



Alternatives Public Workshop Frequently Asked Questions (FAQs)

State Road (SR) 31 Extension Project Development and Environment (PD&E) Study From SR 70 to US 17 in Arcadia, FL

Financial Project Number (FPID): 431298-1

How can I stay involved in this study?

Updates to the PD&E Study will be posted on the project webpage at www.swflroads.com/project/431298-1. We will also 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 request to be added on the project webpage.

Why is this project not being done faster?

The FDOT is planning to use federal funding to complete this project. In order to maintain federal funding eligibility, FDOT must complete this PD&E Study which requires a comprehensive evaluation of the costs, benefits, and impacts of the project as well as public input on the proposed improvements. A PD&E Study generally takes two years to complete because there is a lot of data to be collected and analyzed, agency coordination that must take place, and decisions that must be made. This is especially true for new alignments like this one. This study only seems longer because it was preceded by the Alternative Corridor Evaluation Study, and the project was put on hold for a few years due to the COVID-19 Pandemic.

When will the preferred alternative be selected?

Following the Alternatives Public Workshop, the preferred alternative will be developed and presented, along with the No-Build Alternative, for public review and comment at a Public Hearing expected to occur sometime in Spring 2025. The PD&E Study will be finalized after the Public Hearing when the project documents are approved. If a build alternative is selected and funding is programmed, the project may then proceed to the design phase of project development. Design, right of way, and construction funding are identified in the 2045 Cost Feasible Plan of the Heartland Regional Transportation Planning Organization's (HRTPO) Long Range Transportation Plan. Funding for design is also identified in the FDOT 5-Year Work Program for Fiscal Year 2027. The FDOT will continue to work with the HRTPO to ensure that planning consistency is maintained.

Will the preferred alternative be exactly as shown at the Alternatives Public Workshop? I suggest a slight change to one of the alternatives shown.

The project team will consider all comments received at the Alternatives Public Workshop and, where feasible, will incorporate them in the development of the preferred alternative. Changes to the preferred alternative may occur during the design phase.

What is the next step in the PD&E process?

Following this Alternatives Public Workshop, the preferred alternative will be developed and presented, along with the No-Build Alternative, for public review and comment at a Public Hearing tentatively scheduled for Spring 2025.

Design, right of way, and construction funding are identified in the 2045 Cost Feasible Plan of the Heartland Regional Transportation Planning Organization (HRTPO)'s Long Range Transportation Plan. Funding for design is also identified in the FDOT 5-Year Work Program for Fiscal Year 2027. The FDOT will continue to work with the HRTPO to ensure that planning consistency is maintained.

Has a noise study been completed for the study area – will the new roadway include noise barriers for my home/neighborhood?

A comprehensive noise analysis will be completed as part of the PD&E Study, and the results will be presented at the Public Hearing currently anticipated for Spring 2025. Properties located adjacent to the proposed alternative will be studied for future noise abatement. Any homes or businesses identified as potentially feasible and reasonable for noise abatement under federal and state regulations will be further evaluated during the Design phase.

Has a traffic study been completed for the study area? I am concerned about truck traffic from the south and west coming through Arcadia.

A Draft Project Traffic Analysis Report has been prepared to evaluate existing and future traffic conditions for the study alternatives. Preliminary intersection design recommendations have been developed for the five alternative alignments (presented at the Workshop). Once a recommended alternative is selected, further intersection analysis will be completed, and refined design concepts will be developed. The project is anticipated to primarily alleviate truck traffic from Downtown Arcadia for regional trips to/from the north and the south/east. Truck traffic from the west is unlikely to be affected by the project.

Why do alternatives impact private property instead of public property?

Publicly owned land is afforded special protection in the development of transportation projects as what we call a potential "Section 4(f) resource." To maintain federal funding eligibility, we are required to avoid impacting Section 4(f) resources or demonstrate that there is no feasible alternative to the impact.

I want to improve/buy/sell my property that may be impacted by one of the alternatives. What should I do now?

Property owners who feel they may be impacted should stay involved with the project throughout the PD&E Study phase and can move forward with any property plans, including improving, buying, or selling property. At this stage of project development, the project is not funded for right-of-way acquisition or construction. In the event your property needs to be acquired for the project, FDOT compensates the property owner for all costs and impacts and coordinates with them throughout the acquisition process.

How will future construction impact traffic in the area?

During the design phase, a maintenance of traffic (MOT) plan will be created along with the final design of the roadway. The MOT will ensure that construction does not inhibit the flow of traffic and will establish temporary traffic controls and work zones. The design phase is currently funded and scheduled to begin in 2027, following the completion of the PD&E Study.