

**I-95 Express Lanes from
J. Turner Butler Boulevard to Atlantic Boulevard**

Project Development and Environment Study

**Re-Evaluation No. 2
(Mainline General Use Lanes)**

Preliminary Engineering Report Addendum



Jacksonville, Duval County, Florida
Financial Project ID No. 432259-2-22-01
Federal Aid Project No. 0955 308 1

December 2021

TABLE OF CONTENTS

1.0	Project Background	1
2.0	Update on Need for the Project	1
3.0	Details of Design Change	2
3.1	Mainline Design Changes.....	2
3.2	Interchange / Intersection Concepts.....	4
3.3	Design Traffic Volume	7
3.4	Right-of-way Needs and Relocation.....	8
3.5	Cost Estimates	8
3.6	Pedestrian and Bicycle Facilities	9
3.7	Drainage.....	9
3.8	Bridges	10
3.9	Aesthetic Features	11
3.10	Access Management.....	11
4.0	Evaluation of Environmental Impacts	11
4.1	Natural Environment Impacts	11
4.1.1	Protected Species and Habitat	11
4.1.2	Wetland and Other Surface Waters	11
4.1.3	Floodplains.....	11
4.2	Social, Cultural, and Physical Resource Impacts.....	12
4.2.1	Social and Economic	12
4.2.2	Cultural Resources	12
4.2.3	Section 4(f)	12
4.2.4	Contamination	12
4.2.5	Noise.....	12
4.2.6	Air Quality	13
5.0	Public Involvement	13
5.1	Public Hearing No. 2.....	13

LIST OF TABLES & FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
Table 2.1.1:	Crash Reductions Summary.....	2
Figure 3.1.1:	PD&E Approved Alternative Typical Section	3
Figure 3.1.2:	Design Change Alternative (Mainline GU Lanes) Typical Section	3
Figure 3.2.1:	Diverging Diamond Interchange at Belfort Road	5
Figure 3.2.2:	Copper Circle West – PD&E Study	6
Figure 3.2.3:	Copper Circle West One-Way Spur	6
Figure 3.6.1:	Updated Pedestrian Overpass	9
Table 3.7.1:	Pond Site Modifications – Size/Footprint Comparison.....	10

APPENDICES

Appendix A	Concept Plan Sheets - Design Change Alternative (Mainline GU Lanes)
Appendix B	Systems Interchange Modification Report Excerpts
Appendix C	Noise Sheets & Traffic Noise Model Table



1.0 Project Background

In 2018, a Preliminary Engineering Report (PER) was completed for the I-95 Express Lanes Project Development and Environment (PD&E) study, which received Location and Design Concept Acceptance (LDCA) on November 21, 2018. That PD&E Study analyzed 6.3 miles of I-95 beginning at J. Turner Butler Boulevard (JTB) and ending in the vicinity of Atlantic Boulevard in Jacksonville, Florida. The purpose of this addendum is to explain the design changes to the PD&E Study's Preferred Alternative, referred to as the "PD&E Approved Alternative" in this document, and the subsequent impacts to the project corridor.

The PD&E Study evaluated conceptual alternatives to increase capacity, improve traffic operations, accommodate future growth and development, improve safety, and enhance emergency evacuation and response times. The existing I-95 typical section varies throughout the corridor but is primarily comprised of a center barrier wall and concrete pavement carrying three general use lanes in each direction with eight-foot inside shoulders and twelve-foot outside shoulders. Within the study area, existing noise walls are present for approximately one-third of the project length along the limited access right-of-way.

The PD&E Approved Alternative in the 2018 PD&E Study included two express lanes and three general use lanes in each direction along with select auxiliary lanes and ramp terminal improvements. The PD&E Approved Alternative also included removing and replacing the existing pavement, bridges, drainage system, signing, pedestrian overpass, and lighting. The PD&E Approved Alternative utilized the existing right-of-way to the greatest extent practicable, although additional right-of-way was required sporadically within the corridor. A comprehensive noise analysis was performed and ultimately recommended a combination of retaining, extending, or removing and replacing existing noise barriers. In addition to expanded capacity and noise wall improvements, a major component of the PD&E Approved Alternative is a new drainage system and the associated retention ponds.

2.0 Update on Need for the Project

The project is needed to increase capacity, improve traffic operations, accommodate future growth and development, improve safety, and enhance emergency evacuation and response times. A number of design changes were implemented during the design phase. This updated alternative is referred to as the "Design Change Alternative (Mainline General Use (GU) Lanes)" in this document, which explains the updates since the 2018 PD&E Study.

The design changes primarily focus on the elimination of express lanes in favor of general use lanes. These design changes are consistent with the Department's change in the managed lane policy (Topic No. 000-525-045 dated May 7, 2020) to provide flexibility for projects adding capacity.

The need for the project described in the 2018 PD&E Study provides a disposition on the categories of capacity, transportation demand, planning consistency, social demand and economic development, system linkage, traffic safety, modal relationships, roadway deficiencies, and related projects within the study area. The proposed design changes are particularly relevant to the categories of capacity and traffic safety.

With respect to the category of capacity, eliminating the express lanes in favor of general use lanes provides significant operational improvements over the PD&E Approved Alternative. In particular, travel speeds are projected to remain at or near free-flow conditions through the entirety of the I-95 study area.

With respect to the category of traffic safety, the design changes are expected to reduce crashes due to the improvements in traffic operations, thereby providing safer travel conditions. Table 2.1.1 shows a comparison of each alternative to the No-Build Alternative and a comparison of both build alternatives.

Table 2.1.1: Crash Reductions Summary

Alternative	Crash Reduction (Crashes per year)	Crash Reduction (Percentage)
Re-Evaluation No. 2 (Mainline GU Lanes)	168.1	30.3%
PD&E Approved Alternative	170.5	29.3%
Re-Evaluation No. 2 reduction compared to PD&E Approved Alternative	2.4	1.4%

By providing expanded general use lane capacity (as opposed to express lanes) the design changes increase overall capacity, facilitate free-flow conditions, and improve operations for the entirety of I-95 within the study area.

3.0 Details of Design Change

During the design phase, the PD&E Approved Alternative was revised to convert the proposed express lanes to general use lanes and remove the four-foot buffered separation between the express and general use lanes and the tolling sites. The following sections discuss the proposed revisions caused by the Design Change Alternative (Mainline GU Lanes) and its impacts on the project corridor.

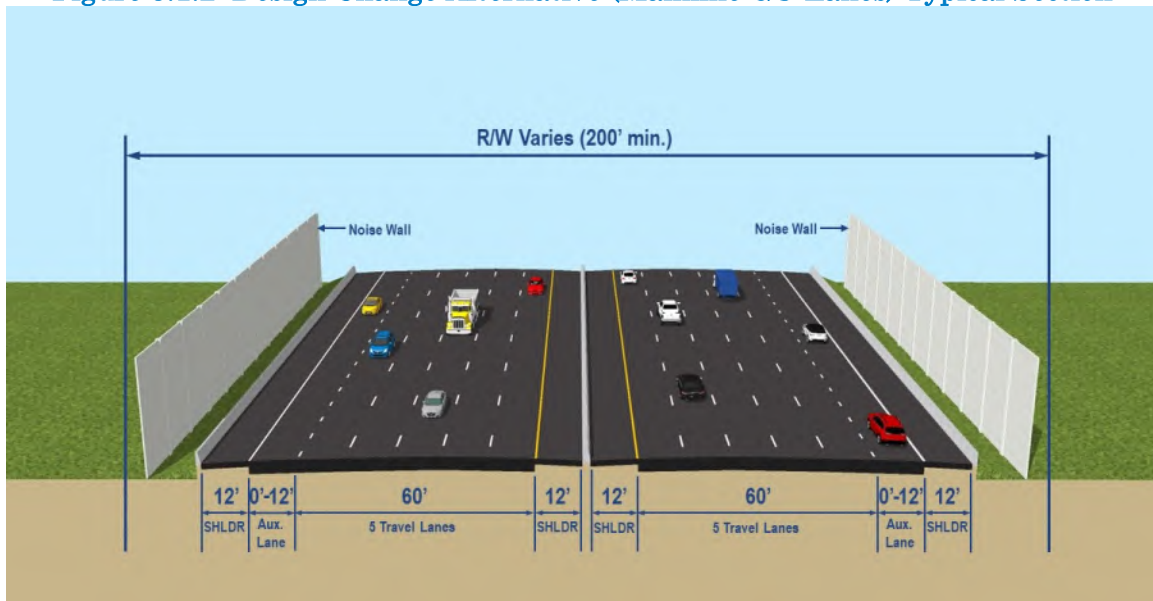
3.1 Mainline Design Changes

The PD&E Approved Alternative base typical section featured three general purpose lanes and two express lanes, as shown in Figure 3.1.1. Additional auxiliary lanes and ramp acceleration/deceleration lanes were also proposed in select areas. The Design Change Alternative (Mainline GU Lanes) typical section, shown in Figure 3.1.2, proposes five general use lanes and one intermittent auxiliary lane in the north- and southbound directions.

Figure 3.1.1: PD&E Approved Alternative Typical Section



Figure 3.1.2: Design Change Alternative (Mainline GU Lanes) Typical Section



The proposed improvements begin 2,320 feet south of the interchange with JTB, where a single lane is added to the existing three lane section in the northbound direction by widening into the median. Proceeding northward, a five-lane section is formed when the existing parallel-type entrance ramp from westbound JTB joins northbound I-95. Just south of this ramp gore, the inside widening beginning south of JTB joins full pavement reconstruction and continues northward.

In the southbound direction, beginning approximately 800 feet north of JTB, an additional general use lane is added to the median side. The outside of the southbound pavement is widened by one lane to add a southbound exit lane to JTB.

Full reconstruction of I-95 for both the northbound and southbound lanes begins approximately 800 and 4,500 feet, respectively, north of JTB, and is carried for 3.9 miles until

the proposed typical section ties into the existing pavement north of San Diego Road (just south of Atlantic Boulevard).

The PD&E Approved Alternative, as originally proposed, required restriping of approximately 3,100 feet of the recently completed Overland Bridge project. A shoulder width design exception was also required. The removal of the express lanes no longer requires this restriping for additional capacity and eliminates the need for the shoulder width design exception.

During the development of the Design Change Alternative (Mainline GU Lanes), the Federal Highway Administration (FHWA) requested the proposed I-95 profile over San Diego Road be revised to meet 65 miles per hour (mph) FDOT design standards. By comparison, the 2018 design criteria utilized a design speed that equaled the existing posted speed of 55 mph. This increase in design speed to 65 mph required the Design Change Alternative (Mainline GU Lanes) to have higher vertical curve K-values, resulting in an increase in profile height of up to 12 feet in this area.

3.2 Interchange / Intersection Concepts

The proposed I-95 interchange improvements at Bowden Road, University Boulevard, and Emerson Street remain unchanged from the PD&E Study. However, removal of the express lanes reduced reconstruction of the I-95/JTB interchange. Instead of a major redesign of the interchange, only slight refinements for the entrance and exit ramps are necessary to tie into the existing conditions. With the removal of the express lanes, the proposed fly-over bridge from westbound JTB to northbound I-95 express lanes has been removed.

Although not included in the 2018 PD&E Study, the diamond interchange at JTB/Belfort Road will be converted to a diverging diamond interchange (DDI). Additional design changes since the 2018 PD&E Study include:

- Vertical profile redesign of the I-95 overpass at San Diego Road; and
- Revising the Copper Circle West intersection from a dead-end to a one-way connection with Emerson Street.

The Belfort Road interchange with JTB is located approximately one-half mile east of the I-95/JTB interchange. A DDI, shown in Figure 3.2.1, is proposed to replace the current four-way signalized intersection. The proposed DDI will create fewer conflict points as well as provide increased sight distance for turning movements compared to a traditional signalized intersection. The DDI design requires fewer signal phases, thereby reducing cycle lengths as well as increasing left turn lane capacity to enhance the flow of traffic. The PD&E Study did not include improvements at this interchange.

Figure 3.2.1: Diverging Diamond Interchange at Belfort Road



Copper Circle West is located west of I-95 along Emerson Street. In the PD&E Study, a two-way spur was developed to create an intersection on Emerson Street and to close Copper Circle West, shown in Figure 3.2.2. Figure 3.2.3 shows how, during the design phase, the spur was redesigned to a one-way connection to Emerson Street instead of a full connection. The cul-de-sac of Copper Circle West was removed, and the local street is now connected directly to Emerson Street.

Plan sheets of the revised design are included in Appendix A.

Figure 3.2.2: Copper Circle West – PD&E Study



Figure 3.2.3: Copper Circle West One-Way Spur



3.3 Design Traffic Volume

A Systems Interchange Modification Report (SIMR) was prepared to evaluate the PD&E Approved Alternative and a Design Change Alternative (Mainline GU Lanes). The PD&E Approved Alternative represents the previously approved I-95 Express SIMRs and provides two express lanes in each direction from north of International Golf Parkway to Atlantic Boulevard with at-grade, slip ramp access to and from the express lanes in the design year (2045). The Design Change Alternative (Mainline GU Lanes) replaces the express lanes with expanded general use lane capacity in the form of added lanes or auxiliary lanes on I-95 within the study area.

Currently, the I-95 mainline carries a high volume of traffic with daily traffic volumes ranging from 85,000 vehicles to 155,000 vehicles. The I-95 study area serves as a main route for commuters who reside in St. Johns County and travel to major employment centers located in Duval County, as well as for commuters who both live and work in Duval County. Currently, pockets of congestion occur along the facility during both the AM and PM peak periods.

The Design Change Alternative (Mainline GU Lanes), which provides general use lane capacity improvements through the extent of the study area, shows significant operational improvements over the PD&E Approved Alternative, with travel speeds remaining at or near free-flow through the entirety of I-95 within the study area.

The opening year (2030) analysis of the PD&E Approved Alternative showed that:

1. Traffic operations are expected to degrade significantly;
2. Severe congestion with system-wide impacts will take place along I-95 northbound during the AM peak period; and
3. The PM peak period also showed significant congestion along I-95 southbound. This congestion will also impact the I-295 mainline.

The design year (2045) analysis of the Design Change Alternative (Mainline GU Lanes) demonstrated the following:

1. Provides a 4% and 3% reduction in travel times along I-95 northbound and southbound general use lanes, respectively;
2. Provides a 57% reduction in travel time along I-95 northbound (peak direction of flow) general use lanes in the AM peak hour;
3. Provides a 12% reduction in travel time for the I-95 southbound general use lanes in the PM peak hour;
4. Provides AM and PM peak period reductions of 69% and 28%, respectively, in total delay time;
5. Provides AM and PM peak period delay time reductions of 11% and 20%, respectively, compared to the PD&E Approved Alternative;
6. Increases average speed over the PD&E Approved Alternative by 30% (12 mph) in the AM peak and 6% (3 mph) during the PM peak; and
7. Reduces total stops for the AM and PM peak by 18% and 25%, respectively.

While the PD&E Approved Alternative provides expanded capacity along the entire I-95 study corridor in the design year, traffic analysis results still showed pockets of congestion on I-95 northbound at the merge from University Boulevard and on I-95 southbound at the

merge from Emerson Street during both peak periods. By providing expanded general use lane capacity (as opposed to express lanes) the Design Change Alternative (Mainline GU Lanes) increases the overall capacity and experiences free-flow conditions at those areas as well as the entirety of I-95 within the study area.

In terms of safety, the Design Change Alternative (Mainline GU Lanes) is expected to reduce crashes due to the improvement in traffic operations, hence providing safer travel conditions. The proposed capacity improvements will improve congestion and assist in reducing rear-end crashes, which are the predominate type of crash along the facility. In addition, several geometric improvements are proposed to improve safety, such as improvements to vertical and horizontal curves, vertical clearances, reducing conflict points, etc. Moreover, the Highway Safety Manual (HSM) analysis of the mainline between JTB and Atlantic Boulevard reported a reduction in annual predicted crashes 168.1 crashes per year (30.3%) for the Design Change Alternative (Mainline GU Lanes) compared No-Build conditions. By contrast the PD&E Approved Alternative was predicted to have an annual crash reduction of 170.5 crashes per year (29.3%) compared to No-Build conditions. Therefore, the proposed design changes are predicted to slightly reduce the annual number of crashes by 2.4% (an increase of 1% above the PD&E Approved Alternative of 1.4%).

In conclusion, the Design Change Alternative (Mainline GU Lanes) showed significant operational improvements over the PD&E Approved Alternative in both the opening year (2030) and the design year (2045). Appendix B contains opening year (2030) and design year (2045) AADT volumes, design year (2045) lane configurations, and AM/PM peak hour volumes.

3.4 Right-of-way Needs and Relocation

The PD&E Study identified 125 parcels impacted along the project corridor due to the roadway improvements. With the redesign and refinements in survey information during the design phase, the total number of impacted parcels is reduced to 71. These changes include two additional parcels required for the DDI configuration at Belfort Road.

The number of relocations due to roadway and pond impacts determined in the PD&E Study included 46 residential and seven commercial properties. The changes to the right-of-way due to the removal of the express lanes along I-95 had minimal effect on the number of relocations. One additional residential relocation was added due to a property owner's request, and one business relocation was removed, thereby revising the totals to 47 residential and six commercial relocations.

3.5 Cost Estimates

The 2018 PD&E Study estimated the construction cost at \$268.4 million. The elimination of express lanes, reduction in ramp improvements at JTB, and adjustments at the north end tie-in contributes to reducing the construction cost by approximately \$30 million to \$238.3 million. Included in this value is the Belfort Road interchange cost of approximately \$5 million.

3.6 Pedestrian and Bicycle Facilities

The PD&E Approved Alternative's proposed pedestrian overpass located just north of the University Boulevard interchange remains essentially unchanged. However, the approach ramps were lengthened to provide a reduced profile grade. Figure 3.6.1 displays the updated pedestrian overpass configuration.

Figure 3.6.1: Updated Pedestrian Overpass



3.7 Drainage

Table 3.7.1 below summarizes the modifications to the preferred pond sites identified during the PD&E Study. A re-evaluation for the pond site changes was approved in November 2020 (in the project file).

Table 3.7.1: Pond Site Modifications – Size/Footprint Comparison

Preferred Pond ID	Size of Pond (ac)		Disposition
	PD&E Approved Alternative	Design Change Alternative	
Major Pond Changes			
F-1 (Baymeadows)	N/A	7.7	New pond site
10A/11A	9.9	11.5	Reconfigured pond site
13A	3.2	6.2	Reconfigured pond site
14A	2.3	N/A	Pond eliminated
15C	N/A	1.1	New pond site
22D	0.2	0.9	Combined with 22E
22E	0.3	N/A	Combined with 22D
SD	0.2	N/A	Pond eliminated
Minor Pond Changes			
100	0.7	1.2	Minor expansion
14D	0.9	0.7	Minor reconfiguration
15B	1.7	1.3	Minor reconfiguration
16A-1/A-2	0.7/1.8	0.5/1.7	Minor reconfiguration
18E (E-1/E-2)	0.4	0.06/0.2	Minor reconfiguration
22F	1.1	1.5	Minor reconfiguration
23E	0.5	0.3	Minor reconfiguration
No Pond Change			
17B	1.1	1.1	No change
18F	0.9	0.9	No change
18G	0.9	0.9	No change
19	0.9	0.9	No change
20A	1.1	1.1	No change
23B	1.5	1.5	No change
E	1.4	1.4	No change

3.8 Bridges

Bridge reconstructions identified in the 2018 PD&E Study for the PD&E Approved Alternative remain unchanged in the revised design. The proposed flyover ramp from the westbound JTB to the northbound I-95 express lanes was removed from the design due to the removal of the express lanes.

In addition, the 2018 PD&E Study proposed widening the existing bridge carrying I-95 over San Diego Road. After the PD&E Study concluded, the Federal Highway Administration (FHWA) requested the I-95 overpass of San Diego Road be revised to meet 65 mph FDOT design standards which requires complete reconstruction of the bridge.

3.9 Aesthetic Features

The FDOT, District 2, and the design team have coordinated extensively to plan aesthetically pleasing features and landscaping throughout the corridor. The design changes reduce the physical footprint of the proposed improvements and therefore provide additional opportunity for landscaping.

3.10 Access Management

Access management is maintained from the PD&E Approved Alternative except for two locations:

- Converting the Belfort Road and JTB interchange to a DDI; and
- Removing the cul-de-sac at Copper Circle West and adding a direct connection to Emerson Street.

4.0 Evaluation of Environmental Impacts

4.1 Natural Environment Impacts

4.1.1 Protected Species and Habitat

A Natural Resources Evaluation (NRE) Addendum dated January 2021 (in project file) was prepared to supplement the January 2018 NRE from the original PD&E Study. The changes in impacts to wetlands, other surface waters, and protected species and their habitats associated with the mainline design changes are documented in the NRE Addendum.

A field visit was conducted on August 4, 2020 by a qualified biologist to identify changes to wetlands, other surface waters, and protected species and habitat due to the mainline design changes.

4.1.2 Wetland and Other Surface Waters

Impacts to wetlands are no longer anticipated as a result of the mainline design changes or proposed JTB and Belfort Road interchange improvements. The total amount of impacts to surface waters has decreased to 0.293 acre since the 2018 PD&E Study. No work is proposed in the wetland or surface waters which are found outside of the existing FDOT right-of-way in the vicinity of the JTB and Belfort Road interchange. Therefore, no wetlands or surface waters will be impacted as a result of the proposed JTB and Belfort Road interchange improvements.

The total amount of direct and secondary impacts to wetlands due to pond site modifications in the design phase has increased since the 2018 NRE Report from 10.36 acres to 19.61 acres. A detailed analysis is located in the November 2020 NRE Addendum.

4.1.3 Floodplains

The PD&E Study method for determining floodplain impacts was to overlay the 100-year floodplain map with the existing and proposed right-of-way. The intersecting areas were then further refined by eliminating areas between mechanically stabilized earth (MSE) walls and the right-of-way, resulting in 8.68 acres of impacts (including ponds) for the PD&E Approved Alternative.

Using this same methodology, the revised impacts to the floodplains for the proposed mainline roadway improvements (excluding ponds) is calculated to be 9.58 acres.

The impacts due to stormwater ponds include four pond sites impacting 100-year floodplains and are as follows: Pond F-1 Baymeadows (2.01 ac); Pond 100 (0.40 ac); Pond 23B (0.08 ac); Pond 23E (0.30 ac). A separate re-evaluation for pond sites was prepared and is included in the project file. Adding the 2.79 acres of floodplain impacts due to ponds to the 9.58 acres of floodplain impacts due to the roadway, the total floodplain impact is 12.37 acres, or a total of 3.69 acres above the PD&E Approved Alternative.

The proposed drainage system will perform hydraulically in a manner equal to or greater than the existing system, and floodplain surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. No significant change in flood risk or potential for interruption or termination of emergency service or emergency evacuation routes will occur. Therefore, this encroachment has been determined to be not significant.

4.2 Social, Cultural, and Physical Resource Impacts

4.2.1 Social and Economic

No social or economic impacts are anticipated with the proposed design change.

4.2.2 Cultural Resources

The proposed design modifications do not result in any additional impacts to cultural resources. The project file contains the Cultural Resources Assessment technical memorandum pertaining to the proposed DDI at the Belfort Road and JTB interchange. The mainline I-95 project corridor has already been surveyed in its entirety and was therefore not included in the technical memorandum. Results of the Belfort Road interchange analysis indicate no historic properties eligible or potentially eligible for the National Register of Historic Places will be affected by this project. SHPO concurrence with this determination for the Belfort Road interchange with JTB is dated September 2020 (included in project file).

4.2.3 Section 4(f)

No changes to Section 4(f) impacts are anticipated with the revised design.

4.2.4 Contamination

A Contamination Screening Evaluation (CSE) Addendum dated September 2020 (in project file) was prepared to supplement the June 2018 CSE Report from the original PD&E Study. The CSE Addendum focuses on the Belfort Road Interchange. Six sites were identified and evaluated; three sites were rated as “No,” and three sites were rated as “Low,” for petroleum or hazardous substance contamination. There are no significant contamination impacts to the right-of-way acquisition or construction based on information provided in the CSE Addendum.

4.2.5 Noise

The number of noise sensitive sites impacted with the Design Change Alternative (Mainline GU Lanes) is slightly higher compared to the PD&E Approved Alternative. The number of residences impacted increased by 27, from 546 to 573, without including the 28 residential

relocations. If the residential relocations are included, the total number of impacted residences would be 601 versus the 546 impacted residences associated with the PD&E Approved Alternative. The number of special land uses/non-residential land uses impacted increase by seven, from two to nine.

The increase in impacts to noise sensitive sites with the Design Change Alternative (Mainline GU Lanes) are mainly associated with the extension of the noise study analysis limits to include the areas along I-95 from south of JTB to Bowden Road and along JTB from Bonneval Road to east of Belfort Road. The section of I-95 from south of JTB to Bowden Road was not included in the PD&E Study because the interchange was under construction at that time. The proposed stormwater ponds and the increase in the I-95 roadway vertical profile over San Diego Road contributed to higher predicted traffic noise levels and additional noise impacted sites.

The following summary highlights the changes to the noise wall configuration as compared to the PD&E Approved Alternative:

- The Design Change Alternative (Mainline GU Lanes) reduces impacts to the existing noise barriers, thereby resulting in less replacement;
- The amount of replacement noise barriers required is approximately 6,130 feet compared to approximately 10,600 feet required during the PD&E Study, a decrease of 4,470 feet; and
- To maximize the amount of noise reduction and where practical, the height of the replacement ground mounted noise barriers was increased up to 22 feet versus matching the height of the existing noise barrier heights that are less than 22 feet.

Consistent with the PD&E Study, FDOT is committed to further consideration of noise abatement measures during the final design phase. Appendix C contains a summary of the NSR results.

4.2.6 Air Quality

No changes to air quality are anticipated as a result of the proposed design change.

5.0 Public Involvement

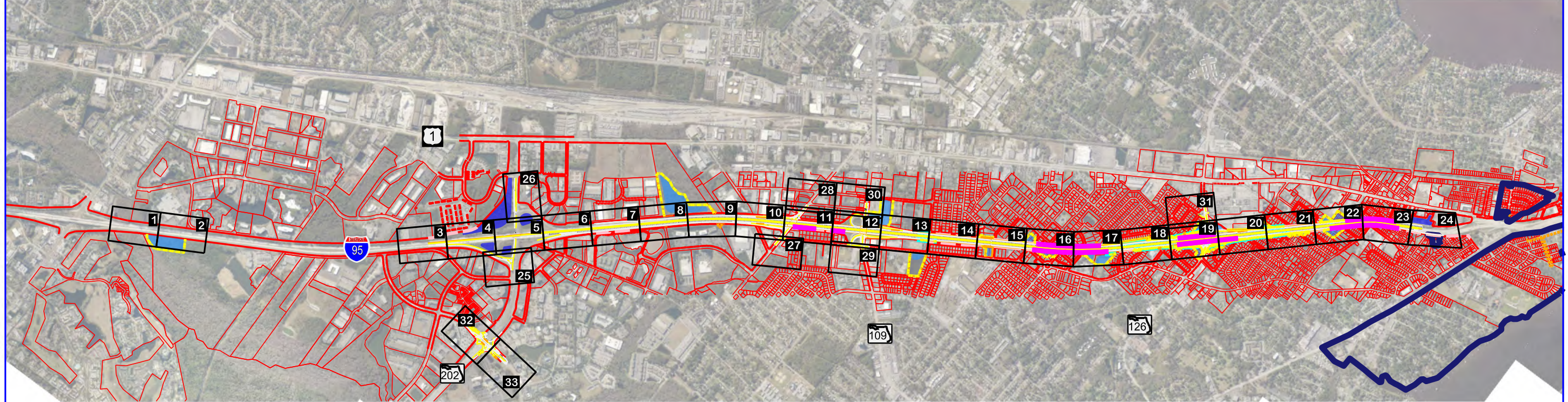
5.1 Public Hearing No. 2

A Public Hearing for the design changes is planned for Summer 2021. The results of this Public Hearing will be included in this PER Addendum.

