

# Welcome

## SR 82 Safety Improvement Project

### Public Meeting

April 9, 2023 (virtual)

April 11, 2023 (in person)



Lee County, Florida  
[www.swflroads.com/SR82](http://www.swflroads.com/SR82)





# TITLE VI

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting either:

**Cynthia Sykes**  
**District One Title VI Coordinator**  
801 N. Broadway Avenue  
Bartow, Florida 33830  
863-519-2287  
[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

**Stefan Kulakowski**  
**FDOT State Title VI Coordinator**  
605 Suwanee Street, Mail Station 65  
Tallahassee, Florida 32399  
850-414-4742  
[Stefan.Kulakowski@dot.state.fl.us](mailto:Stefan.Kulakowski@dot.state.fl.us)



# PROVIDE COMMENTS

## Please provide your comments by April 26, 2024



**Project Name:** SR 82 Intersection Safety Improvements County

**Financial Project ID:** \_\_\_\_\_

**Public Meeting Date:** April 9 (virtual) April 11, 2024 (in person)

Comments must be submitted or postmarked by April 26, 2024 to be included in the official public record.

Written comments can be submitted by: turning in this completed form at the public meeting or sending comments by mail or email to the address listed below.

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PHONE \_\_\_\_\_  
EMAIL \_\_\_\_\_

**Mail or email comments to:**  
Xiaoxue (Snow) Peng P.E., Project Manager  
Florida Department of Transportation - District One  
801 N. Broadway Avenue, Bartow, FL 33830  
863-519-2384  
Xiaoxue.Peng@dot.state.fl.us

Note: This is public record. Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.  
Compartillemos con nosotros. Nos interesa mucho lo opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Juan Karlin (863) 286-8507.

Place a comment in the comment box at this meeting

**OR**

Mail your comment to:  
Xiaoxue (Snow) Peng, P.E.  
FDOT Project Manager

Florida Department of Transportation District One  
PO Box 1249  
Bartow, FL 33830-1249

**OR**

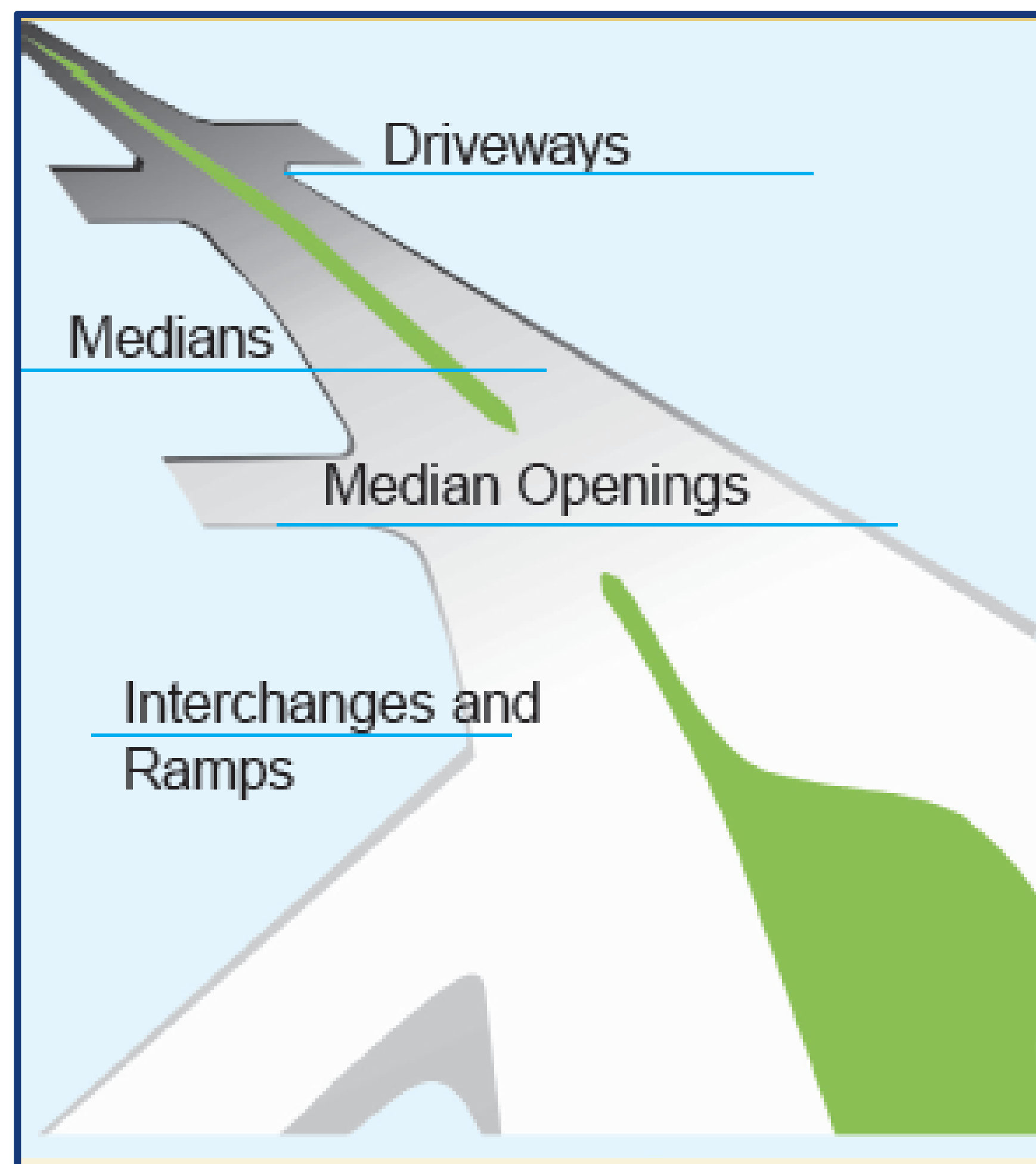
Submit your comment electronically via email:

[Xiaoxue.Peng@dot.state.fl.us](mailto:Xiaoxue.Peng@dot.state.fl.us)



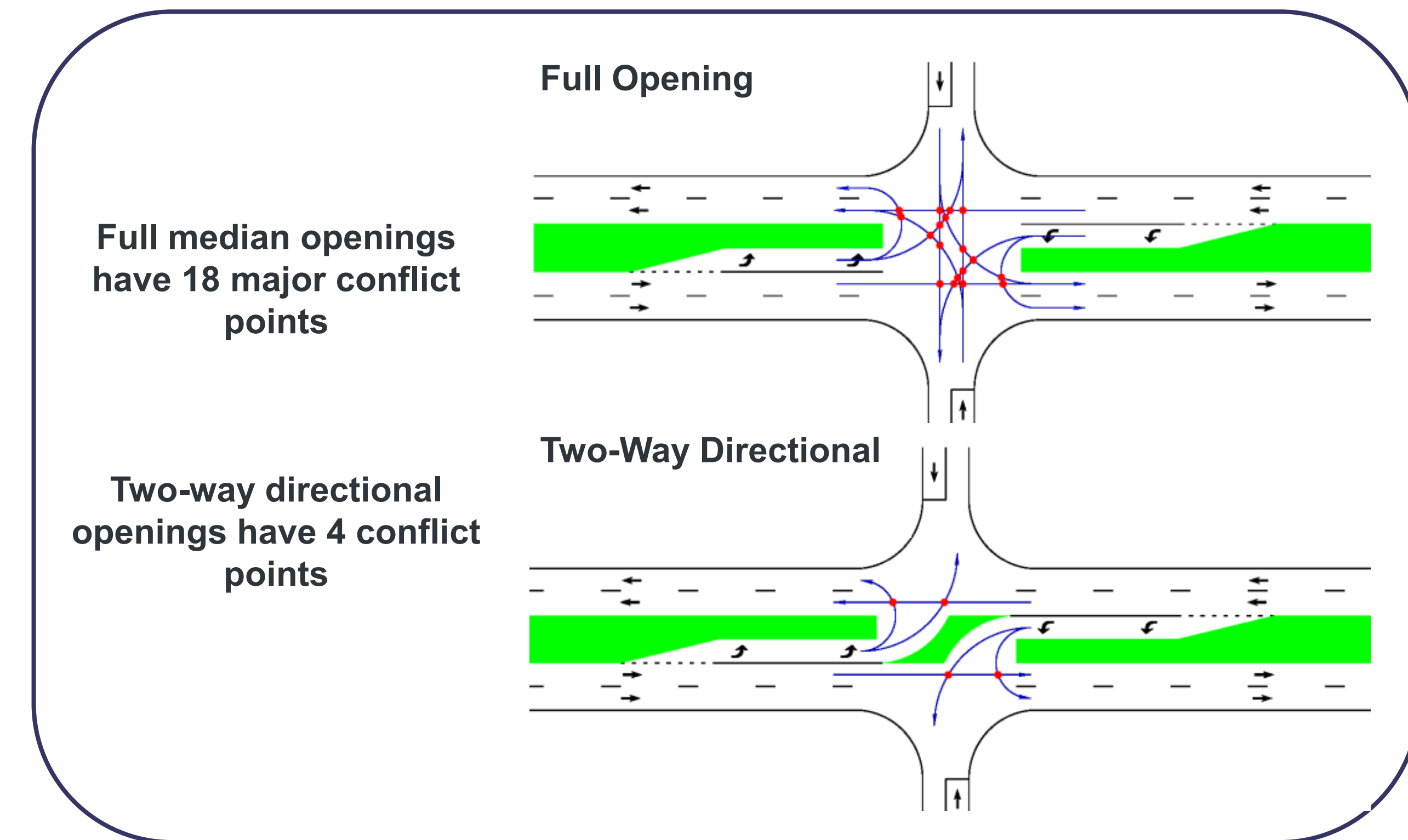
**Access management** is the coordinated planning, regulation, and design of access between roadways and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel.

The purpose of access management is to provide access in a manner that preserves the safety and efficiency of the transportation system.



## Conflict Points

- Areas where paths legally cross within an intersection
- Reducing the number of conflict points increases safety
- Per FHWA, converting to an unsignalized RCUT results in a 54% reduction in fatal and injury crashes



**Unsignalized RCUT**  
**54%**  
 reduction injury/fatal crashes

**OFFICE OF SAFETY Proven Safety Countermeasures**

**Reduced Left-Turn Conflict Intersections**

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur. These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-Turn (MUT).

**Safety Benefits:**

- RCUT**  
Two-Way Stop-Controlled to RCUT:  
**54%** reduction in fatal and injury crashes.<sup>2</sup>
- Signalized Intersection to Signalized RCUT:  
**22%** reduction in fatal and injury crashes.<sup>3</sup>
- Unsignalized Intersection to Unsignalized RCUT:  
**63%** reduction in fatal and injury crashes.<sup>4</sup>
- MUT**  
30% reduction in intersection-related injury crash rate.<sup>5</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/intersections/safety/intersections/reduced-left-turn-conflict-intersections>.

FHWA-SA-21-030

Source: <https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>



- Interim Modification Locations
- Existing Full Median Opening
- Existing Directional Median

