



CITY OF FORT LAUDERDALE

SE 15th Street East of Cordova Road Sidewalk/Pedestrian Path Feasibility Study

Broward County

Contract No 12370-206-1
Task Order #28

December 2025

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Project Background

Study Area

SE 15th Street, located just south of downtown Fort Lauderdale and extending east from Cordova Road to the entrance of the 15th Street Fisheries Marina, is a densely developed waterfront corridor characterized by a mix of multifamily residential buildings, condominium complexes, and marine-oriented uses. The street serves as the only local connection between Cordova Road and the surrounding residential neighborhoods and commercial developments. See **Figure 1** and **Figure 2** for location map.

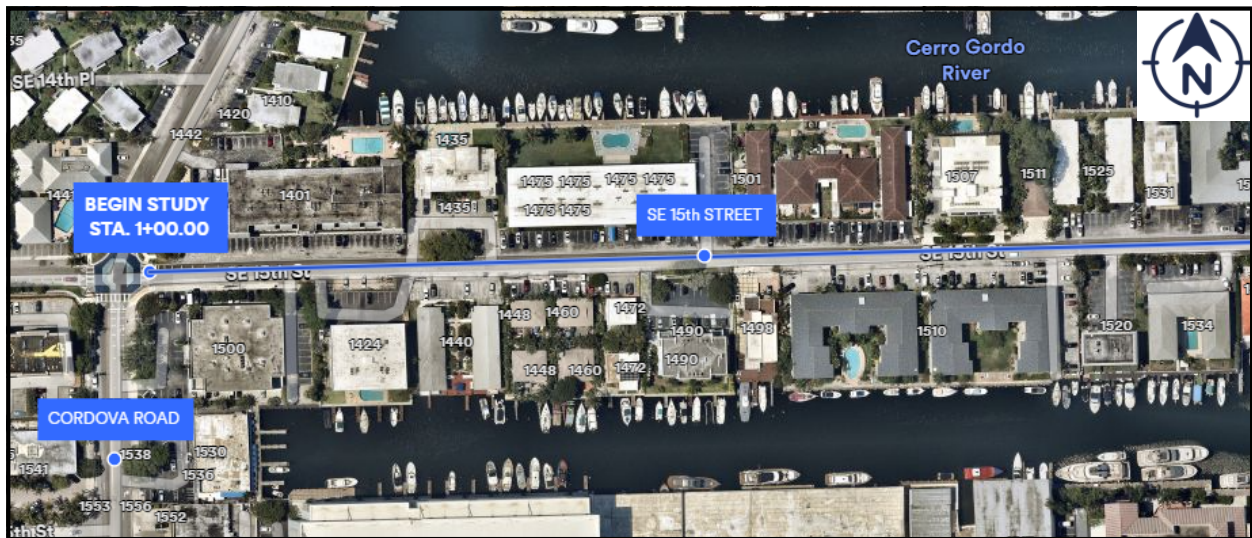


Figure 1: Project Location Map

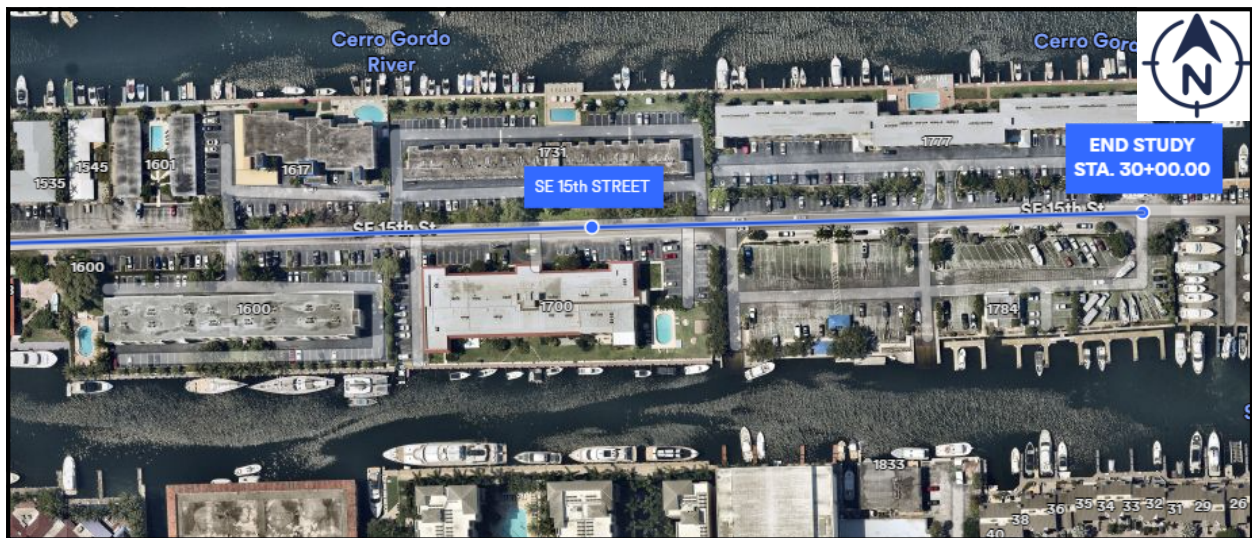


Figure 2: Project Location Map (cont.)



Introduction

Scope

Kimley-Horn and Associates was contracted by the City of Fort Lauderdale to assess the feasibility of installing pedestrian facilities along SE 15th Street east of Cordova Road by performing field reviews, developing conceptual graphics, and preparing an Opinion of Probable Cost (OPC). Three general concepts were initially set to be evaluated:

- a) Widening the roadway with restriping of travel lanes to add a paved pedestrian facility with flexible delineators.
- b) Sidewalk/pathway on either side of the SE 15th Street with potential midblock crossings without roadway widening.
- c) Combination of roadway widening with a delineated pedestrian facility and sidewalk installation with midblock crossings.

The corridor features a 50-foot right-of-way with two 10-foot travel lanes and a mixture of shoulders, swales, and unpaved areas on both sides. While some sidewalks exist, mostly on the south side, long gaps in pedestrian infrastructure leave many residents and visitors walking directly within the roadway. This condition is particularly unsafe given the high presence of large trucks, boat trailers, marina traffic, and frequent seasonal traffic related to marine businesses and condominium parking demands. Many condominiums rely on undesignated tandem parking configurations that extend into or near the public right-of-way, creating a unique and space-constrained environment.

This study seeks to enhance walkability, improve pedestrian safety, and create a continuous, ADA-compliant pathway while balancing the corridor's constrained geometry, resident parking needs, existing utilities, and impacts to existing landscaping. Through public involvement and evaluation of multiple alternatives, the study aims to deliver a context-sensitive solution that maintains neighborhood functionality, preserves parking to the greatest extent feasible, and enhances safety for pedestrians.

Public Involvement

Between September and November 2025, the City of Fort Lauderdale and Kimley-Horn and Associates conducted three public engagement activities to gather input from residents regarding a proposed pedestrian pathway along SE 15th Street east of Cordova Road. At each public meeting, residents were shown a presentation outlining the proposed pathway alternatives and were given time to ask questions, receive clarification from staff, and provide input. After the presentations, participants were also invited to complete an online survey to document their feedback on specific questions. Across all events, concerns commonly centered on pedestrian safety, parking conditions, and potential impacts to private property. Despite these issues, survey results showed steady support for constructing a pedestrian pathway within the constrained right-of-way.

- 1) The first meeting was held with only the neighborhood HOA members on September 10, 2025. **(Refer to Appendix A)**
- 2) A second public involvement meeting open to all residents was held on September 30, 2025. **(Refer to Appendix B)**
- 3) Lastly, on November 12, 2025, our team conducted a walk audit with residents that live on SE 15th Street east of Cordova Road. **(Refer to Appendix C)**



As part of the walk audit, a temporary painted line was placed along the paved shoulder to illustrate the proposed pathway's location and width (see **Figure 3**). Participants were provided with a visual presentation of the proposed improvements and walked the corridor with staff to observe existing conditions and provide real-time comments. (**Refer to Appendix D**)



Figure 3: Walk audit

Table 1: Public Involvement MentiSurvey.com Results

Activity/Date	Survey Question	Response	Value	Percentage
HOA Meeting (09-10-2025)	1. Please rate your perception of pedestrian safety along SE 15th ST east of Cordova Rd.	Safe	4	29%
		Neutral	2	14%
		Unsafe	8	57%
	2. Which of the two features along SE 15th ST would you value more?	Existing Parking Space (%)	7	47%
		A Pathway (%)	8	53%
	3. Which pathway alternative do you prefer?	4-foot Pathway	8	57%
		4-foot Pathway w/ 1-ft Buffer	6	43%
Public Involvement Meeting #1 (09-30-2025)	1. Do you live on east of Cordova Rd on SE 15th ST?	Yes	33	92%
		No	3	8%
	2. Please rate your perception of pedestrian safety along SE 15th ST east of Cordova Rd.	Safe	1	3%
		Neutral	5	14%
		Unsafe	29	83%
	3. Which of the two features along SE 15th ST would you value more?	Existing Parking Space	5	15%
		A Pathway	29	85%
Public Involvement Meeting #2 - Walk Audit (11-12-2025)	1. Do you live on east of Cordova Rd on SE 15th ST?	Yes	20	91%
		No	2	9%
	2. Do you support a minimum 3' wide path on SE 15th ST east of Cordova Rd?	Yes	18	86%
		No	3	14%



Existing Conditions

Field Review

Field reviews of the SE 15th Street corridor were carried out on June 23, 2025, at 7:00 AM; August 29, 2025, at 5:00 PM; September 24, 2025, at 8:00 PM; and November 12, 2025, at 6:30 PM. On each visit the team walked and drove the study limits, took pictures (refer to **Appendix D**), recorded notes to document parking, vehicle types, and observed pedestrian use of the street. Field reviews were conducted during morning hours and evening/night periods as shown in **Figure 4** to capture variations in demand and to specifically monitor overnight/late-parking. The November 12 visit also served as the on-site walk audit where staff used field measuring tools and painted a temporary line to illustrate the proposed pathway alignment while soliciting immediate resident feedback.



Figure 4: SE 15th ST Corridor

Existing Conditions

SE 15th Street east of Cordova Road consists of a 50-foot right-of-way, with 25 feet extending from the centerline to each right-of-way line. The roadway includes two 10-foot travel lanes—one in each direction. Beyond each travel lane, there are approximately 15 feet of right-of-way on both the north and south sides, which currently accommodate a combination of shoulder used for undesignated tandem parking, swales, and unpaved areas (see **Figure 5**). There is about 1000 feet of existing sidewalk with 89% of the sidewalk being on the south side of the street. Based on field observations, undesignated tandem parking occurs on both sides of the street. The north side has isolated segments of large tree / landscape areas adjacent to the travel lane.

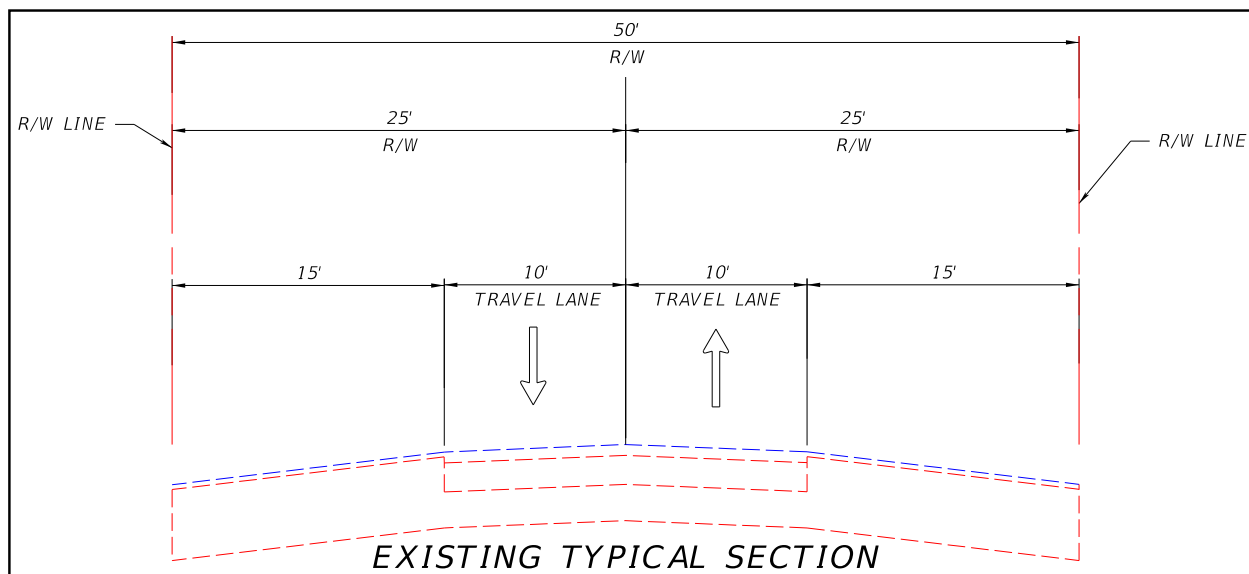


Figure 5: Existing Typical Section



Proposed Design

Alternatives Evaluation

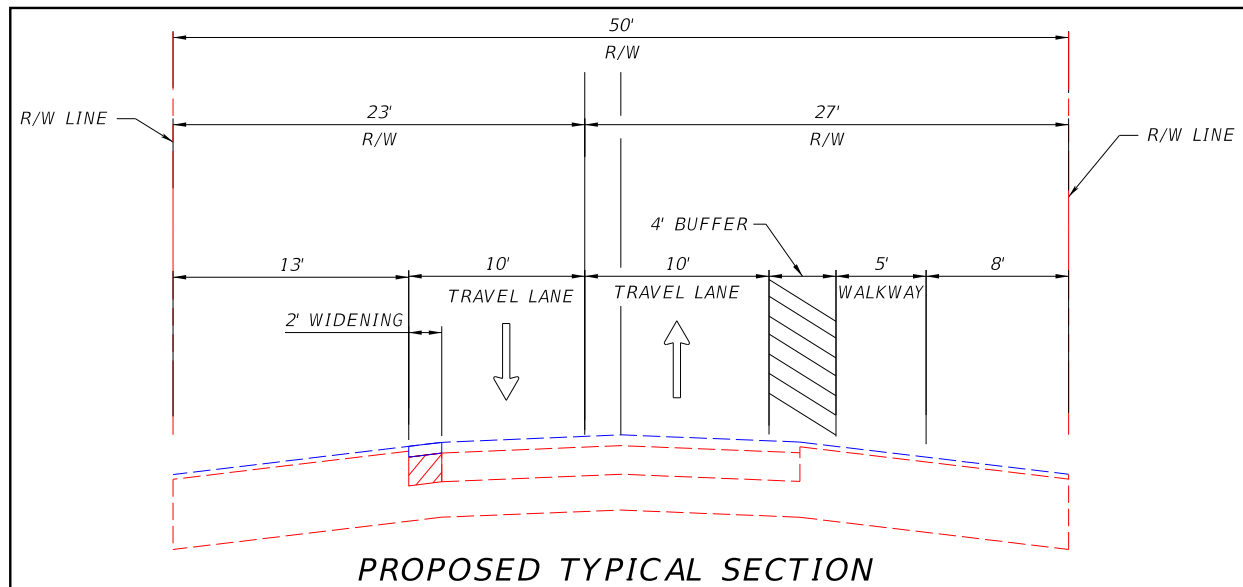
The proposed alternatives evaluated an addition of a paved shoulder/pathway with pavement markings while trying to not impact existing undesignated parking spaces and existing landscaping. Alternatives evaluated placing a path along both north and south sides of SE 15th Street. The following assumptions were made: single parking space 16' and 32' for undesignated tandem parking.

According to the *AASHTO Green Book* (AASHTO, 2018), paved shoulders may serve as a supplementary space for pedestrians in constrained roadway environments where full sidewalks cannot be provided. AASHTO recognizes that pedestrians may use them when sidewalks are unavailable. According to the 2010 ADA Standards for Accessible Design, the minimum required clear width for an accessible pedestrian route is 36 inches. In addition, both the FDM and ADA Standards require that the cross-slope of accessible pedestrian routes not exceed 2% to ensure usability and compliance with accessibility criteria.

Initial overview of alternatives considered a path on either north or south side of SE 15th Street that were also developed to concept level. Field observations revealed that the north-side alternatives would result in greater impacts to existing landscaping, utilities, and private property, and would not effectively connect to existing pedestrian infrastructure. Given the presence of existing sidewalk segments on the south side and the opportunity to provide a more continuous and functional pedestrian route with fewer impacts, the study pivoted to primarily evaluating south-side alternatives.

Through this process, **Alternative 5** emerged as the preferred option, as it provides the best balance of pedestrian safety, ADA compliance, parking preservation, and constructibility, while minimizing impacts to existing site conditions and maintaining neighborhood functionality.

Alternative 1: Proposes constructing a 9-foot paved shoulder/pathway with a 4-foot buffer. Providing a 5-foot path for pedestrian use along the south side of the corridor. To accommodate this layout, approximately 2 feet of roadway widening would be required on the north side as shown on **Figure 6**.





This alternative presents several potential conflicts, including impacts to existing oak trees near Stations 18+40 and 20+00 on the north side, as well as conflicts with parking between Stations 3+30 and 7+40 on the south side. Additional parking conflicts may occur between Stations 21+00 and 24+00. In constrained areas of undesignated tandem parking, a reduced 4-foot paved shoulder/pathway without a buffer would be necessary from Stations 9+40 to 12+90, and potentially again from Stations 21+00 to 24+00 as can be seen in **Figure 7**. This alternative poses the largest impact to construction cost out of all the alternatives due to the widening of the roadway needed for the entire north side, along with the regrading of the entire road. In addition, another 4,830 square feet of roadway will need to be widened and reduced from the existing landscape on the south side to create space for the paved shoulder/pathway.

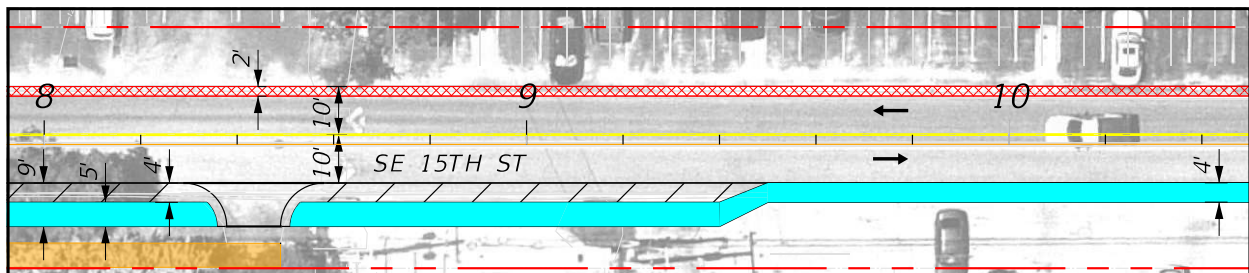


Figure 7: Alternative 1 Plan View

Alternative 2: Proposes constructing a 7-foot paved shoulder/pathway with a 2-foot buffer. Providing a 5-foot path for pedestrian use along the south side of the corridor, without requiring any roadway widening as shown in **Figure 8**. This option introduces several conflicts with existing parking, particularly between Stations 3+30 and 7+40, Stations 9+40 to 12+90, and between Stations 21+00 and 24+00 on the south side.

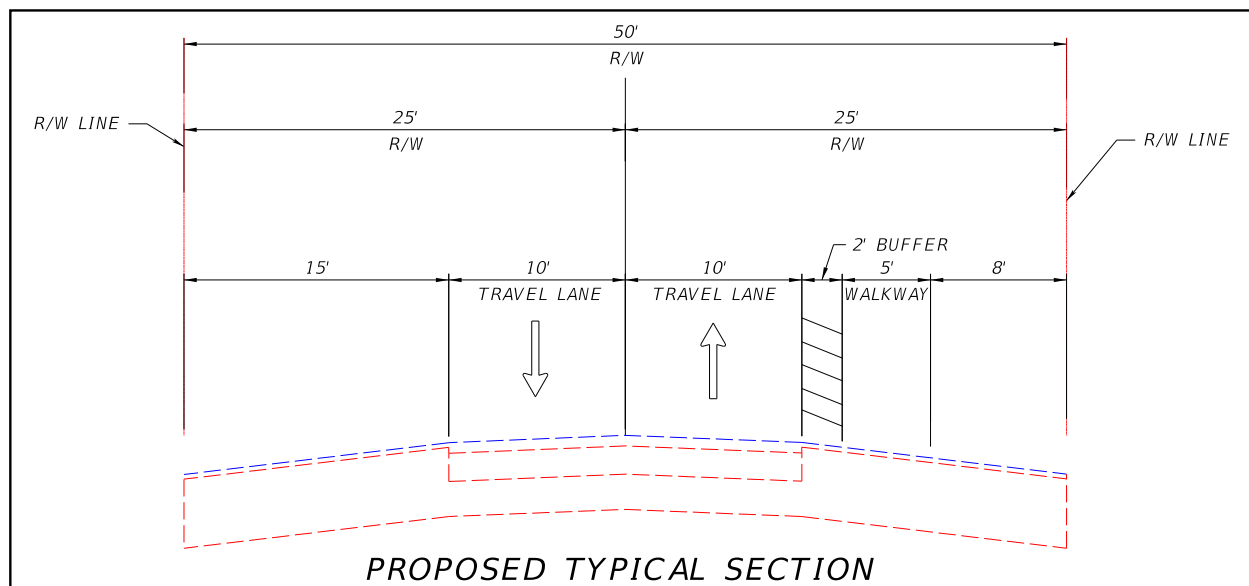


Figure 8: Alternative 2 Typical Section



Unlike the previous alternative, this alternative does not avoid potential conflict with undesignated tandem parking for Stations 9+40 to 12+90 since it maintains a total width of 7 feet through the entire corridor as seen in **Figure 9**. This alternative poses the second largest impact to construction cost out of all the alternatives as it proposes 3,410 square feet of roadway that will need to be widened and reduced from the existing landscape on the south side to create space for the paved shoulder/pathway.

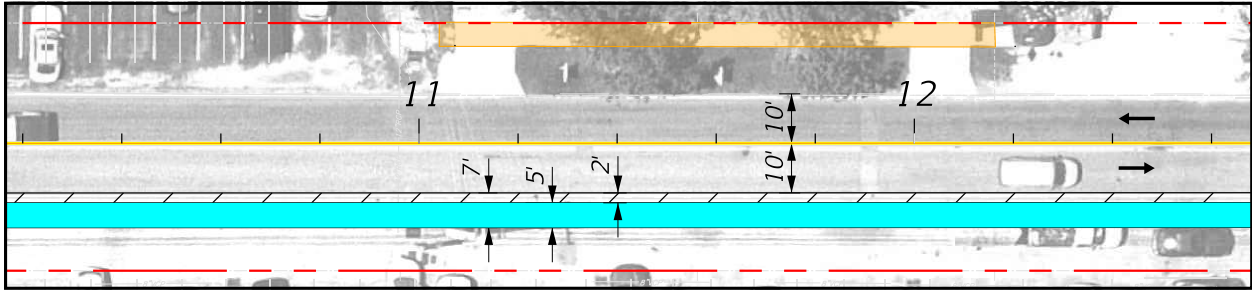


Figure 9: Alternative 2 Plan View

Alternative 3: Proposes constructing a 4-foot paved shoulder/pathway along the south side of SE 15 Street to create a continuous pedestrian pathway that connects existing gaps in the sidewalk network. Pavement striping would be used on both sides of the pathway to define the shoulder/pathway as shown in **Figure 10**. Implementing this option would require some adjustments to assigned parking in the Norwich Apartments condominium by shifting them back at least 1.5 feet to provide space for a minimum 3-foot path.

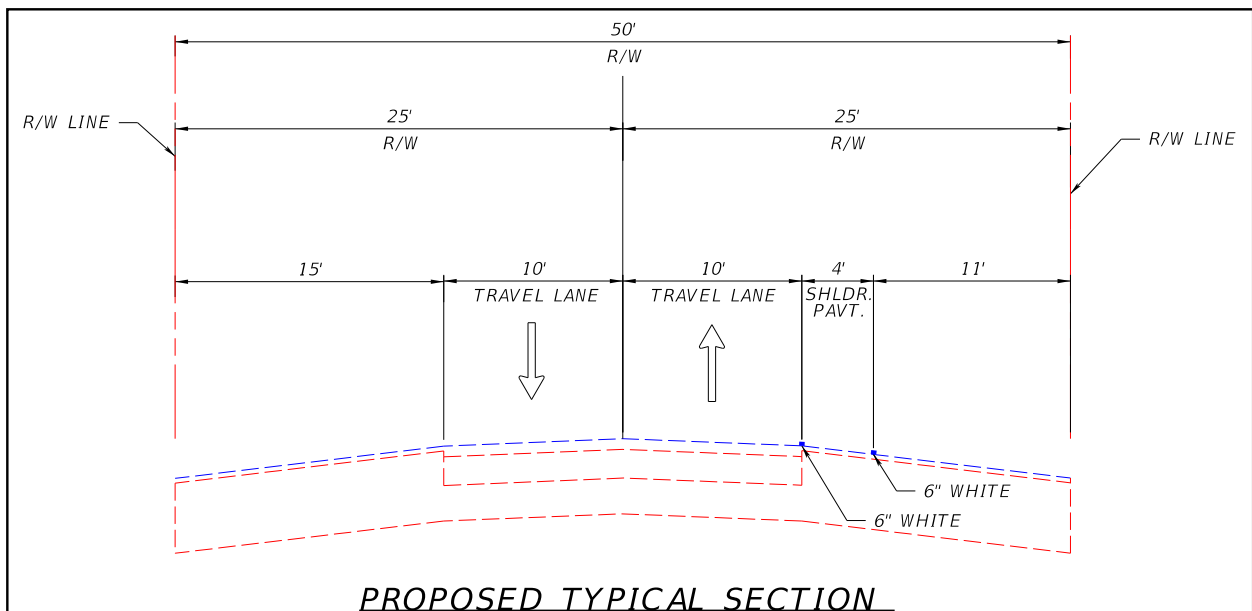


Figure 10: Alternative 3 Typical Section



In narrower segments, the paved shoulder/pathway would be reduced to a minimum width of 3 feet while still preserving space for two vehicles to park in tandem as shown in **Figure 11**. Additionally, certain pavement areas would need to be reworked to meet ADA standards, particularly near travel lanes and parking spaces. In terms of construction cost impact, this alternative would be the most inexpensive as it proposes the narrowest path possible given the space provided. About 1,950 square feet of roadway will be widened and reduced from the existing landscape on the south side to create space for the paved shoulder/pathway.

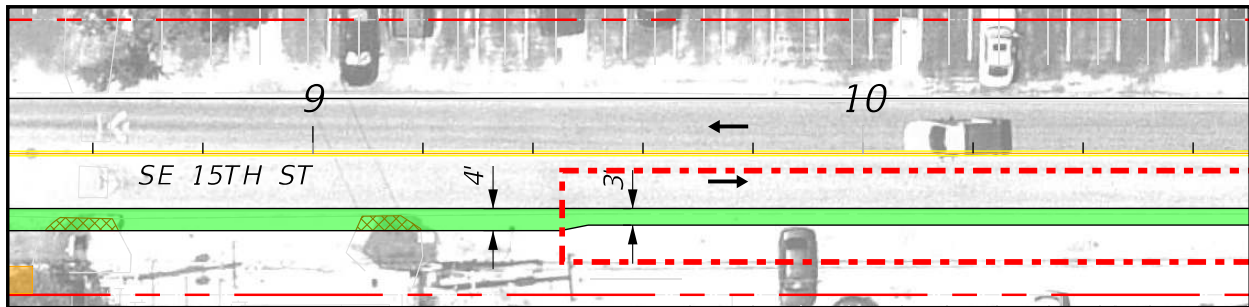


Figure 11: Alternative 3 Plan View

Alternative 4: Proposes constructing a 5-foot paved shoulder/pathway with a 1-foot buffer. Providing a 4-foot path for pedestrian use along the south side of the corridor, without requiring any roadway widening. The shoulder/pathway would be defined with striping on both sides and raised pavement markers at the edge of the buffer as shown on **Figure 12**.

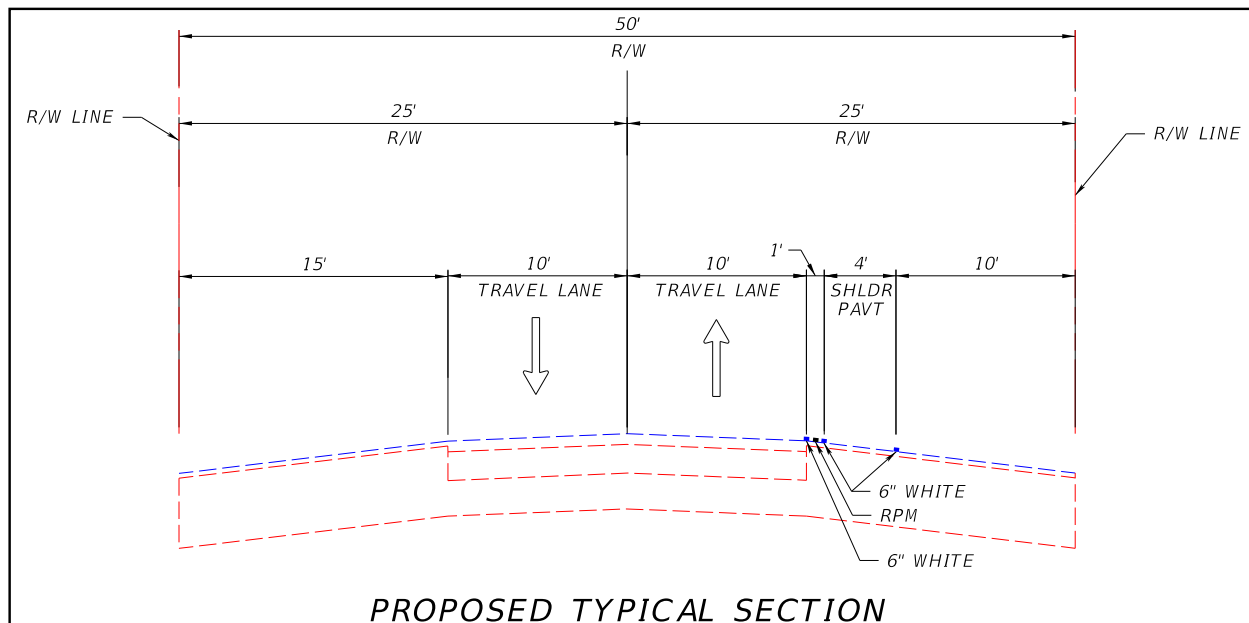


Figure 12: Alternative 4 Typical Section



The buffer would include a low-profile rubber separator to enhance pedestrian safety as shown on **Figure 13**. Raised pavement markers would be used in locations where rubber separators cannot be installed, such as in front of parking spaces. Implementing this alternative would require reducing portions of existing landscaping or green space and adjustments to assigned parking at Norwich Apartments condominium by shifting them back at least 1.5 feet to provide space for a minimum 3-foot path.

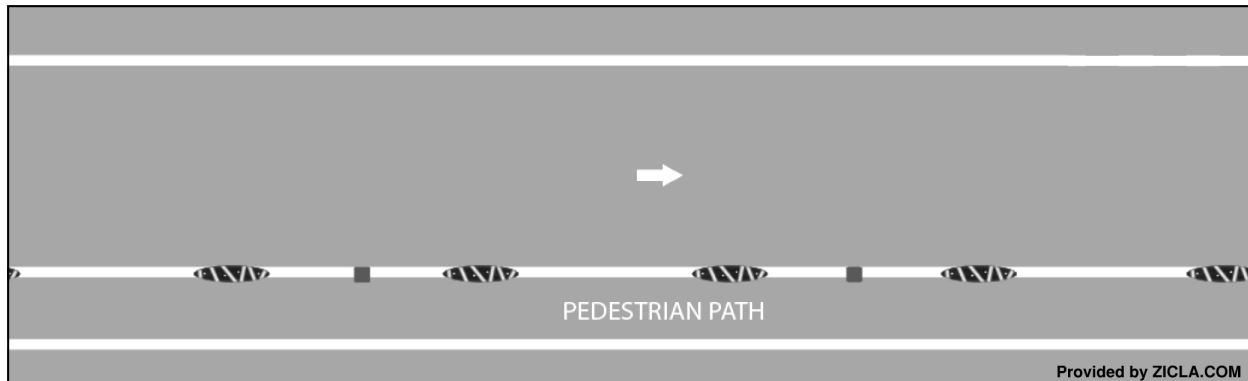


Figure 13: Low-profile rubber separator

In narrower sections, the paved shoulder/pathway would also be reduced to a minimum width of 3 feet while still preserving space for two vehicles to park in tandem as shown in **Figure 14**. Additionally, certain pavement areas would need to be reworked to meet ADA standards, particularly near travel lanes and parking spaces. This alternative's construction cost impacts increase from alternative 3, with the addition of a 1-foot buffer which makes it about 2,435 square feet of roadway being widened and reduced from the existing landscape on the south side to create space for the paved shoulder/pathway.

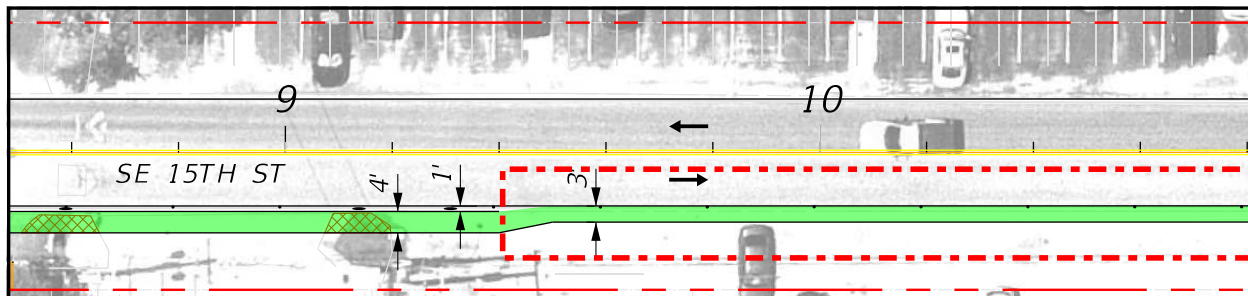


Figure 14: Alternative 4 Plan View

Preferred Alternative

Alternative 5: Proposes adding a continuous walking path along the south side of SE 15th Street by constructing a paved shoulder/pathway that ranges from 3 feet to 5 feet in width, depending on the available space. This option is intended to fill in gaps where sidewalks are missing by using pavement striping on both sides to clearly define the pedestrian zone. To accommodate the paved shoulder/pathway, some designated parking at the Norwich Apartments condominium will need to be adjusted by shifting them back at least 1.5 feet to provide space for a minimum 3-foot.



In sections of the corridor, the paved shoulder/pathway will also narrow to a minimum of 3 feet while still allowing sufficient space for two vehicles to park in accordance with assumptions of this effort. Where right-of-way allows, a buffer could be incorporated to provide added separation between pedestrians and traffic. Additionally, certain pavement areas would require regrading or reconstruction to meet ADA standards as shown in **Figure 15**, particularly near travel lanes and parking spaces. The construction cost of this paved shoulder/pathway will fall between alternative 3 & 4 as it is essentially an improvement of what works from both of those alternatives. About 1,980 square feet of roadway will be widened and reduced from the existing landscape on the south side. Drainage in the form of french drains to accommodate areas where the impacts widen into the existing swales will be considered.

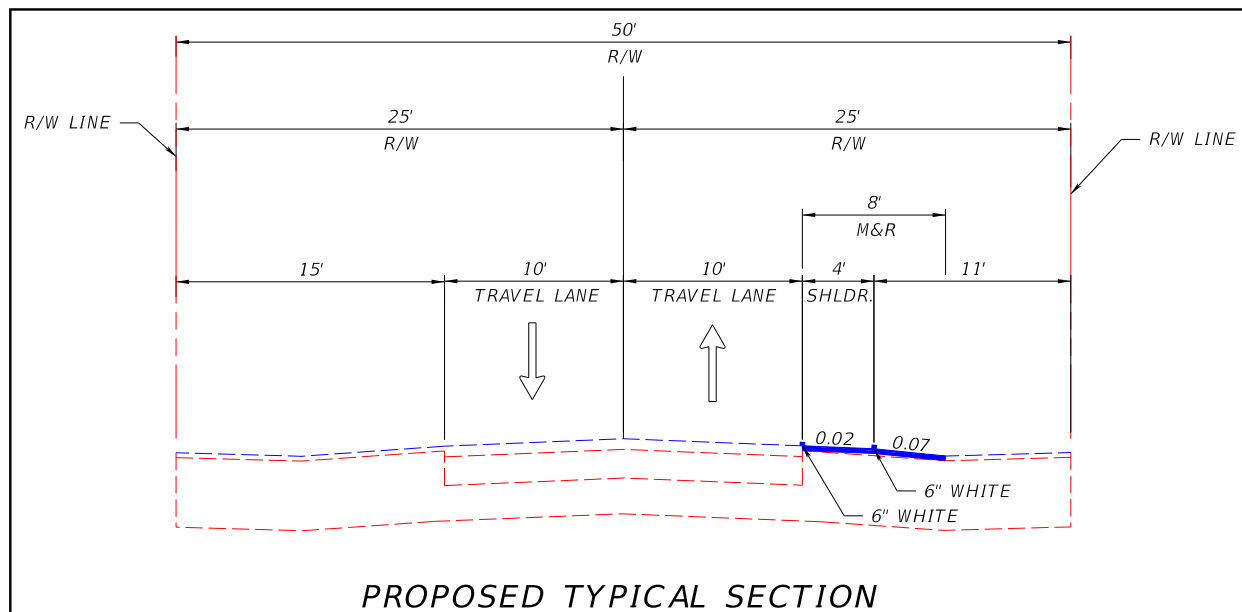


Figure 15: Alternative 5 Typical Section

Alternative 5 includes two separate options for the segment of Caravel Condominium Apartments as one undesignated tandem parking was observed. Meaning this one vehicle would block 2 feet of the path for the length of that parking stall. No other undesignated tandem parking was observed for the rest of the property at the time of field reviews. Thus, the first option would be to continue the 3-foot path for the entire length until matching existing sidewalk as shown in **Figure 16**.

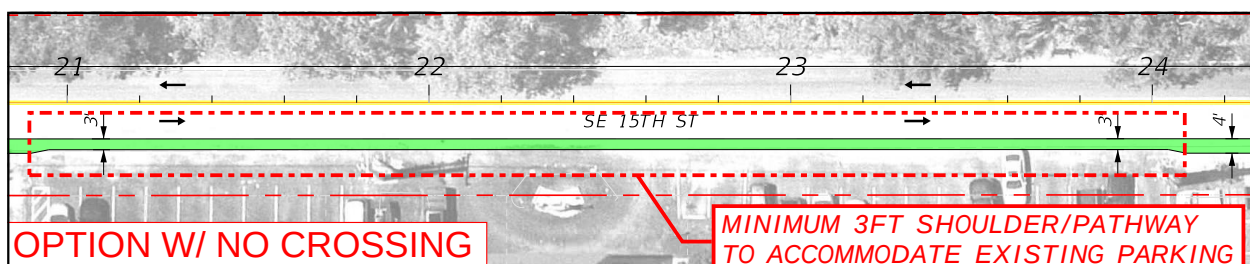


Figure 16: Plan View at Caravel Condominium



The second option would include a crosswalk added to shift pedestrians to a pathway on the north side as shown in **Figure 16**. This crosswalk would allow the pathway to continue without interruption by directing users across SE 15th Street before reaching the constrained segment of Caravel Condominium and then returning them to the existing sidewalk on the south side. The crossing location would be designed to meet visibility, safety, and ADA requirements, ensuring pedestrians have a clearly defined and accessible route through this restricted portion of the corridor. The crosswalks will also utilize rectangular rapid flashing beacons with appropriate signage and traffic calming devices to alert and stop oncoming vehicles.

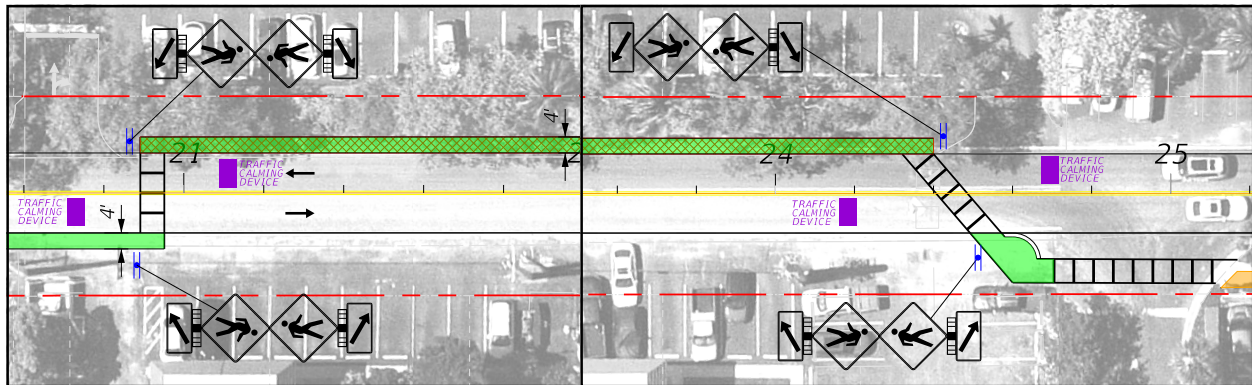


Figure 17: Alternative 5 Crosswalk Plan View

Aside from the option 2 providing an uninterrupted path, it will also differ from option 1 in terms of construction cost since it will include roadway widening on the north side for a 4-foot paved shoulder/pathway along with needed drainage in the form french drains and the rectangular rapid flashing beacons that accompany the crosswalks. This makes option 1 the more cost effective of the two options.



