



Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: City of Pompano Beach

Government Federal Employer Identification Number: [REDACTED]

Contact Information:

Primary Contact Name: Horacio Danovich

Title: CIP Manager

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Pompano Beach, FL 33060

Phone Number: 954-786-7834

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Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida's [Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.



1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

- A. Provide the title and a detailed description of the public infrastructure improvements.

Innovation District Infrastructure Improvements Project - The design of infrastructure improvements in support of the Innovation District entails applying Complete Street concepts and incorporating streetscape features (see Word document)

- B. Is this infrastructure owned by the public?

Yes No

- C. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

- D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

- E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

See attachment



F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida's [Targeted Industries here.](#))
 - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
 - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

See attachment

If additional space is needed, attach a word document with your entire answer.



2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?

Yes No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

January 2019, 4 years

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Atlantic Boulevard (S), Dixie Highway (E), Dr. Martin Luther King Jr. Boulevard (N), I-95

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

Federal State County City Other _____

E. What permits are necessary for the public infrastructure project?

Stormwater, water and sewer (County and State); roadway (County and City)

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Stormwater license (SWM) Master Conceptual permit is on hand, but needs to be modified for future development. All permits can be obtained in 2.5 years. All permits are local (State, County or City)

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

The current Land Use designation is Downtown Pompano Transit Oriented Corridor (DPTOC) and it is specially zoned as a Transit Oriented (ID) area. The Innovation District is also a designated Opportunity Zone. All proposed improvements will conform and will complement future development and uses.



H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

If additional space is needed, attach a word document with your entire answer.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

If additional space is needed, attach a word document with your entire answer.

J. Does this project have a local match amount?

Yes No

If yes, please describe the entity providing the match and the amount.

City, \$2.5 million

K. Provide any additional information or attachments to be considered for this proposal.

If additional space is needed, attach a word document with your entire answer.



3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

Construction	\$ 71,268,308		
Reconstruction	\$		
Design & Engineering	\$ 5,003,884		
Land Acquisition	\$		
Land Improvement	\$		
Other	\$	Please Specify:	_____
Total Project Costs	\$ 76,272,192		

B. Other Public Infrastructure Project Funding Sources:

City/County	\$ 15,100,000		
Private Sources	\$		
Other (grants, etc.)	\$	Please Specify:	_____
Total Other Funding	\$ 15,100,000		
Total Amount Requested	\$ 61,172,192		

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The design will supporting drainage infrastructure such as pipes, catch basins, control structures; floating docks; a large system of bioswales and groundcovers; over 215,000 SF of pedestrian sidewalks; nearly 3 miles of interconnected bicycle lanes; 5 pedestrian and vehicular bridges for interconnectivity; mass transit (bus) shelters; tactile warning strips for ADA compliance; "green" LED light fixtures; nearly 1,000 shade trees (native, i.e. Live Oaks); and many other features (see cost estimate for a breakdown of items and quantities).



4. Approvals and Authority

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

City Commission approval and acceptance of grant funding.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.

Commission meets 1st and 3rd Tuesday of every month, except August.

- ii. State whether that group can hold special meetings, and if so, upon how many days' notice.

48 hours notice is necessary. Special meetings can be scheduled, if desired.

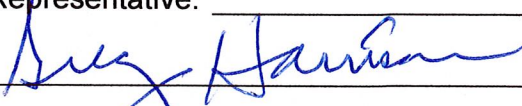
- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.



I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: City of Pompano Beach

Name and Title of Authorized Representative: Greg Harrison, City Manager

Representative Signature: 

Signature Date: 08/15/2018

Innovation District Infrastructure Improvements Project

The design of infrastructure improvements in support of the Innovation District entails applying Complete Street concepts and incorporating a series of streetscape features that are attractive, functional, modern, efficient, green and aesthetically pleasing. The City seeks grant support to fund the design including survey and horizontal services and subsurface exploration (SUEs) and construction of proposed improvements. The City estimates professional design services will cost \$4.779 million plus \$225k for surveying services, totaling a little over \$5 million. The City also estimates construction costs will be \$71.27 million. Combined, the total costs of the project are estimated to be \$76.27 million. A copy of the entire cost estimate is attached. The City will pledge \$15.1 million for design and construction costs through funds made available by the Community Redevelopment Agency (CRA), and seeks \$61.17 million in grant funding support.

