

# Estero Parkway Roadway/ Landscape Design

- **Access Management**
- **Design Criteria Report**
- **Roadway Sections**
- **Shoulder Sections**



EXISTING CONDITIONS



PROPOSED ADDITION OF THRU LANE AT US-41

ESTERO PKWY & US-41 INTERSECTION



AGNOLI  
BARBER &  
BRUNDAGE, INC.  
Professional Engineers, Planners & Surveyors



SHEET  
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**EXISTING CONDITIONS**



**PROPOSED ADDITION OF LEFT TURN DIRECTIONAL MEDIAN**

**ESTERO PKWY & ESTERO RIDGE / WALMART**

**Trebilcock**  
planning - engineering

**AGNOLI  
BARBER &  
BRUNDAGE, INC.**  
Professional Engineers, Planners & Surveyors

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EXISTING CONDITIONS

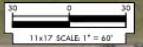


PROPOSED ADDITION OF U-TURN LANE

ESTERO PKWY AT OSPREY COVE



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BRUNDAGE, INC.  
Professional Engineers, Planners & Surveyors



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*EXISTING CONDITIONS*



*PROPOSED MEDIAN IMPROVEMENT - ELIMINATING U-TURN*

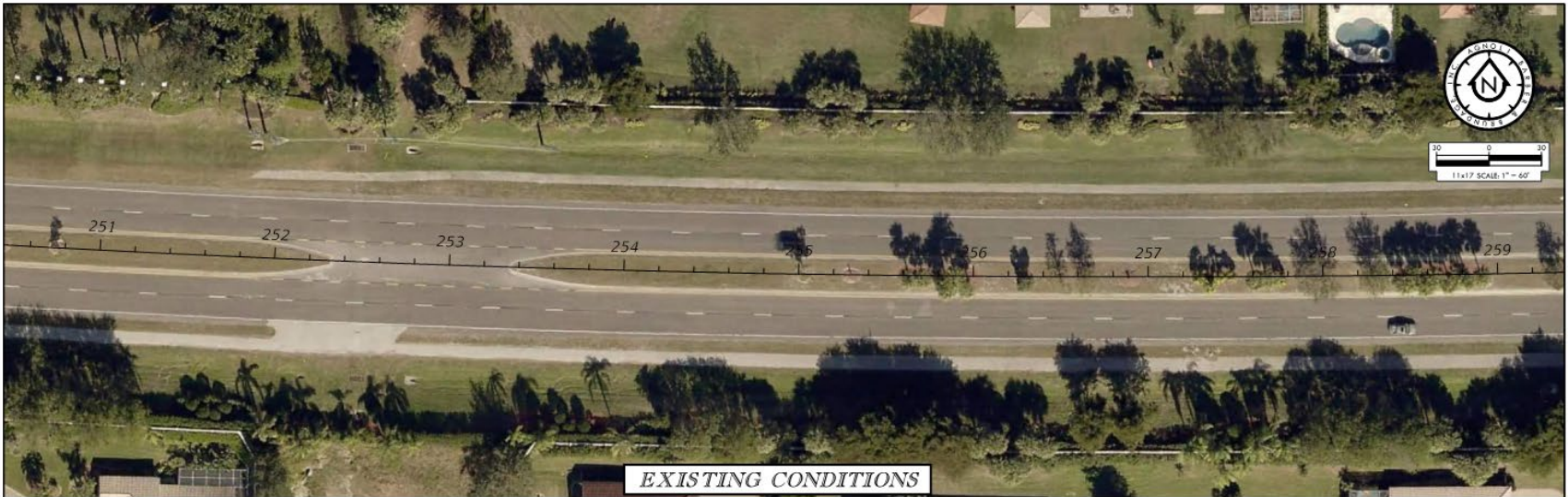
*ESTERO PKWY AT BELLE LAGO*



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BARBER &  
BRUNDAGE, INC.**  
Professional Engineers, Planners & Surveyors

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EXISTING CONDITIONS



ADDITION OF U-TURN LANE

ESTERO PKWY BETWEEN BELLE LAGO & THE RESERVE



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EXISTING CONDITIONS



PROPOSED MEDIAN & TURN LANE IMPROVEMENTS

ESTERO PKWY AT THE RESERVE / CASCADES

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planning-engineering

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BRUNDAGE, INC.**  
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SHEET  
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The Village of  
**ESTERO**





