



State Road 45 Safety Improvements from Magellan Drive to 63rd Avenue

FDOT District One

**Financial Project Identification Number:
449653-1**

Public Meeting – April 2026

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Slide 1

Thank you for tuning into the presentation for the State Road 45 Safety Improvements from Magellan Drive to 63rd Avenue, Financial Project Identification Number, or FPID, 449653 dash 1. This presentation is being conducted by the Florida Department of Transportation, or FDOT, District One in Manatee County.

During this second presentation and public meeting, we will share information on the updated status of State Road 45 and discuss the proposed designs meant to improve safety and operations within the project corridor.



Meeting Purpose

- Share information related to the area's FDOT project timeline
- Identify opportunities to improve safety along the project corridor
- Present the updated proposed safety improvement designs
- Provide methods to collect public feedback

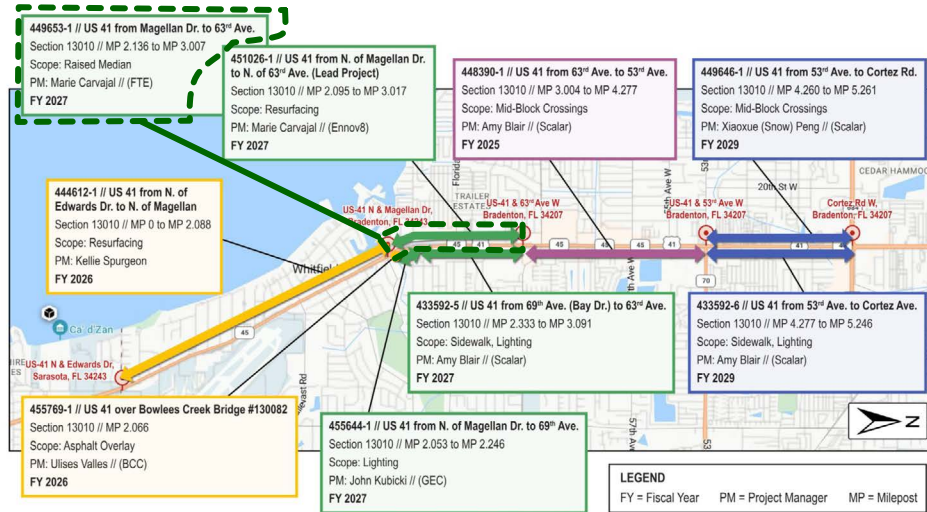


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The mission of the FDOT is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities. As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

This presentation is being conducted to share information related to the timeline of nearby FDOT projects, identify opportunities to improve safety along the State Road 45 in this corridor, present the proposed safety improvement designs that were updated after the previous public meeting, and to provide methods for the public to provide feedback on the project.

Other Nearby FDOT Projects



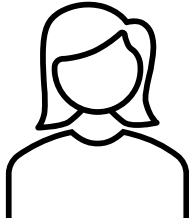
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The FDOT anticipates completing multiple nearby projects within the next several years. While these projects are all taking place close to each other, they should each be considered separately. Each project has a distinct scope, project manager and financial project identification, or FPID, number which can be used to identify them.

The safety improvements project discussed in this presentation will be completed at the same time as (known as goes-with) multiple separate projects covering the same or nearby limits. The scopes for these separate projects currently include analysis and design of proposed roadway elements such as lighting, structures, drainage, signing and pavement markings.



