



Town of Lake Park Town Commission

Agenda Request Form

Meeting Date: **January 4, 2023**

Agenda Item No.

Agenda Title: November 14, 2022 Stakeholders' 10th Street Ovalabout Initiative Meeting.

☐ SPECIAL PRESENTATION/REPORTS ☒ **CONSENT AGENDA**
☐ BOARD APPOINTMENT ☐ OLD BUSINESS
☐ PUBLIC HEARING ORDINANCE ON _____ READING
☐ NEW BUSINESS
☐ OTHER: _____

Approved by Town Manager

[Signature]
TOWN MANAGER

Date: 12-12-22

Vivian Mendez, Town Clerk, MMC

Name/Title

Originating Department: <p style="text-align: center;">Town Clerk</p>	Costs: \$ 0.00 Funding Source: Acct. # <input type="checkbox"/> Finance _____	Attachments: Minutes Exhibit A
Advertised: Date: _____ Paper: _____ <input checked="" type="checkbox"/> Not Required	All parties that have an interest in this agenda item must be notified of meeting date and time. The following box must be filled out to be on agenda.	Yes I have notified everyone _____ or Not applicable in this case S.E. Please initial one.

Recommended Motion: I move to approve the November 14, 2022 Stakeholders' 10th Street Ovalabout Initiative.



**Minutes
Town of Lake Park, Florida
Stakeholders' Meeting on the
10th Street Ovalabout Initiative
Monday November 14, 2022 6:00 P.M.
Town Hall Commission Chamber,
535 Park Avenue, Lake Park, Florida 33403**

The Stakeholder's Meeting on the 10th Street Ovalabout Initiative was conducted on Monday, November 14, 2022 at 6:00 P.M.

Public Works Director Roberto Travieso welcomed everyone and introduced the elected officials, members of staff, representatives with Palm Beach County and the Town's consultants working on this project. He and Mr. Adam Swaney representing Ingenuity Group presented to the audience (see Exhibit "A").

Town Manager John D'Agostino asked if the crosswalks would be lite. Mr. Swaney explained that the crosswalks could have the ability to be lite. Town Manager D'Agostino asked if the street would have lighting such as Lake Shore Drive. Mr. Swaney explained that they could work with Palm Beach County to meet their standards.

Commissioner Linden asked if bicycle lanes are included in the design. Mr. Swaney explained that there would not be enough right-of-way to include bicycle lanes. He explained that they might install a larger sidewalk to accommodate both. They have right-of-way limitations.

Commissioner Taylor asked how the pedestrians would be kept safe. Mr. Swaney explained that there would be signage and, as suggested, additional lighting and directional signs to bring attention to the intersection.

Patricia Leduc asked how trucks would be able to navigate the intersection. Mr. Swaney explained that only large trucks might have difficulty with the intersection. He stated that they would analyze further, how trucks could navigate the intersection.

Mayor O'Rourke asked if the area could be broaden to accommodate trucks. Mr. Swaney agreed that more right-of-way would accommodate more flexibility to the area to add more safety features.

A member of the audience commented and expressed concern regarding the hazards of the intersection and the proposal of reducing the street to one lane in each direction. Mr. Swaney explained the removals of the traffic light and a merge lane to move traffic.

A member of the audience asked how long before this project begins. Public Works Director Travieso stated that they would discuss that later in the session.

The meeting recessed into groups to discuss the plans and design elements.

The meeting reconvened and Capital Projects Manager John Wille recapped the purpose of this meeting. He stated that the next steps are to work with Palm Beach County to get on their 5-year work plan. He stated that the Town looks to do this in 2024, with the hope that the Town could begin this project in the next two to three years. He explained that the construction timeframe was less than one-year. It was not known how much of the project Palm Beach County would do.

Public Works Director Travieso explained that the traffic study would be updated due to the Town's growth since the first traffic study was done in 2020. The Town would look at the different funding options.

Town Manager D'Agostino thanked everyone for attending and providing their input. He discussed the Town would apply for green infrastructure funding.

ADJOURNMENT

There being no further business, the meeting adjourned at 7:06 p.m.

