Olean Boulevard Phase 1

US 41 to Harbor Boulevard

Board of County Commissioners Workshop

May 24, 2016

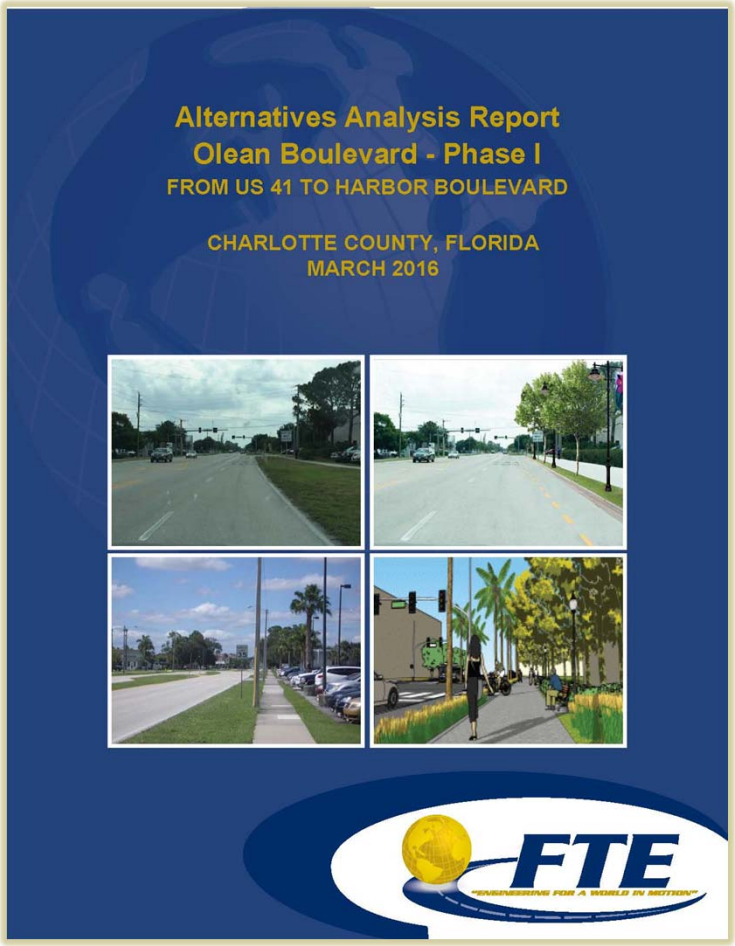
Client : Charlotte County

Consultant: FTE

Alternatives Evaluation

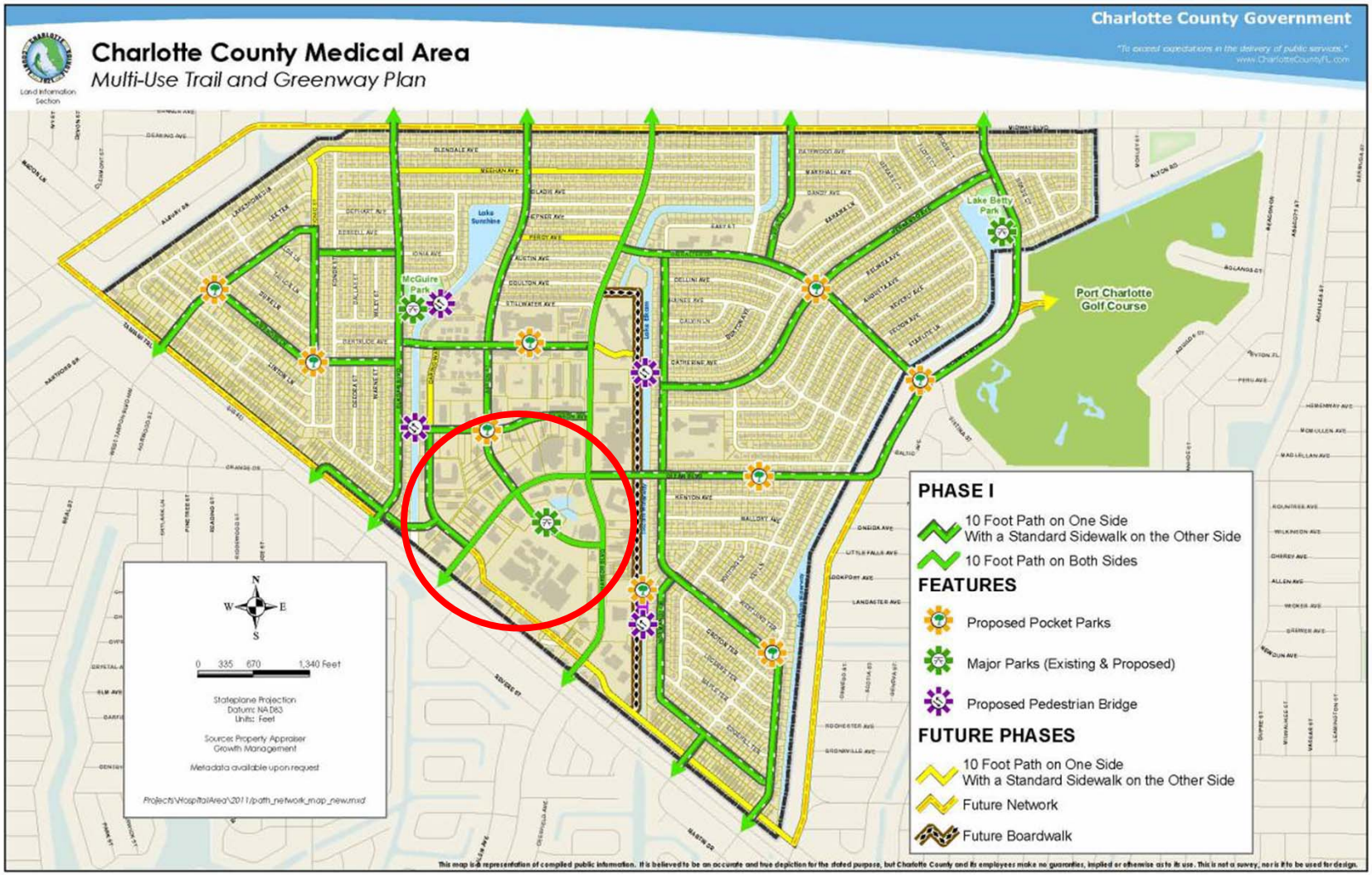
Evaluated 4 Alternatives which focused on:

