

RESOLUTION NO. R-BCRA-2014 - 30

A RESOLUTION OF THE HOLLYWOOD, FLORIDA COMMUNITY REDEVELOPMENT AGENCY ("CRA"), AUTHORIZING THE APPROPRIATE CRA OFFICIALS TO ISSUE A NOTICE TO PROCEED FOR THE ATTACHED PROPOSAL WITH KIMLEY-HORN AND ASSOCIATES TO PROVIDE CONSULTING SERVICES FOR A1A LANE CONFIGURATION FOR AN AMOUNT NOT TO EXCEED \$270,195.00; AND APPROVING AND AUTHORIZING THE TRANSFER OF \$100,000.00 FROM ACCOUNT NUMBER 63.0100.14815.552.006301 (CONSTRUCTION IMPROVEMENT – LIFEGUARD TOWERS) AND \$100,000.00 FROM ACCOUNT NUMBER 63.0100.14817.552.006304 (CONSTRUCTION IMPROVEMENT – TREE REPLACEMENT) TO ACCOUNT NUMBER 63.0185.00180.552.003130 (CONSULTING SERVICES – PLAN/ARCH/ENG) FOR THIS PROJECT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Hollywood Beach Community Redevelopment Agency Plan identified the need to redevelop the A1A corridor from Hollywood Boulevard to Sherman Street by improving circulation for pedestrians, bicyclists and motorists; and

WHEREAS, the Hollywood Beach Community Redevelopment Agency Plan outlined redevelopment concepts identifying the Ocean Drive Streetscape from Sheridan Street to Hollywood Boulevard as being the only north-south thoroughfare on the island, and the spine of the circulation system having the greatest visual impact when entering Hollywood Beach; and

WHEREAS, the Hollywood Beach Community Redevelopment Agency Plan outlined redevelopment concepts along the A1A Corridor recommending conducting detailed traffic studies, incorporating bicycle lanes along Ocean Drive, establish a trolley system, encouraging alternative modes of transportation, adding benches and shade trees, and preserving and maintaining the natural resources along Hollywood Beach; and

WHEREAS, the CRA supports the redevelopment of A1A by improving the streetscape through the application of complete streets design; and

WHEREAS, pursuant to the City of Hollywood Commission Resolution R-2013-251, the City of Hollywood has expressed a commitment to Complete Streets policies and practices which help to encourage the design, planning and construction of safer, healthier streets and ultimately increase physical activity and the health of neighborhoods; and

WHEREAS, the incorporation of complete streets policies along the A1A corridor from Hollywood Boulevard to Sheridan Street will incorporate wider sidewalks with enhanced landscape, bike lanes in each direction and improve the economic development of this corridor; and

WHEREAS, the reconfiguration of the A1A Corridor will incorporate Complete Streets design elements resulting in a safer accessible corridor for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities; and

WHEREAS, the reconfiguration of A1A will provide a safer environment for pedestrians, bicyclists, and additional safety to vehicles by reducing the speed; and

WHEREAS, the reconfiguration of the A1A Corridor from Sheridan Street to Hollywood Boulevard will need to be permitted by the Florida Department of Transportation (FDOT) through their FDOT District Four Lane Elimination Review and Approval Process; and

WHEREAS, upon receiving FDOT approval, the CRA will prepare a pilot project for temporary implementation of the lane reduction allowing the public to experience the lane reduction on a trial basis to test its effectiveness prior to making it permanent; and

WHEREAS, pursuant to Resolution R-CRA-2013-15, the CRA Board authorized the appropriate CRA officials to negotiate and execute contracts with 3 firms which were selected to provide planning, landscape architecture, civil and traffic engineering services for the CRA; and

WHEREAS, the CRA and city staff requested a proposal for lane reconfiguration from the highest ranked consultant, Kimley-Horn and Associates, Inc.; and

WHEREAS, services to be accomplished under this contract will include, but are not limited to, FDOT lane elimination application, report, conceptual plans, typical cross sections, evaluation and pilot project contract documents as set forth in Exhibit "A" attached hereto and incorporated by reference; and

WHEREAS, the cumulative amount of fees to be paid for the consulting services provided by Kimley-Horn and Associates, Inc. shall not exceed \$270,195.00; and

WHEREAS, it is in the best interest of the Beach CRA to enter into an agreement with Kimley-Horn and Associates, Inc. for Professional Engineering Services to implement the project in an expeditious fashion; and

WHEREAS, funding in the amount of \$70,195.00 is available in account number 63.0185.00180.552.003130 (Consulting Services – Plan/Arch/Eng), and an additional amount of \$200,000.00 will be transferred to said account from the following account numbers: 63.0100.14815.552.006301 – Construction Improvement-Lifeguard

Towers (\$100,000.00) and 63.0100.14817.552.006304 – Construction Improvement-Tree Replacement (\$100,000.00);

NOW, THEREFORE, BE IT RESOLVED BY THE HOLLYWOOD, FLORIDA COMMUNITY REDEVELOPMENT AGENCY:

Section 1: That it hereby authorizes the issuance, by the appropriate CRA Officials, of a Notice to Proceed for the attached proposal between Kimley-Horn and Associates and the CRA, together with such non material changes as may be subsequently agreed to by the Executive Director of the CRA and approved as to form and legality by the CRA General Counsel, in an amount to exceed \$270,195.00.

