Preliminary Toll Siting Technical Memorandum

Interstate 95 (I-95) / State Road 9 (SR 9) Project Development and Environment Study – From South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820), Broward County

Financial Project ID: 436903-1-22-02

Prepared For:
Florida Department of Transportation / District 4
Florida's Turnpike Enterprise
2300 West Commercial Boulevard
Fort Lauderdale, FL 33309

Prepared By:
RS&H
1715 N. Westshore Blvd., Suite 600
Tampa, FL 33607
(813) 636-2651
Joshua.McRae@rsandh.com

Engineer of Record: Joshua D. McRae
P.E. No: 92242

Document History and Status

Submission	Date	Description	By	QC Review		Approved	
				By	Date	By	Date
#1 DCN 15424	*02/07/2025*	*Preliminary Toll Siting Technical Memorandum*	*JDM*	*SCS*	*02/06/2025*		
#2 DCN 15802	*07/03/25*	*Preliminary Toll Siting Technical Memorandum*	*JDM*	*SCS*	*07/02/2025*		
#3 DCN XXXXX	*08/22/25*	*Preliminary Toll Siting Technical Memorandum*	*JDM*	*NMJ*	*08/21/2025*		

Table of Contents

Toll Siting Technical Memorandum 1

I. Purpose and Executive Summary 4

II. Evaluation Criteria 7

III. Toll Site Location Analysis & Recommendations 7

IV. Tabulation of Recommended Sites 10

Appendix A – Express Lane Diagrams

Appendix B – Roadway Typical Sections

Appendix C – Toll Site Roadway Analysis

Appendix D – Roadway Plans

Appendix E – Cable Length Assumptions

Appendix F – Toll Site Figures

Appendix G – Toll Site Environmental / FEMA Floodplain Maps

Appendix H – GTR Deviation Letters

Appendix I – FDOT D6 PD&E Study Miami Gardens Drive to Broward County Line Roll Plot and Conceptual Signing Master Plan

Appendix J – I-95 Master Signing Plan

I. Purpose and Executive Summary

A. Assumptions

Assumptions utilized in preparation of the Toll Siting Technical Memorandum:

- Direction and coordination with Districts 4 and 6 have established the 95X-3C project as the baseline or existing conditions for this project. It has also been determined and established that the SR 9/I-95 From S of Miami Gardens Drive to Broward County line project (FPID:414964-1) will be built first, followed by the SR9/I-95 From S of Hallendale Beach Boulevard (SR 858) to N of Hollywood Boulevard (SR 820) project (FPID: 436903-1), and finally the SR 9/I-95 from Miami-Dade/Broward County line to N of Griffin Road (FPID: 439170-1) last.
- The existing Ingress North of Hallandale Beach Blvd and the existing 3N toll facility will be relocated to the south and constructed as part of the SR 9/I-95 From S of Miami Gardens Drive to Broward County line project (FPID:414964-1) project. The PD&E study assumes that this ingress and toll site will not be in place by the time this project begins construction.

B. Project Information

The purpose of this technical memorandum is to determine and recommend an appropriate location for the single tolling point required for the Interstate 95 (I-95) / State Road 9 Project Development and Environment Study (PD&E) (FPID: 436903-1-22-02) project. The construction limits extend from south of Hallandale Beach Boulevard (SR 858) at milepost 0.0 to North of Hollywood Boulevard (SR 820) at milepost 3.1 in Broward County. The PD&E Study is proposing improvements to the Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard interchanges. The project is located in Broward County, Florida, and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood.

I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is one of the two major expressways, Florida's Turnpike being the other, that connects major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the State's Strategic Intermodal System (SIS), the National Highway System, and is designated as an evacuation route along the east coast of Florida.

I-95, within the project limits, currently consists of eight general use lanes (four in each direction) and four variably tolled express lanes (two in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour.

There are three existing full interchanges within the project limits located at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. All three roadways are classified as Divided Urban Principal Arterials. Hallandale Beach Boulevard consists of four lanes west of I-

95 and six lanes east of I-95. Pembroke Road and Hollywood Boulevard each have six lanes west of I-95 and four lanes east of I-95.

This PD&E Study is evaluating the potential modification of existing entrance and exit ramps serving the three interchanges within the project limits. Widening and turn lane modifications at the ramp terminals were evaluated to facilitate the ramp modifications and improve the access and operation of the interchanges.

The proposed improvements at the Pembroke Road Interchange will require the existing tolling point constructed as part of the 95 Express Phase 3C (FPID: 409354-2-52-01) project to be relocated.

C. Project Location Map

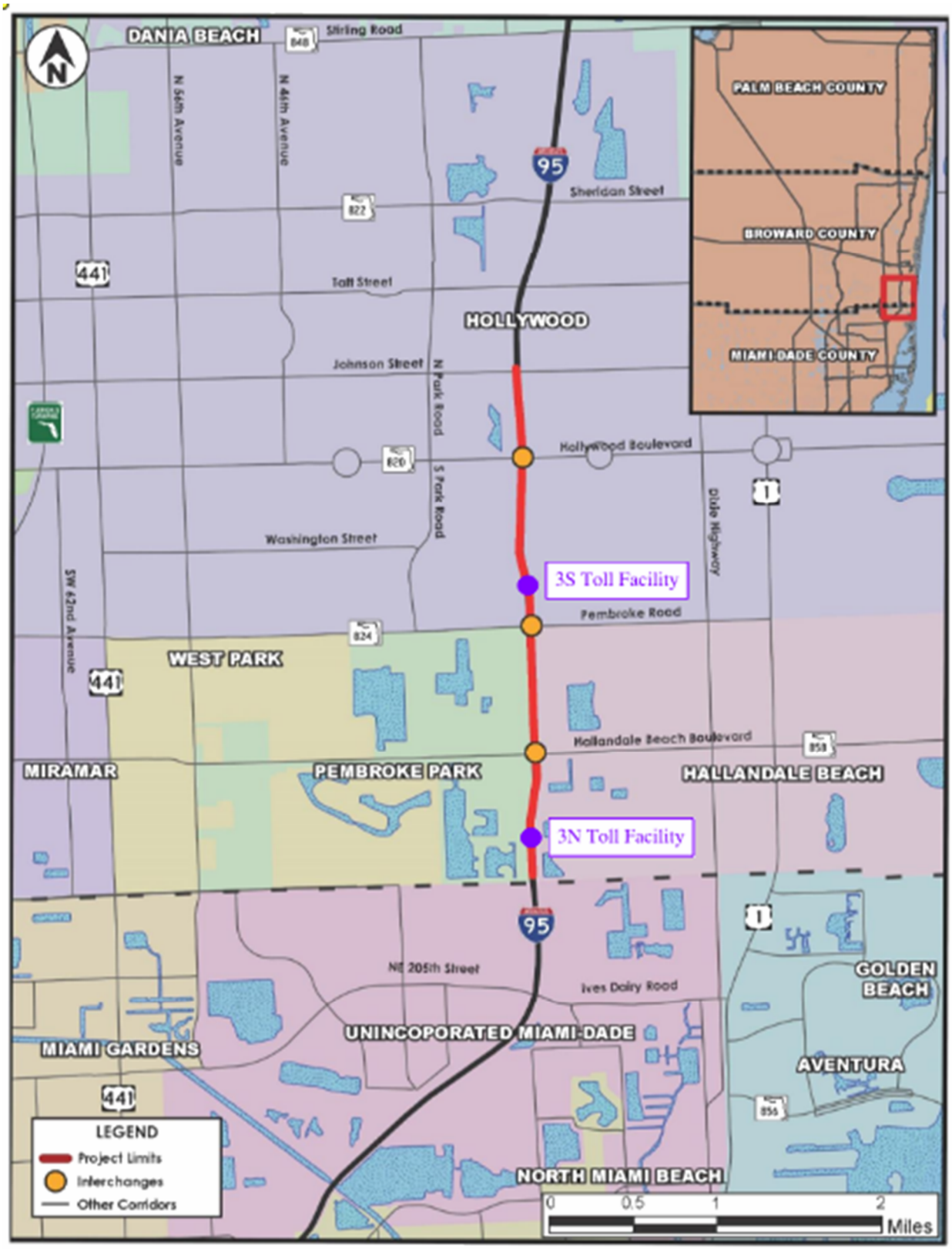


Figure 1 - Project Location Map

D. Express Lane Diagrams

The Express Lane Diagrams for the corridor are located in Appendix A; including all interim and ultimate conditions.

II. Evaluation Criteria

Criteria: The following criteria was utilized to evaluate the limits of the project to establish recommended tolling point locations:

1. Current GTR Version: *January 2023*

2. Florida Gas Transmission: *Not within project limits*

3. Roadway Design Criteria:
- *2025 FDOT Design Manual*
- *FY 25-26 FDOT Standard Plans*
- *Roadway design has been coordinated with the proposed tolling points to comply with the GTR.*

4. Intelligent Transportation Systems (ITS) / Communication: *Availability of existing ITS FOC backbone. Availability and redundancy of commercial Metro Ethernet service providers.*

5. Power Service: *Availability of power and location of point of service.*

6. Maintenance of Traffic: *Existing express lane ingress and egress to remain in operation and existing Toll Site 1 to continue collecting tolls until the proposed toll site is commissioned and collecting tolls. The existing pavement is flexible pavement allowing the toll site to be phased constructed without the need to remove the existing toll segment from operation during construction of the proposed site.*

7. Environmental: *Assessment of environmental impacts, including toll site placement against unnecessary wetland impacts.*

III. Toll Site Location Analysis & Recommendations

Toll Site 1: Southbound Express Lane Toll Point (3S)

The existing double direction-of-travel tolling site is located approximately 3,400 feet south of the Hollywood Boulevard overpass. There are residential areas to the east and Orangebrook Golf & Country Club along with railroad tracks to the west of the proposed location. These gantries are used to toll the northbound and southbound express lanes along I-95.

The proposed facility will only service the southbound direction of the express lane traffic. The existing northbound facility (3N Toll Facility) will be relocated farther to the south as part of the FDOT D6 PD&E Study Miami Gardens Drive from Miami Gardens Drive to Broward County Line (FPID:414964-1-22-01) project. See Express Lane Diagrams in Appendix A and the project roll plot in Appendix I for additional information.

The location of the proposed gantry site is within the 3S Toll Segment constrained to the north by the southbound express lane ingress point south of Hollywood Blvd. and the southbound express lanes egress to the south of Pembroke Rd.. See Appendix A for additional information.

Per the GTR section 220.2.13, the toll gantry for an express lanes entrance must be located within 1 mile of the ingress point. The proposed gantry location is located within the required limits from the beginning of the express lane's ingress.

The toll segment begins at station 272+56, however there is insufficient right-of-way to support a tolling point prior to the existing Pembroke Road bridge envelope starting at station 284+81.1. The existing bridge envelope extends to station 291+24.91 then a super-elevation transition exists until station 292+95.

The toll site has conceptually been located immediately after this super-elevation transition at station 292+95.70 to station 293+95.70. There is an existing Dynamic Messaging Sign (DMS) structure in the vicinity that will need to be relocated. The existing DMS structure is slated to have the DMS and signs replaced as shown in the Master Signing Plan in Appendix J. This TSTM recommends replacing and relocating the entire structure such that the toll gantry structure does not block the proposed DMS/sign structure.

Between station 295+00 and the end of the toll segment at station 330+00 there are right-of-way constraints and existing super-elevation transition limits the availability of locating a toll site in this area.

The existing southbound Toll Gantry is to remain in place and operational during construction of proposed toll site, and until the proposed toll site is commissioned and collecting tolls. Temporary traffic control shall shift general use lanes and express lanes outward to create a work zone for construction of the median barrier wall, gantry uprights and associated infrastructure. Express lanes shall shift back to original positions before approaching existing toll gantries, so that toll collection is not affected by the toll site construction.

The proposed tolling point will be located in Zone AE with a Base Flood Elevation of 11-ft as shown by the FEMA Floodplain map 12011C0731J dated 7/31/2024 in Appendix G. Coordination in the design phase will be required to verify that the proposed finish floor of the toll building is a minimum of 18" above 100-year flood elevation and 100-year design stage of

adjacent storm water management facilities. The proposed location will require the existing storm drain, shown on the existing roadway plan sheets of Appendix D, to be relocated.

The existing fiber optic backbone runs along the east side of the roadway and can be utilized for communication. The existing fiber backbone will not be impacted by the installation of the toll equipment building.

Utilizing current bid tabs of similar toll site configuration, it is currently estimated that the cost to construct the proposed toll facility is $6,000,000.

IV. Tabulation of Recommended Sites

The following table summarizes criteria analysis provided in Part III against the recommended toll sites:

Criteria	*Description*	*Pass/Fail*					*Notes*
		Site 1 *STA. 293+45.70* *MP 18.82* *Toll Site 3S*					
220.2(1)	Located on tangent or curve greater than 3000'.	Pass					Radius = 3264' Measured to inside lane line
220.2(2) & (3)	Centerline of gantry must be perpendicular or radial to travel lanes.	Pass					
220.2(4)	Located outside of sag and crest vertical curves or areas susceptible to standing water. (Toll loop pavement area may be located within sag and crest vertical curves only when the vertical grade is at least 0.3% at any point within the toll loop pavement area.)	Pass					
220.2(5)	Lane, shoulder, and buffer widths are constant through the toll loop pavement area.	Pass					
220.2(6)	Minimum 10 foot separation is provided between equipped lanes/shoulders and any adjacent non-tolled lanes, except where EL buffers are used.	Pass					
220.2(7)	Toll sites must not be located within a superelevation transition/cross slope transition, except shoulder rocking.	Pass					
220.2(8)	Toll sites must not be located within queuing areas as identified by the design year traffic analysis.	Pass					
220.2(9) & (10)	No merge or weave conditions (min. 200 ft upstream of the first lane drop sign or 50 ft beyond end of merge area.)	Pass					
220.2(11)	The gantry centerline must be located a minimum of 200 feet from nearby sign structures, bridges, or toll plaza canopies. More distance required for: - The taper of the maintenance pull-off area must tie into the shoulder a minimum of 25' before bridges or similar roadside features - Maintenance of Traffic (MOT) for bridge/sign structure inspection and maintenance that may extend into the toll site. - MOT for bridge widening and/or replacements that may extend into the toll site.	Pass					

Criteria	*Description*	*Pass/Fail*					*Notes*
		Site 1 *STA. 293+45.70* *MP 18.82* *Toll Site 3S*					
220.2(12) & 101.2(2)	Roadway cross slope under gantry must not result in an elevation difference of more than 26" between the highest and lowest j-arm.	Pass					
220.2(13)	Gantry must be located within 1 mile of express lane entry points.	Pass					2159 ft = 0.41 miles
220.2(14)	Gantry must not block an overhead sign. At least 800 feet for static panels and 1000 feet for DMS.	Pass					
221.1.1(1) & (2)	Tolling point must be 100 feet with gantry at the midpoint.	Pass					
221.1.2(1) (2) (3) & (4)	Lane and shoulder widths at the toll site meet GTR requirements.	Pass					
221.5(2)	Tolling pavement must be free of metal objects at or below grade.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
221.5(3)	Curb and gutter, and shoulder gutter must not be within the toll loop pavement area except for toll header curb.	Pass					
221.6.2	To avoid closing the entire ramp for maintenance of toll equipment, the width and length of the shoulders approaching and departing single lane ramp toll loop pavement areas must be designed to support using the widened shoulder under the gantry as a travel lane.	N/A					
223.1(6) & (7)	Maintain all existing toll operations with no interruption to toll collection during construction.	Pass					To continue to be coordinated throughout the design phase
223.3.1(6)	Ensure sufficient space for approach and departure pavement limits.	Pass					To continue to be coordinated throughout the design phase
230.2(1)	Electromagnetic field emitting sources must be located at least 5 feet from the toll site envelope and loop infrastructure	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.2(2)	Low voltage power lines (120/240 V or 480V) AC or DC power must be located at least 5 feet from the toll site envelope. This includes roadway light poles, conduits, conductors, etc.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.2(3)	Low voltage circuits (120/240 V or 480V) AC or DC power must be located at least 5 feet from loop conduit(s).	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.2(4)	Pipes carrying or intending to convey fluids must be located at least 10 feet from the toll site envelope and 5 feet from the loop conduits.	Fail					Existing storm drain located in preliminary review. Storm drain will need to be relocated during the design phase. Will continue to be coordinated throughout the design phase. GTR deviation required.
230.2(5)	Existing and proposed utilities, mechanically stabilized earth (MSE) metallic wall straps, drainage structures, box culverts, or bridge foundations must be located at least 5 feet from the toll site envelope.	Fail					GTR Deviation Required

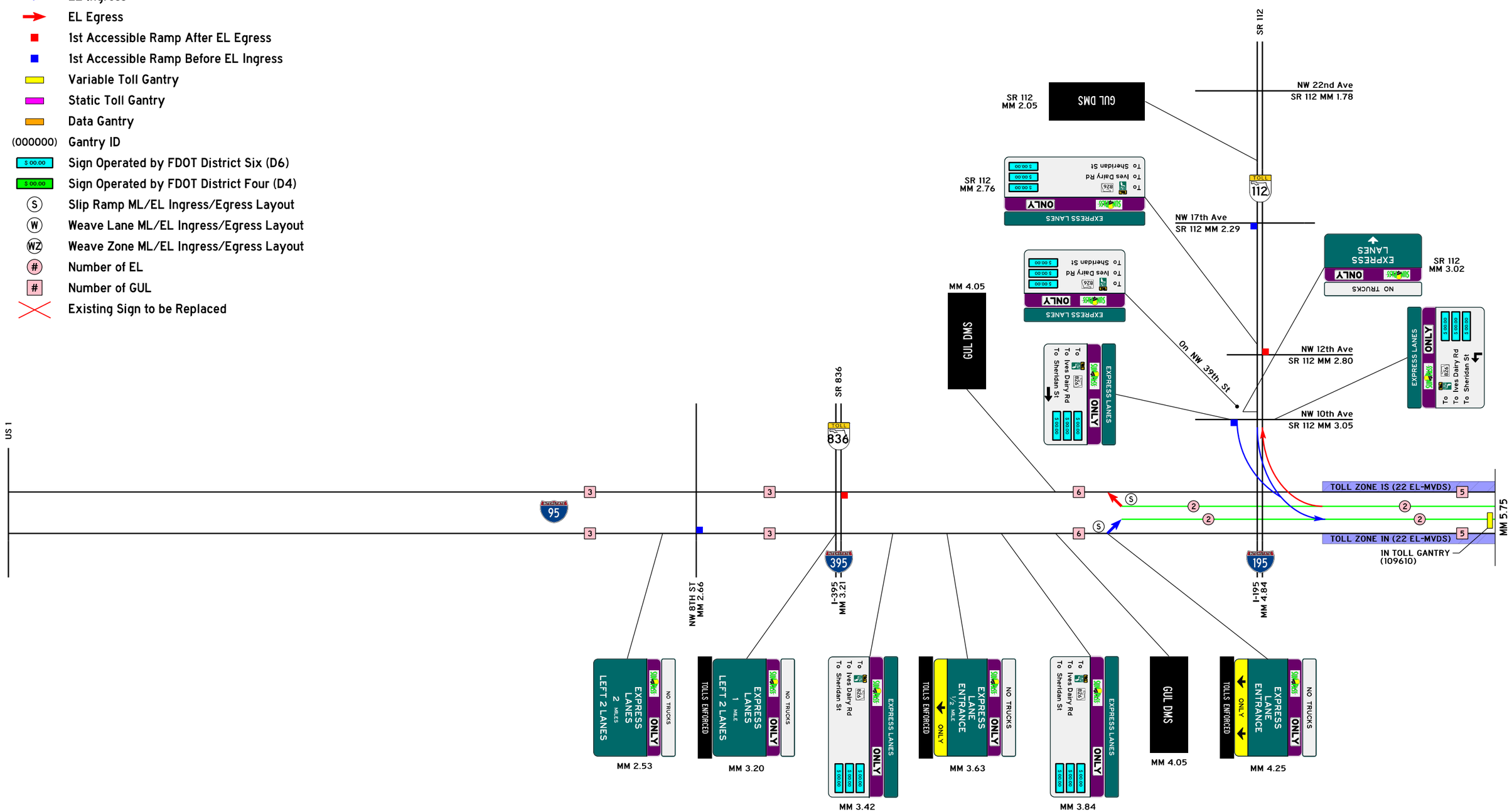
Criteria	*Description*	*Pass/Fail*					*Notes*
		Site 1 *STA. 293+45.70* *MP 18.82* *Toll Site 3S*					
230.2(6)	MSE wall strap layout and associated slabs must not conflict with toll site infrastructure.	Pass					
230.2 (7) & 231.1(3)	Wall foundations with metallic reinforcement must not be located within the toll site envelope.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.3(1)	Toll Site Envelope must not be located within 200 feet of high voltage (>600VAC RMS or VDC) circuits or conductors.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.4(1)	Tolling point must not be within 500' of any devices operating within the 902 MHz to 928 MHz frequency band.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
230.5	New toll sites must be located such that existing toll facilities continue to operate until the new toll sites are commissioned and collecting tolls.	Pass					
231.1(6)	Finished floor elevation must be a minimum of 18" above 100-year flood elevation and 100-year design stage of adjacent storm water management facilities.	Pass					See Appendix E for additional information. Continued coordination necessary in the design stage to confirm compliance.
231.1(13)	The generator/fuel tank must be a minimum of 8 feet from the edge of shoulder/toe of barrier.	Pass					
231.6(4)	Adjacent top of ditches and swales must be at least 5 feet from toll site envelope.	Pass					No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
231.7 (1) & (2)	Provide fencing at toll site perimeter if there are adjacent pedestrian facilities or if the site is outside the LA/RW.	Pass					
234.3(1)	The maximum cable distance between the E6 Reader and antenna cable is under 100 feet.	Pass					48.06-feet See Appendix E for additional information.
234.3 (2)	The maximum cable distance between the E6 readers and toll equipment working spaces must not exceed 250 feet.	Pass					182.82-feet See Appendix E for additional information.
234.3 (3)	The maximum cable distance between any remaining toll equipment mounted to the j-arms and toll equipment working spaces must not exceed 250 feet.	Pass					185.92-feet See Appendix E for additional information.
234.3 (4)	The maximum cable distance between any toll loop and toll equipment working spaces must not exceed 250 feet.	Fail					307.88-feet GTR Deviation Required, See Appendix E for additional information.
Florida Gas Transmission 202.3(5)	Site tolling points must not conflict with FGT line or specified width.	Pass					
Roadway Design Criteria 202.3(5)	Roadway design criteria coordination.	Pass					