- Safety Improvements
- Capacity Improvements
- Adherence to the Parkside Master Plan



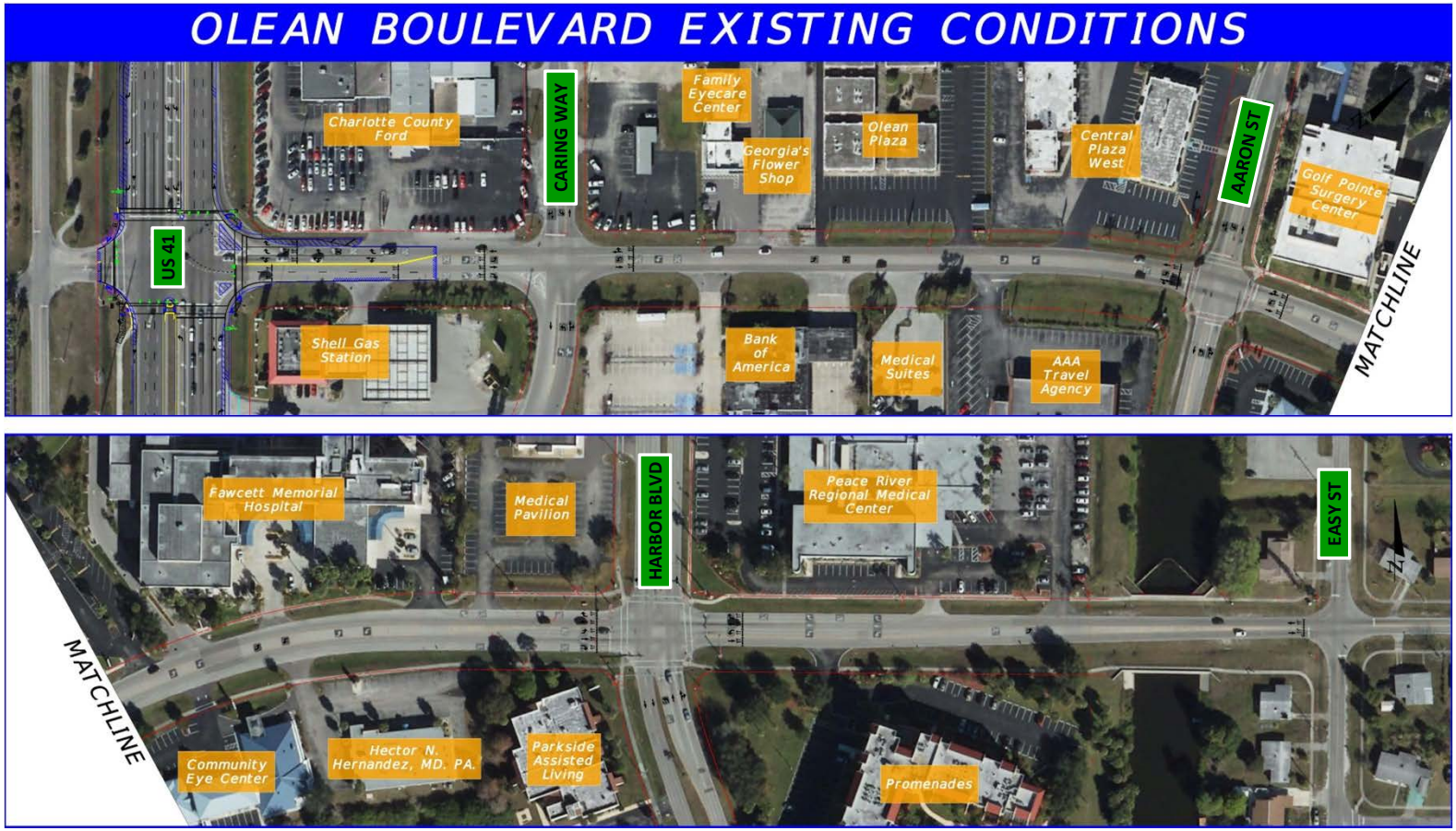
Parkside Community Redevelopment Agency

- 10 foot multi-use path (both sides)
- Decorative Lighting
- Landscaping
- Gateway Feature



Existing Conditions

- 3-lane undivided roadway
- Two eastbound lanes from US 41 to Caring Way
- Continuous 2-way left turn lane
- 31 of 39 crashes (80%) occurred at Caring Way (Jan. 2012 to Mar. 2015)
- FDOT Improvements at US 41



