

Evaluation Criteria	No-Build Alternative	Build Alternative
Centerline Length of Improvement (Feet)	N/A	32,161
Centerline Length of Improvement (miles)	N/A	6.1
Business Impacts		
Number of business relocations	0	0
Residential Impacts		
Number of residential relocations	0	0
Environmental Effects		
Archaeological/Historical sites (potential)	Low	Low
Public parks, recreation areas, or wildlife refuges (acres)	None (0)	None (0)
Noise (impacted receptors)	3	25
Wetland (acres)	0.0	9.4
Floodplains (acres)	0.0	42.2
Threatened and endangered species (potential)	Low	Low
Contamination sites (high / medium)	1/0	1/0
Right-of-Way Needs		
Right-of-way to be acquired for roadway (acres)	0.0	3.6
Right-of-way to be acquired for stormwater facilities (acres)	0.0	64.4
Right-of-way to be acquired for floodplain compensation (acres)	0.0	44.3
Total right-of-way acres	0.0	112.3
Estimated Total Project Costs (2017 Cost)		
Wetland mitigation	\$0	\$1,111,503
Utility relocation costs	\$0	\$0
Right-of-way acquisition for roadway	\$0	\$827,235
Right-of-way acquisition for stormwater facilities	\$0	\$1,260,000
Right-of-way acquisition for floodplain compensation	\$0	\$3,032,000
Total Right-of-way Cost	\$0	\$5,119,235
Construction cost for roadway	\$0	\$67,516,902
Construction cost for stormwater facilities	\$0	\$3,124,816
Construction cost for floodplain compensation	\$0	\$823,502
Total Construction Cost	\$0	\$71,465,220
Design	\$0	\$5,002,565
Construction Engineering & Inspection (15% of the Total Construction Cost)	\$0	\$7,146,522
Preliminary Estimate of Engineering Cost	\$0	\$12,149,087
Preliminary Estimate of Total Project Cost	\$0	\$89,845,045

PROJECT CONTACTS

David C. Turley, P.E.
 Florida Department of Transportation
 801 North Broadway Avenue
 Bartow, FL 33830-3809
 (863) 519-2255
 David.Turley@dot.state.fl.us
 (Project Manager)

Marlon Bizerra, P.E.
 Florida Department of Transportation
 801 North Broadway Avenue
 Bartow, FL 33830-3809
 (863) 519-2250
 Marlon.Bizerra@dot.state.fl.us
 (Spanish Contact)

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or people who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287 or email at cynthia.sykes@dot.state.fl.us at least seven (7) days prior to the meeting.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

WELCOME TO THE PUBLIC INFORMATION MEETING!

On display tonight:

1. Project video
2. Aerial displays of SR 70 Build Alternative
3. Proposed typical sections for Segments A, B, and C
4. Project schedule
5. Evaluation matrix

PROJECT ALTERNATIVES

The Florida Department of Transportation (FDOT) is completing a Project Development and Environment (PD&E) Study to evaluate widening SR 70 from Lorraine Road to County Road (CR) 675 (Waterbury Road) in Manatee County. Various alternatives are being evaluated for SR 70 within the project limits. For this study, FDOT separated the roadway into three segments, based on the transportation needs identified during the traffic analysis for this study. Figure 1 below shows the limits for each segment.

Segment A extends from Lorraine Road to east of Greenbrook Boulevard. Segment B extends from east of Greenbrook Boulevard to a new road presently being constructed by Lakewood Ranch – Bourneside Boulevard. Segment C extends from Bourneside Boulevard to the eastern project limit at CR 675 (Waterbury Road). Please see Figures 2 through 4 on the inside of this handout for details on the proposed improvements for each segment.