Criteria	*Description*	*Pass/Fail*					*Notes*
		Site 1 *STA. 293+45.70* *MP 18.82* *Toll Site 3S*					
ITS/Communication 260.1(1)	Availability and redundancy of fiber optic infrastructure paths (including commercial Metro Ethernet service providers.)	Pass					
ITS/Communication 260.1(4)	Availability of existing ITS FOC backbone.	Pass					
Power Service 202.3(2)	Availability of power and location of point of service.	Pass					
Environmental 202.3(5)	Avoided environmental impacts.	Pass					
Maintenance of Traffic 202.3(5)	Site tolling points must be proposed in locations where Maintenance of Traffic can be maintained Verify that the toll site is not impacted MOT of future work. Existing toll site can be maintained during construction / testing of new toll sites.	Pass					
Right-of-Way 202.3(5)	Sufficient right-of-way to accommodate the toll site.	Pass					

APPENDIX A – EXPRESS LANE DIAGRAMS

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

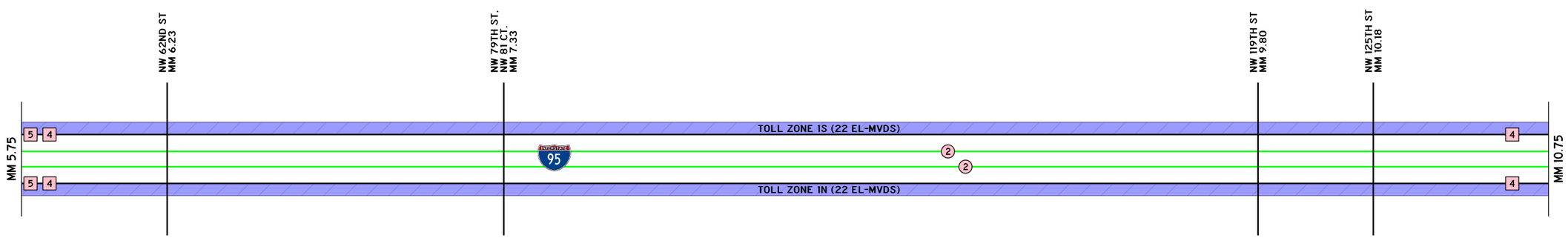
N.T.S.

REVISION DATE:				SHEET NO.
DRAFT 6/2/25	95 Express Phase 3C (Est. Operating YR 2025)	FDOT	95 EXPRESS TOLL DIAGRAM	1 OF 5

6/3/2025 11:36:32 AM c:\pwworking\usfl\dms18662\95X_20250602.dgn mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

N.T.S.

REVISION DATE: DRAFT 6/2/25

95 Express Phase 3C (Est. Operating YR 2025)

FDOT

95 EXPRESS TOLL DIAGRAM

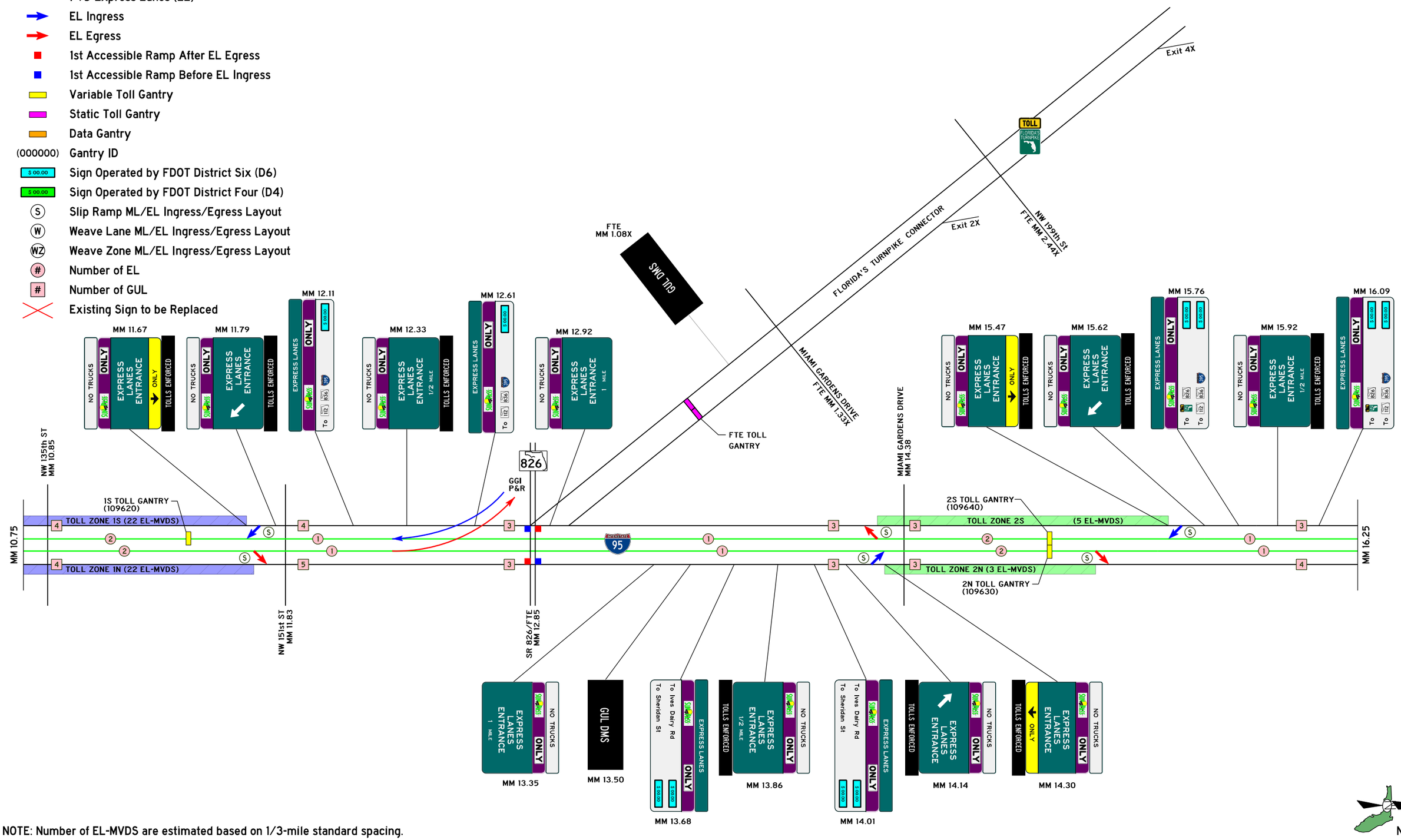
SUNGUIDE

SHEET NO. 2 OF 5

c:\pwworking\usfl\dms18662\95X_20250602.dgn
6/3/2025 11:36:32 AM
mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- (#) Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

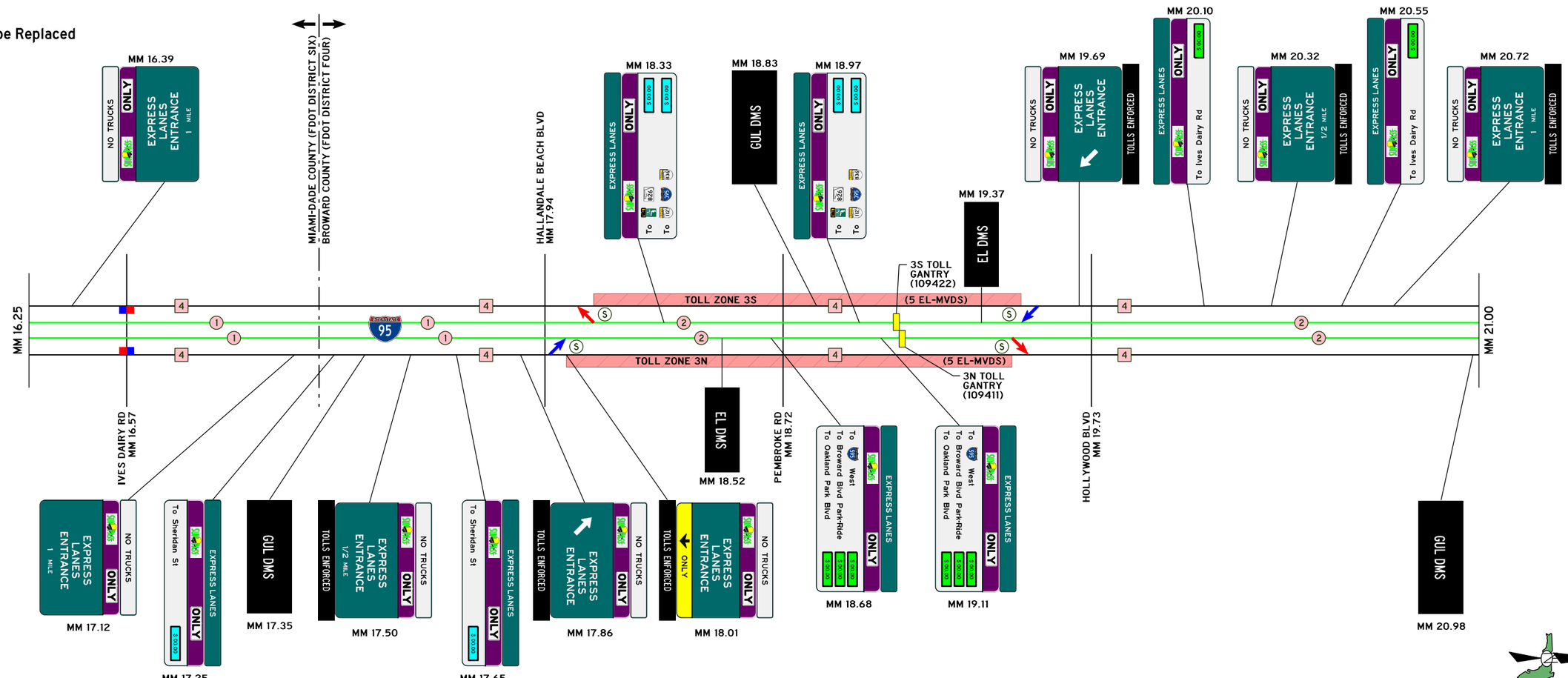
N.T.S.

REVISION DATE:			
DRAFT 6/2/25	95 Express Phase 3C (Est. Operating YR 2025)	FDOT 95 EXPRESS TOLL DIAGRAM	SHEET NO. 3 OF 5

c:\pwworking\usf\dms18662\95X_20250602.dgn 6/3/2025 11:36:33 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

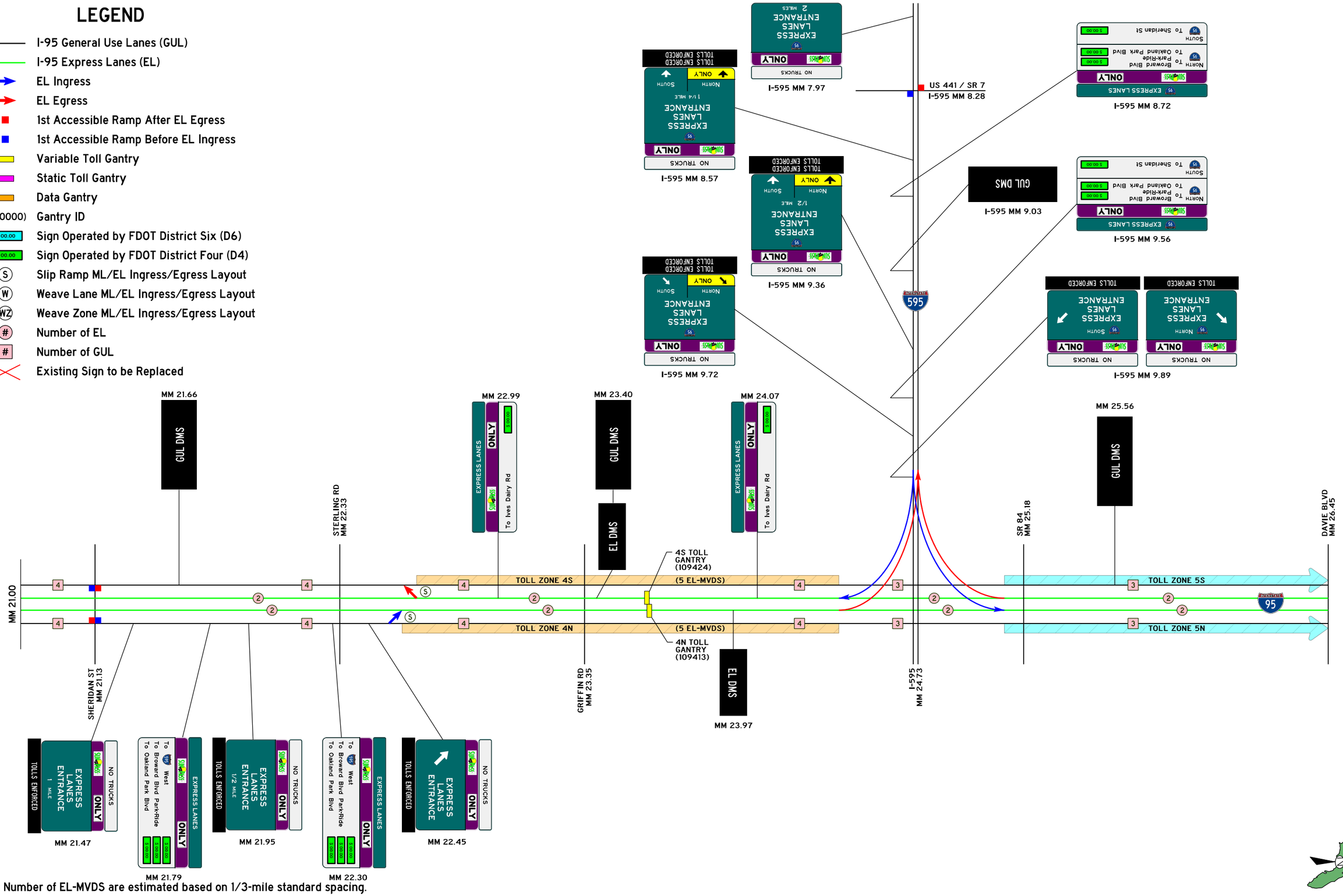
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	95 Express Phase 3C (Est. Operating YR 2025)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 4 OF 5

6/3/2025 11:36:33 AM c:\pwworking\usf1\dms18662\95X_20250602.dgn mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

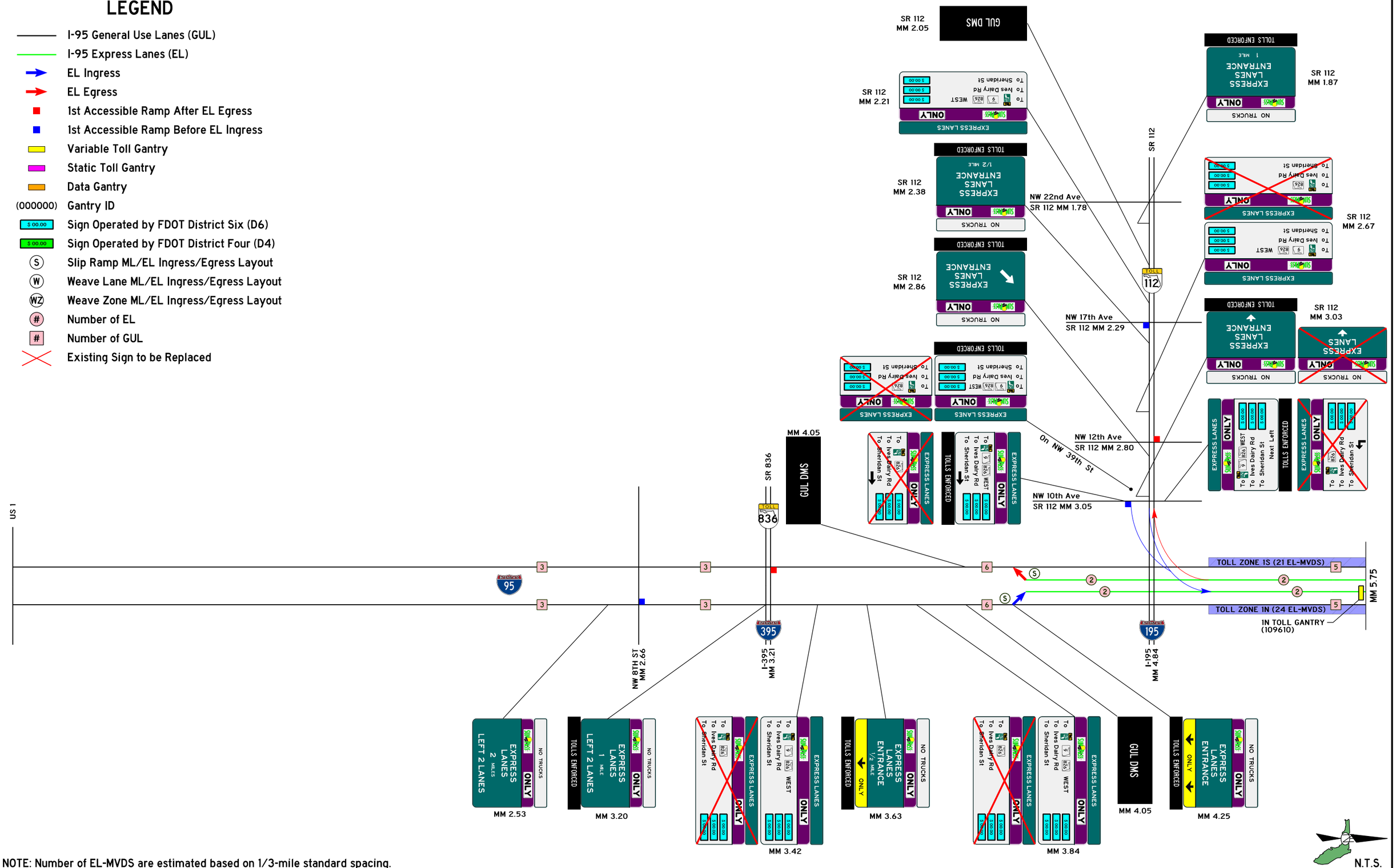
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	95 Express Phase 3C (Est. Operating YR 2025)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 5 OF 5

c:\pwworking\usf\\dms18662\95X_20250602.dgn 6/3/2025 11:36:34 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



