

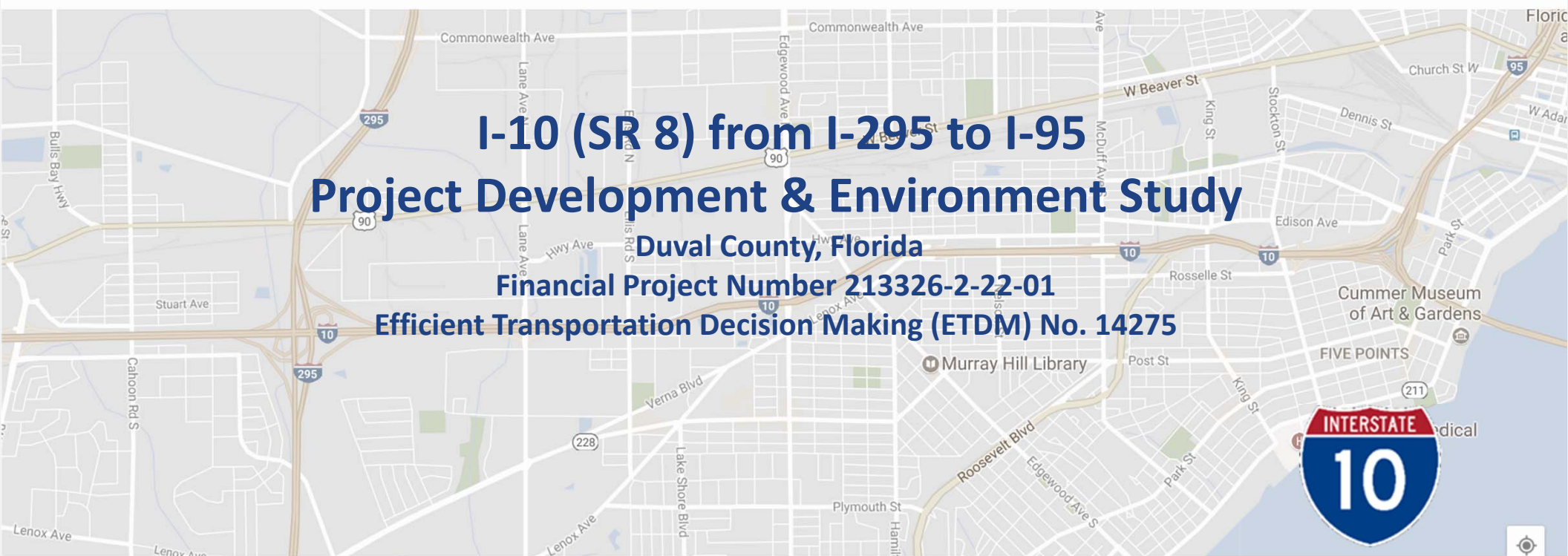
Major Projects

I-10 (SR 8) from I-295 to I-95 Project Development & Environment Study

Duval County, Florida

Financial Project Number 213326-2-22-01

Efficient Transportation Decision Making (ETDM) No. 14275



Project Location



Project Scope

- Purpose and Need
 - Enhance overall traffic operations
 - Accommodate future development and growth
 - Improve capacity
 - Reduce congestion
 - Increase safety

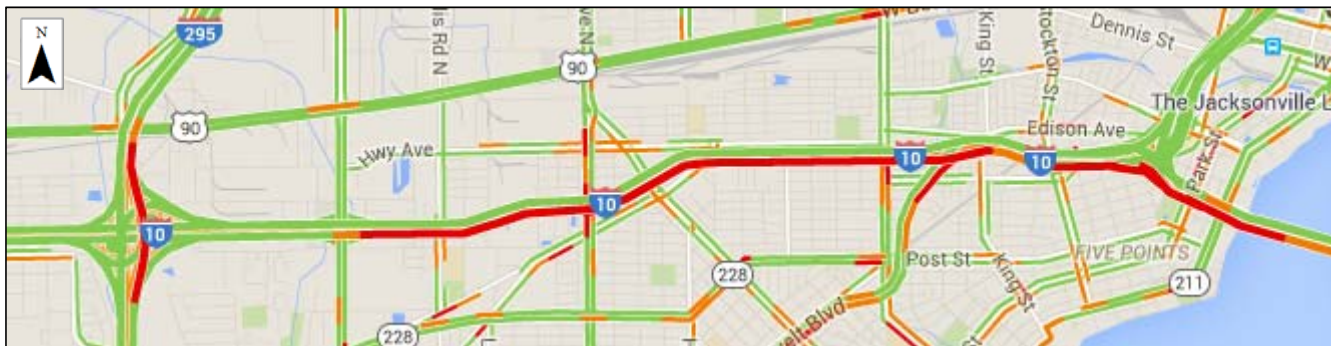


Key Project Issues

- Engineering
 - Traffic Demand & Operations
 - Safety
 - Roadway Geometrics
 - Structures
 - Right-of-Way
 - Drainage
- Environmental
 - Historical and Archaeological
 - Noise
 - Contamination
 - Threatened and Endangered Species
- Public Involvement

Traffic Demand & Operations

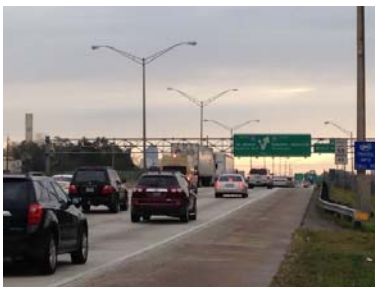
- Traffic Operations
 - Peak hour congestion
 - AM / PM I-10
 - 2 hour peak period
- Methods to Address
 - Provide adequate mainline capacity
 - Improve interchange operations



