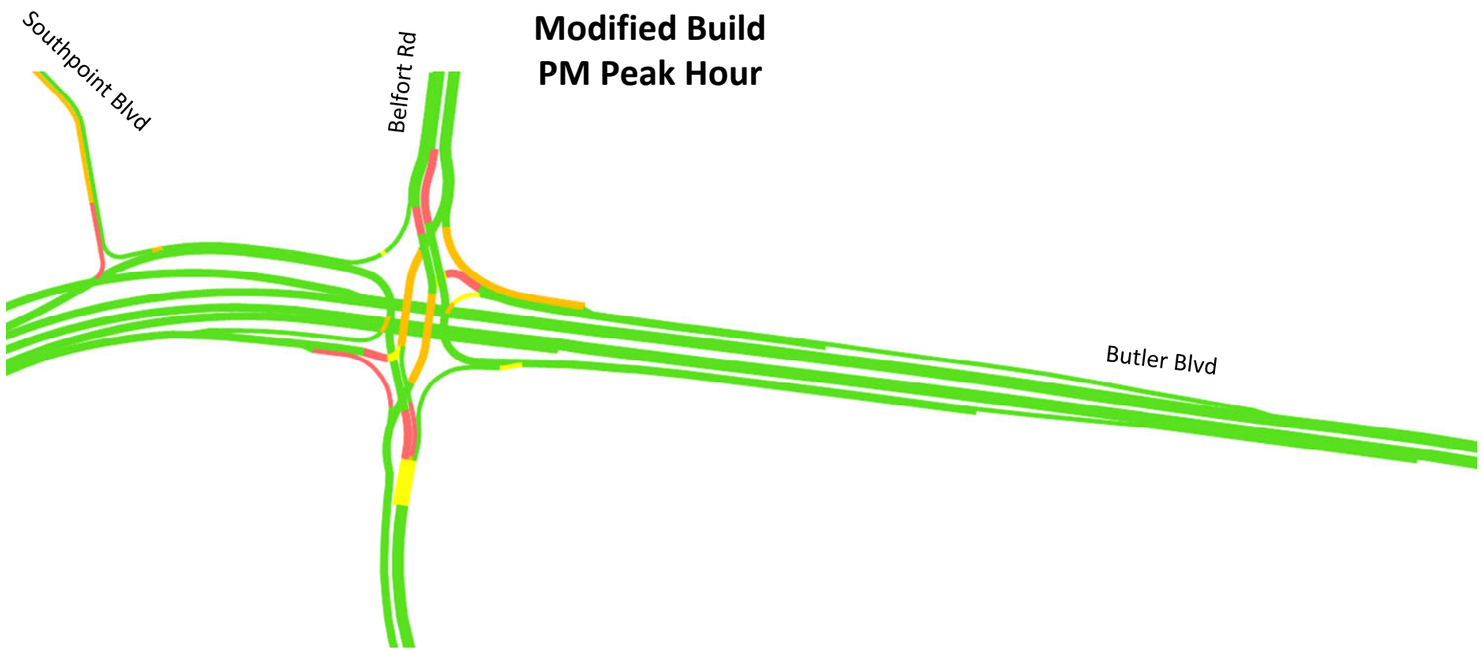

Legend

- < 10 mph
- 10-15 mph
- 15-20 mph
- > 20 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	Belfort Road Interchange Link Evaluation – 2045 Design Year	Figure 7-42
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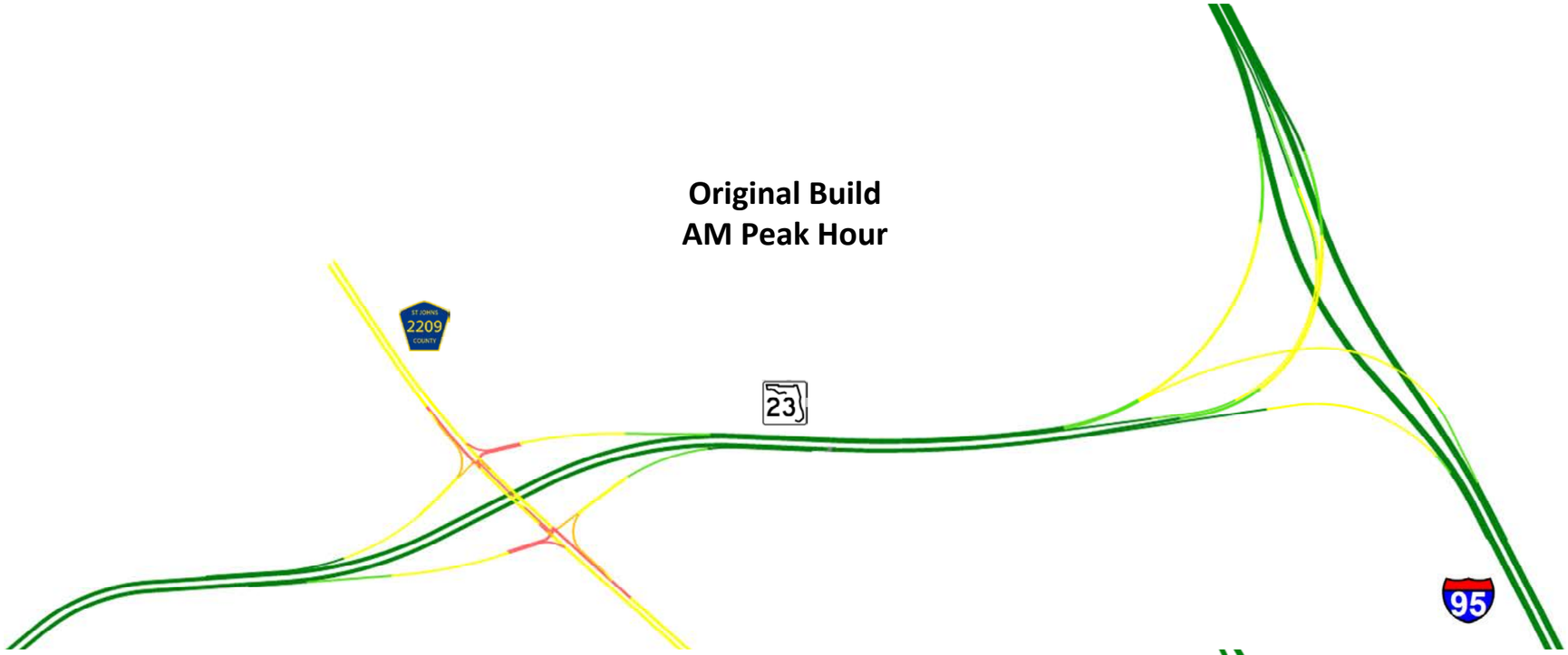

