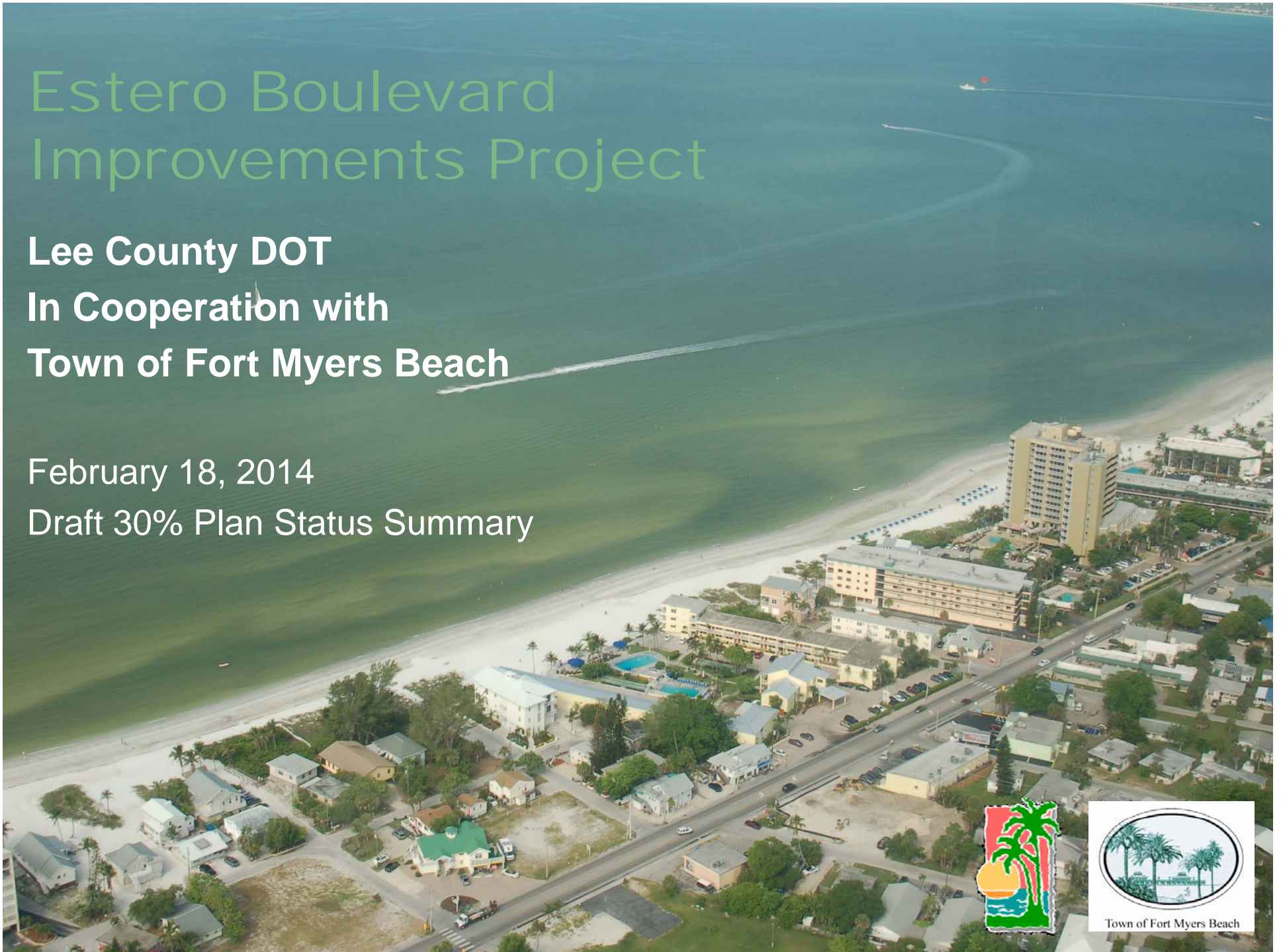


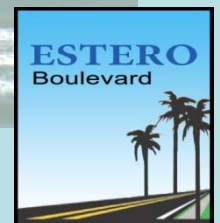
