



# FDOT Transportation Alternatives Set-Aside Program

## FUNDING APPLICATION

Submittal Date:

### APPLICANT INFORMATION

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

#### CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

PROJECT TYPE:  Infrastructure  Non-infrastructure

*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:

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

## PROJECT INFORMATION

### 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 [FDOT TA Program Guidance](#).

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 non-drivers 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.  Vegetation management practices in transportation rights of way
8.  Archaeological activities related to impacts from transportation projects
9.  Environmental 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 <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

### PROJECT LOCATION:

<b>Roadway name:*</b>		
<input type="checkbox"/> <b>On-State System Road</b> <small>(State Roadway)</small>	<input type="checkbox"/> <b>Off-State System Road</b> <small>(Local Roadway)</small>	<b>Roadway number:</b> <small>(i.e. US, SR, CR, etc., if applicable)</small>

**\*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.

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

**PROJECT DESCRIPTION:**

**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.

Yes (Required)

*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

**Have public information or community meetings been held?**

Yes  No

If yes, please provide a brief description and attach supporting documentation:

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

**Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?**

Yes  No

If Yes, specify and provide documentation:

**Is environmental permitting required?**

Yes  No

If Yes, specify and provide documentation:

**Provide any additional project specific information that should be considered:**

## 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 Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> 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).

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?  Yes  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)	\$	\$	\$
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>PERCENT OF TOTAL PROJECT COST</b>			<b>100%</b>

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



**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE**  
**FOR FISCAL YEAR 2027/2028**

**PROJECT IMPLEMENTATION**

**1. Design Plans**

- a. Are signed and sealed design plans available for this project?  Yes  No
- b. If yes, are design plans updated to current standards and existing conditions?  Yes  No
1. Specify the date of design plans developed? Not applicable.
2. Enter the Engineer of Record contact information: Not applicable.
- c. If no, identify status of design plans:
- No plans
- 30%
- 60%
- 90%
- Other Describe: [Click here to enter text.](#)

**2. Identify Permits & Certification Requirements**

Respond to applicable permits/ certifications within the project limits

- a) Right of Way Certification needs and status including easements  Yes  No  
Not required per our knowledge.
- b) Utility Certification  Yes  No  
Not required per our knowledge.
- c) Railroad Recertification  Yes  No  
Not required per our knowledge.
- d) South Florida Water Management District Permits  Yes  No  
Not required per our knowledge.
- e) U S Army Corps of Engineers (USACE) Permits  Yes  No  
Not required per our knowledge.
- f) Other Describe  Yes  No  
Not required per our knowledge.

**3. Acquired Permits/ Certifications are attached**

Yes  No

List:

Not required per our knowledge.

**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE**  
**FOR FISCAL YEAR 2027/2028**

**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**

FY 2022-2023 - Grant Award Notification  
Project Schedule

FY 2027-2028 (Planning Phase)

July 2027 (11 months)

Design Preliminary, studies and planning activities

June 2028 (3 months)

RFQ Announcement, Bid procurement process for RFQ and NTP to consultant

October 2028 (8 months)

Commence Design Phase

FY 2028-2029 (Design Phase)

October 2028 (10 months)

Design of project at three locations

Compose Bid Documents for RFP

Permitting

Environmental Assessment

July 2029 (3 months)

RFP announcement, Bid Procurement process and NTP to contractor

October 2029 (120 days)

Commence construction phase

FY 2029-2030 (Construction Phase)

October 2029 (120 days)

Construction work schedule in this section with project duration 120 days.



**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE**  
**FOR FISCAL YEAR 2027/2028**

**ENVIRONMENTAL EVALUATION**

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act (NEPA)

**1. Has the Local Agency performed an environmental assessment for the project?**  Yes  No

List the environmental assessments performed: No Environmental Impacts within existing FDOT ROW

**2. Does the Local Agency have a historic preservation planner?**  Yes  No

If yes, provide contact information: Not applicable.

**3. Is the project adjacent to a locally designated historic property or a National Register of Historic places-listed historic site?**  Yes  No

If yes, have any historic properties/places received Florida Department of State Historic Preservation Grant funds?

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 project?**  Yes  No

If yes, provide a brief description: Not applicable.

**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: Not at this time, but will if required.

**6. Are parks, recreation areas or wildlife or waterfowl refuges adjacent or near the project?**  Yes  No

If yes, provide a brief description: None to our knowledge.

**7. Are there any navigable waterways adjacent or near the project?**  Yes  No

If yes, provide a brief description: None to our knowledge.

**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: Not to our knowledge.

**9. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts?**  Yes  No

If yes, provide a brief description: Not at this time, but will if required.

**10. Has the Local Agency reviewed the project for potential contamination that could affect the area?**  Yes  No

If yes, provide a brief description: Not at this time, but will if required.

**11. Are there noise sensitive areas?**  Yes  No

If yes, provide a brief description: None to our knowledge.

**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE**  
**FOR FISCAL YEAR 2027/2028**

**PROJECT FUNDING**

TRANSPORTATION ALTERNATIVES FUNDS	\$ 1,000,000.00
LOCAL FUNDS ALLOCATED	\$ 200,000.00
<b>TOTAL PROJECT COST</b>	<b>\$ 1,200,000.00</b>

PERCENTAGE OF TA FUNDS	83%
PERCENTAGE OF LOCAL CONTRIBUTION	17%

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:**

The Town will allocate Capital Improvement Funds in FY2026/2027 and FY2028/2029 towards the project.

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

Local Funds for Planning Activities will be committed in FY2026/2027 for \$120,000.00 towards this project.

FDOT TA Funds for Design Costs/Plan Preparation will be sought through this grant for FY2027/2028 for \$200,000.00

FDOT TA Funds for Permits during Design Phase will be sought through this grant for FY2027/2028 for \$2,450.00

FDOT TA Funds for Construction will be sought through this grant for FY2028/2029 for \$797,550.00

Local Funds for CEI will be committed in FY2028/2029 for \$80,000.00 towards this project.

**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

**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI  
2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE  
FOR FISCAL YEAR 2027/2028**

**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.**

Letter attached.



# TOWN OF SURFSIDE

9293 HARDING AVENUE  
SURFSIDE, FLORIDA 33154  
(305) 861-4863 • FAX: (305) 861-1302  
WWW.TOWNOFSURFSIDEFL.GOV

February 15, 2022

Oscar Camejo  
Transportation Planner 3  
Miami-Dade Transportation Planning Organization

and

Xiomara Nunez  
District Local Program Administrator  
Florida Department of Transportation

**Re: Intention to Commit Funds for Surfside Pedestrian Safety Infrastructure Improvements TA Project**

Dear Mr. Camejo and Ms. Nunez,

This letter is to confirm that the Town will allocate funds for fiscal years 2026/2027 and 2028/2029 in the amount of \$200,000.00 towards the Town of Surfside Pedestrian Safety Infrastructure Improvements TA Project ("Project"). The funds will come from general tax revenue and the Town's transportation fund. Therefore, this letter serves as the Town's intention to commit funds for the Project.

Please note that Town can allocate the funding sooner than that timeframe and would be willing to work with FDOT to advance the project in the programming year if availability of funding becomes available sooner for the Department.