Recommendation

Summary

This study evaluated the feasibility of providing a pedestrian facility along SE 15th Street east of Cordova Road within a highly constrained right-of-way characterized by undesignated tandem parking, existing landscaping, drainage features, and limited existing sidewalk coverage. Field reviews, public involvement, and conceptual design evaluations confirmed a strong need to improve pedestrian safety and connectivity, as pedestrians are frequently observed walking within the travel lanes due to gaps in the existing sidewalk segments. The study's primary goal was to enhance walkability and safety while preserving parking and minimizing impacts to existing site conditions to the greatest extent feasible.

Based on the evaluation of alternatives, Alternative 5 is recommended as it represents a solution that responds directly to community input, addresses documented safety concerns, and delivers a practical, implementable pedestrian improvement within the existing right-of-way. This alternative proposes a continuous paved shoulder/pathway along the south side of SE 15th Street, varying in width from 3 feet to 5 feet depending on available space, with pavement striping used to clearly delineate the pedestrian zone. Where feasible, a buffer is incorporated to provide additional separation between pedestrians and vehicular traffic. In constrained locations due to undesignated parking, the pathway narrows to a minimum of 3 feet while maintaining tandem parking functionality. Select areas will require minor regrading to achieve ADA-compliant slopes, drainage improvements, and adjustments to designated parking at the Norwich Apartments condominium.

Alternative 5 was selected because it provides the best balance between pedestrian safety, ADA accessibility, constructability, and preservation of existing parking and landscaping. Compared to other alternatives, it avoids unnecessary roadway widening, minimizes impacts to trees and utilities, and leverages existing sidewalk segments on the south side to create a more continuous pedestrian route. Ultimately, alternative 5 results in the most cost-effective option at a total construction cost estimate of **\$432,245.62. (Refer to Appendix H)**

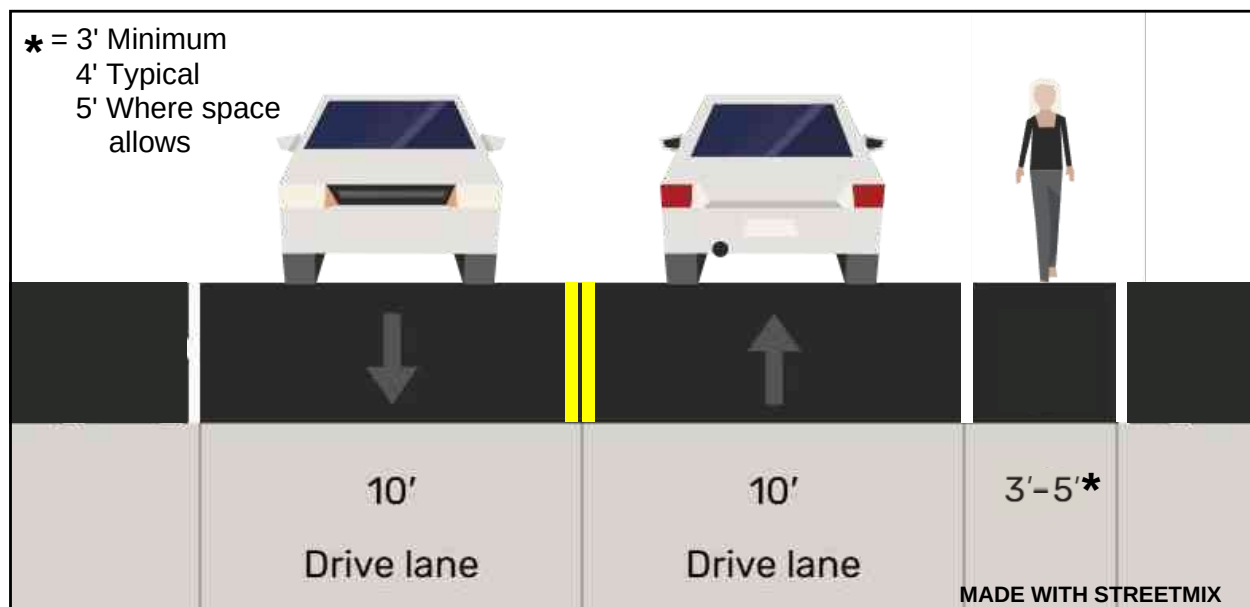


Figure 18: Alternative 5 Visual Concept



APPENDIX A
HOMEOWNERS ASSOCIATION MEETING
(09-10-2025)



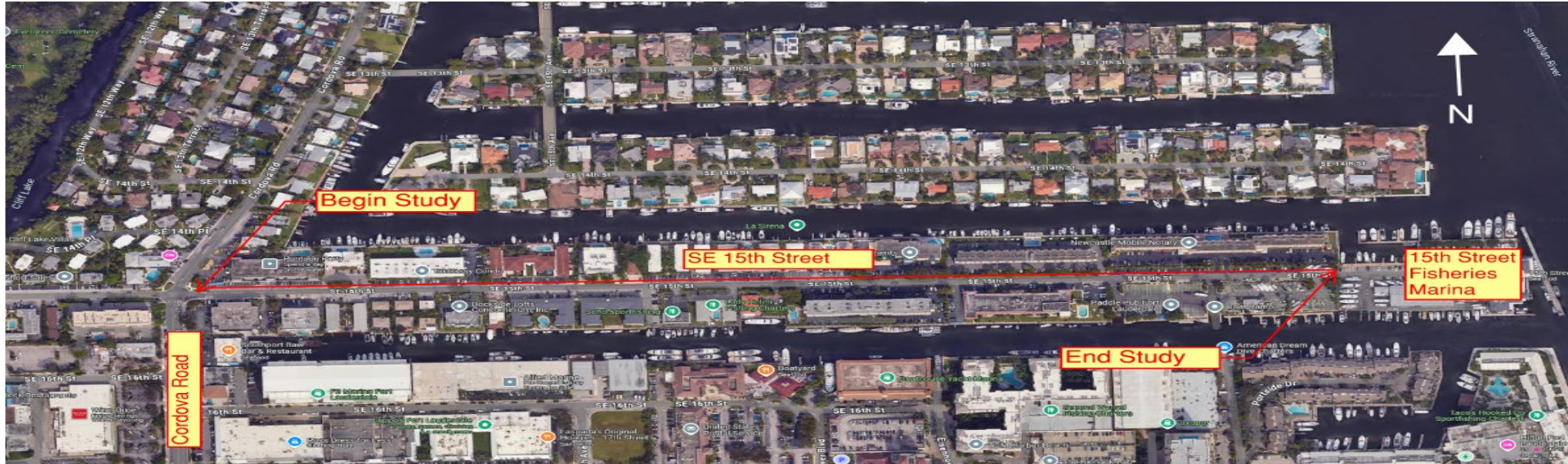
CITY OF FORT LAUDERDALE

SE 15th Street East of Cordova Road
Sidewalk Feasibility Study

City Project Manager: Milos Majstorovic
M.S.C.E, P.E., Director Transportation
and Mobility Department

Consultant PM: Artem Strunnikov P.E.,
(Kimley-Horn and Associates)

Project's Scope and Limits



- Project Background
- Scope
 - Evaluate Conceptual Alternatives
 - Obtain Public Feedback
 - Prepare Opinion of Probable Construction Cost
 - Final Documentation

Project Schedule



Alternatives Evaluation.....Ongoing



HOA Meeting.....09-10-2025



Public Involvement Meeting #1.....09-30-2025



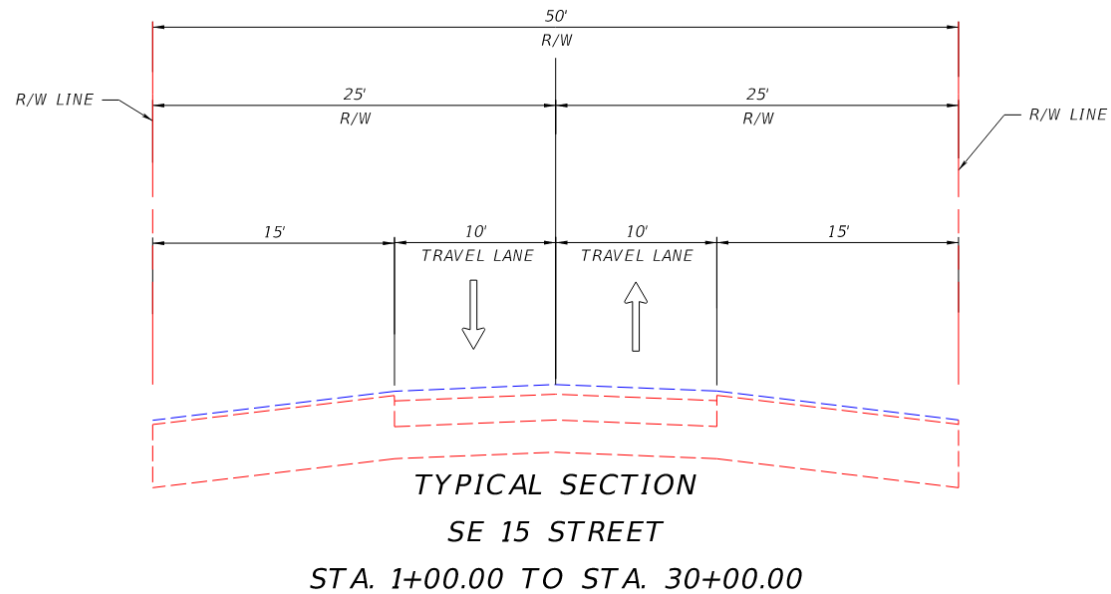
Public Involvement Meeting #2.....TBD



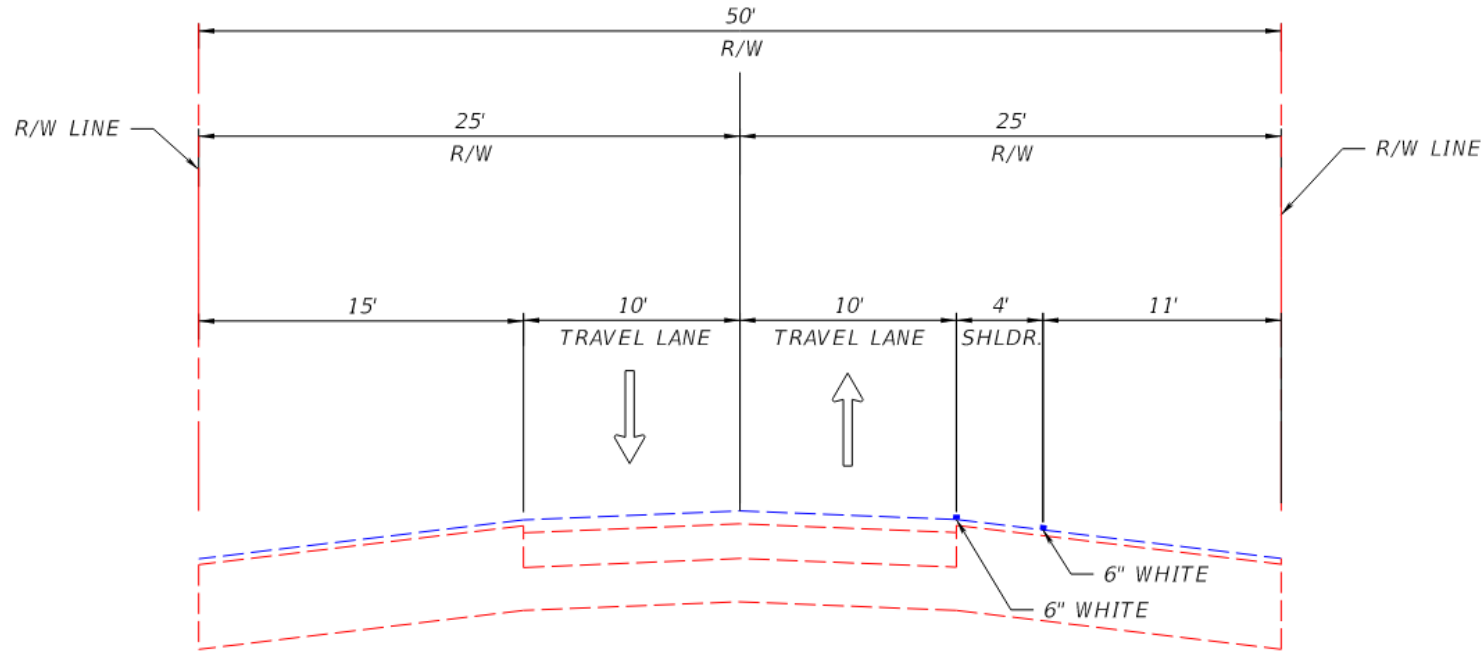
Final Documentation.....Oct/Nov 2025



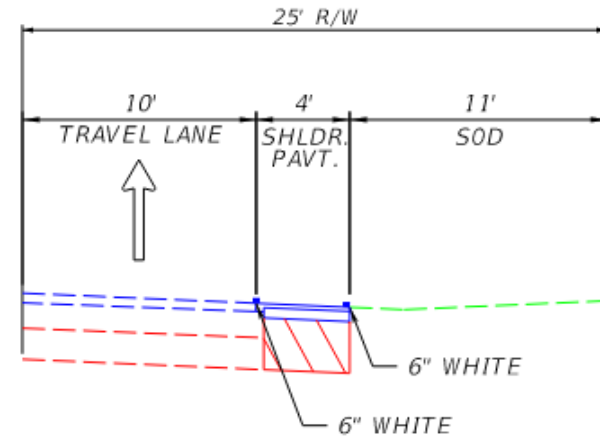
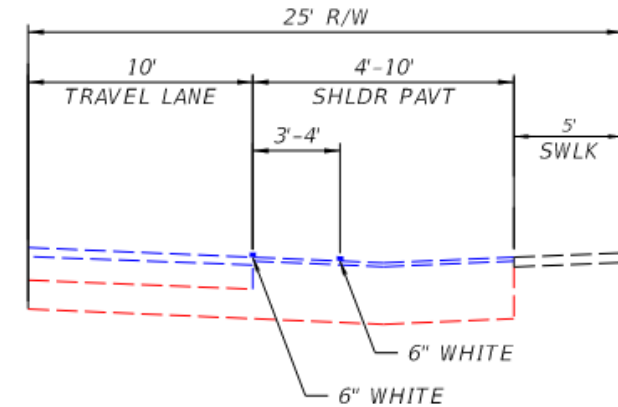
Existing Condition



Typical Section Alternative #1



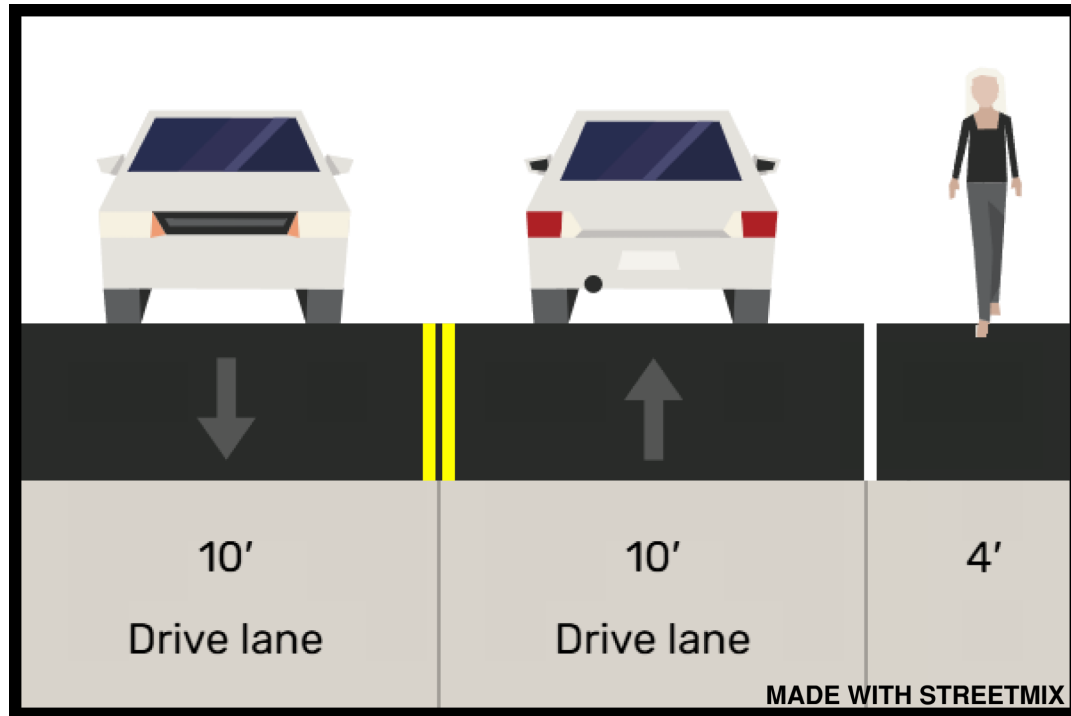
**PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00**



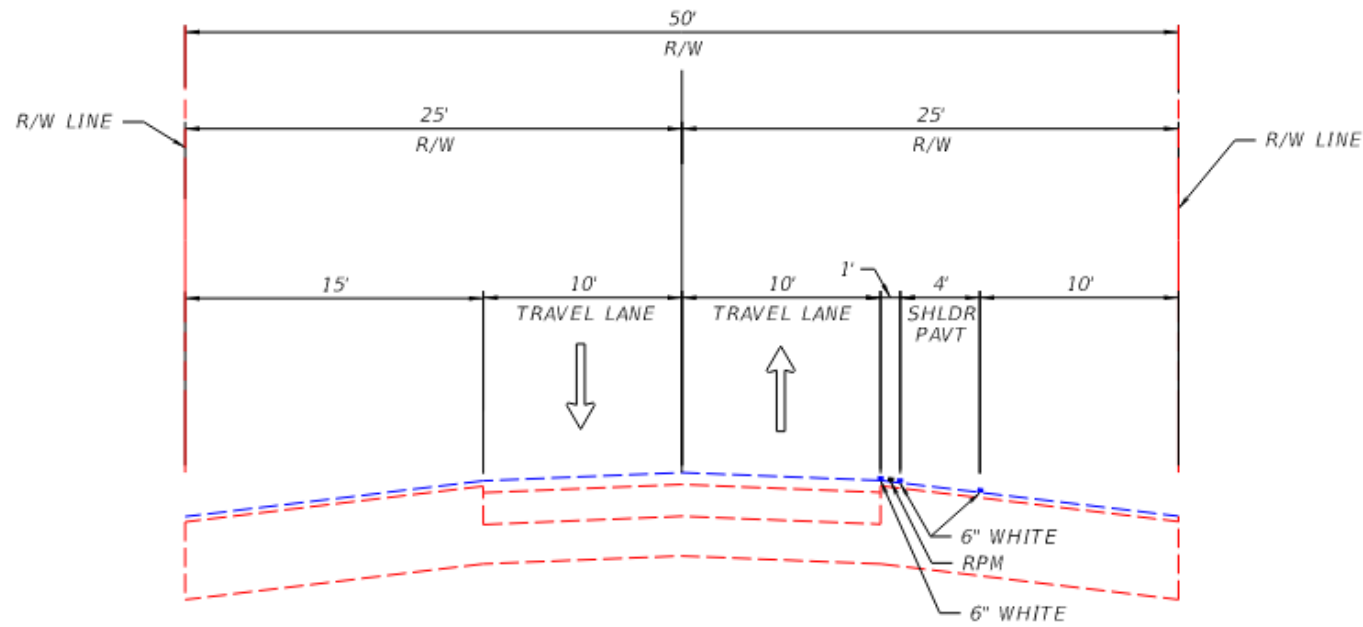
RIGHT PARTIAL TYPICAL



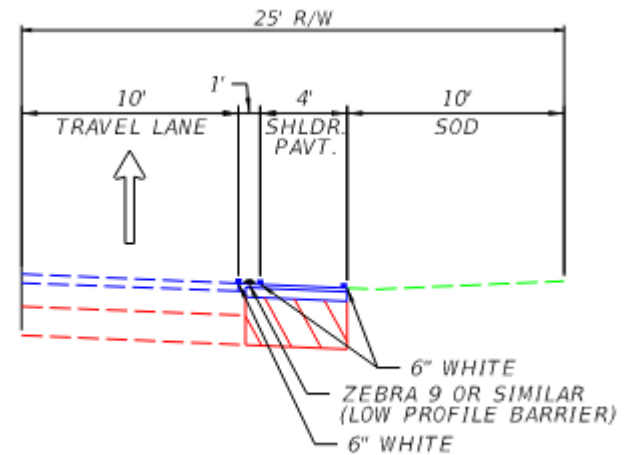
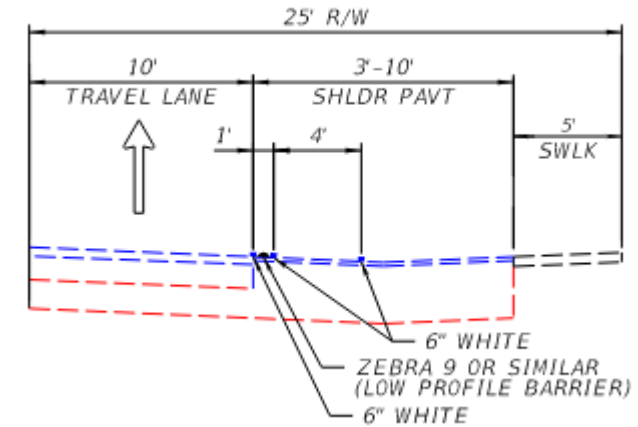
Alternative #1



Alternative #2



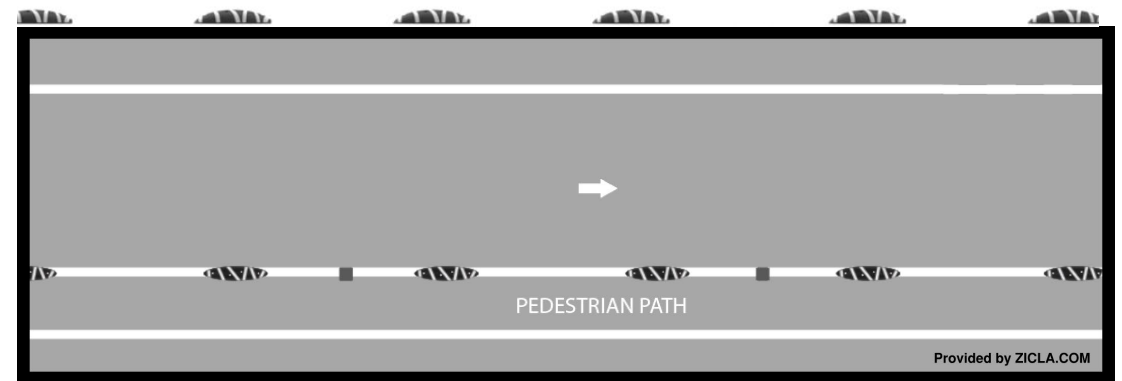
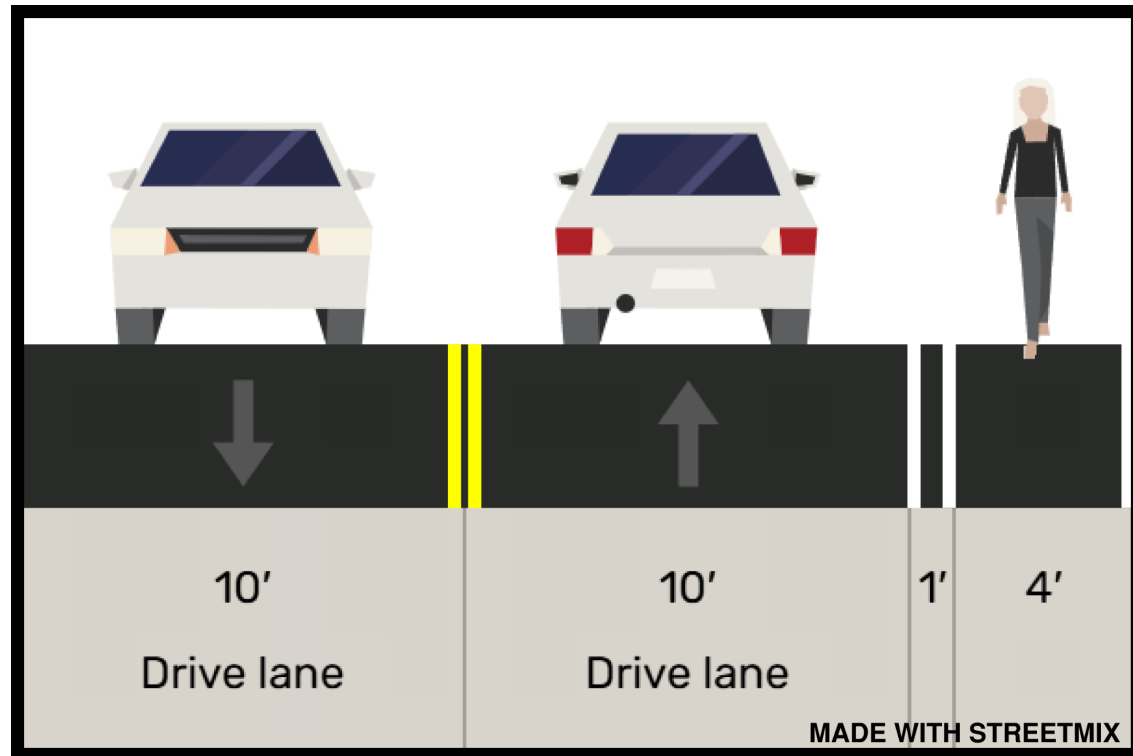
**PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00**



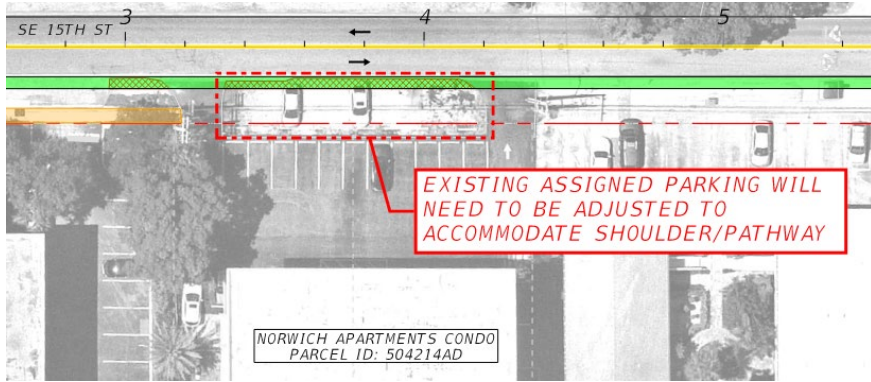
RIGHT PARTIAL TYPICAL



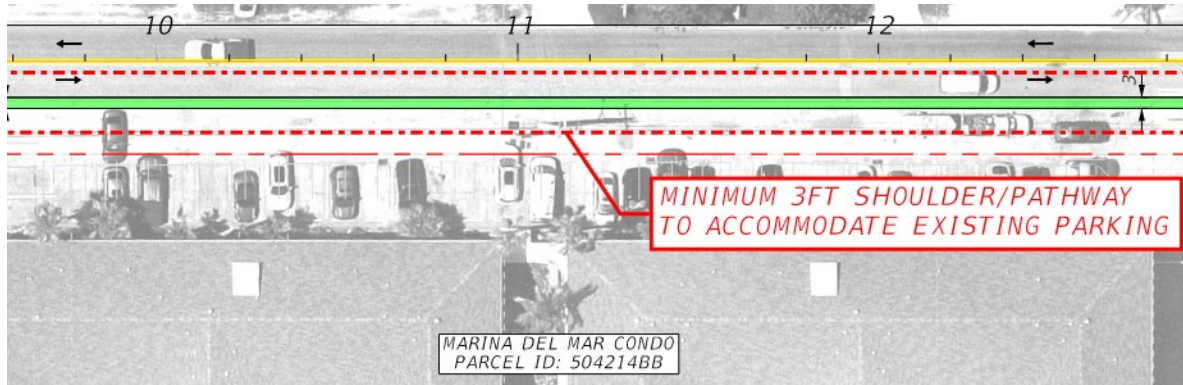
Alternative #2



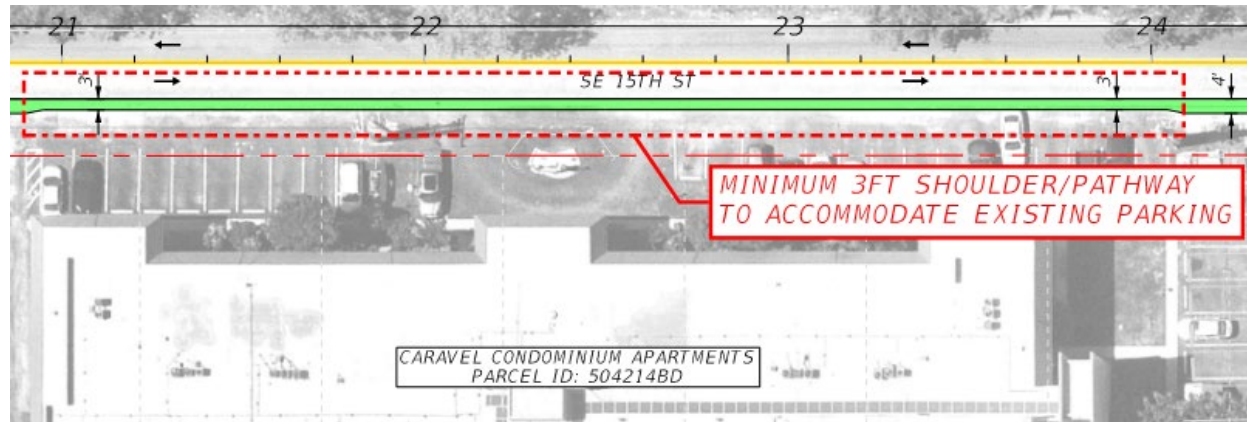
Anticipated Impacts



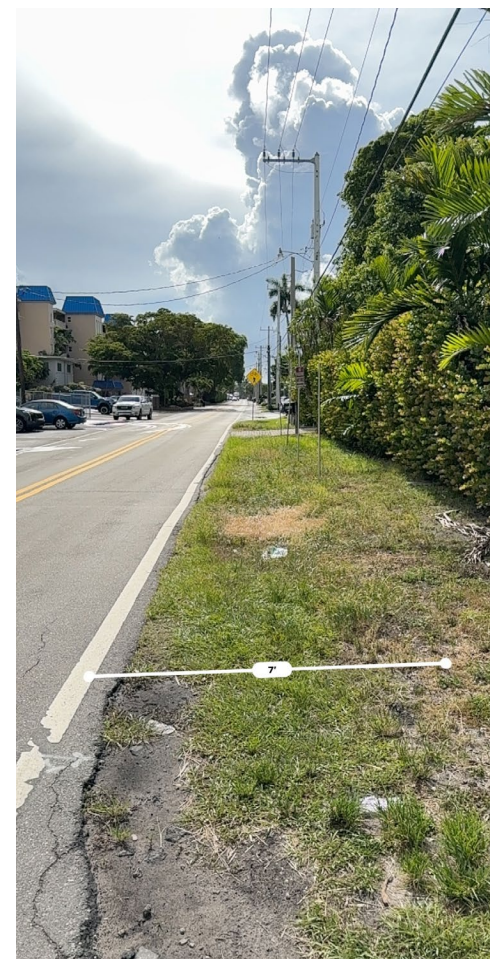
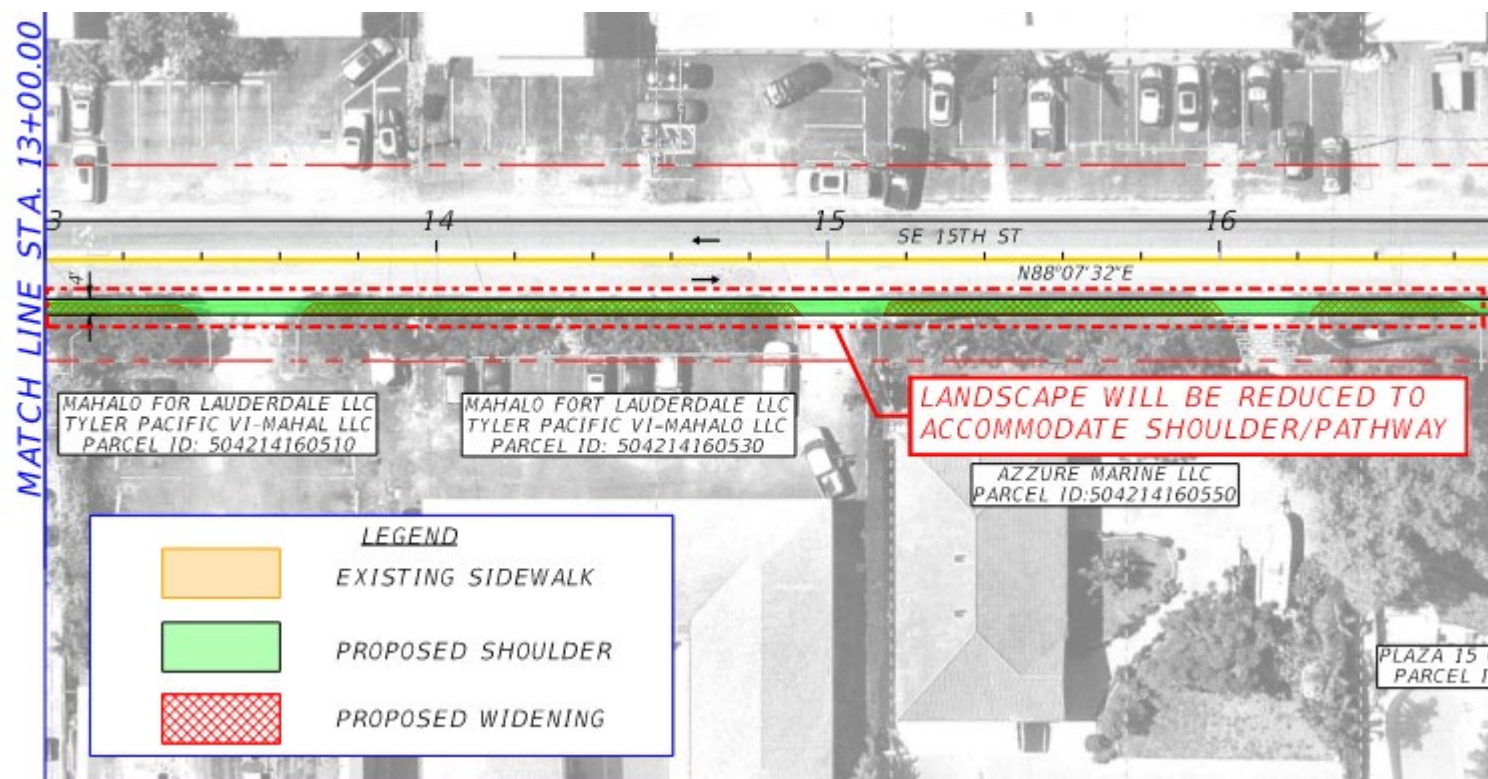
Anticipated Impacts



Anticipated Impacts



Anticipated Impacts





CITY OF FORT LAUDERDALE

Department of Transportation and Mobility

Public Involvement Meeting

Homeowners Association (HOA) Meeting – September 10, 2025

Question and Answer Session Following Presentation

HOA MEMBER: Will the City aid with the redesigning and resurfacing of affected areas, and will there be funding allocated to assist individual property owners?

MILOS MAJSTOROVIC: One property located on Norwich will require a minor southward shift of a few feet to accommodate the proposed improvements.

HOA MEMBER: A resident expressed concern that the City of Fort Lauderdale has been unwilling to collaborate on redesigning parking layouts, noting pushback from City engineering staff.

MILOS MAJSTOROVIC: The City will not be providing funding for private property parking adjustments.

HOA MEMBER: Several residents suggested shifting the roadway alignment.

HOA MEMBER: How will the City address properties that may become non-conforming as a result of losing parking spaces?

MILOS MAJSTOROVIC: Some vehicles are currently encroaching into the City's right-of-way (ROW). The City's objective is to coordinate with the community to adjust parking configurations as necessary while maintaining as many parking spaces as possible.

HOA MEMBER: The proposed solution of improving parking compliance among residents is not realistic.

MILOS MAJSTOROVIC: The City encourages the community to take an active role in communicating and promoting proper parking practices among residents.

HOA MEMBER: Residents noted that trailer boats and large trucks significantly exceed the existing 10-foot lane width and suggested these vehicles should utilize 17th Street instead.

HOA MEMBER: Safety should be prioritized over the issue of parking.

HOA MEMBER: Who will be responsible for funding the proposed alternatives?

MILOS MAJSTOROVIC: Funding will be provided through the City's Capital Improvement Program (CIP).

HOA MEMBER: What were the findings of the crash data study?

MILOS MAJSTOROVIC: The crash data analysis identified 26 reported incidents over a five-

year period, including two involving injuries. The remaining incidents resulted in property damage only.

HOA MEMBER: Another resident emphasized that speeding, along with the size of trucks and boats, remains the primary issue. They noted that existing speed cushions do not span the full width of the roadway, causing drivers to veer toward pedestrian areas. They suggested that lowering speed limits may be a more effective solution. It was also noted that many road users are not residents, as nearby commercial businesses utilize the public boat ramp on 15th Street.

MILOS MAJSTOROVIC: Speed cushions were installed to allow unimpeded passage for emergency vehicles. The city continues to consider traffic calming measures as part of its ongoing efforts to improve roadway safety.

HOA MEMBER: A resident at 1472 reported that, as a disabled homeowner, there is limited space to modify their parking area. The loss of a tandem parking space would negatively affect property value.

MILOS MAJSTOROVIC: The City's goal is to ensure that no parking spaces are lost as part of the proposed improvements.

HOA MEMBER: Why is the impact of the proposed improvements limited primarily to the south side of the roadway?

ARTEM STRUNNIKOV: Field reviews determined that locating the proposed path on the north side would result in greater impacts to existing parking. Additionally, approximately one-third of the south side already contains existing sidewalk; therefore, the proposed improvements would primarily involve connecting these existing segments to create a continuous pedestrian path.

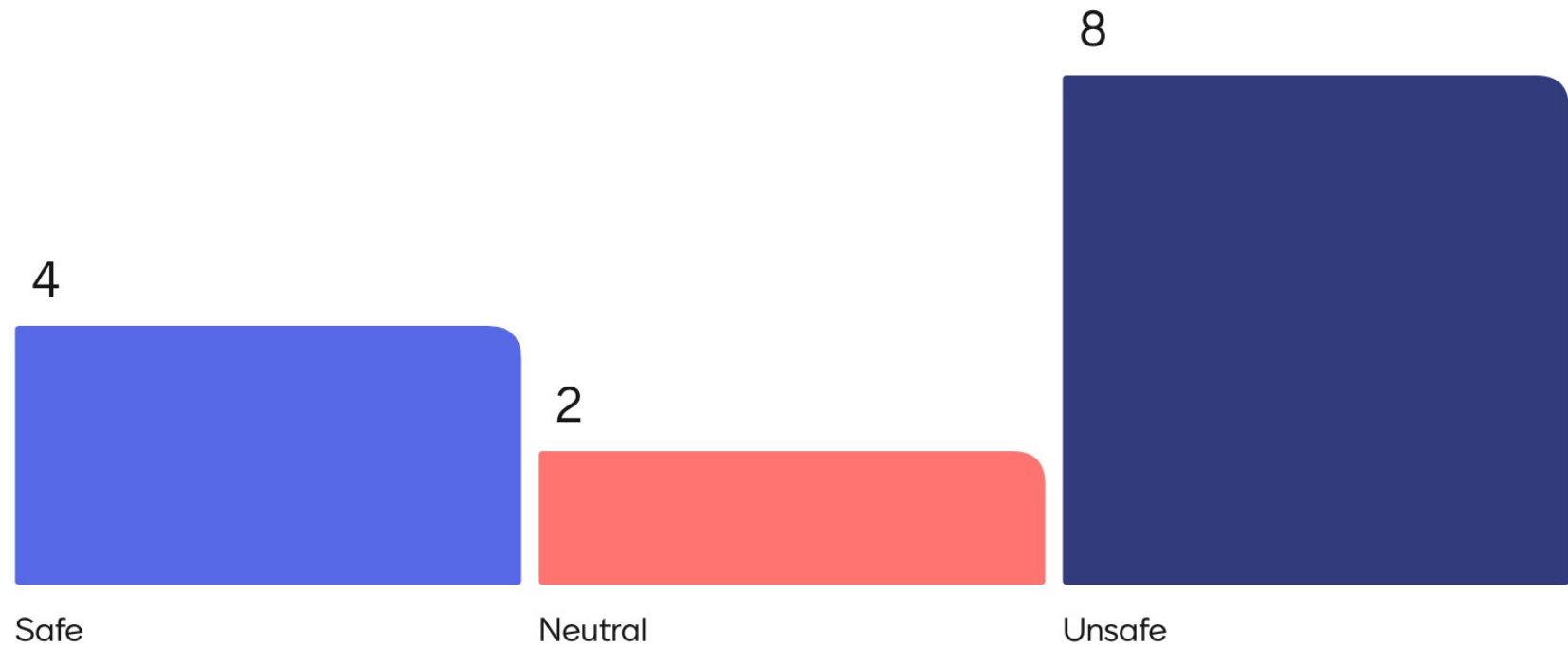
Prepared by:

Kimley-Horn and Associates, Inc.

