

FDOT Transportation Alternatives Set-Aside Program

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:	Title:		
Mailing Address:	City:	State: FL	Zip Code:
County:	MPO/TPO (if applicable):		
Telephone:	Email Address:		

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

□ Yes (Required)

PROJECT TYPE:

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- Currently fully LAP Certified / Year of Certification:
- Not LAP Certified but will seek project-specific certification
- □ Not LAP Certified but project will be administered by the FDOT District
- □ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:	Title:		
Mailing Address:	City:	State: FL	Zip Code:
Telephone:	Email Address:		

TA Funding Application, Last Revised April 2021.

Please contact your FDOT district for district-specific application requirements.

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the <u>FDOT TA Program Guidance</u>.

- 1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
- 2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for nondrivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
- 3. Conversion and use of abandoned railroad corridors for non-motorized use
- 4. Construction of turnouts, overlooks, and viewing areas
- 5. Inventory, control or removal of outdoor advertising
- 6. Historic preservation and rehabilitation of historic transportation facilities
- 7. Uvgetation management practices in transportation rights of way
- 8. Archaeological activities related to impacts from transportation projects
- 9. Denvironmental mitigation activities
- 10.
 □ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <u>https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm</u>.

PROJECT LOCATION:

Roadway name:*		
On-State System Road	Off-State System Road	Roadway number:
(State Roadway)	(Local Roadway)	(i.e. US, SR, CR, etc., if applicable)
*NOTE: For off-road /trail prov	iects please indicate adjacent roadway	

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini:	North or East Termini:	
Street Name/Mile Post/Other	Street Name/Mile Post/Other	
Project Length (in miles):		
Attachment included? Yes No		
A location map with aerial view is attached to this application. Yes (Required)		
Label important features, roadways, etc. to clearly locate and show the boundaries of the project.		

Brief Description (1,000 character limit) (e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.

Conceptual or design plans are attached.	🛛 Yes	🛛 No
Typical Section drawings are attached.	🛛 Yes	🛛 No
Other attachment (e.g. studies, documentation to support the project).	🗖 Yes	🛛 No
If yes, please describe (250 character limit):		

PUBLIC INVOLVEMENT(500 character limit for each question below):

Has the applicant received input from stakeholders? Briefly explain:	🗖 Yes	🛛 No
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Have public information or community meetings been held?If YesIf yes, please provide a brief description and attach supporting documentation:If Yes

Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support):

Is environmental permitting required? If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

🛛 Yes 🛛 No

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- Planning activities
- □ Project Development and Environment Study (PD&E)
- □ Preliminary Engineering/Final Design
- □ Right-of-Way (ROW)
- Construction
- □ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary	ROW	Construction	CEI
		Engineering/			
		Final Design			
Implementing	N/A	Implementing	N/A	Implementing	Implementing
agency staff	N/A	agency staff	N/A	agency staff	agency staff
Consultant	Consultant	Consultant	Consultant	Consultant	Consultant
G FDOT	G FDOT	General Fdot	Generation FDOT	General FDOT	General Fdot
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

TA Funding Application, Last Revised April 2021. Please contact your FDOT district for district-specific application requirements. 🛛 Yes 🛛 No

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

🛛 Yes 🛛 No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? U Yes U No If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Yes No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? Yes No If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

□ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST			100%

*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.





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***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini:	North or East Termini:	
Street Name/Mile Post/Other	Street Name/Mile Post/Other	
Project Length (in miles):		
Attachment included? Yes No		
A location map with aerial view is attached to this application. D Yes (<i>Required</i>) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.		

Brief Description (1,000 character limit) (e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

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Conceptual or design plans are attached.	🛛 Yes	🛛 No
Typical Section drawings are attached.	🛛 Yes	🛛 No
Other attachment (e.g. studies, documentation to support the project).	🗖 Yes	🛛 No
If yes, please describe (250 character limit):		

PUBLIC INVOLVEMENT(500 character limit for each question below):

Has the applicant received input from stakeholders? Briefly explain:	🖵 Yes	🛛 No
--	-------	------

Have public information or community meetings been held?If YesIf yes, please provide a brief description and attach supporting documentation:If Yes

Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support):

Is environmental permitting required? If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

🛛 Yes 🛛 No

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- Planning activities
- □ Project Development and Environment Study (PD&E)
- □ Preliminary Engineering/Final Design
- □ Right-of-Way (ROW)
- Construction
- □ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

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		Engineering/			
		Final Design			
Implementing	N/A	Implementing	N/A	Implementing	Implementing
agency staff	N/A	agency staff	N/A	agency staff	agency staff
Consultant	Consultant	Consultant	Consultant	Consultant	Consultant
G FDOT	G FDOT	Generation FDOT	Generation FDOT	General FDOT	General Fdot
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

TA Funding Application, Last Revised April 2021. Please contact your FDOT district for district-specific application requirements. Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

🛛 Yes 🛛 No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? U Yes U No If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Q Yes Q No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? Yes No If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

□ Yes (*Required*)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

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Other costs* (please describe)	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST			100%

*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.



PROJECT IMPLEMENTATION

1. Design Plans	
a. Are signed and sealed design plans available for this project?	🗆 Yes 🛛 N
b. If yes, are design plans updated to current standards and existing conditions?	🗆 Yes 🗆 N
 Specify the date of design plans developed? <i>Click here to enter text.</i> Enter the Engineer of Record contact information: <i>Click here to enter text.</i> 	
c. If no, identify status of design plans:	
\Box No plans	
□ 30%	
□ 60%	
□ 90%	
$oxedsymbol{\boxtimes}$ Other Describe: Design plans will be developed based on the safety study.	
2. Identify Permits & Certification Requirements	□ Yes ⊠ N
 Identify Permits & Certification Requirements Respond to applicable permits/ certifications within the project limits Right of Way Certification needs and status including easements 	□ Yes ⊠ M
 Identify Permits & Certification Requirements Respond to applicable permits/ certifications within the project limits Right of Way Certification needs and status including easements <i>Click here to enter text.</i> Utility Certification <i>Click here to enter text.</i> 	🗆 Yes 🛛 1
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PROJECT SCHEDULE

Include the following as applicable

- 1. Consultant(s) acquisition & award (Design & CEI)
- 2. Contractor acquisition & award
- 3. Project schedule
- 4. Production dates
- 5. Plans preparation
- 6. FDOT Review submittal (30 days review)
- 7. Environmental Assessments
- 8. Permits Acquisition

Enter project schedule here

11/2021 - safety study accepted6/2021 - design consulted approved7/2023 - design completeTBD - construction when grant is provided

ENVIRONMENTAL EVALUATION

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be r Section 106 of the National Historic Preservation Act (NEPA)	equired	by
1. Has the Local Agency performed an environmental assessment for the project?	🗆 Yes 🛛	🛛 No
List the environmental assessments performed: Click here to enter text.		
2. Does the Local Agency have a historic preservation planner?	\Box Yes	🖾 No
If yes, provide contact information: Click here to enter text.		
3. Is the project adjacent to a locally designated historic property or a National Register of Historic placent	ces-listed	d
historic site?	oxtimes Yes	🗆 No
If yes, have any historic properties/places received Florida Department of State Historic Preservation Gran	t funds?	
	\Box Yes	🛛 No
If yes, attach preservation agreements, covenants, or easements to this application.		
4. Are archeological sites or Native American sensitive sites located within proximity to or adjacent to	the proje	
If yes, provide a brief description: Click here to enter text.		
5. Has the Local Agency coordinated with any Federal or State Agencies for this project?	🗆 Yes	🛛 No
If yes, provide a brief description and submit supporting documentation: <i>Click here to enter text</i> .		
6. Are parks, recreation areas or wildlife or waterfowl refuges adjacent or near the project?	🛛 Yes	🗆 No
If yes, provide a brief description: Red Road Linear Path is adjacent to SFWMD Canal C-100		
7. Are there any navigable waterways adjacent or near the project?	🛛 Yes	🗆 No
If yes, provide a brief description: Red Road Linear Path is adjacent to SFWMD Canal C-100, small water control the canal	rafts navi	iagate
8. Does the project have any wetland impacts?	🗆 Yes	🛛 No
If yes, will wetlands mitigation be needed?	🗆 Yes	🗆 No
If yes, provide a brief description: Click here to enter text.		
9. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts?	🗆 Yes	⊠No
If yes, provide a brief description: <i>Click here to enter text</i> .		
10. Has the Local Agency reviewed the project for potential contamination that could affect the area?	□Yes	🛛 No
If yes, provide a brief description: <i>Click here to enter text</i> .		
11. Are there noise sensitive areas?	🗆 Yes	🛛 No
If yes, provide a brief description: <i>Click here to enter text.</i>		
Revised: July 2021		

PROJECT FUNDING

TRANSPORTATION ALTERNATIVES FUNDS	\$ 1,122,400
LOCAL FUNDS ALLOCATED	\$ 280,600
TOTAL PROJECT COST	\$ 1,403,000

PERCENTAGE OF TA FUNDS	80%
PERCENTAGE OF LOCAL CONTRIBUTION	20 %

Note: The percentage of local contribution indicated above will be greater than or equal to the local contribution to the final contract award.

Example A: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,000,000. The awarded amount would be reduced to \$800,000. The local agency would contribute \$200,000.

Example B: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,400,000. The awarded amount would remain \$1,000,000. The local agency would contribute \$400,000.

1. Describe in detail funding types and commitment funds that will fund the project:

Village Transportation funds

2. Provide the funding year for each phase(s) of the project:

n/a local funds will be committed with grant award

3. Submit a letter from the Local Agency's Budget Office committing Local Funds to the project.

A copy of the letter is included with this application.

🗆 Yes 🛛 No

LOCAL AGENCY BUDGET OFFICE COMMITMENT LETTER

Submit a letter from the Local Agency's Budget Office committing Local Funds to the project.

Agency must include this form as a cover for the letter.

Click here to enter text.



