



**State Road (SR) 31  
Extension**

**Project Development  
and Environment (PD&E)  
Study**

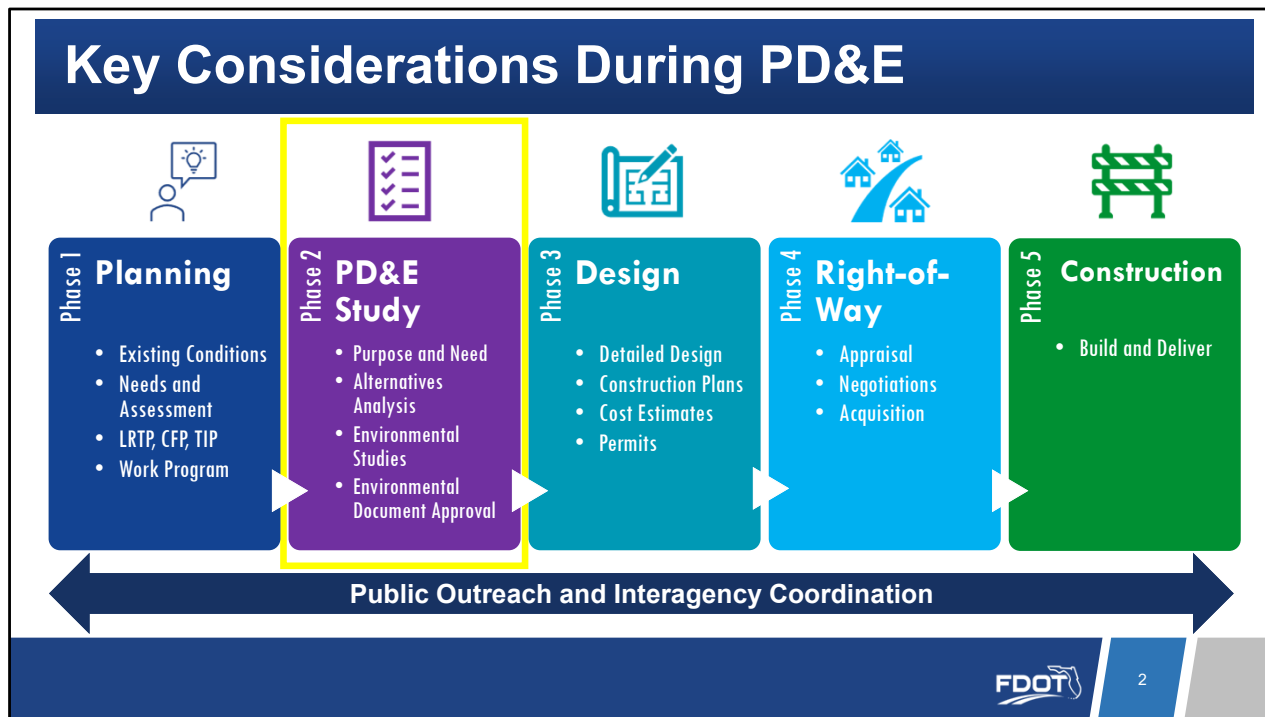
**Alternatives Public Workshop**

In-Person Workshop: November 8, 2023  
Virtual Workshop: November 9, 2023

FPID: 431298-1



The Florida Department of Transportation, or F D O T, welcomes you to the Alternatives Public Workshop for the SR 31 Extension Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.



The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid F D O T District One and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the PD&E Study process.

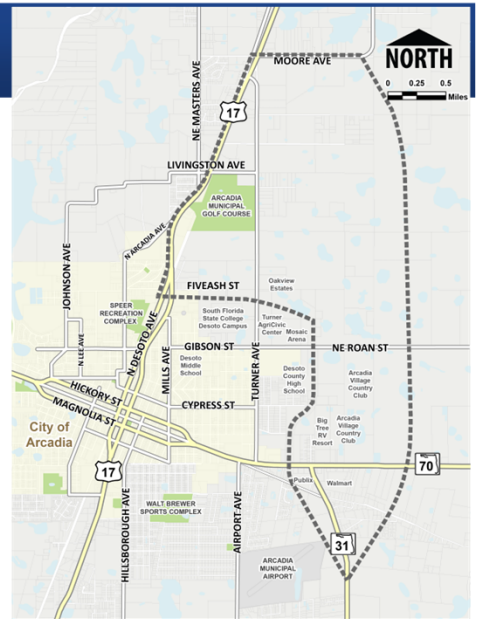
**In-person:** This presentation will play on a loop throughout the open house tonight. The project team is available to answer your questions and project materials are on displayed for viewing.

**Live Online:** Following this presentation, the project team will answer your questions. You may submit your questions through the questions box at any time during or after the presentation.

Key considerations during the PD&E process include evaluating impacts and effects on the social, economic, cultural, natural, and physical environments. We also take into account specially designated resources that may be impacted as a result of the proposed improvements.

## Project Location

- Study limits from SR 70 to US 17
  - Northeast of downtown Arcadia
- Approximately 5 miles, depending on the alternative
- New Roadway



The PD&E Study project limits are on SR 31 from SR 70 to approximately five miles north to US 17, depending on the alternative, northeast of downtown Arcadia, in DeSoto County.

