

To: <u>George K. Borchik, PE,</u> Date: <u>Oc</u> District or Tumpike Design Engineer	ctober 5, 2012	
Begin Project MP: $\underline{N/A}$ English Full Federal Oversight: Yes(\boxtimes) No(\square) Request for Design Exception (\square), Design Var	20 1/2	
	otion or Variations Requiring Cer (□) No(⊠) Original Ref#	ntral Office Approval)
Requested for the following element(s): (Design Speed (Lane Widths (Structural Capacity (Horizontal Clearance (Horizontal Clearance (Other	(□) Grades (□)	Bridge Widths Cross Slope Stopping Sight Distance
A design variation is requested for a 5 mph recdesign speed is required by the applicable secontermodal System (SIS) Highway Component "The design speed for controlled access facilities." Based on the Preferred Alternative from the I-Second more germane to the existing land use and free right-of-way costs, and matches into existing Notes Mallian and International Airport and also doesn't with the International Airport and Internat	stions of the Department's procedure Standards and Criteria (effective Set es shall be 65 MPH in rural areas and Ellis Road PD&E Study, the 45 quency of sideroads, is less costly in	e entitled Strategic eptember 14, 2011): and at least 50 MPH in amph design speed is a terms construction and
Recommended by Date 122 13 Responsible Professional Engineer or and scape Architect (La	indscape-Only Projects)	
District or Turnpike Design Engineer	District Structures Design Engineer	Date
Date State Roadway Design Engineer	State Structures Design Engineer	Date
Date	FUNA Division Administrator	Date

To: <u>George K. Borchik, PE,</u> Date: <u>October 5, 2012</u> District or Turnpike Design Engineer
Financial Project ID: 426905-1-22-01 New Construction (☒) RRR (☐) Federal Aid Number: SFT1251R Project Name: I-95 at Ellis Road PD&E Study State Road Number: N/A Co./Sec./Sub.: Brevard County Begin Project MP: N/A End Project MP: N/A Full Federal Oversight: Yes(☒) No(☐) Request for Design Exception (☐), Design Variation (☒)
(For Design Exception or Variations Requiring Central Office Approval) Re-submittal: Yes(□) No(図) Original Ref#
Requested for the following element(s): (
A design variation is requested for a reduction in access management class, from Class 3 to Class 5 (45 mph or less). The Access Management Class 3 is required by the applicable sections of the Department's procedure entitled Strategic Intermodal System (SIS) Highway Component Standards and Criteria (effective September 14, 2011):
"For controlled access SIS highway component facilities, design criteria for new arterial roadway construction as designated in the Department's Plans Preparation Manuals (Topic Nos. 625-000-005 and 625-000-006) shall be used. The access management standards for controlled access segments of the SIS highway component shall be those contained in Access Class 2 or 3 as defined in Department Rule Chapter 14-97, F.A.C."
Based on the Preferred Alternative from the I-95 at Ellis Road PD&E Study, the Access Management Class 5 (45 mph or less) is more conducive to accommodating the frequency of entrances and sideroads. Ellis Road ties into existing NASA Boulevard, which will ultimately also be part of the SIS to Melbourne International Airport and also does not meet SIS criteria. NASA Boulevard utilizes a 5-lane section for a portion of this segment before transitioning to a median section with full median openings approximately 800 feet apart.
Resolution of the Control of the Con
No. 55463 Date 1213 Responsible Professional Engineer or andscape Architect (Landscape-Only Projects)
Resignosible Professional Engineer of andscape Architect (Landscape-Only Projects) STATE OF ORIDA CHARLES AND CONTROL OF THE
Date District Structures Design Engineer

ir.	Date		Date	
State Roadway Design Engineer		State Structures Design Engineer		
	Date		Date	
State Chief Engineer		FHWA Division Administrator		

To: <u>George K. Borchik, PE,</u> District or Turnpike Design Engin	Date: Octob	per 5, 2012		
Financial Project ID: 426905- Federal Aid Number: SFT125 Project Name: I-95 at Ellis Ro State Road Number: N/A Begin Project MP: N/A Full Federal Oversight: Yes(I Request for Design Exception	<u>1R</u> ad PD&E Study Co./S End ⊠) No(□) n (□) , Design Variati	3.00	unty	RR (□)
		n or Variations Requiring) No(⊠) Original Ref# _	Central Office	Approval) — ⁻ ———
(☐) Structural Capacity (☐)) Lane Widths) Vertical Clearance) Horizontal Alignment	(□) Shoulder Widths (□) Grades (□) Vertical Alignment ement	(□) Bridge Wi (□) Cross Slo (□) Stopping S	ре
the signalized ramp inte	rsections within the Ellis R	oot distance between the pro Road / I-95 interchange. Thi s for Access Management C	s distance is 51%	6 under the
Recommended by State Of State Of STATE OF	Date 1/22/13 Landscape Architect (Lands	cape-Only Projects)		
District Of Management of the Confeer	Date		Date	2
State Roadway Design Engineer	Date	State Structures Design Engin	Date	-
	Date		Date	55
State Chief Engineer		FHWA Division Administrator		