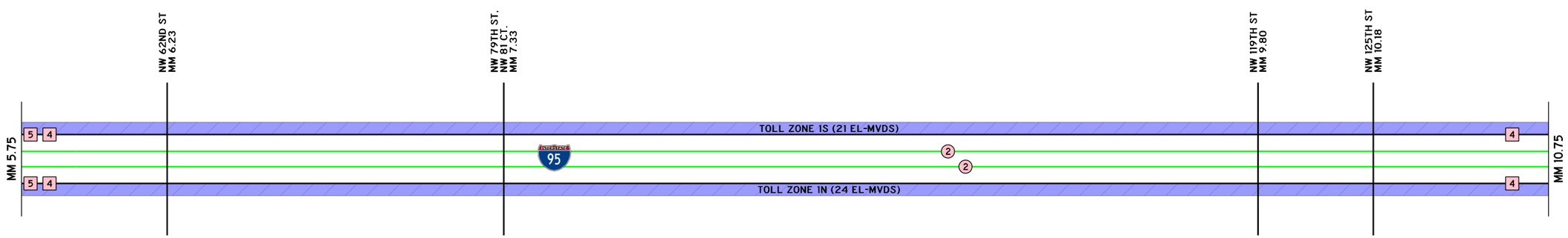
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

c:\pwworking\usfl\dms18662\95X_20250602.dgn 6/3/2025 11:34:56 AM mario.ramos

REVISION DATE:				
DRAFT 6/2/25	GGI Improvements Light (Est. Operating YR 2031)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 1 OF 5

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

N.T.S.

REVISION DATE: DRAFT 6/2/25

GGI Improvements Light (Est. Operating YR 2031)

FDOT

95 EXPRESS TOLL DIAGRAM

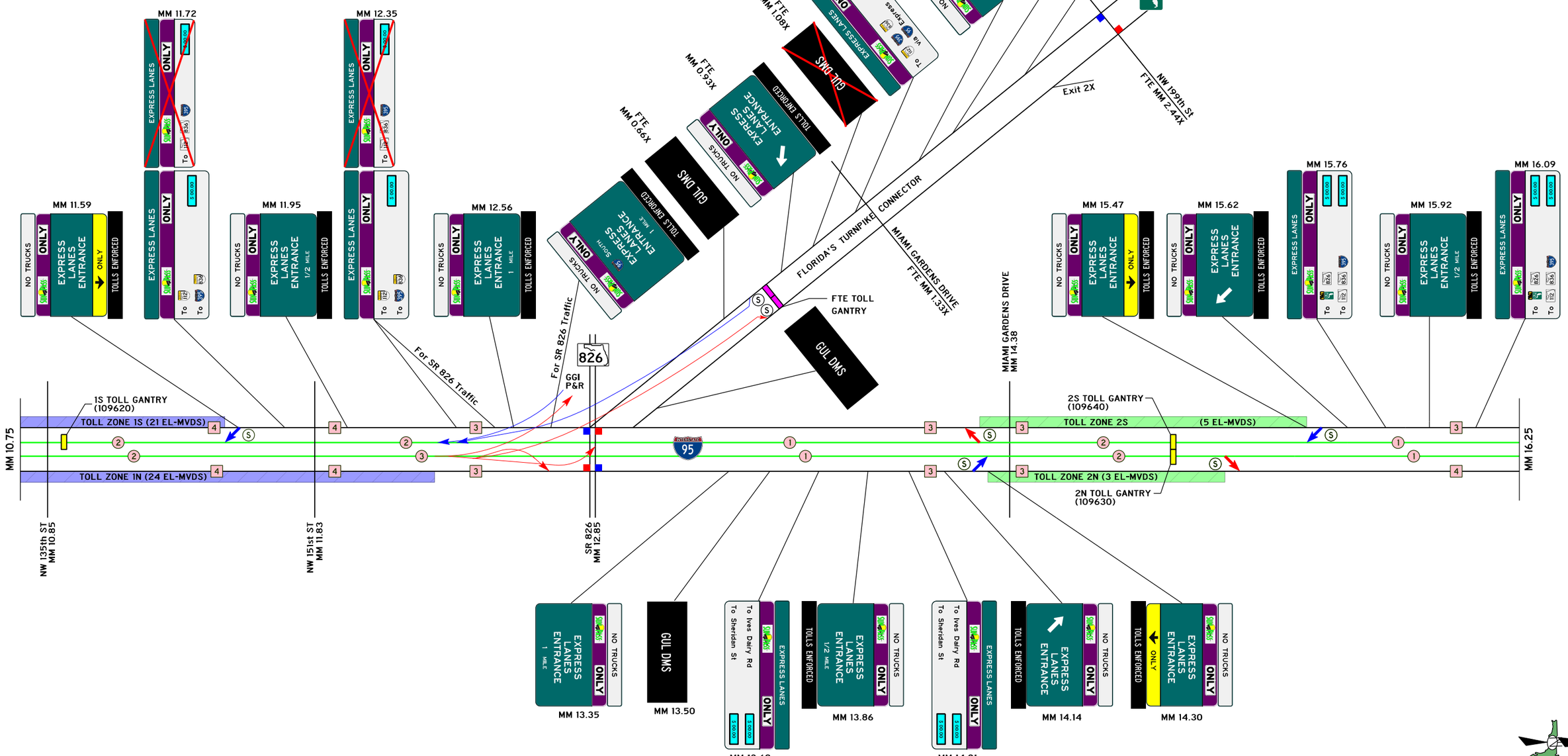
SUNGUIDE

SHEET NO. 2 OF 5

c:\pwworking\usfl\dms18662\95X_20250602.dgn
6/3/2025 11:34:57 AM
mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by D6
- $ 00.00 Sign Operated by D4
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- (#) Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

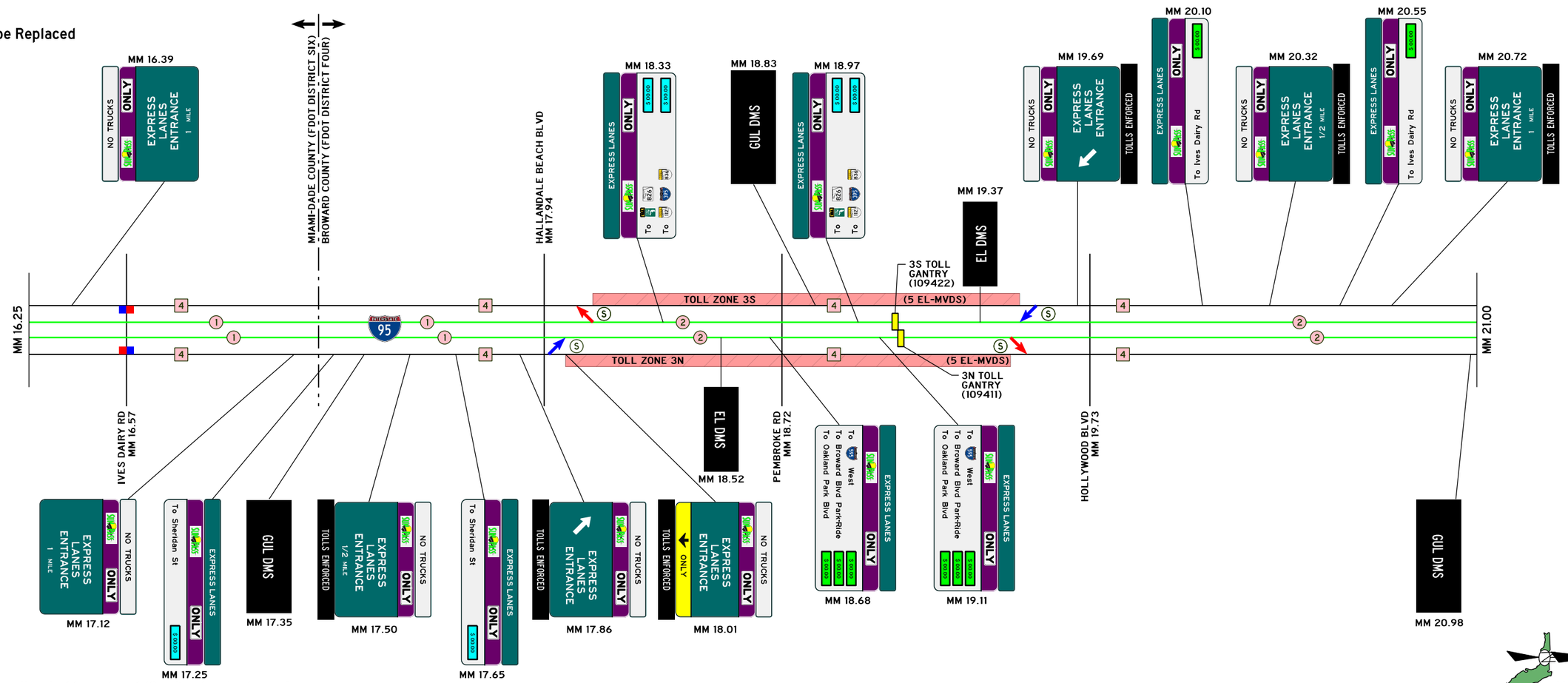
N.T.S.

REVISION DATE:				SHEET NO.
DRAFT 6/2/25	GGI Improvements Light (Est. Operating YR 2031)	FDOT	95 EXPRESS TOLL DIAGRAM	3 OF 5

c:\pwworking\usf\dms18662\95X_20250602.dgn 6/3/2025 11:34:57 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



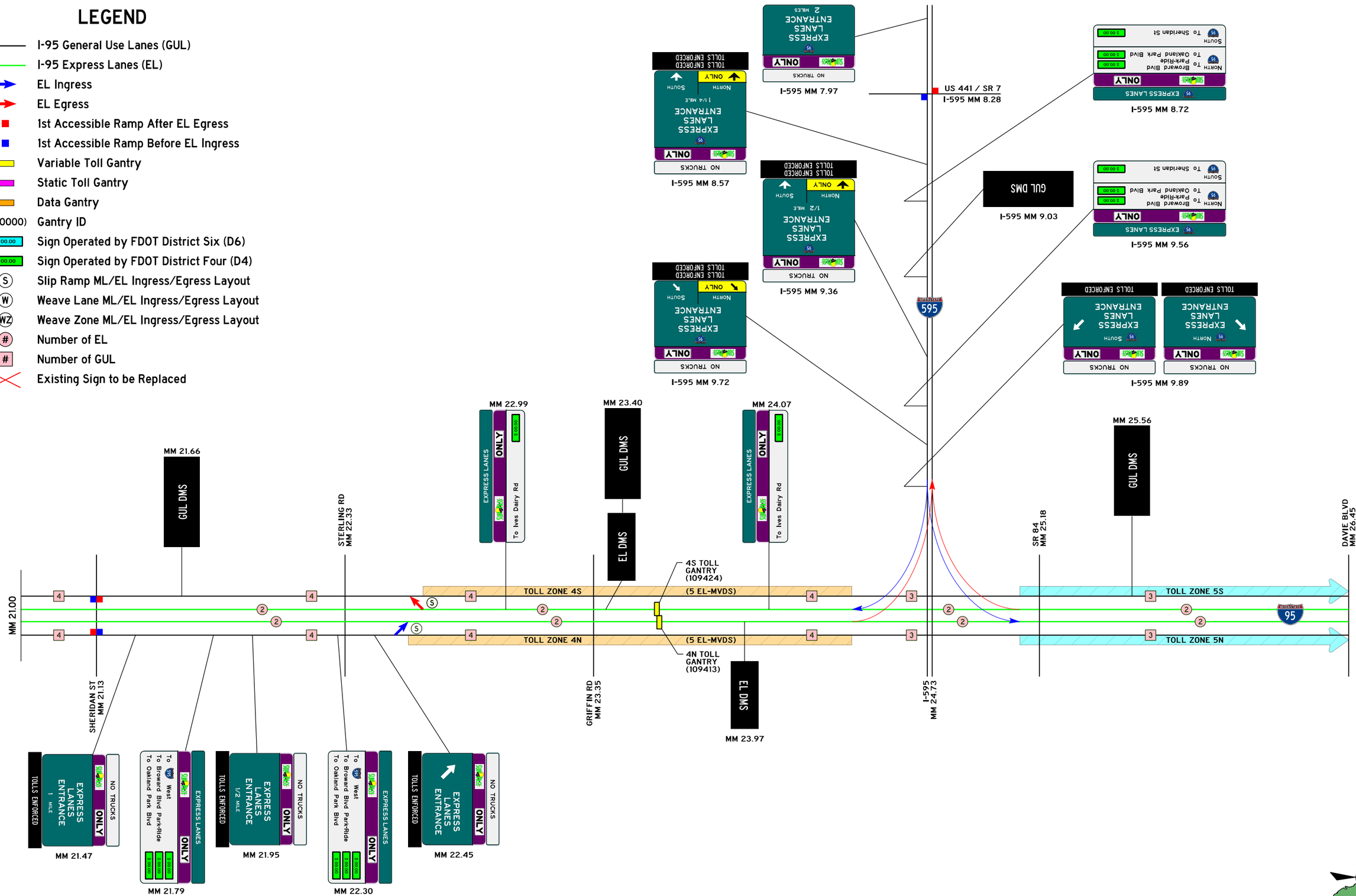
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

REVISION DATE:				
DRAFT 6/2/25	GGI Improvements Light (Est. Operating YR 2031)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 4 OF 5

mario.ramos 6/3/2025 11:34:58 AM c:\pwworking\usfl\dms18662\95X_20250602.dgn

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

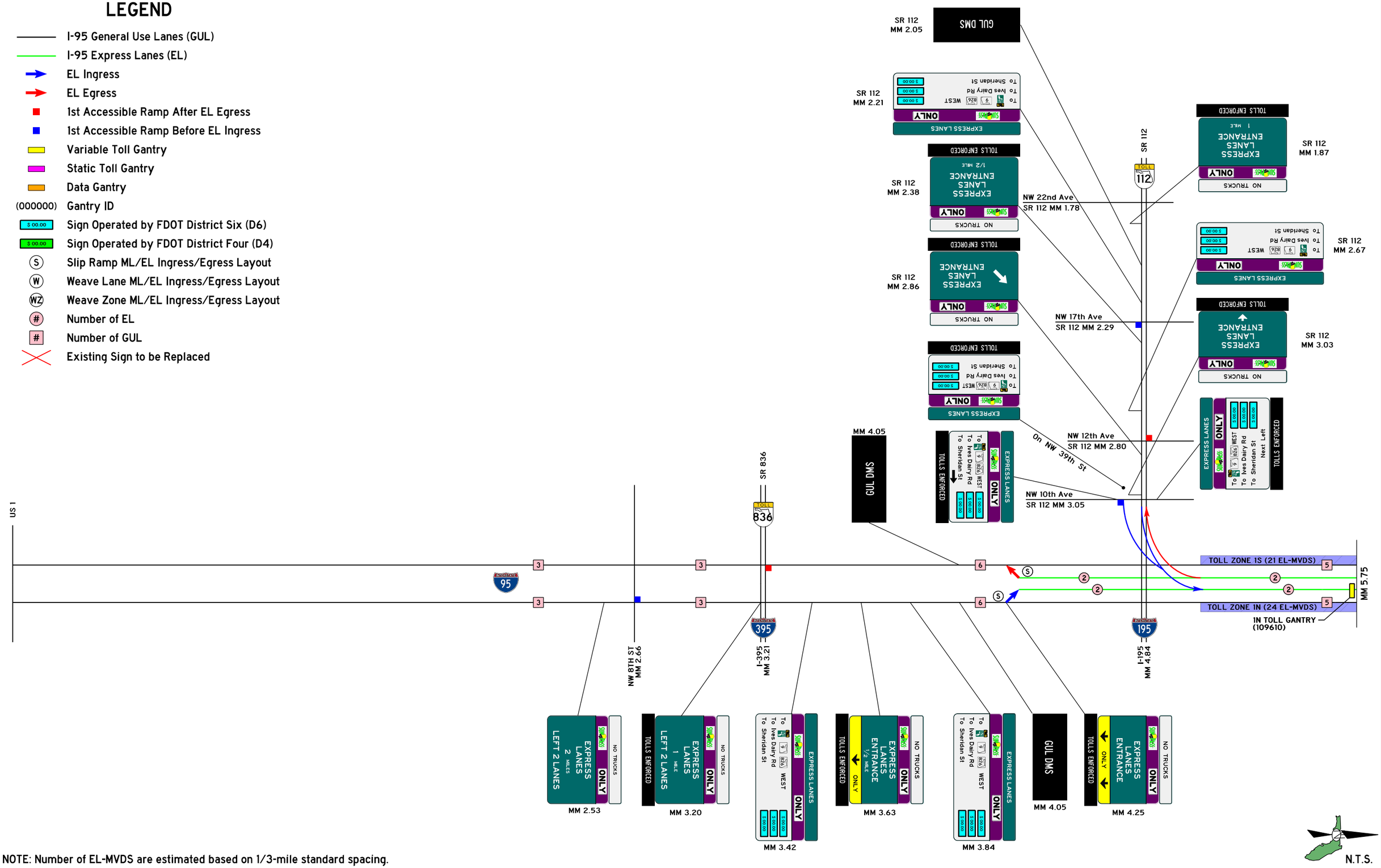
N.T.S.

c:\pwworking\usfl\dms18662\95X_20250602.dgn 6/3/2025 11:34:59 AM mario.ramos

REVISION DATE:				
DRAFT 6/2/25	GGI Improvements Light (Est. Operating YR 2031)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 5 OF 5

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



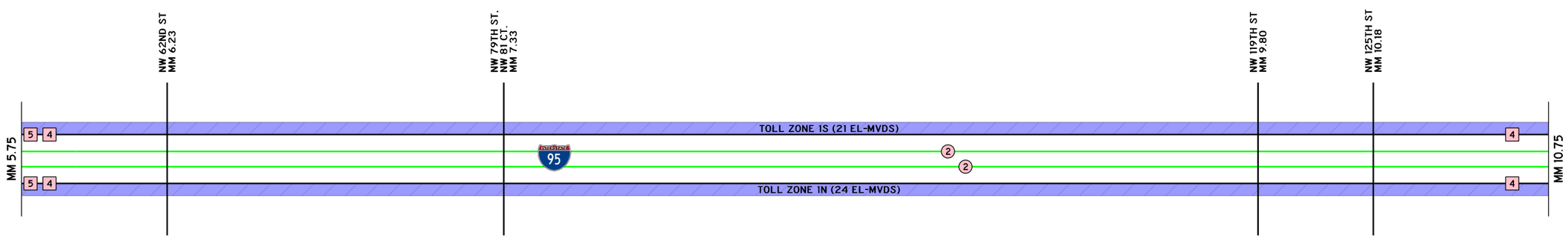
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

