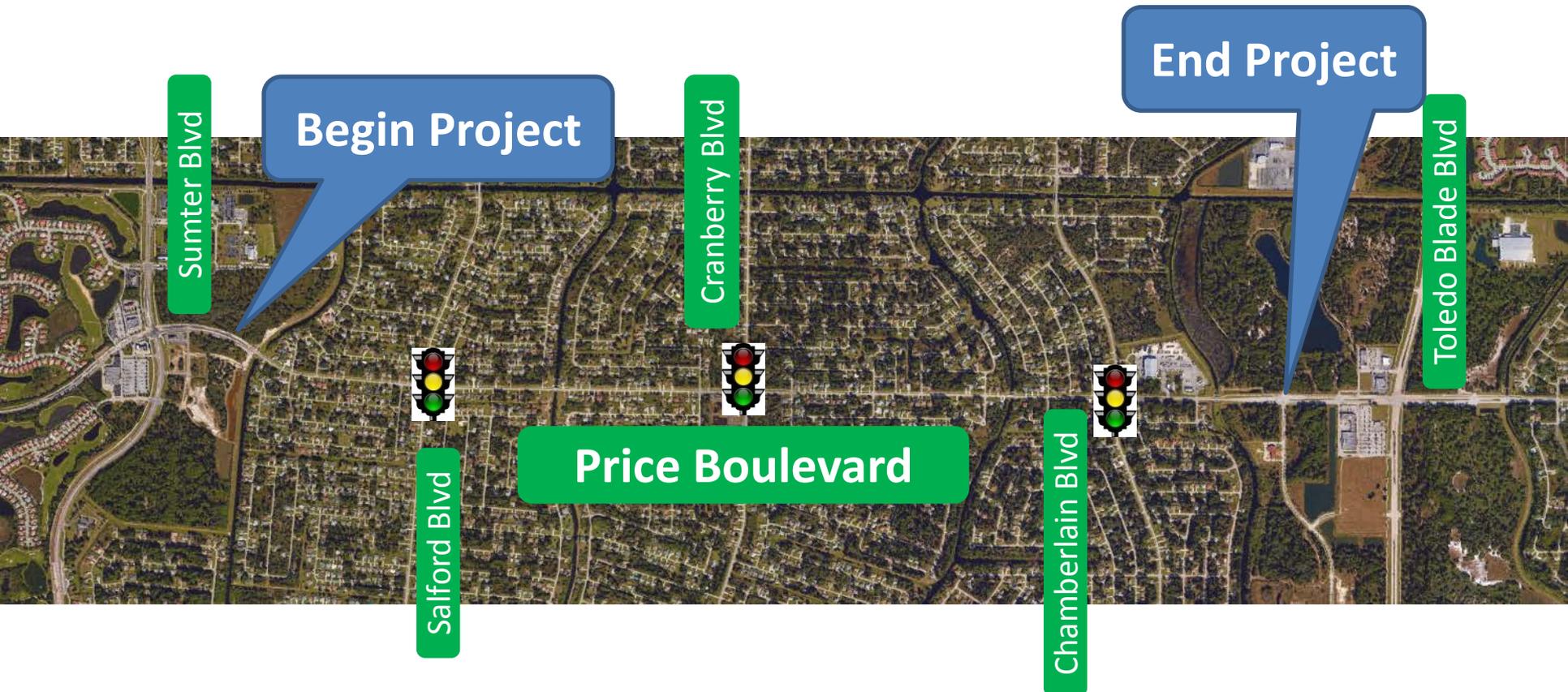


Project Overview

- Project Limits: East of Sumter to West of Toledo Blade



Project Scope

- Widen from 2 lanes to 4 lanes with:
 - Bike lanes
 - Raised median
 - Curb and Gutter
 - Sidewalks
 - Lighting
 - Landscaping
 - Signals
 - Utility improvements
- Project distance is approximately 2.75 miles
- Posted speed limit will be 35 mph

