



Alternatives Public Meeting Frequently Asked Questions (FAQs)

State Road (SR) 78 Project Development and Environment (PD&E) Study  
from I-75 to SR 31 (Babcock Ranch Road)  
Financial Project Number: 444937-1

**1. Why widen SR 78 from two to four lanes?**

The population of Lee County and the Bayshore community has been steadily increasing for the last decade. Traffic counts on SR 78 have almost doubled in the last 10 years, from 9,800 vehicles per day in 2013 to 17,300 vehicles per day in 2022. Additionally, several new developments under construction on SR 78 and Babcock Ranch will significantly affect the traffic flow and increase congestion.

Widening SR 78 to four lanes and providing shared-use paths will reduce congestion and enhance safety for all users.

**2. When will the study be completed and when will construction commence?**

The study is expected to be completed in the third quarter of 2024. Currently, construction is not funded in the FDOT Five-Year Work Program. However, a portion of the project (SR 78/I-75 interchange) does not require any additional right-of-way, and FDOT is targeting construction of the SR 78/I-75 interchange in 2025.

**3. Do the alternatives consider projected growth and future traffic demands along the corridor?**

The alternatives were developed to account for future development and traffic demands along the corridor. FDOT uses a locally developed travel demand model that includes future land use and population/employment projections to estimate future traffic volumes.

**4. Will the alternatives require right-of-way acquisition?**

The Build Alternatives, North Widening and South Widening, will require right-of-way acquisition to construct. The North Widening alternative impacts properties north of SR 78, while the South Widening alternative impacts properties south of SR 78.

The No-Build or Do-Nothing Alternative will not require any right-of-way acquisition.

**5. There is already a lot of traffic on Bayshore Road. Why is even more development being approved along Bayshore Road?**

The Florida Department of Transportation does not approve land use changes or developments. The land use changes are approved by municipal governments such as Lee County.

**6. Why are roundabouts proposed on this corridor? How will large trucks navigate these roundabouts?**

Roundabouts improve traffic flow efficiency and overall safety, providing substantial safety and operational benefits compared to other intersection types, notably reducing severe crashes. Roundabouts also assist in implementing access management and enhance the aesthetics of the corridor.

All roundabouts along SR 78 were designed according to the FDOT Design Manual and will accommodate

18-wheel tractor-trailer combination trucks.

**7. *Why was Pritchett Parkway moved to Wells Road?***

The SR 78 PD&E Study proposes to close the Pritchett Parkway intersection with SR 78 and relocate Pritchett Parkway to Wells Road. Pritchett Parkway was moved due to its proximity to the SR 78 interchange. Currently, northbound traffic exiting from I-75 has to change multiple lanes within a very short distance to turn left onto Pritchett Parkway.

Relocating the intersection will improve the operations of the I-75/SR 78 interchange and enhance safety along SR 78.

**8. *Why are different intersection designs being proposed rather than traffic signals?***

In 2015, Florida ranked as the #1 state in the country with the most intersection-related traffic fatalities. With over 30 percent of all traffic fatalities occurring from intersection-related crashes, the Florida Strategic Highway Safety Plan (SHSP) identifies intersection safety as one of the top emphasis areas for the state.

The most common types of intersection control include stop control or traffic signals. Many of the performance metrics used to select between these common solutions focused on the movement of vehicles through the intersection. In recent years, a number of new or innovative intersection designs have been introduced across the United States. These “alternative” intersection control types enhance safety and improve operations, along with varying degrees of other benefits. This reimagining of geometric design and traffic control has improved the movement of people and vehicles across and through intersections.

Alternative intersections (including roundabouts, cross-over-based designs, and U-turn-based designs) often consider community needs, transportation needs, and control strategies to achieve multiple objectives.

**9. *How will drainage be handled when SR 78 is widened?***

The widening of SR 78 will eliminate the existing swales along SR 78. Runoff from the roadway will be collected through drain openings along the curb and piped to stormwater ponds.

As part of the PD&E Study, FDOT is evaluating all cross-drain alternatives and openings to ensure no adverse effects will be caused upstream or downstream of SR 78.

**10. *Are any improvements being considered for the Park 78 Drive intersection? This intersection has a big safety issue, and a lot of people want to turn left out of Love’s.***

FDOT is aware of the large number of truck movements into Love’s Travel Shop and will evaluate access improvements as part of this project.

**11. *What considerations are being made to mitigate noise?***

A traffic noise analysis will be conducted as part of the PD&E Study. The noise analysis will follow all relevant FDOT policies and procedures and will evaluate the potential impacts to adjacent property owners. Potential mitigation measures will be proposed at qualifying locations as needed.