

PROJECT SCHEDULE

	2018			2019				2020				2021				2022				2023				2024								
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
STUDY BEGINS				✉																												
DATA COLLECTION	█																															
DEVELOP & EVALUATE ALTERNATIVES				█																												
FINALIZE STUDY DOCUMENTS								█																								
PUBLIC HEARING																																
STUDY APPROVAL																																



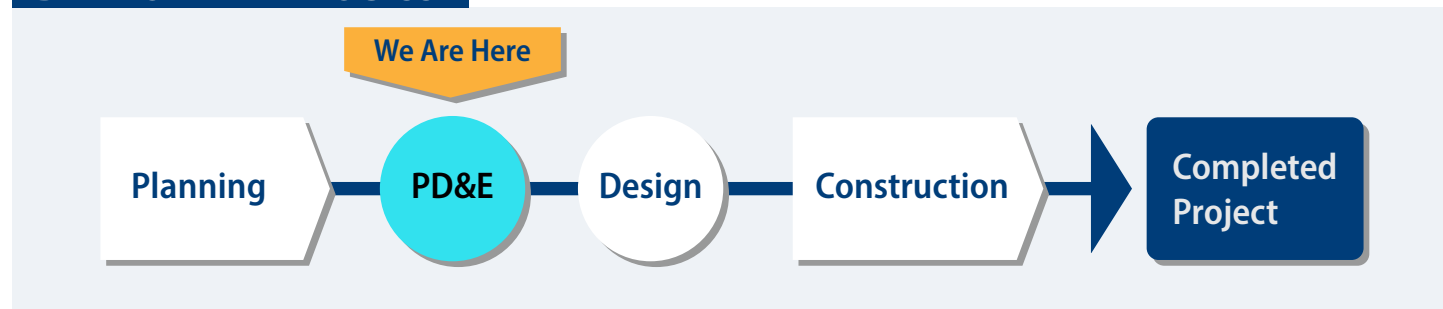
PUBLIC HEARING



NEWSLETTER

PRELIMINARY - SUBJECT TO CHANGE

DEVELOPMENT PROCESS



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 David C. Turley, P.E., PD&E Project Manager.
4. Email comments to the FDOT Project Manager, David C. Turley, P.E.

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

CONTACT INFORMATION

ATTN: David C. Turley, P.E.
 PD&E Project Manager
 Florida Department of Transportation
 P. O. Box 1249
 Bartow, FL 33831-1249
 (863) 519-2255
David.Turley@dot.state.fl.us

PROJECT DOCUMENTS

Project documents are available for public viewing on the project website or at the following location from Sept. 7, 2023 through Oct. 12, 2023:

Lake Placid Memorial Library 205 W Interlake Blvd Lake Placid, FL 33852 Call for Hours (863) 699-3705	District One Headquarters 801 N. Broadway Avenue Bartow, FL 33830 (800) 292-3368; 8 a.m. - 5 p.m.
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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 the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.



