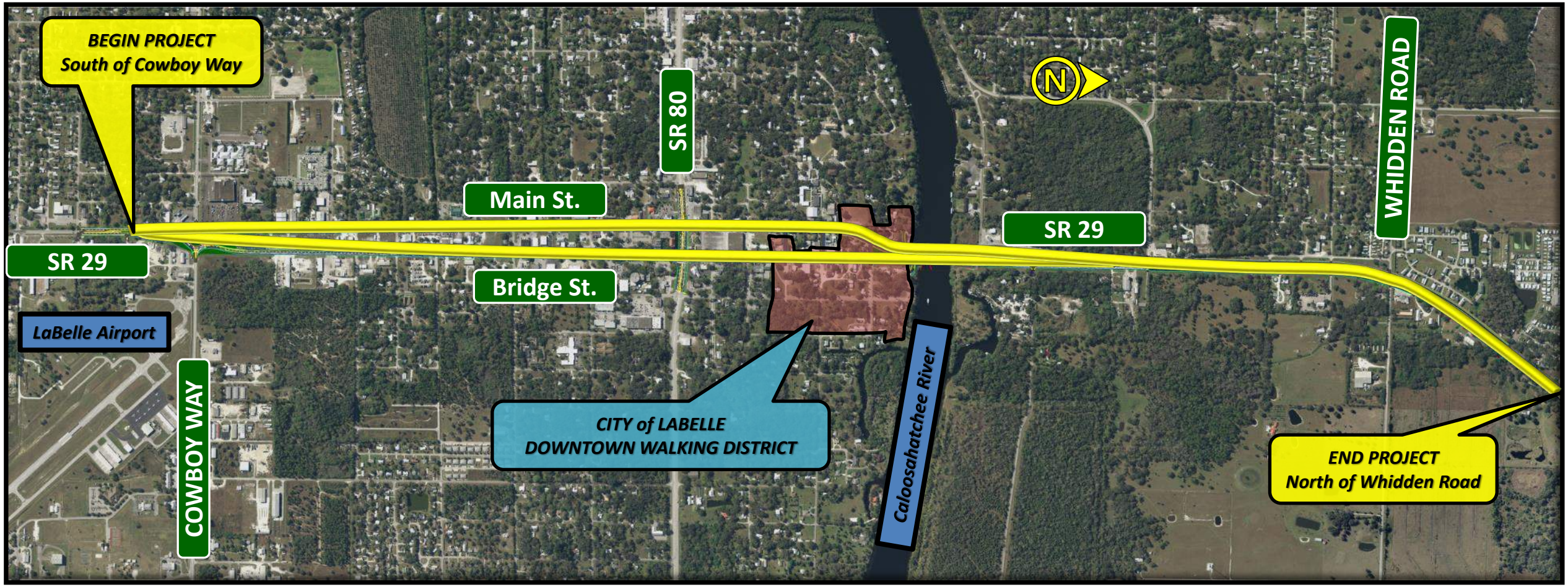
SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

Joint City of LaBelle/Hendry County Meeting
October 26, 2023



Project Goal

- **The FDOT Team is Committed to Working With Both the City and the County to Enhance LaBelle and meet the growing needs of the SR 29 Corridor**

Presentation Agenda

- **Responding to Frequently Asked Questions**
  - These are addressed in the following slides
  - The FDOT Team will also leave behind a fact sheet
- **Addressing items from the Joint City/County Meeting held on July 11, 2023**
- **Recap the Viable Alternatives**

- **Will the SR 29 project require removal of historical buildings?**
  - No, historical buildings will NOT be impacted by this project

- **Will the SR 29 project remove most of the existing trees?**
  - No, FDOT will make every effort to evaluate and save existing, healthy trees

- **Will improvements create a high-speed facility on Main St. north of SR 80?**
  - No, proposed posted speed for Main St. north of SR 80 will be 25-30 MPH
  - Speed management strategies will be implemented
    - Lane Width Reduction from 12-ft to 11-ft
    - Horizontal Shifts in Road Alignment with Chicanes
    - Speed Feedback Signs
    - On-Street Parking
    - Maintaining/Adding Street Trees
    - Crosswalks at High-Foot Traffic Locations
      - Raised Crosswalks for 25 MPH Posted Speed
  - Will add signs for no trucks on Main St. North of SR 80

- **Can a truck bypass route be added similar to Arcadia, DeLand, Lake Placid and Sebring?**
  - Feasibility study for a bypass route has been added to the FDOT Work Program
  - Bypass routes will have challenges
    - Panther dispersal zones
    - Length of bypass route (eastern bypass options add approx. 13 miles to route)
      - Arcadia, DeLand, Lake Placid and Sebring alternative/bypass routes all add less than ¼ mile to the route

- **What is the height of the proposed retaining wall south of DeSoto Ave.?**
  - Estimated to be 3-ft higher than the existing Bridge St. guardrail
  - Final height will be determined in final design
- **Will access to riverfront, library and city dock be eliminated?**
  - No, access will be maintained with all concepts
- **Will proposed improvements remove green space near library?**
  - Green space impacts will vary depending on concepts
  - Opportunities for compensating green space impacts
- **Will the SR 29 project improvements Remove the Barron Library?**
  - No, proposed bridges will be located near existing bridge within existing FDOT R/W

SB BRIDGE/RETAINING WALL PROXIMITY TO BARRON LIBRARY (ROUNDABOUT CONCEPT)

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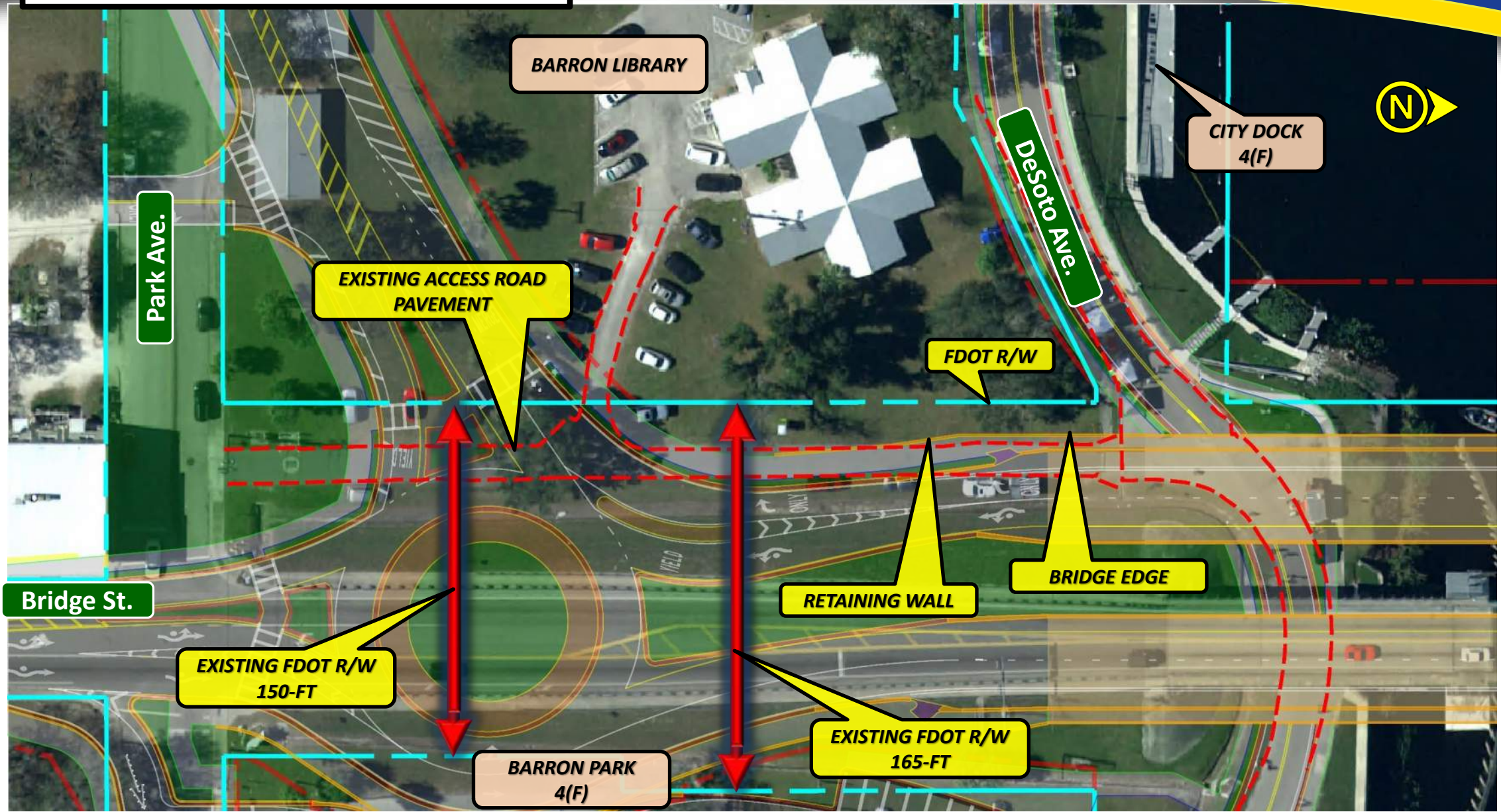

SB BRIDGE/RETAINING WALL PROXIMITY TO BARRON LIBRARY (CONVENTIONAL SIGNAL CONCEPT)

SR 29 from Cowboy Way to Whidden Road
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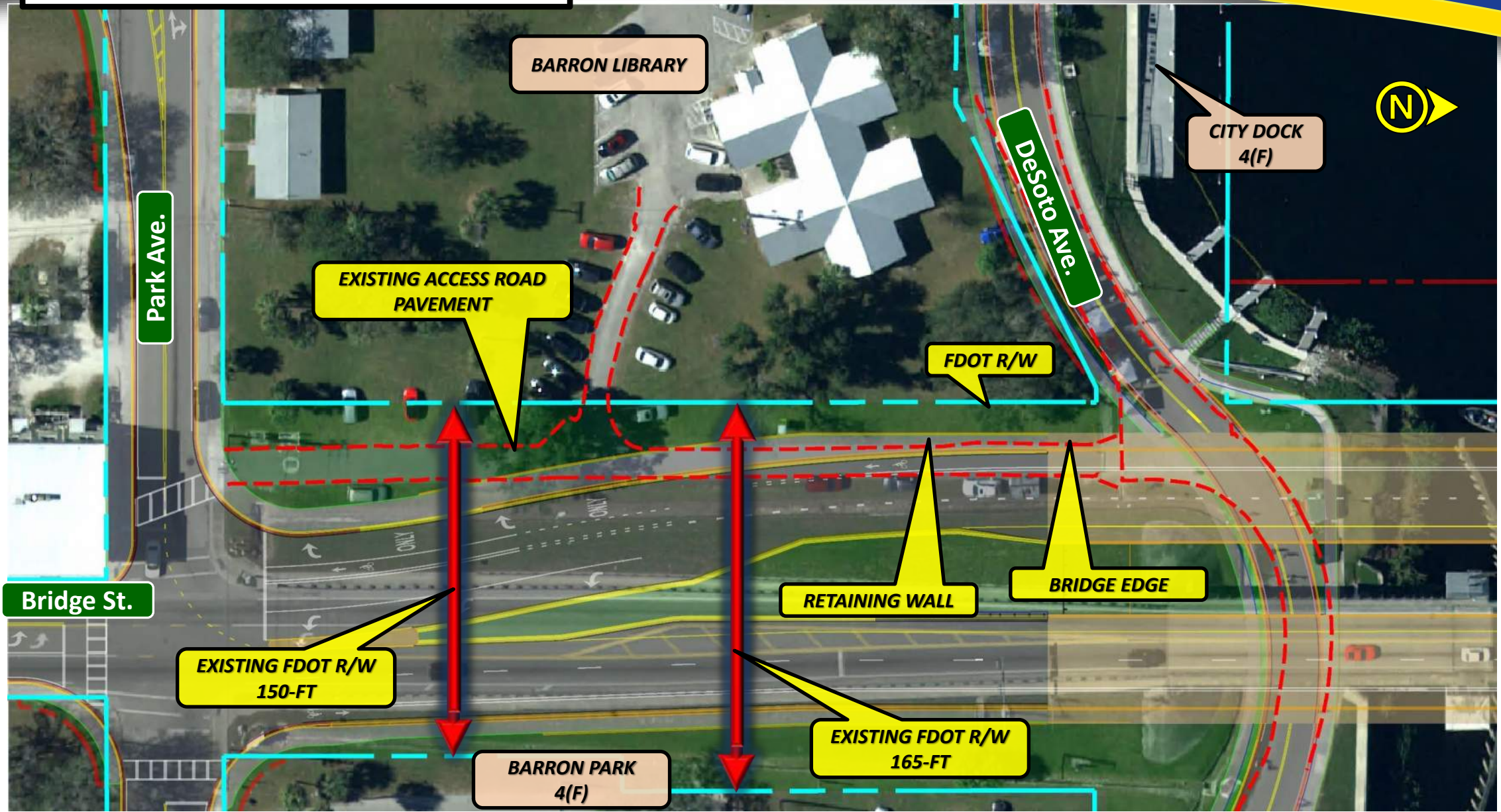

- **Will the Barron Park Master Plan be impacted by this project?**
  - No impact with Park Ave. conventional signal concept
  - Park Ave. roundabout concept will require additional coordination with master plan
    - Opportunity to provide additional parking via re-shaping parking lot

Barron Park
Master Plan

SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

Proposals

1: Relocated Gazebo

2: Relocated Hull Memorial

3: Julian Keen Memorial (existing)

4: Old Jail site with informational plaque

5: New stage

6: New restrooms and utility space

7: Portable restroom area

8: New picnic pavilion with barbecue pit

New parking area with 2 lane street, parallel to bridge

We are proposing the use of drought resistant Florida native plantings and shrubs.

All locations approximate, subject to final survey

Barron Park Master Plan

SR 29 from Cowboy Way to Whidden Road
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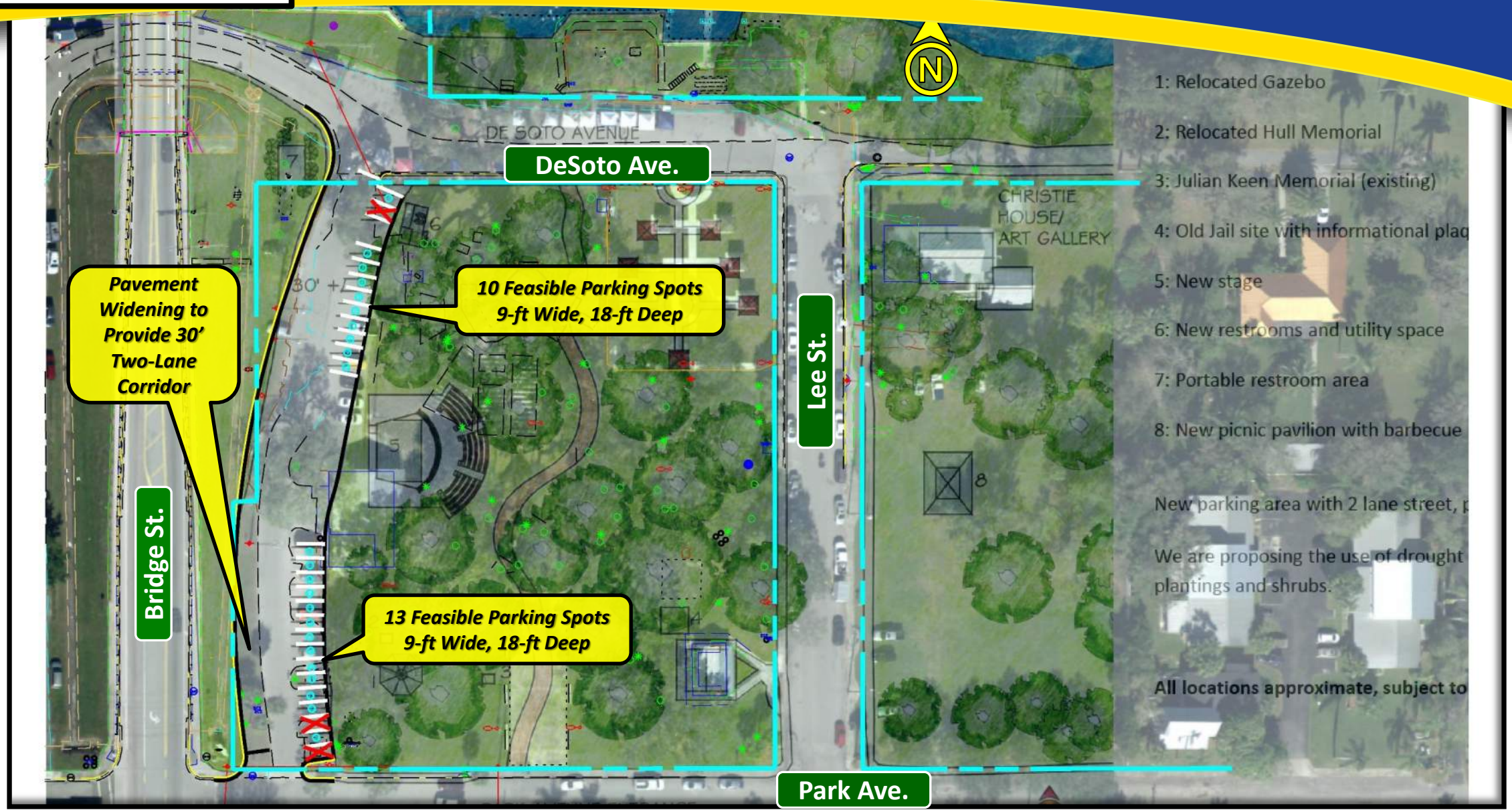

Barron Park Master Plan

SR 29 from Cowboy Way to Whidden Road
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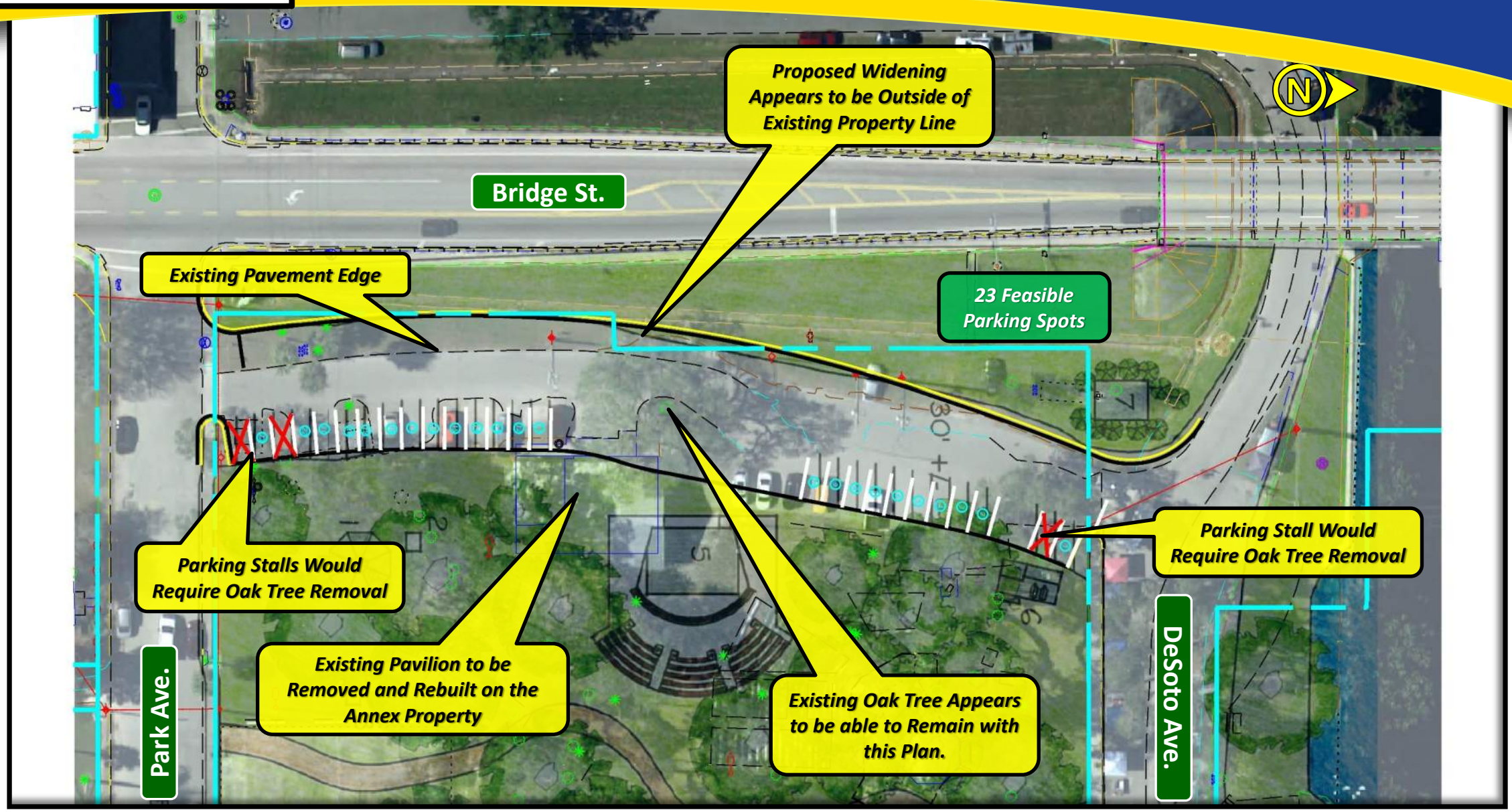

Barron Park Master Plan Modified with SR 29 Roundabout Provides 7 Additional Parking Spots