Based on conceptual analysis conducted by the City's stormwater professional and staff the design entails 60,000 cubic yards of excavation for a system of interconnected navigable waterways. Due to nature of the canals, navigation will be limited to kayaking, canoeing, and paddle boarding. A filtration system will allow the waterways to remain clean and odor free. The system will be designed to store the required stormwater runoff to support future (and total) redevelopment of the Innovation District. The intent is to account for worst-case scenario related to flooding conditions from major storms. Although Hurricane Irma (2017) did not result in substantial flooding (i.e., 100-year or 500-year storm event), South Florida is prone to flooding. The area's susceptibility to flooding conditions has been well documented. The City conducted a Citywide Stormwater Master Plan analysis and determined the area in and around the Innovation District needed special attention. Considering the impacts Irma caused in Cuba (barely miles away from Florida inland) with widespread flooding and power outages still lingering, the City of Pompano Beach is taking every precaution and planning for damaging events. As Hurricanes Harvey, Irma, and Maria plowed through unusually warm oceans this summer, each one broke records, startling even the scientists who study extreme weather. Scientists say the extreme rainfall events that feed these floods are on the rise for many parts of the world, and this past year's hurricanes fit that trend. In particular, rising temperatures in the ocean and the air alongside booming construction in vulnerable areas are fueling the increased risk from massive deluges. Scientists reported Harvey, Irma, and Maria stand out not just for the amount of rain they dropped, but for how fast they dished it out. This means our system must provide sufficient capacity' to absorb as much runoff as possible, and the time of concentration (CC) needs to be reduced not to exceed 60 minutes. This would help dissipate larger-than-normal rainfall events and allow streets to become passable within a few hours after the event. Sarah Kapnick, a researcher at NOAA's Geophysical Fluid Dynamics Laboratory reported "We know that in particular that [the regions around Houston, Louisiana, and Florida are prone to some of the most extreme precipitation events in the United States." She added "We do see signs of precipitation extremes increasing in these regions." Needless to say, it's challenging to make direct comparisons between extreme rainfall events since their weather systems (e.g., hurricanes, thunderstorms) behave differently, so scientists draw on several benchmarks depending on the season.

The US Geological Survey reported that flooding causes an average of 56 billion in damages and 140 fatalities each year. And, 2017 was not an average year, with Harvey alone costing upward of \$180 billion and killing more than 75. The waters from flooding can linger for days, causing injuries, spreading disease, and hampering relief efforts. The majority of Harvey's victims drowned after the storm, while others were delayed from life-saving care. In one case, a woman died from a flesh-eating bacterial infection after falling into the festering Harvey floodwater in her house. Hurricane Irma's intensity was matched with a firehose of rain, dumping water at 10.8 inches an hour, reaching depths of 20 inches in Cuba and 15.8 inches in Florida. The downpour led to flooding from 23 rivers and creeks in Central and North Florida, forcing

highways to close. The state reported at least seven deaths from drowning. Therefore, City staff took a closer look at localized conditions and resolved to design a system that would be sustainable, capable and add great value to the community.

In addition, the design will add other supporting drainage infrastructure such as pipes, catch basins, control structures; floating docks; a large system of bioswales and groundcovers; over 215,000 SF of pedestrian sidewalks; nearly 3 miles of interconnected bicycle lanes; 5 pedestrian and vehicular bridges for interconnectivity; mass transit (bus) shelters; tactile warning strips for ADA compliance; "green" LED light fixtures; neatly 1,000 shade trees (native, i.e. Live Oaks); and many other features (see cost estimate for a breakdown of items and quantities). In synthesis, the City of Pompano Beach is seeking financial support to improve an otherwise blighted and rundown area that has the potential to change the lives of many, add 4,000 jobs to the pool, and improve the neighborhood's resiliency and capability to cope with the annual doses of hurricanes, tropical storms and regularly summer squalls. As planned, the area will become self-sustained and the City will be able to preserve more than 260 acres of affected land in the Downtown.

The area is in dire need of new jobs. Currently, District 4 has a greater-than-3% rate of unemployment. This project will boost employment opportunities and bring high-paying, high-tech jobs to the community. The City has determined the local population, especially children of local residents attending colleges and universities across the country, do not have an incentive to come back to Pompano Beach due to lack of high paying jobs. Moreover, any susceptibility to localized flooding conditions deter those seeking to relocate to the area. Since the area has a history of flooding conditions, the design and construction of a sustainable waterway system will amplify the City's ability to retain our residents, entice them to come back when they are out of college, and offer them a better living environment with good jobs and high quality structures.