PROJECT MAP

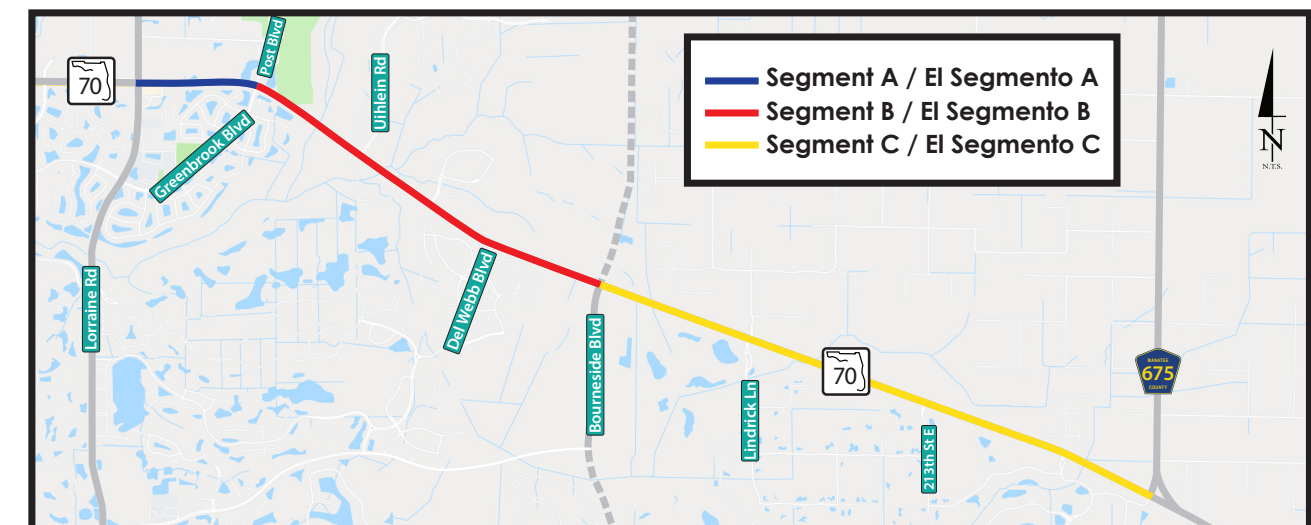


Figure 1: Location Map with Project Segments

¡BIENVENIDOS A LA REUNION DE INFORMACION PÚBLICA!

Presentación de esta noche:

1. Video del proyecto
2. Exhibición aérea de la SR 70 Alternativa de Construcción
3. Secciones típicas propuestas para los Segmentos A, B, y C
4. Calendario del proyecto
5. Matriz de evaluación

El Departamento de Transporte de Florida (FDOT) está completando un Estudio de Desarrollo de Proyectos y Medio Ambiente (PD&E) para evaluar la ampliación de la SR 70 desde Lorraine Road hasta County Road (CR) 675 (Waterbury Road) en el condado de Manatee. Se están evaluando varias alternativas para SR 70 dentro de los límites del proyecto. Para este estudio, FDOT separo la carretera en tres segmentos, basado en las necesidades de transporte identificadas durante el análisis de tráfico de este estudio. La Figura 1 a continuación muestra los límites para cada segmento.

Segmento A se extiende desde Lorraine Road hasta el este de Greenbrook / Post Boulevard. Segmento B se extiende desde el este de Greenbrook / Post Boulevard hasta una nueva carretera actualmente en construcción por Lakewood Ranch - Bourneside Boulevard. Segmento C se extiende desde Bourneside Boulevard hasta el límite oriental del proyecto, CR 675 (Waterbury Road). Por favor vea las Figuras 2 a 4 en el interior de este folleto para detalles de las alternativas propuestas para cada segmento.

The proposed Build Alternative is described below, by project segment.

La Alternativa de Construcción propuesta se describe a continuación, por cada segmento del proyecto.

SEGMENT A TYPICAL SECTION

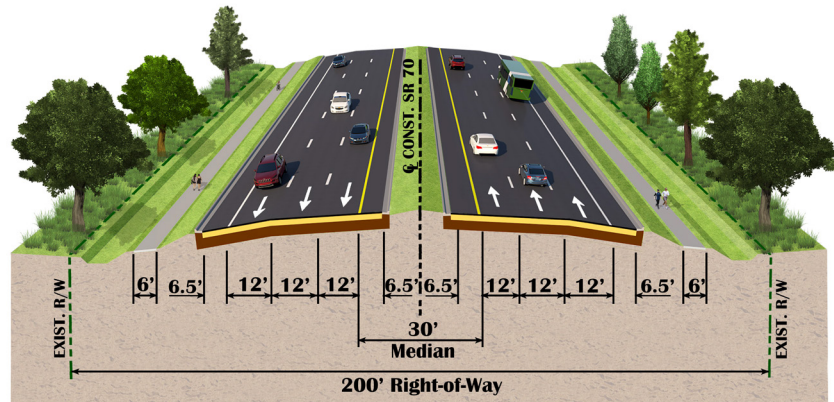


Figure 2: Lorraine Road to east of Greenbrook Boulevard

The proposed typical section for Segment A will provide three 12-foot lanes in each direction, 6.5-foot paved inside and outside shoulders and 6-foot sidewalks in both directions. Within this segment, minimal right-of-way is needed just west of Greenbook Boulevard - please see the project boards for details. The proposed posted speed for this segment is 55 mph.

La sección típica propuesta para el segmento A proporcionará tres carriles de 12 pies en cada dirección, 6.5 pies pavimentados en cada lado de los carriles exteriores y aceras de 6 pies en ambas direcciones. Dentro de este segmento, se necesita un derecho de paso mínimo justo al oeste de Greenbook Boulevard - por favor vea los tableros de presentación del proyecto para más detalles. El límite de velocidad propuesta para este segmento es 55 mph.