SR 29 from Cowboy Way to Whidden Road
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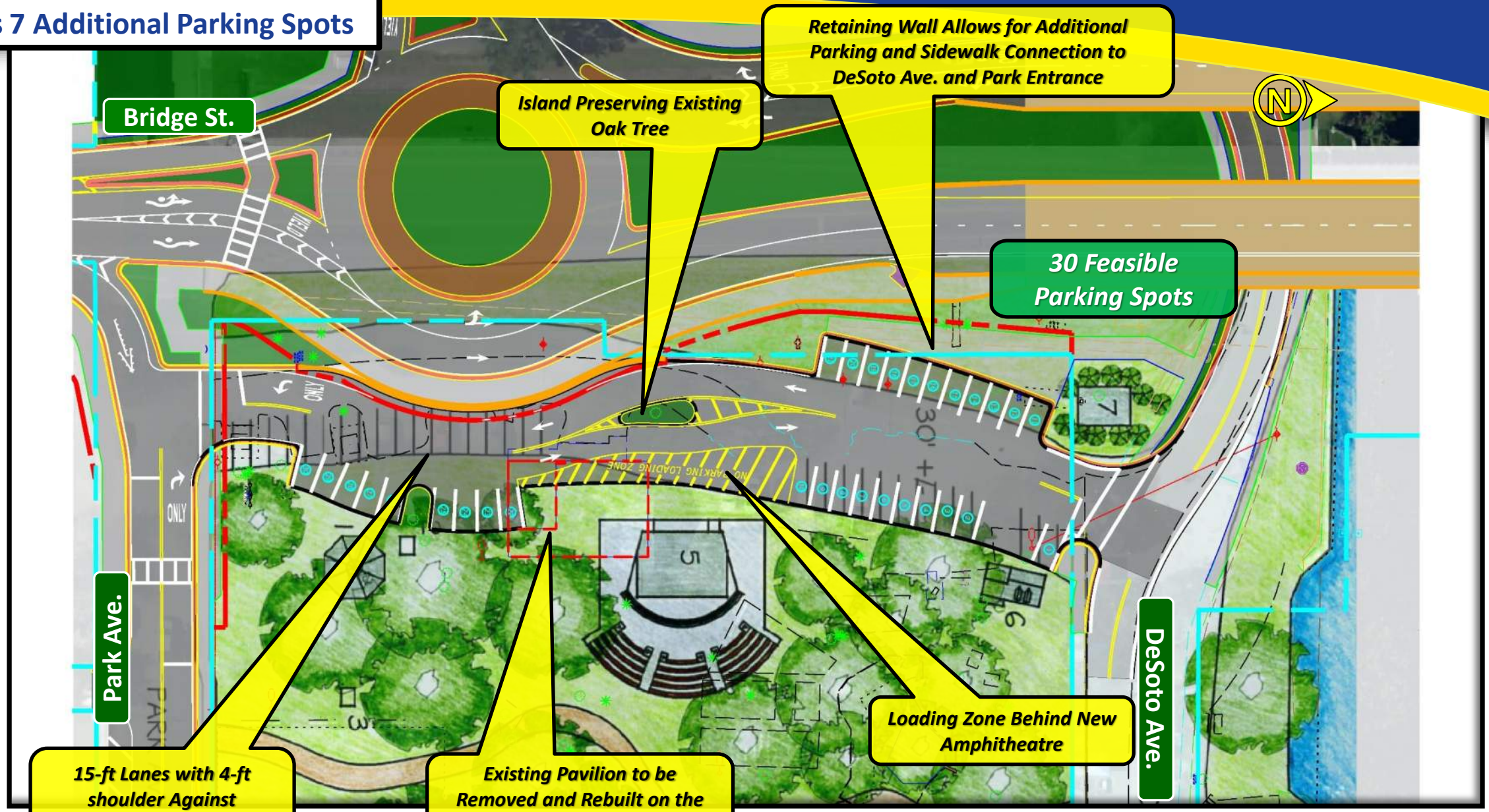
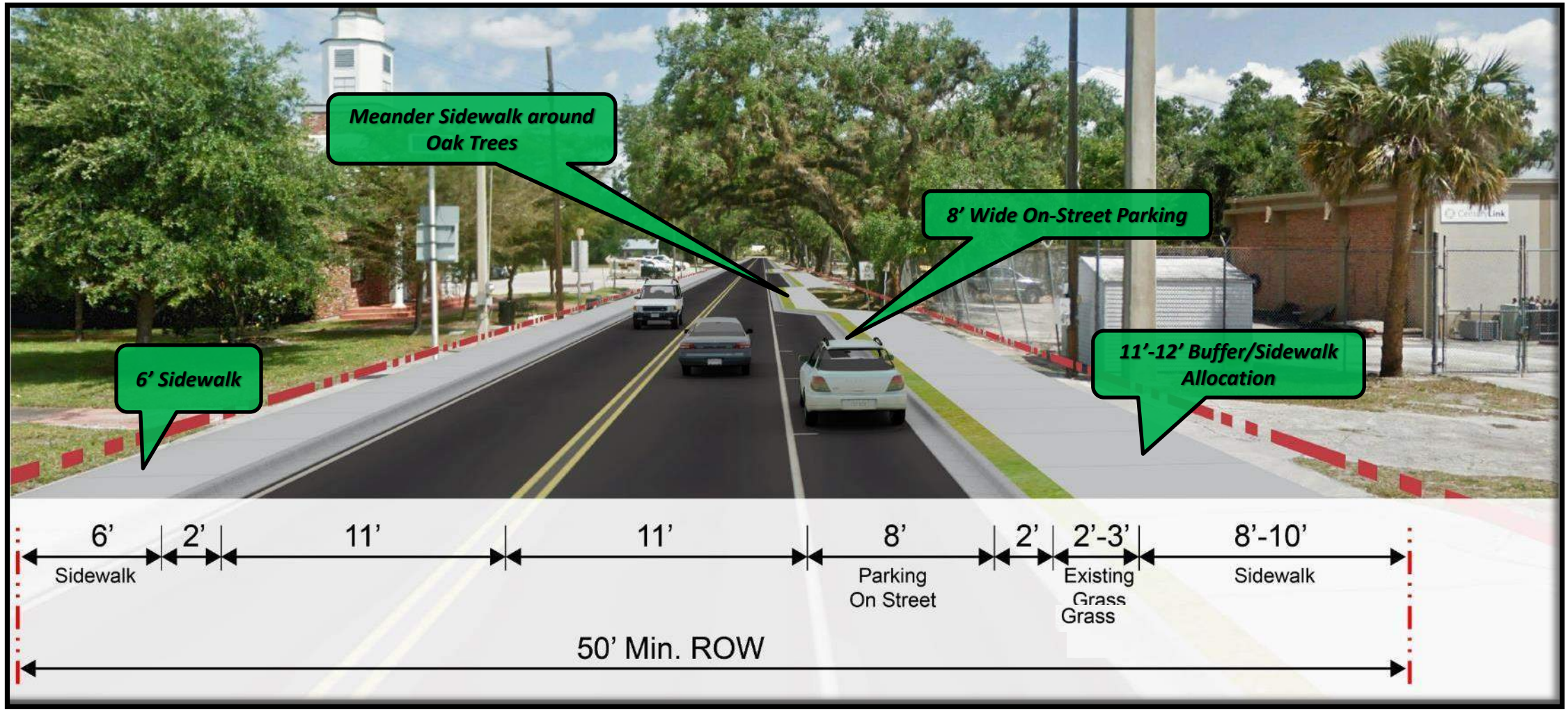


- **Will R/W impacts along Main St. North of SR 80 cause businesses to lose their parking?**
  - North of Oklahoma Ave., there are no planned parking impacts
  - Between Oklahoma Ave. and SR 80, R/W impacts vary from no impacts to approx. 6-ft wide
    - Depends on alternative
    - FDOT will work with any impacted businesses

Section 3 – Main St. North of SR 80
Option 1



- **Will the view under the bridge change after the proposed bridges are constructed?**
  - The proposed bridges will have slightly longer spans compared to the existing bridge spans
    - Will open up the view from either side of Bridge St.

EXISTING BRIDGE
LOOKING EAST FROM DESOTO AVE
(IN FRONT OF BARRON LIBRARY)

PROPOSED BRIDGE
LOOKING EAST FROM DESOTO AVE
(IN FRONT OF BARRON LIBRARY)

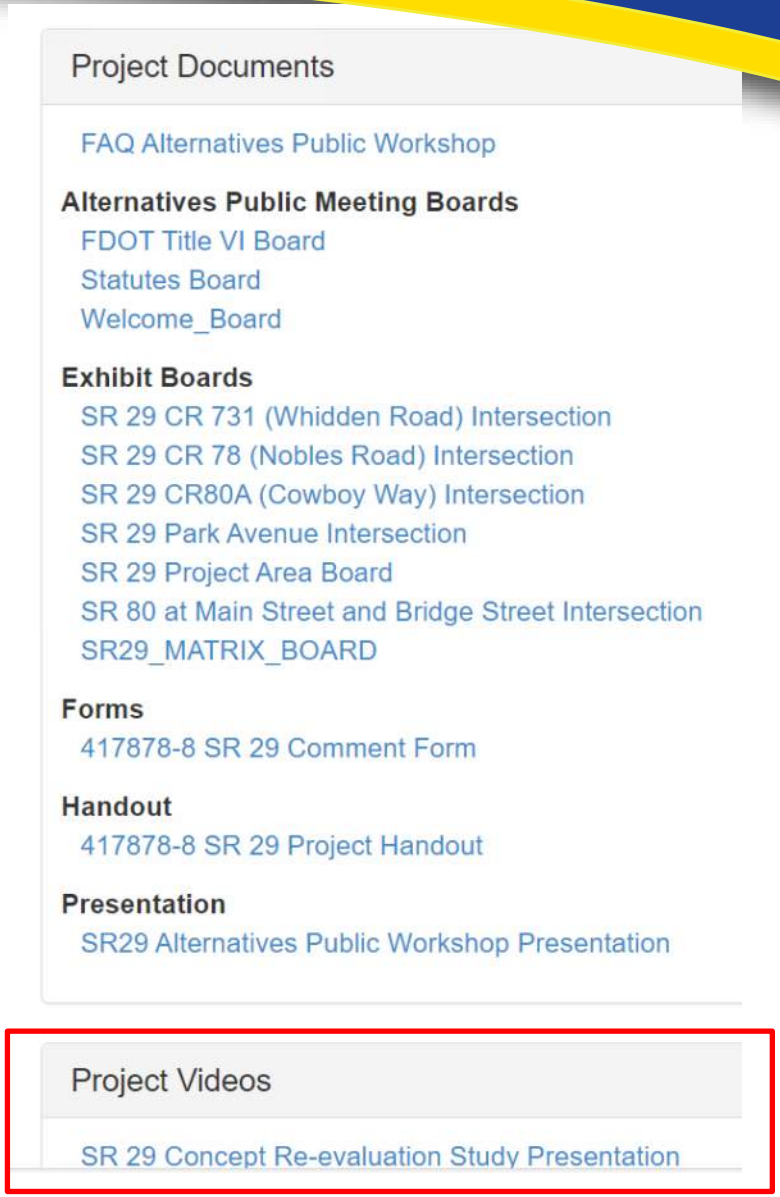
EXISTING BRIDGE
LOOKING WEST FROM DESOTO AVE
(AT BARRON PARK ENTRANCE)

PROPOSED BRIDGE
LOOKING WEST FROM DESOTO AVE
(AT BARRON PARK ENTRANCE)

- **When will FDOT take over Bridge St. south of SR 80?**
  - Once Construction of this project is complete
  - Bridge St. south of SR 80 will become the designated truck route
  - FDOT will also transfer ownership/maintenance of Main St. (South of SR 80) to the City of LaBelle
  - Bridge St. north of SR 80 (including the bridges) will remain with FDOT

- **Can anything be done to improve the signals on SR 80 at Main St. and Bridge St.?**
  - All concepts will include optimizing the signal timing to help reduce backups and improve flow through intersections
  - Shifting the truck traffic to Bridge St. south of SR 80 will also help improve the traffic flow at these intersections

- **How will the roundabouts work?**
  - There are simulations provided on the SR 29 Project Website for all roundabout concepts
    - https://www.swflroads.com/project/417878-8

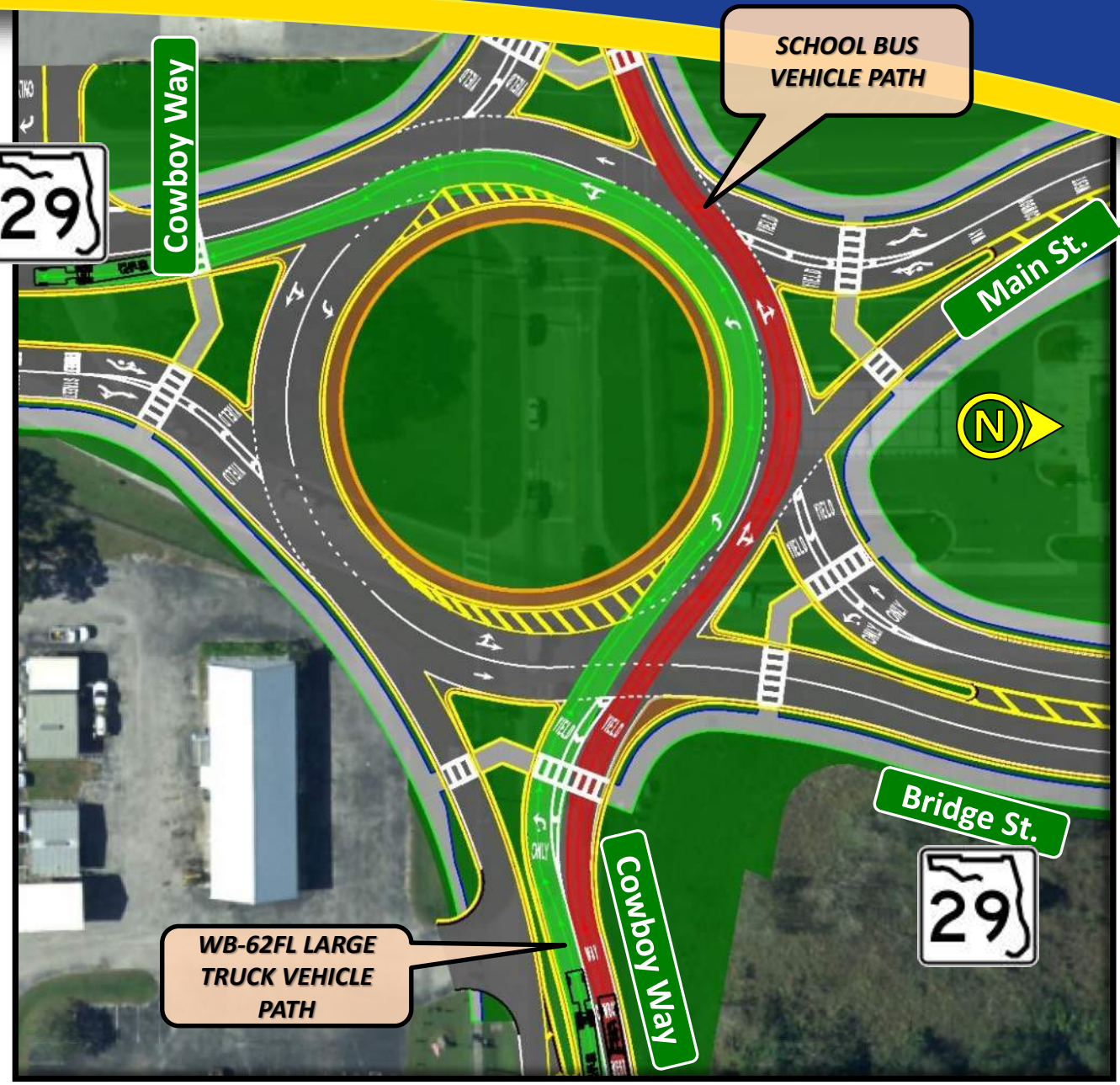


- **City Requested the FDOT Team Confirm Side-by-Side Vehicles' Ability to Traverse Cowboy Way Roundabout**
  - See the following slides and simulations

Vehicle Paths
Large Semi-Truck Alongside School Bus

- Roundabout will easily accommodate a side-by-side approach for a large WB-62FL truck and a large School Bus

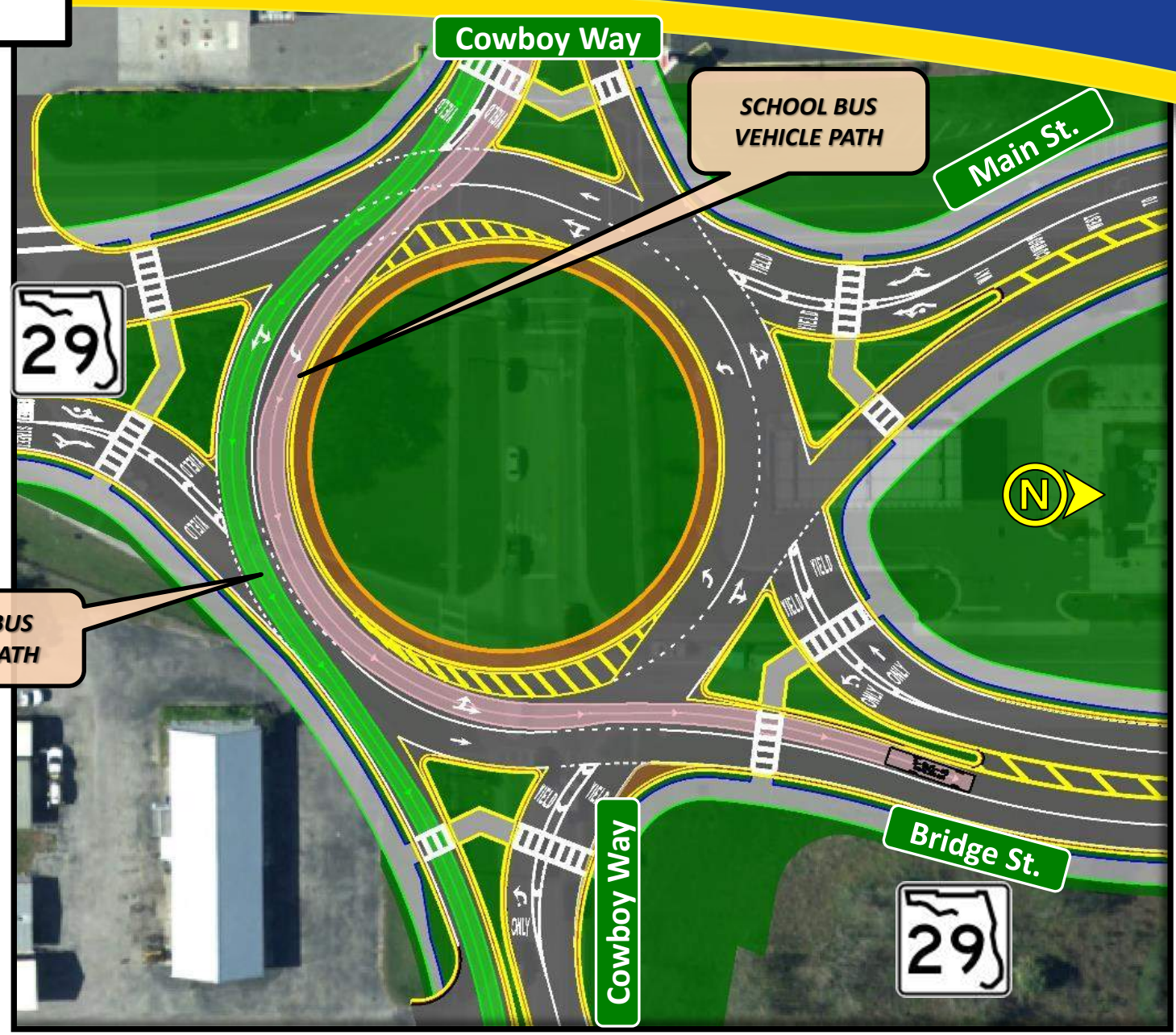
- See Simulation Video



Vehicle Paths
2 School Buses Side-by-Side

- Roundabout will easily accommodate two school busses side-by-side

- See Simulation Video



- **County Requested a Size Comparison Between the Cowboy Way Roundabout and the SR 82 Roundabout**
  - Cowboy Way Roundabout
    - Inscribed Diameter = 260-ft
    - Lane Widths = 16-ft
  - SR 82 Roundabout
    - Inscribed Diameter = 196-ft
    - Lane Widths = 16-ft

Cowboy Way Intersection Roundabout Dimensions

SR 29 from Cowboy Way to Whidden Road
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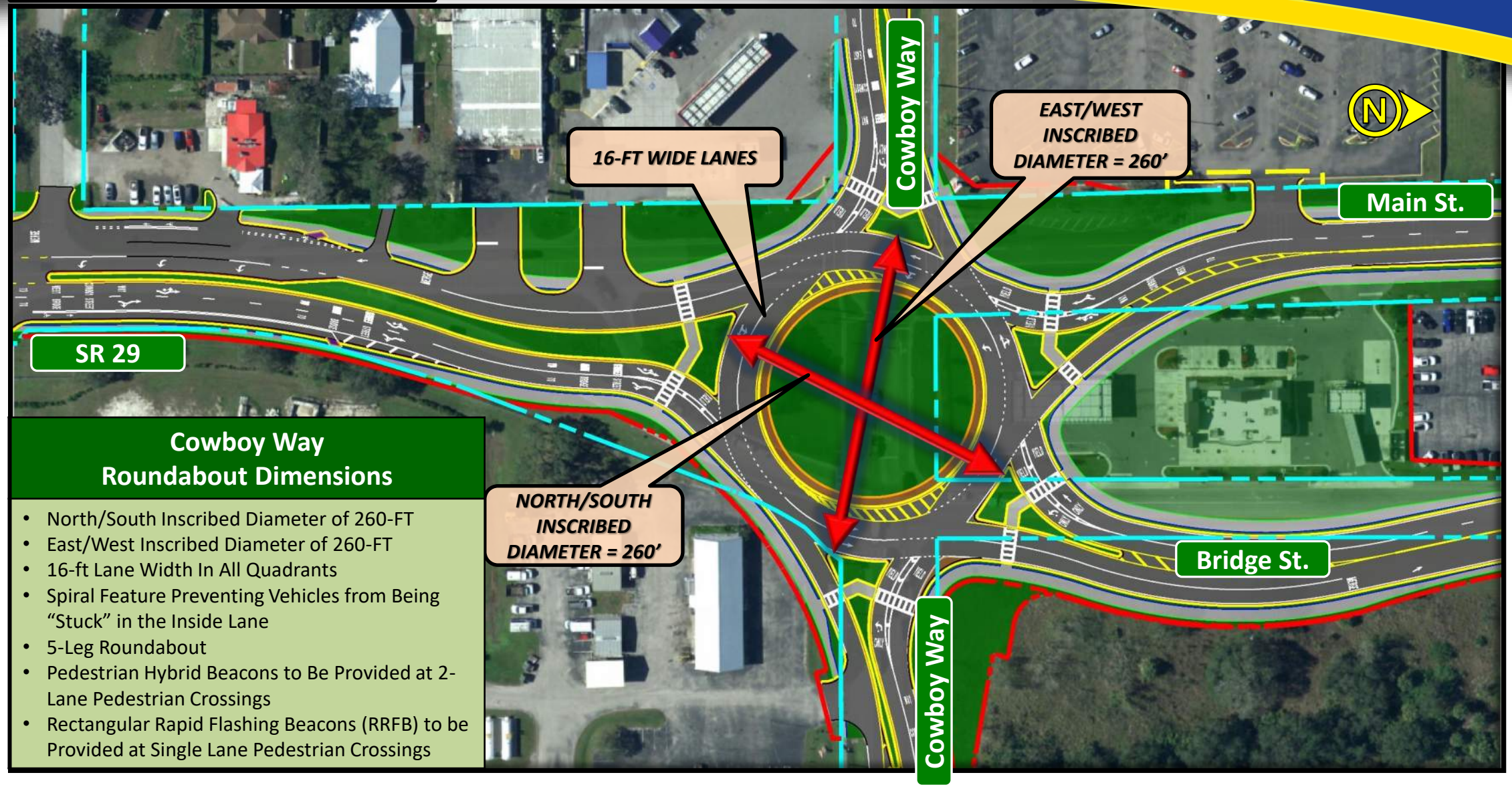


Cowboy Way Roundabout Dimensions

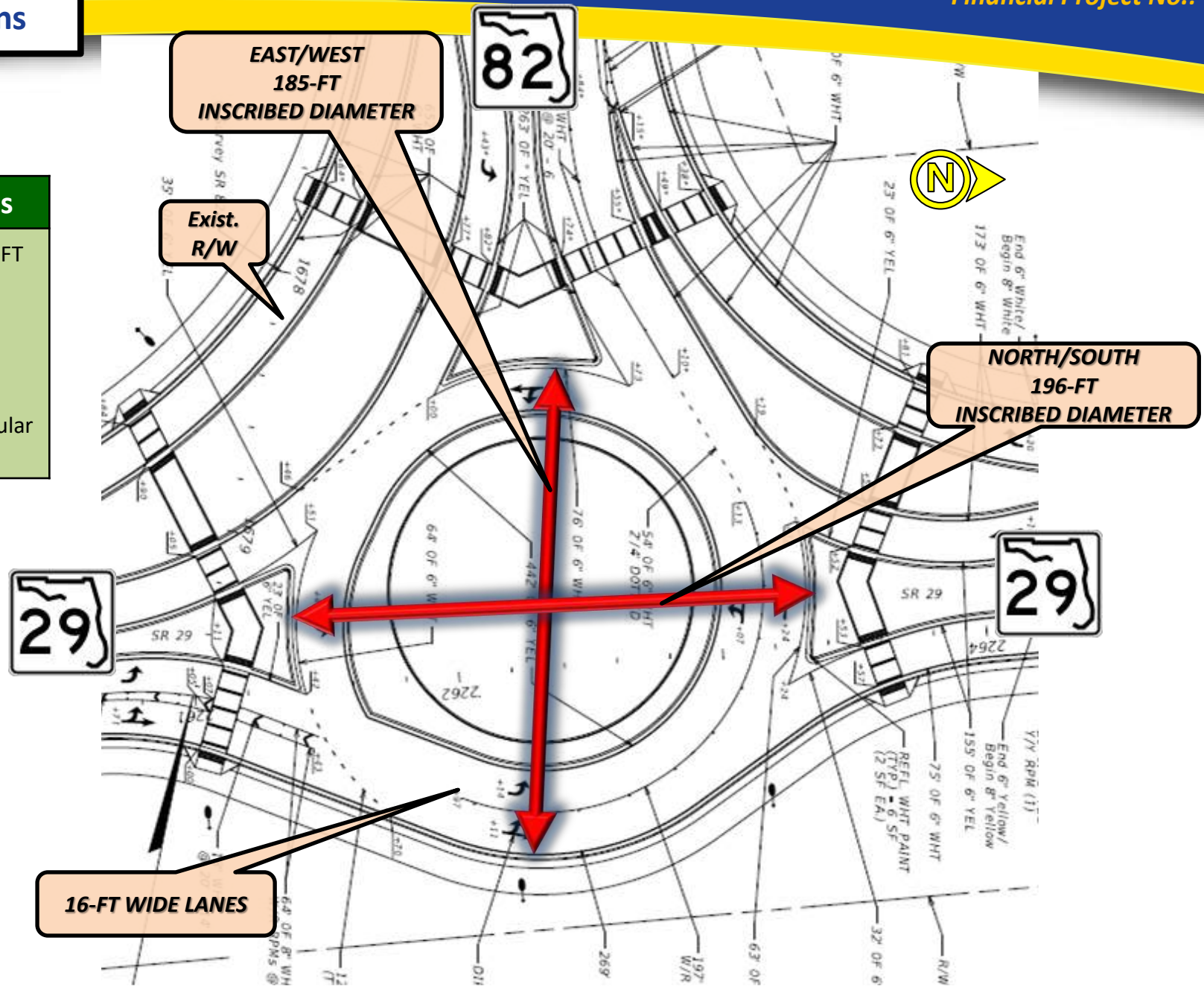
- North/South Inscribed Diameter of 260-FT
- East/West Inscribed Diameter of 260-FT
- 16-ft Lane Width In All Quadrants
- Spiral Feature Preventing Vehicles from Being "Stuck" in the Inside Lane
- 5-Leg Roundabout
- Pedestrian Hybrid Beacons to Be Provided at 2-Lane Pedestrian Crossings
- Rectangular Rapid Flashing Beacons (RRFB) to be Provided at Single Lane Pedestrian Crossings

