



Frequently Asked Questions

What is a Project Development and Environment (PD&E) Study?

FDOT created the process to ensure that projects receiving Federal Aid follow the policies and procedures outlined in the National Environmental Policy Act (NEPA). The PD&E Study process is a blending of preliminary engineering, environmental impact assessments and public involvement activities. Additionally, the process is a planning tool used to develop transportation improvements that are technically sound, environmentally sensitive, economically feasible, legally defensible and socially acceptable.

What is the objective of the study?

The study is being conducted to determine the type, location and design configuration of the new interchange and connector roadway between Babcock Street and Micco Road.

What are the study limits?

The study begins at Babcock Street and continues to a point east of Interstate 95 to connect with Micco Road to the south, a distance of approximately four (4) miles.

How can I get involved?

Your involvement is critical to the successful outcome of the study. We encourage you to visit the website regularly for the latest information. The Consultant Team Project Manager, John R. Freeman, Jr., is also available to answer questions and address comments or concerns.

How can I obtain the latest study materials?

The latest materials will be available on the 'Project Materials' section of the website.

When will the study be complete?

The study is scheduled to be complete in June 2011 (Illustrated above).



I-95 & the Palm Bay Parkway Southern Interchange

Project Development & Environment (PD&E) Study, Brevard County, FL

Alternatives Public Meeting

Welcome to the Alternatives Public Meeting for the I-95 and the Palm Bay Parkway Southern Interchange Project Development and Environment (PD&E) Study.

The Florida Department of Transportation (FDOT) is conducting this study to evaluate a new interchange on Interstate 95 (I-95) in Brevard County, approximately 1.5 miles north of Micco Road. The project will also include the evaluation of a multi-lane connector road, approximately 4 miles in length extending from Babcock Road to Micco Road.

A new interchange in this area of the county will redistribute the regional trips from congested local roadways to the higher functioning freeway system. Regional traffic will be traveling on a higher capacity, safer facility thereby relieving congestion on local arterial roadways, reducing green house emissions from vehicles, shortening emergency services trips on I-95, and providing a new focal point for future employment and commercial center opportunities.

Currently approved local, state and federal reports support the need for a new interchange along I-95 in southern Palm Bay. An interchange in the southern portion of Palm Bay will relieve congestion at existing interchanges and provide for improved traffic circulation in Brevard and Indian River Counties, while serving several towns, cities and unincorporated areas.

Tonight's meeting will include several display boards that provide information regarding the proposed improvements. An audio/visual presentation will begin at approximately 6:00 pm. Following the presentation, FDOT staff and representatives from the Consultant Team will be available to discuss the project, receive input, and answer questions. A comment form has been provided for your feedback, which can be submitted tonight or by one of the methods described on the back of this newsletter. The comment period following the Alternatives Public Meeting will remain open until August 6, 2010.



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Concept Development

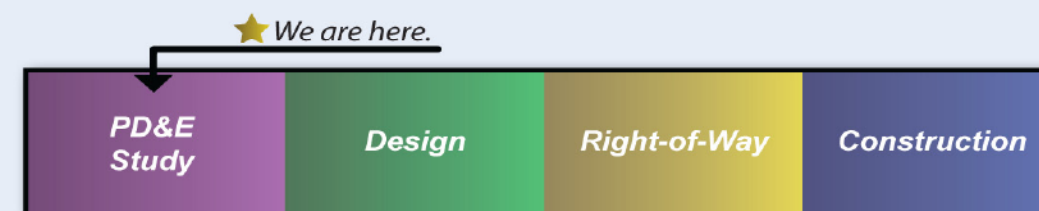
In order to develop a product that satisfies the project's purpose and need, the Consultant Team has conducted a series of analyses to determine the appropriate project alternatives including alignment locations, interchange concepts and typical sections/roadway concepts.

