FDOT Transportation Alternatives Set-Aside Program

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

Agency/Organization Name: CITY OF MIAMI BEACH			
Agency Contact Name: KATE KYLE	**Title:** GRANTS AND INTERGOVERMENTAL DIVISION DIRECTOR		
Mailing Address: 1700 CONVENTION CENTER DR	**City:** MIAMI BEACH	**State:** FL	**Zip Code:** 33139
County: MIAMI DADE	**MPO/TPO (if applicable):**		
Telephone: 305-673-7000 X 26820	**Email Address:** katekyle@miamibeachfl.gov		

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: 2021
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: CITY of MIAMI BEACH			
LAP Sponsor/Implementing Agency Contact Name: Judy Hoansheldt	**Title:** GRANTS AND INTERGOVERMENTAL DIVISION DIRECTOR		
Mailing Address: 1700 CONVENTION CENTER DR	**City:** MIAMI BEACH	**State:** FL	**Zip Code:** 33139
Telephone: 305-673-7000 X 26820	**Email Address:** katekyle@miamibeachfl.gov		

PROJECT INFORMATION

PROJECT NAME/TITLE: Miami Beach Senior High School Pedestrian Enhancements

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:

Roadway name:* Dade Boulevard,		
❑ **On-State System Road** (State Roadway)	☑ **Off-State System Road** (Local Roadway)	**Roadway number:** (i.e. US, SR, CR, etc., if applicable)

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

PROJECT LIMITS:

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

South or West Termini: Meridian Avenue Street Name/Mile Post/Other	**North or East Termini:** Pine Tree Drive Street Name/Mile Post/Other
Project Length (in miles): 1 mile	
Attachment included? ☑ Yes ❑ No	
A location map with aerial view is attached to this application. ☑ Yes *(Required)* *Label important features, roadways, etc. to clearly locate and show the boundaries of the project.*	

PROJECT DESCRIPTION:

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

Over the years, the City's Transportation and Mobility Department has worked closely with the Committee for Quality of Education, MBSH administration, and residents of the area to discuss traffic concerns, review traffic conditions along both roadways during drop-off and pick-up periods, and explore solutions to mitigate the impacts to traffic and improve safety. As a result, the City has implemented various safety improvements to improve safety and reduce congestion, including installation of a pedestrian crossing with rapid rectangular flashing beacons on Prairie Avenue north of 23 Street. In 2018, the City's Transportation and Mobility Department completed the installation of school zone flashing beacons on Prairie Avenue to replace older static signs. Further, the City installed new pavement markings and signage along Prairie Avenue including re-striping school zone markings.

The City of Miami Beach is requesting funding to enhance transportation alternatives and safety in the vicinity of Miami Beach

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):

MIAMI BEACH SENIOR HIGH SCHOOL TRAFFIC CIRCULATION STUDY: Alternative 1-B provides concept illustrating the scope of work.

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

Has the applicant received input from stakeholders? Briefly explain: ☑ Yes ☑ No

The City's Committee for Quality of Education has endorsed the planned upgrades under concept 1-B.

Have public information or community meetings been held? ☑ Yes ☐ No

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

The City's Committee for Quality of Education is a publicly accessible committee.

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

The City's Committee for Quality of Education has endorsed the planned upgrades under concept 1-B.

Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?
If Yes, specify and provide documentation:

❑ Yes ☑ No

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

❑ Yes ☑ No

An arborist report will be generated as part of the design and a bonneted bat report will be submitted.

Provide any additional project specific information that should be considered:

As part of this improvement, the pavement markings on Dade Boulevard will be modified to accommodate the new drop-off location.

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
❑ Implementing agency staff	N/A	❑ Implementing agency staff	N/A	❑ Implementing agency staff	❑ Implementing agency staff
❑ Consultant	❑ Consultant	☑ Consultant	❑ Consultant	☑ Consultant	☑ Consultant
❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT	❑ FDOT
❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable	❑ Not applicable

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

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):

While the scope of this project is not related to the FM 444196-1 Miami Beach High School Pedestrian Enhancements, the scope of this application will be complimentary to the improvements identified in that project.

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):

Maintenance will be performed by the City of Miami Beach and Miami-Dade County Public Schools.