1 SR 82 at Sunshine Blvd

2 SR 82 at Alabama Rd

3 SR 82 at Grant Blvd / Blackstone Dr

4 SR 82 at Rue Labeau Cir

5 SR 82 at Parkdale Blvd / Blackstone Dr

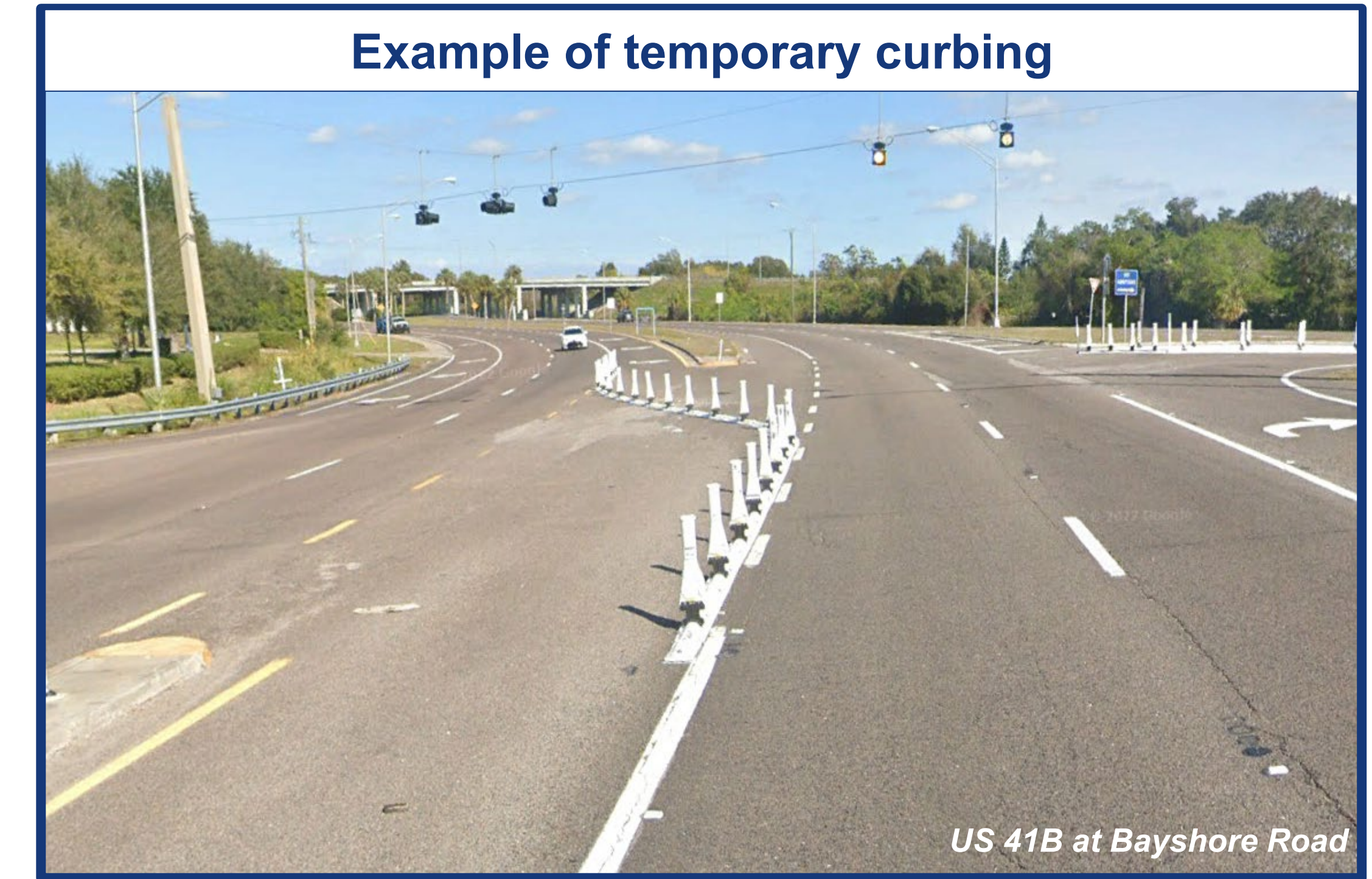
6 SR 82 at Bell Blvd

7 SR 82 at Columbus Blvd

Image © 2024 Airbus

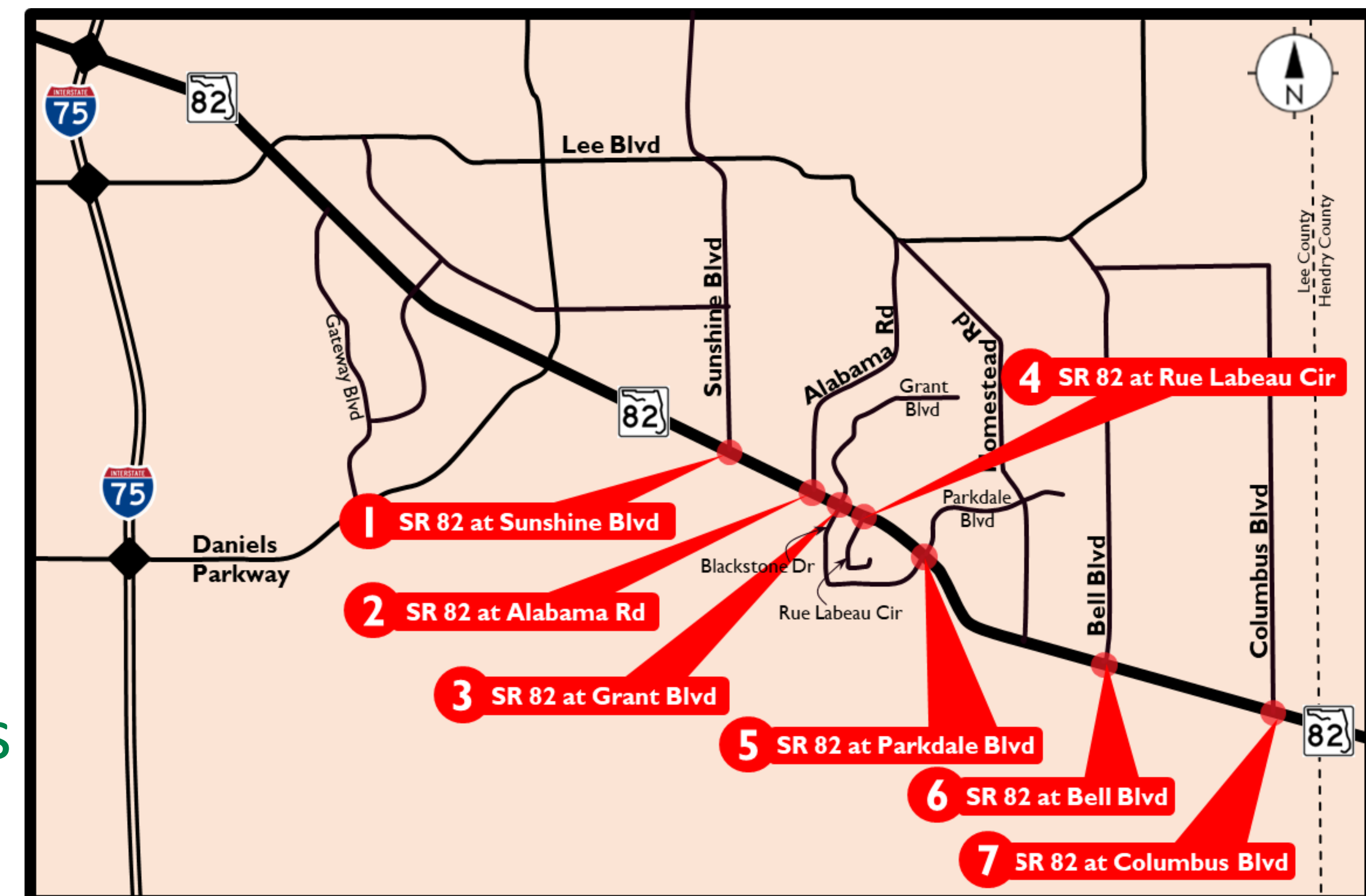
## INTERIM IMPROVEMENTS

- Convert the full median openings to two-way directional median openings at seven intersections:
  - Sunshine Boulevard, Alabama Road, Blackstone Drive/Grant Boulevard, Rue Labeau Circle, Parkdale Boulevard, Bell Boulevard and Columbus Boulevard
- Install temporary curbing to restrict left-turn and through movements from sidestreets
- Implement in Summer 2024

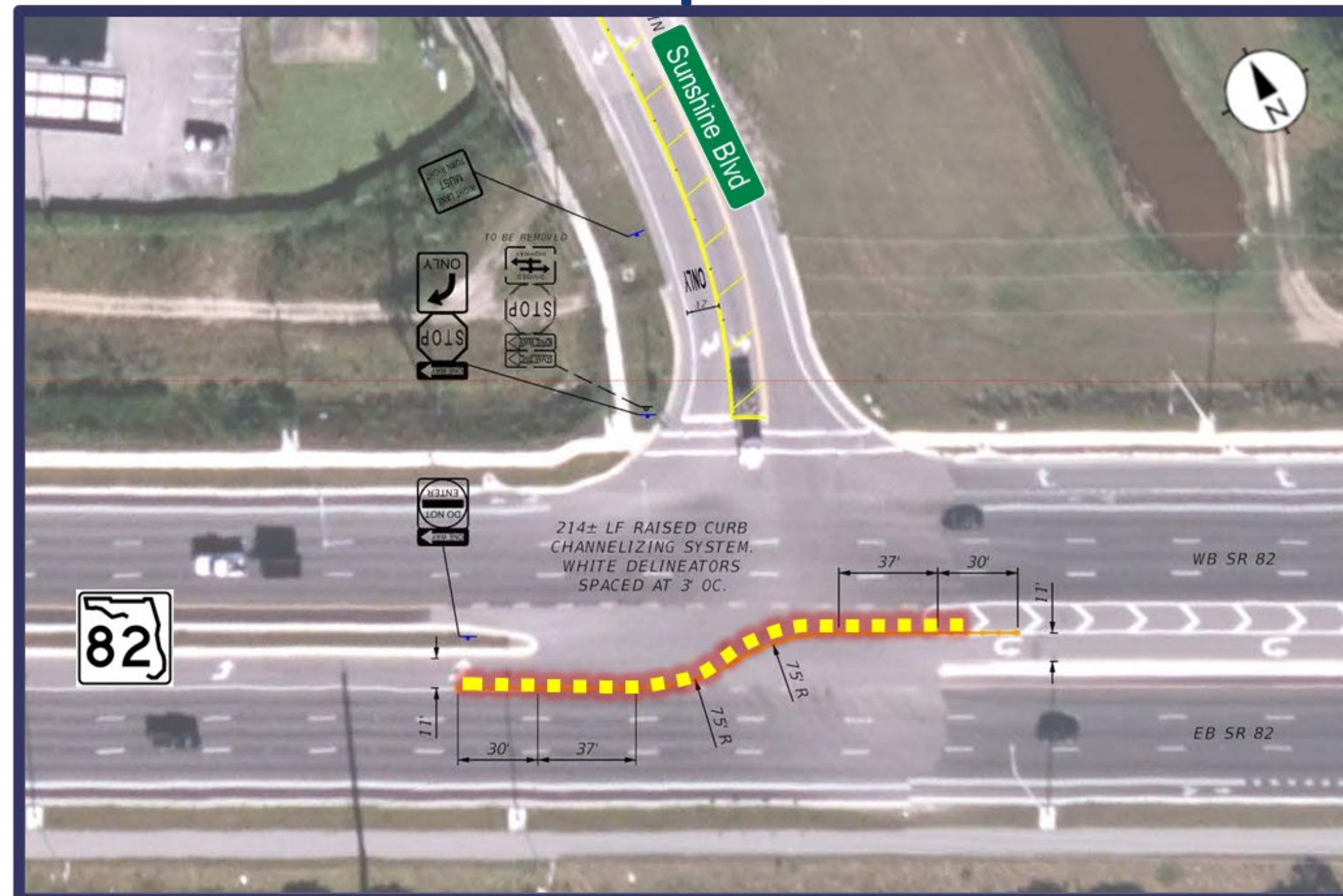


## ULTIMATE IMPROVEMENT

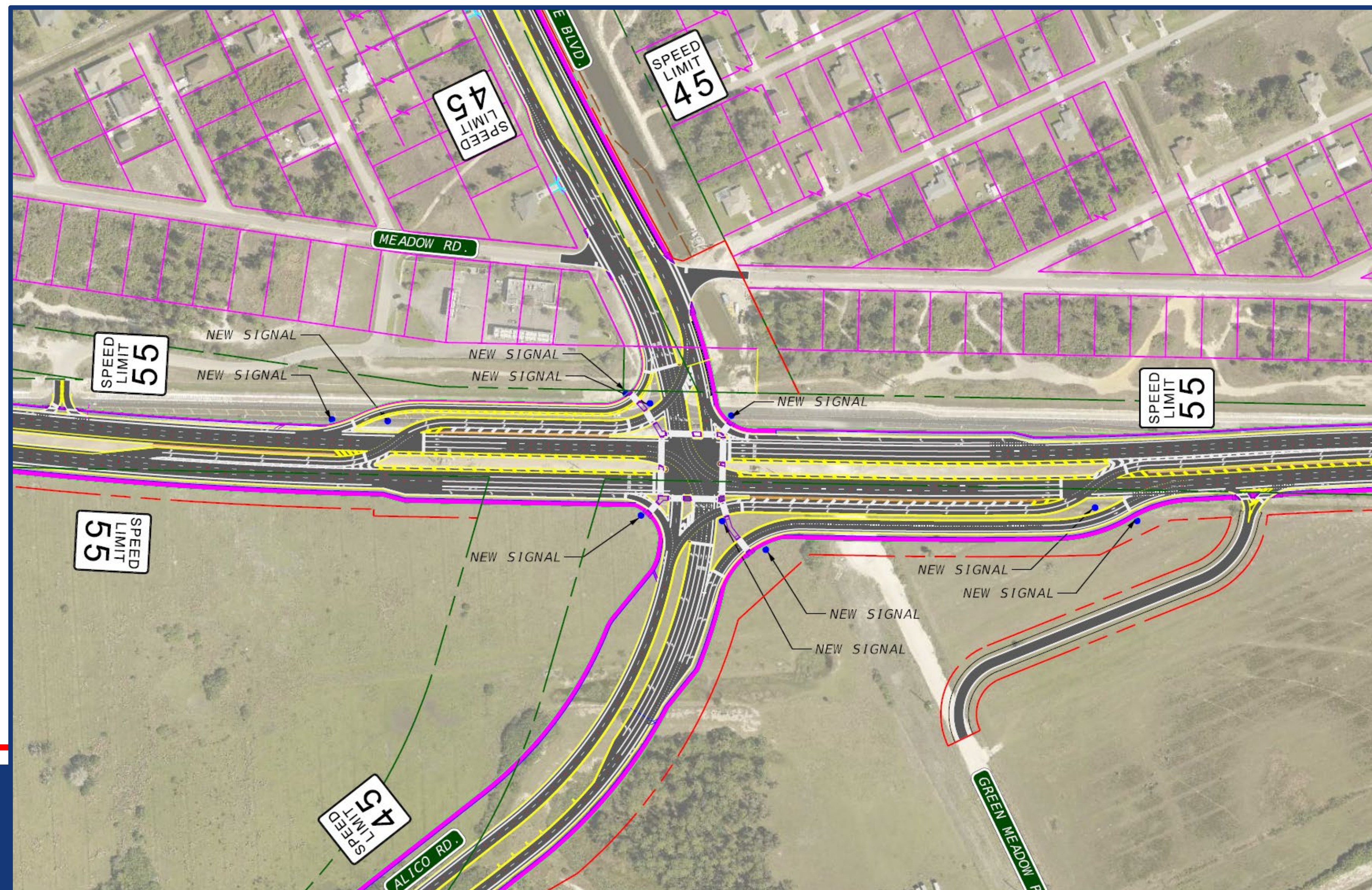
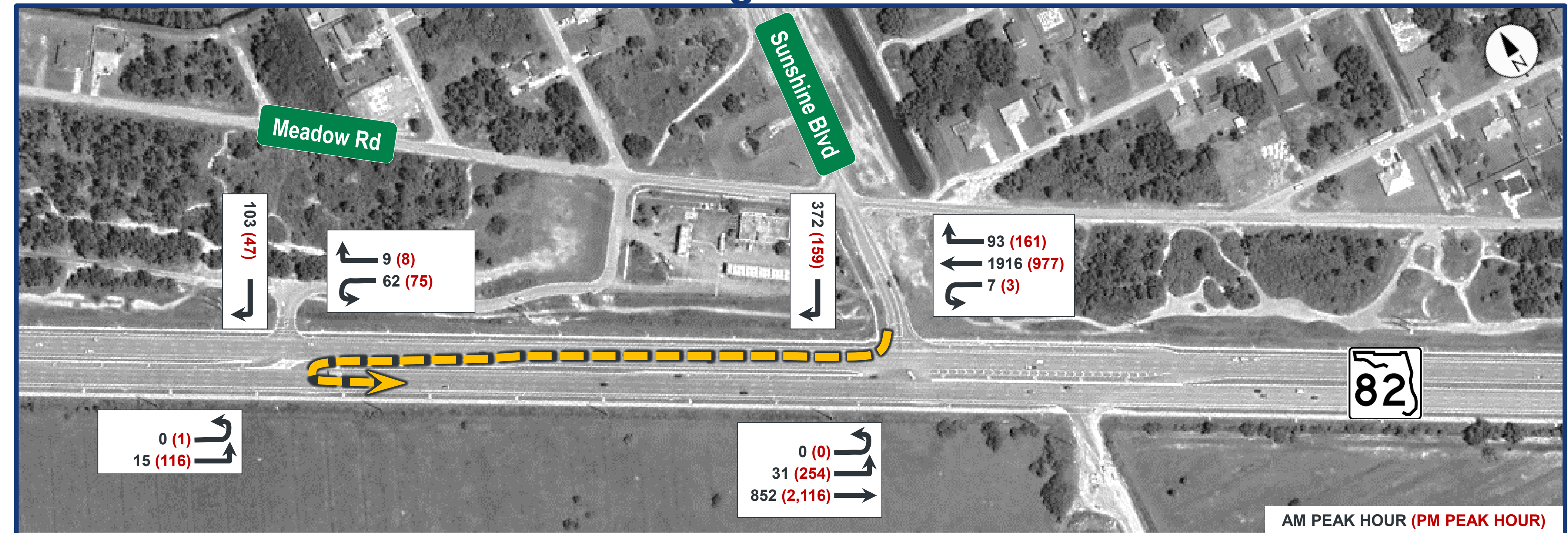
- Lee County will reconstruct Sunshine Boulevard as part of the Alico Road Extension, Phase 2
- Alternatives are being evaluated at the remaining six intersections, to include signalization and other several other intersection configurations to reduce left-turn conflicts



