ATTACHMENT A

FINAL SCOPING REPORT

SR A1A/COLLINS AVENUE FROM SR 907/W 63RD STREET TO 75TH STREET

(87060000 - MP 8.640 - 9.782)

MIAMI-DADE COUNTY, FLORIDA

Prepared for:

Florida Department of Transportation District 6

Planning and Environmental Management Office

1000 NW 111th Avenue Miami,

Florida 33172

FDOT Project Manager: Md Hossain, P.E.

Contract CA812, Task Work Order 26

FPID 250759-3-22-04

March 2024

Engineer's Certification

I, hereby certify that I am a registered professional engineer in the State of Florida, practicing with HBC Engineering Company, a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statues, Certificate of Authorization Number 27160, by the State of Florida, Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project:	Scoping Report for FPID 449944-1-32-01, SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street (87060000 - MP 8.640-9.782)
Location:	Miami-Dade County, Florida
Client:	Florida Department of Transportation District 6 Planning and Environmental Management Office 1000 NW 111th Avenue Miami, Florida 33172
FDOT Project Manager:	Md Hossain, P.E.
Report Prepared by:	HBC Engineering Company 8935 NW 35th Lane, Suite 201 Doral, Florida 33172 Contract No. CA812, Task Work Order 26 Vendor No. VF-223936061

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Signature:_____

Name:

License No.

Date:_____

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1 Introduction

1.1 Project Intent

HBC Engineering Company was retained by the Florida Department of Transportation (FDOT) District 6 (D6) Planning and Environmental Management Office (PLEMO) to prepare a Scoping Report for Project with FPID No. 449944-1-32-01 along SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street (MP 8.640-9.782). This project qualifies under work mix 0012 Resurfacing Project. This scoping report is based on the requirements of the FDOT Design Manual (FDM) (January 2024), Sections 114.1.1 Improvements in RRR Projects, 114.3.2.2 Safety Assessment, and 114.3.2.4 Identified Improvements. The requirements of FDM Sections 114.1.1 and 114.3.2.2 must be included in the scoping report. While identified improvements in FDM Section 114.3.2.4 may be included in the scoping report as approved in writing by the Department. A RRR subcommittee will review the recommended improvements to identify non-RRR scope. This report documents the existing physical, operational, and safety conditions through office and field reviews. The documentation includes a review of the existing site conditions. The safety improvements provided by the March 2023 FDOT Final RRR Safety Review (FPID 250650-5-32-01, TWO-82) are included in this scoping report. (See Appendix A). The Scoping Report documents the design criteria, deficiencies, and recommends improvements to be addressed by the RRR project programmed for construction in Fiscal Year (FY) 2027.

During the preparation of this scoping report, the City of Miami Beach (CMB) presented to the FDOT Scoping Committee a project for the reconstruction of Collins Avenue from 69th Street to 73rd Street and a request to add a bicycle lane within the limits of this project. The reconstruction project is part of CMB's resiliency program. The FDOT Scoping Committee suggested that CMB secure funding for the reconstruction project and then a JPA agreement could be executed later. Therefore, the FDOT Scoping Committee decided to keep the limits of FM 449944-1 as is. Regarding the bicycle lane, the city commission met on September 13, 2023, and decided to refer this issue to the Public Safety and Neighborhood Quality of Life Committee for further consultation. Since this RRR project is on a tight schedule, this scoping report was completed without the addition of the bicycle lane. However, FDOT informed CMB that the bicycle lane could be added in a future project on Collins Avenue if FDOT receives a resolution from CMB. ***The reason for this Revision 1 is to allocate improvements consistent with FDOT funding categories.***

1.2 Project Description

SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street is a three-lane undivided Urban Principal Arterial Other in the City of Miami Beach, Miami-Dade County. The project location map is shown in Figure 1-3. Based on the FDOT Roadway Characteristic Inventory (RCI) and the FDOT Transportation Data Analytics ArcGIS Online Feature Layers, this segment of SR A1A/Collins Avenue is designated as context classifications C6-Urban Core from W 63rd Street to 71st Street and C5 from 71st Street to 75th Street with access management classification Class 7. The gross length of the project is approximately 1.142 miles. The facility is a north-south corridor with a design speed of 45 mph and posted speed of 30 mph. Adjacent properties along the corridor are commercial and residential type. SR A1A/Collins Avenue within the project limits was resurfaced under FDOT project with FPID No. 424579-1-52-01, FY 2010, completed 2011. Currently, this corridor is programmed to be

milled and resurfaced as part of this Resurfacing Project. There are nine signalized intersections and one signalized midblock crossing within the project limits. Vehicular movements are controlled at the signalized intersections by traffic signal heads mounted on mast arm signal poles.

According to the City of Miami Beach (CMB), two projects overlap the limits of this FDOT project in Collins Avenue. One project is the North Shore D Neighborhood Improvement Project to replace water, sewer and install major stormwater system. The other project is the reconstruction of a segment of Collins Avenue from 69th Street to 73rd Street that is part of the city's resilience program and could go to design and construction in the next few years. Based on communication with PLEMO, CMB presented the reconstruction project to the FDOT Scoping Committee in April 2023. Since this RRR project is on a tight schedule, this scoping report was completed without the addition of the bicycle lane. The second project is the Water Main Improvements along Collins Avenue between 65th Street and 67th Street and between 69th Street and 72nd Street. Construction of the Water Main Improvements project is anticipated to be completed prior to the construction of FM 449944-1.

SR A1A/Collins Avenue within the project limits is composed of two (2) typical sections. Based on the right-of-way map, the right-of-way varies from 60 feet to 80 feet along the length of the project.

Existing Typical Section 1 (from W 63rd Street to 73rd Street): This typical section consists of a three-lane roadway with one 8-11.5-foot parking lane to face of curb, two 11-foot inside lanes, one 10-10.5-foot outside lane, type F curb and gutter, 6-10-foot concrete sidewalk on the left side, and 8-10.5-foot concrete sidewalk on the right side of the roadway.

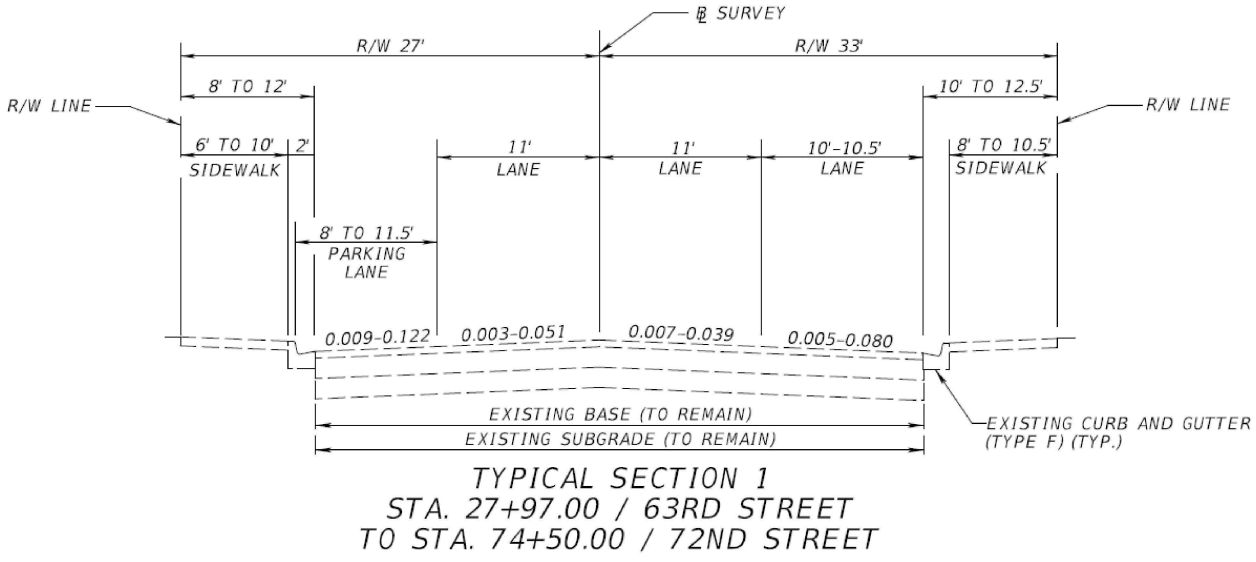
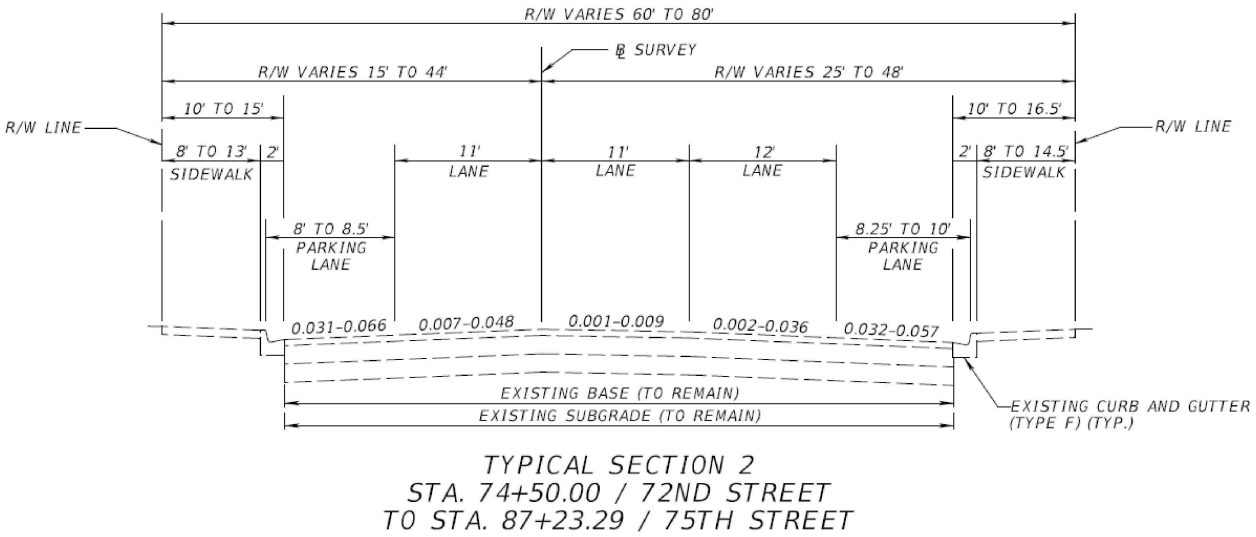


FIGURE 1-1 EXISTING TYPICAL SECTION 1

Existing Typical Section 2 (from W 73rd Street to 75th Street): This typical section consists of a three-lane roadway with 8-10-foot parking lanes to face of curb, two 11-foot inside lanes, one 12-foot outside lane, type F curb and gutter, 8-13-foot concrete sidewalk on the left side, and 8-14.5-foot concrete sidewalk on the right side of the roadway.



TYPICAL SECTION 2
STA. 74+50.00 / 72ND STREET
TO STA. 87+23.29 / 75TH STREET

FIGURE 1-2 EXISTING TYPICAL SECTION 2

1.3 Project Type Determination

The segment of SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street was identified as a candidate for resurfacing by the Department of Transportation as part of the Resurfacing, Restoration and Rehabilitation (RRR) project with FM No. 449944-1. This report was created for the Department's planning strategies.

1.4 Adjacent Projects

Previous projects

Based on the data collected from the FDOT archives, the following previous projects were identified within or adjacent to the project limits. Refer to Appendix E.

- FPID 249962-1-52-01 (FY 1998) SR A1A & SR 907 (*) 5th Street to 97th Street. This is a traffic signal update project by FDOT.
- FPID 250029-1-52-01 (FY 2008) SR A1A/5th Street, SR 907/Alton Road Collins Avenue. This is a landscaping project by FDOT.
- FPID 424579-1-52-01 (FY 2010, completed 2011) SR A1A/Collins Avenue from W 63rd Street to 75th Street. This is resurfacing project by FDOT.

- FPID 440170-1-52-01 (FY 2019) SR A1A/Collins Avenue Signalized Intersection Lighting from 18th Street to 65th Street. This is a lighting project by FDOT.
- FPID 440171-1-52-01 (FY 2019) SR A1A/Collins Avenue Signalized Intersection Lighting from 67th Street to Harbour Way West. This is a lighting project by FDOT.

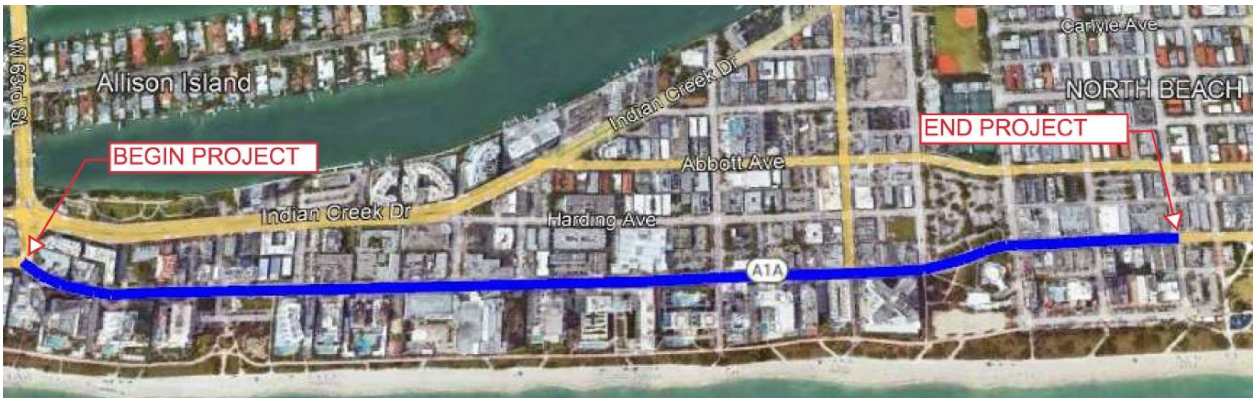
Programmed Projects

Based on FDOT Five-Year Work Program (2023-2027), the following programmed project have been identified within or adjacent to the project limits.

- FPID 430813-2-52-01 (FY 2023) SR A1A/Collins Ave and Indian Creek Dr from 5800 Block to SR 907/W 63 Street. This is a resurfacing - ride only project by FDOT.
- FPID 443902-1-52-01 (FY 2023) SR A1A/Collins Ave from North of 26 Street to 44 Street/Indian Creek Dr. This is a resurfacing project by FDOT.
- FPID 434773-3-12-01 (FY UNK) SR A1A/Collins Ave Multimodal Corridor Study from 41st Street to W 63rd Street. This is a planning project by FDOT.
- FPID 443926-1-52-01 (FY 2026) SR 934/71 Street from Bay Drive East to Collins Avenue. This is a resurfacing - ride only project by FDOT.
- FPID 448990-1-52-01 SR A1A/Collins Avenue from 500' south of 65 Street to 89th Street. Install a signalized midblock pedestrian crossing SR A1A / Collins Avenue from south of Allison Park to 65 St. This is a traffic operations improvement project by FDOT.

1.5 Project Location Map

The project is in the City of Miami Beach, Miami-Dade County. The project limits are along SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street (8.640-9.782). The Project Location Map is shown in Figure 1-3.



1.6 Field Review

Field reviews were conducted in November 2022 for this Scoping Report based on the District 6 Field Review Checklists. HBC Engineering formed a multi-disciplinary team to conduct a field scoping review. Team members familiarized themselves with existing site conditions while inspecting the facility for physical, operational and safety deficiencies. Potential improvements were discussed to resolve these deficiencies, which formed a preliminary scope for the project. Recommended improvements addressed topics such as pedestrian facilities, signing and pavement markings, and pedestrian control signals. Photos documenting these field reviews are included in each section where they are described.

1.7 Office Review

The office reviews included the review of documents provided by the D6 including the following:

- Existing traffic volumes
- Straight-Line Diagram (SLD) (APPENDIX B-1)
- Aerial Photography, dated 2022
- Right of Way Maps (APPENDIX C)
- Pavement Evaluation Condition Forecast Plan 2020-2025, Resilient Modulus (MR) Recommendation Memo, and 18-KIP Equivalent Single Axle Load (ESAL) Report (APPENDIX D)
- As-Built and Design Plans from adjacent projects (APPENDIX E)

2 Existing Conditions

The existing conditions were evaluated, and deficiencies were identified through office and field reviews performed as part of the study. Design elements were evaluated for compliance with FDOT requirements. SR A1A/Collins Avenue within the study limits is a three-lane undivided facility classified as an Urban Principal Arterial Other with a design speed of 45 mph and posted speed of 30 mph. Table 2-10 summarizes the evaluation of the corridor design elements for criteria compliance.

2.1 Design Criteria

2.1.1 Existing Pavement

2.1.1.1 Pavement History

The pavement design from the previous project is listed below.

FPID 424579-1-52-01 (FY 2010, Completed 2011) (MP 8.658 to MP 9.778 along SR A1A/Collins Ave from W 63 Street to 75 Street)

- Mill Existing Pavement (2” Depth)

- Resurfacing
  - Type SP Structural Course (Traffic C) (1")
  - Friction Course FC-9.5 (Traffic C) (1") (Rubber)
- Widening
  - Optional Base Group 11
  - Type SP Structural Courser (Traffic C) (3")
  - Friction Course FC-9.5 (Traffic C) (1") (Rubber)

Assume milling and resurfacing 2.5 inches for the purpose of this scoping report. Milling recommendation is to be provided by the FDOT State Materials Office.