Appendix A: Concept Plan Sheets



DESIGN CHANGE ALTERNATIVE (MAINLINE GU LANES)



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I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

SHEET
NO.

i



S/FILES
 S/TIMES
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 S/USERS

MATCH LINE SHEET 2



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

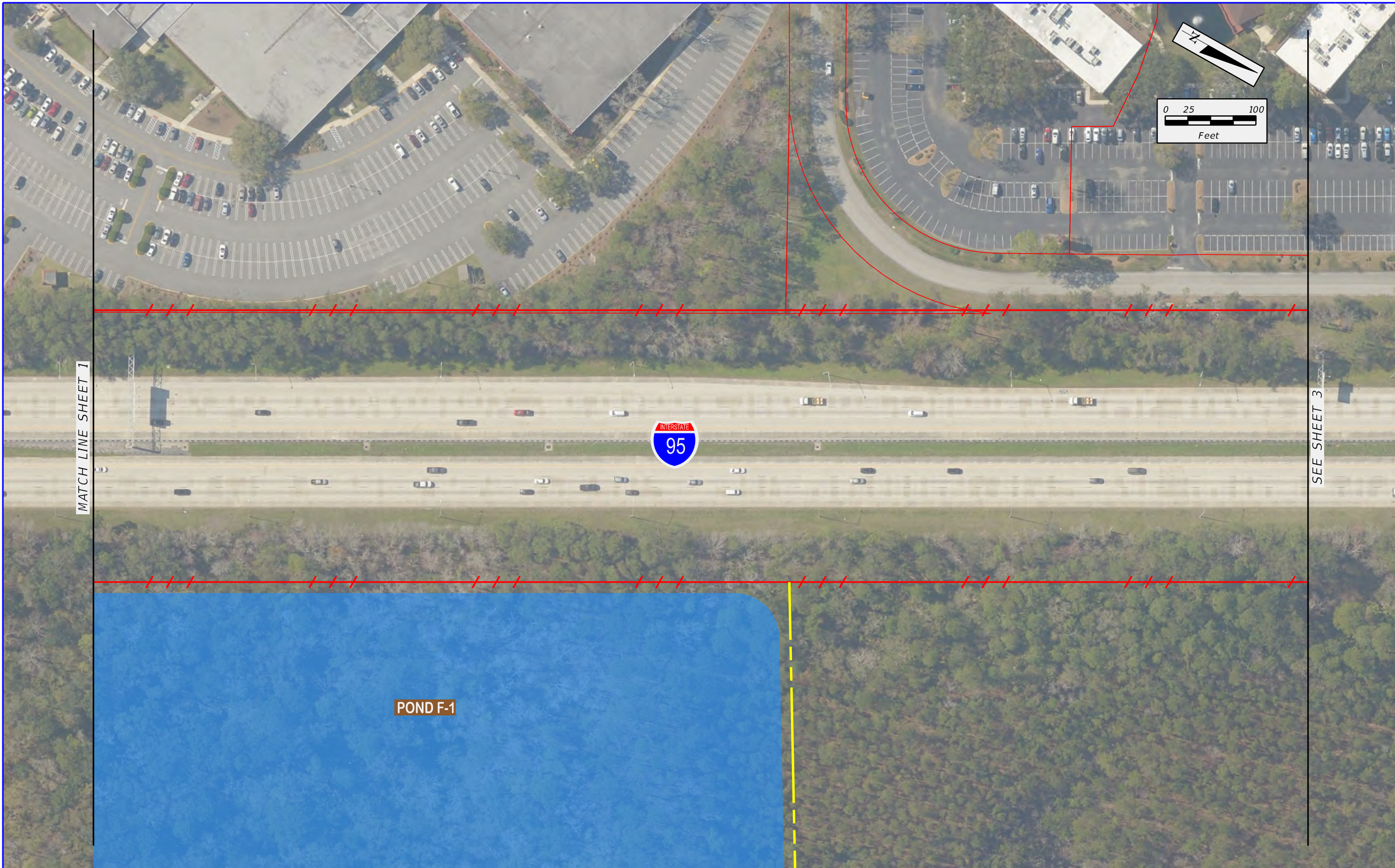
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- / - / - / - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
1



SUSERS
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MATCH LINE SHEET 1

SEE SHEET 3

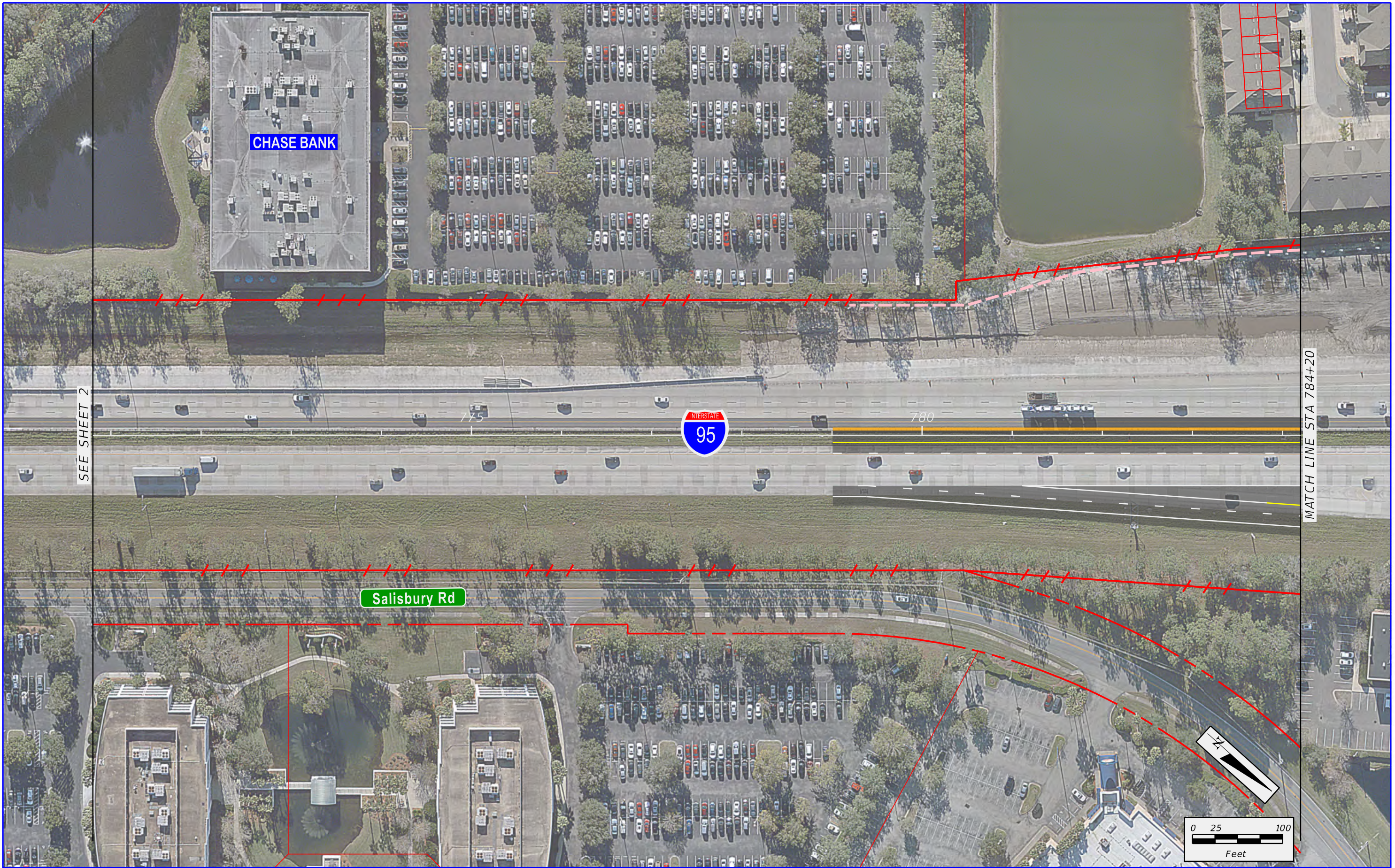


I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

	EXISTING RIGHT-OF-WAY		EXISTING POND		PROPOSED BRIDGE
	EXISTING LIMITED ACCESS R/W		BARRIER WALL		PROPOSED GENERAL USE LANES
	EXISTING NOISE WALLS		SHOULDER GUTTER/ CURB AND GUTTER		PROPOSED SHOULDER MOUNTED NOISE WALL
	PROPOSED RIGHT-OF-WAY		PROPOSED LIMITED ACCESS R/W		PROPOSED GROUND MOUNTED NOISE WALL

**DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)**

SHEET NO.
2



SEE SHEET 2

MATCH LINE STA 784+20

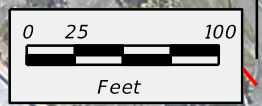
CHASE BANK

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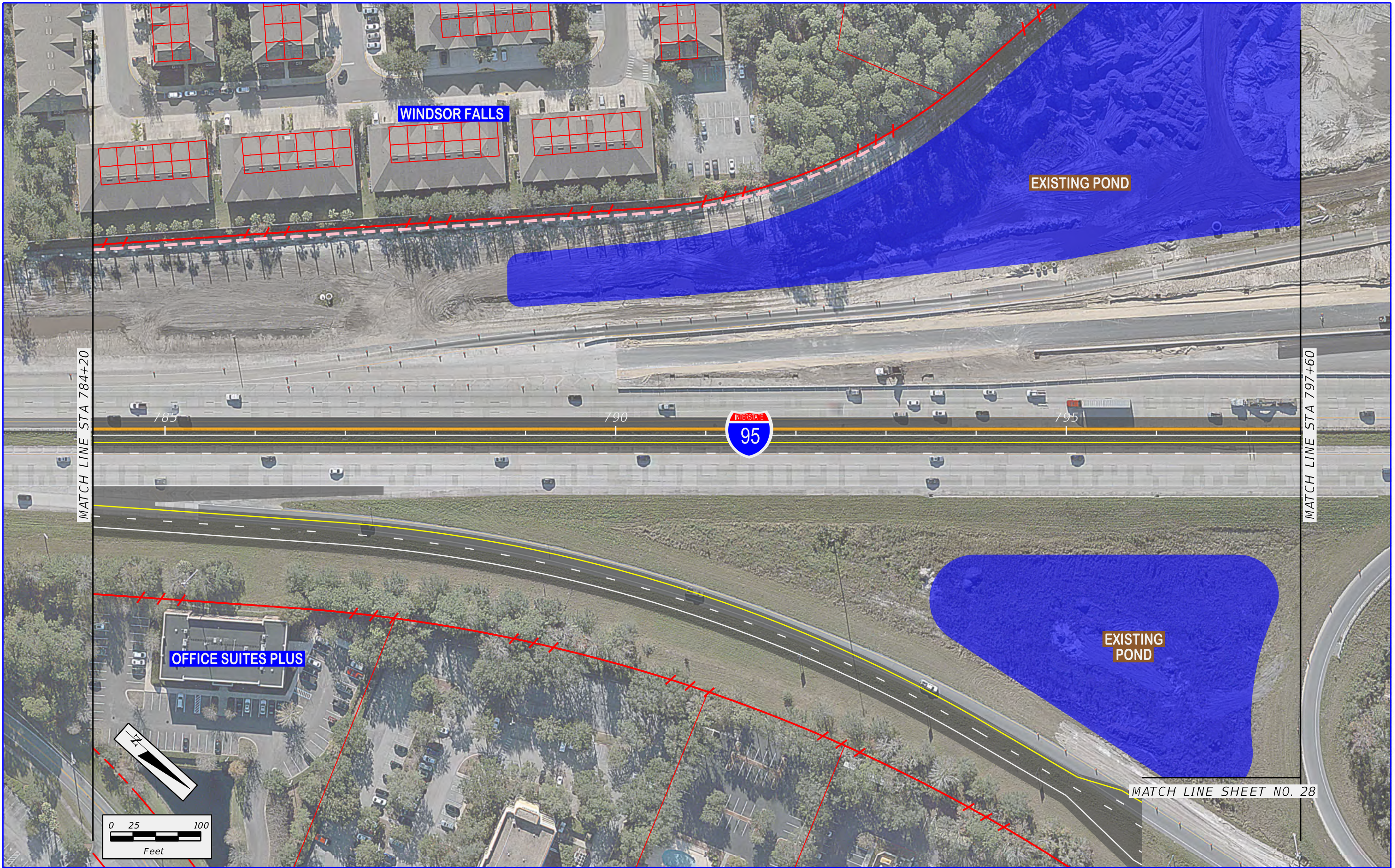
I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
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- - - EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- █ EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- - - PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
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DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

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3



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MATCH LINE STA 784+20

MATCH LINE STA 797+60

MATCH LINE SHEET NO. 28



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
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- . - . - EXISTING NOISE WALLS
- - - - PROPOSED RIGHT-OF-WAY

- EXISTING POND
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- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
4



\$USERS
 \$DATES
 \$TIMES
 \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

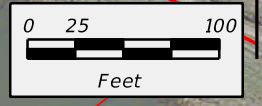
- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

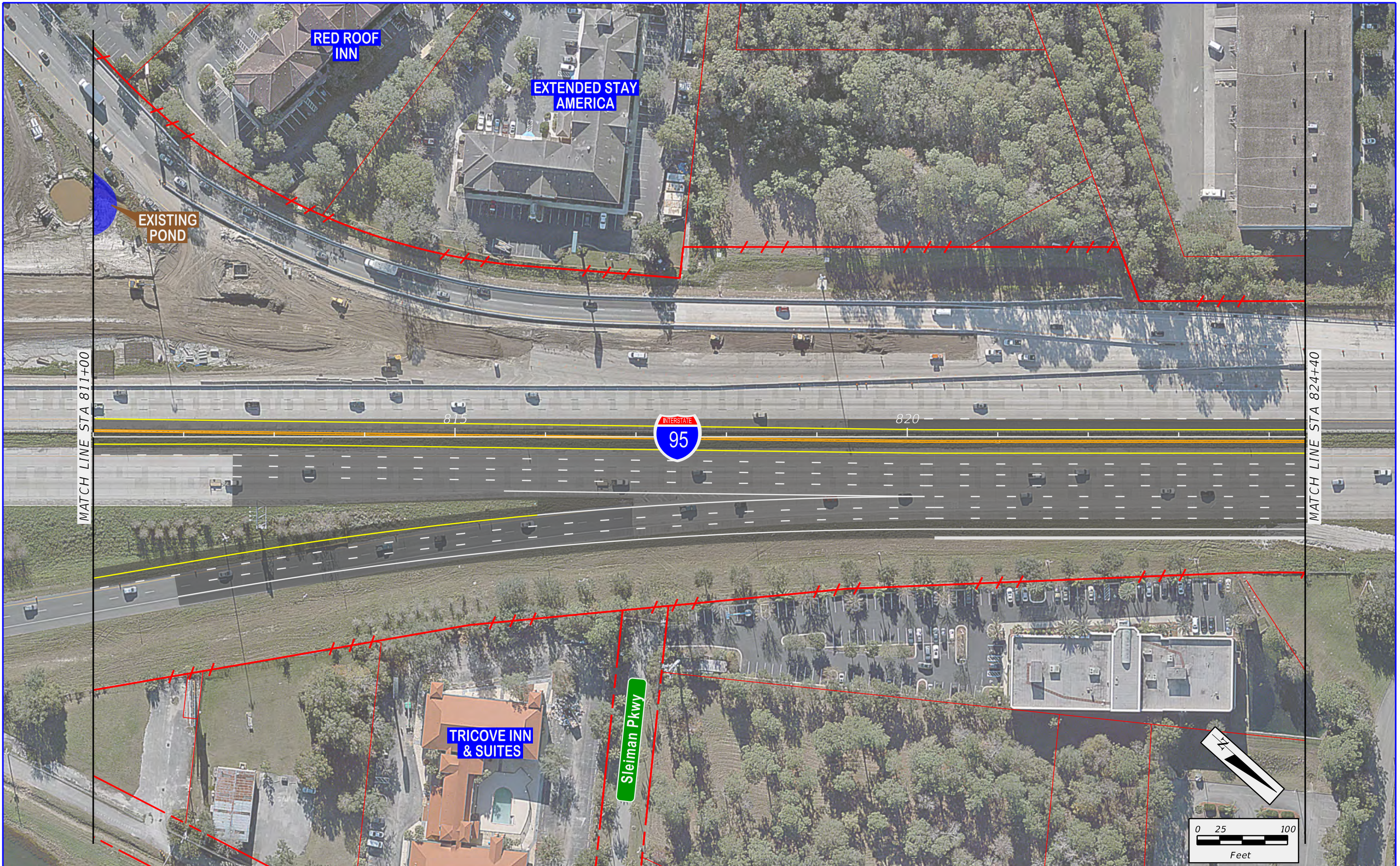
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
5





S/USERS
 S/DATES
 S/TIMES
 S/FILES



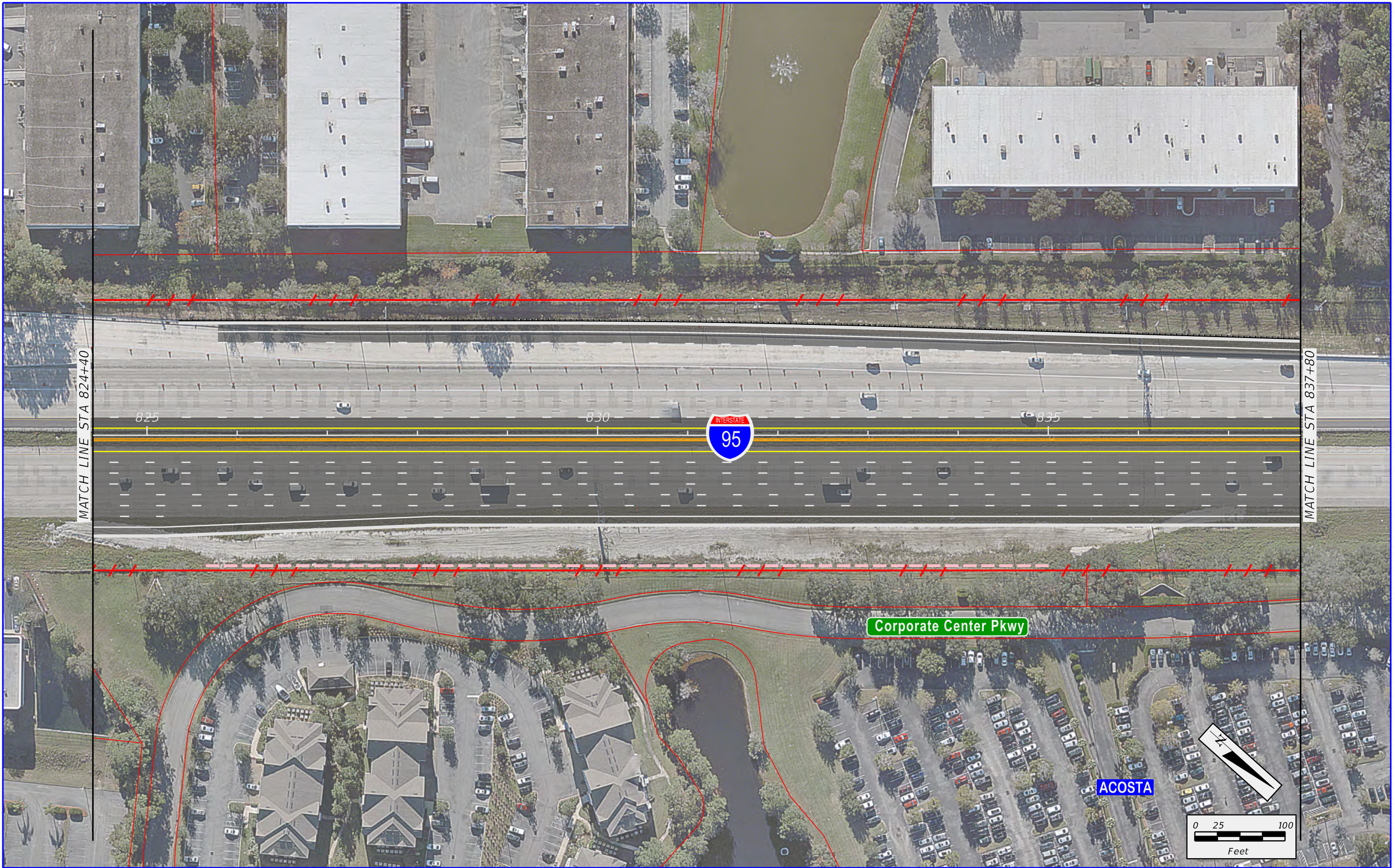
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- - - - EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET NO.
6



MATCH LINE STA 824+40

MATCH LINE STA 837+80

825

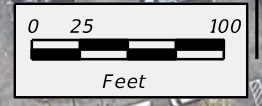
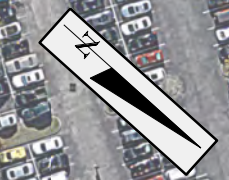
830

835



Corporate Center Pkwy

ACOSTA



SUSERS \$ DATES \$ TIMES \$ FILES \$

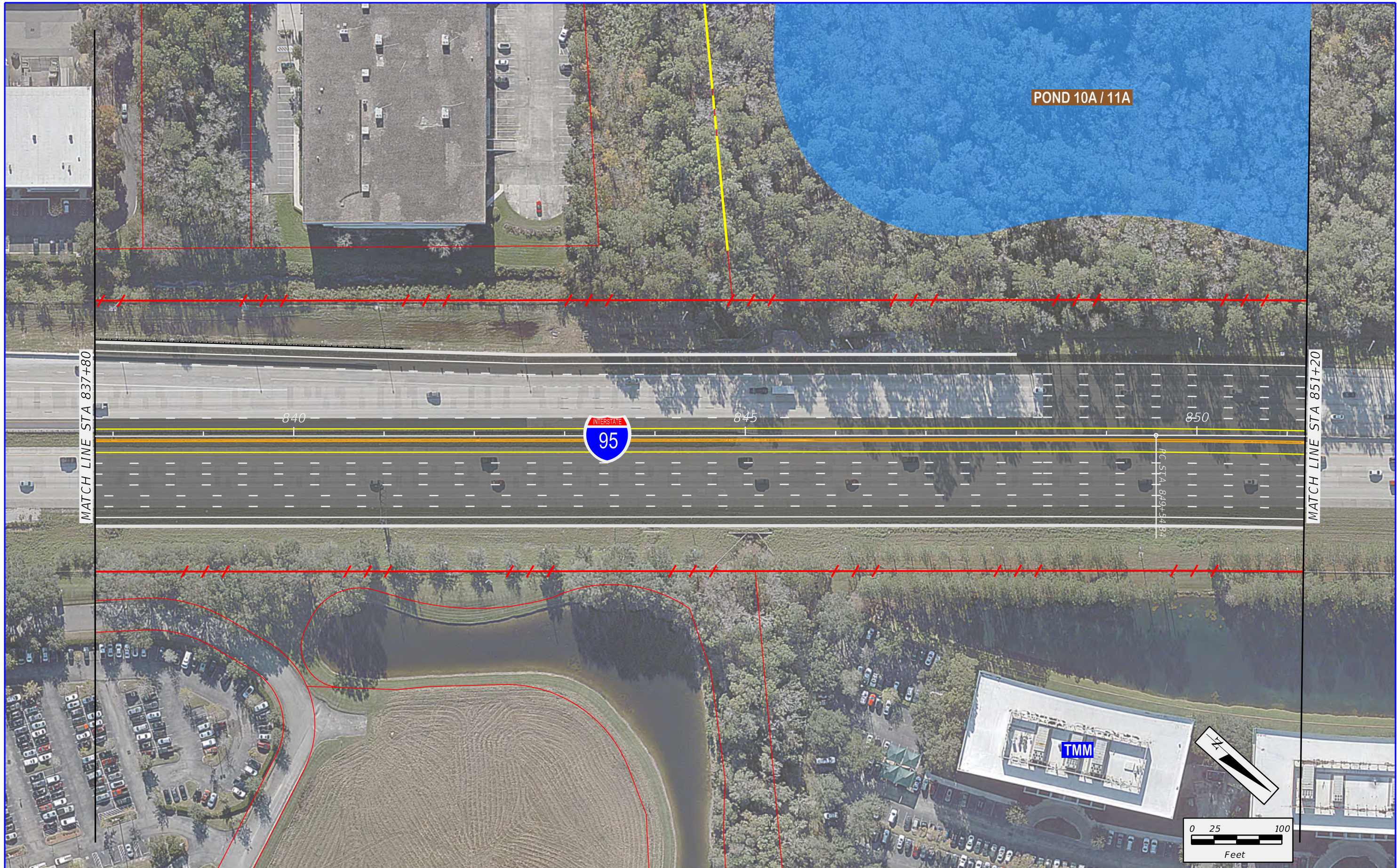


I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- - - - EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
7



\$USERS \$DATES \$TIMES \$FILES



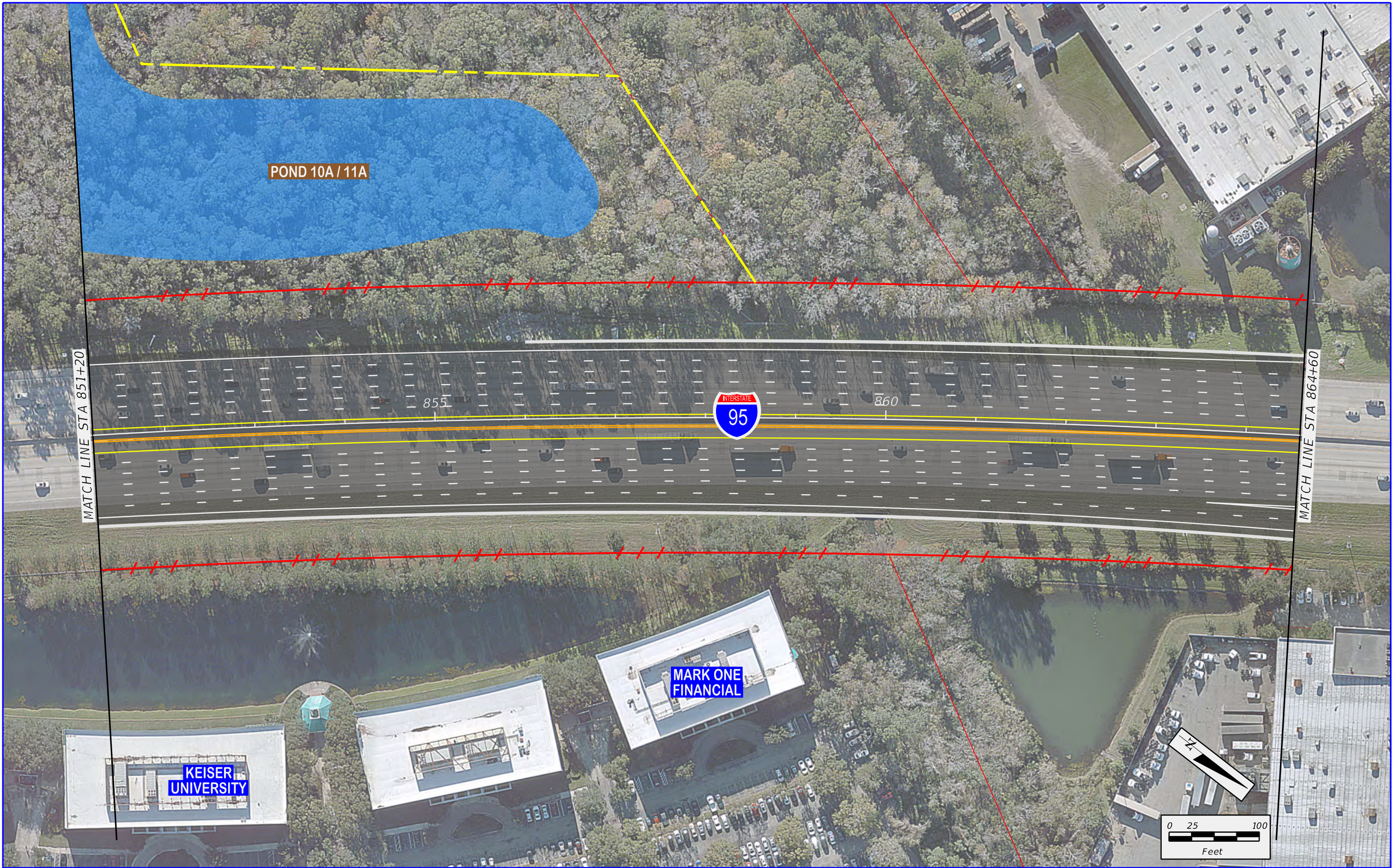
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
8