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	$	$ 27000	$ 27000
Project Development & Environmental Study (PD&E)	$	$	$ 0
Design Costs/Plan Preparation	$ 50000	$	$ 50000
Environmental Assessment (s) associated with the design phase	$ 2000	$	$ 2000
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	$	$	$ 0
Right-of-Way	$	$	$ 0
Construction	$ 185000	$ 65000	$ 250000
Construction Engineering and Inspection Activities (CEI)	$ 30000	$	$ 30000
Other costs* (please describe) 10% contingency	$ 33200	$	$ 33200
TOTAL ESTIMATED PROJECT COST	**$** 300200	**$** 92000	**$** 392200
PERCENT OF TOTAL PROJECT COST	77%	23%	**100%**

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

PROJECT IMPLEMENTATION

1. Design Plans

a. Are signed and sealed design plans available for this project? ☐ Yes ☒ No

b. If yes, are design plans updated to current standards and existing conditions? ☐ Yes ☐ No

1. Specify the date of design plans developed? *Click here to enter text.*
2. Enter the Engineer of Record contact information: *Click here to enter text.*

c. If no, identify status of design plans:

☐ No plans

☐ 30%

☐ 60%

☐ 90%

☒ Other Describe: Traffic study and concept drawing

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
Click here to enter text.

b) Utility Certification ☐ Yes ☒ No
Click here to enter text.

c) Railroad Recertification ☐ Yes ☒ No
Click here to enter text.

d) South Florida Water Management District Permits ☐ Yes ☒ No
Click here to enter text.

e) U S Army Corps of Engineers (USACE) Permits ☐ Yes ☒ No
Click here to enter text.

f) Other Describe ☒ Yes ☐ No
City of Miami Beach Right of Way Department.

3. Acquired Permits/ Certifications are attached ☐ Yes ☒ No

List:
Click here to enter text.

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

Design Consultant Procurement and Award - 1/1/2026 - 5/1/2026
Design and Review
- Survey - 5/1/2026 - 7/1/2026
- 60% Plans - 7/1/2026 - 11/1/2026
- 60% Review - 11/1/2026 - 12/1/2027
- 90% Plans - 12/1/2026 - 2/1/2027
- 90% Review - 2/1/2027 - 3/10/2027
- 100% Plans - 3/10/2027 - 4/15/2027
- 100% Review - 4/15/2027 - 5/15/2027
- PS&E Plans - 5/15/2027 - 6/15/2027

Environmental Assessment - 7/1/2026 - 9/1/2026
Permitting - 6/15/2027 - 8/30/2027
Construction Procurement - 8/30/2027 - 11/30/2027
Construction Award - 12/30/2027
Construction - 12/30/2027 - 67/30/2028

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: *Click here to enter text.*

2. Does the Local Agency have a historic preservation planner? ☒ Yes ☐ No
If yes, provide contact information:Planning Department

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: *Click here to enter text.*

5. Has the Local Agency coordinated with any Federal or State Agencies for this project? ☐ Yes ☒ No
If yes, provide a brief description and submit supporting documentation: *Click here to enter text.*

6. Are parks, recreation areas or wildlife or waterfowl refuges adjacent or near the project? ☐ Yes ☒ No
If yes, provide a brief description: *Click here to enter text.*

7. Are there any navigable waterways adjacent or near the project? ☒ Yes ☐ No
If yes, provide a brief description: The project is located on the north side of Dade Boulevard. The south side of the corridor is adjacent to the seawall to the Collins Canal

8. Does the project have any wetland impacts? ☐ Yes ☒ No
If yes, will wetlands mitigation be needed? ☐ Yes ☐ No
If yes, provide a brief description: *Click here to enter text.*

9. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts? ☐ Yes ☒No
If yes, provide a brief description: AN environmetal assessment and bonneted bat investigation will be performed through the design process

10. Has the Local Agency reviewed the project for potential contamination that could affect the area? ☐Yes ☒ No
If yes, provide a brief description: *Click here to enter text.*

11. Are there noise sensitive areas? ☐ Yes ☒ No

If yes, provide a brief description: *Click here to enter text.*

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

PROJECT FUNDING

TRANSPORTATION ALTERNATIVES FUNDS	$ 300,200
LOCAL FUNDS ALLOCATED	$ 92,000 ($27,000 previously spent in planning analysis)
TOTAL PROJECT COST	$ $392,200

PERCENTAGE OF TA FUNDS	77%
PERCENTAGE OF LOCAL CONTRIBUTION	23 %

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:**

   If awarded, the City will commit set aside funding through its Capital Budget Process

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

   Design - $52,000 (including environmental assessment), Construction - $250,000, CEI - $30,000, Contingency - $33,200

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.

