



Preliminary Toll Siting Technical Memorandum

SR-9/I-95 PD&E Study

Miami-Dade/Broward County Line to N of Griffin Rd
Broward County

Financial Project ID: 439170-1-22-02

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 16407)	02/02/2026	<i>Preliminary Toll Siting Technical Memorandum</i>	JDM	SCS	02/02/26		
2	03/27/2026	<i>Toll Siting Technical Memorandum</i>	JDM	SCS	03/27/26		

TABLE OF CONTENTS

I. Purpose and Executive Summary	4
II. Evaluation Criteria	10
III. Tolling Site Location Analysis and Recommendations	11
IV. Tabulation of Recommended Sites	14
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 – Conceptual 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 Hallendale 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).
- The existing 3S toll facility will be relocated just to the south and constructed as part of the Interstate 95 (I-95) / State Road 9 (SR 9) Project Development and Environment Study – From South of Hallendale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820) project (FPID: 436903-1-22-02)

B. Project Information

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study for SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road, a corridor approximately 6.6 miles in length. The purpose of the PD&E Study is to improve traffic operations at existing interchanges, cross streets, and managed lanes; address existing and future transportation demand; and enhance overall safety throughout the I-95 corridor in Broward County.

The I-95 mainline and interchange alternatives under consideration aim to support community mobility by accommodating planned development growth, improving safety through innovative interchange and roadway designs, facilitating pedestrian and bicycle connectivity, and enhancing freight movement between key regional hubs and the broader highway network. The study includes evaluating interchange improvements at Sheridan Street, Stirling Road, and Griffin Road, as well as mainline and collector-distributor (C/D) system upgrades from north of Hollywood Boulevard to north of Griffin Road. Additionally, it includes assessing express lane access improvements, including elevated braided ramps between Ives Dairy Road and north of Griffin Road.

I-95 is the primary north-south interstate facility that links numerous major cities along the Atlantic coast and is one of the most important transportation systems in southeast Florida. I-95 is part of the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS), the National Highway Freight Network, and is a designated evacuation route according to the Florida Division of Emergency Management and Broward County. The limited access

facility connects major employment centers and residential areas within the South Florida tri-county area. In Broward County, I-95 is one of the several major expressways such as I-595, I-75, and the Florida's Turnpike.

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.

The purpose of this Technical Memorandum is to identify, evaluate, and recommend appropriate locations for tolling points required along the segment from the Miami-Dade/Broward County Line to north of Griffin Road.

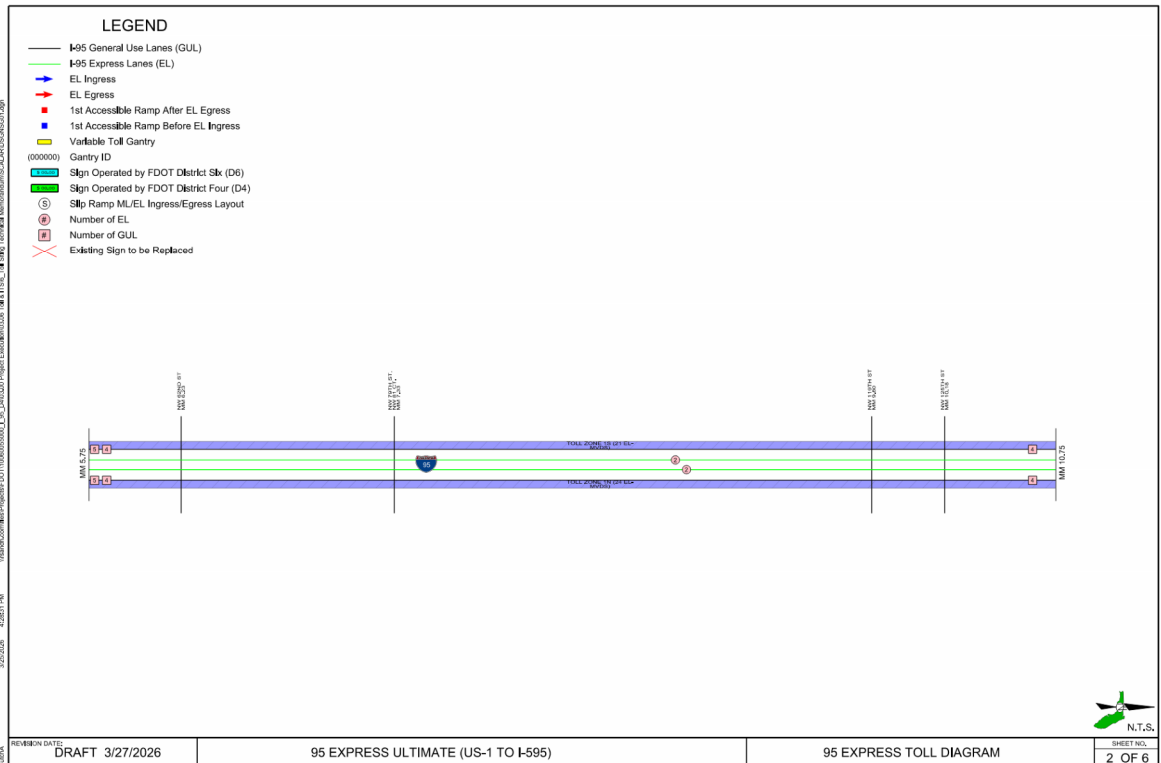
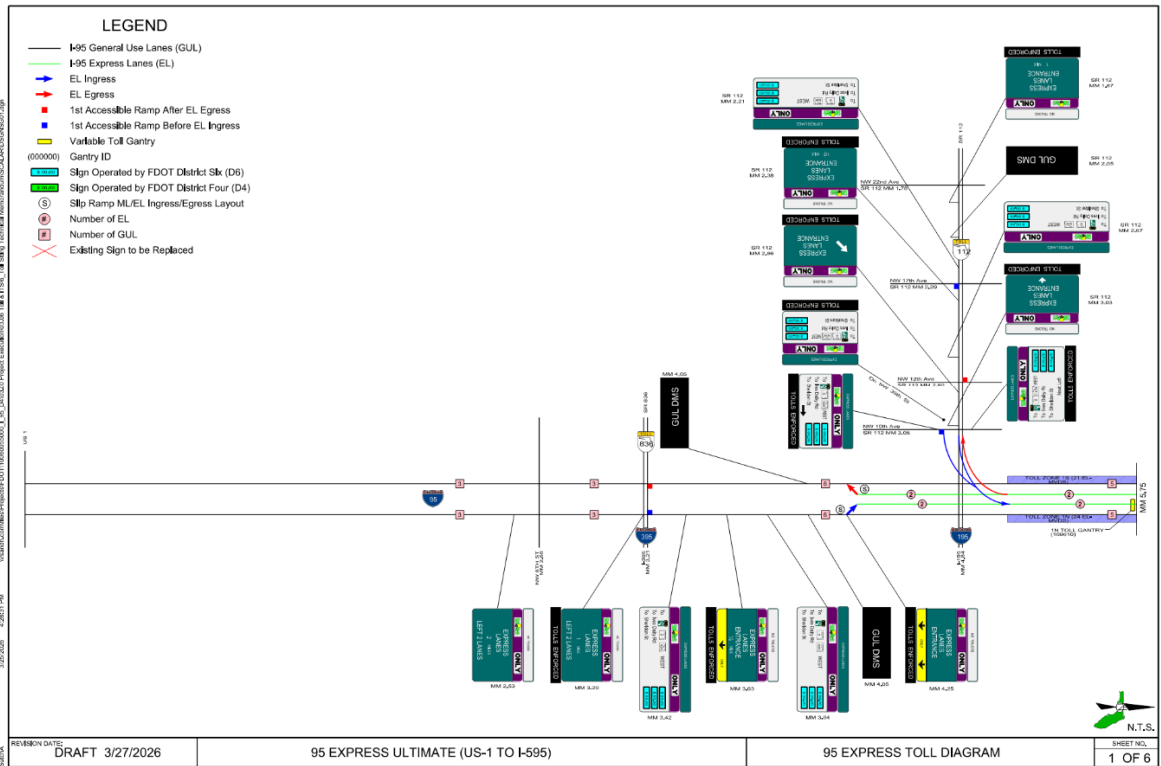
As the PD&E Study proposes improvements that affect existing tolling infrastructure, this project will require updating the following tolling points. Appendix A provides an Express Lane Diagram illustrating the tolling segments and corresponding toll sites:

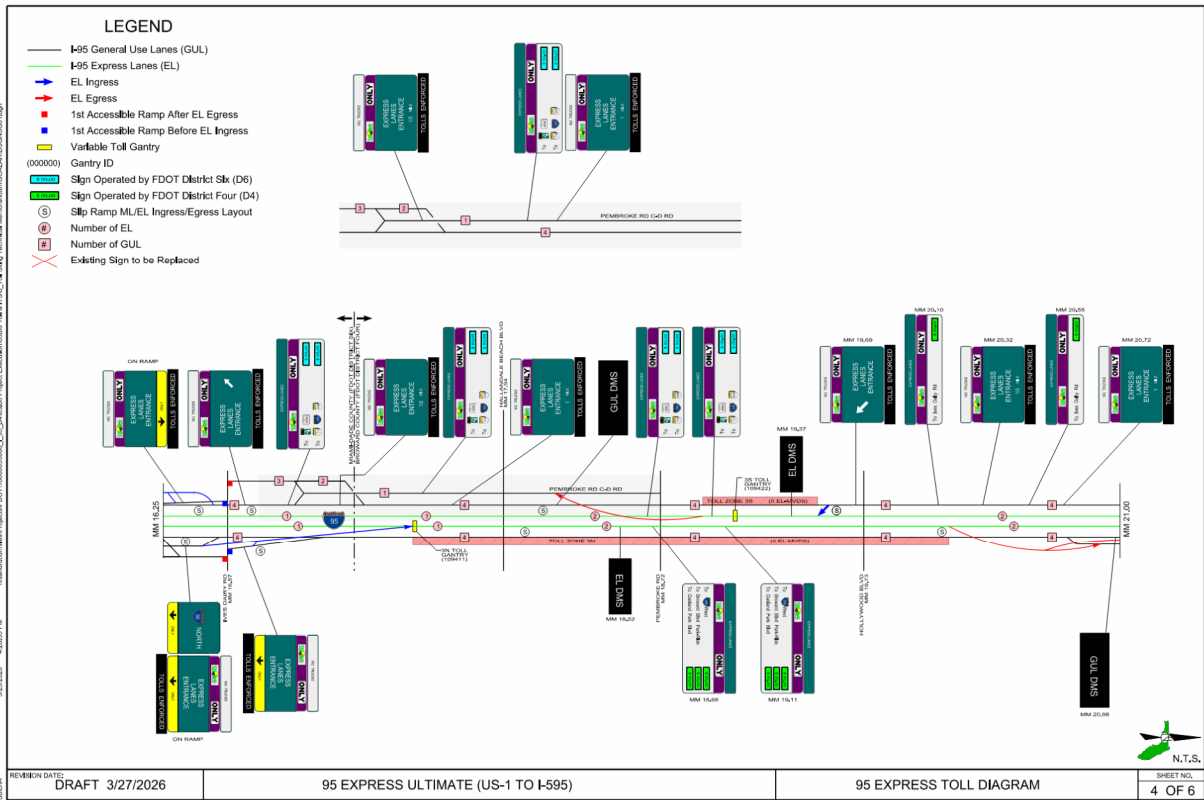
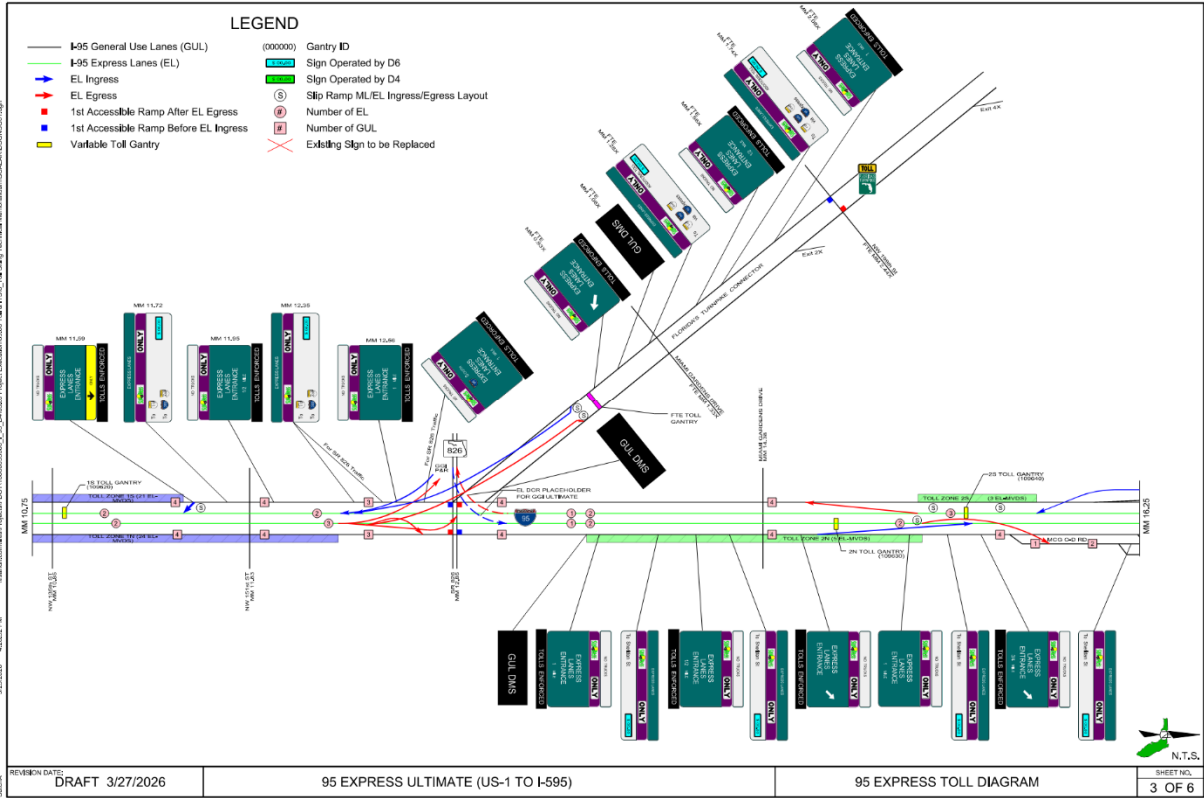
- Toll Site for Tolling Segment 3S
- Toll Site for Tolling Segment 4S and 4N

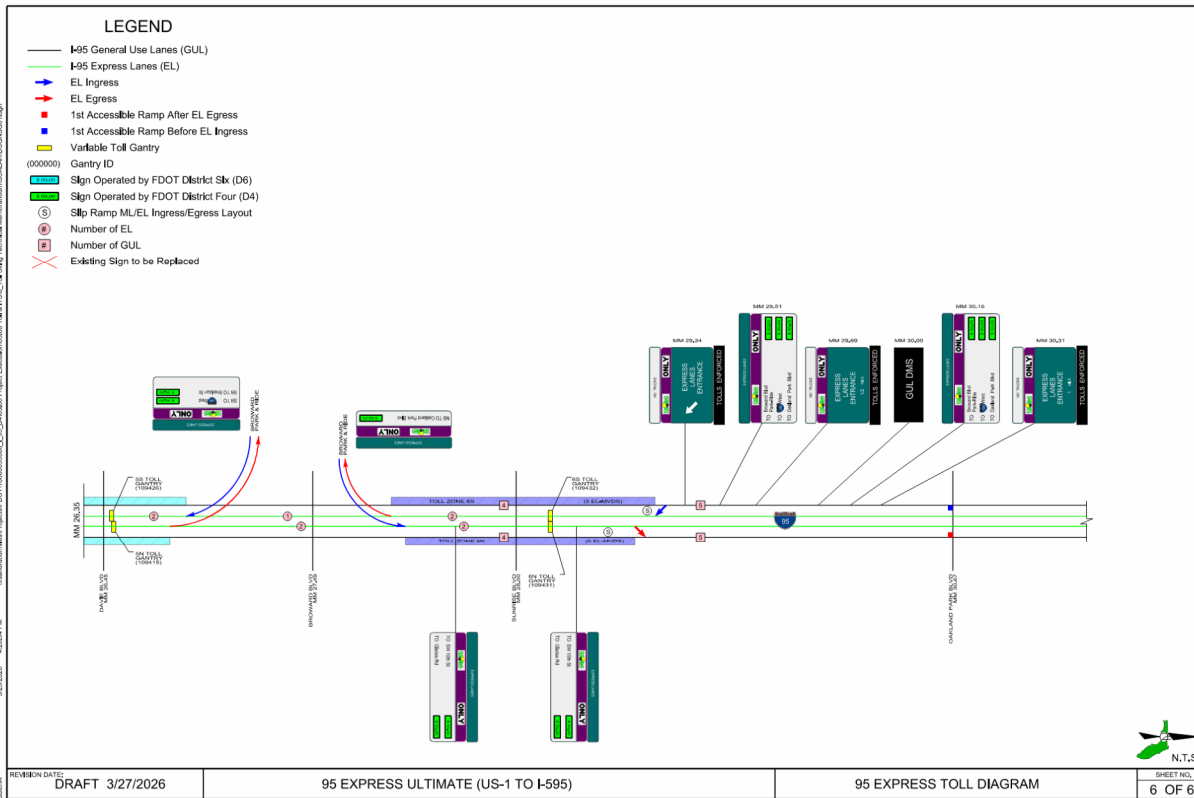
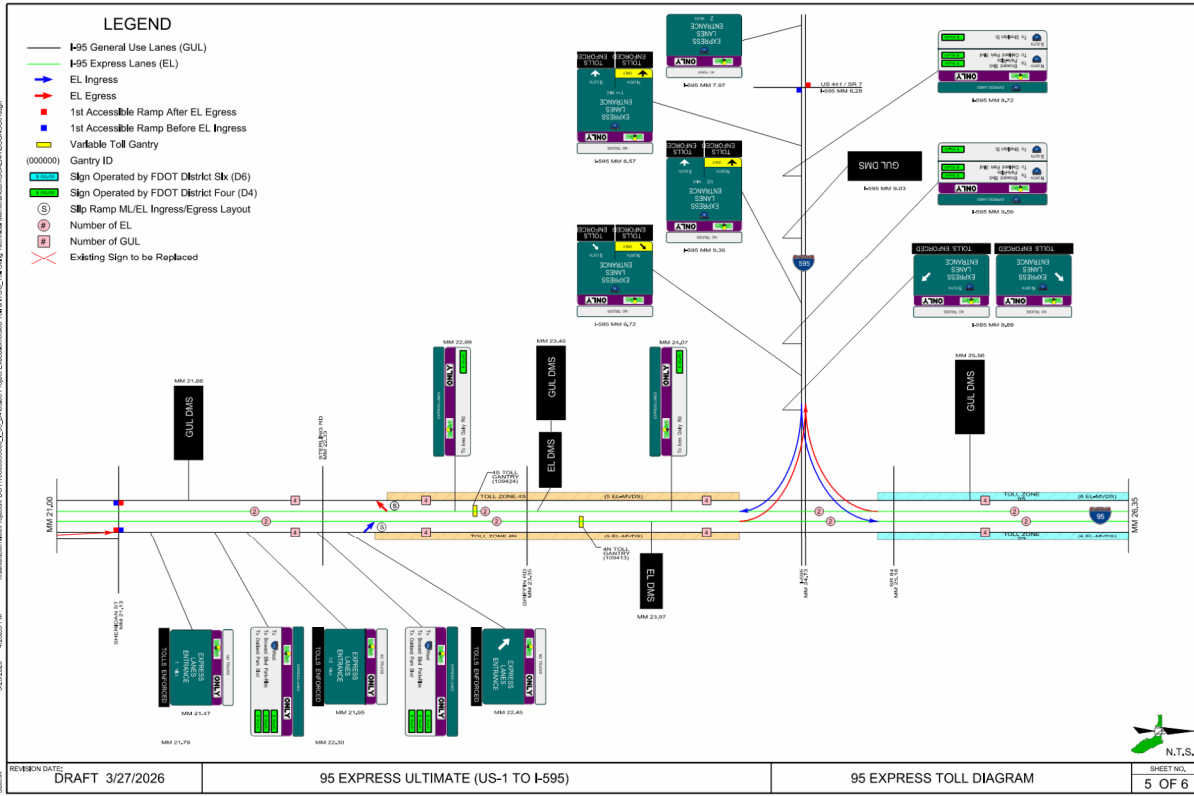
C. Project Location Map



D. Express Lane Diagrams







II. EVALUATION CRITERIA

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

1. **Current GTR Version:** *August 2025*
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. TOLLING SITE LOCATION ANALYSIS AND RECOMMENDATIONS

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

The existing southbound toll site is located about 2,717 feet south of the Hollywood Boulevard overpass, with residential areas to the east and Orangebrook Golf & Country Club and railroad tracks to the west. This gantry tolls southbound I-95 express lane traffic.

The proposed facility will also serve only the southbound express lanes. The existing northbound toll point (3N) will be relocated farther south as part of the FDOT District 6 PD&E Study for Miami Gardens Drive (FPID 414964-1-22-01). See Appendix A (Express Lane Diagrams) and Appendix D (roll plot).

The proposed gantry will be placed within the 3S Toll Segment, bounded by the southbound express lane ingress south of Hollywood Blvd. and the express lane egress to the Pembroke Rd. CD road system. Per GTR 220.2.13, the gantry must be within 1 mile of the ingress point, and the proposed location meets this requirement.

Although the toll segment begins at station 296+00, right-of-way constraints prevent a toll point before station 310+00. The conceptual location is after the express lane ingress at station 313+00 to 314+00.

The existing southbound gantry will remain operational until the new site is commissioned. Temporary traffic control will shift general-use and express lanes outward to construct the median barrier, gantry supports, and infrastructure, then shift lanes back before the existing gantry to avoid toll collection impacts.

The proposed toll point is in FEMA Flood Zone AE with a Base Flood Elevation of 8 feet (Map 1201120568J, dated 7/31/2024; Appendix G). Final design must ensure the building finish floor is at least 18 inches above the 100-year flood elevation and adjacent stormwater design stages. The existing storm drain (Appendix D) will require relocation.

The existing fiber backbone on the east side of the roadway will support communications and will not be affected by the new building. The estimated construction cost is \$6,000,000.

Toll Site 2: Northbound Toll Point 4N

The existing toll site is approximately 112 feet north of the Griffin Road overpass, with commercial areas to the west and Fort Lauderdale International Airport to the east. This location currently serves both northbound and southbound I-95 express lanes.

The proposed facility will continue to serve both directions; however, the tolling operations must be separated into two sites, one on each side of Griffin Road, due to a restriction preventing placement of a toll site within 200 feet of a bridge. The existing 4N/4S toll sites must be relocated as a result of Griffin Road improvements recommended in this project. See Appendix A for diagrams.

The proposed gantry lies within the 4N Toll Segment, bounded by the I-595 direct connects to the north and the Griffin Road express lane ingress/egress to the south. Per GTR 220.2.13, the gantry must be within 1 mile of the ingress point, and the proposed location meets this requirement.

The toll segment begins at station 509+00, but varying buffer widths exist until about station 518+00, and right-of-way is insufficient between stations 514+00 and 535+00. The conceptual toll location is immediately after the ingress at station 535+52.51 to 536.52+51. No additional feasible locations exist between station 537+00 and the end of the segment.

Existing gantries will remain operational during construction. Lane shifts will create a work zone for the median barrier, gantry structures, and related infrastructure, with lanes returned to their original alignment before the existing toll points to avoid tolling disruptions.

The proposed toll point lies in FEMA Flood Zone AE with a Base Flood Elevation of 6 feet (Map 12011C0558J, dated 7/31/2024; Appendix G). Final design must ensure the building finish floor is at least 18 inches above the 100-year flood elevation and adjacent stormwater design stages.

The existing fiber backbone along the east side of the roadway will support communications and will not be impacted. Estimated construction cost is \$6,000,000.

Toll Site 3: Southbound Toll Point 4S

The existing toll site is approximately 112 feet north of the Griffin Road overpass, with commercial areas to the west and Fort Lauderdale International Airport to the east. This location currently serves both northbound and southbound I-95 express lanes.

The proposed facility will continue to serve both directions; however, the tolling operations must be separated into two sites, one on each side of Griffin Road, due to a restriction preventing placement of a toll site within 200 feet of a bridge. The existing 4N/4S toll sites must be relocated as a result of Griffin Road improvements recommended in this project. See Appendix A for diagrams.

The proposed gantry lies within the 4S Toll Segment, bounded by the I-595 direct connects to the north and the Griffin Road express lane ingress/egress to the south. Per GTR 220.2.13, the gantry must be within 1 mile of the ingress point, and the proposed location meets this requirement.

The toll segment begins at station 509+00, but varying buffer widths exist until about station 518+00, and right-of-way is insufficient between stations 514+00 and 529+50. The conceptual toll location is immediately after the ingress at station 529+50 to 530+50. No additional feasible locations exist between station 530+50 and the end of the segment.

Existing gantries will remain operational during construction. Lane shifts will create a work zone for the median barrier, gantry structures, and related infrastructure, with lanes returned to their original alignment before the existing toll points to avoid tolling disruptions.

