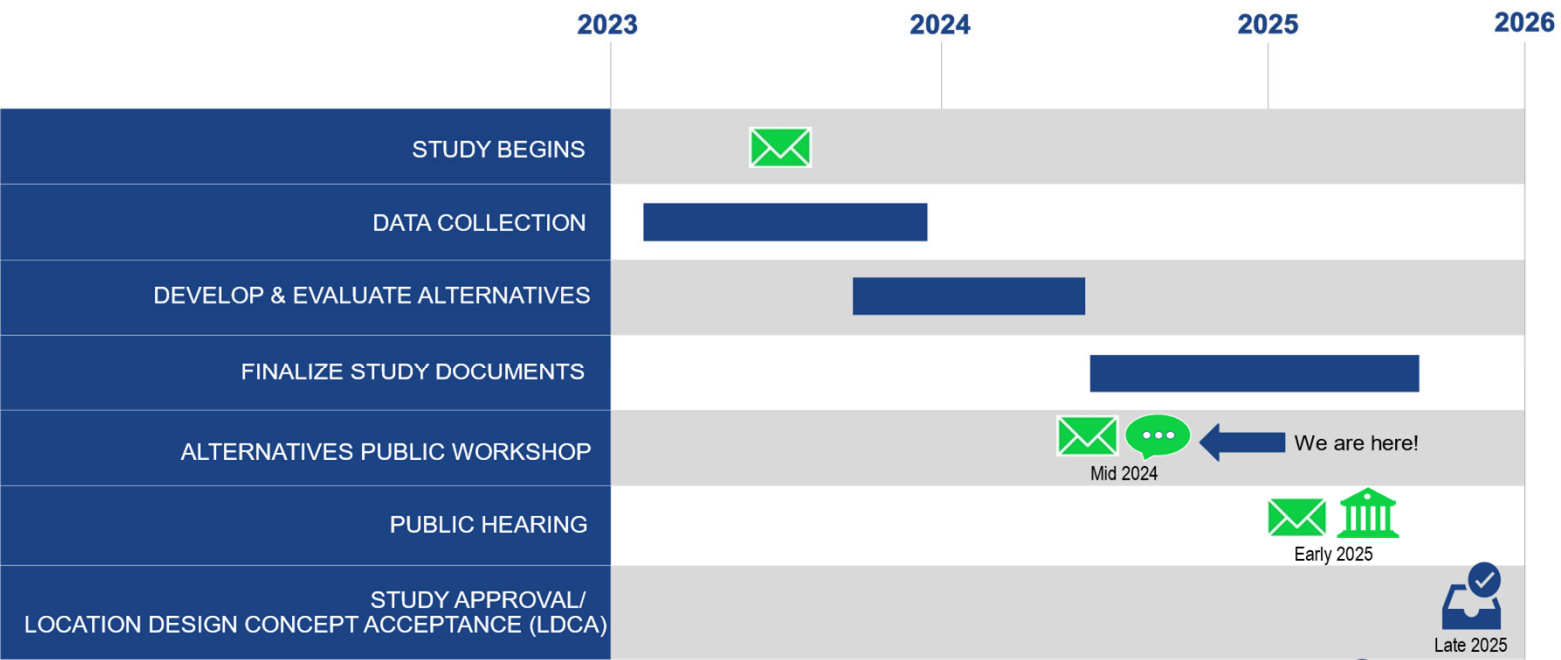
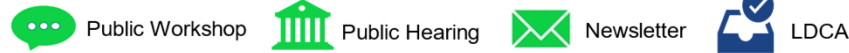


PROJECT SCHEDULE



Preliminary - Subject to Change



SR 70 Project Development & Environment (PD&E) Study

From CR 721 South to CR 599/128th Avenue
 Highlands and Okeechobee Counties, Florida
 Financial Project ID No. 450334-1

Alternatives Public Workshop Handout – June 11, 2024

INTRODUCTION

Welcome to the public workshop for the SR 70 Project Development & Environment (PD&E) Study Alternatives Public Workshop. The purpose of this workshop is to present information about the preliminary alternatives and to provide interested persons the opportunity to express their views about the proposed improvements along the project corridor.

