



The Florida Department of Transportation, or F D O T, welcomes you to the Public Meeting for US 27 Safety Improvements in Polk County. We appreciate your attendance and participation.

Purpose of the Meeting

Provide public information regarding the median modifications and provide the opportunity for the public to offer feedback about the transfer for the official meeting record.



Public Meeting
April 30, 2024

US 27 Median Modifications
Safety Improvements

The public meeting is being conducted to present information about the access changes and provides the opportunity for the public to express their views about the improvements. FDOT has sent notices to property owners, business owners, interested persons and organizations within 300 feet of the project to provide the opportunity to give comments to FDOT regarding this project.

Rule 14-97

of the Florida Administrative Code

General Public Involvement Policy

- Federal Highway Act of 1968, as amended
- National Environmental Policy Act of 1969, as amended
- Title 23, Code of Federal Regulations, Part 450 & 771
- Title 40, Code of Federal Regulations, Parts 1500-1508
- 23 United States Code, Section 109(h)
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
- Executive Order 12898, Environmental Justice
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative
- Section 286.29, FS, Climate-Friendly Public Business (Green Lodging)



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US 27 Median Modifications
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This meeting is being held in compliance with Rule 14-97 of the Florida Administrative Code (modifications to access management) and all other related federal and state statutes.

Project Location

The project includes median modifications along US 27 at:

- George Street
- Charles Street
- Sunshine Drive
- Jackson Street
- 1st Avenue North

The map shows US 27 running north-south through central Florida. Project locations are marked with orange dots at 1st Ave N, Jackson St, Sunshine Dr, Charles St, and George St. A purple star marks the meeting location at New Hope Church, 825 County Road 630A, Frostproof, Florida 33843. The map also shows surrounding areas like Wolffolk, Hillcrest Heights, Babson Park, and Frostproof, and highways 27, 17, and 98.

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The US 27 Safety Improvements take place at multiple locations along US 27. The locations are: US 27 at George Street, Charles Street, Sunshine Drive, Jackson Street, and 1st Avenue North.

US 27 provides an important north-south connection across central Florida and is a part of the Florida Strategic Intermodal System.

Within the project limits, US 27 is a four-lane divided roadway with 12-foot lanes and five-foot paved shoulders within 120 feet of existing right-of-way, or property FDOT already owns. Stormwater runoff is collected in roadside ditches. US 27 at George Street and at Charles Street are two open medians approximately 700 feet from one another with a posted speed of 60 mph on US 27. George St forms a 3-

legged “T” intersection while Charles St is a 4-legged intersection, both intersections operate as two-way stop-controlled intersections.

US 27 at Sunshine Drive, Jackson Street, and 1st Avenue North have a posted speed of 65 mph on US 27. Sunshine Drive, Jackson Street, and 1st Avenue North are three-legged intersections which are operating as two-way stop-controlled intersections.

US 27 in the project area travels through two communities: Sun Ray and Crooked Lake Park. These communities are comprised of low-density residential neighborhoods with a few commercial properties. The minor roads in this project all service the low-density residential neighborhoods, additionally Charles Street services a restaurant and Jackson Street services a Dollar General.

Project Need

Why are we doing this?

FDOT held a public meeting on September 22, 2022. The concepts presented tonight are based on the areas identified and the feedback received from the public and local residents at that public meeting. The overall goal is to improve intersection safety and reduce the risk of crashes. A 2017 Road Safety Audit also recommended an Access Management Plan for this area.

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- Charles Street
- Sunshine Drive
- Jackson Street
- 1st Avenue North



Source: FHWA.

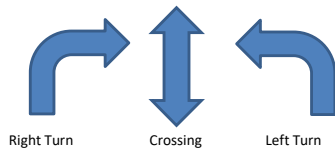


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Safety Improvements

The proposed improvements presented are needed at these intersections because a notable number of fatal and serious injury crashes have occurred over the past five years. As a high volume, high speed, vital transportation roadway through eastern Polk County, it is imperative to improve safety and traffic flow of this corridor.

Intersection & Median Safety Concerns



30%

of all traffic fatalities occur from intersection-related crashes

Misjudgment of gap or other's speed

Increased traffic congestion

Distracted or Inattention

Line of Sight or Obstructed View

Illegal Maneuver

Right of Way Confusion



Public Meeting
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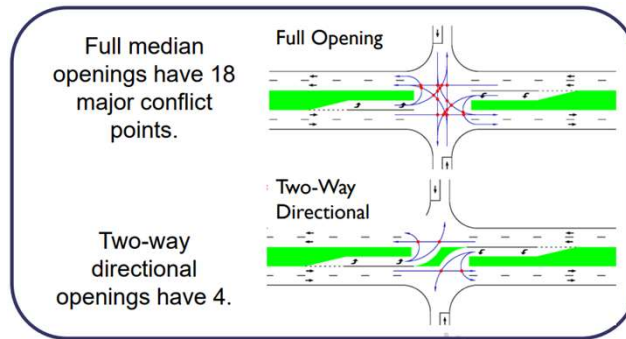
US 27 Median Modifications
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There are a variety of safety concerns that come with any median or intersection changes.