Mayor Michael O'Rourke

Town Clerk, Vivian Mendez, MMC

Town Seal

Approved on this _____ of _____, 2022

1st Stakeholders Meeting on the 10th Street Ovalabout Initiative



Department of Public Works



Project Team



- **John D'Agostino** – Town Manager
- **Roberto Travieso** – Public Works Director
- **Nadia DiTommaso**– Community Development Director
- **Adam Swaney, P.E.** – Civil Engineer
- **John Wille** – Capital Projects Manager



Meeting Agenda



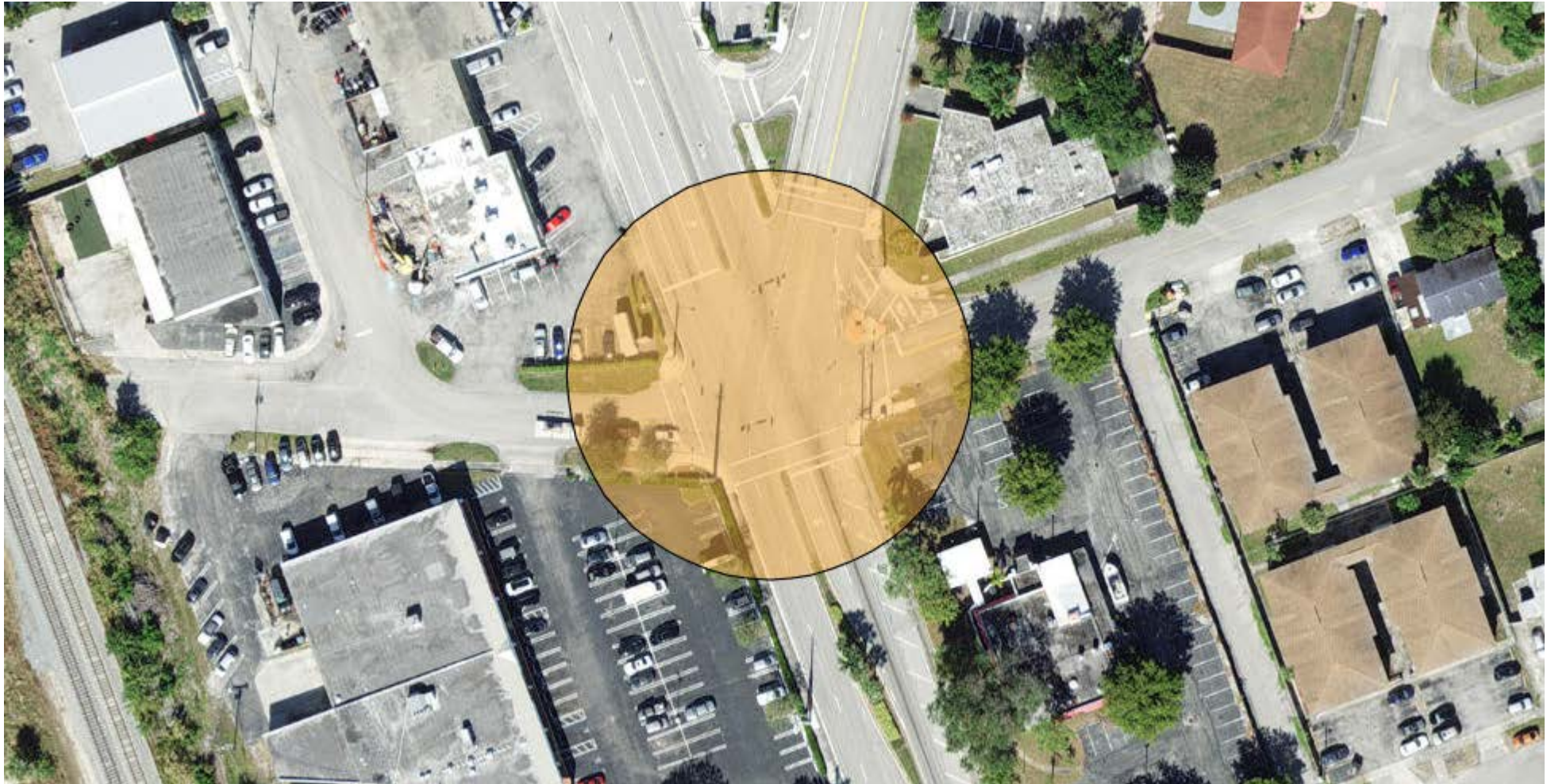
1. Introductions
2. Project Background
3. What is an Ovalabout?
4. Is this improvement needed?
5. Conceptual Design
6. Construction Cost Estimate
7. Table Discussions & Activity
8. Implementation Timeline and Next Steps
9. Q&A
10. Closing Comments



