City of Wilton Manors
Transportation Master Plan

June 2024

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Chapter 1:
Introduction

Chapter 1: Introduction

Encircled by the Middle River, the City of Wilton Manors refers to itself as the Island City. While best known for the entertainment, arts, shopping, and dining along Wilton Drive, the City is composed of charming neighborhoods, thriving business districts, and vibrant parks and community facilities. The City has long imagined itself as a walkable, bicycle-friendly community. To do so it faces the challenge of integrating increasing vehicular traffic flowing throughout the Island City. The City of Wilton Manors Transportation Master Plan ("TMP") identifies the neccessary improvements to the transportation network in order to provide a safe and convenient multimodal transportation system for all of the Island City's residents and visitors.

Vision:

The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommendations are intended to improve safety, walkability, quality of life, and economic development through the provision of safe, comfortable, and convenient walking and biking networks. Specific consideration is given to facilities needed for both daytime and nighttime usage. By identifying specific transportation projects, the plan is intended to assist the City in prioritizing effective transportation investments in the short, mid, and long term.

The TMP builds upon the City's proven track record of strategic transportation improvements including lane reductions on Wilton Dr and Powerline Rd, traffic calming projects on NE 15 Av and NW 29 St, and the popular Circuit shuttle program. Implemented in 2022, Circuit is an all-electric citywide micro-transit service intended to help eliminate traffic congestion by reducing the number of individual vehicles on the road. It also helps reduce the City's carbon footprint and demand for parking. The TMP serves as the City's roadmap to a future where everyone can travel safely and easily, whichever mode they choose. As a living document, the TMP will adapt as the City's transportation needs and goals evolve. Looking ahead to the next decades, it is intended to be bold and innovative, ready to meet the challenges of today and anticipate the needs of tomorrow, ensuring that Wilton Manors remains a vibrant, connected Island City for generations to come.

Report Organization:

The Wilton Manors TMP is organized in the following chapters:

Part 1: TMP Overview

Chapter 1: Introduction
Chapter 2: Planning Approach
Chapter 3: Planning Process

Part 2: Plan Study Area Roadways

Chapter 4: Powerline Rd
Chapter 5: Andrews Av
Chapter 6: NE 26 St
Chapter 7: Dixie Hwy
Chapter 8: NE 24 St Route
Chapter 9: NE 21 Ct Route
Chapter 10: Westside Route
Appendix

Bicyclists ride past native flowers in planters on Wilton Dr. The Wilton Dr lane reduction project also included marked bike lanes, decorative streetlights, high visibility crosswalks, and other complete streets improvements.

Chapter 2:
Planning Approach

Chapter 2: Planning Approach

Chapter 2 describes the Planning Approach for the development of the TMP, it includes: **Collaboration** with Stakeholders; Understanding and responding to community concerns via robust **Public Engagement**; a thorough **Data and Analysis**, Observing facility conditions and road user behaviors via **Field Audits**.

Collaboration

The development of the TMP required cooperation and collaboration among the City and roadway facility owners (Broward County and Florida Depatment of Transportation). This facilitated the sharing of insights and expertise which were critical in shaping the proposed improvements. The collaboration helped in building broad support across different and sometimes competing interests. The TMP's collaborative efforts ensured that the TMP considered all elements of the City's existing infrastructure, while also aligning recommendations with broader regional and local transportation initiatives.

City Staff Working Group

A City Staff Working Group (SWG) was created at the outset of the TMP. It included representatives from the following City Departments: City Manager's Office, Community Development Services, Police Department, and Utilities. The SWG was pivotal in making foundational decisions regarding the TMP vision, Plan Study Area, and specific recommendations, ensuring that the TMP was technically sound and strategically focused. The table below lists the SWG meeting dates and topics.

Date	Topic
1/24/2023	Project Kick-Off
2/22/2023	Identify Plan Vision
5/15/2023	Selection of Plan Study Area
8/15/2023	Existing Conditions & Key Issues / Needs
9/26/2023	Potential Solutions Toolkit
1/3/2024	Refine Recommendations

A copy of the Staff Working Group meetings presentations are included in ***Appendix, Section A***

Broward County

Broward County is a vital stakeholder as three of the TMP Plan Study Area roadways are fully or partially owned by Broward County. Further, the City of Wilton Manors and Broward County have a longstanding interlocal agreement for the maintenance of traffic control devices and other infrastructure for city-owned roadways.

The table below lists the meeting dates, locations, and topics, and County Divisions.

Date	Location	Topic	County Staff
7/20/2023	Virtual	Kick-Off / Existing Conditions & Key Issues	Highway Construction and Engineering Division & Traffic Engineering Division
10/17/2023	MPO Offices	Potential Solutions Toolkit	Highway Construction and Engineering Division & Traffic Engineering Division
1/17/2024	Virtual	Refined Recommendations	Broward County Complete Streets Team

In addition to the meetings, Broward County Staff provided information and comments. *A copy of the Broward County meetings presentations, attendance sheets, and comments are included in* ***Appendix, Section B.***

Florida Department of Transportation

During the TMP development three meetings were held with the Florida Department of Transportation (FDOT) staff. FDOT is a vital stakeholder as three of the TMP Plan Study Area roadways are fully or partially owned by FDOT. The table below lists the meeting dates and topics with staff from FDOT.

Date	Location	Topic
7/24/2023	Virtual Meeting	Kick-Off / Existing Conditions & Key Issues
10/12/2023	MPO Offices	Potential Solutions Toolkit
2/12/2024	Virtual Meeting	Refined Recommendations

In addition to the meetings, FDOT Staff provided information and comments for the TMP. *A copy of the FDOT meetings presentations, attendance sheets, and comments are included in* ***Appendix, Section C.***

Chapter 2: Planning Approach

Public Engagement

Continuous public engagement throughout the TMP's development ensured a comprehensive understanding of community concerns, desires, and priorities. Such engagment enhanced the TMP's relevance and usefulness. The robust engagement included web surveys, public meetings, and City Commission presentations.

Web Surveys

Two major web surveys were conducted to gather input from the community. The surveys were critical in identifying issues and selecting Plan Study Areas to refining potential solutions and recommendations. This approach allowed for a data-driven, community-informed process, aligning proposed solutions with actual needs and expectations.The table below lists the survey dates, survey topic, and number of responses.

Survey Dates	Topic	Number of Responses
2/2023 to 5/2023	Priority roadways & destinations, walking & biking habits	478 responses
10/2023 to 12/2023	Potential Solutions	151 responses

The survey results and synopsis are included in ***Appendix, Section D***

Community Meetings

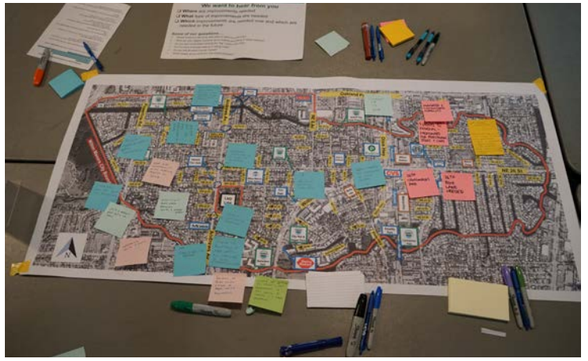
Community Meetings were instrumental in refining the TMP's goals and pinpointing concerns and issues, ensuring that the TMP was both responsive to and reflective of the community's needs. All meetings occurred at Hagen Park. The table below lists the meeting date, time, and topic.

Date	Time	Topic
4/19/2023	1:30 p.m.	Identified community concerns and priorities
4/24/2023	5:30 p.m.	Identified community concerns and priorities
1/29/2024	1:30 p.m.	Presented Plan Study Area recommendations
1/30/2024	5:30 p.m.	Presented Plan Study Area recommendations

Community Meetings promotional materials, sign-in sheets, photos, graphics and comments are included in ***Appendix, Section E***

BMPO Staff lead discussion at Community Meeting 4/19/2023

Residents points out area of concern at Community Meeting 4/24/2023



Aerial of the City with comments from Community Meeting 4/24/2023

Residents view recommendations at Community Meeting 1/29/2024

Residents discuss recommendations with BMPO Staff at Community Meetng1/30/2024

Resident adds comments to NE 26 St aerial at Community Meeting 1/30/2024

Chapter 2: Planning Approach

Public Meetings

Meetings with neighborhood associations helped keep them informed and actively involved in the planning process. It also enhanced engagement with the TMP's development, particularly through the encouragement of participation in web surveys. All meetings were held at Hagen Park. The table below lists the meeting dates and names.

Meeting Date	Meeting Name
10/11/2023	Central Area Neighborhood Association
10/25/2023	Westside Area of Wilton Manors Neighborhood Association

Copies of the presentations are included in ***Appendix, Section F***

City Commission Meetings

The City Commission was engaged in this planning effort both individually and through discussions and public presentations. This ensured that City leaders were kept up to date with the TMP's progress. It also provided their input, reinforcing the TMP's alignment with the City's strategic goals. The table below lists the meeting date, type, and topic.

Date	Type	Topic
2/14/2023	One-on-One discussion	Project Kick-Off - Commissioner Rolli
2/14/2023	One-on-One discussion	Project Kick-Off - Commissioner Caputo
2/14/2023	One-on-One discussion	Project Kick-Off - Commissioner Bracchi
2/15/2023	One-on-One discussion	Project Kick-Off - Mayor Newton
2/16/2023	One-on-One discussion	Project Kick-Off - Commissioner D'Arminio
11/14/2023	City Commission Meeting	TMP Status and overview of Potential Solutions
1/18/2024	City Commission Workshop	Plan Study Area Recommendations + Westside Route

Meeting presentations from the 11/14/2023 meeting and 1/18/2024 workshop are included in ***Appendix, Section G***

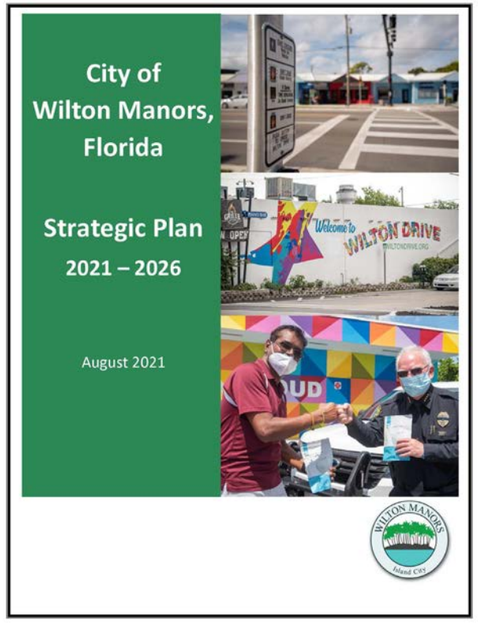
BMPO Staff present information about the TMP to the Central Area Neighborhood Association

Chapter 2: Planning Approach

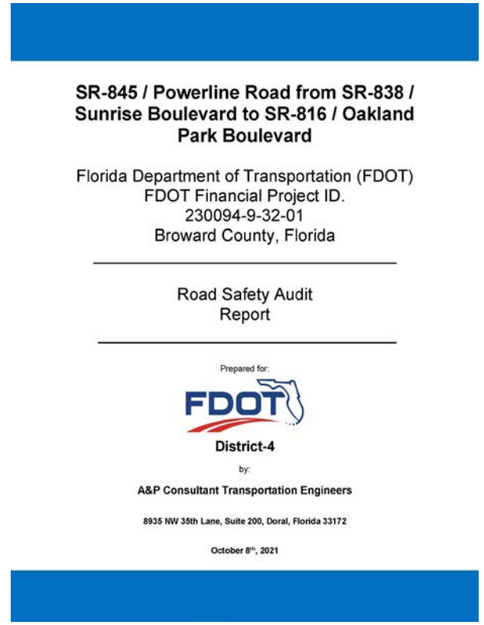
Data Collection and Analysis

Reviews of transportation studies, planning documents, and datasets provided historical context, leveraged past insights, ensured continuity with other planned improvements, and identified effective solutions. The table below lists the reviewed plans, studies, and reports.

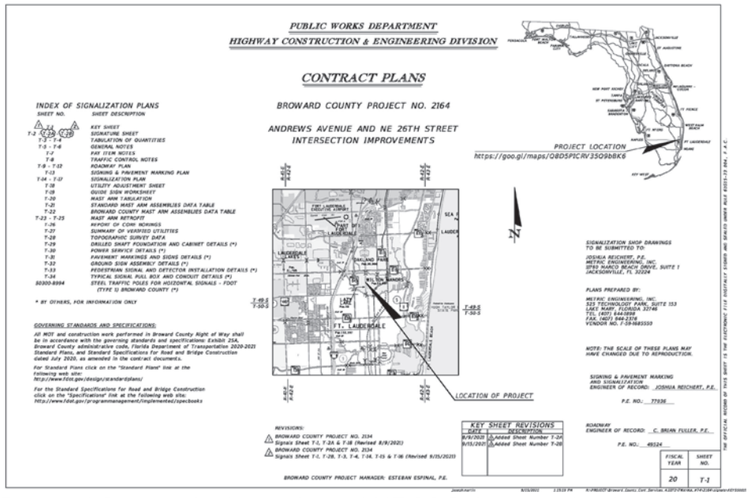
Data Source	Description
Broward MPO	2022 Bicycle and Pedestrian Count (2022)
	First, Last Mile (ongoing)
	Broward MPO Transportation Performance Measures (2023)
City of Wilton Manors	Comprehensive Plan, including Map series (2021)
	Traffic Calming Management Manual (2012)
	Westside Traffic Calming Study (2023)
	Strategic Plan (2021)
	Land Use Study for Andrews Avenue and Oakland Park Boulevard Corridors (2015)
	Roadway Rehabilitation Phasing Map
	Wilton Manors TOD Master Plan (2019)
	City of Wilton Manors Wayfinding Program (2019)
	City of Wilton Manors 2016-2021 Economic Development Strategic Plan (2016)
	ADA Transition Plan (2018)
	Police Department – Speeding Traffic / Radar Data 2021 - 2023
	Map of Sidewalk Gaps
	Proposed Site Plan & Traffic Study – 2916 Investments LLC
	Proposed Site Plan & Traffic Study – RD Wilton Manors Residential - East
	Proposed Site Plan & Traffic Study – RD Wilton Manors Residential - West
	Proposed Site Plan & Traffic Study – Wilma on the Drive (2023)
	Proposed Site Plan & Traffic Study – The Ave
	Proposed Site Plan & Traffic Study – Generation at Wilton Manors
Broward County	Solicitation for Design Services for Improvements at Andrews Avenue Corridor (2023)
	Andrews Av Roadway Improvements (from Oakland Park Blvd to Prospect Rd) Typical Section & Approved Construction Documents
	Andrews Avenue and NE 26 Street Intersection Improvements – Contract Plans (2021)
	NE 26 Street Roadway Improvement Design 2021-16 Presentation
	NE 26 Street Roadway Improvements – Permit Plans
	Broward's Premium Mobility Plan (ongoing)
FDOT	Oakland Park Blvd Transit Corridor Study / Alternative Analysis
	Powerline Rd Final "As-Built" Plans (2017)
	SR-845 (Powerline Rd) from SR-838 (Sunrise Blvd) to SR-816 (Oakland Park Blvd) Road Safety Audit Report (2021)
	Powerline Road Lane Repurposing Before and After Study (2020)
	SR-811 / Wilton Dr & NE 11 Av & NE 8 Av Improvements – 100% Submittal (2022)
	SR-811 / Wilton Dr & NE 6 Av – Memo re Scramble Crosswalk Pilot Program (2023)
	Wilton Dr at NE 20 St – Protected Intersection Presentation (2022)
	SR-811 (NE 4 Avenue / Wilton Drive) Lane Repurposing Before and After Study (2022)
Other	Signal Four Analytics (Florida Dept of Highway Safety and Motor Vehicles) 5-Years Crash Data (2018-2022)



City of Wilton Manors: Strategic Plan (2021)



FDOT: Powerline Rd Road Safety Audit (2021)



Broward County: Andrews Av and NE 26 St Intersection Improvements (2021)

Chapter 2: Planning Approach

Field Audits

Field audits were an essential component of the TMP development. They provided direct observations of the existing conditions of the City's transportation infrastructure. Utilizing a Geographic Information System (GIS) based tool allowed for real-time, precise data collection on mobile devices. This captured detailed observations of vehicular, pedestrian, and bicyclist activity, transit stop conditions, and Americans with Disabilities Act (ADA) compliance, among other qualitative and quantitative observations.

The information gathered during the field audits was instrumental in identifying existing conditions and in making recommendations. Field Audit summaries are included in ***Part 2*** of this report. Additional field audit photos are included in **Appendix, Section L**.

Bicyclist rides in bike lane against traffic on Powerline Rd

Pedestrian jogging in the roadway on Dixie Hwy, at the South Middle River Bridge.

Pedestrians standing and conversing in the right turn slip lane at Wilton Dr and NE 7 Av.

Adult with students cross over NE 24 St to access the parent drop off area to Wilton Manors Elementary.

Bicyclists riding on the roadway on Dixie Hwy, not in a marked bike lane.

A large group of bicyclists ride along Wilton Dr.

A pedestrian crossing Andrews Av not at a marked crossing waits in the center lane.

Chapter 3:
Planning Process

Chapter 3: Planning Process

Chapter 3 describes the Planning Process for the development of the TMP. The Project Approach utilized a milestone methodology based on the "How to Develop a Transportation Plan" process described in the BMPO's Planning Guidebook (January 2018). This methodology created data-driven, community aligned recommendations centered on the TMP Vision.

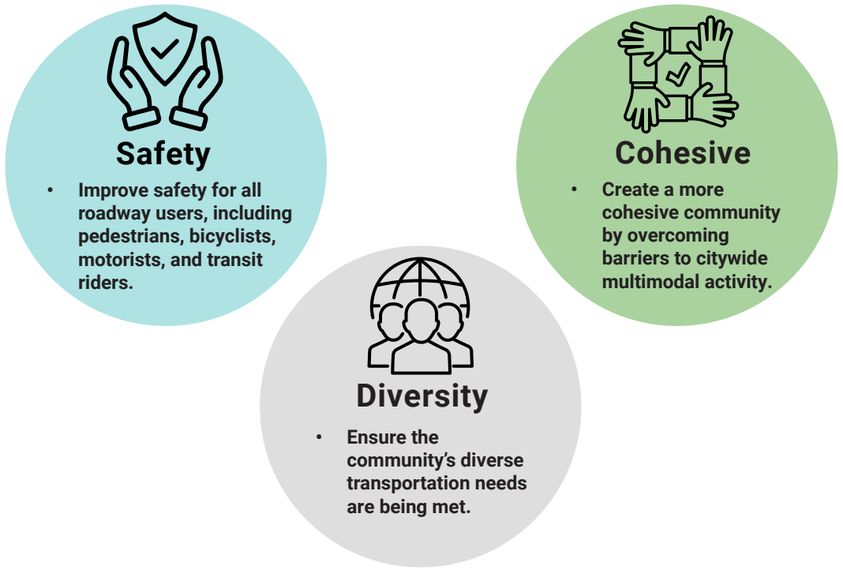
Milestone 1: Identify TMP Vision, Goals, and Objectives

The TMP's Vision was selected at the City Staff Working Group meeting on Feburary 22nd, 2023. The Vision incorporates three overarching goals identified during initial discussions with the City Staff Working Group and one-on-one discussions with the City Commission.

Vision:

The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommendations are intended to improve safety, walkability, quality of life, and economic development through the provision of safe, comfortable, and convenient walking and biking networks. Specific consideration is given to facilities needed for both daytime and nighttime usage. By identifying specific transportation projects, the plan is intended to assist the City in prioritizing effective transportation investments in the short, mid, and long term.

The three goals are:



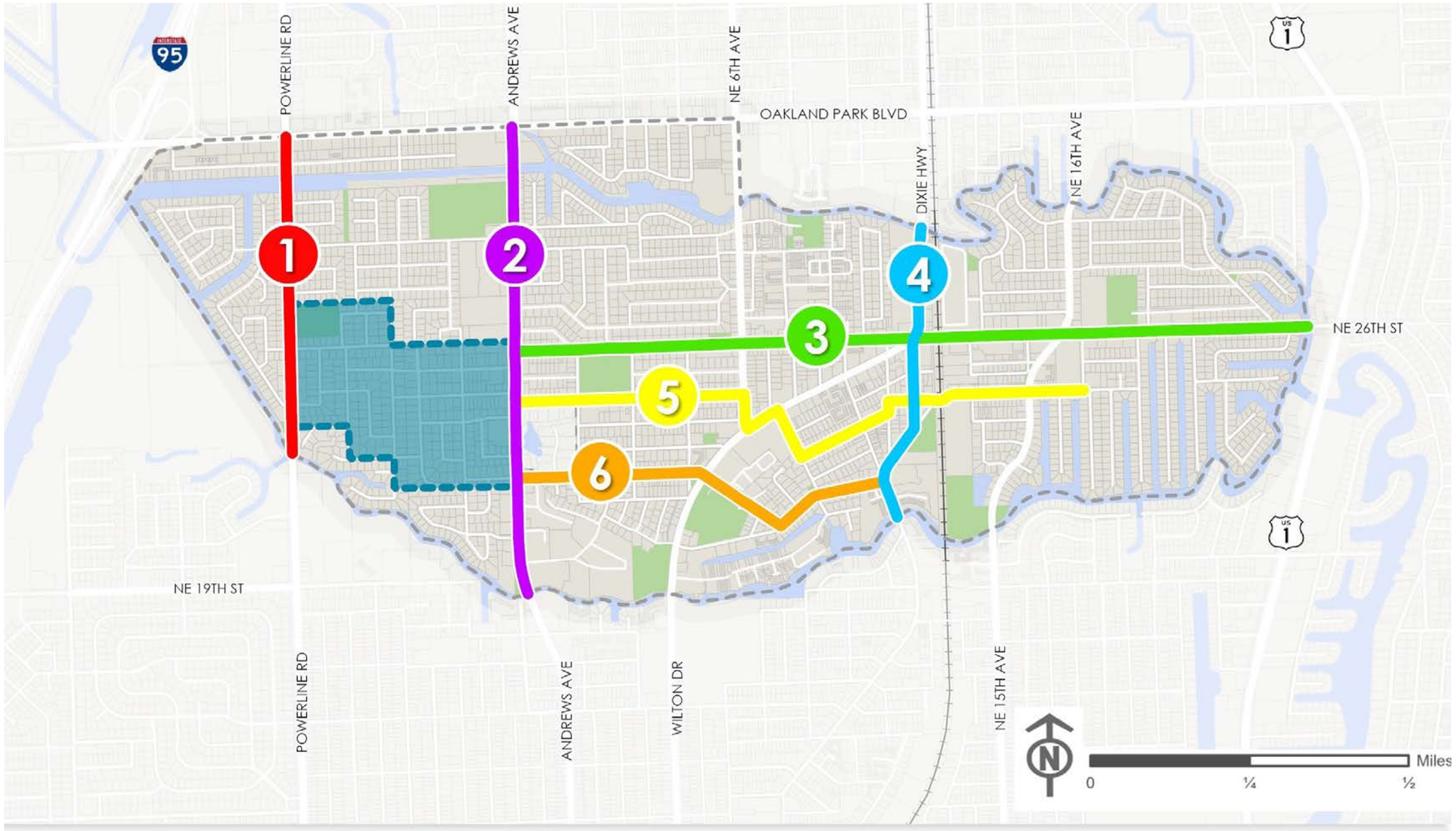
Goal	Objectives
Safety	Identify roadway safety improvements to reduce crash severity.
	Reduce vehicle speeds through traffic calming design features and speed management strategies.
	Identify improvements and proven safety countermeasures to reduce crashes involving pedestrians and bicyclists.
Cohesive	Develop a plan that is consistent with the transportation goals identified in other City plans and reports.
	Ensure future redevelopment is cohesive with surrounding area by identifying the City's desired transportation improvements within and connecting to the public right-of-way.
	Require new development provide access and amenities for all transportation modes, both on their property and in the adjacent right-of-way.
	Design dedicated space for pedestrians and bicyclists, with an emphasis on physical separation from vehicular traffic.
	Improve the convenience of crossing roadways by reducing distance between marked crosswalks and recommending crosswalks at locations with frequent crossings, leading to priority destinations, or in locations with high pedestrian activity.
	Increase the comfort of using crosswalks by enhancing the visibility of crosswalks, enhancing the visibility of pedestrians in crosswalks, providing refuge, or similar features.
	Establish continuous bicycle and pedestrian routes that extend from the City's western neighborhoods to the eastern neighborhoods, including prioritizing critical gaps, improving crossings over roadways and side streets, and marking the routes.
	Establish continuous bicycle and pedestrian routes that lead to priority destinations including, but not limited to, Wilton Dr, parks, schools, grocery stores, and restaurants.
Diversity	Identify improvements for pedestrians and bicyclists of all ages, types of abilities and stress tolerances.
	Ensure multimodal improvements are located within the City's eastern, central, and western neighborhoods.
	Identify multimodal improvements needed for tourists and visitors, including enhancing wayfinding, accommodating larger groups of pedestrians, and nighttime multimodal activity.
	Identify facilities needed to improve safety, comfort, and convenience of walking throughout the city for a variety of purposes or destinations.
	Identify improvements for bicycling specifically at intersections and other common missing links.
	Improve multimodal access to and from bus stops, including convenience of walking or biking to bus stops and comfort of waiting at bus stops.
	Identify improvements needed to make walking and biking at night comfortable and safe.

Chapter 3: Planning Process

Milestone 2: Select Plan Study Area

Consistent with the TMP Vision to identify transportation projects for a select set of roadways in the City, the next milestone was the selection of the Plan Study Area. The Plan Study Area are the roadways considered critical for multimodal improvements. A maximum of six roadways could be selected for the Plan Study Area. The City Staff Working Group reviewed ten roadways for consideration as the Plan Study Area. The review included numerous criteria informed by the TMP Vision, Goals, and Objectives. Oakland Park Blvd was excluded from the review due to the anticipated planned improvements in conjunction with the Broward County Transit Premium Mobility Plan. *The Plan Study Area Review Table, which lists the ten roadways and the consideration criteria, is included in* ***Appendix, Section H.***

The six roadways selected as the Plan Study Area are: (1) Powerline Rd, (2) Andrews Av, (3) NE 26 St, (4) Dixie Hwy, (5) NE 24 St Route (which includes connection via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr) and (6) NE 21 Ct Route. Additionally, a "Westside Route", which is intended to be a pedestrian / bicycle route extending either the NE 24 St Route or the NE 21 Ct is included in the Plan Study Area. The Plan Study Area roadways that traverse the City from north to south and east to west, have various roadway classifications and intensities, and abut diverse land uses and densities. They are in need of both corridor and intersection improvements.
On this page is a map of the Plan Study Area.



Chapter 3: Planning Process

Milestone 3: Identify Existing Conditions and Key Issues

The next milestone for the TMP was identifying the existing conditions and key issues for the Plan Study Area. The milestone utilized both quantitative and qualitative data obtained from the planning approach described in Chapter 2 including data collection and assessment, field audits, discussions with stakeholder, and public engagement feedback. Following is a description of the components of the Existing Conditions and Key Issues identification. The specific existing conditions and key issues for the Plan Study Area are listed in **Part 2.**

5-Year Crash Analysis

Crash data for the 5-year period from 2018 to 2022 was retrieved from Signal Four Analytics. Signal Four Analytics is an interactive, web-based system that enables users to map and analyze crashes based on information from the Florida Department of Highway Safety and Motor Vehicles. Crash data analyzed included location of crashes, severity of injuries, roadway users, crash type, time and date, lighting conditions, roadway conditions, and a multitude of additional data. The 5-year crash data analysis assisted in the understanding of existing conditions, and informed the recommended improvements. Maps and data from the 5-Year Crash Analysis is provided in **Part 2.** The full list of the 5-year crashes resulting in injuries are included in **Appendix, Section M**.

Existing Conditions Assessment Map Series

While Milestone 3 focused on the identification of the Plan Study Area's existing conditions, these roadways can be significantly impacted by both intersecting and adjacent roads. Therefore, the Existing Conditions Assessment Map Series documented the existing conditions of all of the roadways within the City. The map series included a variety of conditions impacting the Plan Study Area including: Demographic and Travel Patters, Planned Improvements, Roadway Classification and Jurisdiction, Traffic Volumes, Posted Speed Limits, Intersection Control, Number of Lanes, Traffic Calming Elements, Bike Facilities, Transit Routes and Stops, Marked Crosswalks, Sidewalks, and Crash Locations. A copy of the Existing Conditions Assessment map series is included in **Appendix, Section I.**

Level of Traffic Stress (LTS) Map Series

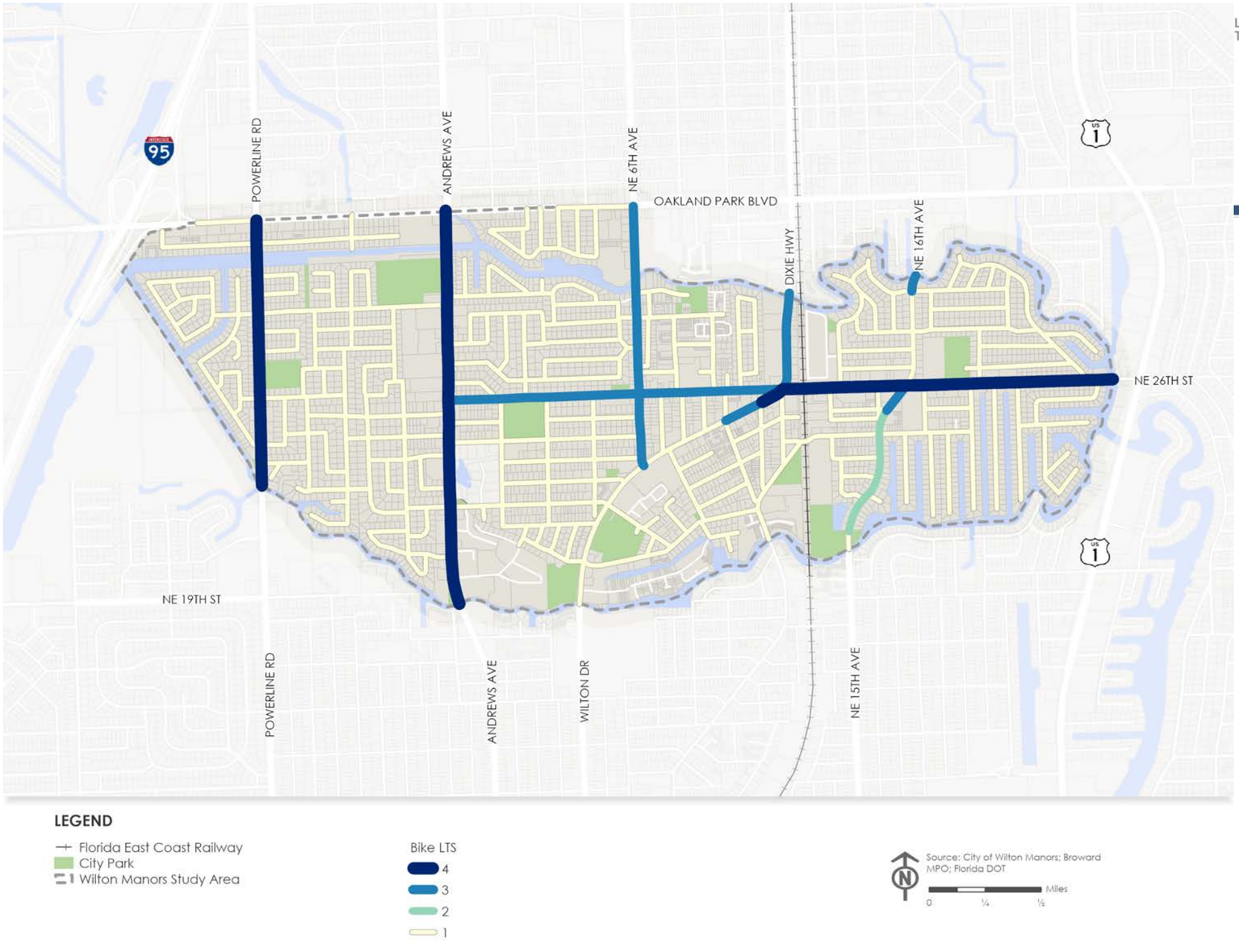
In conjunction with the Existing Conditions Assessment Map Series, the Level of Traffic Stress (LTS) map series was also developed. LTS is a measure of bicycle and pedestrian quality of service. The LTS scale is defined by the type of user that finds the facility comfortable and quantifies quality of service into four numerical categories: LTS 1 (a low-stress facility), LTS 2, LTS 3, and LTS 4 (a high-stress facility). The FDOT "2023 Multimodal Quality/Level of Service Handbook" considers the following criteria to determine LTS: facility type, width, and continuity; vehicular posted speeds; vehicular volumes; and separation from traffic. A copy of the Bicycle and Pedestrian LTS Maps and graphic examples of facilities that would result in a LTS 1 roadway are on the following pages. The LTS methodology and complete map series in included in **Appendix, Section J.**

A bicyclist rides on the sidewalk on Andrews Av, approaching NW 29 St. Andrews Av has a **Bike LTS 4**, because of several stress factors including lack of bicycle facility, the number of vehicular travel lanes, the speed of traffic, and the roadway volume.

A pedestrian and scooter rider travel along Dixie Hwy, approaching NE 20 Dr. The segment of Dixie Hwy south of 5-Points has a **Pedestrian LTS 3**, notably because of missing sidewalk segments and the condition of the existing sidewalk.

Chapter 3: Planning Process

Bike Level Of Traffic Stress Map



Very low stress; Most children can use confidently

Low stress; Tolerated by most adults

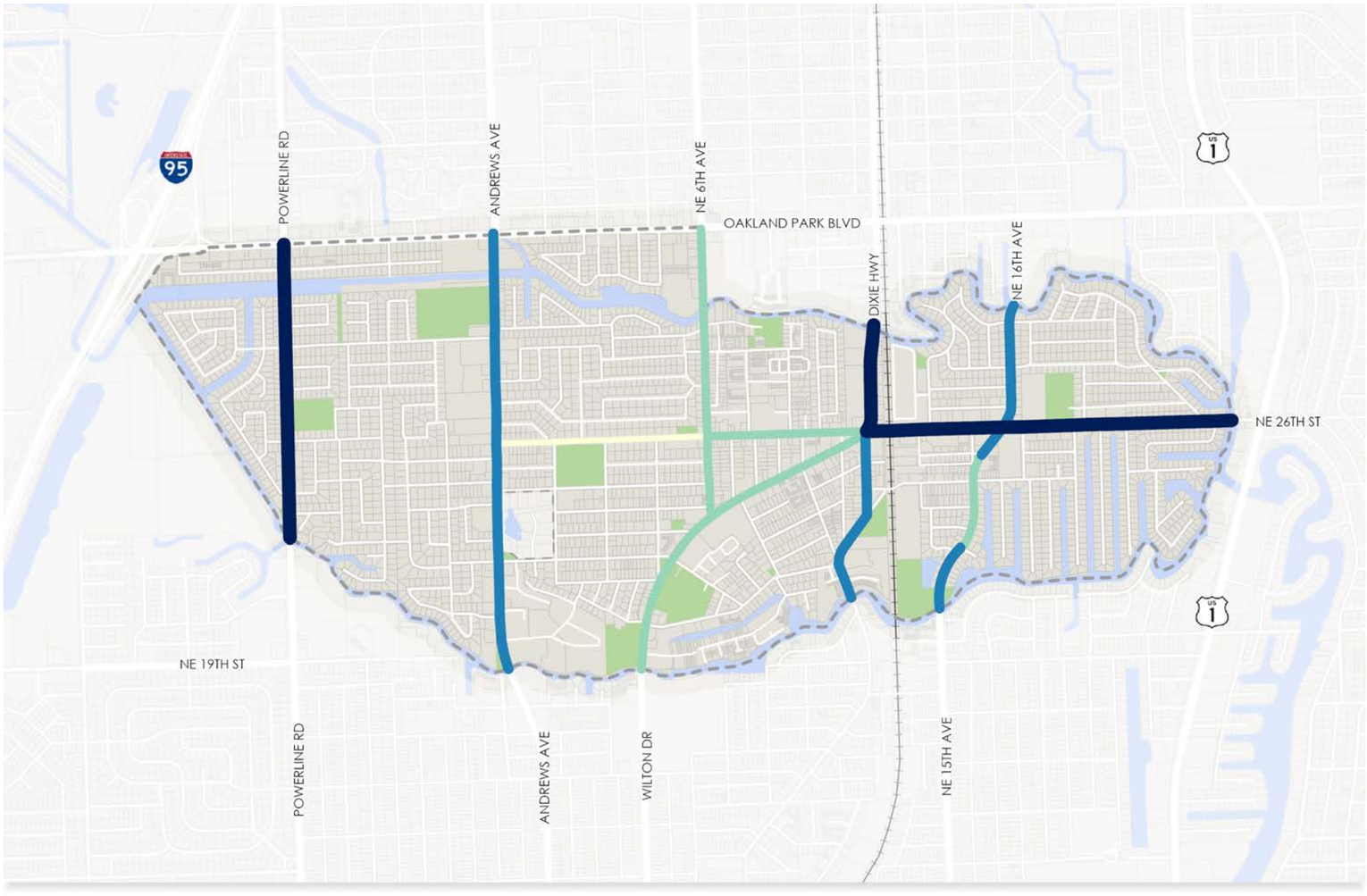
Stress level tolerated by confident cyclists

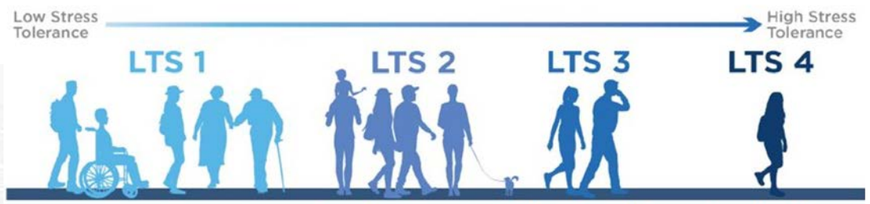
Very high stress; Suitable only for few adults (cycling enthusiasts) or those with limited route options.

Map Disclaimer:
LTS helps measure biking stress, but there are many other conditions which may impact a person's level of comfort when biking. For example, observed speeds of people driving on the roadway, conditions of the infrastructure, the number of driveways that interrupt the bike path, and width or type of separation from vehicles can also impact user comfort. The "stress" caused by these conditions is not included in the LTS assessment or map.

Chapter 3: Planning Process

Pedestrian Level Of Traffic Stress Map





LTS 1 — Very low stress; Pedestrians of all ages and abilities feel safe and highly comfortable

LTS 2 — Low stress; Generally comfortable for most pedestrians

LTS 3 — Stress level is uncomfortable, though walking is possible.

LTS 4 — Very high stress; Facility is difficult to use and typically only used by those with limited route options.

Map Disclaimer:
Local streets were not analyzed; the low speeds and volumes often create comfortable conditions for people to walk within the streets.
LTS helps measure pedestrian stress, but there are many other conditions which may impact a person's level of comfort when walking or using a wheeled mobility device. For example, observed speeds of people driving on the roadway, conditions of the infrastructure, the number of driveways that interrupt the sidewalk, and width or type of separation from vehicles can also impact user comfort. The "stress" caused by these conditions is not included in the LTS assessment or map.