2.1.1.2 Existing Pavement Condition

After conducting a field review on the pavement condition (PC), surface deteriorations were encountered, such as minor cracking, utility cuts, and pavement depression around manholes and valves. The pavement condition was reviewed in the Pavement Condition Survey (PCS) Ratings by State Materials Office (SMO) 2022. According to the PCS, the survey resulted in a ride evaluation of 4.6 with no projection. The cracking evaluation resulted in 6.5 with no projection. The rutting evaluation resulted in 8.0 with no project. The existing pavement will be 15 years by 2027. Refer to Appendix D-1. Figure 2-1 illustrates samples of the surface deteriorations encountered during the field review.

Figure 2-1 EXISTING PAVEMENT CONDITION
(1-2. CRACKING, 3. DEPRESSION, 4. UTILITY CUT)

2.1.1.3 Ground-Penetrating Radar

The Ground-Penetrating Radar (GPR) Test for this project was completed in January 2023. The average asphalt thickness of Lane 1 is 2.49 inches, Lane 2 is 2.27 inches, and Lane 3 is 2.59 inches. See Appendix D-4.

2.1.2 Design Control

2.1.2.1 Highway Functional Classification

SR A1A/Collins Avenue is classified as an Urban Principal Arterial Other and part of the State Highway System (SHS).

2.1.2.2 Context Classification

The context classification is C6-Urban Core from SR 907/W 63rd Street to 71st Street and C5-Urban Center from 71st Street to 75th Street. Context classification is based on the FDOT Roadway Characteristic Inventory (RCI), the FDOT Transportation Data Analytics ArcGIS Online Feature Layers as of February 2023 (https://fdot.maps.arcgis.com), and PLCC in Appendix K.

2.1.2.3 Design Speed, Posted Speed, and Target Speed

According to the FDOT Transportation Data Analytics ArcGIS Online Feature Layers February 2023 (https://fdot.maps.arcgis.com), as-built FPID's 424579-1-52-01, and field review, the design speed is 45 mph, and the existing posted speed is 30 mph. HBC Engineering Company performed the initial Target Speed Study for this corridor to determine an appropriate target speed for design purposes. Considerations in this study include the geometric characteristics of the roadway, traffic operations, multi-modal considerations, and safety. According to the FDM, target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users. Determine appropriate Target Speed for all non-limited access projects where a Design Speed is also required. The initial Target Speed Study recommends a target speed and posted speed of 25 mph. The study was provided to the Traffic Operations Office (TOPS) for approval. The study is in Appendix K. The final target speed will have to be determined during the final design phase of the project. Based on the FDM, the Target Speed must be established by a team that includes, but is not limited to, Design, Traffic Operations, Safety, Planning, and Program Management offices. Similarly, the District Design Engineer (DDE) and the District Traffic Operations Engineer (DTOE) jointly approve the selected Design and Posted Speeds. This approval is a declaration that the Posted Speed will not exceed the selected Design Speed. This is to be documented in the Typical Section Package during the design phase.

2.1.2.4 Traffic Volume and Design Year

The 18-kip/ESAL Report for this project was completed in December 2022 and is attached in Appendix D-3. Two (2) traffic count stations are present within the project limits. Station 87-2541 is representative of traffic from W 63rd Street to 71st Street (8.640 to 9.439) and station 87-0525 is representative of traffic from 71st Street to 75th Street (9.439 to 9.782).

According to the 18-KIP ESAL Report, the estimated AADT for the 2047 design year is 24,700 with a truck factor of 6.10% from W 63rd Street to 75 Street and 28,496 with a truck factor of 6.10% from 71 Street to 75 Street.

2.1.3 Lane Width

Based on field observation and review of the previous project plans with FPID's 424579-1-52-01, the width of the existing two inside travel lanes is 11 feet from W 63rd Street to 75th Street. The outside travel lane ranges from 10 feet to 10.5 feet from W 63rd Street to 72nd Street and is 12 feet from 72nd Street to 75th Street. The width of existing left turn lanes is 10 feet. The width of the inside parking lanes from W 63rd Street to 72nd Street ranges from 8 feet to 11.5'. The width of the parking lanes from 72nd Street to 75th Street varies as follows: the inside parking lane ranges from 8 feet to 8.5 feet and the outside parking lane ranges from 8.25 feet to 10 feet. Parking lanes meet the minimum width of 8 feet to the face of curb per FDOT Standard Plans. Based on the current lane configuration, the width of the outside travel lane from W 63rd Street to 72nd Street and the left turn lanes do not meet the criteria for a minimum lane width of 11 feet for context classification C6 and current design speed of 45 mph. A Design Variation for Lane Width is required.

2.1.4 Median and Traffic Separators – N/A

2.1.5 Channelization Islands – N/A

2.1.6 Refuge Islands – N/A

2.1.7 Shoulders – N/A

2.1.8 Curbed Roadways

Type F curb and gutter are located on the outside edge of pavement on both sides of the roadway.

2.1.9 Roadside Slopes – N/A

2.1.10 Roadway Cross Slope

The existing cross slopes will be documented by the Design Survey scheduled to be completed after the submittal of this Scoping Report. Based on the plans from the previous resurfacing projects with FPID's 424579-1-52-01, the existing cross slope of the two inside travel lanes ranges between 0.001 to 0.051. The cross slope of the outside travel lane ranges between 0.002 to 0.080. The FDOT Design Manual states: "Resurfaced pavement and shoulder cross slopes should meet new construction criteria. When cross slope correction is not practical, documentation in the design file is required. Existing curbed roadways originally constructed with a parabolic crown section may be resurfaced using a series of tangents with a cross slope range from 0.015 to 0.05. The District Design Handbook states: "cross slope correction should be included in the scope of work only when historical crash data can be directly attributed to the deficient cross slope and the cross-slope correction can be practically constructed without extreme constraints or impacts." At the time of this report submittal, the

District Traffic Operations Office has not identified a significant crash pattern directly related to substandard cross slopes within the project limits. The Designer is responsible for reviewing the design survey and the most recent five-year crash data and coordinate with the District Traffic Operations Office to determine if there is a historical crash pattern directly attributed to the deficient cross slopes. Otherwise, a Design Variation for Cross Slope is necessary.

2.1.11 Border Width

The existing border width ranges between 8 feet to 12 feet on the west side of the road and between 10 feet to 12.5 feet on the east side of the road from W 63rd Street to 72nd Street. Similarly, the existing border width ranges between 10 feet to 15 feet on the west side of the road and between 10 feet to 16.5 feet on the east side of the road from 72nd Street to 75th Street. According to FDM criteria, on existing roadways where right of way cannot be acquired or where the decision has been made to simply maintain and preserve the facility, the absolute minimum border under these conditions is 8 feet. Therefore, a Design Variation for Border Width is not required.

2.1.12 Horizontal Alignment

There are five (5) horizontal curves and one (1) deflection angle in the alignment within the project limits. Alignment information is based on a review of the as built plans with FPID 424579-1-52-01 and the Straight-Line Diagram. According to the as built plans, the radius of the three horizontal curves just east of W 63rd Street does not meet the minimum radius for evaluation of existing horizontal curves of 637 feet per the FDM for RRR projects with maximum superelevation rate of 5% and design speed of 45 mph. Furthermore, the curve length of these three horizontal curves does not meet the minimum horizontal curve length of 400 feet.
The maximum deflection in the alignment without a horizontal curve south of 69 Street does not exceed 1 degree and meets FDM criteria for a design speed of 45 mph. A topographic survey is not currently available. There is no curve data available at this time for the other two horizontal curves between 72nd Street and 73rd Street. However, based on the as-built plans, it seems that these two horizontal curves do not meet the minimum curve length of 400 feet. The horizontal information is summarized in Tables 2-1 and 2-2.

TABLE 2-1 DEFLECTION IN ALIGNMENT

PI. #	Design Speed (mph)	Station (CL Const. SR 953)	Deflection Through Intersection	Meets Maximum Deflection of 1°
PI 1	45	60+70.76	00°43'42" LT	Yes

Data was obtained from FPID 424579-1-52-01 (Appendix E)

TABLE 2-2 HORIZONTAL CURVE DATA

Curve No.	Station Limits	Design Speed (MPH)	Radius (ft)	Length (ft)	Degrees	Meet requirement
1	PC Sta. 26+68.48; PT Sta. 28+42.68	45	218.20	174.20	26° 15' 30" (RT)	No
2	PC Sta. 28+42.68; PT Sta. 29+20.44	45	152.40	77.76	37° 35' 44" (LT)	No
3	PC Sta. 31+89.73; PT Sta. 33+47.05	45	558.70	157.32	10° 15' 19" (LT)	No

**Data obtained from FPID 424579-1-52-01 (Appendix E)*

2.1.13 Superelevation

There is no superelevation information found in the as-built plans. Based on field observations, existing horizontal curves appear to be superelevated. The Designer is responsible for reviewing the Design Survey to evaluate compliance of the existing horizontal curves.

2.1.14 Vertical Alignment

2.1.14.1 Vertical Curvature

Based on previous project plans with FPID 424579-1-52-01, no sag or crest vertical curves have been identified within the project limits. Topographic survey is not available at this time. The Designer is responsible for reviewing the Design Survey to evaluate the compliance of the existing vertical curves.

2.1.14.2 Vertical Grades

Based on previous project plans with FPID 424579-1-52-01, the longitudinal grades along the corridor are not available. Topographic survey is not available at this time. The Designer is responsible for reviewing the Design Survey to evaluate the compliance of the existing vertical grades.

2.1.14.3 Vertical Clearances

All signalized intersections within the project limits have mast-arms installations. Existing aboveground utilities cross the corridor at 73rd Street. The precise existing vertical clearances are unknown at this time and will be documented by the Design Survey. The Designer is responsible for reviewing the Design Survey to evaluate compliance of the existing vertical clearance.

2.1.14.4 Stopping Sight Distance

At the time of this report survey data was not available. The FDM indicates that the Stopping Sight distance is applicable on all highways. The Designer is responsible for reviewing the

Design Survey to evaluate compliance. Within the project limits there are also intersections, where the Intersection Sight Distance needs to be reviewed. Intersection Sight Distance is described in Section 2.1.18 of this report.

2.1.15 Intersections

This RRR scoping report does not include an evaluation of existing intersections to determine if a Traffic Engineering Study is required. There are nine signalized intersections and one signalized midblock crossing within the project limits.

2.1.16 Lane Tapers and Deceleration Length

Turning lanes are present within the project limits. Based on as-built plans, turning lanes meet the 50-foot single lane minimum criteria for taper length except for the painted taper of the northbound left turn at 69 Street. Turning lanes meet the 85 feet clearance distance and minimum deceleration length of 185 feet for the design speed of 45 mph. The Designer is responsible for reviewing the existing geometry once survey information is available to determine compliance of the existing taper lengths, deceleration lengths, and storage lengths.

2.1.17 Lateral Offset and Control Zone

Existing roadside objects within the project limits include light poles, single column signs, bus benches, landscape, and aboveground utilities. According to FDOT RRR criteria for curbed roadway, the lateral offset for light poles, signal equipment, and trees is 1.5 feet. The lateral offset to single and multi-column sign panels is 2 feet, and the lateral offset to aboveground utilities is 4 feet. Control Zones apply only to RRR projects and do not include aboveground utilities. Control Zones are high-risk areas where roadway departures occur with greater frequency resulting in increased risk of impact with roadside hazards. To address this condition, lateral offset requirements in Control Zones are to be based on new construction criteria. Based on the field review, the roadside object that does not meet the minimum lateral offset is shown in Table 2-3. At the time of this submittal, the District Traffic Operations Office has not documented a significant crash history at specific roadside objects. In general, the Designer shall evaluate crash data to determine whether any of the roadside objects with substandard lateral offset has any history of impacts. A Design Variation for Lateral Offset is required for existing features to remain.

TABLE 2-3 LATERAL OFFSET DEFICIENCIES

Station	Hazard Element	Lateral Offset (in)	Side	Within Control Zone	Meets Control Zone Criteria	Meets Lateral Offset Criteria*
37+00	Fire Hydrant	11	RT	No	N/A	No
45+15	Next Signal Sign	20	RT	No	N/A	No

Station	Hazard Element	Lateral Offset (in)	Side	Within Control Zone	Meets Control Zone Criteria	Meets Lateral Offset Criteria*
78+95	Elect Wood Pole	14	LT	Yes	No	No

** The Designer is responsible for reviewing the existing geometry once survey information is available.*

2.1.18 Intersection Sight Distance

Clear sight triangles were evaluated at the intersections within the project limits. Information from signal plans (ID No. 2689, 2690, 2691, 2693, 2694, 2695, 3770, and 6939) indicates that the signals are placed on two-way flashing operations. The signal plans for 71th Street and 72nd Street do not indicate two-way flashing operations.

Based on field observations and an office review, intersection sight distance obstructions were identified at intersections. Sight triangle obstructions that are present along the corridor include building, palms, light poles, and parking lanes. At the time of this Scoping Report, the District Traffic Operations Office has not documented any specific locations where a significant crash history is directly related to the existing sight triangle obstructions. The Designer is responsible for reviewing the intersection sight triangles. A Design Variation for Clear Sight Triangles is required for existing obstructions to remain within the sight triangles. Tree trimming is considered by FDOT a maintenance item. Plan exhibits show the locations where clear sight triangles are substandard. Obstructions within sight triangles are summarized in Table 2-4.

TABLE 2-4 SUMMARY OF INTERSECTION SIGHT TRIANGLE OBSTRUCTIONS

Intersection	Turning Movements Obstructed	Location	Existing Obstruction within Limit of Clear Sight Window	Meet Standards
63 Street	EB to NB Left Turn	SW Corner	Landscape, building	No
65 Street	EB to NB Left Turn	SW Corner	Palms, light pole	No
67 Street	EB to NB Left Turn	SW Corner	Building, parking lane	No
69 Street	EB to NB Left Turn	SW Corner	Palms, parking lane	No
	WB to NB Right Turn	SE Corner	Palms, bus shelter	No
71 Street	EB to NB Left Turn	SW Corner	Building	No
	WB to NB Right Turn	SE Corner	Building, palms	No
72 Street	EB to NB Left Turn	SW Corner	Building, parking lane	No
73 Street	WB to NB Right Turn	SE Corner	Palms	No
75 Street	EB to NB Left Turn	SW Corner	Palms, parking lane	No
	WB to NB Right Turn	SE Corner	Palms, parking lane	No

2.1.19 Driveways

Based on field observations, existing driveways are of the urban flared connection type through the sidewalk. Several driveways along the corridor do not meet the four feet minimum crossing width for sidewalks. However, according to the FDM, for RRR projects, unaltered driveways that are not in compliance with the new construction criteria, Standard Plans, or ADA requirements are not required to be reconstructed.

However, According to PLEMO Pedestrian and Bicycle Coordinator, there is a complaint of excessive sidewalk cross slope at the driveway to the Hilton Hotel (6261 Collins Ave), located immediately south of and adjacent to W 63 Street. Because this corridor is in Miami Beach (a major tourist destination) and is also adjacent to the beach (a pedestrian traffic generator), reconstruction of substandard driveways along the corridor should be considered to improve accessibly and safety. However, this driveway is outside the project limits.

2.1.20 Drainage

Existing drainage conditions along the project limits consist of a closed system with curb inlets as collection points for storm water surface runoff. During the field visit, some issues were observed that should be addressed.

PLEMO considers the following issues to be maintenance items: The face of the inlet top located at station 28+05 RT is damaged. The ditch bottom inlet located into the sidewalk at station 34+60 LT represents a safety hazard for pedestrians. Standing water was observed in segments of depressed concrete gutters and curb ramps. Reconstruction of existing curb and gutter segments and regrade of existing curb and gutters at intersection returns is recommended to ensure storm water surface runoff drains to the nearest inlet. This is the case for the northwest quadrant of 72nd Street and the northwest quadrant of 71st Street.

This Scoping Report does not include an evaluation of the hydraulic, safety and physical adequacies of the existing drainage system. At the time of this report, the District Maintenance Office identified some sidewalk trip hazards and potholes in the asphalt pavement. According to the FDOT Drainage Office, it received five complaints in 2020 related to potholes or pavement maintenance that were repaired; but has some notes in the records indicating that the solution appears to be temporary. Additionally, the Drainage Office reported the following concerns:

1. 6767 Collins Ave. Trench drain in front of the Sterling Hotel is often clogged. (The clean out is a maintenance item).
2. 6771 Collins Ave. Sinkhole in the pavement. The hole is continuing to deteriorate and is becoming a traffic hazard. The location is 6771 Collins Avenue east travel lane. The sinkhole is immediately next to the North end of the trench drain located in front of the Sterling hotel. See Appendix L Drainage Concerns for pictures and documentation. (This repair is a maintenance item. However, this sinkhole was not found during the field review).
3. 69th St and Collins Ave. Sinkhole temporarily repaired by City of Miami Beach. Located 9 ft in front of SW corner. The sinkhole does not seem to be immediately over any drainage pipe or next to a drainage structure. (This repair is a maintenance item).