### Interim Improvement



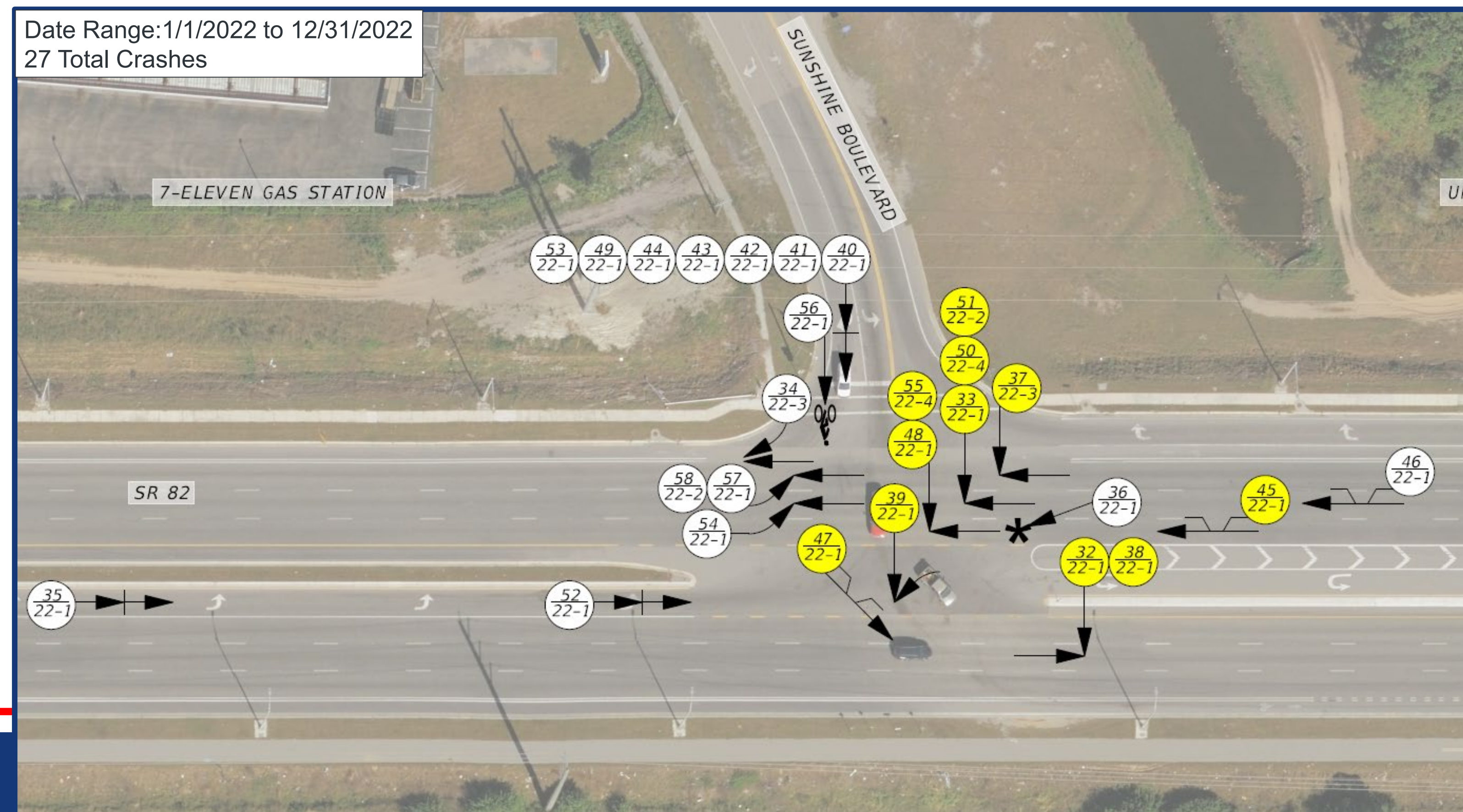
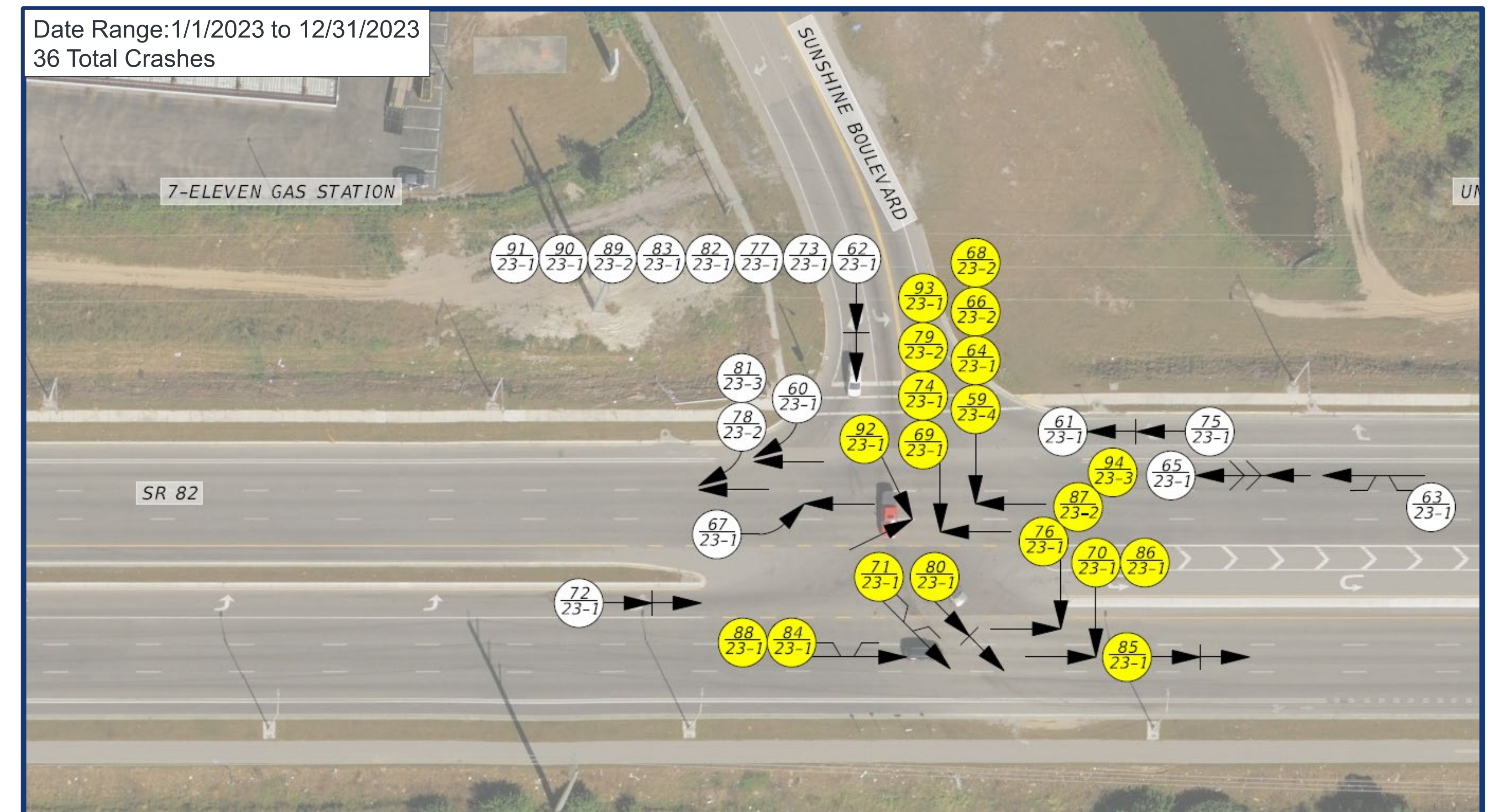
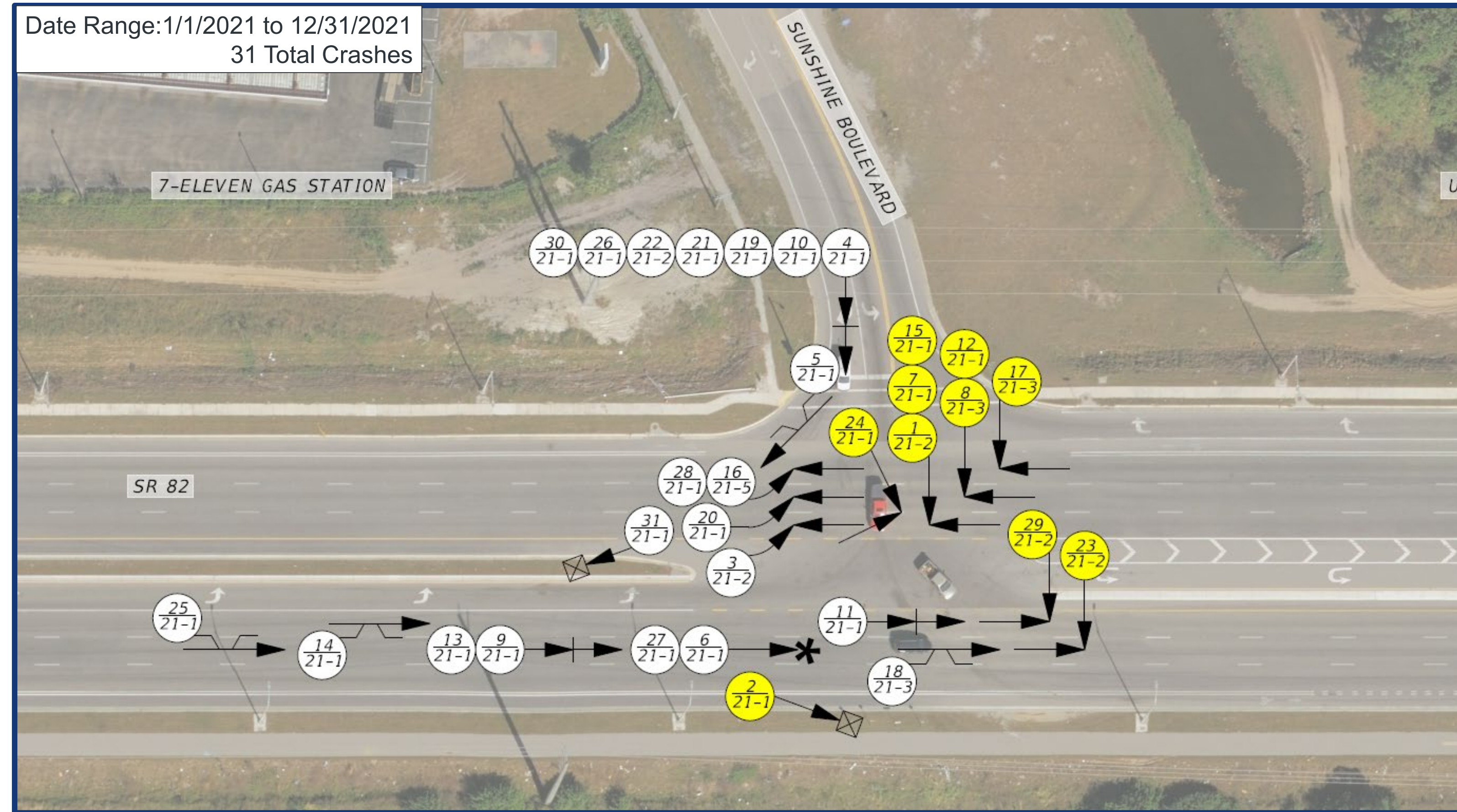
### Rerouted Turning Movement Volumes



### Ultimate Improvement by Lee County

- Alico Road Extension, Phase 2
- Reconstruct intersection to a partial displaced left turn
- Public Meeting planned for Summer 2024
- Construction begin Mid-2026
- Project website [www.alicoroadextension.com](http://www.alicoroadextension.com)

## Collision History (3 years, 94 crashes)



**INJURY SEVERITY:**  
 1 - NO INJURY  
 2 - POSSIBLE INJURY  
 3 - NON-INCAPACITATING INJURY  
 4 - INCAPACITATING INJURY  
 5 - FATALITY