This study is evaluating two build alternatives, as well as a no-build alternative, to address the need to widen the existing SR 70 to improve traffic conditions, emergency evacuation and incident response times. The addition of a shared use path is also being considered to create a safer corridor for bicyclists and pedestrians. Items on display tonight include maps, display boards and project related information. In addition, the project team is available to discuss the alternatives and answer any questions.

ABOUT THE PROJECT

The Florida Department of Transportation (FDOT), District One, initiated a PD&E study in February 2023 to evaluate alternative roadway widening designs along an 8.6-mile segment of SR 70 from CR 721 South to CR 599/128th Avenue in Highlands and Okeechobee Counties. A public kickoff newsletter was sent out in mid 2023 to announce the project to the public and provide opportunity for input. Since the public kickoff newsletter was sent, two alternatives, including a no-build alternative, have been chosen as viable options to bring to the public for input and comment. Each of these alternatives were evaluated in multiple categories including but not limited to, social and environmental impacts, traffic performance, right-of-way required and cost.

COMMENTS

FDOT encourages your feedback and comments on the improvements presented at the public workshop. There are multiple ways to submit comments:

At In-Person Venue:

- Fill out the comment form and return in the comment box or take it home to fill out and send via mail.

Visit the Project Website:

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



A summary of the workshop comments and responses will be available on the webpage approximately 30 days following the close of the comment period.

All comments submitted at the workshop, emailed, or postmarked by June 25, 2024 will become part of the official project record.

Public participation is solicited 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, at (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

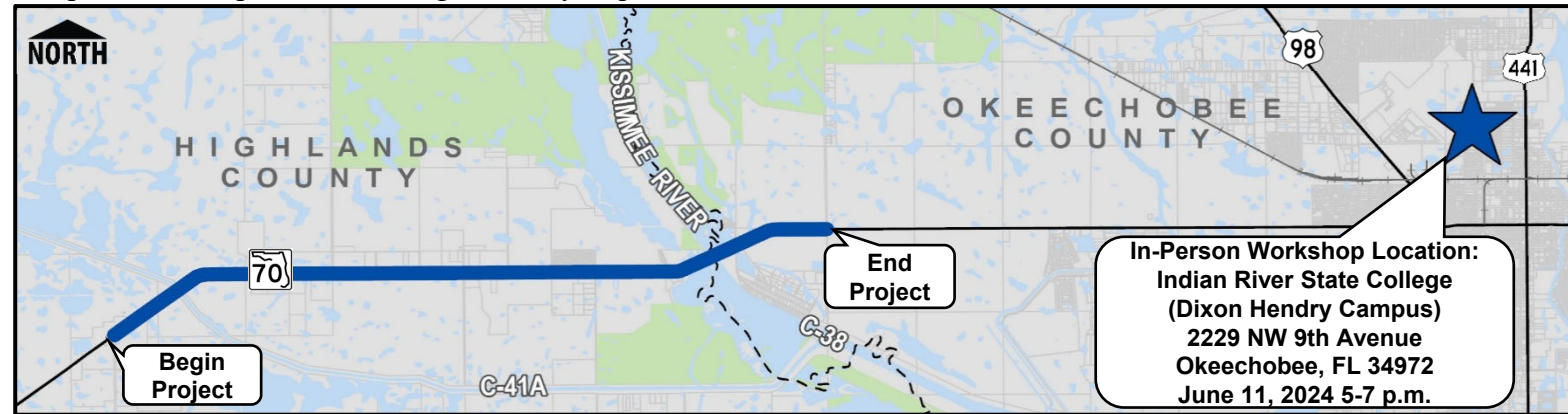
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.

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



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 (NEPA).

★ Find this symbol on the following page for a map guiding you through the materials on display tonight.