Marie Arteaga-Nariño Finance Director finance@pinecrest-fl.gov

VILLAGE OF PINECREST Department of Finance

February 18, 2022

Florida Department of Transportation District VI Attn: Grant Coordinator 1001 NW 111 Ave Miami, FL 33172

RE: Budget Office Commitment Letter

Dear Grant Coordinator.

This letter serves as the Village's commitment for funds allocation for the construction of Red Road Linear Path safety implementions if grant is awarded.

Should you have any questions, please contact our office.

Thank you,

martiagnound

Marie Arteaga-Nariño Finance Director

> 12645 Pinecrest Parkway, Pinecrest, Florida 33156 T: 305.234.2121 | F: 305.234.2131 www.pinecrest-fl.gov



PROJECT SPONSORSHIP CERTIFICATION

I hereby certify that the proposed project herein described is supported by <u>Local Agency</u> (Local Agency, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation (FDOT); (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with the NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction, and (6) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs are reasonable and understand that <u>Local Agency</u> (Local Agency, county, state or federal agency, or tribal council) will bear all expenses in excess of the total cost of the project. Upon notification of project award, I further certify that the aforementioned entity will work with the FDOT to ensure the associated contracts are executed in the fiscal year programmed. Project deferrals are highly discouraged and are subject to fund availability.

Name (please type or print): David J. Mendez P.E.

Title: Public Works Director Signature:

Date: 2/18/2022

Signature of person with budget authority (i.e., County Administrator, or Public Works Director

If you have any questions about this application or need assistance, please contact:

Oscar Camejo Miami-Dade Transportation Planning Organization Phone: (305) 375-1837 Email: <u>Oscar.Camejo@miamidade.gov</u>

Janene Sclafani

Monroe County Phone: (305) 289-2545 Email: Sclafani-Janene@MonroeCounty-FL.Gov

Xiomara Nunez Florida Department of Transportation District Six Phone: (305) 470-5404 xiomara.nunez@dot.state.fl.us

RESOURCES

FDOT Local Agency Program Manual https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm

EDOT PD&E Manual https://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm

Basis of Estimates Manual

http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm

MEMORANDUM

To: David Mendez, P.E.

From: Gabriela Ramirez, P.E.

Date: October 17, 2021

Subject: Red Road Trail Pedestrian and Vehicles Safety Assessment

The purpose of this memorandum is to summarize the analysis prepared to evaluate the safety of the Red Road Trail along SW 57th Ave between SW 88th Street and SW 112th Terr in Miami-Dade County as well as its compliance with current criteria and standards. The Village of Pinecrest is seeking to obtain funding with Miami-Dade County and/or Florida Department of Transportation to enhance safety of pedestrian and bicyclist using the trail and vehicles traveling along SW 57th Av.

The goal of the assessment is to evaluate the current (i.e. 2018) Florida Greenbook criteria for roadside safety as well as shared use path criteria. A thorough literature review was performed not only in the latest Florida Greenbook, but also in the following national guidelines: American Federal Highway Administration (FHWA), Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) as well as previous studies developed by Kimley-Horn:

- FHWA Evaluation of Safety, Design and Operation of Shared Use Paths
- FHWA Guide for the Development of Bicycle Facilities
- NACTO Shared Use Path Accessibility Guidelines
- NACTO Urban Bikeway Design Guide
- Kimley-Horn City of Hollywood Bike Plan

After compiling all criteria, Kimley-Horn performed a series of field observations and localized measurements to assess the current issues of the Trail. The field review findings can be found in the Attachment A of this memorandum.

Upon an initial assessment of recommendations, Kimley-Horn held a meeting with the Village of Pinecrest on September 21st 2021 to discuss findings, current design criteria and collaborate on possible solutions given the needs of the Village. The meeting presentation slides can be found in Attachment B of this memorandum. During the meeting, the Village requested that improvements would be separated in 2 phases of development given that the most important improvements to be addressed are 1) the safety of vehicles as it relates to the canal drop off and 2) the safety of pedestrians and bicycles as it relates to errand vehicles as well as the canal drop off.

After the meeting, Kimley-Horn developed a list of issues and methodology to address improvements (see Attachment C), given the priorities discussed at the meeting. A roll plot was also developed to illustrate the existing conditions as well as proposed improvements. It is important to note that the proposed improvements were based on aerial photography as

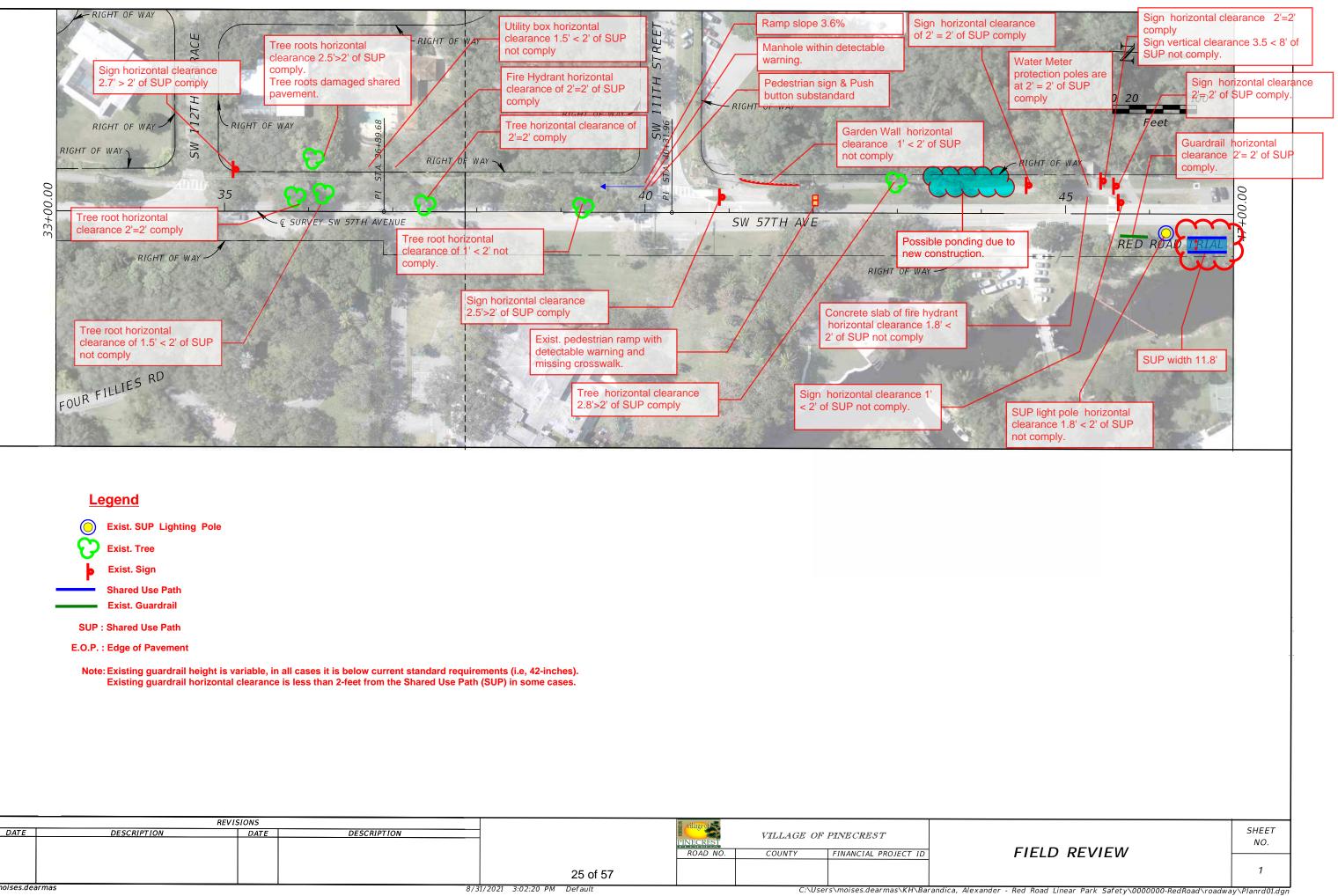
well as localized field measurements and a complete topographic survey was not part of this study.

Roadside safety was identified as the major non-compliance factor within the corridor. Several locations failed to provide the adequate separation between the edge of roadway to the edge of shared use path. Different strategies could be used to mitigate this condition, including but not limited to, removal of all existing guardrail, installation of all new guardrail outside of clear zone where curb is not present, the installation of curb and gutter with guardrail mounted at the face of curb and the realignment/reduction of the shared use path's width Several locations were also identified as hazardous to pedestrians and bicyclists given the proximity to the canal's top of bank and bike/ped railings have been proposed at these locations. Additionally, bus stops and bus benches have been proposed to be relocated behind the shared use path as they were found within the clear zone with little to no protection to pedestrians from errand vehicles. The detailed proposed improvements can be found in Attachment D.