If awarded, the City will allocate set aside through its capital budget process

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

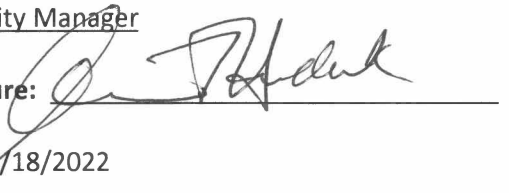
PROJECT SPONSORSHIP CERTIFICATION

I hereby certify that the proposed project herein described is supported by City of Miami Beach (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 City of Miami Beach (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): Alina T. Huddak

Title: City Manager

Signature: 

Date: 2/18/2022

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

MIAMIBEACH

City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

TO: Chris Edmonston, FDOT - Transportation Alternatives Program

FROM: Josiel Ferrer-Diaz, PE – Assistant Director Transportation and Mobility Dept.

DATE: February 18, 2022

SUBJECT: **SCOPE OF WORK - MIAMI BEACH SENIOR HIGH SCHOOL PEDESTRIAN ENHANCEMENTS**

Miami Beach Senior High School (MBSHS) is a part of Miami Dade County Public School system and is located at 2231 Prairie Avenue, Miami Beach, FL 33139. Figure 1 shows school location and approximate boundaries. Miami Beach Senior High School's student enrollment is 2,350 students.

Over the years, the City's Transportation and Mobility Department has worked closely with the Committee for Quality of Education, MBSH administration, and residents of the area to discuss traffic concerns, review traffic conditions along both roadways during drop-off and pick-up periods and explore solutions to mitigate the impacts to traffic and improve safety. As a result, the City has implemented various safety improvements to improve safety and reduce congestion, including installation of a pedestrian crossing with rapid rectangular flashing beacons on Prairie Avenue north of 23 Street. In 2018, the City's Transportation and Mobility Department completed the installation of school zone flashing beacons on Prairie Avenue to replace older static signs. Further, the City installed new pavement markings and signage along Prairie Avenue including re-striping school zone markings.

The City of Miami Beach Transportation and Mobility Department staff met with the Miami Beach Senior High School Principal and with Miami-Dade County School Board representatives on Tuesday April 2nd, 2019, to inform them of the upcoming effort, obtain their input on safety and operation issues and concerns. During this meeting, school Principal expressed concern for student's safety for those students that are currently being dropped off and picked-up on Dade Boulevard. She explained that several vehicles stop on the active travel lanes in both directions at various locations along Dade Boulevard in front of Miami Beach Senior High School to drop off or pick up students.

To improve safety and enhance operation at this school it is strongly recommended that MBSHS creates a safe and efficient internal circulation area for parents to drop-off and pick-up students. This seems to be relatively easy to implement given the large parking area available that could be reconfigured to accommodate this circulation area as well as parking. This will result in removing the conflict on Prairie Blvd. altogether and will then also encourage parents who are currently using Dade Blvd. to go inside the school instead. Additionally, to improve the safety and operation for Dade Blvd. and for parents dropping-off and picking-up students, three concepts were developed that will provide a dedicated area inside school property adjacent and parallel to Dade Blvd. that will allow parents to enter to drop-off and pick-up students.

Attachment 1 shows existing conditions as the baseline while Attachment 2 shows Alternative 1B which allows vehicles to enter the new designated lane which will also have a parallel sidewalk which will allow students' drop-off and pick-up. A fence is proposed between this new lane and Dade Blvd. to discourage vehicles from dropping-off or picking-up students on Dade Blvd. This alternative also assumes that a portion of the school fence will be removed to allow vehicles to enter the school as an option to drop-off and pick-up. Of course, the internal circulation within school premises will need to be configured to provide a safe and efficient operation.

The additional scope of work to be performed for this work consists of creating an additional east bound left turn lane on the striped median along Dade Boulevard and working with the Miami-Dade County Department of Transportation and Public Works, Traffic Signals and Signs Division to add a protected left turn phase into the drop-off pick up area. This work is beyond the scope of work requested for this project.