PROJECT GOALS

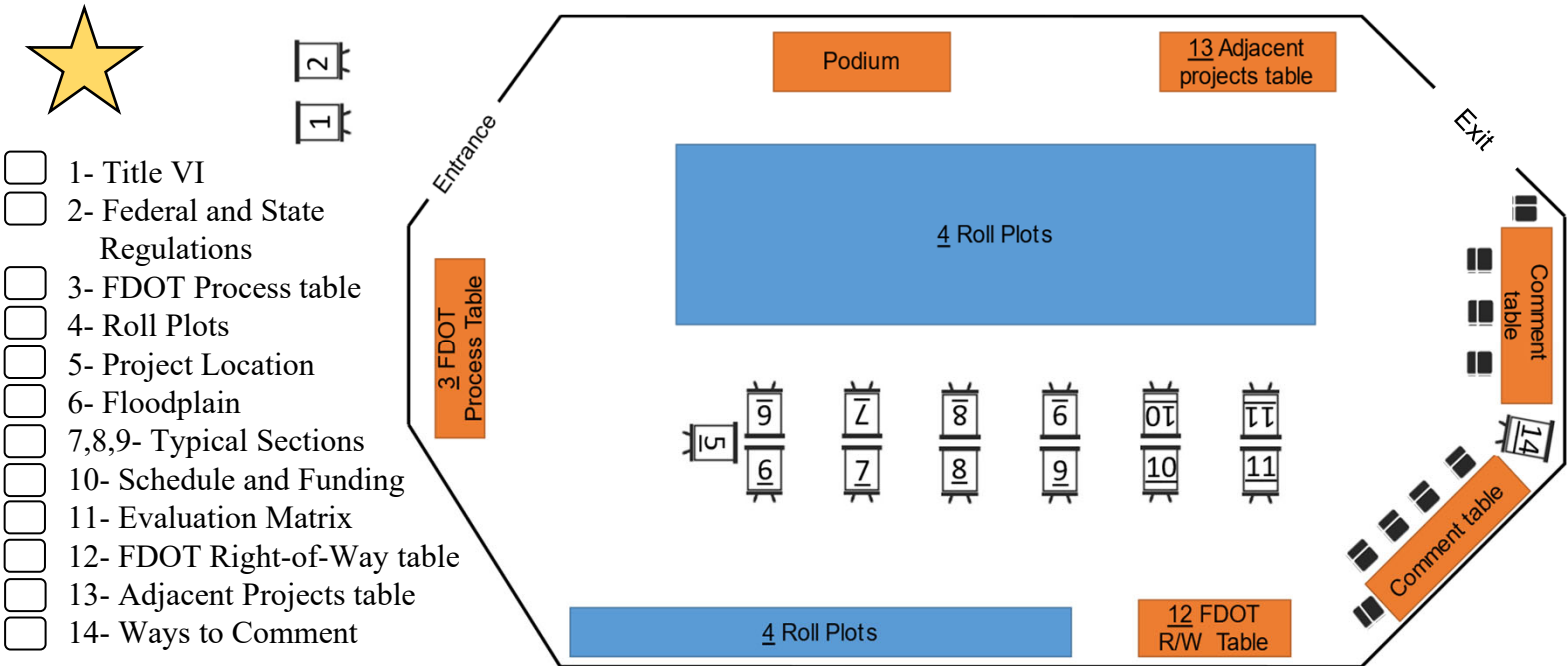
1. Address existing safety concerns.
2. Address the age and existing condition of the Kissimmee River bridge.
3. Create a safer corridor for bicyclists and pedestrians.
4. Improve emergency evacuation and incident response times.

