



S.R. 11 (Perkins Highway) at C.R. 304 Intersection Improvements

Flagler County

Financial Project Identification (FPID) No.: 439156-1

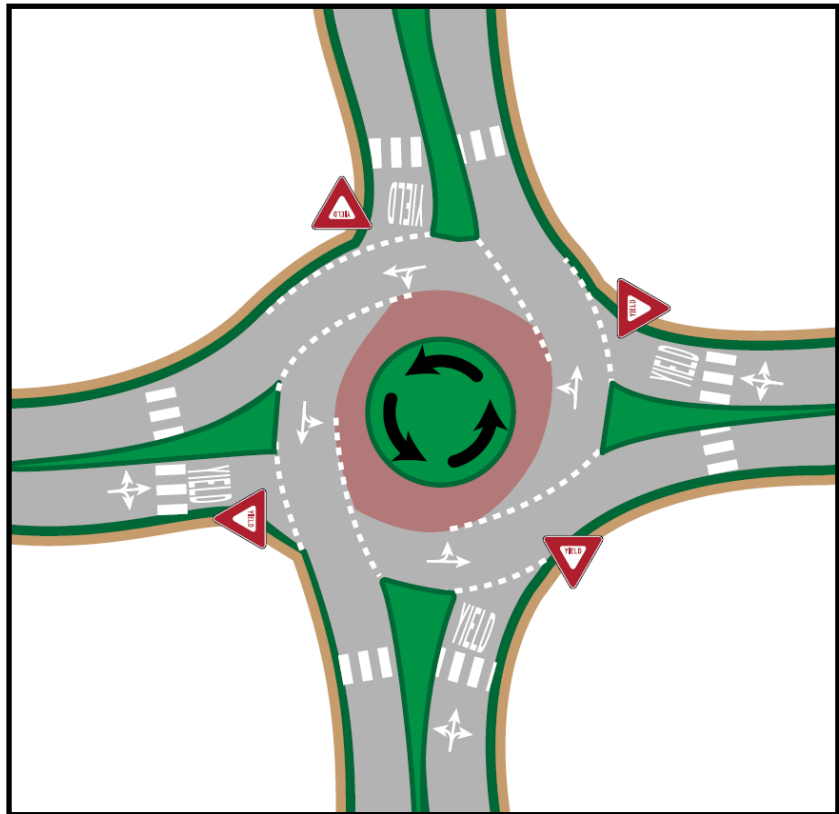


Project Description

The Florida Department of Transportation (FDOT) proposes to enhance safety and improve operations by constructing a roundabout at the intersection of State Road (S.R.) 11 (Perkins Highway) and County Road (C.R.) 304 in Bunnell.

The intersection recommendations are the result of a feasibility study conducted in 2015 and an intersection analysis study conducted in 2019. The proposed roundabout design will maintain one lane in each direction on S.R. 11 and is designed to accommodate larger trucks.

Intersection lighting and landscaping, as well as enhanced pavement markings and signage, are planned to increase visibility and help drivers navigate the roundabout. Additional proposed improvements include drainage adjustments.



The safety improvements will be constructed along with a resurfacing project on S.R. 11 from the Volusia County line to U.S. 1 in Bunnell (FPID No. 447082-1).

Project Status and Estimated Costs*

Design:	Completion - fall 2023	\$ 140,000
Right of Way:	Within existing	—
Construction:	Funded - spring 2024	\$ 2.3 Million

