



The Florida Department of Transportation, or FDOT, welcomes you to the alternatives public workshop for the State Road (SR) 70 Project Development and Environment, or P D and E, (PD&E) study. We appreciate your attendance and participation.



The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One and the FDOT Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the PD&E Study process.



ASK QUESTIONS

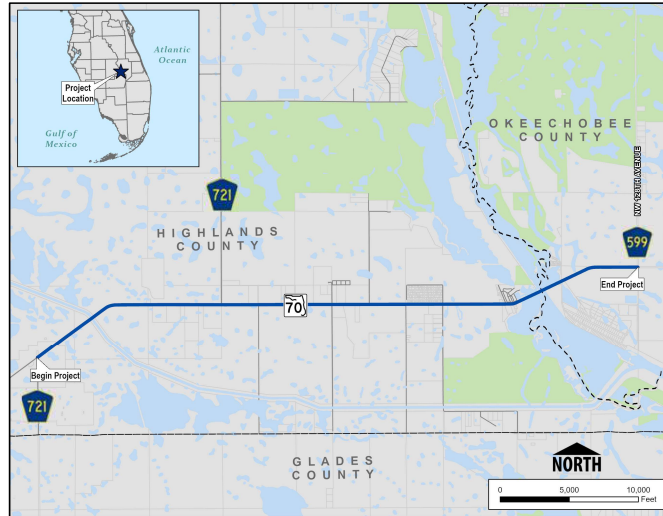


EXPRESS YOUR VIEWS

The purpose of this alternatives public workshop is to provide you the opportunity to ask questions and express your views concerning the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project.



Project Location Map



State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue



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The study begins at County Road (CR) 721 South and extends approximately 8.6 miles to CR 599/128th Avenue.



SR 70 serves as an important east-west connection within this area of Highlands and Okeechobee Counties. As part of the National Highway System, SR 70 is critical in the transportation network, as it facilitates local and regional traffic, and the movements of goods. SR 70 is also part of Florida's Strategic Intermodal System (SIS) highway network and is a designated state hurricane evacuation route.

- Identify a solution to address the age and existing conditions of the Kissimmee River bridge
- Address safety concerns along the corridor
- Improve traffic conditions
- Improve emergency evacuation and incident response times
- Provide multimodal facilities to improve the safety of bicyclists and pedestrians



The need for the proposed improvements for SR 70 includes addressing the age and existing conditions of the Kissimmee River bridge as well as existing safety concerns. Additional needs include improving traffic conditions, emergency evacuation, and incident response times. The study evaluates alternatives for the widening of SR 70, with consideration of multimodal facilities with the intent of creating a safer corridor for bicyclists and pedestrians.



Funding



PHASE	FISCAL YEAR
Design	Partially Funded in 2024
Right-of-Way	Unfunded
Construction	Unfunded

Preliminary – subject to change

State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue

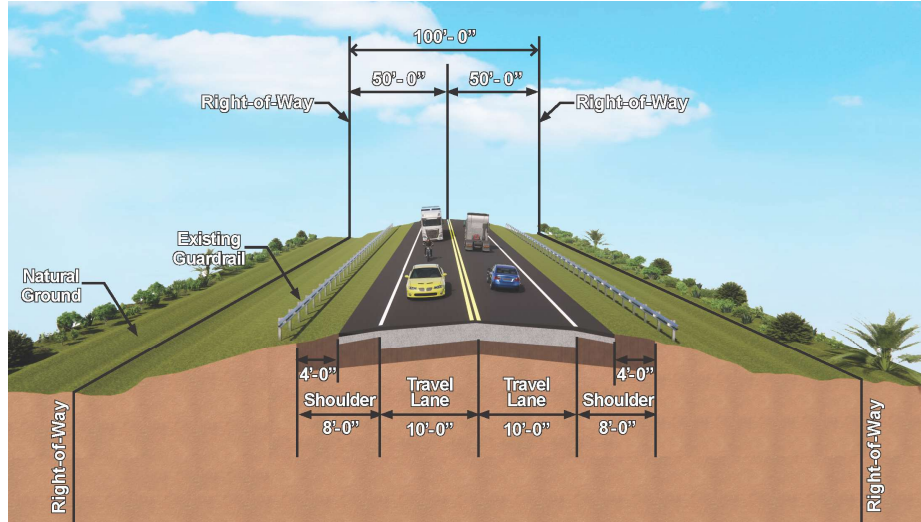


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At this time, this project is shown in the FDOT Five-year Work Program as funded for the P D and E phase and partially funded for the design phase in Fiscal Year 2024. The project is also shown as a priority project in the Heartland Regional Transportation Planning Organization (HRTPO) 2045 Long Range Transportation Plan, or LRTP, which was adopted on March 10, 2021.