Current Budget (2014 Sales Tax Referendum)

Construction	$ 5 Million
Right-of-Way	$ 3.914 Million
Design	$ 1 Million

Alternatives Evaluated

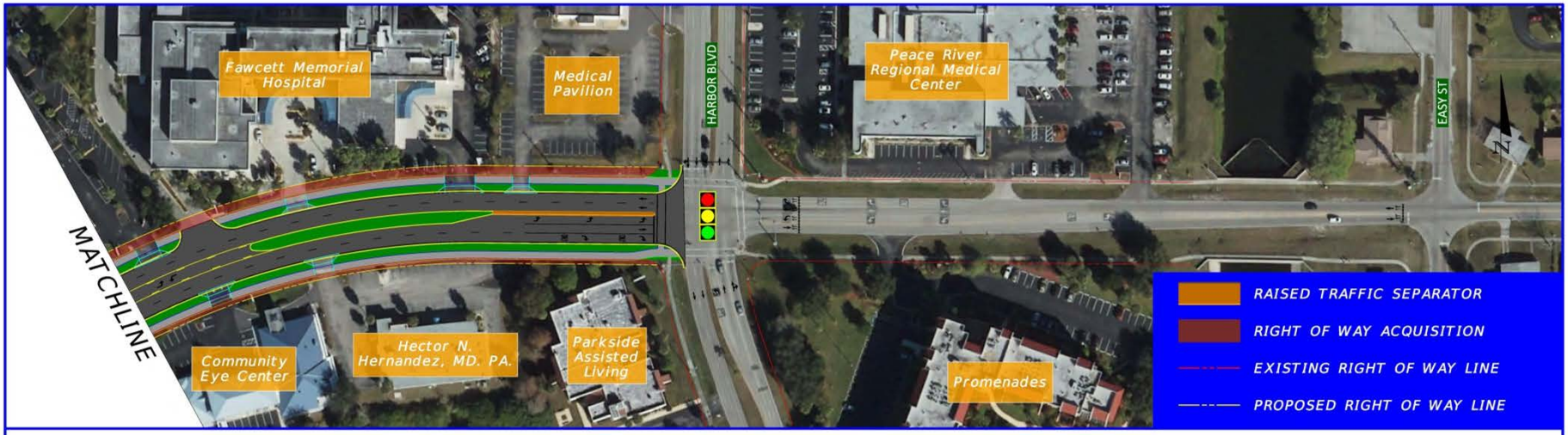
Alternative 1: 4-Lane Divided Roadway

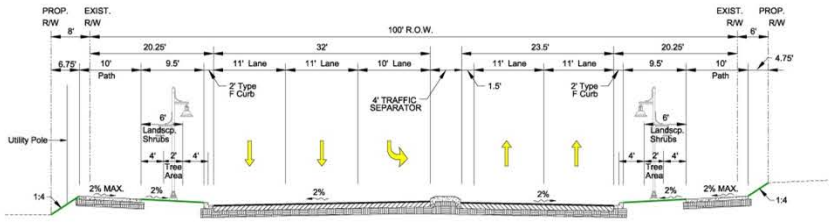
Alternative 2: 5-Lane Undivided Roadway

Alternative 3: 3-Lane Undivided Roadway (2 Eastbound Lanes from US 41 to Aaron Street)

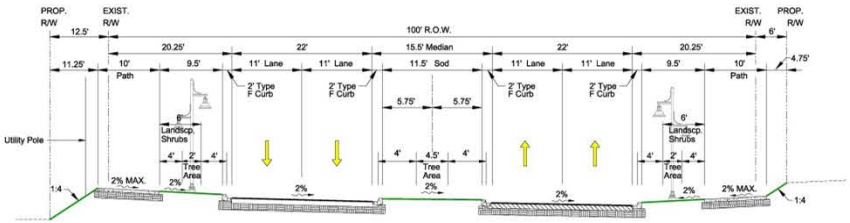
Alternative 4: Safety and Congestion Management Improvements

