

**State Road 70  
PD&E Study  
From Lonesome Island Road  
To Southern Leg of CR 721  
Highlands County  
FPID No. 449851-1**

**Alternatives Workshop**

**Thursday, June 13, 2024  
5:00 pm to 7:00 pm**

Town of Lake Placid Government Center  
Community Room  
1069 US 27 North  
Lake Placid, FL 33852



The Florida Department of Transportation, or FDOT welcomes you to the Alternatives Workshop for the State Road 70 Project Development and Environment, or PD&E, study from Lonesome Island Road to the Southern Leg of County Road 721. 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.

## Purpose of this Workshop

We will:

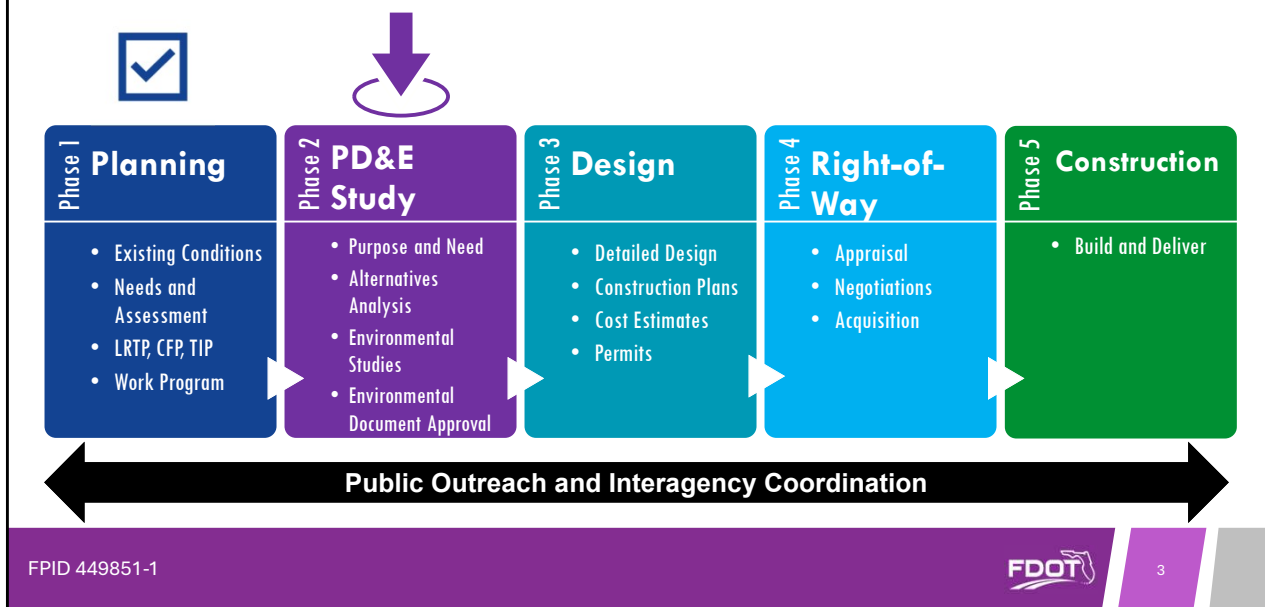
- Explain the PD&E Study process
- Discuss the purpose and need
- Introduce the study alternatives

An opportunity for you to:

- Ask questions
- Offer comments about the proposed project alternatives

The purpose of this Alternatives Workshop is for us to explain the PD&E Study process, discuss the purpose and need and introduce the study alternatives. We will provide you an 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.

# Transportation Project Development Process



There are 5 phases to the development process for transportation projects. They include planning, PD&E study, design, right of way acquisition and construction. Public outreach occurs throughout the process to gain valuable input from agencies and the public. This project is currently in the second phase, PD&E study.

