

Cypress Creek Mobility Hub Master Plan

Streetscape Concepts

Updated August 14, 2015

Prepared for:
South Florida Regional Transportation Authority (SFRTA)
Broward County Metropolitan Planning Organization (MPO)

HNTB

Estimated Costs and Final Recommendations

In order to develop implementation strategies and begin to identify potential funding sources for these streetscape improvements, general planning-level cost estimates were developed. These estimates include costs for pedestrian crossing and other pedestrian amenities, street trees, landscaped medians, and milling and resurfacing. Ten percent of the total cost for each roadway was added to account for the cost for design and engineering work that has to be completed for approvals by permitting agencies such as the County.

The unit costs used to develop the planning-level cost estimates were obtained from FDOT’s Long Rang Estimation System as well as FDOT’s Historical Costs for specific pay items. Note that these costs are general planning-level estimates only and should not be relied upon for construction purposes. These costs do not include any potential demolition work or utility relocation.

Based on these planning-level cost estimates, and other on-going planning studies/efforts such as FDOT’s Cypress Creek/I-95 Interchange PD&E, the implementation of each roadway’s recommended streetscape improvements was prioritized. Recommended improvements along Andrews Avenue and Cypress Creek Road should not be implemented until other on-going efforts are concluded. Improvements along NW 59th court should not be implemented until a decision is made whether to install water and sewer lines along the corridor to serve future development. Any improvements along NW 6th Way would have to be coordinated with the private sector owner. Because of the unknown nature of some of these on-going planning efforts and their eventual outcomes, some of these improvements are identified as longer term for implementation.

Table: Streetscape Improvements – Estimated Costs and Priority Levels

Corridor / Improvement	Priority Level	Estimated Cost
Andrews Way	Short-term (1 - 5 years)	\$290,000
Tri-Rail Station Marker @ NW 6th Way	Short-term (1 - 5 years)	\$30,000
Tri-Rail Station Marker @ NW 59th Court	Short-term (1 - 5 years)	\$30,000
Elevated Walkway	Mid- to Long-term (5 - 10 years)	\$1,300,000
NW 59th Court	Mid- to Long-term (5 - 10 years)	\$180,000
NW 6th Way	Long-term (10+ years)	\$140,000
N Andrews Avenue	Long-term (10+ years)	\$2,500,000
Cypress Creek Road	Long-term (10+ years)	\$1,900,000
	<i>total</i>	\$6,370,000

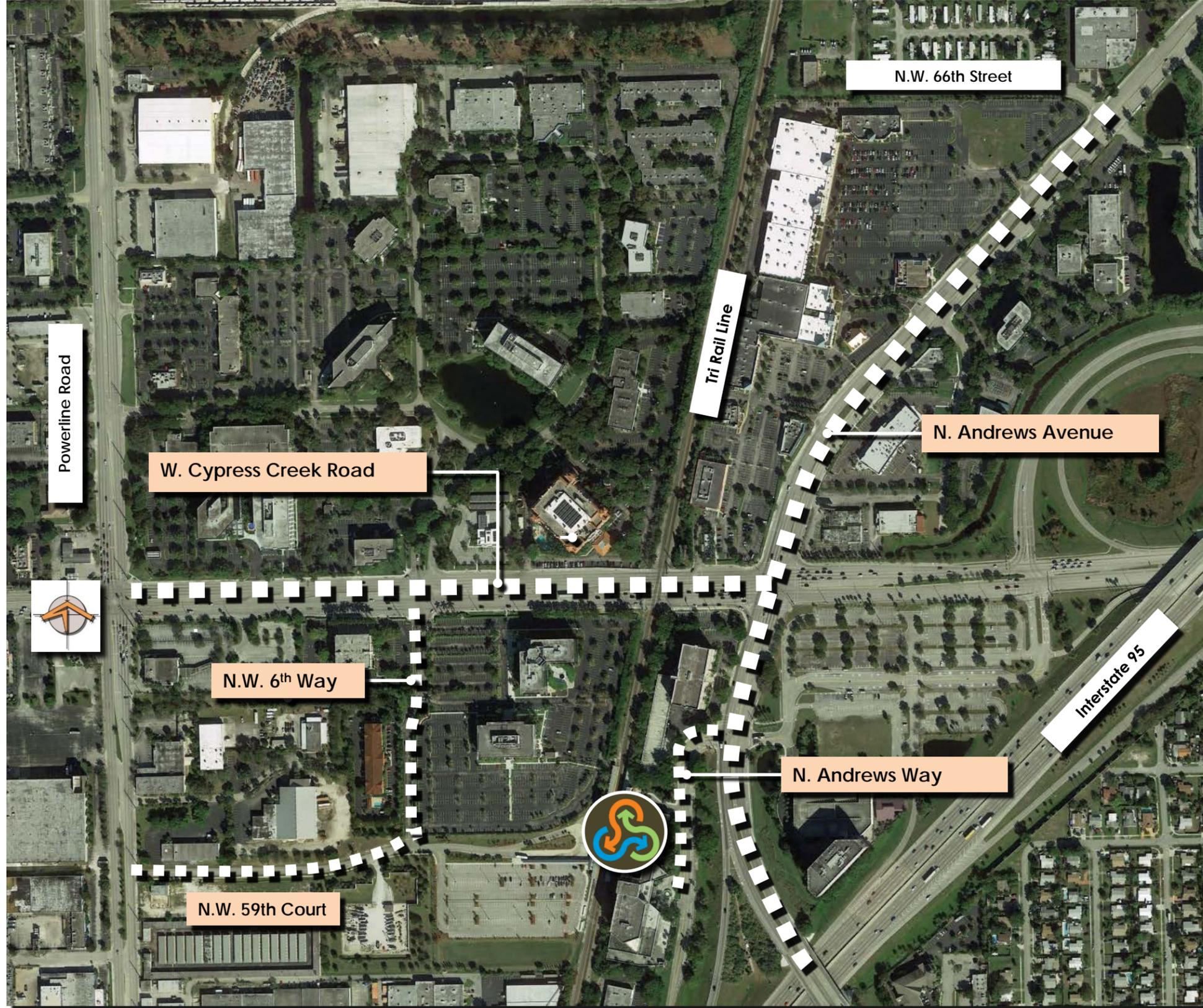
Other improvements, such as those along Andrews Way, would be less controversial and would not be impacted by on-going planning studies/efforts. Therefore, the improvements along Andrews Way could be implemented in the short-term. The recommended entryway pylon / markers at Cypress Creek Road and NW 6th Way and Powerline Road at NW 59th Court, whose

purpose is to bring more visibility to the Cypress Creek Tri-Rail Station, are recommended for short term implementation. The total estimated cost for each pylon including installation is \$30,000. Ongoing efforts would have little to no impact on the construction of these markers.

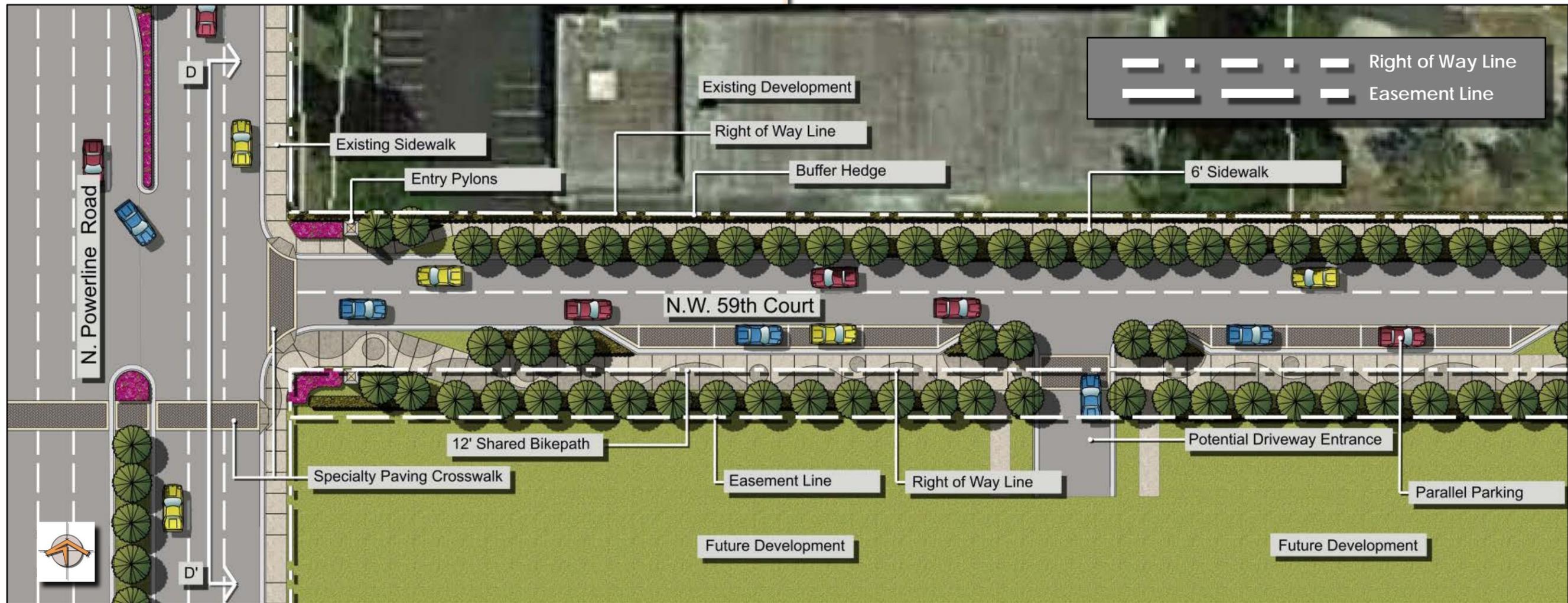
Funding Opportunities

All of the recommended streetscape improvements can potentially be funded with Complete Street funds and/or Mobility Hub funds from the Broward Metropolitan Planning Organization (MPO). Other sources could include funding from a future special assessment or community development district, whereby tax revenues can be collected from a defined overlay area for the study area. These tax revenues would be used to fund streetscape improvements, among other items, to enhance the quality and character of the area. All of these sources should be considered throughout the implementation process.