**SYMBOLS:**

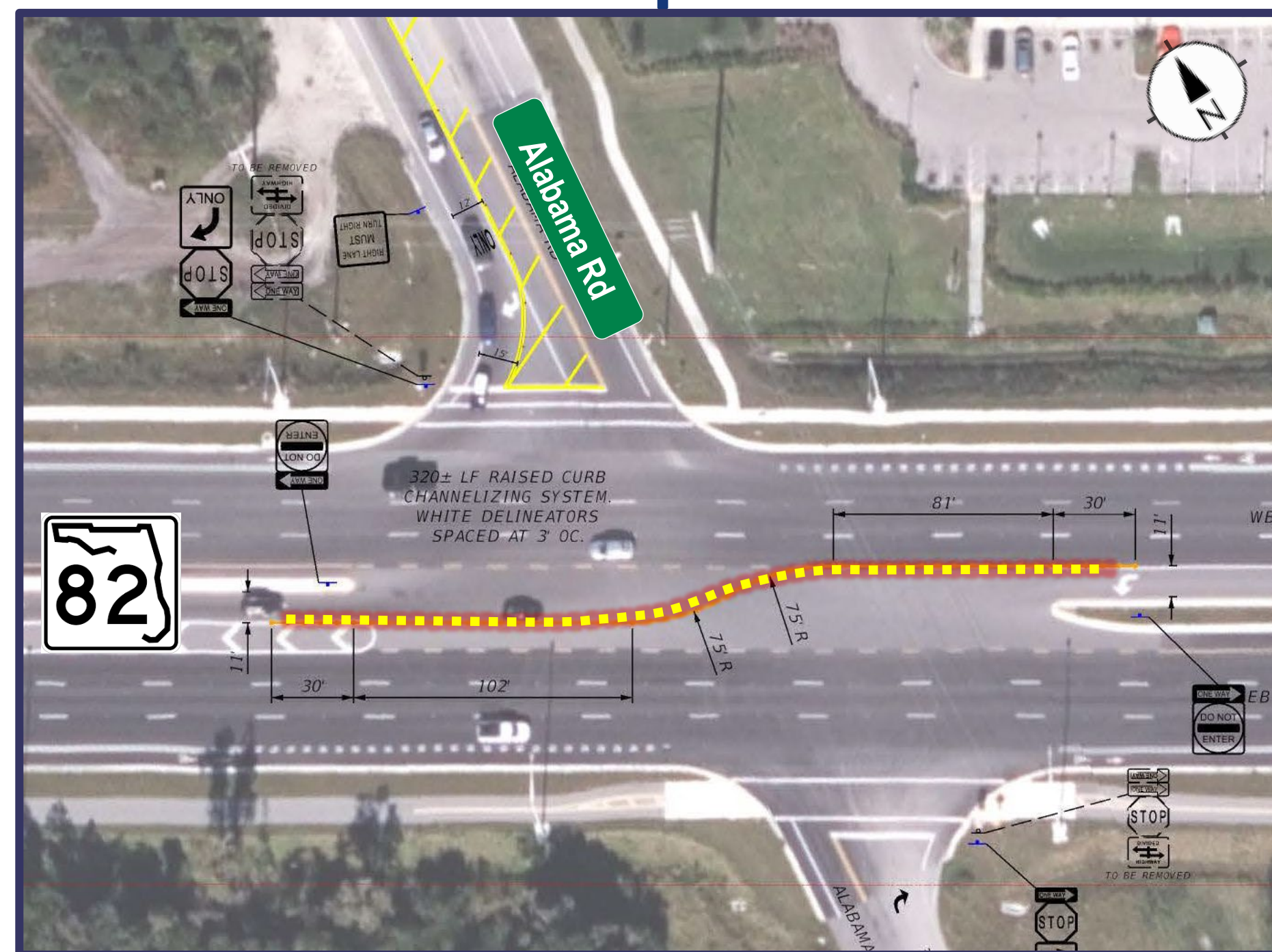
- ANGLE COLLISION
- OVERTURNED VEHICLE
- LEFT TURN COLLISION
- OFF-ROAD CRASH
- REAR END COLLISION
- SIDE SWIPE COLLISION

**HIGHLIGHTED CRASHES IN YELLOW ARE MITIGATED BY MEDIAN OPENING MODIFICATIONS**

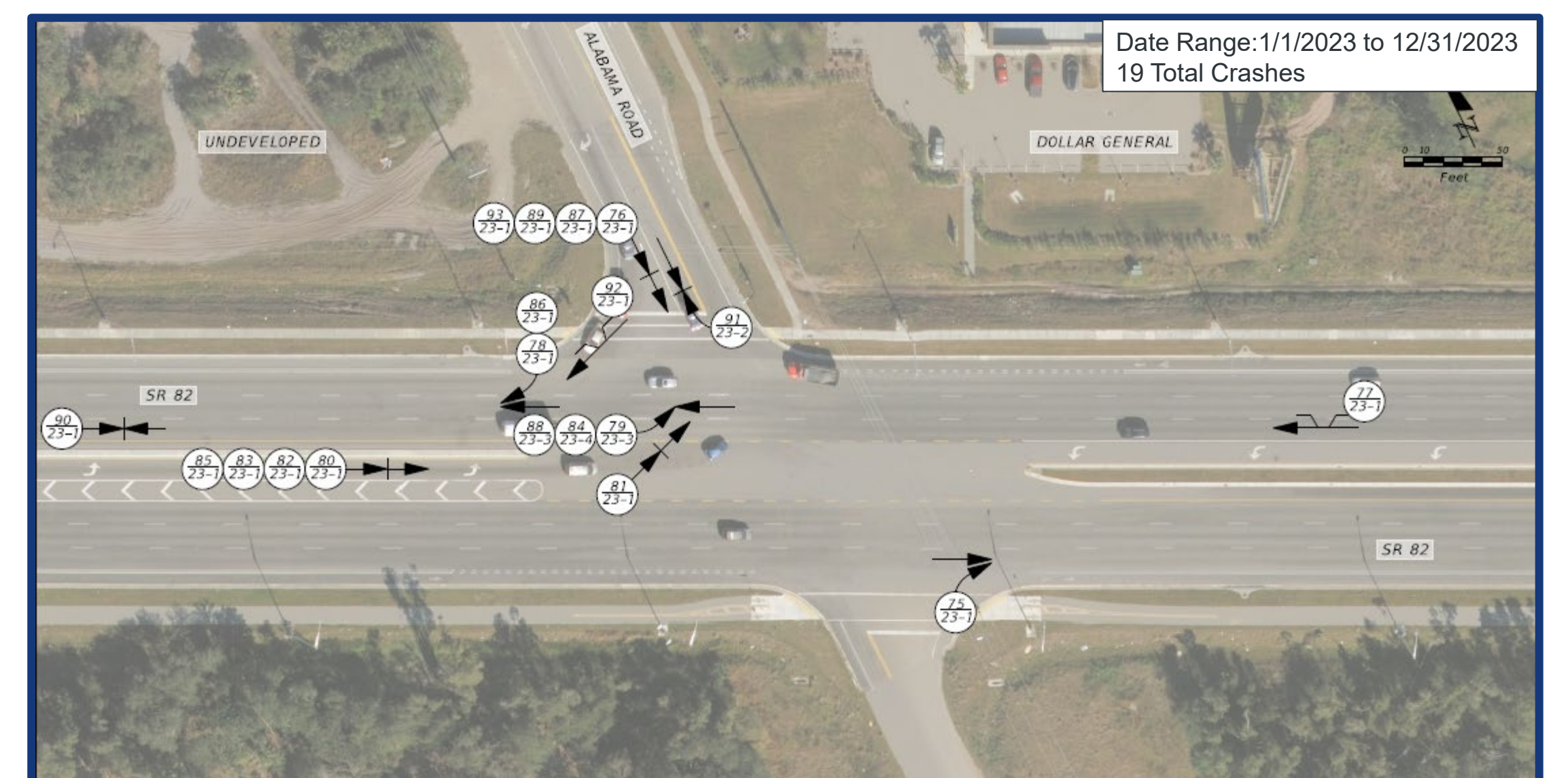
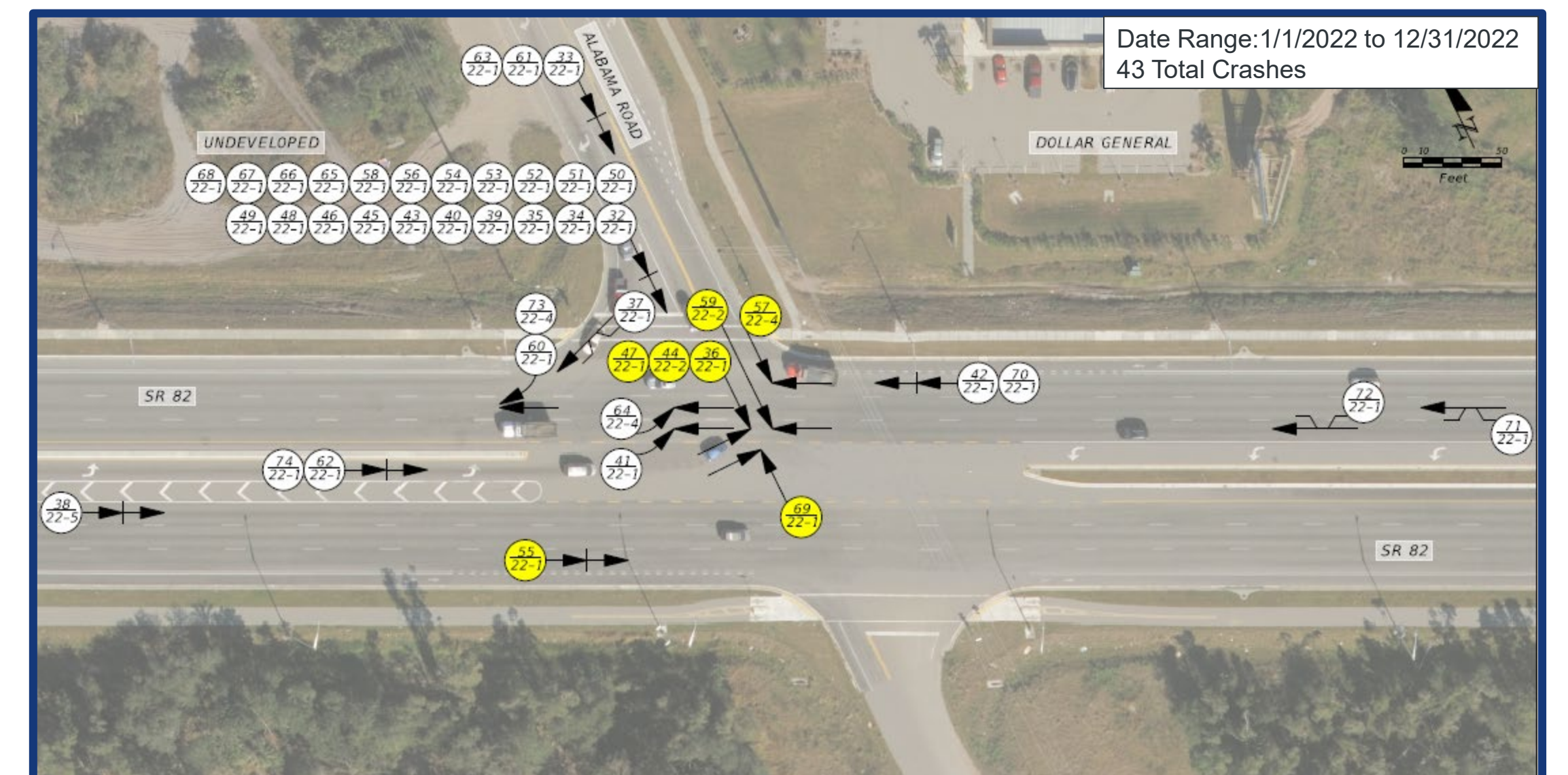
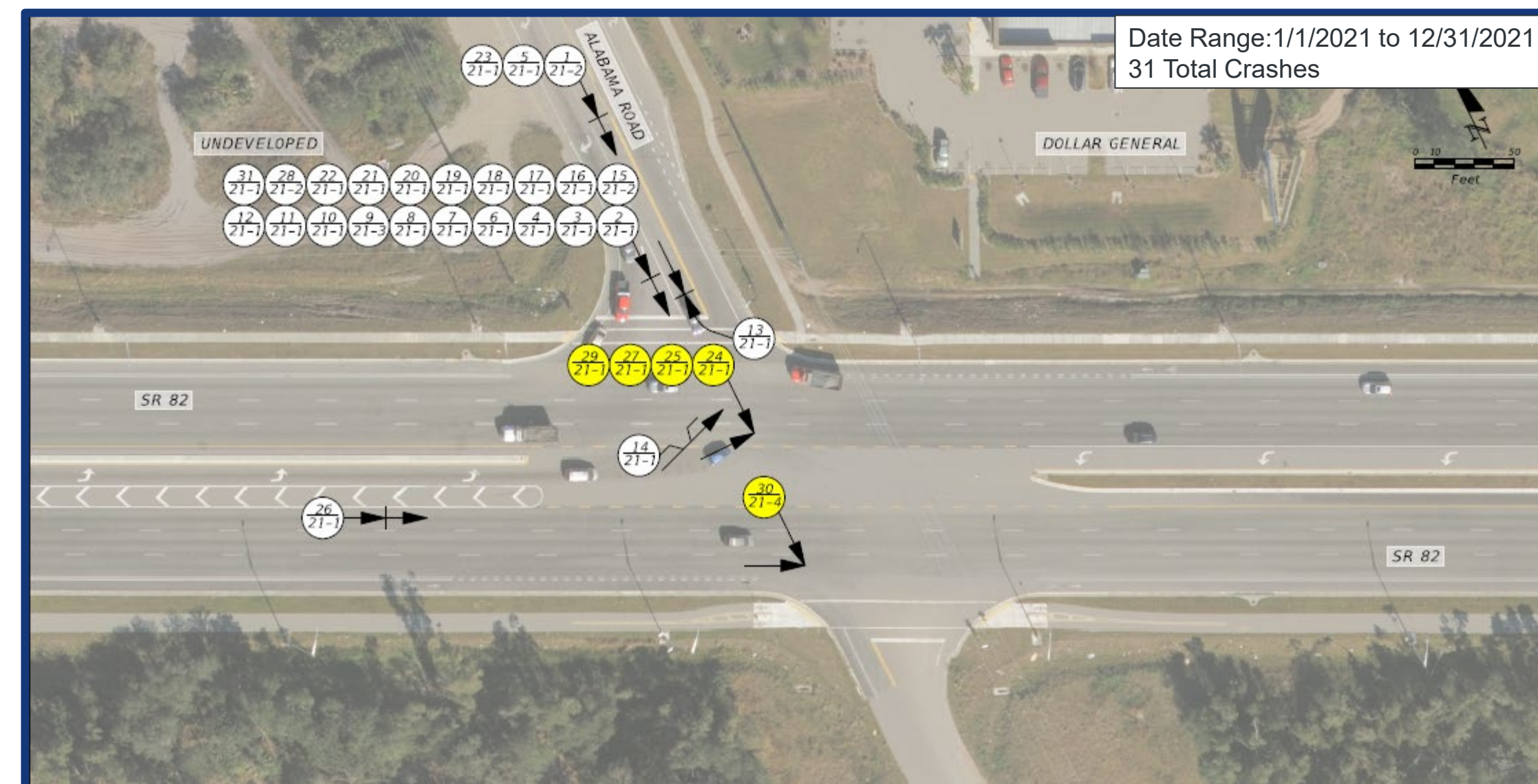
Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			
				Left-Turn & Angle Crashes from Side Street	Rear End & Other	Sideswipe	Total
Full	Directional	1	94	31	4	5	40