Chapter 3: Planning Process

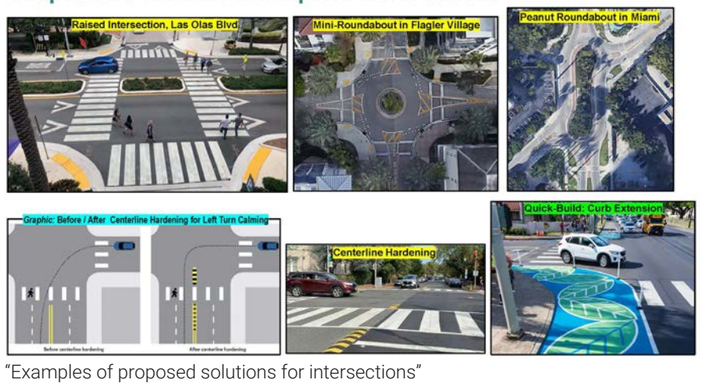
Milestone 4: Evaluate Potential Solutions

The next milestone in the TMP development was selecting and evaluating potential solutions for the Plan Study Area. The solutions included countermeasures, best practices, and other improvement strategies intended to mitigate the existing conditions for the Plan Study Area roadways. Potential solutions were identified for each of the Plan Study Area roadways. Multiple solution options were identified for certain locations, such as the off-set intersection of Andrews Av and NW / NE 24 St. The solutions ranged from low-cost non-structural improvements, including adding marked crosswalks over side streets, to much more complex projects, including converting a signalized intersection to a peanut roundabout. Maps and graphics of the evaluated potential solutions are available in **Appendix G**

Stakeholder Coordination and Public Feedback

The potential solutions were vetted in meetings with the City Staff Working Group, Broward County, and FDOT. These discussions included the viability or impacts of the solutions, as well as identifying additional approvals or studies that may be needed. Please refer to **Chapter 2** (Planning Approach - Collaboration) for meeting dates and appendix information. Community support and preferences for the potential solutions were identified through a combination of engagement efforts including a web survey, presentations at two neighborhood association meetings, and a presentation at a City Commission meeting. Please refer to **Chapter 2** (Planning Approach - Collaboration) for survey and meeting dates and appendix information.

Proposed Solutions Examples: Intersections



"Examples of proposed solutions for intersections"

Alignment with the TMP Goals and Objectives

As noted above, the potential solutions were evaluated based on alignment with the TMP goals and their supporting objectives. The following table lists the goals and the evaluation criteria. The Potential Solutions Assessment Table, which evaluated the potential solutions based on the listed criteria, is included in **Appendix, Section K.**

Goal	Evaluation Criteria - Does the Potential Solution:	
Safety	**Reduce**	Crash severity?
		Vehicle speeds?
		Crashes involving pedestrians and bicyclist?
Cohesive	**Include**	Dedicated space for pedestrians and bicyclists?
		Physical separation of pedestrians and bicyclists from vehicular traffic?
	Improve	Safety of crossing roadways?
		Convenience to cross roadways?
		Visibility of pedestrians at crosswalks?
		Comfort of pedestrians using crosswalks?
		Bicycle and pedestrian routes (continuous / to destinations)?
Diversity	**Include**	Amenities / facilities for pedestrians with all types of ages, abilities and stress tolerances?
		Amenities / facilities for bicyclists with all types of ages, abilities and stress tolerances?
		Amenities / facilities for tourists and visitors?
		Bike facilities at intersections?
		Continuous bicycle facilities?
	Improve	Walkability?
		Multimodal access to and from bus stops?
		Comfort of waiting at bus stops?
		Comfort and safety of walking and biking at night?

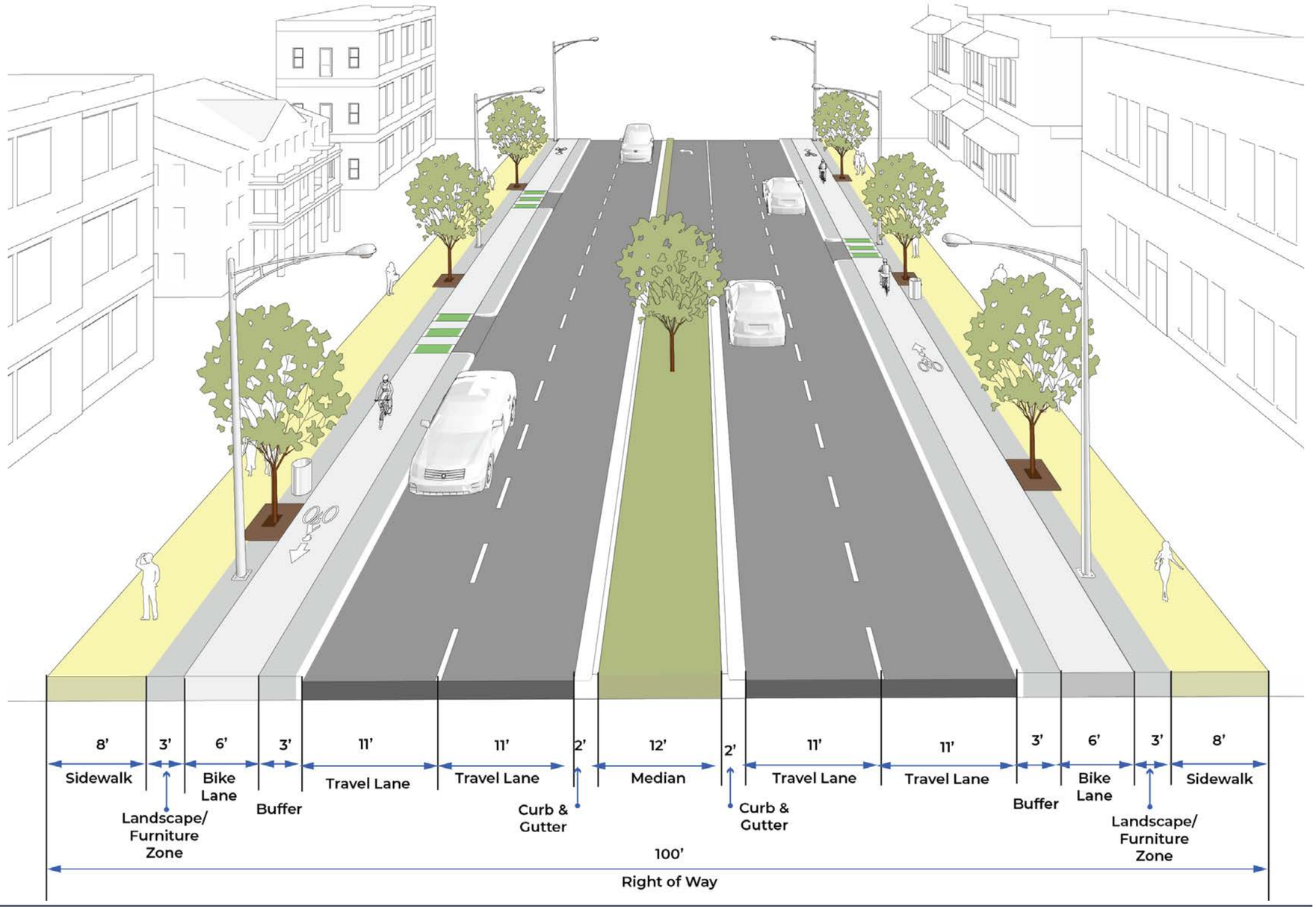
Chapter 3: Planning Process

Low Stress Street Cross Sections

Street cross sections depicting Level of Stress (LTS) 1 or 2 facilities were developed to inform the potential solutions. The LTS 1 or 2 cross sections reflected roadway classification, not avaliable right-of-way. Examples of low stress cross sections for an Arterial Collector, and Local Roadways are shown.

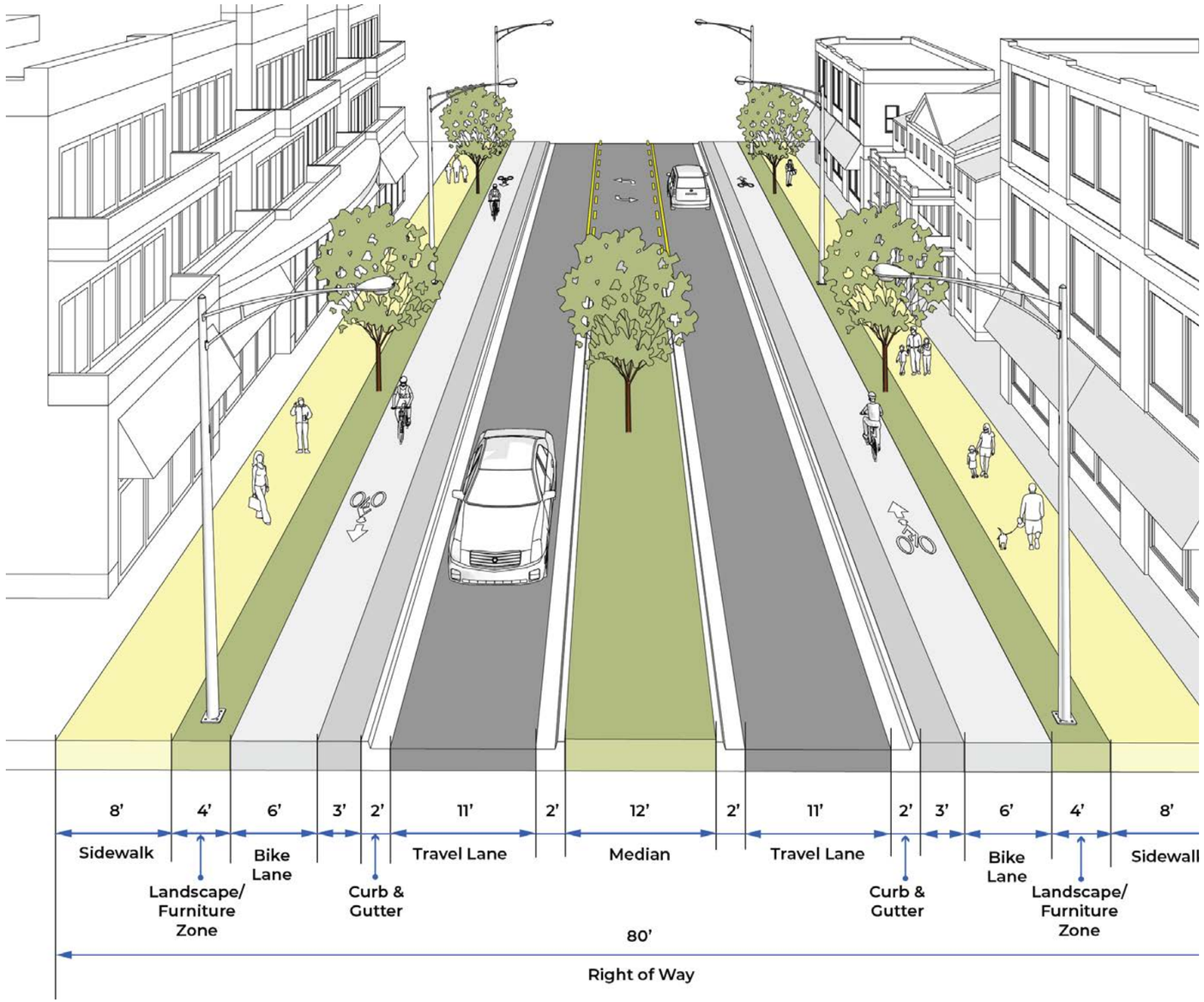
The limitation on available right-of-way for several of the Plan Study Area roadways (particularly Andrews Av, NE 26 St, and Dixie Hwy) was a significant consideration when evaluating potential solutions. Additional information about street cross section elements and additional amenities are available in ***Appendix O.***

Urban General Arterial Cross Section

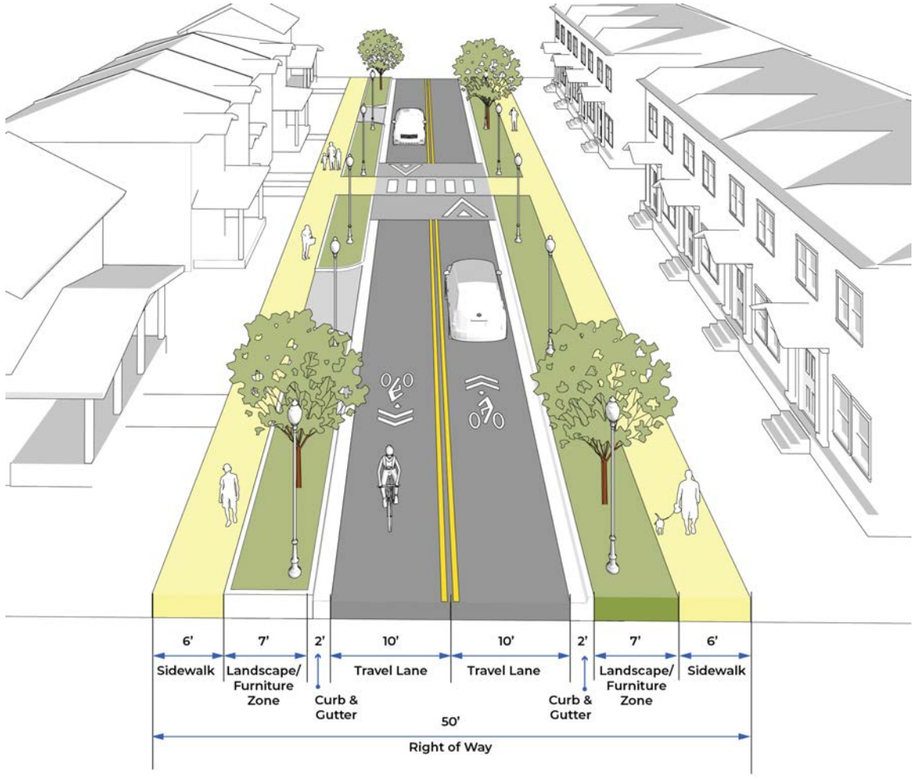


Chapter 3: Planning Process

Urban General Collector Cross Section



Urban General Local Cross Section



Chapter 3: Planning Process

Milestone 5: Refined Recommendations

Based on the feedback from assessment of the Potential Solutions, Milestone 5 was the development of refined recommendations for the Plan Study Area. The refinements varied from minor adjustments, such as recommending pedestrian signals (versus pedestrian hybrid beacons), to several significant refinements. *Examples of significant refinements are:*

- Andrews Av (Off-set Intersection at NW / NE 24 St): The option to allow all turn movements via signalization was eliminated. The recommendations was refined to permit signalized left turns from both NW and NE 24 St **to** Andrews Av and to prohibit left turns from Andrews Av **to** both NW and NE 24 St.

- NE 26 St (Intersection at NE 6 Av): The option to maintain a signalized intersection was eliminated. The recommendation was refined to a raised roundabout.

- NE 26 St (East of 5-Points): The option to maintain five travel lanes was eliminated. The recommendation was refined to lane repurposing to accommodate raised bike lanes or an alternative protected bike lane design. The recommendation also includes undertaking a lane repurposing study.

The resulting recommendations, which are presented graphically and as detailed scopes-of-work in **Part 2**, represent a variety of transportation projects situated within the right-of-way. The recommendations are planning-level concepts that reflect the roadways and surrounding conditions (including anticipated redevelopment). The planning-level concepts noted locations, materials, signalization, and similar details that may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners. These may be required before or during project design. The anticipated list of further studies is also included in **Part 2.**

Stakeholder Coordination

The refined recommendations were presented in meetings with the City Staff Working Group, Broward County, and FDOT. Discussions also included alignment with community feedback and identifying the path forward for facility owner approvals and project implementation. *Please refer to **Chapter 2** (Planning Approach - Collaboration) for meeting dates and appendix information*.

Public Engagement

The refined recommendations were presented to the community at a City Commission Workshop and two Community Meetings. This engagement allowed for in-depth discussions on recommendation rationale, recommendation features, and identification of potential further refinement during project design. *Please refer to **Chapter 2** (Planning Approach - Collaboration) for survey and meeting dates and appendix information.*

Cost Estimates

Planning-level cost estimates were developed for each of the Plan Study Area recommendations. The cost estimates were prepared using a bottom-up approach, which considered unit cost for key construction components required to construct or install the concept's improvements based upon FDOT Historical Item Average Unit Cost History for Broward County (Area 12), from January 2023 to December 2023. The costs were then adjusted for quantities as well as rounded up for planning purposes.

The cost estimates include construction costs, mobilization, maintenance of traffic, preliminary engineering/design and construction engineering and inspection, and additional contingency for project unknowns. The cost estimates are based on the planning-level analysis and represent typical or prototype improvements. It is anticipated that the costs will be further refined during future project development. The cost estimates are included in Part 2.

Tourists walk with luggage along NE 26 St, aproaching mid-block crossing at NE 9 Av

Chapter 3: Planning Process

Policy Recommendations for Mobility and Transit

Milestone 5 also included the identification of recommended policies to improve mobility and increase transit ridership for the entire City. Unlike the refined recommendations, the policies do not list specific facilities for the Plan Study Area. Therefore, the policies are not included in the Plan Study Area scopes of work or cost estimates provided in Part 2. Nevertheless, the policies are intended to be implemented along with the Plan Study Area recommendations.

Micromobility

The City should consider the following to support personal and (potential future) shared micromobility devices:

- **Shared Micromobility (Bike Share) Pilot Program:** The City could implement a pilot program inviting shared micromobility companies (bike share) to operate for one year within the City. The program should be closely monitored for metrics such as utilization and safety, and the results of monitoring should inform the development of policies and regulations. The City should coordinate with adjacent jurisdictions to ensure connectivity.
- **Shared Micromobility (Bike Share) Policies and Regulations:** The City should develop and adopt policies and a permittiing process for shared micromobility companies which may operate in the City in the future. Policies could focus on safety, equity, accesibility, age restrictions, data sharing, number of vehicles provided, vehicle speed, and/or maintenance and monitoring.
- **Bicycle & Micromobility Parking:** Convenient parking will help people biking and using personal-owned scooters to have a better end-to-end trip experience and encourage increased use. Parking should be located in high visibility locations near desirable destinations.
- **E-bike and E-scooter Policies and Regulations:** The City should develop and adopt ordinances that establish regulations for the operations of personally owned E-scooters and E-bikes within the City limits, including the use of these vehicles in bike lanes, on sidewalks, and in shared use paths.

Bicycles are locked to a street sign pole

Microtransit

The City should consider the following to support existing and future microtransit:

- **Identify pick up / drop off Designated Stops.** While microtransit can pick up or drop off in any location, identifying designated stops can help to improve service and create safe areas for people to wait for, board, or exit vehicles. These designated stops could be located at high density residential areas, parks, commercial destinations, and higher demand transit stops.
- **Evaluate the service:** The City should consider the development of metrics to assess microtransit and how well it meets transportation needs including affordability, environmental sustainability, and safety, among others.

Circuit shuttles stops to pick up a student on NE 6 Av

Chapter 3: Planning Process

Transit Stops

To support existing and future transit users, the City should consider the following as it implements the Transportation Master Plan:

- **Transit Stop Access:** Ensure safe and easily accessible bus stops for all, with features like ramps or other accommodation for people with mobility impairments. Surrounding sidewalks and waiting areas should be designed to accommodate expected ridership levels.
- **Pedestrian Crossings:** Place pedestrian crossings close to transit stops, ideally behind departing transit vehicles, to enhance visibility and safety for pedestrians.
- **Bike Parking:** Provide long-term bike and micromobility storage, such as bike cages, lockers, or shelters, at major mobility hubs or where demand for bike parking may be high such as along Wilton Drive or future premium transit locations. These storage facilities can also include charging stations for e-bikes and other plug-in vehicles.
- **Making Transit Stops Safe and Comfortable:** Within Wilton Manors, the availability of amenities that make people feel safe and comfortable at each stop varies. Along Andrews Av and Powerline Rd, most transit stops provide a route designation sign, a bench, a trash can, and a few have transit shelters. However, some transit stops only provide a route designation sign such as at the Route 14 stop at Powerline Road and NW 23 St.
    - **At All Stops:** To feel safe and comfortable, all transit stops should provide a route designation sign, ample waiting area for the expected demand, a bench to provide a place to rest, and ADA compliant pedestrian access. In addition, adequate lighting at transit stops enhances personal safety and security, particularly during nighttime travel. Ideally, all stops would also provide refuse bins to maintain the cleanliness of the stop and contribute to a feeling of safety. At a minimum, these should be provided at the highest demand stops.
    - **At High Demand Stops:** At the highest demand stops-- such as along Wilton Drive--or where projected ridership is expected to increase due to increases in route service, bus shelters can help shield people from the weather by providing shade and a place to wait out storms.
- **Helping people navigate:** Posted information about arrival and departure times, routes serving the bus stops, system maps, and other system information help users find their way through the transit system. Real time information about delays or upcoming departures can help passengers make informed choices.

BCT stop at Andrews Av and NE 26 St has a sign and bench, but no shelter. A transit rider with young children uses umbrellas to provide shade from the afternoon sun.

Part 2:

Plan Study Area Roadways

Part 2: Introduction

Part 2: Plan Study Area

Part 2 of the TMP report presents detailed information about the Plan Study Area, from the existing conditions to recommendations.

Organization

Each Plan Study Area roadway is presented in a separate chapter as follows:

Chapter 4: Powerline Rd

Chapter 5: Andrews Av

Chapter 6: NE 26 St

Chapter 7: Dixie Hwy

Chapter 8: NE 24 St Route

Chapter 9:NE 21 Ct Route

Chapter 10: Westside Route

Information in Part 2

The following information is provided for the Plan Study Area:

- Description of roadway or route context
- Key issues and objectives
- Existing conditions table
- Summary of feedback from the initial public engagement
- Field audit photographs
- 5-year injury crash maps and trends
- Recommendations: Map and Planning-Level Scope-of-Work
- Recommendations: Illustrative graphics
- Recommendations: Community Meeting Feedback
- Planning-Level Cost Estimates

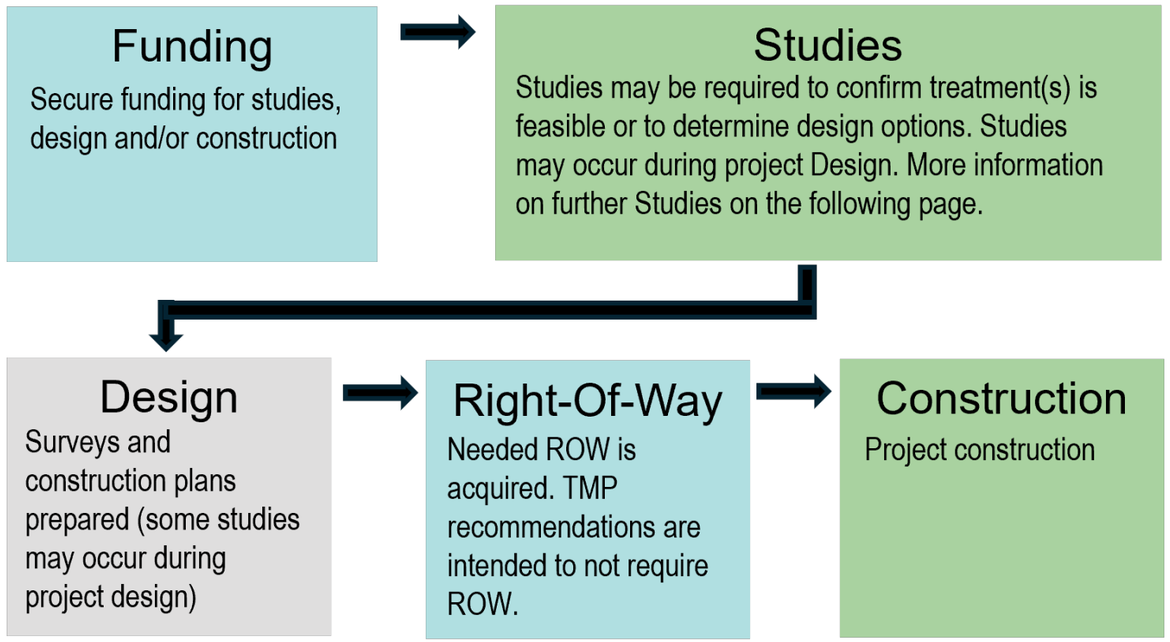
Areas excluded from Part 2 (Plan Study Area)

Due to anticipated roadway improvement designs or projects, certain intersections were excluded from the Plan Study Area. The excluded locations are listed below with the specific reason:

- **Oakland Park Blvd (Intersections with Powerline Rd and Andrews Av):** Broward County Transit has identified Oakland Park Blvd as a near term PREMO Plan premium transit (Bus Rapid Transit) project. It is anticipated that this project's design may alter intersections, areas adjacent to intersections, traffic patterns, and access management. Therefore, the TMP does not include Oakland Park Blvd and the intersection influence areas.
- **5-Points Intersections (Intersection of NE 26 St, Wilton Dr, & Dixie Hwy):** During the development of the TMP, the City was awarded by the Broward County Mobility Advancement Program an intersection redesign of 5-Points to improve traffic flow and pedestrian / bicyclist safety. The intersection redesign is anticipated to identify a locally preferred design. Therefore, while 5-Points was included in the assessment for both NE 26 St and Dixie Hwy, the TMP does not include recommendations for this intersection.
- **Intersection of Andrews Av and NE 26 St:** Prior to the TMP Broward County designed traffic signal system upgrades for this intersection, including a marked crosswalk over the northern leg of the intersection. The construction of the improvements was anticipated to occur during the development of the TMP. Therefore, the TMP does not include recommendations for this intersection.

TMP Recommendations: Next Steps

The recommendations listed in Part 2 are considered *Planning Level Concepts*. While planning is a vital step in developing transportation projects, the City will need to undertake the following next steps to implement the recommendations.



Part 2: Introduction

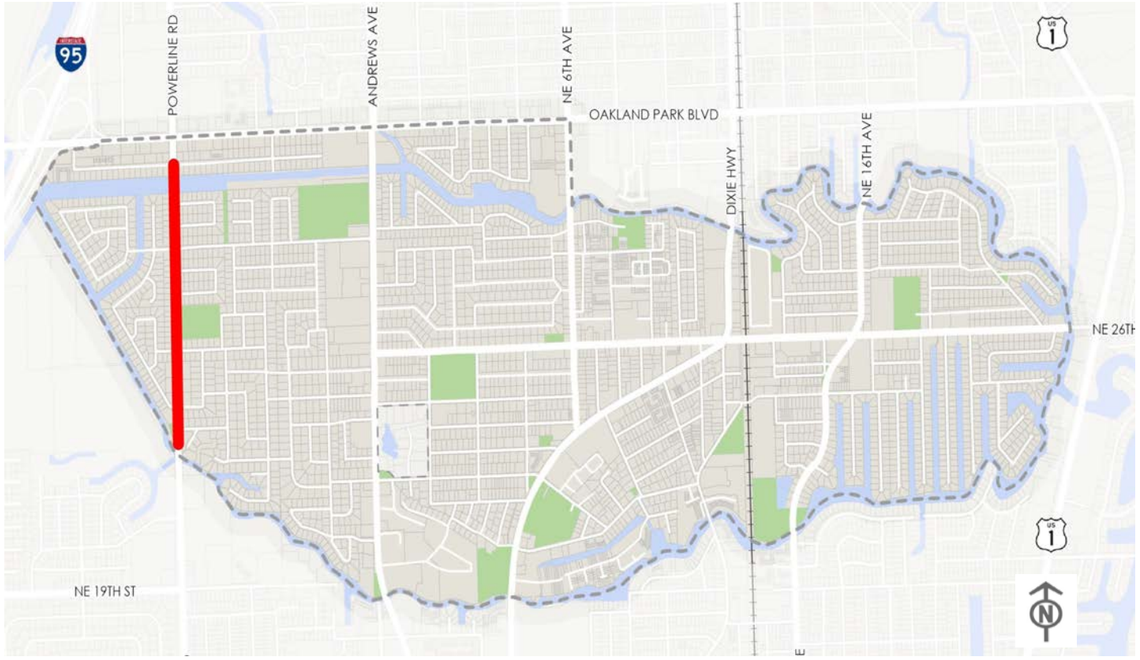
Additional Plans and Studies

Below is the list of plans or studies which may be required. While the list is intended to be comprehensive of all additional plans and studies, it is possible that the roadway owners may require additional plans or studies. Several studies, as noted below, will need to be undertaken in accordance with the referenced sections of the Florida Design Manual ("FDM").

- **Roundabout Installation:** Intersections where roundabouts are proposed may require ICE Analysis complete with benefit-to-cost analysis prior to design. A conceptual design depicting impacts will be needed for adjacent property owner and other stakeholder impacts and will be used for preparing opinion of probable costs.
- **Midblock Crossings:** Broward County will require a pedestrian study regardless of context. Pedestrian study should follow the process outlined in Florida Traffic Engineering Manual Section 5.2.6. Existing lighting must be present, or lighting should be installed; lighting must adhere to FDM Section 231 Lighting Table 231.2.1.
- **Bus Stop Relocations / Modifications:** All bus stop relocations must be coordinated with Broward County Transit. See FDM Section 225 Transit for design recommendations. Recommend reviewing PROWAG for adherence.
- **Painted Bike Lanes.** Green painted bike lanes must be coordinated with FDOT on all state-owned facilities. Green paint may be applied in areas highlighted in FDM Section 223 Bicycle Facilities 223.2.1.4. The use of green-colored pavement markings on state-owned facilities requires the approval of the FDOT District Design Engineer through Project Suite's Design Approval Request Process.
- **Lighting Improvements.** It is recommended a nighttime lighting audit be completed prior to advancement of any lighting design. Lighting audit should measure existing footcandles and denote dark areas. Coordination with maintaining agencies and owners during audit is also recommended for collection of data on existing and proposed lighting fixtures.
- **Lane Repurposing.** The lane repurposing process should follow the process and guidance as outlined within FDM 126 Lane Repurposing Projects and as outlined within FDOT's Lane Repurposing Guidebook. A study should be performed in accordance with an agreed-upon methodology with the facility owner. The study should include, at minimum, existing peak hour and daily traffic volumes, forecasted traffic volumes based upon a validated subarea travel demand model, existing and future 24-hour, peak-hour, and/or peak period level-of-service analysis, an evaluation of potential network diversions caused by a lane repurposing, historical and future multimodal safety conditions with/ without the lane repurposing, and a multi-faceted benefit/cost evaluation.
- **Speed Adjustments.** It is recommended that a speed study be coordinated with a conceptual design. Conceptually designed geometric improvements must be able to effectively reduce roadway design speed down to proposed target speed. Strategies and guidance can be found within FDOT FDM Section 202 Speed Management.
- **Signal Modifications.** It is recommended to collect turning movement counts (TMCs) and prepare operational analyses for all signal modification studies. Signal operational analyses should consider potential impacts to upstream and downstream signals, or the signal system and system timings should be evaluated for update. All proposed signal modifications will require coordination with Broward County, of the agency responsible for signal management. For all signal modification designs, it is also recommended to review existing lighting at intersection.
- **Signal Modifications - Scramble Crossings:** Scramble crossings will require a pedestrian crossing study prior to design.

Bicyclist rides next to back-out parking lot in Westside neighborhood

Chapter 4: Powerline Rd



Powerline Rd

(Excluding Oakland Park Blvd)

Powerline Rd ia a north/south roadway in the most western area of Wilton Manors. Despite being surrounded by low-density residential uses (single-family, duplex, and 2-story multifamily) Powerline Rd was designed as a 4-lane, high speed, regional roadway where residents feel physically disconnected from the rest of the City. Along the roadway are sidewalks, pedestrian-scale streetlights, buffered bike lanes, direct transit access, and a pedestrian-only entrance to a large city park. However, because of excessive vehicle speeds, a history of car crashes (including fatality and serious injury of school aged children), and large distances between marked crossings, bicyclists frequently ride on sidewalks and pedestrians feel uncomfortable crossing the road.

Key Issues & Objectives

- Reduce crash severity
- Redesign Roadway to match surrounding Residential Land Use
- Enhance bicycle facilities
- Lower roadway speed
- Improve multimodal access to Mickel Park
- Improve and increase crosswalks
- Improve access management

Chapter 4: Powerline Rd

Existing Conditions

Plan Study Area		Powerline Rd, excluding area north of NW 30 Ct
Roadway Owner		FDOT
BMPO High Injury Network 2017-2021		▪ High: Oakland Park Blvd to NW 29 St & NW 9 Te to southern city boundary ▪ Highest: Oakland Park Blvd to NW 30 St
Level of Traffic Stress		▪ Bike: 4 ▪ Ped: 4
Adjacent Uses	Park / Facility	▪ Mickel Park (Pedestrain Entrance) ▪ Snook Creek Boat Ramp Park
	School / Childcare	▪ School crossing guard at NW 29th St (south crosswalk) ▪ K-12 bus stop at NE corner of NW 29 St
	Grocery Store	No
	Nighttime Uses	No
Posted Speed Limit		35 MPH (FDOT reduced Speed Limit of roadway in Wilton Manors in 2022)
AADT (2022)		24,500
Number of lanes		4-lane Arterial (Principal)
Crosswalks		▪ Signalized Crosswalks at OP Blvd & NW 29th St ▪ Mid-block crosswalk with RRFB south of NW 26 St
Access Management Issues		▪ NW 29 St is only signalized intersection ▪ Left Turns prohibited from NW 26 St ▪ Access from Powerline Rd prohibited to NW 9 Te
Senior Housing		No
Tourists / Hotels		No
MPO Equity Area		High concentration: Neighborhood west of Powerline Rd
BCT Routes		BCT Route 14 ▪ Bus stops have signs only (no shelter / amenities)
BCT Premium Transit		Yes / Shortlisted
Planned Redevelopment		No
Planned / Requested Roadway Improvements		▪ FDOT recently posted reduced speed limit signs ▪ City submittal for MTP 2050 Call for Projects: Add traffic calming measures
Bike Facilities		▪ South of NW 29 St: Buffered bike lanes ▪ North of NW 29 St: 4ft bike lane ▪ No marked bike lanes through NW 29 St intersection
Sidewalks		▪ Sidewalks along entire roadway ▪ Western ROW, south of NW 26 St: backout parking directly abuts sidewalk
Observations	Bike Riding	▪ Bike riding on sidewalks ▪ Bike riding against traffic ▪ Vehicles parked in bike lane ▪ Bus stops in bike lane
	Sidewalk	▪ Residential garbage cans placed directly on sidewalk ▪ Vehicles parked on sidewalks
	Crossing	▪ Ped's crossing not at crosswalks near Mickel Park Ped entrance & near NW 26 St ▪ Vehicles not stopping when RRFB is activated at mid-block crossing
	Other	▪ Ped scale lights on east ROW ▪ Prohibited NB & SB LT from NW 26 St ▪ Scooter Riders on sidewalks and in bike lanes ▪ NB Traffic congestion in PM Rush

Public Engagement

Web Survey: February - May 2023

Rank in order the streets you would like to have better walkability

#7 Overall Ranking

10% Ranked as #1

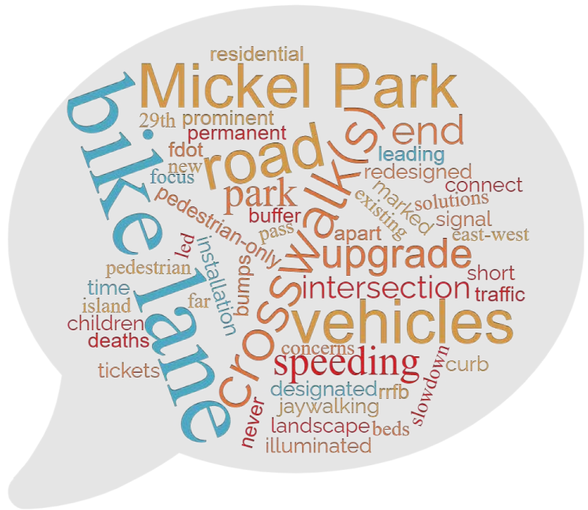
General Comments

- **Intersections noted:** NW 29 St, Mickel Park entrance
- **Most common topics:** Speeding, Issues with bike lane placement
- **Overall summary:** Cars are driving too fast on Powerline Rd. No one is using the new bike lanes.

Community Meetings: April 2023

Comments

- **Intersections noted:** NW 25 Ct, NW 29 St, NW 9 Terr
- **Overall summary:** There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/ crosswalk needs.



Chapter 4: Powerline Rd

Field Audit Observations

Sloped sidewalk abutting back-out parking; Vehicle parked in bike lane

Pedestrian crossing roadway at mid-block crosswalk without activating RRFB

Pedestrians crossing road at NW 26 St, where there is no marked crossing

Signage installed by FDOT in conjunction with reduction of posted speed limit to 35 MPH

Bus stop at pedestrian entrance to Mickel park has signage only. Bus stops in bike lane

Bicyclist riding on sidewalk, against traffic

Bicyclist riding in bike lane, against traffic. Bike lane does not extend into intersection at NW 29 St.

Pavement markings and signage to alert drivers of 35 MPH speed limit. The only BCT stops with shelters and benches are those closest to Oakland Park Blvd.

