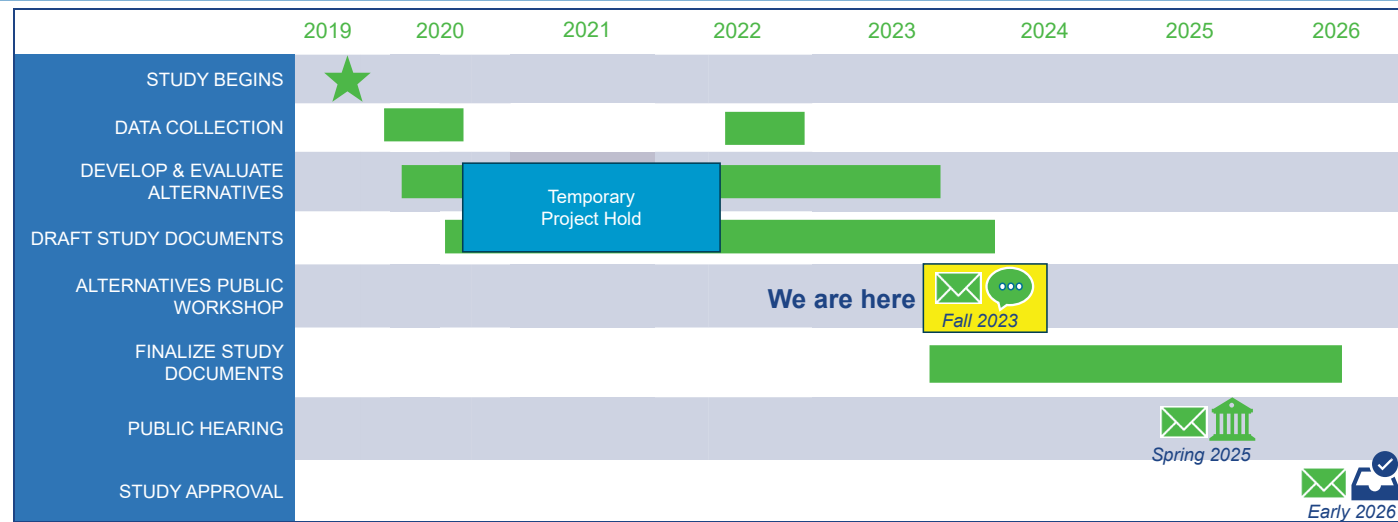


PROJECT SCHEDULE



Preliminary – Subject to Change



PROJECT CONTACT

Steven A. Andrews
 Project Manager
 FDOT District One
 P.O. Box 1249
 Bartow, FL 33831
 E-mail: Steven.Andrews@dot.state.fl.us
 Telephone: (863) 519-2270 or
 Toll-free at 1 (800) 292-3368 Ext. 2375

PARA INFORMACION EN ESPAÑOL

Karina Della Sera
 FDOT District One
 P.O. Box 1249
 Bartow, FL 33831
 Correo electrónico:
Karina.DellaSera@dot.state.fl.us
 Teléfono: (863) 519-2750

YOU MAY SHARE YOUR COMMENTS ABOUT THE PROJECT IN SEVERAL WAYS:

At the In-Person Public Meeting

Complete a comment form and place it in the comment box at the meeting or mail to Steven A. Andrews, FDOT Project Manager, 801 N. Broadway Avenue, Bartow, FL 33830

Email Comments

Email comments to the FDOT Project Manger, Steven A. Andrews, at Steven.Andrews@dot.state.fl.us

Visit the Project Website

Submit your comments through the project website at swflroads.com/project/431298-1



For more information, scan the QR code to visit the project website.

ALL COMMENTS MUST BE POSTMARKED BY NOVEMBER 20, 2023 TO BE INCLUDED AS PART OF THE PUBLIC MEETING RECORD.

FDOT solicits public participation 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, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us. 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 the Federal Highway Administration and FDOT.



SR 31 Extension

Project Development & Environment (PD&E) Study

From SR 70 to US 17 in DeSoto County, Florida

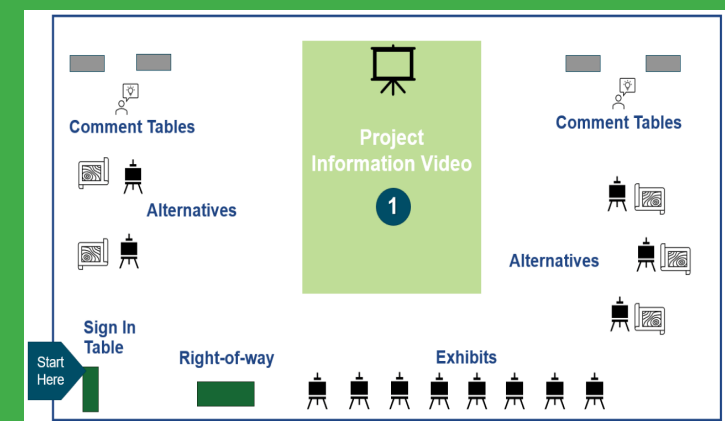
Financial Project ID No.: 431298-1

ALTERNATIVES PUBLIC WORKSHOP

Tuesday, November 8, 2023 - Informal Open House - 5 p.m. to 7 p.m.
 Location: Turner Agri-Civic Center, 2250 NE Roan Street, Arcadia, FL 34266