Public Involvement Summary: HOA Meeting Q&A

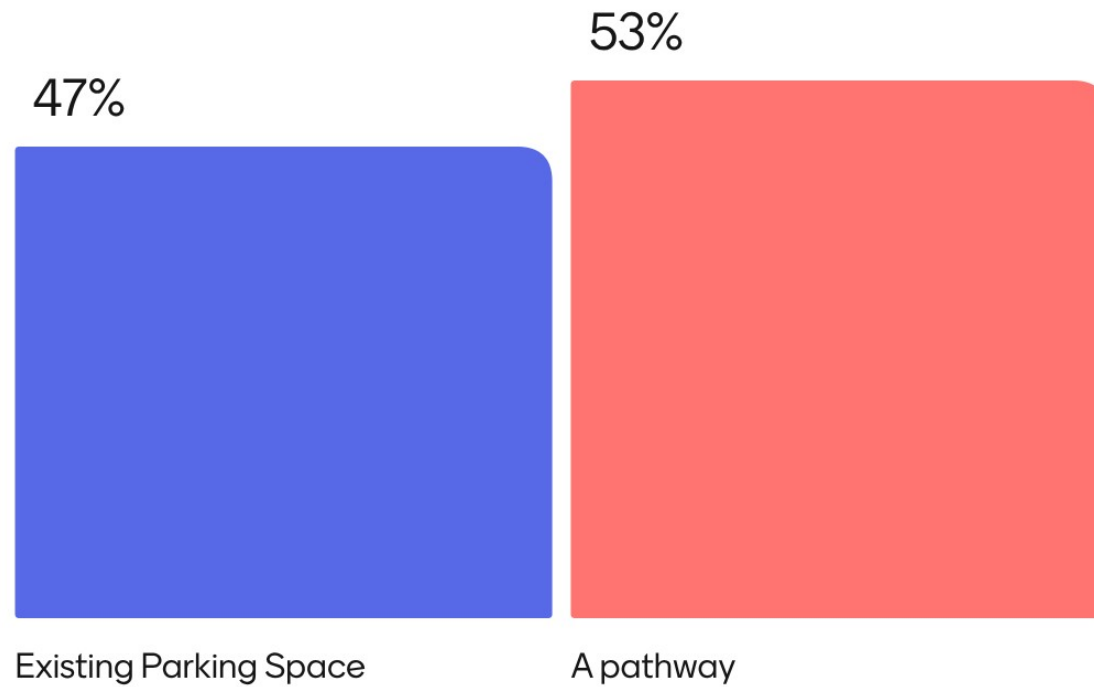
09/10/2025

Please rate your perception of pedestrian safety along SE 15 Street east of Cordova.

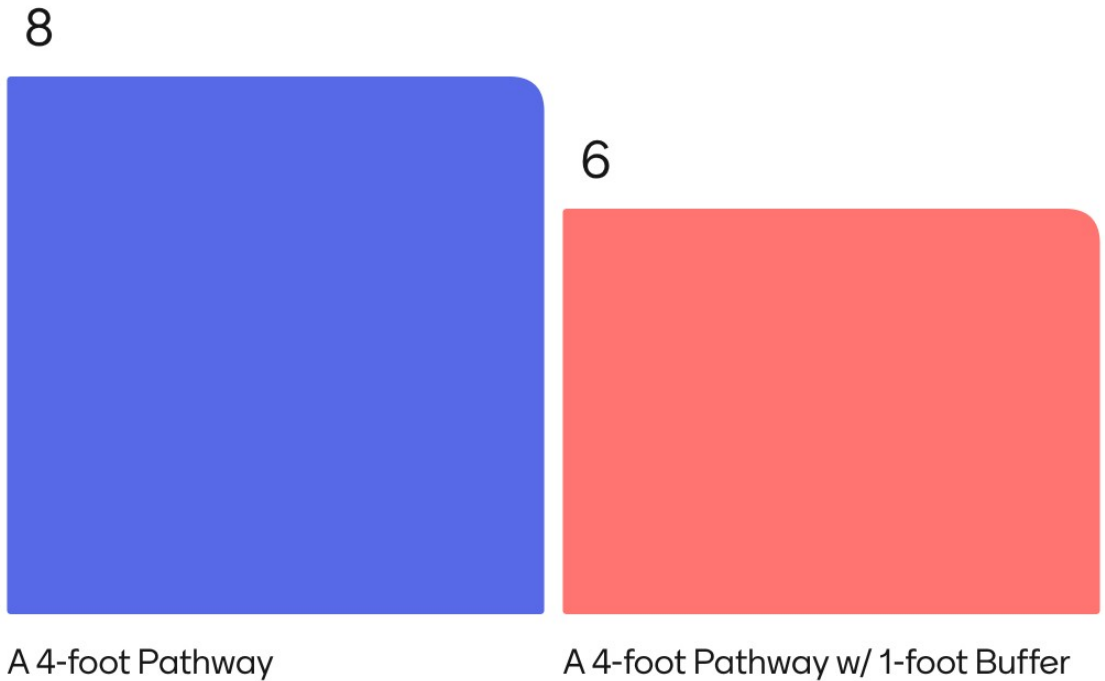


09/10/2025

Which of the two features along SE 15th St would you value more?



Which pathway alternative do you prefer?





APPENDIX B

PUBLIC INVOLVEMENT MEETING #1

(09-30-2025)



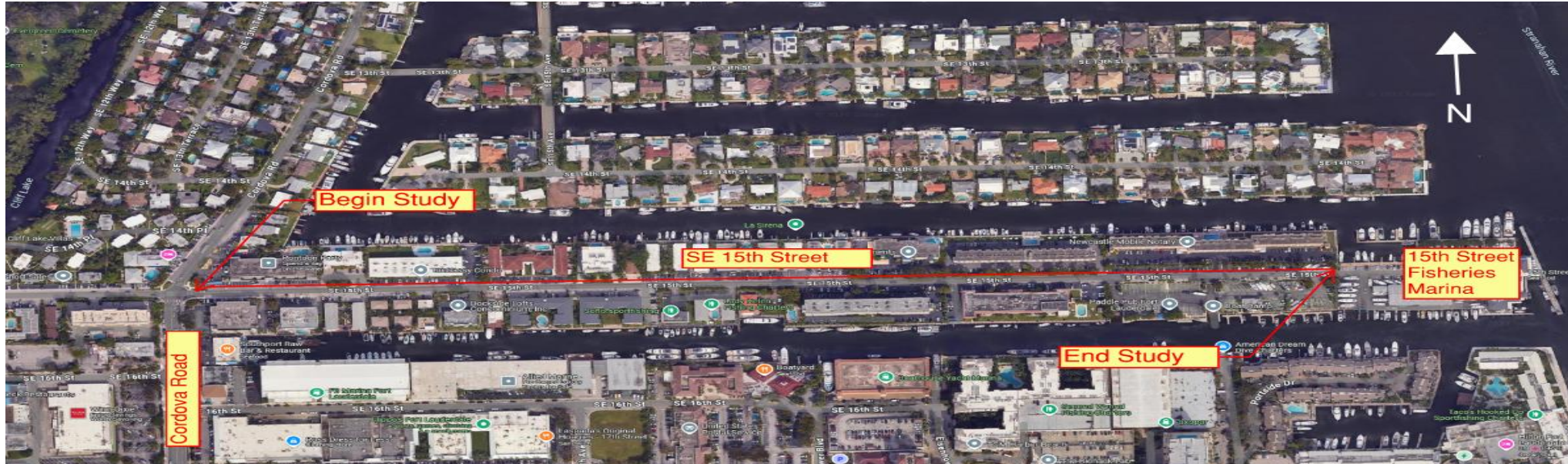
CITY OF FORT LAUDERDALE

SE 15th Street East of Cordova Road
Sidewalk Feasibility Study

City Project Manager: Milos Majstorovic
M.S.C.E, P.E., Director Transportation
and Mobility Department

Consultant PM: Artem Strunnikov P.E.,
(Kimley-Horn and Associates)

Project's Scope and Limits



- Project Background
- Scope
 - Evaluate Conceptual Alternatives
 - Obtain Public Feedback
 - Prepare Opinion of Probable Construction Cost
 - Final Documentation

Project Schedule



Alternatives Evaluation.....Ongoing



HOA Meeting.....Completed



Public Involvement Meeting #1.....Completed



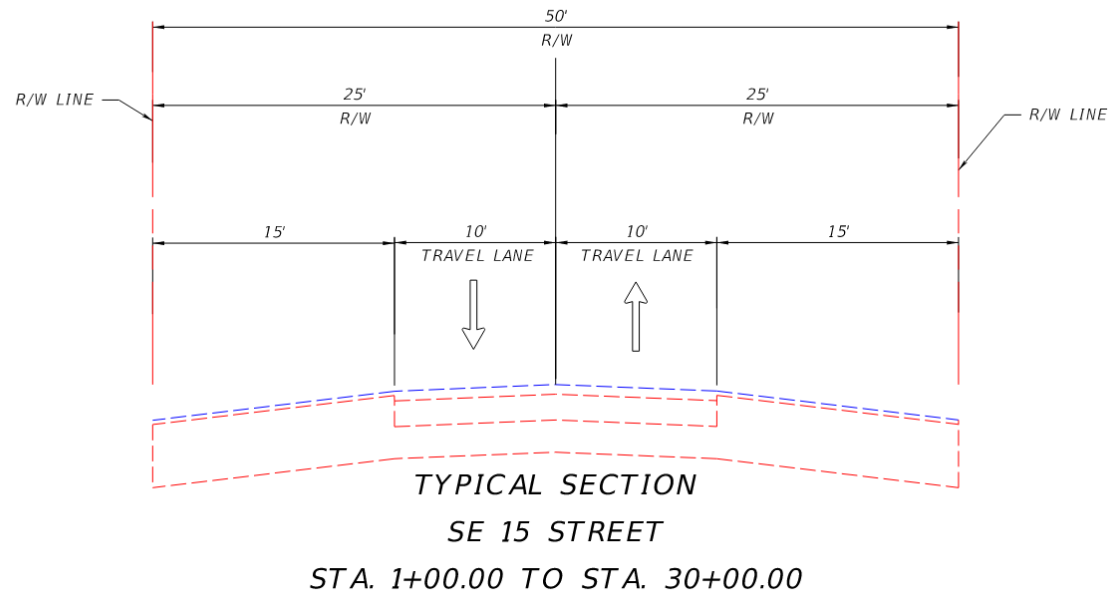
Public Involvement Meeting #2.....11-12-2025



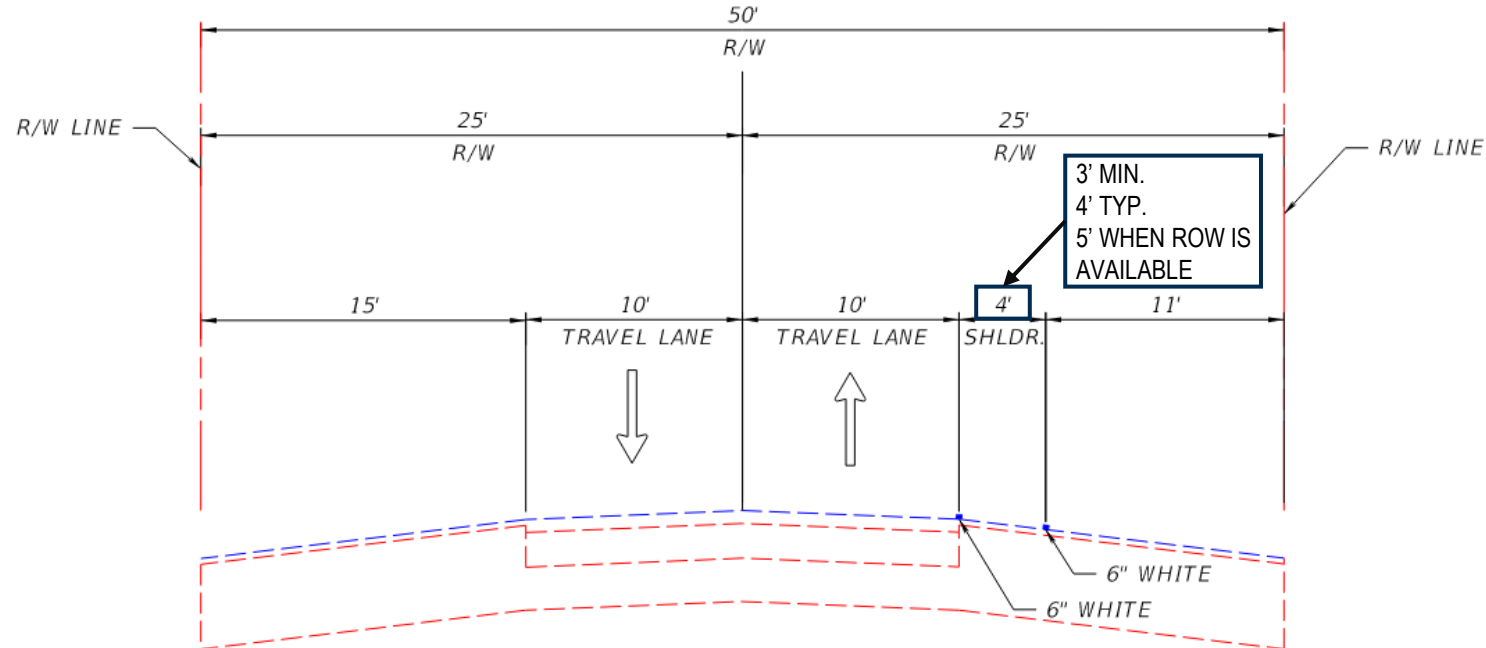
Final Documentation.....Anticipated Prior to CY 2025 End



Existing Condition

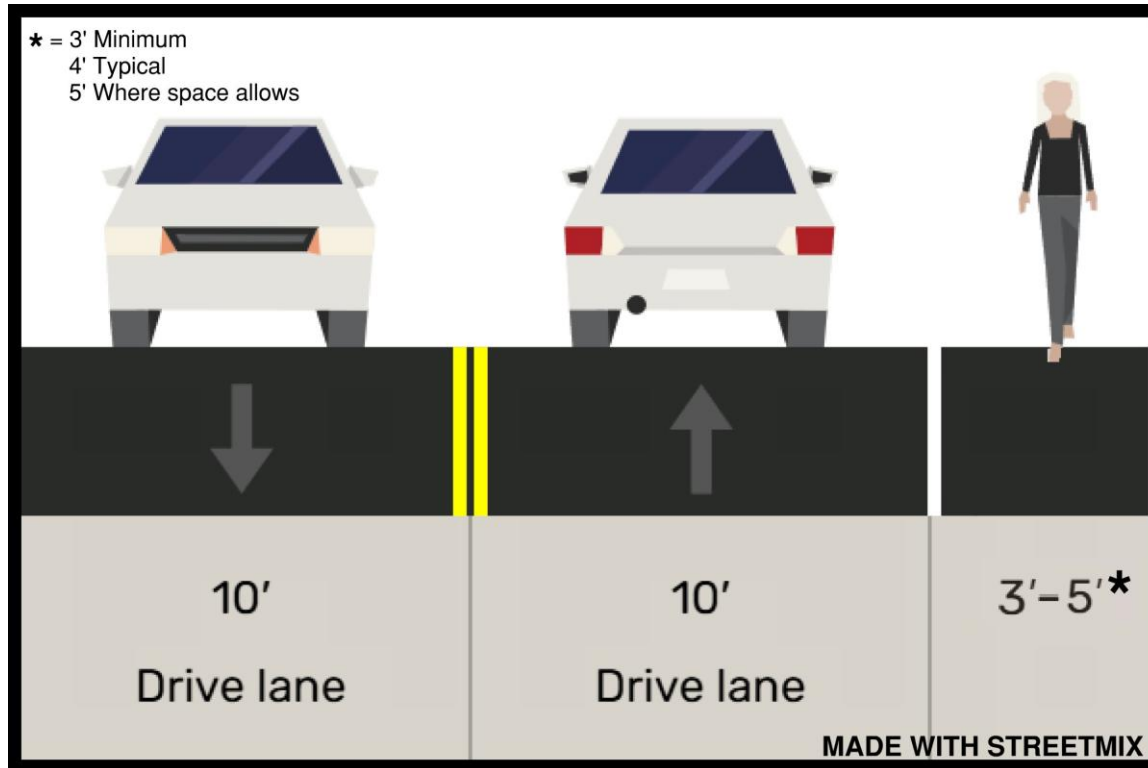


Proposed Typical Section

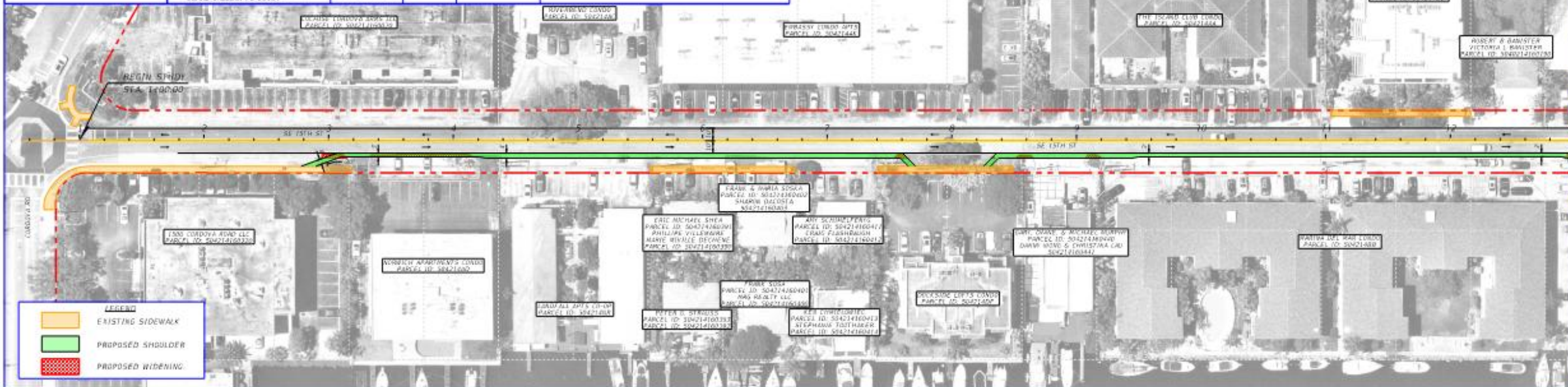


PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00

Proposed Typical Section



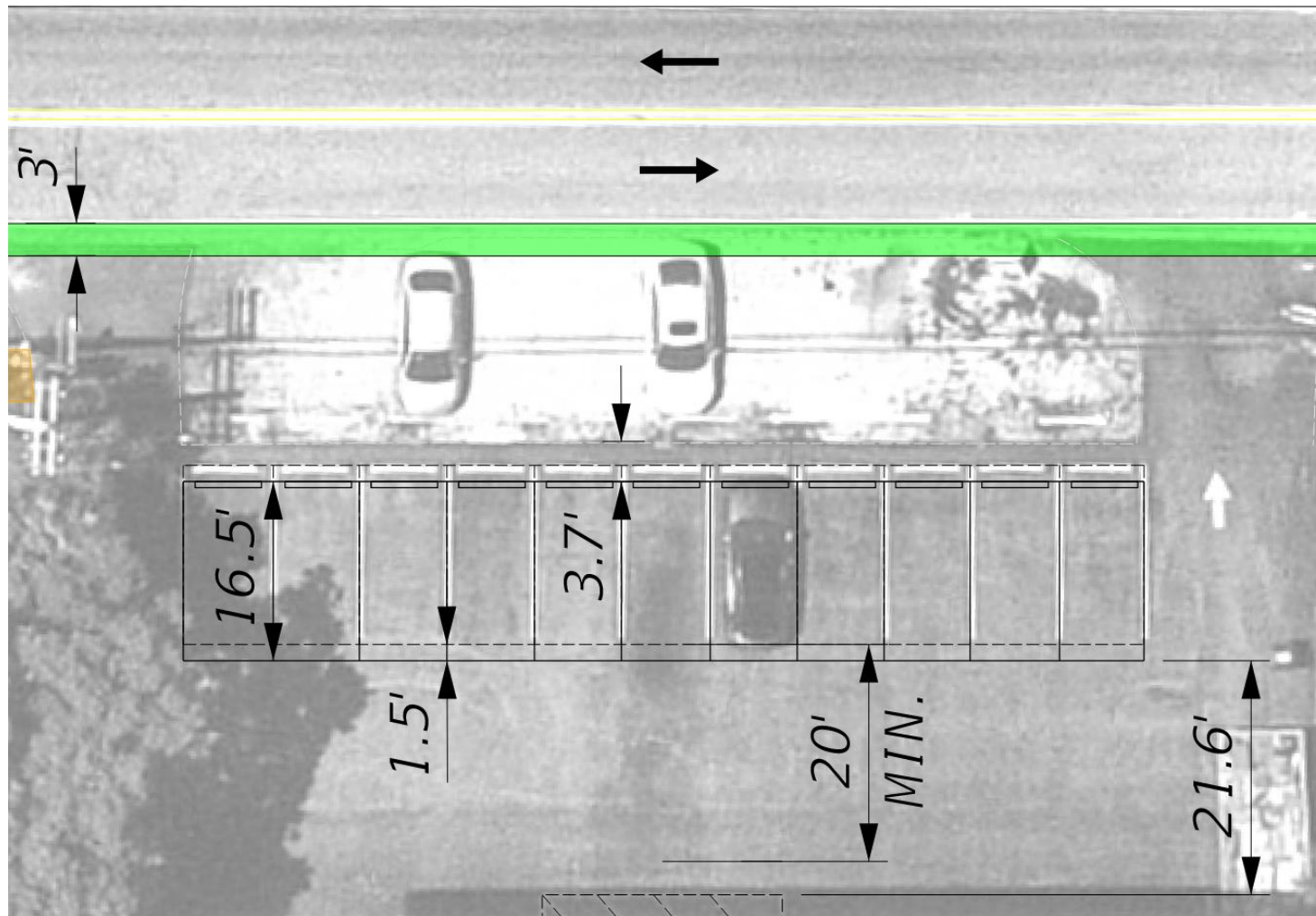
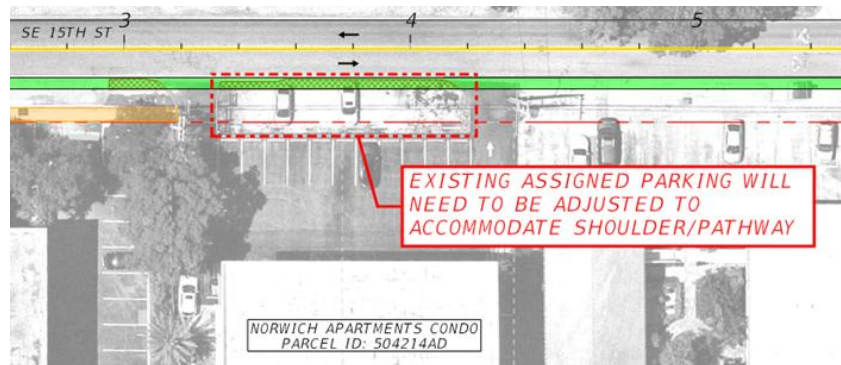
CONSULTANT	LOCATION	COURT	CONTRACT NUMBER
KIRLEY-POLM ASSOCIATES INC. 2 ALHAMBRA PLAZA, SUITE 800 CORAL GABLES, FL 33134	SE 15TH ST E OF CORONA RD	PHOENIX	17370-706-1



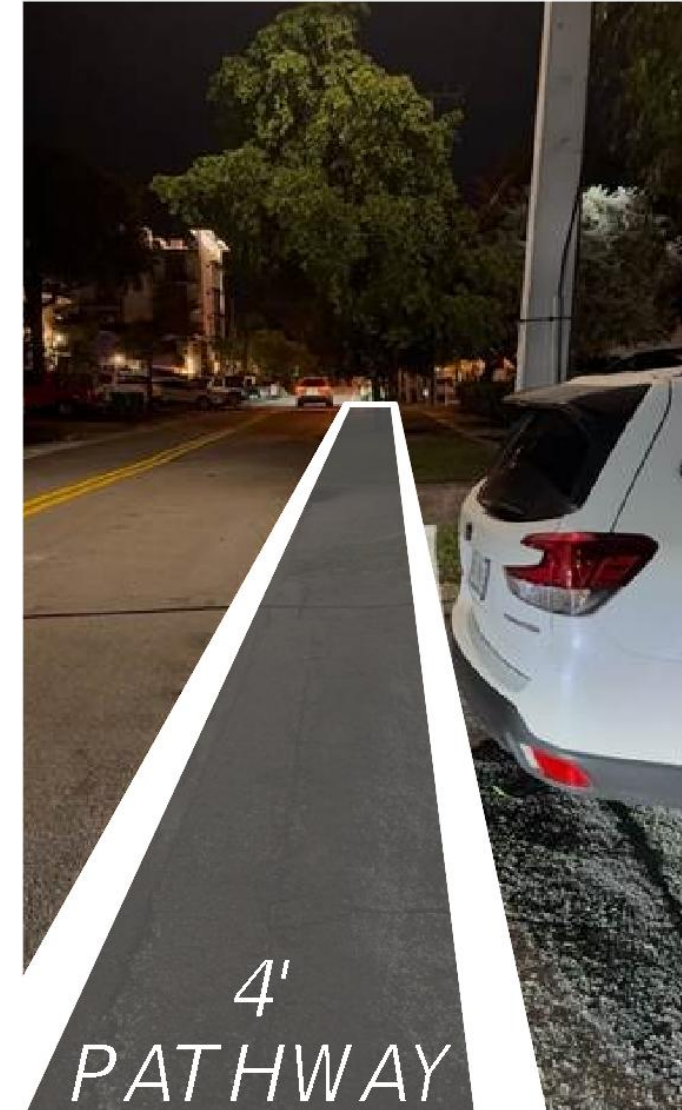
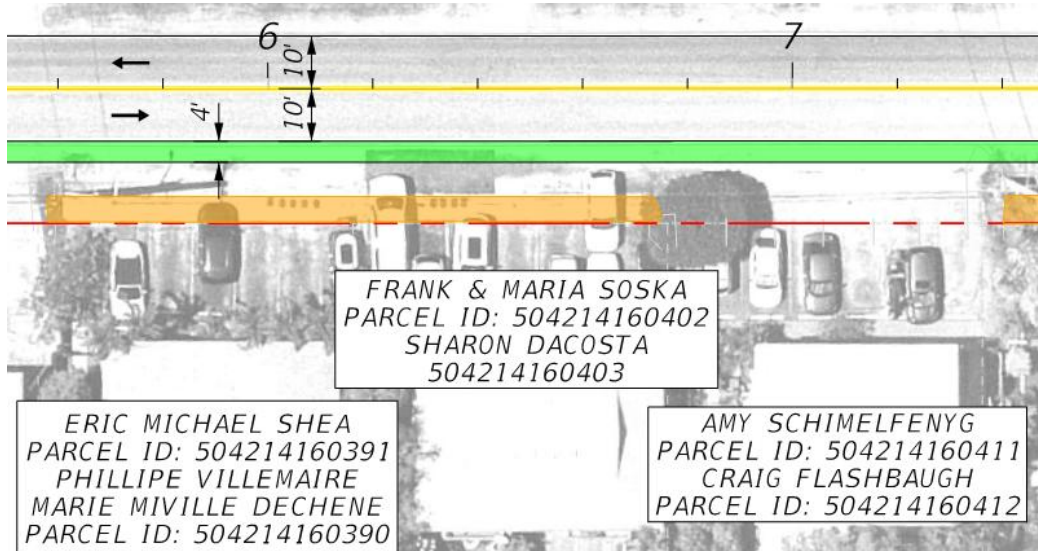
MATCH LINE STA 13+00.00

MATCH LINE STA 25+60.00

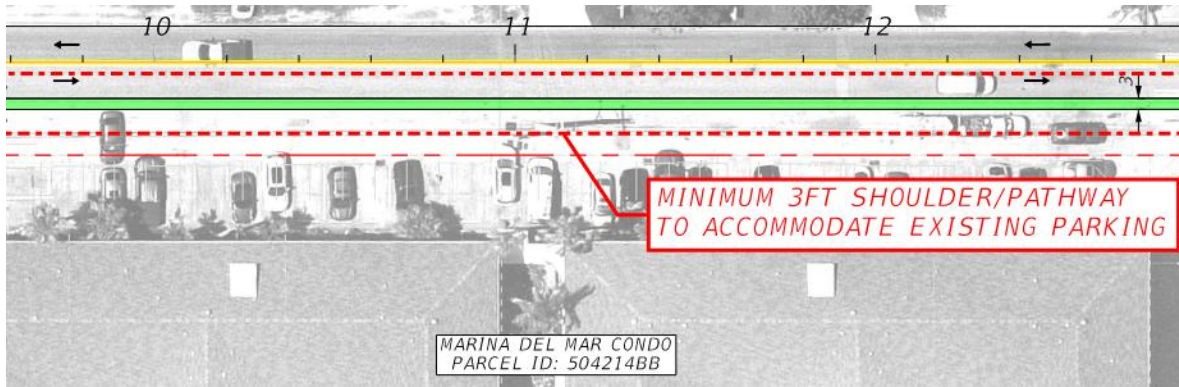
Anticipated Impacts



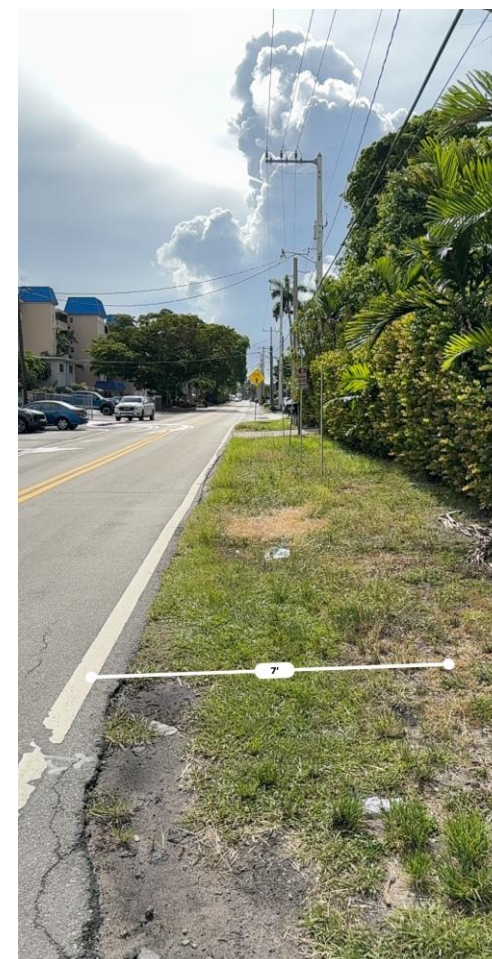
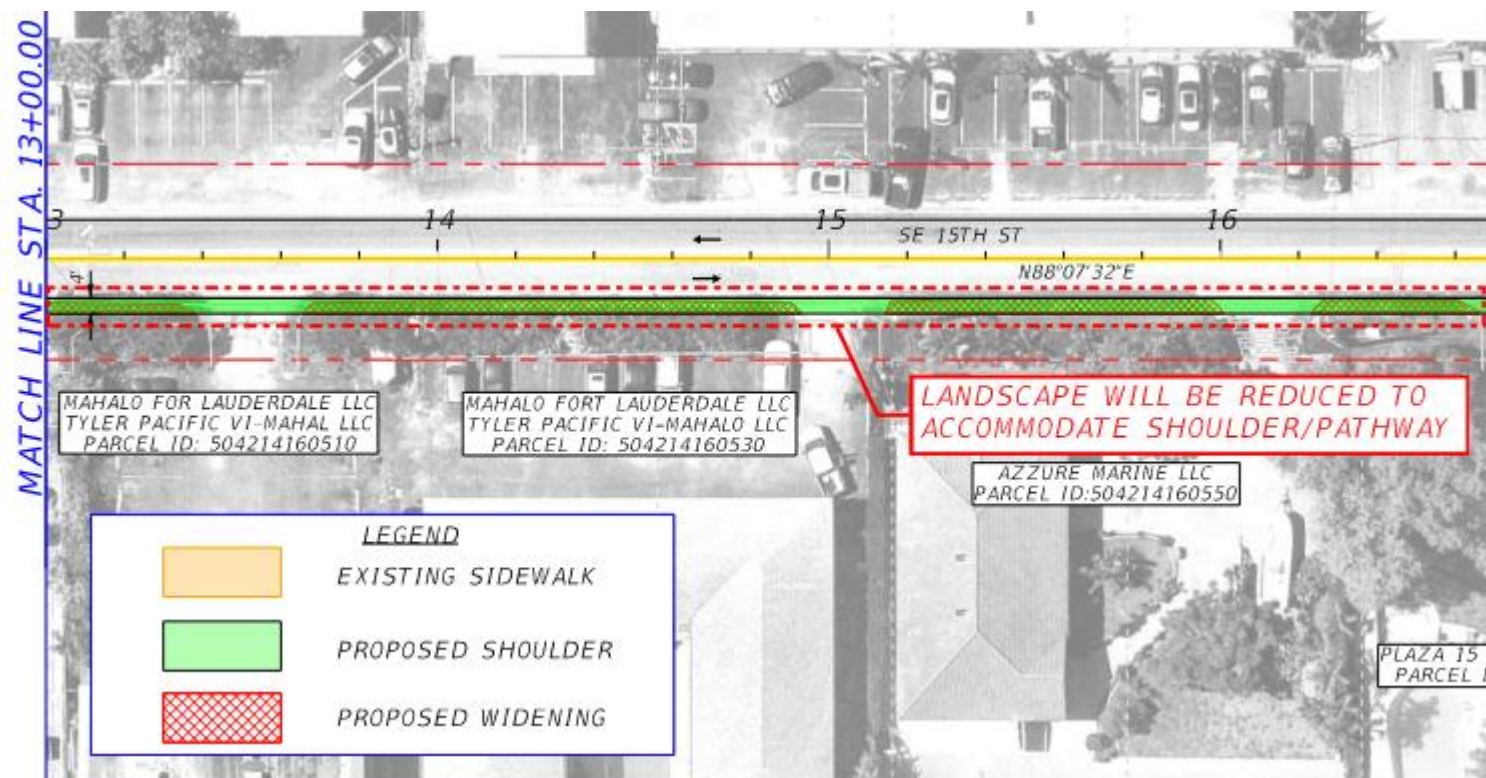
Anticipated Impacts



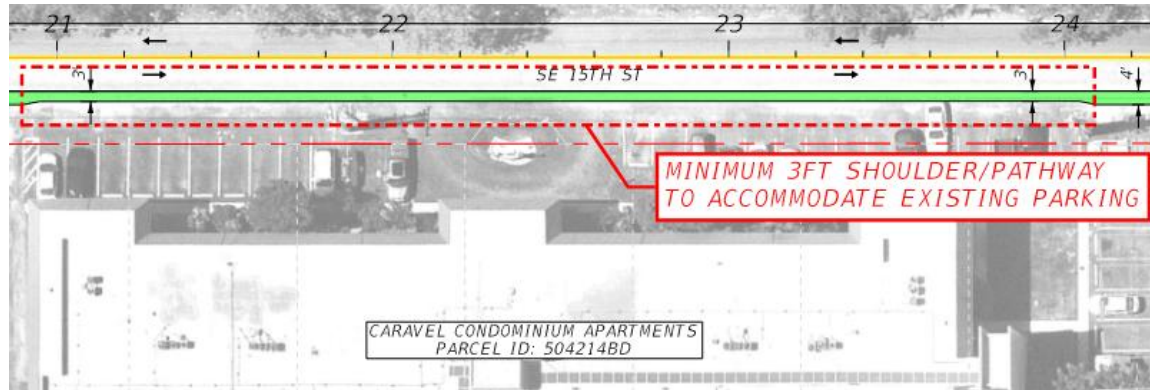
Anticipated Impacts



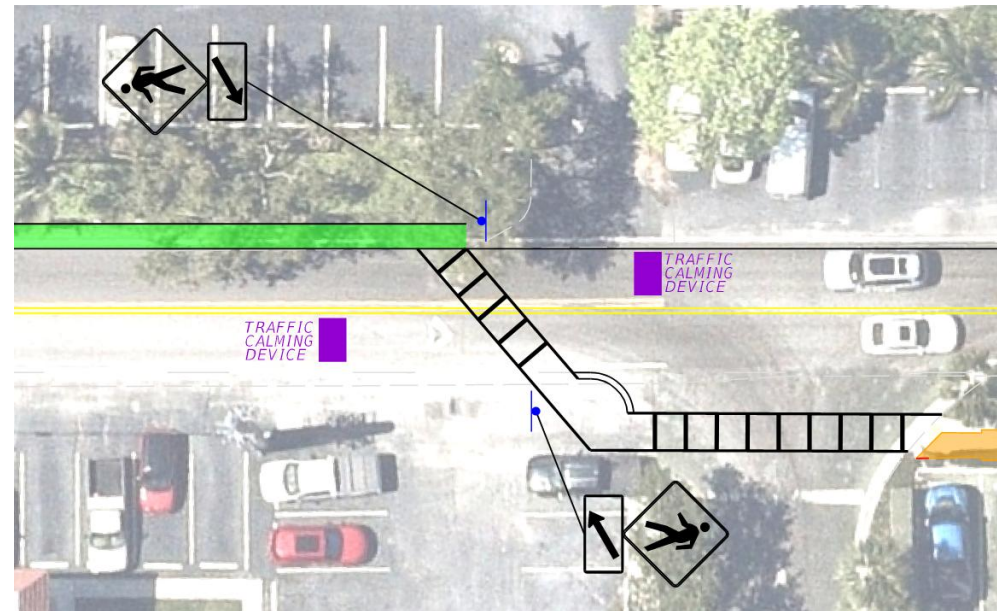
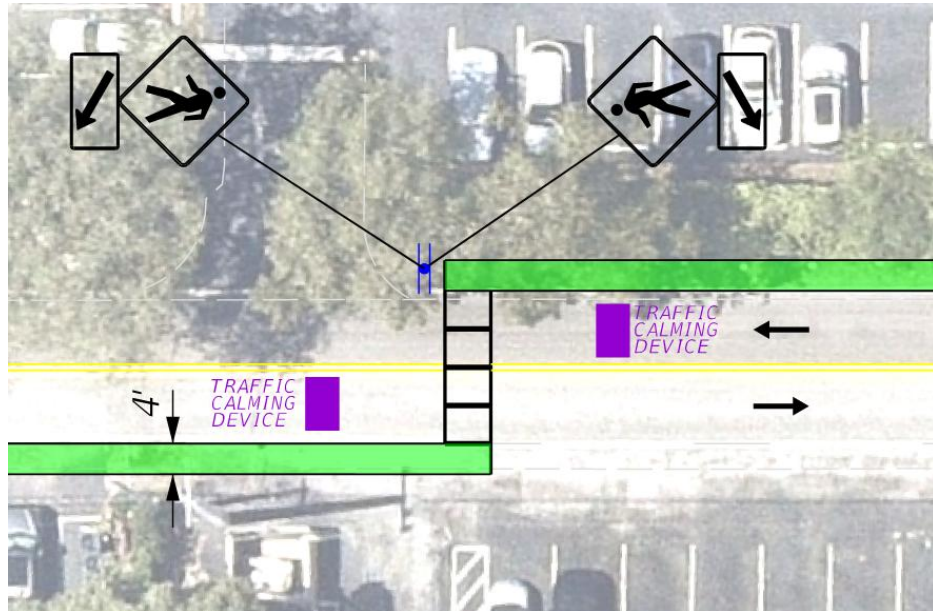
Anticipated Impacts



Anticipated Impacts



Anticipated Impacts: Alternative Path near Caravel Condominium



Next Step: Share Your Feedback!