## What is a PD&E?



Social



Engineering  
Alternatives

Community



Places to  
Avoid



Partners and  
the Public



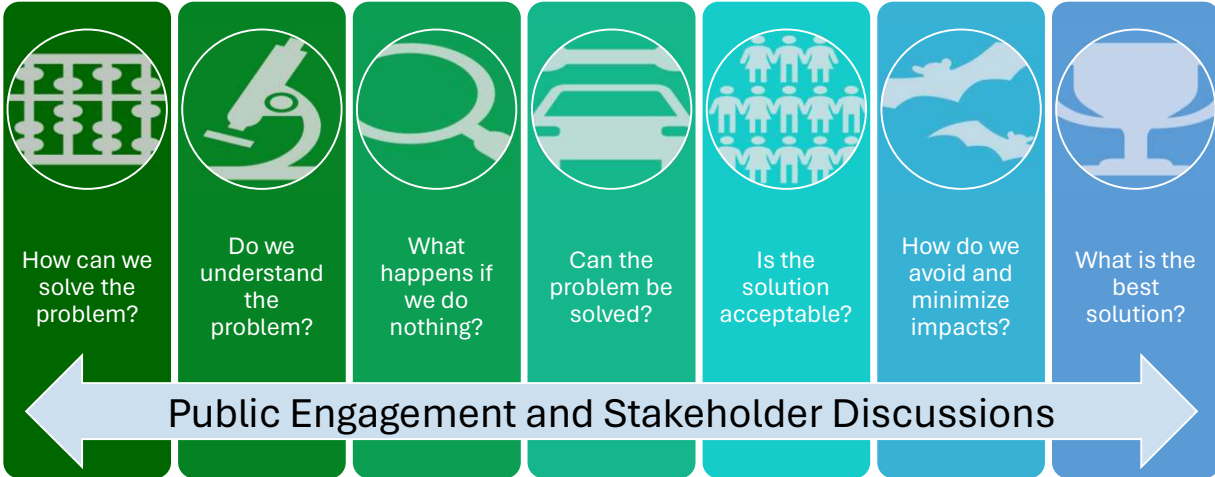
Natural  
Environment

Species



So, what is a PD&E study? A PD&E Study process assists the FDOT in determining engineering alternatives, as well as assessing the social, community and environmental effects of proposed roadway and other project improvements.

## Examining Various Alternatives



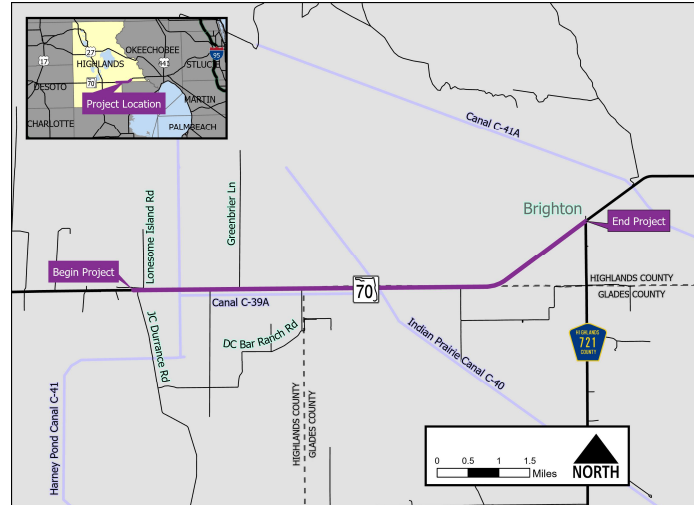
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As we examine various project alternatives, we ask ourselves numerous questions, starting from “How can we solve the problem identified?”, and through analysis and public engagement, arrive at our goal of “What is the best solution?”.

## Project Location and Study Area Map



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The study begins at Lonesome Island Road and extends approximately 7.6 miles to the Southern Leg of County Road 721.

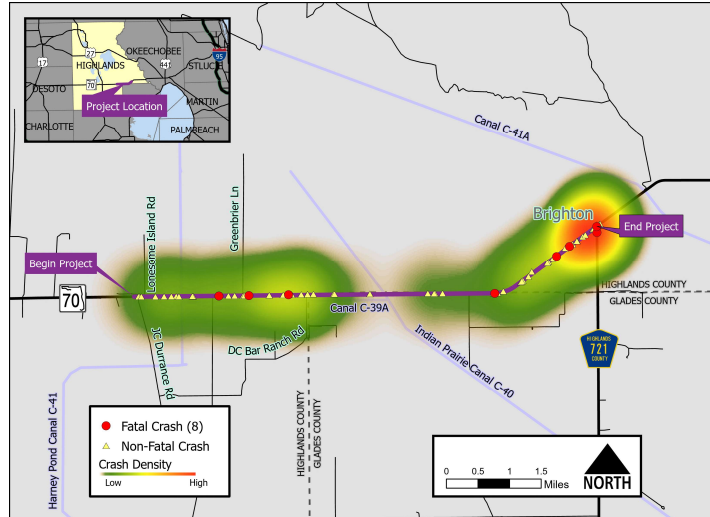
State Road 70 is part of Florida's Strategic Intermodal System highway network and designated state hurricane evacuation route network. State Road 70 is critical in the transportation network as it facilitates local and regional traffic and the movement of goods and freight.