Respectfully,

Andrew Hyatt  
Town Manager

Cc: Jason D. Greene, Assistant Town Manager/Chief Financial Officer

Signature

Hector Gomez, Public Works Director

Signature

**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**2022 TRANSPORTATION ALTERNATIVES APPLICATION CYCLE**  
**FOR FISCAL YEAR 2027/2028**

**PROJECT SPONSORSHIP CERTIFICATION**

I hereby certify that the proposed project herein described is supported by the Town of Surfside (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 the Town of Surfside (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):** Andrew Hyatt

**Title:** Town Manager

**Signature:** 

**Date:** 02/18/2022

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

## SCOPE OF WORK, PROJECT IMPLEMENTATION AND TENTATIVE SCHEDULE

### Planning Phase (0-9 months)

Consultant will prepare a detailed pedestrian study for the four identified crossing locations. A speed study will also be completed

along State Road A1A/Harding Avenue and State Road A1A/Collins Avenue to establish the current 85<sup>th</sup> percentile speeds along Harding Avenue and Collins Avenue north and south of these intersection locations. The USDOT has published the guide for improving pedestrian safety at uncontrolled crossing locations. The pedestrian crossing and speed study will describe the various options and countermeasures for

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
<b>2 lanes</b> (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
<b>3 lanes with raised median</b> (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9
<b>3 lanes w/o raised median</b> (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9
<b>4+ lanes with raised median</b> (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9
<b>4+ lanes w/o raised median</b> (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

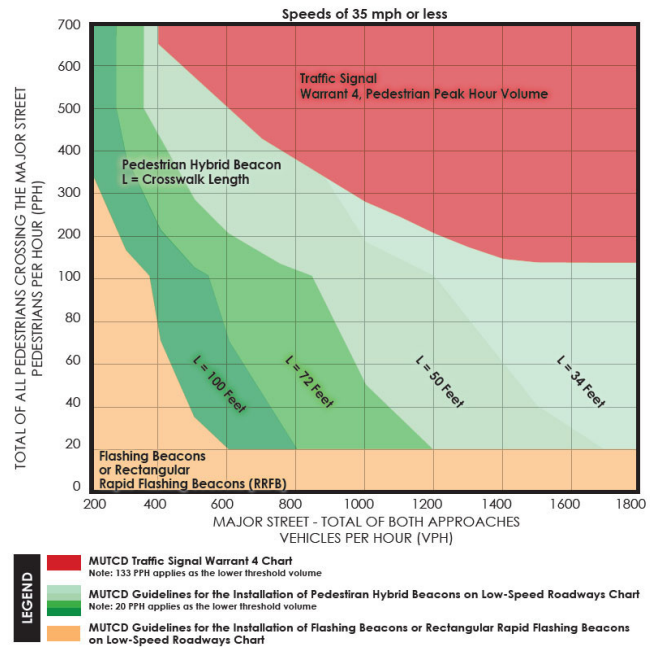
The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

improving the pedestrian safety at these uncontrolled crossing locations. The pedestrian study and speed study will be issued to FDOT for review and approval. The crossing locations will be prioritized based on the safety conditions observed and project programming estimated. Additional public outreach will be performed to secure community feedback on the proposed safety improvements. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the planning phase.

**Design Phase, Environmental and ROW Evaluation (0-12 months)**

Once FDOT has reviewed the pedestrian study and speed study and approved the locations for pedestrian infrastructure upgrades, the Consultant will begin the design plan preparation and permitting. The Consultant will prepare the intersection improvement design plans for the countermeasure identified and approved by FDOT, the maintaining authority. The design plans will be prepared based on the FDOT, MUTCD and other government agency stakeholder criteria and standards. The design, plans preparation, plan submittal, permit acquisition and environmental assessments as applicable will be approximately 12 months. Environmental and ROW impacts are not anticipated as this work will be done within existing FDOT right of way.



The Consultant will work closely with the Town of Surfside to develop bid documents based on the approved design plans. The bid documents will be scheduled for procurement based on the availability of local funding in addition to the grant funds awarded. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the design phase.

**Construction Phase (0-15 months)**

Once the appropriate bidding and procurement process has been successful, the Town will enter a contract with the awarded Contractor for construction of the pedestrian safety improvements. The Contractor Acquisition and Award will take about 3 months. The Town will utilize a firm in their library of Continuing Professional Services providers to complete the Construction Engineering and Inspection Services phase.

**Total Program Duration (0-36 months)**

## TOWN OF SURFSIDE PEDESTRIAN SAFETY INFRASTRUCTURE IMPROVEMENTS

Pedestrian safety infrastructure improvements are contemplated in this grant application within State Road A1A/Harding Avenue and State Road A1A/Collins Avenue including the following unsignalized intersection locations:

1. State Road A1A/Harding Avenue and 89<sup>th</sup> Street
2. State Road A1A/Harding Avenue and 90<sup>th</sup> Street
3. State Road A1A/Collins Avenue and 89<sup>th</sup> Street

The Town of Surfside's residential streets do not have continuous sidewalks and pedestrian infrastructure throughout the Town. The streets predominately have 50' of right-of-way with little to no room to install separate sidewalks. There are barriers within that 50' in a number of locations which include utility poles and other infrastructure, landscaping, mailboxes, benches, drainage structures, etc. The lack of pedestrian



infrastructure leaves residents who choose or must walk to walk within the street which is unsafe. The FDOT has developed new context sensitive criteria as well as a comprehensive Complete Streets policy which provide alternative design criteria for certain roadway facilities.



This context-based design criteria can be found in section 200 of the FDOT Design Manual. The residential streets west of Harding Avenue/SR A1A are primarily local roads with some of the local roads serving as collectors due to traffic avoiding SR A1A/Harding Avenue and SR A1A/Collins Avenue. FDOT adopted the Complete Streets Policy on 09/17/2014. The Policy states the following:





*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

**POLICY**

Effective: September 17, 2014  
Office: Design Director  
Topic No.: 000-625-017-a


**COMPLETE STREETS**

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This *Complete Streets Policy* will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



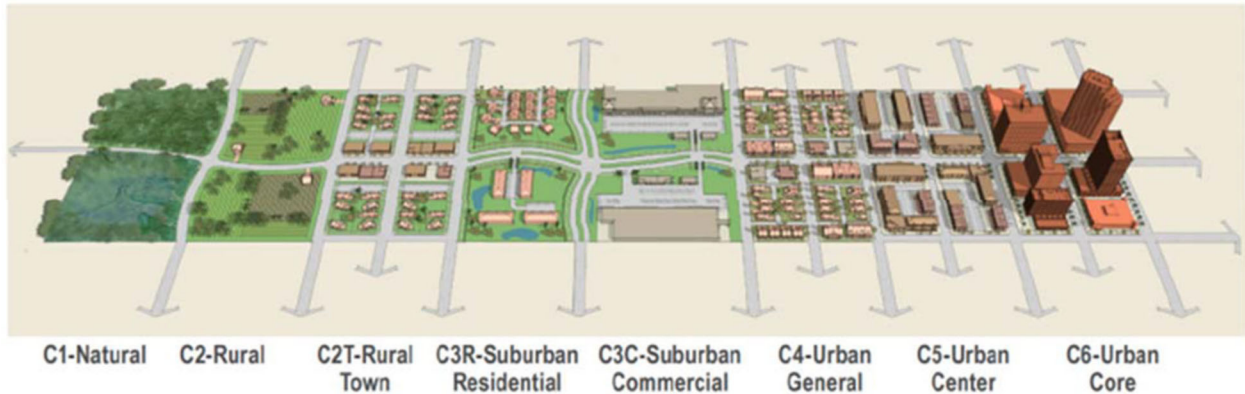
Ananth Prasad, P.E.  
Secretary

As it mentions, FDOT will work with local governments, MPO's, transportation agencies and the public to provide Complete Streets. The Complete Streets Policy has been integrated into the design standards and recognizes that Complete Streets are context sensitive and require transportation design that considers local land development patterns and built form.

The land development pattern and built form of the Town of Surfside is unique and has a number of local roads and collectors that serve the residential streets west of SR A1A/Harding Avenue. The land pattern and roadway classification that best describes the residential area west of SR A1A/Harding Avenue is C2T rural. C2T rural context classification is defined as:

"Small concentrations of developed areas immediately surrounded by rural and matural areas; includes many historic towns."

The Town’s context sensitive classification should match the communities anticipated growth pattern, transportation network, and vision for livability and community/sustainable development. The context classification adjusts as you move east between Harding Avenue and Collins Avenue to a more general urban center context with higher rise buildings on the east side of Collins Avenue.