Section 2: That it hereby authorizes the transfer of funds in the amount of \$100,000.00 from account number 63.0100.14815.552.006301 – Construction Improvement-Lifeguard Towers and \$100,000.00 from account number 63.0100.14817.552.006304 – Construction Improvement-Tree Replacement to account number 63.0185.00180.552.003130 (Consulting Services – Plan/Arch/Eng) for this project.

Section 3: That this resolution shall be in full force and effect immediately upon its passage and adoption.

PASSED AND ADOPTED this 2nd day of July, 2014.

ATTEST:

HOLLYWOOD, FLORIDA COMMUNITY
REDEVELOPMENT AGENCY



PHYLLIS LEWIS, BOARD SECRETARY



PETER BOBER, CHAIR

APPROVED AS TO FORM AND LEGALITY
for the use and reliance of the Hollywood,
Florida Community Redevelopment Agency
only.



JEFFREY P. SHEFFEL, GENERAL COUNSEL *dm*



June 13, 2014

Ms. Susan Goldberg, Architect
City of Hollywood
P.O. Box #229045
Hollywood, FL 33022-9045

RE: SR A1A Lane Reduction Evaluation and Concept Plan from Hollywood Boulevard to Sheridan Street, City of Hollywood, Florida

Dear Ms. Goldberg:

Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "the Consultant") is pleased to submit the Agreement for Professional Services to the City of Hollywood for professional planning, engineering, landscape architecture and consulting services related to the SR A1A lane reduction evaluation and concept plan from Hollywood Boulevard to Sheridan Street. Our project background, scope of services and fees are described below.

PROJECT BACKGROUND

The City of Hollywood/CRA is considering redevelopment of the SR A1A corridor using Complete Street design guidelines. To support this vision the Client had preliminary traffic engineering analysis performed to consider reduction of the number of travel lanes in order to better accommodate wider sidewalks and bike lanes for all users of the roadway. The Analysis was discussed with FDOT but was not formally submitted in a report format. The Client wishes to further explore this lane reduction concept through the development of concept plans and submittal of a formal lane reduction application through Florida Department of Transportation (FDOT).

The objective of these concept plans is to help implement goals identified in the Hollywood Beach CRA plan. This will include an emphasis on reduction of speed; safety for vehicles, pedestrians, and bicyclists; wider sidewalks and buffered bike lanes where possible. The benefits include aesthetic as well as multi-modal facilities improvements to result in enhanced livability, walkability and economic development. The Client wishes to coordinate the proposed improvement concepts with the FDOT to obtain their approval which requires the following steps.

1. Preliminary Analysis to test FDOT's local office (District 4) reaction to the idea of a lane reduction on SR A1A given traffic volumes (this was completed in 2012) and the result was that FDOT showed willingness to consider it, but there was no formal and detailed response from the FDOT.
2. The second step is to prepare a formal lane reduction application which requires a formal study report that identifies the preferred typical section with the proposed number and configuration of the traffic lanes. This study must follow the specific FDOT process

requirements which will be reviewed by FDOT District 4 in coordination with established procedures with Central Office in Tallahassee.

3. Prepare a concept plan for the corridor from Sheridan Street to Hollywood Blvd. incorporating the lane reduction design intent, complete street design and scenic highway goals with a linear park along the west side of SR A1A from Hollywood Boulevard south to Azalea Terrace (a distance of ½ mile) and redirection of N. Surf Road.
4. Prepare pilot project / temporary implementation construction plans to be permitted from FDOT for bidding by construction contractors. This step will allow the public to experience the lane reduction on a trial basis to test its effectiveness prior to making it permanent.
5. Prepare an evaluation and concept plan for Hollywood Boulevard Bridge ramp reconfiguration.

Step 1 has been completed. Steps 2 through 4 will be included in this proposal where steps 2 and 3 will be conducted simultaneously in order to reduce the length of time for the process, given the FDOT approval process. Graphics and renderings in Step 3 will be started when appropriate given the stakeholder and FDOT process, and as mutually agreed upon by the Client and Consultant.

PURPOSE, OBJECTIVES, AND STUDY AREA

1. Purpose

The primary purpose of this study is as follows:

- Safety Improvements
- Protection of natural resources
- Improve livability
- Spur redevelopment of the corridor

2. Objectives

The objectives for this project are listed below:

- a. Apply for a lane reduction application through FDOT and prepare the study and report.
- b. Produce concept plans for SR A1A to be utilized for community input.
- c. Prepare a graphical representation of a linear park south to Azalea Terrace.

- d. Prepare permit construction documents for temporary implementation of the lane reduction /pilot project.

3. Project Area

The main project area encompasses a corridor comprising SR A1A between Hollywood Boulevard and Sheridan Street in the City of Hollywood. The Consultant will coordinate with FDOT to receive their bike lane study 200' south of Hollywood Blvd and north of Sheridan Street to North Beach. The proposed linear park will extend south to Azalea Terrace.

TASK A - Lane Elimination Evaluation and Application to FDOT

The Consultant will analyze the effects of reducing the number of travel lanes from a current 5-lane section to a 3-lane section throughout most of the corridor defined above as the preferred lane configuration. However, if FDOT insists on a 4-lane roadway alternative, the Consultant will update the analysis to reflect a 4-lane configuration for most of the corridor at the initial stages of the evaluation and continue the study for the 4-lane section. It is not expected that a major redo of the study will be required for a 4-lane configuration. If a new, recreation or another alternative is requested it may be provided as an additional service.