## Project Purpose and Need

- Improve traffic safety conditions
- Improve emergency evacuation
- Improve incident response times
- Maintain important east-west connectivity
- Accommodate freight activity

This project is needed to improve traffic safety conditions, emergency evacuation, and incident response times. Other goals of the project are to maintain important east-west connectivity within the regional transportation network and accommodate freight activity within the area.

## Crash Data 2018-2022



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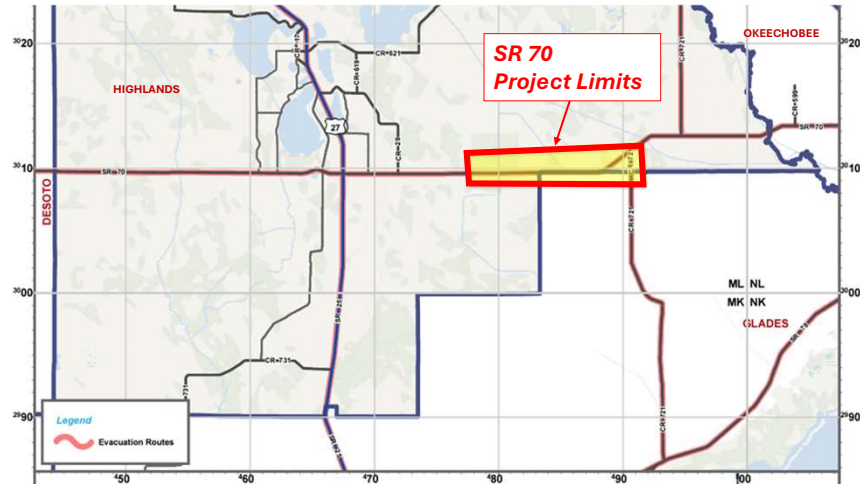
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According to crash data along State Road 70 between Lonesome Island Road and County Road 721 during the years 2018 to 2022, a total of 84 crashes were reported. The average crash rate for this section of State Road 70 is 36% higher than the statewide average rate for similar facilities. The graphic on this slide shows the project map colorized with the density of crashes, including red dots of where eight fatal crashes occurred during the five-year period.



## Emergency Evacuation Network



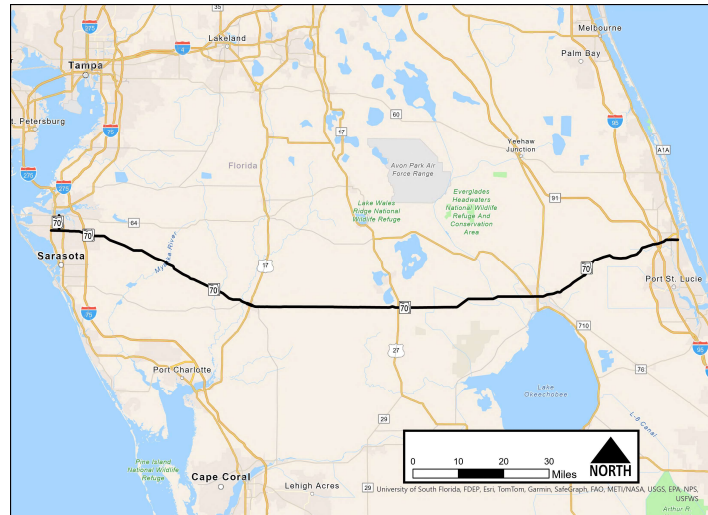
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State Road 70 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management. This roadway is critical in facilitating traffic during emergency evacuation periods as it connects to other highways of the state evacuation route network such as US 27 and County Road 721.