REVISION DATE:				
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 1 OF 6

c:\pwworking\usfl\dms18662\95X_D6_20250602.dgn 6/3/2025 11:38:00 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

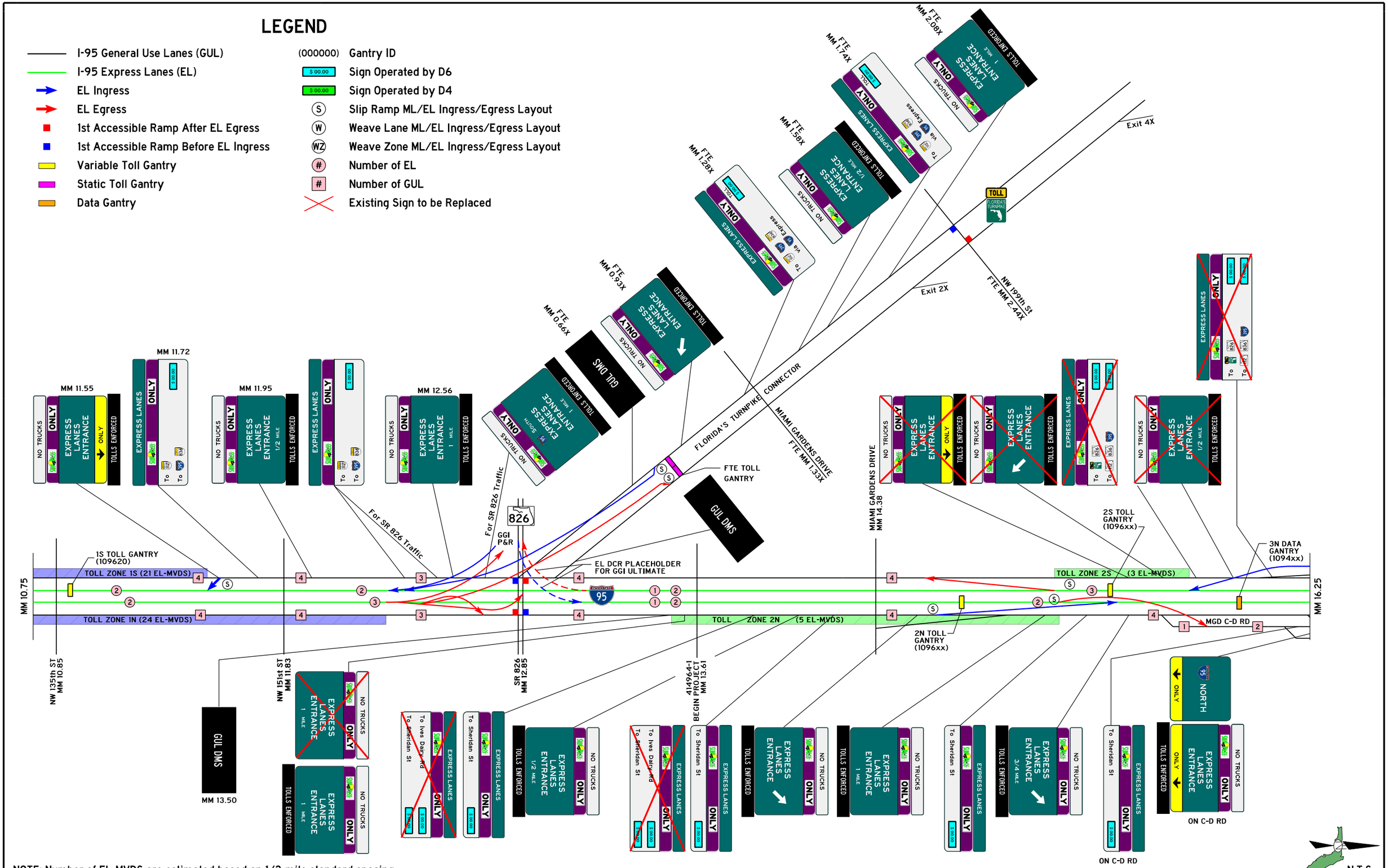
N.T.S.

REVISION DATE:				SHEET NO.
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	2 OF 6

c:\pwworking\usfl\dms18662\95X_D6_20250602.dgn
6/3/2025 11:38:01 AM
mario.ramos

LEGEND

I-95 General Use Lanes (GUL)		(000000)	Gantry ID
I-95 Express Lanes (EL)		$ 00.00	Sign Operated by D6
EL Ingress		$ 00.00	Sign Operated by D4
EL Egress		S	Slip Ramp ML/EL Ingress/Egress Layout
1st Accessible Ramp After EL Egress		W	Weave Lane ML/EL Ingress/Egress Layout
1st Accessible Ramp Before EL Ingress		WZ	Weave Zone ML/EL Ingress/Egress Layout
Variable Toll Gantry		#	Number of EL
Static Toll Gantry		#	Number of GUL
Data Gantry			Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

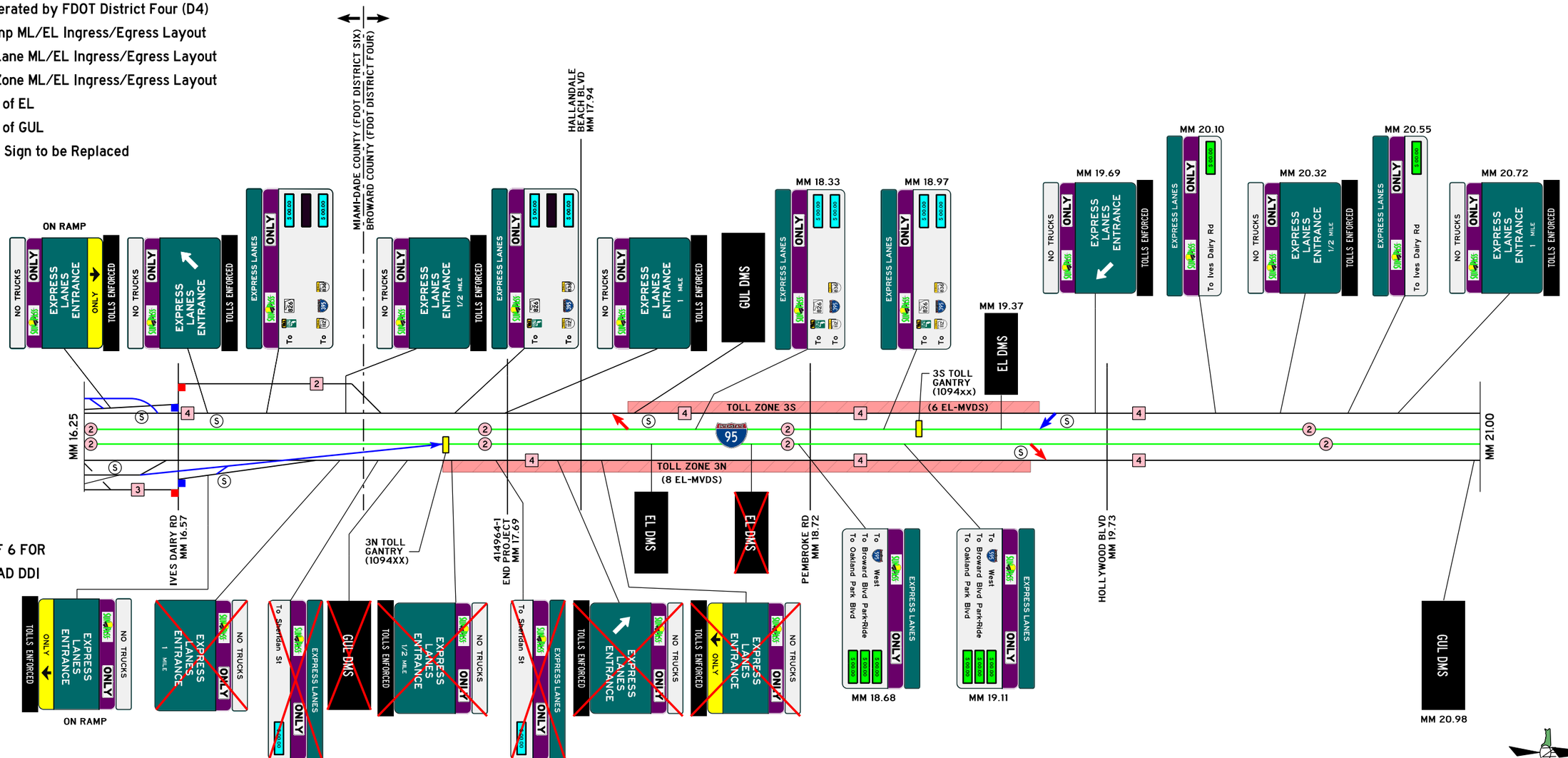
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 3 OF 6

c:\pwworking\usf\dms18662\95X_D6_20250602.dgn 6/3/2025 11:38:01 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE:

SEE SHEET 6 OF 6 FOR IVES DAIRY ROAD DDI DETAIL

NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

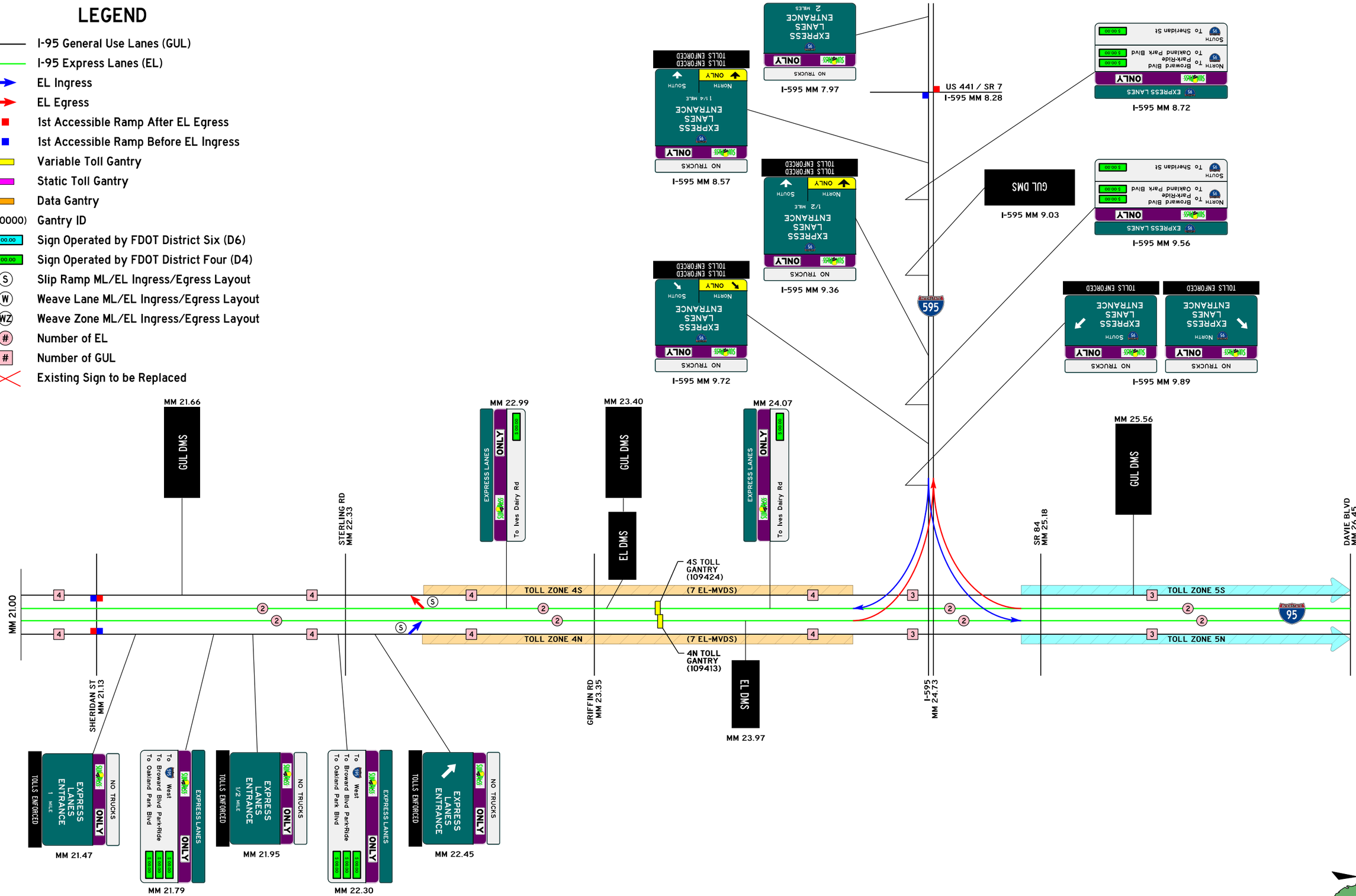
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 4 OF 6

c:\pwworking\usf\dms18662\95X_D6_20250602.dgn 6/3/2025 11:38:02 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

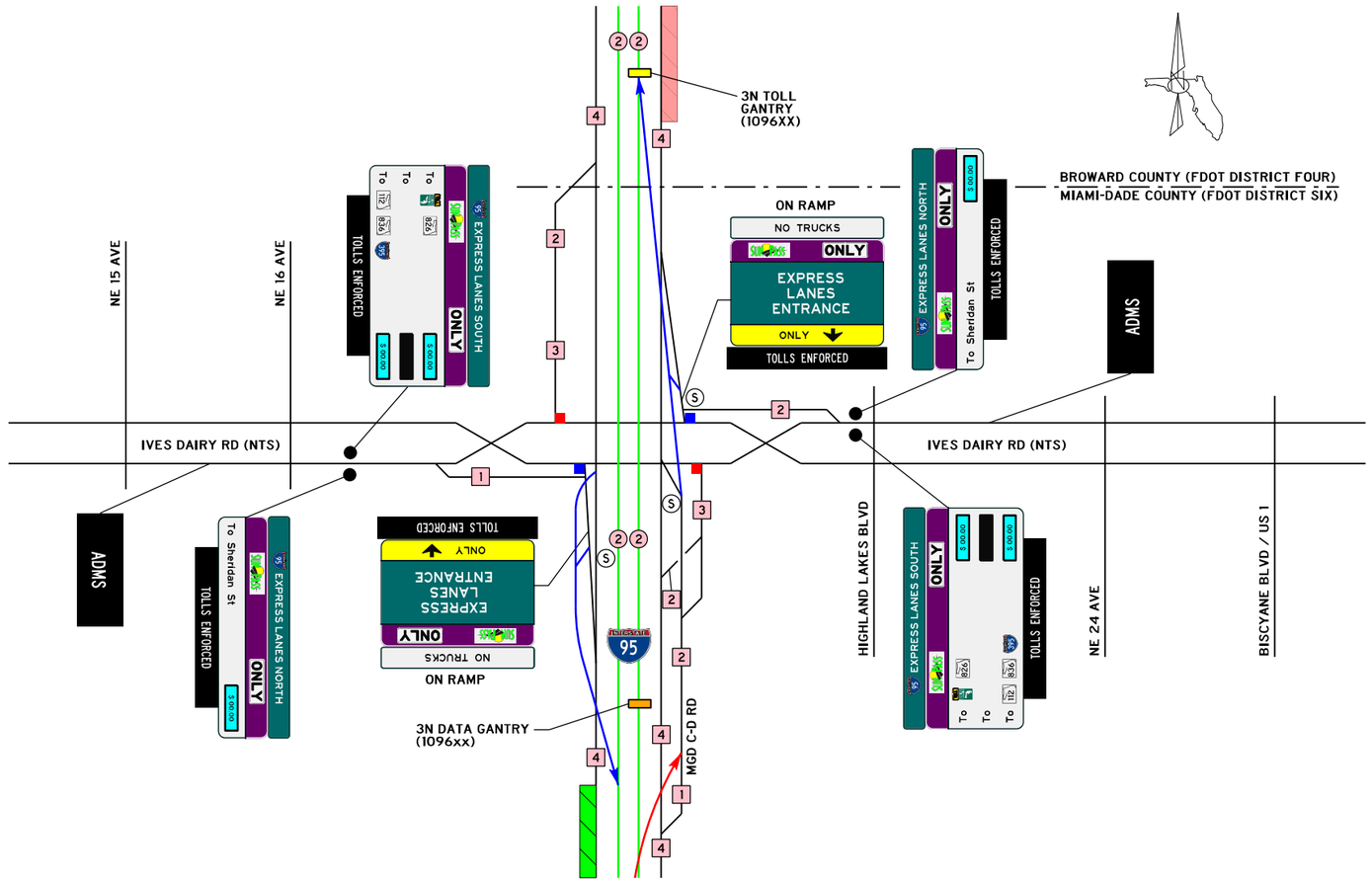
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 5 OF 6

c:\pwworking\usf\\dms18662\95X_D6_20250602.dgn 6/3/2025 11:38:04 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL
- Existing Sign to be Replaced



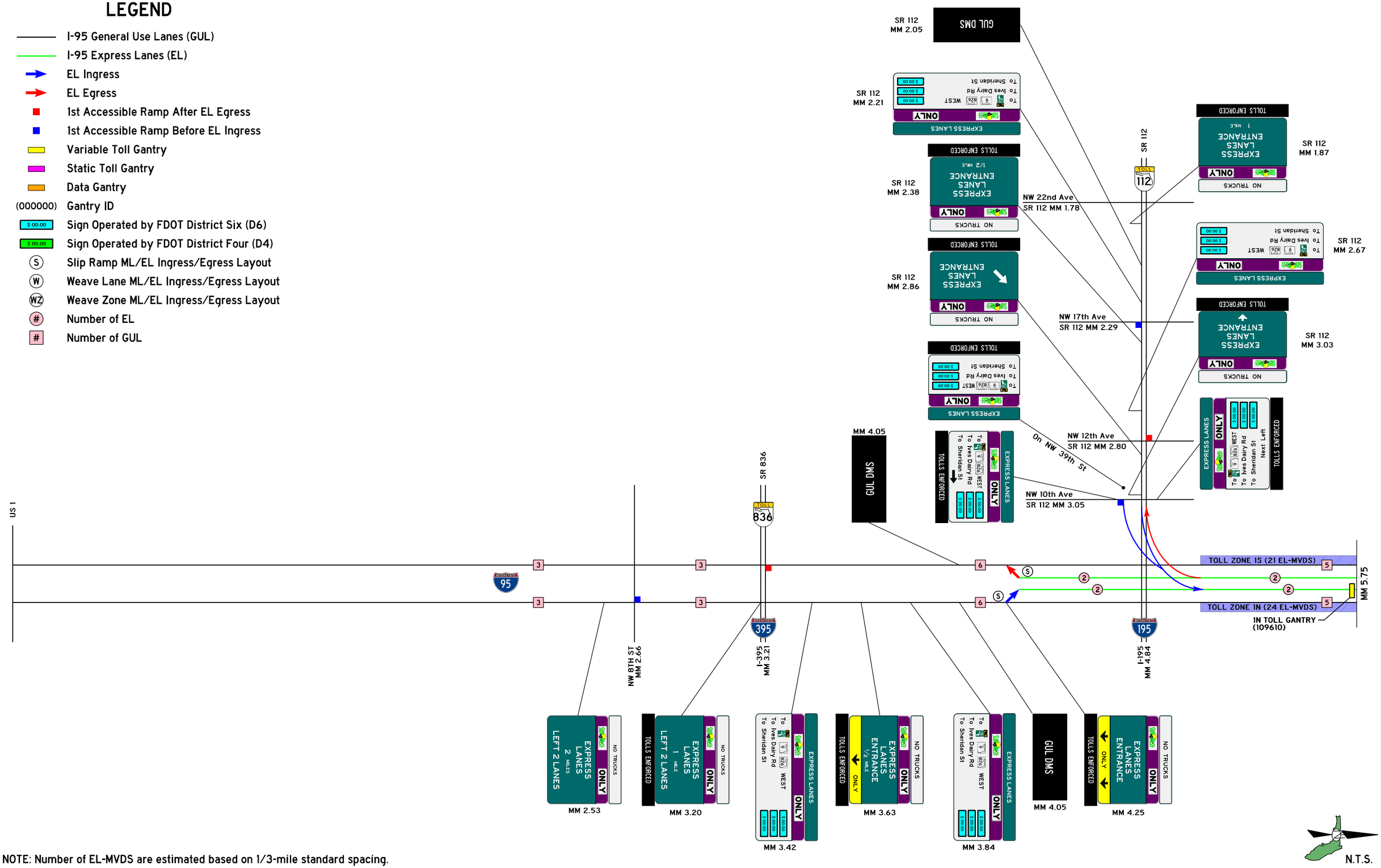
IVES DAIRY ROAD DDI DETAIL

c:\pwworking\usfl\dms18662\95X_D6_20250602.dgn 6/3/2025 11:38:04 AM mario.ramos

REVISION DATE:				
DRAFT 6/2/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 6 OF 6