Join at menti.com / use code 97953192

Please scan the QR code to complete a short survey. Your input is valuable in guiding the SE 15th Street (East of Cordova Road) Pathway Feasibility Study.

Key points to consider:

The proposed pathway will impact only the south side of SE 15th Street east of Cordova, focusing on the area without an existing continuous sidewalk.

Landscaping will be minimized and altered only as needed to make room for the pathway.

Only certain sections along SE 15th Street east of Cordova will be impacted, such as those highlighted in the Anticipated Impact slides; not all properties will be affected.



Next Step: Share Your Feedback!

Join at [menti.com](https://www.menti.com/join/97953192) / use code 97953192

Survey Questions:

1. Do you live on east of Cordova Rd on SE 15th Street?
 - a) Yes
 - b) No
2. Do you support a Pathway on SE 15th ST east of Cordova Road?
 1. Yes
 2. No
3. Please provide additional feedback



Next Steps: Design Documentation Memorandum (PDF)

Community Feedback
from HOA and Public
Involvement Meetings

List of Utility Owners
in the area

Preferred Alternative
Recommendation,
incorporating public
input

Opinion of Probable
Construction Cost for
each alternative

Finalized Roll Plots
for each alternative

Field review notes
and pictures



CITY OF
FORT LAUDERDALE

Questions?



CITY OF FORT LAUDERDALE

Department of Transportation and Mobility

Public Involvement Meeting

Residents of SE 15th Street east of Cordova Road Meeting – September 30, 2025

Question and Answer Session Following Presentation

Resident: Has the City evaluated traffic and pedestrian conditions at the Caravel location during peak boating and seasonal periods?

Milos Majstorovic: The City recognizes that there is limited available space in this area. For that reason, we are proposing an alternative alignment that would allow the pathway to be shifted accordingly.

Resident: One resident expressed concern that reducing property frontage for the pathway may result in the taking of private property.

Milos Majstorovic: The need for a pedestrian pathway along 15th Street originated from requests made by residents in the area seeking safer walking conditions. The City's intent is to provide this pathway while minimizing impacts to existing tandem parking that has developed organically over time. There is no intent to enforce removal of parking or other conditions within the City's right-of-way.

Milos Majstorovic: If the project proceeds with the proposed pathway, successful implementation will depend on vehicles parking appropriately up to the designated wheel stops.

Resident: A resident from Marina Del Mar expressed concern that her vehicles will not fit within the available space once the pathway is implemented.

Resident: Another resident stated that only one individual has formally requested a pathway or sidewalk. They also raised concerns about increased pedestrian crossings at midblock locations, which may present safety risks.

Milos Majstorovic: The proposed pedestrian crossings will include speed humps and other traffic calming features designed to reduce vehicle speeds and improve safety for both pedestrians and motorists.

Milos Majstorovic: The city has undertaken a citywide review to identify locations that currently lack sidewalks and areas where pedestrian infrastructure is most needed.

Resident: A resident expressed concern regarding potential flooding impacts if the existing swale is removed, as well as the loss of green space.

Milos Majstorovic: The City recognizes the importance of maintaining proper drainage and will consider necessary drainage improvements as part of the project design.

Artem Strunnikov: The proposed pathway would be designed with appropriate grading to ensure proper stormwater flow toward existing drainage inlets.

Resident: Residents noted that many prefer to walk along the street rather than crossing midblock, and that the area west of Cordova Road has not been adequately considered in the planning process.

Milos Majstorovic: The City is addressing projects based on identified priorities and available funding, and future improvements will be considered as needs are evaluated citywide.

Resident: A resident asked how locating the pathway adjacent to the roadway will improve pedestrian safety compared to walking in the travel lane.

Milos Majstorovic: The dedicated pathway utilizes available space to establish a defined pedestrian zone. This separation provides a predictable environment where pedestrians are expected to walk, and drivers are more aware of where to anticipate pedestrian movement.

Resident: A resident expressed concern that if the delineated pathway is installed, parking enforcement officials may issue citations to vehicles parked in the area.

Milos Majstorovic: There are currently no plans to increase parking enforcement in this area. While enforcement is possible under existing regulations, the City's intent is not to penalize residents but to enhance safety and accessibility.

Resident: One resident noted that the proposed configuration appears to be a reasonable compromise for both pedestrians and parked vehicles, acknowledging that while not a perfect solution, it represents an improvement over existing conditions.

Resident: Another resident expressed support for a dedicated pedestrian pathway and for the alternative that includes a buffer and wheel stops adjacent to the travel lane.

Artem Strunnikov: The buffered design option with wheel stops can only be implemented in areas where space allows and no on-street parking conflicts exist.

Resident: Another resident echoed their support for the pathway, stating that it would greatly enhance pedestrian safety.

Milos Majstorovic: The best way for residents to support this initiative is to engage their neighbors and submit feedback through the project website to ensure community input is accurately represented.

Resident: A resident suggested that the city temporarily paint the proposed pathway alignment on the pavement.

Milos Majstorovic: The City could coordinate a temporary delineation to demonstrate the proposed pathway's location—particularly southeast of 15th Street, east of Cordova Road—and gather community feedback prior to implementation.

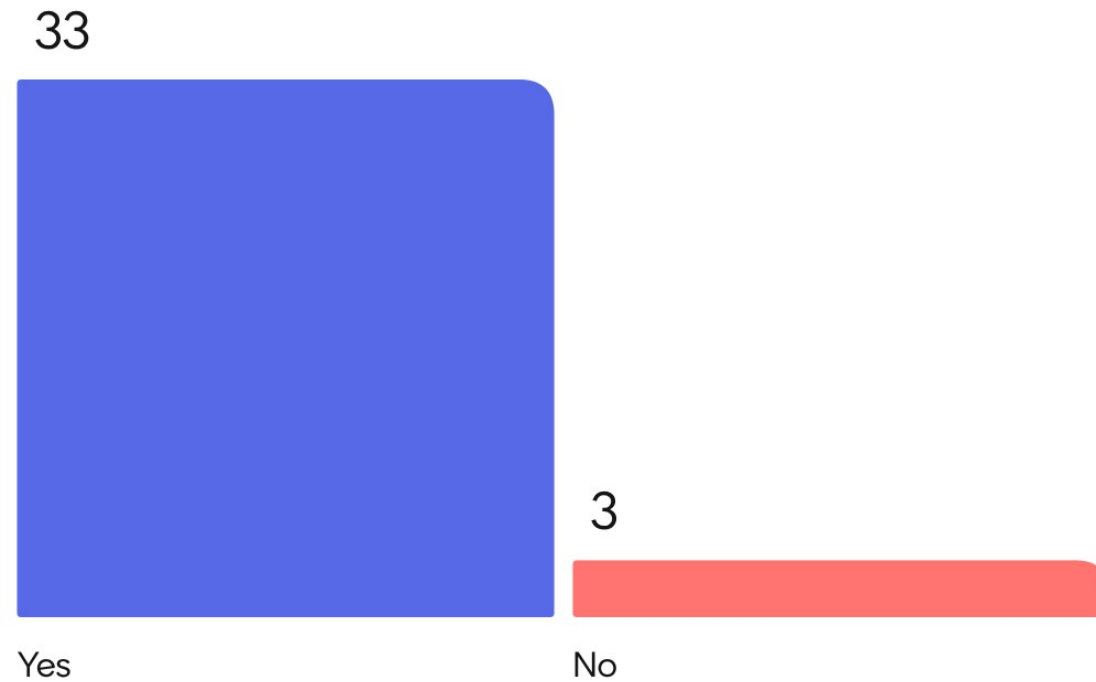
Prepared by:

Kimley-Horn and Associates, Inc.

Public Involvement Summary: HOA Meeting Q&A

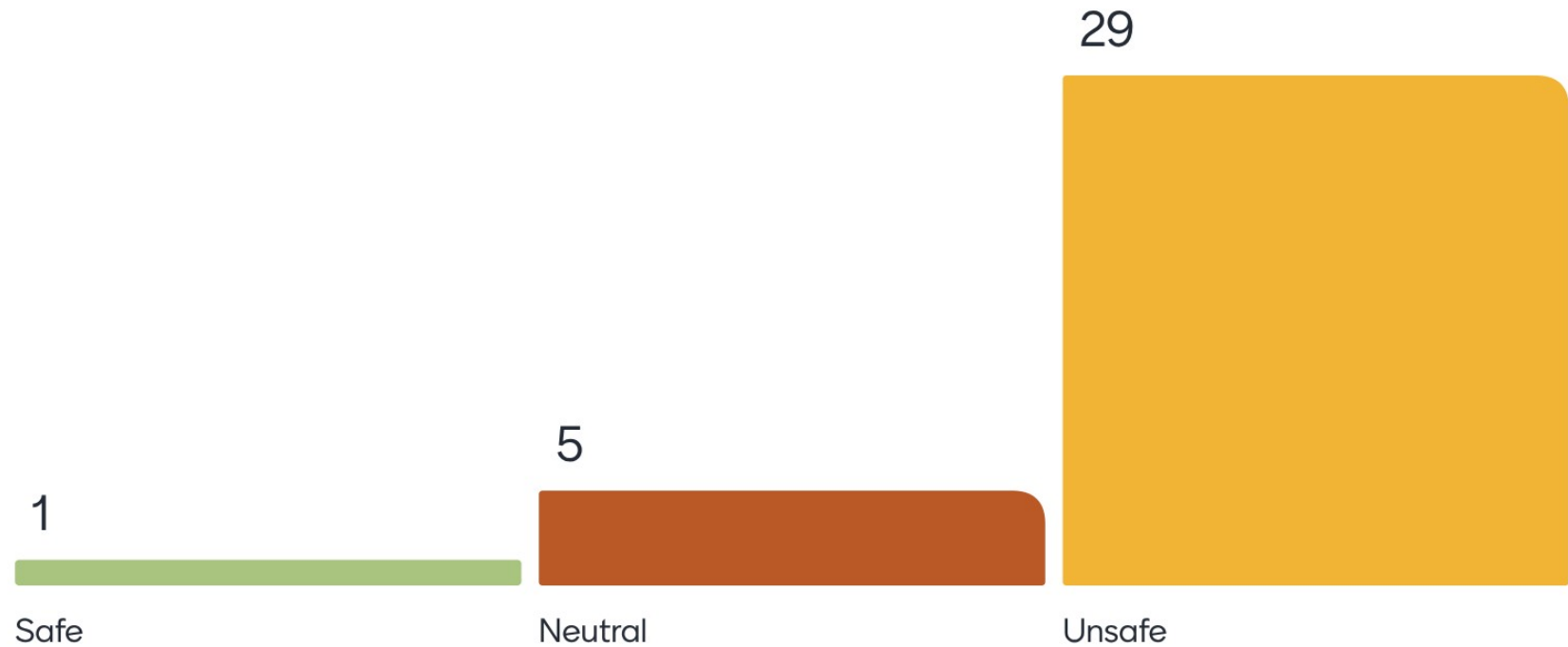
09/30/2025

Do you live on east of Cordova Rd on SE 15th Street?



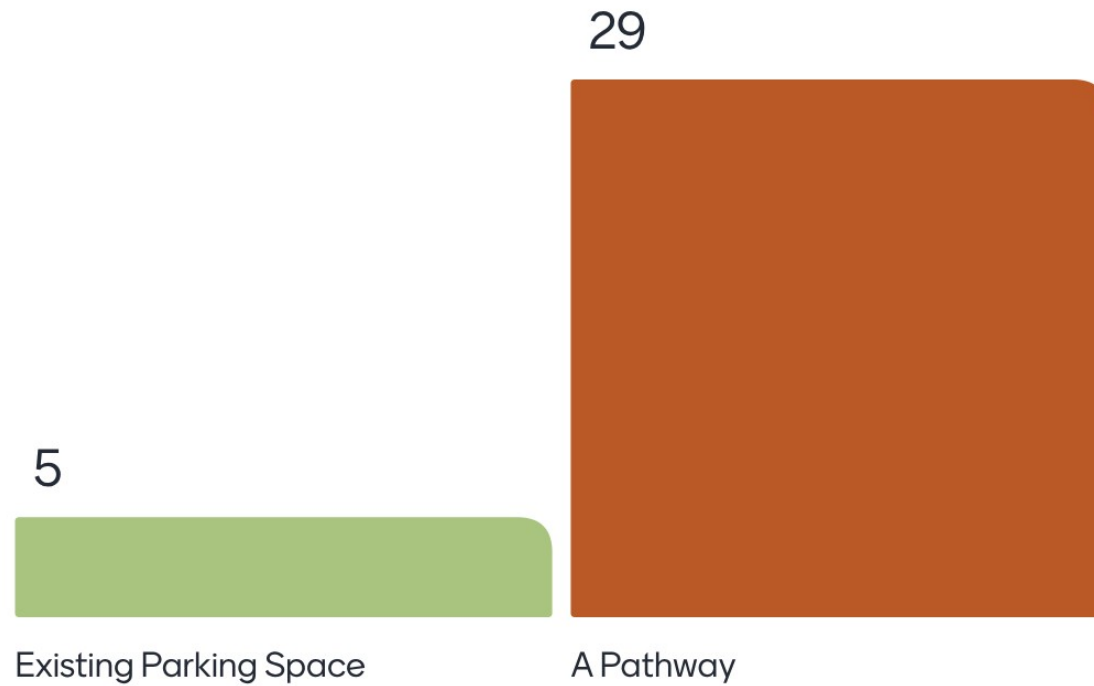
09/30/2025

Please rate your perception of pedestrian safety along SE 15 Street east of Cordova.



09/30/2025

Which of the two features along SE 15th St would you value more?





APPENDIX C

PUBLIC INVOLVEMENT MEETING #2

(11-12-2025)

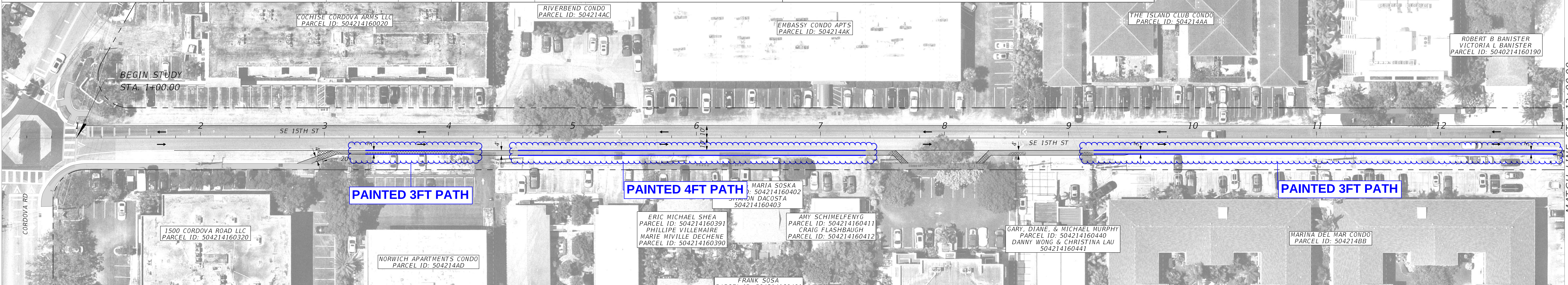
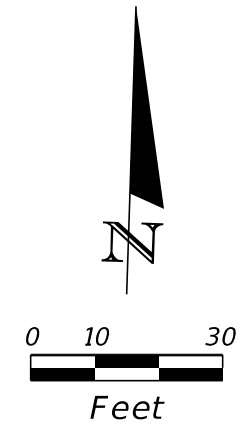
SE 15TH ST EAST OF CORDOVA ROAD
SIDEWALK FEASIBILITY STUDY

CONSULTANT	LOCATION	COUNTY	CONTRACT NUMBER
KIMLEY-HORN ASSOCIATES INC. 2 ALHAMBRA PLAZA, SUITE 500 CORAL GABLES, FL 33134	SE 15TH ST E OF CORDOVA RD	BROWARD	12370-206-1

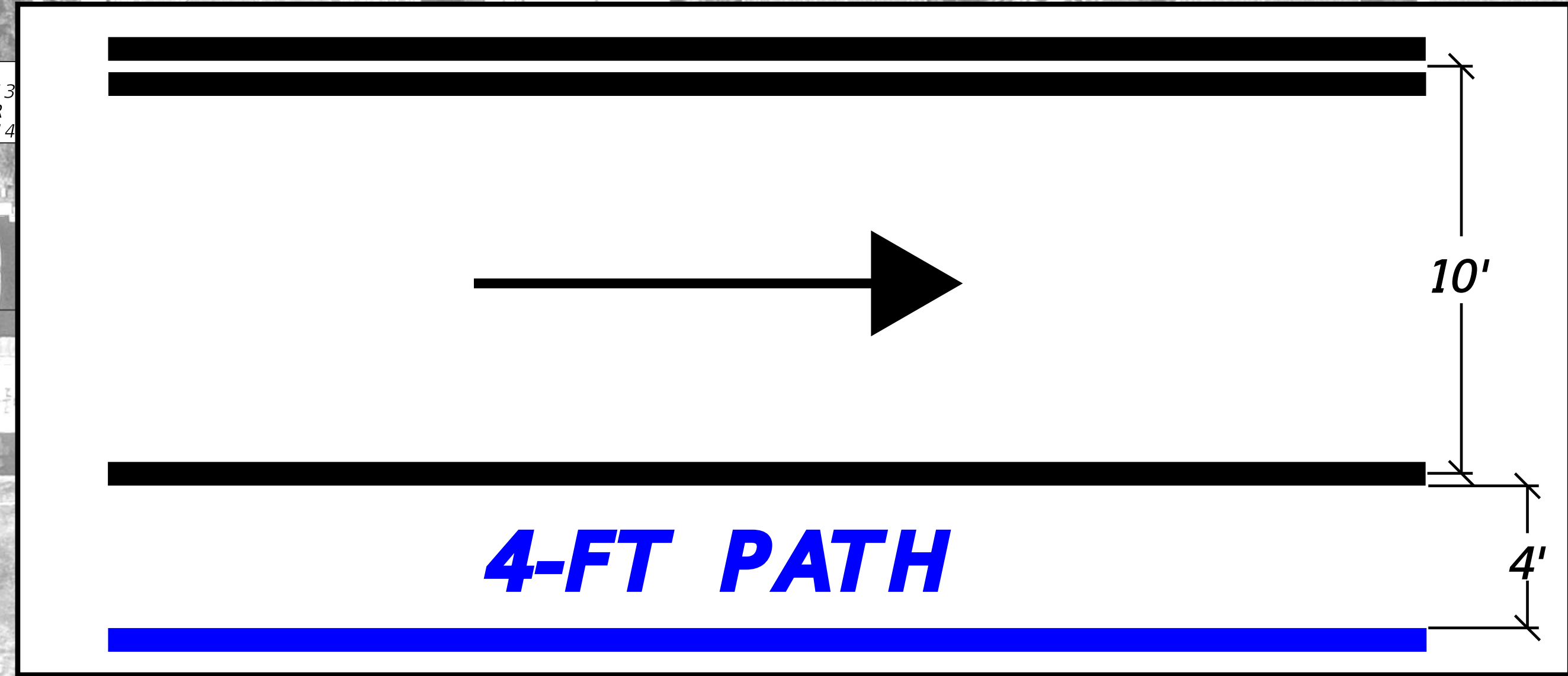
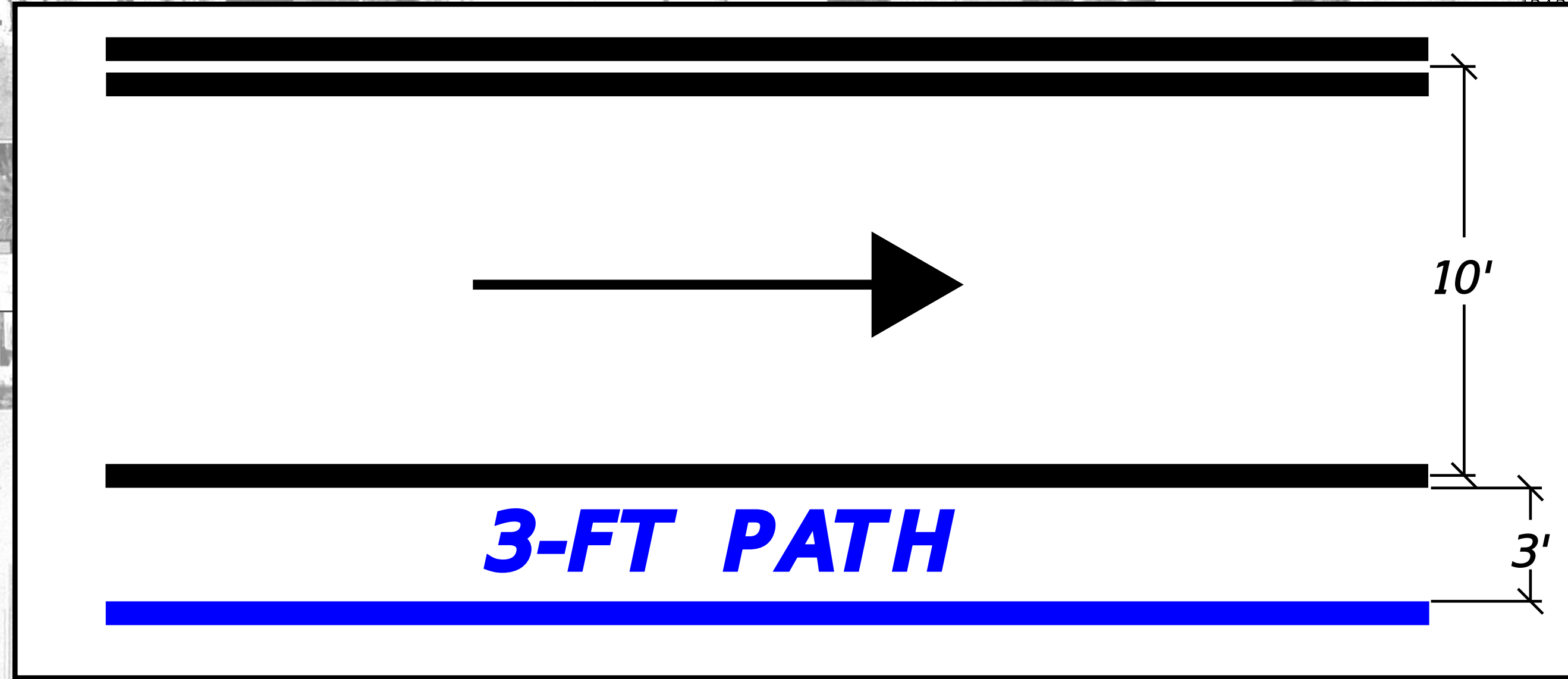
ROLL PLOT: ALTERNATIVE 1

DESCRIPTION / POTENTIAL IMPACTS

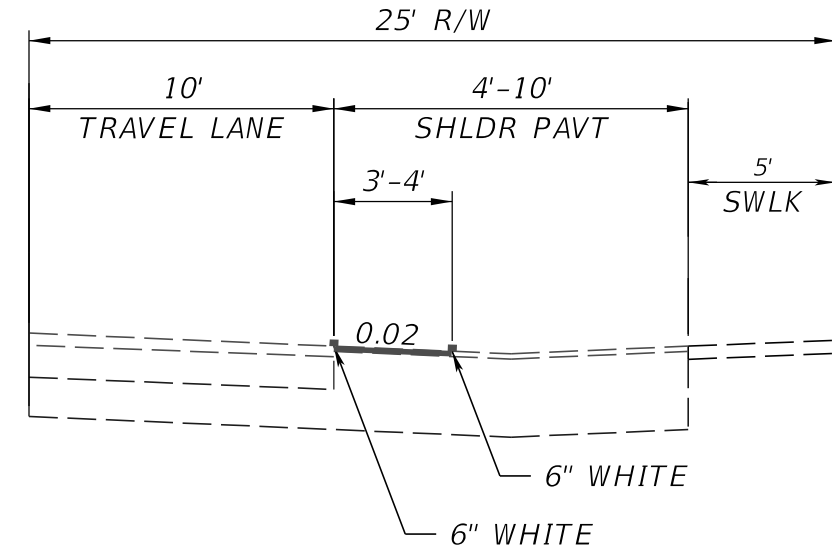
PROJECT PROVIDES A SHOULDER/PATHWAY THAT WILL LINK CURRENTLY DISCONNECTED SEGMENTS OF SIDEWALK, CREATING A CONTINUOUS PEDESTRIAN ROUTE. A 4FT PAVED SHOULDER/PATHWAY WITH A SOLID WHITE LINE ON EACH SIDE WILL BE ADDED ALONG THE SOUTH SIDE OF SE 15TH ST (SEE SKETCH SHOWN BELOW).



LEGEND	
	EXISTING SIDEWALK
	PROPOSED SHOULDER
	PROPOSED WIDENING

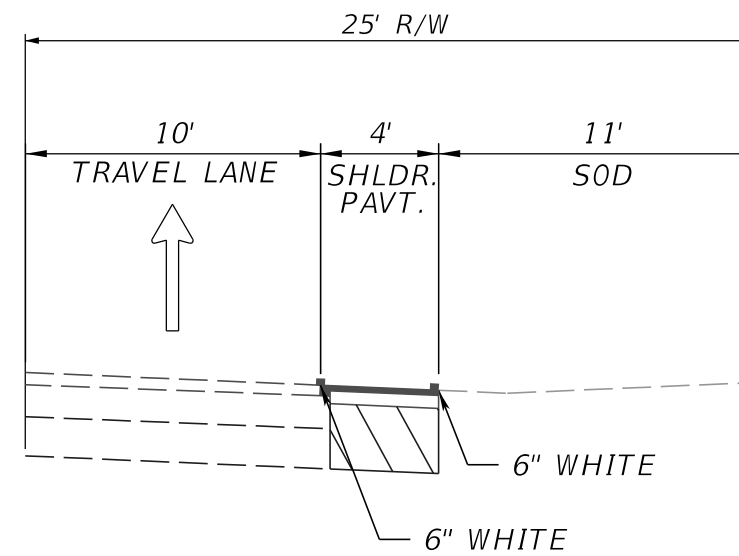


LEGEND	
	EXISTING SIDEWALK
	PROPOSED SHOULDER
	PROPOSED WIDENING



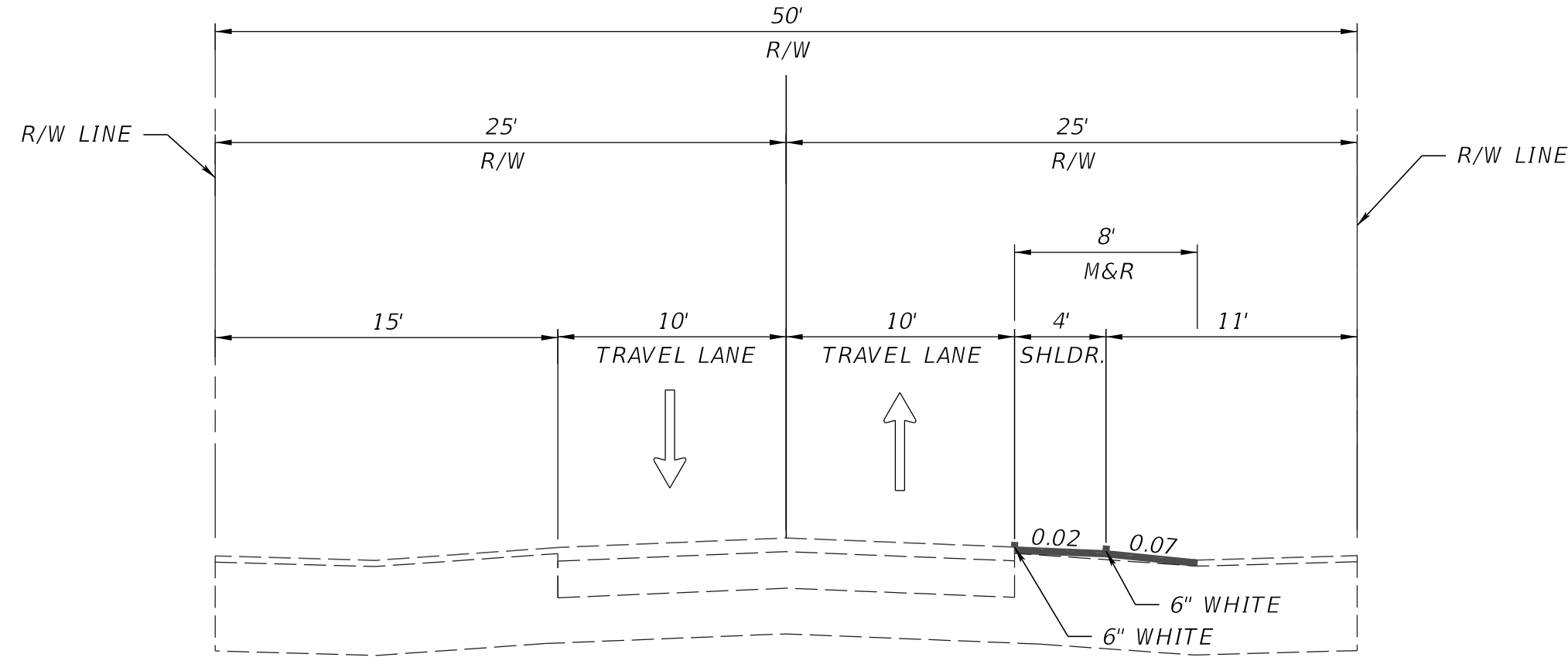
RIGHT PARTIAL TYPICAL

EXIST. SIDEWALK
STA. ±0+70.00 TO STA. 3+20.00
STA. ±5+55.00 TO STA. 6+75.00
STA. ±7+40.00 TO STA. 8+50.00

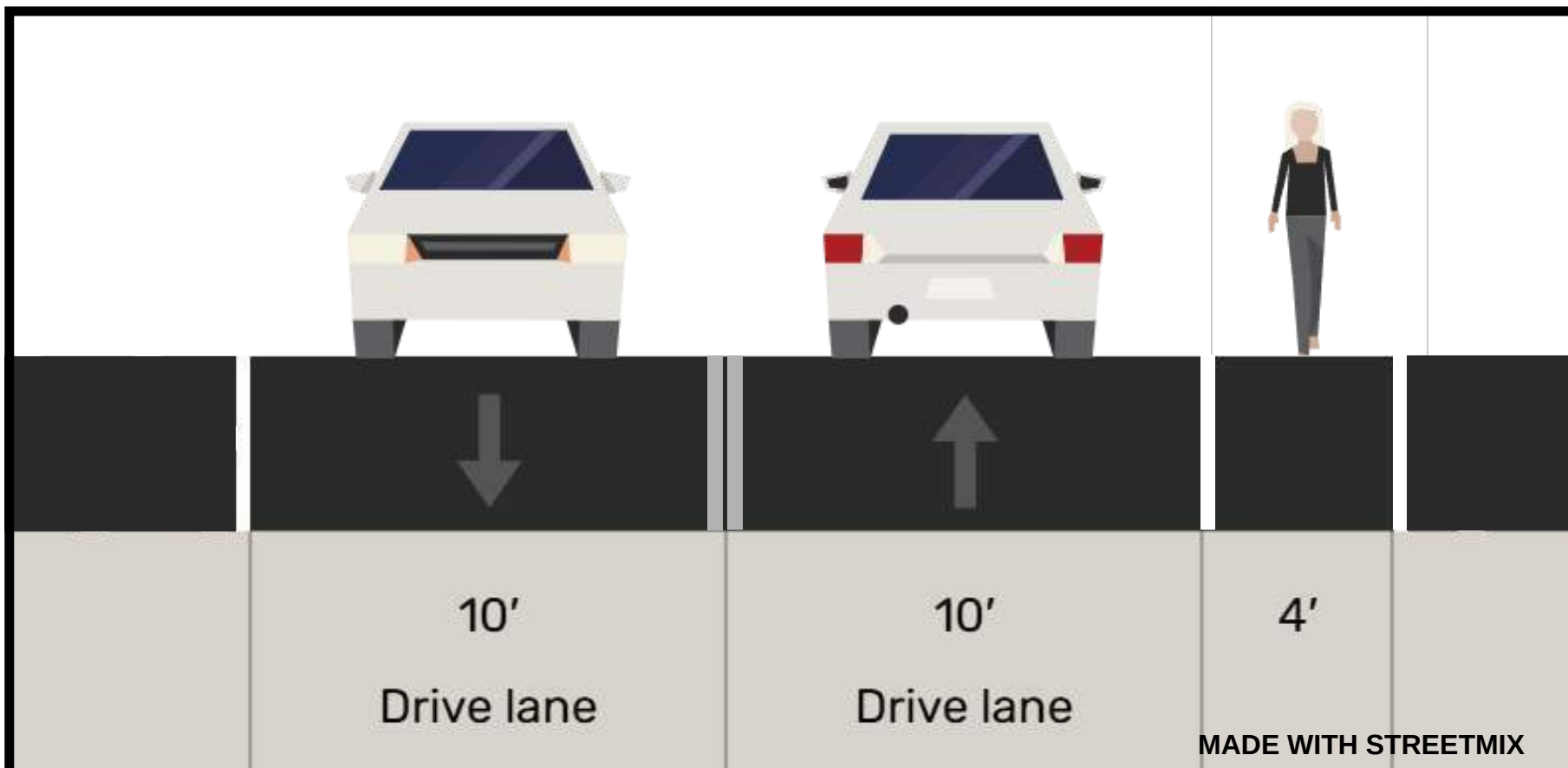


RIGHT PARTIAL TYPICAL

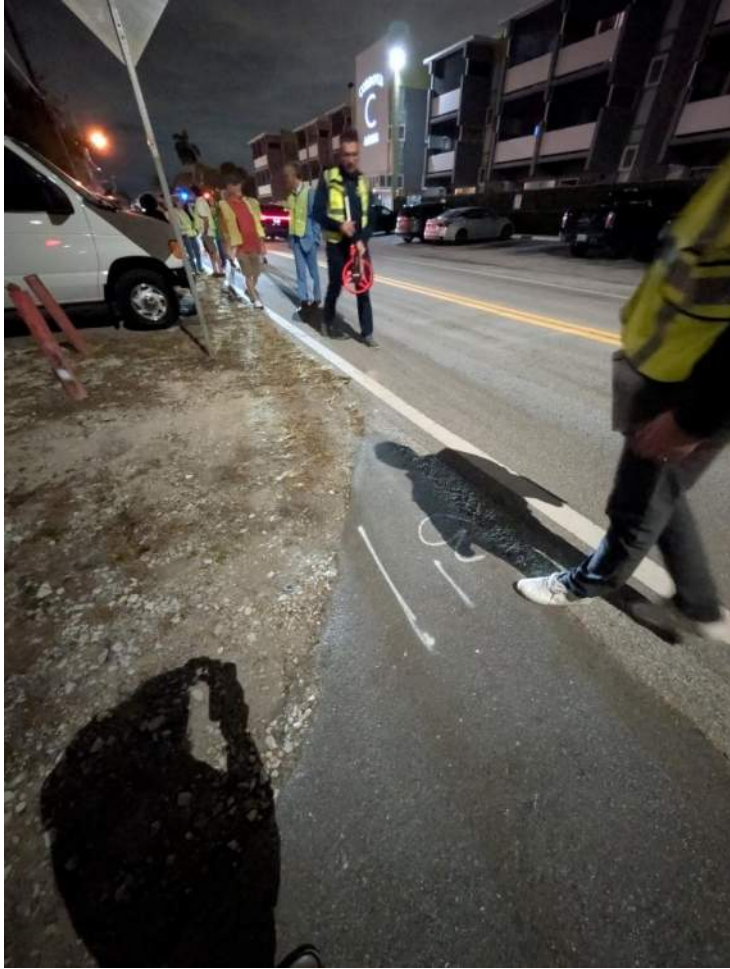
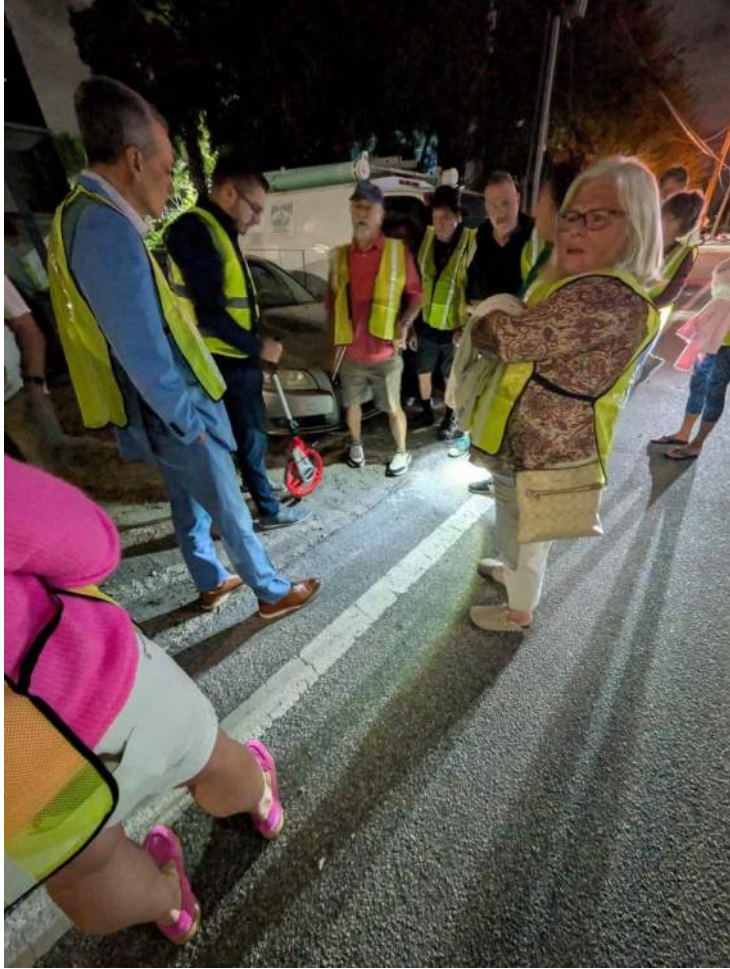
PROPOSED WIDENING
STA. ±3+40.00 TO STA. 4+20.00
STA. ±7+60.00 TO STA. 8+40.00
STA. ±13+00.00 TO STA. 13+40.00
STA. ±13+60.00 TO STA. 15+00.00
STA. ±15+20.00 TO STA. 16+00.00
STA. ±16+20.00 TO STA. 16+60.00