SR 82 at SR 29
Roundabout Dimensions

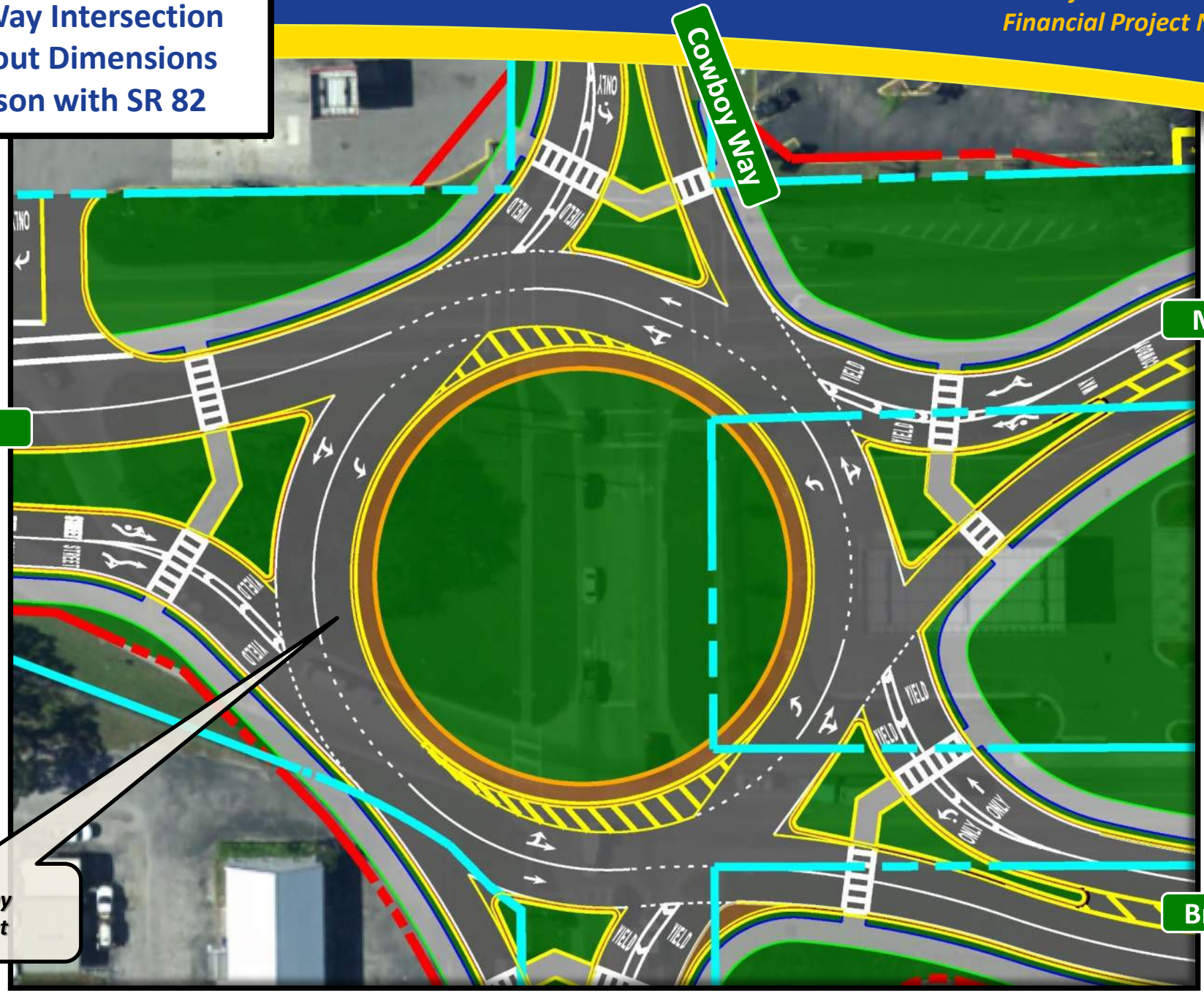
SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

SR 82 Roundabout Dimensions

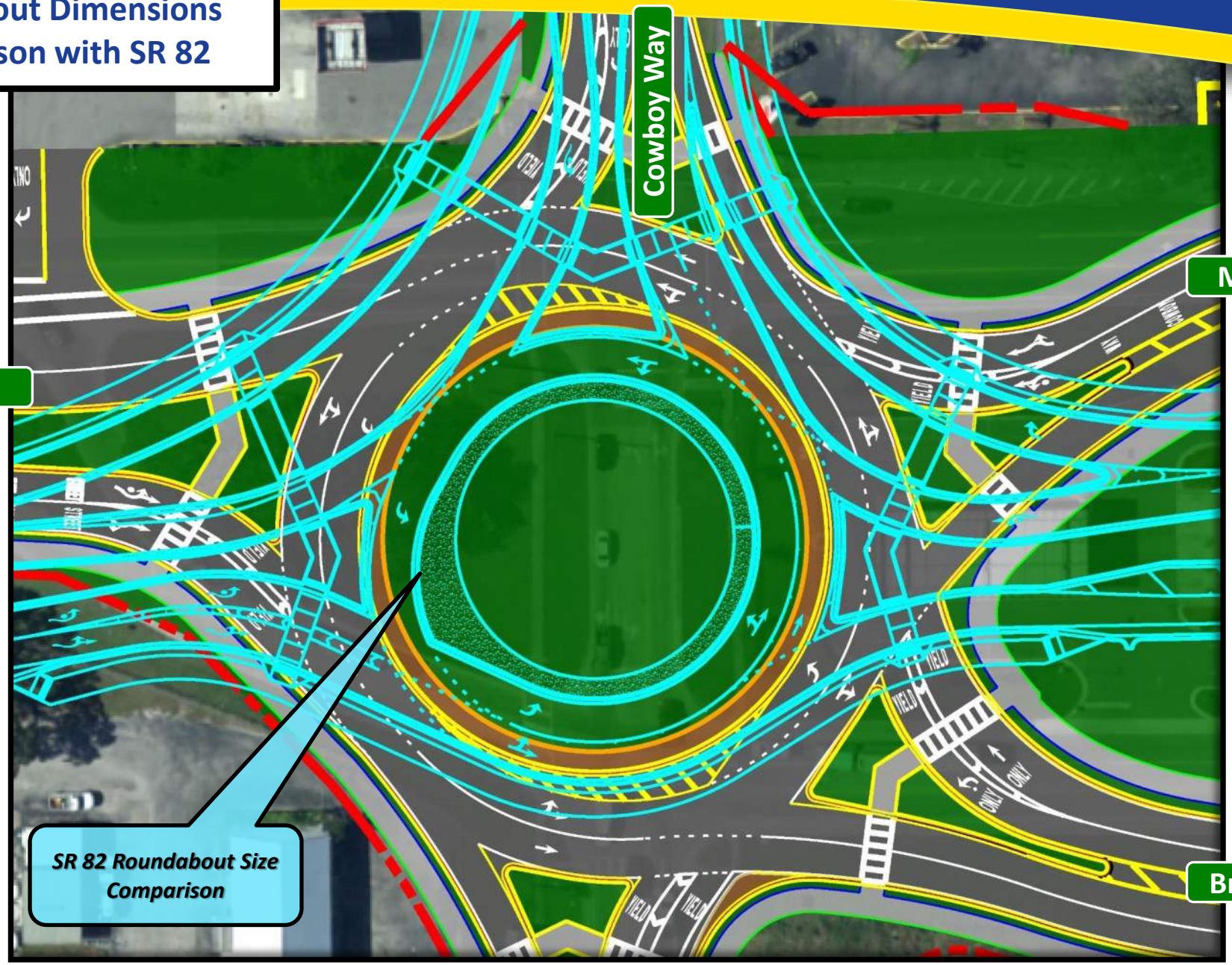
- North/South Inscribed Diameter of 196-FT
- East/West Inscribed Diameter of 185-FT
- 16-FT Lane Width In All Quadrants
- Spiral Feature Preventing Vehicles from Being “Stuck” in the Inside Lane
- 3-Leg Roundabout
- No Pedestrian Crossing Signals/Rectangular Rapid Flashing Beacons (RRFB)



Cowboy Way Intersection Roundabout Dimensions Comparison with SR 82



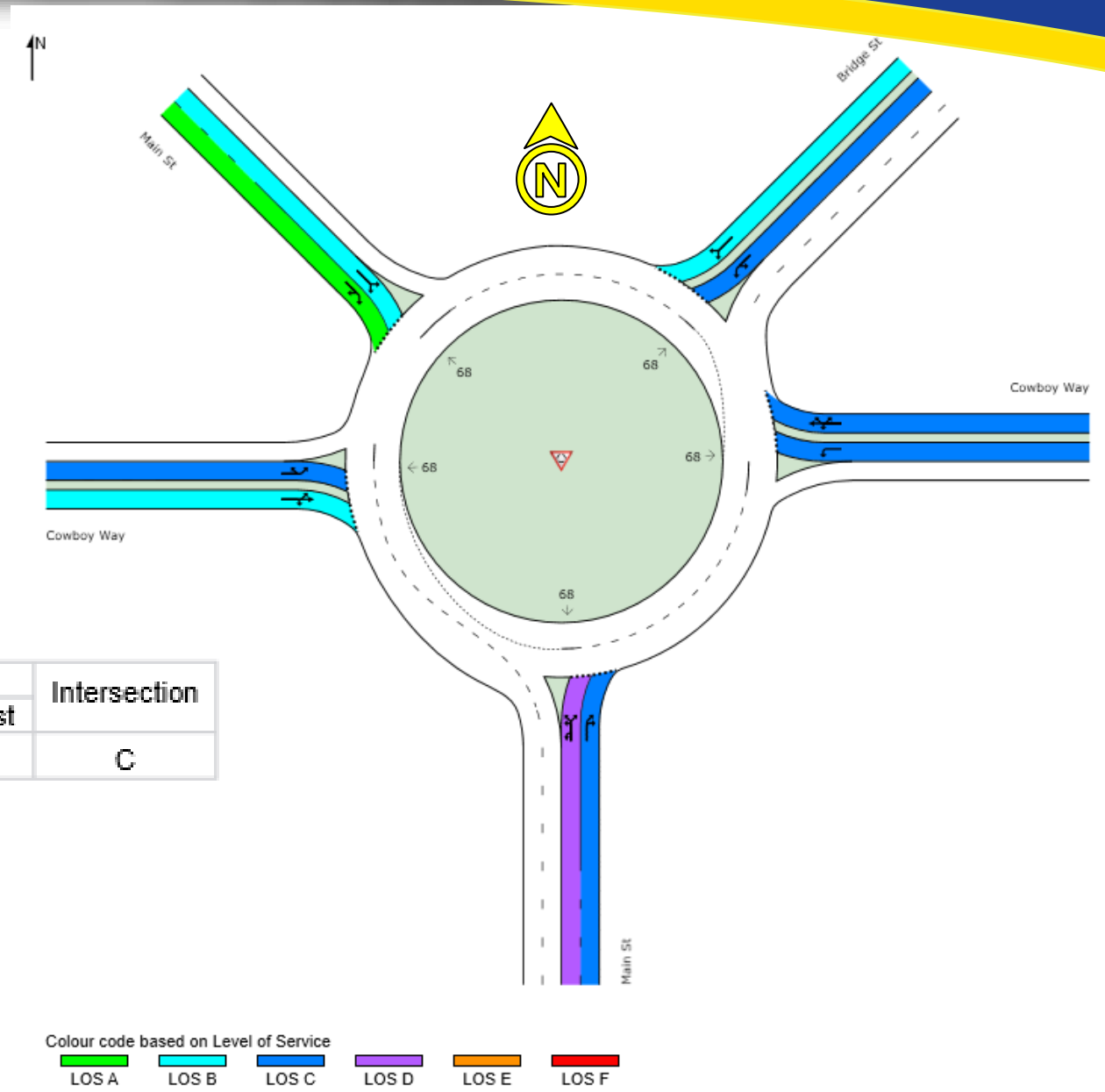
Cowboy Way Intersection Roundabout Dimensions Comparison with SR 82



- **County Requested Capacity Metrics for the Cowboy Way Roundabout**
  - FDOT Team has Analyzed Projected Level of Service for Cowboy Way Roundabout

Cowboy Way Intersection Roundabout Traffic Analysis

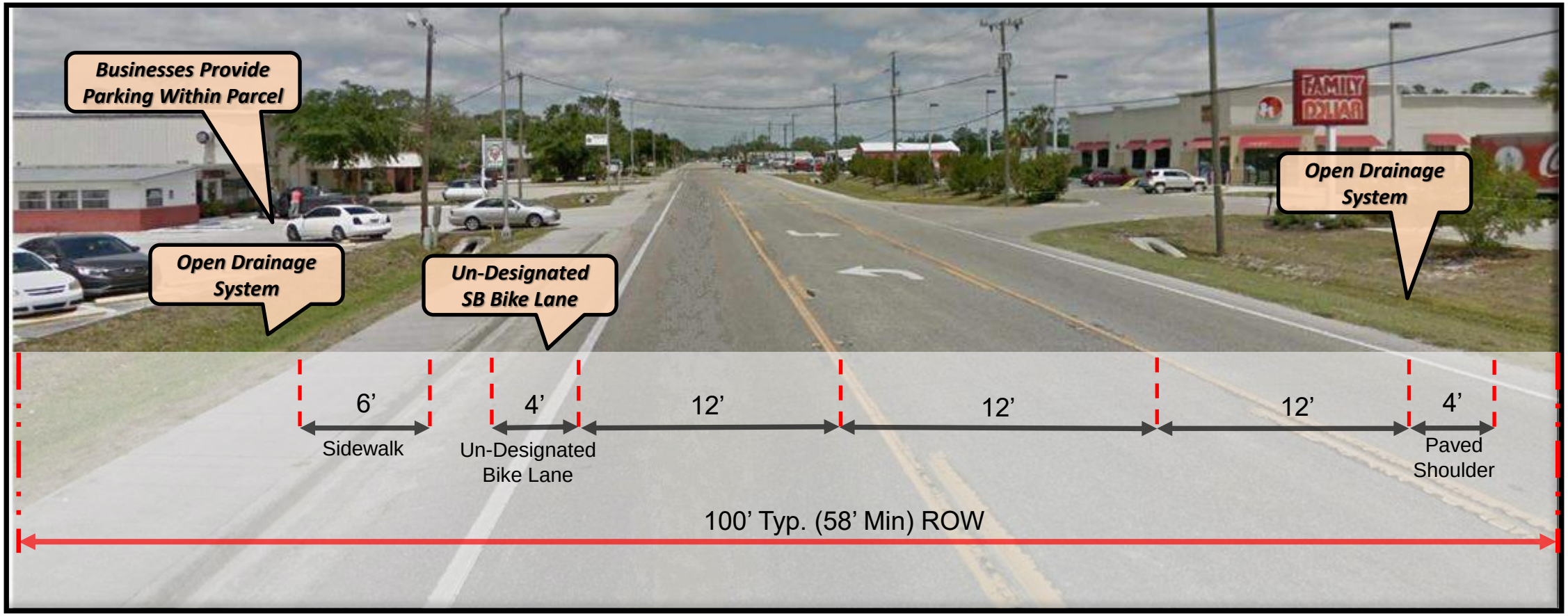
- **Level of Service**
  - Approach Level of Service for Cowboy Roundabout overall is a C for 2040 traffic



	Approaches					Intersection
	South	East	Northeast	Northwest	West	
LOS	C	C	B	B	B	C

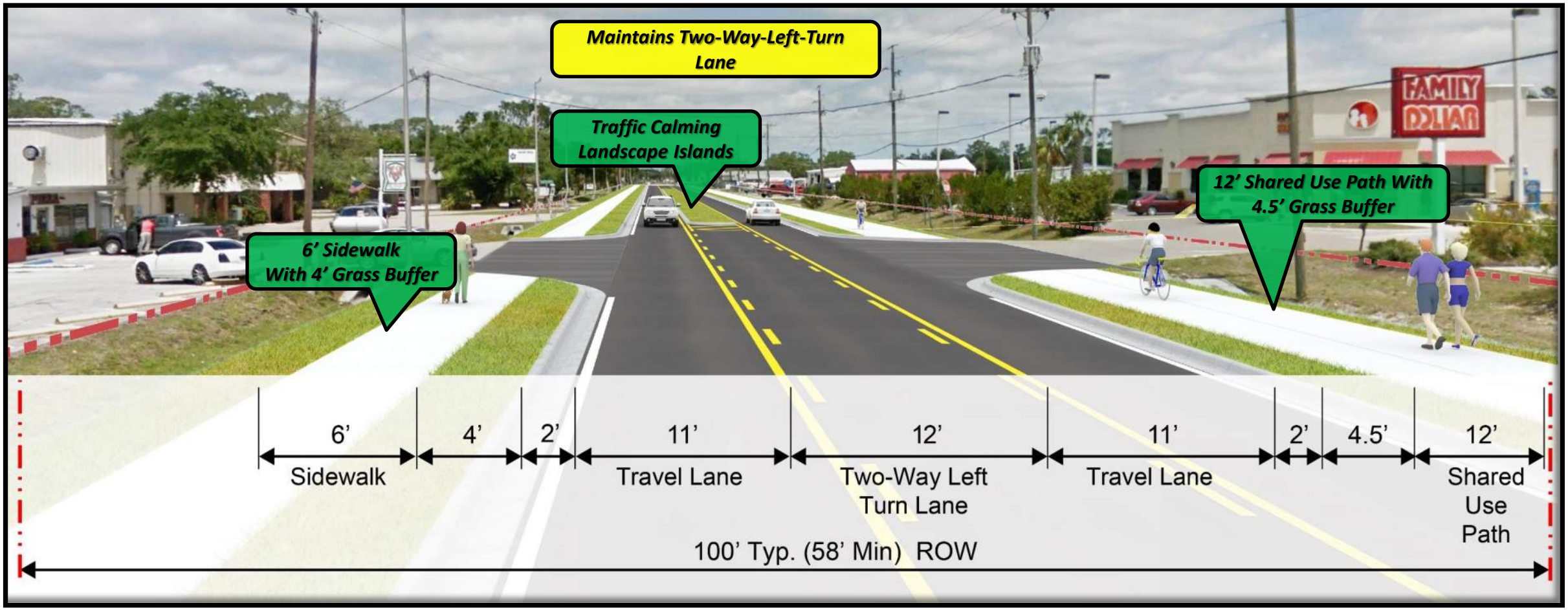
- **City & County Requested Keeping Two-Way Left Turn Lanes on Bridge St. and Main St.**
  - FDOT team has agreed to providing Two-Way Left Turn Lanes as a Viable Alternative