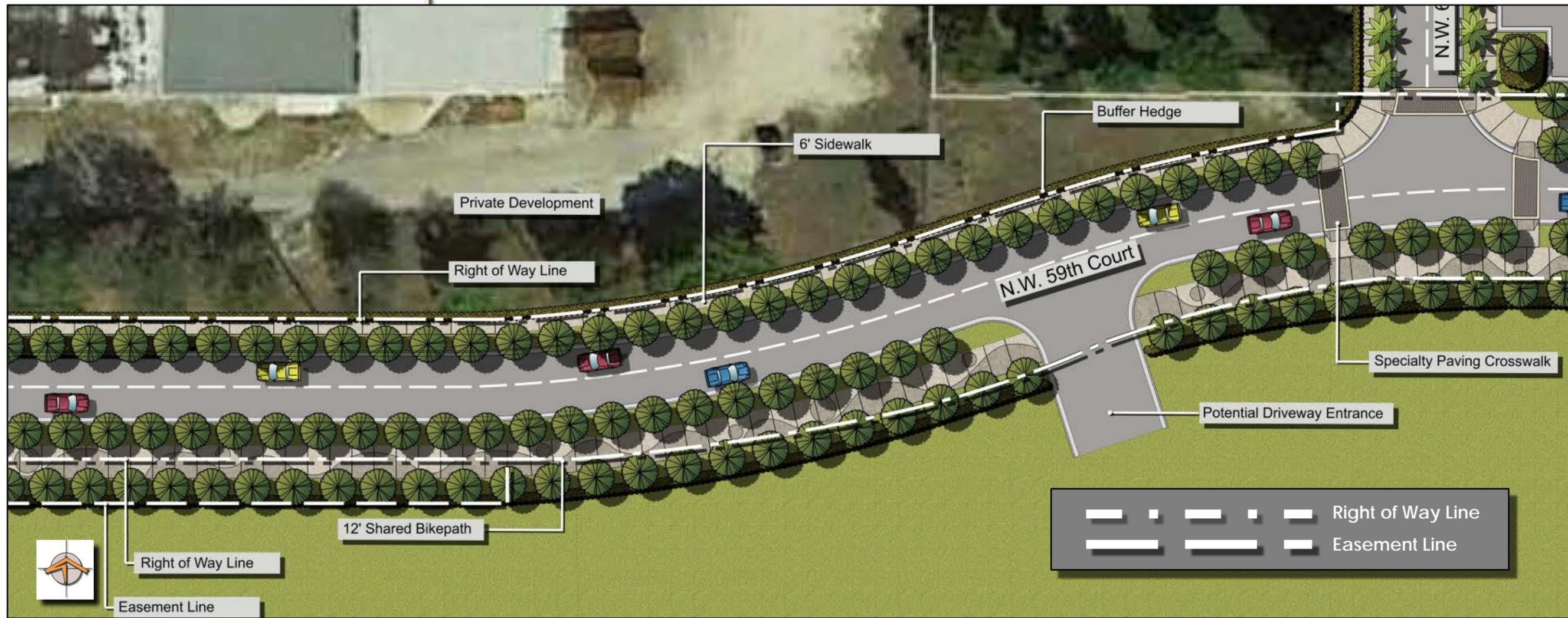
Study Area, Roadway Streetscape Corridors



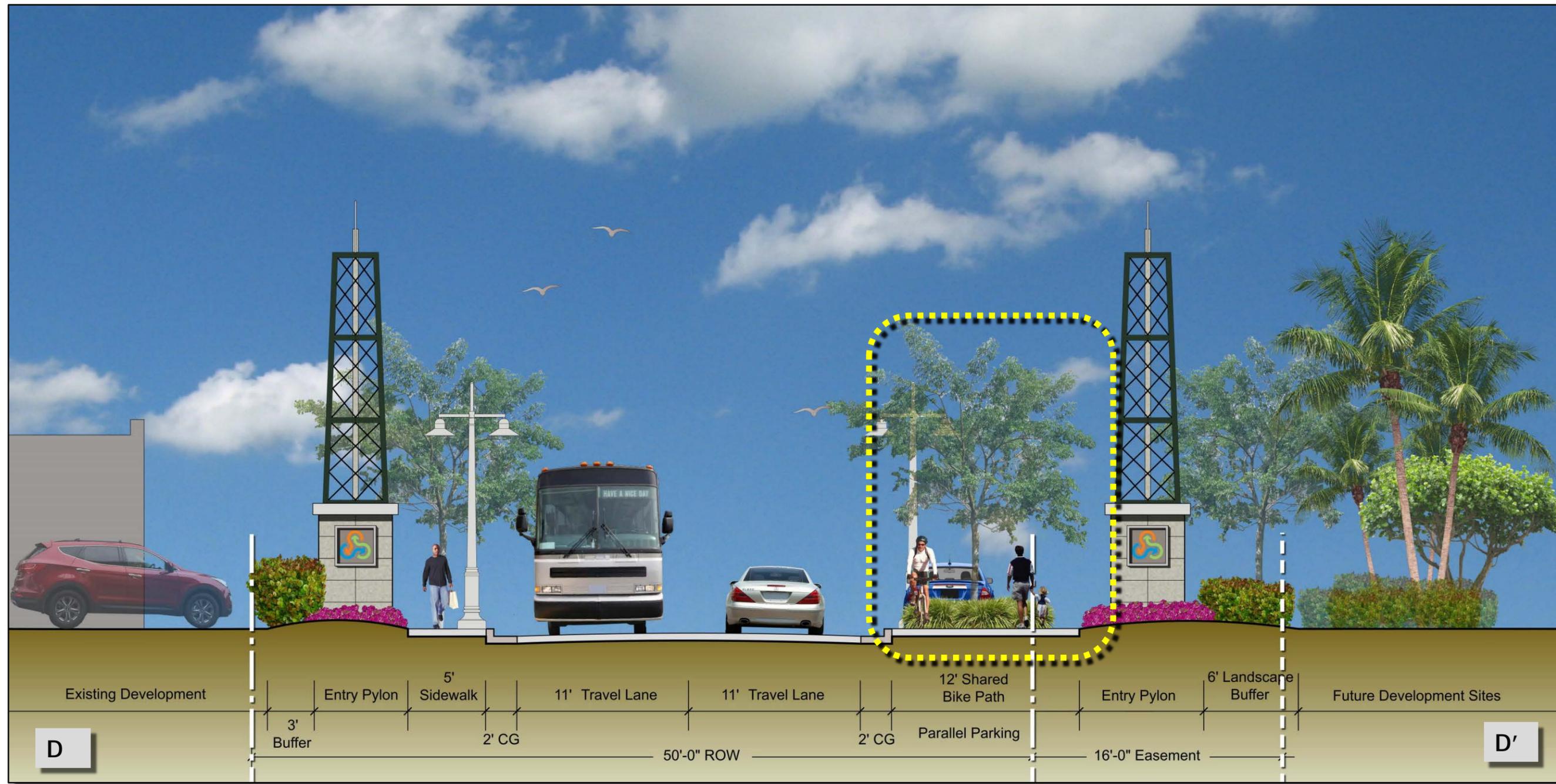
Streetscape Concept for N.W. 59th Court (Western Section)



Streetscape Concept for N.W. 59th Court (Eastern Section)