Project Background

ROBERTO TRAVIESO, DIRECTOR OF PUBLIC WORKS

Project Area



Project Background



- History of frequent and severe traffic accidents in project area
- Conducted Traffic Study in **2020** (O'Rourke Engineering & Planning)
 - Report available on Town's website
- Developed three (3) options:
 - Implement signalization improvements
 - Construct round-about (rotary) traffic element
 - Construct oval-about traffic element

Project Background



- Conducted traffic Study in 2020
- Engaged with Palm Beach County
- Engaged with Engenuity Group to perform Feasibility Study and develop opinion of costs





What is an Ovalabout?

- A type of oval-shaped intersection or junction in which road traffic is permitted to flow in one direction (counterclockwise) around a oval-shaped island
- Widely consider a mobility and traffic safety-enhancement
- Traffic Calming benefits





How Would an Ovalabout Help?

- Increased level of service
- Increased traffic safety, reduced travel speeds,
- Increased mobility (I.e. protected crosswalks,
- Landscape enhancements (plantings, art pedestal, etc.)

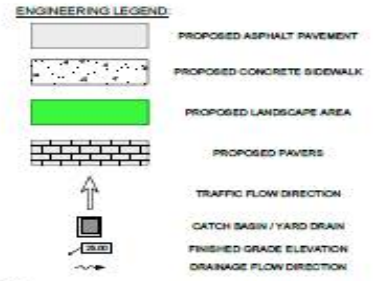
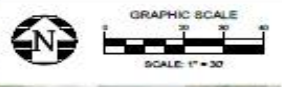




Conceptual Plans

ADAM SWANEY, PE

CONCEPTUAL SITE PLAN

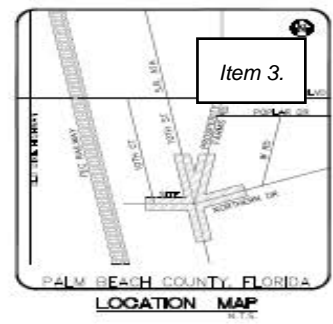


- GENERAL NOTES:**
- ELEVATIONS SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND ARE REFERENCED TO ORIGINARY TYPICAL ELEVATIONS OF 10.00 (NAVD 88).
 - TOPOGRAPHIC SURVEY PERFORMED BY ENGINEERING GROUP INC. IN NOVEMBER 2023.
 - ALL REMOVED CURBS & EXISTING MATERIAL TO BE REMOVED FROM THE SITE AND LEGALLY RECYCLED OR.
 - ALL ORIGINALS SHALL MEET AASHTO CROSS-SLOPE SHALL BE 2%.
 - IF PROPOSED WORK INVOLVES PALM BEACH COUNTY ROADWAY, SIDEWALK AND/OR DRAINAGE SYSTEMS, THEN THEY WILL BE COORDINATED, REVIEWED OR RELATED TO ITS OWNERS OR AGENCIES AT NO COST TO THE PALM BEACH COUNTY.
 - PAVED AREAS AND DRIVEWAYS IN PALM BEACH COUNTY MUST BE IN ACCORDANCE WITH THE MANUAL OF STANDARD PRACTICE CONTROL (MSPC) FOR DRIVEWAYS AND DRIVEWAYS IN PALM BEACH COUNTY TYPICAL 1-1-21.
 - CONTRACTOR SHALL CONTACT THE PALM BEACH COUNTY AT 361-333-3333 (EXT. 444) PRIOR TO CONSTRUCTION IF WORK IS DONE WITHIN 10 FEET OF ANY ROAD RIGHT-OF-WAY.
 - ANY DAMAGE TO ADJACENT PROPERTY CAUSED BY THE CONSTRUCTION OF THIS PROJECT MUST BE REPAIRED OR RESTORED TO ORIGINAL OR BETTER CONDITION AT NO COST TO PALM BEACH COUNTY.

