



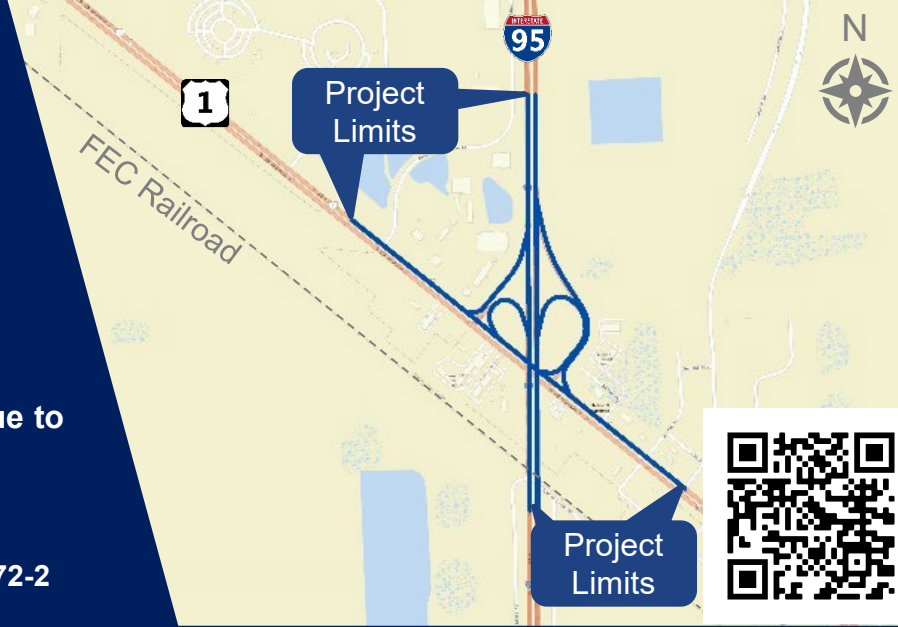
I-95 at U.S. 1 Interchange

PD&E Study

Plantation Oaks Boulevard/Broadway Avenue to Destination Daytona Lane

Volusia County

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



Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the Interstate 95 (I-95) at U.S. 1 interchange (exit 273) in Ormond Beach. This study is evaluating improvements to the I-95 at U.S. 1 interchange as well as the approximately one-mile segment of U.S. 1 between Plantation Oaks Boulevard/Broadway Avenue and Destination Daytona Lane.

The purpose of this PD&E Study is to accommodate the existing and future travel demand, improve safety, and enhance pedestrian connectivity by developing solutions, known as alternatives, that improve operations at the I-95 at U.S. 1 interchange and along U.S. 1.

Alternatives Evaluated

Three alternatives were considered for the I-95 at U.S. 1 Interchange:

- No-Build Alternative (assumes no improvements to the interchange or U.S. 1)
- Diverging Diamond Interchange (DDI) Alternative
- Offset Intersection Alternative

The traffic, safety, and pedestrian benefits of each alternative along with the potential impacts and enhancements to the natural, social, cultural, and physical environments associated with each alternative were evaluated during the PD&E study.

The alternatives and the analysis results were shared with the community through an extensive public engagement program, which included individual stakeholder meetings, a public alternatives open house, and a public hearing.

Based on the evaluation and the feedback from the community, FDOT selected the DDI as the preferred alternative.

Project Status and Estimated Costs*

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

*subject to change

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

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Preferred Alternative

In addition to engineering and environmental considerations, the study team has coordinated with the local community and project stakeholders to determine the preferred alternative.

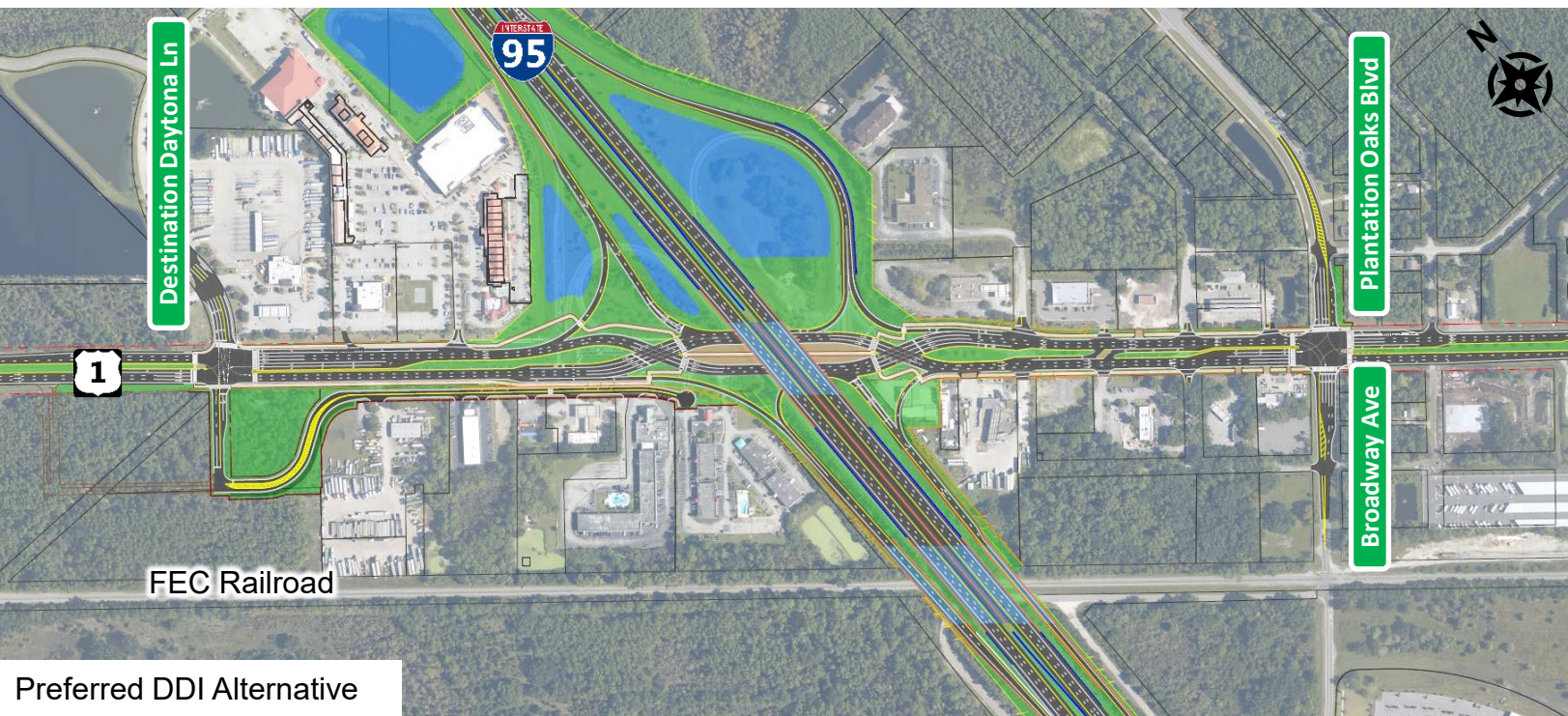
The evaluation determined that the DDI (shown below), best improves the operations and safety at the interchange. Benefits of the DDI include:

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

The preferred DDI alternative also includes the widening of U.S. 1 to six travel lanes with the addition of 14-foot-wide shared use paths as shown to the right.



Proposed U.S. 1 Improvements



Preferred DDI Alternative