Existing Roadway Typical Section



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From County Road 721 South to County Road 599/128th Avenue

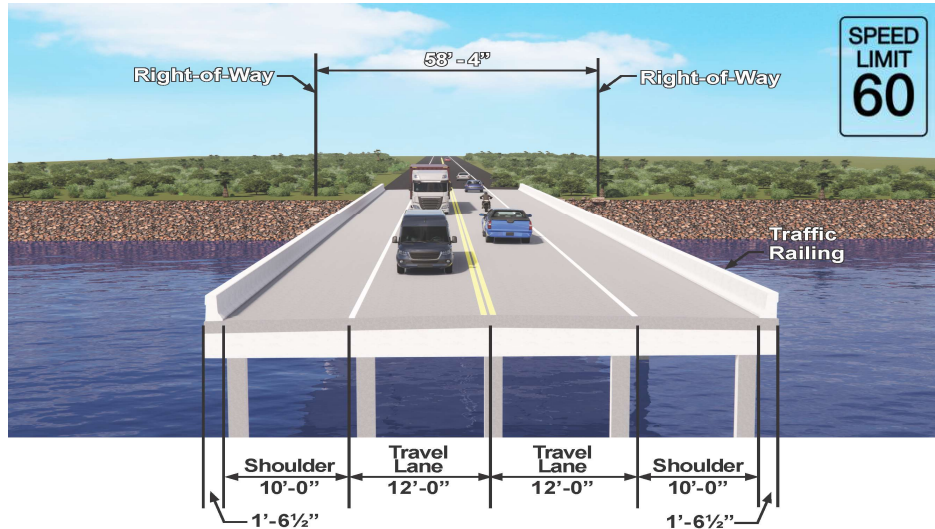


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Within the project limits, SR 70 is currently a two-lane undivided roadway with 10-foot-wide travel lanes and eight-foot-wide shoulders, four feet of which are paved. There are no designated bicycle lanes or sidewalks present on either side of the roadway. There are two bridges within the project limits, one over Canal C-41A and one over the Kissimmee River.



Existing Bridge Typical Sections



State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue



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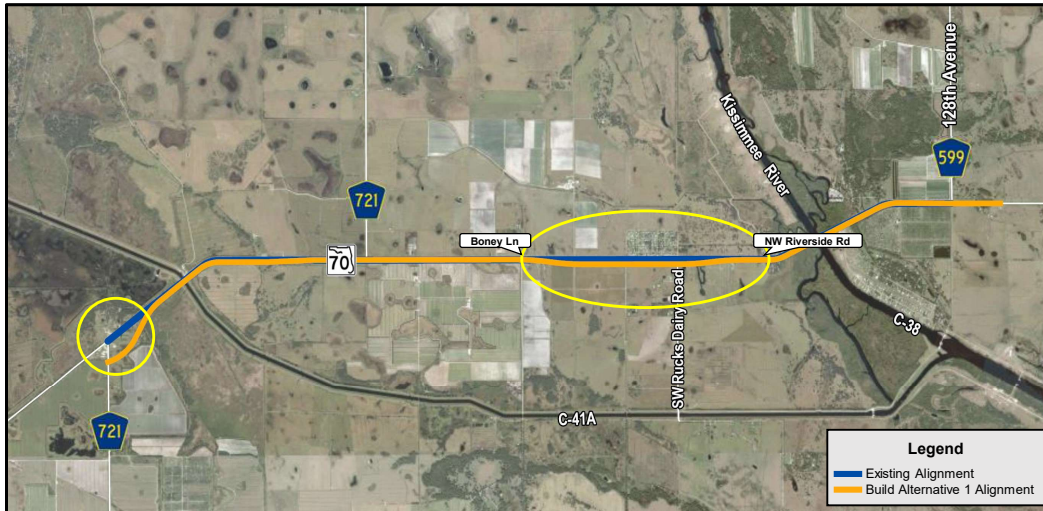
The existing bridge over Canal C-41A has two 12-foot travel lanes and 10-foot paved shoulders. The existing bridge over the Kissimmee River has two 12-foot travel lanes and two-foot shoulders. Neither bridge has bicycle lanes or sidewalks present on either side. The posted speed limit along the project corridor is 60 miles per hour.