These residential streets are connected to the State Road A1A one-way pair transportation corridors within the Town of Surfside. State Road A1A/Harding Avenue runs southbound between 96<sup>th</sup> Street and 88<sup>th</sup> Street in the Town. Similarly, State Road A1A/Collins Avenue runs northbound between 96<sup>th</sup> Street and 88<sup>th</sup> Street in the Town. There is a need to have safe pedestrian infrastructure crossing both Harding Avenue and Collins Avenue at these locations as there is traffic from the residential area to the beach which is east of Collins Avenue. The Town of Surfside has current pedestrian signalization midblock at locations on State Road A1A Harding Avenue through the Downtown commercial district. A similar approach to crossings at the three identified locations is desired with the application of a full pedestrian traffic signal or at a minimum Rectangular Rapid Flashing Beacons (RRFB).



## TOWN OF SURFSIDE COMMUNITY BACKGROUND

The Town of Surfside is an Atlantic Ocean coastal community located on a barrier island east of Miami. Surfside shares the barrier island with Bal Harbour and Miami Beach. Surfside's oceanfront community occupies a mile-long strip of land bordered by the Atlantic Ocean to the east and Biscayne Bay to the west. The Town boasts a mile of renourished beach with a shared use walking path, luxury beachfront hotels, a walkable downtown district with culturally diverse restaurants and retail shops and residential areas. The business district of the Town extends from 94th Street to 96th Street along Harding Avenue. The downtown district enjoys a pedestrian friendly small town, downtown charm.



Surfside has witnessed significant revitalization of its single-family residential units and many commercial properties, condominiums and hotels. This has occurred while maintaining the small-town feel disappearing in other parts of Florida. The preservation of the skyline by development restrictions has



been a consistent and a deliberate part of Surfside's development strategy. The Grand Beach Hotel, a 343-room family-oriented guest rooms/suites oceanfront and annex hotel opened in 2013. A 175 room Marriott all suites hotel opened in 2016. The Young Israel project is completed. An expansion of The Shul is in the development process. The Fendi Chateau Residences was completed in 2016. The Four Seasons Hotel at The Surf Club opened in 2017; and the Four Seasons Private Residences at The Surf Club were completed in 2018.

Surfside's architecture exemplifies the design styles that have defined South Florida development. Architectural styles of the beachfront enclave include Art Deco, Miami Modern, Mediterranean Revival, and contemporary. Tequestan relics unearthed in Surfside in 1935 are now property of, and preserved by, the Smithsonian Institute. Two different locations have been recognized as archeologically significant including: a prehistoric mound, and a prehistoric

midden. Miami Dade County's Historic Preservation Board has designated three properties in the Town as historic. These properties are The Surf Club at 9011 Collins Avenue; Bougainvillea Apartments at 9340

Collins Avenue; and Seaway Villas at 9149 Collins Avenue. The County is active in pursuing historic designations for deserving properties within the Town. The Collins Avenue Historic District, which runs along Collins and Harding Avenues between 90th and 91st Streets, was designated in 2016. The district includes architectural styles of historical significance from the period 1946 to 1957.

The Town of Surfside continues to evolve and improve the quality of life of the residents and businesses that call it home. The Town has several recent successes which have improved the livability which include the following:

- The Town continued to work with Miami-Dade County, other municipalities and environmental organizations on ideas to make the Town more environmentally resilient.
- The Town continued coordination with our Police Department, the Florida Department of Transportation, Miami-Dade County and members of the community to address traffic issues.
- The Town continued temporary traffic mitigation measures to address cut through traffic into residential neighborhoods.
- The Town completed the coordination with the U.S. Army Corps of Engineers and Miami-Dade County on the Beach Renourishment Project.
- The Town completed the update to the Water Supply Plan.
- The Town prepared an ordinance reducing building lengths for hotels south of 93rd Street in the H40 zoning district.
- The Town continued to address beach chair compliance and outreach to the community.



The Town of Surfside is looking to continue to provide safe and walkable pedestrian infrastructure in the Town which will cater to all users of the transportation network. The Town continues to actively work on key initiatives including the traffic mitigation program, climate action plan, intermodal connectivity and walkability (including pedestrian and bicycle infrastructure in the residential neighborhoods west of Harding Avenue), on-street parking and potential changes to the current zoning code.

### **Intermodal Connectivity (Pedestrian and Bicycle Infrastructure)**

The Town continues to review the existing bicycle and pedestrian infrastructure particularly the lack of sidewalks in the residential area west of Harding Avenue. The Town evaluated a one-way street pilot program along 88<sup>th</sup> Street, 89<sup>th</sup> Street, 90<sup>th</sup> Street and 91<sup>st</sup> Street. The pilot program evaluated expanding additional right-of-way for dedicated pedestrian walking paths. There are challenges due to the lack of expanded right-of-way with various impediments such as utility poles and other streetscape elements within the public right-of-way. The lack of sidewalks leads to further enforcement of the area wide neighborhood speed limits for safety.



### **Traffic Mitigation Program**

The Town of Surfside has made public safety as one of the top priorities in the Town. The quality of life is a focus of the Town. One element that impacts both public safety and quality of life is traffic. Traffic has increased significantly in recent years on Collins Avenue and Harding Avenue regionally as well as locally in Surfside. These roadways are major north/south thoroughfares for vehicles to avoid I-95 and Biscayne Boulevard traffic congestion. Lane closures at developments in Surfside and neighboring jurisdictions add to this traffic overcrowding. Drivers have learned they can avoid the backup on Collins Avenue and Harding Avenue by traveling west into the residential neighborhoods.

There are no sidewalks in the single-family home areas of Surfside west of Harding Avenue which can be a critical challenge for ensuring public safety with many families and children who play, walk and bike on the streets. The Town continues to work with FDOT and Miami Dade County DTPW who have jurisdiction of the roadways in the Town. The Town continues to work with the Miami Dade County DTPW to address the Town's Traffic Calming elements that have been installed on the road network including traffic circles, speed humps/tables, diverters and other road closures. Miami Dade County DTPW has requested that the Town provide justification for an area wide neighborhood speed limit of 20 mph and warrants for the installation of speed humps/tables and all



way stop controlled intersections. The Town is also continually reviewing speeding along both Collins Avenue and Harding Avenue. The Town of Surfside also partnered with the FDOT to hold an Alert Today Alive Tomorrow Workshop which included extensive discussion of pedestrian and bicycle safety in the Town. Additional information of this Public Outreach can be seen in Exhibit D.

Pedestrian safety infrastructure improvements contemplated in this grant application within State Road A1A/Harding Avenue and State Road A1A/Collins Avenue including the following:

4. State Road A1A/Harding Avenue and 89<sup>th</sup> Street
5. State Road A1A/Harding Avenue and 90<sup>th</sup> Street
6. State Road A1A/Collins Avenue and 89<sup>th</sup> Street

**Transportation Network Crash Screening**

A review of the most recent 5-year crash data of the proposed intersection locations was completed. The crash data was obtained using Signal Four Analytics for the period between February 17, 2016 through February 17, 2021. A summary of the documented crash data for the 5-year review period at these intersection locations is summarized in the following figures. Exhibits A.1, A.2 and A.3 depicts the project locations and limits and identifies the extents of the crash locations at the road segments and intersections.

**State Road A1A/Harding Avenue at 89<sup>th</sup> Street**

State Road A1A/Harding Avenue is a three-lane one-way southbound Principal Arterial with a posted speed limit of 30 mph.

89<sup>th</sup> Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 20 crashes including one pedestrian crash. The predominant crash pattern was sideswipe crashes followed by rear end crashes. There were two



injuries and no fatalities in the 5-year network screening at this intersection location. A copy of the crash report of the pedestrian crash has been included as an attachment.