Traffic Demand & Operations



Entering I-10 from I-95 Northbound - AM



Eastbound I-10
Upstream of I-95 - AM



Eastbound I-10
Upstream of I-95 - AM



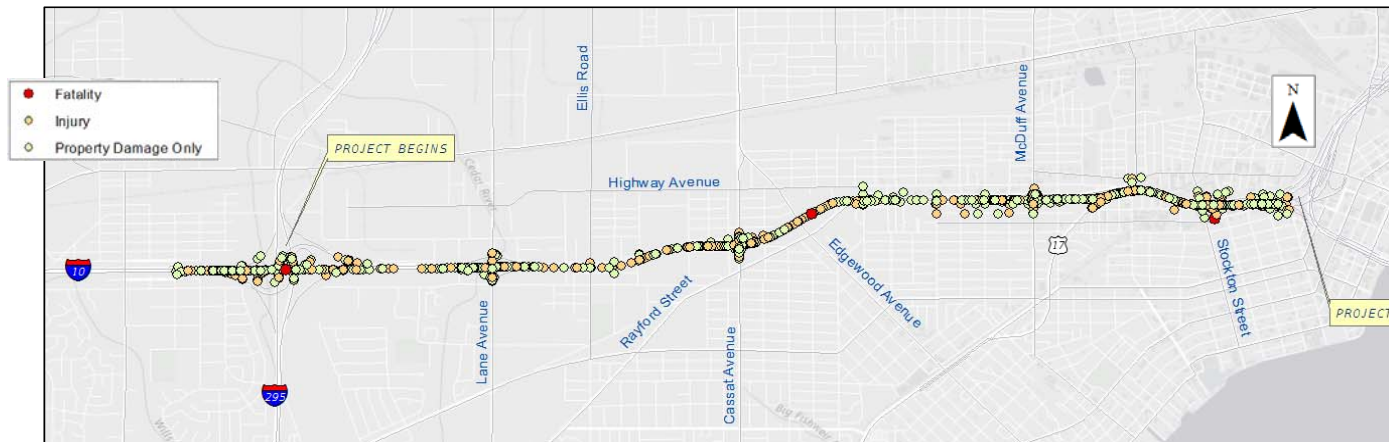
Eastbound I-10
Near McDuff Ave - AM



Eastbound I-10
Near McDuff Ave - AM

Safety

- 2,001 crashes from 2009-2013
 - 9 fatalities, 695 injuries (35%) and 28% rear-end collisions
- Methods to Address
 - Mainline capacity eliminates stop-and-go conditions enhancing safety
 - Operational improvements to eliminate speed differentials



Roadway Geometry

- Deficient existing Infrastructure
 - Design speeds
 - Superelevation
 - Vertical curves
 - Horizontal curves
 - Stopping sight distance
 - Border widths
 - Shoulder widths
 - Vertical Clearances
 - Cross Slopes



Structures

- 14 existing bridges are deficient in vertical clearances

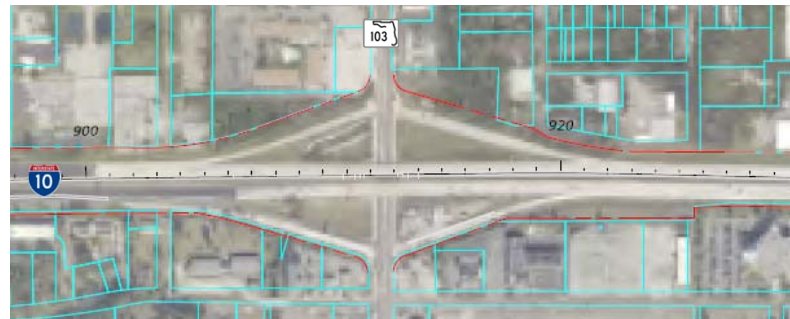
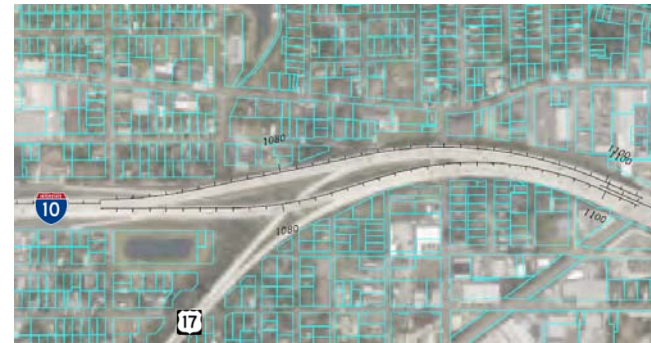
Methods to Address

- Maintain existing vertical clearance after widen existing structures



Right-of-Way

- Urbanized area
- Constrained existing R/W (195' – 280')



Drainage

Pond Siting
Highly urbanized

Methods to Address
Investigate using
regional ponds
on City of
Jacksonville and
FDOT owned
property



PD&E Study
I-10 (State Road 8) from I-295 to I-95
Duval County
ETDM No. 14275
FM No. 213326-2-22-01

POND SITES

- Project Area
- 500 ft. Buffer
- CR-1 Potential Pond Site

- Wetland Type**
- FRESHWATER FORESTED/SHRUB WETLAND
 - FRESHWATER EMERGENT WETLAND



Drainage

Pond Siting

- Highly urbanized
- Methods to Address
 - Investigate using regional ponds on City of Jacksonville and FDOT owned property