Chapter 4: Powerline Rd

5-year Crash Statistics (2018-2022)

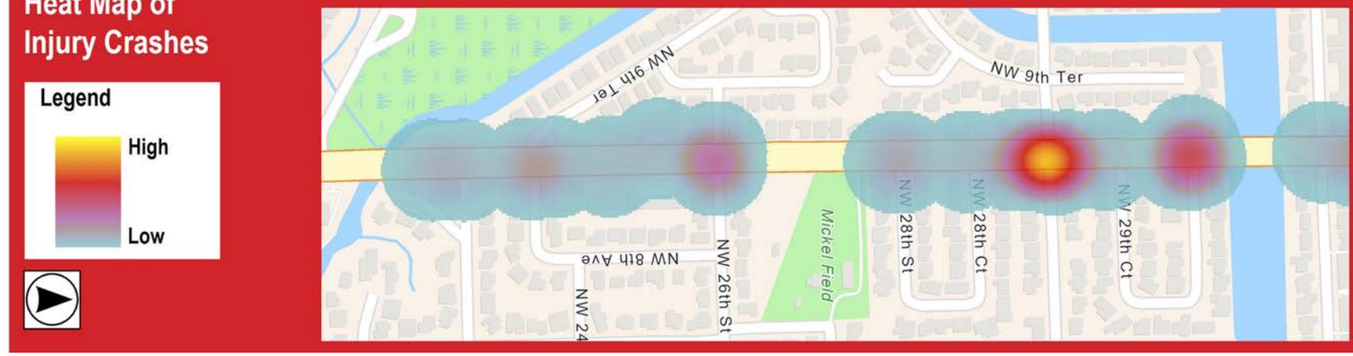
Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality ● Excluding Oakland Park Blvd

46
of Injury Crashes

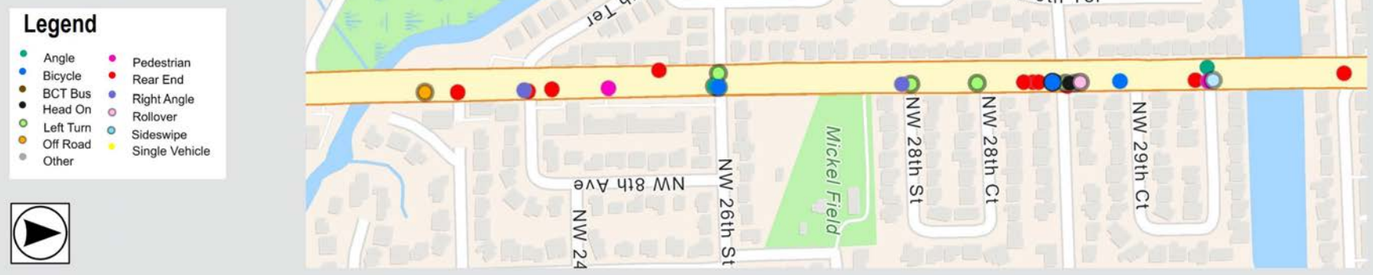
39%
of Injury Crashes were caused by Rear End Collisions

100%
of crashes involving Pedestrians or Bicyclists resulted in Injuries

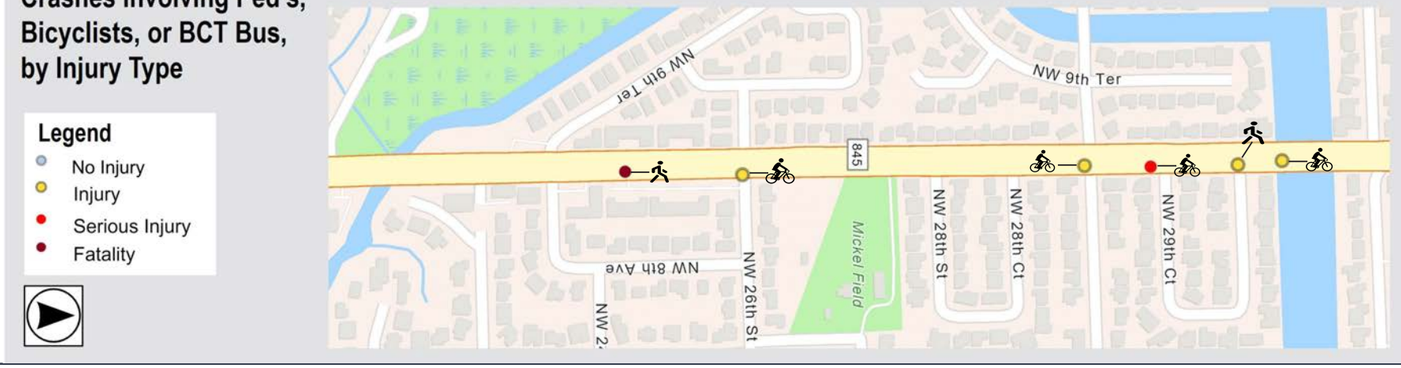
Heat Map of Injury Crashes



Injury Crashes, by Crash Type

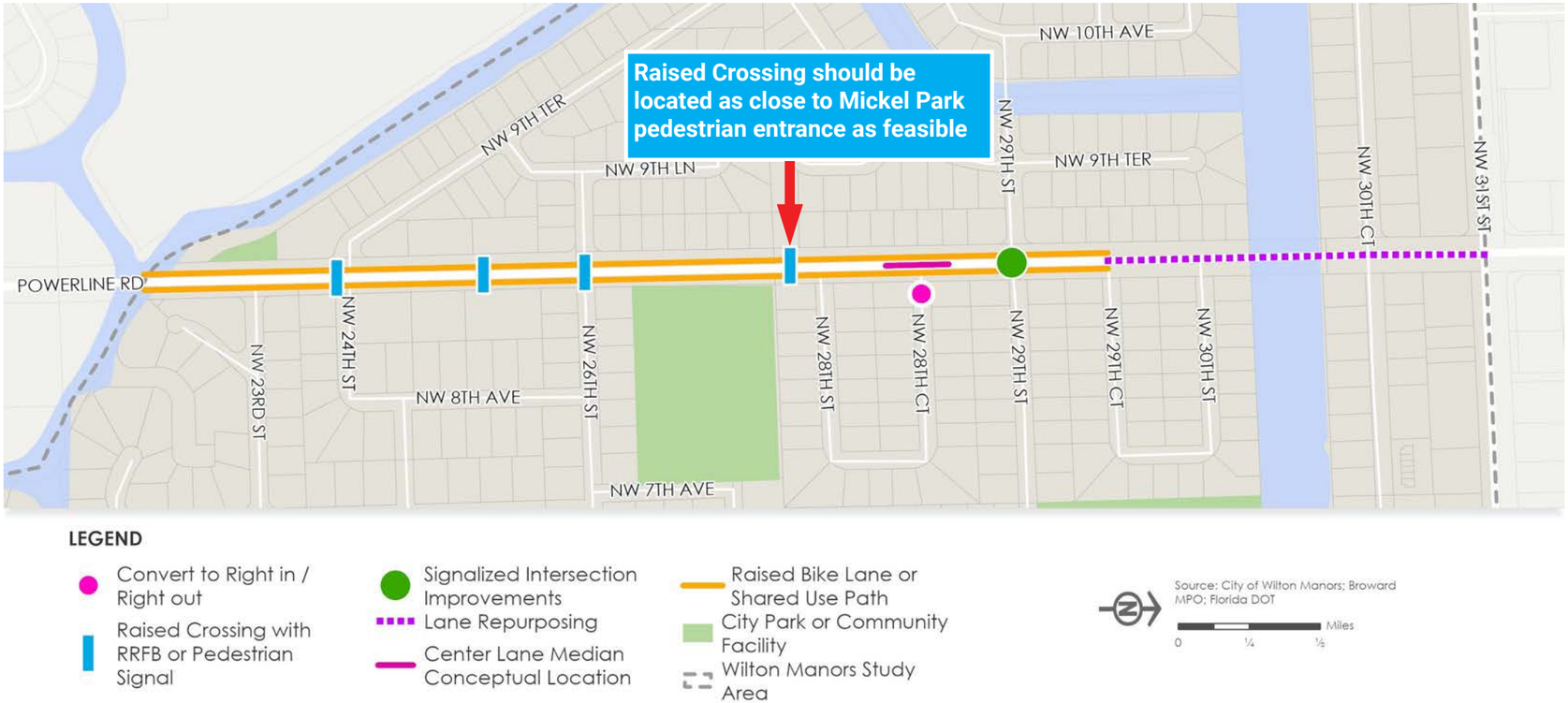


Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type



Chapter 4: Powerline Rd

Recommendations: Location Map and Scope of Work



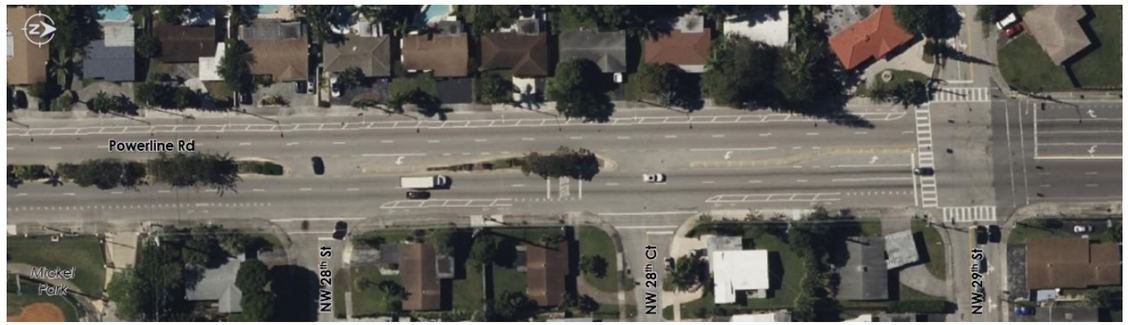
- Raised bicycle lane (southern city boundary to NW 29 St)
- Place regularly spaced trees (every 30') along sidewalk / raised bike lane
- Add bicycle conflict markings at all street and driveway crossings
- Signalized raised crossings (4 locations: south of NW 24 St, replacing the existing mid-block crossing, at NW 26 St, and at NW 28 St)
- Add center lane median (at NW 28 Ct)
- Extend curbs/reduce turning radii at each side street intersection (28 locations)
- Improve intersection lighting at all crossings (5 locations: NW 24 St, mid-block crossing, NW 26 St, NW 28 St, NW 28 C)
- Install raised side street crosswalks (all unsignalized side street crossings, 6 locations)
- Install raised curb (at NW 28 Ct)
- Install hardened centerline (at NW 29 St)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalks)
- *Lane Repurposing Study* for raised bicycle lane (NW 29 St to Oakland Park Blvd)*
- *Speed Reduction Study* to reduce roadway design speed to 30 MPH

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 4: Powerline Rd

Recommendations: Mickel Park Pedestrian Entrance to NW 29 St



1. Raised crossing with RRFB or pedestrian signal and median refuge (See Note)
2. Bike conflict markings at crossings (typical)
3. Bike bend outs at intersections (typical)
4. Bikeway and sidewalk remain elevated at driveways (typical)
5. Curb extension and reduce turning radii (typical)
6. Wedge island to formalize turning movements
7. Landscaped median island (including closing existing median opening)
8. New bike lane on 29th Street via separate lane narrowing project
9. Redesigned intersection with bike bend outs, hardened centerlines, high visibility crosswalks, and conflict markings.

Note: The Raised Crossing should be located as close to Mickel Park pedestrian entrance as feasible

Chapter 4: Powerline Rd

Recommendations: NW 26 St

Existing

Recommendations

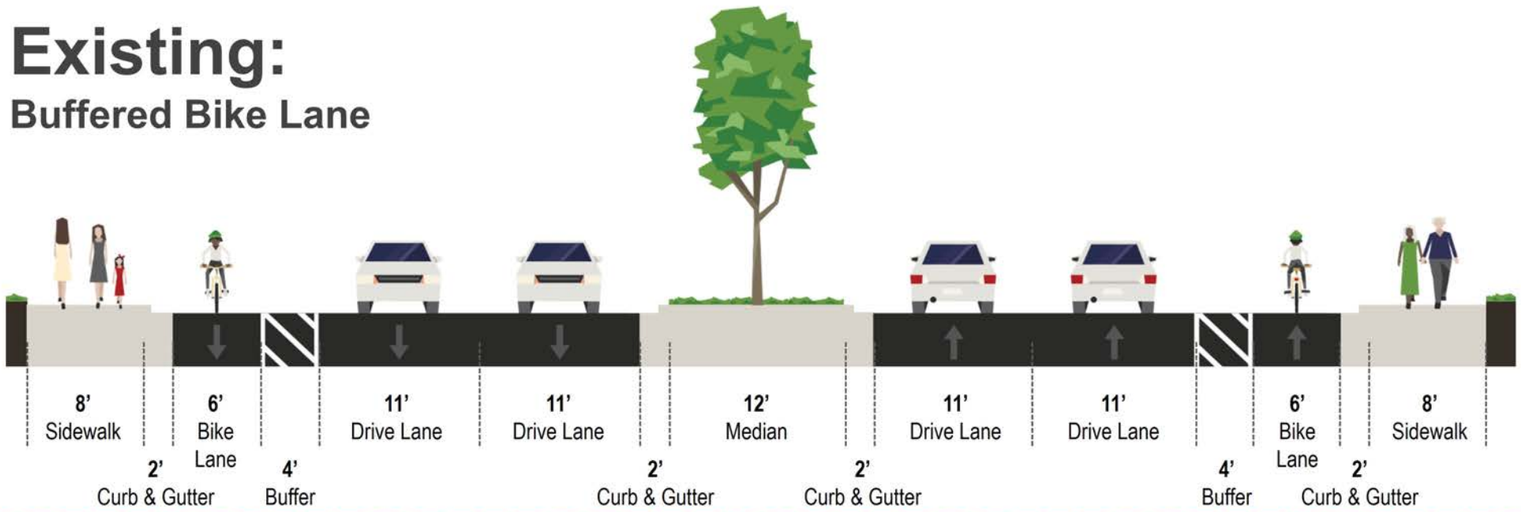
1. Raised mid-block crossing with pedestrian signal & median refuge island
2. Bikeway raised to sidewalk level
3. Bikeway and sidewalks remain elevated at driveways
4. Detectable buffer for people with visual impairments
5. Expanded landscaped median islands provide visual traffic calming and beautification
6. Street trees in grates

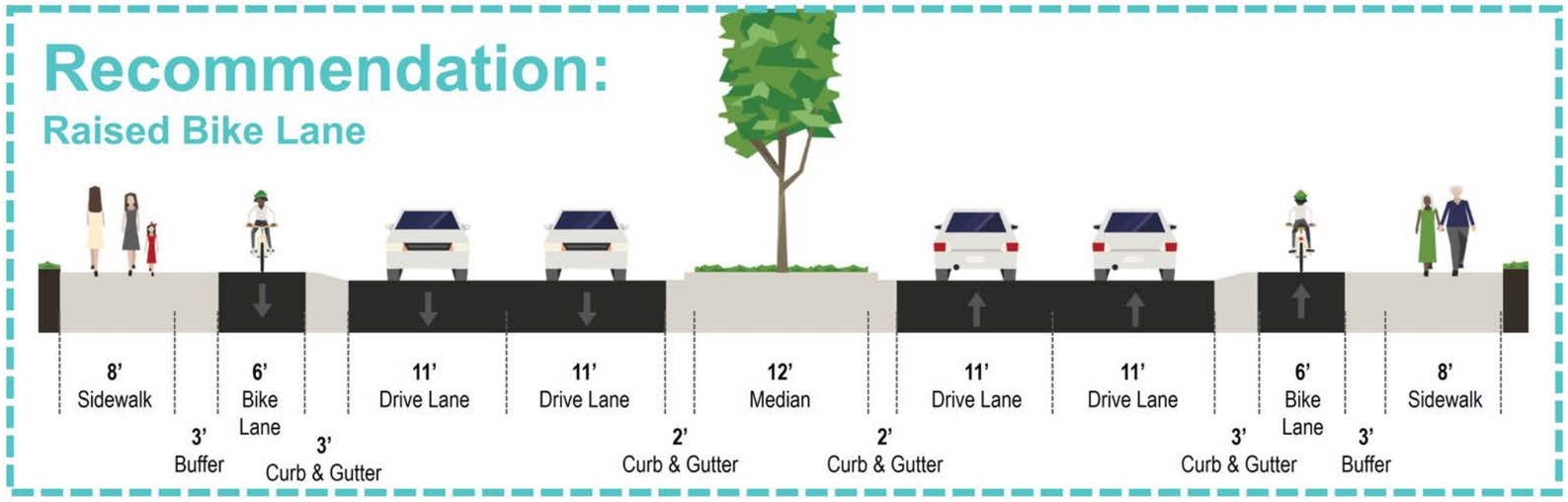
Chapter 4: Powerline Rd

Recommendations: Raised Bike Lane

Existing

Raised Bike Lane Example



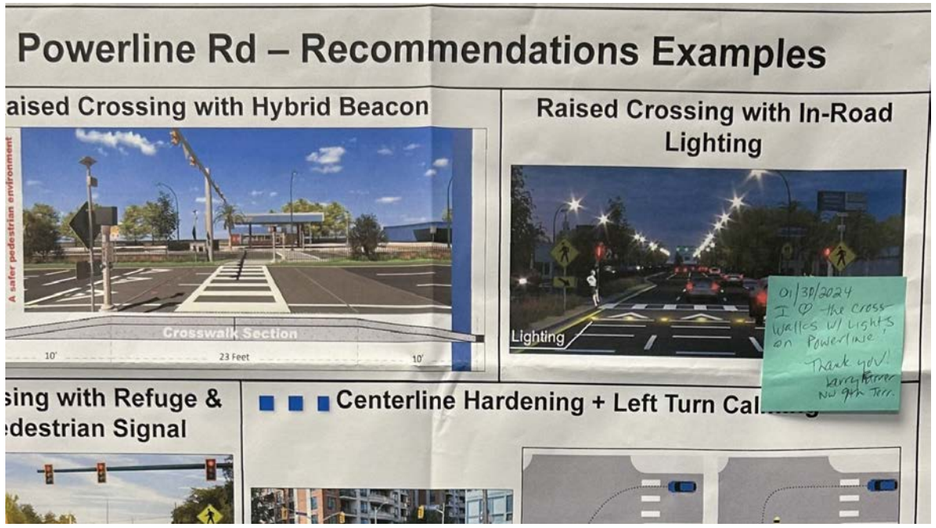


Chapter 4: Powerline Rd

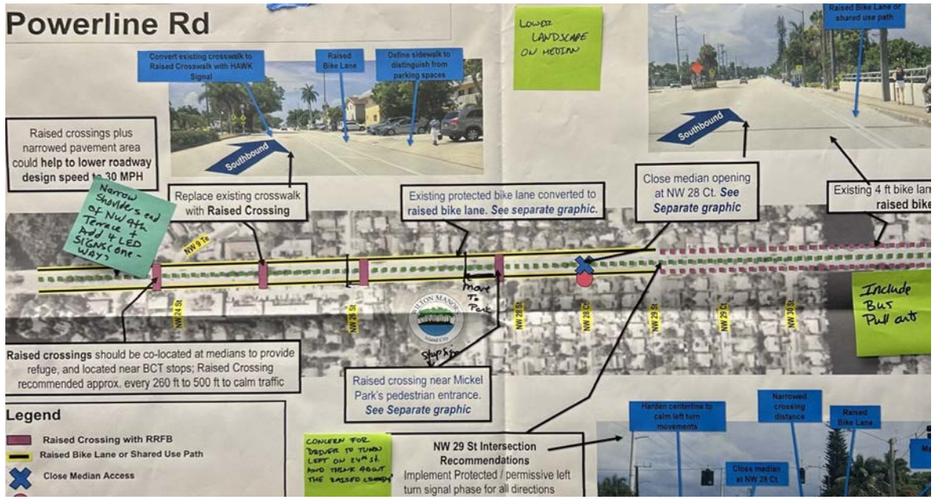
Recommendations: January 2024 Community Meetings

Location	Comment
Center Median	Lower landscape on median
Center Median	Increase the height of the tree canopy (it is too low)
All	Include Bus Pullouts
Raised Crossing with In-Road Lighting	I love the crosswalks with lights on Powerline. Thank you!
NW 24 St - Proposed raised crossing	Concern for driver to turn left on (from?) NW 24 St and think about the (proposed) raised crossing too.
NW 26 St	Cut through to Andrews (Av)
NW 28 St	Move the proposed raised crossing just south of NW 28 St to park entrance
NW 28 Ct	South and North U turn to be maintained there.
NW 28 Ct	Ineffective left turn at NW 28 Ct
NW 9 Terr	Narrow Shoulders end of NW 9 Terrace and add 4 LED signs (one-way)
NW 9 Terr	(Add) LED (Lights) on the 1-way only signs at the end of NW 9 Te, and narrow the entry
Oakland Park Blvd	Signal timing? Congestion at light with new configuration?
Proposed Raised Bike Lane	(In response to lane widths to remain at 11ft) Why don't we narrow the travel lanes? That's one of the best proven ways to safely effectively lower speeds.

Feedback: ***"Generally, everyone liked the concept…there were very little complaints or critiques, so they didn't write much. There was a request to ensure all the applications were consistent (size/colors/plant material) to give a "vibe" of Wilton Manors. One resident that lived on NW 28 Ct was against the blocked left turn. But did say there were a lot of accidents at that intersection. He blamed people using the existing bike lane as a drive lane for those crashes. Another resident that said it was a great idea, but no one was going to slow down regardless of what was done."***



Comment on Recommendations Examples Poster



Comments on Recommendations Map

Chapter 4: Powerline Rd

Planning Level / Conceptual Cost Estimates

Location: Powerline Rd (excluding Oakland Park Blvd)

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Raised Bicycle Lane (Southern City Boundary to NW 29 St, Includes Cost of Stormwater Drains)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	1.48	$ 63,379.22
	0425 1201	INLETS, CURB, TYPE 9, <10'	EA	$ 6,452.43	54	$ 348,431.22
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	5,379	$ 177,345.63
	0522 2	CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK	SY	$ 77.98	5,977	$ 466,060.47
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	54	$ 8,283.60
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	54	$ 4,139.64
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	32,274	$ 322,417.26
					Subtotal	$ 1,390,057.03
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add Bicycle Conflict Markings at all Street and Driveway Crossings	0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	0.57	$ 2,250.00
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	3,375	$ 33,716.25
					Subtotal	$ 35,966.25
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Signalized Raised Crossings (Pedestrian Signal; 4 Locations: South of NW 24 St, Replacing the Existing Mid Block Crossing, at NW 26 St, and at NW 28 St)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.035	$ 1,508.19
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	640	$ 1,894.40
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	211	$ 30,125.57
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	640	$ 90,361.60
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	176	$ 8,115.36
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,800	$ 78,930.00
	0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,111.38	4	$ 44,445.52
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	48	$ 79,454.88
	0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,550.53	8	$ 20,404.24
	0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,150.87	8	$ 9,206.96
	0649 21 1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	$ 58,206.57	8	$ 465,652.56
	0650 1 14	TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,805.21	8	$ 14,441.68
	0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 38,903.13	1	$ 38,903.13
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	8	$ 3,806.80
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	16	$ 1,226.56
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	176	$ 2,986.72
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	192	$ 86,400.00
					Subtotal	$ 977,864.17
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add Center Lane Median (at NW 28 Ct)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.064	$ 2,749.30
	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	383	$ 11,348.29
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	226	$ 761.62
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 20,359.21

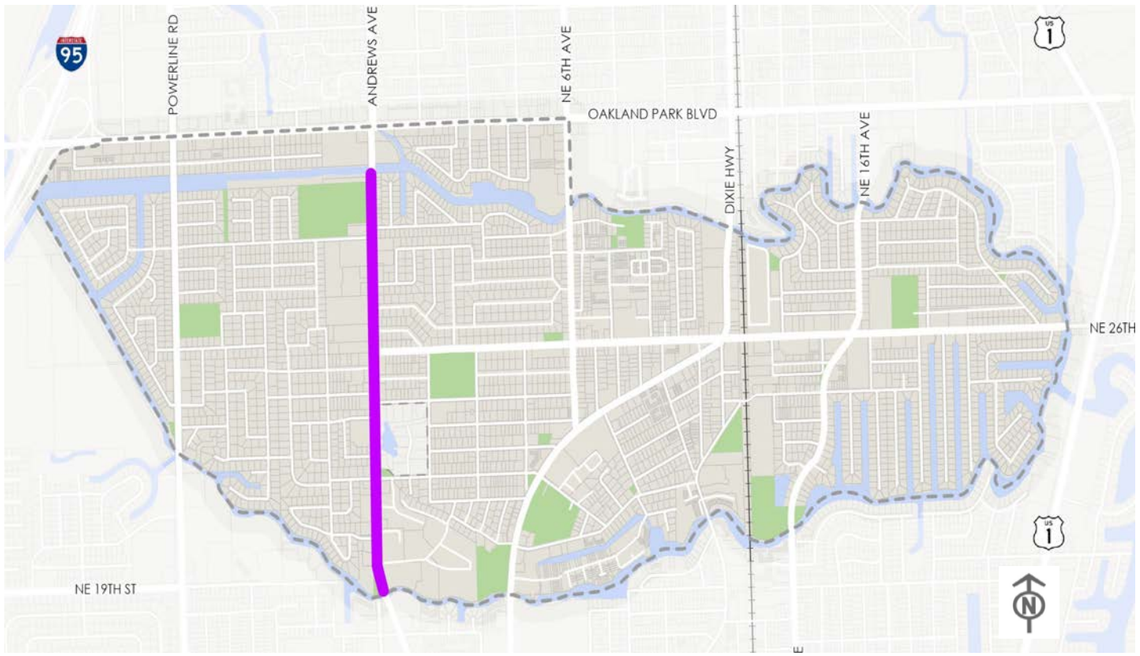
Continued on next page

Chapter 4: Powerline Rd

Planning Level / Conceptual Cost Estimates

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Place Regularly Spaced Trees (Every 30') with Grates Along Sidewalk / Raised Bike Lane	0350 3203	CEMENT CONCRETE, COLOR PAVEMENT, PRECAST TREE GRATE, YELLOW SAND	EA	$ 128.51	130	$ 16,706.30
	N/A	TREE GRATE	EA	$ 400.00	130	$ 52,000.00
	N/A	TREE - MEDIUM / LARGE STREET TREE	EA	$ 750.00	130	$ 97,500.00
					Subtotal	$ 166,206.30
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Extend Curbs/Reduce Turning Radii at Each Intersection (28 Locations)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.572	$ 24,468.77
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	2,324	$ 76,622.28
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	1,739	$ 135,615.88
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	616	$ 28,403.76
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	504	$ 1,698.48
					Subtotal	$ 266,809.17
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Improve Intersection Lighting at All Crossings (5 locations: NW 24 St, Mid Block Crossing, NW 26 St, NW 28 St, NW 28 Ct)	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,900	$ 83,315.00
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	18	$ 29,795.58
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	18	$ 230,313.60
					Subtotal	$ 343,424.18
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Side Street Crosswalks (All Unsignalized Side Street Crossings, 6 Locations)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	288	$ 852.48
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	95	$ 13,556.51
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	288	$ 40,662.72
					Subtotal	$ 55,071.71
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Curb (at NW 28 Ct)	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	25	$ 746.68
	0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH	SY	$ 171.01	4	$ 708.74
					Subtotal	$ 1,455.42
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Hardened Centerline (at NW 29 St)	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	200	$ 7,225.53
					Subtotal	$ 7,225.53
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks)	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	900	$ 7,992.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	1,080	$ 18,327.60
					Subtotal	$ 26,319.60
					SUBTOTAL	$ 3,290,758.57
		Mobilization			10%	$ 329,075.86
		Maintenance of Traffic (MOT)			10%	$ 329,075.86
		Misc. & Contingency (Not including major utility)			20%	$ 658,151.71
		PE/Design			20%	$ 658,151.71
		CEI			15%	$ 493,613.78
					CONSTRUCTION COST in 2024 dollars	**$ 5,758,827.49**

Chapter 5: Andrews Av



Andrews Av

(Excluding Oakland Park Blvd)

This north/south roadway acts as the boundary between Wilton Manors western and central areas. Andrews Av is a 5-lane, high speed, regional roadway with 5-ft sidewalks and direct transit access. The general character is a mix of multi-story residential developments, and retail office buildings serving the immediate area. Furthermore, adjacent to Andrews Av are several schools and community facilities. The City recently designated the corridor for redevelopment as a transit-oriented district and Broward County has also selected Andrews Av for complete street improvements. Currently there are no bike facilities, large distances between marked crossings, and frequent driveways resulting in a roadway where bicyclists predominantly ride on sidewalks, transit riders frequently cross the roadway at unmarked crossings, and residents drive to destinations within walking distance.

Key Issues & Objectives

- Reduce crash severity
- Redesign Roadway to match TOD Land Use
- Lower roadway speed
- Provide bicycle facilities
- Improve walking and biking during the day and nighttime
- Improve and increase crosswalks
- Improve access management

Chapter 5: Andrews Av

Existing Conditions

Plan Study Area		Andrews Av, *excluding area north of Middle River Bridge*
Roadway Owner		Broward County
BMPO High Injury Network (18-22)		Highest: Oakland Park Bl to NW 27 Dr
Level of Traffic Stress		Bike: 4 ▪ Ped: 3
Adjacent	Park / Facility	Andrews Av Park ▪ Rachel Richardson Park
	School / Childcare	Somerset Academy (K-8) ▪ PACE for Girls (6-12) ▪ WME School crossing guard at NW 24 Av
	Grocery Store	Route to Publix ▪ Dollar General ▪ El Punto
	Nighttime Uses	Several smaller, neighborhood focused restaurants
Posted Speed Limit		35 MPH
AADT (2022)		North of NE 26 St: 21,300 ▪ South of NE 26 St: 17,100
Number of lanes		4-lane Arterial (Minor)
Crosswalks		Signalized Crosswalks at NW 29 St, NW 24 St, & NE / NW 21 Ct ▪ Planned Crosswalk at NE 26 St
Access Issues		Off-set intersections ▪ No center lane median ▪ Frequent driveways north of NE 24 St ▪ Prohibited LT to / from side streets with no restrictive medians ▪ Dead Ends at NE 26 Ct & NE 26 Dr (with ped access)
Senior Housing		Hidden Palms
Tourists / Hotels		No
MPO Equity Area		Lowest concentration
BCT Routes		BCT Route 60
BCT Premium Transit		No
Redevelopment		TOC West ▪ Vacant Properties east side of roadway, north of NW 29 St ▪ For Sale signs at NW 29 St (SW corner) and NE 26 St (west end)
Roadway Improvements		▪ Broward County MAP / Surtax Project: Andrews Av Corridor (Bike Lanes / Complete Streets Features) ▪ Broward County Traffic Signal System improvements: NE 26 St intersection including new crosswalk ▪ City submittal for MTP 2050 Call for Projects: Redesign to add medians, lighting, and landscaping
Bike Facilities		No bike lanes
Sidewalks		Continuous curbed 5-ft sidewalk ▪ Small areas abut back-out parking ▪ Poles, equipment, and benches obstruct sidewalk
Observations	Bike Riding	Bicyclists (including K-12 students) almost exclusively riding on sidewalks; some against traffic ▪ Bike riding and scooter riding in roadway (right side "shoulder")
	Sidewalk	Crowded with BCT benches, bike riders, and scooter riders ▪ Landscaping overhanging adjacent to Lazy Lake
	Crossing	K-12 children with adults crossing at or north of NW 24 St crosswalk ▪ Ped's / Transit riders crossing at and north of NE 26 St (no crosswalks) ▪ NE 21 Ct: LT vehicles not yielding to ped's in crosswalks, also bicyclists crossing via crosswalks
	Other	Prohibited LT at side streets (especially to / from NE 24 St) ▪ "No Left Turn" signs obstructed by trees ▪ Frequent LT north of NE 24 St ▪ Drivers driving long distances in center lane ▪ No bus stop shelters ▪ Some bus stops have benches, but they are situated within the sidewalk ▪ BCT Stop at SE corner of NW 29 St: Transit riders (including K-8) standing behind trees for shade

Public Engagement

Web Survey: February - May 2023

Rank in order the streets you would like to have better walkability

#2 Overall Ranking

16% Ranked as #1

General Comments

- **Intersections noted:** NE 21 Ct, NE 26 St
- **Most common topics:** Westside, Crossing at NE 21 Ct, Speeding
- **Overall summary:** Andrews Av divides the City and needs improved crossings and lower speeds

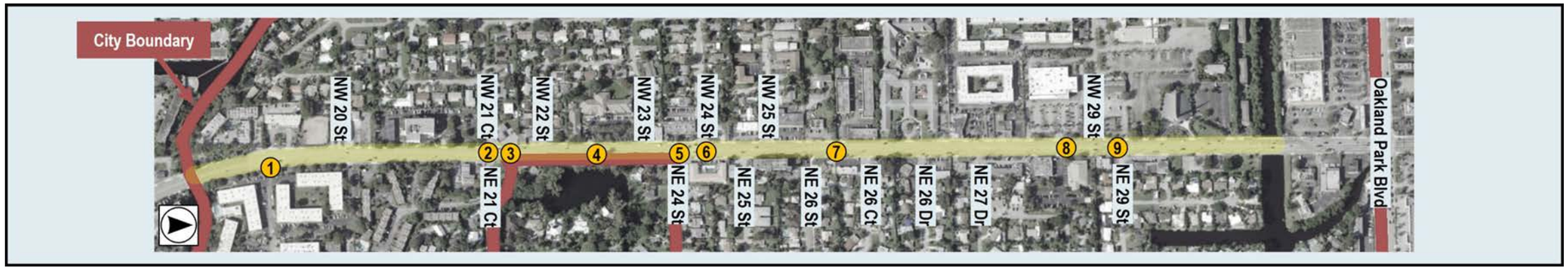
Community Meetings: April 2023

Comments

- **Intersections noted:** NE 24 St, NE 26 St, NW 20 St, NW 21 Ct, NW 25 St, & NW 29 St
- **Overall summary:** Andrews Ave should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians.

Chapter 5: Andrews Av

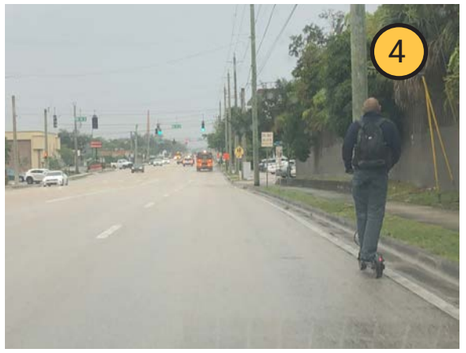
Field Audit Observations



Bicyclists riding on sidewalk, against traffic

WestBound to SouthBound Left Turn driver does not yield to pedestrian in crosswalk.

Bicyclist riding on sidewalk, approaching bus stop with sign only



Scooter riding in roadway, during rainy weather

Driver making prohibited Left Turn to NE 24 St. Trees obstruct the “No Left Turn” sign.

Crossing Guard assists crossing roadway; sidewalk abutting back-out parking and obstructed by mechanical equipment.

Students cross roadway to catch BCT bus. There is no marked crosswalk in vicinity.

Continuous center turn lane plus numerous driveway openings can result in frequent turn movements.

Bicyclist riding on sidewalk, approaching intersection during PM rush

Chapter 5: Andrews Av

5-year Crash Statistics (2018-2022)

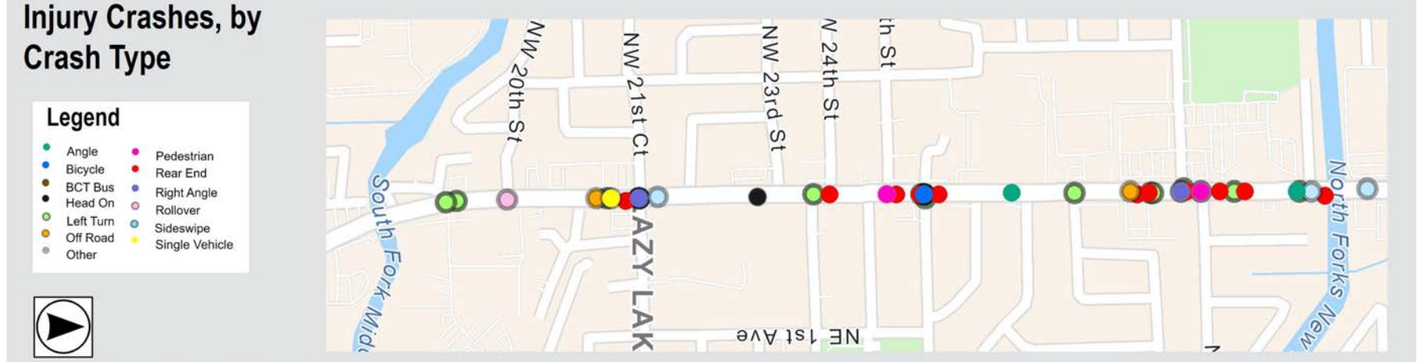
Excluding Oakland Park Blvd ● Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality

73
Injury Crashes

Heat Map of Injury Crashes

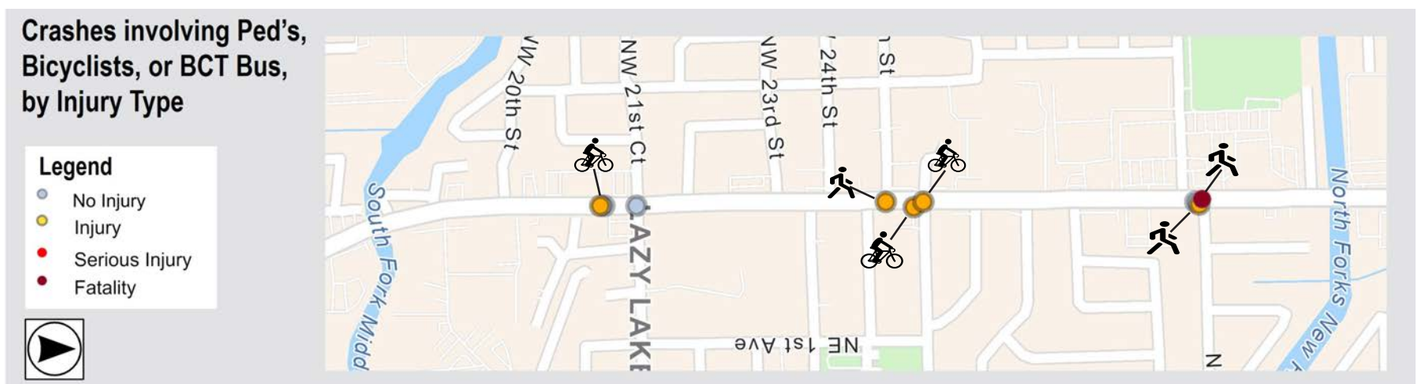
2/3
of all Injury Crashes were caused by Left Turn or Rear End Collisions

Injury Crashes, by Crash Type



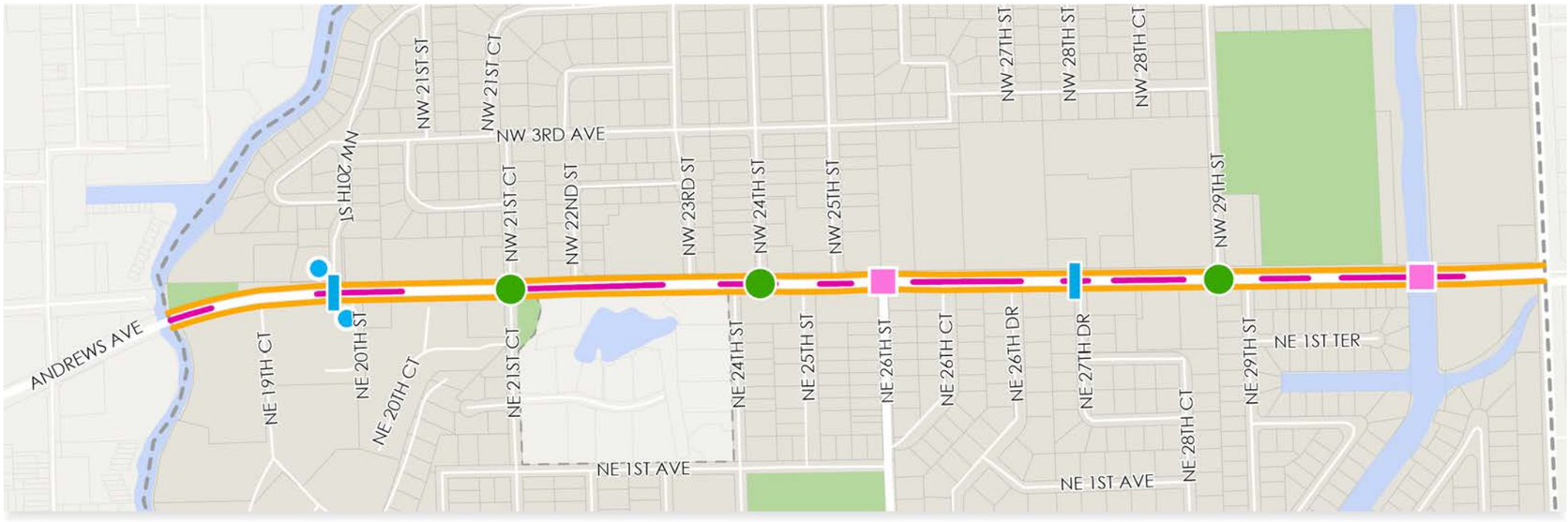
1
crash resulted in a Pedestrian Fatality

Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type



Chapter 5: Andrews Av

Recommendations: Location Map and Scope of Work



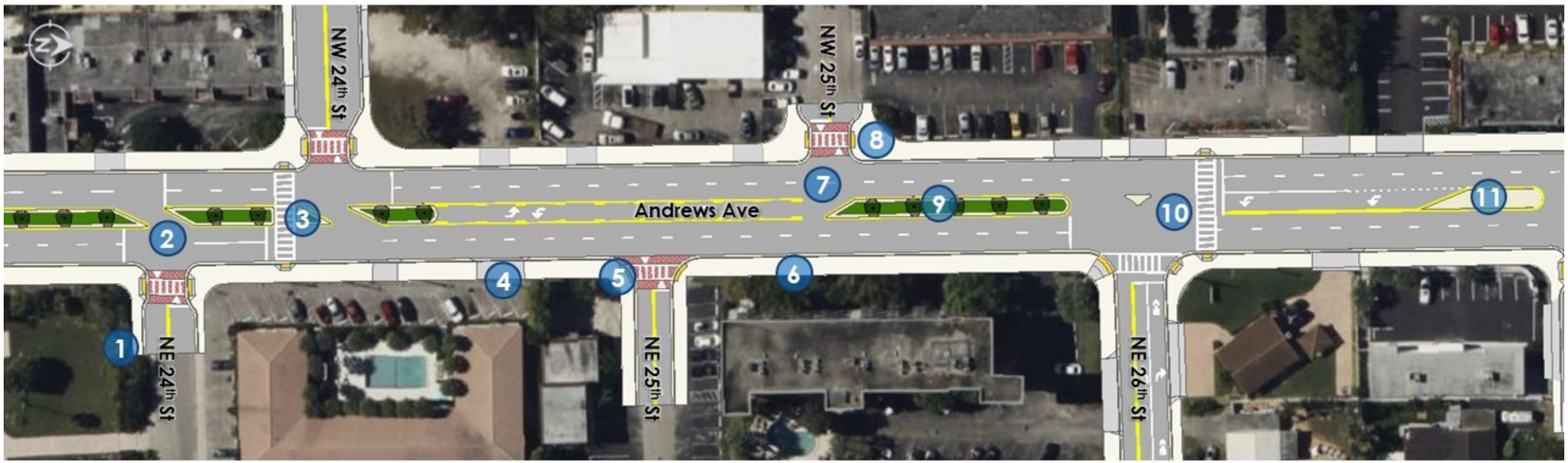
- Shared use path on both sides of street for full project extents
- Place regularly spaced trees (every 30') with grates along shared use paths
- Relocate BCT stops (2 locations)
- Install bicycle boxes on side street approaches at NW 21 Ct
- Install signalized raised crossings (pedestrian signal; 2 locations)
- Extend curbs/reduce turning radii at each intersection (30 locations)
- Improve intersection lighting at all crossings (6 locations)
- Install raised side street crosswalks (all unsignalized side street crossings and at eastbound and westbound approaches of NE 21 Ct, 13 Locations)
- Add lane definition using profiled thermoplastic (southbound, South of NW 20 St)
- Add center lane median (10 locations)
- Add bicycle conflict markings at all street crossings
- Install hardened centerline (at NE 21 Ct)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalks)
- Move utilities underground (east side of street) for full project extents