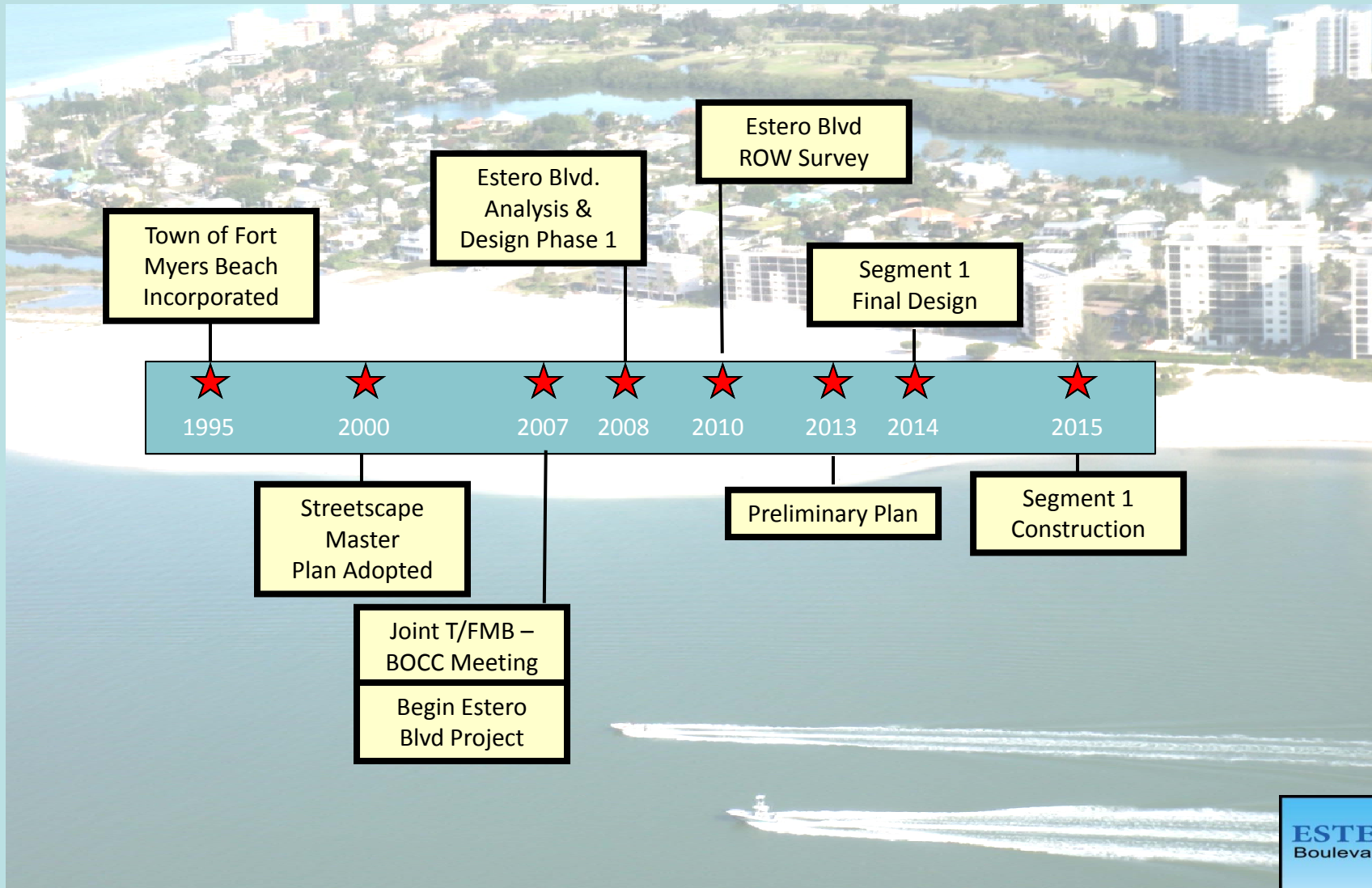
Estero Boulevard Improvements Project

