FINAL SCOPING REPORT

SR 823/NW 57TH AVENUE/RED RD FROM S. OF NW 186TH STREET TO S. OF HEFT

(87002000 MP 7.752 – 9.399)

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 S Hossain, P.E.

Task Work Order 5

FM 452567-1-32-01

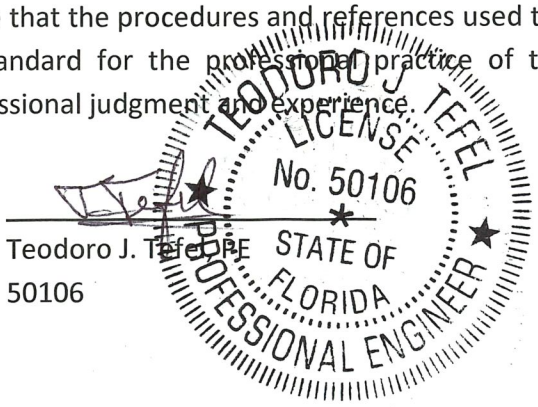
August 2025

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 Statutes, and 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:	RRR Scoping Report for SR 823/NW 57th Avenue/Red Rd From S. of NW 186th Street to S. of HEFT FM# 452567-1 | Roadway ID: 87002000 | MP 7.752 – MP 9.399
Location:	Miami-Dade, Florida
Client:	Florida Department of Transportation, District 6 Planning and Environmental Management Office 1000 NW 111th Avenue Miami, Florida 33172
FDOT Project Manager:	Md S Hossain, MS, P.E.
Report Prepared by:	HBC Engineering Company 9675 NW 117th Ave, Suite 305 Medley, FL 33178 Contract No.: CA812, TWO No: 5 Vendor No.: VF-223936061

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



Signature: _____
Name: Teodoro J. Tefel, PE
License No.: 50106

SUMMARY OF PROJECT SCOPE ELEMENTS

The following list serves as the basis for the Scope of Services for the Design Phase.

SUMMARY OF PROJECT INFORMATION

- Project Description: SR 823/NW 57th Avenue/Red Rd From S. of NW 186th Street to S. of HEFT
- County: Miami-Dade
- Project Type: RRR (Work Mix 0012)
- Project Limits: 87002000 | MP 7.752 – 9.399
- Highway Systems: SHS and NHS
- Functional Classification: Urban Principal Arterial Other
- Context Classification: C3R-Suburban Residential
- Bridge No(s).: 870950
- Railroad Crossing No.: N/A
- Design Speed: 45 mph
- Posted Speed: 45 mph
  - Target Speed: 40 mph

1 PURPOSE

- Major work mix consists of: 0012, Resurfacing.
- Major work groups consist of: 3.1 Minor Highway Design
- Minor work groups consist of: 4.1.1 Miscellaneous Structures, 4.1.2 Minor Bridge Design, 7.1 Signing, Pavement Marking, & Channelization, 7.2 Lighting, 7.3 Signalization, 8.1 Control Surveying, 8.2 Design, Right of Way, and Construction Surveying.
- Known alternative construction contracting methods consist of: N/A

2 PROJECT DESCRIPTION

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 required to attend a Public Information Meeting.
- Other Agency Meetings: N/A
- 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 for 1.647 miles
- Typical Section: 3 Typical Sections, 2 Typical Section Details
- Pavement Design: 1 Pavement Design: Milling and Resurfacing
- Pavement Type Selection Report(s): N/A
- Cross Slope Correction: N/A
- Access Management Classification: Class 3
- Transit Route Features: N/A
- Major Intersections/Interchanges: NW 189 St, NW 191 St, NW 195 Dr, NW 199 St, NW 202 St
- Roadway Alternative Analysis: N/A
- Level of Temporary Traffic Control Plans: Level 1
- Temporary Lighting: N/A
- Temporary Signals: N/A
- Temporary Drainage: N/A
- Design Variations/Exceptions: 8 DV:

    1. Design Variation for Lane Width
    2. Design Variation for Median Width and Traffic Separator

3. Design Variation for Bicycle Facilities
4. Design Variation for Lateral Offset
5. Design Variation for Clear Sight Triangle
6. Design Variation for Deceleration Length
7. Design Variation for Barrier Setback
8. Design Variation for Signal Mast in the Median

Design Variation may be required, 2 DV:

9. Design Variation for Cross Slope *
10. Design Variation for Vertical Clearance*

* Additional survey and/or analysis will be required to verify compliance with criteria.

- Sidewalk Profiles: N/A

2.2 Drainage (Activities 6a and 6b)

Existing drainage conditions along the project limits typically consist of a closed system with curb inlets as collection points for stormwater surface runoff. The existing drainage pattern is recommended to remain unchanged. No additional drainage work is anticipated at the time of this report submittal. It is the responsibility of the Maintenance Office to clean out inlets and repair damaged inlet tops.

2.3 Selective Clearing and Grubbing (Activity 6c) N/A

2.4 Utilities Coordination (Activity 7)

Twelve (12) Utility Agencies/Owners (UAOs) have been identified within the project limits. No significant utility impacts are anticipated for this RRR Project. Existing valves and manholes within the limits of milling and resurfacing should be adjusted. The project utility coordination tasks, including processing of any Utility Work Schedules (UWS) and Utility Clear Letters, are to be completed by the District Utilities Office. However, the designer will perform Subsurface Utility Exploration (SUE) tests to verify any utility conflicts within the project limits.

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

Summary of findings from the Environmental Resource Desktop Analysis (ERDA): the D6 Environment Section will continue to evaluate the project's Class of Action during future phases.

Temporary impacts on local traffic patterns are likely during construction. There are no navigable waterways within or adjacent to the project corridor, no critical habitat or Essential Fish Habitat (EFH) is present within the project area, the project is within the South Florida Urban Bat Area, no impacts to this Section 4(f) protected park/recreational resource is anticipated, and a known contaminated site has been identified within a 500-ft radius of the project corridor. Environmental permitting requirements are to be provided by the Environmental Permits Office.

2.6 Structures (Activities 9 – 18)

Installation of pedestal signal poles is recommended to improve traffic control. The project also involves the replacement of multi-post signs, which will require structural analysis to ensure proper foundation design and compliance with applicable loading and wind resistance criteria. Recommended improvements for Bridge No. 870950 (southbound) include upgrading the existing guardrail connections to meet current safety standards and installing a steel pedestrian/bicycle bullet rail atop the existing concrete traffic railing along the west side of Bridge No. 870950. In addition, replacement of the bridge joints will be performed separately by the FDOT Maintenance Office, and the designer will be responsible for coordinating this work to avoid conflicts with the project.

2.7 Signing and Pavement Markings (Activities 19 & 20)

Signing and Pavement Marking Plans are required for 1.647 miles. Existing signage includes single and multi-column ground signs. Sign improvements include sign upgrades, replacement, and new signs that meet current FDOT and MUTCD requirements. All pavement markings within the limits of milling and resurfacing shall be replaced to comply with current FDOT Standard Plans. It is the responsibility of the Maintenance Office to replace damaged or missing signs.

2.8 Signalization (Activities 21 & 22)

The report recommends installation of pedestrian signal heads, detector assemblies and detector signs, replacing signal pull boxes impacted by curb ramp construction. Adding flexible retroreflective backplates to existing traffic signal heads, but if replacement of signal heads is necessary, the backplates can be omitted. Additionally, there are four (4) signalized intersections within the project limits. (NW 189 St, NW 195 Dr, NW 199 St, NW 202 St.

2.9 Lighting (Activities 23 & 24)

The existing lighting system within the project limits is to remain in place. Lighting pull boxes shall be replaced as necessary within the limits of curb ramp reconstruction. Any lighting repairs or replacements are considered maintenance items and will be addressed accordingly. As part of

the Safety Review, additional lighting was recommended to enhance visibility at the proposed crosswalk on the east leg of the intersection with NW 199th Street.

2.10 Landscape Architecture (Activities 25 & 26)

Vegetation was observed within intersection sight triangles. The Designer is responsible for pursuing any necessary design variation to allow the existing landscape to remain in place where feasible. Trimming of vegetation to maintain adequate sight distance will be performed by the District Maintenance Office.

2.11 Survey (Activity 27)

The Design Survey for the RRR project will typically be provided by the District. The Designer will create the Project Control sheets from data extracted from the project survey and sign and seal the Project Control Sheets. Additional special purpose survey could be required for sub-surface utility exploration.

2.12 Photogrammetry (Activity 28) N/A

2.13 Mapping (Activity 29)

The Right of Way Map will typically be provided by the District. The Designer should coordinate with the District Survey Office to verify the right of way maps.

2.14 Terrestrial Mobile LiDAR (Activity 30) N/A

2.15 Architecture (Activity 31) N/A

2.16 Noise Barriers (Activity 32) N/A

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

2.18 Geotechnical (Activity 35)

Geotechnical service is typically provided by the District. The designer is responsible for including the project geotechnical information in the Roadway Plans component set.

2.19 Project Schedule

- Begin Roadway Plans 01/21/2026
- Production Date 08/16/2027
- Transmit PS&E Package 11/18/2027
- Letting Date 01/26/2028

2.20 Submittal Schedule

- Phase II - 60% Plans Submittal 06/26/2026
- Phase III - 90% Plans Submittal 11/06/2026
- Phase IV - 100% Plans Submittal 04/08/2027
- Plans Completed Submittal 06/14/2027
- PS&E Submittal 10/19/2027

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mph	miles per hour
psi	pounds per square inch

LIST OF ABBREVIATIONS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADAAG	ADA Accessibility Guidelines
CAP	Community Awareness Plan
DHW	Design High Water
DTPW	Department of Transportation and Public Works
EB	Eastbound
ETRM	Exfiltration Trench Reference Manual
ESAL	Equivalent Single Axle Load
FAST	Florida Analysis System for Targets
FAC	Florida Administrative Code
FC	Friction Course
FDOT	Florida Department of Transportation
FDM	FDOT Design Manual
FM	Financial Management (Number)
FPDM	Flexible Pavement Design Manual
FPID	Financial Project Identification Number
FWD	Falling-Weight Deflectometer
FY	Fiscal Year
HCL	High Crash List
JPA	Joint Project Agreement
LBR	Limerock Bearing Ratio
LRE	Long Range Estimate
LT	Left
MP	Milepost
MR	Resilient Modulus
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
NB	Northbound
NHS	National Highway System
NMSA	Non-Major State Action
NOAA	National Oceanic and Atmospheric Administration
PCS	Pavement Condition Survey
PECCDR	Pavement Evaluation Coring and Condition Data Report
PIF	Permit Involvement Form
PIO	Public Information Office
PLEMO	Planning and Environmental Management Office
POP	Pavement-Only Project
PROWAG	Public Right of Way Accessibility Guideline
RCI	Roadway Characteristics Inventory
RRR	Resurfacing, Restoration, and Rehabilitation
RT	Right
SB	Southbound
SHS	State Highway System
SIS	Strategic Intermodal System
SLD	Straight Line Diagram
SMO	State Materials Office
SN	Structural Number
T_{24}	Truck Factor (% Trucks)
TTC	Temporary Traffic Control (Plan)
TEM	Traffic Engineering Manual
UAM	Utility Accommodation Manual
UAO	Utility Agency/Owner
UWS	Utility Work Schedule
WB	Westbound

1.0 INTRODUCTION

HBC Engineering Company was retained by the Florida Department of Transportation (FDOT) District 6 (D6) Planning and Environmental Management Office (PLEMO) to prepare an RRR Scoping Report for Project with FM 452567-1. This project qualifies under work mix 0012 Resurfacing Project. This project encompasses resurfacing, restoration, and rehabilitation activities along SR 823/NW 57th Avenue/Red Rd from S. of NW 186th Street to S. of HEFT in Miami-Dade County.

This scoping report is based on the requirements of the District 6 Design Handbook (revised May 2021) and FDOT Design Manual (FDM) (January 2025), 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. The identified improvements in FDM Section 114.3.2.4 may be included in the scoping report as approved in writing by the Department. This report documents the existing physical, operational, and safety conditions through office and field reviews. 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) 2028. Additionally, the Final Safety Review (FPID 250650-6-32-01, TWO-12) made safety recommendations for this project. See Appendix I and Section 3.3. This submittal revises the July 2024 Final Scoping Report to align with the latest scoping report outline.

1.1 Project Purpose and Need

Project Purpose

The primary purpose of RRR Projects is to preserve and extend the service life of the existing pavement and to provide recommendations that enhance safety along the roadway segment for all transportation modes.

Project Need

Provide support for the project purpose by discussing the following project needs:

- Objective: The objective of the RRR projects is to correct the deficient pavement conditions by milling and resurfacing.
- Justification:
    - The project originated from the 2024 Pavement Condition Survey (PCS) Ratings, which identified the pavement within the project limits to be prone to be deficient for ride and crack.
    - The pavement age was the key primary factor for the origination of this project. The existing pavement within the project limits was resurfaced in 2007 and will be 21 years old by 2028 when this resurfacing project is funded for construction.

- Field reviews confirmed that overall, the existing pavement is in fair condition with multiple locations presenting deterioration. These included cracking, pavement depression, raveling, utility cuts, and uneven manholes.

