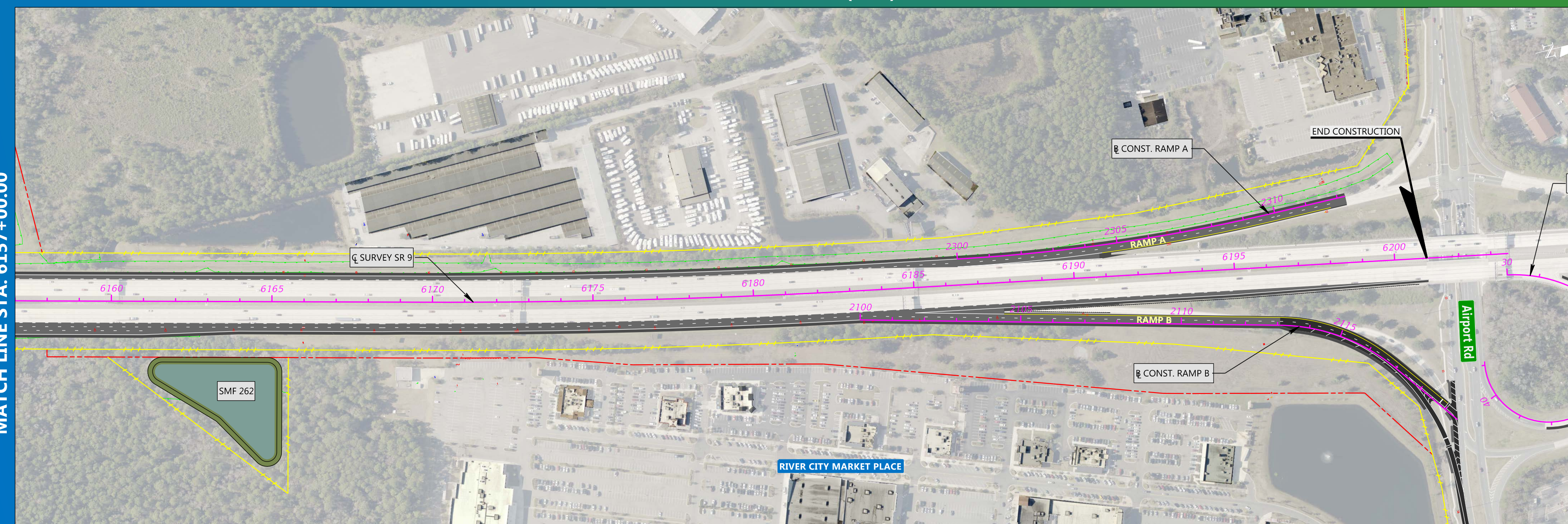
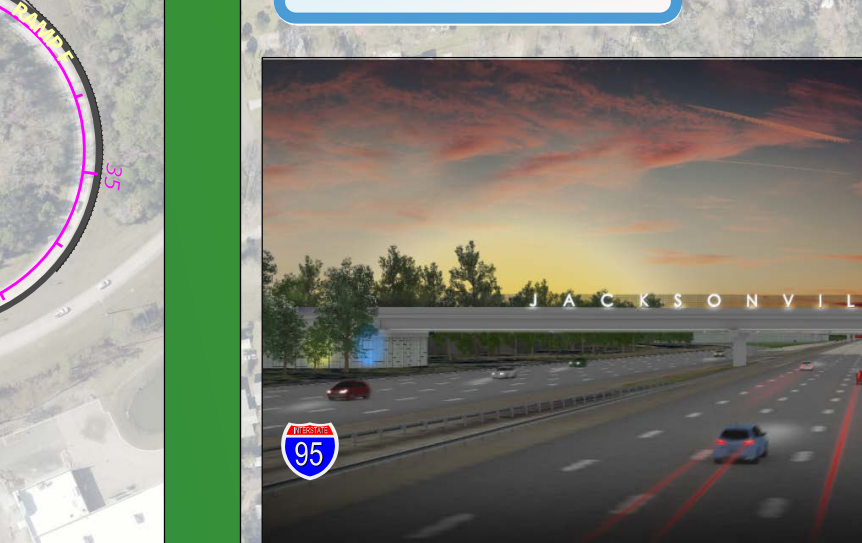
INSET A (SR 9)


MATCH LINE STA. 6157+00.00
℄ CONST. RAMP A
END CONSTRUCTION
℄ CONST. RAMP F
℄ SURVEY SR 9
RAMP A
RAMP B
℄ CONST. RAMP B
Airport Rd
SMF 262
RIVER CITY MARKET PLACE

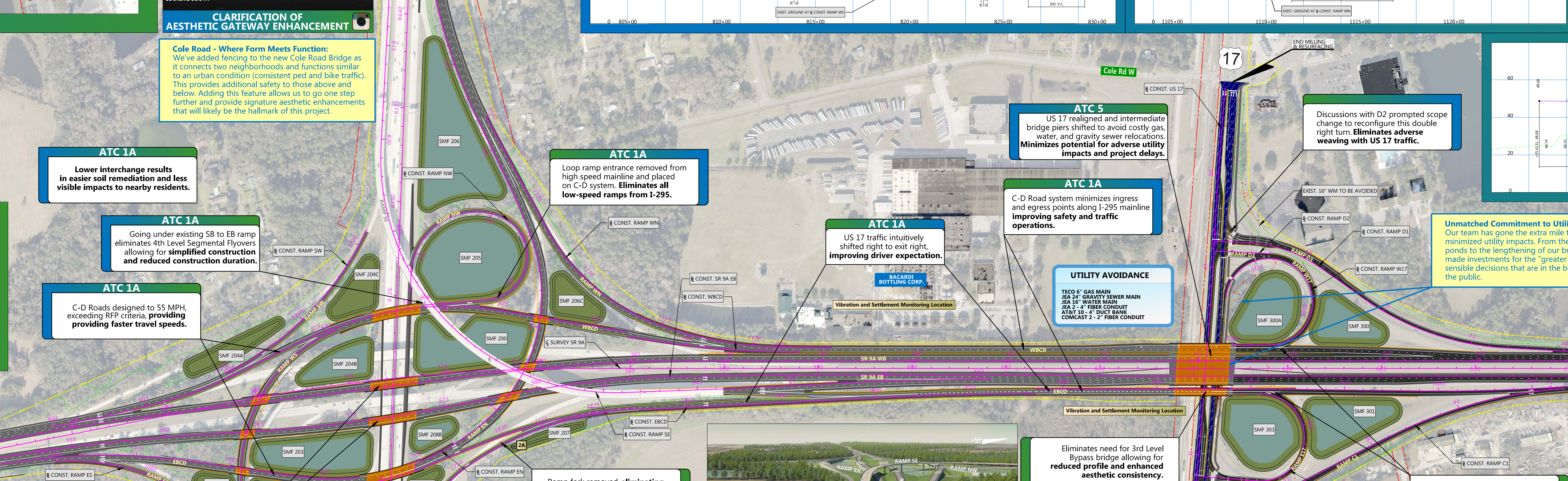

JACKSONVILLE
LOOKING SOUTH

CLARIFICATION OF AESTHETIC GATEWAY ENHANCEMENT

UTILITY AVOIDANCE

TECO 6" GAS MAIN
AT&T 4 - 8" DUCTS
JEA OH DISTRIBUTION POLES

Cole Road - Where Form Meets Function:
We've added fencing to the new Cole Road Bridge as it connects two neighborhoods and functions similar to an urban condition (consistent ped and bike traffic). This provides additional safety to those above and below. Adding this feature allows us to go one step further and provide signature aesthetic enhancements that will likely be the hallmark of this project.


MATCH LINE STA. 6157+00.00
(SEE INSET A)
BEGIN CONSTRUCTION
EXIST. SMF 260
Cole Rd
℄ CONST. COLE RD
END CONSTRUCTION
SMF 206
SMF 205
SMF 204C
SMF 206C
SMF 200
SMF 204B
℄ CONST. RAMP NW
℄ CONST. RAMP WN
℄ CONST. RAMP SW
℄ CONST. SR 9A EB
℄ CONST. WBCD
℄ SURVEY SR 9A
RAMP NW
RAMP WN
RAMP SW
RAMP WS
WBCD
SR 9A WB
SR 9A EB
EBCD
17
END MILLING & RESURFACING
Cole Rd W
℄ CONST. US 17
BACARDI BOTTLING CORP.
Vibration and Settlement Monitoring Location
EXIST. 16" WM TO BE AVOIDED
℄ CONST. RAMP D2
℄ CONST. RAMP D1
℄ CONST. RAMP W17
RAMP D2
RAMP D1
RAMP W17
SMF 300A
SMF 300
Gillespie Ave
Teate Rd

ATC 1A
Lower interchange results in easier soil remediation and less visible impacts to nearby residents.