S/USERS
 S/DATES
 S/TIMES
 S/FILES



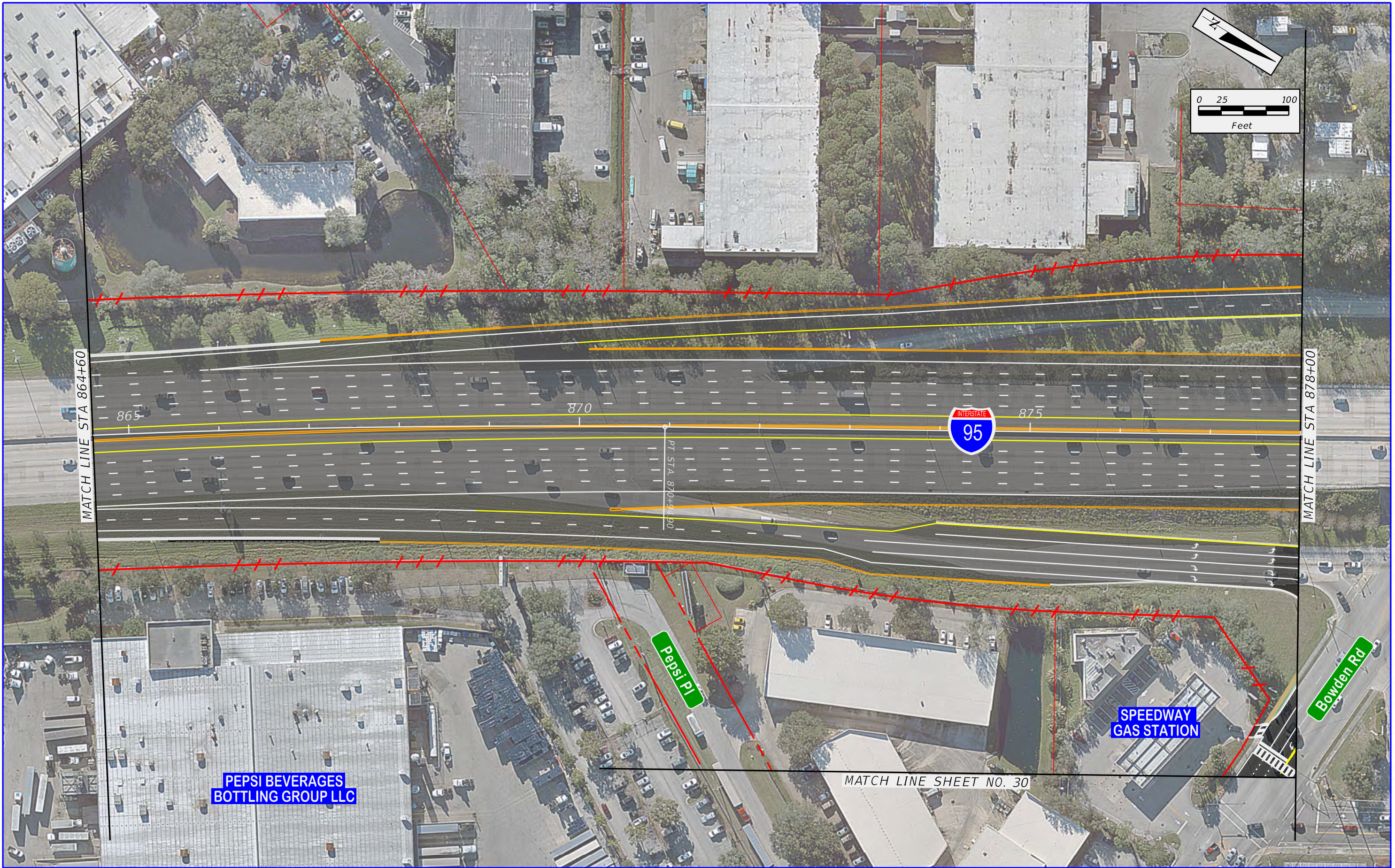
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- - - - - EXISTING RIGHT-OF-WAY
- / - / - / - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET NO.
 9



S/USERS
 S/DATES
 S/TIMES
 S/FILES



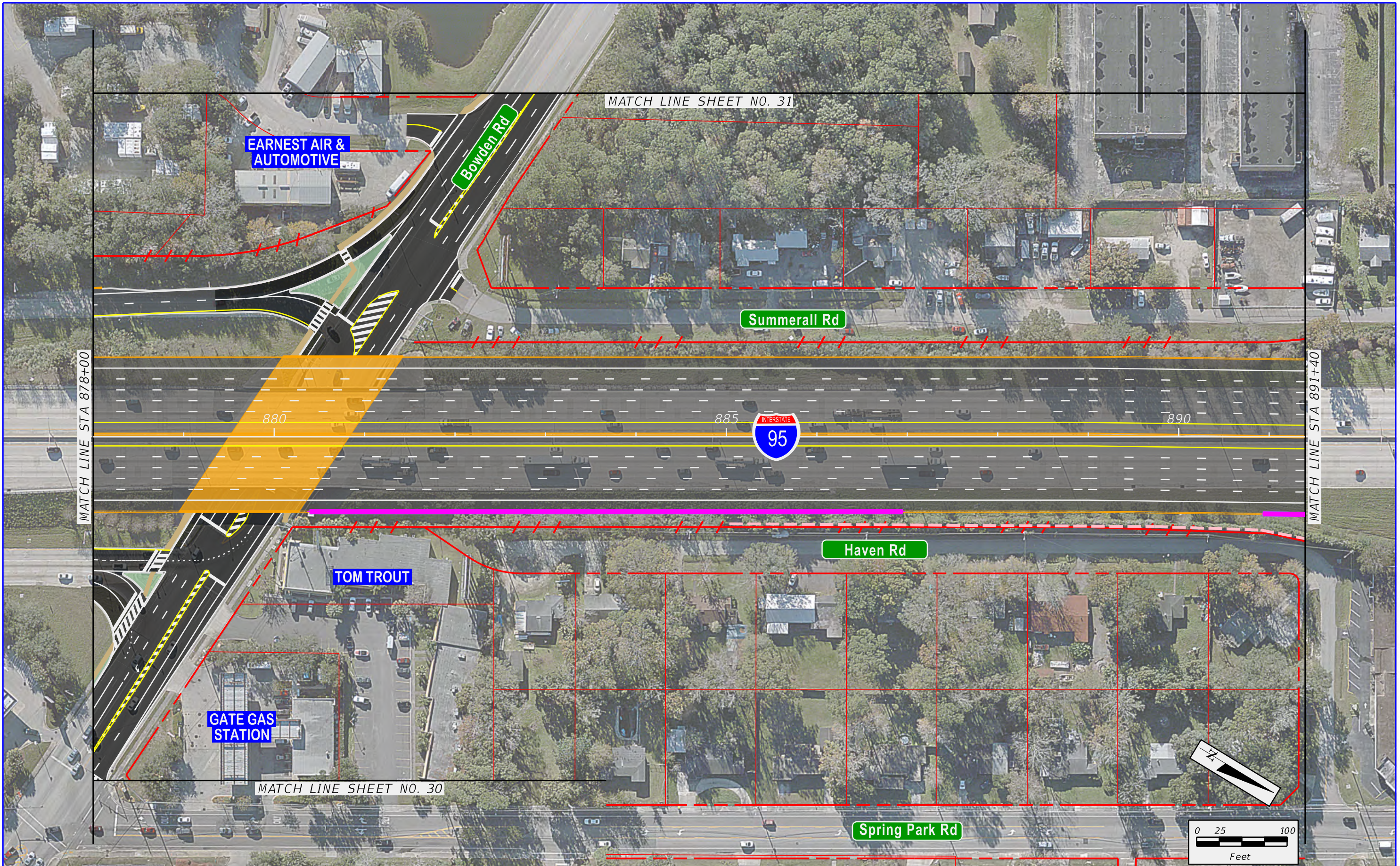
I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
RE-EVALUATION NO. 2 (MAINLINE GU LANES)

- | | | | |
|--|-----------------------------|--|-------------------------------------|
| | EXISTING RIGHT-OF-WAY | | EXISTING POND |
| | EXISTING LIMITED ACCESS R/W | | BARRIER WALL |
| | EXISTING NOISE WALLS | | SHOULDER GUTTER/
CURB AND GUTTER |
| | PROPOSED RIGHT-OF-WAY | | PROPOSED LIMITED ACCESS R/W |

- | | |
|--|--------------------------------------|
| | PROPOSED BRIDGE |
| | PROPOSED GENERAL USE LANES |
| | PROPOSED SHOULDER MOUNTED NOISE WALL |
| | PROPOSED GROUND MOUNTED NOISE WALL |

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET NO.
 10



\$USERS \$DATES \$TIMES \$FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

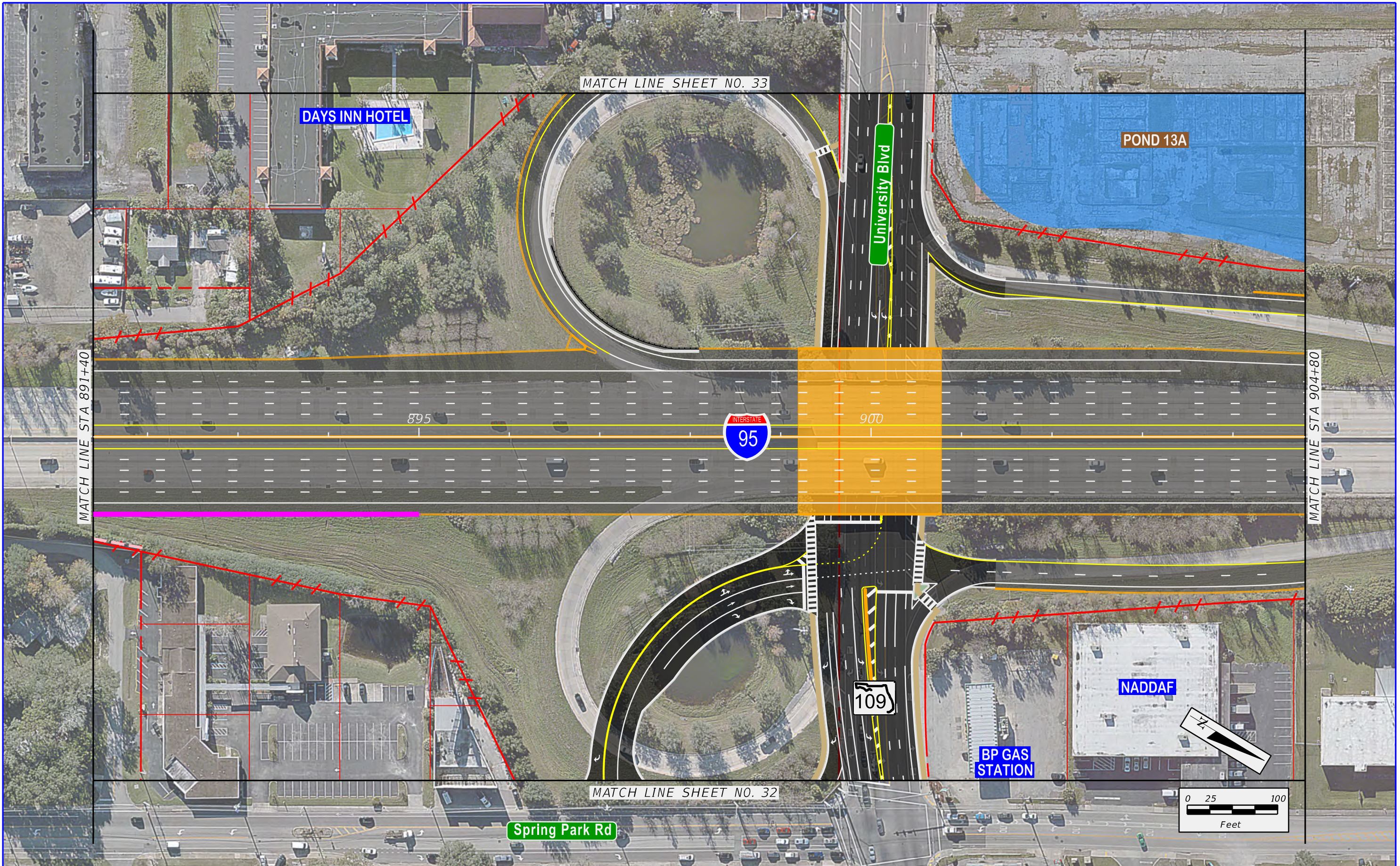
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)

SHEET
 NO.
 11





S/USERS
 S/DATES
 S/TIMES
 S/FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
RE-EVALUATION NO. 2 (MAINLINE GU LANES)

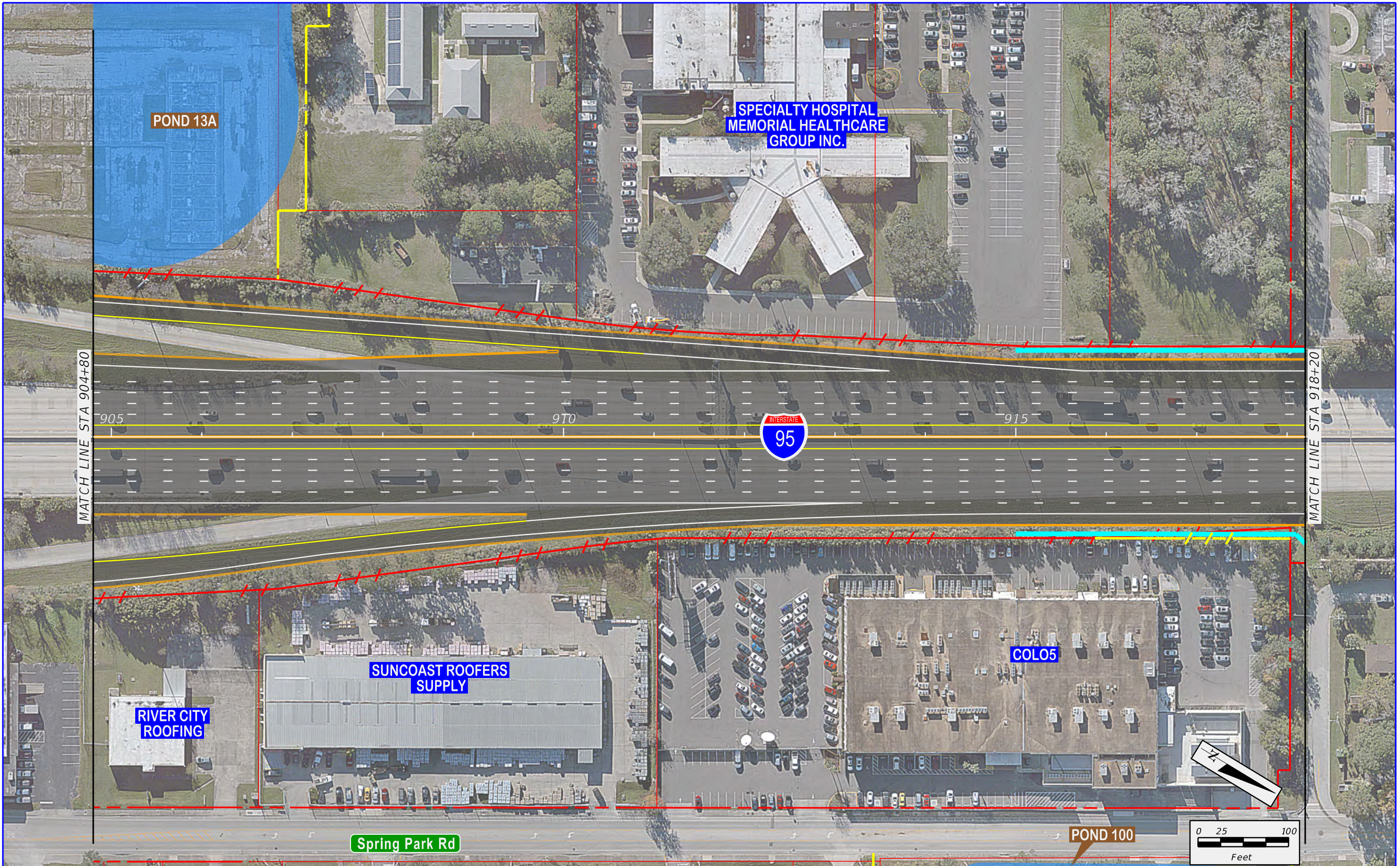
- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- · - · - EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET NO.
12



\$USERS
 \$DATES
 \$TIMES
 \$FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)

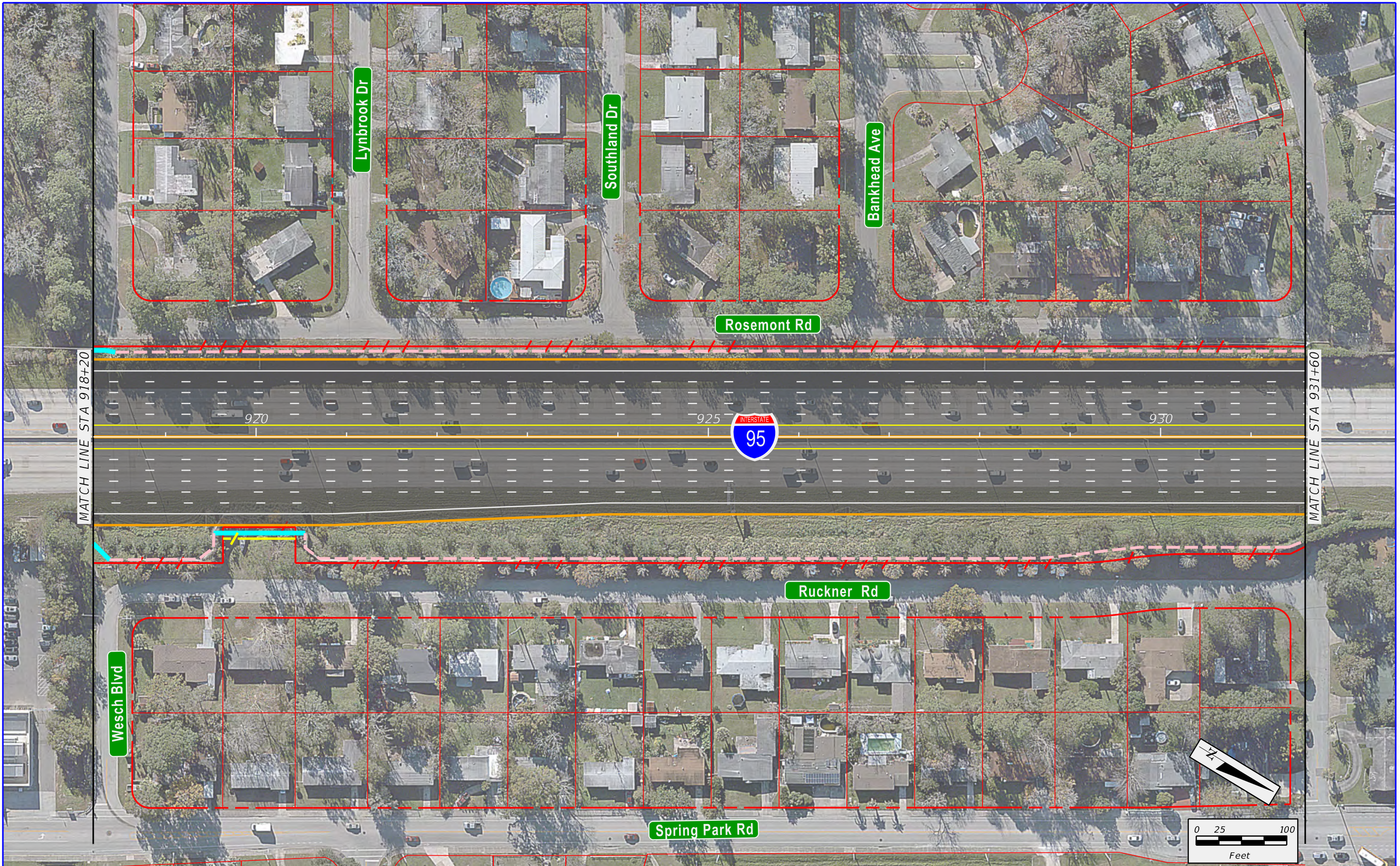
- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)

SHEET
 NO.
 13



S/USERS
 S/DATES
 S/TIMES
 S/FILES



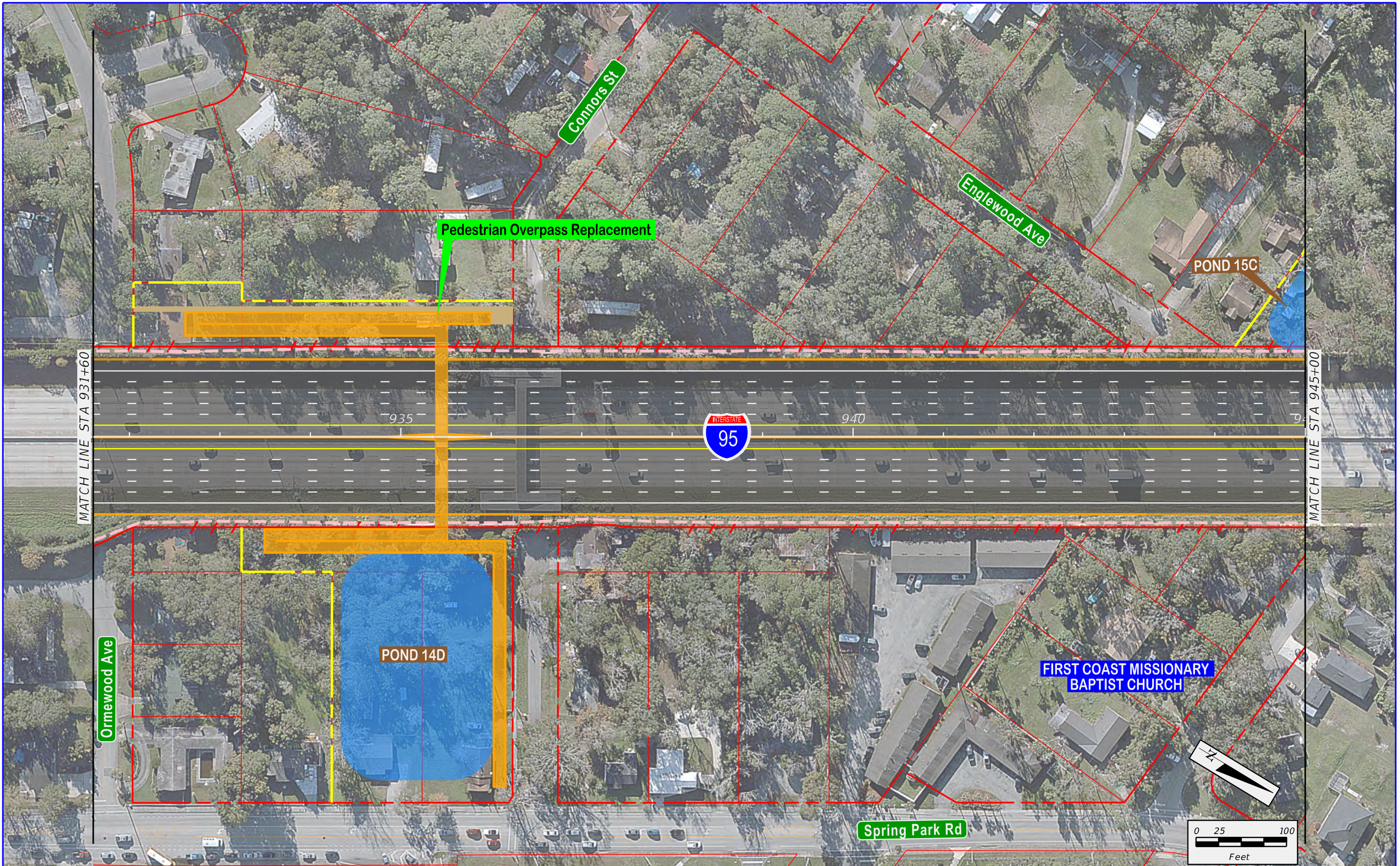
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 14



\$USERS
 \$DATES
 \$TIMES
 \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 15



S:\USERS
 S\DATES
 S\TIMES
 S\FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

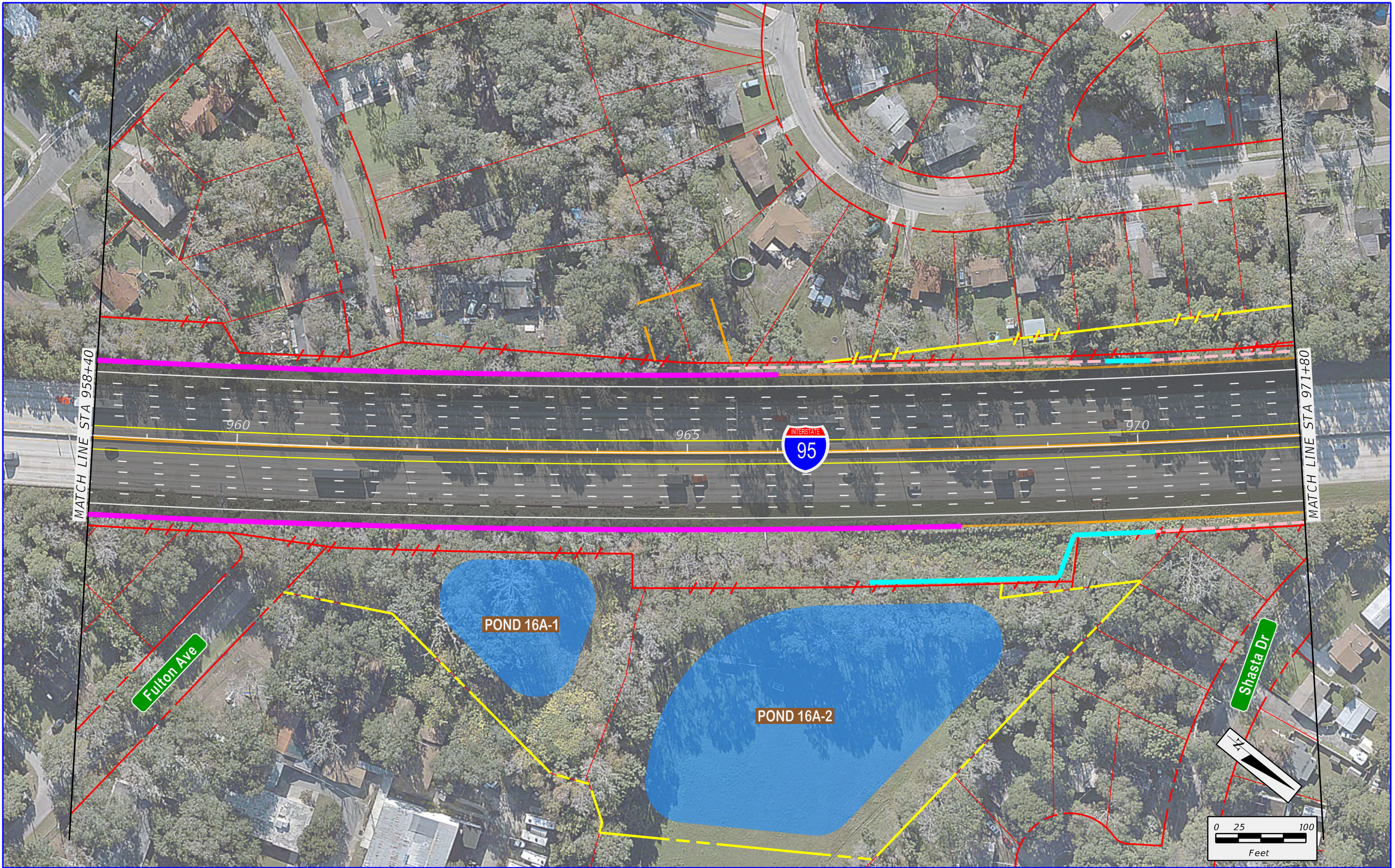
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET NO.
 16

S/USERS
 S/DATES
 S/TIMES
 S/FILES



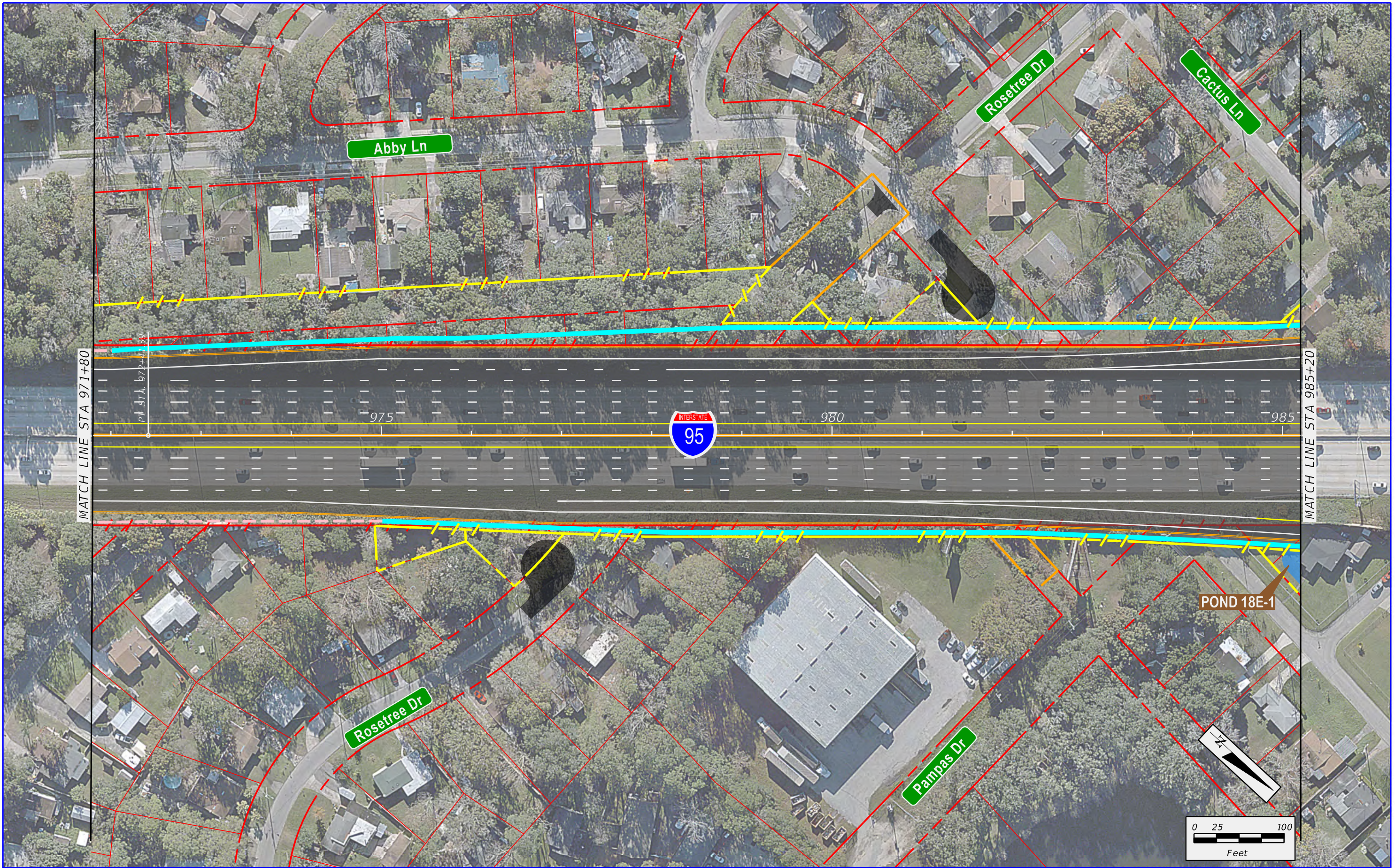
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 17