- Additional project needs:
  - Upgrade all substandard ground-mounted signs and pavement markings.
  - Add retroreflective flexible backplates to existing signal heads. If replacement of signal heads is necessary, backplates can be omitted.
  - Upgrade non-ADA pedestrian facilities to meet FDM Criteria.
  - Upgrade pedestrian detector assemblies.
  - Replace signal loop detectors.

1.2 Project Type Determination

This project does not qualify as a Maintenance Resurfacing/Pavement-Only Project (POP) because segments within the project limits were identified on the District High Crash List (HCL). Similarly, this project does not qualify as a Ride Only Project (ROP) because according to the PCS's ratings the existing pavement is not in good condition. As such, the project is programmed as an RRR project and the scope of work shall meet the requirements of the FDM: Development and Processes, Sections 114 Resurfacing, Restoration and Rehabilitation (RRR).

1.3 Project Location and Limits

SR 823/NW 57 Avenue Street is a six-lane divided Urban Principal Arterial Other in Unincorporated Miami-Dade County and Broward County. The project limits are from S of NW 186th Street to S of HEFT or from MP 7.752 – 9.399 (87002000). The project is adjacent to FPID 428358-8-52-01 on the south end of the project and to FPID 429328-1-52-01 on the north end of the project. Additionally, the project intersects NW 191 St, NW 195 Dr, W 199 St, NW 202 St, NW 204 St and Canal C-9. Adjacent properties along the corridor are commercial and residential types. The project location map is shown in Figure 1-1.

Figure 1-1 Project Location Map

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 F.

- FPID 414617-1-52-01 (FY 2005, completed 2006)
  - SR 823/NW 57th Avenue from South of NW 186 St. to M-Dade/Broward Co Line. This is a resurfacing project by FDOT.
- FPID 249941-7-52-01 (FY 2015)
  - SR 823/NW 57th Avenue from NW 202 Street to SR 821/HEFT. This is a sidewalk project by FDOT.
- FPID 430803-1-52-01 (FY 2016, completed 2017)
  - SR 823/NW 57th Avenue from S of NW 142 St to S of NW 186 Street. This is a resurfacing project by FDOT.
- FPID 431433-3-52-01/CTP 2018-1-0013 (FY 2021)
  - MIAMI-DADE Traffic Ops Pushbutton - Roads Miscellaneous Construction. This is a miscellaneous construction project by FDOT.
- FPID 433425-1-52-01 (FY 2016, completed 2019)
  - SR 823/NW 57th Avenue from NW 183rd ST/Miami Gardens Drive to Miami-Dade/Broward County Line. This is a landscaping project by FDOT.
- FPID 429328-1-52-01 (FY 2018, Completed 2020)
  - Widen TPK Ext (SR821) NW 57th Ave to Miramar Plaza (4 to 8 W/Managed Lanes). This is a managed lanes project by FDOT.
- CTP 2022-02-0015
  - SR 823/NW 57th Avenue at NW 191 Street Signal Warrant Analysis (2022, FM 249726-7 TWO-31).
- CTP 2022-01-0014
  - SR 823/NW 57th Avenue at NW 202 Street Qualitative Assessment. (2022, FM 249726-7 TWO-31).

Programmed Projects

- Based FPID 454657-1-52-01 (FY 2030)
  - SR 823/Red Rd/NW 57 Ave at NW 191 Street. This is a traffic operations improvement project by FDOT.

2.0 ASSESSMENT OF EXISTING CONDITIONS

The existing conditions were evaluated, and deficiencies were identified through office and field reviews performed as part of the study.

2.1 Office Reviews

The office reviews included the review of documents provided by the district and data collection from other sources. Documents reviewed included the following:

- Aerial Photography
- Right of Way Maps (Not Available)
- Existing traffic volumes
- Straight Line Diagram (SLD)
- Roadway Characteristics Inventory (RCI)
- Identification of Utilities (Sunshine State One-Call of Florida)
- Pavement Condition Forecast, Resilient Modulus (MR) Recommendation Memos, and 18-kip Equivalent Single Axle Load (ESAL) Report
- As-Builts and Design Plans from previous projects
- Ground Penetration Radar (GPR)
- Project Level Context Class (PLCC) Memo
- RRR Safety Review Report (FPID 250650-6-32-01, TWO-12) (July 2024)
- Environmental Resource Desktop Analysis (ERDA)

2.2 Field Reviews

Field reviews were conducted in January 2024 for this Scoping Report, based on the district 6 Field Review Checklists. Photos documenting these field reviews are included in the relevant sections of this report.

2.3 Design Controls

2.3.1 Highway Functional Classification

SR 823/NW 57th Avenue/Red Rd is classified as an Urban Principal Arterial Other and part of the State Highway System (SHS) and the National Highway System (NHS).

2.3.2 Context Classification

The context classification C3R-Suburban Residential within the project limits. Context classification is based on the FDOT Roadway Characteristic Inventory (RCI) and the FDOT Transportation Data Analytics ArcGIS Online Feature Layers as of March 2025 (https://fdot.maps.arcgis.com). Additionally, the context classification of the existing roadway is C3R-Suburban Residential according to the Project Level Context Class (PLCC) and Target Speed Memorandum.

2.3.3 Design, Posted and Target Speeds

The current design speed and posted speed is 45 mph according to as-built FM 414617-1. According to the PLCC Letter, a project-specific target speed of 40 mph is recommended for this project, which is 5-mph less than the existing design and posted speed. The PLCC letter does not recommend any reduction in design or posted speeds.

2.3.4 Traffic Volume

Two (2) traffic count stations are present within the project limits. Station 872514 is representative of segment one traffic from MP 7.752 to MP 8.525 and station 872515 is representative of segment three traffic from MP 8.525 to MP 9.399. The traffic volume data for the year 2024 is listed in **Table 2-1**.

Table 2-1 Existing Traffic Volume Characteristics - 2024

FDOT Count Station	Milepost	Location Description	AADT	K_{30}	D_{30}	Truck Factor (T_{24})
872514	7.651	SR 823/NW 57 AV, 550' N SR 860/NW 183 ST	47,000	9.00	54.9	3.00
872515	9.661	SR 823/NW 57 AV, 200' S MIAMI-DADE/BROWARD CO LINE	49,000	9.00	54.9	5.70

(https://tdaappsprod.dot.state.fl.us/fto/)

2.3.5 Design Period and Design Year

The FDOT Project Traffic Forecasting Handbook states that the design year is typically 20 years from the opening year of the facility. For RRR projects, the anticipated design period is 10 years based on FDM Design Controls. However, the Flexible Pavement Design Manual (FPDM), Table 3.1 requires a design period of 15 to 20 years for pavement overlay with milling on non-limited

access facilities. The Opening Year for this project is 2029 and the design period would be 20 years for the Design Year 2049.

2.4 Existing Typical Section

This segment of SR 823/NW 57th Avenue/Red Rd consists of a six-lane divided roadway composed of three (3) typical sections: two roadway sections and one bridge section. The existing typical sections are illustrated in Figures 2-1 through 2-3.

Existing Typical Section 1 (from NW 186 St to 180' S of NW 199 St): This segment is a six-lane divided roadway with 15.5-foot raised median, 11-foot inside travel lanes, 12-foot outside travel lane, 2-foot-curb and gutters, 6.5-foot concrete sidewalk on the east side, 4.5-foot paved shoulder and concrete barrier wall on the west side.

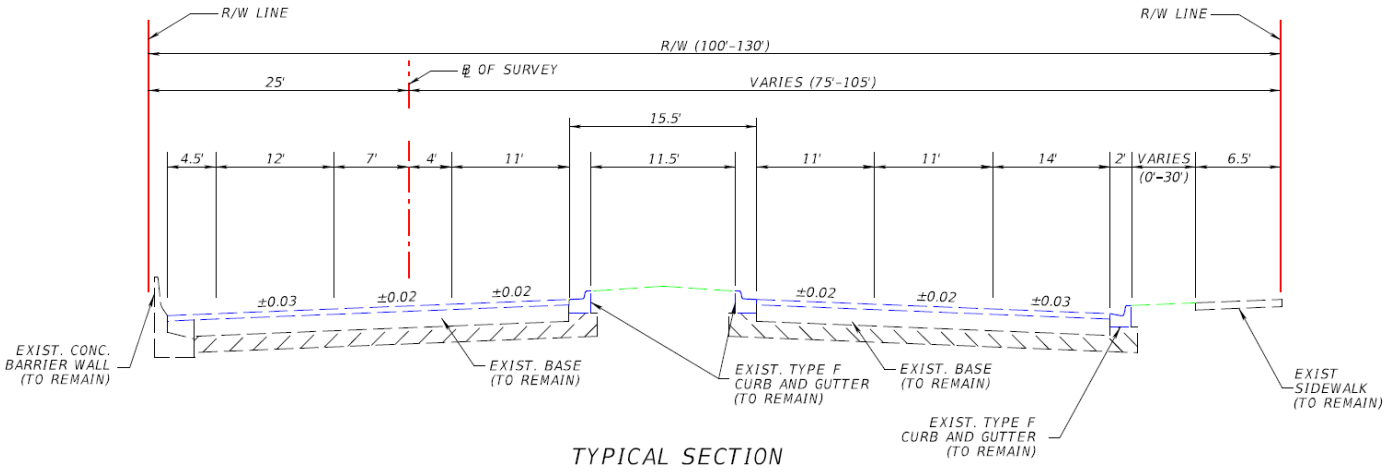


Figure 2-1 Existing Typical Section

Existing Typical Section 2 (from 180’ S of NW 199 St to Bridge 870950 and from Bridge 870950 to 170’ S of SW 45th Street): This segment is a six-lane divided roadway with 18-20-foot raised median, 12-foot inside travel lanes, 14-foot outside travel lanes, 2-foot-curb and gutter, 6-foot concrete sidewalk on the east side, and guardrail on the west side.

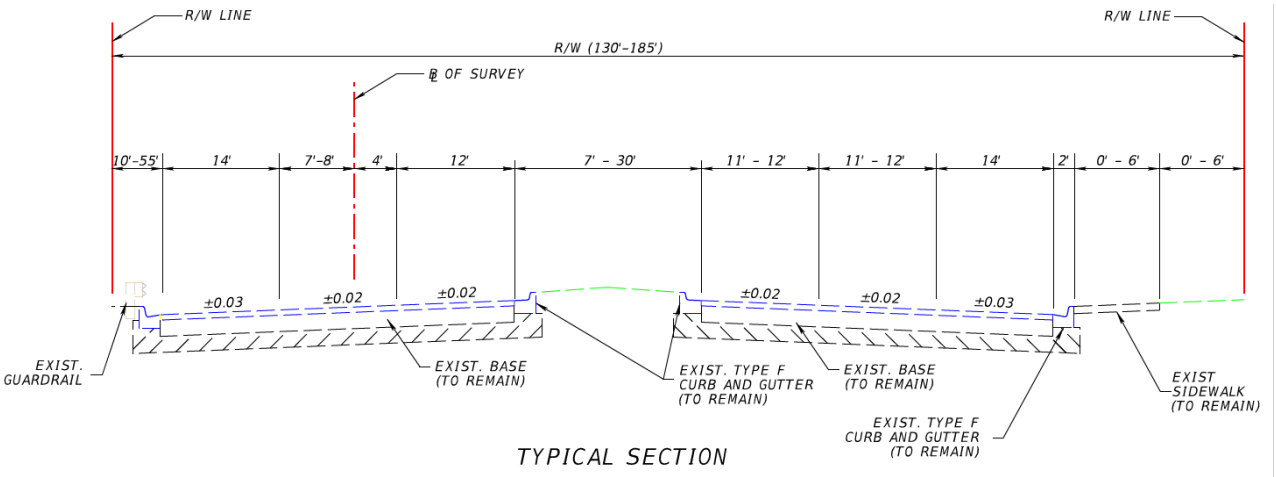


Figure 2-2 Existing Typical Section

Existing Typical Section 3 (Bridge 870950): This segment is a six-lane divided roadway with 20-foot raised median, 12-foot inside travel lanes, 14-foot outside travel lanes, 2.5-foot outside shoulders, 5-foot concrete sidewalk with parapet mounted pedestrian railing on the east side, and a concrete traffic railing of the west side.

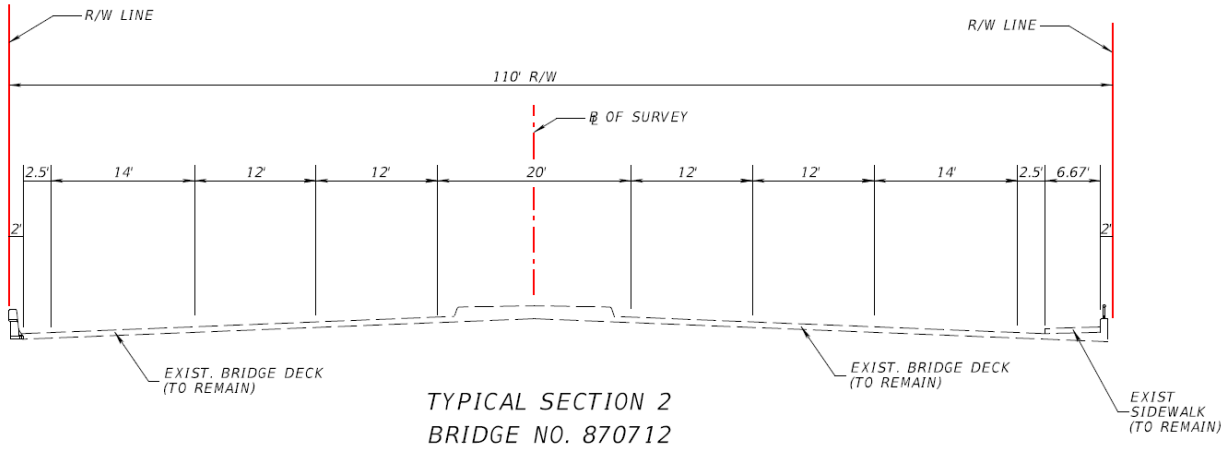


Figure 2-3 Existing Typical Section

2.5 Existing Pavement

2.5.1 Pavement History

The existing pavement within the project segment was last resurfaced in 2006 by FPIDs 414617-1-52-01 (FY 2005, completed 2006) (MP 7.749 to MP 9.456). The existing pavement is currently 19 years old and will be 22 years old by 2028. The pavement design from the previous projects is listed below.