Public Meeting

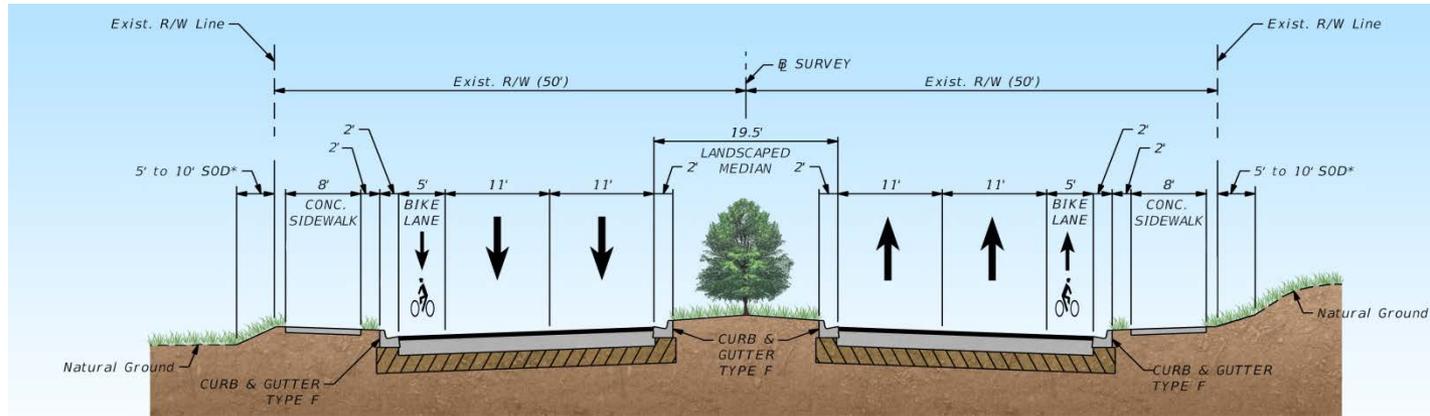
- Held January 21, 2016
- 59 individuals signed in
- Requested input on two items:
 - Use of textured pavement in crosswalks and turn lanes
 - Almost unanimous support for no textured pavement
 - Sidewalk design options
 - Three options were presented



