PRELIMINARY TOLL SITING TECHNICAL MEMORANDUM

Florida Department of Transportation (FDOT)

District Six

I-95/State Road (SR) 9 Project Development and Environment (PD&E) Study

From South of SR 860/Miami Gardens Drive to North of Broward County Line

Miami-Dade County, Florida

Financial Management Number: 414964-1

ETDM Number: 14419

April 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by Federal Highway Administration and FDOT.

April 2025

PRELIMINARY TOLL SITING TECHNICAL MEMORANDUM

I-95/State Road (SR) 9 Project Development and Environment (PD&E) Study
From South of SR 860/Miami Gardens Drive to North of Broward County Line
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Financial Management Number: 414964-1-22-01
Federal Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM): 14419

DISTRICT VI

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Preliminary Toll Siting Technical Memorandum

Project Development and Environment (PD&E) Study

I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line

Financial Project ID: 414964-1-22-01

Miami-Dade County (87270000)

Prepared For:
Florida Department of Transportation
District 6
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April 2025

Document History and Status

Submission	Date	Description	By	QC Review		Approved	
				By	Date	By	Date
Draft	*[12/23/2024]*	*Preliminary DRAFT Toll Siting Technical Memorandum*	*JWB*	*EC*	*12/20/24*	*EC*	*12/23/24*
Final		*Preliminary FINAL Toll Siting Technical Memorandum*	*JWB*	*EC*	*3/12/25*	*EC*	*3/19/25*

Table of Contents

I. Purpose and Executive Summary

A. Project Information

The purpose of this technical memorandum is to determine and recommend appropriate locations for the tolling points that are required for the preferred alternative concept developed as part of the FPID 414964-1 Project Development and Environmental (PD&E) Study.

The Florida Department of Transportation (FDOT) District Six is performing a Project Development and Environment (PD&E) Study for I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line. This roadway project entails providing additional express and/or general-use lanes on I-95/SR 9 and implementing interchange improvements at SR 860/Miami Gardens Drive (MGD) and CR 854/Ives Dairy Road (IDR) within Miami-Dade and Broward County. The project study area is shown on the project location map (see Figure 1, Section I.B.).

I-95/SR 9 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/SR 9 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/SR 9 is part of the State's Strategic Intermodal System (SIS), the National Highway System (NHS), and is designated as an evacuation route along the east coast of Florida. The corridor traverses dense urban areas with predominantly commercial and residential uses, including downtown Miami.

Within the project limits, I-95/SR 9 is classified as 'Urban Principal Arterial Interstate' and consists of six to eight general purpose lanes and two to four express lanes; the typical section varies throughout the project.

This particular section of the corridor is located north of the Golden Glades Interchange (GGI) in northern Miami-Dade County and traverses five U.S. Census Designated Places, including North Miami Beach, Ojus, Ives Estates, Pembroke Park, and Hallandale Beach. It connects to SR 860/Miami Gardens Drive, an important east-west facility within northern Miami-Dade County. Existing Right-of-Way (ROW) along the project segment ranges from approximately 300 feet to over 1,000 feet wide. ROW acquisition is not required for the proposed toll sites identified in this document.

Overall, the project will offer enhanced mobility options for motorists and transit users as it will provide additional capacity along the I-95/SR 9 corridor throughout northern Miami-Dade County. Consistent with the existing managed lanes system on I-95/SR 9, the additional express lanes are anticipated to operate using variable toll pricing based on congestion to optimize traffic flow.

For this study, the project limits for the I-95/SR 9 are within both Miami-Dade County and Broward County. The I-95/SR 9 segment in Miami-Dade County (roadway ID 87270000) starts at Mile Post 13.616 and ends at Mile Post 17.199, at the County line. The I-95/SR 9 segment in Broward County (roadway ID 86070000) starts at Mile Post 0.000 and ends at Mile Post 0.625. For MGD (roadway ID 86070000) the project segment starts at Mile Post 6.033 and ends at Mile Post 7.135. For IDR, from west of I-95/SR 9 to Highland Lakes Boulevard/NE 20 Avenue (roadway ID 87013000) the project segment starts at Mile Post 2.219 and ends at Mile Post 2.887. For IDR, east of Highland Lakes Boulevard/NE 20 Avenue (roadway ID 87000169) the project segment starts at Mile Post 0.000 and ends at Mile Post 0.200.

Build Alternative 3 is the preferred alternative. See the PD&E documentation for details on the preferred alternative.

4 express lane tolling sites are proposed for this project:

- Toll Site 2 North
- Toll Site 2 South
- Toll Site 3 North Data
- Toll Site 3 North

There is one existing express lane tolling site servicing both northbound and southbound located within the project limits:

- Toll Site 2 North and Toll Site 2 South

See the Project Location Map (Figure 1, Section I.B.) for locations of the existing and proposed toll facilities.

Evaluation of the conceptual maintenance of traffic plan in still underway. The preferred alternative will result in extensive reconstruction of the entire I-95 corridor and may require the use of temporary toll sites to maintain tolling throughout the anticipated construction sequencing.

B. Project Location Map

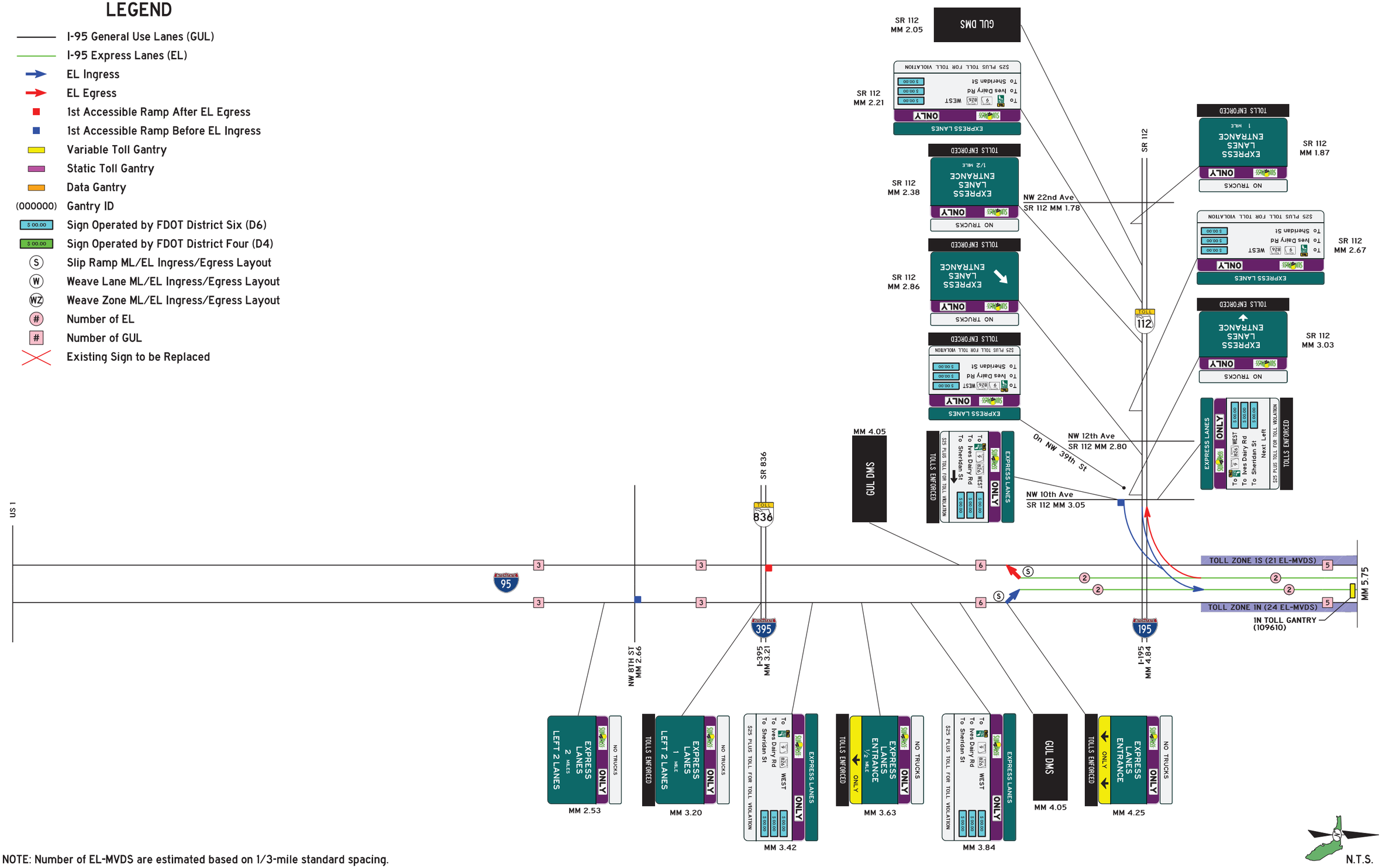
Figure 1 - Project Location Map

C. Express Lane Diagrams

I-95 PD&E Interim 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.

LEGEND

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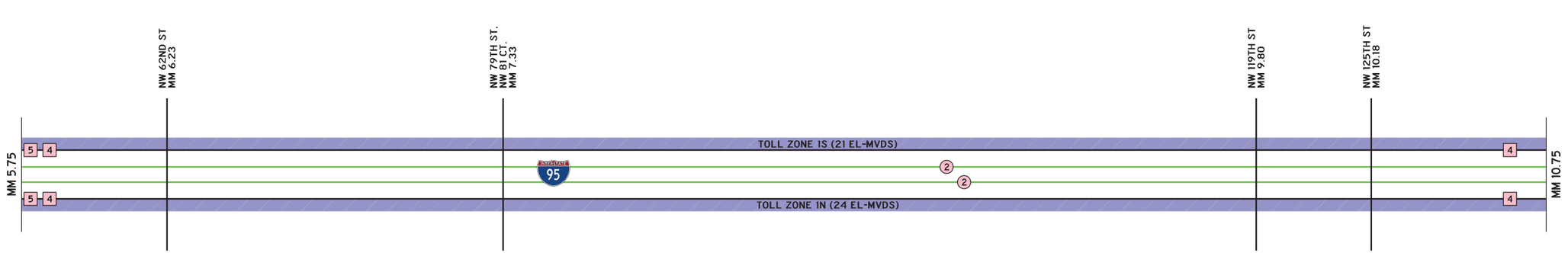

NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

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REVISION DATE: DRAFT 1/13/25	D6 PD&E (MGD to Broward County Line - 414964-1)	FDOT 95 EXPRESS TOLL DIAGRAM SUNGUIDE	SHEET NO. 2 OF 6

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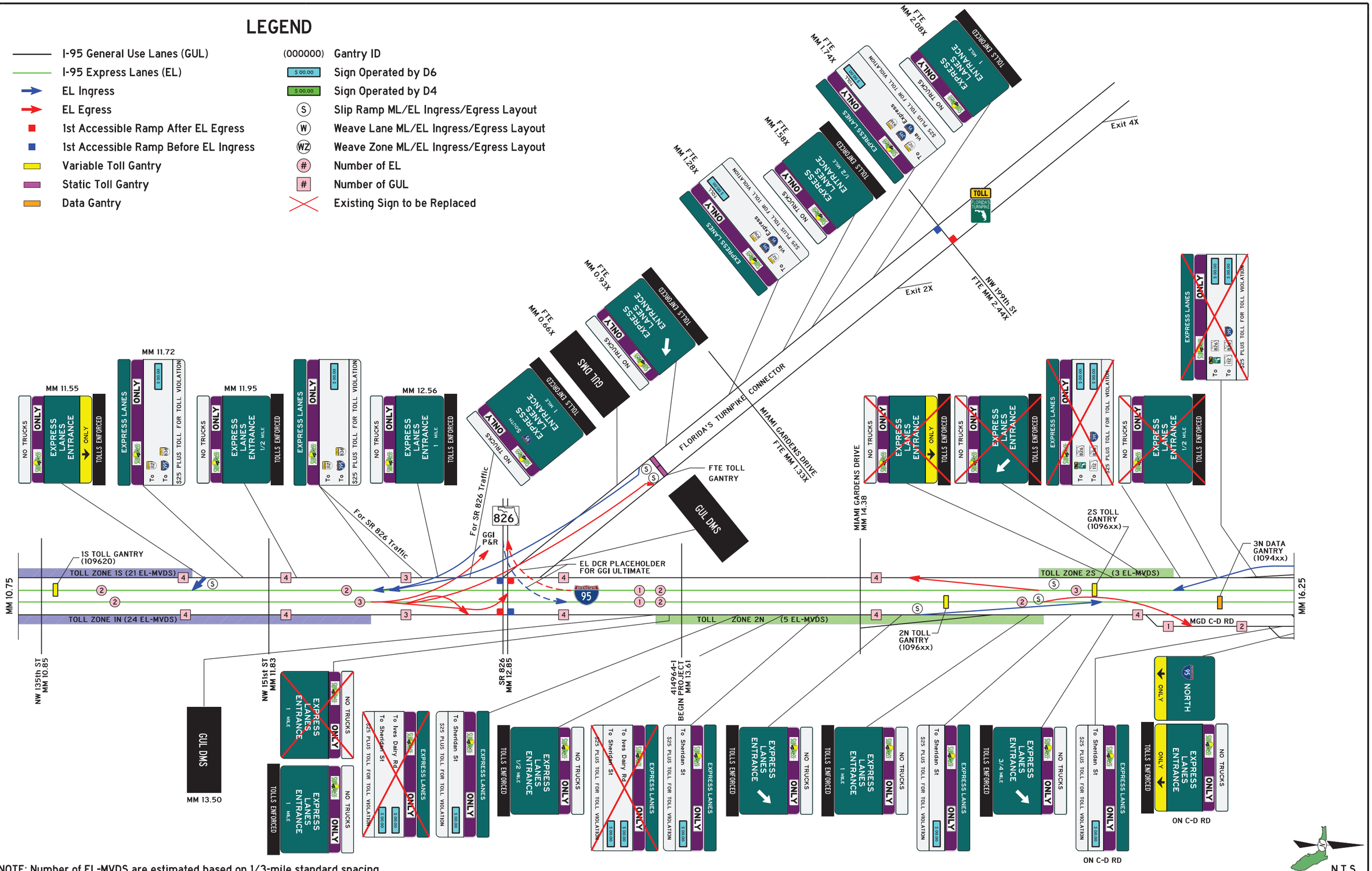

NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

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REVISION DATE:			
DRAFT 1/13/25	D6 PD&E (MGD to Broward County Line - 414964-1)	95 EXPRESS TOLL DIAGRAM	SHEET NO. 3 OF 6

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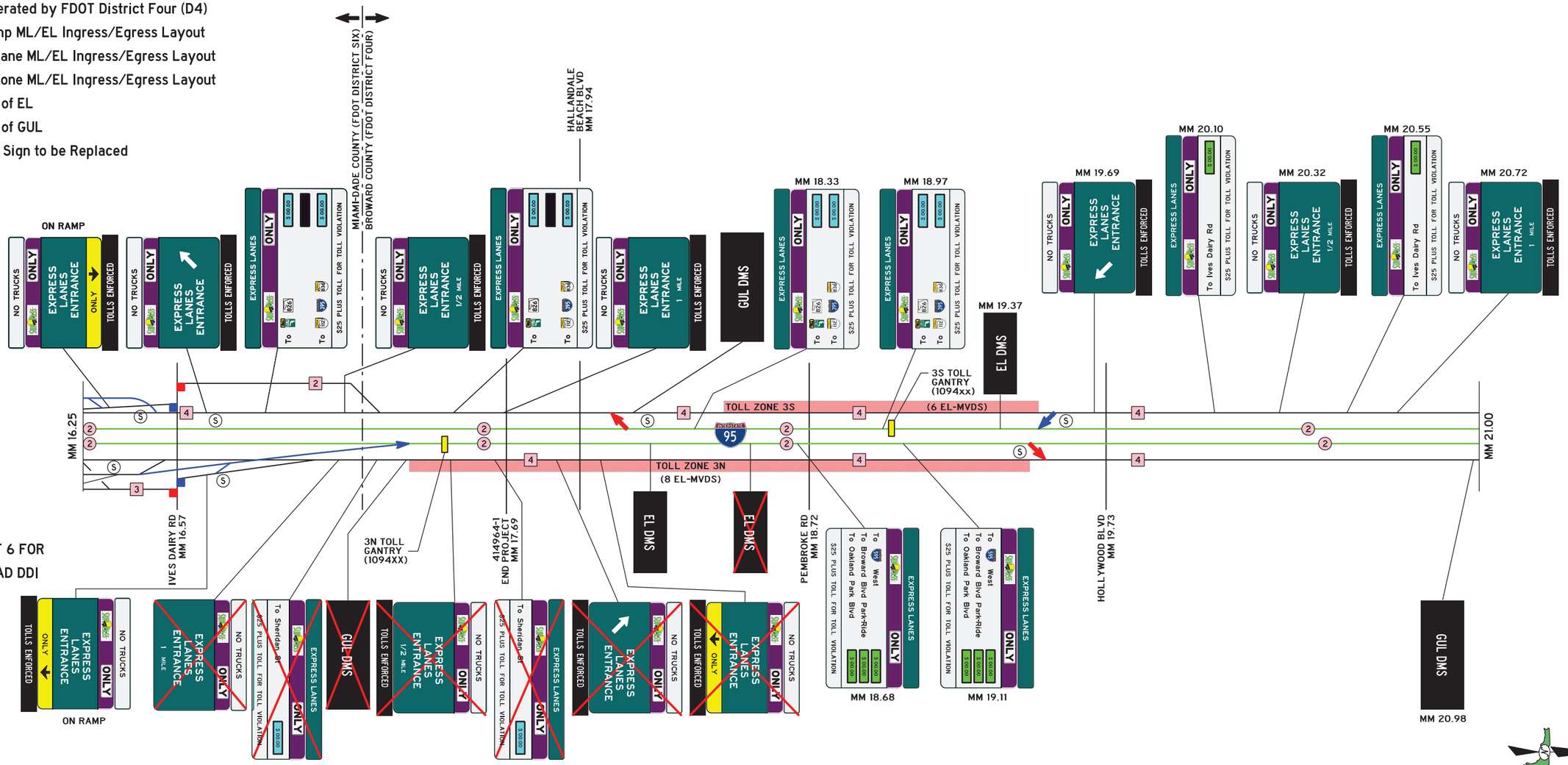

NOTE:

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.

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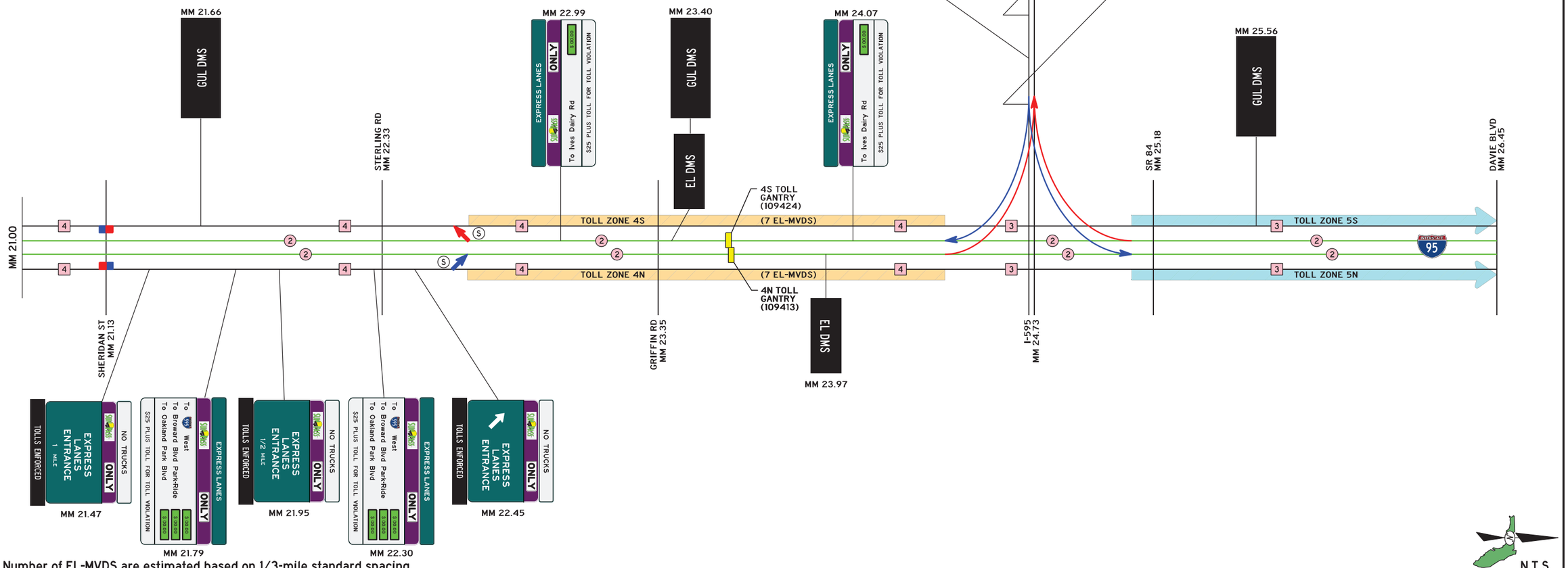