Para Materiales del Proyecto En Español

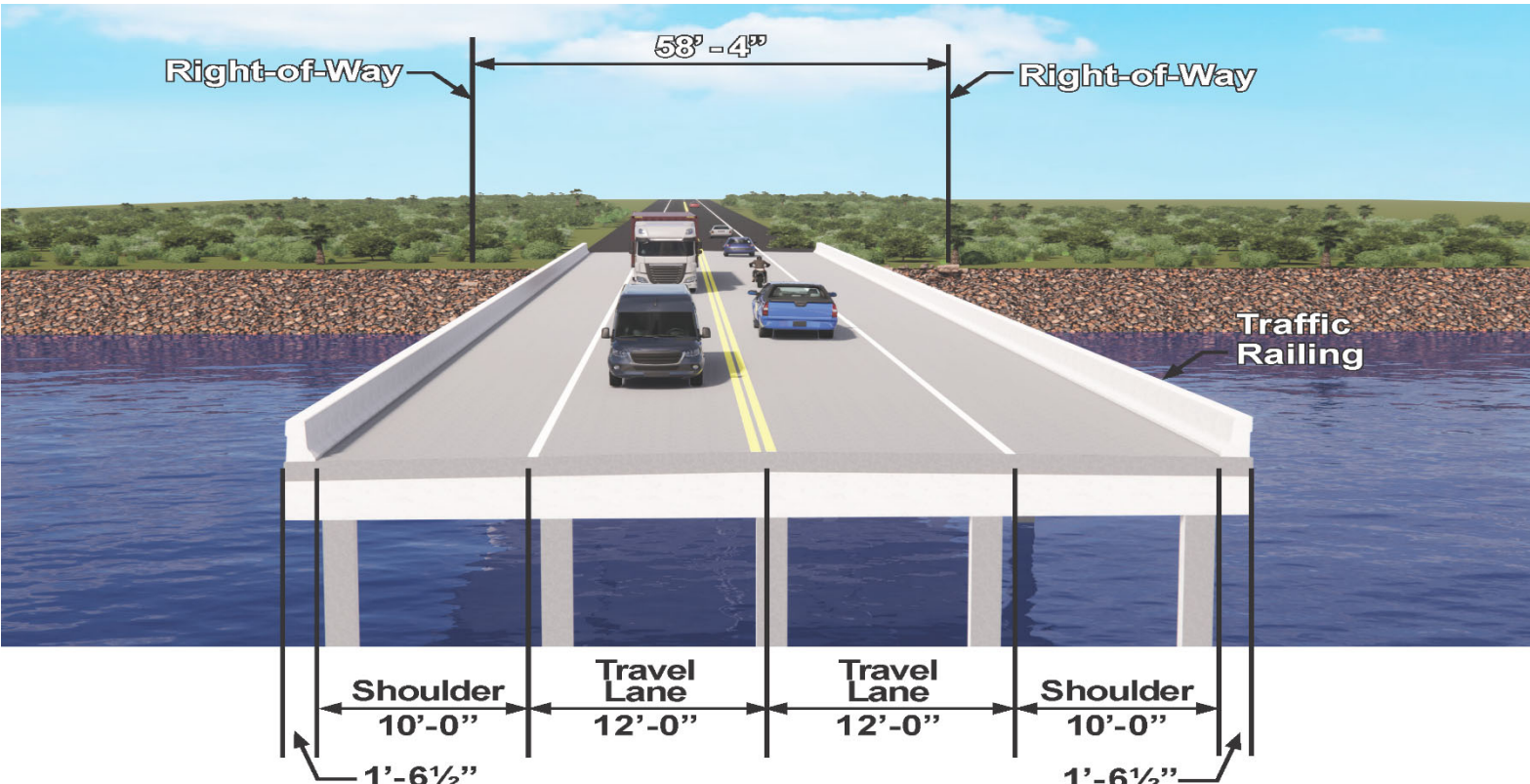
Para información en español contacte Sra. Karina Della Sera de la Oficina del Departamento de Transporte de Florida por teléfono al (863) 519-2750. También puede usar el correo electrónico: Karina.Dellasera@dot.state.fl.us.

WHAT TO EXPECT: PROJECT MATERIALS

Around the room you will find various display boards, comment tables, and roll plots. The project video will be playing in a separate room, Room 117, on a repeating loop throughout the evening so you can watch it at your leisure. Below you will find a simple layout of the room with a checklist to ensure you observed all project materials on display tonight. Members of the project team will be available to answer any questions you may have.