Options Presented at Public Meeting

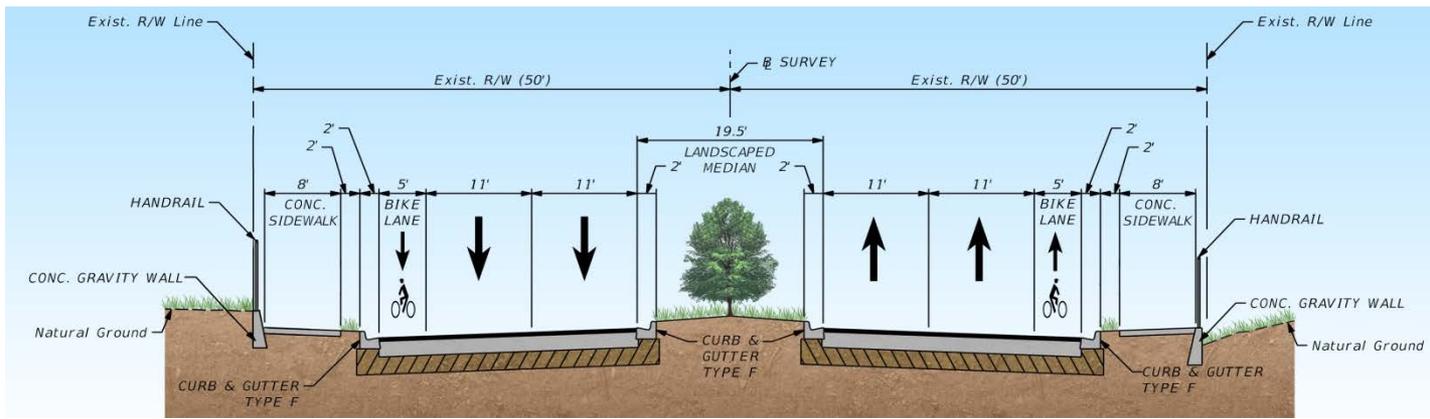
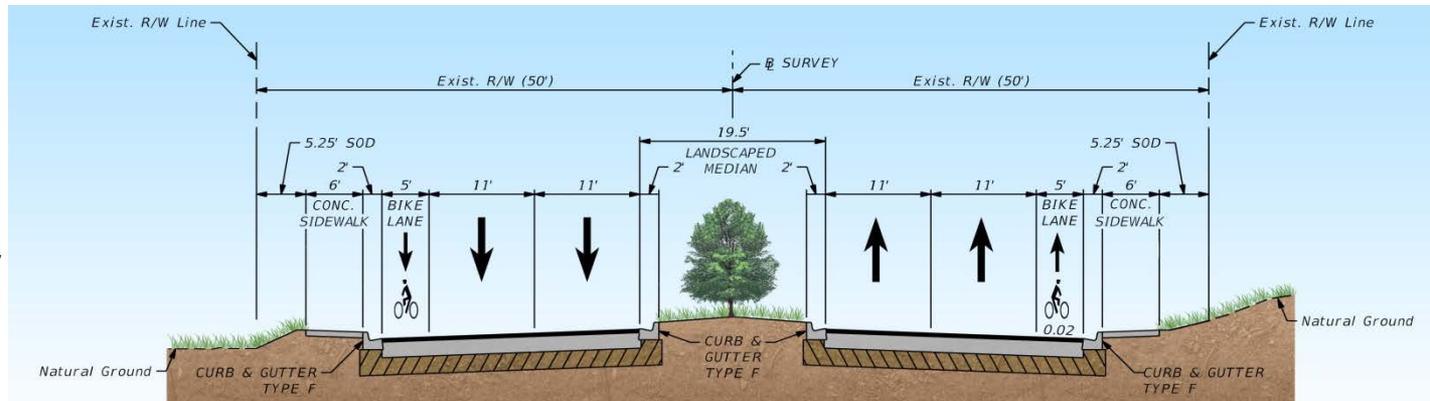
All three options have:

- 2 – 11' lanes in each direction
- 5' bike lanes
- 19.5' median
- Curb and gutter



Options involved the sidewalk width