**Lee County DOT
In Cooperation with
Town of Fort Myers Beach**

February 18, 2014
Draft 30% Plan Status Summary

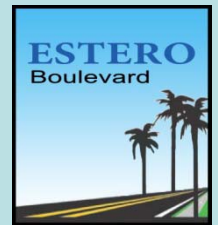


Estero Boulevard



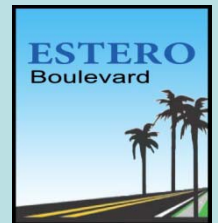
Estero Boulevard Preliminary Design

- Currently in Preliminary Design Process
- Picked up from 2008 effort that was halted in order to complete the ROW survey
- Based on cross sections in Town's Streetscape Master Plan with changes approved by Town Council in August 2013



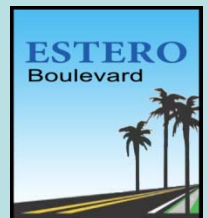
Estero Boulevard Preliminary Design

- Will result in 30% Design Plans for entire six miles from Crescent Street to Big Carlos Pass Bridge
- Public Workshop held on Beach in Feb 2013
- Based on Comments, presented options/limitations to Town Council August 2013



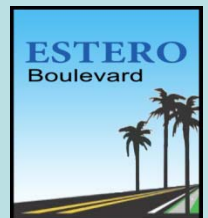
Town Council Direction

- Town Council provided direction on Plans in August 30, 2013 letter:
 - Sidewalks-both sides entire length
 - Dedicated bike lanes where Right-of-Way allows
 - Use shared bicycle lanes “Sharrows” and wider sidewalks where separate bike lane can’t be provided
 - Center lane/three lane section entire length
 - Minimize interruption during tourist season



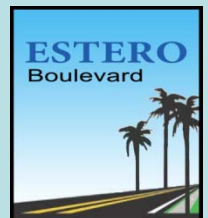
Addressing Council Requests

- Sidewalks – Both sides entire length
 - ✓ Included, Widths vary – 9' to 6'
- Dedicated Bike Lanes where ROW allows
 - ✓ Included in all segments except for the 1.4 miles of the Core/Civic Section



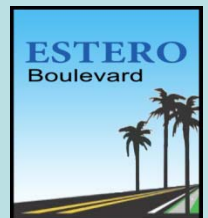
Addressing Council Requests

- Shared Bicycle Lanes “Sharrows” with wider sidewalks where Bike Lanes can’t be provided
 - ✓ Included Sharrows in Core/Civic Section
 - ✓ 9’ sidewalks typically



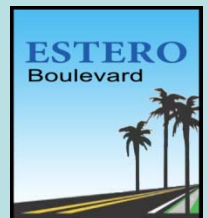
Addressing Council Requests

- Center-Lane/3 Lane Section Entire Length
 - ✓ Included except for:
 - Locations where Chicanes used for Trolley Stops
 - Quiet Center 50' ROW section – Avenida Pescadore to Lazy Way (1/3 mile approx.)
- Minimize Interruption during Tourist Season
 - Will be a goal, but Construction will carry into season



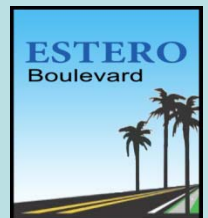
Design Issues To Be Resolved

- Drainage
- Trolley Stops
- Street Lighting
- Landscaping
- Overhead Utilities
- ROW Encroachments



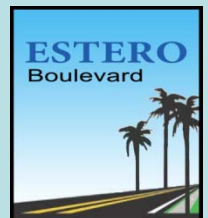
Outstanding Design Issues

- Issues can be resolved in subsequent design phases.
- Assistance from Construction Manager at Risk
- Will require significant coordination with Town, possible amendments of Interlocal Agreement



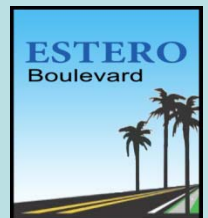
Project Approach

- Sequential Design and Construction for each segment, starting at north and working south.
- Funding every other year
- Intend to hire a Construction Manager at Risk to oversee efforts, ensure coordination