**State Road A1A/Harding Avenue at 90<sup>th</sup> Street**

State Road A1A/Harding Avenue is a three-lane one-way southbound Principal Arterial with a posted speed limit of 30 mph. 89<sup>th</sup> Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 13 crashes. The predominant crash pattern was rear end crashes. There were three injuries

	No Injury	Non-Traffic Fatality	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)
Angle			1			
Left Turn	1					
Rear End	5					
Right Turn	1					
Rollover	1					
Sideswipe	1			1		
Unknown	1			1		

and no fatalities in the 5-year network screening at this intersection location.

**State Road A1A/Collins Avenue at 89<sup>th</sup> Street**

State Road A1A/Collins Avenue is a three-lane one-way northbound Principal Arterial with a posted speed limit of 30 mph. 89<sup>th</sup> Street is a two-lane local road with a posted speed limit of 20 mph. The 5-year crash history at this intersection yielded a total of 3 crashes. The predominant crash pattern was listed as other. There were two

	No Injury	Non-Traffic Fatality	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)
Other	1			1		
Unknown				1		

injuries and no fatalities in the 5-year network screening at this intersection location.

## FDOT TECHNICAL REVIEW EVALUATION CRITERIA

### 1. Project Feasibility

- a. Scope of Work, Schedule and Location Map: Provided
- b. Project Implementation Plan: Provided
- c. Environmental Evaluation: Provided
- d. Right of Way Evaluation: Provided
- e. Opinion of Probable Cost: Provided

### 2. Local Agency Funding Contribution

The Town of Surfside is committed to providing any necessary local share funding as required as part of the TAP grant program.

### 3. LAP Certification Status

The Town of Surfside is committed to becoming LAP certified by FDOT as part of the Transportation Alternatives Program administered by the Miami Dade Transportation Planning Organization (TPO). The Town will follow the requirements as outlined in the LAP Certification Qualification Tool to get certified in LAP. This includes the responsible charge, LAPIT, training, agency staffing, procurement, planning, qualifications, construction, construction administration, inspections, contract compliance, invoicing, and future performance management.

### 4. Past Performance

This is not applicable as the Town is not currently LAP certified and does not have past performance on recent LAP projects.

- a. Procurement
- b. Project Management- Professional Services
- c. Project Management- Construction
- d. Invoicing



#### LAP CERTIFICATION TOOL

Certification and recertification is a commitment by the local agency to perform all associated activities of the Federal-Aid Highway Program including but not limited to Title VI compliance, ADA compliance, grant management and fiscal accountability, procurement of professional service and construction administration in adherence to all federal and state requirements. The LAP Certification Tool is a risk-based assessment of your Local Agency and measures performance based risk of your participation in LAP. Detailed information on each section is located in the Department's *LAP Manual* (FDOT Procedure 525-010-300).

Answer each question to the best of your ability. Your District LAP Team is there to provide assistance and support as required while you complete the re/certification process.

#### A. RISK ASSESSMENT

Source: *LAP Manual Chapters 2 and 3*

- 1) Based on the risk assessment Click or tap here to enter text. Is eligible for: Choose an item.
- 2) Title VI Sub-recipient Assurance date (provided by Central Office): Click or tap here to enter text.
- 3) Risk Assessment date (provided by Central Office): Click or tap here to enter text.
- 4) Number of projects programmed in the current 5 Year Adopted Work Program: Click or tap here to enter text.

#### B. PROJECT SELECTION

Source: *FDOT Work Program Instructions*

- 1) Which project phases does your agency plan to implement through the LAP program?

Check all that apply:

- Planning
- Design
- Construction
- Construction Administration
- All of the Above
- Other: Click or tap here to enter text.

*\*Environmental and Right of Way phases are not eligible for delegation to local agencies without additional Department approvals. Contact your District Local Program Administrator for information.*

- 2) Does your agency prioritize projects through a Metropolitan or Transportation Planning Organization (MPO/TPO) process?

Choose an item.

- i. If yes, which MPO/TPO? Click or tap here to enter text.

- 3) The Florida Department of Transportation (Department) is a member of REDI. Counties and communities that meet certain statutory criteria are eligible for waivers or reductions of the local match requirements for such projects. Refer to *Section 288.06561, Florida Statutes (F.S.)*. Is your city or County eligible for a REDI waiver from the Department?

Choose an item.



## Attachment 4 - LAP Process Plan

### Town of Surfside's LAP Project-Specific Certification Process Summary and General Timeline

Below are the key points from the LAP Certification process, which will include the involvement of Town staff who are identified to work alongside FDOT in ensuring FHWA and FDOT compliance. The Town will assign staff to handle Title VI, nondiscrimination, ADA, engineering, procurement, finance, and construction administration processes the way FDOT requires such functions to operate. This will require the Town to either create plans and policies to meet LAP Certification requirements or update existing plans and policies to be FDOT and federally compliant. The Town has begun the process to review its current plans and policies and anticipates having the revised and FDOT LAP approved documents a minimum of a year prior to the commencement of this project. Hence, the Town anticipates being compliant with the FDOT LAP process by no later than Fiscal Year 2024/2025. However, this date can be advanced or delayed at the request of the FDOT's District 6 LAP office, to ensure the Town is in sync with the Transportation Alternatives grant deliverables.

Between the award of this grant and the anticipated LAP project-specific certification approval date the designated Town staff will attend meetings and trainings to receive and maintain this project-specific and eventual full LAP certification status. The Town has the goal of one day being fully LAP certified and this Transportation Alternatives grant would be a tremendous catalyst in helping the Town achieve a project-specific LAP certification to get the project experience needed in both the design and construction LAP tasks.

#### Anticipated LAP Project-Specific Tasks, Point of Contact (POC) and Timeline:

##### November 2022 - December 2022

- FDOT will work with the Town to conduct a risk assessment that includes a review of past performance on audits, accounting controls, Title VI compliance, nondiscrimination practices, ADA plans, etc.
  - POC: Irina Mocanu, Project Manager
- Designate a Town Responsible Charge to attend trainings, coordination, and project meetings with the Department and FHWA. Designate all other staff to necessary functions within the LAP certification process.
  - POC: Jason Greene, Assistant Town Manager/CFO – Responsible for designating staff to LAP roles within the Town.
  - Other support: Irina Mocanu, Project Manager, as well as Hector Gomez, Public Works Director and Tim Milian, Parks and Recreation Director. There will also be assigned Communications and Legal staff.
- Identify staff members who have direct experience performing or monitoring Resident Compliance Specialist (RCS) duties on Federal-Aid construction contracts and who will self-perform contract compliance on construction contracts per the FDOT Contract Compliance Manual Topic No. 275-020-002. This person will have a lot of work and normally communicates with FDOT regularly during the life of a LAP project.
  - POC: Jason Greene, Assistant Town Manager/CFO – Responsible for designating staff to LAP roles within the Town.
  - Other support: Irina Mocanu, Project Manager and Kristina Brown, Grant Consultant – Irina Mocanu and Kristina Brown have both recently completed the Resident Compliance Specialist training and exam as of February 2022. Kristina had also completed the training in 2016 when working for Miami-Dade County.