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL



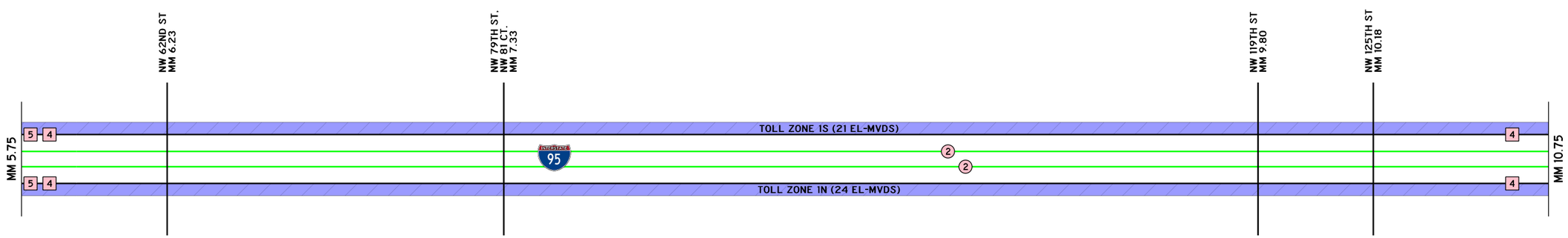
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

REVISION DATE:				
DRAFT 6/2/25	95 EXPRESS ULTIMATE (US-1 TO I-595)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 1 OF 6

c:\pwworking\usfl\dms18662\95X_ULT_20250602.dgn 6/3/2025 11:39:44 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

N.T.S.

REVISION DATE: DRAFT 6/2/25

95 EXPRESS ULTIMATE (US-1 TO I-595)

FDOT

95 EXPRESS TOLL DIAGRAM

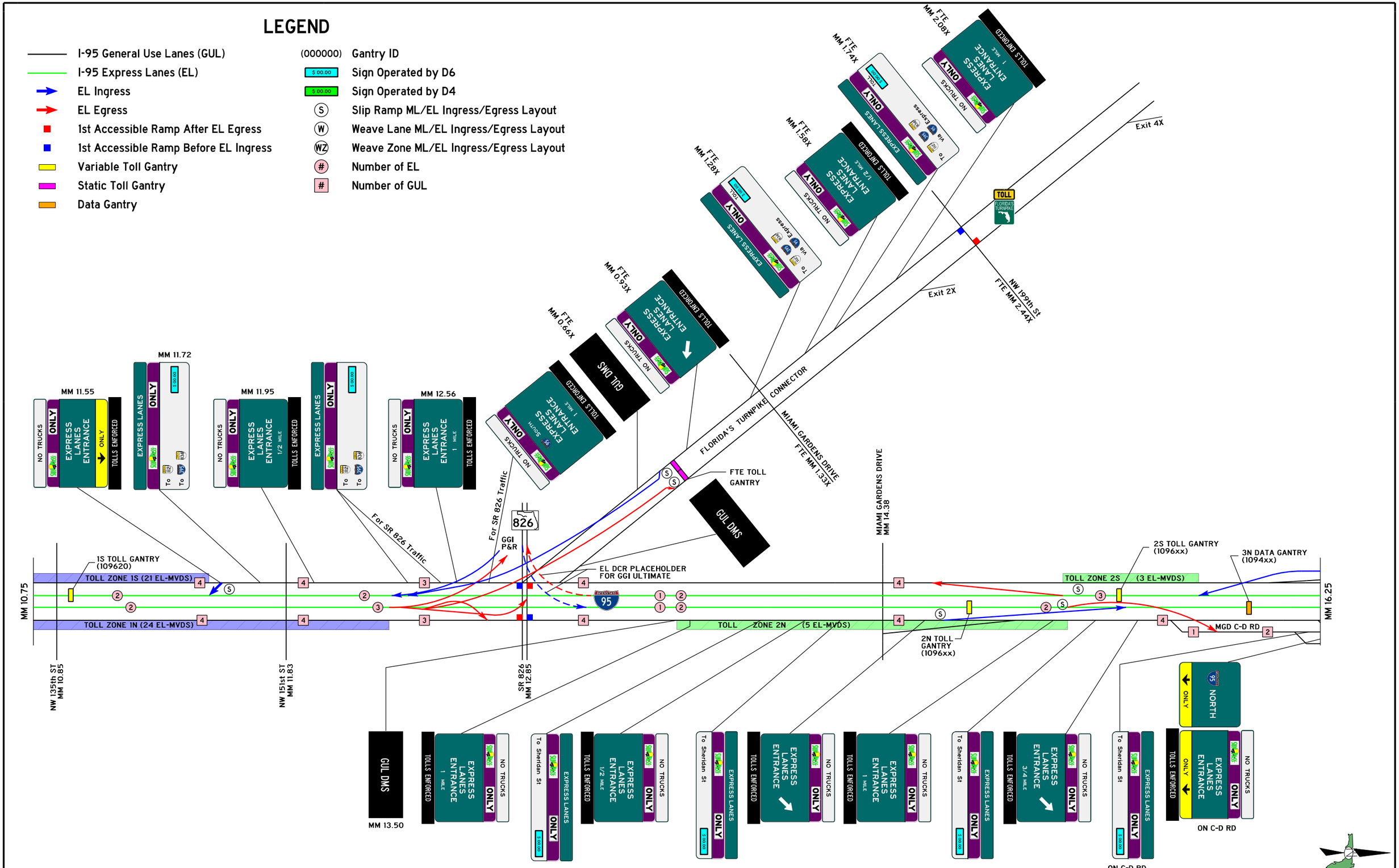
SUNGUIDE

SHEET NO. 2 OF 6

c:\pwworking\usfl\dms18662\95X_ULT_20250602.dgn
6/3/2025 11:39:44 AM
mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by D6
- $ 00.00 Sign Operated by D4
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- (#) Number of GUL



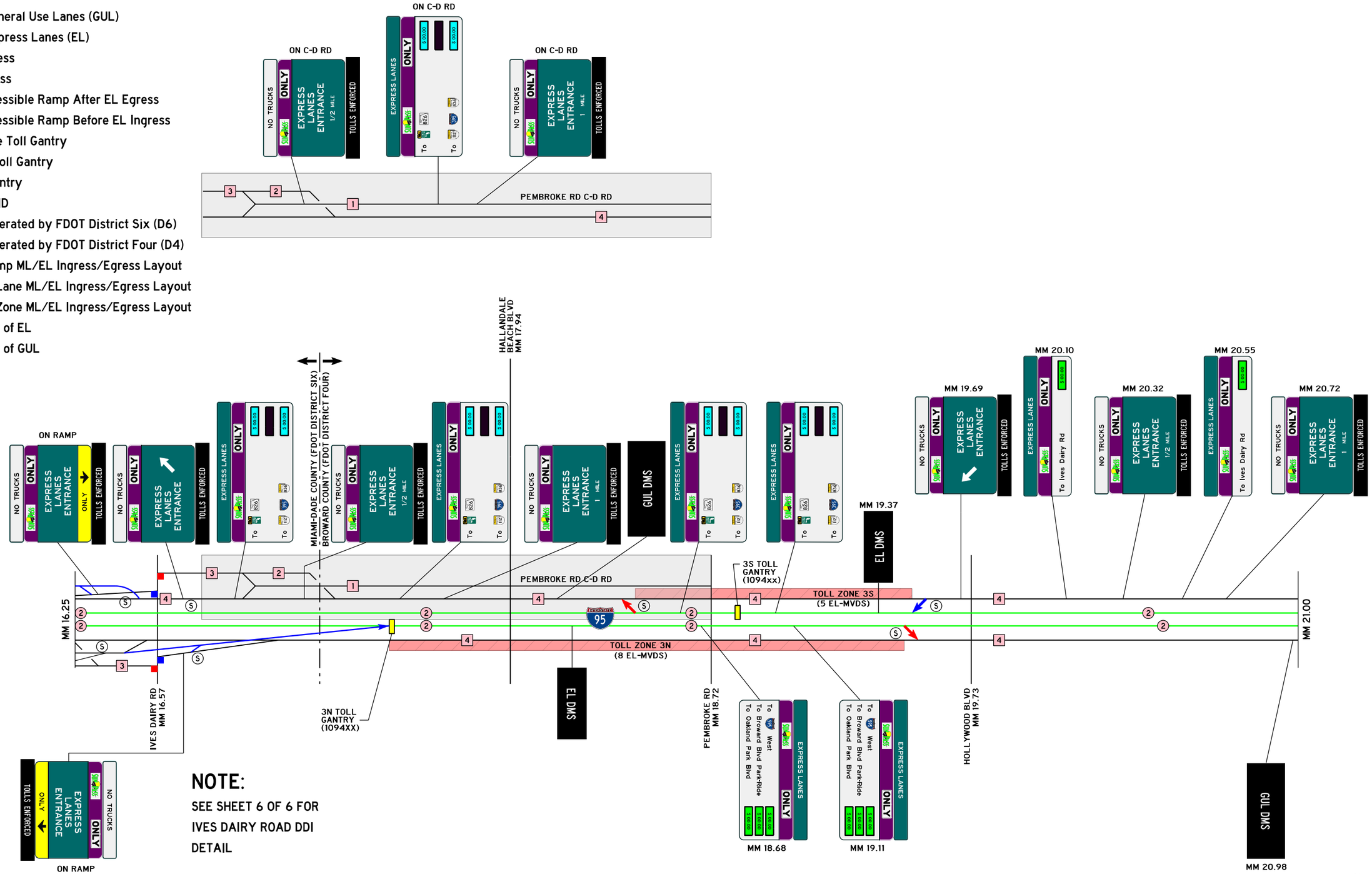
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

REVISION DATE:				
DRAFT 6/2/25	95 EXPRESS ULTIMATE (US-1 TO I-595)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 3 OF 6

c:\pwworking\usf\dms18662\95X_ULT_20250602.dgn 6/3/2025 11:39:45 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL



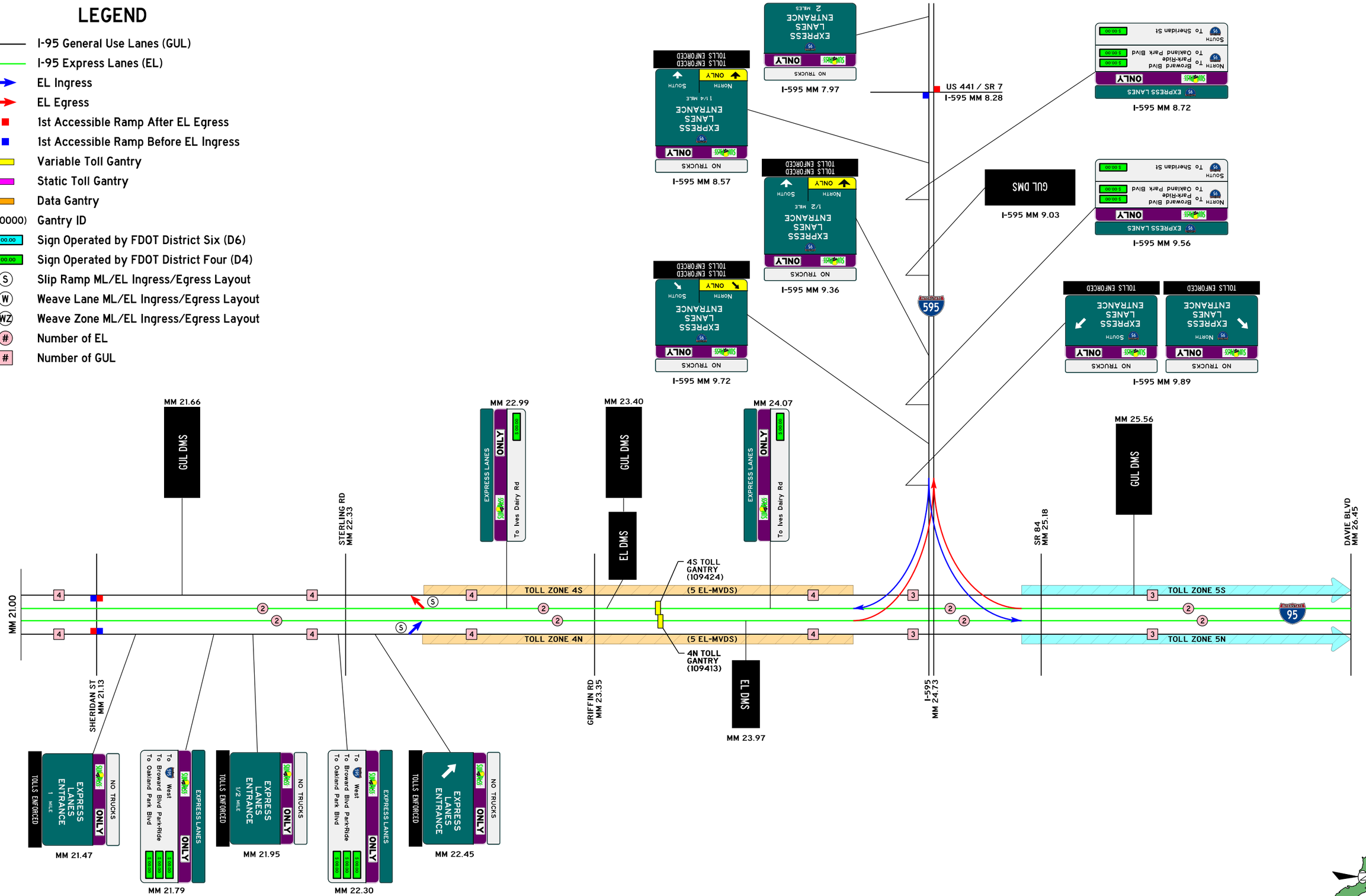
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

REVISION DATE:				
DRAFT 6/2/25	95 EXPRESS ULTIMATE (US-1 TO I-595)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 4 OF 6

c:\pwworking\usfl\dms18662\95X_ULT_20250602.dgn 6/3/2025 11:39:46 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL



NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

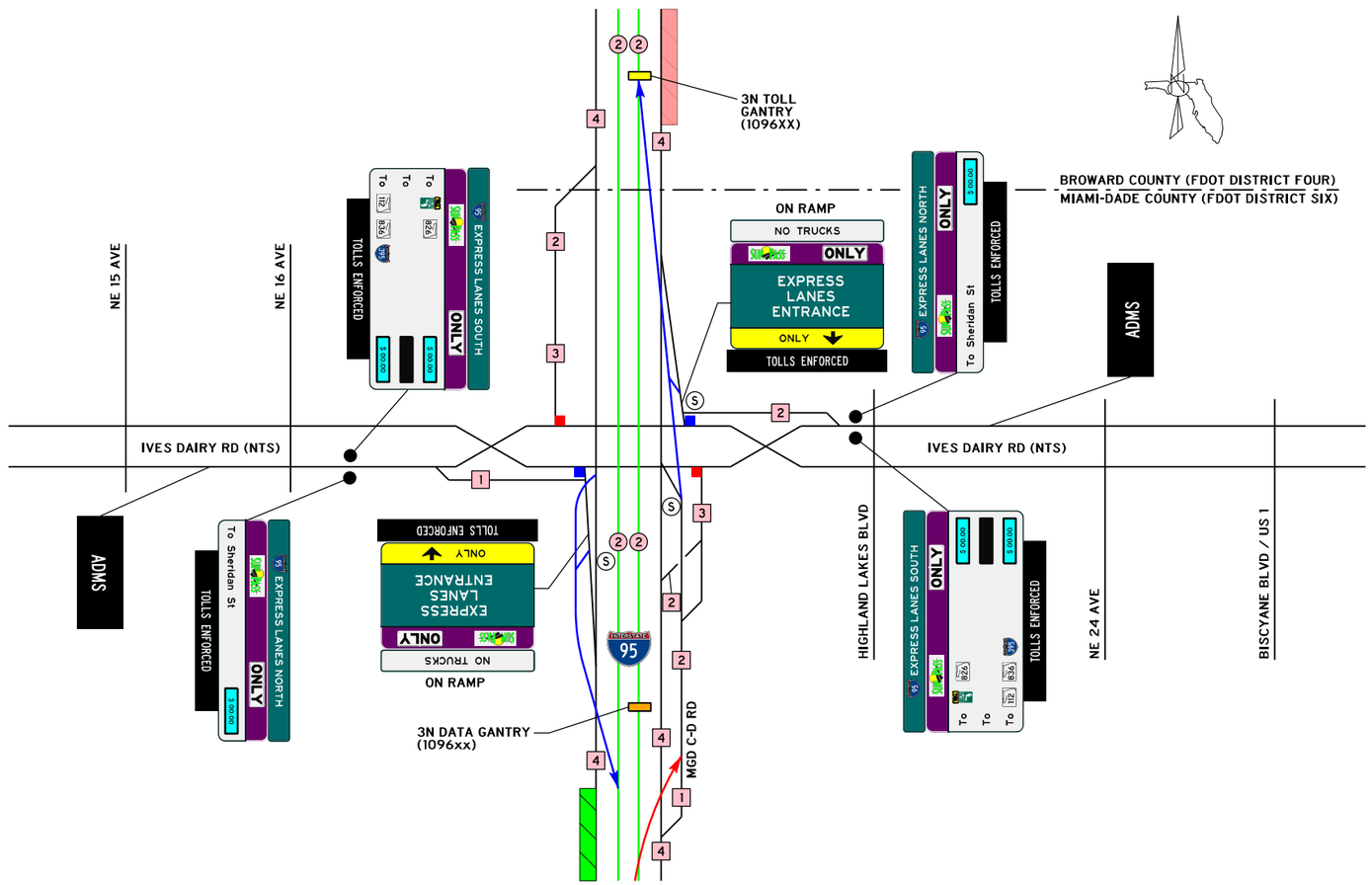
N.T.S.