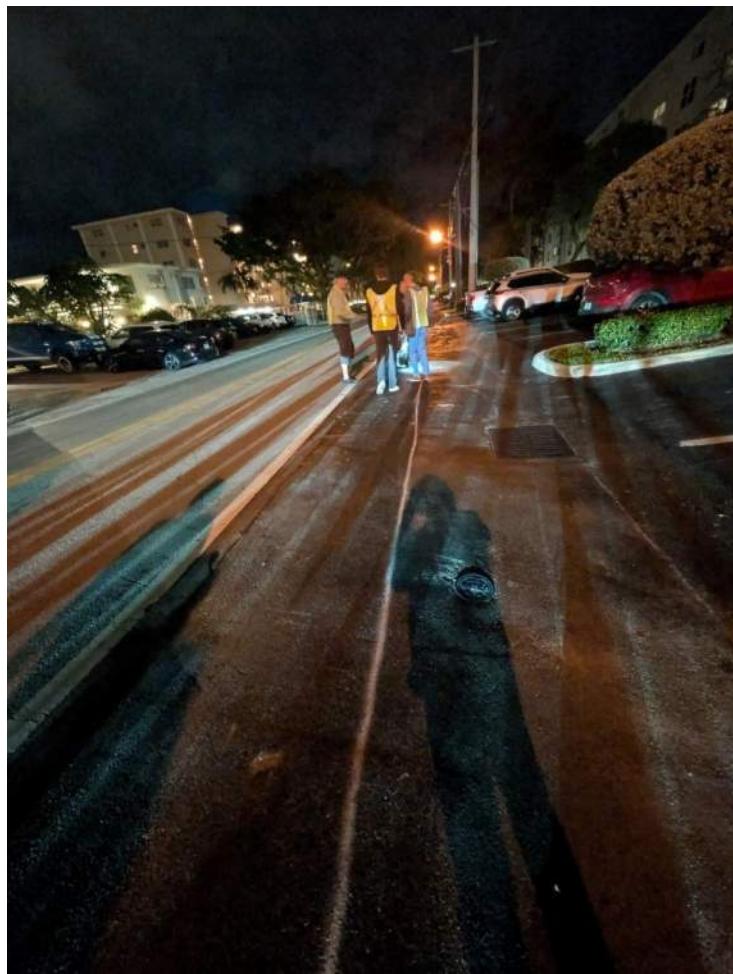
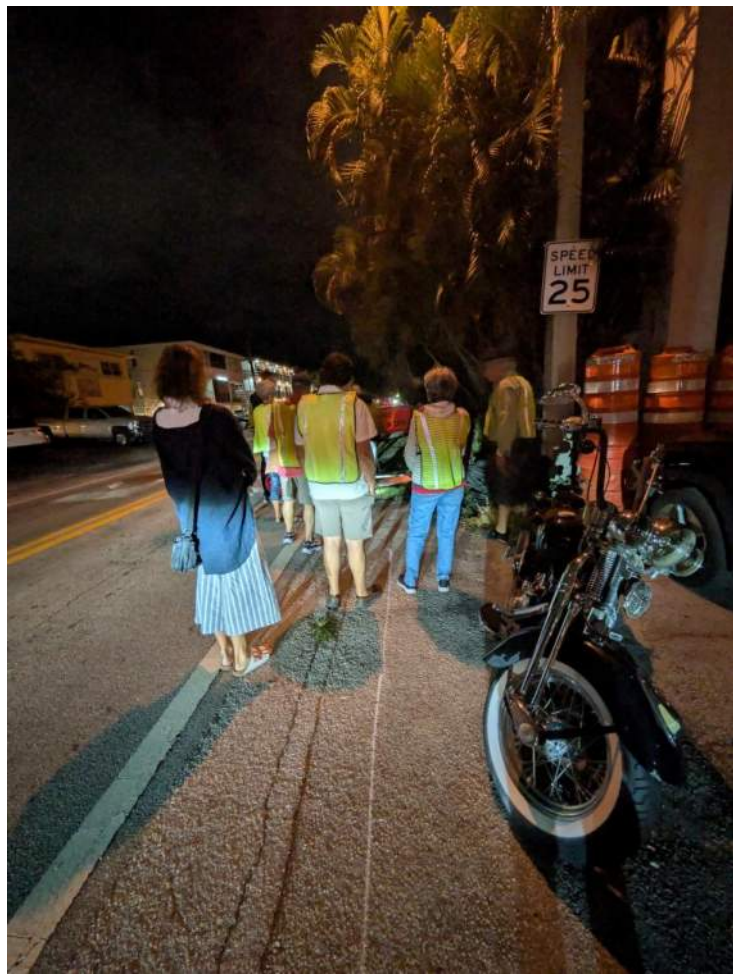
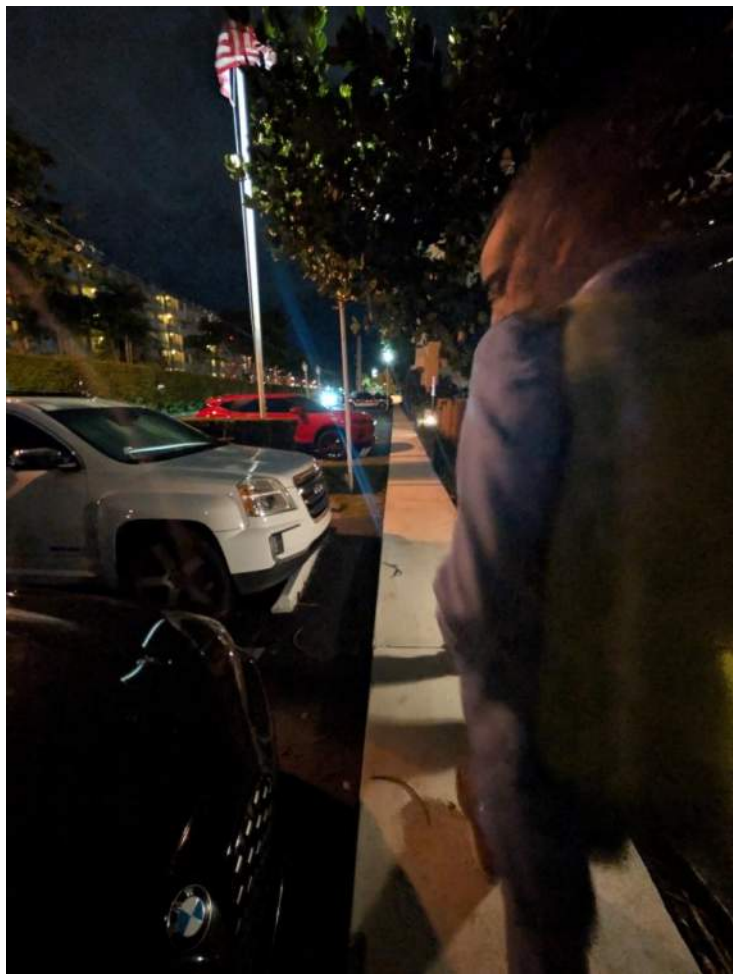
PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00

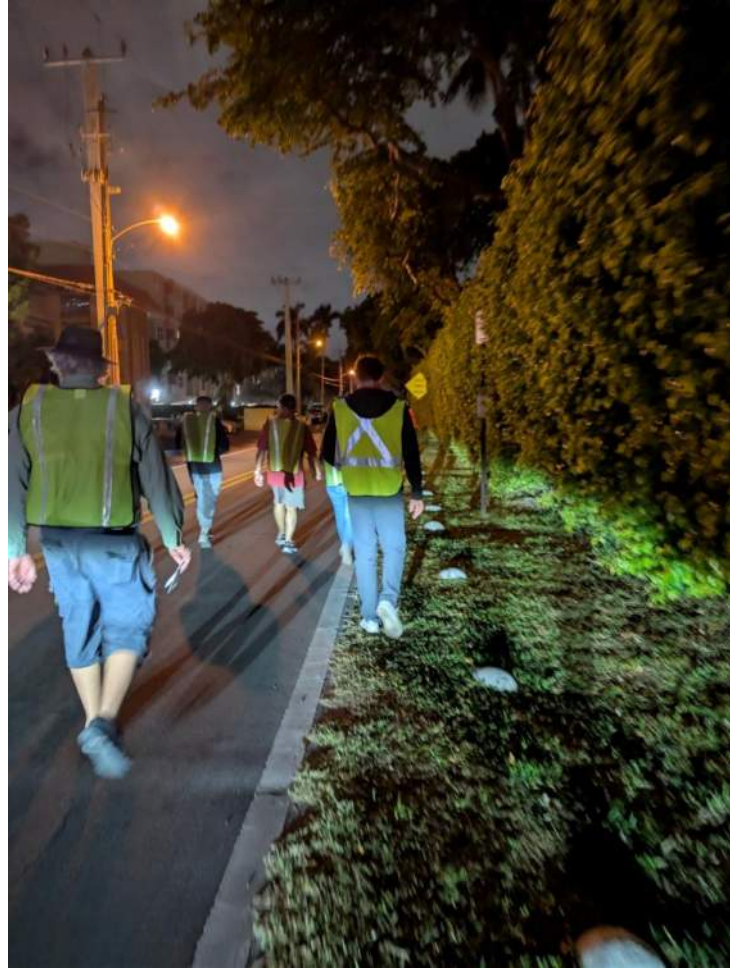














Department of Transportation and Mobility

Public Involvement Meeting

Residents of SE 15th Street east of Cordova Road Meeting – November 12, 2025

Question and Answer Session Following Presentation

Resident: Requests clarification regarding the limits of the right-of-way (RW).

Milos Majstorovic: Uses a wheel measuring tape in the field to provide residents with a clear visual reference of the right-of-way limits.

Resident: Suggests reducing the speed limit along the street.

Milos Majstorovic: Acknowledges that the operating speed is currently higher than intended.

Milos Majstorovic: Describes the scope of the project and explains how it may affect residents.

Milos Majstorovic: Notes that although some residents may park within the proposed path, the city has no history of issuing citations for this and does not intend to begin enforcement at the moment.

Milos Majstorovic: Identifies the first conflict location at Norwich, where a 3-foot pathway is proposed.

Milos Majstorovic: States that at the second location, a 4-foot width has been marked. He explains that the area will be re-graded to meet ADA standards and that where feasible, 4 or even 5 feet of width can be provided.

Milos Majstorovic: Reports that 26 accidents have been recorded on the street, including 2 involving pedestrians.

Milos Majstorovic: Explains that certain green areas will need to be paved to accommodate the pathway.

Resident: At the third location, residents suggest reallocating space from the guest parking area.

Resident: Expresses concern that storm-drain work may result in construction-related pollution and that parking access could be disrupted during construction.

Milos Majstorovic: States that construction will be phased to avoid parking disruptions and pollution will be contained.

Artem Strunnikov: Explains that in the green area there is sufficient space to provide the maximum pathway width with appropriate buffers and barriers.

Milos Majstorovic: Notes that at the location before Caravel there is no observed tandem parking. At Caravel, two alternatives are being considered: continuing with a 3-foot pathway or crossing to the north side and paving the green area to provide a pathway.

Resident: Suggests utilizing the private property sidewalk at Caravel.

Prepared by:

Kimley-Horn and Associates, Inc.

Public Involvement Summary: On-Site Meeting Q&A



CITY OF FORT LAUDERDALE

MEETING ATTENDANCE

Date: November 12, 2025 Time: 6:00 PM

Project: SE 15th Street Sidewalk/Pedestrian Path Feasibility Study

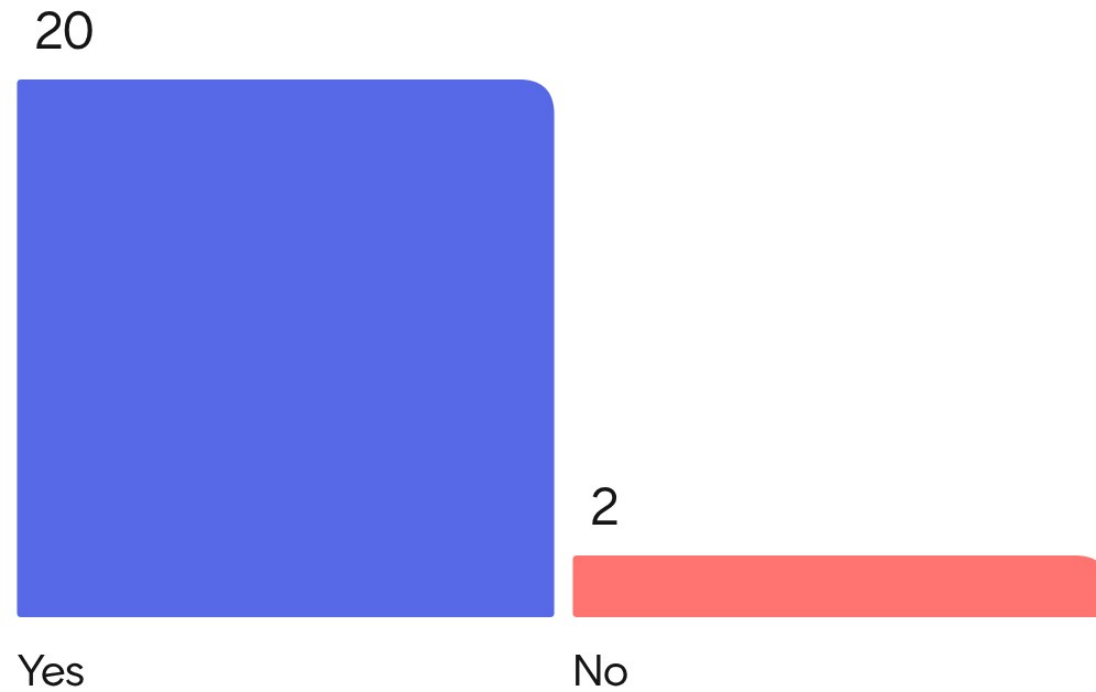
Subject: Public Involvement meeting: On-site tour

Location: 1252 SE 15 Street (Just east of Cordova Road)

Attendees (First Name, Last Name)	Do you live on SE 15 th ST east of Cordova Rd (Y/N)?	Phone	Address / E-mail	Safety Vest Returned (Y/N)
Paul Struzzolo	Yes	954 675 5222	1507 SE 15 th ST #203	
Nancy Struzzolo	Yes	954 612 1515	1507 SE 15 th ST #203	Y
Alejandro Linares	Yes	954 643 0627	1507 SE 15 th ST #401	Y
HEATHER DAVIS	NO	954 560 7970	800 SE 19 th ST	
MIKE BOWMAN	YES	914-806-2151	1424 SE 15 th ST	
HEATHER MENSE	YES	404-456-9648	1617 SE 15 th ST #401	
Cherie Baker	Yes	754 262-5226	1535 SE 15 th ST	
KONRAD KEISSE	NO	954 914 1071	1424 SE 15 th ST	
michael	yes	404-822-7110	1507 SE 15 th Street 202	
GRG Kovach	YES	954 205 9020	1422 SE 15 th ST apt B	
LYNDA ZAITZ	Y	519-378-4965	lyndazaitz@icloud.com	Y
Andrea Crouch	Yes	954-610-5684	1510 SE 15 th St. #203	
Ellen Tom Arnold	Yes	954 524 7054	1605 SE 15 th St apt 5A	

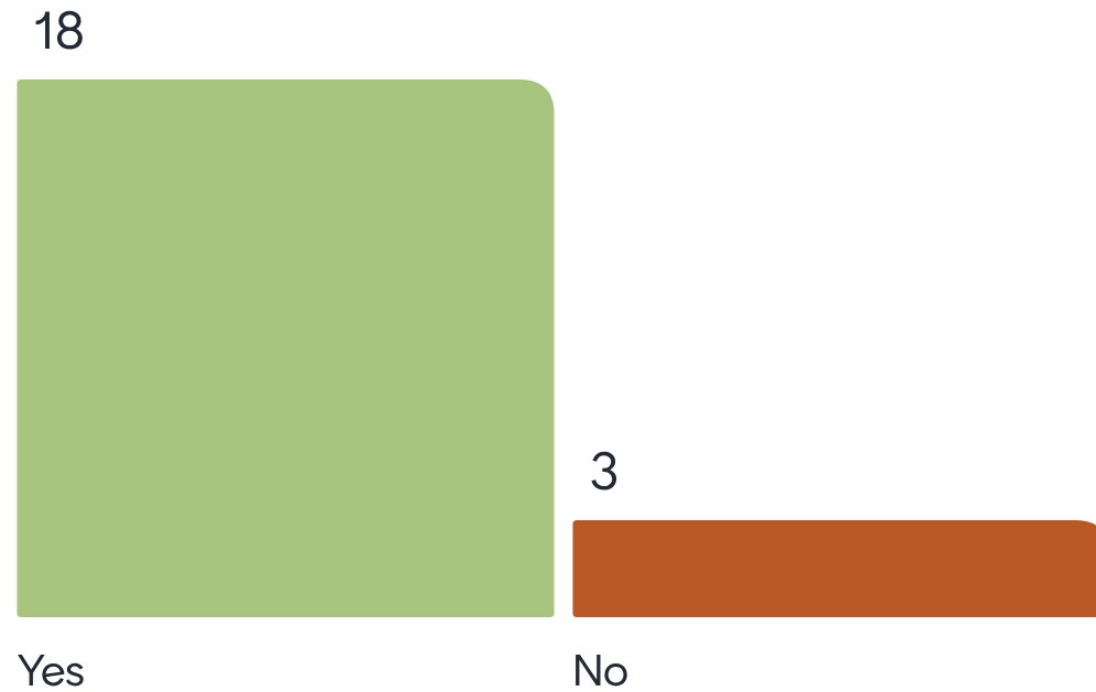
11/12/2025

Do you live east of Cordova Rd on SE 15th Street?



11/12/2025

Do you support a minimum 3' wide path on SE 15th Street east of Cordova Road?





APPENDIX D

FIELD REVIEW PICTURES

FIELD REVIEW

06-23-2025

PICTURES



NORTH SIDE

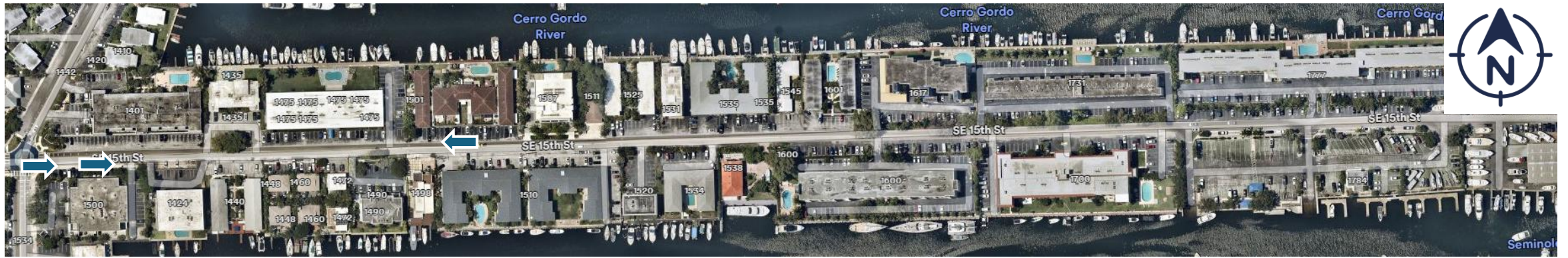


NORTH SIDE



NORTH SIDE





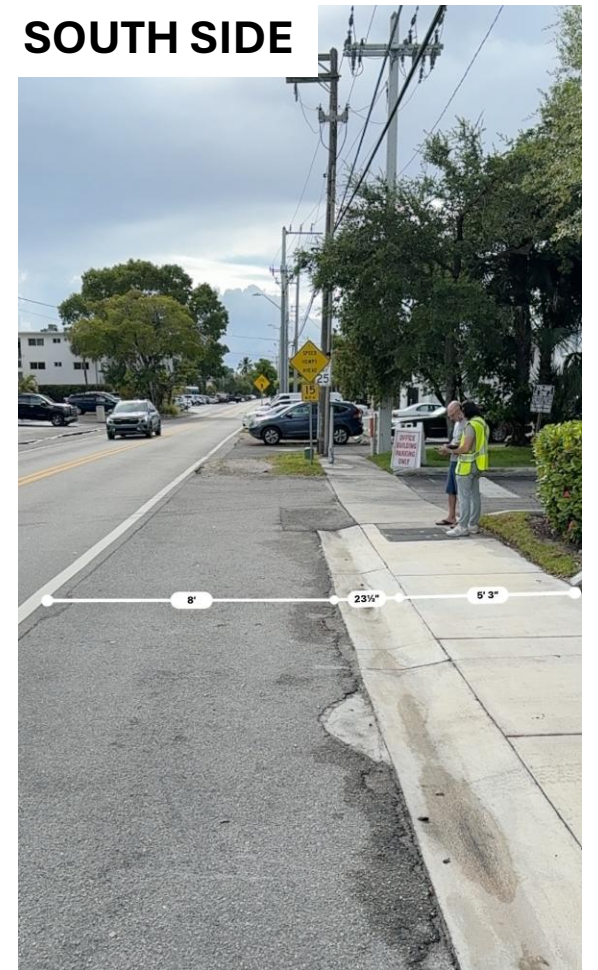
NORTH SIDE

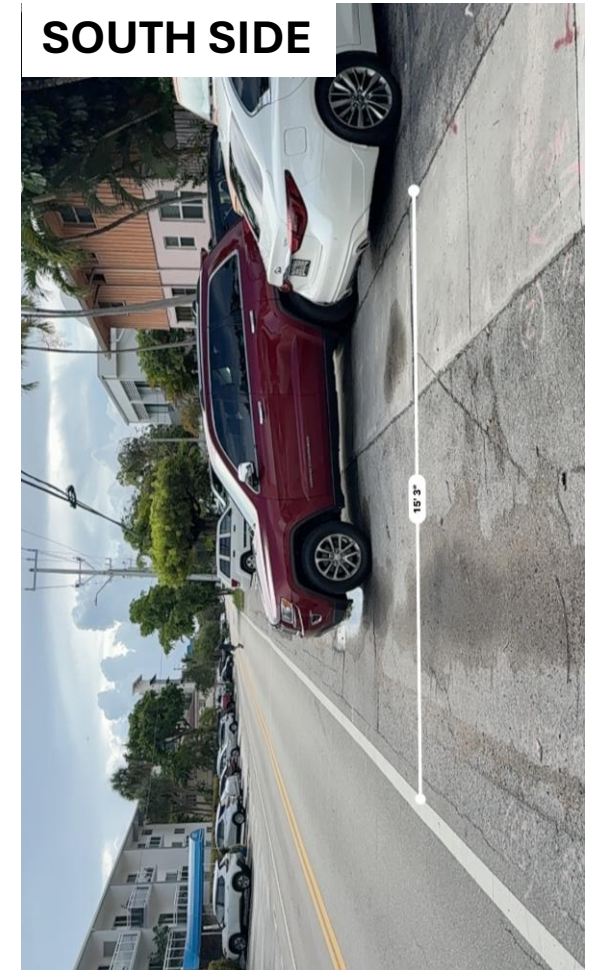
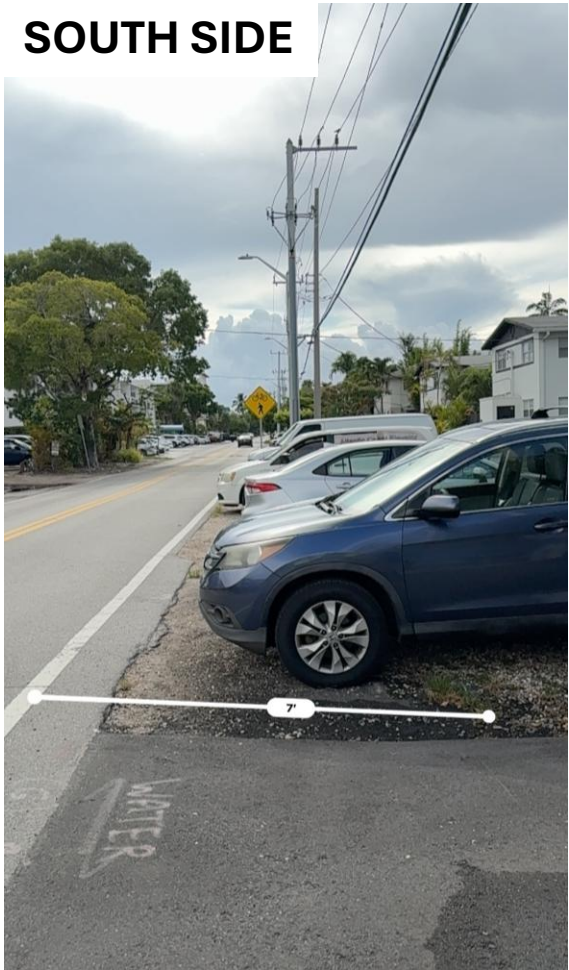
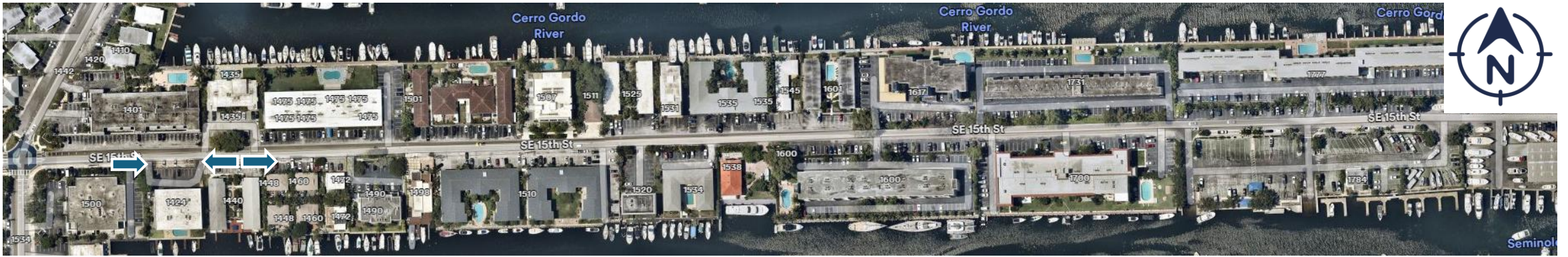