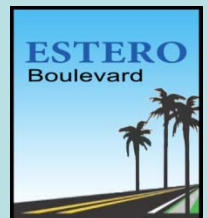
Next Steps

- Finalize Preliminary Design Plans
- Segment 1 selection consistent with Town Council 2008 recommendation
- Funding for Segment 1 Design and Construction Phases in Current Fiscal Year



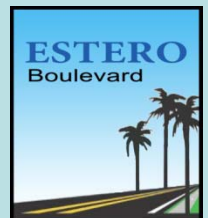
Next Steps

- Contract with TYLin allows issuing STA to proceed with Final Design of first segment
- Design Scope drafted, being finalized
- STA Requires BOCC approval
 - 2 months
 - Funds remaining in Preliminary Design allows TYLin to get started while awaiting STA approval

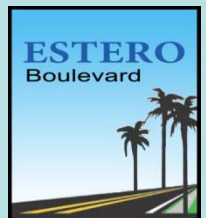


Next Steps

- Proceed with advertising for and hiring Construction Manager at Risk
 - Process can take 6 months between advertising/selection/approval process
- Want them to participate in the Segment 1 Design Process
- Scope for RFQ drafted, and being refined
- Will hire for Segment 1 with option to add additional segments

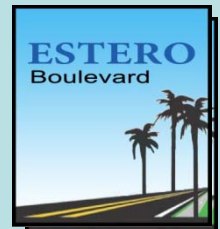
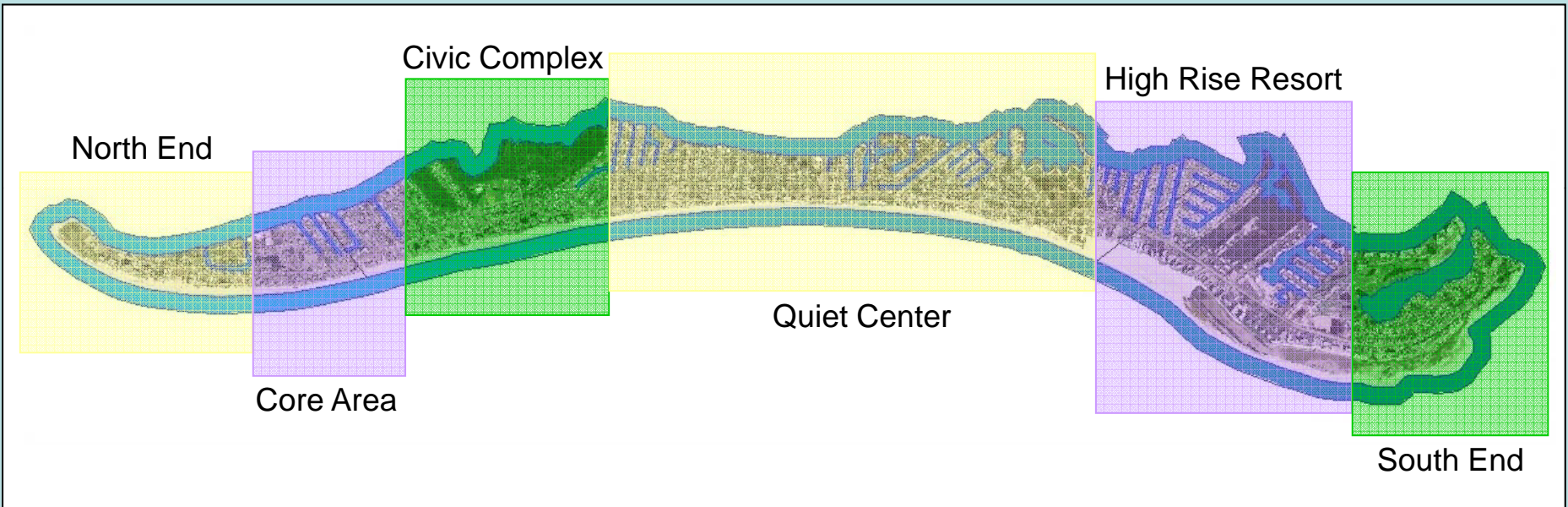