Work Tasks

This scope of services is organized into major task areas described below:

1. Additional Data Collection

The Consultant will collect or obtain the following data for use in this evaluation:

1.1 *Crash Data*

The Consultant will obtain from the FDOT crash data involving vehicles, bicyclists, and pedestrians to update the previous crash analysis. The Consultant shall coordinate with FDOT to determine the crash data available and years to be used for use in the study. Crash data summary tables will be developed to demonstrate locations that experience significant crash occurrences by type and magnitude of preventable accidents at these locations. This task assumes crash data will be used as provided from the FDOT computerized systems and other readily sources as approved by FDOT. Reviews of detailed full police accidents reports are typically not required. The Client shall provide to Consultant access to the University of Florida and DMV crash data.

1.2 *Transit Data*

The Consultant will obtain readily available existing transit ridership data for all modes of transit in the corridor, consisting of Broward County Transit bus routes and City of Hollywood trolley routes, etc.

2. Transportation Mobility Analysis

- 2.1 The Consultant will refine the previously developed SYNCHRO traffic model for the corridor to reflect the proposed modifications to the SR A1A corridor and redirection of N. Surf Road, utilizing previously collected traffic count data with adjustments for future development. Traffic growth rates will be coordinated with FDOT. It is not anticipated that new traffic counts will be required as FDOT should accept the previous counts.
- 2.2 The Consultant will prepare mobility analysis summary tables based on the preliminary conceptual typical modified cross-section for the corridor. The results will be summarized in graphical form illustrating the standard measures of effectiveness, such as corridor travel time, average speed, queues, average delay at intersections, and levels of service for segments and intersections. Based upon the output from the traffic simulation model, the Consultant will provide generalized recommendations for signal phasing and timing for consideration of vehicular and pedestrian traffic. The Consultant shall also coordinate with the City and Police and Fire/EMS Departments to understand the current levels of service (LOS). In addition the Consultant will consider the proposed geometric changes to A1A, and the resulting impacts to LOS. The Consultant will also coordinate with Police and Fire Departments regarding evacuation and holidays and special event traffic.
- 2.3 The Consultant will provide an analysis of the impacts on multimodal (transit, bicycle, and pedestrian) travel resulting from the proposed reduction in travel lanes and roadway design modifications and redirection of N. Surf Road.
- 2.4 The Consultant will prepare a safety review of existing crash history in the corridor, as appropriate in support of the Client's objectives, and use engineering judgment to assess the anticipated impact of the proposed lane reduction.

3. Stakeholder Coordination

- 3.1 The Consultant will schedule a meeting with FDOT to present the draft lane elimination traffic engineering data analysis. This meeting will be used to obtain FDOT's input on the proposed changes to the typical section and lane configuration. Consultant will coordinate with FDOT regarding the details of the study and address incorporated comments. After that Consultant will attend a community meeting as stated below in a separate section.
- 3.2 The Consultant will discuss with the Client staff the study before submittal to discuss the approach.

4. FDOT Lane Elimination Application, Report and Presentation

- 4.1 The Consultant will prepare a preliminary written report including the Lane Elimination Application, with appropriate supporting graphics, that presents the data and results generated in Tasks 1 through 3 to address the requirements of the FDOT Lane Elimination Application process. The Consultant will provide an electronic copy (PDF) and one hard

copy to Client for review of the information and exhibits requested by FDOT. Exhibits and documentation beyond that which is required by FDOT is not included in this scope. The Consultant will make appropriate revisions to the preliminary draft and provide digital PDF file and one hard copy of the report if requested. Consultant will review and respond to the initial round of reasonable comments by FDOT. Response to FDOT's first round of comments will be through submittal of a revised report. It is anticipated that FDOT will have an additional round of comments on the revised report which Consultant will incorporate as the final report. This Task includes what the Consultant anticipates to be what will be required by FDOT based on similar, successful prior applications. If substantial additional effort or information is requested by FDOT, beyond what has historically been required, the Consultant will discuss with the Client for consideration of additional services.

TASK B - Concept Plan and Evaluation for SR A1A

The Consultant will analyze the reconfiguration of SR A1A from typical section and plan perspectives based on the previously generated traffic analysis; typical section and general consideration for Complete Street design concepts including pedestrian, bicycle, transit uses, emergency vehicle access, business loading zones, existing residential / business entrances and access.

Work Tasks

This scope of services is organized into the six major task areas described below:

1. Traffic Analysis**1.1 Level of Service and Traffic Analysis**

This work will be part of and completed in Task A above. The Consultant will provide general suggestions for unsignalized crossing locations. Unsignalized and signalized pedestrian crossings are typically considered for high pedestrian volume locations related to a specific adjacent property and are not anticipated. FDOT does not allow separate pedestrian crossings without review and approval of a specific engineering study. Signal warrant studies are not anticipated. Consideration will be given to redirection of N. Surf Road.

1.2 Driveway Access Review

The Consultant will review existing driveway access along both sides of the roadway from a design survey provided by Client and confirm it through a field review. The Consultant will submit recommendations of driveway closures or consolidation to the Client for review by marking up the survey or aerial exhibit. The Consultant will finalize the recommendation based on Client input and submit for a second review.

Deliverable: marked up aerial draft and final.

1.3 Loading Zone Review

The Consultant will provide a general review of existing business loading zones along both sides of the roadway from available aerials and confirm it through a field review. The Consultant will submit recommendations for loading zone locations and consolidation to the Client for review by marking up the aerial exhibit. The Consultant will consider queue at appropriate locations for valet service and finalize the recommendations based on Client input. The City and Consultant shall also facilitate up to two meetings with business owners as a part of this task.

