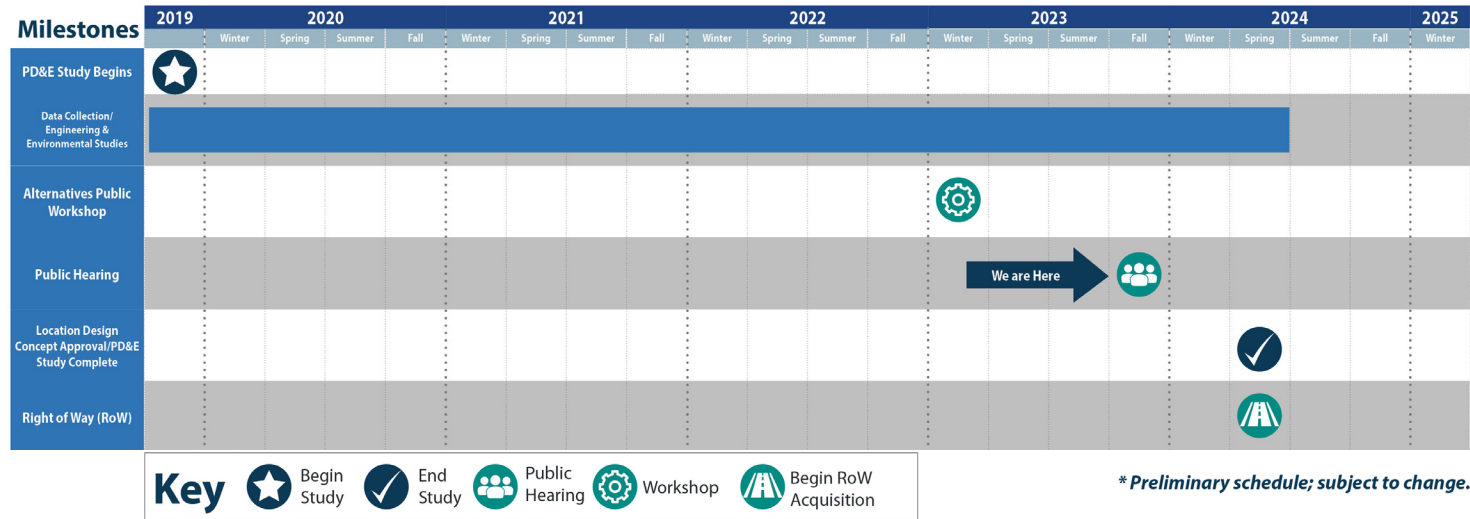


SR 31 PROJECT SCHEDULE



State Road (SR) 31 from SR 80 to SR 78 Project Development and Environment (PD&E) Study Lee County (FPID 441942-1)

Thursday,
November 2,
2023



PROJECT LOCATION MAP

PROJECT PURPOSE

- Address capacity and transportation demand due to growth
- Accommodate pedestrians and bicyclists
- Address substandard elements of the Wilson Pigott Bridge
- Enhance linkage and regional connectivity in the transportation network
- Enhance safety for hurricane evacuation and response times

STATE ROAD 31 PUBLIC HEARING AGENDA

- 5 p.m. - 6 p.m. Open House
- 5:45 p.m. Live Online Begins
- 6 p.m. Formal presentation and comment
- Date: Thursday, November 2, 2023**

Location: The Field House at Babcock Ranch
43281 Cypress Parkway, Babcock Ranch, FL 33982

The Florida Department of Transportation (FDOT) welcomes you to the Public Hearing for the SR 31 from SR 80 to SR 78 Project Development and Environment (PD&E) Study in Lee County.

FDOT is conducting the PD&E Study to evaluate alternatives to address safety, future traffic demands, and to improve the roadway design to better serve the needs of all users, including bicyclists and pedestrians.

The State Road 31 Public Hearing is being held to present the Preferred Alternative and all analysis to date, as well as to give interested persons an opportunity to express their views concerning the location, conceptual design, and environmental effects of the proposed improvements.

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 addresses project needs, while minimizing impacts to the cultural, natural, social, 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.

WHAT IS THE PREFERRED ALTERNATIVE?

Based on your comments from the public meeting and additional environmental and engineering analyses, a Preferred Alternative was selected for the SR 31 project. The Preferred Alternative for SR 31 results in the following:

- Widening the existing two-lane undivided roadway to a six-lane divided roadway from SR 80 to SR 78
- Replacing the Wilson Pigott Bridge over the Caloosahatchee River
- Reconfiguring the existing SR 31/SR 80 intersection to a grade-separated intersection

HOW TO COMMENT?