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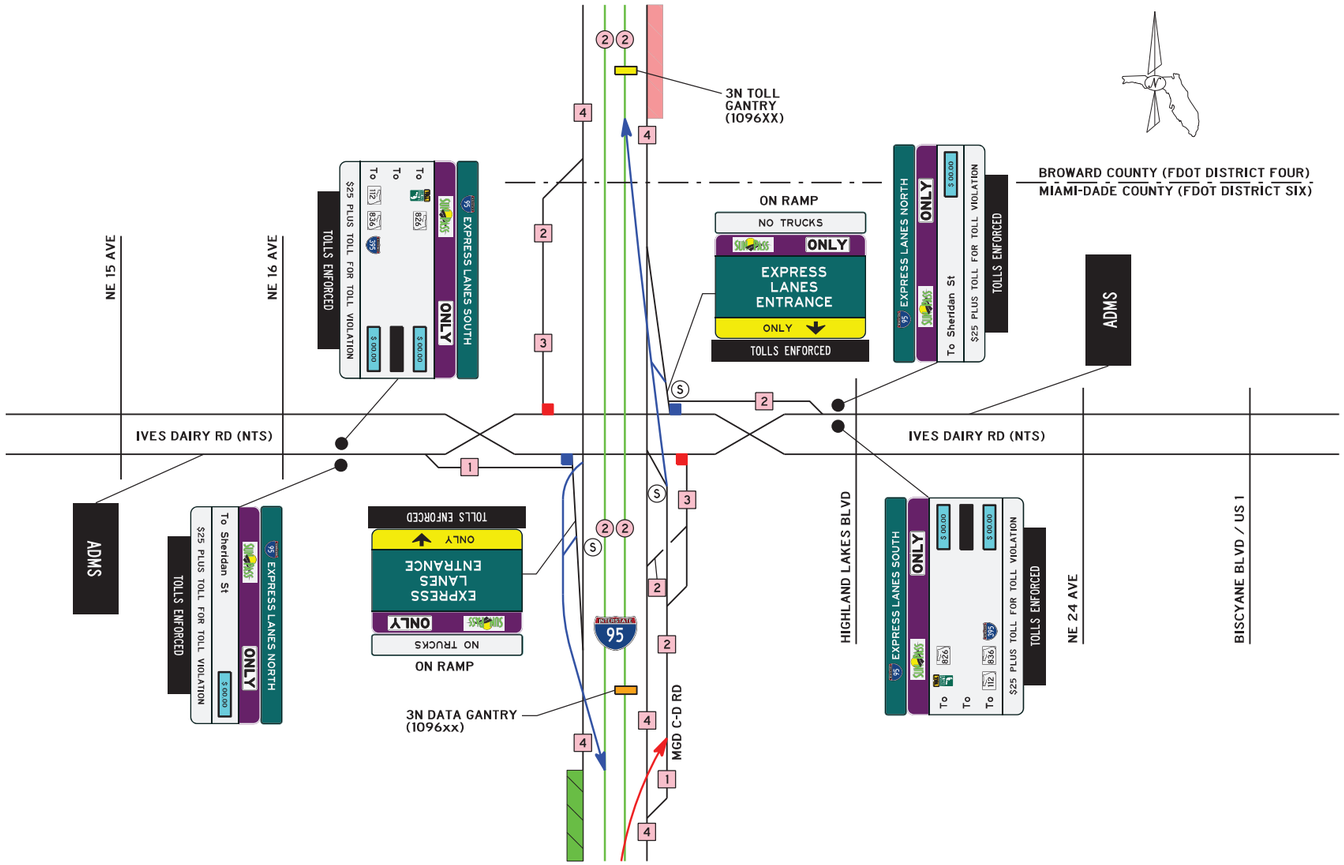

IVES DAIRY ROAD DDI DETAIL

I-95 PD&E Ultimate Express Lane Diagrams

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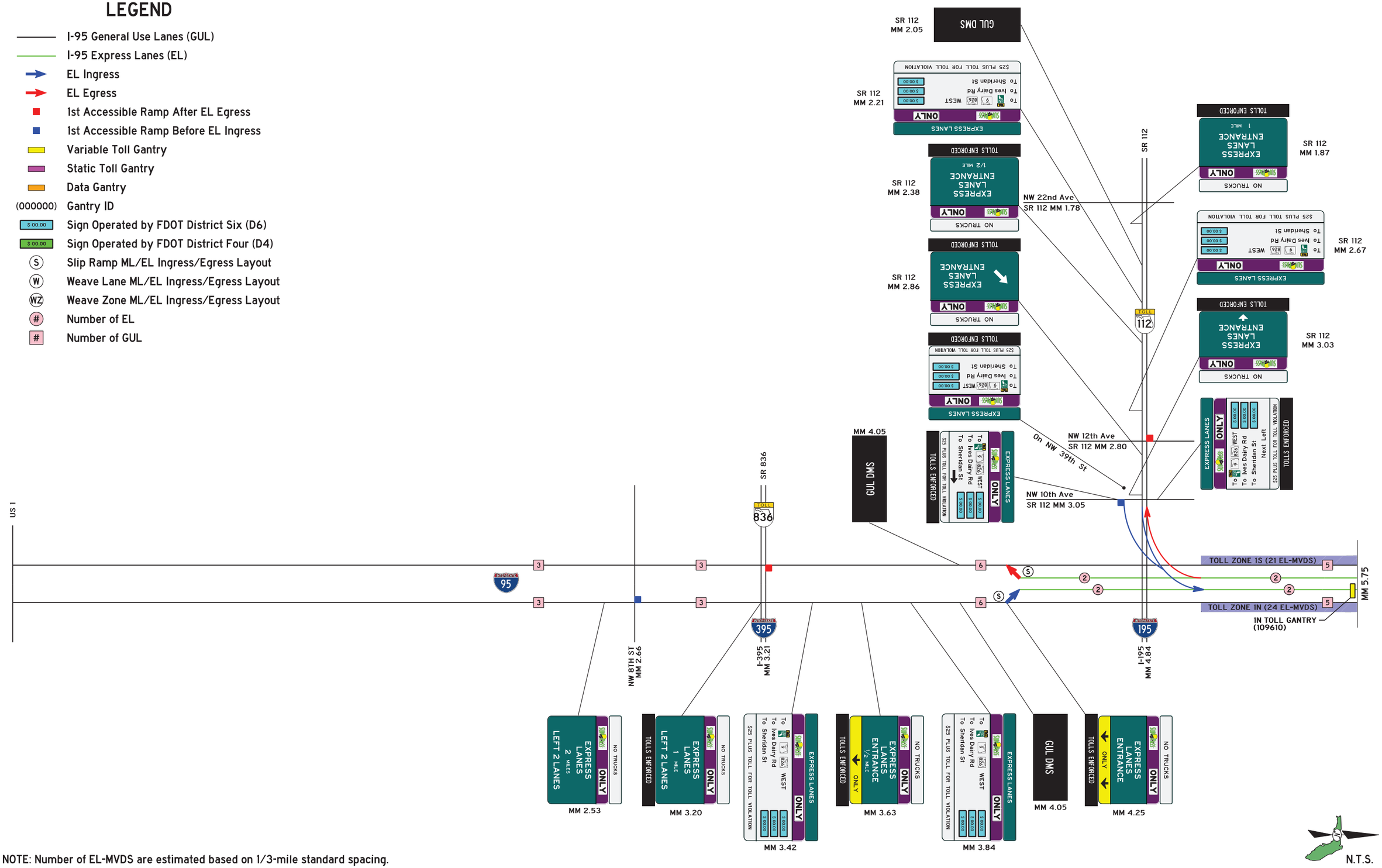

NOTE: Number of EL-MVDS are estimated based on 1/3-mile standard spacing.

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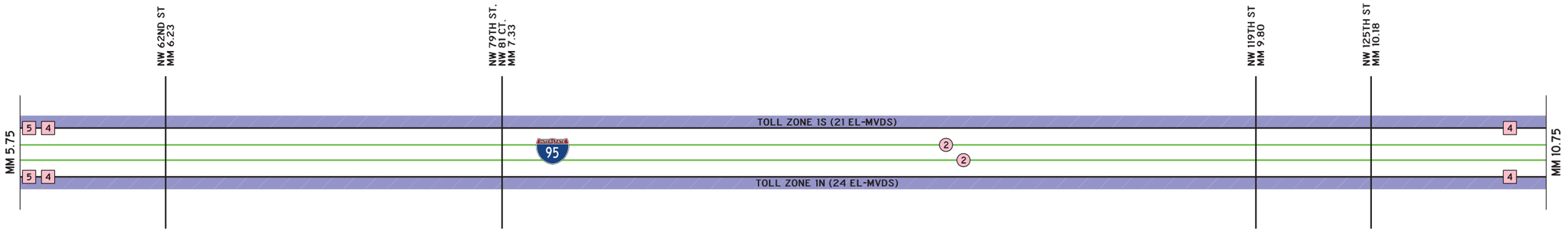

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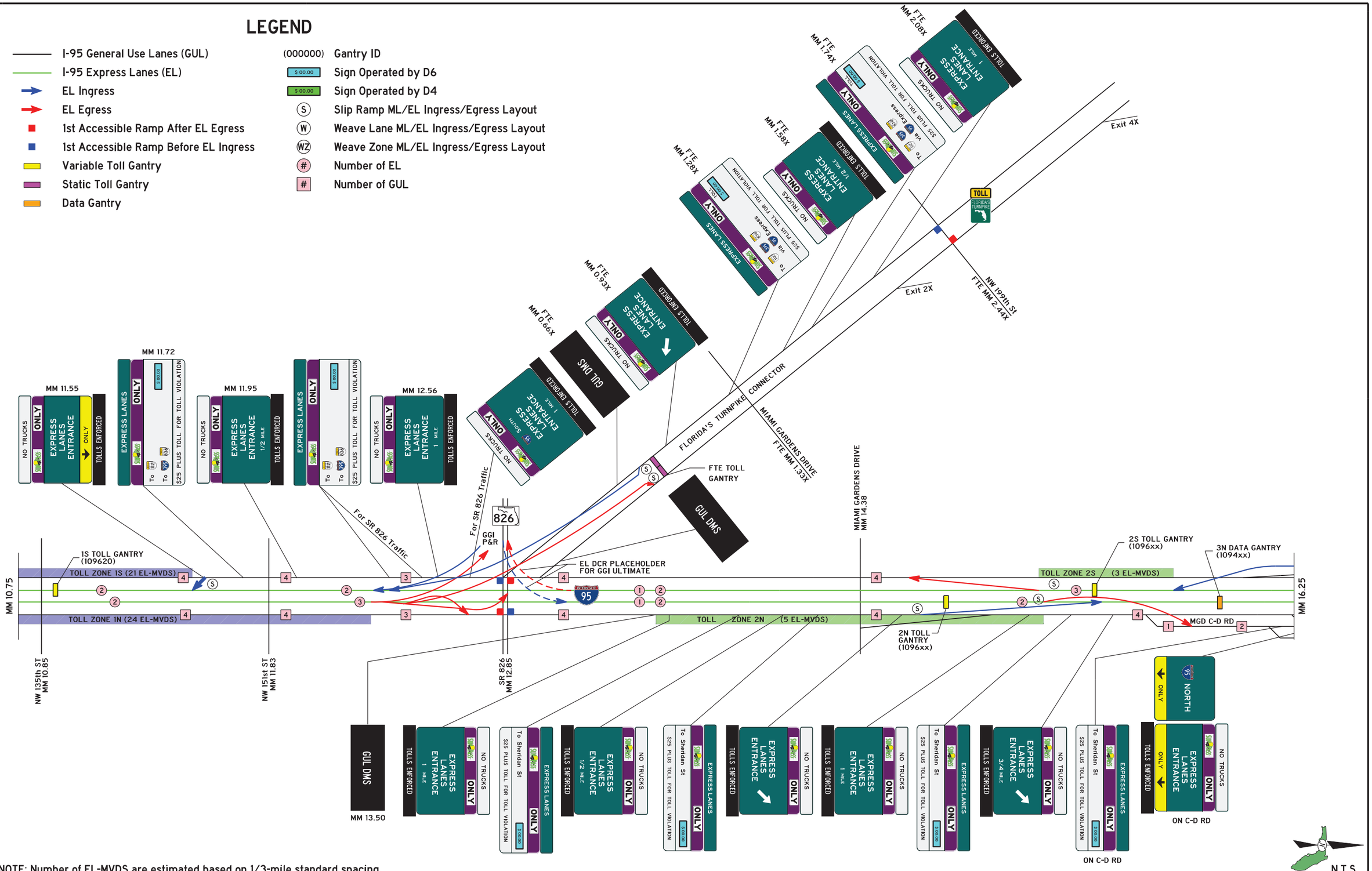

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REVISION DATE: DRAFT 1/13/25	95 EXPRESS ULTIMATE (US-1 TO I-595)	FDOT 95 EXPRESS TOLL DIAGRAM	SHEET NO. 3 OF 6

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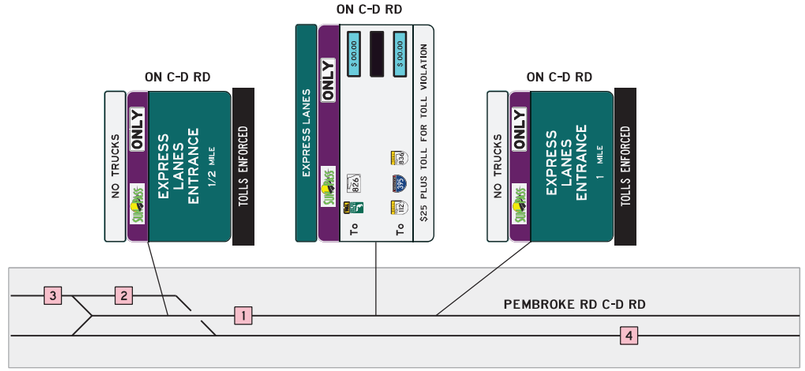

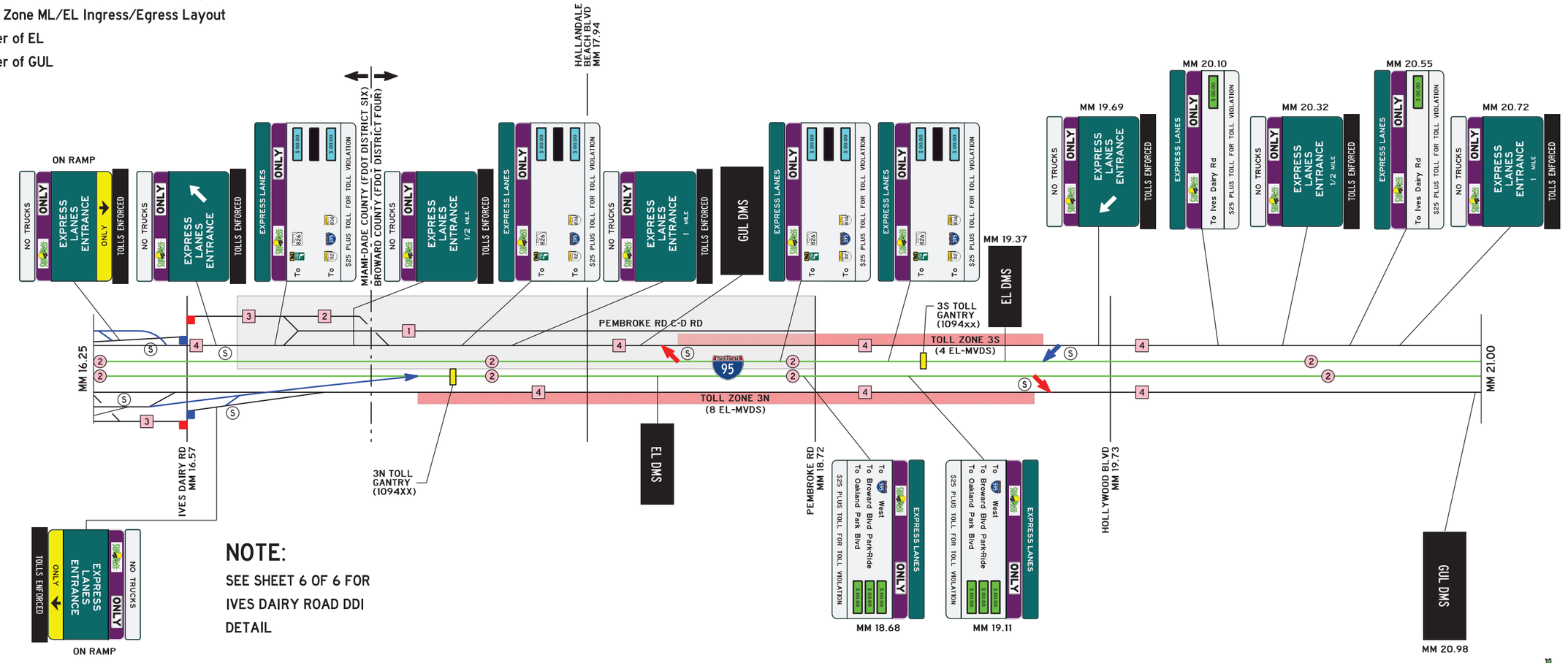

NOTE:

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.

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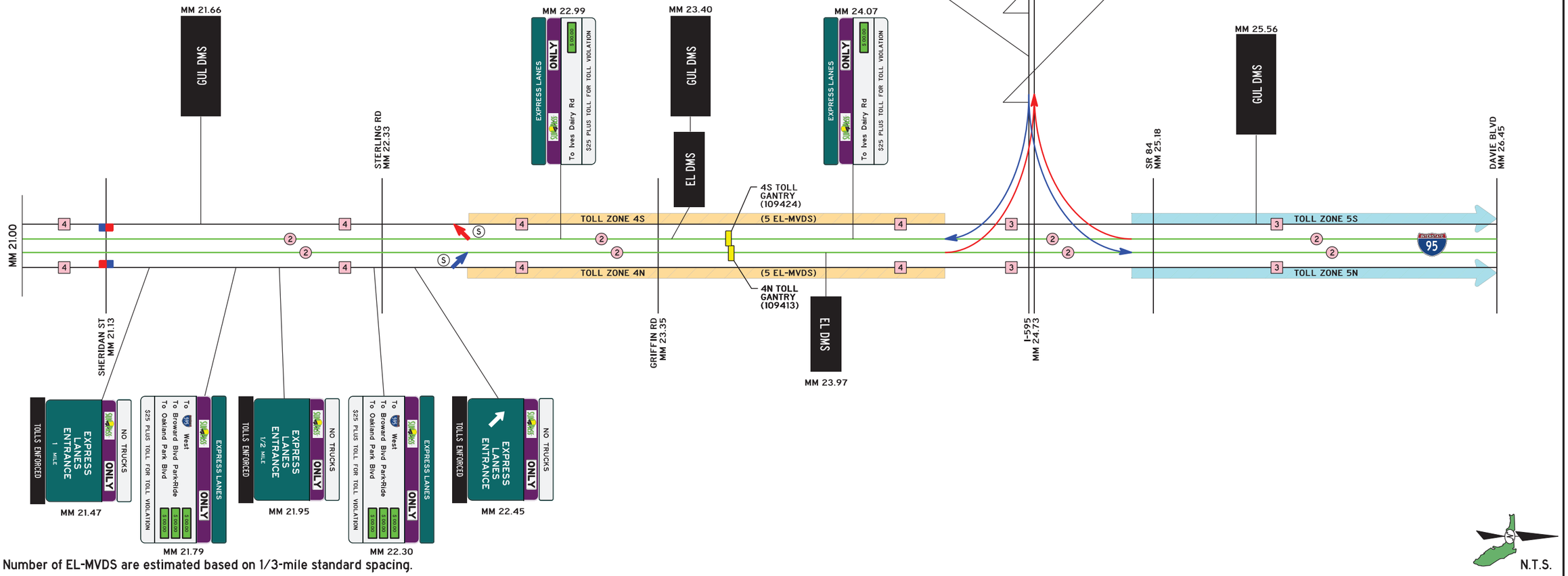

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REVISION DATE:			
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LEGEND

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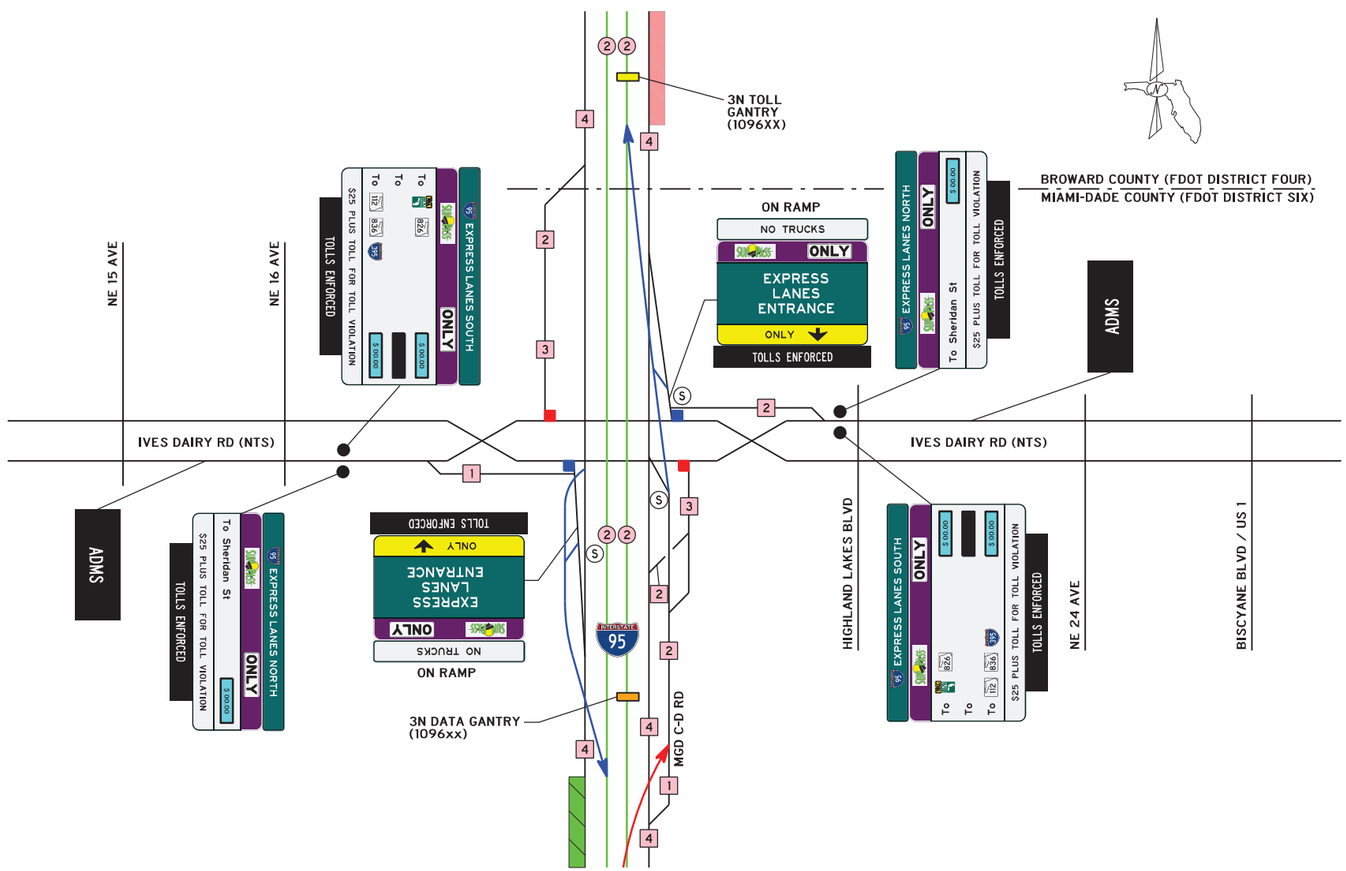


IVES DAIRY ROAD DDI DETAIL

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:** 2023 GTR
2. **Florida Gas Transmission:** N/A
3. **Roadway Design Criteria:** 2024 FDOT Design Manual, FDOT Standard Plans FY 2024-25
4. **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 service.
6. **Maintenance of Traffic:** Traffic and tolling operations must not be impacted by construction or demo of proposed or existing tolling sites.
7. **Environmental:** Sites are to be reviewed to ensure the site is not in wetland areas, muck soil conditions, etc.

