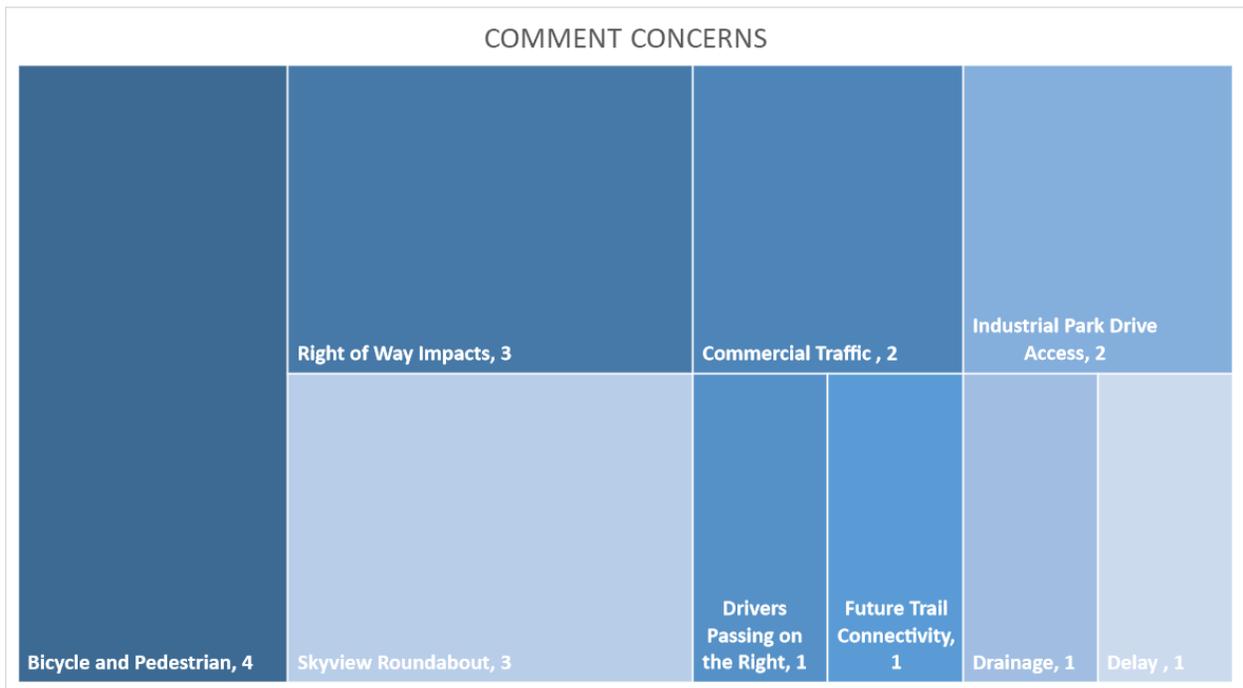
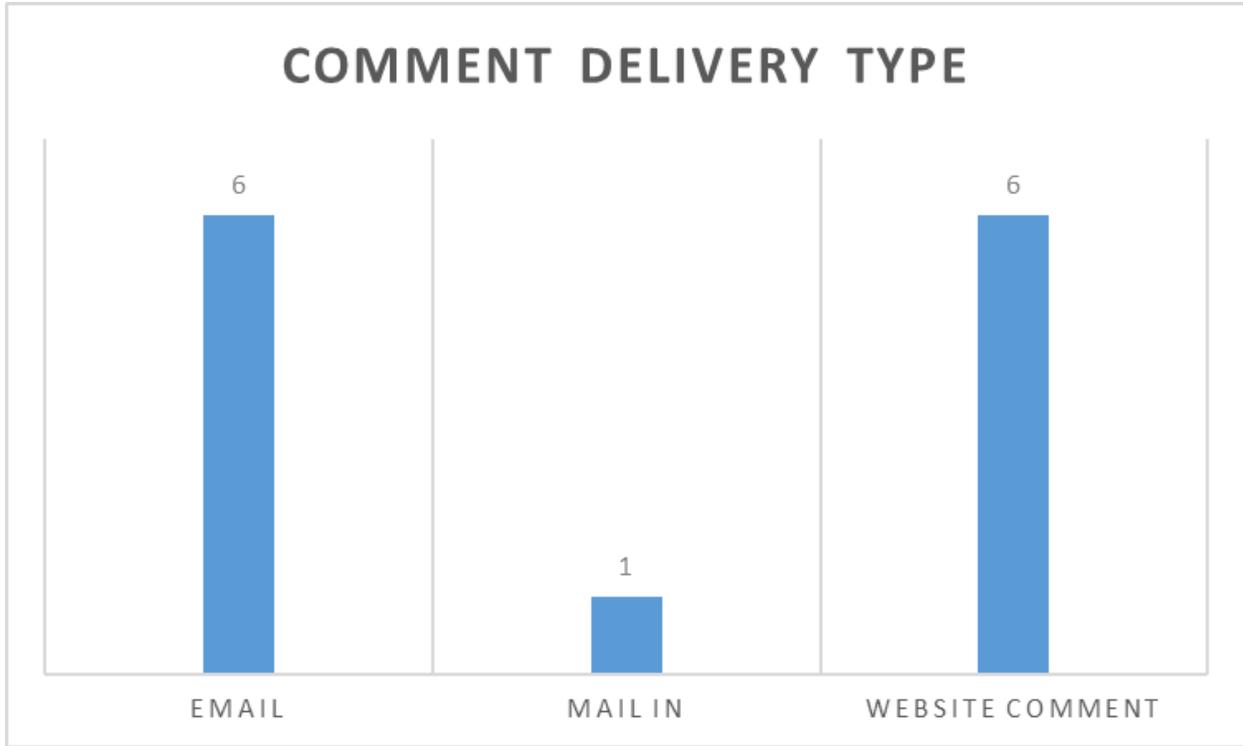