2 Alternatives	
Build Alternative 1: "Best Fit"	Build Alternative 2: "Southern Alignment"
<ul style="list-style-type: none"> • Open drainage system to collect runoff and direct it to new stormwater management facilities • Require additional right-of-way for the widening and new stormwater management ponds 	

State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue

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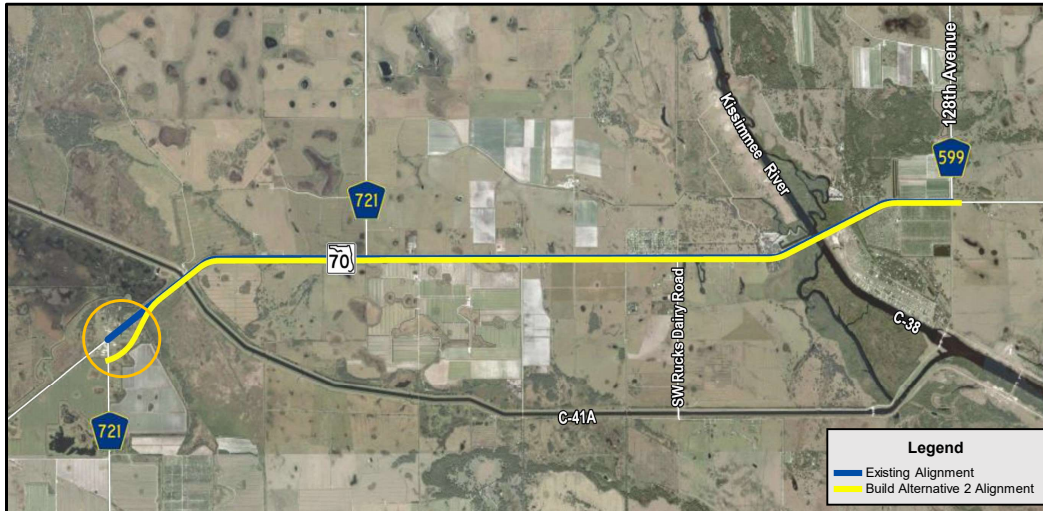
The proposed improvements, the widening of SR 70, includes two build alternatives, Build Alternative 1 and Build Alternative 2. Both alternatives propose an open drainage system to collect roadway runoff in ditches and direct it to new stormwater management facilities. Each Build Alternative will require additional right-of-way for the mainline widening and new stormwater management ponds.



State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue

The alignment for Build Alternative 1 closely follows the existing roadway alignment and widens to the south. There are two areas that shift further to the south of the current alignment, resulting in small segments of new roadway alignment. The first area is located at a realigned CR 721 South intersection and continues for approximately 0.7-mile and the second area is located between Boney Lane and Northwest Riverside Road. This new alignment follows a "best fit" by using the existing alignment and avoiding impacts to adjacent developed parcels and recreational properties where possible.

FDOT Build Alternative 2 – “Southern Alignment”