\$USERS
 \$DATES
 \$TIMES
 \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 18

MATCH LINE SHEET NO. 34

MATCH LINE STA 985+20

MATCH LINE STA 998+60

SUSERS
SDATES
STIMES
SFILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

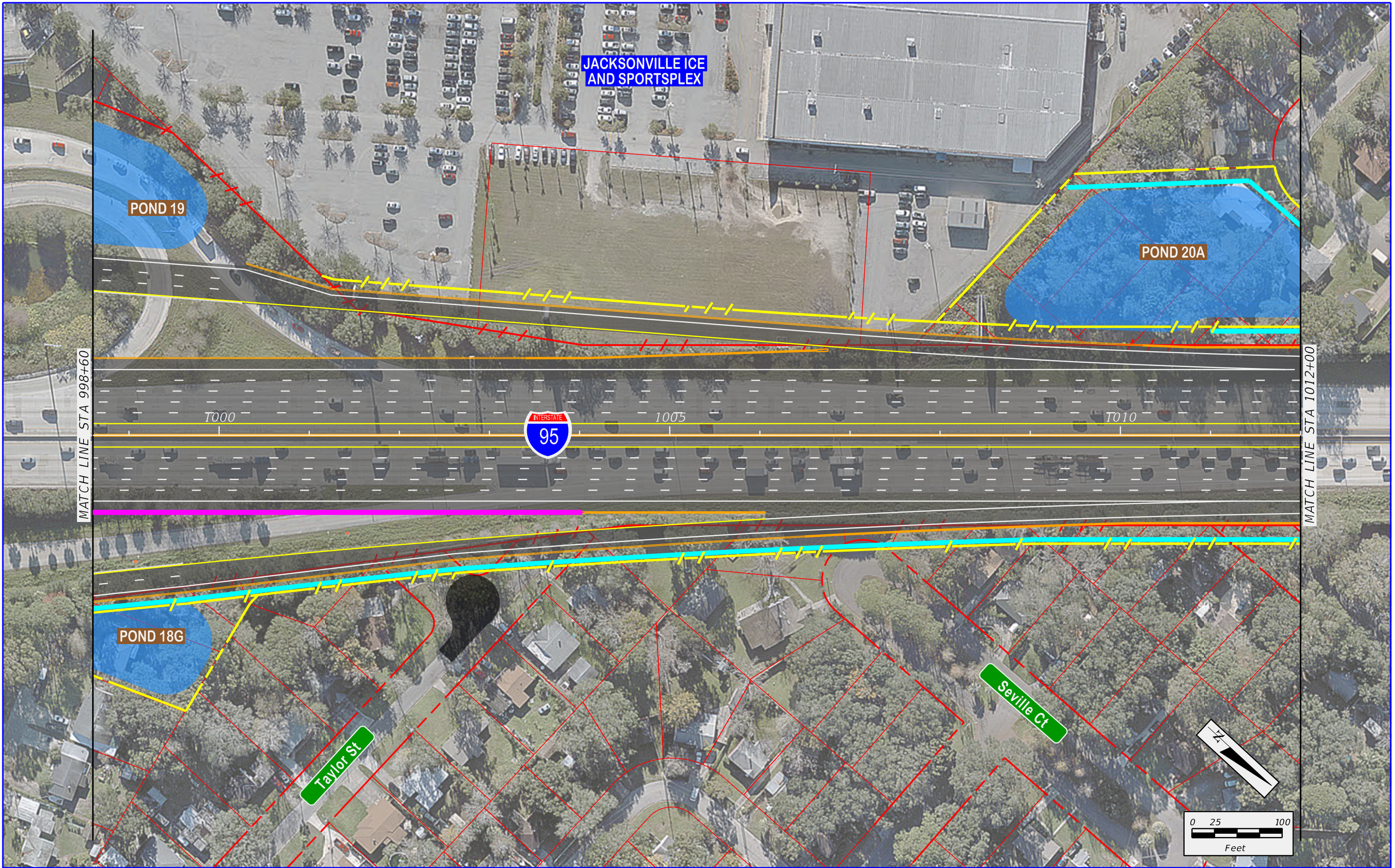
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- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
19



S/USERS S/DATES S/TIMES S/FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

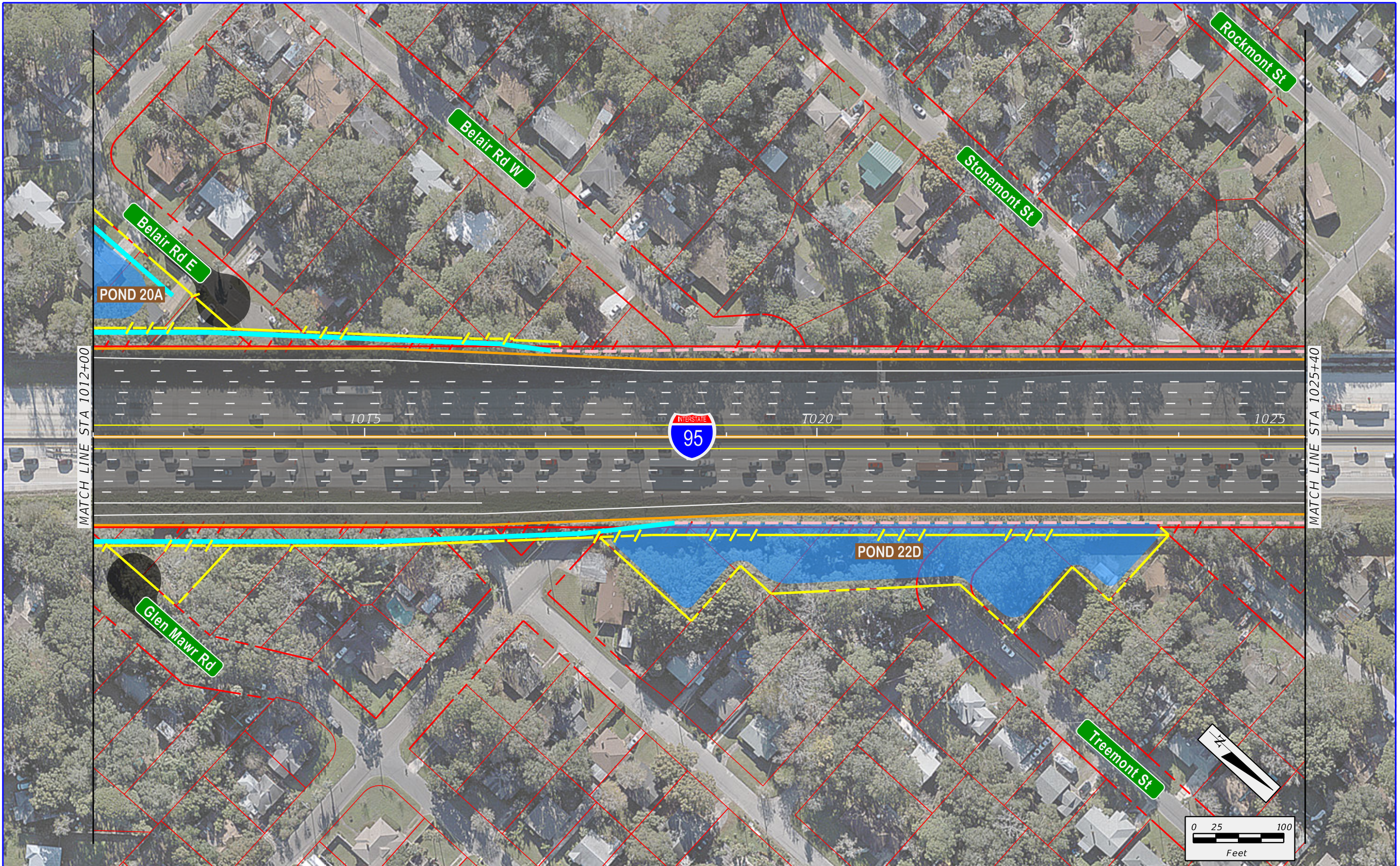
- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
20



S/DATERS
 S/TIMES
 S/FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 21





\$USERS
 \$DATES
 \$TIMES
 \$FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- - - PROPOSED RIGHT-OF-WAY

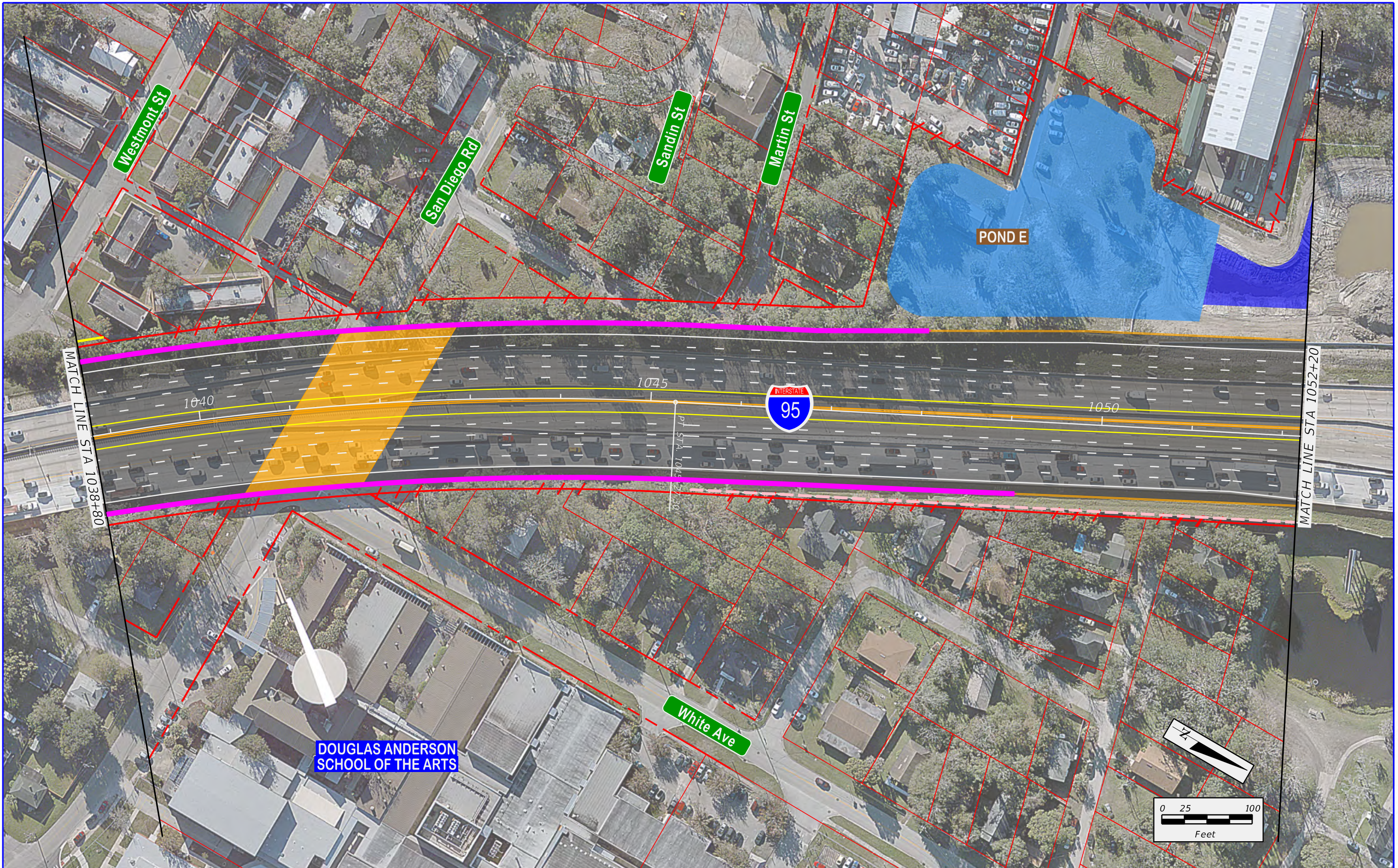
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)

SHEET
 NO.
 22

\$USERS \$DATES \$TIMES \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

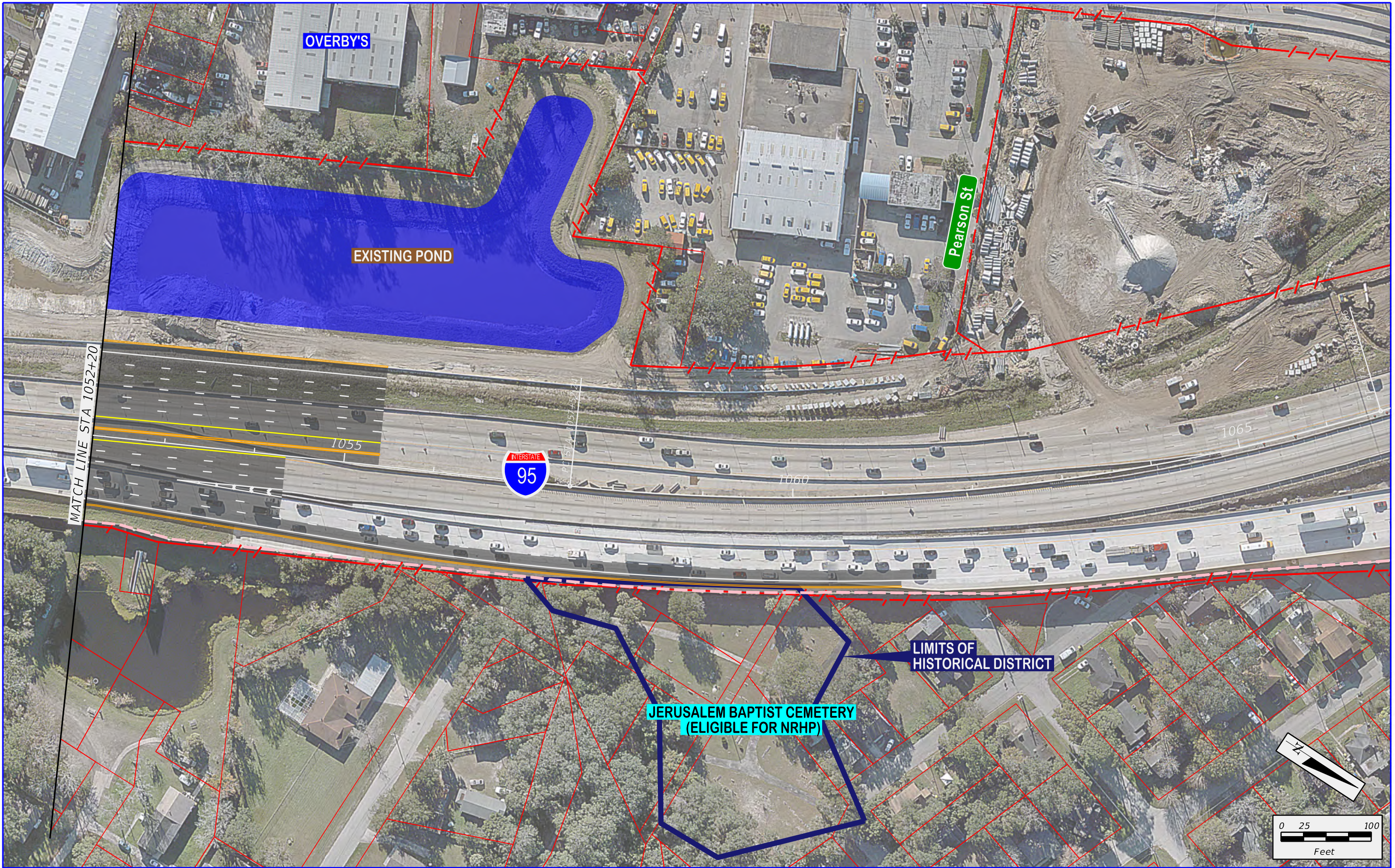
- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

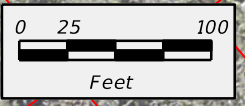
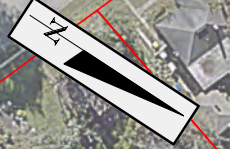
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 23



\$USERS
 \$DATES
 \$TIMES
 \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 24

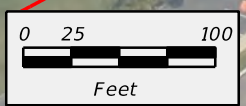
MATCH LINE SHEET NO. 4

MATCH LINE SHEET NO. 5

EXISTING POND

WYNDHAM GARDEN

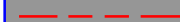


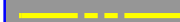
JTB



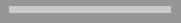







SUSERS
SDATES
STIMES
SFILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

-  EXISTING RIGHT-OF-WAY
-  EXISTING LIMITED ACCESS R/W
-  EXISTING NOISE WALLS
-  PROPOSED RIGHT-OF-WAY

-  EXISTING POND
-  BARRIER WALL
-  SHOULDER GUTTER/
CURB AND GUTTER
-  PROPOSED LIMITED ACCESS R/W

-  PROPOSED BRIDGE
-  PROPOSED GENERAL USE LANES
-  PROPOSED SHOULDER MOUNTED
NOISE WALL
-  PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
25

S:\USERS
 S\DATES
 S\TIMES
 S\FILES



MATCH LINE SHEET NO. 5



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- - - - - EXISTING RIGHT-OF-WAY
- - - - - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY
- █ EXISTING POND
- █ BARRIER WALL
- █ SHOULDER GUTTER/
CURB AND GUTTER
- - - - - PROPOSED LIMITED ACCESS R/W

- - - - - PROPOSED BRIDGE
- - - - - PROPOSED GENERAL USE LANES
- - - - - PROPOSED SHOULDER MOUNTED
NOISE WALL
- - - - - PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 26

MATCH LINE SHEET NO. 10

MATCH LINE SHEET NO. 11

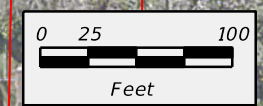
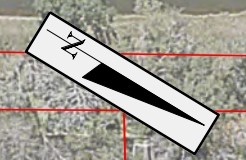
Spring Park Rd

Bowden Rd

GOODWILL

BONO'S PIT BAR-B-Q

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I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

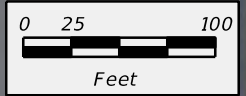
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27

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MATCH LINE SHEET NO. 30

MATCH LINE SHEET NO. 11



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- - - PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

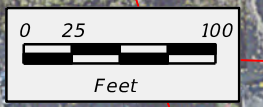
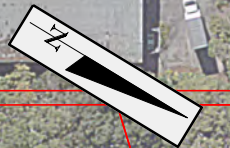
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MATCH LINE SHEET NO. 12

Spring Park Rd

UNIVERSITY CHRISTIAN

University Blvd



SUSERS S DATES S TIMES S FILES



I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

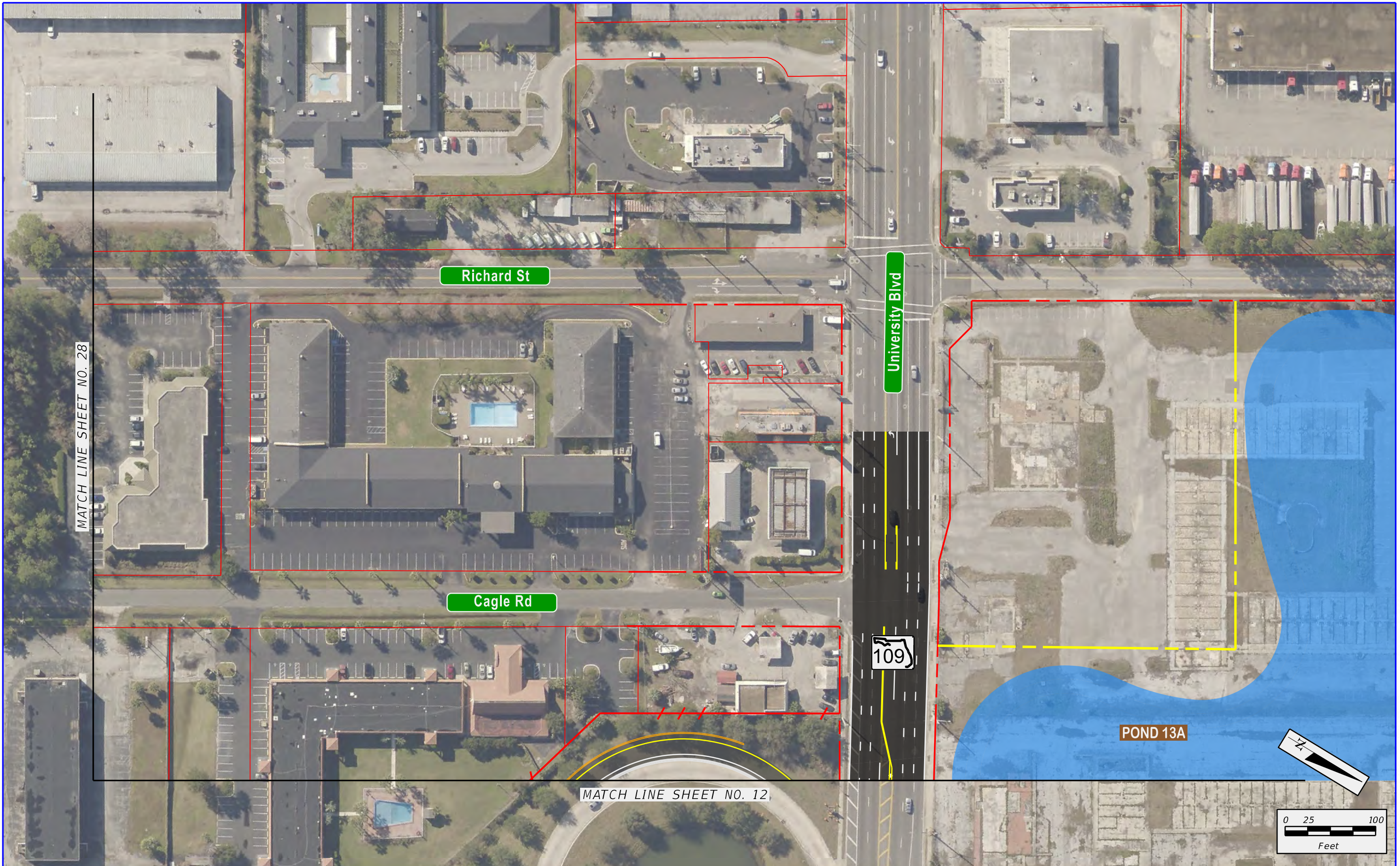
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- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET
NO.
29

SUSERS
SDATES
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I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT &
ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

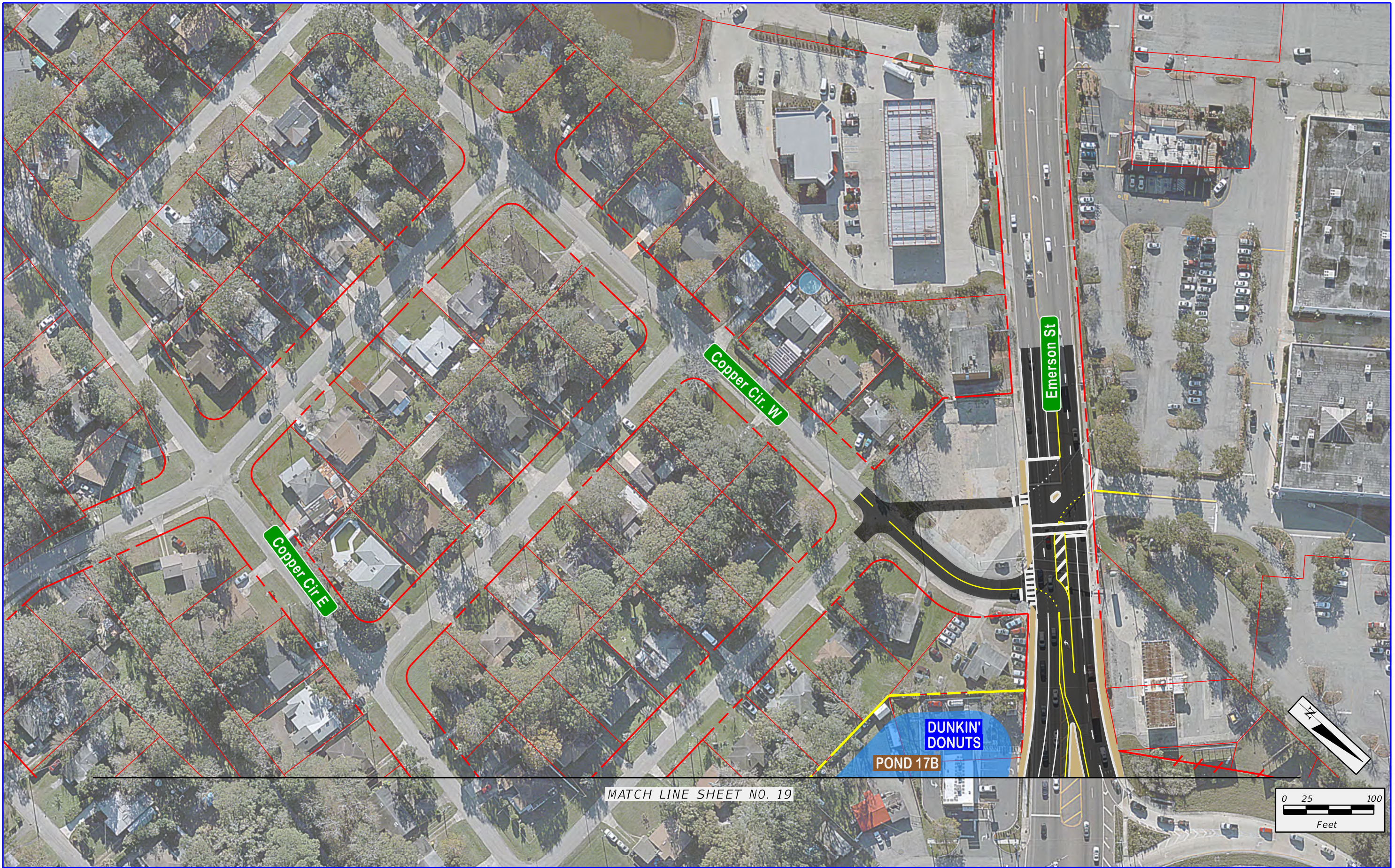
- EXISTING RIGHT-OF-WAY
- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- █ EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- - - PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