Deliverable: marked up aerial draft and final.

1.4 *Emergency Vehicle Access Review and Coordination*

The Consultant will coordinate with other municipalities with similar 2/3 lane configuration for SR A1A to discuss emergency vehicle access and present the Client with those similar cases. The Consultant will also meet together with the City of Hollywood Fire Chief and Police Department once to discuss these cases and solicit early input in the process.

1.5 *Meetings and Coordination*

The Consultant will attend meetings up to the number identified below. For all project meetings, the Consultant shall prepare meeting agendas and minutes as required and provide the graphic exhibits that are produced under the different tasks of this scope of services. Anticipated meetings consist of:

- Summary of findings of case studies from other municipalities
- Initial field review for data collection
- Meeting with the Client to discuss findings, data and field conditions
- One meeting with Fire Chief and Police
- Field review for driveways and loading zones
- Up to 4 meetings with business owners on driveways, loading zones, valet, restaurant queues, truck companies.

2. Conceptual Plan, Typical Sections and Costs

- 2.1 The Consultant will create a base map using available information provided by the Client (surveys), available aerial photography, and site observations. The base map created under this task may not be suitable for construction documents, but will be suitable for this master planning exercise.
- 2.2 In consultation with Client staff, the Consultant will prepare a preliminary typical conceptual section for SR A1A corridor based on the following design criteria:

- Provision of street furniture, landscaping, signage, and gateway features location.
- Loading zones
- Consideration of pedestrians and bicyclists.
- Consideration of transit stops.
- Reduction in travel lanes.
- Coordination with FDOT.
- Reduction in posted speed and or design limits, if appropriate.
- Client's previously developed three lane typical section.

The Consultant will provide traffic signal and/or roundabout recommendations regarding redirection of Surf Road based on previously performed analysis. Should these recommendations suggest that a signal warrant study is required; this study shall be negotiated as an additional service.

The Consultant will agree with Client on location of typical section exhibit, prepare and submit a maximum of three preliminary typical sections and plan views for Client staff review (one was completed; another may be at an intersection turn lane. The Consultant will revise the typical sections one to two times based on Client input.

After revisions to the typical section, the Consultant will present the master plan concept of the preferred alternative as a scaled roll plot, with limited coloring and labels (legend) to communicate the design intent. One typical section for the 3-lane roadway will be represented in a plan view exhibit. One representative segment at a signalized intersection and one at a loading zone area will also be presented in the concept plan rendering/plan view exhibit. A typical section will be coordinated with the plan view rendering. After Client revisions are incorporated, additional sections or requested reasonable additional revisions to the previously revised graphics will be performed. Substantial changes to these graphics will be provided under additional services, as authorized in advance by the Client. Experiential rendering graphics will be provided in Task 2.3 below.

Deliverables: draft and final Typical Sections and concept plan color graphics

- 2.3 The Consultant will present previously generated transition vision photo realistic renderings for the preferred typical section representing various configuration previously generated at four locations along the corridor such as bridge and near intersection. The intent is to show visualization of a streetscape transformation that includes both changes to the public right-of-way as well as development on private property. Based on Client staff review, the Consultant will make one revision to the draft typical section renderings. The graphics will show before and after conditions to convey the intent and look of the proposed

improvements. Each image may consist of two or three images that show progression of improvements.

Deliverables: Before and after photo images of proposed roadway improvements

- 2.4 The Consultant will review FDOT's scenic highway plan for SR A1A and provide the City with concept plan information to provide to the Corridor Management Entity of the SR A1A. Consultant will attend a meeting with FDOT/MPO if required.
- 2.5 The Consultant will review existing overhead utilities and provide general strategies regarding undergrounding of those facilities. The Client will be responsible for direct coordination with the utility owners regarding specific solutions and negotiations. The Consultant shall review typical impacts to drainage structures at typical locations as shown on the survey and coordinate with the City regarding location of their facilities.

Deliverables: Summary of suggested solutions

- 2.6 The Consultant will prepare preliminary construction/improvements opinion of probable cost estimate for the preferred alternative based on the selected typical section. The estimate will be based on a per block basis for the concept plan and broken down by major construction improvement components/categories. The City shall coordinate with FDOT and MPO regarding available grants.

Deliverables: Opinion of probable construction cost table

3. Transportation Design for Livable Communities (TDLC) Designation

- 3.1 The Client had previously received approval for TDLC designation for a portion of this corridor. The Client will make another TDLC application for the remainder of the corridor. This task will be performed after development of the initial concept plan and incorporation of community group comments. The Consultant will prepare an update to the previously approved TDLC designation application report for FDOT's review. The Consultant will submit for Client's concurrence and signature. It is anticipated that FDOT will allow the TDLC designation relative to the proposed lane reduction regardless of crash history of the existing 5 lane section, and that the level of study and requirements will be similar to the previously completed TDLC.

Deliverable: draft and revised TDLC report.

- 3.2 The Consultant will coordinate with Client staff regarding the content of the application.
- 3.3 The Consultant will review information provided by FDOT for designation of high crash segments along the corridor. High crash segment information provided by FDOT will be generally reviewed for the type of crash including DMV reports provided by the State or University of Florida.

- 3.4 The Consultant will review readily available speed study and truck data and consider previously study results on truck size revisions in the BCRA for inclusion in the TDLC application.
- 3.5 The Consultant will submit the TDLC report to FDOT for review and coordinate to respond to comments.