Section 1 – Main St. South of SR 80
Existing Typical

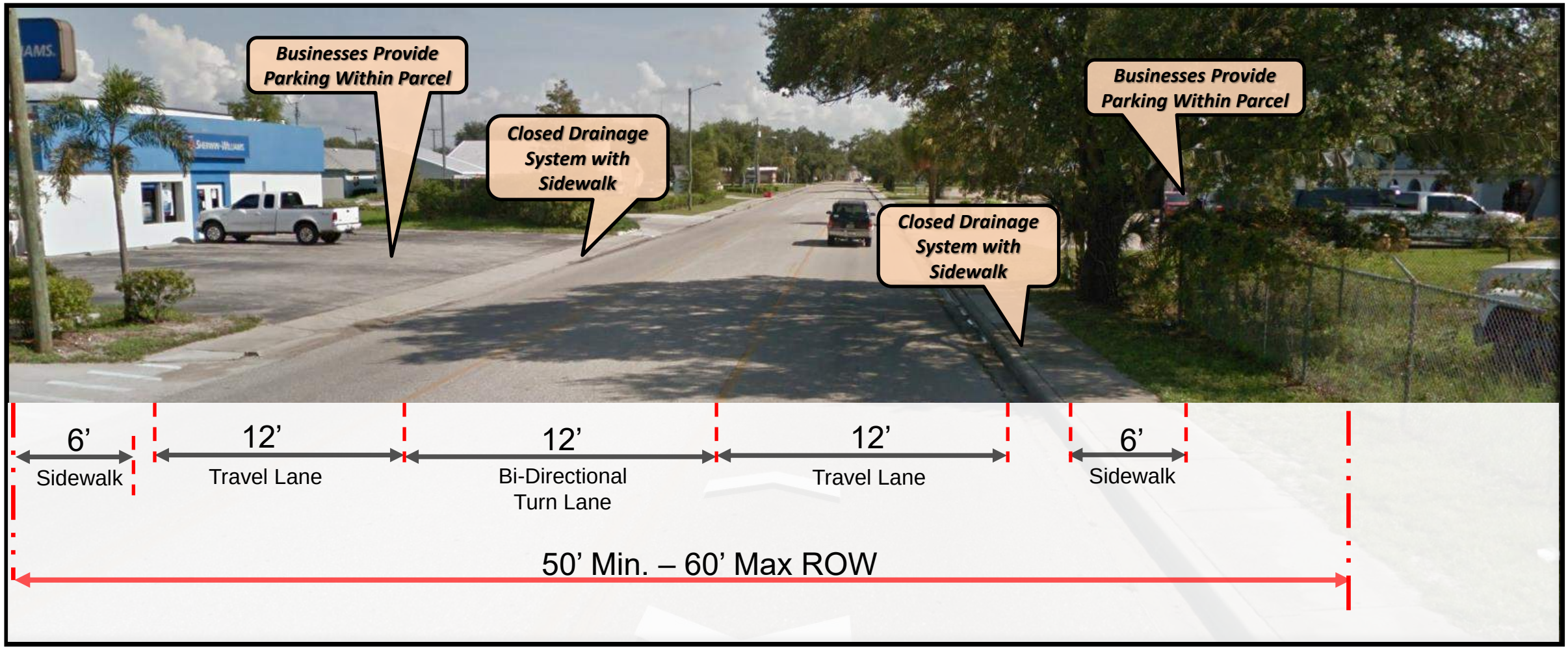


New Typical Section Concept

Section 1 – Main St. South of SR 80
Option 3

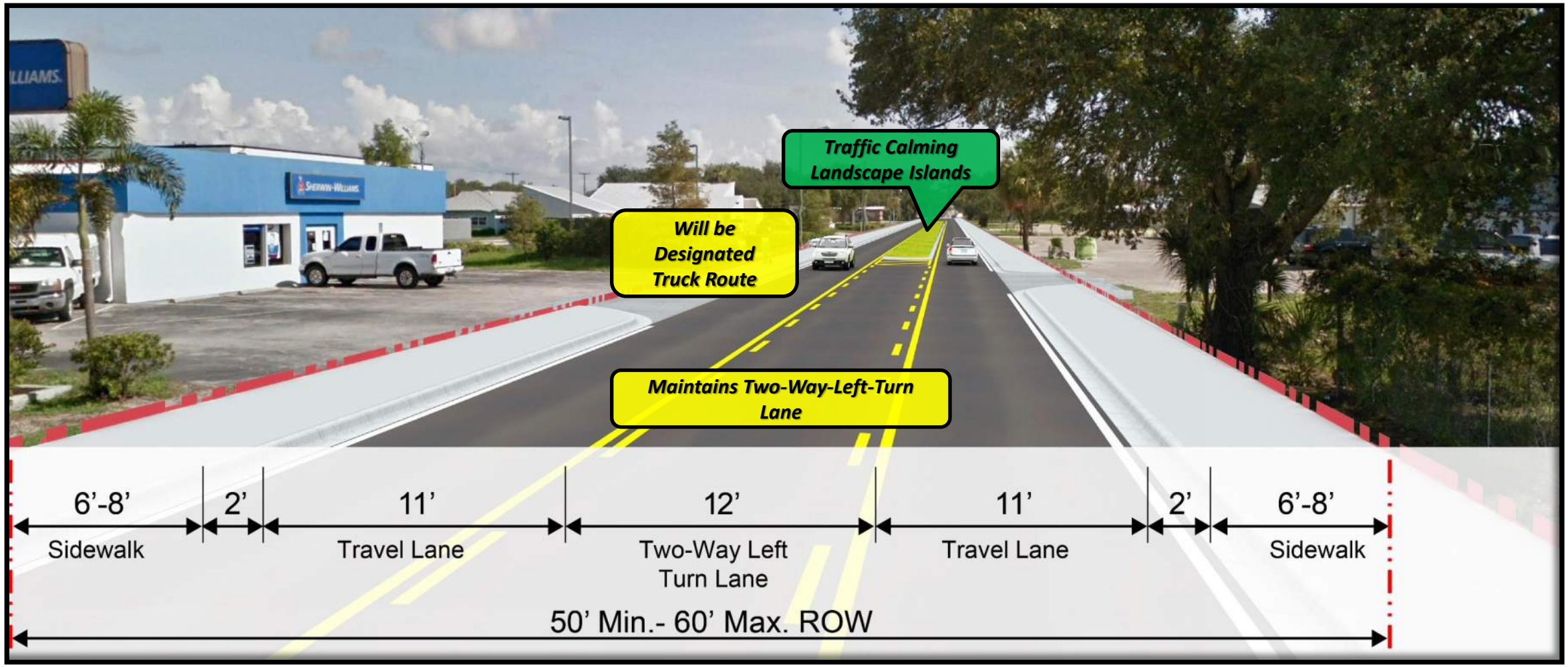


Section 2 – Bridge St. South of SR 80
Existing Typical



New Typical Section Concept

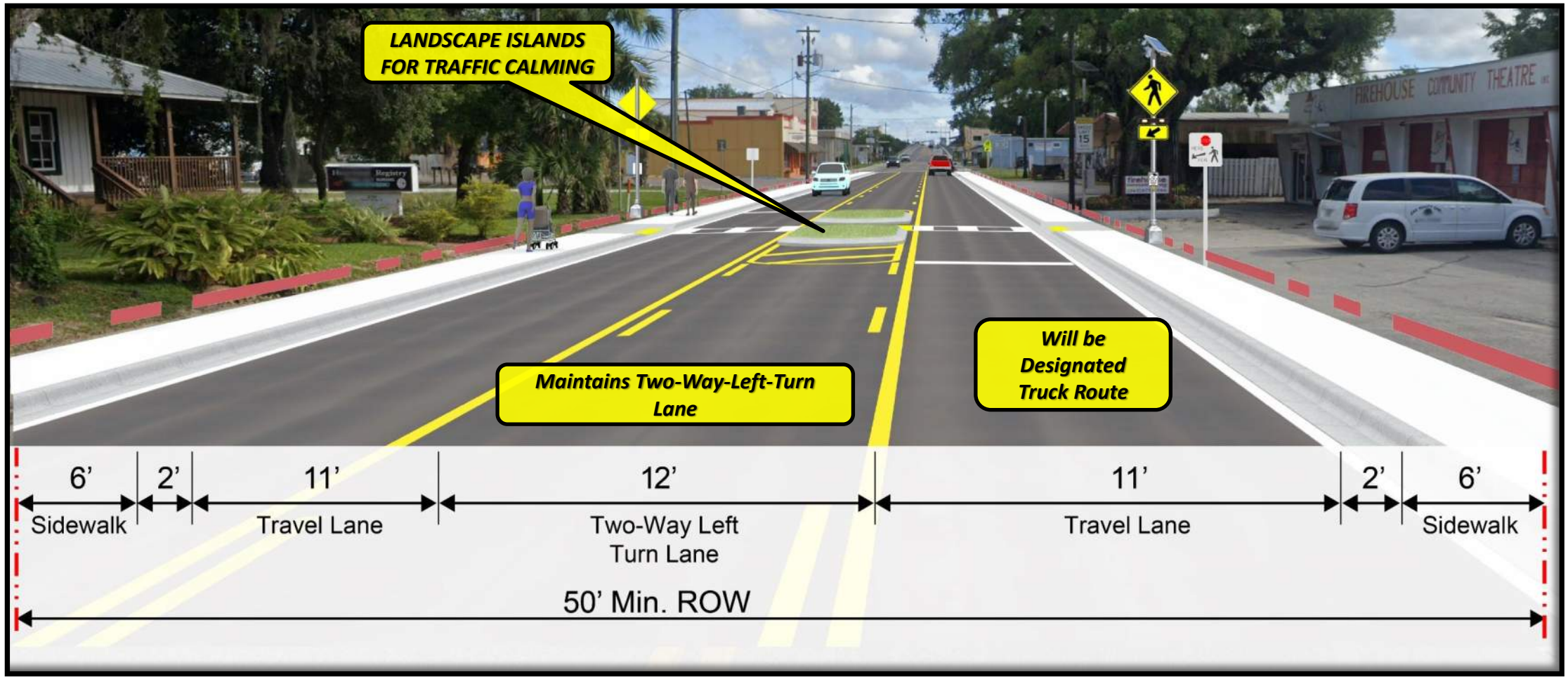
Section 2 – Bridge St. South of SR 80
Option 2



Section 4 – Bridge St. North of SR 80
Existing Typical

New Typical Section Concept

Section 4 – Bridge St. North of SR 80
Option 3



- **City & County Requested the Signal Option as SR 80 Preferred Concept and Requested a 4th Signal be added to Hall St with Interconnected Signals**
  - FDOT team has developed a concept
- **City & County Requested Mast Arms for Signals Instead of Span Wires**
  - Will require a Local Funding and Maintenance Agreement

New Intersection Concept

SR 29 from Cowboy Way to Whidden Road
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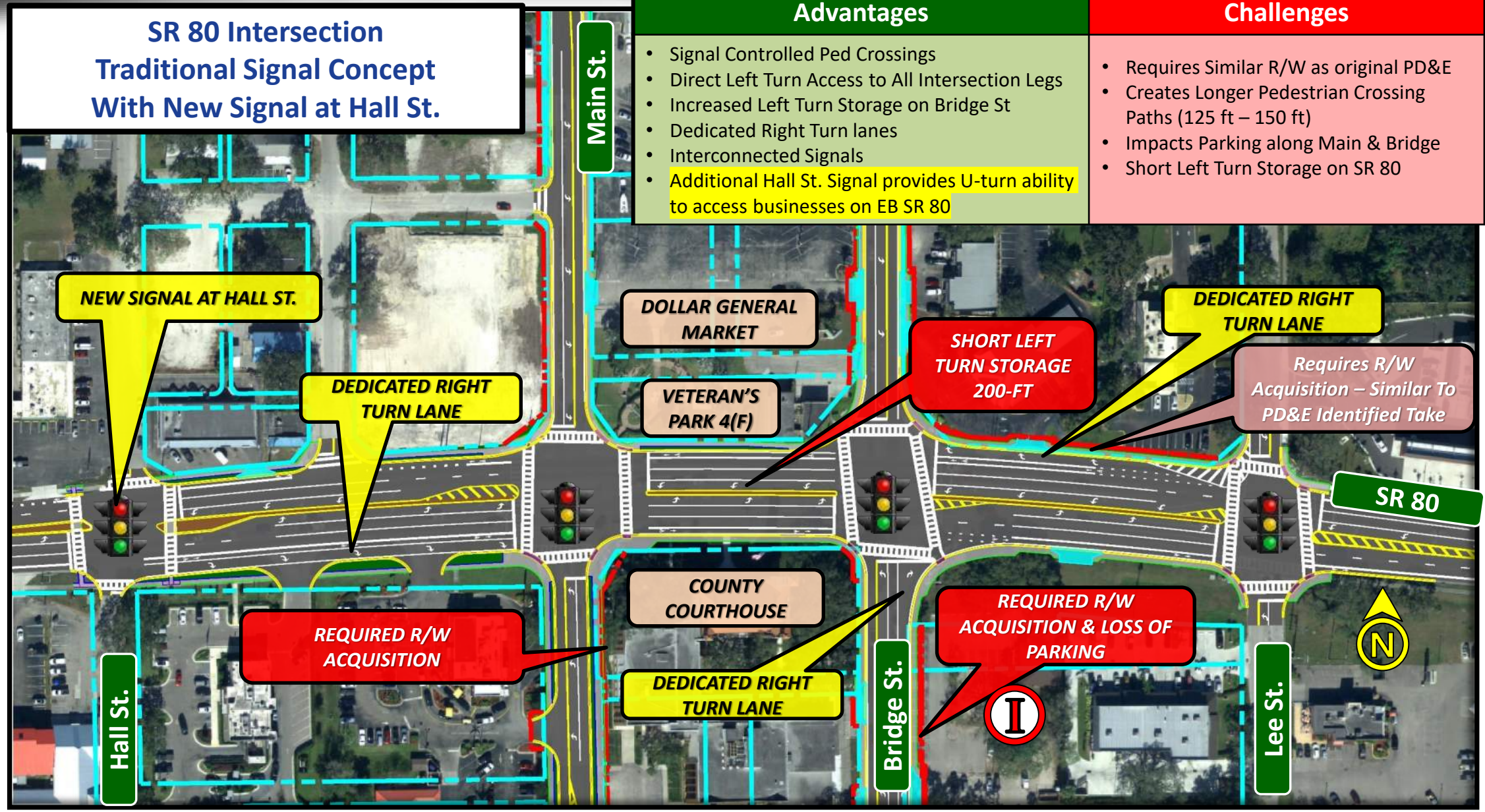
SR 80 Intersection
Traditional Signal Concept
With New Signal at Hall St.

Advantages	Challenges
• Signal Controlled Ped Crossings • Direct Left Turn Access to All Intersection Legs • Increased Left Turn Storage on Bridge St • Dedicated Right Turn lanes • Interconnected Signals • Additional Hall St. Signal provides U-turn ability to access businesses on EB SR 80	• Requires Similar R/W as original PD&E • Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft) • Impacts Parking along Main & Bridge • Short Left Turn Storage on SR 80



- **City Requested Removing SB Right Turn Lane on Main St. North of SR 80 to Avoid R/W Impacts**
  - FDOT can remove right turn lane but will still require a small 2-ft +/- wide R/W strip

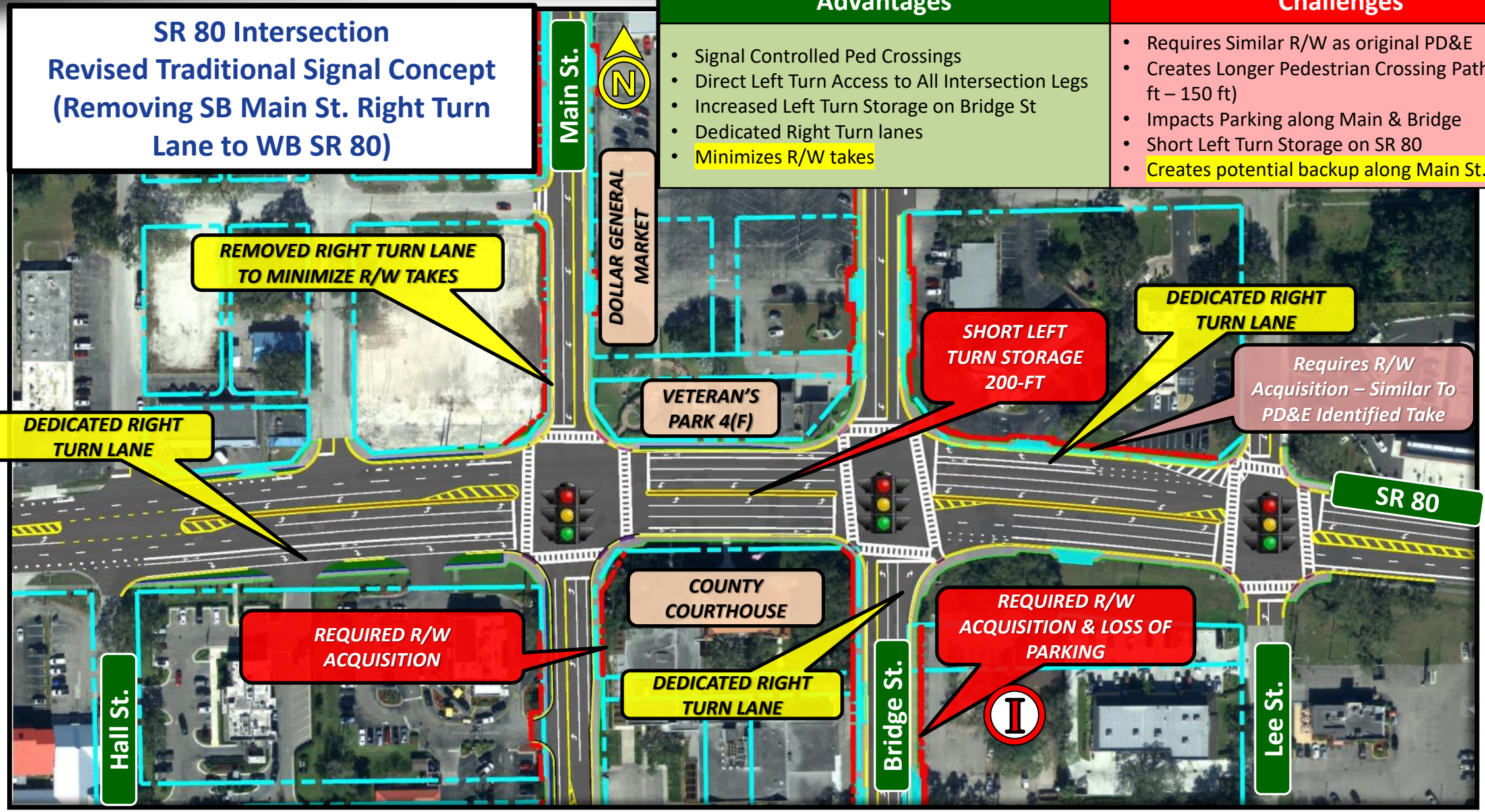
SR 80 Intersection
Revised Traditional Signal Concept
(Removing SB Main St. Right Turn Lane to WB SR 80)

Advantages

- Signal Controlled Ped Crossings
- Direct Left Turn Access to All Intersection Legs
- Increased Left Turn Storage on Bridge St
- Dedicated Right Turn lanes
- Minimizes R/W takes

Challenges

- Requires Similar R/W as original PD&E
- Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft)
- Impacts Parking along Main & Bridge
- Short Left Turn Storage on SR 80
- Creates potential backup along Main St.



- **City Requested Another SR 80 Concept with a New Signal at Hall St. and Closing off the Main St. Through Movement Across SR 80**
  - FDOT team has developed a concept for this request
    - **NOT A VIABLE CONCEPT** 

New Intersection Concept

SR 29 from Cowboy Way to Whidden Road
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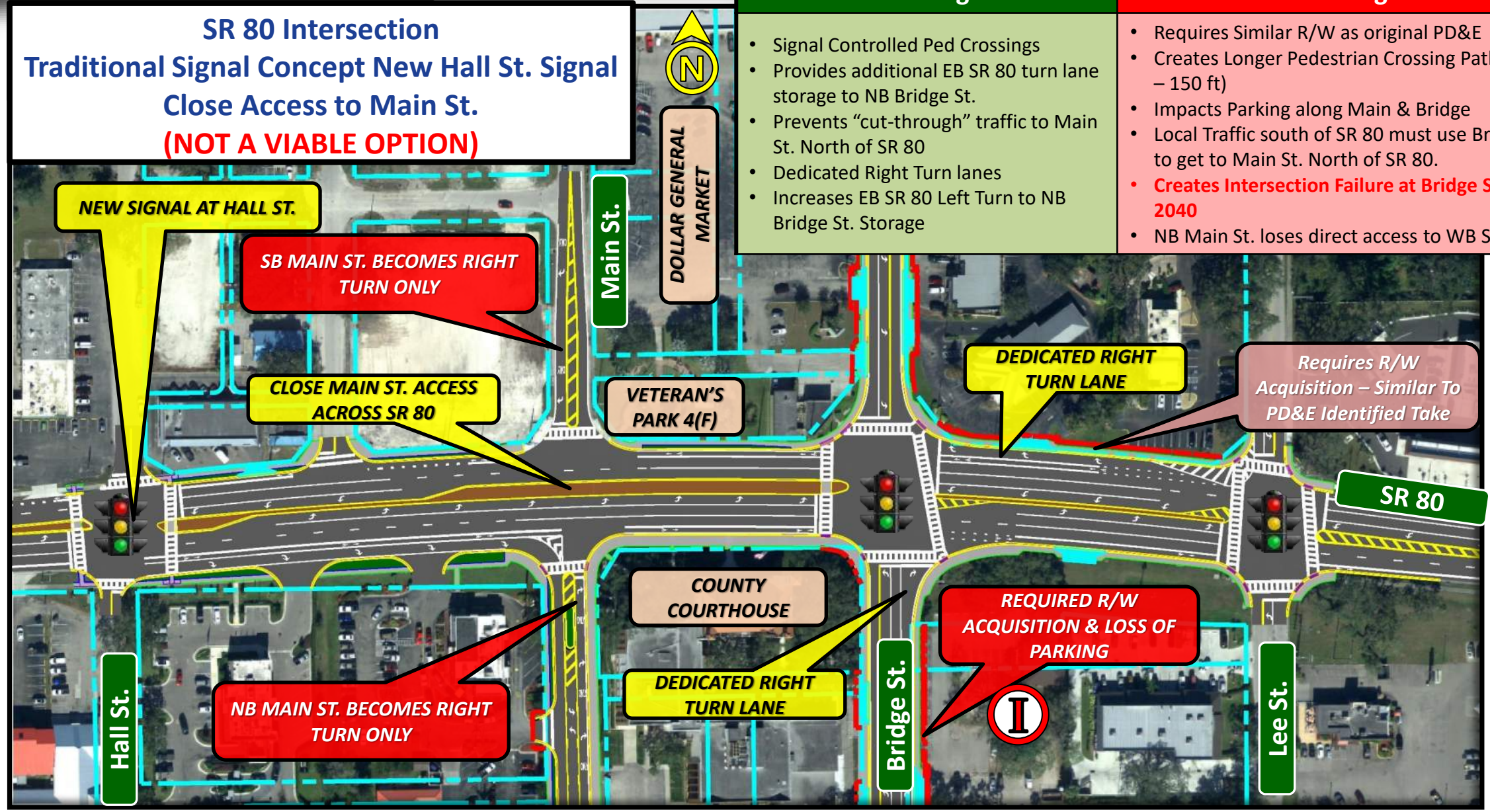
SR 80 Intersection
Traditional Signal Concept New Hall St. Signal
Close Access to Main St.
(NOT A VIABLE OPTION)



Advantages	Challenges
• Signal Controlled Ped Crossings • Provides additional EB SR 80 turn lane storage to NB Bridge St. • Prevents "cut-through" traffic to Main St. North of SR 80 • Dedicated Right Turn lanes • Increases EB SR 80 Left Turn to NB Bridge St. Storage	• Requires Similar R/W as original PD&E • Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft) • Impacts Parking along Main & Bridge • Local Traffic south of SR 80 must use Bridge St. to get to Main St. North of SR 80. • **Creates Intersection Failure at Bridge St. before 2040** • NB Main St. loses direct access to WB SR 80

SR 80 Intersection
Traditional Signal Concept With Closing Access to Main St.
Traffic Analysis
NOT A VIABLE CONCEPT

SR 29 from Cowboy Way to Whidden Road
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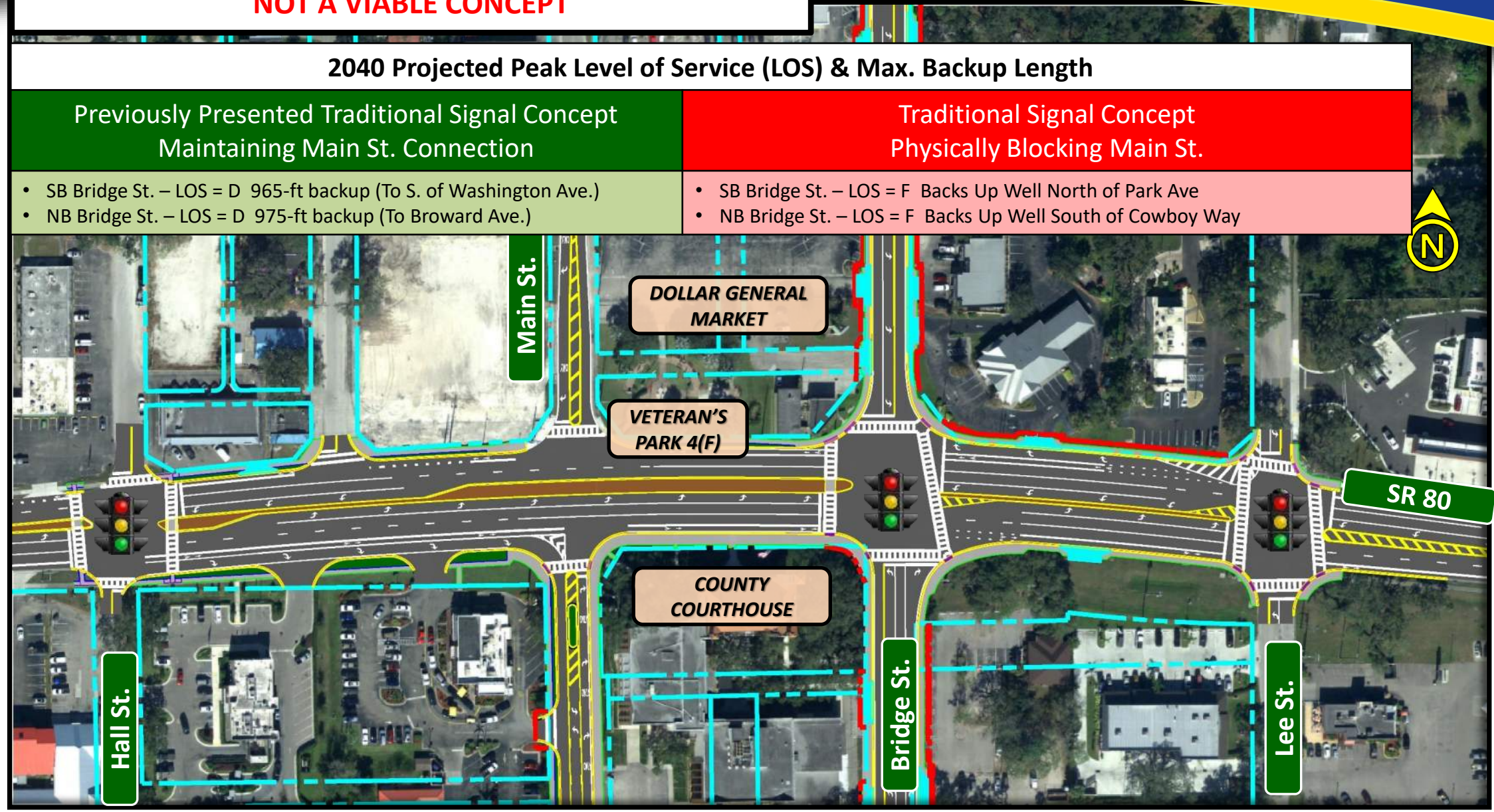
2040 Projected Peak Level of Service (LOS) & Max. Backup Length

Previously Presented Traditional Signal Concept Maintaining Main St. Connection	Traditional Signal Concept Physically Blocking Main St.
• SB Bridge St. – LOS = D 965-ft backup (To S. of Washington Ave.) • NB Bridge St. – LOS = D 975-ft backup (To Broward Ave.)	• SB Bridge St. – LOS = F Backs Up Well North of Park Ave • NB Bridge St. – LOS = F Backs Up Well South of Cowboy Way



- **City Requested Additional Parking on Main St. Between SR 80 and Oklahoma Ave.**
  - NOT FEASIBLE to provide parking between SR 80 and Oklahoma Ave.
  - On-street Parking is Feasible North of Oklahoma and along Oklahoma with ADA Sidewalk connectivity to businesses on Main St.