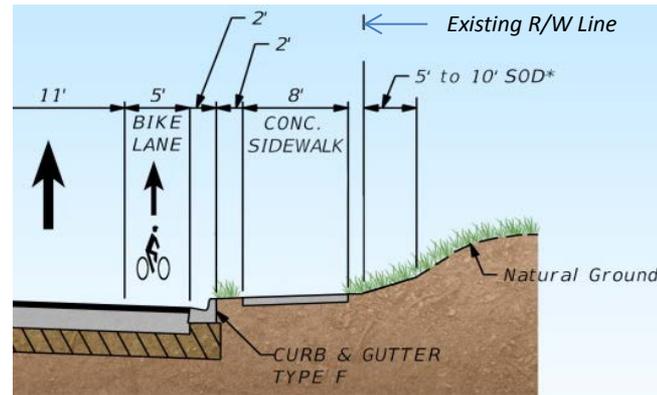
- 8' sidewalk with slope easements
- 6' sidewalk with utility strip
- 8' sidewalk with retaining wall and handrail



Sidewalk Options

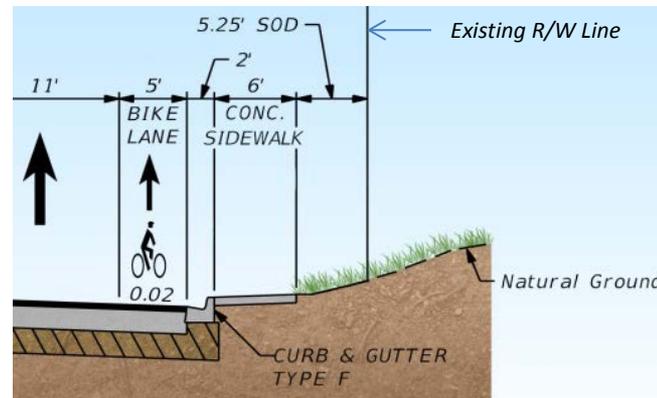
Option 1 – 8' Sidewalk with Slope Easements