OLEAN BOULEVARD ALTERNATIVE 1 (4-Lane Divided)



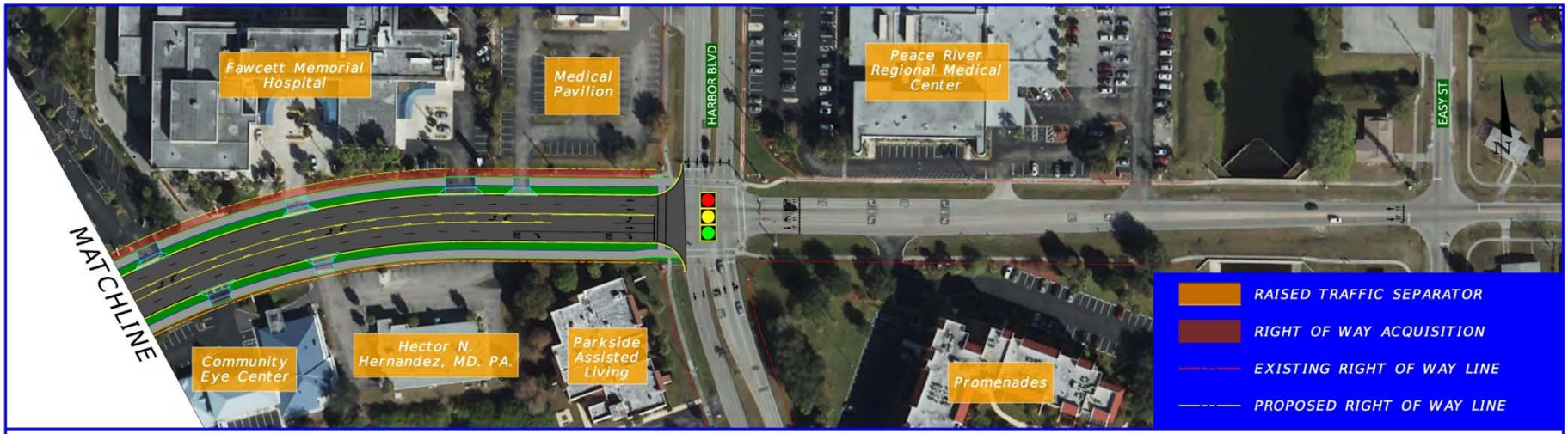


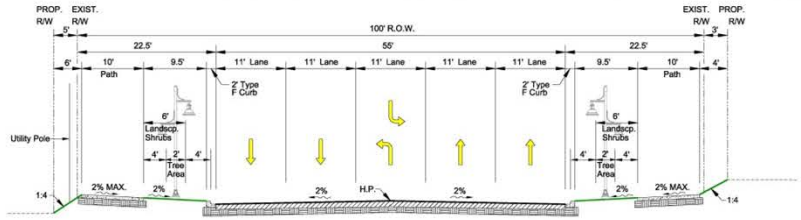
FROM U.S. 41 TO EAST OF CARING WAY



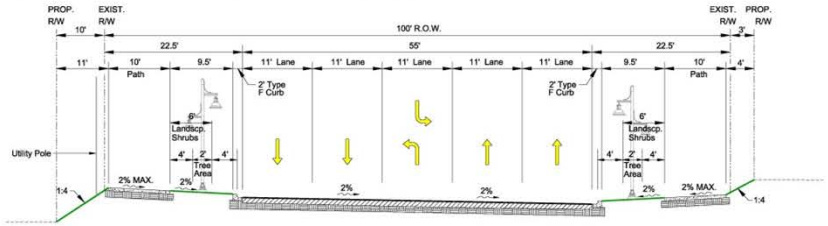
FROM EAST OF CARING WAY TO HARBOR BOULEVARD

OLEAN BOULEVARD ALTERNATIVE 2 (5-Lane Undivided)