Section/Elevation D-D', viewed Eastward on N.W. 59th Court at Powerline Road



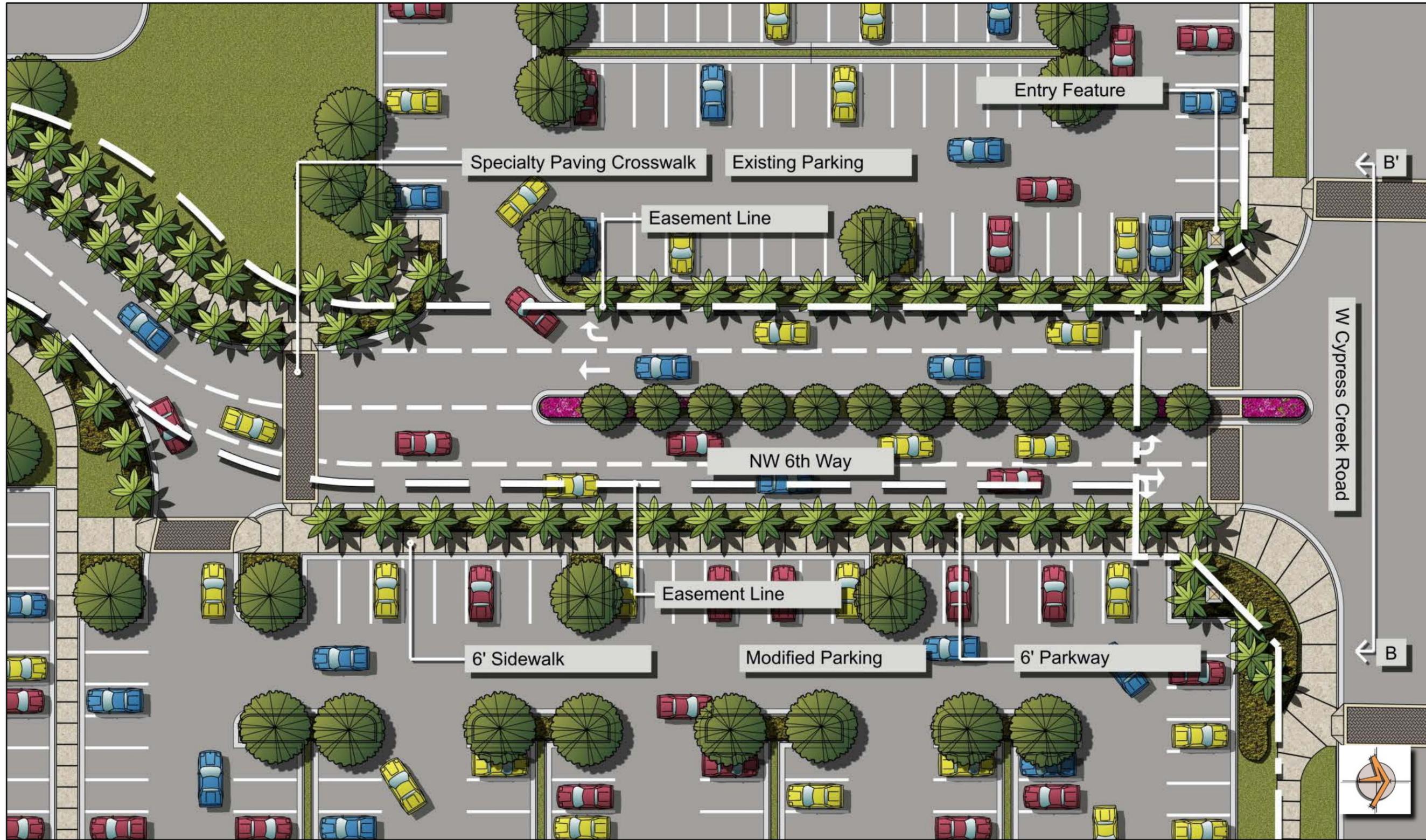
Streetscape Concept for N.W. 6th Way



W. Cypress Creek Road



Streetscape Concept for N.W. 6th Way, northern section at West Cypress Creek Road



Section/Elevation B-B' viewed Southward on N.W. 6th Way at West Cypress Creek Road



Cypress Creek Streetscape Concepts

City of Fort Lauderdale, Florida

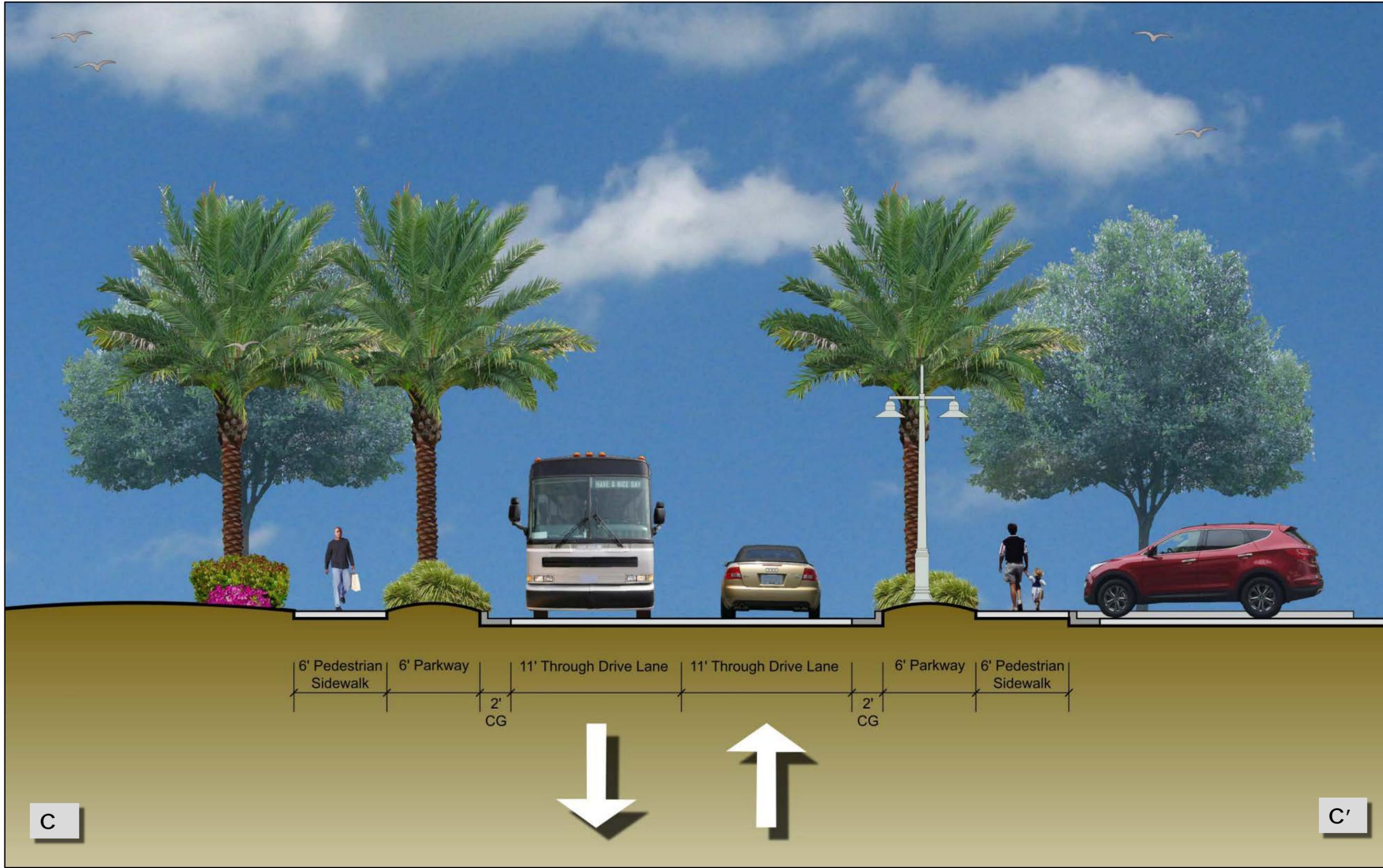
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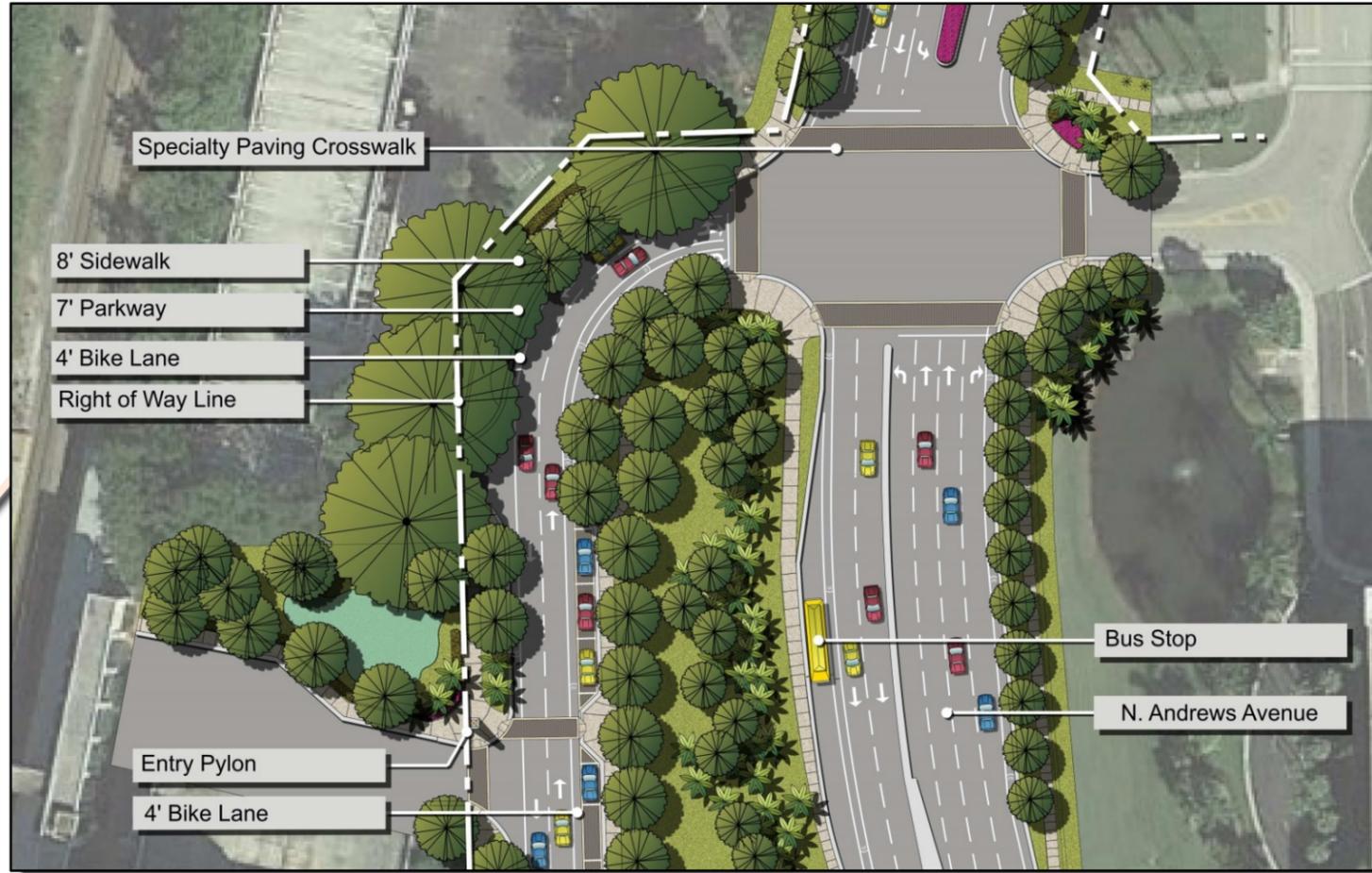
Streetscape Concept for N.W. 6th Way, southern section at N.W. 59th Court



