

82nd Ave N from 49th Street to 66th Street



Scope of Services

Prepared By:

Kisinger Campo & Associates

201 N. Franklin St., Suite 400

Tampa, FL 33602



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Introduction and Study Limits

The objective of this scope of services for the 82nd Ave N Traffic Study is to collect engineering field observations and traffic counts, perform operational analysis of the corridor, conduct safety analysis, and analyze the feasibility of accommodating multimodal travel along the corridor. Study limits include 82nd Ave N from 49th Street to 66th Street. The intention of this project is to repurpose existing pavement width without widening the existing roadway.

Figure 1. Limits of the Study



Scope of services for this study includes

1. Data Collection and Analysis

Following the procedure in Chapter 4 of the MUTS, the consultant shall collect 24-hour traffic machine counts with bi-directional volumes at two locations.

The traffic counters will be set-up for a time period of at least 24 hours during a typical weekday (Tuesday to Thursday), which will be adjusted according to reported FDOT seasonal adjustment and axle correction factors.

The consultant shall collect 4-hour manual turning movement counts (2 hours for am peak and 2 hours for pm peak), at 15-minute increments with hourly totals at the following intersections:

1. 82nd Ave N at 66th St
2. 82nd Ave N at 60th St
3. 82nd Ave N at 55th St
4. 82nd Ave N at 52nd St
5. 82nd Ave N at 49th St

The counts will be taken during the peak hours (a.m. peak, p.m. peak) of a typical weekday (Tuesday to Thursday) having fair weather. Manual turning movements for heavy vehicles shall be counted separately. Pedestrians and Bicycles crossing at the intersection will be counted during the same time periods as the turning movement counts.

Data collected in the field will be listed on a table format and a summary table of the collected counts will be completed and prepared as part of this task. The summary of the field data and tables will be included as an appendix of the traffic study.

2. Existing Traffic Volumes

The current daily traffic for 82nd Ave N. is 4500 veh/day. 82nd Ave N is currently a 3-lane undivided roadway with a bidirectional turn lane in the center.

3. Multi-Modal Analysis

The consultant will assess the potential of converting 82nd Ave N into a multimodal complete street by evaluating current conditions, stakeholder interests, and potential benefits and challenges. Methods include field review, operational analysis, stakeholder engagement, and literature review. Feasibility criteria used will encompass safety, accessibility, sustainability, and cost-benefit analysis.

4. Transportation Safety

Existing crash data will be obtained and analyzed to find any discrepancies or trends. The consultant shall contact the city or other responsible agency to obtain a 3-year crash history for the study area. The existing conditions safety analysis shall identify areas where there may be safety concerns. The existing conditions safety analysis will include calculation of crash rates and crash diagrams. The consultant shall examine intersections within the study area to achieve the safest and most desirable intersection alternative.

5. Capacity Analysis and Proposed Improvements

Arterial analysis will be performed for each roadway. Intersection analysis will be performed to provide the best geometric and lane alternatives for each intersection. The operational analysis of the intersection and surrounding streets will also evaluate their functionality based on the proposed changes. Queue analysis will also be performed at each intersection. The following is included in the scope of services for the 82nd Ave N. study corridor.

5.1. Signing and Pavement Markings

Pavement markings are mixed condition on 82nd Ave N, showing fading in some areas while areas near the signalized intersection appear to be in good condition. The Consultant will recommend pavement marking typical layouts in alignment with the Multi-Modal Analysis. The existing signs are in fair condition, although the age of the sign may warrant a replacement. The Consultant will evaluate the need for a sign replacement based on the field investigation.

5.2. Signalization

There are signalized intersections at the west and east end of the study limits. These will be considered, however are not the focal point of this traffic study.

5.3. Lighting

There is existing lighting along 82nd Ave N. in the form of luminaires mounted on utility poles, as well as some standalone light poles. The Consultant will analyze the existing lighting and crash data to see if there is a need for lighting modifications along the corridor.

6. Schedule

The draft Traffic Study will be submitted to the City within 75 days from the Notice to Proceed (NTP). The Final Traffic Study will be submitted to the City within 120 days of Notice to Proceed.

7. Compensation

Compensation for the above services shall be a Lump Sum amount of \$54,728.00 per the attached fee sheet.

We are looking forward to working with the City of Pinellas Park to perform this Traffic Engineering Study, and trust you find this proposal responsive to your needs. Please do not hesitate to contact me should you have any questions or need additional information.

Sincerely,

Fathy Abdalla

Fathy Abdalla, Ph.D., P.E., PTOE (KCA)

Traffic Engineering and Planning Department Manager

Fee Sheet - Prime

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: 82nd Ave N from 49th Street to 66th Street
City: City of Pinellas Park

Consult. Name: Kisinger Campo & Associates

Consult. No.

Date: 5/22/2024

Estimator: Fathy Abdalla, PE, PTOE

Staff Classification	Total Staff Hours From "SH Summary - Firm"	Project Manager 2	Chief Engineer 2	Senior Engineer 1	Engineer 2	Engineer 1	Engineer Intern	Senior Designer	Staff Classification 8	Staff Classification 9	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By	Salary Cost By	Average Rate Per
		\$271.66	\$334.20	\$262.65	\$221.92	\$170.05	\$132.49	\$148.73	\$0.00	\$0.00	\$0.00	\$10.00	\$0.00	Activity	Activity	Task
Project Description and Objectives	18	14	2	2	0	0	0	0	0	0	0	0	0	18	\$4,997	\$277.61
Signing and Pavement Markings Plans	281	42	28	70	42	42	28	29	0	0	0	0	0	281	\$63,638	\$226.47
Total Staff Hours	299	56	30	72	42	42	28	29	0	0	0	0	0	299		
Total Staff Cost		\$15,212.96	\$10,026.00	\$18,910.80	\$9,320.64	\$7,142.10	\$3,709.72	\$4,313.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$68,635.39	\$229.55

Check = \$68,635.39

SALARY RELATED COSTS:	\$68,635.39
OVERHEAD:	0.00%
OPERATING MARGIN:	0.00%
FCCM (Facilities Capital Cost Mon	0.00%
EXPENSES:	0.00%
SALARY RELATED SUBTOTAL:	\$68,635.39
Survey (Field - if by Prii	0.00
4-man crew \$	-
/ day	\$0.00
SUBTOTAL - PRIME	\$68,635.39

SubconsultaSub 3	\$0.00
SUBTOTAL ESTIMATED FEE:	\$68,635.39
Optional Services	\$0.00
GRAND TOTAL ESTIMATED FEE:	\$68,635.39