Project Contacts



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Mail Station 129

Marie.Carvajal@dot.state.fl.us

(863) 519-2669



449653-1: Project Website
S.R. 45 (U.S. 41) from
Magellan Drive to 63rd Avenue



Send a comment or ask a
question about this project

*While comments about the project are accepted at any time, please note that comments must be received by **April 23, 2026** to be included in the formal meeting record.*

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The FDOT Project Manager, Marie Carvajal [non-script narration note: pronounced CARVA-HALL], is available to respond to questions before, during, and after the public meeting. You may contact her directly by mail at 801 N. Broadway Avenue, Bartow, Florida 33830, Mail Station 129, by email at Marie dot Carvajal at d-o-t dot state dot f-l dot u-s, or by phone at 863-519-2669. Only comments submitted by April 23, 2026 will be included in the public record. You may also submit comments on the project website at s-w-f-l-roads dot com slash project slash 449653 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

Aldrin Sanders
Civil Rights Program Manager

605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

☎ (850) 414-4764

✉ Aldrin.Sanders@dot.state.fl.us

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

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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 Aldrin Sanders, the Civil Rights Program Manager, by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399 by phone at 850-414-4764 or email at Aldrin dot Sanders at d-o-t dot state dot f-l dot u-s.

Intersection & Median Safety Concerns

Why are we doing this?

From 2021 through April of 2024, 7 crashes have occurred involving fatalities, and 17 have occurred involving serious injuries.

Source: FDOT Safety Department

Crash Causes

Misjudgment of gap or others' speed

Increased Traffic Congestion

Distraction or Inattention

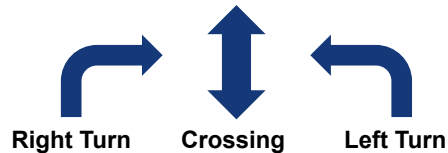
Line of Sight or Obstructed View

Right of Way Confusion

Illegal Maneuver

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

Source: Signal 4 Analytics, 2024



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The FDOT monitors safety data within District One using a variety of methods. One of the measurements monitored along this corridor considers the number of crashes involving fatalities and serious injuries. From 2021 through April of 2024, 7 crashes have occurred involving fatalities and 17 have occurred involving serious injuries, ranking in the top 20 within District One. In pursuit of the vision of a fatality free transportation network, the safety improvement designs in this presentation are being considered.

Crashes along the corridor can happen for many different reasons including – but not limited to – distracted driving, obstructed views, and driver confusion. 30% of traffic fatalities occur from intersection-related crashes. These crashes include vehicles making turns or crossing travel lanes at signalized and unsignalized locations.

Median Opening & 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

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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 by considering access management can reduce fatal and serious injury crashes by 54%.

Project Overview



■ Purpose:

- Improve Safety
- Reduce crashes
- Provide traffic calming
- Access management

■ Project Activities

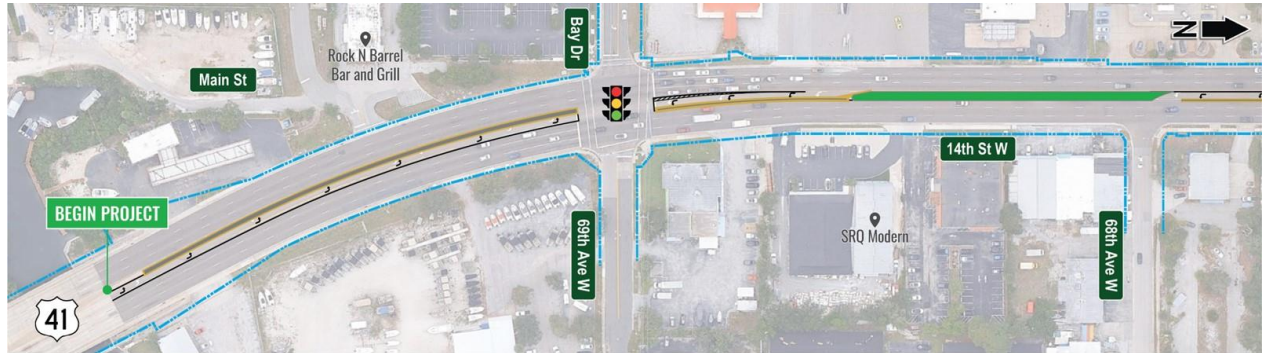
- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor

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At the June 2025 public meeting, the presented safety improvement designs included raised concrete medians that were largely separated along the corridor from the project begin point to just north of 66th Avenue. In response to public feedback received at this first meeting, the median locations were reevaluated and the interrupter islands proposed at 68th Avenue and 66th Avenue were replaced with southbound directional left-turns, preserving left-turn access from U.S. 41. The updated design will be similar to the existing raised concrete medians found north of 63rd Avenue.

