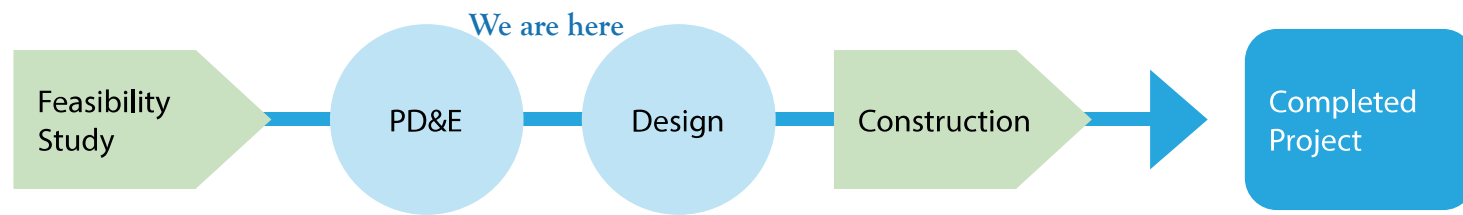


No-Build Alternative

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to SR 72 at SR 70 through the year 2045, except for routine maintenance.

Transportation Development Process

The design phase is ongoing and funded through fiscal year 2024. The right-of-way phase is funded in fiscal year 2024 through 2026, with construction to begin in fiscal year 2027. The Department anticipates completion of this PD&E study by Spring of 2024.



Project Documents

Project documents will be available for public viewing from Thursday, November 30, 2023 through December 17, 2023 at the following locations:

<https://www.swflroads.com/project/443123-2>

In Person Locations:

DeSoto County Library,
125 N Hillsborough Ave,
Arcadia, FL 34266

FDOT District One
Headquarters, 801 N.
Broadway Ave., Bartow, FL
33830

Copies will be also be displayed at the in-person hearing.

Submit Your Comments

Patrick Bateman, MS 1-40

FDOT Project Manager
801 N. Broadway Ave.
Bartow, FL 33830
(863) 591-2792

Patrick.Bateman@dot.state.fl.us

**Submit Comments by:
December 17, 2023!**



SR 72 at SR 70 Public Hearing
Project Development & Environmental Study
Financial Project ID: 443123-2

December 7, 2023

In Person Location: Turner Agri Civic Center
2250 NE Roan St
Arcadia, FL 34266

Live-Online Link: <http://bit.ly/3PKFLqb>
(Starting at 5:45 p.m.)

Scan QR code to
register in advance!



5 p.m. - 6 p.m.

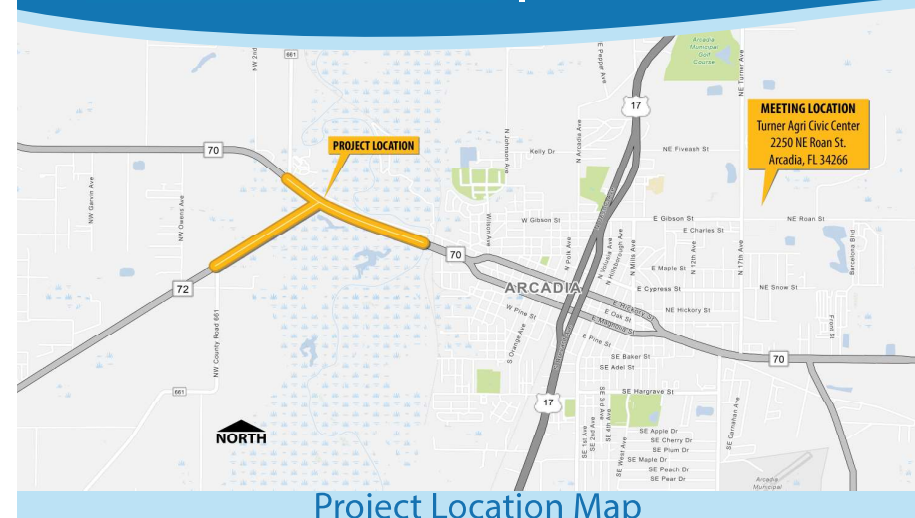
Open House

6 p.m. - 7 p.m.