Questions

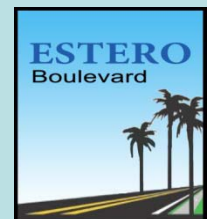
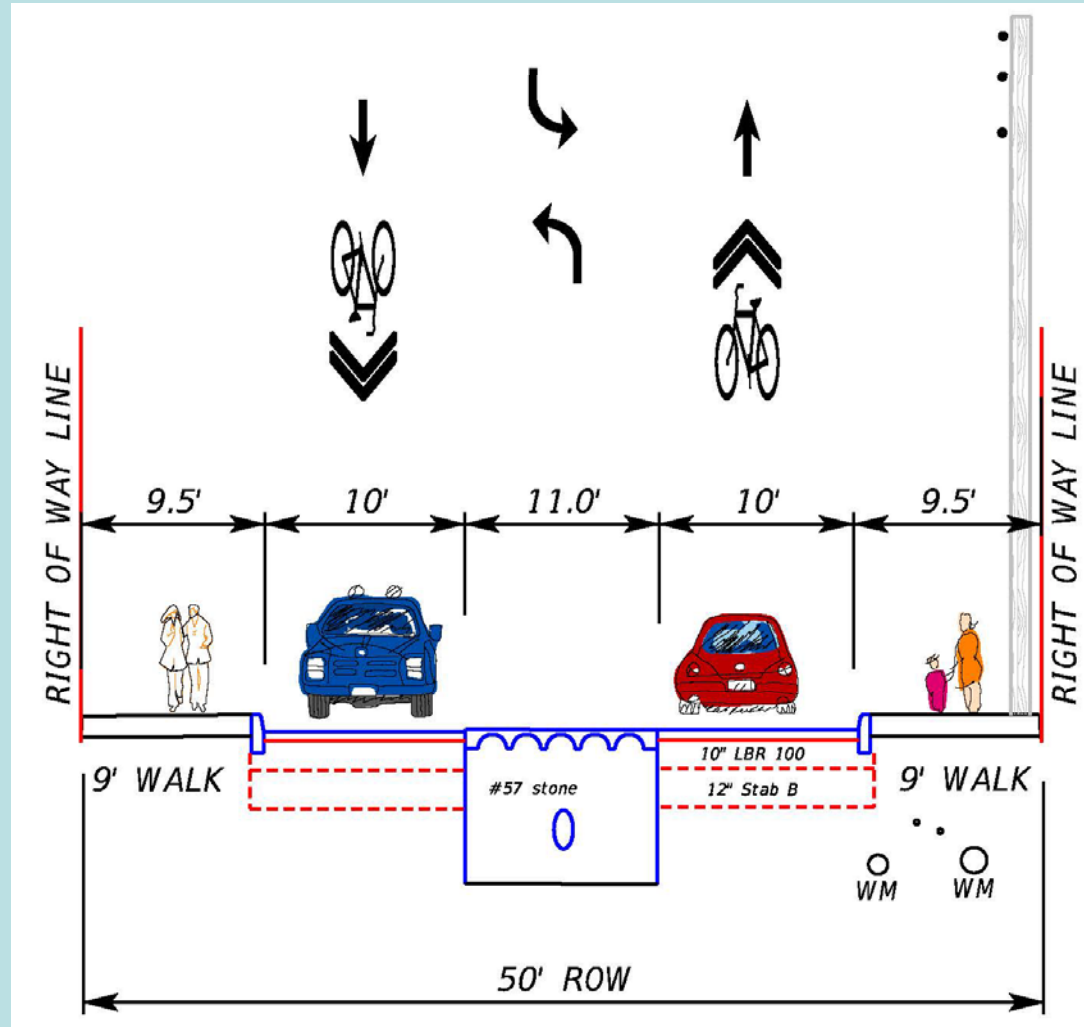