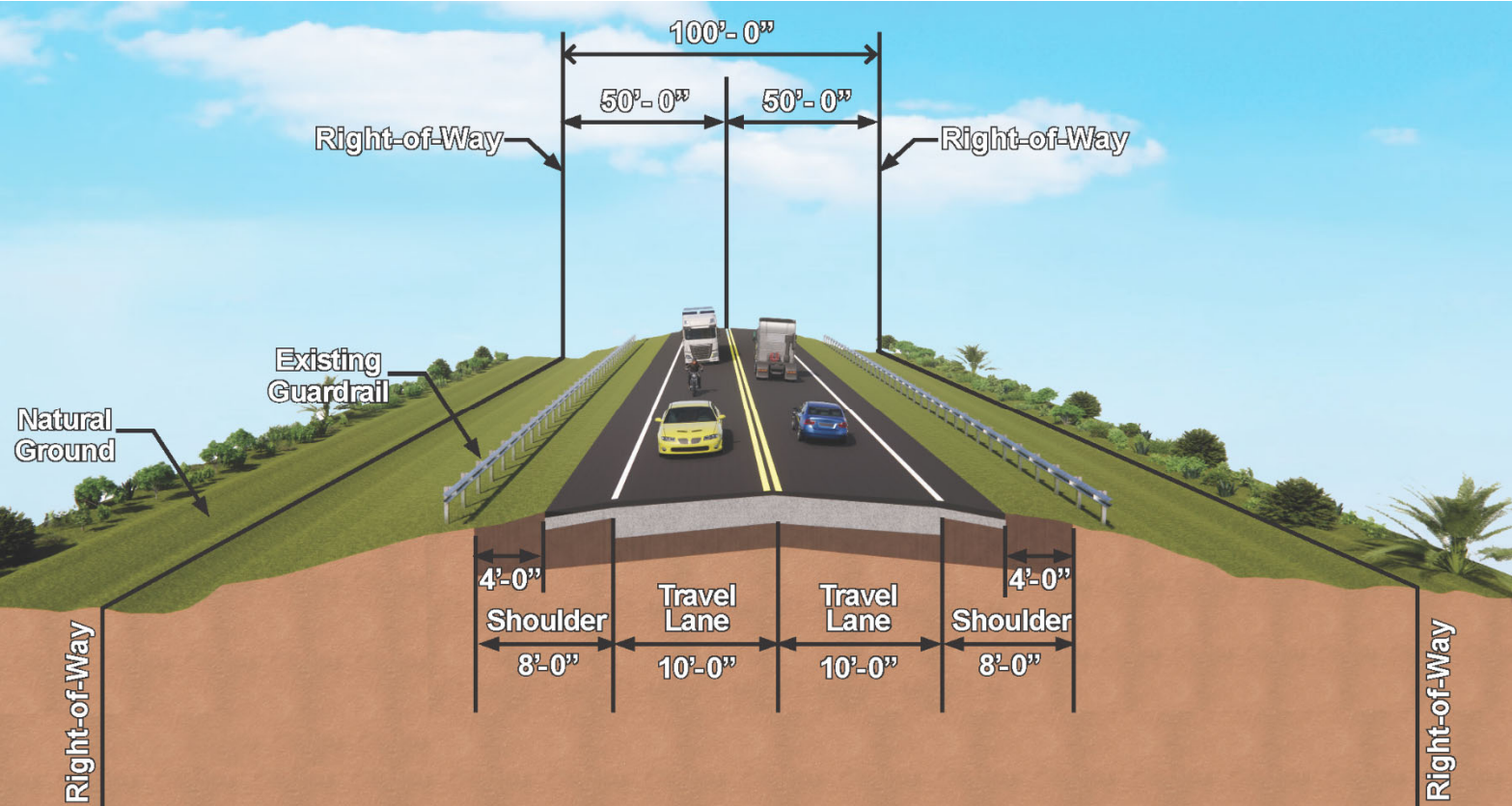


EXISTING CANAL C-41A BRIDGE TYPICAL SECTION



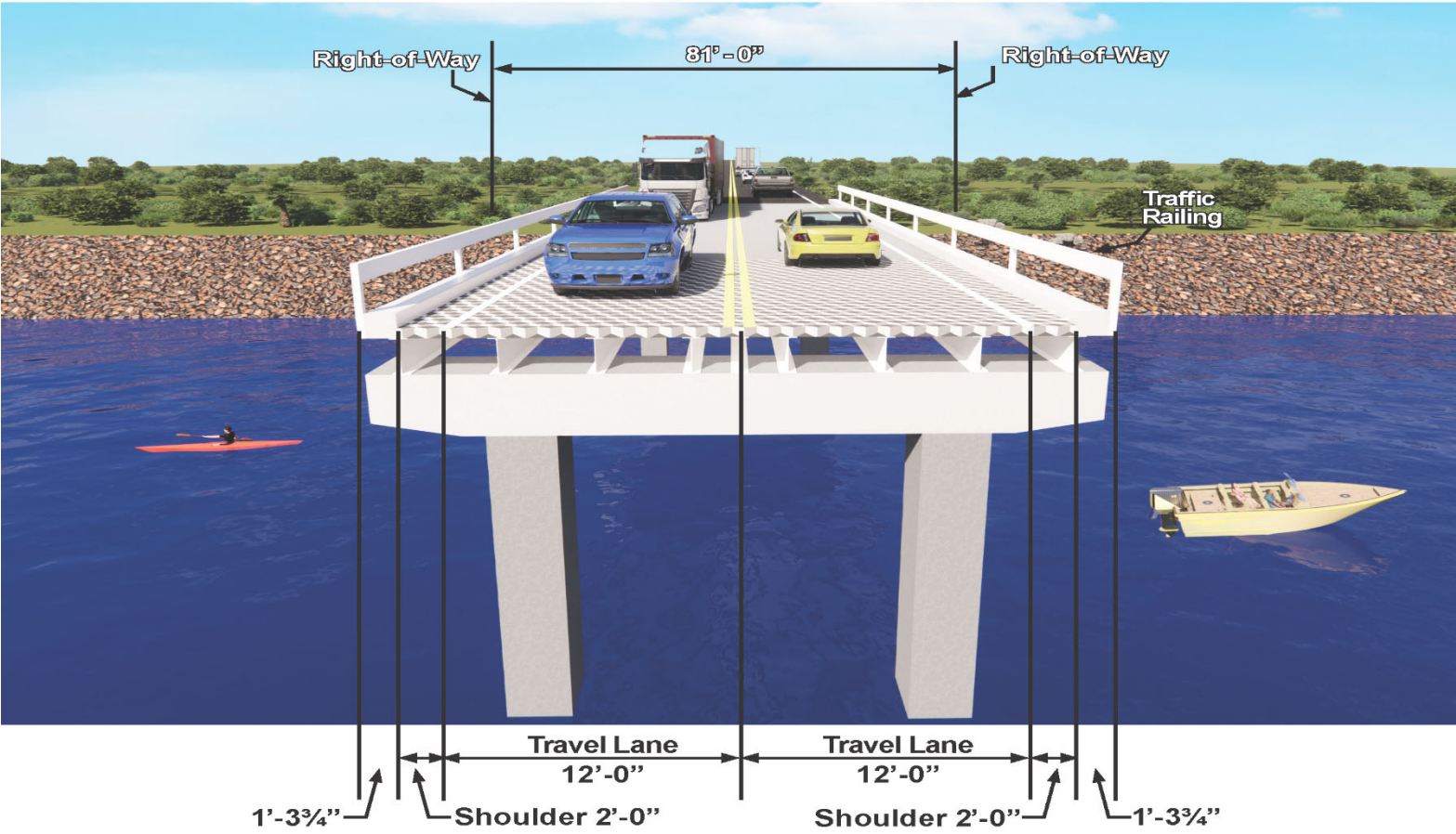
Currently, the bridge over Canal C-41A has two 12-foot travel lanes (one in each direction) and 10-foot paved shoulders. Lining the shoulders are 18.5-inch traffic railings.