Section/Elevation C-C' viewed Northward on S.W. 6th Way (Typical 2 lane section)



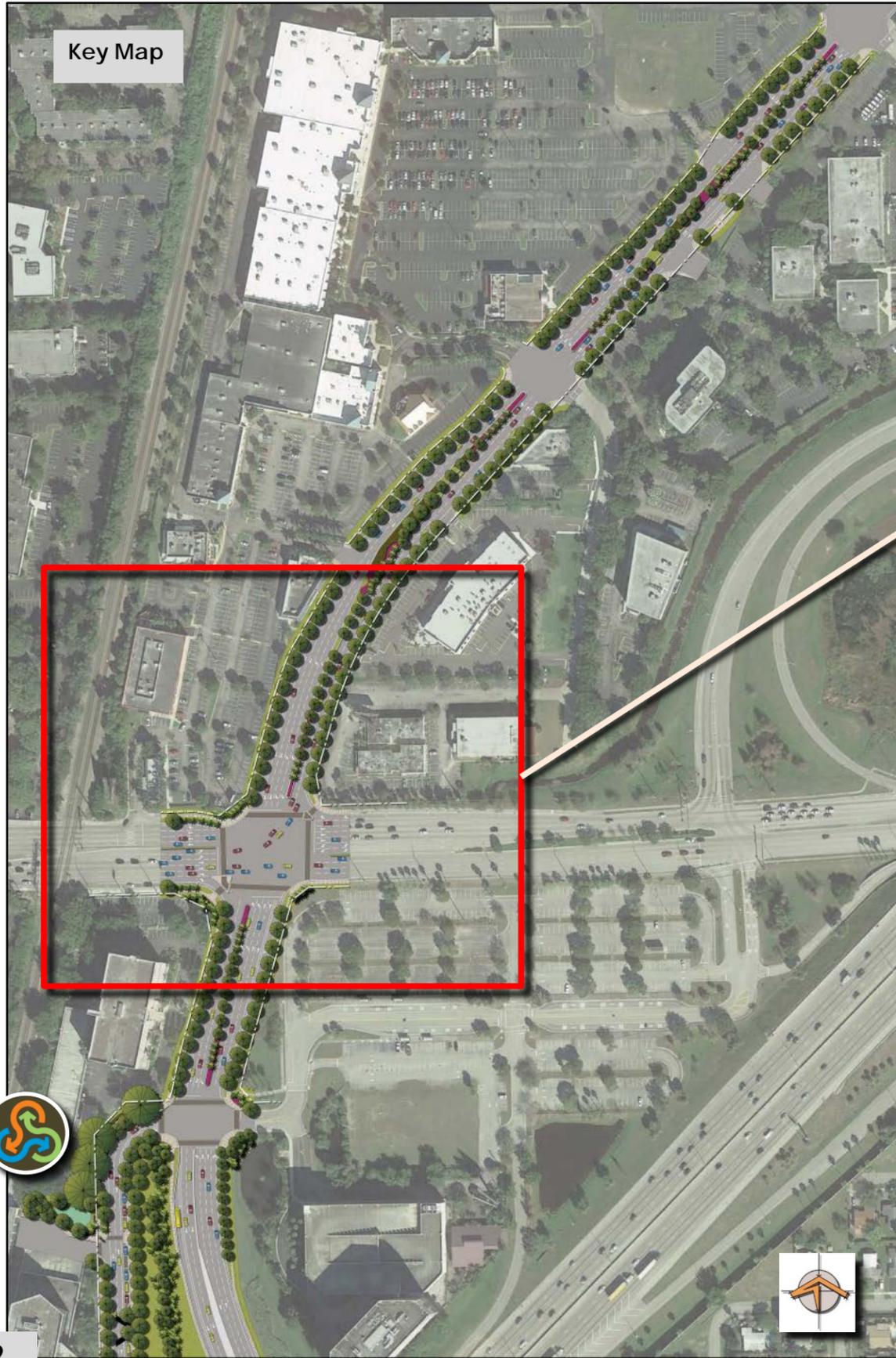
Streetscape Concept for North Andrews Way



Streetscape Concept for North Andrews Avenue, Section 1



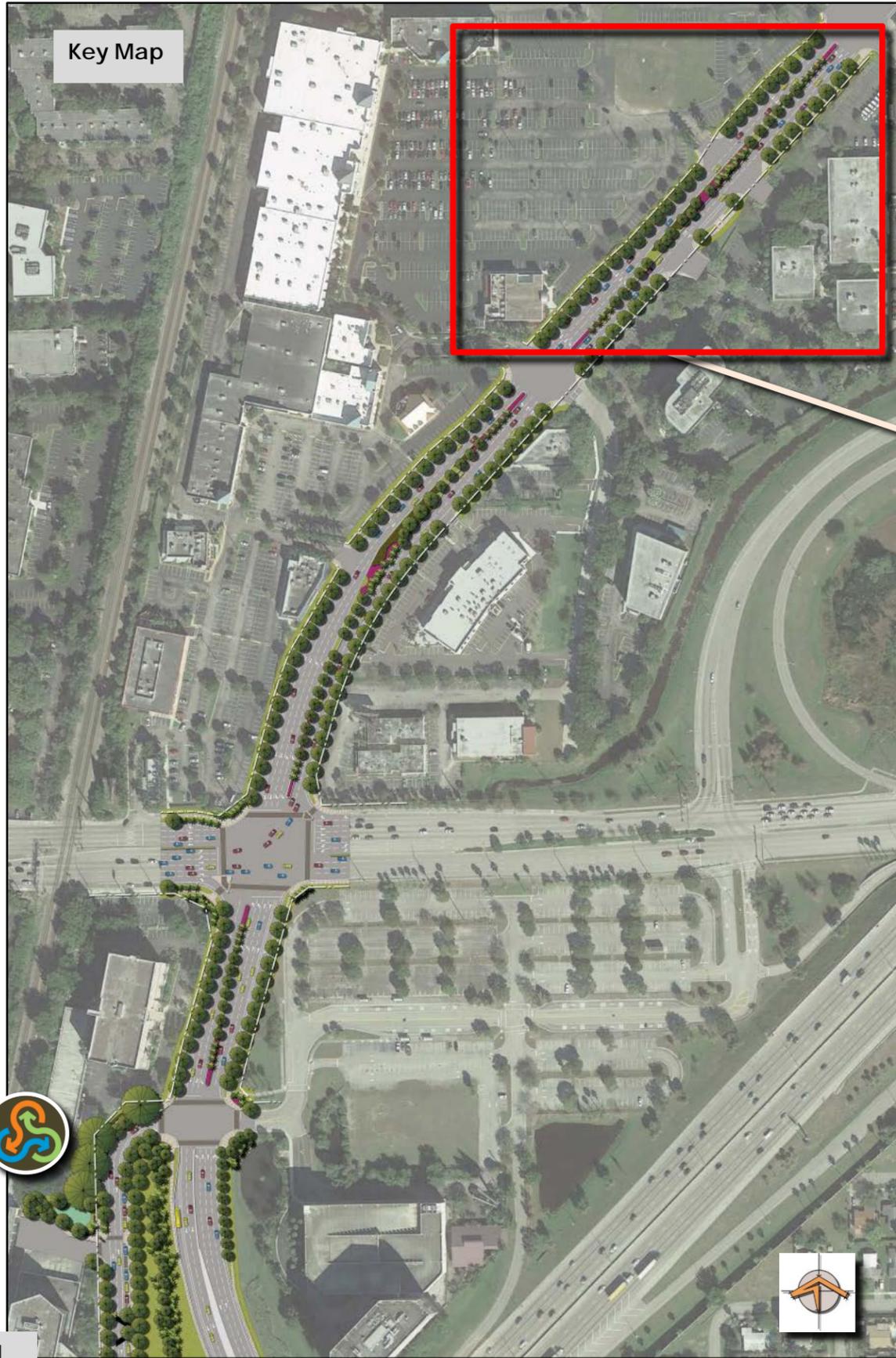
Streetscape Concept for North Andrews Avenue, Section 2