The proposed toll point lies in FEMA Flood Zone AE with a Base Flood Elevation of 6 feet (Map 12011C0558J, dated 7/31/2024; Appendix G). Final design must ensure the building finish floor is at least 18 inches above the 100-year flood elevation and adjacent stormwater design stages.

The existing fiber backbone along the east side of the roadway will support communications and will not be impacted. Estimated construction cost 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
		Toll Site 3S	Toll Site 4S	Toll Site 4N	
220.2(1)	Located on tangent or curve greater than 3000'.	Pass	Pass	Pass	Toll Site 3 – R = 6875' Toll Site 4 – Tangent
220.2(2) & (3)	Centerline of gantry must be perpendicular or radial to travel lanes.	Pass	Pass	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	Pass	Pass	
220.2(5)	Lane, shoulder, and buffer widths are constant through the toll loop pavement area.	Pass	Pass	Pass	Toll Site 3S – Buffer maintains 10' min. throughout the toll loop area.
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	Pass	Pass	4'-0" Buffer
220.2(7)	Toll sites must not be located within a superelevation transition/cross slope transition, except shoulder rocking.	Pass	Pass	Pass	
220.2(8)	Toll sites must not be located within queuing areas as identified by the design year traffic analysis.	Pass	Pass	Pass	Not Applicable in Express Lane Configuration
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	Pass	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: <ul style="list-style-type: none"> - 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	Pass	Pass	
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	Pass	Pass	

Criteria	Description	Pass/Fail			Notes
		Toll Site 3S	Toll Site 4S	Toll Site 4N	
220.2(13)	Gantry must be located within 1 mile of express lane entry points.	Pass	Pass	Pass	
220.2(14)	Gantry must not block an overhead sign. At least 800 feet for static panels and 1000 feet for DMS.	Pass	Pass	Pass	No occurrences found during preliminary review, to continue to be coordinated throughout the design phase
221.1.1(1) & (2)	Tolling point must be 100 feet with gantry at the midpoint.	Pass	Pass	Pass	
221.1.2(1) (2) (3) & (4)	Lane and shoulder widths at the toll site meet GTR requirements.	Pass	Pass	Pass	
221.5(2)	Tolling pavement must be free of metal objects at or below grade.	Pass	Pass	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	Pass	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	N/A	N/A	
223.1(6) & (7)	Maintain all existing toll operations with no interruption to toll collection during construction.	Pass	Pass	Pass	To continue to be coordinated throughout the design phase
223.3.1(6)	Ensure sufficient space for approach and departure pavement limits.	Pass	Pass	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	Pass	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	Pass	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	Pass	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	Pass	Pass	Existing storm drain, identified in the preliminary review, will require relocation during design. A GTR deviation is required otherwise.
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.	Pass	Pass	Pass	To continue to be coordinated throughout the design phase
230.2(6)	MSE wall strap layout and associated slabs must not conflict with toll site infrastructure.	Pass	Pass	Pass	To continue to be coordinated throughout the design phase

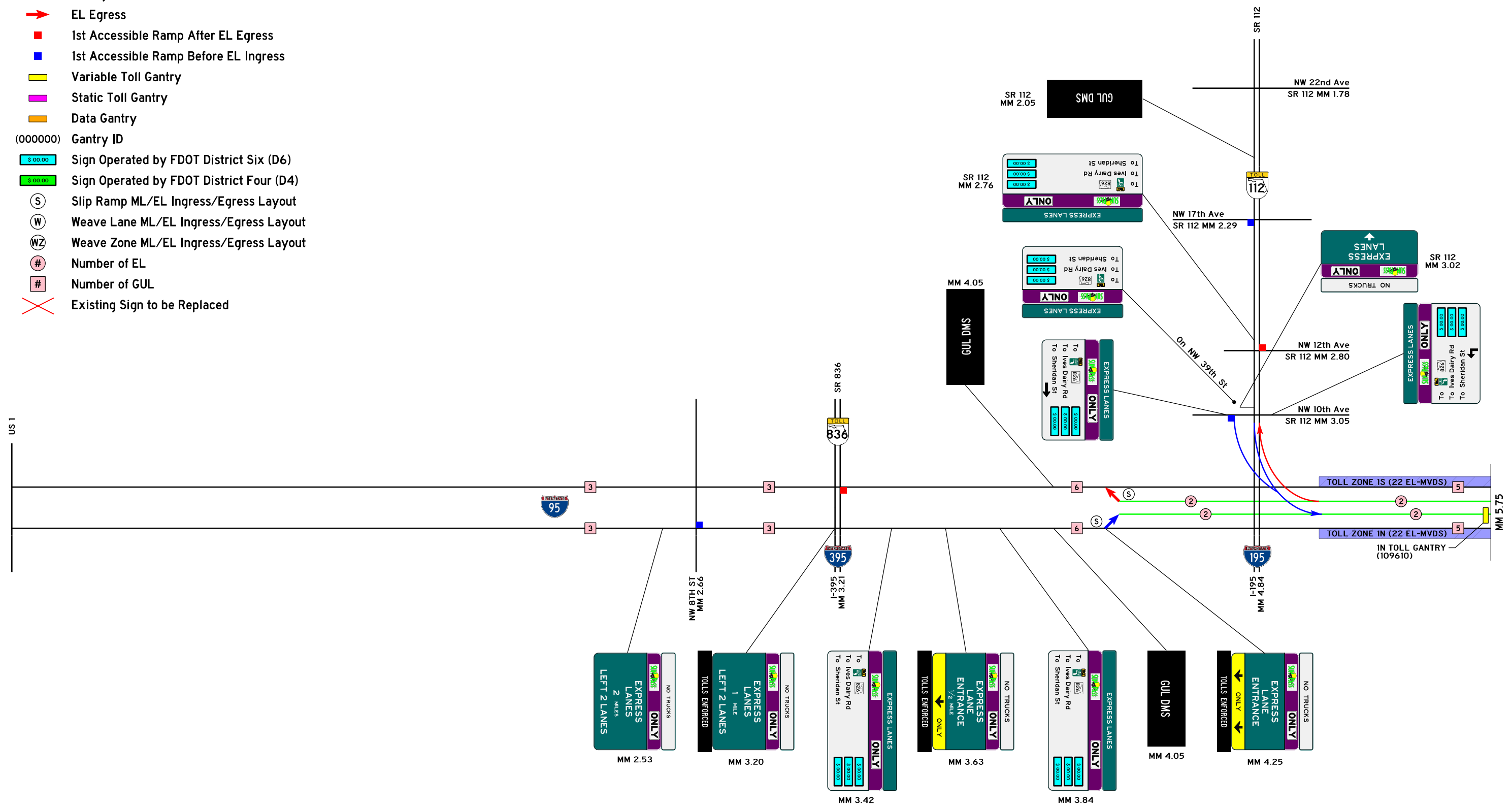
Criteria	Description	Pass/Fail			Notes
		Toll Site 3S	Toll Site 4S	Toll Site 4N	
230.2 (7) & 231.1(3)	Wall foundations with metallic reinforcement must not be located within the toll site envelope.	Pass	Pass	Pass	To continue to be coordinated throughout the design phase
230.3(1)	Toll Site Envelope must not be located within 200 feet of high voltage (>600VAC RMS or VDC) circuits or conductors.	Pass	Pass	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	Pass	Pass	
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	Pass	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	Pass	Pass	See Appendix G for additional information. Continued coordination necessary in the design stage to confirm compliance. Toll Site 3S – Adjacent Flood Zone EL 8 FT + 18" = 9.5 FT min Toll Site 4 – Adjacent Flood Zone EL 6 FT + 18" = 7.5 FT min.
231.1(13)	The generator/fuel tank must be a minimum of 8 feet from the edge of shoulder/toe of barrier.	Pass	Pass	Pass	
231.6(4)	Adjacent top of ditches and swales must be at least 5 feet from toll site envelope.	Pass	Pass	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	Pass	Pass	
234.3(1)	The maximum cable distance between the E6 Reader and antenna cable is under 100 feet.	Pass	Pass	Pass	
234.3 (2)	The maximum cable distance between the E6 readers and toll equipment working spaces must not exceed 250 feet.	Pass	Pass	Pass	
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.	Fail 266.73 FT	Fail 295.48 FT	Fail 295.48 FT	GTR Deviations Required
234.3 (4)	The maximum cable distance between any toll loop and toll equipment working spaces must not exceed 250 feet.	Fail 253.73 FT	Pass	Pass	GTR Deviations Required
Florida Gas Transmission 202.3(5)	Site tolling points must not conflict with FGT line or specified width.	Pass	Pass	Pass	
Roadway Design Criteria 202.3(5)	Roadway design criteria coordination.	Pass	Pass	Pass	

<i>Criteria</i>	<i>Description</i>	<i>Pass/Fail</i>			<i>Notes</i>
		<i>Toll Site 3S</i>	<i>Toll Site 4S</i>	<i>Toll Site 4N</i>	
ITS/Communication 260.1(1)	Availability and redundancy of fiber optic infrastructure paths (including commercial Metro Ethernet service providers.)	Pass	Pass	Pass	
ITS/Communication 260.1(4)	Availability of existing ITS FOC backbone.	Pass	Pass	Pass	
Power Service 202.3(2)	Availability of power and location of point of service.	Pass	Pass	Pass	
Environmental 202.3(5)	Avoided environmental impacts.	Pass	Pass	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	Pass	Pass	
Right-of-Way 202.3(5)	Sufficient right-of-way to accommodate the toll site.	Pass	Pass	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)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓜ 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\dms\18662\95X_20250602.dgn 11:36:32 AM 6/3/2025 mario.ramos

REVISION DATE: **DRAFT 6/2/25**

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



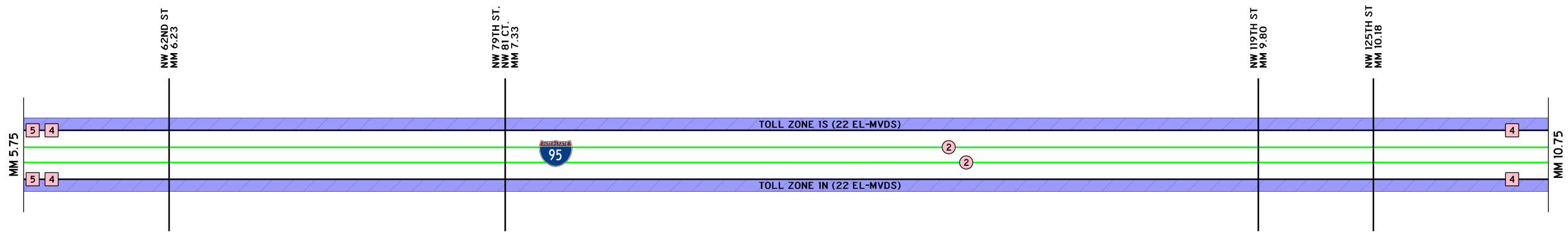
95 EXPRESS TOLL DIAGRAM



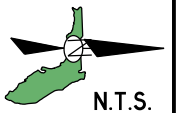
SHEET NO.
1 OF 5

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
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓦ Weave Lane ML/EL Ingress/Egress Layout
- ⓌZ 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\usf\dms18662\95X_20250602.dgn
11:36:32 AM
6/3/2025
marlo.ramos

REVISION DATE: **DRAFT 6/2/25**

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



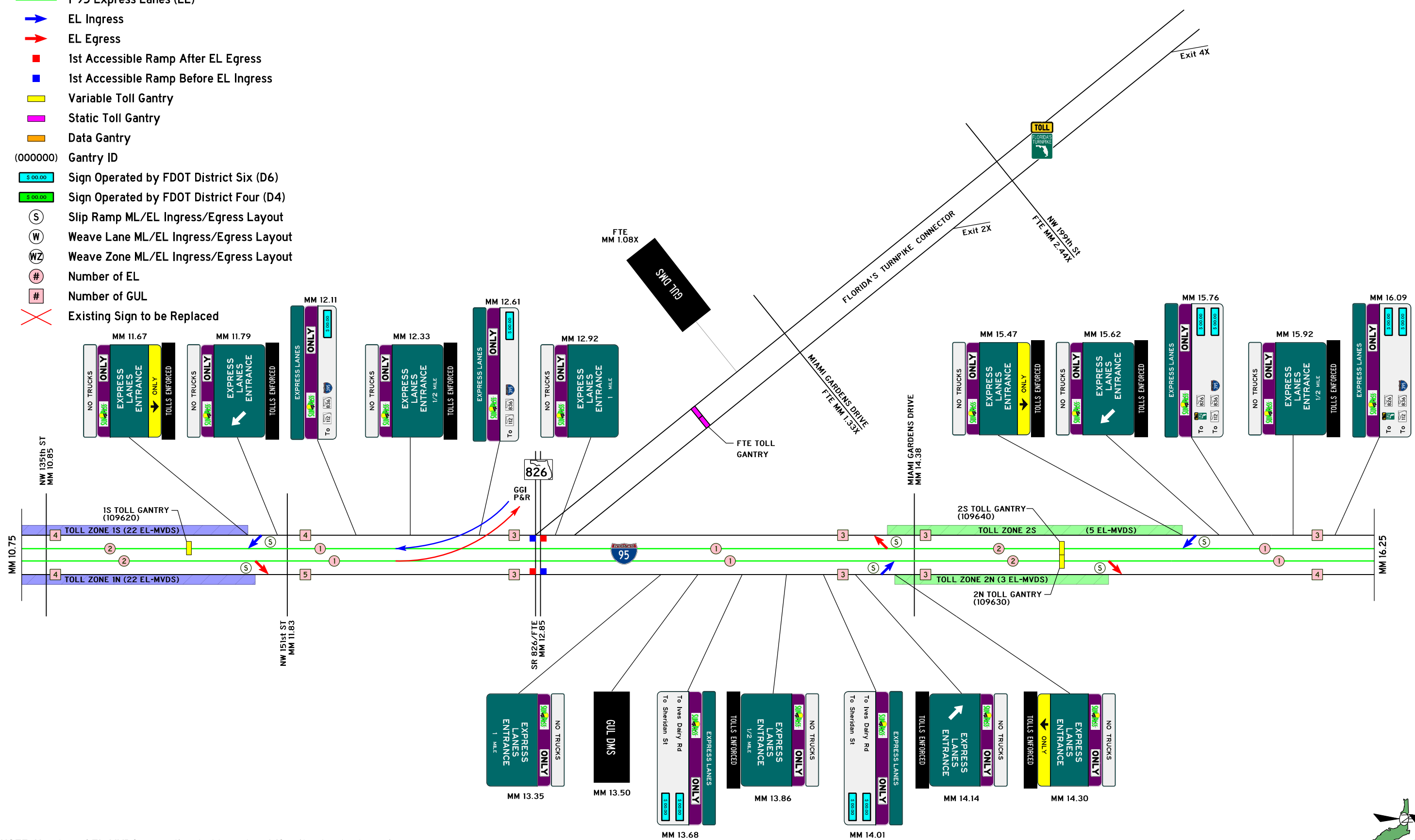
95 EXPRESS TOLL DIAGRAM



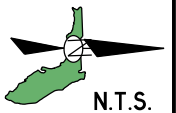
SHEET NO.
2 OF 5

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



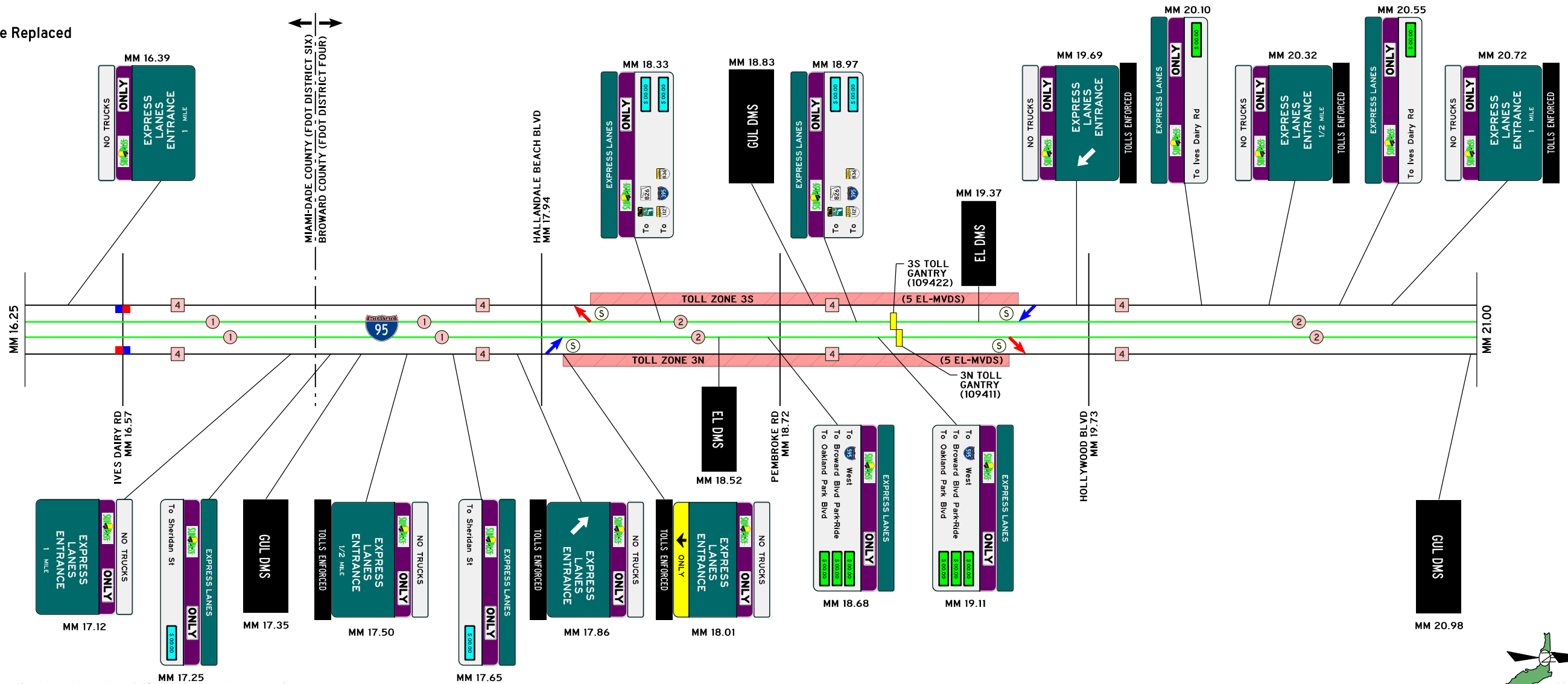
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



c:\pwworking\usfl\dms18662\95X_20250602.dgn
6/3/2025 11:36:33 AM
marlo.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

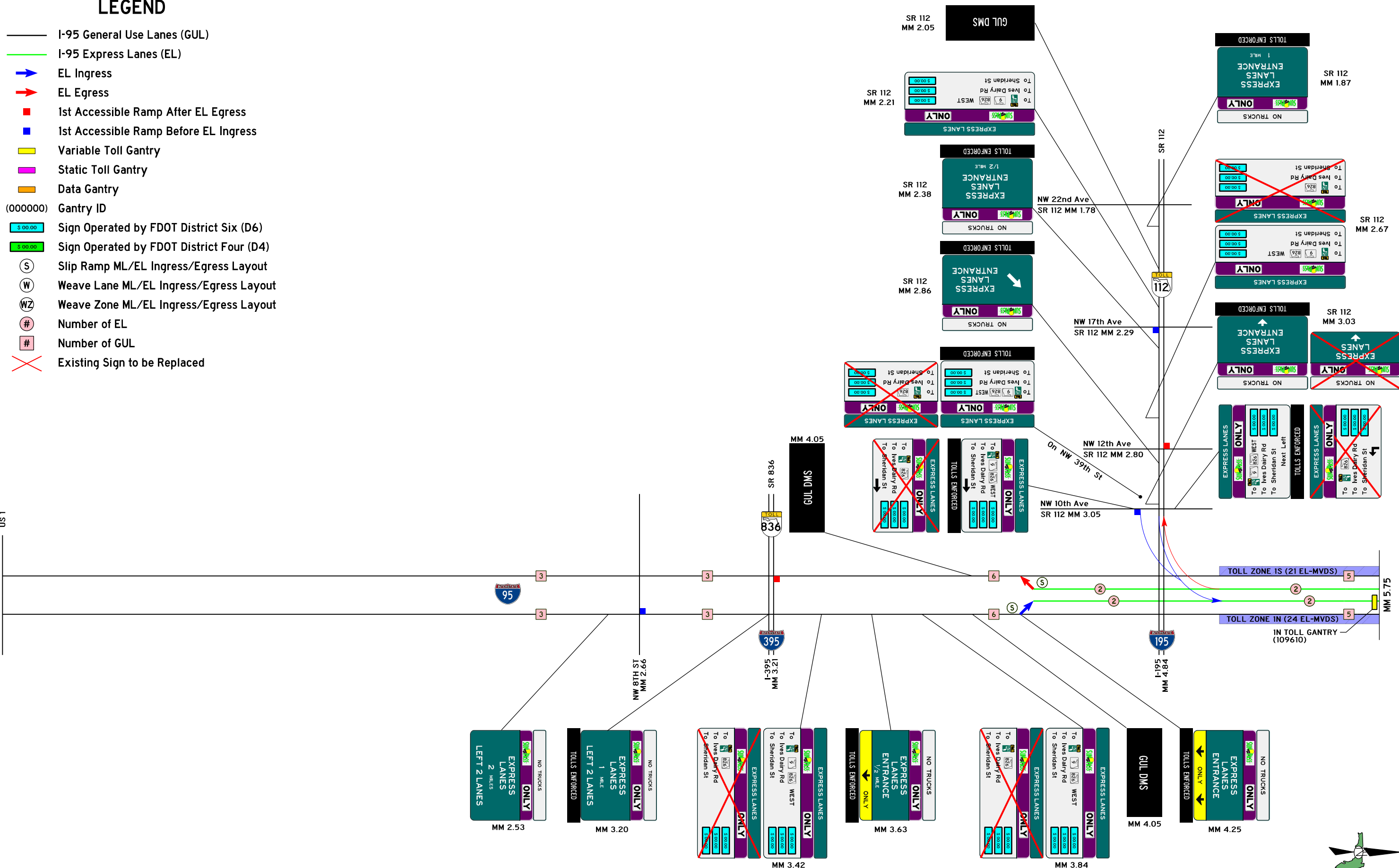


6/3/2025 11:36:33 AM c:\pwworking\usfl\dms18662\95X_20250602.dgn

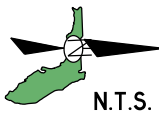


LEGEND

- 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
- Sign Operated by FDOT District Six (D6)
- 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



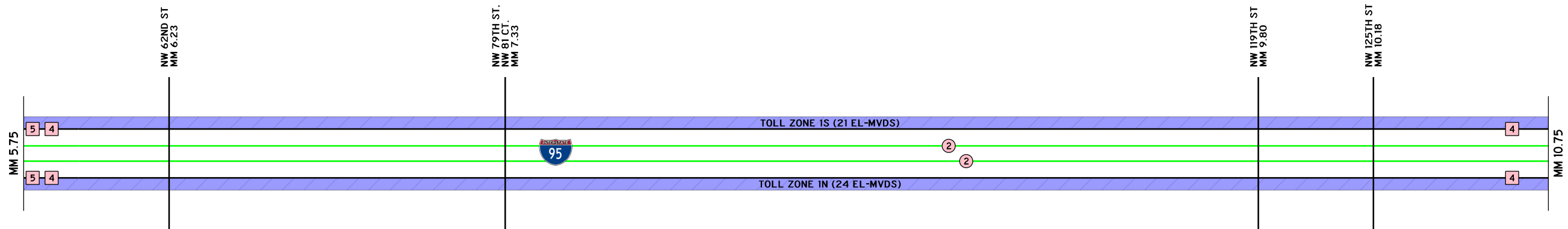
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



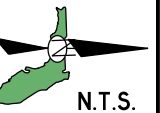
c:\pwworking\usfl\dms18662\95X_20250602.dgn 6/3/2025 11:34:56 AM

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
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓦ Weave Lane ML/EL Ingress/Egress Layout
- ⓌⓏ 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

11:34:57 AM

6/3/2025

marlo.ramos

REVISION DATE: **DRAFT 6/2/25**

GGI Improvements Light (Est. Operating YR 2031)