- **City Requested FDOT Evaluate Utilizing Existing R/W Currently in Use by Dollar General Parking Lot**
  - Due to the close proximity to SR 80, this is **NOT A VIABLE CONCEPT**

- **County Requested FDOT Evaluate Placing a Roundabout at Intersection of SR 80 and Bridge St. Instead of at Lee St.**
  - FDOT team has evaluated and developed this concept
    - Traffic backups are expected to be longer than Conventional Signal and Bow-Tie Concepts, but are within acceptable Level of Service

New Intersection Concept

SR 29 from Cowboy Way to Whidden Road
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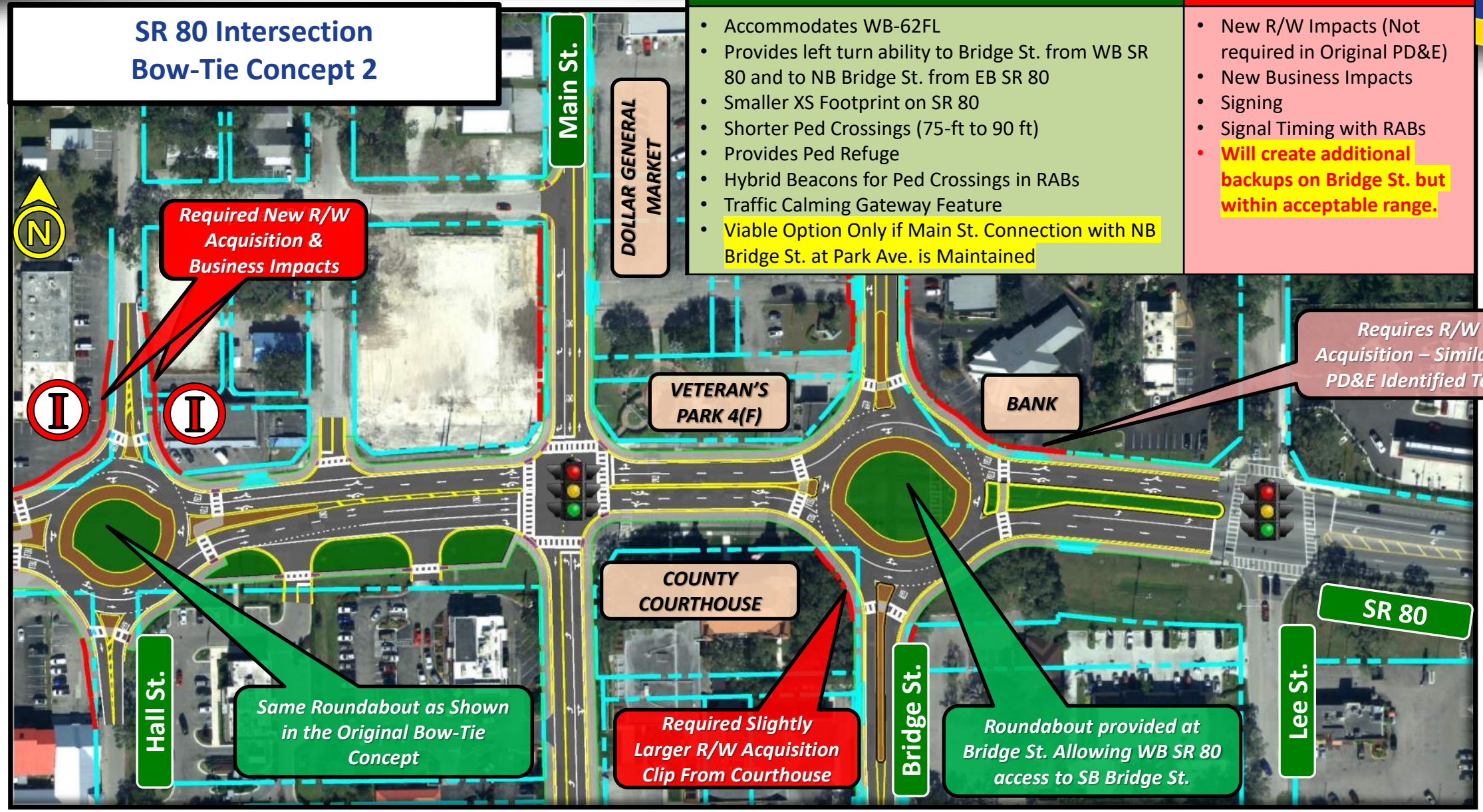
SR 80 Intersection Bow-Tie Concept 2



Advantages	Challenges
• Accommodates WB-62FL • Provides left turn ability to Bridge St. from WB SR 80 and to NB Bridge St. from EB SR 80 • Smaller XS Footprint on SR 80 • Shorter Ped Crossings (75-ft to 90 ft) • Provides Ped Refuge • Hybrid Beacons for Ped Crossings in RABs • Traffic Calming Gateway Feature • Viable Option Only if Main St. Connection with NB Bridge St. at Park Ave. is Maintained	• New R/W Impacts (Not required in Original PD&E) • New Business Impacts • Signing • Signal Timing with RABs • **Will create additional backups on Bridge St. but within acceptable range.**

- **City & County Requested FDOT Remove NB Main St. Access to NB Bridge St. at Park Ave. Intersection to remove "Cut-Through" Traffic on Main St.**
  - Removing the Connection will force all through traffic to Bridge St.
    - Will cause SR 80 intersection to Fail creating Backups along Bridge St. beyond Park Ave. and Cowboy Way
  - **NOT A VIABLE CONCEPT** 

New Intersection Concept

SR 29 from Cowboy Way to Whidden Road
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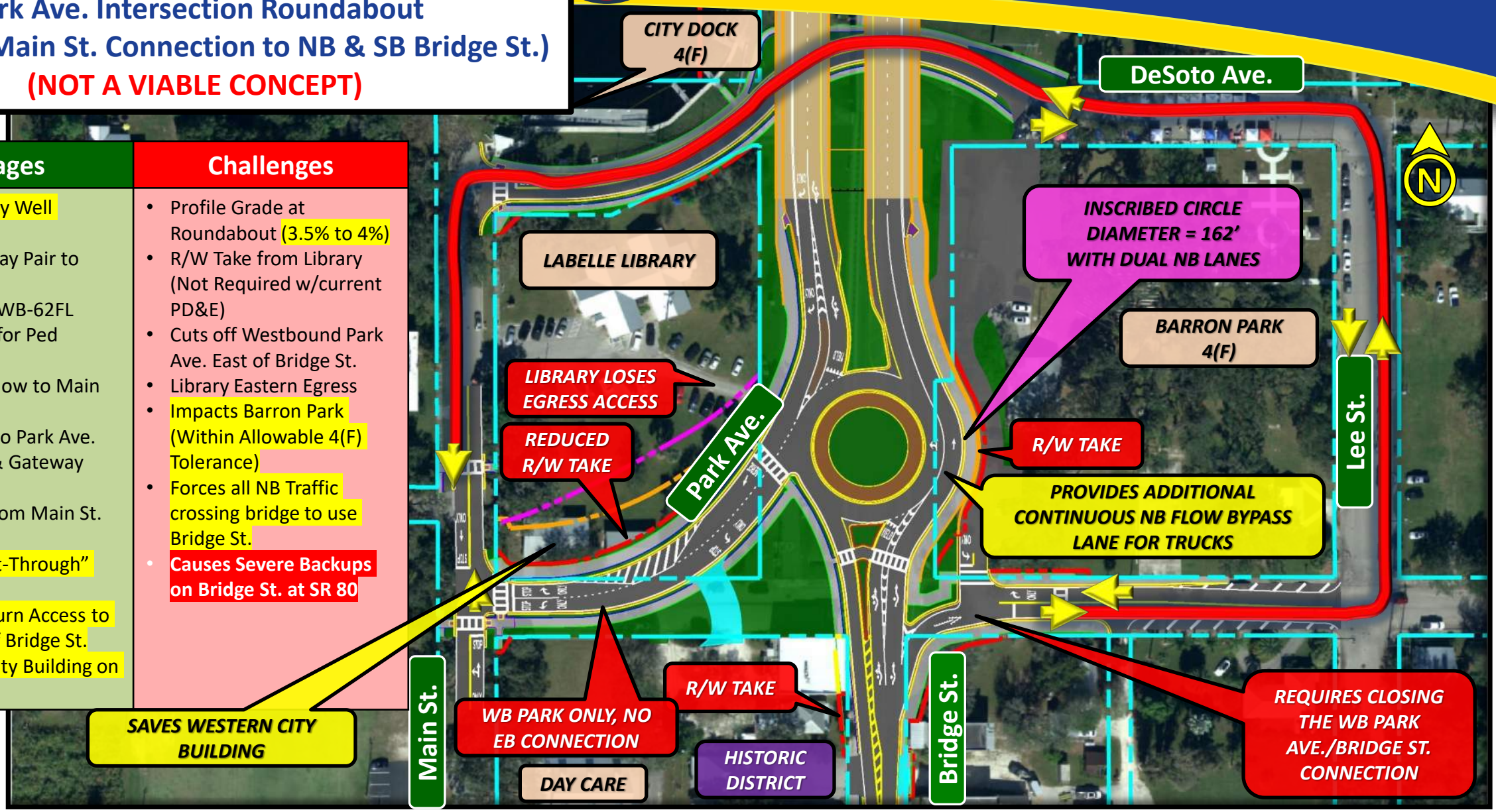
Park Ave. Intersection Roundabout
(Removing Main St. Connection to NB & SB Bridge St.)
(NOT A VIABLE CONCEPT)

Advantages	Challenges
• Provides Capacity Well Beyond 2040 • Converts Two-Way Pair to Divided Arterial • Accommodates WB-62FL • Hybrid Beacons for Ped Crossings • Continuous SB Flow to Main St. • SB Bypass Lane to Park Ave. • Traffic Calming & Gateway Feature • Library Access from Main St. and Bridge St. • No Main St. "Cut-Through" access to RAB • Provides Right Turn Access to Park Ave. East of Bridge St. • Saves western City Building on Park Ave.	• Profile Grade at Roundabout (3.5% to 4%) • R/W Take from Library (Not Required w/current PD&E) • Cuts off Westbound Park Ave. East of Bridge St. • Library Eastern Egress • Impacts Barron Park (Within Allowable 4(F) Tolerance) • Forces all NB Traffic crossing bridge to use Bridge St. • **Causes Severe Backups on Bridge St. at SR 80**



New Intersection Concept

SR 29 from Cowboy Way to Whidden Road
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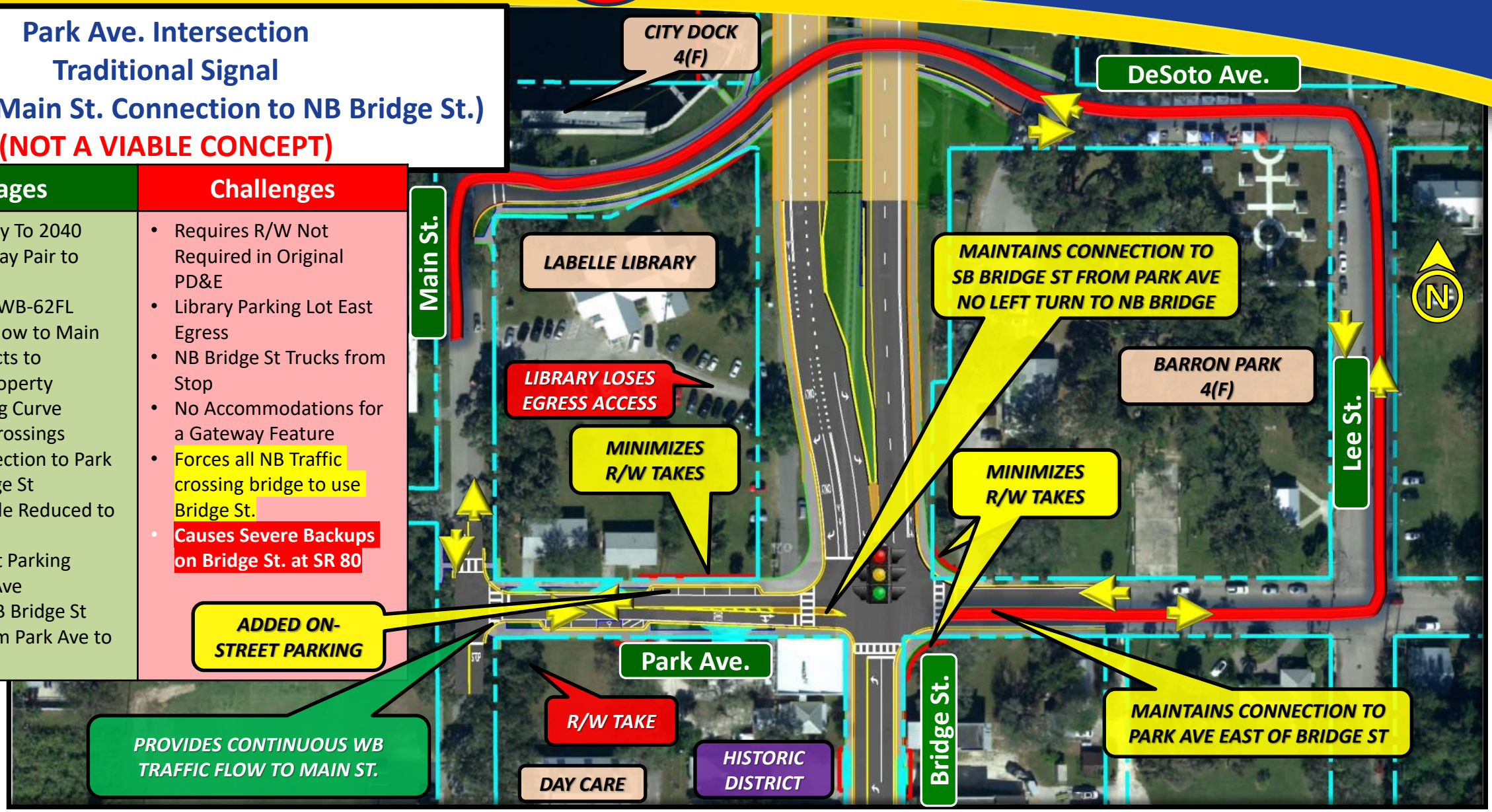
Park Ave. Intersection
Traditional Signal
(Removing Main St. Connection to NB Bridge St.)
(NOT A VIABLE CONCEPT)

Advantages	Challenges
• Provides Capacity To 2040 • Converts Two-Way Pair to Divided Arterial • Accommodates WB-62FL • Continuous SB Flow to Main • Minimizes Impacts to City/Business Property • Minimal Learning Curve • Signalized Ped Crossings • Maintains Connection to Park Ave East of Bridge St • Max Profile Grade Reduced to 3.5%-4% • Added On-Street Parking • Maintains Park Ave Connection to SB Bridge St • No Left Turn from Park Ave to NB Bridge St.	• Requires R/W Not Required in Original PD&E • Library Parking Lot East Egress • NB Bridge St Trucks from Stop • No Accommodations for a Gateway Feature • Forces all NB Traffic crossing bridge to use Bridge St. • **Causes Severe Backups on Bridge St. at SR 80**



SR 80 Intersection
Revised Traditional Signal Concept 1
(Removing Main St. Connection to NB Bridge St.)
NOT A VIABLE CONCEPT

SR 29 from Cowboy Way to Whidden Road
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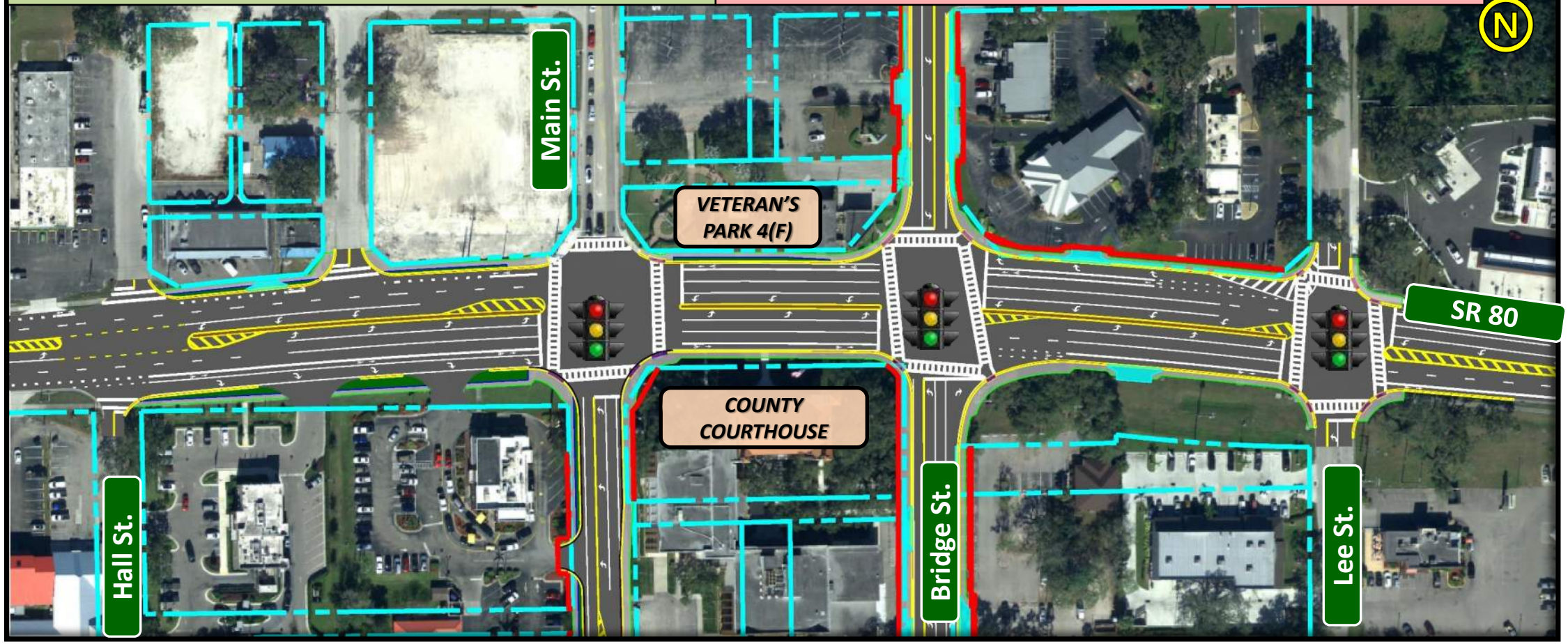
2040 Projected Peak Level of Service (LOS) & Max. Backup Length

Maintaining Main St. Connection to NB Bridge St.	Removing Main St. Connection to NB Bridge St.
• SB Bridge St. – LOS = D 965-ft backup (To S. of Washington Ave.) • NB Bridge St. – LOS = D 975-ft backup (To Broward Ave.)	• SB Bridge St. – LOS = F Backs Up to Park Ave (1/2 Mile) • NB Bridge St. – LOS = F Backs Up to Cowboy Way (1 Mile)

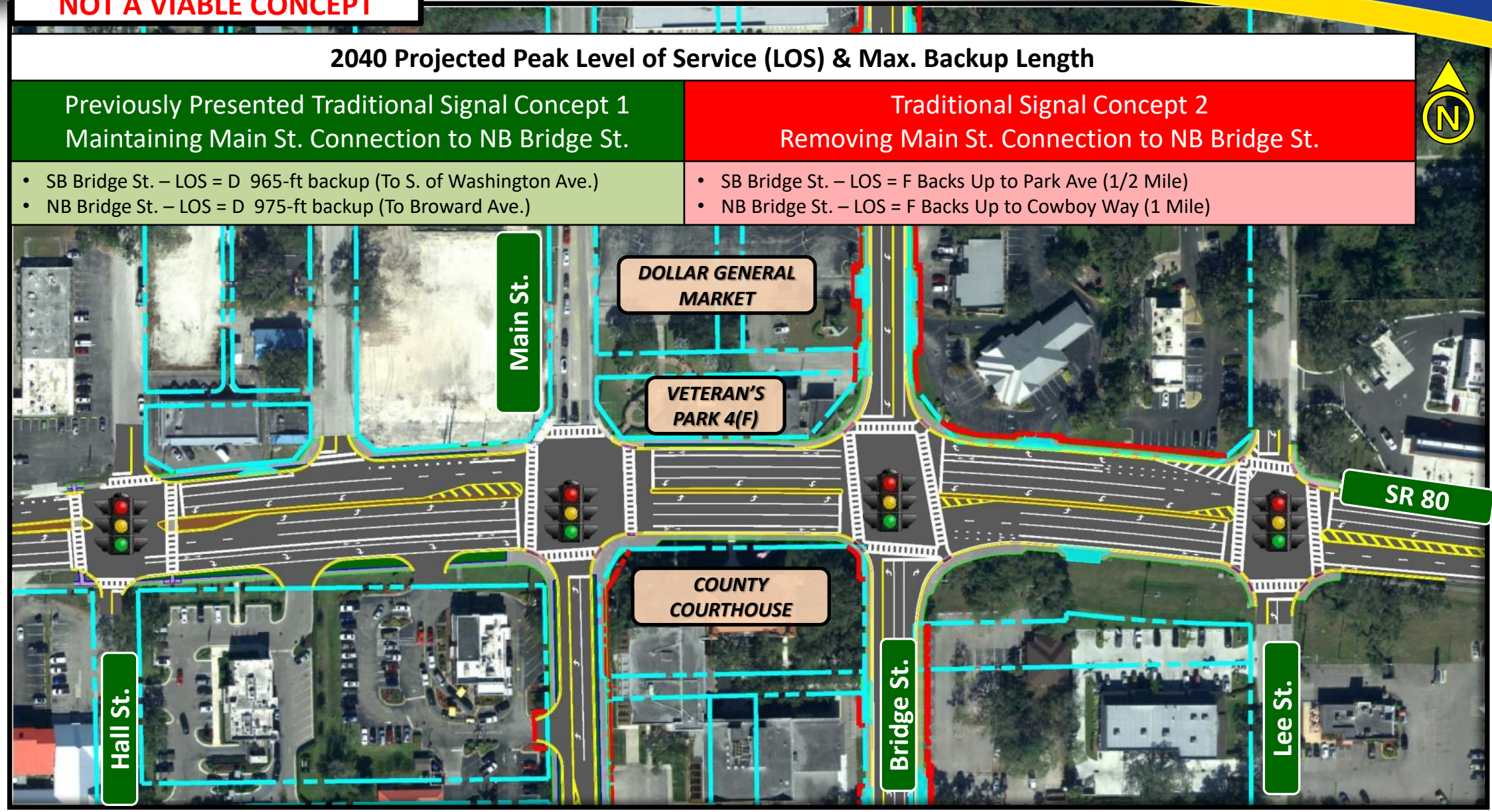


SR 80 Intersection
Traditional Signal Concept 2
Traffic Analysis
NOT A VIABLE CONCEPT

SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

2040 Projected Peak Level of Service (LOS) & Max. Backup Length

Previously Presented Traditional Signal Concept 1 Maintaining Main St. Connection to NB Bridge St.	Traditional Signal Concept 2 Removing Main St. Connection to NB Bridge St.
• SB Bridge St. – LOS = D 965-ft backup (To S. of Washington Ave.) • NB Bridge St. – LOS = D 975-ft backup (To Broward Ave.)	• SB Bridge St. – LOS = F Backs Up to Park Ave (1/2 Mile) • NB Bridge St. – LOS = F Backs Up to Cowboy Way (1 Mile)