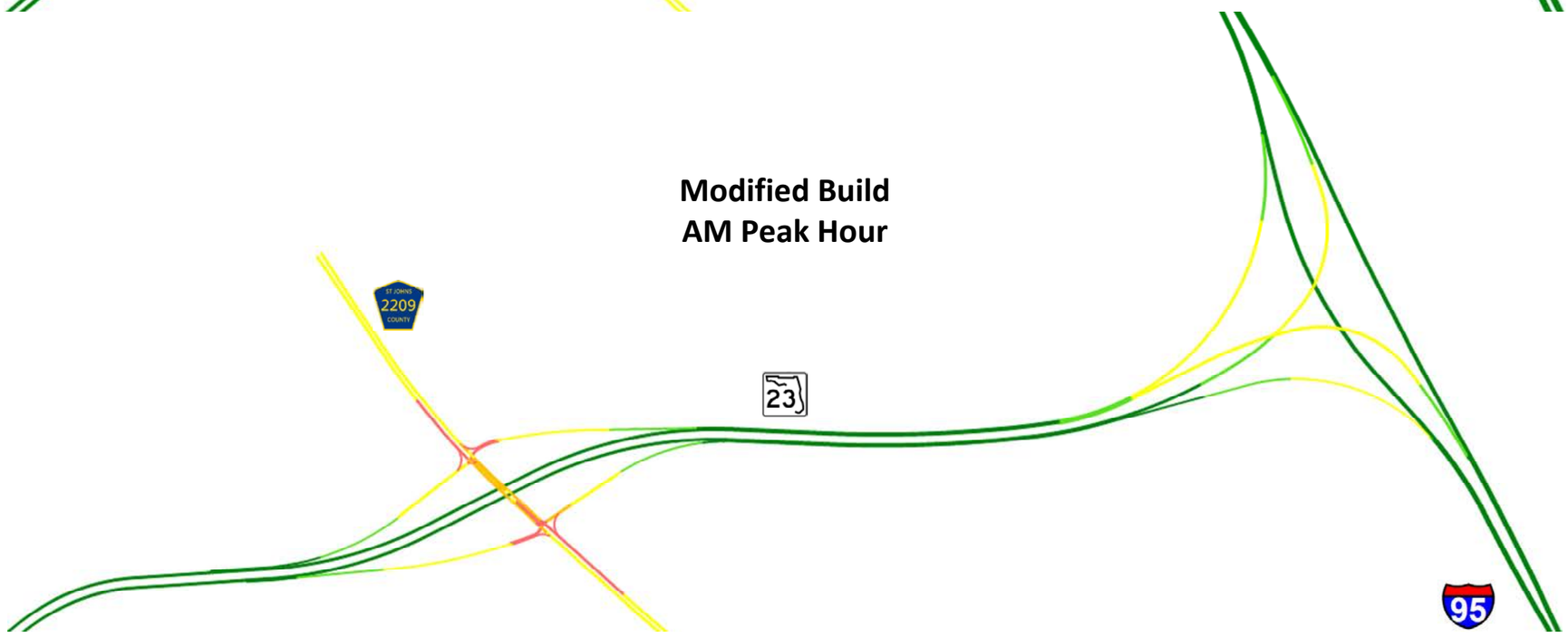

Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	First Coast Expressway Link Evaluation – 2045 Design Year	Figure 7-43
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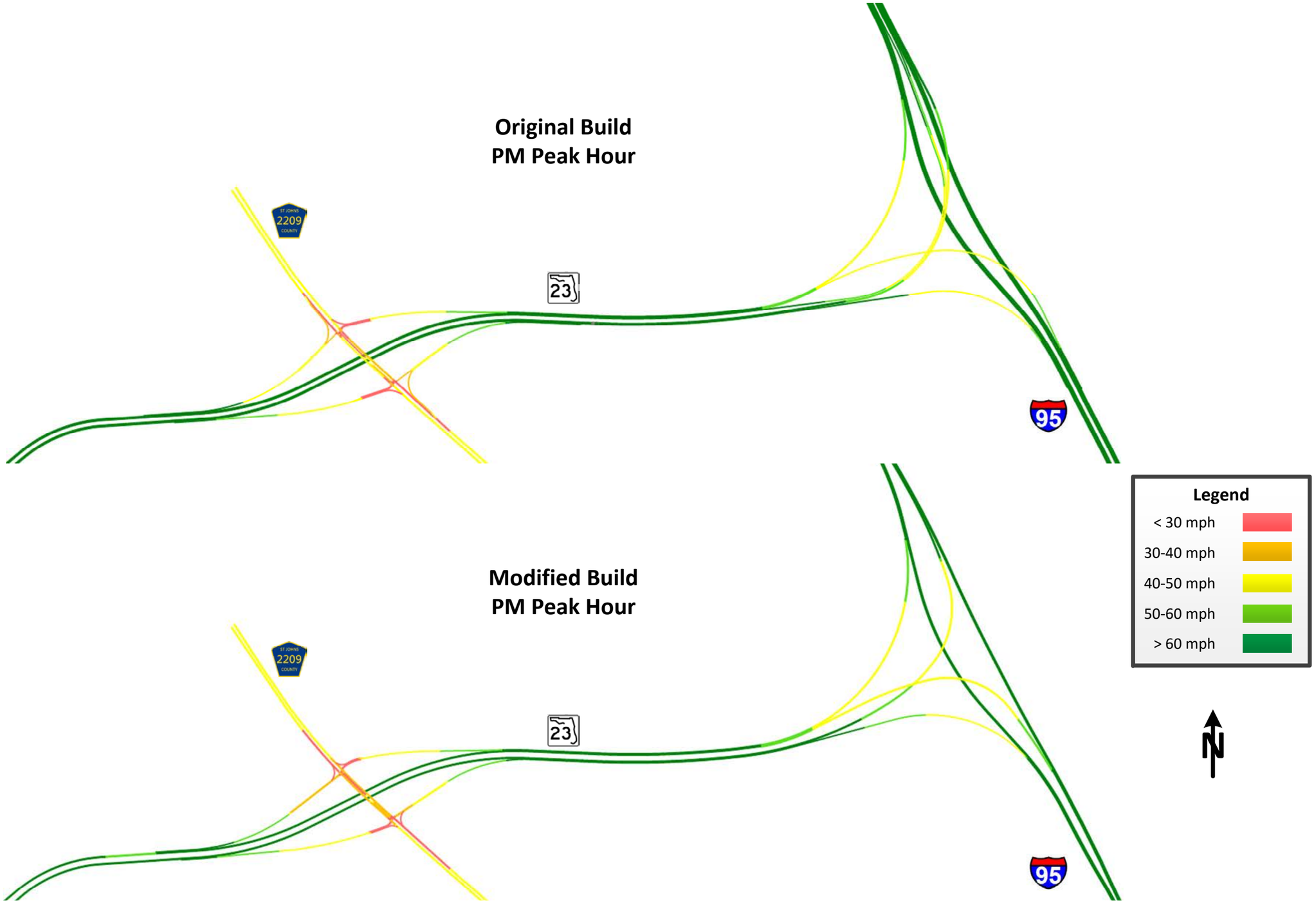

