

1. GENERAL PROJECT INFORMATION

1.1. Introduction

The Florida Department of Transportation (FDOT) District Five has prepared an Interchange Operational Analysis Report (IOAR) for proposed signalization of the intersections at the I-95 and SR 524 interchange located in Brevard County, Florida. A Methodology Letter of Understanding (MLOU) was prepared in July 2016 prior to the initiation of this study. The project location is illustrated in **Figure 1**.

1.2. Purpose and Need

The purpose of this project is to facilitate safety improvements and provide additional vehicle capacity at the I-95 and SR 524 interchange ramp terminals. Operations and safety will be improved by signalizing the left turns at the ramp terminals at the I-95 and SR 524 northbound and southbound ramps. Currently, the left turns are stop controlled; right turns are free-flow. Several developments in the area will be adding increased traffic to this interchange. A Flying J Truck Stop is planned at the SE quadrant of this interchange. A Wal-Mart Distribution Center is planned along SR 524 approximately 0.5 miles east of I-95. These two developments will add additional heavy truck traffic to the interchange, reducing the available capacity.

The goal of this project is to improve safety and operations at this interchange. The objectives are to add operational benefits to the I-95 off ramps to SR 524, better facilitate the movement of freight and goods, and improve safety conditions at the interchange, and the upstream I-95 mainline segments.

The gore areas at the I-95 on-ramps and off-ramps will not be impacted by this improvement. The minor proposed modifications will not impact the number of access points to I-95, existing interchange configuration, or travel patterns. As indicated in the FDOT's *Interchange Access Request User's Guide (2015)*, an IOAR is required because the improvements include the following:

- Replacement of an unsignalized free-flow, right-turn lane on an off-ramp with a signalized right-turn or installation of a signal or roundabout to a stop controlled ramp terminal intersection.
- Addition of a lane (or lanes) to an existing on-ramp while maintaining existing lanes at the interstate gore point.
- Any proposal that results in the shortening of an off-ramp.