

## Project Schedule\*

|                             | 2021        |             |             |             | 2022        |             |             |             | 2023           |             |             |             | 2024              |             |             |             |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|
|                             | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter    | 2nd Quarter | 3rd Quarter | 4th Quarter | 1st Quarter       | 2nd Quarter | 3rd Quarter | 4th Quarter |
| Public Involvement          | [Green bar] |             |             |             |             |             |             |             |                |             |             |             |                   |             |             |             |
| Data Collection             | [Green bar] |             |             |             |             |             |             |             |                |             |             |             |                   |             |             |             |
| Engineering Analysis        |             |             |             |             | [Green bar] |             |             |             |                |             |             |             |                   |             |             |             |
| Environmental Analysis      |             |             |             |             | [Green bar] |             |             |             |                |             |             |             |                   |             |             |             |
| Alternatives Public Meeting |             |             |             |             |             |             |             |             | [Icon: People] |             |             |             |                   |             |             |             |
| Draft Documentation         |             |             |             |             | [Green bar] |             |             |             |                |             |             |             |                   |             |             |             |
| Public Hearing              |             |             |             |             |             |             |             |             |                |             |             |             | [Icon: People]    |             |             |             |
| Project Approval            |             |             |             |             |             |             |             |             |                |             |             |             | [Icon: Checkmark] |             |             |             |

Key: Alternatives Public Meeting Public Hearing Project Complete

\* Project schedule is preliminary and subject to change

## We Welcome Your Comments

FDOT encourages you to participate, whether you attend the Alternatives Public Meeting in-person or utilize the virtual option. After reviewing the meeting materials, and/or participating, you may submit comments in three ways:

- 1) through the project webpage
- 2) email the FDOT Project Manager: Patrick.Bateman@dot.state.fl.us
- 3) mail comments to FDOT: Patrick Bateman PE, FDOT District One, MS 1-40, P.O. Box 1249, Bartow, FL 33831

While comments about the project are accepted at any time, please note that comments must be received or postmarked by May 29, 2023, to be included in the formal meeting record. All comments, received in person or electronically, will carry the same weight. A summary of the meeting comments and responses will be available on the website approximately 30 days following the close of each comment period.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.



State Road (SR) 78 (Bayshore Road)

From I-75 to SR 31



Project Development & Environment (PD&E) Study

Financial Project ID Number: 444937-1

May 2023

## Introduction

The Florida Department of Transportation (FDOT) District 1 is conducting a Project Development & Environment (PD&E) Study for SR 78 from I-75 to SR 31, a distance of approximately 3.5 miles, in Lee County, Florida. The PD&E study is evaluating various alternatives to accommodate population growth and travel demand, reduce congestion and enhance safety for all users whether they walk, bike or drive.

This Alternatives Public Meeting is being held to present information about the preliminary alternatives and provide the opportunity for the public to offer feedback. For more information, please visit the project webpage at <https://www.swflroads.com/project/444937-1>.

