

Proffitt, Justin

From: Raka, Saurabh <Saurabh.Raka@dot.state.fl.us>
Sent: Friday, September 11, 2020 2:39 PM
To: Dabkowski, Adrian
Cc: Arthur Gallagher; Joseph Goldstein (joseph.goldstein@hklaw.com); Almonte, Leonte; Kanaan, Omar; Proffitt, Justin
Subject: Re: Access permit: 2020-A-691-00029 | Comment Summary

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Good afternoon Adrian,

Yes, the following comments does summarize yesterday's AMRC discussions. Along with the other concerns mentioned below, please ensure that you have incorporated FDOT design project into the proposed work. The deadline to submit documents for next AMRC meeting will be 25th September (recommended to submit three weeks prior the meeting).

Thank you and Stay safe.

Regards,

Saurabh Raka

FDOT D6 Permits Office (In-House Consultant: **JACOBS**)
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From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Friday, September 11, 2020 10:10 AM
To: Raka, Saurabh <Saurabh.Raka@dot.state.fl.us>
Cc: Arthur Gallagher <agallagher@dezer.com>; Joseph Goldstein (joseph.goldstein@hklaw.com) <joseph.goldstein@hklaw.com>; Almonte, Leonte <leo.almonte@kimley-horn.com>; Kanaan, Omar <omar.kanaan@kimley-horn.com>
Subject: Access permit: 2020-A-691-00029 | Comment Summary

EXTERNAL SENDER: Use caution with links and attachments.

Good morning Saurabh:

Based on the discussions at yesterday's AMRC, below are the additional FDOT requested analyses beyond the comments provided over the past week. Please confirm these are all the items that will be required, as these are the 4 and 5 set of separate/new comments we have received from the Department. Please also confirm the submittal cut-off date for the October AMRC.

- Provide a microsimulation on SR 826 including NE 34th Avenue, NE 35th Avenue, and the proposed signal at the Intracoastal Mall Driveway/NE 36th Avenue
- ICE Process including Cap-X and Stage 1 evaluation.
- Potential safety improvements as a result of the new signal

Below are the comments that we have received in the past week.

Wednesday, September 9 Comments

Please see below additional comments sent by traffic ops department in reference to the 'Intracoastal Mall' project.

In addition to our previous comments, additional comments are –

1. As you are aware, ICE Manual Procedures are effective January 1, 2020. Given the proposed major roadway modification with new signal, ICE evaluation should be conducted for the subject.
2. The safety analysis should include the intersection of NE 34 Avenue/Oleta River Park Entrance. Proposed lane shifts are shown at this intersection, as noted by the design office also.

Other observations are –

3. SR 826 is an access class 2 roadway at the subject location.
4. SR 826 at the subject location is an evacuation route.
5. Signal Warrant Analysis at the newly proposed signal (NE 163 St/Intracoastal Mall Driveway) is based on satisfaction of warrants 2 and 3.

Thursday, September 3 Comments

Please see the comments made by FDOT Consultant within the permit's proposed work. (Project FPID: 436525-1 & -2; PM: Ivette Funtanellas; Project Letting Date 10/29/20; Plans currently in Tallahassee) Here are the main concerns:

1. Striping on FM 436525-1 for the entire NE 35 Ave intersection will be reconfigured, as well as striping associated with the new signal/median opening east of NE 35 Ave.
2. New concept shows removal of traffic island at NE 35 Ave:
 - a. Proposed pedestal signal poles on FM 436525-2 in the island will be affected.
3. SR 826 EB, new configuration shows three left turn lanes and three thru lanes.
 - a. Existing mast arm for EB only has 4 signal heads, (two left turn and two thru); therefore, the existing mast arm will likely require replacement
4. The new configuration for EB traffic east of NE 35 Ave (i.e. three thru lanes and will not allow for the 4' bike lane that is being proposed on FM 436525-1.

Additional comments from design are as follows:

1. Deflection of Westbound lanes on NE 163rd ST and NW 34th Ave. (Need information to see if within allowed range)

2. Eastbound along NE 163rd ST (East of NE 35th Ave.) will be impacted as it would now operate as 3 lanes for the portion up to the mall's exiting traffic. (About ~300 ft.)
 - a. IF the proposed left turn lane (entering the property through the median opening) does not properly handle the queue entering into the mall and causes a spill back, THEN this causes an issue for the Eastbound vehicles by reducing roadway capacity along NE 163rd St.