Public Hearing
and Testimony

Website:

[https://www.swflroads.com/
project/443123-2](https://www.swflroads.com/project/443123-2)



Project Location Map

The Florida Department of Transportation (FDOT), District One, welcomes you to the public hearing for the SR 72 at SR 70 Project Development and Environment (PD&E) study. The study is being conducted to evaluate raising and realigning SR 72 and SR 70.

Project Limits

SR 72 from CR 661 northeast approximately 0.85 miles to SR 70 and extends on SR 70 from CR 661 southeast approximately 1.06 miles in Desoto County to the Peace River Bridge.

Project Background

FDOT, District One, began this PD&E study in 2021. But after the flooding caused by Hurricane Ian, which made SR 70 impassable, the project was re-evaluated to raise the roadway profile of SR 70 as well to alleviate future flooding concerns. The need for the proposed improvements for SR 72 at 70 is due to flooding concerns caused by the Peace River that may cause numerous safety concerns with existing infrastructure. SR 70 provides intrastate travel between the City of Fort Pierce, St Lucie County on the east coast to the City of Bradenton, Manatee County on the west coast and spans five counties. SR 72 is an alternative route to the coast starting from its Eastern terminus at SR 70 and is the most direct route to Siesta Key, Sarasota, and Venice in Sarasota County. SR 70 is an evacuation route and both SR 70 and SR 72 are part of the Strategic Intermodal Systems (SIS). Severe storms and historic flooding have been known to inundate segments of SR 72 and SR 70, making them impassable. Maintaining access to this route is crucial for commerce, safety, emergency response, and the overall transportation network and regional connectivity.

What is a PD&E Study?

A Project Development and Environment (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, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and required by the National Environmental Policy Act.

Additional Project Information:



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 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 days prior to the public hearing.

Para Materiales del Proyecto En Español

Para ver este boletín y otros materiales del proyecto en español, visite el sitio web del proyecto en [https://www.swflroads.com/
project/443123-2](https://www.swflroads.com/project/443123-2) o contacte Sra. Karina Della Sera del Departamento de Transportación de Florida por teléfono al (863) 519-2750. También puede usar el correo electrónico: Karina.Dellasera@dot.state.fl.us.