ATC 1A
Going under existing SB to EB ramp eliminates 4th Level Segmental Flyovers allowing for **simplified construction and reduced construction duration.**

ATC 1A
C-D Roads designed to 55 MPH, exceeding RFP criteria, **providing providing faster travel speeds.**

ATC 1A
Loop ramp entrance removed from high speed mainline and placed on C-D system. **Eliminates all low-speed ramps from I-295.**

ATC 1A
US 17 traffic intuitively shifted right to exit right, **improving driver expectation.**

ATC 5
US 17 realigned and intermediate bridge piers shifted to avoid costly gas, water, and gravity sewer relocations. **Minimizes potential for adverse utility impacts and project delays.**

ATC 1A
C-D Road system minimizes ingress and egress points along I-295 mainline **improving safety and traffic operations.**

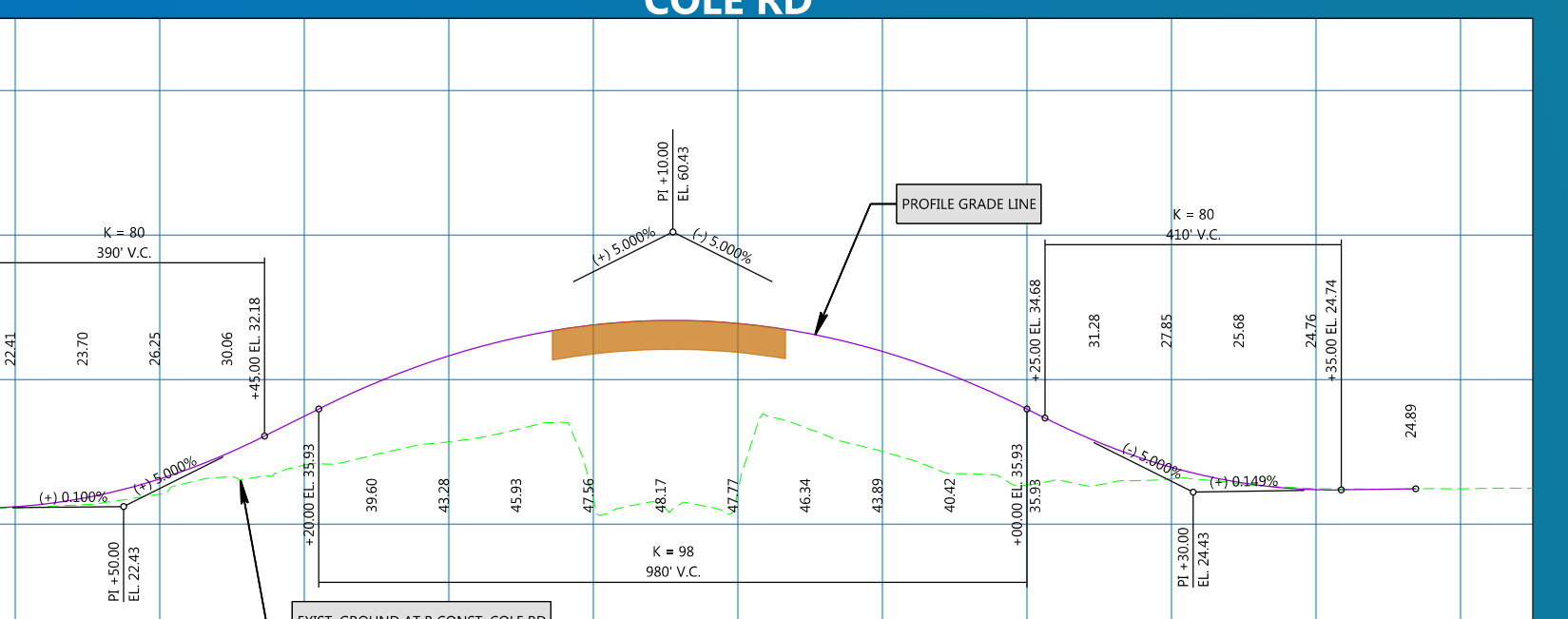
Discussions with D2 prompted scope change to reconfigure this double right turn. **Eliminates adverse weaving with US 17 traffic.**

UTILITY AVOIDANCE

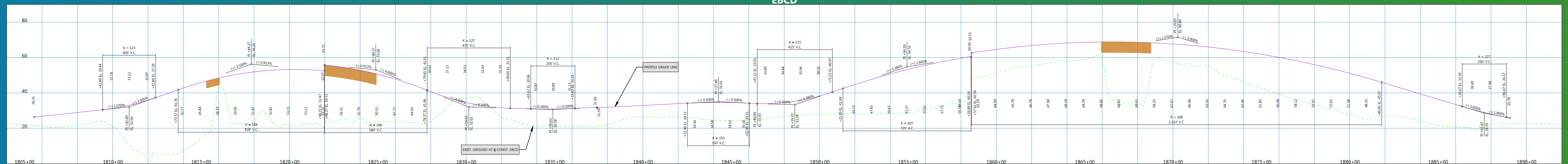
TECO 6" GAS MAIN
JEA 24" GRAVITY SEWER MAIN
JEA 16" WATER MAIN
JEA 2 - 4" FIBER CONDUIT
AT&T 10 - 4" DUCT BANK
COMCAST 2 - 2" FIBER CONDUIT

Unmatched Commitment to Utility Avoidance:
Our team has gone the extra mile to ensure we have minimized utility impacts. From the reshaping of our ponds to the lengthening of our bridges, we have made investments for the "greater good" through sensible decisions that are in the best interest of the public.