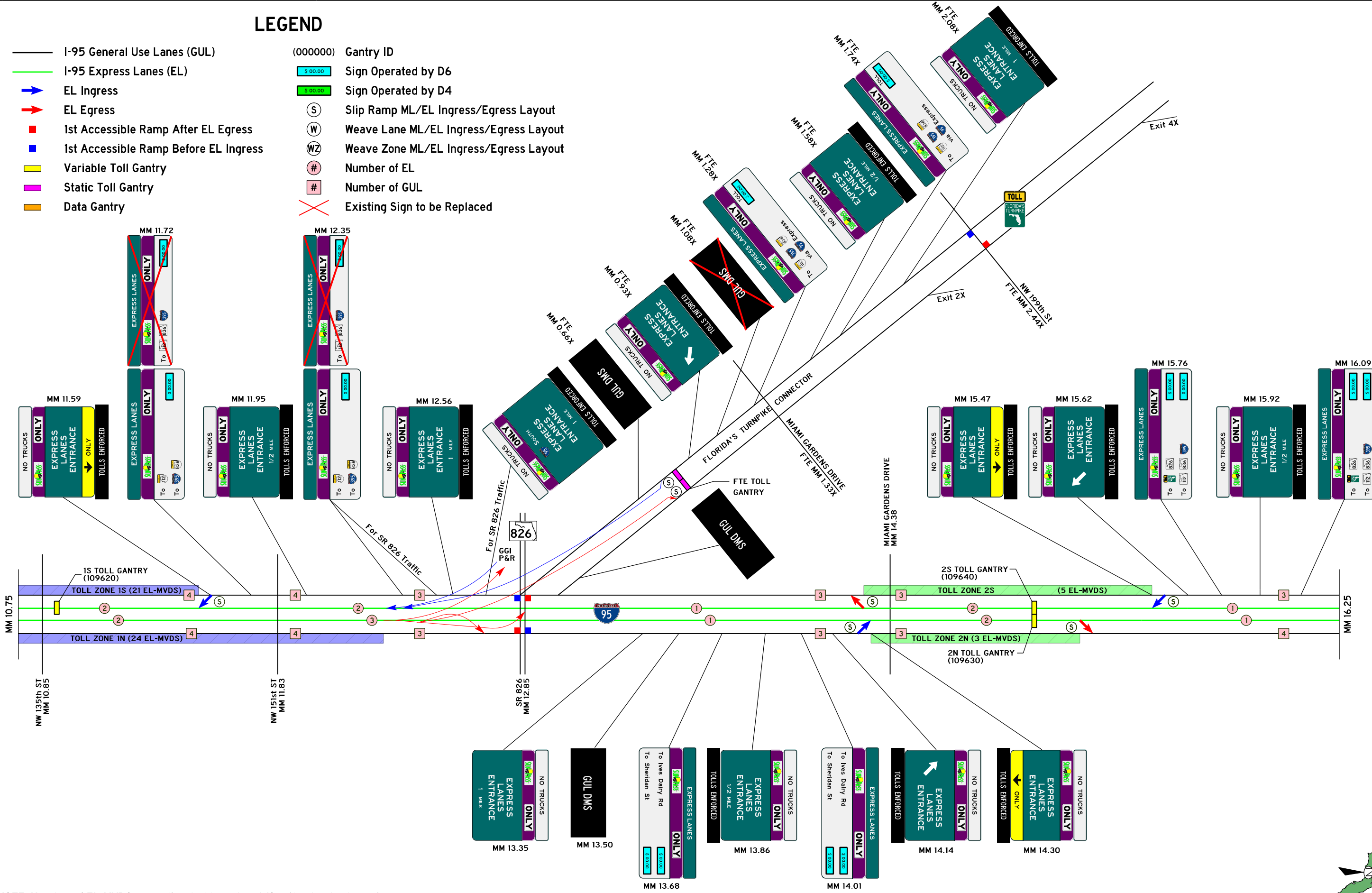
95 EXPRESS TOLL DIAGRAM



SHEET NO.
2 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
- Sign Operated by D6
- Sign Operated by D4
- Slip Ramp ML/EL Ingress/Egress Layout
- Weave Lane ML/EL Ingress/Egress Layout
- Weave Zone ML/EL Ingress/Egress Layout
- Number of EL
- Number of GUL
- Existing Sign to be Replaced



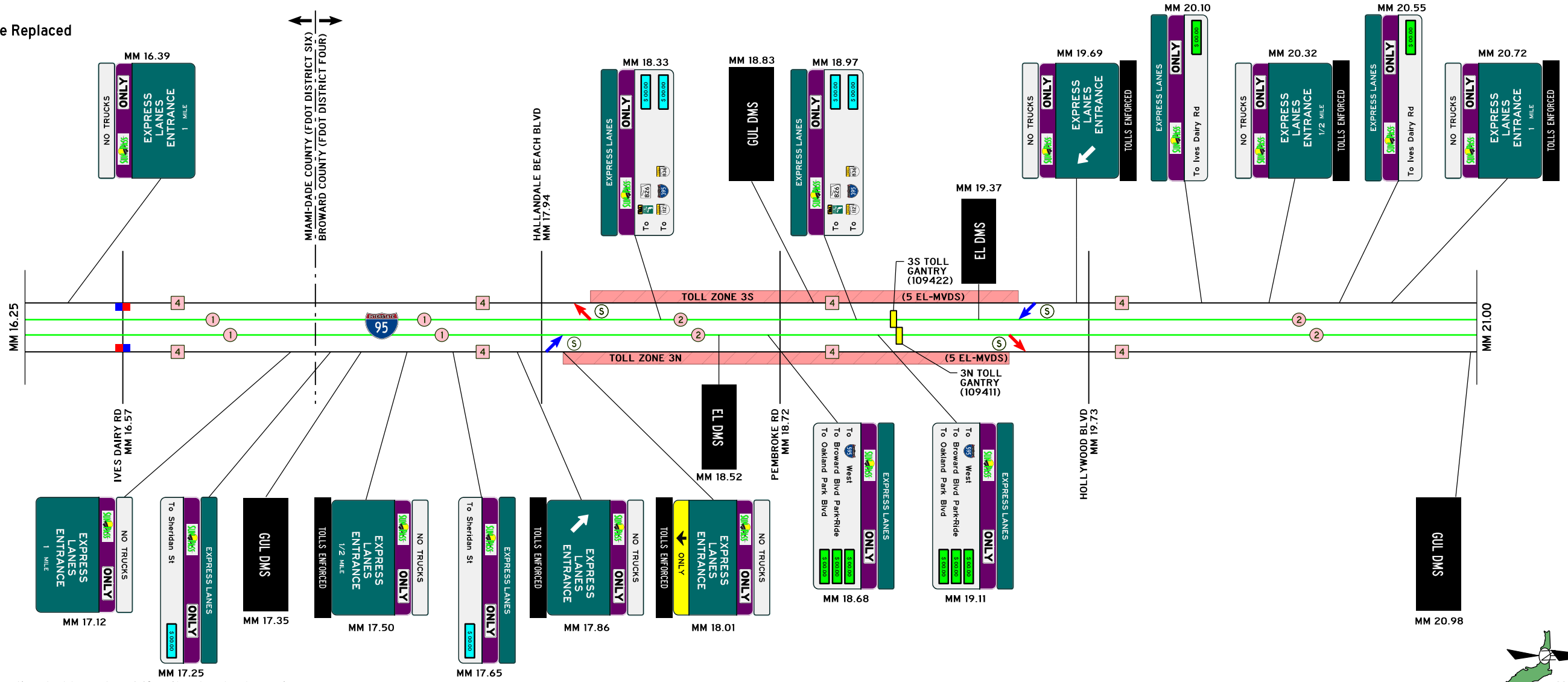
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



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



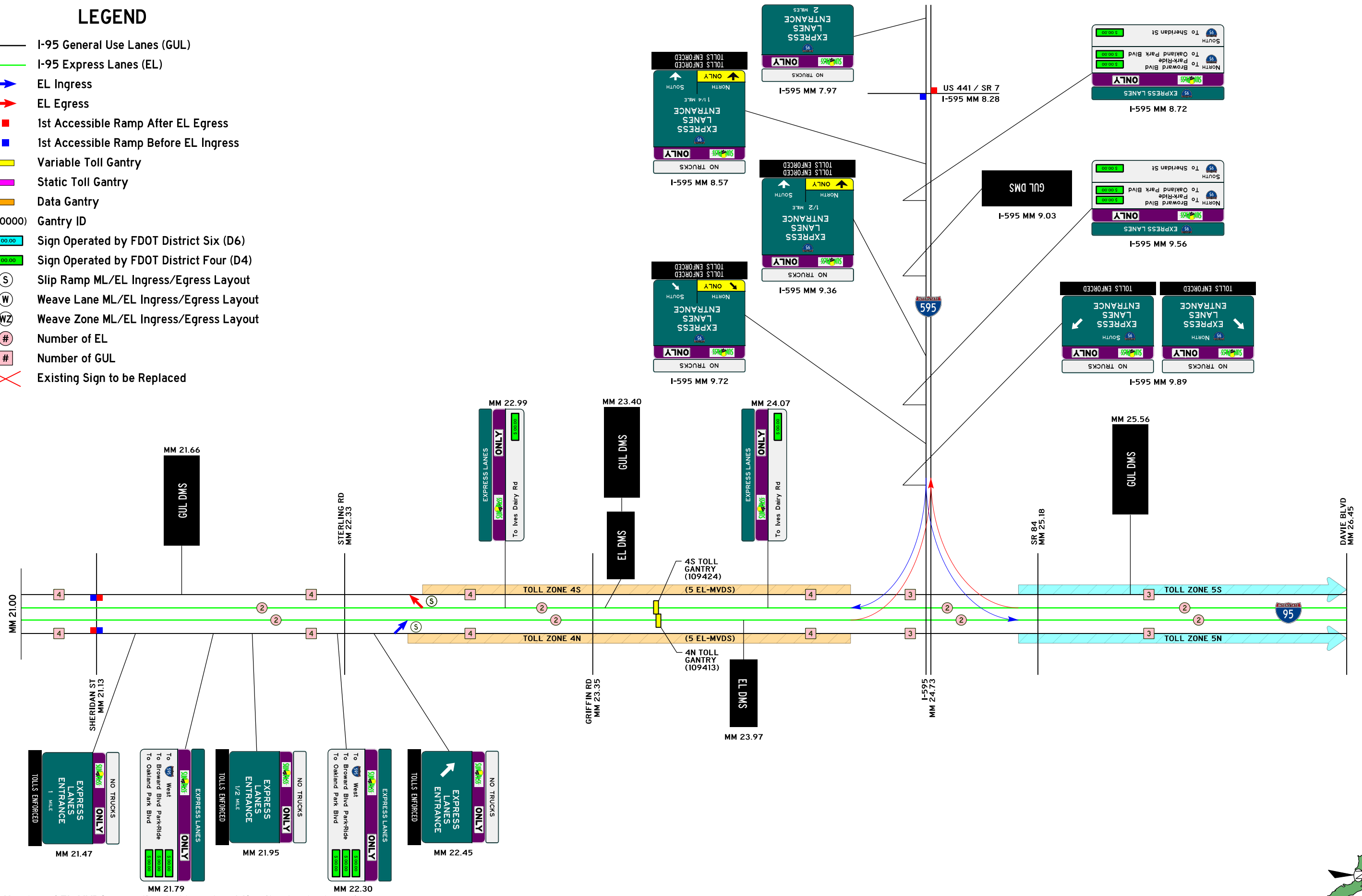
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



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

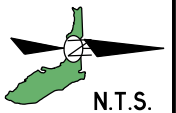
LEGEND

- 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
- Sign Operated by FDOT District Six (D6)
- 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



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

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)



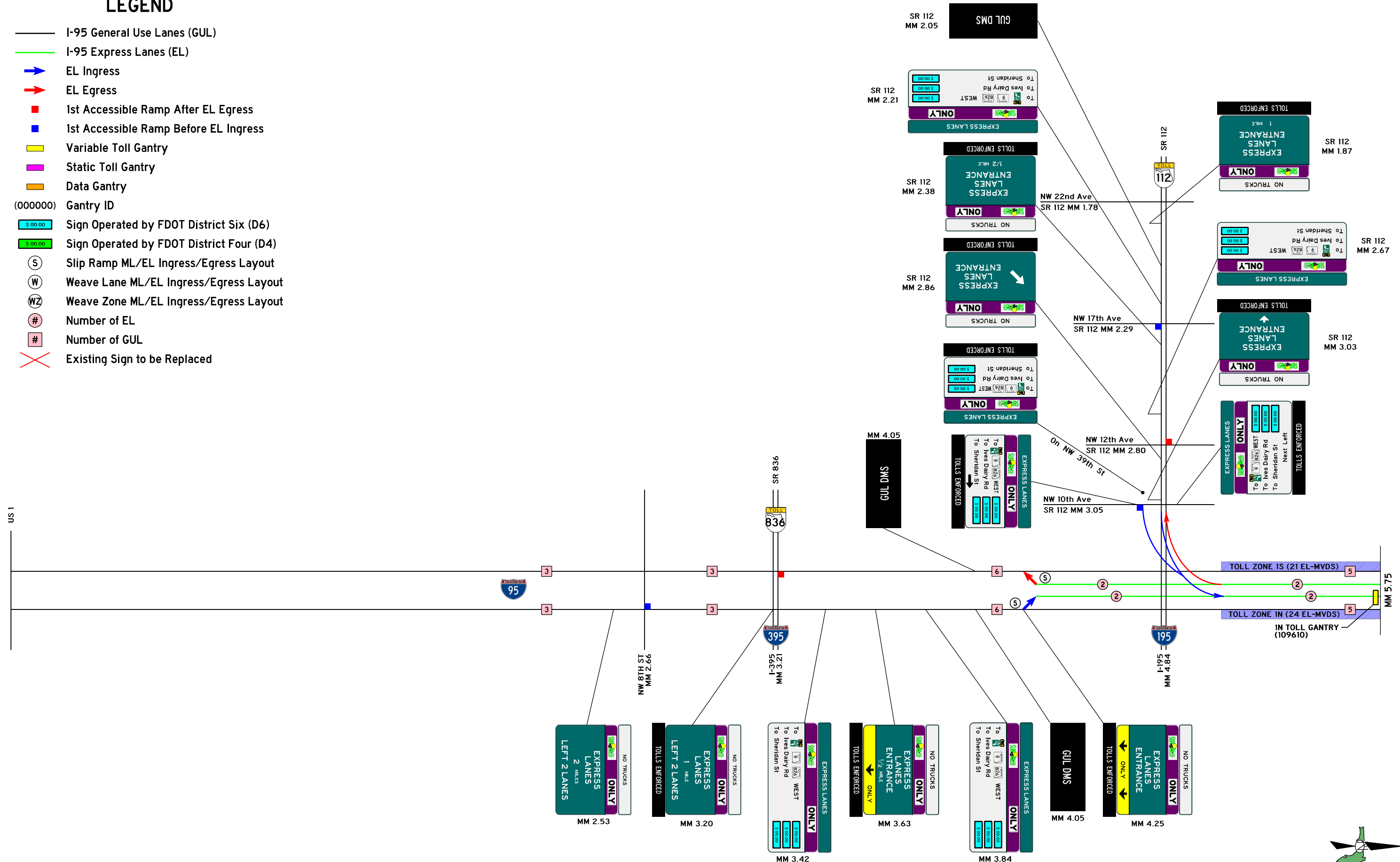
95 EXPRESS TOLL DIAGRAM



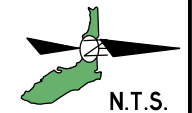
SHEET NO.
5 OF 5

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
- Sign Operated by FDOT District Six (D6)
- 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



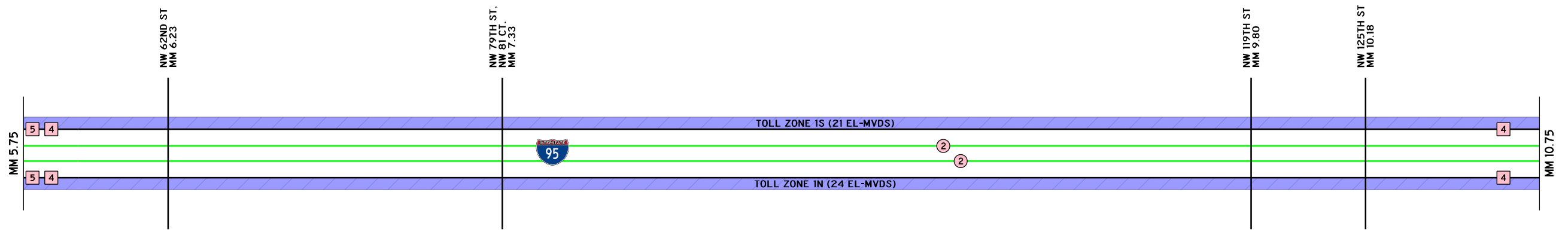
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



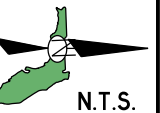
6/3/2025 11:38:00 AM c:\pwworking\usfl\dms18662\95X_D6_20250602.dgn

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
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓦ Weave Lane ML/EL Ingress/Egress Layout
- ⓌZ 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_D6_20250602.dgn
6/3/2025 11:38:01 AM
marlo.ramos

REVISION DATE: **DRAFT 6/2/25**

D6 PD&E (MGD to Broward County Line - 414964-1)



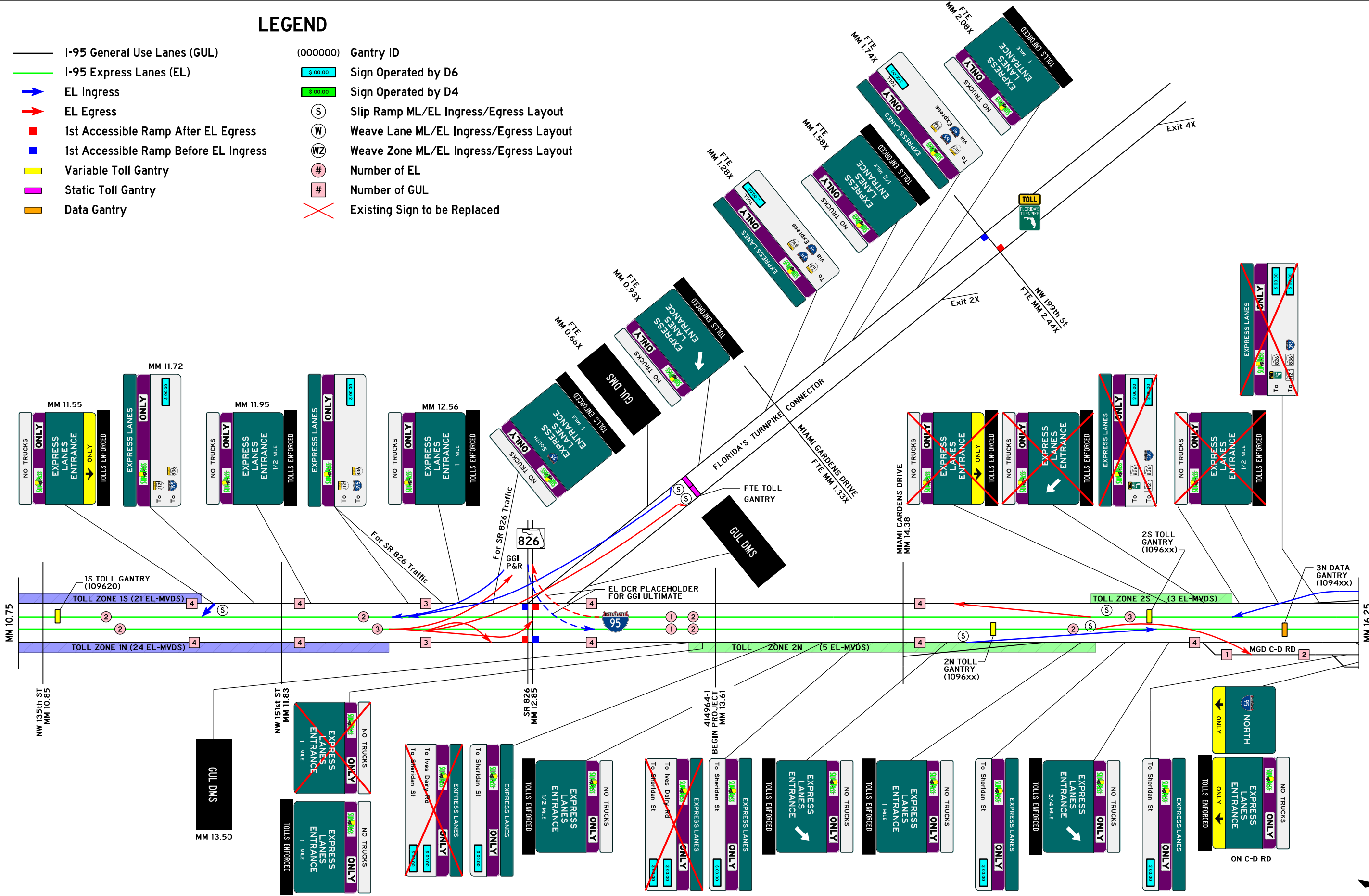
95 EXPRESS TOLL DIAGRAM



SHEET NO.
2 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
- Sign Operated by D6
- 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



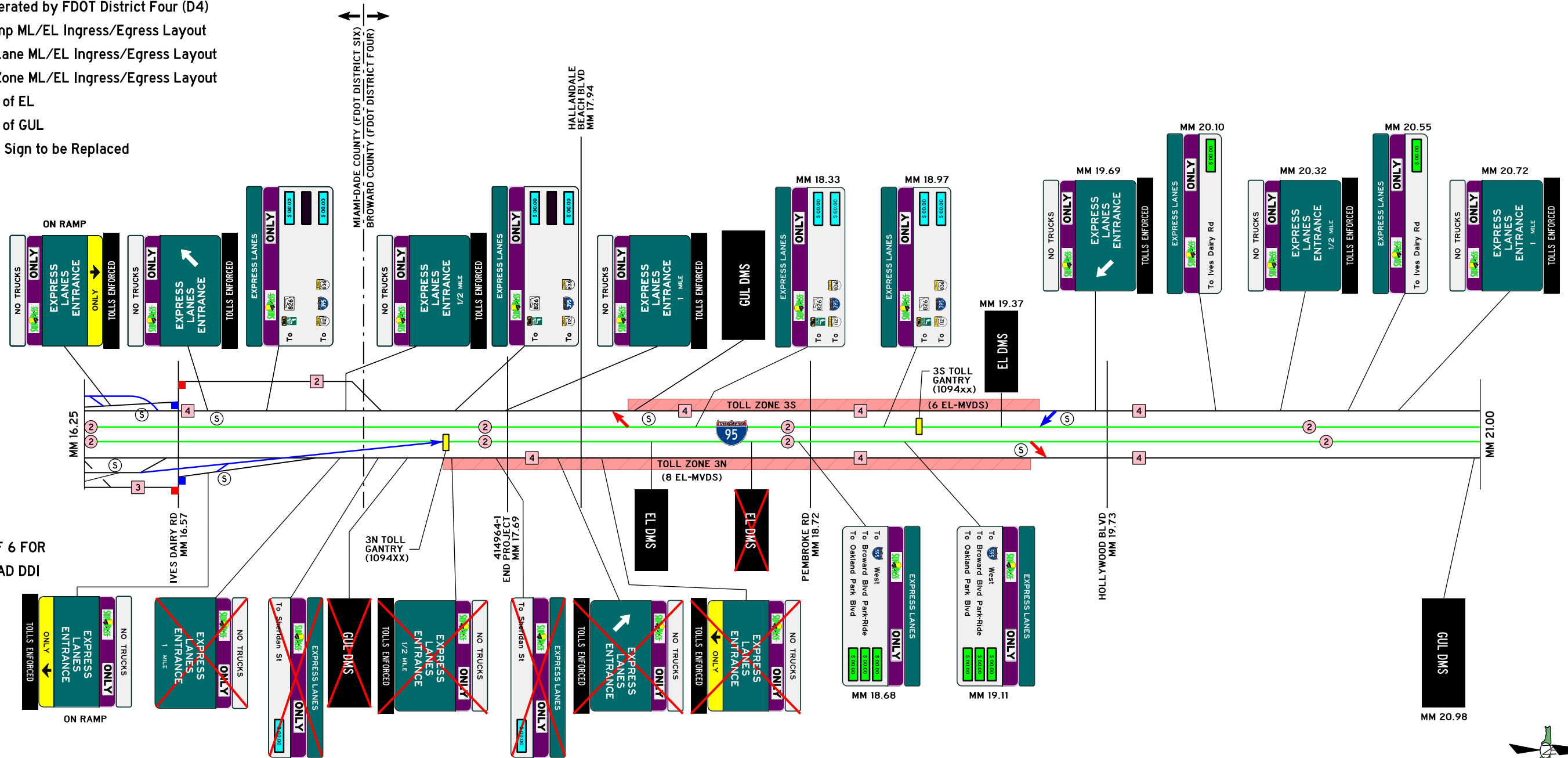
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.