EXISTING CONDITIONS



PROPOSED ADDITION OF LEFT TURN LANE & EXTEND RIGHT TURN LANE

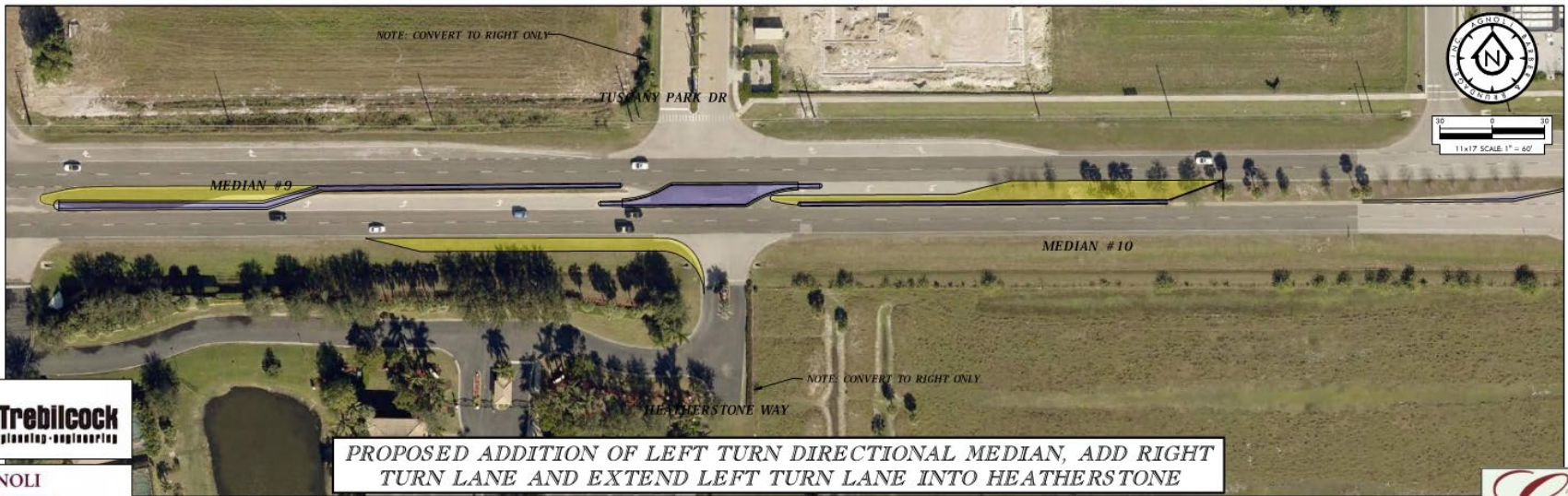
ESTERO PKWY AT ROOKERY POINTE

**Trebilcock**  
planning-engineering

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BARBER &  
BRUNDAGE, INC.**  
Professional Engineers, Planners & Surveyors

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The Village of  
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**ESTERO PKWY TUSCANY PARK DR / HEATHERSTONE**

**Trebilcock**  
planning-engineering

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BRUNDAGE, INC.**  
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**ESTERO**  
The Village of



**EXISTING CONDITIONS**



**PROPOSED EASTBOUND LEFT TURN LANE IMPROVEMENT**

**ESTERO PKWY & THREE OAKS INTERSECTION**

**Trebilcock**  
planning - engineering

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BARBER &  
BRUNDAGE, INC.**  
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# Design Criteria Report

## **1. Roadway Classification:**

- 4-lane suburban section roadway
- Curbed median (urban)
- Outside shoulders are not curbed (rural)

## **2. Functional Classification:**

- Urban Major Collector (UMJC)

## **3. Median Width:**

- 22 ft wide with Type E curb and gutter to remain

## **4. Lane Width:**

- Travel lane 11 ft min
- Turn lane 11 ft min

## **5. Shoulder Width:**

- Minimum 10 ft
- 7 ft buffered bike lane plus 3 ft grass shoulder

## **6. Roadside Clear Zone (travel way to fixed object):**

- Roadway thru lanes:
  - » Without curb - 18 ft
  - » With curb - 4 ft
- Turn lanes:
  - » Without curb - 8 ft
  - » With curb – 4 ft

## **7. Roadside Slopes:**

- As flat as possible
- 1:4 or flatter within the clear zone
- 1:3 outside of clear zone

## **8. Pedestrian Facility Locations (Rural Roadway Section):**

- A. Near R/W line
- B. Outside clear zone
- C. 5 ft beyond full width shoulder
- D. At full width shoulder

At intersection, sidewalks transition toward roadway to provide safe crossings.