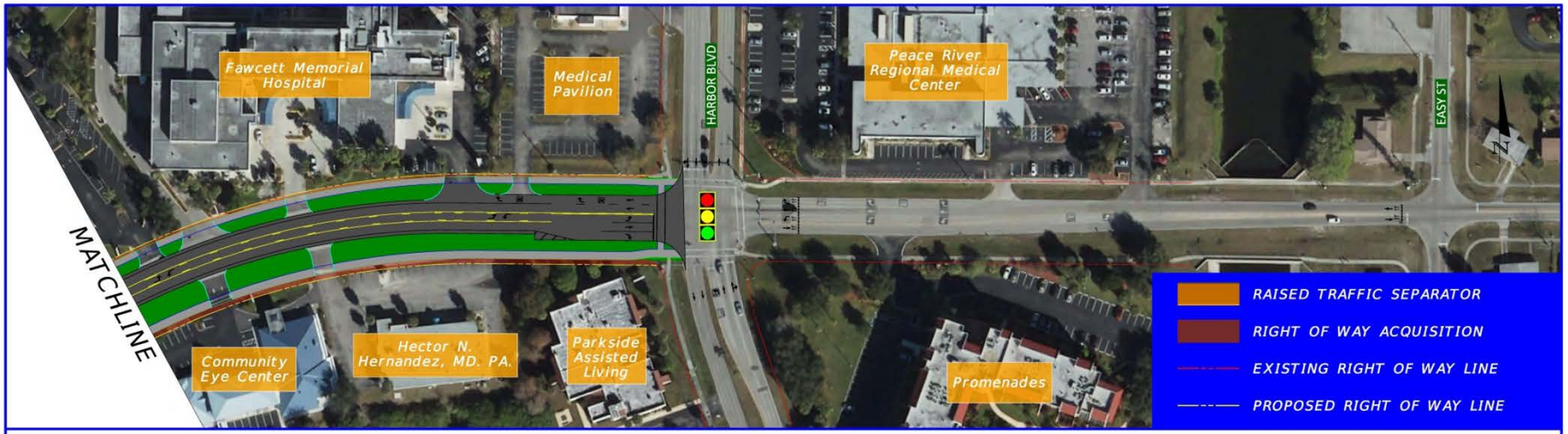


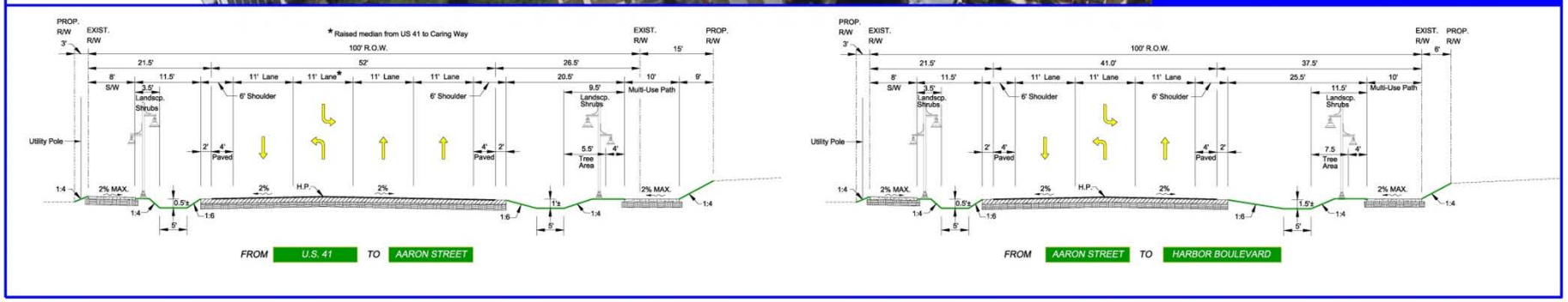
FROM U.S. 41 TO EAST OF CARING WAY



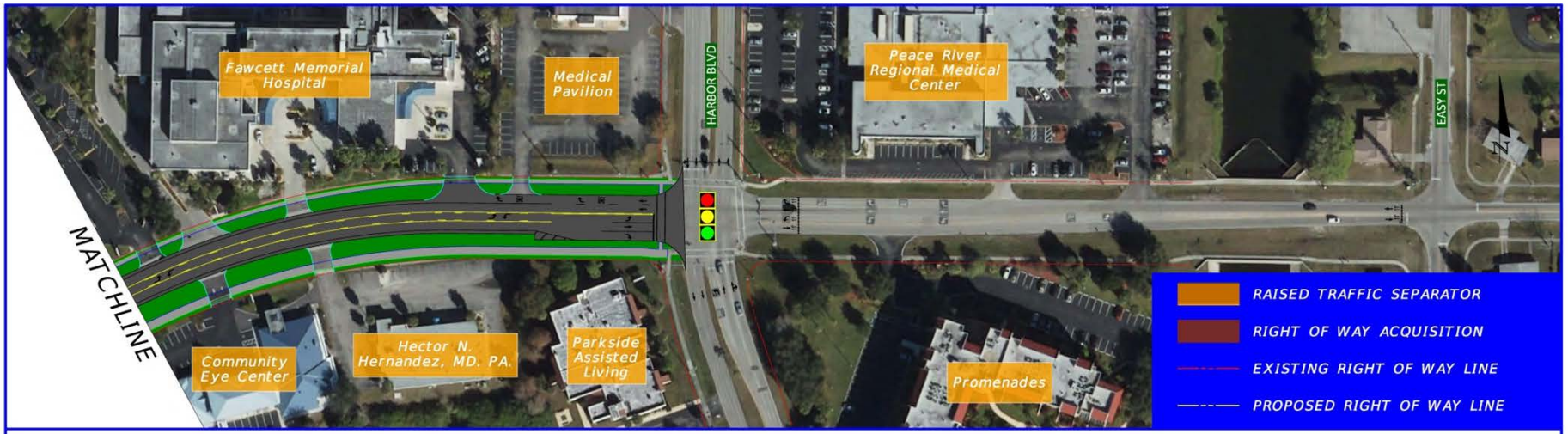
FROM EAST OF CARING WAY TO HARBOR BOULEVARD

