



**South Florida Regional
Transportation Authority
Pedestrian Access Plan**



Final, May 25, 2016



Acknowledgements

This SFRTA Pedestrian Access Plan is the result of true collaboration. Staff from State, Regional, and Local entities made this document possible by contributing their time and unwavering support. What makes this unique is this is almost entirely an in-house effort at all levels of government. All participants realized the value of increasing pedestrian access to Tri-Rail stations, and freely shared their expertise and information. SFRTA spent additional funds only on the preliminary cost and right-of-way estimates needed for grant applications.

Successes have already been realized as a result of this plan. The Florida Department of Transportation updated some of their station area roadway construction plans to incorporate suggested sidewalks and signage at two station locations. Local governments have focused on improvements around the station areas. SFRTA hopes to continue in this spirit of cooperation.

SFRTA would specifically like to thank the following for their support.

- Florida Department of Transportation bicycle and pedestrian staff, who participated in a combination of briefings, field reviews and meetings with local governments.
- Regional Planning Council staff, who coordinated the outreach with local governments.
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- SFRTA's Planning Technical Advisory Committee, which provided input and support during two PTAC reviews.
- Local governments from the following municipalities, who provided input on draft projects and priorities.

- | | | |
|---------------------|-------------------|---------------------|
| - Palm Beach County | - Broward County | - Miami-Dade County |
| - Boca Raton | - Dania Beach | - Hialeah |
| - Boynton Beach | - Deerfield Beach | - Opa-Locka |
| - Delray Beach | - Fort Lauderdale | |
| - Lake Worth | - Hollywood | |
| - Mangonia Park | - Pompano Beach | |
| - West Palm Beach | | |

SFRTA would also like to thank its internal staff who led this effort:

- Lynda Kompelien Westin, AICP, Transportation Planning Manager, Real Estate
- Stephen Anderson, AICP, Transportation Planner (Former)
- Vicki Gatani, Transportation Planner

SFRTA
May 2016

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Introduction

Tri-Rail, which is operated by the South Florida Regional Transportation Authority (SFRTA), began service in 1989 as the first modern passenger commuter rail system in the southeastern United States. The trains run on the South Florida Rail Corridor (SFRC), through a heavily industrialized corridor adjacent to Interstate 95, the principal north-south freeway in the region.

The goal of the *SFRTA Pedestrian Improvement Plan* is to suggest ways to improve pedestrian access and facilities within $\frac{1}{4}$ mile of the 18 existing Tri-Rail stations. For the purpose of this study, a pedestrian facility is generally defined as an improvement made to accommodate or encourage walking such as a sidewalk, crosswalk, multi-use path, or pedestrian refuge island.

Improving pedestrian access to Tri-Rail is critical for several reasons:

- **Increased Ridership:** Improving pedestrian access will make it easier for potential Tri-Rail Riders without cars to get to the station. As a result, these new riders will help boost Tri-Rail ridership.
- **Decreased Greenhouse Gas Emissions:** Trips will be taken off of the road as more riders get to the station without a car, resulting in decreased greenhouse gas emissions.
- **Increased Economic Opportunity:** There are a large number of low and moderate income communities, as defined by HUD, along the SFRC. Improved access to jobs via transit may provide these residents with a ladder of opportunity. Also, there may be a personal cost savings to the rider because they take transit.
- **Increased Social Equity:** There are a large number of traditionally minority communities, as defined by the US Census, along the SFRC. Improved access to transit will improve social equity for people of color who live in these communities.
- **Increased Economic Development:** More walkable station areas could promote economic development in the form of transit-oriented development (TOD).

Meeting this straightforward goal is a challenge, however. In traditional communities developed before the advent of the automobile, it was easy to walk to the train station on the existing, pedestrian scaled street grid. There were many connections to the train station. Much of South Florida, though, was developed with bigger, faster streets to accommodate automobile traffic. As a result, extra care and coordination is needed to weave in safe, accessible pedestrian routes to and from existing Tri-Rail stations.



Background

SFRTA used a very thorough process to identify potential pedestrian improvements. The 2010 Palm Beach County Pedestrian and Bicycle Access Plan created by Treasure Coast Regional Planning Council for SFRTA was used as a background document in Palm Beach County, and its format was carried over into this new work for the entire Tri-Rail System.

Additionally, the work of Jeff Spek influenced this document. He has evaluated the “Network of Walkability” for both downtown Fort Lauderdale and Downtown West Palm Beach. His approach is to create continuous safe pedestrian routes through his study areas. SFRTA utilized the same approach for this work.

How the Plan Was Put Together

The following is a brief snapshot on how this plan was put together.

Preliminary Mapping: Existing pedestrian facilities within a ¼ mile of each Tri-Rail station were researched and mapped using Google Earth, county appraiser maps, and other GIS resources. Preliminary gaps were identified in the pedestrian network.

Initial lists of potential projects were developed. Typical projects suggested were sidewalks, crosswalks, multi-use paths, and pedestrian refuge islands. Projects within or crossing the SFRC right-of-way were not considered.

Walkscore Information: Existing *Walkscore.com* information was also collected for each station. The *Walkscore.com* website computes the walkability of an address by calculating hundreds of walking routes to nearby places and measuring the depth of choice in each category (e.g. restaurant choice). Walkscore also provides a walkshed map, or a travel time map that shows what areas a typical pedestrian can access in an allotted amount of time. For the purposes of the *SFRTA Pedestrian Improvement Plan*, the allotted time chosen is fifteen minutes.

Field Visits: The initial maps were reviewed for accuracy in the field. Each potential project was field checked. Special topographic issues and pedestrian generators were noted. Representatives of the appropriate Metropolitan Planning Organization and the Florida Department of Transportation Bicycle and Pedestrian Coordinators were invited to the field visits.

Municipal Outreach: SFRTA met with local governments to review the draft project list. Information was requested on existing local plans for pedestrian improvements within the station area. Local feedback on project priorities was requested. Additional suggestions were received and reviewed.



Representatives of the appropriate Metropolitan Planning Organization and the Florida Department of Transportation Bicycle and Pedestrian Coordinators were invited to attend these meetings.

The following table summarizes the local governments and transportation planning agencies involved in the planning process.

<u>Palm Beach County</u>	<u>Broward County</u>	<u>Miami-Dade County</u>
- Palm Beach MPO	- Broward MPO	- Miami Dade MPO
- Palm Beach County	- Broward County	- Miami- Dade County Community Planning and Public Works
- FDOT D4	- FDOT D4	- FDOT D6
- City of Boca Raton	- Broward County Planning and Redevelopment Department	- City of Opa-locka
- City of Delray Beach	- City of Deerfield Beach	- City of Hialeah
- City of Boynton Beach	- City of Pompano Beach	
- City of Lake Worth	- City of Ft. Lauderdale	
- City of West Palm Beach	- City of Dania Beach	
- Town of Mangonia Park	- City of Hollywood	

SFRTA Planning and Technical Advisory Committee (PTAC) Outreach: SFRTA also reached out to its PTAC for input into the plan. SFRTA gave updates on the plan to PTAC early in the planning process as well as after the municipal outreach had been completed.

Cost and ROW Estimates: Based on a review of MPO funding requirements, SFRTA went an extra step and developed detailed cost and right-of-way estimates for each suggested project. SFRTA feels that this will increase the competitiveness of these projects for grant funding by providing detailed engineering related information required in grant applications.

Final Project Prioritization: Based on local government and transportation agency input, SFRTA prioritized the projects by timeframe: short, medium, long-term. SFRTA also identified the likely implementing agency based on the location and complexity of each project.

Project Implementation: SFRTA intends to pursue project funding from multiple transportation funding sources. Local governments may also be able to implement many of these projects on their own or in partnership with SFRTA.



Definitions

The following are definitions of the most commonly recommended pedestrian improvements in the SFRTA Pedestrian Access Plan.

Sidewalk: the portion of a street between the curb line and the adjacent property line that is paved or improved and intended for use by pedestrians. FDOT requirements in urban areas are for sidewalks five feet wide on both sides of the road. If the sidewalk is adjacent to the curb, six foot sidewalks are required.

Crosswalk: any portion of a roadway at an intersection or elsewhere that distinctly indicate a pedestrian crossing by pavement marking lines on the surface, which may be supplemented by contrasting pavement texture, style, or color and signage.

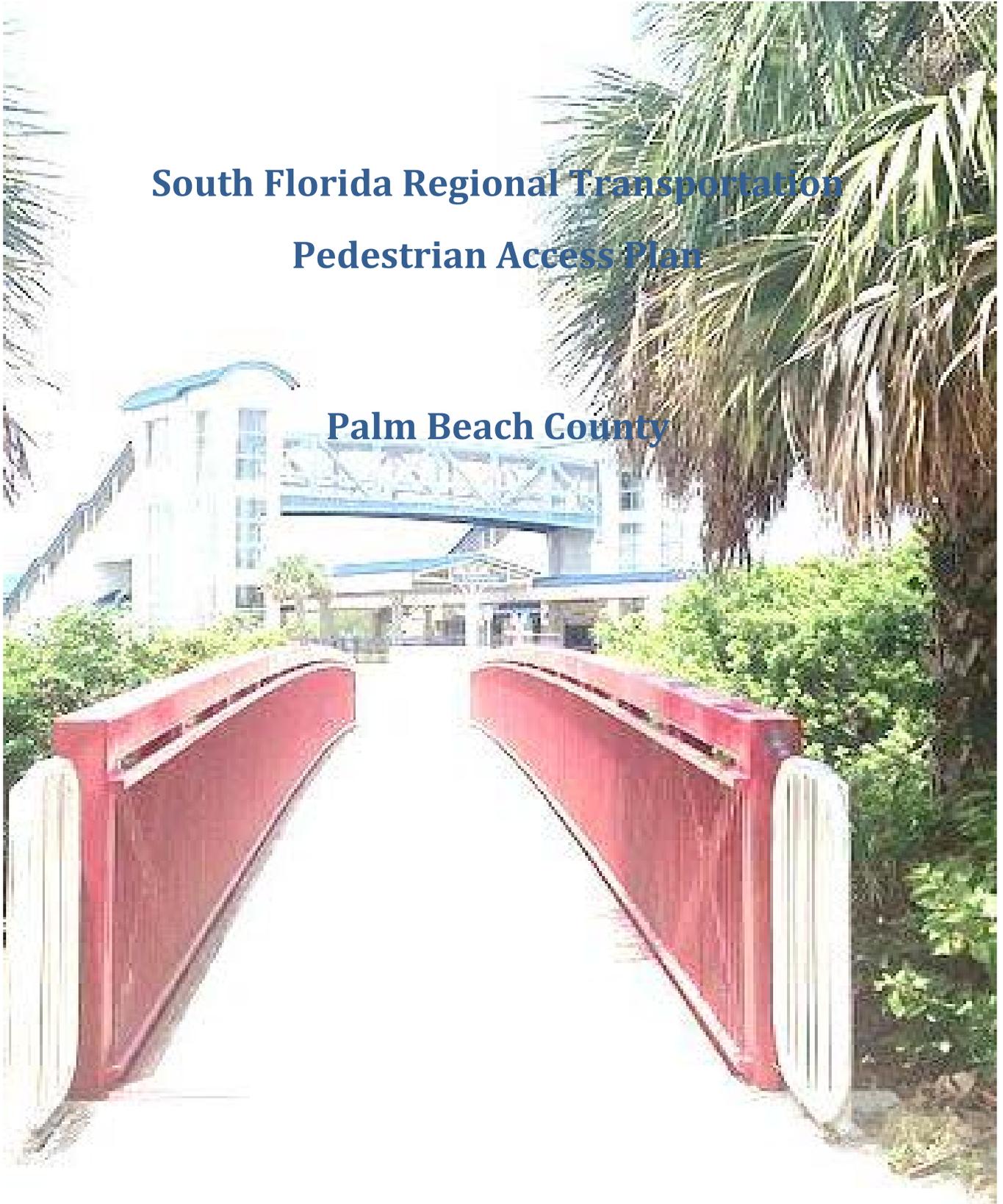
Multi-Use Path: is a pathway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and often on a separate alignment from nearby roadways. Multi-use (shared-use) paths are used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Shared-use paths are recommended to be a minimum width of 12 feet.

Pedestrian Refuge Island: is a raised island or median in the center area of a street or highway that is wide enough to serve as a place of refuge for pedestrians crossing at a midblock or intersection. Center islands or medians allow pedestrians to find an adequate gap in one direction of traffic at a time. Pedestrians are able to stop in the refuge island and wait for an adequate gap in the other direction of traffic before crossing the second half of the street. Minimum widths for refuge islands and for warning surfaces are provided in the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)” (see Section 1A.11).



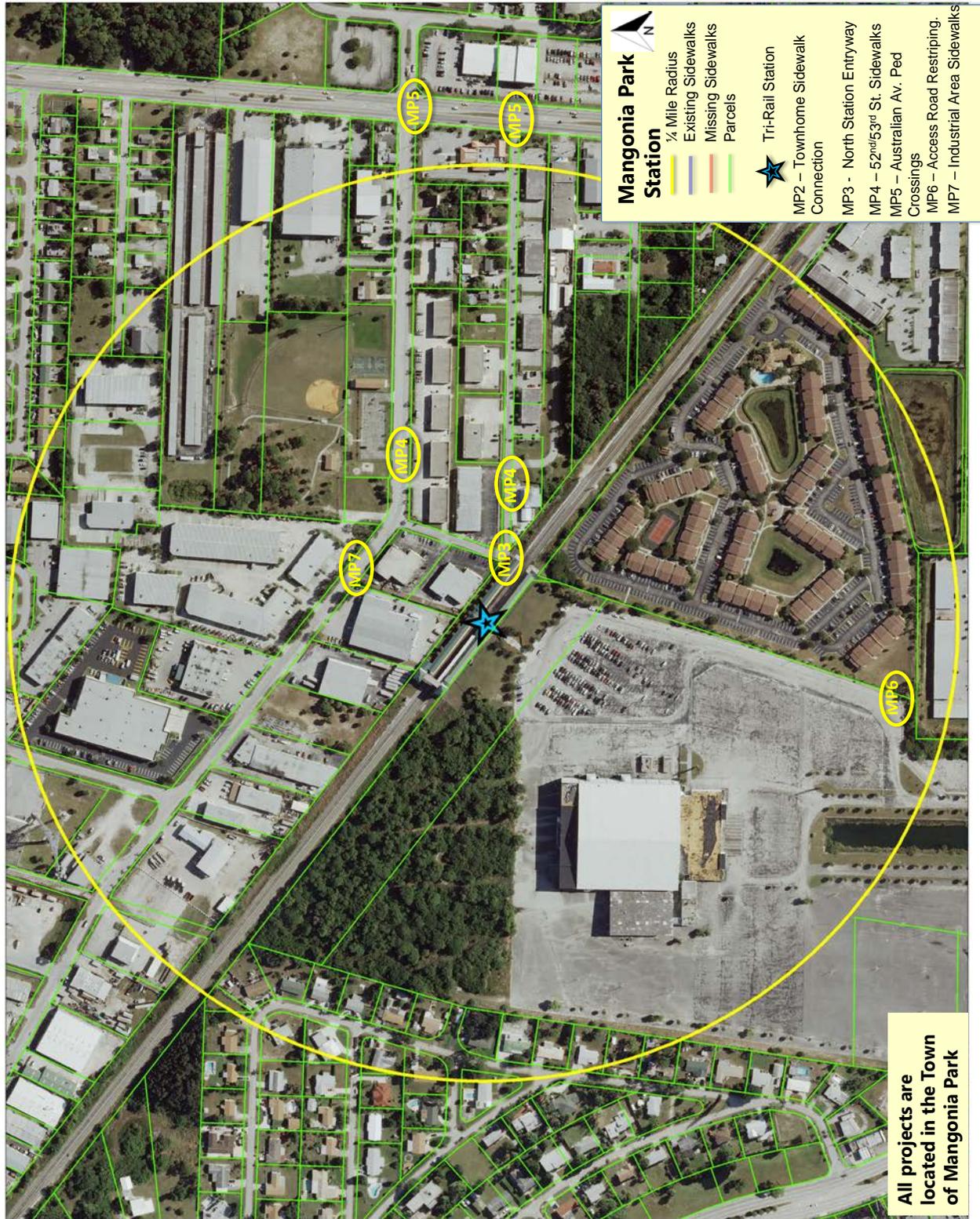
South Florida Regional Transportation Pedestrian Access Plan

Palm Beach County





Mangonia Park Station Aerial and Project List



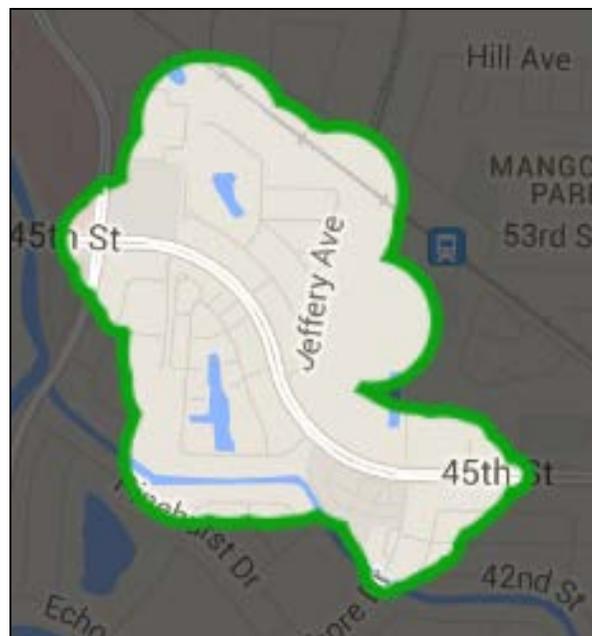


Station Area Description

The Mangonia Park Station is Tri-Rail’s northern terminus and is located off of 45th Street approximately 0.6 miles east of Congress Avenue. It is co-located with the unused Mangonia Park Jai-Alai fronton. The station’s primary access is provided via 45th Street, an east-west arterial. Pedestrians wishing to access the station from 45th St. utilize existing sidewalks along an access road. An unofficial access to the station exists north of the station property along 52nd Street. Pedestrian facilities leading to this “unofficial” access are incomplete. According to the 2013 SFRTA Onboard Survey, Mangonia Park Station is Tri-Rail’s fourth busiest station and has a pedestrian mode share of 8.2%, the eighth highest in the Tri-Rail system.

The area surrounding Mangonia Park station does not have a strong street grid network. The station received a 45 (out of 100) from Walkscore, indicating the area is car-dependent. Mangonia Park Station’s walkshed map is shown in Figure 1.

Figure 1 – Walkshed Map for Mangonia Park Station



Station Land Use

Land uses within a ¼ mile radius of the Mangonia Park Station include an underutilized parking lot (belonging to a unused jai-alai fronton), light industrial uses to the north, and some multi-family residential in the southeast. The rest of the half-mile surrounding area contains employment and residential uses but none are clear pedestrian generators.



Station Projects Identified

Six pedestrian improvement projects were identified. Most are related to providing better access to this heavily utilized station. SFRTA security staff has remarked that the station's back side access is used as a shortcut for residents heading to 45th St. from Australian Ave.

- Project MP2, the Townhome Sidewalk Connection, would complete a small sidewalk gap between the station access road and the adjacent Hampton Court apartments.
- Project MP3 calls for an ADA-accessible entryway that enables better access from north of the station and would provide enhanced connections from the residential, employment, and educational areas along Australian Avenue. This should be packaged with construction of MP4.
- Project MP4 seeks to complete sidewalks along 52nd and 53rd Streets leading to a potential north station entryway. This should be packaged with construction of MP3.
- Project MP5, "Australian Ave. Pedestrian Crossing" would allow pedestrians to safely cross Australian Avenue, leading to 52nd and/or 53rd Street paths to the station.
- Project MP6, "Access Road Restriping" would improve safety for pedestrians and vehicles as the existing access road marking is worn and difficult to see at night or in inclement weather.
- Project MP7, "Industrial Area Sidewalks" calls for pedestrian connections along the many industrial uses along 53rd St. northwest of the station and would lead/connect to a potential north station entryway.



Mangonia Park Station Project List

Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
MP2	Townhome Sidewalk Connection	Adjacent to townhome residential on east side of station sidewalk	Townhomes entrance	Station sidewalk	Sidewalk between multifamily residential/townhome and station sidewalk.
MEDIUM-TERM					
MP3	North Station Entryway	52nd Street	52nd Street	Station at north side of station	Pave north side station access; fencing, sidewalk and ADA improvement(s) to connect 52nd St. to station. PACKAGE WITH MP4.
MP4	52nd and 53rd St. Sidewalks	52nd and 53rd Streets and Australian Avenue (MP4a and b split MP4 into two separate projects. *)	52nd and 53rd Streets at Australian Avenue	SE station access on N side of rail ROW.	Complete sidewalks on 52nd and 53rd Streets, with shared use path and crosswalks. Connect to Australian Avenue. PACKAGE WITH MP3.
*Alternative MP4a	52nd St. Sidewalk	52nd Street and Australian Avenue	Australian Ave	52nd Street	Sidewalk and ped improvements to connect to improved station access at 52 St. and rear station entrance.
*Alternative MP4b	53rd St. Sidewalk	53rd Street and Australian Avenue	Australian Ave	53rd Street	Sidewalk and ped improvements to connect to improved station access at 52nd St. and rear station entrance.
MP5	Australian Ave. Pedestrian Crossing	52nd Street and Australian Avenue	52nd Street and Australian Avenue	52nd Street and Australian Avenue	Provide pedestrian crossing at this intersection with ped light and roadway striping.
LONG-TERM					
MP6	Access Road Restriping	45th Street/North Shore Drive station access road	45th Street/North Shore Drive at station entrance	Station platform	Re-pave and re-stripe station access and roadway at 45th St/ North Shore Drive.
MP7	Industrial Area Sidewalks	53rd Street	53rd Street	Hill Avenue	Construct sidewalks on NW 53rd St. from intersection of 52nd and 53rd Streets north to Hill Ave.



Identified Projects (Mangonia Park Station)

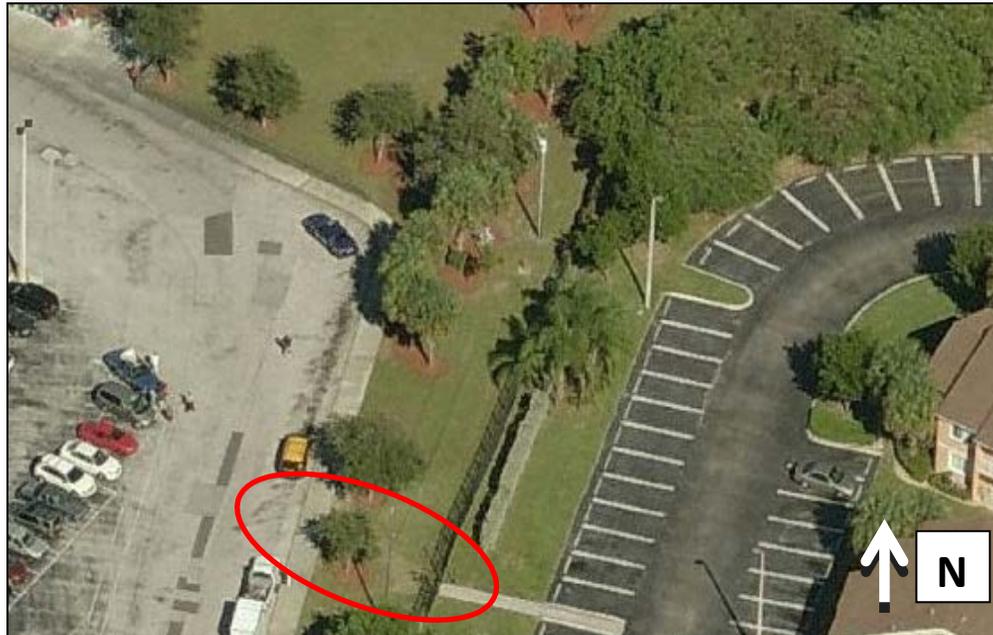


Figure 2 - Townhome Sidewalk Connection (MP2) – Connect existing sidewalk by paving approximately 30 feet of sidewalk connection between adjacent housing and station sidewalk.



Figure 3 - North Station Entryway (MP3) – Provide access, fencing, sidewalk and ADA improvements to connect 52nd St to station at north side of station. This will connect station to the adjacent north-side residential, industrial and educational uses.



Figure 4 - 52nd/53rd Street Sidewalks (MP4) – Add complete sidewalks on 52nd and 53rd Streets to connect to adjacent residential, industrial and educational uses.



Figure 5 - Australian Avenue Pedestrian Crossings (MP5) – Provide mid-block pedestrian crossing at Australian Ave. and 52nd St.; improvements would include a pedestrian signal, striping, crosswalk treatment and signage.



Figure 6 - Access Road Restriping (MP6) – Repave and restripe station access and roadway from station to 45th

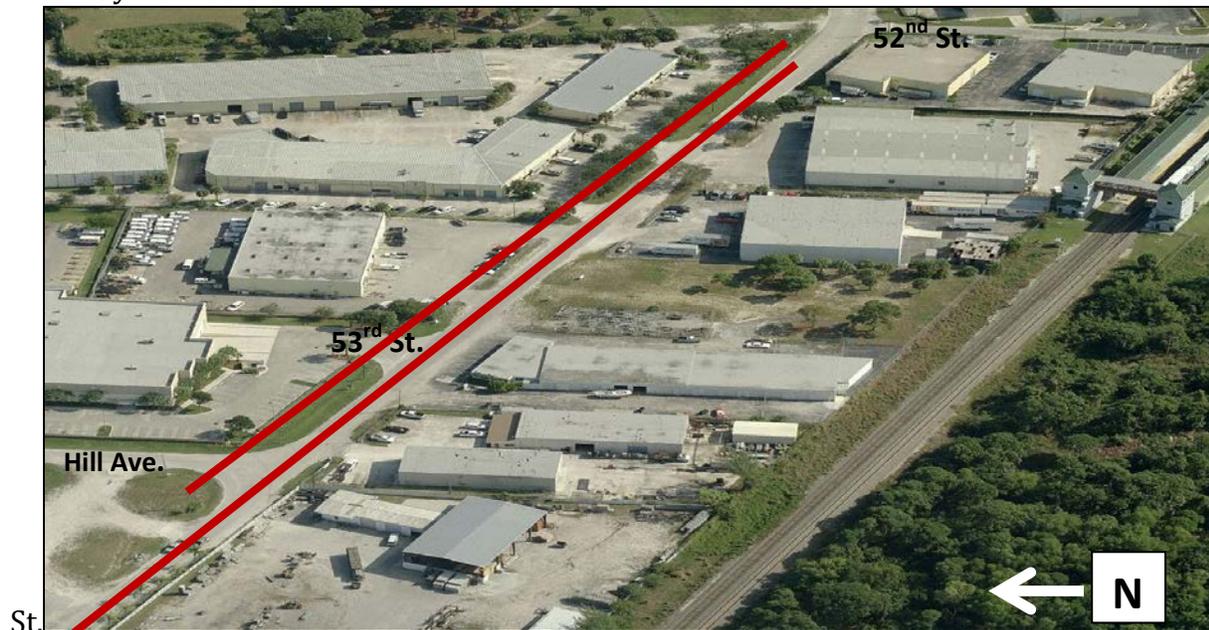


Figure 7- Industrial Area Sidewalks (MP7) – Construct sidewalks from 52nd St. to 53rd St. to Hill Avenue.



West Palm Beach Station Aerial and Project List





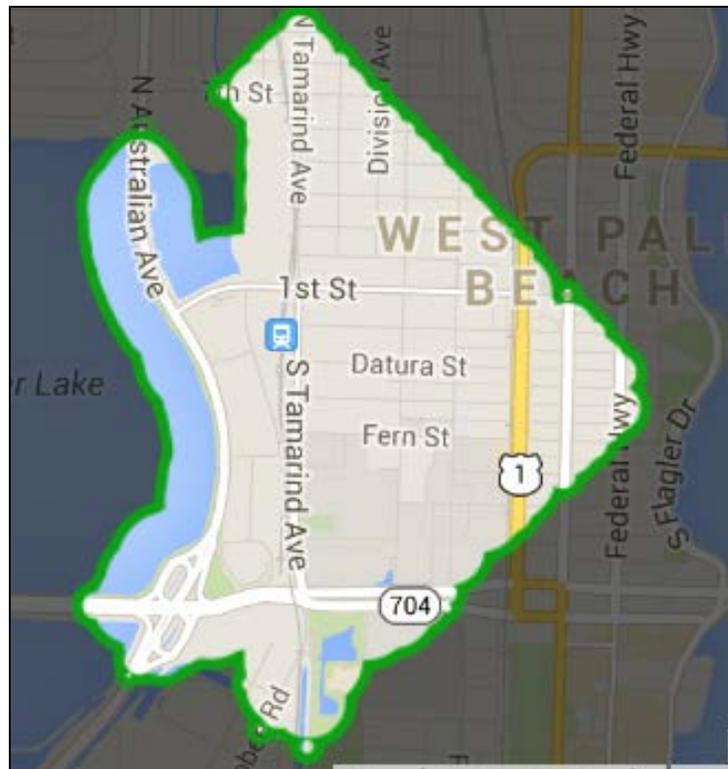
Station Area Description

The West Palm Beach Station is located at the southwest corner of Tamarind Ave. and Banyan Blvd. Primary access is from Tamarind Ave. and Banyan Blvd., although pedestrians can access the station from the west and the south. Built in 2011, the station is part of the West Palm Beach Intermodal Center. The Center also houses Greyhound, Amtrak, the West Palm Beach Downtown Trolley, and is the main hub for Palm Tran. The station features enhanced parking, pedestrian circulation, and other ADA improvements.

According to the 2013 SFRTA Onboard Survey, the West Palm Beach Station is Tri-Rail's third busiest station and has a pedestrian mode share of 11.7%, the fourth highest in the Tri-Rail system.

The area surrounding West Palm Beach Station has a moderately strong street grid network. The West Palm Beach Station received an 83 from Walkscore, rated as "very walkable." West Palm Beach Station's walkshed map is shown in Figure 8.

Figure 8 - Walkshed Map for West Palm Beach Station





Station Land Use

Land uses within a ¼ mile radius of the West Palm Beach Station include some underutilized parking lots, institutional/educational uses, as well as some multi-family residential to the west along Australian Avenue. The surrounding half-mile area has significant downtown pedestrian generators, including the Palm Beach County Courthouse, West Palm Beach City Hall, Kravis Center for Performing Arts, CityPlace and the Clematis Street District.

Projects Identified

Seven pedestrian improvement projects were identified, with most related to creating better pedestrian connections from the areas west and south of the station and along Clearwater Drive. Improving walkability along Tamarind Avenue from Banyan Boulevard to Fern Street would also complement existing and planned City improvements in the area.

- Project WP1, “Tamarind Avenue Complete Street” would add complete street elements such as new paving, striping, crosswalks, bike lanes, lighting and ornamental plantings to the existing road. This should be combined with WPB8, Tamarind Ave. West sidewalk.
- Projects WP2 and WP3 “Clematis Street/Datura Street Pedestrian Crossings” call for signalized pedestrian crossings to improve safety for those crossing mid-block to access downtown attractions east of the station.
- Projects WP5, WP6, and WP7 are proposed to improve pedestrian connections west of the Intermodal Center to the dense multi-family land uses along Australian Avenue and Clearwater Drive.
- Project WP8, “Tamarind Avenue West Sidewalk,” calls for complete sidewalk connections along the west side of Tamarind from Fern St. to the Okeechobee/Tamarind intersection. This should be combined with WPB1, Tamarind Ave. Complete Street.



West Palm Beach Station / West Palm Beach Intermodal Center Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
WP5	Clearwater Dr. Pedestrian Crossing North	Clearwater Drive	Residential areas	WPB Intermodal Center	Provide ped crossing across Clearwater Dr. from residential areas to WPB Intermodal Center.
WP6	Clearwater Dr. Pedestrian Crossing South	Clearwater Drive	The Edge condos	WPB Intermodal Center	Provide ped crossing across Clearwater Dr. from The Edge condos to WPB Intermodal Center.
MEDIUM-TERM					
WP2	Clematis St. Pedestrian Crossing	Clematis at Tamarind Ave.	NA	NA	Provide mid-block ped crossing at Clematis to include ped light, striping, crosswalk treatment and signage.
WP3	Datura St. Pedestrian Crossing	Datura at Tamarind Ave.	NA	NA	Provide mid-block ped crossing at Datura to include ped light, striping, crosswalk treatment and signage.
WP8	Tamarind Ave. West Sidewalk	Tamarind Ave., south of station	Fern St.	Okeechobee Blvd.	Provide sidewalks along west side of Tamarind Ave. Possibly combine with WP1.
LONG-TERM					
WP7	The Edge Condo Connection	Edge Condo private road	Edge Condo.	Clearwater Drive	Provide sidewalks along private road connecting to the Edge Condo.
WP1	Tamarind Ave.	Tamarind Ave.	Banyan	Okeechobee	Provide mid-block ped crossing at Clematis (WP2) and Datura (WP3) to include ped light, striping, crosswalk treatment and signage. Provide bike lane on Tamarind

Identified Projects (West Palm Beach Station)



Figure 9 – Tamarind Ave. Complete Street (WP1) – Construct Complete Street elements (such as new paving, striping, crosswalks, bike lanes, lighting and ornamental plantings) along Tamarind Ave. from Banyan Blvd. to Okeechobee Blvd. Combine with project WP8.



Figure 10 – Clematis St. Pedestrian Crossing (WP2) – Provide a mid-block pedestrian crossing to include pedestrian signal, striping, crosswalk treatment and signage.



Figure 11 – Datura St. Pedestrian Crossing (WP3) - Provide a mid-block pedestrian crossing to include pedestrian light, striping, crosswalk treatment and signage.

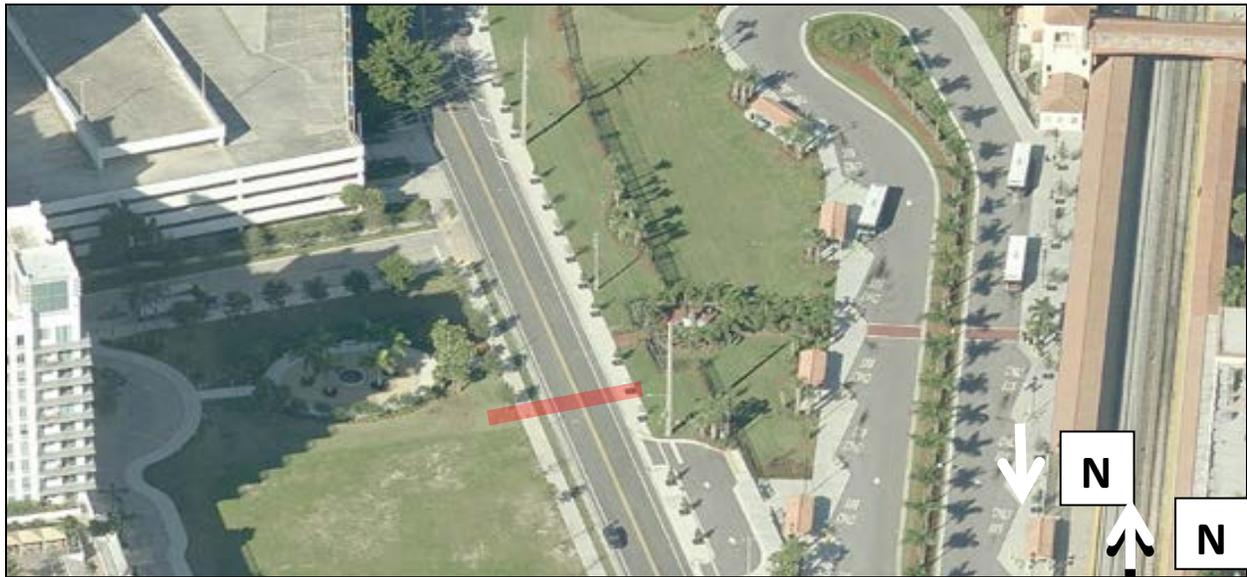


Figure 12 – Clearwater Dr. Pedestrian Crossing North (WP5)- Provide a mid-block pedestrian crossing across Clearwater Drive connecting station to residential areas to the west.



Figure 13 – Clearwater Dr. Pedestrian Crossing South / The Edge Condo Connection (WP6/7) - Provide a mid-block pedestrian crossing across Clearwater Drive connecting station to residential areas to the west, including a sidewalk to the Edge condominiums.



Figure 14 - Tamarind Ave. West Sidewalk (WP8) - Provide a sidewalk on the west side of Tamarind Ave. to complete connection from Fern St. to Okeechobee Blvd. Combine with WP1.



Lake Worth Station Aerial and Project List





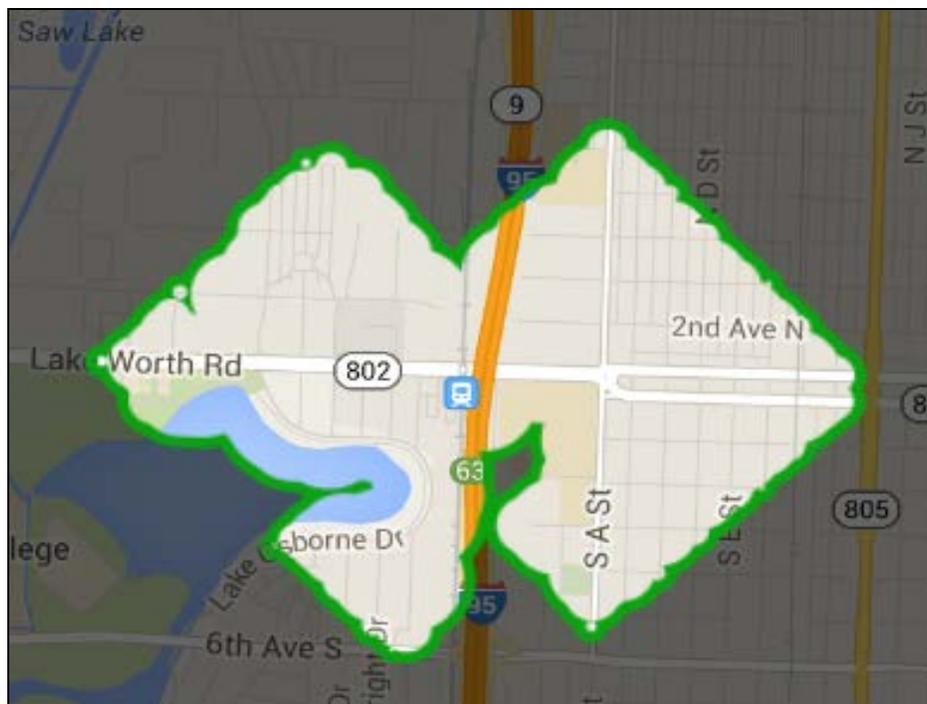
Station Area Description

The Lake Worth Station is located in the southwest quadrant of I-95 and the Lake Worth Road overpass. It is located underneath the highway adjacent to Lake Worth High School. The main station access is via Lake Worth Road, a major east-west arterial. Pedestrians wishing to access the station will find sidewalks that are relatively continuous in both directions along the Lake Worth Road corridor. There are no facilities providing direct access to the north or south from the station.

According to the 2013 SFRTA Onboard Survey, the Lake Worth Station is Tri-Rail’s seventh busiest station with a pedestrian mode share of 14%, the second highest in the Tri-Rail system. It should also be noted that the Lake Worth Station is Tri-Rail’s third busiest station during weekends and also has the highest amount of bicycle use in the Tri-Rail system.

The Lake Worth Station area has a strong street grid network east of the station, but to the west the grid network is constrained somewhat due to Lake Osborne and other uses. The Lake Worth Station received a 60 from Walkscore, indicating the area is “somewhat walkable”. The walkshed map is shown in Figure 15.

Figure 15 – Walkshed Map for Lake Worth Station





Station Land Use

Land uses within a ¼ mile radius of the Lake Worth Station include residential with some industrial uses to the northwest of the station along Lake Worth Road. Lake Worth High School is a pedestrian generator directly to the east of the station. The surrounding half-mile area contains a minor recreational generator (John Prince Park). The station area is approximately a mile away from Palm Beach Community College and Downtown Lake Worth, both of which are somewhat far to access on foot. The I-95 overpass may hamper pedestrian access for would-be passengers coming from the residential areas to the east.

Projects Identified

Five pedestrian improvement projects were identified. Projects LW1, 2, 3 and 4 focused on enhanced pedestrian connections to the west of the station.

- Project LW1 calls for a completion of the sidewalk along the north side of Lake Worth Road from Detroit Street to the Boutwell Road /Lake Worth Road intersection.
- Project LW2 seeks to add an additional sidewalk along the north side of Lake Osborne Drive, a road which does provide some north-south connectivity to the station.
- Project LW3, “Erie Street Sidewalks” calls for sidewalks along the east side of Erie Street, a one-way road which connects to the Lake Worth Station West Parking Lot, a satellite Tri-Rail parking facility.
- Project LW4, “Lake Osborne Mid-Block Crossing” is proposed to add a mid-block connection across Lake Osborne Dr. onto Erie St. which is an access path to the station.
- Project LW5, “Lake Worth Road Pedestrian Improvements” is proposed to create a complete street by improving/upgrading the Lake Worth Road pedestrian crosswalk in an area of heavy foot traffic near the Lake Worth High School. City staff noted a significant need of upgraded pedestrian treatments in this area. Mid-block crossings are also proposed on Lake Worth Rd. at Detroit and Erie Streets.



Lake Worth Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
LW1	Lake Worth Rd. Sidewalk	Lake Worth Rd., North side	Detroit Street	Boutwell Rd/Arcano Drive	Complete sidewalks on north side of Lake Worth Rd. from Detroit St. to Boutwell Rd/Arcano Drive
LW2	Lake Osborne Drive North Sidewalk	Lake Osborne Drive	Lake Osborne Dr.	Lake Osborne Dr.	Construct sidewalk on north and east sides of Lake Osborne Dr.
LW4	Lake Osborne Mid-Block Crossing	Lake Osborne Drive at Erie St.	NA	NA	Install a mid-block pedestrian signal.
LONG-TERM					
LW3	Erie St. Sidewalk	Erie Street	Lake Worth Rd.	Lake Osborne Dr.	Construct sidewalk on Erie St. between Lake Worth Rd. and Lake Osborne Dr.
LW5	Lake Worth Road Pedestrian Improvements	Lake Worth Rd.	Detroit St, Erie St. and directly west of Lake Worth HS	East and west of I-95 overpass	Significantly upgrade the Lake Worth Rd pedestrian crosswalk near Lake Worth H.S. and provide mid-block crossings across Lake Worth Rd. at Detroit and Erie streets.

Identified Projects (Lake Worth Station)



Figure 16 - Lake Worth Road Sidewalk (LW1) - Provide a complete sidewalk on north side of Lake Worth Road from Detroit St. to Boutwell Rd.



Figure 17 - Lake Osborne Drive North Sidewalk (LW2) - Provide a sidewalk on the north/east side of Lake Osborne Dr.



Figure 18 - Erie St. Sidewalk (LW3) - Provide a sidewalk on east side of Erie St. from Lake Worth Rd. to Lake Osborne Dr.



Figure 19 – Lake Osborne Mid-Block Crossing (LW4) - Construct mid-block striping, crosswalk, and pedestrian signal to enhance access to station via Erie St.



Figure 20 – Lake Worth Road Pedestrian Improvements (LW5) – Upgrade existing pedestrian crossing at Lake Worth Road/ Lake Worth High School signal, and other locations along Lake Worth Rd.



Boynton Beach Station Aerial and Project List



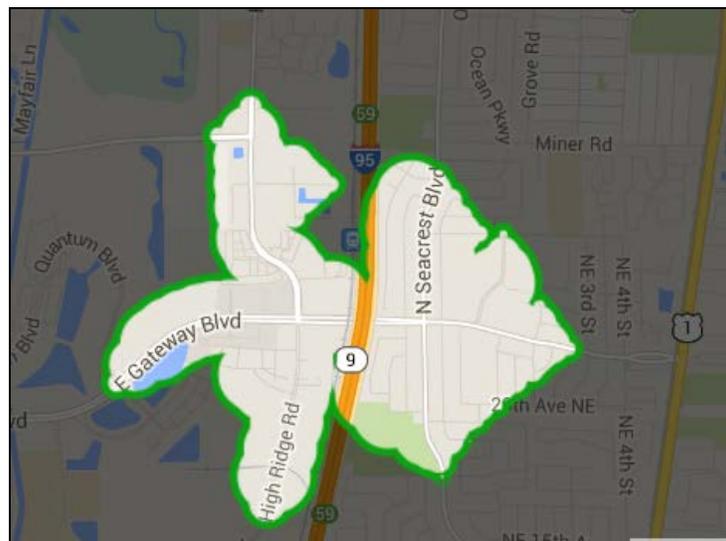


Station Area Description

The Boynton Beach Station is located within the northwest quadrant of I-95 and Gateway Boulevard which is the primary arterial in the area and provides the main east-west station access. Vehicular entry is via High Ridge Road which connects with a station access road and provides access from the north, but dead-ends to the south. Pedestrians access the station by sidewalks on both sides of High Ridge Road and Gateway Blvd. According to the 2013 SFRTA Onboard Survey, the Boynton Beach Station is Tri-Rail’s eighth busiest station and has a pedestrian mode share of 6.2%, fourteenth highest in the Tri-Rail system.

The area surrounding Boynton Beach Station does not have a particularly strong street grid network. The Boynton Beach Station received a score of 50 from Walkscore, which indicates the area is “somewhat walkable.” Boynton Beach’s walkshed map is shown in Figure 21.

Figure 21 – Walkshed Map for Boynton Beach Station



Station Land Use

Land uses within a ¼ mile radius of the Boynton Beach Station include some residential to the east, and light industrial, retail and multi-family residential to the west. An employment and visitor generator, the Children’s Services Council is directly south of and adjacent to the station. The surrounding half-mile area also contains some light industrial and commerce park-type land uses to the north and south of the station along High Ridge Road; these may act as minor employment generators. While located further away, the Boynton Beach Mall area, Boynton Beach High School, and several other educational facilities along Gateway Boulevard may also generate pedestrian activity.



Projects Identified

Four pedestrian improvement projects were identified. As Boynton Beach Station has one of the Tri-Rail system’s lowest percentage of passengers accessing the station by foot, these projects were identified to enhance accessibility with improved sidewalk/ADA connections.

- Project BB1 is proposed to create stronger ADA access in the southeast part of the station parking lot and the Children’s Services Council building.
- Project BB2 would pave a pedestrian walkway leading northwest from the station into the industrial areas along NW Commerce Park Drive. It is currently a worn dirt path, or “goat path”, indicating heavy foot traffic between the station and the industrial area already, shown in Figure 23.
- Project BB3 proposes a connection from the north end of the station, adjacent to the west rail ROW, to connect with the proposed BB4 project which is the east-west segment of Industrial Way. This will provide a pedestrian connection for existing and new station-area residential, retail, employment, and entertainment uses.
- Project BB4 proposes to complete the existing sidewalk network on the south side of the Industrial Way segment which runs east-west and perpendicular to the rail ROW. This will provide a pedestrian connection for existing and new station-area residential, retail, employment, and entertainment uses.

Boynton Beach Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
BB1	ADA Connection	Station area	Station area sidewalks	Children’s Services Council	Construct ADA sidewalk ramps and crosswalks linking to the Children’s Services Council.
MEDIUM-TERM					
BB2	Industrial Area Connection	Northwest of station, running parallel to, then turning west and perpendicular to RR ROW	Station north/side access	Adjacent light industrial land use	Pave existing “goat path” on north side of station.
LONG-TERM					
BB3	Pedestrian Path and Connection	Adjacent to rail ROW near north side of station	North of station	Industrial Way	Provide pedestrian path adjacent to RROW to facilitate access to Industrial Way at north side of station. COMBINE WITH BB4.
BB4	Industrial Way Sidewalks	South side Industrial Way, northwest of station	The north-south segment of Industrial Way which runs parallel with the RR ROW.	Intersection of Industrial Way and NW Commerce Park Dr.	Pedestrian path perpendicular to the RROW, and connecting with north-south segment of BB3. COMBINE WITH BB3.



Identified Projects (Boynton Beach Station)



Figure 22 - ADA Connection (BB1) - Provide a ADA sidewalk ramp, crosswalk from station to existing sidewalk that leads to Palm Beach Children’s Council.



Figure 23 - Industrial Area Connection (BB2) - Provide a pedestrian connection in the location of existing “goat path” on north west side of station.

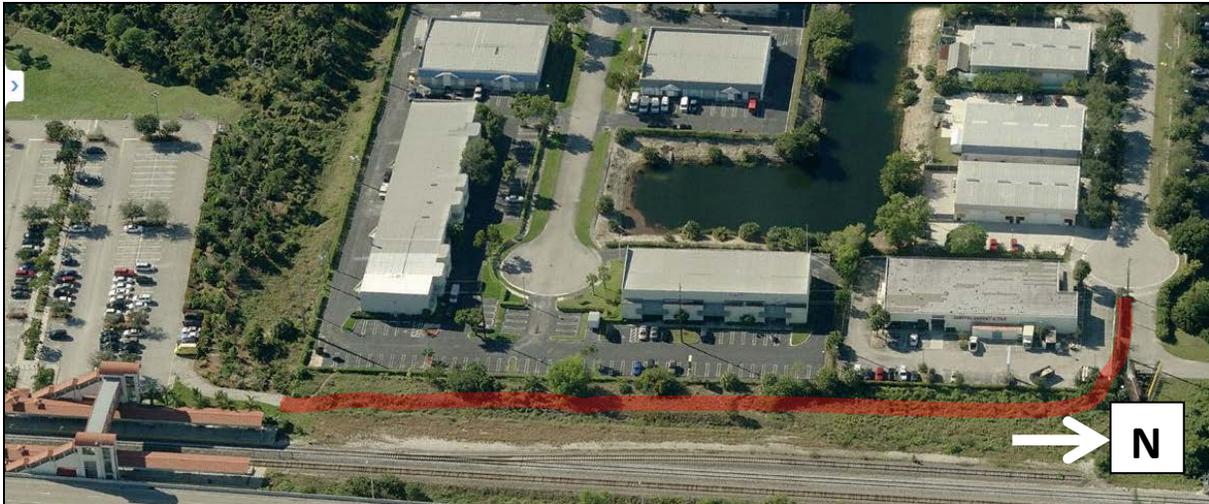


Figure 24 - Pedestrian Path and Connection (BB3) - Provide pedestrian path adjacent to rail ROW to facilitate access to Industrial Way at north side of station.