You may share your comments about the project in several ways:

1. Complete a speaker card available at the sign-in table and make an oral comment at the microphone, or by using GoToWebinar during the formal comment portion of the hearing.
2. Make an oral statement to the court reporter during the informal portion of the hearing.
3. Complete a comment form and place it in the comment box at the hearing or mail to **Patrick Bateman, P.E.** FDOT Project Manager.
4. Email comments to **Patrick Bateman, P.E.** FDOT Project Manager at **Patrick.Bateman@dot.state.fl.us**.

All comments must be postmarked by November 12, 2023, to be included as part of the public hearing record.

CONTACT INFORMATION

ATTN: **Patrick Bateman, P.E.**
FDOT Project Manager
Florida Department of Transportation
Environmental Management Office
MS 1-40
801 N. Broadway Ave
Bartow, FL 33830
(863) 519-2792
Patrick.Bateman@dot.state.fl.us

TECHNICAL DOCUMENTS

Project documents will be available for public viewing on the project website or at the following location from Oct. 11, 2023 through Nov. 12, 2023:

Riverdale Public Library
2421 Buckingham Road
Fort Myers, FL 33905

FDOT SWIFT SunGuide Center
10041 Daniels Parkway
Fort Myers, FL 33913

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, 801 N. Broadway Ave., Bartow, Florida 33830, call (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.

SCAN HERE TO VIEW THE PROJECT WEBSITE AND HEARING MATERIALS



www.swflroads.com/project/441942-1

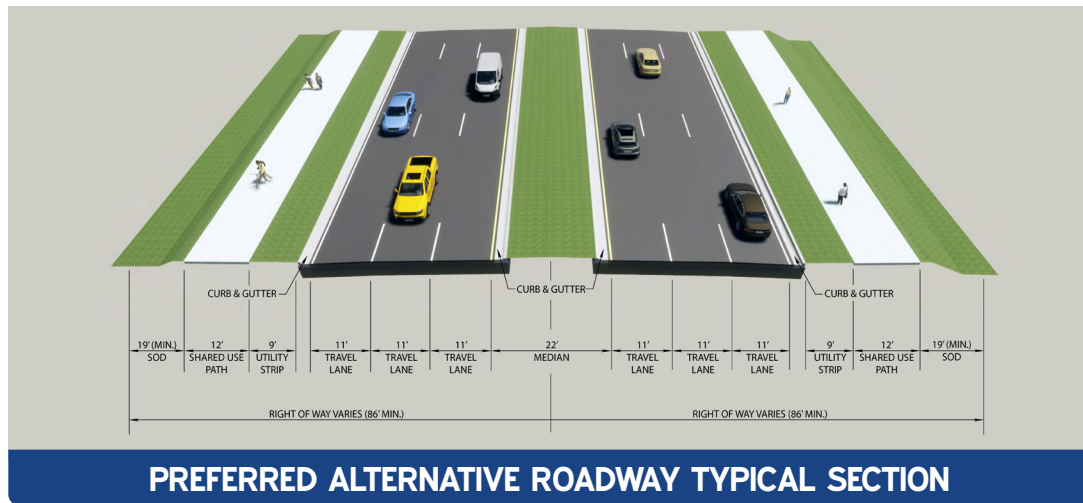
SR 31 FROM SR 80 TO SR 78 WIDENING

The Preferred Alternative is a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line. This portion of the alignment will be located east of the existing two-lane roadway and the 50-foot FGT easement. This project will tie into the current SR 31 project from SR 78 in Lee County to Cook Brown Road in Charlotte County (Financial Project #428917-1).

The proposed speed limit for the project is 45 miles per hour. The Preferred Alternative raises the profile approximately three feet above existing SR 31 due to the updated 100-year floodplain elevation in the project corridor.

The proposed improvement would consist of widening the two-lane roadway to six lanes and, as shown in the proposed typical section, includes three 11-foot lanes in each direction, separated by a 22-foot raised median with curb along the inside and outside lanes. A 12-foot wide shared-use path is proposed on each side of SR 31 to accommodate pedestrians and bicyclists with a 9-foot utility strip between the back of curb and path.