The proposed extension of SR 31 will result in the creation of a new corridor.

## Project Background

- Existing State Road 31 Roadway
  - Urban minor arterial
  - Two 12-foot-wide travel lanes
  - No bicycle or pedestrian facilities
- Previous Study (2019)
  - Alternatives B, F, and J
  - New Hybrid Alternatives BJ and FJ

### Alternative Corridor Evaluation Report (ACER)

Florida Department of Transportation (FDOT)

District One

F.A.P. No.: TBD

FPID No.: 431298-1-22-01

ETDM No.: 14316

State Road (SR) 31 Extension

Alternative Corridor Evaluation (ACE) Feasibility Study

From SR 70 to US 17

DeSoto County, Florida

April 2019

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.

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 USC § 168 of the state project development process.

Within the project limits, SR 31 is classified as an urban minor arterial with two 12-foot-wide travel lanes, intermittent turn lanes, and an open drainage system. The posted speed limit on SR 31, near its intersection with SR 70, is 45 miles per hour. In addition, no bicycle or pedestrian facilities are present in this portion of the study area.

An earlier study was completed in 2019 to identify and evaluate reasonable corridor alternatives for the extension of SR 31. The previous study recommended five corridors for further evaluation. Those corridors are the subject of this PD&E Study.



## Purpose and Need

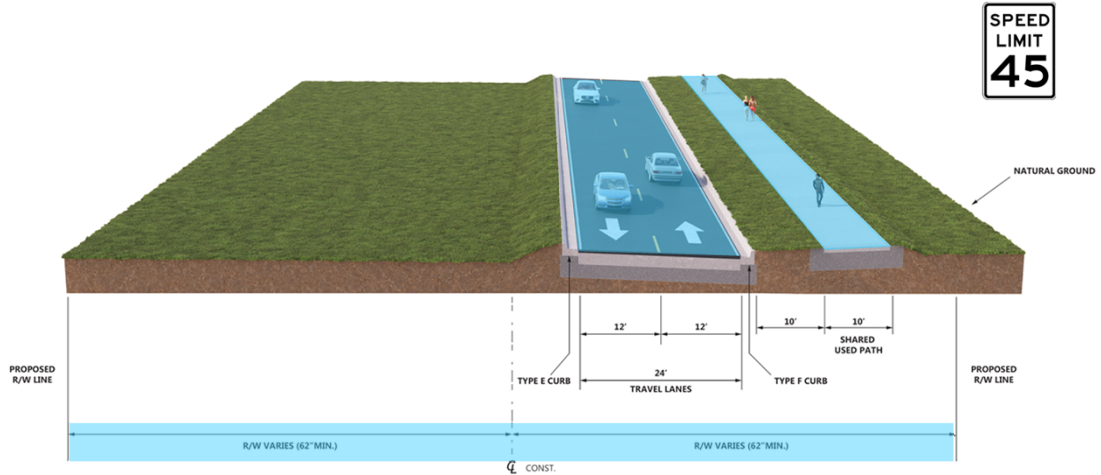
- Improve Safety Conditions
- Enhance Mobility
- Improve Traffic Operations
- Support Local Economic Development Goals



The purpose of the SR 31 Extension PD&E Study is to analyze transportation improvements that will improve safety by reducing the interaction of vehicular through truck traffic with bicyclists and pedestrians in Arcadia's downtown, enhance mobility by supporting the movement of people and goods through central DeSoto County, improve traffic operations in Arcadia by reducing regional through traffic in the downtown area, and support the economic development goals for northeast Arcadia identified in local future land use plans.

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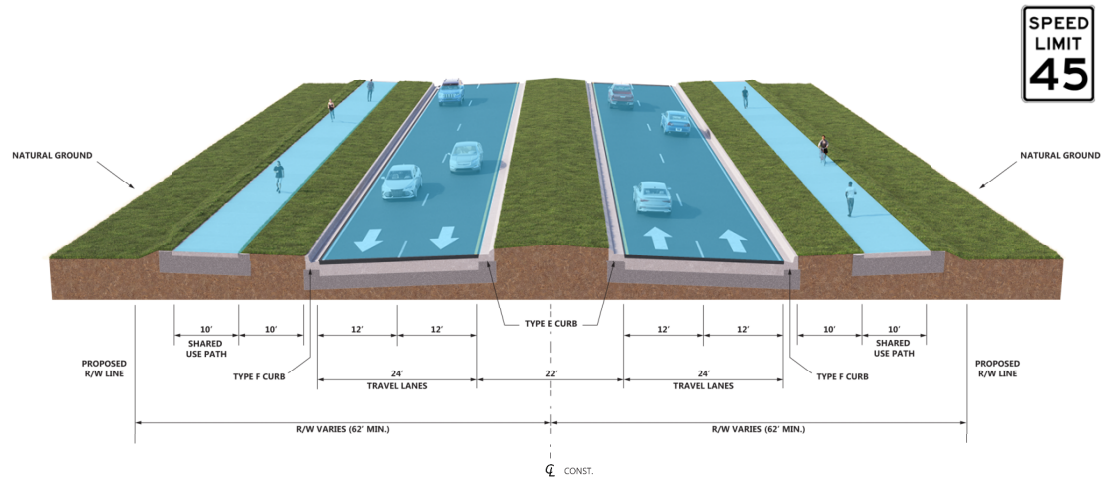
# Typical Section



The typical section shown here is being proposed for this new roadway with an overall width of 124 feet. The typical section will fit within the larger corridor footprint of 250 feet and provide for variation within the corridor alignment. An initial phasing is shown here, including two 12-foot-wide travel lanes and a 10-foot-wide shared-use path.