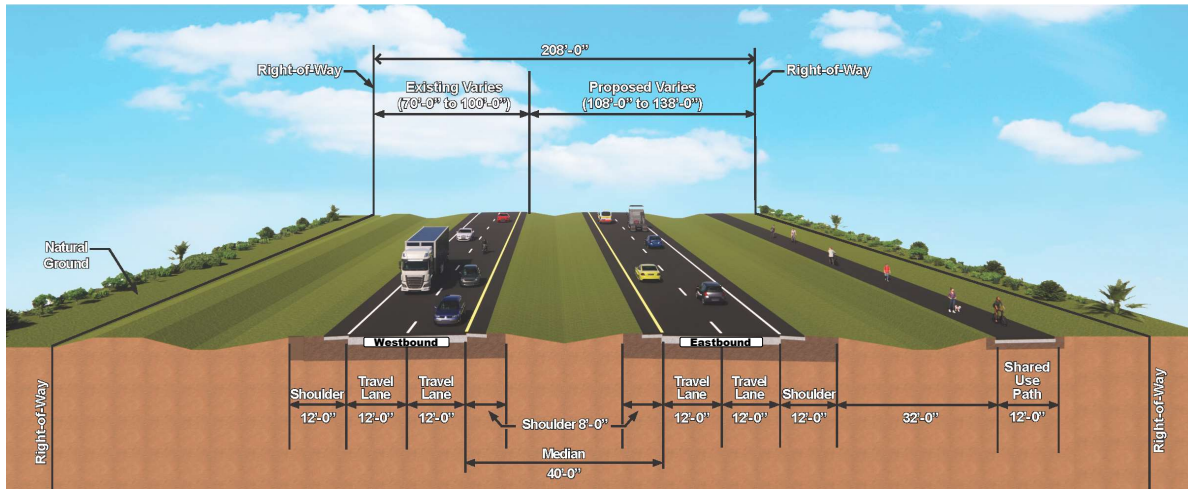
State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue



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In comparison to Build Alternative 1, Build Alternative 2 requires less additional right-of-way. This is because the alignment uses the existing right-of-way north of SR 70 and widens slightly south of the existing roadway alignment for most of the corridor. However, it has the same new alignment segment at CR 721 South as Build Alternative 1.

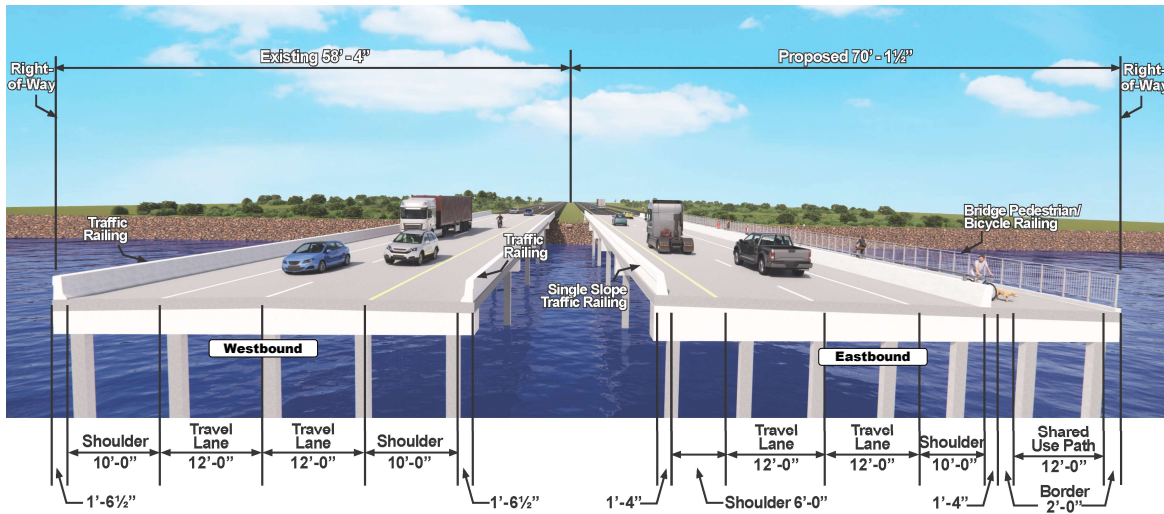
Proposed Roadway Typical Section



State Road 70 Project Development and Environment (PD&E) Study
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Both alternatives have the same proposed typical sections for the roadway and the two bridges. The proposed typical section for the roadway consists of two 12-foot travel lanes in each direction, an eight-foot shoulder adjacent to the inside travel lane, a 12-foot shoulder adjacent to the outside travel lane and a 40-foot median. A 12-foot shared use path will be located on the south side of SR 70, adjacent to the eastbound travel lanes.