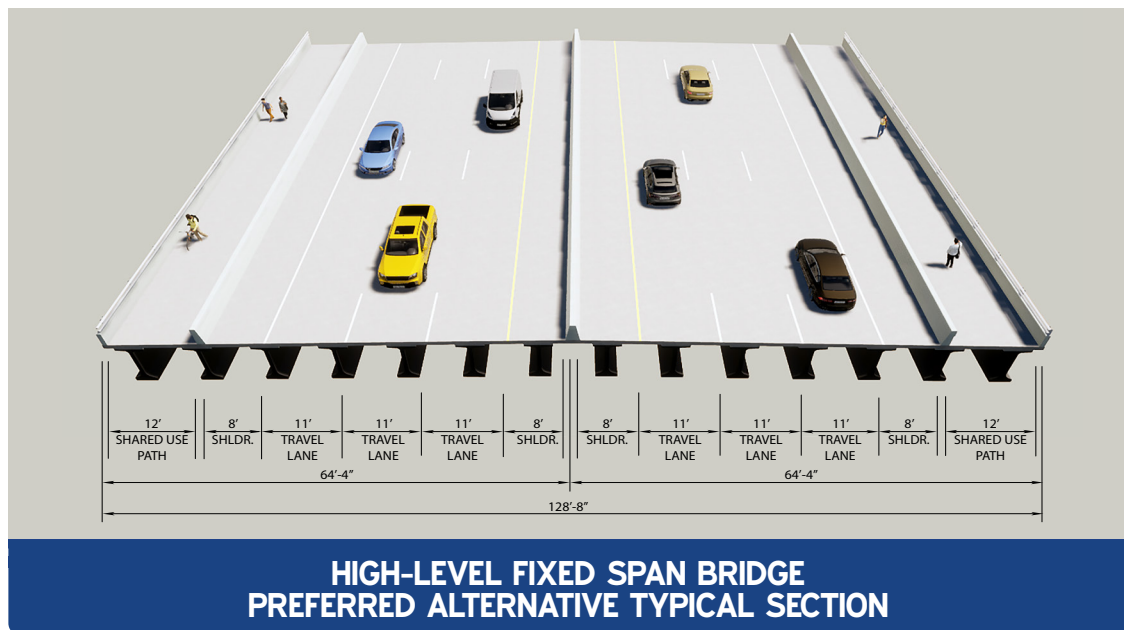
There are multiple typical sections associated with the proposed improvements that are shown on display and available on the project website.