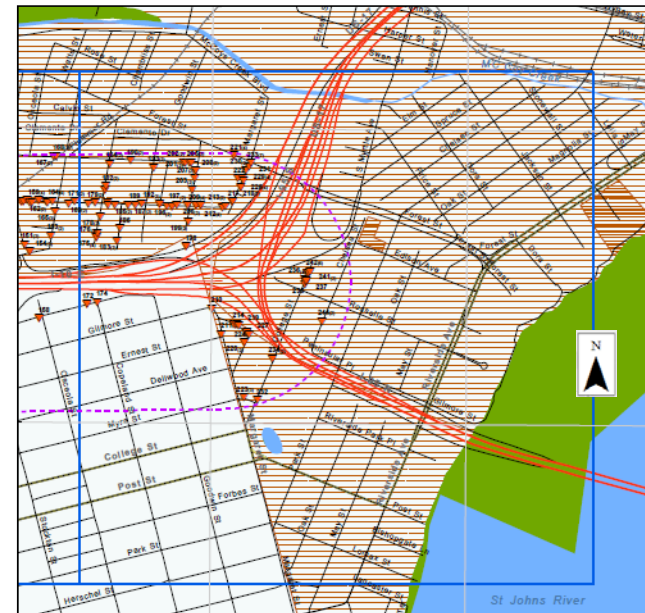
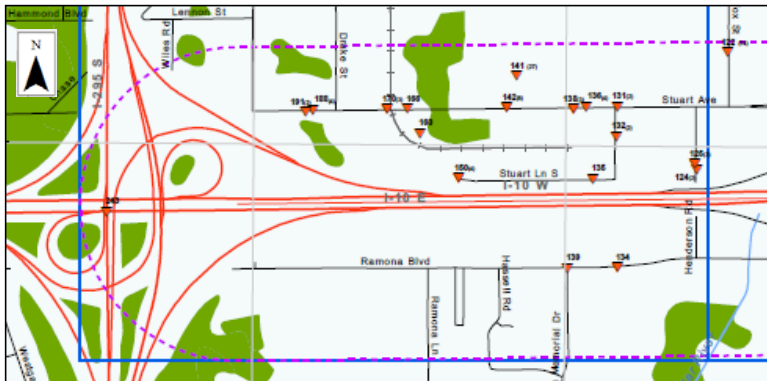
5.3 Environmental Look Arouns (ELA)

After project stormwater management requirements are determined and before stormwater management design decisions are planned, convene a meeting with regional stakeholders to explore watershed wide stormwater needs and alternative permitting approaches. The following opportunities should be evaluated for application on the project:

1. WMD / DEP issues: wetland rehydration, water supply needs, minimum flows and levels, flooding, TMDL needs, acquisition of fill from DEP/WMD lands, etc.
2. City / County issues: stormwater re-use, flooding, discharge to golf courses or parks, NPDES needs, water supply needs
3. DOT project permitting: regional treatment, stormwater re-use, joint use facilities

Contamination

- 60 hazardous waste generators, 48 brownfields, 56 leaking storage tanks, 78 petroleum tanks along the corridor
- Methods to Address
 - Avoidance is primary objective
 - Identify cost effective mitigation measures