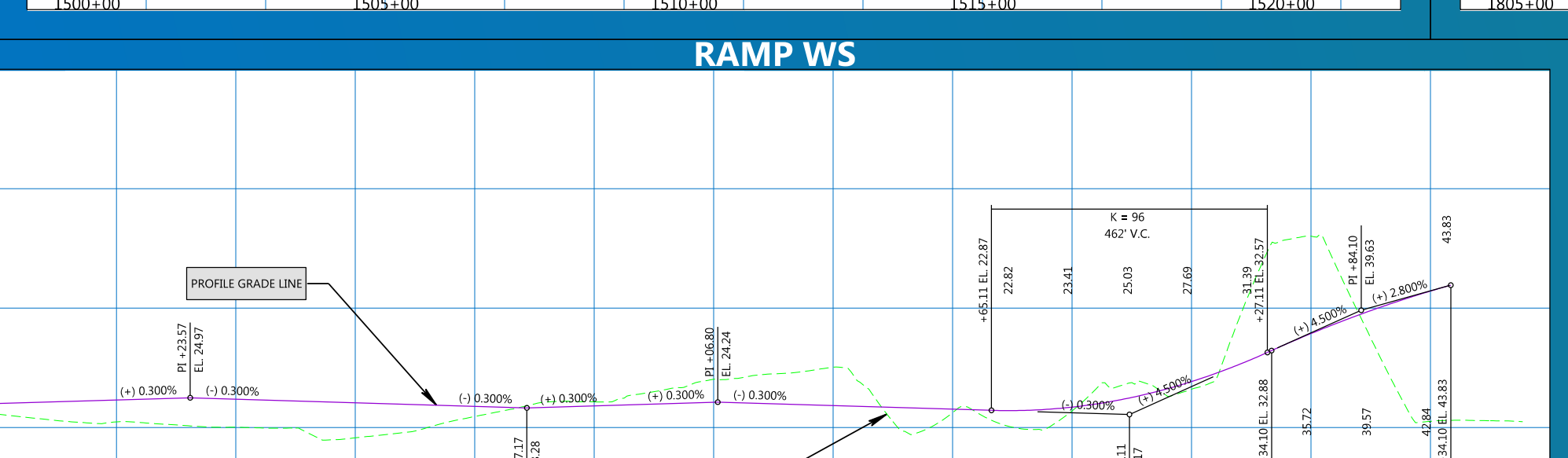
COLE RD



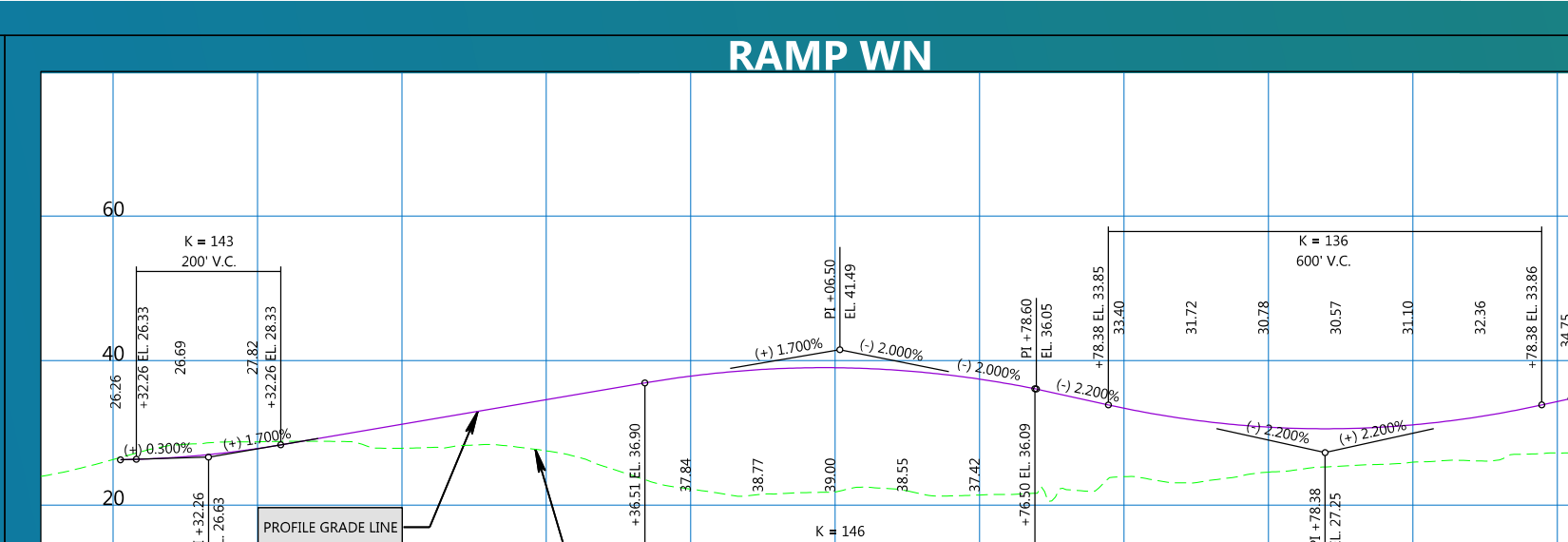
EBCD



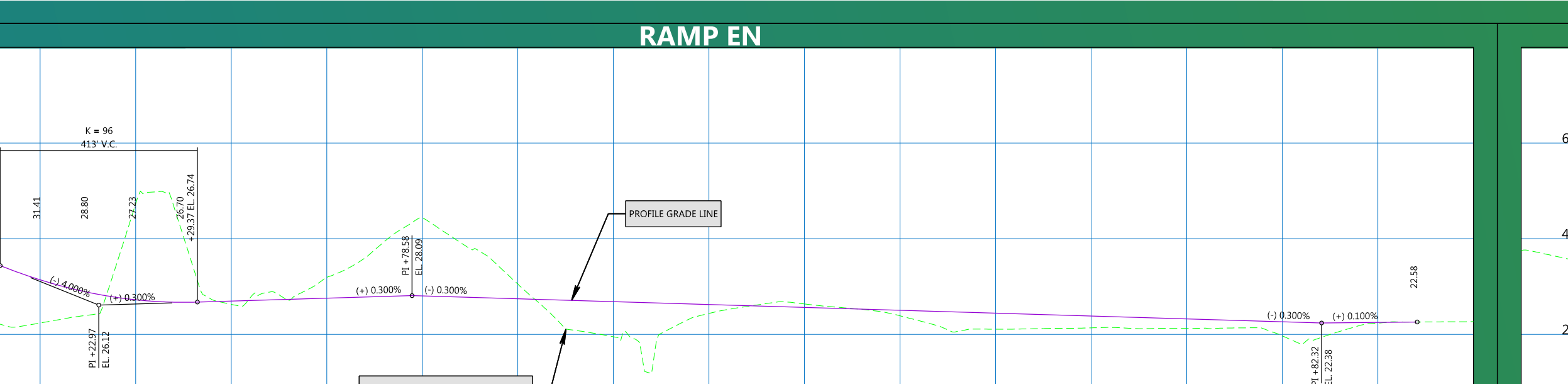
RAMP WS



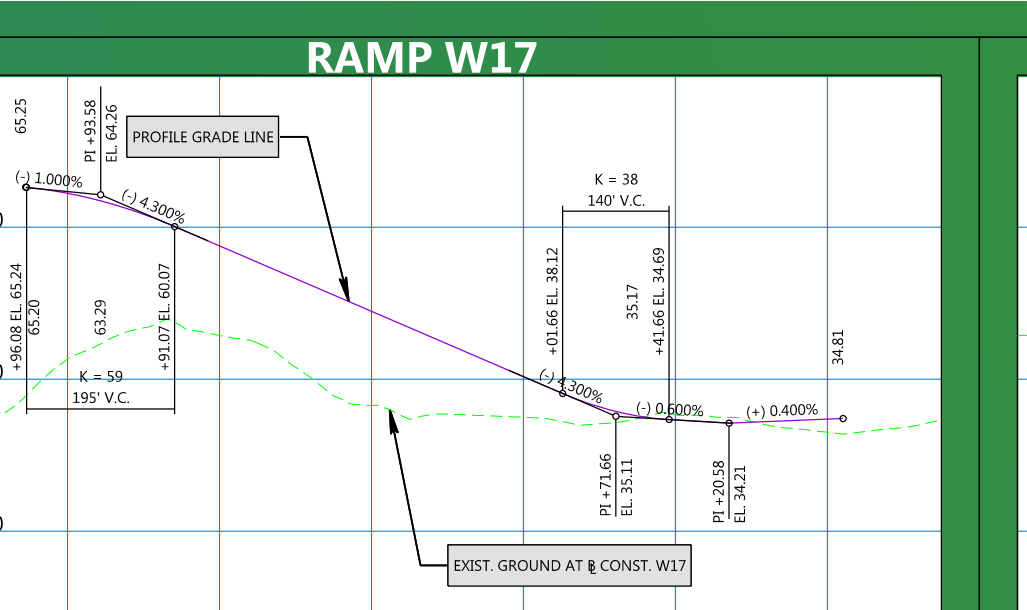
RAMP WN



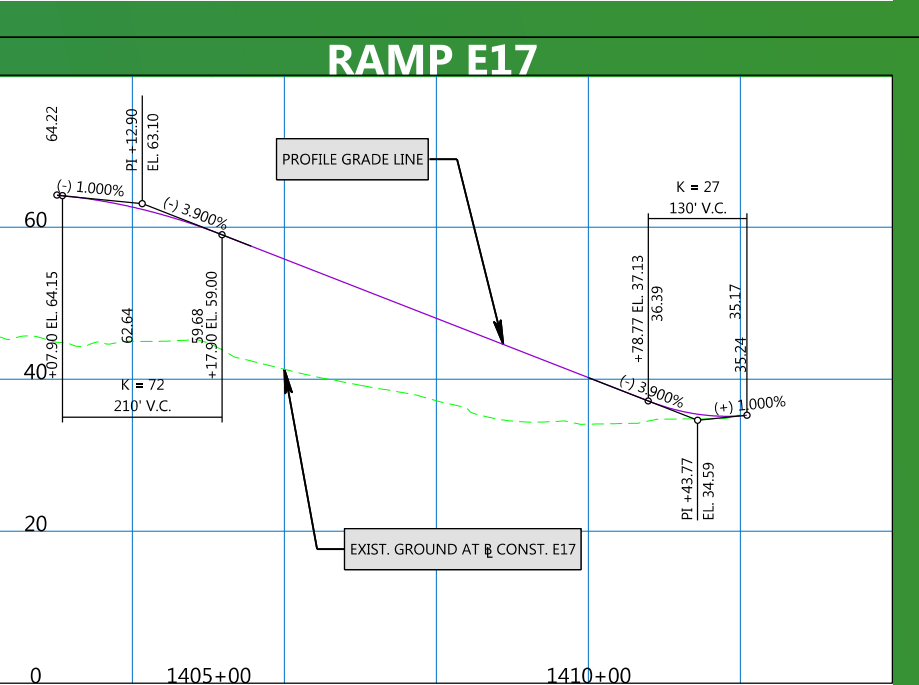
RAMP EN



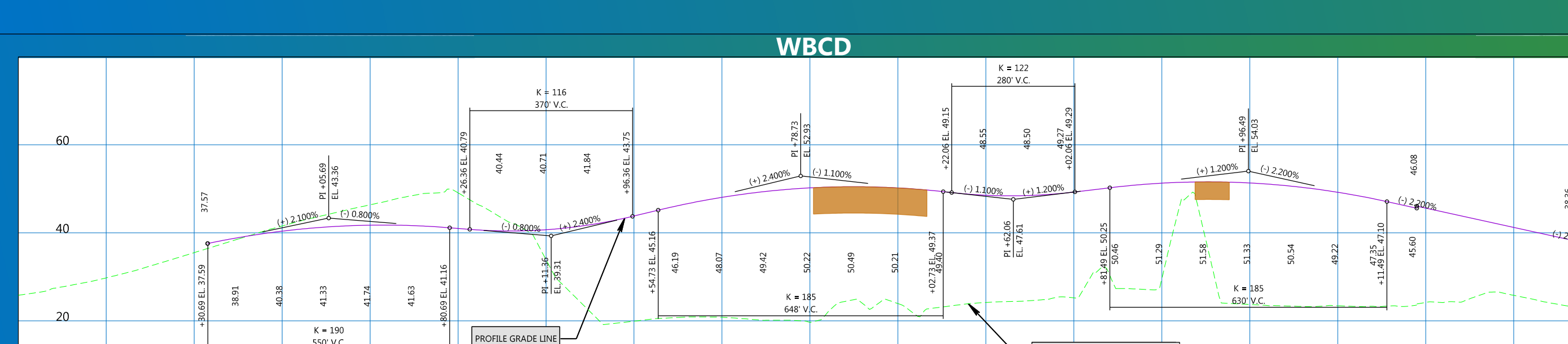
RAMP W17



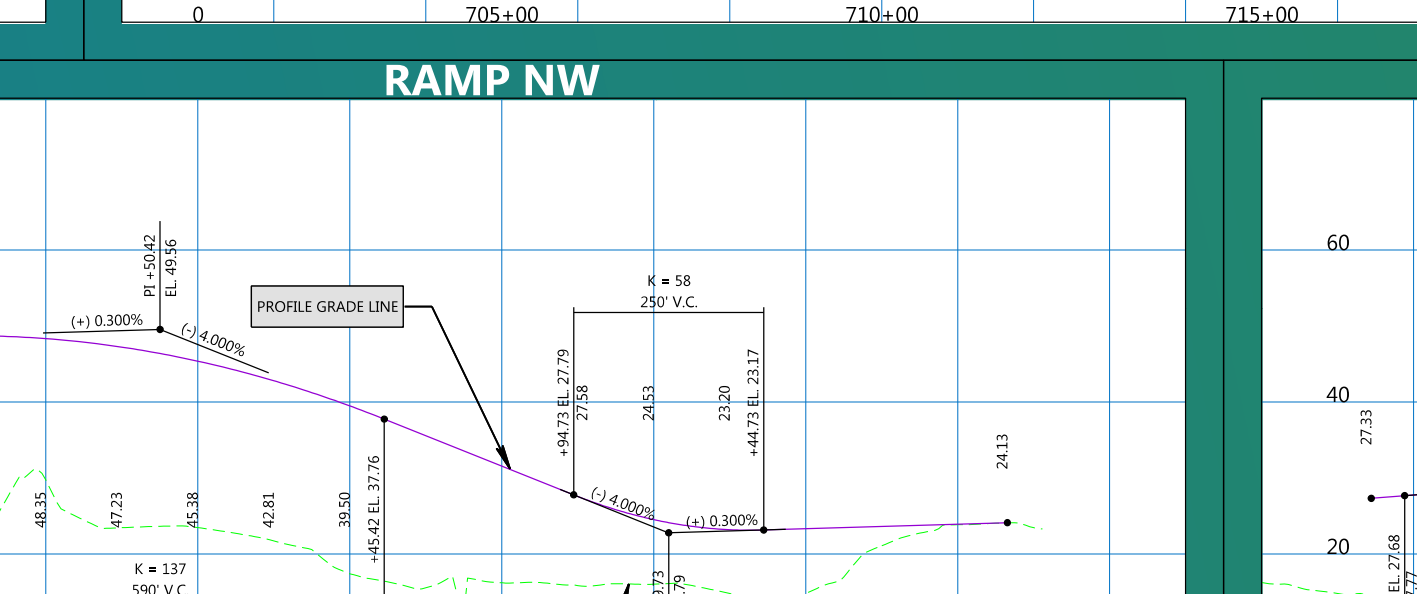
RAMP E17



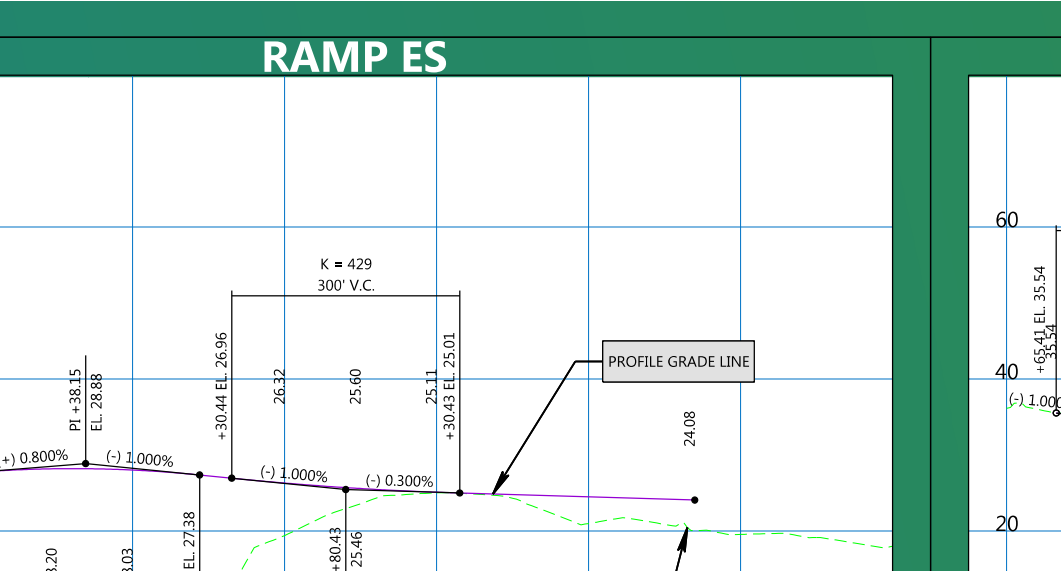
WBCD



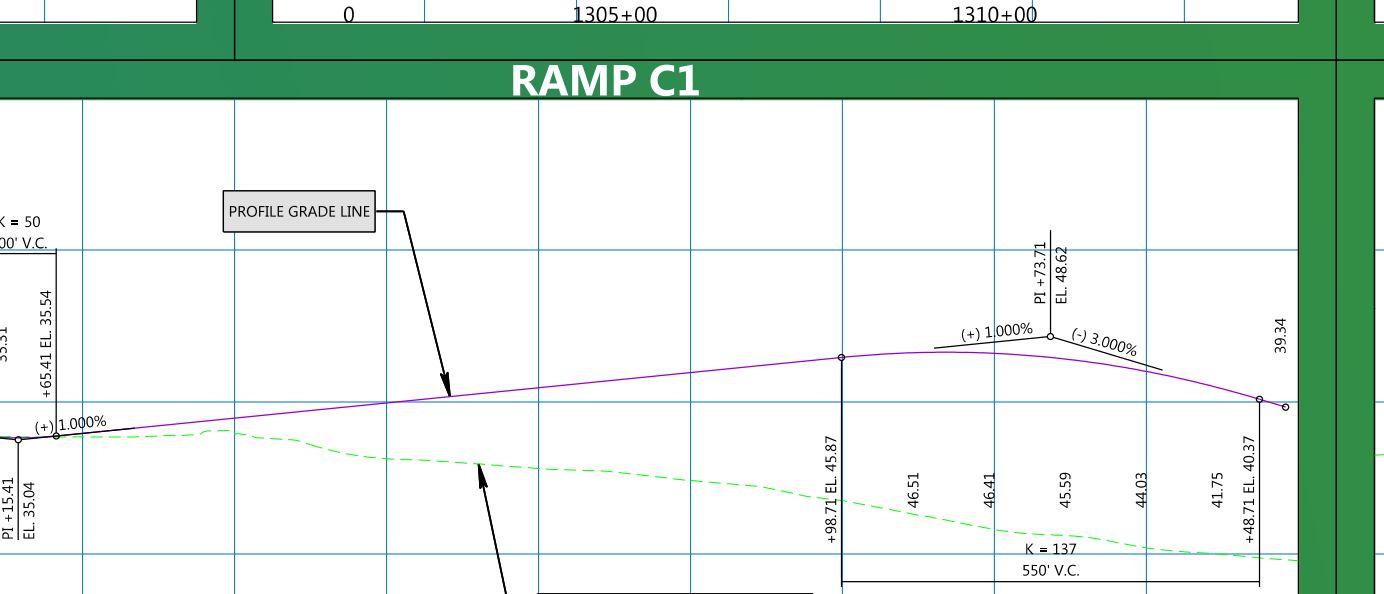
RAMP NW



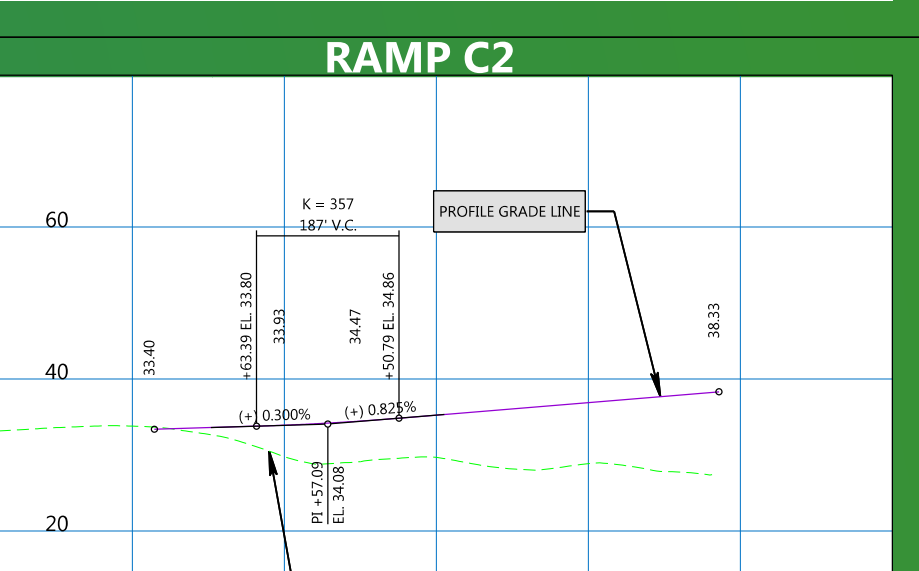
RAMP ES



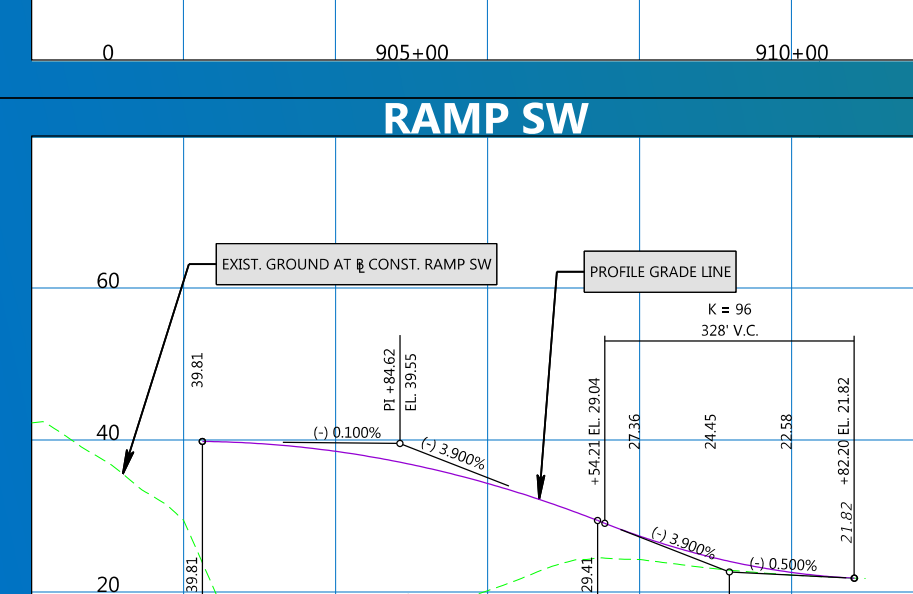