EXISTING ROADWAY TYPICAL SECTION



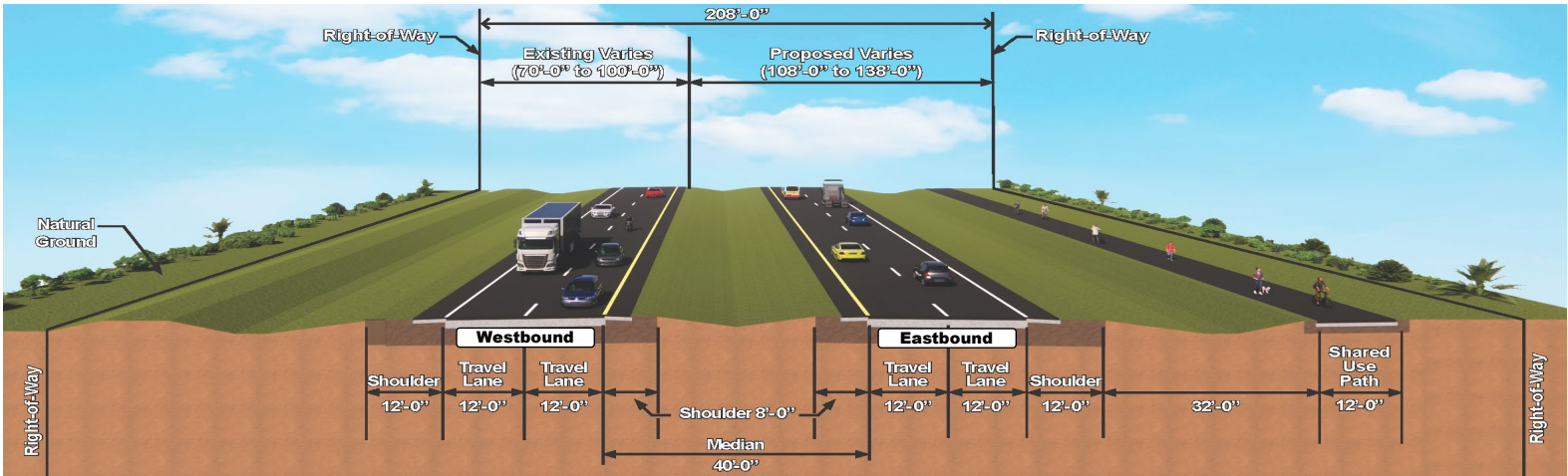
Within the project limits, SR 70 is currently a two-lane undivided roadway with 10-foot travel lanes and eight-foot shoulders, four feet of which are paved. There are no designated bicycle lanes or sidewalks present on either side of the roadway.

EXISTING KISSIMMEE RIVER BRIDGE TYPICAL SECTION



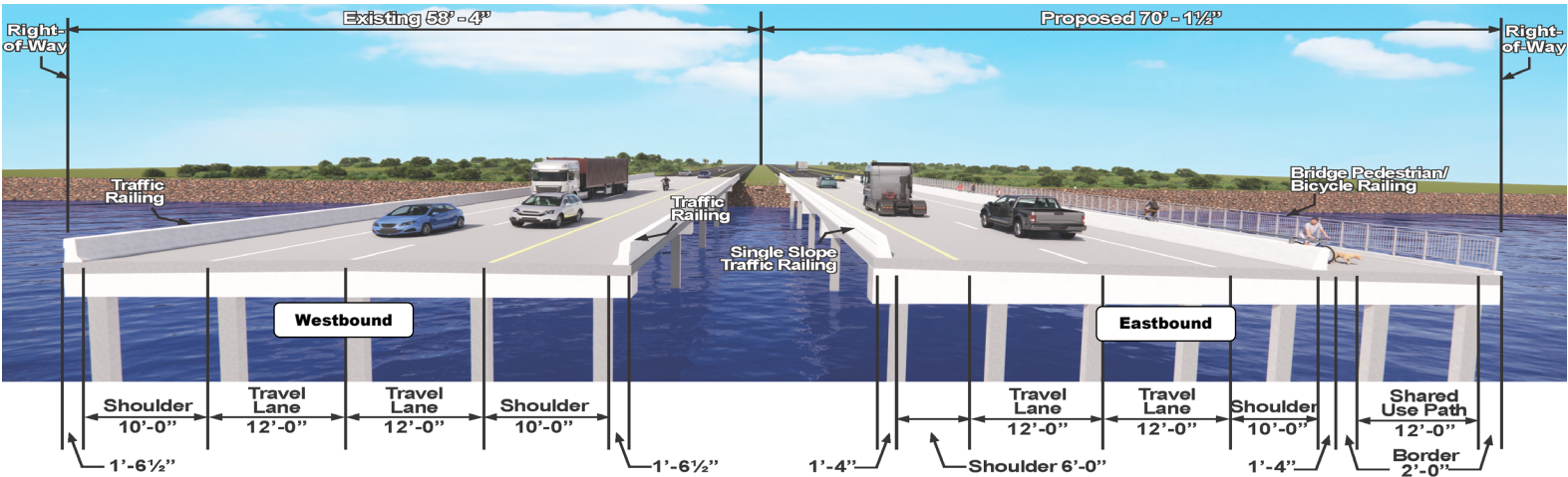
The bridge over the Kissimmee River currently has two 12-foot travel lanes (one in each direction) and two-foot shoulders. Adjacent to the shoulders are two-inch traffic railings. Neither bridge has bicycle lanes or sidewalks present on either side.