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

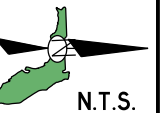
LEGEND

- 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)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓦ Weave Lane ML/EL Ingress/Egress Layout
- ⓌZ 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.



c:\pwworking\usfl\dms18662\95X_D6_20250602.dgn

11:38:02 AM

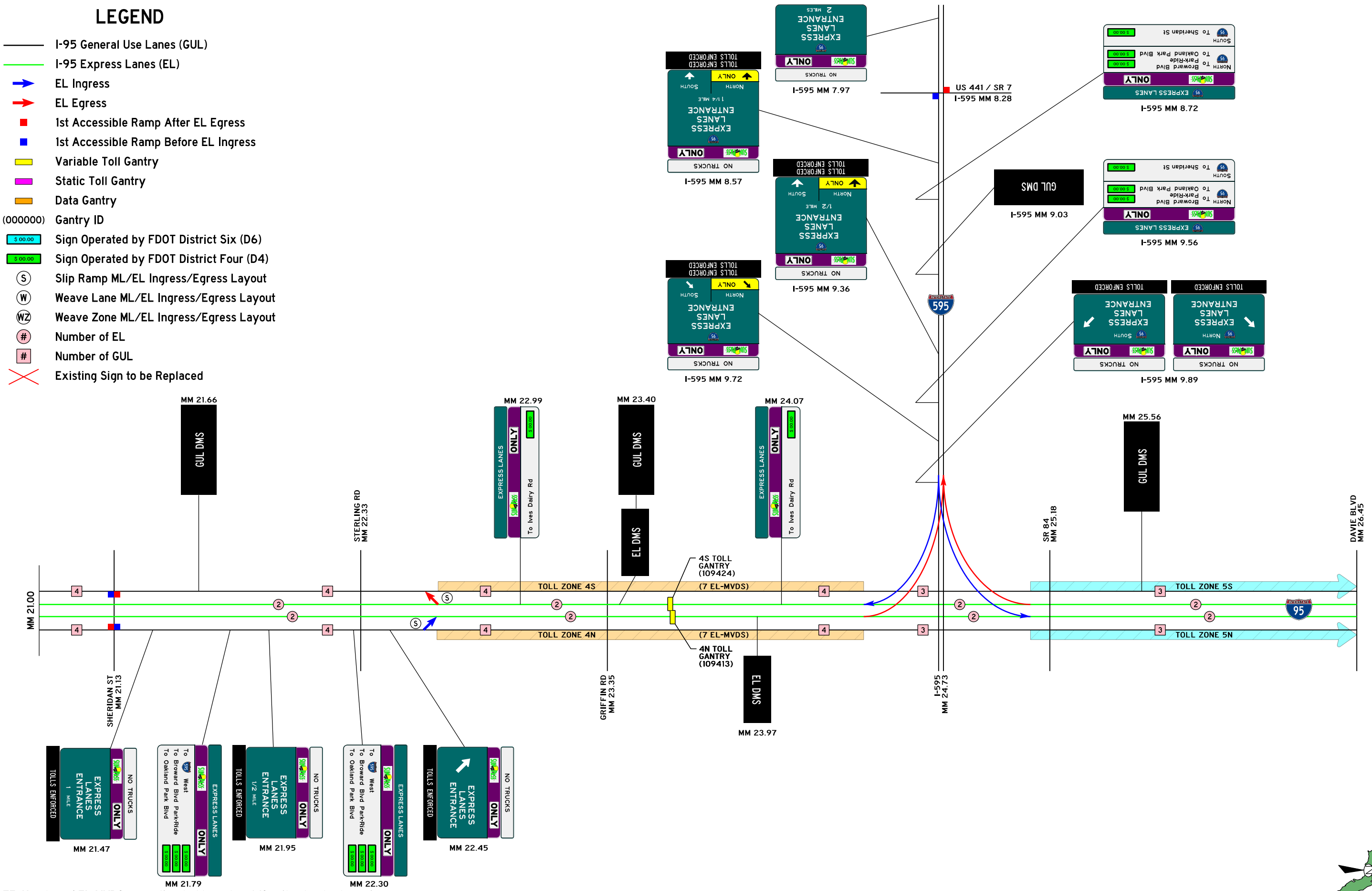
6/3/2025

marlo.ramos



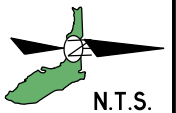
LEGEND

- 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
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Slip Ramp ML/EL Ingress/Egress Layout
- Weave Lane ML/EL Ingress/Egress Layout
- Weave Zone ML/EL Ingress/Egress Layout
- Number of EL
- Number of GUL
- Existing Sign to be Replaced



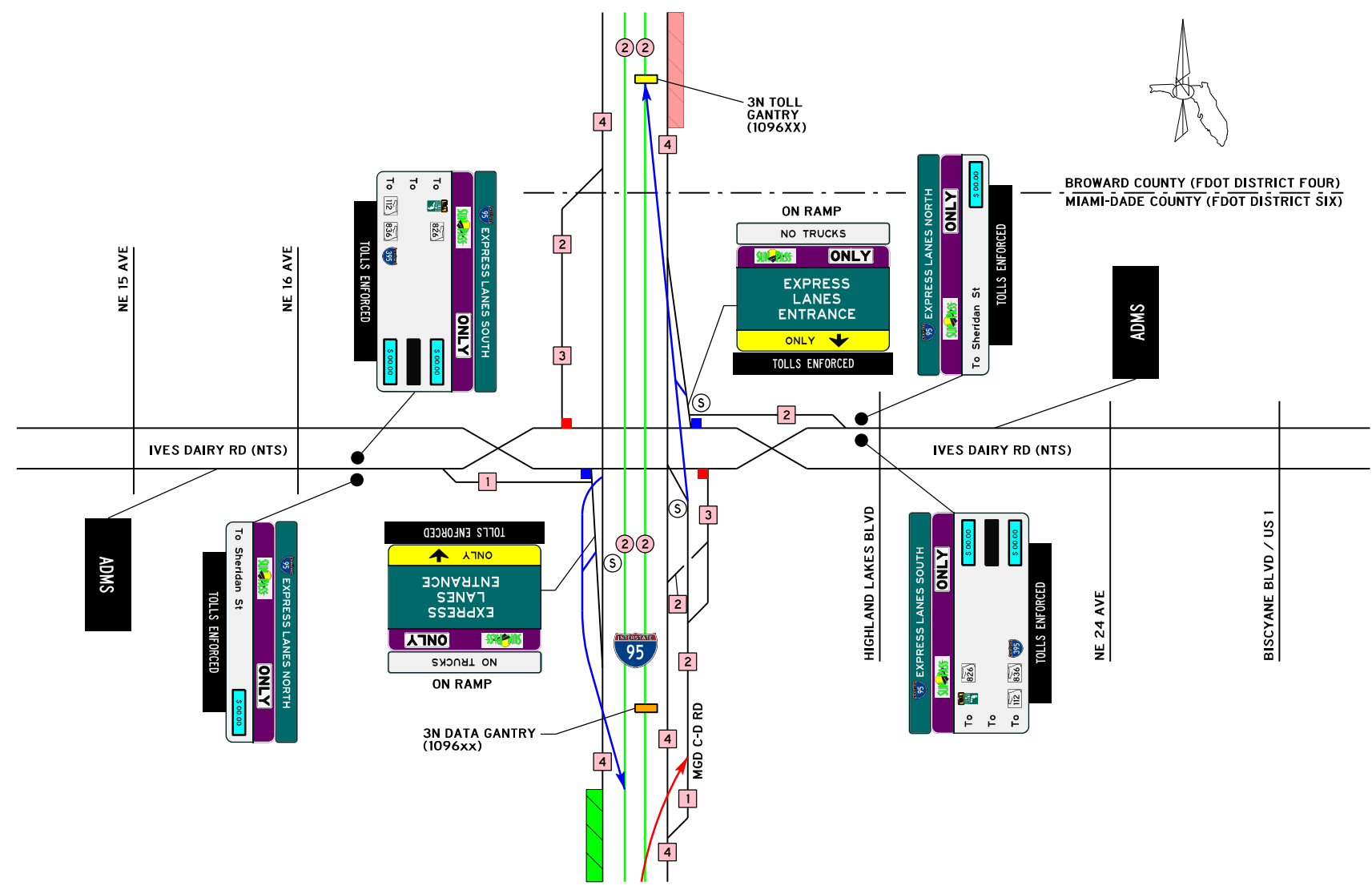
NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

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



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)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- Ⓢ Weave Lane ML/EL Ingress/Egress Layout
- Ⓢ 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

11:38:04 AM

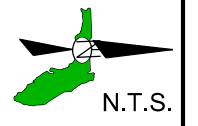
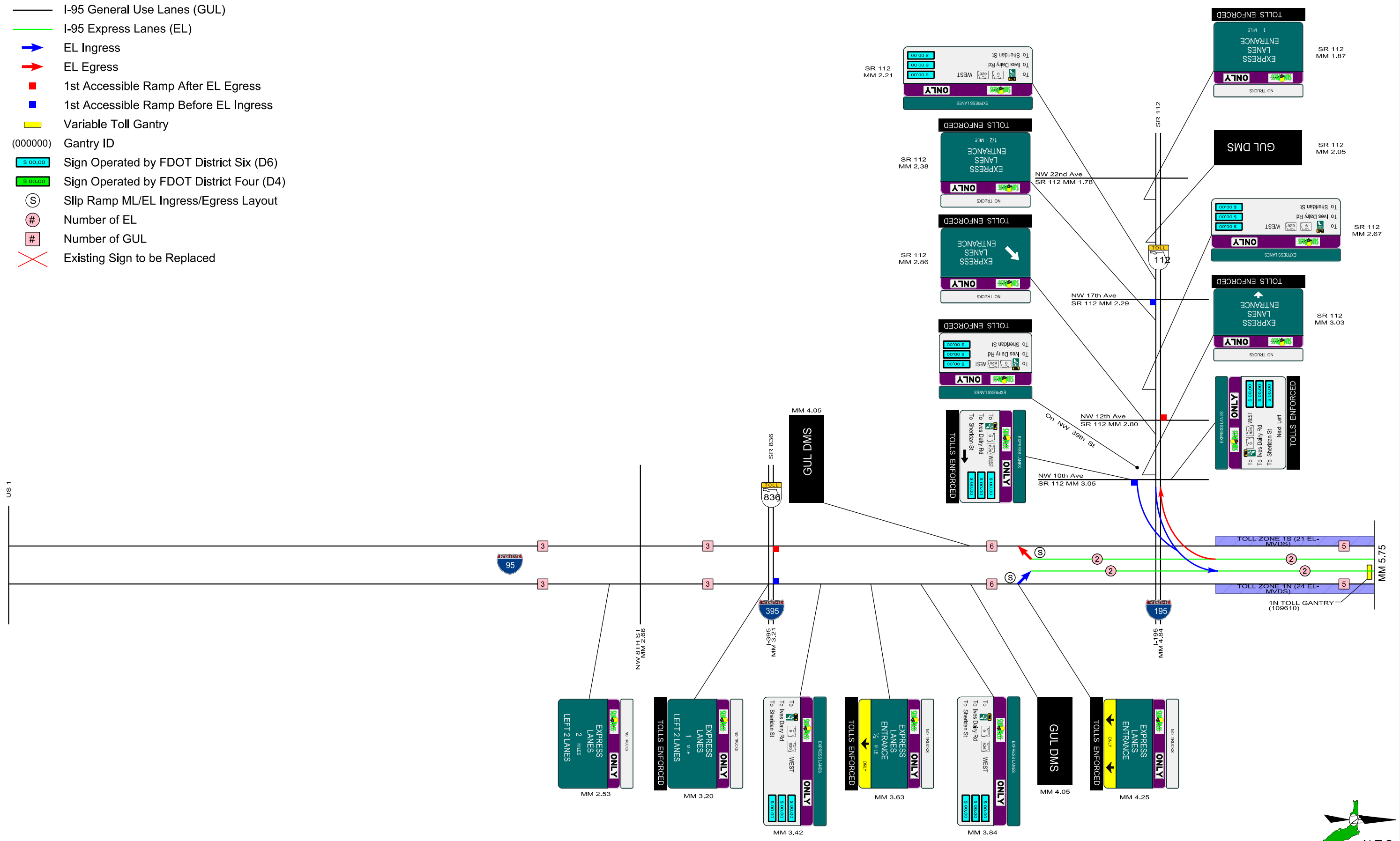
6/3/2025

mario.ramos

\\rsandh.com\files\Projects\FDOT\10060055000_L_95_D4103.00 Project Execution\03.06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGN\SG01.dgn














LEGEND

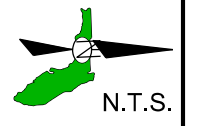
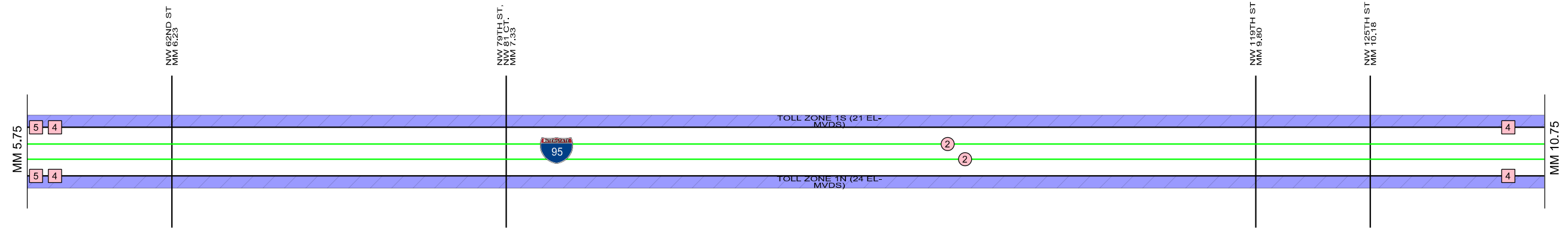
- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- (000000) Gantry ID
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Slip Ramp ML/EL Ingress/Egress Layout
- Number of EL
- Number of GUL
- Existing Sign to be Replaced



3/25/2026 4:28:31 PM \\rsandh.com\files\Projects\FDOT\10060055000_L_95_D4103.00 Project Execution\03.06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGNSG01.dgn SutchA

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
- (000000) Gantry ID
-  Sign Operated by FDOT District Six (D6)
-  Sign Operated by FDOT District Four (D4)
-  Slip Ramp ML/EL Ingress/Egress Layout
-  Number of EL
-  Number of GUL
-  Existing Sign to be Replaced

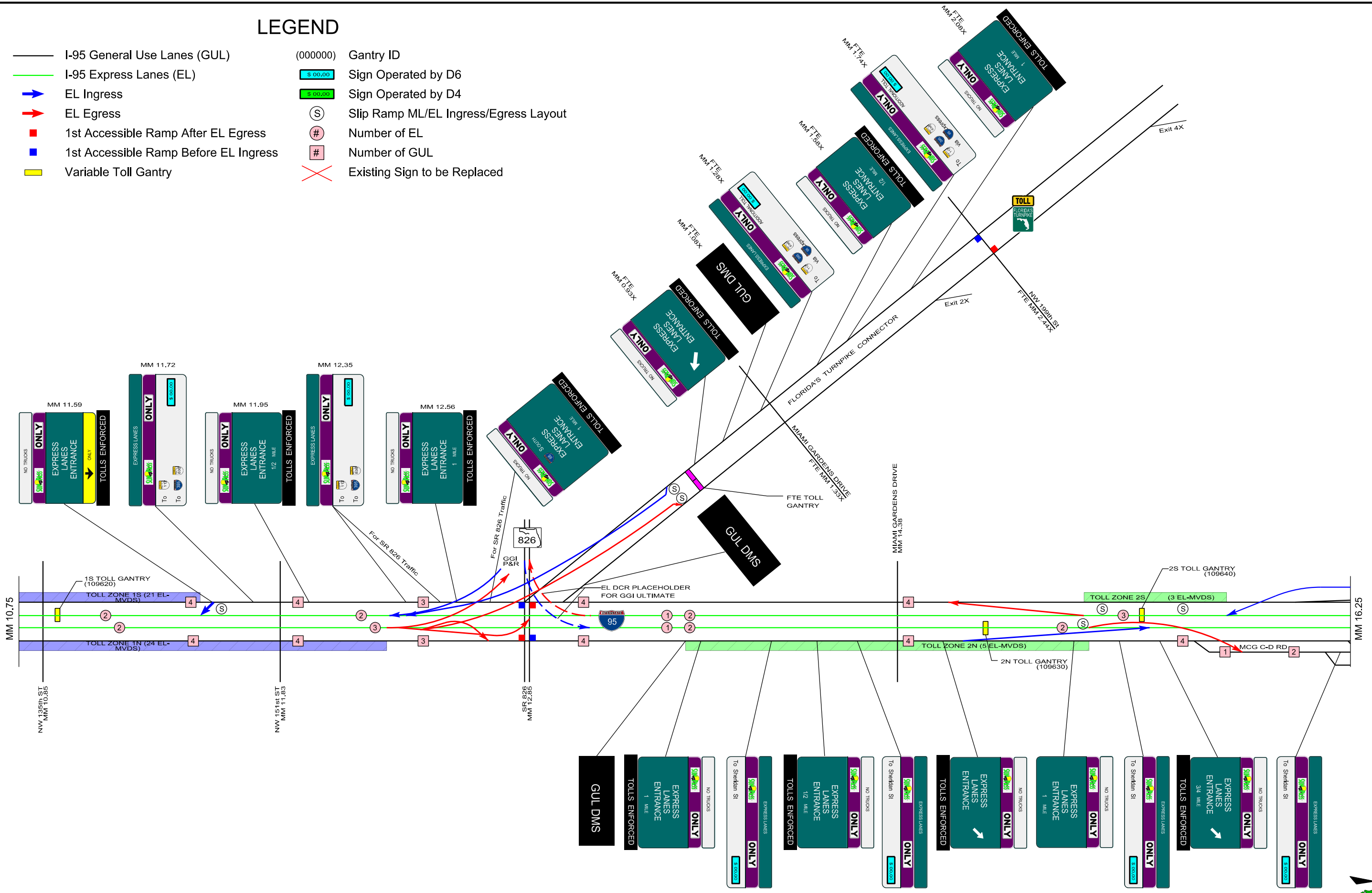


N.T.S.

3/25/2026 4:28:32 PM \\rsandh.com\files\Projects\DOT\10060055000_L_95_D4103.00 Project Execution\03.06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGNSG01.dgn

LEGEND

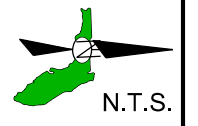
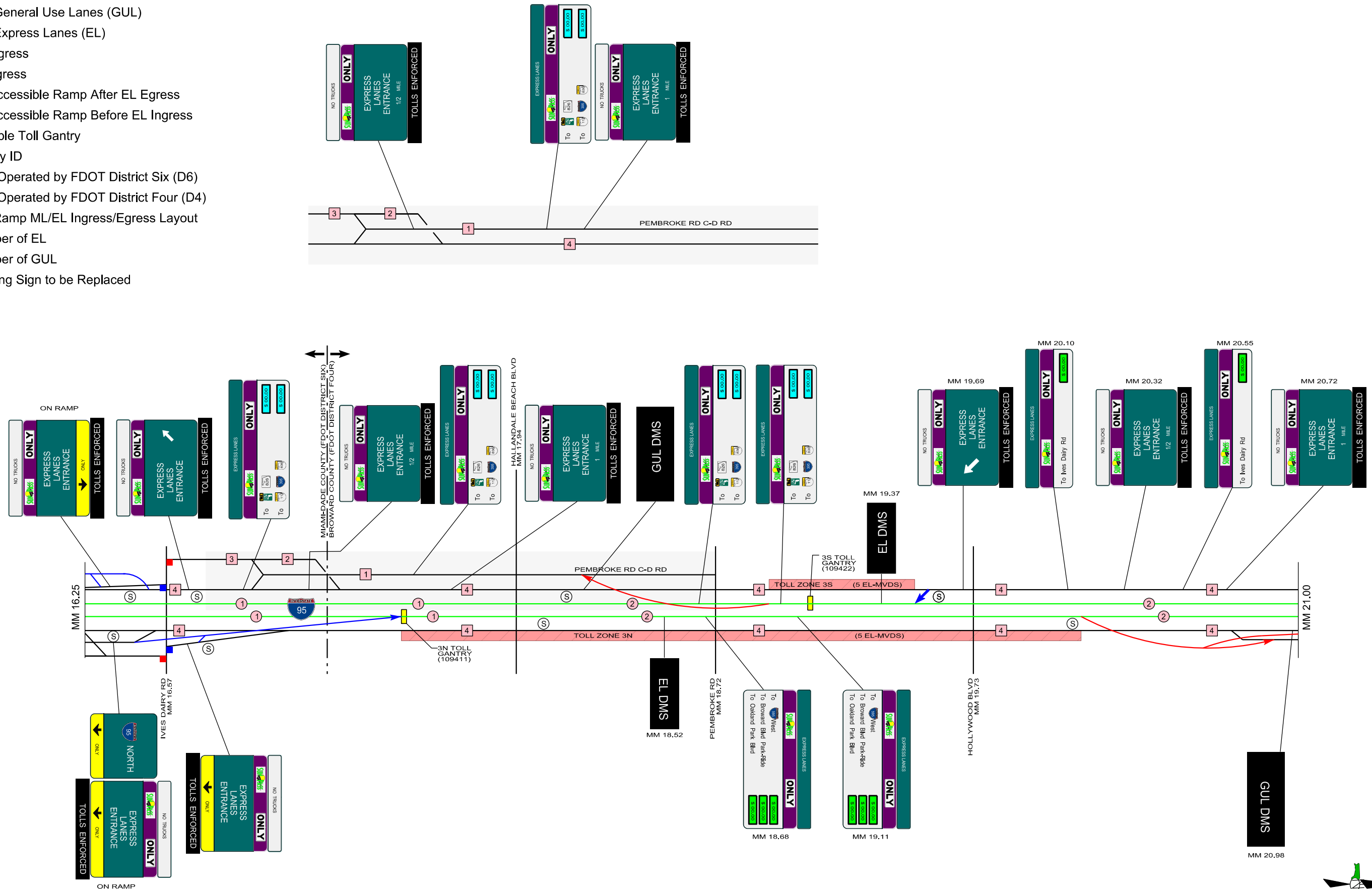
- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- (000000) Gantry ID
- \$ 00.00 Sign Operated by D6
- \$ 60.00 Sign Operated by D4
- (S) Slip Ramp ML/EL Ingress/Egress Layout
- (#) Number of EL
- (#) Number of GUL
- X Existing Sign to be Replaced



3/25/2026 4:28:33 PM \\rsandh.com\files\Projects\FDOT\10060055000_L_95_D4103.00 Project Execution\03.06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGN\SG01.dgn

LEGEND

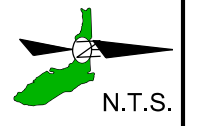
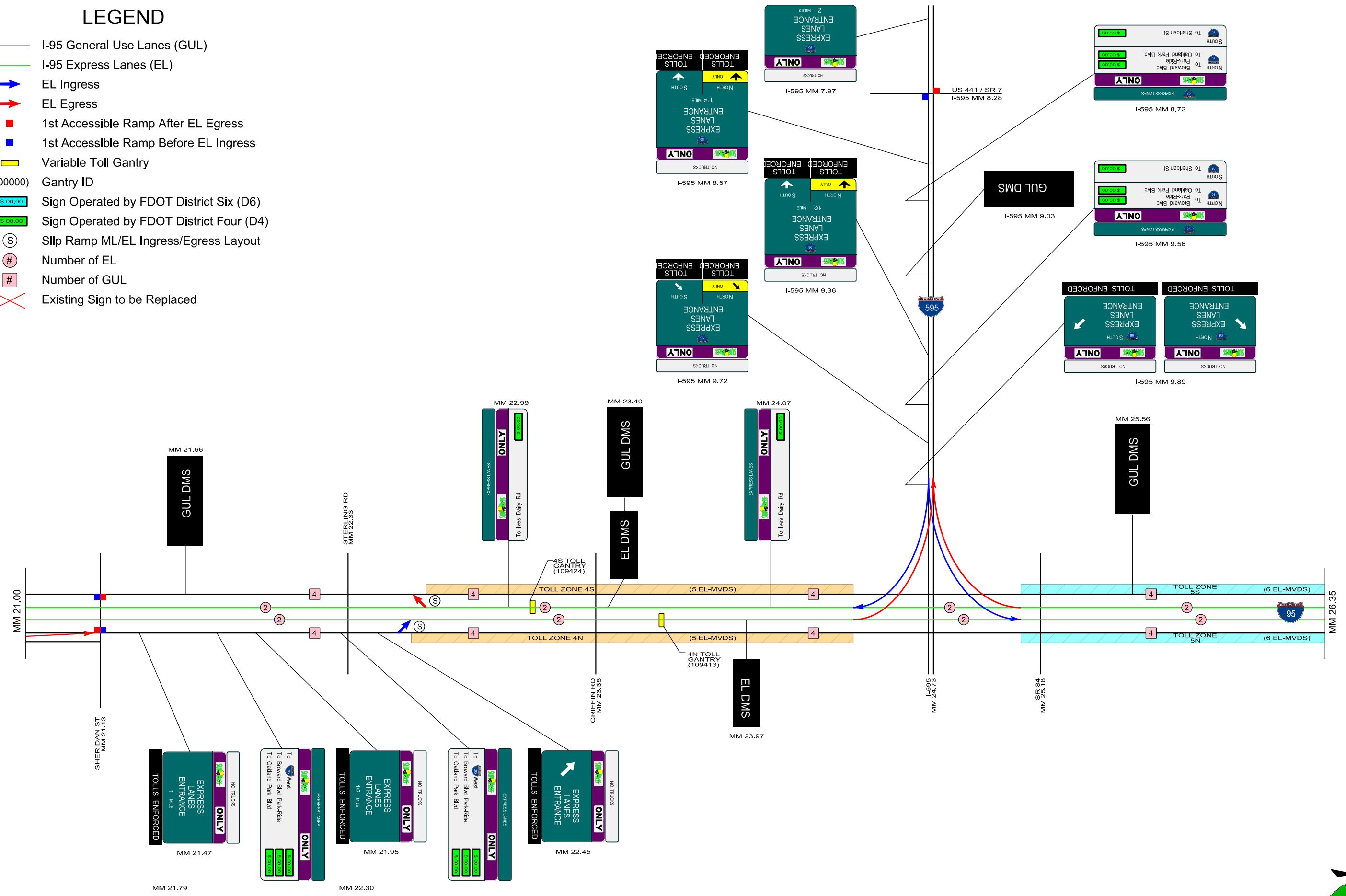
- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- (000000) Gantry ID
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Slip Ramp ML/EL Ingress/Egress Layout
- Number of EL
- Number of GUL
- Existing Sign to be Replaced



