

# State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr

**FDOT District One**

**Financial Project Identification Number:**

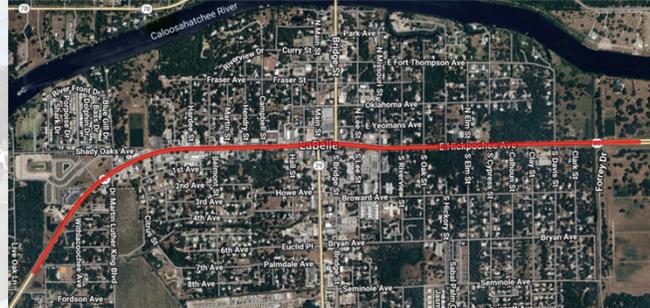
447878-1-52-01

## Public Meeting

Thank you for joining us to discuss the State Road 80 Safety Improvements from North of Captain Hendry Drive to West of Forrey Drive. This public meeting presentation is being conducted by the Florida Department of Transportation, or FDOT, District One in Hendry County.

## Meeting Purpose

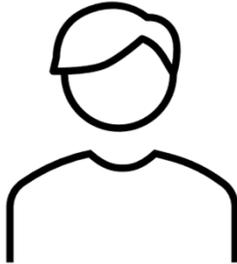
- Identify opportunities to improve the safety along the corridor
- Present the proposed safety improvement design plans
- Provide methods to share public feedback



This presentation is being conducted to identify opportunities to improve safety along the project corridor, present the proposed safety improvement design plans and provide methods for the public to provide feedback on the project.

## Project Team

### David Agacinski FDOT Project Manager



10041 Daniels Parkway, Fort Myers, FL 33913



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(239) 225-1924



[swfroads.com/project/447878-1](http://swfroads.com/project/447878-1)

Send a comment or ask a question about this project



The FDOT Project Manager, David Agacinski, is available to respond to questions before, during and after the public meeting. You may contact him directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. While comments are accepted at any time, only those submitted by May 2, 2025 will be included in the public record. You may also share your feedback through the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.

## 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 relative to FDOT compliance with Title VI may do so by contacting:

**Cynthia Sykes**  
**District One Title VI Coordinator**

801 N. Broadway Avenue  
Bartow, FL 33830-3809  
863-519-2287

[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

**Stefan Kulakowski**  
**State Title VI Coordinator**

605 Suwannee St., MS 65  
Tallahassee, FL 32399-0450  
850-414-4742

[Stefan.Kulakowski@dot.state.fl.us](mailto:Stefan.Kulakowski@dot.state.fl.us)

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

This public meeting was advertised and is being conducted in accordance with state and federal requirements, 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.

Anyone wishing to express their concerns about Title Six may do so by contacting Cynthia Sykes, the District One Title Six Coordinator, by mail at 801 North Broadway Avenue, Bartow, Florida 33830, by phone at 863-519-2287, or email at Cynthia dot Sykes at d-o-t dot state dot f-l dot u-s.

You may also contact Stefan Kulakowski, the State Title Six Coordinator, by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399 by phone at 850-414-4742 or email at Stefan dot Kulakowski at d-o-t dot state dot f-l dot u-s.

## Intersection & Median Safety Concerns

### Why are we doing this?

189 crashes between January 2018 and December 2022  
along the project corridor

30% of all traffic fatalities occur from  
intersection-related crashes

Source: Signal 4 Analytics, 2024

#### Crash Causes

Misjudgment of Gap  
or Others' Speed

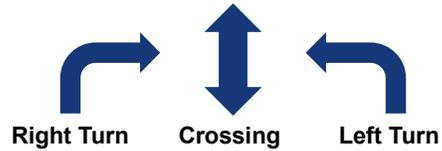
Increased Traffic  
Congestion

Distracted or  
Inattention

Line of Sight or  
Obstructed View

Right of Way  
Confusion

Illegal Maneuver



Between January 2018 and December of 2022, 189 crashes occurred along the project corridor. Of these crashes, four resulted in fatalities and nine resulted in serious incapacitating injuries. Crashes along the corridor happen for many different reasons including – but not limited to – distracted driving, obstructed views, and driver confusion. Of all crashes, 30% of traffic fatalities occur from intersection-related crashes. These crashes include vehicles making turns or crossing travel lanes and occur at both signalized and unsignalized intersections.

