



December 13, 2018
1847

Via Email: mlabadie@highlandbeach.us

Marshall Labadie
Town Manager
TOWN OF HIGHLAND BEACH
3614 S. Ocean Boulevard
Highland Beach, FL 33487
(561) 278-4548

**RE: PROJECT APPROACH AND THE ENGINEER'S ESTIMATE OF PROBABLE COSTS
STATE ROAD A1A COMPLETE STREETS CONCEPTUAL IMPROVEMENTS
TOWN OF HIGHLAND BEACH**

Dear Mr. Labadie,

The following is the Project Approach and estimated probable cost to the State Road A1A Complete Streets Conceptual Improvements through the Town of Highland Beach (Town). This Project Approach outlines three Phases of work which include; Phase ONE – Completion of Stormwater Improvements and Ocean-Walk Improvements. Phase TWO – Completion of utility undergrounding improvements (Florida Power & Light (FPL)/Comcast/AT&T) and Street Lighting. Phase THREE – Roadway Improvements to be installed by the Florida Department of Transportation (FDOT) in its “3R” (Roadway, Resurfacing & Rehabilitation) project. CAPTEC has spoken with representatives of FPL, Water and Sewer Utilities, FDOT and the South Florida Water Management District (SFWMD). The Engineer’s Estimate of Probable Costs are items the Town would pay for prior to or during the FDOT 3R project and are sequenced to maximize the project efficiency. The improvements were derived from the Town Public Workshop on December 5, 2018 and through meetings with the various agencies. The Engineer’s Estimate of Probable Costs do not include potential grant funding from other government agencies, private contributions or any additional funding FDOT may provide beyond the basic 3R project budget.

The **conceptual** project schedule is as follows and is broken into Three Phases.

Phase ONE to be built by the Town would consist of the following:

❖ **Stormwater Improvements**

- Based on preliminary discussion with FDOT and SFWMD
- Construction of a Stormwater retrofit system that will include a Treatment Train of exfiltration underground storage, inlets, 8 Baffle Boxes and 8 Outfalls with Control structures which will control tide impacts and sedimentation. The system will consider 2 major components of a Stormwater system - Storage and Discharge.
- This system will need acquisition of several outfall easements from private landowners.

- As per the attached typical section, we have described the general location of Stormwater facilities.
 - Installation of conduits across SR A1A for the dry utilities when placing the stormwater cross pipes.
 - Installation of a potential “Rain Garden” at the Church.
- ❖ **The Multimodal Path (Ocean Walk)**
- Based upon preliminary discussions with FDOT
 - The Town would install a 10-ft wide multi-use path of pervious concrete which will provide underground Stormwater Storage.
 - This pathway will have pocket parks, landscape, lighting for the pocket parks and irrigation. The pocket parks lie within public right-of-way.
 - The pathway includes meandering design with luminescent paint and a luminescent “Starry Night” effect leading through the 8 pocket parks. The placement of trees and root barrier is included in this section.
 - The attached *conceptual* typical section denotes the suggested location of facilities.
- ❖ **Crosswalk Improvements**
- As per discussions with the FDOT and the Town.
 - To be placed at 8 locations prior to the Total Project with slight modifications at the end of the FDOT 3R project.
 - The crosswalks are designed to be up-lighted and texturized with a width of 10 ft.
- ❖ **Town Entry Monuments**
- Based upon preliminary discussions with the FDOT
 - The FDOT will allow monuments both at the north and south end of Town within the FDOT right-of-way, at the Town Hall and Delray Sands.
 - These monuments will be modest but elegant.
 - The permitting of these monuments will follow the FDOT CAFA process.
 - All items the Town places within the FDOT right-of-way will require Maintenance by the Town and require a permit.
- ❖ Upon completion of Phase ONE, As-Builts will be provided to FPL for use in design and placement of their conduits for the Phase TWO – Utility Undergrounding.

Phase TWO would consist of the following:

- ❖ **Undergrounding Dry Utilities**
- Based on discussions with FPL/The Town of Palm Beach/Dry Utility Design Professionals.
 - Assumes placement within all public road rights-of-way within the Town of Highland Beach.
 - Assumes conduits to be directionally drilled utilizing HDPE Pipe.
 - Assumes private property easements will be needed for transformers and switch boxes where transformers are now located on poles.
 - Cost includes estimates of undergrounding by AT&T and Comcast.

- Assumes removal of power poles after all Dry Utilities are placed underground.
- As per the estimate in FPL's January 5th, 2018 letter, we have included the 10% contingency.
- It should be noted the FPL estimate is for the total Town. If all FPL facilities within the total Town are undergrounded, and FPL has indicated that the Town may receive up to a 25% discount for FPL facilities. This discount has been incorporated into the Engineer's Estimate of Probable Costs.
- It should also be noted the FPL facilities have been recently hardened. In discussions with other municipalities, salvaged credits may be possible from FPL. Additional FPL and Town discussions will be needed to determine the value of these credits, therefore no salvage credits have been assumed in the Engineer's Estimate of Probable Costs.


Phase THREE would be the FDOT 3R Project enhanced with Town items in a JPA (Joint Partnership Agreement) and consist of the following:

❖ **Construction of Roadway, Bike Paths, Traffic Calming features and Tie-ins to the Adjacent properties**

- Upon completion of the utility undergrounding, the FDOT will build the improved roadway.
- Roadway improvements are based on preliminary meetings with the FDOT and the Town.
- Improvements will include two (2) 11-ft lanes with turn-lanes and 5-ft wide shoulder bike-paths.
- Our initial Preliminary Plan may raise the road approximately 1.5-ft to consider recent high tides.
- The completion of the project will include completing all restoration with landscaping, irrigation, adjusting crosswalks and added pavement markings/signage.

The attached represents an Engineer's Estimate of Probable Costs for each of the above-mentioned items. Please contact us if clarification is needed on any of the attachments.

Sincerely,



Joseph W. Capra, P.E.
President

Enclosures

cc: Kim DeLaney, Ph.D

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