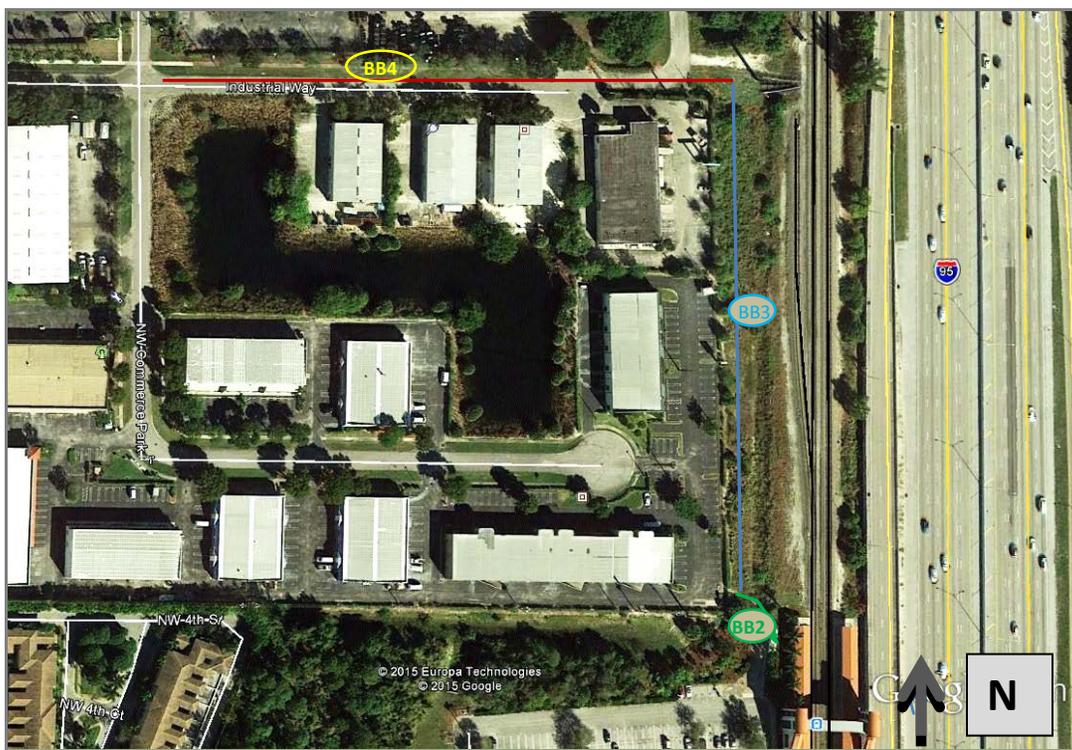
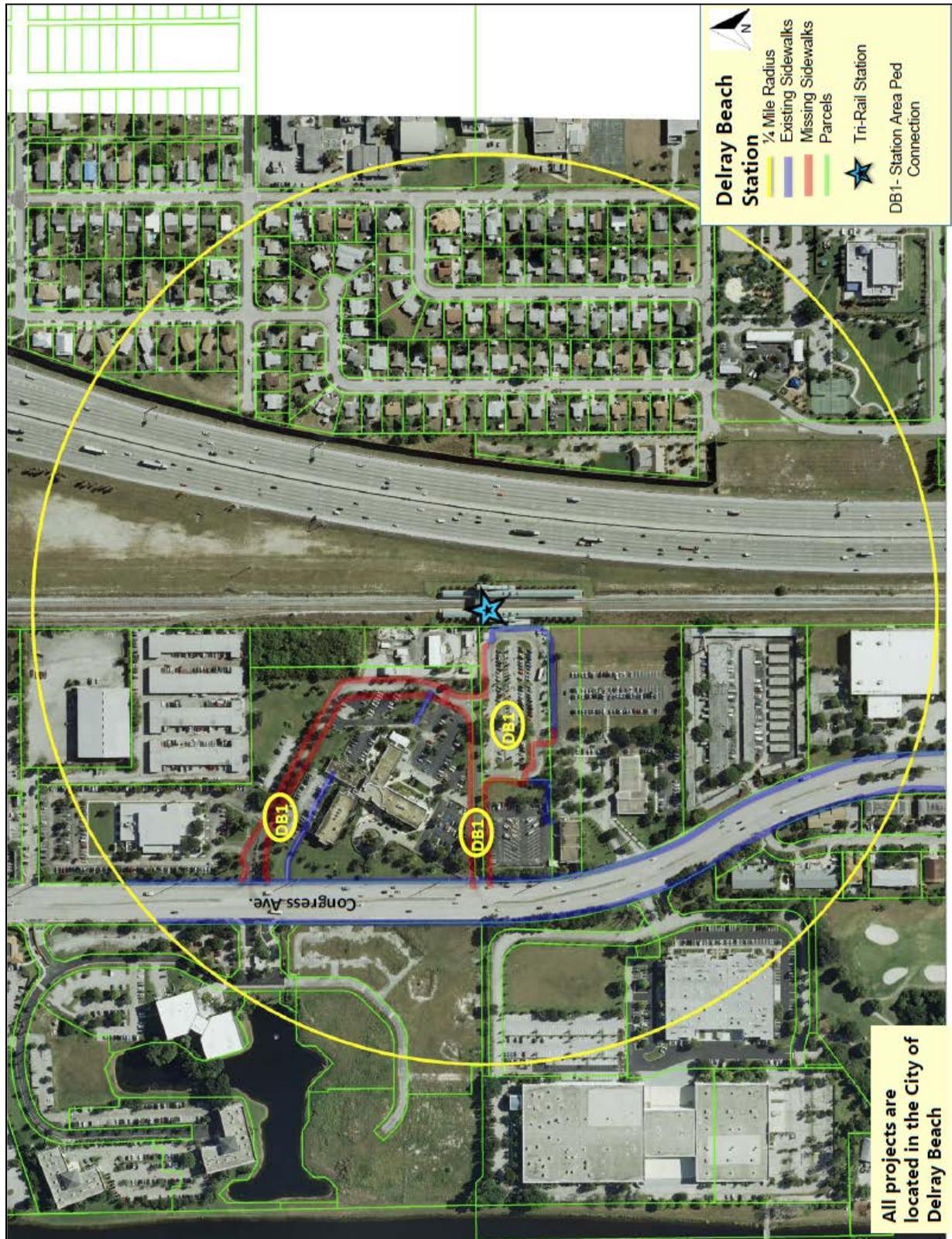


Figure 25 - Industrial Way Sidewalks (BB4) - Construct sidewalks on the south side of the segment of Industrial Way that is northwest of the station and perpendicular to the rail ROW, and connecting with north-south segment of project BB3.



Delray Beach Station Aerial and Project List



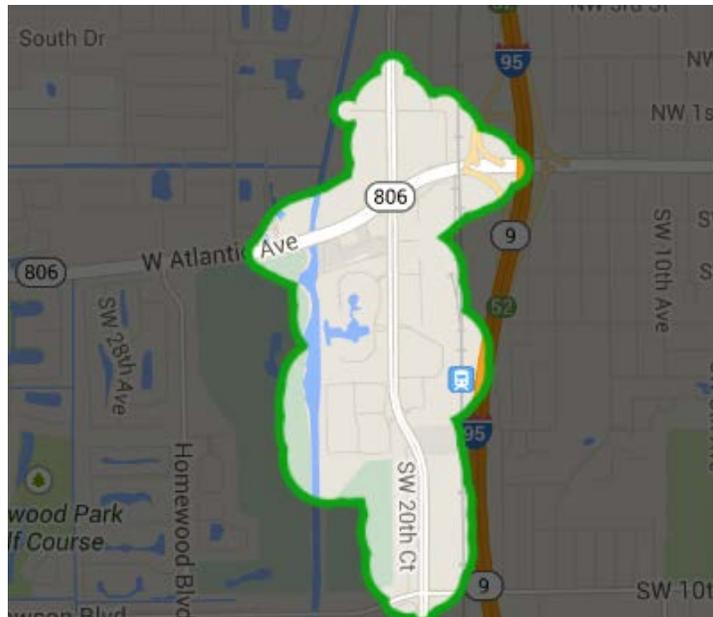


Station Area Description

The Delray Beach Station is located within a Palm Beach County government complex at a mid-block location adjacent to Congress Avenue about ½ mile south of Atlantic Avenue and ½ mile north of SW 10th Street. Access to the station via Congress Avenue is provided by extensive sidewalks on both sides of the street, but the sidewalks do not connect along the short entrance road into the station. In addition to Tri-Rail, the Delray Beach Station also houses Amtrak service. According to the 2013 SFRTA Onboard Survey, Delray Beach Station is Tri-Rail’s fourteenth busiest station and has a pedestrian mode share of 7%, tenth highest in the Tri-Rail system.

The Delray Beach Station area has a weak street grid network with limited east-west accessibility due its location between Interstate 95 and a canal. The Delray Beach Station receives a 43 from Walkscore, indicating the area is car-dependent. Delray Beach Station’s walkshed map is shown in Figure 26.

Figure 26 – Walkshed Map for Delray Beach Station



Station Land Use

Land uses within a ¼ mile radius of the Delray Beach Station are predominately institutional with some office and light industrial. Adjacent uses include the Southeast Palm Beach County Administrative Complex and Public Health Unit, and a County Tax Collector/Department of Motor Vehicle Office. These uses are close enough to the station to be considered pedestrian generators.



Newer multi-family residential uses are located directly across Congress Avenue, together with some older multi-family uses to the south. Atlantic Community High School is approximately ¾ mile away. It should be noted that areas directly east of the station are inaccessible as Interstate 95 is a pedestrian barrier.

Projects Identified

One large pedestrian project was identified.

- Project DB1 is focused on completing sidewalks in and around the station area and the adjacent Palm Beach County Southeast Government facility and ultimately connecting to Congress Avenue along the access roads.

Delray Beach Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
LONG-TERM					
DB1	Station Area Ped Connection	County complex west of station	General County Complex area	Station access and platform	Construct sidewalks along access routes in county complex west of station to include connection to the Tax Assessor's Office.

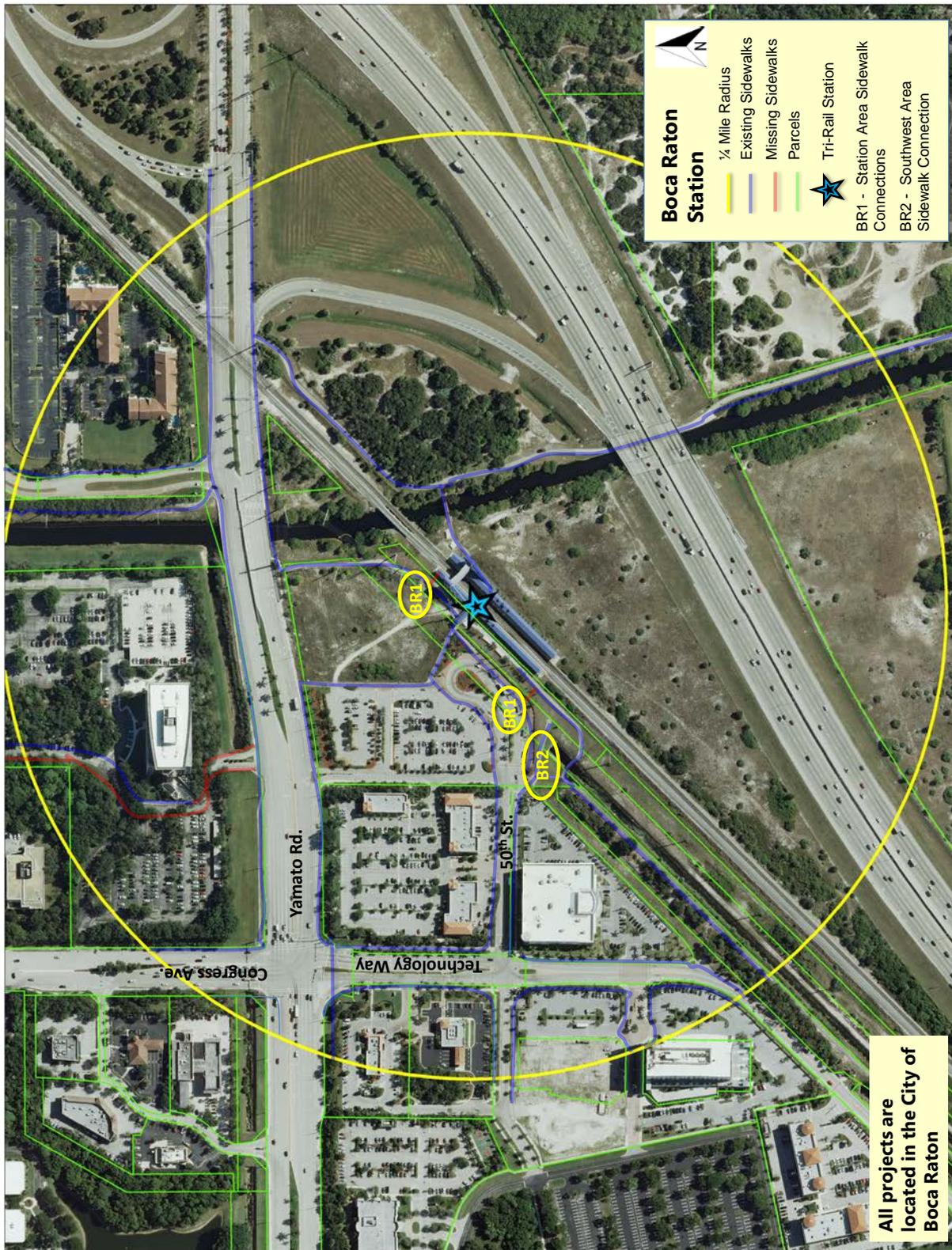
Identified Projects (Delray Beach Station)



Figure 27 – Station Area Pedestrian Connection (DB1)- Provide for complete sidewalks from Congress Ave. into and around the station area as well as the adjacent Palm Beach County Government facility.



Boca Raton Station Aerial and Project List



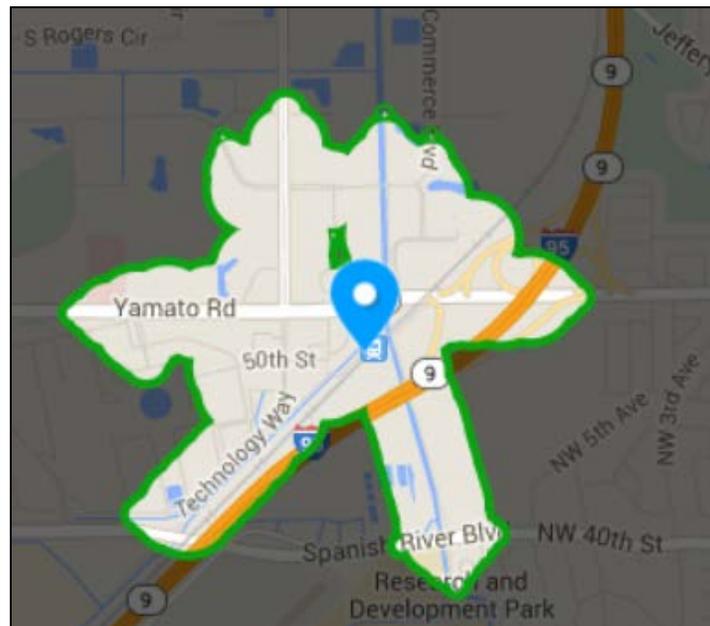


Station Area Description

The Boca Raton Station is located at the southwest corner of the Yamato Road east-west arterial, and Interstate 95. The station’s primary access is via Yamato Road, although Congress Avenue/Technology Way also provides north access. Both corridors have complete sidewalks on both sides of the street. The El Rio Trail provides additional pedestrian north-south access. According to the 2013 SFRTA Onboard Survey, Boca Raton Station is Tri-Rail’s busiest station, and has a pedestrian mode share of 5.6%, which is 13th highest in the Tri-Rail system.

The Boca Raton Station surrounding area has a weak street grid network and receives a 38 from Walkscore, indicating car-dependency. Boca Raton Station’s walkshed map is shown in Figure 28.

Figure 28 – Walkshed Map for Boca Raton Station



Station Land Use

Land uses within a ¼ mile radius of the Boca Raton Station include some retail, hotel and office park uses. The surrounding half-mile area has several significant pedestrian generators including the T-Rex and Arvida Corporate Parks, Florida Atlantic University, Palm Beach State College, and Everglades University. It should be noted that construction on a new I-95/ Spanish River Blvd interchange is projected to utilize some of the undeveloped land directly south of the station.



Projects Identified

Two projects were identified.

- Project BR1 is proposed to construct sidewalks on the north and south sides of the station platform. Additionally, a small improvement in the sidewalk connection from the southwest side of the station area is suggested. The Boca Raton station currently has “No Trespassing/ROW” signs adjacent to worn foot-paths/ “goat paths” at both far ends of the western station platform. These signs are candidates to be moved to a more appropriate location.
- Project BR2 is proposed to add a section of ADA-compliant sidewalk to connect two existing sidewalks.

Boca Raton Station Project List

Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
BR1	Station Area Sidewalk Connections	North and South side of station, and entrance to bus turnaround	General station area	General station area	Add five feet of sidewalk in two separate locations and complete minor connections: 1 on north side; 1 on south side; 1 on entrance to bus turnaround
BR2	Southwest Area Sidewalk Connection	West entrance to station	Paved path at southwestern area of station	Existing red brick sidewalk/ bus bay area	Construct ADA-compliant sidewalk connection linking two unlinked existing sidewalks



Identified Projects (Boca Raton Station)



Figures 29, 30, 31 and 32– Station Area Sidewalk Connections (BR1)- Provide five feet of sidewalk in two separate locations and complete connection from existing sidewalks to west station platform area.



Figure 33 - Southwest Area Sidewalk Connection (BR2). Construct section of ADA-compliant sidewalk to connect with existing sidewalks.



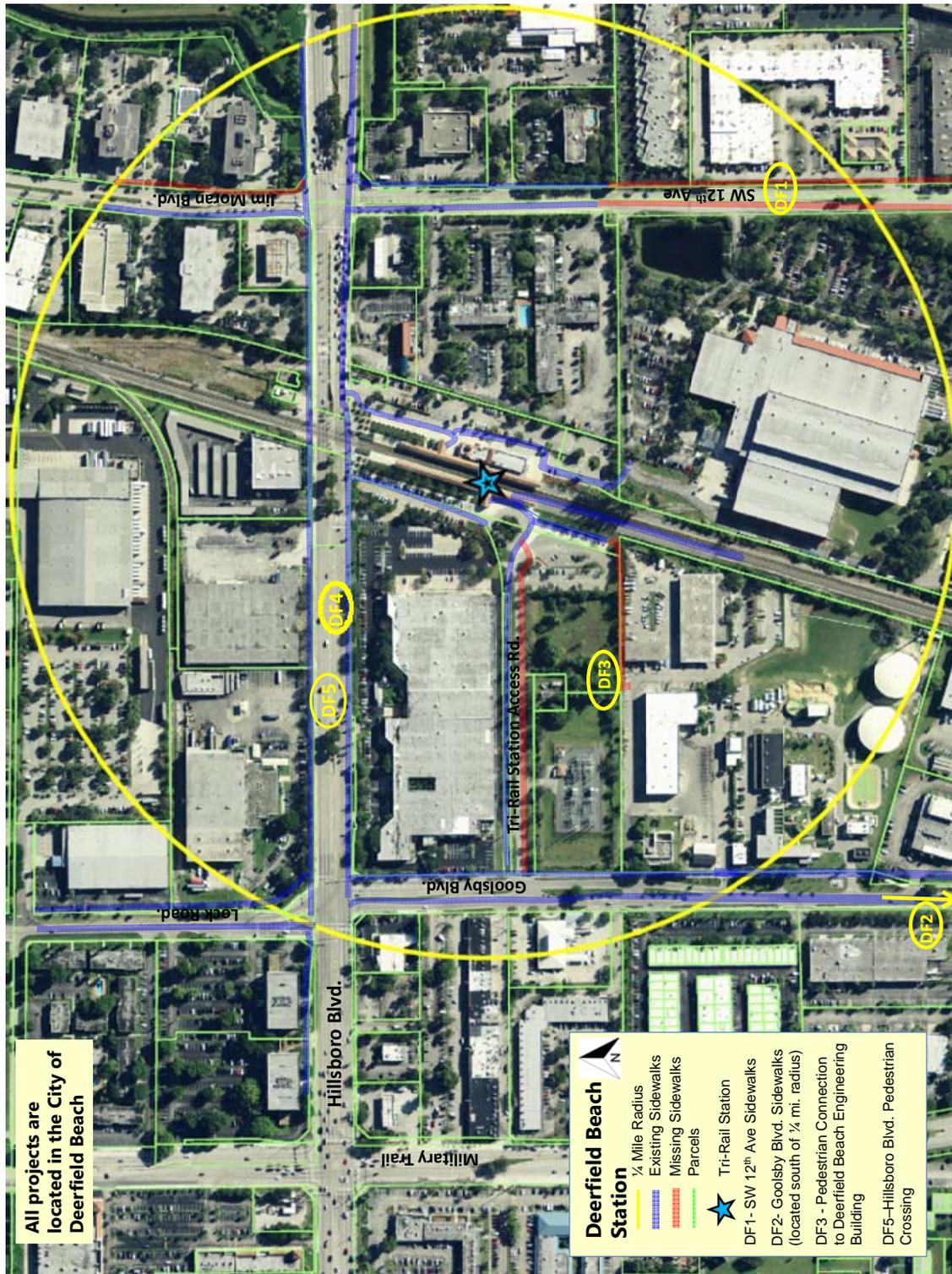
South Florida Regional Transportation Authority Pedestrian Access Plan

Broward County





Deerfield Beach Station Aerial and Project List





Station Area Description

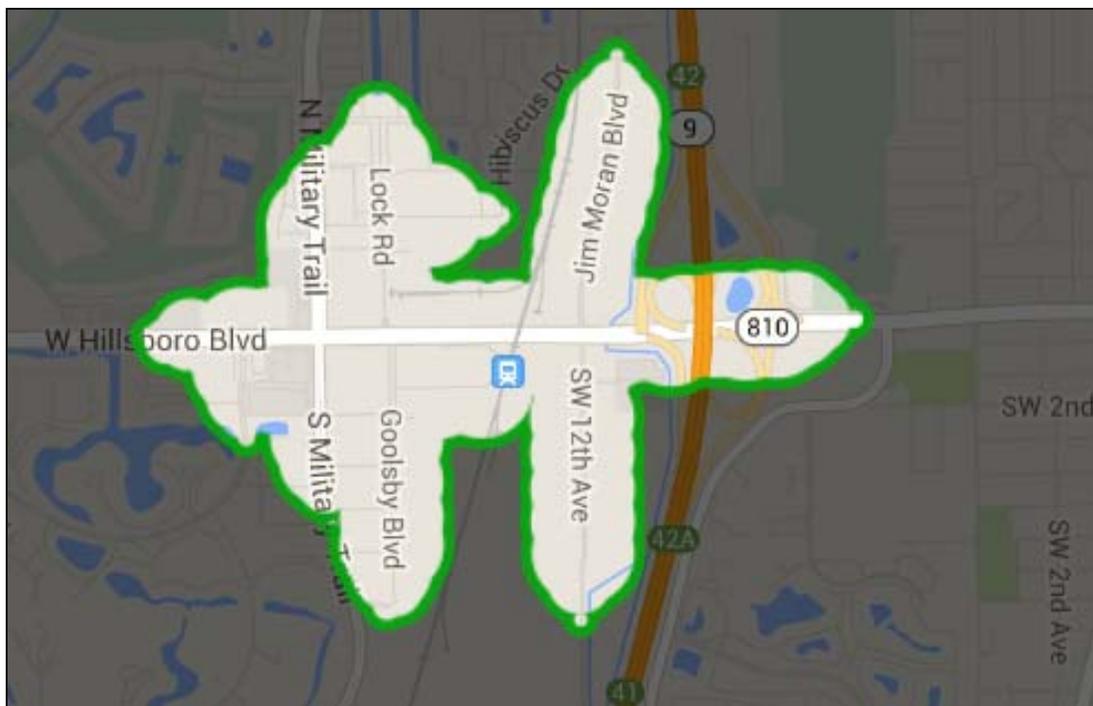
The Deerfield Beach Station is located south of Hillsboro Boulevard approximately 0.1 miles west of the intersection of Hillsboro Blvd. and Southwest 12th Ave. Primary access to the station is via Hillsboro Blvd., a major east-west arterial. Pedestrians are served by sidewalks on both sides of Hillsboro, and have convenient station access near the rail tracks. Sidewalk access is also provided west of the station and one block south of Hillsboro, between Goolsby Blvd and the station, along the Tri-Rail Station Access Rd. This access road is located along the southern side of the North Broward Courthouse building. Goolsby Blvd. also functions as a minor collector for Military Trail to provide access from the south.

The Deerfield Beach Station, while not directly served by Broward County Transit (BCT), does have Amtrak service. According to the 2013 SFRTA Onboard Survey, the Deerfield Beach Station is Tri-Rail’s tenth busiest station. It has a 10.4% pedestrian mode share, the fifth highest in the Tri-Rail system.

The Deerfield Beach Station area has a relatively weak street grid network. With a Walkscore of 48, it is considered “car-dependent”.

The walkshed map is shown in Figure 34.

- **Figure 34 – Walkshed Map for Deerfield Beach Station**





Land uses within a ¼ mile radius of the Deerfield Beach Station include the Broward County North Regional Courthouse, as well as some light-industrial and office park land uses to the east along SW 12th Ave/Jim Moran Blvd. Other potential pedestrian generators located in the surrounding half-mile area include a Publix distribution center, the Sun-Sentinel's Deerfield Beach office and Century Village, a large multi-family residential complex.

Projects Identified

A total of four pedestrian improvement projects were identified. Both projects were focused on completing sidewalks on collector roads leading to either side of the station.

- Project DF1 calls for completion of the sidewalks along the 160-400 block of SW 12th Avenue, southeast of the station.
- Project DF2 seeks to construct sidewalk from approximately the 475 block of Goolsby Blvd. to the Goolsby Blvd. /Military Trail intersection.
- Project DF3 calls for construction of a complete sidewalks connecting from station platform to Deerfield Beach Engineering Building property.
- Project DF5 provides mid-block crossing to align with bus stops for a safer station access across Hillsboro Blvd.



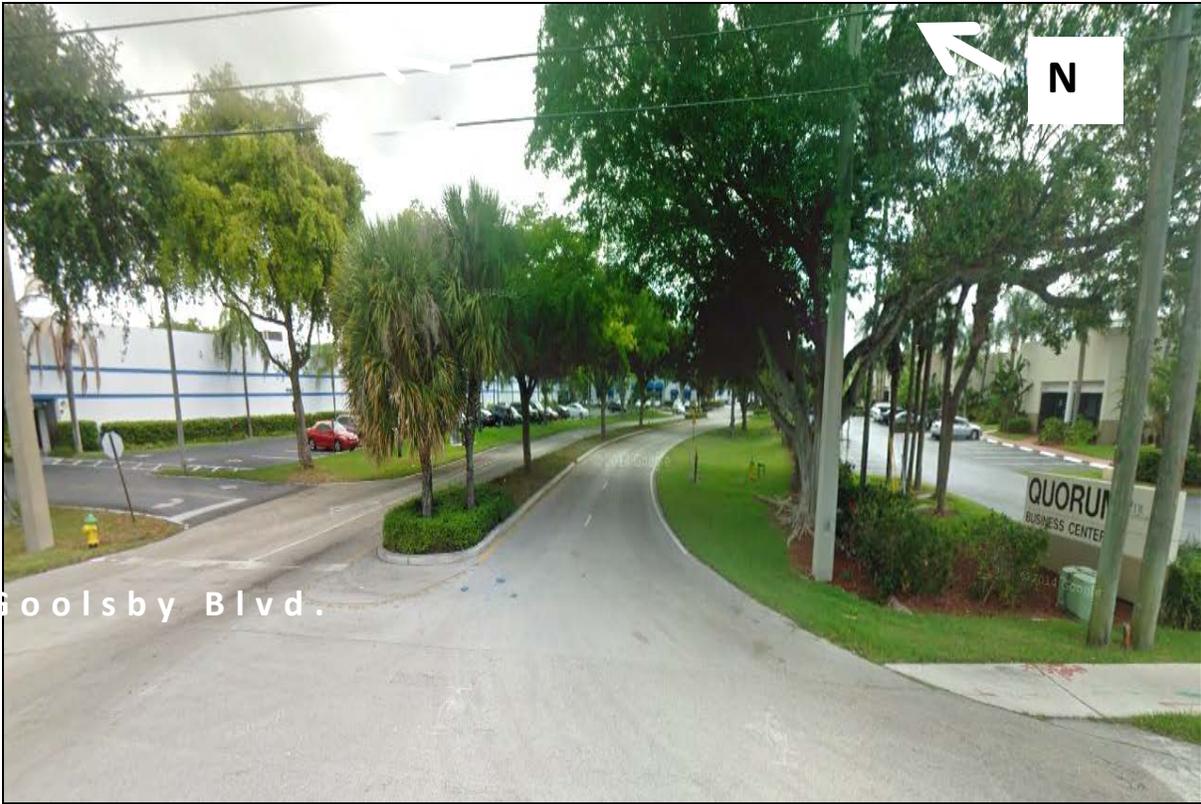
Deerfield Beach Station Project List

Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
DF3	Pedestrian Connection to Deerfield Beach Engineering Building	Southwest corner of station	Station	Deerfield Beach Engineering Building	Complete sidewalk from station platform to Deerfield Beach Engineering Building property.
DF5	Hillsboro Blvd. Pedestrian Crossing	In front of North County Courthouse on Hillsboro Blvd.	North side of Hillsboro Blvd.	South side of Hillsboro Blvd.	Provide a mid-block crossing on Hillsboro Blvd. at approximately 1600 block
MEDIUM-TERM					
DF1	SW 12th Ave. Sidewalks	SW 12th Ave.	300 block West Side of Street	400 block West Side of Street	Complete sidewalk connection along SW 12th Ave. Specifically: 300-400 block West Side of Street / 160 - 350 block East side of street
DF2	Goolsby Blvd. Sidewalks (located south of, and outside of, 1/4 mi. study radius)	475 block of Goolsby to intersection of Military Trail	Military Trail	Station	Complete sidewalk connection

Identified Projects (Deerfield Beach Station)



Figure 35 – SW 12th Ave. Sidewalks (DF1) - Provide complete sidewalks along approximately the 100-400 block of SW 12th Ave (southwest of station).



Figures 36 and 37 – Goolsby Blvd. Sidewalks (DF2) – Provide complete sidewalks from approximately the 475 block of Goolsby Blvd. to the intersection of Goolsby and Military Trail.

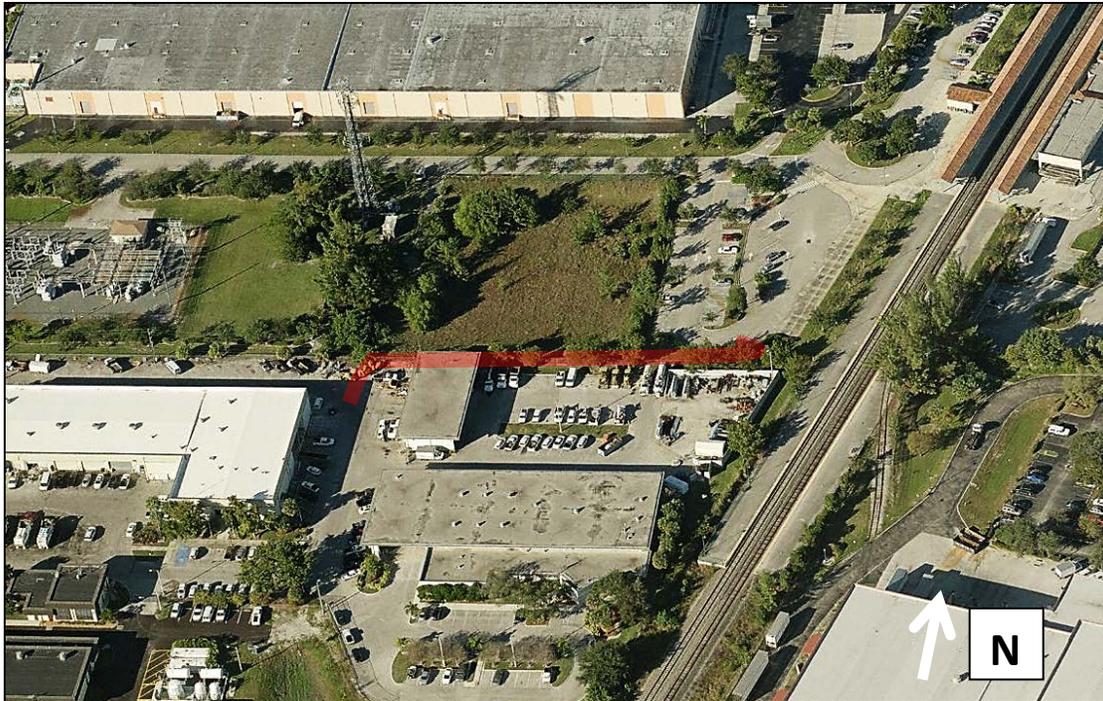


Figure 38 – Pedestrian Connection to Deerfield Beach Engineering Building (DF3)
Complete sidewalk from station platform to Deerfield Beach Engineering Building property.



Figure 39 – Hillsboro Pedestrian Crossing (DF5), Mid-block crossing across Hillsboro Blvd, at bus stop in front of North Broward County Courthouse.



Pompano Beach Station Aerial and Project List



Pompano Beach Station

- 1/4 Mile Radius
- Existing Sidewalks
- Missing Sidewalks
- Parcels
- City Boundary
- Tri-Rail Station

- PB1 - NW 8th Ave. Complete St. Improvements
- PB3 - Andrews Ave. Sidewalks
- PB4 - NW 33 St./ Andrews Ave. Intersection Improvements
- PB5 - NW 33rd St. Sidewalks
- PB6 - Pedestrian Connection to NW 5th Terrace

All projects are located in the City of Pompano Beach

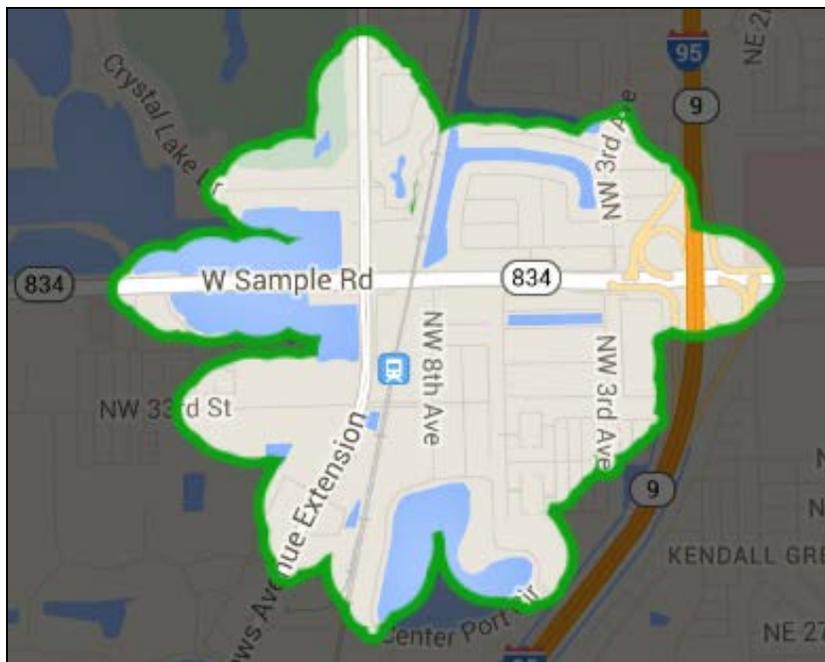


Station Area Description

The Pompano Beach Station is located on the 3300 block of Northwest 8th Avenue, approximately 0.2 miles southeast of the intersection of Sample Road and Andrews Avenue. Since the station is not directly located on a major arterial, there are numerous ways to access the station. The main east-west station access is along Sample Road, and the main north-south access is from Andrews Ave. Both roads have sidewalks on at least one side of the street. Powerline Road to the west provides access via NW 33rd St. According to the 2013 SFRTA Onboard Survey, Pompano Beach Station is Tri-Rail’s eleventh busiest station and has a walk share of 9.9%, which is sixth highest in the Tri-Rail system.

The Pompano Beach Station area does not have a particularly strong street grid network, partly due to lakes and other man-made barriers. The Pompano Beach Station received a 51 from Walkscore, which indicates the area is “somewhat walkable”. The walkshed map is shown in Figure 40.

Figure 40 – Walkshed Map for Pompano Beach Station



Station Land Use

The Pompano Beach Station immediate area (a 1/4 mile station radius) includes primarily industrial and office-park type land uses. The surrounding half-mile area follows the same pattern with some single and multi-family residential uses farther away. Despite its high walk share (nearly 10 percent), there are no clear pedestrian generators.



Projects Identified

A total of five pedestrian improvement projects were identified. Numerous pedestrian routes to the station lack sidewalks. Given the high walk share of this station, there is a great opportunity to enhance the pedestrian experience accessing the Tri-Rail at Pompano Beach.

- Project PB1 calls for the construction of Complete Street-type amenities including sidewalks and drainage improvements.
- Project PB3 calls for the construction of sidewalks along the west side of Andrews Ave. from NW 33rd Street to just south of the Sample Road intersection. Andrews Ave. is a county-owned facility.
- Project PB4 calls for pedestrian signals, striped paving and connections to existing sidewalks on the north and west sides of the Andrews Ave. and NW 33rd St. intersection.
- Project PB5 calls for the connection and completion of existing sidewalks on both sides of NW 33rd St. from Andrews Ave. to Powerline Rd.
- Project PB6 calls for a sidewalk from the intersection of NW 5th Terr. and NW 34th Street through ProLogis property to connecting to NW 8th St.

Pompano Beach Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
PB4	NW 33rd Street and Andrews Ave. Intersection Improvements	Intersection of Andrews Ave. and NW 33rd St.	NA	NA	Provide pedestrian crossing enhancements at location including ladder marking of crosswalks, perpendicular curb ramps, curb extensions with landscaping, detectable warnings, medians, and accessible pedestrian signals.
MEDIUM-TERM					
PB5	NW 33rd Street Sidewalks	NW 33rd Street	Andrews Ave.	Powerline Road	Connect and complete existing sidewalks on both sides of NW 33rd Street from Andrews Ave. to Powerline
LONG-TERM					
PB1	NW 8th Ave. Complete Streets Improvements	NW 8th Ave.	Center Port Circle	Just south of Sample Rd.	Provide Complete Street type amenities including construction of sidewalks and drainage improvements.
PB3	Andrews Ave. Sidewalks	Andrews Ave., West Side	Sample Road	NW 33rd Street	Complete sidewalk connection along west side of Andrews Ave.
PB6	Pedestrian Connection to NW 5th Terrace	NW 33rd Street	NW 33rd St.	NW 5th Terrace	Provide a sidewalk from NW 5th Terrace to station intersection through south side of ProLogis property, connecting to NW 33rd St. Ave.



Identified Projects (Pompano Beach Station)



Figure 41- PB1 -See description below.



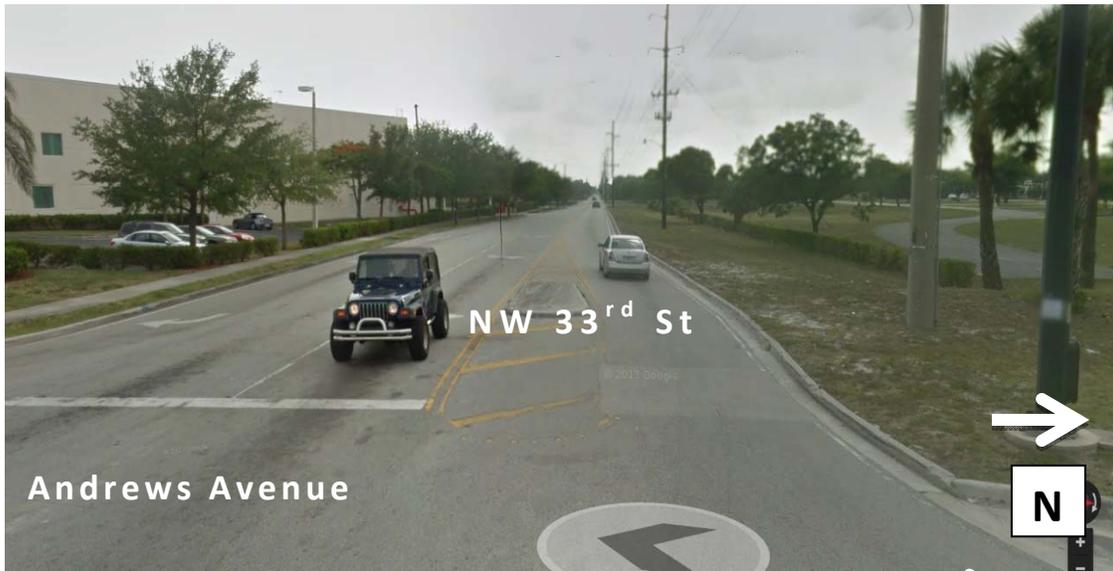
Figures 41 and 42 – NW 8th Ave. Complete Streets Improvements (PB1)– Provide Complete Street type amenities including construction of sidewalks and drainage improvements.



Figure 43 – Andrews Ave. Sidewalks (PB3) – Complete sidewalk connection along west side of Andrews Ave.



Figure 44 – NW 33rd Street and Andrews Ave. Intersection Improvements (PB4) Provide pedestrian crossing enhancements at location including ladder marking of crosswalks, perpendicular curb ramps, curb extensions with landscaping, detectable warnings, medians, and accessible pedestrian signals.



Figures 45 – (PB5) - See description below.



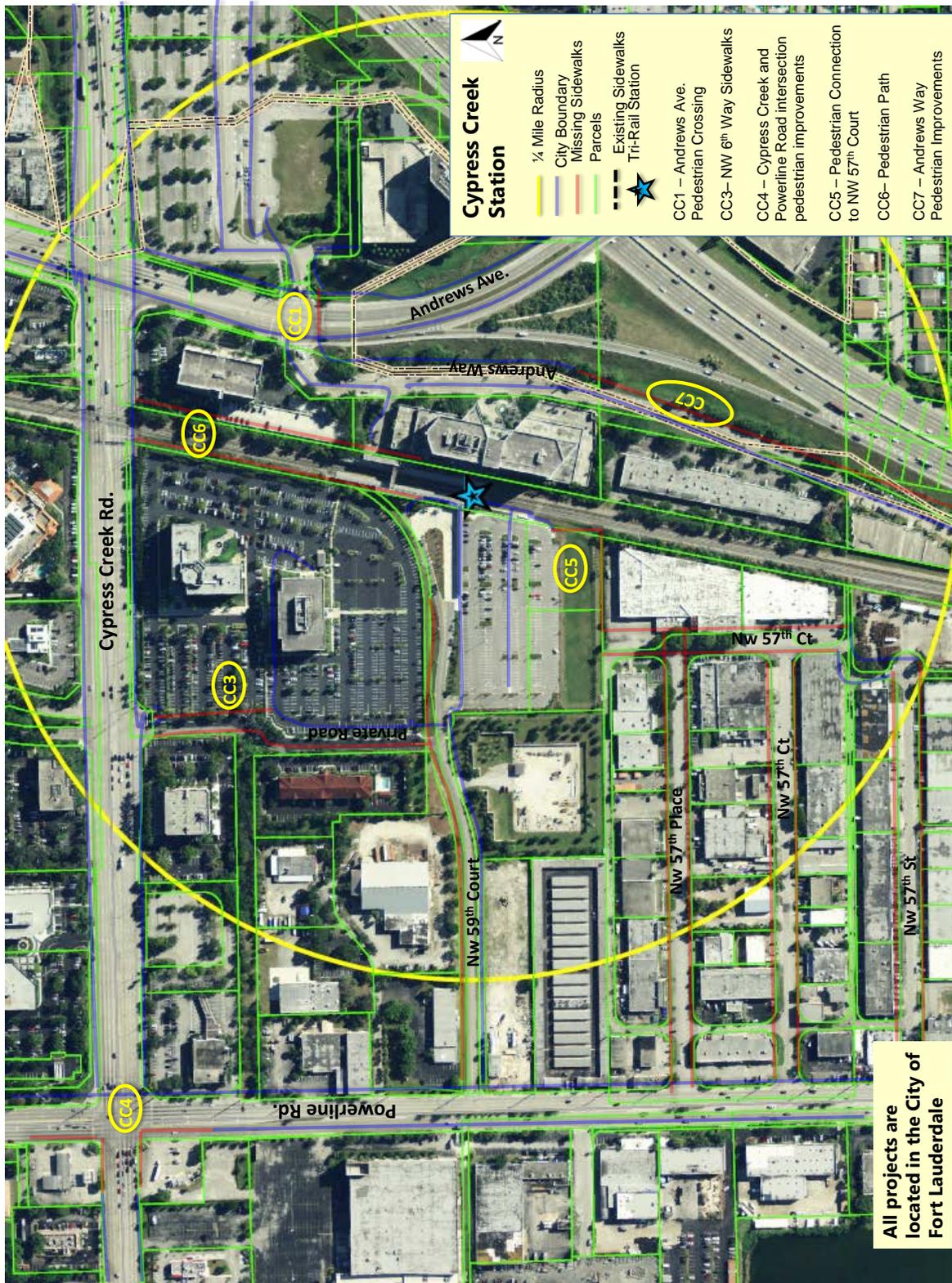
Figures 45 and 46 – NW 33rd Street Sidewalks (PB5) – Connect and complete existing sidewalks on both sides of NW 33rd Street from Andrews Ave. to Powerline Rd.



Figure 47 – Pedestrian Connection to NW 5th Terrace (PB6) – Provide a sidewalk from NW 5th Terrace/ NW 34th St. intersection through north side of ProLogis property, connecting to NW 8th Ave.



Cypress Creek Station Aerial and Project List





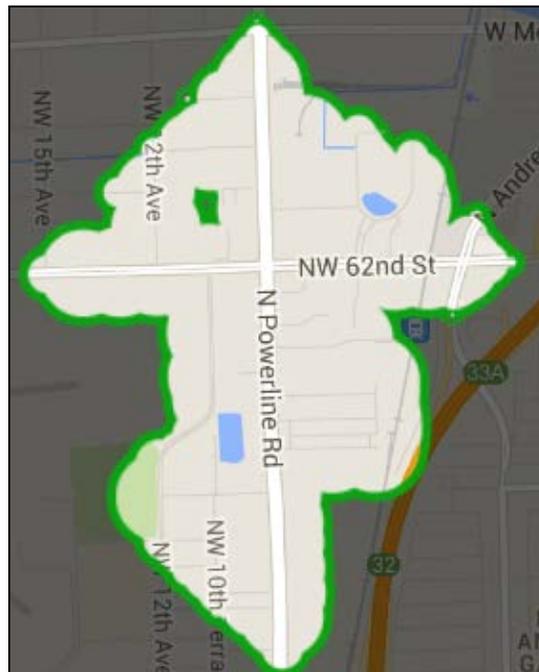
Station Area Description

The Cypress Creek Station is located approximately 0.2 miles southwest of the intersection of Cypress Creek Road and Andrews Avenue. Prior to the construction of the Cypress Creek West parking lot, the predominant pedestrian route to the station was from the east, which was problematic due to the Andrews Ave crossing which is hazardous for pedestrians. Now the main station access is via NW 59th Court, which connects to Powerline Road from the west, a much easier and safer route for pedestrians.

Three major arterials converge in the station area: Cypress Creek Road, Andrews Avenue, and Powerline Road. All have complete sidewalks on both sides of the street. According to the 2013 SFRTA Onboard Survey, the Cypress Creek Station is Tri-Rail’s fifth busiest station and has a pedestrian mode share of 6.9% which is the 11th highest share in the Tri-Rail system.

The Cypress Creek Station area does not have a strong street grid network. Interstate 95 prevents connectivity to the existing street network to the east and south. The Cypress Creek Station received a score of 37 from Walkscore, indicating the area is “car dependent”. Cypress Creek’s walkshed map is shown in Figure 48.

Figure 48 – Walkshed Map for Cypress Creek Station





Station Land Use

Land uses within a $\frac{1}{4}$ mile radius of the Cypress Creek Station are mixed and include major employment centers to the north and east of the station. The heart of the Uptown Business District, which is along Cypress Creek Road, contains one of the largest concentrations of jobs in the South Florida region. Retail, hotel, educational, and industrial uses are located to the west and north of the station together with a small amount of single family residential to the southeast. Land uses are similar in the surrounding half mile area and also include the Fort Lauderdale Executive Airport and related industries.

Projects Identified

- Project CC1 calls for a complete combination of site-appropriate pedestrian crossing enhancements to include crosswalks, perpendicular curb ramps, landscaped curb extensions, medians; pedestrian warning signals and signage.
- Project CC3 proposes sidewalk construction along NW 6th Way from the Cypress Creek Road intersection to existing sidewalks at the University of Phoenix building.
- Project CC4 seeks to provide complete sidewalks connecting to the southwest quadrant of the intersection Cypress Creek Road and Powerline Road as well as removal of the "No Pedestrians" sign at this location.
- Project CC5 calls for complete sidewalks connecting to the south sidewalk at station then west along drainage area/property line to NW 57th Ct., along edge and outside of the rail right-of-way connecting the station to Cypress Creek Rd.
- Project CC6 calls for sidewalks along edge and outside of the rail right-of-way connecting the station to Cypress Creek Rd.
- Project CC7 calls for pedestrian improvements along the east side of Andrews Way.



Cypress Creek Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
CC4	Cypress Creek /Powerline Rd. Intersection Pedestrian Improvements	Area near Intersection of Cypress Creek Road and Powerline Road.	Cypress Creek Road adjacent to the Hess and Shell station property	West side of Powerline Road adjacent to Hess Station and Shell properties.	Provide complete sidewalks connecting to the southwest quadrant of the intersection Cypress Creek Road and Powerline Road as well as removal of the "No Pedestrians" sign at this location.
MEDIUM-TERM					
CC1	Andrews Ave. Pedestrian Enhancements	Station area	East side of Andrews Ave/ Park and Ride Lot	West side of Andrews Ave. (Andrews Way)	Provide pedestrian crossing enhancements at location including ladder marking of crosswalks, perpendicular curb ramps, curb extensions with landscaping, detectable warnings, medians, and accessible pedestrian signals.
CC3	NW 6th Way Sidewalks	Along NW 6th Way (private road)	Cypress Creek Road	Entrance into West Parking Lot	Construct sidewalks along NW 6th Way from the Cypress Creek Road intersection to existing sidewalks at the University of Phoenix building.
CC5	Pedestrian Connection to NW 57th Court	South of Cypress Creek station	South sidewalk at Station	North end of NW 57th Court along water drainage area	Provide complete sidewalks connecting to the south sidewalk at station then west along drainage area/property line to NW 57th Ct., along the edge and outside of the RR right-of-way, connecting station to Cypress Creek Rd.
LONG-TERM					
CC6	Pedestrian Path	Outside of rail right of way	North side of station	Cypress Creek Rd.	Provide sidewalks outside of the RR right-of-way connecting station to Cypress Creek Rd
CC7	Andrews Way Pedestrian Improvements	5700 Andrews Way	5700 block	6100 block	Provide sidewalks along Andrews Way



Identified Projects (Cypress Creek Station)



Figure 49 – Andrews Ave. Pedestrian Crossing (CC1) – Provide pedestrian crossing enhancements to include ladder marking of crosswalks, perpendicular curb ramps, landscaped curb extensions, medians; detectable warning and pedestrian signs, signals and treatments.

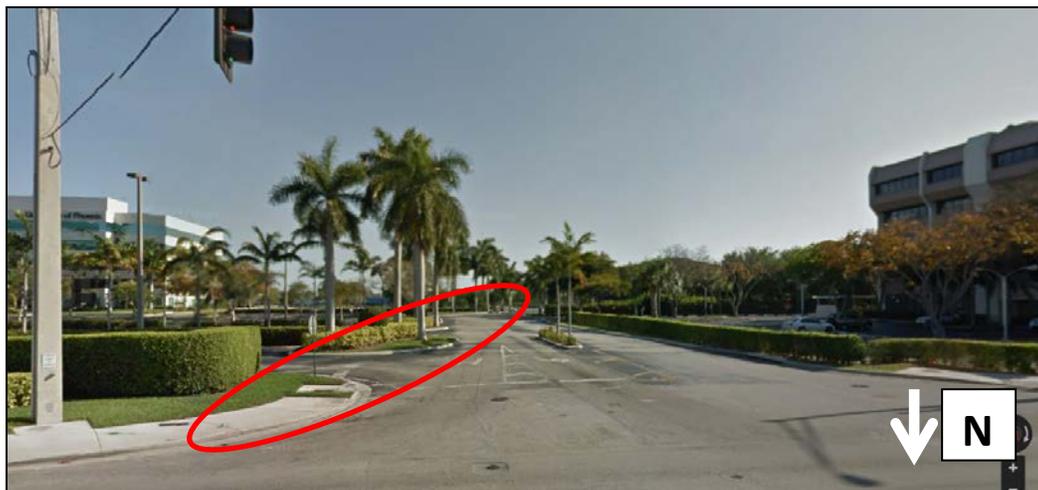
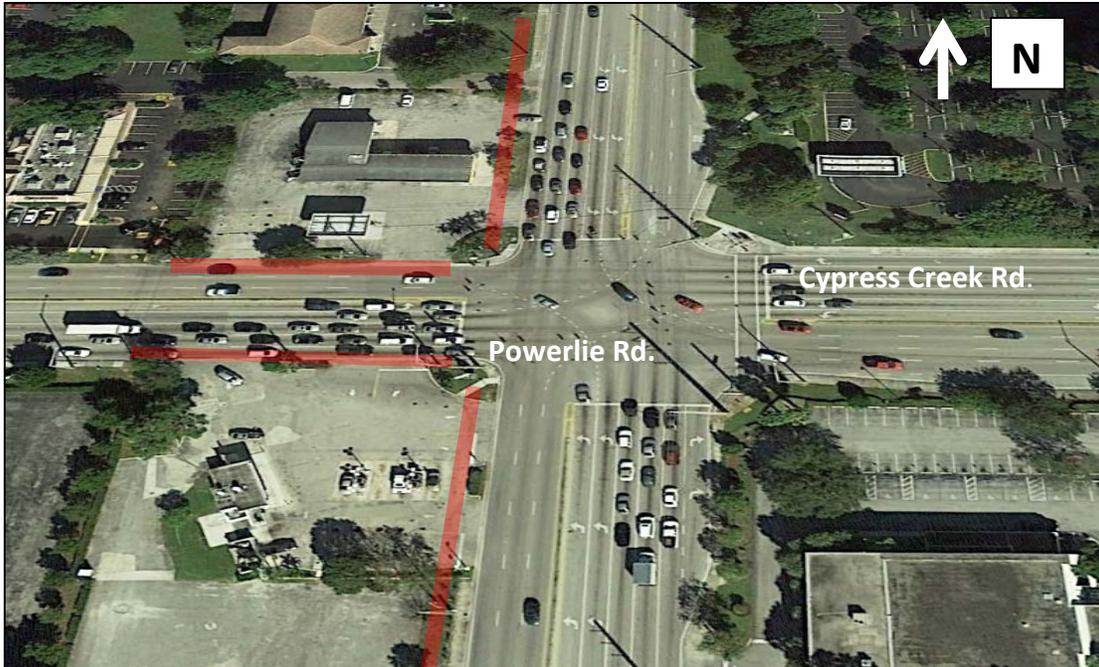


Figure 50 – NW 6th Way Sidewalks (CC3) – Construct sidewalks along NW 6th Way from Cypress Creek Road intersection to existing sidewalks at University of Phoenix building.