Attachment 1:

Attachment 2:


17'
14'
17'
FENCE
ONE WAY
2'
9'
6'
2'
2'
6'
9'
EXIST. SIDEWALK
EXIST. CURB AND GUTTER
CURB AND GUTTER
NATURAL GROUND
SIDEWALK
CURB AND GUTTER
TYPICAL SECTION B-B
ALTERNATIVE 1B
MIAMI BEACH SENIOR HIGH SCHOOL
B
B
N
0 10 40
Feet
DADE BLVD.
WASHINGTON AVE
ALTERNATIVE 1B
MIAMIBEACH
MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.
HNTB
Updated: 05/16/19

MIAMI BEACH SENIOR HIGH SCHOOL TRAFFIC CIRCULATION STUDY

INTRODUCTION:

Miami Beach Senior High School (MBSHS) is a part of Miami Dade County Public School system and is located at 2231 Prairie Avenue, Miami Beach, FL 33139. Figure 1 shows school location and approximate boundaries.

General location and boundaries of Miami Beach Senior High School
FIGURE 1

Due to several issues of potential safety and/or operational concerns, the City of Miami Beach requested HNTB to study the traffic operation for and around this school and identify potential issues of safety and operational concerns as well as develop potential mitigation measures to address such concerns.

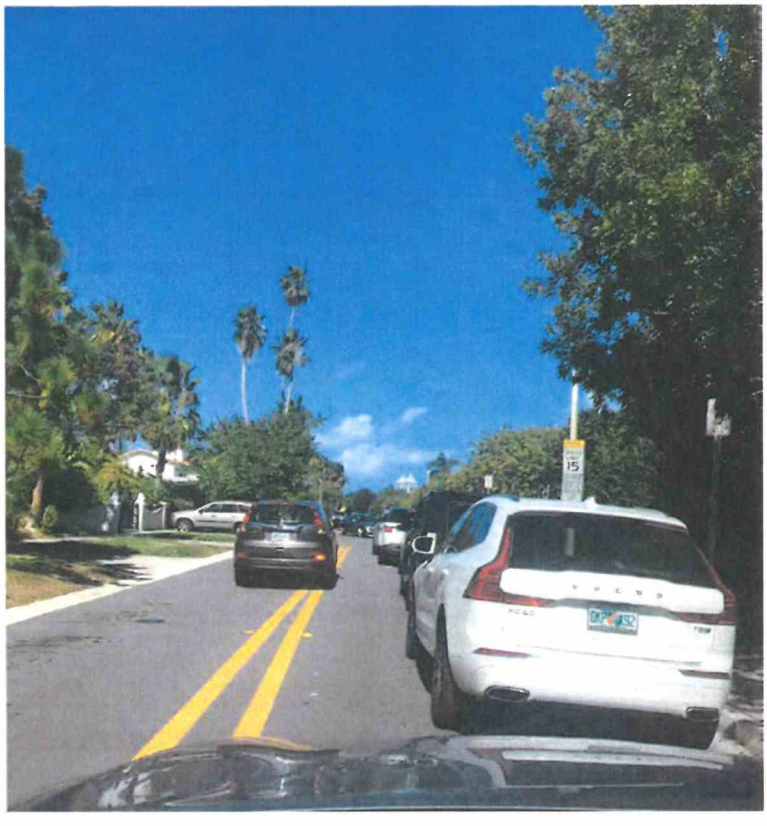
COORDINATION & FIELD OBSERVATION

The City of Miami Beach together with HNTB met with the Miami Beach Senior High School Principal and with Miami-Dade County School Board representatives on Tuesday April 2nd, 2019 to inform them of the upcoming effort, obtain their input on safety and operation issues and concerns and to coordinate HNTB's field visits and obtain permission for HNTB's personnel to be present around the school in order to observe and collect the necessary data. During this meeting, school Principal expressed concern for student's safety for those students that are currently being dropped off and picked-up on Dade Boulevard. She explained that several vehicles stop on the active travel lanes in both directions at