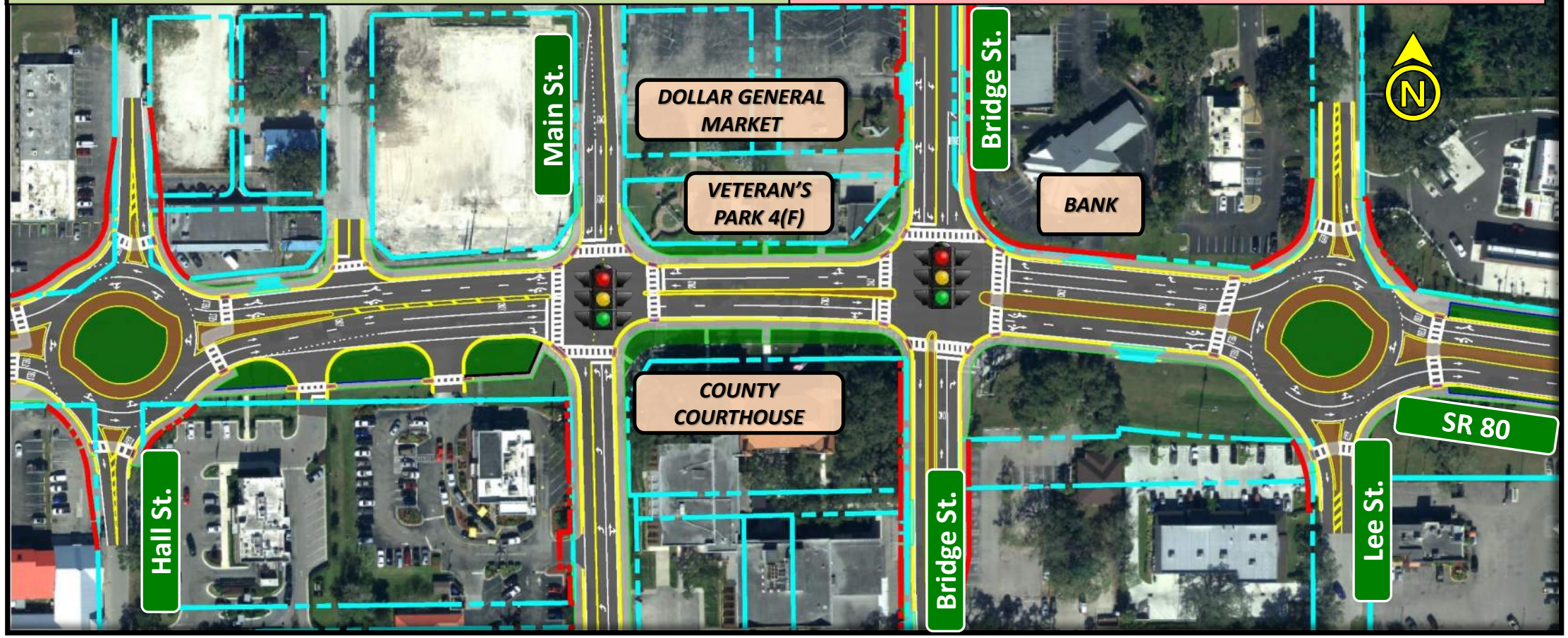


SR 80 Intersection
Revised Bow-Tie Concept 1
(Removing Main St. Connection to NB Bridge St.)
(NOT A VIABLE CONCEPT)

SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

2040 Projected Peak Level of Service (LOS) & Max. Backup Length

Previously Presented Bow-Tie Concept 1 Maintaining Main St. Connection to NB Bridge St.	Bow-Tie Concept 1 Removing Main St. Connection to NB Bridge St.
• SB Bridge St. – LOS = D 405-ft backup (To S. of Oklahoma Ave.) • NB Bridge St. – LOS = D 525-ft backup (To Courthouse Parking Lot Entrance)	• SB Bridge St. – LOS = F Backs Up to Park Ave (1/2 Mile) • NB Bridge St. – LOS = F Backs Up to Cowboy Way (1 Mile)

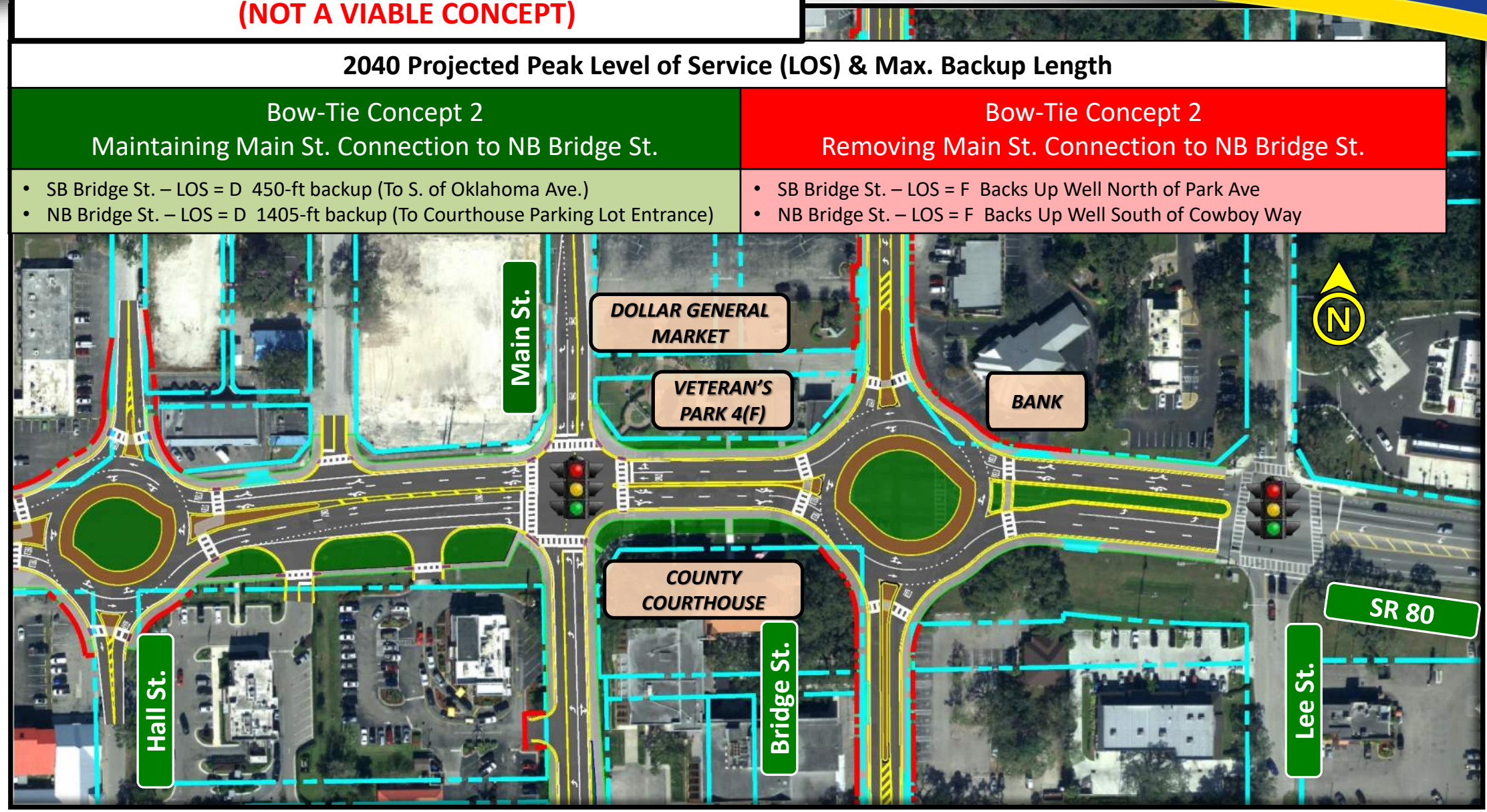


SR 80 Intersection
Revised Bow-Tie Concept 2
(Removing Main St. Connection to NB Bridge St.)
(NOT A VIABLE CONCEPT)

SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

2040 Projected Peak Level of Service (LOS) & Max. Backup Length

Bow-Tie Concept 2 Maintaining Main St. Connection to NB Bridge St.	Bow-Tie Concept 2 Removing Main St. Connection to NB Bridge St.
• SB Bridge St. – LOS = D 450-ft backup (To S. of Oklahoma Ave.) • NB Bridge St. – LOS = D 1405-ft backup (To Courthouse Parking Lot Entrance)	• SB Bridge St. – LOS = F Backs Up Well North of Park Ave • NB Bridge St. – LOS = F Backs Up Well South of Cowboy Way



- **City & County Requested the Official Designation of SR 29 be Moved from Main St. to Bridge St. (Between Cowboy Way and SR 80) as Soon as Possible**
  - FDOT team will make designation switch after construction is complete for this project

- **City & County Requested FDOT Perform a Traffic Count Data Update**
  - FDOT team is currently collecting traffic count data

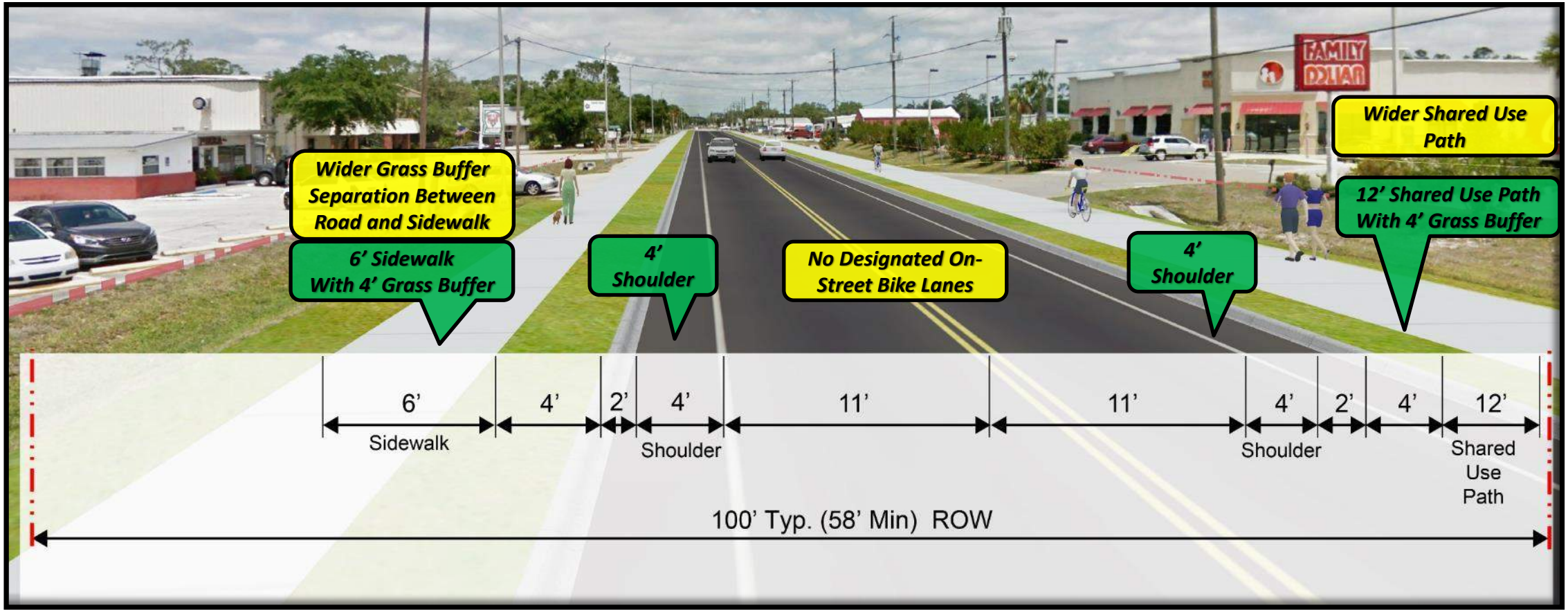
Summary

- **Additional/New Viable Concepts**
  - Two-Way Left Turn Lanes
    - Bridge St. North of SR 80
    - Main St. & Bridge St. South of SR 80
  - SR 80 Intersection
    - Bow-Tie Concept with Roundabout at Bridge St. instead of Lee St.
    - Traditional Signal with Additional Signal at Hall St.
  - Lengthening Bridge Span to provide a wider opening views from Park and Library

Recap of All Viable Alternatives

- **Viable Typical Section Alternatives**

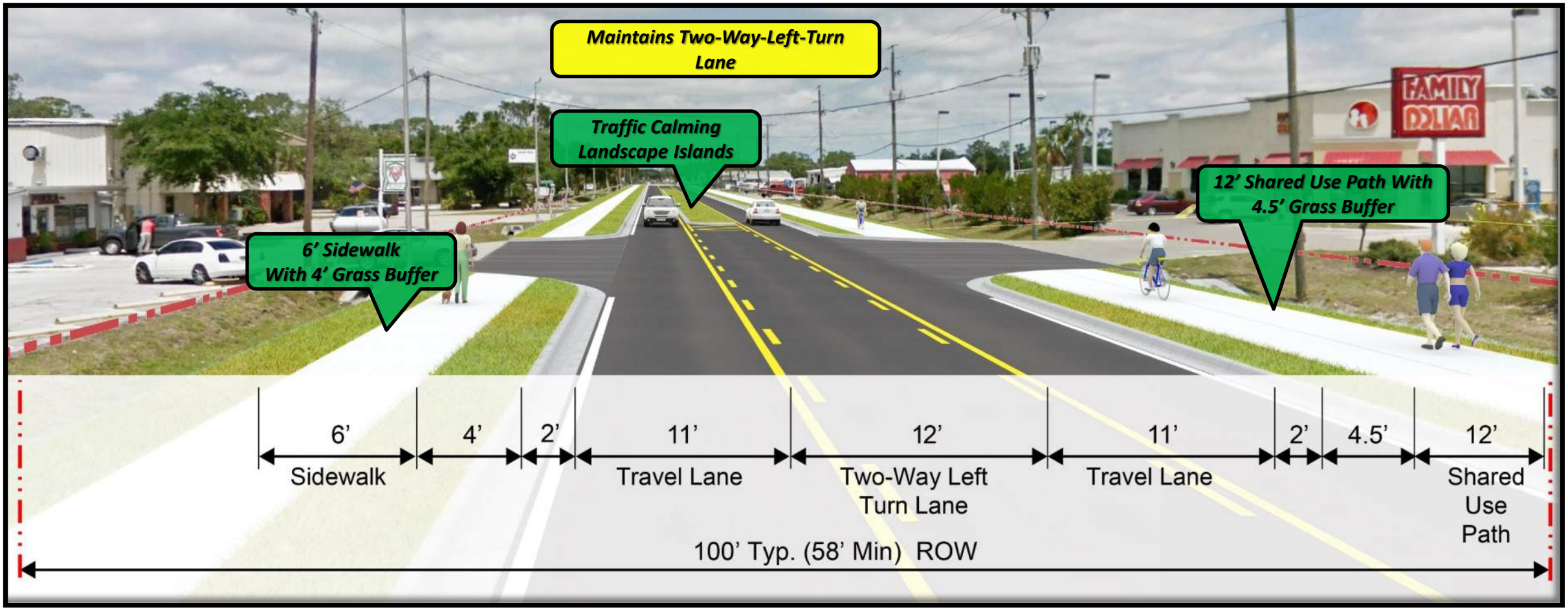
Section 1 – Main Street South of SR 80
Option 1