Figures 51- Cypress Creek/Powerline Road Intersection Pedestrian Improvements (CC4)
- Provide complete sidewalks on east and west sides, connecting to the southwest quadrant of the Cypress Creek Road and Powerline Road intersection, together with removal of the "No Pedestrians" sign.



Figures 52, 53, 54 – Cypress Creek/Powerline Road Pedestrian Improvements (CC4)
Provide complete sidewalks connecting to the southwest quadrant of the Cypress Creek Road and Powerline Road intersection, together with removal of the "No Pedestrians" sign.



Figure 55a- Pedestrian Connection to NW 57th Court (CC5) – Provide complete sidewalks connecting to the south sidewalk at station then west along drainage area/property line to NW 57th Court.



Figure 55b - Pedestrian Path (CC6) Provide sidewalks along the edge, and outside of, the railroad right-of-way connecting station to Cypress Creek Road.



Figures 56, 57, 58 – Andrews Way Pedestrian Improvements (CC7) - Provide sidewalks along Andrews Way from the 5700 block to the 6100 block.



Fort Lauderdale Station Aerial and Project List





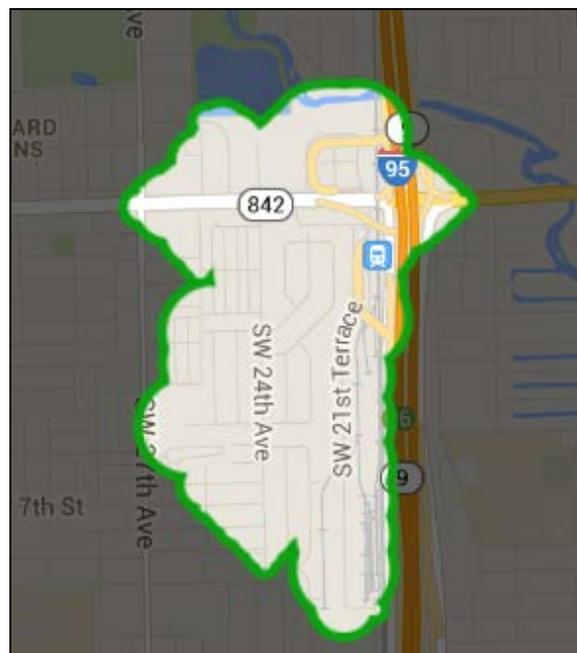
Station Area Description

The Fort Lauderdale Station is located approximately 0.2 miles southwest of the Interstate 95 (I-95) and Broward Boulevard interchange. Access is from the east and west along Broward Blvd., which has complete sidewalks in either direction. The west access is considerably easier than the east access (and from downtown Fort Lauderdale) due to the extensive on-ramps and stoplights at the I- 95 interchange. Because it is located next to Interstate 95, north-south pedestrian access is limited except for SW 21st Terrace, which connects to the Davie Boulevard corridor to the south, albeit indirectly.

The Fort Lauderdale Station is a major transportation hub in the region for both BCT local and express routes as well as for Miami-Dade Transit (MDT) express routes. The station also houses a host of local circulator routes as well as Amtrak service. According to the 2013 SFRTA Onboard Survey, the Fort Lauderdale Station is Tri-Rail’s sixth busiest station and has a pedestrian mode share of 5.2% which is 15th highest share in the Tri-Rail system.

The street grid network surrounding the Fort Lauderdale Station is hampered by its proximity to I-95 and Broward Blvd., two major county arterials. The Fort Lauderdale Station received a score of 23 from Walkscore, which indicates the area is *very* car dependent. Fort Lauderdale Station’s walkshed map is shown in Figure 59.

Figure 59 – Walkshed Map for Fort Lauderdale Station





Station Land Use

Land uses within a 1/4 mile radius of the Fort Lauderdale Station include a significant portion of single-family residential on either side of I-95, as well as the transportation uses of parking lots and highway to the north and east. CSX's Fort Lauderdale yard and some light industrial uses are to the south along SW 21st Terrace. Unlike most Tri-Rail stations, the Fort Lauderdale Station parking lots are numerous and spread out. The station area has some pockets of displaced persons who find shelter under the Broward Blvd. overpass. The surrounding half-mile does not have significant pedestrian generators, with the exception of the relatively dense residential area to the east on Broward Blvd. toward downtown which generates a fair amount of foot traffic.

Projects Identified

- Project FL1 calls for a direct pedestrian connection between Tri-Rail and Broward Blvd. together with two vertical circulation towers and shelters to serve the planned express bus service, and two new ramps to eliminate buses stopping on the existing I-95 access lanes. Currently, a steep pedestrian dirt path has been worn into the Broward Blvd. embankment, running from the top of the overpass down to the parking lot. This path has been improvised to circumvent the need to walk a third of a mile from Broward Blvd., around/through the parking lot and then to the station.
- Project FL2 seeks to pave approximately 40 feet of sidewalk to connect Access Rd. and station platform at the station's northwest end. Currently, the fence here has been pried open and a dirt path is used.
- Project FL3 seeks to construct sidewalks along west side of NW 21st Terrace and Access Rd, from the north parking lot, under Broward Blvd.
- Project FL5 would provide a complete sidewalk connection on the south side of SW 1st Street, to the station access road directly north of the station.



Fort Lauderdale Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
FL5	SW 1st Street Sidewalks, South Side	SW 1st Street northwest of station	SW 22nd Ave	Station Access Road	Provide complete sidewalk connection on south side of SW 1st Street to station access road directly north of station (APPEARS TO BE IN PROGRESS AT SITE).
MEDIUM-TERM					
FL3	NW 21st Terrace Sidewalks	NW 21st Terrace-Access Road and under Broward Blvd. overpass	Express Bus parking lot north of Broward Blvd. overpass	Just south of overpass near existing bus stop on west side of street	Construct sidewalks along west side of NW 21st Terrace and Access Rd, from the north parking lot, under Broward Blvd.
LONG-TERM					
FL2	Pedestrian Connection to North Station Platform	I-95 Access Rd/SW 2 Ave. at NW end of station	SW 2 Ave	Station platform	Pave approx. 40' between sidewalk and Access Rd. and station platform at NW end of station. Currently, the fence bordering the sidewalk has been pried open and a dirt path is used.
FL1	Pedestrian Connection from Broward Blvd.	Overpass/embankment under Broward Blvd. at station parking lot	Broward Blvd.	I-95 Access Rd/SW 2 Ave.	Create a direct connection between station access and Broward Blvd. to replace steep dirt path currently used. Project includes two vertical circulation towers, shelters for planned express bus service and two new ramps to eliminate buses stopping on the existing I-95 access lanes.

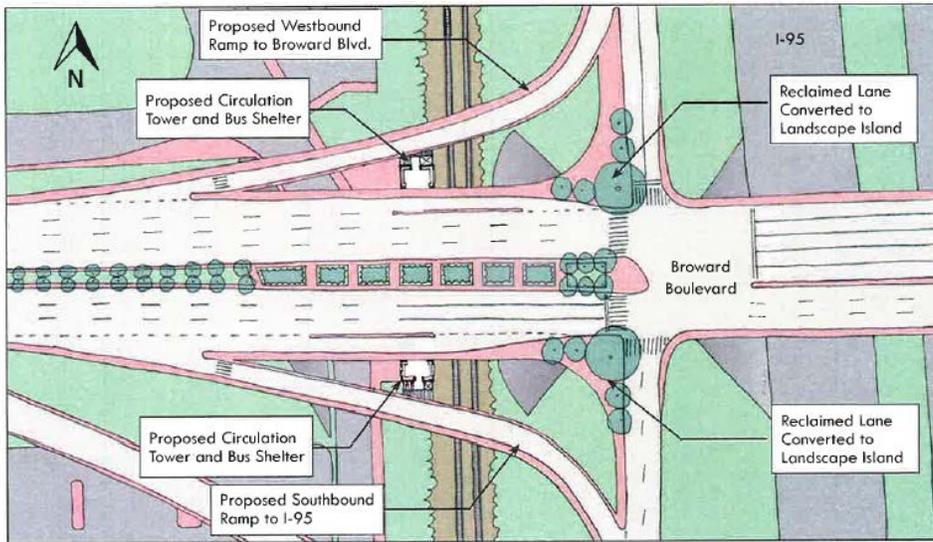
Identified Projects (Fort Lauderdale Station)



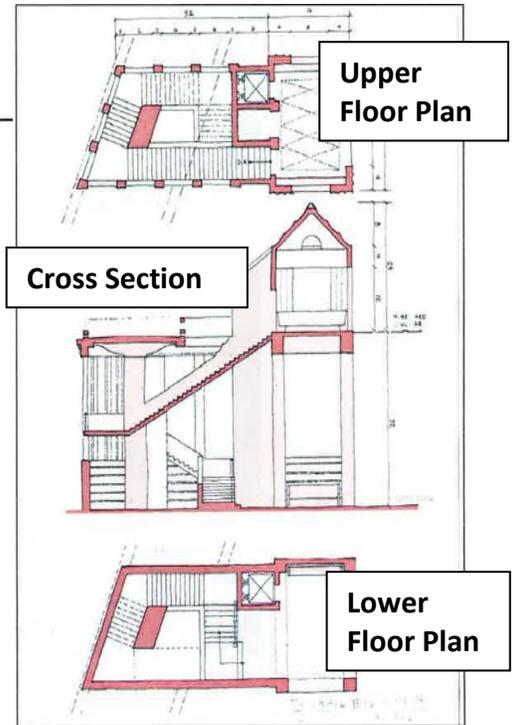
Figure 60, with Figures 61 and 62 below—Pedestrian Connection from Broward Blvd. (FL1)
(FL1, continued, next page, below)



TRI-RAIL AND BROWARD BOULEVARD



A plan of the preferred I-95/Broward Boulevard Interchange Condition, providing Tri-Rail/Amtrak access to express bus shelters on Broward Boulevard, improved vehicular circulation, and potential future stops for the Wave Streetcar.



Figures 60, 61 and 62- Pedestrian Connection from Broward Blvd. (FL1) - Create a direct connection between Tri-Rail and Broward Blvd. Currently a steep dirt path from above. This project calls for two vertical circulation towers and shelters serving planned express bus service and two new ramps to eliminate buses stopping on the existing I-95 access lanes.



Figures 63 and 64 - Pedestrian Connection to North Station Platform (FL2) - Provide 40 feet of sidewalk between Access Rd. and station platform at northwest end of station. Currently, a fence boarding the area in question has been pried open and a "goat path" is used.



Figures 65- NW 21st Terrace Sidewalks (FL3) – Construct sidewalks on west side of NW 21st Terrace along Access Rd, to connect with north end of station and from the north parking lot, under Broward Blvd. overpass, to the 320 block of SW 21st Terrace.



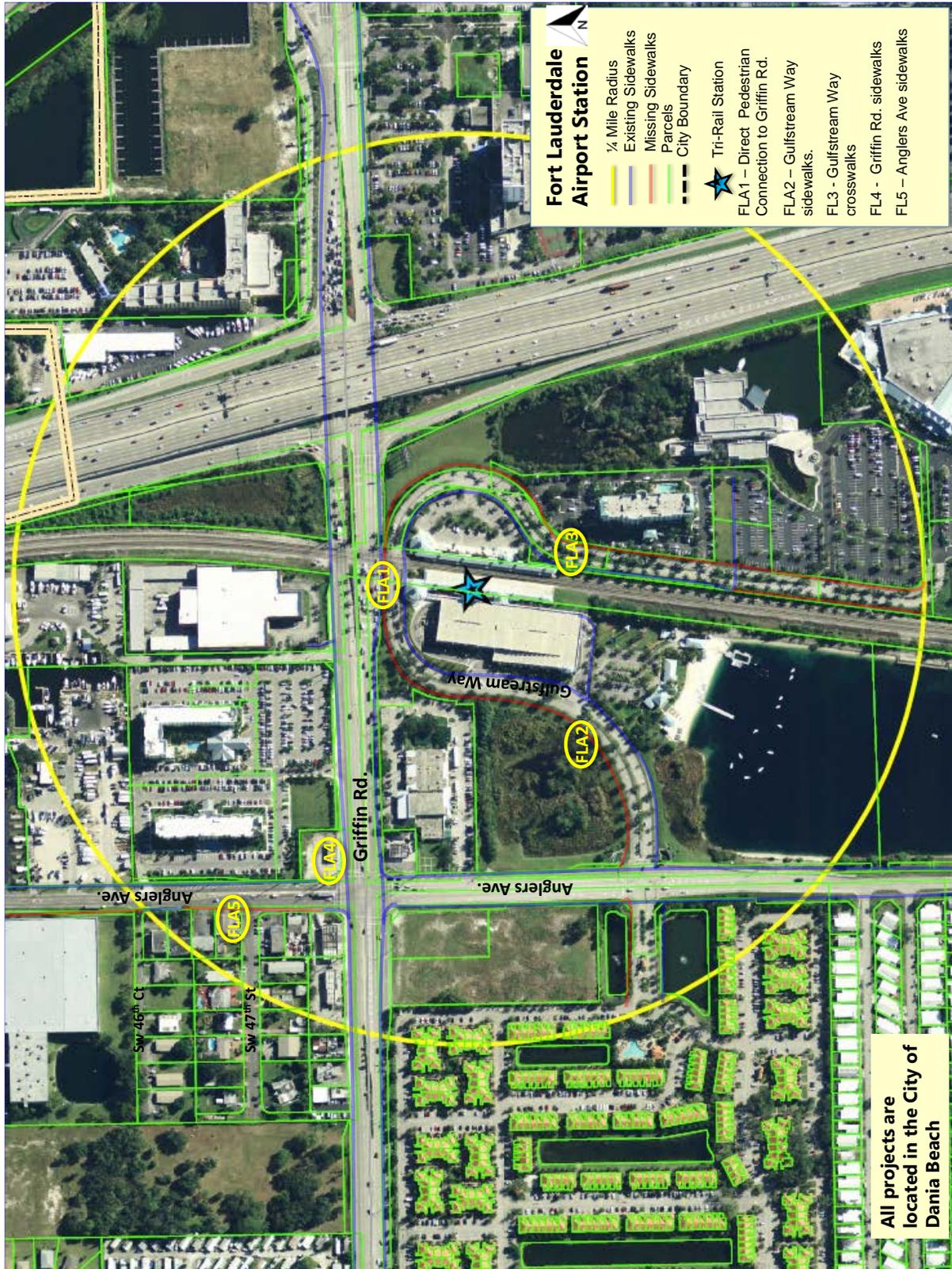
SW 1st Street



Figure 66 - SW 1st Street, South Sidewalks (FL5) - Provide complete sidewalk connection on south side of SW 1st Street to station access road directly north of station.



Fort Lauderdale Airport Station Aerial and Project List



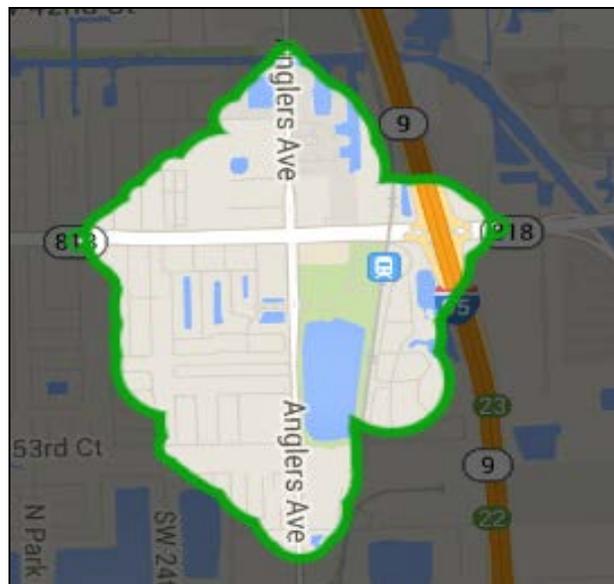


Station Area Description

The Fort Lauderdale Airport Station, which is actually located in the city of Dania Beach, is approximately 0.2 miles southwest of the Interstate 95 (I-95) and Griffin Road interchange. The predominant east-west route of access is along Griffin Rd., which has complete sidewalks in either direction except for small a small gap at the southeast corner of Griffin and Anglers Ave (see Project FLA4). For pedestrians, Anglers Avenue/Ravenswood Road is the primary north-south access. It is a minor collector that connects to the busier Stirling Road to the south. According to the 2013 SFRTA Onboard Survey, the Fort Lauderdale Airport Station is Tri-Rail’s twelfth busiest station and has a pedestrian mode share of 5.4% which is 14th highest share in the Tri-Rail system.

The area surrounding Fort Lauderdale Airport Station has a relatively weak street grid network and receives a score of 31 from Walkscore, indicating the area is very car dependent. The Station’s walkshed map is shown in Figure 67.

Figure 67 – Walkshed Map for Fort Lauderdale Airport Station



Station Land Use

Land uses within a 1/4 mile radius of the Fort Lauderdale Airport Station include commercial and hotel uses to the south, north, and east, with some residential land west of Anglers Ave. The recreational uses of Tigertail Lake Park and the International Fishing Hall of Fame, together with surrounding commercial uses along Gulfstream Way, act as minor pedestrian generators. The surrounding half-mile area has a fair amount of residential land uses on either side of the station.



Projects Identified

- Project FLA1 calls for construction of a mid-block crossing connecting Griffin Road to existing sidewalk on Gulfstream Way, with supporting sidewalk.
- Project FLA2 proposes constructing sidewalks along the full length of Gulfstream Way beginning just west of Anglers Ave, extending to the RR crossing, then east and south to the 1/4 mile station radius limit.
- Project FLA3 proposes a crosswalk between the train station and existing hotel.
- Project FLA4 would coordinate with city development approvals to fill in sidewalk gaps at the southeast corner of Griffin Rd. and Anglers Ave.
- Project FLA5 would fill in sidewalk gaps along Anglers Ave. from 46th Court to the intersection of Griffin Road and Anglers Ave.



Fort Lauderdale Airport Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
SHORT-TERM					
FLA1	Gulfstream Way Mid-Block Crossing	Approximately 2000 block of Griffin Rd.	South side of Griffin Road	Existing sidewalk on south side of Gulfstream Way	Construct a mid-block crossing connecting Griffin Road to existing sidewalk on Gulfstream Way, with supporting sidewalk.
MEDIUM-TERM					
FLA2	Gulf Stream Way Sidewalks	East of Anglers Ave. crossing RR ROW, then south to Bass Pro Shops	Anglers Ave.	Bass Pro Shops	Construct sidewalks along Gulfstream Way.
FLA3	Gulfstream Way Crosswalks	East side of station	Train Station	Hotel	Provide crosswalks
FLA4	Griffin Rd Sidewalks	Griffin Rd	Griffin Rd	Along 50' of frontage property	Coordinate with city to install sidewalks on east side of new Dunkin Donuts development at SE corner of Griffin and Anglers Ave.
LONG-TERM					
FLA5	Anglers Ave. Sidewalks	Anglers Ave. north of Griffin Rd intersection, west side	Griffin Rd	1/4 mile north of Griffin Rd intersection	Fill in sidewalk gaps along Anglers Ave. from 46th Court to the intersection of Griffin Road and Anglers Ave.



Identified Projects (Fort Lauderdale Airport Station)

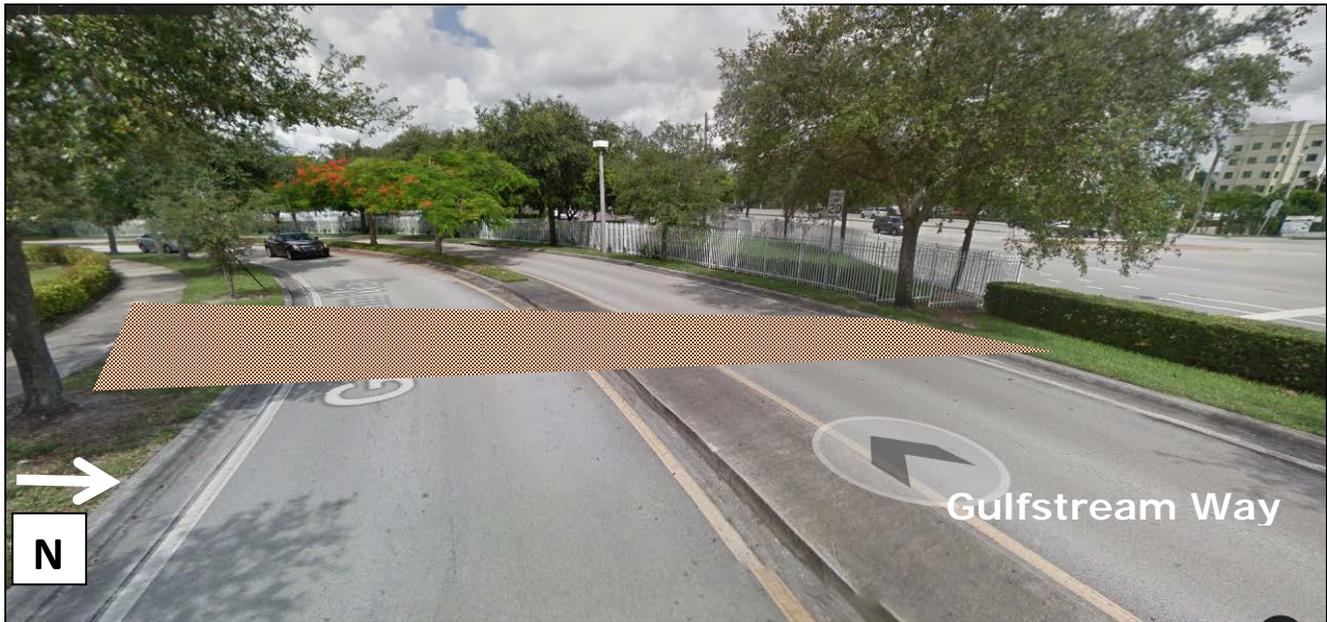


Figure 68 – Direct Pedestrian Connection to Griffin Rd. (FLA1) – Construct a mid-block crossing connecting Griffin Road to existing sidewalk on south side of Gulfstream Way, with supporting sidewalk.



Figure 69, with Figures 70, 71 below – Gulfstream Way Sidewalks (FLA2) – Construct sidewalks along Gulfstream Way from Anglers Ave on the west to Bass Pro Shops on the east side of station.



Figure 70 (FLA2) – See description below.



Figures 70, 71- Gulfstream Way Sidewalks (FLA2) – Construct sidewalks along Gulfstream Way from Anglers Ave on the west to Bass Pro Shops on the east side of station.

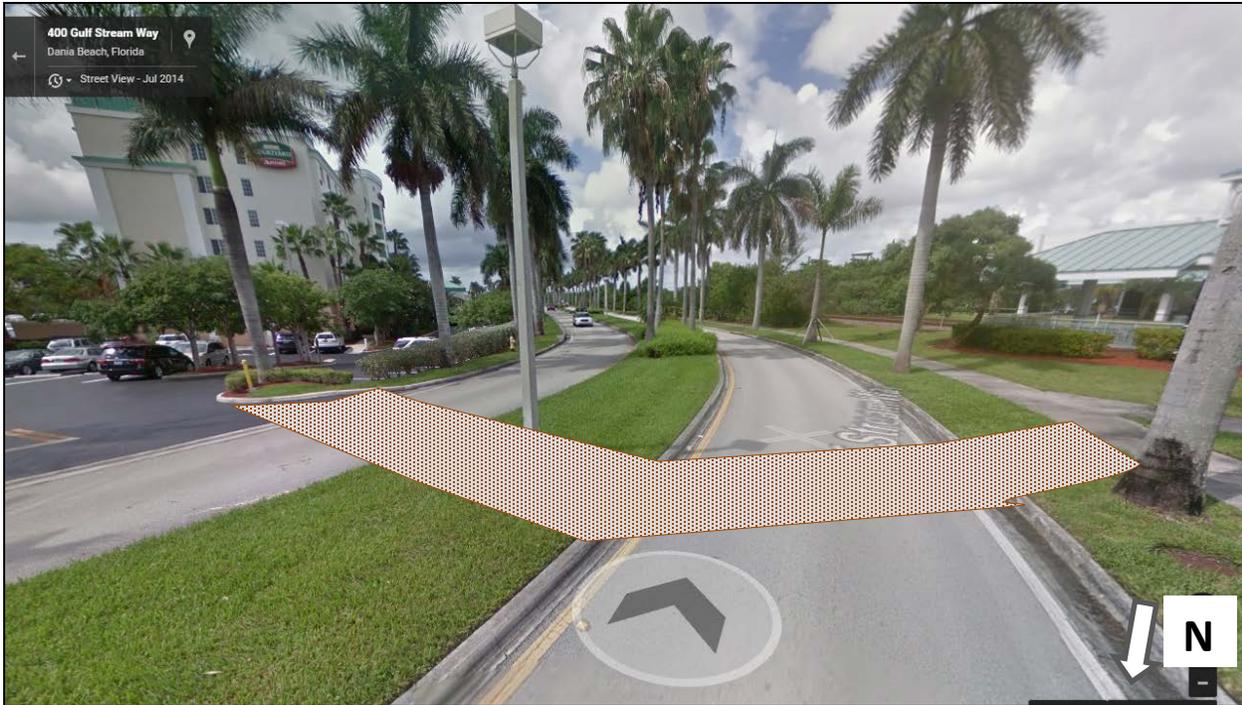
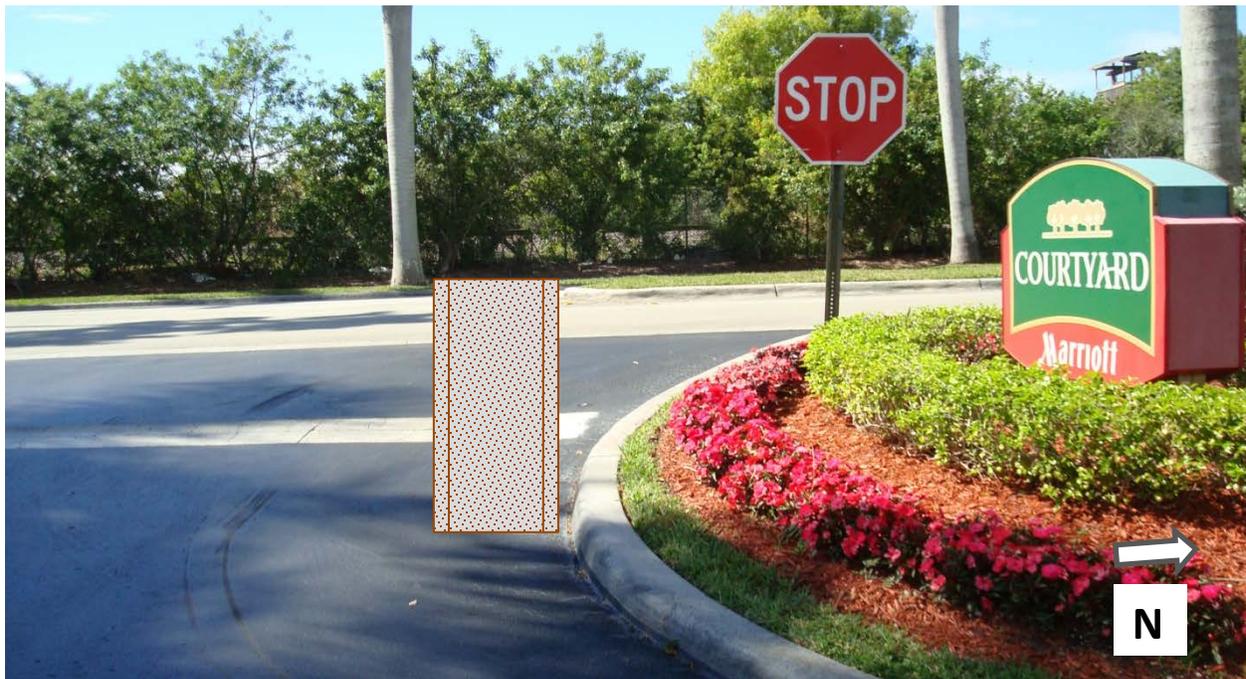
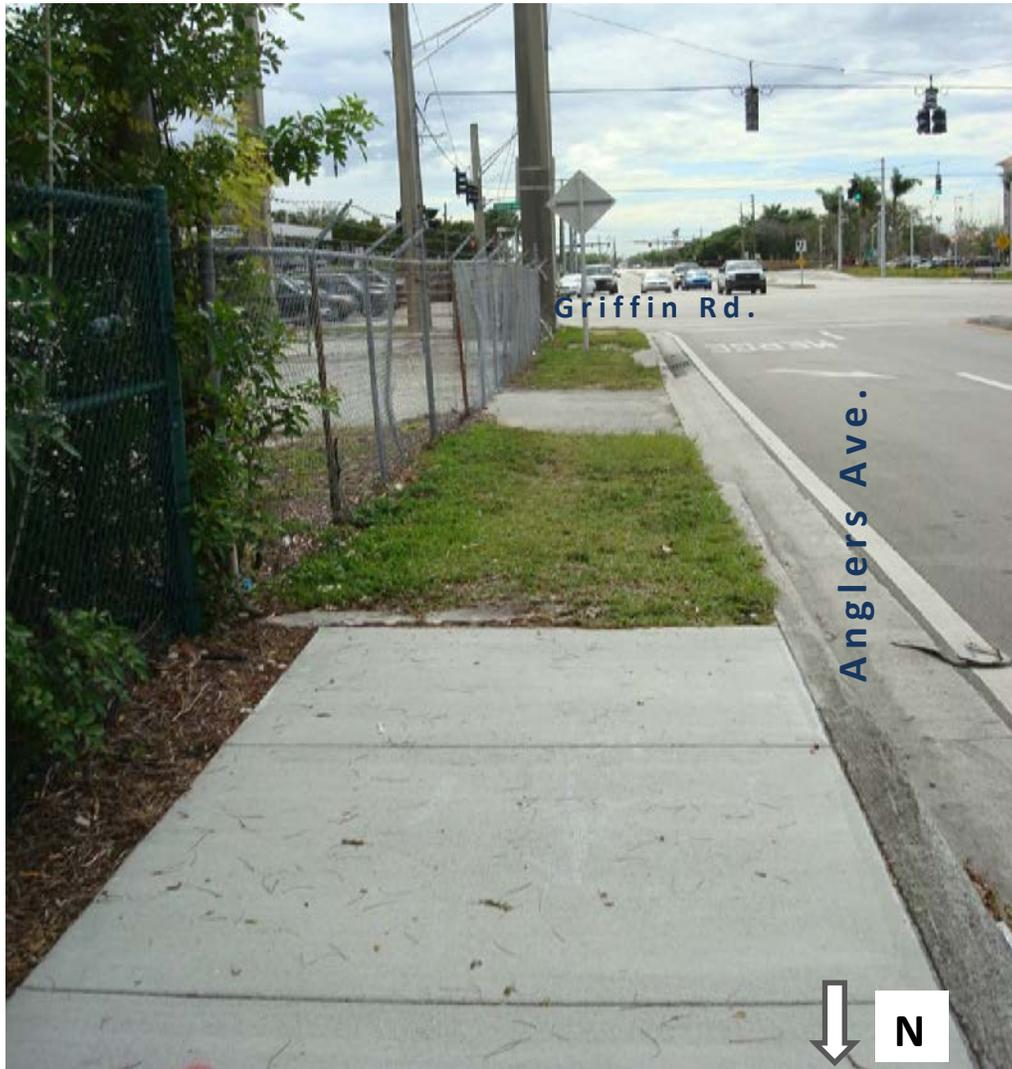


Figure 72 (FLA3) –See description below.



Figures 72, 73 – Gulfstream Way Crosswalks (FLA3) – Provide a minimum of one crosswalk, or two crosswalks with one at each end/entrance of the hotel.



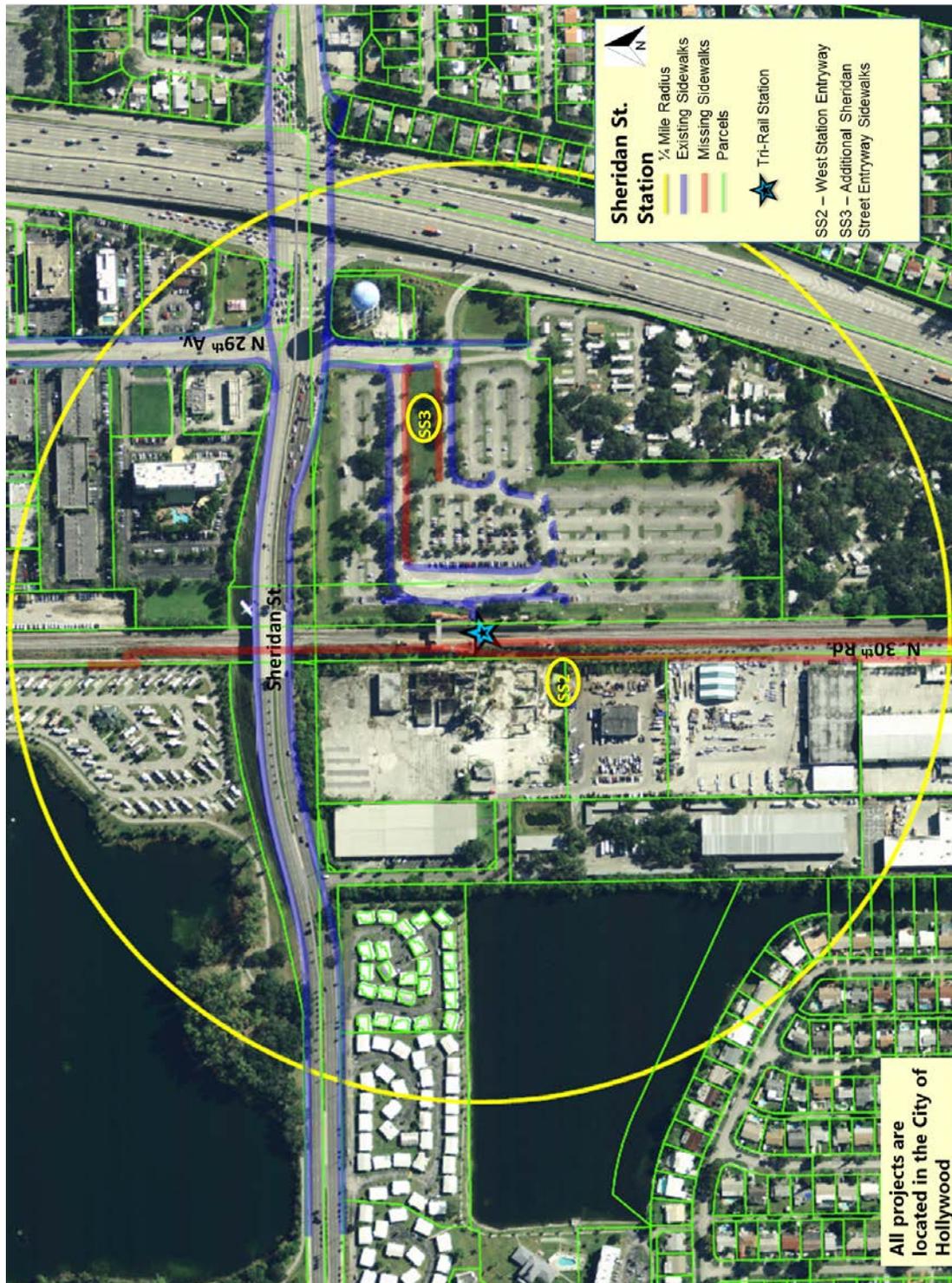
Figures 74 – Griffin Road Sidewalks (FLA4) - Coordinate with City-approved development to fill in sidewalk gaps at the southeast corner of Griffin Rd. and Anglers Ave.



Figures 75, 76, 77 – Anglers Ave./Ravenswood Rd Sidewalks (FLA5) – Fill in sidewalk gaps along Anglers Ave. from 46th Court to the intersection of Griffin Road and Anglers Ave.



Sheridan Street Station Aerial and Project List



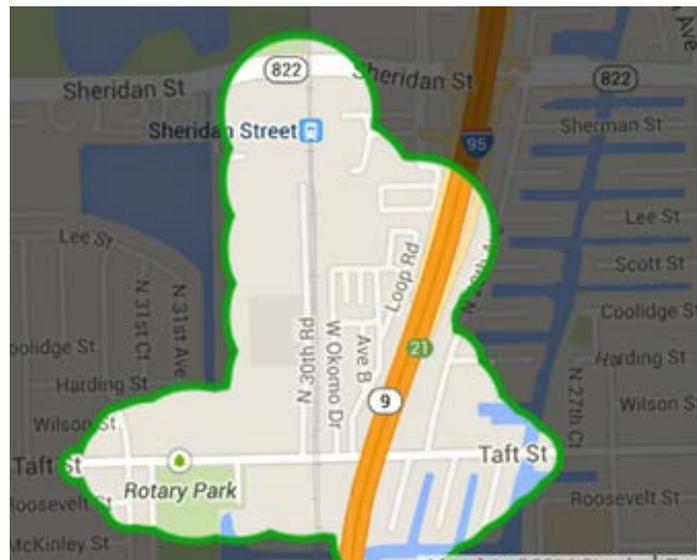


Station Area Description

The Sheridan Street Station is located approximately 0.2 miles southwest of the Interstate 95 (I-95) and Sheridan Street interchange. Sheridan Street is the primary east-west route of access and has a complete sidewalk network in either direction. North access is from North 29th Ave. Pedestrian access from the south and west is extremely limited unless except from N 30th Road which is an unofficial access to the station’s west side. According to the 2013 SFRTA Onboard Survey, the Sheridan Street Station is Tri-Rail’s sixteenth busiest station and has a pedestrian mode share of 9% which is 7th highest share in the Tri-Rail system.

The area surrounding Sheridan Street Station doesn’t have a particularly strong street grid network, but a strong grid network does exist southeast of the station, on the other side of I-95. This station received a score of 68 from Walkscore, indicating the area is somewhat walkable. Sheridan Street’s walkshed map is shown in Figure 78.

Figure 78 – Walkshed Map for Sheridan Street Station



Station Land Use

Land uses within a 1/4 mile radius of Sheridan Street Station are dominated by the station’s large but underutilized parking lot. Land uses in the remaining ¼ mile area are heavy and light industrial with some single-family residential to the south. To the northwest is the recreational use Topeekeegee Yugnee Park, a minor pedestrian generator. Oakwood Plaza, a large shopping complex, is to the northeast but this area of Hollywood is primarily residential.



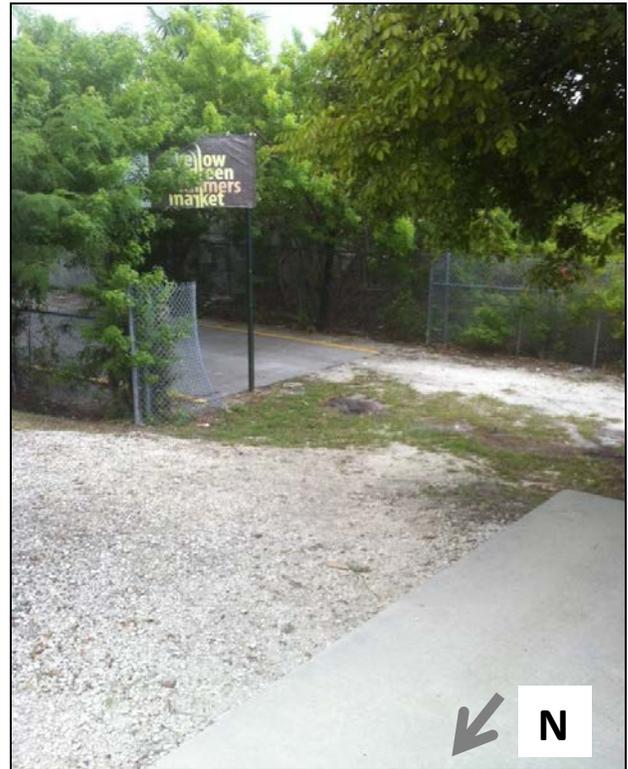
Projects Identified

- Projects SS2, calls for a paved, ADA-compliant entrance to the west side of the station and North 30th Road. This project could allow greater north-south pedestrian access from residential areas along the Taft Street corridor.
- Project SS3 calls for complete sidewalks on both station access and egress roads.

Sheridan Street Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
SS2	West Station Entryway	Road parallel and adjacent to the Farmers Market	South end of station	Gate at unpaved road segment	Construct an ADA-accessible entryway from the southern part of the west platform at the station to provide connection to North 30th Road. CONTINGENT UPON CONNECTING TO N 30th ROAD SIDEWALK.
SS3	Additional Entryway Sidewalks	Access Roads intersecting with N. 29th Ave south of Sheridan St.	N. 29th Ave.	Parking lot and continuing to connect to station entrance	Complete sidewalks on both access and egress roads at station.



Identified Projects (Sheridan Street Station)



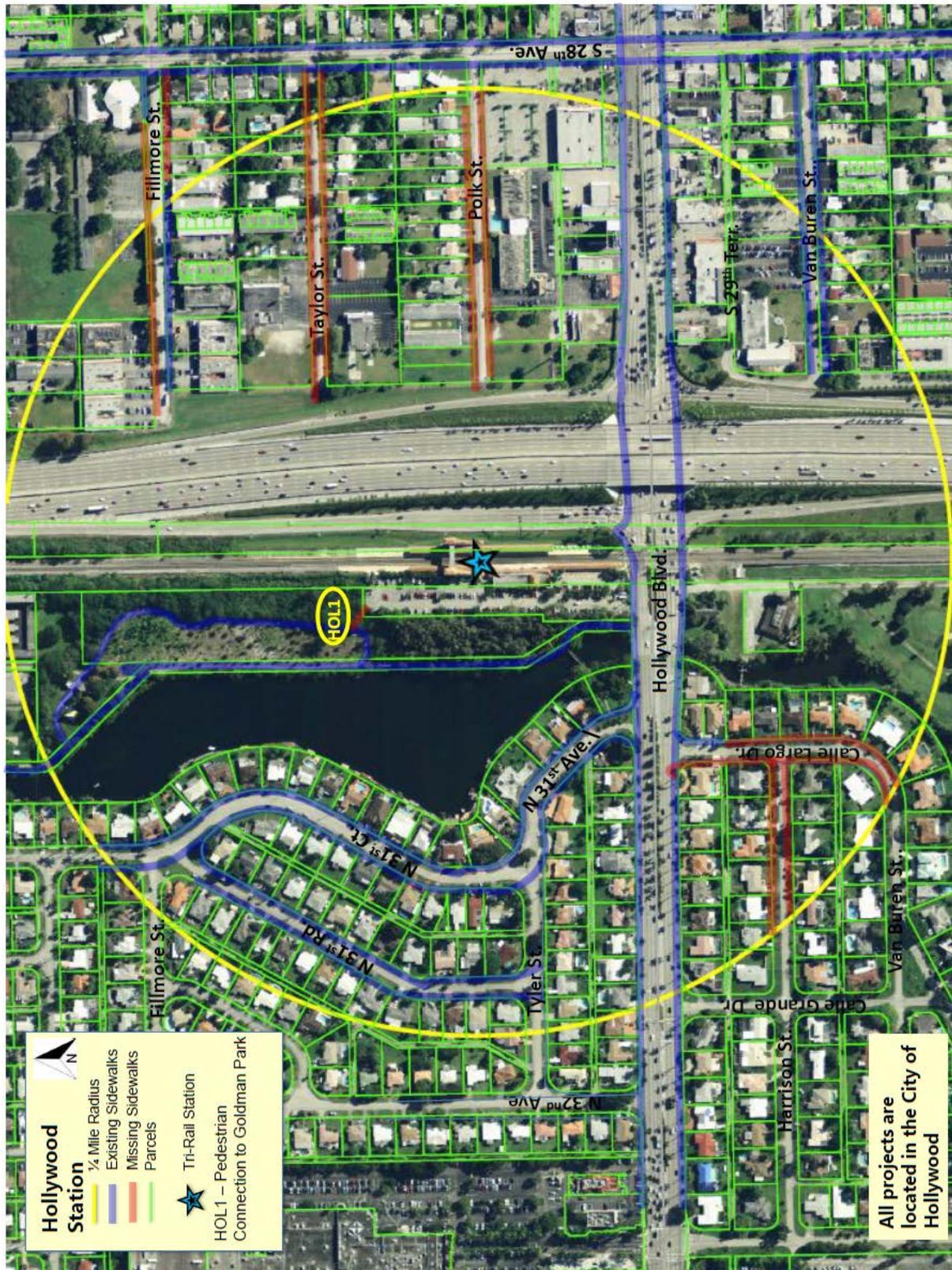
Figures 79, 80 and 81 – West Station Entryway (SS2) – Provide an ADA-compliant connection and access to the west side of the Sheridan Street station.



Figure 82 – Additional Entryway Sidewalks (SS3) – Complete sidewalks on eastern section of both access and egress roads at station.



Hollywood Station Aerial and Project List



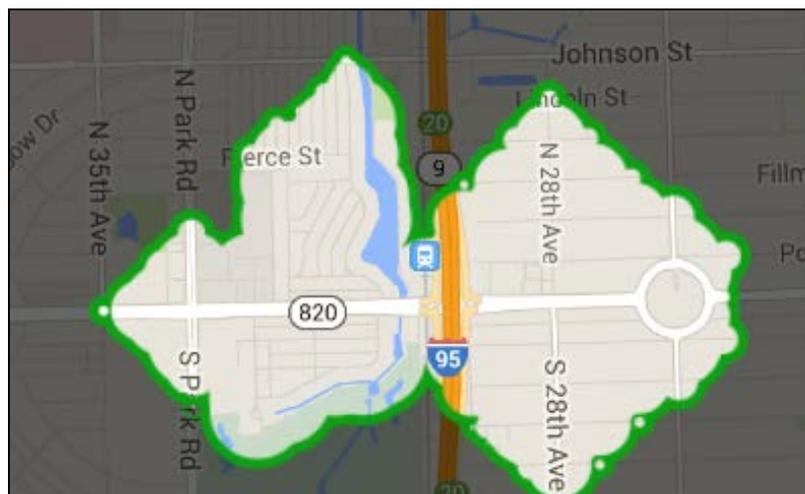


Station Area Description

The Hollywood Station is located approximately 0.1 miles northwest of the Interstate 95 and Hollywood Blvd. interchange. Hollywood Blvd. is the east-west primary access road and has complete sidewalks on both sides of the street. North-south access to the station (besides Interstate 95) is limited. According to the 2013 SFRTA Onboard Survey, the Hollywood Station is Tri-Rail’s thirteenth busiest station and has a pedestrian mode share of 14.6% which is 2nd highest in the Tri-Rail system.

The area around the Hollywood Station has an average street grid network. The Hollywood Station received a 54 from Walkscore, which indicates the area is somewhat walkable. Hollywood Station’s walkshed map is shown in Figure 83.

Figure 83 – Walkshed Map for Hollywood Station



Station Land Use

Land uses within a 1/4 mile radius of the Hollywood Station are predominantly residential with some commercial land uses to the east along Hollywood Blvd. Hollywood Hills Plaza and Hollywood City Hall are both located in the surrounding half-mile and act as minor pedestrian generators, but Hollywood Station has one of the highest concentrations of surrounding residential land uses in the corridor.



Projects Identified

- Project HOL-1 calls for pedestrian connections from Hollywood Station parking lot to existing multi-use trails in Goldman Park. A connection here could enhance north-south accessibility to the residential areas along the Johnson Street corridor.

Hollywood Station Project List					
Proj. No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
HOL 1	Pedestrian Connection to Goldman Park	Station parking lot	North side of parking lot	Existing multi-use trails in Goldman Park	Connect north side of station parking lot to existing multi-use trails in Goldman Park to the west of the station

Identified Projects (Hollywood Station)

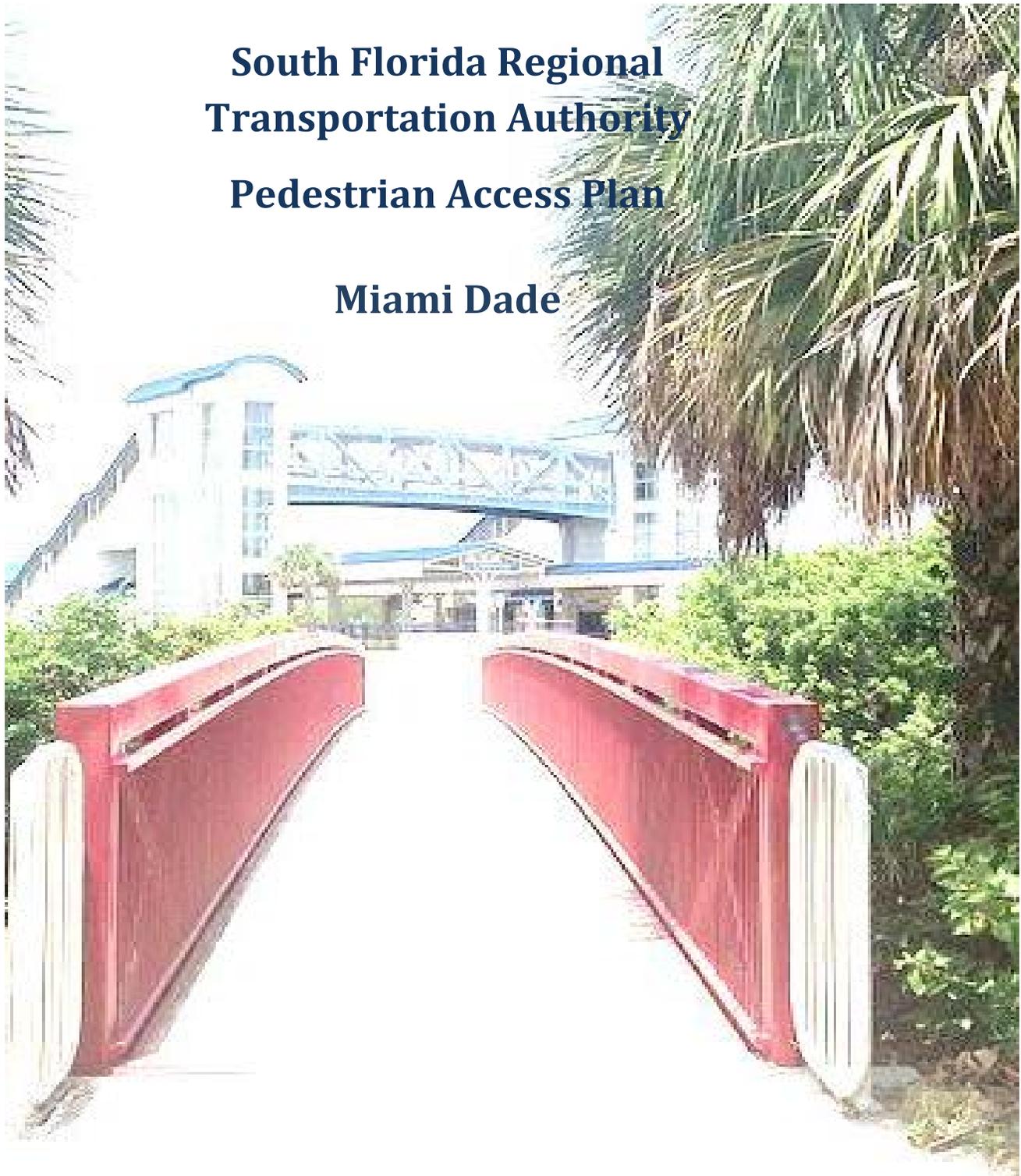


Figure 84 – Pedestrian Connection to Goldman Park (HOL1)– Provide a pedestrian connection from north side of Station parking lot to existing multi-use trails in adjacent Goldman Park.