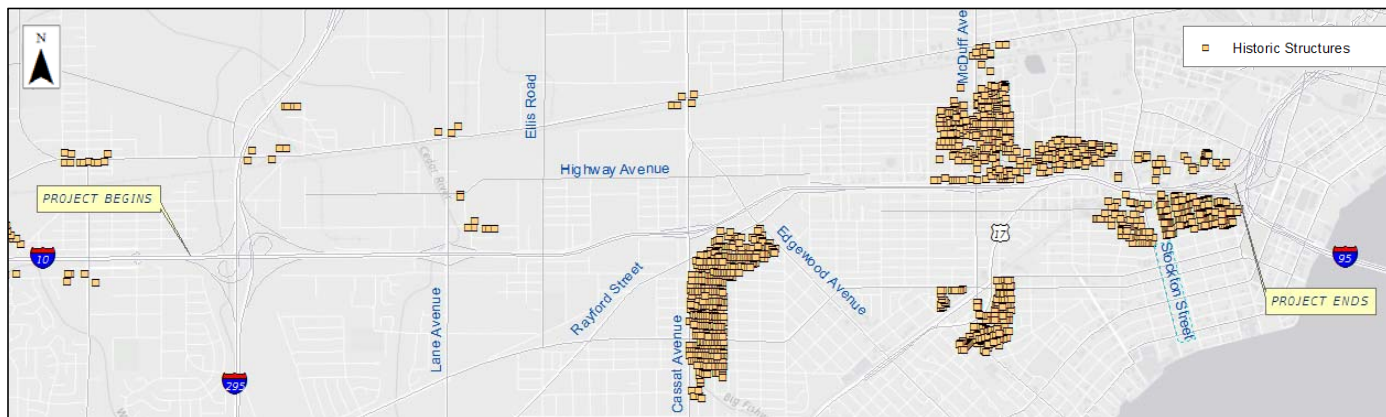


Historical and Archeological Features

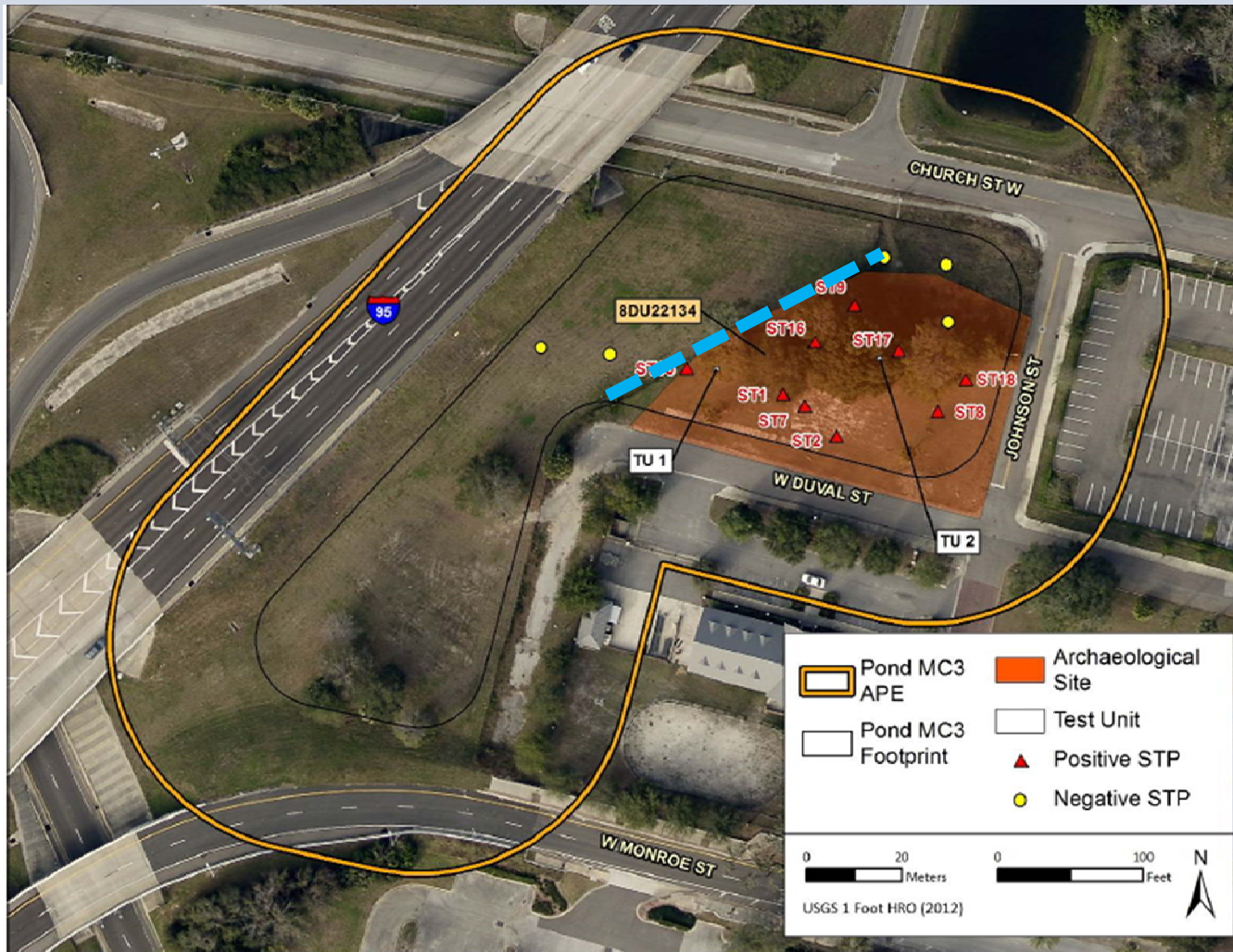
- 66 historical structures
 - 2 eligible for NRHP listing
- 1 NRHP-listed historic district
- Methods to Address
 - Avoidance of previously recorded NRHP-eligible resources



Mt. Olive Presbyterian Church, Jacksonville, FL



Historical and Archeological Features



Historical and Archeological Features





Express Lane policy exemption



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 S. Marion Avenue
Lake City, FL 32605

RACHEL CONE
SECRETARY

February 6, 2017

Ms. Rachel Cone, Interim Secretary
Florida Department of Transportation
1109 Suwannee Street
Tallahassee, Florida 32399

Subject: Express lane state policy exemption request FPID: 439100-1, 439102-1, I-10 from I-295 to I-95

Dear Secretary Cone:

District 2 requests an exemption from FDOT directive 525-030-020a, Tolling for New and Existing Facilities on the State Highway System (SHS).

The I-10 project limits are different in the eastbound and westbound direction because the eastbound direction was recently widened under a previous job from I-295 to Cassat Avenue. The eastbound project limits are from Cassat Avenue to I-95 and proposes to widen three miles of I-10 from three to five lanes. The westbound project limits are from I-295 to I-95 and proposes to widen five miles of I-10 from three to five lanes.

I-10 within the project limits has minimal right-of-way available for expansion and is located between two historic districts (limiting expansion out and preventing expansion up). This precludes FDOT from adding additional lanes as express lanes because motorists weaving to enter and exit an express lane system would degrade the operations of the mainline general use lanes. Building laced flyovers to remove the weave is not feasible due to cost constraints and significant impacts to the historic district. The resulting length where a safe weave could be accommodated, at-grade, would result in only a 1.0 mile eastbound and 1.7 mile westbound express lane system which offers little incentive for use.

Due to these issues, the District is recommending the additional capacity be added as general use lanes. No further analysis will be conducted for the express lane alternative.