##### January 2023 - April 2023

- Comply with specific Title VI/Nondiscrimination Assurances that will need to be reviewed by FDOT through a plan/policy submitted to the Department for review. An ADA Transition Plan is part of this process. All relevant ADA documents will then need to be posted on the Town's website and other forms will need to be made available to the public as directed by FDOT.
  - POC: Irina Mocanu, Town Project Manager
  - Other support: Kristina Brown, Grants Consultant, completed the Local Agency Program Title VI Compliance Training and ADA for Local Agencies (SCAT) in 2016.
- Designated Town staff to upload and edit content in the LAPIT platform that contains Town specific LAP projects funded by the FDOT.
  - POC: Irina Mocanu, Town Project Manager
  - Other support: Kristina Brown, Grants Consultant, completed the Local Agency Program Checklist Training

## Attachment 4 - LAP Process Plan

- Professional Services in 2016.
- Provide information on the Town's invoice payment processing and how the Town ensures work is completed along with procedures taken from receipt of invoice to closing the open status.
  - POC: Jason Greene, Assistant Town Manager, who is also the CFO and responsible for all financial oversight.
- Describe the Town's liquidated damages assessment process.
  - POC: Jason Greene, Assistant Town Manager/CFO
- Designate a professional engineer or related staff member as point of contact and provide information on our design plans development schedule and review process, as well as our design criteria. Responsible for the FDOT's Electronic Review Comments (ERC) application for uploading design plans. Provide construction administration process from holding meetings to inspecting work.
  - POC: Hector Gomez, Public Director
  - Other support: Tim Milian, Parks and Recreation Director

### May 2023 – December 2025

- Provide extensive information on the Town's procurement process and a staff member overseeing procurement will need to attend all procurement-based trainings and input bid information into the Department's Equal Opportunity Compliance (EOC) database. All bid documents will need to be reviewed and revised to comply with federal and state requirements. The Town's attorneys will provide extensive information on bid template language and the Town procurement POC will provide to FDOT detailed information on the bid oversight process and advertisement procedures.
  - POC: Jason Green, Assistant Town Manager/CFO
  - Other support: Kristina Brown, Grants Consultant and Roger Pou, Town Attorney

### July 2023 – June 2024

- All Town designated staff and consultants will be required to complete all FDOT LAP trainings and certifications.
  - POC: Jason Greene, Assistant Town Manager/CFO – Responsible for designating staff to LAP roles within the Town.
  - Other staff: Irina Mocanu, Project Manager – Will maintain the list of staff and consultants trained and certified, she will also be attending required trainings and meetings.

### Additional Information:

The Town of Surfside has been working with In Alignment Consulting since 2021 on grants administration. The lead grant consultant, Kristina Brown, is a former employee of Miami-Dade County and was one of the key players between 2016 and 2018 that assisted the County's Parks, Recreation and Open Spaces Department in conjunction with Public Works, and other departments to get LAP certified. Kristina worked closely with Aiah Yassin, Alina (Philipp) Brito, and Xiomara Nunez, the District 6 LAP team, at that the time. She supported the Finance and Accounting team at the County with preparing the reimbursement packages for the FDOT LAP trial projects and even supported correcting years' worth of incorrect/incomplete documentation to help close-out old FDOT grant-funded projects that had not been reimbursed to the County due to packages that were submitted noncompliant. This massive reconciliation was done between Kristina Brown and the District 6 LAP office. Kristina was responsible for most of the edits and the navigation of the first fully federally approved FDOT A&E bid documents in coordination with the County's Internal Services Department as this document stemmed from FDOT TAP trail project relating to the Ludlam Trail. When Public Works became the lead POC for the County's completion of the full LAP certification, Kristina had just become an independent consultant for public and private agencies. Since then, Kristina has written and managed over \$40 million in grant funds. She has most recently written an FDEP grant for the Town that was selected for ARP construction funding relating to a resiliency project. Kristina has been assisting the Town and its attorneys updating bid documents for various federally funded projects and coordinating with agencies such as the FDEO, FDEM, FDEP, and nonprofits. Kristina also currently works with Bal Harbour Village amongst many other agencies inside and outside of Florida. Her experience will help the Town stay on track with all requirements to attain its project-specific LAP certification and eventual full LAP certification.

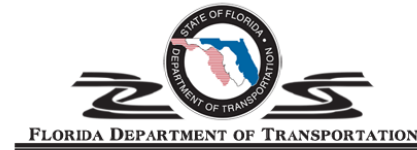
Attached are examples of the certifications/trainings Kristina has completed with the FDOT. In addition, it is important to note that the Town's key project manager and grant coordinator, Irina Mocanu, has also been reviewing FDOT material and recently completed the Resident Compliance Specialist training and exam a copy of that certificate is also included.



This certifies that  
**Irina Mocanu**  
 has successfully completed the  
**Resident Compliance Specialist Confirmation**

Presented on February 17, 2022

\_\_\_\_\_  
 Signature of Approval Authority  
 Submit this certificate to the Unit Training Coordinator for entry into TRESS.



This certifies that  
**Kristina Brown**  
 has successfully completed the  
**Resident Compliance Specialist Confirmation**

Presented on February 15, 2022

\_\_\_\_\_  
 Signature of Approval Authority  
 Submit this certificate to the Unit Training Coordinator for entry into TRESS.

*Florida Department of Transportation*

presents

## Certificate of Completion

to

*Kristina Brown*

for the

Local Agency Program Title VI Compliance Training and  
 ADA for Local Agencies

presented on September 8, 2016  
 District Six, Miami, Florida

FBPE Provider Number: #0001013, 3 PDHs  
 FDOT Course BT-05-0062 (ADA)  
 FDOT Course BT-05-0153 (LAP T6)



\_\_\_\_\_  
 Lorraine Moyle, State Local Program Administrator

*Florida Department of Transportation*

presents

## Certificate of Completion

to

*Kristina Brown*

for the

Local Agency Program Checklist Training- Professional Services

presented on September 7, 2016  
 District Six, Miami, Florida

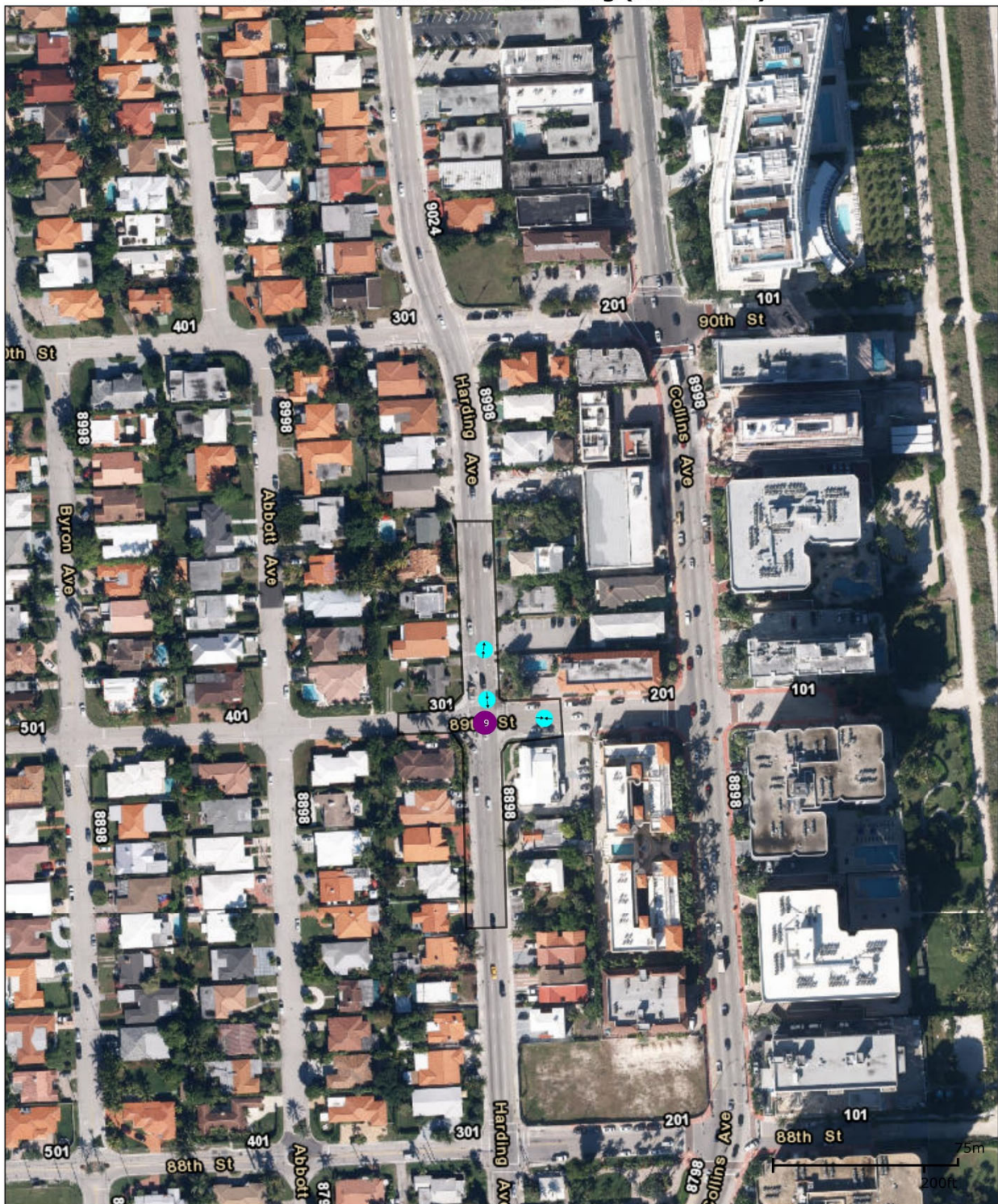
Course BT-05-0152  
 PDHs: 8hrs  
 FBPE Course: 0009856