The raised medians and directional turn lanes were strategically placed at key locations to reduce the number of conflict points, simplify driver decision making, and minimize the potential for higher severity crash types. Additional project elements include resurfacing the directional turn lanes, the addition of new pavement markings, signing, minor signal improvements, and traffic signal loops where necessary. All project elements are anticipated to occur within the existing public right-of-way.

Project Overview



■ Purpose:

- Improve Safety
- Reduce crashes
- Provide traffic calming
- Access management

■ Project Activities

- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor

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In addition to the proposed raised concrete median, pavement markings will be added, and minor signal timing improvements are proposed at 69th Avenue. The redesigned medians preserve left-turn access from US.. 41 onto 68th Avenue.

Project Overview



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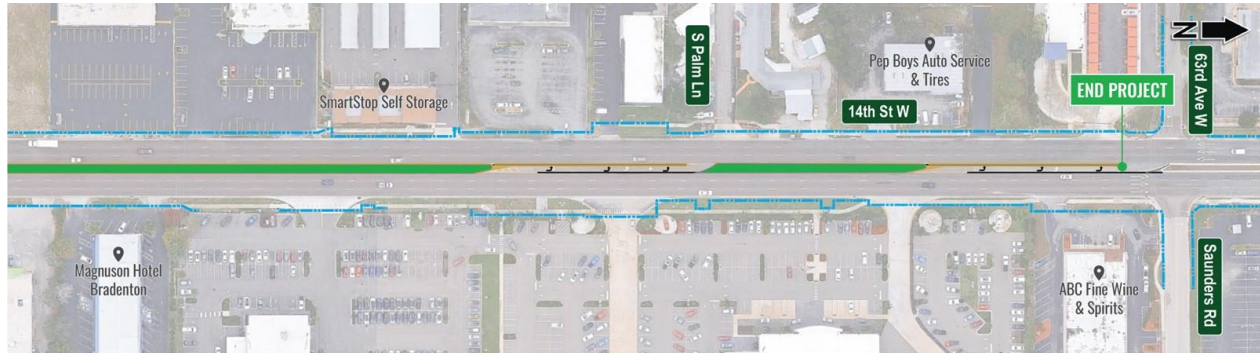
■ Project Activities

- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor

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Certain medians within the corridor will be sodded with grass. Left-turn access from U.S. 41 has also been preserved onto 66th Avenue.

Project Overview



■ Purpose:

- Improve Safety
- Reduce crashes
- Provide traffic calming
- Access management

■ Project Activities

- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor

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The redesigned median also preserves left-turn access from U.S. 41 onto South Palm Lane and 63rd Avenue.

As part of the other “goes-with” projects taking place at the same time as this one, the roadway will be resurfaced through the full length of the project corridor. Analysis and design for other corridor features such as lighting, structures, drainage, signing and pavement markings will also be conducted.



Tentative Project Schedule



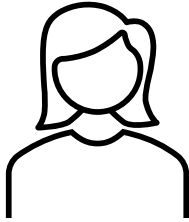
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Design for this project has been ongoing since the third quarter of 2023. After the public meeting held in June 2025, the project team began revising the Phase Two design plans and now anticipates submitting Final Plans by the end of the final quarter of 2026 once feedback is incorporated from this second public outreach.




Ways to Submit Comments or Questions

Marie Carvajal | Project Manager



 801 N Broadway Avenue
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Slide 13

We would like to thank everyone for participating in this public meeting with us. As a reminder, you may submit comments on the project through Microsoft Teams, visiting the project website, or by contacting the project manager directly. While all comments submitted are considered equally regardless of platform, only comments submitted by April 23, 2026 will be included in the public record.