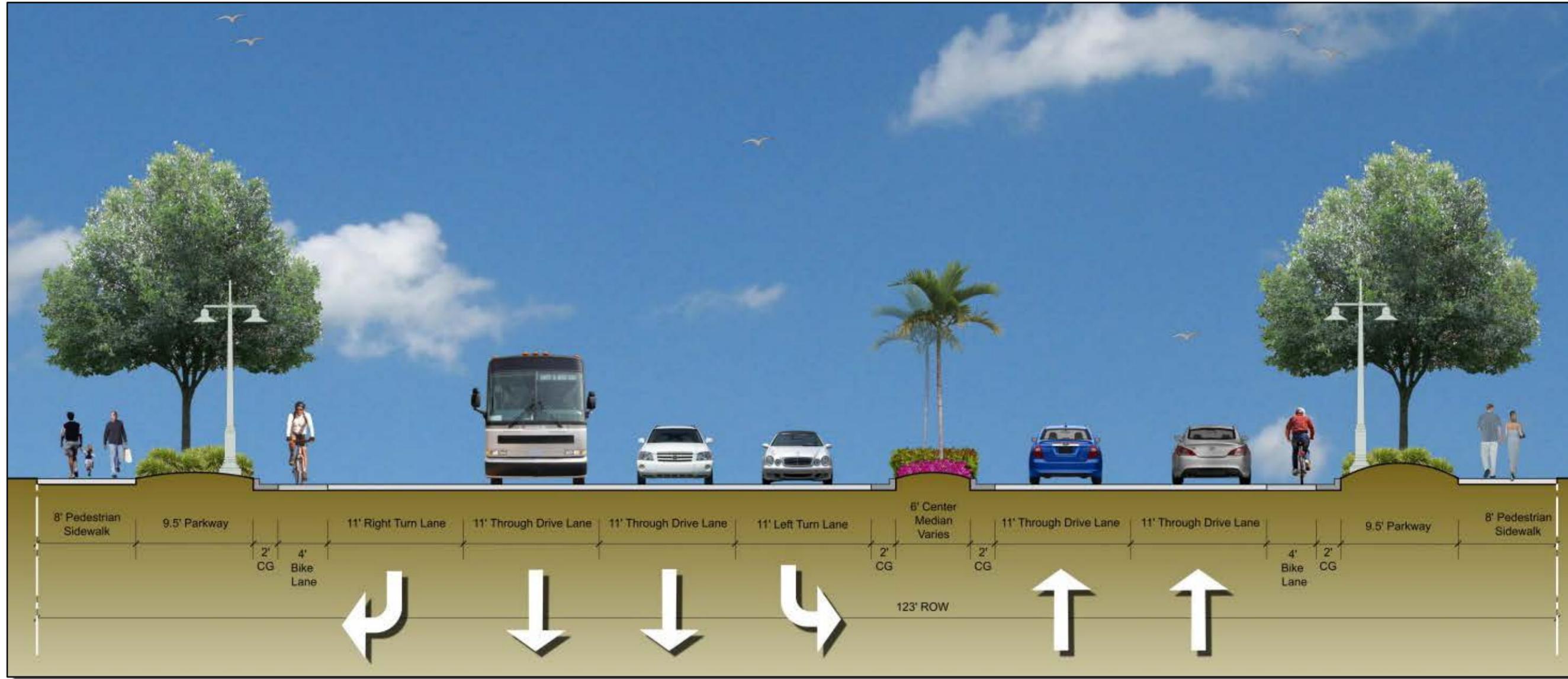
Streetscape Concept for North Andrews Avenue, Section 3



Streetscape Concept for North Andrews Avenue, Section 4

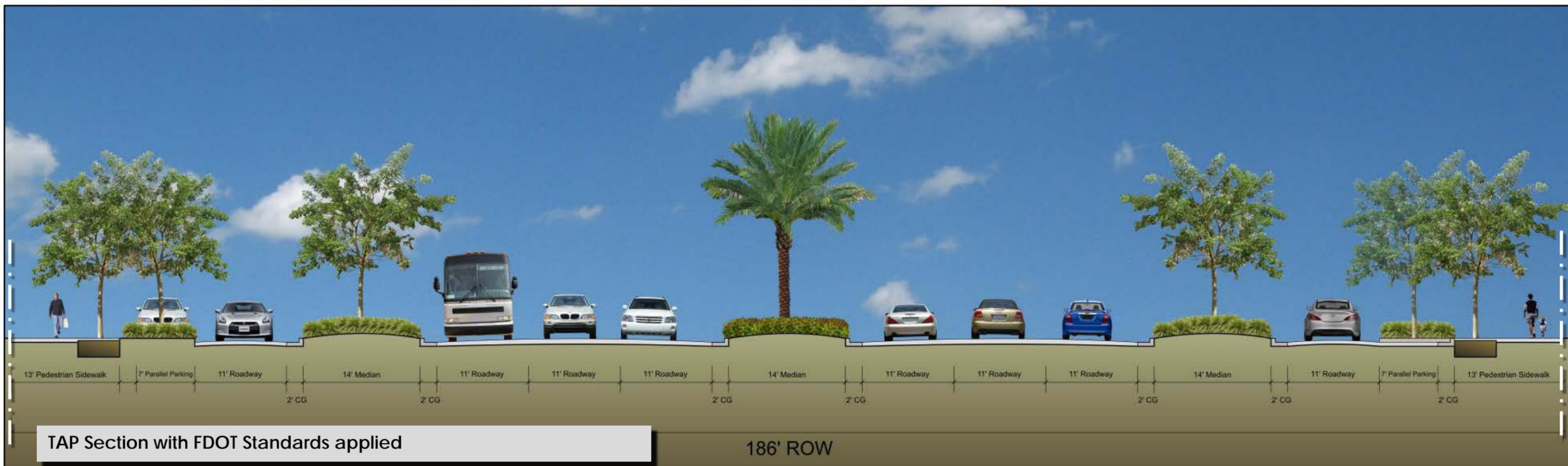
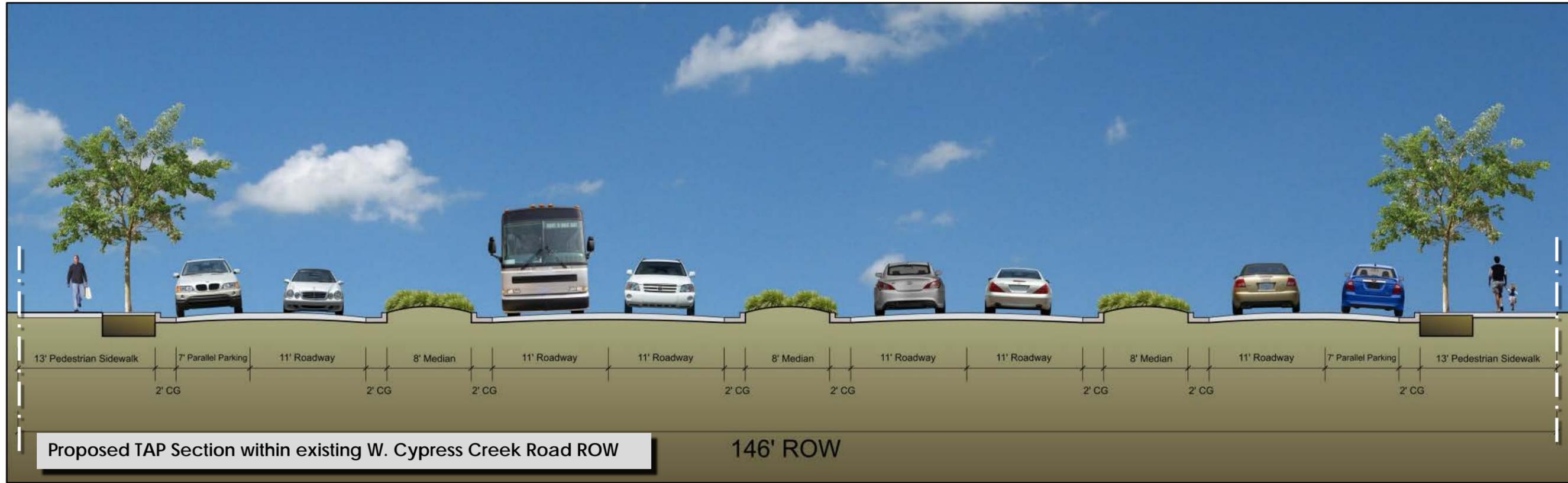


