

CHARLOTTE COUNTY

SANDHILL BOULEVARD WIDENING

Kings Highway to Deep Creek Blvd
Preliminary Design Update

DATE: April 2025

JOHNSON
ENGINEERING
— An Apex Company —

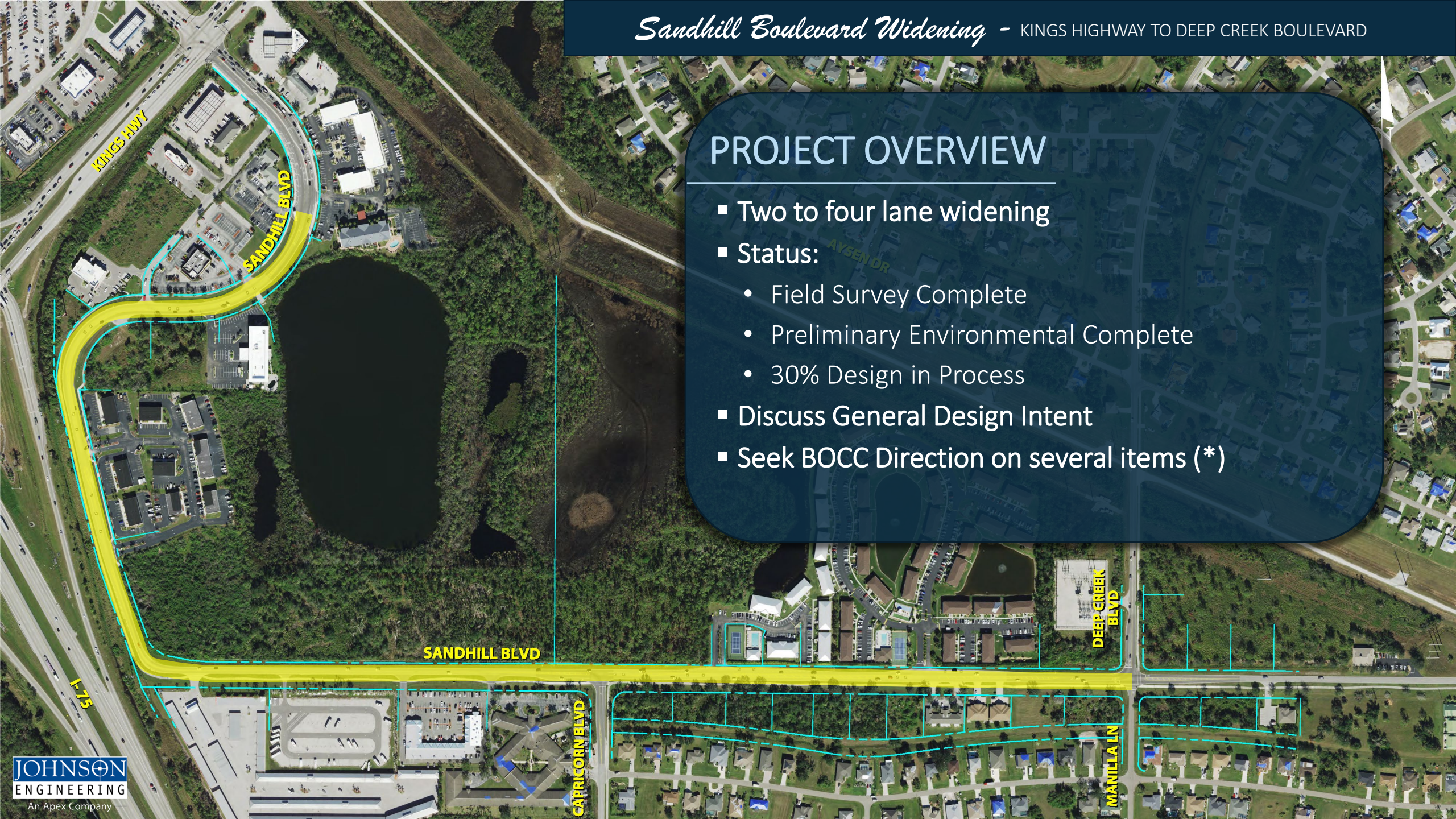
PROJECT OVERVIEW

- Two to four lane widening
- Status:
 - Field Survey Complete
 - Preliminary Environmental Complete
 - 30% Design in Process
- Discuss General Design Intent
- Seek BOCC Direction on several items (*)



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ALIGNMENT

- Consistent Speed (Design Speed = 35 mph)
- Stay within existing ROW where possible