Six Segments From Master Plan

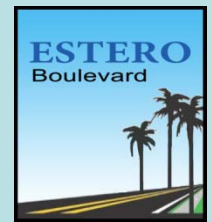
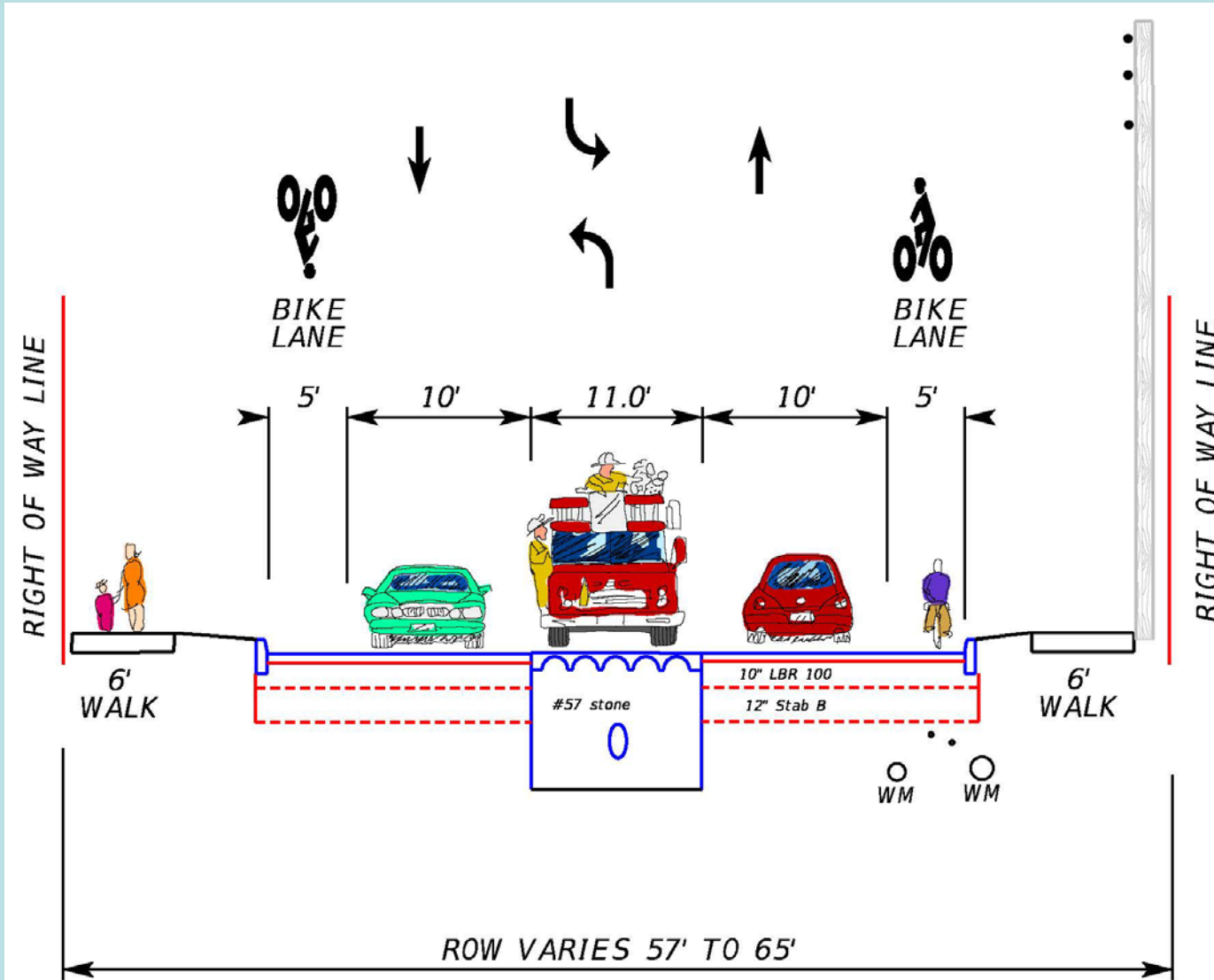
(Wilson Miller)