3/25/2026 4:28:33 PM \\rsandh.com\files\Projects\FDOT\10060055000_L_95_D4103.00 Project Execution\03_06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGN\SG01.dgn

LEGEND

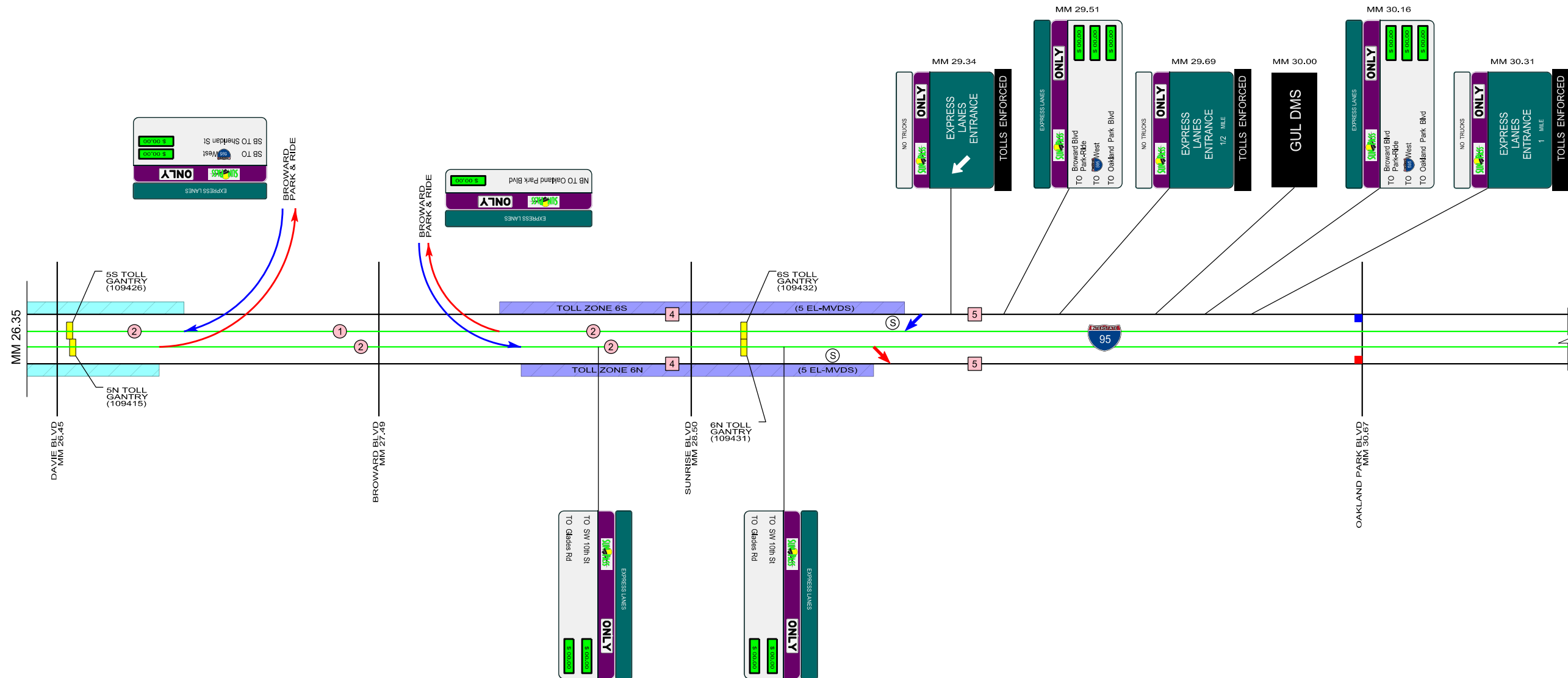
- I-95 General Use Lanes (GUL)
- I-95 Express Lanes (EL)
- EL Ingress
- EL Egress
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- Variable Toll Gantry
- (000000) Gantry ID
- Sign Operated by FDOT District Six (D6)
- Sign Operated by FDOT District Four (D4)
- Slip Ramp ML/EL Ingress/Egress Layout
- Number of EL
- Number of GUL
- Existing Sign to be Replaced



3/25/2026 4:28:34 PM \\rsandh.com\files\Projects\FDOT\10060055000_L_95_D4103.00 Project Execution\03.06 Toll & ITS\6_Toll Staging Technical Memorandum\SCALAR\DSGN\SG01.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
- (000000) Gantry ID
- 💰 \$ 00.00 Sign Operated by FDOT District Six (D6)
- 💰 \$ 00.00 Sign Operated by FDOT District Four (D4)
- Ⓢ Slip Ramp ML/EL Ingress/Egress Layout
- # Number of EL
- # Number of GUL
- ✗ Existing Sign to be Replaced



REVISION DATE: DRAFT 3/27/2026

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

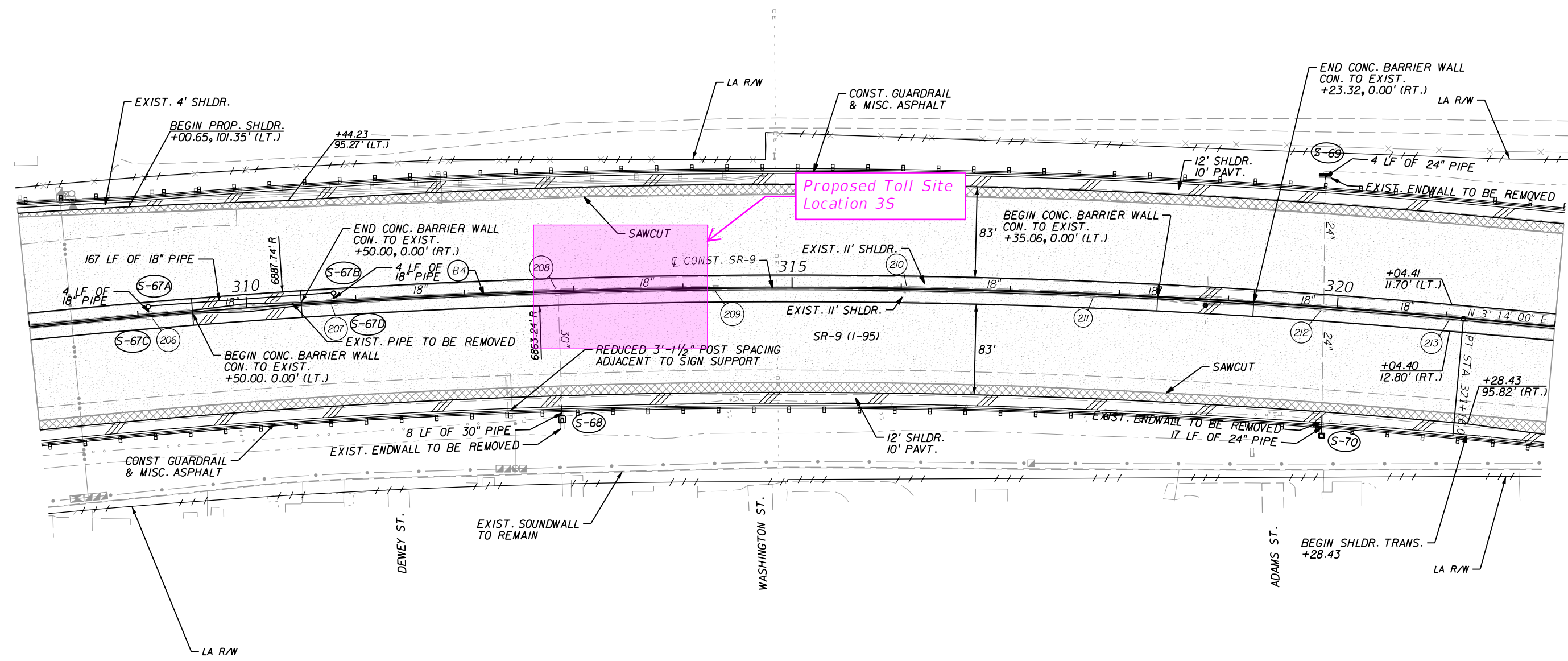
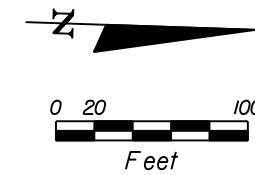
95 EXPRESS TOLL DIAGRAM

SHEET NO. 6 OF 6

APPENDIX B – ROADWAY TYPICAL SECTIONS

APPENDIX C – TOLL SITE ROADWAY ANALYSIS

APPENDIX D – ROADWAY PLANS



LEGEND:

- WIDENING
- MILL & RESURFACE
- PROPOSED SHOULDER

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

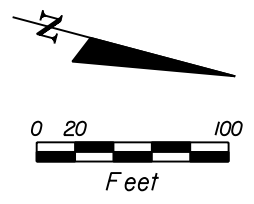
C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 CERTIFICATE OF AUTHORIZATION 2294

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

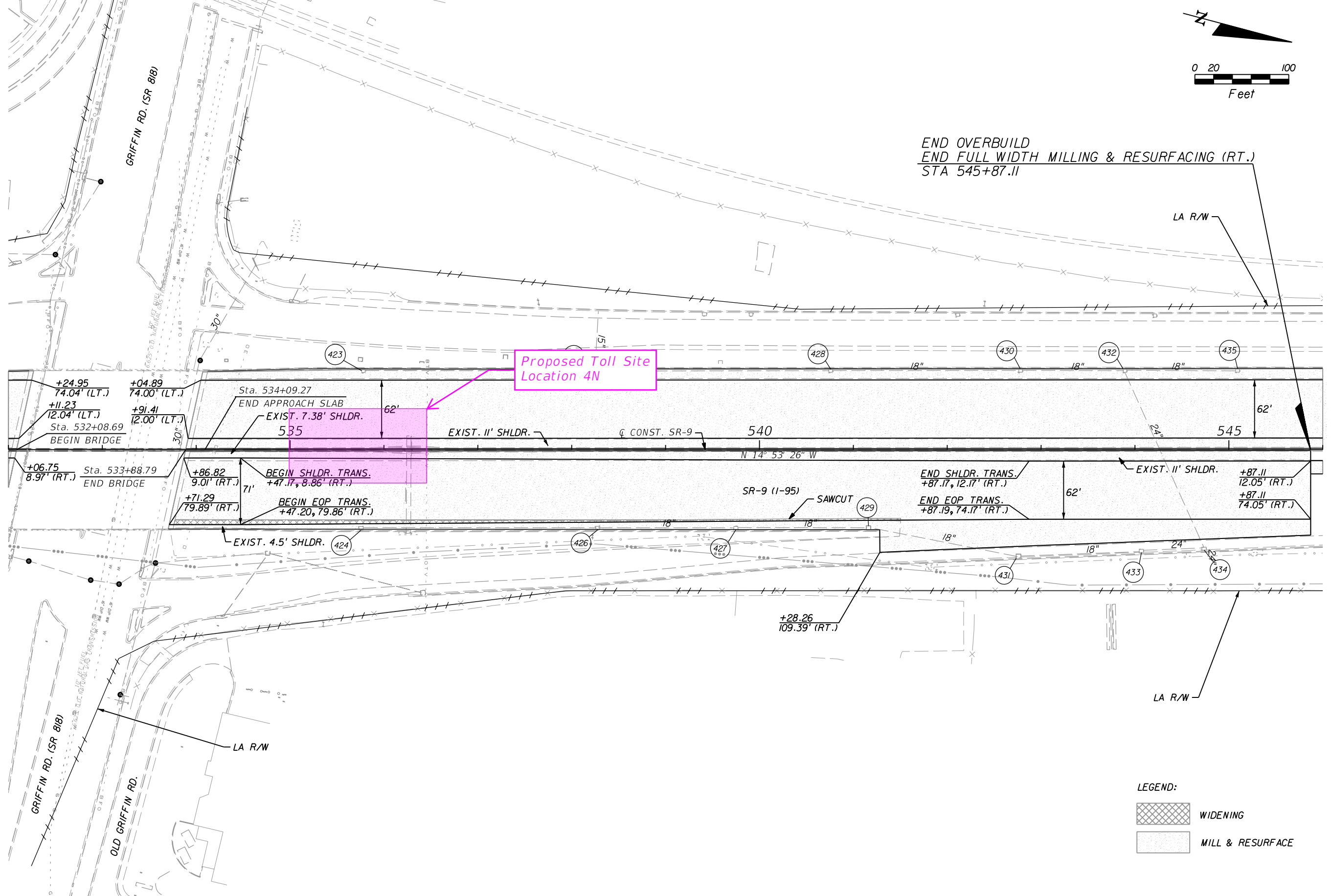
PLAN SHEETS

SHEET NO.
49

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.




END OVERBUILD
 END FULL WIDTH MILLING & RESURFACING (RT.)
 STA 545+87.11



LEGEND:

	WIDENING
	MILL & RESURFACE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



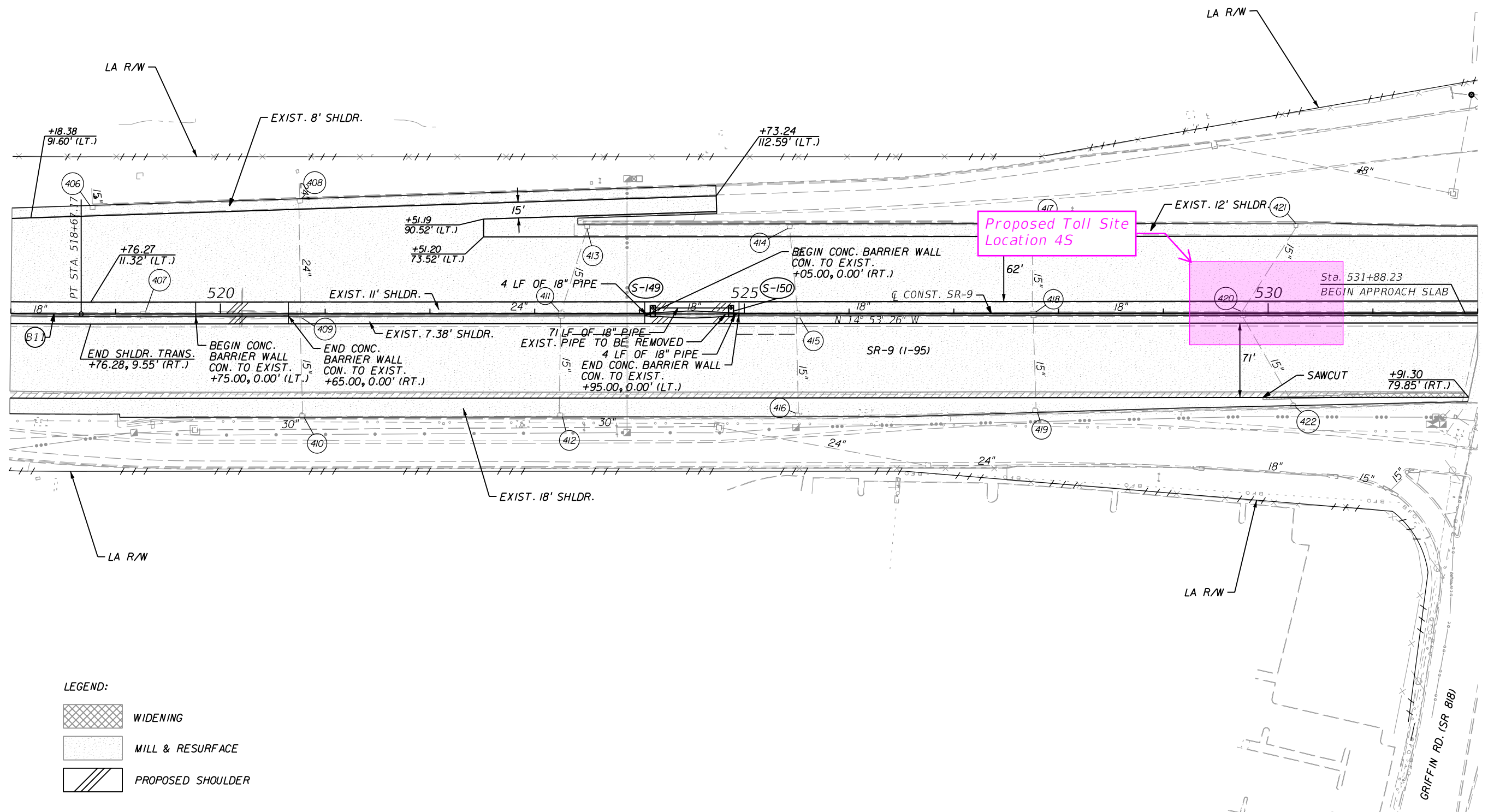
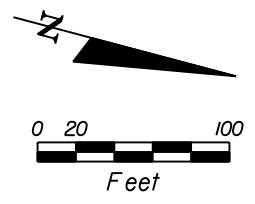
C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 SURVEYORS CERTIFICATE OF AUTHORIZATION 2294

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

PLAN SHEETS

SHEET NO.
65

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



Proposed Toll Site Location 45

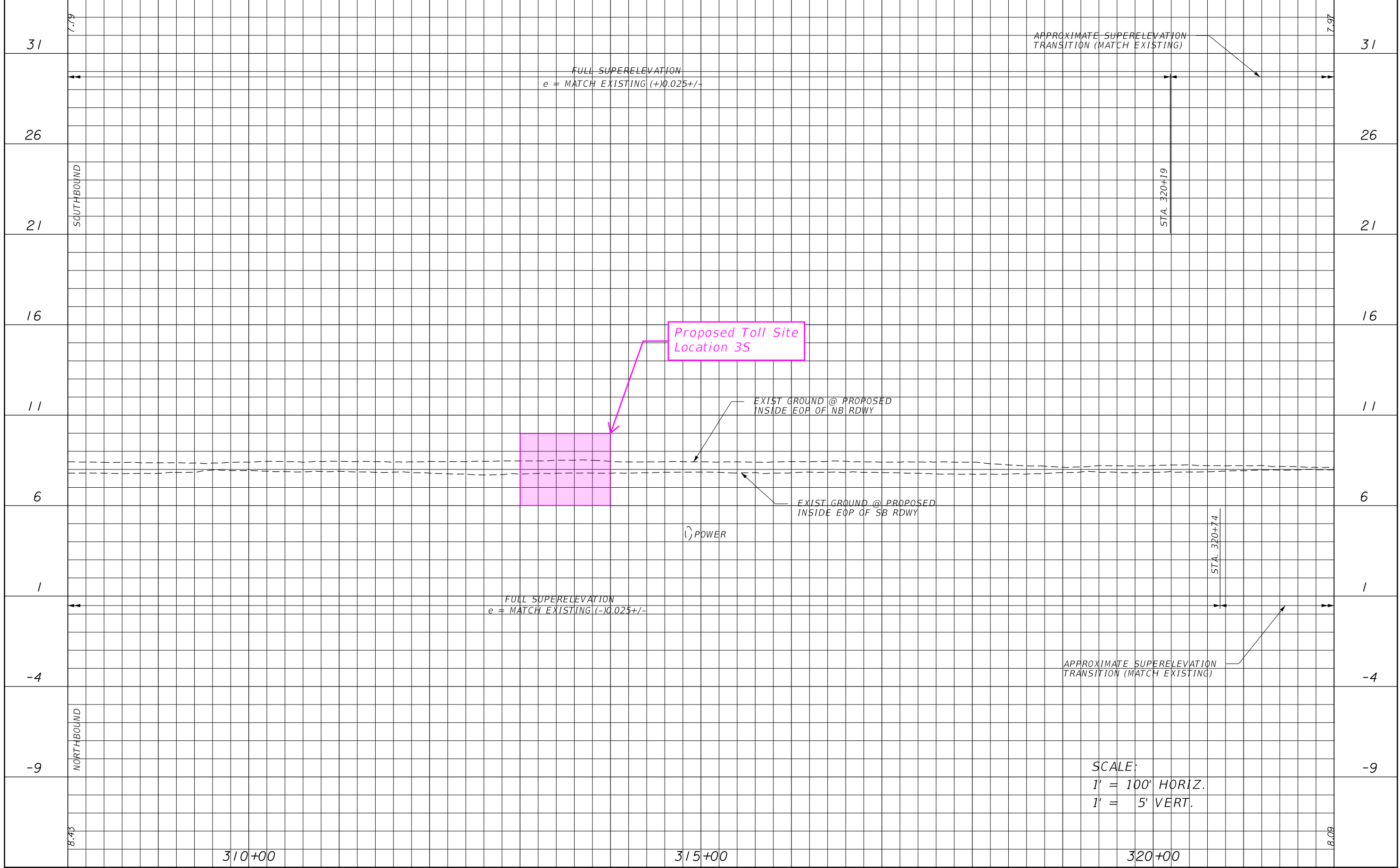
Sta. 531+88.23
BEGIN APPROACH SLAB

- LEGEND:**
- WIDENING
 - MILL & RESURFACE
 - PROPOSED SHOULDER

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN SHEETS	SHEET NO. 64
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01		

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

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING

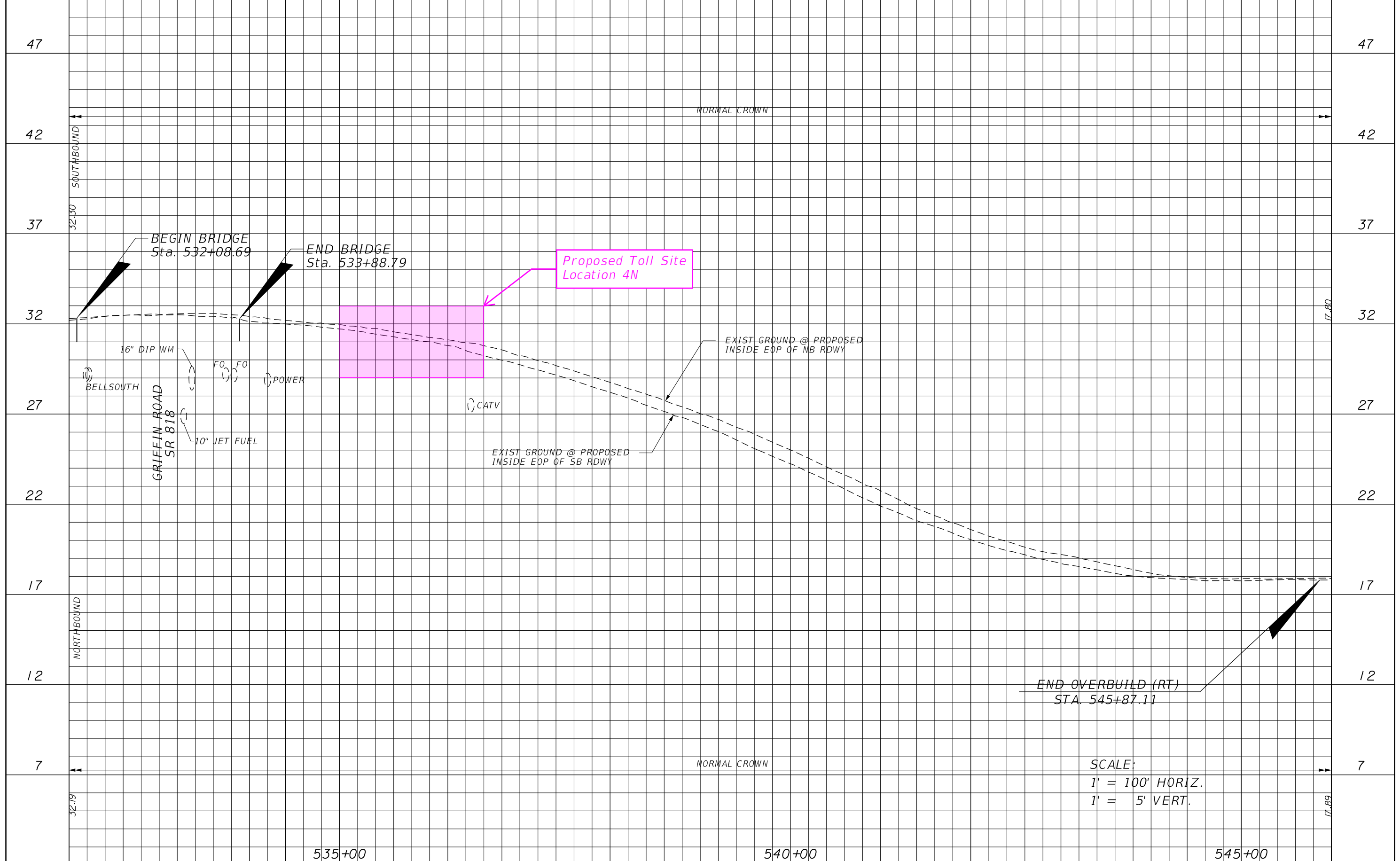
C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 CERTIFICATE OF AUTHORIZATION 2294

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.
99

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

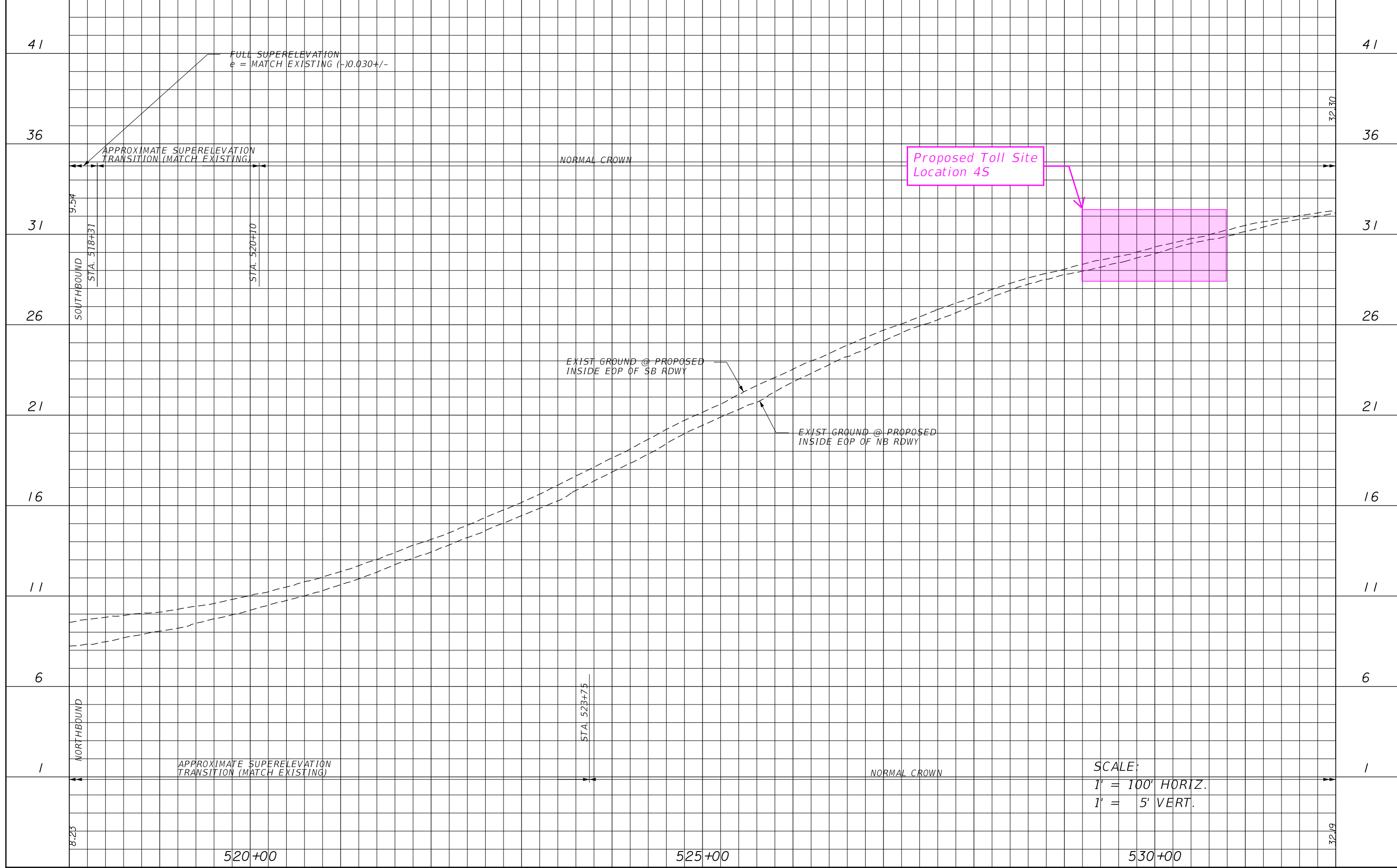

C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 CERTIFICATE OF AUTHORIZATION 2294

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.
115

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



SCALE:
 1" = 100' HORIZ.
 1" = 5' VERT.