SAFETY ANALYSIS COMMENTS

1. It was noted in the report that crash data was collected from only Signal 4 Analytics. It is recommended that FDOT's Crash Analysis Report System (CARS) database be used as a source of crash data. To fully evaluate the crash data statistics, it is recommended that FDOT District 6's crash analysis worksheet be used. This allows an evaluation of the crash type, severity, lighting conditions, surface conditions, and times of the year, week and hour. A synopsis of the crashes for each year is also provided. Such a spreadsheet can be included in an appendix to document the data gathered.
2. The study limits used in the analysis were reported to be 400 feet west of NE 35th Avenue. This fails to include the signalized intersection of NE 34th Avenue, which is proposed to be improved as part of the redevelopment of the Intracoastal Mall. It is recommended that the study area include this intersection and portions of SR 826 west of NE 34th Avenue that encompasses the proposed intersection improvements for the Intracoastal Mall redevelopment project.
3. The study limits indicate that crash data was gathered on NE 35th Avenue up to 150 feet north of SR 826. However, the collision diagram depicts a crash located nearly 400 feet north of SR 826. Please clarify if crash data on NE 35th Avenue was gathered up to 400 feet from SR 826, and if all crashes reported are summarized and depicted in the collision diagram.
4. In the Summary, it is noted that installation of an additional traffic signal at SR 826 and the Intracoastal Mall Driveway may alleviate lane departure crashes. It is recommended that a predictive safety analysis be performed to quantify the safety benefits of the proposed intersection modifications associated with the redevelopment of the Intracoastal Mall. This includes the addition of a traffic signal at Intracoastal Mall Driveway, as well as operational changes at the NE 35th Avenue signalized intersection. Such a predictive safety analysis should be prepared consistent with Highway Safety Manual (HSM) procedures, and estimate the change in crashes along SR 826 from west of NE 34th Avenue to the drawbridge due to the proposed roadway improvements on behalf of the Intracoastal Mall redevelopment project.
5. In the Summary, it is noted that lane departure crashes could be alleviated by installation of a new traffic signal at the Intracoastal Mall Driveway. In addition to the HSM predictive analysis, please augment the technical memorandum to describe how signal control at this location would reduce fixed object, head on, and overturn/rollover crash types.
6. Access Management for SR 826 near NE 35th Avenue is noted in the Existing Conditions as Access Class 2. Please include the minimum spacing guidelines for an Access Class 2 facility; the existing spacings and how close they

are to the guidelines; and the proposed spacings as part of the Intracoastal Mall redevelopment improvements and how close those spacings are to the guidelines.

CONCEPT PLAN COMMENTS

7. Sheet 3:

Consider adding a typical for the work west of NE 34th Avenue.

8. Sheet 3:

Make sure the deflection angles for the skip stripes at NE 34th Avenue are appropriate for the design speed for this area. Also, please add the design speed to the concept plans.

9. Sheet 3:

The concrete median dividing the westbound lanes from the frontage road should show a break for the high emphasis cross walk.

10. Sheet 3:

The concrete median dividing the eastbound and westbound lane should be shortened to allow access to the high emphasis crosswalk.

11. Sheet 3:

For the west-to-east pedestrian movement at NE 34th Avenue, proposed curb ramps and crosswalks need to be shown to properly direct pedestrians to the new sidewalk location.

12. Sheet 3:

Additional left turn arrows are required for the triple lefts at NE 35th Avenue per Standard Plans Index 711-001 (sht. 11 of 13).

13. Sheet 3:

Solid stripes for eastbound and westbound through lanes should be the same lengths. Currently, all westbound through solid stripes are shorter than those depicted on the eastbound approach. They should all be a minimum of 100 feet.

14. Sheet 3:

Typical Section AA shows two 12-foot wide left-turn lanes while the plan view shows them as 11 feet wide. Westbound through lanes are shown as 12 feet wide in the typical section and 11 feet wide in the plan view. The proposed separator is shown as 4 feet wide in the typical section and 6 feet wide in the plan view. Please resolve these discrepancies.