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# Ultimate Typical Section



This initial phasing typical section would be expandable to a four-lane divided roadway to create the ultimate shown here. Both sides of the roadway include two 12-foot-wide travel lanes and a 10-foot-wide shared-use path. The roadway context classification would change from an urban minor arterial to a rural town and the speed limit will remain 45 mph.

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# Proposed Alternatives

## • Alternative B

- Begins south of SR 70
- Ends north of NE Fiveash Street
- Approximately 3.7 miles
- West of Big Tree RV Resort



FDOT

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The proposed extension of SR 31 includes five alternative corridors. The project team has kept the same corridor names from the 2019 study. Let's review each alternative.

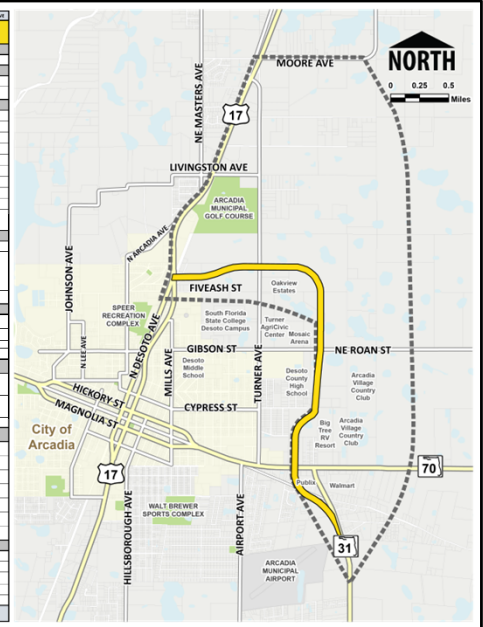
Alternative B begins south of SR 70 and ends at US 17, north of NE Fiveash Street. The total corridor length is approximately 3.7 miles. Alternative B runs along the western study area boundary, west of Big Tree RV Resort.

# Proposed Alternatives

## • Alternative B

- This is a summary of how alternative B compares to the “No Build” option.
- See the matrix for a detailed view.

EVALUATION FACTORS	NO BUILD ALTERNATIVE	ALTERNATIVE B
<b>PROJECT CONTEXT</b>		
LENGTH OF CONSTRUCTION (MILES)	0	4.2
<b>ENVIRONMENTAL IMPACTS</b>		
UNPAVED ROAD IMPACTS (Total Number of Parcels)	0	61
INDICATED LOSS OF WET ACQUISITION (Acres)	0	69.3
<b>LAND USE/CONSTRUCTION</b>		
NUMBER OF BUSINESS IMPACTS (PARCELS)	0	3
NUMBER OF BUSINESS RELOCATIONS	0	0
NUMBER OF RESIDENTIAL IMPACTS (PARCELS)	0	33
Single-Family Residential Parcel Impacts	0	3
Minority Residential Parcel Impacts	0	0
NUMBER OF RESIDENTIAL RELOCATIONS (REMOVED)	0	38
Single-Family Residential Relocations	0	0
Minority Residential Relocations	0	0
NUMBER OF CONVEYED POTENTIALLY AFFECTED	0	0
NUMBER OF ACQUISITION OF PROPERTY (ACRES)	0	0
NUMBER OF POTENTIALLY AFFECTED CULTURAL OVERLAP AREAS	0	2
<b>ENVIRONMENTAL IMPACTS</b>		
NUMBER OF TREE REMOVALS (4" DBH OR GREATER)	0	0
ENVIRONMENTAL IMPACTS (TOTAL NUMBER OF TREE REMOVALS)	0	0
NUMBER OF POTENTIALLY AFFECTED CULTURAL OVERLAP AREAS	0	0
NUMBER OF POTENTIALLY AFFECTED CULTURAL OVERLAP AREAS	0	0
<b>NOISE/ENVIRONMENT</b>		
NOISE IMPACTS (TOTAL NUMBER OF NOISE IMPACTS)	N/A	6.64
NOISE IMPACTS (TOTAL NUMBER OF NOISE IMPACTS)	N/A	6.64
NOISE IMPACTS (TOTAL NUMBER OF NOISE IMPACTS)	0	3.2
NOISE IMPACTS (TOTAL NUMBER OF NOISE IMPACTS)	0	3.2
<b>TRAFFIC OPERATIONS AND SAFETY</b>		
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (AM)	N/A	0.46
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (PM)	N/A	0.42
AVERAGE ICE MAINTENANCE SCORE	N/A	0.75
TOTAL TRUCK TRAFFIC (TRUCKS PER HOUR) FROM WESTERN METHOD	0	1,000
AVERAGE INTERSECTION DELAY (IN SECONDS) (AM/PM)	10.3	10.2
AVERAGE INTERSECTION DELAY (IN SECONDS) (AM/PM)	10.4	10.2
ACCESS TO FURNACE EXHAUSTION AREA (SCHOOL, PARK OR POOL)	PROB	0/0/0
<b>SOIL EROSION/PRESENT AND FUTURE (MILES)</b>		
CONSTRUCTION	0.00	20.00
TOTAL EROSION (LBS OF CONSTRUCTION)	0.00	10.00
CONSTRUCTION ENGINEERING INSPECTION (LBS OF CONSTRUCTION)	0.00	10.00
SOIL OF WASH	0.00	10.00
SOIL AND RELOCATION	0.00	10.00
TOTAL COSTS (\$ MILLIONS)	0.00	10.00