4. Collins Ave from Indian Creek Dr to 6322. Asphalt issues apparently not related to drainage since the repair was not over the drainage system. However, on 6322 (LT sidewalk), there is a deep well next to the limits of this repair. Recommend reviewing any conflict or damage during the repair. (This repair is a maintenance item).
5. 6300 Collins Ave. Sinkhole located 4 ft north of drainage structure (curb inlet P-3). Sinkhole was repaired in May 2022, but it is recommended to video inspect the drainage structure. (This repair is a maintenance item).

For additional information see Appendix L Drainage Concerns. Drainage-Maintenance related items are listed in Table 2-5.

TABLE 2-5 DRAINAGE CONCERNS

No.	Station/Side	DEFICIENCY – FIELD REVIEW
1	28+05 RT	Damage to the face of the inlet top – Maintenance Item.
2	34+60 LT	Ditch bottom inlet in the sidewalk – Other Improvements.
3	61+00 LT	Standing water in depressed concrete gutter – Maintenance Item.
4	70+20 LT	Standing water on the curb ramp – Maintenance Item.
5	71+70 RT	Standing water in depressed concrete gutter – Maintenance Item.
6	74+05 LT	Standing water on the curb ramp – Maintenance Item.
7	86+85 RT	Standing water on the curb ramp – Maintenance Item.
8	87+15 RT	Standing water at inlet – Maintenance Item.

2.1.21 Pedestrian, Bicyclists, and Transit Facilities

2.1.21.1 Sidewalk

There are decorative concrete sidewalks throughout the project. The width of the existing concrete sidewalk ranges from 6 feet to 10.5 feet from W 63rd Steet to 72nd Street and from 8 feet to 14.5 feet from 73rd Street to 75th Street. All sidewalks within the project limit should have the Miami Beach red color. The Designer needs to coordinate with the city for color specifications. According to the FDM, for RRR projects, unaltered sidewalks with a width of four feet or greater may be retained within any context classification. During the field review, cracking, ADA/pedestrians issues/tripping hazards, and substandard clear width were noted. FDOT considers repairing damaged sidewalks to be a maintenance item.

The existing ditch bottom inlet at station 34+60 LT appears to be Type F and is encroaching onto the sidewalk posing a safety hazard for pedestrians. If an ADA-approved grate is not available, suggest modifying the top of the existing ditch bottom inlet to offset the grate away from the sidewalk.

Existing planters with missing trees or damaged Addapave surface treatment (tree pit walking surface) are tripping/safety hazards. According to communication with the City of Miami

Beach Department of Public Works, planters will be addressed in the spring of FY2023 as part of a palm tree restoration project.

Some of the existing street furniture such as tables, seats and umbrellas obstruct the horizontal/vertical clearance of FDOT sidewalks. The City of Miami Beach Department of Public Works indicated that the city is in the process to standardize the pedestrian access and sidewalk space occupied by concessions.

The existing tree line at 6801 Collins Avenue has made the path a zigzag route, forcing wheelchair and walker users to maneuver back and forth through the changing route. The City of Miami Beach Department of Public Works indicated that the alignment of the tree location is the result of an approved plan and a development agreement between the adjacent property owner (who maintains this area) and the City. The City is willing to address this condition with FDOT and the property owner to create a wider and better pedestrian path. However, this type of coordination is outside of the scope of this scoping report.

There are locations that do not meet the criteria for clear width of sidewalk and are summarized in Table 2-6. Unobstructed sidewalk width is less than 4 feet in several planters. Where feasible, objects obstructing clear paths on sidewalks should be relocated to meet FDM/ADA requirements. A Design Variation for Unobstructed Sidewalk Width is required for new features.

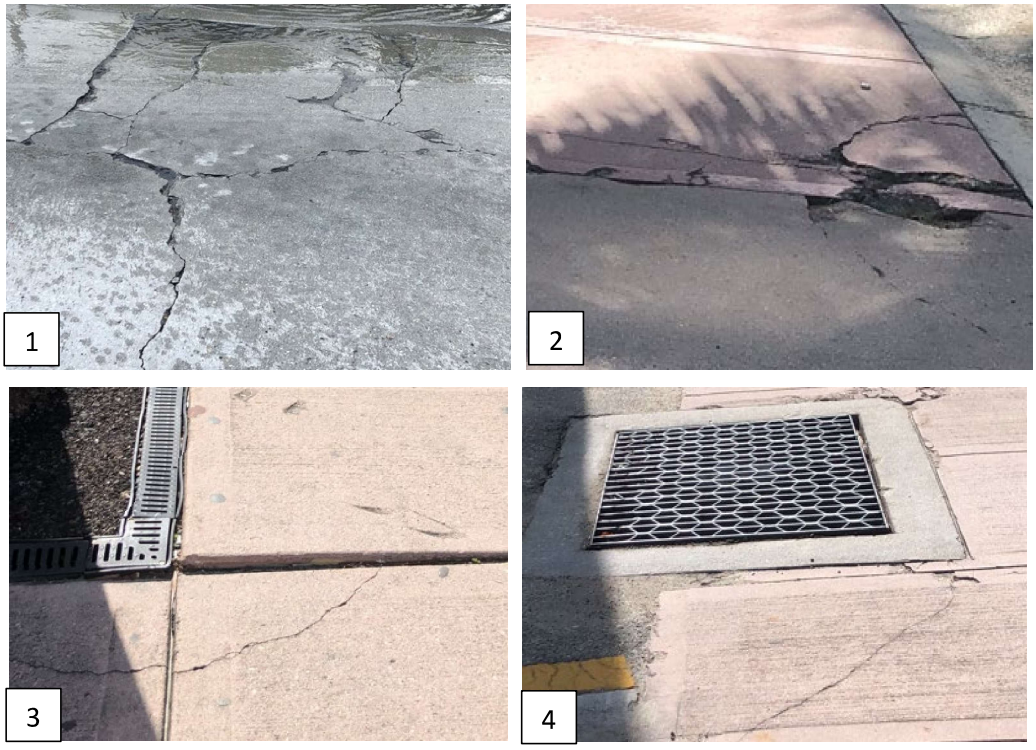


Figure 2-2 SIDEWALK DEFICIENCIES
(1-2. CRACKING, 3. TRIP HAZARD, 4. NON-ADA GRATE)

TABLE 2-6 SUBSTANDARD CLEAR WIDTH OF SIDEWALK

No.	Station/Side	Clear Width of Sidewalk (inches)	Meet FDOT Standard 48 inches	Features
1	33+50/LT	41	No	Planter
2	34+58/RT	44	No	Planter
3	35+50/RT	44	No	Planter
4	35+90/RT	44	No	Planter
5	36+20/RT	44	No	Planter
6	41+35/RT	39	No	Planter
7	45+25/RT	44	No	Planter
8	45+55/RT	44	No	Planter
9	45+85/RT	44	No	Planter
10	46+75/RT	44	No	Planter
11	47+20/RT	44	No	Planter
12	50+70/RT	44	No	Planter
13	51+10/RT	44	No	Planter
14	52+85/RT	44	No	Planter
15	54+70/RT	44	No	Planter
16	55+10/RT	44	No	Planter
17	87+18/LT	33	No	Mast Arm Pole

2.1.21.2 Curb Ramps and Detectable Warnings

Pedestrian ramps are present at all intersections. The following deficiencies were noted during the field visit: missing/damaged detectable warnings, substandard slopes, and damaged concrete slabs. Appendix H comprises an inventory of the existing conditions of all pedestrian ramps. Table 2-7 presents the deficiencies of curb ramps.

TABLE 2-7 PEDESTRIAN RAMP DEFICIENCIES

No.	Location	Meet FDOT Standard	Features
1	W 63rd St SE corner	No	Substandard curb ramp.
2	W 63rd St SE corner	No	Substandard curb ramp.
3	67th St SW corner	No	Replace detectable warning.

No.	Location	Meet FDOT Standard	Features
4	69th St SW corner	No	Transition > than 8.33%, at 10.15 %.
5	69th St NW corner	No	Missing detectable warning.
6	71st St NW corner	No	Replace detectable warning.
7	71st St NE corner	No	Replace detectable warning.
8	72nd St SW corner to cross west leg	No	Replace detectable warning. Do not have min 4' full curb height separation between ramps.
9	72nd St NE corner	No	Replace detectable warning.
10	72nd St NW corner	No	Replace detectable warning. Standing water at ramp.
11	73rd St SE corner to cross east leg	No	Replace detectable warning.
12	73rd St NE corner	No	Replace detectable warning.
13	74th St SW corner	No	Missing detectable warning.
14	74th St NW corner	No	Replace detectable warning.
15	74th St SE corner	No	Missing detectable warning.
16	75th St SE corner to cross south leg	No	Replace detectable warning.
17	75th St SE corner to cross east leg	No	Replace detectable warning.
18	75th St NW corner	No	Substandard ramp.

2.1.21.3 Crosswalks

Existing textured asphalt crosswalks are present at signalized intersections, except for W 63rd Street, which has painted crosswalks. Special emphasis crosswalk markings are not included at the W 63rd Street intersection; however, these are proposed by FPID 430813-2-52-01. There are special emphasis crosswalk markings in the signalized midblock crossing just south of 69th Street. According to the FDM Chapter for Pedestrian Facilities, special emphasis markings are required for all marked crosswalks at signalized intersections. PLEMO Bicycle and Pedestrian Coordinator recommended the following improvements, which have been forwarded to FDOT Traffic Operations Office to be considered as part of the FDOT Safety Review:

- Examine feasibility of installing missing crosswalks at: W 63rd Street (north leg), 65th Street (north leg), 71st Street (north leg), and 72nd Street (north leg). This recommendation was forwarded to FDOT Traffic Operations Office and included in the FDOT Safety Review. (See Appendix A).

- Coordinate with FDOT Traffic Operations Office to investigate significant corridor gaps for pedestrian crossing opportunities from W 63rd Street to 65th Street (1,400 feet) and from 65th Street to 67th Street (800 feet). This recommendation was forwarded to FDOT Traffic Operations Office to be considered as part of the FDOT Safety Review. ERC reviewer on behalf of PLEMO recommended a new midblock between 65th Street and 69th Street (900 feet south of 69th Street). According to the Traffic Operations Office, the FDOT RRR Safety Review will be updated to include studies recommending midblock crossings when funding becomes available.

ERC reviewer on behalf of PLEMO recommended raising the existing midblock crossing south of 69th Street.

2.1.22 Pedestrian Control Signals

Based on our field observation, some signalized intersections do not have pedestrian signal heads, pedestrian detector assemblies, and detectors signs. There are crosswalks with pedestrian detector assemblies and detectors signs that are not parallel to the direction of the crossing. Miami-Dade County's preference is to provide pedestrian detectors assemblies with actuation for all existing crosswalks including minor streets. PLEMO Pedestrian and Bicycle Coordinator recommended providing full pedestrian actuation for all crosswalks. However, this improvement is not an RRR improvement. According to FDM, when providing pedestrian facilities, include provisions (e.g., conduit, conductors, signal cables) necessary for future use of Accessible Pedestrian Signal (APS) devices at all new and reconstructed signalized intersections and signalized midblock crossing locations. Based on coordination with the Traffic Operation Pedestrian and Bicycle Coordinator, provisions (conduit, signal cables) necessary for future use of Accessible Pedestrian Signal (APS) devices will be provided when upgrades or replacements are made to pedestrian control signals. However, the deficiencies for RRR projects are summarized in Table 2-8.

TABLE 2-8 PEDESTRIAN SIGNAL ASSEMBLY DEFICIENCIES

Cross Street	Intersection Leg	Countdown Pedestrian Signals Type	Standard Pedestrian Detectors	Standard Detector Sign	Meet FDOT Standard
W 63rd St	N (no crossing)	N/A	N/A	N/A	N/A
	E (no crossing)	N/A	N/A	N/A	N/A
	W	Yes	None	None	No

Cross Street	Intersection Leg	Countdown Pedestrian Signals Type	Standard Pedestrian Detectors	Standard Detector Sign	Meet FDOT Standard
	S	Yes	Yes (not parallel to crossing)	Yes (not parallel to crossing)	No
65th St	N (no crossing)	N/A	N/A	N/A	N/A
	E (no crossing)	N/A	N/A	N/A	N/A
	W	Yes	None	None	No
	S	Yes	Yes (not parallel to crossing)	Yes (not parallel to crossing)	No
67th St	N	Yes	Yes (not parallel to crossing). Pedestrian signal pedestal is located on the sloped transition ramp	Yes (not parallel to crossing)	No
	E (no crossing)	N/A	N/A	N/A	N/A
	W	Yes	None	None	No
	S	Yes	Yes (not parallel to crossing)	Yes (not parallel to crossing)	No
Midblock	N	Yes	Yes (not parallel to crossing)	Yes (not parallel to crossing)	No
69th St	N	Yes	Yes	Yes (replace NW sign, not parallel to crossing)	No
	E	No	None	None	No
	W	Yes	None	None	No
	S	Yes	Yes (not parallel to crossing)	Yes (not parallel to crossing)	No

Cross Street	Intersection Leg	Countdown Pedestrian Signals Type	Standard Pedestrian Detectors	Standard Detector Sign	Meet FDOT Standard
71st St	N (no crossing)	N/A	N/A	N/A	N/A
	S	Yes	None (SE corner). Substandard (SW corner)	None	No
	E	Yes	None	None	No
	W	Yes	Yes (NW corner not parallel). None (SW corner)	Yes (NW corner only and not parallel to crossing)	No
72nd St	N (no crossing)	N/A	N/A	N/A	N/A
	S	Yes	None	None	No
	E (no crossing)	N/A	N/A	N/A	N/A
	W	Yes	None	None	No
73rd St	N	Yes	None	None	No
	E	Yes	None	None	No
	W	Yes	None	None	No
	S	Yes	None	None	No
74th St	N	Yes	None	None	No
	E	Yes	None	None	No
	W	Yes	None	None	No
	S	Yes	None	None	No
75th St	N	Yes	None	None	No
	E	Yes	None	None	No
	W	Yes	None	None	No
	S	Yes	None	None	No

2.1.23 Bicycle Facilities

Based on our field observation, there are no bicycle lanes present within this segment of SR A1A/Collins Avenue.

The FDOT Bike Network Plan and PLEMO Bicycle and Pedestrian Coordinator indicated that there is an on-going FDOT planning study (FPID 434773-3-12-01) from 44th Street to 5875 Block on SR A1A/Collins Avenue. The planning study could include a separate cycle track on the west side of Collins Ave. Also, the planning study might recommend a bicycle lane, possibly a west-side cycle track on Collins Avenue between W 63rd Street and 120 feet south of 65th Street (Allison Park) to connect to the existing Atlantic Trail. The Atlantic Trail runs along the beach of Miami Beach.

Additionally, the PLEMO Bicycle and Pedestrian Coordinator recommended examining the potential of implementing bicycle lanes on either side of the road by reducing lane widths (parking + travel). This recommendation was forwarded to FDOT Traffic Operations Office for consideration as part of the FDOT Safety Review. The FDOT Final Safety Review proposed to develop an educational and enforcement campaign to increase awareness of pedestrian/bike safety problems.

Moreover, the installation of a bicycle lane within the project limits is restricted by the existing concrete bulb-outs, existing 8-feet parking lanes to the face of curb, sidewalk on both sides of the road, and buildings. Also, it was observed that there is no space available for keyholes adjacent to existing parking lanes and left turn lanes approaching 65th St, 69th St, and 71st St. Lane width reduction is not recommended as some parking lanes have a minimum width of 8’ to the face of curb and there are 10-to-10.5-foot travel lanes along the corridor where the minimum lane width is 11’ based on context classification.

A Sharrow lane was coordinated with the Traffic Operations Office. TOPS indicated that the concern with placing sharrows along this segment is the constant stopping of vehicles in the outside lane. If sharrows are placed in the outside lane and a delivery truck or other vehicle is parked in the outside lane, bicyclists would be forced to ride in the middle lane or on the sidewalk. The preference would be not to place the sharrows unless the CMB is willing to provide parking elsewhere away from the state road.

CMB was contacted to see if it was in favor of eliminating on-street parking on Collins Avenue to install a bicycle lane or install sharrows in this project. On April 14, 2023, CMB presented to the FDOT Scoping Committee the addition of a bicycle lane for this project. A bicycle lane would require the elimination of approximately 75 on-street parking spaces on Collins Avenue. The FDOT Scoping Committee extended the schedule of FM 449944-1 by six months for the City of Miami Beach Commission to pass a resolution in support of the bicycle lane before it can be programmed under FM 449944-1. The city commission met on September 13, 2023 and decided to refer this issue to the Public Safety and Neighborhood Quality of Life Committee for further consultation. Since this RRR project is on a tight schedule, this scoping report was completed without the addition of a bicycle lane.

The Bicycle Pedestrian Master Plan of CMB identifies a protected bicycle lane as part of the “filling in the gaps strategy” (miami-beach-bicycle-pedestrian-master-plan-draft-report.pdf

(miamibeachfl.gov). The city's 20-year plan envisions a network of protected bicycle lanes and the installation of additional short-term bicycle parking spaces along Collins Avenue. However, there is not sufficient right-of-way to accommodate a bicycle lane under this RRR project without impacting existing bulb-outs, drainage, and parking spaces. Additionally, there are currently no specific studies available to support the inclusion of bike lanes throughout the project. This segment of Collins Avenue meets the FDM requirements for shared lanes (sharrows). However, FDOT Traffic Operations Office recommended not to install sharrows due to the constant stopping of vehicles in the outside lanes, unless CMB is willing to provide parking elsewhere away from the state road. Refer to Appendix I Correspondence. Currently, a Design Variation for Bicycle Facilities is needed for this project.