AVAILABLE TONIGHT:

- Watch the project video (replays every 20 minutes)
- View each of the 5 alternative stations
- Speak with the Project Team to ask questions
- View the Exhibits
- Visit FDOT's Right-of-Way table
- Fill out a Comment Form



Florida Department of Transportation (FDOT), District One, welcomes you to the Alternatives Public Workshop regarding the State Road (SR) 31 Project Development & Environment (PD&E) Study. The study is being conducted to evaluate a potential new alignment for the extension of SR 31 in DeSoto County. The study area begins on SR 31 south of SR 70 and extends north to US 17 between Fiveash Street and Moore Avenue.

FDOT, District One, began a PD&E study in August 2019 to evaluate the extension along a new five mile segment of SR 31 from SR 70 to US 17 in DeSoto County. Since beginning the study in 2019, FDOT has been identifying corridor alternatives, conducting analyses, and meeting with various stakeholders. Now we want to hear from you!

This Alternatives Public Workshop is being held to present information about the proposed alternatives and the engineering and environmental analyses completed to date. This workshop provides the public an opportunity to offer feedback on the proposed alternatives to be included as part of the public meeting record.

WHAT IS A PD&E STUDY?

A PD&E Study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act of 1969.

STUDY AREA

The study area is located in the northeast quadrant of the US 17 intersection with SR 70, just northeast of downtown Arcadia in central DeSoto County. The new corridor would extend a distance of approximately five miles, which varies slightly by proposed alternative. SR 31, in the vicinity of SR 70, is classified as an urban minor arterial with two twelve-foot-wide travel lanes, intermittent turn lanes, and an open drainage system. The posted speed limit on SR 31, near its intersection with SR 70, is 45 miles per hour. In addition, no bicycle or pedestrian facilities are present in this portion of the study area.

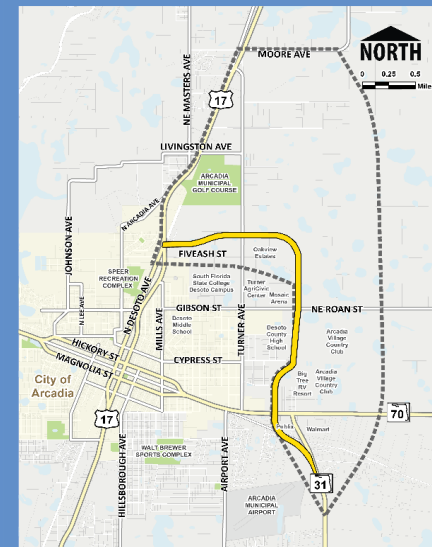
STUDY PURPOSE

The purpose of this PD&E study is to analyze transportation improvements and recommend an alternative that will enhance safety by accomplishing the following:

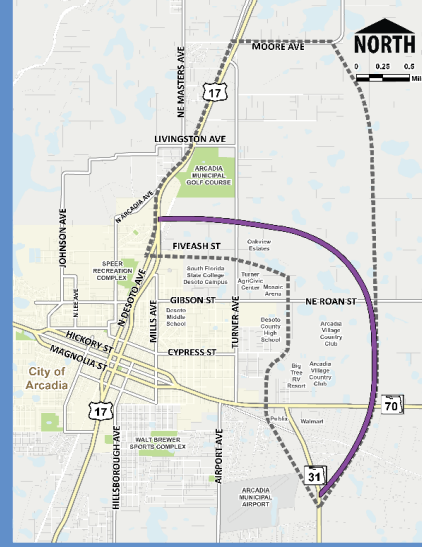
- Reduce the interaction of vehicular traffic with bicyclists and pedestrians in Arcadia's downtown
- Enhance mobility by supporting the movement of people and goods through central DeSoto County
- Improve traffic operations in Arcadia by reducing regional through traffic in the downtown area
- Support the economic development goals for northeast Arcadia identified in local future land use plans