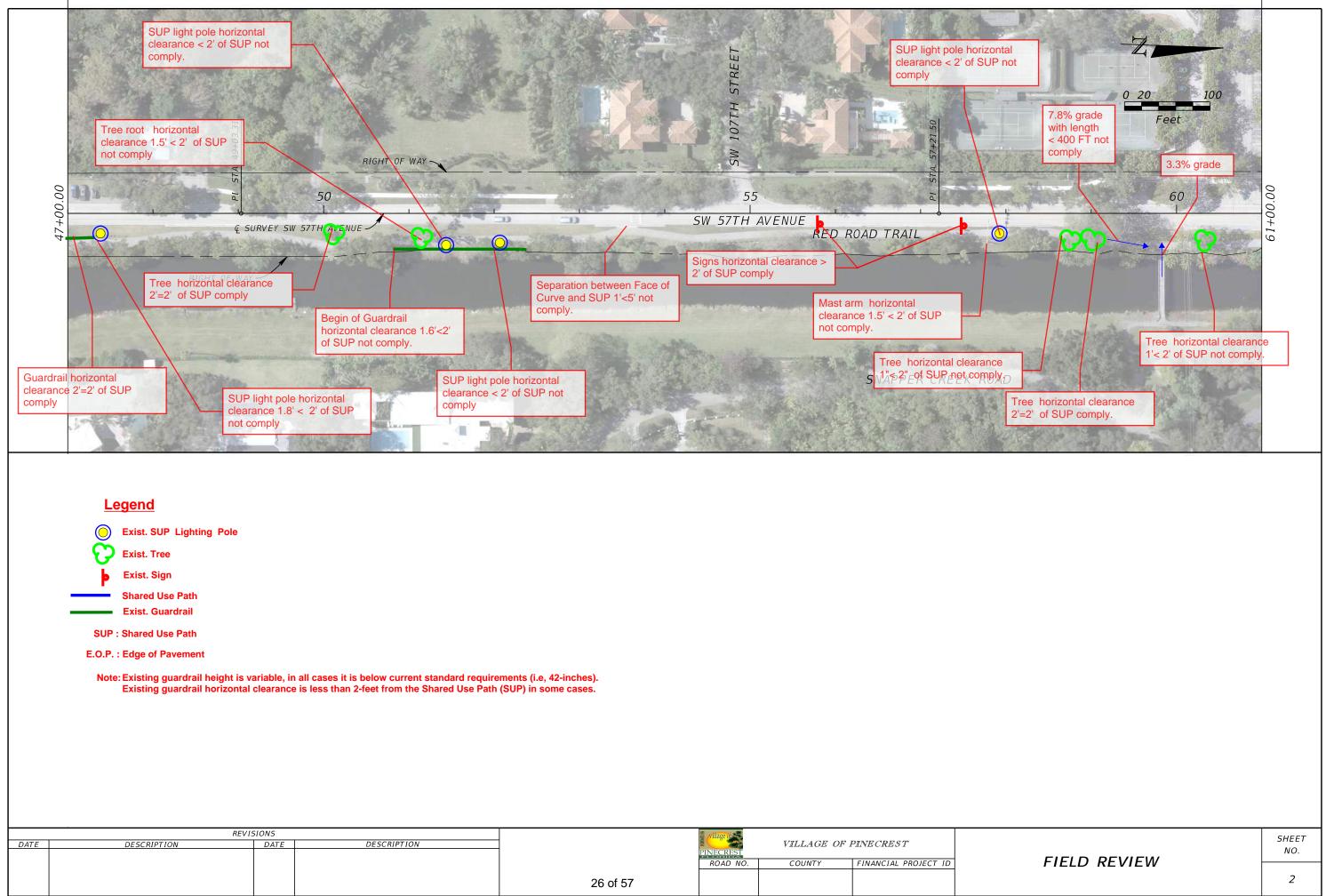
An Opinion of Probable Cost (OPC) was then developed for Phase I and Phase II of improvements and can be found in Attachment E. It is important to note that upon a full survey of the corridor, the next phase of the project (i.e. design phase) may be able to identify savings in pedestrian/bicycle railings by realigning the outside edge of trail 5' away from the top of bank. In addition, the cost of Phase I is considerably higher than Phase II given the magnitude of the improvements needed in Phase I and given the small cost of Phase II improvements, it may be more cost efficient to consider only one set of improvements combined.