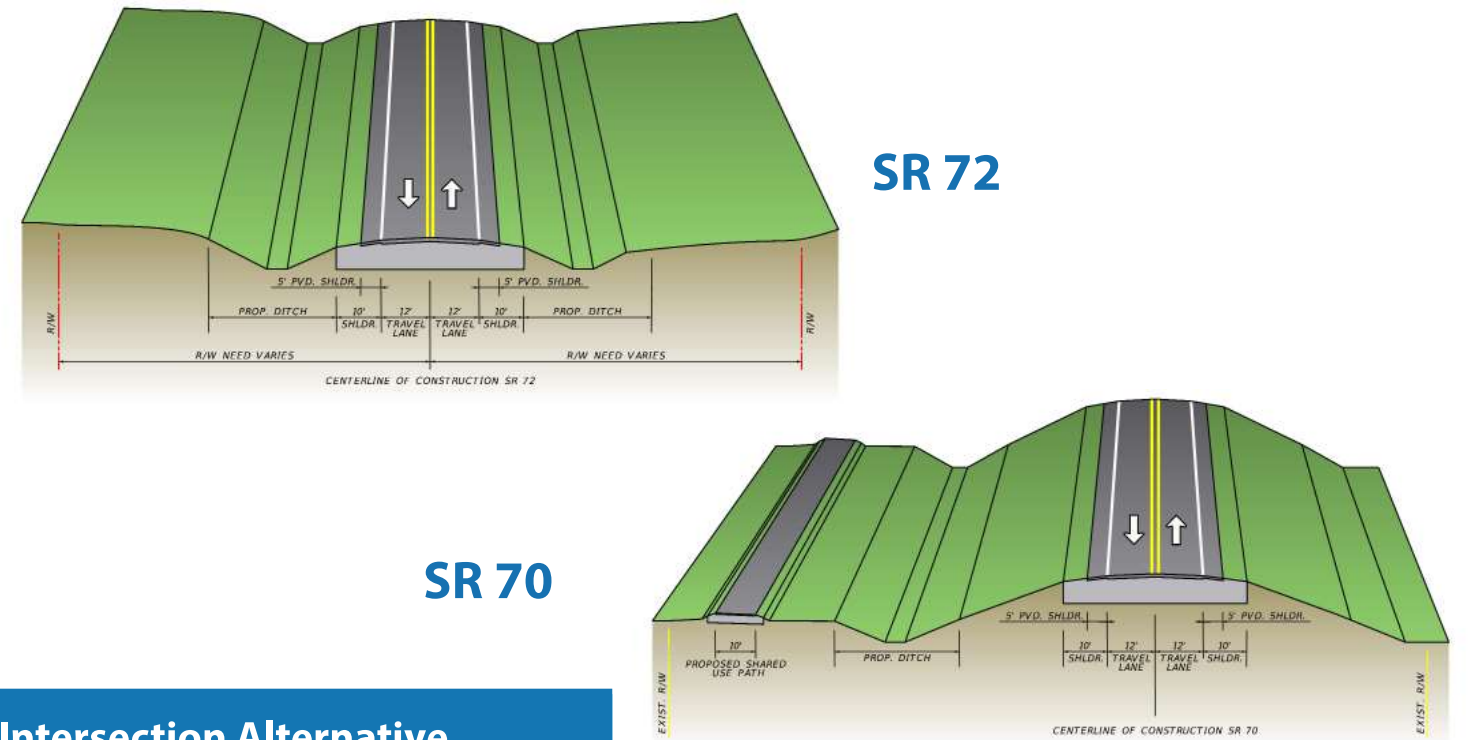
Evaluation Matrix

An Evaluation Matrix showing the preferred alternative is provided below. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