FDOT Proposed Canal C-41A Bridge Typical Section

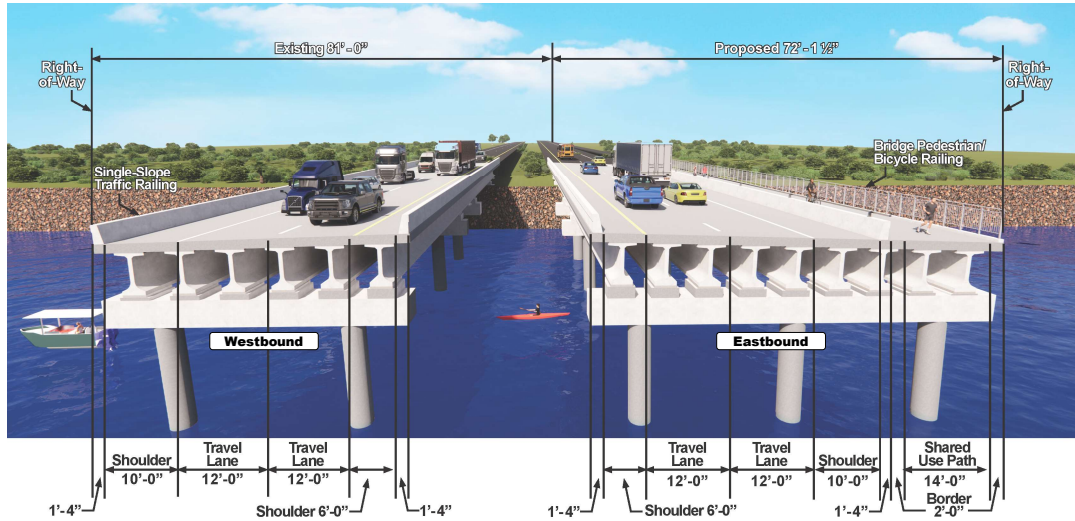


State Road 70 Project Development and Environment (PD&E) Study
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The proposed typical section for the bridge over Canal C-41A consists of two 12-foot travel lanes in each direction. 10-foot shoulders are adjacent to the westbound travel lanes. A six-foot inside shoulder and 10-foot outside shoulder are adjacent to the eastbound travel lanes. A 12-foot shared use path will continue to run adjacent to the eastbound travel lanes.

FDOT Proposed Kissimmee River Bridge Typical Section



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The proposed typical section for the bridge over the Kissimmee River consists of two 12-foot travel lanes in each direction. Adjacent to the inside travel lanes are six-foot shoulders and adjacent to the outside travel lanes are 10-foot shoulders. The 12-foot shared use path increases to 14-foot across the length of the bridge.



No-Build Alternative



No improvements made to SR 70 through 2052, except routine maintenance.

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From County Road 721 South to County Road 599/128th Avenue



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Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to SR 70 through the year 2052, except routine maintenance.



Evaluation Matrix

Evaluation Criteria		Build Alternative 1 "Best Fit"	Build Alternative 2 "Southern Alignment"	No-Build Alternative
BENEFITS	Improves Traffic Conditions Including Emergency Evacuation	✓	✓	✗
	Addresses the Age and Existing Conditions of the Kissimmee River Bridge			
	Provides Bicycle and Pedestrian Accommodations			
	Enhances Safety for All Users			
RIGHT-OF-WAY IMPACTS	Right-of-Way to be Acquired for Roadway (acres)	148.9	134.3	0
	Right-of-Way to be Acquired for Off-Site Stormwater Management (acres)	61.1	61.1	0
	Number of Parcels Impacted	26	19	0
	Number of Utilities Impacted	3	3	0
	Number of Potential Business Relocations	0	1	0
	Number of Potential Residential Relocations	0	0	0
ENVIRONMENTAL	Potential Impacts to Threatened and Endangered Species	Medium	Medium	No Change
	Impacts to Wetlands and Other Surface Waters (acres)	33.6	40.6	No Change
	Section 4(f) / Public Recreation and Conservation Lands Potentially Impacted (acres)	2.8	3.4	No Change
	Number of Historic Sites Potentially Impacted	16	15	No Change
	Archaeological Sites Probability	1 (Moderate to High)	1 (Moderate to High)	No Change
	Number of Noise-sensitive Sites	11	27	No Change
	Potential Contamination Sites (high/medium risk)	1 (Medium)	1 (Medium)	No Change
	Impacts to Farmland (acres)	112.7	109.8	No Change
	Impacts to Floodplain (acres)	207; Volumetric to be Determined	217; Volumetric to be Determined	No Change
ESTIMATED COSTS	Design	\$15,159,000	\$15,804,000	\$0
	Right-of-Way Acquisition	\$8,185,000	\$7,095,000	\$0
	Roadway Construction	\$101,090,000	\$104,025,000	\$0
	Construction Engineering and Inspection (CEI)	\$15,159,000	\$15,804,000	\$0
	Utility Relocation	TBD	TBD	\$0
	Wetland Mitigation	\$1,047,000	\$1,173,000	\$0
	Species Mitigation	\$560,000	\$560,000	\$0
	Total Project Costs	\$139,563,000	\$142,328,000	\$0