PROPOSED ROADWAY TYPICAL SECTION



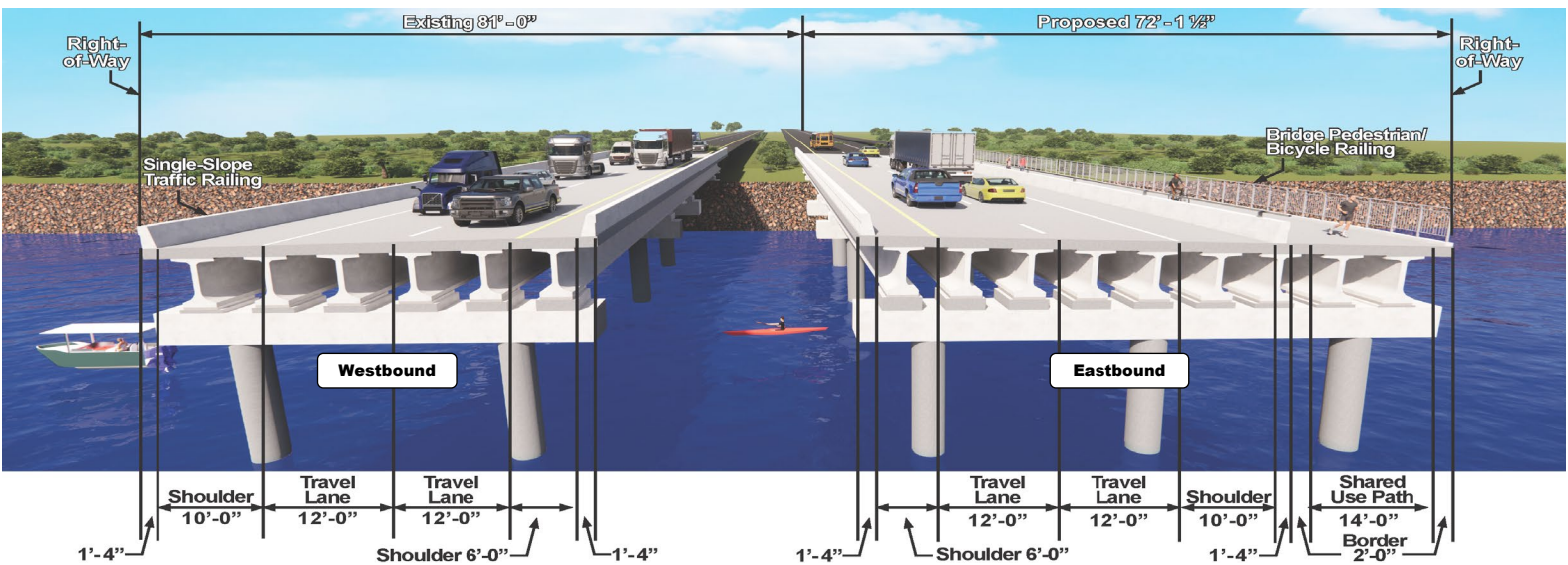
Compared with the existing roadway typical section, the proposed typical section consists of two 12-foot travel lanes in each direction, an eight-foot shoulder adjacent to the inside travel lane, a 12-foot shoulder adjacent to the outside travel lane and a 40-foot median. A 12-foot shared use path will be located on the south side of SR 70, adjacent to the eastbound travel lanes, and will continue for the full length of the corridor.

PROPOSED CANAL C-41A BRIDGE TYPICAL SECTION






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.

PROPOSED KISSIMMEE RIVER BRIDGE TYPICAL SECTION



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-feet across the length of the bridge.

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 Accomodations			
	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	\$15,604,000	\$0
	Right-of-Way Acquisition	\$8,185,000	\$7,095,000	\$0
	Roadway Construction	\$101,060,000	\$104,025,000	\$0
	Construction Engineering and Inspection (CEI)	\$15,159,000	\$15,604,000	\$0
	Utility Relocation	TBD	TBD	\$0
	Wetland Mitigation	\$1,047,000	\$1,173,000	\$0
	Species Mitigation	\$550,000	\$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.