## An Important East-West Corridor



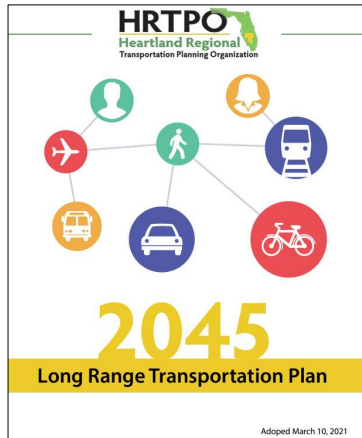
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State Road 70 is also a main corridor connecting Florida's west and east coasts as it spans from US 41 in Manatee County to US 1 in St. Lucie County. It connects to major north-south facilities of the state, from I-75 to I-95. The nearest parallel east-west facilities are over 10 miles to the north and south. State Road 70 is integral to facilitating east-west travel within Florida's heartland.

# Consistency with Long Range Transportation Plan



**Strategic Intermodal System**  
In the six county Heartland region, the Regional Roadway Network is made up of primarily US and SR routes designated as part of the Strategic Intermodal System (SIS). The State of Florida Department of Transportation (FDOT) programs SIS projects and available revenue for SIS funding. Because SIS projects represent virtually all of the needed transportation capacity projects identified as over capacity for 2045 in the Heartland, the Strategic Intermodal System Funding Strategy, Long Range Cost Feasible Plan 2029-2045, 2018 Edition was used to determine the cost feasible projects shown in the following section on below. Funded improvements have identified construction funding by 2045. Partially funded improvements do not have identified construction funding with the timeframe of the plan.

**Strategic Intermodal System Facilities on the Regional Roadway Network**  
**US 17 • US 27 • SR 29 • SR 31 • SR 64 • SR 70 • SR 80**  
**SR 82 • SR 91 (Florida's Turnpike) • US 441 • SR 710**

Funded SIS Improvements			
Facility	From	To	Description
SR 29	CR 80A (Cowboy Way)	CR 731 (Whidden Road)	Widen to 4 lanes
SR 70	Jefferson Ave	US 27	Widen to 4 lanes
SR 710	US 441	I-95 Canal	New Roadway (4 lanes)
SR 710	E. of I-95 Canal	Sherman Woods Ranches	Widen to 4 lanes
SR 710	Sherman Woods Ranches	Chascholee / Manatee County Line	Widen to 4 lanes

Partially Funded SIS Improvements Identified for PD&E and Design in the SIS Long Range Cost Feasible Plan 2029-2045			
Facility	From	To	Description
SR 70	Manatee County Line	West of Peace River / American Legion Rd.	Widen to 4 lanes
US 17	Palmetto St	SR 70/Hickory St	Highway Capacity
US 17	SR 70/Hickory St	SR 35/DeSoto Ave	Highway Capacity
SR 70	East of SR 31	Jefferson Avenue	Widen to 4 lanes
SR 64	US 17	SR 636	Widen to 4 lanes
SR 64	Old Town Creek Rd. / CR 671 / Farnell Rd.	Hardee / Highlands County Line	Widen to 4 lanes
US 27	Palm Beach / Hendry County Line	SR 80	Freight Capacity
SR 64	Hardee / Highlands County Line	US 37	Widen to 4 lanes
US 27	Glades / Highlands County Line	SR 70	Widen to 6 lanes
US 27	South of Skipper Rd.	US 98	Widen to 6 lanes
SR 70	NW 38th Terrace	US 98	Widen to 4 lanes
US 98 / US 441	38th Terrace	38th Ave.	Widen to 4 lanes

Although SIS designated roadways are typically prioritized through the Florida SIS Plan, the 2045 L RTP looks to advance improvements on SR 70 with available Other Arterials (OA) funding. The HRTPO, its committers, and many community stakeholders have expressed that SR 70 is the highest priority in the region.