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 - CURVE 1 – Continue Existing 435' R curve

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435' R curve

ALIGNMENT

- Consistent Speed (Design Speed = 35 mph)
- Stay within existing ROW where possible
 - CURVE 1 – Continue Existing 435' R curve
 - CURVE 2 – Maintain Advisory Speed = 25 mph

CURVE 2

Existing 254' R curve
Maintain Advisory
Speed = 25 mph

ALIGNMENT

- Consistent Speed (Design Speed = 35 mph)
- Stay within existing ROW where possible
 - CURVE 1 – Continue Existing 435' R curve
 - CURVE 2 – Maintain Advisory Speed = 25 mph
 - CURVE 3 – Need additional ROW for Proposed 435' R curve

CURVE 3

Need additional ROW for
Proposed 435' R curve

SANDHILL BLVD

BLVD

ALIGNMENT

- Consistent Speed (Design Speed = 35 mph)
- Stay within existing ROW where possible
 - CURVE 1 – Continue Existing 435' R curve
 - CURVE 2 – Maintain Advisory Speed = 25 mph
 - CURVE 3 – Need additional ROW for Proposed 435' R curve
 - Remaining East/West portion within existing 100' ROW



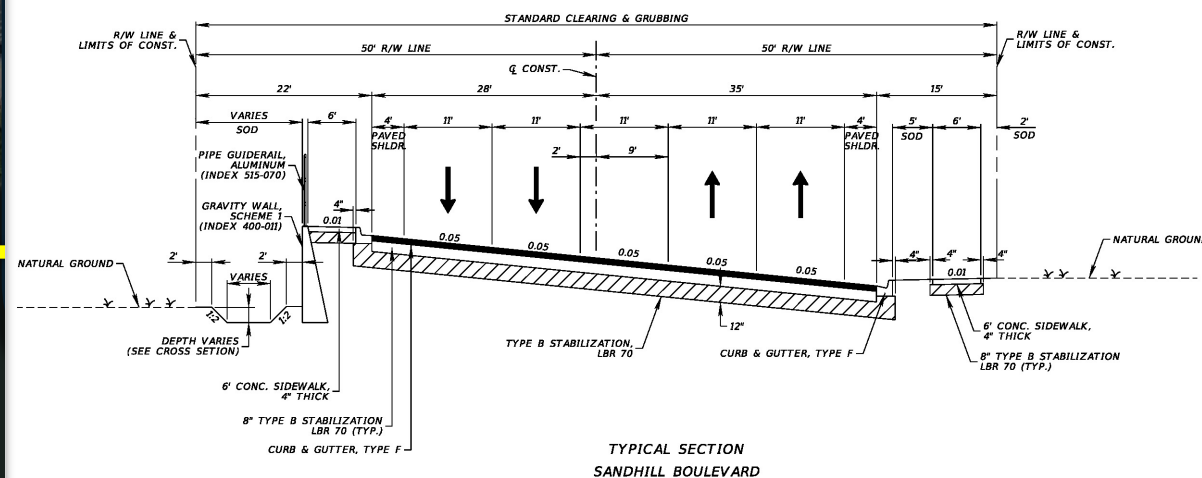
TYPICAL SECTION

- Four Lane Urban (Curb and Gutter)
 - Typical Section A – Curve 1
 - Typical Section B – Curve 2 thru 3
 - Typical Section C – East/West segment