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	First Coast Expressway Link Evaluation – 2045 Design Year	Figure 7-43
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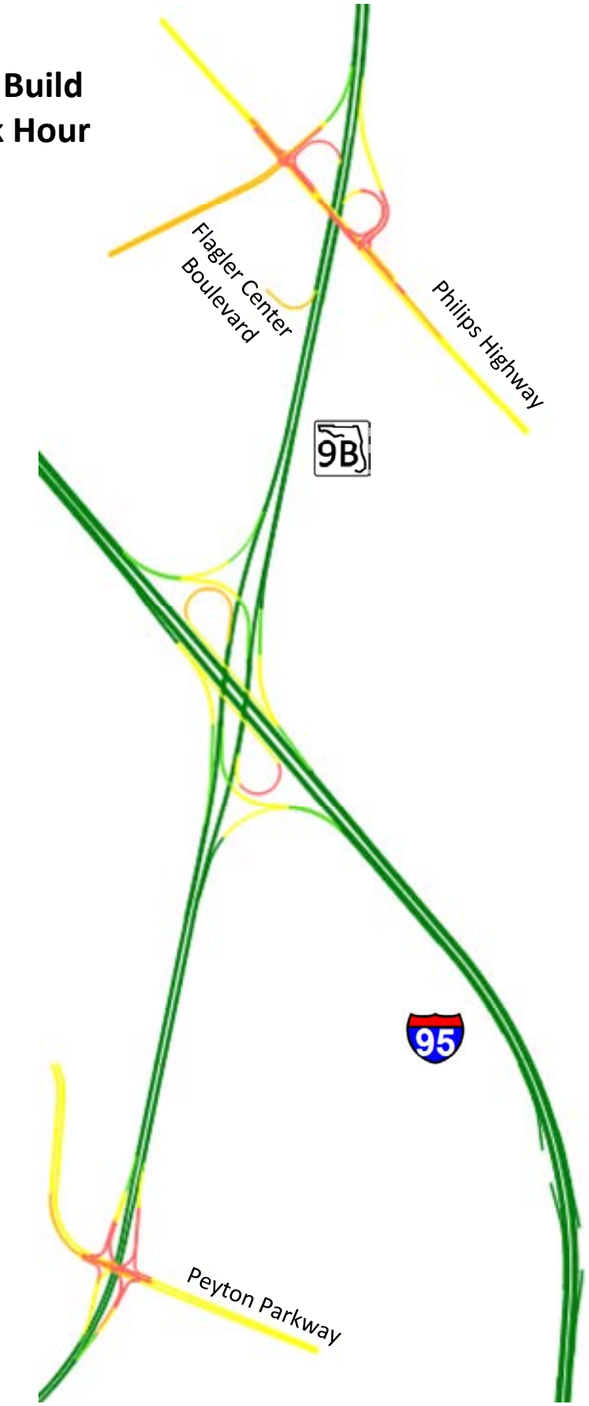
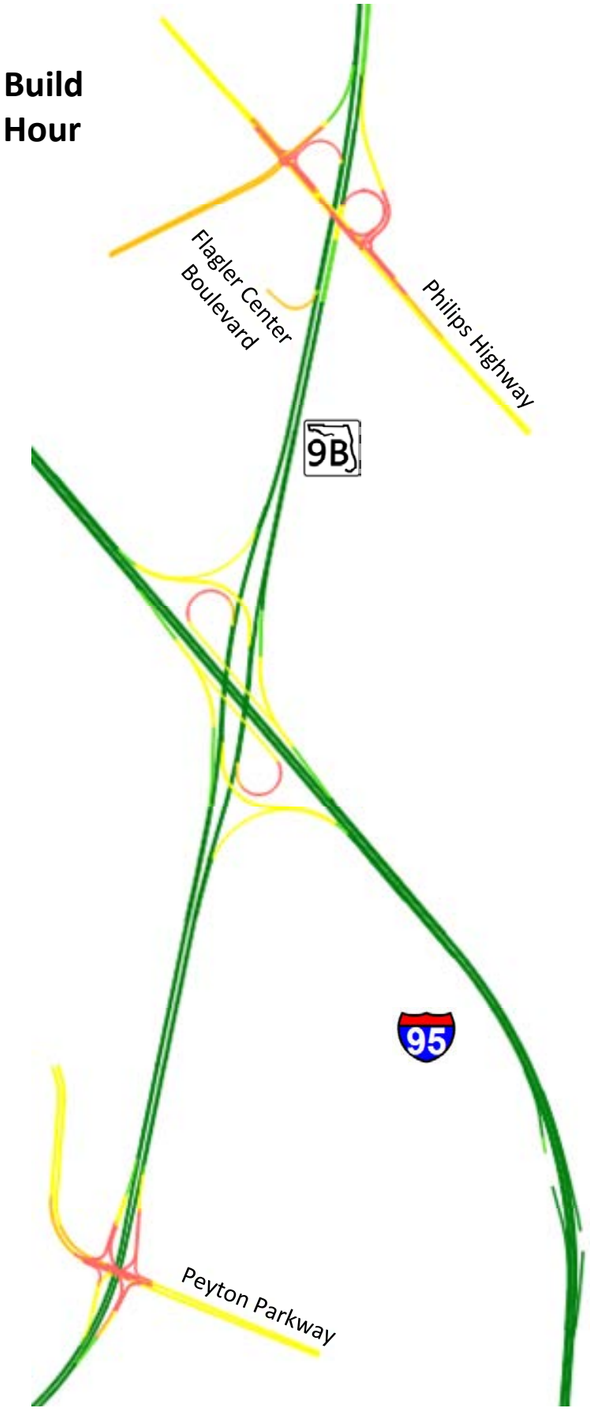
Original Build
AM Peak Hour



Modified Build
AM Peak Hour



Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	SR 9B Link Evaluation – 2045 Design Year	Figure 7-44
			Page 1 of 2