Deliverable: final and revised TDLC report.

3.6 *Meetings*

The Consultant will attend a meeting with FDOT and Client to discuss the application by combining the meeting with another one of the traffic analysis meetings.

4. Complete Street Analysis

- 4.1 The Consultant will review the corridor for Complete Street design elements that may be incorporated within the existing right of way. The analysis will focus on pedestrian, bicycle, transit uses and business's loading zones.
- 4.2 The Consultant will review the corridor and recommend ways to improve pedestrian connectivity on both sides of the roadway.
- 4.3 The Consultant will coordinate with Broward County Transit regarding their existing and future plans for the corridor and the City will coordinate with Broward MPO.
- 4.4 The Consultant will coordinate with Client to solicit input on parking, emergency vehicles, truck sizes, loading zones and new developments.

4.5 *Meetings*

This task includes the following meetings:

- One meeting with FDOT's various offices that may be combined with the traffic analysis meetings, and attendance with City staff at a meeting with Broward County Transit if required. It is anticipated that one meeting at this stage with FDOT will be sufficient, but an additional meeting will be facilitated if appropriate.

5. Stakeholder Coordination on Concept Plans

- 5.1 The Consultant will schedule a meeting with FDOT to present the draft concept plans. This meeting will be used to obtain FDOT's input on the proposed changes to the typical section, operational impacts on US 1, and operational impacts on intersections in the study area.

- 5.2 The Consultant will conduct up to 3 meetings with Client staff to review draft and revised typical sections and concept plans.
- 5.3 The Consultant will conduct weekly or bi-weekly progress teleconferences with Client staff as needed during the study phase for up to a 5 month period.
- 5.4 The Consultant will attend with the Client up to two stakeholder meetings to answer questions regarding the concept plans to stakeholders. The Consultant will prepare and provide the corridor layout drawings and develop a PowerPoint presentation of previously prepared graphic materials for use during the meeting. The Consultant will provide similar corridor plan graphics and discuss with the Client the desired graphic quality of these deliverables prior to preparation of these exhibits. It is anticipated that the Consultant will use the City's aerial as a base, and collaborate with the City regarding those items to be included on the exhibit and the graphic quality of the exhibit. A video of the proposed conditions can also be prepared as an additional service if requested by the Client.

Deliverables: PowerPoint presentation, aerial graphic concept plan, Video (as additional service)

6. Report, Plans and Deliverables

The Consultant will prepare electronic copy (PDF) files of the reports identified under each subtask to the Client.

TASK C - Concept Plan for Linear Park

The Consultant will prepare a general master plan for a linear park along the west side of SR A1A from Hollywood Boulevard south to Azalea Terrace.

Work Tasks

This scope of services is described below:

1. Master Plan

1.1 *Draft Master Plan*

Conduct a field walk and review conditions with Client. Prepare a master plan exhibit with up to two elevation/cross-sections and review with Client perspective rendering.

1.2 *Final Master Plan*

Incorporate two rounds of Client revisions. Combine with the project concept plan the linear park plan to present to the public showing landscape, hardscape, exercise equipment, bike racks.

Deliverable: colored, illustrative schematic master plan with up to two elevation/cross-sections of ½ mi.± corridor from Hollywood Boulevard to Azalea Terrace.

TASK D – Evaluation of Hollywood Boulevard Bridge Ramps at SR A1A

The Consultant will perform traffic engineering evaluation of alternative intersection ramp configuration and prepare a concept plan for the Hollywood Boulevard Bridge intersection at SR A1A. The concepts will be in accordance with the master plan previously developed for the Client.

Work Tasks

This scope of services is described below:

1. Evaluation of Hollywood Boulevard/SR A1A Concepts

1.1 *Traffic Analysis*

The Consultant will identify and perform an operational evaluation of up to three (3) design concepts for the intersection of Hollywood Boulevard & SR A1A. To perform this analysis, The Consultant will collect count data on all of the ramps and approaches to the intersection during two (2) peak hours on up to three (3) weekdays and two (2) peak hours on up to two (2) weekend days. The Consultant will also calculate anticipated increases in volumes resulting from development and redevelopment in the area to determine future design hour volumes. Using these volumes, The Consultant will perform intersection operational analyses using software based upon the Highway Capacity Manual to determine expected level of service (LOS) and delay at this intersection for three (3) different geometric concepts. The result of this evaluation will be summarized in a technical memorandum including relevant data tables, figures and analysis worksheets for Client use.

Following review by the City of Hollywood, The Consultant will attend one (1) meeting with staff from the Florida Department of Transportation (FDOT) to present the intersection modification concept. Based upon feedback from FDOT, The Consultant will update the Technical memorandum and submit it to FDOT for review. The Consultant will incorporate feedback from FDOT to update and finalize the memorandum, as needed, and resubmit for final review by FDOT. Up to three (3) meetings with FDOT and/or Client staff are included during the review process. The intent of this Task will be to obtain a determination from FDOT regarding whether an intersection modification can be permitted at this location. It is assumed construction plans and or cost estimates are not required at this stage.

Deliverable: Draft and final technical memorandum.

1.2 Concept Plan

Conceptual design graphics will be prepared in to illustrate the concepts. The level of detail provided will be for illustrative purposes and will not include construction-level detail. The Consultant will prepare one (1) revision to this document based upon feedback and comments provided by the City of Hollywood.