Alternatives to the Proposed Project

Over a period of nearly 20 years, the City evaluated other locations to establish a new commerce center. The lack of lands and City's inability to assemble land reduced the City's chances to create a suitable environment for commercial success (Gob engine). Moreover, the area designated as the future Innovation District was known to be prone to flooding. Therefore, the decision to pursue the project as envisioned was simple. City officials managing the Community Redevelopment Agency (CRA) since 1988 saw the future and wisely used CRA funds to acquire strategically land near the Atlantic Boulevard and I-95 corridor. It was clear the site location was ripe for redevelopment and there were no other sites that fit the mold.

HISTORIC/ARCHEOLOGICAL RESOURCES

The Innovation District is located in an area known as the MLK Boulevard Historical District. The area has been populated by pioneering families for over 100 years with some settlers arriving as early as mid-1880s. On July 3, 1908, the Town of Pompano was incorporated in what was then Dade County: John R. Mizell was elected the first mayor. By 1910, the City's population was 269. In 1915, Broward County was established, with a northern boundary at the Hillsboro Canal. Thus, within eight years, Pompano had been in three counties. Pompano Beach experienced significant growth during the Florida land boom of the 1920s. By 1930, the City's population rose to 2,614, a 311% increase. Population exceeded 100,000 in 2010, making Pompano Beach 1 of 17 cities in the State of Florida with stable population of that size, putting the City as 1 of 253 total cities in United States sharing that number. Two of the most important historical structures in the City are found in the MLK Boulevard Historical District Ali Building (1933) and Blanche Ely House (Ca. 1930s). The other, Sample McDougal House (1916) was first located on Dixie Highway and NE 10th Street NE of the MLK Boulevard Historical District) and later relocated to its current

The Pioneers

“There had been scattered settlers in the area from at least the mid-1880s, but the first documented permanent residents of the Pompano area were the George Butler and Frank Sheen and their family who arrived in 1896 as railway employees. It is said that Sheen gave the community its name — Pompano — after jotting down on his survey of the area the name of the fish he had for dinner. As other people settled in the area, George Butler was appointed the community’s first postmaster, and his wife, Mary the first teacher when a one-room schoolhouse opened in 1899.” “Many early residents were farmers, coming south to escape the effects of the mid-decade freezes. Among those were Earl Ehmann, who is credited with introducing pineapple to the area, and the McNab brothers, Harry and Bob. Other pioneer families in the area included the Smoaks, the Hardys, the Blounts and the Samples.” “Although the local community at first was located around what was then known as Lettuce Lake (now Santa Barbara), the coming of the railroad led to development farther west. A small commercial district began to grow near the Florida East Coast Railway depot. In 1900, M. Z. Cavandish opened a general store at N.E. First Street and Flagler Avenue.” “In 1906 Pompano became the southernmost settlement in newly-created Palm Beach County. That year, the Hillsboro Lighthouse was completed on the beach. In 1908, Pompano was incorporated as a town; J. R. Mizell was elected the first mayor.”

Affected Area

The Innovation District area is comprised of 30+ acres of City and CRA-owned land bounded by Atlantic Boulevard (south), Dixie Highway (east), Dr. Martin Luther King Jr. Boulevard (north) and Interstate 95 (west). The immediate area has a stable population of over 4,000 occupying over 70 acres (30+ publicly-owned). The median age is 29.4 and the population is split evenly 50% females and 50% males. The per capita income is \$11,033, about half the amount of the rest of the City (\$24,508) and 2/5 of amount in Broward County (\$28,987). The median household income is \$20,062 (the City is \$42,641, and County \$52,954). Poverty exceeds 50% (51.3%). Population is primarily 81% Black, 16% Hispanic, including more than 3% veterans (data extrapolated from 2016 U.S. Census). Within a 1/4 to 1/2 mile to the site, the stable population exceeds 19,977. Except the neighborhood to the east with an income per capita more than double (\$25,103), all other areas have substantially similar characteristics and demographics. The direct effects include propensity to flooding throughout the community and particularly within the boundaries of the Innovation District. As shown in the City’s Stormwater Master Plan, the area suffers by the presence of significant low points and depressions forcing water to pond for extended periods of time. Moreover, local residents’ lack of work opportunities severely affect their chances to a decent living. The shortage of high paying jobs contributed to the high unemployment levels. Indirectly, this affects the entire City. Whereas the Innovation District area fails to offer better opportunities for recent graduates, the City is deprived of the opportunity to lure qualified professionals. This affects the City’s ability to generate greater revenues and impairs the City’s competency against other municipalities of similar size and structure.