Sincerely,

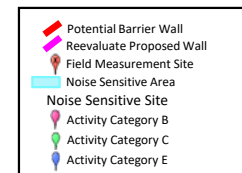
Greg Evans
District Two Secretary

www.dot.state.fl.us



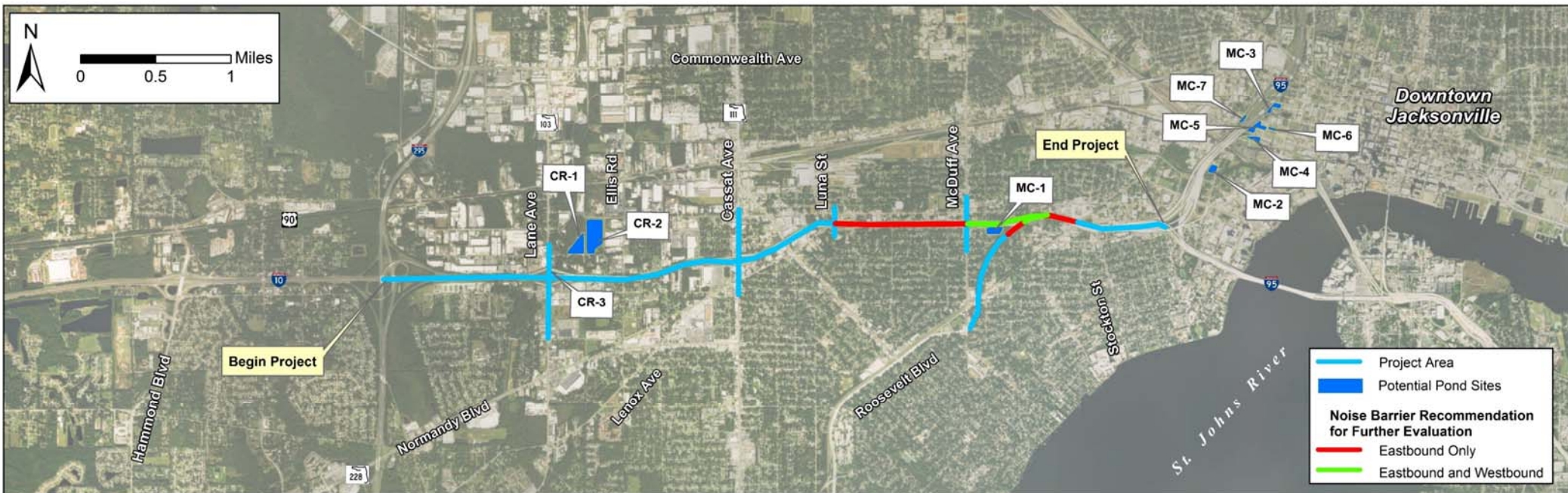
Noise

- Urban corridor with 10 noise sensitive general areas
- Single and multi-family residences, churches, schools, Lackawanna park and hotels
- Methods to Address
 - Optimize the location of noise walls
 - Combine noise walls with MSE walls



Noise

- Shoulder barrier mount noise walls are proposed along:
 - I-10 eastbound from Luna Street to Stockton Street
 - I-10 westbound from Stockton Street to McDuff Avenue