- Mill Existing Asphalt Pavement (2 ¼" Avg. Depth) (2" below lip of gutter on low side)
- Resurfacing
  - Type SP Structural Course (Traffic C) (1 ½")
  - Friction Course FC-5 (3/4") (Rubber)
- Widening
  - OBG 15 (9" Type B-12.5)
  - Type SP Structural Course (Traffic C) (3")
  - Friction Course FC-5 (3/4") (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.

2.5.2 Existing Pavement Conditions

After conducting a visual inspection of the pavement condition during our field review, the existing pavement condition presents surface deteriorations such as minor cracking, raveling, utility cuts, pavement depression around manholes, and pavement depression 150' north of Bridge 870950. The field review was conducted in January 2024. Figure 2-4 illustrates samples of the surface deteriorations encountered during the field review.


1


2

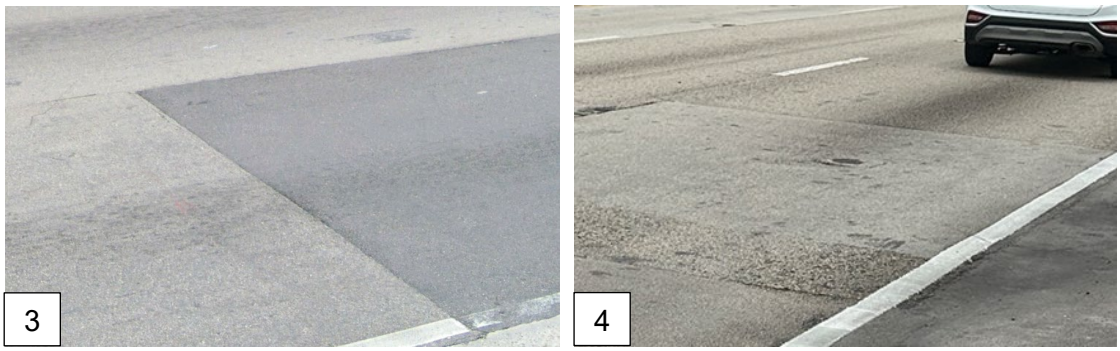


Figure 2-4 Existing Pavement Condition
(1. Cracking, 2. Pavement Depression, 3. Raveling, 4. Utility Cut)

2.5.3 Pavement Condition Survey

The pavement condition ratings of the 2025-2030 period, based on data extracted on 08/16/2024, are shown in Table 2-2 (See Appendix D-4).

Table 2-2 Pavement Condition Ratings - 2024

Milepost Limits	[*2023*] PCS Ratings			[*2024*] PCS Ratings			[*2029*] PCS Rating	
	Crack	Ride	Rut	Crack	Ride	Rut	Crack	Ride
7.752 - 9.399 L	6.5	6.5	-	7.5	6.5	-	6.0	6.3
7.752 - 9.399 R	6.5	7.0	-	6.5	6.8	-	6.0	6.6

2.5.4 Ground-Penetrating Radar

The GPR data was provided by the FDOT State Materials Office (SMO) in February 2024. A summary of the pavement thicknesses is presented in **Table 2-3**. The GPR test results indicate existing asphalt thickness ranges from 1.92 to 6 inches on the left side of the roadway and from 0.9 to 7.32 inches on the right side. The complete GPR results are included in Appendix D-2.

Table 2-3 Summary of GPR Test Results

Lane #	Total Asphalt Thickness (inches)							
	L-Direction				R-Direction			
	Min	Max	Average	Standard Deviation	Min	Max	Average	Standard Deviation
1	2.95	5.68	4.17	0.45	0.9	6.87	3.96	0.51
2	1.92	5.5	3.67	0.47	2.11	6.56	3.75	0.48
3	2.42	6	4.11	0.55	2.91	7.32	4.16	0.48
Overall								

2.6 Analysis of Existing Deficiencies

2.6.1 Design Criteria

Existing conditions were evaluated, and deficiencies were identified through office and field reviews conducted as part of this report. Design elements were assessed for compliance with the current edition of the FDM (January 2025). Existing components reviewed include roadway, signing & pavement markings, and signalization. It is the Designer's responsibility to implement the design criteria from the applicable edition of the FDM and FDOT Standard Plans effective for this project (Letting Date January 2028). Other documents used for review of this RRR Project include the applicable editions of the following manuals or guidelines:

- FDOT Traffic Engineering Manual (TEM)
- FDOT Standard Specifications for Road and Bridge Construction
- FDOT District 6 Design Handbook
- FDOT Drainage Manual
- FDOT Flexible Pavement Design Manual
- FDOT Utility Accommodation Manual (UAM)
- Manual of Uniform Traffic Control Devices
- American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- Americans with Disabilities Act (ADA) Standards for Accessible Design
- ADA Standards for Transportation Facilities
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- Public Right of Way Accessibility Guideline (PROWAG)
- District 6 Miami-Dade County (MDC) Signalization Guidelines
- FDOT District 6 Pavement Design Guidelines.

2.6.2 Lanes

2.6.2.1 Lane Width

Based on field observation and review of previous plans with FPID 414617-1-52-01, the width of the through lanes ranges from eleven feet to fourteen feet. The width of the left turn and right turn lanes range from ten feet to twelve feet. Based on the current and proposed lane configuration, the width of the through lanes meets the minimum lane width criteria of eleven' for context classification C3R and current design speed of 45 mph. The minimum auxiliary lane width of ten feet does not meet the minimum lane width criteria of eleven' for context

classification C3R and current design speed of 45 mph. A Design Variation for Lane Width is necessary.

2.6.2.2 Pavement Cross Slope

Existing cross slopes will be documented by the Design Survey, which is scheduled for completion after submission of this Scoping Report. According to plans from the previous resurfacing projects (FPID 414617-1-52-01), travel lanes were constructed with cross slopes ranging between 0.02 and 0.03. The FDOT Design Manual states: "Resurfaced pavement and shoulder cross slopes should meet new construction criteria. When cross slope correction is not practical, it must be documented in the design file. Existing curbed roadways originally constructed with a parabolic crown section may be resurfaced using a series of tangents with a cross slopes ranging from 0.015 to 0.05. The RRR criteria for existing roadway cross slopes allow a range of 0.015 to 0.040 for a standard cross slope of 0.02 and 0.025 to 0.040 for a standard cross slope of 0.03. Existing multilane curbed roadways may have outside travel or auxiliary lanes with a maximum cross slope of 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.

2.6.2.3 Roadway Transitions

A notable geometric feature along the corridor is the transition in the raised median width across NW 199 Street. The centerline horizontal alignment accommodates a transition from a 17-foot median to a 20-foot median. This transition begins at Mile Post (MP) 8.404 and ends at MP 8.553, resulting in a total transition length of 786.72 feet. The location and extent of this transition were obtained from the FDOT Straight Line Diagram (SLD) for NW 57 Avenue. According to the FDOT FDM, for a design speed of 45 mph, the minimum taper length for a median transition is typically calculated using the formula: Taper Length = W × V = Taper Length = 3' × 45 = 135 feet. The actual transition length of 786.72 feet significantly exceeds the minimum required taper length of 135 feet, thereby meeting and exceeding FDOT FDM criteria for a 45-mph design speed. This extended taper provides a more gradual and comfortable transition for drivers, enhancing both safety and operational efficiency.

2.6.3 Medians, Islands, and Hardened Centerline

Based on field observation and review of previous plans with FPID 414617-1-52-01, the width of the existing median along SR 823/NW 57th Avenue ranges from 15.5 feet to thirty feet. Therefore, the existing median width less than 22 feet does not meet the criteria of a minimum median width of twenty-two feet for C3R context classification and a design speed of 45 mph. The width of the existing traffic separator is four feet and meets minimum criteria. Therefore, a Design Variation for Median Width is necessary. Based on field review, there are crosswalks on the side streets, but there are no crosswalks to cross SR 823. FDM indicates providing a hardened centerline where it is not possible to provide a pedestrian refuge island. When it is not possible to provide a hardened centerline, then a Design Variation is necessary.

2.6.4 Shoulders

Based on field review, the 2.5 feet outside shoulders in the concrete barrier wall and bridge sections meets the minimum FDM for partial bridge sections for divided arterials and collectors.

2.6.5 Curbed Roadways

Within the project limits along State Road (SR) 823, the corridor is divided into two distinct segments based on the existing roadside infrastructure.

The first segment features a Type F curb and gutter system, which is located both within the raised median and along the outside edges of pavement. The existing Type F curb and gutter has a standard width of two feet and serves to provide positive drainage control and delineation of the travel lanes. This configuration is typical of urbanized sections where access control and stormwater management are critical.

The second segment of SR 823 is characterized by the presence of roadside barriers, including guardrails and concrete barrier walls. In this segment, the existing guardrail connections to the concrete barrier walls and to the bridge traffic railing are substandard and do not meet current design criteria. These deficiencies may impact the overall performance of the roadside safety system and warrant further evaluation for retrofit or replacement in accordance with current FDOT standards and the AASHTO Roadside Design Guide.

2.6.6 Roadside Slopes

No roadside slopes are within the project limits.

2.6.7 Border Width

Based on the plans from the previous resurfacing projects with FPID 414617-1-52-01, the existing border width varies between 8 feet and 14 feet on the east side of SR 823. The existing border width varies between 6 feet and 24.5 feet on the west side of SR 823. According to FDM criteria, on existing roadways where R/W is not being acquired:

i. Unmodified existing border width may remain.

ii. Modified existing border width must not be less than 8 feet (e.g., when adding a right turn lane).

Therefore, a Design Variation for Border Width is not necessary.

2.6.8 Horizontal Alignment

There are three (3) deflections in the alignment without curve within the project limits. The alignment information is based on the as-built FPID 414617-1-52-01 Straight-Line Diagram. Based on as built plans, the existing horizontal alignment meets criteria for maximum deflection of one degree without a horizontal curve. Therefore, a Design Variation for Horizontal Alignment is not necessary. The horizontal alignment data is presented in **Table 2-4**.

Table 2-4 Existing Horizontal Alignment – Deflection Data

Deflection No.	Station	Deflection (Δ)
1	823+97.76	06◦46’36”
2	836+64.64	00◦00’06”
3	864+17.04	00◦01’46”

2.6.9 Superelevation

There are no horizontal curves within the project limits.

2.6.10 Vertical Alignment

2.6.10.1 Grades

Based on a review of previous project documentation under FPID 414617-1-52-01, no vertical profile information was available for the subject corridor. Additionally, construction project records for 87002-1504 and 97861-3349 were not accessible for reference or verification.

A topographic survey has not been provided and is not available at this time. The Designer is responsible for reviewing the Design Survey to evaluate compliance with the existing vertical grades.

2.6.10.2 Vertical Curvature

Based on previous project plans with FM's FPID 414617-1-52-01, no vertical profile information was available. A topographic survey is not available at this time. The Designer is responsible for reviewing the Design Survey to evaluate compliance of the existing vertical curves.

2.6.10.3 Vertical Clearance

There are four signalized intersections with mast-arm installation. Overhead utility lines run on the east side of the road from NW 186th Street to bridge 870950 and overhead utility lines cross the road at several locations. The exact vertical clearances are unknown at this time and will be documented by the Design Survey during the final design phase of the project. The Designer is responsible for reviewing the Design Survey to evaluate the compliance of any existing vertical clearance with applicable design standards. If the existing conditions do not meet the required vertical clearance criteria, a Design Variation for Vertical Clearance may be necessary.

2.6.11 Sight Distance

2.6.11.1 Stopping Sight Distance

At the time of this report, no vertical profile information was available. Based on field review, it appears there are no vertical stopping sight distance issues along the corridor. In addition, the existing horizontal stopping sight distance appears to meet the minimum requirement of 360 feet. The Designer is responsible for reviewing the Design Survey to evaluate compliance.