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 5: Andrews Av

Recommendations: NE 24 St to NE 26 St

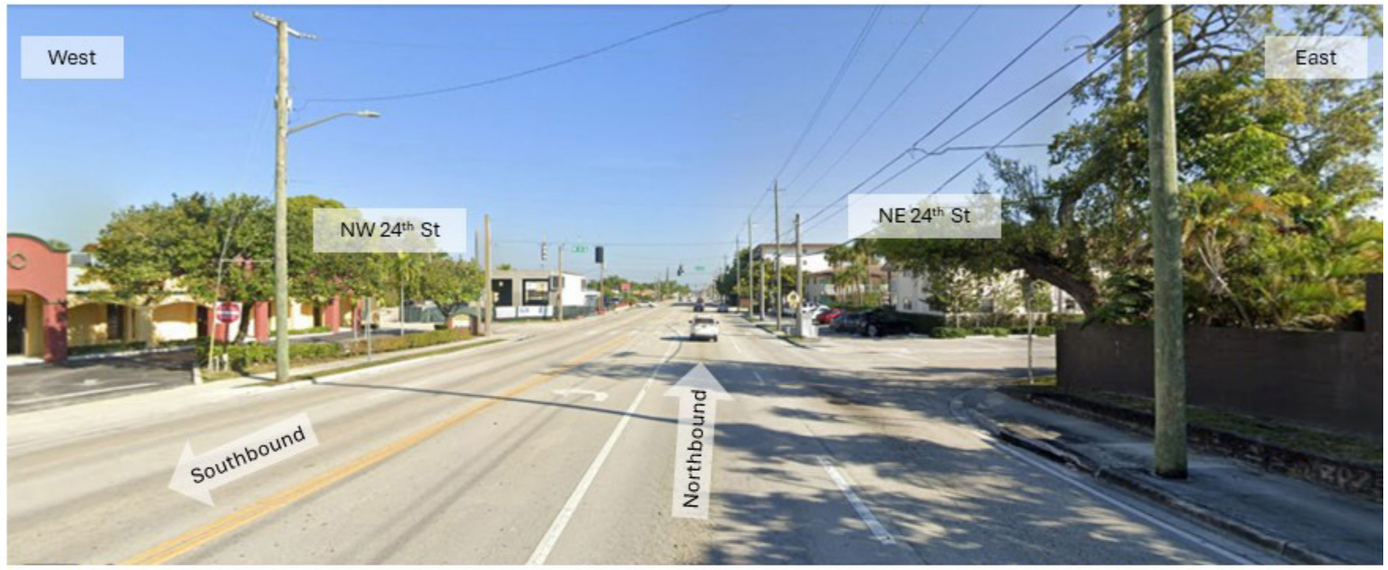


1. New sidewalk on south side of NE 24th St (Lazy Lake approval required)
2. Signal changes to address left turns
3. New median refuge island
4. Shared use path remains elevated at driveways (typical)
5. Raised crosswalks at side streets (typical)
6. Shared use path with street trees in grates (trees not pictured)
7. Median island allows left turns from Andrews Ave to NW 25th St and restricts left turns from NW 25th St to Andrews Ave
8. Curb extensions and reduced turning radii at side streets (typical)
9. Landscaped median island (typical)
10. New crosswalk, wedge island, and sidewalk (on S side of NE 26th St) by separate County project
11. Median island (typical)

Chapter 5: Andrews Av

Recommendations: NE 24 St

Existing

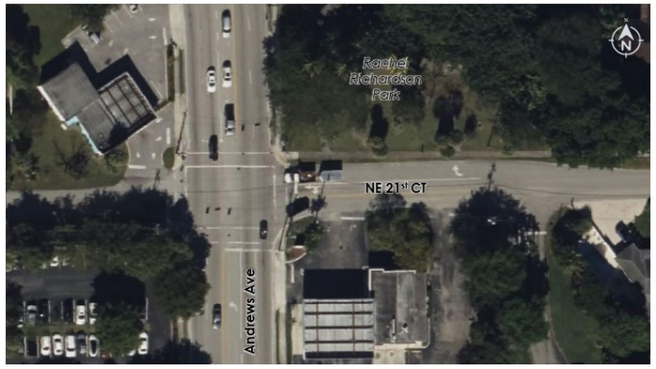


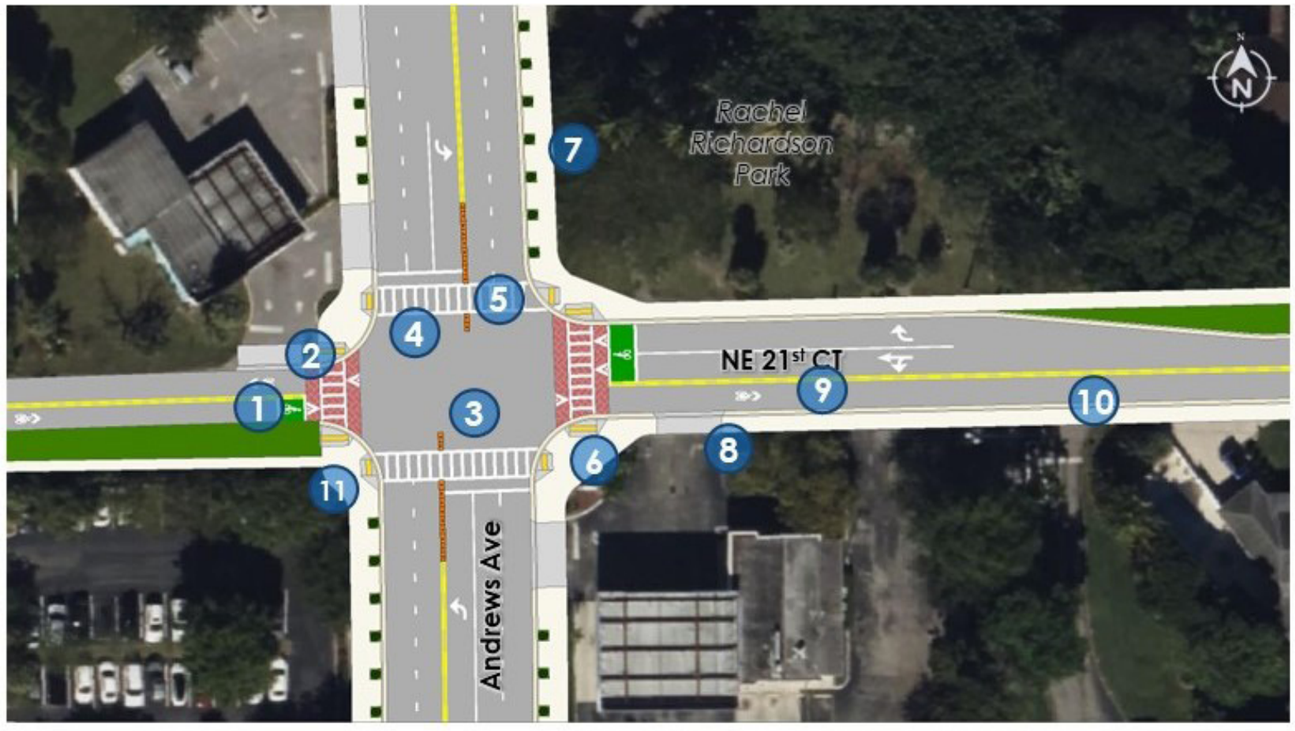
Recommendations

1. Signal changes: (1) Left Turns from NW and NE 24th St to Andrews Ave would be permitted, (2) Left Turns from Andrews Ave would be prohibited, and (3) pedestrian phase protected
2. Landscaped median islands provide visual traffic calming, beautification, and provide space for median refuges
3. Shared use path with street trees in grates
4. Crosswalk placed at new pedestrian refuge island
5. Raised shared use path crossings at side streets

Chapter 5: Andrews Av

Recommendations: NW / NE 21 Ct





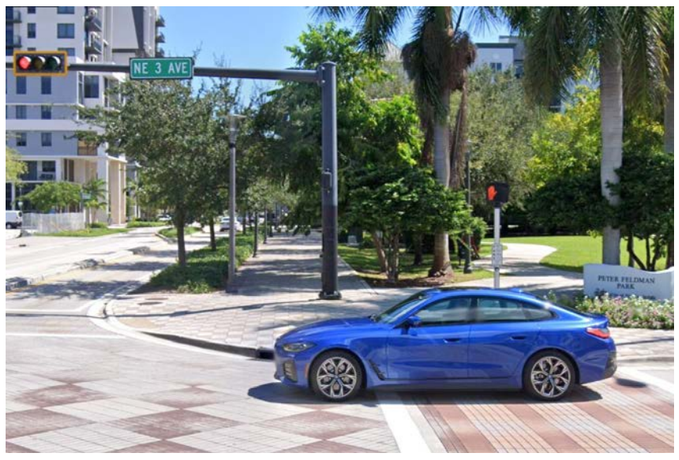
1. Bike box for left turns and through movements
2. Raised crossings at side streets slow traffic and prioritize nonmotorized users (typical)
3. Hardened centerlines calm left turns and create median
4. Implement permissive left-turn signal phase for southbound Andrews Ave to NE 21st Ct
5. High visibility crosswalks (typical)
6. Reduce turning radii and construct directional curb ramps (typical)
7. Add shared-use path with street trees for people walking and biking
8. Narrow gas station driveway
9. Add bike sharrows
10. Narrow roadway and reallocate space to a sidewalk along south side of street
11. Add pedestrian scale lighting (all corners, typical)

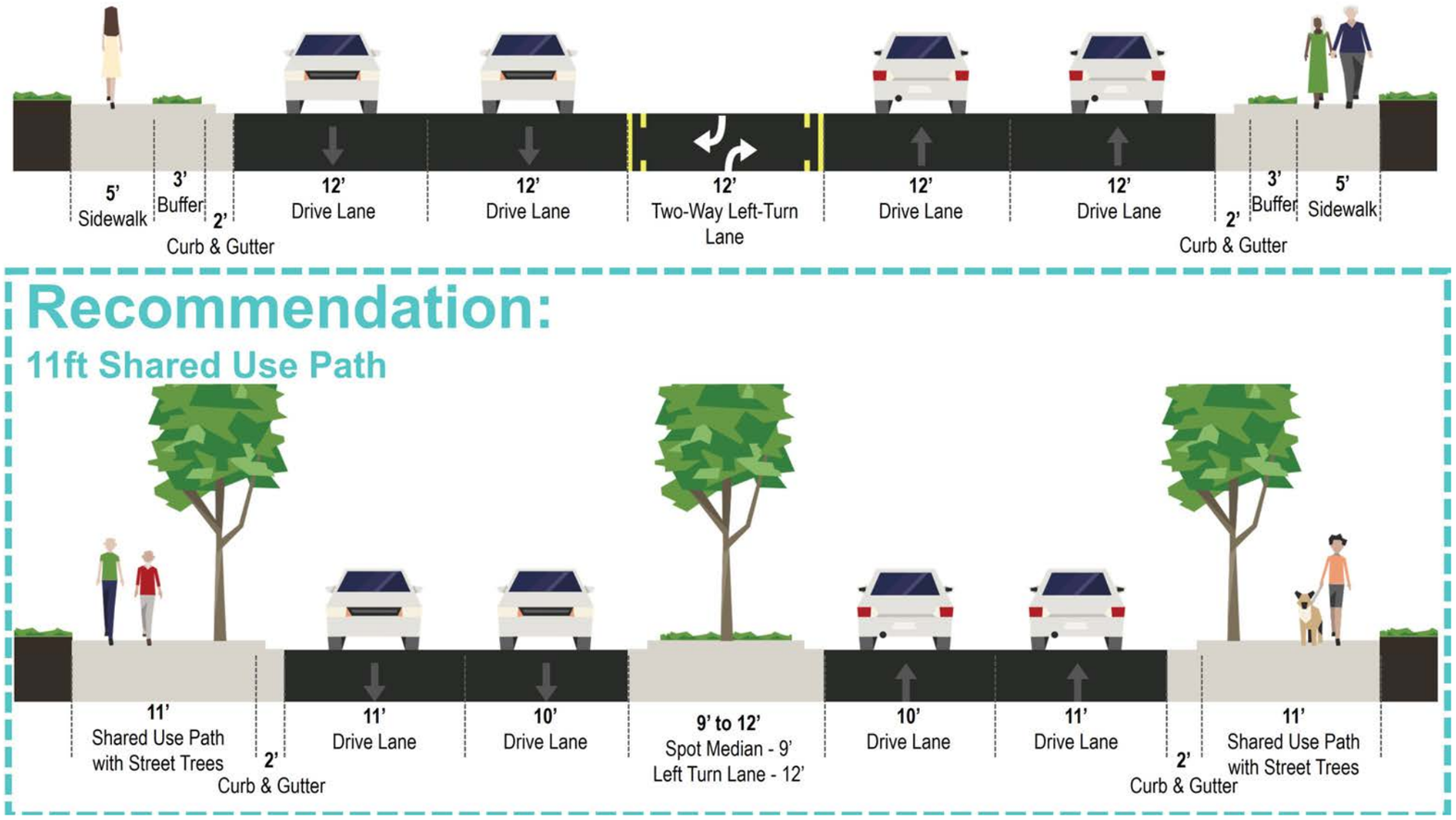
Chapter 5: Andrews Av

Recommendations: Shared Use Path

Existing

Shared Use Path Example

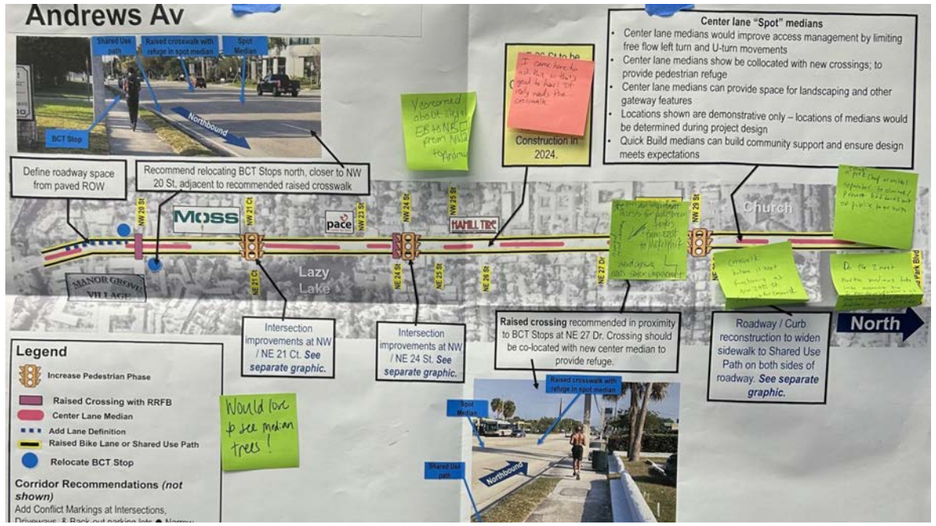




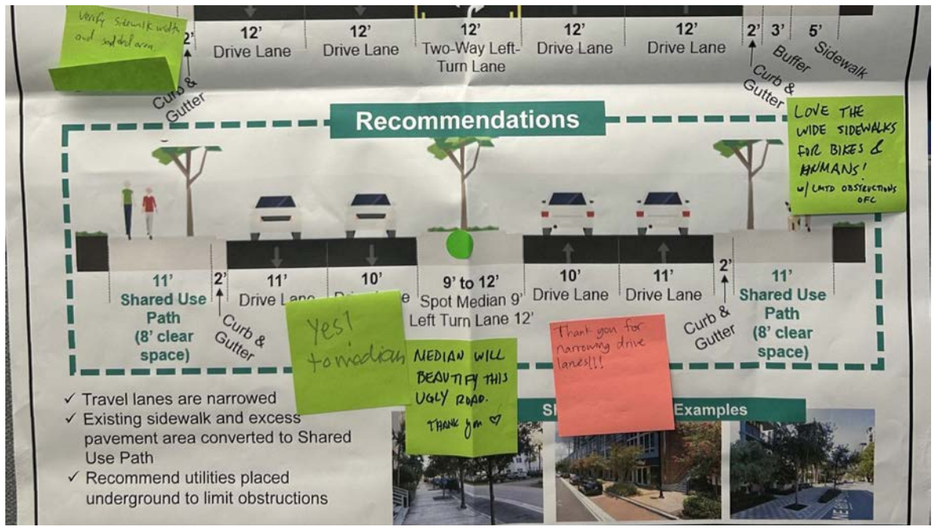
Chapter 5: Andrews Av

Recommendations: January 2024 Community Meetings

Location	Comment
All	Would love to see median trees!
All	Do the 2 most north medians take account the 2 new developments at the northern part of Andrews on the east side.
NE 26 St intersection	(Comment about proposed crosswalk over northern leg) I came here to ask this, so that's good to hear! It really needs the crosswalk.
NW / NE 21 Ct intersection	21 Ct is a good candidate for raised crosswalks.21 Ct. Is a main walking corridor.
NW / NE 21 Ct intersection	More emphasis on raised crosswalk at 21 Ct or raised intersection
NW 20 St to NW 21 St	Recommend moving NW 20 St raised crosswalk to NE 21 Ct. Raised crossing/raised intersections.
NW 24 St intersection	Very concerned about illegal EB to NB from NW 24 St to Andrews
NW 24 St intersection	Add cross walk
NW 24 St intersection	NW 24 St west is major entrance into the neighborhood. May want to relocate at prohibiting left turns into neighborhoods.
NW 29 St intersection	NW 29 ST an important access for pedestrian + bikes from East to Mickel Park, recommend raised intersection, weird crossing needs safer improvement
NW 29 St intersection	Crosswalk button is not functioning at NW 29 St., long wait for crosswalk
NW 29 St to NE 29 St intersection	Look at installing porkchops to prevent high speed turnouts at side streets.
Oakland Park Blvd intersection	Issue: a pork chops vertical separator to eliminate/prevent left turns out or Publix to go north.
Proposed Shared Use Path	Verify sidewalk width and sodded area.
Proposed Shared Use Path	Yes! To median
Proposed Shared Use Path	Median will beautify this ugly road. Thank you!
Proposed Shared Use Path	Thank you narrowing drive lanes!!
Proposed Shared Use Path	Love wide sidewalks for bikes & humans! With limited obstructions of course.
Proposed Shared Use Path	All good.
Proposed Shared Use Path	Shade tress are needed.



Comment on Recommendations Map



Comments on Recommended Shared Use Path

Chapter 5: Andrews Av

Planning Level / Conceptual Cost Estimates

Location: Andrews Av (excluding Oakland Park Blvd)

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Shared Use Path on Both Sides of Street for Full Project Extents (Does Not Include Impacts or Improvements to Drainage)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	3.05	$ 130,375.72
	0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 24.29	6,147	$ 149,316.03
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	14,753	$ 1,150,464.93
					Subtotal	$ 1,430,156.69
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Place Regularly Spaced Trees (Every 30') with Grates Along Shared Use Paths	0350 3203	CEMENT CONCRETE, COLOR PAVEMENT, PRECAST TREE GRATE, YELLOW SAND	EA	$ 128.51	320	$ 41,123.20
	N/A	TREE GRATE	EA	$ 400.00	320	$ 128,000.00
	N/A	TREE - MEDIUM / LARGE STREET TREE	EA	$ 750.00	320	$ 240,000.00
					Subtotal	$ 409,123.20
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Relocate BCT Stops (2 Locations; Stop ID 1991 and 2026)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.009	$ 382.94
	0522 3	BUS BOARDING PAD - CONCRETE	SY	$ 182.43	6.67	$ 1,216.20
	0522 4	BUS SHELTER PAD - CONCRETE	SY	$ 223.62	13	$ 2,981.60
	0751 38 50	BENCH, RELOCATE	EA	$ 2,758.83	2	$ 5,517.66
					Subtotal	$ 10,098.40
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Bicycle Boxes on Side Street Approaches at NW 21 Ct	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	2	$ 306.80
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	80	$ 1,357.60
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	480	$ 4,795.20
					Subtotal	$ 6,459.60
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Signalized Raised Crossings (Pedestrian Signal; 2 Locations: South of NW 20 St and North of NE 27 Dr)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.007	$ 306.35
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	81	$ 240.75
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	54	$ 7,656.92
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	21	$ 1,628.92
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	163	$ 22,966.91
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	24	$ 1,106.64
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	900	$ 39,465.00
	0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,111.38	2	$ 22,222.76
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	24	$ 39,727.44
	0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,550.53	4	$ 10,202.12
	0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,150.87	4	$ 4,603.48
	0649 21 1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	$ 58,206.57	4	$ 232,826.28
	0650 1 14	TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,805.21	4	$ 7,220.84
	0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 38,903.13	1	$ 38,903.13
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	4	$ 1,903.40
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	88	$ 1,493.36
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	96	$ 43,200.00
					Subtotal	$ 476,287.56

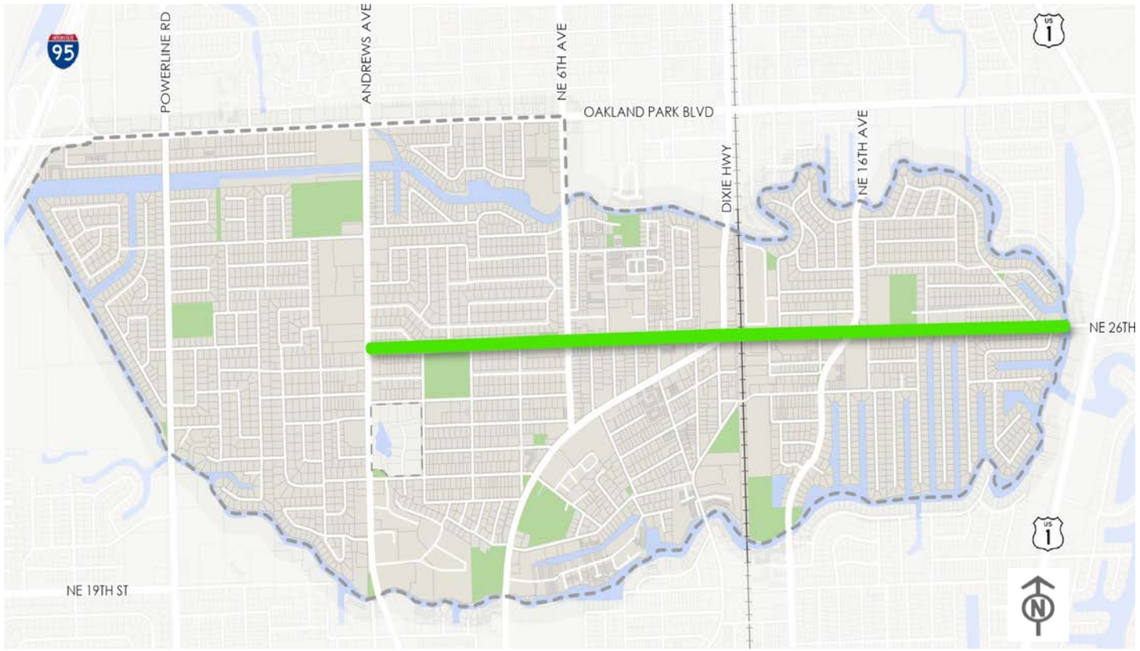
Continued on next page

Chapter 5: Andrews Av

Planning Level / Conceptual Cost Estimates

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Extend Curbs/Reduce Turning Radii at Each Intersection (30 Locations)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.515	$ 22,033.67
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	2,490	$ 82,095.30
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	880	$ 68,622.40
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	660	$ 30,432.60
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	1,050	$ 3,538.50
					Subtotal	$ 206,722.47
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Improve Intersection Lighting at All Crossings (6 Locations: NW 20 St, NE 21 Ct, NW 24 St, NE 26 St, NE 27 Dr, NW 29 St)	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,950	$ 85,507.50
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	20	$ 33,106.20
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	20	$ 255,904.00
					Subtotal	$ 374,517.70
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Side Street Crosswalks (All Unsignalized Side Street Crossings and at Eastbound and Westbound Approaches of NE 21 Ct, 13 Locations)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	832	$ 2,462.72
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	275	$ 39,163.24
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	832	$ 117,470.08
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	27	$ 2,069.82
					Subtotal	$ 161,165.86
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add Lane Definition using Profiled Thermoplastic (Southbound, South of NW 20 St)	0701 18201	PROFILED THERMOPLASTIC, STANDARD- ASPHALT SURFACES, YELLOW, SOLID, 6"	GM	$ 8,300.00	0.11	$ 944.75
					Subtotal	$ 944.75
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add Center Lane Median (10 Locations, as Mapped)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.890	$ 38,064.06
	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	6,264	$ 185,602.32
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	2,915	$ 9,824.67
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 238,991.05
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add Bicycle Conflict Markings at all Street Crossings	0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	0.57	$ 2,250.00
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	3,375	$ 33,716.25
					Subtotal	$ 35,966.25
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Hardened Centerline (at NE 21 Ct)	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	73	$ 2,648.16
					Subtotal	$ 2,648.16
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks)	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	3,000	$ 26,640.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	3,600	$ 61,092.00
					Subtotal	$ 87,732.00
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Move Utilities Underground (East side of Street) for Full Project Extents	N/A	MOVE UTILITIES UNDERGROUND (See Note)	MILE	$ 4,000,000.00	1.04	$ 4,166,666.67
					Subtotal	$ 4,166,666.67
NOTE: Move Utilities Underground unit price assumed based on high end of range provided by Florida Power & Light (FP&L) on website, linked below. Full range is $.5m to >$4m per mile. Higher end assumed for conservative estimates based on anticipated soil composition and ground water levels traditionally found in Wilton Manors. Coordinate with FP&L who will provide a project-specific estimate when project moves forward. https://www.fpl.com/reliability/underground-conversions/faq.html#:~:text=The%20two%20key%20drivers%20contributing,than%20%244%20million%20per%20mile					SUBTOTAL	$ 7,607,480.36
		Mobilization			10%	$ 760,748.04
		Maintenance of Traffic (MOT)			10%	$ 760,748.04
		Misc. & Contingency (Not including major utility)			20%	$ 1,521,496.07
		PE/Design			20%	$ 1,521,496.07
		CEI			15%	$ 1,141,122.05
					CONSTRUCTION COST in 2024 dollars	**$ 13,313,090.63**

Chapter 6: NE 26 St



NE 26 St

(excluding 5-Points)

This east/west roadway transforms from a 2-lane road with bike lanes surrounded by residential and community facility uses, to a 5-lane high speed roadway with no bike facilities surrounded by a mix of commercial and residential uses (including several senior living facilities). Additionally, the eastern area was designated as a Transit Oriented District with several properties ripe for redevelopment. Broward County has designed roadway improvements for the eastern area; however, the design does not include designated bike facilities. Notably, NE 26 St functions as two separate roadways with missing or inconsistent bike facilities, a high number of pedestrian and bicycle injury crashes, and pedestrians frequently crossing the roadway at unmarked locations.

Key Issues & Objectives

- Improve Bike & Ped Safety
- Redesign Roadway to have consistent features
- Lower roadway speed
- Provide bicycle facilities
- Enhance sidewalks
- Improve and increase crosswalks
- Improve access management

Chapter 6: NE 26 St

Existing Conditions

Plan Study Area		NE 26 St [West = West of 5-Points / East = East of 5-Points]
Roadway Owner		*West:* City ‖ *East:* Broward County
BMPO High Injury Network (18-22)		High: 5-Points to NE 16 Av
Level of Traffic Stress		*West:* - Bike: 3 ▪ Ped: 1 (west of NE 6 Av) & 2 (NE 6 Av and eastward) *East* – Bike: 4 ▪ Ped: 4
Adjacent	Park / Facility	Wilton Manors Library ▪ City Parking Lot at NE 8 Te
	School / Childcare	Wilton Manors Elem. School ▪ School Speed Zone ▪ School Crossing guards at NE 3 Av and NE 6 Av ▪ Little Flowers Montessori (Preschool – 8) ▪ KIDS (Preschool – 5)
	Grocery Store	Publix ▪ CVS
	Nighttime Uses	*West:* NE 6 Av & Eastward - Access to Wilton Dr (inc. Rosie's) ‖ *East:* Holy Mackerel property ▪ Manor Lanes/ Sports Bar
Posted Speed Limit		*West:* 30 MPH (School Zone 15 MPH - Andrews Av to NE 6 Av) ‖ *East:* 35 MPH
AADT (2022)		*West* of NE 15 / 16 Av: 14,300 ‖ *East* of NE 15 / 16 Av: 12,000
Number of lanes		*West:* 2 (Major Collector) ‖ *East:* 4 with continuous center lane (Major Collector)
Crosswalks		*West:* Signalized crosswalks at NE 3 Av (WME) & NE 6 Av ▪ Crosswalk with RRFB at NE 9 Av *East:* Signalized crosswalks at NE 15/16 Av and Coral Gardens Dr ▪ Both have RT slip lanes ▪ ~ ½ mile between marked crosswalks ▪ No crosswalks over side streets along entire roadway
Access Issues		*West:* NE 1 Av & NE 3 Av are one-way ‖ *East:* No center lane median from 5-Points to NE 19 Av ▪ Frequent Driveways ▪ Back-out parking east of NE 19 Av
Senior Housing		*East:* Manor Pines, Williamsburg Landing, Independence Hall, & Windsor Place
Tourists / Hotels		Adjacent to Wilton Dr
MPO Equity Area		Lowest concentration
BCT Routes		NE 15/16 Av and eastward: BCT Route 20
BCT Premium Transit		No
Planned Redevelopment		TOC & TOC West Land Use ▪ "Holy Mackerel" site ▪ Vacant Church Property
Roadway Improvements		Broward County MAP / Surtax Projects: (1) Widen sidewalks east of 5-points & (2) Intersection Redesign of 5-Points ▪ BMPO FLM Study
Bike Facilities		*West:* Bike lanes from 150 east of Andrews Av to 5-Points ▪ No bike lanes within 150 feet of NE 6 Av ▪ At bike lane gaps - No sharrows or signage indicating where bicyclists should ride ‖ *East:* No bike facilities
Sidewalks		*West:* Continuous 5-ft sidewalk, located behind swale ▪ No sidewalk in south ROW from Andrews Av to NE 1 Av ▪ North sidewalk, west of 5-Points: Frequent driveways & Back-out parking ‖ *East:* Continuous curbed 5-ft sidewalk ▪ Upcoming MAP / Surtax Project to widen sidewalks to 7 ft
Observations	Bike Riding	*West:* Most bicyclists riding in bike lanes ▪ At NE 6 Av bicyclists riding both on sidewalks and in roadway *East:* Bicyclists frequently riding on sidewalks; some against traffic ▪ Some bicyclists riding on roadway (in right lane)
	Sidewalk	*West:* Large groups of ped's walking ▪ Dog walking ‖ *East:* Obstructions including light & utility poles, and residential garbage cans ▪ Sloped sidewalks at back-out parking and driveways
	Crossing	*West:* Ped's crossing not at marked crossings: NE 1 Av (for WME), east of NE 6 Av (access Wilton Dr), & at Publix's driveway ‖ *East:* Ped's frequently crossing near CVS, Wilton Station (NE 14 Av), and Starbucks (NE 15 Av)
	Other	*West:* Dog walking ▪ South ROW from Andrews Av to NE 1 Av: Ped's walking in roadway or grass ▪ Frequent crossings at NE 6 AV in evenings & weekends

Public Engagement

Web Survey: February - May 2023

Rank in order the streets you would like to have better walkability

#4 Overall Ranking

22% Ranked as #1

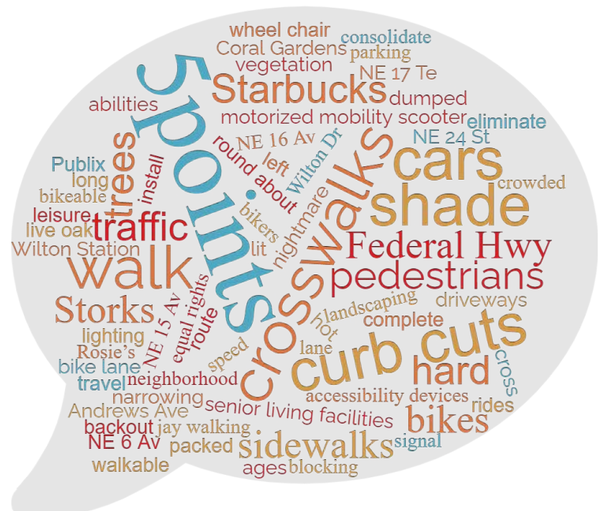
General Comments

- **Intersections noted:** NE 14 Av, 5-Points, US1
- **Most common topics:** Speeding, lack of crosswalks, pedestrian safety
- **Overall summary:** More crosswalks and wider sidewalks / bike facilities are needed

Community Meetings: April 2023

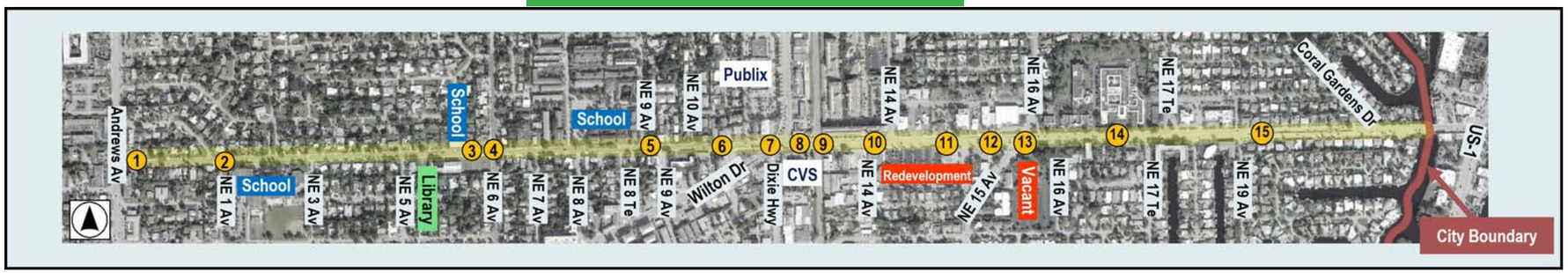
Comments

- **Intersections noted:** Andrews Av, NE 6 Av, NE 8 Av, 5-Points & areas east of 5-Points
- **Overall summary:** A lot of pedestrian safety concerns and crosswalk needs. NE 26 St is lacking shade and should be a priority roadway.