Preliminary – Subject to Change

Note: Potential cost and environmental impacts associated with off-site ponds are not included in this matrix. This will be calculated at a later phase.

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The evaluation matrix included in your handout shows a summary of results of preliminary analysis for the “build” and “no-build” alternatives. This matrix is on display this evening.

This PD&E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for SR 70 throughout the remainder of the study.



Environmental Evaluation

- Protected species and habitat
- Wetland and floodplains
- Water quality / Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise



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Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Recreational sites
- Noise

Based on data already collected, we anticipate further study will be needed for potential effects on the Kissimmee River bridge crossing, given the age of the existing bridge and evaluation of historical significance of the bridge structure and navigability of the river channel. Otherwise, we do not anticipate significant effects associated with these proposed build alternatives.



Providing Comments

Please submit comments by June 25, 2024

At in-person venue:

- ✓ Provide written comments on comment form

✓ **Visit the project website:**

<https://www.swflroads.com/project/450334-1>



Email comments to:

- ✓ David C. Turley, P.E.
Project Manager
David.Turley@dot.state.fl.us



By Mail to:

- ✓ David C. Turley, P.E.
MS 1-40
Florida Department of Transportation
801 N. Broadway Ave
Bartow, FL 33830

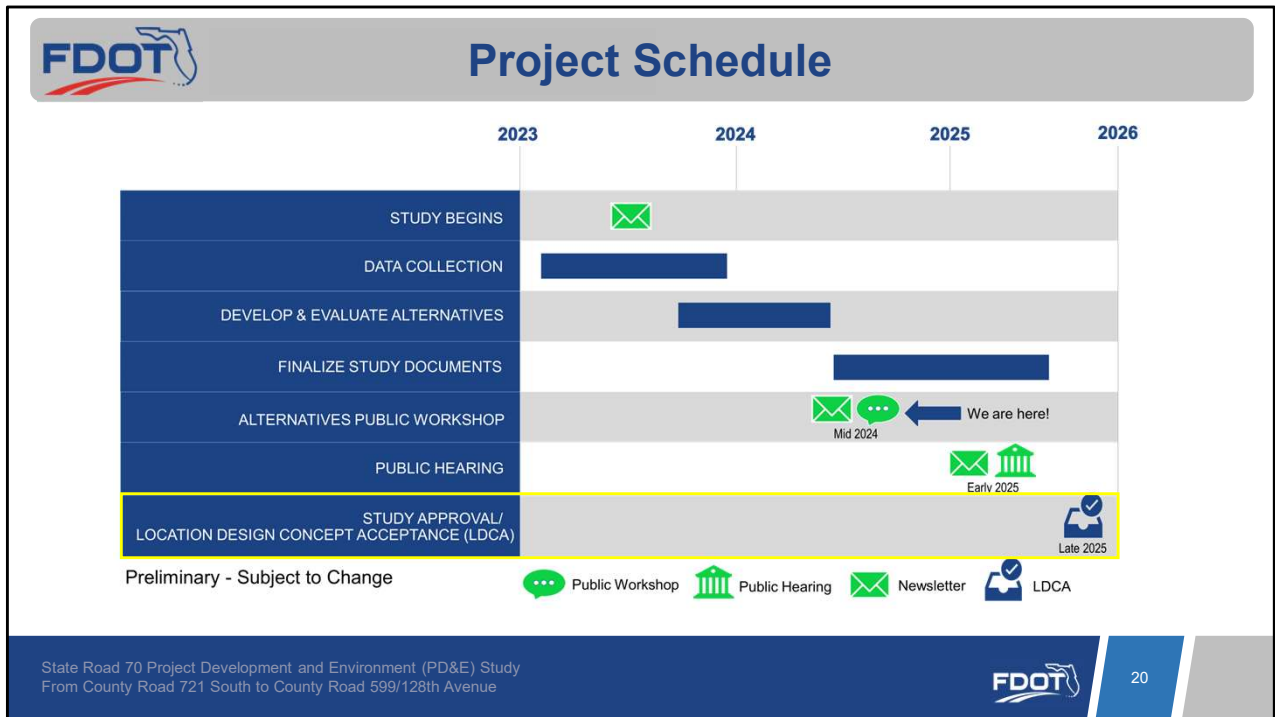
Though comments are accepted at any time, they must be received or postmarked by June 25, 2024 to be included in the formal workshop record.