Attachment A

Field Review Findings

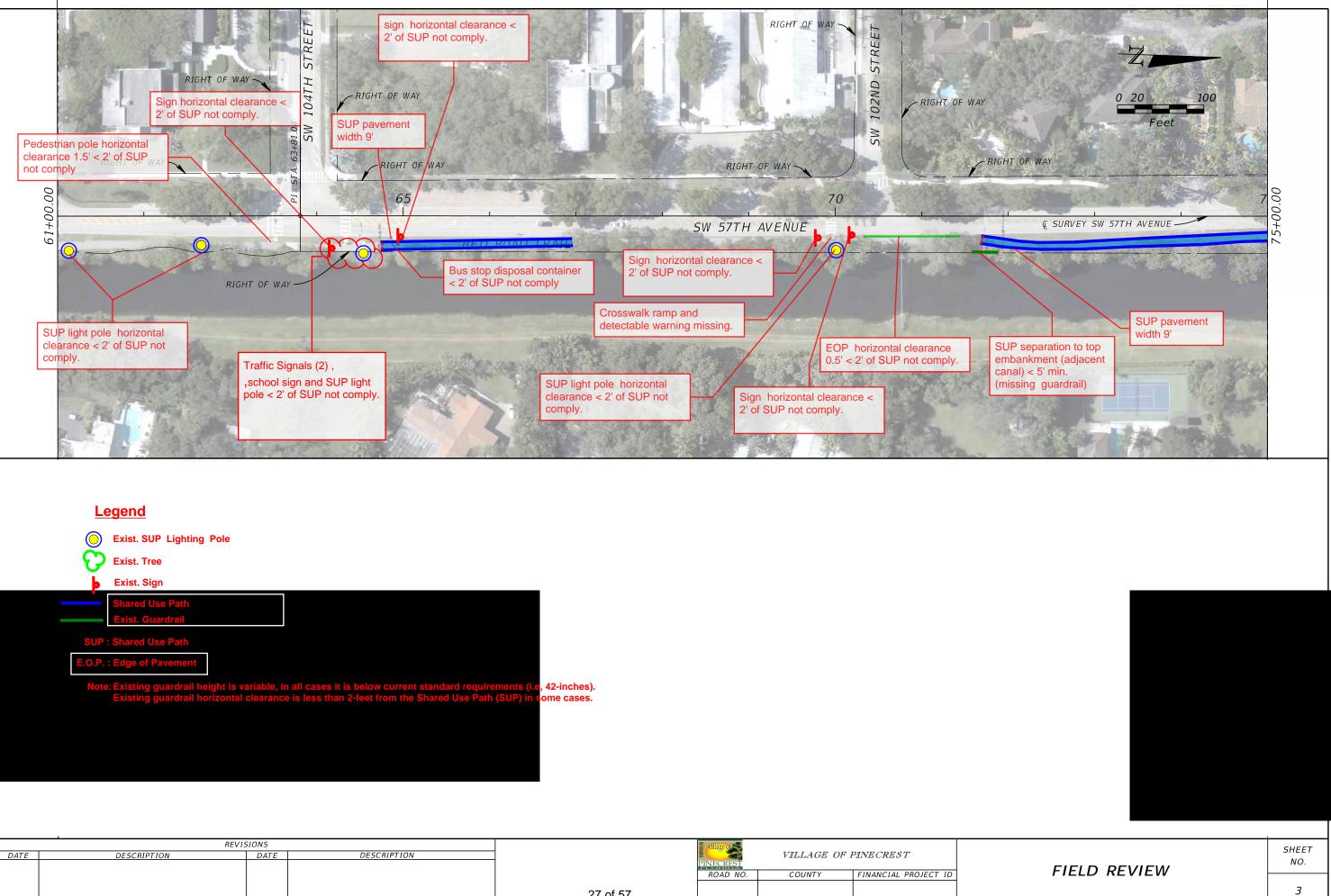


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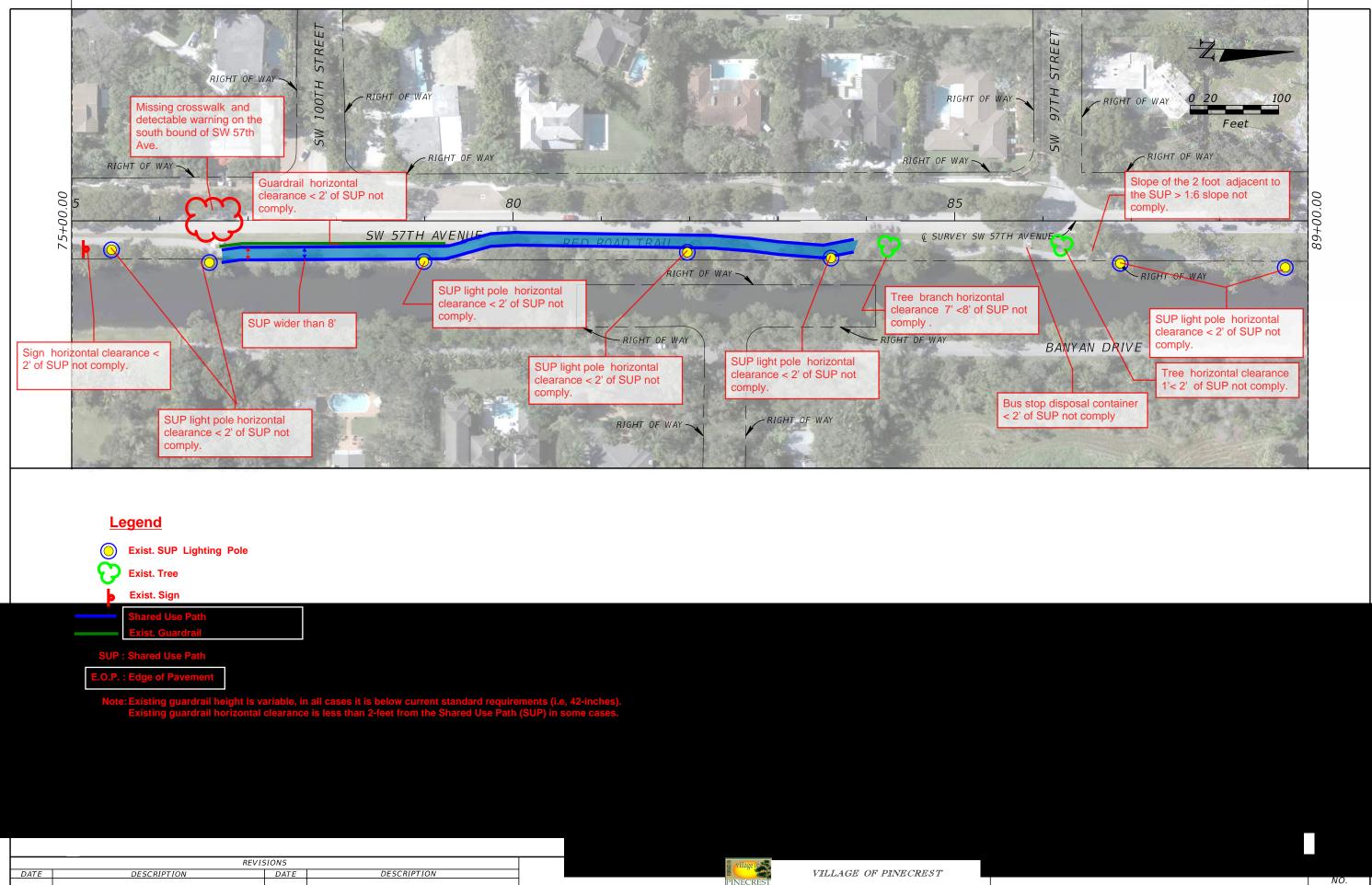
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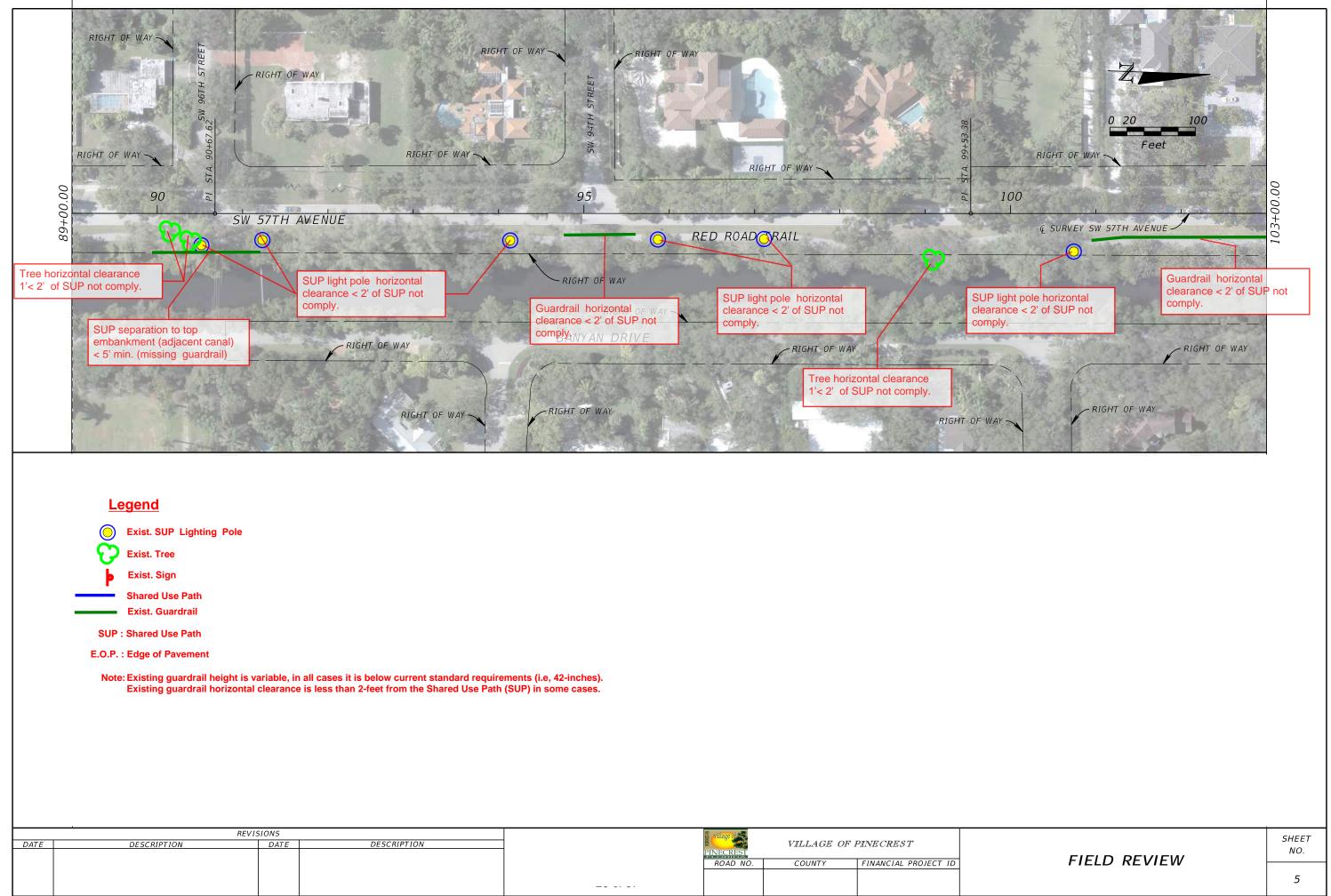
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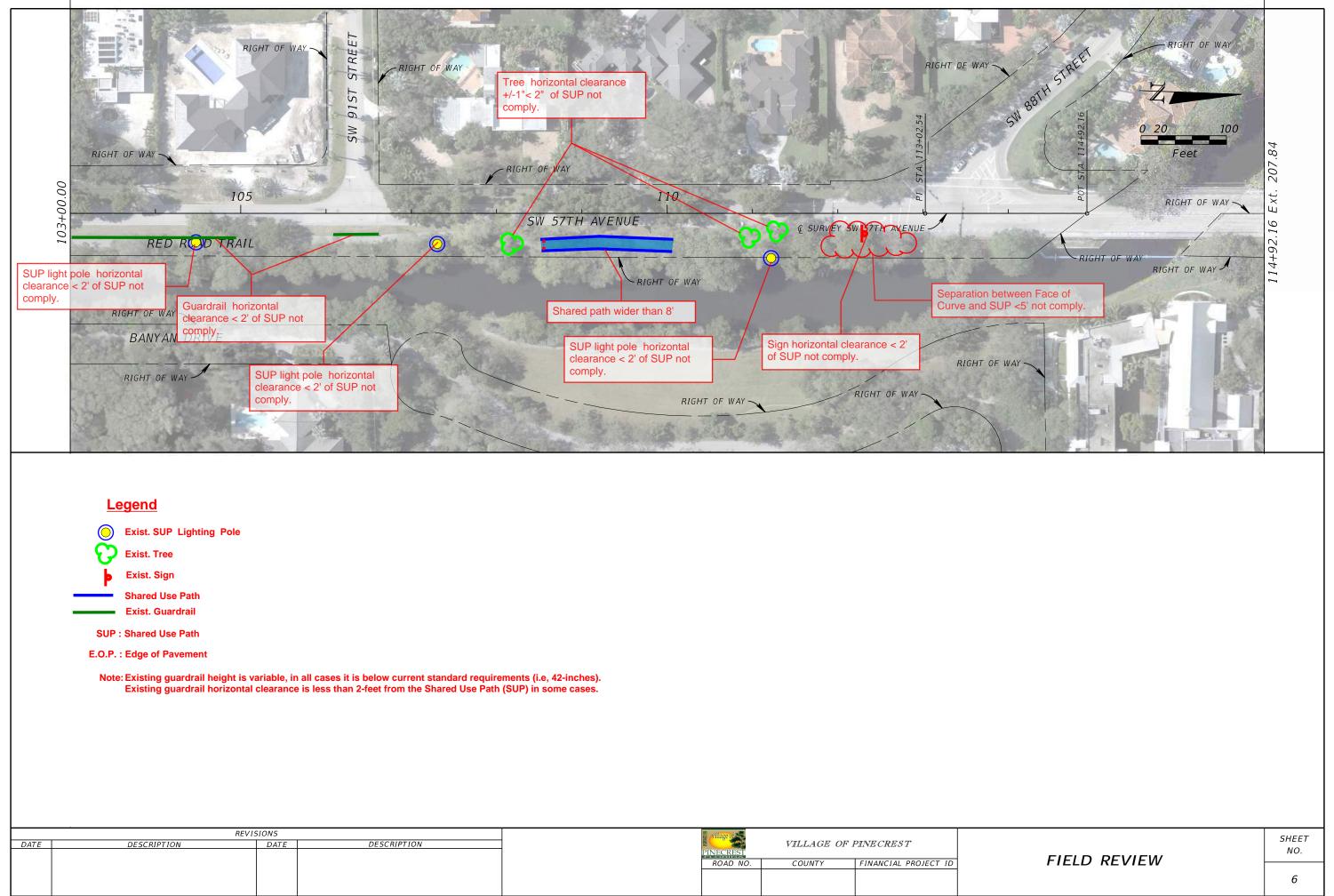


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FIELD REVIEW



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Attachment B

09/26/21 Meeting presentation slides

Red Road Trail Safety Assessment

September 2021

Kimley »Horn

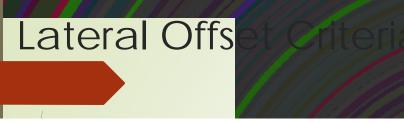


Table 4 – 2 Lateral Offset (feet)

Roadside Feature	Urban Curbed Roadways Design Speed ≤ 45 (mph)	All Other Clear Zone Width	
Above Ground Objects ¹	4 ft. from Face of Curb ²		
Drop Off Hazards ³	Clear Zone Width	Clear Zone Width	
Water Bodies	Clear Zone Width	Clear Zone Width	
Canal Hazards	See Section B.2.c	See Section B.2.c	

Above ground objects are anything greater than 4 inches in height and are firm and unyielding or do
not meet crashworthy or breakaway criteria. For urban curbed areas ≤ 45 mph this also includes
crashworthy or breakaway objects except those necessary for the safe operation of the roadway.

 May be reduced to 1.5 ft. from Face of Curb on roads functionally classified as Local Streets and on all roads where the 4 ft. minimum offset cannot be reasonably obtained and other alternatives are deemed impractical.

- 3. Drop off hazards are:
 - Any vertical faced structure with a drop off (e.g. retaining wall, wing-wall, etc.) located within the Clear Zone.
 - b. Slopes steeper than 1:3 located within the Clear Zone.
 - c. Drop-offs with significant crash history.