RAMP C1



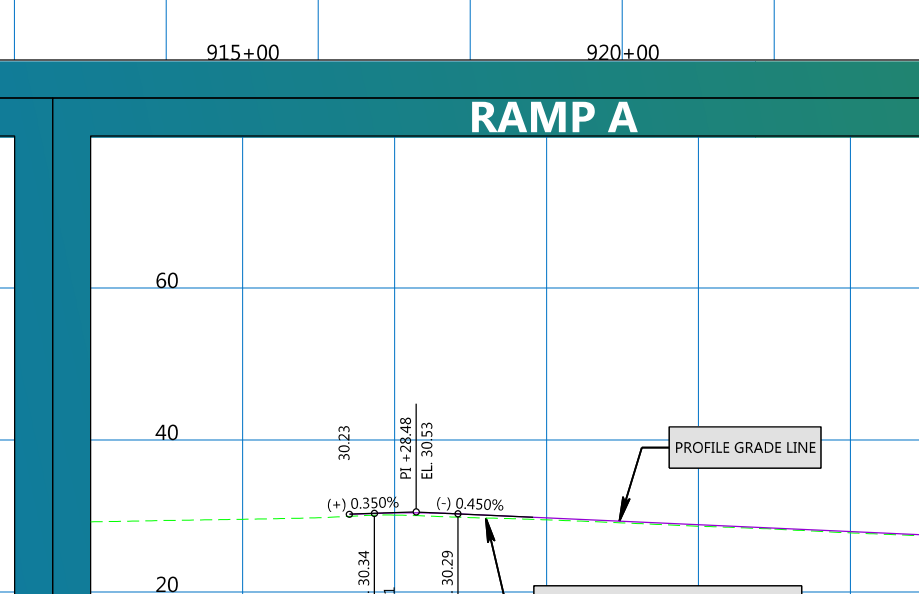
RAMP C2



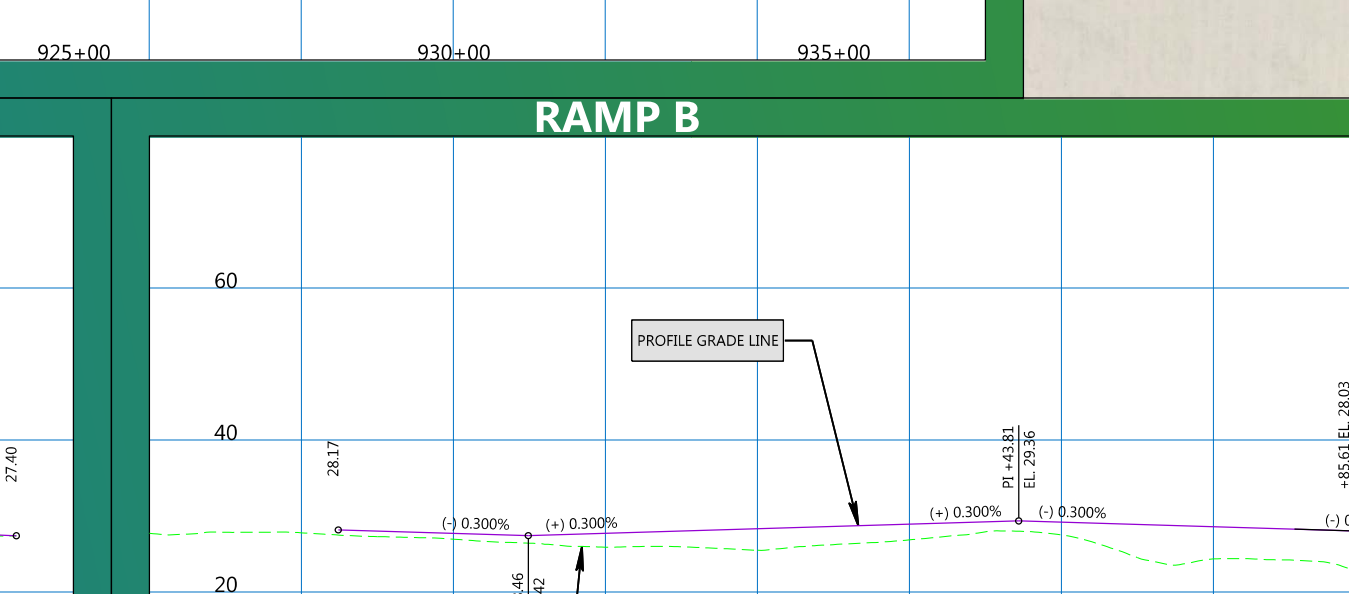
RAMP SW



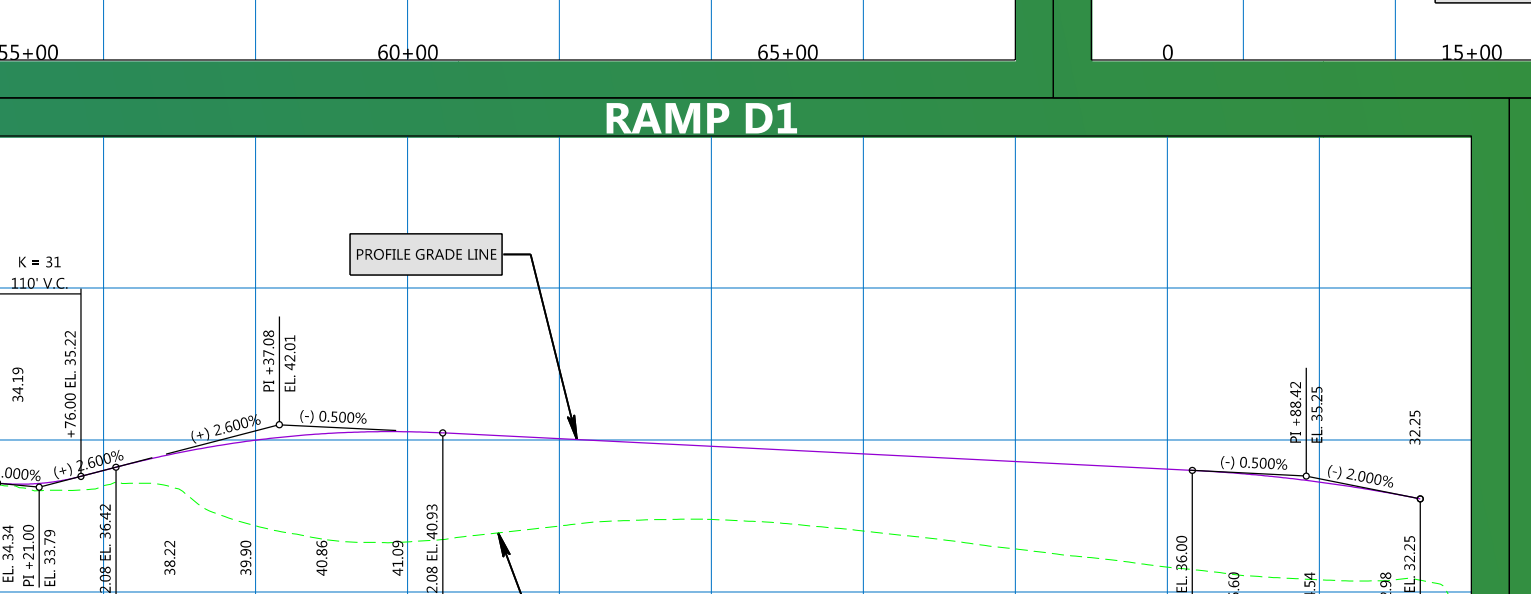
RAMP A



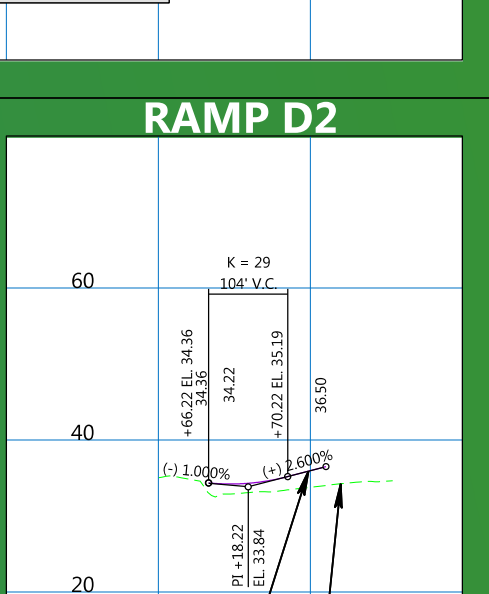
RAMP B



RAMP D1



RAMP D2



UTILITY AVOIDANCE

JEA 18" FORCE MAIN
JEA 16" WATER MAIN

ATC 1A
EB to SB ramp can immediately operate in ultimate 2-lane configuration, **eliminating future expansion costs.**

ATC 1A
Realigning I-295 allows for new bridges to be built in the clear, signficantly **simplifying MOT.**