ALTERNATIVES UNDER CONSIDERATION

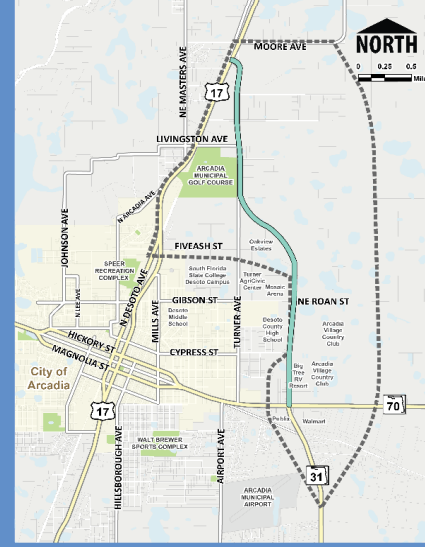
Five alternatives are under consideration by the study team as part of the SR 31 Extension PD&E Study. A brief description of each alternative is included below along with a map.



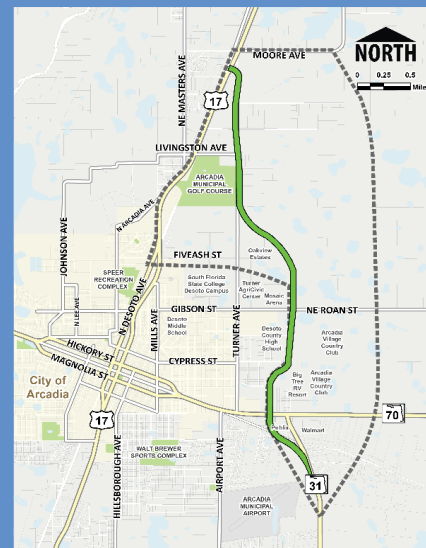
Alternative B begins south of SR 70 and ends at US 17, north of NE Fiveash Street. The total corridor length is approximately 3.7 miles. Alternative B runs along the western study area boundary, west of Big Tree RV Resort.



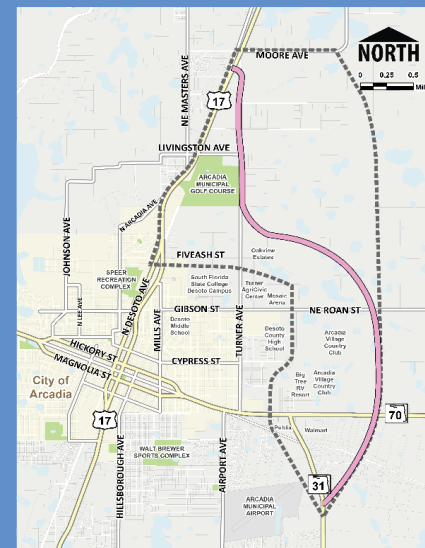
Alternative F begins south of SR 70 and ends at US 17, north of NE Fiveash Street. The total corridor length is approximately 4.3 miles. Alternative F runs along the eastern boundary and to the north of Oakview Estates.



Alternative J begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 4.8 miles. Alternative J traverses west of Big Tree RV Resort and follows the eastern boundary of Arcadia Municipal Golf Course.



Alternative BJ is a hybrid combination of both Alternative B and Alternative J. It begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 4.3 miles. Alternative BJ traverses west of Big Tree RV Resort and follows the eastern boundary of the study area and Arcadia Municipal Golf Course before terminating at US 17 at NE 17th Avenue.



Alternative FJ is a hybrid combination of both Alternative F and Alternative J. It begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 5 miles. Alternative FJ runs along the eastern boundary of the study area and then follows the eastern boundary of Arcadia Municipal Golf Course before terminating at US 17 at NE 17th Avenue.

ALTERNATIVE EVALUATION MATRIX

As part of the PD&E Study process, the study team evaluated each alternative based on criteria including purpose and need satisfaction, environmental impacts, engineering performance, stakeholder support and construction cost, to determine which alternatives should be recommended for further consideration. The table below outlines the results of the PD&E Study to date. After this public workshop, the table below will be updated to include public comments.

