

# PUBLIC HEARING

## Florida Department of Transportation



### I-95 & Ellis Road Project Development and Environment (PD&E) Study

**DATE:** Thursday, October 25, 2012  
**TIME:** 5:00 p.m. – 7:00 p.m.  
Presentation at 6:00 p.m.

**PLACE:** Calvary Chapel Melbourne  
2955 Minton Road  
West Melbourne, FL 32904

Welcome to the Public Hearing for the I-95 & Ellis Road Project Development and Environment (PD&E) Study. The Florida Department of Transportation (FDOT) is conducting tonight's Public Hearing as part of this study, which examines a new interchange at I-95. The PD&E Study also examines an extension and widening of Ellis Road in order to accommodate capacity improvements between John Rodes Boulevard and Wickham Road. The purpose of the hearing is to afford interested persons an opportunity to express their views concerning the project.



The Florida's Strategic Intermodal System (SIS) was designated by the Florida Legislature to efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and to assist Florida in becoming a worldwide economic leader, enhancing economic prosperity and competitiveness, enriching our quality of life, and reflecting responsible environmental stewardship.

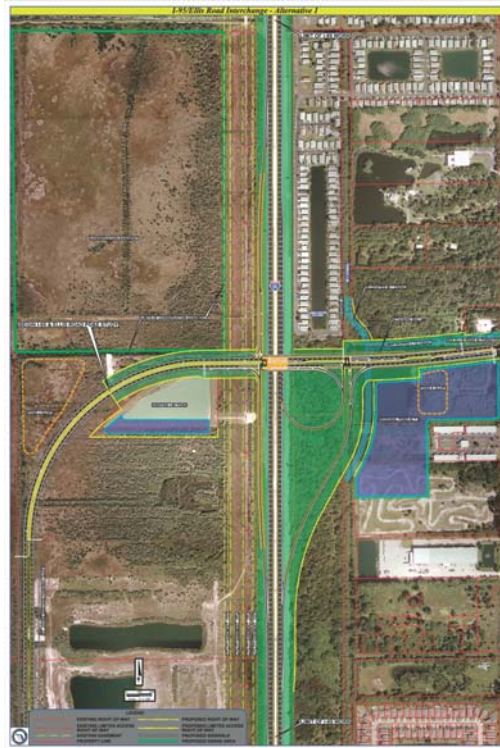
In Brevard County, Melbourne International Airport is not only an important transportation hub, but also a major employment area for Melbourne and Palm Bay. Currently, the Melbourne International Airport and the Greyhound Bus Terminal are emerging SIS hubs. While the western limits of the airport are located only a couple of miles from the interstate, access to I-95 is provided by way of Sarno Road from the north and New Haven Avenue from the south, both of which are existing SIS connectors. However, each of these facilities has experienced increased traffic volumes. In order to meet the future mobility needs for the region, additional east-west connectors are required to reduce the congestion on the existing facilities.

The proximity of I-95 to Melbourne International Airport is a primary stimulus for the study of an Ellis Road interchange and the upgrading of Ellis Road to a divided, four-lane facility.

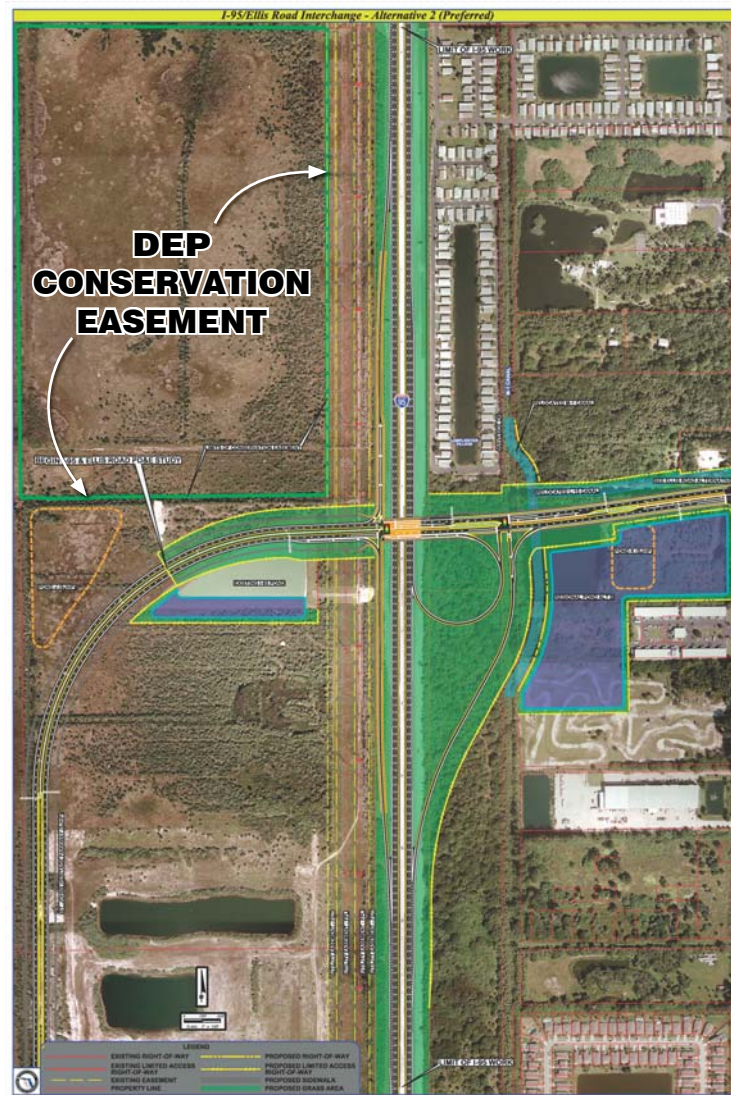
As the new SIS connector for the Melbourne area, the Ellis Road project will provide regional connections from I-95 to Melbourne International Airport and the inter-city transit terminal and will be able to safely accommodate more than 30,000 vehicles per day.