2.1.24 Transit Facilities

There are a total of five (5) bus stops serving Miami-Dade Transit Metrobus Route 115 and the Miami Beach trolley along this segment of SR A1A/Collins Avenue. All bus stops have signs and benches, and three bus stops have shelters.

2.1.25 Signing and Pavement Markings

Existing signage includes single column ground signs. Based on field observations, some existing signs are substandard. Existing sign inventory is not included in this Scoping Report. The designer is responsible for conducting a sign inventory and reviewing existing signs for compliance. Existing pavement markings are in fair to poor condition. There are no special emphasis crosswalk markings at signalized intersections. Refer to Section 3.13 for improvements.

2.1.26 Signalization

There are nine signalized intersections and one signalized midblock crossing along SR A1A/Collins Avenue within the project limits. The final plans of FPID 430813-2-52-01 FY 2022 propose the upgrade of pedestrian signals/pushbuttons, traffic controller, and microwave detection. Refer to Appendix E. Based on field observations, the existing signalization consists of traffic signal heads mounted horizontally on mast arm signal poles, except at the midblock crossing, where vertical signal heads are mounted on mast arms signal poles.

There is no video detection system and most of the signal heads are missing backplates. Upgrading loop detectors to video detection is considered by FDOT to be a non-RRR improvement. The mast arms at the intersection of 67 Street (NB) and midblock crossing have backplates. The internally illuminated street name signs are faded at W 63 Street, 65, Street, 67 Street, 69 Street, 71 Street, 73 Street, and 75 Street. Most of the existing mast arms are Miami-Dade County type, except for one FDOT mast arm at 67 Street and one at 74 Street. There is one loop at westbound 65 Street and one at northbound 67 Street. Countdown pedestrian control signals are not present at all signalized crosswalks. Some pedestrian detectors and detector signs are missing or not oriented with their faces parallel to crosswalks. ADA deficiencies have been listed under Section 2.1.22 "Pedestrian Control Signals."

Some service disconnects are mounted on wood poles and do not have meters. Miami-Dade County, Traffic Signals and Signs Division recommended upgrading the service disconnects with meters, replacing the old/corroded mast arms, and replacing cabinets due to age and corrosion. In addition, FDOT ERC requested the replacement of the mast arms with corrosion damage. See Appendix I Correspondence. However, FDOT's final decision deemed the corroded mast arms a maintenance item. The signal maintaining agency is Miami-Dade County. No Traffic Monitoring Sites were found during the field visit. Per the RRR Chapter of the FDM, the addition of signal backplates should be considered when structural modifications to mast arms or span wire systems are not required. The District Traffic Operations Office has documented signal improvements in Section 3.8 and Appendix A.

This segment of SR A1A/Collins Avenue was reviewed by the HBC Traffic Team and the following are the findings. There are nine signalized intersections and one signalized midblock crossing along SR A1A/Collins Avenue.

The overall typical section configuration of the corridor consists of one way three-lane with curb and gutter. The geometric characteristics of the ten (10) signalized locations within the project limits are as follows:

SR A1A/Collins Avenue at SR 907/63rd Street is a three-leg signalized intersection with brick paver crosswalks on the west and south legs. Pedestrian infrastructure (countdown timers, signal pedestals, and push buttons) is located on the southeast, southwest, and northwest corners of the intersection.

SR A1A/Collins Avenue at 65th Street is a three-leg signalized intersection equipped with inductive loop detection for the eastbound approach. The northbound approach includes a dedicated left turn lane. The west and south legs have brick paver crosswalks and pedestrian countdown timers. Pedestrian infrastructure (countdown timers, signal pedestals, and push buttons) is located on the southeast, southwest, and northwest corners of the intersection.

SR A1A/Collins Avenue at 67th Street is a three-leg signalized intersection equipped with inductive loop detection for the eastbound approach. All approaches have standard crosswalks. Pedestrian infrastructure (countdown timers, signal pedestals, and push buttons) is located on every corner of the intersection.

SR A1A/Collins Avenue Midblock at Carillon Miami Wellness Resort Driveway is a midblock pedestrian hybrid beacon. This location has a high emphasis crosswalk, pedestrian signal pedestals, and push buttons on both sides of the street.

SR A1A/Collins Avenue at 69th Street is a four-legged signalized intersection equipped with inductive loop detection for the eastbound approach. The northbound approach includes a dedicated left turn lane. The north, east, and west legs have brick paver crosswalks, and the south leg has a standard crosswalk. Pedestrian infrastructure (countdown timers, signal pedestals, and push buttons) is located on every corner of the intersection.

SR A1A/Collins Avenue at 71st Street is a four-legged signalized intersection with dedicated left turn lanes for the northbound and eastbound approaches. Brick paver

crosswalks exist along the east, west, and south legs. Pedestrian infrastructure (countdown timers, signal pedestals, and push buttons) is located on every corner of the intersection.

SR A1A/Collins Avenue at 72nd Street is a three-leg signalized intersection equipped with brick paver crosswalks along the west and south legs. Pedestrian infrastructure (countdown timers and signal pedestals) is located on the southeast, southwest, and northwest corners of the intersection. There are green colored bike lanes on both sides of the street along the eastbound approach.

SR A1A/Collins Avenue at 73rd Street is a four-legged signalized intersection equipped with brick paver crosswalks on all approaches. Pedestrian infrastructure (countdown timers and signal pedestals) is located on every corner of the intersection.

SR A1A/Collins Avenue at 74th Street is a four-legged signalized intersection equipped with brick paver crosswalks on all approaches. Pedestrian infrastructure (countdown timers and signal pedestals) is located on every corner of the intersection.

SR A1A/Collins Avenue at 75th Street is a four-legged signalized intersection equipped with brick paver crosswalks on all approaches. Pedestrian infrastructure (countdown timers and signal pedestals) is located on every corner of the intersection.

The Crash Analysis Reporting System (CARS) data between 2017 and 2019 revealed that 492 crashes occurred during this three-year interval with a yearly breakdown of 176, 174, and 142 crashes, in 2017, 2018, and 2019, respectively. The most predominant crashes in the segment were sideswipe (208 crashes) with 42.3%, rear end (115 crashes) with 23.4%, and parked-vehicle (67 crashes) with 13.6%. There were sixteen (16) pedestrian crashes and seven (7) bicycle crashes. There were 68 injury crashes (13.8%) with an annual breakdown of 23, 20, and 25 crashes for 2017, 2018, and 2019, respectively. There were 159 crashes (32.3%) that occurred during nighttime, which is higher than the districtwide average of 28.5%. The percentage of crashes during wet/slippery pavement conditions was 8.3% (41 crashes) lower than the district-wide average of 11.8%. The review of Signal 4 Analytics data between January 1, 2018, and December 31, 2022, showed two (2) fatal crashes and seventeen (17) pedestrian crashes.

There is one segment and three spots listed as High Crash locations within the project limits along SR A1A/Collins Avenue as follows:

- SR A1A/Collins Avenue from south of 69th Street (MP 9.306) to north of 74th Street (MP 9.706)
- SR A1A/Collins Avenue at 63rd Street (MP 8.640)
- SR A1A/Collins Avenue at 69th Street (MP 9.312)
- SR A1A/Collins Avenue at 71st Street (MP 9.439)

For **SR A1A/Collins Avenue at SR 907/63rd Street,** based on crash data obtained from Signal Four Analytics, sideswipe crashes are the predominant crash types at this intersection. Four (4) pedestrian crashes, two (2) bicycle crashes, and one (1) fatality occurred at this intersection during the study period. The fatality was a result of a northbound

vehicle turning right and striking a pedestrian along the west crosswalk. Two pedestrians and one bicyclist were struck on the south crosswalk by northbound vehicles. The remaining bicycle and pedestrian crashes occurred on private properties adjacent to the intersection. Based on field observations, the northbound approach experienced long queue formations. Northbound traffic consistently extended more than 500 feet. Heavy pedestrian activity was observed at this intersection during the field review. Several pedestrian conflicts were observed with NBL vehicles and pedestrians using the west crosswalk. Pedestrians were also routinely jaywalking across the north leg, which currently does not have a crosswalk.

For **SR A1A/Collins Avenue at 65th Street,** sideswipe and rear end crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, there were two (2) pedestrian crashes and no bicycle or fatal crashes recorded at this intersection during the study period. The northbound and eastbound approaches experienced long queue formations. Northbound traffic consistently extended more than 500 feet and eastbound traffic extended to Harding Avenue. Northbound left traffic has only one receiving lane, however, several NBT vehicles were observed completing a left turn from the center lane. Moderate pedestrian activity was observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 67th Street,** based on crash data, rear-end and sideswipe crashes are the predominant crash types at this intersection. One (1) pedestrian crash, no bicycle crashes, and one (1) fatality occurred at this intersection during the study period. The pedestrian fatality crash was a result of a northbound vehicle striking a pedestrian jaywalking north of the intersection. The northbound and eastbound approaches experienced long queue formations. Northbound traffic consistently extended approximately 500 feet. Eastbound traffic extended to Harding Avenue but cleared after two cycles. Traffic at this intersection was observed blocking the box during several cycles due to spillback from the midblock crossing. Heavy pedestrian activity was observed at this intersection during the field review.

For **SR A1A/Collins Avenue at Carillon Miami Wellness Resort Driveway,** sideswipe crashes are the predominant crash types at this intersection. There were no pedestrian, bicycle, or fatal crashes recorded at this intersection during the study period. Based on field observations, the northbound approach experienced long queue formation. Northbound traffic consistently extended to the intersection of 67th Street. Vehicles were observed not obeying the overhead pedestrian signal when red and queuing on the crosswalk blocking pedestrian access. There was high pedestrian activity observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 69th Street,** rear-end, sideswipe, and angle crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, three (3) pedestrian crashes, no bicycle crashes, and no fatalities occurred at this intersection during the study period. One pedestrian crash was a result of a northbound vehicle turning right and striking a pedestrian along the west crosswalk. The second pedestrian crash was a result of a northbound vehicle striking a pedestrian along the north crosswalk. The third pedestrian crash occurred in a parking lot adjacent to the intersection. The northbound and eastbound approaches experienced long queue formations. Northbound traffic consistently extended

beyond the midblock crossing south of the intersection. Eastbound traffic extended to Harding Avenue and westbound traffic was very low during field observations. Heavy pedestrian activity was observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 71st Street,** rear-end and sideswipe crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, there were no pedestrian, bicycle, or fatal crashes recorded at this intersection during the study period. Based on field observations, the northbound approach experienced long queue formation. Northbound traffic consistently extended to the intersection of 69th Street. Northbound left vehicles consistently blocked the box, impeding the movement of eastbound and westbound traffic. There was high pedestrian activity observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 72nd Street,** rear-end and sideswipe crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, two (2) pedestrian crashes, no bicycle crashes, and no fatalities occurred at this intersection during the study period. Both pedestrian crashes were a result of a northbound vehicle turning right and striking a pedestrian along the west crosswalk. Based on field observations, the northbound approach experienced long queue formation. Northbound traffic consistently extended to the intersection of 71st Street. Eastbound traffic was low to moderate during field observations. There was moderate pedestrian activity observed at this intersection during the field review. Additionally, there was low bicycle and scooter activity observed along the bike lanes.

For **SR A1A/Collins Avenue at 73rd Street,** based on crash data, rear-end and sideswipe crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, one (1) pedestrian crash, one (1) bicycle crash, and no fatalities occurred at this intersection during the study period. The pedestrian crash was a result of a pedestrian being struck while attempting to cross the west crosswalk. The bicycle crash occurred on private property adjacent to the intersection. No queue formations were observed for any of the intersection approaches. Additionally, there was moderate pedestrian activity observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 74th Street,** rear-end and sideswipe crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, one (1) pedestrian crash, one (1) bicycle crash, and no fatalities occurred at this intersection during the study period. The pedestrian crash was a result of a pedestrian struck while attempting to cross the north crosswalk. The bicycle crash was a result of a bicyclist riding recklessly against the flow of traffic and being struck by a northbound vehicle, just south of the intersection. No queue formations were observed for any of the intersection approaches. Additionally, there was moderate pedestrian activity observed at this intersection during the field review.

For **SR A1A/Collins Avenue at 75th Street,** rear-end and sideswipe crashes are the predominant crash types at this intersection. Based on Signal Four Analytics, two (2) pedestrian crashes, no bicycle crashes, and no fatalities occurred at this intersection during the study period. The first pedestrian crash was a result of a pedestrian jaywalking west of the intersection. The second crash was a result of a westbound vehicle turning right and

striking a pedestrian along the north crosswalk. No queue formations were observed for any of the intersection approaches. Additionally, there was low pedestrian activity observed at this intersection during the field review.

2.1.27 Lighting

Lighting along SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street consist of 25 feet height decorative light poles with decorative arm and shallow luminaires on both sides of the road at staggered position from 63rd St. to 72nd St. and a combination of 25 feet decorative light poles and 18 feet height post tops from 72nd St. to 75th St.

2.1.27.1 Lighting Deficiencies

Lighting field review and inspection was performed within the project limits. Based on the field review there are four (4) non-operational luminaires in the corridor which causes the lighting levels to be inadequate and one (1) pole under dangerous current conditions. Lighting deficiencies are summarized as follow:

- Four (4) luminaires present but non-operational.
- One (1) pole to be replaced.

TABLE 2-9 LIGHTING DEFICIENCIES - MAINTENANCE

LUMINAIRE PRESENT BUT NON-OPERATIONAL		
STA. 74+23.07 LT.	STA. 84+76.27 RT.	STA. 85+32.03 LT.
STA. 85+68.80 LT.		
EXISTING POLE TO REPLACE		
STA. 29+64.30 LT.		

Lighting deficiencies were reported to the FDOT Maintenance Office. No further action is required.

2.1.28 Landscape

Based on our field observation, there is landscape present in the sidewalks. The locations where intersection sight distance is obstructed by landscape are listed in Table 2-4. The Designer is responsible for analyzing the crash data and verifying if a significant crash history is related to the existing trees and landscape within the clear sight triangles. The Designer is responsible for pursuing any necessary design variation for existing landscape to remain in place where possible.

2.1.29 Bridges Structures – N/A

2.1.30 Ancillary Structures

Based on field review, existing ancillary structures within the project limits include mast arm signal poles, and light poles. At the time of this report submittal, the District Maintenance

Office or Structural Office have not provided a structural assessment or evaluation for any existing ancillary structures within the project limits.

2.1.31 Operating Conditions

2.1.31.1 Access Management

This segment of SR A1A/Collins Avenue is classified as Access Management Class 7. The full median opening spacing and signal spacing do not meet Rule 14-97 for Arterial Access of 660 feet and 1320 feet respectively.

2.1.31.2 Maintenance Concerns

At the time of this Scoping Report, the District Maintenance Office documented maintenance concerns reported in 2021 and 2022 which status is in progress or received. Based on field reviews, maintenance issues include sidewalk trip hazards, sidewalk repairs, damaged inlet top, clean up curb inlet and trench, potholes, vegetation trimming, damaged traffic signs, non-functional pedestrian pushbutton, and non-operational luminaires. Maintenance features requiring maintenance were reported to Renato Marrero/Leonard Salazar of the FDOT Maintenance Office. See Appendix J Maintenance Issues.

2.1.32 Summary of Findings

Table 2-10 summarizes the evaluation of the corridor design elements for compliance with standards.

TABLE 2-10 SUMMARY OF FINDINGS

Design Element	Meets Standards		
	Yes	No	N/A
Design Speed		X	
Lane Width		X	
Shoulder Width			X
Median Width			X
Roadway Cross Slope*			
Superelevation*			
Shoulder Treatment			X
Roadside Slopes			X
Vertical Curvature*			
Grades*			
Horizontal Alignment (Curve Length)		X	
Stopping Sight Distance*			

Design Element	Meets Standards		
	Yes	No	N/A
Deceleration Length of Auxiliary Lanes	X		
Vertical Clearance*			
Lateral Offset		X	
Control Zones	X		
Border	X		
Intersections (Sight Distance)		X	
Drainage*			
Driveways		X	
Pedestrian Needs		X	
Bicyclist Needs		X	
Transit Needs	X		
Utilities*			
At-grade Railroad Crossing			X
Aesthetics and Landscaping		X	
Signalization		X	
Lighting		X	
Bridges			X
Bridge Loading			X
Bridge Width			X
Bridge Railing.			X
Bridge Vertical Clearance*			X
Roadside Safety Hardware			X
Longitudinal Barriers, Guardrails, Median Barriers			X
Guardrail to Bridge Rail Transitions			X
Guardrail Terminals			X
Crash Cushions and Attenuators			X

**The data is unknown at this time and will be documented by the Design Survey to be performed as part of the final Design Phase of the project.*

2.2 References

The design criteria and standards used in the preparation of this report include the following:

FDOT Design Manual (FDM) (January 2024)

FDOT Standard Plans for Road Construction (FY 2024-25)

FDOT Traffic Engineering Manual (January 2024)

FDOT Standard Specifications for Road and Bridge Construction (FY 2024-25)

FDOT District 6 Design Handbook (May 2021)

FDOT Drainage Manual (January 2024)

FDOT Flexible Pavement Design Manual (January 2024)

FDOT Speed Zoning Manual (August 2018)

Manual of Uniform Traffic Control Devices (2023)

FAC Rules 14-20.003 and 14-20.0032 (2016)

ADA Accessibility Guidelines (ADAAG) (2010)

Public Right of Way Accessibility Guideline (PROWAG) (2011)

Work Program Instructions (September 9, 2022)

District 6 Miami-Dade County (MDC) Signalization Guidelines (June 2023)

3 Improvement Recommendations

Recommended improvements are based on field and office reviews. The improvements are intended to follow FDM criteria and requirements for RRR Projects. The improvements are grouped into several categories, such as but not limited to RRR, Safety, and other improvements as approved by the Department.