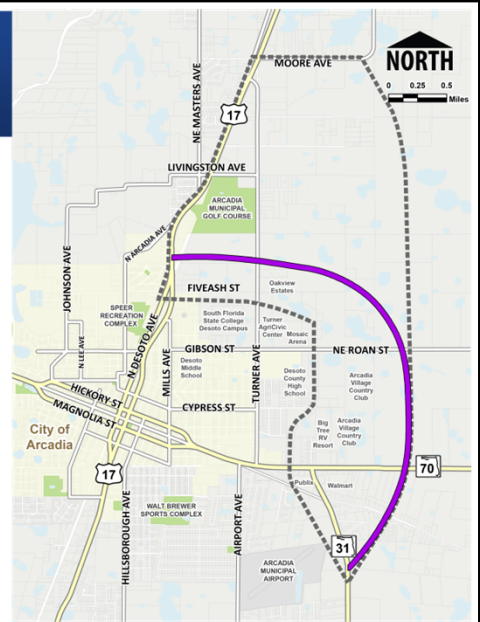


Based on the analysis completed so far, this is a summary of how alternative B compares to the “No Build” option.

## Proposed Alternatives

### • Alternative F

- Begins south of SR 70
- Ends north of NE Fiveash Street
- Approximately 4.3 miles
- North of Oakview Estates



Alternative F begins south of SR 70 and ends at US 17, north of NE Fiveash Street. The total corridor length is approximately 4.3 miles. Alternative F runs along the eastern boundary and to the north of Oakview Estates.

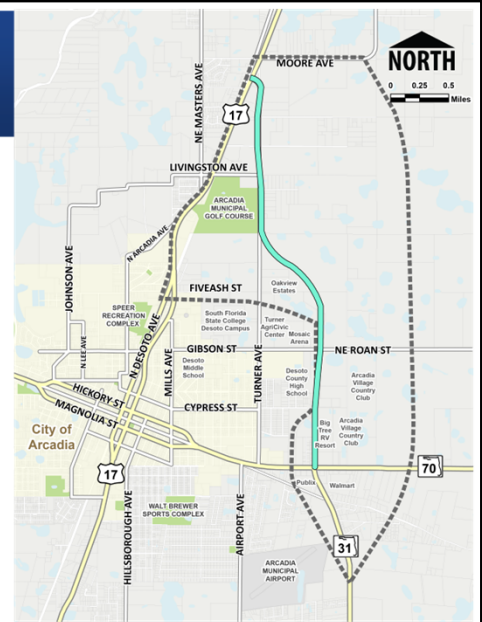




# Proposed Alternatives

## • Alternative J

- Begins south of SR 70
- Ends at the intersection of US 17 and NE Turner Avenue
- Approximately 4.8 miles
- West of Big Tree RV Resort
- Eastern Boundary of Arcadia Municipal Golf Course



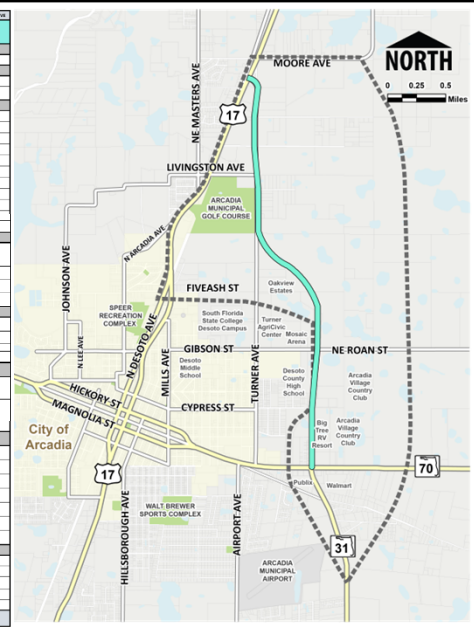
Alternative J begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 4.8 miles. Alternative J traverses west of Big Tree RV Resort and follows the eastern boundary of Arcadia Municipal Golf Course.

# Proposed Alternatives

## • Alternative J

- This is a summary of how alternative J compares to the “No Build” option.
- See the matrix for a detailed view.