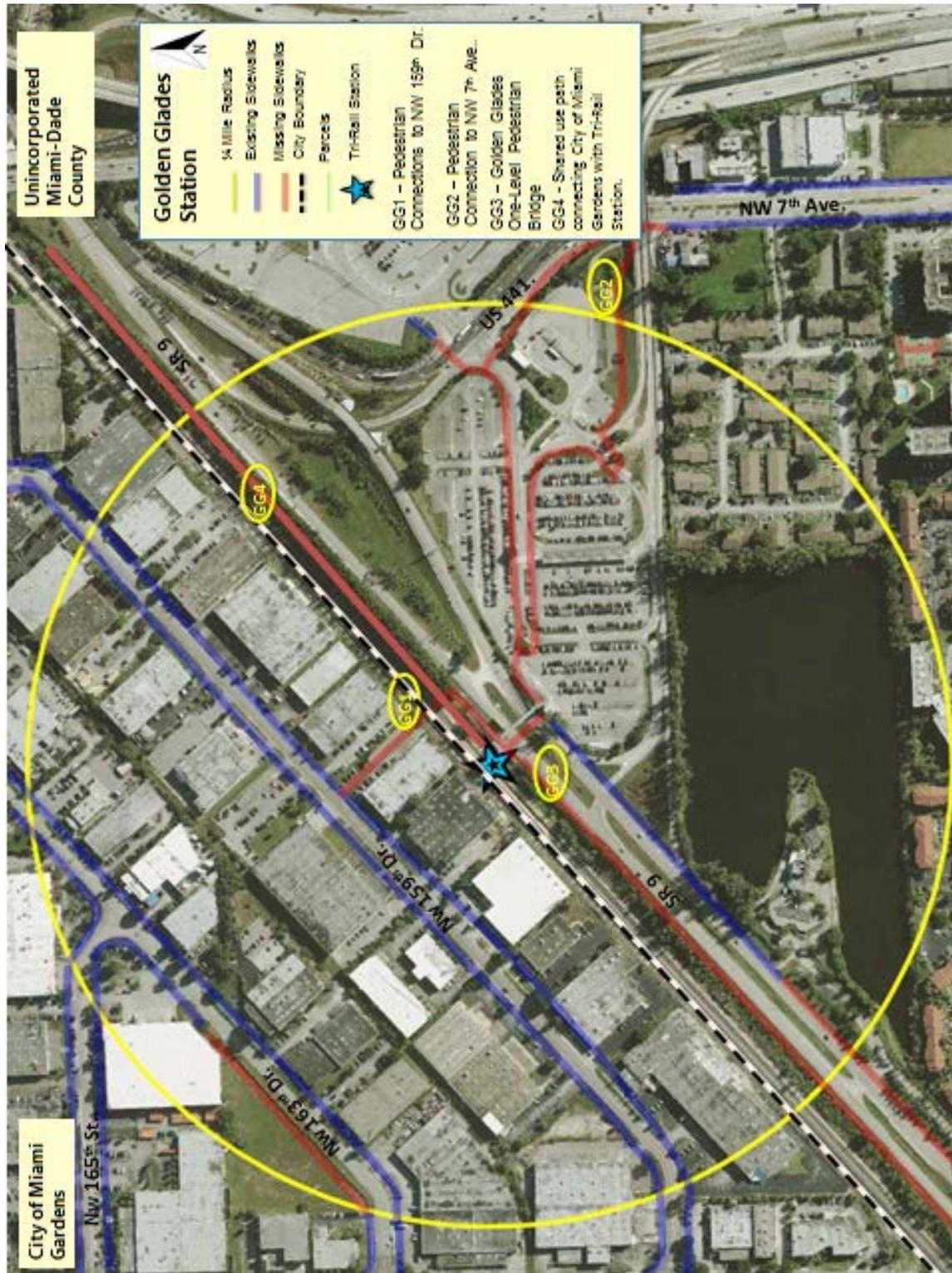
South Florida Regional Transportation Authority Pedestrian Access Plan

Miami Dade





Golden Glades Station Aerial and Project List





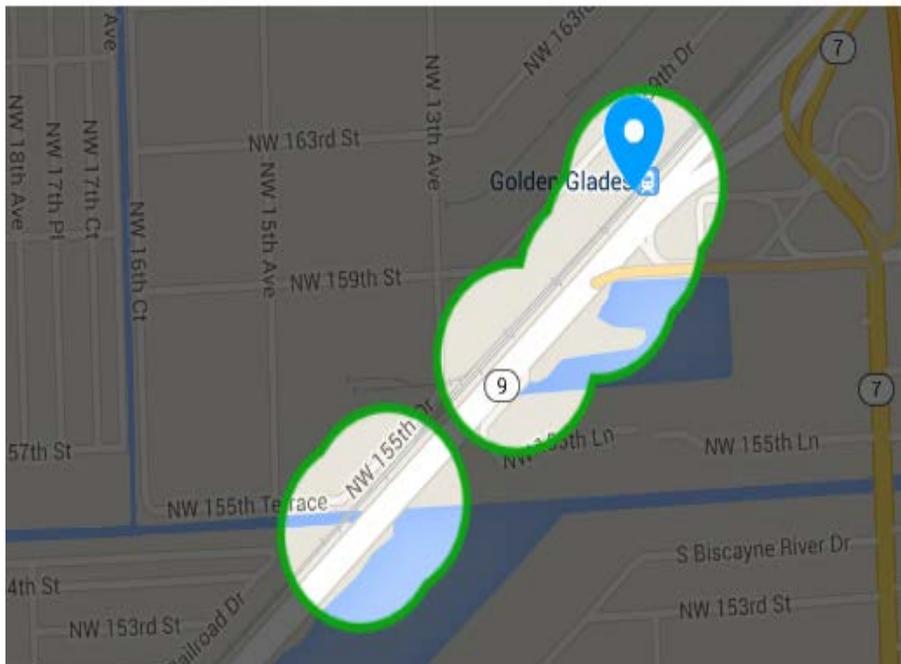
Station Area Description

The Golden Glades Station is located at 16000 State Road 9, Miami, FL 33169, approximately three-quarters of a mile southwest of the Golden Glades interchange of I-95, south of the Palmetto Expressway, west of State Road 7/NW 7th Ave., and parallel along State Road 9. Primary access is by car or bus from several major highways, although sidewalks exist to the south of the station, along State Road 9, for approximately one-quarter to a half mile giving pedestrian access to some multi-family residencies and a county facility. The station's park-and-ride facility contains 1,146 parking spaces serving bus riders, carpool/vanpool users, and Tri-Rail.

In the 2013 SFRTA Onboard Survey, Golden Glades Station ranked 15th of Tri-Rail's current seventeen stations for number of boardings, and ranked last for pedestrian mode share at 4.3%.

The area surrounding Golden Glades Station does not have a strong street grid network. It received 40 out of 100 from Walkscore which indicates the area is car-dependent. The Golden Glades Station walkshed map is shown in Figure 85.

Figure 85 – Walkshed Map for Golden Glades Station





Station Land Use

Land uses within the station area are transportation, industrial, commercial, and residential. Areas to the north and west of the station are mainly industrial and commercial, while residential uses are located to the south. However, there is no pedestrian access to the Golden Glades station from adjacent jobs and limited access to homes. SR 9, I-95 ramps, and the railroad tracks are barriers that block pedestrian access.

Station Projects Identified

Four pedestrian improvement projects were identified:

- Project GG1: Construct a pedestrian connection to NW 159th Drive.
- Project GG2: Construct a pedestrian connection along the south side of the station to NW 7th Avenue/US 441.
- Project GG3: Construct a one-level pedestrian bridge to directly connect from the parking lot to the station entrance.
- Project GG4: Develop a shared use path connection from the City of Miami Gardens to the Golden Glades Tri-Rail Station.

Identified Projects Golden Glades Station

Golden Glades Project List					
Proj No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
GG2	Pedestrian Connection to NW 7th Ave.	Station entrance/parking lot/US 441/NW 7th Ave.	Station entrance	NW 7th Ave.	Construct a pedestrian connection between station access and NW 7th Avenue and along south side of US 441
GG3	Golden Glades One-Level Pedestrian Bridge	Station entrance and parking lot	Station entrance	Parking lot	Construct a one-level pedestrian bridge to directly connect from the parking lot to the station entrance
GG4	Shared Use Path (with MPO Partner)	Running east along NW 167th St to NW 7 Ave and turning S/SW and running parallel to RR ROW	Approx. NW167 St. and NW 8 Ave.	Golden Glades Tri-Rail Station	Create a shared use path connection from the City of Miami Gardens to the Golden Glades Tri-Rail Station
LONG-TERM					
GG1	Pedestrian Connections to NW 159th Dr.	NW side of station to entrance	NW 159th Dr.	Station entrance	Construct a pedestrian connection to NW 159th Drive

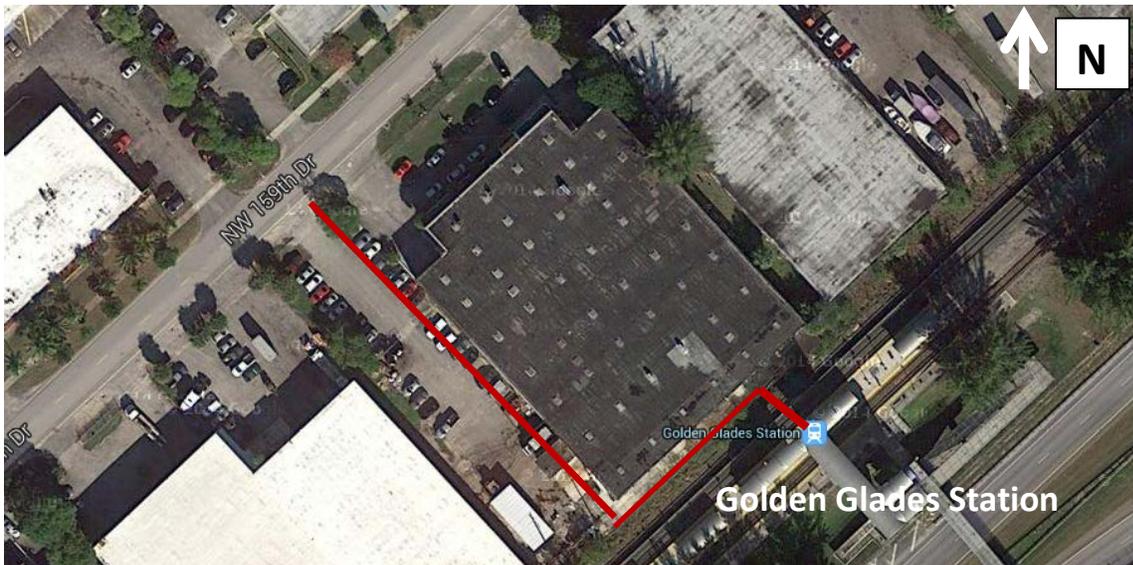


Figure 86 - Pedestrian Connections to NW 159th Dr. (GG1) - Construct a pedestrian connection from NW 159th Drive to station entrance.

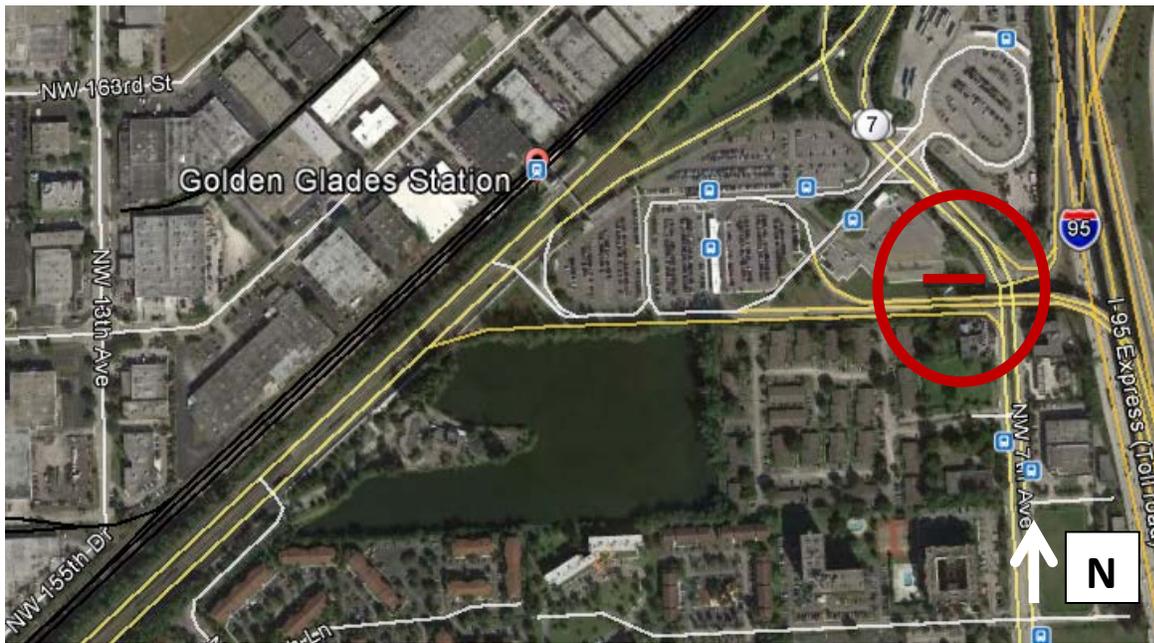


Figure 87 - Pedestrian Connection to NW 7th Ave. (GG2) - Construct a pedestrian connection along the south side of the station to NW 7th Ave. / US 441.



Figure 88 – Golden Glades One-Level Pedestrian Bridge (GG3) - Construct a one-level pedestrian bridge to directly connect from the parking lot to the station entrance.

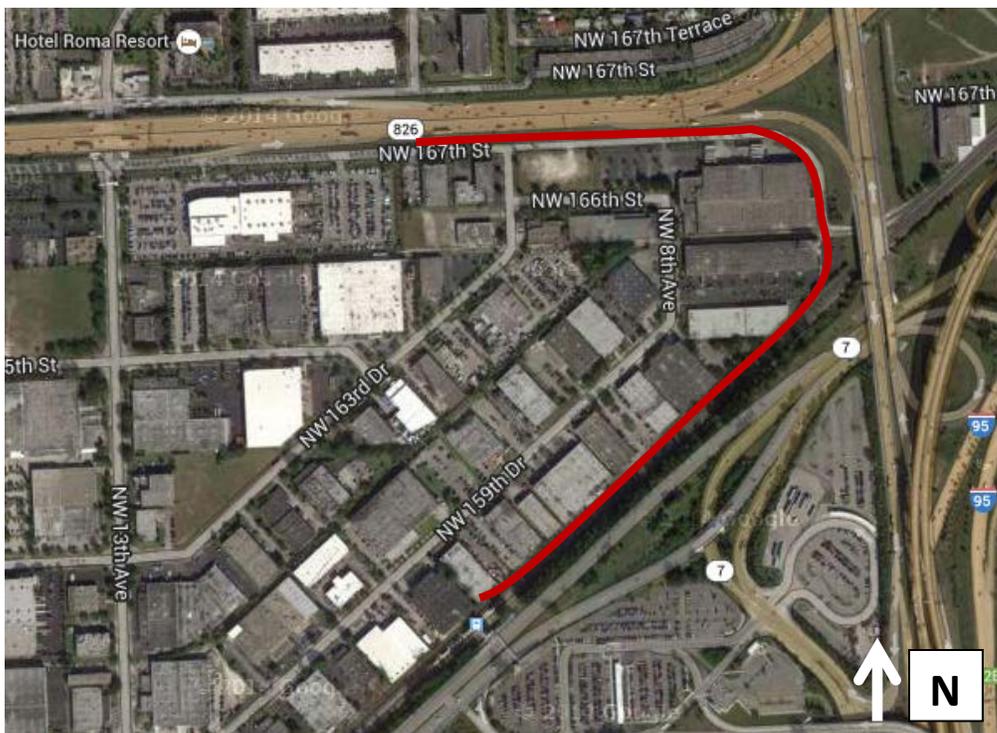
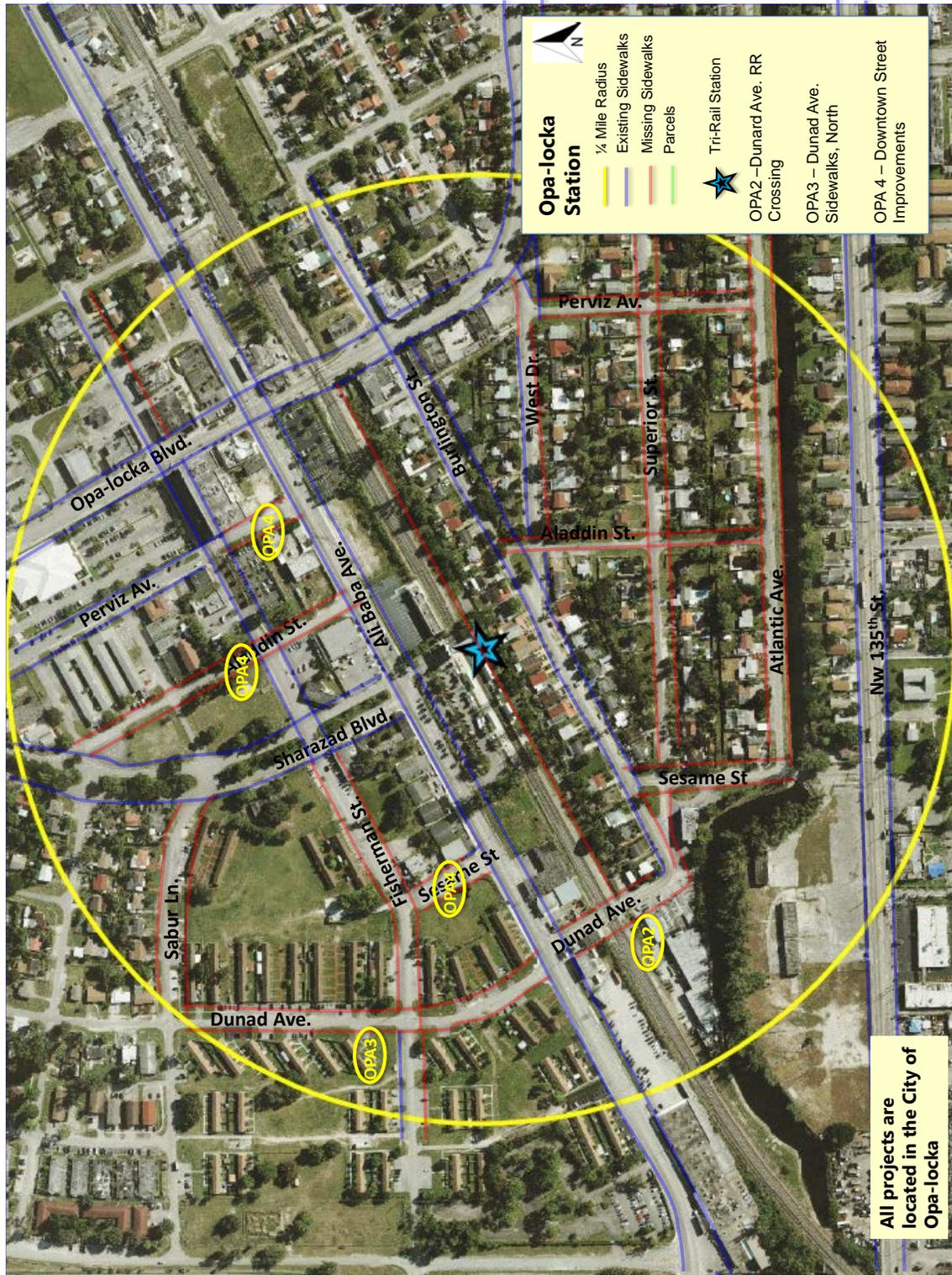


Figure 89 - Shared Use Path (GG4)- Create a shared use path connection from the City of Miami Gardens to the Tri-Rail Station, outside of the rail corridor.



Opa-Locka Station Aerial and Project List





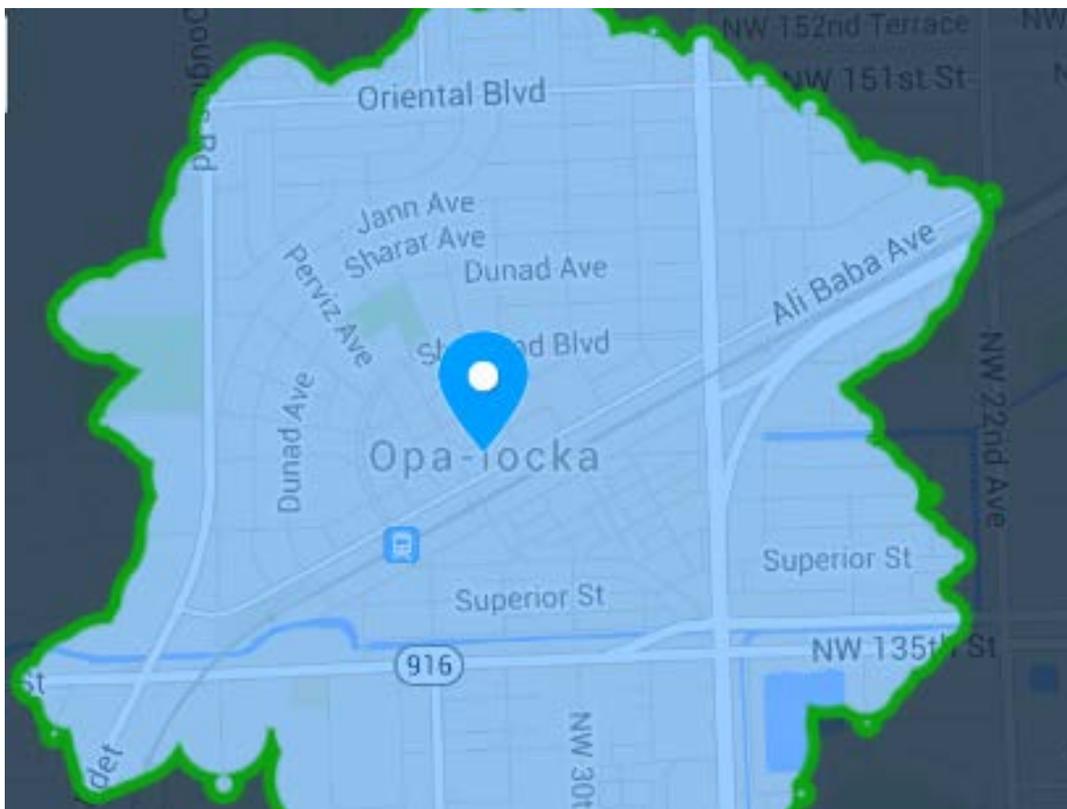
Station Area Description

The Opa-Locka Station is located at 480 Ali Baba Avenue in Opa Locka, at the edge of the city’s historic downtown, within a fairly dense residential and mixed-use grid development pattern. The station has 72 park-and-ride spaces with plans to add more to meet demand; four bus bays, and two dedicated taxi spaces.

According to the 2013 SFRTA Onboard Survey, Opa-Locka Station ranks first in the system for walkshare, but last for station use overall with a 15.5% walkshare but only 2% of total system boardings.

With its strong street grid network, the Opa-Locka Station area is very walkable and receives a Walkscore of 74 out of 100. The area walkshed map is shown in Figure 90.

Figure 90 – Walkshed Map for Opa Locka Station





Station Land Use

Land uses surrounding the station are mixed, but are mostly single-family residential. Single-family residential tends to be to the east and south of the station, while some multi-family residential uses are to the northwest. Retail and institutional land uses are to the north and northeast of the station, concentrated along Ali Baba Avenue and Opa-locka Boulevard. There are some industrial uses to the southwest and along the tracks to the northeast.

The Florida Department of Children and Families is located less than a quarter of a mile, or 5 blocks to the northeast, and Opa Locka Elementary School is located east of, and within a third of a mile of the station.

Station Projects Identified

A total of three pedestrian improvement projects were identified:

- Project OPA2: Construct grade crossing with sidewalks on Dunad Ave, south section.
- Project OPA3: Construct sidewalks on both sides of Dunad Ave. north of Ali Baba Ave.
- Project OPA4: Create a shared use path connection from the City of Miami Gardens to the Tri-Rail Station.

Identified Projects Opa-Locka Station

Opa-Locka Station Project List					
Proj No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
OPA 2	Dunad Ave. RR Crossing	Dunard Ave., south section	Ali Baba Ave.	Burlington St.	Construct grade crossing with sidewalks
OPA 3	Dunad Ave Sidewalks, North	Dunad Ave. north of Ali Baba Ave.	Ali Baba Ave.	Sabur Lane	Construct sidewalks on both sides of street
LONG-TERM					
OPA 4	Downtown Street Improvements	Sesame St, Aladdin St, and Perviz Ave, North of Ali Baba Ave.	Ali Baba Ave.	Sections of roads without sidewalks within the 1/4 mile study radius	Construct sidewalks on both sides of streets



Figure 91- Dunad Ave. RR Crossing (OPA2) - Construct grade crossing with sidewalks.

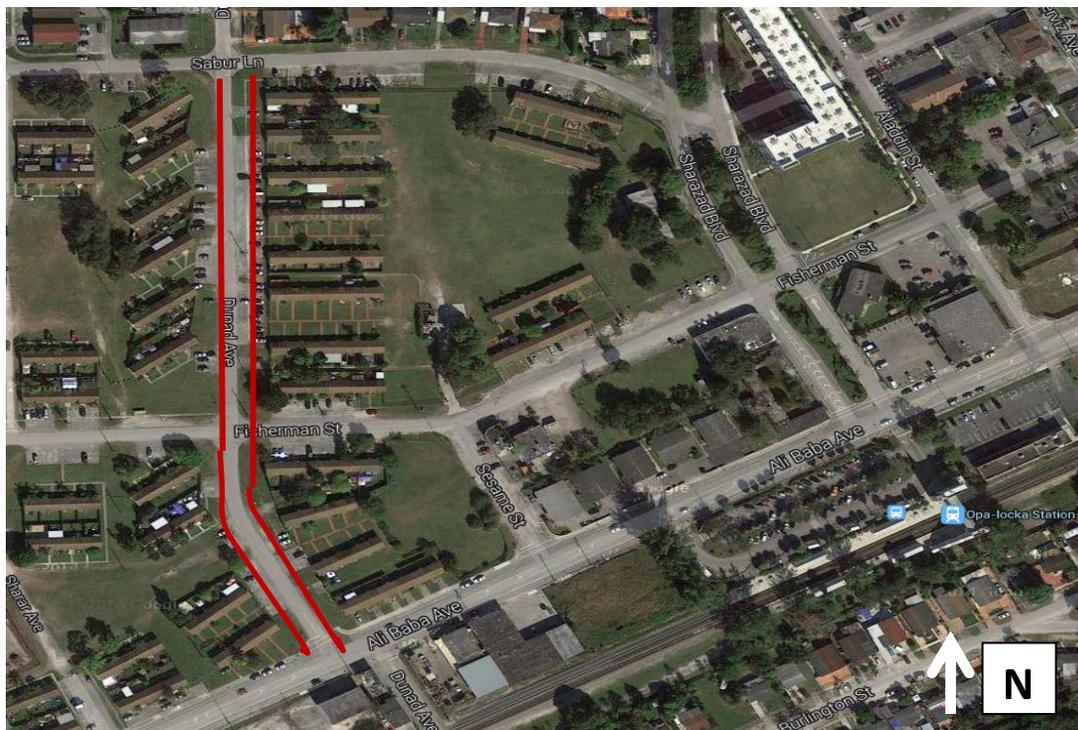


Figure 92 - Dunad Ave Sidewalks, North (OPA3)-Construct sidewalks on both sides of street.

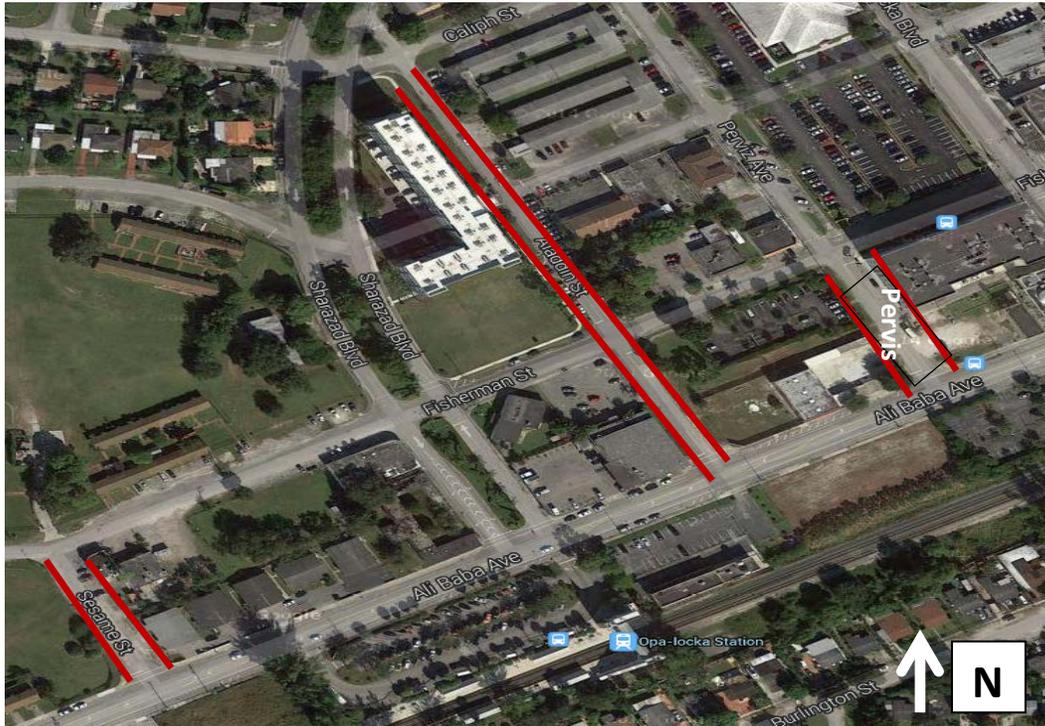


Figure 93 - Downtown Street Improvements (OPA4) - Construct sidewalks on both sides of street on sections without sidewalks within the 1/4 study radius.



Station Land Use

Land use immediately around the station is industrial and commercial, and this pattern continues to the north and south along the railroad tracks. Uses transition to dense residential a few blocks to the east and west. The area has a strong grid development pattern but with an incomplete sidewalk network.

Station Projects Identified

A total of two pedestrian improvement projects were identified:

- Project MET1: Construct sidewalks on both sides of NW 37th Ave., and also on E 24th St between NW 37th Ave and rail ROW
- Project MET 3: Complete sidewalk connections within the station area.

Identified Projects Metrorail Transfer Station

Metrorail Transfer Station Project List					
Proj No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
MET3	Internal Station Sidewalks	Station			Complete internal sidewalks.
LONG-TERM					
MET1	NW 37th Ave Sidewalks	NW 37th Ave/Douglas Rd. and E 24th St.	South end entrance to Amtrak station	1/3 mile south of Amtrak station	Construct sidewalks on both sides of NW 37th Ave. and on E 24th St between NW 37th Ave and rail ROW

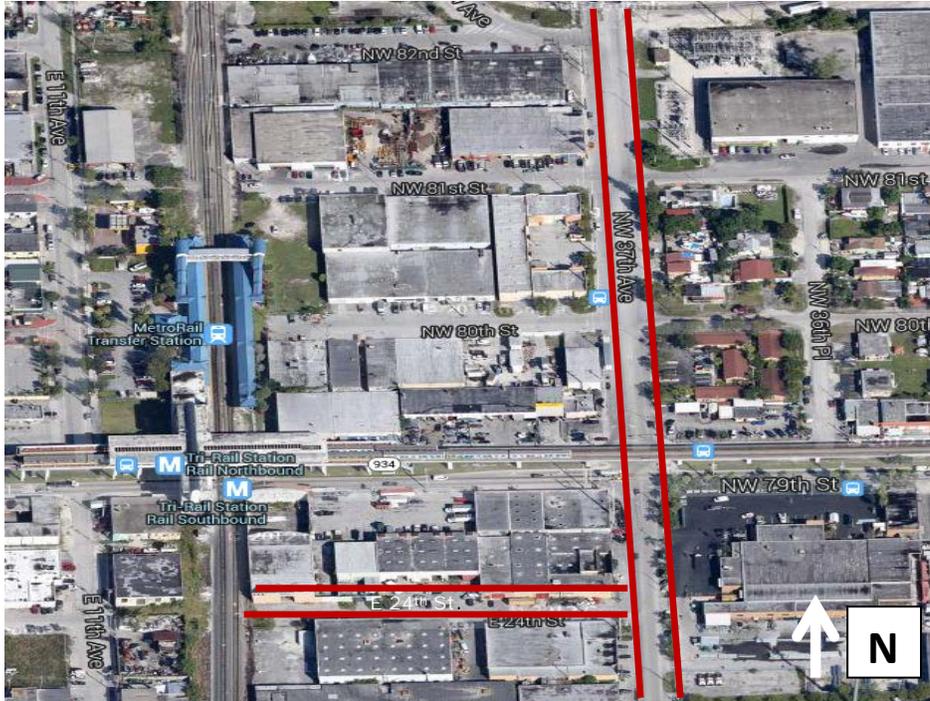


Figure 95 - NW 37th Ave Sidewalks (MET1) - Construct sidewalks on both sides of NW 37th Ave. and on E 24th St between NW 37th Ave and rail ROW

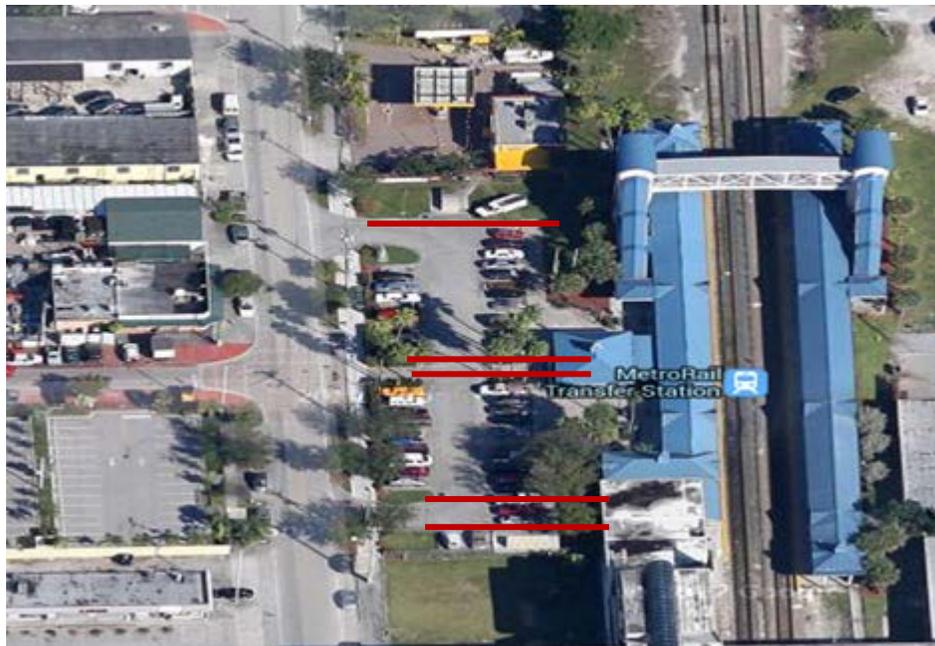
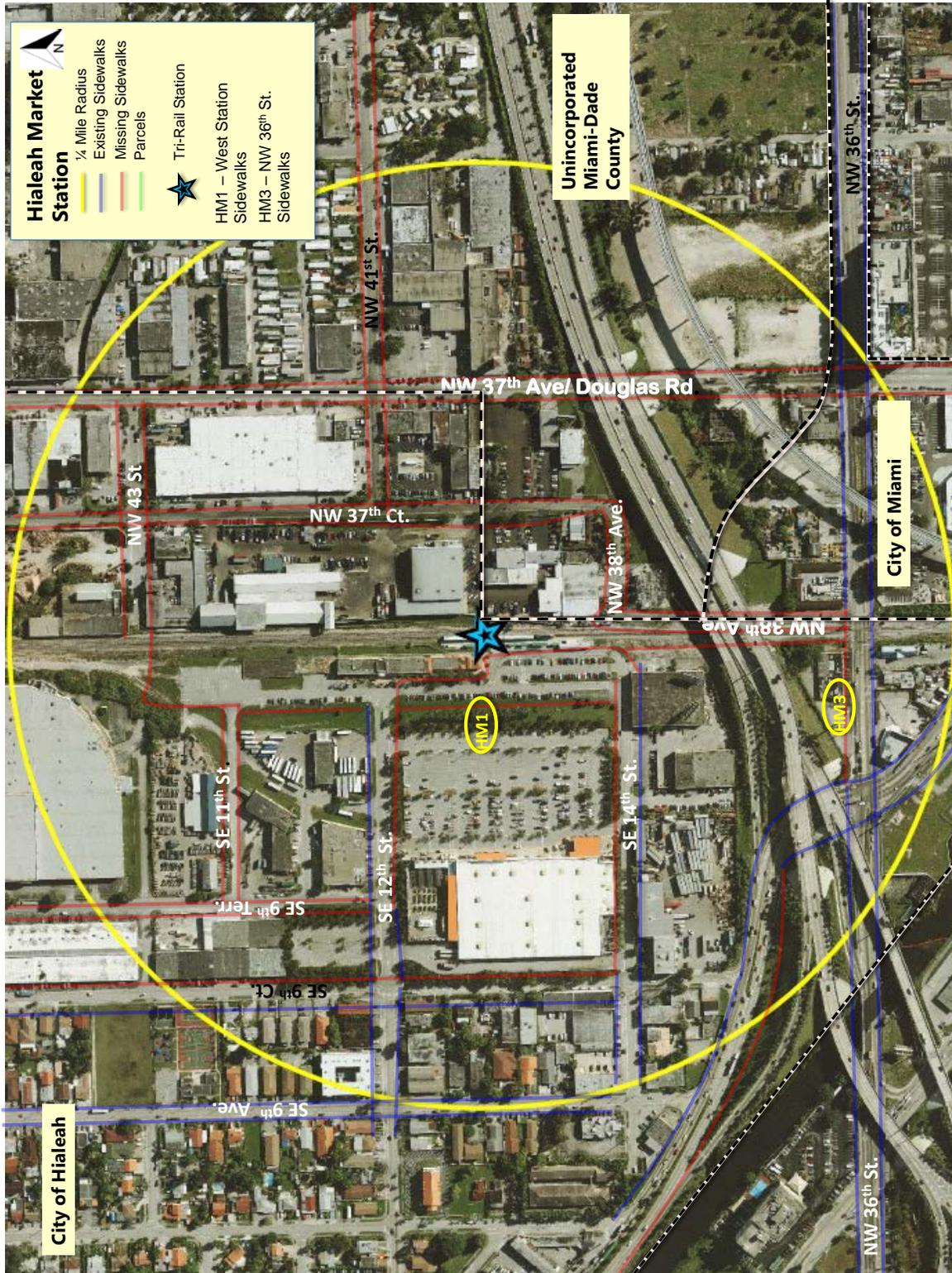


Figure 96 - Internal Station Sidewalks (MET3) - Complete internal sidewalks.



Hialeah Market Station Aerial and Project List





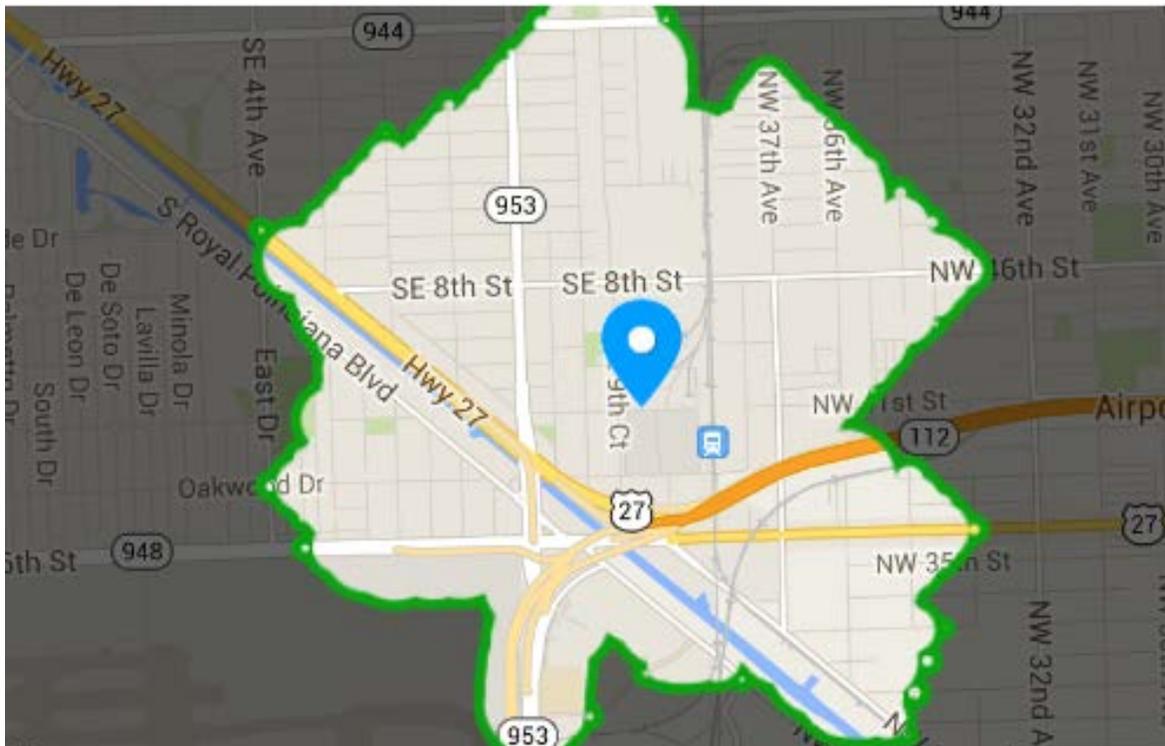
Station Area Description

The Hialeah Market Station is located at 1200 SE 11th Avenue in the City of Hialeah, the intersection of SE 12th Street and SE 10th Court, just north of the State Road 112/Airport Expressway interchange and Okeechobee Road/US 27, and approximately ½ mile northeast of Miami International Airport.

According to the 2013 SFRTA Onboard Survey, with a walkshare of 7.1% and total boardings of 5%, it is the ninth most pedestrian accessed and the ninth most utilized overall of Tri-Rail’s current seventeen stations.

It received a 51 out of 100 from Walkscore indicating some pedestrian and transit access to local area businesses and services. The Hialeah Market Station walkshed map is shown in Figure 97.

Figure 97 - Walkshed Map for Hialeah Market Station





Station Land Use

Land uses adjacent to, east of, and north of the station are mostly high-density light-to-medium industrial, along with dense single and multi-family residential to the northwest, all within a general grid development pattern. Transportation uses are to the south and southwest

Station Projects Identified

A total of two pedestrian improvement projects were identified:

- Project HM1: Construct sidewalks for the perimeter of block of SE 9th Ct/SE 12th St/ SE 10th Ct. /SE 14th St, and SE 11 Ave. from SE 14th St to SE 12t St.
- Project HM3: At the NW corner of NW 36th St and NW 38th Ave, construct sidewalks to connect with the existing sidewalks on NW 36th St.

Identified Projects Hialeah Market Station

Hialeah Market Station Project List					
Proj No.	Project Name	Location	From	To	Improvement
MEDIUM-TERM					
HM1	West Station Sidewalks	Perimeter of block of SE 9th Ct / SE 12th St / SE 10th Ct./ SE 14th St, and SE 11 Ave. from SE 14th St to SE 12t St.	See location	See location	Construct sidewalks
HM3	NW 36th St Sidewalks	NW corner of NW 36th St and NW 38th Ave	NW 38th Ave at NW 36th St	Connect with existing sidewalks on NW 36th St.	Construct sidewalks



Figure 98 - West Station Sidewalks (HM1) - Construct sidewalks.

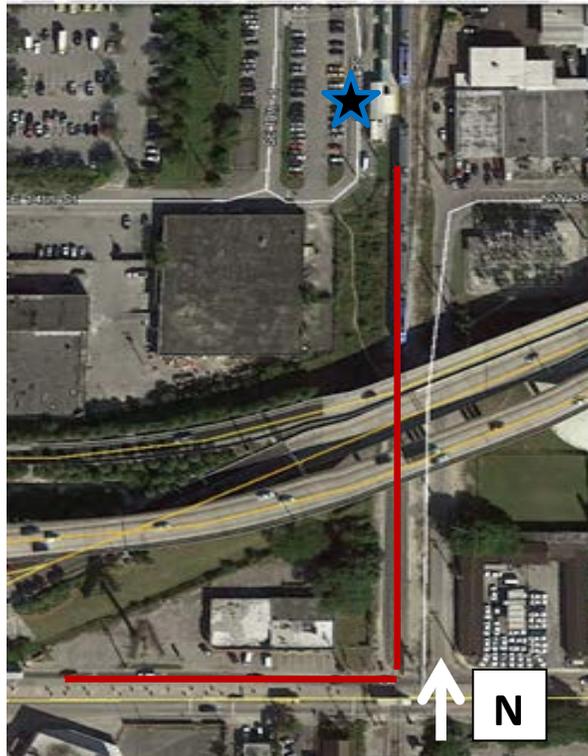
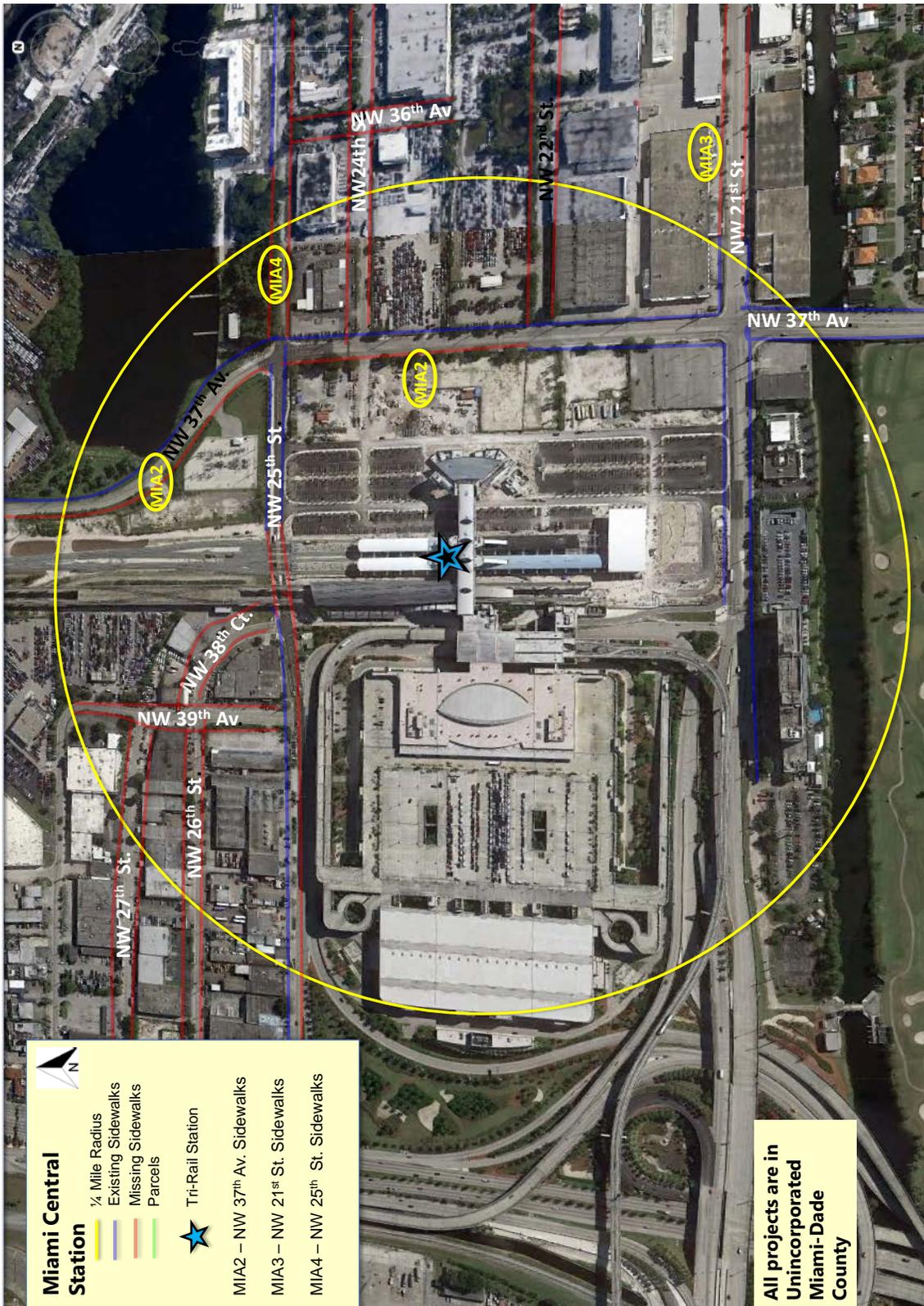


Figure 99 - NW 36th St Sidewalk (HM3) - Construct sidewalks to connect with existing sidewalks on NW 36th St..



Miami Central Station Aerial and Project List





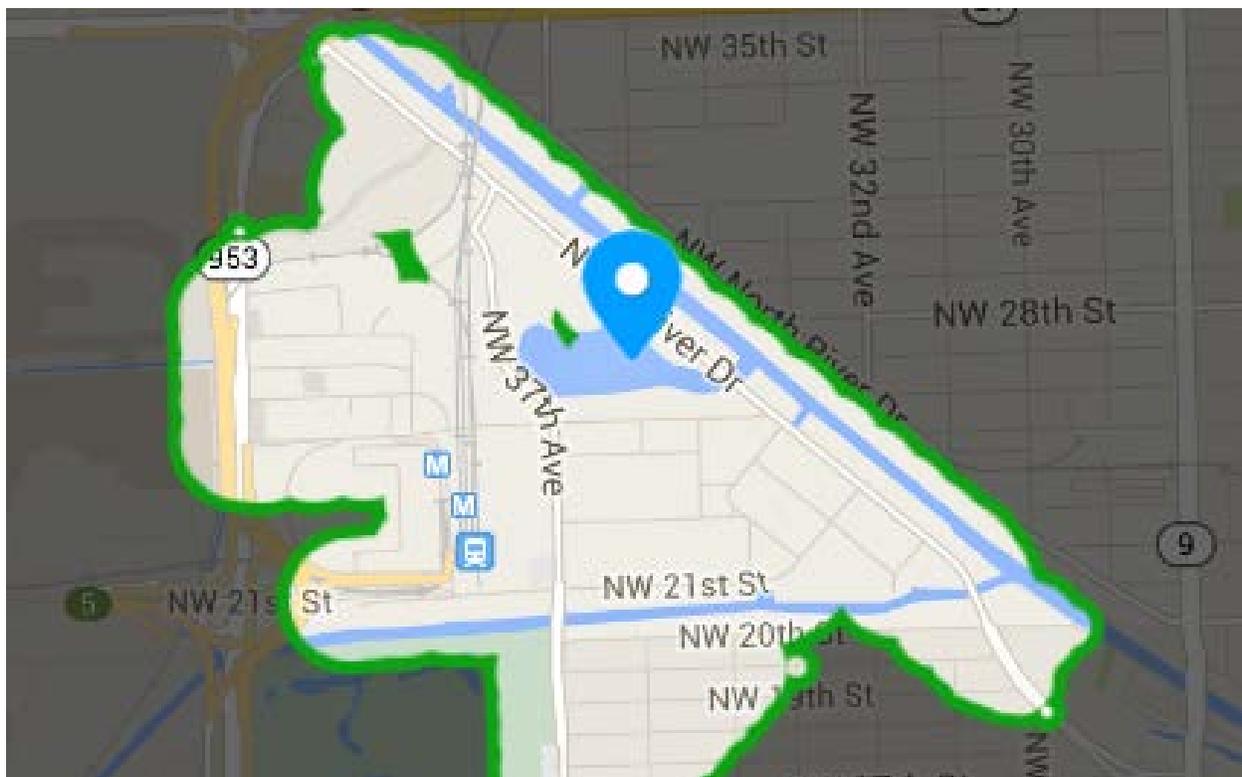
Station Area Description

The Miami Central Station is located on the north side of NW 21st Street, one block west of NW 37th Avenue. Collocated within the new Miami Central Station, the station is part of a multi-modal hub including Metrorail, Amtrak, a connection to the airport people mover, bus, taxi, and kiss-and-ride modes.

Because this is a new station, no onboard surveys have yet been conducted, but it is anticipated that the station will have significant use by travelers, tourists, and airport-area workers.

Although Walkscore gives it 22 out of 100 for pedestrian access, it received a 79 for excellent transit access. The Miami Airport Station walkshed map is shown in Figure 100.

Figure 100- Walkshed Map for Miami Central Station





Station Land Use

Existing land uses in the station area include multi-modal transportation, commercial, retail, industrial, residential, and recreation. Hotel and car rental facilities are immediately adjacent to the station, to the east and south. Industrial uses are located to the north and east of the station, while the closest residential areas are to the southeast, about ½ mile

Station Projects Identified

A total of three pedestrian improvement projects were identified.

- Project MIA2: Construct sidewalk on west side of NW 37th St.
- Project MIA3: Construct sidewalks on both sides of NW 21th St.
- Project MIA4: Construct sidewalks on both sides of NW 25th St.