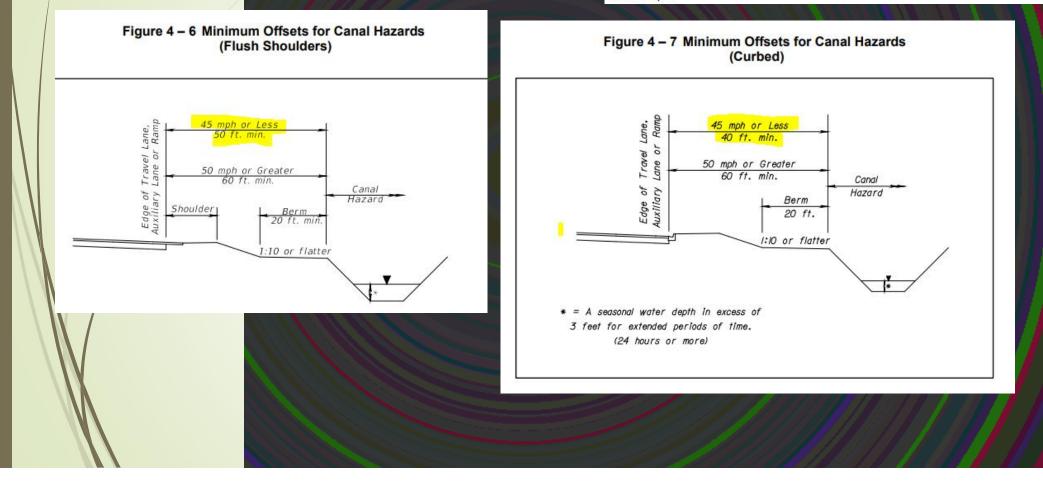
Table 4 - 1 Minimum Width of Clear Zone (feet)¹

Design Speed mph	AADT ≥ 1500			AADT < 1500 ^{1, 2}		
	Travel Lanes & Multilane Ramps		and Single	and Single		Aux Lanes and Single Lane Ramps
трп	1V:6H or flatter	1V:5H to 1V:4H	1V:4H or flatter	1V:6H or flatter	1V:5H to 1V:4H	1V:4H or flatter
≤ 40	14	16	10	10 ²	12 ²	10 ²
45 - 50	20	24	<mark>1</mark> 4	14	16	14
55	22	26	18	16	20	14
60	30	30 ³	24	20	26	<mark>18</mark>
65 - 70	30	30 ³	24	24	28	<mark>1</mark> 8

 Clear Zone for roads functionally classified as Local Roads with a design AADT ≤ 400 vehicles per day:

- A clear zone of 6 feet or more in width must be provided if it can be done so with minimum social/environmental impacts.
- b. Where constraints of cost, terrain, right of way, or potential social/environmental impacts make the provision of a 6 feet clear zone impractical, clear zones less than 6 feet in width may be used, including designs with 0 feet clear zone.
- c. In all cases, clear zone must be tailored to site-specific conditions, considering cost-effectiveness and safety tradeoffs. The use of adjustable clear zone widths, such as wider clear zone dimensions at sharp horizontal curves where there is a history of run-off-road crashes, or where there is evidence of vehicle encroachments such as scarring of trees or utility poles, may be appropriate. Lesser values of clear zone width may be appropriate on tangent sections of the same roadway.
- d. Other factors for consideration in analyzing the need for providing clear zones include the crash history, the expectation for future traffic volume growth on the facility, and the presence of vehicles wider than 8.5 feet and vehicles with wide loads, such as farm equipment.
- 2. May be reduced to 7 feet for a design AADT < 750 vehicles per day.
- Greater clear zone widths provide additional safety for higher speed and volume roads. See Section 3.1 of the <u>AASHTO Roadside Design Guide</u> (2011) for further information.

When the required minimum lateral offset cannot be met, the canal hazard shall be shielded with a crashworthy roadside barrier. Barriers shall be located as far from the traveled way as practical. When shielding canal hazards the barrier shall be located outside the clear zone where possible. Guardrail shall be located no closer than 6 feet from the canal front slope and high tension cable barrier shall be no closer than 15 feet from the canal front slope.



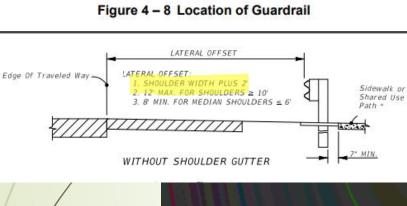
Canal Haza

34 of 57



Face Of Curb-

Curb and Gutter-(Type F Shown) (Type E Similar)



ALL DESIGN SPEEDS

0 or 5 inches

Sidewalk or Shared Use Path *

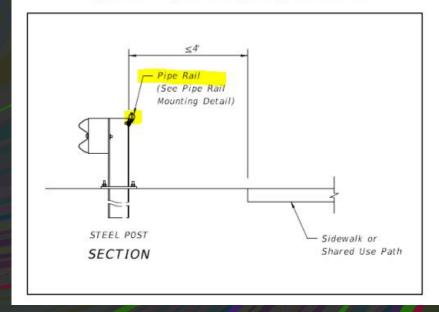
Face Of Curl

Table 3 – 21 Minimum Shoulder Widths for Flush Shoulder Highways

Two Lane Undivided

Design Speed	Average Daily Traffic (2 – Way)				
(mph)	0 - ≤400	401 - 750	>750 -		
All	2 feet	6 feet	8 feet		

Figure 8 – 2 Guardrail with Pipe Rail Detail



Shared Use

C.1 Width and Clearance

The useable width and horizontal clearance for a shared use path are primary design considerations. The minimum paved width for a two-way path is 10 feet. Typically, widths range from 10 to 14 feet, with the wider values applicable to areas with high use or a wider variety of users, on steep grades, through curves, or used by larger maintenance vehicles.

In addition, a path width of 8 feet may be used for a short distance due to a physical constraint such as an environmental feature, bridge abutment, utility structure, or fence.

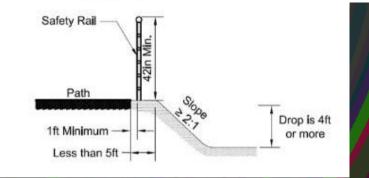
A minimum 2 foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions. See Chapter 8, Section D Barrier Separation and Chapter 4, Figure 4 –8 Location of Guardrail for information on when and how longitudinal barriers should be utilized,



Where the path is adjacent to canals, ditches, or slopes steeper than 1:3, a wider separation should be considered. A minimum 5 foot separation from the edge of the path pavement to the top of the slope is desirable. Depending on the height of embankment and condition at the bottom, a physical barrier, such as a railing or chain link fence may need to be provided.

Where a recovery area is less than 5 feet, physical barriers or rails are recommended in the following situations:

- Slopes 1:3 or steeper, with a drop of 6 feet or greater;
- Slopes 1:3 or steeper, adjacent to a parallel body of water or other substantial obstacle
- Slopes 1:2 or steeper, with a drop of 4 feet or greater; and
- Slopes 1:1 or steeper, with a drop of 1 foot or greater.



Shared Use Path Criteri

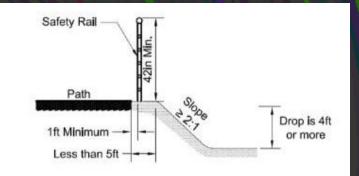
C.2 Separation Between Shared Use Paths and Roadways

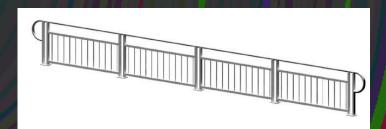
When shared use paths are located adjacent to a roadway, a separation shall be provided. This demonstrates to both path users and motorists that the shared use path is a separate facility.

The minimum distance between a path and the face of curb or edge of traveled way (where there is no curb) should be 5 feet. On roadways with flush shoulders, this separation is measured from the outside edge of the shoulder to the inside edge of the path. Where the separation is less than 5 feet, a physical barrier or railing should be provided between the path and the roadway.

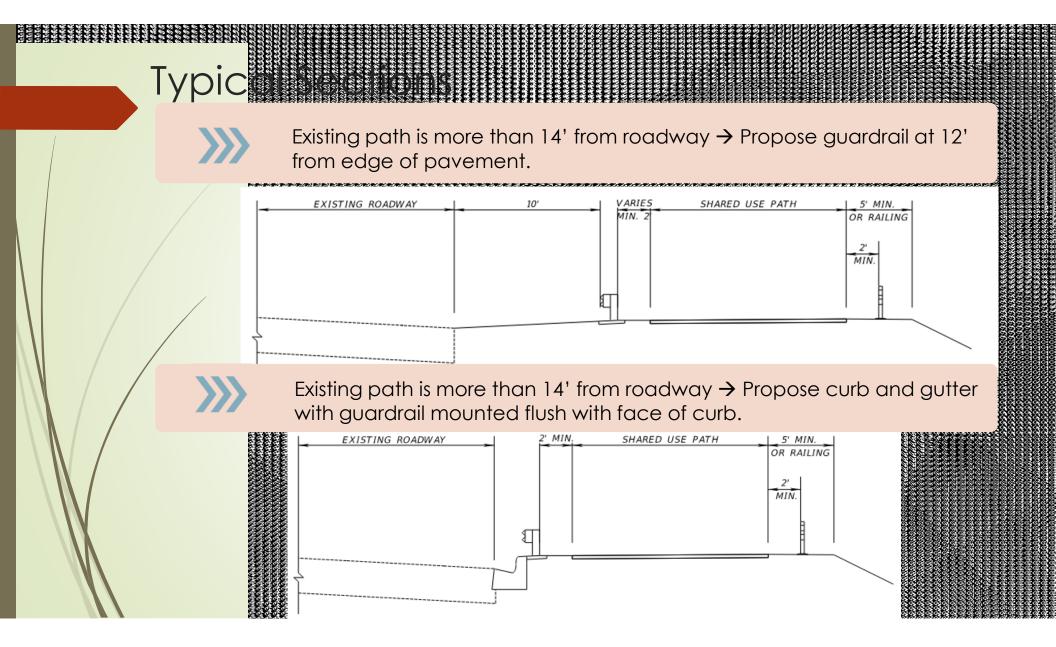
A barrier or railing between the path and adjacent highway should not impair sight distance at intersections, and should be designed to limit the potential for injury to errant motorists or bicyclists. The barrier or railing need not be of size and strength to redirect errant motorists toward the roadway, unless other conditions indicate the need for a crashworthy barrier.