REVISION DATE:				
DRAFT 6/2/25	95 EXPRESS ULTIMATE (US-1 TO I-595)	FDOT	95 EXPRESS TOLL DIAGRAM	SHEET NO. 5 OF 6

c:\pwworking\usf\\dms18662\95X_ULT_20250602.dgn 6/3/2025 11:39:47 AM mario.ramos

LEGEND

- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- Static Toll Gantry
- Data Gantry
- (000000) Gantry ID
- $ 00.00 Sign Operated by FDOT District Six (D6)
- $ 00.00 Sign Operated by FDOT District Four (D4)
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (W) Weave Lane ML/EL Ingress/Egress Layout
- (WZ) Weave Zone ML/EL Ingress/Egress Layout
- (#) Number of EL
- [#] Number of GUL

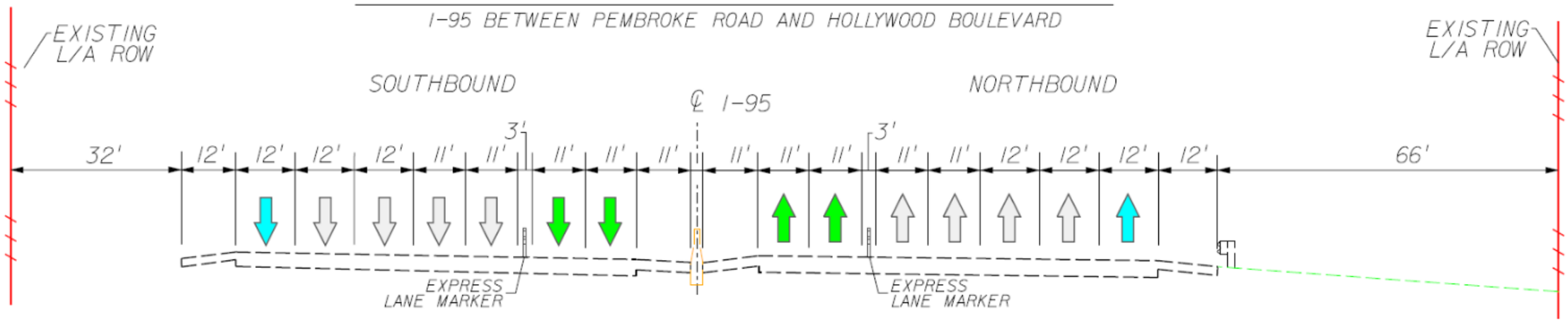


IVES DAIRY ROAD DDI DETAIL

APPENDIX B – ROADWAY TYPICAL SECTIONS

EXISTING ROADWAY SECTION C

I-95 BETWEEN PEMBROKE ROAD AND HOLLYWOOD BOULEVARD



LEGEND:

- EXPRESS LANE
- GENERAL USE LANE
- AUX LANE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

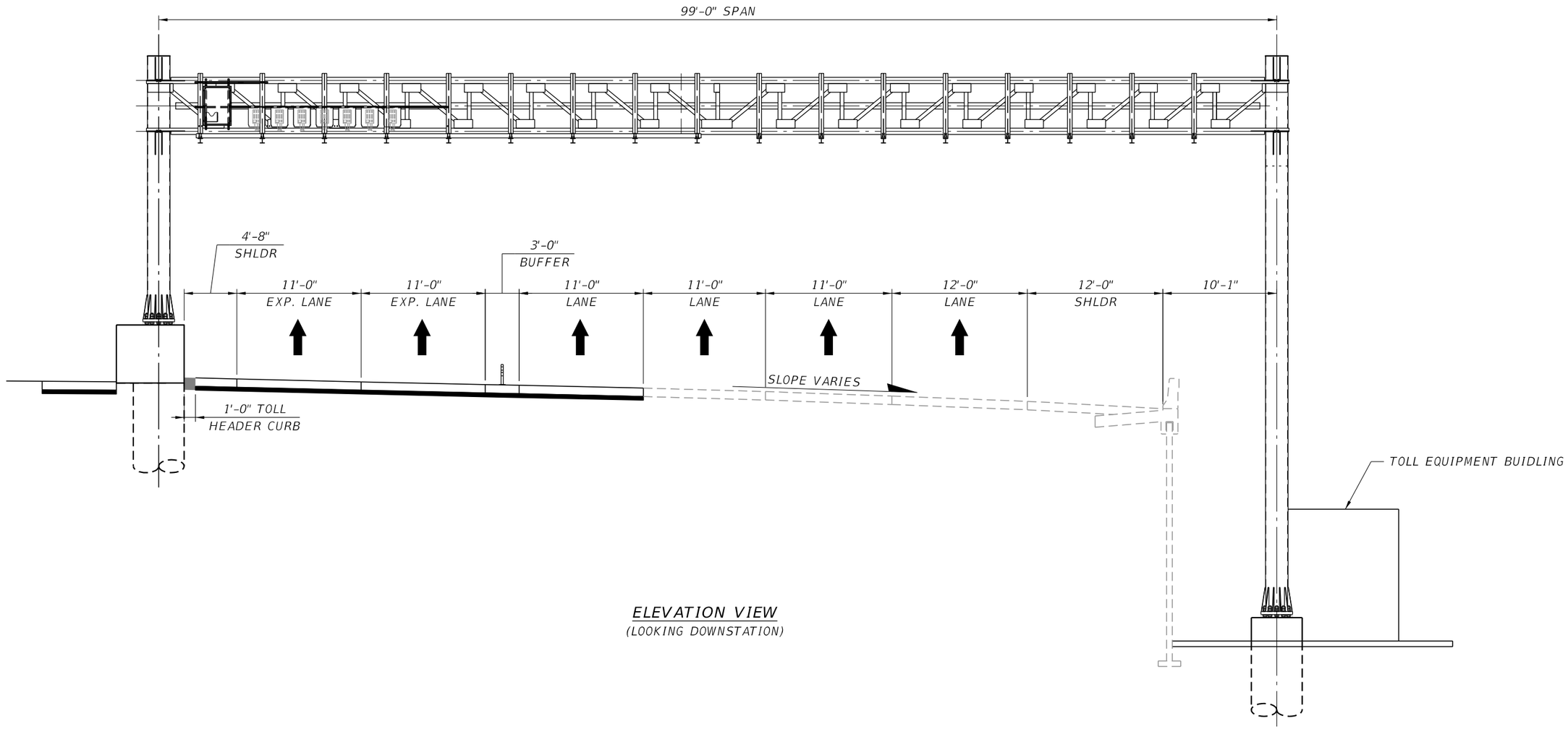
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	BROWARD	436903-1-22-01

ROADWAY TYPICAL SECTION

SHEET NO.

B1



ELEVATION VIEW
(LOOKING DOWNSTATION)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

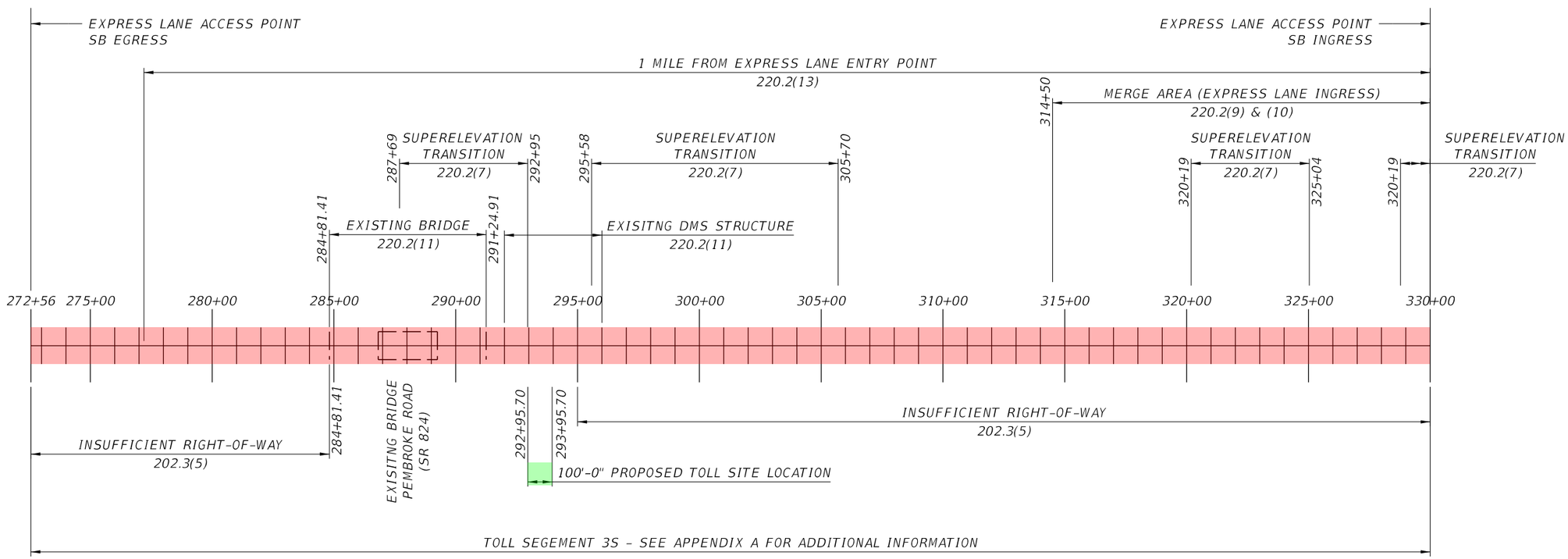
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	BROWARD	436903-1-22-01

TOLL SITE CROSS SECTION

SHEET NO.
B2

APPENDIX C – TOLL SITE ROADWAY ANALYSIS



LEGEND:

PROPOSED TOLL SITE LOCATION

UNAVAILABLE FOR TOLL SITE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	BROWARD	436903-1-22-01

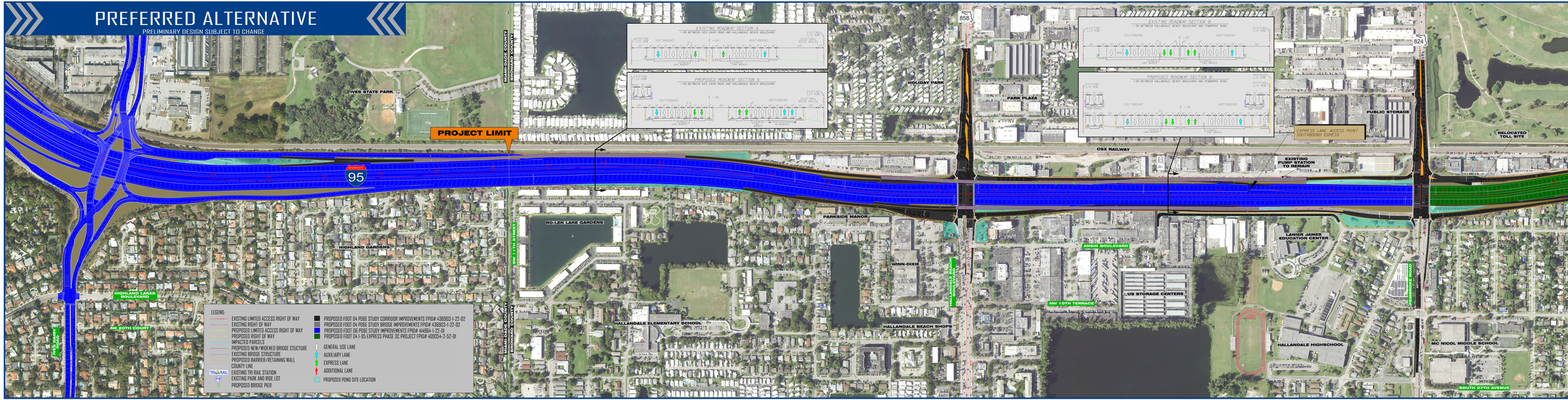
ROADWAY ANALYSIS

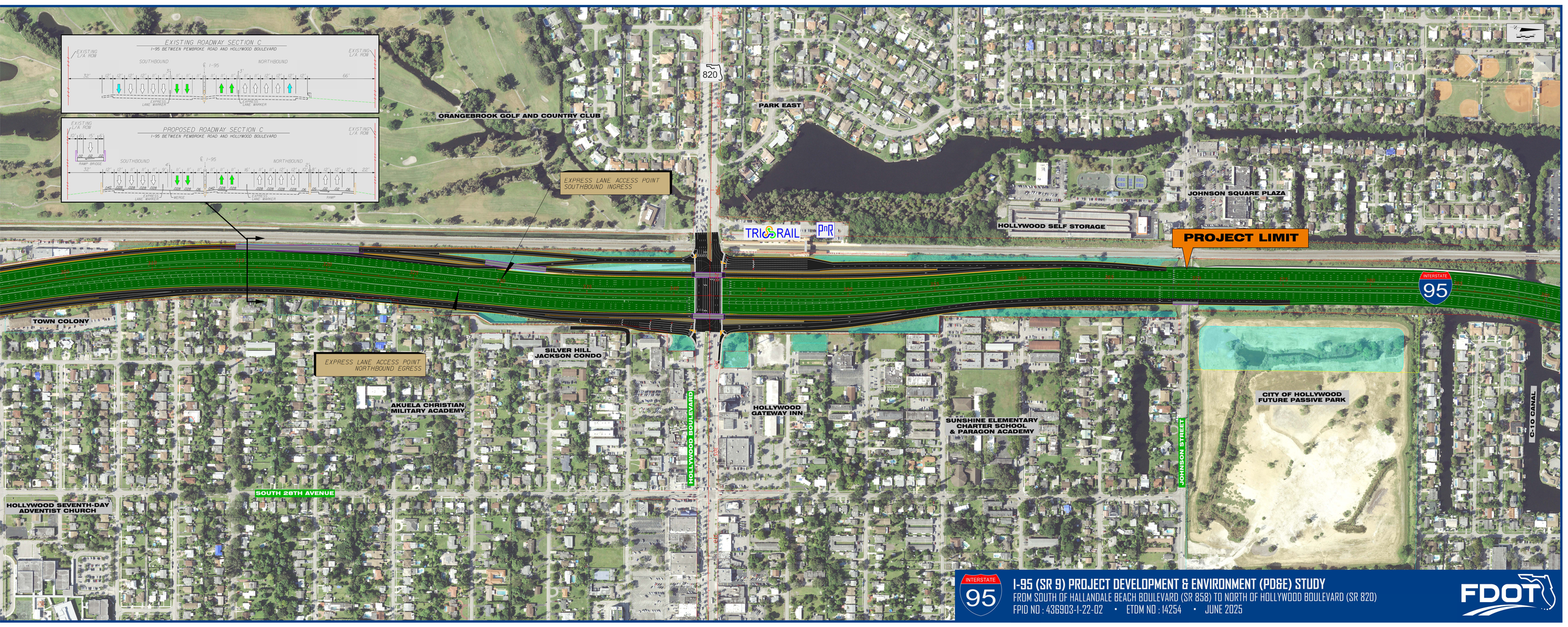
SHEET NO.
C-1

APPENDIX D – ROADWAY PLANS

PREFERRED ALTERNATIVE

PRELIMINARY DESIGN SUBJECT TO CHANGE





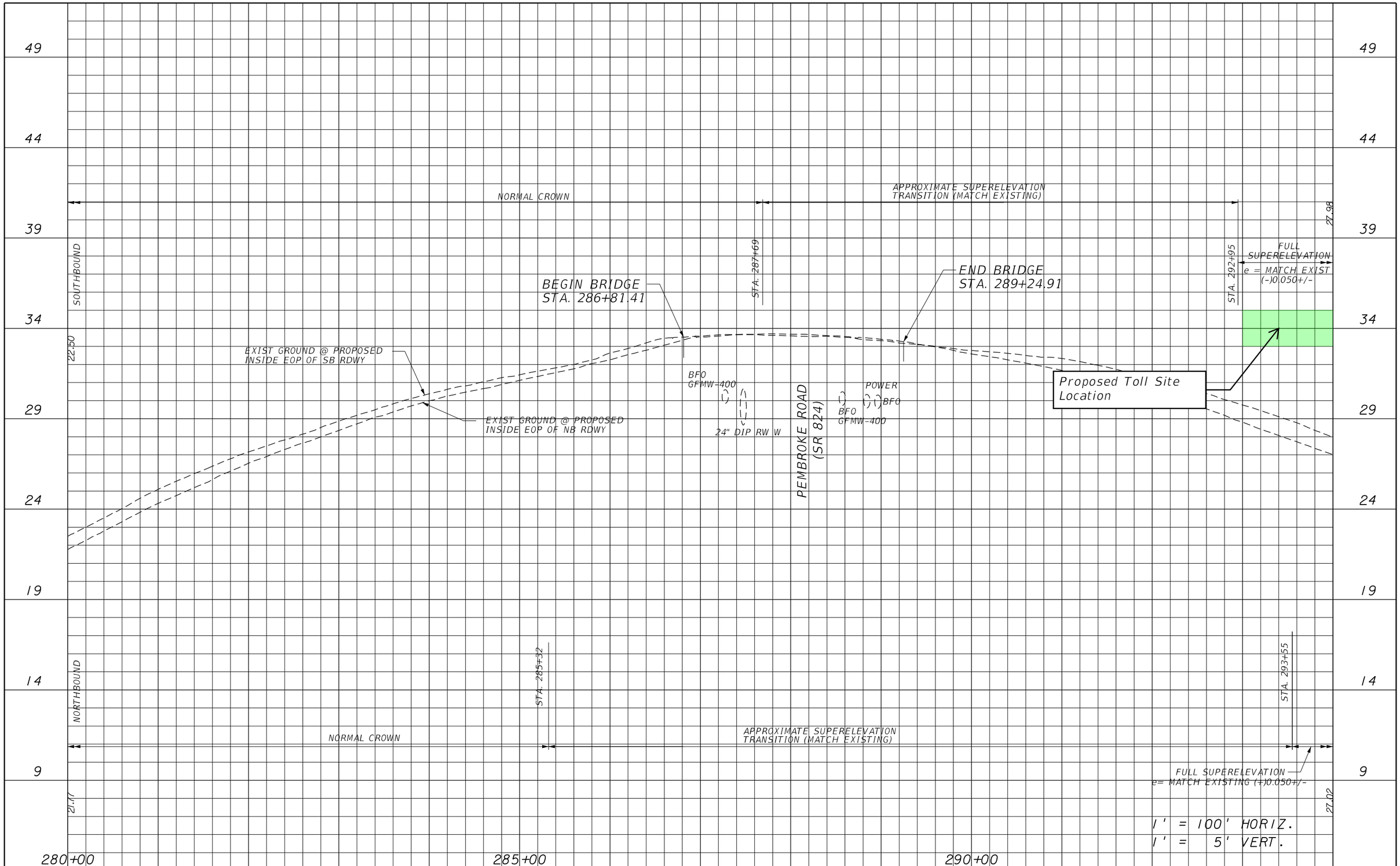
INTERSTATE 95

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

FROM SOUTH OF HALLANDALE BEACH BOULEVARD (SR 858) TO NORTH OF HOLLYWOOD BOULEVARD (SR 820)

FPID NO : 436903-1-22-02 • ETDM NO : 14254 • JUNE 2025

FDOT



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING
● ENGINEERS
● PLANNERS
● SURVEYORS