Identified Projects Miami Central Station

Miami Intermodal Center Station Project List					
Proj No.	Project Name	Location	From	To	Improvement
LONG-TERM					
MIA2	NW 37th Ave Sidewalks	NW 37th Ave. between NW 22 St. and northwest side of Palmer Lake	NW 22 St.	Northwest side of Palmer Lake	Construct sidewalk on west side of NW 37th St.
MIA3	NW 21st St. Sidewalks	NW 21st Ave	NW 37th Ave.	NW 43th Ave.	Construct sidewalks on both sides of NW 21th St.
MIA4	NW 25th St. Sidewalks	North and south sides of NW 25th St. east of NW 37th Ave.	NW 37th Ave.	NW 36 Ave.	Construct sidewalks on both sides of NW 25th St.



Figure 102 - NW 37th Ave Sidewalks (MIA2) - Construct sidewalk on west side of NW 37th St.



Figure 103 - NW 21st St. Sidewalks (MIA3) - Construct sidewalks on both sides of NW 21st St.

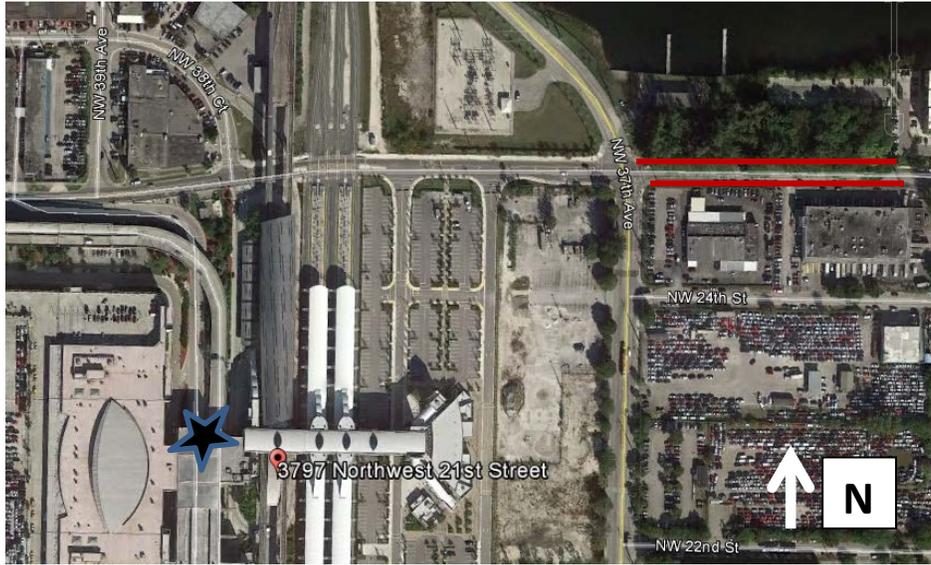


Figure 104 - NW 25th St. Sidewalks (MIA4) - Construct sidewalks on both sides of NW 25th St.

Errata Sheet

Project changes made subsequent to field research are noted in the table below.

Project priority timeframes (i.e.: short, medium, or long-term) are accurate as shown in project lists and tables in the County sections of the Pedestrian Access Plan, and in the Capital Cost Estimates in the appendices. However, subsequent to preparing the final Right-of-Way (ROW) costs, changes occurred in the field that affected a few projects which then shifted their priority timeframes.

These priority timeframes refer only to the length of time project implementation is anticipated to be; they do not affect estimates shown for quantities and costs in the project detail sheets. Only the county and station summary-table grand totals per priority timeframe are affected (i.e.: short-term, medium-term, and long-term grand totals by county and station).

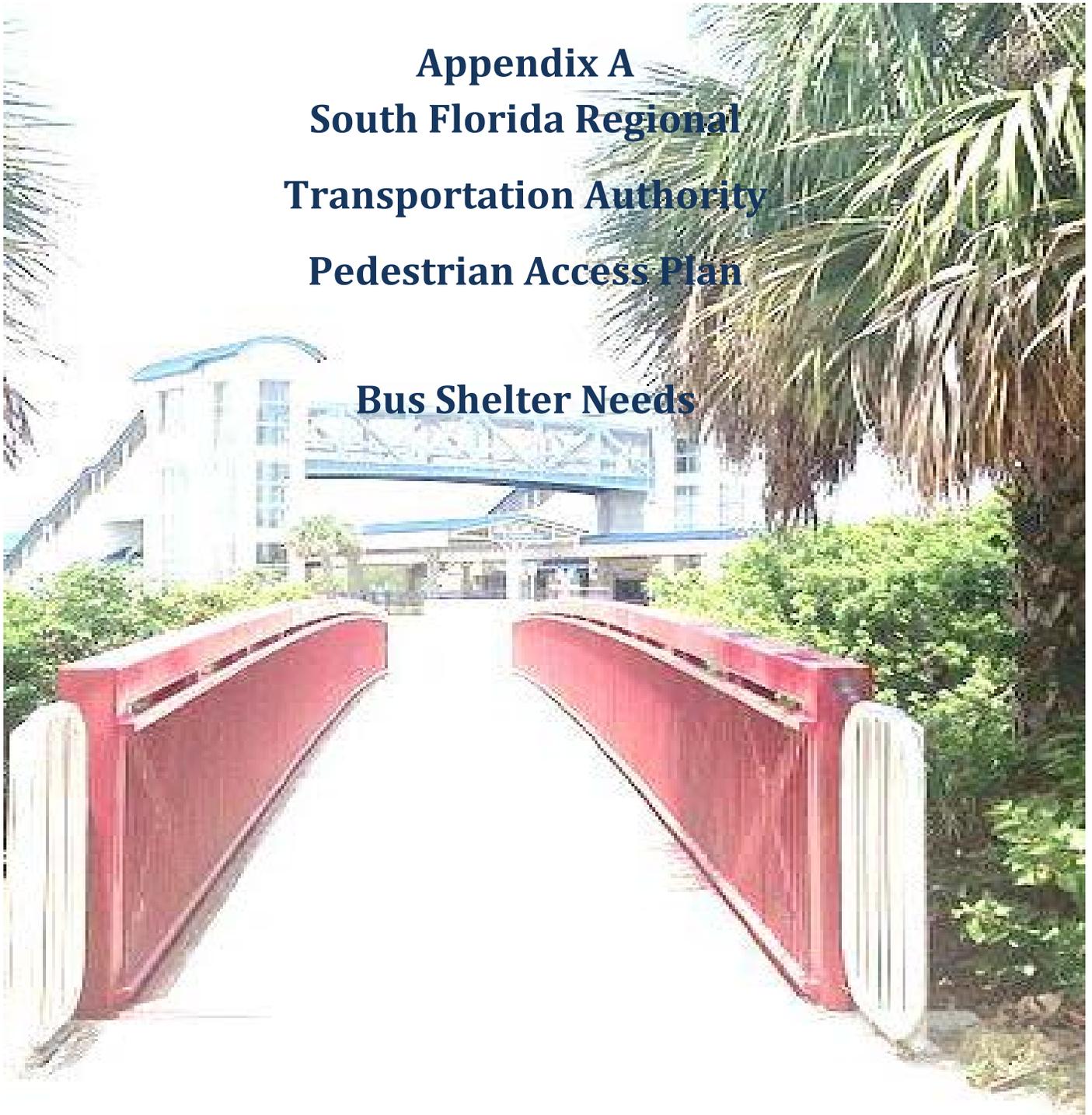
Please refer to the table below for the Project Priority changes, and other anomalies*.

Project Number	Priority Change	
	From	To
WP7	Medium-term	Long-term
BB2	Long-term	Medium-term
BB3	Medium-term	Long-term
WP7	Medium-term	Long-term
DF5	Long-term	Short-term
PB1	Medium-term	Long-term
PB3	Medium-term	Long-term
PB4	Medium-term	Short-term
FLA1	Medium-term	Short-term
FLA4	Short-term	Medium-term
WP7	Medium-term	Long-term
HM1*	ROW estimates were not evaluated for this project during field research and will need to be field checked prior to funding.	
MIA1*	This project was “on hold” during ROW field research and will need to be field checked prior to project funding.	



**Appendix A
South Florida Regional
Transportation Authority
Pedestrian Access Plan**

Bus Shelter Needs



Bus Shelter Needs Identified

As part of the field review, staff noted locations that may benefit from a bus shelter. Bus shelters are generally provided by the local bus transit provider, often in cooperation with the local municipality. Following for their consideration is a list of potential bus shelter locations.

Bus shelter installation or replacement needs within a quarter-mile of stations were identified:

- Palm Beach County, Mangonia Park Station

Project MP1. A bus shelter is needed for this station which is serviced by three Palm Tran routes; shelter from the elements would enhance the transit experience.

- Broward County, Deerfield Beach Station

Project DF4. Provide covered bus shelters in locations on north and south sides of Hillsboro Blvd., within a ¼ mile of the Hillsboro Blvd. and railroad intersection.

- Broward County, Cypress Creek Station

Project CC2. Bus Shelter Replacement at East Cypress Creek Park and Ride Lot, is proposed to replace existing bus shelters which have leaking roofs, no seating, and are in extreme disrepair.

- Broward County, Fort Lauderdale Station

Project FL4. Provide a bus shelter to improve waiting conditions in support of increased intermodal transfers (rail, local bus and express bus) at the bus stop location.

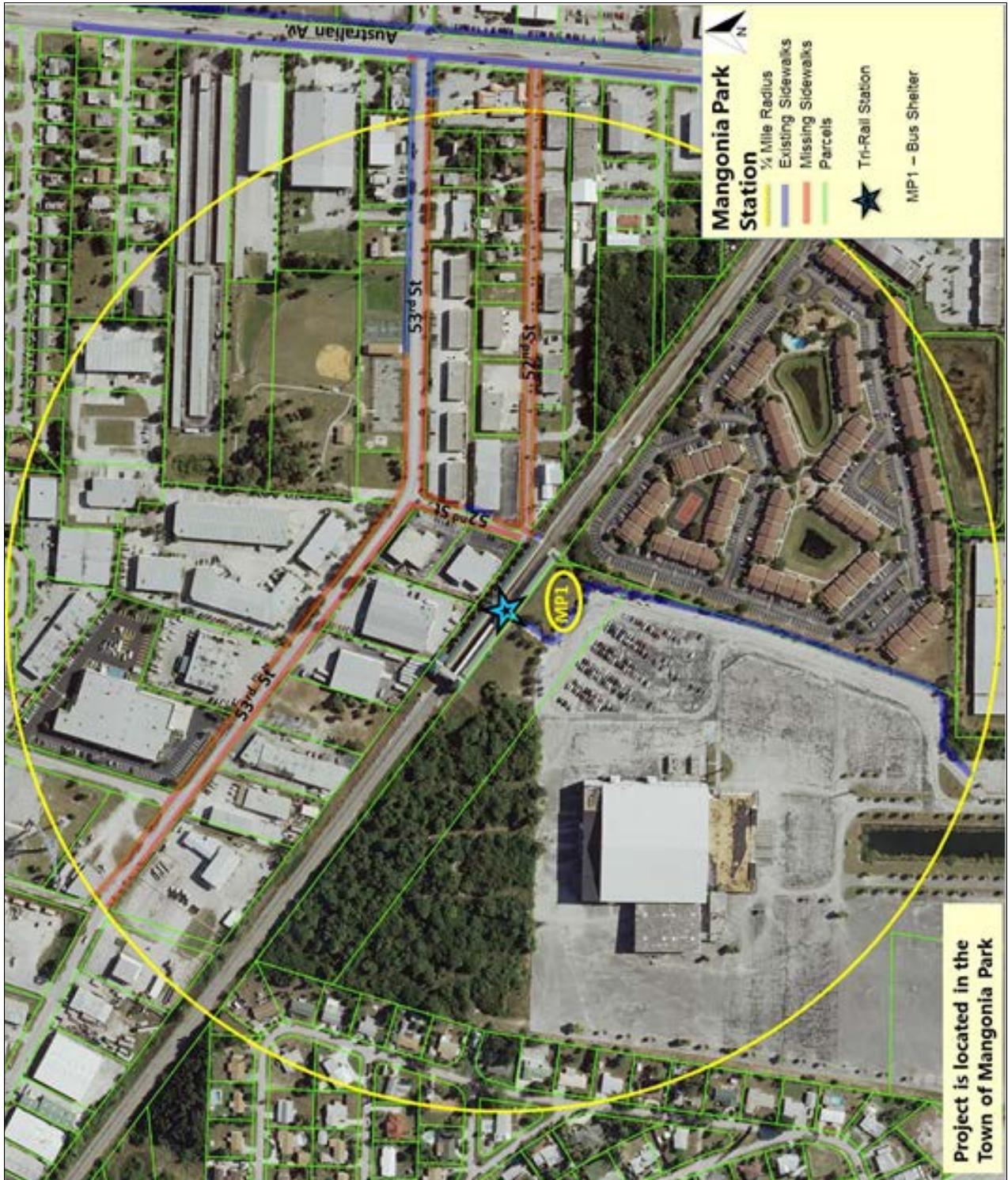
- Broward County, Sheridan Street Station

Project SS1. Replace existing bus shelters, as Sheridan Street Station has seen an increase in intermodal transfers between commuter rail, shuttle bus, fixed-route, express and intercity bus services.

- Miami Dade County, Metrorail Transfer Station

Project MET 4. Install a covered bus shelter at bus stop on 79th St. near rail right-of-way.

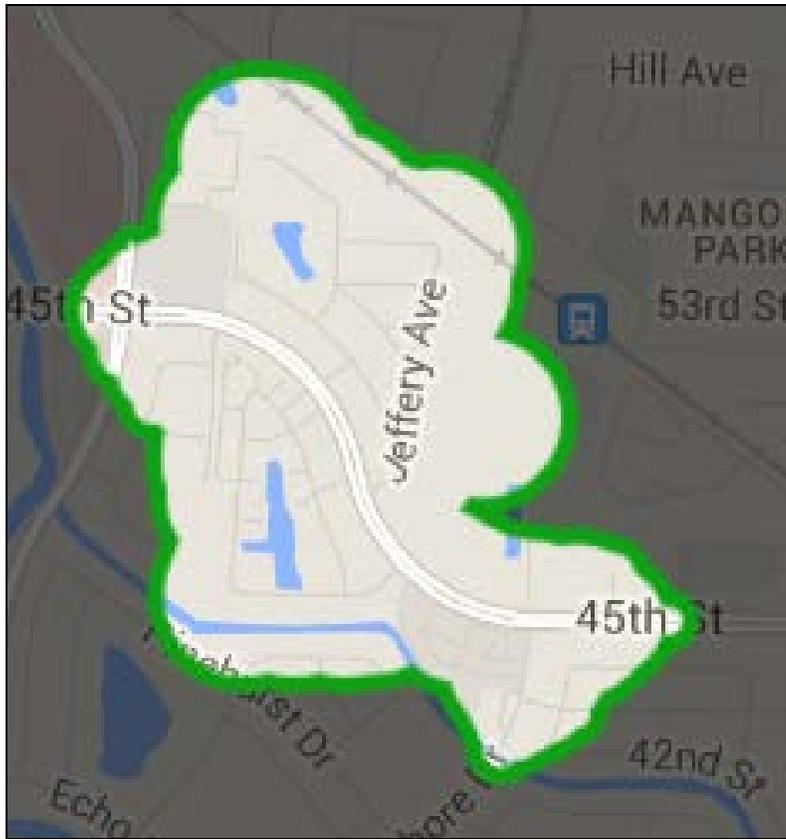
Mangonia Park Station Aerial



Mangonia Park Station, Palm Beach County, Station Area Description

The Mangonia Park Station is Tri-Rail’s northern terminus and is located off of 45th Street approximately 0.6 miles east of Congress Avenue. It is co-located with the unused Mangonia Park Jai-Alai fronton. The station’s primary access is provided via 45th St., an east-west arterial. Pedestrians wishing to access the station from 45th St. utilize existing sidewalks along an access road. An unofficial access to the station exists north of the station property along 52nd Street. Pedestrian facilities leading to this “unofficial” access are incomplete. According to the 2013 SFRTA Onboard Survey, Mangonia Park Station is Tri-Rail’s fourth busiest station and has a pedestrian mode share of 8.2%, the eighth highest in the Tri-Rail system.

The area surrounding Mangonia Park station does not have a strong street grid network. The station received a 45 (out of 100) from Walkscore, indicating the area is car-dependent. Mangonia Park Station’s walkshed map is shown in Figure A-1.



Station Land Use

Land uses within a ¼ mile radius of the Mangonia Park Station include an underutilized parking lot (belonging to a unused jai-alai fronton), light industrial uses to the north, and some multi-family residential in the southeast.

The rest of the half-mile surrounding area contains employment and residential uses but none are clear pedestrian generators.

Figure A-1 – Walkshed Map for Mangonia Park Station

Palm Beach County Mangonia Park					
ALL BUS SHELTER PROJECTS ARE SHORT-TERM					
Proj. No.	Project Name	Location	From	To	Improvement
MP1	Bus Shelter	East side of station entrance near existing Palm Tran electronic signage shelter.	N/A	N/A	Install bus shelter. PALM TRAN HAS APPLIED TO MPO FOR FUNDING



Figure A-2

Project MP1. A bus shelter is needed for this station which is serviced by three Palm Tran routes. Shelter from the elements would enhance the transit experience. This project is to construct a bus shelter at east side of the station entrance near the existing Palm Tran electronic signage.

Deerfield Beach Station Aerial

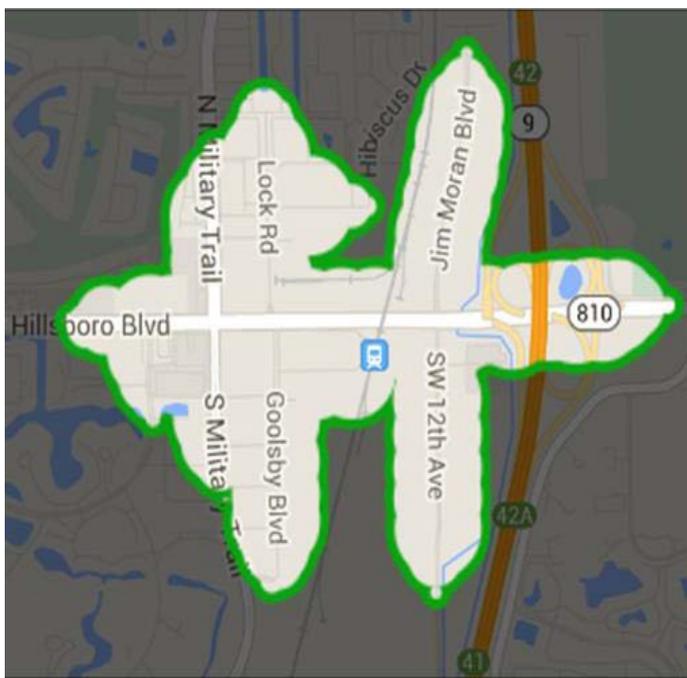


Deerfield Beach Station, Broward County, Station Area Description

The Deerfield Beach Station is located south of Hillsboro Boulevard approximately 0.1 miles west of the intersection of Hillsboro Blvd. and Southwest 12th Ave. Primary access to the station is via Hillsboro Blvd., a major east-west arterial. Pedestrians are served by sidewalks on both sides of Hillsboro, and have convenient station access near the rail tracks. Sidewalk access is also provided west of the station and one block south of Hillsboro, between Goolsby Blvd and the station, along the Tri-Rail Station Access Rd. This access road is located along the southern side of the North Broward Courthouse building. Goolsby Blvd. also functions as a minor collector for Military Trail to provide access from the south.

The Deerfield Beach Station, while not directly served by Broward County Transit (BCT), does have Amtrak service. According to the 2013 SFRTA Onboard Survey, the Deerfield Beach Station is Tri-Rail’s tenth busiest station. It has a 10.4% pedestrian mode share, the fifth highest in the Tri-Rail system, but has a relatively weak street grid network.

With a Walkscore of 48, it is considered “car-dependent”. The walkshed map is shown in Figure A-3.



Station Land Use

Land uses within a ¼ mile radius of the Deerfield Beach Station include the Broward County North Regional Courthouse, as well as some light-industrial and office park land uses to the east along SW 12th Ave/Jim Moran Blvd.

Other potential pedestrian generators located in the surrounding half-mile area include a Publix distribution center, the Sun-Sentinel’s Deerfield Beach office and Century Village, a large multi-family residential complex.

Figure A-3- Walkshed Map for Deerfield Beach Station

**Broward County
Deerfield Beach**

ALL BUS SHELTER PROJECTS ARE SHORT-TERM

Proj. No.	Project Name	Location	From	To	Improvement
DF4	Covered Bus Shelter	East of station and RROW on south side of Hillsboro Blvd.	N/A	N/A	Provide a covered bus shelter at existing bus stop location on south side of Hillsboro blvd. east of station



Figure A-4

Project DF4, Covered Bus Shelters on Hillsboro Blvd. Install bus shelters on both sides of Hillsboro Blvd. at locations within ¼ mile of the Hillsboro Blvd. and railroad intersection.

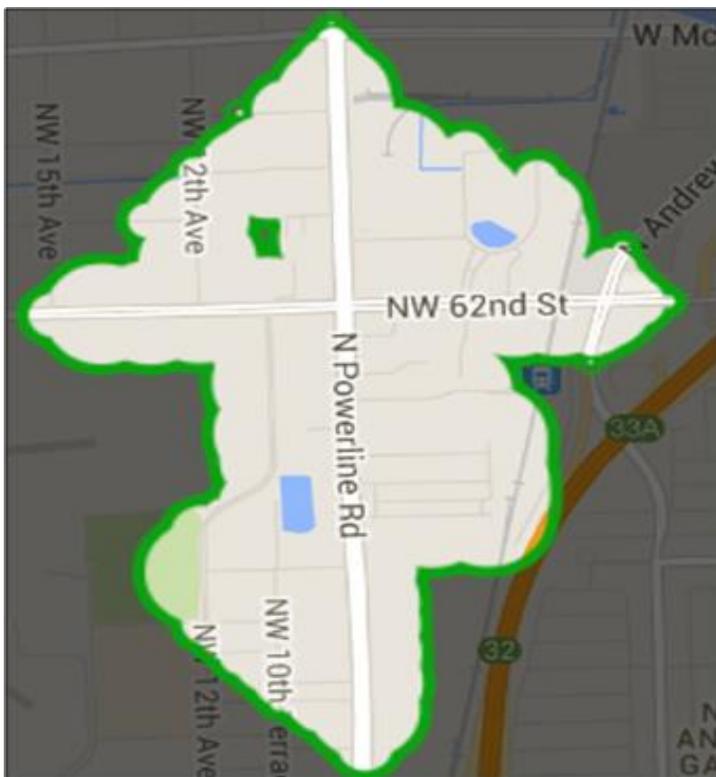
Cypress Creek Station Aerial



Cypress Creek Station, Broward County, Station Area Description

The Cypress Creek Station is located approximately 0.2 miles southwest of the intersection of Cypress Creek Road and Andrews Avenue. Prior to the construction of the Cypress Creek West parking lot, the predominant pedestrian route to the station was from the east, which was problematic due to the Andrews Ave crossing which is hazardous for pedestrians. Now the main station access is via NW 59th Court, which connects to Powerline Road from the west, a much easier and safer route for pedestrians. Three major arterials converge in the station area: Cypress Creek Road, Andrews Avenue, and Powerline Road. All have complete sidewalks on both sides of the street. According to the 2013 SFRTA Onboard Survey, the Cypress Creek Station is Tri-Rail's fifth busiest station and has a pedestrian mode share of 6.9% which is the 11th highest share in the Tri-Rail system.

The Cypress Creek Station area does not have a strong street grid network. Interstate 95 prevents connectivity to the existing street network to the east and south. The Cypress Creek Station received a score of 37 from Walkscore, indicating the area is "car dependent". Cypress Creek's walkshed map is shown in Figure A-5.



Station Land Use

Land uses within a ¼ mile radius of the Cypress Creek Station are mixed and include major employment centers to the north and east of the station. The heart of the Uptown Business District, which is along Cypress Creek Road, contains one of the largest concentrations of jobs in the South Florida region.

Retail, hotel, educational, and industrial uses are located to the west and north of the station together with a small amount of single family residential to the southeast. Land uses are similar in the surrounding half mile area and also include the Fort Lauderdale Executive Airport and related industries.

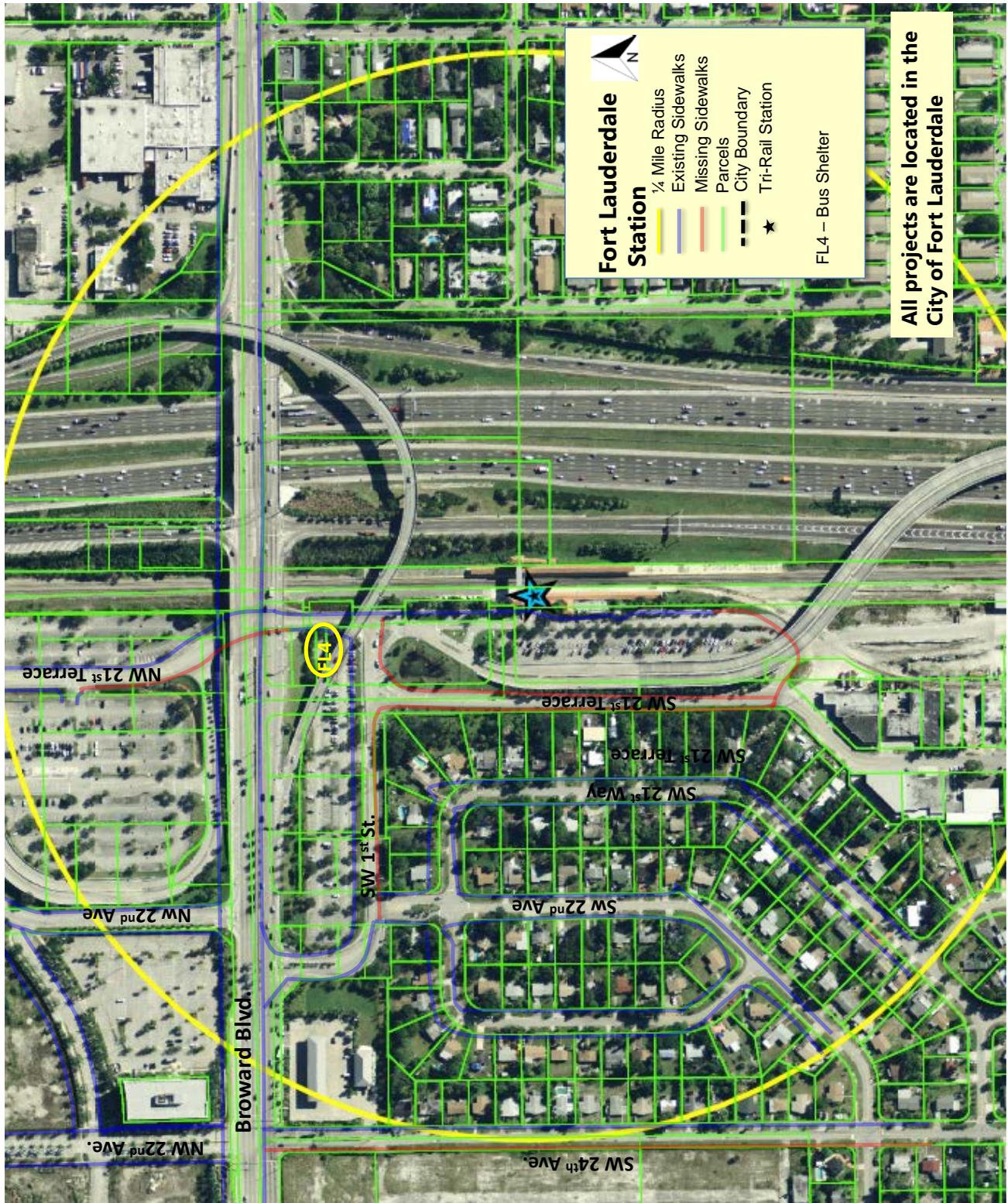
Figure A-5 – Walkshed Map for Cypress Creek Station

Broward County Cypress Creek					
ALL BUS SHELTER PROJECTS ARE SHORT-TERM					
Proj. No.	Project Name	Location	From	To	Improvement
CC2	East Cypress Creek Park and Ride Station Bus Shelter Replacement	East side of Cypress Creek Park and Ride Lot	NA	NA	Replace existing bus shelters that have leaking roofs, no seating, and are in extreme disrepair.



Figure A-6 - Project CC2, Bus Shelter Replacement at East Cypress Creek Park and Ride Lot, is proposed to replace existing bus shelters; the shelters have leaking roofs, no seating, and are in extreme disrepair.

Fort Lauderdale Station Aerial

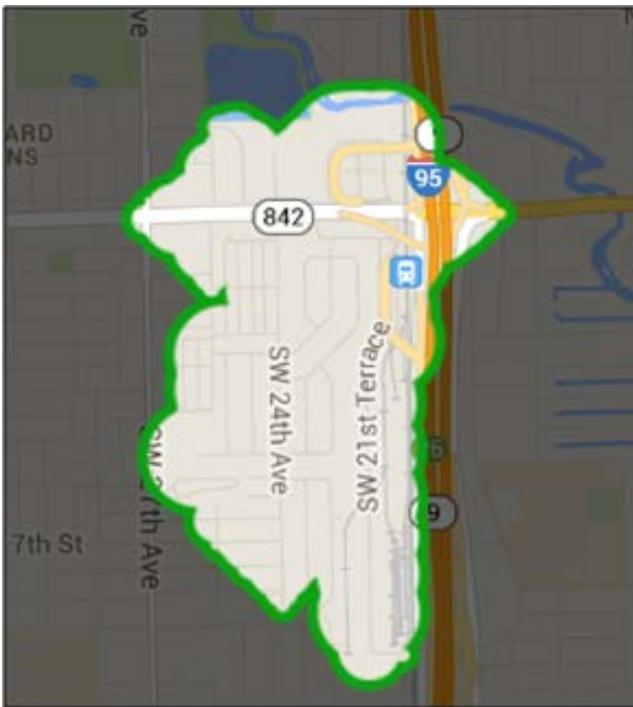


Fort Lauderdale Station, Broward County, Station Area Description

The Fort Lauderdale Station is located approximately 0.2 miles southwest of the Interstate 95 (I-95) and Broward Boulevard interchange. Access is from the east and west along Broward Blvd., which has complete sidewalks in either direction. The west access is considerably easier than the east access (and from downtown Fort Lauderdale) due to the extensive on-ramps and stoplights at the I-95 interchange. Because it is located next to Interstate 95, north-south pedestrian access is limited except for SW 21st Terrace, which connects to the Davie Boulevard corridor to the south, albeit indirectly.

The Fort Lauderdale Station is a major transportation hub in the region for both BCT local and express routes as well as for Miami-Dade Transit (MDT) express routes. The station also houses a host of local circulator routes as well as Amtrak service. According to the 2013 SFRTA Onboard Survey, the Fort Lauderdale Station is Tri-Rail's sixth busiest station and has a pedestrian mode share of 5.2% which is 15th highest share in the Tri-Rail system.

The street grid network surrounding the Fort Lauderdale Station is hampered by its proximity to I-95 and Broward Blvd., two major county arterials. The Fort Lauderdale Station received a score of 23 from Walkscore, which indicates the area is *very* car dependent. Fort Lauderdale Station's walkshed map is shown in Figure A-7.



Station Land Use

Land uses within a 1/4 mile radius of the Fort Lauderdale Station include a significant portion of single-family residential on either side of I-95, as well as parking lot transportation uses, and highway to the north and east. CSX's Fort Lauderdale yard and some light industrial uses are to the south along SW 21st Terrace.

Unlike most Tri-Rail stations, the Fort Lauderdale Station parking lots are numerous and spread out. The station area has some pockets of displaced persons who find shelter under the Broward Blvd. overpass.

The surrounding half-mile does not have significant pedestrian generators, with the exception of the relatively dense residential area to the east on Broward Blvd. toward downtown which generates a fair amount of foot traffic.

Figure A-7- Walkshed Map for Fort Lauderdale Station

Broward County
Fort Lauderdale

ALL BUS SHELTER PROJECTS ARE SHORT-TERM

Proj. No.	Project Name	Location	From	To	Improvement
FL4	Bus Shelter	Bus stop on west side of SW 21st Terr., north of station, south of overpass.	NA	NA	Install a new bus shelter to improve waiting conditions in support of the increased intermodal transfers (rail, local bus and express bus) at the current bus stop location.



Figure A-8 – Project FL4 calls for installing a bus shelter to improve waiting conditions in support of increased intermodal transfers (rail, local bus and express bus) at the bus stop location.

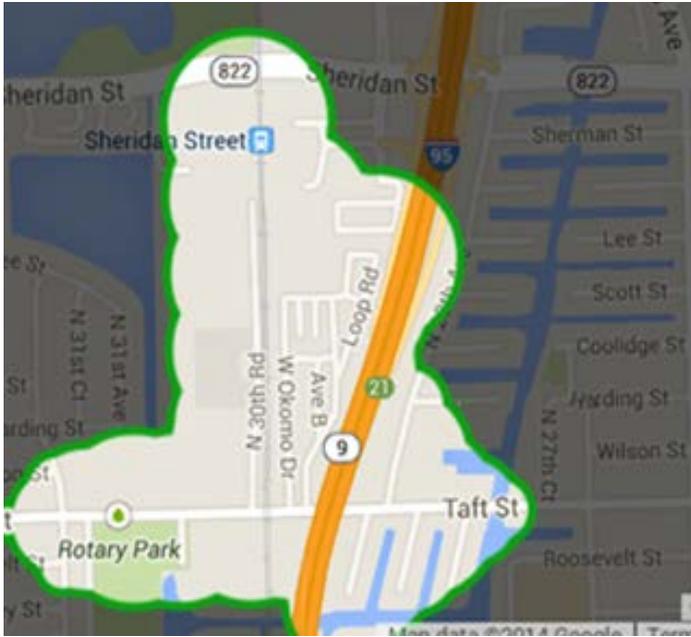
Sheridan Street Station Aerial



Sheridan Street Station, Broward County, Station Area Description

The Sheridan Street Station is located approximately 0.2 miles southwest of the Interstate 95 (I-95) and Sheridan Street interchange. Sheridan Street is the primary east-west route of access and has a complete sidewalk network in either direction. North access is from North 29th Ave. Pedestrian access from the south and west is extremely limited unless except from N 30th Road which is an unofficial access to the station’s west side. According to the 2013 SFRTA Onboard Survey, the Sheridan Street Station is Tri-Rail’s sixteenth busiest station and has a pedestrian mode share of 9% which is 7th highest share in the Tri-Rail system.

The area surrounding Sheridan Street Station doesn’t have a particularly strong street grid network, but a strong grid network does exist southeast of the station, on the other side of I-95. This station received a score of 68 from Walkscore, indicating the area is somewhat walkable. Sheridan Street’s walkshed map is shown in Figure A1-9.



Station Land Use

Land uses within a 1/4 mile radius of Sheridan Street Station are dominated by the station’s large but underutilized parking lot. Land uses in the remaining ¼ mile area are heavy and light industrial with some single-family residential to the south.

To the northwest is the recreational use Topeekeegee Yugnee Park, a minor pedestrian generator. Oakwood Plaza, a large shopping complex, is to the north-east but this area of Hollywood is primarily residential.

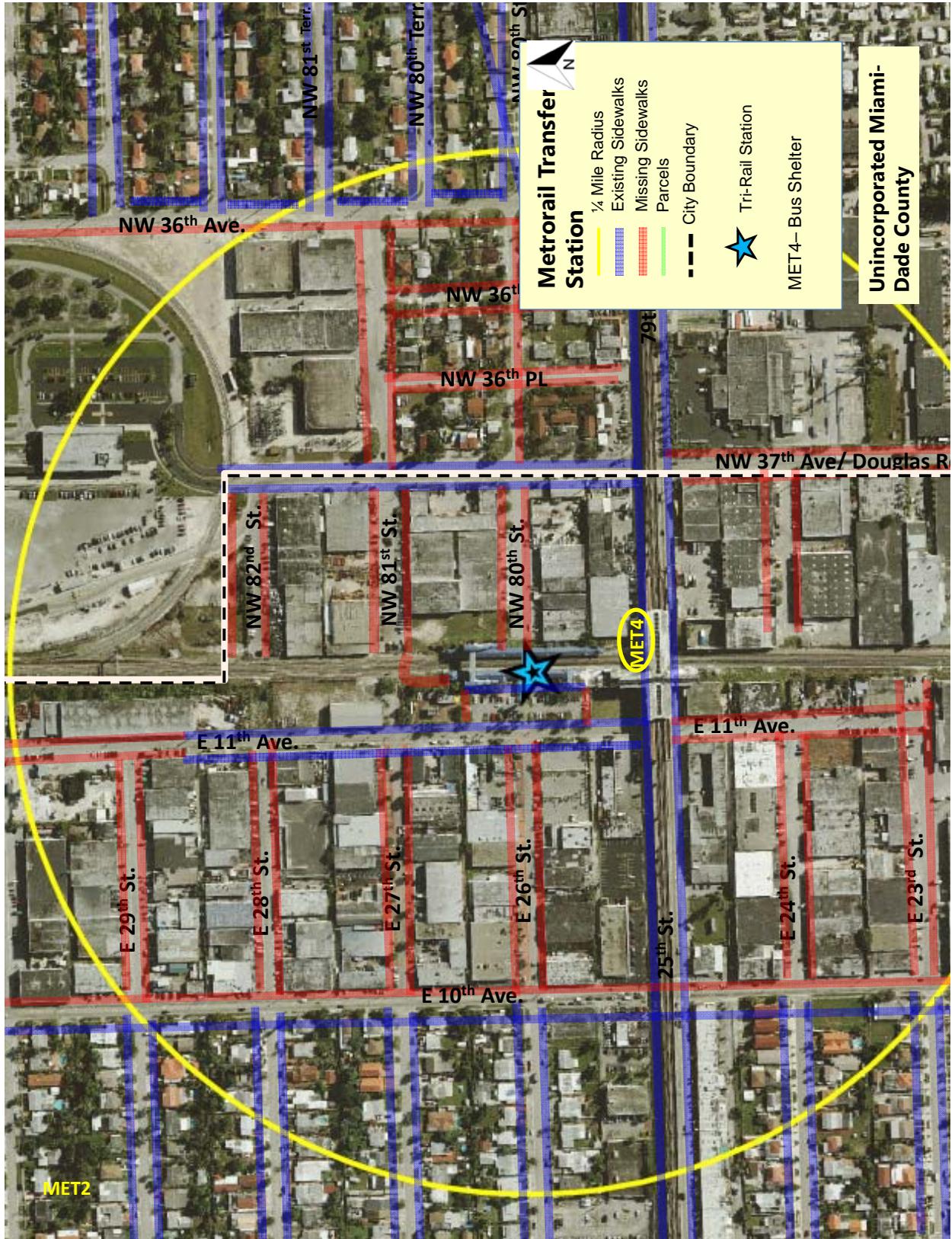
Figure A1-9– Walkshed Map for Sheridan Street Station Station

Broward County Sheridan Street					
ALL BUS SHELTER PROJECTS ARE SHORT-TERM					
Proj. No.	Project Name	Location	From	To	Improvement
SS1	Bus Shelter Replacement	Station area	NA	NA	Replace existing bus shelters to enhance waiting conditions in support of the increased intermodal transfers (rail, bus, express bus) at this current location.



Figure A-10 - Project SS1. This project is proposed to replace existing bus shelters to enhance waiting conditions in support of the station’s increased intermodal transfers, as Sheridan Street Station has seen an increase in intermodal transfers between commuter rail, shuttle bus, fixed-route, express and intercity bus services.

Metrorail Transfer Station Aerial

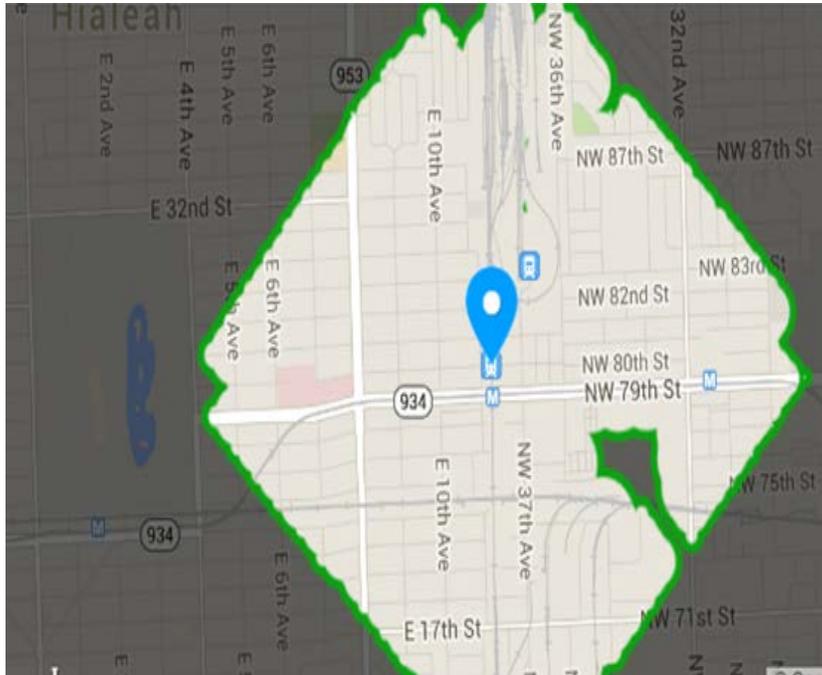


Metrorail Transfer Station, Miami Dade County, Station Area Description

The Metrorail Transfer Station is located along the north side of NW 79th Street, at its intersection with East 11th Avenue. It serves as the transfer point for its patrons to connect with Miami-Dade Transit’s Metrorail system and is Tri-Rail’s second busiest station.

According to the 2013 SFRTA Onboard Survey, although it is the second most utilized station, it ranks sixteenth out of seventeen current stations for pedestrian access with a walkshare of only 4.6%.

It received a 69 out of 100 from Walkscore indicating some pedestrian and transit access to local area businesses and services. The Metrorail Transfer Station walkshed map is shown in Figure 86.



Station Land Use

Land use immediately around the station is industrial and commercial, and this pattern continues to the north and south along the railroad tracks.

Uses transition to dense residential a few blocks to the east and west. The area has a strong grid development pattern but with an incomplete sidewalk network.

Figure A-11– Walkshed Map for Metrorail Transfer Station

Miami Dade County Metrorail Transfer					
ALL BUS SHELTER PROJECTS ARE SHORT-TERM					
Proj. No.	Project Name	Location	From	To	Improvement
MET4	Bus Shelter	79th St and rail ROW	NA	NA	Install bus shelter



Figure A-12 - Project MET 4: Install a covered bus shelter at bus stop on 79th St. near rail right-of-way.

APPENDIX A
South Florida Regional Transportation Authority Pedestrian Access Plan - Bus Shelter Project List - All Counties
ALL BUS SHELTER PROJECTS ARE SHORT-TERM

Project No..	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
Mangonia Park											
MP1	Bus Shelter	East side of station entrance near existing Palm Tran electronic signage shelter.	N/A	N/A	Install bus shelter. PALM TRAN HAS APPLIED TO MPO FOR FUNDING	500 SF/ FOR OWNERS NAMES SEE COUNTY DETAIL SHEET (TYP. ALL PROJECTS)	\$ 66,516.62	\$ 76,494.11	\$ 86,471.61	Short-term	Others
Deerfield Beach											
DF4	Covered Bus Shelter	East of station and RROW on south side of Hillsboro Blvd.	N/A	N/A	Provide a covered bus shelter at existing bus stop location on south side of Hillsboro Blvd. east of station	0 SF	\$ 94,925.26	\$ 109,164.05	\$ 123,402.84	Medium-term	MPO Programs
Cypress Creek											
CC2	East Cypress Creek Park and Ride Station Bus Shelter Replacement	East side of Cypress Creek Park and Ride Lot	NA	NA	Replace existing bus shelters that have leaking roofs, no seating, and are in extreme disrepair.	0 SF	\$ 189,580.72	\$ 218,017.83	\$ 246,454.94	Short-term	Others
Fort Lauderdale											
FL4	Bus Shelter	Bus stop on west side of SW 21st Terr., north of station, south of overpass.	NA	NA	Install a new bus shelter to improve waiting conditions in support of the increased intermodal transfers (rail, local bus and express bus) at the current bus stop location.	0 SF	\$ 94,925.36	\$ 109,164.16	\$ 123,402.97	Medium-term	MPO Programs
Sheridan Street											
SS1	Bus Shelter Replacement	Station area	NA	NA	Replace existing bus shelters to enhance waiting conditions in support of the increased intermodal transfers (rail, bus, express bus) at this current location.	0 SF	\$ 284,776.07	\$ 327,492.48	\$ 370,208.89	Medium-term	MPO Programs
Metrorail Transfer											
MET4	Bus Shelter	79th St and rail ROW	NA	NA	Install bus shelter	0 SF	\$ 60,691.36	\$ 69,795.06	\$ 78,898.77	Medium-term	MPO Programs

PALM BEACH COUNTY

Mangonia Park Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
MP2	Townhome Sidewalk Connection	Adjacent to townhome residential on east side of station sidewalk	Townhomes entrance	Station sidewalk	Sidewalk between multifamily residential/townhome and station sidewalk.	420 SF	\$ 3,520.87	\$ 4,049.00	\$ 4,577.13	Short-term	Others
MEDIUM-TERM											
MP3	North Station Entryway	52nd Street	52nd Street	Station at north side of station	Pave north side station access; fencing, sidewalk and ADA improvement(s) to connect 52nd St. to station. PACKAGE WITH MP4.	0 SF	\$ 26,382.17	\$ 30,339.50	\$ 34,296.82	Medium-term	MPO Programs
MP4	52nd and 53rd St. Sidewalks	52nd and 53rd Streets and Australian Avenue (MP4a and b split MP4 into two separate projects.')	52nd and 53rd Streets at Australian Avenue	SE station access on N side of rail ROW.	Complete sidewalks on 52nd and 53rd Streets, with shared use path and crosswalks. Connect to Australian Avenue. PACKAGE WITH MP3.	20,824 SF	\$ 335,291.46	\$ 385,585.18	\$ 435,878.90	Medium-term	MPO Programs
*Alternative MP4a	52nd St. Sidewalk	52nd Street and Australian Avenue	Australian Ave	52nd Street	Sidewalk and ped improvements to connect to improved station access at 52 St. and rear station entrance.	15057	\$ 212,258.62	\$ 244,097.41	\$ 275,936.21	Medium-term	MPO Programs
*Alternative MP4b	53rd St. Sidewalk	53rd Street and Australian Avenue	Australian Ave	53rd Street	Sidewalk and ped improvements to connect to improved station access at 52nd St. and rear station entrance.	5,767	\$ 161,016.82	\$ 185,169.34	\$ 209,321.87	Medium-term	MPO Programs
MP5	Australian Ave. Pedestrian Crossing	52nd Street and Australian Avenue	52nd Street and Australian Avenue	52nd Street and Australian Avenue	Provide pedestrian crossing at this intersection with ped light and roadway striping.	0 SF	\$ 49,877.68	\$ 57,359.33	\$ 64,840.98	Medium-term	MPO Programs
LONG-TERM											
MP6	Access Road Restriping	45th Street/North Shore Drive station access road	45th Street/North Shore Drive at station entrance	Station platform	Re-pave and re-stripe station access and roadway at 45th St/ North Shore Drive.	0 SF	\$ 208,718.17	\$ 240,025.90	\$ 271,333.62	Long-term	Others
MP7	Industrial Area Sidewalks	53rd Street	53rd Street	Hill Avenue	Construct sidewalks on NW 53rd St. from intersection of 52nd and 53rd Streets north to Hill Ave.	1,432 SF	\$ 152,385.18	\$ 175,242.96	\$ 198,100.73	Long-term	MPO Programs

West Palm Beach Station / West Palm Beach Intermodal Center Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
WP5	Clearwater Dr. Pedestrian Crossing North	Clearwater Drive	Residential areas	WPB Intermodal Center	Provide ped crossing across Clearwater Dr. from residential areas to WPB Intermodal Center.	0 SF	\$ 49,721.54	\$ 57,179.77	\$ 64,638.00	Short-term	Others
WP6	Clearwater Dr. Pedestrian Crossing South	Clearwater Drive	The Edge condos	WPB Intermodal Center	Provide ped crossing across Clearwater Dr. from The Edge condos to WPB Intermodal Center.	0 SF	\$ 49,899.15	\$ 57,384.02	\$ 64,868.90	Short-term	Others
MEDIUM-TERM											
WP2	Clematis St. Pedestrian Crossing	Clematis at Tamarind Ave.	NA	NA	Provide mid-block ped crossing at Clematis to include ped light, striping, crosswalk treatment and signage.	0 SF	\$ 62,562.95	\$ 71,947.39	\$ 81,331.84	Medium-term	MPO Programs
WP3	Datura St. Pedestrian Crossing	Datura at Tamarind Ave.	NA	NA	Provide mid-block ped crossing at Datura to include ped light, striping, crosswalk treatment and signage.	0 SF	\$ 58,314.85	\$ 67,062.08	\$ 75,809.31	Medium-term	MPO Programs
*Alternative WP1a	Tamarind Ave. Complete Street	Tamarind Ave.	Banyan	Okeechobee	Construct Complete Street along Tamarind from Banyan to Okeechobee. To include sidewalk extension (WP8) COMBINE WITH WP8.	0 SF	\$ 701,385.78	\$ 806,593.65	\$ 911,801.51	Long-term	Others
WP8	Tamarind Ave. West Sidewalk	Tamarind Ave., south of station	Fern St.	Okeechobee Blvd.	Provide sidewalks along west side of Tamarind Ave. COMBINE WITH WP1a.	1,430 SF	\$ 80,104.44	\$ 92,120.11	\$ 104,135.77	Medium-term	Others
LONG-TERM											
WP7	The Edge Condo Connection	Edge Condo private road	Edge Condo.	Clearwater Drive	Provide sidewalks along private road connecting to the Edge Condo.	528 SF	\$ 18,970.89	\$ 21,816.52	\$ 24,662.16	Medium-term	Others
*Alternative WP1b	Tamarind Ave.	Tamarind Ave.	Banyan	Okeechobee	Provide mid-block ped crossing at Clematis (WP2) and Datura (WP3) to include ped light, striping, crosswalk treatment and signage. Provide bike lane on Tamarind	1 SF	\$ 513,501.82	\$ 590,527.09	\$ 667,552.37	Long-term	Others

Lake Worth Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
LW1	Lake Worth Rd. Sidewalk	Lake Worth Rd., North side	Detroit Street	Boutwell Rd/Arcano Drive	Complete sidewalks on north side of Lake Worth Rd. from Detroit St. to Boutwell Rd/Arcano Drive	0 SF	\$ 38,357.98	\$ 44,111.68	\$ 49,865.37	Medium-term	MPO Programs
LW2	Lake Osborne Drive North Sidewalk	Lake Osborne Drive	Lake Osborne Dr.	Lake Osborne Dr.	Construct sidewalk on north and east sides of Lake Osborne Dr.	328 SF	\$ 117,361.74	\$ 134,966.00	\$ 152,570.26	Medium-term	MPO Programs
LW4	Lake Osborne Mid-Block Crossing	Lake Osborne Drive at Erie St.	NA	NA	Install a mid-block pedestrian signal.	0 SF	\$ 50,141.06	\$ 57,662.22	\$ 65,183.38	Medium-term	MPO Programs
LONG-TERM											
LW3	Erie St. Sidewalk	Erie Street	Lake Worth Rd.	Lake Osborne Dr.	Construct sidewalk on Erie St. between Lake Worth Rd. and Lake Osborne Dr.	6,371 SF	\$ 82,714.44	\$ 95,121.61	\$ 107,528.77	Long-term	MPO Programs
LW5	Lake Worth Road Pedestrian Improvements	Lake Worth Rd.	Detroit St, Erie St. and directly west of Lake Worth HS	East and west of I-95 overpass	Significantly upgrade the Lake Worth Rd pedestrian crosswalk near Lake Worth H.S. and provide mid-block crossings across Lake Worth Rd. at Detroit and Erie streets	188 SF	\$ 315,333.85	\$ 362,633.93	\$ 409,934.01	Long-term	MPO Programs