Chapter 6 : NE 26 St

Field Audit Observations



No sidewalk in south ROW - pedestrians walking on roadway or grass

Pedestrian pushing a stroller across NE 26 St near west side of WM elementary

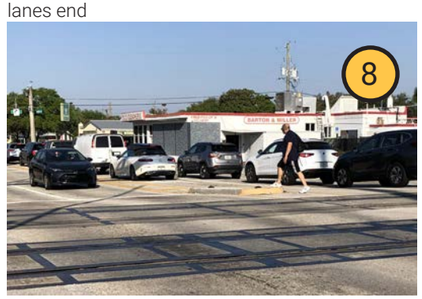
Bicyclist riding on roadway at NE 6 Av, where bike lanes end

Adult with young children crossing at NE 6 Av

Pedestrian walking a dog, near the existing mid-block crosswalk (with RRFB)

Pedestrian crossing at unmarked crossing to access driveway for 5-Points Plaza

RT driver does not yield to pedestrian crossing roadway at 5-Points



Pedestrian crossing roadway at FEC railroad curbed median

Bicyclists riding on sidewalk, against traffic

Pedestrians walking dogs, crossing roadway at unmarked crossing

Bicyclists riding bikes in roadway. Light pole obstructing sidewalk is also visible

Scooter ridng in roadway

BCT bus turning left does not yield to pedestrian in pushing a stroller through crosswalk

Bus stop has signage only. No bench or other amenities

Scooter riding on sidewalk against traffic. Garbage cans and parked USPS truck obstruct sidewalk

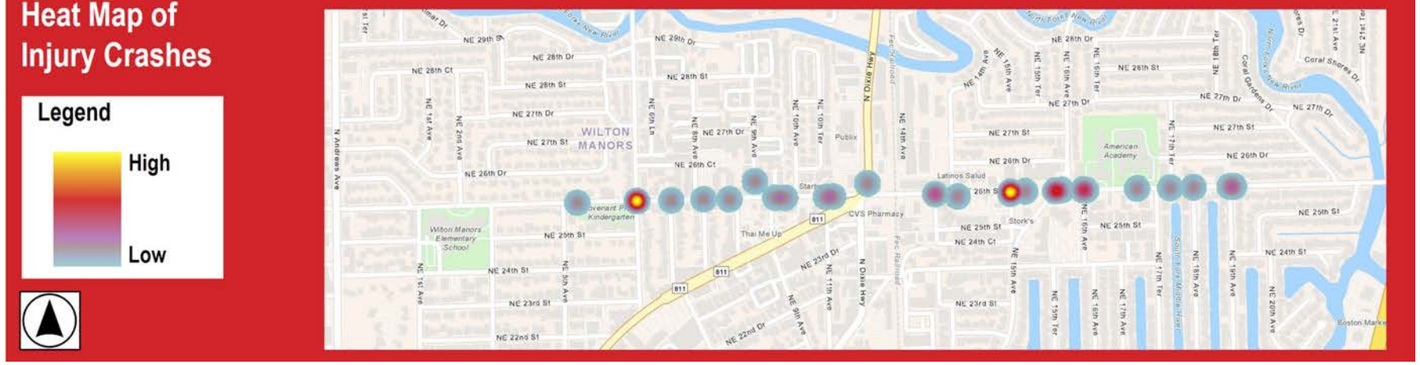
Chapter 6: NE 26 St

5-year Crash Statistics (2018-2022)

Excluding Andrews Av ● Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality

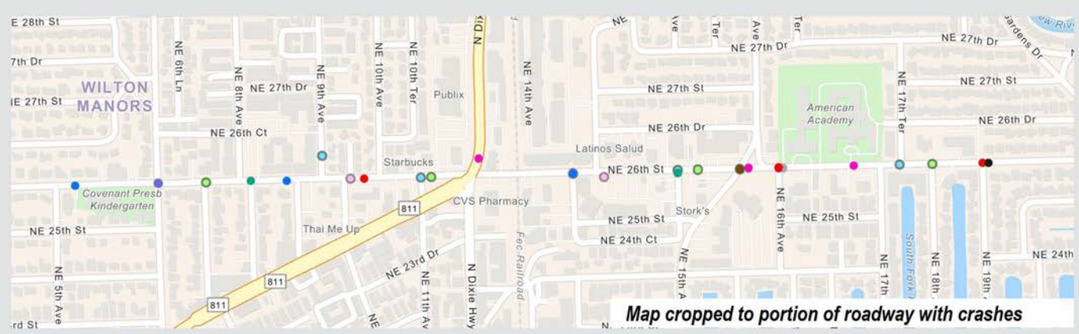
39
Injury Crashes

Heat Map of Injury Crashes



30%
of Injury Crashes involved pedestrians or bicyclists

Injury Crashes, by Crash Type

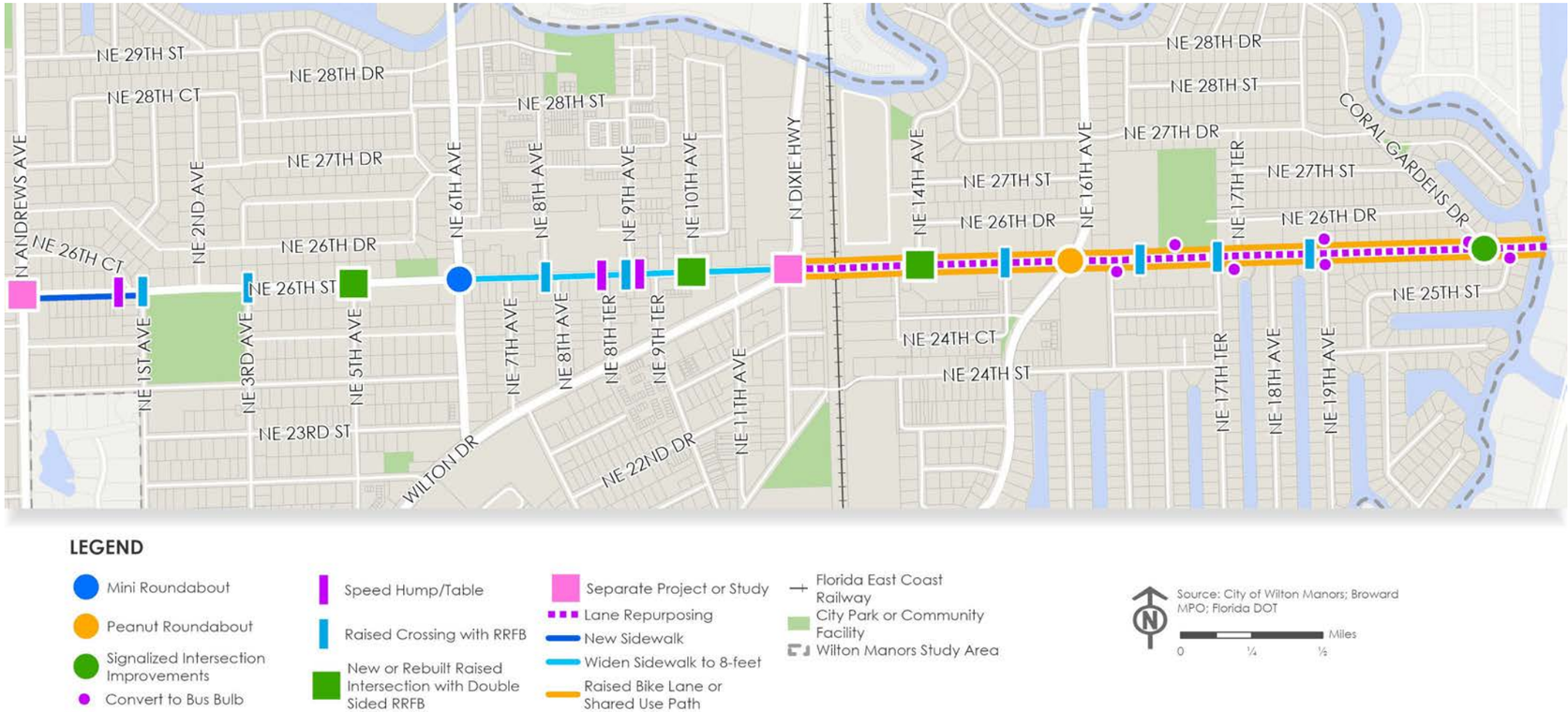


13
Injury Crashes involved Pedestrians, Bicyclists, or BCT Bus (including 4 Serious Injury)

Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type

Chapter 6: NE 26 St

Recommendations: Location Map and Scope of Work



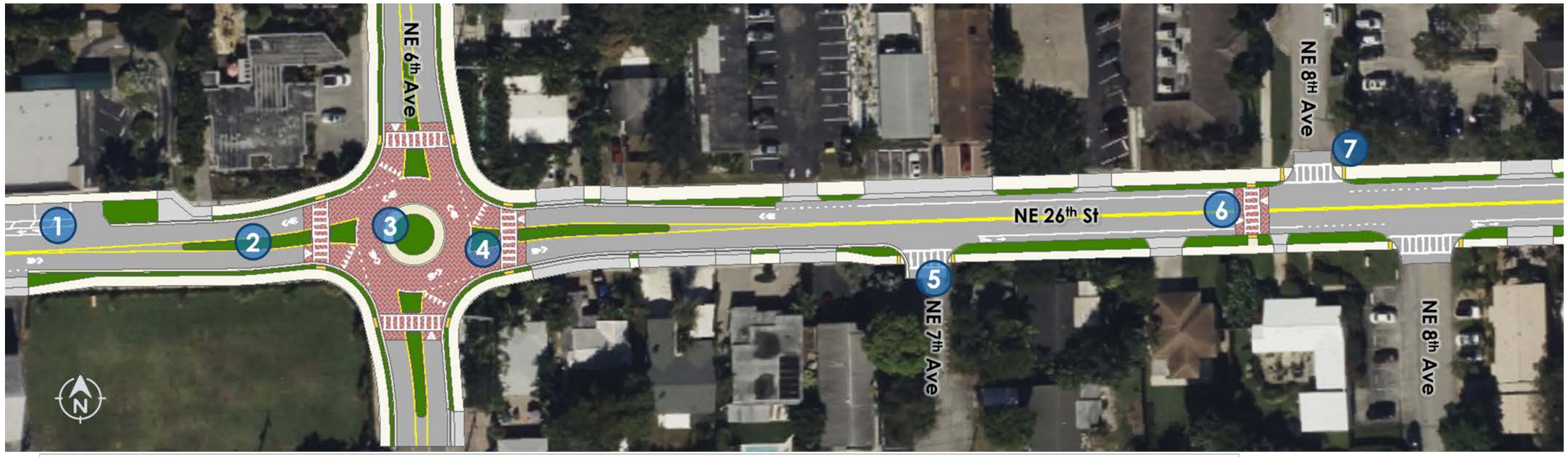
- Install raised mini roundabout (NE 6 Av) with Street Trees
- Install peanut roundabout (NE 15/16 Av) with Street Trees
- Raised bicycle lane (east of 5-Points)
- Install speed hump/tables (3 locations)
- Install raised crossings with RRFBs (8 locations)
- Install raised intersections (3 locations)
- Extend curbs/reduce turning radii at each intersection
- Improve intersection lighting at all crossings (12 locations)
- Install raised side street crosswalks (all unsignalized side street crossings except NE 14 Av)
- Add bicycle conflict markings at all street and driveway crossings
- Add new 6-foot sidewalk (south side of street from Andrews Av to NE 1 Av)
- Widen sidewalk to 8 feet (north side of street from NE 6 Av to 5-Points)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Convert to Bus Bulb (7 Locations)
- Move utilities underground south side of street from Andrews Av to NE 1 Av; and from 5-Points eastward
- *Lane Repurposing Study* (east of 5-Points)
- *Speed Reduction Study* to reduce roadway design speed to 30 MPH (east of 5-Points)

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 6: NE 26 St

Recommendations: NE 6 Av



1. Shared bike facility through roundabout & bike lanes start again after roundabout (typical)
2. Left turn lanes removed
3. New raised roundabout
4. High visibility crosswalks with median refuge islands (typical)
5. Paint crosswalks at side streets (typical)
6. New raised crosswalk with RRFB
7. Curb extensions and reduced turning radii at side streets (typical)

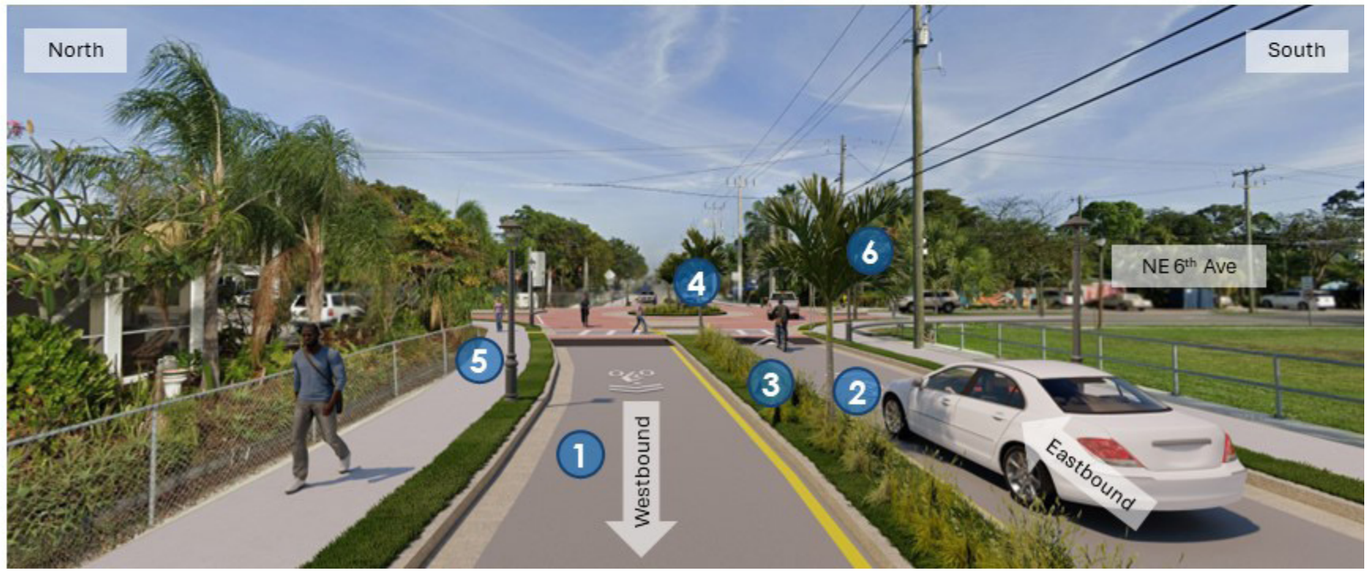
Chapter 6: NE 26 St

Recommendations: NE 6 Av

Existing

Recommendations

1. People biking share the road through roundabout; bike lane picks up after roundabout
2. Left turn lane removed
3. New median island with pedestrian refuge and landscaping
4. Convert signalized intersection to raised roundabout with pedestrian crossings
5. Add new pedestrian scale lighting
6. Add signage for pedestrian crossings



Chapter 6: NE 26 St

Recommendations: NE 15 Av to NE 16 Av

1. New raised crosswalk with RRFB (typical)
2. Curb extension and reduce turning radii at side streets (typical)
3. Lane repurposing from 5 lanes to 3; reallocate additional space to sidewalk level bike lanes
4. Bikeway and sidewalk remain elevated at driveways (typical)
5. Raised crosswalk with median refuge and bike conflict markings at roundabout (typical)
6. New peanut roundabout
7. Bikeway remains protected through roundabout
8. Evaluate for potential driveway realignment or closure
9. New median island at roundabout (typical)
10. Raised crosswalks at side streets (typical)
11. New bus island (bikeway remains protected behind)

Chapter 6: NE 26 St

Recommendations: NE 15 / 16 Av

Existing

Recommendations

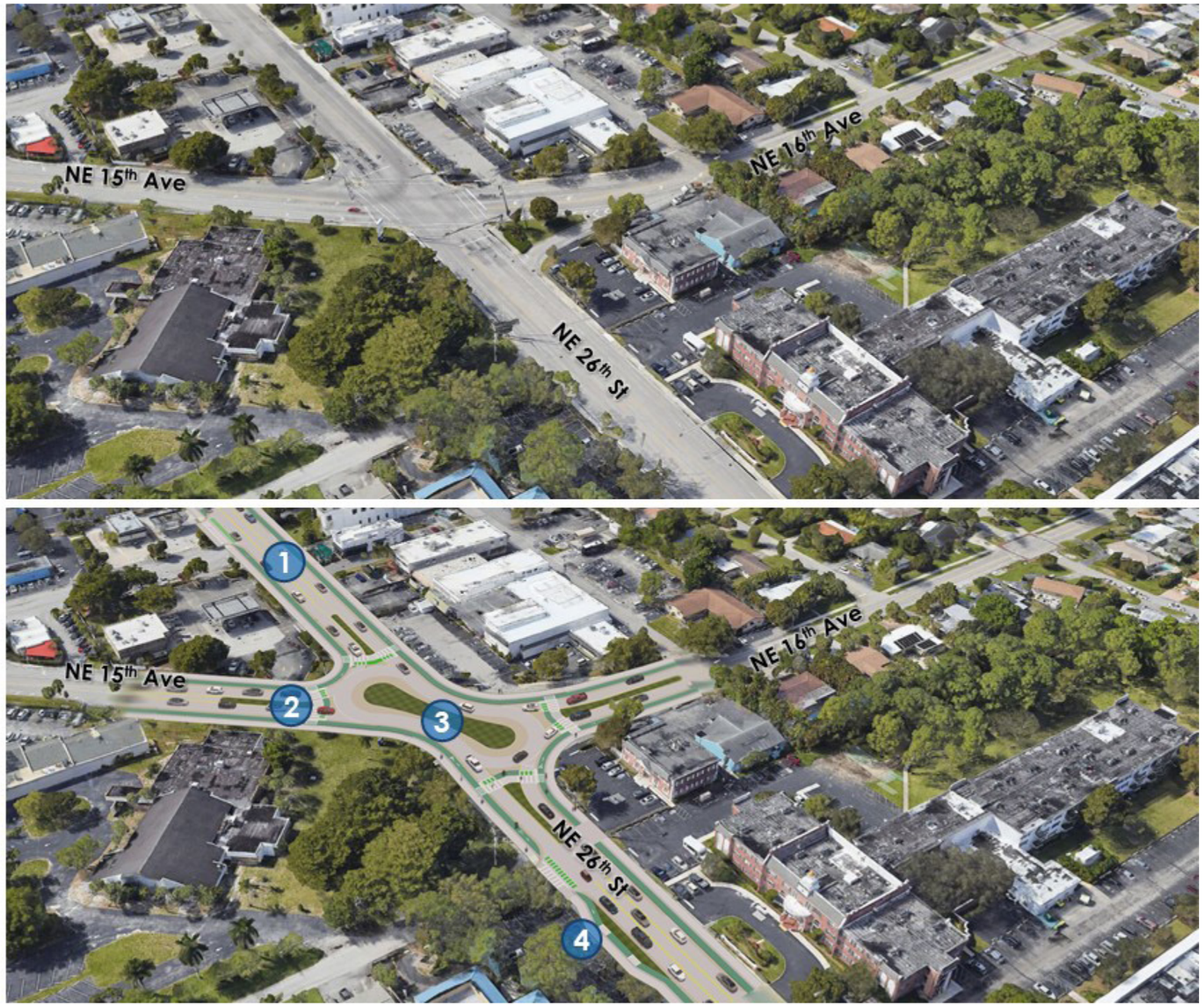
1. Replace signal with peanut roundabout
2. Raised crossing for people walking and biking, including bike conflict markings
3. New median and median refuge islands with landscaping
4. Lane repurposing from 5 lanes to 3; reallocate additional space to sidewalk level bike lanes
5. Bikeway remains protected through roundabout
6. Add new pedestrian scale lighting
7. Add signage for pedestrian crossings

Chapter 6: NE 26 St

Recommendations: NE 15 / 16 Av

Recommendations

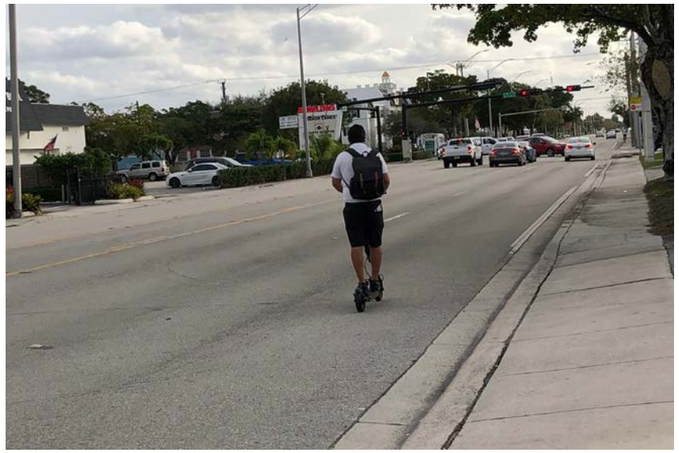
1. Lane repurposing from 5 lanes to 3; reallocate additional space to sidewalk level bike lanes
2. Raised crosswalk with median refuge and bike conflict markings at roundabout (typical)
3. Replace signal with peanut roundabout and protected bikeway
4. New bus island (bikeway remains protected behind) (typical)



Chapter 6: NE 26 St

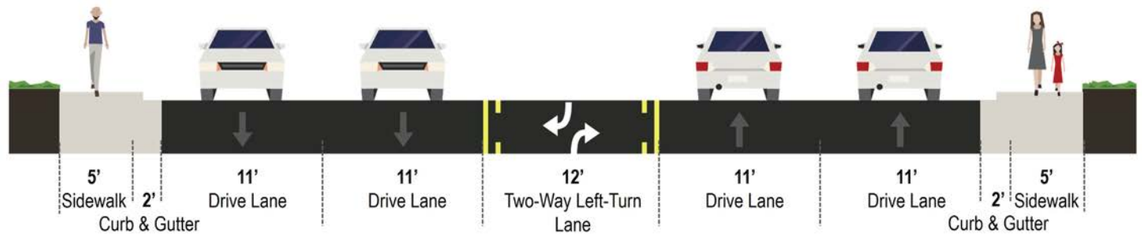
Recommendations: Lane Repurposing

Existing

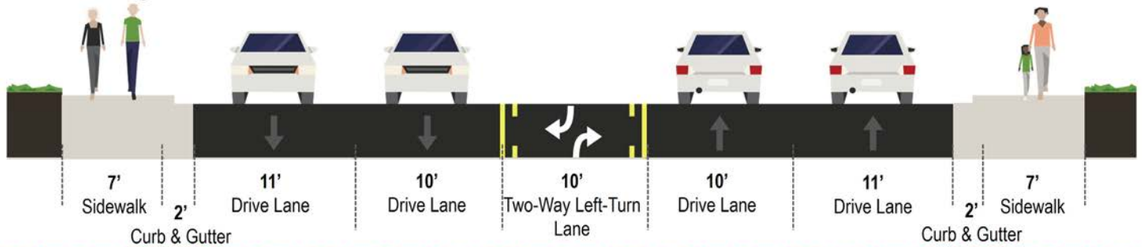


Raised Bike Lane Example

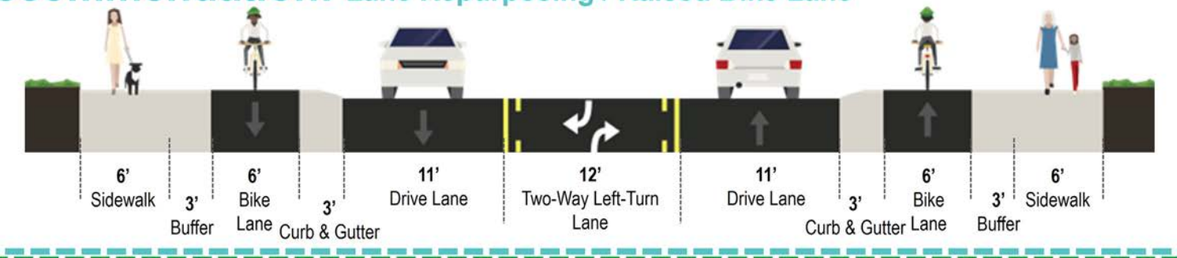
Existing: 5 ft Sidewalks / No Bike Facilities



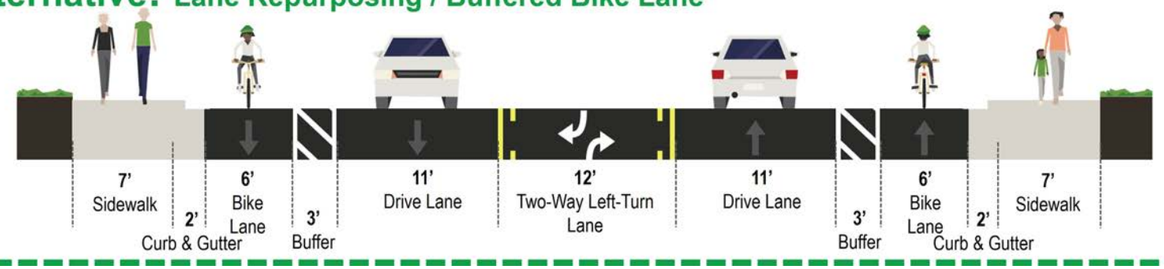
Surtax Project: 7 ft Sidewalks / No Bike Facilities



Recommendation: Lane Repurposing / Raised Bike Lane



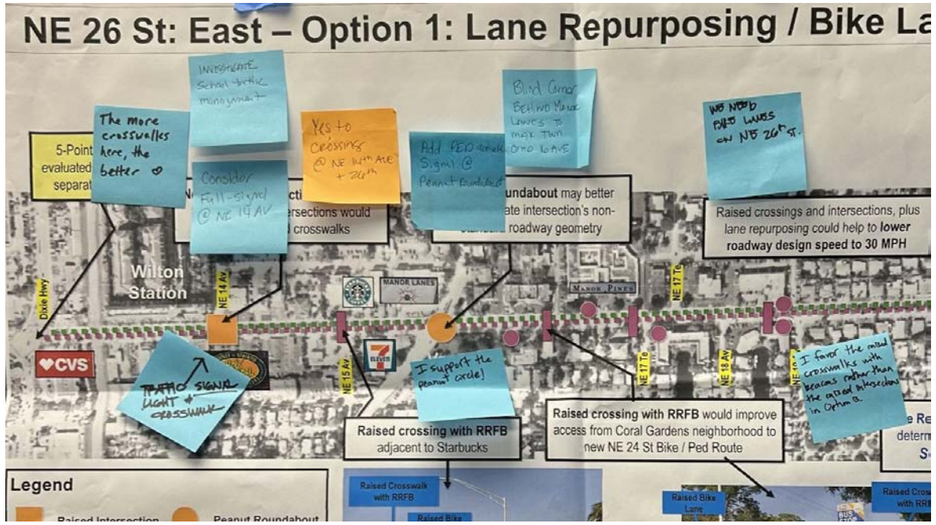
Alternative: Lane Repurposing / Buffered Bike Lane



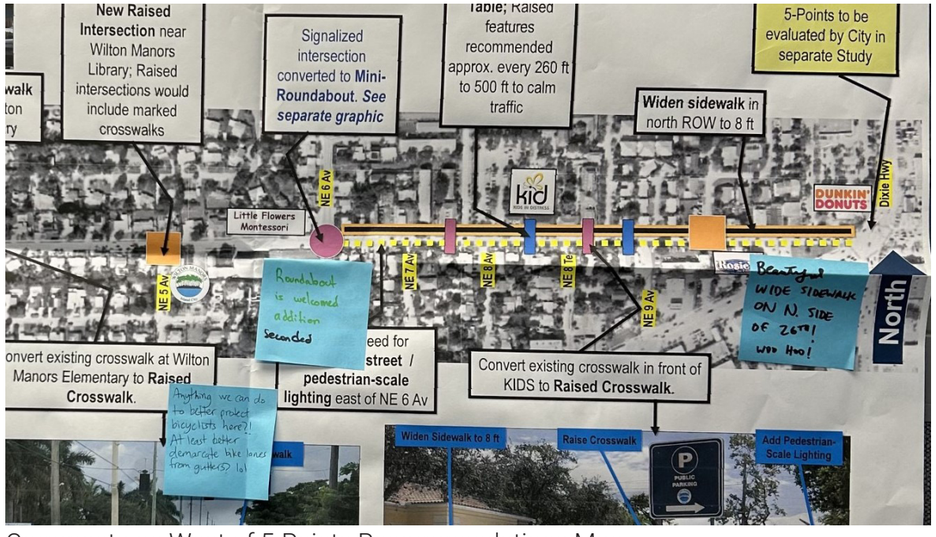
Chapter 6: NE 26 St

Recommendations: January 2024 Community Meetings

Location	Comment
NE 6 Av intersection	A roundabout is welcomed addition. This was “seconded”.
NE 6 Av intersection	Love it! I’m a big fan!
NE 6 Av intersection	Raise the crosswalks, force drivers to slow down. Elevate the circle, add high curbs / landscaping so they don’t just try to fly straight through anyway.
NE 6 Av intersection	Label School Little Flower Montessori
NE 6 Av intersection	School drop-off backs car into intersection
NE 6 Av intersection	Not the best location for roundabout, other locations plan ok-not here
NE 6 Av intersection	Not needed. Or educate drivers.
NE 6 Av to 5-Points	Beautiful wide sidewalk on N. side of 26! Woo Hoo!
West of 5-Points	Investigate school traffic management
West of 5-Points	Anything we can do to better protect bicyclist here?! At least better demarcate bike lanes from gutters? lol
West of 5-Points	Lower raised intersections. Cars are bottoming out
Coral Gardens Dr Intersection	Don’t waste a raised platform where there is existing signal or stop (4 way).
East of 5-Points	The more crosswalks here, the better (heart symbol)
East of 5-Points	We need bike lanes on NE 26 St
East of 5-Points (Lane Repurposing)	I favor the raised crosswalks with beacons rather than raised intersections in Option B.
East of 5-Points (Lane Repurposing)	Make all new raised crosswalks consistent throughout; i.e. all set to speed limit for typical vehicle.
East of 5-Points (Lane Repurposing)	Raised bike lane would be most welcome for safety (heart symbol)
East of 5-Points (Lane Repurposing)	Separated raised bike lanes (heart symbol) Protect them with planter or barriers too
East of 5-Points (Lane Repurposing)	2 lanes! Median strip with royal palms and/or plantings. No one ever seen waiting at Bus stops here: that is an insignificant concern. Despise 3 ft buffer prefer bike lanes instead.
East of 5-Points (Lane Repurposing)	NE 26 should have bicycle facility. If do 4 lanes, then make one sidewalk wider plus multimodal and take (space) from the other sidewalk.
East of 5-Points (No bike lane)	No, No, No, No, No, & No! Most have bike safe infrastructure
East of 5-Points (No bike lane)	Absolutely not! This road is overbuilt for cars, and we need protected bike lanes.
NE 14 Av intersection	Consider full signal at NE 14 Ave
NE 14 Av intersection	Yes to crossing at NE 14 Ave
NE 14 Av intersection	Traffic signal, light, and crosswalk (at raised intersection)
NE 14 Av Intersection	Holy Cross Building obstructs view to see on-calming traffic when turning left (WB)
NE 15 / 16 Av Intersection	Blind Corner behind Manor Lanes to max turn onto 6 Ave
NE 15 / 16 Av Intersection	Add Pedestrian activated signal at peanut roundabout
NE 15 / 16 Av Intersection	I support the peanut circle!



Comments on East of 5-Points Lane Repurposing Option Map



Comments on West of 5-Points Recommendations Map

Chapter 6: NE 26 St

Planning Level / Conceptual Cost Estimates

Location: NE 26 St (West of 5-Points)

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Mini Roundabout at NE 6 Av	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.57	$ 24,294.88
	0160 4	TYPE B STABILIZATION	SY	$ 7.52	2,426	$ 18,243.62
	0285709	OPTIONAL BASE, BASE GROUP 09	SY	$ 26.27	1,820	$ 47,799.78
	0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22	TN	$ 139.19	202	$ 28,140.47
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22	TN	$ 185.59	73	$ 13,459.74
	0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	$ 246.21	63	$ 15,470.20
	0425 1312	INLETS, CURB TYPE P-1, >10'	EA	$ 12,242.40	4	$ 48,969.60
	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	739	$ 21,896.57
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	796	$ 26,230.27
	0520 2 8	CONCRETE CURB, TYPE RA	LF	$ 44.12	113	$ 4,989.97
	0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH	SY	$ 171.01	211	$ 36,094.51
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	544	$ 42,391.66
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	1,167	$ 164,746.30
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	98	$ 4,514.17
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	195	$ 655.88
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	450	$ 19,732.50
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	4	$ 6,621.24
	0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	0.02	$ 97.35
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	2	$ 306.80
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	24	$ 1,839.84
	0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,442.40	0.01	$ 64.63
	0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,457.69	0.20	$ 1,111.18
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	4	$ 51,180.80
					Subtotal	$ 584,351.95

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Speed Hump/Tables (3 Locations: West of NE 1 Av, West of NE 8 Te, East of NE 9 Av)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	216	$ 639.36
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	71	$ 10,167.38
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	216	$ 30,497.04
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	12	$ 919.92
					Subtotal	$ 42,223.70

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Raised Crossings with RRFBs (4 Locations: NE 1 Av, NE 3rd Avenue, NE 8 Av, NE 9 Av)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.035	$ 1,508.19
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	288	$ 852.48
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	95	$ 13,556.51
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	288	$ 40,662.72
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	88	$ 4,057.68
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	8	$ 100,642.32
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	192	$ 86,400.00
					Subtotal	$ 248,293.17

Continued on next page

Chapter 6: NE 26 St

Planning Level / Conceptual Cost Estimates

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Place Trees in Splitter Islands (3 per island) and in Roundabout (1)	N/A	TREE - MEDIUM / LARGE STREET TREE	EA	$ 750.00	13	$ 9,750.00
					Subtotal	$ 9,750.00
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Intersections (2 Locations: NE 5 Av, NE 10 Av)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.03	$ 1,178.27
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	409	$ 1,210.31
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	134	$ 19,113.76
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	409	$ 57,731.02
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	68	$ 3,135.48
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	4	$ 50,321.16
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	6	$ 459.96
					Subtotal	$ 133,149.96
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Extend Curbs/Reduce Turning Radii at Each Intersection (32 Locations)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.153	$ 6,544.90
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	1,856	$ 61,192.32
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	315	$ 24,565.43
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	704	$ 32,461.44
					Subtotal	$ 124,764.10
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Improve Intersection Lighting at All Crossings (6 locations: NE 1 Av, NE 3 Av, NE 5 Av, NE 8 Av, NE 9 Av, NE 10 Av)	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,550	$ 67,967.50
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	20	$ 33,106.20
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	20	$ 255,904.00
					Subtotal	$ 356,977.70
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add New 6-Foot Sidewalk (South Side of Street from Andrews Av to NE 1 Av)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.085	$ 3,652.64
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	413	$ 32,231.73
					Subtotal	$ 35,884.37
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Widen Sidewalk to 8 Feet (South Side of Street from NE 6 Av to 5-Points)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.372	$ 15,906.66
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	1,800	$ 140,364.00
					Subtotal	$ 156,270.66
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	1,800	$ 15,984.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	2,160	$ 36,655.20
					Subtotal	$ 52,639.20
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Move Utilities Underground for Full Project Extents from Andrews Av to NE 1 Av	N/A	MOVE UTILITIES UNDERGROUND (See Note)	MILE	$ 4,000,000.00	0.13	$ 530,303.03
					Subtotal	$ 530,303.03
NOTE: Move Utilities Underground unit price assumed based on high end of range provided by Florida Power & Light (FP&L) on website, linked below. Full range is $.5m to >$4m per mile. Higher end assumed for conservative estimates based on anticipated soil composition and ground water levels traditionally found in Wilton Manors. Coordinate with FP&L who will provide a project-specific estimate when project moves forward. https://www.fpl.com/reliability/underground-conversions/faq.html#:~:text=The%20two%20key%20drivers%20contributing,than%20%244%20million%20per%20mile					SUBTOTAL	$ 2,274,607.85
		Mobilization			10%	$ 227,460.79
		Maintenance of Traffic (MOT)			10%	$ 227,460.79
		Misc. & Contingency (Not including major utility)			20%	$ 454,921.57
		PE/Design			20%	$ 454,921.57
		CEI			15%	$ 341,191.18
					CONSTRUCTION COST in 2024 dollars	**$ 3,980,563.75**

Chapter 6: NE 26 St

Planning Level / Conceptual Cost Estimates

Location: NE 26 St (East of 5-Points)

Raised Bicycle Lane (Full Project Extents, Includes Cost of Stormwater Drains)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	2.35	$ 100,523.24
0425 1201	INLETS, CURB, TYPE 9, <10'	EA	$ 6,452.43	94	$ 606,528.42
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	9,307	$ 306,851.79
0522 2	CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK	SY	$ 77.98	9,307	$ 725,759.86
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	94	$ 14,419.60
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	94	$ 7,206.04
920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	55,842	$ 557,861.58
				Subtotal	$ 2,319,150.53

Convert to Bus Bulb (7 Locations: Stop ID 3919, 2695, 2698, 2694, 4471, 2693, 2700)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.278	$ 11,885.91
0160 4	TYPE B STABILIZATION	SY	$ 7.52	642	$ 4,825.33
0285709	OPTIONAL BASE, BASE GROUP 09	SY	$ 26.27	642	$ 16,856.58
0334 1 13	SUPERPAVE ASHPALTIC CONC, TRAFFIC C	TN	$ 142.64	71	$ 10,169.70
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	$ 185.59	71	$ 13,231.88
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	780	$ 25,710.01
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	531	$ 41,442.90
0751 38 30	BENCH, INSTALL	EA	$ 200.00	7	$ 1,400.00
				Subtotal	$ 125,522.32

Install Peanut Roundabout at NW 15/16 Av

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	1.35	$ 57,692.39
0160 4	TYPE B STABILIZATION	SY	$ 7.52	3,939	$ 29,623.33
0285709	OPTIONAL BASE, BASE GROUP 09	SY	$ 26.27	2,526	$ 66,360.21
0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22	TN	$ 139.19	281	$ 39,067.28
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	$ 185.59	281	$ 52,090.65
0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	$ 246.21	421	$ 103,640.73
0425 1312	INLETS, CURB TYPE P-1, >10'	EA	$ 12,242.40	4	$ 48,969.60
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	1,091	$ 32,335.22
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	1,332	$ 43,912.74
0520 2 8	CONCRETE CURB, TYPE RA	LF	$ 44.12	451	$ 19,915.77
0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH	SY	$ 171.01	462	$ 79,032.27
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	992	$ 77,375.22
0527 2	DETECTABLE WARNINGS	SF	$ 46.11	577	$ 26,610.08
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	442	$ 1,488.72
0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	700	$ 30,695.00
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	4	$ 6,621.24
0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	0.02	$ 82.80
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	16	$ 1,226.56
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	112	$ 994.56
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,442.40	0.02	$ 121.42
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,457.69	0.31	$ 1,666.87
920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (for bicycle crossings at roundabout)	SF	$ 9.99	735	$ 7,342.65
0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	4	$ 51,180.80
				Subtotal	$ 783,546.11

Install Raised Intersection at NE 14 Av

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.01	$ 589.14
0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	478	$ 1,414.22
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	158	$ 22,489.57
0523 3	PATTERNED PAVEMENT	SY	$ 141.19	478	$ 67,457.44
0654 2 22	RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK	AS	$ 12,580.29	2	$ 25,160.58
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	4	$ 306.64
				Subtotal	$ 117,417.60

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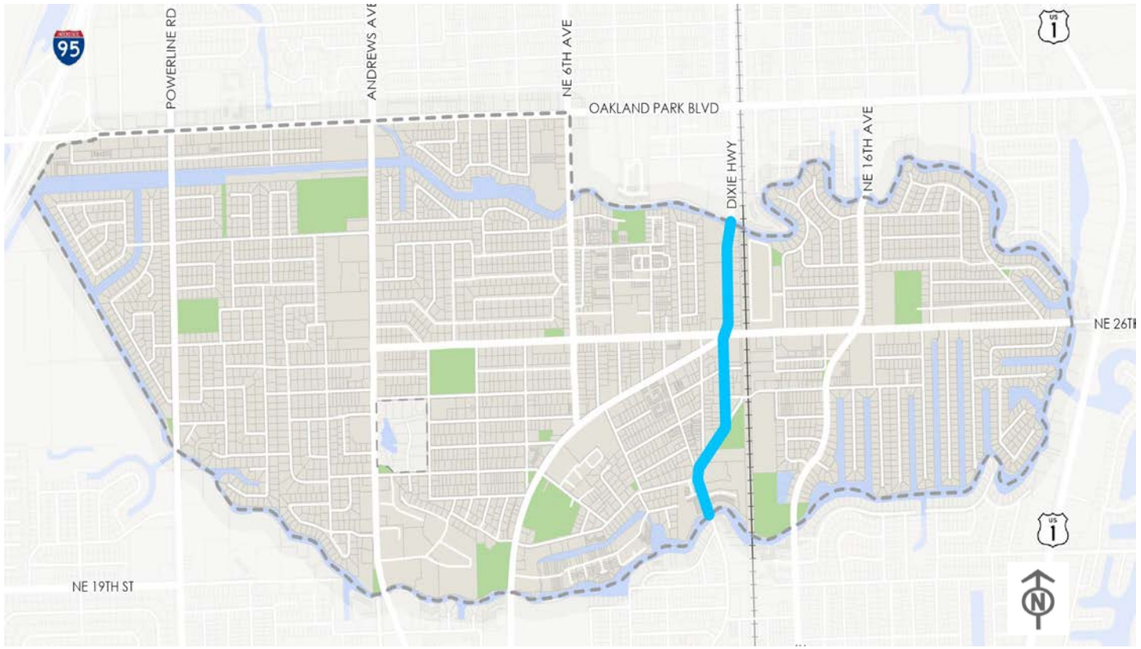
Chapter 6: NE 26 St

Planning Level / Conceptual Cost Estimates

Place Trees in Splitter Islands (3 per island) and in Roundabout (6)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	TREE - MEDIUM / LARGE STREET TREE	EA	$ 750.00	18	$ 13,500.00
					Subtotal	$ 13,500.00
Install Raised Crossings with RRFBs (4 Locations: NE 15 Av, East of NE 16 Av, NE 17 Te, West of NE 19 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	373	$ 1,105.07
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	123	$ 17,573.25
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	373	$ 52,710.93
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	88	$ 4,057.68
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK	AS	$ 12,580.29	8	$ 100,642.32
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	192	$ 86,400.00
					Subtotal	$ 263,102.53
Install Raised Side Street Crosswalks (All Unsignalized Side Street Crossings Except NE 14th Avenue, 8 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	512	$ 1,515.52
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	169	$ 24,100.45
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	512	$ 72,289.28
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	16	$ 1,226.56
					Subtotal	$ 99,131.81
Extend Curbs/Reduce Turning Radii at Each Intersection (22 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.144	$ 6,167.27
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	1,276	$ 42,069.72
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	405	$ 31,604.43
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	484	$ 22,317.24
					Subtotal	$ 102,158.66
Improve Intersection Lighting at All Crossings (6 locations: NE 14 Av, NE 15 Av, East of NE 16 Av, NE 17 Te, West of NE 19 Av, Coral Gardens Dr)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,900	$ 83,315.00
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	20	$ 33,106.20
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	20	$ 255,904.00
					Subtotal	$ 372,325.20
Add Bicycle Conflict Markings at all Street and Driveway Crossings	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	1.14	$ 4,500.00
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	6,750	$ 67,432.50
					Subtotal	$ 71,932.50
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	1,200	$ 10,656.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	1,440	$ 24,436.80
					Subtotal	$ 35,092.80
Move Utilities Underground on South Side of Street for Full Project Extents	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	MOVE UTILITIES UNDERGROUND (See Note)	MILE	$ 4,000,000.00	0.89	$ 3,560,606.06
					Subtotal	$ 3,560,606.06
NOTE: Move Utilities Underground unit price assumed based on high end of range provided by Florida Power & Light (FP&L) on website, linked below. Full range is $.5m to >$4m per mile. Higher end assumed for conservative estimates based on anticipated soil composition and ground water levels traditionally found in Wilton Manors. Coordinate with FP&L who will provide a project-specific estimate when project moves forward. https://www.fpl.com/reliability/underground-conversions/faq.html#:~:text=The%20two%20key%20drivers%20contributing,than%20%244%20million%20per%20mile					SUBTOTAL	$ 7,863,486.11
		Mobilization			10%	$ 786,348.61
		Maintenance of Traffic (MOT)			10%	$ 786,348.61
		Misc. & Contingency (Not including major utility)			20%	$ 1,572,697.22
		PE/Design			20%	$ 1,572,697.22
		CEI			15%	$ 1,179,522.92
					CONSTRUCTION COST in 2024 dollars	**$ 13,761,100.69**

Chapter 7: Dixie Hwy



Dixie Hwy

(excluding 5-Points)

This north/south roadway transitions from a 2-lane road in the City's "Theater District" to a 5-lane road surrounded by a mix of single-story retail and heavy commericial uses. There are several popular pedestrian destinations adjacent to Dixie Hwy including Publix, CVS, Wilton Drive, restaurants, and Equality Park, as well as a planned hotel on a vacant site. Both the 2-lane and 5-lane segments have significant sidewalk gaps, poorly delineated bike facilities, and frequent back-out parking lots. The 2-lane segment has raised intersections, but the slopes are substandard. As a result of the roadway conditions throughout Dixie Hwy bicyclists frequently ride on sidewalks, pedestrians walk in the roadway, and nearby residents drive to destinations within walking distance.

