



## **Alternatives Public Workshop Frequently Asked Questions (FAQs)**

### **State Road (SR) 29 Concept Re-Evaluation from County Road (CR) 80A (Cowboy Way) to north of CR 731 (Whidden Road)**

**Financial Project Number: 417878-8**

**1. *Where can I find information to learn more about the study?***

Information about the study can be found on the project webpage at [www.swflroads.com/project/417878-8](http://www.swflroads.com/project/417878-8). All documents and materials presented at the alternatives public workshop are available for review on the Documents and Publications page.

**2. *When will the study be completed and when will construction start?***

The Department anticipates completing this concept re-evaluation by Fall 2023, (this will be when the FDOT Office of Environmental Management accepts the location and design concept of the preferred alternative). Currently, there is funding for design and right of way, and the construction phase is currently funded for 2030. However, the Department is looking for opportunities to advance construction to an earlier year. The length of construction time will vary based on the alternatives selected.

**3. *Was a bypass considered for this project?***

The bypass alternatives for SR 29 LaBelle (417878-1) were eliminated from further consideration early in the PD&E Study based on environmental impacts and the inability to accomplish the project's purpose and need.

**4. *How will the proposed alternatives affect Historic Downtown?***

One goal of the project is to provide a safer corridor for all users. The current concepts do consider the integrity of the historic district and will not impact any historic buildings. FDOT is intending to maintain or reduce the current posted speed throughout the corridor and will implement speed management strategies to reinforce the posted speed limits.

The proposed intersection alternatives at Park Avenue offer a variety of safety improvements, such as signalized pedestrian crossings, push button-activated signals that would stop traffic for pedestrians, or slower vehicle speeds as seen in the roundabout.

**5. *How will this project impact Maple Corner?***

FDOT anticipates taking a small strip of property for grading purposes; however, FDOT does not anticipate any relocation within the current concept in this location. FDOT will attempt to avoid

impacting the water main well at the corner of Whidden Road/SR 29's intersection, however, if the impact is unavoidable, it will be replaced as part of this project in a manner that does not impact water service.

**6. *How will the new bridge be maintained; Can the bridge be a fixed height; How will traffic flow?***

A fixed bridge would require the profile to be raised substantially and cause issues tying back to the existing roadway. As part of the design, the boat crossing location within the river channel will be shifted approximately 50 feet to the north, and depending on the alternative selected, FDOT anticipates raising the crossing to provide slightly more clearance for the boat antennas. This will help reduce the number of times the Bridge Tender has to raise the draw bridge. The advantage of having two bridges vs one bridge is that one bridge can be closed for maintenance while two-way traffic utilizes the other bridge. Any time there is future maintenance that requires one of the bridges to close, FDOT will implement a Maintenance of Traffic Plan that allows continued access across the river during maintenance operations.

**7. *What are the potential impacts to Barron Library?***

Right-of-Way Impacts:

Although none of the currently proposed Park Ave. intersection alternatives physically impact the Barron Library Building, each of the three Park Avenue intersection alternatives presented at the public workshop do present varying levels of right-of-way takes from the Library's property. The Roundabout alternative requires the most right-of-way impacts, the Florida T has significantly less right-of-way impacts, and the Conventional Intersection has minimal right-of-way impacts.

Access Road Impacts:

All proposed Park Ave. intersection alternatives are proposing removal of the private access road (on the west side of existing Bridge Street) which currently connects DeSoto Ave to Park Avenue (including the existing lift station that will be replaced at a new location). We will work with the Library to develop a plan for the existing library parking lot's exiting maneuver since the access road currently provides access out of the parking lot.

Impacts to Library Access:

All three current Park Avenue intersection alternatives propose to close direct northbound Main Street access to the Library north of Park Avenue.

Access to the Library will be accomplished differently for each Park Ave. intersection alternative. The Roundabout alternative will allow access to the library from either Main Street or Bridge Street by entering the roundabout and exiting onto WB Park Ave, then making a right-hand turn at Main St. The Conventional Signal will provide controlled access across bridge street to Lee Street. Vehicles would then turn left on Lee Street and then left again onto DeSoto Ave. to get to Main Street at the Library entrance. The Florida T will require vehicles to use Bridge Street,

turning right onto Park Ave and following the same Lee Street/DeSoto Ave movement to Main Street as the conventional signal. Signing for the library will be added on both Bridge Street and Main Street to help with the navigation depending on the alternative intersection chosen.

**8. *What are the potential impacts to Barron Park?***

The Barron Park property will not be significantly impacted from a right-of-way standpoint with the Conventional Signal or the Florida T alternative intersections. The current roundabout alternative would require a larger strip of right-of-way to be acquired along the western edge of the existing parking lot/access road. We will work with the Barron Park redevelopment plans to ensure the impact does not impact the access, parking, and other amenities if the roundabout alternative is selected.

Access to Barron Park:

Access to the Park will remain accessible from northbound Bridge Street in all 3 of the current Park Ave. intersection alternatives. Access from southbound Bridge Street for the Florida T and Roundabout would be provided with a right turn onto Park Avenue, right turn onto Main Street, and a right turn onto DeSoto Avenue.

Leaving Barron Park:

Access to Northbound SR 29 from the Park:

For the Florida T and for the Conventional Signal Alternatives, vehicles have direct access to northbound Bridge Street/SR 29. However, the roundabout alternative proposed closing that movement. Vehicles would need to instead turn right onto Lee Street to go south to Ft. Thompson to get back to northbound Bridge Street.

Heading southbound onto Bridge Street from the Park:

The only intersection alternative that will allow left turn access from Park Avenue to southbound Bridge Street will be the Conventional Signal Alternative. For the Florida T and the Roundabout alternatives, access to southbound Bridge Street would be possible by taking southbound Lee Street to one of the side streets between Ft. Thompson and East Yeomans Ave or by way of DeSoto Ave. to Main Street to one of the same side streets.

**9. *Continuous Two-Way Left Turn Lanes:***

The removal of the continuous two-way left turn lanes on both Main Street and Bridge Street provides the ability to install wider sidewalks along Main Street and Bridge Street which will enhance the walkability downtown. The project will also implement mid-block crosswalks with pedestrian-activated crossing devices. Left turn lanes will be provided through the corridor where there is a high volume of left turn movements. This will be accomplished by shifting the northbound and southbound lanes out to provide room for a left turn lane. These shifts will be

designed in a manner that will provide a traffic calming effect to help keep traffic from speeding on Bridge Street and Main Street.

**10. Will the proposed improvements impact the trees on Main Street?**

FDOT intends, as shown on the typical sections, to save as many trees as possible and even go around them with the proposed sidewalks.

**11. Are there any improvements planned for parking along the side streets downtown between Main and Bridge Streets?**

Side streets in this area are under the jurisdiction of the City of LaBelle. On-street parking is proposed, where feasible, along Oklahoma Avenue between Main Street and Bridge Street and will be maintained along Fort Thompson Avenue between Main Street and Bridge Street. FDOT will continue to coordinate with the City on requests for side street parking and will review options in the final design.