

Scope of Work

Project Name: 82nd Avenue Shared Use Path

Project Limits: NW 82nd Avenue, from NW 44th Street north to Commercial Boulevard

Project Objective:

The objective of this project is to implement streetscape and safety enhancements, including traffic calming measures, intersection improvements, enhanced crosswalks, shared-use sidewalks, landscaping, and gateway treatments into the neighborhood. This corridor is heavily used by vehicles and pedestrians, but it has experienced ongoing safety concerns related to speeding and cut-through traffic between NW 44th Street and Commercial Boulevard. These conditions have contributed to vehicle crashes, pedestrian crashes, and, in some cases, serious injuries and fatalities.

Through thoughtful roadway redesign and context-sensitive streetscape improvements, the project aims to reduce excessive vehicle speeds, discourage cut-through traffic, improve comfort and accessibility for pedestrians and bicyclists, and create a safer environment for all roadway users. The proposed improvements will also support walking and biking to school, strengthen neighborhood connectivity with local parks, and enhance the overall character of the corridor. This proposal is based on recommendations identified by the Broward Metropolitan Planning Organization in the City of Lauderhill Transportation Master Plan, which highlights opportunities for traffic calming, sidewalk improvements, and safer neighborhood roadway transitions.

Type of Work:

- Shared use path along entire west and east right-of-ways
- Roundabouts with median refuges at major intersections
- Regularly spaced speed humps
- Raised and high-visibility crosswalks
- Curb extensions and reduced turning radii at each intersection
- Pedestrian lighting along shared use path

List of Proposed Elements:

Description	Quantity	Location(s)
8' Shared Use Path	2 linear miles	West ROW and East ROW
Roundabouts and Curb Extensions with Reduced Radii	4	45 St, 46 Ct, 50 St, 53 Ct
10' Speed Hump Tables	8	Throughout corridor
10' Raised Crosswalks at Roundabouts with RRFB	16	45 St, 46 Ct, 50 St, 53 Ct
10' Raised Crosswalks with RRFB	4	44 St, 45 Ct, Westwind Park Drive, Commercial
8' High-Visibility Crosswalks	17	EAST (51 St, 48 ½ St, 47 Ct, 47 St, 44 Ct), WEST (54 St, 53 St, 52 Ct, 52 St, 51 Ct, 49 St, 48 St, 47 Ct, 47 St, 46 St, 45 Ct, 44 Ct)
Curb extensions and reduced turning radii at each intersection	20	Throughout corridor
15' LED pedestrian lights along shared use path	275	Estimated 40 ft spacing throughout corridor

Roadway Jurisdictional Owner: The City of Lauderhill owns the roadway and right-of-way for the entire extent of the project. The end streets on both the north and south end of the project are not owned by the City of Lauderhill, but improvements will not continue into these intersections. The end street at the southern terminus of the project, NW 44th Street, is owned by the City of Sunrise and the end street at the northern terminus of the project, W Commercial Boulevard, is owned by Broward County.

Landscape Impacts and Mitigation Strategies:

We conducted a preliminary site assessment and found approximately 231 trees, several large landscape areas, and significant areas of grass located within the project area that may be impacted. While it looks like most of the trees should not be impacted significantly by the project, as they are located away from the proposed sidewalk expansions, during the design phase we intend to conduct a formal tree inventory to document and inspect each individual tree. The arborist report will document tree location, condition, and potential to remain in place, be relocated, be replaced, or be removed. We will use this data in addition to more detailed engineering drawings to come in the future in order to quantify exactly how many trees may be negatively impacted by this project, and what mitigation efforts can be taken to compensate for any potential reduction in tree canopy. The tree disposition plan, will be a key component of the landscape plan, which will also include irrigation, shrubs, and grass throughout the project area. The landscape plan will be finalized during the design phase of the project should our project be awarded funding.

Utility Impacts and Mitigation Strategies:

In conducting our preliminary assessment, we found several underground water/sewer/stormwater service lines running along and across NW 82nd Avenue and approximately 73 utility poles/boxes and 16 storm water catch basins located within the project area. While the underground service lines are buried deep enough below the surface that proposed improvements to the asphalt roadway, concrete sidewalks, and landscaped swales should not require any major utility line reconfigurations, the utility poles/boxes and storm water catch basins located at or above grade will likely be impacted. We intend to conduct a more detailed analysis of utility impacts during the design phase when we have surveys and engineering drawings in hand. We intend to replace and upgrade utility components that are outdated or inefficient wherever possible throughout this corridor. Should we be awarded funding for this project, each infrastructure component to be impacted will be investigated on a case-by-case basis to see which can be avoided and which must or should be redesigned.