ATC 1A
JEA utility access substantially improved with our **safer and more functional** driveway connection.

ATC 1A
Ramp fork removed, **eliminating** multiple confusing driver decision points to the same route.

ATC 1A
Allows for use of **simple span concrete FIBs** across entire project reducing D2 maintenance costs.

ATC 1A
Eliminates need for 3rd Level Bypass bridge allowing for **reduced profile and enhanced aesthetic consistency.**

ATC 1A
30 MPH loop ramps connect to C-D Roads system, **reducing speed differentials and improving safety.**

Discussions with D2 prompted scope change to reconfigure NB to EB ramp yield into a **safer configuration.**

Noise Wall locations per Horizontal Layout in Appendix G.
COMMITMENT #1

A. Construct emergency weir
B. Construct ditch pavement
C. Reconstruct ditch pavement
D. Regrade to fix erosion
E. Desilt CD-5
F. Extend ditch pavement
COMMITMENT #2

Maintenance road per Horizontal Layout in Appendix G.
COMMITMENT #3

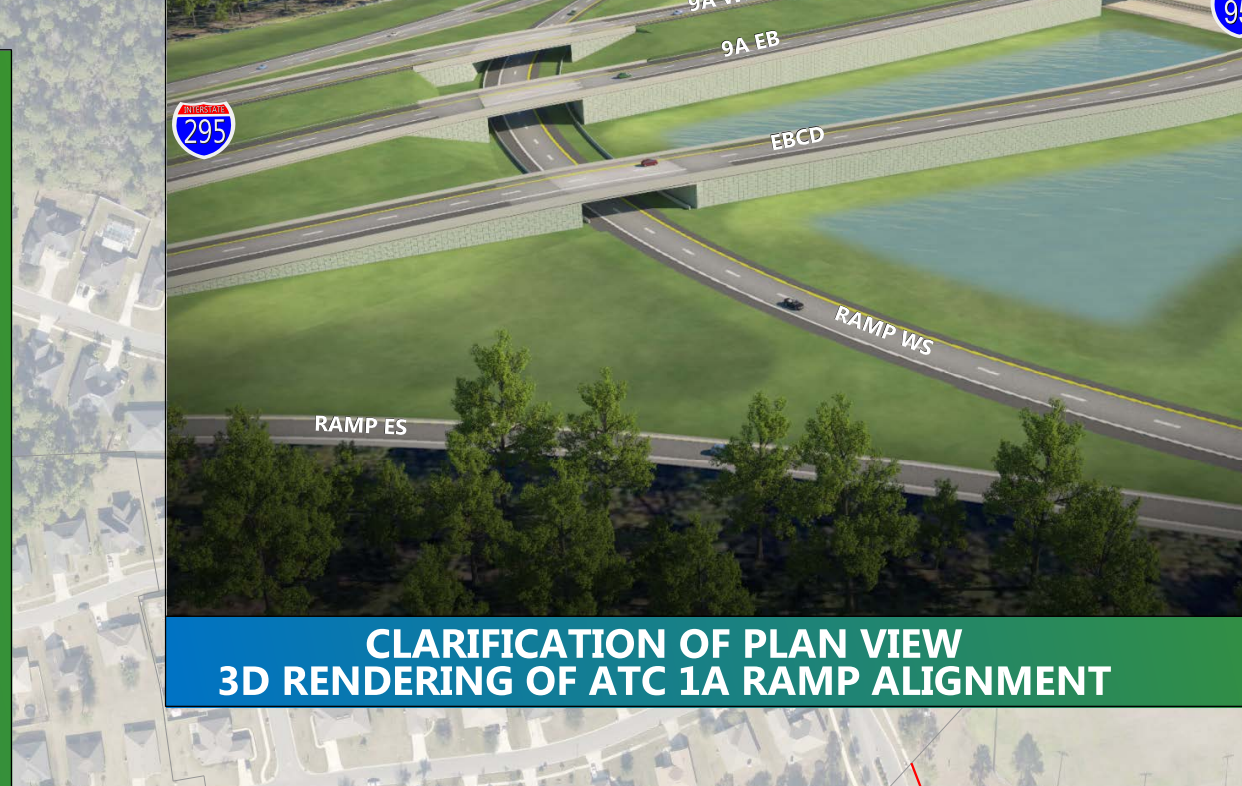
Existing 16" steel pipe owned by Anheuser Busch avoided.
COMMITMENT #4