To: George K. Borchik, PE, District or Turnpike Design Engir	Date: <u>Od</u> leer	ctober 5, 2012	
Financial Project ID: 426905 Federal Aid Number: SFT125 Project Name: I-95 at Ellis Ro State Road Number: N/A Begin Project MP: N/A Full Federal Oversight: Yes(Request for Design Exception	idR oad PD&E Study C ⊠) No(□)	Co./Sec./Sub.: <u>Brevard Co</u> End Project MP: <u>N/A</u>	
	989 985 0	ption or Variations Requiring s(□) No(⊠) Original Ref# ₋	0.0 5
(□) Structural Capacity (□) Lane Widths) Vertical Clearance) Horizontal Alignme	ent (□) Vertical Alignment	(□) Bridge Widths (□) Cross Slope (□) Stopping Sight Distance
of Stan Drive and East distance for Class 5 (45	Drive, as the distance mph or less).	120-foot distance between the is 15% under the allowable 1,3:	20' full median opening
	ate 1/22/15 or Fandscape Architect (L	andscape-Only Projects)	
District or Turnpike Design Engineer	Date	District Structures Design En	Date
District of Turnpine Bedign Engineer	Date	Siothist Structured Design Eng	Date
State Roadway Design Engineer		State Structures Design Engli	neer
State Chief Engineer	Date	FHWA Division Administrator	Date

To: <u>George K. Borchik, PE,</u> District or Turnpike Design Engl	Date: <u>Oct</u> oneer	ober 5, 2012		
Financial Project ID: 426908 Federal Aid Number: SFT12 Project Name: I-95 at Ellis R State Road Number: N/A Begin Project MP: N/A Full Federal Oversight: Yest Request for Design Exception	51R oad PD&E Study Co En (⊠) No(□)	New Constructi ./Sec./Sub.: <u>Brevard C</u> d Project MP: <u>N/A</u> ation (⊠)		
		ion or Variations Requirir ⊐) No(⊠) Original Ref#	g Central Office Approval)	
(□) Structural Capacity (□	element(s): j) Lane Widths j) Vertical Clearance j) Horizontal Alignmen	(□) Shoulder Widths (□) Grades t (□) Vertical Alignment	(□) Bridge Widths (□) Cross Slope	nce
opening at Shinn Aven allowable 660 feet betv This configuration is be	ue and the full median op reen a full and directiona ing proposed to accomm	ening at Lake Ibis Drive, as	estbound split directional med the distance is 27% under the ercial traffic and improve load.	ian
MANUAL AND STATE OF THE STATE O			100 March 100 Ma	_
No. 55463 Responsible Professional Engineer of STATE OF	Date <u> 22 13</u> Landscape Architect (Land	dscape-Only Projects)		
District or Turnpike Design Engineer	Date	District Structures Design Er	Date	
State Roadway Design Engineer	Date		Date	
State Roadway Design Engineer	Date	State Structures Design Eng	Date	
State Chief Engineer	8 5 5 6	FHWA Division Administrato		

To: <u>George K. Borchik, PE,</u> District or Turnpike Design Eng	Date: <u>Octo</u> ineer	ober 5, 2012	
Financial Project ID: 426908 Federal Aid Number: SFT12 Project Name: I-95 at Ellis R State Road Number: N/A Begin Project MP: N/A Full Federal Oversight: Yest Request for Design Exception	51R oad PD&E Study Co. End (⊠) No(□)	New Construction /Sec./Sub.: <u>Brevard Co</u> d Project MP: <u>N/A</u>	
	19527 15	on or Variations Requiring]) No(⊠) Original Ref# _	8.51 51
(□) Structural Capacity (□]) Lane Widths]) Vertical Clearance]) Horizontal Alignment	(□) Grades (□) Vertical Alignment	(□) Bridge Widths (□) Cross Slope (□) Stopping Sight Distance
Ibis Drive and Wickhan distance. The full median openin west side of Wickham I	n Road, as this distance is g at Lake Ibis Drive is pro	stance between the proposed is 26% under the allowable 1,3 posed to facilitate access to the intersection occurs where the	20' full median opening
No. 5463 Responsible Puressional Engineer STATE OF	Date <u> にしし</u> r Landscape Architect (Land	dscape-Only Projects)	
District of HUMANIA DUSTINE Engineer		District Structures Design Engli	Date
State Roadway Design Engineer	Date	State Structures Design Engine	Date
State Chief Engineer	Date	FHWA Division Administrator	Date

To: <u>George K. Borchik, PE</u> , District or Turnpike Design Enginee	Date: <u>Octo</u> r	ober 5, 2012			
Financial Project ID: 426905-1-Federal Aid Number: SFT1251F Project Name: I-95 at Ellis Road State Road Number: N/A Begin Project MP: N/A Full Federal Oversight: Yes(X) Request for Design Exception	R I PD&E Study Co End No(□)	./Sec./Sub.: d Project MP:	Construction Brevard Co N/A		RRR (□)
	(For Design Except		ns Requiring	Central Off	fice Approval)
	Re-submittal: Yes([17 199		
(☐) Structural Capacity (☐) V	ane Widths /ertical Clearance lorizontal Alignment			(□) Bridge (□) Cross (□) Stoppii	
A design variation is required border we to the adjacent utility easer within the control of the	idth of 94 feet is requi ments owned by Florid	ested to be redu da Gas Transmi	iced to15 feet ssion and Floi	in order to e rida Power a	liminate impacts
Responsible Professional Engineer on a STATE OF	ate <u>\22\13</u> andscape Architect (Land	dscape-Only Proje	ects)	o a	
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District or Turnpike Design Engineer	Jr.	District Structu	res Design Engi		
Date Roadway Design Engineer	ate	State Structure	s Design Engin	Da	te
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Date Chief Engineer	ate	FHWA Division	Administrator	Da	te