Traffic modeling software is used to evaluate and determine future year traffic volumes using approved land use, socio-economic data and local and regional roadway network information. Once traffic analysis is completed, the Consultant Team conducts a corridor analysis process to develop transportation improvements that meet future transportation demands while minimizing impacts to the social, natural and physical environment.

The inside of this newsletter includes a map of the study area, proposed typical sections/roadway concepts and proposed interchange concepts. Several typical sections/roadway concepts are being evaluated including a 50 MPH suburban typical section with options utilizing open or piped drainage. In addition, a more compact, lower speed, 45 MPH urban typical section with piped drainage and several interchange concepts are also being evaluated. These include a Compressed Diamond Interchange, Spread Diamond Interchange and Partial Cloverleaf (PARCLO) Interchange. The interchange concepts have the option to utilize a roundabout or a traffic signal at ramp intersections.

Production Schedule

The following graphic illustrates the overall roadway development process. The project is currently in the Project Development & Environment Study phase.



For more information, please visit: www.palmbayinterchange.com

YOUR COMMENTS ARE IMPORTANT

We encourage your participation and invite your questions and comments. A comment form has been provided for your use in submitting comments and/or questions. Please contact the Consultant Team Project Manager, John R. Freeman, Jr., at the email address listed below with additional comments or concerns.



DROP-BOX

A Drop-Box is provided during the meeting.



MAIL

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FAX

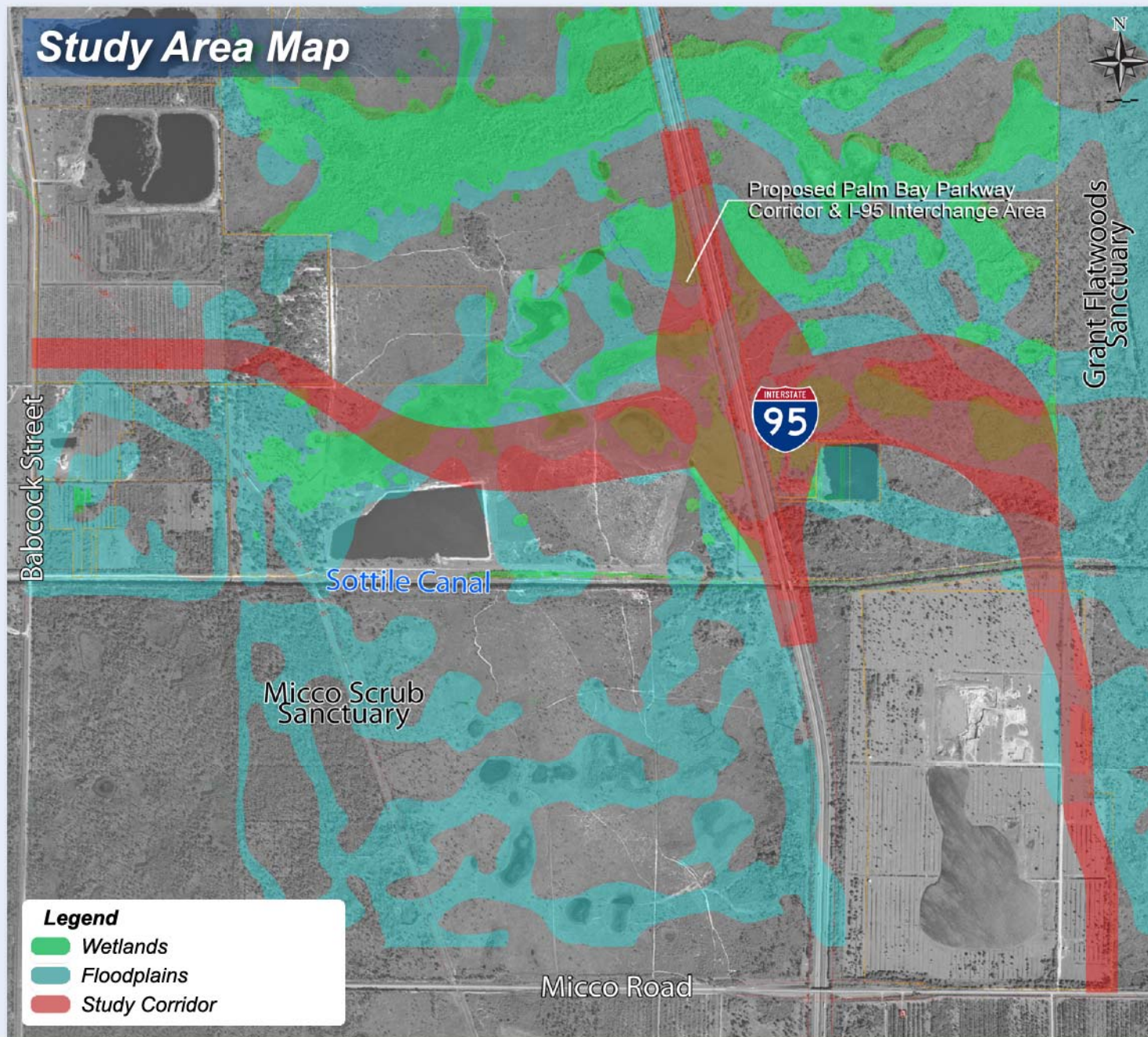
(407) 540-0550
Attn: John R. Freeman, Jr., P.E.