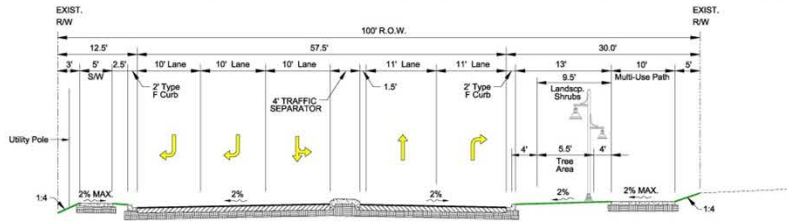
OLEAN BOULEVARD ALTERNATIVE 3 (3-Lane Undivided)



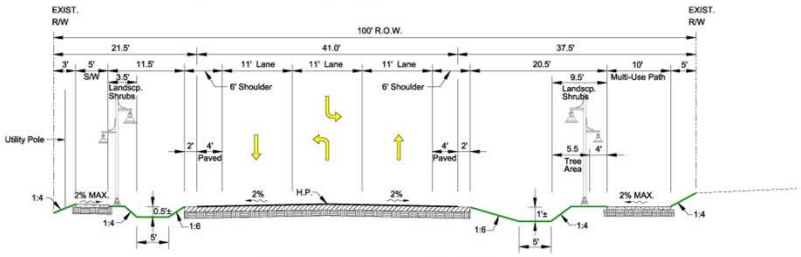


OLEAN BOULEVARD ALTERNATIVE 4





FROM U.S. 41 TO CARING WAY



FROM CARING WAY TO HARBOR BOULEVARD

Alternatives Evaluation

Pros / Cons	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Operation / Level of Service (LOS)	Within roadway service volume to 2038 and beyond	Within roadway service volume to 2038 and beyond	Exceeds roadway service volume (WB Caring Way to Aaron St.) in 2018	Exceeds roadway service volume (2-way Caring Way to Aaron St.) in 2018
	LOS improved for WB approach at US 41	LOS improved for WB approach at US 41	LOS improved for WB approach at US 41	LOS improved for WB approach at US 41; SB Left turns underutilized
	LOS improved for N/S approach at Caring Way	LOS improved for N/S approach at Caring Way	LOS improved for all movements at Caring Way	LOS improved for all movements at Caring Way
Access Management	Restrictive Raised Median from US 41 to Harbor Blvd.	Unrestrictive Median from US 41 to Harbor Blvd.	Unrestrictive Median from Caring Way to Harbor Blvd.	Unrestrictive Median from Caring Way to Harbor Blvd.
	Restricts NB and SB left and thru movements at Caring Way	Restricts NB and SB left and thru movements at Caring Way	Roundabout provides full access at Caring Way with Two EB lanes	Roundabout provides full access at Caring Way with Single EB lane
Safety Improvement	Alleviates Crashes at Caring Way	Alleviates Crashes at Caring Way	Alleviates Crashes at Caring Way	Alleviates Crashes at Caring Way
Pedestrian / Bicyclist Accommodations	10' Path (north side)	10' Path (north side)	8' Sidewalk (north side)	5' Sidewalk (north side)
	10' Path (south side)	10' Path (south side)	10' Path (south side)	10' Path (south side)
No. of Retention Ponds Required	2	2	1	None
Type of SWFWMD Permitting Anticipated	Individual ERP Permit	Individual ERP Permit	Individual ERP Permit	Exemption
ROW Impacts	20 Parcels	20 Parcels	19 Parcels	2 Parcels
Construction Cost	$5 Million	$4.5 Million	$3.5 Million	$2.75 Million
ROW Cost	$14 Million	$13 Million	$11.5 Million	$0.3 Million
Design Cost	$1 Million	$0.9 Million	$0.75 Million	$0.5 Million
Project Cost*	**$20 Million**	**$18.4 Million**	**$15.75 Million**	**$3.55 Million**

* From US 41 to Harbor Boulevard with Conventional Lighting

Public Meeting Results

- Meeting held on April 14, 2016
- 14 Attendees
- 119 Responses

Which alternative would you prefer?