TASK E - Pilot Project Construction Plans and Permitting

The design and construction plans for the temporary implementation (pilot project) are based on the following assumptions:

- The modifications to the operational characteristics of the roadway will be based upon the typical sections and concept plans prepared previously under a separate task.
- The lane reduction will be based on placement of plastic curb and bollards or flexible delineator posts to block out the outside lane and delineate parklettes in each direction similar to what Delray Beach used in a similar situation on US-1.
- CONSULTANT will prepare a set of permit construction documents to be permitted through FDOT and for bidding purposes, generally modeled after a typical set of Maintenance of Traffic plans, prepared for use in implementing the recommended temporary modifications and construction, similar to the Delray Beach project along US-1.
- While the lane reduction trial will extend from Hollywood Blvd to Sheridan Street, the CLIENT wishes to have a small segment of the road resembling the look of the final permanent improvements with concrete curb instead of plastic curb. This will require an area of about three blocks which may be expanded to 5 blocks to implement concrete curb in order to provide opportunities for landscaping features, portable parklettes. The permanent look will include such things as concrete curb, small temporary planter areas, trees or smaller plants in pots and other techniques used to create the feel of planted beds. This will also require minor drainage structure modifications in order to maintain existing drainage pattern and ramps to meet ADA requirements. If existing sidewalks are to remain then trench drains between existing and widened sidewalk areas may be required.
- Consultant will prepare, including information from the Client where required, a construction permit application as is required from the Florida Department of Transportation (FDOT) for this work. The Client will sign and forward the application or the Consultant will forward on the Client's behalf.
- ``Existing landscaped median sections may be removed and replaced with stamped asphalt to simulate the 3 lane section and allow use of the center median lane by emergency vehicles. It is assumed FDOT will allow matching of existing pavement structure without requiring the

preparation of a pavement structure design report since the changes are minor. Furthermore, FDOT has a proposed RRR project which will determine pavement structure requirements.

- Under a separate proposal, CONSULTANT may conduct additional traffic studies to evaluate the traffic operations and assess the social impacts to the residents and business owners and apply for FDOT approval if requested by Client. These analyses will compare the existing operating characteristics of the corridor to those observed during the temporary plan implementation and will assist the CLIENT in evaluating the changes proposed for this corridor.

Work Tasks

1. Preliminary Implementation Plan

Based on the FDOT reviewed and previously prepared typical section and concept Plan, CONSULTANT will prepare preliminary plans and details to show typical treatment and materials to be applied for the lane reduction and submit to the CLIENT for review and approval. The details will include typical intersection and driveway treatments using temporary plastic materials for the entire project and the more permanent installation for the three to five block segment. These plans will be submitted to the CLIENT for review. Upon receiving CLIENT review comments, CONSULTANT will submit the typical section for FDOT review and approval. Upon FDOT's approval of preliminary plans, the Client shall approve the concept plan materials, landscape and hardscape. Client revisions after approval of the design materials will be considered additional services.

2. Final Implementation Plan

Based on the typical treatments accepted in the above task, CONSULTANT will prepare for the pilot project the Final Implementation Plan.

It is anticipated that the final implementation plans will include no work below ground level except for a three block segment. As such, utility coordination will be required.

The final Implementation Plan will be prepared in accordance with the following:

- United States Department of Transportation: "Manual on Uniform Traffic Control Devices" (MUTCD).
- State of Florida Department of Transportation (FDOT): "Design Standards".
- FDOT: "Standard Specifications for Road and Bridge Construction.
- Broward County

It is assumed the Technical Specifications for the project will be the FDOT Standard Specifications for Road and Bridge Construction. Any required City specifications will be provided by City or County.

In general the plans will contain the maximum of the following sheets generally containing the following information:

- A key sheet (1) containing project identification information, a vicinity map, index of sheets and other information as may be appropriate.
- Typical Section sheets (2 - 5) will be prepared, detailing the proposed work.
- A Summary of Quantities sheet (1) will be prepared listing the anticipated pay items, the estimated quantities and the appropriate pay item footnotes. This sheet will also contain any general notes as deemed necessary for the construction of the work.
- Plan sheets (16) detailing the horizontal alignments and geometric improvements will be developed on the base mapping. The design survey will be provided by the CLIENT. Available aerial photography background will be used to show existing driveways and other features. The plans will specify treatment for driveways and transit bus stops. These sheets will show the typical location of devices and direct the contractor to specific details that will describe the intended modifications. The Plan sheets will be prepared at a scale of 1" = 40' when reproduced onto 11"x17" sheets.
- Drainage modification detail sheets (3) drainage modification detail sheets will be prepared for the segment with proposed concrete curb and gutter that will interface with existing drainage. The areas with plastic curb will not affect the existing drainage patterns or structures and therefore will remain as is.
- Typical Detail sheets will be developed for each of several conditions. These typical details will provide the contractor with specific information required for design implementation.
- Landscaping detail plan sheets (1) detailing landscaping for a maximum three block area not exceeding ¼ mile in length. Details (2) typical landscape and planting detail and plant schedule sheets.
- Irrigation detail plan sheets (1) detailing irrigation for a maximum three block area not exceeding ¼ mile in length. Details (5) irrigation schedule, details and specification sheets.
- Hardscape sheets (1) plan sheets and (1) detailing surfaces and street furniture.
- Lighting – Existing lighting will not be impacted and will remain as is.
- Signing and Pavement Marking detail sheets up to (16) will be developed to describe the required signing and pavement markings required for implementation.
- Typical Traffic Signal Modification scenarios will be developed for use in addressing anticipated impacts to the operation of the existing traffic signals. This information will be provided to FDOT and Broward County Traffic Division to allow them to make signal modifications. Signal plans are not anticipated under this scope.