## Median Openings & Conflict Points

### Conflict Points:

*“Areas where paths legally cross within an intersection”*

- **Reducing the number of conflicts increases safety**
- **Changing crash types increases safety**

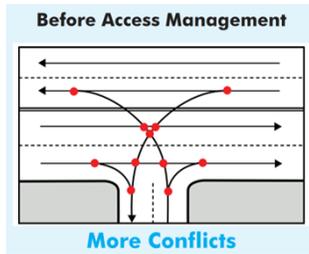
Restricting the number of conflict points reduces fatal and serious injury crashes by 54%

Source: Federal Highway Administration, Reduced Left-Turn Conflict Intersections

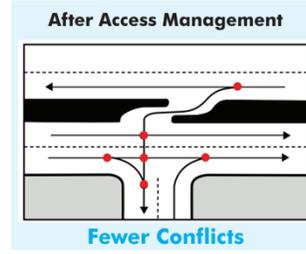
Crashes at intersections occur more frequently at locations with more conflict points. Conflict points are areas on a roadway where two vehicles' paths legally cross. By reducing the number of conflict points within an intersection, safety can be improved. Changing intersection geometry can also change the types of conflicts that occur, resulting in less severe crashes overall.

Restricting the number of conflict points can reduce fatal and serious injury crashes by 54%.

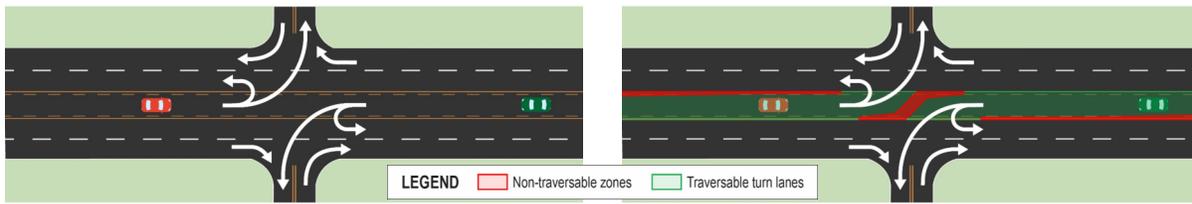
## Directional Median Opening using Raised Medians



Source: FDOT Access Management Brochure



Source: FDOT Access Management Brochure



One way to reduce the number of conflict points along State Road 80 would be to install a “directional median opening.” This concept accomplishes multiple goals to improve overall operations and reduce crashes.

1. Limiting the number of potential turning locations along the roadway will reduce the overall number of conflict points.
2. Turning vehicles become much more predictable, reducing driver confusion overall.
3. Vehicles are still able to make U-turns to access businesses that are not directly accessed by the directional median opening. Crashes causing injuries are reduced by more than 25% by encouraging right-turns followed by U-turns, compared to direct left-turns.

For more information, please visit the FDOT Access Management Guidebook and Resources shared under the F-A-Qs on the project website.