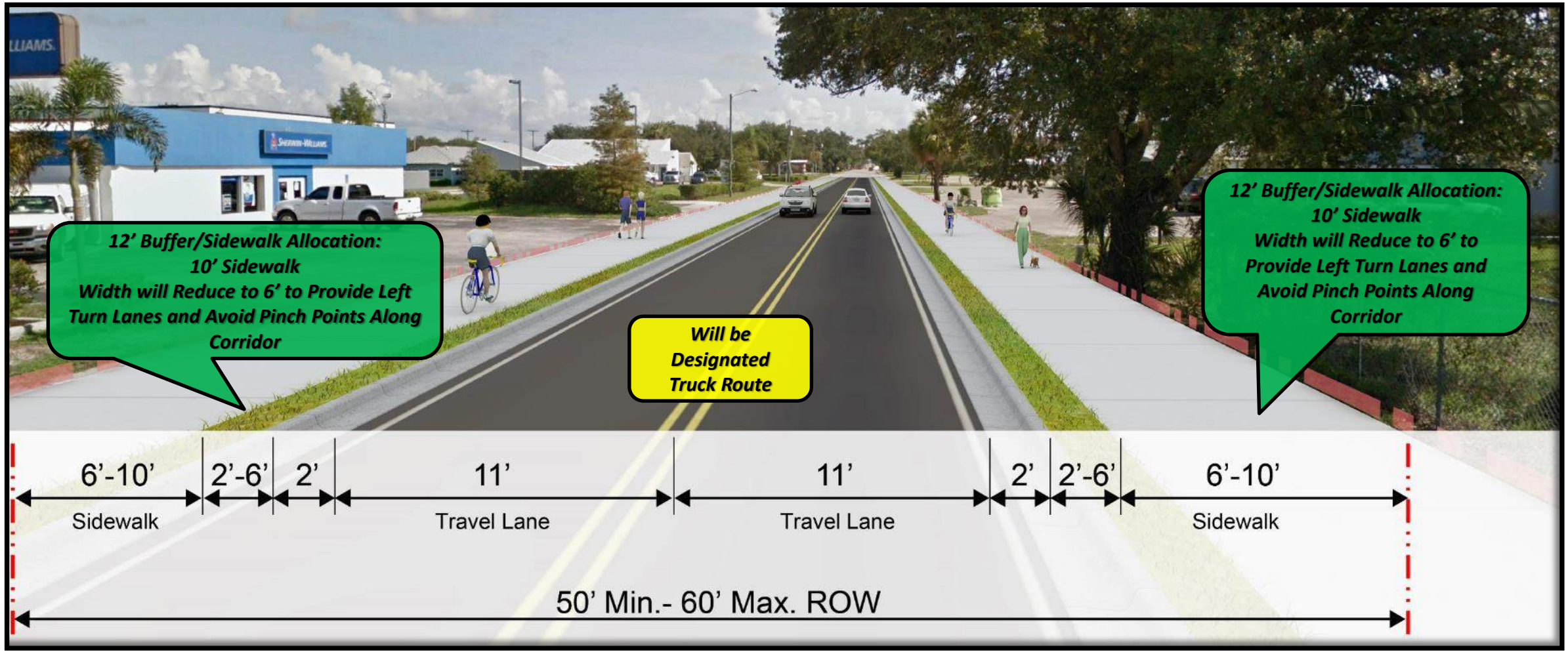
New Typical Section Concept

SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

Section 1 – Main St. South of SR 80
Option 2

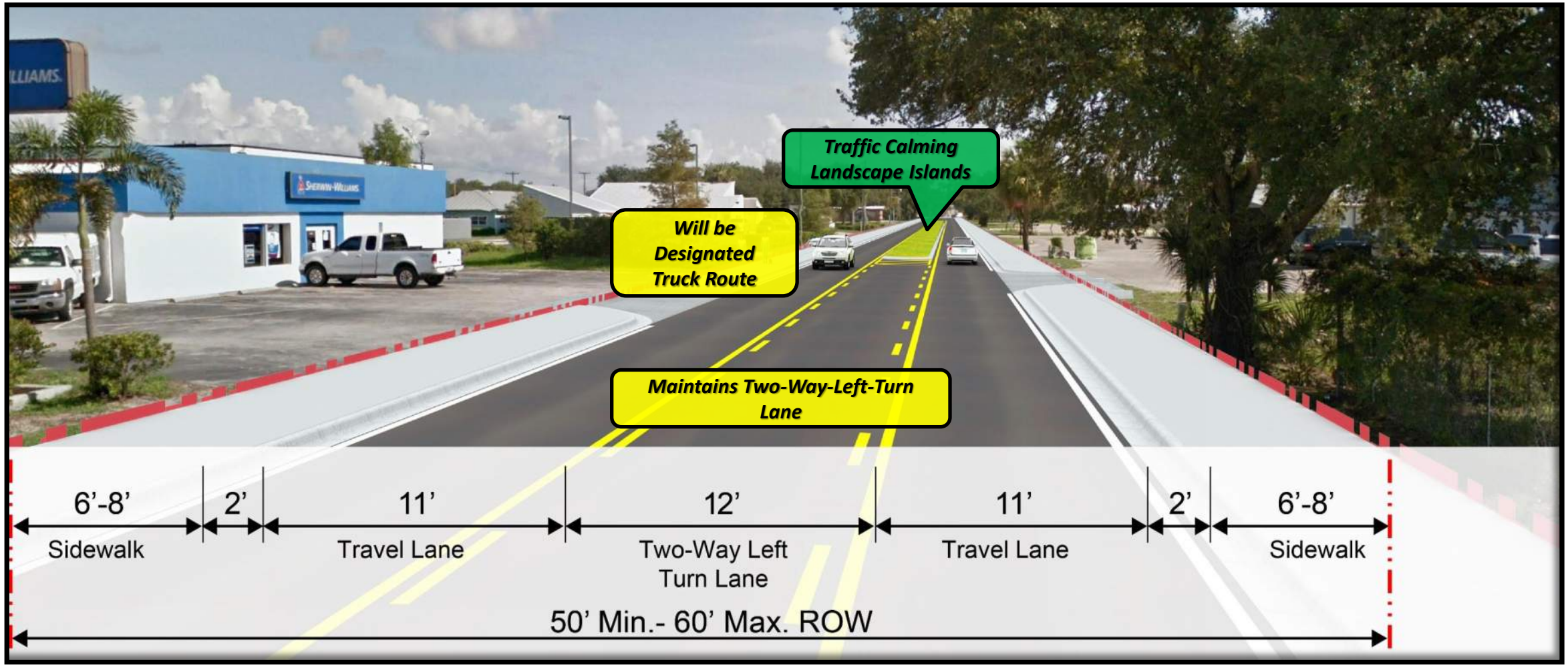


Section 2 – Bridge Street South of SR 80
Option 1

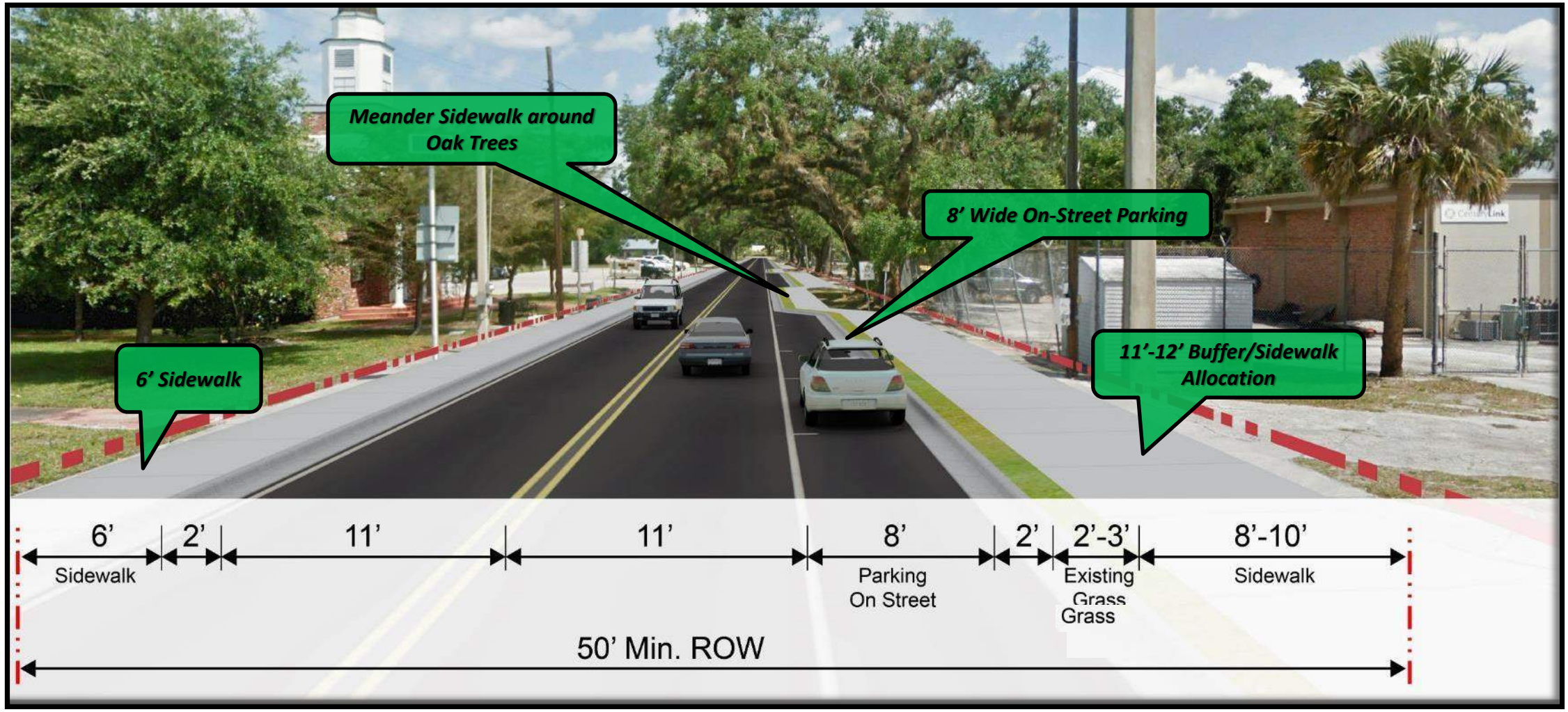


New Typical Section Concept

Section 2 – Bridge Street South of SR 80
Option 2

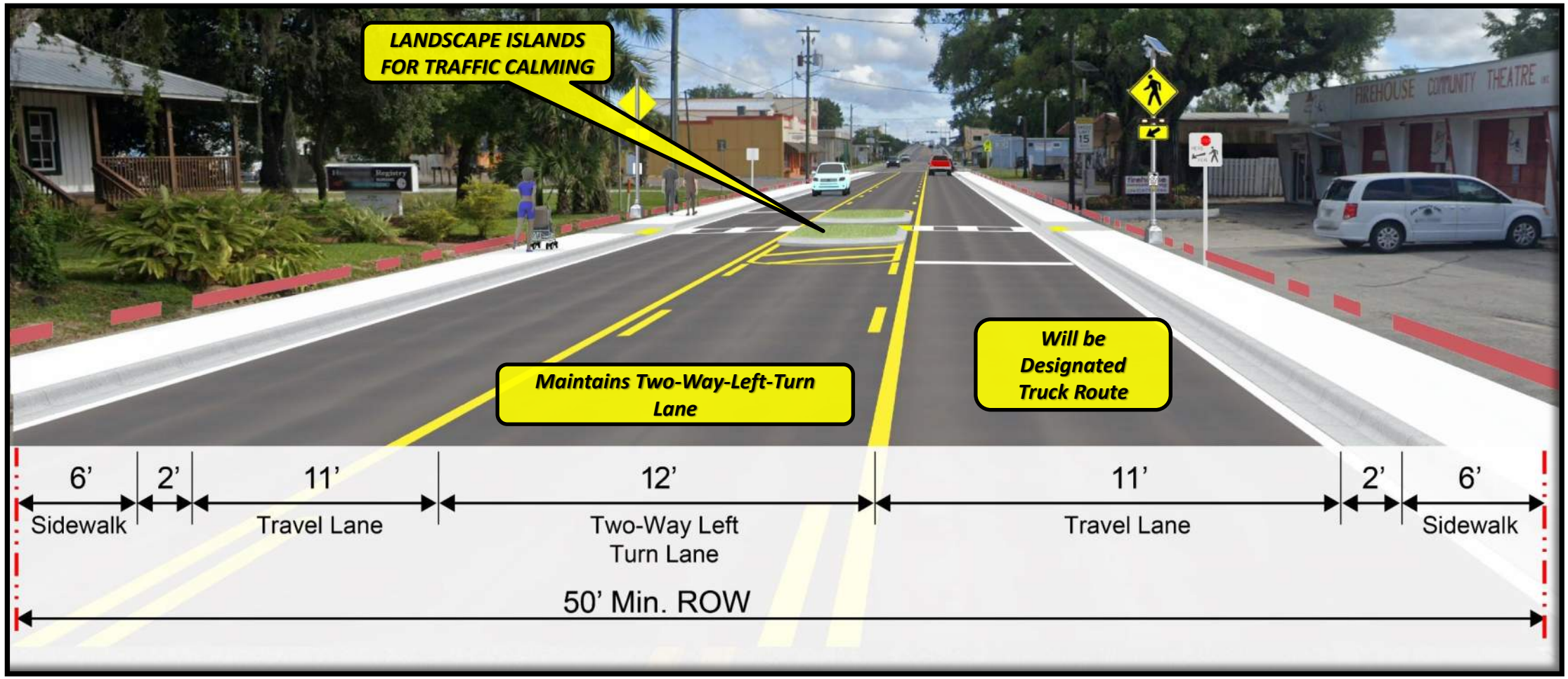


Section 3 – Main St. North of SR 80
Option 1



New Typical Section Concept

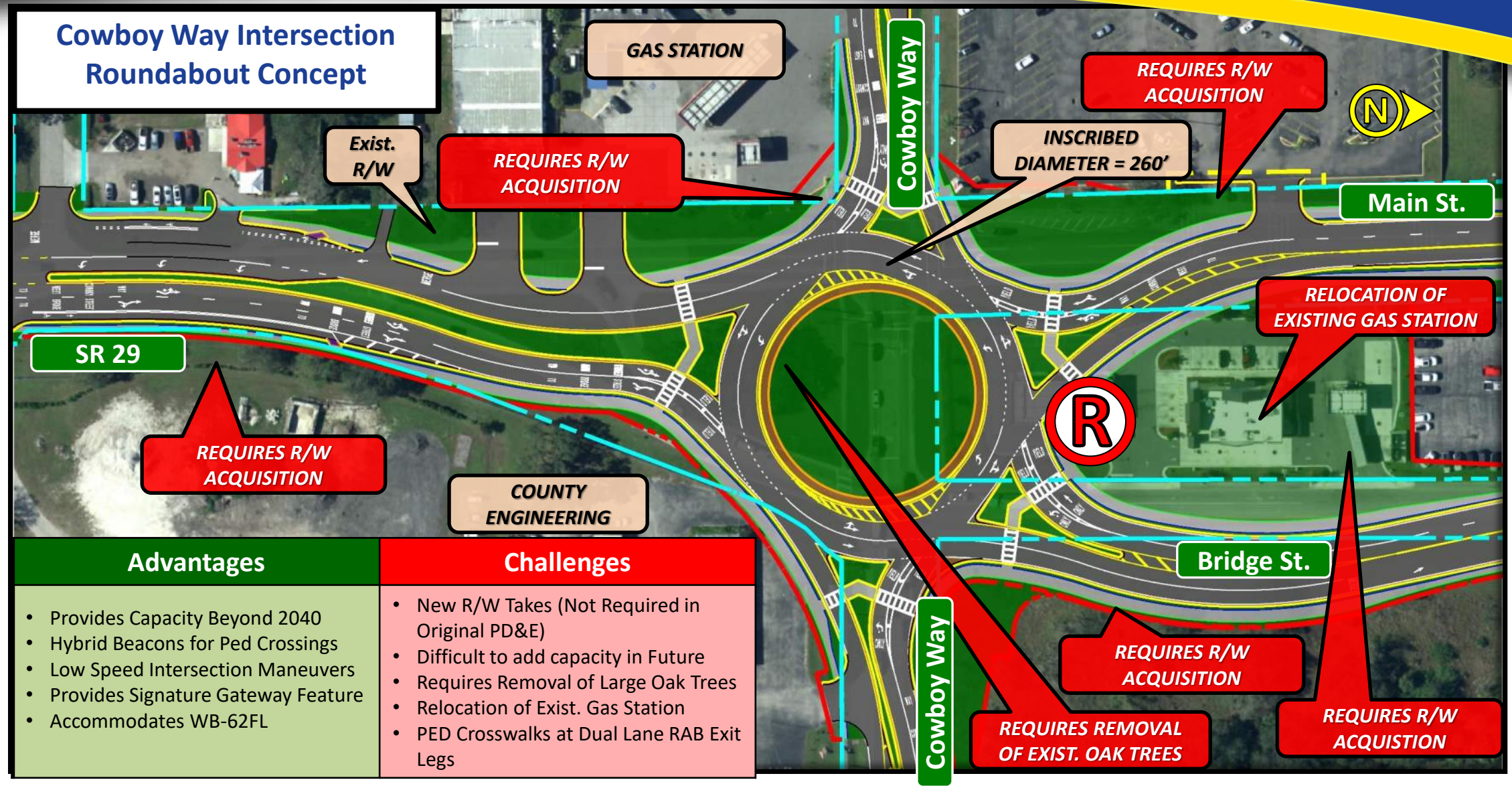
Section 4 – Bridge Street North of SR 80
Option 1



Recap of Viable Alternatives

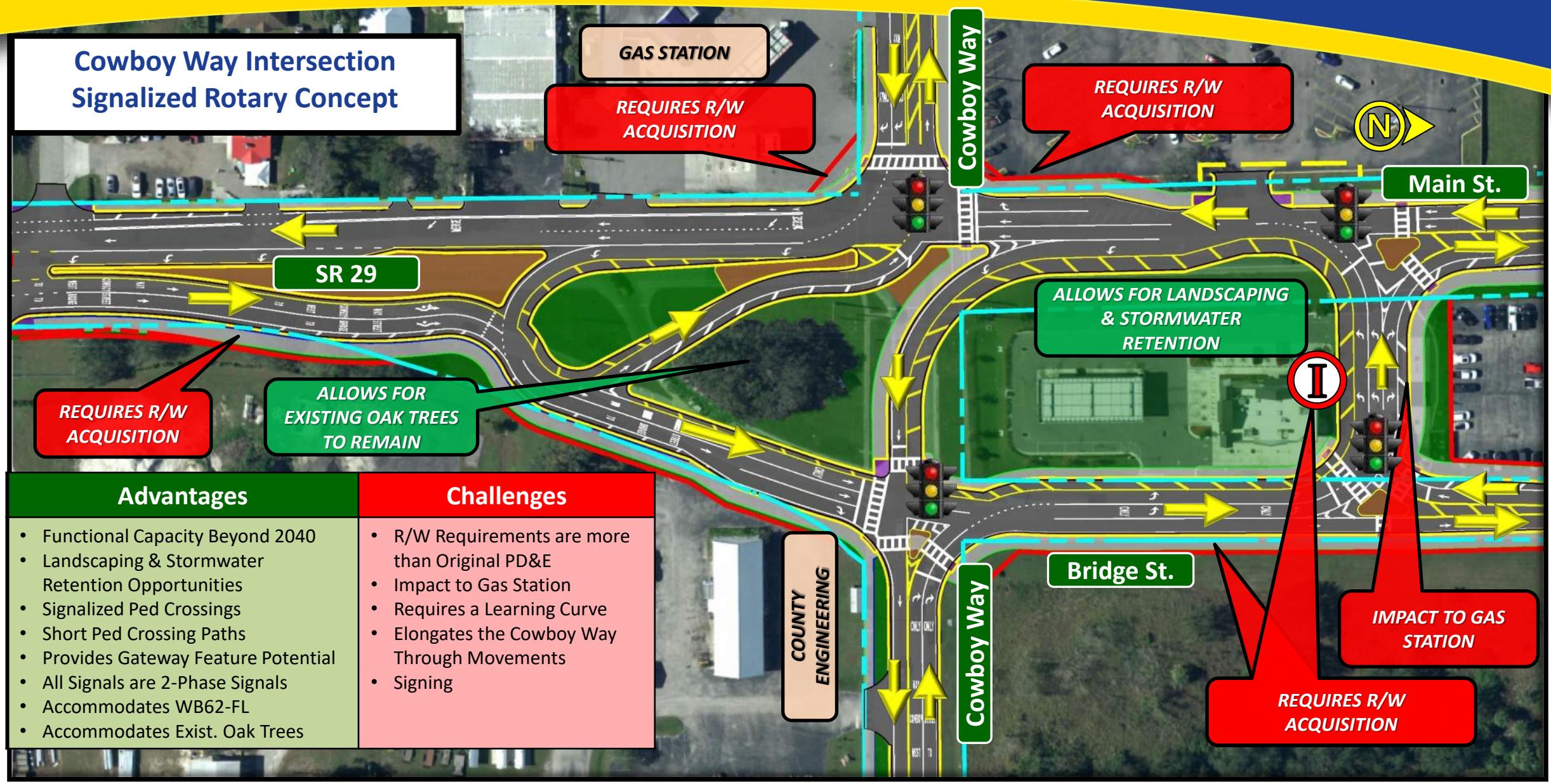
- **Viable Intersection Alternatives**

Cowboy Way Intersection Roundabout Concept



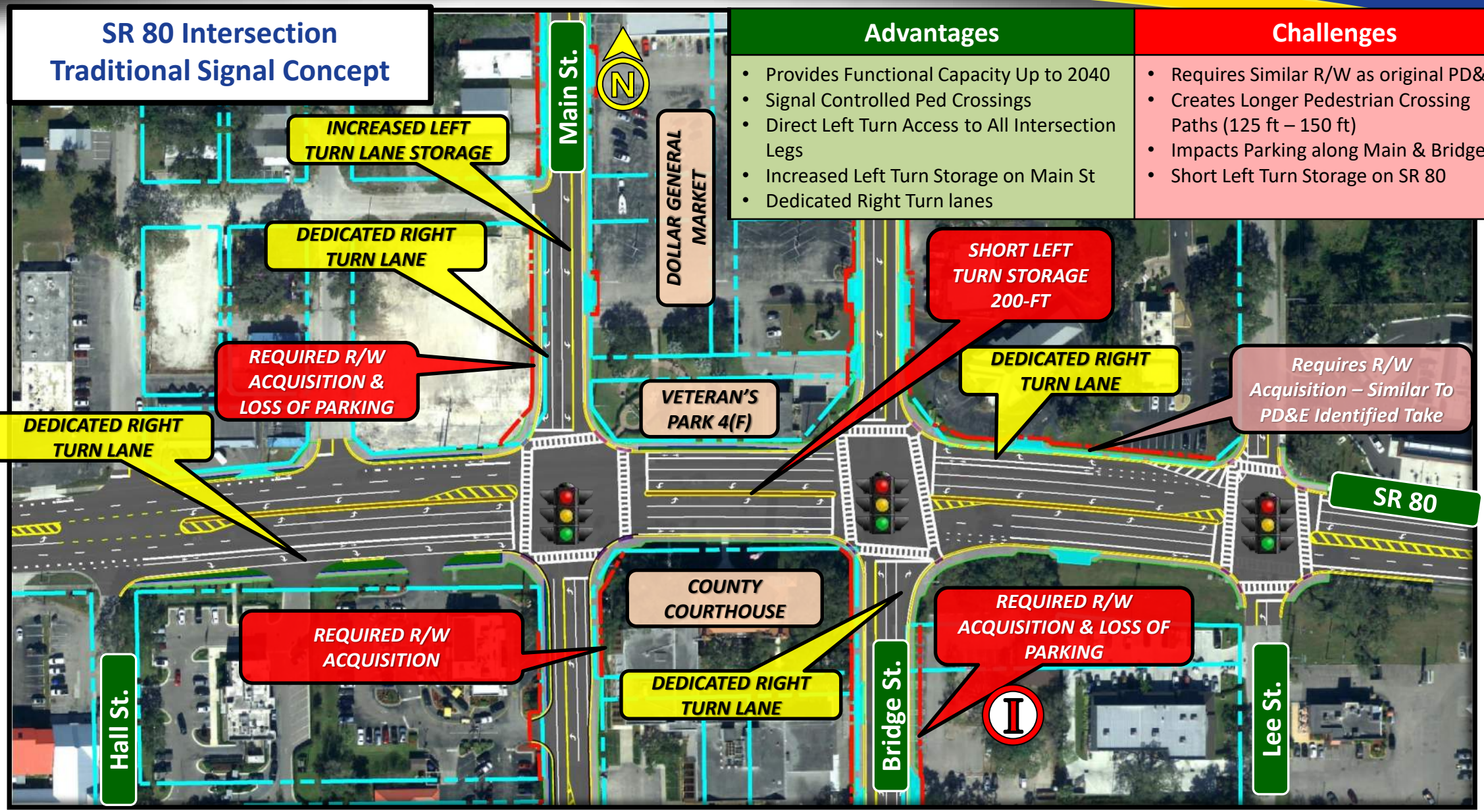
Advantages	Challenges
• Provides Capacity Beyond 2040 • Hybrid Beacons for Ped Crossings • Low Speed Intersection Maneuvers • Provides Signature Gateway Feature • Accommodates WB-62FL	• New R/W Takes (Not Required in Original PD&E) • Difficult to add capacity in Future • Requires Removal of Large Oak Trees • Relocation of Exist. Gas Station • PED Crosswalks at Dual Lane RAB Exit Legs

Cowboy Way Intersection Signalized Rotary Concept



Advantages	Challenges
• Functional Capacity Beyond 2040 • Landscaping & Stormwater Retention Opportunities • Signalized Ped Crossings • Short Ped Crossing Paths • Provides Gateway Feature Potential • All Signals are 2-Phase Signals • Accommodates WB62-FL • Accommodates Exist. Oak Trees	• R/W Requirements are more than Original PD&E • Impact to Gas Station • Requires a Learning Curve • Elongates the Cowboy Way Through Movements • Signing

SR 80 Intersection
Traditional Signal Concept



Advantages

- Provides Functional Capacity Up to 2040
- Signal Controlled Ped Crossings
- Direct Left Turn Access to All Intersection Legs
- Increased Left Turn Storage on Main St
- Dedicated Right Turn lanes

Challenges

- Requires Similar R/W as original PD&E
- Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft)
- Impacts Parking along Main & Bridge
- Short Left Turn Storage on SR 80

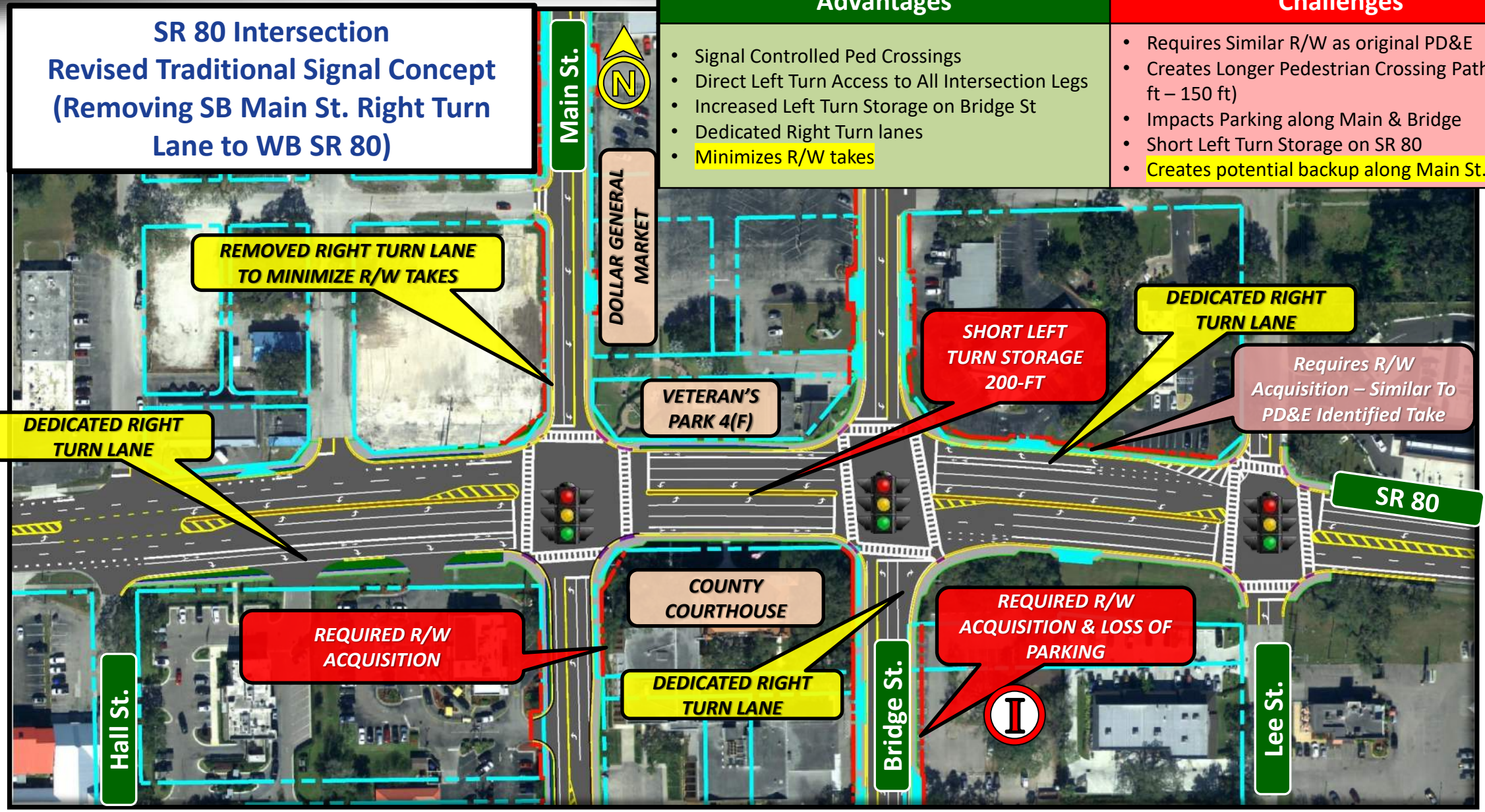
SR 80 Intersection
Revised Traditional Signal Concept
(Removing SB Main St. Right Turn Lane to WB SR 80)

Advantages

- Signal Controlled Ped Crossings
- Direct Left Turn Access to All Intersection Legs
- Increased Left Turn Storage on Bridge St
- Dedicated Right Turn lanes
- Minimizes R/W takes

Challenges

- Requires Similar R/W as original PD&E
- Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft)
- Impacts Parking along Main & Bridge
- Short Left Turn Storage on SR 80
- Creates potential backup along Main St.