Transportation (Streets, Traffic and Parking)

The project is served by Atlantic Boulevard (south, LOS D-F), Dixie Highway (east, LOS C), Dr. Martin Luther King, Jr. Boulevard (north, LOS B) and Interstate 95 (west, LOS D-F). Atlantic Boulevard is the main east-west thoroughfare in the City carrying over 60,000 daily trips. Dixie Highway is one of the main north-south thoroughfares in the City with 20,000 daily trips and connecting to multiple municipalities in Broward County generating over 800,000 daily trips and moving people through three main counties: Broward, Palm Beach and Miami-Dade. Dixie Highway runs parallel to 1-95 and it is located less than 0.5 miles from the access ramps at the Atlantic Boulevard interchange (northbound and southbound). 1-95 is one of two major State highways in the north-south direction in the area carrying over 80,000 trips daily

in each direction. MLK Boulevard connects the City with our western neighbors. The roadway was the subject of recent improvements (new sidewalks, landscape, drainage, lighting, resurfacing, etc.) and it is part of the Education Corridor connecting multiple educational facilities in Pompano Beach, Coconut Creek, Margate and Coral Springs. The design plans envision a new circulation system within the Innovation District that will facilitate vehicular and mass transit mobility. There are on-street parking facilities nearby, but future parking allocations include garages (with sufficient capacity to absorb calculated demands) as well as surface lots and on-street parking. The area will offer strategically located electric car charging stations, a trolley bus system, off-site overflow parking for employees with to and from transportation services, etc. The circulation patterns will be designed in compliance with and to meet Fire and Ambulance requirements. Moreover, the internal roadway system will be designed to observe strict turning radiuses and waste collection patterns and requirements as well. The existing Levels of Service (LOS) of adjacent roadways will be mitigated by implementation of mass transit alternatives (buses, trolleys, etc.), Share-A-Ride options, etc.

Public Participation

City staff has made numerous presentations to the public. Venues for discussion with the public included NW CRA Advisory Committee meetings (occur every first Monday of the month); Community Redevelopment Agency Board, CRA Board meetings (occur every third Tuesday of the month); City Commission meetings (occur every second and fourth Tuesday of the month). These presentations date back to mid-2010 and the project is the subject of discussion at each of the aforementioned meetings.

Cumulative Effects

The City anticipates large redevelopment within the Innovation District (up to \$0.75 to \$1 billion in private investment). In recent past, the CRA funded reconstruction of the Ali Building (353 MLK Boulevard, \$2 million) as well as partially funded construction of a new ETA NU Foundation building (NE corner of MLK Boulevard and NW 10th Avenue, \$375k). Moreover, the CL4 funded construction of the first building erected on MLK Boulevard east of I-95 in over 50 years (731 MLK Boulevard, \$1.5 million of 4,000 sq. ft. of retail and office space). Private investment of over \$23 million occurred at the NE corner of MLK Boulevard and NW 6th Avenue with construction of a mixed-use facility including 110 apartments and 7,000 square feet of retail and office space). In the near future, the City anticipates design and construction of a site known as Hammondville Gateway, which is expected to be a mixed-use facility with approximately 120 apartments and 15,000 square feet of retail and office space. The Innovation District project anticipates construction of 750,000 sq. ft. of Office/Flex space; 165,000 sq. ft. of retail; 35,000 sq. ft. of restaurant space; 1,500 residential units; and 2 hotels of up to 420 rooms and convention space. In addition, the City envisions state-of-the-art a wellness center(s) (possibly housing a highly advanced cancer curing technological facility) and a university campus geared to trained students on aviation electronics and other high-tech curriculums.

Hazardous or Toxic Substances

Over the last 6 years, the City conducted numerous Phase I and Phase II studies in the affected area. Copies of said studies are included for review and analysis. However, none of the studies revealed any significant Recognized Environmental Conditions (RECs) that would prevent redevelopment of the affected parcels.