## Alternatives Public Meeting Options

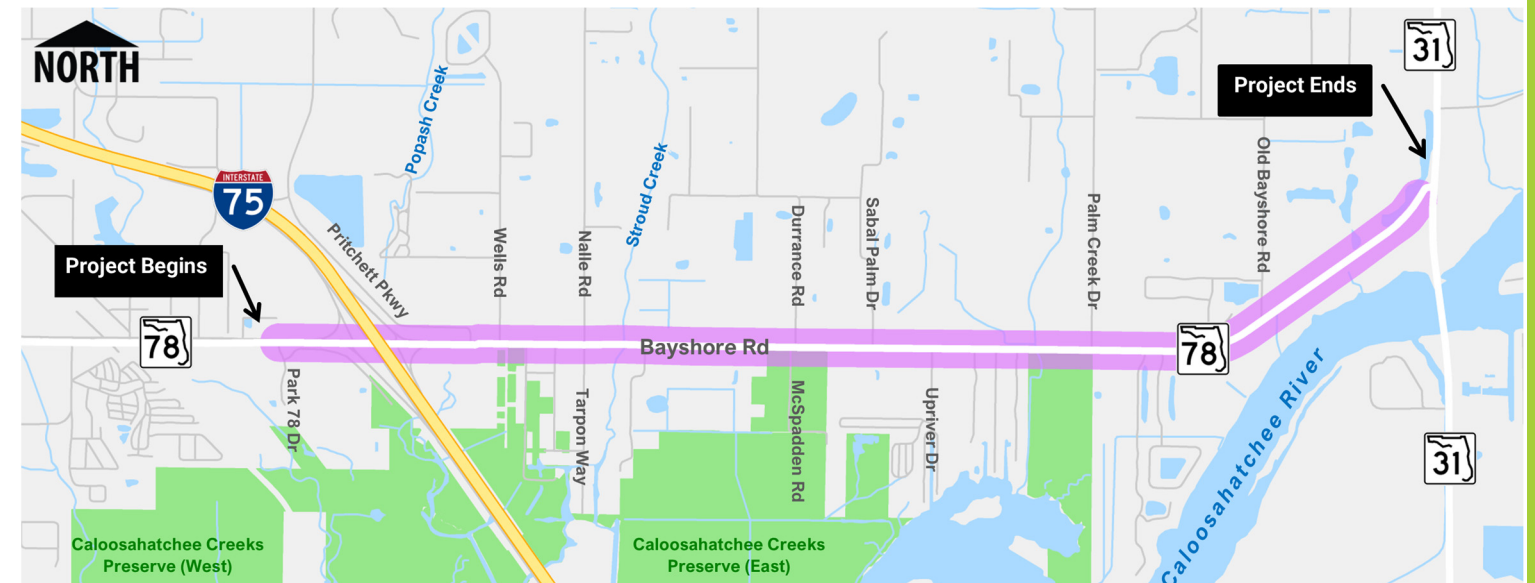
### In-Person Option

May 16, 2023, 6:00 pm—8:00 pm  
The Field House at Babcock Ranch  
43281 Cypress Parkway  
Babcock Ranch, FL 33982

### Virtual Option

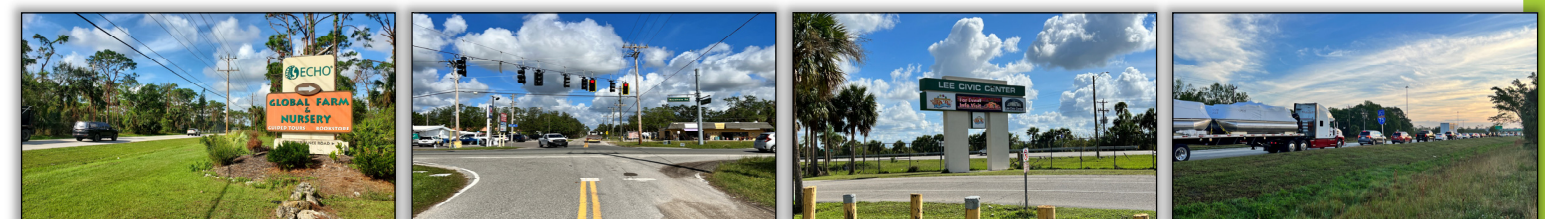
May 18, 2023, 6:00 pm  
To register visit:  
<https://bit.ly/SR78-APM>

Or scan:



## Project Background

Located in northeastern Lee County, SR 78 is an emergency evacuation route and an important east-west arterial that collects and funnels traffic from local roads to major north-south roadways such as I-75 and SR 31. Over the last two decades, the population of Lee County increased from 440,888 in 2000 to 760,822 in 2020, and is projected to be over one million by the year 2045. As the population continues to increase, additional capacity will be needed to preserve mobility, enhance safety, and reduce clearance times during hurricane evacuations and other emergencies. Improvements to pedestrian and bicycle facilities are also being evaluated.