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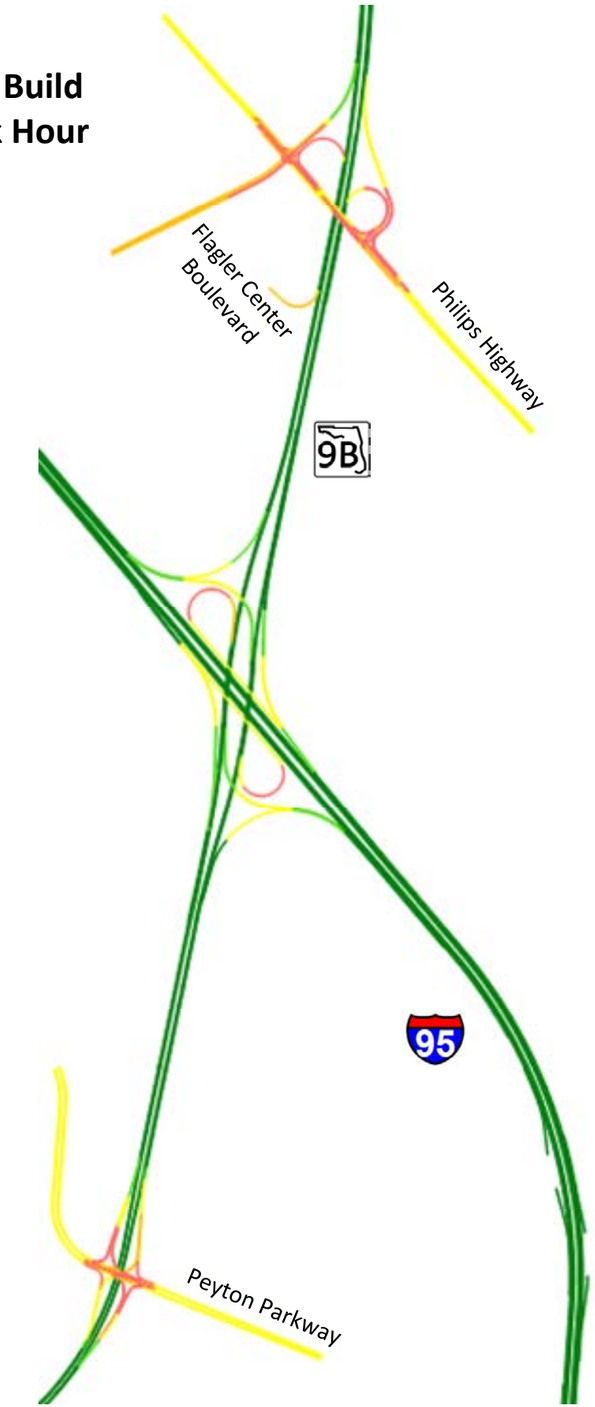
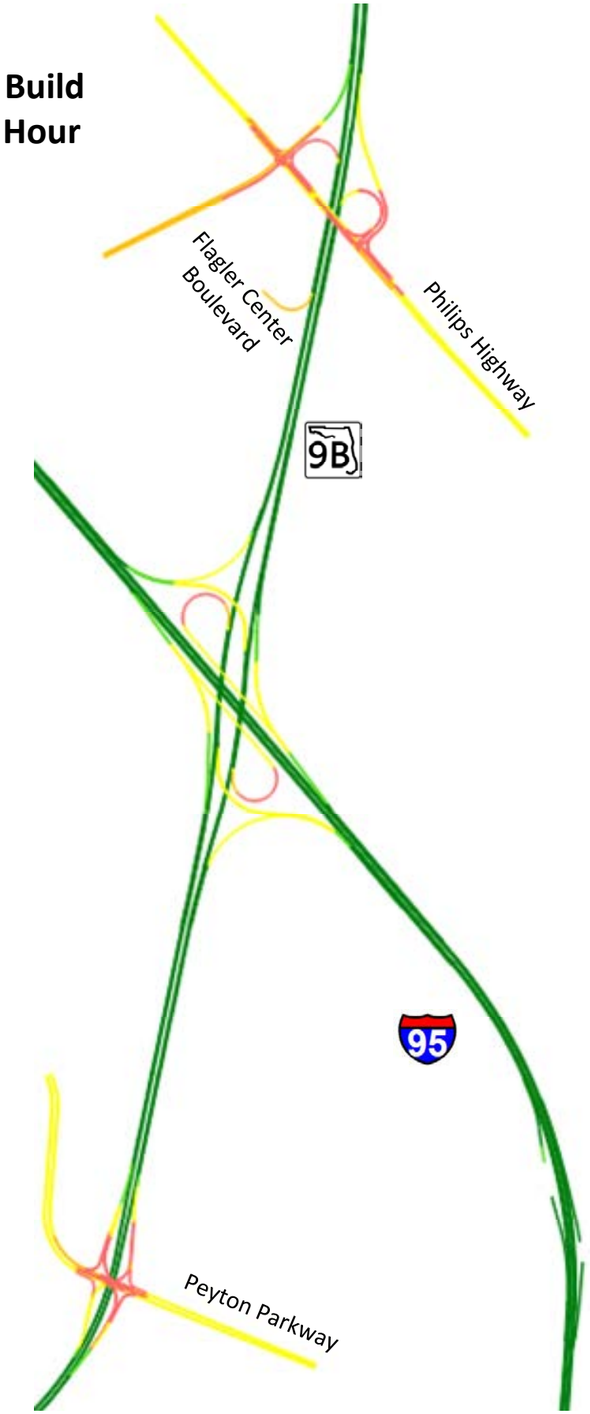
Original Build
PM Peak Hour



Modified Build
PM Peak Hour



Legend

- < 30 mph
- 30-40 mph
- 40-50 mph
- 50-60 mph
- > 60 mph

N

FDOT	I-95 from International Golf Parkway to Atlantic Boulevard SIMR	SR 9B Link Evaluation – 2045 Design Year	Figure 7-44
			Page 2 of 2

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2045 Network-Wide Performance

Table 7-12 summarizes the network-wide performance results for the Original Build and Modified Build Alternatives during the 2045 AM and PM peak periods. Comparison of the alternatives shows that the Modified Build consistently exhibited better performance than the Original Build in terms of delay, average speed, number of stops and latent demand.

In terms of average speed, the Modified Build shows better performance than the Original Build during both peak periods, with AM and PM average speed increases of 2% and 7%, respectively. Total delay reduction for the Modified Build were 12% (AM peak) and 25% (PM peak). Noticeable improvements were also reported for latent delay, total travel time, and total stops. This upholds the results observed in the previous sections, in which the Modified Build eliminates the pockets of congestion observed on I-95 northbound and southbound in the Original Build.

Table 7-12 2045 Network-Wide Performance

AM PEAK	Original Build	Modified Build	
Average Speed (mph)	48	49	2%
Total Delay (hr)	12,898	11,411	-12%
Latent Delay (hr)	4,013	2,499	-38%
Latent Demand	733	175	-76%
Total Travel Time (hr)	60,410	58,881	-3%
Total Stops	1,079,768	906,361	-16%
Vehicles Arrived	444,535	444,703	0%
PM PEAK	**Original Build**	**Modified Build**	
Average Speed (mph)	46	49	7%
Total Delay (hr)	14,364	10,830	-25%
Latent Delay (hr)	10,200	1,791	-82%
Latent Demand	1,837	199	-89%
Total Travel Time (hr)	60,436	56,997	-6%
Total Stops	1,203,043	816,038	-32%
Vehicles Arrived	449,494	450,830	0%

Note: Percentages indicate comparisons to the Original Build.

