

**Summary of Questions Received from
Harborview Road Project Development and Environment (PD&E) Re-Evaluation from
Melbourne Street to I-75**

Public Hearing

FPID 434965-2

GENERAL PROJECT

Question: Will there be future public meetings for this project?

Response: No general future public meetings are anticipated at this time. A meeting will be scheduled at a later date for residents adjacent to potential noise walls that have been deemed feasible and reasonable to discuss wall aesthetics.

Question: When can property owners expect to be notified regarding property impacts including relocations and when will acquisitions begin?

Response: Appraisals are anticipated to begin in mid-2024 and offers/acquisitions will follow afterwards.

PROJECT DESIGN

Question: What is the proposed speed limit for Harborview Road?

Response: The proposed speed limit for the new roadway is 45 MPH.

Question: Are there any proposed roundabouts? If so, will the roundabouts cause traffic to slow?

Response: There are two proposed roundabouts within the project limits, one at Melbourne Street and one at the frontage road to the Charlotte County East Port Environmental Campus. The roundabouts were evaluated as part of the PD&E Study. The results showed they operated at acceptable levels of service and Charlotte County approved the inclusion of the roundabouts in the project. They provide the following benefits: (1) speed reduction through intersections, (2) a significant reduction in the frequency of severe crashes, and (3) they are a context sensitive solution for a low-speed facility by creating gateways to mark the boundaries for the residential land uses along Harborview Road between Melbourne Street and I-75.

Question: Why can't the project be shifted north to avoid residential effects on the south side of the road?

Response: The horizontal alignment was developed to minimize impacts to properties on both the north and south side of Harborview Road throughout the project limits. In the area of the Harbor View Park, the roadway was shifted to the south to flatten the curve and improve safety.

Question: What is the plan for maintaining a safe walk path for students at bus stops during construction?

Response: Accommodations will be provided as part of the Traffic Control Plan (TCP) to ensure protected pedestrian pathways are provided during construction.

Question: The buffered bicycle lanes proposed in the PD&E Preferred Alternative seem to be a safer option than the 10-foot shared use path. Why was the shared use path chosen over the buffered bicycle lanes?

Response: The buffered bicycle lanes were removed as part of Charlotte County's Vision Zero initiative which is to eliminate all fatalities and serious injuries. Using Safe Systems principles, the goal is to provide the greatest separation possible of traffic modes with vastly different speeds such as motorists and bicycles/pedestrians. The shared use path option removes bicycles from the roadway, enhancing safety.

Question: How high will the culvert east of Purdy Drive be? What will be the clearance under the new culvert?

Response: The current design proposes to reconstruct the box culvert approximately 0.5-ft higher than the existing structure to accommodate the additional travel lanes. The clearance in the culvert is not expected to change. Please note that this is tentative and subject to change as we are still in the design process.

Question: The proposed median seems very wide. Why does it have to be 22-feet wide?

Response: The 22-ft median is the standard width used by the Florida Department of Transportation and per the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook). The width allows for development of left turn lanes without impacting the through travel lanes.

Question: Will rumble strips be placed on Harborview Road?

Response: Rumble strips are not proposed for this project.

ACCESS MANAGEMENT

Question: How was side street access determined and how will we be able to make eastbound and westbound turning movements without a full median opening?

Response: The access management within the corridor was developed in coordination with Charlotte County. The full median openings are located at certain side streets to maximize access for the local community. Drivers from some properties or communities may need to first travel to the nearest opening with a turn lane to make a U-turn and then travel in the desired direction.

Question: Why is there no proposed turn lane into the Mary Lu and Harborview on the Bay mobile home communities?

Response: Westbound left turn lanes are proposed for motorists to turn into both Harbor View on the Bay and the Mary Lu communities.

Question: Will the turn lanes at Oakview Drive be affected?

Response: The current design includes a full median opening at the Oakview Drive intersection with an eastbound left turn lane and westbound right turn lane.

UTILITIES

Question: How will the existing utilities along the corridor be addressed?