For more information regarding this project, please visit the project webpage at <https://www.swflroads.com/project/444937-1>

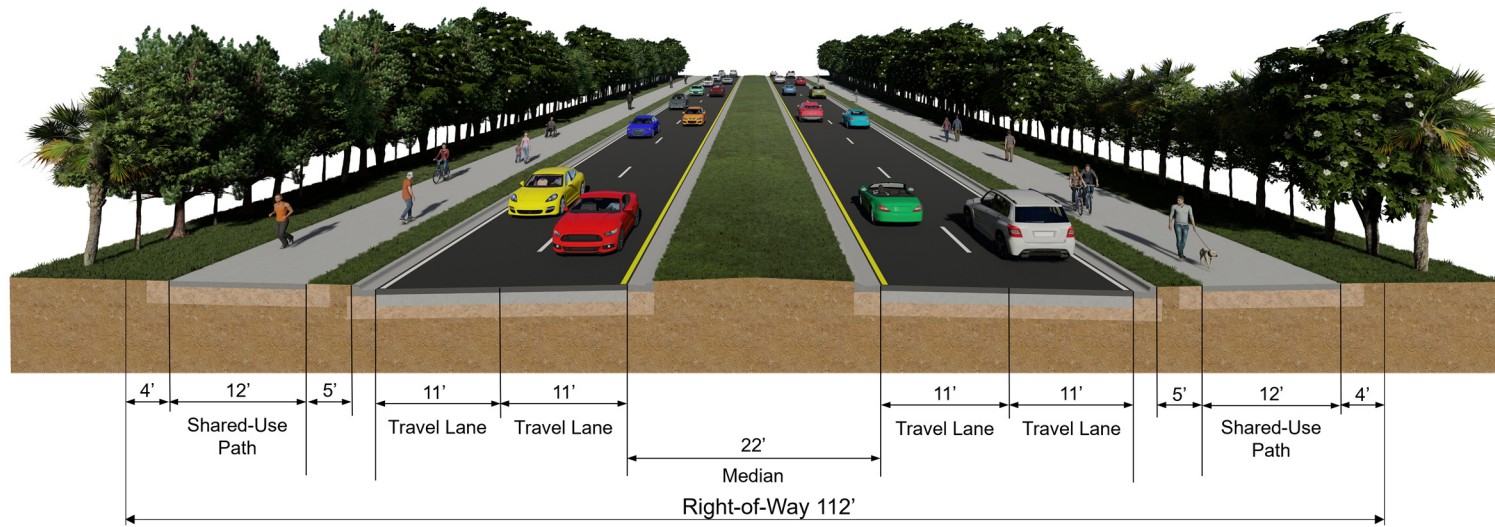
Or contact the Project Manager  
**Patrick Bateman**  
(863) 519-2792  
[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)