Existing transmission pole and supporting wires avoided.
COMMITMENT #5

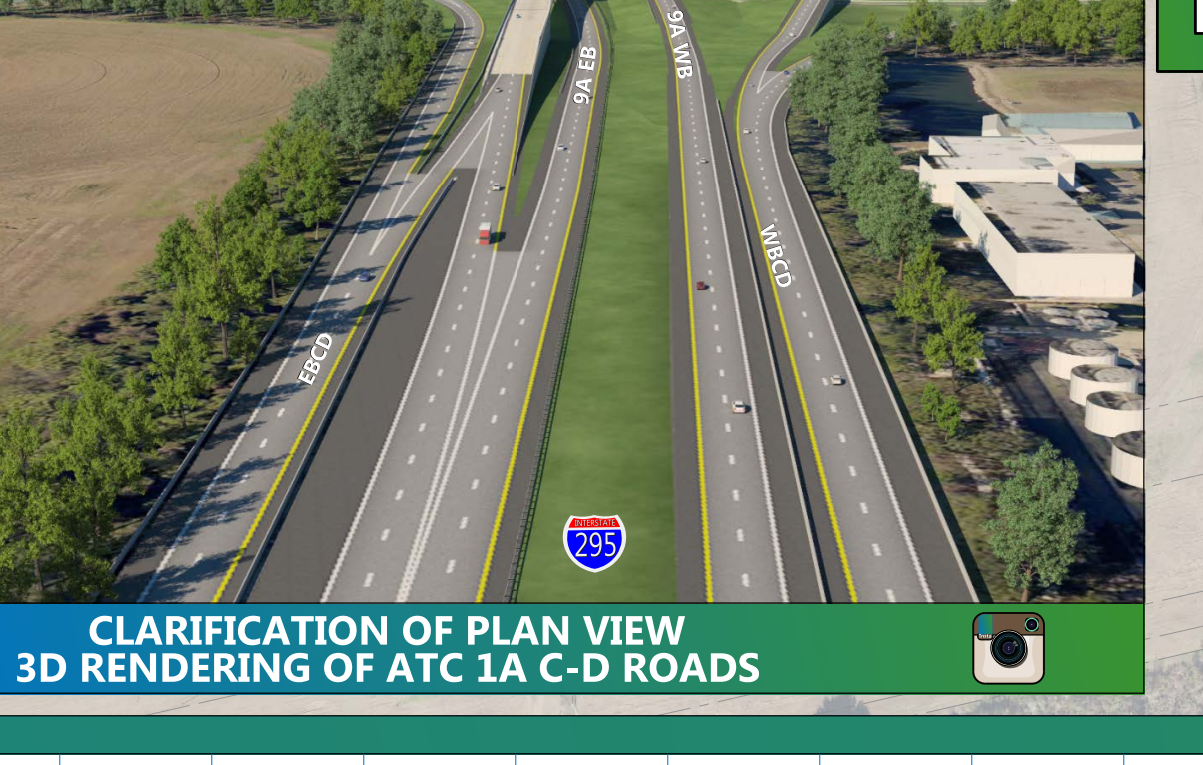
UTILITY AVOIDANCE

JEA OH TRANSMISSION
ANHEUSER BUSCH EFFLUENT PIPE

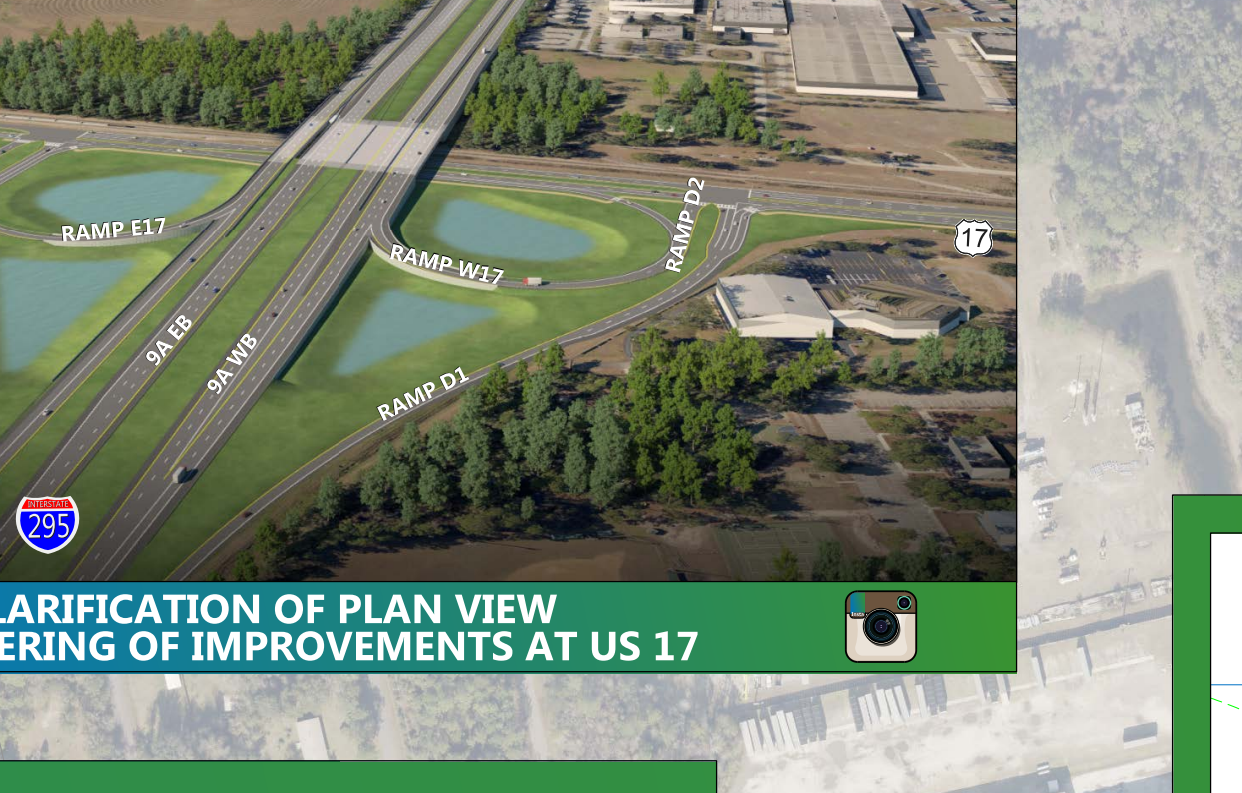
Biscayne Rd
BEGIN MILLING & RESURFACING
SMF 101
SMF 102
Vibration and Settlement Monitoring Location
Cherry Point Way
Harts Rd
℄ CONST. SR 9A WB
℄ CONST. RAMP ES
℄ CONST. RAMP WS
℄ CONST. RAMP EN
℄ CONST. RAMP NE
℄ CONST. EBCD
℄ CONST. RAMP SE
℄ SURVEY SR 9
SMF 204A
SMF 203
SMF 202B
SMF 202A
SMF 201
SMF 208B
SMF 208A
SMF 207
2A
2B
2C
2D
2E
2F
95
UTILITY EASEMENT
MATCH LINE STA. 6098+00.00
(SEE INSET B)
SMF 303
SMF 301
℄ CONST. RAMP C1
℄ CONST. RAMP E17
℄ CONST. RAMP C2
RAMP C1
RAMP C2
RAMP E17
BEGIN MILLING & RESURFACING
EXIST. 16" WM TO BE AVOIDED
SMF 302
SMF 305
SMF 305A
SMF 305B
SMF 306
SMF 307
RAMP E
℄ CONST. RAMP E
Pulaski Rd
END MILLING & RESURFACING
295