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MATCH LINE SHEET NO. 19



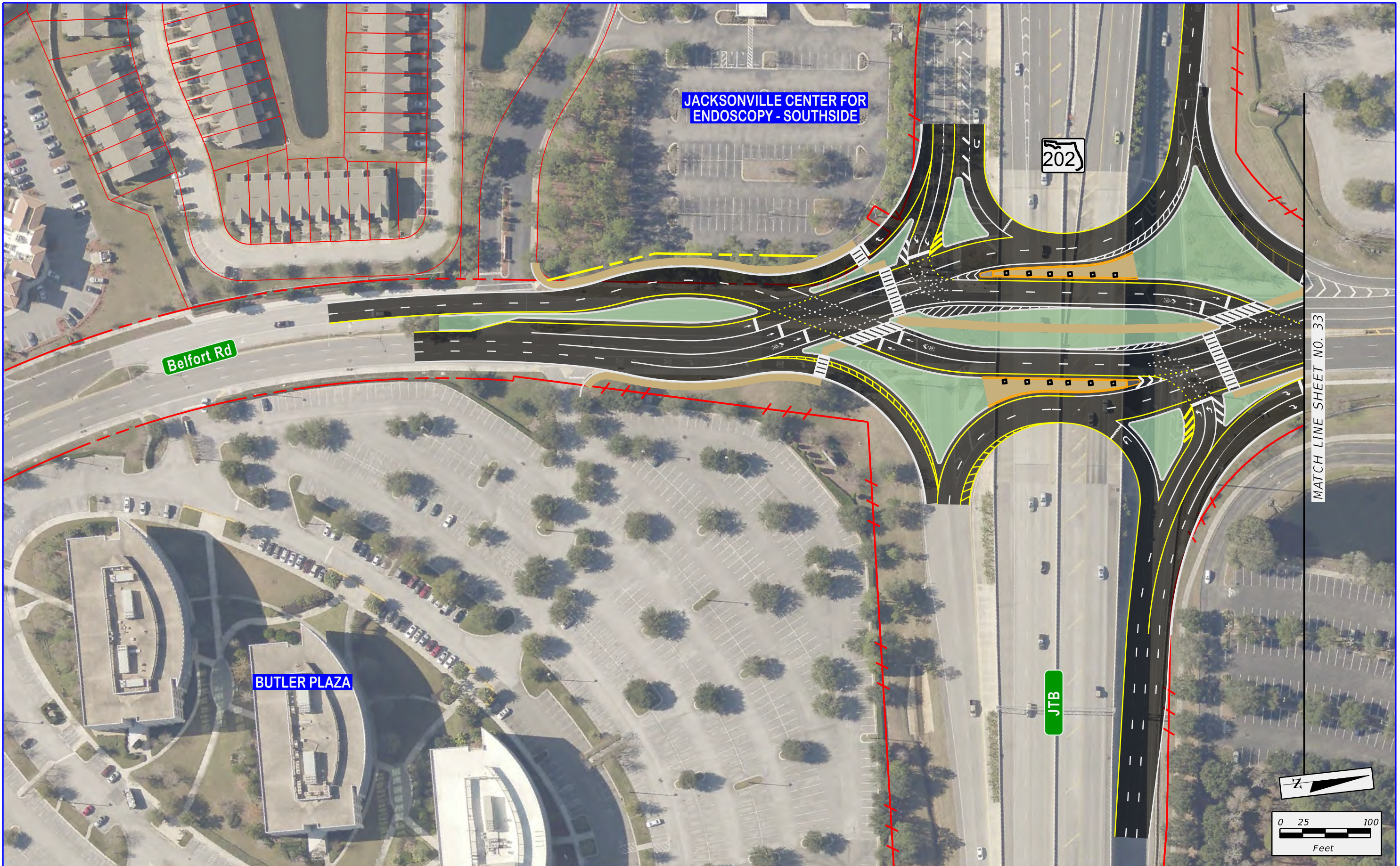
**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- - - - - EXISTING RIGHT-OF-WAY
- / - / - EXISTING LIMITED ACCESS R/W
- - - - - EXISTING NOISE WALLS
- - - - - PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- / - / - PROPOSED LIMITED ACCESS R/W

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET NO.
 31



S/USERS
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MATCH LINE SHEET NO. 33



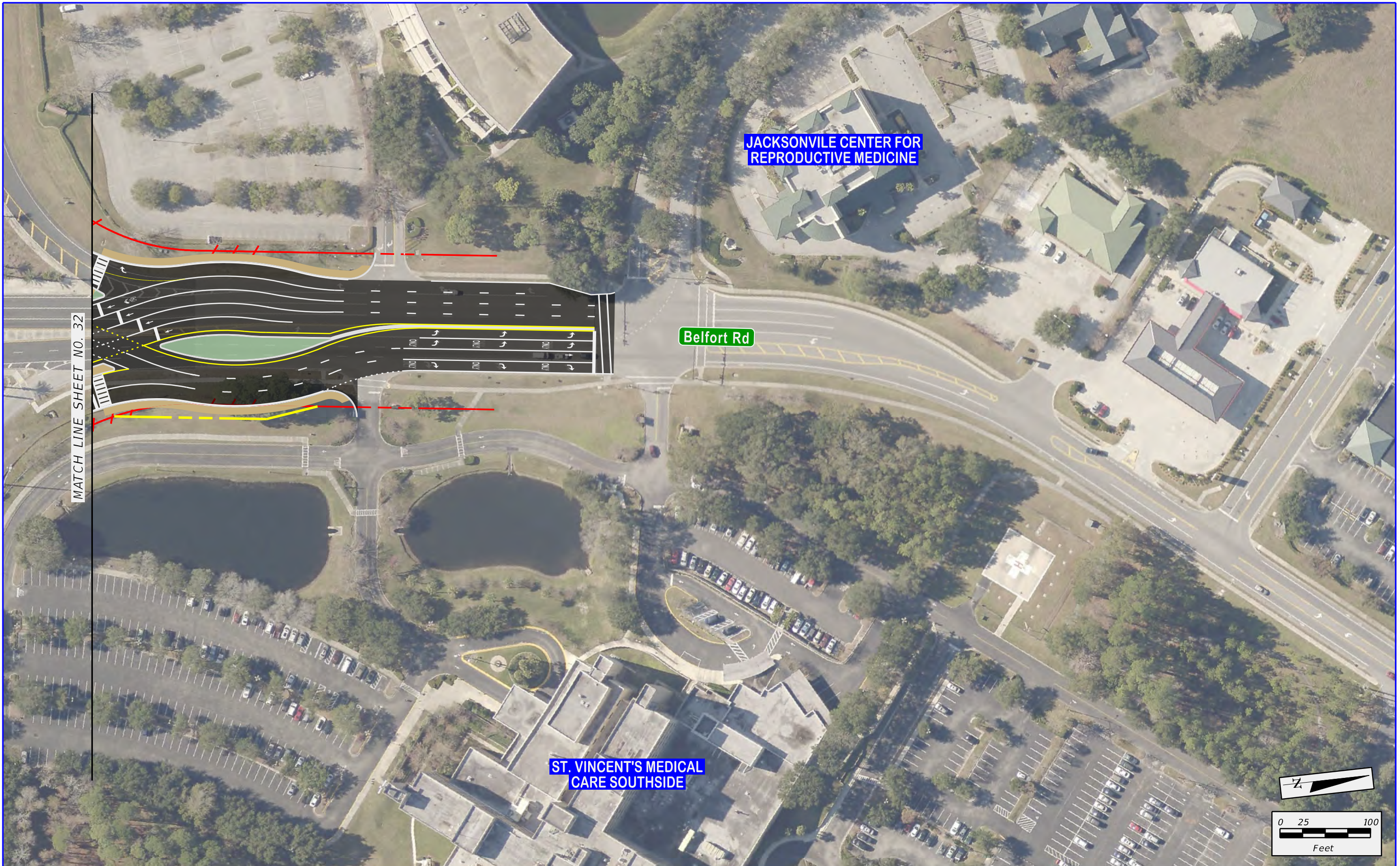
I-95 EXPRESS LANES (JTB TO ATLANTIC)
PROJECT DEVELOPMENT & ENVIRONMENT STUDY
RE-EVALUATION NO. 2
(MAINLINE GU LANES)

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- - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY
- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/ CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED NOISE WALL
- PROPOSED GROUND MOUNTED NOISE WALL

DESIGN CHANGE ALTERNATIVE
(MAINLINE GU LANES)

SHEET NO.
 32



\$USERS \$DATES \$TIMES \$FILES



**I-95 EXPRESS LANES (JTB TO ATLANTIC)
 PROJECT DEVELOPMENT &
 ENVIRONMENT STUDY
 RE-EVALUATION NO. 2
 (MAINLINE GU LANES)**

- EXISTING RIGHT-OF-WAY
- - - - EXISTING LIMITED ACCESS R/W
- EXISTING NOISE WALLS
- PROPOSED RIGHT-OF-WAY

- EXISTING POND
- BARRIER WALL
- SHOULDER GUTTER/
CURB AND GUTTER
- PROPOSED LIMITED ACCESS R/W

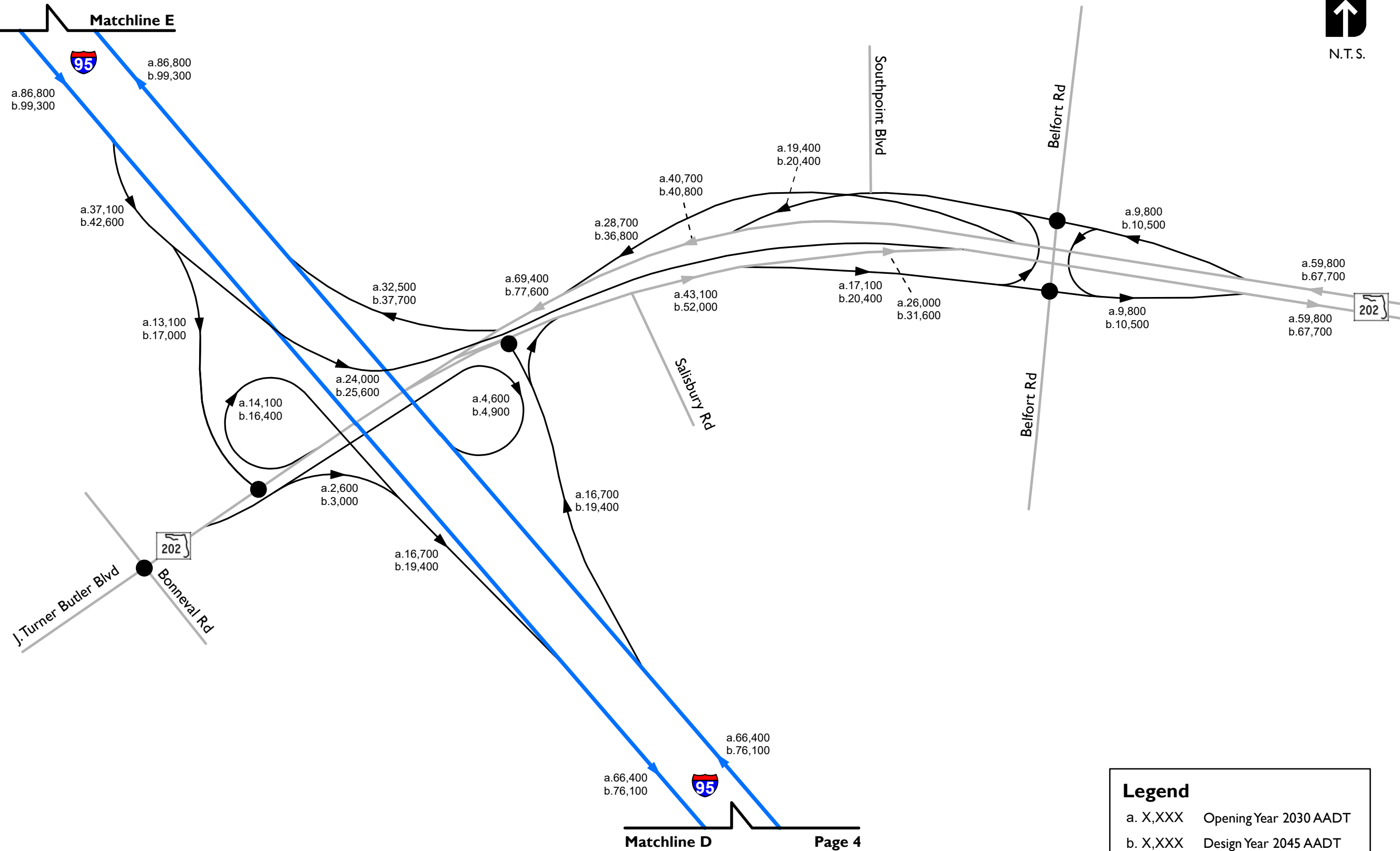
- PROPOSED BRIDGE
- PROPOSED GENERAL USE LANES
- PROPOSED SHOULDER MOUNTED
NOISE WALL
- PROPOSED GROUND MOUNTED
NOISE WALL

**DESIGN CHANGE ALTERNATIVE
 (MAINLINE GU LANES)**

SHEET
 NO.
 33

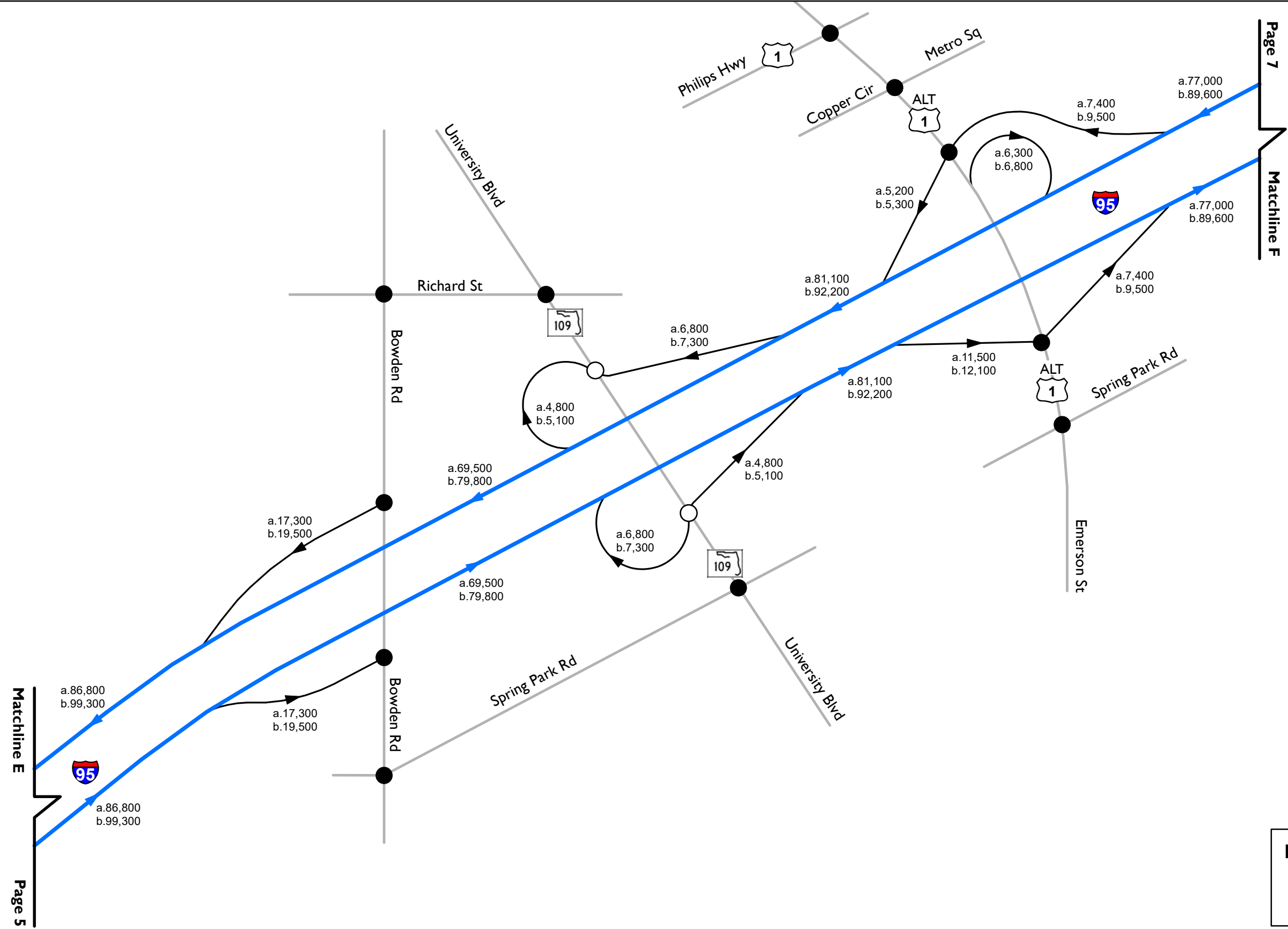
Appendix B: Systems Interchange Modifications Report Excerpts



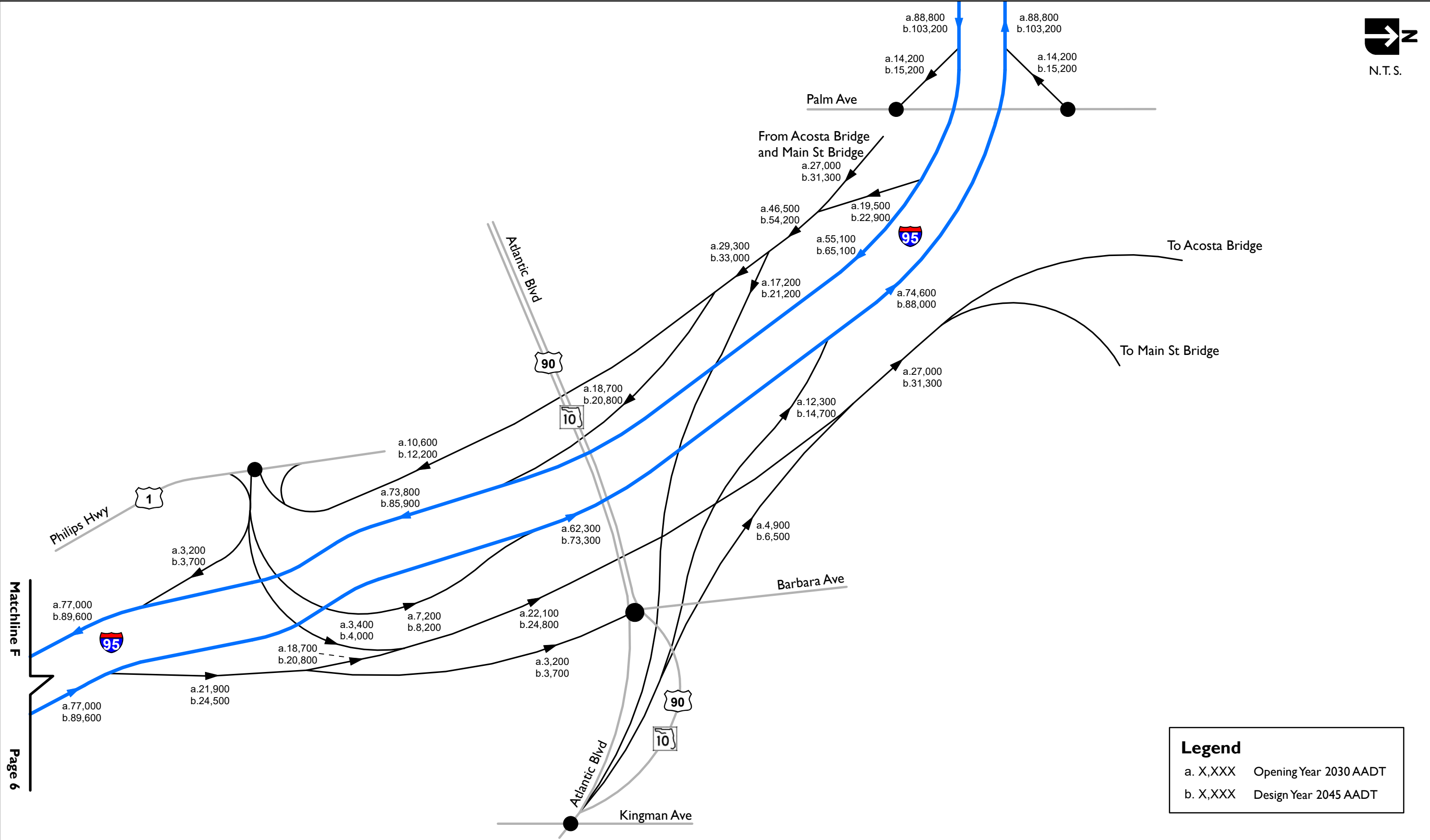


Legend
 a. X,XXX Opening Year 2030 AADT
 b. X,XXX Design Year 2045 AADT

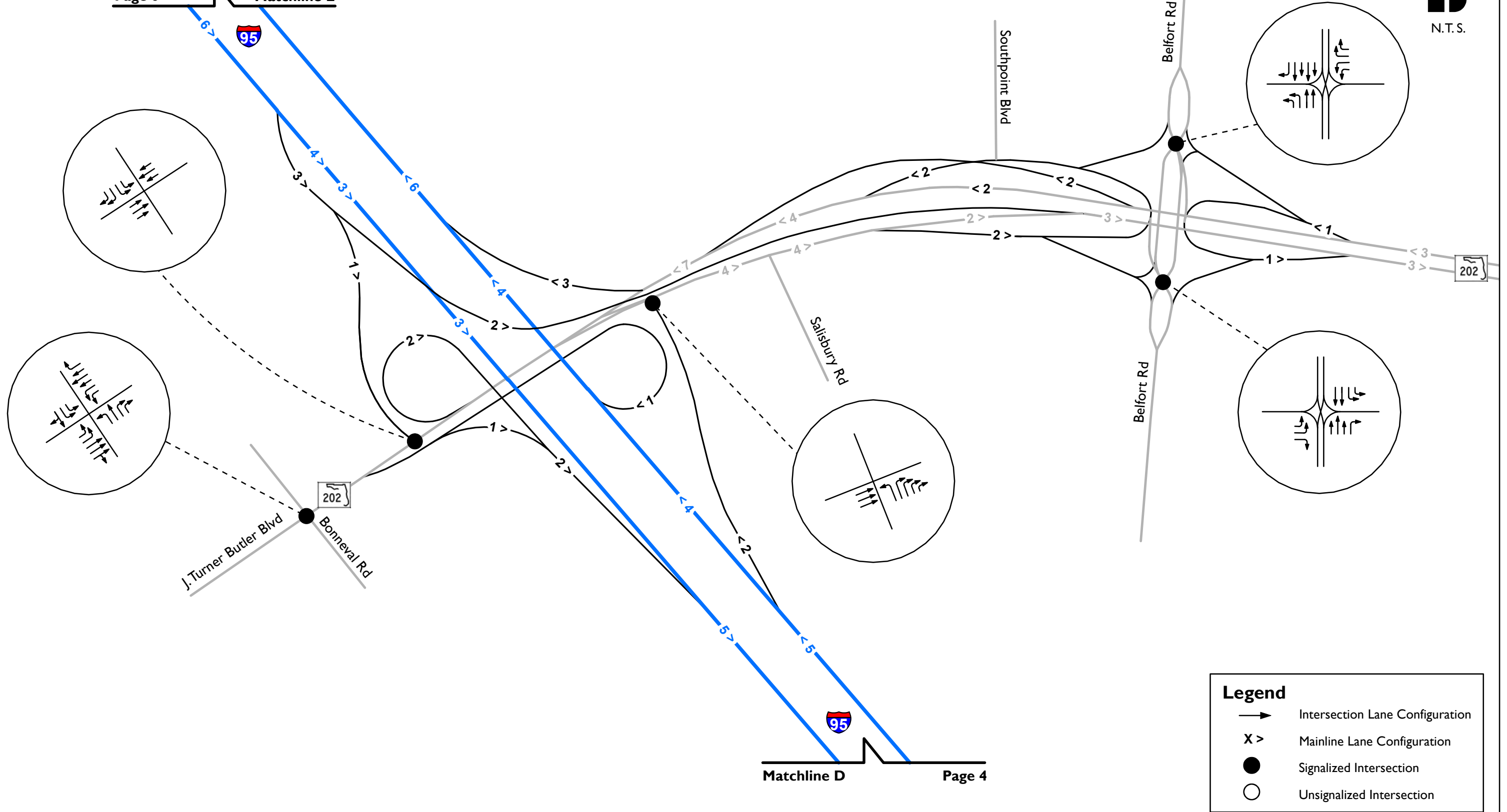




Legend
 a. X,XXX Opening Year 2030 AADT
 b. X,XXX Design Year 2045 AADT

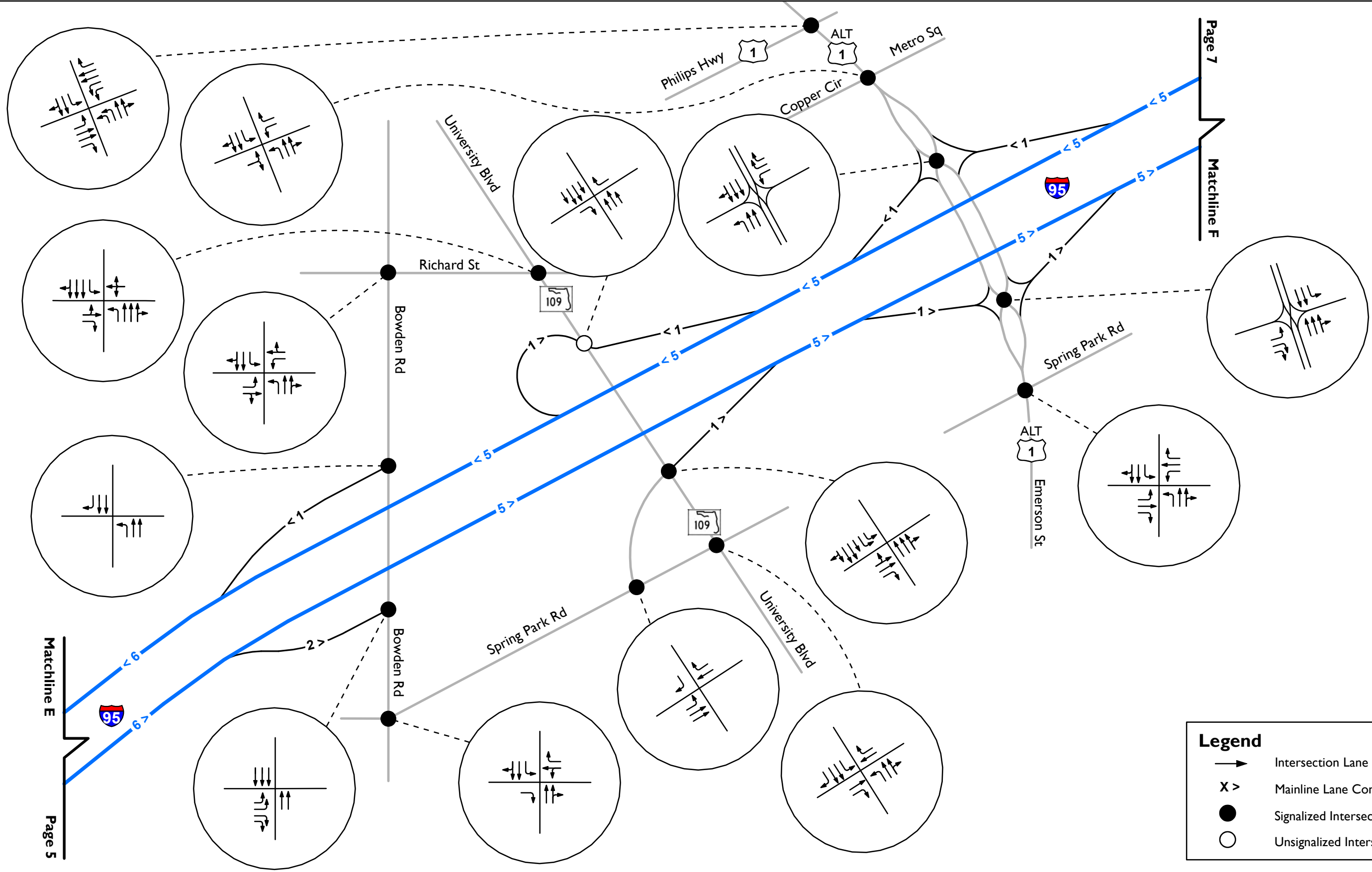


Legend
 a. X,XXX Opening Year 2030 AADT
 b. X,XXX Design Year 2045 AADT



Legend

- Intersection Lane Configuration
- X > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

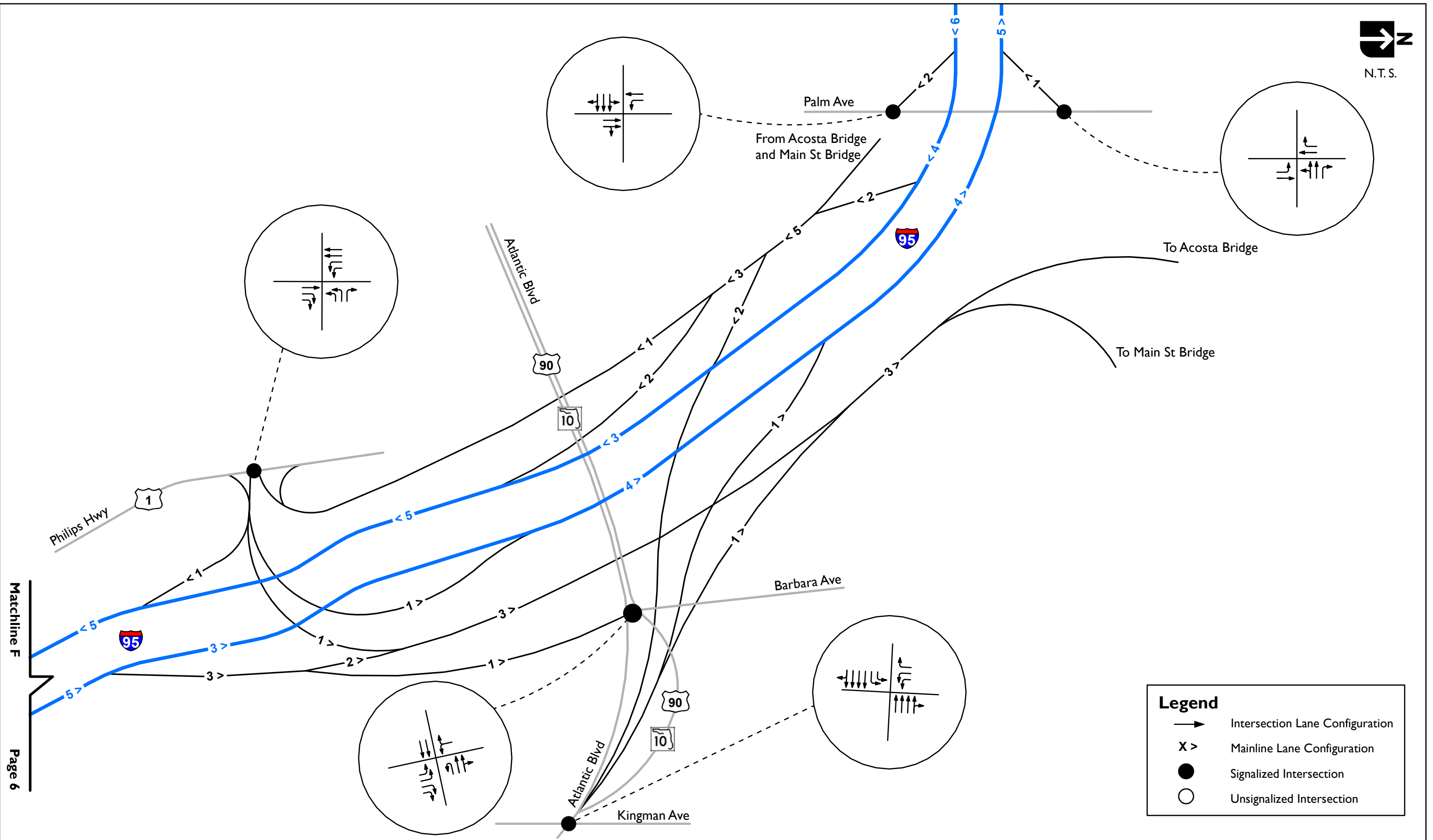


Legend

- Intersection Lane Configuration
- X > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