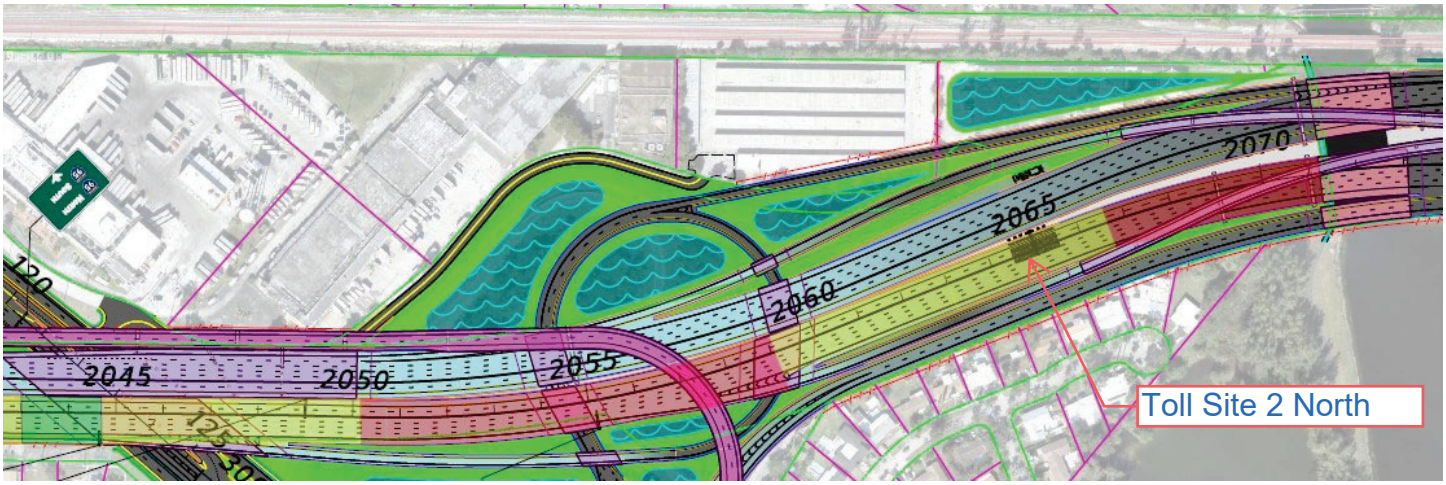
III. Toll Site Location Analysis & Recommendations

I-95 Mainline Northbound – Toll Site 2 North

Site 2 North is in the vicinity of the Miami Gardens Drive Interchange with I-95 and serves the northbound express lanes. Adjacent land development is urban with residential and commercial land uses.

I-95 Northbound in this area has a very constrained limited access right-of-way surrounded by dense commercial and residential development. Apart from the green spaces within the Miami Gardens Interchange itself, there no border areas significant enough to support either Toll Equipment Building (TEB) or Roadside Tolling Cabinet (RTC) infrastructure.

Potential areas with sufficient border area to locate a tolling site within the Miami Gardens Drive Interchange range from approximately Station 2050+00 to Station 2070+00. See the following graphic, where north is to the right:

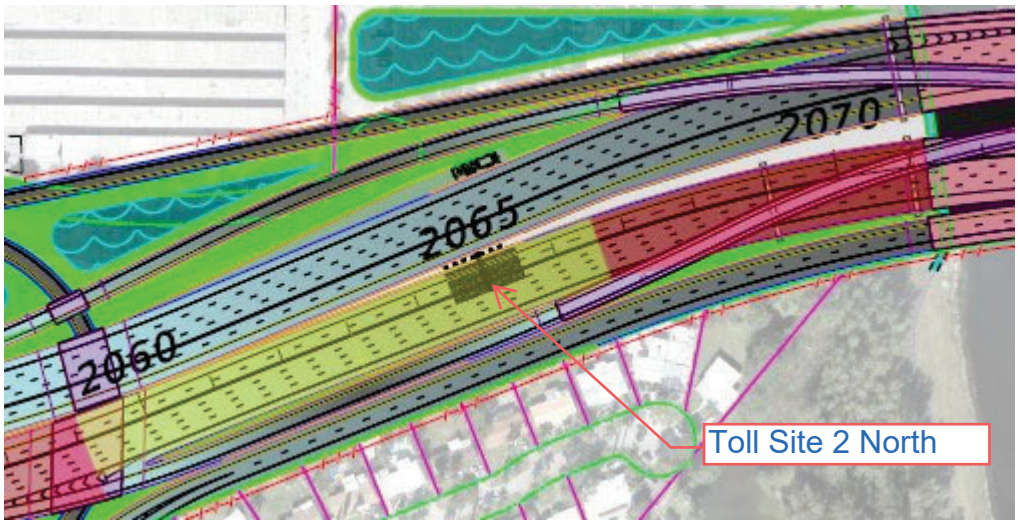


- Station 2050+20 to Station 2059+00 – Not suitable as this area is within a horizontal curve with a radius less than 3,000 feet (red shading).
- Station 2059+00 to Station 2066+50 – Potentially suitable as the roadway is on a tangent but is in superelevation transition (yellow shading).
- Station 2066+50 to Station 2071+10 - Not suitable as this area is within a horizontal curve with a radius less than 3,000 feet (red shading).

The toll site is proposed at Station 2065+00. This site was chosen as it is the best fit with GTR horizontal and vertical geometry requirements. Gantry type proposed is a 48-foot cantilever gantry supported in the median barrier between the NB and SB express lanes. A cantilever gantry is preferrable to a span gantry due to the number of lanes in the NB roadway typical section. During the design phase of the project, a gantry spanning both the NB and SB lanes with a foundation in the median could be considered to reduce cable distances. Although this

location is within a superelevation transition, it is a suitable location as the superelevation transition can be briefly paused through the 100-foot tolling pavement area, meeting criteria.

The TEB site is proposed slightly to the north of the toll gantry and along the outside of the SB general use lanes. This is to allow sufficient room for a TEB and supporting infrastructure and the allow for the appropriate distance between the maintenance pull-off area and the bridge structure to the south to provide a 1:20 taper length. See the following graphic where north is to the right:



A RTC site located in the I-95 median near Station 2067+00 was considered to support the toll site in this location but not recommended as a TEB site was considered viable.

The recommended toll site meets the majority of GTR criteria – See Section IV for a summary of criteria.

GTR criteria deviations will be required for the following items:

234.3 (3) - The maximum cable distance between any remaining toll equipment mounted to the j-arms and toll equipment working spaces will be 257.15 feet, exceeding the required 250 feet.

234.3 (4) - The maximum cable distance between any toll loop and toll equipment working spaces will be 254.5 feet, exceeding the required 250 feet.

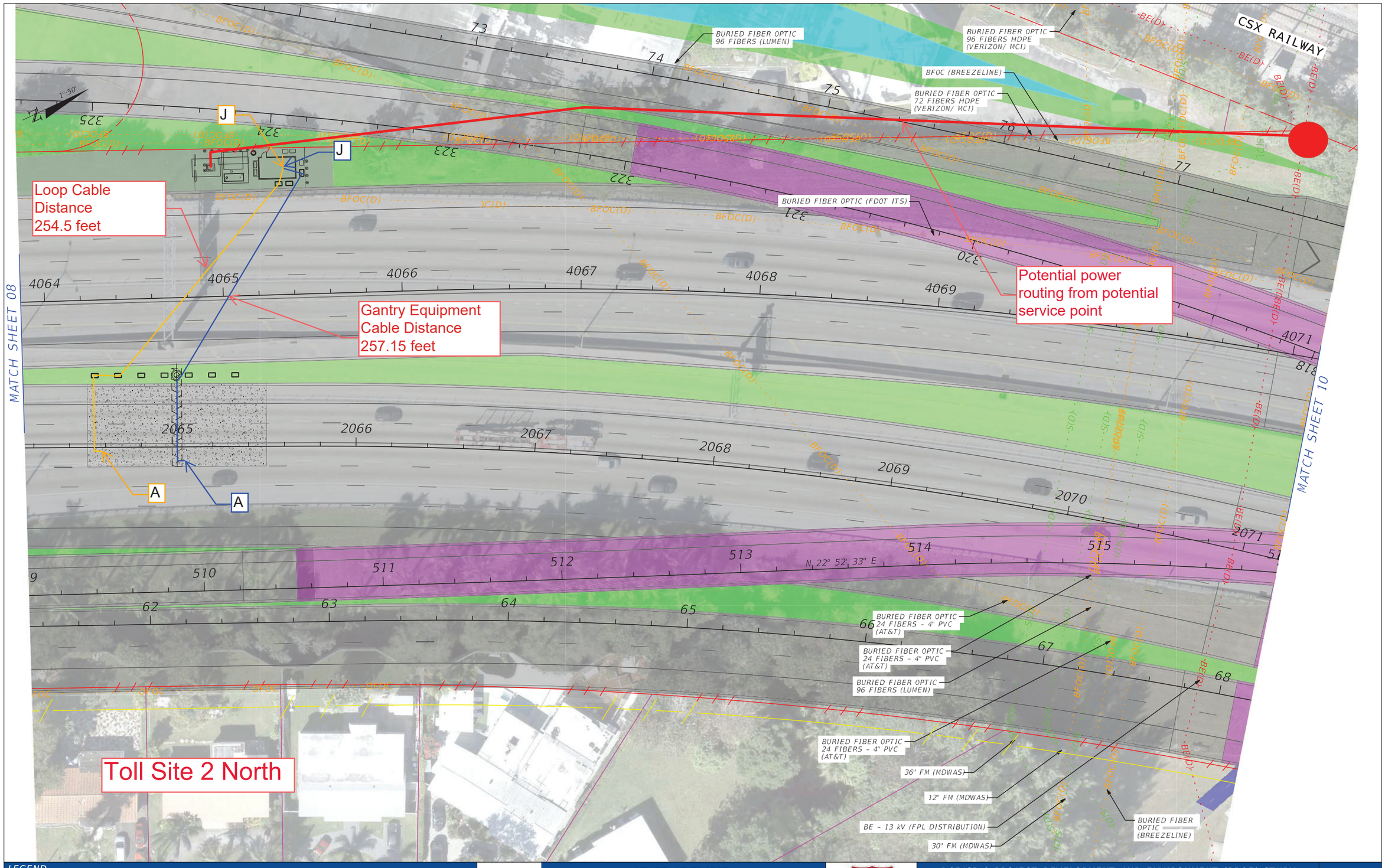
Existing/proposed FTE fiber optic backbone cable within the I-95 corridor will provide the site with ITS/communications. The proposed reconstruction of I-95 will significantly impact all

utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Power service for the site will be provided by Florida Power & Light (FPL). FPL buried electric crosses the I-95 corridor near Station 2071+00, approximately 600 feet north of the proposed Site 2 North location. It is anticipated that service could be provided at this point and power routed south to the TEB site along the outside of the southbound I-95 lanes. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Toll avoidance will be prevented via barrier wall along the median. Express lane markers will separate express lanes traffic from the general use lanes.

The FEMA 100-year floodplain elevation in the vicinity of Toll Site 2 North is Elev. 6.0 NGVD. The profile of I-95 in the vicinity of Toll Site 2 North is approximately Elev. 35.0. The TEB finished floor elevation is anticipated to be within +/- 5 feet of the I-95 profile. Based on this information, this site will meet GTR criteria 231.1(6).



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

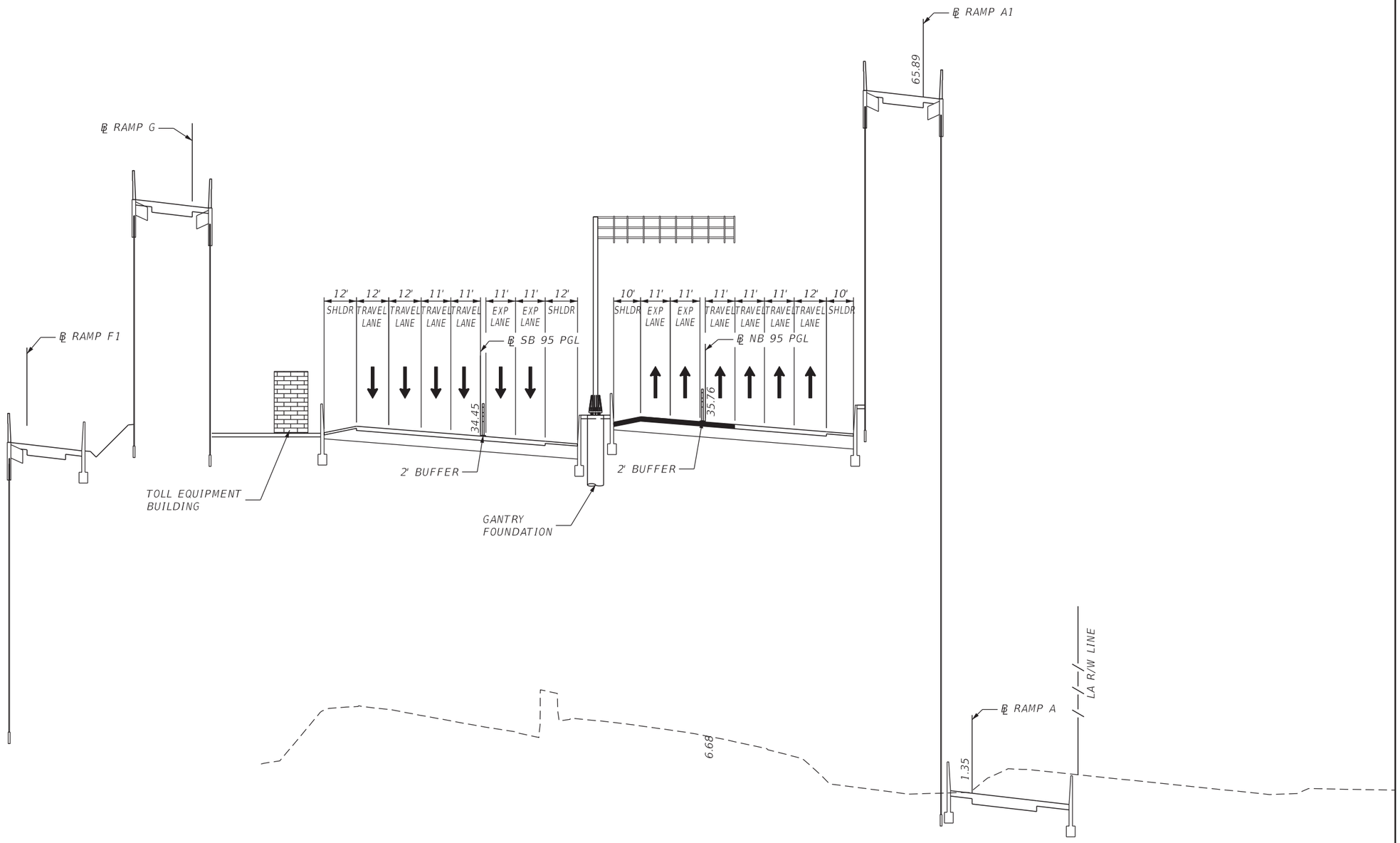
INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3 CONCEPT PLANS

SHEET NO. 9

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	MIAMI-DADE BROWARD	414964-1-22-01

TYPICAL SECTION 2 NORTH (NTS)

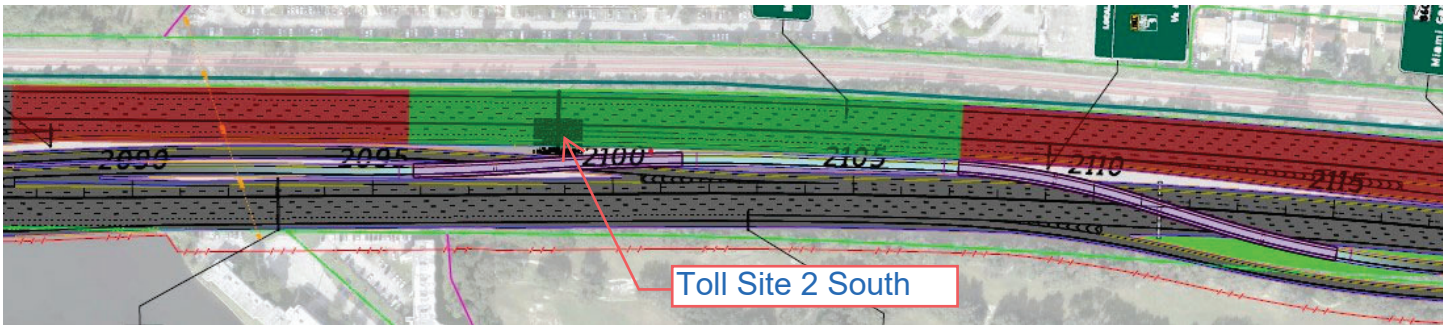
SHEET NO.

I-95 Mainline Southbound – Toll Site 2 South

Site 2 South is in the vicinity between the Miami Gardens Drive Interchange with I-95 and the Ives Dairy Road Interchange with I-95 and serves the southbound express lanes. Adjacent land development is urban with residential and commercial land uses.

I-95 Southbound in this area has a very constrained limited access right-of-way surrounded by dense commercial and residential development. The South Florida Rail Corridor is immediately north of the project throughout this area.

The toll site must be located between the southbound express lane ingress point (Station 2112+00) and egress point (Station 2089+00). See the following graphic where north is to the right:

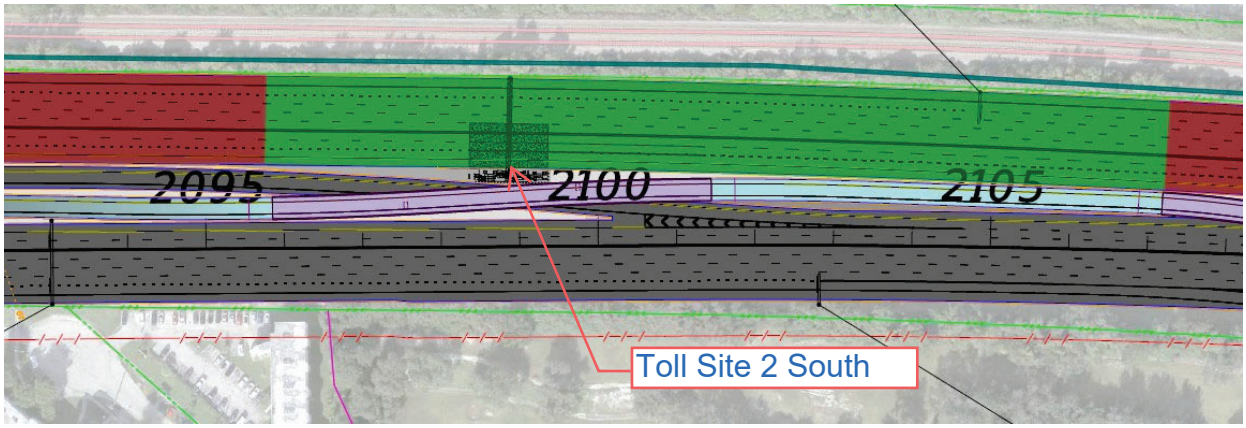


- Station 2089+00 to Station 2095+60 - Not suitable as this area is within a vertical curve where the longitudinal grade is less than 0.3% (red shading).
- Station 2095+60 to Station 2107+20 – Suitable as the roadway is on a horizontal curve with a radius greater than 3,000 feet (green shading).
- Station 2107+20 to Station 2112+00 - Not suitable as this area is within a vertical curve where the longitudinal grade is less than 0.3% (red shading).

The toll site is proposed at Station 2098+90 (Station 4099+00 SB). This site was chosen as it is the best fit with GTR horizontal and vertical geometry requirements. Gantry type proposed is a gantry that spans the southbound express and general use lanes. A cantilever gantry supported in the median is not applicable in this location as four lanes (three express lanes and one general use lane) need to be covered, exceeding allowable cantilever lengths.

Border and median areas are limited within this area. There is not sufficient space to provide a TEB. A RTC situated in the median is proposed for this location. Approval for the use of a RTC is this location has been received from FDOT D6.

See the following graphic where north is to the right:



The recommended toll site meets GTR criteria – See Section IV for a summary of criteria.

Existing/proposed FTE fiber optic backbone cable within the I-95 corridor will provide the site with ITS/communications. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Power service for the site will be provided by Florida Power & Light (FPL). FPL buried electric crosses the I-95 corridor near Station 2092+60, approximately 600 feet south of the proposed Site 2 South location. It is anticipated that service could be provided at this point and power routed north along the outside of the northbound I-95 lanes then across to the RTC site located in the median. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Toll avoidance will be prevented via barrier wall along the median. Express lane markers will separate express lanes traffic from the general use lanes.

The FEMA 100-year floodplain elevation in the vicinity of Toll Site 2 South is Elev. 6.0 NGVD. The profile of I-95 in the vicinity of Toll Site 2 South is approximately Elev. 10.0. The elevation of this RTC site is anticipated to be approximately the same as the adjacent roadway elevation of 10.0, as it is located in the median area. Based on this information, this site will meet GTR criteria 231.1(6).

CSX RAILWAY

BURIED FIBER OPTIC
96 FIBERS HDPE
(VERIZON/ MCI)

Gantry Equipment
Cable Distance
141.9 feet

Potential power
service near
Station 2092+60

Potential power
routing from potential
service point

Loop Cable
Distance
112.5 feet

Toll Site 2 South

NE 191st ST.