Median Openings & Conflict Points

- Conflict Points: areas where paths legally cross within an intersection
- Reducing the number of conflict points increases safety
- Changing crash types increases safety



Restricting the number of conflict points reduces fatal and injury crashes by 54%

In general, medians improve the intersection by reducing potential ways that a driver could be injured in a crash, even reducing injuries and fatalities by up to 54%.

Why Not A Signal?

- A signal would increase delay on US 27
- Signals increase crashes
 - High speed rear end
 - Red light running
- Signals need to be warranted
- All locations were studied, and warrants were not met



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Traditional signalized intersections have been looked at in these locations through official studies. These locations did not meet the requirements for a signal and it was concluded that a signal may even increase delay on US 27. Signalized intersections also require substantial infrastructure and ongoing maintenance costs, including electricity, signal controllers, and signal heads.

Proposed Improvements US 27 at George Street and Charles Street

Modify median to allow only northbound and southbound left turns



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The proposed improvement, of installing “RCUTs” at key intersections on US 27 includes eliminating left turns from the side streets onto US 27. Motorists will be required to turn right, travel to the adjacent intersection and conduct a U-turn. RCUTs allow for uninterrupted flow on US 27 which reduces congestion and delays, particularly during peak traffic periods. The improved traffic flow benefits not only the local community but also those traveling on US 27 for regional travel.

Here you can see the proposed concept for both US 27 at George Street and at Charles Street.

Proposed Improvements US 27 at Sunshine Drive

Modify median to allow only southbound left turns



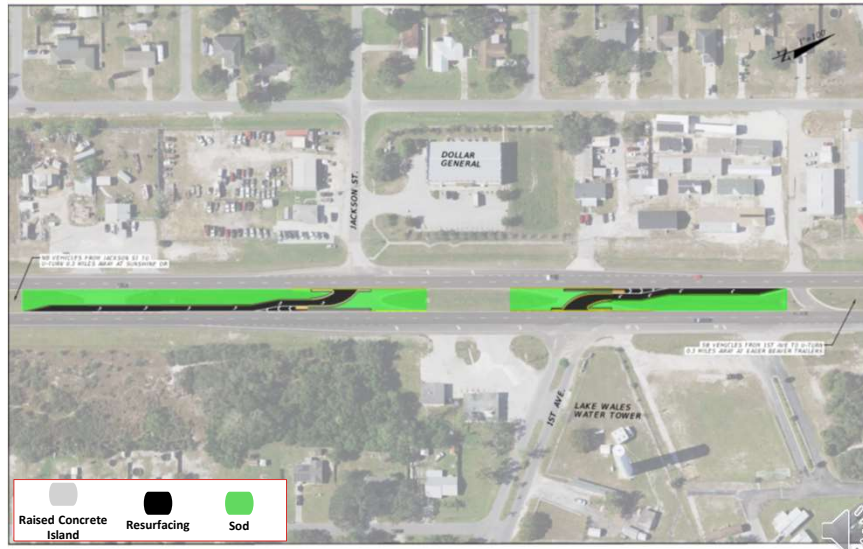
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And here is the proposed improvements for US 27 at Sunshine Drive.

Proposed Improvements US 27 at Jackson Street and 1st Street North

Modify median to allow only northbound and southbound left turns



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US 27 Median Modifications
Safety Improvements

And finally, here are the proposed improvements for US 27 at Jackson Street and 1st Street North.

Advantages to Median Modifications

- Reducing conflicts
- Enhancing traffic operations
- Cost-effective
- Simpler long-term maintenance
- Easy to implement (reduces traffic disruption during construction)
- Clear and intuitive for users



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Installing Restricted Crossing U-Turns (RCUTs) in Sun Ray and Crooked Lake Park is a proactive approach to improving safety and traffic flow in rural and suburban contexts. By reducing conflicts, enhancing traffic operations, and providing a cost-effective solution, RCUTs address the specific needs of the intersections while supporting FDOT's vision of a safe and efficient transportation network. RCUTs also involve simpler infrastructure, resulting in reduced initial and long-term maintenance expenses.

Compared to more complex intersection designs, RCUTs are relatively straightforward to implement. The existing two-way stop configuration simplifies the transition to RCUTs, minimizing disruptions to traffic during the construction phase. Additionally, RCUTs provide clear and intuitive

guidance to drivers, reducing the potential for confusion and improving overall intersection operations. Temporary delineators may be installed prior to construction at all locations.