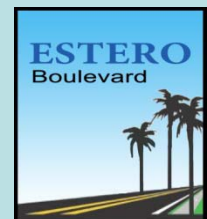
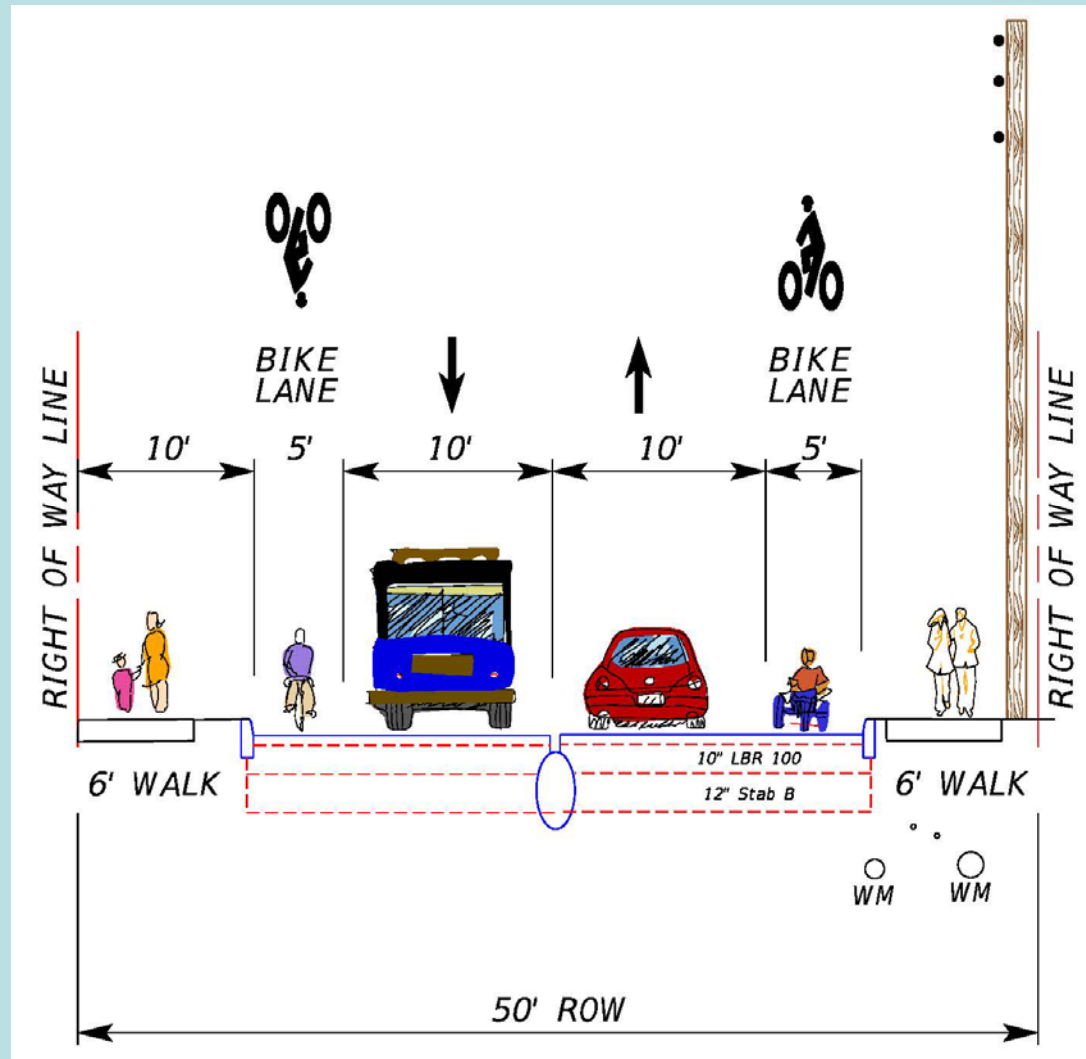
Core Area / Civic Complex Typical Section