I-95/Ellis Road Interchange – Alternative 1



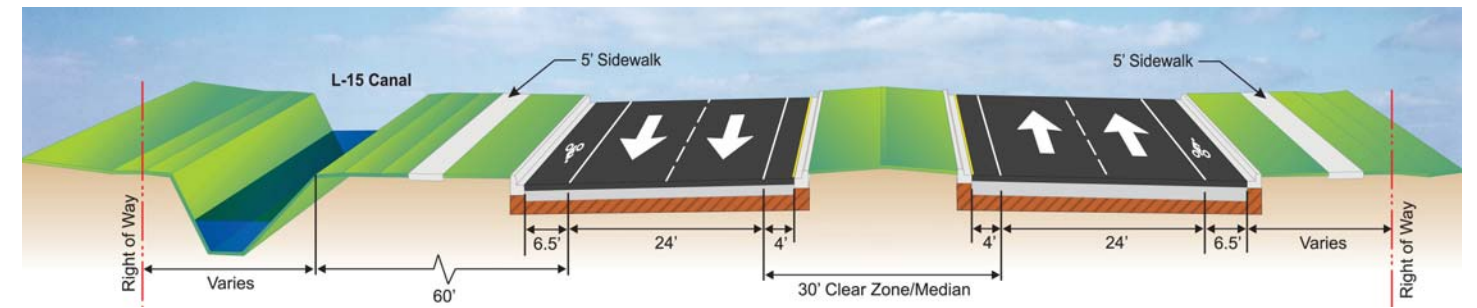
I-95/Ellis Road Interchange – Alternative 2 (Preferred)



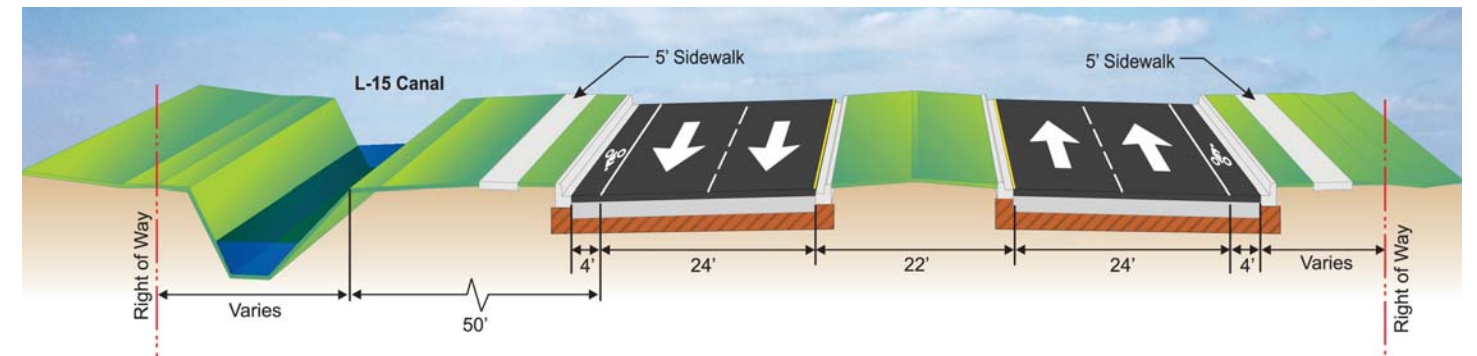
Two alignments through the interchange area were evaluated along with a number of ramp configurations. Both of the alignments considered (Alternatives 1 and 2) tie into the proposed St. Johns Heritage Parkway to the west and the Ellis Road improvement to the east. The preferred alignment through the interchange area is Alternative 2, which is selected for the following reasons:

- Avoids impacts to the Department of Environmental Protection conservation easement in the northwest quadrant;
- Farthest away from and has the least impact on Lamplighter Village;
- Eliminates the need for a retaining wall adjacent to Lamplighter Village, saving approximately \$700,000.