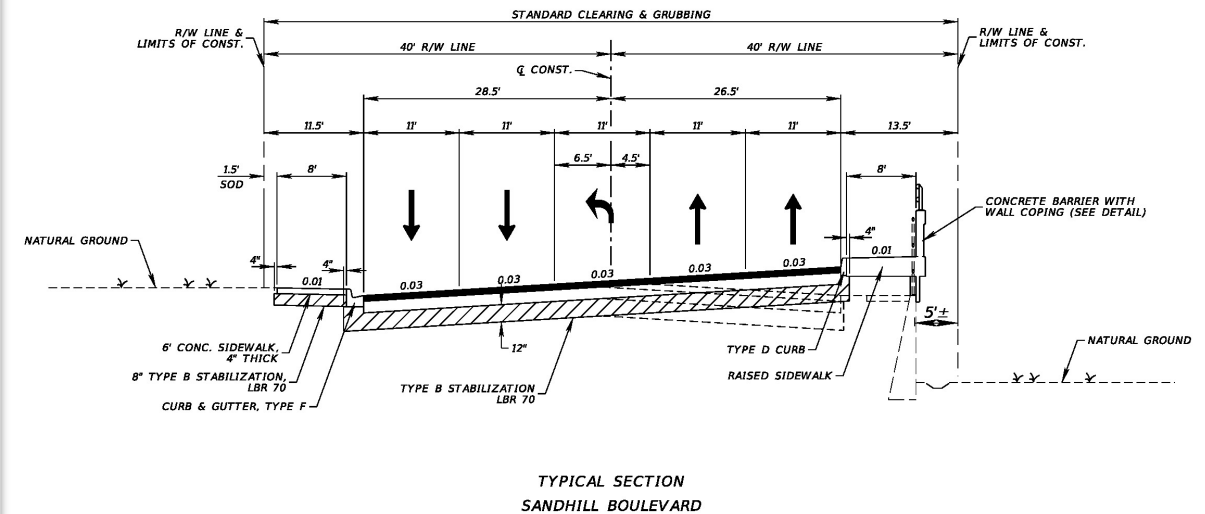
TYPICAL SECTION

- Four Lane Urban (Curb and Gutter)
 - Typical Section A – Curve 1 (100' ROW)



TYPICAL SECTION

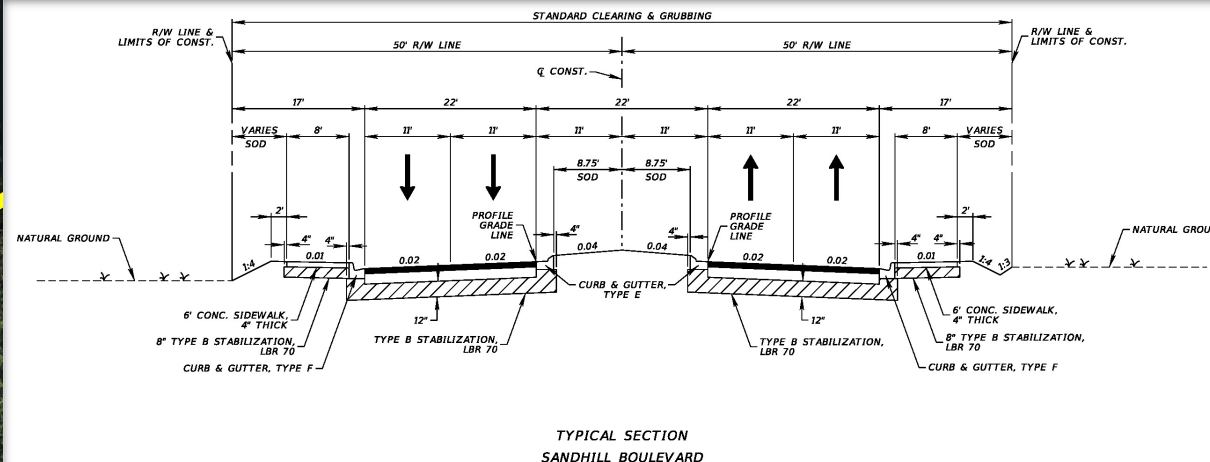
- Four Lane Urban (Curb and Gutter)
 - Typical Section A – Curve 1
 - Typical Section B – Curve 2 thru 3 (80-100' ROW)



SANDHILL BLVD

TYPICAL SECTION

- Four Lane Urban (Curb and Gutter)
 - Typical Section A – Curve 1
 - Typical Section B – Curve 2 thru 3
 - Typical Section C – East/West segment (100' ROW)