Key Issues & Objectives

- Improve Bike & Ped Safety
- Enhance multimodal connectivity to downtown Oakland Park
- Lower roadway speed
- Enhance bicycle facilities
- Provide continuous sidewalks
- Improve and increase crosswalks
- Improve access management

Chapter 7: Dixie Hwy

Existing Conditions

Plan Study Area		Dixie Hwy [South = South of 5-Points / North = North of 5-Points]
Roadway Owner		*South*: City ‖ *North*: FDOT
BMPO High Injury Network (18-22)		High: NE 20 Dr to 5-Points ▪ Highest: 5-Points to *North*ern City Boundary
Level of Traffic Stress		*South* – Bike: 1 ▪ Ped: 3 ‖ *North* – Bike: 3 ▪ Ped: 4
Adjacent	Park / Facility	Equality Park
	School / Childcare	Busy Bee's Day Care
	Grocery Store	Publix ▪ CVS
	Nighttime Uses	*North*ern entrance to Wilton Dr ▪ Theater District
Posted Speed Limit		*South:* 30 MPH ‖ *North:* 35 MPH
AADT (2022)		*South:* 6,300 ‖ *North:* 21,500
Number of lanes		*South:* 2 (Minor Collector) ‖ *North:* 4 with continuous center lane (Minor Arterial)
Crosswalks		*South:* Raised / Marked Crosswalks with 1-side RRFB at NE 24 St and NE 20 Dr; No marked crosswalks over side streets ‖ *North:* Signalized crosswalks at 5-points only. No other crosswalks
Access Issues		*South:* Back-out parking ‖ *North:* Back-out parking ▪ No center lane median
Senior Housing		The Residences at Equality Park
Tourists / Hotels		Northern entrance to Wilton Dr ▪ The Wilton Hotel (planned for NE 23 St @ Dixie Hwy)
MPO Equity Area		Lowest concentration
BCT Routes		*North:* BCT Route 50
BCT Premium Transit		*North:* High frequency Corridor
Planned Redevelopment		TOC Land Use ▪ The Wilton Hotel (planned for NE 23 St @ Dixie Hwy) ▪ Theater District ▪ Generations at Wilton Manors (NE 24 St @ NE 13 Av)
Roadway Improvements		City submittal for MTP 2050 Call for Projects: Bridge over south Fork of Middle River (replace bridge, all lighting) Broward County MAP / Surtax Project – Intersection Redesign of 5-Points
Bike Facilities		*South:* Bike lanes from Bridge to NW 23 Dr ▪ No bike lanes through raised intersections ‖ *North:* 4ft Bike Lane in west ROW ▪ Shared roadway markings in NB, right lane
Sidewalks		*South:* 5-ft – Areas are curbed and other are at-grade, not separated from pavement ▪ Sidewalk gaps: east ROW from 2300 to 2200 Block, west ROW from 2400 to 2110 Block, & bridge's east ROW ‖ *North:* East ROW - No sidewalk ▪ West ROW - 5-ft continuous curbed sidewalk
Observations	Bike Riding	*South:* Bicyclists use bike lane ▪ Frequent e-scooter riders observed ‖ *North:* Bicyclists ride on the sidewalk in west ROW (including against traffic) ▪ Some bicyclists ride in roadway
	Sidewalk	*South:* Sidewalk obstructed by back-out parking & car sales lots ‖ *North:* Sidewalk (west only) crowded with BCT benches and bike riders
	Crossing	*South:* Vehicles not stopping when RRFB activated ‖ *North:* Ped's crossing not at crosswalks
	Other	*South:* Ped's using ped-only access at NE 9 Av, NE 11 Av, & Union parking lot ▪ Dog walking ▪ Ped's walking in parking lots or bike lane ▪ Drivers not stopping for ped's in marked crosswalks (RRFB is activated) ▪ The slope of the raised crosswalks is very minimal ‖ *North:* Ped's walking along east ROW ▪ Frequent turn movements at back-out parking lots & for Publix parking lot entrances ▪ BCT Stops located in roadway's east shoulder, signs-only

Public Engagement

Web Survey: February - May 2023

Rank in order the streets you would like to have better walkability

#5 Overall Ranking

8% Ranked as #1

General Comments

- **Intersections noted:** NE 26 St, Oakland Park Blvd
- **Most common topics:** Bike lanes, speeding, connect to Oakland Park
- **Overall summary:** Need better connectivity to city of Oakland Park. Bike facilities are needed.

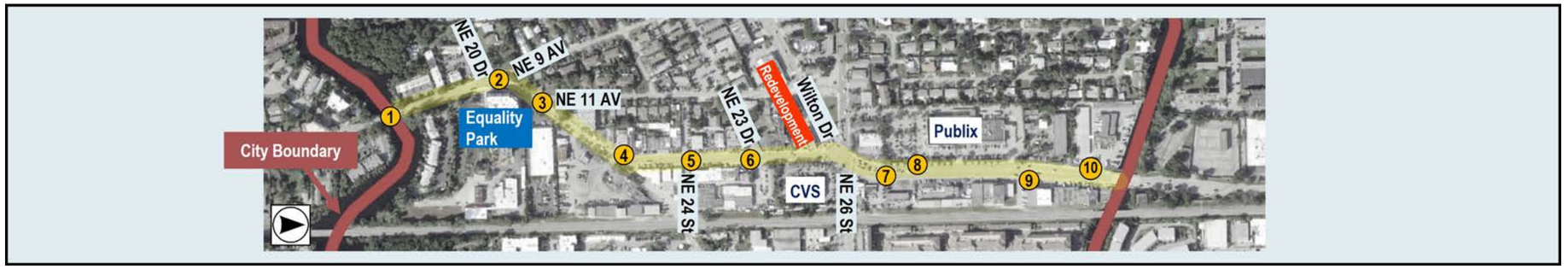
Community Meetings: April 2023

Comments

- **Intersections noted:** 5-Points, NE 24 St, NE 26 St
- **Overall summary:** Improve crosswalks / make more visible, it is better than before but still feels unsafe.

Chapter 7 : Dixie Hwy

Field Audit Observations

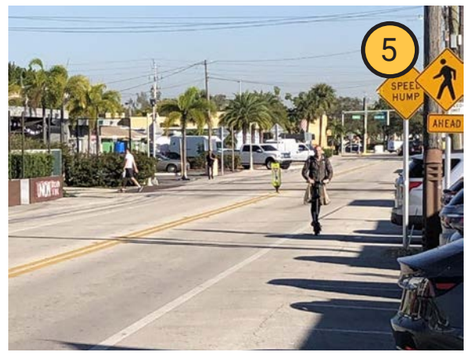


Pedestrian walks along roadway edge. Bike lanes transition to sharrows before bridge.

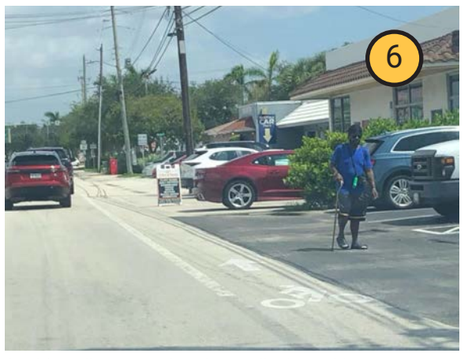
Pedestrian runs through crosswalk to avoid car that failed to stop for pedestrian in crosswalk.

Bicyclist enters from pedestrian-only access. Pedestrians walking dogs on sidewalk.

At-grade sidewalk directly abuts back-out parking. Scooter in bike lane.



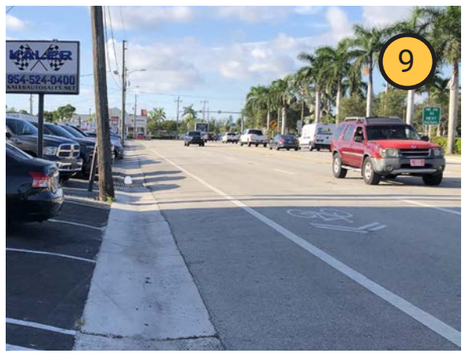
Scooter riding in bike lane, against traffic. Pedestrian crossing roadway at marked crossing



At sidewalk gap, pedestrian walks in parking spaces.

Pedestrian walks on roadway edge

BCT Bus stops in bike lane. Drivers drive through bike lane.



Sharrow markings on roadway with no sidewalk, back-out parking, and 5 travel lanes

Bicyclist rides on sidewalk against traffic, approaching BCT Stop with bench and sign

Chapter 7: Dixie Hwy

5-year Crash Statistics (2018-2022)

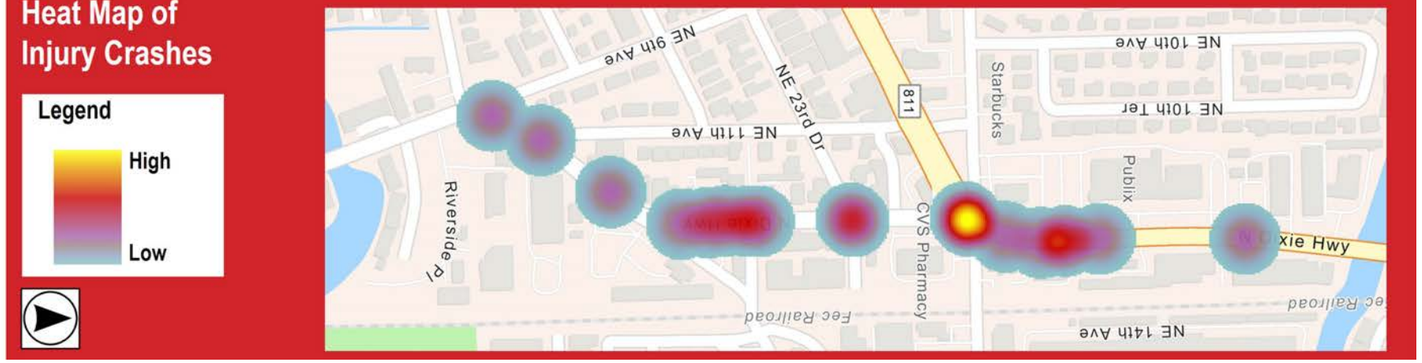
Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality

21
Injury Crashes

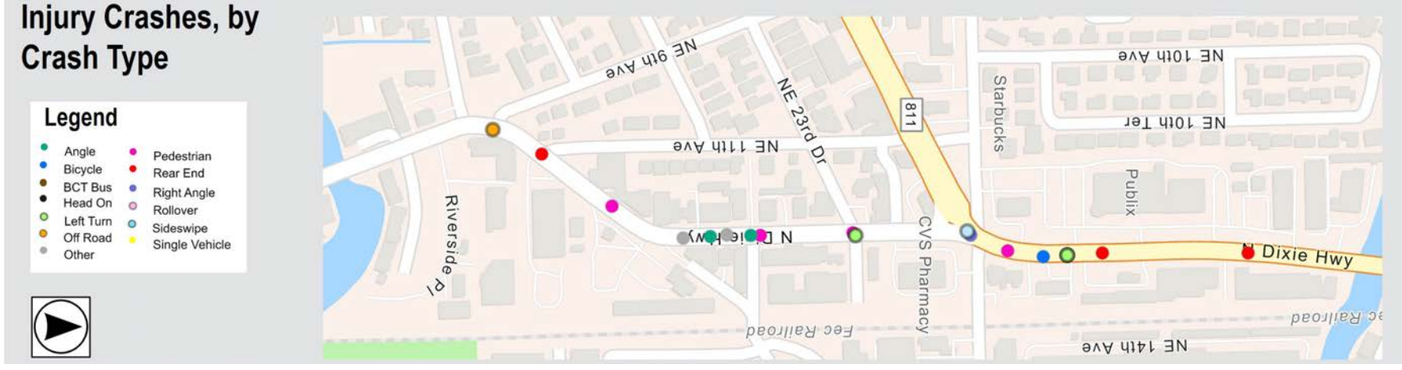
33%
of Injury Crashes involved pedestrians, bicyclists or BCT Busses

3
Serious Injury crashes involved Pedestrians

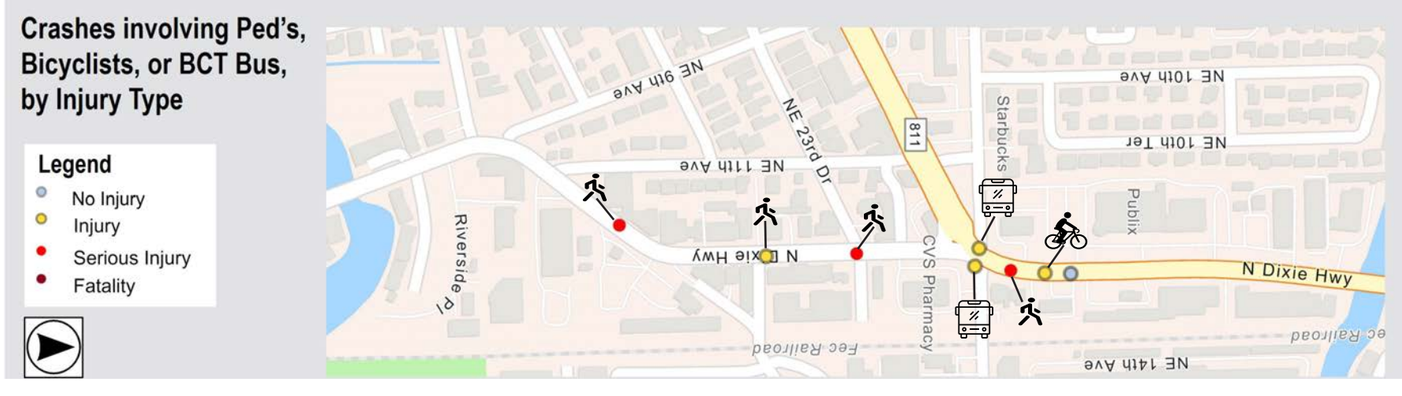
Heat Map of Injury Crashes



Injury Crashes, by Crash Type

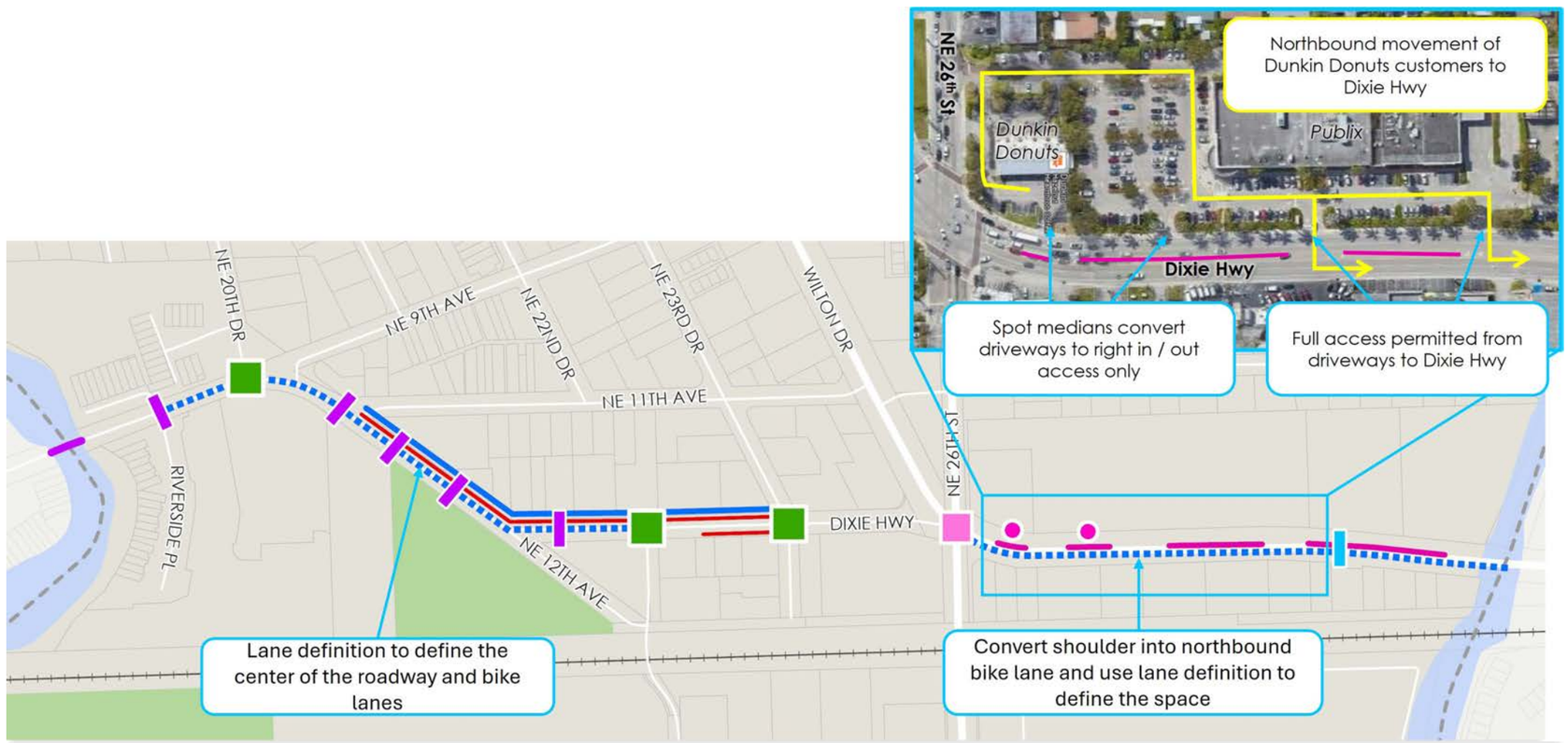


Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type



Chapter 7: Dixie Hwy

Recommendations: Location Map and Scope of Work



South of 5-Points

- Install speed humps/tables (5 locations)
- Install raised intersections (3 locations)
- Extend curbs/reduce turning radii at each intersection (12 locations)
- Improve intersection lighting at all crossings (3 locations)
- Clearly define bikeway with green paint / conflict markings at all street and driveway crossings
- Add new defined 5-foot sidewalk using thermoplastic treatment (as mapped)
- Add lane definition using profiled thermoplastic (Riverside Pl to NE 24 St)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Reconstruct bridge over South Fork Middle River

North of 5-Points

- Signalized raised crossing north of northern Publix driveway (with improved lighting)
- Clearly define bikeway (with green paint, on east side to stripe current shoulder as a bike lane)
- Add center lane median (4 locations)
- Add lane definition using profiled thermoplastic (for edge of road on east side of roadway)
- Install hardened centerline
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- *Speed Reduction Study* to reduce roadway design speed to 30 MPH

The following improvements are recommended in conjunction with future redevelopment of eastern properties:

- Remove all back-out parking
- Provide all parking on-site, with designated driveway access
- Limit curb cuts
- Construct curbed sidewalk with side-walk level separated bike lanes with conflict markings (or shared use path)
- (North of 5-Points) Construct signalized, raised crosswalk at main entrance to Publix shopping center
- (North of 5-Points) Construct bus islands

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 7: Dixie Hwy

Recommendations: NE 20 Dr to NE 24 St

1. Curb extensions and reduced turning radii at side streets
2. Bike conflict markings at crossings
3. Realigned intersection reduces pedestrian crossing distance, slows traffic speeds and improves visibility
4. Regularly spaced speed humps encourage safe traffic speeds
5. Improved lane definition using profiled thermoplastic along the "curve" for all lane markings
6. Bike lane painted green where back out parking is located
7. New at grade sidewalk with high visibility treatment
8. Rebuild raised intersection to current best practices and add RRFB in all directions (typical)

Chapter 7: Dixie Hwy

Recommendations: NE 24 St

Existing

Due to insufficient right-of-way and existing development, there is not adequate space to develop a sidewalk along the east side of roadway. Recommended improvements in conjunction with the redevelopment of properties include eliminating back-out parking, providing parking on-site with designated driveway access, and constructing sidewalks.

Recommendations

1. Rebuild raised intersection to current best practices and add RRFB in all directions
2. New at grade sidewalk with high visibility treatment
3. Bike lane painted green where back out parking is located
4. Pedestrian lighting realigned to face walkway
5. Improved lane definition using profiled thermoplastic for all lane markings

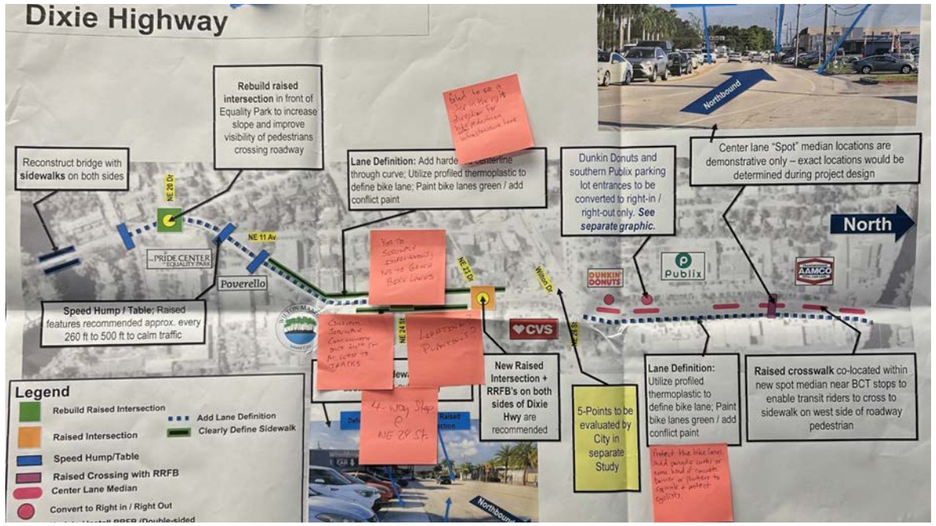
Chapter 7: Dixie Hwy

Recommendations: January 2024 Community Meetings

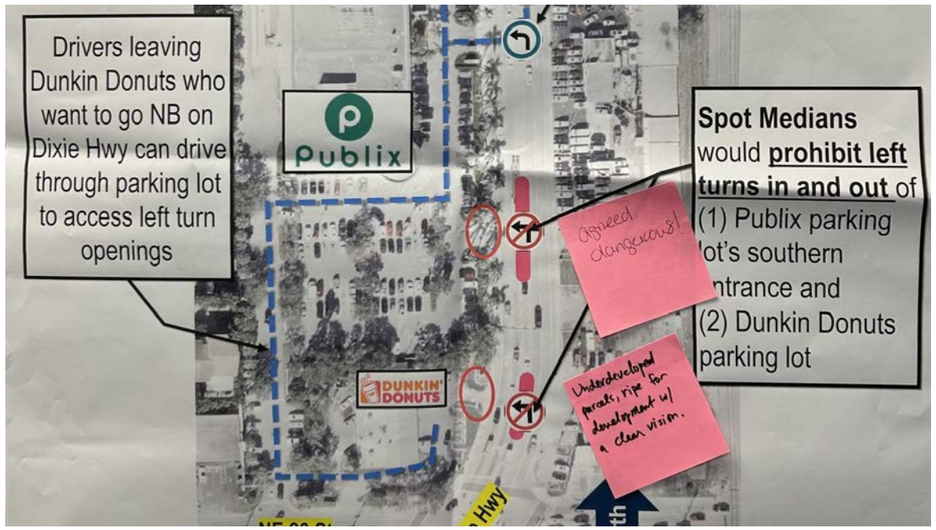
Location	Comment
All	Glad to see a step in the right direction for bike/pedestrian infrastructure here.
South of 5-Points	Yes to sidewalk improvements, yes to green bike lanes
South of 5-Points	Lighting? Plantings?
NE 24 St intersection	Consider sidewalk continuity onto NE 24 St – At least to (FEC) tracks.
NE 24 St intersection	4-way Stop (needed) at NE 24 St.
North of 5-Points	Protect the bike lanes. Add periodic curbs or some kind of concrete barrier or planters to sperate + protect cyclist.
North of 5-Points	(Publix parking lot's south entrance and Dunkin Donuts parking lot) - Agreed dangerous!
North of 5-Points	East ROW - Underdeveloped parcels, ripe for development with a clean vision.
North of 5-Points	Relocate bus stops to align with new pedestrian crossing

Feedback: ***"The overall tone of the comments on recommendations south of 5-Points was very positive. Residents liked the traffic control enhancements designed to reduce operating speed and, in particular, the speed tables. The area was noted by several residents as having good potential for redevelopment and becoming more of an activity center given the residential development adjacent to NE 24 St east of the FEC. For this reason, the recommendations for better defined/ continuous sidewalk were seen positively.***

General agreement on proposal to modify access to Dunkin Donuts to right turn in/out; Saw value in having sidewalk on the east side of Dixie Hwy but recognized the infeasibility providing a sidewalk without significant redevelopment; Saw value in establishing a signalized midblock pedestrian crosswalk at the south end of the bridge that is designed to force pedestrian traffic traveling southbound on the east side of Dixie Hwy to cross over to the west side (where continuous sidewalk exists); Skepticism about the viability of medians due to their impact on business access and potential for Dixie Hwy traffic stopping in a through lane to attempt a left or u-turn at a median opening."



Comments on South of 5-Points Recommendations Map



Comments on North of 5-Points Access Management Recommendations

Chapter 7: Dixie Hwy

Planning Level / Conceptual Cost Estimates

Location: Dixie Hwy (South of 5-Points)

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Speed Humps/Tables (5 Locations; 4 Between NE 9 Av and NE 24 St, 1 South on NE 20 Dr)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	360	$ 1,065.60
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	119	$ 16,945.63
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	360	$ 50,828.40
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	10	$ 766.60
					Subtotal	$ 69,606.23
Install Raised Intersections (3 Locations: NE 20 Dr, NE 24 St, NE 23 Dr)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.04	$ 1,767.41
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	933	$ 2,762.67
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	308	$ 43,933.12
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	933	$ 131,777.33
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	6	$ 75,481.74
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	12	$ 919.92
					Subtotal	$ 256,642.19
Extend Curbs/Reduce Turning Radii at Each Intersection (12 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.057	$ 2,454.34
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	696	$ 22,947.12
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	118	$ 9,212.04
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	264	$ 12,173.04
					Subtotal	$ 46,786.54
Improve Intersection Lighting at All Crossings (3 locations: NE 20 Dr, NE 24 St, NE 23 Dr)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	450	$ 19,732.50
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	6	$ 9,931.86
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	6	$ 76,771.20
					Subtotal	$ 106,435.56
Clearly Define 5-Foot Bikeway with Green Paint / Conflict Markings at all Street and Driveway Crossings	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	23	$ 3,528.20
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	23	$ 1,763.18
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	10,022	$ 100,114.79
					Subtotal	$ 105,406.17
Add New Defined 5-Foot Sidewalk Using Thermoplastic Treatment (West Side from North of NE 11 Av to 5-Points; East Side from North of NE 24 St to South of NE 24 Ct)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	618	$ 87,302.48
					Subtotal	$ 87,302.48
Add Lane Definition using Profiled Thermoplastic from Riverside Place to NE 24 St	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0701 18201	PROFILED THERMOPLASTIC, STANDARD- ASPHALT SURFACES, YELLOW, SOLID, 6"	GM	$ 8,300.00	0.24	$ 2,019.98
					Subtotal	$ 2,019.98
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	840	$ 7,459.20
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	1,008	$ 17,105.76
					Subtotal	$ 24,564.96
Reconstruct Bridge Over South Fork Middle River	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	TOTAL BRIDGE COST (See Note)	EA	$ 8,296,000.00	1	$ 8,296,000.00
					Subtotal	$ 8,296,000.00
NOTE: Bridge replacement cost referenced from Broward MPO 2050 MTP Needs and Cost Feasible Plan (draft April 2024)					SUBTOTAL	$ 8,994,764.10
		Mobilization			10%	$ 899,476.41
		Maintenance of Traffic (MOT)			10%	$ 899,476.41
		Misc. & Contingency (Not including major utility)			20%	$ 1,798,952.82
		PE/Design			20%	$ 1,798,952.82
		CEI			15%	$ 1,349,214.62
					CONSTRUCTION COST in 2024 dollars	**$ 15,740,837.18**

Chapter 7: Dixie Hwy

Planning Level / Conceptual Cost Estimates

Location: Dixie Hwy (North of 5-Points)

Signalized Raised Crossing North of Northern Publix Driveway

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.009	$ 377.05
0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	173	$ 513.07
0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	57	$ 8,159.01
0523 3	PATTERNED PAVEMENT	SY	$ 141.19	173	$ 24,472.93
0527 2	DETECTABLE WARNINGS	SF	$ 46.11	22	$ 1,014.42
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	450	$ 19,732.50
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,111.38	1	$ 11,111.38
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	12	$ 19,863.72
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,550.53	2	$ 5,101.06
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,150.87	2	$ 2,301.74
0649 21 1	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30'	EA	$ 58,206.57	2	$ 116,413.14
0650 1 14	TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,805.21	2	$ 3,610.42
0670 5140	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070	AS	$ 38,903.13	1	$ 38,903.13
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	2	$ 951.70
0700 3202	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, 12-20 SF	EA	$ 1,311.55	2	$ 2,623.10
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	6	$ 459.96
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	44	$ 746.68
0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	48	$ 21,600.00
				Subtotal	$ 277,955.00

Improve Intersection Lighting at All Crossings (1 location: New Raised Crosswalk)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	175	$ 7,673.75
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	2	$ 3,310.62
0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	2	$ 25,590.40
				Subtotal	$ 36,574.77

Clearly Define Bikeway (with Green Paint, on East Side to Stripe Current Space as a Bike Lane)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	27	$ 4,141.80
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	27	$ 2,069.82
0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	10,560	$ 105,494.40
				Subtotal	$ 111,706.02

Add Center Lane Median (4 Locations as Mapped)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.181	$ 7,744.19
0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	1,554	$ 46,045.02
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	531	$ 1,789.47
0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
				Subtotal	$ 61,078.68

Add Lane Definition using Profiled Thermoplastic (for Edge of Road on East Side of Roadway)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0701 18201	PROFILED THERMOPLASTIC, STANDARD- ASPHALT SURFACES, YELLOW, SOLID, 6"	GM	$ 8,300.00	0.25	$ 2,075.00
				Subtotal	$ 2,075.00

Install Hardened Centerline (North of 5-Points Intersection)

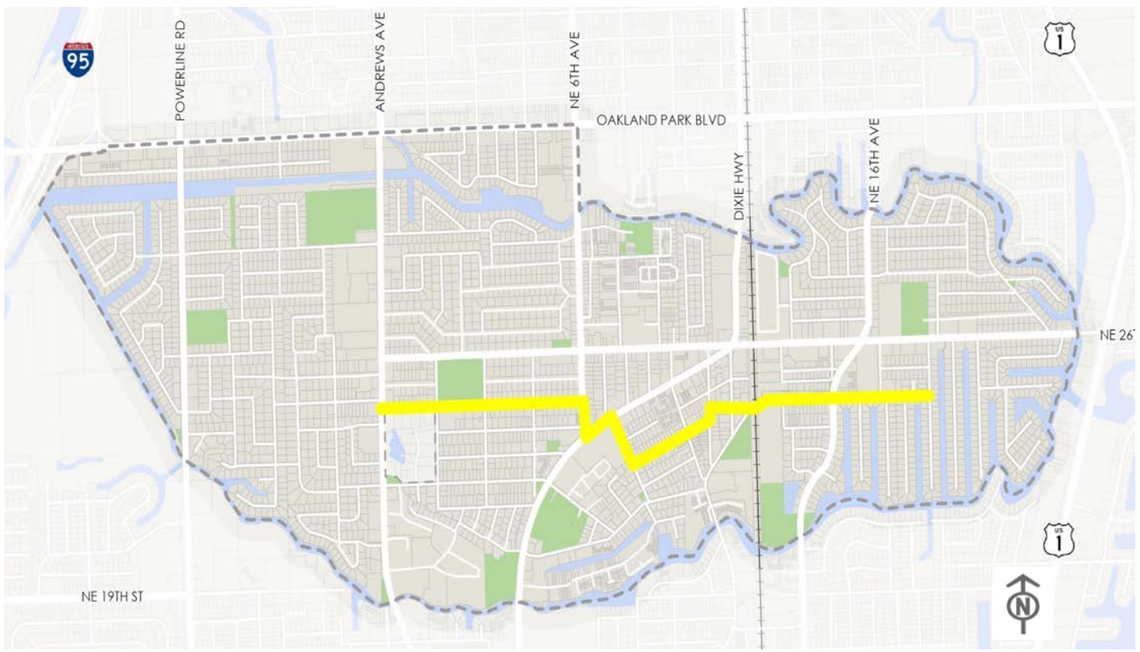
PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	50	$ 1,806.38
				Subtotal	$ 1,806.38

Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	180	$ 1,598.40
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	216	$ 3,665.52
				Subtotal	$ 5,263.92

			SUBTOTAL	$ 496,459.78
Mobilization			10%	$ 49,645.98
Maintenance of Traffic (MOT)			10%	$ 49,645.98
Misc. & Contingency (Not including major utility)			20%	$ 99,291.96
PE/Design			20%	$ 99,291.96
CEI			15%	$ 74,468.97
		CONSTRUCTION COST in 2024 dollars		**$ 868,804.61**

Chapter 8: NE 24 St Route



NE 24 St Route

Andrews Av to NE 17 Te (including connection via Wilton Dr)

The NE 24 St Route is intended to be a low-stress, cohesive bicycle / pedestrian route to priority destinations including Wilton Manors Elementary School, Wilton Drive, and the Dixie Hwy Theater District. The route includes a connection via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr, and the pedestrian-only access at the Union parking lot. While most of the route is surrounded by single-family homes, it leads to the Wilton Dr entertainment district and has other heavily trafficked pedestrian destinations. Additionally, two large multifamily developments are planned along the route. There are several blocks with no sidewalks on either side of the roadway, no bike facilities (except for Wilton Dr), Further there are very few marked crossings, and limited traffic calming. Yet, along this route residents and visitors frequently walk and bike for pleasure or to access daily destinations.

Key Issues & Objectives

- Improve Bike & Ped Safety, especially near Wilton Dr
- Create a cohesive Bike & Ped route to priority destinations
- Traffic Calming
- Develop a low-stress bike facility
- Provide continuous sidewalks
- Increase crosswalks
- Wayfinding

Chapter 8: NE 24 St Route

Existing Conditions

Plan Study Area		NE 24 St Route [NE 24 St, NE 7 Av, NE 22 Dr, & NE 11 Av = Local Roads]
Roadway Owner		NE 24 St, NE 7 Av, NE 22 Dr, & NE 11 Av: City ‖ NE 6 Av: County ‖ Wilton Dr: FDOT
BMPO High Injury Network (18-22)		High: NE 7 Av ▪ Highest: NE 6 Av & Wilton Dr ▪ Ped / Bike High Injury: NE 6 Av & Wilton Dr
Level of Traffic Stress		▪ Local Roads - Bike: 1 ▪ Ped: Not analyzed – assumed to be 1 ▪ NE 6 Av – Bike: 3 ▪ Ped: 2 ▪ Wilton Dr – Bike: 1 ▪ Ped: 2
Adjacent	Park / Facility	Wilton Manors Elementary Sports Field ▪ WM Library
	School / Childcare	Wilton Manors Elementary ▪ School Speed Zone ▪ Busy Bee's Day Care
	Grocery Store	None
	Nighttime Uses	Wilton Dr ▪ Dixie Hwy / Theater District
Posted Speed Limit		Local Roads: 25 MPH ‖ NE 6 Av: 30 MPH ‖ Wilton Dr: 30 MPH
AADT (2022)		Local Roads: 2,500 or less ‖ NE 6 Av: 9,500 ‖ Wilton Dr: 14,900
Number of lanes		Local Roads: 2 (Local) ‖ NE 6 Av: 2 (Major Collector) ‖ Wilton Dr: 2 (Minor Arterial)
Crosswalks		▪ Marked crosswalks: NE 24 St @ NE 1 Av (east leg) & NE 24 St @ NE 3 Av (*North* leg) ▪ Raised crosswalks with RRFB: NE 24 St @ Dixie Hwy & NE 24 St @ NE 15 Av ▪ Signalized crosswalks: NE 6 Av @ Wilton Dr ▪ No other marked crosswalks along Route
Access Issues		Route connects via privately owned Union parking Lot between NE 11 Av & Dixie Hwy
Senior Housing		Williamsburg Landing
Tourists / Hotels		Wilton Dr ▪ The Wilton Hotel (planned for NE 23 St @ Dixie Hwy)
MPO Equity Area		Lowest concentration
BCT Routes		Wilton Dr: BCT Route 50 ▪ NE 24 St @ NE 15 Av: BCT Route 20
BCT Premium Transit		Wilton Dr: High frequency Corridor
Planned Redevelopment		Wilma on the Dr (Wilton Dr @ NE 7 Av) ▪ The Wilton Hotel (NE 23 St @ Dixie Hwy) ▪ Dixie Hwy - Theater District ▪ Generations at Wilton Manors (NE 24 St @ NE 13 Av) ▪ Vacant Church Property (NE 24 St @ NE 16 Av)
Roadway Improvements		City submittal for MTP 2050 Call for Projects: Roundabout at Wilton DR & NE 6 Av ▪ FDOT Pilot Project: Scramble at Wilton DR & NE 6 Av
Bike Facilities		Bike Lanes on Wilton Dr ▪ No bike facilities on remainder of Route
Sidewalks		NE 24 St: 5-ft sidewalk, located behind swale with significant sidewalk gaps ‖ NE 7 Av: 5-ft sidewalk, substandard design / location, & sidewalk gaps ‖ NE 22 Dr & NE 11 Av: No sidewalks ‖ NE 6 Av: Continuous 5-ft sidewalks – some at-grade abutting backout parking ‖ Wilton Dr: Wide, continuous curbed sidewalks

		Local Roads	NE 6 Av	Wilton Dr
Observations	Bike Riding	Riding in roadway	Riding in roadway	Some bicyclists riding on sidewalks (in AM)
	Sidewalk	Pedestrians use sidewalks ▪ Some need to be better defined	At-grade, abutting back-out parking. ▪ Observed ponding after rain	Crowding at night
	Crossing	Frequent crossings to WM Elem rear entrance ▪ Crossings over NE 7 Av	Ped's darting across roadway north of Wilton Dr	Very frequent crossings between NE 6 Av and NE 7 Av
	Other	Ped's use Union parking lot's ped-only entrance ▪ Dog walking ▪ Large groups of Ped's	Ped activity increases during evening & weekends ▪ Cars blocking crosswalks to make RT from NE 6 Av to Wilton Dr	Very heavy ped activity during evening and weekends

Public Engagement

Web Survey: February - May 2023

Rank in order the locations you would like to walk or bike to

Wilton Dr
#1
Overall Ranking

Wilton Dr
42%
Ranked as #1

Restaurants / Bars
#3
Overall Ranking

Restaurant / Bars
16%
Ranked as #1

Comments

- **NE 24 St Summary** - Fill in sidewalk gaps
- **Wilton Dr Summary** - More crosswalks, Lower speed (including on side streets), More shade
- **NE 6 Av Summary** - Need bike lanes and better sidewalks, cars turning in crosswalks at Wilton Dr

Community Meetings: April 2023

Comments

- **NE 24 St** - Use pedestrian access in Union Parking Lot at Dixie Hwy
- **Wilton Dr** - Crosswalks needed / Pedestrians crossing not at crosswalks, Speeding
- **NE 7 Av** - Cut through traffic

Chapter 8 : NE 24 St Route

Field Audit Observations

Car approaching large group of pedestrians walking on roadway (no sidewalk in south ROW)

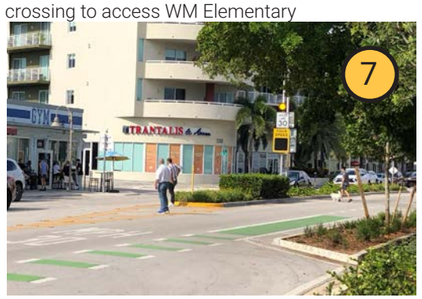
Adult with K-5 children cross at unmarked crossing to access WM Elementary

Pedestrians crossing at intersection with no marked crossings. No sidewalks in next block.