7.5 Future Conditions Safety Analysis

The AASHTO Highway Safety Manual (HSM) methodology was used to compare the predicted crashes of the Original Build Alternative and the Modified Build Alternative against a “do-nothing” alternative. While there is not a “No-Build” alternative presented in this SIMR, the predictive safety analysis was performed for a scenario using the existing geometry in the study area to determine the benefit of each of the Build alternatives over the existing configuration. The segments analyzed were the freeway mainline segments between on-ramp and adjacent off-ramp (between interchanges). Thirteen (13) freeway segments were analyzed from International Golf Parkway to Atlantic Boulevard.

The Enhanced Interchange Safety Analysis Tool (ISATe) was used to apply the HSM predictive methodologies for this analysis. ISATe is a spreadsheet-based tool that helps to streamline the application of Safety Performance Functions (SPFs) and Crash Modification Factors (CMFs) as specified for freeway segments from the 2014 HSM Supplement. The SPF for Multiple-Vehicle Crashes is represented by HSM Equation 18-15 and the SPF for Single-Vehicle Crashes is represented by HSM Equation 18-18. The SPFs were also specified by crash severity, Fatal and Injury (FI) and Property Damage Only (PDO), and area type, Urban, using coefficients from HSM Tables 18-5 and 18-7 for Multiple-Vehicle and Single-Vehicle crashes, respectively. The base conditions for the SPFs used are the following:

- Lane width of 12 feet
- Inside shoulder width of 6 feet
- Median width of 60 feet
- No presence of median barrier
- No presence of shoulder rumble strip
- Outside shoulder width of 10 feet
- Clear zone of 30 feet
- No presence of outside barrier

Crash Modification Factors (CMFs) are applied to SPFs in order to estimate the Predicted Crashes for scenarios where the geometry does not match the base conditions of the SPF. The following CMFs were applied to the SPFs for FI crashes and PDO crashes during the HSM analysis:

- Lane Width
- Inside Shoulder Width
- Median Width
- Median Barrier
- Outside Shoulder Width
- Outside Clearance
- Outside Barrier

Limitations exist regarding the available base conditions for SPFs. For this analysis the number of through lanes available for analysis was limited to 10 lanes total for both directions of travel. Eight segments in the study area exceeded 10 through lanes of travel in the Original Build Alternative. Of those eight Original Build segments, three Modified Build segments also exceeded 10 through lanes of travel. These Build segments were analyzed as a 10-lane segment and any potential benefit of additional through lanes beyond the maximum of 10 may not be realized. An additional assumption for the Original Build Alternative analysis is that express lanes were included in the total count of through lanes.

The 2030 and 2045 AADTs were utilized in the No-Build, Original Build, and Modified Build Alternatives freeway segment safety analysis. **Table 7-13** contains the total annual predicted crashes for the analysis alternatives as well as the percent difference between No-Build and the two Build Alternatives. The Original Build and Modified Build provide similar safety benefits when compared to the No-Build configuration. The Original Build provides an overall 22% decrease in annual predicted crashes while the Modified Build provides an overall 21% decrease in annual predicted crashes. The areas with higher predicted crashes for the

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Modified Build Alternative were primarily caused by reducing the number of travel lanes between alternatives and by differences in median and edge barrier treatments. It is important to note that eight of the Original Build segments and three of the Modified Build segments had cross sections that exceeded 10 through lanes; therefore, not all the benefit of the Alternatives could be realized by the HSM analysis due to the limitations of the methodology as previously discussed. **Appendix E** contains the detailed ISATe output.

Table 7-13 Total Predicted Crashes (per year) for Freeway Segments

Segment	No-Build	Original Build[2]	Modified Build[2]
International Golf Parkway to FCE	65.9	55.7 (-15%)	62.3 (-5%)
FCE to CR 210	59.8	40.7 (-32%)	47.8 (-20%)
CR 210 to SR 9B[1]	90.6	71.2 (-21%) (11 lanes)	70.9 (-22%) (8 lanes)
SR 9B to Old St. Augustine Road[1]	39.7	39.5 (-1%) (13 lanes)	35.9 (-10%) (10 lanes)
Old St. Augustine Road to I-295[1]	47.7	37.5 (-21%) (13 lanes)	34.7 (-27%) (10 lanes)
I-295 to US 1[1]	20.1	22.1 (10%) (14 lanes)	19.7 (-2%) (12 lanes)
US 1 to Southside Blvd[1]	28.3	24.1 (-15%) (15 lanes)	23.6 (-17%) (11 lanes)
Southside Blvd to Baymeadows Rd	63.4	47.5 (-25%)	57.0 (-10%)
Baymeadows Rd to Butler Blvd[1]	63.9	54.4 (-15%) (12 lanes)	48.3 (-24%) (10 lanes)
Butler Blvd to Bowden Rd[1]	58.5	47.0 (-20%) (15 lanes)	44.6 (-24%) (12 lanes)
Bowden Rd to University Blvd	26.2	18.6 (-29%)	18.6 (-29%)
University Blvd to Emerson St	104.3	69.9 (-33%)	69.9 (-33%)
Emerson St to Atlantic Blvd[1]	52.2	35.0 (-33%) (11 lanes)	35.0 (-33%) (10 lanes)
Total	**720.6**	**563.2 (-22%)**	**568.3 (-21%)**

[1]Number of lanes exceeded HSM's maximum of 10-lane segment for SPF. Segment analyzed with 10 lanes. (X lanes) – Number of through lanes in Build Alternative Design. Total number of lanes includes express lanes in the Original Build.
[2]Percentage represents percent change in predicted crashes when compared to the No-Build.

In addition to assessing the potential safety impacts on the freeway segments, the HSM predictive methods were also applied where interchange configuration changes were proposed as part of the Original Build or Modified Build Alternative. The following interchange ramp terminals were assessed using the ISATe spreadsheet tool to determine the difference in expected crashes between the Original Build and Modified Build alternatives:

- International Golf Parkway – Southbound Ramp Terminal Improvements
- Old St. Augustine Road – Northbound and Southbound Ramp Terminal Improvements
- Philips Highway – Northbound Ramp Terminal Improvements
- Baymeadows Road – Northbound and Southbound Ramp Terminal Improvements
- Butler Boulevard at Belfort Road – Conversion of Interchange from Diamond to DDI
- University Boulevard – Northbound Ramp Terminal Improvements
- Emerson Street – Conversion of Interchange from Partial Cloverleaf to DDI

Like the segment-based analysis, there are limitations in the methodology regarding the available base conditions for the SPFs for ramp terminals. For this analysis, the number of through lanes on the arterial cross street was limited to 6 lanes total for both directions of travel. Additionally, the freeway off-ramp approach was limited to a total of 4 lanes. These conditions were violated at several of the interchanges; however, the methodology was applied similarly for both the Original Build and Modified Build conditions. Additionally, there are no HSM-based CMFs that adequately address the conversion of an interchange from a diamond configuration to a DDI. To address the safety impacts of this change, the CMF Clearinghouse was used as a resource. CMF ID # 10135 "Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)" was used to determine the difference in expected crashes for the locations where the interchange configuration changed from Diamond to DDI between the No-Build and Original Build or Modified Build. The value of this CMF is 0.633 which represents an approximate 37% decrease in crashes due to the conversion of a diamond interchange to a DDI. **Table 7-14** summarizes the total predicted crashes associated with each of the locations where the interchange alternatives differ from the existing condition. As shown in the table, the interchange improvements proposed as part of the Original Build and Modified Build alternatives are expected to have an overall positive impact on safety within the project study area. Based on the HSM predictive analysis, an overall 9% reduction in predicted crashes at the interchanges is expected as a result of the Original Build alternative, and an overall 20% reduction in predicted crashes at the interchange is expected as a result of the Modified Build. This indicates that the additional improvements proposed as part of the Modified Build provide an additional 11% safety benefit at the interchanges over the Original Build.