EVALUATION FACTORS	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		CORRIDOR B	CORRIDOR F	CORRIDOR J	CORRIDOR BJ	CORRIDOR FJ
PROJECT LENGTH						
LENGTH OF CORRIDOR (Miles)	0	4.2	4.3	3.8	4.9	5.0
POTENTIAL RIGHT OF WAY IMPACTS						
ANTICIPATED PARCEL IMPACTS (Total Number of Parcels)	0	61	40	70	76	57
ANTICIPATED RIGHT OF WAY ACQUISITION (Acres)	0	87.5	104.3	81.9	93.1	107.4
SOCIAL AND ECONOMIC ENVIRONMENT						
NUMBER OF BUSINESS IMPACTS (PARCELS)	0	3	0	2	4	1
NUMBER OF BUSINESS RELOCATIONS	0	0	0	1	0	0
NUMBER OF RESIDENTIAL IMPACTS (PARCELS)	0	11	3	15	19	11
- Low Income Residential Parcel Impacts	0	1	0	11	11	11
- Minority Residential Parcel Impacts	0	0	0	0	0	0
NUMBER OF RESIDENTIAL RELOCATIONS (NUMBER)	0	18	1	12	7	1
- Low Income Residential Relocations	0	0	0	0	0	0
- Minority Residential Relocations	0	0	0	0	0	0
NUMBER OF CEMETERIES POTENTIALLY IMPACTED	0	0	0	0	0	0
NUMBER OF SCHOOLS POTENTIALLY IMPACTED	0	0	0	0	0	0
NUMBER OF HOSPITALS/MEDICAL CENTERS POTENTIALLY IMPACTED	0	0	0	0	0	0
CULTURAL ENVIRONMENT						
NUMBER OF POTENTIAL SECTION 4(F) SITES	0	0	0	0	0	0
HISTORICAL SITES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF IMPACTS)	0	Medium	Low	High	Medium	Medium
ARCHAEOLOGICAL SITES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF IMPACTS)	0	Low	Low	Low	Low	Low
NUMBER OF RECREATIONAL AREAS	0	1	0	1	1	0
RECREATIONAL AREA (ACRES)	0	2.25	0	1.72	2.25	0
NATURAL ENVIRONMENT						
WETLANDS/OTHER SURFACE WATERS (ACRES)	N/A	0.46	3.08	0.39	0.66	3.23
THREATENED & ENDANGERED SPECIES (HIGH, MEDIUM, OR LOW BASED ON LIKELIHOOD OF OCCURRENCE)	N/A	Low	Medium	Low	Low	Medium
FARMLAND (ACRES)	0	17.3	6.93	18.29	21.73	11.75
FLOODPLAINS (ACRES)	0	7.30	13.60	15.33	7.93	12.10
PHYSICAL ENVIRONMENTAL EFFECTS						
POTENTIAL CONTAMINATED SITES, MEDIUM OR HIGH (NUMBER)	0	1	1	0	1	0
POTENTIAL NOISE IMPACTS - 2 lane/4 lane	0	18 / 37	5 / 7	60 / 71	20 / 32	12 / 15
STORMWATER AND FLOODPLAIN COMPENSATION (ACRES)	0	27.61	34.64	32.76	31.08	35.64
UTILITIES	0	Medium	Medium	Medium	Medium	Medium
BICYCLE AND PEDESTRIAN FACILITIES (YES/NO)	NO	YES	YES	YES	YES	YES
TRAFFIC OPERATIONS AND SAFETY						
AVERAGE INTERSECTION VOLUME-TO-CAPACITY RATIO (AM)	N/A	0.46	0.55	0.59	0.59	0.61
AVERAGE INTERSECTION VOLUME-TO-CAPACITY RATIO (PM)	N/A	0.42	0.45	0.53	0.52	0.52
AVERAGE ICE MULTIMODAL SCORE	N/A	5.75	5.56	5.75	5.75	5.56
TOTAL DAILY TRAFFIC (2045) REMOVED FROM EXISTING NETWORK	0	5,000	5,000	7,200	7,100	5,700
AVERAGE INTERSECTION DELAY ON EXISTING NETWORK (AM)	42.5	41.7	35.7	35.3	31.0	33.6
AVERAGE INTERSECTION DELAY ON EXISTING NETWORK (PM)	30.4	27.2	26.3	29.8	24.3	26.4
ACCESS TO TURNER CENTER/MOSAIC ARENA (GOOD, FAIR OR POOR)	POOR	GOOD	FAIR	GOOD	GOOD	FAIR
COST ESTIMATES PRESENT DAY COSTS (\$ MILLIONS)						
CONSTRUCTION	\$0.00	\$50.44	\$54.28	\$52.18	\$59.59	\$63.64
FINAL DESIGN (10% OF CONSTRUCTION)	\$0.00	\$5.04	\$5.43	\$5.22	\$5.96	\$6.36
CONSTRUCTION ENGINEERING INSPECTION (10% OF CONSTRUCTION)	\$0.00	\$5.04	\$5.43	\$5.22	\$5.96	\$6.36
RIGHT-OF-WAY	\$0.00	\$26.97	\$9.16	\$17.94	\$26.36	\$11.96
WETLAND MITIGATION*	\$0.00	\$0.09	\$0.62	\$0.08	\$0.13	NO
TOTAL COSTS (\$ MILLIONS)	\$0.00	\$87.59	\$74.91	\$80.63	\$98.00	\$88.33

* Wetland mitigation costs for estimation purposes only based on Section 373.4137, F.S. - costs are an estimate for programming purposes.

Preliminary — subject to change