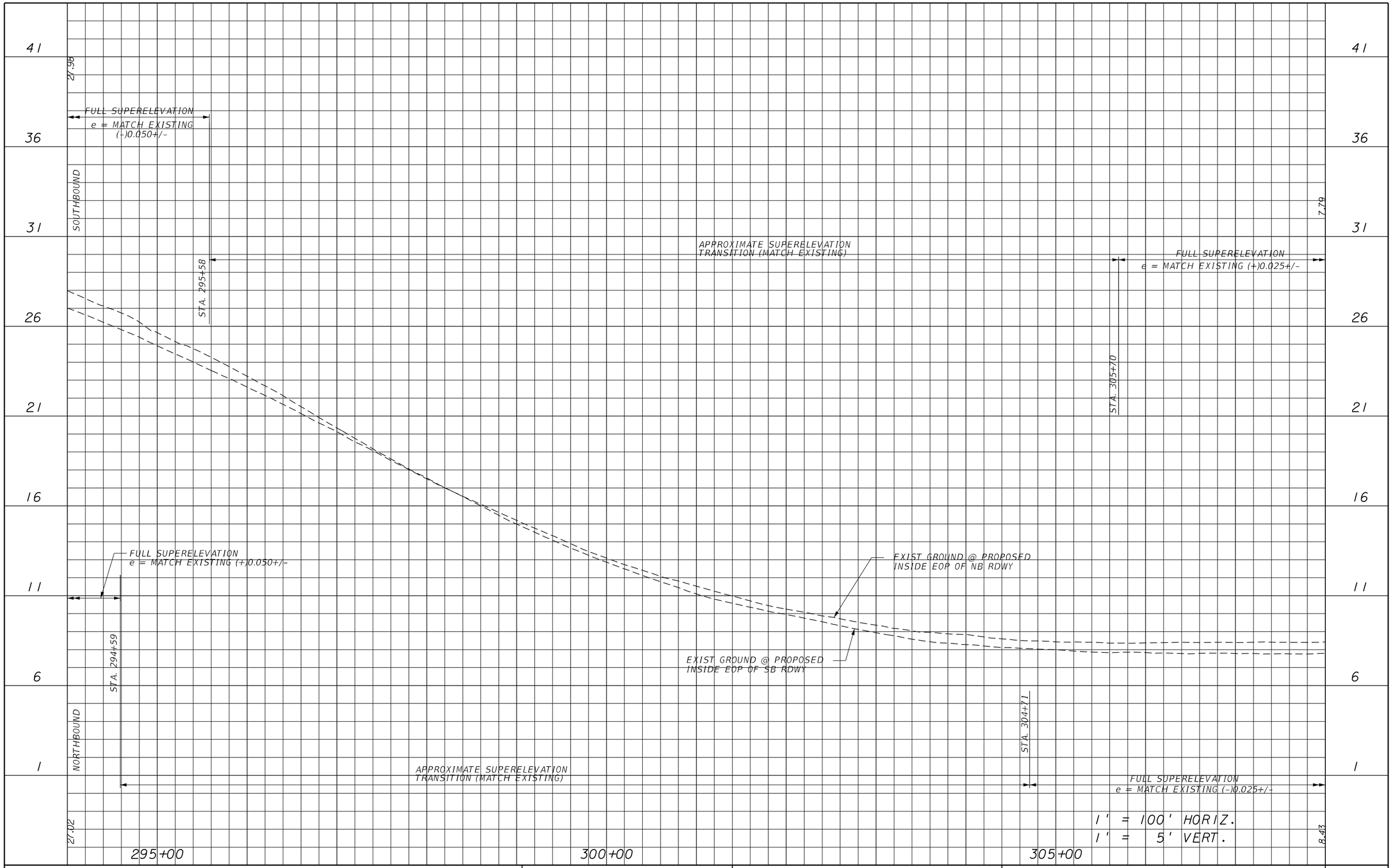
C. BRIAN FULLER, P.E. # 49524
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-1921
CERTIFICATE OF AUTHORIZATION 2294

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PROFILE SHEET

SHEET NO.
97



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

C. BRIAN FULLER, P.E. # 49524
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-1921
CERTIFICATE OF AUTHORIZATION 2294

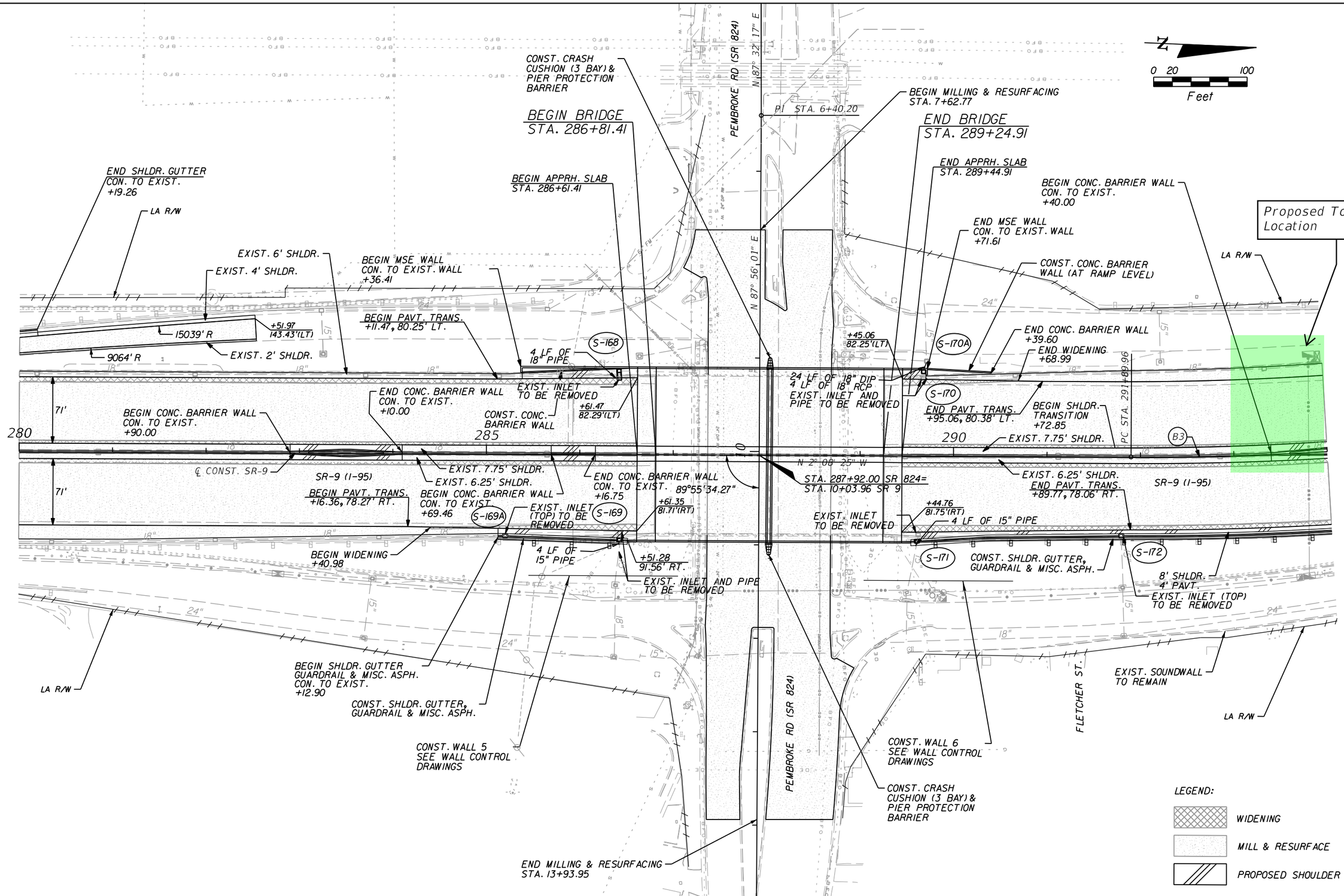
- ENGINEERS
- PLANNERS
- SURVEYORS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PROFILE SHEET

SHEET NO. 98



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

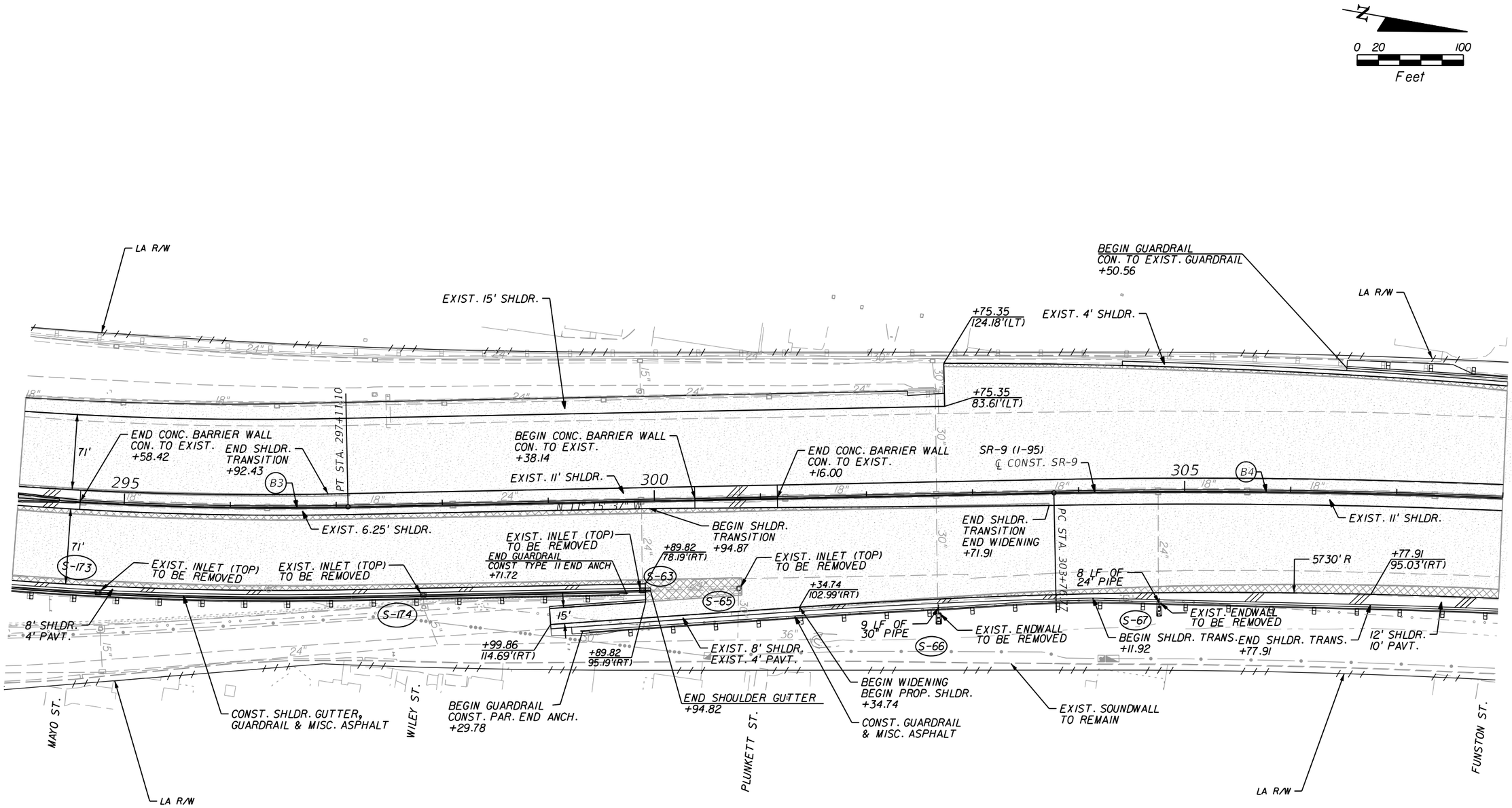
C. BRIAN FULLER, P.E. # 49524
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-1921
CERTIFICATE OF AUTHORIZATION 2294
● ENGINEERS
● PLANNERS
● SURVEYORS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO.
47



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

C. BRIAN FULLER, P.E. # 49524
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-1921
CERTIFICATE OF AUTHORIZATION 2294
● ENGINEERS
● PLANNERS
● SURVEYORS

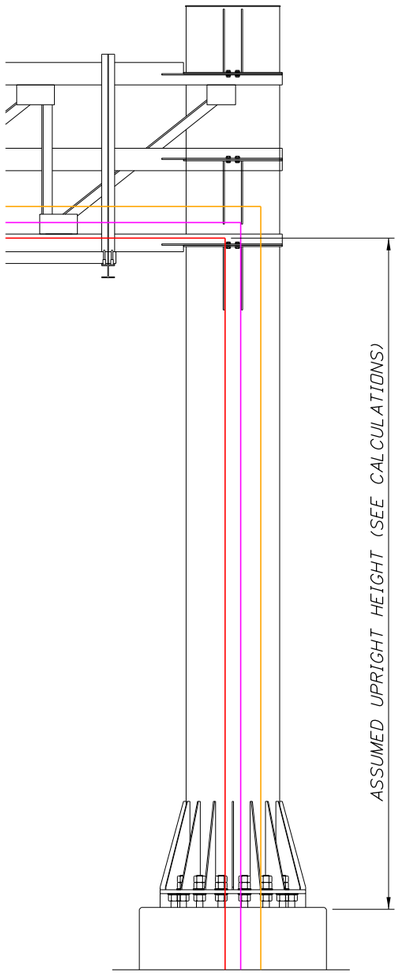
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

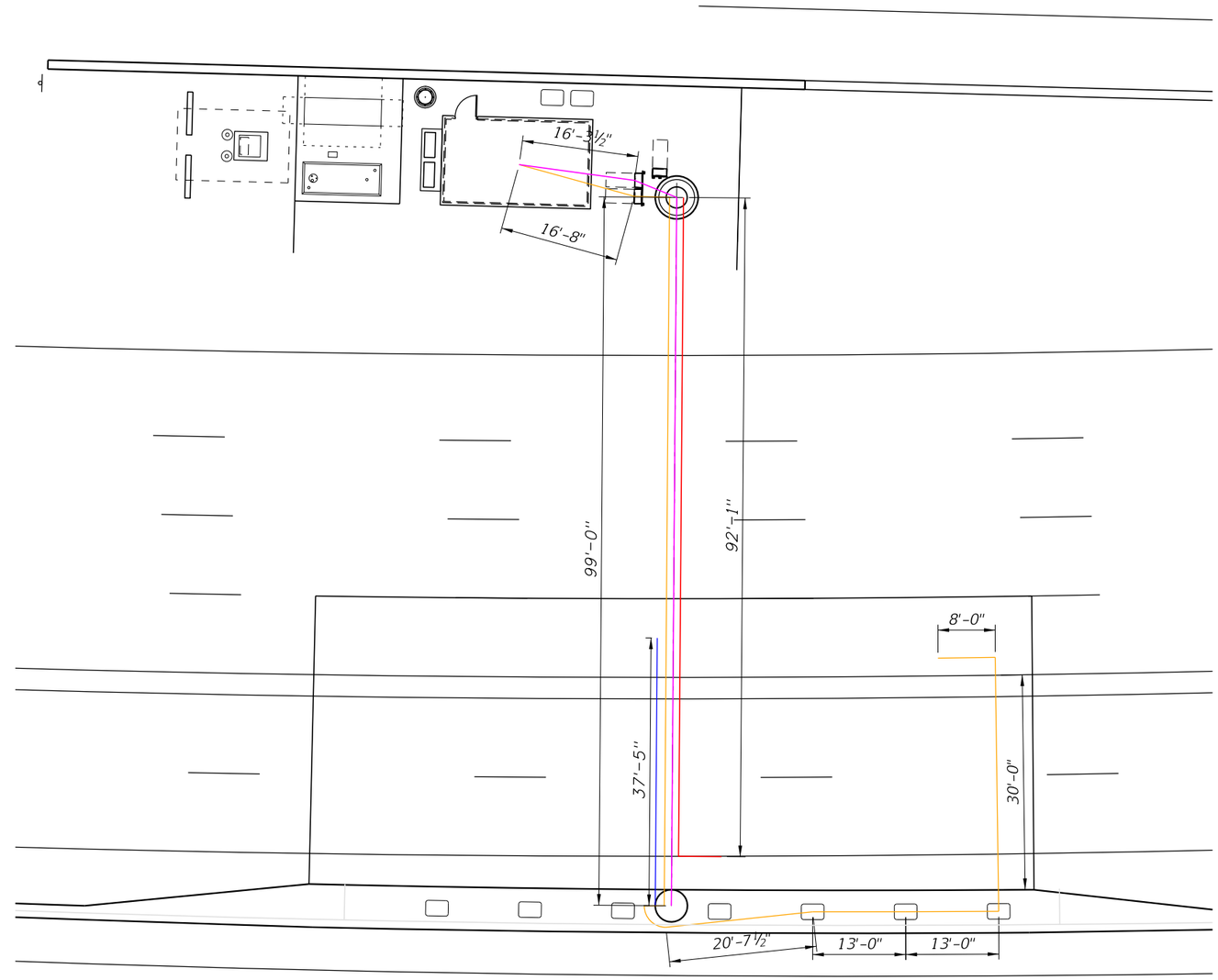
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

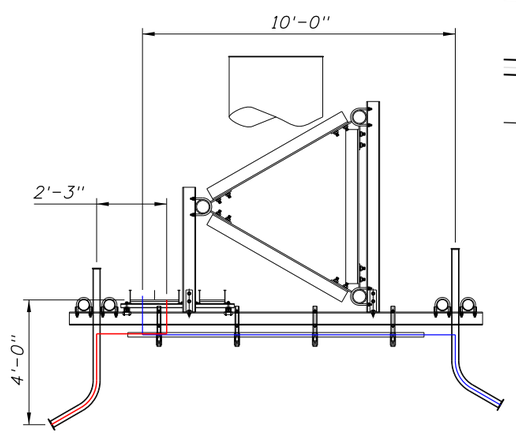
PLAN SHEETS

SHEET NO.
48

APPENDIX E – CABLE LENGTH ASSUMPTIONS







E6 LMR	SECTION 234.3 (1)	100 FEET
E6 DATA	SECTION 234.3 (2)	250 FEET
DATA (GANTRY)	SECTION 234.3 (3)	250 FEET
TOLL LOOPS	SECTION 234.3 (4)	250 FEET

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	BROWARD	436903-1-22-01

CALCULATED CABLE DISTANCES

SHEET NO.
E-1

Mainline Toll Facility

Cabeling Distance GTR 234.3(1)

4.00	ft.	: Vertical J-Arm Distance
2.25	ft.	: J-Arm -to- Cable Tray
37.42	ft.	: Distance from equipment to E6 reader
4.40	ft.	: Cable Tray to E6 Reader
48.06	ft.	OK (Mount to Gantry of Inside Express Lane Shoulder)

Cabeling Distance GTR 234.3(2)

4.40	ft.	: E6 Reader to Cable Tray
99.00	ft.	: Distance from E6 Reader to vertical wireway
45.00	ft.	: Assumed Vertical Distance from wireway to wiretrough
4.50	ft.	: Wiretrough to ground
3.00	ft.	: Underground
3.00	ft.	: Conduit sweep
16.29	ft.	: Measured distance to furthest E6 reader from working space in TEB
1.63	ft.	: Additional 10% for open trench
3.00	ft.	: Conduit sweep
3.00	ft.	: Top of conduit 1" above finish floor of toll building
182.82	ft.	OK

Cabeling Distance GTR 234.3(3)