Boynton Beach Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
BB1	ADA Connection	Station area	Station area sidewalks	Children's Services Council	Construct ADA sidewalk ramps and crosswalks linking to the Children's Services Council.	0 SF	\$ 1,954.52	\$ 2,247.70	\$ 2,540.88	Short-term	SFRTA
MEDIUM-TERM											
BB2	Industrial Area Connection	Northwest of station, running parallel to, then turning west and perpendicular to RR ROW	Station north/side access	Adjacent light industrial land use	Pave existing "goat path" on north side of station.	2,520 SF	\$ 20,573.19	\$ 23,659.17	\$ 26,745.15	Long-term	MPO Programs
LONG-TERM											
BB3	Pedestrian Path and Connection	Adjacent to rail ROW near north side of station	North of station	Industrial Way	Provide pedestrian path adjacent to RROW to facilitate access to Industrial Way at north side of station. COMBINE WITH BB4.	6,552 SF	\$ 141,531.18	\$ 162,760.86	\$ 183,990.53	Medium-term	MPO Programs
BB4	Industrial Way Sidewalks	South side Industrial Way, northwest of station	The north-south segment of Industrial Way which runs parallel with the RR ROW.	Intersection of Industrial Way and NW Commerce Park Dr.	Pedestrian path perpendicular to the RROW, and connecting with north-south segment of BB3. COMBINE WITH BB3.	0 SF	\$ 36,295.15	\$ 41,739.42	\$ 47,183.70	Long-term	MPO Programs

Delray Beach Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
LONG-TERM											
DB1	Station Area Ped Connection	County complex west of station	General County Complex area	Station access and platform	Construct sidewalks along access routes in county complex west of station to include connection to the Tax Assessor's Office.	29,837 SF	\$ 393,378.00	\$ 452,384.70	\$ 511,391.40	Long-term	Others

Boca Raton Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
BR1	Station Area Sidewalk Connections	North and South side of station, and entrance to bus turnaround	General station area	General station area	Add five feet of sidewalk in two separate locations and complete minor connections: 1 on north side; 1 on south side; 1 on entrance to bus turnaround	0 SF	\$ 36,740.47	\$ 42,251.54	\$ 47,762.61	Short-term	SFRTA
BR2	Southwest Area Sidewalk Connection	West entrance to station	Paved path at southwestern area of station	Existing red brick sidewalk/ bus bay area	Construct ADA-compliant sidewalk connection linking two unlinked existing sidewalks	0 SF	\$ 3,791.81	\$ 4,360.58	\$ 4,929.35	Short-term	SFRTA

BROWARD COUNTY

Deerfield Beach Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
DF3	Pedestrian Connection to Deerfield Beach Engineering Building	Southwest corner of station	Station	Deerfield Beach Engineering Building	Complete sidewalk from station platform to Deerfield Beach Engineering Building property.	7,747 SF	\$ 68,183.10	\$ 78,410.57	\$ 88,638.03	Short-term	SFRTA
DF5	Hillsboro Blvd. Pedestrian Crossing	In front of North County Courthouse on Hillsboro Blvd.	North side of Hillsboro Blvd.	South side of Hillsboro Blvd.	Provide a mid-block crossing on Hillsboro Blvd. at approximately 1600 block	0 SF	\$ 80,565.84	\$ 92,650.72	\$ 104,735.59	Long-term	MPO Programs
MEDIUM-TERM											
DF1	SW 12th Ave. Sidewalks	SW 12th Ave.	300 block West Side of Street	400 block West Side of Street	Complete sidewalk connection along SW 12th Ave. Specifically : 300-400 block West Side of Street / 160 - 350 block East side of street	3,010 SF	\$ 98,920.36	\$ 113,758.41	\$ 128,596.47	Medium-term	MPO Programs
DF2	Goolsby Blvd. Sidewalks	475 block of Goolsby to intersection of Military Trail	Military Trail	Station	Complete sidewalk connection	0 SF	\$ 88,259.70	\$ 101,498.66	\$ 114,737.61	Medium-term	MPO Programs

Pompano Beach Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
PB4	NW 33rd Street and Andrews Ave. Intersection Improvements	Intersection of Andrews Ave. and NW 33rd St.	NA	NA	Provide pedestrian crossing enhancements at location including ladder marking of crosswalks, perpendicular curb ramps, curb extensions with landscaping, detectable warnings, medians, and accessible pedestrian signals.	0 SF	\$ 18,855.23	\$ 21,683.51	\$ 24,511.80	Medium-term	MPO Programs
MEDIUM-TERM											
PB5	NW 33rd Street Sidewalks	NW 33rd Street	Andrews Ave.	Powerline Road	Connect and complete existing sidewalks on both sides of NW 33rd Street from Andrews Ave. to Powerline Rd.	18 SF	\$ 276,618.79	\$ 318,111.61	\$ 359,604.43	Medium-term	MPO Programs
LONG-TERM											
PB1	NW 8th Ave. Complete Streets Improvements	NW 8th Ave.	Center Port Circle	Just south of Sample Rd.	Provide Compelte Street type amenities including construction of sidewalks and drainage improvements.	21,101 SF	\$ 507,298.27	\$ 583,393.01	\$ 659,487.75	Medium-term	MPO Programs
PB3	Andrews Ave. Sidewalks	Andrews Ave., West Side	Sample Road	NW 33rd Street	Complete sidewalk connection along west side of Andrews Ave.	4,305 SF	\$ 54,935.05	\$ 63,175.31	\$ 71,415.57	Medium-term	MPO Programs
PB6	Pedestrian Connection to NW 5th Terrace	NW 33rd Street	NW 33rd St.	NW 5th Terrace	Provide a sidewalk from NW 5th Terrace to station intersection through south side of ProLogis property, connecting to NW 33rd St. Ave.	2,305 SF	\$ 64,290.48	\$ 73,934.05	\$ 83,577.62	Long-term	Others

Cypress Creek Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
CC4	Cypress Creek /Powerline Rd. Intersection Pedestrian Improvements	Area near Intersection of Cypress Creek Road and Powerline Road.	Cypress Creek Road adjacent to the Hess and Shell station property	West side of Powerline Road adjacent to Hess Station and Shell properties.	Provide complete sidewalks connecting to the southwest quadrant of the intersection Cypress Creek Road and Powerline Road as well as removal of the "No Pedestrians" sign at this location.	5,213 SF	\$ 168,589.59	\$ 193,878.03	\$ 219,166.47	Short-term	Others
MEDIUM-TERM											
CC1	Andrews Ave. Pedestrian Enhancements	Station area	East side of Andrews Ave/ Park and Ride Lot	West side of Andrews Ave. (Andrews Way)	Provide pedestrian crossing enhancements at location including ladder marking of crosswalks, perpendicular curb ramps, curb extensions with landscaping, detectable warnings, medians, and accessible pedestrian signals.	0 SF	\$ 26,611.94	\$ 30,603.73	\$ 34,595.52	Medium-term	SFRTA
CC3	NW 6th Way Sidewalks	Along NW 6th Way (private road)	Cypress Creek Road	Entrance into West Parking Lot	Construct sidewalks along NW 6th Way from the Cypress Creek Road intersection to existing sidewalks at the University of Phoenix building.	10,599 SF	\$ 203,833.96	\$ 234,409.05	\$ 264,984.15	Medium-term	Others
CC5	Pedestrian Connection to NW 57th Court	South of Cypress Creek station	South sidewalk at Station	North end of NW 57th Court along water drainage area	Provide complete sidewalks connecting to the south sidewalk at station then west along drainage area/property line to NW 57th Court.	3,829 SF	\$ 58,780.11	\$ 67,597.13	\$ 76,414.14	Medium-term	MPO Programs
LONG-TERM											
CC6	Pedestrian Path	Outside of rail right of way	North side of station	Cypress Creek Rd.	Provide sidewalks outside of the RR right-of-way connecting station to Cypress Creek Rd	22,400 SF	\$ 246,468.24	\$ 283,438.48	\$ 320,408.71	Long-term	Others
CC7	Andrews Way Pedestrian Improvements	5700 Andrews Way	5700 block	6100 block	Provide sidewalks along Andrews Way	0 SF	\$ 82,184.56	\$ 94,512.24	\$ 106,839.93	Long-term	Others

Fort Lauderdale Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
FL5	SW 1st Street Sidewalks, South Side	SW 1st Street northwest of station	SW 22nd Ave	Station Access Road	Provide complete sidewalk connection on south side of SW 1st Street to station access road directly north of station (APPEARS TO BE IN PROGRESS AT SITE).	56 SF	\$ 38,061.89	\$ 43,771.17	\$ 49,480.46	Short-term	Others (FDOT In Design)
MEDIUM-TERM											
FL3	NW 21st Terrace Sidewalks	NW 21st Terrace-Access Road and under Broward Blvd. overpass	Express Bus parking lot north of Broward Blvd. overpass	Just south of overpass near existing bus stop on west side of street	Construct sidewalks along west side of NW 21st Terrace and Access Rd. from the north parking lot, under Broward Blvd.	3,327 SF	\$ 43,515.33	\$ 50,042.63	\$ 56,569.93	Medium-term	MPO Programs
LONG-TERM											
FL2	Pedestrian Connection to North Station Platform	I-95 Access Rd/SW 2 Ave. at NW end of station	SW 2 Ave	Station platform	Pave approx. 40' between sidewalk and Access Rd. and station platform at NW end of station. Currently, the fence bordering the sidewalk has been pried open and a dirt path is used.	1,841 SF	\$ 3,418.57	\$ 3,931.36	\$ 4,444.14	Long-term	Others
FL1	Pedestrian Connection from Broward Blvd.	Overpass/embankment under Broward Blvd. at station parking lot	Broward Blvd.	I-95 Access Rd/SW 2 Ave.	Create a direct connection between station access and Broward Blvd. to replace sleep dirt path currently used. Project includes two vertical circulation towers, shelters for planned express bus service and two new ramps to eliminate buses stopping on the existing I-95 access lanes.	0 SF	\$ 2,207,481.98	\$ 2,538,604.28	\$ 2,869,726.57	Long-term	Others

Fort Lauderdale Airport Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
SHORT-TERM											
FLA1	Gulfstream Way Mid-Block Crossing	Approximately 2000 block of Griffin Rd.	South side of Griffin Road	Existing sidewalk on south side of Gulfstream Way	Construct a mid-block crossing connecting Griffin Road to existing sidewalk on Gulfstream Way, with supporting sidewalk.	0 SF	\$ 52,849.06	\$ 60,776.42	\$ 68,703.78	Medium-term	MPO Programs
MEDIUM-TERM											
FLA2	Gulf Stream Way Sidewalks	East of Anglers Ave. crossing RR ROW, then south to Bass Pro Shops	Anglers Ave.	Bass Pro Shops	Construct sidewalks along Gulfstream Way.	0 SF	\$ 181,977.84	\$ 209,274.52	\$ 236,571.19	Medium-term	MPO Programs
FLA3	Gulfstream Way Crosswalks	East side of station	Train Station	Hotel	Provide crosswalks	4,932 SF	\$ 61,066.25	\$ 70,226.19	\$ 79,386.13	Medium-term	MPO Programs
FLA4	Griffin Rd Sidewalks	Griffin Rd	Griffin Rd	Along 50' of frontage property	Coordinate with city to install sidewalks on east side of new Dunkin Donuts development at SE corner of Griffin and Anglers Ave.	0 SF	\$ 14,021.19	\$ 16,124.37	\$ 18,227.55	Short-term	Others
FLA5	Anglers Ave. Sidewalks	Anglers Ave. north of Griffin Rd intersection, west side	Griffin Rd	1/4 mile north of Griffin Rd intersection	Fill in sidewalk gaps along Anglers Ave. from 46th Court to the intersection of Griffin Road and Anglers Ave.	2,555 SF	\$ 40,886.23	\$ 47,019.16	\$ 53,152.10	Medium-term	MPO Programs

Sheridan Street Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
SS2	West Station Entryway	Road parallel and adjacent to the Farmers Market	South end of station	Gate at unpaved road segment	Construct an ADA-accessible entryway from the southern part of the west platform at the station to provide connection to North 30th Road. CONTINGENT UPON CONNECTING TO N 30th ROAD SIDEWALK.	2,746 SF	\$ 34,668.72	\$ 39,869.03	\$ 45,069.34	Medium-term	MPO Programs
LONG-TERM											

Hollywood Station Project List

Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
HOL 1	Pedestrian Connection to Goldman Park	Station parking lot	North side of parking lot	Existing multi-use trails in Goldman Park	Connect north side of station parking lot to existing multi- use trails in Goldman Park to the west of the station	1,282 SF	\$ 31,785.40	\$ 36,553.21	\$ 41,321.02	Medium-term	Others

MIAMI-DADE COUNTY

Golden Glades Project List

Proj No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
GG2	Pedestrian Connection to NW 7th Ave.	Station entrance/parking lot/US 441/NW 7th Ave.	Station entrance	NW 7th Ave.	Construct a pedestrian connection between station access and NW 7th Avenue and along south side of US 441	0 SF	\$ 136,519.22	\$ 156,997.10	\$ 177,474.99	Medium-term	MPO Programs
GG3	Golden Glades One-Level Pedestrian Bridge	Station entrance and parking lot	Station entrance	Parking lot	Construct a one-level pedestrian bridge to directly connect from the parking lot to the station entrance	0 SF	\$ 1,117,836.23	\$ 1,285,511.66	\$ 1,453,187.10	Medium-term	MPO Programs
GG4	Shared Use Path (with MPO Partner)	Running east along NW 167th St to NW 7 Ave and turning S/SW and running parallel to RR ROW	Approx. NW167 St. and NW 8 Ave.	Golden Glades Tri-Rail Station	Create a shared use path connection from the City of Miami Gardens to the Golden Glades Tri-Rail Station	67,700 SF	\$ 875,837.09	\$ 1,007,212.65	\$ 1,138,588.22	Medium-term	MPO Programs
LONG-TERM											
GG1	Pedestrian Connections to NW 159th Dr.	NW side of station to entrance	NW 159th Dr.	Station entrance	Construct a pedestrian connection to NW 159th Drive	3,023 SF	\$ 59,497.62	\$ 68,422.26	\$ 77,346.91	Long-term	MPO Programs

Opa-Locka Station Project List

Proj No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
OPA 2	Dunad Ave. RR Crossing	Dunard Ave., south section	Ali Baba Ave.	Burlington St.	Construct grade crossing with sidewalks	3,674 SF	\$ 91,044.06	\$ 104,700.67	\$ 118,357.28	Medium-term	MPO Programs
OPA 3	Dunad Ave Sidewalks, North	Dunad Ave. north of Ali Baba Ave.	Ali Baba Ave.	Sabur Lane	Construct sidewalks on both sides of street	20 SF	\$ 82,217.38	\$ 94,549.99	\$ 106,882.59	Medium-term	MPO Programs
LONG-TERM											
OPA 4	Downtown Street Improvements	Sesame St, Aladdin St, and Perviz Ave, North of Ali Baba Ave.	Ali Baba Ave.	Sections of roads without sidewalks within the 1/4 study radius	Construct sidewalks on both sides of streets	89 SF	\$ 38,215.40	\$ 43,947.71	\$ 49,680.02	Long-term	MPO Programs

Metrorail Transfer Station Project List

Proj No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
MET3	Internal Station Sidewalks	Station			Complete internal sidewalks.	820 SF	\$ 20,483.72	\$ 23,556.28	\$ 26,628.84	Medium-term	MPO Programs
LONG-TERM											
MET1	NW 37th Ave Sidewalks	NW 37th Ave/Douglas Rd. and E 24th St.	South end entrance to Amtrak station	1/3 mile south of Amtrak station	Construct sidewalks on both sides of NW 37th Ave. and on E 24th St between NW 37th Ave and rail ROW	686 SF	\$ 121,775.22	\$ 140,041.50	\$ 158,307.79	Long-term	Others

Hialeah Market Station Project List

Proj No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
MEDIUM-TERM											
HM1	West Station Sidewalks	Perimeter of block of SE 9th Ct / SE 12th St / SE 10th Ct / SE 14th St, and SE 11 Ave. from SE 14th St to SE 12l St.	See location	See location	Construct sidewalks	0 SF	\$ 115,446.87	\$ 132,763.90	\$ 150,080.93	Medium-term	MPO Programs
HM3	NW 36th St Sidewalks	NW corner of NW 36th St and NW 38th Ave	NW 38th Ave at NW 36th St	Connect with existing sidewalks on NW 36th St.	Construct sidewalks	8,481 SF	\$ 159,220.49	\$ 183,103.56	\$ 206,986.64	Medium-term	MPO Programs

Miami Intermodal Center Station Project List

Proj No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
LONG-TERM											
MIA2	NW 37th Ave Sidewalks	NW 37th Ave. between NW 22 St. and northwest side of Palmer Lake	NW 22 St.	Northwest side of Palmer Lake	Construct sidewalk on west side of NW 37th St.	0 SF	\$ 54,073.19	\$ 62,184.17	\$ 70,295.15	Long-term	Others
MIA3	NW 21st St. Sidewalks	NW 21st Ave	NW 37th Ave.	NW 43th Ave.	Construct sidewalks on both sides of NW 21th St.	On Hold	On Hold	On Hold	On Hold	Medium-term	MPO Programs
MIA4	NW 25th St. Sidewalks	North and south sides of NW 25th St. east of NW 37th Ave.	NW 37th Ave.	NW 36 Ave.	Construct sidewalks on both sides of NW 25th St.	5,707 SF	\$ 183,425.19	\$ 210,938.97	\$ 238,452.75	Long-term	Others

BUS SHELTER PROJECTS AT TRI-RAIL STATIONS
FOR CONSIDERATION BY MPO'S AND TRANSIT AGENCIES

ALL BUS SHELTER PROJECTS ARE SHORT-TERM											
Proj. No.	Project Name	Location	From	To	Improvement	ROW Owner - ROW Needed	Cost Estimate	Cost Estimate 5-Year Escalation	Cost Estimate 10-Year Escalation	Priority	Project Sponsor
Mangonia Park											
MP1	Bus Shelter	East side of station entrance near existing Palm Tran electronic signage shelter.	N/A	N/A	Install bus shelter. PALM TRAN HAS APPLIED TO MPO FOR FUNDING	500 SF/ FOR OWNERS NAMES SEE COUNTY COUNTY DETAIL SHEET (TYP. ALL	\$ 66,516.62	\$ 76,494.11	\$ 86,471.61	Short-term	Others
Deerfield Beach											
DF4	Covered Bus Shelter	East of station and RRROW on south side of Hillsboro Blvd.	N/A	N/A	Provide a covered bus shelter at existing bus stop location on south side of Hillsboro blvd. east of station	0 SF	\$ 94,925.26	\$ 109,164.05	\$ 123,402.84	Medium-term	MPO Programs
Cypress Creek											
CC2	East Cypress Creek Park and Ride Station Bus Shelter Replacement	East side of Cypress Creek Park and Ride Lot	NA	NA	Replace existing bus shelters that have leaking roofs, no seating, and are in extreme disrepair.	0 SF	\$ 189,580.72	\$ 218,017.83	\$ 246,454.94	Short-term	Others
Fort Lauderdale											
FL4	Bus Shelter	Bus stop on west side of SW 21st Terr., north of station, south of overpass.	NA	NA	Install a new bus shelter to improve waiting conditions in support of the increased intermodal transfers (rail, local bus and express bus) at the current bus stop location.	0 SF	\$ 94,925.36	\$ 109,164.16	\$ 123,402.97	Medium-term	MPO Programs
Sheridan Street											
SS1	Bus Shelter Replacement	Station area	NA	NA	Replace existing bus shelters to enhance waiting conditions in support of the increased intermodal transfers (rail, bus ,express bus) at this current location.	0 SF	\$ 284,776.07	\$ 327,492.48	\$ 370,208.89	Medium-term	MPO Programs
Metrorail Transfer											
MET4	Bus Shelter	79th St and rail ROW	NA	NA	Install bus shelter	0 SF	\$ 60,691.36	\$ 69,795.06	\$ 78,898.77	Medium-term	MPO Programs

**Appendix C - Palm Beach County
TABLE C-1
Estimated Captial Cost by Priority**

Project Priority	Cost Estimate
SHORT-TERM	\$ 212,144.99
MEDIUM-TERM	\$ 1,913,628.74
LONG-TERM	\$ 1,862,828.69
TOTAL	\$ 3,988,602.42

**Appendix C - Palm Beach County
TABLE C-2
Estimated Captial Cost by Priority**

MANGONIA PARK STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 70,037.49
MEDIUM-TERM	\$ 784,826.75
LONG-TERM	\$ 361,103.36
TOTAL	\$ 1,215,967.59

WEST PALM BEACH STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 99,620.70
MEDIUM-TERM	\$ 902,368.02
LONG-TERM	\$ 532,472.71
TOTAL	\$ 1,534,461.43

LAKE WORTH STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ 205,860.78
LONG-TERM	\$ 398,048.29
TOTAL	\$ 603,909.07

BOYNTON BEACH STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 1,954.52
MEDIUM-TERM	\$ 20,573.19
LONG-TERM	\$ 177,826.34
TOTAL	\$ 200,354.05

DELRAY BEACH STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ -
LONG-TERM	\$ 393,378.00
TOTAL	\$ 393,378.00

BOCA RATON STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 40,532.28
MEDIUM-TERM	\$ -
LONG-TERM	\$ -
TOTAL	\$ 40,532.28

**Appendix C - Palm Beach County
TABLE C-3
Estimated Capital Cost by Station**

MANGONIA PARK STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
MP1	\$ 66,516.62	Others	SHORT-TERM
MP2	\$ 3,520.87	Others	SHORT-TERM
MP3	\$ 26,382.17	MPO Programs	MEDIUM-TERM
MP4	\$ 335,291.46	MPO Programs	MEDIUM-TERM
MP4a	\$ 212,258.62	MPO Programs	MEDIUM-TERM
MP4B	\$ 161,016.82	MPO Programs	MEDIUM-TERM
MP5	\$ 49,877.68	MPO Programs	MEDIUM-TERM
MP6	\$ 208,718.17	Others	LONG-TERM
MP7	\$ 152,385.18	MPO Programs	LONG-TERM
TOTAL	\$ 1,215,967.59		

WEST PALM BEACH STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
WP5	\$ 49,721.54	Others	SHORT-TERM
WP6	\$ 49,899.15	Others	SHORT-TERM
WP2	\$ 62,562.95	MPO Programs	MEDIUM-TERM
WP3	\$ 58,314.85	MPO Programs	MEDIUM-TERM
WP1A	\$ 701,385.78	Others	MEDIUM-TERM
WP8	\$ 80,104.44	Others	MEDIUM-TERM
WP7	\$ 18,970.89	Others	LONG-TERM
WP1B	\$ 513,501.82	Others	LONG-TERM
TOTAL	\$ 1,534,461.43		

LAKE WORTH STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
LW1	\$ 38,357.98	MPO Programs	MEDIUM-TERM
LW2	\$ 117,361.74	MPO Programs	MEDIUM-TERM
LW4	\$ 50,141.06	MPO Programs	MEDIUM-TERM
LW3	\$ 82,714.44	MPO Programs	LONG-TERM
LW5	\$ 315,333.85	MPO Programs	LONG-TERM
TOTAL	\$ 603,909.07		

BOYNTON BEACH STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
BB1	\$ 1,954.52	SFRTA	SHORT-TERM
BB2	\$ 20,573.19	MPO Programs	MEDIUM-TERM
BB3	\$ 141,531.18	MPO Programs	LONG-TERM
BB4	\$ 36,295.15	MPO Programs	LONG-TERM
TOTAL	\$ 200,354.05		

DELRAY BEACH STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
DB1	\$ 393,378.00	Others	LONG-TERM
TOTAL	\$ 393,378.00		

BOCA RATON STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
BR1	\$ 36,740.47	SFRTA	SHORT-TERM
BR2	\$ 3,791.81	SFRTA	SHORT-TERM
TOTAL	\$ 40,532.28		

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

Mangonia Park

Project	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
MP1	Bus Shelter		1	EA	\$ 30,000.00	\$ 30,000.00	Cost estimate provided by with Liz Caprio at Outfront Media
MP1	Clearing and Grubbing	0110 1 1	0.01	acres	\$ 26,186.84	\$ 261.87	
MP1	Bus Boarding Pad	0522 4	25	sq. yds.	\$ 235.76	\$ 5,894.00	Proposed concrete will supplement the existing bus stop concrete pad area. See attached Detail
MP1					Sub-Total	\$ 36,155.87	
MP1	Mobilization					\$ 5,423.38	15% of the Project Cost
MP1	Survey and Design Fees					\$ 7,231.17	20% of the Project Cost
MP1	Maintenance of Traffic					\$ 5,423.38	15% of the Project Cost
MP1	Construction, Engineering and Inspection Fees (CEI)					\$ 4,338.70	CEI fees calculated as 10% of the construction cost and design cost
MP1	Right-of-Way needs		500	sq. ft.		\$ 1,897.15	See Palm Beach ROW Spreadsheet for details
MP1	Contingency					\$ 6,046.97	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
MP1	Estimated Project Cost					\$ 66,516.62	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MP2	4" Concrete sidewalk	0522 1	15	sq. yds.	\$ 43.66	\$ 654.90	30 linear ft of 4 ft wide to match existing sidewalk.	
MP2	Regular Excavation	0120 1	5	cubic yds.	\$ 5.82	\$ 29.10	Assumed 6" cut/fill and site balances.	
MP2	Clearing and Grubbing	0110 1 1	0.01	acres	\$ 26,186.84	\$ 261.87		
MP2					Sub-Total	\$ 945.87		
MP2	Mobilization					\$ 141.88	15% of the Project Cost	
MP2	Survey and Design Fees					\$ 189.17	20% of the Project Cost	
MP2	Maintenance of Traffic					\$ 141.88	15% of the Project Cost	
MP2	Construction, Engineering and Inspection Fees (CEI)					\$ 113.50	CEI fees calculated as 10% of the construction cost and design cost	
MP2	Right-of-Way needs		420	sq. ft.		\$ 1,668.48	See Palm Beach ROW Spreadsheet for details	
MP2	Contingency					\$ 320.08	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MP2	Estimated Project Cost					\$	3,520.87	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MP3	6" Concrete sidewalk	0522 2	45	sq. yds.	\$ 43.47	\$ 1,956.15	Ramp	
MP3	Detectable Warnings	0527 2	8	sq. ft.	\$ 29.49	\$ 235.92		
MP3	Ped/Bicycle Railings, STL, 42" Type 1	0515 22111	100	linear ft	\$ 117.98	\$ 11,798.00	If ramp slope can be reduced to less than 8% then railing may be eliminated.	
MP3	Clearing and Grubbing	0110 1 1	0.02	acres	\$ 26,186.84	\$ 523.74		
MP3	Regular Excavation	0120 1	50	cubic yds.	\$ 5.82	\$ 291.00	Assumed 12" cut/fill and site balances.	
MP3					Sub-Total	\$ 14,804.81		
MP3	Mobilization					\$ 2,220.72	15% of the Project Cost	
MP3	Survey and Design Fees					\$ 2,960.96	20% of the Project Cost	
MP3	Maintenance of Traffic					\$ 2,220.72	15% of the Project Cost	
MP3	Construction, Engineering and Inspection Fees (CEI)					\$ 1,776.58	CEI fees calculated as 10% of the construction cost and design cost	
MP3	Contingency					\$ 2,398.38	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MP3	Estimated Project Cost					\$	26,382.17	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
MP4	Removal of Existing Concrete	0110 4	368	sq. yds.	\$ 21.27	\$ 7,827.36	Removal of concrete for 6" concrete sidewalk
MP4	6" Concrete sidewalk	0522 2	368	sq. yds.	\$ 43.47	\$ 15,996.96	552 lf of 6' wide sidewalk
MP4	4" Concrete sidewalk	0522 1	2,550	sq. yds.	\$ 43.66	\$ 111,333.00	3,823 lf of 6' wide sidewalk
MP4	Detectable Warnings	0527 2	456	sq. ft.	\$ 29.49	\$ 13,447.44	
MP4	Thermoplastic, Std, White, Solid 12"	0711 11123	200	linear ft	\$ 1.96	\$ 392.00	3 Crosswalks
MP4	Thermoplastic, Std, White, Solid 24"	0711 11125	120	linear ft	\$ 3.47	\$ 416.40	3 Crosswalks
MP4	Regular Excavation	0120 1	500	cubic yds.	\$ 5.82	\$ 2,910.00	Assumed 6" cut/fill and site balances.
MP4					Sub-Total	\$ 144,495.80	
MP4	Mobilization					\$ 21,674.37	15% of the Project Cost
MP4	Survey and Design Fees					\$ 28,899.16	20% of the Project Cost
MP4	Maintenance of Traffic					\$ 21,674.37	15% of the Project Cost
MP3	Construction, Engineering and Inspection Fees (CEI)					\$ 17,339.50	CEI fees calculated as 10% of the construction cost and design cost
MP4	Right-of-Way needs		20,824	sq. ft.		\$ 70,462.68	See Palm Beach ROW Spreadsheet for details
MP4	Contingency					\$ 30,745.59	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
MP4	Estimated Project Cost					\$ 335,291.46	

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
MP4 Alt A	Removal of Existing Concrete	0110 4	240	sq. yds.	\$ 21.27	\$ 5,104.80	Removal of concrete for 6" concrete sidewalk
MP4 Alt A	6" Concrete sidewalk	0522 2	240	sq. yds.	\$ 43.47	\$ 10,432.80	360 lf of 6' wide sidewalk
MP4 Alt A	4" Concrete sidewalk	0522 1	1,410	sq. yds.	\$ 43.66	\$ 61,560.60	2,115 lf of 6' wide sidewalk
MP4 Alt A	Detectable Warnings	0527 2	456	sq. ft.	\$ 29.49	\$ 13,447.44	
MP4 Alt A	Thermoplastic, Std, White, Solid 12"	0711 11123	140	linear ft	\$ 1.96	\$ 274.40	2 Crosswalks
MP4 Alt A	Thermoplastic, Std, White, Solid 24"	0711 11125	100	linear ft	\$ 3.47	\$ 347.00	2 Crosswalks
MP4 Alt A	Regular Excavation	0120 1	275	cubic yds.	\$ 5.82	\$ 1,600.50	Assumed 6" cut/fill and site balances.
MP4 Alt A					Sub-Total	\$ 87,662.74	
MP4 Alt A	Mobilization					\$ 13,149.41	15% of the Project Cost
MP4 Alt A	Survey and Design Fees					\$ 17,532.55	20% of the Project Cost
MP4 Alt A	Maintenance of Traffic					\$ 13,149.41	15% of the Project Cost
MP4 Alt A	Construction, Engineering and Inspection Fees (CEI)					\$ 10,519.53	CEI fees calculated as 10% of the construction cost and design cost
MP4 Alt A	Right-of-Way needs		15,057	sq. ft.		\$ 50,948.74	MP4 Alt A is a percentage MP4 ROW need cost
MP4 Alt A	Contingency					\$ 19,296.24	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
MP4 A	Estimated Project Cost					\$ 212,258.62	

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Table C-4
Detailed Estimated Capital Cost By Station

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
MP4 Alt B	Removal of Existing Concrete	0110 4	128	sq. yds.	\$ 21.27	\$ 2,722.56	Removal of concrete for 6" concrete sidewalk
MP4 Alt B	6" Concrete sidewalk	0522 2	128	sq. yds.	\$ 43.47	\$ 5,564.16	192 lf of 6' wide sidewalk
MP4 Alt B	4" Concrete sidewalk	0522 1	1,312	sq. yds.	\$ 43.66	\$ 57,281.92	1,968 lf of 6' wide sidewalk
MP4 Alt B	Detectable Warnings	0527 2	456	sq. ft.	\$ 29.49	\$ 13,447.44	
MP4 Alt B	Regular Excavation	0120 1	240	cubic yds.	\$ 5.82	\$ 1,396.80	Assumed 6" cut/fill and site balances.
MP4 Alt B	Thermoplastic, Std, White, Solid 12"	0711 11123	140	linear ft	\$ 1.96	\$ 274.40	2 Crosswalks
MP4 Alt B	Thermoplastic, Std, White, Solid 24"	0711 11125	100	linear ft	\$ 3.47	\$ 347.00	2 Crosswalks
MP4 Alt B					Sub-Total	\$ 78,311.72	
MP4 Alt B	Mobilization					\$ 11,746.76	15% of the Project Cost
MP4 Alt B	Survey and Design Fees					\$ 15,662.34	20% of the Project Cost
MP4 Alt B	Maintenance of Traffic					\$ 11,746.76	15% of the Project Cost
MP4 Alt B	Construction, Engineering and Inspection Fees (CEI)					\$ 9,397.41	CEI fees calculated as 10% of the construction cost and design cost
MP4 Alt B	Right-of-Way needs		5,767	sq. ft.		\$ 19,513.94	MP4 Alt B is a percentage MP4 ROW need cost
MP4 Alt B	Contingency					\$ 14,637.89	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
MP4 B	Estimated Project Cost					\$ 161,016.82	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
MP5	Removal of Existing Concrete	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps
MP5	Thermoplastic, Std, White, Solid 12"	0711 11123	100	linear ft	\$ 1.96	\$ 196.00	Crosswalks
MP5	Thermoplastic, Std, White, Solid 24"	0711 11125	70	linear ft	\$ 3.47	\$ 242.90	Crosswalks
MP5	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
MP5	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
MP5	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
MP5					Sub-Total	\$ 27,989.72	
MP5	Mobilization					\$ 4,198.46	15% of the Project Cost
MP5	Survey and Design Fees					\$ 5,597.94	20% of the Project Cost
MP5	Maintenance of Traffic					\$ 4,198.46	15% of the Project Cost
MP5	Construction, Engineering and Inspection Fees (CEI)					\$ 3,358.77	CEI fees calculated as 10% of the construction cost and design cost
MP5	Contingency					\$ 4,534.33	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
MP5	Estimated Project Cost					\$ 49,877.68	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MP6	Milling Exist Asph Pavt, 1, 1/2 Avg Depth	0327 706	11,000	sq. yds.	\$ 2.30	\$ 25,300.00	The roadway is approx. 2,150 long; however, if is varying width.	
MP6	Asph Conc FC, Traffic C, FC-12.5, PG 76-22	0337 7 43	908	TN	\$ 97.50	\$ 88,481.25	Quantity Determine using : 11,000 sy * 165 lbs/sy / 2,000 lbs Asphalt Base on assumed Traffic Level C	
MP6	Painted Pavt Mark, Std White, Solid 6"	0710 11111	0.85	NM	\$ 1,001.99	\$ 851.69	Both sides of the road (2,150 * 2 = 4,300 lf = 0.85 Net Mile)	
MP6	Painted Pavt Mark, Std Yel, Solid 6"	0710 11211	0.85	NM	\$ 949.55	\$ 807.12	Assumed Double Yellow Line (2,150 * 2 = 4,300 lf = 0.85 Net Mile)	
MP6	Thermoplastic, Preformed, White, Arrows	0711 14170	14	EA	\$ 120.41	\$ 1,685.74	11 Straight Arrows, 2 Straight/Right Turn Arrows and 1 Left Turn Arrow	
MP6					Sub-Total	\$ 117,125.80		
MP6	Mobilization					\$ 17,568.87	15% of the Project Cost	
MP6	Survey and Design Fees					\$ 23,425.16	20% of the Project Cost	
MP6	Maintenance of Traffic					\$ 17,568.87	15% of the Project Cost	
MP6	Construction, Engineering and Inspection Fees (CEI)					\$ 14,055.10	CEI fees calculated as 10% of the construction cost and design cost	
MP6	Contingency					\$ 18,974.38	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MP6	Estimated Project Cost					\$	208,718.17	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Mangonia Park

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MP7	Removal of Existing Concrete	0110 4	1,775	sq. yds.	\$ 21.27	\$ 37,754.25	Removal of concrete for 6" concrete sidewalk	
MP7	6" Concrete sidewalk	0522 2	1,775	sq. yds.	\$ 43.47	\$ 77,159.25	2,650 lf of 6' wide sidewalk	
MP7	Detectable Warnings	0527 2	112	sq. ft.	\$ 29.49	\$ 3,302.88		
MP7	Thermoplastic, Std, White, Solid 12"	0711 11123	90	linear ft	\$ 1.96	\$ 176.40	1 Crosswalk, this crosswalk is included in MP4 and MP4 Alt B	
MP7	Thermoplastic, Std, White, Solid 24"	0711 11125	55	linear ft	\$ 3.47	\$ 190.85	Crosswalks	
MP7	Regular Excavation	0120 1	300	cubic yds.	\$ 5.82	\$ 1,746.00		
MP7					Sub-Total	\$ 82,575.38		
MP7	Mobilization					\$ 12,386.31	15% of the Project Cost	
MP7	Survey and Design Fees					\$ 16,515.08	20% of the Project Cost	
MP7	Maintenance of Traffic					\$ 12,386.31	15% of the Project Cost	
MP7	Construction, Engineering and Inspection Fees (CEI)					\$ 9,909.05	CEI fees calculated as 10% of the construction cost and design cost	
MP7	Right-of-Way needs		1,432	sq. ft.		\$ 4,759.87	See Palm Beach ROW Spreadsheet for details	
MP7	Contingency					\$ 13,853.20	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MP7	Estimated Project Cost					\$	152,385.18	

Pedestrian Trail Cost per linear foot*

1 \$ 31.51 LF

The cost per linear foot of asphalt pedestrian trails has been calculated in project MP8. Pedestrian trails projects with a 10 ft wide trail, 1.5 inch asphalt depth and 4 inch Base Group 1 depth will use a value of \$31.51/lf.

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP5	Removal of Existing Concrete	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps
WP5	Removal of Existing Concrete Pavement	0110 4	4	sq. yds.	\$ 21.27	\$ 85.08	Concrete removed for landscape islands/median
WP5	Thermoplastic, Std, White, Solid 12"	0711 11123	65	linear ft	\$ 1.96	\$ 127.40	Crosswalks
WP5	Thermoplastic, Std, White, Solid 24"	0711 11125	40	linear ft	\$ 3.47	\$ 138.80	Crosswalks
WP5	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
WP5	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
WP5	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
WP5					Sub-Total	\$ 27,902.10	
WP5	Mobilization					\$ 4,185.32	15% of the Project Cost
WP5	Survey and Design Fees					\$ 5,580.42	20% of the Project Cost
WP5	Maintenance of Traffic					\$ 4,185.32	15% of the Project Cost
WP5	Construction, Engineering and Inspection Fees (CEI)					\$ 3,348.25	CEI fees calculated as 10% of the construction cost and design cost
WP5	Contingency					\$ 4,520.14	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP5	Estimated Project Cost					\$ 49,721.54	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP6	Removal of Existing Concrete Pavement	0110 4	40	sq. yds.	\$ 21.27	\$ 850.80	Concrete removed for landscape islands/median 2~10ftx10ft area for ADA Ramps
WP6	Thermoplastic, Std, White, Solid 12"	0711 11123	105	linear ft	\$ 1.96	\$ 205.80	Crosswalks
WP6	Thermoplastic, Std, White, Solid 24"	0711 11125	40	linear ft	\$ 3.47	\$ 138.80	Crosswalks
WP6	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
WP6	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
WP6	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
WP6					Sub-Total	\$ 28,001.77	
WP6	Mobilization					\$ 4,200.27	15% of the Project Cost
WP6	Survey and Design Fees					\$ 5,600.35	20% of the Project Cost
WP6	Maintenance of Traffic					\$ 4,200.27	15% of the Project Cost
WP6	Construction, Engineering and Inspection Fees (CEI)					\$ 3,360.21	CEI fees calculated as 10% of the construction cost and design cost
WP6	Contingency					\$ 4,536.29	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP6	Estimated Project Cost					\$ 49,899.15	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	21.27	Cost	Notes
WP2	Removal of Existing Concrete	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps
WP2	Thermoplastic, Std, White, Solid 12"	0711 11123	140	linear ft	\$ 1.96	\$ 274.40	Crosswalks
WP2	Thermoplastic, Std, White, Solid 24"	0711 11125	88	linear ft	\$ 3.47	\$ 305.36	Crosswalks
WP2	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
WP2	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
WP2	Concrete Curb, Type D	0520 2 4	160	linear ft	\$ 14.43	\$ 2,308.80	Curb for perimeter of roadway median
WP2	Regular Excavation	0120 1	15	cubic yds.	\$ 5.82	\$ 87.30	Site work within median
WP2	Landscaping within median		80	sq. yds.	\$ 36.00	\$ 2,880.00	Landscape estimate based on \$4/sq.ft.
WP2	Removal of Existing Concrete Pavement	0110 4	80	sq. yds.	\$ 21.27	\$ 1,701.60	Pavement removed for landscape islands/median
WP2	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
WP2					Sub-Total	\$ 35,108.28	
WP2	Mobilization					\$ 5,266.24	15% of the Project Cost
WP2	Survey and Design Fees					\$ 7,021.66	20% of the Project Cost
WP2	Maintenance of Traffic					\$ 5,266.24	15% of the Project Cost
WP2	Construction, Engineering and Inspection Fees (CEI)					\$ 4,212.99	CEI fees calculated as 10% of the construction cost and design cost
WP2	Contingency					\$ 5,687.54	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP2	Estimated Project Cost					\$ 62,562.95	

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP3	Removal of Existing Concrete Pavement	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps
WP3	Thermoplastic, Std, White, Solid 12"	0711 11123	140	linear ft	\$ 1.96	\$ 274.40	Crosswalks
WP3	Thermoplastic, Std, White, Solid 24"	0711 11125	88	linear ft	\$ 3.47	\$ 305.36	Crosswalks
WP3	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
WP3	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
WP3	Concrete Curb, Type D	0520 2 4	160	linear ft	\$ 14.43	\$ 2,308.80	Curb for perimeter of roadway median
WP3	Regular Excavation	0120 1	15	cubic yds.	\$ 5.82	\$ 87.30	Site work within median
WP3	Landscaping within median		80	sq. yds.	\$ 36.00	\$ 2,880.00	Landscape estimate based on \$4/sq.ft.
WP3	Removal of Existing Concrete Pavement	0110 4	80	sq. yds.	\$ 21.27	\$ 1,701.60	Pavement removed for landscape islands/median
WP3	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
WP3					Sub-Total	\$ 35,108.28	
WP3	Mobilization					\$ 5,266.24	15% of the Project Cost
WP3	Survey and Design Fees					\$ 3,510.83	10% of the Project Cost
WP3	Maintenance of Traffic					\$ 5,266.24	15% of the Project Cost
WP3	Construction, Engineering and Inspection Fees (CEI)					\$ 3,861.91	CEI fees calculated as 10% of the construction cost and design cost
WP3	Contingency					\$ 5,301.35	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP3	Estimated Project Cost					\$ 58,314.85	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP1	Removal of Existing Concrete	0110 4	1700	sq. yds.	\$ 21.27	\$ 36,159.00	10 ft wide stripe of removal of 1,500 lf of curb and asphalt
WP1	Concrete Curb & Gutter, Type F	0520 1 10	1,500.00	linear ft	\$ 16.26	\$ 24,390.00	
WP1	Milling Exist Asph Pavt, 1" Avg Depth	0327 70 1	21,425.00	sq. yds.	\$ 2.07	\$ 44,349.75	Milling of Tamarind Ave. within project limits
WP1	Asph Conc FC,Traffic D,FC-12.5,PG 76-22	0337 7 45	1,180.00	tn	\$ 118.91	\$ 140,313.80	Quantity Determine using : 21,425 sy * 110 lbs/sy / 2,000 lbs Asphalt Base on assumed Traffic Level D
WP1	Thermoplastic, Preformed, White, Message	0711 14160	42.00	EA	\$ 279.16	\$ 11,724.72	Bike Lane Symbol, Rail Road Crossing, Only and School Message
WP1	Thermoplastic, STD-OP, White, Solid, 6"	0711 15111	2.35	NM	\$ 4,367.61	\$ 10,263.88	Striping for Bike Lane
WP1	Thermoplastic, Std, White, Solid 12"	0711 11123	360.00	linear ft	\$ 1.96	\$ 705.60	Crosswalks
	Thermoplastic, Std, White, Solid 24"	0711 14125	425.00	linear ft	\$ 13.48	\$ 5,729.00	Stop bars, School and Rail Road Markings
WP1	Thermoplastic, STD, White, Arrow	0711 11170	32.00	EA	\$ 76.47	\$ 2,447.04	Turn Arrows
WP1	Painted Pavt Mark,Std,Yellow,Solid,6"	0710 11211	1.75	NM	\$ 949.55	\$ 1,661.71	
WP1	Painted Pavt Mark,Std,White,Skip, 6"	0710 11131	1.85	GM	\$ 404.50	\$ 748.33	
WP1	Pedestrian Crossing WP2					\$ 35,108.28	
WP1	Pedestrian Crossing WP3					\$ 35,108.28	
WP1	Sidewalk WP8					\$ 44,885.32	
WP1					Sub-Total	\$ 393,594.71	
WP1	Mobilization					\$ 59,039.21	15% of the Project Cost
WP1	Survey and Design Fees					\$ 78,718.94	20% of the Project Cost
WP1	Maintenance of Traffic					\$ 59,039.21	15% of the Project Cost
WP1	Construction, Engineering and Inspection Fees (CEI)					\$ 47,231.37	CEI fees calculated as 10% of the construction cost and design cost
WP1	Contingency					\$ 63,762.34	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP1A	Estimated Project Cost					\$ 701,385.78	

Appendix C- Palm Beach County
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Detailed Estimated Capital Cost By Station

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP8	4" Concrete sidewalk	0522 1	1,000	sq. yds.	\$ 43.66	\$ 43,660.00	1,500 lf of 6' wide sidewalk
WP8	Detectable Warnings	0527 2	8	sq. ft.	\$ 29.49	\$ 235.92	
WP8	Regular Excavation	0120 1	170	cubic yds.	\$ 5.82	\$ 989.40	Assuming an average 6" cut/fill and project balances
WP8					Sub-Total	\$ 44,885.32	
WP8	Mobilization					\$ 6,732.80	Crosswalks
WP8	Survey and Design Fees					\$ 8,977.06	20% of the Project Cost
WP7	Maintenance of Traffic					\$ 6,732.80	15% of the Project Cost
WP8	Construction, Engineering and Inspection Fees (CEI)					\$ 5,386.24	CEI fees calculated as 10% of the construction cost and design cost
WP8	Right-of-Way needs		1,430	sq. ft.		\$ 108.00	See Palm Beach ROW Spreadsheet for details
WP7	Contingency					\$ 7,282.22	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP8	Estimated Project Cost					\$ 80,104.44	

**Appendix C- Palm Beach County
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Detailed Estimated Capital Cost By Station**

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
WP7	4" Concrete sidewalk	0522 1	120	sq. yds.	\$ 43.66	\$ 5,239.20	180 lf of 6' wide sidewalk	
WP7	Detectable Warnings	0527 2	8	sq. ft.	\$ 29.49	\$ 235.92		
WP7	Regular Excavation	0120 1	20	cubic yds.	\$ 5.82	\$ 116.40	Assuming an average 6" cut/fill and project balances	
WP7					Sub-Total	\$ 5,591.52		
WP7	Mobilization					\$ 838.73	15% of the Project Cost	
WP7	Survey and Design Fees					\$ 1,118.30	20% of the Project Cost	
WP7	Maintenance of Traffic					\$ 838.73	15% of the Project Cost	
WP7	Construction, Engineering and Inspection Fees (CEI)					\$ 670.98	CEI fees calculated as 10% of the construction cost and design cost	
WP7	Right-of-Way needs		528	sq. ft.		\$ 8,188.00	See Palm Beach ROW Spreadsheet for details	
WP7	Contingency					\$ 1,724.63	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
WP7	Estimated Project Cost					\$	18,970.89	

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

WEST PALM BEACH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
WP1	Milling Exist Asph Pavt, 1" Avg Depth	0327 70 1	21,425.00	sq. yds.	\$ 2.07	\$ 44,349.75	Milling of Tamarind Ave. within project limits
WP1	Asph Conc FC,Traffic D,FC-12.5,PG 76-22	0337 7 45	1,180.00	tn	\$ 118.91	\$ 140,313.80	Quantity Determine using : 21,425 sy * 110 lbs/sy / 2,000 lbs Asphalt Base on assumed Traffic Level D
WP1	Thermoplastic, Preformed, White, Message	0711 14160	42.00	EA	\$ 279.16	\$ 11,724.72	Bike Lane Symbol, Rail Road Crossing, Only and School Message
WP1	Thermoplastic, STD-OP, White, Solid, 6"	0711 15111	2.35	NM	\$ 4,367.61	\$ 10,263.88	Striping for Bike Lane
WP1	Thermoplastic, Std, White, Solid 12"	0711 11123	360.00	linear ft	\$ 1.96	\$ 705.60	Crosswalks
	Thermoplastic, Std, White, Solid 24"	0711 14125	425.00	linear ft	\$ 13.48	\$ 5,729.00	Stop bars, School and Rail Road Markings
WP1	Thermoplastic, STD, White, Arrow	0711 11170	32.00	EA	\$ 76.47	\$ 2,447.04	Turn Arrows
WP1	Painted Pavt Mark,Std, Yellow,Solid,6"	0710 11211	1.75	NM	\$ 949.55	\$ 1,661.71	
WP1	Painted Pavt Mark,Std,White,Skip, 6"	0710 11131	1.85	GM	\$ 404.50	\$ 748.33	
WP1	Pedestrian Crossing WP2					\$ 35,108.28	
WP1	Pedestrian Crossing WP3					\$ 35,108.28	
WP1							
WP1					Sub-Total	\$ 288,160.39	
WP1	Mobilization					\$ 43,224.06	15% of the Project Cost
WP1	Survey and Design Fees					\$ 57,632.08	20% of the Project Cost
WP1	Maintenance of Traffic					\$ 43,224.06	15% of the Project Cost
WP1	Construction, Engineering and Inspection Fees (CEI)					\$ 34,579.25	CEI fees calculated as 10% of the construction cost and design cost
WP1	Contingency					\$ 46,681.98	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
WP1B	Estimated Project Cost					\$ 513,501.82	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

LAKE WORTH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
LW1	4" Concrete sidewalk	0522 1	375	sq. yds.	\$ 43.66	\$ 16,372.50	560 lf of 6' wide sidewalk
LW1	6" Concrete sidewalk	0522 2	45	sq. yds.	\$ 21.27	\$ 957.15	60 lf of 6' wide sidewalk
LW1	Removal of Existing Concrete	0110 4	45	sq. yds.	\$ 21.27	\$ 957.15	Removal of concrete for 6" concrete sidewalk
LW1	Detectable Warnings	0527 2	96	sq. ft.	\$ 29.49	\$ 2,831.04	
LW1	Regular Excavation	0120 1	70	cubic yds.	\$ 5.82	\$ 407.40	Assuming 6" Cut/Fill and site balances
LW1					Sub-Total	\$ 21,525.24	
LW1	Mobilization					\$ 3,228.79	15% of the Project Cost
LW1	Survey and Design Fees					\$ 4,305.05	20% of the Project Cost
LW1	Maintenance of Traffic					\$ 3,228.79	15% of the Project Cost
LW1	Construction, Engineering and Inspection Fees (CEI)					\$ 2,583.03	CEI fees calculated as 10% of the construction cost and design cost
LW1	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
LW1	Contingency					\$ 3,487.09	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
LW1	Estimated Project Cost					\$ 38,357.98	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

LAKE WORTH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
LW2	4" Concrete sidewalk	0522 1	1,187	sq. yds.	\$ 43.66	\$ 51,824.42	1,780 lf of 6' wide sidewalk
LW2	Removal of Existing Concrete	0110 4	70	sq. yds.	\$ 21.27	\$ 1,488.90	Removal of concrete for 6" concrete sidewalk
LW2	6" Concrete sidewalk	0522 2	70	sq. yds.	\$ 43.47	\$ 3,042.90	100 lf of 6' wide sidewalk
LW2	Detectable Warnings	0527 2	160	sq. ft.	\$ 29.49	\$ 4,718.40	
LW2	Thermoplastic, Std, White, Solid 12"	0711 11123	240	linear ft	\$ 1.96	\$ 470.40	3 Crosswalks
LW2	Thermoplastic, Std, White, Solid 24"	0711 11125	145	linear ft	\$ 3.47	\$ 503.15	Crosswalks
LW2	Regular Excavation	0120 1	210	cubic yds.	\$ 5.82	\$ 1,222.20	Assuming 6" Cut/Fill and site balances
LW2					Sub-Total	\$ 63,270.37	
LW2	Mobilization					\$ 9,490.56	15% of the Project Cost
LW2	Survey and Design Fees					\$ 12,654.07	20% of the Project Cost
LW2	Maintenance of Traffic					\$ 9,490.56	15% of the Project Cost
LW2	Construction, Engineering and Inspection Fees (CEI)					\$ 7,592.44	CEI fees calculated as 10% of the construction cost and design cost
LW2	Right-of-Way needs		328	sq. ft.		\$ 4,194.49	See Palm Beach ROW Spreadsheet for details
LW2	Contingency					\$ 10,669.25	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
LW2	Estimated Project Cost					\$ 117,361.74	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