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Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments: at the in-person workshop, through the project webpage or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by June 25, 2024 to be included in the formal workshop record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.



FDOT will present the preferred alternative at an upcoming formal public hearing for this project, tentatively planned for early 2025. At the end of this study, and after the formal public hearing, the study team will finalize the preferred alternative for SR 70.

The Department anticipates completion of this PD&E study by late 2025, when location and design concept of the preferred alternative will be submitted to the FDOT Office of Environmental Management for approval.

Project Newsletter

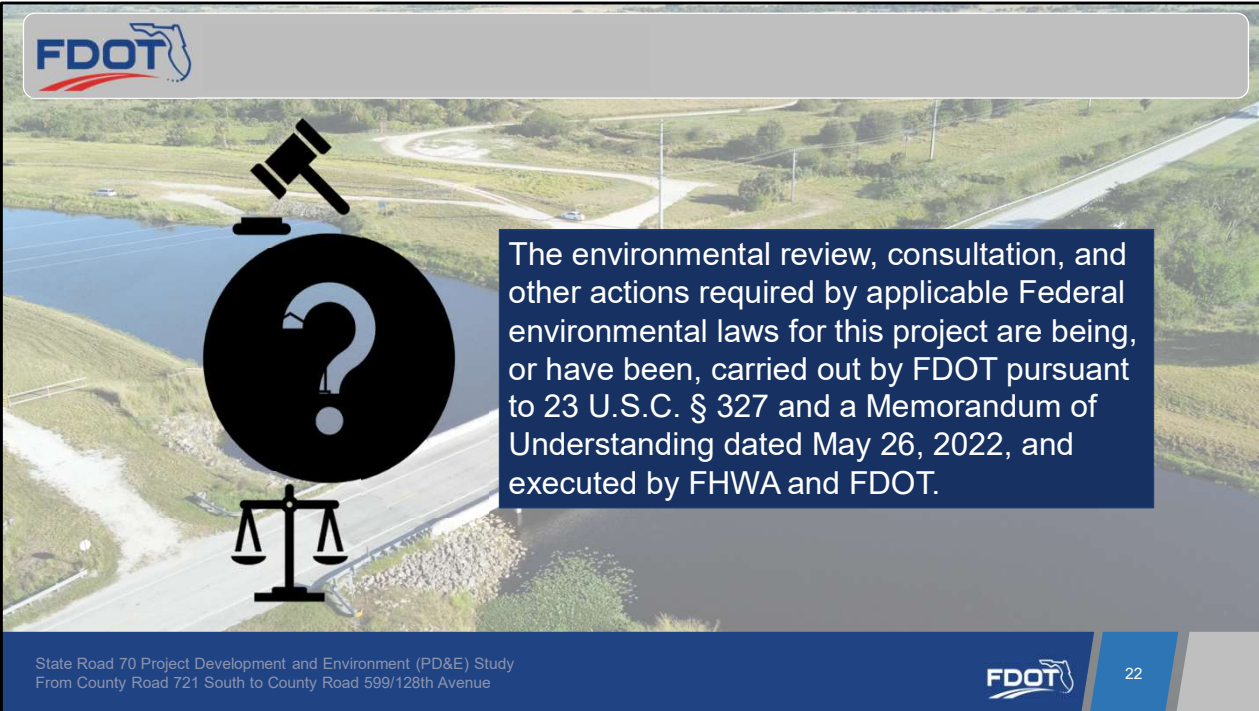
- Newsletters will be sent out at key milestones in the project
- If you would like to receive future newsletters and you are not on our mailing list, please fill out a comment form



Project Website

- The project website will keep up-to-date with study information, including the schedule and upcoming events
- <https://www.swflroads.com/project/450334-1>

We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to be added on the project webpage.