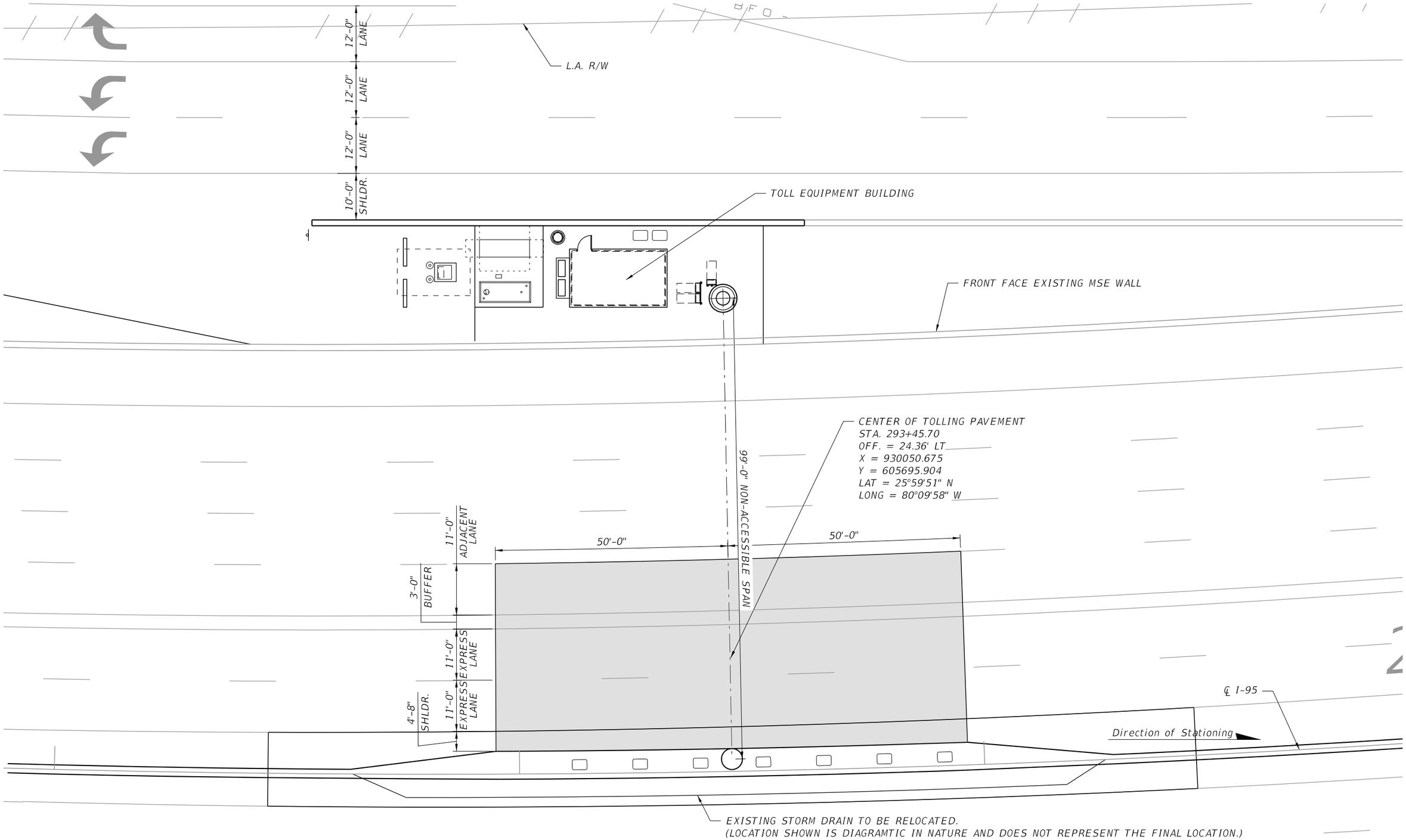
4.00	ft.	: Vertical J-Arm Distance
10.00	ft.	: J-Arm -to- Cable Tray
92.08	ft.	: Distance from J-Arm to vertical wireway (Conservatively taken to farthest shoulder line from TEB)
45.00	ft.	: Assumed Vertical Distance from wireway to wiretrough
4.50	ft.	: Wire trough to ground
3.00	ft.	: Underground
3.00	ft.	: Conduit sweep
16.67	ft.	: Measured distance from data wire trough to working space in TEB
1.67	ft.	: Additional 10% for open trench
3.00	ft.	: Conduit sweep
3.00	ft.	: Top of conduit 1" above finish floor of toll building
185.92	ft.	OK

Cabeling Distance GTR 234.3(4)

8.00	ft.	: Distance to Toll Loop
2.50	ft.	: Loop Home Run
30.00	ft.	: From face of concrete barrier to furthest lane or shoulder stripe
4.50	ft.	: Distance from face of concrete barrier to center of loop pull box
13.00	ft.	: Distance between pull boxes
6.00	ft.	: Add 3' for each conduit end sweep
13.00	ft.	: Distance between pull boxes
6.00	ft.	: Add 3' for each conduit end sweep
3.00	ft.	: Add 3' for begin conduit sweep
20.63	ft.	: Distance from pullbox to sweep around gantry foundation
4.67	ft.	: Sweep around gantry foundation and vertical sweep to top of foundation
3.75	ft.	: Horizontal Distance from barrier stub up to CL gantry
20.00	ft.	: Assumed Vertical Distance from wireway to barrier

99.00	ft.	: Distance across TES	
45.00	ft.	: Assumed Vertical Distance from wireway to wiretrough	
4.50	ft.	: Wiretrough to ground	
3.00	ft.	: Conduit sweep	
16.67	ft.	: Measured distance from wiretrough to working space in TEB	
1.67	ft.	: Additional 10% for open trench	
3.00	ft.	: Top of conduit 1" above finish floor of toll building	
307.88	ft.	NG	GTR Deviation Required

APPENDIX F – TOLL SITE FIGURES



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	BROWARD	436903-1-22-01

TOLL SITE FIGURES

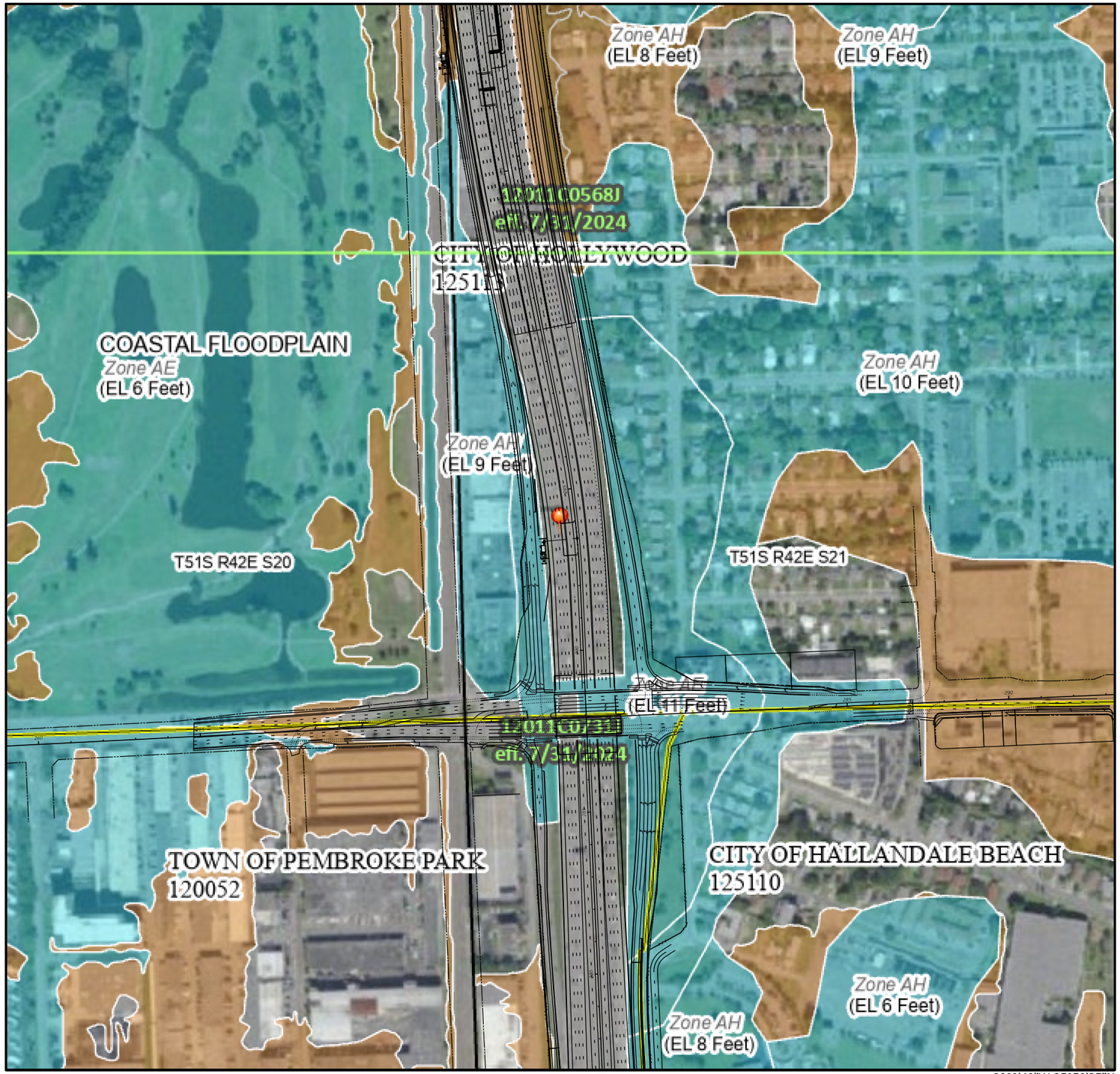
SHEET NO.
F-1

APPENDIX G – TOLL SITE ENVIORNMENTAL / FEMA FLOODPLAIN MAPS

National Flood Hazard Layer FIRMette

FEMA

80°10'17"W 26°0'8"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

80°9'40"W 25°59'35"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- B 20.2 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/4/2025 at 7:17 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX H – GTR DEVIATION LETTERS

GTR DEVIATION SUBMITTAL LETTER

To: James E. Beverly
Tolls Design Administrator

Date: Feb-04-2025

Financial Project ID: 431456-6-52-01

Project Name: Interstate 95 (I-95) / State Road 9 (SR 9) Project Development and Environment Study – From South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820), Broward County

GTR Version: GTR 2023

Toll Site ID: Southbound Express Lane Toll Point (3S)

Toll Site #: 3S

Affected GTR Section(s): 230.2(4), 230.2(5), 234.3(4),

GTR Deviation Description:

The deviation is requested for violation of pipes carrying or intending to convey liquids located within 10 feet of the toll site envelope, the toll site being adjacent to the existing mechanically stabilized earth (MSE) metallic wall straps, and the maximum cable distance between any toll loop and toll equipment working space. See cable run calculations in TSTM Appendix E for calculations.

The existing storm drain running down the center of the expressway will need to be relocated. See Figure F1 for a conceptual relocation of the storm drainage system.

Recommended by:

Joshua D. McRae, P.E.
Enter Engineer's Name

Date: Feb-04-2025

Concurrences:

Date:_____

James E. Beverly, Tolls Design Administrator

Date:_____

Andra Diggs II, P.E., Turnpike Design Engineer

APPENDIX I – D6 PD&E MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE ROLL PLOT AND CONCEPTUAL SIGNING MASTER PLAN

Note: These documents have been included for informational purposes. These are subject to change by D6 in the future.

PRELIMINARY CONCEPT ALTERNATIVE 3

I-95/SR 9 PD&E STUDY

FM # 414964-1-22-01

FDOT D6 Golden Glades Interchange Ultimate Concept (Future/By Others)

FOURTH FLORIDA RAIL CORRIDOR (FERC)

BEGIN PROJECT

INSET 3-A

Match Line 3-A

EXISTING I-95 EXPRESS SB EXIT TO:
- GOLDEN GLADES INTERCHANGE
(TO BE REMOVED)

SFRC Railroad

Delta Farms

PROPOSED I-95 EXPRESS NB ENTRANCE FROM:
- I-95 GENERAL USE
- GOLDEN GLADES INTERCHANGE

EXISTING I-95 EXPRESS NB ENTRANCE FROM:
- I-95 GENERAL USE
- GOLDEN GLADES INTERCHANGE
(TO BE REMOVED)

EAST OF

Milton Littman Park

TOLL EQUIPMENT BUILDING #3N

Existing Pond

Existing 3N & 3S TOLL GANTRY

AVENTURA ISLES

PROPOSED I-95 EXPRESS SB EXIT TO:
- I-95 GENERAL USE
- GOLDEN GLADES INTERCHANGE

EXISTING I-95 EXPRESS SB ENTRANCE FROM:
- I-95 GENERAL USE
- NE/E DAIRY ROAD
(To Be Removed)

ROADSIDE TOLLING CABINET #02

EXISTING 3N & 3S TOLL EQUIPMENT BUILDING

EXISTING I-95 EXPRESS NB EXIT TO:
- I-95 GENERAL USE
- NE/E DAIRY ROAD
(TO BE REMOVED)

PROPOSED I-95 EXPRESS NB EXIT TO:
- I-95 GENERAL USE
- NE/E DAIRY ROAD

PROPOSED I-95 EXPRESS NB ENTRANCE FROM:
- MIAMI GARDENS DRIVE

Existing Pond To Be Enlarged

WEST LAKE

AERIAL FLIGHT DATE: 2021

INSET 3-D

TOLL EQUIPMENT BUILDING #3N DATA

PRESIDENTIAL ESTATES

SFRC Railroad

Existing CR 854/Ives Dairy Road

Proposed CR 854/Ives Dairy Road Diverging Diamond Interchange (DDI)

Ives Estates Terra Center

Ives Estates Park

Ives Estate Tot Lot / Mini Park

Fire Station

Florida Department of Transportation North Dade Construction & Maintenance Office

PROPOSED I-95 EXPRESS SB ENTRANCE FROM:
- NE/E DAIRY ROAD

PROPOSED I-95 EXPRESS SB ENTRANCE FROM:
- I-95 GENERAL USE
- HALLANDALE BEACH BOULEVARD

PROPOSED I-95 EXPRESS NB INGRESS SERVICING USERS OF:
- IOR INTERCHANGE

Match Line 3-B

INSET 3-B

Match Line 3-B

Existing Pond

EXISTING I-95 EXPRESS SB EXIT TO:
- I-95 GENERAL USE
- NE/E DAIRY ROAD
(TO BE REMOVED)

PROPOSED I-95 EXPRESS SB EXIT TO:
- I-95 GENERAL USE
- NE/E DAIRY ROAD
- MIAMI GARDENS DRIVE
(TO BE REMOVED)

EXISTING I-95 EXPRESS NB ENTRANCE FROM:
- I-95 GENERAL USE
- MIAMI GARDENS DRIVE
- NE/E DAIRY ROAD
(TO BE REMOVED)

SFRC Railroad

FOURTH FLORIDA RAIL CORRIDOR (FERC)

Existing Pond

END PROJECT

436963-1 FDOT D4 PD&E Concept (Future/By Others)

D4 3N TOLL GANTRY (FUTURE ALTERNATIVES - BY OTHERS)

INSET 3-C

Existing SR 860/ Miami Gardens Drive

Proposed SR 860/Miami Gardens Drive Grade-Separated

Existing I-95/SR 9 Mainline and Express Lanes

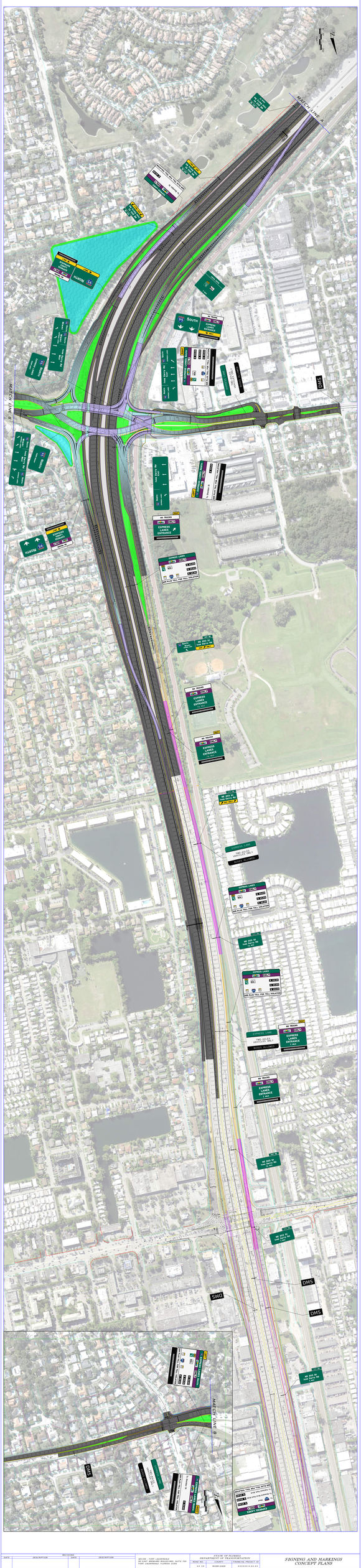
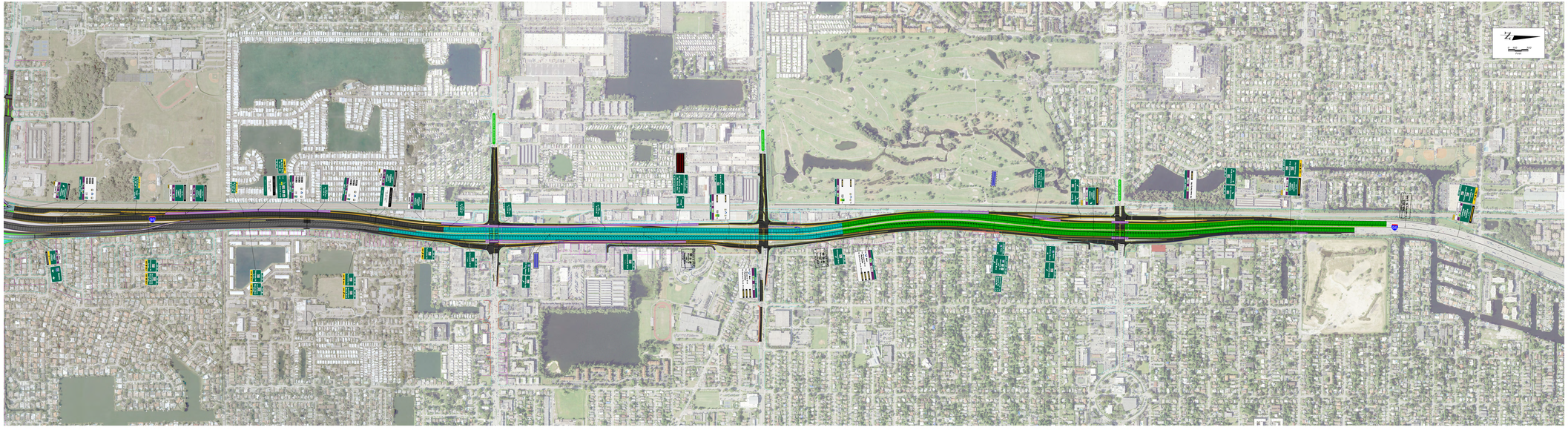
Proposed I-95/SR 9 Mainline and Express Lanes with Braided Ramps

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- PROPERTY LINES
- EXISTING FARMVILL NOISE BARRIER
- EXISTING LINEAR NOISE
- LEVEL 0 ROADWAY
- LEVEL 1 ROADWAY/BRIDGE
- LEVEL 2 ROADWAY/BRIDGE
- CS CANAL BRIDGES
- BRIDGE
- BIKE LANE
- SHARED USE PATH
- OUTLINE OF BRIDGE
- OUTLINE OF ELEVATED STRUCTURE
- CONTINUOUS EXPRESS LANES
- INTERMITTENT EXPRESS LANES
- CONTINUOUS GENERAL USE LANES
- INTERMITTENT GENERAL USE LANES
- AUXILIARY LANES

FOR INFORMATION ONLY

SIGNS AND MARKINGS
CONCEPT PLANS
MATCH LINE A
DATE
DESCRIPTION
REVISIONS
DESIGNED
DRAWN
CHECKED
DATE
SCALE
DRAWING NO.
SHEET NO.
TOTAL SHEETS
FEDERAL AID PROJECT
STATE
FISCAL YEAR
SHEET NO.
TOTAL SHEETS


MARCH LINE A
MARCH LINE B
NORTH
SOUTH
EXPRESS LANES
EXPRESS LANES ENTRANCE
NE 6th St
NE 6th St W
NE 6th St E
NE 6th St
NE 6th St W
NE 6th St E
NE 6th St
NE 6th St W
NE 6th St E

APPENDIX J – I-95 MASTER SIGNING PLAN