MATCH SHEET 12

MATCH SHEET 14

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

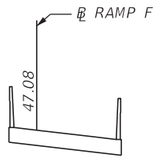
I-95/SR 9 PD&E STUDY

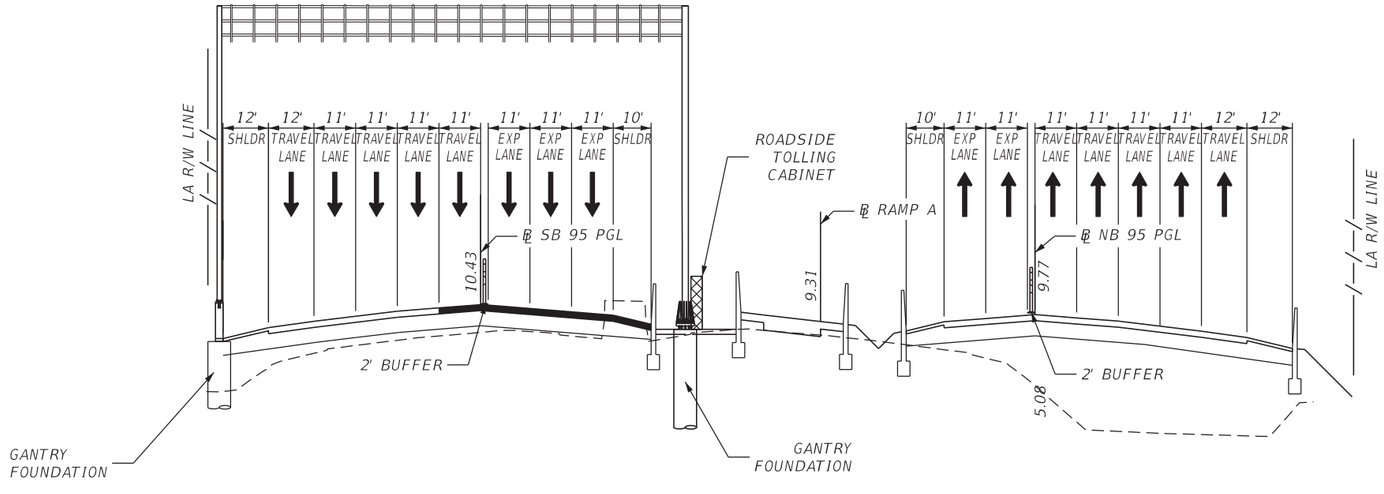
I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3 CONCEPT PLANS

SHEET NO. 13

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$





THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	MIAMI-DADE BROWARD	414964-1-22-01

TYPICAL SECTION 2 SOUTH (NTS)

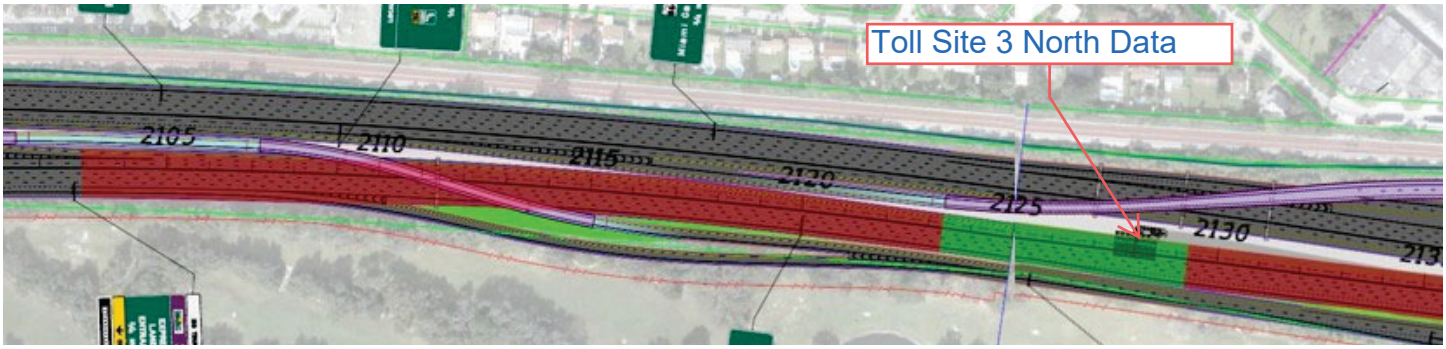
SHEET NO.

I-95 Mainline Northbound – Toll Site 3 North Data

Site 3 North Data is south of the Ives Dairy Road Interchange with I-95 and serves the northbound express lanes. Adjacent land development is urban with residential and commercial land uses.

I-95 Northbound in this area has a very constrained limited access right-of-way surrounded by dense commercial and residential development. The South Florida Rail Corridor is immediately north of the project throughout this area.

The toll site must be located after the general use lanes flyover ramp enters the express lanes near approximate Station 2105+00. See the following graphic where north is to the right:

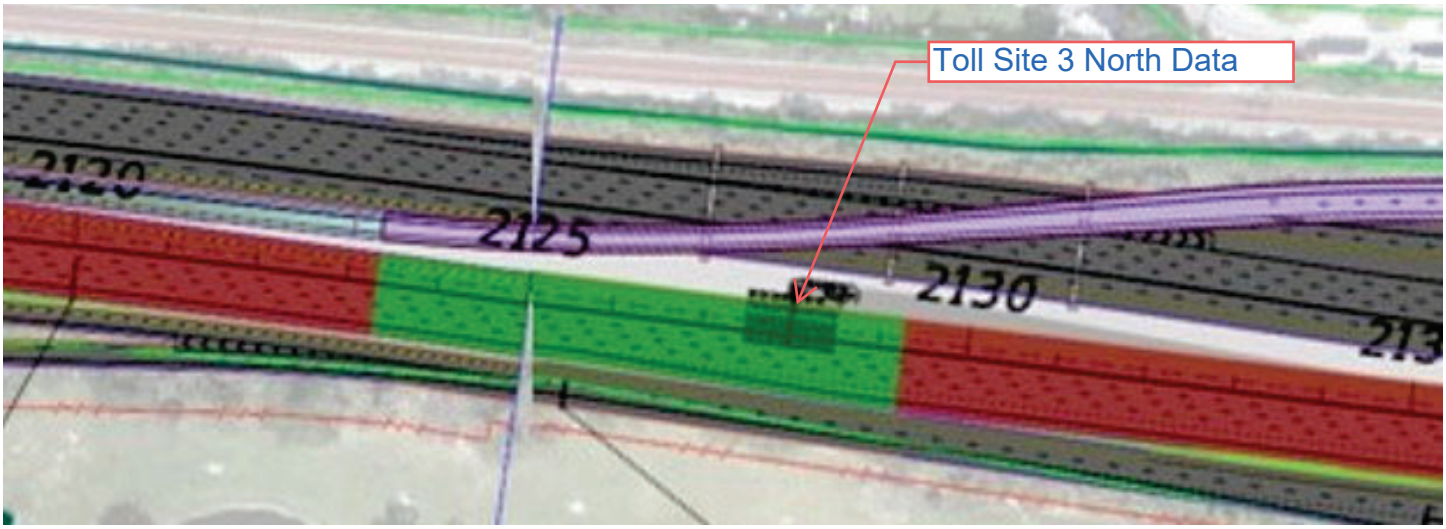


- Station 2103+00 to Station 2108+00 - Not suitable as this area is within a crest vertical curve where the longitudinal grade is less than 0.3% (red shading).
- Station 2108+00 to Station 2113+00 – Not suitable as this area is within a crest vertical curve where the longitudinal grade is less than 0.3% and express lanes egress flyover ramp would be in conflict (red shading).
- Station 2113+00 to Station 2123+40 - Not suitable as this area is within a crest vertical curve where the longitudinal grade is less than 0.3% (red shading).
- Station 2123+40 to Station 2129+12 - Suitable as the roadway is on a tangent with no superelevation transition (green shading).
- Station 2129+12 to Station 2135+00 - Not suitable as this area is within a sag vertical curve where the longitudinal grade is less than 0.3% (red shading).

The toll site is proposed at Station 2128+00. This site was chosen as it is the best fit with GTR horizontal and vertical geometry requirements. Gantry type proposed is a 48-foot cantilever gantry with the upright located in the NB inside median barrier. A cantilever gantry is preferrable to a span gantry due to the number of lanes in the NB roadway typical section.

A TEB is proposed in the median area between the NB and SB lanes.

See the following graphic where north is to the right:



The recommended toll site meets the majority of GTR criteria – See Section IV for a summary of criteria.

GTR criteria deviations will be required for the following items:

220.2(13) – The gantry is located approximately 1.3 miles from the express lane entry point, exceeding the 1 mile maximum. Due to very constrained limited access right-of-way surrounded by dense commercial and residential development, this is the closest viable location to the express lane entry point.

Existing/proposed FTE fiber optic backbone cable within the I-95 corridor will provide the site with ITS/communications. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Power service for the site will be provided by Florida Power & Light (FPL). FPL buried electric crosses the I-95 corridor near Station 2131+70, approximately 370 feet north of the proposed Site 3 North Data location. It is anticipated that service could be provided at this point and power routed south along the outside of the southbound I-95 lanes then across to the TEB site located in the median. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Toll avoidance will be prevented via barrier wall along the median. Express lane markers will separate express lanes traffic from the general use lanes.

The FEMA 100-year floodplain elevation in the vicinity of Toll Site 3 North Data is Elev. 6.0 NGVD. The profile of I-95 in the vicinity of Toll Site 3 North Data is approximately Elev.

11.3. The elevation of this TEB site is anticipated to be approximately the same as the adjacent roadway elevation of 11.3, as it is located in the median area. Based on this information, this site will meet GTR criteria 231.1(6).

CSX RAILWAY

BURIED FIBER OPTIC
96 FIBERS HDPE
(VERIZON/ MCI)

BFOC(D)

BURIED FIBER OPTIC (FDOT ITS)

13.5 feet clear
available for
maintenance access

Loop Cable
Distance
152.5 feet

Gantry Equipment
Cable Distance
136.9 feet

Toll Site 3 North
Data

J

A

MATCH SHEET 16

MATCH SHEET 18

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3 CONCEPT PLANS

SHEET NO. 17

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

CSX RAILWAY

BFOC(D)

BE(D)

BURIED FIBER OPTIC
96 FIBERS HDPE
(VERIZON/ MCI)

30" WATER MAIN (CITY OF NMB)

BURIED FIBER OPTIC (FDOT ITS)

Potential power routing from potential service point

S 53° 17' 17" W

S 42° 58' 02" W

N 54° 17' 08" E

S 55° 34' 47" E

BE - 13 kV (FPL DISTRIBUTION)

Toll Site 3 North Data

MATCH SHEET 17

MATCH SHEET 19

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

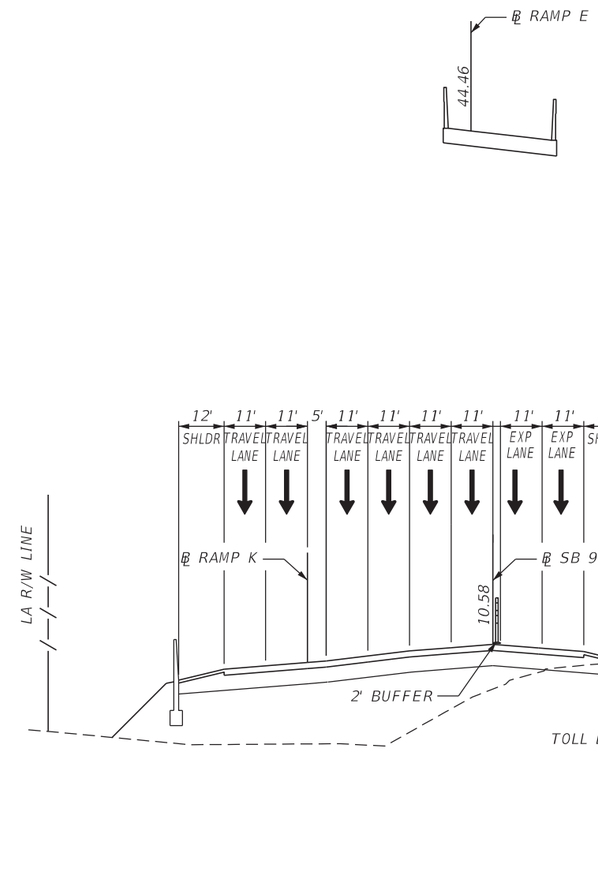
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3 CONCEPT PLANS

SHEET NO. 18

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	MIAMI-DADE BROWARD	414964-1-22-01

TYPICAL SECTION 3 NORTH DATA (NTS)

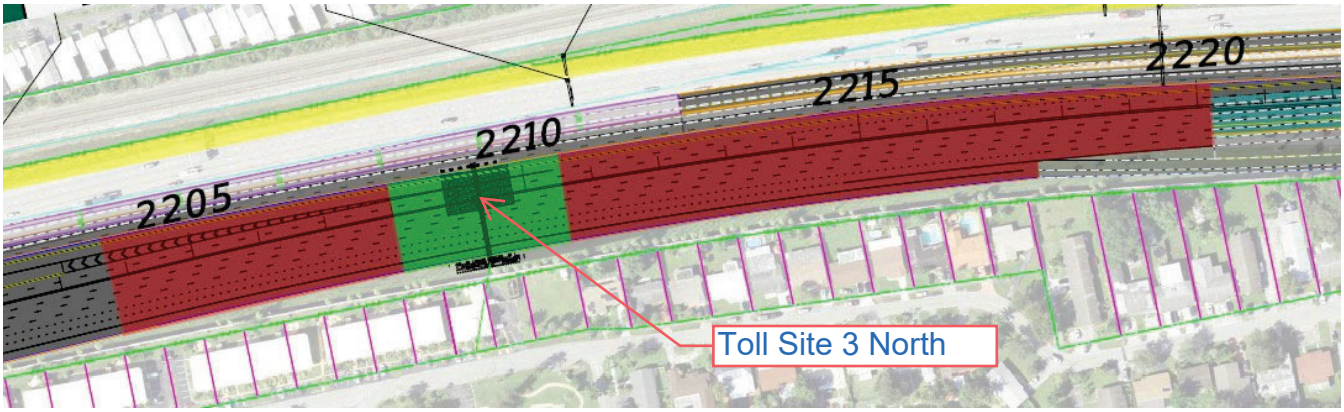
SHEET NO.

I-95 Mainline Northbound – Toll Site 3 North

Site 3 North is north of the Ives Dairy Road Interchange with I-95 and serves the northbound express lanes. Adjacent land development is urban with residential and commercial land uses.

I-95 Northbound in this area has a very constrained limited access right-of-way surrounded by dense commercial and residential development. The South Florida Rail Corridor is immediately north of the project throughout this area.

The toll site must be located after the Miami Gardens Drive and Ives Dairy Road flyover ramp enters the express lanes and before the end of the project near Station 2220+00. See the following graphic where north if to the right:

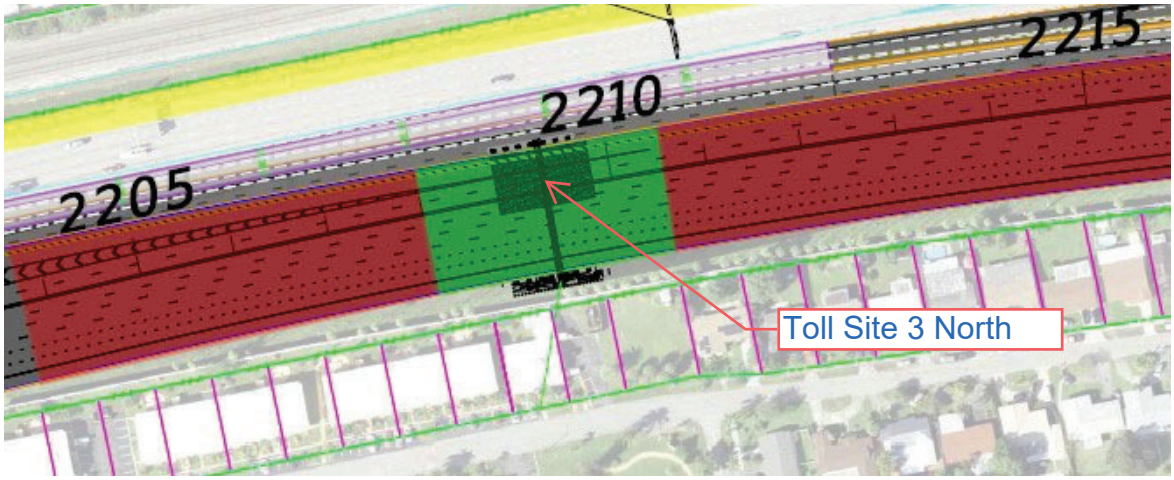


- Station 2203+75 to Station 2208+00 - Not suitable as the Miami Gardens Drive and Ives Dairy Road flyover ramp is close, but not parallel to the express lanes (red shading).
- Station 2208+00 to Station 2210+50 – Suitable as the Miami Gardens Drive and Ives Dairy Road flyover ramp is parallel and adjacent to the express lanes. Horizontal and vertical criteria is met (green shading).
- Station 2210+50 to End of Project – Not suitable as the Miami Gardens Drive and Ives Dairy Road flyover ramp is tapering and merging into the express lanes (red shading).

The toll site is proposed at Station 2209+30. This site was chosen as it is the best fit with GTR horizontal and vertical geometry requirements. Gantry type proposed is a gantry that spans the northbound express and general use lanes. A cantilever gantry supported in the median is not applicable in this location as four lanes (three express lanes and one general use lane) need to be tolled, exceeding allowable cantilever lengths.

Border and median areas are limited within this area. There is not sufficient space to provide a TEB. A RTC situated to the outside of the northbound general use lanes is proposed for this location. Approval for the use of a RTC is this location has been received from FDOT D6.

See the following graphic where north is to the right:



The recommended toll site meets the majority of GTR criteria – See Section IV for a summary of criteria.

GTR criteria deviations will be required for the following items:

234.3 (4) - The maximum cable distance between any toll loop and toll equipment working spaces will be 273.5 feet, exceeding the required 250 feet.

Existing/proposed FTE fiber optic backbone cable within the I-95 corridor will provide the site with ITS/communications. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Power service for the site will be provided by Florida Power & Light (FPL). FPL buried electric crosses the I-95 corridor near Station 2196+40, approximately 1,290 feet south of the proposed Site 3 North location. It is anticipated that service could be provided at this point and power routed north along the outside of the northbound I-95 lanes to the RTC site located in the median. The proposed reconstruction of I-95 will significantly impact all utilities within the corridor and exact routing/location of the services will be determined during the design phase of the project.

Toll avoidance will be prevented via barrier wall along the median. Express lane markers will separate express lanes traffic from the general use lanes.

The FEMA 100-year floodplain elevation in the vicinity of Toll Site 3 North is Elev. 6.0 NGVD. The profile of I-95 in the vicinity of Toll Site 3 North is approximately Elev. 8.0. The elevation of this RTC site located to the outside of the general use lanes will need to be set during design to provide the required 18” of clearance above the 100-year floodplain elevation of 6.0 to GTR criteria 231.1(6).

CSX RAILWAY

BURIED FIBER OPTIC
96 FIBERS HDPE
(VERIZON/ MCI)

Potential power service near Station 2196+40

Loop Cable Distance 273.5 feet

Gantry Equipment Cable Distance 197.5 feet

Potential power routing from potential service point

BURIED FIBER OPTIC (FDOT ITS)

OTV (COMCAST)

MATCH SHEET 28

MATCH SHEET 28B

1":50'

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

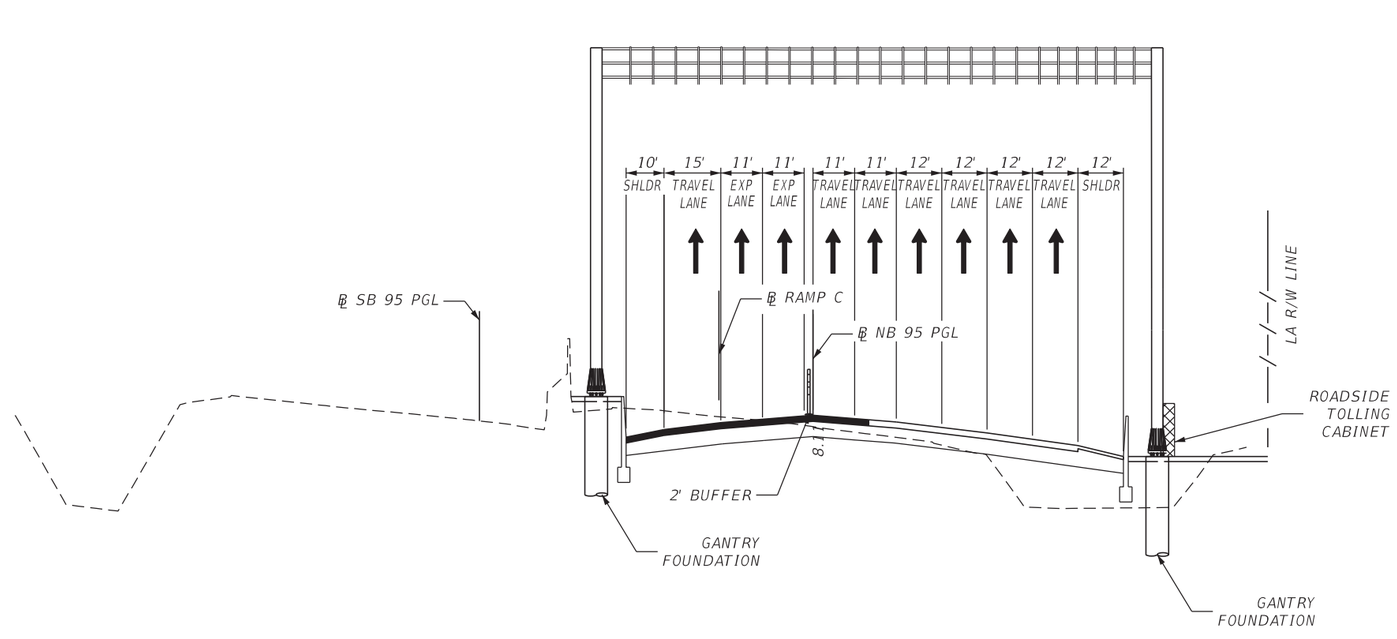
INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3 CONCEPT PLANS

SHEET NO. 28A

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
I-95	MIAMI-DADE BROWARD	414964-1-22-01

TYPICAL SECTION 3 NORTH TOLL (NTS)

SHEET NO.