# VIRTUAL PUBLIC WORKSHOP SUMMARY

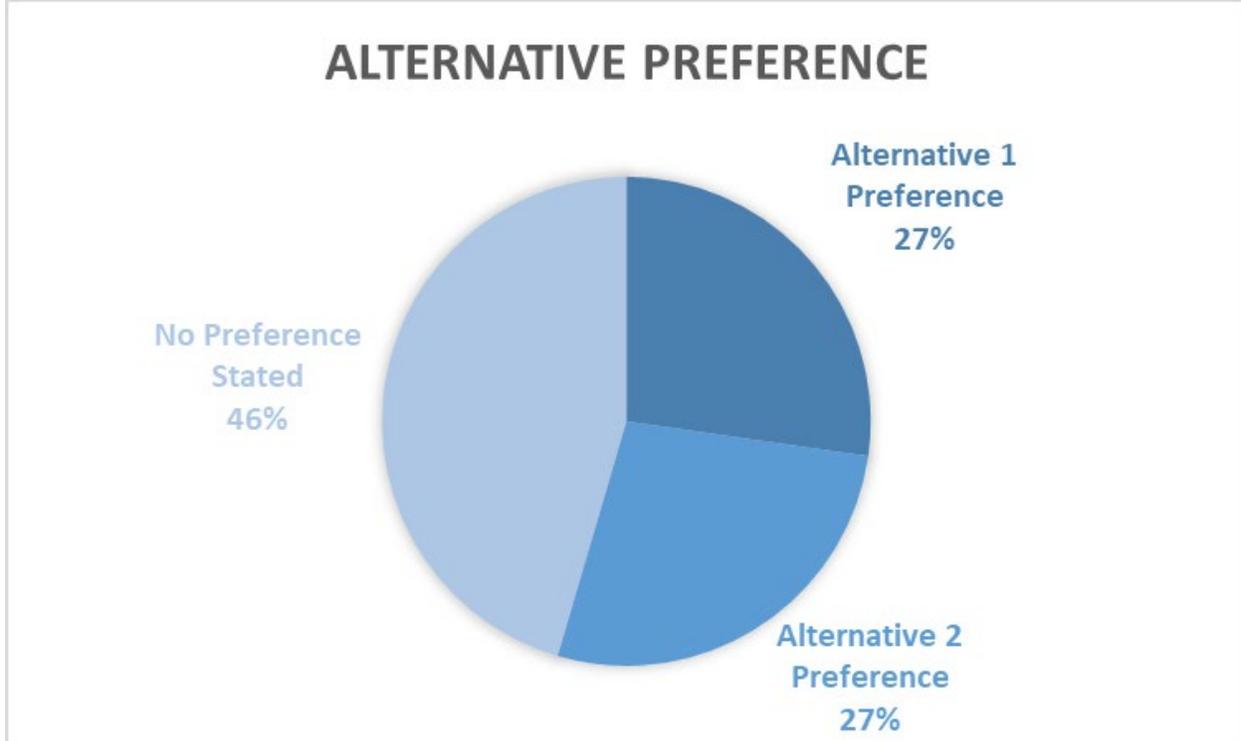
**PROJECT:** Combee Rd PD&E Study 440274-1  
**DATE:** Nov. 12, 2020 to Dec. 3, 2020  
**LOCATION:** <http://www.swfroads.com/sr659/us98toncrystallakedr/index.html>