Typical Section/Elevation, North Andrews Avenue





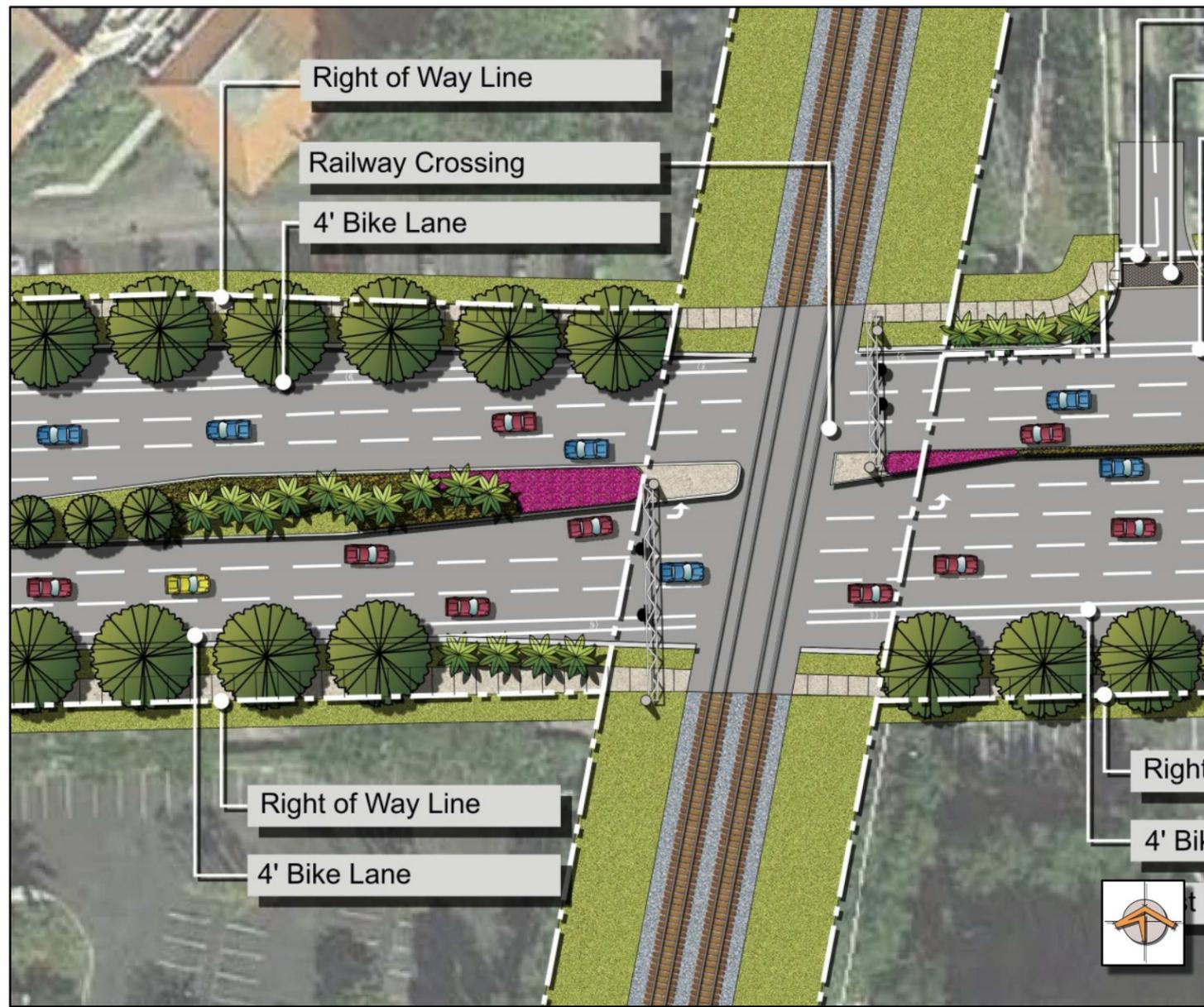
Proposed TAP Sections – West Cypress Creek Road



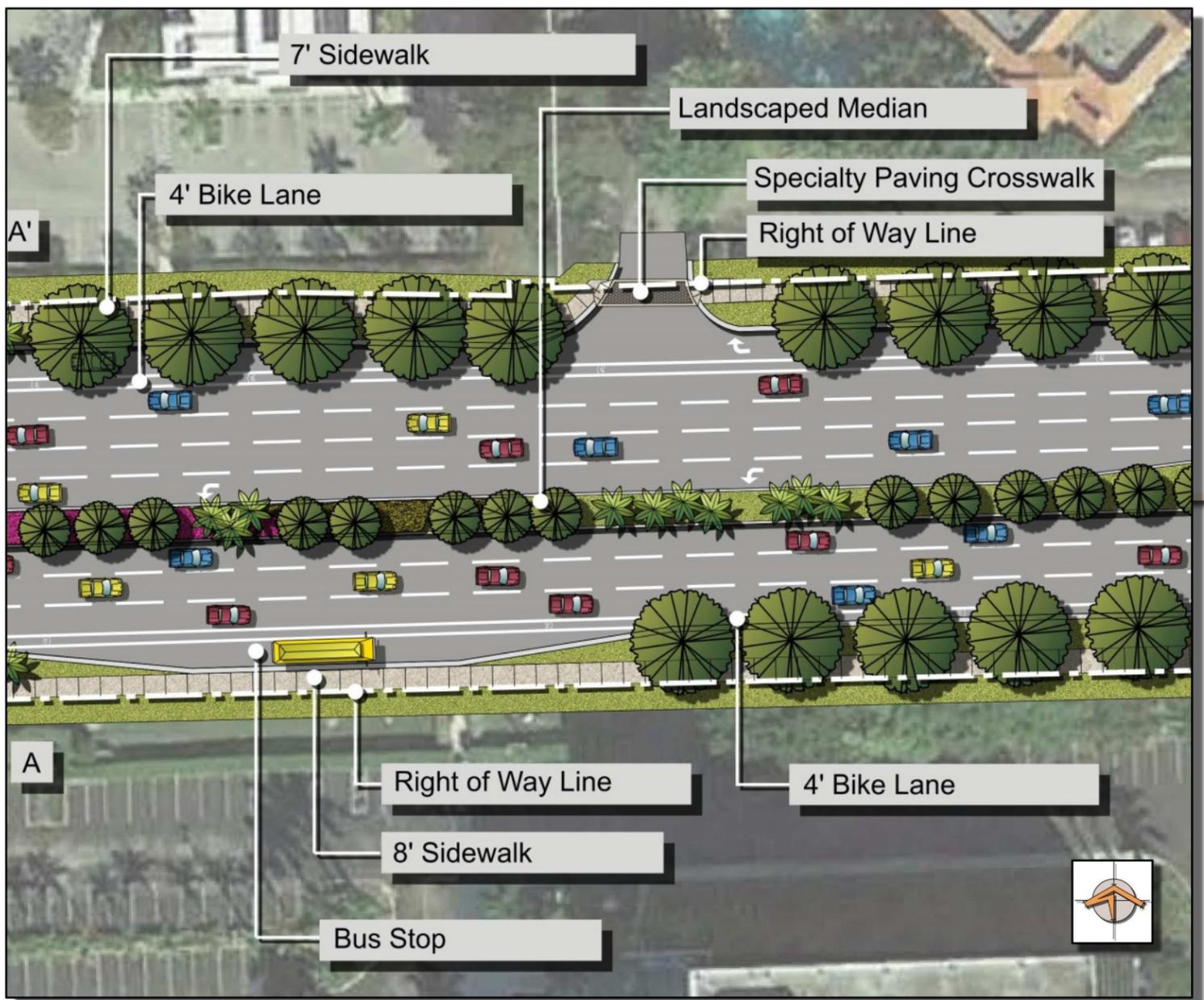
Streetscape Concept for West Cypress Creek Road, Section 1