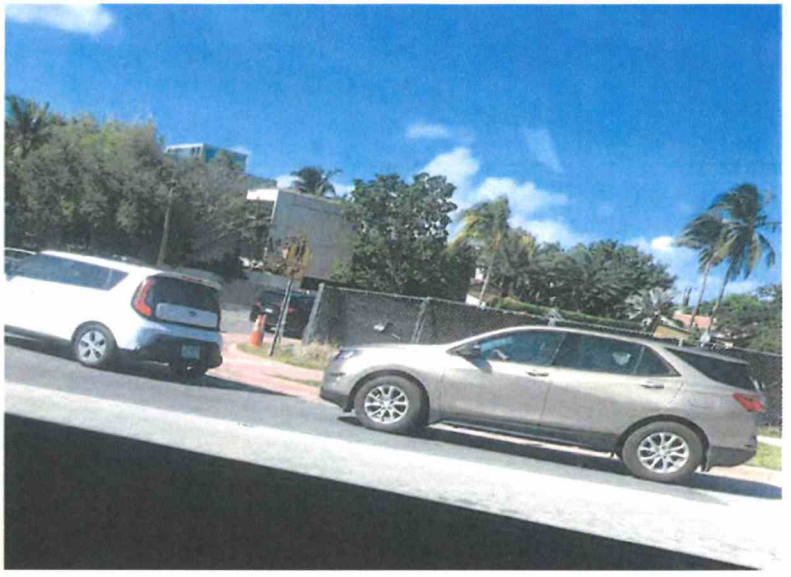
various locations along Dade Boulevard in front of Miami Beach Senior High School to drop off or pick up students.

Over several school days following this meeting, HNTB personnel observed the traffic operation around MBSHS in the morning and afternoon during student's drop-offs and student's pick-ups. The following summarizes some relevant areas of operation as observed and documented:

- The area designated for student's drop-offs and pick-ups for MBSHS is located along Prairie Avenue next to the school where exists a designated lane immediately north of the entrance to the school for drop-offs and pick-ups that is approximately 350 feet long. This designated lane could accommodate approximately 14 vehicles only. However due to the large number of vehicles dropping-off and picking-up particularly during school dismissal times in the afternoon, the queue backs up from the designated lane into and occupies the northbound travel lane as shown in Figure 2 which forces other vehicles using this travel lane that are not destined to MBHS to use the southbound opposing travel lane which naturally creates a hazard and presents significant safety concerns. This queue builds up particularly just before student's release times and in many occasions, it was observed this resulted in a backup that went up to Dade Boulevard which introduced additional safety concerns. Figure 3 shows vehicles on Dade Blvd. making right turns to Prairie Blvd. and backing up into Dade Blvd.



Stopped Vehicles Blocking the Northbound Lane on Prairie Boulevard
FIGURE 2



Stopped Vehicle Queue on Dade Blvd Backing up from MBSHS Entrance
FIGURE 3

The area immediately in front of the MBSHS along Dade Boulevard is dedicated exclusively for school busses where they drop-off and pick-up students. No other vehicle including those for parents of students ae permitted to enter this area or utilize it for student drop-off or pick-up. Figure 4 shows this exclusive bus area. However, it was observed during every site visit that several vehicles stopped illegally along either side of Dade Boulevard at various locations within the active highway lanes and near the school and dropped off or picked up students. In addition to observed disruption to traffic flow on Dade Boulevard, these stops presented safety concerns. Figure 5 is a photo of one example of this occurrence.

School Bus Area Drop-off and Pick-up. No Other Vehicle Entry Permitted
FIGURE 4

Stopped Vehicle Westbound on Dade Blvd Backing up from MBSHS Entrance
FIGURE 5

- There seems to be plenty of parking spaces available to MBSHS staff and students. No parking space shortage was observed during any of HNTB's many visits. This was also confirmed by MBSHS's Principal during our meeting on April 2nd, 2019.

SAFETY REVIEW:

Due to the safety concerns observed within MBSHS vicinity and particularly along Dade Boulevard, HNTB requested and received Crash Reports for Dade Blvd and for Prairie Blvd within the vicinity of MBSHS for the five years from 2014 to 2019 which was provided by the City of Miami Beach.

It was observed that there were many crashes along both sides of Dade Blvd of the "collision with stopped vehicle" type that occurred during school session on weekdays before school start times and after school release times. Some of these crashes stated that stopped vehicles were dropping-off or picking-up students but many did not state that. However, it is highly likely that the reason for vehicles to stop in this area away from the signalized intersection is likely related to dropping-off and picking-up students particularly during school start and school dismissal times. At a minimum there were twelve (12) crashes clearly resulting from stopping vehicles.

Similarly, there were crashes along Prairie Boulevard during school drop-off and pick-up times that appear to be directly or indirectly attributable to the blocking of the northbound travel lane adjacent to MBSHS.

DISCUSSION & RECOMMENDATIONS:

The current student drop-off and pick-up operation for MBSHS occurs mostly outside school boundaries and presents potential safety and operational challenges to drivers who drop-off and pick-up students as well as the driving public using Prairie Blvd. and Dade Blvd.