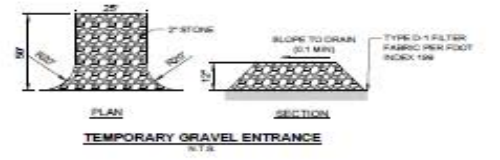
- LEGEND: (ABBREVIATIONS)**
- CB CATCH BASIN
 - E EAST
 - EL ELEVATION
 - EXIST EXISTING
 - FT FEET OR FOOT
 - HDPE HIGH DENSITY POLYETHYLENE PIPE
 - INV INVERT
 - L LEFT
 - LF LINEAR FEET
 - N NORTH
 - NTS NOT TO SCALE
 - ORB OFFICIAL RECORD BOOK
 - OS OFFSET
 - R RADIUS OR RIGHT
 - RM RM ELEVATION
 - PVC POLYVINYL CHLORIDE PIPE
 - RCP REINFORCED CONCRETE PIPE
 - RAW RIGHT-OF-WAY
 - S SOUTH
 - SVC SERVICE
 - TYP TYPICAL
 - W WEST
 - ME MATCH EXISTING GRADE

CONCEPTUAL
DESIGN PHASE

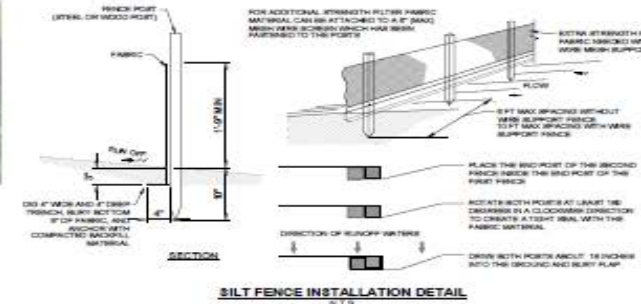
CONCEPTUAL DEMOLITION PLAN



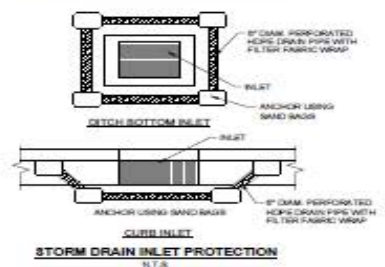
LEGEND	
	DEMOLITION



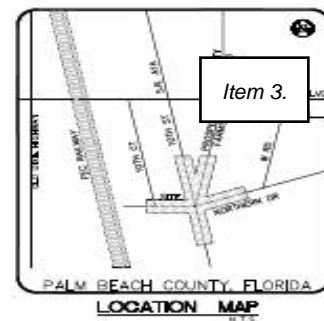
- SILT FENCE NOTES:**
1. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES (90 CM).
 2. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS.
 3. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET (3 M) APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 10 INCHES (25 CM) WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE. POST SPACING SHALL NOT EXCEED 8 FEET (2.5 M).
 4. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES (10 CM) WIDE AND 4 INCHES (10 CM) DEEP ALONG THE LINE OF POSTS AND UP SLOPE FROM THE BARRIER.
 5. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UP SLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH (25 MM) LONG. THE WIRE SHALL NOT BE EXTENDED INTO THE TRENCH A MINIMUM OF 2 INCHES (5 CM) AND SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
 6. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WARED TO THE FENCE, AND 8 INCHES (20 CM) OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES (90 CM) ABOVE THE ORIGINAL GROUND SURFACE.
 7. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS WITH TIES SPACED EVERY 24 INCHES AT TOP AND MID SECTION. WHEN TWO SECTIONS OF FILTER CLOTH JOIN IN EACH OTHER, THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
 8. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGING" DEVELOPS IN THE SILT FENCE OR DEPTH OF ACCUMULATED SEDIMENT REACHES 8 INCHES.
 9. SILT FENCE SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL CONSTRUCTION IS COMPLETE.
 10. THE CONTRACTOR SHALL INSPECT AND REPAIR THE SILT FENCE AFTER EACH RAIN EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
 11. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFFSITE AND CAN BE PERMANENTLY STABILIZED.
 12. THE SILT FENCE SHALL BE PLACED ON SLOPE CONTOUR TO MAXIMIZE ITS DRAINAGE EFFICIENCY.
 13. IF DITCH LEVEL IS DEEPER THAN 30", THEN A SLOTTING SILT SCREEN SHALL BE USED.
 14. THE TRENCH SHALL BE BACKFILLED AND THE SEAL COMPACTED OVER THE FILTER FABRIC.
 15. ALL PROJECTS REQUIRE SUBMITTAL OF POLLUTION PREVENTION PLAN.
 16. ALL PROJECTS 1 AC. OR MORE MUST SUBMIT NOTICE OF INTENT (NOI) TO FDEP.