Barriers or railings at the outside of a structure or steep fill embankment that not only define the edge of the path but also prevent bicyclists from falling over the rail to a substantially lower elevation should be a minimum of 42" high. Barriers at other locations that serve only to separate the area for motor vehicles from the path should generally have a minimum height equivalent to the height of a standard guard rail.





Pedestrian /Bicycle Railing FDOT Standard Plan Index 515-052



Drainage Considerations

Existing Flumes





ansit Stops Considerations



Bus bench within lateral offset at Red Road Trail

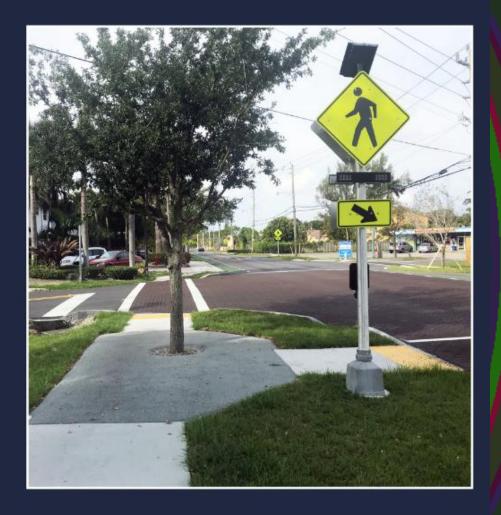


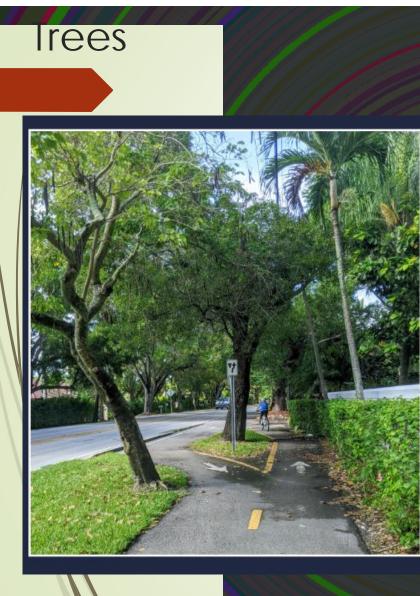
Bus Stop behind shared use path at Snapper Creek Trail

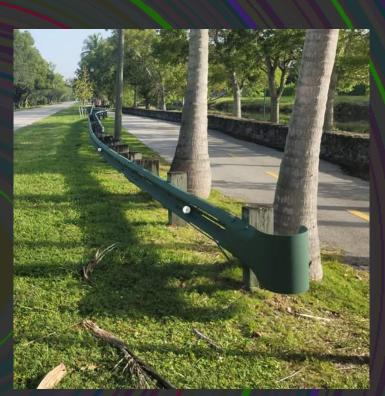
Planning For Trees

Street trees are an essential part of the city and provide a wide range of benefits for the proposed Hollywood bicycle network including protection from the elements, improved air quality, stormwater management, and added visual character. However, there are also challenges associated with the integration of street trees and mobility infrastructure, such as ROW constraints and conflicts.

Integration of bicycling infrastructure and natural vegetation may be achieved by allowing adequate space around the base of the tree, common strategies used include allowing for wider furnishing zones, adding tree basins, or bifurcating paths as they approach street trees.







Red Road possible relocation of palm trees and utility pole.

Bifurcation example along Old Cutler Road.

Attachment C

List of Improvements

Issue #	Location	Existing Condition	ROVEMENTS Recommendations
LC-01	35+02	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 120') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.
TH-01	36+04	EXISTING VERTICAL CHANGE OF OVER 1/4 INCH OR MORE ON A SHARED USE PATH SURFACE.	1) REALIGN THE SHARED USE PATH (APPROX. 120') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.
LC-02	36+23	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 120') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.
TH-02	37+19	EXISTING VERTICAL CHANGE OF OVER 1/4 INCH OR MORE ON A SHARED USE PATH SURFACE.	1) ADJUST UTILITY COVERS AND GRATES TO BE FLUSH WITH PATH SURFACE.
LC-03	39+19	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 40') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL.
TH-03	39+88	EXISTING VERTICAL CHANGE OF OVER 1/4 INCH OR MORE ON A SHARED USE PATH SURFACE.	1) ADJUST UTILITY COVERS AND GRATES TO BE FLUSH WITH PATH SURFACE.
TH-04	39+95	EXISTING VERTICAL CHANGE OF OVER 1/4 INCH OR MORE ON A SHARED USE PATH SURFACE.	1) PEDESTRIAN RAMP TO BE ADJUSTED.
PS-01	39+97	PEDESTRIAN SIGN AND BUTTON NOT ADA COMPLIANT.	1) INSTALL STANDARD PUSH BUTTON AND SIGN FOR SHARED USED PATH.
LC-04	41+26	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 60') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL.
PO-01	43+99	POSSIBLE PONDING.	1) THE CITY MUST C OORDINATE WITH THE DEVELOPER.
LC-05	45+24	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 30') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL.
LC-06	45+62	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARI USE PATH.
LC-07	45+92	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE EXIST. PALMS.
LC-08	46+63	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 200') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) REDUCE SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL APPROX. 360' GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-09	46+90	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 200') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) REDUCE SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL APPROX. 360' GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-10	47+38	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 200') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) REDUCE SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL APPROX. 360' GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-11	48+16	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 150') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
LC-12	50+51	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 270') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 660') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 3) INSTALL (APPROX. 160') CURB AND GUTTER WITH FLUME EVERY 100 FEET.
LC-13	50+72	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 270') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 660') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.

	LIST OF IMPROVEMENTS								
* Issue #	Location	Existing Condition	Recommendations						
LC-14	51+28	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 660') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) LATERAL CLEARANCE DESIGN VARIATION LC-12. 3) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.						
LC-15	52+22	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REALIGN THE SHARED USE PATH (APPROX. 350') TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 2) REDUCE SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL (APPROX. 660') CURB AND GUTTER WITH FLUME EVERY 100 FEET.						
LO-01	53+59	LATERAL OFFSET SHORTER THAN 5 FEET BETWEEN THE SHARED USE PATH AND THE FACE OF CURB OR THE EDGE OF THE TRAVELED ROAD.	1) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 2) INSTALL (APPROX. 750') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.						
LC-16	55+80	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.						
LO-02	57+21	LATERAL OFFSET SHORTER THAN 5 FEET BETWEEN THE SHARED USE PATH AND THE FACE OF CURB OR THE EDGE OF THE TRAVELED ROAD.	1) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 2) INSTALL (APPROX. 750') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 3) LATERAL CLEARANCE DESIGN VARIATION L0-02.						
LC-17	57+47	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.						
LO-03	58+34	LATERAL OFFSET SHORTER THAN 5 FEET BETWEEN THE SHARED USE PATH AND THE FACE OF CURB OR THE EDGE OF THE TRAVELED ROAD.	1) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 2) INSTALL (APPROX. 750') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.						
LC-18	59+03	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT. 2) REDUCE (APPROX. 550') SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) REMOVE GUARDRAIL AND INSTALL (APPROX. 180') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 4) INSTALL (APPROX. 170') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.						
MG-01	59+54	MINIMUM VERTICAL GRADE STEEPER THAN 5% ON SHARED USE PATH.	1) INSTALL HILL WARNING SIGN.						
LC-19	60+36	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	 BIFURCATE SHARED USE PATH TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE. REDUCE (APPROX. 550') SHARED USE PATH PAVED WIDTH TO 8 FEET. REMOVE GUARDRAIL AND INSTALL (APPROX. 120') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT. 						
LC-20	61+15	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 550') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 480') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.						
LC-21	61+66	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) LATERAL CLEARANCE DESIGN VARIATION LC-21. 2) INSTALL (APPROX. 1670') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 3) REDUCE (APPROX. 550') SHARED USE PATH PAVED WIDTH TO 8 FEET. 4) INSTALL (APPROX. 480') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.						

*Issue #	Location	LIST OF IMP Existing Condition	ROVEMENTS Recommendations
LC-22	62+61	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE LIGHT POLE TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.
LC-23	63+48	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE PEDESTRIAN POLE TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.
LC-24	63+75	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGNAL POLE BEHIND THE GUARDRAIL.
LC-25	64+29	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH. 2) RELOCATE BUS STOP LOCATION TO PROVIDE A MINIMUM HORIZONTAL CLEARANCE.
LC-26	65+29	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE LIGHT POLE TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.
LC-27	64+43	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE LIGHT POLE TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.
LC-28	64+52	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 190') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 750') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
LC-29	64+90	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE BUS STOP LOCATION TO PROVIDE A MINIMUM HORIZONTAL CLEARANCE.
LO-04	68+06	LATERAL OFFSET SHORTER THAN 5 FEET BETWEEN THE SHARED USE PATH AND THE FACE OF CURB OR THE EDGE OF THE TRAVELED ROAD.	1) LATERAL CLEARANCE DESIGN VARIATION L0-04. 2) INSTALL (APPROX. 1670') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 3) INSTALL (APPROX. 1280') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-30	69+83	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH.
LC-31	69+83	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 1240') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 3) INSTALL (APPROX. 1280') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 4) REMOVE GUARDRAIL AND INSTALL (APPROX. 750') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
PR-01	69+94	MISSING PEDESTRIAN RAMP AND DETECTABLE WARNING.	1) ADD PEDESTRIAN RAMP.
LC-32	70+23	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHAREE USE PATH.
LO-05	71+78	LATERAL OFFSET SHORTER THAN 5 FEET BETWEEN THE SHARED USE PATH AND THE FACE OF CURB OR THE EDGE OF THE TRAVELED ROAD.	1) LATERAL CLEARANCE DESIGN VARIATION L0-05. 2) REDUCE (APPROX. 990') SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL (APPROX. 1670') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 4) INSTALL (APPROX. 1280') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
PB-01	71+72	PHYSICAL BARRIER NOT PROVIDED WHERE THE SHARED USE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES STEEPER THAN 1: 3 WITH A MINIMUM SPACING OF 5 FEET.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 750') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
LC-33	74+86	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE SIGN TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHAREL USE PATH.
LC-34	75+53	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 1240') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-35	76+61	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 1240') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.