\_\_\_\_\_  
 Lorraine Moyle, State Local Program Administrator

# EXHIBIT A.1 LOCATION MAP AND AERIAL

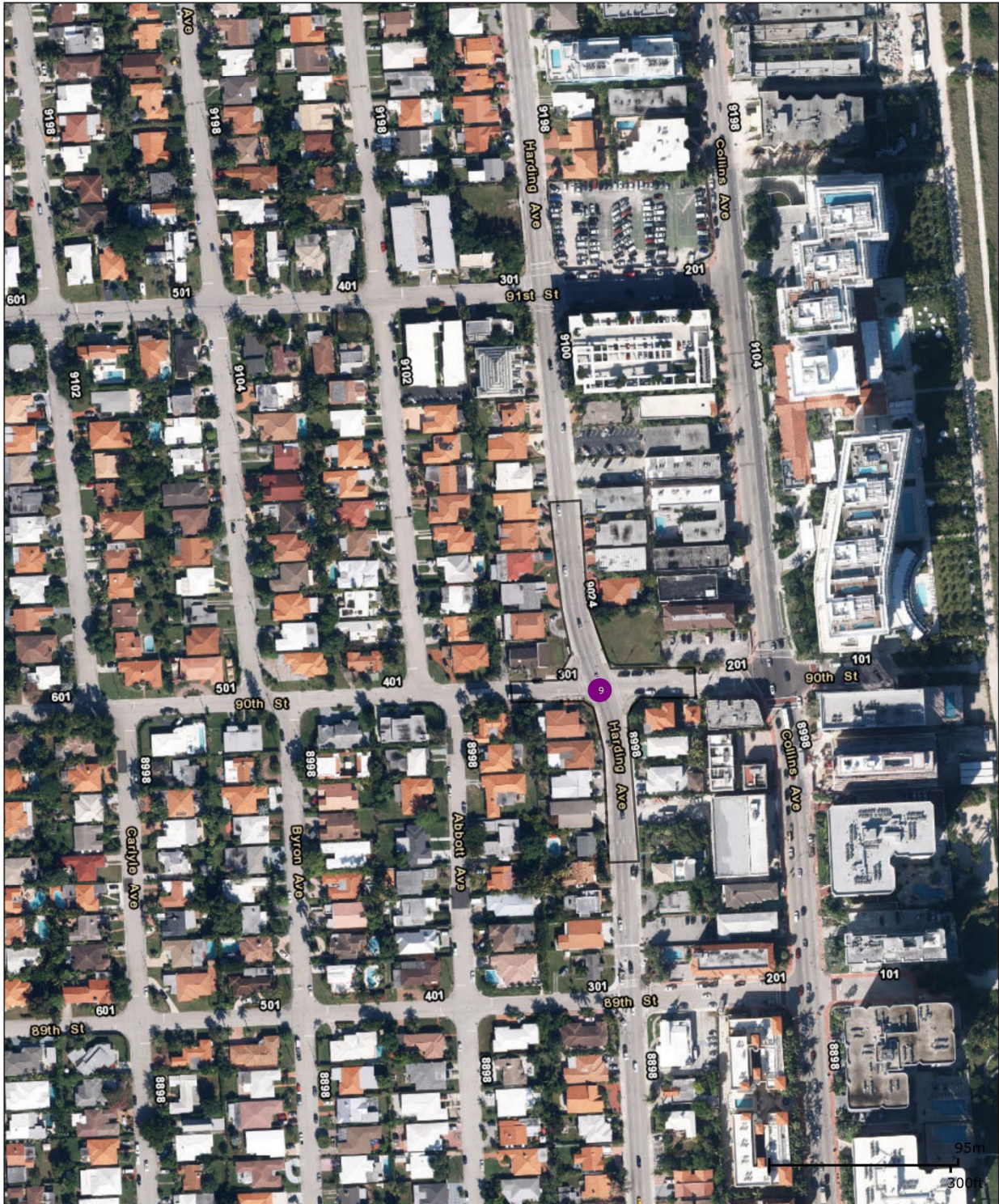
## Town of Surside Crash Screening (2016-2021)



State Road A1A/Harding Avenue at 89th Street

# EXHIBIT A.2 LOCATION MAP AND AERIAL

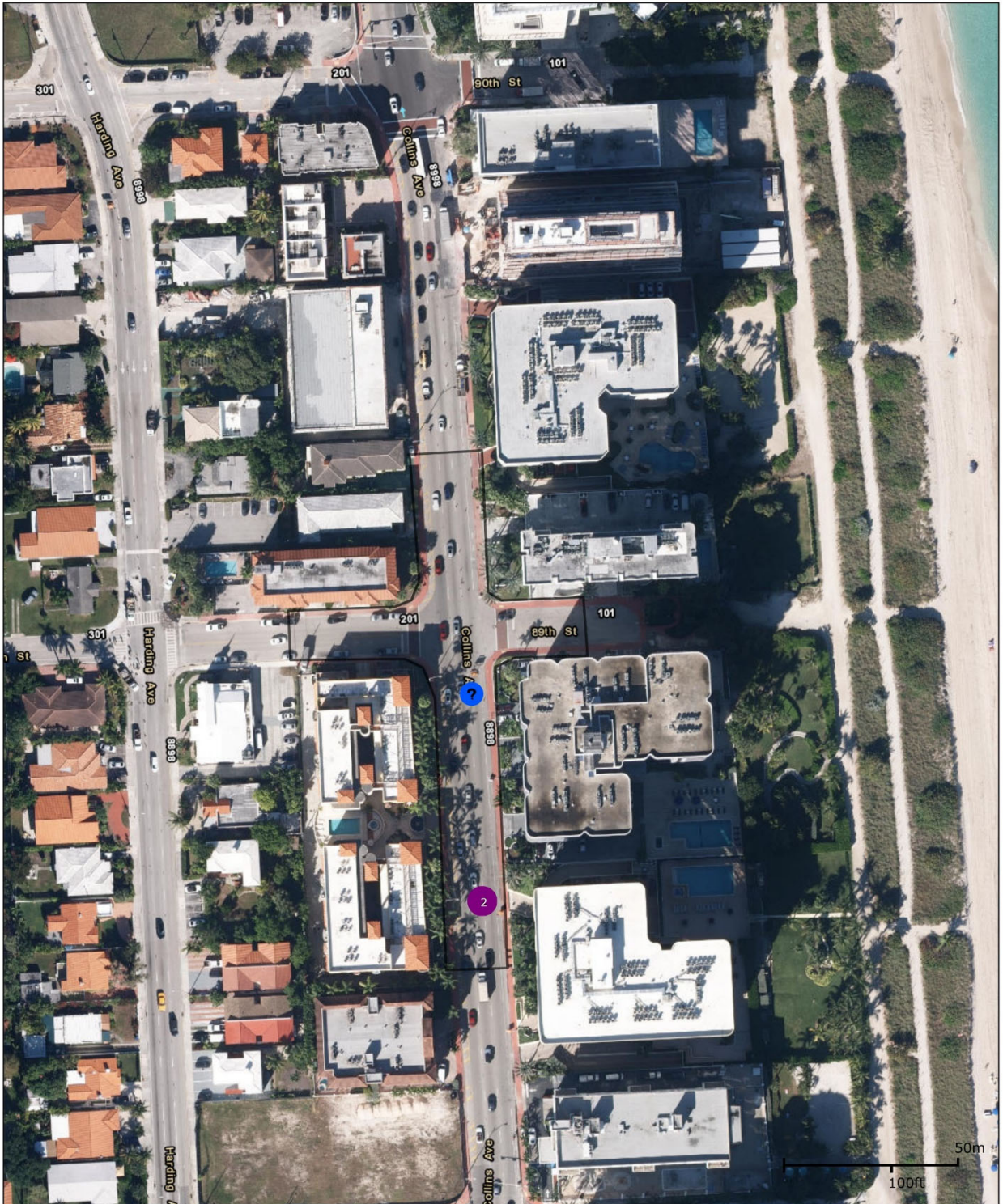
## Town of Surfside Crash Screening (2016-2021)