SEGMENT C TYPICAL SECTION

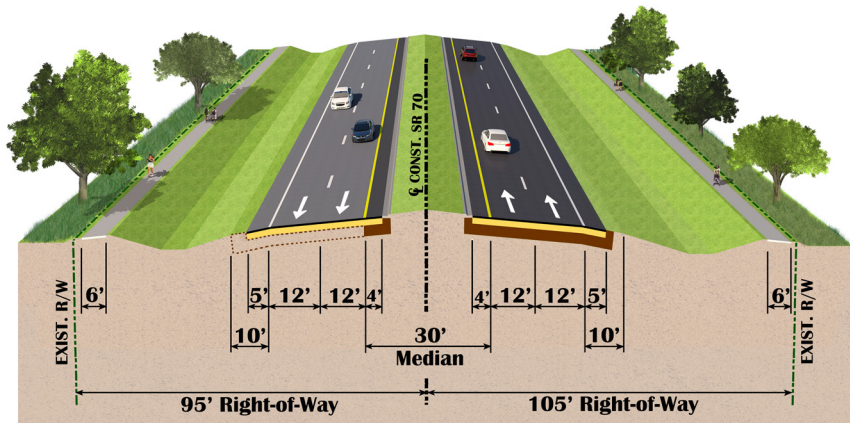


Figure 4: Bourneside Boulevard to CR 675 (Waterbury Road)

The proposed typical section for Segment C will provide two 12-foot lanes in each direction, 4-foot inside shoulders with curb and gutter, 10-foot outside shoulders (5 feet paved), and 6-foot sidewalks. The proposed improvements in this segment are anticipated to be accomplished within the existing 200-foot right-of-way. The proposed posted speed for this segment is 55 mph.

La sección típica propuesta para el segmento C proporcionará dos carriles de 12 pies en cada dirección, 4 pies pavimentados al lado del carril interior, con bordillo y canaleta, 10 pies al lado del carril exterior (5 pies pavimentados), y aceras de 6 pies en ambas direcciones. Se anticipa que las mejoras propuestas en este segmento podrán ser construidas dentro de los existentes 200 pies de derecho de paso. El límite de velocidad propuesta para este segmento es 55 mph.

SEGMENT B TYPICAL SECTION

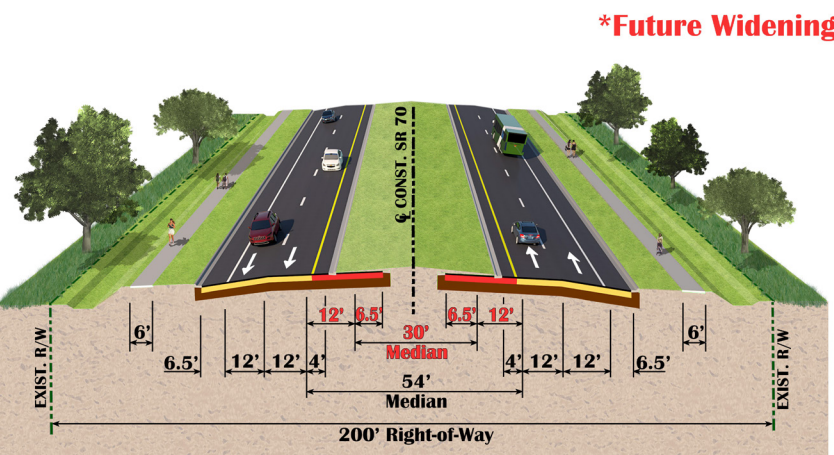


Figure 3: East of Greenbrook Boulevard to Bourneside Boulevard

The proposed typical section for Segment B will provide two 12-foot lanes in each direction, 6.5-foot paved outside shoulders and 4-foot paved inside shoulders and 6-foot sidewalks in both directions. The proposed roadway has been designed such that it is expandable to a six-lane section in the future by adding a 12-foot lane in each direction on the inside. Minimal right-of-way is needed just east of Greenbook Boulevard - please see the project boards for details. The proposed posted speed for this segment is 55 mph.

La sección típica propuesta para el segmento B proporcionará dos carriles de 12 pies en cada dirección, 6.5 pies pavimentados al lado del carril exterior, 4 pies pavimentados al lado del carril interior y aceras de 6 pies en ambas direcciones. La carretera propuesta ha sido diseñada de tal manera que en el futuro será posible ampliarla a seis carriles, añadiendo un carril de 12 pies en cada dirección a la par de los carriles interiores. Se necesita un derecho de paso mínimo justo al este de Greenbook Boulevard - por favor vea los tableros de presentación del proyecto para más detalles. El límite de velocidad propuesta para este segmento es 55 mph.

NO-BUILD ALTERNATIVE

The No-Build Alternative will remain a viable option throughout the study. If the No-Build Alternative is selected, FDOT will not make design improvements to SR 70 within the project limits. The evaluation matrix located on the back of this handout summarizes the proposed costs and impacts of both the Build Alternative and the No Build Alternative.

La Alternativa de No Construcción será una opción viable a lo largo del Estudio. Si la Alternativa de No Construcción es seleccionada, FDOT no hará mejoras de diseño a SR 70 dentro de los límites del proyecto. La matriz de evaluación ubicada en el reverso de este folleto muestra los costos propuestos e impactos tanto de la Alternativa de Construcción como la de No Construcción.

PROJECT SCHEDULE

	2016	2017				2018				2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Begins	◆																
Traffic Analysis		■															
Alternatives Analysis		■															
Develop Preliminary Reports		■															
Public Information Meeting									☆								
Design			■				■				■						
Public Hearing/ Design Workshop											☆						
Submit Final PD&E Documents												✓					
Project Completed																	◆