LAKE WORTH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
LW4	Removal of Existing Concrete Pavement	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps
LW4	Thermoplastic, Std, White, Solid 12"	0711 11123	140	linear ft	\$ 1.96	\$ 274.40	Crosswalks
LW4	Thermoplastic, Std, White, Solid 24"	0711 11125	90	linear ft	\$ 3.47	\$ 312.30	Crosswalks
LW4	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
LW4	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
LW4	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
LW4					Sub-Total	\$ 28,137.52	
LW4	Mobilization					\$ 4,220.63	15% of the Project Cost
LW4	Survey and Design Fees					\$ 5,627.50	20% of the Project Cost
LW4	Maintenance of Traffic					\$ 4,220.63	15% of the Project Cost
LW4	Construction, Engineering and Inspection Fees (CEI)					\$ 3,376.50	CEI fees calculated as 10% of the construction cost and design cost
LW4	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
LW4	Contingency					\$ 4,558.28	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
LW4	Estimated Project Cost					\$ 50,141.06	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

LAKE WORTH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
LW3	Removal of Existing Concrete	0110 4	140	sq. yds.	\$ 21.27	\$ 2,977.80	Removal of concrete for 6" concrete sidewalk
LW3	4" Concrete sidewalk	0522 1	380	sq. yds.	\$ 43.66	\$ 16,590.80	565 lf of 6' wide sidewalk
LW3	6" Concrete sidewalk	0522 2	140	sq. yds.	\$ 43.47	\$ 6,085.80	200 lf of 6' wide sidewalk
LW3	Detectable Warnings	0527 2	48	sq. ft.	\$ 29.49	\$ 1,415.52	
LW3	Regular Excavation	0120 1	25	cubic yds.	\$ 5.82	\$ 145.50	Assuming 6" Cut/Fill and site balances
LW3					Sub-Total	\$ 24,237.62	
LW3	Mobilization					\$ 3,635.64	15% of the Project Cost
LW3	Survey and Design Fees					\$ 4,847.52	20% of the Project Cost
LW3	Maintenance of Traffic					\$ 3,635.64	15% of the Project Cost
LW3	Construction, Engineering and Inspection Fees (CEI)					\$ 2,908.51	CEI fees calculated as 10% of the construction cost and design cost
LW3	Right-of-Way needs		6,371	sq. ft.		\$ 35,930.00	See Palm Beach ROW Spreadsheet for details
LW3	Contingency					\$ 7,519.49	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
LW3	Estimated Project Cost					\$ 82,714.44	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

LAKE WORTH

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
LW5	Electronic Blank Out Sign	0700 11391	1	AS	\$ 5,727.85	\$ 5,727.85	No turn on red sign for cars turning under the bridge
LW5	Thermoplastic, Std, White, Solid 24"	0711 11125	215	linear ft	\$ 3.47	\$ 746.05	Crosswalks
LW5	Concrete Curb, Type D	0520 2 4	46.37	linear ft	\$ 14.43	\$ 669.12	Curb for perimeter of roadway median
LW5	Detectable Warnings	0527 2	48	sq. ft.	\$ 29.49	\$ 1,415.52	
LW5	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	8	EA	\$ 6,203.27	\$ 49,626.16	Signal to be placed on both sides of walk
LW5	Steel Mast Arm(Single Arm)	649 31202	4	AS	\$ 24,337.00	\$ 97,348.00	No turn on red sign for cars turning under the bridge
LW5	Sign Flashing Beacon	0700 90 12	4	AS	5066.55	\$ 20,266.20	Over Head sign that mounts on the steel mast arm
LW3	Regular Excavation	0120 1	2.5	cubic yds.	\$ 5.82	\$ 14.55	Assuming 6" Cut/Fill and site balances
LW3	4" Concrete sidewalk	0522 1	3	sq. yds.	\$ 43.66	\$ 109.15	Sidewalk for the median
LW5					Sub-Total	\$ 175,922.60	
LW5	Mobilization					\$ 26,388.39	15% of the Project Cost
LW5	Survey and Design Fees					\$ 35,184.52	20% of the Project Cost
LW5	Maintenance of Traffic					\$ 26,388.39	15% of the Project Cost
LW5	Construction, Engineering and Inspection Fees (CEI)					\$ 21,110.71	CEI fees calculated as 10% of the construction cost and design cost
LW4	Right-of-Way needs		188	sq. ft.		\$ 1,820.98	See Palm Beach ROW Spreadsheet for details
LW5	Contingency					\$ 28,518.26	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
LW5	Estimated Project Cost					\$ 315,333.85	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Boynton Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
BB1	Removal of Existing Concrete Pavement	0110 4	7.5	sq. yds.	\$ 21.27	\$ 159.53	2 - 10ftx10ft area for ADA Ramps
BB1	Thermoplastic, Std, White, Solid 12"	0711 11123	50	linear ft	\$ 1.96	\$ 98.00	Crosswalks
BB1	Thermoplastic, Std, White, Solid 24"	0711 11125	32	linear ft	\$ 3.47	\$ 111.04	Crosswalks
BB1	Regular Excavation	0120 1	2	cubic yds.	\$ 5.82	\$ 11.64	Site work within median
BB1	6" Concrete sidewalk	0522 2	11	sq. yds.	\$ 43.47	\$ 478.17	2 ADA Ramps and 12 lf Sidewalk
BB1					Sub-Total	\$ 858.38	
BB1	Mobilization					\$ 257.51	30% of the Project Cost
BB1	Survey and Design Fees					\$ 300.43	35% of the Project Cost
BB1	Maintenance of Traffic					\$ 128.76	15% of the Project Cost
BB1	Construction, Engineering and Inspection Fees (CEI)					\$ 231.76	CEI fees calculated as 20% of the construction cost and design cost
BB1	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
BB1	Contingency					\$ 177.68	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
BB1	Estimated Project Cost					\$ 1,954.52	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Boynton Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
BB2	6" Concrete sidewalk	0522 2	36	sq. yds.	\$ 43.47	\$ 1,564.92	40 lf Ramp
BB2	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
BB2	Regular Excavation	0120 1	12	cubic yds.	\$ 5.82	\$ 69.84	Assuming 12" Cut/Fill and site balances
BB2	Ped/Bicycle Railings, STL, 42" Type 1	0515 2211	80	linear ft	\$ 117.98	\$ 9,438.40	If ramp slope can be reduced to less than 5% then railing may be eliminated.
BB2					Sub-Total	\$ 11,545.00	
BB2	Mobilization					\$ 1,731.75	15% of the Project Cost
BB2	Survey and Design Fees					\$ 2,309.00	20% of the Project Cost
BB2	Maintenance of Traffic					\$ 1,731.75	15% of the Project Cost
BB2	Construction, Engineering and Inspection Fees (CEI)					\$ 1,385.40	CEI fees calculated as 10% of the construction cost and design cost
BB2	Right-of-Way needs		2,520	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
BB2	Contingency					\$ 1,870.29	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
BB2	Estimated Project Cost					\$ 20,573.19	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Boynton Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
BB3	Asphalt for trail		815	lf	31.51	\$ 25,680.65	815 lf of 10' wide Ped. Trail, 1.5 in Asphalt depth, 4" Base Group 1 depth (Graded Aggregated Base,, LBR 100 Req. 4.5" Depth)
BB3	Sediment Barriers	0104 10 3	1,700	linear ft	0.91	\$ 1,547.00	Both sides of path
BB3	Clearing and Grubbing	0110 1 1	0.35	acres	\$ 26,186.84	\$ 9,165.39	
BB3	Regular Excavation	0120 1	305	cubic yds.	5.82	\$ 1,775.10	Assuming an average 1 foot cut/fill and project balances
BB3					Sub-Total	\$ 38,168.14	
BB3	Mobilization					\$ 5,725.22	15% of the Project Cost
BB3	Survey and Design Fees					\$ 7,633.63	20% of the Project Cost
BB3	Maintenance of Traffic					\$ 5,725.22	15% of the Project Cost
BB3	Construction, Engineering and Inspection Fees (CEI)					\$ 4,580.18	CEI fees calculated as 10% of the construction cost and design cost
BB3	Right-of-Way needs		6,552	sq. ft.		\$ 66,832.32	See Palm Beach ROW Spreadsheet for details
BB3	Contingency					\$ 12,866.47	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
BB3	Estimated Project Cost					\$ 141,531.18	

Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station

Boynton Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
BB4	Regular Excavation	0120 1	70	cubic yds.	\$ 5.82	\$ 407.40	Assuming an average 6 inches cut/fill and project balances
BB4	4" Concrete sidewalk	0522 1	350	sq. yds.	\$ 43.66	\$ 15,281.00	520 lf of 6' wide sidewalk
BB4	Removal of Existing Concrete	0110 4	70	sq. yds.	\$ 21.27	\$ 1,488.90	Removal of concrete for 6" concrete sidewalk
BB4	Detectable Warnings	0527 2	5	sq. ft.	\$ 29.49	\$ 147.45	
BB4	6" Concrete sidewalk	0522 2	70	sq. yds.	\$ 43.47	\$ 3,042.90	100 lf of 6' wide Sidewalk
BB4					Sub-Total	\$ 20,367.65	
BB4	Mobilization					\$ 3,055.15	15% of the Project Cost
BB4	Survey and Design Fees					\$ 4,073.53	20% of the Project Cost
BB4	Maintenance of Traffic					\$ 3,055.15	15% of the Project Cost
BB4	Construction, Engineering and Inspection Fees (CEI)					\$ 2,444.12	CEI fees calculated as 10% of the construction cost and design cost
BB4	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
BB4	Contingency					\$ 3,299.56	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
BB4	Estimated Project Cost					\$ 36,295.15	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Delray Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
DB1	4" Concrete sidewalk	0522 1	1,605	sq. yds.	\$ 21.27	\$ 34,138.35	2,205 lf of 6' wide sidewalk
DB1	6" Concrete sidewalk	0522 2	135	sq. yds.	\$ 43.47	\$ 5,868.45	200 lf of 6' wide sidewalk
LW3	Detectable Warnings	0527 2	280	sq. ft.	\$ 29.49	\$ 8,257.20	
DB1	Removal of Existing Concrete	0110 4	1,605	sq. yds.	\$ 21.27	\$ 34,138.35	Removal of concrete for 6" concrete sidewalk
DB1	Regular Excavation	0120 1	270	cubic yds.	\$ 5.82	\$ 1,571.40	Assuming 6" Cut/Fill and site balances
DB1					Sub-Total	\$ 83,973.75	
DB1	Mobilization					\$ 12,596.06	15% of the Project Cost
DB1	Survey and Design Fees					\$ 16,794.75	20% of the Project Cost
DB1	Maintenance of Traffic					\$ 12,596.06	15% of the Project Cost
DB1	Construction, Engineering and Inspection Fees (CEI)					\$ 10,076.85	CEI fees calculated as 10% of the construction cost and design cost
DB1	Right-of-Way needs		29,837	sq. ft.		\$ 221,578.89	See Palm Beach ROW Spreadsheet for details
DB1	Contingency					\$ 35,761.64	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
DB1	Estimated Project Cost					\$ 393,378.00	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Boca Raton Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
BR1	6" Concrete sidewalk	0522 2	75	sq. yds.	\$ 21.27	\$ 1,595.25	2 Ramps (30 lf and 50 lf)	
BR1								
BR1	Ped/Bicycle Railings, STL, 42" Type 1	0515 2211	160	linear ft	\$ 117.98	\$ 18,876.80	If ramp slope can be reduced to less than 8% then railing may be eliminated.	
BR1	Regular Excavation	0120 1	25	cubic yds.	\$ 5.82	\$ 145.50	Assuming an average 1 foot cut/fill and project balances	
BR1					Sub-Total	\$ 20,617.55		
BR1	Mobilization					\$ 3,092.63	15% of the Project Cost	
BR1	Survey and Design Fees					\$ 4,123.51	20% of the Project Cost	
BR1	Maintenance of Traffic					\$ 3,092.63	15% of the Project Cost	
BR1	Construction, Engineering and Inspection Fees (CEI)					\$ 2,474.11	CEI fees calculated as 10% of the construction cost and design cost	
BR1	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details	
BR1	Contingency					\$ 3,340.04	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
BR1	Estimated Project Cost					\$	36,740.47	

**Appendix C- Palm Beach County
Table C-4
Detailed Estimated Capital Cost By Station**

Boca Raton Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
BR2	Pedestrian Trail Cost per linear foot*		60	lf	31.51	\$ 1,890.60	60 lf of 10' wide Ped. Trail, 1.5 in Asphalt depth, 4" Base Group 1 depth (Graded Aggregated Base,, LBR 100 Req. 4.5" Depth)
BR2	Sediment Barriers	0104 10 3	120	linear ft	0.91	\$ 109.20	Both sides of path
BR2	Regular Excavation	0120 1	22	cubic yds.	5.82	\$ 128.04	Assuming an average 1 foot cut/fill and project balances
BR2					Sub-Total	\$ 2,127.84	
BR2	Mobilization					\$ 319.18	15% of the Project Cost
BR2	Survey and Design Fees					\$ 425.57	20% of the Project Cost
BR2	Maintenance of Traffic					\$ 319.18	15% of the Project Cost
BR2	Construction, Engineering and Inspection Fees (CEI)					\$ 255.34	CEI fees calculated as 10% of the construction cost and design cost
BR2	Right-of-Way needs		0	sq. ft.		\$ -	See Palm Beach ROW Spreadsheet for details
BR2	Contingency					\$ 344.71	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
BR2	Estimated Project Cost					\$ 3,791.81	

Appendix C
TABLE C-5
PALM BEACH COUNTY
ROW Quantities by Priority

Project No.	ROW Need Ft ²
SHORT-TERM	920
MEDIUM-TERM	26,396
LONG-TERM	44,380
Total ROW Needed	71,696

Appendix C
TABLE C-6
PALM BEACH COUNTY
ROW Quantities by Station Priority

MANGONIA PARK STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	920
MEDIUM-TERM	20,824
LONG-TERM	1,432
Total ROW Needed	23,176

WEST PALM BEACH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	2,724
LONG-TERM	-
Total ROW Needed	2,724

LAKE WORTH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	328
LONG-TERM	6,559
Total ROW Needed	6,886

BOYNTON BEACH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	2,520
LONG-TERM	6,552
Total ROW Needed	9,072

DELRAY BEACH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	-
LONG-TERM	29,837

Appendix C - Palm Beach County
TABLE C-7
Detail Sheet - Right of Way Requirements by Station Priority

MANGONIA PARK STATION			
Project No.	ROW Need Ft ²	Funding Source	Project Priority
MP1	500	Others	SHORT-TERM
MP2	420	Others	SHORT-TERM
MP4	20,824	MPO Programs	MEDIUM-TERM
MP7	1,432	Others	LONG-TERM
TOTAL	23,176		

WEST PALM BEACH STATION			
Project No.	ROW Need Ft ²	Funding Source	Project Priority
WP8	1,430	Others	MEDIUM-TERM
WP7	528	Others	LONG-TERM
TOTAL	1,958		

LAKE WORTH STATION			
Project No.	ROW Need Ft ²	Funding Source	Project Priority
LW2	328	MPO Programs	MEDIUM-TERM
LW3	6,371	MPO Programs	LONG-TERM
LW5	188	MPO Programs	LONG-TERM
TOTAL	6,886		

BOYNTON BEACH STATION			
Project No.	ROW Need Ft ²	Funding Source	Project Priority
BB2	2,520	Others	MEDIUM-TERM
BB3	6,552	MPO Programs	LONG-TERM
TOTAL	9,072		

DELRAY BEACH STATION			
Project No.	ROW Need Ft ²	Funding Source	Project Priority
DB1	29,837	Others	LONG-TERM
TOTAL	29,837		

For additional information see Palm Beach Detail Sheet

**Appendix C - Palm Beach County
Table C-8
Detail Sheet - Right of Way Requirements**

MANGONIA PARK STATION

Location	Parcel Number	Owner	Project Number	ROW Need Ft ²
45TH ST	44434305000140020	DK ARENA INC	MP1	500.00
1415 45TH ST	44434305000140010	DK ARENA INC	MP2	420.00
1208 53RD ST	44434305060000450	MUNN ALAN E	MP4	175.50
1241 53RD ST	44434305060000260	KOVIC LEONARD & KOVIC SANDRA E	MP4	229.73
Railroad	44434305000030240	FLORIDA STATE OF DOT	MP4	298.45
1217 52ND ST	44434305060000560	DELLAVECCHIA MICHAEL	MP4	298.91
1211 52ND ST	44434305060000530	NICKOLS GEORGE A & NICKOLS KATHERINE M	MP4	306.63
1219 52ND ST	44434305060000570	AMATO LUCIANA	MP4	307.46
1205 52ND ST	44434305060000500	GANTEN-SMITH EVELYN & SMITH WALTER ROBERT	MP4	308.50
52ND ST	44434305060000580	DELLAVECCHIA MICHAEL	MP4	318.47
1212 53RD ST	44434305060000420	CARLSON INVESTMENTS LLC	MP4	401.22
1213 52ND ST	44434305060000540	RINGSTAD TIMOTHY P & DEANNA K HARRIS	MP4	566.32
1209 52ND ST	44434305060000510	NICKOLS GEORGE A EST	MP4	639.85
5107 AUSTRALIAN AVE	44434305000030030	CARROLL ENTERPRISES INC	MP4	778.90
1300 53RD ST	44434305000140072	SERRAES EUGENE A TR	MP4	806.26
53RD ST	44434305060000160	MANGONIA PARK TOWN OF	MP4	930.17
1225 52ND ST	44434305060000590	SERRAES FAMILY PARTNERSHIP	MP4	953.48
1231 52ND ST	44434305060000620	SERRAES FAMILY PTRSHP	MP4	1,241.91
5301 AUSTRALIAN AVE	44434305060000030	SHULER & SHULER LLC	MP4	1,553.80
1240 52ND ST	44434305000030020	LINCUL CONSTANCE M	MP4	1,675.25
1243 53RD ST	44434305060000280	SERRAES FAMILY PARTNERSHIP	MP4	2,354.47
5111 AUSTRALIAN AVE	44434305000030040	SERRAES FAMILY PARTNERSHIP	MP4	6,678.82
1310 53RD ST	44434305000140040	GRAND BANK & TRUST OF FLORIDA	MP7	5.21
1401 53RD ST	44434305000130030	BURCK ASSOCIATES INC	MP7	26.64
1340 53RD STREET	44434305000140030	1 340 53RD STREET LLC	MP7	120.68
1301 53RD ST	44434305250010000	WP 53 PARK LLC	MP7	525.51
1306 53RD ST	44434305000140071	ROY AL PROPERTIES	MP7	753.36
Total Square Footage for Right of Way				23,175.49

**Appendix C - Palm Beach County
Table C-8
Detail Sheet - Right of Way Requirements**

WEST PALM BEACH STATION

Location	Parcel Number	Owner	Project Number	ROW Need Ft ²
FDOT	74434321010450011	FLORIDA STATE OF DOT	WP8	562.62
FDOT	74434321000007050	FLORIDA STATE OF DOT	WP8	867.56
350 S AUSTRALIAN AVE	74434321210000020	EDGE INVESTORS LP	WP7	\$ 527.74
Total Square Footage for Right of Way				1,957.92

**Appendix C - Palm Beach County
Table C-8
Detail Sheet - Right of Way Requirements**

LAKE WORTH STATION

Location	Parcel Number	Owner	Project Number	ROW Need Ft ²
502 LAKE OSBORNE DR	38434428010070130	HALFORD ADRIANNA & HALFORD WILLIAM	LW2	92.12
402 LAKE OSBORNE DR	38434428010060100	LLG INVESTMENT LLC	LW2	235.68
1803 LAKE WORTH RD	38434428000010010	HOLIDAY 2 MOBILE HOME PARK	LW3	6,370.85
106 CLEVELAND ST	38434428010060180	RIVERA CARMEN M	LW5	46.65
1845 LAKE WORTH RD	38434420140070011	CREATIVE CARE INC	LW5	141.15
Total Square Footage for Right of Way				6,886.45

**Appendix C - Palm Beach County
Table C-8
Detail Sheet - Right of Way Requirements**

BOYNTON BEACH STATION

Location	Parcel Number	Owner	Project Number	ROW Need Ft ²
UNKNOWN	08434516280010000	BOYNTON BEACH DISTRIBUTION CENTER M	BB2	2,520.00
2901 COMMERCE PARK DR	08434516250000111	MF ASSOCIATES COMMERCE PARK LLC	BB3	2,220.00
500 INDUSTRIAL WAY	08434516250000120	MORANO PROPERTIES LLC	BB3	4,332.00
Total Square Footage for Right of Way				9,072.00

Appendix C - Palm Beach County
Table C-8
Detail Sheet - Right of Way Requirements

DELRAY BEACH STATION

Location	Parcel Number	Owner	Project Number	ROW Need Ft ²
345 S CONGRESS AVE	12434618000005240	PALM BEACH COUNTY	DB1	23,388.66
425 S CONGRESS AVE	12434619000001021	PALM BEACH COUNTY	DB1	4,128.67
S CONGRESS AVE	12434619000001022	PALM BEACH COUNTY	DB1	2,320.44
Total Square Footage for Right of Way				29,837.76

**Appendix D - Broward County
TABLE D-1
Estimated Capital Cost by Priority**

Project Priority	Cost Estimate
SHORT-TERM	\$ 1,091,582.21
MEDIUM-TERM	\$ 1,160,945.80
LONG-TERM	\$ 3,166,077.14
TOTAL	\$ 5,418,605.15

**Appendix D - Broward County
TABLE D-2
Estimated Capital Cost by Priority**

DEERFIELD BEACH STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 243,674.31
MEDIUM-TERM	\$ 187,180.05
LONG-TERM	\$ -
TOTAL	\$ 430,854.36

POMPANO BEACH	
Project Priority	Cost Estimate
SHORT-TERM	\$ 18,855.23
MEDIUM-TERM	\$ 276,618.79
LONG-TERM	\$ 626,523.80
TOTAL	\$ 921,997.82

CYPRESS CREEK	
Project Priority	Cost Estimate
SHORT-TERM	\$ 358,440.30
MEDIUM-TERM	\$ 289,226.01
LONG-TERM	\$ 328,652.79
TOTAL	\$ 976,319.10

FORT LAUDERDALE	
Project Priority	Cost Estimate
SHORT-TERM	\$ 132,987.24
MEDIUM-TERM	\$ 43,515.33
LONG-TERM	\$ 2,210,900.54
TOTAL	\$ 2,387,403.11

FORT LAUDERDALE AIRPORT	
Project Priority	Cost Estimate
SHORT-TERM (a)	\$ 52,849.06
MEDIUM-TERM	\$ 297,951.50
LONG-TERM	\$ -
TOTAL	\$ 350,800.56

SHERIDAN STREET	
Project Priority	Cost Estimate
SHORT-TERM	\$ 284,776.07
MEDIUM-TERM	\$ 34,668.72
LONG-TERM	\$ -
TOTAL	\$ 319,444.80

HOLLYWOOD	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ 31,785.40
LONG-TERM	\$ -
TOTAL	\$ 31,785.40

**Appendix D - Broward County
TABLE D-3
Estimated Capital Cost by Station**

DEERFIELD BEACH STATION			
Project No.	Cost Estimate	Funding Source	Project Priority
DF3	\$ 68,183.10	SFRTA	SHORT-TERM
DF4	\$ 94,925.36	MPO Programs	SHORT-TERM
DF5	\$ 80,565.84	MPO Programs	SHORT-TERM
DF1	\$ 98,920.36	MPO Programs	MEDIUM-TERM
DF2	\$ 88,259.70	MPO Programs	MEDIUM-TERM
TOTAL	\$ 430,854.36		
POMPANO BEACH			
Project No.	Cost Estimate	Funding Source	Project Priority
PB4	\$ 18,855.23	MPO Programs	SHORT-TERM
PB5	\$ 276,618.79	MPO Programs	MEDIUM-TERM
PB1	\$ 507,298.27	MPO Programs	LONG-TERM
PB3	\$ 54,935.05	MPO Programs	LONG-TERM
PB6	\$ 64,290.48	Others	LONG-TERM
TOTAL	\$ 921,997.82		
CYPRESS CREEK			
Project No.	Cost Estimate	Funding Source	Project Priority
CC2	\$ 189,850.72	Others	SHORT-TERM
CC4	\$ 168,589.59	Others	SHORT-TERM
CC1	\$ 26,611.94	SFRTA	MEDIUM-TERM
CC3	\$ 203,833.96	Others	MEDIUM-TERM
CC5	\$ 58,780.11	MPO Programs	MEDIUM-TERM
CC6	\$ 246,468.24	Others	LONG-TERM
CC7	\$ 82,184.56	Others	LONG-TERM
TOTAL	\$ 976,319.10		
FORT LAUDERDALE			
Project No.	Cost Estimate	Funding Source	Project Priority
FL4	\$ 94,925.36	MPO Programs	MEDIUM-TERM
FL5	\$ 38,061.89	Others	SHORT-TERM
FL3	\$ 43,515.33	MPO Programs	MEDIUM-TERM
FL2	\$ 3,418.57	Others	LONG-TERM
FL1	\$ 2,207,481.97	Others	LONG-TERM
TOTAL	\$ 2,387,403.11		
FORT LAUDERDALE AIRPORT			
Project No.	Cost Estimate	Funding Source	Project Priority
FLA1	\$ 52,849.06	MPO Programs	SHORT-TERM
FLA2	\$ 181,977.84	MPO Programs	MEDIUM-TERM
FLA3	\$ 61,066.25	MPO Programs	MEDIUM-TERM
FLA4	\$ 14,021.19	Others	MEDIUM-TERM
FLA5	\$ 40,886.23	MPO Programs	MEDIUM-TERM
TOTAL	\$ 350,800.56		
SHERIDAN STREET			
Project No.	Cost Estimate	Funding Source	Project Priority
SS1	\$ 284,776.07	MPO Programs	SHORT-TERM
SS2	\$ 34,668.72	MPO Programs	MEDIUM-TERM
TOTAL	\$ 319,444.80		
HOLLYWOOD			
Project No.	Cost Estimate	Funding Source	Project Priority
HOL1	\$ 31,785.40	Others	MEDIUM-TERM
TOTAL	\$ 31,785.40		
TOTAL	\$ 5,418,605.15		

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Deerfield Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
DF3	4" Concrete sidewalk	0522 1	140	sq. yds.	\$ 43.66	\$ 6,112.40	210 lf of 6' wide sidewalk
DF3	Regular Excavation	0120 1	155	cubic yds.	\$ 5.82	\$ 902.10	Assuming an average 2 feet cut/fill and project balances. Significant grading will be needed.
DF3					Sub-Total	\$ 7,014.50	
DF3	Mobilization					\$ 1,052.18	15% of the Project Cost
DF3	Survey and Design Fees					\$ 1,402.90	20% of the Project Cost
DF3	Maintenance of Traffic					\$ 1,052.18	15% of the Project Cost
DF3	Construction, Engineering and Inspection Fees (CEI)					\$ 841.74	CEI fees calculated as 10% of the construction cost and design cost
DF3	Right-of-Way needs		7,746	sq. ft.		\$ 50,621.15	See Broward County ROW Spreadsheet for details
DF3	Contingency					\$ 6,198.46	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
DF3	Estimated Project Cost					\$ 68,183.10	

**Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station**

Deerfield Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
DF4	Bus Shelter	0751 35 13	1	EA	\$ 47,375.00	\$ 47,375.00		
DF4	Bus Boarding Pad	0522 4	25	sq. yds.	\$ 235.76	\$ 5,894.00	Proposed concrete will supplement the existing bus stop concrete pad area.	
DF4					Sub-Total	\$ 53,269.00		
DF4	Mobilization					\$ 7,990.35	15% of the Project Cost	
DF4	Survey and Design Fees					\$ 10,653.80	20% of the Project Cost	
DF4	Maintenance of Traffic					\$ 7,990.35	15% of the Project Cost	
DF4	Construction, Engineering and Inspection Fees (CEI)					\$ 6,392.28	CEI fees calculated as 10% of the construction cost and design cost	
DF4	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details	
DF4	Contingency					\$ 8,629.58	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
DF4	Estimated Project Cost					\$	94,925.36	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Deerfield Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
DF5	Removal of Existing Concrete Pavement	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps	
DF5	Thermoplastic, Std, White, Solid 12"	0711 11123	200	linear ft	\$ 1.96	\$ 392.00	Crosswalks	
DF5	Thermoplastic, Std, White, Solid 24"	0711 11125	125	linear ft	\$ 3.47	\$ 433.75	Crosswalks	
DF5	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island	
DF5	Detectable Warnings	0527 2	32	sq. ft.	\$ 29.49	\$ 943.68		
DF5	Concrete Curb, Type D	0520 2 4	800	linear ft	\$ 14.43	\$ 11,544.00	Curb for perimeter of roadway median	
DF5	Regular Excavation	0120 1	15	cubic yds.	\$ 5.82	\$ 87.30	Site work within median	
DF5	Landscaping within median		80	sq. yds.	\$ 36.00	\$ 2,880.00	Landscape estimate based on \$4/sq.ft.	
DF6	Clearing and Grubbing	0110 1 1	0.01	acres	\$ 14,960.13	\$ 149.60	Removal of trees in median	
DF5	Removal of Existing Concrete Pavement	0110 4	80	sq. yds.	\$ 21.27	\$ 1,701.60	Pavement removed for landscape islands/median	
DF5	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk	
DF5					Sub-Total	\$ 45,210.91		
DF5	Mobilization					\$ 6,781.64	15% of the Project Cost	
DF5	Survey and Design Fees					\$ 9,042.18	20% of the Project Cost	
DF5	Maintenance of Traffic					\$ 6,781.64	15% of the Project Cost	
DF5	Construction, Engineering and Inspection Fees (CEI)					\$ 5,425.31	CEI fees calculated as 10% of the construction cost and design cost	
DF5	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details	
DF5	Contingency					\$ 7,324.17	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
DF5	Estimated Project Cost					\$	80,565.84	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Deerfield Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
DF1	4" Concrete sidewalk	0522 1	995	sq. yds.	\$ 43.66	\$ 43,441.70	1,490 lf of 6' wide sidewalk
DF1	Detectable Warnings	0527 2	80	sq. ft.	\$ 29.49	\$ 2,359.20	
DF1	Regular Excavation	0120 1	170	cubic yds.	\$ 5.82	\$ 989.40	Assuming an average 6 inches cut/fill and project balances
DF1					Sub-Total	\$ 46,790.30	
DF1	Mobilization					\$ 7,018.55	15% of the Project Cost
DF1	Survey and Design Fees					\$ 9,358.06	20% of the Project Cost
DF1	Maintenance of Traffic					\$ 7,018.55	15% of the Project Cost
DF1	Construction, Engineering and Inspection Fees (CEI)					\$ 5,614.84	CEI fees calculated as 10% of the construction cost and design cost
DF1	Right-of-Way needs		3,010	sq. ft.		\$ 14,127.31	See Broward County ROW Spreadsheet for details
DF1	Contingency					\$ 8,992.76	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
DF1	Estimated Project Cost					\$ 98,920.36	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Deerfield Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
DF2	4" Concrete sidewalk	0522 1	1,000	sq. yds.	\$ 43.66	\$ 43,660.00	1,500 lf of 6' wide sidewalk
DF2	6" Concrete sidewalk	0522 2	135	sq. yds.	\$ 43.47	\$ 5,868.45	200 lf of 6' wide Sidewalk
DF1	Detectable Warnings	0527 2	160	sq. ft.	\$ 29.49	\$ 4,718.40	
DF2	Regular Excavation	0120 1	200	cubic yds.	\$ 5.82	\$ 1,164.00	Assuming an average 6 inches cut/fill and project balances
BB1	Removal of Existing Concrete Pavement	0110 4	135	sq. yds.	\$ 21.27	\$ 2,871.45	Asphalt areas to be removed for sidewalk.
DF2					Sub-Total	\$ 49,528.45	
DF2	Mobilization					\$ 7,429.27	15% of the Project Cost
DF2	Survey and Design Fees					\$ 9,905.69	20% of the Project Cost
DF2	Maintenance of Traffic					\$ 7,429.27	15% of the Project Cost
DF2	Construction, Engineering and Inspection Fees (CEI)					\$ 5,943.41	CEI fees calculated as 10% of the construction cost and design cost
DF2	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
DF2	Contingency					\$ 8,023.61	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
DF2	Estimated Project Cost					\$ 88,259.70	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Pompano Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
PB4	4" Concrete sidewalk	0522 1	30	sq. yds.	\$ 43.66	\$ 1,309.80	x lf of 6' wide sidewalk
PB4	Regular Excavation	0120 1	120	cubic yds.	\$ 5.82	\$ 698.40	Assuming an average 6 inches cut/fill and project balances
PB4	Removal of Existing Concrete Pavement	0110 4	137.5	sq. yds.	\$ 21.27	\$ 2,924.63	2 - 10ftx10ft area for ADA Ramps/Area for medians
PB4	Thermoplastic, Std, White, Solid 12"	0711 11123	432	linear ft	\$ 1.96	\$ 846.72	Crosswalks
PB4	Thermoplastic, Std, White, Solid 24"	0711 11125	290	linear ft	\$ 3.47	\$ 1,006.30	Crosswalks
PB4	Concrete Curb, Type D	0520 2 4	263	linear ft	\$ 14.43	\$ 3,795.09	Curb for perimeter of roadway median
PB4					Sub-Total	\$ 10,580.94	
PB4	Mobilization					\$ 1,587.14	15% of the Project Cost
PB4	Survey and Design Fees					\$ 2,116.19	20% of the Project Cost
PB4	Maintenance of Traffic					\$ 1,587.14	15% of the Project Cost
PB4	Construction, Engineering and Inspection Fees (CEI)					\$ 1,269.71	CEI fees calculated as 10% of the construction cost and design cost
PB4	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
PB4	Contingency					\$ 1,714.11	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
PB4	Estimated Project Cost					\$ 18,855.23	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Pompano Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
PB5	4" Concrete sidewalk	0522 1	3,090	sq. yds.	\$ 43.66	\$ 134,909.40	4,630 lf of 6' wide sidewalk
PB5	6" Concrete sidewalk	0522 2	400	sq. yds.	\$ 50.58	\$ 20,232.00	600 lf of 6' wide Sidewalk
PB5	Detectable Warnings	0527 2	320	sq. ft.	\$ 29.49	\$ 9,436.80	
PB5	Regular Excavation	0120 1	590	cubic yds.	\$ 5.82	\$ 3,433.80	Assuming an average 6 inches cut/fill and project balances
PB5	Removal of Existing Concrete Pavement	0110 4	400	sq. yds.	\$ 21.27	\$ 8,508.00	Asphalt areas to be removed for sidewalk.
PB5					Sub-Total	\$ 155,141.40	
PB5	Mobilization					\$ 23,271.21	15% of the Project Cost
PB5	Survey and Design Fees					\$ 31,028.28	20% of the Project Cost
PB5	Maintenance of Traffic					\$ 23,271.21	15% of the Project Cost
PB5	Construction, Engineering and Inspection Fees (CEI)					\$ 18,616.97	CEI fees calculated as 10% of the construction cost and design cost
PB5	Right-of-Way needs		18	sq. ft.		\$ 142.56	See Broward County ROW Spreadsheet for details
PB5	Contingency					\$ 25,147.16	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
PB5	Estimated Project Cost					\$ 276,618.79	

**Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station**

Pompano Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
PB1	Removal of Existing Concrete Pavement	0110 4	50	sq. yds.	\$ 21.27	\$ 1,063.50	Removal of asphalt for landscape median
PB1	Thermoplastic, Std, White, Solid 12"	0711 11123	60	linear ft	\$ 1.96	\$ 117.60	Crosswalks
PB1	Thermoplastic, Std, White, Solid 24"	0711 11125	40	linear ft	\$ 3.47	\$ 138.80	Crosswalks
PB1	4" Concrete sidewalk	0522 1	2,100	sq. yds.	\$ 43.66	\$ 91,686.00	1,425 lf of 6' wide sidewalk
PB1	6" Concrete sidewalk	0522 2	225.5	sq. yds.	\$ 43.47	\$ 9,802.49	75 lf of 6' wide sidewalk
DF4	Bus Shelter	0751 35 13	1	EA	\$ 47,375.00	\$ 47,375.00	
DF4	Bus Boarding Pad	0522 4	25	sq. yds.	\$ 235.76	\$ 5,894.00	Proposed concrete will supplement the existing bus stop concrete pad area.
PB1	Detectable Warnings	0527 2	128	sq. ft.	\$ 29.49	\$ 3,774.72	
PB1	Concrete Curb, Type D	0520 2 4	20	linear ft	\$ 14.43	\$ 288.60	Curb for perimeter of roadway median
PB1	Regular Excavation	0120 1	670	cubic yds.	\$ 5.82	\$ 3,899.40	Site work within median and Assuming an average 2 ft cut/fill and project balances
PB1	Landscaping within median		50	sq. yds.	\$ 36.00	\$ 1,800.00	Landscape estimate based on \$4/sq.ft.
PB1	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
PB1	Thermoplastic, STD, White, Message	0711 11160	6	EA	\$ 205.67	\$ 1,234.02	Shared bike lane painting
PB1	Single Pole Sign	0700 11	5	AS	\$ 298.00	\$ 1,490.00	Shared Bike lane sign/bust stop sign
PB4	Concrete Curb, Type D	0520 2 4	136	linear ft	\$ 14.43	\$ 1,962.48	Curb for perimeter of roadway median
PB1					Sub-Total	\$ 195,339.69	
PB1	Mobilization					\$ 29,300.95	15% of the Project Cost
PB1	Survey and Design Fees					\$ 39,067.94	20% of the Project Cost
PB1	Maintenance of Traffic					\$ 29,300.95	15% of the Project Cost
PB1	Construction, Engineering and Inspection Fees (CEI)					\$ 23,440.76	CEI fees calculated as 10% of the construction cost and design cost
PB1	Right-of-Way needs		21,101	sq. ft.		\$ 144,729.96	See Broward County ROW Spreadsheet for details
PB1	Contingency					\$ 46,118.02	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
PB1	Estimated Project Cost					\$ 507,298.27	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Pompano Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
PB3	4" Concrete sidewalk	0522 1	700	sq. yds.	\$ 43.66	\$ 30,562.00	1,050 lf of 6' wide sidewalk
PB3	Regular Excavation	0120 1	120	cubic yds.	\$ 5.82	\$ 698.40	Assuming an average 6 inches cut/fill and project balances
PB3					Sub-Total	\$ 30,562.00	
PB3	Mobilization					\$ 4,584.30	15% of the Project Cost
PB3	Survey and Design Fees					\$ 6,112.40	20% of the Project Cost
PB3	Maintenance of Traffic					\$ 4,584.30	15% of the Project Cost
PB3	Construction, Engineering and Inspection Fees (CEI)					\$ 3,667.44	CEI fees calculated as 10% of the construction cost and design cost
PB3	Right-of-Way needs		4,305	sq. ft.		\$ 430.51	See Broward County ROW Spreadsheet for details
PB3	Contingency					\$ 4,994.10	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
PB3	Estimated Project Cost					\$ 54,935.05	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Pompano Beach Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
PB6	4" Concrete sidewalk	0522 1	595	sq. yds.	\$ 43.66	\$ 25,977.70	890 lf of 6' wide sidewalk
PB6	Detectable Warnings	0527 2	48	sq. ft.	\$ 29.49	\$ 1,415.52	
PB6	Regular Excavation	0120 1	100	cubic yds.	\$ 5.82	\$ 582.00	Assuming an average 6 inches cut/fill and project balances
PB6					Sub-Total	\$ 25,977.70	
PB6	Mobilization					\$ 3,896.66	15% of the Project Cost
PB6	Survey and Design Fees					\$ 5,195.54	20% of the Project Cost
PB6	Maintenance of Traffic					\$ 3,896.66	15% of the Project Cost
PB6	Construction, Engineering and Inspection Fees (CEI)					\$ 3,117.32	CEI fees calculated as 10% of the construction cost and design cost
PB6	Right-of-Way needs		2,305	sq. ft.		\$ 16,362.02	See Broward County ROW Spreadsheet for details
PB6	Contingency					\$ 5,844.59	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
PB6	Estimated Project Cost					\$ 64,290.48	

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Table D-4
Detailed Estimated Capital Cost By Station

Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
CC2	Bus Shelter	0751 35 13	2	EA	\$ 47,375.00	\$ 94,750.00	
CC2	Bus Boarding Pad	0522 4	50	sq. yds.	\$ 235.76	\$ 11,788.00	Proposed concrete will supplement the existing bus stop concrete pad area. See attached Detail
CC2					Sub-Total	\$ 106,538.00	
CC2	Mobilization					\$ 15,980.70	15% of the Project Cost
CC2	Survey and Design Fees					\$ 21,307.60	20% of the Project Cost
CC2	Maintenance of Traffic					\$ 15,980.70	15% of the Project Cost
CC2	Construction, Engineering and Inspection Fees (CEI)					\$ 12,784.56	CEI fees calculated as 10% of the construction cost and design cost
CC2	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
CC2	Contingency					\$ 17,259.16	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
CC2	Estimated Project Cost					\$ 189,850.72	

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Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
CC4	4" Concrete sidewalk	0522 1	400	sq. yds.	\$ 43.66	\$ 17,464.00	600 lf of 6' wide sidewalk	
CC4	6" Concrete sidewalk	0522 2	240	sq. yds.	\$ 43.47	\$ 10,432.80	360 lf of 6' wide sidewalk	
CC4	Detectable Warnings	0527 2	128	sq. ft.	\$ 29.49	\$ 3,774.72		
CC4	Single Post Sign, Remove	0700 1 60	3	AS	\$ 18.29	\$ 54.87		
CC4	Regular Excavation	0120 1	110	cubic yds.	\$ 5.82	\$ 640.20	Assuming an average 6" cut/fill and project balances	
CC4	Removal of Existing Concrete Pavement	0110 4	240	sq. yds.	\$ 21.27	\$ 5,104.80	Pavement removed for landscape islands/median	
CC4					Sub-Total	\$ 37,471.39		
CC4	Mobilization					\$ 5,620.71	15% of the Project Cost	
CC4	Survey and Design Fees					\$ 7,494.28	20% of the Project Cost	
CC4	Maintenance of Traffic					\$ 5,620.71	15% of the Project Cost	
CC4	Construction, Engineering and Inspection Fees (CEI)					\$ 4,496.57	CEI fees calculated as 10% of the construction cost and design cost	
CC4	Right-of-Way needs		5,213	sq. ft.		\$ 92,559.61	See Broward County ROW Spreadsheet for details	
CC4	Contingency					\$ 15,326.33	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
CC4	Estimated Project Cost						\$ 168,589.59	

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Detailed Estimated Capital Cost By Station

Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
CC1	Removal of Existing Concrete Pavement	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	2 - 10ftx10ft area for ADA Ramps	
CC1	Thermoplastic, Std, White, Solid 12"	0711 11123	760	linear ft	\$ 1.96	\$ 1,489.60	Crosswalks	
CC1	Thermoplastic, Std, White, Solid 24"	0711 11125	500	linear ft	\$ 3.47	\$ 1,735.00	Crosswalks	
CC1	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	8 ADA Ramps and Sidewalk within island	
CC1	Detectable Warnings	0527 2	64	sq. ft.	\$ 29.49	\$ 1,887.36		
CC1	Concrete Curb, Type D	0520 2 4	75	linear ft	\$ 14.43	\$ 1,082.25	Curb for perimeter of roadway median	
CC1	Regular Excavation	0120 1		cubic yds.	\$ 5.82	\$ -	Site work within median	
CC1	Landscaping within median		80	sq. yds.	\$ 36.00	\$ 2,880.00	Landscape estimate based on \$4/sq.ft.	
CC1	Removal of Existing Concrete Pavement	0110 4	80	sq. yds.	\$ 21.27	\$ 1,701.60	Pavement removed for landscape islands/median	
CC1	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	0653 1 11	2	AS	\$ 946.02	\$ 1,892.04	Signal to be placed on both sides of walk	
CC1					Sub-Total	\$ 14,933.75		
CC1	Mobilization					\$ 2,240.06	15% of the Project Cost	
CC1	Survey and Design Fees					\$ 2,986.75	20% of the Project Cost	
CC1	Maintenance of Traffic					\$ 2,240.06	15% of the Project Cost	
CC1	Construction, Engineering and Inspection Fees (CEI)					\$ 1,792.05	CEI fees calculated as 10% of the construction cost and design cost	
CC1	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details	
CC1	Contingency					\$ 2,419.27	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
CC1	Estimated Project Cost					\$	26,611.94	

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Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
CC3	4" Concrete sidewalk	0522 1	620	sq. yds.	\$ 43.66	\$ 27,069.20	930 lf of 6' wide sidewalk
CC3	6" Concrete sidewalk	0522 2	120	sq. yds.	\$ 43.47	\$ 5,216.40	175 lf of 6' wide sidewalk
CC3	Detectable Warnings	0527 2	160	sq. ft.	\$ 29.49	\$ 4,718.40	
CC3	Regular Excavation	0120 1	125	cubic yds.	\$ 5.82	\$ 727.50	Assuming an average 6" cut/fill and project balances
CC3	Removal of Existing Concrete Pavement	0110 4	120	sq. yds.	\$ 21.27	\$ 2,552.40	Pavement removed for landscape islands/median
CC3					Sub-Total	\$ 40,283.90	
CC3	Mobilization					\$ 6,042.59	15% of the Project Cost
CC3	Survey and Design Fees					\$ 8,056.78	20% of the Project Cost
CC3	Maintenance of Traffic					\$ 6,042.59	15% of the Project Cost
CC3	Construction, Engineering and Inspection Fees (CEI)					\$ 4,834.07	CEI fees calculated as 10% of the construction cost and design cost
CC3	Right-of-Way needs		10,598	sq. ft.		\$ 120,043.68	See Broward County ROW Spreadsheet for details
CC3	Contingency					\$ 18,530.36	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
CC3	Estimated Project Cost					\$ 203,833.96	

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Detailed Estimated Capital Cost By Station

Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
CC5	4" Concrete sidewalk	0522 1	275	sq. yds.	\$ 43.66	\$ 12,006.50	400 lf of 6' wide sidewalk
CC5	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
CC5	Regular Excavation	0120 1	275	cubic yds.	\$ 5.82	\$ 1,600.50	Assuming an average 3 feet cut/fill and project balances
CC5					Sub-Total	\$ 14,078.84	
CC5	Mobilization					\$ 2,111.83	15% of the Project Cost
CC5	Survey and Design Fees					\$ 2,815.77	20% of the Project Cost
CC5	Maintenance of Traffic					\$ 2,111.83	15% of the Project Cost
CC5	Construction, Engineering and Inspection Fees (CEI)					\$ 1,689.46	CEI fees calculated as 10% of the construction cost and design cost
CC5	Right-of-Way needs		3,829	sq. ft.		\$ 30,628.74	See Broward County ROW Spreadsheet for details
CC5	Contingency					\$ 5,343.65	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
CC5	Estimated Project Cost					\$ 58,780.11	

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Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
CC6	Asphalt for trail		1,150	lf	\$ 31.51	\$ 36,236.50	10' wide Ped. Trail, 1.5 in Asphalt depth, 4" Base Group 1 depth (Graded Aggregated Base,, LBR 100 Req. 4.5" Depth)
CC6	Sediment Barriers	0104 10 3	2,300	linear ft	\$ 0.91	\$ 2,093.00	Both sides of path
CC6	Detectable Warnings	0527 2	160	sq. ft.	\$ 29.49	\$ 4,718.40	
CC6	Clearing and Grubbing	0110 1 1	0.55	acres	\$ 26,186.84	\$ 14,402.76	
CC6	Regular Excavation	0120 1	425	cubic yds.	\$ 5.82	\$ 2,473.50	Assuming an average 1 foot cut/fill and project balances
CC6					Sub-Total	\$ 59,924.16	
CC6	Mobilization					\$ 8,988.62	15% of the Project Cost
CC6	Survey and Design Fees					\$ 11,984.83	20% of the Project Cost
CC6	Maintenance of Traffic					\$ 8,988.62	15% of the Project Cost
CC6	Construction, Engineering and Inspection Fees (CEI)					\$ 7,190.90	CEI fees calculated as 10% of the construction cost and design cost
CC6	Right-of-Way needs		22,400	sq. ft.		\$ 126,984.89	See Broward County ROW Spreadsheet for details
CC6	Contingency					\$ 22,406.20	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
CC6	Estimated Project Cost					\$ 246,468.24	

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Cypress Creek Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
CC7	4" Concrete sidewalk	0522 1	1,033	sq. yds.	\$ 43.66	\$ 45,100.78	1,550 lf of 6' wide sidewalk
CC7	Regular Excavation	0120 1	175	cubic yds.	\$ 5.82	\$ 1,018.50	Assuming an average 6" cut/fill and project balances
CC7					Sub-Total	\$ 46,119.28	
CC7	Mobilization					\$ 6,917.89	15% of the Project Cost
CC7	Survey and Design Fees					\$ 9,223.86	20% of the Project Cost
CC7	Maintenance of Traffic					\$ 6,917.89	15% of the Project Cost
CC7	Construction, Engineering and Inspection Fees (CEI)					\$ 5,534.31	CEI fees calculated as 10% of the construction cost and design cost
CC7	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
CC7	Contingency					\$ 7,471.32	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
CC7	Estimated Project Cost					\$ 82,184.56	

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Fort Lauderdale Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FL4	Bus Shelter	0751 35 13	1	EA	\$ 47,375.00	\$ 47,375.00	
FL4	Bus Boarding Pad	0522 4	25	sq. yds.	\$ 235.76	\$ 5,894.00	Proposed concrete will supplement the existing bus stop concrete pad area.
FL4					Sub-Total	\$ 53,269.00	
FL4	Mobilization					\$ 7,990.35	15% of the Project Cost
FL4	Survey and Design Fees					\$ 10,653.80	20% of the Project Cost
FL4	Maintenance of Traffic					\$ 7,990.35	15% of the Project Cost
FL4	Construction, Engineering and Inspection Fees (CEI)					\$ 6,392.28	CEI fees calculated as 10% of the construction cost and design cost
FL4	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
FL4	Contingency					\$ 8,629.58	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FL4	Estimated Project Cost					\$ 94,925.36	

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Detailed Estimated Capital Cost By Station

Fort Lauderdale Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes: Site construction indicates that project improvements are being implemented	
FL5	Removal of Existing Concrete Pavement	0110 4	35	sq. yds.	\$ 21.27	\$ 744.45	Remove concrete from raised island	
FL5	Thermoplastic, Std, White, Solid 12"	0711 11123	260	linear ft	\$ 1.96	\$ 509.60	Crosswalks	
FL5	Thermoplastic, Std, White, Solid 24"	0711 11125	160	linear ft	\$ 3.47	\$ 555.20	Crosswalks	
FL5	4" Concrete sidewalk	0522 1	360	sq. yds.	\$ 43.66	\$ 15,717.60	530 lf of 6' wide sidewalk	
FL5	Detectable Warnings	0527 2	48	sq. ft.	\$ 29.49	\$ 1,415.52		
FL5	Removal of Existing Strucute	0110 3	120	sq. ft.	\$ 13.85	\$ 1,662.00	Fence	
FL5	Regular Excavation	0120 1	115	cubic yds.	\$ 5.82	\$ 669.30	Assuming an average 1 Foot cut/fill and project balances	
FL5					Sub-Total	\$ 21,273.67		
FL5	Mobilization					\$ 3,191.05	15% of the Project Cost	
FL5	Survey and Design Fees					\$ 4,254.73	20% of the Project Cost	
FL5	Maintenance of Traffic					\$ 3,191.05	15% of the Project Cost	
FL5	Construction, Engineering and Inspection Fees (CEI)					\$ 2,552.84	CEI fees calculated as 10% of the construction cost and design cost	
FL4	Right-of-Way needs		56	sq. ft.		\$ 138.37	See Broward County ROW Spreadsheet for details	
FL5	Contingency					\$ 3,460.17	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
FL5	Estimated Project Cost					\$	38,061.89	

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Fort Lauderdale Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FL3	4" Concrete sidewalk	0522 1	200	sq. yds.	\$ 43.66	\$ 8,732.00	300 lf of 6' wide sidewalk
FL3	Detectable Warnings	0527 2	16	sq. ft.	\$ 29.49	\$ 471.84	
FL3	Concrete Curb & Gutter, Type F	0520 1 10	85	LF	\$ 16.26	\$ 1,382.10	
FL3	Regular Excavation	0120 1	200	cubic yds.	\$ 5.82	\$ 1,164.00	Assuming an average 3 Feet cut/fill and project balances
FL3	Removal of Existing Strucute	0110 3	25	sq. ft.	\$ 13.85	\$ 346.25	Fence
FL3					Sub-Total	\$ 12,096.19	
FL3	Mobilization					\$ 1,814.43	15% of the Project Cost
FL3	Survey and Design Fees					\$ 2,419.24	20% of the Project Cost
FL3	Maintenance of Traffic					\$ 1,814.43	15% of the Project Cost
FL3	Construction, Engineering and Inspection Fees (CEI)					\$ 1,451.54	CEI fees calculated as 10% of the construction cost and design cost
FL3	Right-of-Way needs		3,327	sq. ft.		\$ 19,963.56	See Broward County ROW Spreadsheet for details
FL3	Contingency					\$ 3,955.94	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FL3	Estimated Project Cost					\$ 43,515.33	