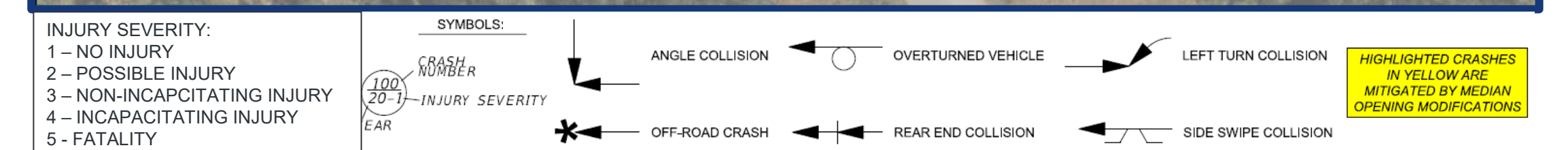
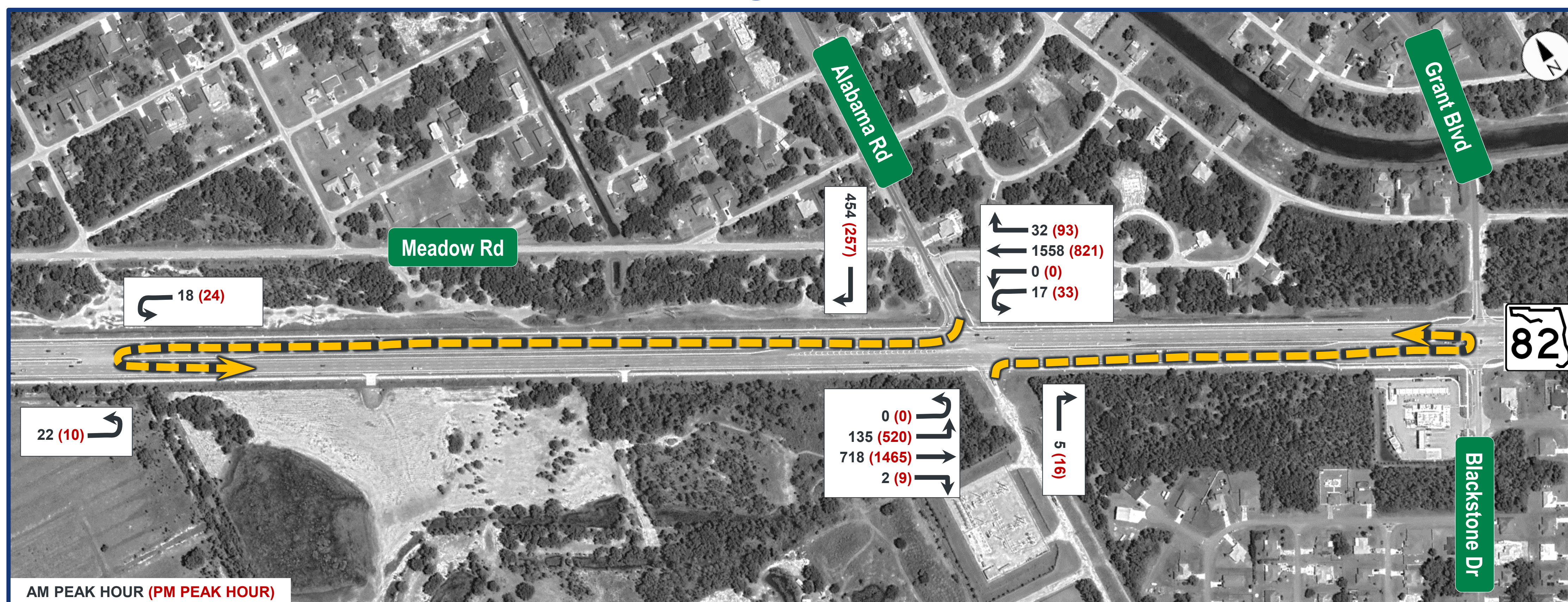
## Interim Improvement



## Collision History (3 years, 93 crashes)



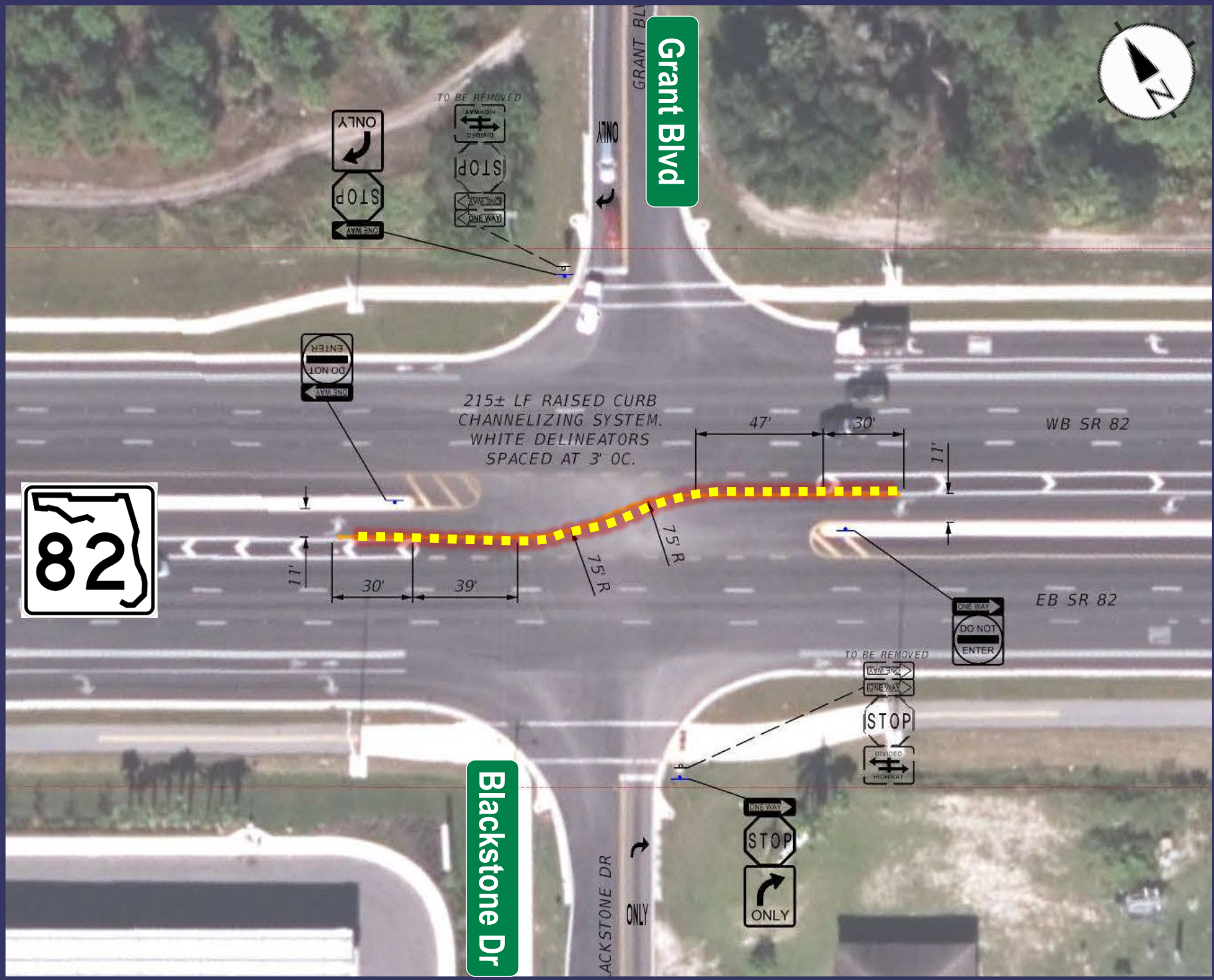
## Rerouted Turning Movement Volumes



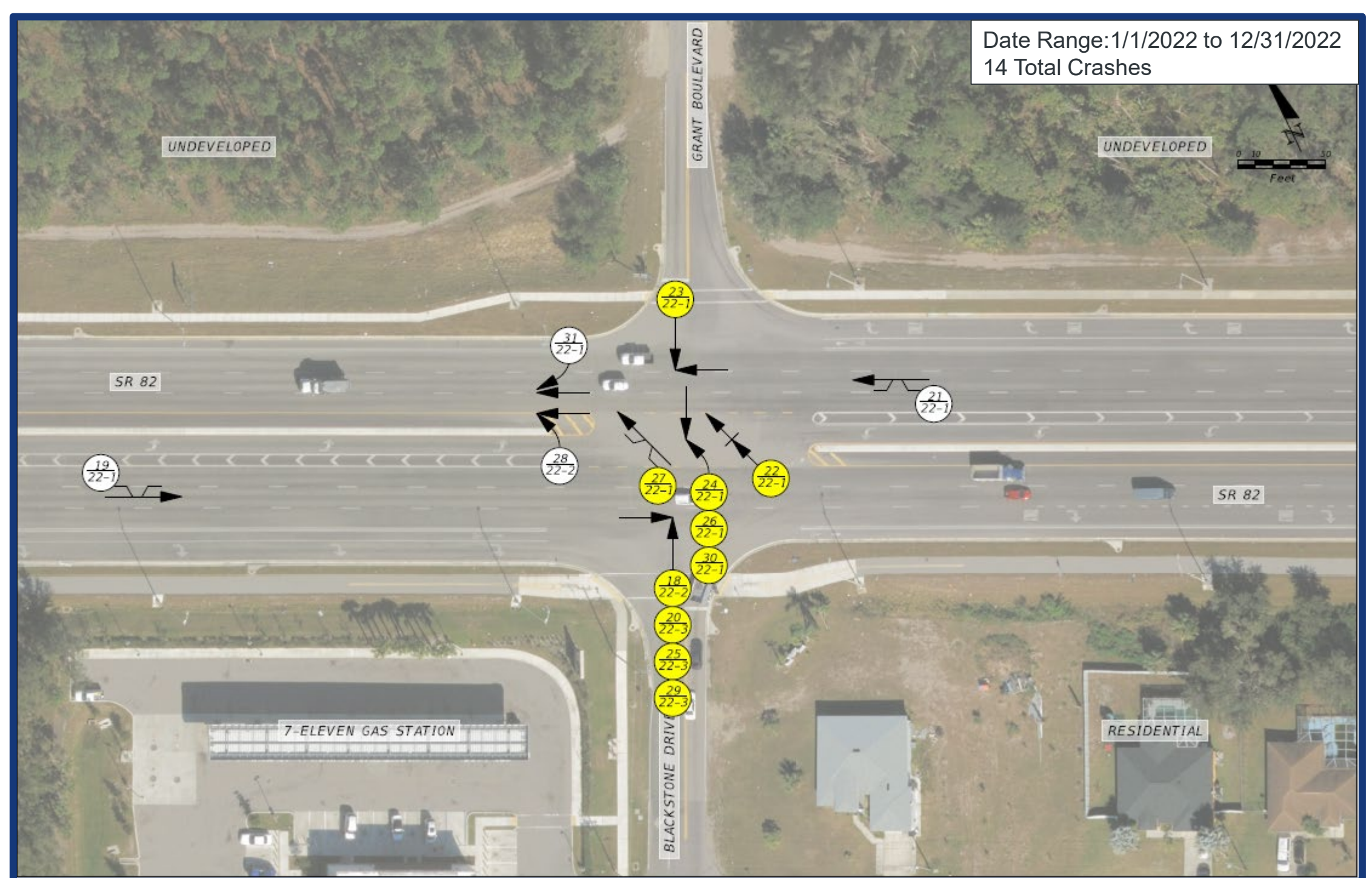
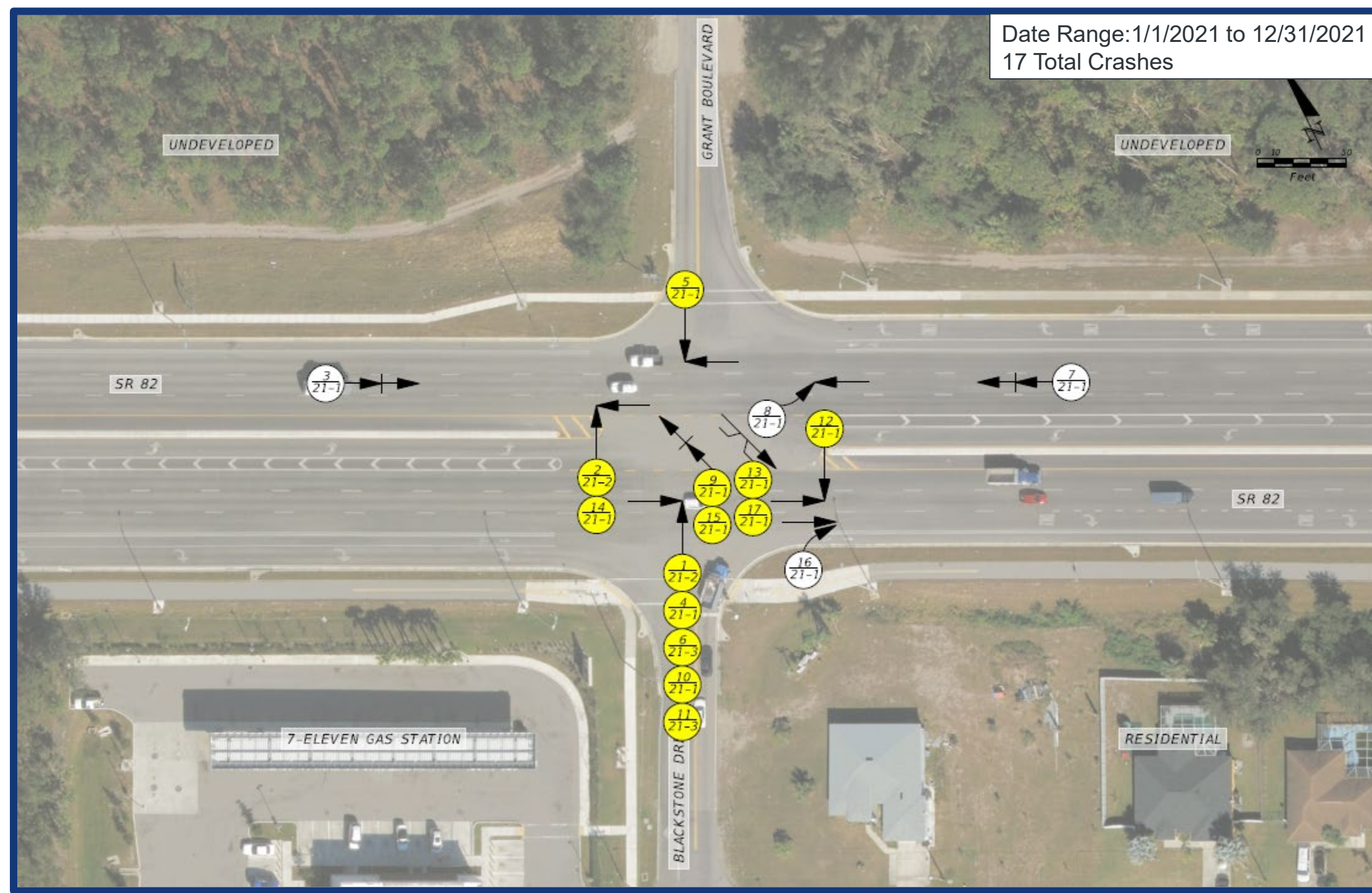
Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023				
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes		
				Left-Turn & Angle Crashes from Side Street	Rear End	Total
Full	Directional	6	93	11	1	12