C

SANDHILL BLVD

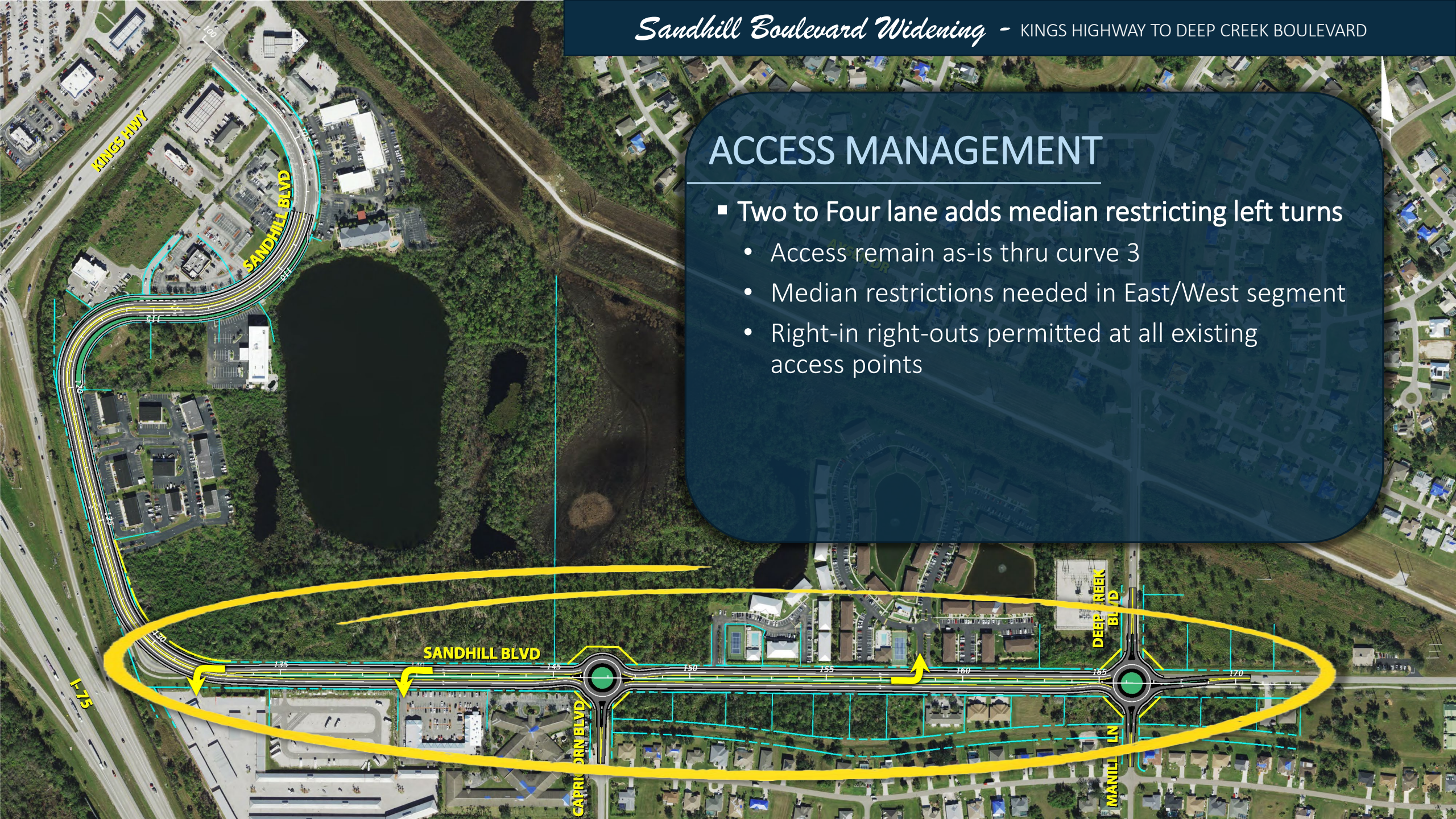
CORN BLVD

DEEP CREEK BLVD

VILLA LN

ACCESS MANAGEMENT

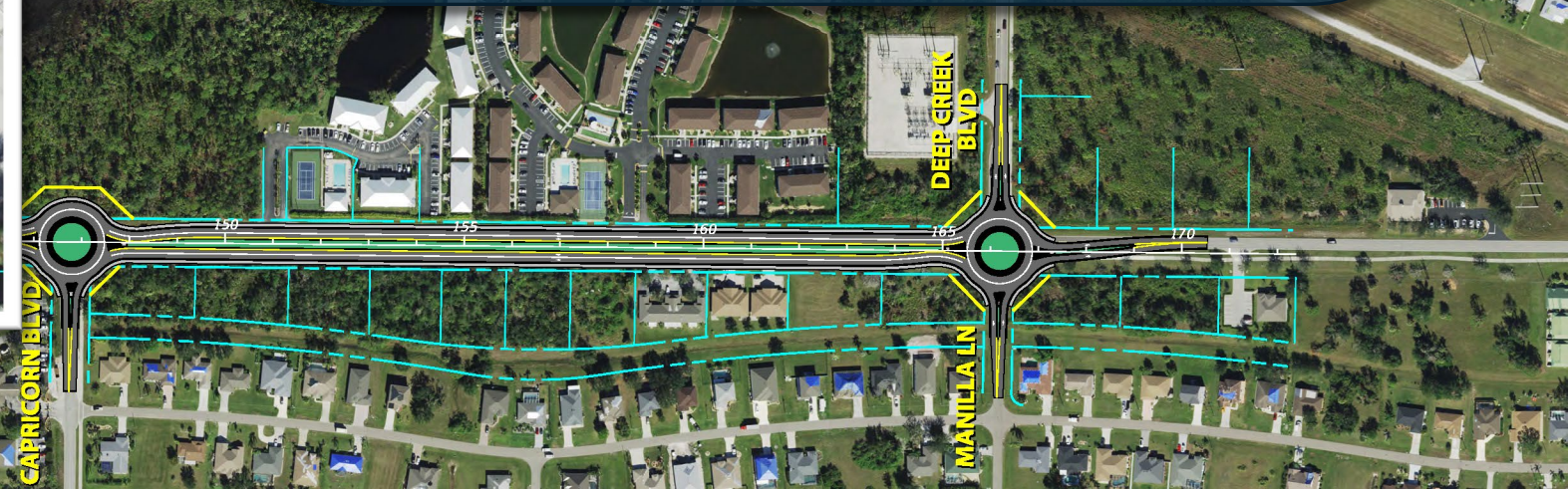
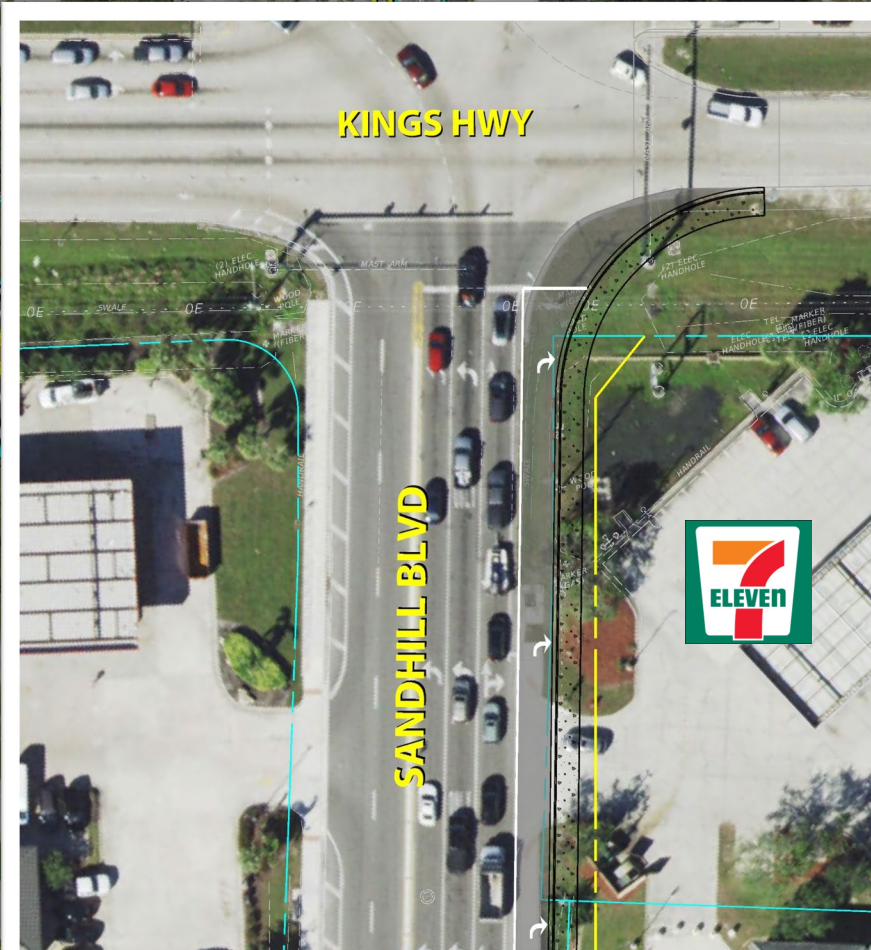
- Two to Four lane adds median restricting left turns
 - Access remain as-is thru curve 3
 - Median restrictions needed in East/West segment
 - Right-in right-outs permitted at all existing access points