SR 70 Improvements Funded With OA Funds				
Facility	From	To	Description	Funded Phases
SR 70	US 27	CR 29	Widen to 4 Lanes	FE, ROW, CST
SR 70	CR 29	Lonesome Island Rd	Widen to 4 lanes	FE, ROW, CST
SR 70	East of Lonesome Island Rd	38th Terrace	Safety Improvements and/or PD&E	Safety/PD&E

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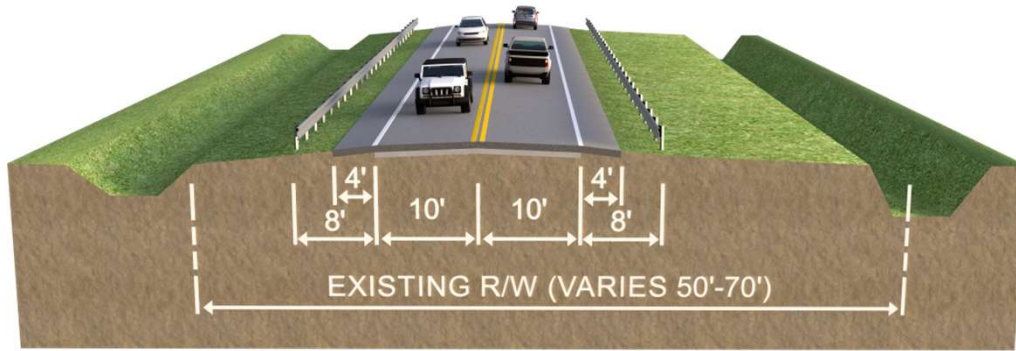
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The proposed improvements along State Road 70 from East of Lonesome Island Road to NW 38th Terrace are identified in the Cost Feasible Plan of the Heartland Regional Transportation Planning Organization or TPO 2045 Long Range Transportation Plan. This PD&E study is funded and design, right of way and construction are not currently funded.

## Existing Conditions



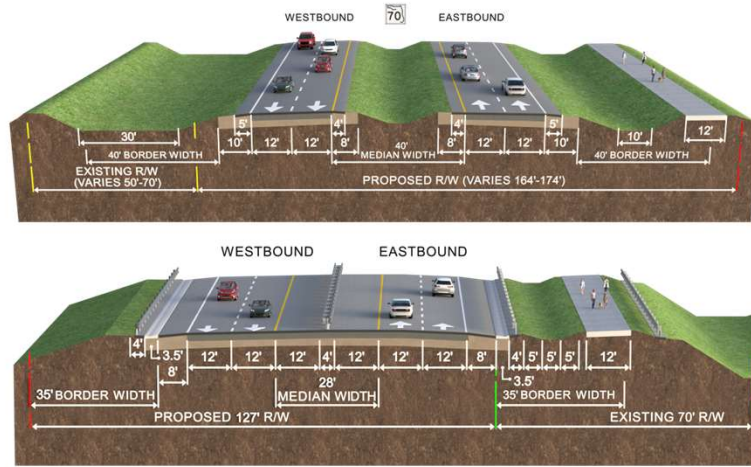
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Within the project limits, State Road 70 is a two-lane road with ten-foot travel lanes and eight-foot shoulders, of which four feet are paved. Guardrails along most of the roadway are situated very close to the travel lanes. The existing typical section does not meet 2024 FDOT Design Manual standards. The substandard lane and shoulder widths and proximity of the guardrails to the travel lanes restrict the ability of drivers to avoid hazards.