EVALUATION FACTORS	BEST ALTERNATIVE	
	NO BUILD ALTERNATIVE	ALTERNATIVE J
<b>PROJECT SUMMARY</b>		
LENGTH OF CONSTRUCTION (MILES)	0	0.8
NUMBER OF PARCELS IMPACTED (Total Number of Parcels)	0	79
UNINCORPORATED PARCELS IMPACTED (Total Number of Parcels)	0	65.8
<b>ENVIRONMENTAL CONSEQUENCES</b>		
NUMBER OF BUSINESS IMPACTS (PARCELS)	0	2
NUMBER OF BUSINESS RELOCATIONS	0	1
NUMBER OF RESIDENTIAL IMPACTS (PARCELS)	0	18
Low Income Residential Parcel Impacts	0	11
Minority Residential Parcel Impacts	0	9
NUMBER OF RESIDENTIAL RELOCATIONS (BUILDINGS)	0	19
Low Income Residential Relocations	0	9
Minority Residential Relocations	0	9
NUMBER OF COMMERCIAL/INDUSTRIAL IMPACTS	0	9
NUMBER OF COMMERCIAL/INDUSTRIAL RELOCATIONS	0	9
NUMBER OF HISTORICALLY SIGNIFICANT STRUCTURES IMPACTED	0	0
<b>ENVIRONMENTAL IMPACTS</b>		
NUMBER OF INTERSECTIONS WITH LOCAL STREETS	0	8
INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	0	\$60
NEW INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	0	\$60
NUMBER OF STATE HIGHWAY INTERSECTIONS	0	1
INTERSECTION WITH STATE HIGHWAY	0	\$10
<b>ENVIRONMENTAL IMPACTS</b>		
NUMBER OF INTERSECTIONS WITH LOCAL STREETS	N/A	0.0
INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	N/A	\$60
NEW INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	0	\$60
NUMBER OF STATE HIGHWAY INTERSECTIONS	0	1
INTERSECTION WITH STATE HIGHWAY	0	\$10
<b>ENVIRONMENTAL IMPACTS</b>		
NUMBER OF INTERSECTIONS WITH LOCAL STREETS	0	8
INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	0	\$10
NEW INTERSECTION WITH LOCAL, STATE, OR FEDERAL HIGHWAY (SEE THE COST OF INTERSECTION)	0	\$60
NUMBER OF STATE HIGHWAY INTERSECTIONS	0	1
INTERSECTION WITH STATE HIGHWAY	0	\$10
<b>ENVIRONMENTAL IMPACTS</b>		
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (V/C)	N/A	0.58
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (V/C)	N/A	0.53
AVERAGE ICE MAXIMUM SCORE	N/A	5.75
TOTAL DAILY TRAFFIC (DAYS REMOVED FROM EXISTING NETWORK)	0	3,800
AVERAGE INTERSECTION DELAY ON EXISTING NETWORK (SEC)	62.5	58.8
AVERAGE INTERSECTION DELAY ON NETWORK NETWORK (SEC)	62.5	58.8
COST TO REMOVE INTERSECTION (LANE FEET) (LANE FEET)	0	6000
<b>CONSTRUCTION COSTS (\$ MILIONS)</b>		
CONSTRUCTION	\$0.00	\$0.18
FINAL DESIGN COST OF CONSTRUCTION	\$0.00	\$0.01
CONSTRUCTION MANAGEMENT INSPECTION COST OF CONSTRUCTION	\$0.00	\$0.01
RIGHT-OF-WAY	\$0.00	\$0.01
LAND ACQUISITION*	\$0.00	\$0.00
TOTAL COST TO BUILDERS	\$0.00	\$0.21



Based on the analysis completed so far, this is a summary of how alternative J compares to the “No Build” option.

## Proposed Alternatives

### • Alternative BJ

- Begins South of SR 70
- Ends at the intersection of US 17 and NE Turner Avenue
- Approximately 4.3 miles
- West of Big Tree RV Resort
- East of Arcadia Municipal Golf Course



Alternative BJ is a hybrid combination of both Alternative B and Alternative J. It begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 4.3 miles. Alternative BJ traverses west of Big Tree RV Resort and follows the eastern boundary of the study area and Arcadia Municipal Golf Course before terminating at US 17 at NE 17<sup>th</sup> Avenue

# Proposed Alternatives

## Alternative BJ

- This is a summary of how alternative BJ compares to the "No Build" option.
- See the matrix for a detailed view.