2.6.11.2 Clear Sight Triangles

Clear sight triangles were evaluated at intersections within the project limits. Signal plan information indicates that the signals operate in two-way flashing mode. Based on field observations and an office review, sight triangle obstructions consist of trees, palms, mast arms poles, utility poles, and walls. At the time of this Scoping Report, the District Traffic Operations Office has not documented any specific locations where significant crash history is directly attributed to existing sight triangle obstructions. However, there are locations where the existing trees in the median are located less than 100 feet from the median nose (i.e. NW 186 St.). The Designer is responsible for reviewing the intersection sight triangles. A Design Variation for Clear

Sight Triangles is necessary for existing obstructions to remain within the right of way. FDOT considers tree trimming as a maintenance item. Plan exhibits show the locations where clear sight triangles are substandard. Obstructions within sight triangles are presented in **Table 2-5**.

Table 2-5 Intersection Sight Distance Obstructions

Intersection	Deficient Movement	Location	Obstruction	Meet Standard
NW 189 Street	WB to NB Right Turn	SE Corner	Wall, shrubs	No
	WB to SB Left Turn	NE Corner	Wall	No
NW 191 Street	WB to NB Right Turn	SE Corner	Wall	No
NW 195 Dr	WB to NB Right Turn	SE Corner	Wall, concrete poles	No
	WB to SB Left Turn	NE Corner	Palms, concrete pole	No
NW 199 Street	WB to NB Right Turn	SE Corner	Palms, trees	No
	WB to SB Left Turn	NE Corner	Fence, mast arm, cabinet, poles	No
NW 202 Street	WB to NB Right Turn	SE Corner	Fence	No
	WB to SB Left Turn	NE Corner	Fence, mast arm, concrete pole	No
	EB to NB Left Turn	SW Corner	Trees, light pole	No
NW 204 Street	WB to NB Right Turn	SE Corner	Fence	No
	WB to SB Left Turn	NE Corner	Palms	No

2.6.12 Lane Tapers & Auxiliary Lanes

A review of the available as-built plans indicates that the existing turning lanes along the project corridor conform to the minimum geometric requirements for a design speed of 45 mph. Most turning lanes meet the minimum deceleration length of 185 feet, as well as the 50-foot minimum taper length for single-lane turn bays and the 85-foot clearance distance. These dimensions are consistent with FDOT design standards and support safe and efficient turning movements. However, an exception was identified at the northbound U-turn Lane at NW 204 Street, where the existing deceleration length does not meet the 185-foot minimum requirement. Due to this deficiency, a Design Variation for Deceleration Length will be necessary to document the deviation from standard criteria. 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. At the time of this submittal, the District Traffic Operations Office has not documented a significant crash history related to turn lanes, a need to extend the existing left-turn lanes, or a need to construct new turn lanes. However, the District Traffic Operations Office proposed offsetting the turn lanes at the NW 202 Street intersection to improve operational efficiency. This proposal was considered but not approved by the District Scoping Committee.

2.6.13 Driveways

Based on field observations, existing driveways are typically of the urban flared connection type through the sidewalk, and no abandoned driveways were identified. Per FDM criteria for RRR projects, reconstruction of unaltered driveways is not required when they do not comply with the new construction criteria, Standard Plans, or ADA requirements. As of this scoping report, no ADA complaints have been reported regarding driveway deficiencies within the project limits.

2.6.14 Drainage

Existing drainage conditions along the project limits typically consist of a closed system with curb inlets as collection points for stormwater surface runoff. During the field visit, a damaged inlet top was observed in the northeast quadrant of NW 189 Street. Inlet repairs and cleaning are considered maintenance items and were reported to the District Maintenance Office (see Appendix E). This Scoping Report does not include an evaluation of the hydraulic, safety, or physical adequacies of the existing drainage system. No additional drainage work is anticipated at the time, the FDOT Drainage Office has not reported any drainage issues.

2.6.15 Pedestrian, Bicyclists, and Transit Facilities

2.6.15.1 Sidewalks

There are standard concrete sidewalks on the east side of the project. The width of the existing concrete sidewalk ranges from 6 feet to 6.5 feet as indicated in the existing typical section. Under 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, minor cracking and trip hazards were observed on sidewalks. Sidewalk repair is considered a maintenance item, and deficiencies were reported to the District Maintenance Office. See Appendix E. Project exhibits show the locations where the unobstructed sidewalk width does not meet the minimum 48 inches for clear width of sidewalk. Where feasible, objects obstructing clear width of sidewalks should be relocated to meet FDM/ADA requirements. A Design Variation for Unobstructed Sidewalk Width is not required for existing objects to remain, but it is required for new features when the

sidewalk is modified (i.e., NW 189 Street). See exhibits in Section 3.9. Figure 2-5 illustrates samples of the sidewalk deficiencies encountered during the field review.

Figure 2-5 Sidewalk Deficiencies

(1-2. Trip Hazard, Cracking and No Detectable Warning)

2.6.15.2 Curb Ramps and Detectable Warnings

Substandard detectable warnings and substandard ramp slopes were noted during the field visit. PLEMO Bicycle and Pedestrian Coordinator do not have any recommendations at this time. Features requiring maintenance were reported to the FDOT Maintenance Office. See Appendix E. Appendix C-4 presents the inventory of the existing conditions of all pedestrian ramps. Project exhibits in Section 3.9 show the reconstruction of non-ADA compliant curb ramps. Figure 2-5 illustrates samples of the sidewalk deficiencies encountered during the field review.

2.6.15.3 Crosswalks

Existing crosswalks are typically ten feet wide at signalized intersections. According to the FDM Chapter for Pedestrian Facilities, special emphasis markings are required for all marked crosswalks at signalized intersections. The signalized intersections do not have special emphasis crosswalks, and it is recommended to upgrade to special emphasis crosswalks on all legs. Currently, signalized intersections have crosswalks only on the east legs. However, the Traffic Operations Office has recommended recommends adding crosswalks on the west and east legs of the NW 199th Street signalized intersections. Hardened centerlines will be implemented to complement crosswalks across SR 823 at the intersection of 199th Street. Additional crosswalks at NW 189th Street and NW 191st Street intersections were considered but not recommended by the Traffic Operations Office as there are no sidewalks on the west side of the intersections.

2.6.15.4 Bicycle Facilities

Based on our field observation, there are no bicycle lanes within the project limits. According to the FDOT District 6 Bicycle / Pedestrian Needs Prioritization Tool (https://pedbike-dashboard.herokuapp.com/index.html#), there have been crashes with no fatalities involving bicyclists. The FDOT Bike Network Plan indicates that this corridor is traversed at Snake Creek Trail, County Connector No. 508 (ArcGIS - FDOT Bike Network Plan). The right turn lanes at SB NW 199th Street and SB SW 45th Street do not have keyholes. According to the Traffic Operations Office, no crash patterns were associated with a lack of bicycle lanes, and very few bicycle activities were observed; therefore, adding bicycle lanes was not considered. A keyhole can be analyzed during the design phase. PLEMO Bicycle and Pedestrian Coordinator did not provide any recommendations at this time. A Design Variation for Bicycle Facilities is required.

2.6.15.5 Pedestrian Signals / Detectors

Based on our field observation, there are no pedestrian detector assemblies or pedestrian signal heads in the signalized intersections. Miami-Dade County's preference is to provide pedestrian detector assemblies with actuation for all crosswalks including minor streets. However, this is not an RRR requirement. The Traffic Operations Office recommends installing pedestrian detector assemblies and countdown pedestrian signal heads for all crosswalks at the NW 199th Street signalized intersection. See Appendix I and Section 3.3 of this report.

2.6.15.6 Transit Facilities

There is one bus stop serving Miami-Dade Transit Metrobus Route 99 at NW 199 Street. The bus stop is signposted and has a bench and shelter. The required minimum clear width of five feet and the minimum clear length of eight feet for boarding and alighting areas is provided.

2.6.16 At-grade Railroad Crossing

There are no railroad crossings within the limits of the project.

2.6.17 Lighting

There is conventional lighting with cobra heads mounted on aluminum poles along the corridor. The existing light pole guardrail setback on the southwest quadrant of NW 202nd Street does not meet the FDM criteria for a minimum 5-foot barrier setback. This Scoping Report does not include an analysis of the existing vertical illumination levels within the project limits. At the time of this report's submittal, the Traffic Operations Office documented specific lighting recommendations

for the installation of new crosswalks at the NW 199th Street intersection. The Traffic Operations Office responded to ERC comment 62 that illumination for the new crosswalk markings at NW 199th Street intersection will be included in their cost estimate. Any additional lighting improvements identified must be coordinated by the District Traffic Engineer and approved by the District Scoping Committee.

2.6.18 Signing and Pavement Markings

Existing signage includes single and multi-column ground signs within the sidewalk and median. Based on field observations, most the existing signs are in good condition. Replacement of damaged/faded signs is a maintenance item, and it is to be addressed by the District Maintenance Office. The existing sign inventory is not included in this Scoping Report. Overall, the existing pavement markings are in fair to poor condition, and several RPMs show typical aging with partial fading. The recommendations made by the Safety Review are included in Section 3.3 of this report.

2.6.19 Signalization

Based on field observations, there are four signalized intersections with traffic signal heads mounted horizontally on mast arm signal poles. The signal maintaining agency is Miami-Dade County. Some the existing mast arms are Miami-Dade County type. An existing FDOT Type mast arm is located within the raised median at NW 195 Drive. This placement does not meet current FDOT design criteria, which discourage locating signal support structures within medians due to safety and maintenance access concerns. As such, a Design Variation for Mast Arm in the Median will be required to retain the existing mast arm in its current location. The Designer is responsible for evaluating the feasibility of maintaining the mast arm in place or proposing an alternative configuration that meets current standards while minimizing impacts to the surrounding infrastructure. There are internally illuminated street name signs mounted on the mast arms. There is no video detection system. Upgrading loop detectors to video detection is a non-RRR improvement.

Based on the District 6 Miami-Dade County (MDC) Signalization Guidelines (June 2023), cabinet replacement should be recommended when the cabinet is older than the year 2000 (if new video detection is being proposed), project needs and requirements, and condition. Additionally, service disconnects should be replaced if the disconnect assembly has no meter and the project is modifying the load consumption of the intersection. Provide a service disconnect if it is impacted by the project. However, these features are non-RRR requirement and will only be addressed if impacted by RRR improvements.

Pedestrian control signals, pedestrian detectors and detector signs are not present at the signalized intersections. See Section 2.6.15.5 “Pedestrian Signals / Detectors.” Also, traffic signal heads do not have backplates. The Department supports the addition of signal backplates where structural modifications to mast arms or span wire systems are not required, and existing traffic signal heads can be retained. However, full actuation and the addition of backplates are not FDOT RRR requirements but rather safety improvement. The existing mast arm at the NW corner of NW 189th Street does not provide the required setback from the existing guardrail and the guardrail in the median at NW 195th Drive does not meet horizontal clearance. Per the RRR Chapter of the FDM, signal backplates should be considered when structural modifications to mast arms or span wire systems are not required and existing signal heads can remain in place. The District Traffic Operations Office has documented safety improvements in the RRR Safety Review that include flexible backplates and traffic signal modifications. No traffic monitoring sites were identified within the project limits. A Design Variation of Signal Mast in the media is necessary.

It is important to mention that per the CTP 2022-02-0015 project SR 823/NW 57th Avenue at NW 191 Street Signal Warrant Analysis, the signal warrant analysis indicated that the intersection satisfied three (3) signal warrants and recommended the installation of a traffic signal at the intersection. However, the District Scoping Committee did not approve this recommendation. See Section 3.5.

2.6.20 Bridges Structures

Bridge No. 870950, located over the C-9 Canal, was constructed in 1989 and is not included in the scope of the current RRR improvements. However, field observations identified several deficiencies. The existing guardrail connections on the west side of the bridge do not meet current RRR requirements. Similarly, the connections between the guardrails and the concrete barrier walls are substandard and do not comply with current design criteria. Additionally, the existing pedestrian/bicycle bullet railing on the east side of the bridge requires retrofitting to meet safety standards. The existing pedestrian/bicycle bullet railing and bridge joints require replacement by the FDOT Maintenance Office. As part of this project, it is recommended to replace the pavement markings on the bridge deck to ensure continuity with the pavement markings in the adjacent resurfaced roadway.

2.6.21 Roadside Safety

2.6.21.1 Lateral Offset & Control Zone

Existing roadside objects within the project limits include light poles, mast-arm poles, single/multi-column signs, bus benches, and aboveground utilities. According to FDOT RRR criteria for curbed roadway with a design speed of 45 mph, 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 two 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 field observation, barrier setback is the distance between the face of the barrier and the aboveground hazard behind the barrier. The setback for W-Beam guardrails with post spacing of 6 feet-3 inches (TL-3) is 5 feet. The light pole setback in the southwest quadrant of NW 202 Street does not meet FDM setback criteria for guardrails. Where feasible, relocate roadside hazards to comply with FDM lateral offset requirements. 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 have any history of impacts. The existing mast arm at the NW corner of NW 189th Street does not provide the required setback from the existing guardrail and the guardrail in the median of NW 195th Drive does not meet horizontal clearance. If roadside hazards cannot be relocated, a Design Variation for Lateral Offset and a Design Variation for Barrier Setback will be required.

Based on field review, some roadside objects do not meet the minimum lateral offset or barrier setback criteria as shown in **Table 2-6**.