3.1 Category A - RRR Pavement Restoration & ADA Improvements

Funding Category A is reserved for pavement restoration elements, including pavement restoration, ADA curb ramps, signals, signing, and pavement marking. Components to be addressed based on the RRR criteria in FDM Section 114.1.1 “Improvements in RRR Projects” and FDM Section 114.3.2.4 “Identified Improvements” that may be included at the discretion of the Scoping Review Task Team.

3.1.1 Roadway

- Mill and resurface the existing roadway pavement.
- Upgrade deficient pedestrian curb ramps and detectable warning surfaces.
- Adjust FDOT manhole covers.
- Evaluate cross slopes corrections.
- Regrade curb and gutters around intersection returns where standing water was observed in ADA curb ramps (NW return of 71 Street, NW return of 72 Street, SE return of 75 Street).

3.1.2 Signing and Pavement Markings

- Upgrade all substandard ground mounted signs to meet the current FDOT Standards, FDOT FDM, FDOT TEM, FDOT Speed Zoning Manual, and MUTCD (including legend size, reflectivity, or breakaway supports). Exclude any existing sign slated for repair by FDOT Maintenance Office.
- Install special emphasis crosswalk markings at all signalized intersections.
- Replace and upgrade all pavement markings to meet the current FDOT standards.

3.1.3 Signalization

- Upgrade non-ADA compliant pedestrian detector assemblies and detector signs.
- Replace existing signal pull boxes impacted by curb ramp reconstruction.

3.1.4 Lighting

- Replace pull boxes impacted by the reconstruction of pedestrian curb ramps.

3.1.5 Landscape

Tree trimming obstructing intersection sight distance were reported to Renato Marrero of the FDOT Maintenance Office. At the time of design, the Designer may need to coordinate future conditions with the FDOT Maintenance Office.

3.1.6 Environmental

This Scoping Report does not include an evaluation of the environmental impacts of the proposed project. The Environmental Resource Desktop Analysis (ERDA) is included in Appendix F.

3.2 Category B1 - Safety Improvements with Dedicated Safety Funds

There are no category B1 improvements in this project.

3.3 Category B2 - Safety Improvements with RRR Funds

The District Traffic Operations Office recommended the following safety and non-safety improvements are outlined in the RRR Final Safety Review of March 2023 (FPID 250650-5-32-01) for FM 449944-1 SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street. The improvements have been detailed and graphically depicted in Figure 7-1 of the FDOT RRR Safety Review that is included in Appendix A. The FDOT RRR Safety Review proposed improvements are geared towards mitigating crash patterns identified at the cluster locations. The FDOT Traffic Operations Office will be responsible for the studies mentioned in this section. The proposed improvements are as follows:

SR A1A/Collins Avenue – Segment wide

Potential Safety Improvements

- Develop an enforcement campaign to discourage illegal standing or parked vehicles.
- It is recommended that the safety Office conducts a traffic study to relieve traffic congestion along SR A1A/Collins Avenue. Upon completion of the study, further coordination should follow between the Safety office and Design PM to implement any improvement.
- Develop an educational and enforcement campaign to increase awareness of pedestrian/bike safety problems and improve vehicular and pedestrian compliance with traffic control devices and traffic laws along the segment.
- Upgrade fluorescent yellow-green pedestrian warning signs along the segment.
- These crashes will be mitigated with lighting improvements along SR A1A/Collins Avenue from 18th Street to 65th Street under the FDOT project FM: 440170-1-52-01. The scope of work of this FDOT project includes:

- Upgrading existing light poles with a new Light Emitting Diode (LED) fixture at select signalized intersections with pedestrian crossings to increase brightness and meet the new FDOT lighting requirement.
- Removing and/or replacing existing light poles at select locations.
- Adding new light poles with LED fixtures at signalized intersections along select corridors.

SR A1A/Collins Avenue at 63rd Street

Potential Safety Improvements

- Evaluate the feasibility of providing a crosswalk on the north leg. TOPS prepared a technical memorandum to evaluate this improvement and concluded that a crosswalk on the north leg of 63rd Street is not needed.

Potential Non-Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach Resurface pavement and refurbish pavement markings.
- Provide high-emphasis crosswalk pavement markings. (Included in FM 430813-2)
- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain).

SR A1A/Collins Avenue at 65th Street

Potential Safety Improvements

- Evaluate the feasibility of providing a crosswalk on the north leg. TOPS prepared a technical memorandum to evaluate this improvement and concluded that a crosswalk on the north leg of 65th Street is needed. The Final RRR Safety Review states that upon completion of the study, further coordination should follow between the Safety office and Design PM to implement any improvement.
- Provide pavement-marked directional arrows with the message 'ONLY' in the left and center lanes of the northbound approach.
- Resurface pavement and refurbish pavement markings.
- Provide high-emphasis crosswalk pavement markings.
- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain).

SR A1A/Collins Avenue at 67th Street

Potential Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.

SR A1A/Collins Avenue at 69th Street

Potential Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the left and center lanes of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.
- Install flexible retroreflective backplates facing the northbound approach if the mast arm facing northbound is not replaced and signal heads can remain.

SR A1A/Collins Avenue at 71st Street

Potential Safety Improvements

- Evaluate the feasibility of providing a crosswalk on the north leg. TOPS prepared a technical memorandum to evaluate this improvement and concluded that a crosswalk on the north leg of 71st Street is needed. The Final RRR Safety Review states that upon completion of the study, further coordination should follow between the Safety office and Design PM to implement any improvement.
- Provide high-emphasis crosswalk pavement markings.
- Install flexible retroreflective backplates facing the northbound approach if the mast arm facing northbound is not replaced and signal heads can remain.

This intersection was studied under a previous safety review for the RRR project with FM No. 443926-1-52-01 along SR 934/71st Street from Bay Drive to Collins Avenue. The following non-safety improvements were recommended:

- Install 2'-4' dotted white lane guidelines for the eastbound left turning movement.
- Install a ground-mounted advance intersection control sign on each side of the northbound approach.

SR A1A/Collins Avenue at 72nd Street

Potential Safety Improvements

- Evaluate the feasibility of providing a crosswalk on the north leg. TOPS prepared a technical memorandum to evaluate this improvement and concluded that a crosswalk on the north leg of 72nd Street is not needed.
- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.
- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain).

SR A1A/Collins Avenue at 73rd Street

Potential Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.
- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain)

SR A1A/Collins Avenue at 74th Street.

Potential Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.
- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain)

SR A1A/Collins Avenue at 75th Street

Potential Safety Improvements

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Provide high-emphasis crosswalk pavement markings.
- Potential Non-Safety Improvements

- Install retroreflective backplates facing the northbound approach. (Consider flexible backplates if the mast arm facing northbound is not replaced and signal heads can remain)

Note:

Recommendations proposed under the FDOT Safety Review included providing crosswalks on the north legs of 63rd, 65th, 71st, and 72nd Streets. The Traffic Operations Office then prepared a Pedestrian Study (FPID 250650-5-32-01 TWO 20) that recommended new crosswalks only on the north legs of 65th and 71st Streets. See Appendix M Pedestrian Study. Next, the RRR Final Safety Review indicated that once the study is completed, further coordination should follow between the Safety Office and Design PM to implement any improvements.

In addition to the safety improvements recommended by the FDOT RRR Safety Review, the Traffic Operations Office recommends the following:

Safety Improvement – Midblock Pedestrian Crossing

The Traffic Operations Office (Isis Sotolongo, 305-470-5187) recommended installing a midblock crossing on SR A1A/Collins Avenue due to high pedestrian activity at the following location.

- SR A1A/Collins Ave between 64th Street and 65th Street in Allison Park.

3.4 Improvements Considered but Not Approved

The following improvements were considered but not approved by the FDOT Scoping Committee.

3.4.1 Safety Review Improvements - Category B2 Considered but Not Approved

SR A1A/Collins Avenue at 63rd Street

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing the northbound approach and the eastbound approach if installing a crosswalk on the north leg is feasible.
- Install 'NO PEDESTRIAN CROSSING' signs (R9-3) supplemented with 'USE CROSSWALK' plaque (R9-3bP) signs at the north leg near the gas station.

SR A1A/Collins Avenue at 65th Street

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing the northbound approach and the eastbound approach if installing a crosswalk on the north leg is feasible.
- Install 'NO PEDESTRIAN CROSSING' signs (R9-3) supplemented with 'USE CROSSWALK' plaque (R9-3bP) signs at the north and south legs near the bus stop.

SR A1A/Collins Avenue at 67th Street

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing the northbound approach.

SR A1A/Collins Avenue at 69th Street

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing all approaches.

SR A1A/Collins Avenue at 71st Street

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing the northbound, eastbound, and westbound approaches if installing a crosswalk on the north leg is feasible.

SR A1A/Collins Avenue at 72nd Street

Potential Safety Improvements

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*

- Install turning vehicles stop for pedestrian signs (R10-15a) facing the eastbound approach if installing a crosswalk on the north leg is feasible.

SR A1A/Collins Avenue at 74th Street.

- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing all approaches.

SR A1A/Collins Avenue at 75th Street

- Provide pavement-marked directional arrows with the message 'ONLY' in the center lane of the northbound approach.
- Install fluorescent yellow-green pedestrian warning signs (W11-2) with supplemental plaque (W16-7P) facing all approaches. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*
- Install turning vehicles stop for pedestrian signs (R10-15a) facing all approaches.

Additional Safety Improvements - Category B2 - Considered but Not Approved

- The Traffic Operations Office (Isis Sotolongo, 305-470-5187) recommended installing a midblock crossing on SR A1A/Collins Avenue due to high pedestrian activity.
  - 760 feet south of 63rd Street at SR A1A/Collins Ave.

3.4.2 Other Improvements - Category C - Considered but Not Approved

Non-Safety Improvements

- Evaluate the feasibility of extending the bulb-out at the southwest and northwest corners to eliminate illegal parking. This improvement may require the relocation of drainage inlets. *This improvement does not qualify as an RRR improvement. Therefore, it will not be included.*

Roadway

- Modify the top of the existing ditch bottom inlet at station 34+60 LT to relocate the inlet grate away from the existing concrete sidewalk. The existing inlet grate is non-ADA compliant and encroaches into the sidewalk.
- Recommend reconstruction of driveways that do not meet ADA requirements per FDM (minimum 4-foot-wide crossing for sidewalks, maximum cross slope of 2%) due

to heavy pedestrian traffic. This improvement was recommended by the FDOT Pedestrian/Bicycle Coordinator.

- Raise the existing midblock crossing south of 69th Street. (ERC Comment) (Use of Developmental Standard Plans requires approval by the FDOT Central Office).

Signal

- Upgrade electrical service disconnects with meters. (i.e., 67 Street, 72 Street, Midblock, 73 Street, 75 Street). This item was requested by Miami-Dade County Traffic Signals and Signs and recommended by FDOT. This improvement is not an RRR improvement.
- Fully actuate all pedestrian movements. PLEMO Pedestrian and Bicycle Coordinator recommended this improvement. However, this improvement is not an RRR improvement.

Department of Transportation and Public Works Traffic Signals & Signs (DTPW TSS)

- Based on communication with DTPW TSS, FDOT recommends the following items:
- Upgrade service disconnects that are damaged beyond repair.
- Replace corroded mast arms. Replace mast arms with corrosion damage and cabinets. (i.e., 65 Street, 67 Street, 69 Street, 71 Street, 73 Street, 74 Street, 75 Street)
- Replace cabinets due to age, rust, and corrosion.

Communication with DTPW TSS is included in Appendix I Correspondence - Traffic Signals – MDC.

FDOT RRR Safety Review

SR A1A/Collins Avenue at 63rd Street, 65th Street, 72nd Street, 73rd Street, and 74th Street Non-Safety Improvements.

- Upgrade the mast arm and provide an additional signal head facing the northbound approach.

3.5 Maintenance Items

The listed deficiencies below have been forwarded to Renato Marrero of the FDOT Maintenance Office and are not part of the design team's responsibility. No further action is required.

- Reconstruct damaged sidewalk segments or covered with asphalt.
- Reconstruct damaged curb and gutter and valley gutter (i.e., stations 61+00 LT, 71+70 RT, and 75+80 RT).
- Replace/repair damaged inlet top at station 28+05 LT.
- Clean up the curb inlet in the northeast quadrant of the 75th Street intersection and clean up trench drain in front of the Sterling Hotel.
- Trim vegetation that obstructs intersection sight distance where possible.
- Repair potholes in 6771 Collins Ave, 69th Street and Collins Ave, Collins Ave from Indian Creek Dr to 6322, 6300 Collins Ave.
- Replace the non-functional pedestrian pushbuttons on the north leg crosswalk at 69th Street.
- Replace internally illuminated street name sign panels that are in poor condition at the signalized intersections (i.e., W 63 Street, 65, Street, 67 Street, 69 Street, 71 Street, 73 Street, and 75 Street).

Note that the FDOT Maintenance Office indicated that the following items do not meet their maintenance threshold: sidewalk replacement, sidewalk trip hazard, and cleaning of trench drains in front of the Sterling Hotel. See correspondence in Appendix I.

3.6 Design Exceptions and Variations

A review of AASHTO and FDOT Design Criteria for this RRR Project identified the following Design Variations and Exceptions required for this project.

<u>Design Variations</u>

- Design Variation for Lateral Offset
- Design Variation for Lane Width
- Design Variation for Clear Sight Triangle
- Design Variation for Bicycle Facility

Design Variation may be required for the following elements:

- Design Variation for Cross Slope
- Design Variation for Unobstructed Sidewalk Width

3.7 Typical Sections

This segment of SR A1A/Collins Avenue is composed of two (2) typical sections. Based on the right-of-way map, the right-of-way ranges from 60 feet to 80 feet along the project.

Proposed Typical Section 1 (from W 63rd Street to 73rd Street): This typical section consists of a three-lane roadway with one 8-11.5-foot parking lane to face of curb, two 11-foot inside lanes, one 10-10.5-foot outside lane, type F curb and gutter, 6-10-foot concrete sidewalk on the left side, and 8-10.5-foot concrete sidewalk on the right side of the roadway.

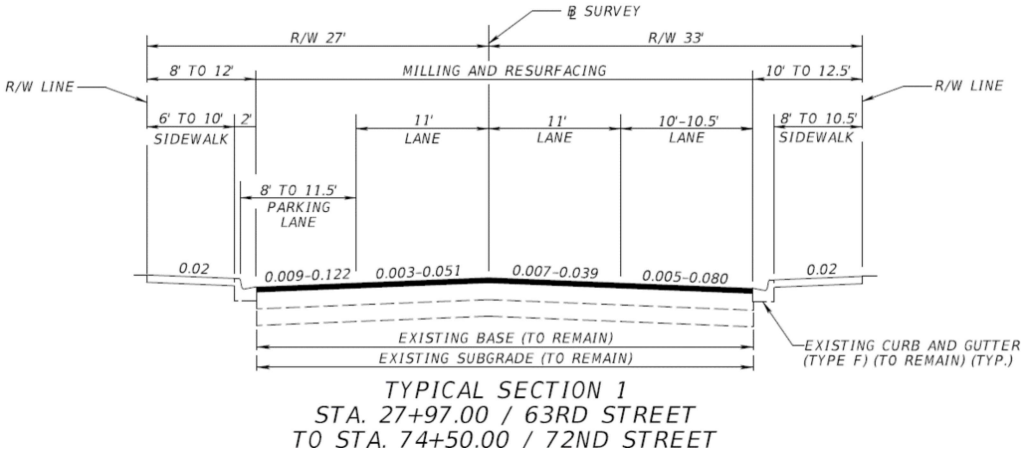


FIGURE 3-1 RECOMMENDED TYPICAL SECTION 1

Proposed Typical Section 2 (from W 73rd Street to 75th Street): This typical section consists of a three-lane roadway with 8-10-foot parking lanes to face of curb, two 11-foot inside lanes, one 12-foot outside lane, type F curb and gutter, 8-13-foot concrete sidewalk on the left side, and 8-14.5-foot concrete sidewalk on the right side of the roadway.