15. Sheet 3:

Typical Section BB shows eastbound through lanes as 11 feet wide each while the plan view appears to be 12 feet. If they are 11 feet wide past NE 35th Avenue, appropriate labels should be added to show the change from 12 feet wide to 11 feet wide west of NE 35th Avenue. Similarly, for the westbound outside lane the typical shows it as 12 feet wide while the plan view shows only 11 feet.

16. Sheet 3:

Move the stop bar on the frontage road at NE 34th Avenue to match the location of the one for the westbound lanes.

17. Sheet 3:

Modify apparent “kink” right before the right-turn lane on northbound NE 35th Avenue.

18. Sheet 3:

What is the intent of the 3 through arrows sign (Advance Intersection Lane Control sign, MUTCD sign R3-8)? It can be misleading as there are two right-turn lanes and one left-turn lane at the signal.

19. Sheet 3:

Add 6-inch yellow labels to the traffic separator.

20. Sheet 3:

The existing westbound condition approaching NE 35th Avenue does not have a bike lane. The concept adds a 7-foot wide bike lane as shown in Typical Section BB. In order to accommodate this, widening will be necessary. Please show this work in the typical section.

21. Sheet 3:

Existing light poles will be impacted by the widening to add the proposed bike lane.

22. Sheets 3 and 4:

Show all proposed curb ramps with detectable warnings

23. Sheets 3 and 4:

Show the type of roadway work that is to occur. It seems existing conditions are being maintained, so it is suggested that the blue shape be added to the legend and shown as milling and resurfacing.

24. Sheets 3 and 4:

Please run AutoTurn using a typical FL truck (WB-62FL) and provide documentation that all turning movements can be made properly.

25. Sheets 3 and 4:

There are a lot of tree branches encroaching onto the sidewalk and outside lane east of NE 34th Avenue on the right side. There is little room for pedestrians to travel currently. Those branches will need to be trimmed or trees removed to provide a safe and comfortable path for pedestrians.

26. Sheets 3 and 5:

The pavement markings for the traffic for the frontage road shows a left and through arrow on sheet 3 and a left arrow only on sheet 5. These should match.

27. Sheet 5:

Typical Section CC needs to show the widening work.

28. Sheet 5:

Please run Autoturn and modify the medians to accommodate the turning radius of the design vehicle.

29. Sheet 5:

The small chevron island next to the crosswalk is not necessary.

30. Sheet 5:

Add a label to show the existing island is to be removed.

31. Sheet 5:

For the chevrons in the northeast corner, consider redesigning them so the dividing line is closer to the center of this shape.

Wednesday, September 2 Comments

This is in reference to the subject Access permit application for 'Intracoastal Mall' Project. There are a couple FDOT projects under design phase with the proposed work location FIN: 436525-1 for BRIDGE-REPAIR/REHABILITATION and FIN: 436525-1 for RESURFACING WORK. Please see the following comments:

1. Striping on FM 436525-1 for the entire NE 35 Ave intersection will be reconfigured, as well as striping associated with the new signal/median opening east of NE 35 Ave.
2. New concept shows removal of traffic island at NE 35 Ave:
 - a. Proposed pedestal signal poles on FM 436525-2 in the island will be affected.
4. New configuration of cross walk (i.e. straight instead of staggered) going over SR 826 EB and widened median:
 - a. This will affect the new ADA ramp we are putting in by guardrail on FM 436525-2
 - b. We are putting new pedestrian detector and ped detector signs on the existing ped pedestal for crosswalk going over SR 826 EB on FM 436525-2. These will be affected as well.
5. SR 826 EB, new configuration shows three left turn lanes and three thru lanes.
 - a. Existing mast arm for EB only has 4 signal heads, (two left turn and two thru); therefore, the existing mast arm will likely require replacement
6. New concept shows widening of the NE curb return at NE 35 Ave:
 - a. This affects the new ADA ramp at the NE corner proposed on FM 436525-2.
 - b. This also affects the new ped pedestal we are putting at the NE corner on FM 436525-2.
7. The new configuration for EB traffic east of NE 35 Ave (i.e. three thru lanes and will not allow for the 4' bike lane that is being proposed on FM 436525-1.

Thank you

Adrian

Adrian K. Dabkowski, P.E., PTOE

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