# FDOT Grant Boulevard / Blackstone Drive

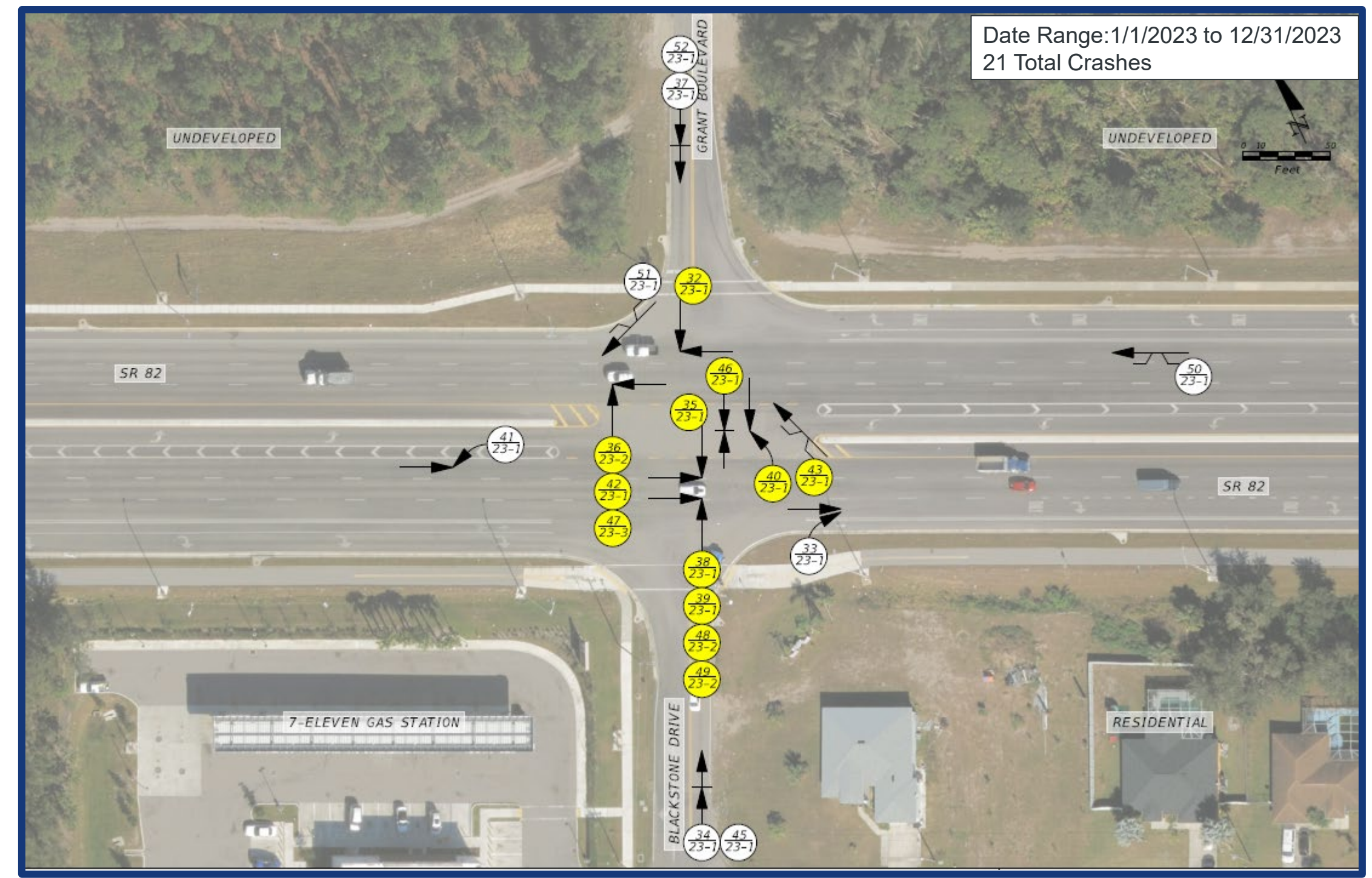
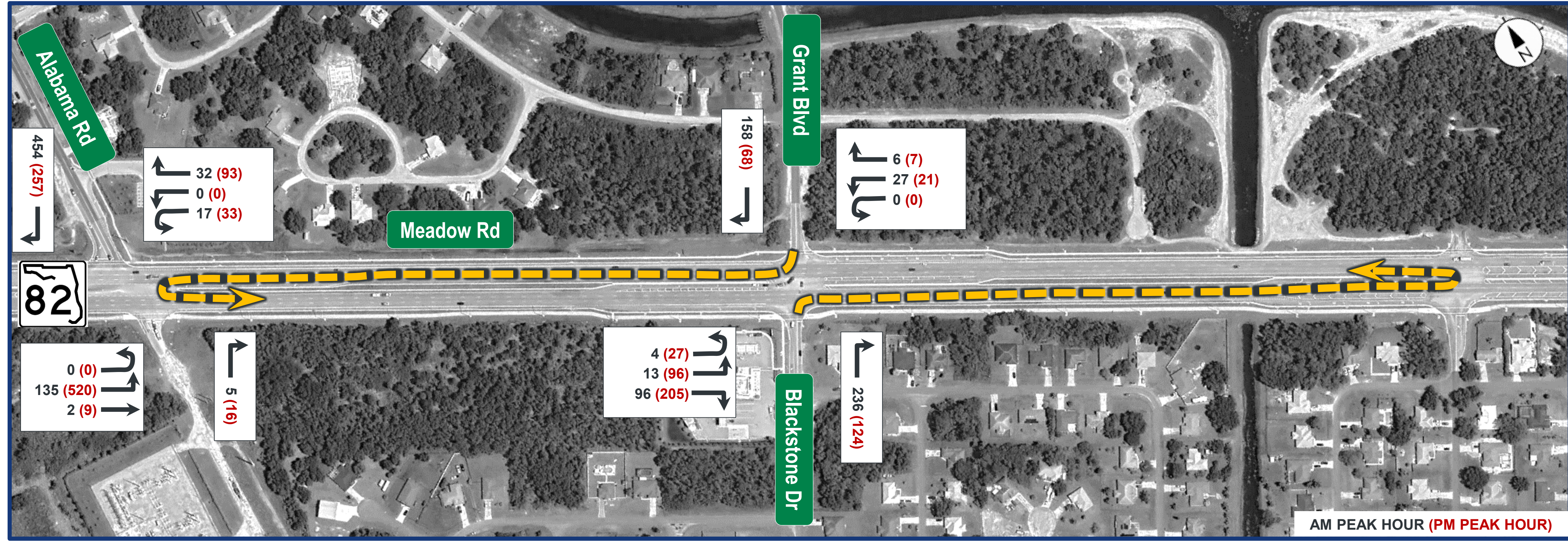
## Interim Improvement



## Collision History (3 years, 52 crashes)



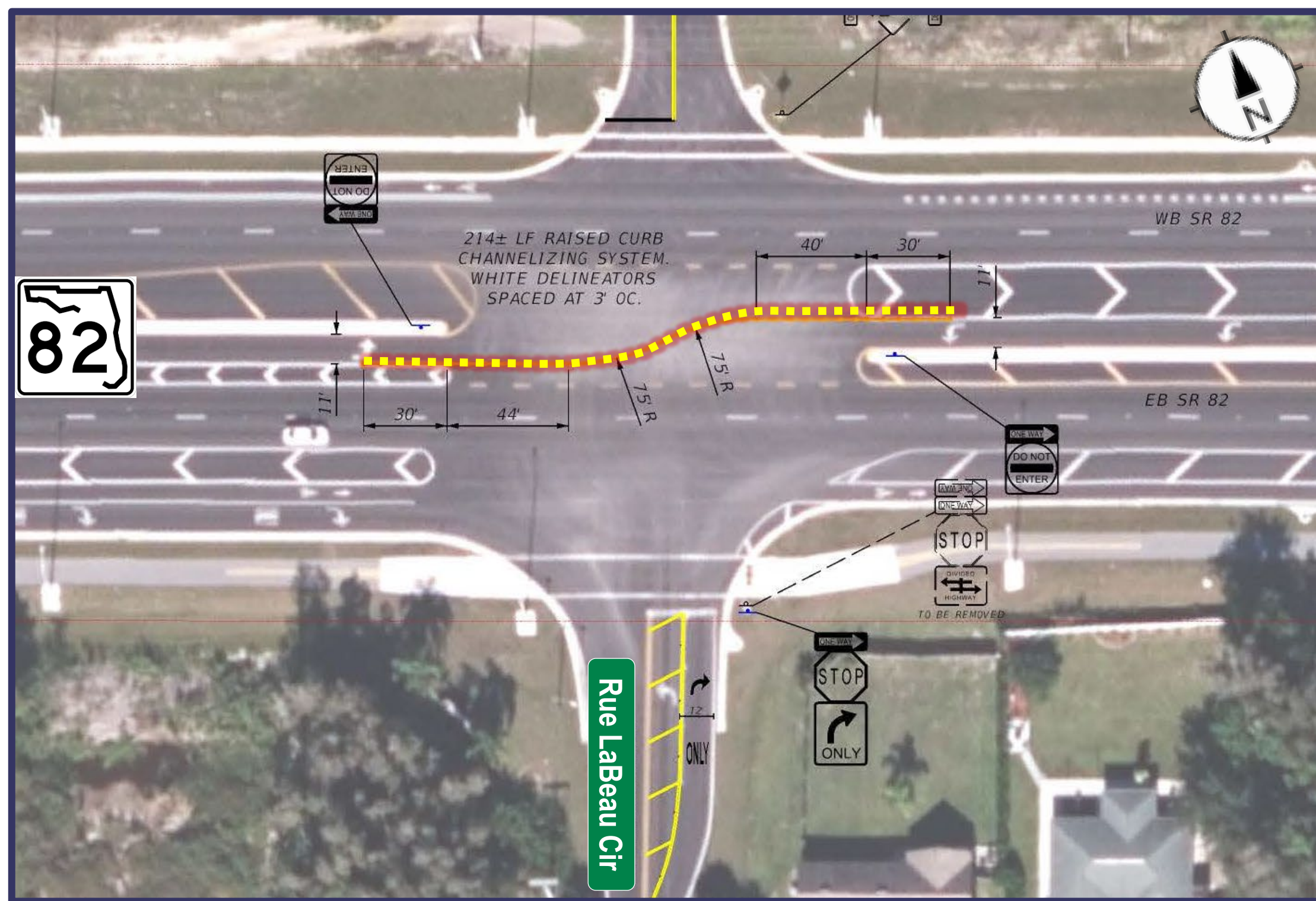
## Rerouted Turning Movement Volumes



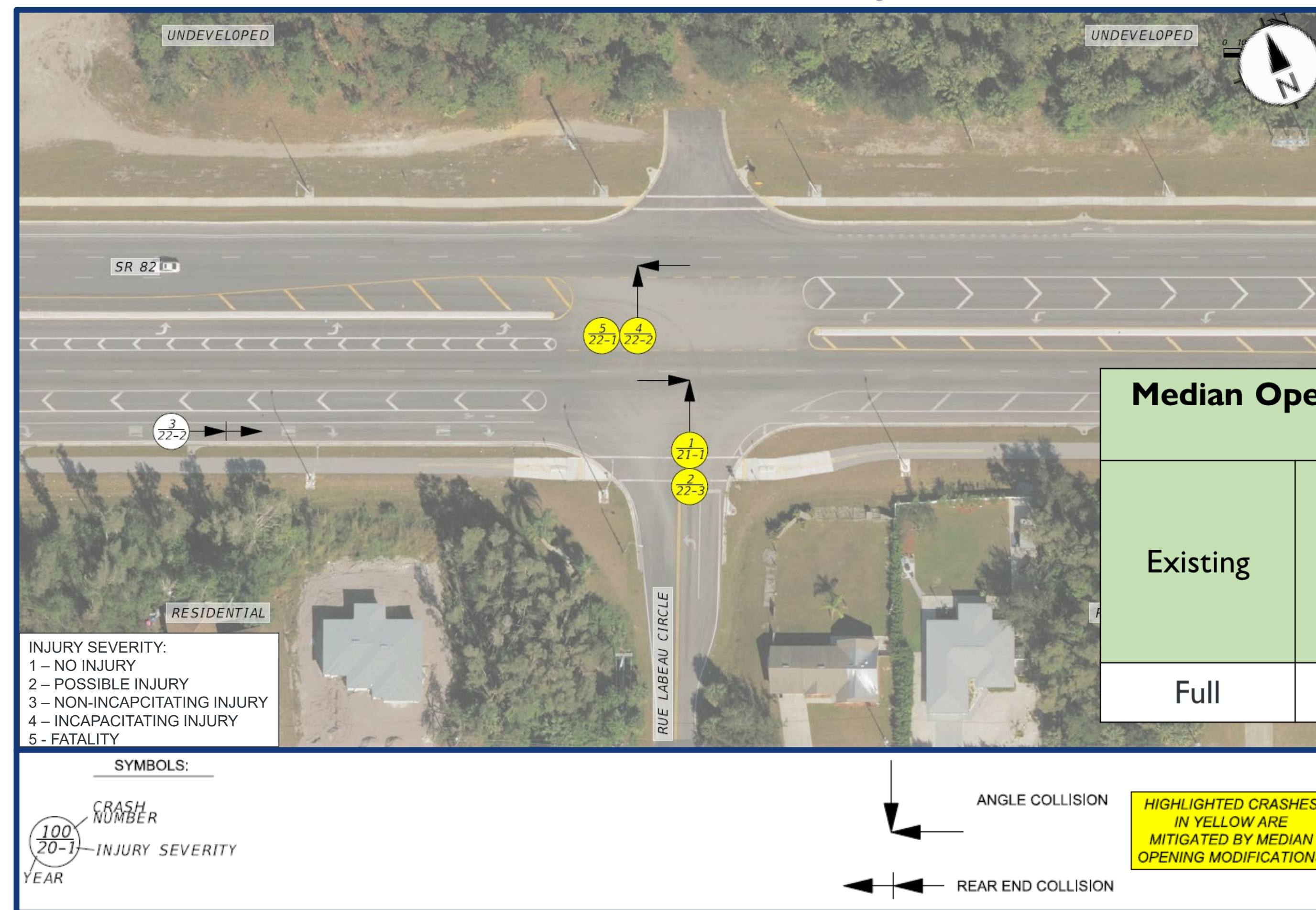
Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			
				Left-Turn & Angle Crashes from Side Street	Rear End & Other	Sideswipe	Total
Full	Directional	0	52	27	4	4	35