# WHAT ARE THE PROPOSED IMPROVEMENTS?

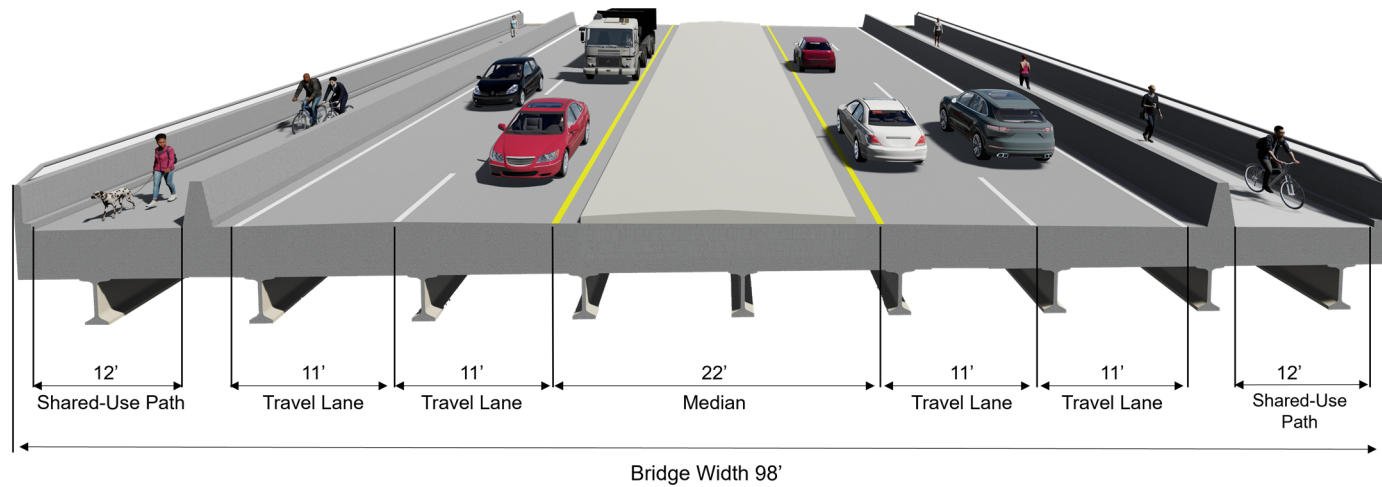
## Roadway Typical Section

This PD&E study is proposing to widen SR 78 from a two-lane undivided roadway to a four-lane divided roadway and provide a shared-use path on both sides. The proposed typical section is shown below.



## Bridge Typical Section

This PD&E study is proposing to improve and/or widen existing bridges along SR 78 to a four-lane divided bridge and provide a shared-use path on both sides. The proposed typical section is shown below.



## Shared-Use Path

A 12-ft shared-use path (SUP) is being proposed as part of this PD&E study to better serve the needs of all users, including bicyclists and pedestrians. This SUP will be part of the Shared-Use Nonmotorized (SUN) Trail network, which aims to provide a statewide system of interconnected paved trails, physically separated from the roadway, for pedestrians, bicyclists, and other non-motorized users. For more information on SUN Trail please visit [www.floridasuntrail.com](http://www.floridasuntrail.com).

### What are the benefits?

1. Increase mobility and recreational alternatives for Florida's residents and visitors.
2. Enhance safety by limiting exposure of bicyclists and pedestrians to motorized vehicles.
3. Enrich quality of life by helping people of all ages incorporate exercise into their daily routine.



## Roundabout

As part of the PD&E, roundabouts are proposed for the intersections of SR 78 at Durrance Road/McSpadden Road, Upriver Drive, Palm Creek Drive, and Old Bayshore Road.

### How does it work?

Roundabouts are approached the same way as any other intersection. To turn left, users take the left lane and signal for a left turn. To turn right, users take the right lane and signal for a right turn. In all situations, users should pass counterclockwise around the central island.

### What are the benefits?

1. Improve safety by promoting lower speeds and reducing conflict points.
2. Reduce pedestrian crashes by 75%.
3. Reduce vehicle emissions and fuel consumption.



## Diverging Diamond Interchange

As part of the PD&E, a Diverging Diamond Interchange (DDI) is proposed at the existing SR 78 interchange with I-75.

### How does it work?

Unlike a conventional interchange, the lanes in a DDI briefly cross over to the left side of the roadway between ramps, allowing both the preceding right turns and left turns (now on the left side) to be free-flow movements. The lanes then change back to the right side of the road. DDIs greatly reduce conflicts between turning and through traffic, traffic signal phases needed; thus allowing significantly more green time and safer operation.

### What are the benefits?

1. Reduce conflict points by more than 50% compared to a conventional interchange.
2. Require less right-of-way, and as a result, they are cost-effective and take less time to build.
3. Reduce congestion and move higher volumes of traffic.