Table 7-14 Total Predicted Crashes (per year) for Interchanges

Interchange	No-Build	Original Build[1]	Modified Build[1]
International Golf Parkway	44.8	40.2 (-10%)	40.1 (-10%)
Old St. Augustine Road	38.3	27.2 (-29%)	31.9 (-17%)
Philips Highway	35.0	41.8 (19%)	35.9 (3%)
Baymeadows Road	43.3	43.3 (0%)	27.4 (-37%)
Butler Boulevard at Belfort Road	28.6	28.6 (0%)	18.1 (-37%)
University Boulevard	8.8	13.3 (51%)	13.3 (51%)
Emerson Street	52.0	32.9 (-37%)	32.9 (-37%)
Total	**250.8**	**227.3 (-9%)**	**199.6 (-20%)**

[1]Percentage represents percent change in predicted crashes when compared to the No-Build.

The crash data evaluated in Section 3.2.2 showed that there are several high crash locations within the study area – defined as locations in which the segment actual crash rate exceeds the statewide average crash rate for similar facilities. These include the I-95 segments from SR 16 to the Duval County Line and from the Duval County Line to Atlantic Boulevard, which accounts for the entirety of I-95 within the study area. Rear end crashes were the most common type of crash accounting for 30% of crashes in the St. Johns County segment and 57% of total crashes in the Duval County Segment. These primarily occur due to unexpected or sudden stops on the freeway, which occur more frequently in areas with recurring congestion.

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The operational analysis in Section 7.4 shows that under Original Build conditions, this recurring congestion is expected to remain on several I-95 segments during the Opening Year 2030, despite the additional express lane capacity provided south of I-295 and north of Butler Boulevard. In addition, a severe AM bottleneck develops on I-95 northbound, due to a lack of added capacity between I-295 and Butler Boulevard. While the severe northbound bottleneck is alleviated in the Design Year 2045 (since the Original Build adds express lanes between I-295 and Butler Boulevard during that horizon), recurring congestion during both peak hours is expected to remain on I-95 northbound at University Boulevard and on I-95 southbound at Emerson Street. In addition to causing travel time delay due to slower speeds, this is also expected to increase the number of stops on the freeway. This trend is likely to also increase the number of rear end crashes throughout the study area.

The Modified Build Alternative alleviated or significantly reduced all areas of congestion during the 2030 and 2045 analysis, and therefore is expected to lower crash rates in the study area by reducing the number of stops on the freeway facility. In addition to reducing crashes from frequent stops, the Modified Build Alternative also reduces the number of lane changes and weaving on the I-95 general use lanes, by eliminating the express lanes and express lane access points. This is also expected to improve safety, in terms of sideswipe and angled collisions, since these are largely caused by driver error during lane-changing maneuvers. In the Design Year 2045, the Original Build includes six weave areas at the northbound express lane access points and seven weave areas at the three southbound express lane access points. The Modified Build removes all express lane access points and eliminates the need for these weaving maneuvers. For these reasons, the Modified Build Alternative is expected to provide safety enhancements over the Original Build during both the Opening Year and Design Year, which is upheld by the results of the HSM-based safety analysis discussed above.

7.6 Benefit-Cost Analysis

A benefit/cost analysis was performed for the Original and Modified Build based on the annual travel time benefits and construction costs of the two alternatives. The benefits were calculated by assigning monetary values to the reduction in automobile and truck travel time while the costs include the total construction costs. **Table 7-15** lists the various parameters and their values used in equations for benefit calculations.

Table 7-15 B/C Parameters and Values

Parameter	Value
Value of automobile travel ($/hour)	17.67
Value of truck travel ($/hour)	94.04
Percent trucks	6%
No. of working days in a year	260

Annualized total travel time, which included the travel time within the network and latent delay time, for the Original Build and Modified Build alternatives were used to estimate the anticipated annual benefits for the opening year and the design year. The benefits considered the simulation results for eight hours per day (four each for the AM and PM peak periods) and 260 working days per year. The project benefits are provided in **Table 7-16**. In the Opening Year 2030 horizon, the Modified Build provides a much higher annual benefit than the Design Year 2045. This is because the Original Build does not add capacity for critical segments of I-95 during the Opening Year, causing extensive bottlenecks as discussed in Section 7.4. However, the Modified Build provides significant annual benefits in both analysis horizons.

Table 7-16 Build Alternative Benefit Calculations

Analysis Year	Annual Total Travel Time (hr)		Annual Benefits in Dollars (Modified Build)
	Original Build	Modified Build	
Opening Year 2030	31,059,117	25,919,579	$113,994,179
Design Year 2045	35,115,335	31,243,488	$86,408,992

The total construction costs for both alternatives are provided in **Table 7-17**. Due to the simplified concept provided in the Modified Build (replacing the express lanes with general use lane capacity), the construction costs are significantly lower – a savings of $340 million. Since the Modified Build outperforms the Original Build in terms of operational benefits while also reducing construction costs, the Benefit-Cost analysis shows the Modified Build Alternative to be the clear preferred alternative for this study.

Table 7-17 Build Alternative Construction Costs (2020 Dollars)

Original Build	Modified Build	Savings (Modified Build)
$1,320,000,000	$980,000,000	$340,000,000

In addition to a benefit/cost analysis based on operational improvements, an analysis was conducted to determine the monetary value of the safety improvements of each of the Build alternatives over the No-Build. The benefits were calculated by assigning monetary value to the predicted number of crashes for each Build alternative (summarized in Section 7.5) and comparing that value to the monetary value of the predicted number of crashes for a No-Build scenario. Dollar values were assigned to the predicted number of crashes based on the FDOT crash distributions and crash costs from the 2020 FDM. **Table 7-18** summarizes the crash distributions and costs used in the calculations.