# Rue Labeau Circle

## Interim Improvement



## Collision History



Yearly Crashes:

- From 1/1/2021 to 12/31/2021 – 1 crash
- From 1/1/2022 to 12/31/2022 – 3 crashes
- From 1/1/2023 to 12/31/2023 – 0 crashes

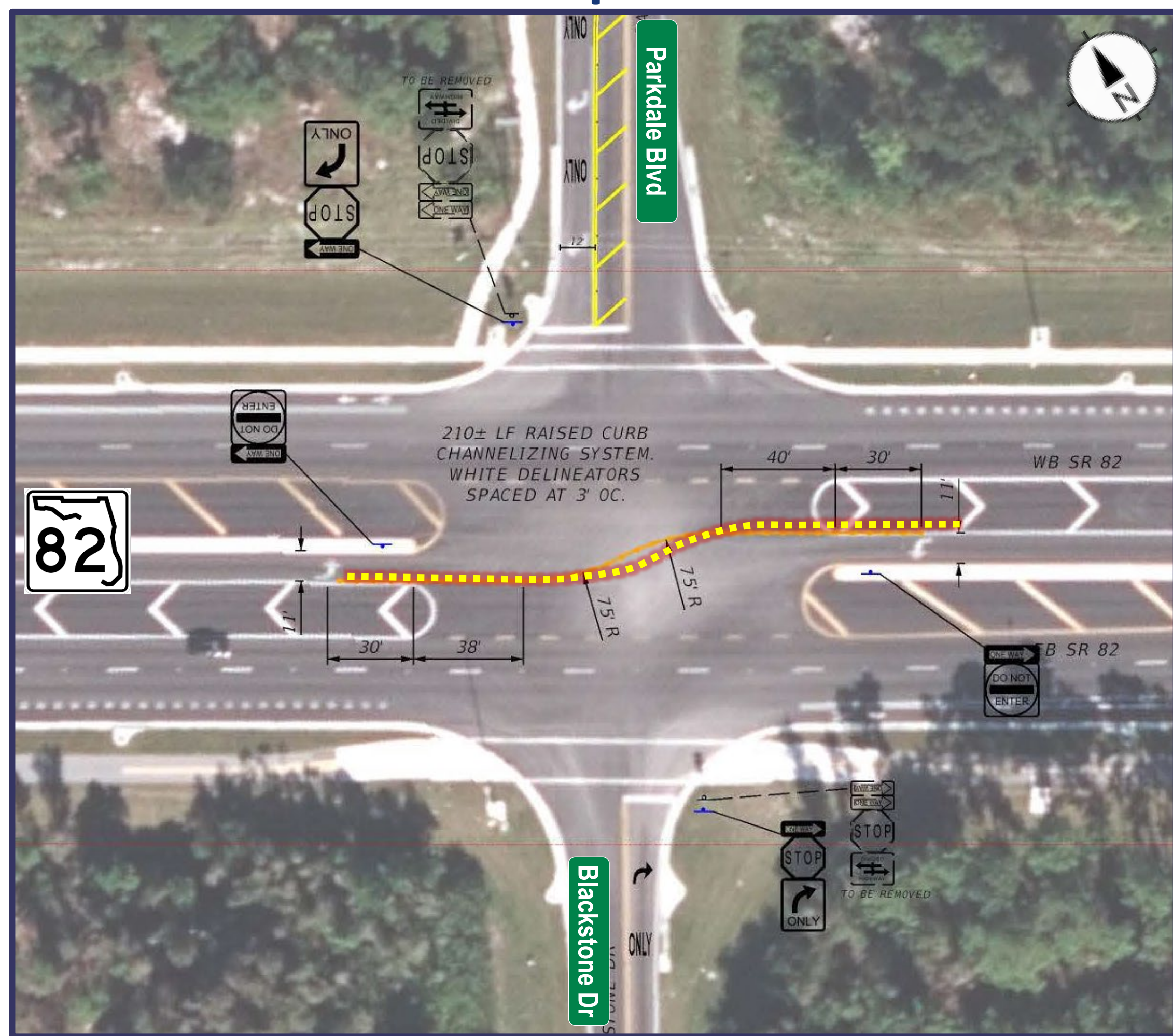
Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023			
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes	
				Angle Crashes from Side Street	Total
Full	Directional	0	4	4	4

## Rerouted Turning Movement Volumes

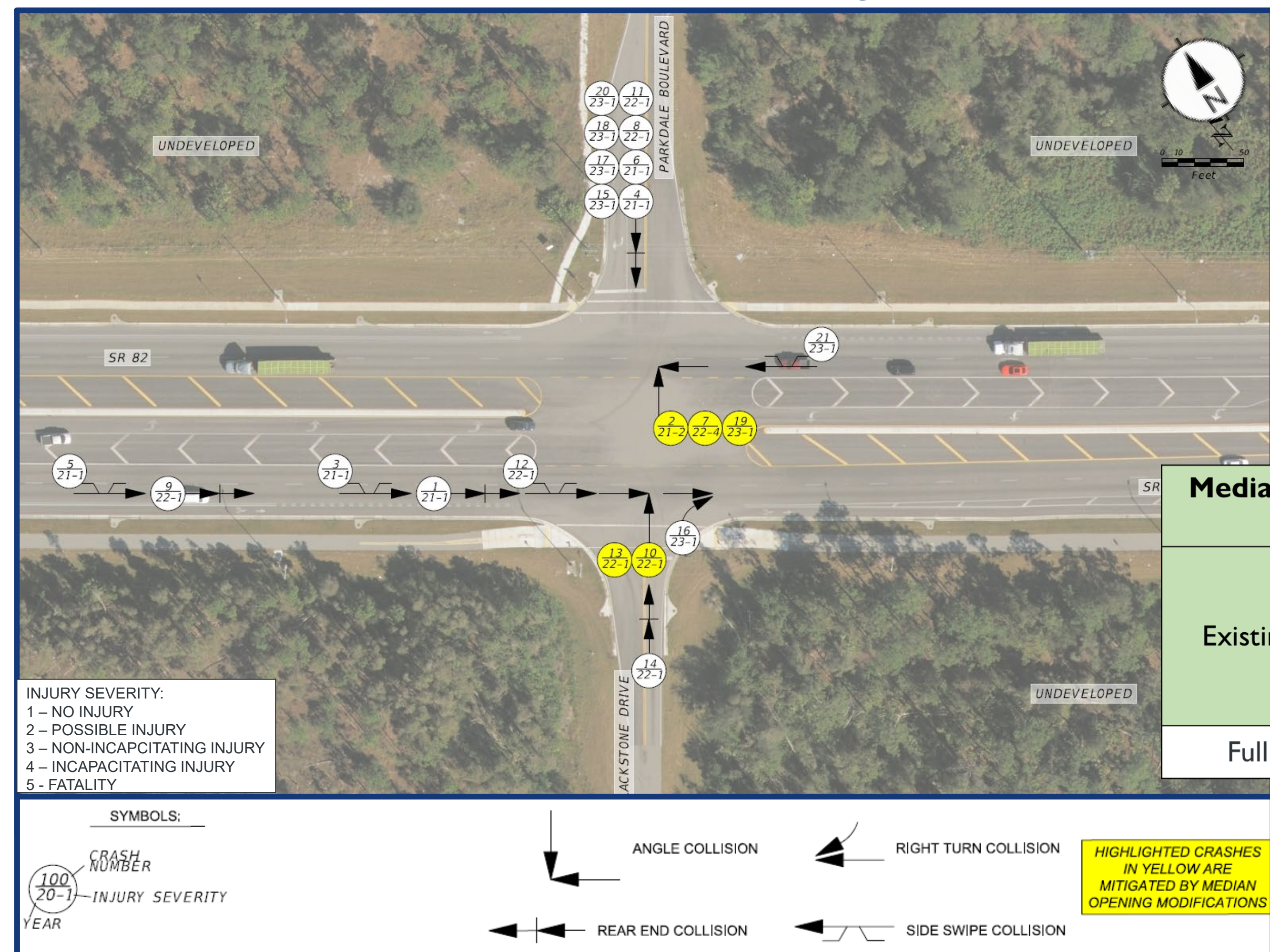


# FDOT Parkdale Boulevard/Blackstone Drive

## Interim Improvement



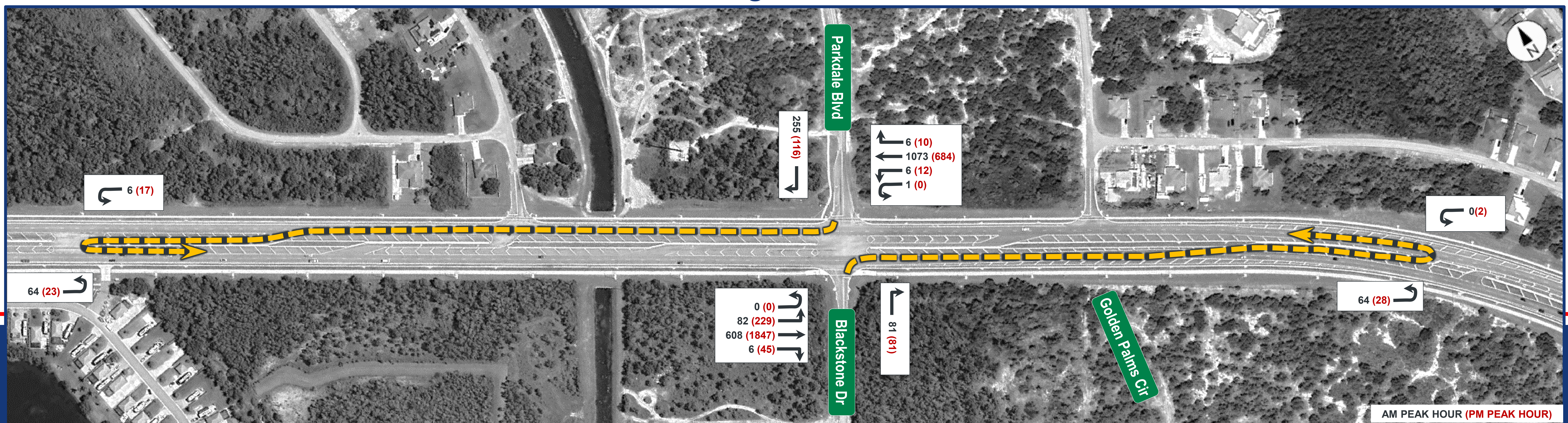
## Collision History



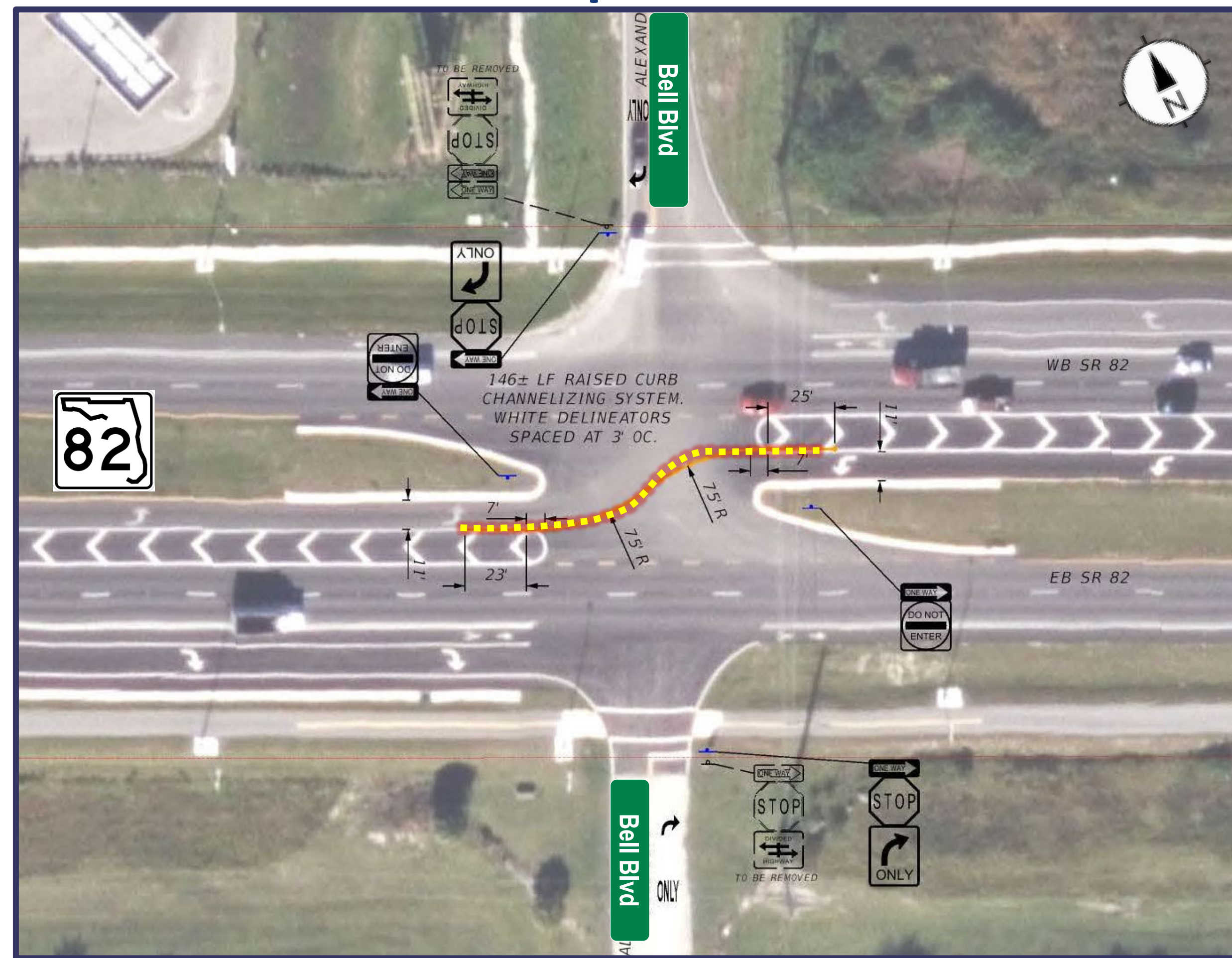
- Yearly Crashes:
- From 1/1/2021 to 12/31/2021 – 6 crash
  - From 1/1/2022 to 12/31/2022 – 8 crashes
  - From 1/1/2023 to 12/31/2023 – 7 crashes

Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023			
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes	
				Angle Crashes from Side Street	Total
Full	Directional	1	21	5	5

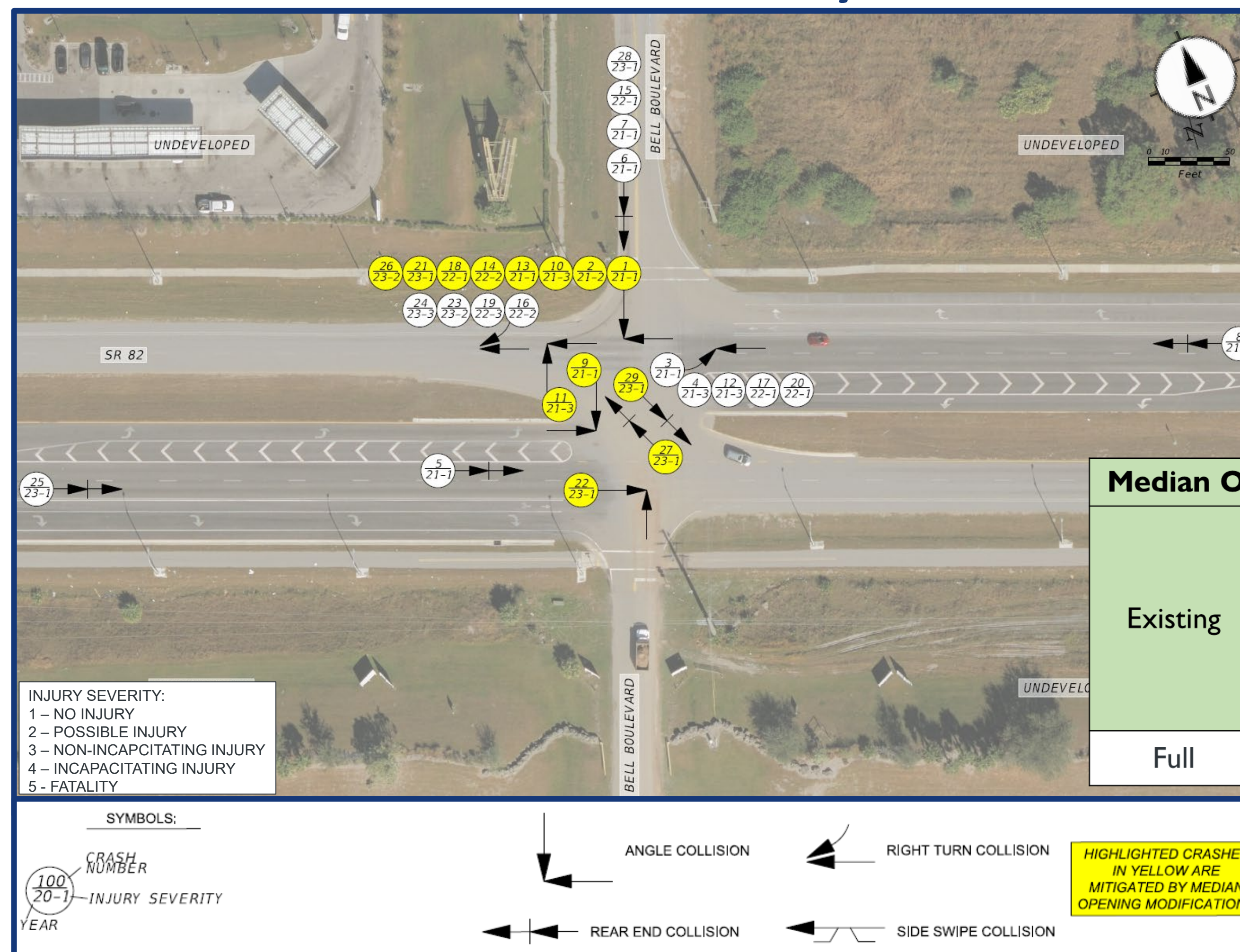
## Rerouted Turning Movement Volumes



## Interim Improvement



## Collision History

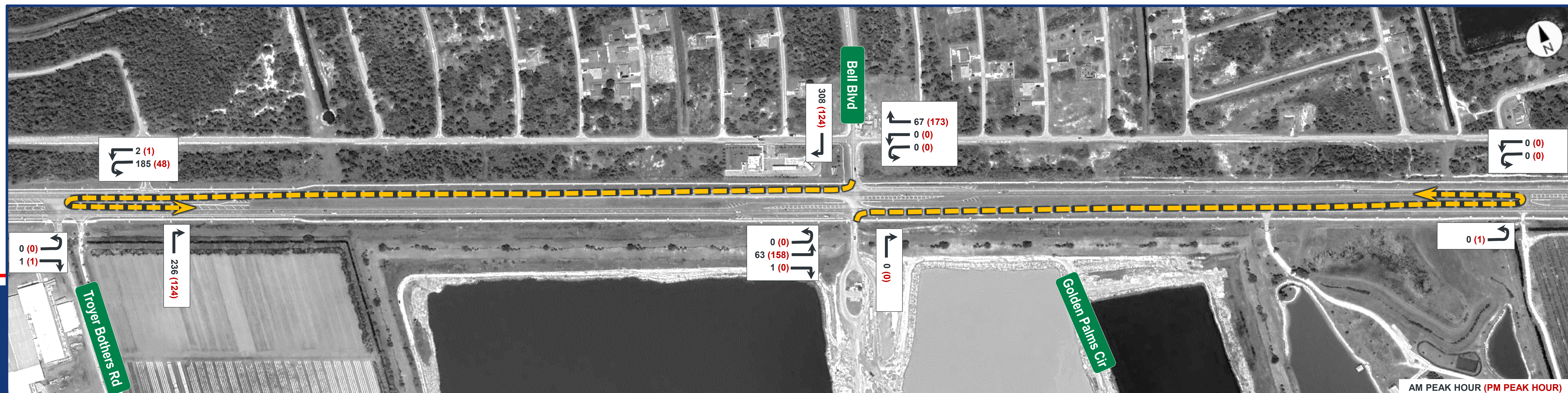


Yearly Crashes:

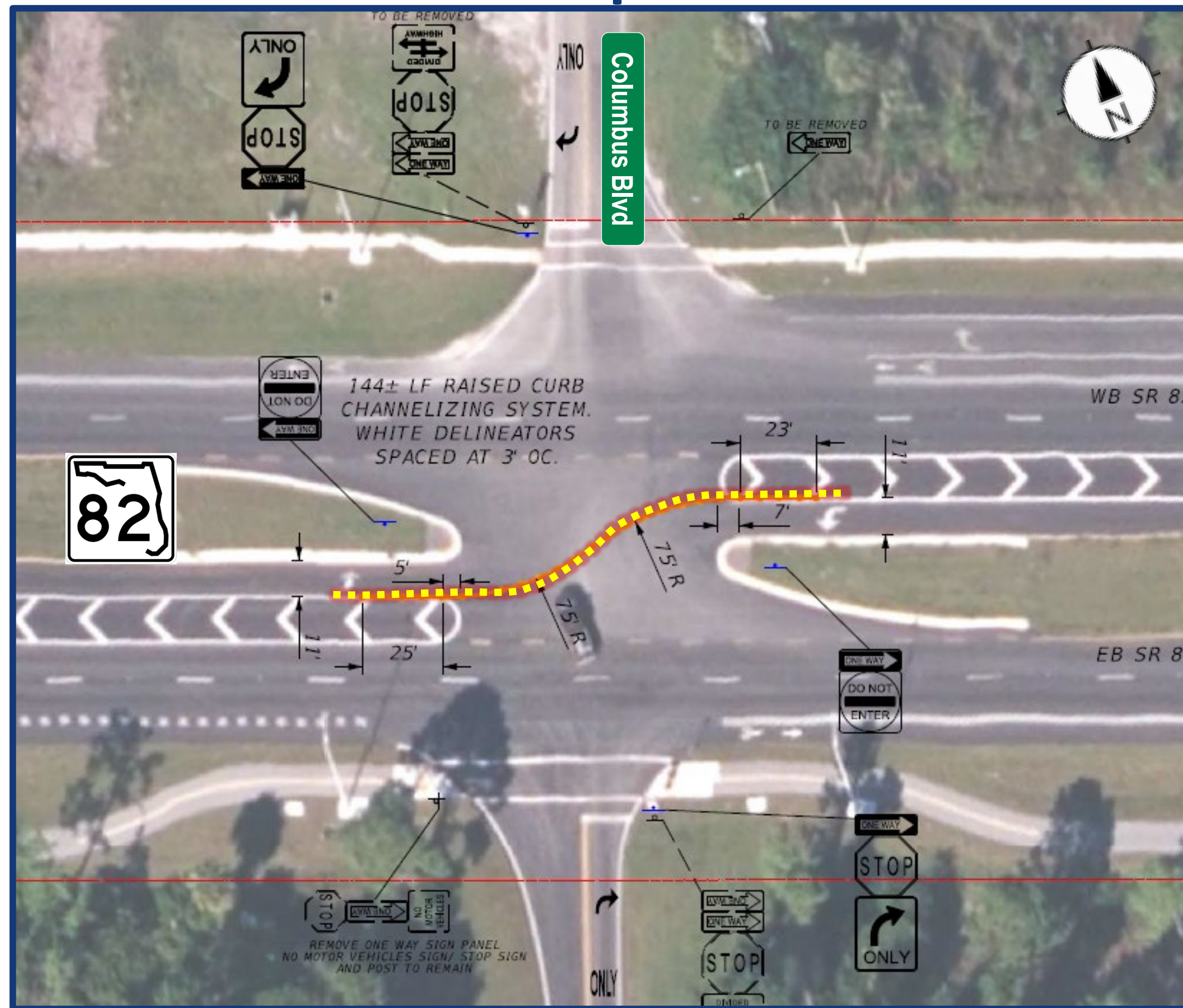
- From 1/1/2021 to 12/31/2021 – 13 crash
- From 1/1/2022 to 12/31/2022 – 7 crashes
- From 1/1/2023 to 12/31/2023 – 9 crashes

Existing	Proposed	Reported Crash Totals 1/1/2021 to 12/31/2023				
		Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes		
				Left-Turn & Angle Crashes from Side Street	Rear End	Total
Full	Directional	1	29	11	2	13

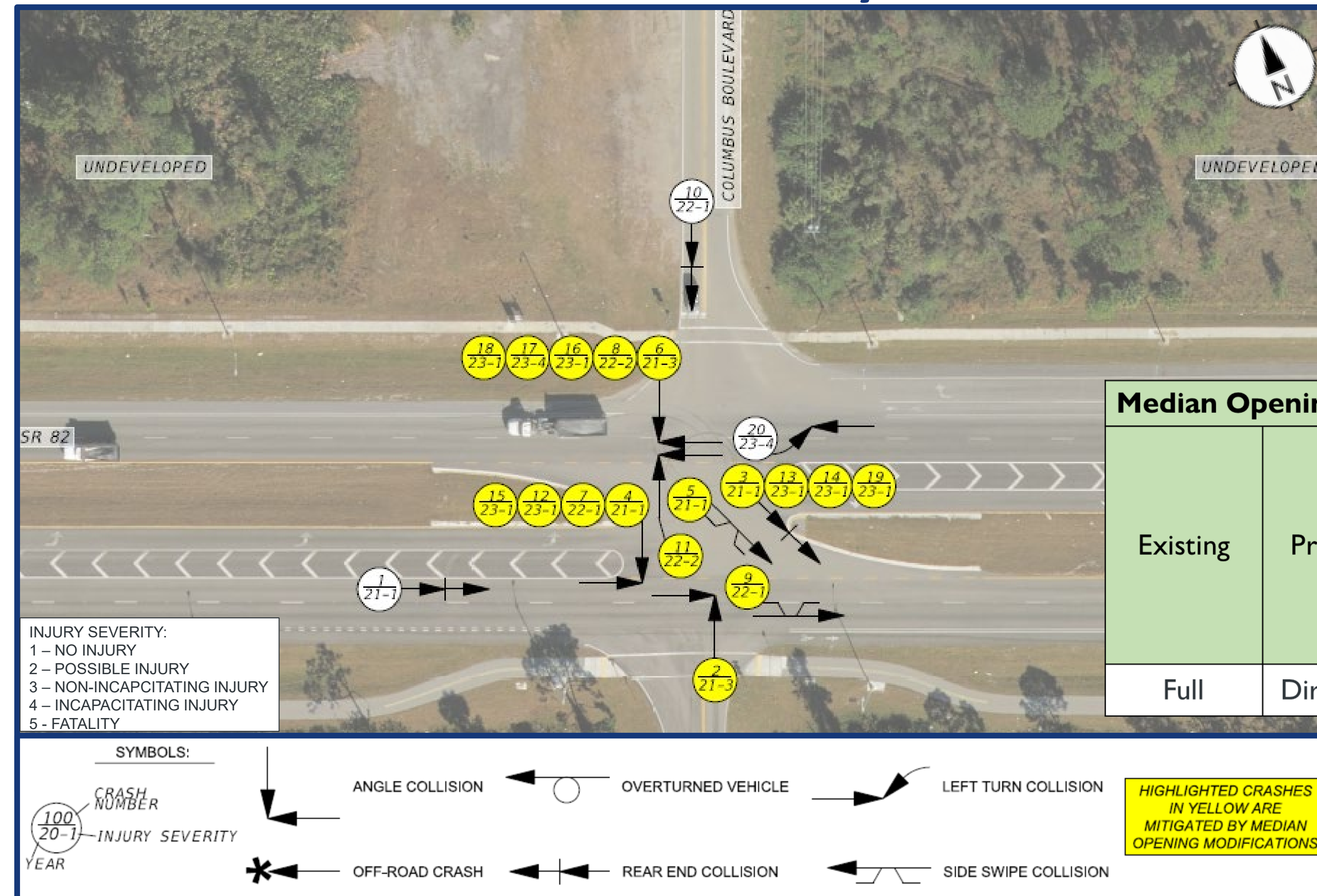
## Rerouted Turning Movement Volumes



## Interim Improvement



## Collision History



### Yearly Crashes:

- From 1/1/2021 to 12/31/2021 – 6 crashes
- From 1/1/2022 to 12/31/2022 – 5 crashes
- From 1/1/2023 to 12/31/2023 – 9 crashes

Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			
				Left-Turn & Angle Crashes from Side Street	Rear End	Sideswipe	Total
Full	Directional	1	20	11	4	2	17

## Rerouted Turning Movement Volumes