- 8' Sidewalk meets ULDC
- Slope easements required to match existing grades on private property
- 2' utility strip accommodates mail boxes



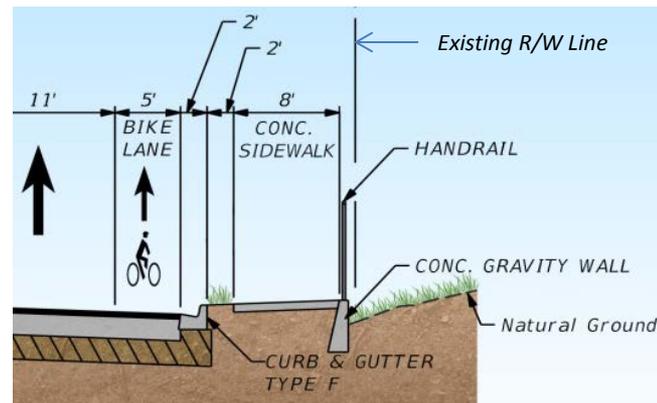
Option 2 – 6' Sidewalk at Back of Curb

- 6' Sidewalk does not meet ULDC
- Eliminates most slope easements
- Mail boxes will have to be relocated



Option 3 – 8' Sidewalk with Wall and Handrail

- 8' Sidewalk meets ULDC
- Eliminates most slope easements
- Handrail required over 90% of project
- Mail boxes at curb



Design Criteria

Sidewalk Width

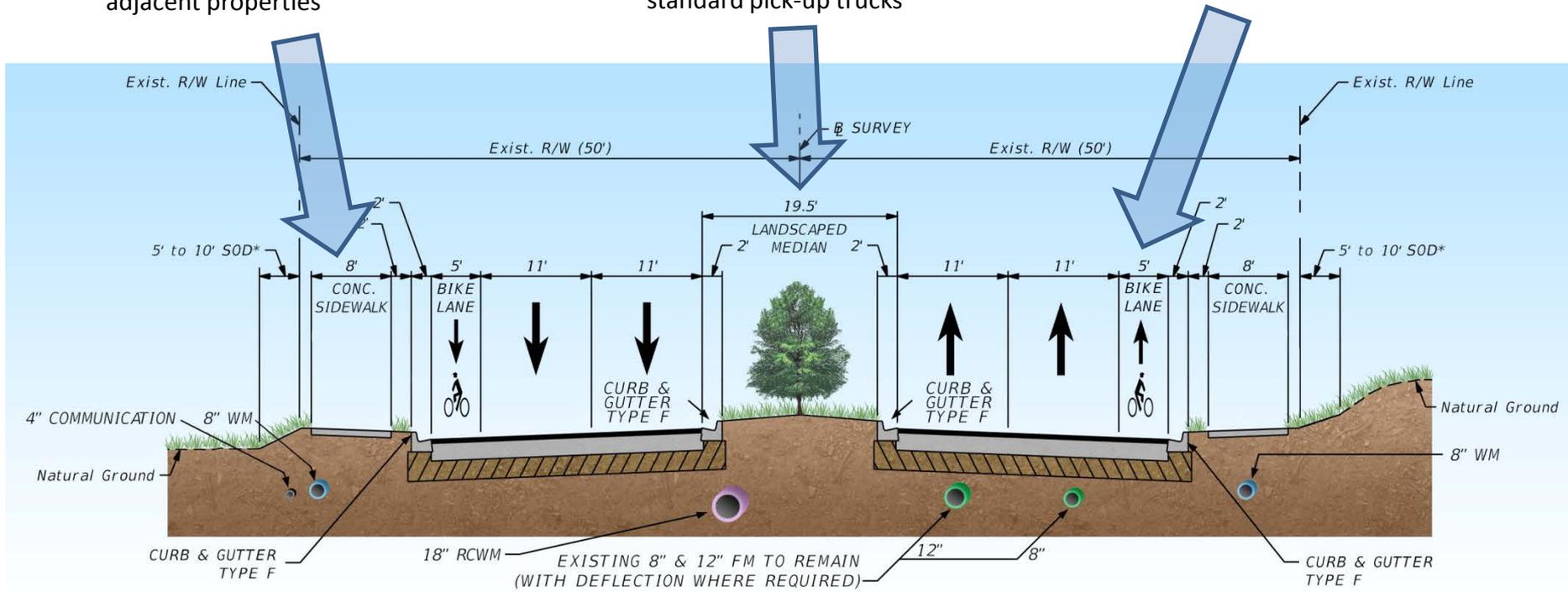
- ULDC requires 8'
 - More user friendly
 - Accommodates more concurrent use
- FDOT Greenbook is 5', 6' when adjacent to curb and gutter
 - Facilitates better harmonization at right-of-way lines
 - Reduces impacts to adjacent properties