Table 7-18 HSM Crash Distributions and Costs

Crash Severity	Crash Cost[1]	Freeway Distribution[2]	Urban Arterial Distribution[2]
Fatal (K)	$ 10,670,000	0.006	0.008
Incapacitating (A)	$ 872,612	0.035	0.046
Non-Incapacitating (B)	$ 174,018	0.113	0.142
Minor Injury (C)	$106,215	0.206	0.234
Property Damage Only (O)	$7,700	0.641	0.571

[1]Source: FDOT KABCO Crash Costs, Table 122.6.2, 2020 FDM
[2]Source: HSM Crash Distributions, Table 122.6.4, 2020 FDM

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To determine the safety benefit of constructing each of the Build alternatives, the cost of the predicted crashes for each of the alternatives was compared to the cost of the predicted crashes for a No-Build scenario. **Table 7-19** summarizes the annual costs associated with the predicted crashes for each of the Build alternatives and for a No-Build scenario.

Table 7-19 Annual Cost of Predicted Crashes

	No-Build		Original Build		Modified Build	
	Crashes	**Cost**	**Crashes**	**Cost**	**Crashes**	**Cost**
Freeway Crashes	720.6	$101,634,465	563.2	$79,434,541	568.3	$80,153,853
Interchange Crashes	250.8	$45,008,999	227.3	$40,791,649	199.6	$35,820,558
Total	**971.4**	**$146,643,464**	**790.5**	**$120,226,190**	**767.9**	**$115,974,411**

To determine the design-life benefit of each of the Build alternatives, the cost of the annual predicted crashes for each scenario were subtracted from the costs associated with the crashes predicted for the No-Build scenario. These benefits were converted to a present value dollar using a 20-year design life and an interest rate of 4%. **Table 7-20** summarizes the safety benefits of the Original Build and Modified Build alternatives as compared to the No-Build. As shown in the table, both the Original Build and the Modified Build show substantial design-life safety benefits over the No-Build condition; however, the Modified Build provides an additional benefit of approximately $58 million over the Original Build alternative.

Table 7-20 Design-Life Safety Benefits

	Original Build	Modified Build
No-Build Crash Cost	$146,643,463	$146,643,463
Build Alternative Crash Cost	$120,226,190	$115,974,411
Annual Benefit	$26,417,273	$30,669,052
Present Value Benefit[1]	**$359,018,674**	**$416,801,616**

[1]Benefit calculated as a present value using a 20-year design life and 4% interest rate

7.7 Recommended Alternative

Both alternatives provide acceptable operations through Design Year 2045. However, the Modified Build provides improvements over the Original Build in terms of both operations and safety. In addition, the Modified Build provides capacity enhancements for the entire study area sooner than the Original Build. This report supports the conclusion that the proposed roadway enhancements within the area of influence for the Modified Build Alternative will benefit both the interstate and regional transportation systems.

The Opening Year 2030 operational analysis results show that the I-95 facility experiences significant operational improvements under the Modified Build Alternative. The Original Build Alternative experiences significant congestion in the Opening Year 2030 (due to the gap in added capacity between I-295 and Butler Boulevard), during both peak periods which impacts both directions of I-95. The AM peak period experiences particularly severe congestion, with a bottleneck forming on I-95 northbound between I-295 and Philips Highway during the first simulation hour, causing gridlock conditions that extend upstream of CR 210 by the end of the fourth and final hour. These results indicate that the Original Build will not be enough to accommodate the predicted Opening Year traffic. The Modified Build Alternative provided substantial operational improvements along I-95 in both directions with free-flow operations observed along most of the facility.

The Modified Build Alternative also provided significant operational improvements along I-95 in both directions during the 2045 Design Year operational analysis. While the Original Build provides expanded capacity along the entire I-95 study corridor in the design year, it still showed pockets of congestion on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the merge from Emerson Street during both peak periods. By providing expanded general use lane capacity (as opposed to express lanes) the Modified Build increases the overall capacity and experiences free-flow conditions at those areas as well as the entirety of I-95 within the study area.

In terms of safety, the Modified Build Alternative alleviated or significantly reduced all areas of congestion during both the Opening Year 2030 and Design Year 2045 analysis, and therefore is expected to lower crash rates in the study area by reducing the number of stops on the freeway facility. In addition, the Modified Build is expected to reduce the number of crashes due to vehicle conflicts during lane-change and weaving maneuvers by removing all express lane access points, which may require many lane change maneuvers between the express lane access points and the study area interchanges. In the Design Year 2045, the Original Build includes six weave areas at the northbound express lane access points and seven weave areas at the southbound express lane access points. The Modified Build removes all express lane access points and eliminates the need for these weaving maneuvers. Moreover, the Modified Build provides improved incident management response since it would not experience access issues that are evident with barrier separated express lanes that limit express lane access for emergency or incident response vehicles. The HSM-based analysis shows that the Original Build and Modified Build provide similar mainline safety benefits over the existing geometric configuration providing a 22% and 21% reduction in predicted crashes, respectively. Interchange improvements proposed under the Original Build and Modified Build alternatives provide additional benefits resulting in a reduction in predicted crashes of 9% for the Original Build and 20% reduction for the Modified Build. Comparison of the safety benefits of the Original Build vs. the Modified Build indicates that the Modified Build alternative would provide an additional 3% reduction in predicted crashes over the Original Build when considering both the mainline and interchange benefits.

Based on the safety and traffic operations benefits of the Modified Build Alternative, it is considered the preferred alternative for this SIMR. **Appendix H** provides the conceptual signing plan for the Modified Build Alternative. In addition, the proposed typical sections for the Modified Build Alternative and the AutoTURN diagrams for the innovative intersection are provided in **Appendix I**.

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8.0 JUSTIFICATION FOR PROJECT

The proposed roadway enhancements of the Modified Build Alternative provide significant improvements in traffic operations and enhance safety within the area of influence, as well as provide acceptable traffic operations through the Design Year 2045.

8.1 Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to the two FHWA policy points are provided to show that the proposed project is viable based on the analysis performed to date.

8.1.1 The request does not have a significant adverse impact on the safety and operation of the freeway system

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d), and 23 CFR 655.603(d)).

The safety analysis performed for this SIMR showed that there are several high crash locations on I-95 within the project area. The predominant crash types along I-95 within the study area were rear end and fixed object crashes. Along I-95 throughout the project study area, rear end crashes were the most common type of crash accounting for 57% of total crashes in the Duval County segment of I-95 and 30% of total crashes in the St. Johns County segment. Fixed object crashes were also common in both segments of I-95 accounting for 13% of all crashes in the Duval County segment and 24% of all crashes in the St. Johns County segment. Current safety concerns pertaining to the existing facility within the study area may be related to the peak period congestion; congested conditions can be a major factor in the rear end crash occurrences. From a safety perspective, the recommended alternative for this study should result in a reduction of crashes due to the significant improvement in traffic operations, hence providing safer travel conditions. In addition, several geometric improvements are proposed to improve safety, such as improvements to vertical curves, vertical clearances, reducing conflict points, etc. Moreover, the HSM analysis of the mainline reported a reduction in annual predicted crashes of 21% (152.3 crashes) for the Modified Build Alterative (in comparison with No-Build conditions).