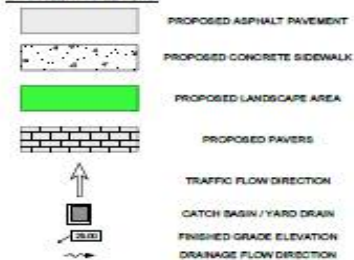
CONCEPTUAL DESIGN PHASE



CONCEPTUAL PAVING, GRADING AND DRAINAGE PLAN



ENGINEERING LEGEND



GENERAL NOTES:

1. ELEVATIONS SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND ARE REFERENCED TO SEASIDE: 74' 00\"/>

LEGEND: (ABBREVIATIONS)

CB	CATCH BASIN
E	EAST
EL	ELEVATION
EXIST	EXISTING
FT	FEET OR FOOT
HDPE	HIGH DENSITY POLYETHYLENE PIPE
INV	INVERT
L	LEFT
LF	LINEAR FEET
N	NORTH
NTS	NOT TO SCALE
ORB	OFFICIAL RECORD BOOK
OS	OFFSET
R	RADIUS OR RIGHT
RM	RM ELEVATION
PVC	POLY(VINYL CHLORIDE) PIPE
RCP	REINFORCED CONCRETE PIPE
RAW	RIGHT-OF-WAY
S	SOUTH
SVC	SERVICE
TYP	TYPICAL
W	WEST
ME	MATCH EXISTING GRADE

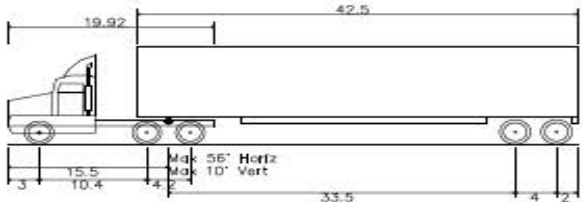
CONCEPTUAL
DESIGN PHASE

ADAM SWARTY, P.E., PROFESSIONAL ENGINEER LICENSE NO. 72235.
THIS DOCUMENT HAS BEEN ELECTRONICALLY SIGNED AND
SEALED BY ADAM SWARTY, P.E. USING A SW-1 AUTHENTICATION CODE.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND
SEALED AND THE SW-1 AUTHENTICATION CODE MUST BE REPRODUCED ON ANY
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VEHICLE TRACKING EXHIBIT



LEGEND	
	PROPOSED LANDSCAPE AREA
	TRAFFIC FLOW DIRECTION
	PROPOSED CONCRETE SIDEWALK
	PAVERS



WB-50 - Intermediate Semi-Trailer	55.000ft
Overall Length	8.500ft
Overall Width	12.052ft
Overall Body Height	1.334ft
Min Body Ground Clearance	8.500ft
Max Track Width	6.00s
Lock-to-lock time	17.90°
Max Steering Angle (Virtual)	

CONCEPTUAL
ENGINEERING PLAN



Conceptual Cost Estimate

ADAM SWANEY, PE

Conceptual Cost Estimates



Description	Estimated Cost
SITE PREPARATION	\$122,000.00
ROADWAY CONSTRUCTION	\$308,941.95
SIDEWALK & ROAD CONSTRUCTION	\$43,310.55
DRAINAGE CONSTRUCTION	\$81,625.00
ADDITIONAL ITEMS	\$275,000.00
MOBILIZATION & OTHER COSTS	\$556,687.93
TOTAL:	\$1,387,565.43



Table Discussion

DURATION: UP TO 30 MINUTES



Implementation Timeline & Next Steps

JOHN WILLE, CAPITAL PROJECTS MANAGER

Implementation Timeline & Next Steps



Town Staff will:

- Prepare and submit Conceptual Plans for submittal to the County's Five-Year Work Plan (beginning with FY-24)
- Continue to collaborate with PBC to prioritize and fund design and implementation of project in the next five years (FY's 2024-2029)
- Continue to provide input to PBC regarding project design and implementation timeline
- Continue to engage with Stakeholders regarding project design and implementation timeline



Questions & Closing Comments



**Please scan for additional
information on this project:**