Median Width

- FDOT Greenbook minimum is 15.5' for design speed of 45 mph or less
 - Width does not accommodate U-turning vehicles
- 19.5' width recommended
 - Accommodates U-turns by passenger vehicles and standard pick-up trucks

Bike Lane Width

- ULDC requires 5'
 - Safer for bicyclists
 - More room for U-turns than narrower width
- FDOT Greenbook width is 4' for urban arterials and collectors.
- FDOT Design Standards call for 7' "buffered" bike lanes (new standard) for new construction



Modified Recommended Typical Section

Sidewalk Width

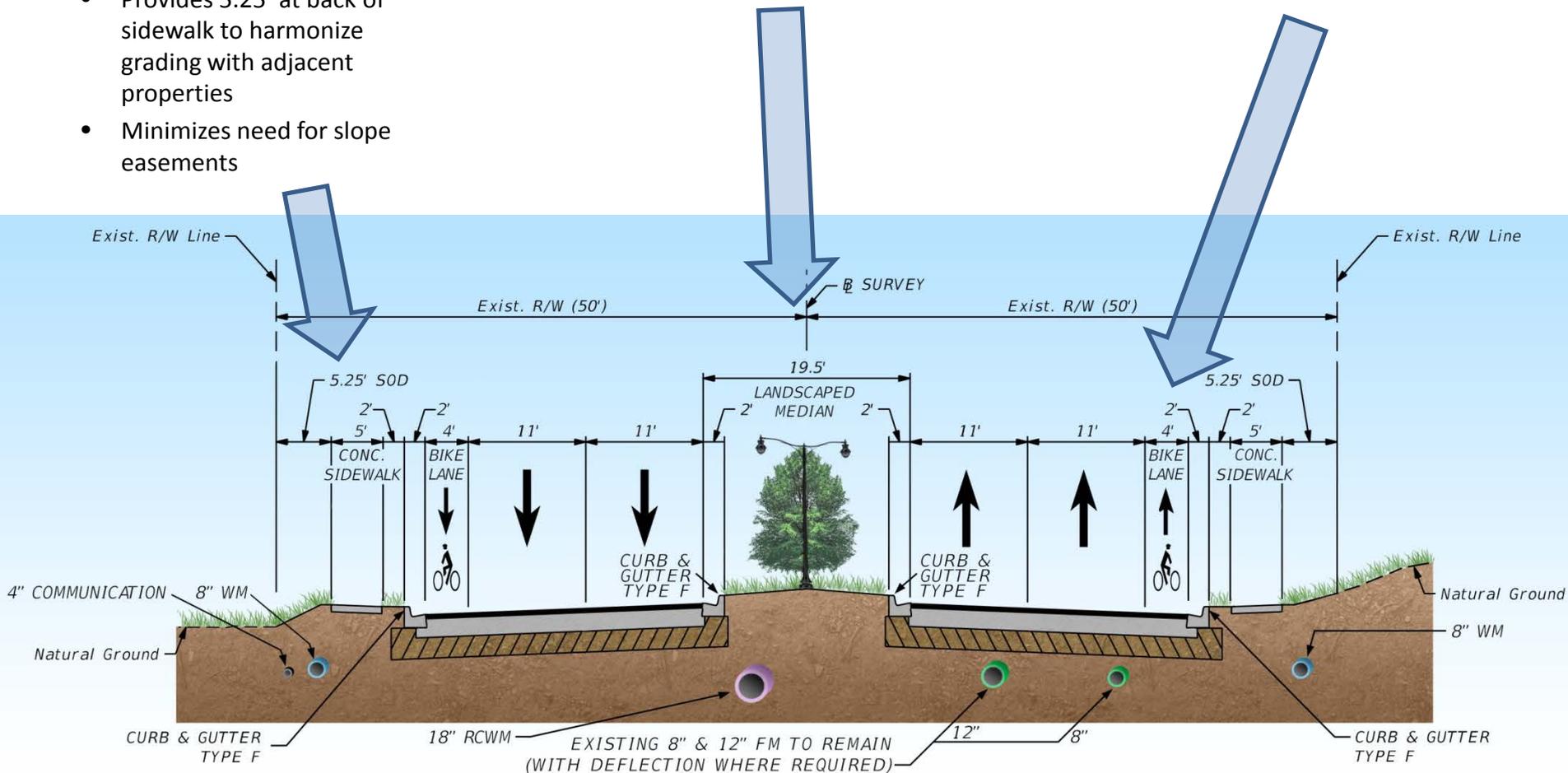
- 5' wide with a 2' utility strip
- Accommodates mailboxes
- Provides 5.25' at back of sidewalk to harmonize grading with adjacent properties
- Minimizes need for slope easements

Median Width

- 19.5' wide
- Accommodates U-turns by passenger vehicles and standard pick-up trucks