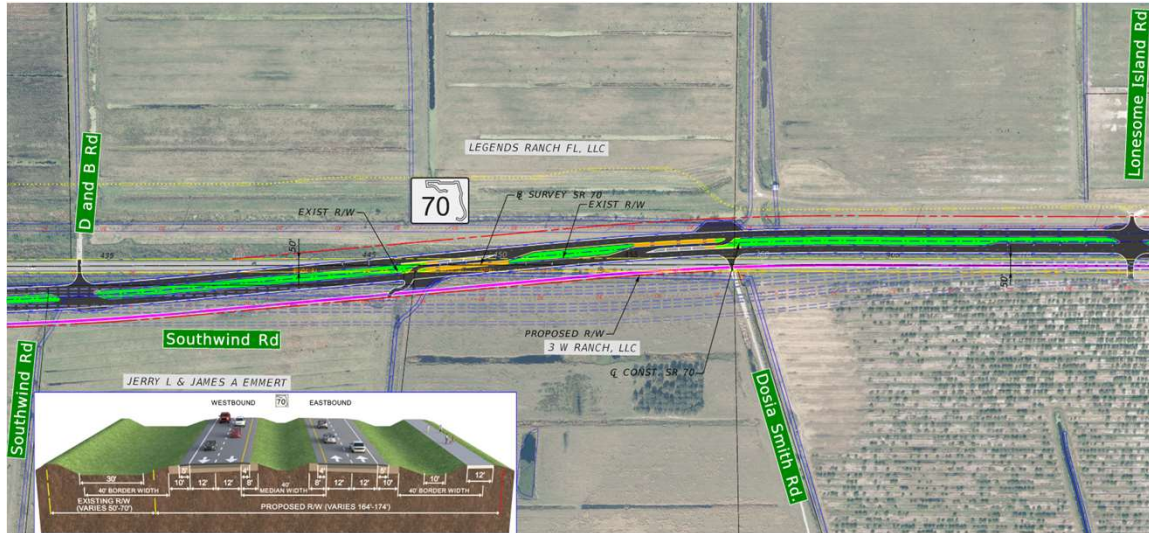
## Proposed Typical Roadway Sections



Narrower Section in Constrained Areas

State Road 70 is proposed to be widened to 4-lanes with two 12-foot travel lanes in each direction separated by a 40-foot grassed median. Full paved shoulders and drainage ditches are proposed on the outside and a 12-foot-wide shared use path is proposed along the south side of the road for bicycles and pedestrians. In constrained areas, a narrower section is proposed with a smaller 28-foot paved median separated by a guardrail and guardrails along the outside shoulders.

## From Beginning of Project to West of Harney Pond Canal



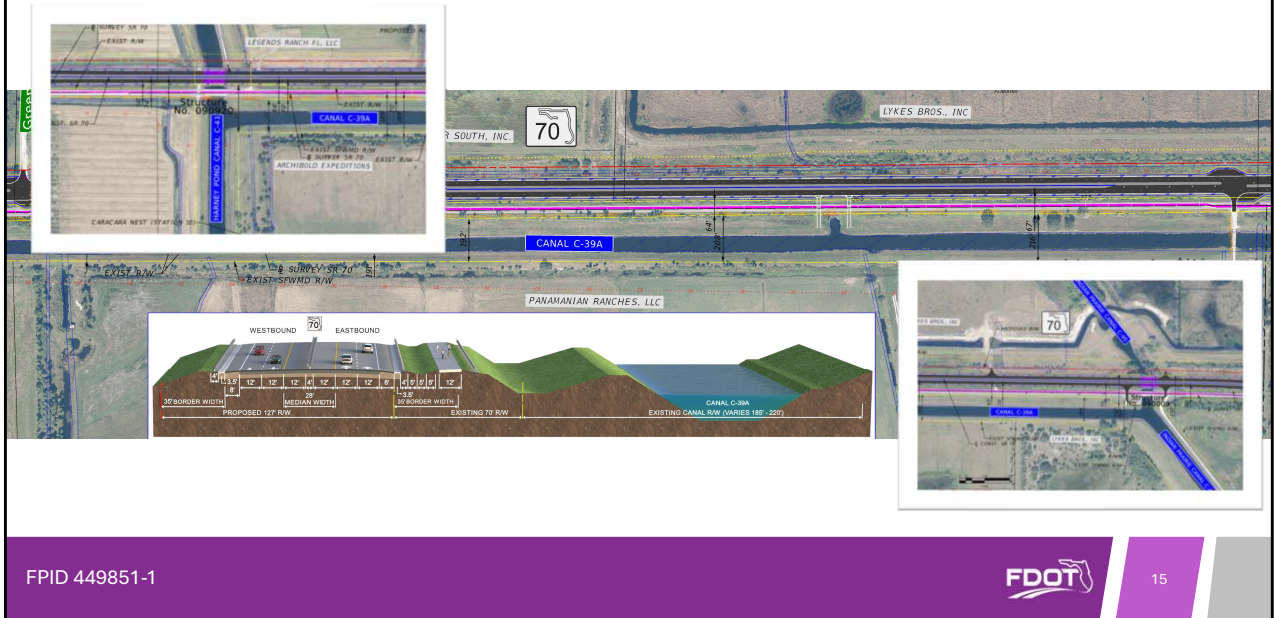
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The beginning limit for this study segment of State Road 70 is just west of Lonesome Island Road where it ties into a previous study segment which proposed widening to the south from County Road 29 to Lonesome Island Road.