An aerial photograph of a road project area with a blue text box overlaid. The text box contains the following text: "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." To the left of the text box are three black icons: a gavel, a question mark inside a circle, and a scale of justice. The FDOT logo is in the top left corner of the image, and the text "State Road 70 Project Development and Environment (PD&E) Study From County Road 721 South to County Road 599/128th Avenue" is at the bottom left. The FDOT logo and the number "22" are at the bottom right.

FDOT

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.

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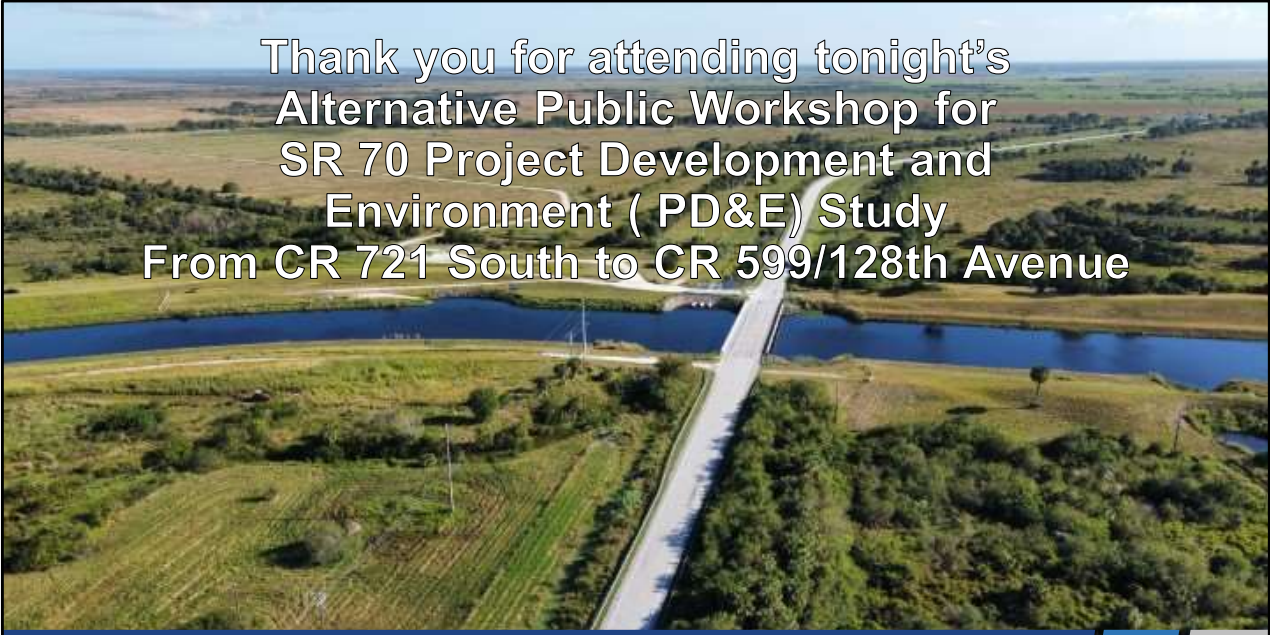
FDOT 22

The SR 70 study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.

This PD&E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.



Before we conclude, we would like to provide an FDOT safety moment. This summer, put safety on the top of your travel list. Together, we can create a safer summer for all by buckling up and slowing down. FDOT thanks you for making safety a continued priority!



Thank you for attending tonight's
Alternative Public Workshop for
SR 70 Project Development and
Environment (PD&E) Study
From CR 721 South to CR 599/128th Avenue

State Road 70 Project Development and Environment (PD&E) Study
From County Road 721 South to County Road 599/128th Avenue



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Thank you for your interest in the proposed SR 70 improvements and for taking the time to participate in this workshop. We look forward to your comments and your continued involvement in this important PD&E study.