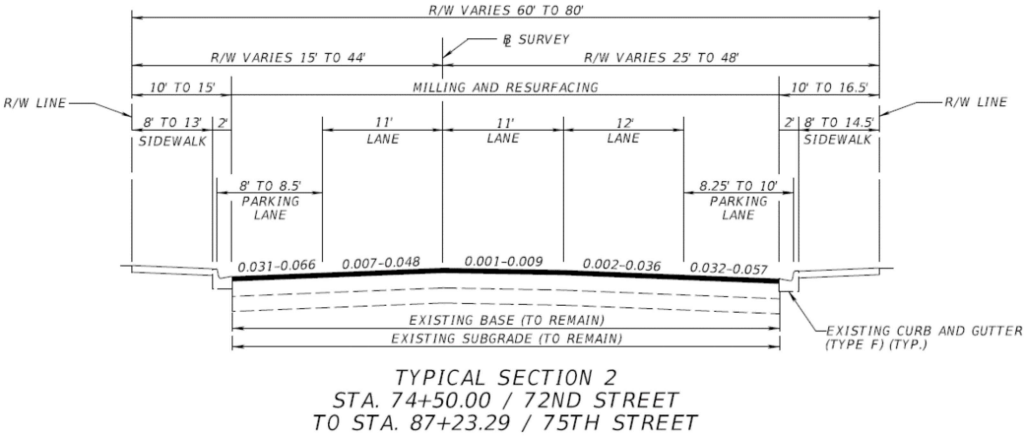


FIGURE 3-2 RECOMMENDED TYPICAL SECTION 2

3.8 Preliminary Cost Estimate

A preliminary construction cost estimate was developed based on estimated quantities for the recommended improvements listed in this report. Unit prices are from FDOT Long Range Estimate (LRE). The costs listed do not represent the estimated construction cost for FY 2026 or the project Work Program Budget. FDOT District 6's preference is to divide the cost of RRR elements into RRR Funding Categories A, B, C. Table 3-1 summarizes the cost of improvements recommended to be included in the scope of work for this project.

TABLE 3-1 PRELIMINARY CONSTRUCTION COST ESTIMATE

RRR Funding Category	Description	Preliminary Construction Cost Estimate
A	Pavement Restoration Elements; including pavement restoration, ADA curb ramps, signals, signing, and pavement marking. FDM Sections "Improvements in RRR Projects" and "Identified Improvements"	$ 1,433,754.33
B1	Safety and traffic operations improvements proposed by the Traffic Operations Office and FDM Section "Safety Assessment". Recommendations have dedicated safety funds.	N/A
B2	RRR Safety Enhancements as identified in the RRR Safety Review Report or RRR Safety Report. Recommendations do not qualify or have dedicated safety funds.	$ 1,703,511.10
C	Other Improvements.	N/A
Total		$ 3,137,265.43

Refer to Appendix G Preliminary Cost Estimate (LRE).

Based on the Preliminary Construction Cost Estimate, the estimated Preliminary Engineering (19%, Phase 32, FY 2023) is $ $596,080.43.

3.8.1 Funding Category A – Pavement Restoration and ADA Compliance

Funding Category A is reserved for the pavement restoration elements, including pavement restoration, ADA curb ramps, signals, signing, and pavement marking. Components to be addressed based on the RRR criteria in FDM Section 114.1.1 "Improvements in RRR Projects" and FDM Section 114.3.2.4 "Identified Improvements" that may be included at the discretion of the Scoping Review Task Team. Refer to Appendix G Preliminary Cost Estimate (LRE) for the list of pay items, quantities, and unit costs associated with the improvements as described under Sections 3.1 to 3.5.

3.8.2 Funding Category B1 – Safety and Traffic Operations

Funding Category B1 is reserved for safety and traffic operations improvements proposed by the Traffic Operations Office and FDM Section 114.3.2.2 "Safety Assessment." It includes RRR Safety Enhancements as identified in the RRR Safety Review Report or a RRR Safety Report. Recommendations have dedicated safety funds. Refer to Appendix G Preliminary Cost Estimate (LRE) for the list of pay items, quantities, and unit costs associated with the safety funded improvements as described in Section 3.8.

3.8.3 Funding Category B2 – Safety and Traffic Operations

Funding Category B2 is reserved for RRR Safety Enhancements as identified in the RRR Safety Review Report or RRR Safety Report. Recommendations do not qualify or have dedicated safety funds. Refer to Appendix G Preliminary Cost Estimate (LRE) for the list of pay items, quantities, and unit costs associated with these improvements as described in Section 3.8.

3.8.4 Funding Category C – Other Improvements

Funding Category C is reserved for all other operational, capacity, and optional improvements requested by the Department and subject to approval by the Scoping Task Team for inclusion in RRR Projects. No safety enhancements are recommended.

3.9 Summary of Project Scope Elements

The following list is provided as a basis for the Scope of Services for the Design Phase.

Summary of Project Information – FPID 449944-1-32-01

Description:	SR A1A/Collins Avenue from SR 907/W 63rd Street to 75th Street.
County:	Miami-Dade
Project Type:	Resurfacing (Work Mix 0012)
Project Limits:	87060000 - MP 8.640-9.782
Highway Systems:	SHS
Functional Classification:	14 – Urban Principal Arterial Other
Context Classification:	C6-Urban Core (W 63rd Street to 71st Street)
	C5-Urban Center (71st Street to 75th Street)
Bridges:	N/A
Railroad Crossing:	N/A
Design Speed:	45 mph
Posted Speed:	25 mph

Target Speed: 25 mph

1. PURPOSE

- Major work mix includes: 0012, Resurfacing
- Major work groups include: 3.1 Minor Highway Design
- Minor work groups include: 4.1.1 Miscellaneous Structures, 7.1 Signing, Pavement Marking, & Channelization, 7.2 Lighting, 7.3 Signalization, 15.0 Landscaping
- Known alternative construction contracting methods include: N/A

2.1 Project General and Roadway (Activities 3, 4, and 5)

Public Involvement:	CAP Level 2 anticipated. The District Public Information Office (PIO) consultant is responsible for coordination of all public involvement activities during the design phase. The Designer may be expected to attend a Public Information Meeting.
Joint Project Agreements (JPAs):	N/A
Specification Package Preparation:	Yes, Specifications Package required
Value Engineering:	N/A
Risk Assessment Workshop:	N/A
Plan Type:	Roadway Plans required (9 sheets)
Typical Section:	1 Typical Section, 2 Typical Section Details
Pavement Design:	1 Pavement Design
Pavement Type Selection Report(s):	N/A
Cross Slope:	N/A
Access Management Classification:	Class 7
Transit Route Features:	N/A
Major Intersections/Interchanges:	No additional plan sheets required
Roadway Alternative Analysis:	N/A
Level of Temporary Traffic Control Plans:	Level I
Temporary Lighting:	N/A

Temporary Signals: N/A

Temporary Drainage: N/A

Design Variations/Exceptions: Variations

- Design Variation for Lateral Offset
- Design Variation for Lane Width
- Design Variation for Clear Sight Triangle
- Design Variation for Bicycle Facility

Design Variation may be required for the following elements:

- Design Variation for Cross Slope
- Design Variation for Unobstructed Sidewalk Width

Back of Sidewalk Profile: N/A

2.2 Drainage (Activity 6)

The existing drainage pattern is recommended to remain. Regrade curbs around intersection returns to ensure surface stormwater runoff drains toward the nearest inlet and away from curb ramps.

2.3 Utilities Coordination (Activity 7)

The project utility coordination is to be completed by the District D6 Utilities Office and the Project Utility Coordinator consultant; utility coordination tasks include processing of any JPA, Utility Work Schedules (UWS), and Utility Clear Letters. Eighteen (18) Utility Agencies/Owners (UAOs) are identified within the project limits. No significant utility impacts are anticipated for this RRR Project. Existing water valves and manholes within the limits of milling and resurfacing should be adjusted. The designer should perform Subsurface Utility Exploration (SUE) tests to verify any utility conflicts within the project limits.

2.4 Environmental Permits, Compliances, and Clearances (Activity 8)

The Designer should coordinate with the Office of Environmental Management (OEM) and NPDES Coordinator to determine if any environmental permits will be required for this project. No significant environmental impacts are anticipated for this RRR Project. The Designer is responsible for preparing the Permit Involvement Form (PIF).

2.5 Structures (Activities 9 – 18)

Miscellaneous structures are necessary if the scope includes mast arm installation.

2.6 Signing and Pavement Markings (Activities 19 & 20)

Signing and Pavement Marking Plans are required (9 sheets). Signing improvements include the upgrade of all sub-standard ground-mounted signs to meet the current FDOT and MUTCD requirements. All pavement markings within the limits of milling and resurfacing shall be replaced to meet current FDOT Standard Plans for Road Construction. It is the responsibility of the Maintenance Office to replace damaged traffic signs.

2.7 Signalization (Activities 21 & 22)

The project requires the upgrade/installation of countdown pedestrian signals, detector assemblies, detector signs, traffic pull boxes, and installation of flexible retroreflective backplates where it would not require structural modifications to mast arms or cause replacement of the signal head. FDOT considers the installation of flexible retroreflective backplates a safety feature.

2.8 Lighting (Activities 23 & 24)

The existing lighting system within the project limits shall remain. Lighting pull boxes shall be replaced within the limits of curb ramp reconstruction, as necessary. FDOT considers lighting repairs to be a maintenance item.

2.9 Landscape Architecture (Activities 25 & 26)

Based on our field observation, some landscape is present on the sidewalk. Vegetation within sight triangles were observed at several locations. Tree trimming is considered by FDOT a maintenance item. The Designer is responsible for pursuing any necessary design variation for existing landscape to remain in place where possible.

2.10 Survey (Activity 27)

The survey is to be provided by the District, including right of way, baseline, topography, digital terrain model, drainage survey, and vertical clearance at overhead utility cables and mast arms. Additional special purpose survey could be required for sub-surface utility exploration. The Designer is responsible for including the Project Control sheets in the Roadway Plans component set.

2.10 Photogrammetry (Activity 28)

Aerial photography to be provided by the District.

2.12 Mapping (Activity 29)

Right of Way Mapping services to be provided by the District.

2.13 Terrestrial Mobile LiDAR (Activity 30) N/A

2.14 Architecture (Activity 31) N/A

2.15 Noise Barriers (Activity 32) N/A

2.16 Intelligent Transportation Systems (Activities 33 & 34) N/A

2.17 Geotechnical (Activity 35)

Geotechnical investigation to be provided by the District.

2.18 3D Modeling (Activity 36)

Project Schedule (as of September 2023)

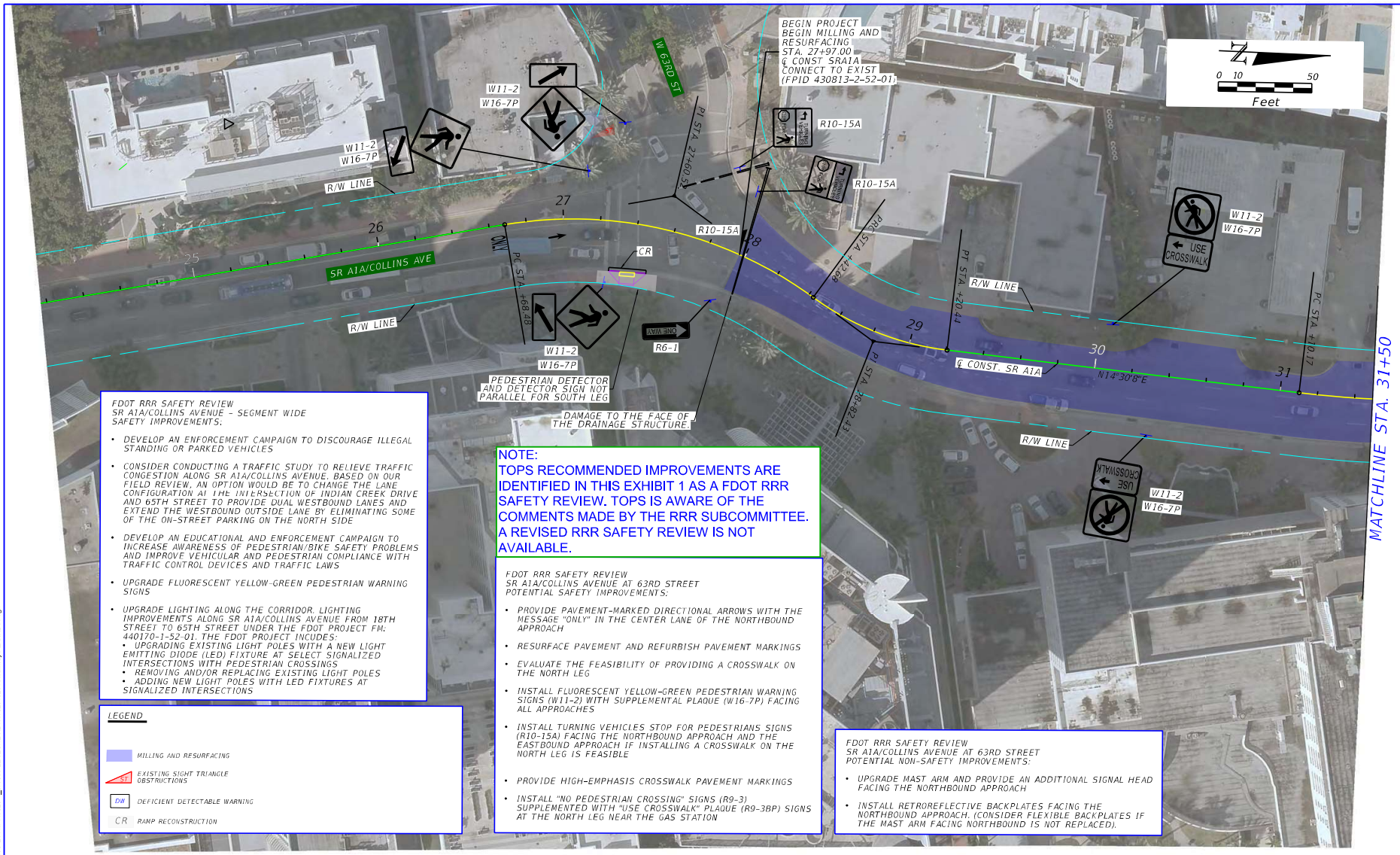
- Preliminary Engineering 03/26/2023
- Notice to Proceed 11/08/2024
- Begin Roadway Plans 11/082024
- Project Kick-Off Meeting 12/12/2024
- Production Date 06/15/2026
- Transmit PS&E Package 09/17/2026
- Letting Date 11/19/2026

Submittal Schedule (as of September 2023)

- Design Documents Submittal 04/08/2025
- 60% Plans Submittal 04/25/2025
- 90% Plans Submittal 09/15/2025
- 100% Plans Submittal 02/13/2026
- Plans Complete Submittal 04/28/2026
- PS&E Submittal 08/13/2026

3.10 Deficiencies and Recommendations Exhibit

Exhibit 1 below summarizes the existing deficiencies and recommended improvements.



FDOT RRR SAFETY REVIEW
SR A1A/COLLINS AVENUE – SEGMENT WIDE
SAFETY IMPROVEMENTS:

- DEVELOP AN ENFORCEMENT CAMPAIGN TO DISCOURAGE ILLEGAL STANDING OR PARKED VEHICLES
- CONSIDER CONDUCTING A TRAFFIC STUDY TO RELIEVE TRAFFIC CONGESTION ALONG SR A1A/COLLINS AVENUE. BASED ON OUR FIELD REVIEW, AN OPTION WOULD BE TO CHANGE THE LANE CONFIGURATION AT THE INTERSECTION OF INDIAN CREEK DRIVE AND 65TH STREET TO PROVIDE DUAL WESTBOUND LANES AND EXTEND THE WESTBOUND OUTSIDE LANE BY ELIMINATING SOME OF THE ON-STREET PARKING ON THE NORTH SIDE
- DEVELOP AN EDUCATIONAL AND ENFORCEMENT CAMPAIGN TO INCREASE AWARENESS OF PEDESTRIAN/BIKE SAFETY PROBLEMS AND IMPROVE VEHICULAR AND PEDESTRIAN COMPLIANCE WITH TRAFFIC CONTROL DEVICES AND TRAFFIC LAWS
- UPGRADE FLUORESCENT YELLOW-GREEN PEDESTRIAN WARNING SIGNS
- UPGRADE LIGHTING ALONG THE CORRIDOR. LIGHTING IMPROVEMENTS ALONG SR A1A/COLLINS AVENUE FROM 18TH STREET TO 65TH STREET UNDER THE FDOT PROJECT FM: 440170-1-52-01. THE FDOT PROJECT INCUDES:
  - UPGRADING EXISTING LIGHT POLES WITH A NEW LIGHT EMITTING DIODE (LED) FIXTURE AT SELECT SIGNALIZED INTERSECTIONS WITH PEDESTRIAN CROSSINGS
  - REMOVING AND/OR REPLACING EXISTING LIGHT POLES
  - ADDING NEW LIGHT POLES WITH LED FIXTURES AT SIGNALIZED INTERSECTIONS

LEGEND

- MILLING AND RESURFACING
- SST — EXISTING SIGHT TRIANGLE OBSTRUCTIONS
- DW — DEFICIENT DETECTABLE WARNING
- CR — RAMP RECONSTRUCTION

NOTE:
TOPS RECOMMENDED IMPROVEMENTS ARE IDENTIFIED IN THIS EXHIBIT 1 AS A FDOT RRR SAFETY REVIEW. TOPS IS AWARE OF THE COMMENTS MADE BY THE RRR SUBCOMMITTEE. A REVISED RRR SAFETY REVIEW IS NOT AVAILABLE.