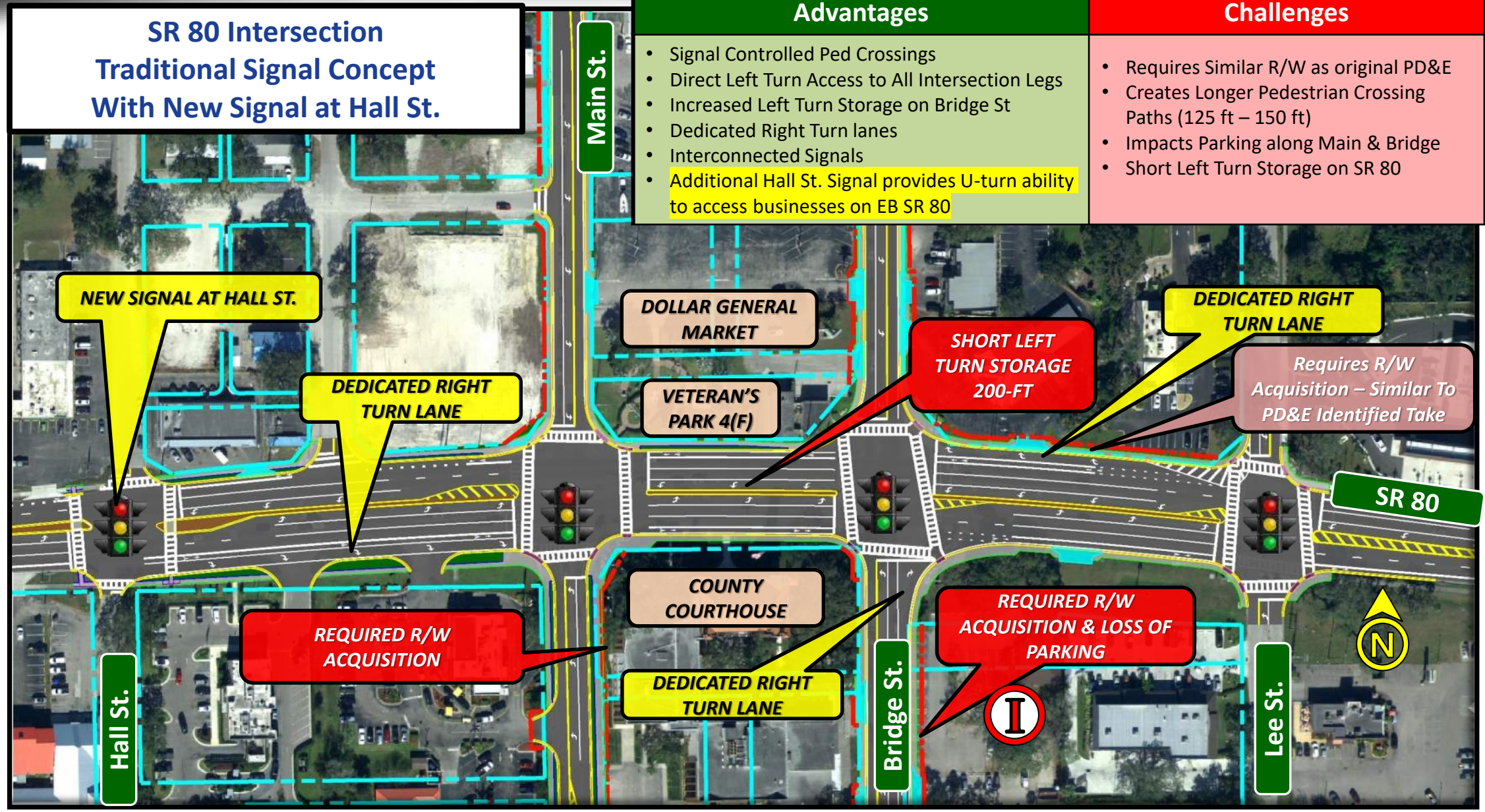


New Intersection Concept

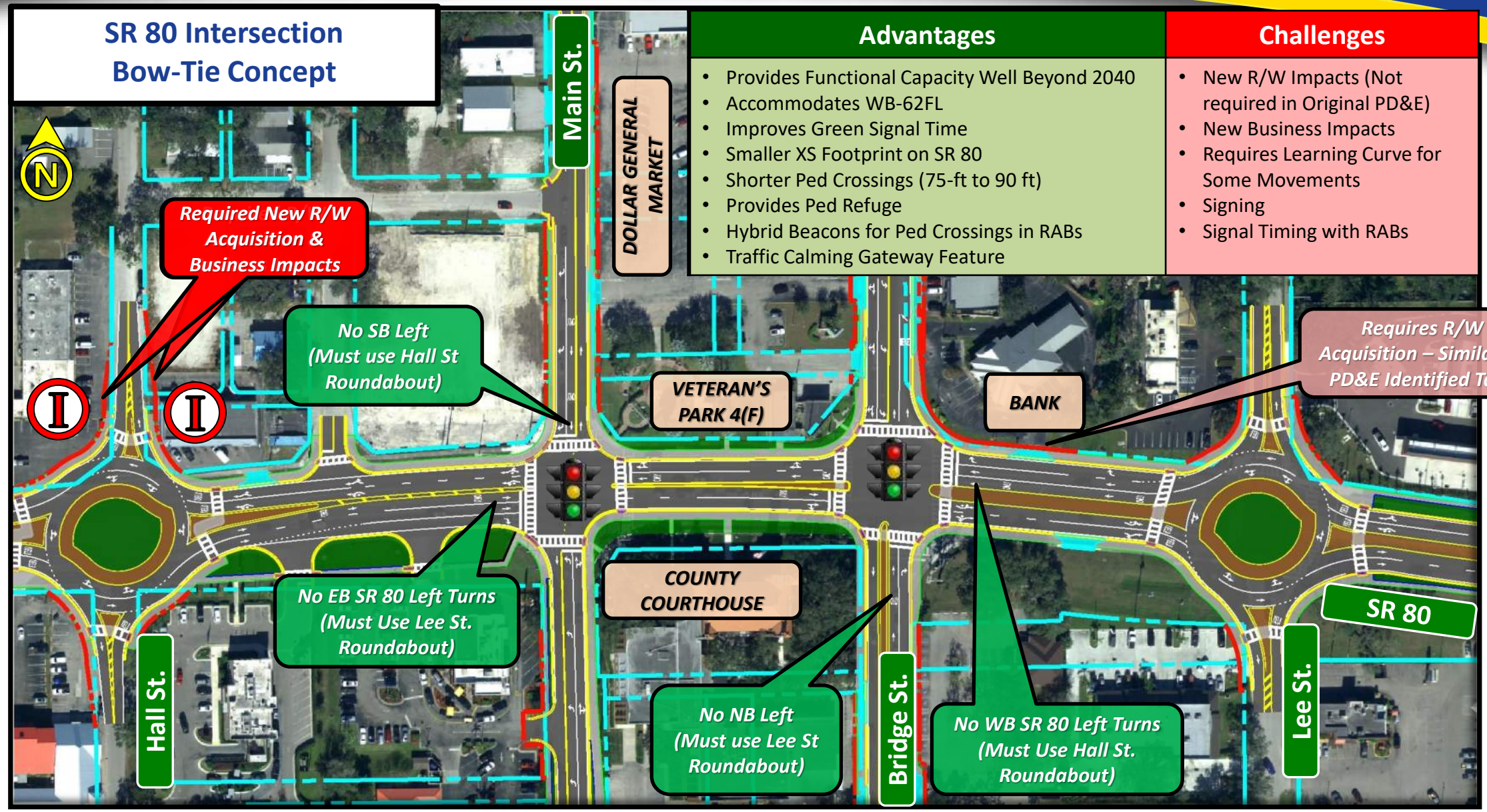
SR 29 from Cowboy Way to Whidden Road
Financial Project No.: 417878-8-32-01

SR 80 Intersection
Traditional Signal Concept
With New Signal at Hall St.

Advantages	Challenges
• Signal Controlled Ped Crossings • Direct Left Turn Access to All Intersection Legs • Increased Left Turn Storage on Bridge St • Dedicated Right Turn lanes • Interconnected Signals • Additional Hall St. Signal provides U-turn ability to access businesses on EB SR 80	• Requires Similar R/W as original PD&E • Creates Longer Pedestrian Crossing Paths (125 ft – 150 ft) • Impacts Parking along Main & Bridge • Short Left Turn Storage on SR 80



SR 80 Intersection Bow-Tie Concept



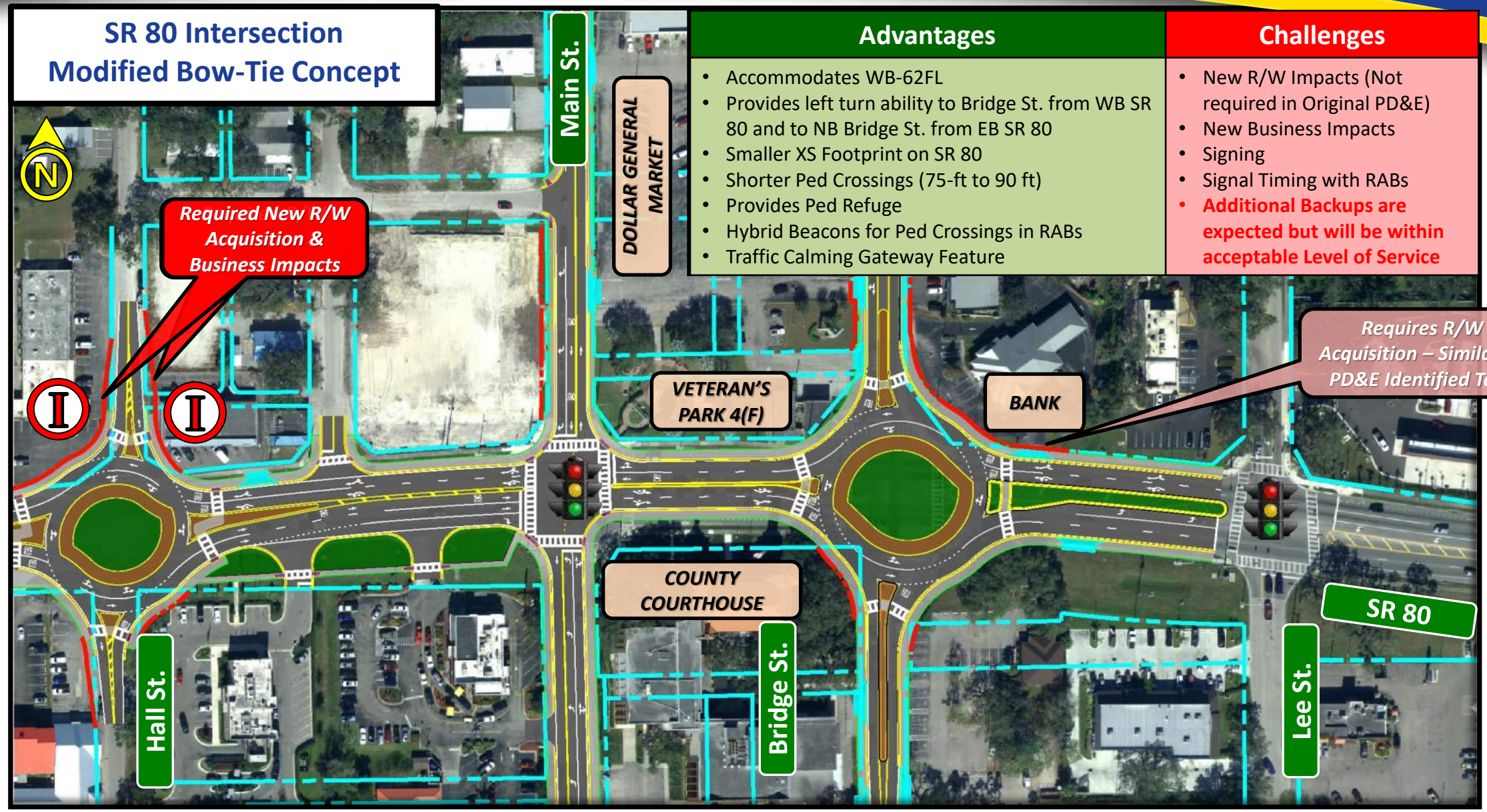
Advantages

- Provides Functional Capacity Well Beyond 2040
- Accommodates WB-62FL
- Improves Green Signal Time
- Smaller XS Footprint on SR 80
- Shorter Ped Crossings (75-ft to 90 ft)
- Provides Ped Refuge
- Hybrid Beacons for Ped Crossings in RABs
- Traffic Calming Gateway Feature

Challenges

- New R/W Impacts (Not required in Original PD&E)
- New Business Impacts
- Requires Learning Curve for Some Movements
- Signing
- Signal Timing with RABs

SR 80 Intersection Modified Bow-Tie Concept



Advantages

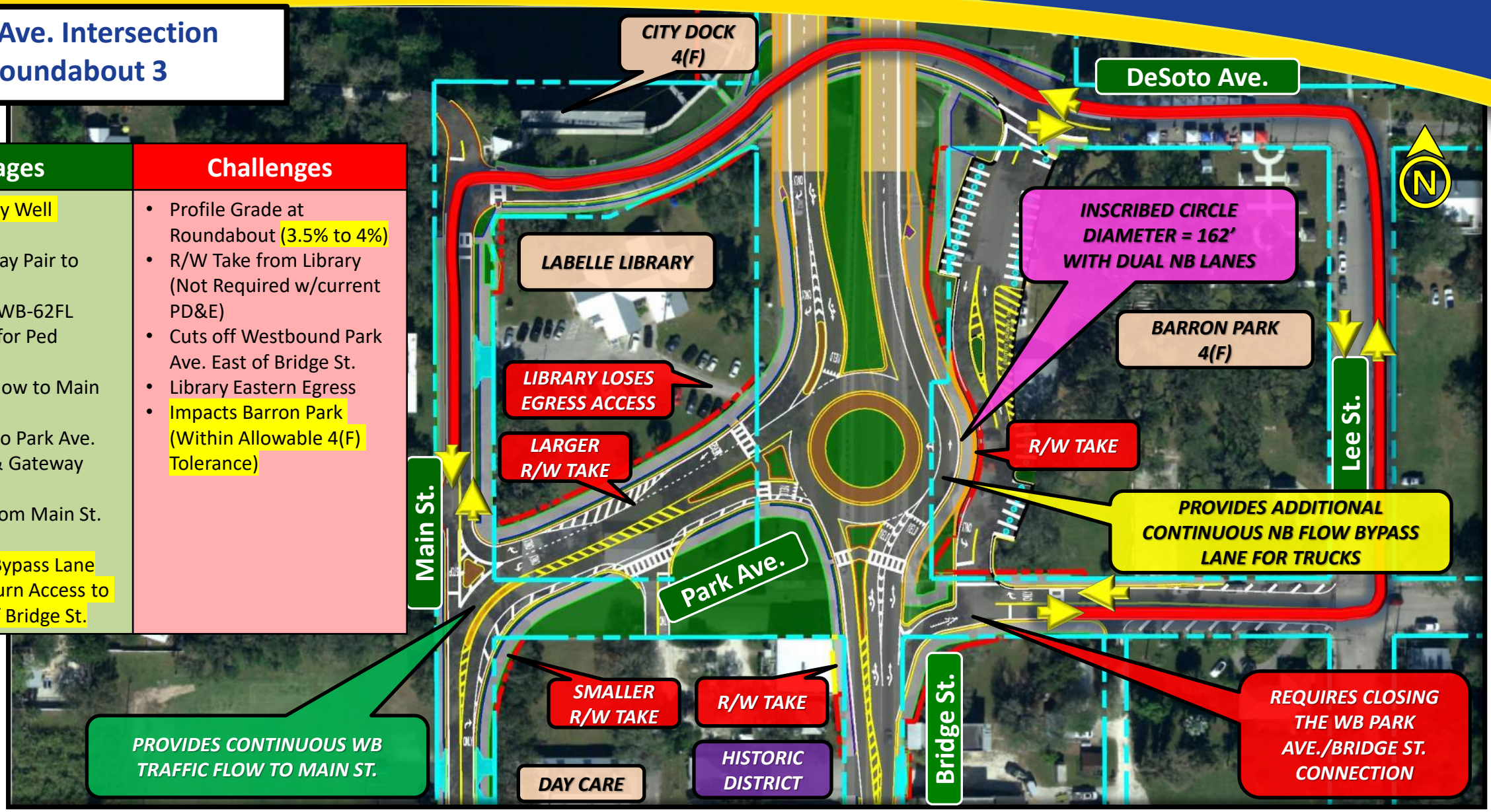
- Accommodates WB-62FL
- Provides left turn ability to Bridge St. from WB SR 80 and to NB Bridge St. from EB SR 80
- Smaller XS Footprint on SR 80
- Shorter Ped Crossings (75-ft to 90 ft)
- Provides Ped Refuge
- Hybrid Beacons for Ped Crossings in RABs
- Traffic Calming Gateway Feature

Challenges

- New R/W Impacts (Not required in Original PD&E)
- New Business Impacts
- Signing
- Signal Timing with RABs
- **Additional Backups are expected but will be within acceptable Level of Service**

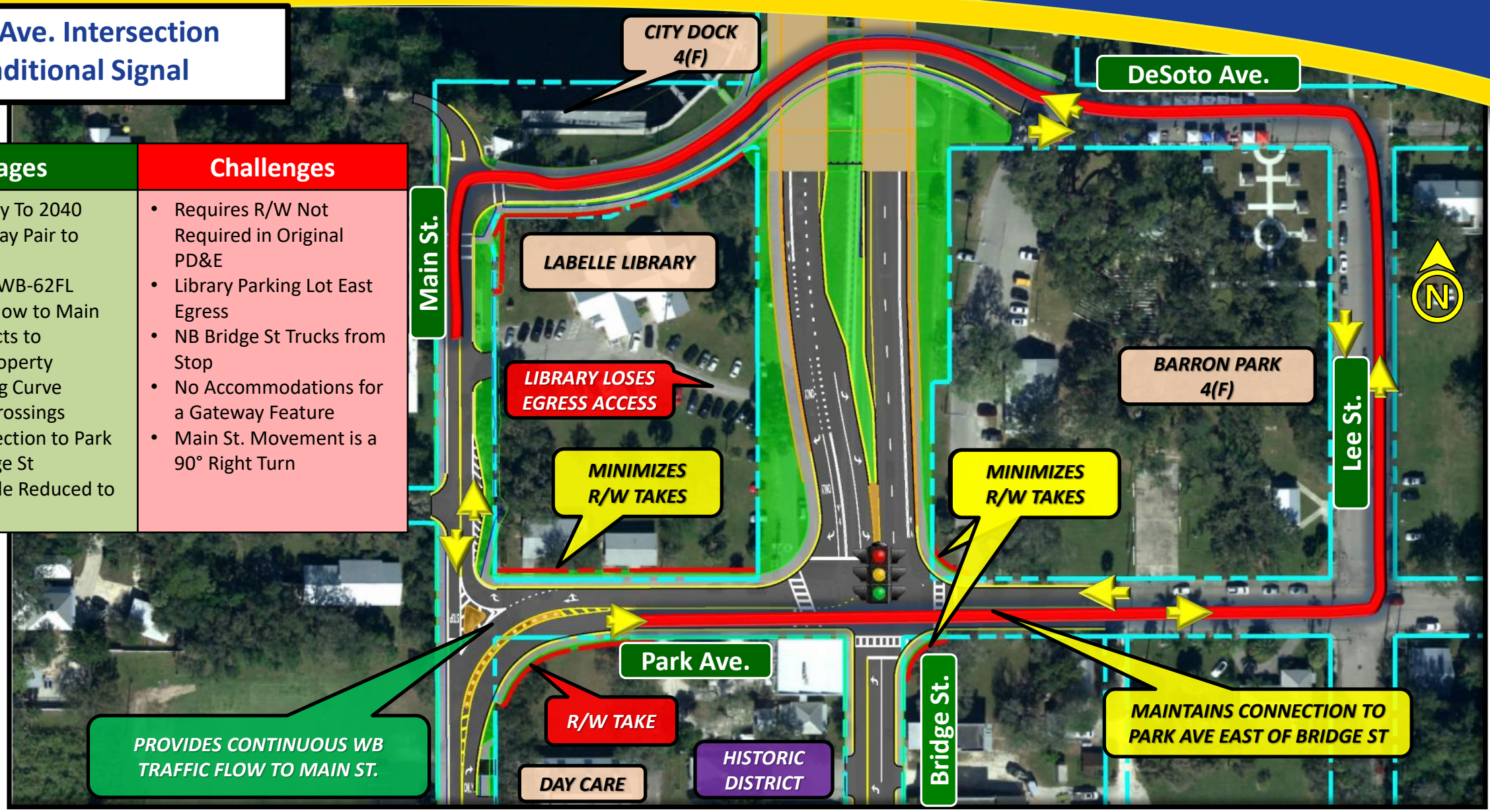
Park Ave. Intersection Roundabout 3

Advantages	Challenges
• Provides Capacity Well Beyond 2040 • Converts Two-Way Pair to Divided Arterial • Accommodates WB-62FL • Hybrid Beacons for Ped Crossings • Continuous SB Flow to Main St. • SB Bypass Lane to Park Ave. • Traffic Calming & Gateway Feature • Library Access from Main St. and Bridge St. • Continuous NB Bypass Lane • Provides Right Turn Access to Park Ave. East of Bridge St.	• Profile Grade at Roundabout (3.5% to 4%) • R/W Take from Library (Not Required w/current PD&E) • Cuts off Westbound Park Ave. East of Bridge St. • Library Eastern Egress • Impacts Barron Park (Within Allowable 4(F) Tolerance)



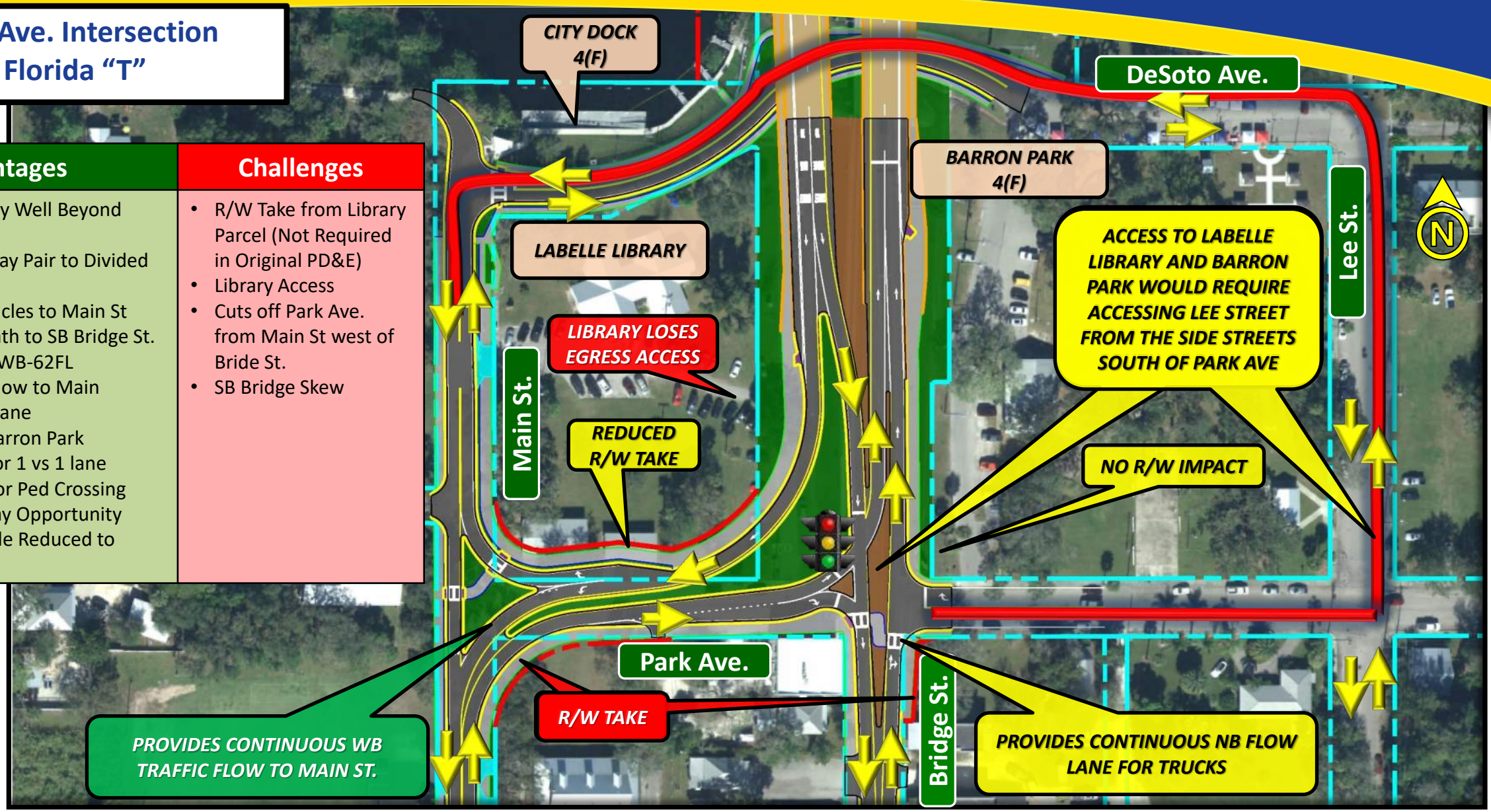
Park Ave. Intersection
Traditional Signal

Advantages	Challenges
• Provides Capacity To 2040 • Converts Two-Way Pair to Divided Arterial • Accommodates WB-62FL • Continuous SB Flow to Main • Minimizes Impacts to City/Business Property • Minimal Learning Curve • Signalized Ped Crossings • Maintains Connection to Park Ave East of Bridge St • Max Profile Grade Reduced to 3.5%-4%	• Requires R/W Not Required in Original PD&E • Library Parking Lot East Egress • NB Bridge St Trucks from Stop • No Accommodations for a Gateway Feature • Main St. Movement is a 90° Right Turn



Park Ave. Intersection
Florida "T"

Advantages	Challenges
• Provides Capacity Well Beyond 2040 • Converts Two-Way Pair to Divided Arterial • Promotes P-Vehicles to Main St • Smooth Truck Path to SB Bridge St. • Accommodates WB-62FL • Continuous SB Flow to Main • Continuous NB Lane • No Impacts to Barron Park • 2-Phase Signal for 1 vs 1 lane • Hybrid Beacon for Ped Crossing • Provides Gateway Opportunity • Max Profile Grade Reduced to 3.5%-4%	• R/W Take from Library Parcel (Not Required in Original PD&E) • Library Access • Cuts off Park Ave. from Main St west of Bride St. • SB Bridge Skew



Presentation Complete

- **Thank You**