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Fort Lauderdale Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FL1	Towers	N/A	2	EACH	\$ 619,383.27	\$ 1,238,766.54	Tower cost estimate based on historical data from the Pompano Beach Tri-Rail Station. Cost includes building, concrete foundation, footing excavation.
FL1					Sub-Total	\$ 1,238,766.54	
FL1	Mobilization					\$ 185,814.98	15% of the Project Cost
FL1	Survey and Design Fees					\$ 247,753.31	20% of the Project Cost
FL1	Maintenance of Traffic					\$ 185,814.98	15% of the Project Cost
FL1	Construction, Engineering and Inspection Fees (CEI)					\$ 148,651.98	CEI fees calculated as 10% of the construction cost and design cost
FL1	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
FL1	Contingency					\$ 200,680.18	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FL1	Estimated Project Cost					\$ 2,207,481.97	

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Fort Lauderdale Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FL2	4" Concrete sidewalk	0522 1	30	sq. yds.	\$ 43.66	\$ 1,309.80	40 lf of 6' wide sidewalk
FL2	Regular Excavation	0120 1	5	cubic yds.	\$ 5.82	\$ 29.10	Assuming an average 6" cut/fill and project balances
FL2	Removal of Existing Strucute	0110 3	25	sq. ft.	\$ 13.85	\$ 346.25	Fence
FL2					Sub-Total	\$ 1,338.90	
FL2	Mobilization					\$ 200.84	15% of the Project Cost
FL2	Survey and Design Fees					\$ 267.78	20% of the Project Cost
FL2	Maintenance of Traffic					\$ 200.84	15% of the Project Cost
FL2	Construction, Engineering and Inspection Fees (CEI)					\$ 160.67	CEI fees calculated as 10% of the construction cost and design cost
FL2	Right-of-Way needs		1,841	sq. ft.		\$ 938.77	See Broward County ROW Spreadsheet for details
FL2	Contingency					\$ 310.78	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FL2	Estimated Project Cost					\$ 3,418.57	

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Fort Lauderdale Airport Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FLA1	Removal of Existing Concrete Pavement	0110 4	45	sq. yds.	\$ 21.27	\$ 957.15	2 - 10ftx10ft area for ADA Ramps and median
FLA1	Thermoplastic, Std, White, Solid 12"	0711 11123	80	linear ft	\$ 1.96	\$ 156.80	Crosswalks
FLA1	Thermoplastic, Std, White, Solid 24"	0711 11125	50	linear ft	\$ 3.47	\$ 173.50	Crosswalks
FLA1	4" Concrete sidewalk	0522 1	25	sq. yds.	\$ 43.66	\$ 1,091.50	35 lf of 6' wide sidewalk
FLA1	6" Concrete sidewalk	0522 2	35	sq. yds.	\$ 43.47	\$ 1,521.45	2 ADA Ramps and Sidewalk within island
FLA1	Detectable Warnings	0527 2	32	sq. ft.	\$ 29.49	\$ 943.68	
FLA1	Regular Excavation	0120 1		cubic yds.	\$ 5.82	\$ -	
FLA1	Rect Rapid Flash Beacon, F&I Sol, Single	0654 2 21	4	EA	\$ 6,203.27	\$ 24,813.08	Signal to be placed on both sides of walk
FLA1					Sub-Total	\$ 29,657.16	
FLA1	Mobilization					\$ 4,448.57	15% of the Project Cost
FLA1	Survey and Design Fees					\$ 5,931.43	20% of the Project Cost
FLA1	Maintenance of Traffic					\$ 4,448.57	15% of the Project Cost
FLA1	Construction, Engineering and Inspection Fees (CEI)					\$ 3,558.86	CEI fees calculated as 10% of the construction cost and design cost
FLA1	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
FLA1	Contingency					\$ 4,804.46	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FLA1	Estimated Project Cost					\$ 52,849.06	

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Fort Lauderdale Airport Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FLA2	Removal of Existing Concrete Pavement	0110 4	60	sq. yds.	\$ 21.27	\$ 1,276.20	Asphalt/Concrete to be removed for sidewalk
FLA2	4" Concrete sidewalk	0522 1	2,100	sq. yds.	\$ 43.66	\$ 91,686.00	3,150 lf of 6' wide sidewalk
FLA2	6" Concrete sidewalk	0522 2	60	sq. yds.	\$ 43.47	\$ 2,608.20	90 lf of 6' wide sidewalk
FLA2	Detectable Warnings	0527 2	80	sq. ft.	\$ 29.49	\$ 2,359.20	
FLA2	Regular Excavation	0120 1	720	cubic yds.	\$ 5.82	\$ 4,190.40	Assuming an average 1 foot cut/fill and project balances
FLA2					Sub-Total	\$ 102,120.00	
FLA2	Mobilization					\$ 15,318.00	15% of the Project Cost
FLA2	Survey and Design Fees					\$ 20,424.00	20% of the Project Cost
FLA2	Maintenance of Traffic					\$ 15,318.00	15% of the Project Cost
FLA2	Construction, Engineering and Inspection Fees (CEI)					\$ 12,254.40	CEI fees calculated as 10% of the construction cost and design cost
FLA2	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
FLA2	Contingency					\$ 16,543.44	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FLA2	Estimated Project Cost					\$ 181,977.84	

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Fort Lauderdale Airport Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FLA3	Removal of Existing Concrete Pavement	0110 4	90	sq. yds.	\$ 21.27	\$ 1,914.30	4 - 10ftx10ft area for ADA Ramps and median
FLA3	Thermoplastic, Std, White, Solid 12"	0711 11123	120	linear ft	\$ 1.96	\$ 235.20	Crosswalks
FLA3	Thermoplastic, Std, White, Solid 24"	0711 11125	85	linear ft	\$ 3.47	\$ 294.95	Crosswalks
FLA3	4" Concrete sidewalk	0522 1	25	sq. yds.	\$ 43.66	\$ 1,091.50	35 lf of 6' wide sidewalk
FLA3	6" Concrete sidewalk	0522 2	90	sq. yds.	\$ 43.47	\$ 3,912.30	4 ADA Ramps and Sidewalk within island
FLA3	Detectable Warnings	0527 2	64	sq. ft.	\$ 29.49	\$ 1,887.36	
FLA3	Regular Excavation	0120 1	25	cubic yds.	\$ 5.82	\$ 145.50	
FLA3					Sub-Total	\$ 9,481.11	
FLA3	Mobilization					\$ 1,422.17	15% of the Project Cost
FLA3	Survey and Design Fees					\$ 1,896.22	20% of the Project Cost
FLA3	Maintenance of Traffic					\$ 1,422.17	15% of the Project Cost
FLA3	Construction, Engineering and Inspection Fees (CEI)					\$ 1,137.73	CEI fees calculated as 10% of the construction cost and design cost
FLA3	Right-of-Way needs		4,932	sq. ft.		\$ 40,155.37	See Broward County ROW Spreadsheet for details
FLA3	Contingency					\$ 5,551.48	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FLA3	Estimated Project Cost					\$ 61,066.25	

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Fort Lauderdale Airport Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FLA4	Removal of Existing Concrete Pavement	0110 4	105	sq. yds.	\$ 21.27	\$ 2,233.35	Asphalt/Concrete to be removed for sidewalk
FLA4	4" Concrete sidewalk	0522 1	55	sq. yds.	\$ 43.66	\$ 2,401.30	80 lf of 6' wide sidewalk
FLA4	6" Concrete sidewalk	0522 2	50	sq. yds.	\$ 43.47	\$ 2,173.50	75 lf of 6' wide sidewalk
FLA4	Detectable Warnings	0527 2	32	sq. ft.	\$ 29.49	\$ 943.68	
FLA4	Regular Excavation	0120 1	20	cubic yds.	\$ 5.82	\$ 116.40	
FLA4					Sub-Total	\$ 7,868.23	
FLA4	Mobilization					\$ 1,180.23	15% of the Project Cost
FLA4	Survey and Design Fees					\$ 1,573.65	20% of the Project Cost
FLA4	Maintenance of Traffic					\$ 1,180.23	15% of the Project Cost
FLA4	Construction, Engineering and Inspection Fees (CEI)					\$ 944.19	CEI fees calculated as 10% of the construction cost and design cost
FLA4	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
FLA4	Contingency					\$ 1,274.65	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FLA4	Estimated Project Cost					\$ 14,021.19	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Fort Lauderdale Airport Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
FLA5	Removal of Existing Concrete Pavement	0110 4	40	sq. yds.	\$ 21.27	\$ 850.80	Asphalt/Concrete to be removed for sidewalk
FLA5	4" Concrete sidewalk	0522 1	300	sq. yds.	\$ 43.66	\$ 13,098.00	450 lf of 6' wide sidewalk
FLA5	6" Concrete sidewalk	0522 2	40	sq. yds.	\$ 43.47	\$ 1,738.80	60 lf of 6' wide sidewalk
FLA5	Detectable Warnings	0527 2	64	sq. ft.	\$ 29.49	\$ 1,887.36	
FLA5	Regular Excavation	0120 1	60	cubic yds.	\$ 5.82	\$ 349.20	Assuming an average 6" cut/fill and project balances
FLA5					Sub-Total	\$ 17,924.16	
FLA5	Mobilization					\$ 2,688.62	15% of the Project Cost
FLA5	Survey and Design Fees					\$ 3,584.83	20% of the Project Cost
FLA5	Maintenance of Traffic					\$ 2,688.62	15% of the Project Cost
FLA5	Construction, Engineering and Inspection Fees (CEI)					\$ 2,150.90	CEI fees calculated as 10% of the construction cost and design cost
FLA5	Right-of-Way needs		2,555	sq. ft.		\$ 8,132.16	See Broward County ROW Spreadsheet for details
FLA5	Contingency					\$ 3,716.93	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
FLA5	Estimated Project Cost					\$ 40,886.23	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Sheridan Street Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
SS1	Bus Shelter	0751 35 13	3	EA	\$ 47,375.00	\$ 142,125.00	
SS1	Bus Boarding Pad	0522 4	75	sq. yds.	\$ 235.76	\$ 17,682.00	Proposed concrete will supplement the existing bus stop concrete pad area.
SS1					Sub-Total	\$ 159,807.00	
SS1	Mobilization					\$ 23,971.05	15% of the Project Cost
SS1	Survey and Design Fees					\$ 31,961.40	20% of the Project Cost
SS1	Maintenance of Traffic					\$ 23,971.05	15% of the Project Cost
SS1	Construction, Engineering and Inspection Fees (CEI)					\$ 19,176.84	CEI fees calculated as 10% of the construction cost and design cost
SS1	Right-of-Way needs		0	sq. ft.		\$ -	See Broward County ROW Spreadsheet for details
SS1	Contingency					\$ 25,888.73	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
SS1	Estimated Project Cost					\$ 284,776.07	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Sheridan Street Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
SS2	4" Concrete sidewalk	0522 1	135	sq. yds.	\$ 43.66	\$ 5,894.10	120 lf of 10' wide sidewalk/ramp (Sidewalk must be less than 5% slope)
SS2	Regular Excavation	0120 1	135	cubic yds.	\$ 5.82	\$ 785.70	Assuming an average 3 ft cut/fill and project balances
SS2					Sub-Total	\$ 5,894.10	
SS2	Mobilization					\$ 884.12	15% of the Project Cost
SS2	Survey and Design Fees					\$ 1,178.82	20% of the Project Cost
SS2	Maintenance of Traffic					\$ 884.12	15% of the Project Cost
SS2	Construction, Engineering and Inspection Fees (CEI)					\$ 707.29	CEI fees calculated as 10% of the construction cost and design cost
SS2	Right-of-Way needs		2,746	sq. ft.		\$ 21,968.58	See Broward County ROW Spreadsheet for details
SS2	Contingency					\$ 3,151.70	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
SS2	Estimated Project Cost					\$ 34,668.72	

Appendix D - Broward County
Table D-4
Detailed Estimated Capital Cost By Station

Hollywood Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
HOL1	Asphalt for trail		180	lf	\$ 31.51	\$ 5,671.80	180 lf of 10' wide Ped. Trail, 1.5 in Asphalt depth, 4" Base Group 1 depth (Graded Aggregated Base,, LBR 100 Req. 4.5" Depth)
HOL1	Sediment Barriers	0104 10 3	360	linear ft	\$ 0.91	\$ 327.60	Both sides of path
HOL1	Detectable Warnings	0527 2	40	sq. ft.	\$ 29.49	\$ 1,179.60	
HOL1	Pipe Culvert, Opt Matl, Round, 42"	430175142	15	LF	\$ 125.50	\$ 1,882.50	Pipe size is an estimate, actual size will be determined during project design.
HOL1	Clearing and Grubbing	0110 1 1	0.2	acres	\$ 26,186.84	\$ 5,237.37	
HOL1	Regular Excavation	0120 1	200	cubic yds.	\$ 5.82	\$ 1,164.00	Assuming an average 3 Ft cut/fill and project balances
HOL1					Sub-Total	\$ 15,462.87	
HOL1	Mobilization					\$ 2,319.43	15% of the Project Cost
HOL1	Survey and Design Fees					\$ 3,092.57	20% of the Project Cost
HOL1	Maintenance of Traffic					\$ 2,319.43	15% of the Project Cost
HOL1	Construction, Engineering and Inspection Fees (CEI)					\$ 1,855.54	CEI fees calculated as 10% of the construction cost and design cost
HOL1	Right-of-Way needs		1,282	sq. ft.		\$ 3,845.97	See Broward County ROW Spreadsheet for details
HOL1	Contingency					\$ 2,889.58	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
HOL1	Estimated Project Cost					\$ 31,785.40	

**Appendix D - Broward County
TABLE D-5
ROW Quantities by Priority**

Project No.	ROW Need Ft ²
SHORT-TERM	13,015
MEDIUM-TERM	41,810
LONG-TERM	51,951
Total ROW Needed	106,776

**Appendix D - Broward County
TABLE D-6
ROW Quantities by Station Priority**

DEERFIELD BEACH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	7,747
MEDIUM-TERM	3,010
LONG-TERM	-
Total ROW Needed	10,757

POMPANO BEACH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	17
LONG-TERM	27,711
Total ROW Needed	27,728

CYPRESS CREEK STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	5,212
MEDIUM-TERM	14,428
LONG-TERM	22,400
Total ROW Needed	42,040

FORT LAUDERDALE STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	55
MEDIUM-TERM	3,327
LONG-TERM	1,841
Total ROW Needed	5,223

FORT LAUDERDALE AIRPORT STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	7,486
LONG-TERM	-
Total ROW Needed	7,486

SHERIDAN STREET STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	12,260
LONG-TERM	-
Total ROW Needed	12,260

HOLLYWOOD STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	1,282
LONG-TERM	-
Total ROW Needed	1,282

Appendix D - Broward County
TABLE D-7
ROW Quantities by Station Priority

DEERFIELD BEACH STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
DF3	7,747	SFRTA	SHORT-TERM
DF1	3,010	MPO Programs	MEDIUM-TERM
TOTAL	10,757		

POMPANO BEACH STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
PB5	17	MPO Programs	MEDIUM-TERM
PB1	21,101	MPO Programs	LONG-TERM
PB3	4,305	MPO Programs	LONG-TERM
PB6	2,305	Others	LONG-TERM
TOTAL	27,728		

CYPRESS CREEK STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
CC4	5,212	Others	SHORT-TERM
CC3	10,599	Others	MEDIUM-TERM
CC5	3,829	MPO Programs	MEDIUM-TERM
CC6	22,400	Others	LONG-TERM
TOTAL	42,040		

FORT LAUDERDALE STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
FL5	55	MPO Programs	SHORT-TERM
FL3	3,327	MPO Programs	MEDIUM-TERM
FL2	1,841	Others	LONG-TERM
TOTAL	5,223		

FORT LAUDERDALE AIRPORT STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
FLA3	4,931	MPO Programs	MEDIUM-TERM
FLA5	2,555	MPO Programs	MEDIUM-TERM
TOTAL	7,486		

SHERIDAN STREET STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
SS2	2,746	MPO Programs	MEDIUM-TERM
SS3	9,514	MPO Programs	MEDIUM-TERM
TOTAL	12,260		

HOLLYWOOD STATION			
Project No.	ROW Need Ft2	Funding Source	Project Priority
HOL1	1,282	Others	MEDIUM-TERM
TOTAL	1,282		

Appendix D - Broward County

TABLE D-8

Detail Sheet - Right of Way Requirements

DEERFIELD BEACH STATION

Location	Parcel Number	Owner	Project Number	Right of Way Ft ²
1400 W HILLSBORO BOULEVARD, DEERFIELD BEACH	484202210020	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	DF3	3,952.56
200-290 GOOLSBY BOULEVARD, DEERFIELD BEACH	484202050010	CITY OF DEERFIELD BEACH MANAGEMENT & BUDGET DIRECTOR	DF3	3,793.92
441 SW 12 AVENUE, DEERFIELD BEACH	484202200040	REPUBLIC NATL DISTRG CO LLC	DF1	92.57
SW 10 STREET, DEERFIELD BEACH	484202000067	CITY OF DEERFIELD BEACH MANAGEMENT & BUDGET DIRECTOR	DF1	87.20
333 SW 12 AVENUE, DEERFIELD BEACH	484202190010	FL-DEERFIELD PLANT LLC %EQUITY PROPERTY TAX GROUP	DF1	63.54
SW 12 AVENUE, DEERFIELD BEACH	484201160020	PUBLIC LAND % CITY OF DEERFIELD BCH MANAGMENT & BUDGET DIRECTOR	DF1	129.83
232-288 SW 12 AVENUE, DEERFIELD BEACH	484201280010	HILLSBORO COMMERCE PARK LLC	DF1	1,784.49
SW 12 AVENUE, DEERFIELD BEACH	484202000065	CITY OF DEERFIELD BEACH MANAGEMENT & BUDGET DIRECTOR	DF1	828.58
160 SW 12 AVENUE 101A, DEERFIELD BEACH	484201140020	BOYWIC FARMS LTD	DF1	23.71
Total Square Footage for Right of Way				10,756.39

Appendix D - Broward County
TABLE D-8
Detial Sheet - Right of Way Requirements

POMPANO BEACH STATION

Location	Parcel Number	Owner	Project Number	Right of Way Ft ²
NW 9 AVENUE, POMPANO BEACH	484222591090	D R HORTON INC	PB5	17.28
760 W SAMPLE ROAD, POMPANO BEACH	484223230020	DGAM HOLDINGS LLC	PB1	550.88
NW 8 AVENUE, POMPANO BEACH	484223000153	BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS	PB1	525.16
NW 8 AVENUE, POMPANO BEACH	484223000154	EVERETT ARMS COMMUNITY ASSN INC	PB1	910.45
NW 8 AVENUE, POMPANO BEACH	484222520012	PRUDENTIAL INS CO OF AMERICA	PB1	314.01
701-751 NW 33 STREET, POMPANO BEACH	484222520010	PROLOGIS % PROLOGIS TAX COORDINATOR	PB1	13,543.42
750 NW 33 STREET, POMPANO BEACH	484223280021	PROLOGIS-MACQUARIE U S LLC % PROLOGIS TAX COORDINATOR	PB1	5,257.05
BLUE LAKE DRIVE, POMPANO BEACH	484222190060	NEW COVENANT CHURCH INC	PB3	4,305.14
560 W SAMPLE ROAD, POMPANO BEACH	484223060210	AMP GROUP INVESTMENT L L C	PB6	279.96
3581 NW 5 TERRACE 1-2, POMPANO BEACH	484223060220	SMITH,RANDY S	PB6	765.82
3551 NW 5 TERRACE 1-4, POMPANO BEACH	484223080320	FRANK VEGA LIV TR ZELITA MORAIS VEGA LIV TR	PB6	636.52
3531 NW 5 TERRACE 1-4, POMPANO BEACH	484223080330	FRANK VEGA LIV TR ZELITA MORAIS VEGA LIV TR	PB6	415.53
3521 NW 5 TERRACE 1-4, POMPANO BEACH	484223080340	FELIX,JOVANY	PB6	191.78
3501 NW 5 TERRACE 1-4, POMPANO BEACH	484223080350	MANSUR,VILMAR	PB6	14.96
Total Square Footage for Right of Way				27,727.97

Appendix D - Broward County
TABLE D-8
Detail Sheet - Right of Way Requirements

CYPRESS CREEK STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
929 NW 62 ST	494209000104	MCDONALDS CORP 009/0246 % UPCHURCH: GAIL WALD	CC4	830.26
6201 N POWERLINE ROAD	494209000101	FIRST COAST ENERGY LLP	CC4	1,967.84
6001 N POWERLINE ROAD	494209000165	URSO FAMILY REALTY INC	CC4	232.11
6191 N POWERLINE ROAD	494209000164	HESS RETAIL STORES LLC % HESS CORPORATION	CC4	2,182.07
800 W CYPRESS CREEK ROAD, FORT LAUDERDALE	494210000440	GCCFC 2005-GG5 FORT LAUDERDALE OFFICE LLC%LNR PARTNERS LLC	CC3	1,962.93
500-550 NW 62 STREET, FORT LAUDERDALE	494210320010	G & I VII PINNACLE LLC % DRA ADVISORS LLC	CC3	8,322.27
6001 NW 6 WAY, FORT LAUDERDALE	494210340050	BRE/ESA FL PROPERTIES LLC %EXTENDED STAY-PROPERTY TAX 1563	CC3	313.75
	494210000410	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	CC5	1,002.74
	494210000471	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	CC5	2,825.86
100 W CYPRESS CREEK	494210350010	G&I VIZ TRADE CENTRE SOUTH LLC	CC6	11,200.00
200 W CYPRESS CREEK	494210310010	LIBERTY PROPERTY L P	CC6	11,200.00
Total Square Footage for Right of Way				42,039.83

Appendix D - Broward County
TABLE D-8
Detail Sheet - Right of Way Requirements

FORT LAUDERDALE STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
2127 SW 1 COURT, FORT LAUDERDALE	504208031880	EDELBROCK,ANDREW B	FL5	55.35
ACCESS ROAD	504205000256	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	FL3	567.24
200 NW 21 TERRACE	504205000250	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	FL3	1,832.00
NW 21 TERRACE	504205000251	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	FL3	928.03
BROWARD BOULEVARD	504208040030	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	FL2	1,840.72
Total Square Footage for Right of Way				5,223.33

Appendix D - Broward County
TABLE D-8
Detial Sheet - Right of Way Requirements

FORT LAUDERDALE AIRPORT STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
300 GULFSTREAM WAY, DANIA BEACH	504233490015	INTERNATIONAL GAME FISH ASSN INC	FL3	3,959.96
GULF STREAM WAY, DANIA BEACH	504233490023	WHITE OAK VENTURES CO	FL3	869.25
400 GULFSTREAM WAY, DANIA BEACH	504233490024	FORT LAUDERDALE COURTYARD LLC	FL3	102.21
4675 RAVENSWOOD ROAD	504229060190	GSD INVESTMENTS INC	FLA5	164.00
4641 RAVENSWOOD ROAD	504229060200	RALPH S POINTER TR	FLA5	477.73
RAVENSWOOD ROAD	504229060211	BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS	FLA5	457.00
RAVENSWOOD ROAD	504229060061	BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS	FLA5	675.38
RAVENSWOOD ROAD	504229060091	BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS	FLA5	702.66
4721 RAVENSWOOD ROAD	504229060060	RALPH S POINTER TR	FLA5	30.17
4741 RAVENSWOOD ROAD	504229060070	C & L SUNSHINE ENTERPRISES INC	FLA5	47.73
Total Square Footage for Right of Way				7,486.09

Appendix D - Broward County
TABLE D-8
Detail Sheet - Right of Way Requirements

SHERIDAN STREET STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
3080 SHERIDAN STREET, HOLLYWOOD	514208010030	3080 SHERIDAN PARTNERSHIP LTD	SS2	402.69
2200 N 30 ROAD, HOLLYWOOD	514208010040	2200 N 30 RD LLC	SS2	1,203.99
1954 N 30 ROAD, HOLLYWOOD	514208010041	1954 N 30TH ROAD LLC	SS2	1,139.40
SHERIDAN STREET	514209270010	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	SS3	9,513.81
Total Square Footage for Right of Way				12,259.88

Appendix D - Broward County
TABLE D-8
Detail Sheet - Right of Way Requirements

HOLLYWOOD STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
City of Hollywood	514217000080	City of Hollywood	HOL1	1,281.99
Total Square Footage for Right of Way				1,281.99

**Appendix E - Miami-Dade County
TABLE E-1
Estimated Capital Cost by Priority**

Project Priority	Cost Estimate
SHORT-TERM	\$ 60,691.36
MEDIUM-TERM	\$ 2,598,605.95
LONG-TERM	\$ 456,986.60
TOTAL	\$ 3,116,283.90

**Appendix E - Miami-Dade County
TABLE E-2
Estimated Capital Cost by Priority**

GOLDEN GLADES STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ 2,130,192.53
LONG-TERM	\$ 59,497.61
TOTAL	\$ 2,189,690.14

OPA-LOCKA STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ 173,262.34
LONG-TERM	\$ 38,215.40
TOTAL	\$ 211,477.73

METRORAIL TRANSFER STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ 60,691.36
MEDIUM-TERM	\$ 20,483.72
LONG-TERM	\$ 121,775.22
TOTAL	\$ 202,950.30

HIALEAH MARKET STATION	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ 274,667.36
LONG-TERM	\$ -
TOTAL	\$ 274,667.36

MIAMI INTERMODAL CENTER	
Project Priority	Cost Estimate
SHORT-TERM	\$ -
MEDIUM-TERM	\$ -
LONG-TERM	\$ 237,498.37
TOTAL	\$ 237,498.37

**Appendix E - Miami-Dade County
TABLE E-3
Estimated Capital Cost by Station**

GOLDEN GLADES STATION

Project No.	Cost Estimate	Funding Source	Project Priority
GG2	\$ 136,519.22	MPO Programs	MEDIUM-TERM
GG3	\$ 1,117,836.23	MPO Programs	MEDIUM-TERM
GG4	\$ 875,837.09	MPO Programs	MEDIUM-TERM
GG1	\$ 59,497.61	MPO Programs	LONG-TERM
TOTAL	\$ 2,189,690.14		

OPA-LOCKA STATION

Project No.	Cost Estimate	Funding Source	Project Priority
OPA2	\$ 91,044.96	MPO Programs	MEDIUM-TERM
OPA 3	\$ 82,217.38	MPO Programs	MEDIUM-TERM
OPA 4	\$ 38,215.40	MPO Programs	LONG-TERM
TOTAL	\$ 211,477.73		

METRORAIL TRANSFER STATION

Project No.	Cost Estimate	Funding Source	Project Priority
MET4	\$ 60,691.36	MPO Programs	SHORT-TERM
MET3	\$ 20,483.72	MPO Programs	MEDIUM-TERM
MET1	\$ 121,775.22	Others	LONG-TERM
TOTAL	\$ 202,950.30		

HIALEAH MARKET STATION

Project No.	Cost Estimate	Funding Source	Project Priority
HM1	\$ 115,446.87	MPO Programs	MEDIUM-TERM
HM3	\$ 159,220.49	MPO Programs	MEDIUM-TERM
TOTAL	\$ 274,667.36		

MIAMI INTERMODAL CENTER

Project No.	Cost Estimate	Funding Source	Project Priority
MIA2	\$ 54,073.19	Others	LONG-TERM
MIA4	\$ 183,425.19	Others	LONG-TERM
TOTAL	\$ 237,498.37		

TOTAL	\$ 3,116,283.90		
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Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Golden Glades Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
GG2	4" Concrete sidewalk	0522 1	1,600	sq. yds.	\$ 38.11	\$ 60,976.00	2,400 lf of 6' wide sidewalk
GG2	6" Concrete sidewalk	0522 2	133	sq. yds.	\$ 41.97	\$ 5,582.01	200 lf of 6' wide sidewalk
GG2	Thermoplastic, Std, White, Solid 12"	0711 11123	240	linear ft	\$ 1.90	\$ 456.00	3 Crosswalks
GG2	Thermoplastic, Std, White, Solid 24"	0711 11125	150	linear ft	\$ 3.59	\$ 538.50	
GG2	Detectable Warnings	0527 2	240	sq. ft.	\$ 33.75	\$ 8,100.00	
GG2	Regular Excavation	0120 1	210	cubic yds.	\$ 4.56	\$ 957.60	Assuming an average 6" cut/fill and project balances
GG2					Sub-Total	\$ 76,610.11	
GG2	Mobilization					\$ 11,491.52	15% of the Project Cost
GG2	Survey and Design Fees					\$ 15,322.02	20% of the Project Cost
GG2	Maintenance of Traffic					\$ 11,491.52	15% of the Project Cost
GG2	Construction, Engineering and Inspection Fees (CEI)					\$ 9,193.21	CEI fees calculated as 10% of the construction cost and design cost
GG2	Right-of-Way needs		0	sq. ft.		\$ -	See Miami-Dade ROW Spreadsheet for details
GG2	Contingency					\$ 12,410.84	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
GG2	Estimated Project Cost					\$ 136,519.22	

**Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station**

Golden Glades Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
GG3	One-Level Pedestrian Bridge		100	LF	\$ 2,533.50	\$ 253,349.76	One-level Pedestrian Bridge cost estimate based on historical data from the Pompano Beach Tri-Rail Station.
GG3	Tower		1	Each	\$ 373,943.30	\$ 373,943.30	Tower cost estimate based on historical data from the Pompano Beach Tri-Rail Station. Cost includes building, concrete foundation, footing excavation.
GG3					Sub-Total	\$ 627,293.06	
GG3	Mobilization					\$ 94,093.96	15% of the Project Cost
GG3	Survey and Design Fees					\$ 125,458.61	20% of the Project Cost
GG3	Maintenance of Traffic					\$ 94,093.96	15% of the Project Cost
GG3	Construction, Engineering and Inspection Fees (CEI)					\$ 75,275.17	CEI fees calculated as 10% of the construction cost and design cost
GG3	Right-of-Way needs		0	sq. ft.		\$ -	See Miami-Dade ROW Spreadsheet for details
GG3	Contingency					\$ 101,621.48	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
GG3	Estimated Project Cost					\$ 1,117,836.23	

**Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station**

Golden Glades Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
GG4	Asphalt for trail	0339 1	370	TN	225.98	\$ 83,612.60	4,000 lf of 10' wide Ped. Trail, 1.5 in Asphalt depth
GG4	Optional Base, Base Group 1	285701	4,450	sq. yds.	2.87	\$ 12,771.50	4,000 lf of wide 10' Ped. Path, 4" Base Group 1 depth (Graded Aggregated Base,, LBR 100 Req. 4.5" Depth)
GG4	Sediment Barriers	0104 10 3	8,000	linear ft	1.21	\$ 9,680.00	Both sides of path
GG4	Regular Excavation	0120 1	1,485	cubic yds.	4.56	\$ 6,771.60	Assuming an average 1 foot cut/fill and project balances
GG4					Sub-Total	\$ 112,835.70	
GG4	Mobilization					\$ 16,925.36	15% of the Project Cost
GG4	Survey and Design Fees					\$ 22,567.14	20% of the Project Cost
GG4	Maintenance of Traffic					\$ 16,925.36	15% of the Project Cost
GG4	Construction, Engineering and Inspection Fees (CEI)					\$ 13,540.28	CEI fees calculated as 10% of the construction cost and design cost
GG4	Right-of-Way needs		67,700	sq. ft.		\$ 613,421.70	See Miami-Dade ROW Spreadsheet for details
GG4	Contingency					\$ 79,621.55	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
GG4	Estimated Project Cost					\$ 875,837.09	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Golden Glades Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
GG1	4" Concrete sidewalk	0522 1	210	sq. yds.	\$ 38.11	\$ 8,003.10	310 lf of 6' wide sidewalk
GG1	Detectable Warnings	0527 2	24	sq. ft.	\$ 33.75	\$ 810.00	
GG1	Regular Excavation	0120 1	70	cubic yds.	\$ 4.56	\$ 319.20	Assuming an average 6" cut/fill and project balances
GG1					Sub-Total	\$ 9,132.30	
GG1	Mobilization					\$ 1,369.85	15% of the Project Cost
GG1	Survey and Design Fees					\$ 1,826.46	20% of the Project Cost
GG1	Maintenance of Traffic					\$ 1,369.85	15% of the Project Cost
GG1	Construction, Engineering and Inspection Fees (CEI)					\$ 1,095.88	CEI fees calculated as 10% of the construction cost and design cost
GG1	Right-of-Way needs		3,022	sq. ft.		\$ 39,294.41	See Palm Beach ROW Spreadsheet for details
GG1	Contingency					\$ 5,408.87	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
GG1	Estimated Project Cost					\$ 59,497.61	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Opa-Locka Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
OPA2	4" Concrete sidewalk	0522 1	360	sq. yds.	\$ 38.11	\$ 13,719.60	530 lf of 6' wide sidewalk	
OPA2	4" at-grade railroad ped crossing					\$ 23,500.00	At-Grade Railroad Ped. Crossing Length 2~40 lf 2 tracks	
OPA2								
OPA2	Regular Excavation	0120 1	135	cubic yds.	\$ 4.56	\$ 615.60	Assuming an average 1 foot cut/fill and project balances	
OPA2					Sub-Total	\$ 37,835.20		
OPA2	Mobilization					\$ 5,675.28	15% of the Project Cost	
OPA2	Survey and Design Fees					\$ 7,567.04	20% of the Project Cost	
OPA2	Maintenance of Traffic					\$ 5,675.28	15% of the Project Cost	
OPA2	Construction, Engineering and Inspection Fees (CEI)					\$ 4,540.22	CEI fees calculated as 10% of the construction cost and design cost	
OPA2	Right-of-Way needs		3,674	sq. ft.		\$ 21,475.12	See Miami-Dade ROW Spreadsheet for details	
OPA2	Contingency					\$ 8,276.81	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
OPA2	Estimated Project Cost					\$	91,044.96	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Opa-Locka Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
OPA3	4" Concrete sidewalk	0522 1	630	sq. yds.	\$ 38.11	\$ 24,009.30	945 lf of 6' wide sidewalk
OPA3	6" Concrete sidewalk	0522 2	380	sq. yds.	\$ 41.97	\$ 15,948.60	570 lf of 6' wide sidewalk
OPA3	Thermoplastic, Std, White, Solid 12"	0711 11123	310	linear ft	\$ 1.90	\$ 589.00	Crosswalks
OPA3	Thermoplastic, Std, White, Solid 24"	0711 11125	200	linear ft	\$ 3.59	\$ 718.00	Crosswalks
OPA3	Detectable Warnings	0527 2	120	sq. ft.	\$ 33.75	\$ 4,050.00	
OPA3	Regular Excavation	0120 1	170	cubic yds.	\$ 4.56	\$ 775.20	Assuming an average 6" cut/fill and project balances
OPA3					Sub-Total	\$ 46,090.10	
OPA3	Mobilization					\$ 6,913.52	15% of the Project Cost
OPA3	Survey and Design Fees					\$ 9,218.02	20% of the Project Cost
OPA3	Maintenance of Traffic					\$ 6,913.52	15% of the Project Cost
OPA3	Construction, Engineering and Inspection Fees (CEI)					\$ 5,530.81	CEI fees calculated as 10% of the construction cost and design cost
OPA3	Right-of-Way needs		20	sq. ft.		\$ 77.11	See Miami-Dade ROW Spreadsheet for details
OPA3	Contingency					\$ 7,474.31	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
OPA3	Estimated Project Cost					\$ 82,217.38	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Opa-Locka Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
OPA4	Removal of Existing Concrete	0110 4	135	sq. yds.	\$ 32.70	\$ 4,414.50	200 lf of old sidewalk which will need to be removed.	
OPA4	4" Concrete sidewalk	0522 1	150	sq. yds.	\$ 38.11	\$ 5,716.50	225 lf of 6' wide sidewalk	
OPA4	6" Concrete sidewalk	0522 2	135	sq. yds.	\$ 41.97	\$ 5,665.95	200 lf of 6' wide sidewalk	
OPA4	Detectable Warnings	0527 2	288	sq. ft.	\$ 33.75	\$ 9,720.00		
OPA4	Regular Excavation	0120 1	50	cubic yds.	\$ 4.56	\$ 228.00	Assuming an average 6" cut/fill and project balances	
OPA4					Sub-Total	\$ 21,330.45		
OPA4	Mobilization					\$ 3,199.57	15% of the Project Cost	
OPA4	Survey and Design Fees					\$ 4,266.09	20% of the Project Cost	
OPA4	Maintenance of Traffic				\$ 24.10	\$ 3,199.57	15% of the Project Cost	
OPA4	Construction, Engineering and Inspection Fees (CEI)				\$ 1.21	\$ 2,559.65	CEI fees calculated as 10% of the construction cost and design cost	
OPA4	Right-of-Way needs		89	sq. ft.		\$ 185.94	See Miami-Dade ROW Spreadsheet for details	
OPA4	Contingency					\$ 3,474.13	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
OPA4	Estimated Project Cost					\$	38,215.40	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Metrorail Transfer Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MET4	Bus Shelter		1	EA	\$ 30,000.00	\$ 30,000.00	Cost estimate provided by with Liz Caprio at Outfront Media	
MET4	Bus Boarding Pad	0522 4	25	sq. yds.	\$ 162.32	\$ 4,058.00	Proposed concrete will supplement the existing bus stop concrete pad area.	
MET4					Sub-Total	\$ 34,058.00		
MET4	Mobilization					\$ 5,108.70	15% of the Project Cost	
MET4	Survey and Design Fees					\$ 6,811.60	20% of the Project Cost	
MET4	Maintenance of Traffic					\$ 5,108.70	15% of the Project Cost	
MET4	Construction, Engineering and Inspection Fees (CEI)					\$ 4,086.96	CEI fees calculated as 10% of the construction cost and design cost	
MET4	Right-of-Way needs		0	sq. ft.		\$ -	See Miami-Dade ROW Spreadsheet for details	
MET4	Contingency					\$ 5,517.40	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MET4	Estimated Project Cost						\$ 60,691.36	

**Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station**

Metrorail Transfer Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MET3	4" Concrete sidewalk	0522 1	100	sq. yds.	\$ 38.11	\$ 3,811.00	145 lf of 6' wide sidewalk	
MET3	One-Leve Pedestrian Bridge	0120 1	20	cubic yds.	\$ 4.56	\$ 91.20	One-level Pedestrian Bridge cost estimate based on historical data from the Pompano Beach Tri-rail Station.	
MET3					Sub-Total	\$ 3,902.20	Tower cost estimate based on historical data from the Pompano Beach Tri-rail Station. Cost includes building, concrete foundation, footing excavation.	
MET3	Mobilization					\$ 585.33	15% of the Project Cost	
MET3	Survey and Design Fees					\$ 780.44	20% of the Project Cost	
MET3	Maintenance of Traffic					\$ 585.33	15% of the Project Cost	
MET3	Construction, Engineering and Inspection Fees (CEI)					\$ 468.26	CEI fees calculated as 10% of the construction cost and design cost	
MET3	Right-of-Way needs		820	sq. ft.		\$ 12,300.00	See Miami-Dade ROW Spreadsheet for details	
MET3	Contingency					\$ 1,862.16	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MET3	Estimated Project Cost						\$ 20,483.72	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Metrorail Transfer Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MET1	4" Concrete sidewalk	0522 1	300	sq. yds.	\$ 38.11	\$ 11,433.00	450 lf of 6' wide sidewalk	
MET1	6" Concrete sidewalk	0522 2	890	sq. yds.	\$ 41.97	\$ 37,353.30	1,330 lf of 6' wide sidewalk	
MET1	Detectable Warnings	0527 2	340	sq. ft.	\$ 33.75	\$ 11,475.00		
MET1	Regular Excavation	0120 1	200	cubic yds.	\$ 4.56	\$ 912.00	Assuming an average 6" cut/fill and project balances	
MET1					Sub-Total	\$ 61,173.30		
MET1	Mobilization					\$ 9,176.00	15% of the Project Cost	
MET1	Survey and Design Fees					\$ 12,234.66	20% of the Project Cost	
MET1	Maintenance of Traffic					\$ 9,176.00	15% of the Project Cost	
MET1	Construction, Engineering and Inspection Fees (CEI)					\$ 7,340.80	CEI fees calculated as 10% of the construction cost and design cost	
MET1	Right-of-Way needs		686	sq. ft.		\$ 11,604.00	See Miami-Dade ROW Spreadsheet for details	
MET1	Contingency					\$ 11,070.47	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MET1	Estimated Project Cost					\$	121,775.22	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Hialeah Market Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
HM1	4" Concrete sidewalk	0522 1	1,500	sq. yds.	\$ 38.11	\$ 57,165.00	2,230 lf of 6' wide sidewalk
HM1	Detectable Warnings	0527 2	192	sq. ft.	\$ 33.75	\$ 6,480.00	
HM1	Regular Excavation	0120 1	250	cubic yds.	\$ 4.56	\$ 1,140.00	Assuming an average 6" cut/fill and project balances
HM1					Sub-Total	\$ 64,785.00	
HM1	Mobilization					\$ 9,717.75	15% of the Project Cost
HM1	Survey and Design Fees					\$ 12,957.00	20% of the Project Cost
HM1	Maintenance of Traffic					\$ 9,717.75	15% of the Project Cost
HM1	Construction, Engineering and Inspection Fees (CEI)					\$ 7,774.20	CEI fees calculated as 10% of the construction cost and design cost
HM1	Right-of-Way needs		0	sq. ft.		\$ -	See Miami-Dade ROW Spreadsheet for details
HM1	Contingency					\$ 10,495.17	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
HM1	Estimated Project Cost					\$ 115,446.87	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Hialeah Market Station

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes
HM3	4" Concrete sidewalk	0522 1	300	sq. yds.	\$ 38.11	\$ 11,433.00	440 lf of 6' wide sidewalk
HM3	6" Concrete sidewalk	0522 2	220	sq. yds.	\$ 41.97	\$ 9,233.40	330 lf of 6' wide sidewalk
HM3	Detectable Warnings	0527 2	120	sq. ft.	\$ 33.75	\$ 4,050.00	
HM3	Removal of Existing Concrete	0110 4	220	sq. yds.	\$ 32.70	\$ 7,194.00	
HM3	Regular Excavation	0120 1	90	cubic yds.	\$ 4.56	\$ 410.40	Assuming an average 6 inches cut/fill and project balances
HM3					Sub-Total	\$ 32,320.80	
HM3	Mobilization					\$ 4,848.12	15% of the Project Cost
HM3	Survey and Design Fees					\$ 6,464.16	20% of the Project Cost
HM3	Maintenance of Traffic					\$ 4,848.12	15% of the Project Cost
HM3	Construction, Engineering and Inspection Fees (CEI)					\$ 3,878.50	CEI fees calculated as 10% of the construction cost and design cost
HM3	Right-of-Way needs		8,481	sq. ft.		\$ 92,386.20	See Miami-Dade ROW Spreadsheet for details
HM3	Contingency					\$ 14,474.59	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.
HM3	Estimated Project Cost					\$ 159,220.49	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Miami Intermodal Center

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MIA2	Removal of Existing Concrete	0110 4	80	sq. yds.	\$ 32.70	\$ 2,616.00	Asphalt to be removed.	
MIA2	4" Concrete sidewalk	0522 1	630	sq. yds.	\$ 38.11	\$ 24,009.30	940 lf of 6' wide sidewalk	
MIA2	6" Concrete sidewalk	0522 2	80	sq. yds.	\$ 41.97	\$ 3,357.60	120 lf of 6' wide sidewalk	
MIA2	Detectable Warnings	0527 2	72	sq. ft.	\$ 33.75	\$ 2,430.00		
MIA2	Regular Excavation	0120 1	120	cubic yds.	\$ 4.56	\$ 547.20	Need Additional Information	
MIA2					Sub-Total	\$ 30,344.10		
MIA2	Mobilization					\$ 4,551.62	15% of the Project Cost	
MIA2	Survey and Design Fees					\$ 6,068.82	20% of the Project Cost	
MIA2	Maintenance of Traffic					\$ 4,551.62	15% of the Project Cost	
MIA2	Construction, Engineering and Inspection Fees (CEI)					\$ 3,641.29	CEI fees calculated as 10% of the construction cost and design cost	
MIA2	Right-of-Way needs		0	sq. ft.		\$ -	See Miami-Dade ROW Spreadsheet for details	
MIA2	Contingency					\$ 4,915.74	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MIA2	Estimated Project Cost						\$ 54,073.19	

Appendix E - Miami-Dade County
Table E-4
Detailed Estimated Capital Cost By Station

Miami Intermodal Center

Project No.	Item	FDOT Item No.	Quantity	Units	Unit Cost	Cost	Notes	
MIA4	Removal of Existing Concrete	0110 4	30	sq. yds.	\$ 32.70	\$ 981.00	Asphalt to be removed.	
MIA4	4" Concrete sidewalk	0522 1	755	sq. yds.	\$ 38.11	\$ 28,773.05	1,130 lf of 6' wide sidewalk	
MIA4	6" Concrete sidewalk	0522 2	30	sq. yds.	\$ 41.97	\$ 1,259.10	45 lf of 6' wide sidewalk	
MIA4	Detectable Warnings	0527 2	120	sq. ft.	\$ 33.75	\$ 4,050.00		
MIA4	Regular Excavation	0120 1	130	cubic yds.	\$ 4.56	\$ 592.80	Assuming an average 6" cut/fill and project balances	
MIA4					Sub-Total	\$ 34,674.95		
MIA4	Mobilization					\$ 5,201.24	15% of the Project Cost	
MIA4	Survey and Design Fees					\$ 6,934.99	20% of the Project Cost	
MIA4	Maintenance of Traffic					\$ 5,201.24	15% of the Project Cost	
MIA4	Construction, Engineering and Inspection Fees (CEI)					\$ 4,160.99	CEI fees calculated as 10% of the construction cost and design cost	
MIA4	Right-of-Way needs		5,707	sq. ft.		\$ 110,576.75	See Miami-Dade ROW Spreadsheet for details	
MIA4	Contingency					\$ 16,675.02	10% Includes Sub-totaled items, Mobilization, Survey and Design Fees, Maintenance of Traffic, CEI and R.O.W.	
MIA4	Estimated Project Cost					\$	183,425.19	

**Appendix E - Miami-Dade County
TABLE E=5
ROW Quantities by Priority**

Project No.	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	80,695
LONG-TERM	9,504
Total ROW Needed	90,198

**Appendix E - Miami-Dade County
TABLE E-6
ROW Quantities by Station Priority**

GOLDEN GLADES STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	67,700
LONG-TERM	3,023
Total ROW Needed	70,723

OPA-LOCKA STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	3,694
LONG-TERM	88
Total ROW Needed	3,782

METRORAIL TRANSFER STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	820
LONG-TERM	686
Total ROW Needed	1,506

HIALEAH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	8,481
LONG-TERM	-
Total ROW Needed	8,481

MIAMI INTERMODAL CENTER	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	-
LONG-TERM	5,707
Total ROW Needed	5,707

**Appendix E - Miami-Dade County
TABLE E-5
ROW Quantities by Priority**

Project No.	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	80,695
LONG-TERM	9,504
Total ROW Needed	90,198

**Appendix E - Miami-Dade County
TABLE E-6
ROW Quantities by Station Priority**

GOLDEN GLADES STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	67,700
LONG-TERM	3,023
Total ROW Needed	70,723

OPA-LOCKA STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	3,694
LONG-TERM	88
Total ROW Needed	3,782

METRORAIL TRANSFER STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	820
LONG-TERM	686
Total ROW Needed	1,506

HIALEAH STATION	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	8,481
LONG-TERM	-
Total ROW Needed	8,481

MIAMI INTERMODAL CENTER	
Project Priority	ROW Need Ft ²
SHORT-TERM	-
MEDIUM-TERM	-
LONG-TERM	5,707
Total ROW Needed	5,707

Appendix E - Miami-Dade County
TABLE E-8
Detail Sheet - Right of Way Requirements

GOLDEN GLADES STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
1128 NW 159 DR	34-2114-008-0450	SUNSHINE STATE IND HOLDINGS LLC	GG4	700.00
1118 NW 159 DR	34-2114-008-0460	WENTWORTH PROP LLC	GG4	4,000.00
1110 NW 159 DR	34-2114-008-0480	GREENSIDE GROUP CORP	GG4	1,800.00
1100 NW 159 DR	34-2114-008-0490	6 TRUSTS FLORIDA LLC	GG4	6,000.00
1000 NW 159 DR	34-2114-008-0520	159TH DRIVE HOLDING LLC	GG4	3,700.00
920 NW 159 DR	34-2114-008-0530	HERBERT GILDIN & W GLORIA & HERBERT GILDIN & W GLORIA & GK REALTY FLORIDA LLC & ETAL	GG4	3,700.00
850 NW 159 DR	34-2114-013-0010	ATLAS METAL INDUSTRIES INC	GG4	9,600.00
16401 NW 8 AVE	34-2114-000-0070	CONTINENTAL EQUITIES INC	GG4	6,000.00
16501 NW 8 AVE	34-2114-000-0071	CONTINENTAL EQUITIES INC	GG4	2,400.00
16601 NW 8 AVE	34-2114-007-0380	STATE OF FLORIDA DOT	GG4	21,000.00
16601 NW 8 AVE	34-2114-000-0220	STATE OF FLORIDA DOT	GG4	4,400.00
16601 NW 8 AVE	34-2114-000-0190	STATE OF FLORIDA DOT	GG4	4,400.00
1128 NW 159 DR	3421140080450	SUNSHINE STATE IND HOLDINGS LLC	GG1	3,022.65
Total Square Footage for Right of Way				70,722.65

Appendix E - Miami-Dade County
TABLE E-8
Detail Sheet - Right of Way Requirements

OPA-LOCKA STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
NEAR 290 ALI BABA AVE	0821210041900	CITY OF OPA LOCKA	OPA2	1,696.92
290 ALI BABA AVE	0821210041870	WILLIAM MC CAUSLAND	OPA2	860.96
NEAR 581 BURLINGTON ST	0821210072721	HENRY GARCIA	OPA2	114.05
NEAR 601 BURLINGTON ST	0821210070020	CITY OF OPA LOCKA	OPA2	1,002.30
300 ALI BABA AVE	0821210041860	OPA PROPERTY MANAGEMENT CORP	OPA3	19.28
695 CALIPH ST	0821210041230	MISSIONARY CHRISTIAN CHURCH INC	OPA4	19.70
550 FISHERMAN ST	0821210120020	U S POSTAL SERVICE OPA LOCKA MAIN POST OFFICE	OPA4	68.66
Total Square Footage for Right of Way				3,781.86

Appendix E - Miami-Dade County
TABLE E-8
Detail Sheet - Right of Way Requirements

METRORAIL TRANSFER STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
2601 E 11 AVE	0431080021210	SOUTH FLORIDA REGIONALTRANSPORTATION AUTHORITY	MET3	820.00
3700 NW 78 ST	0431080022690	DRPR HOLDINGS LLC	MET1	29.68
7800 NW 37 AVE	0431080050090	PANTERA INVEST LLC	MET1	12.38
3700 NW 79 ST	0431080050060	79TH STREET ASSOCIATES INC	MET1	644.05
Total Square Footage for Right of Way				1,506.12

Appendix E - Miami-Dade County
TABLE E-8
Detail Sheet - Right of Way Requirements

HIALEAH MARKET STATION

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
3801 NW 36 ST	0431200200180	3890 NW 36TH STREET LLC	HM3	370.79
3801 NW 36 ST	0431200200140	3890 NW 36TH STREET LLC	HM3	136.07
3801 NW 36 ST	0431200200190	MARIA F CALARESE	HM3	63.84
3799 NW 36 ST	01-3120-018-0341	LESLIE EISENBERG &W SUSAN	HM3	2,530.00
3799 NW 36 ST	30-3120-018-0340	LESLIE EISENBERG &W SUSAN	HM3	950.00
3631 NW 37 PL	30-3120-018-0330	MIAMI DADE EXPRESSWAY AUTHORITY	HM3	1,900.00
3795 NW 38 AVE	30-3120-018-0280	FLORIDA POWER & LIGHT CO	HM3	2,530.00
Total Square Footage for Right of Way				8,480.70

Appendix E - Miami-Dade County
TABLE E-8
Detail Sheet - Right of Way Requirements

MIAMI INTERMODAL CENTER

Location	Parcel Number	OWNER	Project Number	Right of Way Ft ²
3677 NW 24 ST	3031280220091	ANTHONY ABRAHAM CHEVY CO LTD	MIA4	2,151.78
3630 NW 25 ST	3031280220070	TRINET CORP REALTY TRUST INC % E PROPERTY TAX	MIA4	2,101.05
2401 NW 36 AVE	3031280220140	SFI I LLC % E PROPERTY TAX	MIA4	1,453.76
Total Square Footage for Right of Way				5,706.58