EVALUATION FACTOR	NO BUILD ALTERNATIVE	BEST ALTERNATIVE
<b>PROJECT LENGTH</b>		
LENGTH OF CORRIDOR (MILES)	0	0.3
<b>ENVIRONMENTAL IMPACTS</b>		
ANTICIPATED PARALLEL IMPACTS (Total Number of Parcels)	0	76
EMPLOYERS EDGE OF WORK ACQUISITION (Acres)	0	98.5
<b>SOIL AND CONSTRUCTION CONSIDERATIONS</b>		
NUMBER OF BUSINESS IMPACTS (PARCELS)	0	4
NUMBER OF BUSINESS RELOCATIONS	0	0
NUMBER OF RESIDENTIAL IMPACTS (PARCELS)	0	18
Loss of Mature Residential Forest Impacts	0	13
Midway Residential Forest Impacts	0	0
NUMBER OF RESIDENTIAL RELOCATIONS (NUMBER)	0	7
Loss of Mature Residential Relocations	0	0
Midway Residential Relocations	0	0
NUMBER OF CONTIGUOUS POTENTIALLY IMPACTED	0	0
NUMBER OF POTENTIALLY POTENTIALLY IMPACTED	0	0
NUMBER OF ADJACENT POTENTIALLY IMPACTED	0	0
<b>DESIGN AND CONSTRUCTION</b>		
NUMBER OF POTENTIAL SECTIONAL PERMITS	0	0
NUMBER OF PERMITS FOR RETAIL OR JOB BASED OR OTHER USES OF LANDSCAPE	0	104.0
NUMBER OF PERMITS FOR RETAIL OR JOB BASED OR OTHER USES OF LANDSCAPE (BY TYPE)	0	104
NUMBER OF RETAIL PERMITS	0	1
NUMBER OF RETAIL PERMITS	0	232
<b>DESIGN AND CONSTRUCTION COSTS</b>		
CONSTRUCTION COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
<b>DESIGN AND CONSTRUCTION COSTS</b>		
CONSTRUCTION COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
<b>DESIGN AND CONSTRUCTION COSTS</b>		
CONSTRUCTION COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
<b>DESIGN AND CONSTRUCTION COSTS</b>		
CONSTRUCTION COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
<b>DESIGN AND CONSTRUCTION COSTS</b>		
CONSTRUCTION COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04
OPERATIONAL COSTS (MILLION DOLLARS)	0	0.04

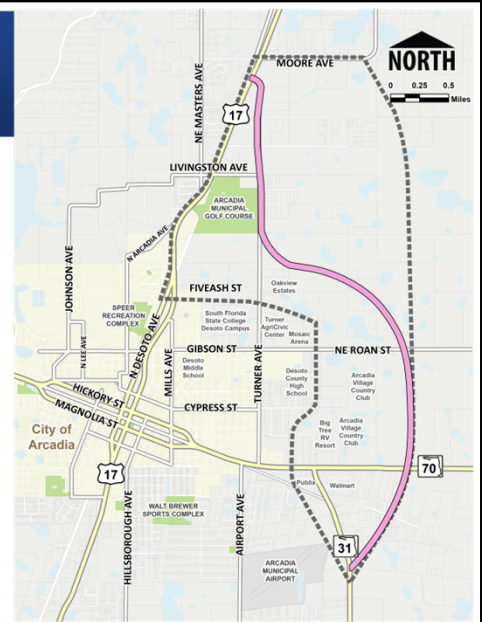


Based on the analysis completed so far, this is a summary of how alternative BJ compares to the "No Build" option.

## Proposed Alternatives

### • Alternative FJ

- Begins south of SR 70
- Ends at the intersection of US 17 and NE Turner Avenue
- Approximately 5 miles



Alternative FJ is a hybrid combination of both Alternative F and Alternative J. It begins south of SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 5 miles. Alternative FJ runs along the eastern boundary of the study area and then follows the eastern boundary of Arcadia Municipal Golf Course before terminating at US 17 at NE 17<sup>th</sup> Avenue.



## Proposed Alternatives

- Includes evaluation of a No-Build alternative
  - No improvements through the year 2045
  - Routine maintenance will still occur



Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to SR 31 through the year 2045 (“twenty forty-five”), except routine maintenance.



## Environmental Effects

- Protected species and habitat
- Wetland and floodplains
- Water quality and Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Noise
- Land use
- Construction effects
- Farmland
- Aesthetics



This P D and E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for SR 31 throughout the remainder of the study. Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Protected species and habitat
- Wetlands and floodplains
- Water quality and Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination

- Archeological and Historical Resources
- Noise
- Land use
- Construction effects
- Farmland and
- Aesthetics

# Evaluation Matrix

## • Comparative Summary

- Contains the “Build” and “No Build” Alternatives
- On display this evening
- Included in your handout
- Available on the project website

