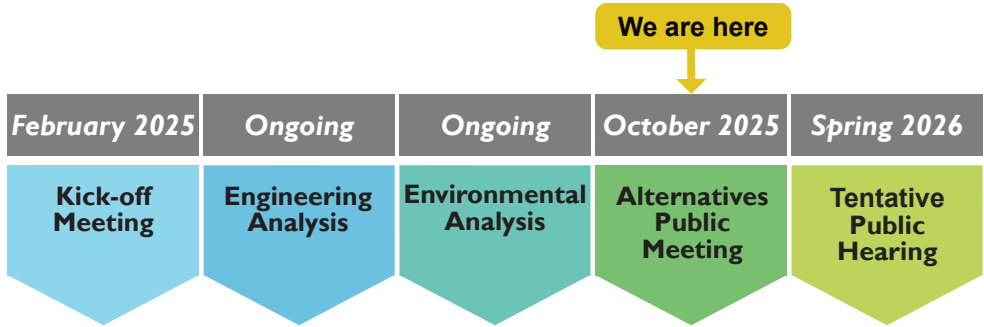




Project Schedule

A continuous community outreach process will occur throughout the study to ensure that the residents, businesses, the traveling public, and other stakeholders have meaningful participation.



Public Participation is Key!

FDOT has initiated a comprehensive public involvement program as part of this PD&E study to ensure community feedback throughout the study. This involves actively encouraging and facilitating participation from the general public, nearby residents and businesses, interested groups, elected and appointed officials, and other stakeholders. FDOT is holding this Alternatives Public Meeting to present the proposed alternatives and obtain your input. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or by emailing at Cynthia.Sykes@dot.state.fl.us.

Please visit the project website at www.swflroads.com/project/444328-1 for more information about the project or to leave a comment at any time. After reviewing the project materials, and/or participating, you may submit your comments during the in-person or online meeting, or mail/email your comments to the FDOT Project Manager David C. Turley, P.E. using the contact information below. You may also scan the QR code to visit the project website and leave comments.



While comments about the project are accepted at any time, they must be received by **November 10, 2025** to be included in the formal record.

Project Contact Information

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

US 41 (SR 45) at Six Mile Cypress Parkway

Project Development & Environment (PD&E) Study Alternatives Public Meeting



Lee County, Florida | Financial Project Identification Number: 444328-1 | October 2025

Welcome!

The Florida Department of Transportation (FDOT), District One welcomes you to the Alternatives Public Meeting for the US 41 (State Road [SR] 45) at Six Mile Cypress Parkway Project Development and Environment (PD&E) Study in Lee County, Florida. The purpose of this Alternatives Public Meeting is to present the proposed alternatives and provide an opportunity for the public to express their views about the project.

Project Background

The US 41 (SR 45) at Six Mile Cypress intersection is located in unincorporated Lee County. Within Lee County, US 41 serves as a major north-south arterial facilitating regional and local traffic movements. Similarly, SR 865 and CR 865 serve as major east-west roadways that link US 41 and I-75, connecting the mainland and coastal communities in Lee County. Additionally, US 41, SR 865, and CR 865 are designated emergency evacuation routes by the Florida Division of Emergency Management and are used during hurricane/emergency evacuations.

Currently, the US 41 (SR 45) at Six Mile Cypress intersection is experiencing significant delays during peak hours. Previous projects have widened the intersection to include dual left-turn lanes and at least one exclusive right-turn lane in each direction. As a result, the current PD&E Study investigated both innovative intersection and grade-separated (overpass) concepts.



Project Location Map

Proposed Alternatives



ALTERNATIVE 1: OLD GLADIOLUS BYPASS

The Old Gladiolus Bypass Alternative proposes widening Old Gladiolus Drive from two to four lanes and extending it to directly connect with US 41 (SR 45), creating a new signalized intersection. Under this concept, northbound left-turn movement at the existing US 41 (SR 45) and Six Mile Cypress Parkway intersection would be relocated to the new intersection at US 41 (SR 45) and Old Gladiolus Drive. Eastbound right-turning traffic would also shift to Old Gladiolus Drive to access US 41 (SR 45). Southbound, eastbound, and westbound left-turning traffic would continue straight through the US 41 (SR 45) and Six Mile Cypress Parkway intersection, make a U-turn at a designated signalized location, and then turn right onto their destination road.