Issue #	Location	LIST OF IMP Existing Condition	ROVEMENTS Recommendations
LC-36	78+25	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 380') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-37	78+48	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 380') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 1240') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-38	78+50	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 380') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 1240') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-39	82+09	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REALIGN (APPROX. 520') THE SHARED USE PATH TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE TREE ROOTS, TREE, LIGHTING POLE, AND WALL. 3) INSTALL (APPROX. 530') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 4) INSTALL (APPROX. 590') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 5) REMOVE GUARDRAIL AND INSTALL (APPROX. 120') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
VC-01	84+18	SHARED USE PATH VERTICAL CLEARANCE SMALLER THAN 8'.	1) TRIMMING THE BRANCHES OF THE TREE TO COMPLY WITH THE VERTICAL CLREARANCE.
LC-40	85+47	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE BUS STOP FIXTURES TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE.
LC-41	86+11	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-42	86+18	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE OBSTRUCTION (ROOT TREE) TO PROVIDE LATERAL CLEARANCE.
LC-43	86+83	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-44	87+07	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-45	87+75	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-46	88+82	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-47	89+83	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 310') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-48	90+36	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) REMOVE GUARDRAIL AND INSTALL (APPROX. 150') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 3) INSTALL (APPROX. 610') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
PB-02	90+90	PHYSICAL BARRIER NOT PROVIDED WHERE THE SHARED USE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES STEEPER THAN 1: 3 WITH A MINIMUM SPACING OF 5 FEET.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 150') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.
LC-49	91+26	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.

			PROVEMENTS
* Issue #	Location	Existing Condition	Recommendations
LC-50	94+22	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 3) INSTALL (APPROX. 520') CURB AND GUTTER WITH FLUME EVERY 100 FEET.
LC-51	94+85	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) RELOCATE BUS STOP LOCATION TO PROVIDE A MINIMUM HORIZONTAL CLEARANCE.
LC-52	95+86	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 3) INSTALL (APPROX. 520') CURB AND GUTTER WITH FLUME EVERY 100 FEET.
LC-53	97+24	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 3) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.
LC-54	99+03	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY .
LC-55	100+53	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-56	101+81	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 2) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.
LC-57	102+44	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	 RELOCATE LIGHT POLE TO PROVIDE A MINIMUM 2' HORIZONTAL CLEARANCE TO THE SHARED USE PATH. INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-58	103+37	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-59	103+74	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY . 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT.
LC-60	104+50	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 1670') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
PB-03	104+69	PHYSICAL BARRIER NOT PROVIDED WHERE THE SHARED USE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES STEEPER THAN 1: 3 WITH A MINIMUM SPACING OF 5 FEET.	1) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-61	105+12	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 270') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-62	105+36	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 270') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-63	105+58	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 270') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-64	106+35	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 270') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY. 2) REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET.
LC-65	107+31	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	 INSTALL ROOT BARRIERS AT THE EDGE OF PAVEMENT. REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. REMOVE GUARDRAIL AND INSTALL (APPROX. 300') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.

	LIST OF IMPROVEMENTS									
* Issue #	Location	Existing Condition	Recommendations							
LC-66	108+22	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 300') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH. 2)REDUCE (APPROX. 2360') SHARED USE PATH PAVED WIDTH TO 8 FEET. 3) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 4) INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.							
PB-04	108+63	PHYSICAL BARRIER NOT PROVIDED WHERE THE SHARED USE PATH IS ADJACENT TO CANALS, DITCHES OR SLOPES STEEPER THAN 1: 3 WITH A MINIMUM SPACING OF 5 FEET.	1) REMOVE GUARDRAIL AND INSTALL (APPROX. 300') PEDESTRIAN/BICYCLE RAILING WITH A MINIMUM OF 42" HIGH.							
LC-67	110+92	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 2) INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.							
LC-68	111+08	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 2) INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.							
LC-69	111+24	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) LATERAL CLEARANCE DESIGN VARIATION LC-69. 2) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 3) INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.							
LC-70	112+60	HORIZONTAL CLEARANCE WIDER THAN 2' WITH MAXIMUM SLOPE OF 1:6 MAINTAINED ADJACENT TO BOTH SIDES OF SHARED USE PATH.	1) LATERAL CLEARANCE DESIGN VARIATION LC-70. 2) INSTALL (APPROX. 620') CURB AND GUTTER WITH FLUME EVERY 100 FEET. 3) INSTALL (APPROX. 740') GUARDRAIL BETWEEN SHARED USE PATH AND ROADWAY.							