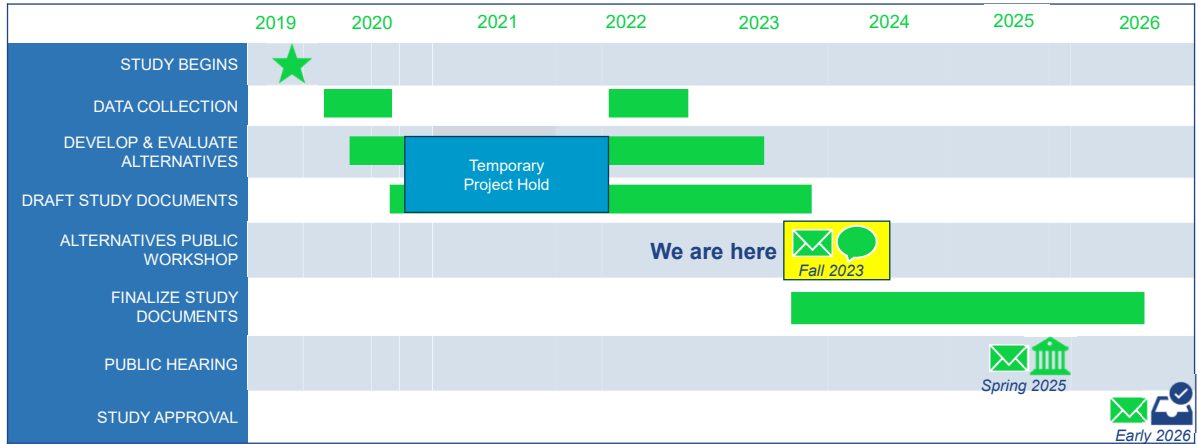
Preliminary – Subject to Change

EVALUATION FACTORS	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE				
		CONSCIOUS	CONSCIOUS I	CONSCIOUS II	CONSCIOUS III	CONSCIOUS IV
<b>PROJECT CONTEXT</b>						
FACTY OF COMMON BARRIERS	0	4.2	4.3	3.4	4.4	4.5
POTENTIAL LOSS OF TREE SPECIES	0	45	40	30	35	37
POTENTIAL LOSS OF TREE SPECIES (Number of Trees)	0	81.3	106.3	82.9	101.1	107.4
POTENTIAL LOSS OF TREE SPECIES (Area)	0	0	0	0	0	0
<b>LOCAL ENVIRONMENT</b>						
NUMBER OF BUSINESS IMPACTS POTENTIAL	0	0	0	0	0	0
NUMBER OF BUSINESS EDUCATIONS	0	0	0	0	0	0
NUMBER OF RESIDENTIAL OBJECTS POTENTIAL	0	10	8	10	10	10
Low Income Residential Parcel Impacts	0	1	0	10	10	10
Monthly Residential Parcel Impacts	0	0	0	0	0	0
NUMBER OF RESIDENTIAL ALLOCATIONS (BUILDING)	0	10	1	10	7	3
Low Income Residential Allocations	0	0	0	0	0	0
Monthly Residential Allocations	0	0	0	0	0	0
NUMBER OF COMMUNITIES POTENTIAL IMPACTED	0	0	0	0	0	0
NUMBER OF BUSINESS POTENTIAL IMPACTED	0	0	0	0	0	0
NUMBER OF RESIDENTIAL POTENTIAL IMPACTED	0	0	0	0	0	0
NUMBER OF HOSPITALS/HEALTH CARE POTENTIAL IMPACTED	0	0	0	0	0	0
<b>REGIONAL ENVIRONMENT</b>						
NUMBER OF POTENTIAL REGIONAL ACTIVITIES	0	0	0	0	0	0
POTENTIAL SPEED (HIGH, MEDIUM, OR LOW BASED ON DENSITY OF IMPACTS)	0	Medium	Low	High	Medium	Medium
ARCHAEOLOGICAL SPEED (HIGH, MEDIUM, OR LOW BASED ON DENSITY OF IMPACTS)	0	Low	Low	Low	Low	Low
NUMBER OF RECREATIONAL AREAS	0	1	0	1	1	0
RECREATIONAL AREAS (NUMBER OF RECREATIONAL AREAS)	0	2.00	0	1.00	2.00	0
<b>WATER RESOURCES</b>						
WATER/SEWERAGE SURFACE WATER QUALITY	N/A	0.00	3.00	0.00	0.00	3.00
WATER/SEWERAGE SURFACE WATER QUALITY (WATER OR LOW BASED ON ANALYSIS OF OBSERVATIONS)	0	1.0	0.0	0.0	1.0	0.0
FLOODING/SLURRIES	0	0.00	0.00	0.00	0.00	0.00
<b>PHYSICAL ENVIRONMENTAL EFFECTS</b>						
POTENTIAL CONTAMINATED SPEED (HIGH, MEDIUM, OR LOW BASED ON ANALYSIS OF OBSERVATIONS)	0	1	0	0	1	0
POTENTIAL NOISE IMPACTS (24-HOUR DAY)	0	10.00	10.00	10.00	10.00	10.00
SPRINKLER AND FLOODPLAIN (CONSTRUCTION IMPACTS)	0	15.00	15.00	15.00	15.00	15.00
SPRINKLER AND FLOODPLAIN (OPERATION IMPACTS)	0	15.00	15.00	15.00	15.00	15.00
SPRINKLER AND FLOODPLAIN (TOTAL IMPACTS)	0	30.00	30.00	30.00	30.00	30.00
<b>TRAFFIC OPERATIONAL AND SAFETY</b>						
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (AM)	N/A	0.86	0.93	0.90	0.89	0.91
AVERAGE INTERSECTION VOLUME TO CAPACITY RATIO (PM)	N/A	0.43	0.43	0.50	0.52	0.51
AVERAGE 85 MPH TRAVEL SCORE	N/A	5.75	5.90	5.75	5.75	5.90
TRAVEL DELAY PER HOUR (CONSTRUCTION PHASE OPERATIONS)	0	0.00	0.00	0.00	0.00	0.00
AVERAGE INTERSECTION DELAY ON CENTRAL NETWORK (PM)	10.0	10.0	10.0	10.0	10.0	10.0
AVERAGE INTERSECTION DELAY ON CENTRAL NETWORK (AM)	10.0	10.0	10.0	10.0	10.0	10.0
ACCESS TO TURNER CENTER/NEARBY AREAS (SCHOOL, PARK OR ROAD)	NOOK	0.000	0.000	0.000	0.000	0.000
<b>SOFT ESTIMATES PRESENT DAY COSTS (\$ MILLIONS)</b>						
CONSTRUCTION	\$0.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00
PAVEMENT/CONSTRUCTION	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CONSTRUCTION ENGINEERING IMPACTS (COST OF CONSTRUCTION)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SOFT OF WAY	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SOFT OF WAY (CONSTRUCTION)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
SOFT OF WAY (OPERATION)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL COSTS (\$ MILLIONS)</b>	\$0.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00

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 this evening.