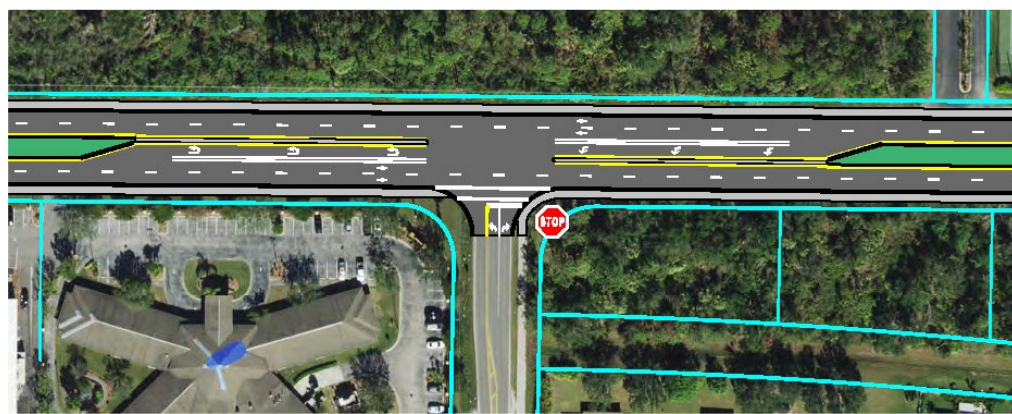


BOCC DIRECTION NEEDED*

1. Northbound Right Turn Lane at Kings Highway?

- **EXISTING:** Shared NB thru/right, 50/50 thru vs. right turn traffic
- **PROS:** Improved safety, reduced delay
- **CONS:** Additional ROW needed from 7-11, increased permitting
- **COST:** \$400K





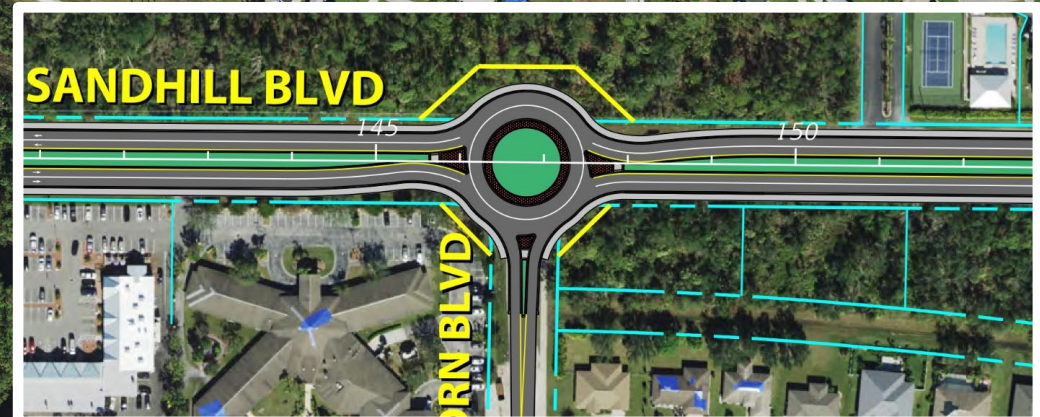
STOP CONTROL

- PROS: Low cost, no additional ROW required
- CONS: Limited future capacity, limited U-turns
- COST: N/A

BOCC DIRECTION NEEDED*

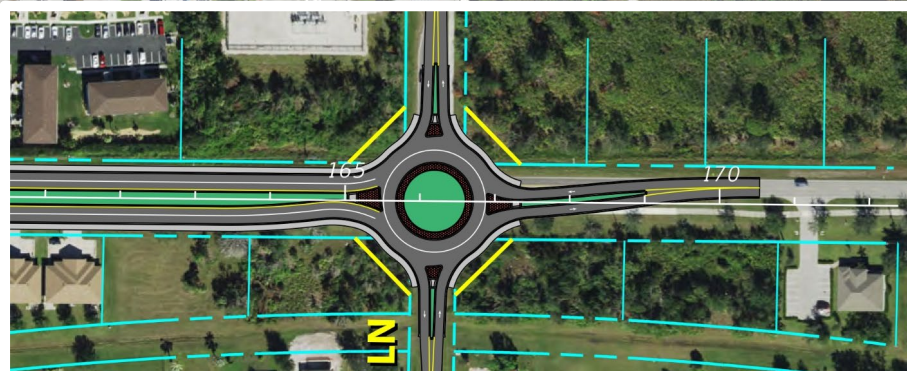
2. Intersection Control at Capricorn Blvd

- EXISTING: NB Stop Control, considerable NB delay
- PROPOSED: Stop Control vs Roundabout?