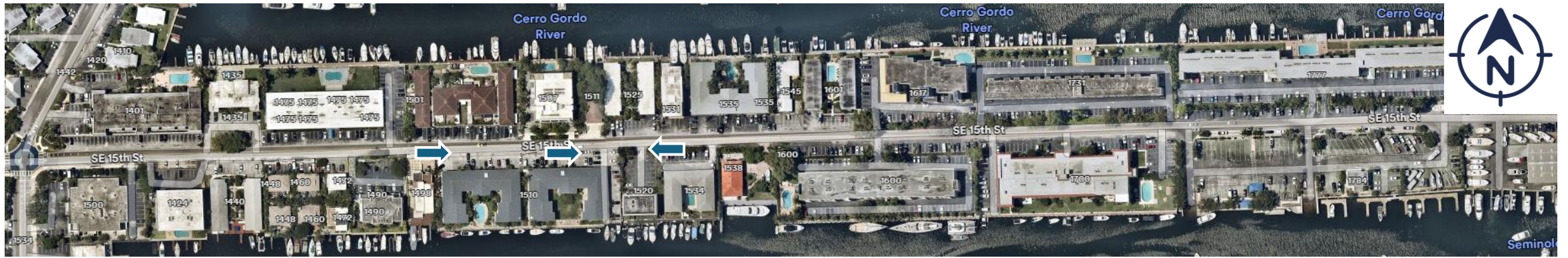
SOUTH SIDE



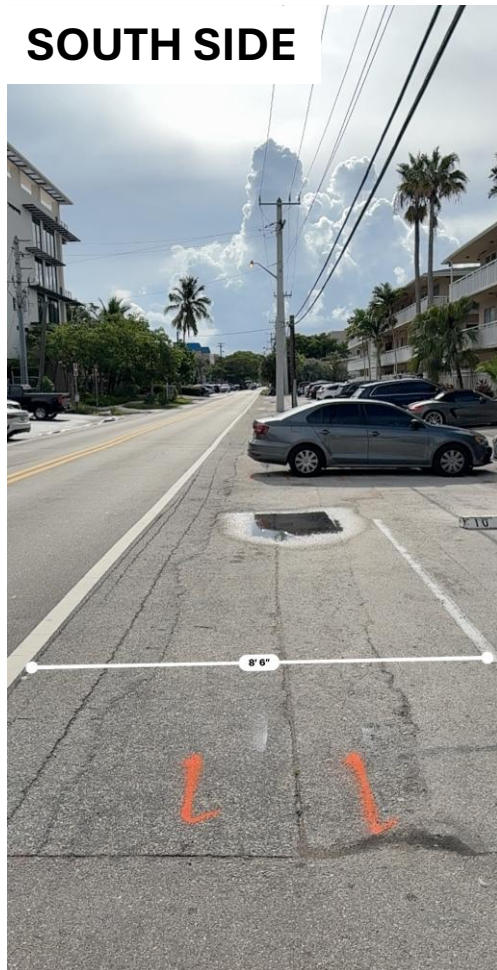
SOUTH SIDE







SOUTH SIDE

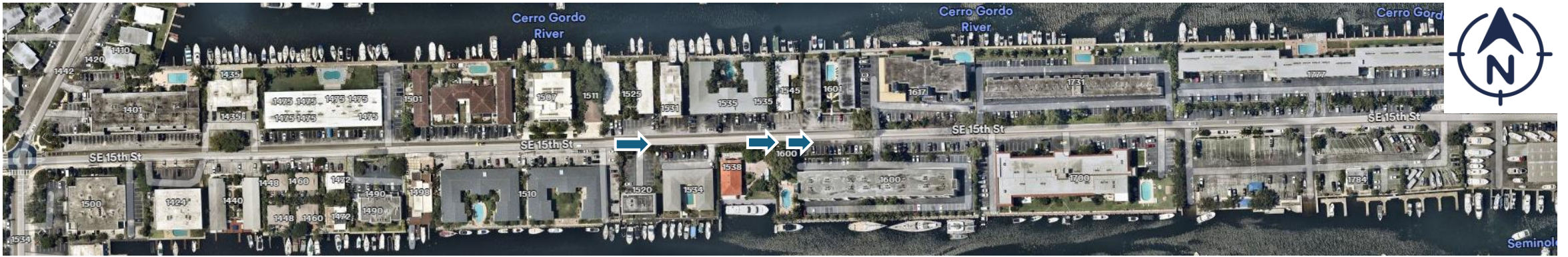


SOUTH SIDE



SOUTH SIDE





SOUTH SIDE



SOUTH SIDE



SOUTH SIDE



FIELD REVIEW

08-29-2025

PICTURES

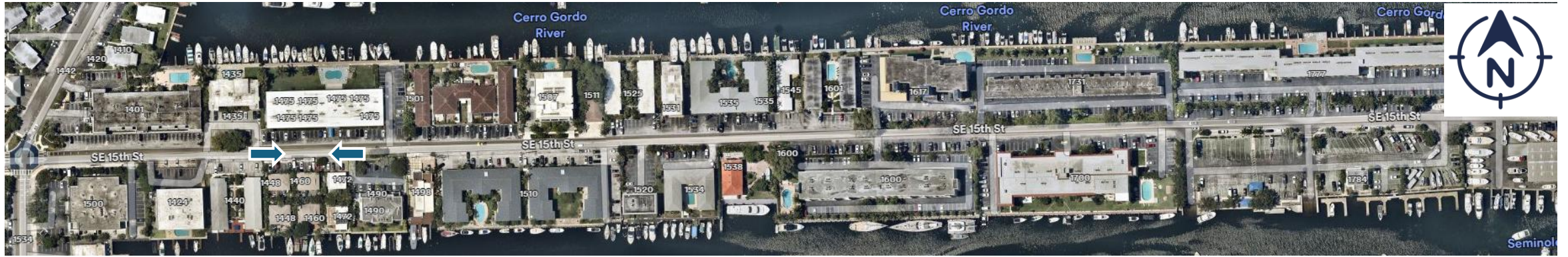


EASTBOUND



EASTBOUND





EASTBOUND



WESTBOUND





WESTBOUND



WESTBOUND



FIELD REVIEW

09-24-2025

PICTURES



WESTBOUND



EASTBOUND



WESTBOUND







WESTBOUND

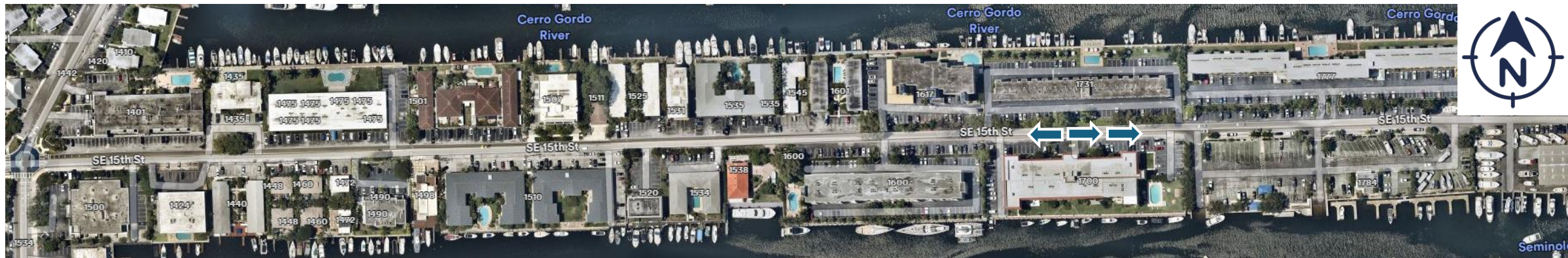


WESTBOUND

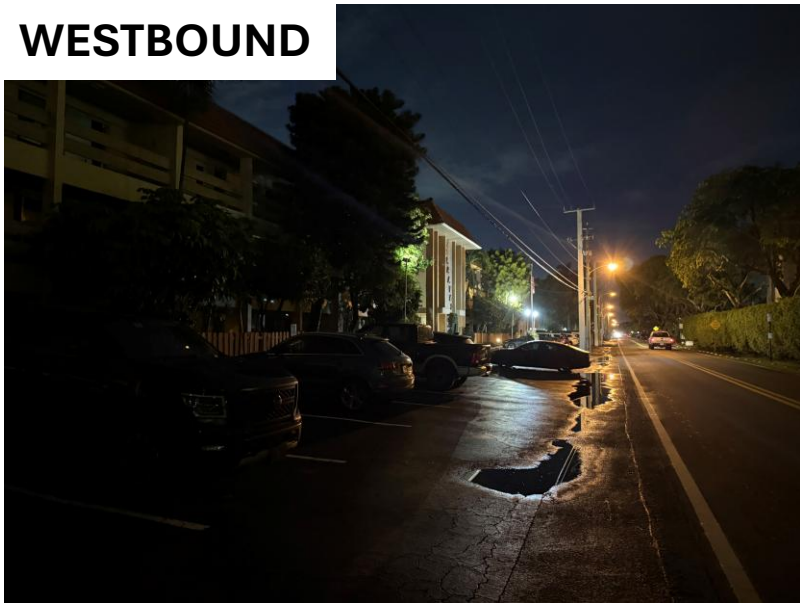


EASTBOUND





WESTBOUND

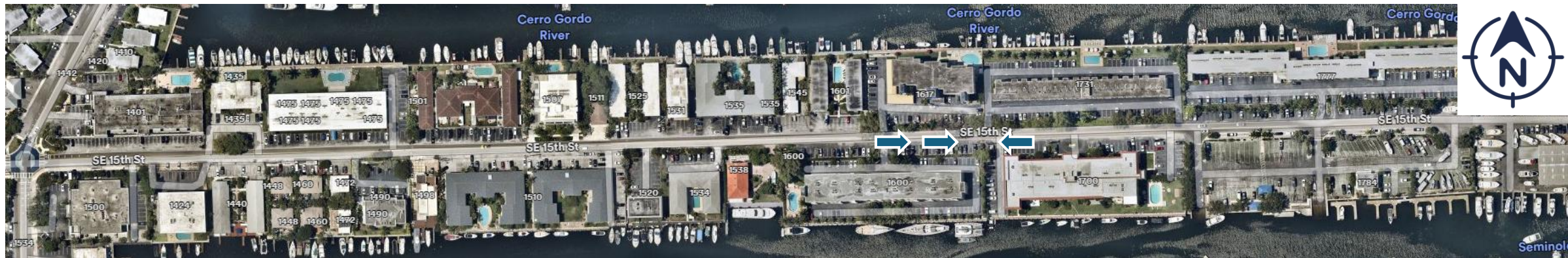


EASTBOUND



EASTBOUND





WESTBOUND



WESTBOUND



EASTBOUND





EASTBOUND

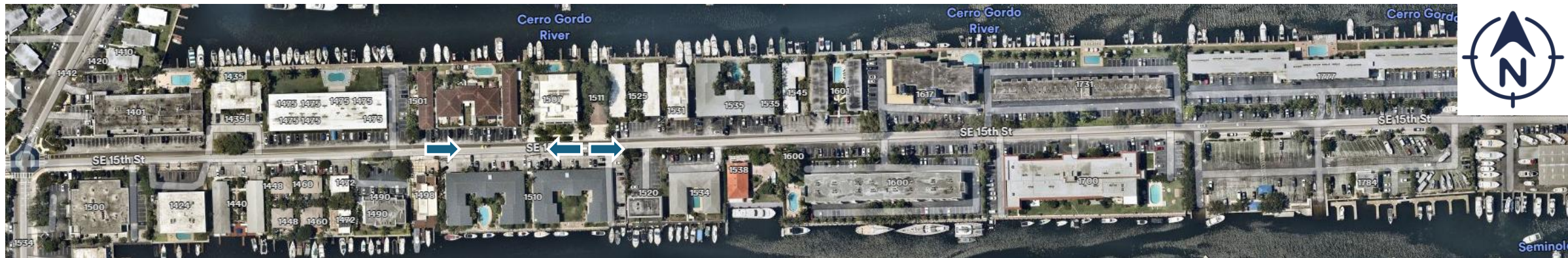


EASTBOUND

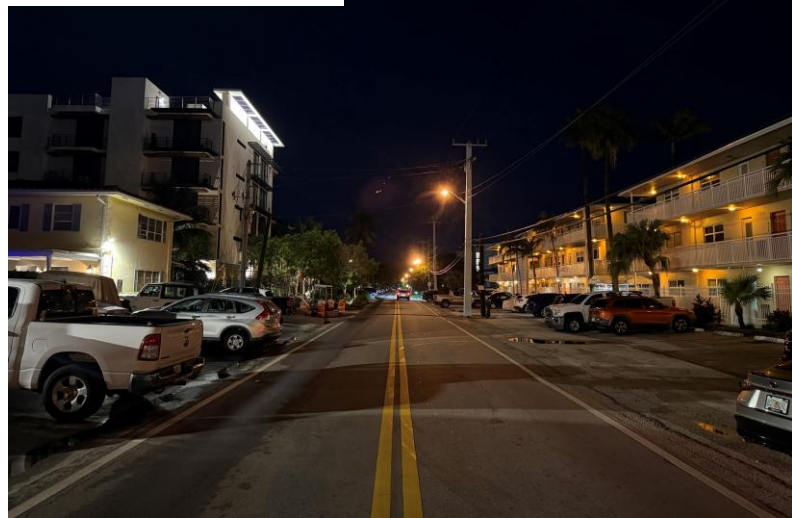


WESTBOUND





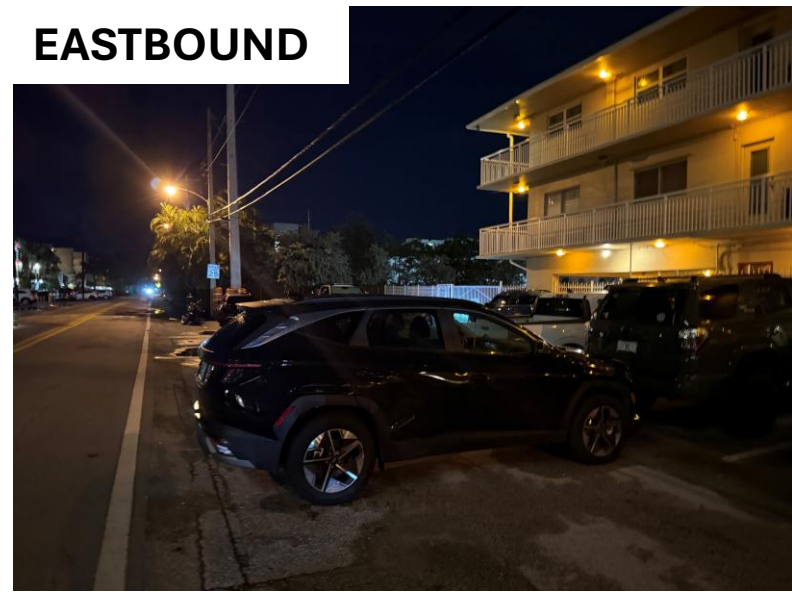
EASTBOUND



WESTBOUND



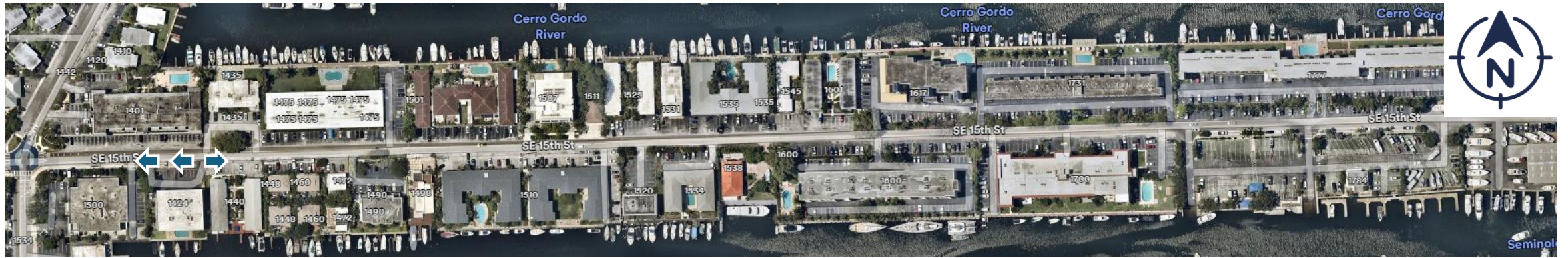
EASTBOUND



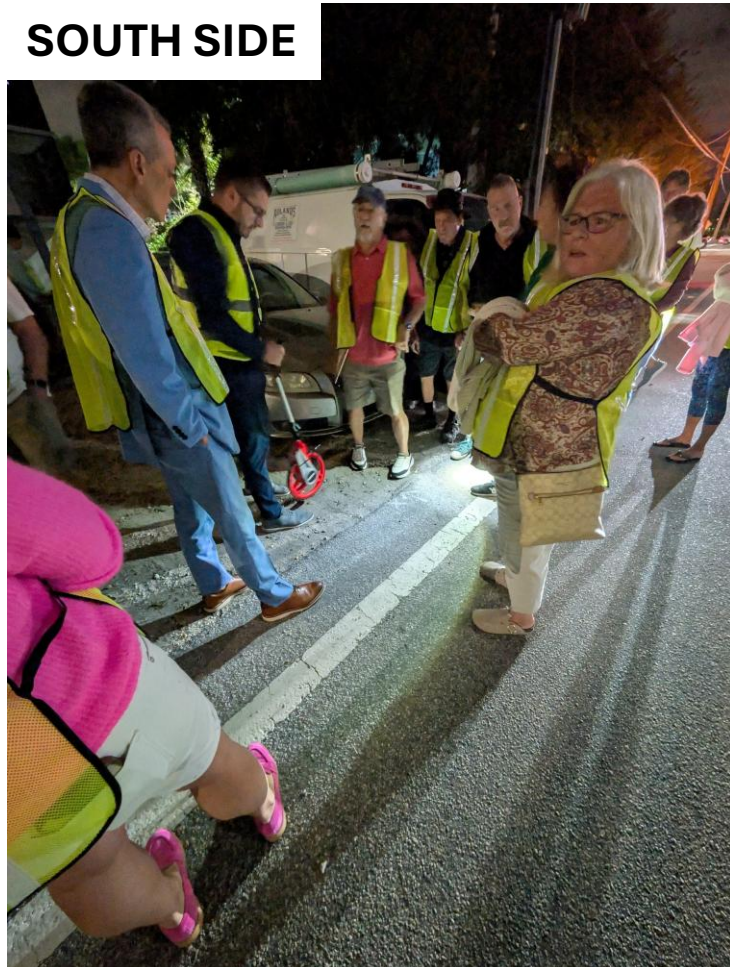
FIELD REVIEW

11-12-2025

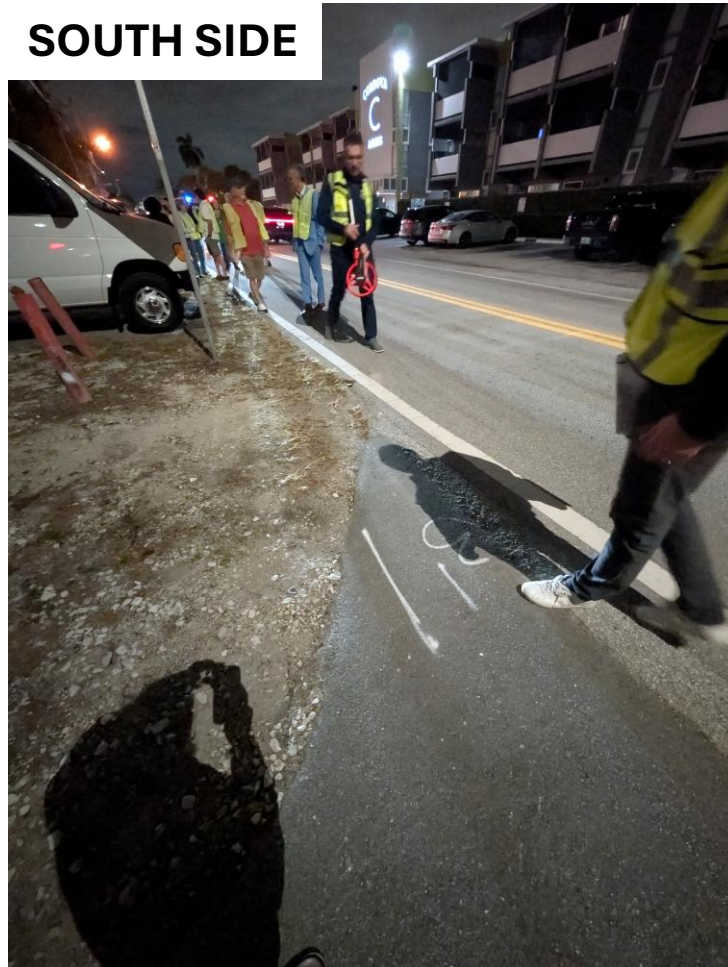
PICTURES



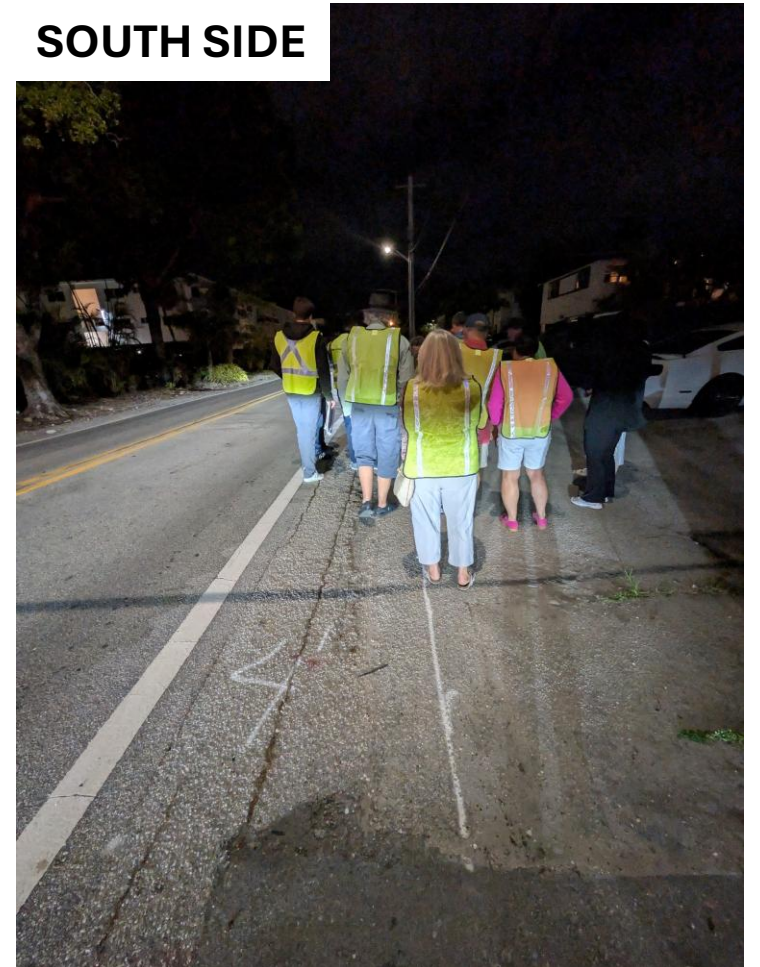
SOUTH SIDE

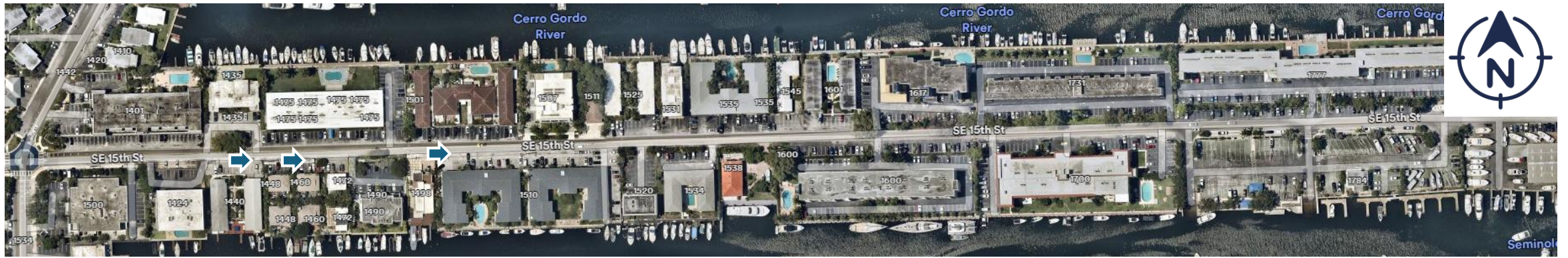


SOUTH SIDE

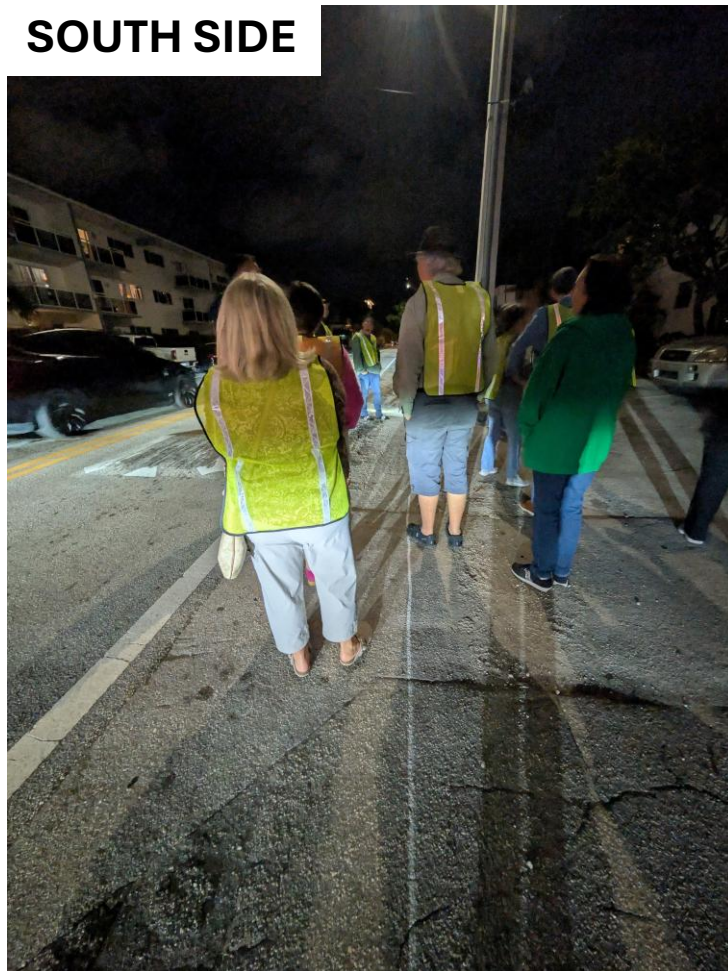


SOUTH SIDE





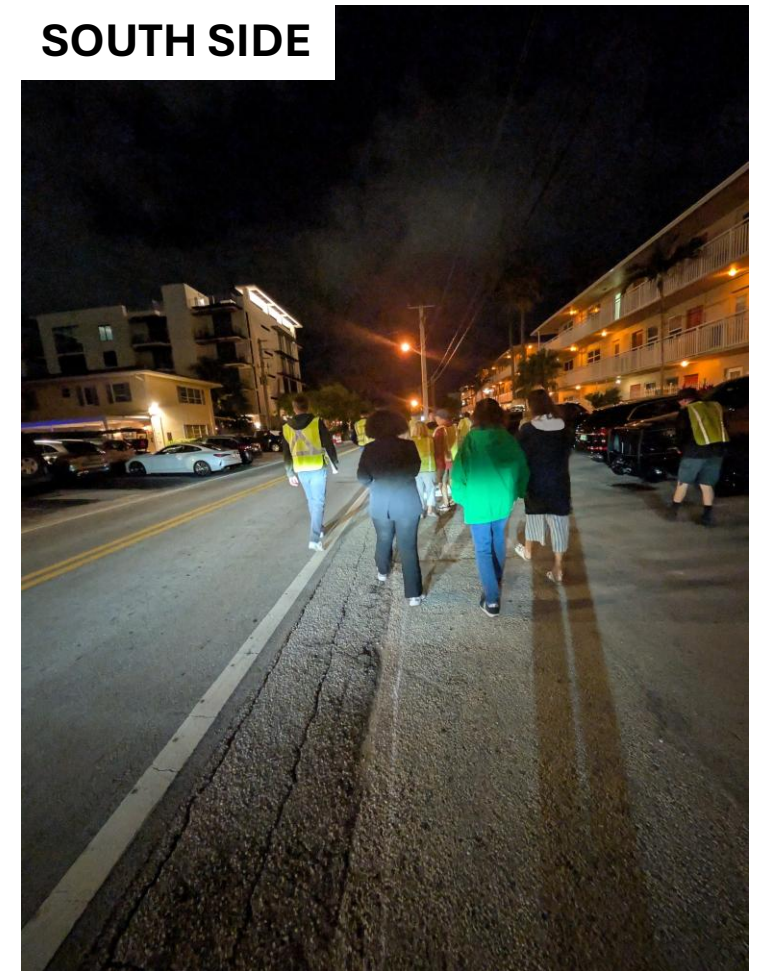
SOUTH SIDE



SOUTH SIDE

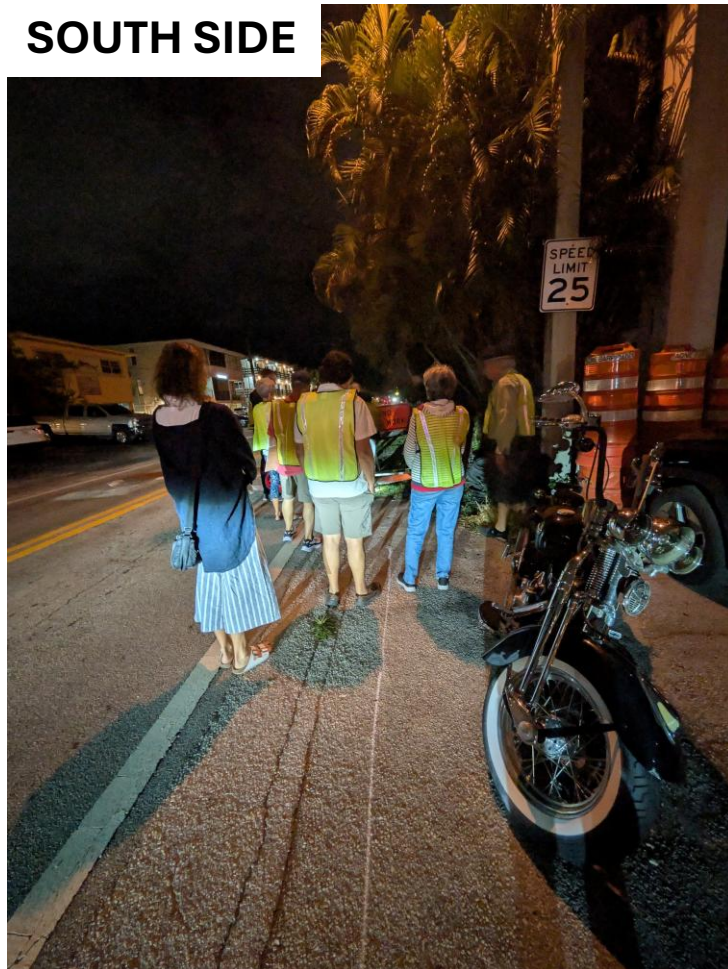


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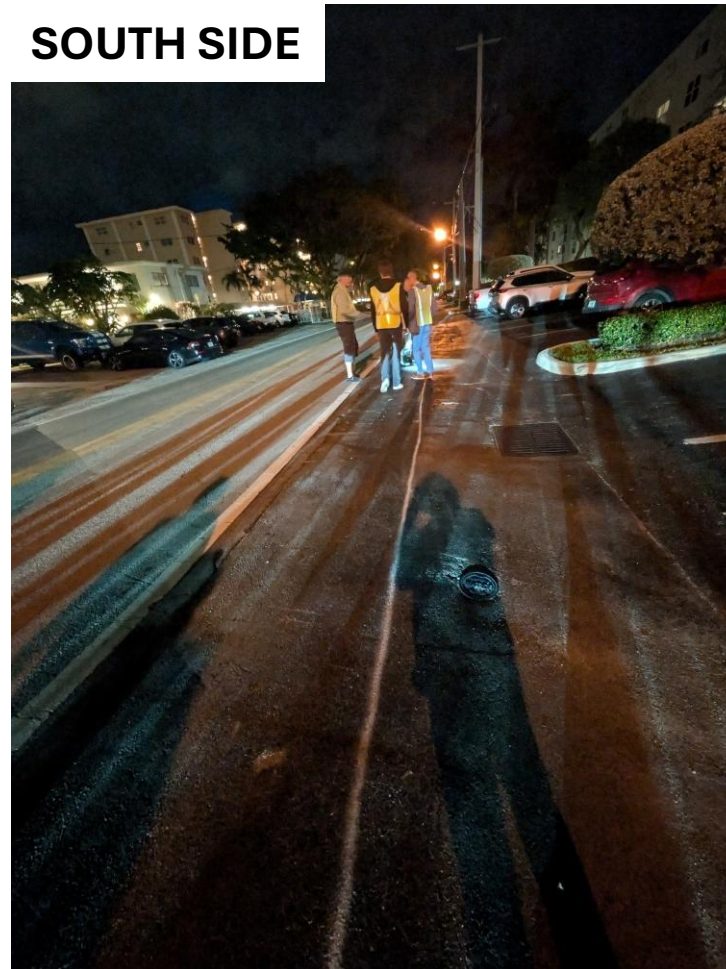




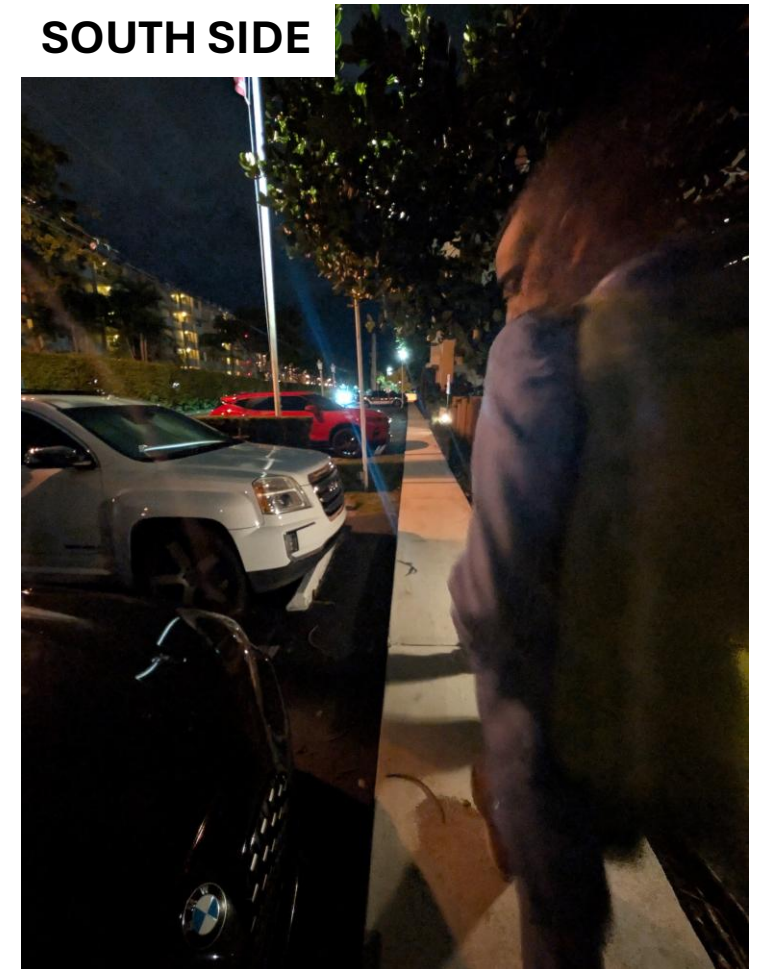
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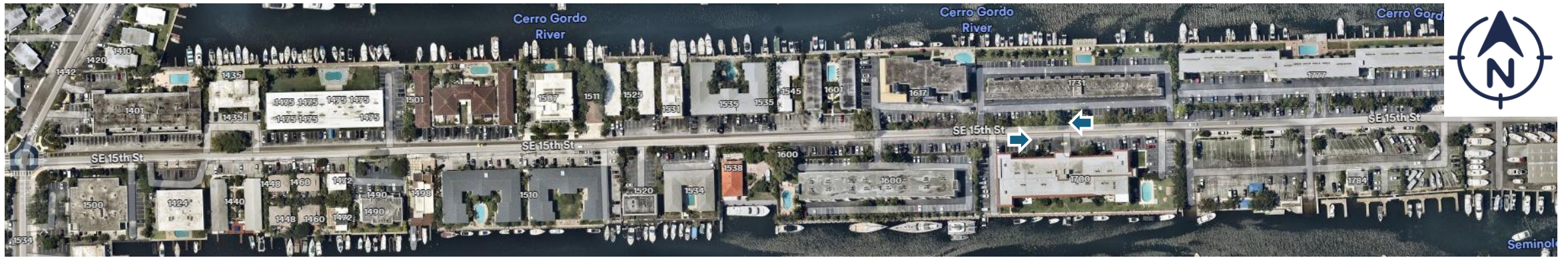


SOUTH SIDE

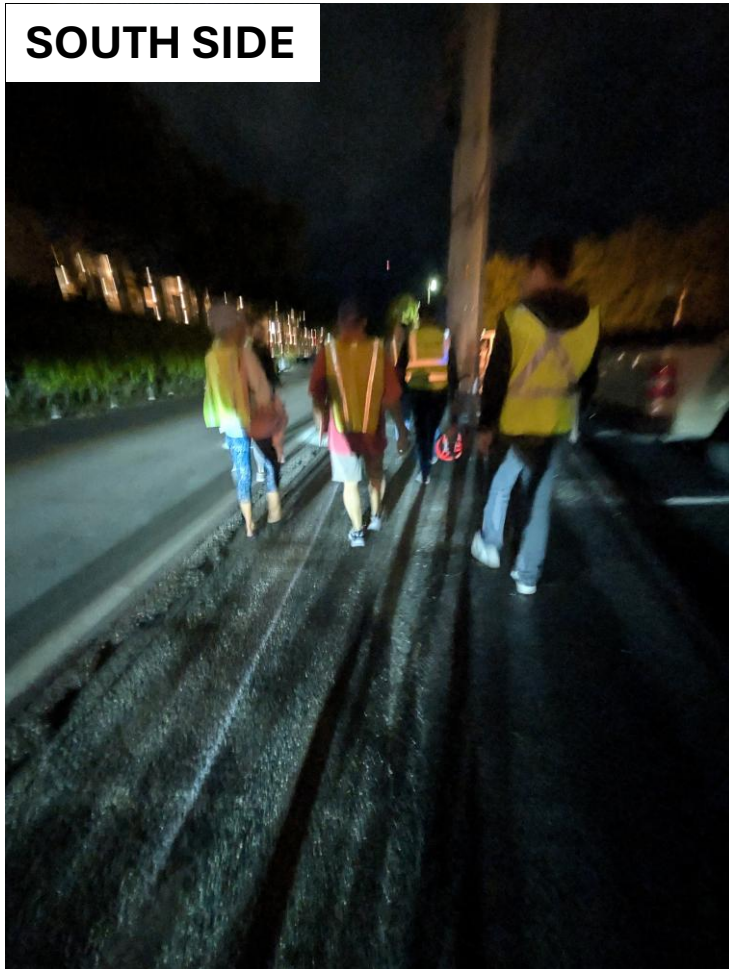


SOUTH SIDE

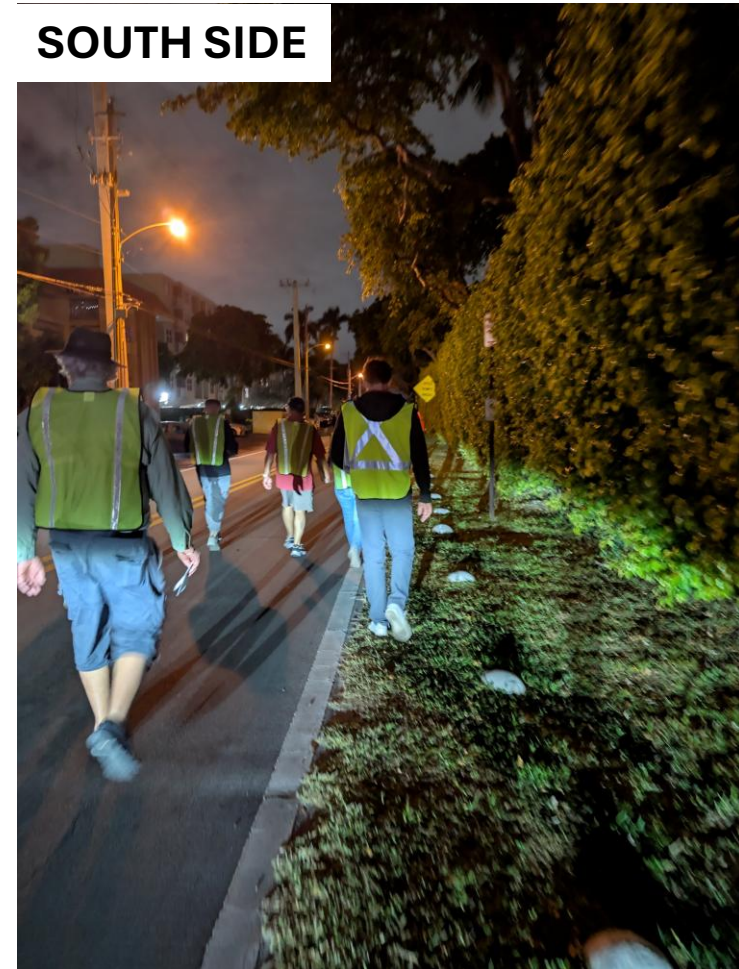




SOUTH SIDE



SOUTH SIDE





APPENDIX E

LIST OF UTILITY OWNERS

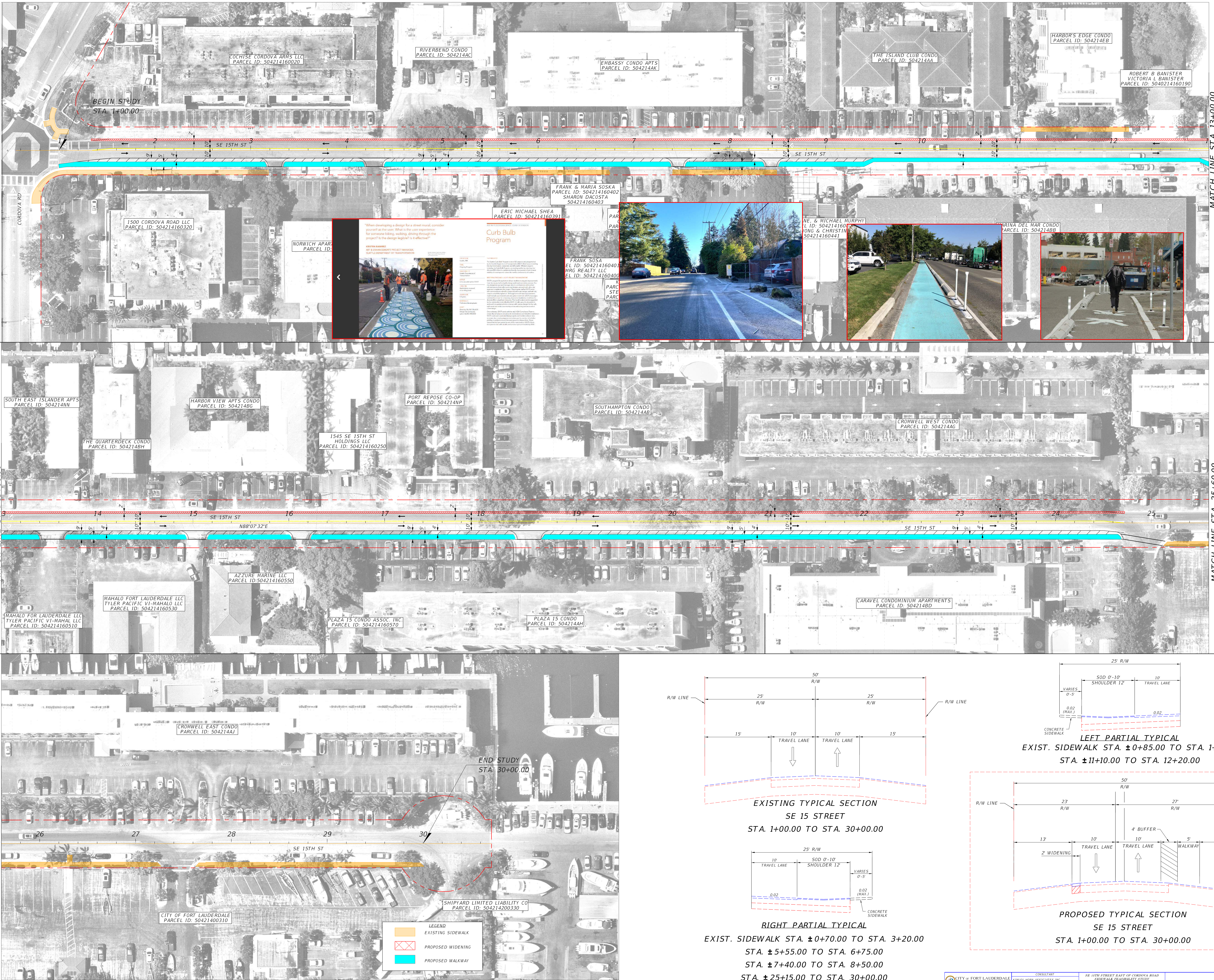
SE 15TH STREET EAST OF CORDOVA RD LIST OF UTILITY OWNERS

INDEX	CODE	UTILITY	CONTACT INFO.
1	CC1279	COMCAST CABLE	RICARDO DAVIDSON 6565 NOVIA DR DAVIE, FL 33317 786-586-8505 email: g27896@att.com
2	CFL910	CITY OF FORT LAUDERDALE WATER & SEWER	CRAIG BARRETT XXX XXX 954-828-5875 email: XXX
3	FPLBRO	FLORIDA POWER & LIGHT - BROWARD	EDGAR AGUILAR 10705 QUAIL ROOST DR MIAMI, FL 33157 email: edgar.aguilar@fpl.com
4	FPLSUB	FLORIDA POWER & LIGHT - SUBAQUEOUS	EDGAR AGUILAR 10705 QUAIL ROOST DR MIAMI, FL 33157 email: edgar.aguilar@fpl.com
5	HC1660	HOTWIRE COMMUNICATIONS	WALTER DAVILA XXX XXX 954-699-0900 email: XXX
6	NN1882	CROWN CASTLE NG	FIBER DIG TEAM 1500 CORPORATE DR CANONSBURG, PA 15317 800-654-3110 email: fiber.dig@crowncastle.com
7	PGSND	TECO PEOPLES GAS SOUTH FLORIDA	CHEYENNE THOMPSON 6628 PALM RIVER RD TAMPA, FL 33619 813-743-7164 email: XXX
8	SBF23	AT&T DISTRIBUTION	DINO FARRUGGIO 6628 LAKESIDE RD WEST PALM BEACH, FL 33411 800-654-3110 email: g27896@att.com



APPENDIX F

ROLL PLOTS FOR EACH ALTERNATIVE

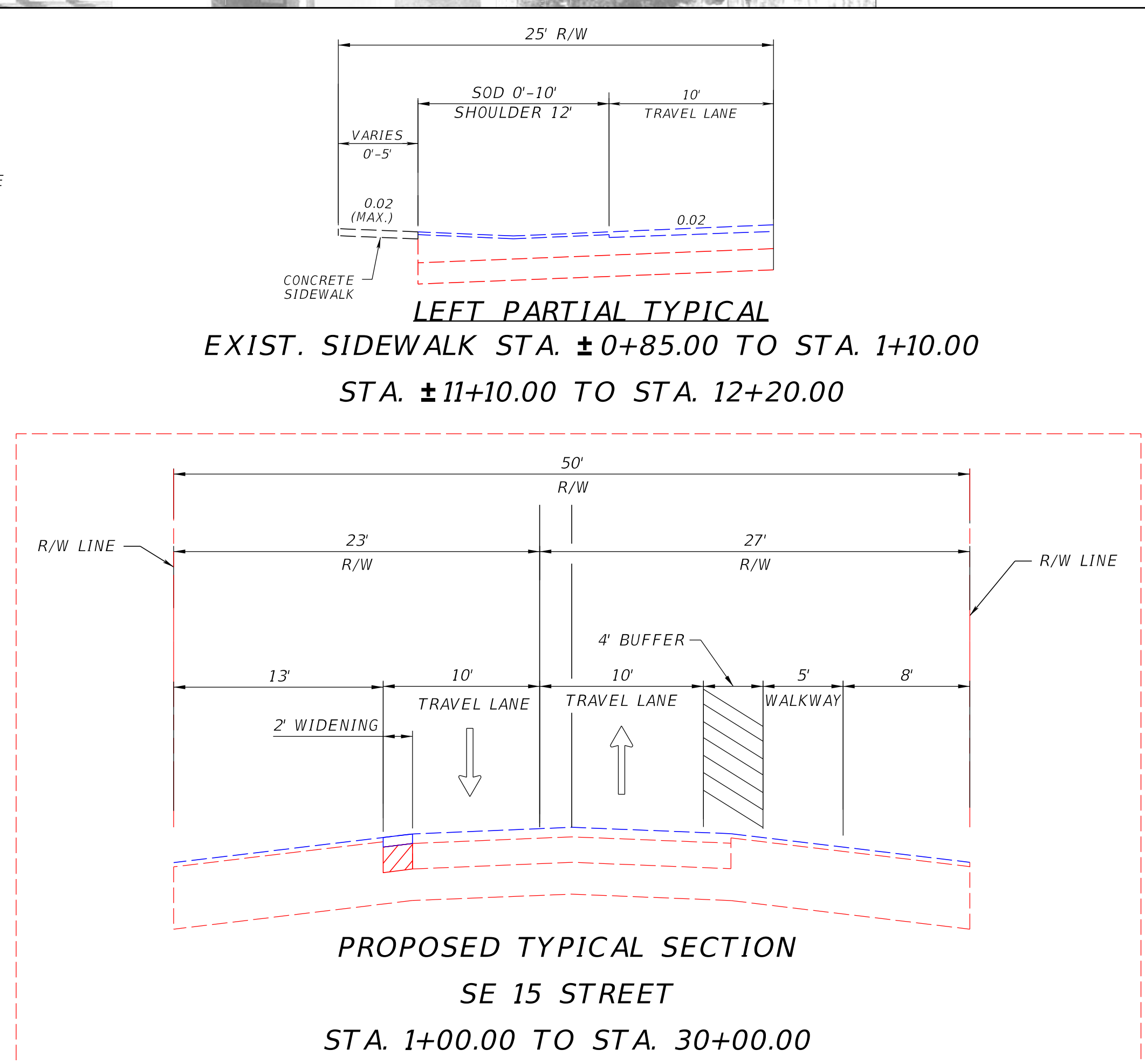
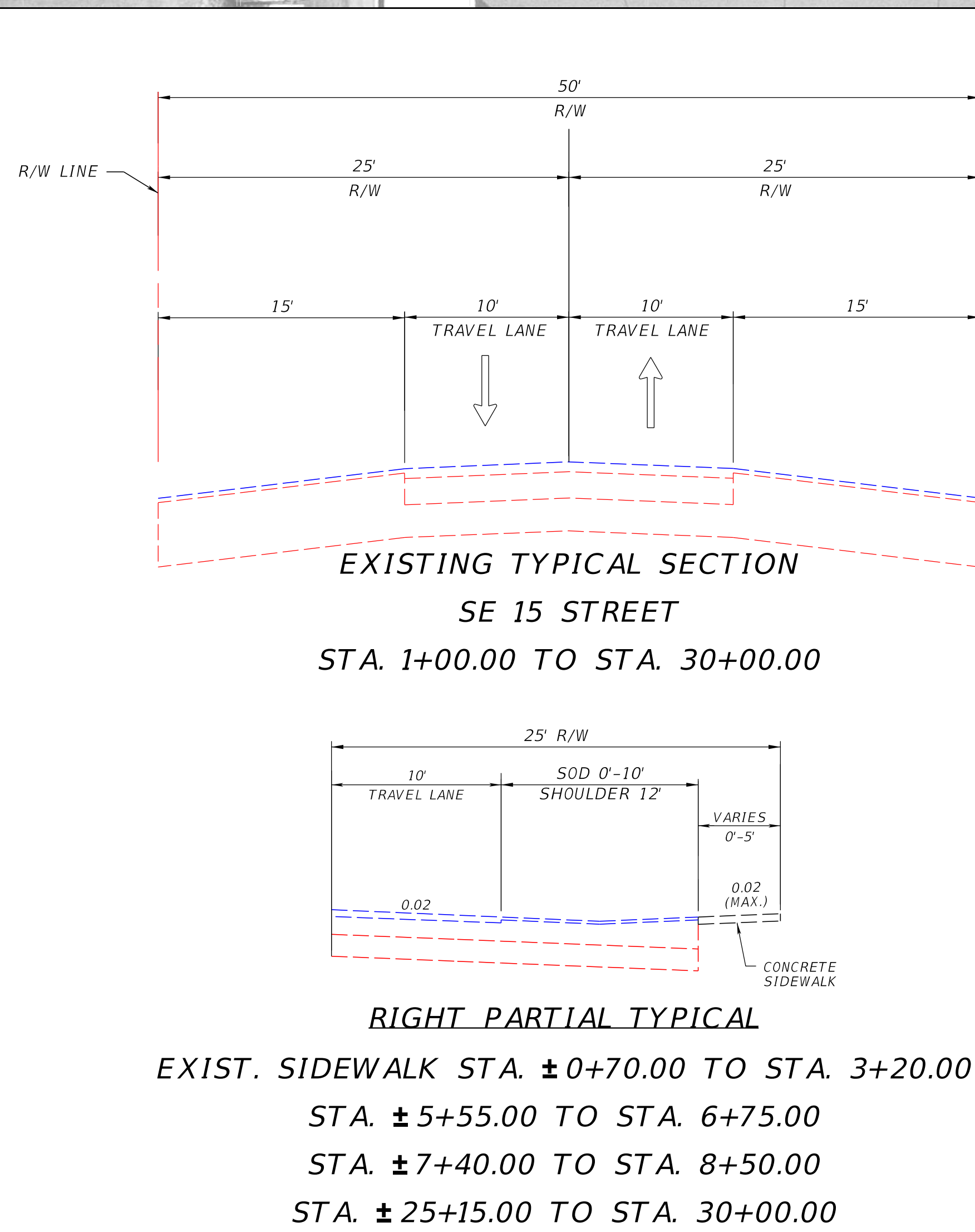