IV. Tabulation of Recommended Sites

The following table summarizes criteria analysis provided in Part III against the recommended toll sites:
[Provide up to 5 site columns as needed to get the full summary of all sites and all interim and ultimate conditions that are applicable. When quantity of sites exceeds 5 instances, create additional tables as needed.]
[Provide a separate deviation per GTR 110 and 202 for each "fail" criteria.]

Criteria	*Description*	*Notes*					
		Toll Site 2N (TEB) Station 2065+00 Northbound	*Toll Site 2S (RTC) Station 4099+00 Southbound*	*Toll Site 3N Data (TEB) Station 2128+00 Northbound*	*Toll Site 3N Toll (RTC) Station 2209+30 Northbound*		
220.2(1)	Located on tangent or curve greater than 3000'.	PASS On tangent	PASS (Curve greater than 3,000 feet)	PASS (Curve greater than 3,000 feet)	PASS (Curve greater than 3,000 feet)		
220.2(2) & (3)	Centerline of gantry must be perpendicular or radial to travel lanes.	PASS	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 Vertical grade > 0.3%	PASS Vertical grade = 0.3%	PASS Vertical grade = 0.3%	PASS Vertical grade = 0.3%		
220.2(5)	Lane, shoulder, and buffer widths are constant through the toll loop pavement area.	PASS	PASS	PASS	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 (Buffer)	PASS (Buffer)	PASS (Buffer)	PASS (Buffer)		
220.2(7)	Toll sites must not be located within a superelevation transition/cross slope transition, except shoulder rocking.	PASS (Se Trans. Paused)	PASS	PASS	PASS		2N is located within the Se transition between Curve NB9503 & NB9504. Transition will be paused for the 100' Toll Loop Pavement area.
220.2(8)	Toll sites must not be located within queuing areas as identified by the design year traffic analysis.	PASS	PASS	PASS	PASS		

Criteria	*Description*	*Notes*					
		Toll Site 2N (TEB) Station 2065+00 Northbound	*Toll Site 2S (RTC) Station 4099+00 Southbound*	*Toll Site 3N Data (TEB) Station 2128+00 Northbound*	*Toll Site 3N Toll (RTC) Station 2209+30 Northbound*		
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	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 - 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	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	PASS		
220.2(13)	Gantry must be located within 1 mile of express lane entry points.	N/A	PASS (0.96 miles)	FAIL (1.3 miles)	PASS (0.76 miles)		2N – Ingress point is on SR 836 3N Data - GTR Deviation Required
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	PASS		
221.1.1(1) & (2)	Tolling point must be 100 feet with gantry at the midpoint.	PASS	PASS	PASS	PASS		
221.1.2(1) (2) (3) & (4)	Lane and shoulder widths at the toll site meet GTR requirements.	PASS	PASS	PASS	PASS		
221.5(2)	Tolling pavement must be free of metal objects at or below grade.	PASS	PASS	PASS	PASS		
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	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	N/A		

Criteria	*Description*	*Notes*					
		Toll Site 2N (TEB) Station 2065+00 Northbound	*Toll Site 2S (RTC) Station 4099+00 Southbound*	*Toll Site 3N Data (TEB) Station 2128+00 Northbound*	*Toll Site 3N Toll (RTC) Station 2209+30 Northbound*		
223.1(6) & (7)	Maintain all existing toll operations with no interruption to toll collection during construction.	PASS	PASS	PASS	PASS		
223.3.1(6)	Ensure sufficient space for approach and departure pavement limits.	PASS	PASS	PASS	PASS		
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	PASS		
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	PASS		
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	PASS		
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.	PASS	PASS	PASS	PASS		
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	PASS		
230.2(6)	MSE wall strap layout and associated slabs must not conflict with toll site infrastructure.	PASS	PASS	PASS	PASS		
230.2 (7) & 231.1(3)	Wall foundations with metallic reinforcement must not be located within the toll site envelope.	PASS	PASS	PASS	PASS		
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	PASS		
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	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	PASS		

Criteria	*Description*	*Notes*					
		Toll Site 2N (TEB) Station 2065+00 Northbound	*Toll Site 2S (RTC) Station 4099+00 Southbound*	*Toll Site 3N Data (TEB) Station 2128+00 Northbound*	*Toll Site 3N Toll (RTC) Station 2209+30 Northbound*		
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	PASS		
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	PASS		
231.6(4)	Adjacent top of ditches and swales must be at least 5 feet from toll site envelope.	PASS	PASS	PASS	PASS		
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	PASS		
234.3(1)	The maximum cable distance between the E6 Reader and antenna cable is under 100 feet.	PASS	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 201.5'	PASS 80.9’	PASS 86.9’	PASS 197.5’		
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 257.15’	PASS 141.9’	PASS 136.9’	PASS 197.5’		2N – GTR Deviation Required
234.3 (4)	The maximum cable distance between any toll loop and toll equipment working spaces must not exceed 250 feet.	FAIL 254.5’	PASS 112.5’	PASS 152.5’	FAIL 273.5’		2N – GTR Deviation Required 3N Toll - GTR Deviation Required
Florida Gas Transmission 202.3(5)	Site tolling points must not conflict with FGT line or specified width.	PASS	PASS	PASS	PASS		
Roadway Design Criteria 202.3(5)	Roadway design criteria coordination.	PASS	PASS	PASS	PASS		
ITS/Communication 260.1(1)	Availability and redundancy of fiber optic infrastructure paths (including commercial Metro Ethernet service providers.)	PASS	PASS	PASS	PASS		
ITS/Communication	Availability of existing ITS FOC backbone.	PASS	PASS	PASS	PASS		

Criteria	*Description*	*Notes*					
		Toll Site 2N (TEB) Station 2065+00 Northbound	*Toll Site 2S (RTC) Station 4099+00 Southbound*	*Toll Site 3N Data (TEB) Station 2128+00 Northbound*	*Toll Site 3N Toll (RTC) Station 2209+30 Northbound*		
260.1(4)							
Power Service 202.3(2)	Availability of power and location of point of service.	PASS	PASS	PASS	PASS		
Environmental 202.3(5)	Avoided environmental impacts.	PASS	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	PASS		
Right-of-Way 202.3(5)	Sufficient right-of-way to accommodate the toll site.	PASS	PASS	PASS	PASS		
[Any other applicable project specific criteria]	*[Descriptions as needed]*						

APPENDIX A – DRAFT SUBMITTAL ERC COMMENTS AND RESPONSES

Submittal Report

Financial Project:	414964-1-52-01	Submittal Type:	OTHER
Submittal Phase:	PD&E	Submittal Staff Type:	CONSULTANT
Received Date:	12/30/2024	Response Due Date:	1/24/2025
Grace Period:	0	District:	SIXTH
Status:	OPEN	Create Date:	12/30/2024
Create User Id:	RD652JG	Last Update:	12/30/2024
		Last Update User Id:	RD652JG

Description:

414964-1:Draft Toll Siting Technical Memorandum.
Group: PD & E
Phase Review Type: Other Reports
Status: Submitted
Phase Initiation Date:12/30/2024
Comments Due Date:1/17/2025
Days Allowed for Review:19
Review Meeting: 1/23/2025 1:00 PM to 1:30 PM @ TEAMS
Plans Received Date:12/26/2024
Plans Format: Electronic
Comments: Draft Toll Siting Technical Memorandum
TEAMS Link -->
https://teams.microsoft.com/l/meetup-join/19%3ameeting_MGM2NjBhNGEtNGM2Zi00NzYwLWE0NDgtMTM3MTM1MTNiZDlk%40thread.v2/0?context=%7b%22Tid%22%3a%22db21de5d-bc9c-420c-8f3f-8f08f85b5ada%22%2c%22Oid%22%3a%2297a07b94-7b49-4909-a65b-3e37bc0b88ce%22%7d

Threads:

Name	Assignment	Due Date	Status	Comments
Auraliz Benitez	IN-HOUSE PROJECT MANAGER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Bassel Kassem	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Derek Frantz	REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Gregg Letts	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
James Beverly	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
JAMES MYKYTKA	REVIEWER	1/17/2025	ACTIVE	1

No	Status	Current Holder	Reference	Categories
2	COMMENT AGREED WITH		General	ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
JAMES MYKYTKA	1/17/2025	1	

See attached PDF for minor editorial comments on the Preliminary TST Memo.

Created By	Created On	Version	Delegate For
Jenn King	1/22/2025	1	

Comments noted and will be addressed on the next submittal of the PTSTM.

Name	Assignment	Due Date	Status	Comments

Javier Rodriguez	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Jenn King	CONSULTANT PROJECT MANAGER	1/24/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kimberly Hinder	REVIEWER	1/17/2025	ACTIVE	1

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		General	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Kimberly Hinder	1/16/2025	1	

The Planning and Environmental Management Office (PLEMO) will conduct a cultural evaluation for this project due to the federal involvement with the project and the possibility of additional cultural resources within the project limits. Once conducted, the results will be coordinated with the State Historic Preservation Officer (SHPO), who will have 30 days from receipt of the resultant report for review. The improvements noted in this report do not appear to impact cultural resources, but the CSX Railroad/former Seaboard Coast Line Railroad (8DA10753/8BD4649), which is determined eligible for listing in the National Register of Historic Places, is adjacent to the right-of-way for a portion of the project. If you have any questions or require clarification for this comment, please contact Victoria Vogt at Victoria.vogt@dot.state.fl.us or Kimberly Hinder at kimberly.hinder@stantec.com.

Jenn King	1/22/2025	1	

Comment noted

Name	Assignment	Due Date	Status	Comments
Kirenia Borbolla	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Malini Swaminathan	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Marline Daceus Hardaway	LEAD REVIEWER	1/17/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Megan Moore	REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Yamilet Diaz	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Submittal Report

Financial Project:	414964-1	Submittal Type:	OTHER
Submittal Phase:	PD&E	Submittal Staff Type:	CONSULTANT
Received Date:	12/18/2024	Response Due Date:	1/31/2025
Grace Period:	0	District:	TURNPIKE
Status:	OPEN	Create Date:	12/18/2024
Create User Id:	KN864GT	Last Update:	12/19/2024
		Last Update User Id:	KN846CS

Description:

DCN 15275 - I-95 PD&E Updated Aerial Roll Plot Alternative 3L and I-95 PDE Final Signing Roll Plot

Governing Criteria: GTR 2023

REFER TO DOCUMENTATION IN THE TURNPIKE ANNOUNCEMENT EMAIL.

Threads:

Name	Assignment	Due Date	Status	Comments
Arthur Dailey	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Auraliz Benitez	CONSULTANT PROJECT MANAGER	1/31/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Bassel Kassem	IN-HOUSE PROJECT MANAGER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jason Cambest	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jeff Kipfinger	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jenn King	LEAD DESIGNER	1/31/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Junias Aldajuste	LEAD REVIEWER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Marline Daceus Hardaway	LEAD REVIEWER	1/17/2025	ACTIVE	11

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2N
Please provide an opening between the barrier to accommodate toll maintenance access. Update TSTM as appropriate. See attached.

Jenn King	1/23/2025	1	

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
2	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2N
Extend the barrier from the bridge to behind the maintenance pull off area. See Comment 1 attachment.

Jenn King 1/23/2025 1

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
3	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2N
To reduce cable distance for the toll data, consider installing a span gantry. Gantry to be perpendicular to the lanes being tolled. See Comment 1 attachement.

Jenn King 1/23/2025 1

Agree. Discussion regarding the use of a span gantry in this location will be added to the PTSTM.

No	Status	Current Holder	Reference	Categories
4	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2S
Please provide an opening between the barrier to accommodate toll maintenance access. See attached.

Jenn King 1/23/2025 1

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
5	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2S
Consider making the retaining wall on the other side of the maintenance pull off area, adequate for vehicular impact. See Comment 4 attachment.

Jenn King 1/23/2025 1

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
6	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 2S
Consider how the span foundation will be made integral to the concrete barrier while maintaining construction limits withing the LA ROW. See Comment 4 attachment.

Jenn King 1/23/2025 1

Agree. Span upright with be a “ladder-type” with a small foundation footprint and be integral with the wall. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
7	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 3N Data
Please update the 3N Data toll site to a standard toll site per GTR 231 Exhibits. See attached.

Jenn King 1/23/2025 1

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
8	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 3N Data
Please provide an opening between the barrier to accommodate toll maintenance access. See Comment 7 attachment.

Jenn King	1/23/2025	1	

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
9	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Proposed Toll Site 3N Data
Provide barrier to protect straddle bent foundation. See Comment 7 attachment.

Jenn King	1/23/2025	1	

Agree. Will update the graphics accordingly.

No	Status	Current Holder	Reference	Categories
10	RESPONSE ACCEPTED		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Is it possible to shift the ML & EL decision point from Sta 2150 to Sta 2164 to keep the distance between the TA Sign and the 3N toll under a mile distance? See attached.

Jenn King	1/23/2025	1	

Will check with other disciplines on the team to review/advise.

Marline Daceus Hardaway	2/12/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
11	COMMENT AGREED WITH		Roll Plot	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/17/2025	1	

Coordinate comments from this review (DCN 15275) with comments from DCN 15302 - Draft Toll Siting Technical Memorandum. Update the Roll Plot where appropriate with comments from the DRAFT TSTM and vice versa.

Jenn King	1/23/2025	1	

Comment noted.

Name	Assignment	Due Date	Status	Comments
Michelle Schofner	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Satyah Gollapalli	REVIEWER	1/17/2025	ACTIVE	0*

Submittal Report

Financial Project:	414964-1	Submittal Type:	REPORT
Submittal Phase:	INITIAL	Submittal Staff Type:	CONSULTANT
Received Date:	12/30/2024	Response Due Date:	1/31/2025
Grace Period:	0	District:	TURNPIKE
Status:	OPEN	Create Date:	12/30/2024
Create User Id:	KN846CS	Last Update:	12/30/2024
		Last Update User Id:	KN846CS

Description:

DCN 15302 - Draft Toll Siting Technical Memorandum

Previous DCN: 15275

Governing Criteria: GTR 2023

REFER TO DOCUMENTATION IN THE TURNPIKE SUBMITTAL ANNOUNCEMENT E-MAIL.

Threads:

Name	Assignment	Due Date	Status	Comments
Angel Cano	LEAD REVIEWER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Arthur Dailey	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Auraliz Benitez	CONSULTANT PROJECT MANAGER	1/31/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Bassel Kassem	IN-HOUSE PROJECT MANAGER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
David Schweiger	LEAD REVIEWER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Hugues Charles	REVIEWER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jason Cambest	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jeff Kipfinger	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Jenn King	LEAD DESIGNER	1/31/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Joseph Chao	REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Joseph Chinelly	LEAD REVIEWER	1/17/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Junias Aldajuste	LEAD REVIEWER	1/17/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**

Kim Samson	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Marline Daceus Hardaway	LEAD REVIEWER	1/17/2025	ACTIVE	12

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 2N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - Toll Site 2 North
Please show toll site 2N on the exhibit shown on page 9 of 29.

Jenn King	2/11/2025	1

Intent of first graphic is to illustrate the suitability of the roadway segment based on GTR horizontal and vertical geometric requirements. That is followed by a discussion of the location selected and then followed with a second graphic showing the location selected.

Marline Daceus Hardaway	2/12/2025	1

Agree the first graphic illustrates the suitability of the roadway segment. However, as discussed in the comment resolution meeting, is it easier to visualize that the toll site was placed in the best location on that image. It will also help to support the next graphic which is a zoomed in view of the toll site location selected.

Jenn King	2/18/2025	1

Agree. Will include the toll site on both the first and second graphic.

No	Status	Current Holder	Reference	Categories
2	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 2N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - Pages 9 of 29, last paragraph
To reduce cable distance for the toll data, consider installing a span gantry. Confirm there is no conflict with the Master Signing Plan overhead sign structures with this change. See attached.

Jenn King	1/23/2025	1

Discussion regarding the use of a span gantry in this location will be added to the PTSTM

No	Status	Current Holder	Reference	Categories
3	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 2N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - page 10 of 29, second paragraph
Per email from Yamilet Diaz on 12/18/2024, Toll Site 2S has been approved to be RTC.

Jenn King	1/23/2025	1

The discussion on Page 10 is related to Toll Site 2N, which is planned to utilize a TEB. Agree that the discussion related to Toll Site 2S will be modified to state the approval of the RTC.

No	Status	Current Holder	Reference	Categories
4	RESPONSE ACCEPTED		DRAFT TSTM - Toll Site 2N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - page 10 of 29, 5th paragraph
The distance between gantry and EL ingress provided appears to be less than what is shown on the roll plot. Please review and reconcile.

Jenn King	2/11/2025	1

The EL ingress point prior to Toll Site 2N is on SR 826 approximately 1.5 miles to the south.

Marline Daceus Hardaway	2/12/2025	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
5	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 2N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Sheet 9, Page 12 of 29
Verify potential power routing as it appears that the routing shown interferes with bridge substructure. Coordinate with Roadway Lighting and ITS for shared utility corridors.

Jenn King	1/23/2025	1	

Power routing shown is graphical in nature only but will be adjusted to avoid bridge substructure.

Jenn King	1/23/2025	1	

Agree. Power routing shown is graphical in nature only but will be adjusted to avoid bridge substructure.

No	Status	Current Holder	Reference	Categories
6	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 2S	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - Toll Site 2 South
Please show toll site 2S on the exhibit shown on page 13 of 29.

Jenn King	2/11/2025	1	

Intent of first graphic is to illustrate the suitability of the roadway segment based on GTR horizontal and vertical geometric requirements. That is followed by a discussion of the location selected and then followed with a second graphic showing the location selected.

Marline Daceus Hardaway	2/12/2025	1	

Similar to Comment 1 response, also provide the toll site location on the first graphic.

Jenn King	2/18/2025	1	

Agree. Will include the toll site on both the first and second graphic.

No	Status	Current Holder	Reference	Categories
7	RESPONSE ACCEPTED		DRAFT TSTM - Toll Site 2S	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Sheet 13, Page 15 of 29
Please verify that propose fiber optic cable is not in conflict with gantry foundation

Jenn King	2/11/2025	1	

Utilities shown are existing facilities for initial coordination purposes during the PD&E Study. Due to the extensive reconstruction required for the corridor, all existing utilities will be required to relocate. This will be resolved during the final design of the project.

Marline Daceus Hardaway	2/12/2025	1	

The utility in question appears to be a proposed Buried Fiber Optic. Please see attached.

Jenn King	3/11/2025	1	

Line style used on the graphic is incorrect. All utilities shown on the PD&E Concept Plans are existing. Line style will be corrected.

Marline Daceus Hardaway	3/11/2025	1	

The understanding is that any conflicting existing utilities will be relocated per previous response.

No	Status	Current Holder	Reference	Categories
8	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 3N Data	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Section III - page 17 of 29, 4th paragraph
The distance between 3N data gantry and EL ingress provided appears to be less than what is shown on the roll plot. Please review and reconcile.

Jenn King	2/11/2025	1	

The EL ingress point prior to Toll Site 3N Data Gantry is approximately 7,300 feet to the south near Station 2055+00.

Marline Daceus Hardaway	2/12/2025	1

Agree.

Jenn King	2/18/2025	1

Comment noted.

No	Status	Current Holder	Reference	Categories
9	COMMENT AGREED WITH		DRAFT TSTM - Toll Site 3N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Page 22 of 29, paragraph 2
Per email from Yamilet Diaz on 12/18/2024, Toll Site 3N has been approved to be RTC.

Jenn King	1/23/2025	1

Agree, the language in the PTSTM will be updated accordingly.

No	Status	Current Holder	Reference	Categories
10	RESPONSE ACCEPTED		DRAFT TSTM - Toll Site 3N	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Sheet 28A, Page 24 of 29
Please verify the power service is within the district's jurisdictional limits. Also confirm there is a power service point closer than the xx miles provided.

Jenn King	2/11/2025	1

The power service identified is approximately 1,290 feet to the south of the proposed Toll Site 3 N location – essentially at the Miami-Dade/Broward County border. Although located in Broward County, Toll Site 3N will be part of the D6 project.

Marline Daceus Hardaway	2/12/2025	1

Please verify there is a closer power point presence that would be less than a quarter mile away. Please include contact name and phone number for each utility service provider.

Jenn King	3/11/2025	1

All power within the PD&E corridor is FPL. The service point identified appears to be the closest point to 3 North Toll where power crosses the corridor. For the PTSTM during the PD&E Phase, we are only identifying a potential electrical service point and not identifying or coordinating an actual service point. Further identification and coordination of a power service point will occur during Final Design.

Marline Daceus Hardaway	3/11/2025	1

Since this is the closest identifiable potential power service point, consider documenting that the design team will need to coordinate agreements between jurisdictions involved for proper operation of Site 3N.

No	Status	Current Holder	Reference	Categories
11	RESPONSE ACCEPTED		DRAFT TSTM - Section IV	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Tabulation of Recommended Sites, Page 26 of 29, line 220.2(13)
The distance between EL ingress and gantries 2N and 3N data appear to be less than what is shown on the roll plot. Please verify the tabulated distance provided and reconcile.

Jenn King	2/11/2025	1

The EL ingress point prior to Toll Site 2N is on SR 826 approximately 1.5 miles to the south. The EL ingress point prior to Toll Site 3N Data Gantry is approximately 7,300 feet to the south near Station 2055+00.

Marline Daceus Hardaway	2/12/2025	1

N/A for Toll Site 2N since there is no ingress. Will SR826 ingress in the future when applicable.
Toll Site 3N Data - agreed.

Jenn King	3/11/2025	1

We will revise the Tabulation of Recommended Sites to show as N/A for Toll Site 2N.

Marline Daceus Hardaway	3/11/2025	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
12	COMMENT AGREED WITH		DRAFT TSTM - Section IV	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	1/16/2025	1	

Tabulation of Recommended Sites, Page 28 of 29, Criteria 234.3
Please provide site specific cable distance calculation for each type of cable listed above for each Toll Site. See attached example calculation spreadsheet.