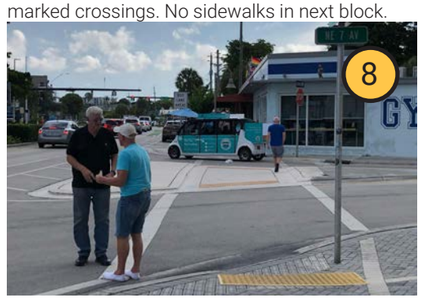
No sidewalks along roadway; Bicyclist riding in roadway.

Pedestrian runs across roadway at unmarked crossing

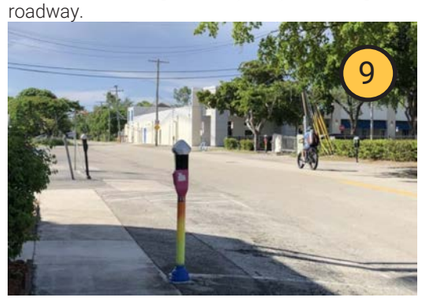
Large group of pedestrians walk between RT cars stopped in crosswalk



Pedestrians waiting to cross roadway at popular crossing location, including walking a dog.

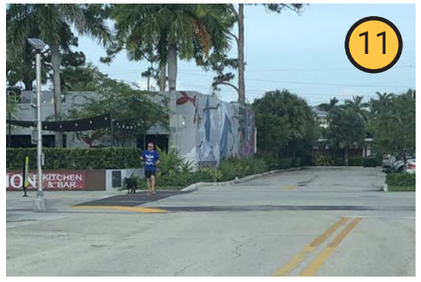


Pedestrian standing in RT slip line; Circuit shuttle in background.



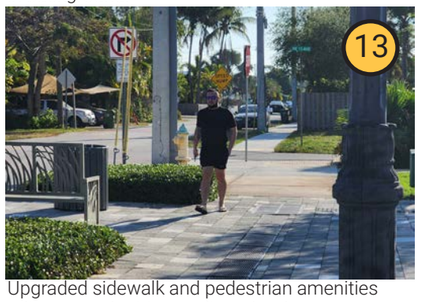
Bicyclists riding on roadway. On-street parking spaces in locations without sidewalks

Pedestrian walking dog via the NE 11 Av pedestrian access to Union restaurant's parking lot



Pedestrian walking a dog eastbound through the intersection at NE 24 St and Dixie Hwy

Pedestrian walking a dog in the north ROW sidewalk, as a large truck veers around a truck parked in the roadway



Upgraded sidewalk and pedestrian amenities adjacent to the Metropolitan development.

BCT Stop has sign only. RRFBs at raised intersection are single-sided

Bicyclist rides in roadway; except for 1/2 block, there are no sidewalks east of NE 15 Av

Chapter 8: NE 24 St Route

5-year Crash Statistics (2018-2022)

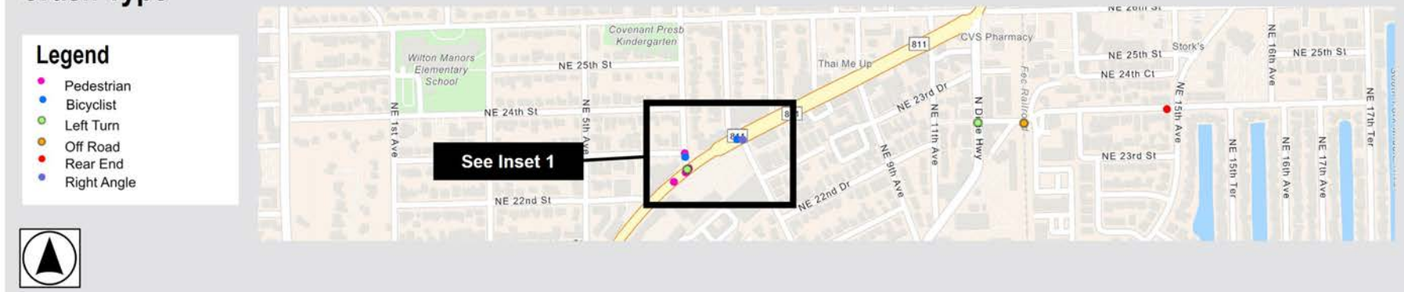
Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality

12
Injury Crashes

100%
of Crashes involving Pedestrians or Bicyclists resulted in Injuries

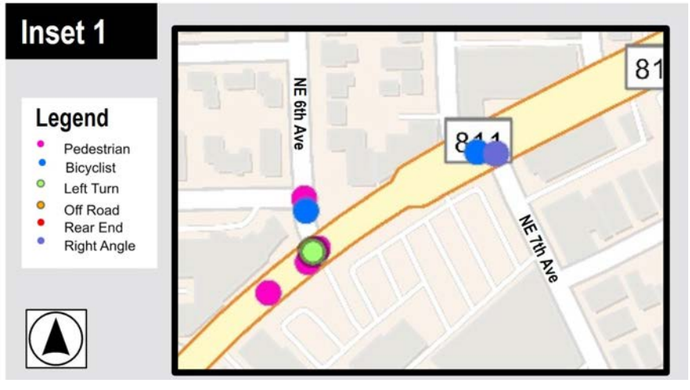
6 of the **8**
Injury Crashes
near Wilton Dr
involved Ped or Bike

Injury Crashes, by Crash Type

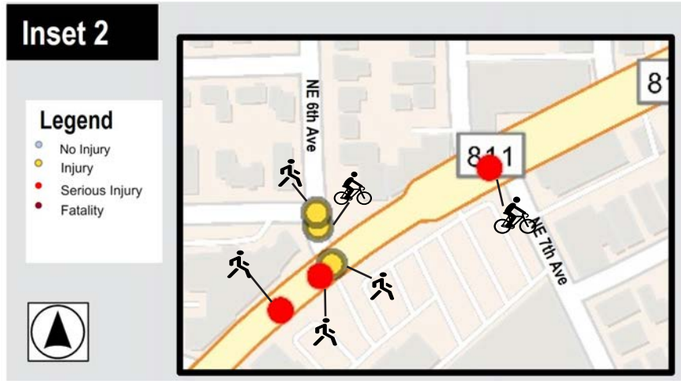


Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type

Inset 1

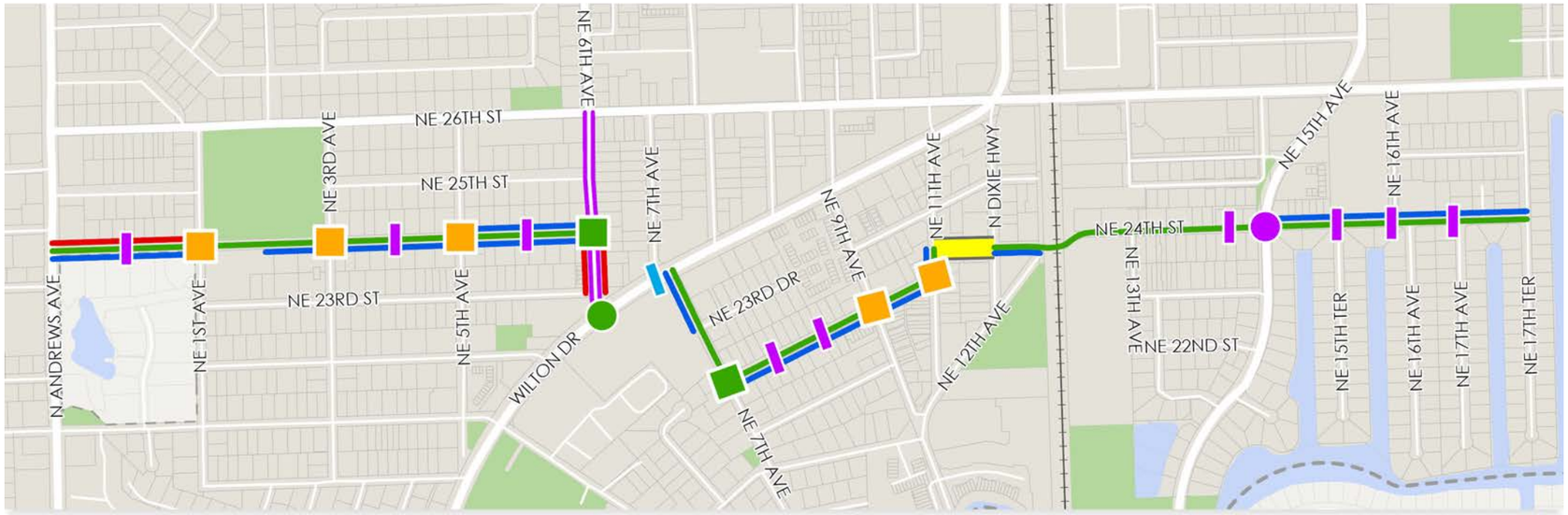


Inset 2



Chapter 8: NE 24 St Route

Recommendations: Location Map and Scope of Work



- Install bicycle boxes (all approaches at Wilton Dr and NE 6 Av intersection)
- Install speed hump/tables (13 Locations)
- Install raised intersections (7 Locations)
- Extend curbs/reduce turning radii at each intersection (46 Locations)
- Improve intersection lighting at all crossings (10 locations)
- Paint 5-foot bicycle lane (NE 6 Av)
- Clearly define sidewalk using thermoplastic treatment (NE 6 Av)
- Add new 6-foot sidewalk (6 locations)
- Paint shared lane markings (Full project extents except NE 6 Av and Wilton Dr)
- Install hardened centerline (at Wilton Dr and NE 6 Av intersection)
- Pedestrian scramble crossing (at Wilton Dr and NE 6 Av intersection)
- Install raised crossings with RRFBs (Wilton Dr, west of NE 7 Av)
- Replace current RRFBs with double-sided RRFBs (NE 15 Av)
- Install raised side street crosswalks (NE 7 Av, south side of Wilton Dr)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Move utilities underground (South side of street, Andrews Av to NE 1 Av)

Note: The Union restaurant parking lot property is privately owned. The recommendation for this location is to explore a public access (or similar) easement. No physical improvements are recommended for the property.

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 8: NE 24 St Route

Recommendations: Wilton Dr

1. Pedestrian activated scramble (See Note)
2. Bike box for left turns and through movements
3. High visibility crosswalks
4. Hardened centerline slows left turns (typical)
5. Curb extension and reduce turning radii
6. Add new bike lanes and clearly defined sidewalk
7. Curb extensions with space for landscaping or wide sidewalks
8. Curb extensions narrow pedestrian crossing distance and slow vehicular movement
9. Raised crossing with pedestrian signal and median refuge
10. Realign intersection and remove center "pork chop" to slow turning vehicles
11. Bike conflict markings at crossings
12. Replace on-street parking with sidewalk
13. Raised side street crossing (typical)
14. Add bike sharrows

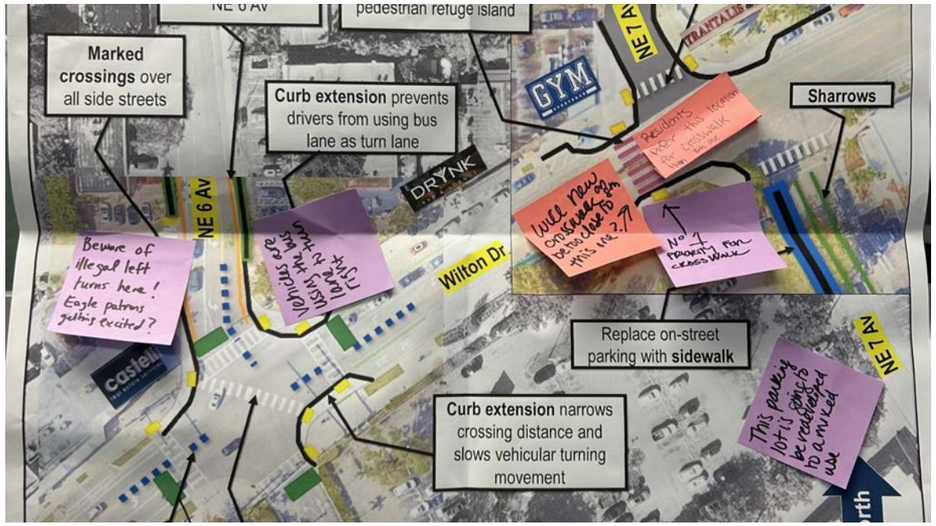
Note: Alternative recommendation for intersection of NE 6 Av and Wilton Dr is roundabout.

Chapter 8: NE 24 St Route

Recommendations: January 2024 Community Meetings

Location	Comment
All	Yes to bike lanes! Please separate and protect them if possible.
All	Can there be a connection to Lauder trail?
NE 22 Dr through NE 11 Av	Why can't there be a connection through Dixie Hwy here? (Instead of thru the alley?)
NE 23 St at NE 6 Av	Beware of illegal left turn here! Eagle patrons getting excited?
NE 7 Av	Need pedestrian lighting on NE 7 Av
NE 7 Av	NE 7 Av needs sidewalks on both sides
Wilton Dr at NE 6 Av	Vehicles are using the bus lane to turn right
Wilton Dr at NE 6 Av	Positive addition of scramble for the amount of peds in area.
Wilton Dr / crosswalk west of NE 7 Av	Will new crosswalk at NE 8 St be too close to this one?
Wilton Dr / crosswalk west of NE 7 Av	Number 1 priority for crosswalk
Wilton Dr / crosswalk west of NE 7 Av	Residents prefer this location for crosswalk than NE 8 Av
Wilton Dr / Shoppes of Wilton Manors	Will be 252 residential units. (approved by board)
Wilton Dr / Shoppes of Wilton Manors	This parking lot will be redeveloped to a mixed used.
Wilton Dr at NE 8 Av	FDOT is adding a crosswalk in the next few months by the Creamery.
NE 24 St (Dixie Hwy and eastward)	Separated protected bike lanes please!
Dixie Hwy intersection and east to NE 14 Ave	Lauder trail route will end here.
Dixie Hwy intersection	Need 4-way stop
NE 24 St, West of NE 6 Av	There are too many traffic calming treatments
NE 14 Av	Recently approved apt building – Generations – 170 Units
NE 15 Av Intersection	Need 4 way stops at (intersection of) NE 15 Ave and NE 24 St - the raised intersection backs up traffic

Feedback: ***"No comments regarding the school. Received a lot of positive feedback regarding the scramble. No comments regarding the sharrows"***



Comments on Recommendations Map for area near Wilton Dr

Comments on Recommendations Map

Chapter 8: NE 24 St Route

Planning Level / Conceptual Cost Estimates

Location: NE 24 St Route (North / West of Wilton Dr)

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Bicycle Boxes at All Approaches of Wilton Dr at NE 6 Av	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	4	$ 613.60
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	160	$ 2,715.20
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	960	$ 9,590.40
					Subtotal	$ 12,919.20
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Speed Hump/Tables (3 Locations: Between Andrews Av and NE 1 Av, Between NE 3 Av and NE 5 Av, Between NE 5 Av and NE 6 Av)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	160	$ 473.60
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	53	$ 7,531.39
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	160	$ 22,590.40
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	6	$ 459.96
					Subtotal	$ 31,055.35
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Intersections (4 Locations: NE 1 Av, NE 3 Av, NE 5 Av, NE 6 Av)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.06	$ 2,356.54
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	1,111	$ 3,288.89
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	367	$ 52,301.33
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	1,111	$ 156,877.78
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	4	$ 50,321.16
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	16	$ 1,226.56
					Subtotal	$ 266,372.26
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Extend Curbs/Reduce Turning Radii at Each Intersection (16 Locations)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.077	$ 3,272.45
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	928	$ 30,596.16
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	158	$ 12,282.72
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	352	$ 16,230.72
					Subtotal	$ 62,382.05
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Improve Intersection Lighting at All Crossings (5 locations: NE 1 Av, NE 3 Av, NE 5 Av, NE 6 Av at NE 24 St, NE 6 Av at Wilton Dr)	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	950	$ 41,657.50
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	12	$ 19,863.72
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	12	$ 153,542.40
					Subtotal	$ 215,063.62
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Clearly Define Bikeway (with Green Paint, NE 6 Av from Wilton Dr to NE 24 Street)	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	6,053	$ 60,464.48
					Subtotal	$ 60,464.48
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Clearly Define Sidewalk Using Thermoplastic Treatment (NE 6 Av from Wilton Dr to NE 24 St)	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	747	$ 105,500.31
					Subtotal	$ 105,500.31

Continued on Next Page

Chapter 8: NE 24 St Route

Planning Level / Conceptual Cost Estimates

Add New 6-Foot Sidewalk (South Side of Street from Andrews Av to NE 1 Av, from NE 22 Dr to NE 20 St)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	1.118	$ 47,822.11
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	2,029	$ 158,247.40
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	3,382	$ 11,398.09
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 222,967.59
Paint Shared Lane Markings (NE 24 St from Andrews Ave to NE 6 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	4	$ 1,903.40
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	22	$ 3,374.80
					Subtotal	$ 5,278.20
Paint 5-Foot Bicycle Lane (NE 6 Av from Wilton Dr to NE 26 St)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	21	$ 3,221.40
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	21	$ 1,609.86
	0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,442.40	0.39	$ 2,107.90
					Subtotal	$ 6,939.16
Install Hardened Centerline (at Wilton Dr and NE 6 Av Intersection)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	200	$ 7,225.53
					Subtotal	$ 7,225.53
Pedestrian Scramble Crossing (NE 6 Av and Wilton Dr)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	24	$ 1,106.64
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	145	$ 1,287.60
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	205	$ 3,478.85
					Subtotal	$ 5,873.09
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	600	$ 5,328.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	720	$ 12,218.40
					Subtotal	$ 17,546.40
Move Utilities Underground (South Side of Street, Andrews Av to NE 1 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	MOVE UTILITIES UNDERGROUND (See Note)	MILE	$ 4,000,000.00	0.13	$ 530,303.03
					Subtotal	$ 530,303.03
NOTE: Move Utilities Underground unit price assumed based on high end of range provided by Florida Power & Light (FP&L) on website, linked below. Full range is $.5m to >$4m per mile. Higher end assumed for conservative estimates based on anticipated soil composition and ground water levels traditionally found in Wilton Manors. Coordinate with FP&L who will provide a project-specific estimate when project moves forward. https://www.fpl.com/reliability/underground-conversions/faq.html#:~:text=The%20two%20key%20Drrs%20contributing,than%20%244%20million%20per%20mile					SUBTOTAL	$ 1,549,890.27
		Mobilization			10%	$ 154,989.03
		Maintenance of Traffic (MOT)			10%	$ 154,989.03
		Misc. & Contingency (Not including major utility)			20%	$ 309,978.05
		PE/Design			20%	$ 309,978.05
		CEI			15%	$ 232,483.54
					CONSTRUCTION COST in 2024 dollars	**$ 2,712,307.97**

Chapter 8: NE 24 St Route

Planning Level / Conceptual Cost Estimates

Location: NE 24 St Route (Wilton Dr and eastward)

Replace Current RRFBs with Double-Sided RRFBs at NE 15 Av	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	2	$ 25,160.58
					Subtotal	$ 25,160.58
Install Speed Hump/Tables (6 Locations: 2 between NE 7 Av and NE 9 Av; 4 Between NE 13 Av and NE 17 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	320	$ 947.20
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	106	$ 15,062.78
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	320	$ 45,180.80
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	12	$ 919.92
					Subtotal	$ 62,110.70
Install Raised Intersections (3 Locations: NE 7 Av, NE 9 Av, NE 11 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.04	$ 1,767.41
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	384	$ 1,136.64
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	127	$ 18,075.34
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	384	$ 54,216.96
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	3	$ 37,740.87
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	12	$ 919.92
					Subtotal	$ 113,857.14
Raised Crossings with RRFBs on Wilton Dr West of NE 7 Av	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.009	$ 377.05
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	128	$ 378.88
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	42	$ 6,025.11
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	128	$ 18,072.32
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	44	$ 2,028.84
	0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,550.53	2	$ 5,101.06
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY -	AS	$ 12,580.29	2	$ 25,160.58
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	2	$ 951.70
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	48	$ 21,600.00
					Subtotal	$ 79,695.54
Extend Curbs/Reduce Turning Radii at Each Intersection (30 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.143	$ 6,135.85
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	1,740	$ 57,367.80
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	295	$ 23,030.09
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	660	$ 30,432.60
					Subtotal	$ 116,966.34
Improve Intersection Lighting at All Crossings (5 locations: NE 7 Av at Wilton Dr, NE 7 Av at NE 22 Dr, NE 9 Av, NE 11 Av, NE 15 Av)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,500	$ 65,775.00
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	20	$ 33,106.20
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	20	$ 255,904.00
					Subtotal	$ 354,785.20

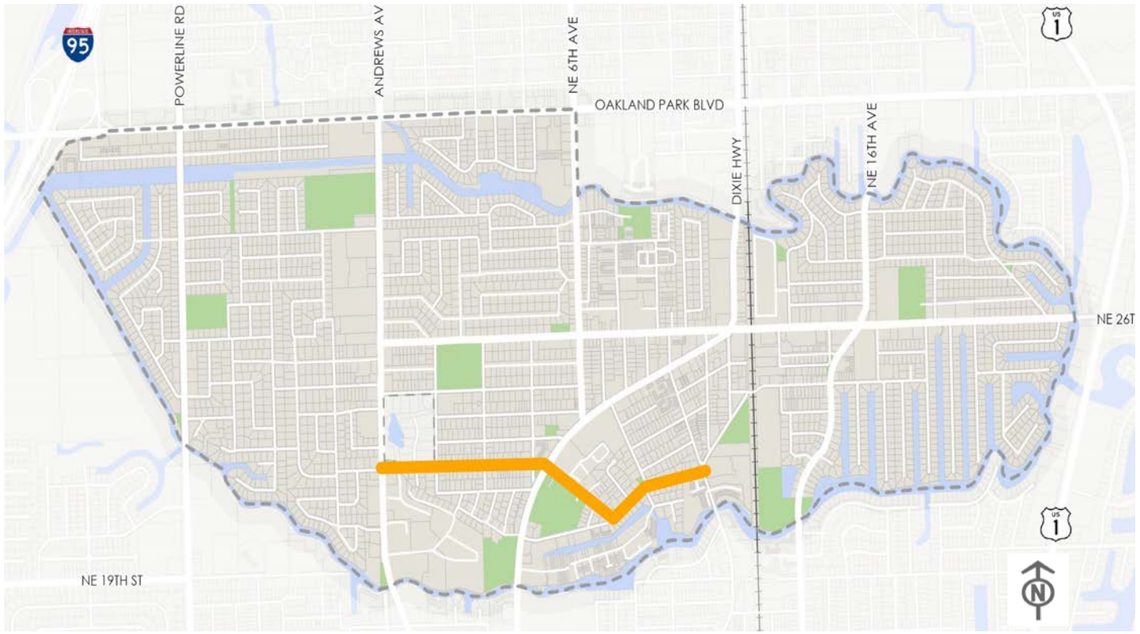
Continued on Next Page

Chapter 8: NE 24 St Route

Planning Level / Conceptual Cost Estimates

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Side Street Crosswalks (At NE 7 Av, South Side of Wilton Dr)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	64	$ 189.44
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	21	$ 3,012.56
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	64	$ 9,036.16
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	2	$ 153.32
					Subtotal	$ 12,391.48
Add New 6-Foot Sidewalk (West side of Street NE 7 Av from Wilton Dr to NE 23rd Dr, South Side of Street on NE 22 Dr, South Side of Street NE 24 St from Dixie Hwy to NE 12 Av; East Side of Street on NE 11 Av from NE 22 Dr to NE 23 Dr; North Side of Street from NE 15 Av to NE 17 Te)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.966	$ 41,317.03
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	2,062	$ 160,794.76
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	2,613	$ 8,805.81
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 216,417.60
Paint Shared Lane Markings for Full Project Extents	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	14	$ 6,661.90
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	40	$ 6,136.00
					Subtotal	$ 12,797.90
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	900	$ 7,992.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	1,080	$ 18,327.60
					Subtotal	$ 26,319.60
					SUBTOTAL	$ 1,020,502.08
		Mobilization			10%	$ 102,050.21
		Maintenance of Traffic (MOT)			10%	$ 102,050.21
		Misc. & Contingency (Not including major utility)			20%	$ 204,100.42
		PE/Design			20%	$ 204,100.42
		CEI			15%	$ 153,075.31
					CONSTRUCTION COST in 2024 dollars	**$ 1,785,878.64**

Chapter 9: NE 21 Ct Route



NE 21 Ct Route

Andrews Av to Dixie Hwy (including connection via NE 20 Dr)

The NE 21 Ct Route commences at the only 4-way signalized crossing over Andrews Av. It is intended to be a low-stress, cohesive bicycle / pedestrian route connecting to priority destinations including Wilton Dr, City Hall, Hagen Park, and Equality Park. While the route would benefit the entire community, it is specifically envisioned to connect the residents who live west of Andrews Av to these destinations. Except for the area adjacent to Wilton Dr, the route is surrounded by single-family or low-density multi-family properties. While residents and visitors frequently walk and bike along the route, both during the day and nighttime, there are critical sidewalk gaps, no bike facilities, substandard raised intersections, and the need for additional marked crossings.

Key Issues & Objectives

- Improve Bike & Ped Safety, especially near Wilton Dr
- Create a cohesive Bike & Ped route to priority destinations
- Traffic Calming
- Develop a low-stress bike facility
- Provide continuous sidewalks
- Increase crosswalks
- Wayfinding

Chapter 9: NE 21 Ct Route

Existing Conditions

Plan Study Area		NE 21 Ct Route
Roadway Owner		City ▪ Wilton Dr intersection = FDOT
BMPO High Injury Network (18-22)		High: NE 21 Ct within 1 block of Wilton Dr ▪ Highest: Wilton Dr @ NE 21 Ct ▪ Bike / Ped High Injury: Wilton Dr @ NE 21 Ct
Level of Traffic Stress		Bike: 1 ▪ Ped: Not analyzed – assumed to be 1
Adjacent	Park / Facility	Rachel Richardson Park ▪ Justin Flippen Park ▪ Hagen Park ▪ City Hall ▪ M.E. DePalma Park
	School / Childcare	None
	Grocery Store	None
	Nighttime Uses	Wilton Dr
Posted Speed Limit		25 MPH
AADT (2022)		2,500 or less
Number of lanes		2 (Local)
Crosswalks		Raised intersections have sub-standard / sloped crosswalks with no curb access at NE 1 Av & NE 3 Av ▪ Marked crosswalks at NE 21 Ct, Wilton Park Dr, and NE 7 Av ▪ Signalized crosswalks at Wilton Dr
Access Issues		On-street parking east of Wilton Dr ▪ Frequent turn movements at driveway to City Hall Parking Lot ▪ Off-set intersection at NE 20 Dr and NE 7 Av
Senior Housing		Equality Park
Tourists / Hotels		Wilton Dr
MPO Equity Area		Lowest concentration
BCT Routes		Wilton Dr: BCT Route 50
BCT Premium Transit		Wilton Dr: High frequency Corridor
Redevelopment		None
Roadway Improvements		CSLIP Cycle 7 Call for Projects: Provide a sidewalk connection on the north side of NE 21st Ct from NE 1st Ave to NE 5th Ave. Raised intersection at NE 5th Ave.
Bike Facilities		No bike lanes
Sidewalks		▪ 5-ft sidewalk, located behind swale ▪ Sidewalk gaps: South ROW from Andrews Av to NE 1 Av ▪ North ROW from NE 1 Av to NE 5 Av (sporadic) ▪ South ROW from NE 22 Dr to NE 20 St ▪ NE 20 St - South ROW from NE 21 Ct to Dixie Hwy
Observations	Bike Riding	Riding in roadway
	Sidewalk	Pedestrians use sidewalks but also walk in roadways ▪ Large groups of Ped's using sidewalks
	Crossings	Crossing just east of Andrews Av (likely due to missing sidewalk) ▪ Heavy crossings to / from driveway to City Hall Parking Lot ▪ No crossings at marked crosswalk east of City Hall Parking Lot ▪ Crossings to / from parking lot / Hagen park entrance at NE 22 Dr
	Other	Frequent dog walking ▪ Large groups of Ped's ▪ Ped activity increases during evening & weekends ▪ Cars blocking crosswalks to make RT from NE 21 Ct to Wilton Dr ▪ Justin Flippen Park used for Special events

Public Engagement

Web Survey: February - May 2023

Rank in order the locations you would like to walk or bike to

Wilton Dr
#1
Overall Ranking

Wilton Dr
42%
Ranked as #1

Parks
#3
Overall Ranking

Parks
22%
Ranked as #1

General Comments

- **Intersections noted:** - Andrews Av, Wilton Dr
- **Most commom topics:** - Signal Issues, Sidewalk gaps
- **Overall Summary:** - Should be a priority Roadway, Fill in sidewalk gaps

Community Meetings: April 2023

Comments

- Fill in sidewalk gaps on NE 21 Ct
- NE 21 Ct should be top priority
- Ped / Bike Path from Westside to City Hall and Hagen Park

Chapter 9 : NE 21 Ct Route

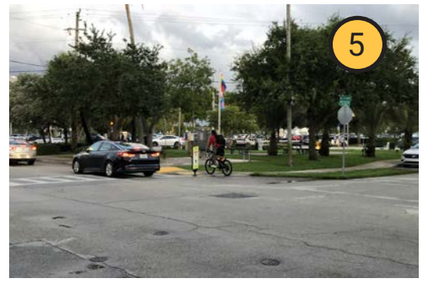
Field Audit Observations

Bicyclists ride in roadway, passing a Circuit shuttle. No sidewalk in south ROW.

Raised intersection has sloped crosswalks. Sidewalk missing on corner property.

Sidewalk gap leading to raised intersection.

Heavier pedestrian activity leading to Wilton Dr, including large pedestrian groups



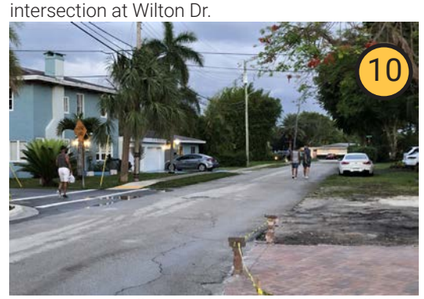
Bicyclist rides onto sidewalk when approaching intersection at Wilton Dr.

Pedestrians cross when oncoming traffic has green light.

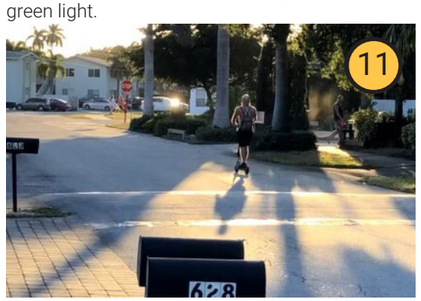
Pedestrians waiting to cross roadway at Wilton Dr.

Critical mass of bicyclists on evening ride on Wilton Dr crossing at NE 21 Ct.

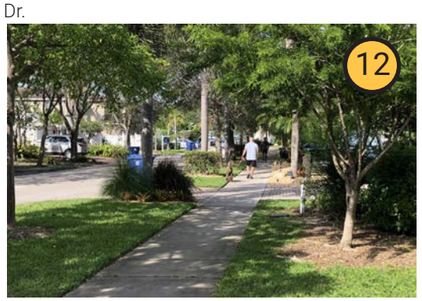
Ped crosses from City Hall parking lot driveway in the evening; On-street parking on north ROW



Pedestrians walk in roadway and in sidewalk. No sidewalk in south ROW

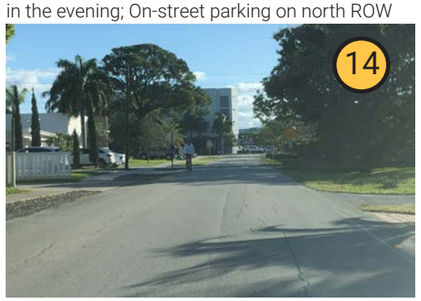


Scooter riding in roadway, over speed hump



Walking dog on nicely shaded sidewalk.

Car veers away from bicyclists riding in roadway



Bicyclists riding in roadway

Pedestrians use ped-only access to NE 9 Av

Chapter 9: NE 21 Ct Route

5-year Crash Statistics (2018-2022)

Data retrieved from Signal-4 Analytics ● Injury Crashes includes Injury, Serious Injury, and Fatality

6
Injury Crashes

67%
of the Injury Crashes resulted in Serious Injuries

All
of the Ped or Bike crashes resulted in Serious Injuries

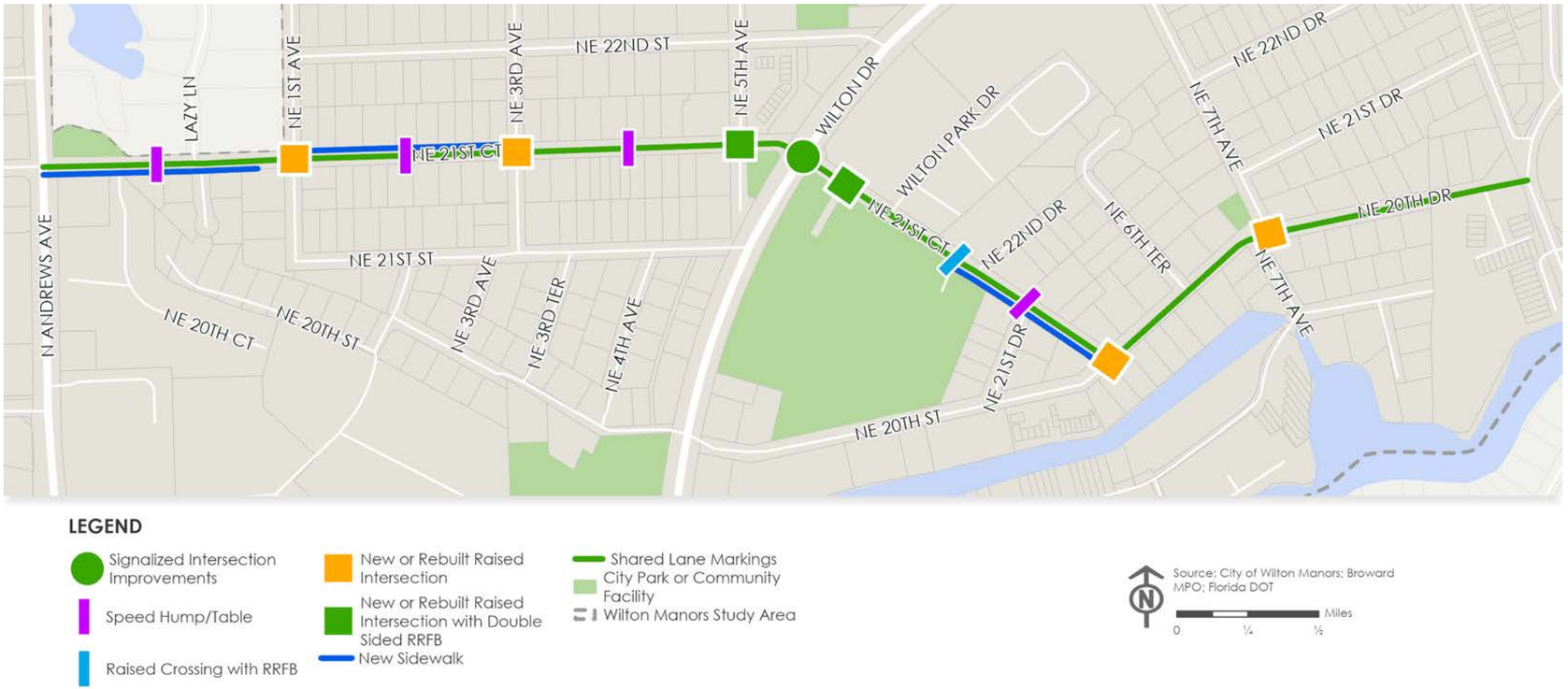
4
Injury Crashes occured between 5pm and 4am

Injury Crashes, by Crash Type

Crashes involving Ped's, Bicyclists, or BCT Bus, by Injury Type

Chapter 9: NE 21 Ct Route

Recommendations: Location Map and Scope of Work



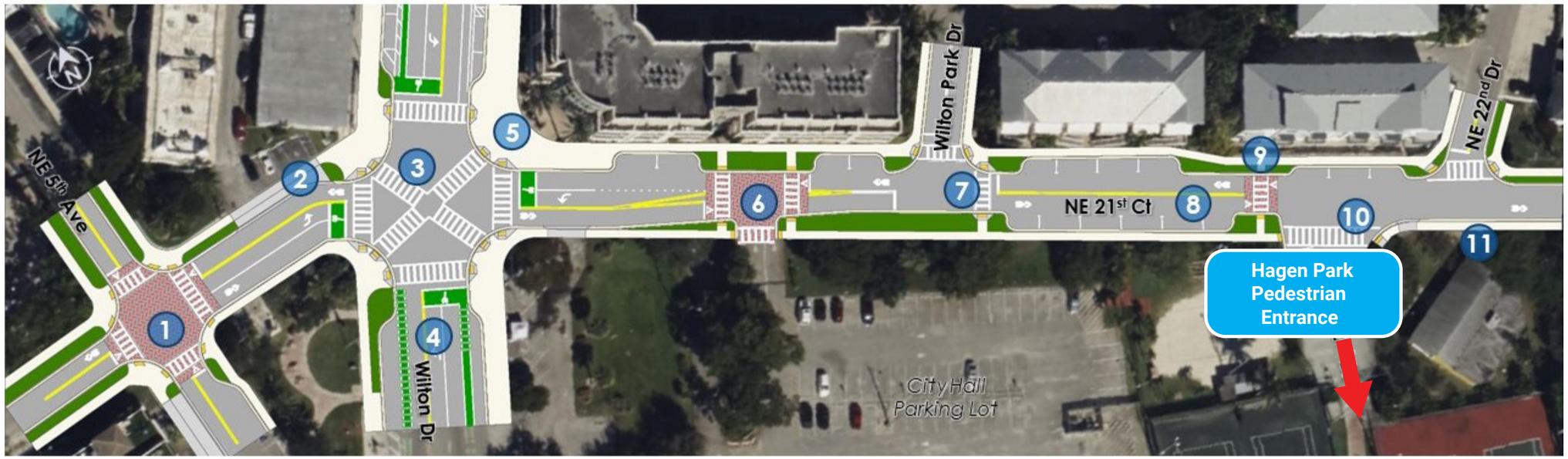
- Install bicycle boxes at all approaches (at Wilton Dr intersection)
- Install raised crossing with RRFBs (North of NE 22 Dr)
- Install raised intersections (6 Locations)
- Install speed hump/tables (4 Locations)
- Extend curbs/reduce turning radii at each intersection (32 Locations)
- Improve intersection lighting at all crossings (8 Locations)
- Add new 6-foot sidewalk on south side (2 Locations)
- Paint shared lane markings for full project extents
- Pedestrian scramble crossings (at Wilton Dr intersection)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Move utilities underground (from Andrews Av to east of NE 1 Way)

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Concept locations may also be altered to accommodate redevelopment or other changes to adjacent ingress and egress.