SR 70 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

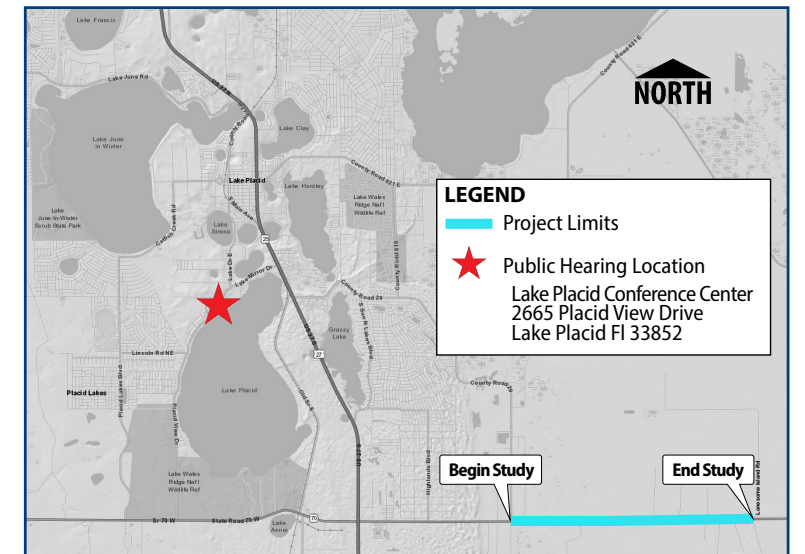
FROM CR 29 TO LONESOME ISLAND ROAD

PUBLIC HEARING HANDOUT - Thursday, September 28, 2023

Financial Project Identification (FPID) Number: 414506-5-22-01

WWW.SWFLROADS.COM/PROJECT/414506-5

The SR 70 Project Development and Environment (PD&E) Study is evaluating widening SR 70 from CR 29 to Lonesome Island Road in Highlands County from a two-lane undivided facility to a four-lane divided roadway. SR 70 is the primary east-west highway through the Lake Placid/southern Highlands County area, and provides regional access to employment centers, agricultural lands, and residential areas across the state. SR 70 is part of the designated Strategic Intermodal System (SIS) highway network and is a major east-west evacuation route. The project is approximately 4.4 miles in length.



PROJECT GOALS

- Improve emergency evacuation/response times
- Enhance safety along the project corridor
- Connectivity between the east and west sides of the state
- Enhance operational capacity of the corridor
- Provide access for standard roadway maintenance

AGENDA

5 p.m. - 6 p.m. Open House

5:45 p.m. Virtual Meeting

6 p.m. Formal Presentation
 10-minute Intermission
 Testimony

Date: Thursday, September 28, 2023

Location: Lake Placid Conference Center
 2665 Placid View Drive
 Lake Placid, FL 33852

WHAT IS A PD&E STUDY?

A Project Development and Environment (PD&E) Study is a phase of the Florida Department of Transportation's (FDOT) project development process. A PD&E Study assists the FDOT in determining the location, conceptual design and social, economic and environmental effects of proposed roadway and other project improvements. The process follows procedures set forth in the National Environmental Policy Act of 1969 and federal and state laws and regulations.

During the PD&E Study process, feasible alternatives are developed for improvement projects. These 'Build' alternatives are evaluated based on environmental, engineering and socioeconomic conditions, safety needs and public input. The need for additional right-of-way for improvements or stormwater will also be evaluated during the PD&E Study phase. The 'No-Build' alternative is evaluated throughout the study process. This 'No-Build' alternative leaves the existing transportation infrastructure as it is, with only routine maintenance as required for existing facilities. If the study results in a 'Build' alternative being selected, the project may proceed to the next phase, which is the Design phase. The basic activities of a PD&E Study include:



ENVIRONMENTAL EVALUATIONS

FDOT evaluated environmental and socioeconomic factors related to the proposed widening in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the project's effects on threatened and endangered species, wetlands and floodplains, cultural and historic resources, contamination sites, right-of-way acquisition and relocations, land use, stormwater management and permitting, noise, air quality, construction effects, and aesthetics. Based on these evaluations, we do not anticipate significant effects to the environment associated with widening US 70 from CR 29 to Lonesome Island Road.

