

Design Deviation Memorandum
CIP 69683000
Osprey Ridge Drive / Fishhawk Crossing Blvd.

Project Description:

The proposed project includes milling and resurfacing of Osprey Ridge Drive / Fishhawk Crossing Blvd., except the reconstruction of the circulatory roadway at Churchside Drive / Parkset Drive. A portion of Osprey Ridge Drive will have reduced travel lane width to provide bike lanes.

LOCATION MAP

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DESIGN CRITERIA VERSUS PROPOSED CRITERIA:

a) TABLE 1 - APPLICABLE CRITERIA FOR DESIGN ELEMENT: BIKE LANE

Source	Design Criteria	Existing Design Element	Proposed Design Element	Location Sta. to Sta.	Length (ft)	Side
AASHTO's Guide for the Development of Bicycle Facilities, 4 th Edition, Page 4-15	4 FT	N/A	4 FT	10+47.90 to 44+50.00	3402.10	LT/RT
FDOT FDM, 2022 Edition, 223.2.1.1	4 FT*	N/A	4 FT	10+47.90 to 44+50.00	3402.10	LT/RT

* Note: Section 223.2.1.1 states "Do not place a 4-foot bicycle lane adjacent to a 10-foot traffic lane."

b) Explanation of why the proposed value is appropriate:

The project scope of work is limited to pavement and sidewalk rehabilitation with ADA corrections. The existing four-lane divided section of roadway is limited to 24' of pavement in each direction. Accommodation of on-street bicycles within the four-lane divided section requires restriping the travel lanes to 10 feet to allow striping of 4-foot minimum bike lane. The 2-lane sections of the project are accommodating on-street bicycles with shared pavement marking and signing.

c) Typical Section:

Typical Section of the Design Deviation location is included as Attachment A.

d) Plan View:

Roadway Signing & Pavement Marking plan sheets of the Design Deviation location, showing right of way lines and property lines of adjacent property is included as Attachment B.

EXPLANATION OF WHY THE CRITERIA CANNOT BE COMPLIED WITH AND IS NOT APPROPRIATE:

To provide lanes wider than 10' adjacent to the 4' minimum bike lane, the roadway will need to be widened to the median. Roadway widening is outside the scope of the project and will require the acquisition of additional Right-of-Way within the median.

IMPACT OF THE DEVIATION:

There will be no impacts to implement the on-street bicycle lanes.

JUSTIFICATION OF WHY THE PROPOSED DESIGN CRITERIA IS APPROPRIATE:

- The existing roadway services the residential neighborhood and has very low truck and large vehicle volumes.
- The existing sidewalk network generates substantial pedestrian volumes. Accommodating bicycles on the roadway will minimize bike-ped conflicts along the existing sidewalk

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RECOMMENDATIONS:

It is recommended that this Design Deviation be approved to allow for the use of 4' bike lane adjacent to the restriped 10' travel lanes.

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Attachment A

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Attachment B