## Comment Summary:



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## Frequently Asked Questions:

**Question 1:** Will the project require additional right of way?

Answer 1: Yes, the concepts do require additional right of way, primarily corner clips associated with intersection improvements.

**Question 2:** Will the project impact the existing drainage ditch along Combee Road?

Answer 2: Yes, the existing drainage ditches are proposed to be replaced with curb and gutter and an underground storm sewer system.

**Question 3:** Can the Combee Road intersection with Industrial Park Drive be signalized like at Commerce Point Drive?

Answer 3: We are in the process of evaluating intersection treatments at Industrial Park Drive that improve safety and bicycle/pedestrian accommodations while balancing impacts to access, traffic operations, and private property. The results of this analysis will be presented at the Public Hearing.

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## Comments:

Can you please tell me if any additional right of way will be required for this project?

Of the two build alternatives under evaluation, I support Alternative 1 - Section, as bicyclists' and pedestrians often use this section of road on a daily basis.

Owning a Commercial Building located at Industrial Park Dr. for years, the intersection of Combee Rd. and Industrial Park is dangerous. Your records should show the many accidents that have occurred over the years at this intersection. We must have a Stop Light or a minimum of a painted "Do Not Block Intersection" similar to the intersection of Crystal Lake and Meadowbrook Dr. We have several Semi Truck Parks that create a great deal of traffic and difficulties entering and exiting Industrial Park Dr. Please consider Industrial park and S Crystal Lake Drive Intersection Stop Light.

Good afternoon sir. Please find attached Images of the proposed Crystal Lake Dr. and Industrial Park Dr. intersection and a possible alternative. I understand the proposed idea of right turn only from Industrial Park Dr., but is DOT aware of the Semi Parks on Industrial Park Dr., correct? Industrial Park has a great deal of commerce and a current traffic road count should prove this. Moving the Stop Bar and Crosswalk South South of Industrial Park Dr. and adding Stop Light for Industrial Park Dr. similar to Soni Appliance at Commerce Point Dr. I have owned a building and lot located at Industrial Park Dr. for twenty years or so and feel your proposal will devalue all the properties on Industrial Park Dr., including mine. Please consider a revision of your original proposed design.

Combee Road poses many difficulties as the road serves as a dividing line between many of Lakeland's light and heavy industrial companies and lower income residential neighborhoods. Further compounding this tension is a lack of pedestrian sidewalks or bike lanes. It is essential that both of these road users be taken into account when improving Combee Road from 98 North to Crystal Lake. As our local businesses continue to prosper their commercial traffic will increase the strain on this two lane section of road and the residents that live on and navigate the area. I believe that sidewalks and bike lanes from 98 North to 92 would vastly improve the safety for both pedestrians and drivers. It should also be the FDOT's goal to cause the least amount of disruption to the businesses and land owners in this corridor while providing the greatest safety, efficiency and benefit to road users.

We prefer Alternative 1 Section. I think a bike lane and a sidewalk would help facilitate the traffic flow. The turn lane is crucial to traffic flow and the bike lane would be an added bonus. Bikes and pedestrian traffic should be encouraged and safe. In my opinion no road should be built without a sidewalk. Well maybe except interstates!!!!