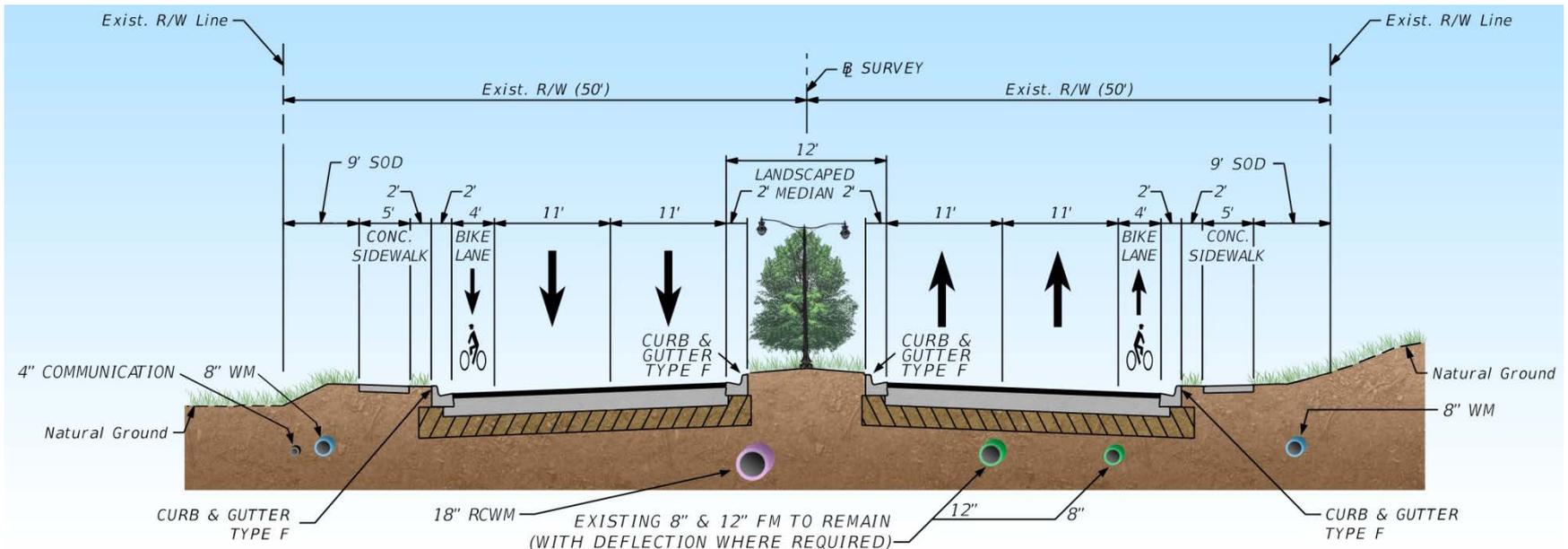
Bike Lane Width

- 4' wide
- Meets current design standards (FDOT Greenbook)



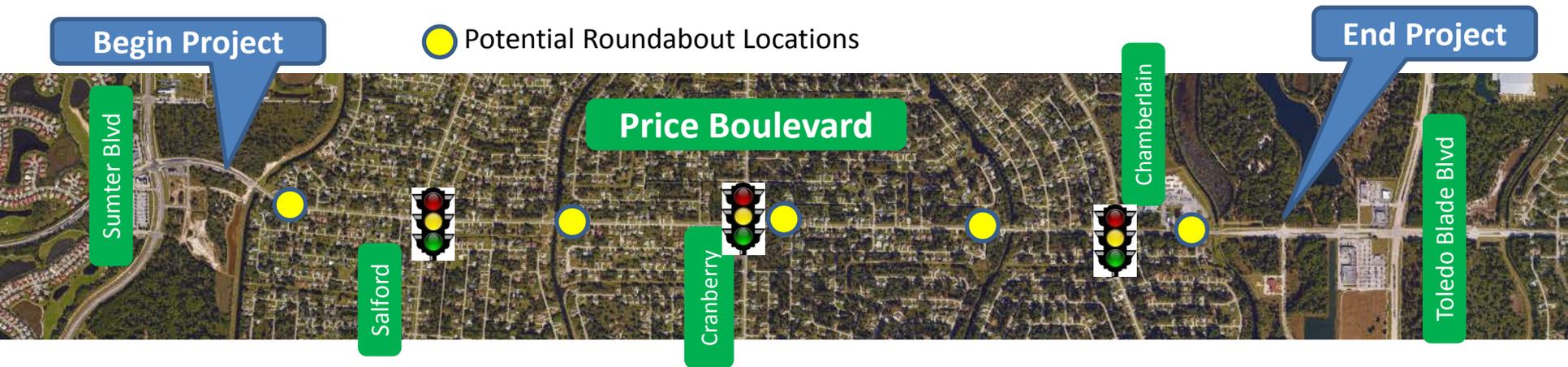
Roundabout Option

- Roundabouts have distinct advantages
 - Facilitate U-turns with much greater safety
 - Improves access management with easier U-turns
 - Reduces number and severity of accidents
 - Calms traffic (i.e. reduces speeds)
 - May be able to use at one or more signalized intersection
 - Reduces impact to properties along Price Blvd
 - Eliminates most slope and driveway easements
 - Flattens driveway grades



Roundabout Option

- Roundabout disadvantages
 - Requires purchase of properties at each location
- Required work?
 - Analyze signalized intersections to determine if roundabout will work
 - Determine roundabout locations
 - Conduct public meeting to present new plan



Current Project Activities

- Survey is complete
- Preliminary design is underway for:
 - Roadway
 - Drainage (piping and ponds)
 - Utilities
- Design is expected to be complete in Fall 2016