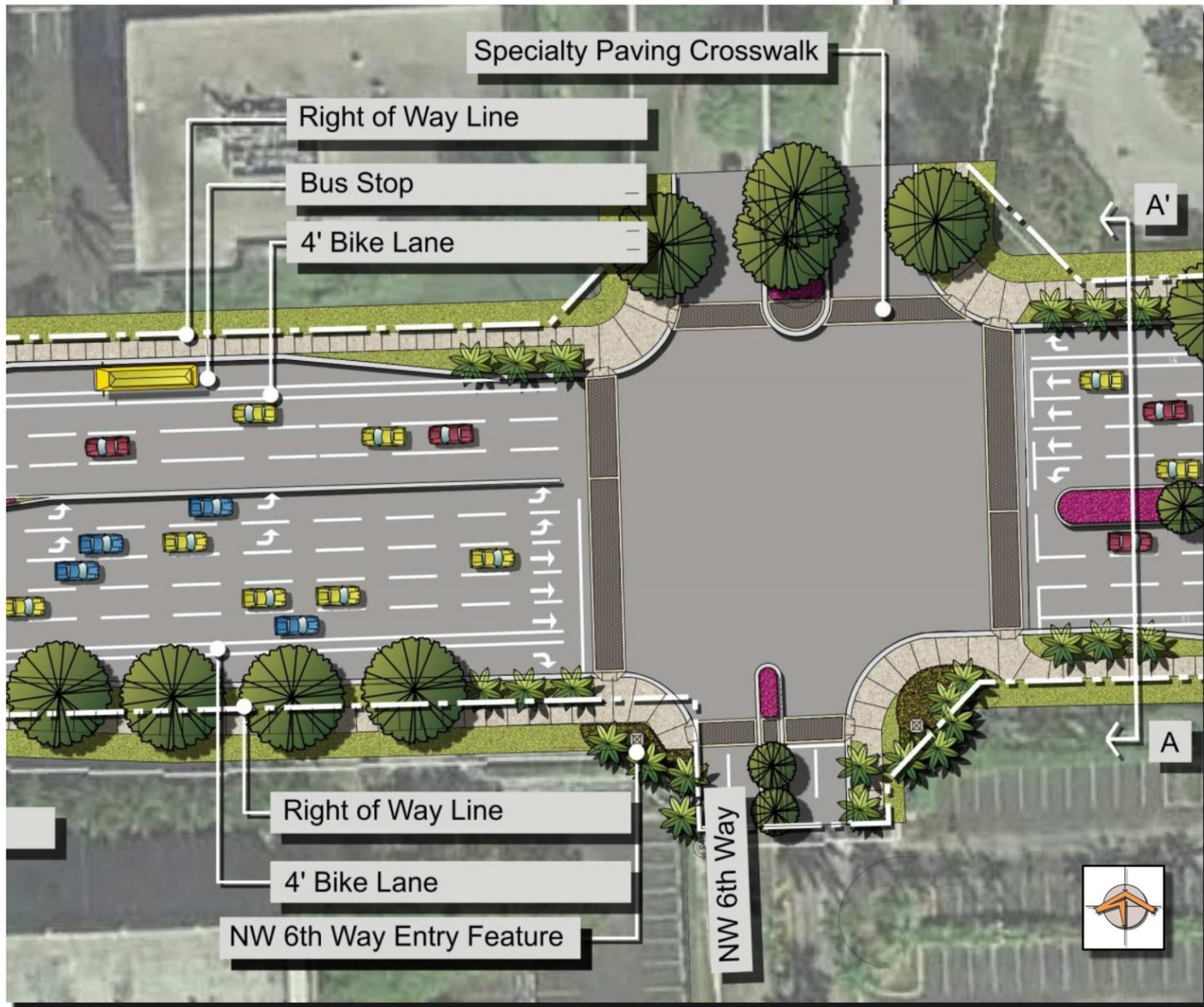
Streetscape Concept for West Cypress Creek Road, Section 2



Streetscape Concept for West Cypress Creek Road, Section 3



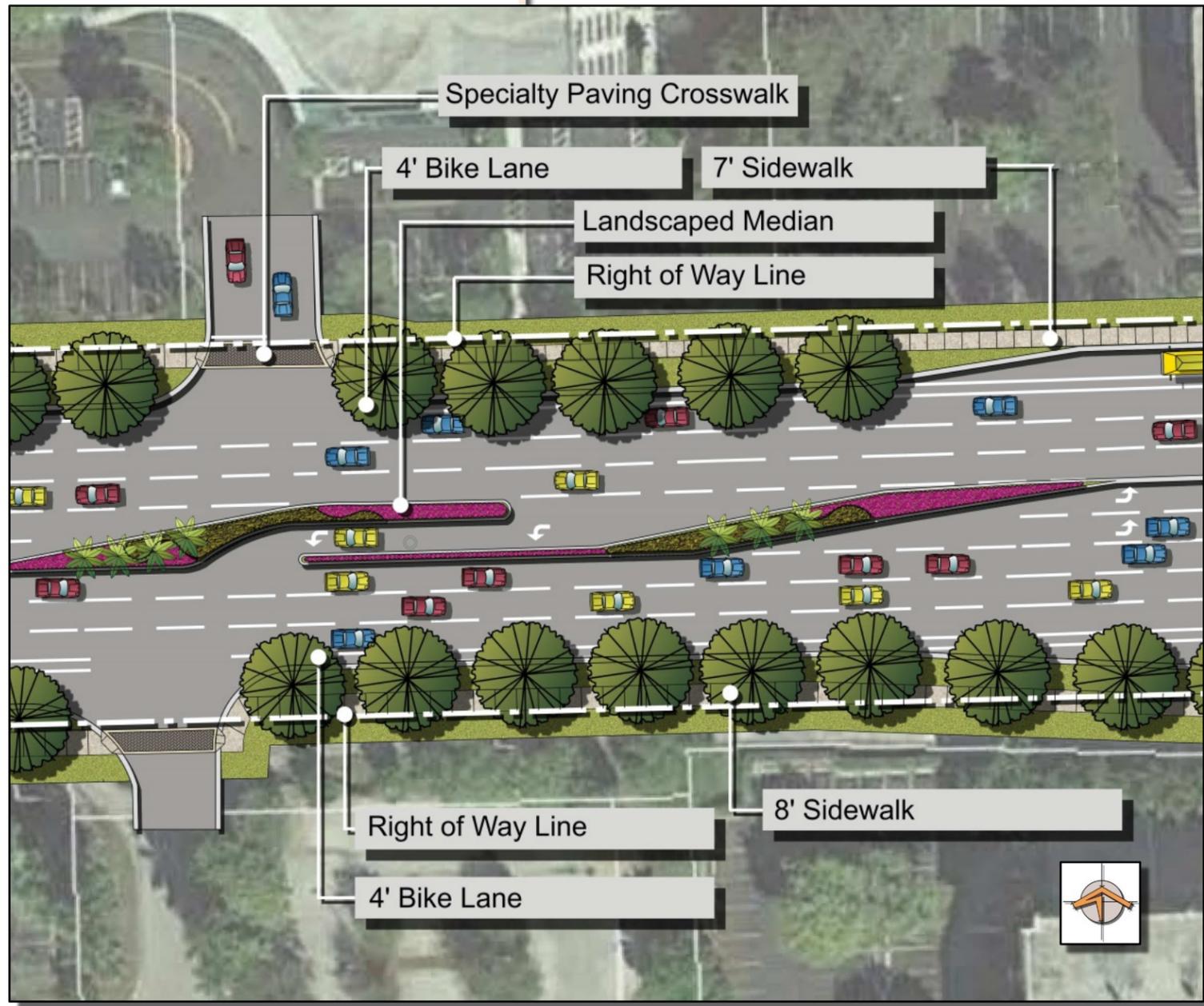
Streetscape Concept for West Cypress Creek Road, Section 4



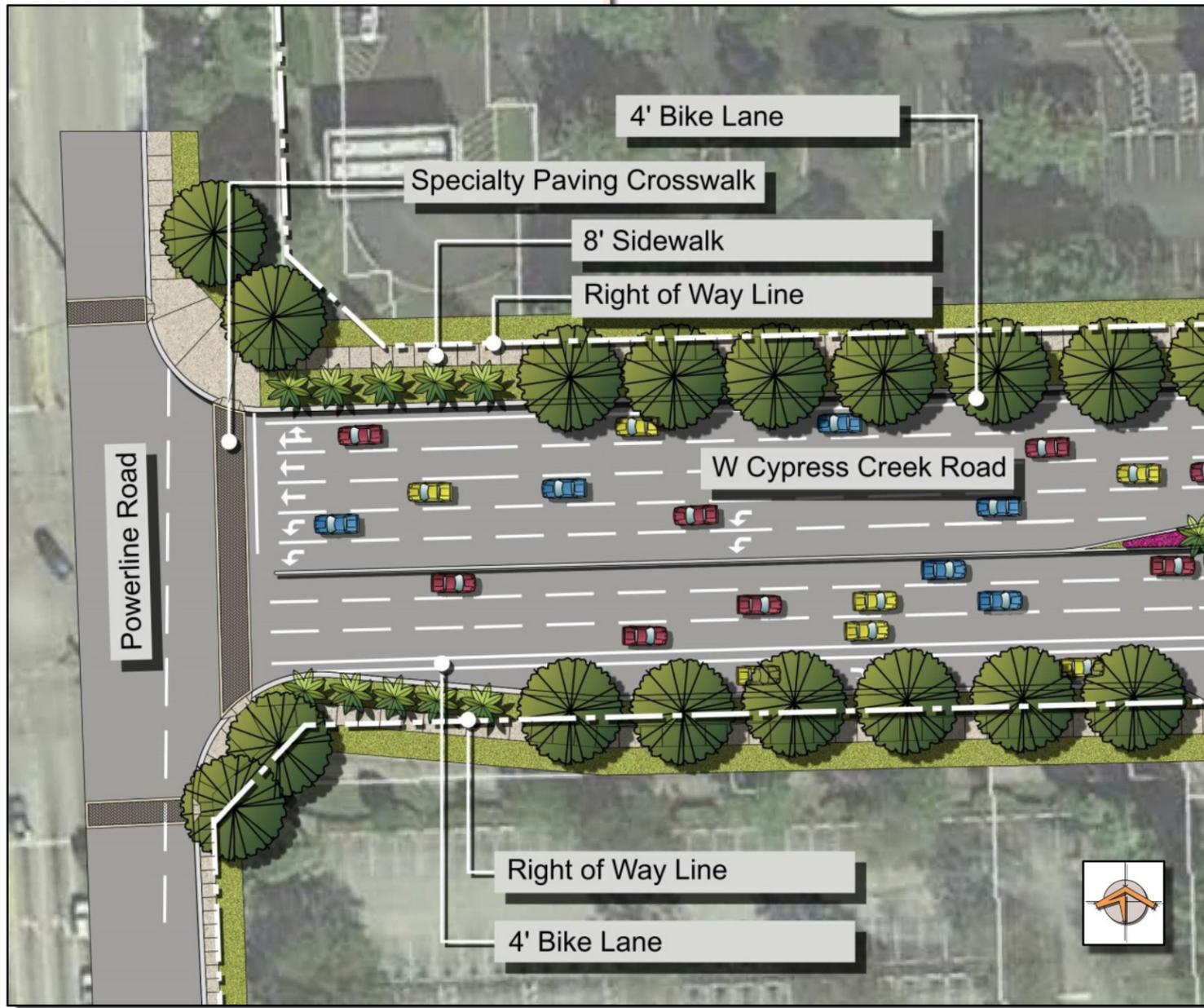
Section/Elevation A-A' viewed westward on West Cypress Creek Road at N.W. 6th Way