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We are a high traffic business located at Industrial Park Dr. We have been here since 2005. The current proposals would cost us a decrease in business drastically. Our primary traffic travels south on Combee Rd and makes a left turn into Industrial Park Dr. I would say up to 20 times a day. I also don't understand how you expect semi trucks to make a left turn into Industrial Park Dr. Currently, Industrial Park Dr. has more traffic entering Combee Rd than South Crystal Lake Dr. does. I am in and out of our business multiple times a day and although I make a left turn in the mornings onto Industrial Park Dr., most of my errands require me exiting Industrial Park Dr. and turning left onto Combee Rd South. I really feel the best option would be like the intersection at Commerce Pointe. I know that you think this would back traffic up, but if the timing on the light at South Crystal Lake was shortened and only turned green when triggered and the same was done at Industrial Park Dr., then there should not be any difference in the timing and traffic would flow better. I have been traveling Combee Rd since I started driving as a teenager and I am very observant in traffic patterns and traffic delays. I ask you to reconsider the spread at the intersection to accommodate the businesses that are on this road. I really feel that you are not taking us into consideration. And not to even mention the restaurant at the end of the road. If you are willing to take us into consideration, come sit in a parking lot near that intersection and observe for a week. Sometimes you have to actually see things with your eyes to know the amount of impact it will have. I think your proposal with the roundabout at Skyview will considerably back traffic up more than it already is. If you have to wait in these semi trucks to make that turnaround then you have added much more time to traffic trying to get through there. Also, the Skyview intersection has a lot of foot traffic, especially during school, and it would make it dangerous for children. Please do not hesitate to contact me.

I received a notice referring to the project on Combee Rd from US 98 to N Crystal Lake Dr. I propose Alternative 2-section.

I am in favor of making changes on Combee Rd. I prefer Alt 2, but would go with Alt 1. No build alternative should not even be considered. Combee Rd is a major road for motorist. Motorist get backed up for a long period of time especially at peak times. I am in favor of roundabouts however I am not sure if Skyview is a good place for one. I hope you will continue to study from N. Crystal Lake to Main St as well as traffic is horrible at Main St. Having four lanes on Combee would be the best solution from US98 to Morgan Combee.

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I have driven Combee Rd for about 15 years. Here is the problem I see. Impatient drivers passing on the RIGHT. Guess who is on the right... pedestrian and bicycles. So here are my concerns that I wish yall would mention in the meetings: Alt#1 Has all the great elements. But, my concern is that drivers would still use the bike lane to pass on the RIGHT. Not to mention all the drivers and trucks that swerve constantly to the right as it is. So bicyclists might use the sidewalk to be safer.... BUT I'll mention more in next Paragraph. Then Alt#2 is also great for walkers, but bicycles will still be on the main rd... and if bicyclists were to use the sidewalk.... which they might just because its safer. The bicyclists will surely get tickets from Sheriff's office because Sheriff's is already stopping bicyclists for no lights on bikes. So back to Alt#1... can we get a bike trail and sidewalk in one? ☆☆☆ For this project, perhaps think bigger and more futureistic... a bike trail that will eventually meet up with the existing trail ( only 1 football field away, near the parkway toll road) just follow and pave the old RXR hump from toll rd underpass to combee Rd. Yes, link Combee Rd trail to Bartow Rd trail.. Easy 2024 project. Thank you so very much for your time and my futuristic idea too.

I own the property at S Combee Rd near Maine Ave. In looking at Alt 1 and 2 it appears the width would be similar with Alt 1 being wider. Can you give me the widths of each? Right now it appears the expansion would extend into what is now the drainage ditch. I have had many problems with the ditch overflowing into my drive way. In a recent upgrade I raised the effective height of the drive and still deal with overflow on occasion. How will drainage be affected if either plan is adopted? Will drainage be a ditch as it is now or will if somehow be below ground? How will the expansion impact my front drive and front-of-building parking? If an expansion is made will the state pay for any impact to my property?\_How would the expansion impact my taxes? Thanks in advance for your consideration and answers.

I own the property at S Combee Rd near Maine Ave. Interested in the effects that the potential expansion will have on my building.

My choice for the Combee Road project is Alternative 2 with out "No Roundabout". For truck-semi traffic, signal intersection is preferred.