- Miscellaneous Traffic Control detail plan sheets (2) will be developed to indicate construction phasing and traffic control notes and for use with FDOT permitting.
- Erosion Control detail plan sheets (3) will be developed for the three block segment of the roadway.

Plan set summary of sheets is the maximum shown below:

▪ Key Sheet	1
▪ Typical Sections	2-5
▪ Summary of Roadway Quantities	1
▪ Plan Sheets	16
▪ Typical Roadway Details	3
▪ Landscape Plans	4
▪ Irrigation Plans	7
▪ Hardscape Plans	2
▪ Signing and Pavement Marking Plans	13
▪ Typical Traffic Signal Modifications Scenarios	1
▪ Tabulation of Traffic Signal Quantities	N/A
▪ Traffic Signal Modification Plan	N/A
▪ Miscellaneous Traffic Control Plans	2
▪ Erosion Control Plans	3

Total Number of Plan Sheets is a maximum of 62 - 65

3. Utility Coordination

CONSULTANT will provide utility coordination services as required for FDOT permitting, and for implementation of the pilot project. This service consists of contacting Sunshine One Call to obtain names of all utility agency owners (UAO's) along the corridor then forwarding plans to them to allow them to mark the location of their existing facilities. CONSULTANT will then transfer that information onto the CADD drawing files, for the three to five block segment that involves underground drainage modifications. The Client / City shall provide location of their existing utilities in CADD digital files. CONSULTANT will print the revised plans showing the marked utilities and forward to UAO's for verification. During the drainage modification design process, CONSULTANT will invite affected UAO's to a utility conflict resolution meeting. CONSULTANT will then modify the plans based on agreements reached at that meeting and request from UAO's to provide their final markup of the plans showing their agreement on disposition of their facilities. It is assumed that any required subsurface underground utility exploration will be provided by the CLIENT.

4. Technical Specifications

It is intended that the Florida Department of Transportation Technical Specifications be used and referenced for construction of the project. Supplemental Technical Specifications will be prepared

by CONSULTANT that will address construction elements not included in said standard technical specifications or that are included but require modifications to make them project specific and will be furnished to CLIENT for their use in preparing the Project Bid Documents.

5. Permitting

It is anticipated that a Florida Department of Transportation permit will be required to implement the work. CONSULTANT will prepare this application with assistance from the Client where required. A meeting will be conducted with FDOT to get their acceptance of the proposed materials and preliminary plans. The completed permit plans will be submitted to FDOT along with the permit application. It is anticipated that FDOT will provide plan reviews through their ERC system with two rounds of comments. CONSULTANT will address FDOT comments through the same ERC system prior to the resubmittal of revised plans. It is assumed there will be no scope change or significant plan revisions after the submittal of the permit application.

Drainage structure modifications will be discussed with FDOT and the County. However, it is assumed that an FDOT Drainage Connection permit will not be required as there will be no adverse impacts to the operation of their existing systems. Similarly, it is assumed that a drainage or surface water management permit will not be required from water management agencies. The Consultant will coordinate with, and provide courtesy permit sets to those agencies.

6. Meetings

It is anticipated the pilot project scope will include CONSULTANT attendance at the following meetings as part of this task:

- Up to two progress meetings with CLIENT staff.
- Up to two meetings with the FDOT.

Provision of Work

A. Fee

The Consultant will perform the services described below as lump sum unless otherwise noted. Refer to the attached fee matrix for additional breakdown of project fees.

<u>TASK</u>	<u>DESCRIPTION</u>	<u>FEE</u>
A - Lane Elimination Evaluation and Application to FDOT		
B - Concept Plan and Evaluation for SR A1A		
C - Concept Plan for Linear Park		
D - Evaluation of Hollywood Boulevard Bridge Ramps at SR A1A		

<u>E - Pilot Project Construction Plans and Permitting</u>	<u>\$258,195</u>
Additional Services/Contingency	\$12,000
Total Lump Sum Fee NTE	\$270,195

B. Project Schedule

The schedule for completion of the project will be based on a mutually agreed upon schedule.

ADDITIONAL SERVICES

The following tasks are not part of the initial scope of services, but may be included as additional services if requested by the Client. These services may include, but are not limited to:

- Attendance at additional meetings, including meetings with the City Commission, City staff, and public hearings
- Parking analysis
- Additional traffic data collection
- Private property design analysis
- Surveying
- Further plans production development
- Additional renderings
- Construction phase services
- An after study to document the results of the trial period

Attachments: Fee Matrix

City of Hollywood CRA
SR A1A LANE REDUCTION CONCEPT PLANS & HOLLYWOOD BRIDGE RAMPS
SCHEDULE

TASK	MONTHS													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<u>Task A Lane Elimination Evaluation and Application to FDOT</u> 1. Additional Data Collection - crash, Transit 2. Transp Mobility Analysis - safety, level of service, etc 3. Stakeholder Coordination 4. FDOT Lane Elimination Application, Report, Presentation														
<u>Task B Concept Plan Prep & Evaluation</u> 1. Traffic, Driveway Access, Loading Zone, Fire Access Analysis 2. Concept Plan, Typical Sections & Costs evaluation, analysis, renderings, scenic hwy, overhead utilities, costs 3. TDLC Designation - Report, Coord with FDOT														
<u>Task C Concept Plan for Linear Park</u> 1. Concept Plan for Linear park / renderings														
<u>Task D Hollywood Blvd Bridge Ramps</u>														
<u>Task E Pilot Project Plans</u>														

