

1.0 INTRODUCTION

1.1 PURPOSE OF MASTER PLAN

The Florida Department of Transportation (FDOT), District 2, is preparing a master plan for Interstate Highway 10 (I-10) SR 8 in northeast Florida. Master planning of major transportation facilities is essential to ensuring the availability of capacity on the transportation network to support and sustain mobility and intermodal connectivity in the region and across the state.

Geographic limits of the study are the Jefferson / Madison County Line on the west to I-295 in Jacksonville on the east. The total project length is approximately 120 miles. The study corridor is subdivided into three segments for specific analysis:

- Segment 1: Jefferson/Madison County Line east to I-75,
- Segment 2: I-75 east to CR 125 (Baker County), and
- Segment 3: CR 125 (Baker County) to I-295 (Duval County).

The major purpose of this Interstate Master Plan is to guide the development of a multi-modal interstate system that will serve the transportation needs of people, provide for the efficient and effective movement of freight, and foster economic growth and development in the region, as well as the state as a whole. The plan will seek to provide avenues for the enhancement of regional mobility, while minimizing other environmental impacts that might occur from construction. The Interstate Master Plan will also serve as input to the First Coast Metropolitan Planning Organization Long Range Transportation Plan and Transportation Improvement Program.

FDOT Interstate Policy supports mobility objectives and transit initiatives on the Florida Intrastate Highway System (FIHS) and outlines in broad terms the limits of interstate expansion. The policy addresses a wide range of objectives, not just highway capacity needs. Consequently, the master plan will consider the “people and goods” movement capabilities of the corridor, constructability and affordability of improvements, the reliability of a plan that local and regional governments can relate to, and economic, growth management, and environmental elements of the corridor. Accordingly, this I-10 Master Plan will address these FIHS policy goals:

- Implement the Interstate Highway Policy,
- Enhance the mobility of residents, businesses and visitors in the I-10 corridor,
- Support regional commerce and the efficient movement of goods,
- Develop financially feasible improvement plans,
- Support the development of livable communities, and
- Incorporate environmental quality factors into the plan.

Generally, the study process is one in which opportunities for public participation are woven through a technical analysis that examines existing and anticipated conditions, identifies improvement alternatives that might address these conditions and identified deficiencies, evaluates those alternatives based on agreed-upon goals and objectives, and recommends a thirty-year improvement program of improvements that optimizes the public investment required

to fund the improvements. When complete, the Master Plan will serve as a core element of regional transportation and economic development plans, and provide input into the FIHS 2025 Long Range Cost Feasible Plan and Strategic Intermodal System Plan.

The product of this master plan will be a blueprint for one of future improvements in the I-10 corridor. The master plan will define a functional concept for the year 2030, including recommended roadway cross-sections; interchange configurations, safety and operational improvements, and mobility enhancements. The plan also includes a staging plan that prioritizes corridor improvements and outlines funding strategies.

1.2 PROJECT STUDY AREA

Segment 3 of the I-10 study corridor extends a distance of approximately 24 miles from CR 125 (Baker County) to I-295 (Duval County). In Segment 3, I-10 is a four-lane limited access facility. It accommodates regional mobility and significant truck traffic. The truck traffic is anticipated to continue to increase in volume into the foreseeable future, thus ensuring the continued importance of the corridor as a major freight corridor.