State Road A1A/Harding Avenue at 90th Street

# EXHIBIT A.3 LOCATION MAP AND AERIAL

## Town of Surfside Crash Screening (2016-2021)



State Road A1A/Collins Avenue at 89th Street

## EXHIBIT B.1 OPINION OF PROBABLE COST

State Road A1A/Harding Avenue and 89th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,200	\$5.00	\$11,000.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	248	\$135.00	\$33,480.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$6,601.90	\$6,601.90
	Signing and Pavement Marking (10%)	LS	1	\$13,203.80	\$13,203.80
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$3,961.14	\$3,961.14
<b>Estimated Construction Cost:</b>					<b>\$295,804.84</b>
Construction Cost		\$295,804.84			
Clearing and Grubbing (5%)		\$14,790.24			
Mobilization (10%)		\$29,580.48			
Maintenance of Traffic (5%)		\$14,790.24			
Contingencies (15%)		\$44,370.73			
<b>TOTAL</b>					<b>\$399,336.53</b>

## EXHIBIT B.2 OPINION OF PROBABLE COST

State Road A1A/Harding Avenue and 90th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,167	\$5.00	\$10,835.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	244	\$135.00	\$32,940.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$6,566.65	\$6,566.65
	Signing and Pavement Marking (10%)	LS	1	\$13,133.30	\$13,133.30
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$3,939.99	\$3,939.99
<b>Estimated Construction Cost:</b>					<b>\$294,972.94</b>
Construction Cost		\$294,972.94			
Clearing and Grubbing (5%)		\$14,748.65			
Mobilization (10%)		\$29,497.29			
Maintenance of Traffic (5%)		\$14,748.65			
Contingencies (15%)		\$44,245.94			
<b>TOTAL</b>					<b>\$398,213.47</b>

## EXHIBIT B.3 OPINION OF PROBABLE COST

State Road A1A/Collins Avenue and 89th Street- Pedestrian Safety Infrastructure Improvements					
PAY ITEM	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL
0120 1	Regular Excavation	CY	267	\$14.00	\$3,738.00
0160 4	Type B Stabilization	SY	800	\$4.50	\$3,600.00
285 709	Optimal Base, Base Group 9	SY	800	\$25.00	\$20,000.00
327 70 01	Milling Existing Asphalt, 1" Average	SY	2,689	\$5.00	\$13,445.00
0334 1 53	Superpave Asphaltic Concrete, Traffic C, PG 76-22	TN	135	\$125.00	\$16,875.00
337 7 82	Asphaltic Concrete Friction Course, Traffic C, FC-9.5, PG 76-22	TN	303	\$135.00	\$40,905.00
0520 1 10	Concrete Curb and Gutter, Type F	LF	1,000	\$20.00	\$20,000.00
0522 1	4" Concrete Sidewalk	SY	667	\$35.00	\$23,345.00
	Drainage (5%)	LS	1	\$7,095.40	\$7,095.40
	Signing and Pavement Marking (10%)	LS	1	\$14,190.80	\$14,190.80
	Signalization (1 intersection- 2 Mast Arm Structures)	LS	1	\$140,000.00	\$140,000.00
	Lighting (3%)	LS	1	\$4,257.24	\$4,257.24
<b>Estimated Construction Cost:</b>					<b>\$307,451.44</b>
Construction Cost		\$307,451.44			
Clearing and Grubbing (5%)		\$15,372.57			
Mobilization (10%)		\$30,745.14			
Maintenance of Traffic (5%)		\$15,372.57			
Contingencies (15%)		\$46,117.72			
<b>TOTAL</b>					<b>\$415,059.44</b>

# EXHIBIT C PEDESTRIAN CRASH REPORT

## STATE OF FLORIDA TRAFFIC CRASH

LONG FORM  SHORT FORM  UPDATE

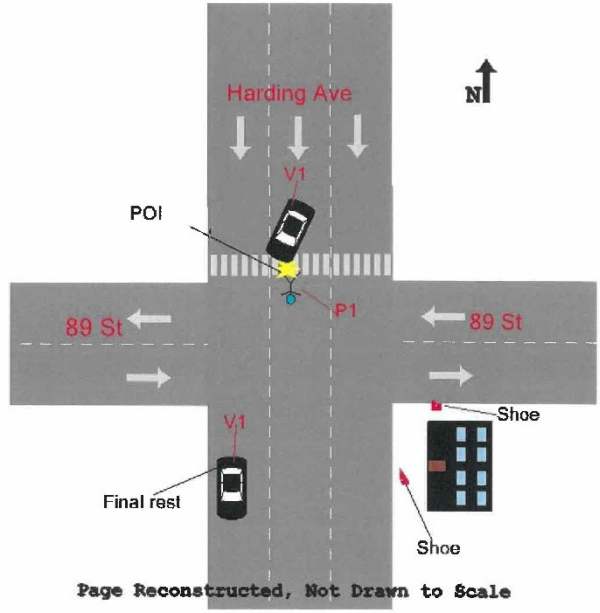
TOTAL # OF VEHICLE SECTION(S) 1

MAIL TO DEPT. HIGHWAY SAFETY & MOTOR VEHICLES,  
TRAFFIC CRASH RECORDS, NEIL KIRKMAN BUILDING,  
TALLAHASSEE, FL 32399-0537