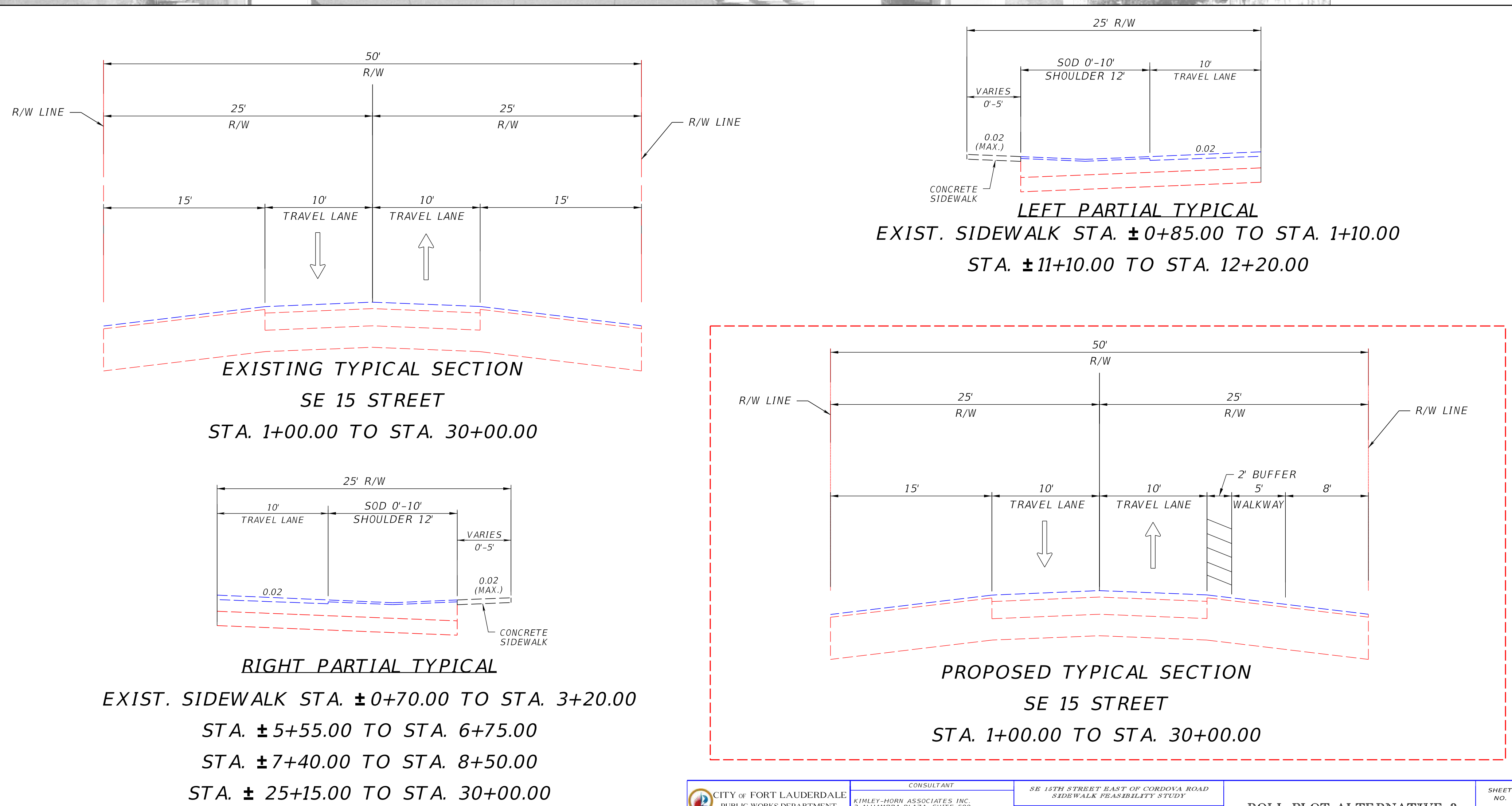
Curb Bulb Program

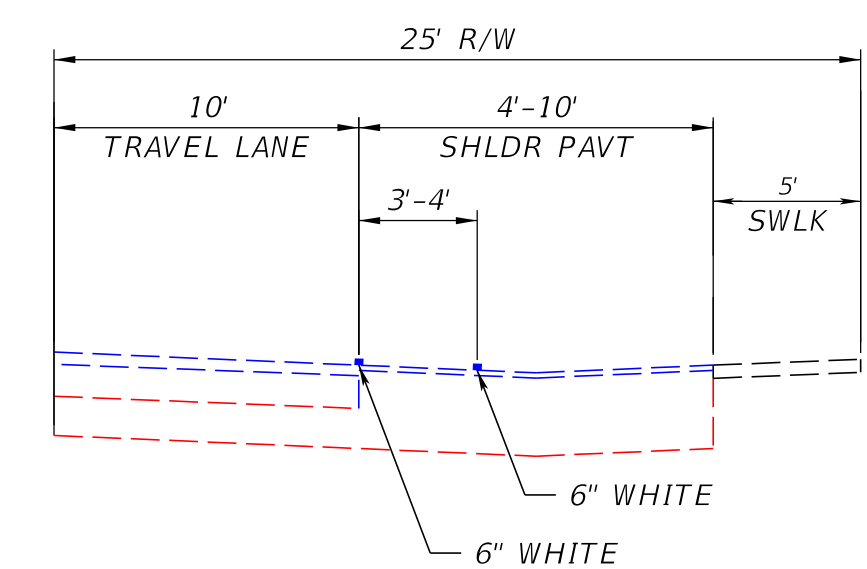
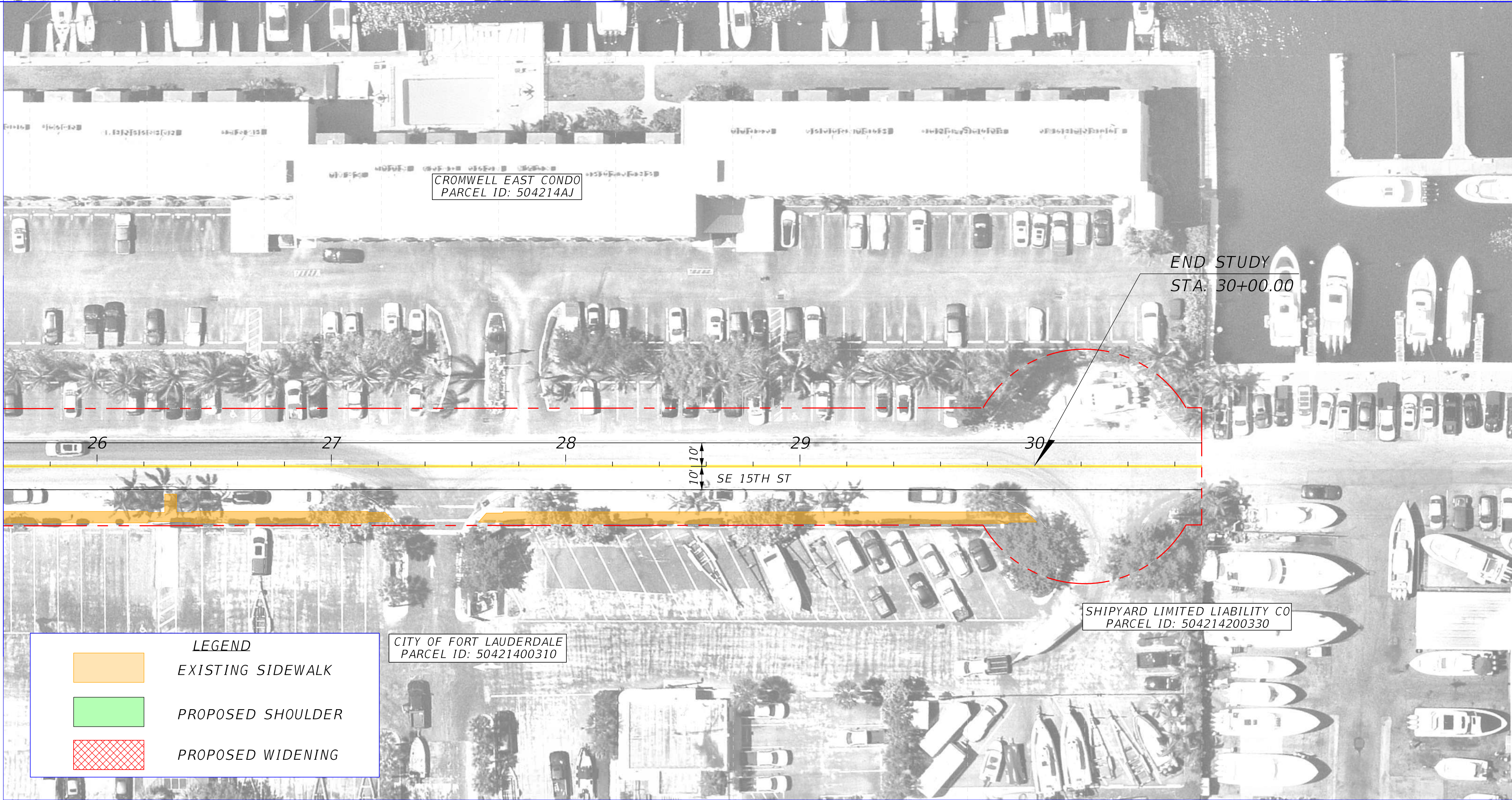
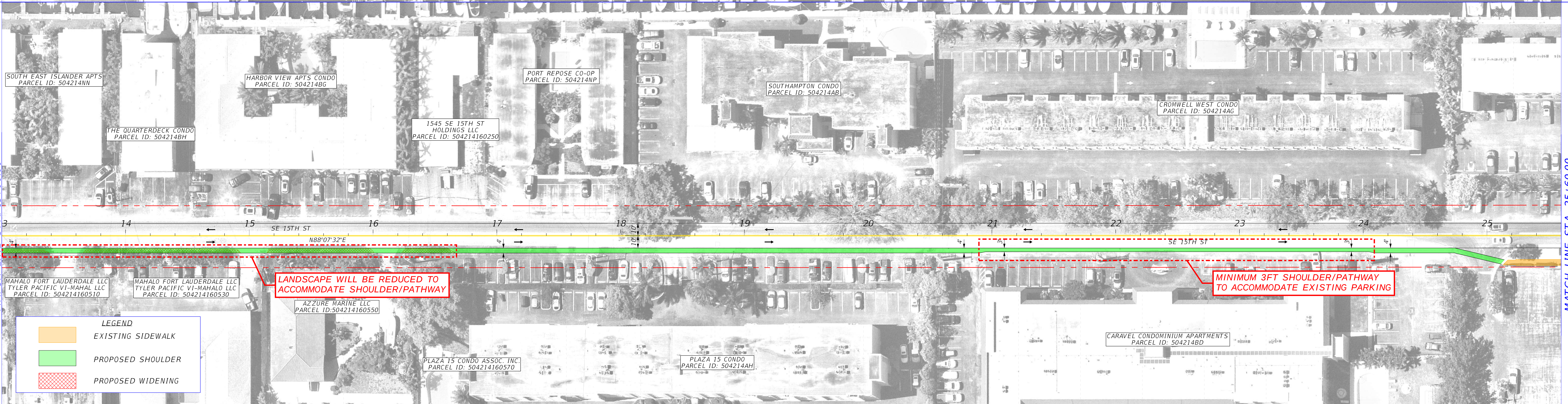
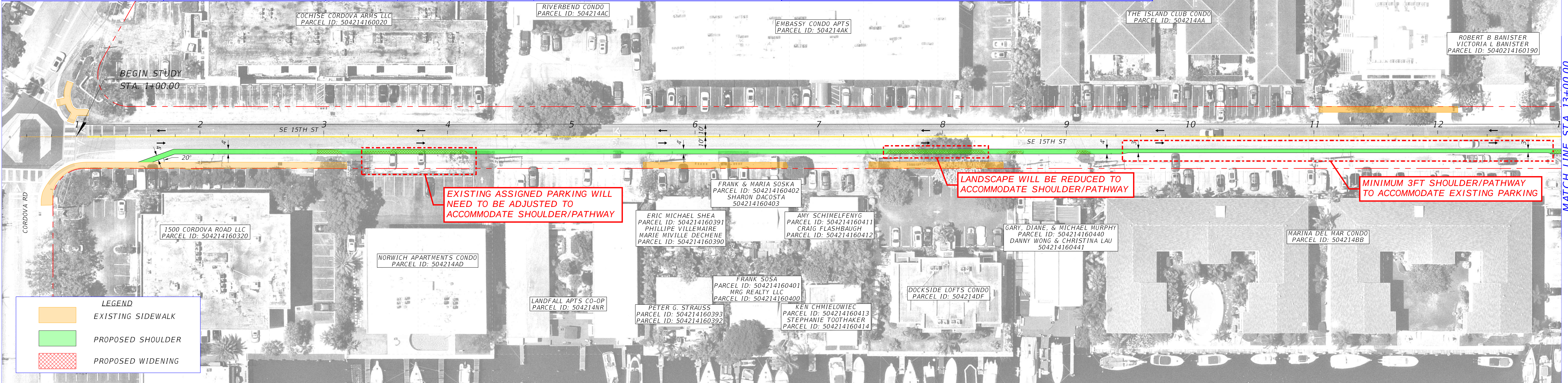
When developing a design for a street mural, consider yourself as the user. What is the user experience for someone taking, making, driving through the project to the design legend? Is it effective?

DESIGNER'S RESPONSIBILITY
ART & ENVIRONMENTAL PROJECT MANAGER
FOR THE DEPARTMENT OF TRANSPORTATION

DESIGNER'S RESPONSIBILITY
ART & ENVIRONMENTAL PROJECT MANAGER
FOR THE DEPARTMENT OF TRANSPORTATION

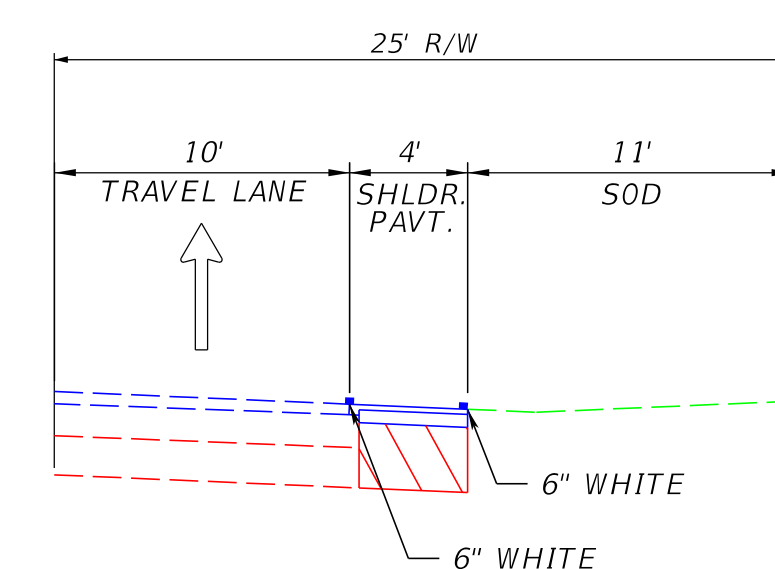






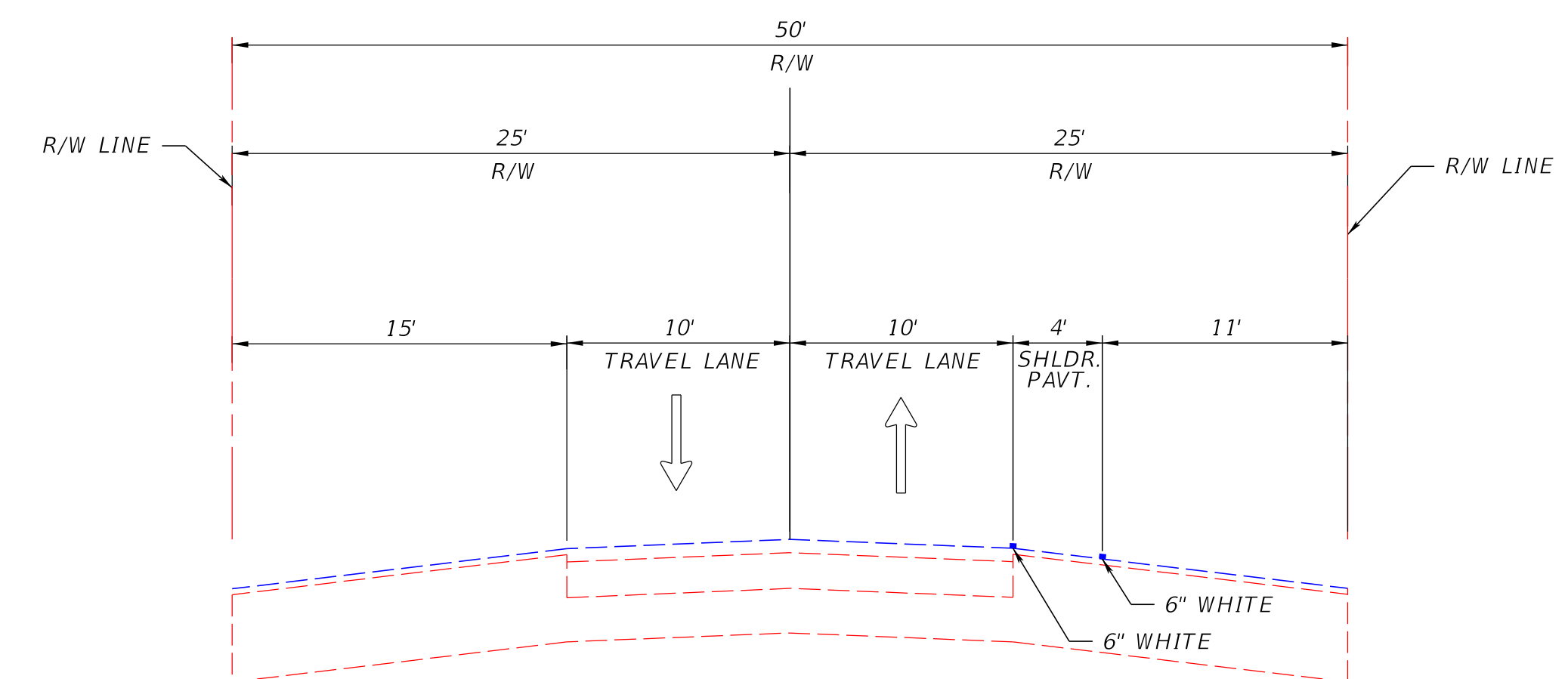
RIGHT PARTIAL TYPICAL

EXIST. SIDEWALK
STA. ±0+70.00 TO STA. 3+20.00
STA. ±5+55.00 TO STA. 6+75.00
STA. ±7+40.00 TO STA. 8+50.00

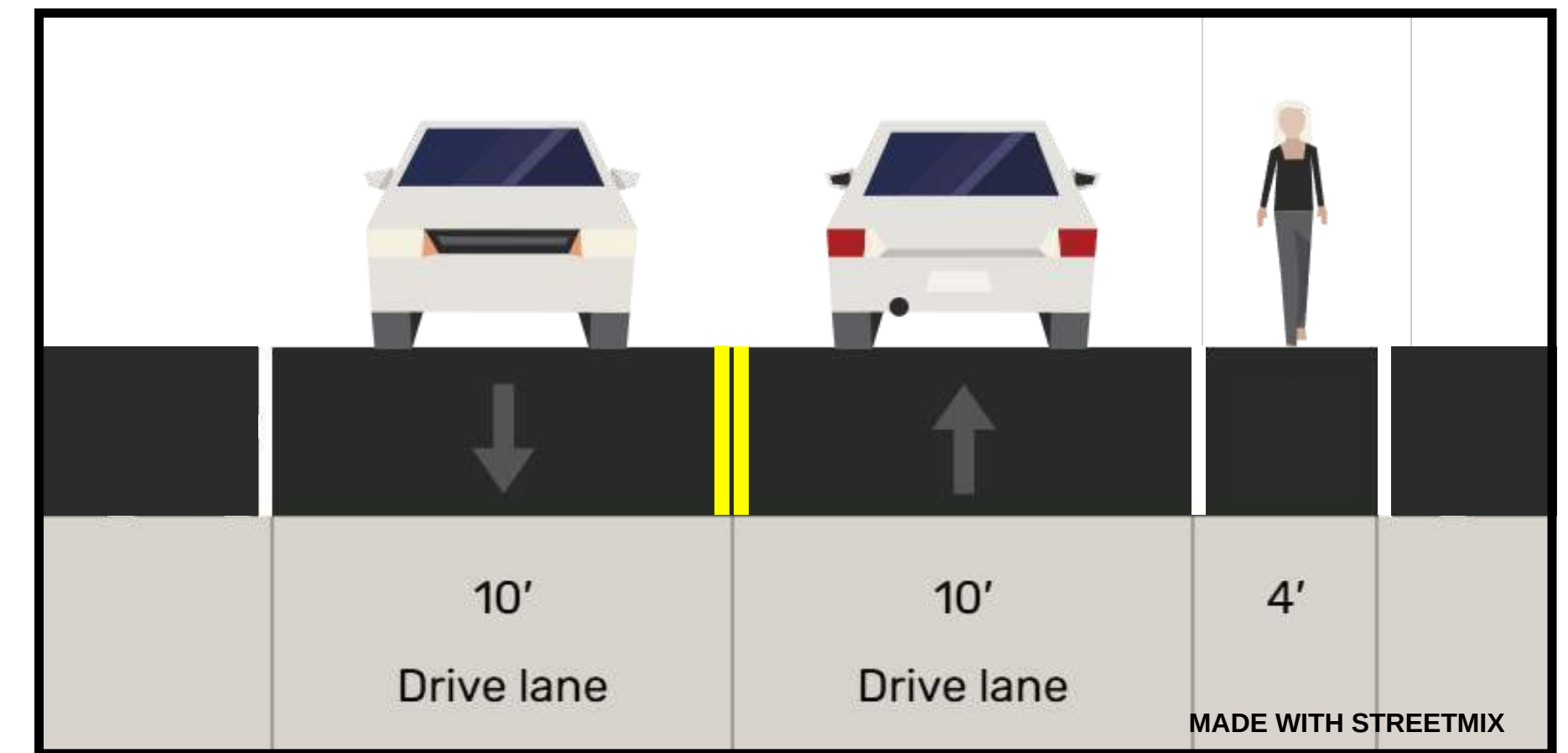


RIGHT PARTIAL TYPICAL

PROPOSED WIDENING
STA. ±3+40.00 TO STA. 4+20.00
STA. ±7+60.00 TO STA. 8+40.00
STA. ±13+00.00 TO STA. 13+40.00
STA. ±13+60.00 TO STA. 15+00.00
STA. ±15+20.00 TO STA. 16+00.00
STA. ±16+20.00 TO STA. 16+60.00



PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00



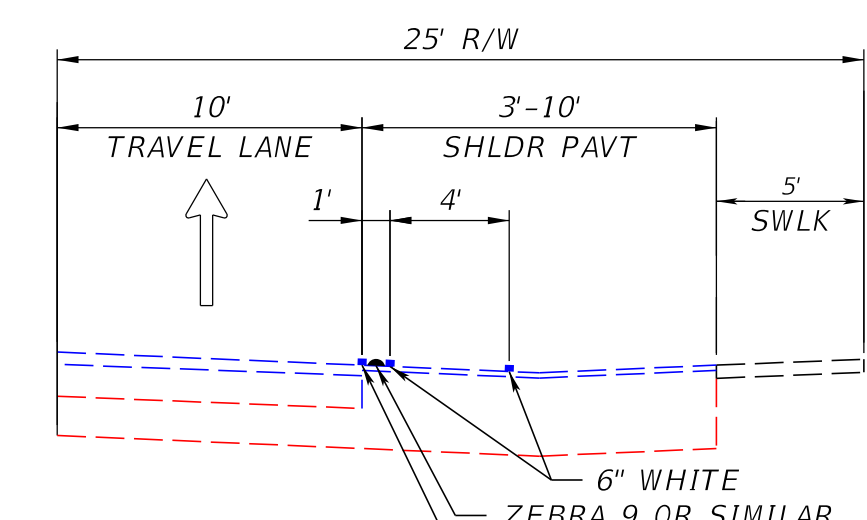
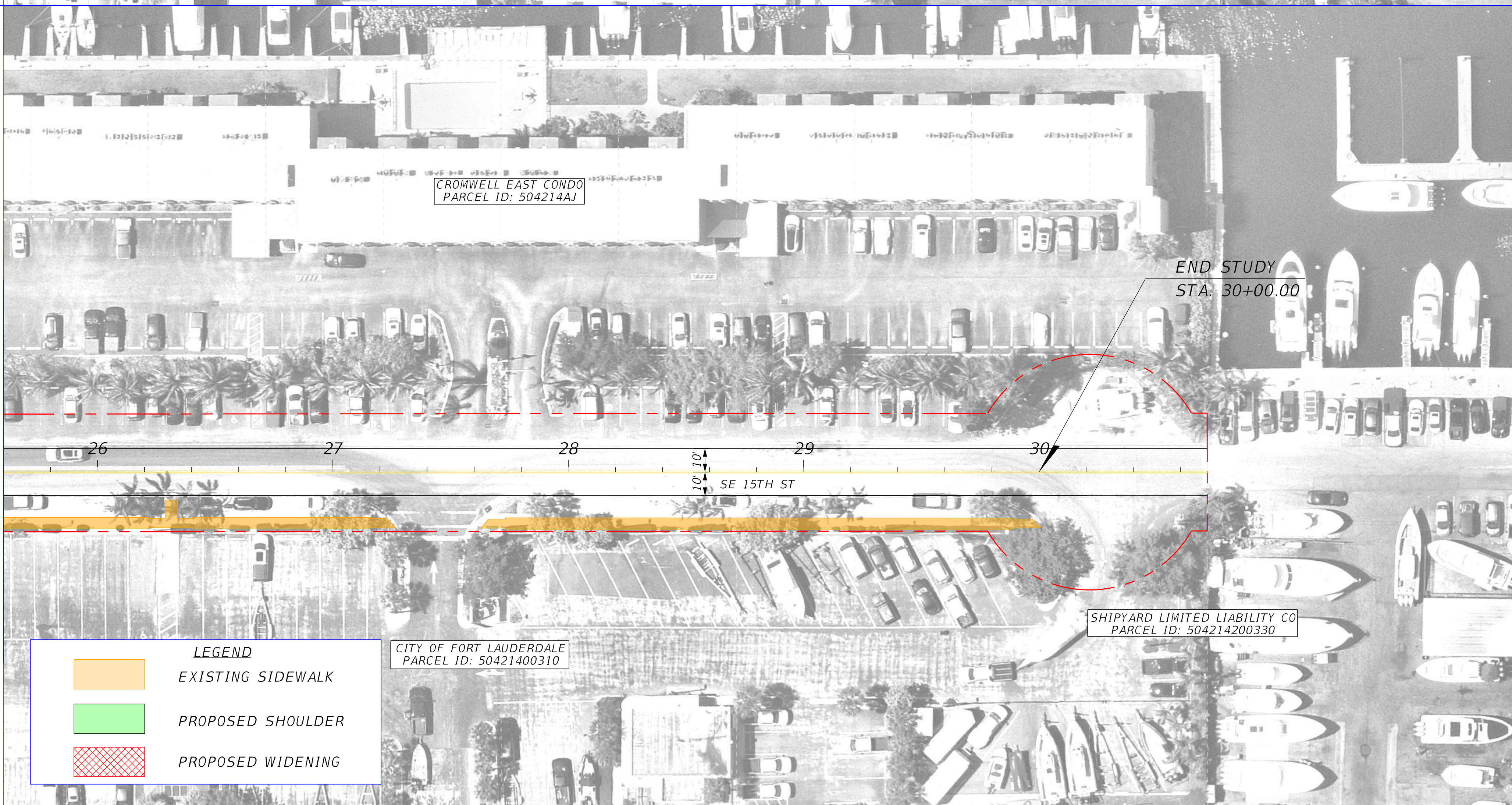
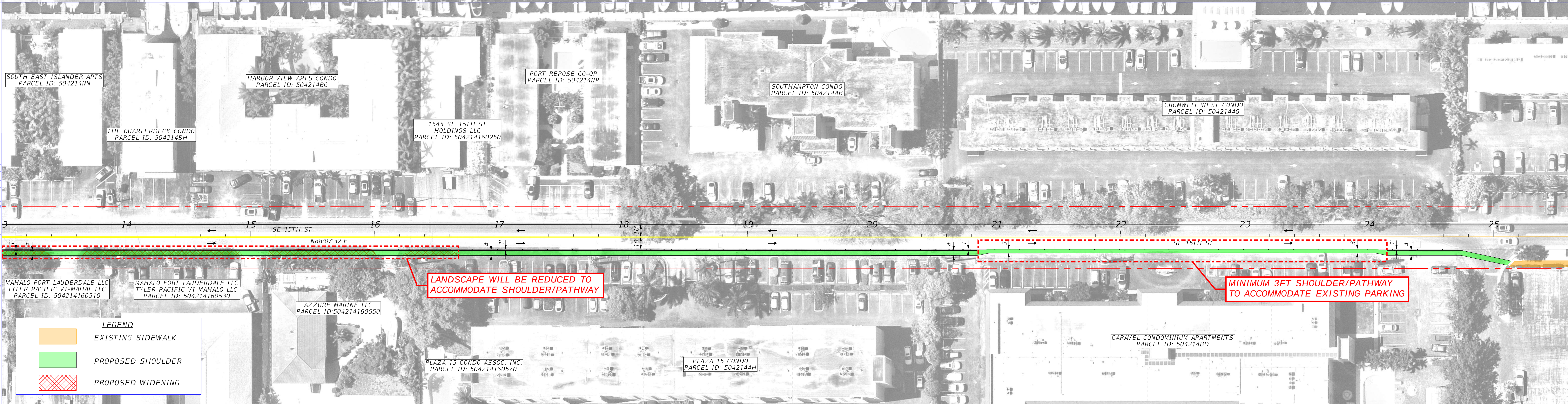
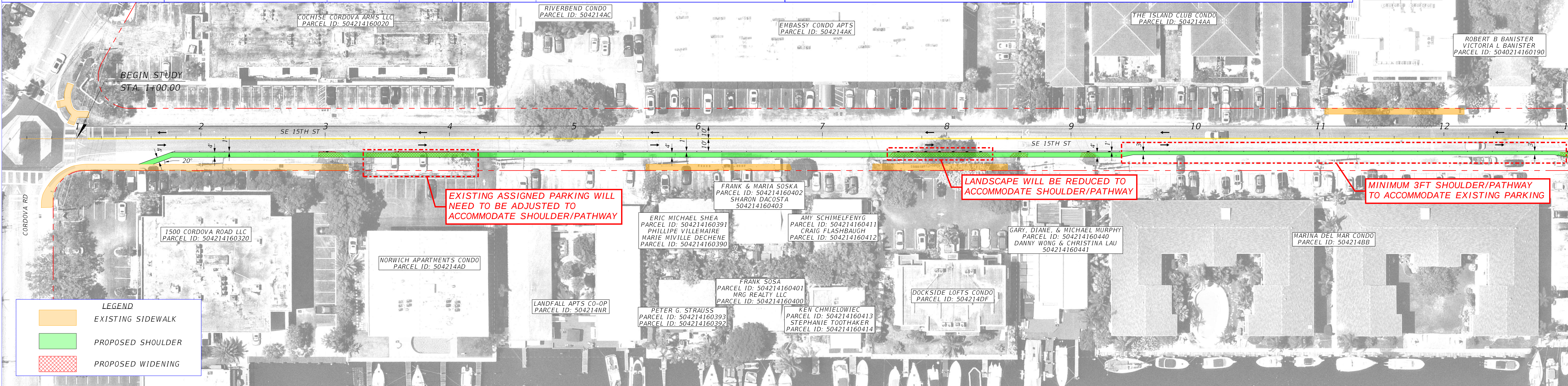
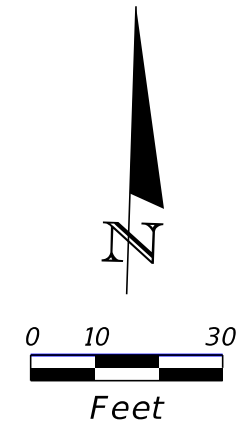
SE 15TH ST EAST OF CORDOVA ROAD
SIDEWALK FEASIBILITY STUDY

CONSULTANT	LOCATION	COUNTY	CONTRACT NUMBER
KIMLEY-HORN ASSOCIATES, INC. 2 ALHAMBRA PLAZA, SUITE 500 CORAL GABLES, FL 33134	SE 15TH ST E OF CORDOVA RD	BROWARD	12370-206-1

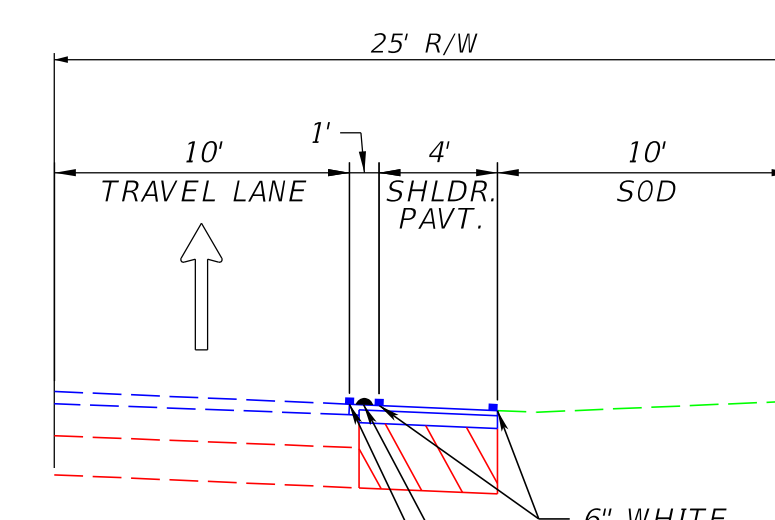
ROLL PLOT: ALTERNATIVE 4

DESCRIPTION / POTENTIAL IMPACTS

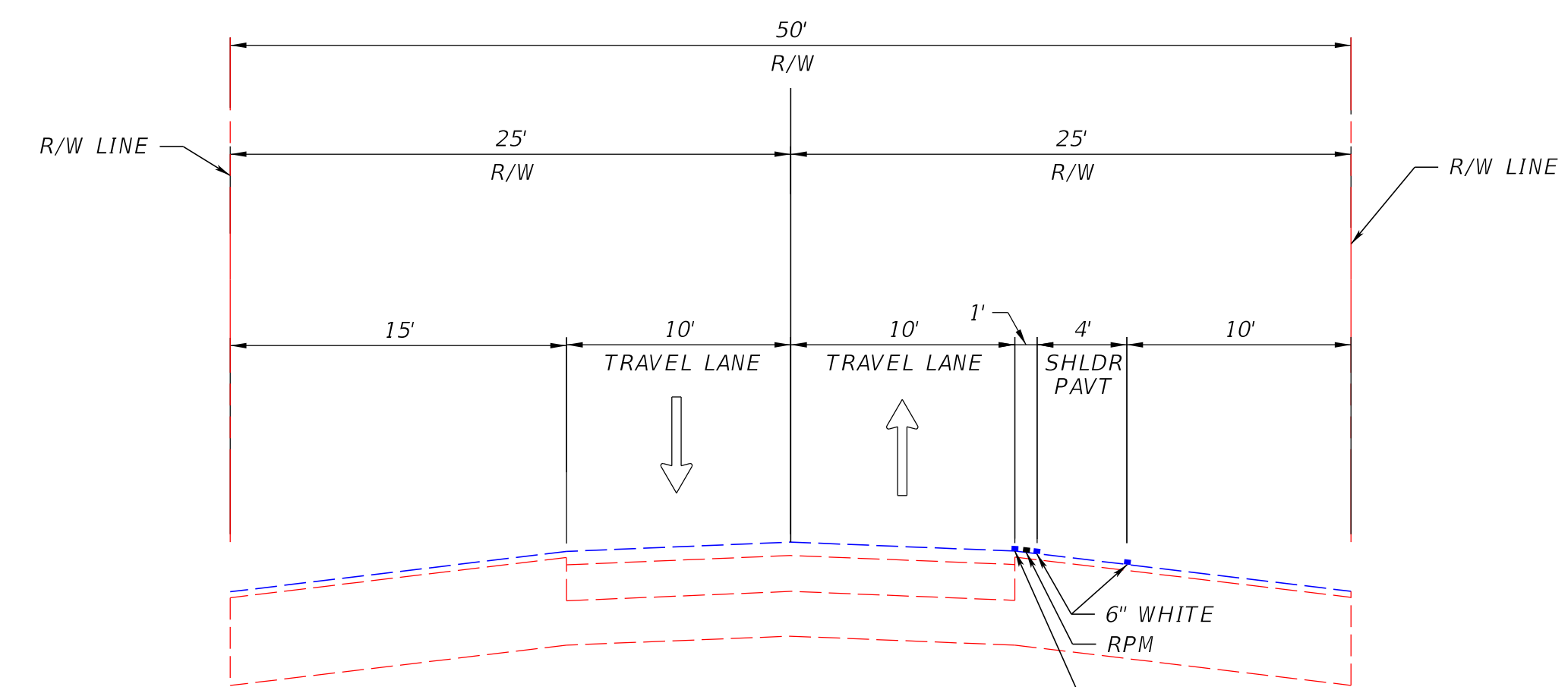
PROJECT PROVIDES A SHOULDER/PATHWAY THAT WILL LINK CURRENTLY DISCONNECTED SEGMENTS OF SIDEWALK, CREATING A CONTINUOUS PEDESTRIAN ROUTE. A 5FT PAVED SHOULDER/PATHWAY WITH DOUBLE SOLID WHITE LINES ON THE LEFT SIDE AND A SOLID WHITE LINE ON THE RIGHT SIDE WILL BE ADDED ALONG THE SOUTH SIDE OF SE 15TH ST. THIS ALTERNATIVE ADDS A 1FT BUFFER WITH SMALL BARRIERS USED WHEREVER POSSIBLE AND RAISED PAVEMENT MARKINGS FOR THE REST OF THE LENGTH (SEE SKETCH SHOWN BELOW).