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

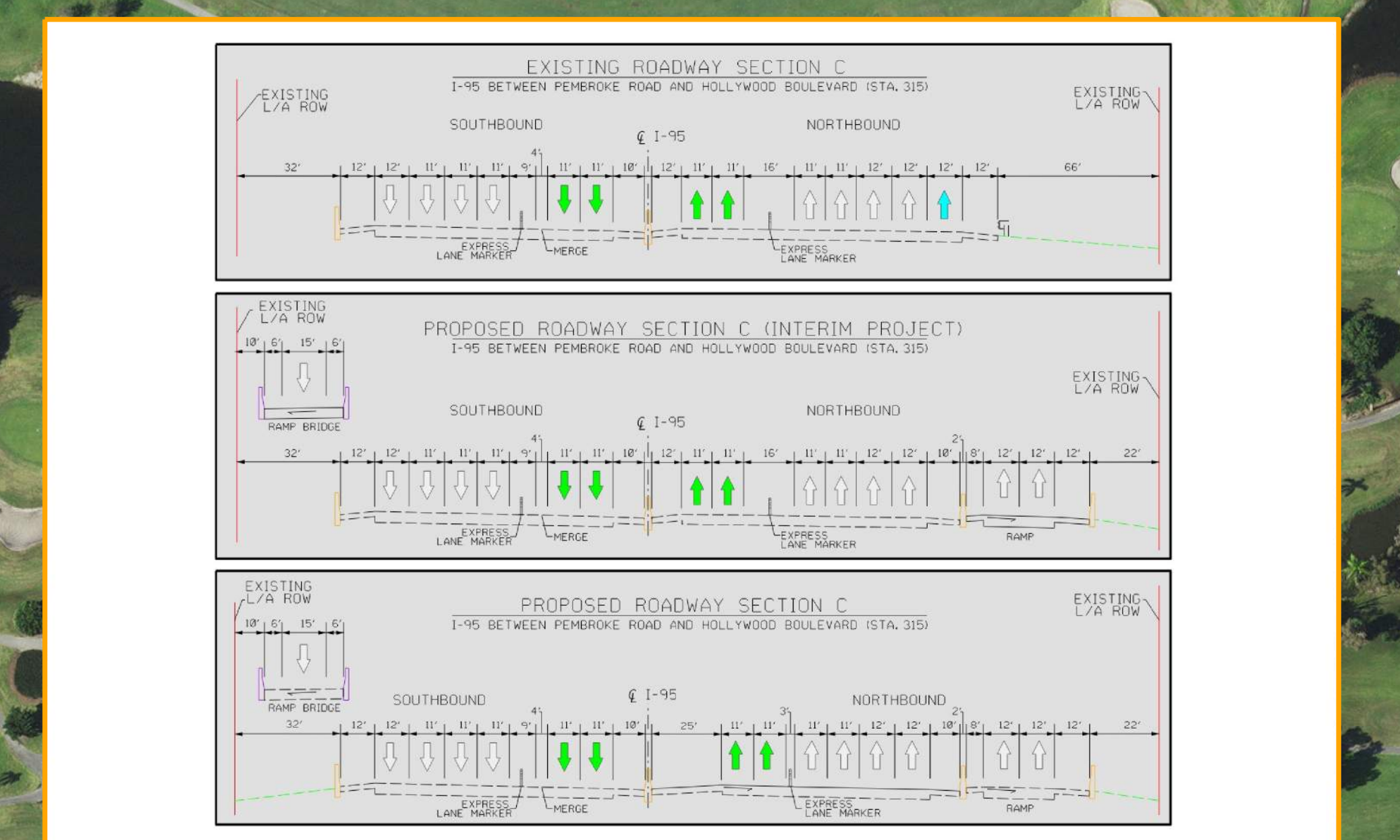
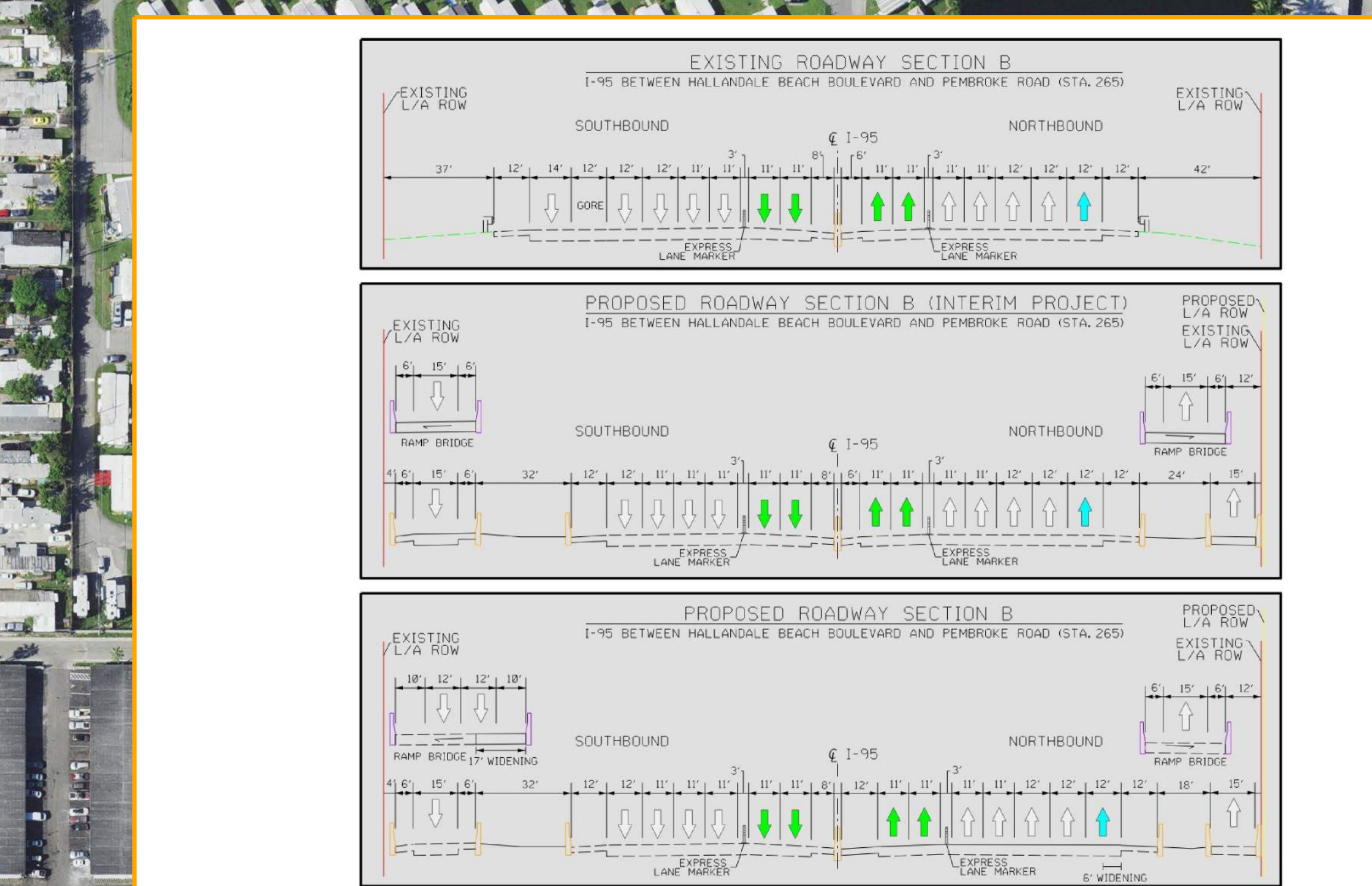
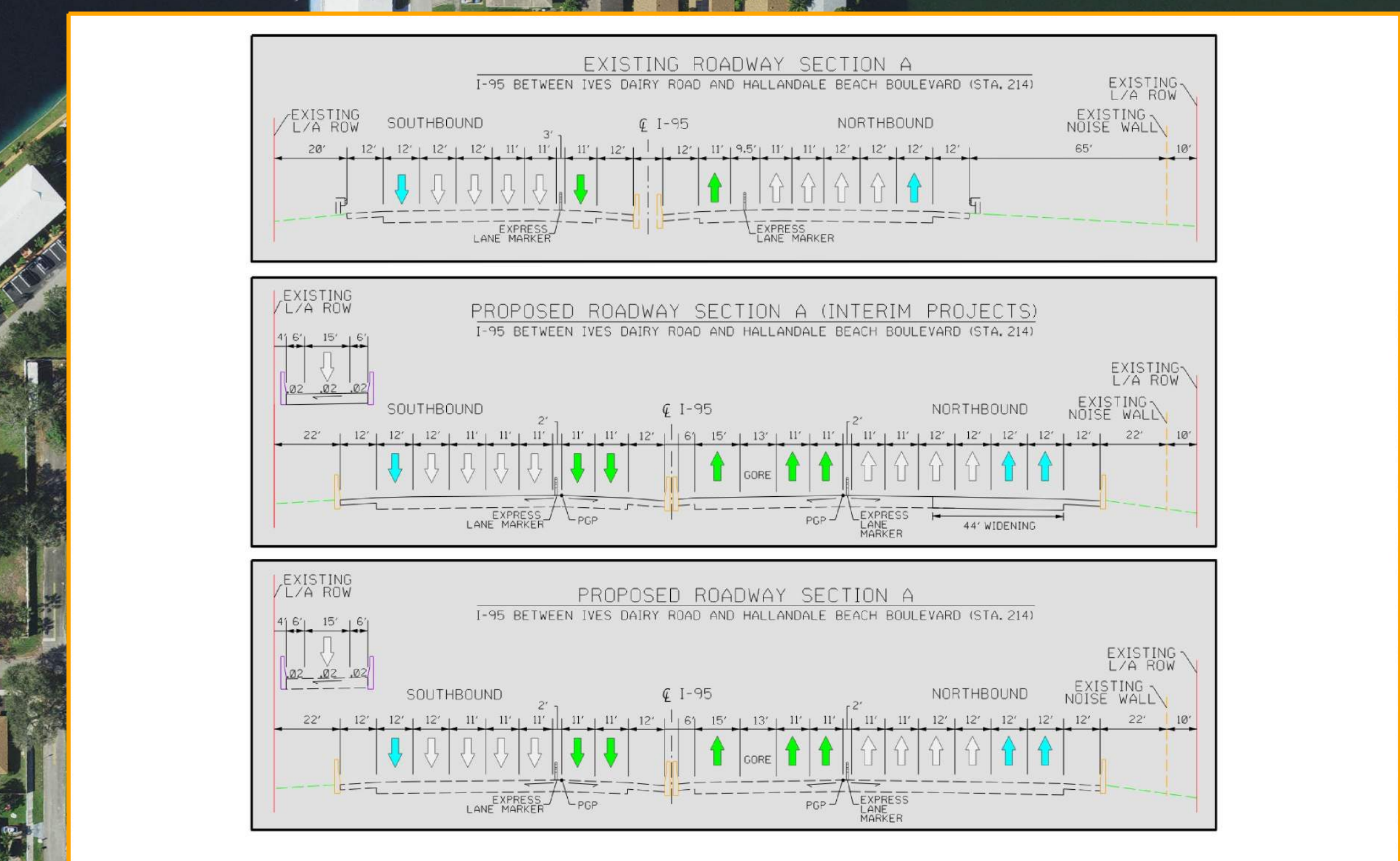
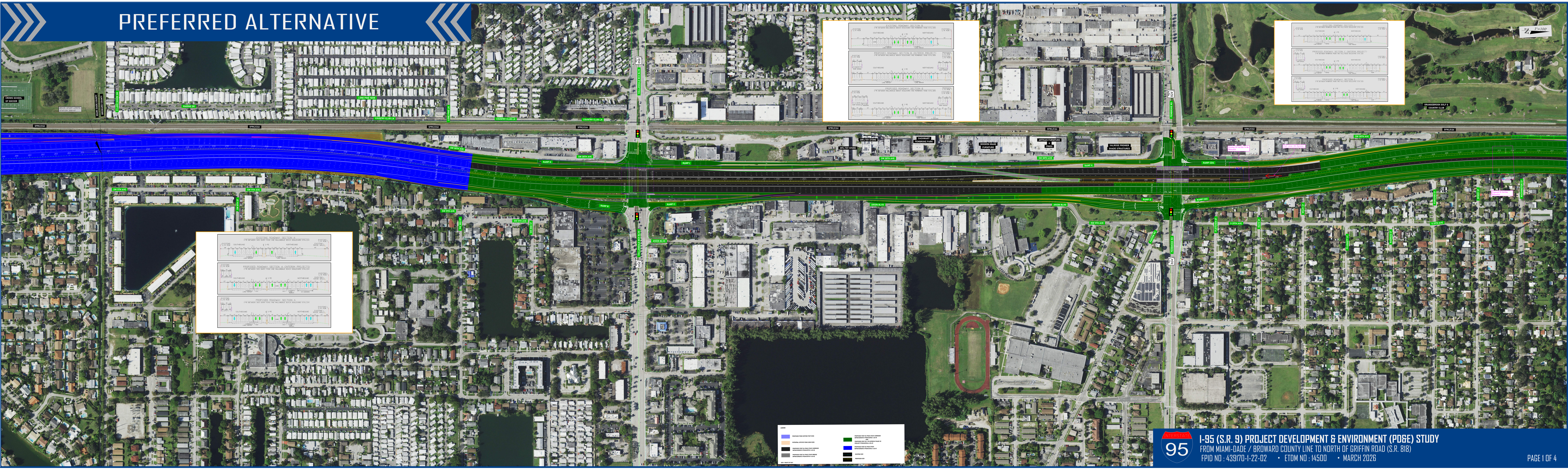
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PROFILE SHEET

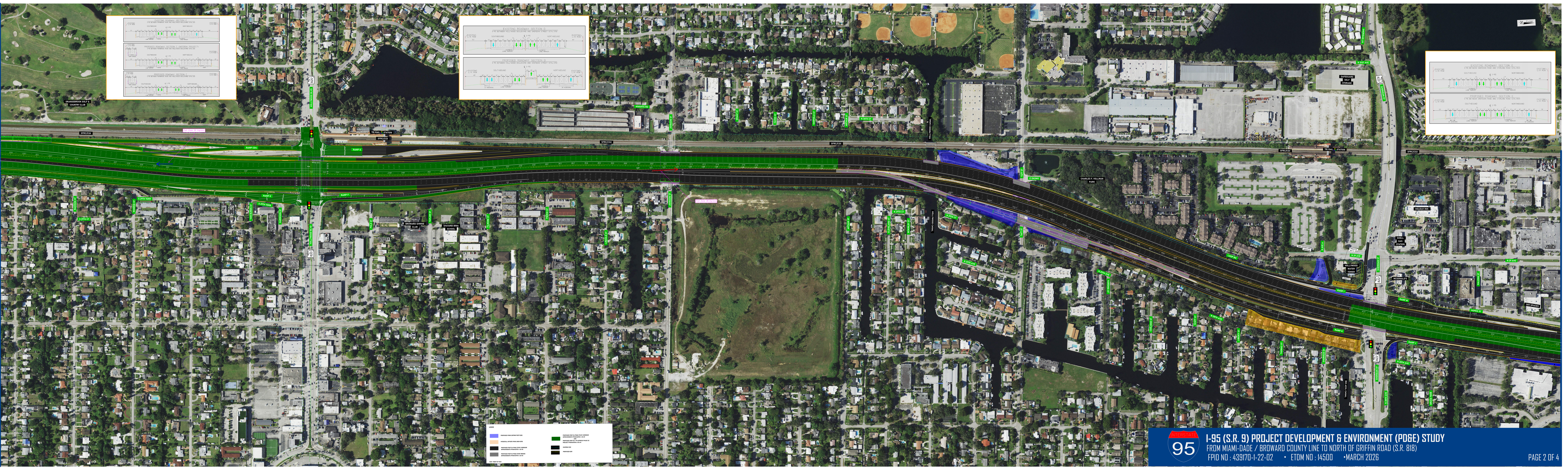
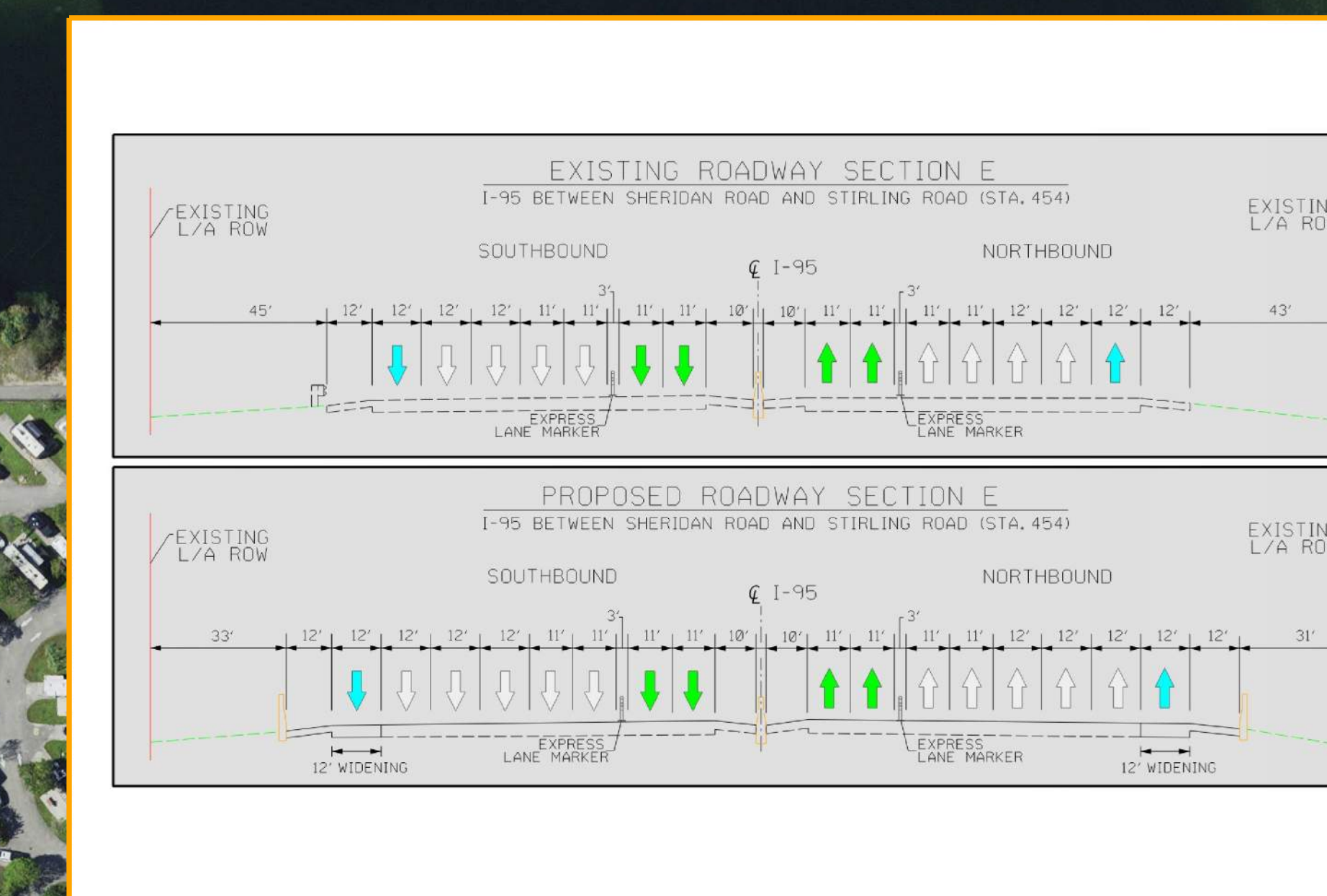
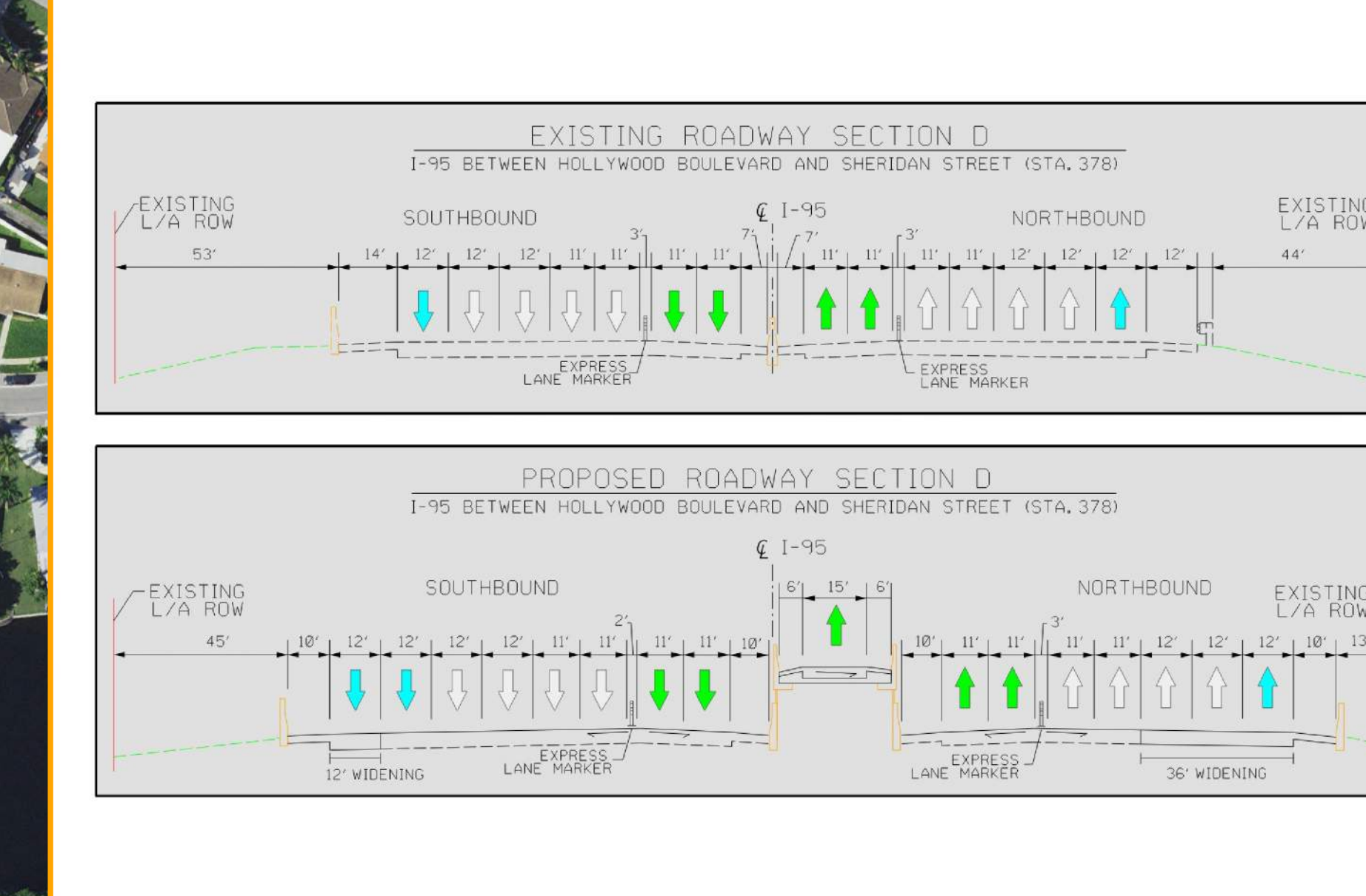
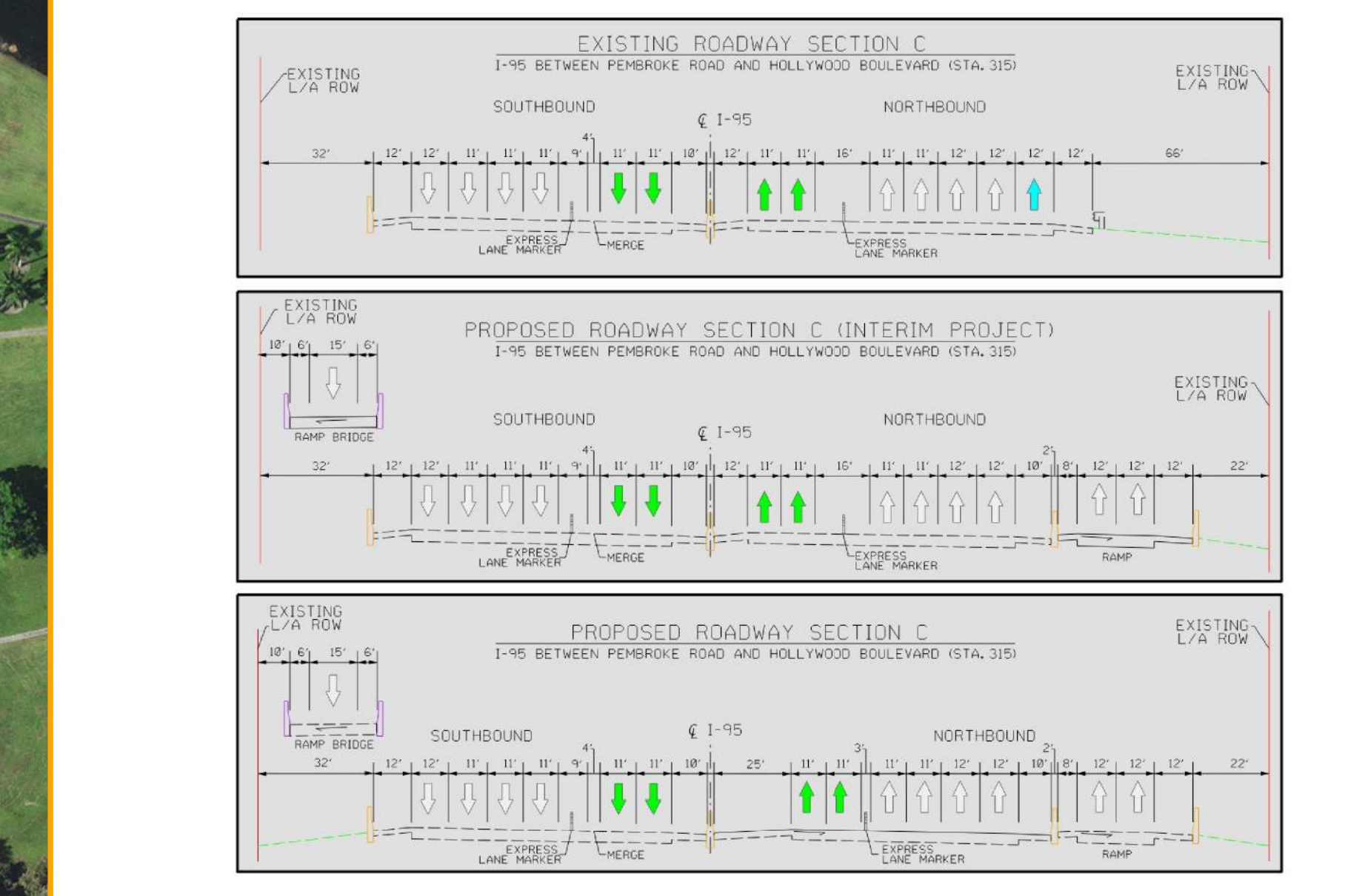
SHEET NO.
114