Benefits:

- Creates a new access point at Old Gladiolus Drive and US 41 (SR 45)
- Improves traffic flow and reduces conflicts at the main intersection
- Reduced delay along US 41 (SR 45) and Gladiolus Drive

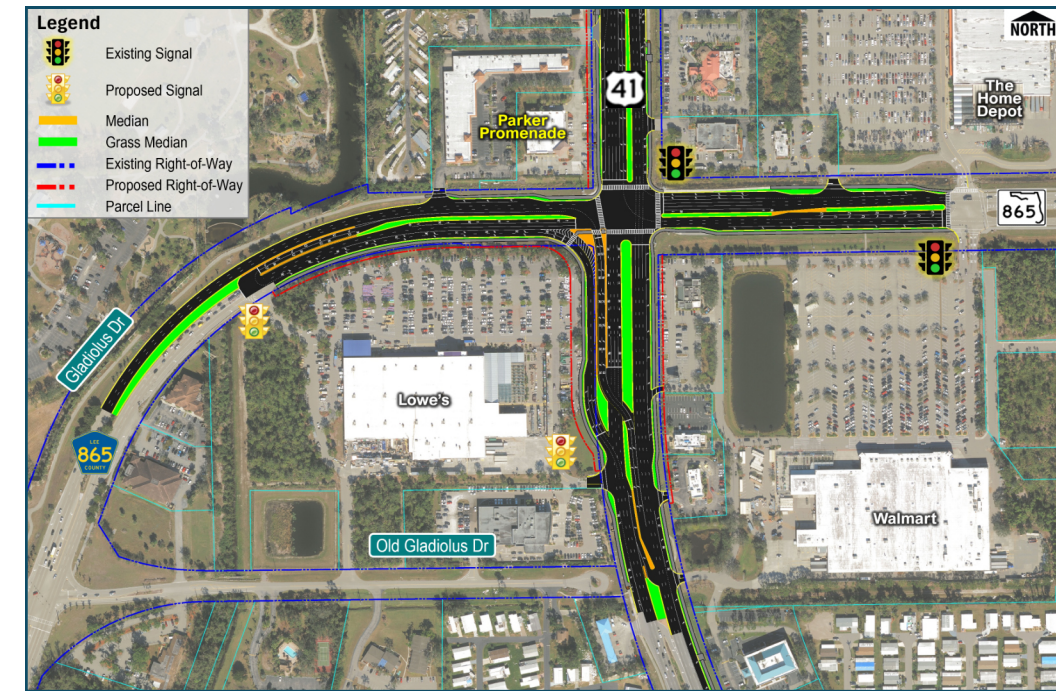


ALTERNATIVE 2: US 41 OVERPASS

The US 41 Overpass Alternative proposes constructing a four-lane overpass to carry US 41 (SR 45) through traffic in both directions over Six Mile Cypress Parkway, providing continuous flow for through movements on US 41 (SR 45). Under this concept, eastbound and westbound left turns at the US 41 (SR 45) and Six Mile Cypress Parkway intersection would be relocated. Drivers traveling east or west who wish to turn left onto US 41 (SR 45) would instead proceed through the intersection, make a U-turn at a designated signalized location, and then turn right onto US 41 (SR 45).

Benefits:

- Reduces delays along US 41 (SR 45)
- Improves overall corridor efficiency by separating through and turning traffic movements
- Reduces conflict points and enhances safety compared to a traditional intersection



ALTERNATIVE 3: US 41 CROSSOVER

The US 41 Crossover Alternative proposes implementing a Partial Displaced Left-Turn (PDLT) concept. This alternative shifts northbound left-turning traffic to the opposite side of the roadway before the intersection, allowing vehicles to turn left without directly conflicting with oncoming traffic. Under this concept, eastbound and westbound left-turns at the US 41 (SR 45) and Six Mile Cypress Parkway intersection would be relocated. Drivers traveling east or west who wish to turn left onto US 41 (SR 45) would instead proceed through the intersection, make a U-turn at a designated signalized location, and then turn right onto US 41 (SR 45).

Benefits:

- Improves traffic flow and reduces signal delays
- Reduces conflict points and potential crashes
- Simplifies signal timing for through traffic