The Modified Build Alternative alleviated or significantly reduced all areas of congestion during both the Opening Year 2030 and Design Year 2045 analysis, and therefore is expected to lower crash rates in the study area by reducing the number of stops on the freeway facility. In addition, the Modified Build is expected to reduce the number of crashes due to vehicle conflicts during lane-change and weaving maneuvers by removing all express lane access points, which require many lane change maneuvers between the express lane access points and the study area interchanges.

During the Opening Year 2030, analysis of the Original Build Alternative showed that traffic operations are expected to degrade significantly and severe congestion with system-wide impacts will take place along I-95 northbound during the AM peak period. The PM peak period also showed significant congestion along I-95 southbound. This congestion also will impact the I-295 mainline. The congestion occurs due to bottlenecks that originate between I-295 and Butler Boulevard, since the Original Build does not provide capacity improvements in that area by 2030. The Modified Build, which provides general use lane capacity improvements through the extent of the study area, shows significant operational improvements over the Original Build, with travel speeds remaining at or near free-flow through the entirety of I-95 within the study area. The Modified Build provides a 94% reduction in total stops during the 2030 AM peak period, and a 36% reduction in total stops during the PM peak period. In terms of total network delay, the Modified Build provided AM and PM peak period reductions of 68% and 28%, respectively. These improvements indicate a significant reduction in vehicle conflicts (due to both lane-change maneuvers and stops) and are expected to contribute to lower crash rates and improved safety within the study area, particularly in the northbound direction during the AM peak period, which was shown to experience severe gridlock under Original Build conditions.

The Design Year 2045 operational analysis results also show that the Modified Build Alternative improved traffic operations within the I-95 study area compared to the Original Build. While the Original Build provides expanded capacity along the entire I-95 study corridor in the design year, it still showed pockets of congestion on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the merge from Emerson Street during both peak periods. By providing expanded general use lane capacity (as opposed to express lanes) the Modified Build increases the overall capacity and experiences free-flow conditions at those areas as well as the entirety of I-95 within the study area. The Modified Build provides an 16% reduction in total stops during the 2045 AM peak period, and a 32% reduction in total stops during the PM peak period. In terms of total network delay, the Modified Build provided AM and PM peak period reductions of 12% and 25%, respectively. These improvements indicate a reduction in vehicle conflicts (due to both lane-change maneuvers and stops) and are expected to contribute to lower crash rates and improved safety within the study area.

8.1.2 The proposed access connects to a public road only and will provide for all traffic movements

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver

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expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The proposed capacity improvements will maintain current access for all traffic movements for the project interchanges. I-95 is proposed to be reconstructed from International Golf Parkway to Atlantic Boulevard. The design criteria proposed for the projects are based on a mainline design speed of 70 mph between International Golf Parkway and Old Saint Augustine Road and 65 mph between Old Saint Augustine Road and Atlantic Boulevard. Most of the Modified Build Alternative concept evaluated in this SIMR is designed to meet current standards for federal-aid projects on the interstate system and conform to AASHTO design standards and the 2020 Florida Design Manual (FDM). However, because the project is in an aging urban area, right-of-way constraints contribute to the need for design exceptions and variations in order to create a reasonable alternative. The design exceptions and variations that exist for the proposed project are provided in the following sections.

Design Exceptions

- The inside shoulder width for the northbound direction will be reduced to 8 feet minimum under the I-295 bridges for a length of no more than 150 feet.
- The inside and outside shoulders for the southbound direction will be reduced to 4 feet minimum (not concurrently) under the I-95 northbound to I-295 northbound (West Beltway) flyover ramp bridge. The inside and outside shoulders will have a 4-foot width for a length of no more than 30 feet and 120 feet, respectively.
- Currently, the vertical clearances of the I-95 bridges over the railroad line south of US-1 do not meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.
- The inside shoulders will be reduced to 8 feet minimum for the pedestrian bridge pier (located between University Boulevard and Emerson Street) for a length of no more than 160 feet.
- The outside shoulder width for the northbound exit ramp to Atlantic Boulevard is proposed to be reduced from a required 12 feet to 6 feet to avoid impacts to the newly placed noise wall constructed as part of the Overland Bridge project.

Design Variations

- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 70 mph criteria for the crest curves of the CR 210 bridges.
- The stopping sight distance and K values for the proposed vertical curves will not meet FDOT 65 mph criteria for 5 bridges between Bowden Road and San Diego Road.
- The lane cross slope for the proposed design will have 6 lanes of travel for approximately 1,600 feet in both the northbound and southbound directions between Old Saint Augustine Road and I-295. In the northbound direction, the two-lane on-ramp from Old Saint Augustine Road creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section. In the southbound direction, the two-lane on-ramp for I-295 creates a 6 lane section for approximately 1,600 feet, which is when one of the on-ramp lanes completes its merge creating a 5 lane section.
- The outside shoulder width for the northbound direction will be reduced to 10 feet minimum under the I-295 bridges for a length of no more than 475 feet.
- The horizontal curve for the realigned southbound direction within the I-295 interchange will have a length of 780 feet.
- Currently, the vertical clearances of the I-95 bridges over SR 152/Baymeadows Road meet the design criteria for AASHTO. The proposed outside widening will require shallower beams to maintain the existing clearance.

The design exceptions and variations proposed will minimize reconstruction, right-of-way acquisition, and motorist inconvenience. The benefits of the operational improvements are expected to outweigh any potential impacts related to the design exceptions/variations.

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9.0 CONCEPTUAL FUNDING PLAN/CONSTRUCTION SCHEDULE

Funding for this SIMR is available through the FDOT District 2. This SIMR covers the limits of various PD&E studies, which are included in the 2045 Cost Feasible Plan of NFTPO's LRTP. As part of FDOT's Five Year Work Program, I-95 between SR 202 (Butler Boulevard) and Atlantic Boulevard (which includes the Belfort Road DDI) is funded for fiscal year (FY) 2022 with a construction cost of $251 million. I-95 between Baymeadows Road and Butler Boulevard is also funded in FY 2022 is with a construction cost of $33 million. In FY 2023, I-95 between International Golf Parkway and First Coast Expressway ($72 million) and I-95 at First Coast Expressway ($280 million) are funded for construction. In FY 2024, I-95 between the Duval/St. Johns County Line and I-295 is funded with a construction cost of $107 million. In FY 2025, I-95 between First Coast Expressway and the Duval/St. Johns County Line ($131 million) and I-95 from I-295 to Baymeadows Road ($86 million) are funded for construction. The I-295 improvements between Old St. Augustine Road and I-95 are currently not funded and have an anticipated construction cost of $21 million. Therefore, the total construction cost for the preferred build alternative is $980 million.