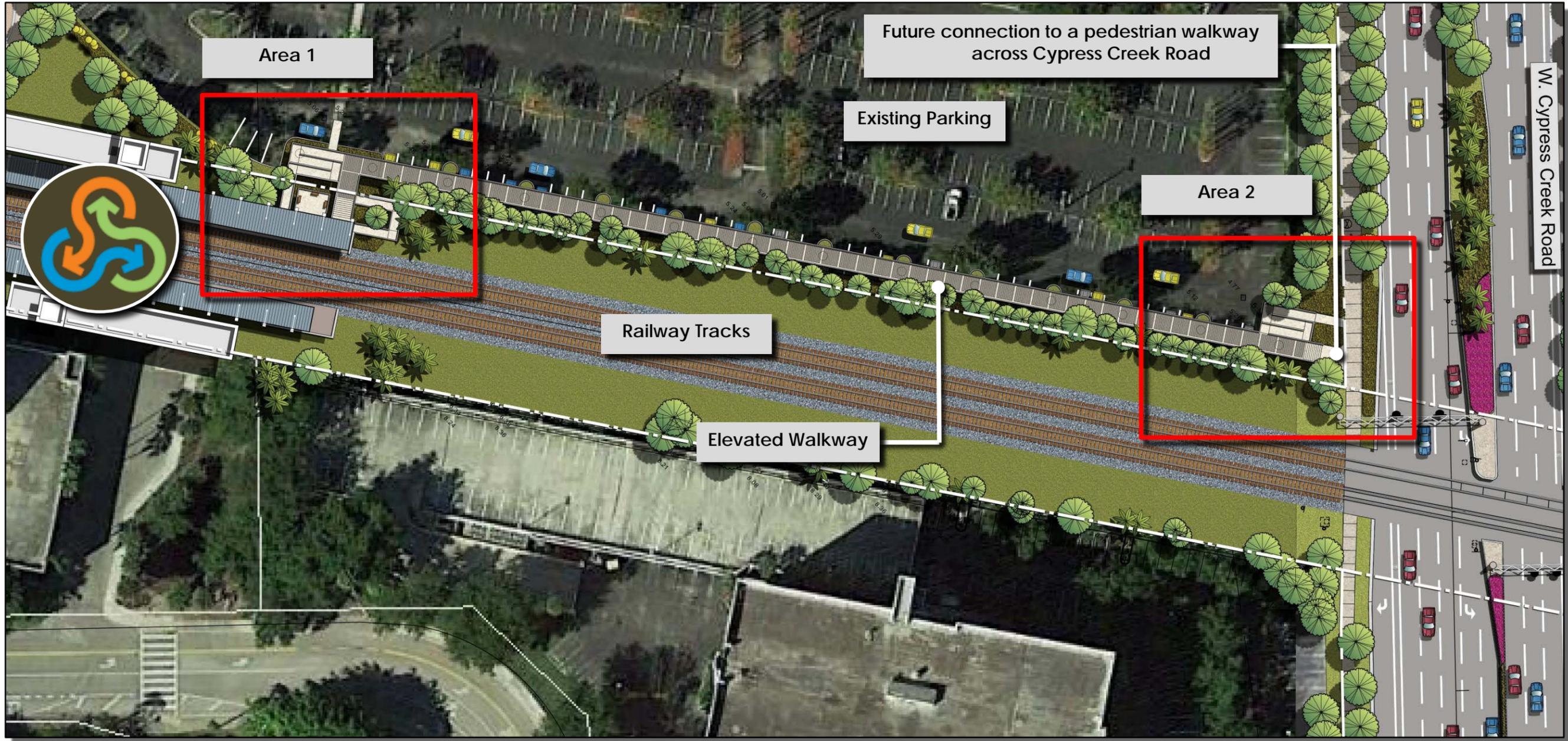
Streetscape Concept for West Cypress Creek Road, Section 5



Streetscape Concept for West Cypress Creek Road, Section 6



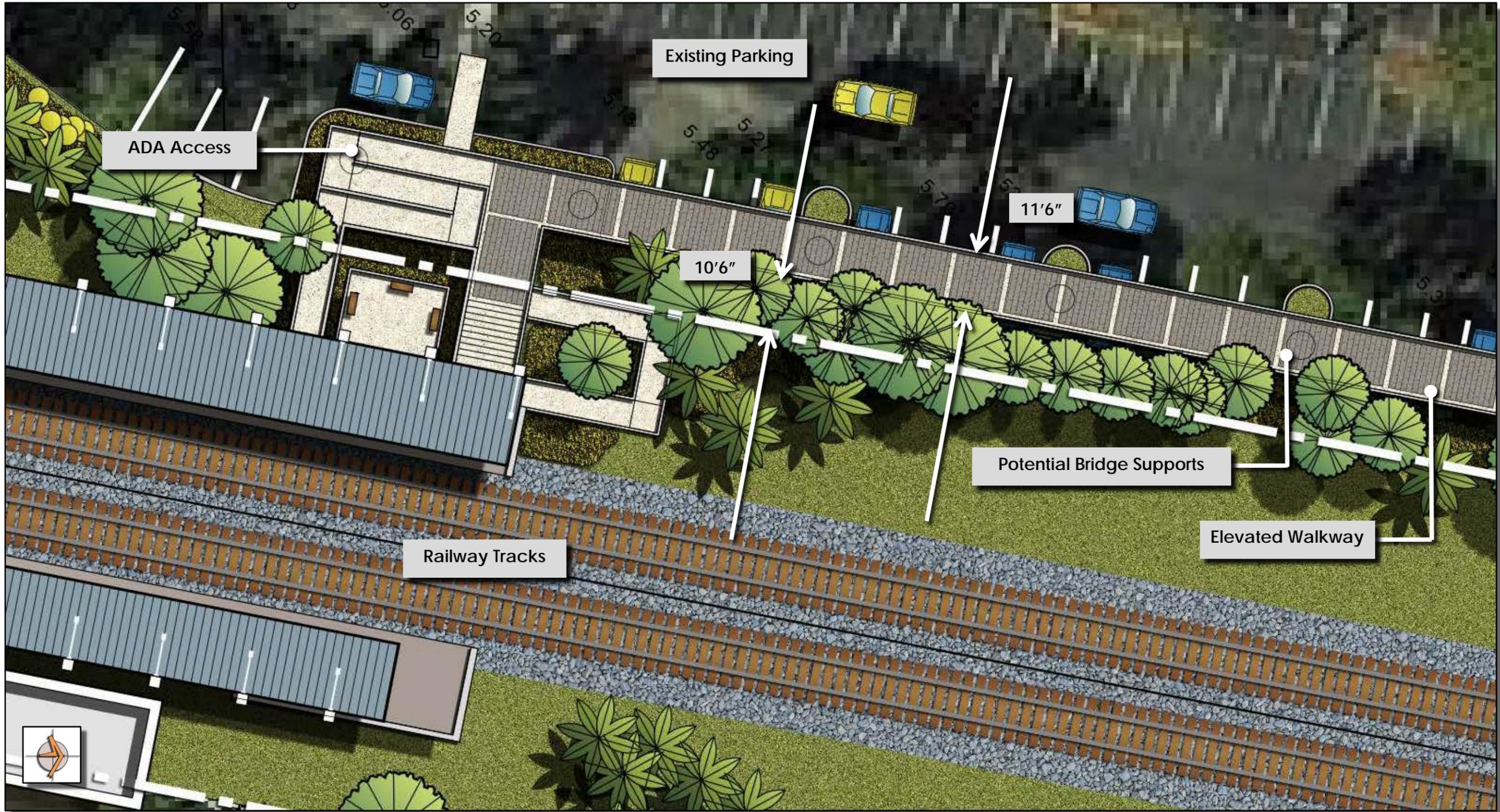
Plan View of Pedestrian Connector from Train Station to West Cypress Creek Road



— — — — — Right of Way Line



Pedestrian Connector access at Train Station, Area 1



Pedestrian Connector access at West Cypress Creek Road, Area 2



Section/Elevation of Pedestrian Connector at Train Station (viewed southward)