## From Harney Pond Canal to Indian Prairie Canal



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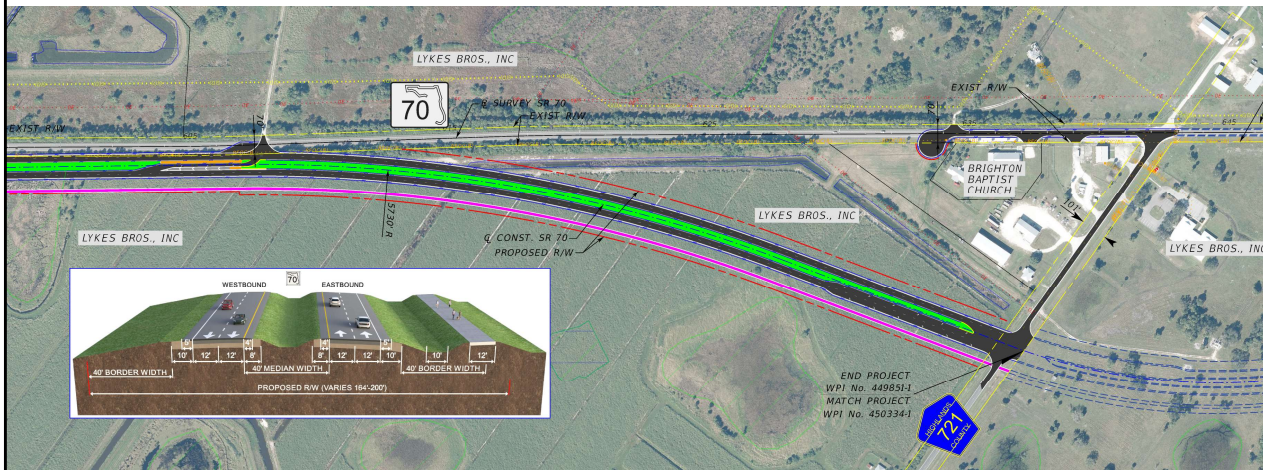
Moving east, the alignment shifts to widening to the north side of existing State Road 70 pavement and using the narrower median as the roadway crosses the Harney Pond Canal. This northern shift and narrower section avoids impacting the existing C-39A canal located south of the existing roadway. Continuing east, the alignment remains to the north across the Indian Prairie Canal.







## CR 721 Intersection Alternative 2 – Re-align South



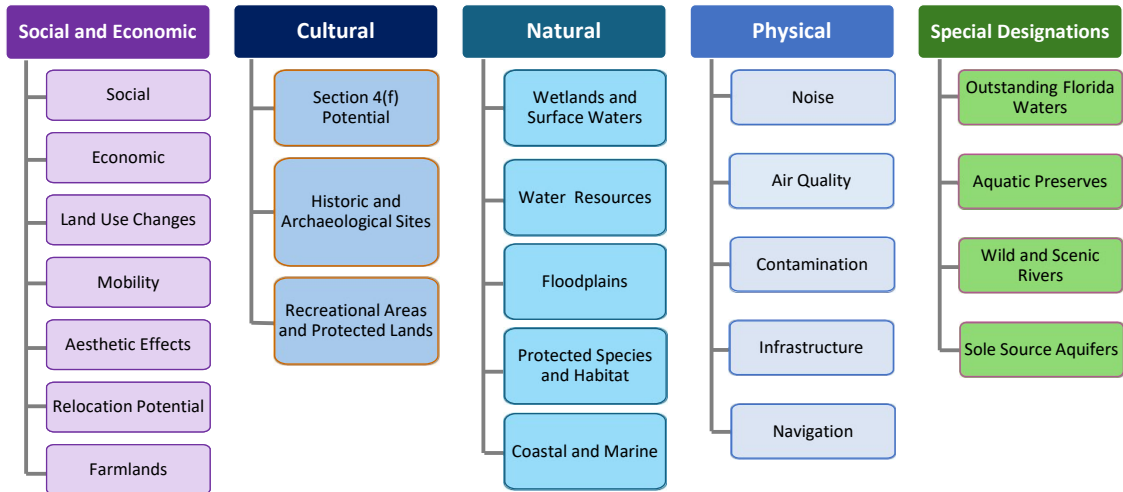
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Intersection Alternative 2 shifts both proposed eastbound and westbound lanes to the south of the existing location, avoiding the business impacts. Access to the businesses will remain and be connected to State Road 70 through the access from County Road 721. The layout of the roadway widening and both intersection alternatives are shown in greater detail on the concept plans for this alternatives workshop.