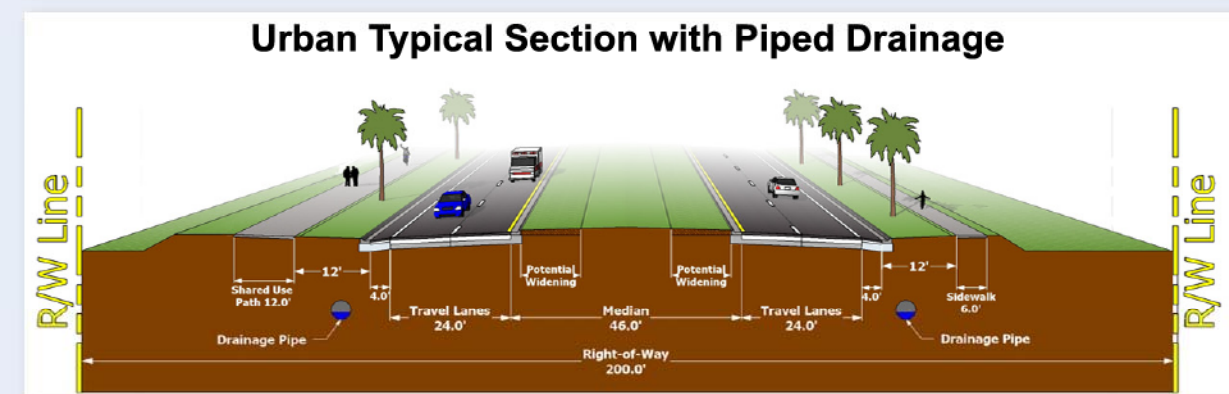
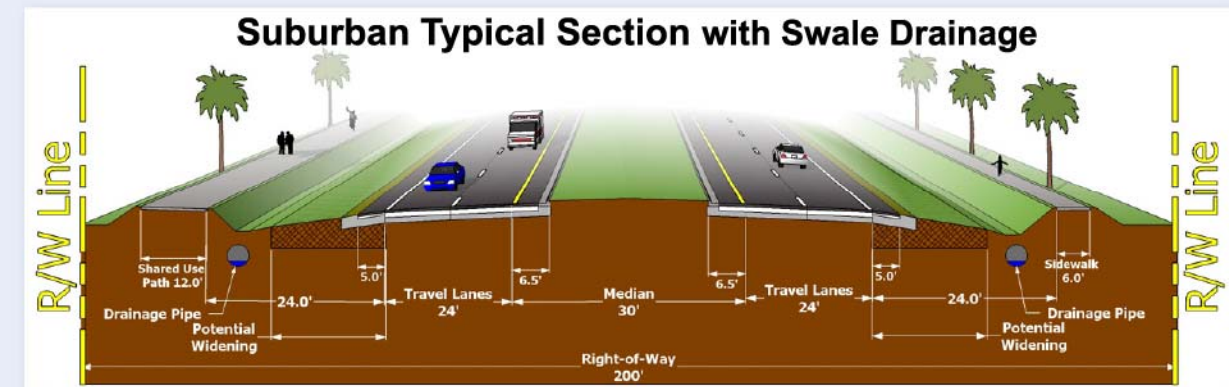
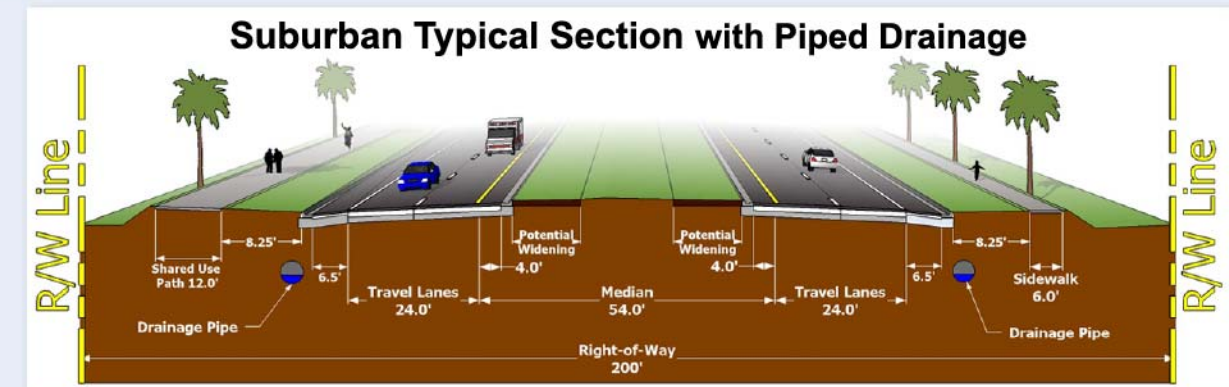
E-MAIL