FDOT RRR SAFETY REVIEW
SR A1A/COLLINS AVENUE AT 63RD STREET
POTENTIAL SAFETY IMPROVEMENTS:

- PROVIDE PAVEMENT-MARKED DIRECTIONAL ARROWS WITH THE MESSAGE "ONLY" IN THE CENTER LANE OF THE NORTHBOUND APPROACH
- RESURFACE PAVEMENT AND REFURBISH PAVEMENT MARKINGS
- EVALUATE THE FEASIBILITY OF PROVIDING A CROSSWALK ON THE NORTH LEG
- INSTALL FLUORESCENT YELLOW-GREEN PEDESTRIAN WARNING SIGNS (W11-2) WITH SUPPLEMENTAL PLAQUE (W16-7P) FACING ALL APPROACHES
- INSTALL TURNING VEHICLES STOP FOR PEDESTRIANS SIGNS (R10-15A) FACING THE NORTHBOUND APPROACH AND THE EASTBOUND APPROACH IF INSTALLING A CROSSWALK ON THE NORTH LEG IS FEASIBLE
- PROVIDE HIGH-EMPHASIS CROSSWALK PAVEMENT MARKINGS
- INSTALL "NO PEDESTRIAN CROSSING" SIGNS (R9-3) SUPPLEMENTED WITH "USE CROSSWALK" PLAQUE (R9-3BP) SIGNS AT THE NORTH LEG NEAR THE GAS STATION

FDOT RRR SAFETY REVIEW
SR A1A/COLLINS AVENUE AT 63RD STREET
POTENTIAL NON-SAFETY IMPROVEMENTS:

- UPGRADE MAST ARM AND PROVIDE AN ADDITIONAL SIGNAL HEAD FACING THE NORTHBOUND APPROACH
- INSTALL RETROREFLECTIVE BACKPLATES FACING THE NORTHBOUND APPROACH. (CONSIDER FLEXIBLE BACKPLATES IF THE MAST ARM FACING NORTHBOUND IS NOT REPLACED).

FDOT DISTRICT 6
PLANNING AND ENVIRONMENTAL MANAGEMENT OFFICE
1000 NW 111TH AVENUE
MIAMI, FLORIDA 33172

SCOPING REPORT
SR A1A/COLLINS AVENUE
FROM SR907/W 63 ST TO 75 ST
(ROADWAY ID 87060000, MP 8.640 TO MP 9.782)

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR A1A	MIAMI-DADE	449944-1-32-01

EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

SHEET NO. 1

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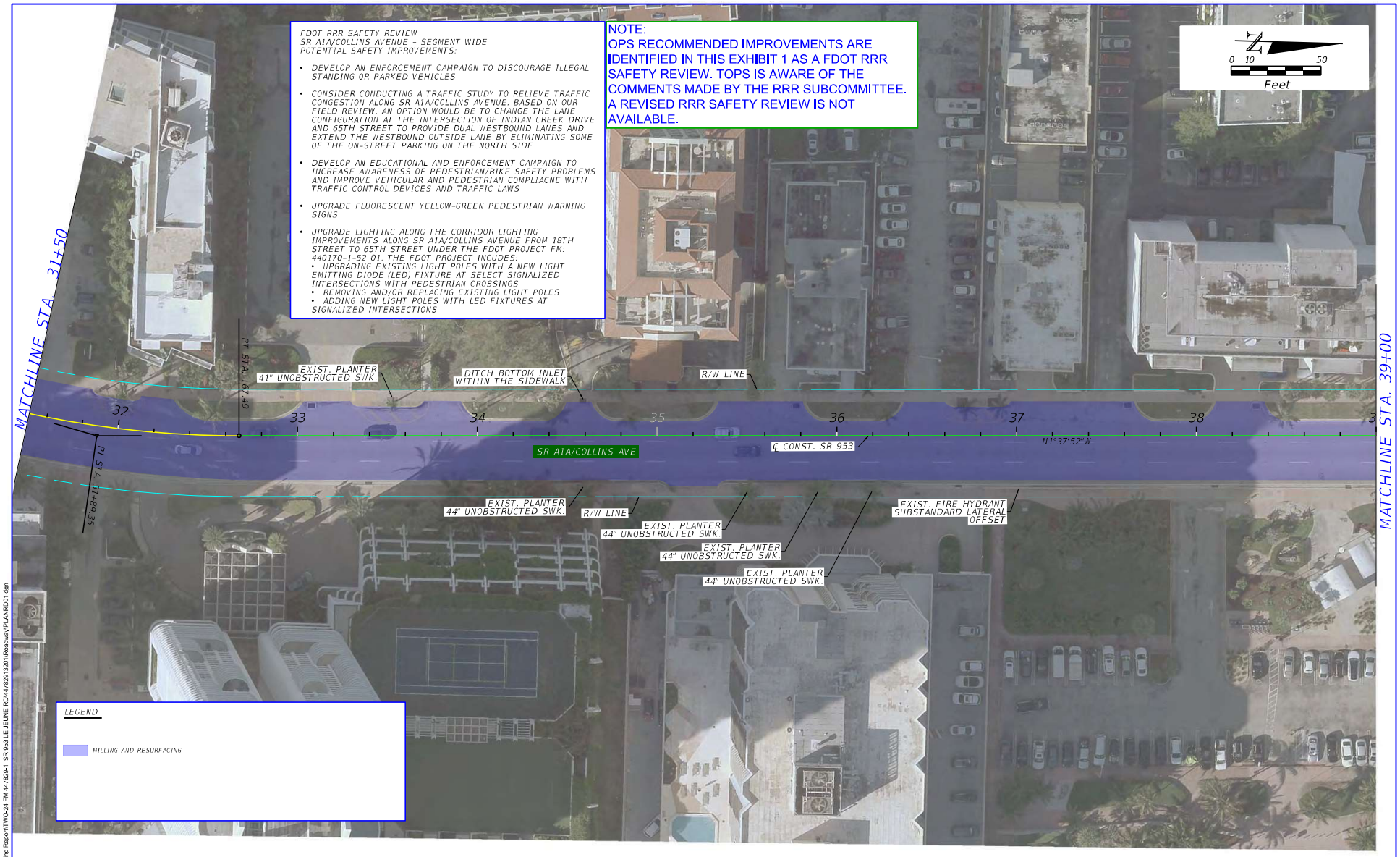

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EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

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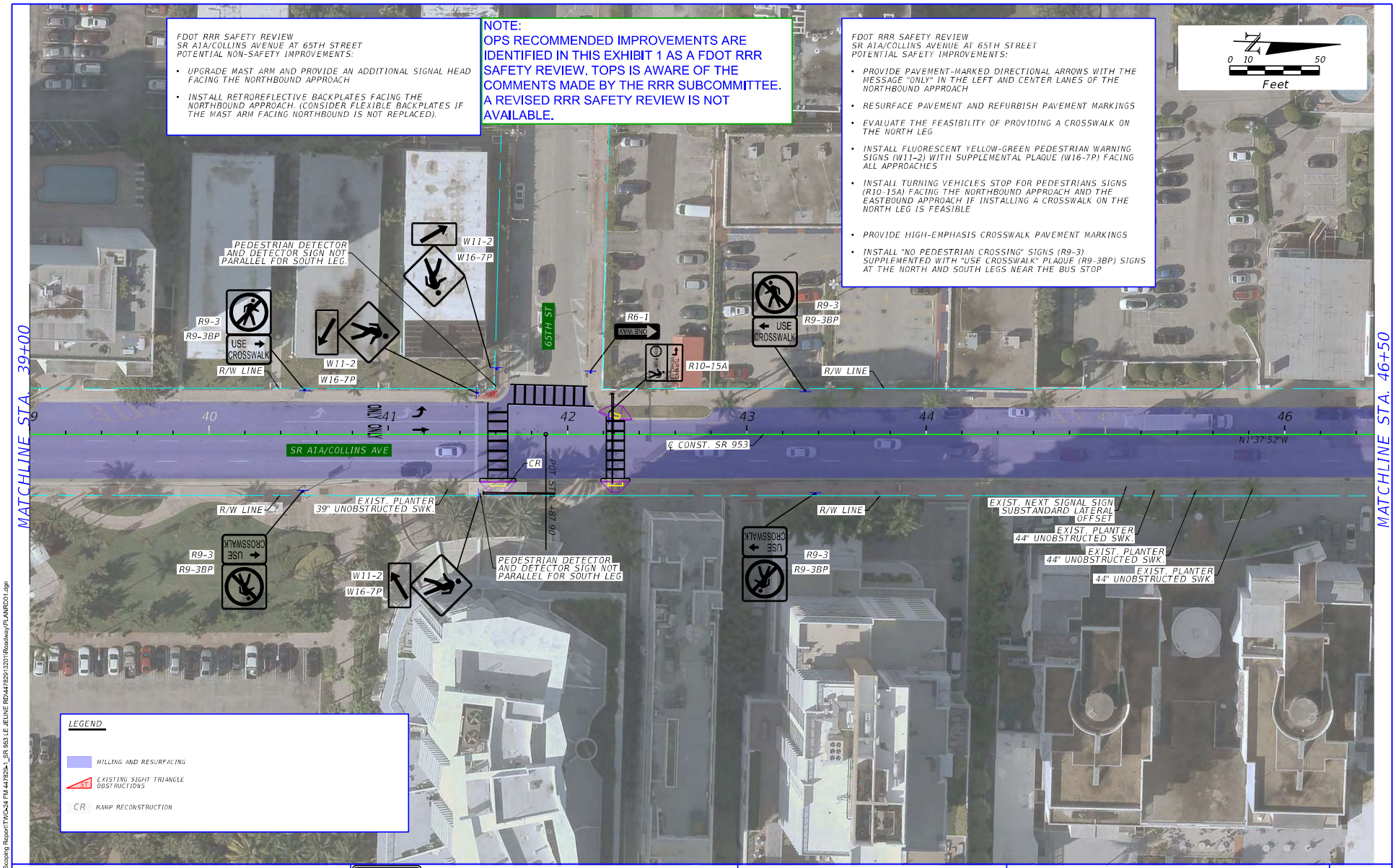

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EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

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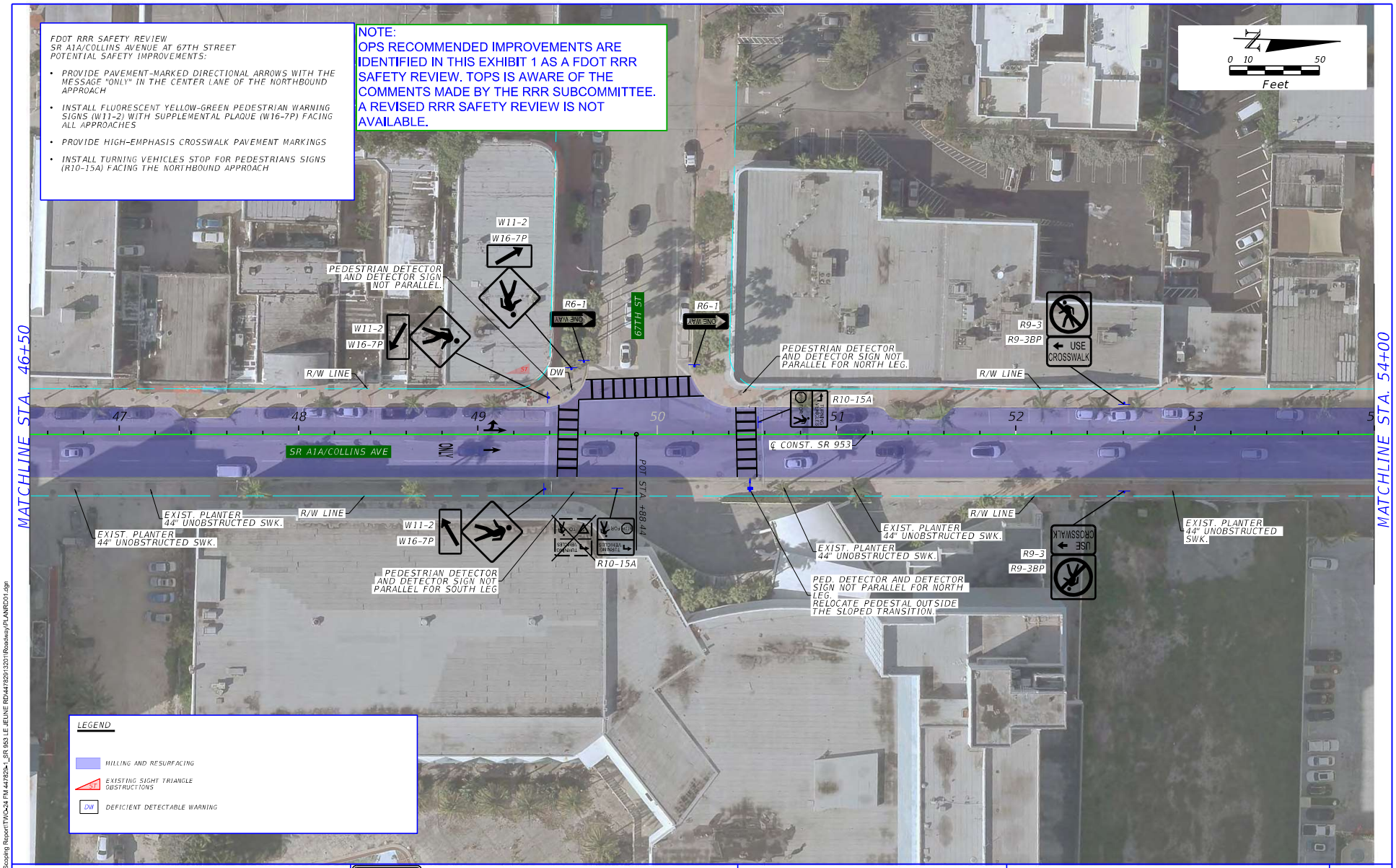

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EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

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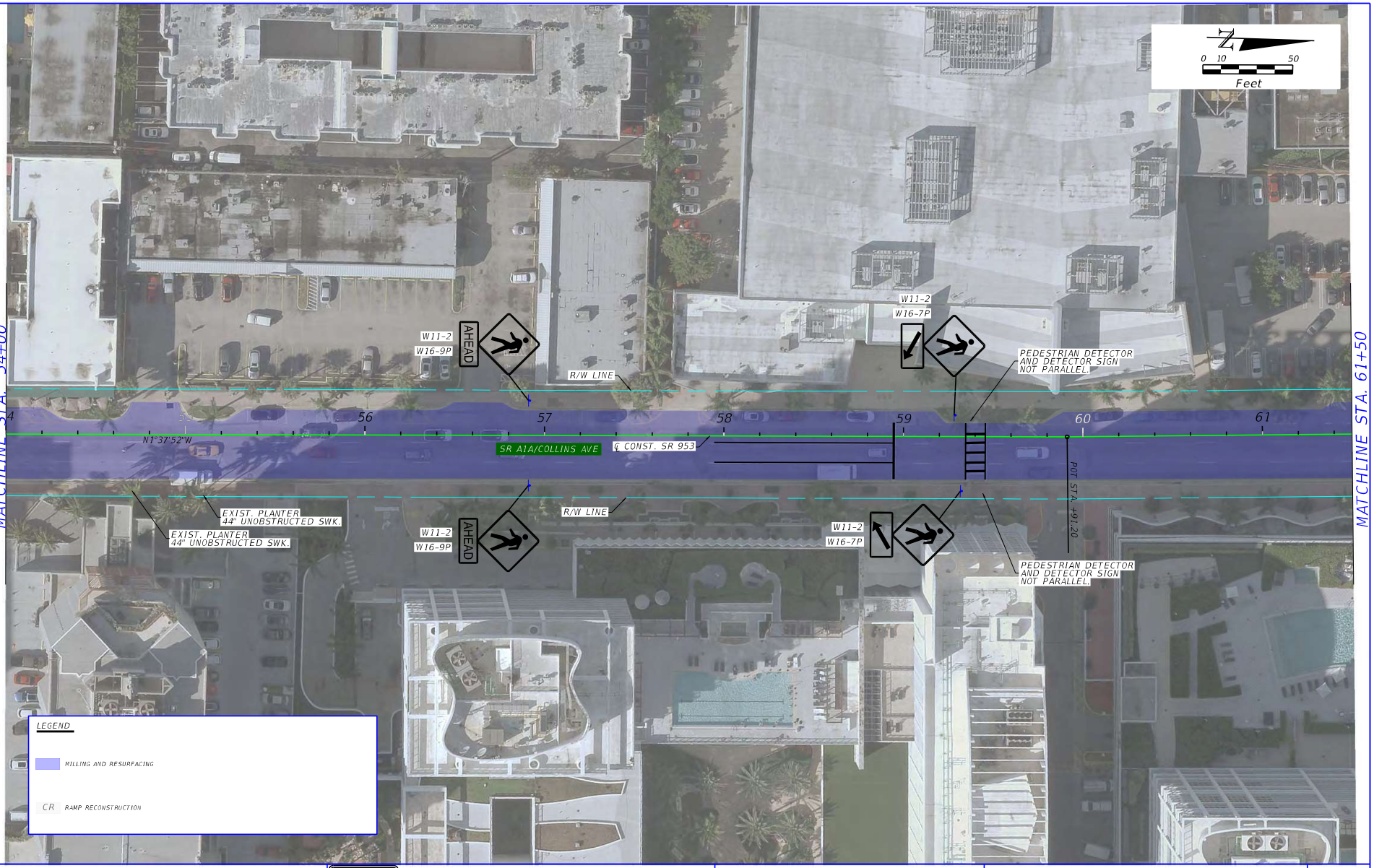