Response: The existing utilities in the corridor, both underground and above-ground, will be impacted by the proposed construction. Utilities in conflict will either be relocated or upgraded during construction of the roadway.

Question: Is there any potable water and waste water/sewer construction proposed?

Response: Upgraded potable water and waste water utility construction is planned for the corridor. These utilities will be added by Charlotte County, during the course of the roadway improvements that are being led by the FDOT.

DRAINAGE AND ENVIRONMENTAL

Question: Will raising Harborview Road cause any flooding issues?

Response: The project will be designed in accordance with all FDOT drainage guidelines. roadway drainage design: The goal of roadway drainage design is to effectively manage stormwater flow (rainwater) from the travel lanes and shoulders to the stormwater management system. The stormwater system for this project will include inlets, pipes, and stormwater ponds. This system will collect stormwater, convey it to stormwater treatment ponds, and ultimately discharge it through permitted outfall locations to waterbodies. Design criteria is met to prevent flooding, erosion, and other water-related problems on the road, within the roadway right-of-way, and to adjacent properties. Additionally, a permit will be obtained from the Southwest Florida Water Management District; this agency reviews the proposed drainage design to ensure that there are no impacts to water quality, water attenuation, or floodplains in the project area or within the overall watershed and downstream areas.

Question: How is the presence of protected species along the project corridor being handled?

Response: The presence or potential presence of state and/or federally listed species was evaluated throughout the original PD&E Study and the re-evaluation effort of the proposed design changes to the roadway improvements. A Natural Resources Evaluation (NRE) was completed in 2019 as part of the original PD&E Study, which assessed listed species and wetlands. This document was submitted to the permitting agencies, specifically the U.S. Fish and Wildlife Service, Florida Fish

and Wildlife Conservation Commission, National Marine Fisheries Service, Southwest Florida Water Management District, U.S. Army Corps of Engineers, and US Environmental Protection Agency. A NRE Addendum, which again included an assessment of potential impacts to protected species and wetlands, was prepared in 2023 as part of the re-evaluation of the proposed design changes to the roadway improvements. This document will be submitted to the same state and federal agencies for review in early 2024. The draft NRE addendum is currently available on the project website. Several project commitments and implementation measures will be followed to protect listed species during construction. A copy of the 2019 NRE is available upon request (email the Project Representative at: Christopher.Spees@dot.state.fl.us).

Question: The proposed design in the re-evaluation seems like it will cause higher noise levels than reported in the original PD&E Study. Has a noise study been conducted for the re-evaluation?

Response: A Noise Study Report (NSR) was completed for both the PD&E and the re-evaluation in 2023. The 2023 NSR is available on the project website and the 2018 NSR completed for the PD&E Study is available upon request (email the Project Representative at: Christopher.Spees@dot.state.fl.us). The noise analysis was conducted in accordance with the Florida Department of Transportation's (FDOT's) Highway Traffic Noise Policy in the Project Development and Environment (PD&E) Manual, Chapter 18. Noise abatement (e.g., noise barrier walls) is only considered when the noise abatement criteria level is met or exceeded with the proposed project roadway improvements. For residential land uses (Activity Category B), this value is 66 decibels [dB(A)] at the exterior of the residence. Furthermore, a noise barrier wall must provide a minimum of 5 decibels [dB(A)] of noise reduction for at least two impacted receptors (i.e., residences predicted to meet or exceed 66 dB(A)) to be considered feasible. There is no FDOT or Federal Highway Administration interior noise abatement criteria for residential land uses.

Question: How will we know if a noise wall is recommended in front of my property?

Response: The updated Noise Study Report (NSR), prepared in 2023 and available on the project website, details the locations where noise barrier walls were deemed feasible and reasonable. Surveys will be sent to the residents at these locations to determine support or opposition of the proposed noise barrier walls, and also to get input from property owners on colors and textures of the wall facing inward towards the properties. Final details of the noise barrier walls, such as height and length, will be determined after a full engineering review.