CURRENT FUNDING

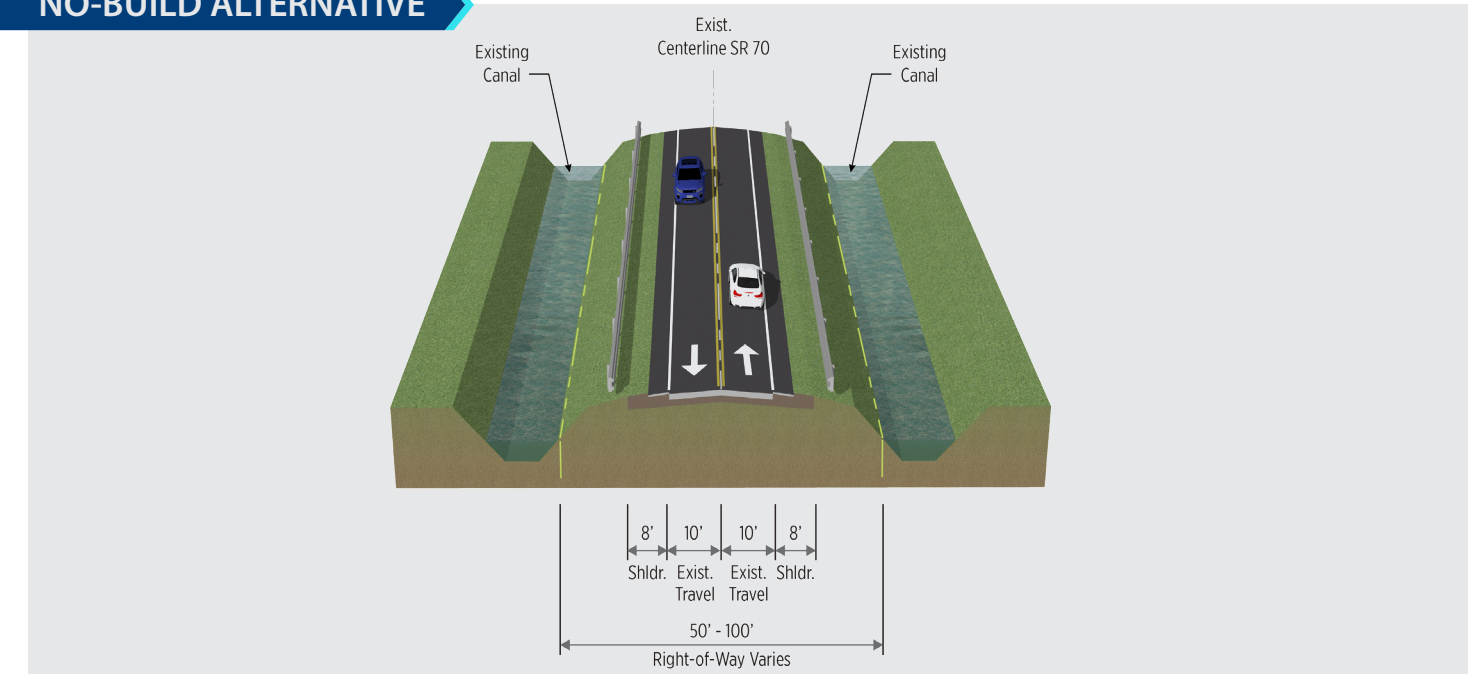
FDOT ADOPTED 5 - YEAR WORK PROGRAM JULY 1, 2023 TO JUNE 30, 2028	
PD&E STUDY	ONGOING
DESIGN	UNFUNDED
RIGHT-OF-WAY (LAND) ACQUISITION	UNFUNDED
CONSTRUCTION	UNFUNDED

EVALUATION MATRIX

Evaluation Criteria	No-Build Alternative	Preferred Alternative
Purpose & Need		
Improves Transportation Network Connectivity?	✗	✓
Improves Operational Conditions?	✗	✓
Improves Safety Conditions?	✗	✓
Potential Right-of-Way Impacts		
Relocations (Business/Residential)	0/0	0/0
Number of Parcels Impacted	0	13
Right-of-Way Required (acres)	0	156.8
Potential Environmental Effects		
Archaeological & Historic Sites	0	0
Section 4(f) Resources	0	0
Contamination Sites (Medium/High)	0/0	9/0
Wetlands (acres)	0	3.7
Surface Waters (acres)	0	32.9
Floodplains (acres)	0	82.8
Threatened & Endangered Species	None	High
Preliminary Estimated Costs (in millions)		
Right-of-Way Acquisition	\$0	\$10.4 m
Wetland Mitigation	\$0	\$0.5 m
Final Design & Construction	\$0	\$41.2 m
Construction Engineering & Inspection	\$0	\$5.4 m
Preliminary Estimate of Total Project Cost	\$0	\$57.3 m