Created By	Created On	Version	Delegate For
Jenn King	1/23/2025	1	

Additional information supporting the cable distances will be provided with the next submittal of the PTSTM.

Name	Assignment	Due Date	Status	Comments
Michelle Schofner	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Satyah Gollapalli	REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Shaun Purvis	LEAD REVIEWER	1/17/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Zachary Adams	REVIEWER	1/17/2025	ACTIVE	0

APPENDIX B – FDOT D6 RTC APPROVAL

From:	King, Jenn
To:	Boucle, Julio; Barrero, Alex; Blazowski, Jeff; Sale, Tejas
Subject:	FW: FM 414964-1 | I-95 PD&E | Request for RTC Approval
Date:	Thursday, January 16, 2025 8:55:38 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

FYI – D6 approval. Please include this as needed in our PD&E reports.

Thanks,

Jenn L. King, P.E.
Associate Vice President
Transportation/Planning
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M +1-954-703-9850
Jenn.King@AECOM.com

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From: King, Jenn
Sent: Thursday, January 16, 2025 8:51 PM
To: 'Benitez, Auraliz' <Auraliz.Benitez@dot.state.fl.us>
Subject: RE: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Hola Lola,

Wonderful news, thanks for confirming!

Thanks,

Jenn L. King, P.E.
Associate Vice President
Transportation/Planning
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M +1-954-703-9850
Jenn.King@AECOM.com

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Imagine it. Delivered.

From: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>
Sent: Thursday, January 16, 2025 9:29 AM
To: King, Jenn <jenn.king@aecom.com>
Subject: FW: FM 414964-1 | I-95 PD&E | Request for RTC Approval

FYI.

Auraliz Benitez, P.E.
Project Management Engineer Supervisor
Florida Department of Transportation
District 6 Design - Consultant Management Office
1000 NW 111 Ave, Room 6251
Miami, FL 33172
Office: (305) 470-5471
Mobile: (786) 566-0627
Auraliz.Benitez@dot.state.fl.us

From: Diaz, Yamilet <Yamilet.Diaz@dot.state.fl.us>
Sent: Wednesday, December 18, 2024 2:10 PM
To: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>; Rodriguez, Javier <Javier.Rodriguez2@dot.state.fl.us>
Cc: Kassem, Bassel <Bassel.Kassem@dot.state.fl.us>; Daceus Hardaway, Marline <Marline.Daceus@dot.state.fl.us>; Swaminathan, Malini <Malini.Swaminathan@dot.state.fl.us>; Beverly, James E <JamesE.Beverly@dot.state.fl.us>
Subject: RE: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Good afternoon Lola,

Based on the emails below it seems the team discussed this proposal with FTE, and they are in agreement with the proposed RTCs; therefore, we have no objections to their use.

Best Regards,

Yamilet Diaz, P.E.
TSM&O Engineer – Freeways
Florida Department of Transportation
Phone: 305-640-7333
Email: yamilet.diaz@dot.state.fl.us

From: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>
Sent: Tuesday, December 17, 2024 11:24 AM
To: Diaz, Yamilet <Yamilet.Diaz@dot.state.fl.us>; Rodriguez, Javier <Javier.Rodriguez2@dot.state.fl.us>
Cc: Kassem, Bassel <Bassel.Kassem@dot.state.fl.us>; Daceus Hardaway, Marline <Marline.Daceus@dot.state.fl.us>; Swaminathan, Malini <Malini.Swaminathan@dot.state.fl.us>; Beverly, James E <JamesE.Beverly@dot.state.fl.us>
Subject: RE: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Latest roll plot attached.

Thanks,

Auraliz Benitez, P.E.
Project Management Engineer Supervisor
Florida Department of Transportation
District 6 Design - Consultant Management Office
1000 NW 111 Ave, Room 6251
Miami, FL 33172
Office: (305) 470-5471
Mobile: (786) 566-0627
Auraliz.Benitez@dot.state.fl.us

From: Diaz, Yamilet <Yamilet.Diaz@dot.state.fl.us>
Sent: Tuesday, December 17, 2024 10:34 AM
To: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>; Rodriguez, Javier <Javier.Rodriguez2@dot.state.fl.us>
Cc: Kassem, Bassel <Bassel.Kassem@dot.state.fl.us>; Daceus Hardaway, Marline <Marline.Daceus@dot.state.fl.us>; Swaminathan, Malini <Malini.Swaminathan@dot.state.fl.us>; Beverly, James E <JamesE.Beverly@dot.state.fl.us>
Subject: RE: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Good morning Lola,

We will review the request and advise. Please provide the latest roll plot.

Best Regards,

Yamilet Diaz, P.E.
TSM&O Engineer – Freeways
Florida Department of Transportation
Phone: 305-640-7333
Email: yamilet.diaz@dot.state.fl.us

From: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>
Sent: Tuesday, December 17, 2024 9:13 AM
To: Rodriguez, Javier <Javier.Rodriguez2@dot.state.fl.us>; Diaz, Yamilet <Yamilet.Diaz@dot.state.fl.us>
Cc: Kassem, Bassel <Bassel.Kassem@dot.state.fl.us>; Daceus Hardaway, Marline <Marline.Daceus@dot.state.fl.us>; Swaminathan, Malini <Malini.Swaminathan@dot.state.fl.us>; Beverly, James E <JamesE.Beverly@dot.state.fl.us>
Subject: FW: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Hello Javier/Yamilet – See below request to propose Roadside Tolling Cabinets (RTC) for the above subject project for your review. Attached you will find the latest concept for the project.

Not sure how acceptable the information provided is for the approval of RTCs but let me know if you need additional information for this request.

Thanks,

Auraliz Benitez, P.E.
Project Management Engineer Supervisor
Florida Department of Transportation
District 6 Design - Consultant Management Office
1000 NW 111 Ave, Room 6251
Miami, FL 33172
Office: (305) 470-5471
Mobile: (786) 566-0627
Auraliz.Benitez@dot.state.fl.us

From: King, Jenn <jenn.king@aecom.com>
Sent: Friday, November 22, 2024 4:27 PM
To: Benitez, Auraliz <Auraliz.Benitez@dot.state.fl.us>
Cc: Boucle, Julio <julio.boucle@aecom.com>; Barrero, Alex <Alex.Barrero@aecom.com>
Subject: FW: FM 414964-1 | I-95 PD&E | Request for RTC Approval

Hola Lola,

Per your request (see attached email) please find below our Request for Approval from D6 for 2 Roadside Tolling Cabinets (RTC).

Please let us know if you need anything further on this matter.

Thanks,

Jenn L. King, P.E.
Associate Vice President
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From: Blazowski, Jeff <jeff.blazowski@aecom.com>
Sent: Friday, November 22, 2024 2:19 PM
To: King, Jenn <jenn.king@aecom.com>
Cc: Sale, Tejas <Tejas.Sale@aecom.com>
Subject: FM 414964-1 | I-95 PD&E | Request for RTC Approval

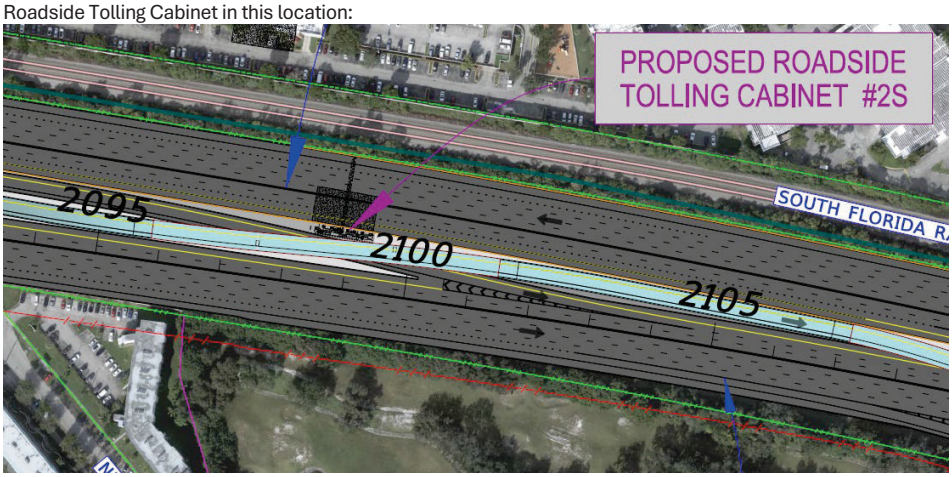
Jenn – The PD&E team met with James Beverley this morning to close the loop on the toll sites for the PTSTM following our last Tolling Workshop. We are in agreement on type and location for the 4 toll sites necessary for the project:

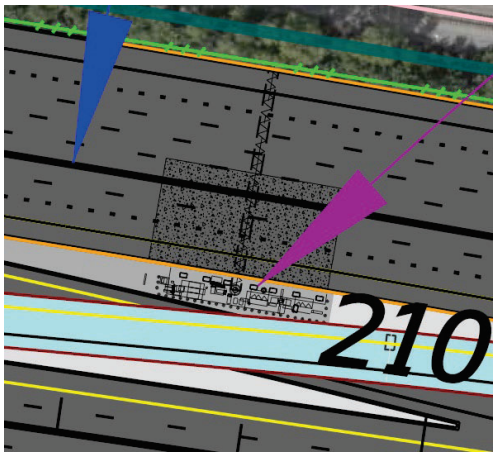
2 North – Sta. 2065+00 – Toll Equipment Building site located to the outside of the SB General Use Lanes.
2 South – Approximate Sta. 2099+00 - Roadside Tolling Cabinet site located in the median between the NB and SB Express Lanes.
3 North Data – Sta. 2128+00 - Toll Equipment Building site located in the median between the NB and SB Express Lanes.
3 North Toll – Sta. 2210+00 - Roadside Tolling Cabinet site located to the outside of the of the NB General Use Lanes.

We would like to request D6 approval to utilize a Roadside Tolling Cabinet (RTC) for the 2 South and 3 North Toll locations. This approval is needed to propose a RTC in the Preliminary Toll Siting Technical Memorandum. A summary and graphic for each location follows:

2 South

Due to Express Lane entry and exit points and ROW constraints, the only practical location for the toll site in Toll Zone 2 South is within the narrow median area near NB Station 2099+00. The minimal available width in this location would not support the use of a standard Toll Equipment Building but does support the use of a Roadside Tolling Cabinet. The PD&E team would like to request D6 approval for the use of a Roadside Tolling Cabinet in this location:





3 North Toll

Due to roadway geometric constraints, the only practical location for the toll site in Toll Zone 3 North is between where the entrance ramp from Ives Dairy Road enters the express lanes and the north end of the D6 PD&E study limits. The only available area for the toll equipment is the narrow ROW border area along the outside of the NB General Use Lanes. The minimal available ROW width in this location would not support the use of a standard Toll Equipment Building but does support the use of a Roadside Tolling Cabinet. The PD&E team would like to request D6 approval for the use of a Roadside Tolling Cabinet in this location:

Please let me know if any additional information is needed for this review by the District.

Thanks,

Jeff Blazowski, **PE**
VP, Transportation, North Florida Highway/Bridge Lead
M +1-813-728-5666
jeff.blazowski@aecom.com

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APPENDIX C – FINAL SUBMITTAL ERC COMMENTS AND RESPONSES

Submittal Report

Financial Project:	414964-1-52-01	Submittal Type:	REPORT
Submittal Phase:	PD&E	Submittal Staff Type:	CONSULTANT
Received Date:	3/25/2025	Response Due Date:	4/11/2025
Grace Period:	0	District:	SIXTH
Status:	OPEN	Create Date:	3/25/2025
Create User Id:	RD652LN	Last Update:	4/8/2025
		Last Update User Id:	RD649AB

Description:

414964-1: SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE - Other Reports

Group: PD & E
Phase Review Type: Other Reports
Status: Submitted
Phase Initiation Date: 3/20/2025
Comments Due Date: 4/3/2025
Days Allowed for Review: 15
Review Meeting: 4/8/2025 4:00 PM to 4:30 PM @ No Review Meeting Necessary View Potential Meeting Conflicts
Plans Received Date: 3/19/2025
Plans Format: Electronic
Comments: Final Toll Sitting Technical Memorandum

Threads:

Name	Assignment	Due Date	Status	Comments
Ahmad Nasrallah	REVIEWER	4/3/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Akil Toussaint	REVIEWER	4/3/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Arthur Dailey	REVIEWER	4/3/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Auraliz Benitez	IN-HOUSE PROJECT MANAGER	4/3/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Bassel Kassem	LEAD REVIEWER	4/3/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Blake Meinecke	LEAD REVIEWER	4/3/2025	ACTIVE	0*
Name	**Assignment**	**Due Date**	**Status**	**Comments**
David Schweiger	REVIEWER	4/3/2025	ACTIVE	0
Name	**Assignment**	**Due Date**	**Status**	**Comments**
Fred Gaines	REVIEWER	4/3/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Gregg Letts	LEAD REVIEWER	4/3/2025	ACTIVE	2

No	Status	Current Holder	Reference	Categories
15	RESPONSE ACCEPTED		TSTM - Page 12 of 54	TOLLS

Created By	Created On	Version	Delegate For
Gregg Letts	4/3/2025	1	

Bottom Paragraph: “Gantry [2N] type proposed is 36-ft cantilever” Please verify cantilever length as this length does not appear to include the width of the inside shoulder and the buffer zone (see cross section provided on Page 16 of 54).

Created By	Created On	Version	Delegate For
Jenn King	4/11/2025	1	

Agree. A 48-ft cantilever will provide the appropriate setback and coverage of the adjacent general use lane.

Created By	Created On	Version	Delegate For
Gregg Letts	4/16/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
16	RESPONSE ACCEPTED		TSTM - Page 21 of 54	TOLLS

Created By	Created On	Version	Delegate For
Gregg Letts	4/3/2025	1	

Bottom Paragraph: “Gantry [3N Data] type proposed is 36-ft cantilever” Please verify cantilever length as this length does not appear to include the width of the inside shoulder and the buffer zone (see cross section provided on Page 26 of 54).

Created By	Created On	Version	Delegate For
Jenn King	4/11/2025	1	

Agree. Will correct language to a 48-ft cantilever located in the median barrier.

Created By	Created On	Version	Delegate For
Gregg Letts	4/16/2025	1	

A 48-ft cantilever will not cover the required distance based on the cross section provided on Page 26 of 54. "Toll Site 3 North Data". Please review, advise, and revise accordingly.

Created By	Created On	Version	Delegate For
Jenn King	4/22/2025	1	

As discussed with FTE reviwer, the proposed 48-foot cantilever gantry with the upright located in the NB inside median barrier will be long enough to provide the required coverage out to the inside general use lane.

Created By	Created On	Version	Delegate For
Gregg Letts	4/23/2025	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Hugues Charles	REVIEWER	4/3/2025	ACTIVE	0
James Mykytka	LEAD REVIEWER	4/3/2025	ACTIVE	0
Jason Cambest	REVIEWER	4/3/2025	ACTIVE	0*
Javier Rodriguez	LEAD REVIEWER	4/3/2025	ACTIVE	0
Jeff Kipfinger	REVIEWER	4/3/2025	ACTIVE	0*
Jenn King	CONSULTANT PROJECT MANAGER	4/11/2025	ACTIVE	0
Joseph Chao	REVIEWER	4/3/2025	ACTIVE	0*
Joseph Chinelly	REVIEWER	4/3/2025	ACTIVE	0

Kim Samson	REVIEWER	4/3/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Kimberly Hinder	LEAD REVIEWER	4/3/2025	ACTIVE	1

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		General	CULTURAL RESOURCES

Created By	Created On	Version	Delegate For
Kimberly Hinder	4/1/2025	1	

The Planning and Environmental Management Office (PLEMO) has conducted a cultural evaluation for this project due to federal involvement with the project and the possibility of cultural resources within the project limits. The results of the evaluation were submitted on 3/25/2025 to the State Historic Preservation Officer (SHPO), who will have 30 days from receipt of the resultant report for review. The improvements noted in this report do not appear to impact cultural resources, but the CSX Railroad/former Seaboard Coast Line Railroad (8DA10753/8BD4649), which is determined eligible for listing in the National Register of Historic Places, is adjacent to the right-of-way for a portion of the project. If you have any questions or require clarification for this comment, please contact Victoria Vogt at Victoria.vogt@dot.state.fl.us or Kimberly Hinder at kimberly.hinder@stantec.com.

Jenn King	4/11/2025	1

Comment noted.

Jenn King	4/11/2025	1

Comment Agreed & Closed

Name	Assignment	Due Date	Status	Comments
Marline Daceus Hardaway	REVIEWER	4/3/2025	ACTIVE	14

No	Status	Current Holder	Reference	Categories
2	RESPONSE ACCEPTED		General Comment	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Bookmarks provided in the Preliminary TSTM do not correspond to any section of the document. Please remove/revise as appropriate.t

Jenn King	4/11/2025	1

Will review and correct as necessary.

Marline Daceus Hardaway	4/23/2025	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
3	RESPONSE ACCEPTED		General Comment	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

For all graphics, please provide a better resolution picture and add a label to identify the toll site in question.

Jenn King	4/11/2025	1

Will review. Toll site will be labeled on the graphics.

Marline Daceus Hardaway	4/23/2025	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
4	RESPONSE ACCEPTED		Final Prelim TSTM	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Document History and Status

Under the Description column, please update lines one and two to "DRAFT Preliminary" and "FINAL Preliminary" Toll Siting Technical Memorandum for PD&E level naming convention.

Jenn King	4/11/2025	1	

Will update language in the Document History and Status section as requested.

Marline Daceus Hardaway	4/23/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
5	RESPONSE ACCEPTED		Pages 9 &10 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Section C
Please provide 11x17 pages, 600dpi resolution for each EL diagram.

Jenn King	4/11/2025	1	

Will revise document to include EL diagrams at 11 x 17 size.

Marline Daceus Hardaway	4/23/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
6	RESPONSE ACCEPTED		Page 12 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Section III, Toll Site 2N, Last Paragraph
Based on the Typical Section provided on page 16, it appears a 48ft cantilever is needed. Please verify.

Jenn King	4/11/2025	1	

Agree. A 48-ft cantilever gantry located with a 6-ft setback will provide adequate coverage of the adjacent general use lane (covers 8’ of the 11’ lane).

Marline Daceus Hardaway	4/23/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
7	RESPONSE ACCEPTED		Page 12 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Section III, Toll Site 2N, Last Paragraph
Without actual cable distance calculations, we are unable to determine if a cantilever gantry can be designed for this toll site. If a span gantry is required, then it could cause a design ripple effect into the master signing plan, and potentially a fatal flaw.

Jenn King	4/11/2025	1	

Per discussions with reviewer, additional information regarding cable distances will be provided.

Marline Daceus Hardaway	4/23/2025	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
8	RESPONSE ACCEPTED		Page 16 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Please show the Toll Equipment Building (TEB) on the Toll Site 2 North typical.

Jenn King	4/11/2025	1	

The TEB will be added to the typical section.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
9	RESPONSE ACCEPTED		Page 19 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Sheet 13
The linestyle for the "Buried Fiber Optic (FDOT ITS)" was not corrected per previous comment response. Please revise as appropriate.

Jenn King 4/11/2025 1

Will review and revise accordingly.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
10	RESPONSE ACCEPTED		Page 20 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Toll Site 2 South Typical
The left gantry foundation does not appear to be a deep foundation per GTR Section 251.8 (1). Please verify and revise as appropriate.

Jenn King 4/11/2025 1

Will correct graphic.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
11	RESPONSE ACCEPTED		Page 21 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Section III, Toll Site 3N Data, 1st Paragraph after bullet points
Based on the Typical Section provided on page 26, it appears a 48ft cantilever is needed. Please verify.

Jenn King 4/11/2025 1

Agree. Will correct language to a 48-ft cantilever located in the median barrier.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
12	RESPONSE ACCEPTED		Page 26 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Please show the TEB on the Toll Site 3 North Data typical.

Jenn King 4/11/2025 1

The TEB will be added to the typical section.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
13	RESPONSE ACCEPTED		Tabulation of Recommendations	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Section IV Tabulation of Recommendations
Please include/insert cable distance calculations for each toll site as requested in previous comment.

Jenn King 4/11/2025 1

Will provide cable distance calculations.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
14	RESPONSE ACCEPTED		Pages 32-36 of 54	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

Tabulation of Recommended Sites
Please include GTR Deviation Submittal Letter(s) and Supporting Documentation for all items noted with "GTR deviation required" per GTR 110.2.

Jenn King 4/11/2025 1

Will prepare deviation submittal letters and supporting documentation as needed based on updated cable length calculations.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
17	RESPONSE ACCEPTED		Pages 16, 20, 26, and 31	TOLLS

Created By	Created On	Version	Delegate For
Marline Daceus Hardaway	4/3/2025	1	

All Toll Site Typical Sections
For all median gantry foundation, please verify that the minimum setback distance from the face of barrier to the CL gantry upright meets GTR 231Toll Site Layout Exhibits. Otherwise, consider making the gantry foundation integral with the median barrier (refer to Index 521-001).

Jenn King 4/11/2025 1

Agree – comment noted.