Project Alternative

I-10 From I-295 East to Lane Avenue



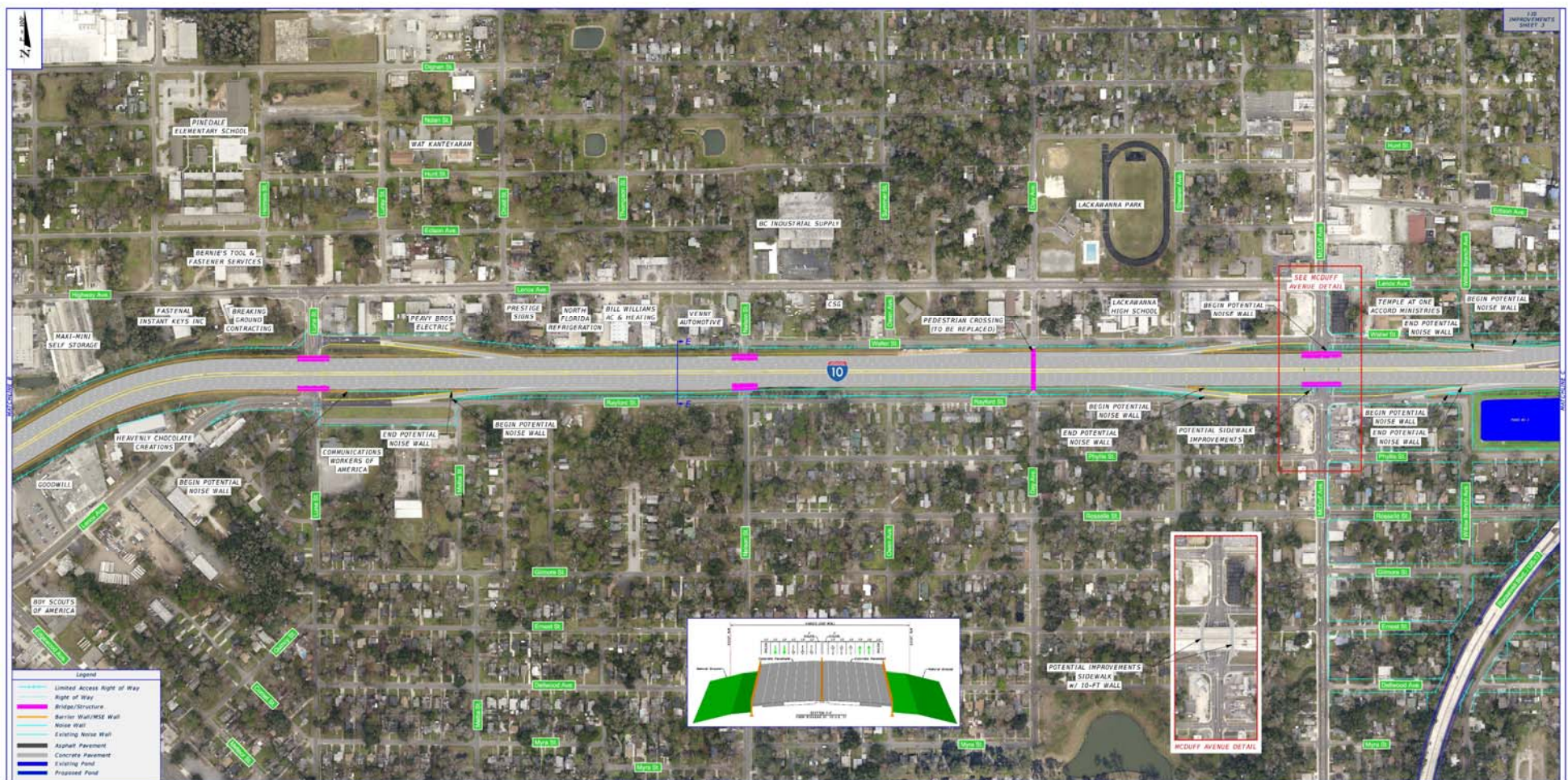
Project Alternative

I-10 From Lane Avenue East to Edgewood Avenue



Project Alternative

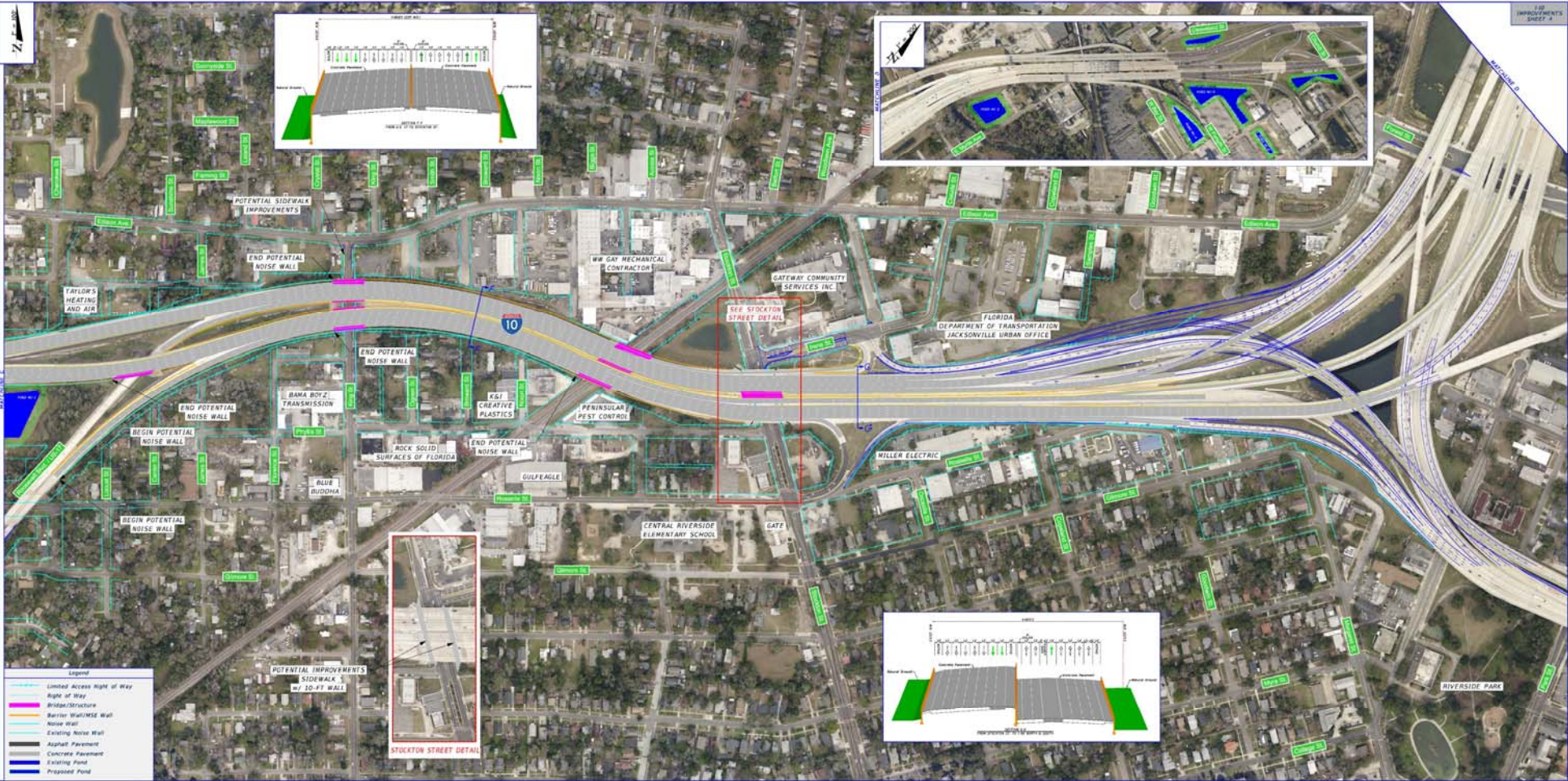
I-10 Edgewood Avenue East to McDuff Avenue