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# Study Schedule



Preliminary – Subject to Change



Public Workshop



Public Hearing



Newsletter



LDCA



The project team has been working on developing and evaluating alternatives and preparing study documents. Following tonight’s Alternatives Public Workshop, the project team will review feedback and begin developing the preferred alternative and final study documents to be presented at a public hearing tentatively scheduled for Spring 2025. Location and Design Concept Acceptance, or L D C A, is anticipated to occur early 2026.

## Future Phases

PHASE	COST	FISCAL YEAR
PD&E	Funded	On-Going
Design	Funded	FY 2027
Right of Way	Unfunded	To be Determined
Construction	Unfunded	To be Determined

Preliminary – Subject to Change

The Department anticipates completion of this P D and E study by early 2026, when the location and design concept of the preferred alternative will be submitted to the F D O T Office of Environmental Management for approval.

Funding for design is identified in the FDOT 5-Year Work Program for Fiscal Year 2027.

Design, right of way, and construction funding are identified in the 2045 Cost Feasible Plan of the Heartland Regional Transportation Planning Organization or HRTPO's Long Range Transportation Plan.

FDOT will continue to work with the HRTPO to ensure that planning consistency is maintained for future phases.

## Public Comments



Comment form



FDOT District One  
Attn: Steven A. Andrews  
801 N Broadway Ave, MS 1-40  
Bartow, FL 33830



Email: [Steven.Andrews@dot.state.fl.us](mailto:Steven.Andrews@dot.state.fl.us)



Website: [www.swflroads.com/project/431298-1](http://www.swflroads.com/project/431298-1)

Submit comments by  
**Monday, November 20, 2023**  
to be included in formal  
workshop record

The purpose of this Alternatives Public Workshop is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic and environmental effects of the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project.

Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments in any of the following ways: at the in-person 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 **Monday, November 20, 2023**, to be included in the formal workshop record. The project team will consider all comments, and where feasible, will incorporate them into the development of the preferred alternative.

The SR 31 Extension study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review the aerial maps, plans, and illustrations on display.

# How to Stay Informed

Project Website



[www.swflroads.com/project/431298-1](http://www.swflroads.com/project/431298-1)

**FDOT** State Road (SR) 31 Extension Project Development & Environment (PDE) Study From SR 70 to US 17 in DeSoto County, Florida

**NEWSLETTER #1 - October 2023**

The Florida Department of Transportation (FDOT), DeSoto County, invites you to attend the SR 31 Extension Project Development & Environment (PDE) Alternatives Public Workshop in-person on Wednesday, November 8, 2023, or live online on Thursday, November 9, 2023.

The Alternatives Public Workshop is being conducted to present information about the preliminary alternatives and provide the opportunity for the public to express their views about the project. You can participate in the public meeting live online or in-person. The same material will be discussed at both the in-person and online meetings and will be posted on the project website.

**IN-PERSON NOTICE**  
**WEDNESDAY NOVEMBER 8, 2023**  
Auditorium between 5 - 7 p.m.  
Tupper Hall Civic Center, 1000 W. 30th St.  
2320 W. First Street, Arcadia, FL 34266  
This will include a hearing where live formal presentation and the project team will be available for discussion.

**LIVE ONLINE NOTICE**  
**THURSDAY NOVEMBER 9, 2023**  
Request to attend: <https://www.flhhs.gov/hospitals/online-meetings>

**PROJECT LOCATION MAP**

**CONTACT INFORMATION**  
Steven A. Andrews  
Florida Department of Transportation  
DeSoto County Management Office  
801 N. Broadway Ave.  
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Phone: (888) 519-2270 | Email: [steven.andrews@dot.state.fl.us](mailto:steven.andrews@dot.state.fl.us)

**PARA MATERIALES DEL PROYECTO EN ESPAÑOL:**  
Si desea recibir o revisar información del proyecto en español, envíe un correo electrónico a [espanol@dot.state.fl.us](mailto:espanol@dot.state.fl.us) o llame al número de atención al cliente al 888-519-2270. También puede usar el correo electrónico: [espanol@dot.state.fl.us](mailto:espanol@dot.state.fl.us)



We will 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 fill out the workshop comment form or request to be added on the project webpage.



## PD&E Study Compliance

The environmental review, consultation, and other actions required to 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.

This P D and 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 qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements Board.

# Thank you



We appreciate your participation and input.

**FDOT thanks you for making safety a continued priority!**



Thank you for your interest in the proposed improvements to SR 31 and for taking the time to participate in this workshop. We look forward to your comments and your continued involvement in this important P D and E study.

And finally, an FDOT safety moment. [Embrace the space. Keep the distance from the driver in front of you.] FDOT thanks you for making safety a continued priority!

# Thank you



We appreciate your participation and input.

**FDOT thanks you for making safety a continued priority!**

**2:00**