ROUNDBOAT

- PROS: Improved level of service, corridor access benefits, higher safety improvement, better pedestrian accommodation
- CONS: Requires additional ROW, higher cost
- COST: \$400K (additional)



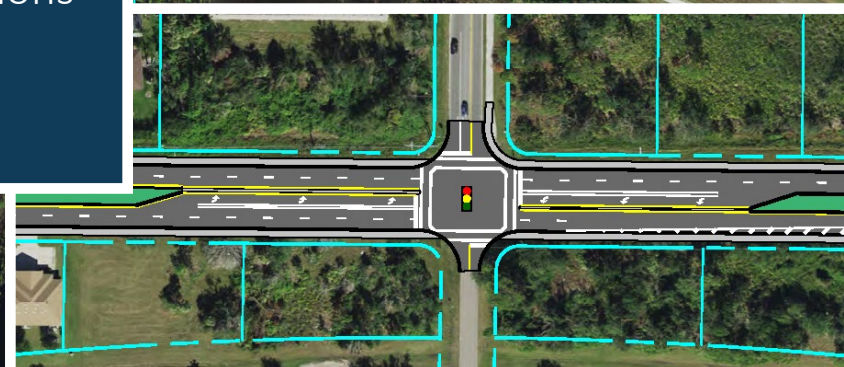
ROUNDBABOUT

- PROS: Improved safety, corridor access benefits, reduced transition connections
- CONS: Requires additional ROW
- COST: \$450K

BOCC DIRECTION NEEDED*

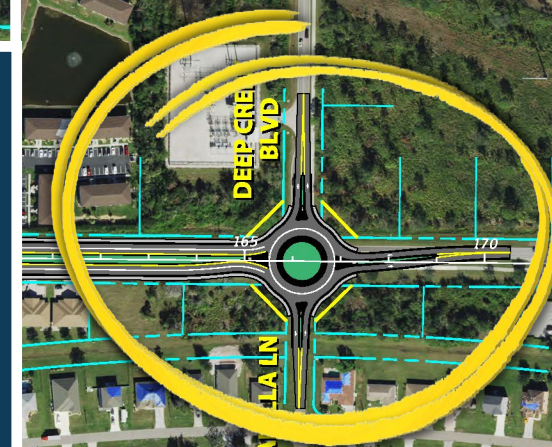
3. Intersection Control at Deep Creek Blvd

- EXISTING: 4-way stop, heavy peak hour traffic
- PROPOSED: Roundabout vs. Traffic Signal?



TRAFFIC SIGNAL

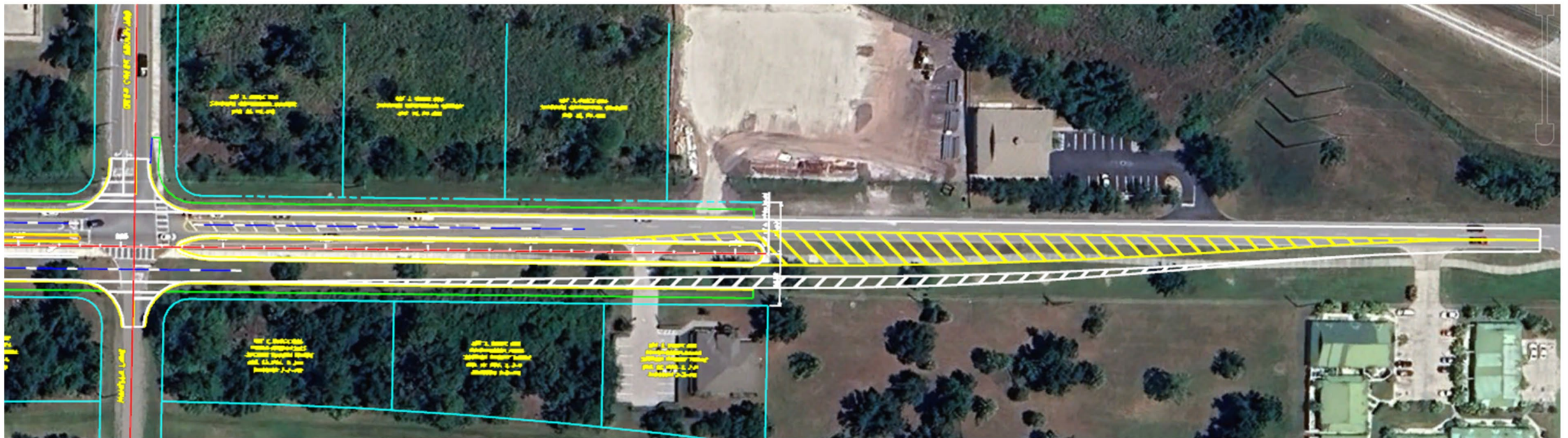
- PROS: Improved level of service, no additional ROW required
- CONS: High cost, high maintenance, increased connection length
- COST: \$2,000,000