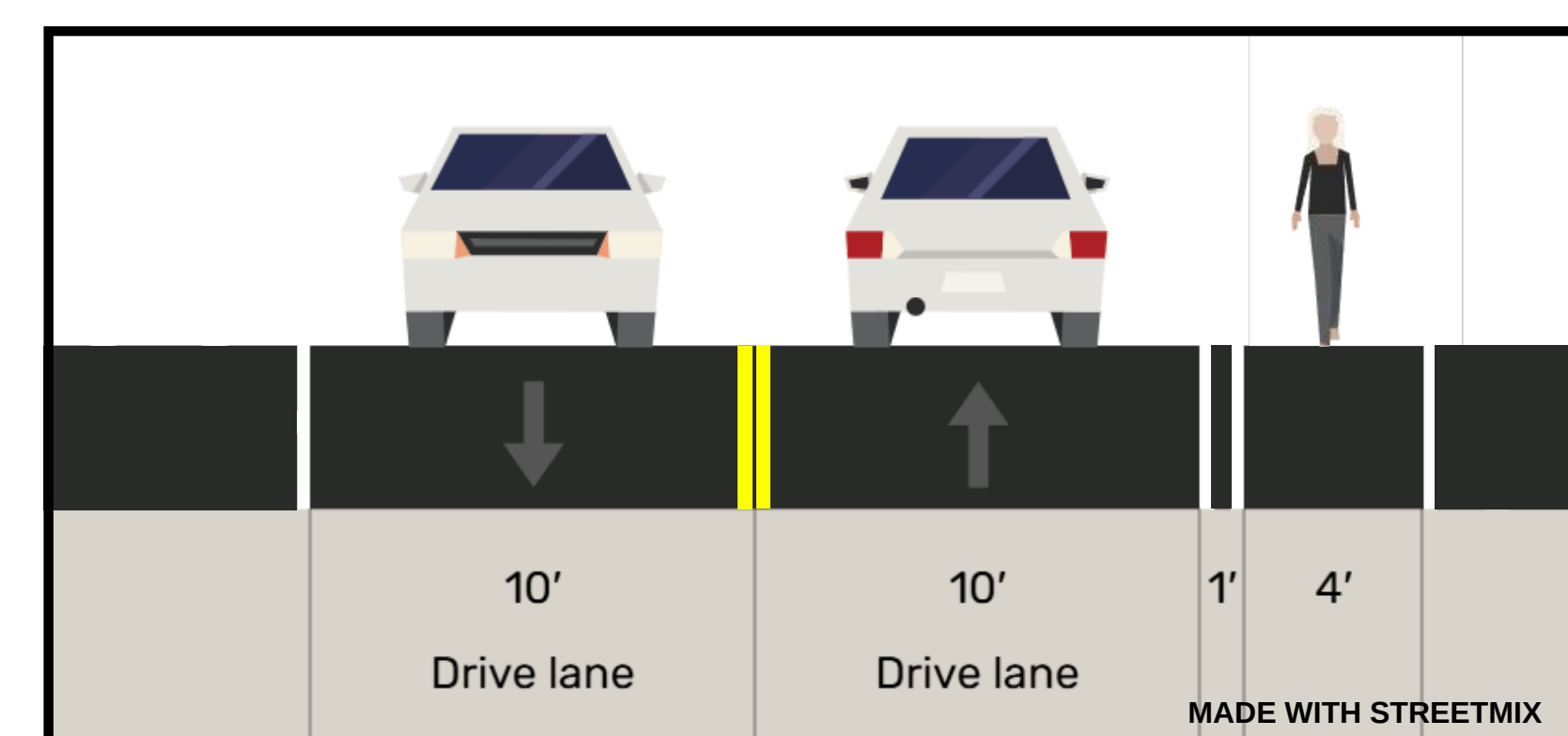
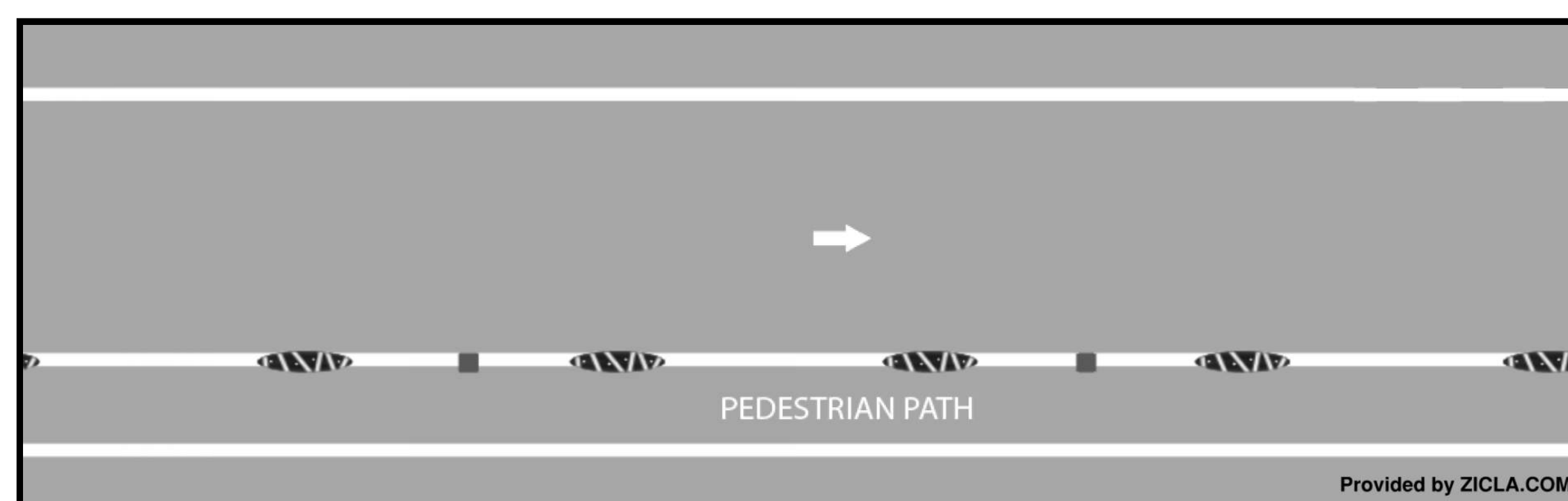
RIGHT PARTIAL TYPICAL
EXIST. SIDEWALK
STA. 0+70.00 TO STA. 3+20.00
STA. 5+55.00 TO STA. 6+75.00
STA. 7+40.00 TO STA. 8+50.00

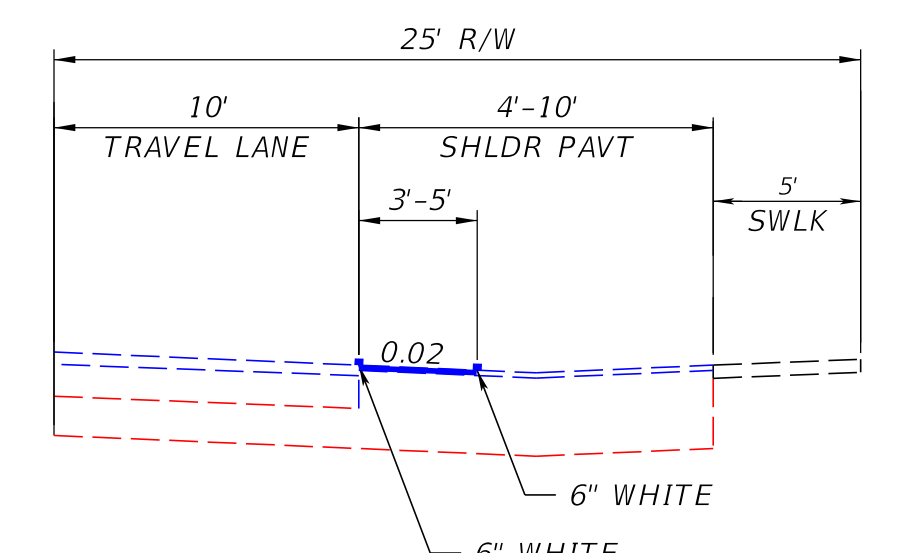
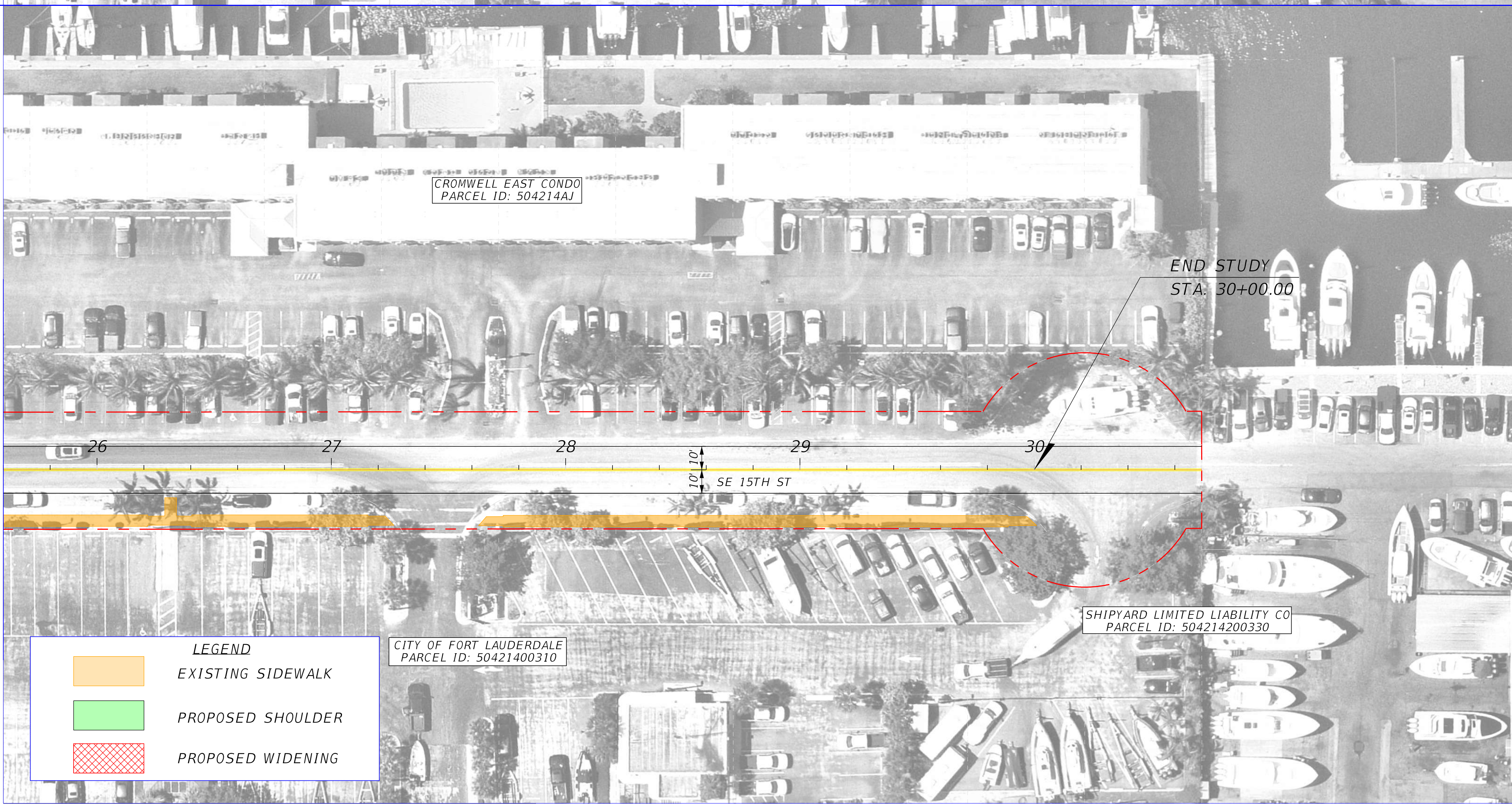
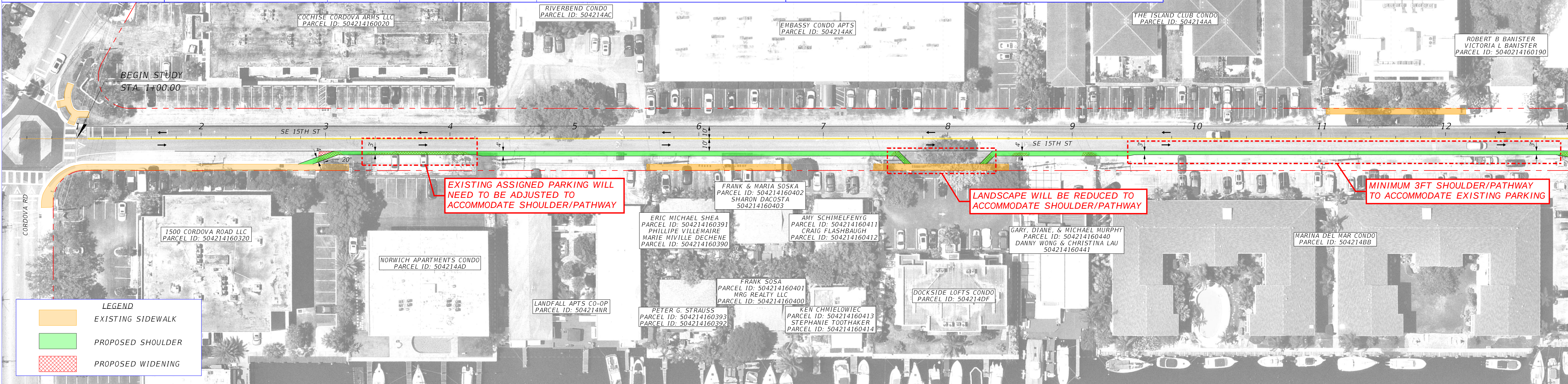
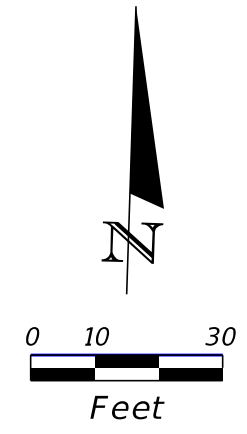


RIGHT PARTIAL TYPICAL
PROPOSED WIDENING
STA. ±3+40.00 TO STA. 4+20.00
STA. ±7+60.00 TO STA. 8+40.00
STA. ±13+00.00 TO STA. 13+40.00
STA. ±13+60.00 TO STA. 15+00.00
STA. ±15+20.00 TO STA. 16+00.00
STA. ±16+20.00 TO STA. 16+60.00

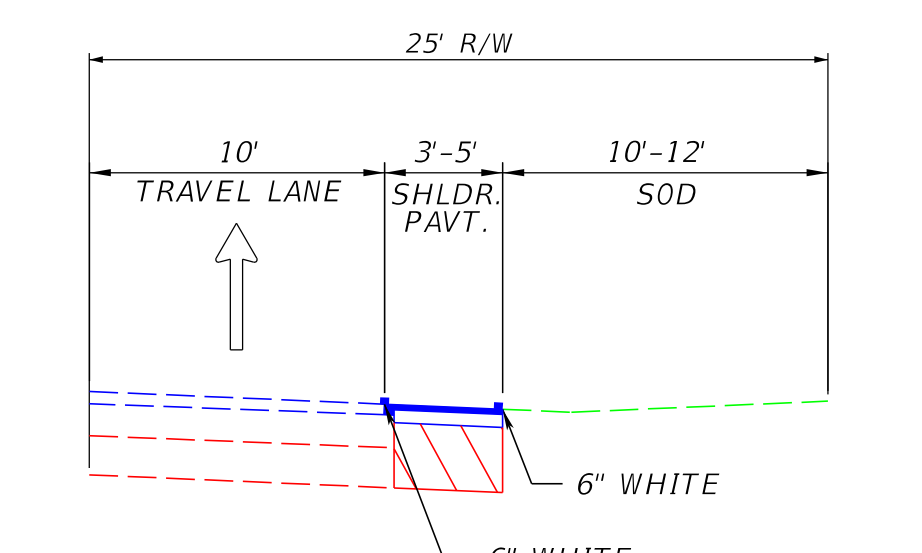


PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00

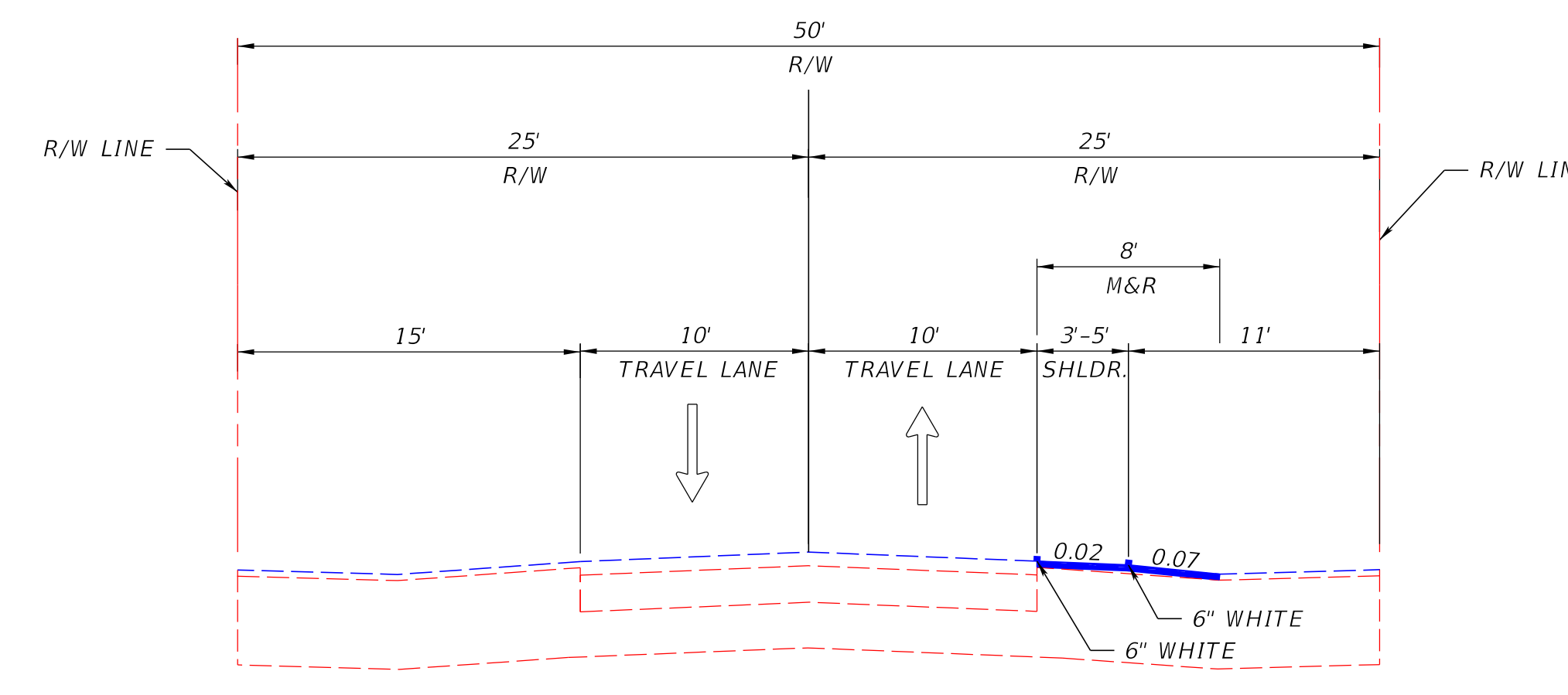




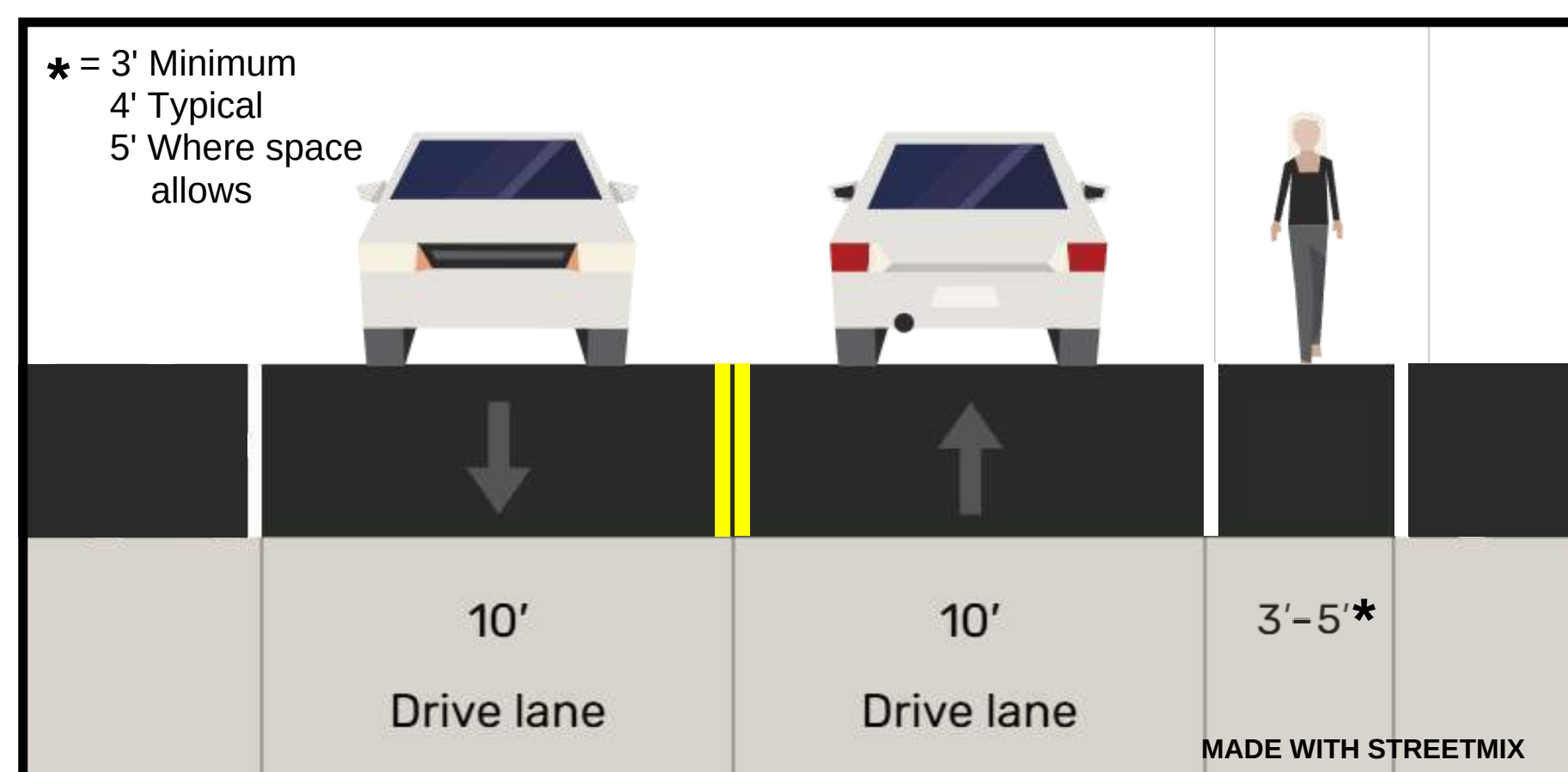
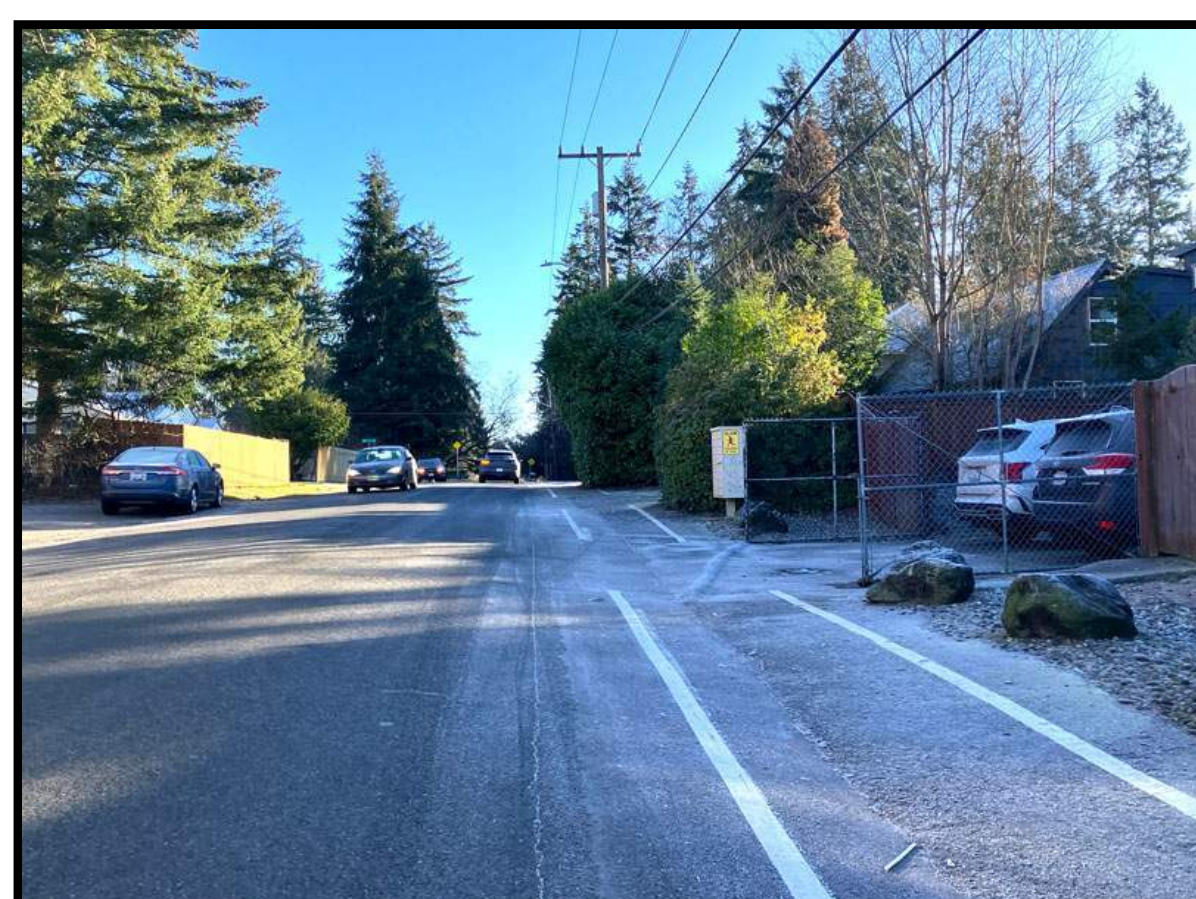
RIGHT PARTIAL TYPICAL
EXIST. SIDEWALK
STA. ±0+70.00 TO STA. 3+20.00
STA. ±5+55.00 TO STA. 6+75.00
STA. ±7+40.00 TO STA. 8+50.00



RIGHT PARTIAL TYPICAL
PROPOSED WIDENING
STA. ±3+40.00 TO STA. 4+20.00
STA. ±7+60.00 TO STA. 8+40.00
STA. ±13+00.00 TO STA. 13+40.00
STA. ±13+60.00 TO STA. 15+00.00
STA. ±15+20.00 TO STA. 16+00.00
STA. ±16+20.00 TO STA. 16+60.00



PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00





APPENDIX G

PREFERRED ALTERNATIVE RECOMMENDATION

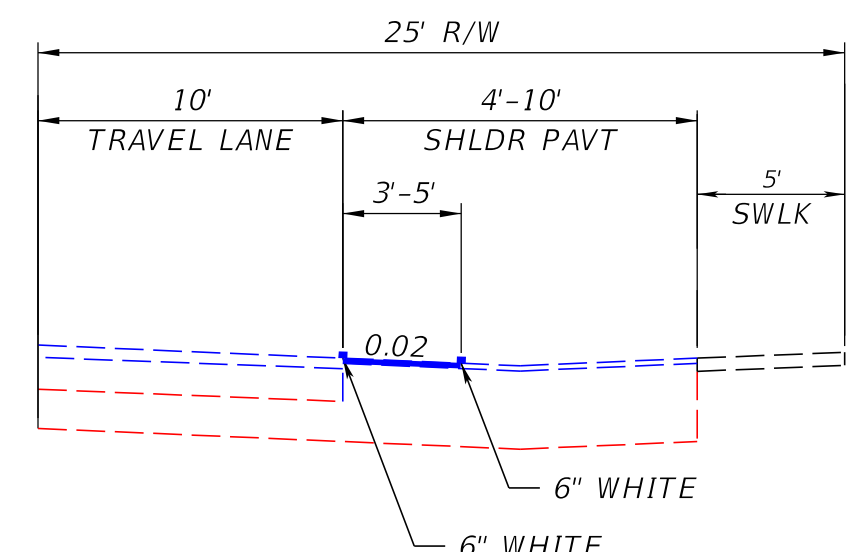
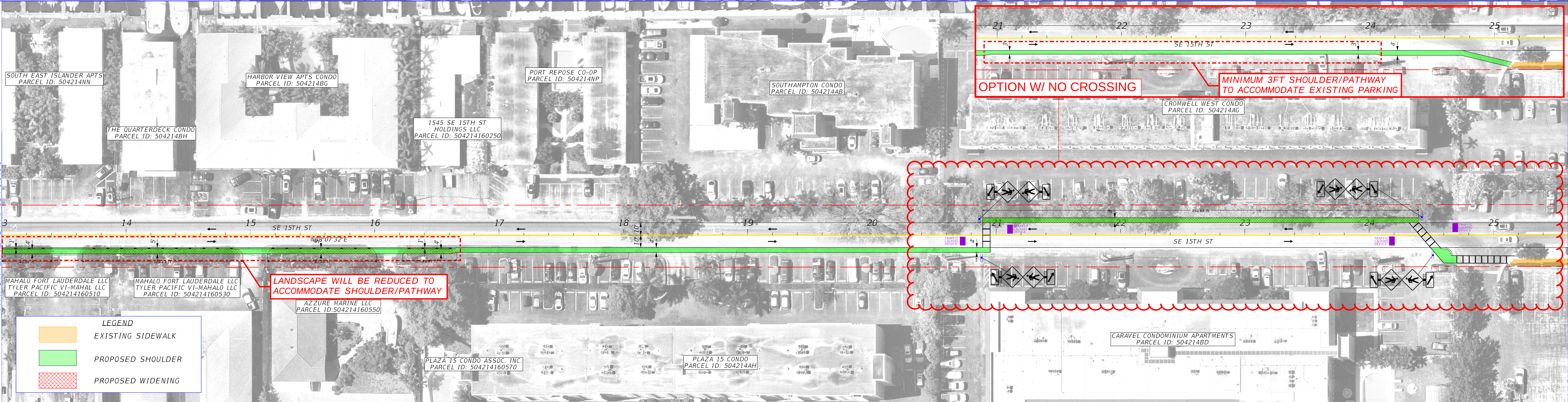
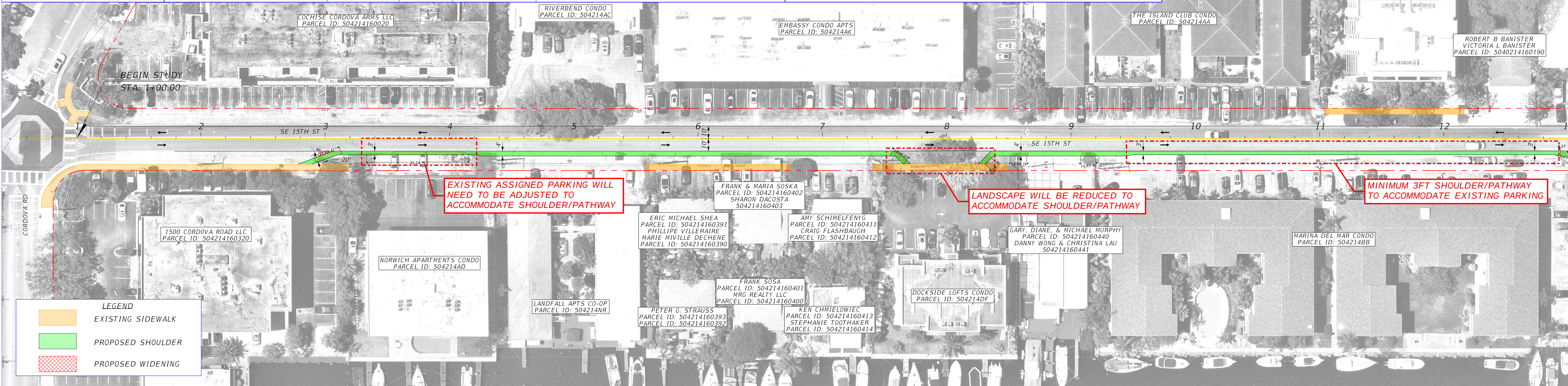
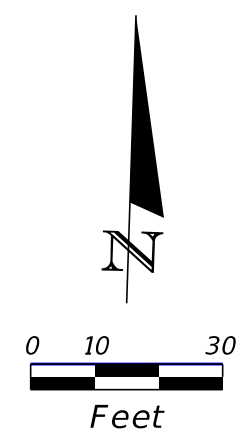
SE 15TH ST EAST OF CORDOVA ROAD
SIDEWALK FEASIBILITY STUDY

CONSULTANT	LOCATION	COUNTY	CONTRACT NUMBER
KIMLEY-HORN ASSOCIATES INC. 2 ALHAMBRA PLAZA, SUITE 500 CORAL GABLES, FL 33134	SE 15TH ST E OF CORDOVA RD	BROWARD	12370-206-1

ROLL PLOT: ALTERNATIVE 5

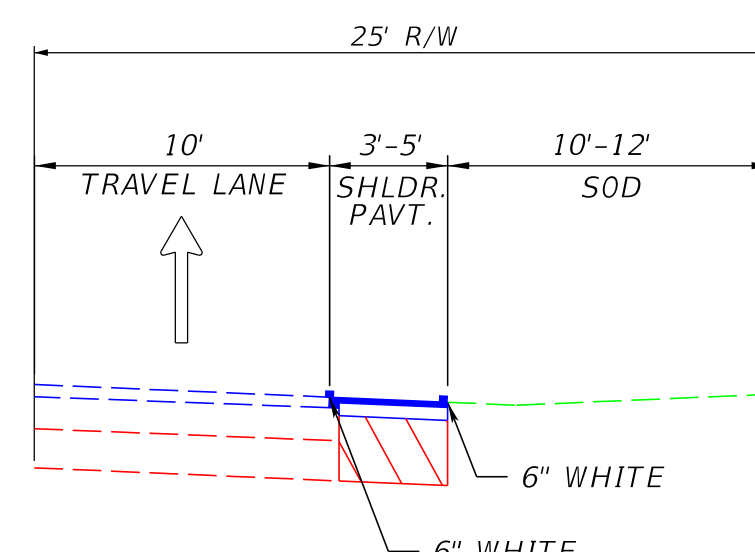
DESCRIPTION / POTENTIAL IMPACTS

PROJECT PROVIDES A SHOULDER/PATHWAY THAT WILL LINK CURRENTLY DISCONNECTED SEGMENTS OF SIDEWALK, CREATING A CONTINUOUS PEDESTRIAN ROUTE. A 4FT PAVED SHOULDER/PATHWAY WITH A SOLID WHITE LINE ON EACH SIDE WILL BE ADDED ALONG THE SOUTH SIDE OF SE 15TH ST (SEE SKETCH SHOWN BELOW).



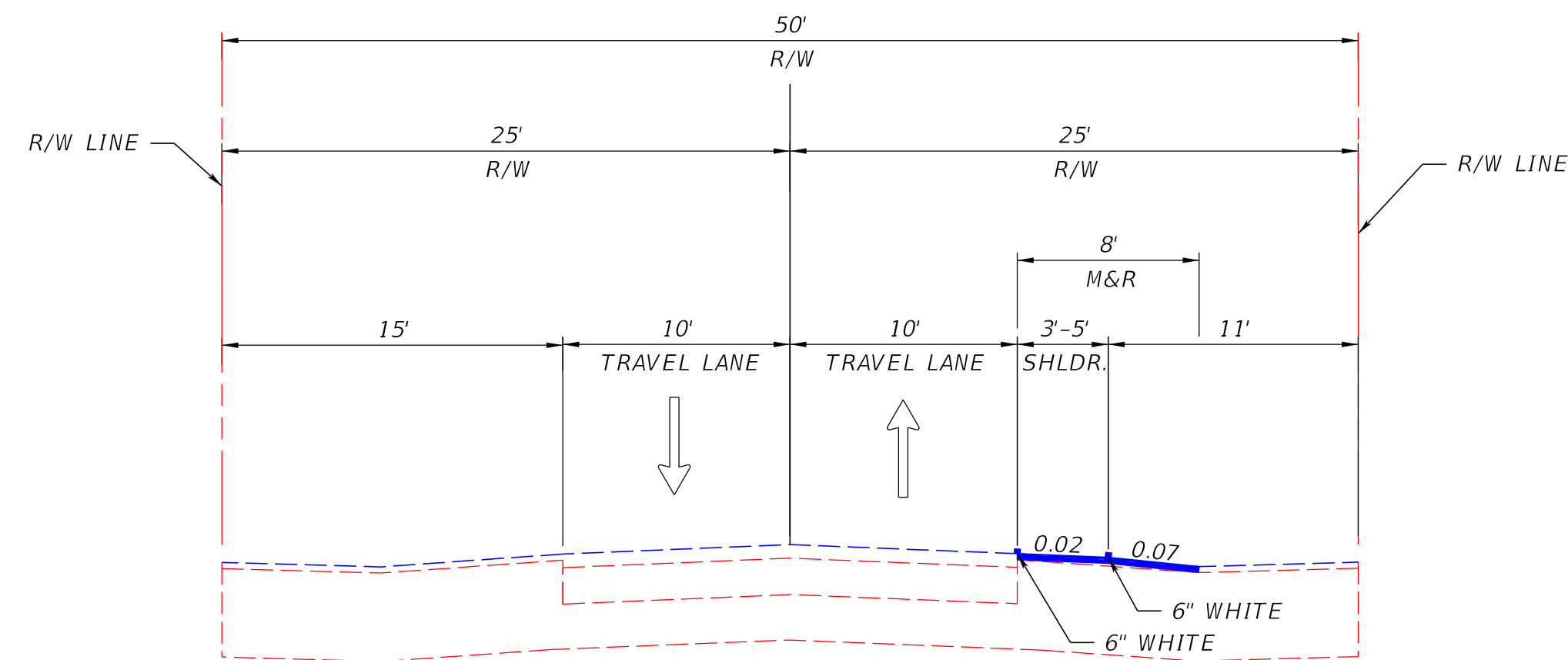
RIGHT PARTIAL TYPICAL

EXIST. SIDEWALK
STA. ±0+70.00 TO STA. 3+20.00
STA. ±5+55.00 TO STA. 6+75.00
STA. ±7+40.00 TO STA. 8+50.00

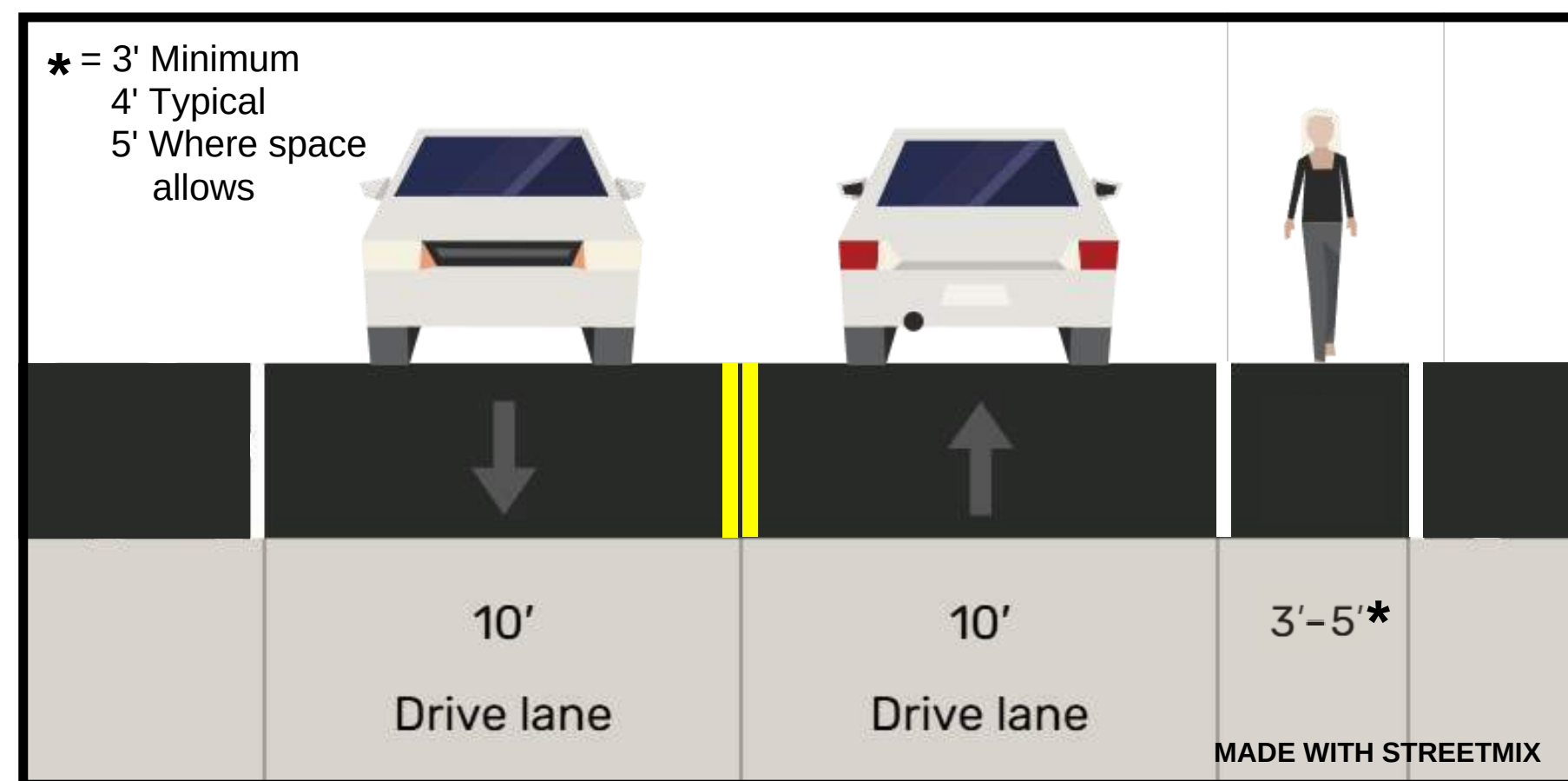


RIGHT PARTIAL TYPICAL

PROPOSED WIDENING
STA. ±3+40.00 TO STA. 4+20.00
STA. ±7+60.00 TO STA. 8+40.00
STA. ±13+00.00 TO STA. 13+40.00
STA. ±13+60.00 TO STA. 15+00.00
STA. ±15+20.00 TO STA. 16+00.00
STA. ±16+20.00 TO STA. 16+60.00



PROPOSED TYPICAL SECTION
SE 15 STREET
STA. 1+00.00 TO STA. 25+15.00





APPENDIX H

OPINION OF PROBABLE CONSTRUCTION COST

SE 15th Street East of Cordova Road Sidewalk/Pedestrian Path Feasibility Study					
	OPINION OF PROBABLE CONSTRUCTION COST				
ITEM NO.	DESCRIPTION				TOTAL
	ROADWAY ITEMS	Unit	Qty	Unit Cost*	Cost
Roadway					
0160 4**	Type B Stabilization	SY	341	\$ 7.76	\$ 2,649.87
0110 1 1	Clearing & Grubbing	LS/AC	0.450	\$ 105,658.80	\$ 47,546.46
285706**	Optional Base, Base Group 06	SY	341	\$ 25.01	\$ 8,540.36
0334 1 12	Superpave Asphaltic Conc, Traffic B	TN	28.2	\$ 145.84	\$ 4,108.59
0570 1 2	PERFORMANCE TURF, SOD	SY	300	\$ 5.15	\$ 1,545.00
0711 11123**	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK	LF	221.000	\$ 4.18	\$ 923.78
0711 11125**	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR CROSSWALK	LF	102.000	\$ 7.92	\$ 807.84
0711 16101**	Thermoplastic, Standard-other Surfaces, White, Solid, 6"	GM	1.568	\$ 5,885.89	\$ 9,231.15
....	Low Barrier (Zebra)***	EA	65.0	\$ 59.00	\$ 3,835.00
....	Speed Cushion	EA	12.0	\$ 4,000.00	\$ 48,000.00
Roadway (M&R)					
0327 70 6	Milling existing asphalt pavement, 1 1/2" avg depth	SY	1,484	\$ 3.24	\$ 4,807.24
0334 1 12	Superpave asphaltic conc, traffic B	TN	122.4	\$ 145.84	\$ 17,851.78
Signalization					
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	547.0	\$ 43.87	\$ 23,996.89
0632 7 2	SIGNAL CABLE- REPAIR/REPLACE/OTHER, FURNISH & INSTALL	LF	497.0	\$ 5.89	\$ 2,927.33
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	8.0	\$ 1,588.35	\$ 12,706.80
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	EA	1.0	\$ 6,056.13	\$ 6,056.13
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	50.0	\$ 14.41	\$ 720.50
0639 3 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1.0	\$ 2,627.96	\$ 2,627.96
0654 2 28	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH /INSTALL-SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR	EA	4.0	\$ 14,635.17	\$ 58,540.68
Drainage					
0425 1521**	INLETS, DT BOT, TYPE C,<10'	EA	4.0	\$ 7,100.83	\$ 28,403.32
0443 70 4**	FRENCH DRAIN, 24"	LF	200	\$ 371.89	\$ 74,378.00
		Drainage Subtotal			\$ 102,781.32
		Signalization Subtotal			\$ 107,576.29
		Roadway Subtotal			\$ 149,847.07
		Project Subtotal			\$ 360,204.68
	Mobilization 10%				\$ 36,020.47
	Maintenance of Traffic 10%				\$ 36,020.47
	Utility Adjustment 5%				\$ 18,010.23
	Erosion Control 10%				\$ 36,020.47
	Signage 10%				\$ 36,020.47
	Contingency 10%				\$ 36,020.47
	Grand Total				\$ 432,245.62
* Unit cost are per August 25, 2025 FDOT Market Area Moving Averages for Market Area 12.					
** Unit cost are per FDOT August 25, 2025 Statewide Moving Averages for 12 month period.					
*** Unit cost are per 2025 Vendor's Project Price List					
Kimley-Horn has no control over the cost of labor, materials, equipment or over the Contractor's methods of determining prices or over competitive bidding ormarket conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn at this time and represent only Kimley-Horn's judgment as a design professional familiar with the construction industry. Kimley-Horn cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.					