Water Resources

There are no impaired waters within the project area. Upon securing a construction permit, the retained contractor will be required to secure a National Pollution Discharge Elimination System (NPDES) permit for any discharges to surface waters, i.e., Florida Department of Transportation canals along the western

half of the project (Interstate 95 corridor), if necessary. The City requires a Stormwater Pollution Prevention Plan (SWPPP) to be in place throughout construction. Currently, the City has received a Stormwater Master Plan Surface Management License (SWM) from the State of Florida, which must be modified once the design is complete the specific stormwater features (pipes, catch basins, waterways, etc.) are fully designed.

Endangered Species

The City conducted a NEPA Categorical Exclusion study within the vicinity of the project area. Part of the project falls within the U.S Fish and Wildlife Service's (USFWS) Consultation Area for the Everglade snail kite (*Rostrhamus sociabifis plumbeus*). Because snail kites only nest in wetland areas that are 10 miles from uplands and only forage in shallow freshwater wetlands, this project will have No Effect on the Everglade snail kite. This project is within two Core Foraging Areas for the wood stork (*Mycteria americana*). Suitable wood stork foraging habitat is not present within the project limits but may be present in the ponds and canals in surrounding areas. The project will not involve work in the canals and ponds. Therefore, this project May Affect, but is Not Like to Adversely Affect the wood stork. The C-14 Canal, an estuarine canal south of Atlantic Boulevard and east of NE 2nd Avenue, is accessible to the West Indian Manatee (*Trichechus manatus*). This canal is outside of the project limits and no impacts to the canal are anticipated. Therefore, this project will have No Effect on the West Indian manatee. There is no Critical Habitat in the project area. Also, because this is not an estuarine system, there is no Essential Fish Habitat within the project area.

Solid Waste Management

At this time, quantities of solid wastes have not been estimated as the ultimate users have not been identified. The City has a contract with Waste Management, Inc. the firm provides frill collection and disposal services including recycling. The firm also manages any construction debris and supplies trash containers to users. Notwithstanding, the City will evaluate collection routes that are less intrusive and operationally efficient to avoid impacts to residents and businesses. Customarily, the City's Solid Waste Manager is personally engaged throughout the design process and makes recommendations as necessary. The City envisions implementation of a state-of-the-art collections system, utilizing bins that are built into 11-foot-deep pits in the ground. This collection system eliminates and/or significantly reduces above ground trash and it is integrated into the sidewalk, roadway, or green areas without environmental repercussions.

Hazardous or Toxic Substances

Over the last 6 years, the City conducted numerous Phase I and Phase II studies in the affected area. Copies of said studies are included for review and analysis. However, none of the studies revealed any significant Recognized Environmental Conditions (RECs) that would prevent redevelopment of the affected parcels.

Environmental Justice (Executive Order 12898)

This project will not result in disproportionate adverse human health or environmental impacts relative to minority and low income populations.

Land Use and Zoning

The current Land Use designation is Downtown Pompano Transit Oriented Corridor (DPTOC) and it is specially zoned as a Transit Oriented (ID) area. The Innovation District is also a designated Opportunity Zone.

location at the corner of NE 10th Street and NE 5th Avenue. The following are excerpts published by the Pompano Beach Historical Society:

Innovation District Infrastructure Improvement Cost Estimate

Item	Quantity	Units	Unit Price	Amount
Install Drainage Catch Basin Structure	49	EA	\$6,000.00	\$294,000.00
Install Drainage Control Structure	8	EA	\$6,650.00	\$53,200.00
Install Drainage Maintenance Access Structure	29	EA	\$6,200.00	\$179,800.00
Install Drainage Conflict Structure	5	EA	\$6,300.00	\$31,500.00
Install 24-inch RCP Drainage Pipe	5092	LF	\$92.00	\$468,464.00
Install 24-inch RCP Exfiltration Trench	2315	LF	\$135.00	\$312,525.00
Install 30-inch RCP Drainage Culvert	327	LF	\$111.00	\$36,297.00
Install 36-inch RCP Drainage Culvert	366	LF	\$156.00	\$57,096.00
Install 48-inch RCP Drainage Culvert	58	LF	\$172.00	\$9,976.00
Connect to Existing Drainage Structure	7	EA	\$5,750.00	\$40,250.00
Connect to Existing Drainage Pipe	2	EA	\$2,900.00	\$5,800.00
Clearing and Grubbing of Canal Areas	24000	SY	\$3.50	\$84,000.00
Canal Excavation	60000	CY	\$23.00	\$1,380,000.00
Transport and Stockpile Excavated Fill	60000	CY	\$6.00	\$360,000.00
Install Sheet Piling along Canal Walls (20' depth)	8200	LF	\$1,150.00	\$9,430,000.00
Install Concrete Headwall at Outfalls	440	LF	\$625.00	\$275,000.00
Install 'Staired' Concrete Headwall along Canal Walls	8200	LF	\$625.00	\$5,125,000.00
Install Aeration Systems	10	EA	\$23,000.00	\$230,000.00
Electrical Service (for aeration system)	1	LS	\$24,000.00	\$24,000.00
Canal Bank Restoration	8200	LF	\$12.00	\$98,400.00
Decorative Bollard/Railing	8200	LF	\$51.00	\$418,200.00
Concrete Pedestrian Pathway	9111	SY	\$60.00	\$546,660.00
Floating Dock Canal Access	10	EA	\$18,200.00	\$182,000.00
Pavement Restoration (ROW Areas)	15600	SY	\$55.00	\$858,000.00
Swale Restoration (ROW Areas)	19900	SY	\$4.00	\$79,600.00
Install Vehicular Bridges at Canal Crossings	5	EA	\$1,700,000.00	\$8,500,000.00
Stormwater Pollution Prevention Plan (SWPPP)	1	LS	\$100,000.00	\$100,000.00
2' curb and gutter section	29000	LF	\$31.00	\$899,000.00
Tactile warning strips	155	EA	\$425.00	\$65,875.00
Paint bicycle lane (inc. antiskid aggregate)	14500	LF	\$17.00	\$246,500.00
Bicycle lane markings	44	EA	\$125.00	\$5,500.00
Decorative sidewalks	215920	SF	\$7.75	\$1,673,380.00
Crosswalk with textured surface	109900	SF	\$17.50	\$1,923,250.00
Bicycle detection technology in pavement	44	EA	\$300.00	\$13,200.00
Bicycle detection markings	44	EA	\$65.00	\$2,860.00
Bench	90	EA	\$2,400.00	\$216,000.00
Trash receptacle	45	EA	\$1,650.00	\$74,250.00
Bicycle rack	14	EA	\$1,700.00	\$23,800.00
Hardening overhead utilities and undergrounding	1.3	Mile	\$825,000.00	\$1,072,500.00
Transit shelter	6	EA	\$17,500.00	\$105,000.00
Transit shelter amenities	6	EA	\$2,700.00	\$16,200.00
Bus Shelters Pads	6	EA	\$11,250.00	\$67,500.00
Gateway monument	3	EA	\$27,000.00	\$81,000.00
Street trees (native, i.e., Quercus virginiana- Live oak)	967	EA	\$750.00	\$725,250.00
Shrubs/Groundcovers	1	LS	\$333,000.00	\$333,000.00
Grassing/Bioswales	116000	SF	\$2.25	\$261,000.00
Decorative Light Pole with Banner Arms (LED-based)	364	EA	\$7,800.00	\$2,839,200.00
Sub-Total				\$39,824,033.00
Design Fee*			12%	\$4,778,883.96
Surveying/Horizontal Layout and Subsurface Exploration (SUEs)*			LS	\$225,000.00
CEI Services/Construction Administration			8%	\$3,185,922.64
Maintenance of Traffic			7%	\$2,787,682.31

Mobilization	6%	\$2,389,441.98
Testing (soils, concrete, density)	4%	\$1,592,961.32
Handling, Packaging & Freight	LS	\$75,000.00
Striping and Signage	2%	\$796,480.66
Sanitary Services	LS	\$2,250.00
Insurance	LS	\$5,600.00
Permit Fees	LS	\$1,393,841.16
Bonds	LS	\$497,800.41
CM at Risk Fees	11%	\$4,380,643.63
Profit	7%	\$2,787,682.31
Direct Costs	7%	\$2,787,682.31
Contingency/Escalation Costs (until 2023)	22%	\$8,761,287.26
SubTotal		\$76,272,192.95