Schedule and Cost

- Final Design: to be determined (anticipated 2027)
- Construction: to be determined (anticipated 2029)
- The estimated construction cost is \$1 M



Notes:

- Temporary delineators may be installed during 2024 at all locations
- Crash data 2022 and beyond has yet to be location verified by FDOT Central Office



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Although design and construction are currently not funded, final design funding is anticipated in 2027, with construction funding anticipated in 2029. The estimated construction cost for these improvements is one million dollars.

Opportunity for Input

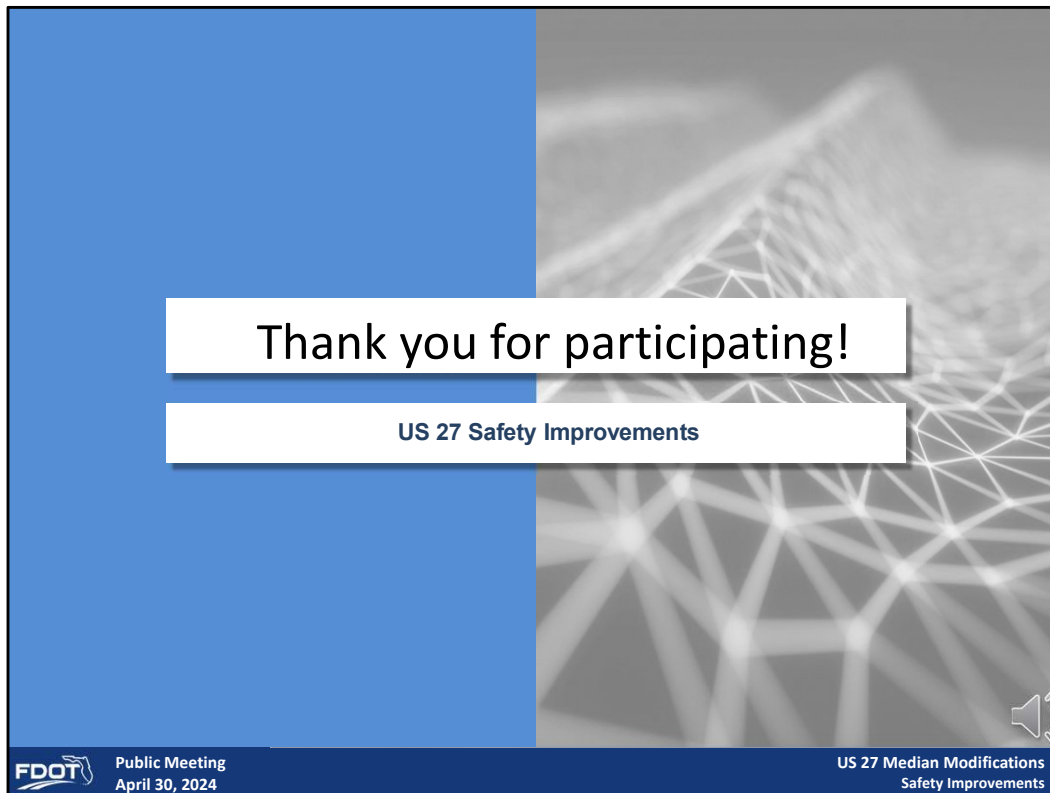
- Turn in your comment at the in-person event
- Mail your comment form to:
Amara DeCicco
Florida Department of Transportation
801 N. Broadway Ave
Bartow, FL 33830
- Email your comment to:
Amara.DeCicco@dot.state.fl.us
- Through the project webpage:
www.swflroads.com/project/000004-1



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We encourage you to submit your comments about the access changes: at the in-person meeting, through the project webpage, or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by May 9, 2024 to be included in the formal meeting record. The project team will consider all comments and, where feasible, will incorporate them into the improvements.



The US 27 project team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.

Thank you for your interest in the US 27 Safety Improvements and for taking time to participate in this public meeting. We look forward to your comments and your continued involvement in other FDOT improvement projects.

THE FIGHT TO END DISTRACTED DRIVING STARTS WITH YOU!

WHAT CAN YOU DO?

NEVER TEXT OR TALK ON YOUR CELL PHONE WHILE DRIVING: Even though hands-free systems seem helpful, they're not the solution. Keep your mind on the road.

MAKE A PLAN: Know where you are going before you get in the car. Program the GPS before you drive. Check weather and road conditions beforehand to be prepared.

TEEN SAFE DRIVING COALITION SADD FDOT

Public Meeting April 30, 2024 US 27 Median Modifications Safety Improvements

And finally: an FDOT safety moment. The fight to end distracted driving starts with you! Never text or talk on your cell phone while driving! FDOT thanks you for making safety a continued priority!