Attachment D

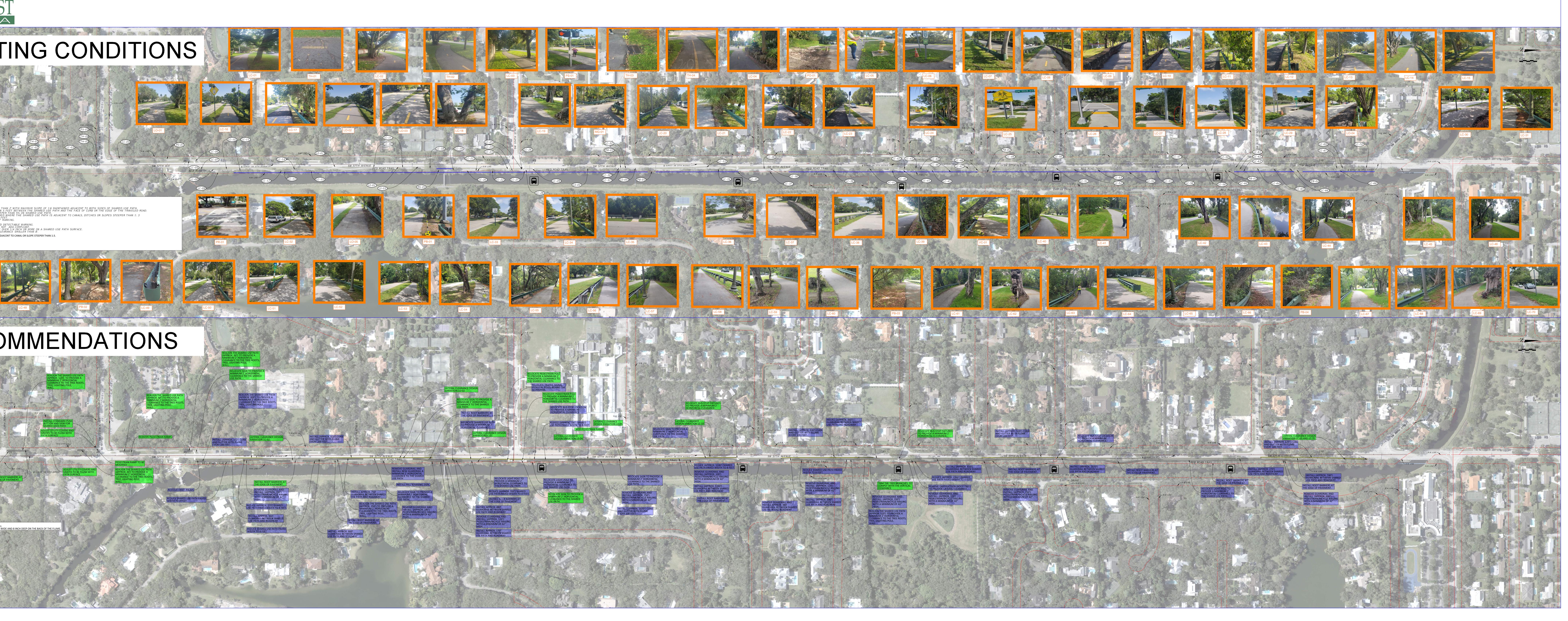
Recommendation Roll Plots

EXISTING CONDITIONS





RED ROAD TRAIL SAFETY ASSESSMENT EXHIBIT



Attachment E

Opinion of Probable Cost

Kimley »Horn

OPINION OF PROBABLE COST RED ROAD LINEAR PARK SAFETY ASSESSMENT PHASE I

					DATE:	10/1	8/2021
ITEM NUMBER	DESCRIPTION	UNIT	QTY.	U	NIT PRICE	т	OTAL COST
	ROADWAY ITEMS						
110 1 1	CLEARING AND GRUBBING	AC	2.34	\$	12,547.88	\$	29,363.00
110 4 10	REMOVAL OF EXISTING CONCRETE	SY	200	\$	17.43		3,493.00
110 23	TREE REMOVAL	EA	4	\$	1.558.52		6,235.00
160 4	TYPE B STABILIZATION	SY	2168	\$	0.35	+	759.00
285 706	OPTIONAL BASE, BASE GROUP 06	SY	1602	\$	11.38	•	18.227.00
334 1 11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	TN	97	\$	112.63	\$	10,913.00
339 1	MISCELLANEOUS ASPHALT PAVEMENT	TN	117	\$	205.62	\$	23,955.00
515 2 111	PEDESTRIAN / BICYCLE RAILING, NS, 42" TYPE 1	LF	2696	\$	82.59	\$	222,663.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	4110	\$	23.75	\$	97,613.00
522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	43	\$	37.23	\$	1,609.00
527 2	DETECTABLE WARNINGS	SF	25	\$	28.12	\$	715.00
536 1 1	GUARDRAIL -ROADWAY, GENERAL TL-3	LF	8654	\$	21.14	\$	182,944.00
536 6	PIPE RAIL FOR GUARDRAIL	LF	2213	\$	14.62	\$	32,355.00
536 73	GUARDRAIL REMOVAL	LF	6797	\$	1.49	\$	10,128.00
536 85 20	GUARDRAIL END TREATMENT- TRAILING ANCHORAGE	EA	17	\$	1,409.76	\$	23,966.00
536 85 24	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL	EA	15	\$	2,635.00	\$	39,525.00
570 1 2	PERFORMANCE TURF, SOD	SY	3405	\$	2.28	\$	7,763.00
01012		ROADWAY		Ψ	2.20	\$	712.226.00
	SUBCOMPONENTS	-	-			·	,
	DRAINAGE (Included Riprap, Rubble, F&I, Ditch Lining)	LS	10%		-	\$	71,223.00
	SIGNING AND PAVEMENT MARKINGS	LS	2%		-	\$	14.245.00
	LIGHTING (Includes Relocate 3 Poles)	LS	-		-	\$	10,000.00
	SIGNALIZATION (Includes Relocate Signal Poles)	LS	2%		-	\$	14,245.00
	LANDSCAPE (Included Root Barrier)	LS	2%			\$	14,245.00
	UTILITIES	LS	2%		-	\$	14,245.00
		SUBCOMPO	SUBCOMPONENTS TOTAL			\$	138,203.00
101-1	IMOBILIZATION	LS	10%		-	\$	85,043.00
102-1		LS	10%		-	φ \$	85.043.00
102 1	PE, CEI, AND PERMITTING	LS	30%		-	φ \$	255,129.00
	CONTINGENCY	LS	15%		-	φ \$	127.565.00
	CONTINUENOT	GRAND TO			-	φ \$	1,403,000.00

Unit prices are per FDOT Item Average Unit for year 2021 Miami-Dade County (Area 13) from 2020/09/01 to 2021/08/31.

Opinion of Probable Cost does not include right-of-way acquisition, easements, survey, geotechnical information, and subsurface exploration.

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Notes: PEDESTRIAN / BICYCLE RAILING, NS, 42" TYPE 1.

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the exact location of the canal top of bank.

2- This quantity could be reduced if the path is realigned during the design phase 5' away from the top of bank.

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Kimley »Horn

OPINION OF PROBABLE COST RED ROAD LINEAR PARK SAFETY ASSESSMENT PHASE II

					DATE:	10/18	/2021
ITEM NUMBER	DESCRIPTION	UNIT	QTY.	L	INIT PRICE	тс	TAL COST
	ROADWAY I	TEMS					
110 1 1	CLEARING AND GRUBBING	AC	0.05	\$	12,547.88	\$	628.00
110 4 10	REMOVAL OF EXISTING CONCRETE	SY	87	\$	17.43	\$	1.524.00
160 4	TYPE B STABILIZATION	SY	340	\$	0.35	\$	119.00
285 706	OPTIONAL BASE, BASE GROUP 06	SY	248	\$	11.38	\$	2,818.00
334 1 11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	TN	13	\$	112.63	\$	1,420.00
425 5	MANHOLE, ADJUST	EA	1	\$	579.65	\$	580.00
522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	2	\$	37.23	\$	71.00
522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	4	\$	52.90	\$	212.00
527 2	DETECTABLE WARNINGS	SF	14	\$	28.12	\$	386.00
570 1 2	PERFORMANCE TURF, SOD	SY	111	\$	2.28	\$	254.00
	ROADWAY TOTAL					\$	8,012.00
	SUBCOMPON	IENTS					
	SIGNING AND PAVEMENT MARKINGS	LS	15%		-	\$	1,202.00
	SIGNALIZATION (Includes Relocate Pedestrian Pole)	LS	-		-	\$	6,000.00
	LANDSCAPE (Includes Root Barrier)	LS	15%		-	\$	1,202.00
	UTILITIES	LS	15%		-	\$	1,202.00
		SUBCOMP	SUBCOMPONENTS TOTAL				
		r					
101-1	MOBILIZATION	LS	10%		-	\$	1,762.00
102-1	MAINTENANCE OF TRAFFIC	LS	10%		-	\$	1,762.00
	PE, CEI, AND PERMITTING	LS	15%		-	\$	2,643.00
	CONTINGENCY	LS	15%		-	\$	2,643.00
		GRAND TO	IAL			\$	26,000.00

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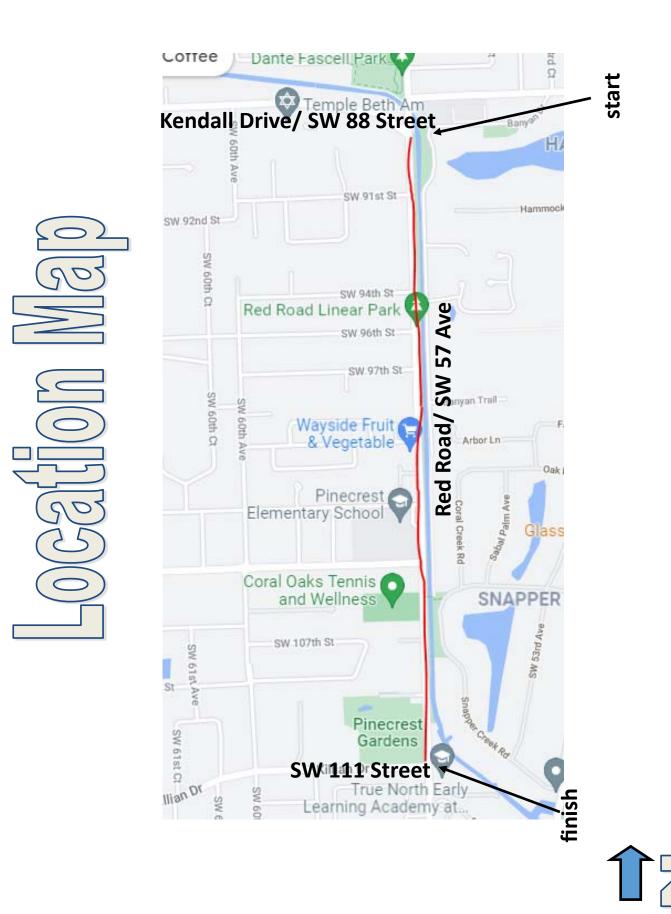
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Red Road Linear Path

Detailed Scope

Existing guardrail will be left in places, removed, relocated, or new guardrail installed per the safety study. Installation of curb and gutter, realignment of the path, additional signage, additional markings, landscaping, and drainage improvements will all be installed per the safety study.



Kimley »Horn

OPINION OF PROBABLE COST RED ROAD LINEAR PARK SAFETY ASSESSMENT PHASE I

					DATE:	10/1	8/2021
ITEM NUMBER	DESCRIPTION	UNIT	QTY.	U	NIT PRICE	т	OTAL COST
	ROADWAY ITEMS						
110 1 1	CLEARING AND GRUBBING	AC	2.34	\$	12,547.88	\$	29,363.00
110 4 10	REMOVAL OF EXISTING CONCRETE	SY	200	\$	17.43		3,493.00
110 23	TREE REMOVAL	EA	4	\$	1.558.52		6,235.00
160 4	TYPE B STABILIZATION	SY	2168	\$	0.35	+	759.00
285 706	OPTIONAL BASE, BASE GROUP 06	SY	1602	\$	11.38	•	18.227.00
334 1 11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	TN	97	\$	112.63	\$	10,913.00
339 1	MISCELLANEOUS ASPHALT PAVEMENT	TN	117	\$	205.62	\$	23,955.00
515 2 111	PEDESTRIAN / BICYCLE RAILING, NS, 42" TYPE 1	LF	2696	\$	82.59	\$	222,663.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	4110	\$	23.75	\$	97,613.00
522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	43	\$	37.23	\$	1,609.00
527 2	DETECTABLE WARNINGS	SF	25	\$	28.12	\$	715.00
536 1 1	GUARDRAIL -ROADWAY, GENERAL TL-3	LF	8654	\$	21.14	\$	182,944.00
536 6	PIPE RAIL FOR GUARDRAIL	LF	2213	\$	14.62	\$	32,355.00
536 73	GUARDRAIL REMOVAL	LF	6797	\$	1.49	\$	10,128.00
536 85 20	GUARDRAIL END TREATMENT- TRAILING ANCHORAGE	EA	17	\$	1,409.76	\$	23,966.00
536 85 24	GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL	EA	15	\$	2,635.00	\$	39,525.00
570 1 2	PERFORMANCE TURF, SOD	SY	3405	\$	2.28	\$	7,763.00
01012		ROADWAY		Ψ	2.20	\$	712.226.00
	SUBCOMPONENTS	-	-			·	,
	DRAINAGE (Included Riprap, Rubble, F&I, Ditch Lining)	LS	10%		-	\$	71,223.00
	SIGNING AND PAVEMENT MARKINGS	LS	2%		-	\$	14.245.00
	LIGHTING (Includes Relocate 3 Poles)	LS	-		-	\$	10,000.00
	SIGNALIZATION (Includes Relocate Signal Poles)	LS	2%		-	\$	14,245.00
	LANDSCAPE (Included Root Barrier)	LS	2%			\$	14,245.00
	UTILITIES	LS	2%		-	\$	14,245.00
		SUBCOMPO	SUBCOMPONENTS TOTAL			\$	138,203.00
101-1	IMOBILIZATION	LS	10%		-	\$	85,043.00
102-1		LS	10%		-	φ \$	85.043.00
102 1	PE, CEI, AND PERMITTING	LS	30%		-	φ \$	255,129.00
	CONTINGENCY	LS	15%		-	φ \$	127.565.00
	CONTINUENOT	GRAND TO			-	φ \$	1,403,000.00

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