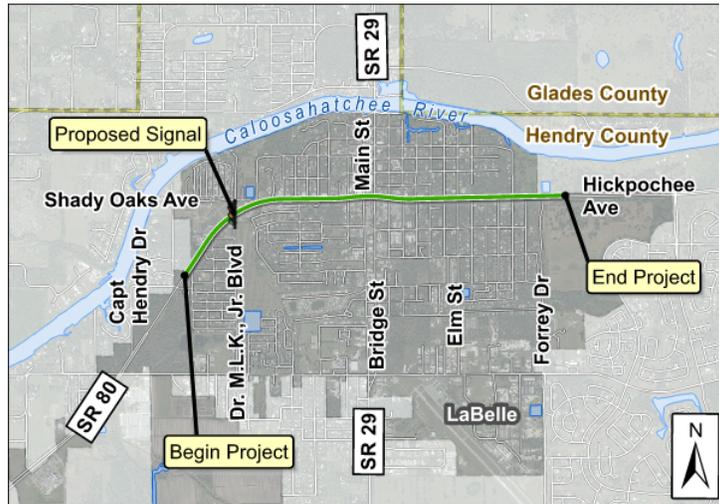
## Design Overview

### ■ Purpose:

- Provide traffic calming
- Access management
- Reduce crashes

### ■ Project Activities

- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor
- Proposed signal at intersection with Dr. Martin Luther King Jr. Blvd with improved lighting



The proposed design plans include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.

## Previous Coordination

**May 2023:** Kick-off meeting with City Commission

**March 2024:** Access Management Study

- Understand existing conditions, vehicle volumes and crash types to develop preliminary safety improvement concepts

**March 2024 through** Meetings with local stakeholder agencies

- September 2024:**
- Rotary Club
  - Downtown Revitalization Group
  - Hendry County Commissioners

**February 2025:** Public Workshop

**April 2025:** Public Meeting ← We are here

To ensure that the proposed improvements meet the needs of the surrounding community, FDOT has used multiple avenues to understand the project corridor. Design of these improvements was initially guided by an Access Management Study finalized in March of 2024. This study explored the corridor’s existing conditions, traffic patterns, and crash history and identified targeted preliminary design concepts that would improve safety.

Throughout 2024, the design team met with various stakeholder groups within the corridor to discuss potential design solutions. In early 2025, a public workshop was held to discuss these preliminary design concepts and other items of interest to the community. The design plans that emerged from this coordination are the focus of this presentation. The design team will continue to consider feedback received at this stage of the project.

## Proposed Design

LEGEND	
	PROPOSED COUNTY TRAFFIC SIGNALS
	PROPOSED 500-MEDIAN
	PROPOSED SIGNALIZED INTERSECTION



## Collision Diagram

COLLISION SEVERITY		TOTAL COLLISIONS	
PROPERTY DAMAGE ONLY		21	
BIASIBLE		28	
FATALITIES		1	
<b>TOTAL CORRECTABLE COLLISIONS</b>		<b>50</b>	

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Enlarged versions available at [swfroads.com/project/447878-1](http://swfroads.com/project/447878-1)

The proposed design plans are available for review on the project website. They have been placed above a map summarizing the collisions identified in the 2024 Access Management Study to compare crash locations and the placement of the proposed median.

## Proposed Design



## Collision Diagram



Enlarged versions available at [swfroads.com/project/447878-1](http://swfroads.com/project/447878-1)

The proposed raised medians have been strategically placed to reduce the greatest number of preventable crashes within the corridor while preserving access to nearby businesses. Several of these median locations have been shifted as a direct result of the ongoing coordination over the life of this project.

## Tentative Schedule

	2023				2024				2025				2026
	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.	2 <sup>nd</sup> qtr.	3 <sup>rd</sup> qtr.	4 <sup>th</sup> qtr.	1 <sup>st</sup> qtr.
<b>Project Start</b>		★											
<b>Phase II Plans Development</b>			[Red Bar]										
<b>Phase II Revisions</b>										★			
<b>Phase IV Plans Development</b>									[Red Bar]				
<b>Production Date</b>												★	
<b>Public Workshop/Meeting</b>									★	★			
<b>Final Plans Submittal</b>													★
<b>Project Letting</b>													★

We are here → [Star in 2025 Q2]

The project team anticipates submitting final plans in the first quarter of 2026. This will provide ample time to review the design and incorporate comments received from this public meeting.

## Contacting the FDOT Project Manager



10041 Daniels Parkway, Fort Myers, FL 33913



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We encourage your input and welcome all comments for this project. Comments submitted in any format will be considered equal. As a reminder, you may contact the FDOT Project Manager, David Agacinski, directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. Only comments submitted by May 2, 2025 will be included in the public record. You may also share your feedback through the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.