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EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

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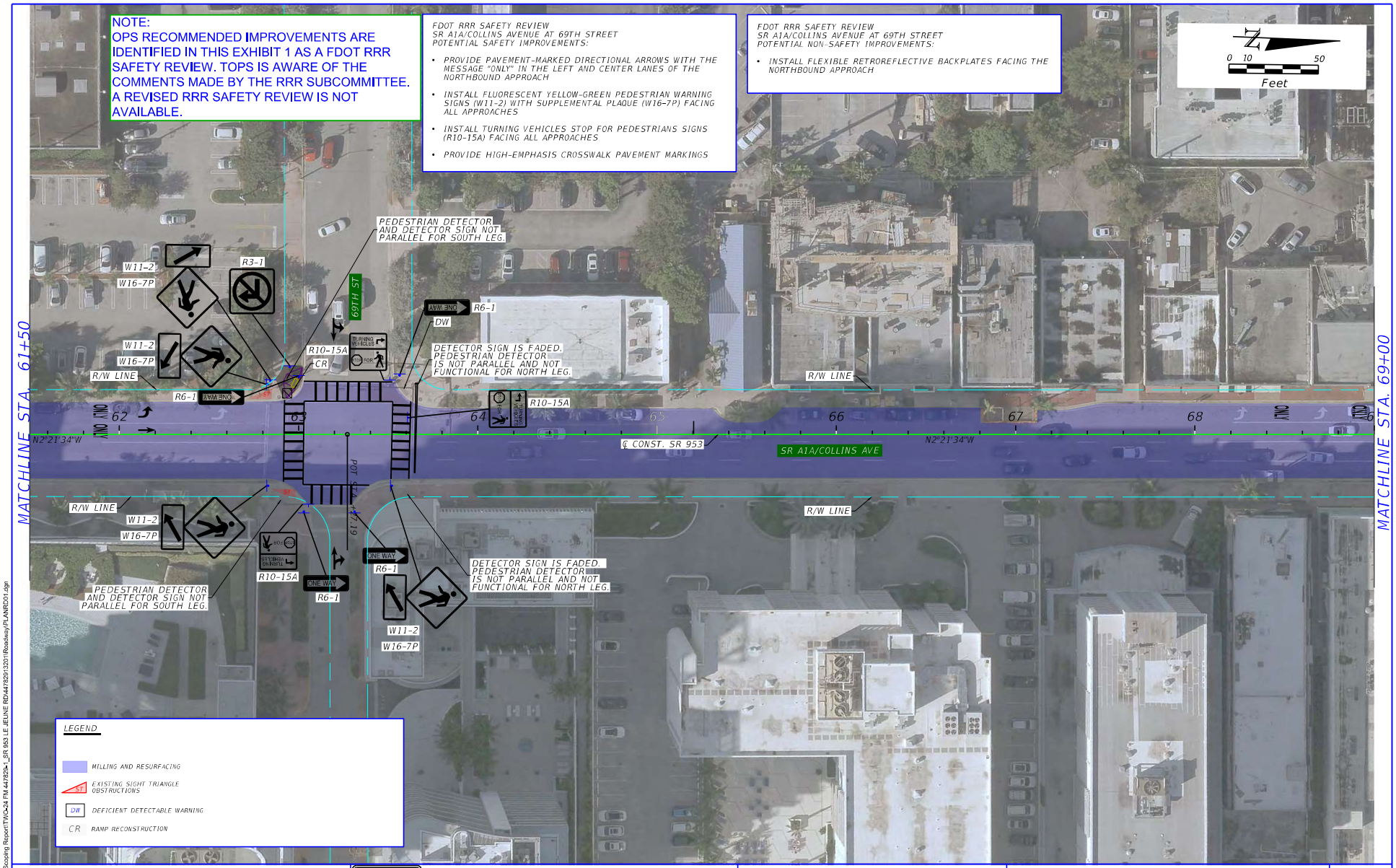

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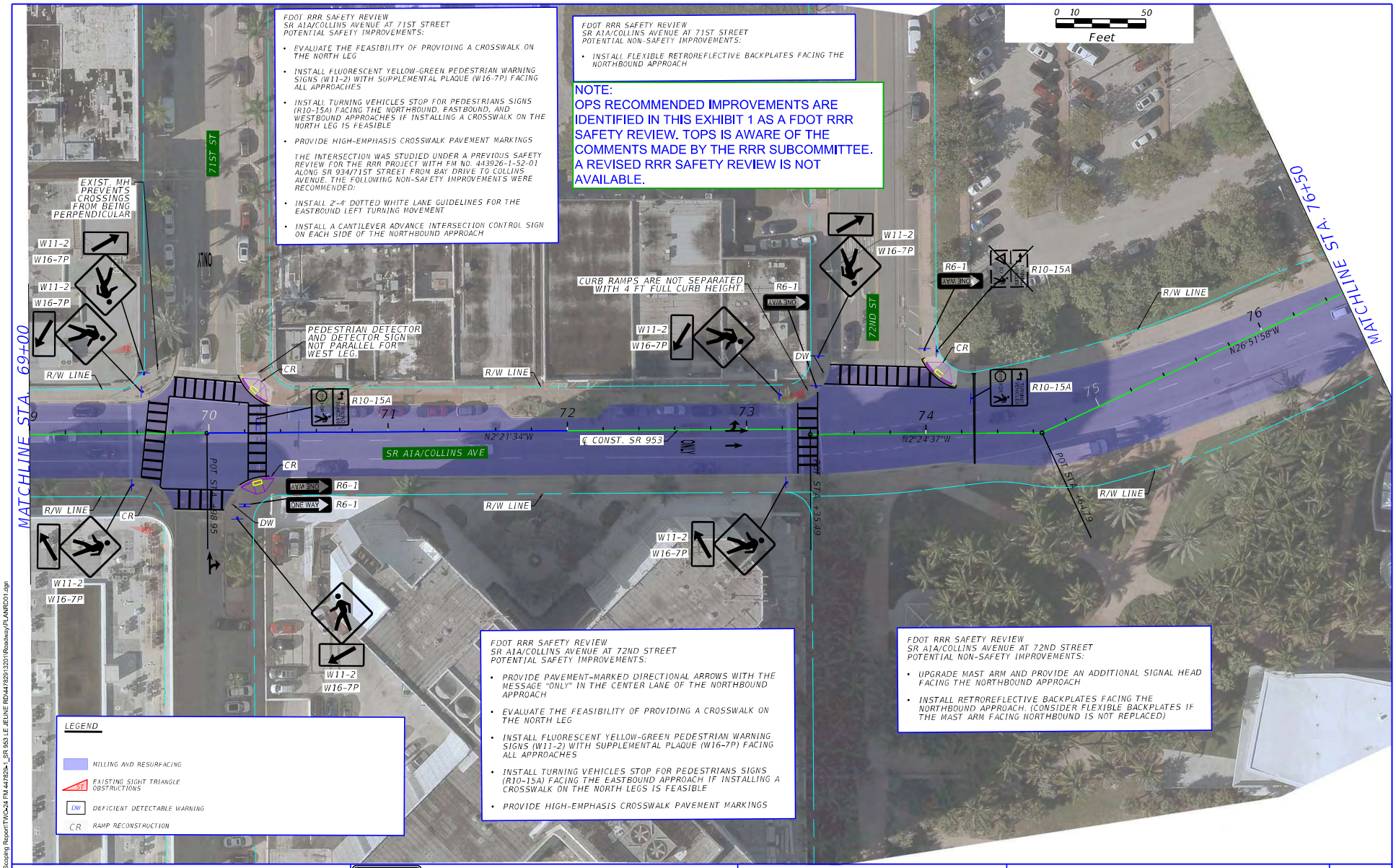

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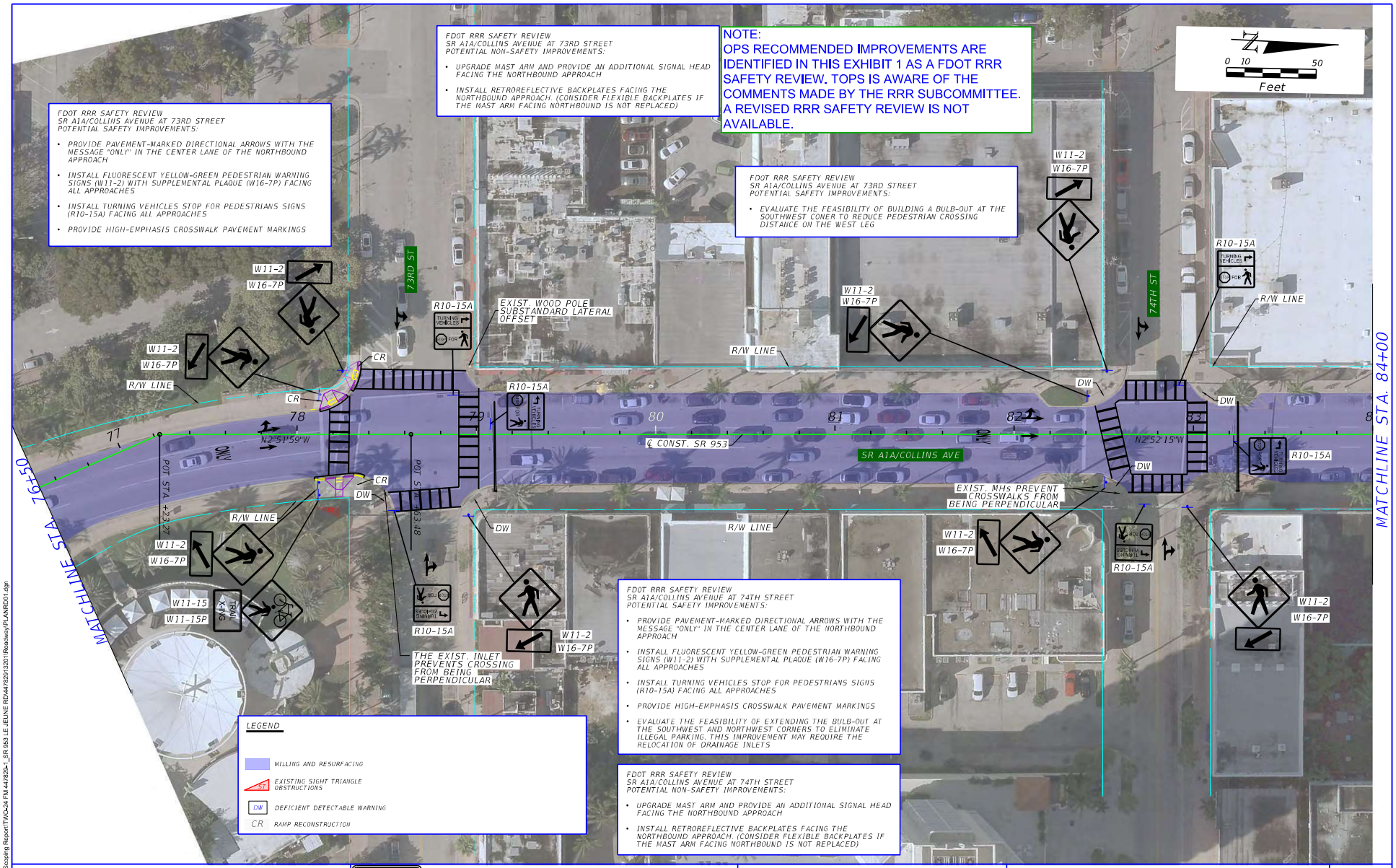

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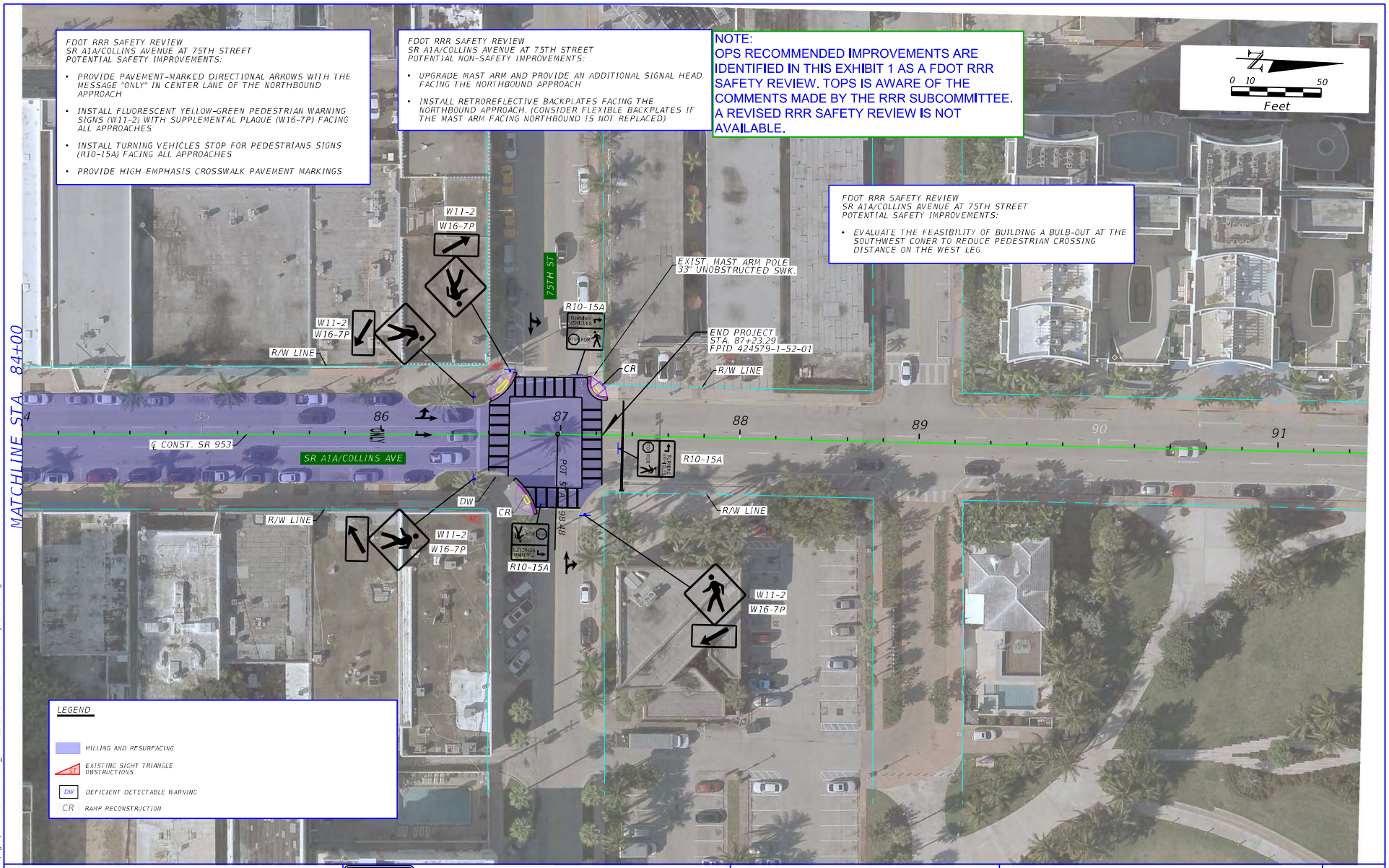

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EXHIBIT 1 DEFICIENCES AND RECOMMENDATIONS

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3.11 LIST OF APPENDICES

A. FDOT RRR Safety Review Report

B. Corridor Files
   - B-1. Straight Line Diagram
   - B-2. Utility Owners List

C. Right of Way Maps

D. Pavement Design Documents
   - D-1. Pavement Evaluation Condition Forecast Plan 2020-2025
   - D-2. Resilient Modulus Recommendation Memorandum
   - D-3 18-kip ESAL Calculations
   - D-4. Ground Penetrating Radar (GPR) Survey

E. Plans from Previous and Programmed Projects
   - E-1. FPID 249962-1-52-01 (FY 1998)
   - E-2. FPID 250029-1-52-01 (FY 2008)
   - E-3. FPID 424579-1-52-01 (FY 2011)
   - E-4. FPID 440170-1-52-01 (FY 2019)
   - E-5. FPID 440171-1-52-01 (FY 2019)
   - E-6. FPID 430813-1-52-01 (FY 2023)
   - E-7. FPID 443902-1-52-01 (FY 2023)
   - E-8. FPID 434773-3-12-01 (FY UNK)
   - E-9. FPID 443926-1-52-01 (FY 2026)
   - E-10. FPID 448990-1-52-01 (FY UNK)

F. Environmental Resources Desktop Analysis (ERDA)

G. Preliminary Cost Estimate

H. Inventory of Existing Pedestrian Ramps

I. Correspondence

J. Maintenance Issues

K. Project-level Context Classification (PLCC)

L. Drainage Concerns

M. Pedestrian Study