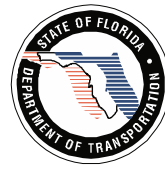
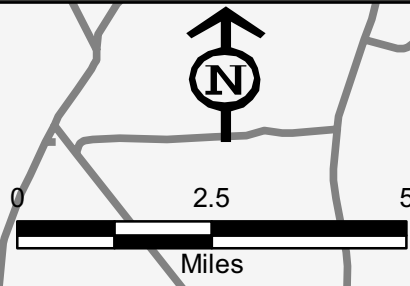
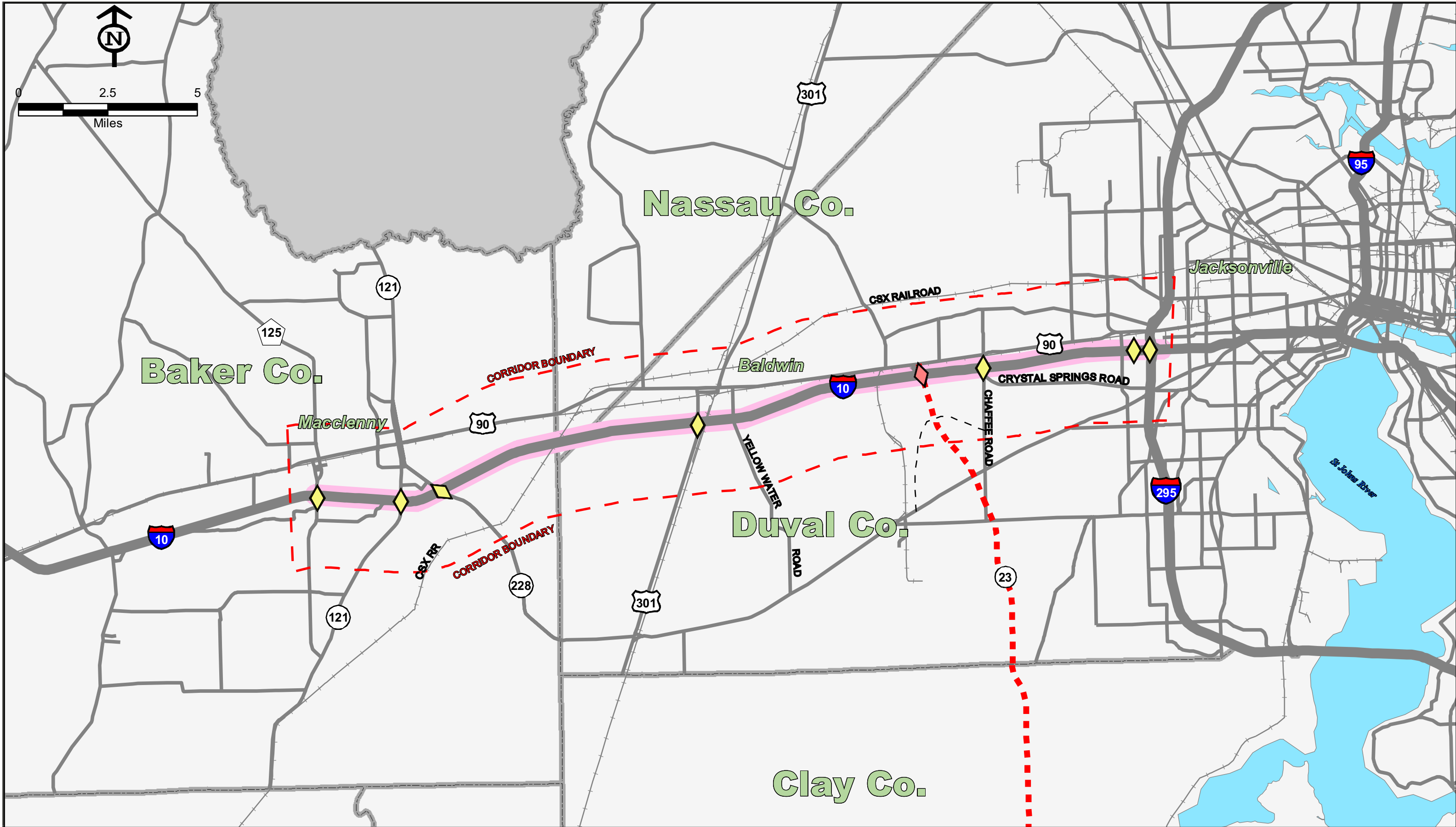
There are seven interchanges in Segment 3. The interchanges from west to east are CR 125, SR 121, SR 228, US 301, Chaffee Road, Greenland Road (Marietta) and I-295. The first three interchanges are in the rural area and the remaining four interchanges are in the urbanized area. A new interchange is planned at Branan Field-Chaffee Road (BFCR) (SR 23) between US 301 and Chaffee Road. The study corridor for Segment 3 of the I-10 Master Plan is illustrated on Figure 1-1.

1.3 TIER SELECTION PROCESS

The I-10 Master Plan - Tier Selection Process Memorandum (October 30, 2003, modified January 16, 2004) describes the process to develop a program, which improves the mobility of users along the I-10 corridor. The first step is the documentation of the existing conditions of the I-10 corridor. The purpose of the existing conditions analysis is to collect data that defines existing and anticipated conditions, identify anticipated corridor needs and deficiencies as well as determine physical constraints within the corridor. The I-10 Master Plan –Data Analysis Summary Report, Segment 3 (August 2003) was published as a separate document and is herein referred to as the DASR.

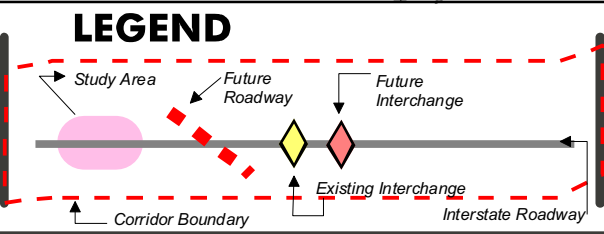
The Master Plan alternatives analysis is centered around the “Tier Selection Process”. The process involves the steps of alternative identification, screening, evaluation, and integrating various alternatives into the final master plan. Using a matrix evaluation approach, the comprehensive and rapid evaluation of many alternatives through a two-level screening and refinement process is accomplished.

The Tier 1 mainline analysis focuses on the development and evaluation of Conceptual Mobility Enhancement Alternatives (CMEA). The I-10 Master Plan – Tier 1 CMEA Evaluation Report, Segment 3 (May 2004) was published as a separate document and in herein referred to as the Tier 1 Report.



Florida Department of Transportation District 2
I-10 Master Plan

The **PBS** Team



**SEGMENT 3:
 Study Corridor Map**

Source: FGDL V3.0 & City of Jacksonville

**FIGURE
 1-1**

1.4 REPORT ORGANIZATION

Section 1 serves as the introduction, presents and outlines the purpose of the master plan, defines Segment 3 study area, and describes the organization of the report.

Section 2 summarizes the existing conditions in terms of the physical features and operating conditions of the roadways, environmental characteristics of corridor and traffic operating conditions.

Section 3 summarizes the need for corridor improvements. This section identifies design, mobility and safety deficiencies, as well as the improvement goals of the corridor.

Section 4 identifies and evaluates the Tier 1 mainline alternatives, referred to as CMEA. A description and typical section is provided for each recommended CMEA.

Section 5 identifies and evaluates Tier 2 interchange alternatives, referred to as Level 1 and Level 2 improvements. A description and conceptual plan is provided for each recommended interchange alternative.

Section 6 explains the public involvement opportunities and results for this study.

Section 7 summarizes the conclusions of the Tier 1 mainline and Tier 2 interchange evaluation and recommends a preferred mobility enhancement alternative (PMEA).

Section 8 is the implementation plan of the master plan. Phasing, program requirements, agency coordination and potential sources of funding are identified.