Table 2-6 Lateral Offset Deficiencies and Setback

Station	Hazard Element	Lateral Offset (ft)	Side	Within Control Zone	Meets Control Zone Criteria	Meets Lateral Offset Criteria/Setback
791+82	Mast Arm	2.1 Setback to Guardrail	LT	Yes	N/A	No
799+34	Traffic Sign Panel	1	RT	Yes	N/A	No
816+95	Mast Arm	2.6	RT	No	N/A	No
835+84	Light Pole	2.33	LT	Yes	N/A	No*

Table 2-6 Lateral Offset Deficiencies and Setback						
Station	**Hazard Element**	**Lateral Offset (ft)**	**Side**	**Within Control Zone**	**Meets Control Zone Criteria**	**Meets Lateral Offset Criteria/Setback**
		Setback to Guardrail				

**The existing pole is breakaway type.*

2.6.21.2 Roadside Barriers

Within the project limits of SR 823, the corridor includes two distinct segments: one featuring curb and gutter, and another with roadside barriers. The first segment includes a type F curb and gutter system located both in the raised median and along the outside edges of pavement. The second segment includes roadside barriers such as guardrails and concrete barrier walls. Field observations have identified several deficiencies in the existing guardrail systems that do not meet current FDOT standards. On the southbound approach to Bridge No. 870950, the existing guardrail approach terminals are substandard and do not comply with current crashworthiness criteria. Upgrade these terminals to the latest FDOT approved end treatments to ensure proper vehicle redirection and occupant safety.

In multiple locations, the lateral offset between the face of curb and the guardrail ranges from as little as 5 inches to over twelve feet. These offsets fall outside the acceptable range defined in the FDOT Design Manual and may compromise the effectiveness of the guardrail system. Adjustments to the guardrail alignment or curb configuration may be necessary to bring these installations into compliance. Additionally, along the C-9 Canal, the lateral offset between the guardrail and the front slope is insufficient to ensure proper redirection of errant vehicles. This condition poses a safety risk and should be addressed through realignment or installation of appropriate barrier systems.

At intersections including NW 189 Street, NW 199 Street, and NW 202 Street, existing mast arm signal poles are located within the minimum clear area required for radial crashworthy terminal (CRT) systems. These obstructions may interfere with the performance of guardrail end treatments and should be evaluated for relocation or shielding to maintain the integrity of the roadside safety system.

The segment with roadside barriers also includes substandard guardrail connections to existing concrete barrier walls and bridge traffic railings. Although the 2.5-foot outside shoulder along these barriers meets the minimum FDM requirements for partial bridge sections on divided

arterials and collectors, the existing pedestrian/bicycle bullet rail on the east side of Bridge No. 870950 requires retrofitting. The bridge joint requires replacement by the FDOT Maintenance Office. The Designer is responsible for reviewing the Design Survey once it becomes available to verify the compliance of all guardrail systems, lateral offsets, and roadside safety features.

2.6.22 Ancillary Structures

Based on field review, existing ancillary structures within the project limits include mast arm signal poles, light poles, barrier wall, and utility poles at the time of this report submittal. The addition of signal heads to existing mast arms will require a structural assessment to determine the structural capacity of the existing structures.

2.6.23 Landscape

Based on our field observation, landscapes including trees and palms are present in the median. Locations where intersection sight distance is obstructed by landscaping are identified in Table 2-5. These locations have been submitted to the District Maintenance Office. 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. FDOT considers tree trimming to be a maintenance item. The Designer is responsible for pursuing any necessary design variation for existing landscape to remain in place where possible.

2.7 Operating Conditions

2.7.1 Access Management

This segment of SR 823/ NW 57 Avenue is classified as Access Management Class 3. The existing condition is a six-lane divided urban roadway. There are four signalized intersections, two unsignalized intersections, and one directional media opening within the project limits. The directional median spacing does not comply with Rule 14-97 for 1,320-foot arterial access and the signal spacing also does not comply with Rule 14-97 for a 2,640-foot arterial access. The existing condition is to remain.

2.7.2 Intersections

This RRR scoping report does not include an evaluation of existing intersections to determine if a Traffic Engineering Study is necessary. The FDOT RRR Safety Review (FPID 250650-6-32-01 TWO-12) provided by the Traffic Operations Office for this project proposes signal, signage, and

pavement marking improvements in the intersections. Refer to Section 3.3 and Appendix I of this report for further information.

2.7.3 Maintenance Concerns

At the time of this Scoping Report, the District Maintenance Office documented maintenance concerns reported between 2016 and 2023. Refer to Appendix E.

The reported maintenance concerns were related to damaged sidewalk, damaged curb and gutter, missing detectable warning material, missing/damaged traffic signs, non-operational luminaires, pavement depression, potholes, etc. Additionally, according to field reviews, the most common types of items needing maintenance are damage to inlet tops and trip hazards on sidewalks. Items requiring maintenance were reported to Renato Marrero and Leonard Salazar of the FDOT Maintenance Office. These deficiencies require no action from the designer. Refer to Appendix E.

2.8 Safety Conditions

This RRR scoping report does not include an assessment of the historical crash statistics by a qualified safety specialist. The July 2024 Final Safety Review (FPID 250650-6-32-01 TWO-12) made safety recommendations for this project. (See Section 3.3 and Appendix I). The Department's High Crash List identified spots and segments within the project limits. (See Appendix I).

2.9 Environmental Conditions

This RRR Scoping Report does not include an evaluation of the environmental impacts of the proposed project. The Environmental Resource Desktop Analysis (ERDA) is provided in Appendix B. Key findings include the need for consultation with USFWS, as the project is located within the South Florida Urban Bat Area, and the identification of a known contaminated site within 500 feet of the project corridor.

2.10 Resiliency

FDOT has developed a State Highway System Resilience Action Plan (RAP) in collaboration with local governments, and metropolitan planning organizations to assess the State Highway System's vulnerability to flooding, storm surge, and other outside forces and identify areas to prioritize investments. A vulnerability assessment of the state highway system was conducted

based on the following hazard conditions: Rainfall Flooding, Storm Surge, Sea Level Rise, and Tidal Flooding and the results are available on the online GIS tool website link below,

Resilience Action Plan (RAP) Data Viewer Application.

Based on the RAP assessment, the project corridor is located west of the salinity intrusion line and lies within the Federal Emergency Management Agency (FEMA) designated Flood Zones AE. Flood Zone AE is defined by base flood elevation of seven feet above sea level, and Canal C-9 is subject to impacts from Category 1 hurricane storm surge event. No existing road elevation information was found in the as-built plans. The project corridor is considered to have low risk vulnerability to these hazard conditions.

Additionally, the State Vulnerability Assessment Tool (SLIP Study Tool) provides a snapshot of the Statewide Critical Asset database developed by the Florida Department of Environmental Protection. The Sea Level Rise module assessment indicates that the project corridor is not impacted by the sea level rise of +5 ft. Also, the high tide flooding module indicates that the corridor is not vulnerable to high tide floodings. The SLIP Study Tool is available on the online website link below.

https://prodapps.dep.state.fl.us/orcp-sva/ (Statewide Vulnerability Assessment (SVA), previously Sea Level Impact Projection-SLIP Study Tool)

Exhibits supporting this assessment are provided in Appendix J for reference and further review.

Based on the project's vulnerability risk, the following strategies should be considered during design and construction to avoid, mitigate, or eliminate impacts:

- Use resilient materials that can withstand inundation, such as non-corrosive materials, which consider the health and resilience of the surrounding environment as well.
- Confirm positive drainage away from the roadway to avoid ponding and premature pavement degradation.
- Use high-quality materials and well-constructed pavements, including concrete, reclaimed asphalt pavement, and warm and cold asphalts mixes that extend resurfacing cycles, increase fuel efficiency, and minimize motorist delays.
- Ensure that manholes, valve boxes, and other utility features are adjusted to match new pavement elevations and sealed as necessary to prevent infiltration and damage during heavy rainfall.

3.0 RECOMMENDED IMPROVEMENTS

To address the project purpose and need, and to identify the deficiencies, several improvements have been outlined. These improvements are designed to follow FDM criteria for RRR projects and are organized into the following funding categories.

3.1 Category A – Pavement Restoration & ADA Improvements

Category A is reserved for the pavement restoration elements, including pavement restoration, ADA curb ramps, signals, signing, and pavement marking. Components to be addressed are 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.
- Reconstruct deficient pedestrian curb ramps. Since this improvement requires work outside the right-of-way of SR 823, the Designer shall determine whether a right-of-way or license agreement is required.
- Add detectable warning surfaces on new curb ramps and commercial driveways in accordance with standards.
- Adjust the existing storm drain manholes within milling and resurfacing limits.
- Upgrade guardrail connection TL-3 to concrete barrier walls.
- Upgrade guardrail connections TL-3 to existing Bridge 870950 in the southbound direction.
- Evaluate cross slopes corrections.
- Install hardened centerlines (traffic separators) to supplement the new crosswalks along SR 823 on the intersection of 199th Street.
- The District Scoping Committee did not approve widening the roadway to include a bicycle facility. Instead, the design team will evaluate options such as restriping or implementing shared lane markings (sharrows) to incorporate a bicycle facility.

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). Coordinate with FDOT Maintenance Office to exclude any existing sign slated for repair.
- Replace and upgrade all pavement markings to meet the latest FDOT standards.

3.1.3 Signalization

- Replace loop detectors impacted by milling operations.
- 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 Structures

- Install a pedestrian/bicycle bullet rail (steel) atop the existing concrete traffic railing along the west side of Bridge No. 870950.

3.1.6 Landscape

- Landscape obstructing intersection sight distance was reported to Renato Marrero and Leonard Salazar of the FDOT Maintenance Office. No further action is required.

3.2 Category B1 – Safety Improvements with Dedicated Funds

Category B1 is reserved for safety improvements proposed by the Traffic Operations and Safety Office per FDM Section 114.3.2.2 “Safety Assessment.” It consists of safety improvements as identified in the RRR Safety Review Report and has dedicated Safety funds for implementation. Category B1 improvements shall be approved by the District Scoping Committee.

There are no qualifying safety improvements for this category.

3.3 Category B2 – Safety Improvements with RRR Funds

Category B2 is reserved for RRR safety improvements identified in the RRR Safety Review Report that either do not qualify for dedicated safety funding or qualify but no dedicated funding is available. These safety improvements may be funded with RRR funds if approved by the District Scoping Committee. The following are the Category B2 improvements.

Segment-Wide Safety Improvements

Safety Improvements

- Upgrade crosswalk pavement markings to high emphasis at signalized intersections.
- Install pedestrian pushbuttons and pushbutton signs for all crosswalks at signalized intersections that are missing pedestrian detectors and signs at the NW 195 Dr., NW 199 St, and NW 202 St intersections.
- Provide pedestrian "Walk and Flashing Don't Walk" intervals at all signalized intersections.
- Install countdown pedestrian signal heads for all crosswalks at signalized intersections (NW 189 St, NW 199 St) that are missing signal heads.
- Install 'Turning Vehicles Stop for Pedestrians' signs (R10-15a) at all signalized intersections with crosswalks.
- Install retroreflective flexible backplates for all directions at all signalized intersections.
- Increase All-Red and Yellow Clearance Intervals. Coordinate with Miami Dade County Traffic Signals and Signs Division the signal timing improvements.

SR 823/NE 57th Avenue at NE 195th Drive

Safety Improvements

- Increase the All-Red Clearance Interval for the westbound left turn from 2.0 seconds to 2.2 seconds. Coordinate with Miami Dade County Traffic Signals and Signs Division the signal timing improvements.
- Coordinate the recommendations from the Left-Turn Phase Warrant Analysis Study (identified by Financial Project No. 250662-5-32-01, Task Work Order No. 36, Contract CAF16) with the responsible Project Manager for FM 250662-5. The study is included in Appendix C of the RRR Safety Review, which is referenced in Appendix I of this scoping report.

- Install a R10-15a sign facing northbound traffic in the NW 195 Dr intersection.

SR 823/NE 57th Avenue at NW 199th Street

- Improve pedestrian features at the intersection.
  - Install special emphasis crosswalks on the north, south, and west legs of the intersection, and upgrade the east leg crosswalk to special emphasis. Perform a lighting study and design new lighting to meet the FDM 231.3.2 requirements. Refer to Appendix C (report CTP 2018-001-0013) of the RRR Safety Review, which is referenced in Appendix I of this scoping report.
  - Install countdown pedestrian signal heads and push buttons for all crosswalks.
  - Install post-mounted R10-15a signs on all four approaches.
- Install a YIELD sign facing southbound right-turn vehicles. Install YIELD line pavement markings or STOP bar pavement markings on southbound right-turn lane.

SR 823/NW 57th Avenue at NW 202nd Street

- Increase the Yellow Clearance Interval for the eastbound movements from 4.4 seconds to 4.8 seconds. Coordinate with Miami-Dade County Traffic Signals and Signs on implementing the signal timing improvements.

The FDOT RRR Safety Review includes a conceptual diagram of the recommended improvements, as presented in Appendix I.

3.4 Category C – Other Improvements

Category C is reserved for all other operational and/or capacity improvements requested by the Department subject to approval by the District Scoping Committee for inclusion in RRR Projects. Identify any Category C improvements within this Section.

- Overbuild to correct the pavement depression on northbound NW 57th Avenue, beginning approximately 150 feet north of Bridge No. 870950.

  The Scoping Committee has limited the overbuild area to a maximum length of 150 feet. If full-depth reconstruction is determined to be necessary to correct the pavement depression, this requirement can be omitted. For additional information, refer to Appendix A-1, which contains detailed correspondence with Jose Guevara of FDOT North Maintenance.