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

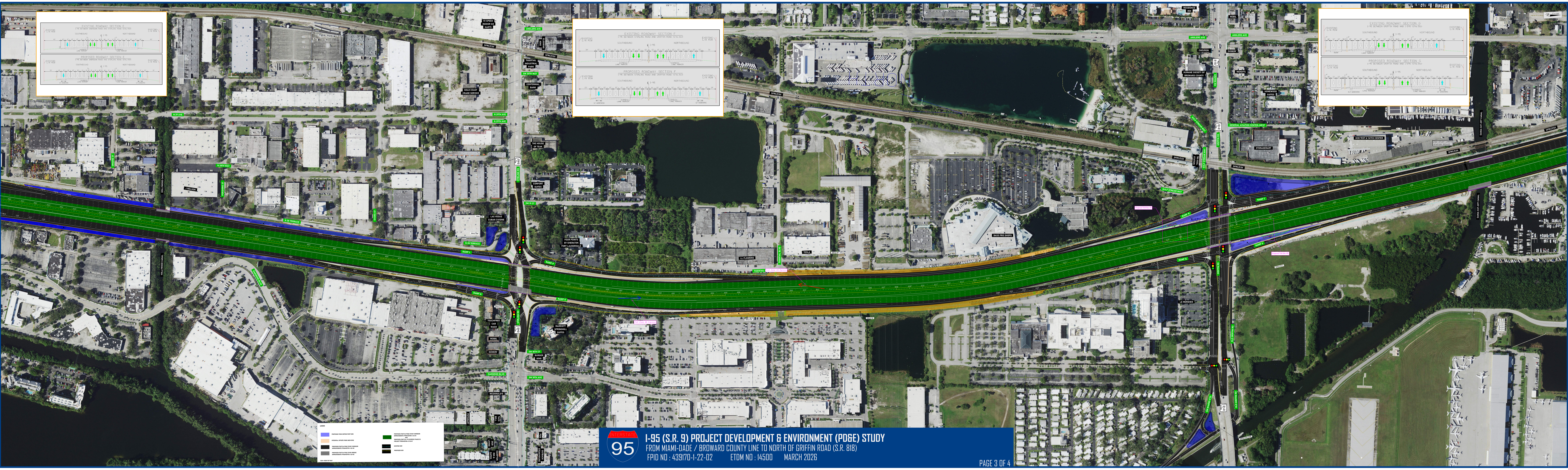
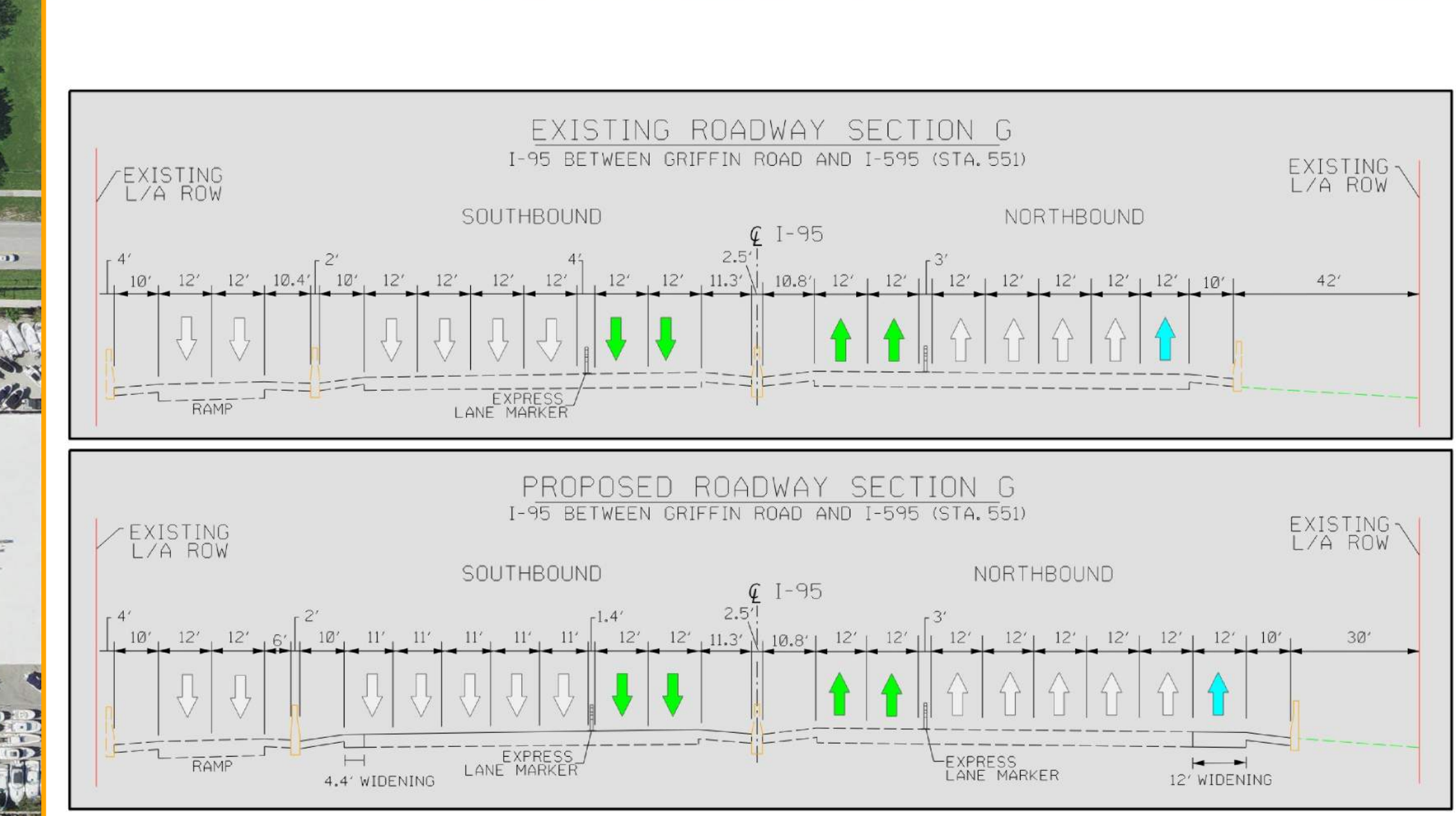
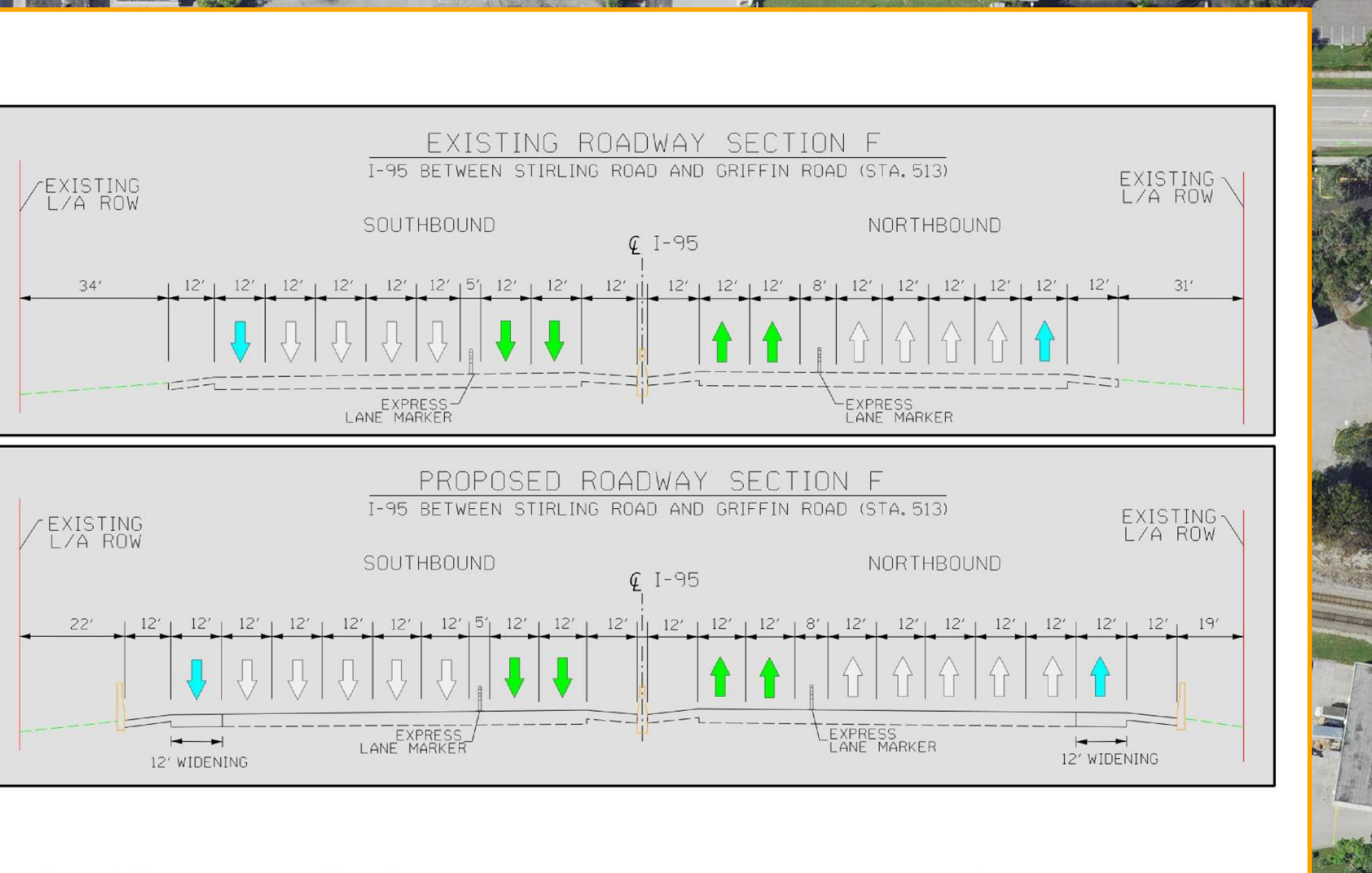
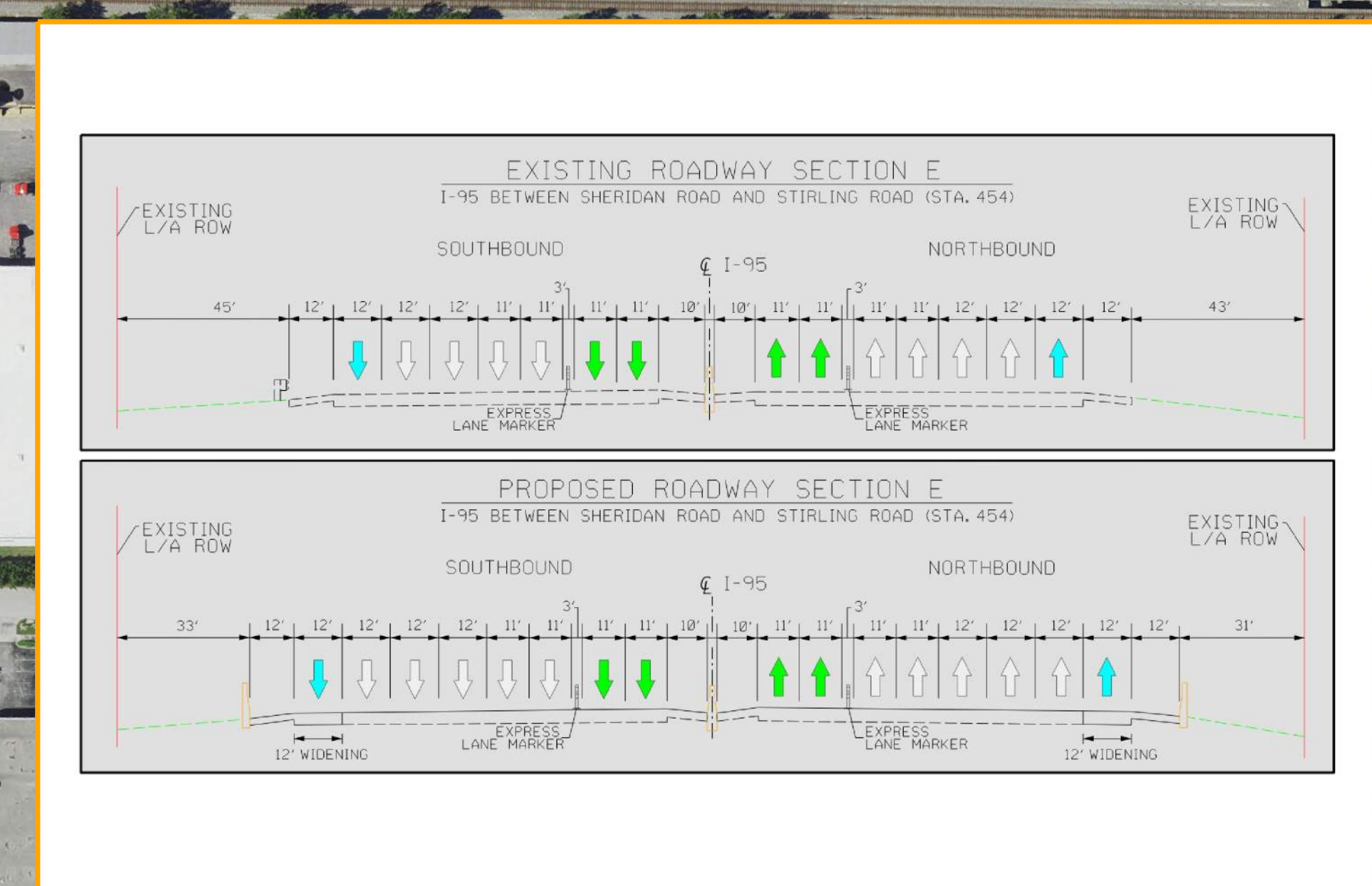
PREFERRED ALTERNATIVE



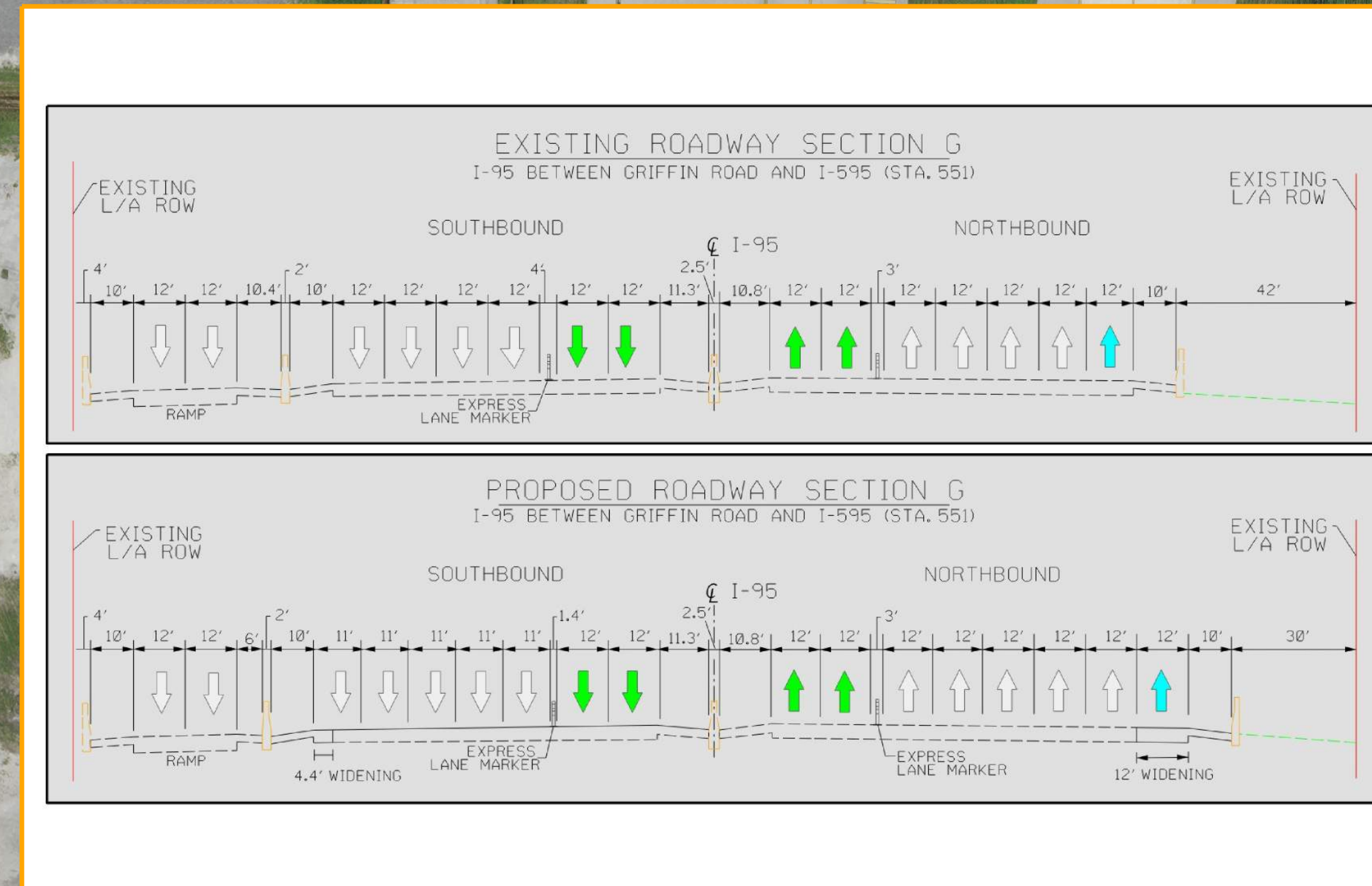
- LEGEND**
- PROPOSED ROADWAY SECTION A
 - PROPOSED ROADWAY SECTION B
 - PROPOSED ROADWAY SECTION C
 - PROPOSED ROADWAY SECTION D
 - PROPOSED ROADWAY SECTION E
 - PROPOSED ROADWAY SECTION F
 - PROPOSED ROADWAY SECTION G
 - PROPOSED ROADWAY SECTION H
 - PROPOSED ROADWAY SECTION I
 - PROPOSED ROADWAY SECTION J
 - PROPOSED ROADWAY SECTION K
 - PROPOSED ROADWAY SECTION L
 - PROPOSED ROADWAY SECTION M
 - PROPOSED ROADWAY SECTION N
 - PROPOSED ROADWAY SECTION O
 - PROPOSED ROADWAY SECTION P
 - PROPOSED ROADWAY SECTION Q
 - PROPOSED ROADWAY SECTION R
 - PROPOSED ROADWAY SECTION S
 - PROPOSED ROADWAY SECTION T
 - PROPOSED ROADWAY SECTION U
 - PROPOSED ROADWAY SECTION V
 - PROPOSED ROADWAY SECTION W
 - PROPOSED ROADWAY SECTION X
 - PROPOSED ROADWAY SECTION Y
 - PROPOSED ROADWAY SECTION Z



- LEGEND**
- PROPOSED RIGHT-OF-WAY (ROW)
 - PROPOSED RIGHT-OF-WAY (ROW)
 - PROPOSED RIGHT-OF-WAY (ROW)
 - PROPOSED ROW
 - PROPOSED ROW
 - PROPOSED ROW



	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0
	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0
	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0
	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0
	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0
	PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0		PROPOSED HOV 3+ HOV 2+ HOV 1+ HOV 0



- LEGEND**
- PROPOSED ROADWAY RIGHT-OF-WAY
 - PROPOSED SERVICE ROAD RIGHT-OF-WAY
 - PROPOSED ROADWAY RIGHT-OF-WAY
 - PROPOSED SERVICE ROAD RIGHT-OF-WAY
 - PROPOSED ROADWAY RIGHT-OF-WAY
 - PROPOSED SERVICE ROAD RIGHT-OF-WAY
 - EXISTING ROADWAY
 - EXISTING SERVICE ROAD
 - EXISTING SIDEWALK
 - EXISTING SHOULDER
 - EXISTING DRAINAGE
 - EXISTING UTILITIES
 - EXISTING LIGHT FIXTURES

APPENDIX E – CABLE LENGTH ASSUMPTIONS

Toll Site 3S

Cabeling Distance GTR 234.3(1)