City of Hollywood CRA
SR A1A LANE REDUCTION CONCEPT PLANS
PROPOSED HOURS AND FEES

TASK	PM/PRINCIPAL	SENIOR PROFESSIONAL	PROFESSIONAL	TECHNICAL SUPPORT	SUPPORT STAFF		TOTAL HOURS
	\$245.00	\$185.00	\$120.00	\$90.00	\$65.00		
Task A - Lane Elimination Evaluation and Application to FDOT							
1. Additional Data Collection - crash, Transit	2.0	5.0	4.0	0.0	1.0	0.0	12.0
	\$490.00	\$925.00	\$480.00	\$0.00	\$65.00	\$0.00	\$1,960.00
2. Transportation Mobility Analysis - safety, level of service, etc	8.0	22.0	20.0	16.0	8.0	0.0	74.0
	\$1,960.00	\$4,070.00	\$2,400.00	\$1,440.00	\$520.00	\$0.00	\$10,390.00
3. Stakeholder Coordination	12.0	16.0	8.0	6.0	1.0	0.0	43.0
	\$2,940.00	\$2,960.00	\$960.00	\$540.00	\$65.00	\$0.00	\$7,465.00
4. FDOT Lane Elimination Application, Report & Presentation	8.0	24.0	24.0	16.0	5.0	0.0	77.0
	\$1,960.00	\$4,440.00	\$2,880.00	\$1,440.00	\$325.00	\$0.00	\$11,045.00
Meetings	6.0	8.0	6.0	4.0	2.0	0.0	26.0
	\$1,470.00	\$1,480.00	\$720.00	\$360.00	\$130.00	\$0.00	\$4,160.00
SUBTOTAL:							\$35,020.00
Task B - Concept Plan Prep & Evaluation/TDLC/Stakeholder Co	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1. Traffic, Driveway Access, Loading Zone, Fire Access Analysis	16.0	6.0	48.0	24.0	3.0	0.0	97.0
	\$3,920.00	\$1,110.00	\$5,760.00	\$2,160.00	\$195.00	\$0.00	\$13,145.00
Prelim. Meetings and Coordination	12.0	12.0	12.0	0.0	0.0	0.0	36.0
	\$2,940.00	\$2,220.00	\$1,440.00	\$0.00	\$0.00	\$0.00	\$6,600.00
2. Concept Plan, Typical Sections & Costs	12.0	12.0	10.0	8.0	16.0	0.0	220.0
evaluation, analysis, renderings, scenic hwy, overhead utilities, co	\$2,940.00	\$2,220.00	\$12,000.00	\$7,200.00	\$1,040.00	\$0.00	\$25,400.00
3. TDLC Designation - Report, Coord with FDOT	6.0	18.0	24.0	4.0	2.0	0.0	54.0
	\$1,470.00	\$3,330.00	\$2,880.00	\$360.00	\$130.00	\$0.00	\$8,170.00
4. Complete Streets Analysis	8.0	16.0	10.0	4.0	0.0	0.0	38.0
	\$1,960.00	\$2,960.00	\$1,200.00	\$360.00	\$0.00	\$0.00	\$6,480.00
5. Stakeholder Coordination on Concept Plan	12.0	12.0	8.0	24.0	8.0	0.0	64.0
	\$2,940.00	\$2,220.00	\$960.00	\$2,160.00	\$520.00	\$0.00	\$8,800.00
Concept Plan Meetings	8.0	8.0	8.0	4.0	2.0	0.0	30.0
	\$1,960.00	\$1,480.00	\$960.00	\$360.00	\$130.00	\$0.00	\$4,890.00
SUBTOTAL:							\$73,485.00
Task C - Concept Plan for Linear Park	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1. Concept Plan for Linear Park / Renderings	6.0	2.0	28.0	12.0	6.0	0.0	54.0
	\$1,470.00	\$370.00	\$3,360.00	\$1,080.00	\$390.00	\$0.00	\$6,670.00
	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL:							\$6,670.00
Task D - Evaluation of Hollywood Boulevard Bridge Ramps	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0
1. Traffic Evaluation and Concept Plan	24.0	82.0	64.0	22.0	4.5	0.0	196.5
	\$5,880.00	\$15,170.00	\$7,680.00	\$1,980.00	\$290.00	\$0.00	\$31,000.00
	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL:							\$31,000.00
Task E - Construction Plans	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1. Pilot Project Permit/Bid Plans	64.0	240.0	280.0	198.0	8.0	0.0	790.0
	\$15,680.00	\$44,400.00	\$33,600.00	\$17,820.00	\$520.00	\$0.00	\$112,020.00
SUBTOTAL:							\$112,020.00
Total Hours	116.0	161.0	300.0	194.0	54.0	0.0	825.0
Total LS Labor Fee	\$44,100.00	\$74,185.00	\$69,600.00	\$35,280.00	\$4,030.00	\$0.00	\$258,195.00

Notes:

TOTAL LS LABOR FEE NTE \$258,195.00
Add Services/Contingency \$12,000.00
\$0.00

#N/A

TOTAL LS FEE NTE \$270,195.00