Matchline E
Page 5

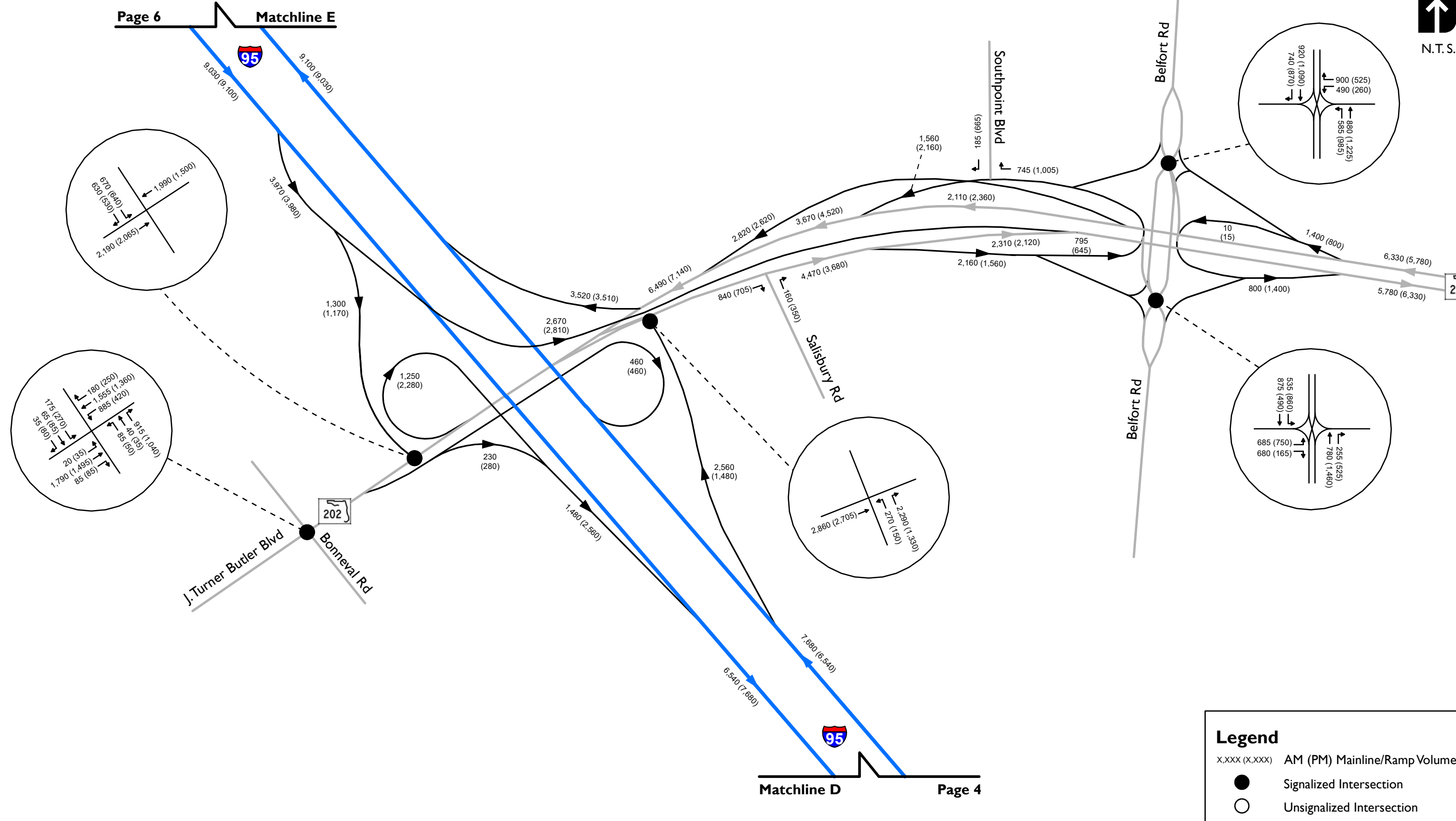
Page 7
Matchline F



Matchline F
Page 6

Legend

- Intersection Lane Configuration
- X > Mainline Lane Configuration
- Signaled Intersection
- Unsignaled Intersection



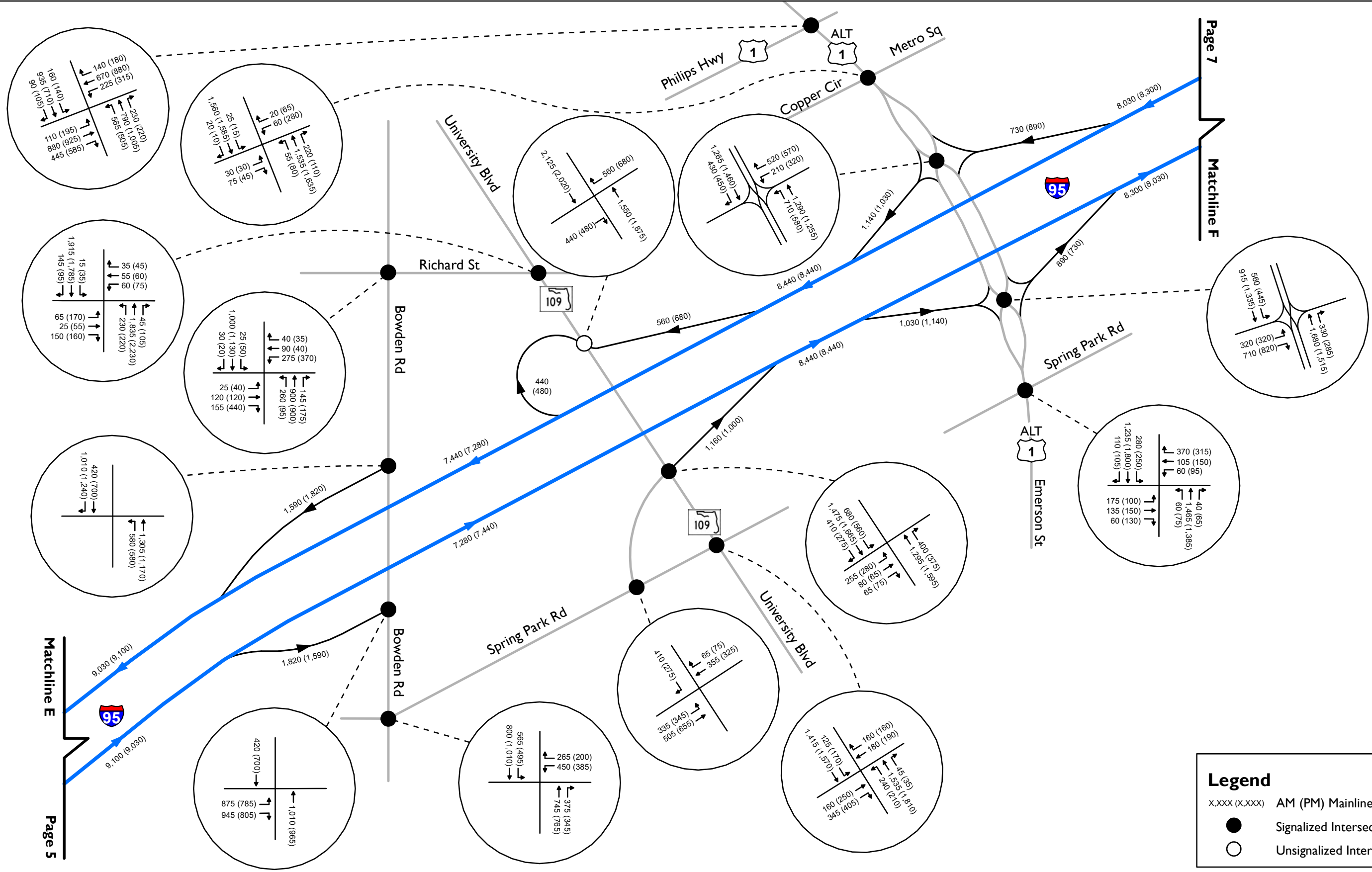
Legend

x,xxx (x,xxx) AM (PM) Mainline/Ramp Volume

● Signalized Intersection

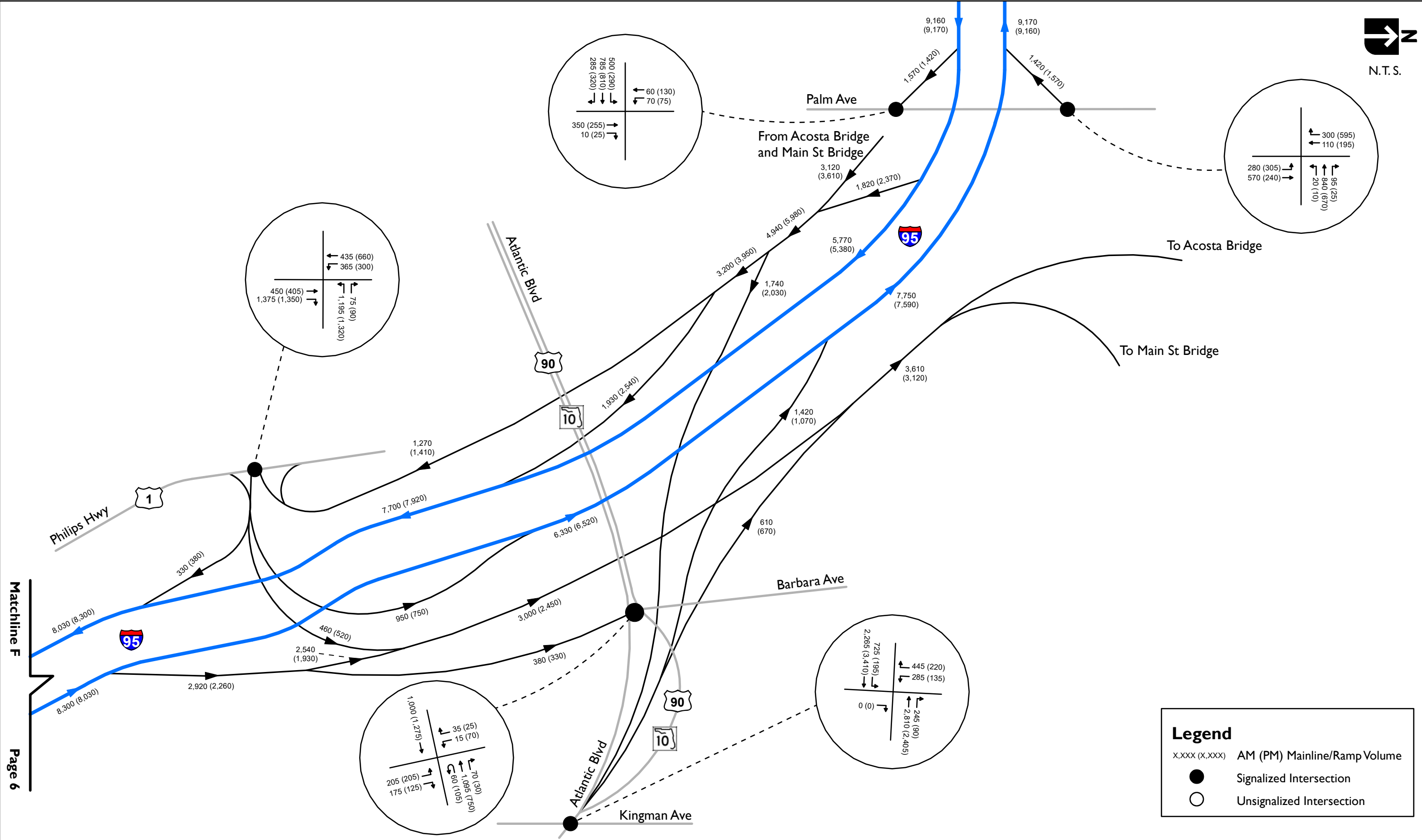
○ Unsignalized Intersection





Legend

- x,xxx (x,xxx) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection



Matchline F
Page 6

Appendix C: Noise Sheets and Traffic Noise Model Table



Table 3.1-1: Summary of Traffic Noise Impacts

Location	Noise Sensitive Area(s) / (Noise Abatement Criteria Activity Category)	PD&E Noise Study (2018)		Design Change Re-evaluation No. 2 (Mainline General Use Lanes)			Net Change in Traffic Noise Impacts from 2018 PD&E Study		Common Noise Environment Designation
		Number of Impacted Site		Number of Residential Relocations	Number of Impacted Site		Number of Impacted Sites		
		Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)		Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)	Residential (NAC B)	Non-Residential - Special Land Uses (NAC C, D, & E)	
PD&E Study Noise Analysis Limits - North of Bowden Road to Atlantic Boulevard									
East of I-95 Between Bowden Road and University Boulevard	Haven Gardens / Residential (Activity Category B)	17	0	0	17	0	0	0	E1
East of I-95 Between University Boulevard and Emerson Street	Southland, Connors, Englewood, Turners Subdivisions, & Santa Monica / Residential Use Areas (Activity Category B); Faith United Methodist Church / Playground - Recreational (Activity Category C)	72	1	7	63	1	-9	0	E2
	Southland, Englewood, Spring Park Manor, & Rodney Subdivisions / Residential (Activity Category B)	53	0	1	59	0	6	0	E3
East of I-95 Between Emerson Street University and Atlantic Boulevard	Rodney, Spring Park Manor, Rogeros, Belair, Spring Park Terrace, San Diego Terrace, Phillips, Fuller, & Meridale Subdivision / Residential (Activity Category B); City of Jacksonville Park (Activity Category C)	185	1	9	188	1	3	0	E4
West of I-95 Between University Boulevard and Emerson Street	Spring Park Manor, Southland, & Englewood / Residential (Activity Category B)	145	0	1	149	0	4	0	W1
West of I-95 Between Emerson Street and Atlantic Boulevard	Belair, Spring Park Terrace, San Diego & San Diego Plaza Subdivisions / Residential (Activity Category B)	74	0	10	64	0	-10	0	W2
Total Number of Sites Approaching and Exceeding Noise Abatement Criteria (Within PD&E Noise Study Limits)		546	2	28	540	2	-6	0	---
South and East Extension of Noise Study Limits (I-95 from South of JTB to North of Bowden Road and JTB from Bonneval Road to East of Belfort Road)									
West of I-95 Between Bowden Road and University Boulevard (Activity Category B)		---	---	0	3	0	3	0	SW1 (Bowden Farms Subdivision)
West of I-95 Between South of JTB and Bowden Road (Activity Category E)		---	---	0	0	2	0	2	SW2 & SW3 (Center Point Business Park)
East of I-95 Between JTB and Bowden Road (Activity Category E)		---	---	0	0	1	0	1	SE1 (The Summit at Southpoint)
JTB East of I-95 to East of Belfort Road (Activity Category C)		---	---	0	0	1	0	1	SE2 (St. Vincent's Medical Center)
East of I-95 and South of JTB [Source: I-95 Widening PD&E Study Noise Study Report (July 2020)] (Activity Categories B and E)		---	---	0	30	1	30	1	CNEs E2 (Canopy at Belfort Park Apartments) & E3 (Concourse Business Park)
West of I-95 and South of JTB [Source: I-95 Widening PD&E Study Noise Study Report (July 2020)] (Activity Category E)		---	---	0	0	2	0	2	CNEs W3 & W4 (JP Morgan Chase North and South Buildings)
Total Number of Sites Approaching and Exceeding Noise Abatement Criteria		546	2	28	573	9	27	7	---

X:\P\Noise_Studies\I-95_JTBtoAtlantic_D2\Reevaluation\NSRA_2ndDraft\Tables\Table_3.1-1_NoiseImpactSummary_Reval_1-30-2020.xlsx[Sheet1]

Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 1 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (\$0\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (\$0\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
East of I-95 Between Bowden Road and University Boulevard	Haven Gardens / Residential (Activity Category B)	Yes	E1	Supplemental	Shoulder Mounted	8	400	881+00	885+00	Supplemental	Shoulder Mounted	8	650	880+50	887+00	Limits Extended South due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall North of Bowden Road	17	17	17	7.6	6.3	\$252,000	\$672,000	\$39,529	Yes	Yes
				Replacement Existing (72280-3424 I-95 A)	Shoulder Mounted	14	520	885+00	890+20	Existing (72280-3424 I-95 A)	Ground Mounted	20	700	885+00	892+00	Existing Noise Barrier (520 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Existing (72280-3424 I-95 A)	Ground Mounted	20	280	889+20	892+00																	
				...	...	...	...	...	...	Supplemental	Shoulder Mounted	8	400	891+00	895+00	New Supplemental Barrier due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall				
East of I-95 Between University Boulevard and Emerson Street	Southland, Connors, Englewood, Turners Subdivisions, & Santa Monica / Residential Use Areas (Activity Category B); Faith United Methodist Church / Playground - Recreational (Activity Category C)	Yes	E2	Extension	Ground Mounted	19	350	915+00	918+40	Extension	Ground Mounted	22	350	915+00	918+40	Extension of Existing Ground Mounted Noise Barrier to the South to Provide Abatement to the Entire Neighborhood	63	55	56	12.0	6.7	\$624,000	\$2,351,100	\$41,984	Yes	Yes
				Existing (72280-3424 I-95 B)	Ground Mounted	19	135	918+40	919+50	Existing (72280-3424 I-95 B)	Ground Mounted	19	135	918+40	919+50	---										
				Replacement (Segment 1) Existing (72280-3424 I-95 B)	Ground Mounted	19	100	919+50	920+50	Replacement Existing (72280-3424 I-95 B)	Ground Mounted	19	100	919+50	920+50	---										
				Existing (72280-3424 I-95 B)	Ground Mounted	19	1,605	920+50	936+30	Existing (72280-3424 I-95 B)	Ground Mounted	19	2,895	920+50	949+20	Existing Noise Barrier (190 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Replacement (Segment 2) Existing (72280-3424 I-95 B)	Ground Mounted	19	190	936+30	938+20																	
				Existing (72280-3424 I-95 B)	Ground Mounted	19	1,100	938+20	949+20	Supplemental	Shoulder Mounted	8	2,100	947+70	968+70	Supplemental											Shoulder Mounted	8	1,400	947+00	960+50	South Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on bridges and MSE Walls; Elevated Section of I-95 North and South of Spring Glen Road
	Southland, Englewood, Spring Park Manor, & Rodney Subdivisions / Residential (Activity Category B)	Yes	E3	Supplemental	Shoulder Mounted	8	750	960+50	968+00	North Limits Modified Slightly due to Design Changes: I-95 Northbound Outside Shoulder on MSE Wall; Elevated Section of I-95 North of Spring Glen Road	59	50	55	11.2	7.3	\$2,000,400	\$2,279,700	\$41,449	Yes	Yes
				Extension	Ground Mounted	19	330	967+00	970+10	Extension	Ground Mounted	22	330	967+00	970+10	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood										
				Existing (72280-3424 I-95 G)	Ground Mounted	19	490	970+10	975+00	Existing (72280-3424 I-95 G)	Ground Mounted	19	490	970+10	975+00	---										
				Replacement (Existing 72280-3424 I-95 G)	Ground Mounted	19	450	975+00	979+50	Replacement (Existing 72280-3424 I-95 G)	Ground Mounted	22	450	975+00	979+50	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	19	310	979+50	982+60	Extension	Ground Mounted	22	310	979+50	982+60	Height Increased to 22 feet to Maximize Benefits										
				Replacement (Existing 72280-3224 I-95 H)	Ground Mounted	19	800	982+60	990+50	Replacement (Existing 72280-3224 I-95 H)	Ground Mounted	22	800	982+60	990+50	Height Increased to 22 feet to Maximize Benefits										
Extension				Ground Mounted	19	150	990+50	992+00	Extension	Ground Mounted	22	250	990+50	993+00	Extended 100 feet to the North and Increased Height 22' to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to North to Provide Abatement to the Entire Neighborhood											
Supplemental	Shoulder Mounted	8	1,840	986+60	1005+00	Supplemental	Shoulder Mounted	8	1,700	987+00	1004+00	South and North Limits Modified Slightly due to Design Changes: Elevated Section of I-95 North and South of Emerson Road; I-95 Northbound Outside Shoulder on Bridge and MSE Walls														

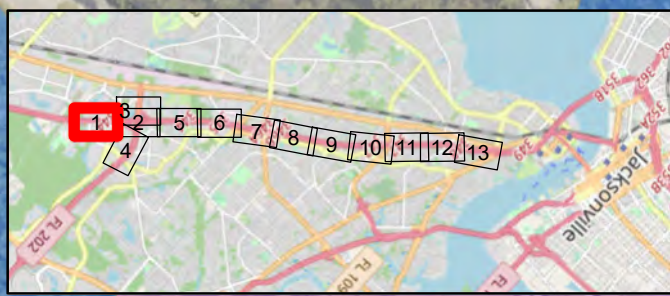
Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 2 of 3)

General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (90\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
West of I-95 Between University Boulevard and Emerson Street	Spring Park Manor, Southland, & Englewood / Residential (Activity Category B)	Yes	W1	Extension	Ground Mounted	20.5	340	915+00	918+40	Extension	Ground Mounted	22	340	915+00	918+40	Height Increased to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	149	132	155	12.9	7.4	\$2,404,500	\$4,576,950	\$29,529	Yes	Yes
				Existing (72280-3424 I-95 C)	Ground Mounted	20.5	1,790	918+40	936+30	Existing (72280-3424 I-95 C)	Ground Mounted	20.5	1,790	918+40	936+30	---										
					Ground Mounted	19	950	936+30	945+80		Ground Mounted	19	950	936+30	945+80	---										
				Replacement Existing (72280-3424 I-95 C)	Ground Mounted	19	320	945+80	949+00	Ground Mounted	19	320	945+00	949+00	Existing Noise Barrier (320 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement											
				Supplemental	Shoulder Mounted	8	1,800	948+00	966+00	Supplemental	Shoulder Mounted	8	1,800	948+00	966+00	Elevated Section of I-95 North and South of Spring Glen Road										
				Replacement Existing (72280-3424 I-95 F)	Ground Mounted	19	2,640	965+50	991+80	Existing (72280-3424 I-95 F)	Ground Mounted	19	425	965+45	969+65	Existing Noise Barrier (425 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Replacement Existing (72280-3424 I-95 F)	Ground Mounted	19	50	969+65	970+15	---										
										Existing (72280-3424 I-95 F)	Ground Mounted	19	185	970+15	972+00	Existing Noise Barrier (185 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Replacement Existing (72280-3424 I-95 F)	Ground Mounted	22	1,980	972+00	991+80	Height Increased to 22 feet to Maximize Benefits										
				Extension	Ground Mounted	19	240	991+80	994+20	Extension	Ground Mounted	22	240	991+80	994+20	Height Increased to 22 feet to Maximize Benefits										
Supplemental	Shoulder Mounted	8	760	987+40	995+00	Supplemental	Shoulder Mounted	8	1,060	987+40	998+00	Northern Limit Increased by 300 feet due to Design Changes and to Maximize Benefits														
East of I-95 Between Emerson Street and Atlantic Boulevard	Rodney, Spring Park Manor, Rogeros, Belair, Spring Park Terrace, San Diego Terrace, Phillips, Fuller, & Meridale Subdivision / Residential (Activity Category B)	Yes	E4	Extension	Ground Mounted	20	120	995+70	996+90	Extension	Ground Mounted	22	120	995+70	996+90	Height Increase to 22 feet to Maximize Benefits; Extension of Existing Ground Mounted Noise Barrier to South to Provide Abatement to the Entire Neighborhood	188	159	183	16.2	7.7	\$2,019,600	\$4,479,600	\$24,479	Yes	Yes
				Replacement Existing (213217-2 I-95 I)	Ground Mounted (Includes 100 foot Gap)	20	3,580	996+90	1032+70	Replacement Existing (213217-2 I-95 I)	Ground Mounted	22	2,140	996+90	1018+34	Amount of Replacement Noise Barrier Reduced by 1,440 feet from 3,580 feet to 2,140 feet; Height Increased to 22 feet to Maximize Benefits										
				Existing (213217-2 I-95 I & I-95 A)	Ground Mounted	20	530	1032+70	1038+00	Existing (213217-2 I-95 I & I-95 A)	Ground Mounted	20	1,170	1018+34	1030+04	Existing Noise Barrier (1,170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Extension	Ground Mounted	20	100	1030+04	1031+04	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
										Existing (213217-2 I-95 A)	Ground Mounted	20	700	1031+04	1038+00	Existing Noise Barrier (170 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
				Supplemental	Shoulder Mounted	8	950	1037+00	1046+50	Supplemental	Shoulder Mounted	8	1,950	1029+50	1049+00	Extended South and North due to Design Changes (Proposed Increases in I-95 Roadway Profiles); Elevated Section of I-95 over San Diego Road										
				Existing (213217-2 I-95 B)	Ground Mounted	20	2,230	1045+50	1067+80	Existing (213217-2 I-95 B)	Ground Mounted	20	2,230	1045+50	1067+80	Existing Overland Noise Barrier North of San Diego Road Not to be Modified										

Table 3.2-1: Preliminary Noise Barrier Recommendations for I-95 from SR 202 (J. Turner Boulevard) to Atlantic Boulevard PD&E Study and Design Change Re-evaluation No. 2 (Mainline GU Lanes) (Sheet 3 of 3)