## **9. Bicycle Facilities:**

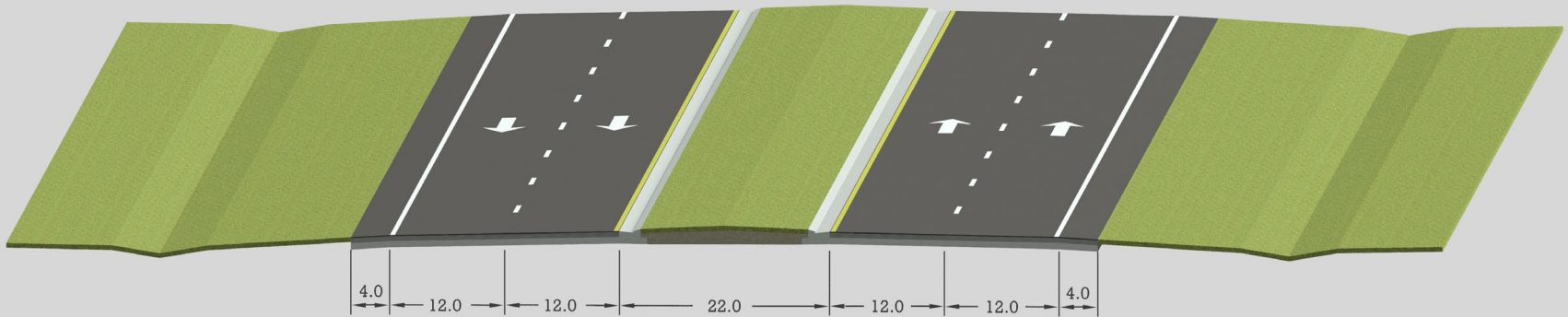
- 7 ft buffered bike lane
- Green bike lanes provided at intersections

# Roadway Sections



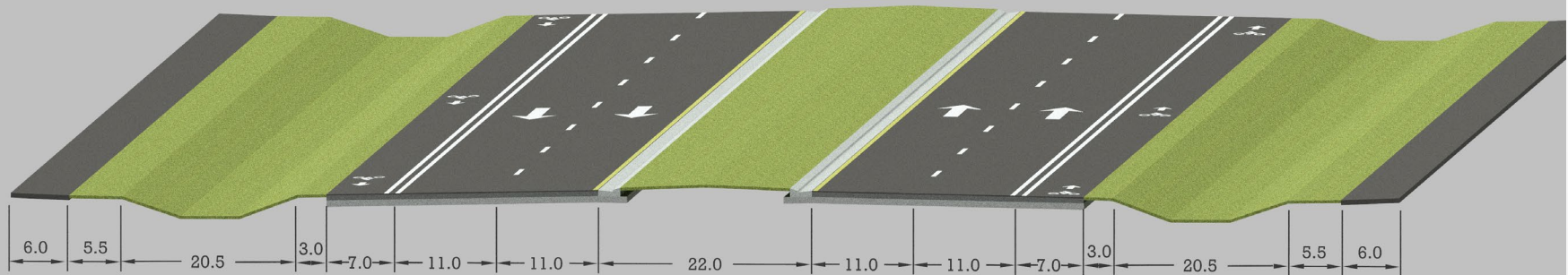
# Existing Roadway

- 2 – 12' travel lanes
- 4' paved shoulder
- 28' width total



# Proposed Roadway Design

- 2 – 11' travel lanes
- 7' buffered bike lane
- Type F curb with slotted drain (selected locations)