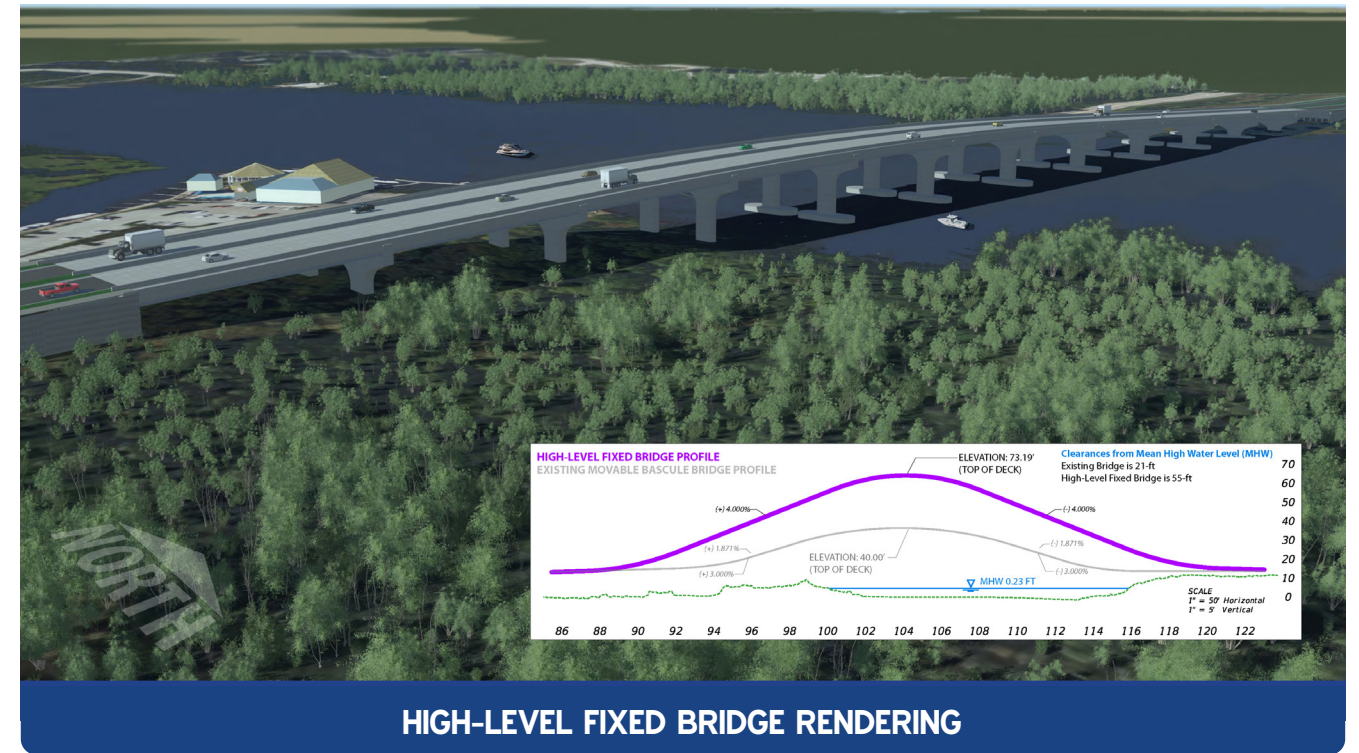
PREFERRED ALTERNATIVE ROADWAY TYPICAL SECTION

WILSON PIGOTT BRIDGE REPLACEMENT

The Preferred Alternative includes replacing the existing movable/drawbridge with a High-Level Fixed Bridge. The bridge will have three, 11-foot lanes in each direction, 8-foot shoulders, and 12-foot shared use paths on each side. Pedestrians and bicyclists would be protected via a raised barrier and railing. This bridge will be 34 feet higher than the current bridge and will not disrupt traffic from drawbridge openings. The proposed bridge will meet the US Coast Guard vertical clearance requirement of 55 feet for a high-level fixed bridge. The existing bridge will be permanently removed.



HIGH-LEVEL FIXED SPAN BRIDGE PREFERRED ALTERNATIVE TYPICAL SECTION



HIGH-LEVEL FIXED BRIDGE RENDERING

SR 31/SR 80 INTERSECTION IMPROVEMENT



SR 31/SR 80 INTERSECTION – NEW TRAFFIC MOVEMENTS

The Preferred Alternative also includes reconfiguring the existing SR 31/SR 80 intersection to a grade-separated intersection. The grade-separation will introduce two new bridges for SR 31 and SR 80 movements and will also include a new signal at a crossover location on SR 31. Southbound SR 31 travelers such as those coming from Lee Civic Center or Babcock Ranch, who want to go eastbound on SR 80, will use the bridge and cross over at a new signal on SR 31. Similarly, eastbound SR 80 travelers, including those coming from Fort Myers who want to go northbound on SR 31, will use the bridge and cross over at a new signal on SR 31.

The elevated roadway and bridge will separate conflicting traffic movements between SR 31 and SR 80. This new configuration will improve traffic flow at this intersection by not requiring vehicles on SR 80 to stop at the at-grade signal for heavy left turn movements.

PRELIMINARY – SUBJECT TO CHANGE

EVALUATION FACTORS	ALTERNATIVE	Preferred Alternative	No-Build
	Roadway	Widen SR 31 to 6 Lanes	No Widening
	Bridge	Replace bridge with high-level fixed	No Widening and No Replacement
	Intersection	Bridges at SR 80	No Improvements
ABILITY TO MEET PURPOSE AND NEED			
Accommodate future traffic demand			
Address bridge deficiencies			
Improve emergency evacuation/response			
POTENTIAL RIGHT OF WAY IMPACTS			
Relocations (#Business #Residential #Other)		0	0
Parcels (#Business #Residential #Other)		8 12 6	0
Right of Way to be acquired (acres)		46	0
POTENTIAL ENVIRONMENTAL IMPACTS			
Archaeological/Historic Resources Potential		Low	N/A
Wetlands (acres)		15.3	0
Surface Waters (acres)		7.3	0
Floodplains (acres)		36.1	0
Noise Sensitive Receptors (#)		0	0
Public Recreation Resources (#)		0	0
Threatened/Endangered Species Potential		Moderate	N/A
Utilities		Yes	0
Contamination Sites (#High #Medium Risk)		2 5	0 0
TRAFFIC OPERATIONS			
SR 80 Intersection 2045 Ave. Delay+Travel Time (sec. AM PM)		97.9 100.8	Over Capacity
Bridge Opening		No Openings	No Change
ESTIMATED PROJECT COSTS (2023 \$)			
Right-of-Way for Roadway and Stormwater Pond		\$22,700,000	\$0
Wetland Mitigation		\$2,100,000	\$0
Final Design and Construction		\$162,900,000	\$0
Construction Engineering and Inspection		\$19,500,000	\$0
Preliminary Estimate of Total Project Cost*		\$207,200,000	\$0

*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.