SIS High Speed Urban (50 mph) Typical Section with Canal

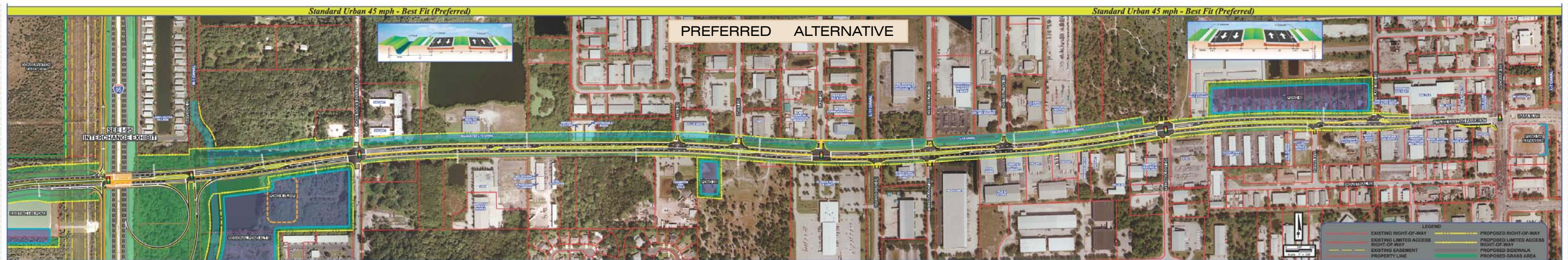


Standard Urban (45 mph) Typical Section with Canal



Two alternative typical sections have been considered for the Ellis Road segment of the project: the Strategic Intermodal System (SIS) 50 mph Urban typical section and the DOT Standard Urban 45 mph typical section. Each typical section provides similar features, namely; (1) two travel lanes in each direction; (2) a raised median that separates opposing directions of travel and provides storage for turning vehicles; (3) separate bicycle and pedestrian facilities; and (4) a curb and gutter system for the collection of stormwater. The primary difference between the two typicals is that the (SIS) typical requires more right-of-way due to its higher design speed of 50 mph.

Three alternative alignments have been investigated for each typical section, and the “best fit” alignments for each typical are being presented for your review and comments at tonight’s public hearing. The currently preferred alternative is the DOT Standard Urban 45 mph typical section on its “best fit” alignment. It connects to the I-95 interchange Alternative 2 alignment at the John Rodes intersection (see below).






In order to provide improved safety and mobility, FDOT Access Management Class 5 criteria is recommended for the Strategic Intermodal System Connector. This access management classification is the most appropriate for the proposed four-lane divided roadway.



This configuration provides guidance for the spacing of signals, type of median, and the frequency of median openings. These features focus on improving operational characteristics of the facility and improving safety for motorists and pedestrians.

### Preferred Access Management Classification



#### Access Management Classification 5

- Median type Restrictive
- Signal Spacing 1,320 ft.
- Median Openings
  - Full 1,320 ft.
  - Directional 660 ft.
- Side Connections 245 ft.



Restrictive Median

Directional Median Opening

Full Median Opening

### Your Comments are Welcome!

The Florida Department of Transportation encourages you to provide comments and suggestions regarding the I-95/Ellis Road PD&E Study. Your participation in the study is important, and FDOT thanks you for your time.

There are several ways for you to provide comments:

1. Formal statements can be made during the public testimony period
2. Verbal statements may be provided to the court reporter
3. Complete the comment forms and deposit in the comment boxes
4. Written comments may be provided via the project website, [www.ellisroadpde.com](http://www.ellisroadpde.com)
5. Written statements may be mailed or hand delivered to the addresses below

A ten day comment period will follow this public hearing. All comments received or postmarked no later than November 5, 2012 will be included in the official project record.

Upon completion of this Public Hearing, all comments will be evaluated, and the project documents will be finalized for review and approval by the Federal Highway Administration (FHWA). The following draft documents are available for review at the West Melbourne Public Library and the project website: Contamination Screening Evaluation Report; Cultural Resources Assessment Survey; Location Hydraulic Report; Pond Siting Report; Noise Study Report; Wetland Evaluation and Biological Assessment; Project Development Summary Report. The final versions of these documents will ultimately be on display on the project website. Final approval of the concept (Location Design Concept Acceptance) by the FHWA is anticipated within the first quarter of next year.

#### For additional information, please contact:

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