	Public Preference
Alternative 1: 4-Lane Divided Roadway	1% (1)
Alternative 2: 5-Lane Undivided Roadway	98% (117)
Alternative 3: 3-Lane Undivided Roadway	0% (0)
Alternative 4: Safety and Congestion Management Improvements	0% (0)
No Preference	1% (1)

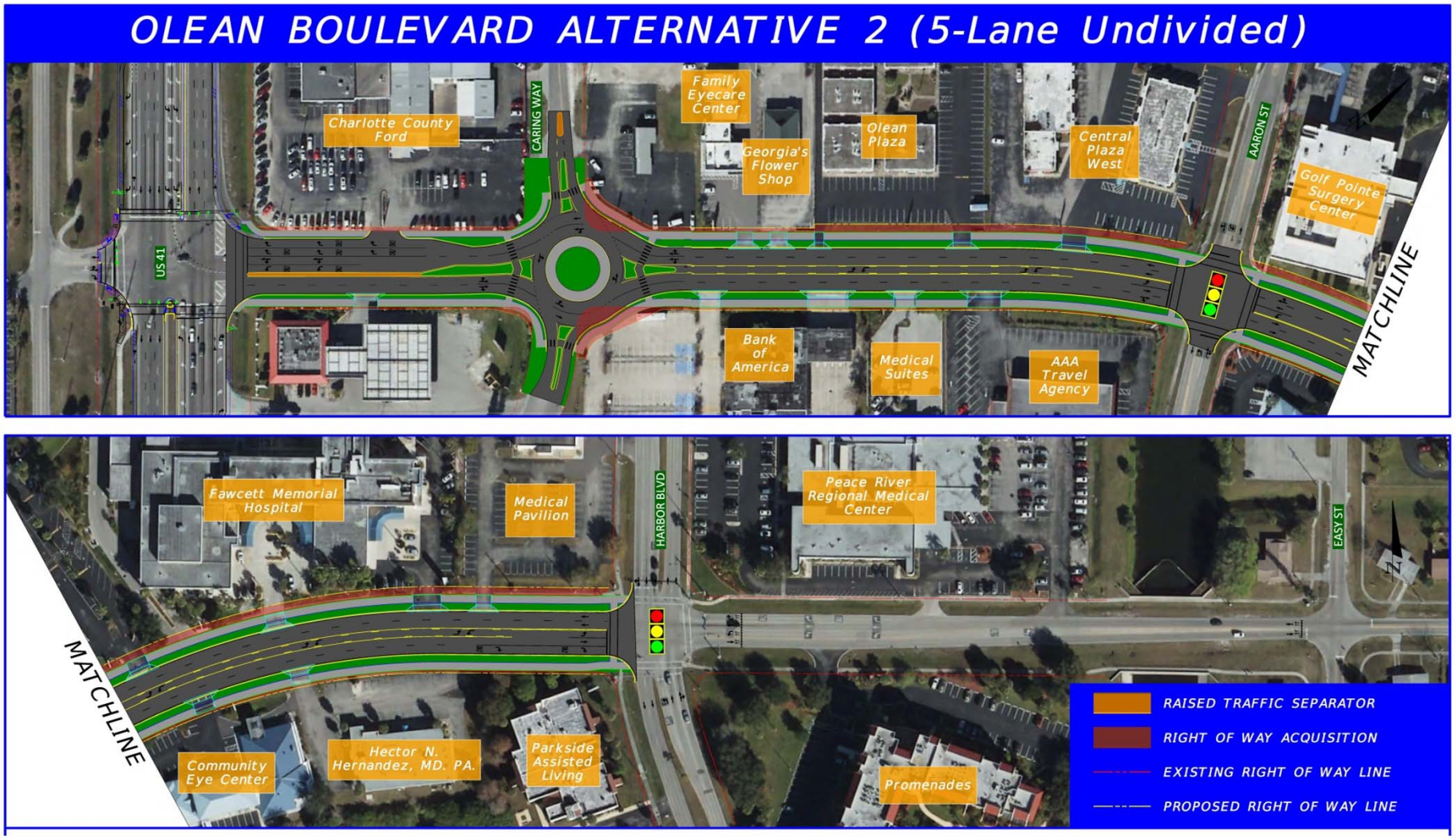
Alternative 2 with Dual Lane Roundabout

- Raised median from US 41 to Caring Way
- Maintains full access at Caring Way
- Vehicles can make U-turns at Roundabout

Additional Cost

Roundabout: $500,000

Additional R/W: $705,000



Preferred Sidewalk Location?

	Public Preference
Both sides of the road	2% (2)
North side of the road	0% (0)
South side of the road	91% (108)
No sidewalks if they cannot fit within existing right-of-way	2% (3)
No preference	5% (6)

Preferred Sidewalk Width?