Marline Daceus Hardaway 4/23/2025 1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Melike Inam	REVIEWER	4/3/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Michael Grant	REVIEWER	4/3/2025	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Mohammed Okok	REVIEWER	4/3/2025	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Satyah Gollapalli	REVIEWER	4/3/2025	ACTIVE	1

No	Status	Current Holder	Reference	Categories
18	RESPONSE ACCEPTED		Cross Section Sheet 31 of 54	TRAFFIC OPERATIONS

Created By	Created On	Version	Delegate For
Satyah Gollapalli	4/3/2025	1	

Please clarify if a 6-foot shoulder is being proposed in I-95 NB direction at Toll Site 3-North. Consider providing 10’ shoulders for emergency vehicles and disabled vehicles (FDM 215.4.6.6). If there are pinch points (shoulders <10’)
Reference: Cross Section Sheet 31 of 54

Jenn King 4/11/2025 1

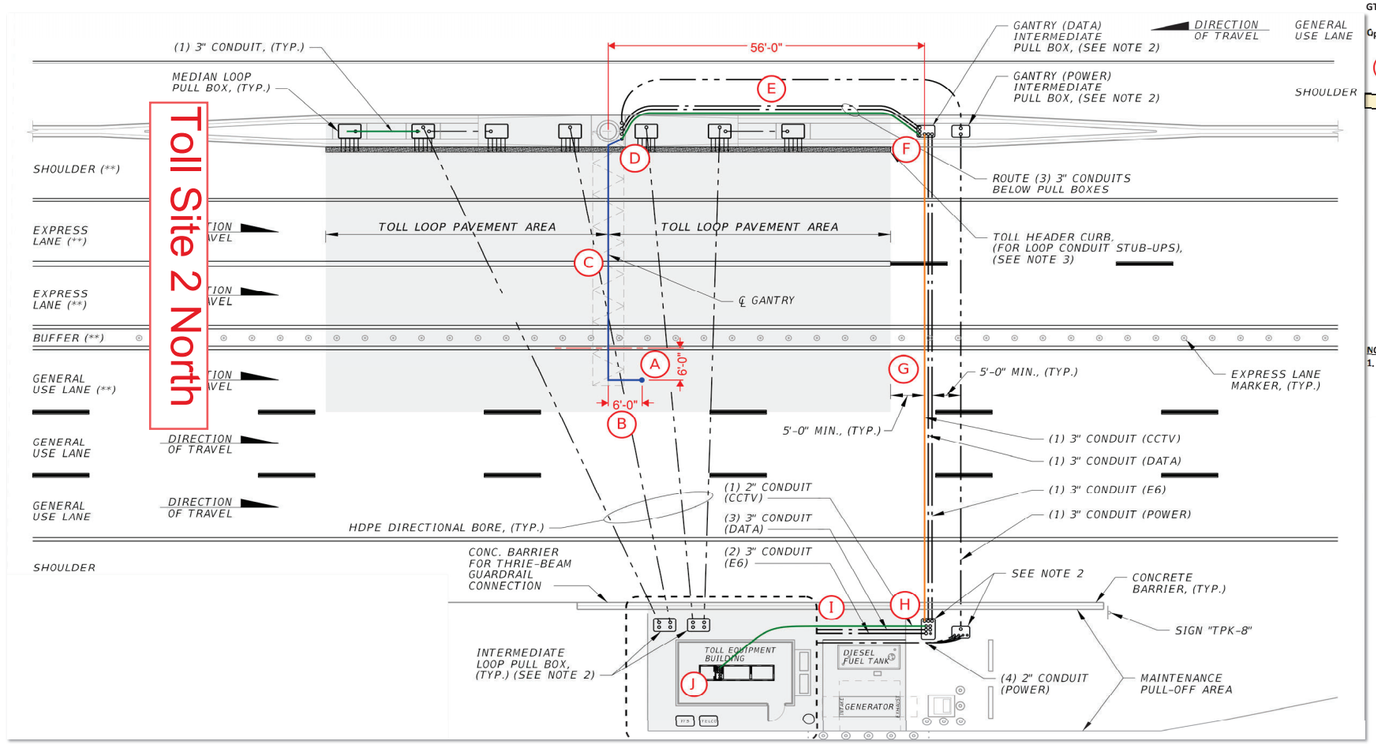
The PD&E design will be revised to accommodate the 10’ shoulder required per FDM 215.4.6.6 at the Toll site 3-North.

Satyah Gollapalli 4/11/2025 1

Response Accepted & Comment Closed

APPENDIX D – TOLL FACILITY CABLE DISTANCE CALCULATIONS

PLAN VIEW



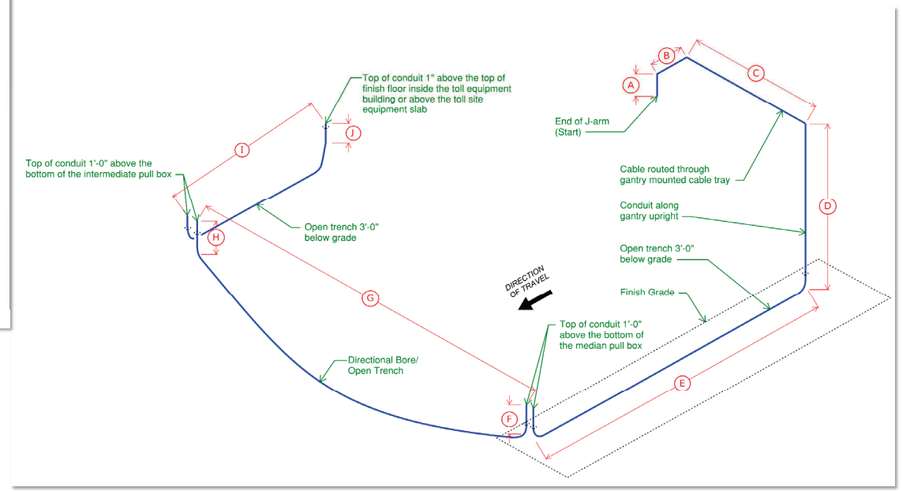
GTR Section 234.3(3)

Option 1: Top of median pull boxes are HIGHER than toll equipment building finish floor elevation.

A	+	B	+	C	+	D	+	E'	+	(2) x F	+	G'	+	(2) x H	+	I'	+	J	=	TOTAL CABLE DISTANCE
4		6		45.5		30		0		0		148		8		12.65		3		257.15 FEET
				Measured distance from center of furthest equiped lane to center of gantry upright.		Measured distance from gantry mounted cable tray to 3 feet below grade.		Add 10% for Open Trench		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 10% for Open Trench				GTR Deviation Required
								E		F		G		H		I				
								0		0		128		4		11.5				

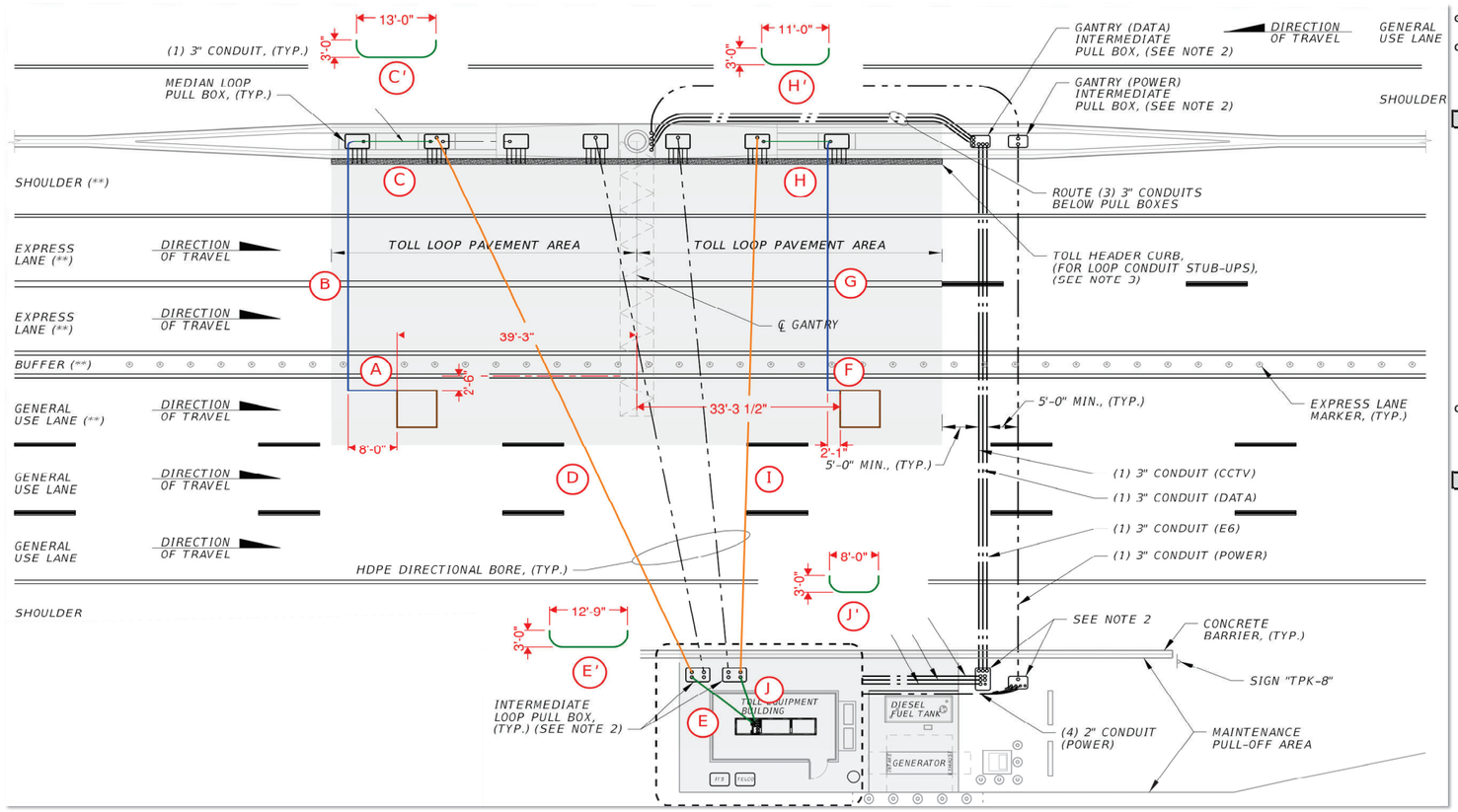
NOTE:
1. E', G', and I' are calculated values which include the percentage of open trench or directional bore installations.

ISOMETRIC VIEW



Toll Site 2 North Gantry

PLAN VIEW



SECTION VIEW

GTR Section 234.3(3)

Condition 1: Approach loop furthest cable distance.

A	+	B'	+	C'	+	D'	+	R1	+	R2	+	E'	= TOTAL CABLE DISTANCE
8		46.5		19		156		4		4		17	254.5 FEET
		From face of concrete barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 4.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		B		C		D						E	GTR Deviation Required
		39.5		13		135		4		4		10	

Condition 2: Departure loop furthest cable distance.

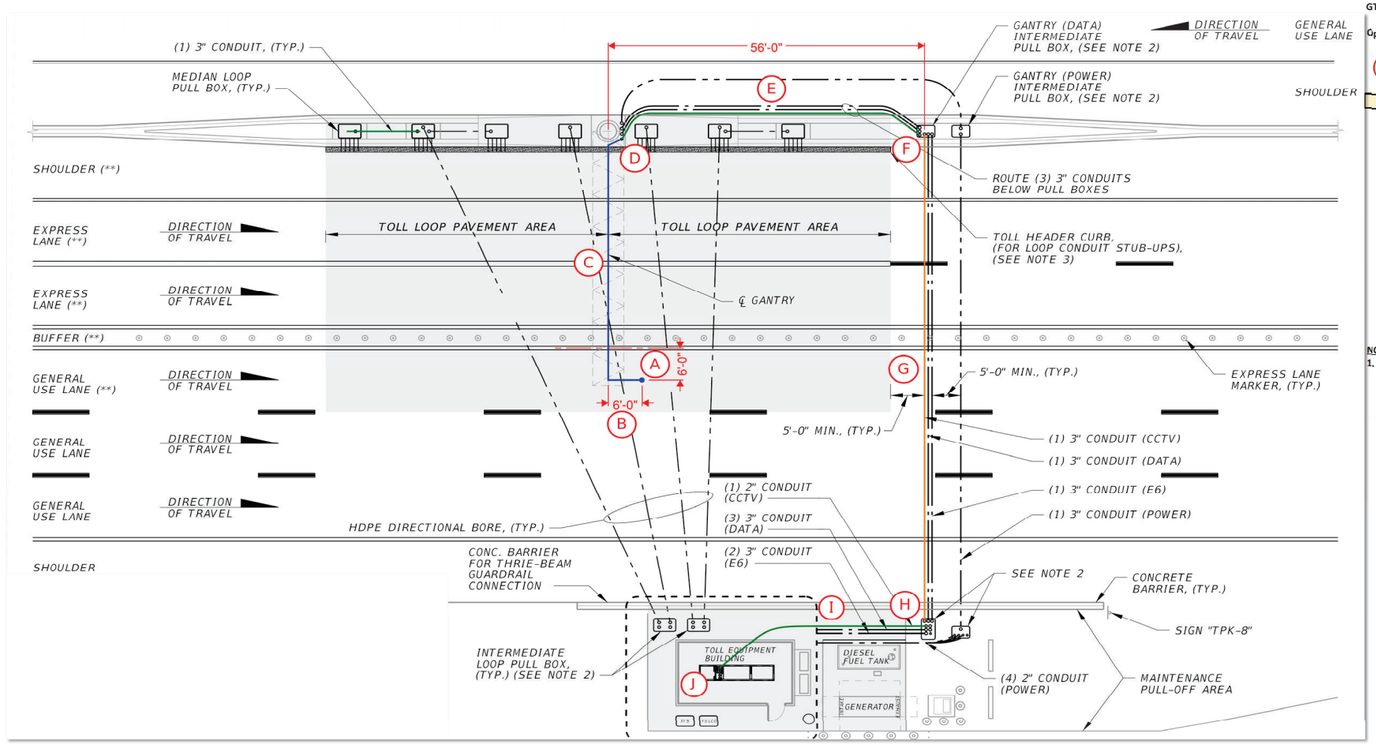
F	+	G'	+	H'	+	I'	+	R3	+	R4	+	J'	= TOTAL CABLE DISTANCE
2.083		45.5		17		143		5		5		14	231.6 FEET
		From face of median barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 3.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		G		H		I						J	Cable Distance is Acceptable
		39.5		11		124		5		5		8	

NOTE:

1. **D' and I' are calculated values which include the percentage of open trench or directional bore installations.**

Toll Site 2 North Loops

PLAN VIEW



GTR Section 234.3(3)

Option 1: Top of median pull boxes are HIGHER than toll equipment building finish floor elevation.

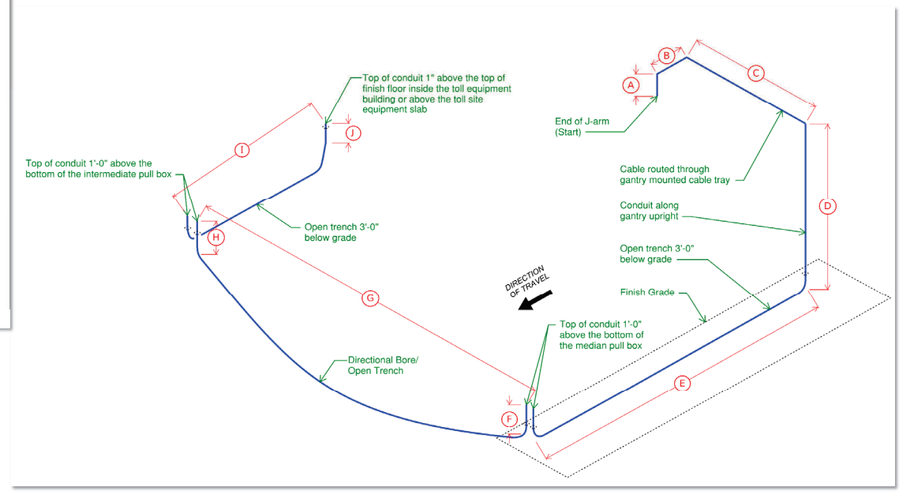
A	+	B	+	C	+	D	+	E'	+ (2) x	F	+	G'	+ (2) x	H	+	I'	+	J	= TOTAL CABLE DISTANCE
4		6		51		30		22		8		0		8		9.9		3	141.9 FEET
				Measured distance from center of furthest equiped lane to center of gantry upright.		Measured distance from gantry mounted cable tray to 3 feet below grade.		Add 10% for Open Trench		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 10% for Open Trench			
								E		F		G		H		I			
								20		4		0		4		9			

Cable Distance is Acceptable

NOTE:

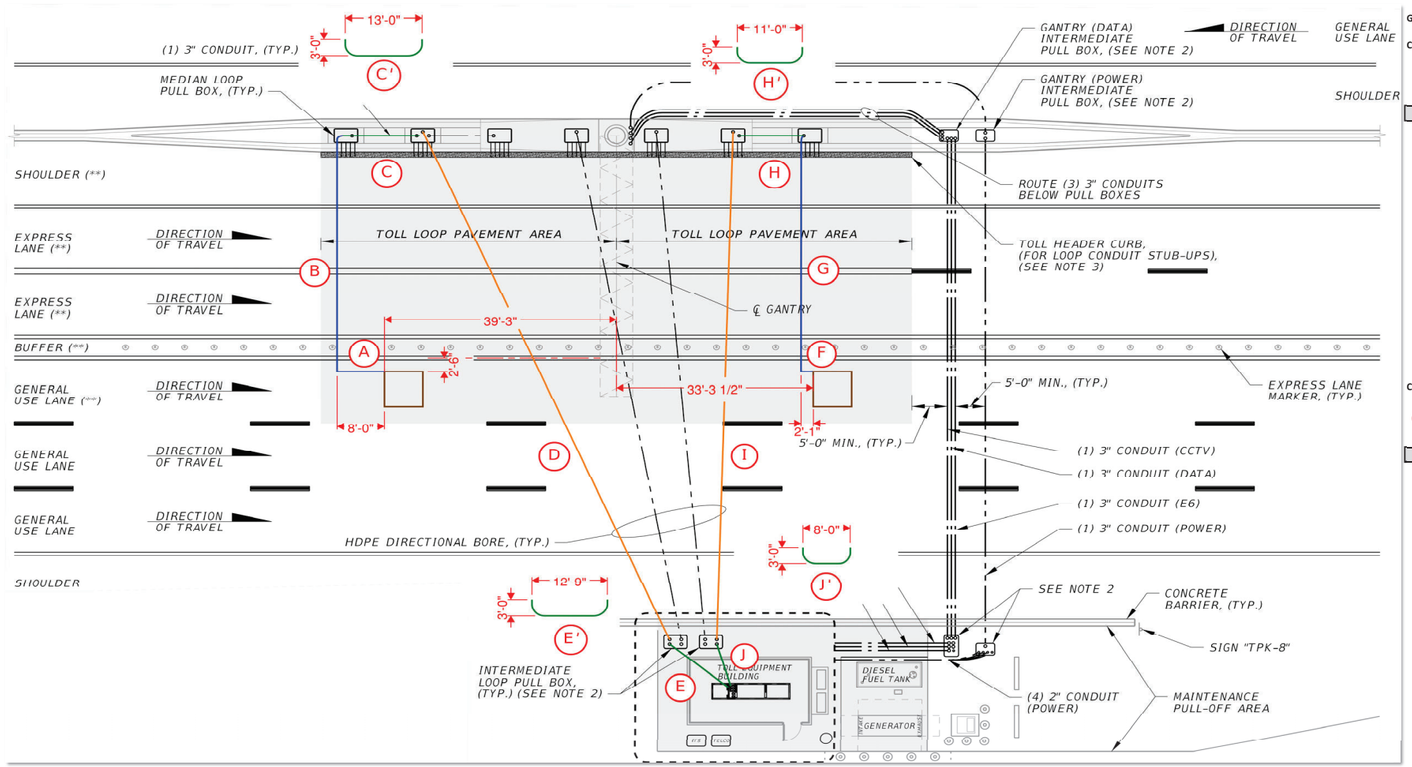
1. E', G', and I' are calculated values which include the percentage of open trench or directional bore installations.

ISOMETRIC VIEW



Toll Site 2 South Gantry

PLAN VIEW



SECTION VIEW

GTR Section 234.3(3)

Condition 1: Approach loop furthest cable distance.

A	+	B'	+	C'	+	D'	+	R1	+	R2	+	E'	= TOTAL CABLE DISTANCE
8		57.5		19		0		4		4		20	112.5 FEET
		From face of concrete barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 4.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		B		C		D						E	
		50.5		13		0		4		4		13	

Cable Distance is Acceptable

Condition 2: Departure loop furthest cable distance.

F	+	G'	+	H'	+	I'	+	R3	+	R4	+	J'	= TOTAL CABLE DISTANCE
2.083		56.5		17		0		5		5		14	99.6 FEET
		From face of median barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 3.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		G		H		I						J	
		50.5		11		0		5		5		8	

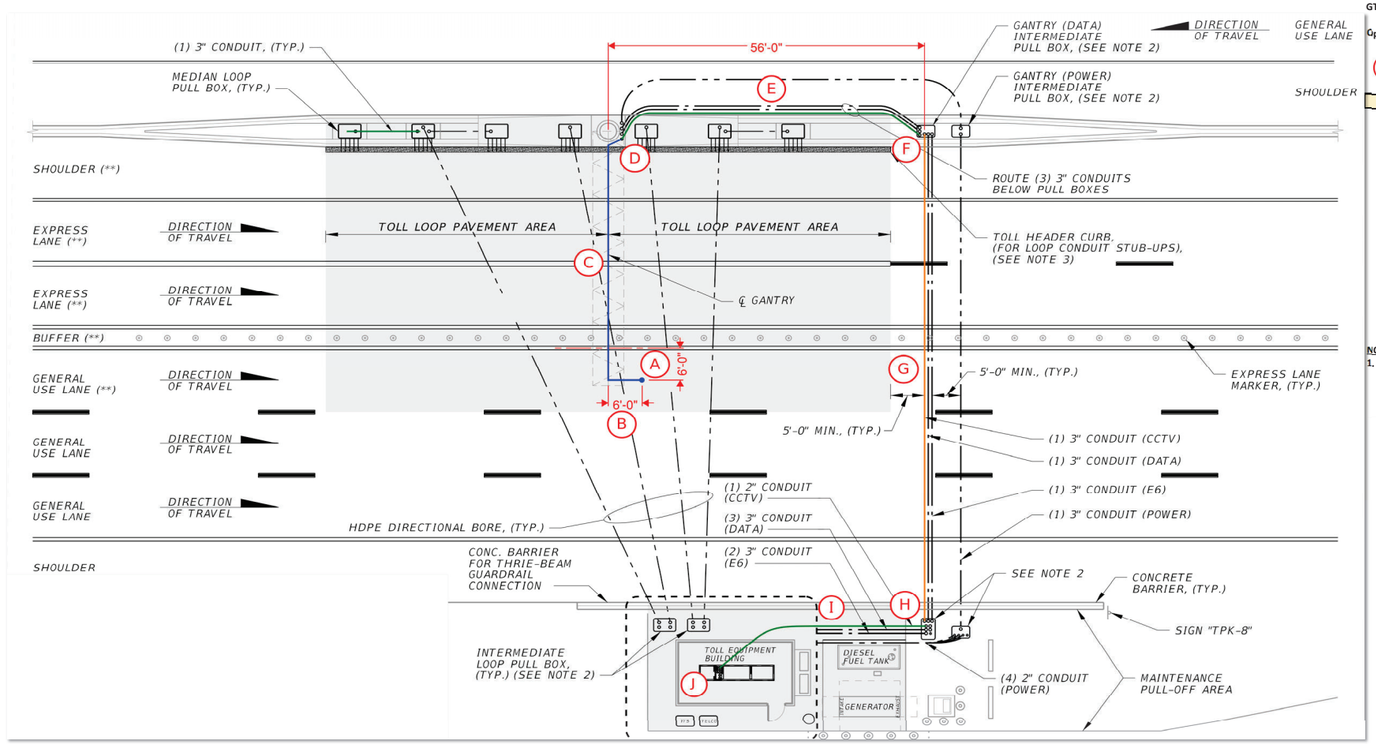
Cable Distance is Acceptable

NOTE:

1. D' and I' are calculated values which include the percentage of open trench or directional bore installations.

Toll Site 2 South Loops

PLAN VIEW



GTR Section 234.3(3)

Option 1: Top of median pull boxes are HIGHER than toll equipment building finish floor elevation.