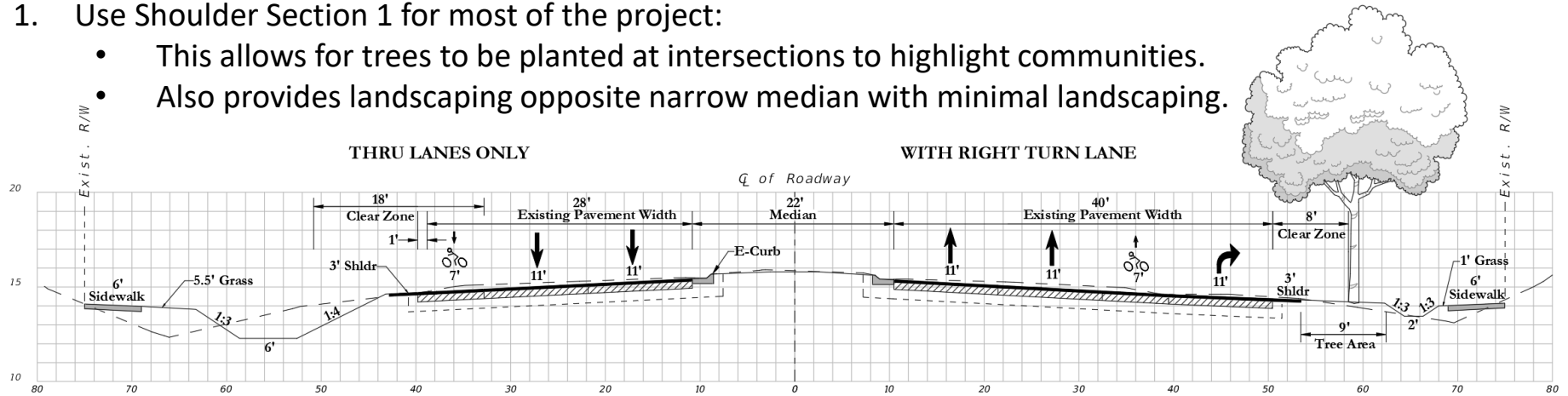


# Shoulder Sections

# Shoulder Section Recommendations

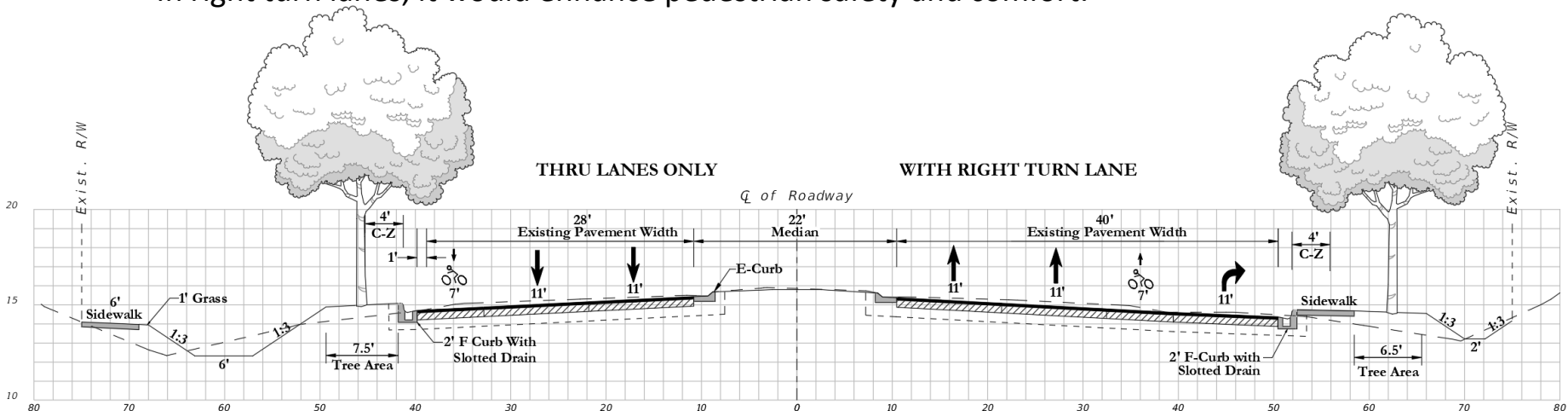
## 1. Use Shoulder Section 1 for most of the project:

- This allows for trees to be planted at intersections to highlight communities.
- Also provides landscaping opposite narrow median with minimal landscaping.



## 2. Shoulder Section 3 in select areas:

- In thru lanes, this could be added to create a meandering sidewalk and “mid-block” tree clusters.
- In right turn lanes, it would enhance pedestrian safety and comfort.



# Questions/Comments

Village with  
a Vision...

