



The corridor study identifies roadway capacity improvements to meet long-term 2030 travel needs in Lee and Charlotte counties. The recommended improvements are based on the future land uses projected for the surrounding corridor area, the projected population and employment data, and the travel demand estimates from the refined model for this corridor study.

6.1 IMPROVEMENT NEEDS

Below are mobility improvements needed by the year 2030 for the study corridor. A staging plan for these improvements will be addressed in the phase two Concept Report, to be prepared in Spring 2005. Improvements at intersections and overpasses will also be addressed in the phase two report.

6.1.1 Colonial Boulevard

- I-75 to Winkler Avenue: 8 lane controlled access, which includes frontage roads.
- Winkler Avenue to Cleveland Avenue: 6 lane controlled access, with frontage roads where needed.
- Cleveland Avenue to McGregor Boulevard: 8 lane controlled access, which includes frontage roads.

6.1.2 Midpoint Memorial Bridge

- McGregor Boulevard to Del Prado Boulevard: widen to 6 lanes (after 2030).

6.1.3 Burnt Store Road: Lee County

- Pine Island Road to Van Buren Parkway: widen to 4 lanes with residential access roads.
- Van Buren Parkway to Charlotte County Line: widen to 4 lanes with frontage roads.

6.1.4 Burnt Store Road: Charlotte County

- Lee County Line to US 41: widen to 4 lanes.

6.2 POTENTIAL FUNDING SOURCES

Cost estimates for ROW and construction efforts associated with the mobility improvements will be presented in the Concept Report to be prepared in phase two.

Some potential funding sources to be considered further are identified below:

- Federal Programs
- FDOT Work Programs
- Capital Improvement Programs
- Transportation Impact Fees
- Toll Revenue

Funding sources for the mobility improvements will vary in each jurisdiction and will be addressed further during phase two conceptual alternatives analyses.