BOCC DIRECTION NEEDED*

3. Intersection Control at Deep Creek Blvd

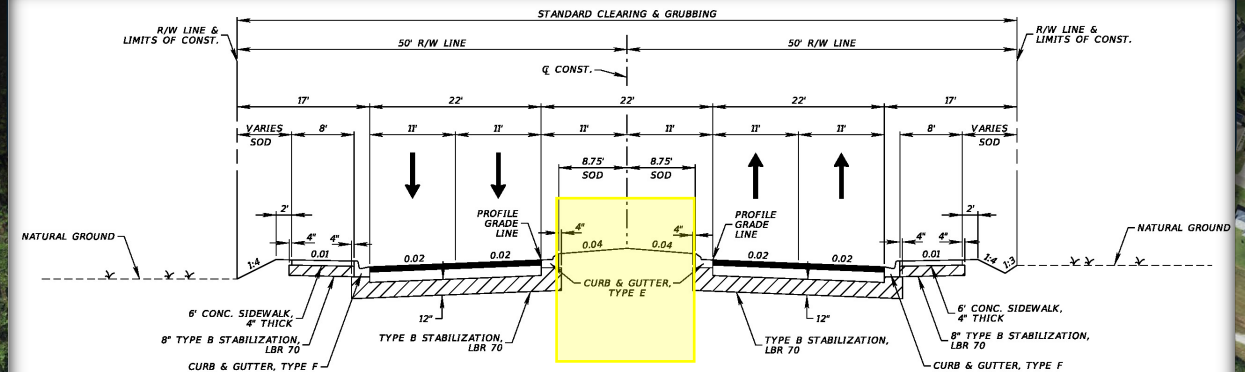
- EXISTING: 4-way stop, heavy peak hour traffic
- PROPOSED: Roundabout vs. Traffic Signal?



BOCC DIRECTION NEEDED*

4. Landscaping?

- Landscaping currently "Optional Service"
- Limited median area for landscaping
- **OPTIONS:**
 - › Core level landscaping - Cost: \$500K
 - › Enhanced level landscaping - Cost: \$700K+
 - › None



TYPICAL SECTION
SANDHILL BOULEVARD
STA. + TO STA. +

SANDHILL BLVD

CAPRICORN BLVD

MANILLA LN



STANDARD

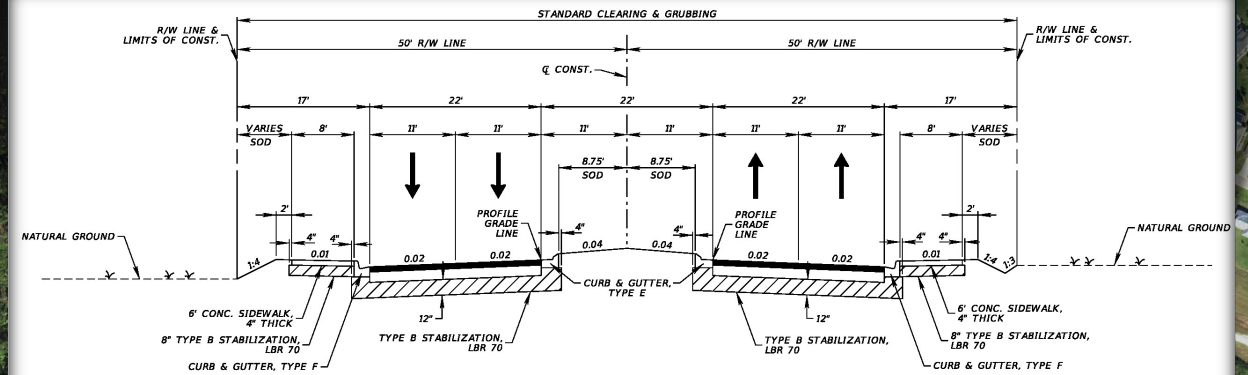


DECORATIVE

BOCC DIRECTION NEEDED*

5. Street Lighting – Standard vs. Decorative

- Similar Illumination
- Aesthetics
- Decorative Cost - \$700K (Additional)



TYPICAL SECTION
SANDHILL BOULEVARD
STA. + TO STA. +

Thank you!
Any Questions?