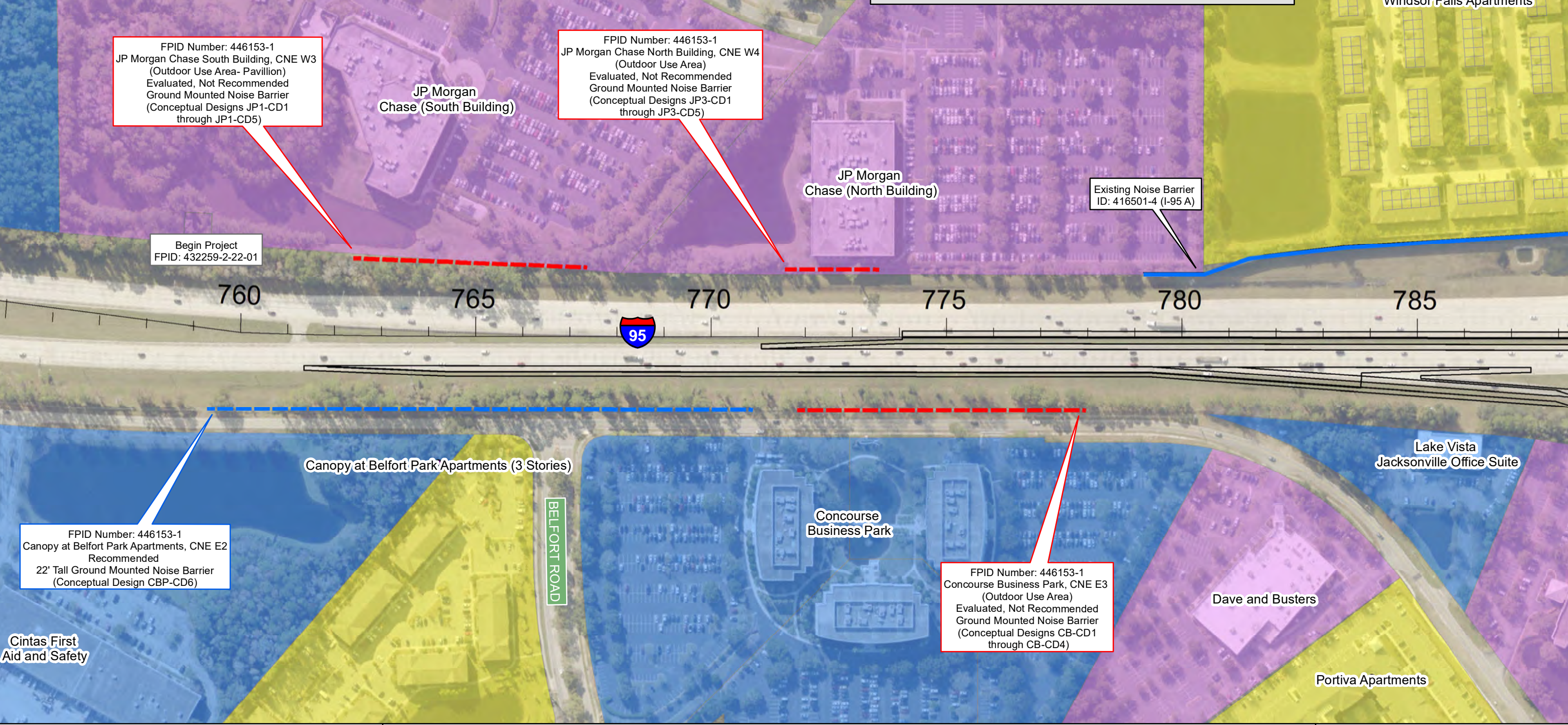
General Location (Cross Streets)	Noise Sensitive Site Name / Type of Noise Sensitive Site (Noise Abatement Criteria Activity Category)	Area Benefited by Existing Noise Barrier?	Common Noise Environment Number / Noise Barrier System	2018 I-95 Express Lanes PD&E Study - Noise Barrier Recommendations						Design Change Build Alternative (Mainline GU Lanes) - Noise Barrier Recommendations						Number of Impacted Receptors (Without Existing Noise Barriers)	Number of Impacted/ Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dB(A)	Average Noise Reduction for all Benefited Receptor dB(A)	Estimated Additional Construction Cost (90\$ per Square Foot)	Overall Estimated Noise Barrier System Cost with Existing Noise Barriers (30\$ per Square Foot)	Barrier System Cost per Benefited Receptor Site	Optimal Barrier Design Meets FDOT's Reasonable Noise Abatement Cost Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Community Input?	
				Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Noise Barrier Description (FDOT ID Number)	Barrier Type	Height (feet)	Length (feet)	Begin Station Number	End Station Number											Comments
West of I-95 Between Emerson Street and Atlantic Boulevard	Belair, Spring Park Terrace, San Diego & San Diego Plaza Subdivisions / Residential (Activity Category B)	Yes	W2	Extension	Ground Mounted	20	400	1007+00	1011+00	Extension	Ground Mounted	22	390	1009+40	1012+85	---	64	58	60	12.2	7.4	\$1,062,000	\$1,983,600	\$33,060	Yes	Yes
				Replacement Existing (72280-3424 I-95 J & I-95 B)	Ground Mounted (Includes 110 foot Gap)	18	2,000	1011+00	1031+00	Replacement	Ground Mounted	22	610	1012+85	1017+00	Amount of Replacement Noise Barrier Reduced by 1,660 feet from 2,270 feet to 610 feet										
						20	380	1031+00	1034+80	Existing (72280-3424 I-95 J)	Ground Mounted	18	1,240	1017+00	1029+44	Existing Noise Barrier (1,240 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement										
										Extension	Ground Mounted	20	110	1029+44	1030+53	New Noise Barrier Segment to Close Gap in Existing Noise Barriers										
						Supplemental	Shoulder Mounted	8	1,400	1034+00	1048+00	Existing (213217-2 I-95 B)	Ground Mounted	20	420	1030+53											1034+80	Existing Noise Barrier (420 feet) No Longer Physically Impacted by Proposed Improvements or Require Replacement
				Supplemental	Shoulder Mounted							8	1,400	1034+00	1048+00	I-95 Southbound Outside Shoulder on MSE Wall										
Other Locations Evaluated for Noise Barriers (Locations were not Evaluated during I-95 Express Lanes PD&E Study for Traffic Impacts or Noise Barriers)																										
West of I-95 Between Bowden Road and University Boulevard	Bowden Farms Subdivision / Residential (Activity Category B)	No	SW1	---	---	---	---	---	---	New Noise Barrier Analysis	Shoulder Mounted	8	800	880+00	888+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design does not meet the 7.0 dB(A) Noise Reduction Design Goal	2	0	0	---	---	\$192,000	---	---	No	No
East of I-95 Between J. Turner Butler Boulevard and Bowden Road	The Summit at Southpoint / Outdoor Use Area (Activity Category E)	No	SE1	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	600	850+50	856+50	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.6	6.3	\$324,000	---	---	No	No
West of I-95 Between J. Turner Butler Boulevard and Bowden Road	Center Point Business Park - South of Autobahn Building / Outdoor Use Area (Activity Category E)	No	SW2	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	400	837+00	841+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.0	7.0	\$216,000	---	---	No	No
	Center Point Business Park - North of Jackson Lighting Building / Outdoor Use Area (Activity Category E)	No	SW3	---	---	---	---	---	---	New Noise Barrier Analysis	Ground Mounted	18	300	824+00	827+00	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	7.1	7.1	\$162,000	---	---	No	No
North of J. Turner Butler Boulevard and East of Belfort Road	St. Vincent's Medical Center / Recreational Trail (Activity Category C)	No	SE2	---	---	---	---	---	---	New Noise Barrier Analysis	Shoulder Mounted	8	200	141+00 (JTB)	143+00 (JTB)	Represents the optimal conceptual noise barrier design but not recommended for further consideration during the project's design phase: The conceptual design meets the 7.0 dB(A) Noise Reduction Design Goal but not the Reasonableness Cost Criteria for Special Land Uses	Special Land Use	---	---	10.2	7.4	\$361,200	---	---	No	No
				---	---	---	---	---	---		Ground Mounted	12	870	146+00 (JTB)	24+50 (Belfort Road)											
I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 (Financial Project ID Number: 446153-1) - Noise Barrier Recommended for further Consideration in the Project's Design Phase																										
East of I-95 Between Baymeadows Road and Belfort Road	Canopy at Belfort Park Apartments (Activity Category B)	No	CNE E2	---	---	---	---	---	---	Recommended Noise Barrier (PD&E Noise Study Report - September 2020)	Ground Mounted	22	1,190	1036+40	1048+20	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase: Meets both FDOT's 7.0 dB(A) Noise Reduction Goal and Reasonable Cost Criteria	30	30	44	9.4	6.9	---	\$785,400	\$17,850	Yes	Yes

Note: Existing noise walls that are physically impacted by the project improvements and proposed to be replaced are highlighted in yellow; Proposed extension of existing noise barriers and supplemental noise barriers are highlighted in green.



Note: The Traffic Noise Analysis & Evaluation of Noise Barriers along I-95 South of J. Turner Butler Boulevard (JTB) were Completed as part of the I-95 Widening PD&E Study from Baymeadows Road to South of JTB/SR 202 - Financial Project ID (FPID): 446153-1 and Presented in the I-95 PD&E Noise Study Study from I-295 (SR 9A) to SR 202 (JTB) (FPID Number: 435577-1)

See Appendix A for Relevant Pages from the I-95 Widening PD&E Study Noise Study Report (July 2020)



FPID Number: 446153-1
JP Morgan Chase South Building, CNE W3 (Outdoor Use Area- Pavillion)
Evaluated, Not Recommended
Ground Mounted Noise Barrier
(Conceptual Designs JP1-CD1 through JP1-CD5)

FPID Number: 446153-1
JP Morgan Chase North Building, CNE W4 (Outdoor Use Area)
Evaluated, Not Recommended
Ground Mounted Noise Barrier
(Conceptual Designs JP3-CD1 through JP3-CD5)

Existing Noise Barrier
ID: 416501-4 (I-95 A)

FPID Number: 446153-1
Canopy at Belfort Park Apartments, CNE E2
Recommended
22' Tall Ground Mounted Noise Barrier
(Conceptual Design CBP-CD6)

FPID Number: 446153-1
Concourse Business Park, CNE E3 (Outdoor Use Area)
Evaluated, Not Recommended
Ground Mounted Noise Barrier
(Conceptual Designs CB-CD1 through CB-CD4)

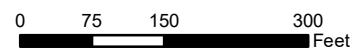
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes)
Duval County, Florida
FPID: 432259-2-52-01

- Outdoor Advertising Sign**
- Outdoor Advertising Sign
- Receptor Sites**
- Predicted Noise Levels \geq Noise Abatement Criteria
 - Predicted Noise Levels $<$ Noise Abatement Criteria
 - Currently Undeveloped
 - To be Relocated

- Noise Barriers**
- Existing Noise Barrier to Remain
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Supplemental Noise Barrier
 - Not Recommended

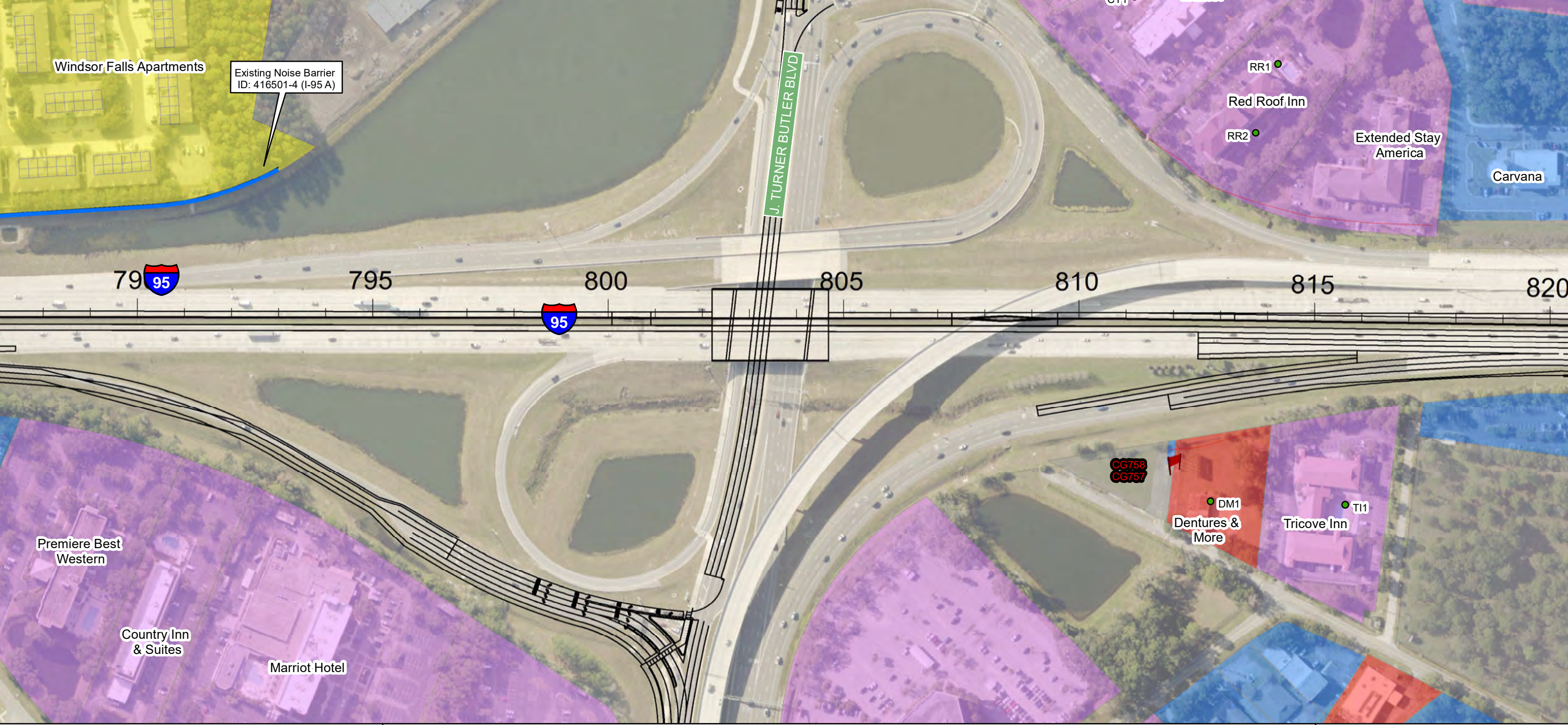
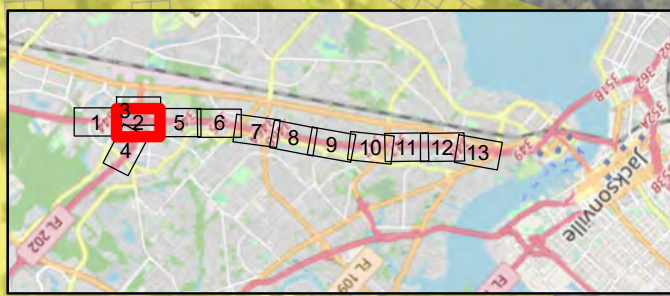
- Recommended Alternative
- Proposed Right-of-Way
- Pond Sites (Re-evaluation No. 1)

- Land Uses by Noise Activity Category**
- B: Residential, 66.0 dB(A)
 - C: Other Sensitive Land Use, 66.0 dB(A)
 - D: Institutional (Interior), 51.0 dB(A)
 - E: Sensitive Commercial, 71.0 dB(A)
 - F: Non-Sensitive Developed, N/A
 - G: Vacant



November 2021

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 1 OF 13**

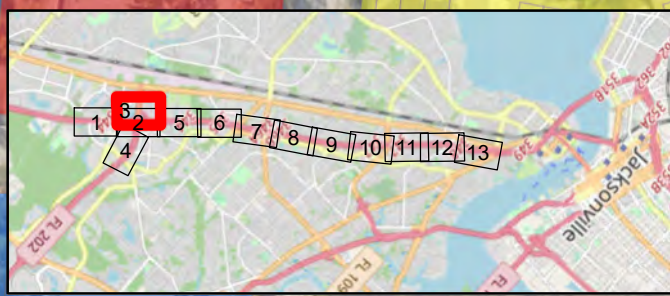


I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study
 Re-evaluation No. 2
 (Mainline GU Lanes)
 Duval County, Florida
 FPID: 432259-2-52-01




<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
		<p>0 75 150 300 Feet</p> <p>November 2021</p>	


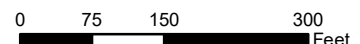
**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 2 OF 13**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01

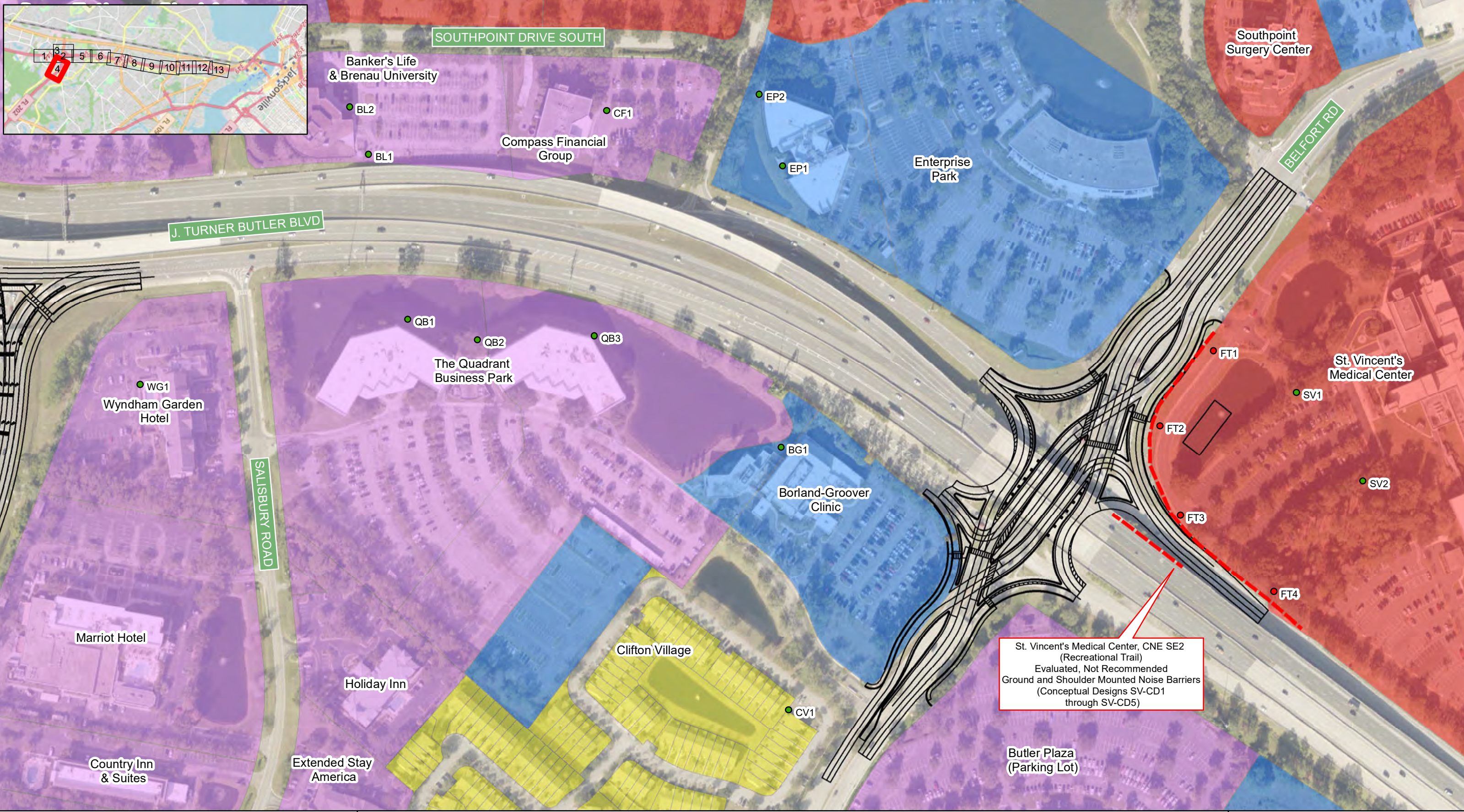
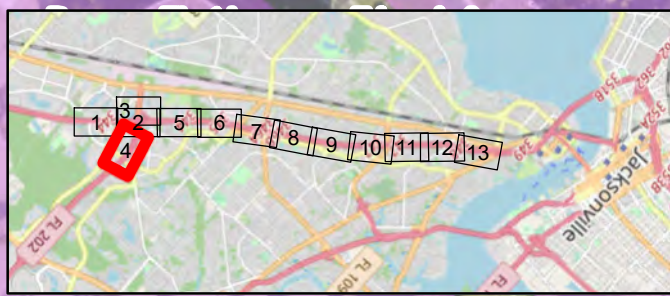


<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> ■ B: Residential, 66.0 dB(A) ■ C: Other Sensitive Land Use, 66.0 dB(A) ■ D: Institutional (Interior), 51.0 dB(A) ■ E: Sensitive Commercial, 71.0 dB(A) ■ F: Non-Sensitive Developed, N/A ■ G: Vacant
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November 2021


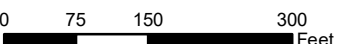
**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 3 OF 13**



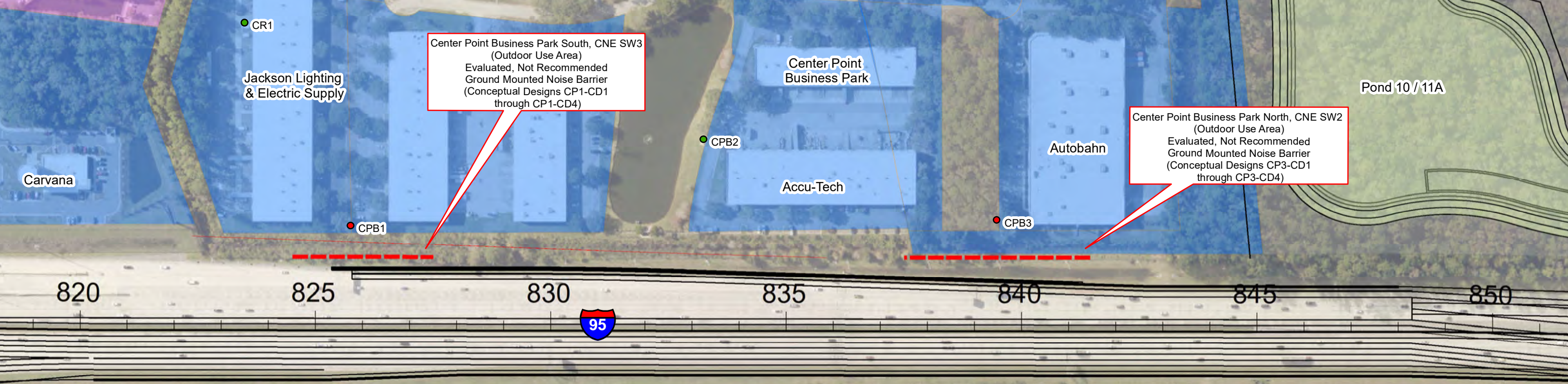
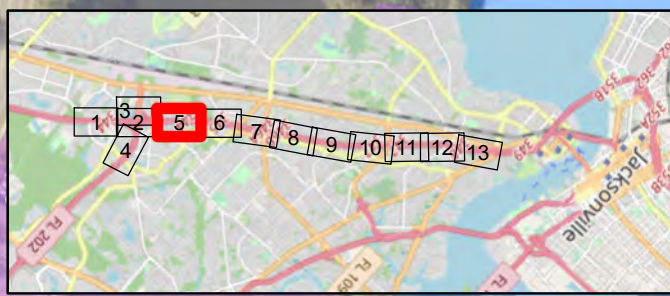
St. Vincent's Medical Center, CNE SE2 (Recreational Trail)
 Evaluated, Not Recommended
 Ground and Shoulder Mounted Noise Barriers
 (Conceptual Designs SV-CD1 through SV-CD5)

I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study
 Re-evaluation No. 2
 (Mainline GU Lanes)
 Duval County, Florida
 FPID: 432259-2-52-01




<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> █ Existing Noise Barrier to Remain █ Extension of Existing Noise Barrier █ Replacement of Existing Noise Barrier █ Supplemental Noise Barrier █ Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way █ Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> █ B: Residential, 66.0 dB(A) █ C: Other Sensitive Land Use, 66.0 dB(A) █ D: Institutional (Interior), 51.0 dB(A) █ E: Sensitive Commercial, 71.0 dB(A) █ F: Non-Sensitive Developed, N/A █ G: Vacant
		  <p>November 2021</p>	

**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 4 OF 13**

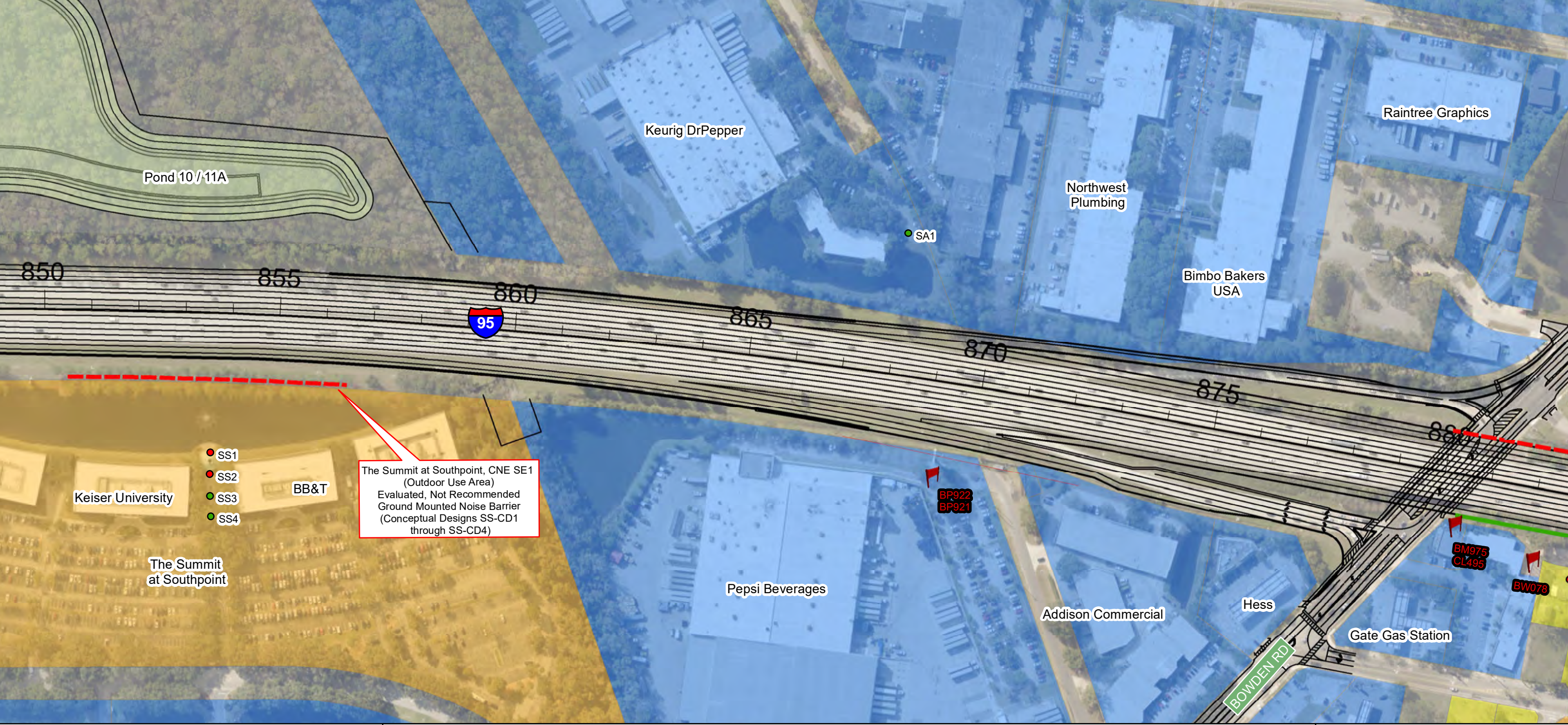
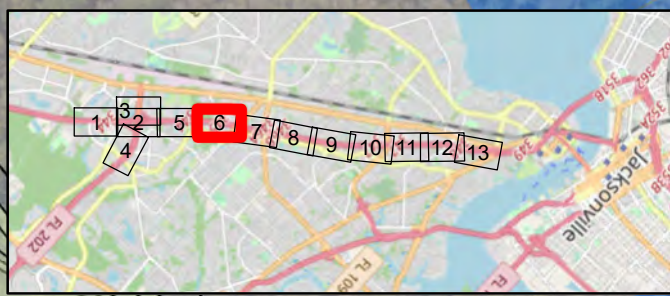


I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01




<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier - - - Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative - - - Proposed Right-of-Way Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 5 OF 13**

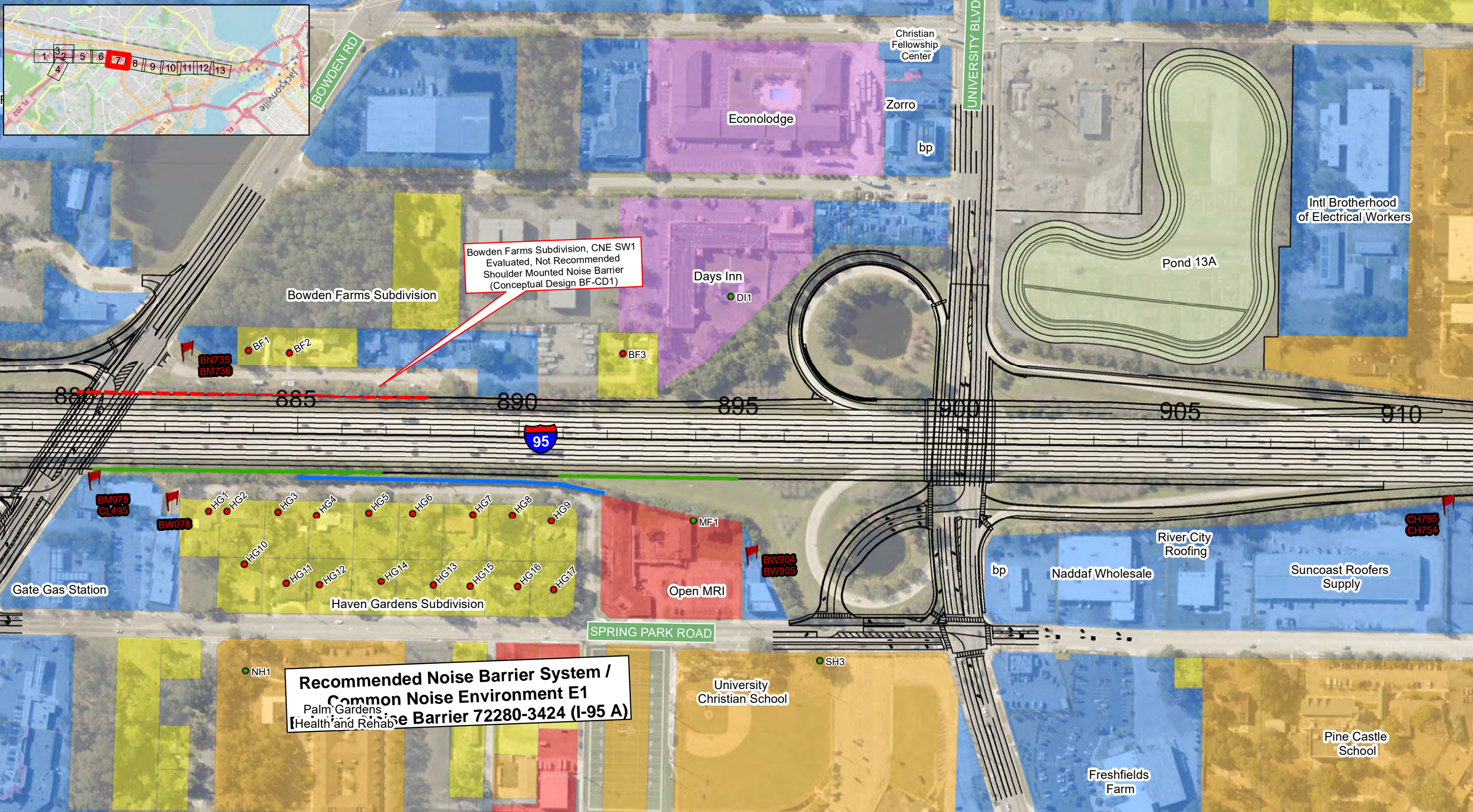


I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels \geq Noise Abatement Criteria ● Predicted Noise Levels $<$ Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>▲ Outdoor Advertising Sign</p>		<p>0 75 150 300 Feet</p> <p>November 2021</p>	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 6 OF 13**