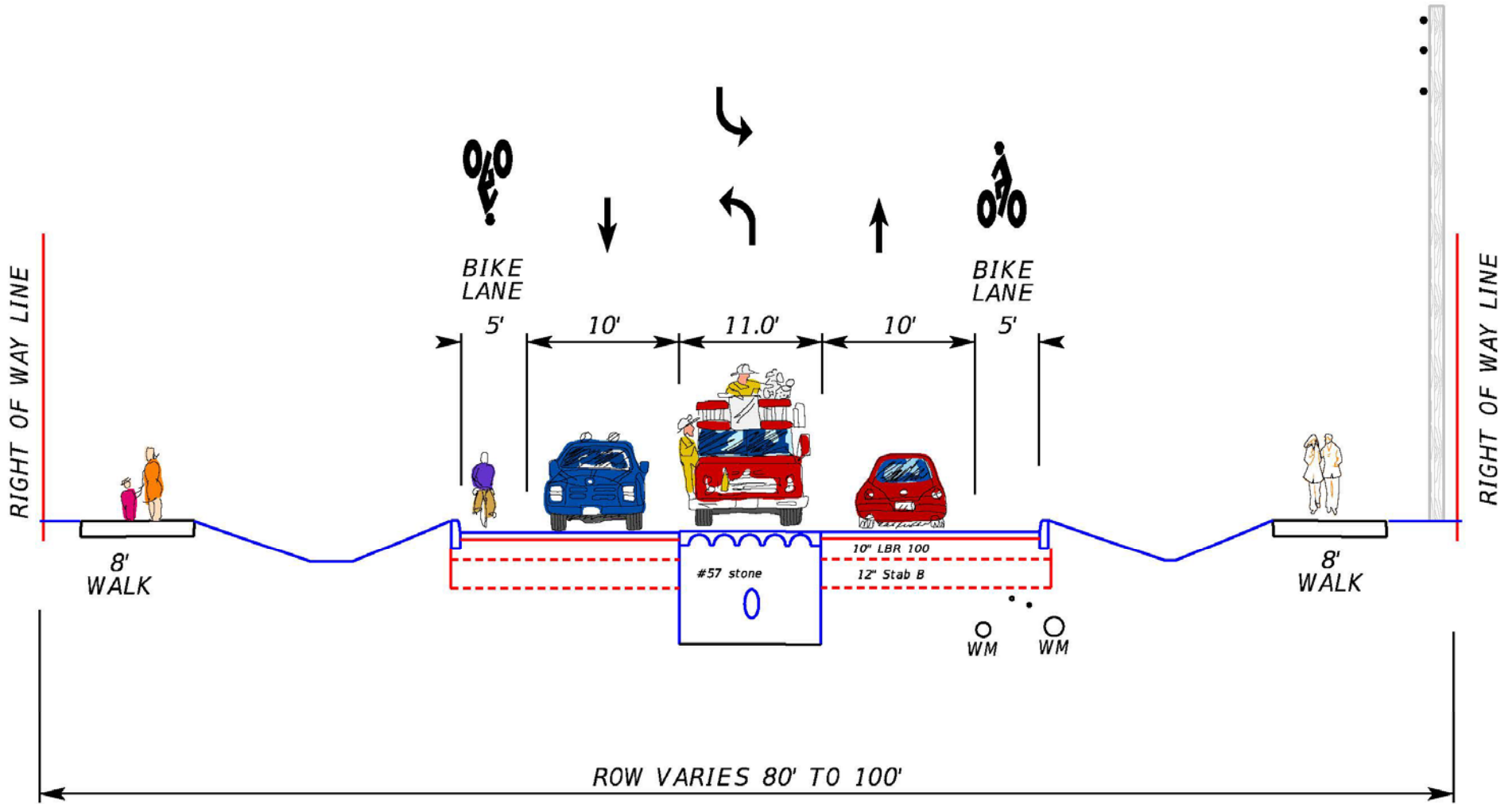
Quiet Center Typical Section



Quiet Center (50' ROW) Typical Section



High Rise Resort Area Typical Section



South End Typical Section