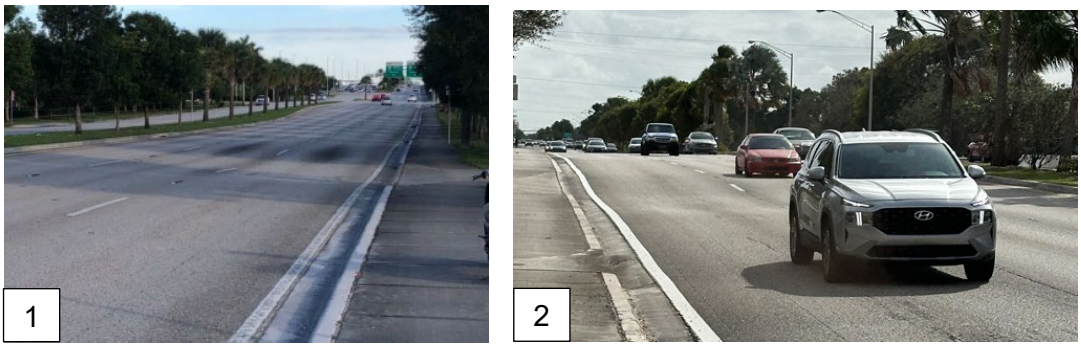


Figure 3-1 Pavement Depression (1-2. Pavement Depression)

3.5 Improvements Not Included

The following improvements were considered but are not recommended for implementation as part of this project, as they do not fall under the guidelines of FDM Chapter 114 RRR Criteria.

- Consideration was given to reducing lane widths to add bicycle lanes. However, TOPS reported no crash patterns associated with the absence of bicycle lanes and minimal bicycle activity; therefore, bicycle lanes were not recommended. Additional analysis during design will be required to explore other options, including keyholes.
- Keyhole lanes may be provided in the SB right turn lanes onto WB NW 199th Street and WB SW 45th Street.
- Additional crosswalks at NW 189th Street and NW 191st Street intersections were considered but not recommended by the Safety Review, as no sidewalks exist on the west side of the intersections.
- A reduction of the southbound outside travel lane width from 12 feet to 11 feet, intended to increase the shoulder width from 4.5 feet to 5.5 feet within the segment constrained by a concrete barrier wall, was not recommended.
- Installation of service disconnects with meters was not approved by the FDOT Scoping Committee.

823/NW 57th Avenue at NW 191st Street

Potential Safety Improvements:

- Convert the Two-Way stop-controlled intersection to a signalized intersection. This improvement will require work within the canal right-of-way.

Non-Safety Improvement:

- Provide pedestrian features at the signal (special emphasis crosswalk markings, countdown pedestrian signal heads and pushbuttons).

Note: Signalization of this intersection is not included in the scope of this scoping project. Refer to Candidate Project No. 454657-1.

SR 823/NE 57th Avenue at NW 199th Street

- Install a YIELD sign (R1-2) on the southwest corner facing eastbound right-turn vehicles.

SR 823/NW 57th Avenue at NW 202nd Street

Potential Safety Improvements:

- Improve the northbound and southbound opposing left-turn lanes sight distance by offsetting the turn lanes from the adjacent through lane. This improvement will impact on a total of 21 palm trees (14 trees on the south leg and seven trees on the north leg) that will have to either be removed or relocated.

Note: Changing the left turn lanes should not be considered in the scope of this scoping report.

3.6 Maintenance Recommendations

The following deficiencies were identified during the field review and will be forwarded to Renato Marrero and Leonard Salazar of the FDOT D6 Maintenance Office. These deficiencies are not part of the design team's responsibility. No further action is required.

- Reconstruct damaged sidewalk segments.
- Replace missing/damaged detectable warning material.
- Repair the damaged face of curb inlet top on the northeast quadrant of NW 198 Street.
- Repair damaged curb and gutter at the median nose of NW 195 Drive.
- Repair damaged concrete slab of lighting pull box 170 feet south of NW 202 Street.
- Trim vegetation that obstructs intersection sight distance where feasible.
- The concrete traffic railings of Bridge No. 870950 are cracked and require repair.
- Retrofit pedestrian/bicycle railing on the east side of Bridge 870950.

- Replace joints of Bridge 870950. Pablo Orozco, Structures Maintenance Engineer, stated not to include the replacement of the joints of Bridge 870950 in this project.

North Dade Maintenance (Bencze Vajta) confirmed it will manage repairs to the sidewalk, top curb inlet, curb and gutter, and concrete slab at the light pole.

3.7 Design Exceptions and Variations

Based on the review of AASHTO and FDOT Design Criteria for this RRR Project and the analysis of the existing deficiencies described in Section 2.6, the following Design Variations and Exceptions are required for this project.

Design Variations

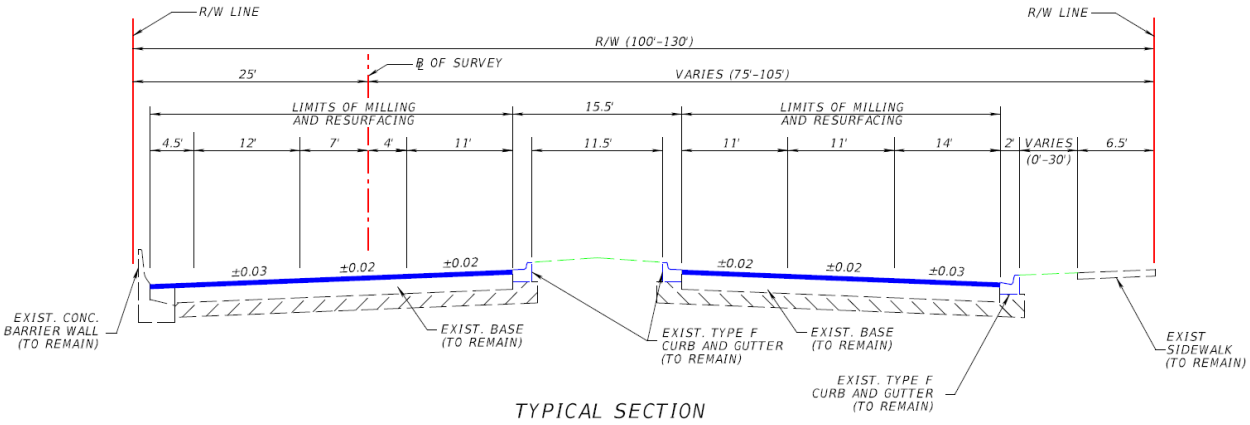
- Design Variation for Lane Width
- Design Variation for Median Width and Traffic Separator
- Design Variation for Bicycle Facilities
- Design Variation for Lateral Offset
- Design Variation for Clear Sight Triangle
- Design Variation for Deceleration Length
- Design Variation for Barrier Setback

During the Design Phase, an additional review will be required to verify compliance with the following elements. Design Variations may be necessary for these elements:

- Design Variation for Cross Slope
- Design Variation for Signal Mast in the median

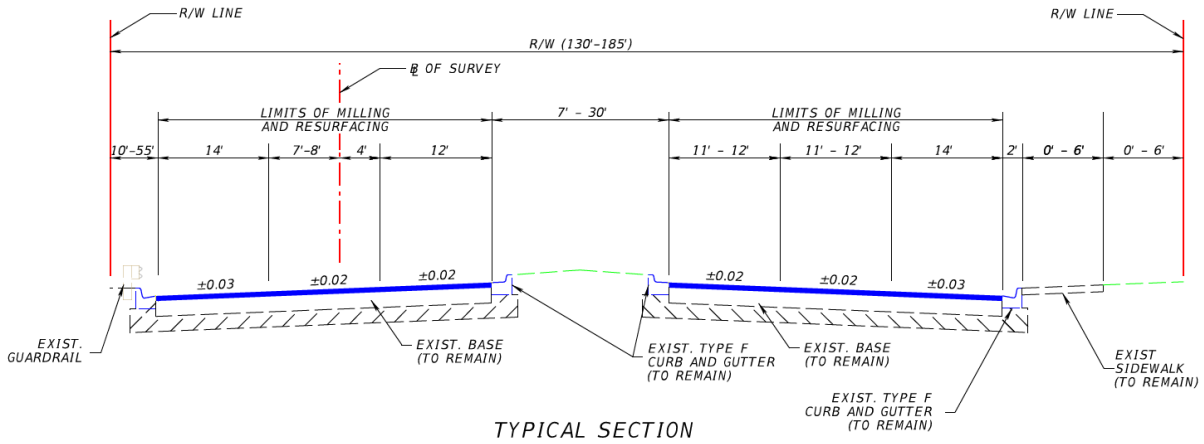
3.8 Recommended Typical Section

This segment of SR 823/NW 57 Avenue is composed of three (3) typical sections: two roadway sections and one bridge section. The existing cross-sectional elements for the roadway and bridge typical sections are recommended to remain as shown in Figure 3-2, to Figure 3-4.



TYPICAL SECTION

Figure 3-2 Recommended Typical Section 1



TYPICAL SECTION

Figure 3-3 Recommended Typical Section 2

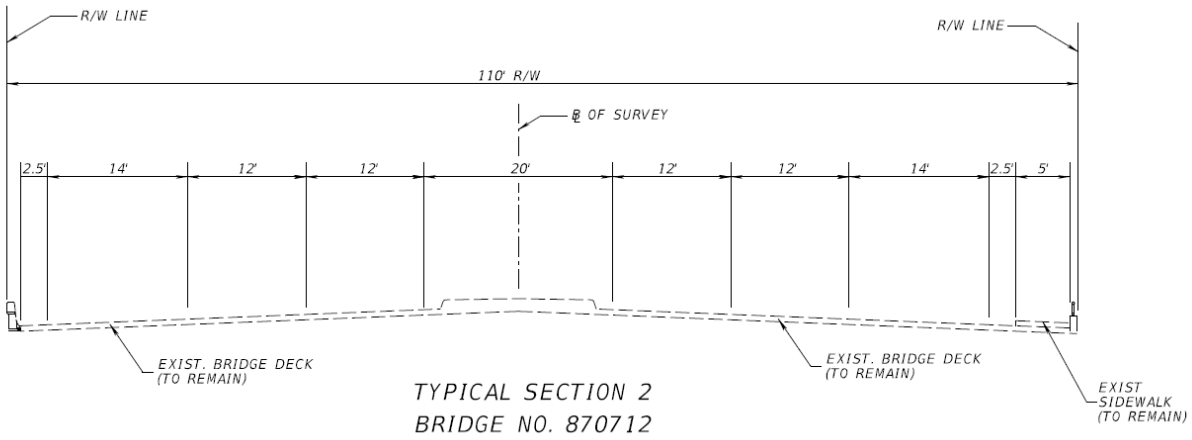
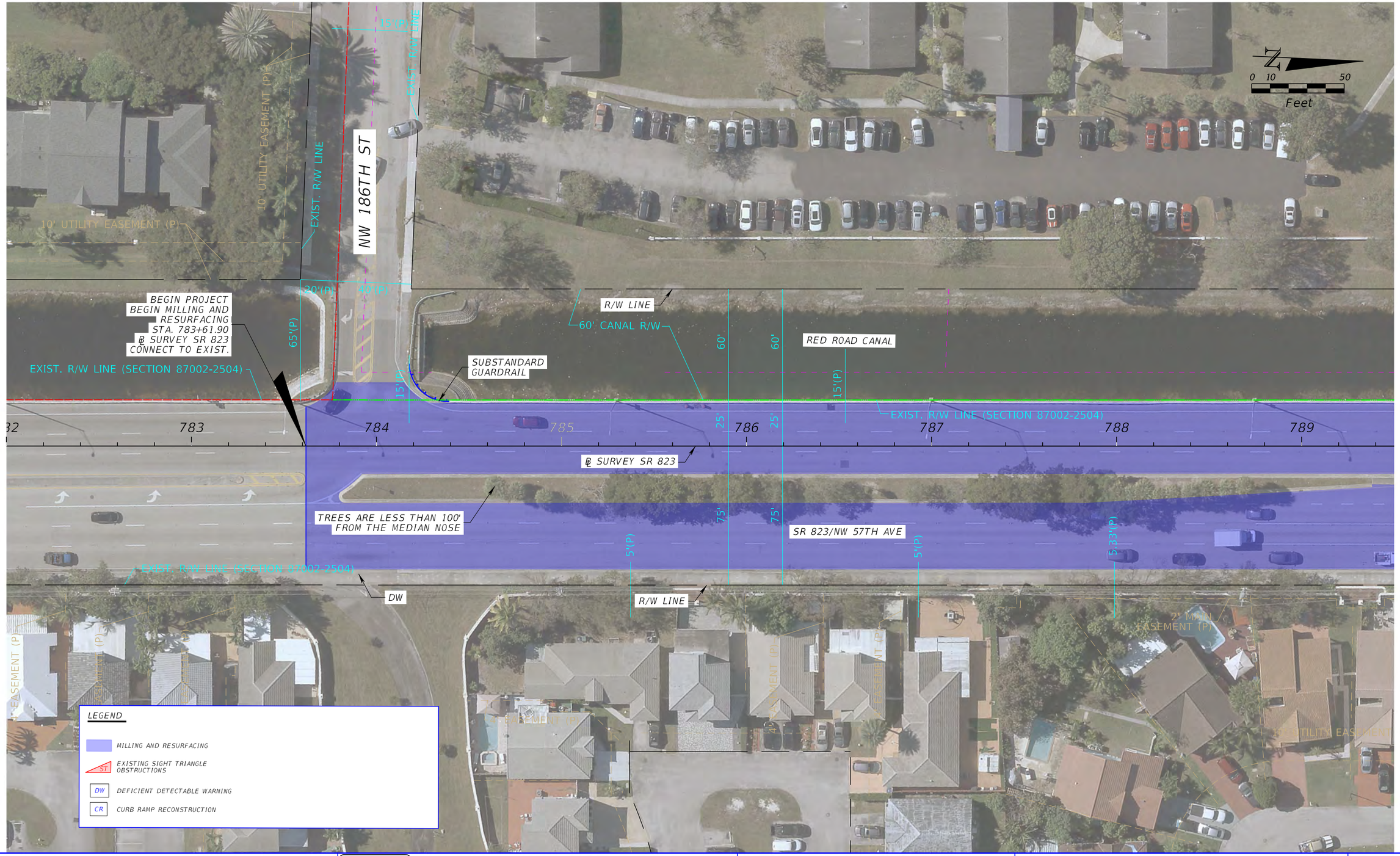


Figure 3-4 Recommended Typical Section 3

3.9 Concept Plans

Exhibit 1 presents conceptual plans summarizing the existing deficiencies and recommended improvements.