Bowden Farms Subdivision, CNE SW1
 Evaluated, Not Recommended
 Shoulder Mounted Noise Barrier
 (Conceptual Design BF-CD1)

**Recommended Noise Barrier System /
 Common Noise Environment E1**
 Noise Barrier 72280-3424 (I-95 A)

I-95 (SR-9) from SR 202 (J. Turner Blvd)
 to Atlantic Blvd PD&E Study
 Re-evaluation No. 2
 (Mainline GU Lanes)
 Duval County, Florida
 FPID: 432259-2-52-01



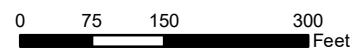
Outdoor Advertising Sign

- Receptor Sites**
- Predicted Noise Levels ≥ Noise Abatement Criteria
 - Predicted Noise Levels < Noise Abatement Criteria
 - Currently Undeveloped
 - To be Relocated

- Noise Barriers**
- Existing Noise Barrier to Remain
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Supplemental Noise Barrier
 - Not Recommended

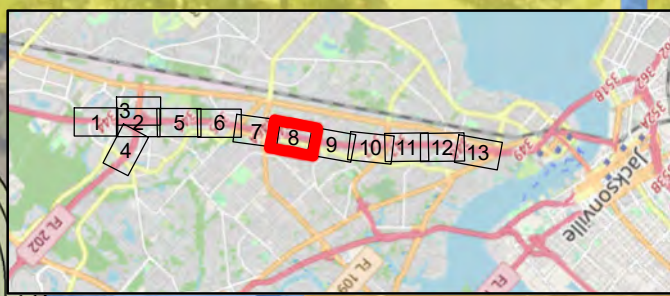
- Recommended Alternative
- Proposed Right-of-Way
- Pond Sites (Re-evaluation No. 1)

- Land Uses by Noise Activity Category**
- B: Residential, 66.0 dB(A)
 - C: Other Sensitive Land Use, 66.0 dB(A)
 - D: Institutional (Interior), 51.0 dB(A)
 - E: Sensitive Commercial, 71.0 dB(A)
 - F: Non-Sensitive Developed, N/A
 - G: Vacant

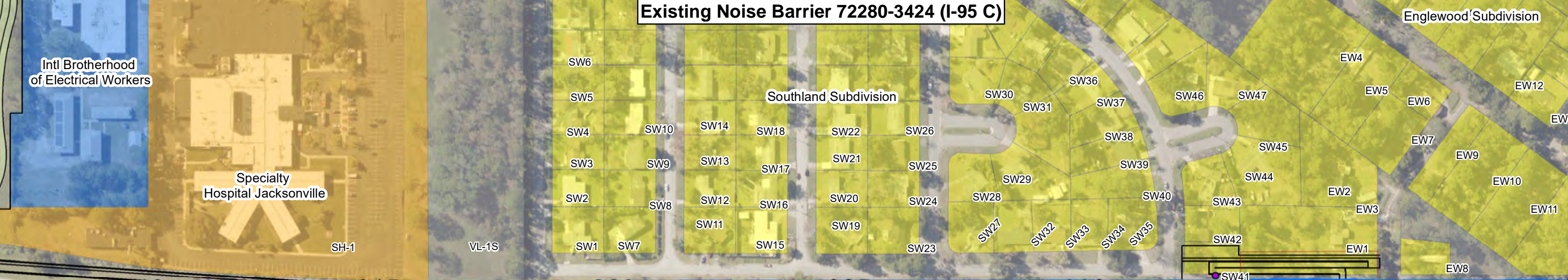


November 2021

**FIGURE 3-1
 NOISE ANALYSIS MAP
 SHEET 7 OF 13**




**Recommended Noise Barrier System /
Common Noise Environment W1
Existing Noise Barrier 72280-3424 (I-95 C)**




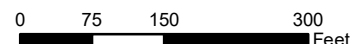
**Recommended Noise Barrier System /
Common Noise Environment E2
Existing Noise Barrier 72280-3424 (I-95 B)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
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November 2021

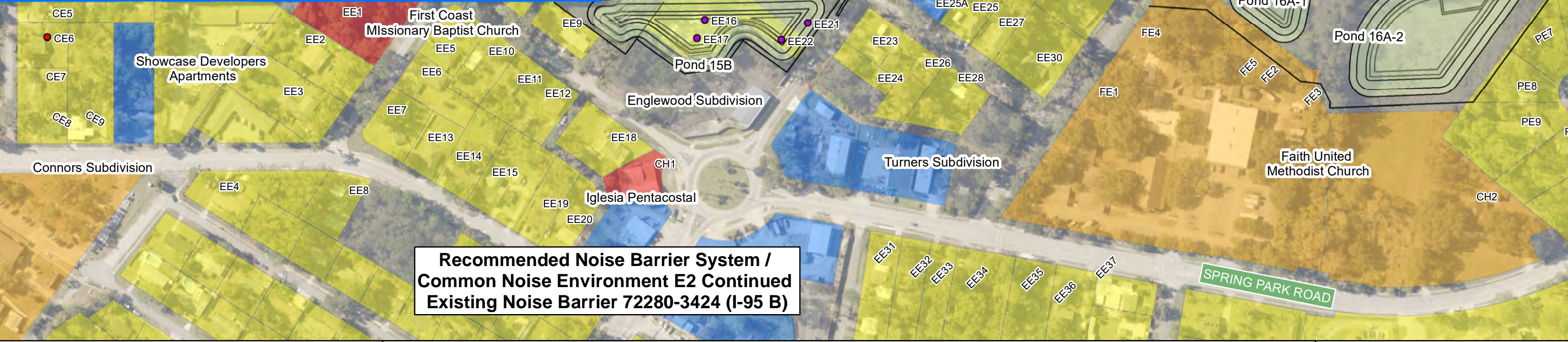
**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 8 OF 13**



**Recommended Noise Barrier System /
Common Noise Environment W1 Continued
Existing Noise Barriers 72280-3424 (I-95 C)
& 72280-3424 (I-95 F)**



**Recommended Noise Barrier System /
Common Noise Environment E2 Continued
Existing Noise Barrier 72280-3424 (I-95 B)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



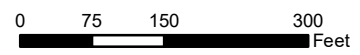
Outdoor Advertising Sign

- Receptor Sites**
- Predicted Noise Levels ≥ Noise Abatement Criteria
 - Predicted Noise Levels < Noise Abatement Criteria
 - Currently Undeveloped
 - To be Relocated

- Noise Barriers**
- Existing Noise Barrier to Remain
 - Extension of Existing Noise Barrier
 - Replacement of Existing Noise Barrier
 - Supplemental Noise Barrier
 - Not Recommended

- Recommended Alternative
- Proposed Right-of-Way
- Pond Sites (Re-evaluation No. 1)

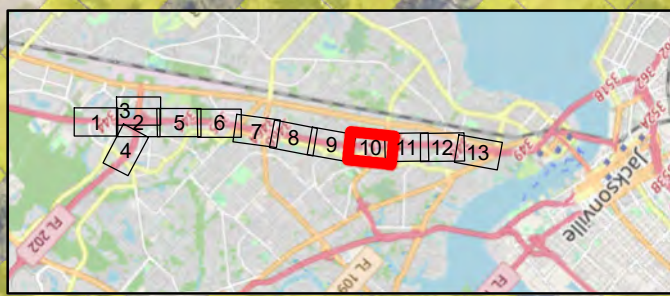
- Land Uses by Noise Activity Category**
- B: Residential, 66.0 dB(A)
 - C: Other Sensitive Land Use, 66.0 dB(A)
 - D: Institutional (Interior), 51.0 dB(A)
 - E: Sensitive Commercial, 71.0 dB(A)
 - F: Non-Sensitive Developed, N/A
 - G: Vacant



November 2021

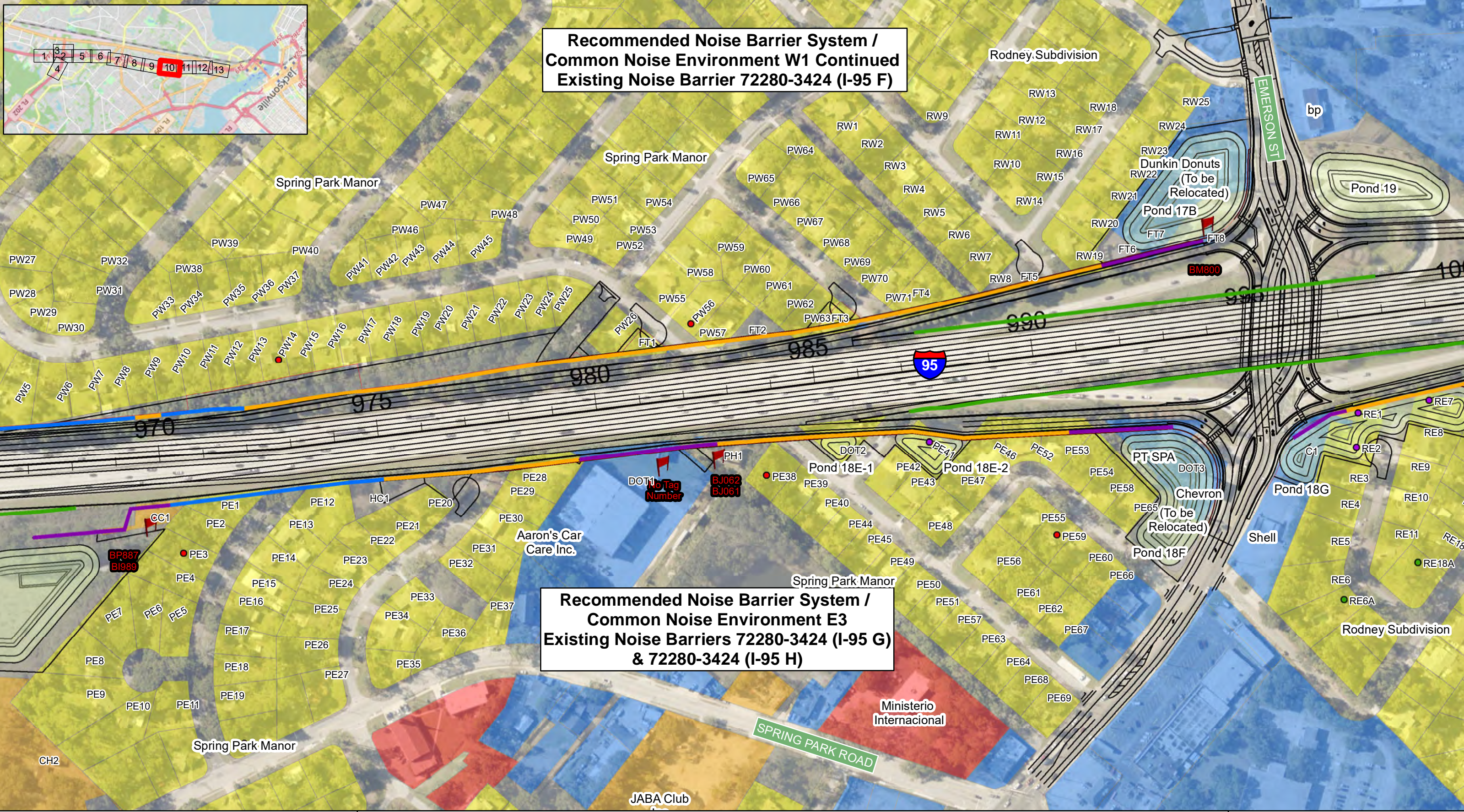


**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 9 OF 13**




**Recommended Noise Barrier System /
Common Noise Environment W1 Continued
Existing Noise Barrier 72280-3424 (I-95 F)**

**Recommended Noise Barrier System /
Common Noise Environment E3
Existing Noise Barriers 72280-3424 (I-95 G)
& 72280-3424 (I-95 H)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01

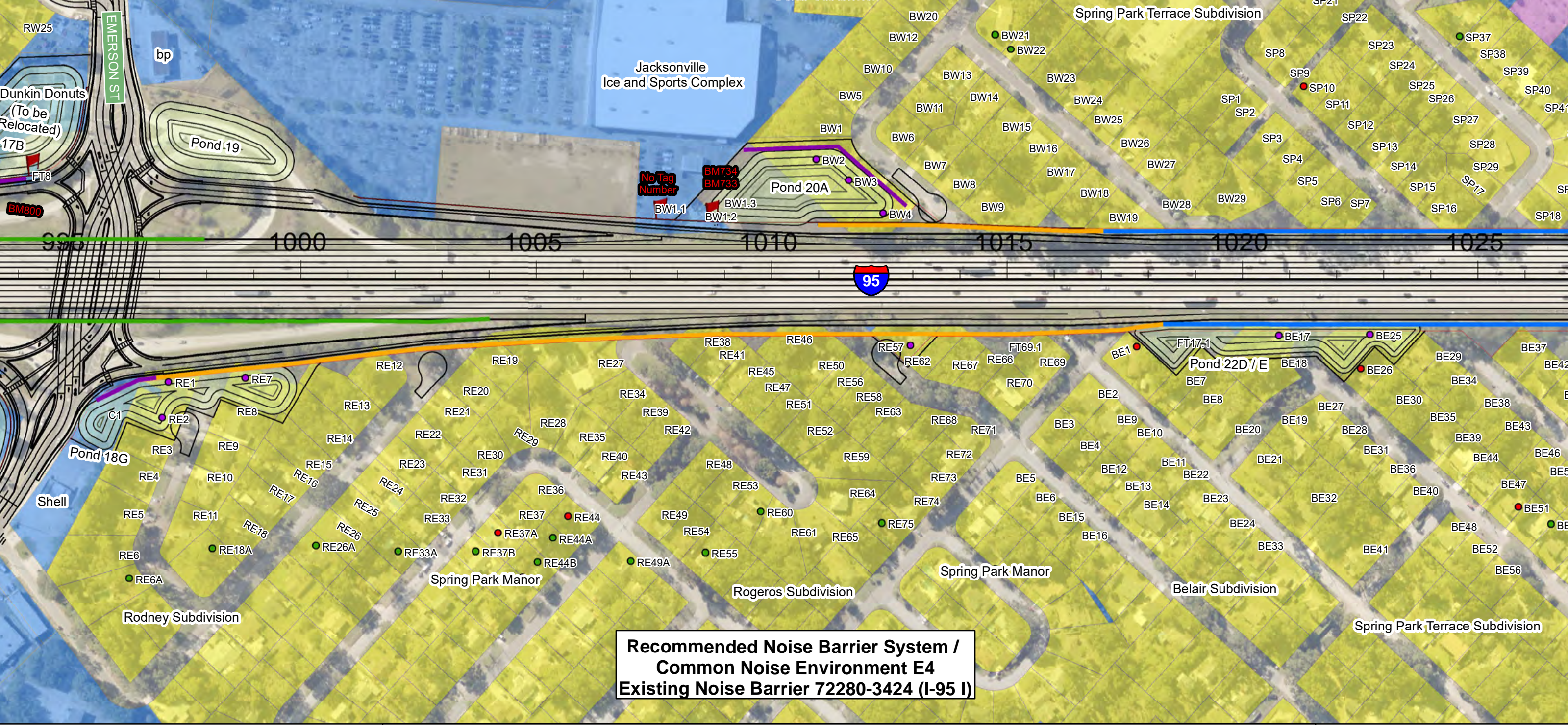
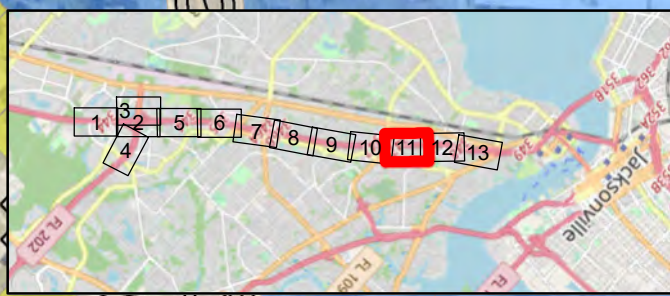


<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>0 75 150 300 Feet</p>		<p>November 2021</p>	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 10 OF 13**

**Recommended Noise Barrier System /
Common Noise Environment W2
Existing Noise Barrier 72280-3424 (I-95 J)**

**Recommended Noise Barrier System /
Common Noise Environment E4
Existing Noise Barrier 72280-3424 (I-95 I)**



I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



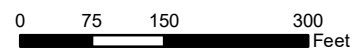
Outdoor Advertising Sign

Receptor Sites
 Predicted Noise Levels ≥ Noise Abatement Criteria
 Predicted Noise Levels < Noise Abatement Criteria
 Currently Undeveloped
 To be Relocated

Noise Barriers
 Existing Noise Barrier to Remain
 Extension of Existing Noise Barrier
 Replacement of Existing Noise Barrier
 Supplemental Noise Barrier
 Not Recommended

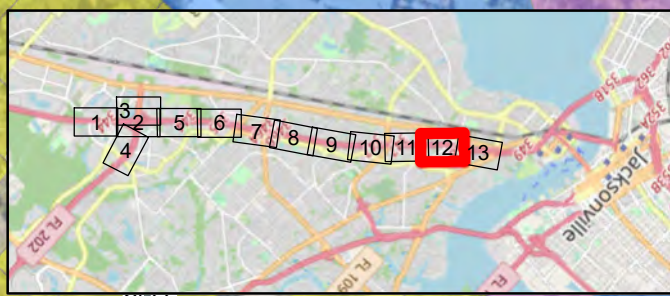
Recommended Alternative
 Proposed Right-of-Way
 Pond Sites (Re-evaluation No. 1)

Land Uses by Noise Activity Category
 B: Residential, 66.0 dB(A)
 C: Other Sensitive Land Use, 66.0 dB(A)
 D: Institutional (Interior), 51.0 dB(A)
 E: Sensitive Commercial, 71.0 dB(A)
 F: Non-Sensitive Developed, N/A
 G: Vacant



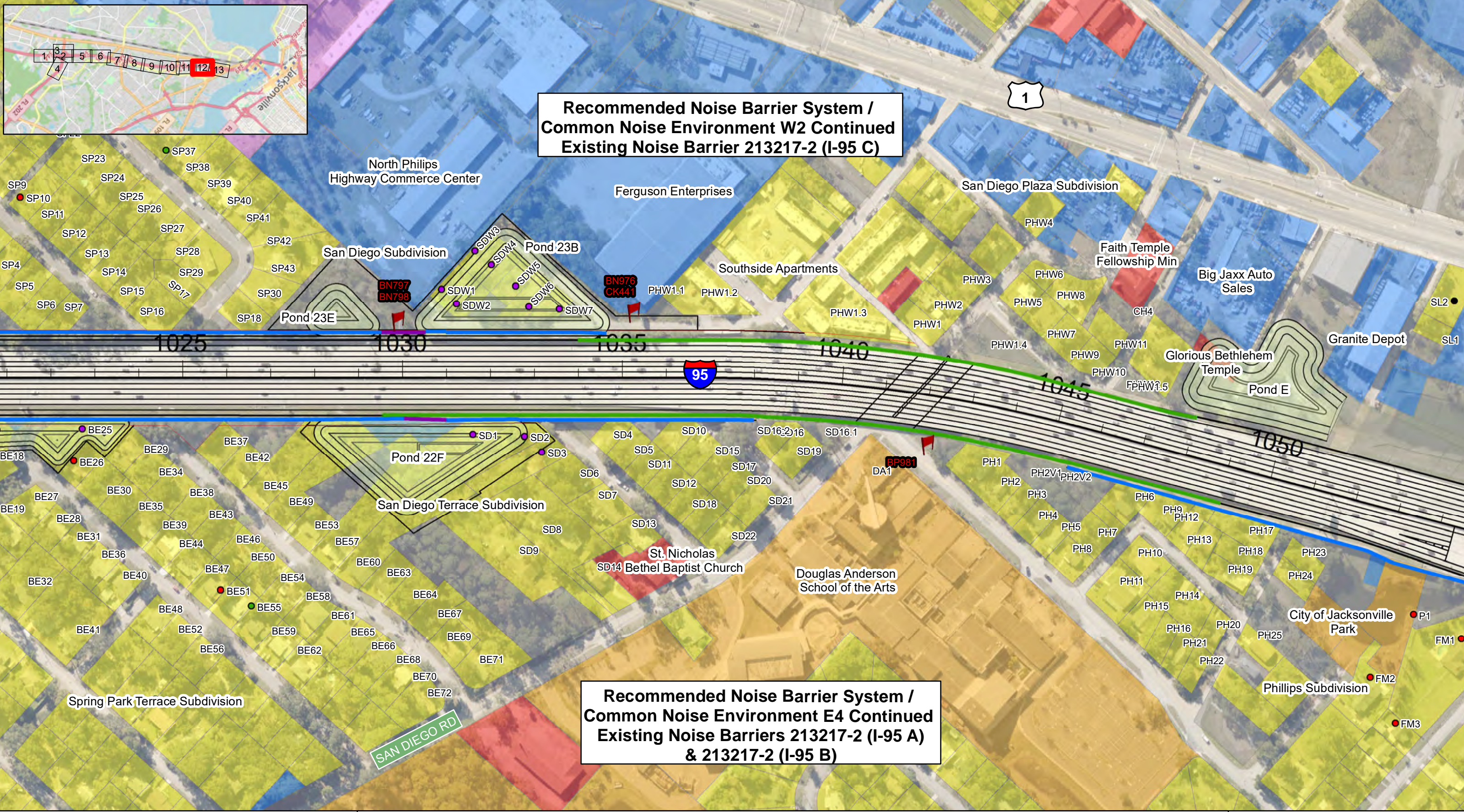
November 2021

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 11 OF 13**





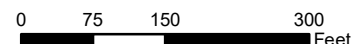
**Recommended Noise Barrier System /
Common Noise Environment W2 Continued
Existing Noise Barrier 213217-2 (I-95 C)**

**Recommended Noise Barrier System /
Common Noise Environment E4 Continued
Existing Noise Barriers 213217-2 (I-95 A)
& 213217-2 (I-95 B)**



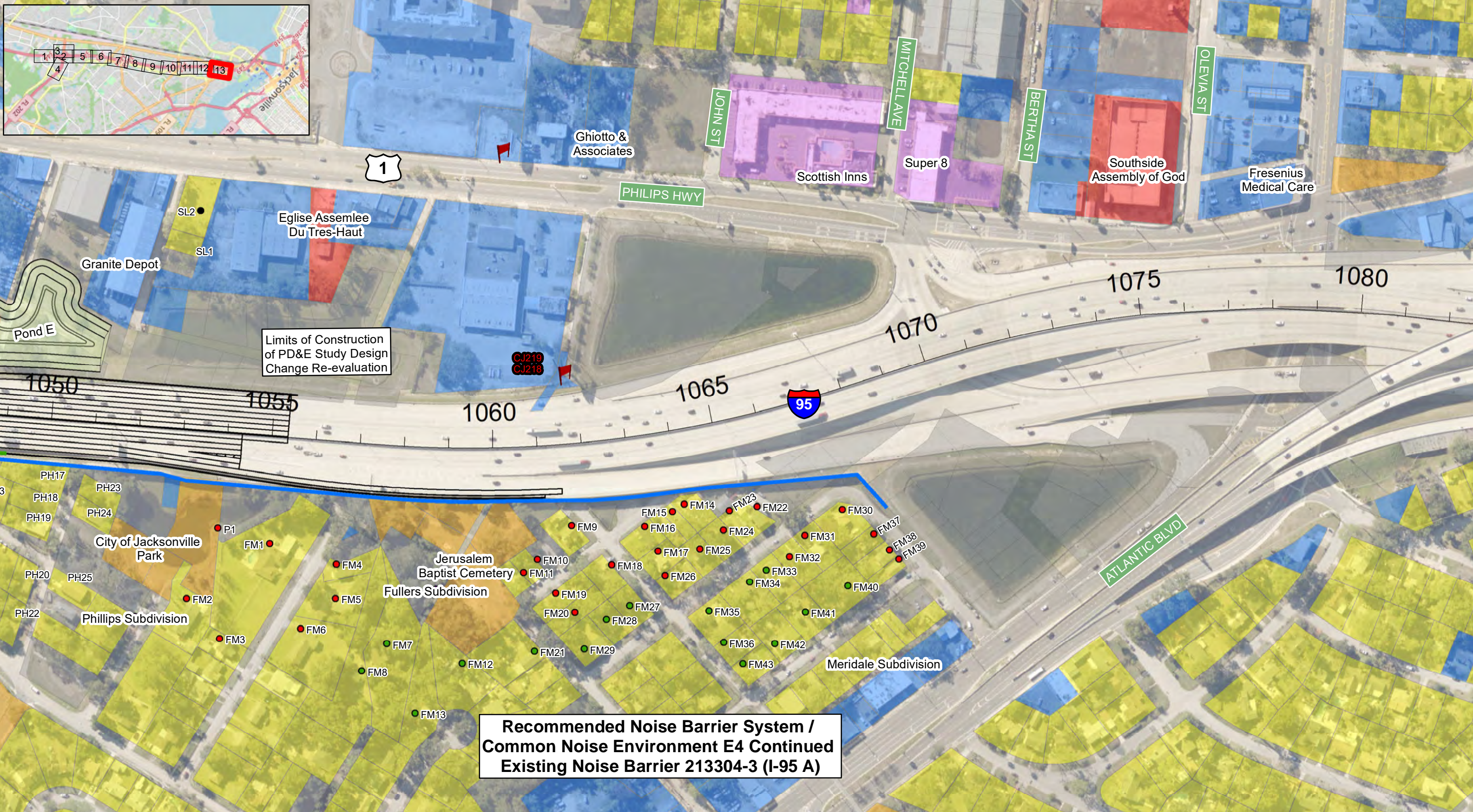
I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant
<p>▬ Outdoor Advertising Sign</p>		 	

**FIGURE 3-1
NOISE ANALYSIS MAP
SHEET 12 OF 13**


November 2021



Limits of Construction of PD&E Study Design Change Re-evaluation

Recommended Noise Barrier System / Common Noise Environment E4 Continued Existing Noise Barrier 213304-3 (I-95 A)

I-95 (SR-9) from SR 202 (J. Turner Blvd) to Atlantic Blvd PD&E Study Re-evaluation No. 2 (Mainline GU Lanes) Duval County, Florida FPID: 432259-2-52-01



<p>Receptor Sites</p> <ul style="list-style-type: none"> ● Predicted Noise Levels ≥ Noise Abatement Criteria ● Predicted Noise Levels < Noise Abatement Criteria ● Currently Undeveloped ● To be Relocated 	<p>Noise Barriers</p> <ul style="list-style-type: none"> — Existing Noise Barrier to Remain — Extension of Existing Noise Barrier — Replacement of Existing Noise Barrier — Supplemental Noise Barrier — Not Recommended 	<ul style="list-style-type: none"> — Recommended Alternative — Proposed Right-of-Way — Pond Sites (Re-evaluation No. 1) 	<p>Land Uses by Noise Activity Category</p> <ul style="list-style-type: none"> B: Residential, 66.0 dB(A) C: Other Sensitive Land Use, 66.0 dB(A) D: Institutional (Interior), 51.0 dB(A) E: Sensitive Commercial, 71.0 dB(A) F: Non-Sensitive Developed, N/A G: Vacant

FIGURE 3-1 NOISE ANALYSIS MAP SHEET 13 OF 13