RAMP SE
RAMP SW
WBCD
9A WB
9A EB
EBCD
RAMP WS
RAMP ES
295
95

CLARIFICATION OF PLAN VIEW 3D RENDERING OF ATC 1A RAMP ALIGNMENT

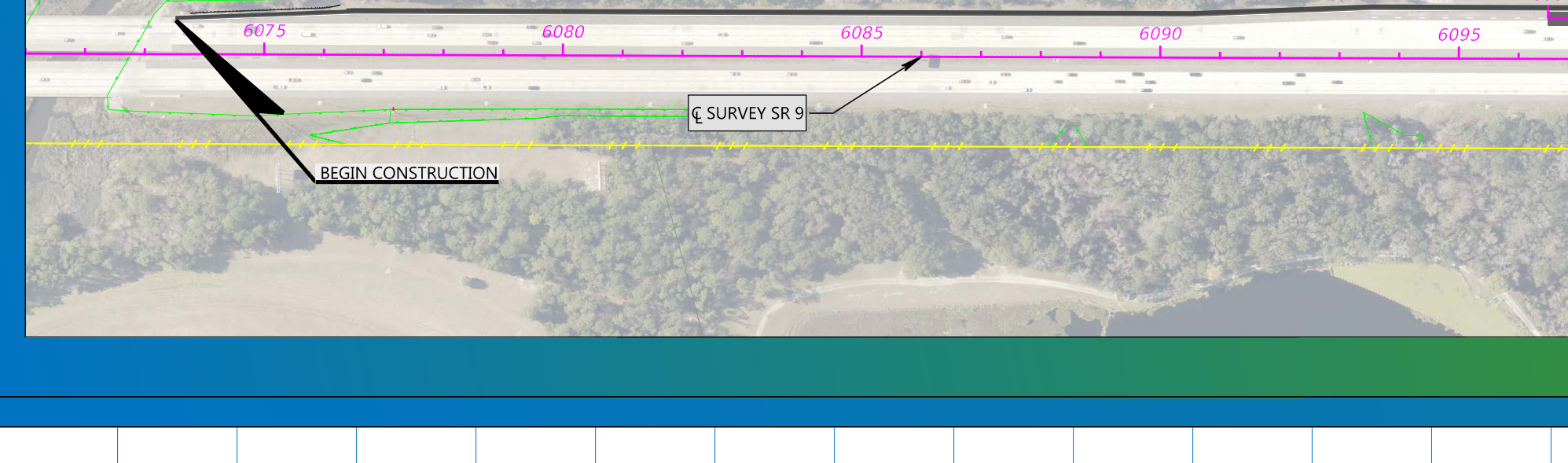

RAMP EN
RAMP SE
RAMP NW
9A EB
9A WB
EBCD
WBCD
295

CLARIFICATION OF PLAN VIEW 3D RENDERING OF ATC 1A C-D ROADS

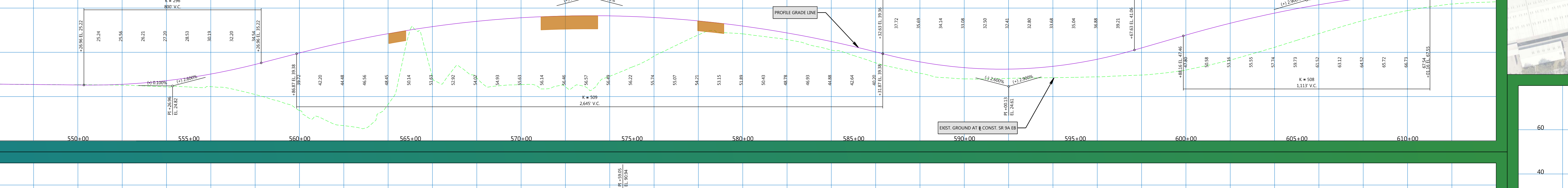

RAMP C2
RAMP E17
RAMP W17
RAMP D2
RAMP D1
RAMP C1
9A EB
9A WB
17
295

CLARIFICATION OF PLAN VIEW 3D RENDERING OF IMPROVEMENTS AT US 17

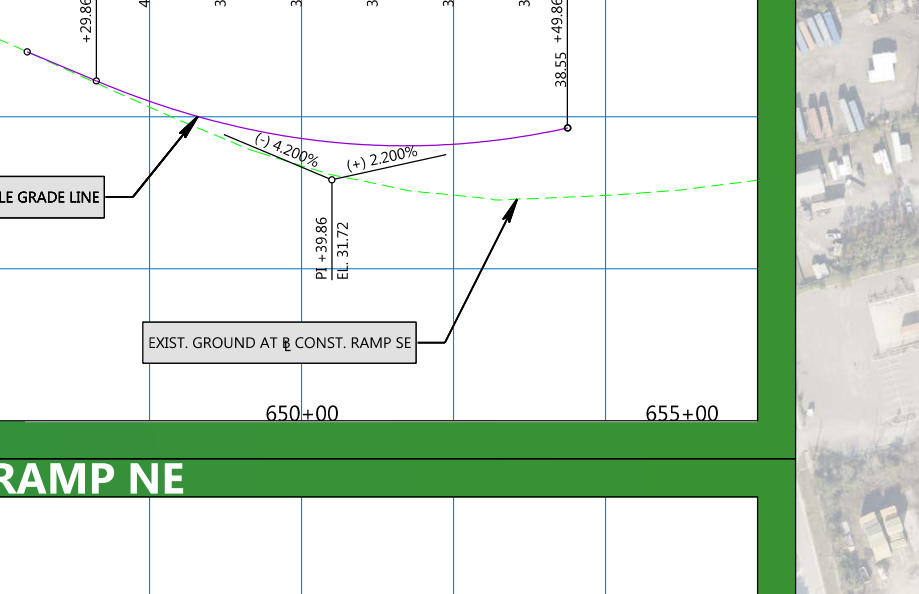
INSET B (SR 9)


MATCH LINE STA. 6098+00.00
BEGIN CONSTRUCTION
℄ SURVEY SR 9
6075
6080
6085
6090
6095
800

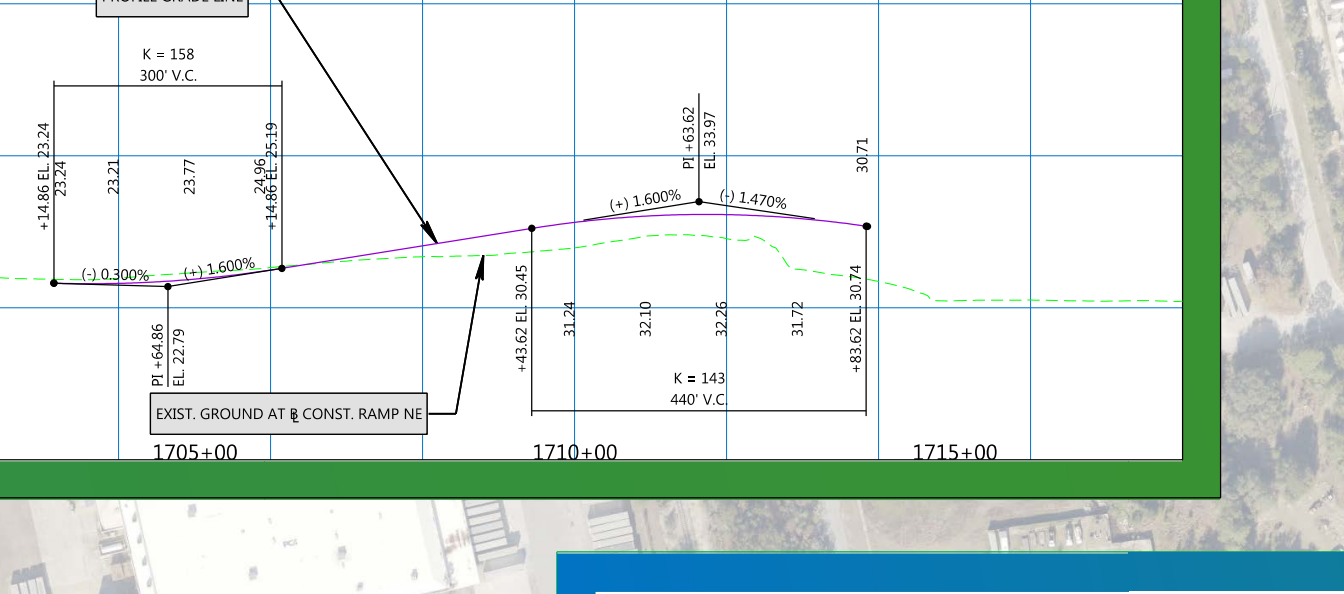
SR 9A EB



RAMP SE



RAMP NE



SR 9A WB

LEGEND

🟧	BRIDGE		GUARDRAIL
■	ASPHALT PAVEMENT		BARRIER WALL
▨	CONCRETE PAVEMENT		LA R/W LINE
▨	MILLING AND RESURFACING		R/W LINE
⇨	LANE IDENTIFICATION		WETLAND LINE

0 50 200
Feet

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
I-95 AT I-295 NORTH INTERCHANGE
DESIGN BUILD

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9A	DUVAL	213323-3-52-01

SECTION 2:
PLAN-PROFILE

NORTH

RS&H

SHEET NO.
1