Chapter 9: NE 21 Ct Route

Recommendations: NE 5 Av to NE 22 Dr



1. New raised intersection marks entrance into neighborhood
2. Street approach realigned to right angle and lane definition added
3. All way pedestrian crossing
4. Bike box for left turns and through movements
5. Curb extensions added / enhanced at all intersection corners (typical)
6. New raised intersection at City Hall with curb extensions
7. Crosswalk moved to south side of intersection, all way stop proposed
8. Shared lane markings alert drivers to people biking and provide wayfinding
9. New raised crosswalk with curb extensions and RRFB
10. High visibility crosswalks
11. New sidewalk on south side of NE 21st Ct from NE 22nd Dr to NE 20th St

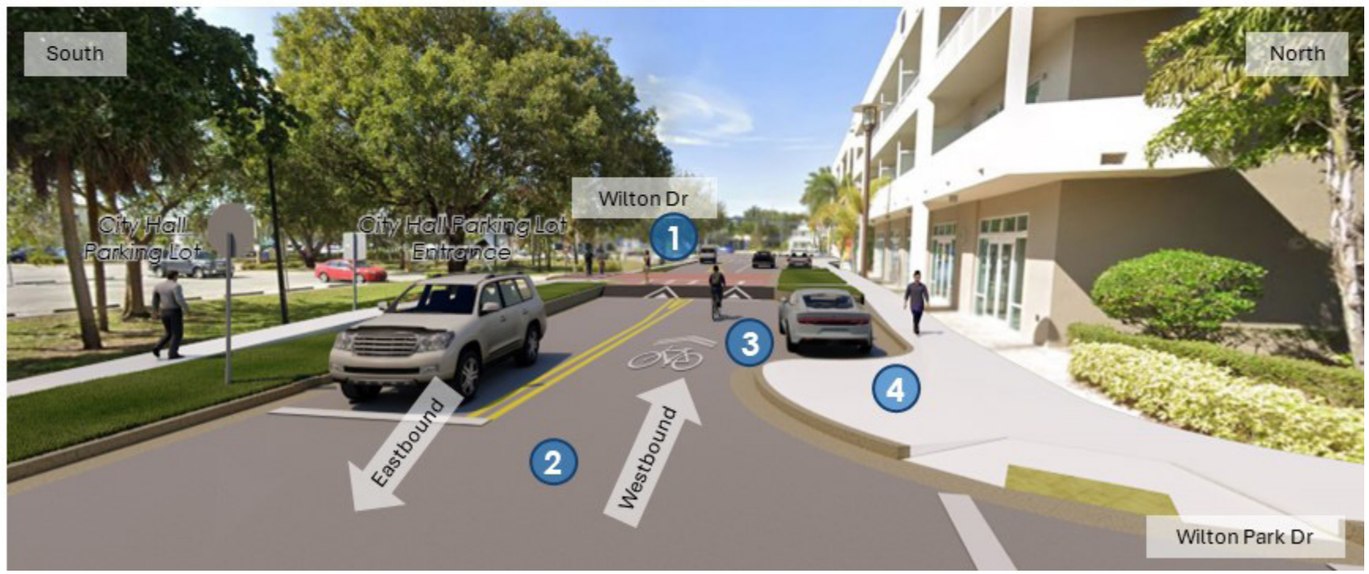
Chapter 9: NE 21 Ct Route

Recommendations: City Hall Parking Lot / Wilton Park Dr

Existing

Recommendations

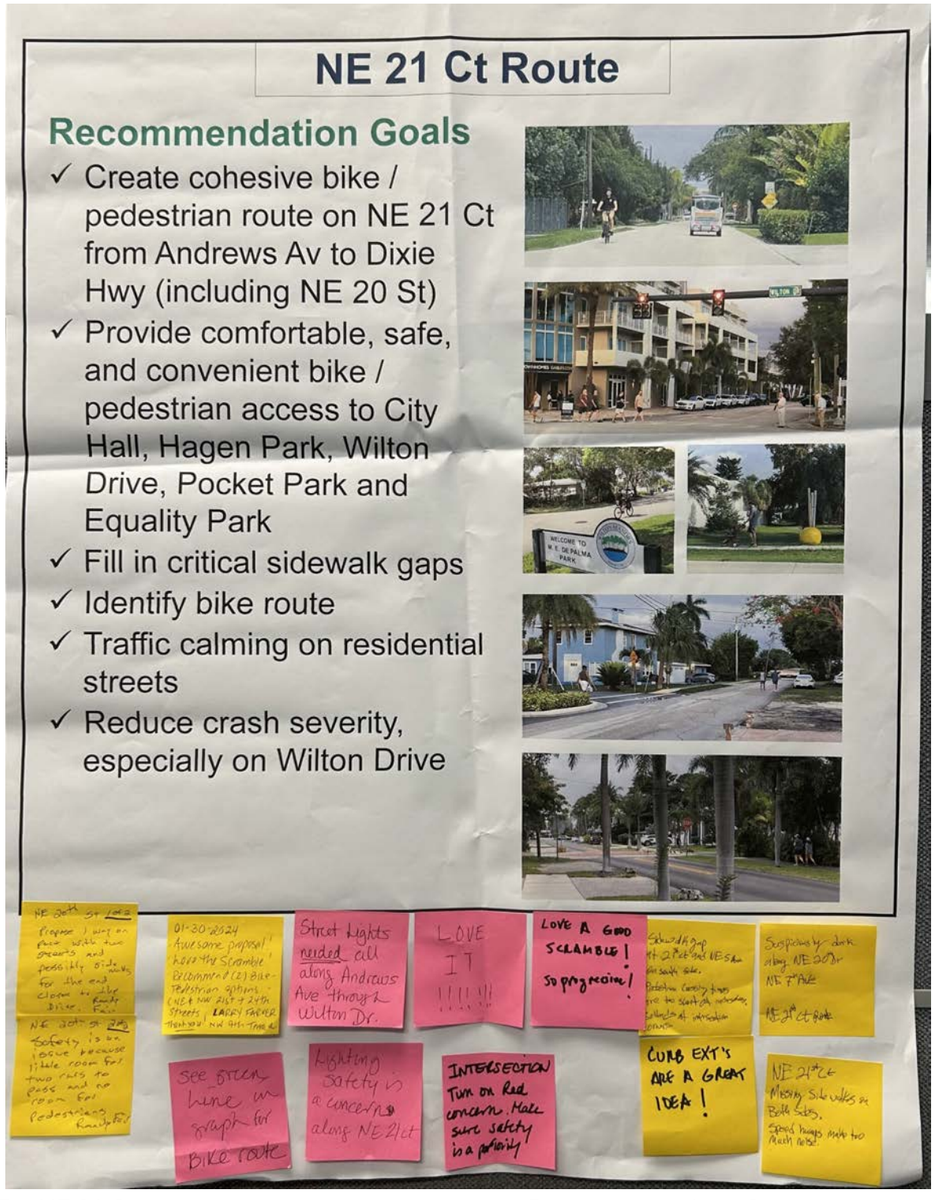
1. New raised intersection with crosswalks at City Hall parking lot replaces existing crosswalk on west leg of Wilton Park Dr
2. All way stop supports crossings on east and south legs of intersection
3. Shared lane markings alert drivers to people biking and provide wayfinding
4. Rebuilt curb extension with directional curb ramp facilitates new movement pattern



Chapter 9: NE 21 Ct Route

Recommendations: January 2024 Community Meetings

Location	Comment
All	When building speed tables, use more graded slopes / not so sharp – I love the traffic calming but do it right
All	When projects are constructed, please consider maintenance of lane markings, and keep city (???)
All	Great concepts – Love the ideas of slowing down traffic
All	(at Quick Build Speed table) Looks good!
All	What in sharrow (shared lane markings)
All	Love It!!!!!!!
All	Lighting safety is a concern along NE 21 Ct.
All	NE 21 Ct Missing sidewalks on both sides. Speed humps make too much noise.
Andrews Av To Wilton Dr.	Streetlights needed all along roadway through Wilton Dr.
NE 20 Dr	Suspiciously dark along NE 20 Dr, starting at NE 7 Av
NE 20 St	Propose 1-way on part of NE 20 St with two streets, and possibly sidewalks for the end closest to Wilton Drive. Safety is an issue because little room for two cars to pass and no room for pedestrians.
NE 5 Av on southside	Sidewalk gap on southside of roadway.
Wilton Dr	Bus stops and ride share drop off – are they accommodated (like Circuit)
Wilton Dr	Ramp (needed) on curb extension from the bike lane on Wilton Dr
Wilton Dr	Pedestrian Crossing times are too short at intersection. Bollards at intersection corners.
Wilton Dr	Curb extensions are a great idea!
Wilton Dr	Love a good scramble! So progressive!
Wilton Dr	Turn on red concern. Make sure safety is a priority.
Wilton Dr	Awesome proposal! Love the scramble! Recommend (2) bike/peds options (NE& NW 21 + 24 streets)
Wilton Dr	I love this idea. Great Corner. Scramble



For NE 21 Ct, the comments were placed on the Recommendations Goals poster

Chapter 9: NE 21 Ct Route

Planning Level / Conceptual Cost Estimates

Location: NE 21 Ct Route

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Bicycle Boxes at All Approaches to Wilton Dr	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	4	$ 613.60
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	160	$ 2,715.20
	0920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 9.99	960	$ 9,590.40
					Subtotal	$ 12,919.20
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Crossing with RRFBs (North of NE 22 Dr)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.009	$ 377.05
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	53	$ 157.87
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	18	$ 2,510.46
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	53	$ 7,530.13
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	44	$ 2,028.84
	0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,550.53	2	$ 5,101.06
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY -	AS	$ 12,580.29	2	$ 25,160.58
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	2	$ 951.70
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	2	$ 153.32
	0920520100	RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE	LF	$ 450.00	48	$ 21,600.00
					Subtotal	$ 65,571.01
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Raised Intersections (6 Locations: NE 1 Av, NE 3 Av, NE 5 Av, City Hall Parking Lot, NE 20 Street, NE 7 Av)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.08	$ 3,534.81
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	1,233	$ 3,650.67
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	407	$ 58,054.48
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	1,233	$ 174,134.33
	0654 2 22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR,	AS	$ 12,580.29	6	$ 75,481.74
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	24	$ 1,839.84
					Subtotal	$ 316,695.87
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Speed Hump/Tables (4 Locations: between NE 21 Ct and Lazy Ln, NE 1 Av and NE 3 Av, NE 3 Av and NE 5 Av, NE 22 Dr and NE 21 St)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.044	$ 1,885.23
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	213	$ 631.47
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	70	$ 10,041.86
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	213	$ 30,120.53
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
					Subtotal	$ 43,292.37
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Extend Curbs/Reduce Turning Radii at Each Intersection (32 Locations)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.153	$ 6,544.90
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	1,856	$ 61,192.32
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	315	$ 24,565.43
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	704	$ 32,461.44
					Subtotal	$ 124,764.10

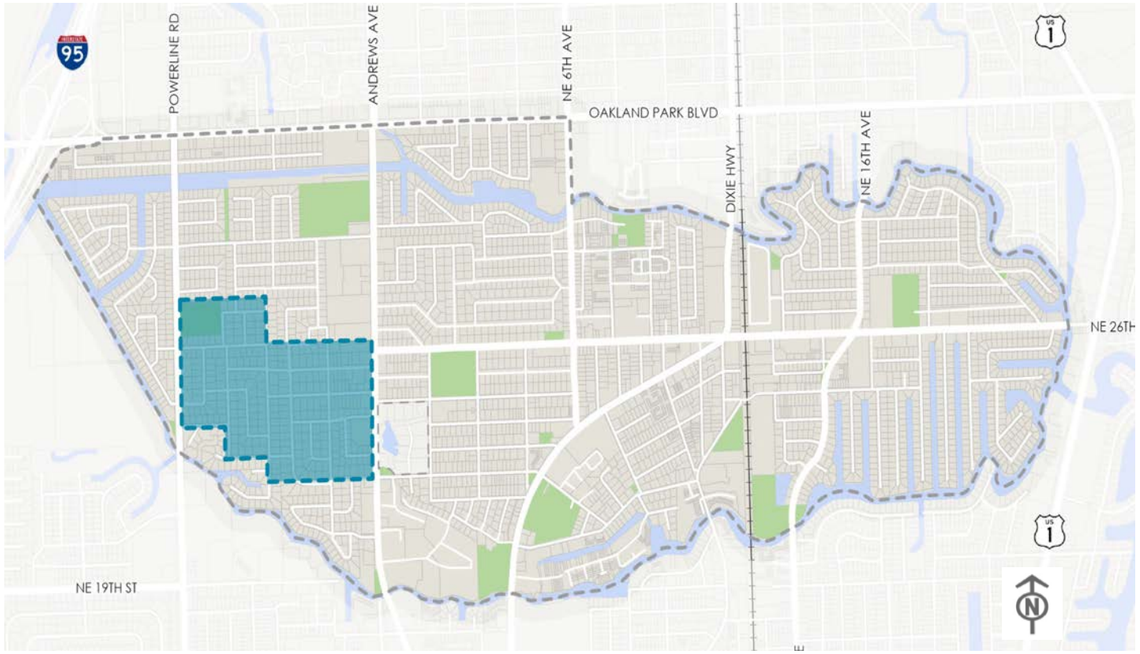
Continued on Next Page

Chapter 9: NW 21 Ct Route

Planning Level / Conceptual Cost Estimates

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Improve Intersection Lighting at All Crossings (8 locations: NE 1 Av, NE 3 Av, NE 5 Av, Wilton Dr, City Hall Parking Lot, New Raised Crosswalk, NE 20 St, NE 7 Av)	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	1,900	$ 83,315.00
	0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$ 1,655.31	30	$ 49,659.30
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	30	$ 383,856.00
					Subtotal	$ 516,830.30
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add New 6-Foot Sidewalk on South Side of NE 21 Ct from Andrews Av to West of NE 1 Av; North of NE 22nd Dr to NE 20th Street; North side of NE 21 Ct from NE 1 Av to NE 3 Av	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.429	$ 18,361.40
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	1,247	$ 97,215.07
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	831	$ 2,800.84
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 123,877.31
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Paint Shared Lane Markings for Full Project Extents	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	10	$ 4,758.50
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	36	$ 5,522.40
					Subtotal	$ 10,280.90
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Pedestrian Scramble Crossings (at Wilton Dr Intersection)	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	48	$ 2,213.28
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	288	$ 2,557.44
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	408	$ 6,923.76
					Subtotal	$ 11,694.48
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	900	$ 7,992.00
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	1,080	$ 18,327.60
					Subtotal	$ 26,319.60
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Move Utilities Underground (from Andrews Av to E of NE 1 Way)	N/A	MOVE UTILITIES UNDERGROUND (See Note)	MILE	$ 4,000,000.00	0.08	$ 303,030.30
					Subtotal	$ 303,030.30
NOTE: Move Utilities Underground unit price assumed based on high end of range provided by Florida Power & Light (FP&L) on website, linked below. Full range is $.5m to >$4m per mile. Higher end assumed for conservative estimates based on anticipated soil composition and ground water levels traditionally found in Wilton Manors. Coordinate with FP&L who will provide a project-specific estimate when project moves forward. https://www.fpl.com/reliability/underground-conversions/faq.html#:~:text=The%20two%20key%20drivers%20contributing,than%20%244%20million%20per%20mile					SUBTOTAL	$ 1,555,275.44
		Mobilization			10%	$ 155,527.54
		Maintenance of Traffic (MOT)			10%	$ 155,527.54
		Misc. & Contingency (Not including major utility)			20%	$ 311,055.09
		PE/Design			20%	$ 311,055.09
		CEI			15%	$ 233,291.32
					CONSTRUCTION COST in 2024 dollars	**$ 2,721,732.02**

Chapter 10: Westside Route



Westside Route

Neighborhood west of Andrews Av, east of Powerline Rd, and south of NW 29 St

The Westside Route is intended to be a designated bicycle and pedestrian route(s) connecting residents through the neighborhood and to Mickel Park. Mickel Park has many community amenties including sports fields, walking path, playground, and a stage for public events. The neighborhood consists primarily of single-family homes, with duplex to 2-story apartment buildings within two blocks west of Andrews Av. While the TMP is not designating the route's path, the conditions throughout the neighborhood are similar. There are almost no sidewalks, few streetlights, and limited traffic calming devices. Due to resident concerns about speeding, a Traffic Calming Study was completed prior to the TMP. Despite the conditions and concerns, residents and visitors frequently walk and ride bikes throughout the neighborhood to take advantage of the shade from the lush landscaping and access to Mickel Park.

Key Issues & Objectives

- Lower roadway speed
- Improve multimodal access to Mickel Park
- Traffic Calming
- Develop a low-stress bike facility
- Provide continuous sidewalks
- Wayfinding

Chapter 10: Westside Route

Existing Conditions

Plan Study Area		Westside Route (neighborhood east of Powerline Rd, west of Andrews Av, and south of NW 29 St)
Roadway Owner		City
BMPO High Injury Network (18-22)		▪ N/A
Level of Traffic Stress		▪ Bike: 1 ▪ Ped: N/A (local roads not assessed)
Adjacent	Park / Facility	▪ Mickel Park
	School / Childcare	▪ School Bus Stop within neighborhood (NW 25 St & NW 6 Av) ▪ Walk to School route for Wilton Manors Elementary
	Grocery Store	No
	Nighttime Uses	No
Posted Speed Limit		25 MPH
AADT (2022)		24,500
Number of lanes		2-lane (Local Road)
Crosswalks		▪ No marked crosswalks in neighborhood except at intersection of NW 26 St & NW 7 Av
Access Issues		▪ Left Turns prohibited from NW 26 St to Powerline Rd ▪ Left turns prohibited from NW 25 St, NW 23 St, and NW 22 St to Andrews Av (but no restrictive median in Andrews Av)
Senior Housing		No
Tourists / Hotels		No
MPO Equity Area		N/A
BCT Routes		No BCT route / stops within neighborhood; Stops are located along Powerline Rd and Andrews Av
BCT Premium Transit		Future Bus Rapid Transit on Powerline Rd
Redevelopment		Parcels abutting Andrews Av are designated for redevelopment / TOC West Land Use
Roadway Improvements		▪ NW 29 St CSLIP project is ongoing (bike lanes and traffic calming) ▪ Recommendations from the Westside Traffic Calming Study maybe funded in City's future budget
Bike Facilities		▪ None
Sidewalks		▪ Both side of roadway on NW 25 St from Andrews Av to east of NW 3 Av ▪ Both sides of roadway on NW 24 St from Andrews Av to east of NW 3 Av ▪ No other sidewalks in neighborhood
Observations	Bike Riding	▪ Bike Riding in roadway, including K-12 students
	Sidewalk	▪ Residents almost exclusively walk in roadway ▪ Some well-worn paths visible in swales
	Crossing	▪ N/A
	Other	▪ K-12 Students walking to / waiting at school bus stops in neighborhood ▪ Many pedestrians walking dogs ▪ Large groups of pedestrians walking (4+ persons) ▪ Traffic signs obstructed by foliage ▪ Some traffic calming devices but only one at an intersection

Public Engagement

Web Survey: February - May 2023

On a Daily Basis, what is your main purpose for walking?

68% Exercise

35% Walking Dog

Rank in order the locations you would like to walk or bike to

Parks **#2** Overall Ranking

Parks **22%** Ranked as #1

General Comments

- **Most commom topics:** - Lack of sidewalks, speeding cars, lack of crosswalks over Powerline Rd and Andrews Av
- **Overall Summary:** - There needs to be better connectivity from the Westside to Wilton Dr. Pedestrian safety is a big concern. There are many sidewalk gaps and a lack of safe crossing locations.

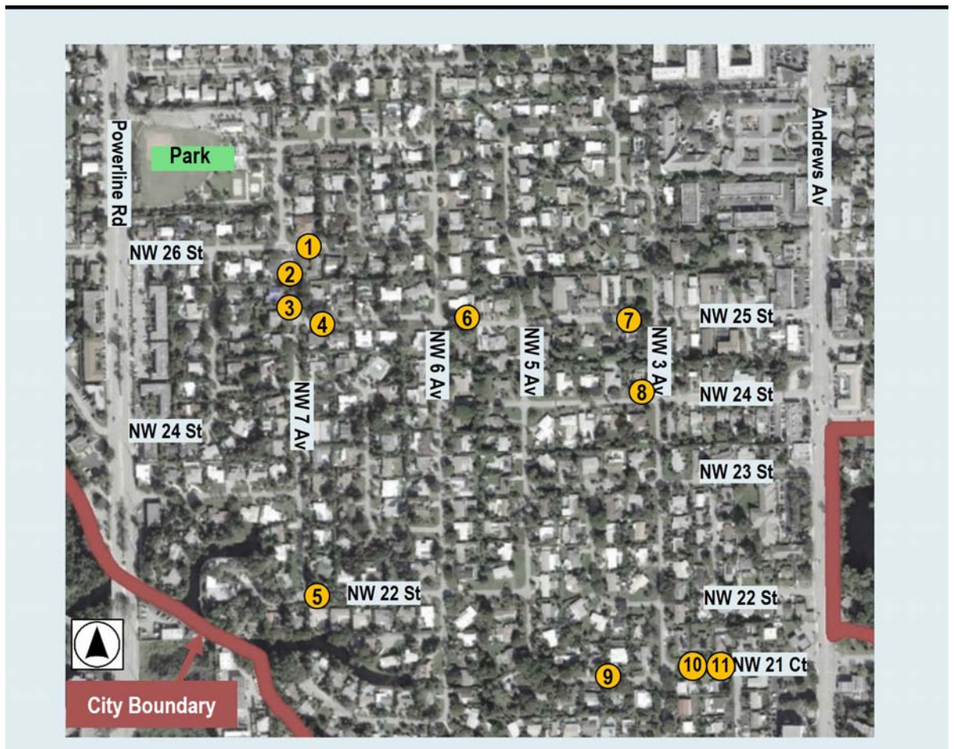
Community Meetings: April 2023

Comments

- Desire for an east / west bike path from Mickel Park to Wilton Dr destinations (City Hall, Hagen Park, 5-Points
- Want better crosswalks over Andrews Av

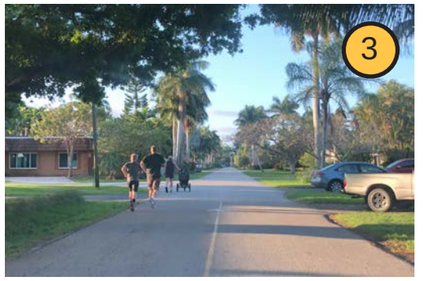
Chapter 10 : Westside Route

Field Audit Observations



Students walk through the neighborhoods to School Bus Stop

In the morning residents frequently walk dogs or walk for leisure in the roadway



A family jogs in the roadway, including pushing a stroller

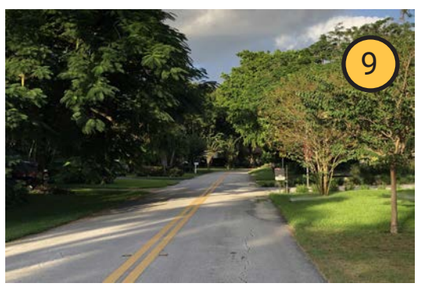
Pedestrians, including walking dogs, walk in roadway

Pedestrian, including walking dogs, walk in roadway

School bus waits at bus stop for students; students walk in roadway

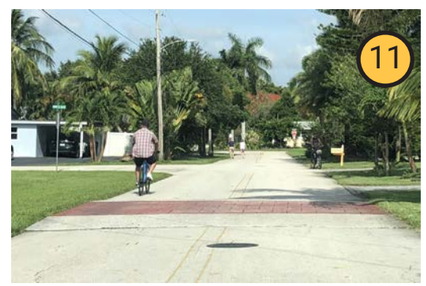
Pedestrian pushes stroller in roadway; adjacent parking lot has standing watr after rain event

The Speed Hump sign is fully obstructed. Sidewalks stop one property east of NW 3 Av



The Slow Blind Curve 15 MPH sign is fully obstructed by foliage

Car veers away from large group of pedestrians walking in the roadway

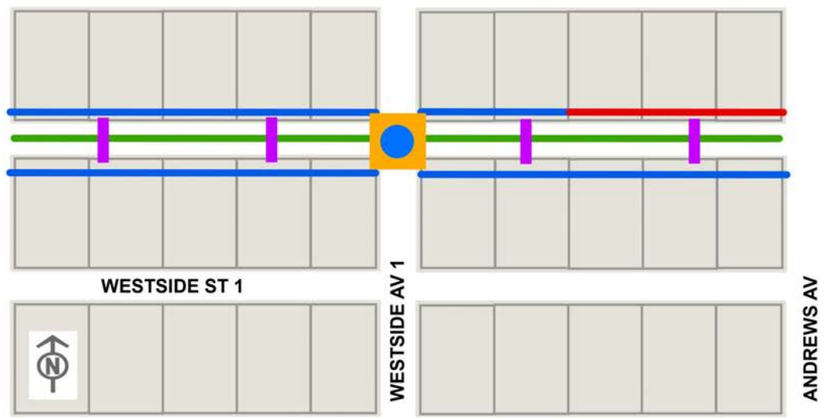


Bicyclists and pedestrians enter neighborhood, past a speed table

Chapter 10: Westside Route

Recommendations: Maps and Scopes of Work

Option 1: Raised Mini-Roundabout

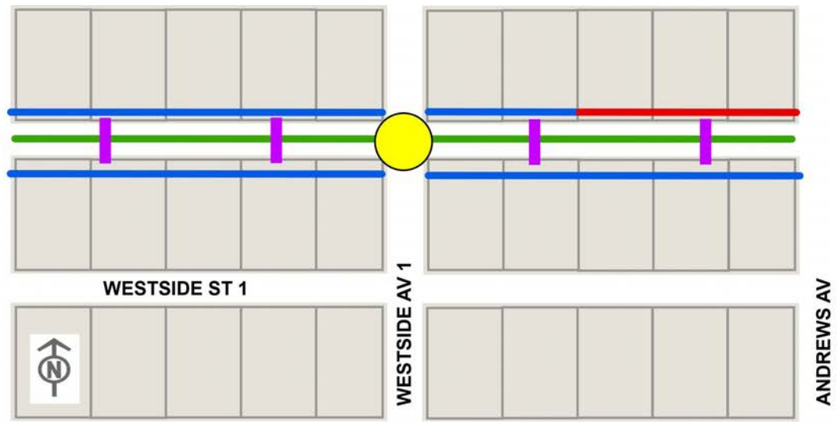


LEGEND

- Clearly Define Sidewalk
- New Sidewalk
- Shared Lane Markings
- Speed Hump/Table
- Mini Roundabout
- New or Rebuilt Raised Intersection

- Install raised mini-roundabout at intersection
- Install hardened centerline (roadway meeting a signalized intersection)
- Install speed hump/tables (2 locations per generic “block; raised features recommended approximately every 260 ft to 500 ft to calm traffic
- New defined 6-foot sidewalk using thermoplastic treatment or conventional sidewalks (where feasible, construct a 5ft landscaped buffer between the sidewalk and the road)
- Paint shared lane markings for full project extents

Option 2: 4-way Stop with Tightened Alignment



LEGEND

- Clearly Define Sidewalk
- New Sidewalk
- Shared Lane Markings
- Speed Hump/Table
- Tightened Curb Radii

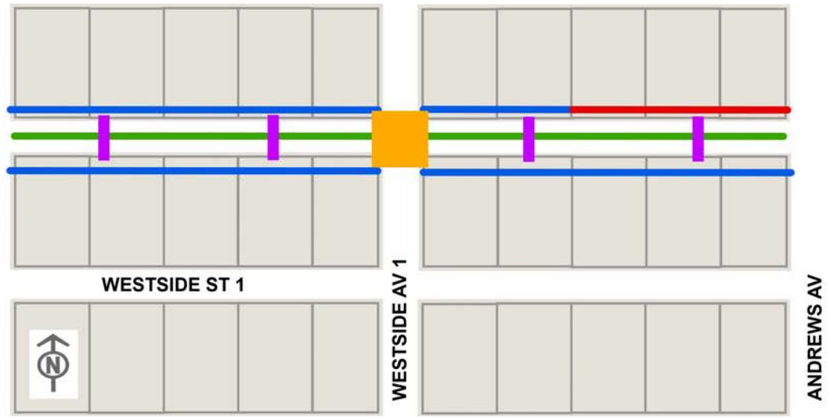
- Extend curbs/reduce turning radii at each intersection (4 locations, for a traditional intersection)
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Install hardened centerline (roadway meeting a signalized intersection)
- Install speed hump/tables (2 locations per generic “block; raised features recommended approximately every 260 ft to 500 ft to calm traffic
- New defined 6-foot sidewalk using thermoplastic treatment or conventional sidewalks (where feasible, construct a 5ft landscaped buffer between the sidewalk and the road)
- Paint shared lane markings for full project extents

The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners; these may be required before or during project design.

Chapter 10: Westside Route

Recommendations: Maps and Scope of Work

Option 3: 4-way Stop Raised Intersection



LEGEND

- Clearly Define Sidewalk
- New Sidewalk
- Shared Lane Markings
- Speed Hump/Table
- New or Rebuilt Raised Intersection

- Install raised intersection
- Stripe crosswalks (special emphasis, all intersections, including replacing existing crosswalk)
- Install hardened centerline (roadway meeting a signalized intersection)
- Install speed hump/tables (2 locations per generic “block; raised features recommended approximately every 260 ft to 500 ft to calm traffic
- New defined 6-foot sidewalk using thermoplastic treatment or conventional sidewalks (where feasible, construct a 5ft landscaped buffer between the sidewalk and the road)
- Paint shared lane markings for full project extents

Existing Condition

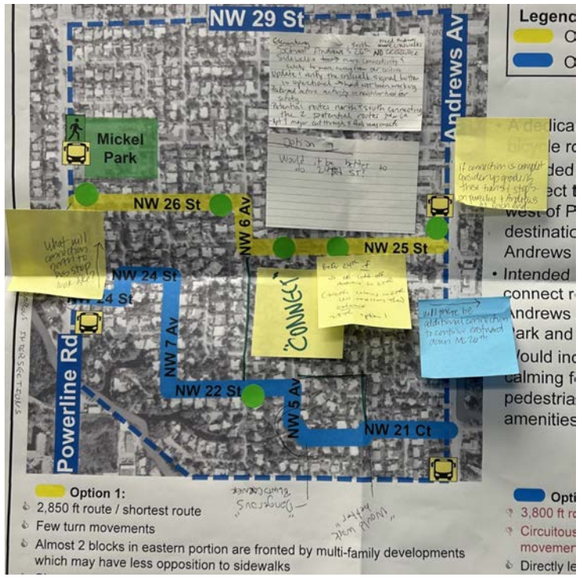
Raised Mini-Roundabout Example

Tightened Alignment Example

Chapter 10: Westside Route

Recommendations: January 2024 Community Meetings

Location	Comment
Andrews Av	Need Andrews Crosswalks / Elementary School
Andrews Av at NW 24 St	(NW 24 St) Update & verify the crosswalk signal button is operational since it has not be working
Andrews Av at NW 25 St	Will there be additional connection to continue eastward down NE 26 St
Andrews Av at NW 25 St	Andrews and 25th need to coordinate lights for EB 25th to turn left of right more easily.
Andrews Av at NW 25 St	NW 25 St - Signal light change to blinking on Andrews Av is dangerous for crosswalk at night
NW 21 Ct to NW 5 Ave	Would work better
NW 22 St with NW 6 Ave	Connect
NW 24 St	Option 1: Would it be better to do NW 24 St?
NW 24 St to NW 21 Ct	1 sticker voting for this option (Mtg #2)
NW 24 St to Powerline Rd & NW 26 St to Powerline Rd	Dangerous intersections
NW 25 St	(City) ignored requests for traffic calming along NW 25 St – Serious speeding issue between NW 6 Av and NW 7 Av
NW 25 St	Put roundabout @ NW 25 St and NW 6 Av (Not at NW 26 St and NW 6 Av)
NW 26 St & NW 25 St	If the NW 26 St / NW 25 St Route connection is complete, consider upgrading the transit stops on Powerline Rd and Andrews Av at each end.
NW 26 St & NW 25 St	Option 1 – major cut through and feels very unsafe
NW 26 St & NW 25 St	1 sticker voting for this option (Mtg #1) and 5 stickers voting for this option (Mtg #2)
NW 29 St	Asked about NW 29 St- bike lanes
NW 3 Av (or NW 6 Av)	Potential north / south routes connecting the two route options (On NW 3 Av or NW 6 Av)
NW 5 Ave (south corner)	Dangerous blind corner
Location Option	Prefer NW 24 St if no NB left off Andrews to NW 25 St (traffic calming on 25th less necessary then) Otherwise 25th Option 1
Powerline Rd	What will the connection north to bus stop look like?
Westside	sidewalks more connectivity & safety to move away from car culture
Westside	Would like to know what is happening with NW 29 St to really feel an informed decision can be made
Westside	City pushing traffic thru.
Quick-Build Roundabout	No quick build, just build.
Quick-Build Roundabout	Please no quick builds. They look very cheap and too bumpy.
Shared Lane Markings	Sharrows better for an existing neighborhood vs cement sidewalks not fair to those owners on sidewalk street
Sidewalks	Three voted for sidewalk option (green sticker)



Comments on Recommendations Map for area near Wilton Dr

Comments on Recommendations Map

Chapter 10: Westside Route

Planning Level / Conceptual Cost Estimates

Option 1: Raised Mini-Roundabout

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
(Option 1 Component) Install Raised Mini Roundabout (1 Location)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.57	$ 24,294.88
	0160 4	TYPE B STABILIZATION	SY	$ 7.52	2,426	$ 18,243.62
	0285709	OPTIONAL BASE, BASE GROUP 09	SY	$ 26.27	1,820	$ 47,799.78
	0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22	TN	$ 139.19	202	$ 28,140.47
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22	TN	$ 185.59	73	$ 13,459.74
	0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	$ 246.21	63	$ 15,470.20
	0425 1312	INLETS, CURB TYPE P-1, >10'	EA	$ 12,242.40	4	$ 48,969.60
	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 29.63	739	$ 21,896.57
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	796	$ 26,230.27
	0520 2 8	CONCRETE CURB, TYPE RA	LF	$ 44.12	113	$ 4,989.97
	0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH	SY	$ 171.01	211	$ 36,094.51
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	544	$ 42,391.66
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	1,167	$ 164,746.30
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	98	$ 4,514.17
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	195	$ 655.88
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
	0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 43.85	450	$ 19,732.50
	0711 11144	THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT	GM	$ 3,960.00	0.02	$ 97.35
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	2	$ 306.80
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	24	$ 1,839.84
	0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,442.40	0.01	$ 64.63
	0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,457.69	0.20	$ 1,111.18
	0715516115	LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15'	EA	$ 12,795.20	4	$ 5.00
					Subtotal	$ 526,554.91
Install Speed Hump/Tables (2 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	107	$ 315.73
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	35	$ 5,020.93
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	107	$ 15,060.27
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
					Subtotal	$ 21,010.21
Add New Defined 6-Foot Sidewalk Using Thermoplastic Treatment (Adding Conventional Sidewalks Approximately $63.21 Cheaper per SY)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.126	$ 5,400.41
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	367	$ 51,769.67
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	244	$ 823.78
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 63,493.85
Paint Shared Lane Markings for Full Project Extents	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	6	$ 2,855.10
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	14	$ 2,147.60
					Subtotal	$ 5,002.70
Install Hardened Centerline (To Account for a Segment Meeting a Signalized Intersection)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	50	$ 1,806.38
					Subtotal	$ 1,806.38
NOTE: The costs estimates are intended to construct the improvements along a ***generic one-block*** in the Westside neighborhood. The generic one block has the following components: 550 ft in length, 4-way stop intersection, no sidewalks, and no traffic calming features.					SUBTOTAL	$ 617,868.06
		Mobilization			10%	$ 61,786.81
		Maintenance of Traffic (MOT)			10%	$ 61,786.81
		Misc. & Contingency (Not including major utility)			20%	$ 123,573.61
		PE/Design			20%	$ 123,573.61
		CEI			15%	$ 92,680.21
					CONSTRUCTION COST in 2024 dollars	**$ 1,081,269.10**

Chapter 10: Westside Route

Planning Level / Conceptual Cost Estimates

Option 2: 4-way Stop with Tightened Alignment

(Option 2 Component) Extend Curbs/Reduce Turning Radii at Each Intersection (4 Locations, for a Traditional Intersection)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.019	$ 818.11
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 32.97	232	$ 7,649.04
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 77.98	39	$ 3,070.68
	0527 2	DETECTABLE WARNINGS	SF	$ 46.11	88	$ 4,057.68
					Subtotal	$ 15,595.51
Install Speed Hump/Tables (2 Locations)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	107	$ 315.73
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	35	$ 5,020.93
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	107	$ 15,060.27
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
					Subtotal	$ 21,010.21
Add New Defined 6-Foot Sidewalk Using Thermoplastic Treatment (Adding Conventional Sidewalks Approximately $63.21 Cheaper per SY)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.126	$ 5,400.41
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	367	$ 51,769.67
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	244	$ 823.78
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 63,493.85
Paint Shared Lane Markings for Full Project Extents	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	6	$ 2,855.10
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	14	$ 2,147.60
					Subtotal	$ 5,002.70
Install Hardened Centerline (To Account for a Segment Meeting a Signalized Intersection)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	50	$ 1,806.38
					Subtotal	$ 1,806.38
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	60	$ 532.80
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	84	$ 1,425.48
					Subtotal	$ 1,958.28
NOTE: The costs estimates are intended to construct the improvements along a ***generic one-block*** in the Westside neighborhood. The generic one block has the following components: 550 ft in length, 4-way stop intersection, no sidewalks, and no traffic calming features.					SUBTOTAL	$ 108,866.94
		Mobilization			10%	$ 10,886.69
		Maintenance of Traffic (MOT)			10%	$ 10,886.69
		Misc. & Contingency (Not including major utility)			20%	$ 21,773.39
		PE/Design			20%	$ 21,773.39
		CEI			15%	$ 16,330.04
					CONSTRUCTION COST in 2024 dollars	**$ 190,517.14**

Chapter 10: Westside Route

Planning Level / Conceptual Cost Estimates

Option 3: 4-way Stop Raised Intersection

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
(Option 3 Component) Install Raised Intersection (1 Location)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.01	$ 589.14
	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	204	$ 605.16
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	67	$ 9,623.45
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	204	$ 28,865.51
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	4	$ 306.64
					Subtotal	$ 39,989.89
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Speed Hump/Tables (2 Locations)	0327 70 5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 2.96	107	$ 315.73
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 142.64	35	$ 5,020.93
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	107	$ 15,060.27
	0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 76.66	8	$ 613.28
					Subtotal	$ 21,010.21
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Add New Defined 6-Foot Sidewalk Using Thermoplastic Treatment (Adding Conventional Sidewalks Approximately $63.21 Cheaper per SY)	0110 1 1	CLEARING & GRUBBING	AC	$ 42,771.25	0.126	$ 5,400.41
	0523 3	PATTERNED PAVEMENT	SY	$ 141.19	367	$ 51,769.67
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.37	244	$ 823.78
	0590 70	IRRIGATION SYSTEM	LS	$ 5,500.00	1	$ 5,500.00
					Subtotal	$ 63,493.85
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Paint Shared Lane Markings for Full Project Extents	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 475.85	6	$ 2,855.10
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 153.40	14	$ 2,147.60
					Subtotal	$ 5,002.70
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install Hardened Centerline (To Account for a Segment Meeting a Signalized Intersection)	N/A	BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits)	LF	$ 36.13	50	$ 1,806.38
					Subtotal	$ 1,806.38
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalk)	0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	$ 8.88	60	$ 532.80
	0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	$ 16.97	84	$ 1,425.48
					Subtotal	$ 1,958.28
					SUBTOTAL	$ 133,261.31
		Mobilization			10%	$ 13,326.13
		Maintenance of Traffic (MOT)			10%	$ 13,326.13
		Misc. & Contingency (Not including major utility)			20%	$ 26,652.26
		PE/Design			20%	$ 26,652.26
		CEI			15%	$ 19,989.20
					CONSTRUCTION COST in 2024 dollars	**$ 233,207.30**

NOTE: The costs estimates are intended to construct the improvements along a ***generic one-block*** in the Westside neighborhood. The generic one block has the following components: 550 ft in length, 4-way stop intersection, no sidewalks, and no traffic calming features.

This Plan received federal funding from the Broward Metropolitan Planning Organization (Broward MPO) as part of its federally mandated planning activities within the metropolitan planning area.