*subject to change

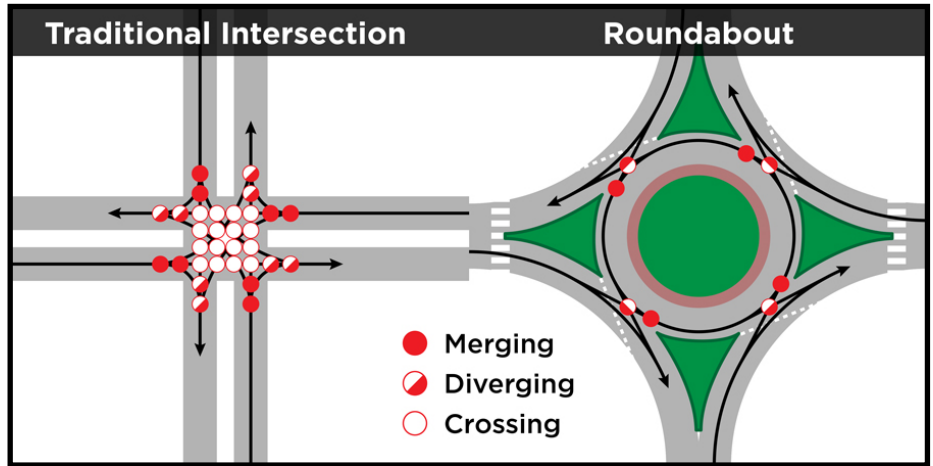
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Why a roundabout?

FDOT is committed to pursuing its goal of zero fatalities and serious injuries on its roadway system. Since 2014, there have been several fatalities and 15 injuries at this intersection, including fatal crashes in May and October 2022. FDOT has conducted two studies on the S.R. 11 at C.R. 304 intersection. The roundabout was selected as the best option to:

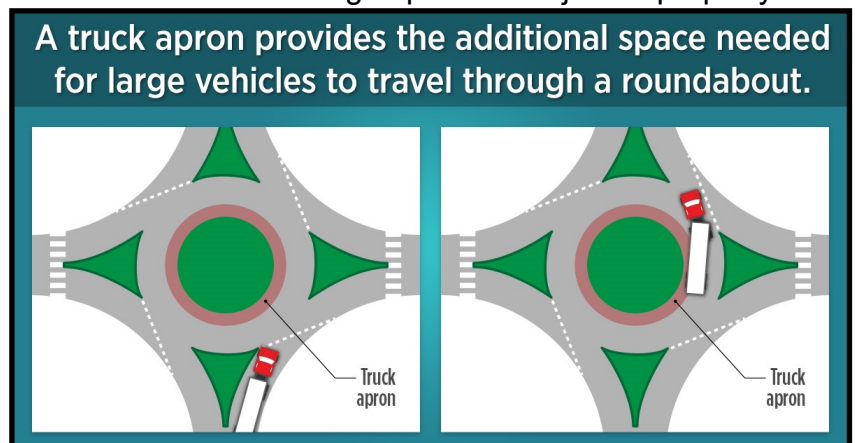
- **Improve safety:** Roundabouts remove the possibility of head-on and angle crashes, which reduces the opportunity for severe or fatal crashes.
- **Maintain efficient traffic flow:** Unlike a signal, vehicles would not be stopped at the intersection to wait at a red light. They would instead yield to vehicles already in the roundabout and proceed, allowing them to move through the intersection more efficiently.
- **Provide the best benefit-to-cost ratio:** Though a roundabout initially costs more to construct, it has significantly less maintenance costs when compared with a traffic signal. Additionally, roundabouts operate without signals so the intersection would remain operational during power outages.
- **Slow vehicles through intersection:** Roundabouts are designed to reduce speeds of vehicles approaching the intersection, whereas a traffic signal still allows vehicles to cross the intersection at high speeds, increasing risk of serious injury or fatal crashes.



Addressing specific needs:

FDOT is committed to improving safety at the intersection while reducing impacts to adjacent property owners. The following are design specifics that are incorporated in the S.R. 11 at C.R. 304 roundabout:

- Advanced warning signs, intersection lighting, and pavement markings will work together to alert drivers the roundabout is approaching.
- The roundabout is designed to allow long trucks/trailers to move through the intersection and includes a truck apron to accommodate the back wheels of the trucks as they turn through the roundabout.
- The roundabout can be built within existing right of way and will maintain access to adjacent properties.



FDOT believes even one fatality or serious injury is too many. The roundabout can reduce the chance of a fatality or serious injury crash by more than 85%.