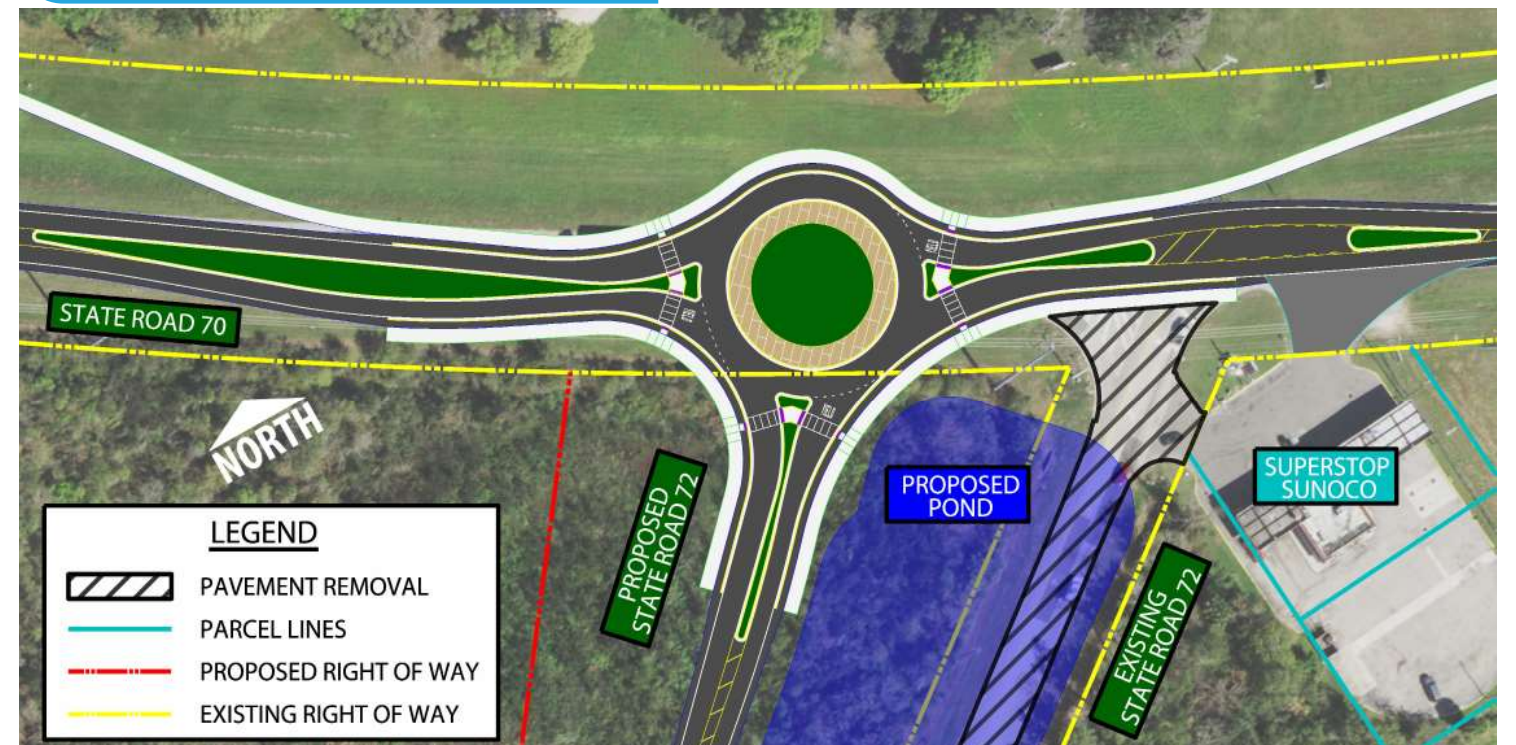
| Evaluation Criteria | No-Build Alternative | Build Alternative |
|--|---|--|
| Purpose & Need Met? | | |
| Addresses roadway resiliency and long-term maintenance |  |  |
| Enhances emergency evacuation and response | | |
| Addresses roadway flooding on SR 72 | | |
| Addresses flooding of the Strategic Intermodal System Facility (SR 70) | | |
| Increases Intersection Safety at SR 72 and SR 70 | | |
| Creates connectivity for pedestrians and bicycles | | |
| Project Costs | | |
| Engineering Design | \$0 | \$1.15 million |
| Right-Of-Way Acquisition | \$0 | \$1.25 million |
| Construction | \$0 | \$10.21 million |
| Construction Engineering and Inspection (CEI) | \$0 | \$1.22 million |
| Wetland Mitigation | \$0 | \$704,000 for wetland mitigation credits |
| Utility Relocation Cost | \$0 | \$0 (3 relocations) |
| Potential Right-Of-Way Impacts | | |
| Number of Parcels | 0 | 11 |
| Number of Relocations | 0 | 0 |
| Potential Environmental Impacts | | |
| Archaeological/ Historic Potential (Low/ Med/ High) | N/A | Low |
| Public Recreation Resources | N/A | 0 |
| Wetlands | N/A | 8.88 acres of primary wetland impacts. 2.69 acres of secondary wetland impacts. |
| Other Surface Waters | N/A | 0.89 acres of surface water impacts |
| Species Potential (Low/ Med/ High) | N/A | Low |
| Floodplains Impact (Low/ Med/ High) | N/A | Low |
| Contamination Sites | N/A | 0 High 2 Medium Risk |
| Utility Impact (Low / Med/ High) | N/A | Low |
| Traffic Safety & Operations | | |
| Level of Service (LOS) (in 2045) | LOS F | LOS C |
| Safety (2045 Design Year, Predicted Crash Frequency) | 9.52 crashes/ year | 1.85 crashes/ year |

Preferred Build Alternative

The preferred typical section for both SR 72 and SR 70 consists of two 12-foot lanes with 10-foot shoulders (5-foot paved) with various configurations of roadside and treatment ditches. There will also be a 10-foot shared use path on the north side of SR 70.



Intersection Alternative



A roundabout is proposed to replace the stop-controlled intersection. The roundabout will require all drivers to slow down to use the roundabout which will reduce crash severity and make the area safer for pedestrians. There will be splitter islands on all approaches as well as 10-foot shared use paths provided on all legs of the intersection.