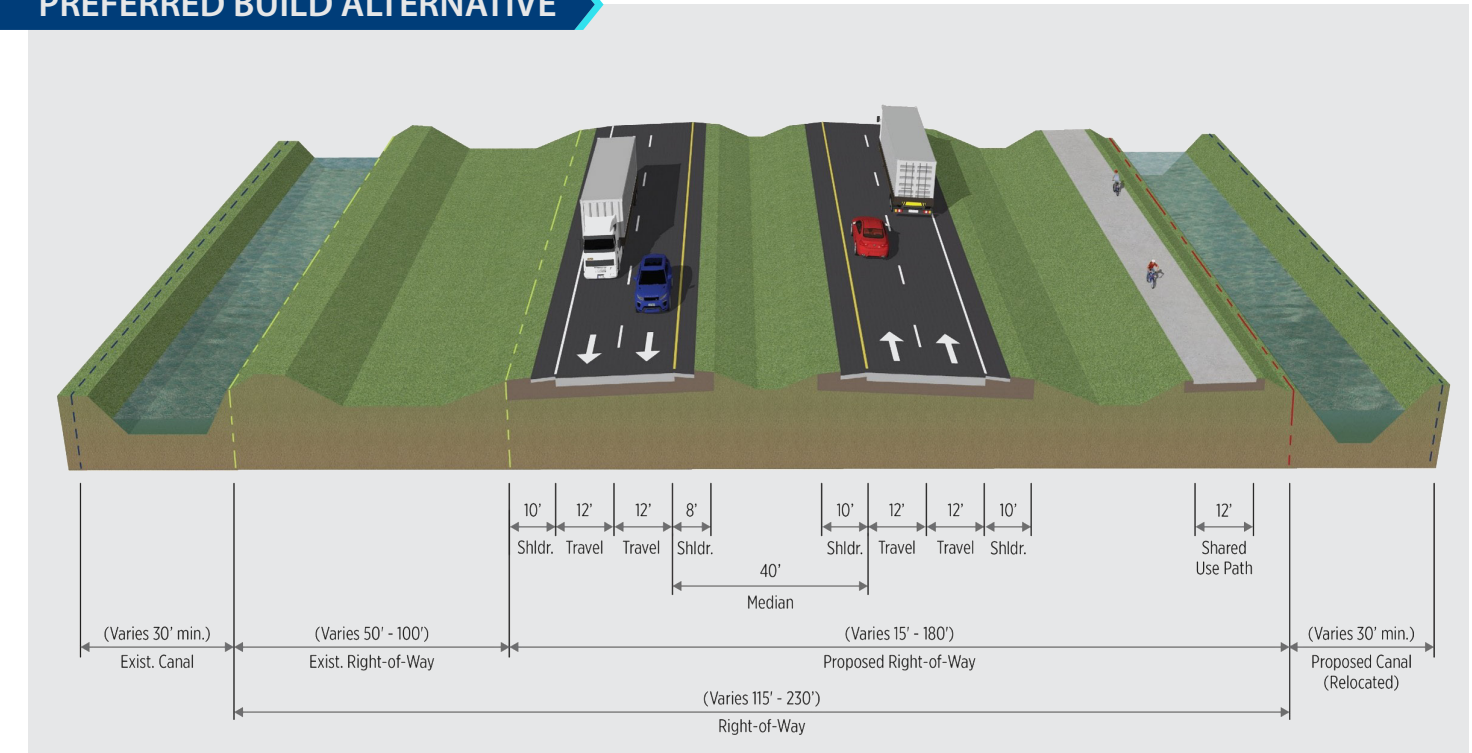
During the course of the PD&E Study, FDOT has evaluated various alternatives for this project. Based on public input and the results of the environmental analysis conducted, FDOT is recommending a Preferred Build Alternative.

NO-BUILD ALTERNATIVE



The No-Build Alternative remains a valid option and will continue to be evaluated until the completion of this study. The No-Build Alternative assumes no improvements to SR 70 through the year 2045, except for routine maintenance. The existing typical section includes two 10-foot travel lanes and 8-foot shoulders.

PREFERRED BUILD ALTERNATIVE



The Preferred Build Alternative typical section includes 12-foot travel lanes, 10-foot (5-foot paved) outside shoulders, a 10-foot (5-foot paved) inside shoulder for eastbound travel lanes, an 8-foot (4-foot paved) inside shoulder for the westbound travel lanes, and a 12-foot shared use path on the south side of the roadway.