## Key Environmental Considerations During PD&E



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Project team members will continue to refine and evaluate alternatives for the remainder of the study. Key considerations include evaluating potential effects including impacts involving social, cultural, natural, and physical resources and those involvement with special designations.

# Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Intersection Alternative 1	Intersection Alternative 2
<b>Purpose &amp; Need</b>			
Improves Safety Conditions?	x	✓	✓
Improves Transportation Network Connectivity?	x	✓	✓
Accommodate Freight Activity?	x	✓	✓
<b>Potential Right-Of-Way Impacts</b>			
Relocations (Business/Residential)	0	2	0
Number of Parcels Impacted	0	12	15
Right-of-Way Required (acres)	0	148.9	143.8
<b>Potential Environmental Effects</b>			
Archeological & Historic Sites	0	2	2
Section 4(f) Resources	0	0	0
Noise-Impacted Receptors	0	0	0
Contamination Sites (Medium/High)	0/0	0/0	0/0
Wetlands (acres)	0	45	45
Surface Waters (acres)	0	64.1	64.1
Floodplains (acres)	0	0	0
Threatened & Endangered Species	None	High	High
<b>Estimates Costs (in millions)</b>			
Right-of-Way Acquisition	\$0.00	\$5,500,000.00	\$2,400,000.00
Wetland Mitigation	\$0.00	TBD	TBD
Design	\$0.00	\$5,087,250.00	\$5,544,906.30
Roadway Construction	\$0.00	\$56,525,000.00	\$61,610,070.00
Construction Engineering & Inspection	\$0.00	\$6,783,000.00	\$7,393,208.40
<b>Preliminary Estimate of Total Project Costs</b>	<b>\$0.00</b>	<b>\$73,895,250.00</b>	<b>\$76,948,184.70</b>

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.

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 also on display at this workshop and on the project website.

# Several Ways to Provide Comments

- Complete comment form, drop it in box at the in-person meeting
- Submit comments through the project website <https://www.swflroads.com/project/449851-1>
- Email comments to [David.Turley@dot.state.fl.us](mailto:David.Turley@dot.state.fl.us)
- Mail the comment form to the address on the back of the comment form



Comments received or postmarked by **July 5, 2024**

will become part of the alternatives 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 meeting, at the online meeting, 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 July 5, 2024, to be included in the alternatives workshop record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.

## SR 70 PD&E Study Schedule

Study Activities	2023				2024				2025	
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer
Study Begins	★									
Public Involvement / Newsletters (4)	#1				#2				#3	#4
Data Collection										
Engineering & Environmental Analysis										
Draft and Final Study Documents										
Alternatives Public Workshop										
Public Hearing										
OEM Approval (Location and Design Concept Acceptance)										★

We are here

Preliminary – Subject to Change

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This State Road 70 PD&E Study began in early 2023. The project team has been evaluating data and performing initial engineering and environmental evaluations. After this workshop, the team will refine the project alternatives, finalize the environmental evaluation, and complete draft documents that will be provided at a public hearing in early 2025. Following the public hearing, the study documents will be completed for review by FDOT's Office of Environmental Management for location and design concept acceptance to complete the PD&E study phase.

## Title VI and NEPA Assignment

This study satisfies National Environmental Policy Act (NEPA) and other polices, regulations and procedures

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 May 26, 2022, and executed by the Federal Highway Administration and FDOT.

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.*

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. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

For additional information on all rules and regulations this meeting follows, please see the Federal and State Citations board.

# Thank you!

Visit the project website:  
<https://www.swflroads.com/project/449851-1>



*"Remember to be Alert Today,  
Alive Tomorrow!"*



*"Safety doesn't happen by accident."*

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

And finally: an FDOT safety moment. "Remember to be Alert Today, Alive Tomorrow. Safety doesn't happen by accident. FDOT thanks you for making safety a continued priority!"