Project Alternative

I-10 From McDuff Avenue East to I-95





Aesthetics



NEIGHBORHOODS

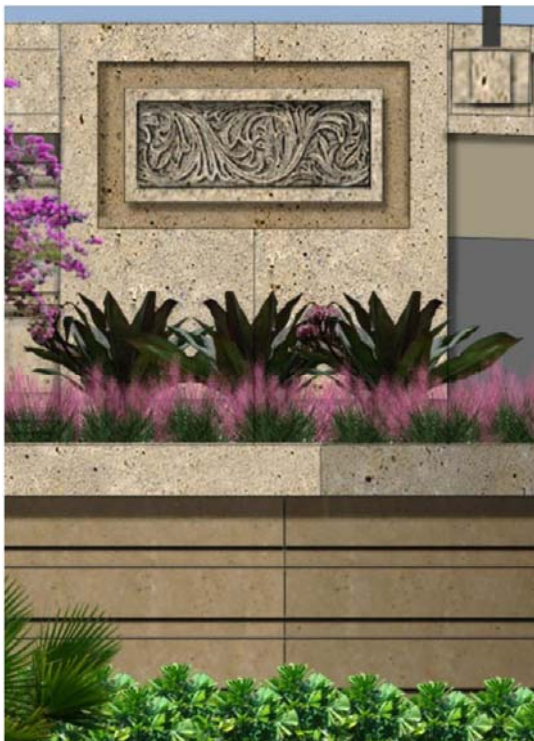


Connecting Regions, Communities, & Neighborhoods

Neighborhoods

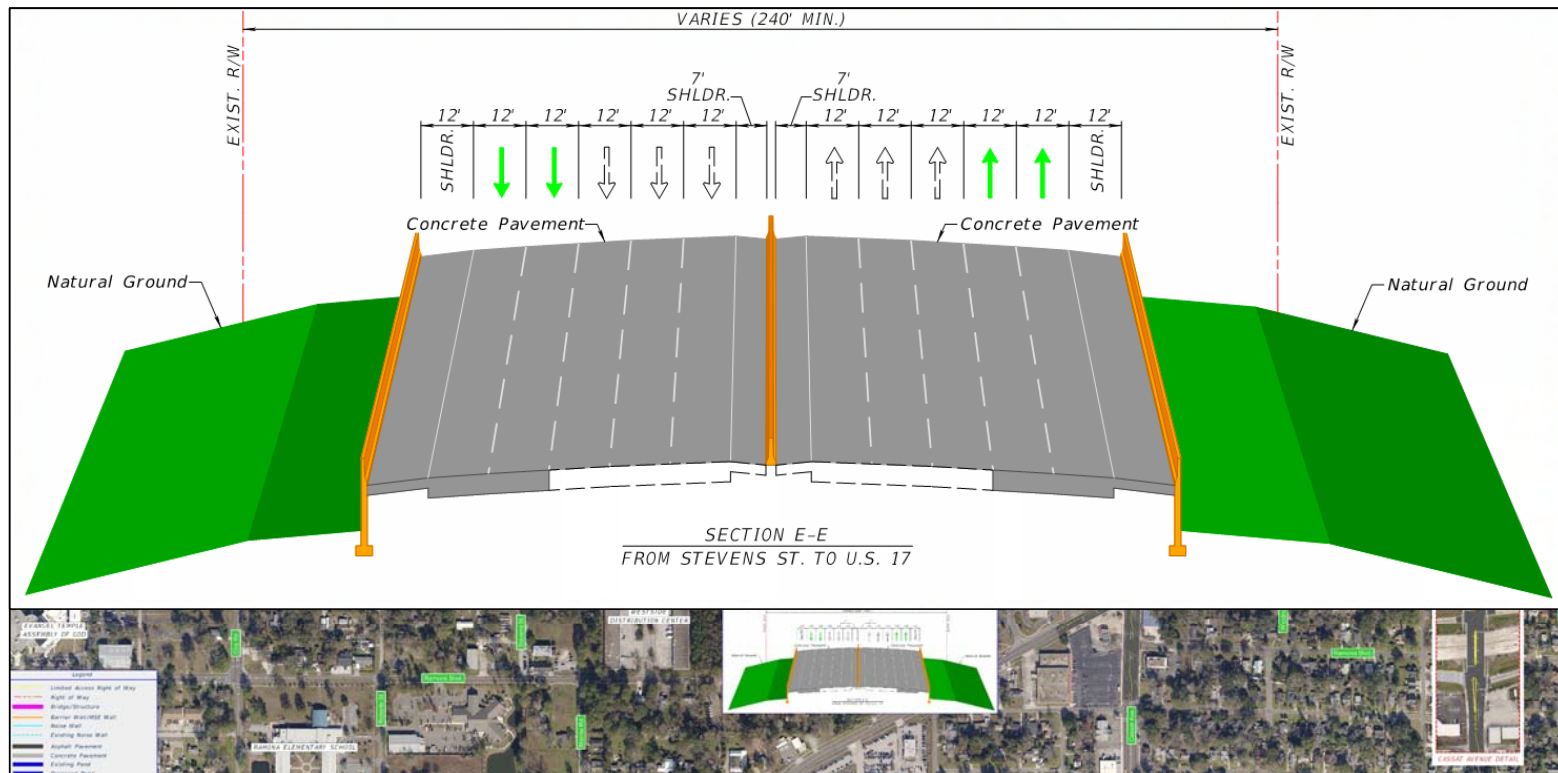


Aesthetics



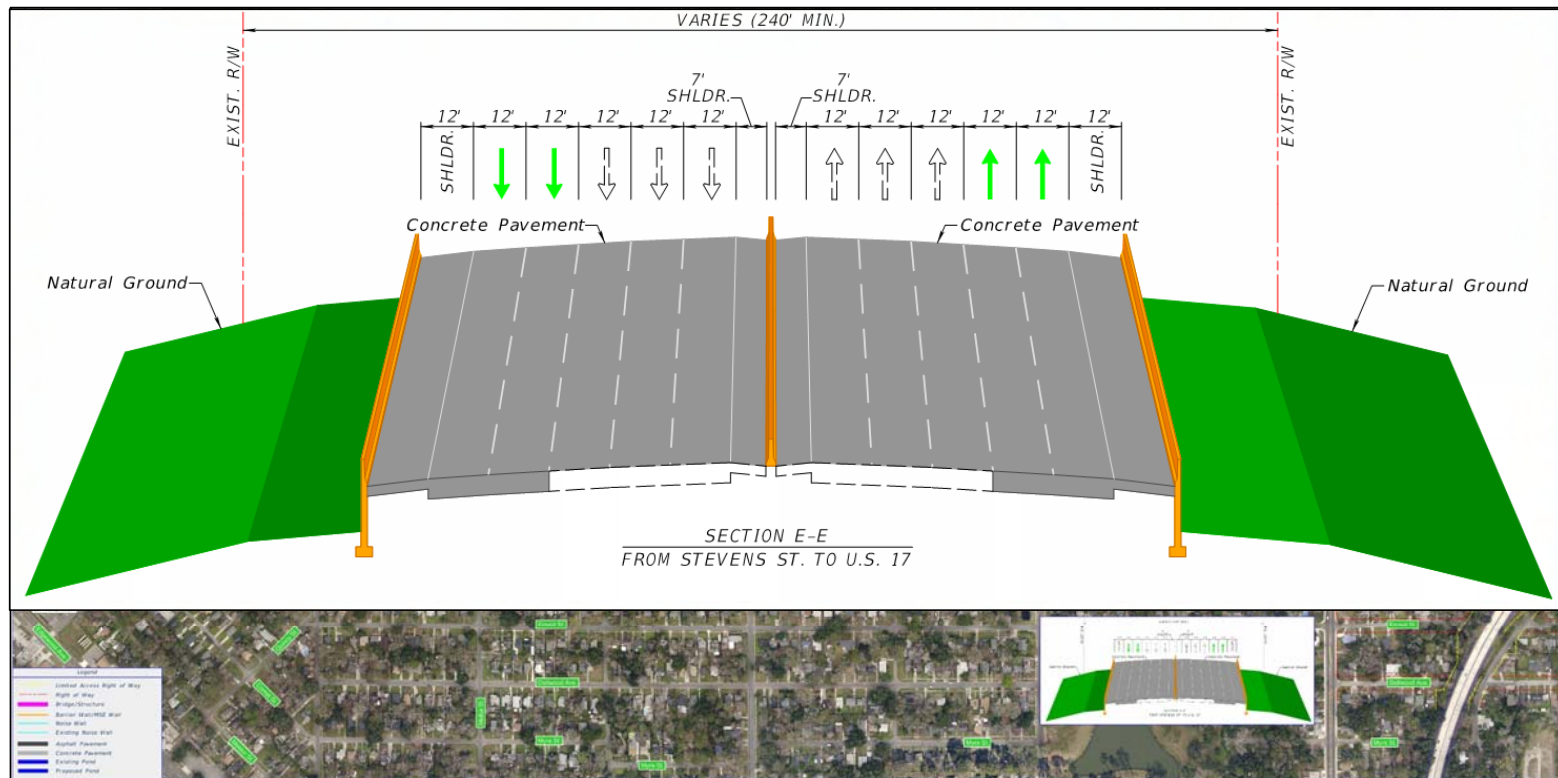
Typical Sections

- Preferred Alternative



Typical Sections

- Preferred Alternative



Typical Sections

- Preferred Alternative



Project Evaluation Matrix

Item	No Build Alternative	Alternative 1
Estimated Construction Costs	\$0	\$120,330,000
Engineering Costs (10%)	\$0	\$12,033,000
Construction Engineering and Inspection (12%)	\$0	\$14,440,000
Estimated Right of Way Costs	\$0	\$0
Total Costs (1)	\$0	\$146,803,000
No. of Parcels Affected	0	0
Residential	0	0
Commercial	0	0
Vacant	0	0
Potential Relocations	0	0
Corrects Operational Deficiencies	No	Yes
Corrects Safety Deficiencies	No	Yes
Potential Wetland Impacts (acres)	0	19.32*
Archaeological/Historical Sites (number)	0/0	1/0
Contamination Site Risk (number) (High/Medium/Low/No Risk)	0/0/0/0	37/27/8/10

1. Total Cost = LRE Construction Costs + Engineering Costs + CEI + Estimated R/W Costs

* Preliminary wetland impacts are subject to change based on final design.