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Study Area Map



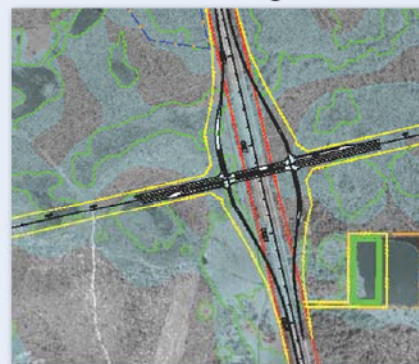
Proposed Typical Sections



Proposed Interchange Concepts*

Compressed Diamond Interchange

- 2 Lane Left to I-95 NB 1000 VPH
- 8 lanes on Overpass Bridge
- Least Land Area



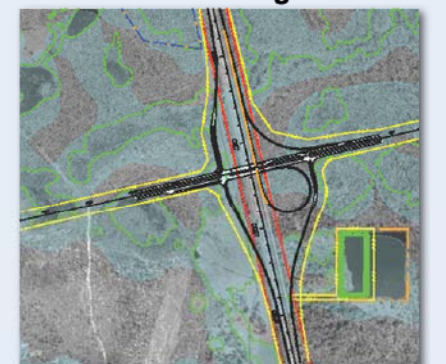
- 2 Lane Left to I-95 NB - 1000 VPH
- 6 lanes on Overpass Bridge
- Most Land Area

Spread Diamond Interchange



Partial Cloverleaf (PARCLO) Interchange

- Loop Ramp to Accommodate 1000 VPH Left Turn - Improved Traffic Flow
- More Land Area than Compressed, less than Spread Concept



* Roundabout intersections will be studied for the preferred interchange concept.