FDOT DISTRICT 6
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MIAMI, FLORIDA 33172

823

SCOPING REPORT
SR 823/ NW 57TH AVE/ RED RD
FROM S OF NW 186TH ST TO S OF HEFT
(ROADWAY ID 87002000, MP 7.752 TO MP 9.399)

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 823	MIAMI-DADE	452567-1-32-01

EXHIBIT 1 DEFICIENCIES AND RECOMMENDATIONS

SHEET NO. 1

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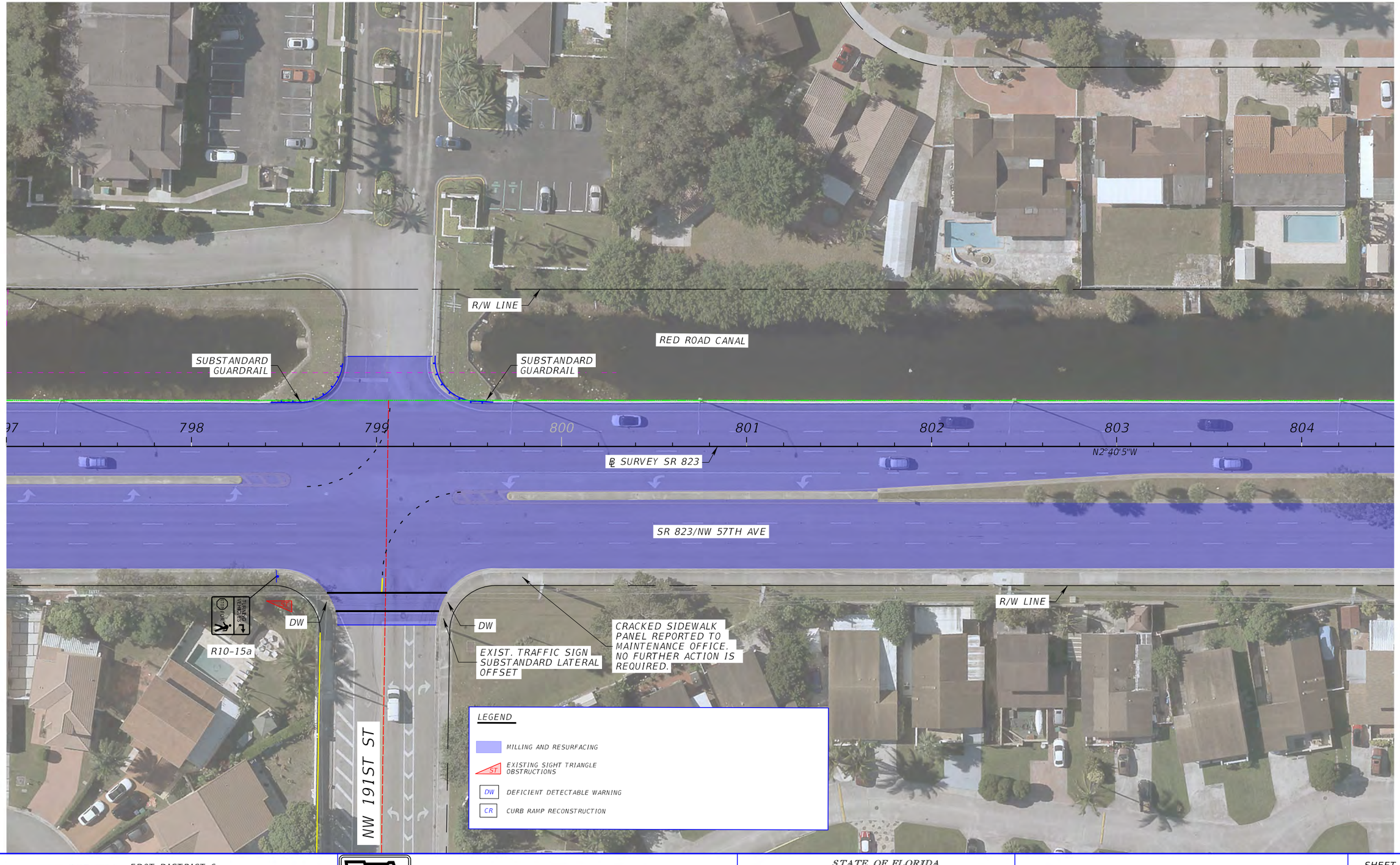

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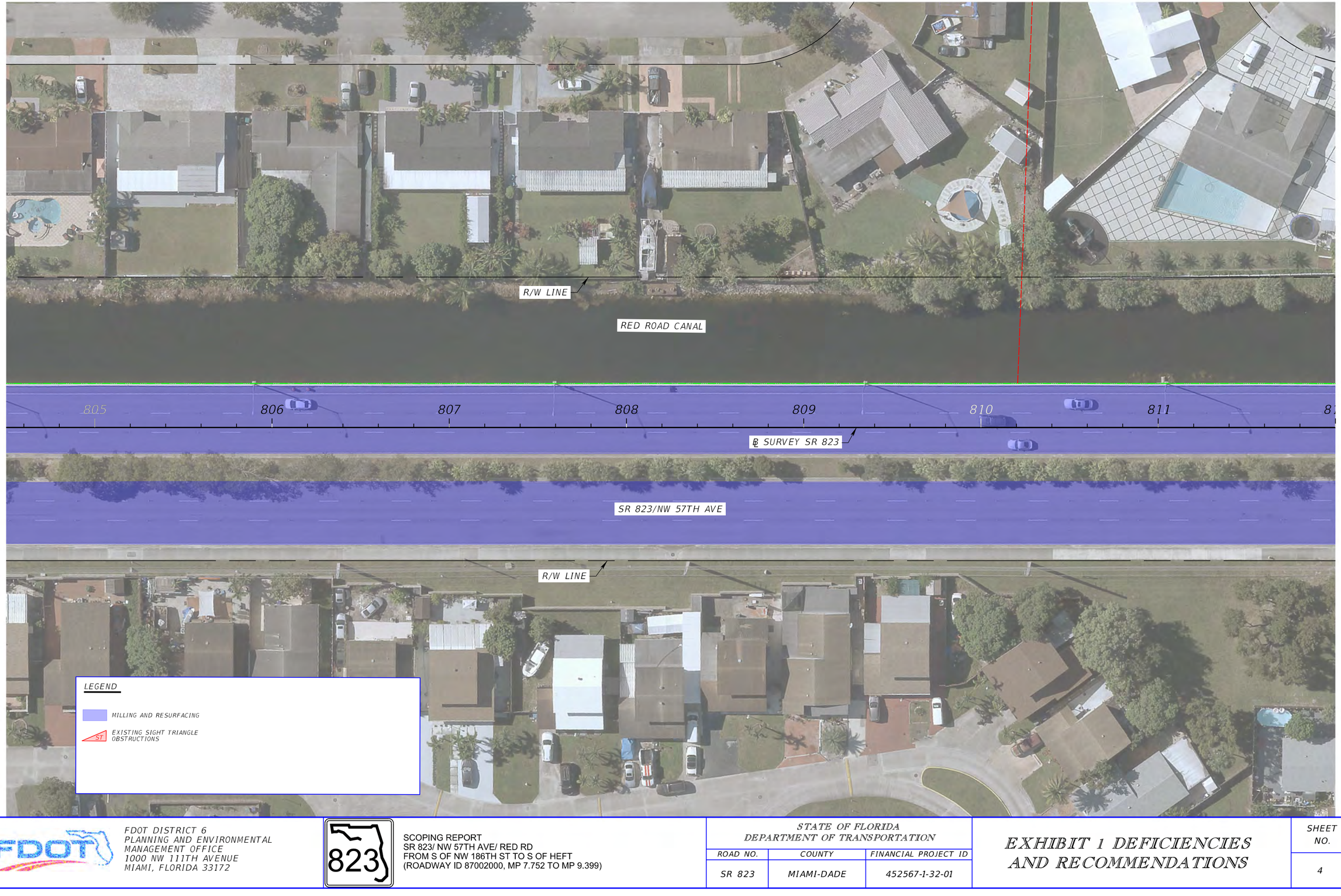

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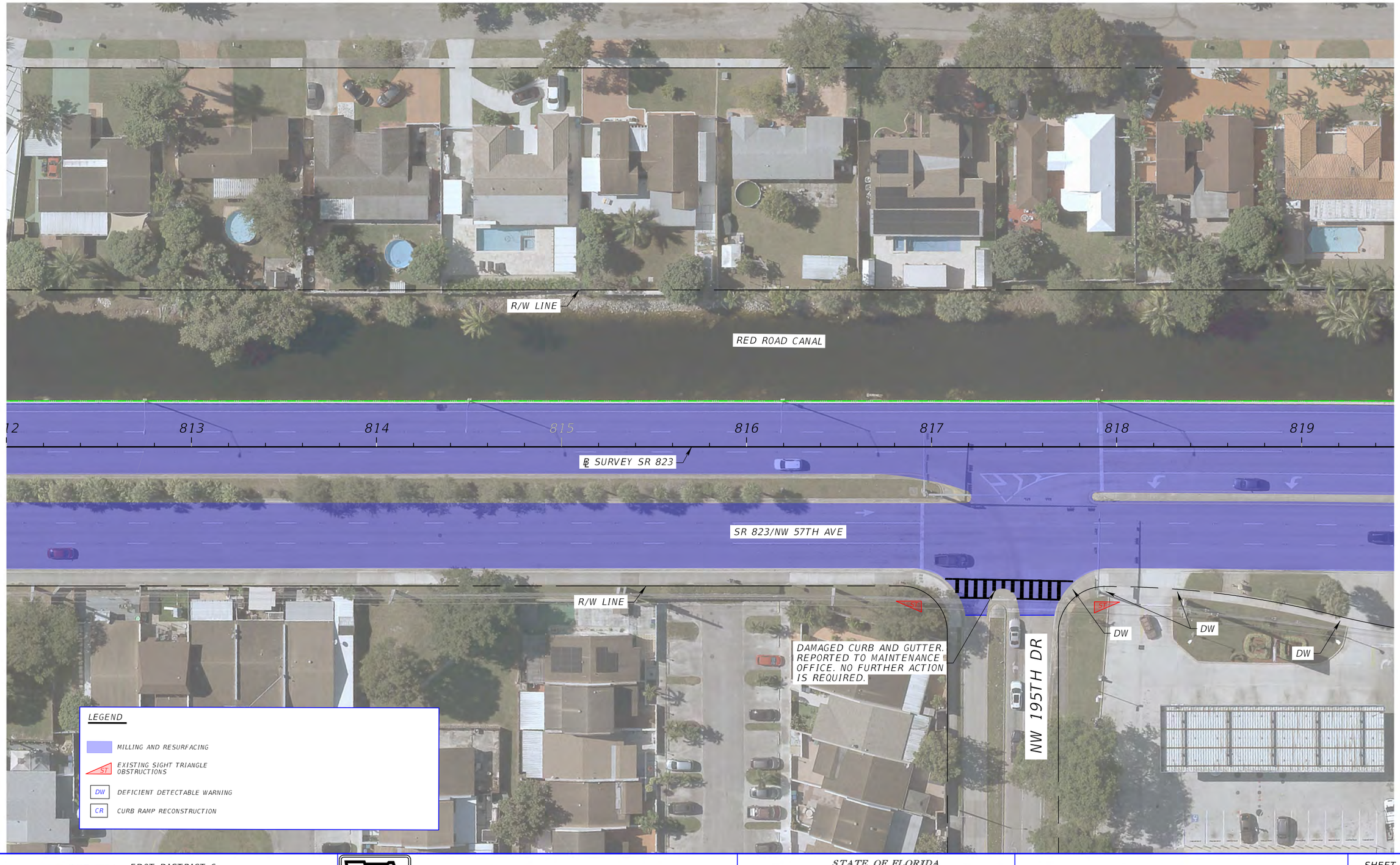