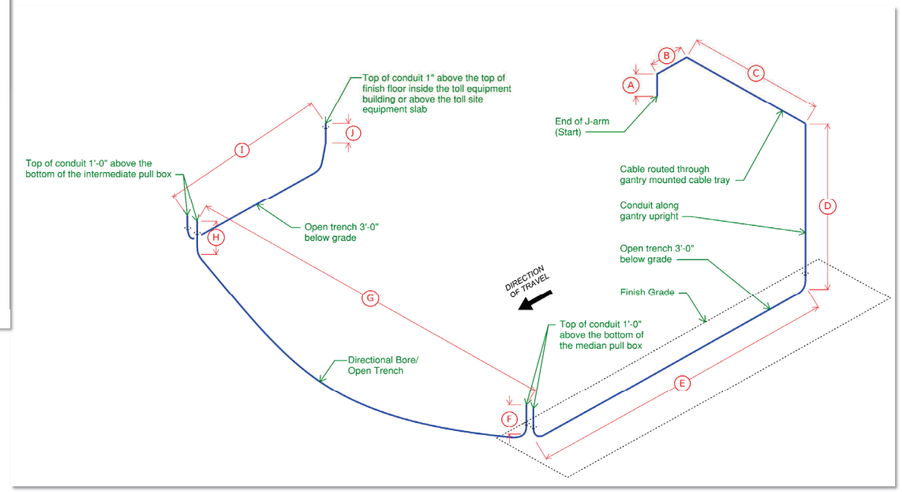
A	+	B	+	C	+	D	+	E'	+ (2) x	F	+	G'	+ (2) x	H	+	I'	+	J	= TOTAL CABLE DISTANCE
4		6		40		30		28		8		0		8		9.9		3	136.9 FEET
				Measured distance from center of furthest equiped lane to center of gantry upright.		Measured distance from gantry mounted cable tray to 3 feet below grade.		Add 10% for Open Trench		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 10% for Open Trench			
								E		F		G		H		I			
								25		4		0		4		9			

Cable Distance is Acceptable

NOTE:

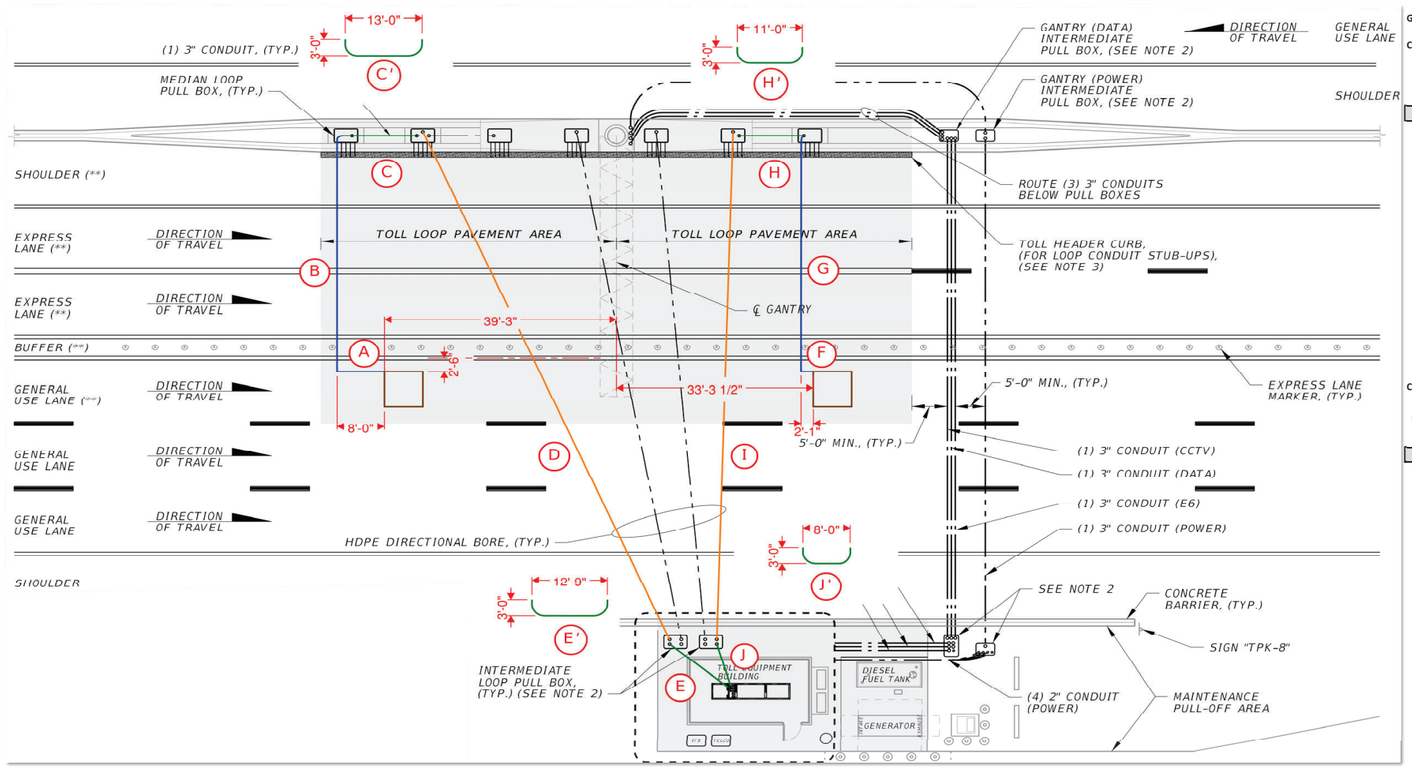
1. E', G', and I' are calculated values which include the percentage of open trench or directional bore installations.

ISOMETRIC VIEW



Toll Site 3 Data Gantry

PLAN VIEW



SECTION VIEW

GTR Section 234.3(3)

Condition 1: Approach loop furthest cable distance.

A	+	B'	+	C'	+	D'	+	R1	+	R2	+	E'	= TOTAL CABLE DISTANCE
8		45.5		19		52		4		4		20	152.5 FEET
		From face of concrete barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 4.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		B		C		D						E	
		38.5		13		45		4		4		13	

Cable Distance is Acceptable

Condition 2: Departure loop furthest cable distance.

F	+	G'	+	H'	+	I'	+	R3	+	R4	+	J'	= TOTAL CABLE DISTANCE
2.083		44.5		17		29		5		5		14	116.6 FEET
		From face of median barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 3.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	
		G		H		I						J	
		38.5		11		25		5		5		8	

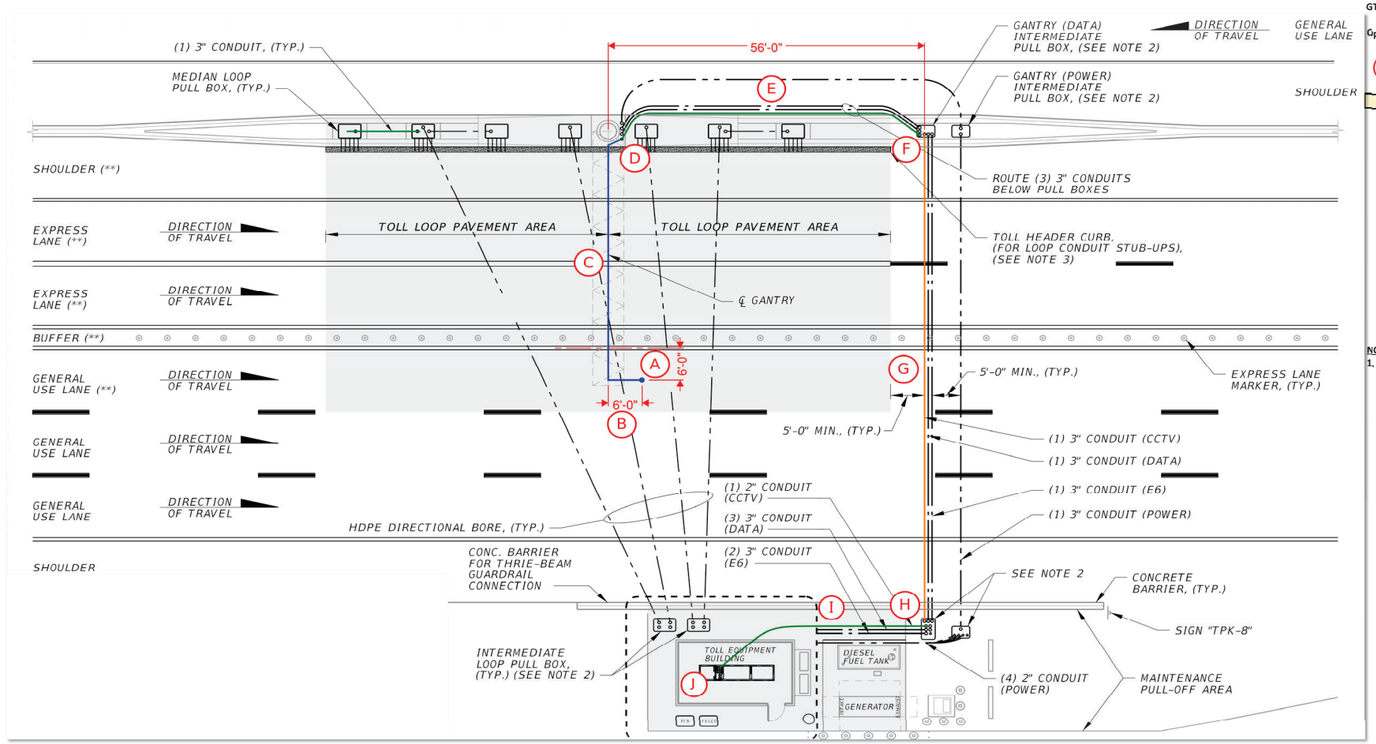
Cable Distance is Acceptable

NOTE:

1. **D' and I' are calculated values which include the percentage of open trench or directional bore installations.**

Toll Site 3 Data Loops

PLAN VIEW



GTR Section 234.3(3)

Option 1: Top of median pull boxes are HIGHER than toll equipment building finish floor elevation.

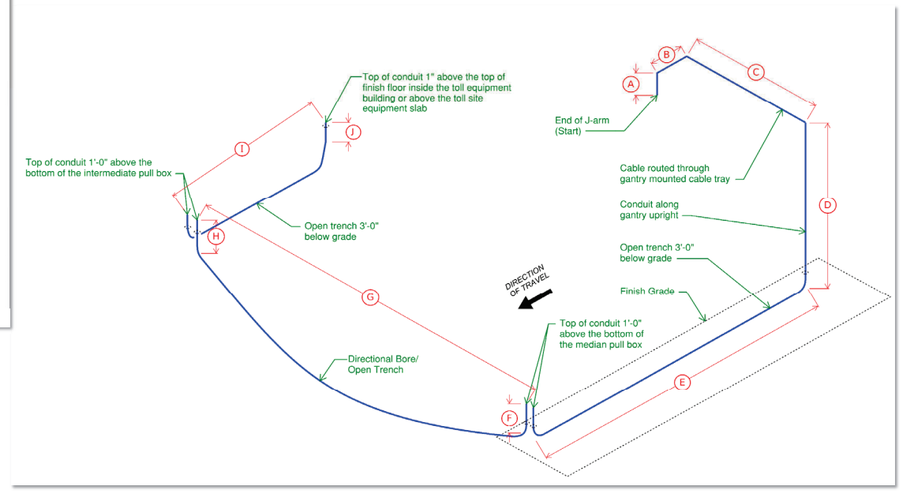
A	+	B	+	C	+	D	+	E'	+	(2) x F	+	G'	+	(2) x H	+	I'	+	J	=	TOTAL CABLE DISTANCE
4		6		130		30		0		0		0		8		16.5		3		197.5 FEET
				Measured distance from center of furthest equiped lane to center of gantry upright.		Measured distance from gantry mounted cable tray to 3 feet below grade.		Add 10% for Open Trench		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 10% for Open Trench				
								E		F		G		H		I				
								0		0		0		4		15				

Cable Distance is Acceptable

NOTE:

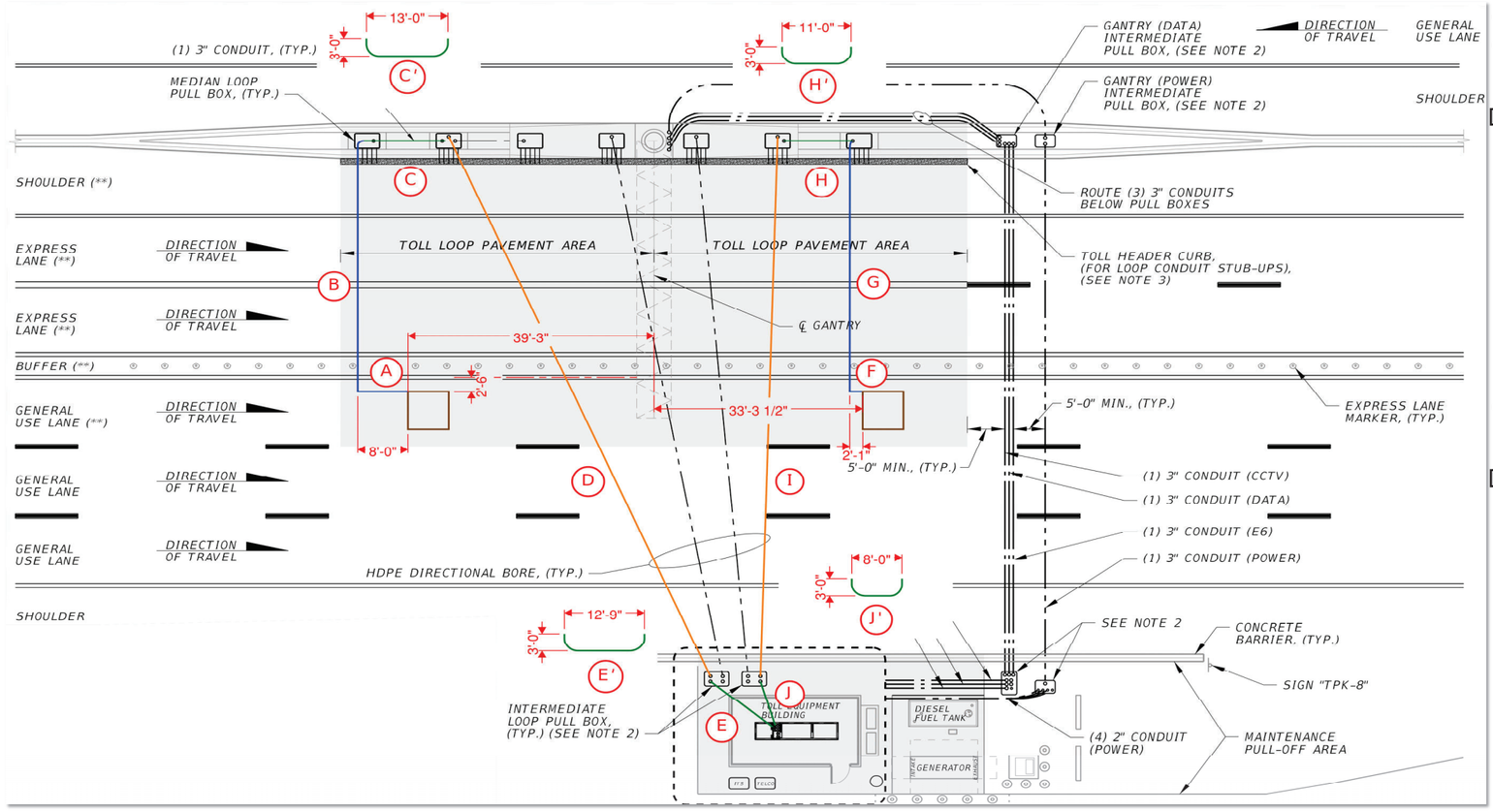
1. E', G', and I' are calculated values which include the percentage of open trench or directional bore installations.

ISOMETRIC VIEW



Toll Site 3 North Gantry

PLAN VIEW



SECTION VIEW

GTR Section 234.3(3)

Condition 1: Approach loop furthest cable distance.

A	+	B'	+	C'	+	D'	+	R1	+	R2	+	E'	= TOTAL CABLE DISTANCE
8		57.5		19		161		4		4		20	273.5 FEET
		From face of concrete barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 4.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	GTR Deviation Required

	B		C		D				E
	50.5		13		140		4	4	13

Condition 2: Departure loop furthest cable distance.

F	+	G'	+	H'	+	I'	+	R3	+	R4	+	J'	= TOTAL CABLE DISTANCE
2.083		56.5		17		161		5		5		14	260.6 FEET
		From face of median barrier to furthest lane or shoulder stripe. Add 2.5' for loop homerun and 3.5' to center of loop pull box.		Add 3' for each conduit end sweep.		Add 15% for Directional Bore		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Depth of conduit burial to 1-foot above the bottom of the loop pull box.		Add 3' for each conduit end sweep.	GTR Deviation Required

	G		H		I				J
	50.5		11		140		5	5	8

Toll Site 3 North Loops

APPENDIX E – DEVIATION LETTERS

GTR DEVIATION SUBMITTAL LETTER

To: James E. Beverly
Tolls Design Administrator

Date: Apr-23-2025

Financial Project ID: 414964-1-22-01

Project Name: I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line

GTR Version: GTR 2023

Toll Site ID: Express Lanes NB

Toll Site #: 2 North

Affected GTR Section(s): 234.3(3)

GTR Deviation Description:

The maximum cable distance between any remaining toll equipment mounted to the j-arms and toll equipment working spaces exceeds the GTR criteria maximum distance of 250 feet by 7.15 feet.

This deviation is due to the building's distance from the centerline of gantry, approximately 50 feet, and the location of the building along the outside of the southbound General Use lanes.

During final design, the deviation could be eliminated if the roadway design can accommodate a northward shift of the centerline of gantry and/or a southward shift in the building location by 25 feet.

Recommended by:

Jeff Blazowski, PE
Enter Engineer's Name

Date: Apr-23-2025

Concurrences:

Date:

James E. Beverly, Tolls Design Administrator

Date:

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

GTR DEVIATION SUBMITTAL LETTER

To: James E. Beverly
Tolls Design Administrator

Date: Apr-23-2025

Financial Project ID: 414964-1-22-01

Project Name: I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line

GTR Version: GTR 2023

Toll Site ID: Express Lanes NB

Toll Site #: 2 North

Affected GTR Section(s): 234.3(4)

GTR Deviation Description:

The approach loop cable distance exceeds the GTR criteria maximum distance of 250 feet by 4.5 feet.

This deviation is due to the building's distance from the centerline of gantry, approximately 50 feet, and the location of the building along the outside of the southbound General Use lanes.

During final design, the deviation could be eliminated if the roadway design can accommodate a northward shift of the centerline of gantry and/or a southward shift in the building location by 25 feet.

Recommended by:

Jeff Blazowski, PE
Enter Engineer's Name

Date: Apr-23-2025

Concurrences:

_____ Date: _____
James E. Beverly, Tolls Design Administrator

_____ Date: _____
Andra Diggs II, P.E., Turnpike Design Engineer

GTR DEVIATION SUBMITTAL LETTER

To: James E. Beverly
Tolls Design Administrator

Date: Apr-23-2025

Financial Project ID: 414964-1-22-01

Project Name: I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line

GTR Version: GTR 2023

Toll Site ID: Express Lanes NB

Toll Site #: 3 North Data

Affected GTR Section(s): 220.2(13)

GTR Deviation Description:

The distance between the gantry and the express lane entry point for this location is 1.3 miles, exceeding the 1 mile criteria.

This deviation is due to roadway geometric constraints caused by minimal limited access right-of-way surrounded by dense commercial and residential development. This gantry location is the closest viable location to the express lane entry point.

Recommended by:

Jeff Blazowski, PE
Enter Engineer's Name

Date: Apr-23-2025

Concurrences:

_____
James E. Beverly, Tolls Design Administrator

Date: _____

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

Date: _____

GTR DEVIATION SUBMITTAL LETTER

To: James E. Beverly
Tolls Design Administrator

Date: Apr-23-2025

Financial Project ID: 414964-1-22-01

Project Name: I-95/SR 9 from south of SR 860/Miami Gardens Drive (MGD) to north of the Broward County Line

GTR Version: GTR 2023

Toll Site ID: Express Lanes NB

Toll Site #: 3 North Toll

Affected GTR Section(s): 234.3(4)

GTR Deviation Description:

The approach and departure loop cable distance exceeds the GTR criteria maximum distance of 250 feet by 23.5 feet and 10.6 feet, respectively.

This deviation is due to the number of express lanes (3) and the number of general use lanes (6) in the northbound direction.

Recommended by:

Jeff Blazowski, PE
Enter Engineer's Name

Date: Apr-23-2025

Concurrences:

_____ Date: _____
James E. Beverly, Tolls Design Administrator

_____ Date: _____
Andra Diggs II, P.E., Turnpike Design Engineer