4.00	ft.	:	Vertical J-Arm Distance
2.25	ft.	:	J-Arm -to- Cable Tray
36.00	ft.	:	Distance from equipment to E6 reader
4.40	ft.	:	Cable Tray to E6 Reader
<hr/>			
46.65	ft.	OK	(Mount to Gantry of Inside Express Lane Shoulder)

Cabeling Distance GTR 234.3(2)

4.40	ft.	:	E6 Reader to Cable Tray
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
3.00	ft.	:	Conduit sweep
157.86	ft.	:	Measured distance to Data Pull Box from Gantry Centerline
15.79	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
231.13	ft.	OK	

Cabeling Distance GTR 234.3(3)

4.00	ft.	:	Vertical J-Arm Distance
10.00	ft.	:	J-Arm -to- Cable Tray
23.00	ft.	:	Distance from J-Arm to vertical wireway (Conservatively taken to farthest shoulder line from CL Gantry)
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
3.00	ft.	:	Underground
3.00	ft.	:	Conduit sweep
157.86	ft.	:	Measured distance to Data Pull Box from Gantry Centerline
15.79	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
266.73	ft.	NG	GTR Deviation Required

Cabeling Distance GTR 234.3(4)

8.00	ft.	:	Distance to Toll Loop
2.50	ft.	:	Loop Home Run
20.00	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
3.00	ft.	:	Underground
165.03	ft.	:	Measured distance to Median Pull Box to IPB
16.50	ft.	:	Additional 10% for open trench
6.20	ft.	:	Distance between pull box and RTC
6.00	ft.	:	Add 3' for each conduit end sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
253.73	ft.	NG	GTR Deviation Required

Toll Site 4N

Cabeling Distance GTR 234.3(1)

4.00	ft.	:	Vertical J-Arm Distance
2.25	ft.	:	J-Arm -to- Cable Tray
48.00	ft.	:	Distance from equipment to E6 reader
4.40	ft.	:	Cable Tray to E6 Reader
<hr/>			
58.65	ft.	OK	(Mount to Gantry of Inside Express Lane Shoulder)

Cabeling Distance GTR 234.3(2)

4.40	ft.	:	E6 Reader to Cable Tray
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
56.72	ft.	:	Distance between Centerline and Median Pull Box
6.00	ft.	:	Add 3' for each conduit end sweep
116.07	ft.	:	Measured distance to Data Pull Box from Median Pull Box
11.61	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
244.88	ft.	OK	

Cabeling Distance GTR 234.3(3)

4.00	ft.	:	Vertical J-Arm Distance
10.00	ft.	:	J-Arm -to- Cable Tray
41.00	ft.	:	Distance from J-Arm to vertical wireway (Conservatively taken to farthest shoulder line from CL Gantry)
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
56.72	ft.	:	Distance between Centerline and Median Pull Box
6.00	ft.	:	Add 3' for each conduit end sweep
116.07	ft.	:	Measured distance to Data Pull Box from Gantry Centerline
11.61	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
295.48	ft.	NG	GTR Deviation Required

Cabeling Distance GTR 234.3(4)

8.00	ft.	:	Distance to Toll Loop
2.50	ft.	:	Loop Home Run
43.50	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
3.00	ft.	:	Underground
137.75	ft.	:	Measured distance to Median Pull Box to IPB
13.78	ft.	:	Additional 10% for open trench
7.59	ft.	:	Distance between pull box and RTC
6.00	ft.	:	Add 3' for each conduit end sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
248.62	ft.	OK	

Toll Site 4S

Cabeling Distance GTR 234.3(1)

4.00	ft.	:	Vertical J-Arm Distance
2.25	ft.	:	J-Arm -to- Cable Tray
48.00	ft.	:	Distance from equipment to E6 reader
4.40	ft.	:	Cable Tray to E6 Reader
<hr/>			
58.65	ft.	OK	(Mount to Gantry of Inside Express Lane Shoulder)

Cabeling Distance GTR 234.3(2)

4.40	ft.	:	E6 Reader to Cable Tray
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
56.72	ft.	:	Distance between Centerline and Median Pull Box
6.00	ft.	:	Add 3' for each conduit end sweep
116.07	ft.	:	Measured distance to Data Pull Box from Median Pull Box
11.61	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
244.88	ft.	OK	

Cabeling Distance GTR 234.3(3)

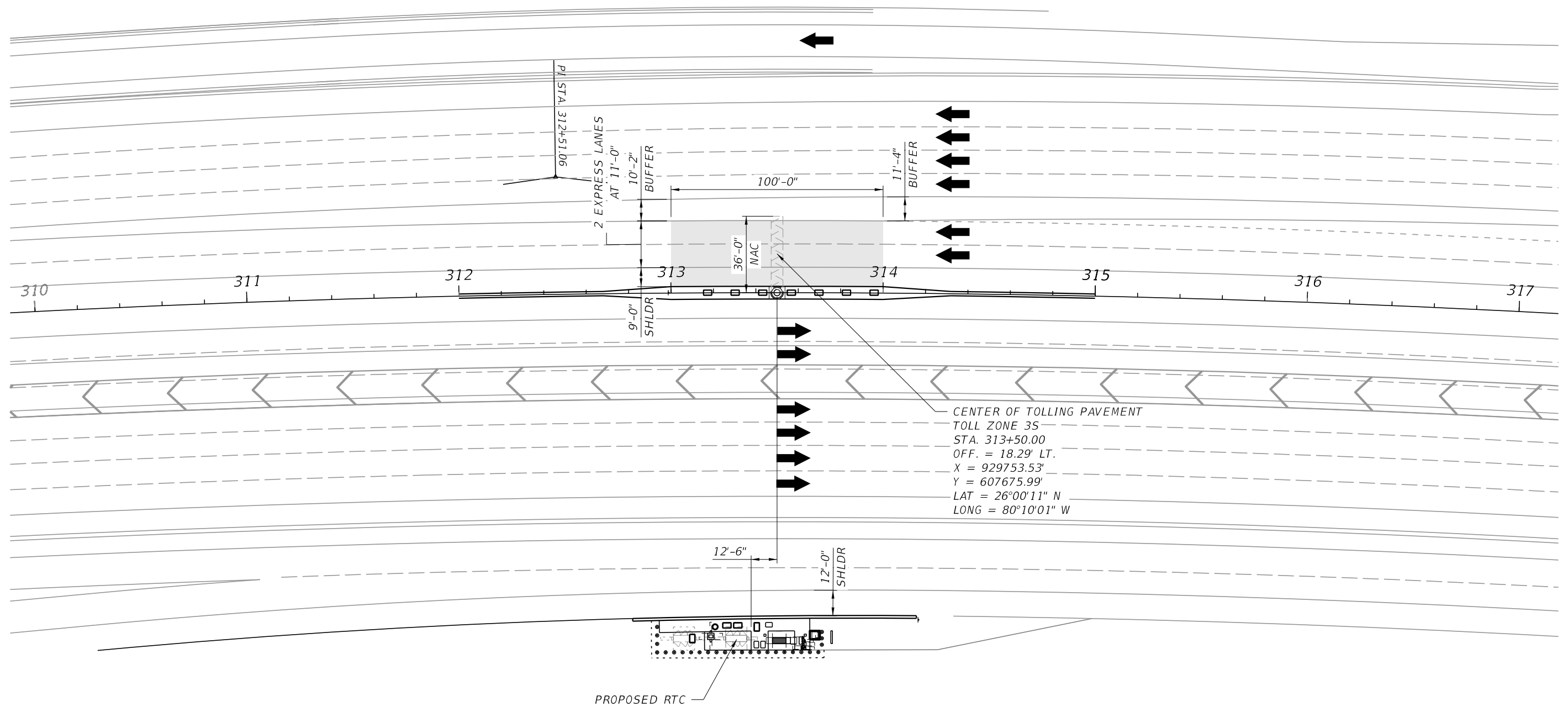
4.00	ft.	:	Vertical J-Arm Distance
10.00	ft.	:	J-Arm -to- Cable Tray
41.00	ft.	:	Distance from J-Arm to vertical wireway (Conservatively taken to farthest shoulder line from CL Gantry)
30.00	ft.	:	Distance from mounted cable tray to 3 feet below grade
56.72	ft.	:	Distance between Centerline and Median Pull Box
6.00	ft.	:	Add 3' for each conduit end sweep
116.07	ft.	:	Measured distance to Data Pull Box from Gantry Centerline
11.61	ft.	:	Additional 10% for open trench
3.00	ft.	:	Conduit sweep
11.08	ft.	:	Distance between RTC and Data Pull Box
3.00	ft.	:	Conduit sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
295.48	ft.	NG	GTR Deviation Required

Cabeling Distance GTR 234.3(4)

8.00	ft.	:	Distance to Toll Loop
2.50	ft.	:	Loop Home Run
43.50	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
3.00	ft.	:	Underground
137.75	ft.	:	Measured distance to Median Pull Box to IPB
13.78	ft.	:	Additional 10% for open trench
7.59	ft.	:	Distance between pull box and RTC
6.00	ft.	:	Add 3' for each conduit end sweep
3.00	ft.	:	Top of conduit 1" above finish floor of RTC
<hr/>			
248.62	ft.	OK	

APPENDIX F – TOLL SITE FIGURES

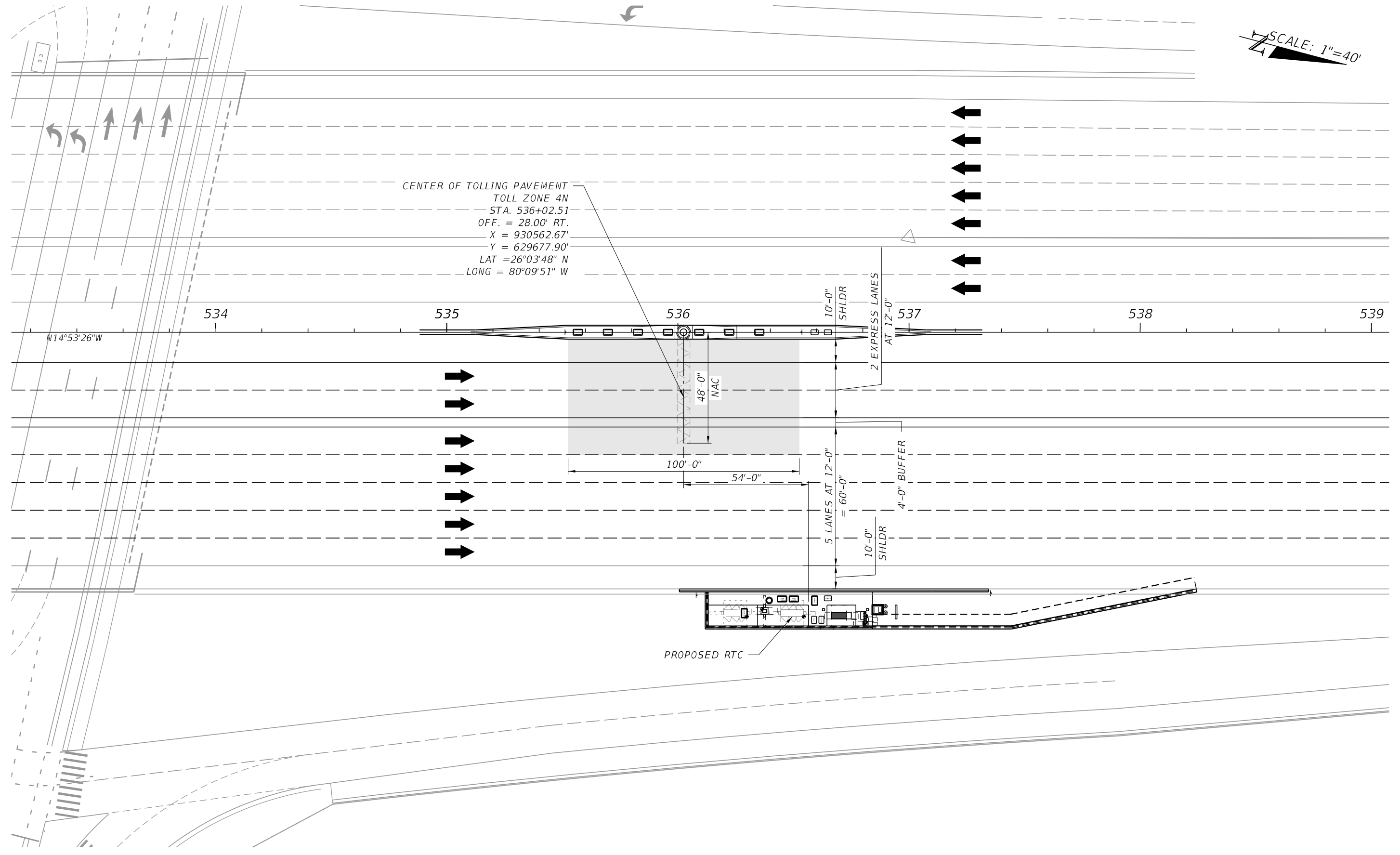
SCALE: 1"=50'



\$TIMES \$USERS \$DATE\$ \\\fsandh.com\files\Projects\FDOT\10060055000_1_95_DAN\03.00 Project Execution\03.06 Toll & ITS\6_Toll Siting Technical Memorandum\03.06 Toll Siting Figures.dwg

REVISIONS				N/A	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TOLL SITE FIGURES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		F-1
					I-95	BROWARD	439170-1-22-02		

SCALE: 1"=40'



CENTER OF TOLLING PAVEMENT
 TOLL ZONE 4N
 STA. 536+02.51
 OFF. = 28.00' RT.
 X = 930562.67'
 Y = 629677.90'
 LAT = 26°03'48" N
 LONG = 80°09'51" W

PROPOSED RTC

\$DATE\$ \$USER\$ \$TIME\$
 \\fsandh.com\files\Projects\FDOT\10060055000_1_95_D\A\03.00 Project Execution\03.06 Toll & ITS\6_Toll Siting Technical
 \memorandum\03.06 Toll Siting Technical.dwg

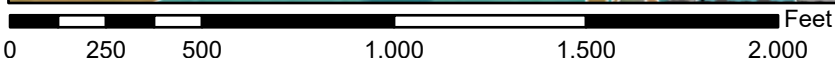
REVISIONS		N/A		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TOLL SITE FIGURES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				I-95	BROWARD	439170-1-22-02		F-2

APPENDIX G – TOLL SITE ENVIRONMENTAL / FEMA FLOODPLAIN MAPS

National Flood Hazard Layer FIRMMette



80°10'20"W 26°0'27"N



1:6,000 80°9'42"W 25°59'55"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		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		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



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 2/1/2026 at 10:32 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.

National Flood Hazard Layer FIRMMette



80°10'10"W 26°4'5"N



Legend

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

- | | |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>SPECIAL FLOOD HAZARD AREAS</p> | <ul style="list-style-type: none"> Without Base Flood Elevation (BFE)
<i>Zone A, V, A99</i> With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> Regulatory Floodway |
| <p>OTHER AREAS OF FLOOD HAZARD</p> | <ul style="list-style-type: none"> 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 <i>Zone X</i> Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i> Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i> Area with Flood Risk due to Levee <i>Zone D</i> |
| <p>OTHER AREAS</p> | <ul style="list-style-type: none"> NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i> Effective LOMRs Area of Undetermined Flood Hazard <i>Zone D</i> |
| <p>GENERAL STRUCTURES</p> | <ul style="list-style-type: none"> Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall |
| <p>OTHER FEATURES</p> | <ul style="list-style-type: none"> B 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature |
| <p>MAP PANELS</p> | <ul style="list-style-type: none"> Digital Data Available No Digital Data Available Unmapped |

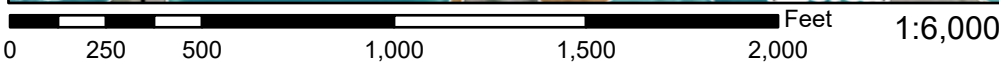


The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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 2/1/2026 at 10:36 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.



80°9'32"W 26°3'32"N

National Flood Hazard Layer FIRMMette



80°10'8"W 26°3'59"N



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
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

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

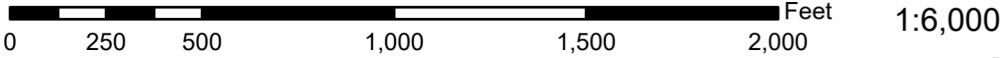
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

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 3/11/2026 at 1:09 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.



80°9'31"W 26°3'27"N

APPENDIX H – GTR DEVIATION LETTERS

GTR DEVIATION SUBMITTAL LETTER

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

Date: Mar-09-2026

Financial Project ID: 439170-1-22-02

SR-9/I-95 PD&E Study Miami-Dade/Broward County Line to N of Griffin Rd Broward County

GTR Version: GTR 2025

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

Toll Site #: 3S

Affected GTR Section(s): 230.2(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 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: Mar-09-2026

Concurrences:

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

Date: _____

GTR DEVIATION SUBMITTAL LETTER

GTR DEVIATION SUBMITTAL LETTER

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

Date: Mar-09-2026

Financial Project ID: 439170-1-22-02

SR-9/I-95 PD&E Study Miami-Dade/Broward County Line to N of Griffin Rd Broward County

GTR Version: GTR 2025

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

Toll Site #: 3S

Affected GTR Section(s): 234.3(3) & 234.3(4)

GTR Deviation Description:

The deviation is requested for violation of the maximum cable distance between any remaining toll equipment mounted to the j-arms and toll equipment working spaces must not exceed 250 feet, as well as the maximum cable distance between any toll loop and toll equipment working spaces must not exceed 250 feet. See cable run calculations in TSTM Appendix E for calculations.

Recommended by:

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

Date: Mar-09-2026

Concurrences:

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

Date: _____

GTR DEVIATION SUBMITTAL LETTER

GTR DEVIATION SUBMITTAL LETTER

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

Date: Mar-09-2026

Financial Project ID: 439170-1-22-02

SR-9/I-95 PD&E Study Miami-Dade/Broward County Line to N of Griffin Rd Broward County

GTR Version: GTR 2025

Toll Site ID: Express Lane Toll Point (4S & 4N)

Toll Site #: 4N&S

Affected GTR Section(s): 234.3(3)

GTR Deviation Description:

The deviation is requested for violation of the maximum cable distance between any remaining toll equipment mounted to the j-arms and toll equipment working spaces must not exceed 250 feet. See cable run calculations in TSTM Appendix E for calculations.

Recommended by:

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

Date: Mar-09-2026

Concurrences:

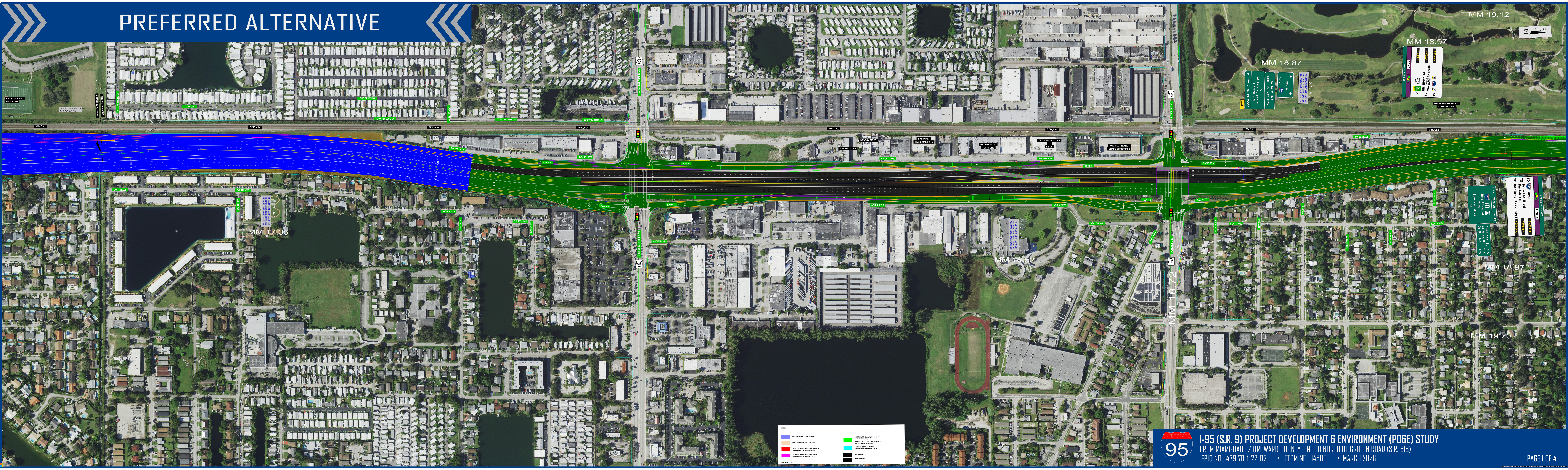
Andra Diggs II, P.E., Turnpike Design Engineer

Date: _____

GTR DEVIATION SUBMITTAL LETTER

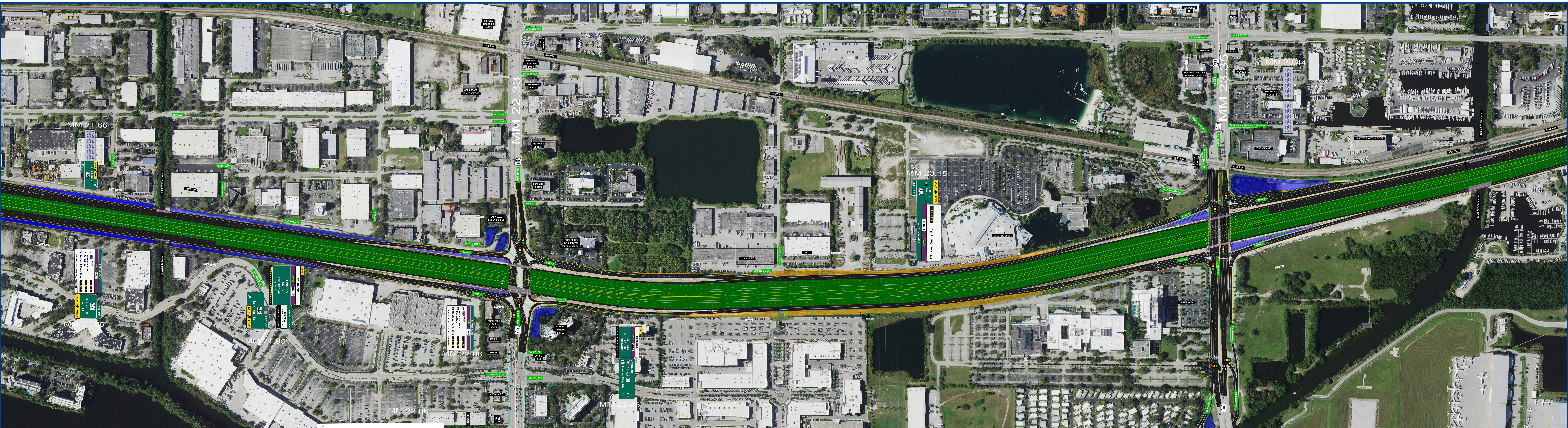
APPENDIX I – CONCEPTUAL SIGNING PLAN

PREFERRED ALTERNATIVE



LEGEND

—	PROPOSED MAINLINE LANES WITH SHOULDER	—	PROPOSED MAINLINE LANES WITH SHOULDER AND MEDIAN
—	PROPOSED MAINLINE LANES WITH SHOULDER AND MEDIAN	—	PROPOSED MAINLINE LANES WITH SHOULDER, MEDIAN, AND CENTER TURN LANE
—	PROPOSED MAINLINE LANES WITH SHOULDER AND MEDIAN	—	PROPOSED MAINLINE LANES WITH SHOULDER, MEDIAN, AND CENTER TURN LANE
—	PROPOSED MAINLINE LANES WITH SHOULDER AND MEDIAN	—	EXISTING MAINLINE LANES
—	PROPOSED MAINLINE LANES WITH SHOULDER AND MEDIAN	—	EXISTING MAINLINE LANES



■	Proposed Road Right-of-Way	■	Proposed to be Full Clear Corridor
■	Proposed to be Full Clear Corridor	■	Proposed to be Full Clear Corridor
■	Proposed to be Full Clear Corridor	■	Proposed to be Full Clear Corridor
■	Proposed to be Full Clear Corridor	■	Proposed to be Full Clear Corridor



MM 24.07

EXPRESS LANES ONLY
 EXPRESS LANE TO Ives Dairy Rd
 EXPRESS LANE ONLY
 EXPRESS LANE ONLY

EXPRESS LANE ONLY
 EXPRESS LANE ONLY
 EXPRESS LANE ONLY

MM 23.99

LEGEND

Blue	PROPOSED ROAD SERVICE PORTALS	Green	PROPOSED HOV 3+ FREE TOLL CORRIDOR
Orange	PROPOSED HOV 2+ FREE TOLL CORRIDOR	Black	PROPOSED HOV 2+ FREE TOLL CORRIDOR
Red	PROPOSED HOV 2+ FREE TOLL CORRIDOR	Black	PROPOSED HOV 2+ FREE TOLL CORRIDOR
Pink	PROPOSED HOV 2+ FREE TOLL CORRIDOR	Black	PROPOSED HOV 2+ FREE TOLL CORRIDOR



I-95 (S.R. 9) PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
 FROM MIAMI-DADE / BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD (S.R. 818)
 FPID NO : 439170-1-22-02 ETDM NO : 14500 MARCH 2026