TOTAL # OF PERSON SECTION(S) 2

TOTAL # OF NARRATIVE SECTION(S) 2

CRASH DATE 01/04/2021		TIME OF CRASH 9:19 AM		DATE OF REPORT 01/04/2021		REPORTING AGENCY CASE NUMBER 210043		HIGHWAY CRASH REPORT NUMBER 24093995			
CRASH IDENTIFIERS											
COUNTY CODE 01		CITY CODE 89		COUNTY OF CRASH MIAMI-DADE		PLACE OR CITY OF CRASH SURFSIDE		CHECKED BY WITHIN CITY LIMITS <input checked="" type="checkbox"/>			
TIME ON SCENE 9:21 AM		TIME CLEARANCE 10:25 AM		CHECKED BY [Signature]		REASON (if investigation NOT complete)		NOTIFIED BY: 1 Motorist 2 Law Enforcement			
ROADWAY INFORMATION (CHOOSE ONLY 1 OF 4 OPTIONS)											
CRASH OCCURRED ON STREET, ROAD, HIGHWAY											
SR A1A SOUTH		AT STREET ADDRESS # 89 STREET		AT LATITUDE AND LONGITUDE		OR FROM MILEPOST #					
Road System Identifier 3 Interstate 4 County Road 5 U.S. State		Type of Shoulder 1 Paved Unimproved Curb 2 Other		Type of Intersection 1 T-Intersec 2 Four Way Intersection 3 T-Intersec 4 Intersection		Type of Circle 5 Traffic Circle 6 Roundabout 7 One Point or More Front to Rear 8 Other, Explain in Narrative					
CRASH INFORMATION (CHECK IF PICTURES TAKEN)											
Light Condition 1 Daylight 2 Dusk 3 Dark Lighted 4 Dark Not Lighted 5 Dark Unknown 6 Other, Explain in Narrative		Weather Condition 1 Clear 2 Partly Cloudy 3 Rain 4 Snow 5 Fog, Smog, Smoke 6 Rain/Wind 7 Freezing Rain 8 Blowing Snow, Sleet, Ice 9 Other, Explain in Narrative		Roadway Surface Condition 1 Dry 2 Wet 3 Ice 4 Oil/Fuel 5 Oil, Dirt, Gravel 6 Sand 7 Water (standing/moving) 8 Other, Explain in Narrative 9 Unknown		School Bus Related 1 No, School Bus (Only if involved) 2 Yes, School Bus Indirectly Involved		Manner of Collision/Impact 1 Front to Rear 2 Front to Front 3 Angle 4 Side/Swipe, same direction 5 Side/Swipe, Opposite Direction 6 Rear to Side 7 Front to Side 8 Other, Explain in Narrative 9 Unknown			
First Harmful Event 10 Overturn/Rollover 11 Fire/Explosion 12 Implosion 13 Collision 14 Other, Explain in Narrative		Collision with Fixed Object 1 Pedestrian 2 Animal 3 Railway Vehicle (Train, trolley, etc.) 4 Other, Explain in Narrative		Collision with Paved Object 19 Impact Attenuator/Crash Cushion 20 Bridge Overhead Structure 21 Utility Pole or Support 22 Bridge Pier 23 Culvert 24 Curb 25 Other, Explain in Narrative		First Harmful Event Location 1 On Roadway 2 Off Roadway 3 Shoulder 4 Median 5 Curb 6 Separation 7 Outside Right of Way 8 Roadside 9 Unknown					
First Harmful Event within Interchange 1 No 2 Yes 3 Unknown		First Harmful Event Relation to Junction 1 Non-Junction 2 Intersection 3 Interchange 4 Other Location 5 Other, Explain in Narrative		Contributing Circumstances: Road 1 None 2 Work Zone (construction/maintenance, etc.) 3 Work Zone (low, med, high) 4 Other, Explain in Narrative		Contributing Circumstances: Environment 1 None 2 Weather Conditions 3 Physical Obstructions 4 Glare		Law Enforcement in Work Zone 1 No 2 Yes 3 Officers Present 4 Law Enforcement Vehicle Only Present			
Work Zone related 1 No 2 Yes 3 Unknown		Crash in Work Zone 1 Before the First Work Zone 2 In Work Zone 3 After the Last Work Zone 4 Other, Explain in Narrative		Type of Work Zone 1 Lane Closure 2 Lane Shift/Crossover 3 Work on Shoulder or Median 4 Interchange or Moving Work 5 Other, Explain in Narrative		Workers in Work Zone 1 No 2 Yes 3 Unknown					
WITNESSES											
NAME		ADDRESS		CITY & STATE		ZIP CODE		TELEPHONE			
NAME		ADDRESS		CITY & STATE		ZIP CODE		TELEPHONE			
NAME		ADDRESS		CITY & STATE		ZIP CODE		TELEPHONE			
NON VEHICLE PROPERTY DAMAGE											
VEHICLE #		PERSON #		PROPERTY DAMAGE - OTHER THAN VEHICLE		EST. AMOUNT		OWNER'S NAME (Check if Business)			
ADDRESS		CITY & STATE		ZIP CODE							
VEHICLE #		PERSON #		PROPERTY DAMAGE - OTHER THAN VEHICLE		EST. AMOUNT		OWNER'S NAME (Check if Business)			
ADDRESS		CITY & STATE		ZIP CODE							



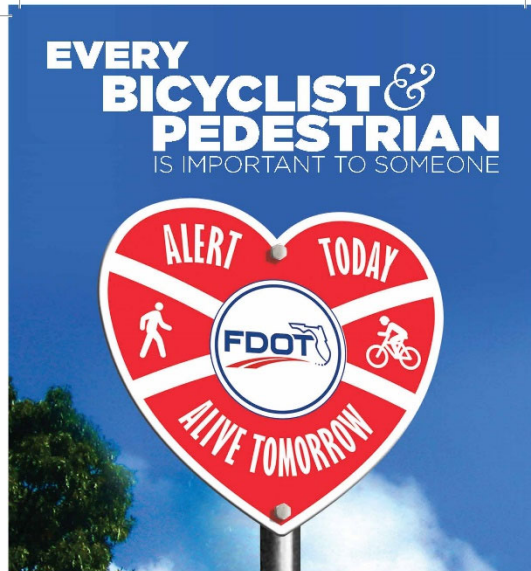


## EXHIBIT D PUBLIC OUTREACH

### POLICE & FDOT JOIN FORCES FOR PEDESTRIAN SAFETY

Members of the Surfside Police Department and the Florida Department of Transportation (FDOT) recently distributed safety tips and information from the Alert Today, a campaign that focuses on promoting pedestrian safety and to reduce future traffic incidents. Residents and visitors received educational materials and prizes for citizens using sidewalks and crosswalks.

The five areas covered went from the 93rd Street and Collins Avenue to the business district. Local business owners were also provided with educational materials to distribute to visiting customers. Approximately 350 pieces of educational materials were distributed. Many citizens expressed their gratitude for the initiative. Special thanks to Jeanette Gorgas and Isis Sotolongo for organizing the FDOT team. For additional information on public safety, contact Sgt. Jay Matelis at (305) 861-4862 or email [jmatelis@townofsurfsidefl.gov](mailto:jmatelis@townofsurfsidefl.gov).



*Safety Doesn't Happen by Accident*

### Traffic/Parking Improvement Recommendation Meeting



The Town of Surfside will host a Town-wide Traffic/Parking Improvement Recommendation meeting for residents on

Tuesday, April 19 at 5 p.m. at Town Hall.

The meeting will include a presentation on the current traffic mitigation systems, traffic calming devices and enhanced loading zones. Recommendations will also be discussed about modified traffic patterns between Collins Avenue and Harding Avenue and expanding the use of on-street parking.

The goal is to present considerations for these topics and allow for needed feedback from the public. The meeting will start promptly at 5 p.m. and parking is available in the municipal parking lot just north of Town Hall on 93rd Street.



## MAYOR'S TOWN HALL MEETING

Tuesday, March 19, 2019  
Surfside, Florida

**What kind of community do you want to live in?**

Surfside residents expressed that what they love most about Surfside is the community's small town feeling. The topics discussed during the meeting included:

 <b>Overdevelopment</b> <ul style="list-style-type: none"> <li>• Mayor Dietch presented the question, "What does overdevelopment mean to you?"</li> <li>• Several residents expressed concern over construction fatigue and new hotel development.</li> <li>• Zoning Code was amended in 2008; helps preserve Surfside's small town charm. Density/height specifications have not changed. The Zoning Code includes standards for building better quality, modern buildings with higher efficiency.</li> </ul>	 <b>Beach Chairs</b> <ul style="list-style-type: none"> <li>• There was an overall consensus among residents that the beach chair situation has improved.</li> <li>• Residents voiced concern about more chair storage on the hard-pack. Mayor explained hard-packs are private property.</li> </ul>	 <b>Traffic</b> <ul style="list-style-type: none"> <li>• Residents voiced concerns about pedestrian safety.</li> <li>• The Surfside Police Department will continue to enforce speed limits and ensure safety of residents.</li> </ul>
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