Upon observing the school traffic operation and analyzing crash reports, due to the constrained capacity at Prairie Blvd for parents who drop off and pick up students, many parents avoid that corridor in favor of taking a risk in stopping illegally along Dade Blvd. to drop-off and pick-up students instead. This in turn causes safety issues as well as capacity reduction on Dade Blvd.

To improve safety and enhance operation at this school it is strongly recommended that MBSHS creates a safe and efficient internal circulation area for parents to drop-off and pick-up students. This seems to be relatively easy to implement given the large parking area available that could be reconfigured to accommodate this circulation area as well as parking. This will result in removing the conflict on Prairie Blvd. altogether and will then also encourage parents who are currently using Dade Blvd. to go inside the school instead. Additionally, to improve the safety and operation for Dade Blvd. and for parents dropping-off and picking-up students, three concepts were developed that will provide a dedicated area inside school property adjacent and parallel to Dade Blvd. that will allow parents to enter to drop-off and pick-up students.

Figure 6 shows existing conditions as the baseline while Figure 7 shows Alternative 1A which allows vehicles to enter the new designated lane which will also have a parallel sidewalk which will allow students' drop-off and pick-up. A fence is proposed between this new lane and Dade Blvd. to discourage vehicles from dropping-off or picking-up students on Dade Blvd. This alternative also assumes that a portion of the school fence will be removed to allow vehicles to enter the school as an option to drop-off and pick-up. Of course, the internal circulation within school premises will need to be configured to provide a safe and efficient operation which is beyond this study.

Figure 8 shows Alternative 1B which differs from Alternative 1A in that the designated lane exits on Dade Blvd. and vehicles exiting this lane are able to turn right or left on Dade Blvd.

Figure 9 shows Alternative 2 which shows the designated lane that enters the school but does not allow drop-offs or pick-ups from the lane. To discourage drop-offs and pick-ups from this lane, a fence is proposed between the school and this lane as shown.

MIAMIBEACH

MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.

HNTB

Updated: 05/02/19

MIAMIBEACH

MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.

HNTB

Updated: 05/16/19

MIAMIBEACH

MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.

HNTB

Updated: 05/16/19

MIAMIBEACH

MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.

HNTB

Updated: 05/02/19

MIAMIBEACH

MIAMI BEACH SENIOR HIGH SCHOOL
TRAFFIC CIRCULATION IMPROVEMENT PLAN AT DADE BLVD.

HNTB

Updated: 05/16/19

Construction Cost Breakdown

01 - General Requirements:	$92,831.58
03 - Concrete:	$18,318.11
31 - Earthwork:	$1,381.17
32 - Exterior Improvements:	$137,788.55
Work Order Proposal Total	$250,319.41

Detailed Cost Breakdown

01 - General Requirements:	
Traffic Control - MOT - Flaggers	$23,409.49
700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	$19,711.41
1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator	$815.43
18 CY Rear Dump Truck With Full-Time Truck Driver	$24,326.81
28" Cone With Reflective Collar	$6,280.14
Stackable Channelizer Panel	$1,078.03
Type III Barricade, >5' To 10' Wide With Three Reflective Rails	$3,459.72
Aluminum Sign And A Frame Stand	$1,017.86
Trailer Mounted Flashing Arrow Board	$9,053.55
Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	$3,679.14
Subtotal	$92,831.58
03 - Concrete:	
6" 3,000 PSI Slab On Grade Concrete Slabs Assembly	$18,318.11
Subtotal	$18,318.11
31 - Earthwork	
Up To 6" D.B.H. (Diameter At Breast Height) Tree RemovalIncludes cutting up tree, chipping and loading.	$1,381.17
Subtotal	$1,381.17
32 - Exterior Improvements	
Limited Cold Milling Of Concrete Per Inch	$72,002.19
8" Crushed Aggregate Base Course For Sidewalks	$5,181.22
Traffic C, S-I And S-III	$32,418.22
3' Wide Cast In Place Concrete Valley Gutter, 7" Thick	$26,035.61
Through Lane Arrow, Epoxy Reflective Pavement MarkingApproximate overall dimensions: 3-1/2' width x 10' height.	$337.88
Single 8" Wide Solid Line, 90 Mil Thick, Thermoplastic Reflective Pavement Striping	$1,813.43
Subtotal	$137,788.55
TOTAL	$250,319.41