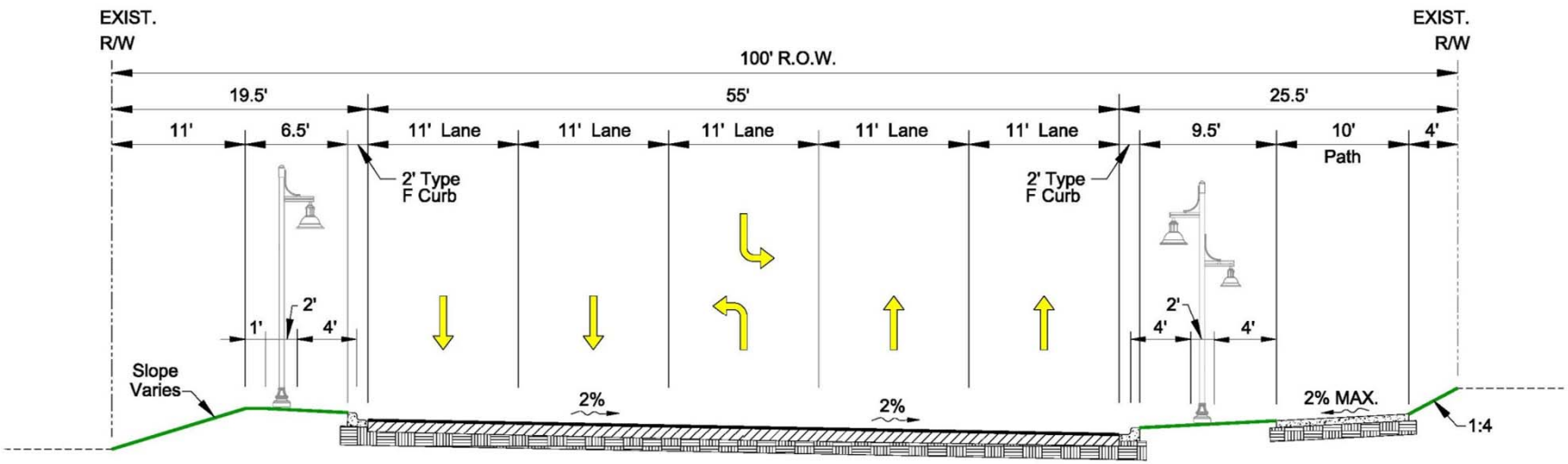
	Public Preference
10’ sidewalk(s)	42% (50)
8’ minimum sidewalk(s)	1% (1)
6’ minimum sidewalk(s)	1% (1)
Sidewalk(s) as wide as possible within the limited right-of-way	52% (62)
No Preference	4% (5)

Alternative 2B

- No mainline right-of-way (Pond sites only)
- 10’ path along the south side
- No sidewalk along the north side

Construction: $4.3 Million

Pond R/W: $2.85 Million



ALTERNATIVE 2B (5-Lane Undivided)

FROM U.S. 41 *TO* HARBOR BOULEVARD

Decorative Street Lights

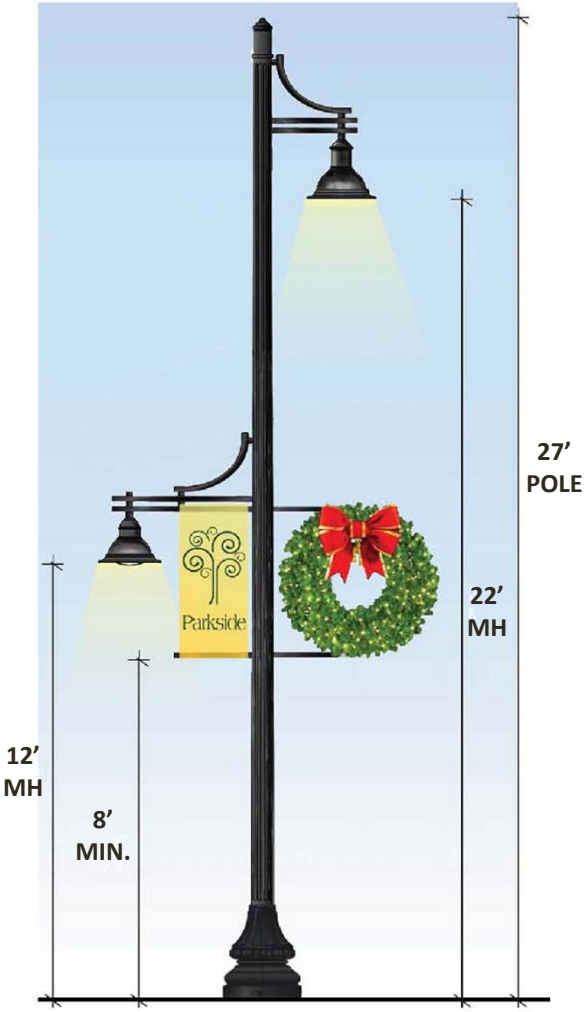
Per January 12, 2016 Parkside CRA meeting

- Option A: Premium Light Detail
- Additional cost versus conventional poles:

  $364,164 (based on Parkside Plan cost figures)

Decision on Street Lighting?

- Conventional Lighting vs LED



Premium Light Detail

Olean Boulevard from US 41 to Harbor Boulevard

Any Questions?