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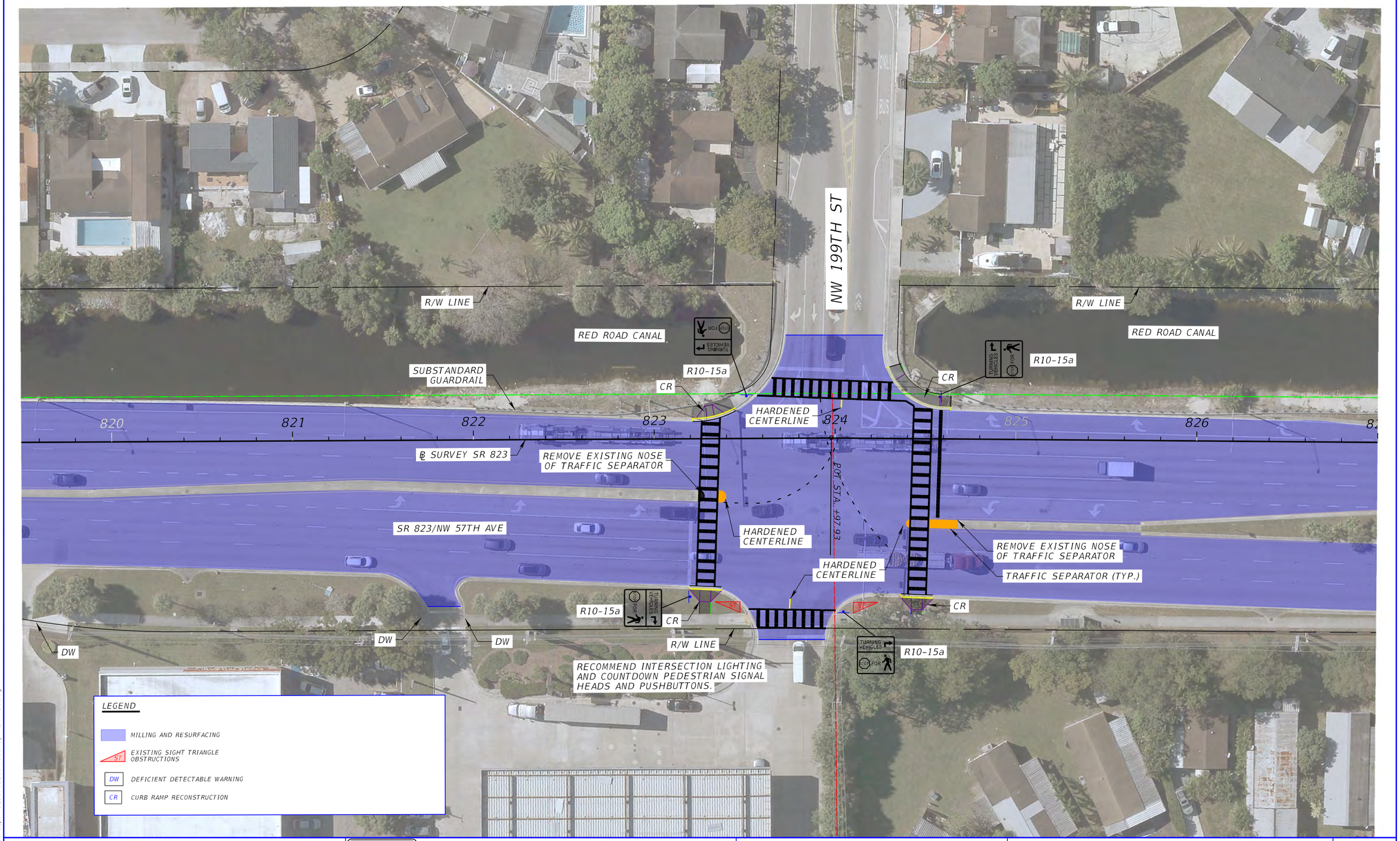

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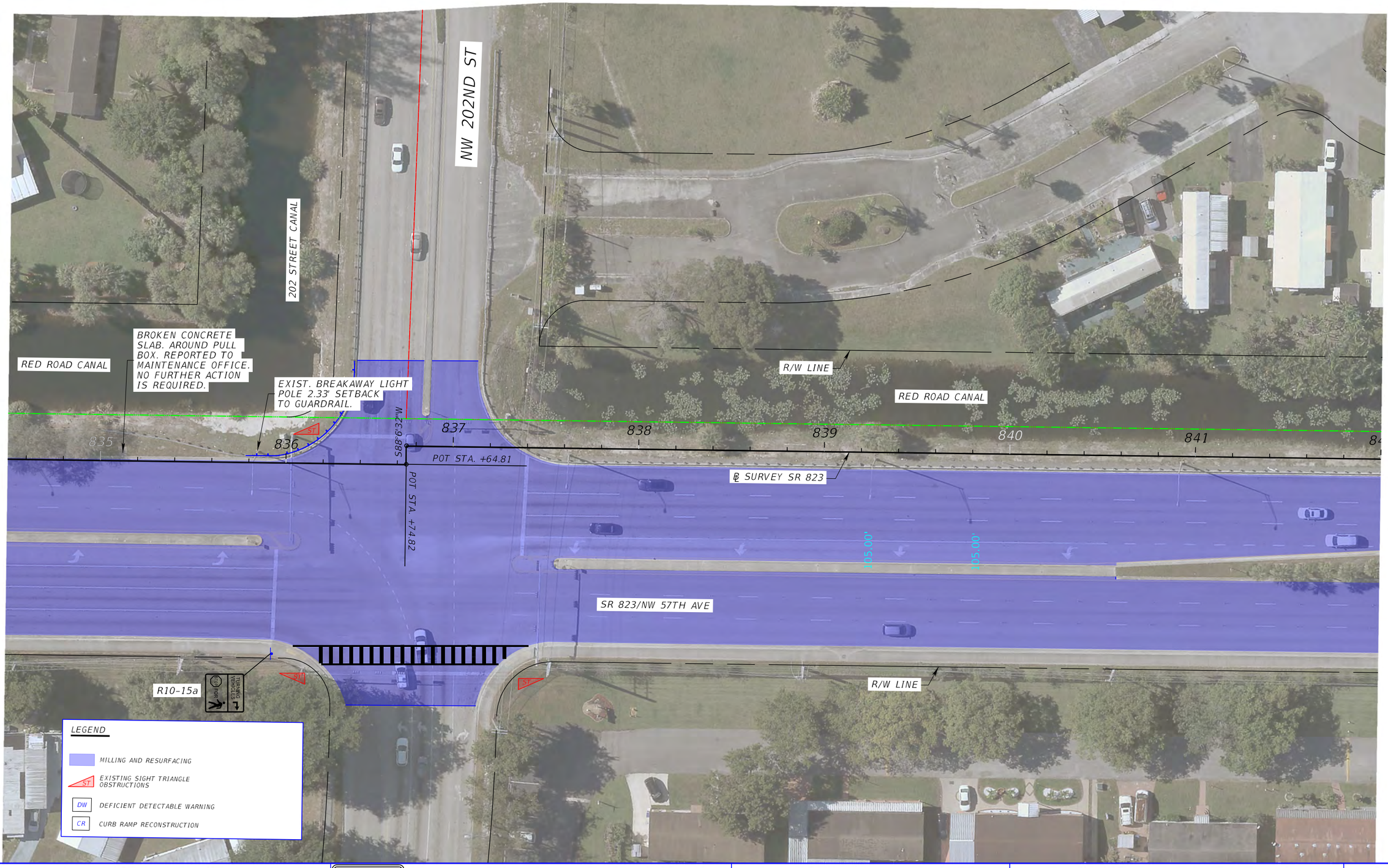

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EXHIBIT 1 DEFICIENCIES AND RECOMMENDATIONS

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EXHIBIT 1 DEFICIENCIES AND RECOMMENDATIONS

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EXHIBIT 1 DEFICIENCIES AND RECOMMENDATIONS

SHEET NO. 12

4.0 PRELIMINARY COST ESTIMATE

A preliminary construction cost estimate was prepared based on estimated quantities for the recommended improvements identified in this report. The unit prices are from the FDOT Long Range Estimate (LRE) cost estimate. The costs listed do not represent the estimated construction cost for FY 2028 or the project Work Program Budget. FDOT District 6's preference is to divide the cost of RRR elements into RRR Funding Categories A, B1, B2, and C. Table 4-1 summarizes the cost of improvements recommended for inclusion in the project scope. The LRE is provided in Appendix G.

Table 4-1 Preliminary Construction Cost Estimate

Cost Component	Cost Estimate ($)
Category A – Pavement Restoration & ADA Improvements	**$ 3,722,497.54**
Category B2 – Safety Improvements with RRR Funds	**$ 174,681.79**
Category C – Other Improvements	**$ 36,980.00**
Sub-Total	**$ 3,934,159.33**
Maintenance of Traffic (10%)	**$ 393,415.93**
Mobilization (10%)	**$ 432,757.53**
Project Unknowns (8%)	**$ 380,826.62**
Initial Contingency	**$ 51,411.59**
Sub-Total	**$ 5,192,571.00**
*Category B1 – Safety Improvements with Dedicated Safety Funds (Includes Mob, MOT, **PE**, CEI, Contingency)*	-
Total	**$ 5,192,571.00***

**The purpose of this submittal report is to update the July 2024 final report based on the latest scoping report outline. Accordingly, the cost estimate has been updated using LRE unit prices current as of the date of this report.*

List of Appendices

DISTRICT SIX REQUEST FORM FOR DISTRICT SCOPING COMMITTEE

FINANCIAL PROJECT NUMBER: 452567-1

PROJECT CATEGORY: RRR

INTERSTATE/S.R./U.S./C.R./LOCAL NAME: S.R. 823/NW 57 Avenue/Red Road

LIMITS FROM/AT: south of NW 186 Street

LIMITS TO: south of HEFT

PLANS STATUS: NOT BEGUN OTHER PRODUCTION DATE: 8/31/2026 LETTING DATE: 1/19/2028

ESTIMATED COST OF NEW PROJECT OR CHANGE IN COST OF EXISTING PROJECT:

ESTIMATED IMPACT ON SCHEDULE OF EXISTING PROJECT:

PLEASE LIST ANY OVERLAPPING PROJECT NUMBERS:

DESCRIBE IN DETAIL YOUR REQUEST TO THE DISTRICT SCOPING COMMITTEE:
RRR subcommittee reviewed the preliminary recommendations in scoping report and will present their recommendations to scoping committee for approval.

ORIGINATOR OF REQUEST: Md Hossain (Print) DATE: 5/28/2024

FOR SCOPING COMMITTEE CHAIR OR ALTERNATE CHAIR ONLY

DESCRIBE SCOPING COMMITTEE'S RECOMMENDATION FOR ACTION: Identifier: 24-07-08-B

BaoYing Wang is the project manager for resurfacing project number 452567-1. This project does not qualify to be a Pavement Only Project (POP) or Ride Only Project (ROP) because the Resurfacing, Restoration and Rehabilitation (RRR) Safety Review identified locations on the High Crash List within the project limits

This project came to the committee on May 28, 2024, for scope review. The committee recommended:
- After survey has been done to verify the ROW lines, obtain any needed permits from the South Florida Water Management District (SFWMD) to work in their canal ROW.
- Do not include funding category B1 work in the RRR project.
- Do not include in the project scope signalization at the intersection with NW 191 Street. Say in the project scoping report that signalization of this intersection should not be considered during the design phase. Reference candidate project number 454657-1.
- Do not include in the project scope changing the left turn lanes at NW 202 Street. Say in the project scoping report that changing these lanes should not be considered during the design phase.
- Check if the project cost should include disconnect and/or changing a controller.
- Include in the project scoping report that if rehabilitating the pavement depression approximately 150' north of bridge 870950 requires more work than overbuild and replacing the curb and gutter, "consult with the Design Office." Addressing the pavement depression might be excluded from the RRR project and done separately.
- Check if the bullet railing on the bridge is compliant. If so, remove it from the project scope; if not, move it to Funding Category C.
- Coordinate with Pablo Orozco about replacing the bridge joints under the bridge maintenance program.
- Coordinate with the Maintenance Office about the requests sent to them.
- Include in the project scoping report that the corridor is not being widened, but the design team will evaluate options such as restriping or sharrows to add a bicycle facility.
- This project will return to the committee for a final review of the proposed scope and revised cost.

This project returned to the committee on July 7 with a revised scope and cost.

Analyzing and, if necessary, retrofitting the bullet railing on the west side of the bridge was added to Funding Category A. Retrofitting the railing on the east side of the bridge was removed from the project scope.

The project cost is $4,045,874.35 for funding category A, $968,345.14 for funding category B2 and $149,891.25 for funding category C. No items are proposed for funding category B1. The project's construction cost, including maintenance of traffic (MOT), mobilization and contingency, is $6,298,574.00.

The committee reached consensus to concur with the revised project scope and cost. This project does not need to return to the committee.

The RRR Subcommittee will finalize its report for this project and post it in Project Suite.

CHAIR/ALTERNATE: Dat Huynh (Print & Sign) DocuSigned by: Dat Huynh 061148481E8E45E... DATE: 07/22/2024 | 4:22 PM EDT