

PUBLIC INFORMATION MEETING

Thursday, October 4, 2018 - Informal Open House - 5 p.m. to 7 p.m.

Location: Turner Agri-Civic Center, Exhibition Hall, 2250 NE Roan Street, Arcadia, FL 34266

INTRODUCTION

Florida Department of Transportation (FDOT), District One, welcomes you to the public information meeting regarding the State Road (SR) 31 Alternative Corridor Evaluation (ACE) Feasibility Study. The study is being conducted to evaluate a potential new alignment for the extension of SR 31 in DeSoto County. The study area begins on SR 31 south of SR 70 and extends north to US 17 between Fiveash Street and Moore Avenue.

The purpose of this meeting is to present potential corridor alternatives identified by the study team and to obtain public comments. Since beginning the study, FDOT has been identifying corridor alternatives, conducting analyses, and meeting with various stakeholders. Now we want to hear from you!

ABOUT THE ACE FEASIBILITY STUDY

The SR 31 Extension ACE Feasibility Study was initiated to verify the project's purpose and need, evaluate alternative corridors to meet the need, and eliminate any unreasonable alternatives from additional consideration. A Methodology Memorandum (MM) was developed as part of the ACE process. The MM outlines the analysis methodology used to refine and eliminate corridor alternatives. Following FDOT Office of Environmental Management (OEM) approval of the MM in May of 2018, a draft Alternative Corridor Evaluation Report (ACER) was prepared. During the development of the ACER, the project team evaluated the natural, social, cultural, and physical environmental impacts associated with the proposed corridor alternatives. After this public meeting, the ACER will be updated to include public comments and, if feasible, corridor alternatives recommended for further evaluation. Additionally, the project team has met with, and will continue to meet with, various federal, state, and local agencies as well as other key stakeholders throughout the process to obtain comments.

If an extension of SR 31 is determined to be feasible, any corridor alternatives recommended for further evaluation will move into the Project Development & Environment (PD&E) Study phase. These corridor alternatives will be evaluated in accordance with the National Environmental Policy Act (NEPA), and the evaluation results will be documented during the PD&E Study. Consideration will be given to minimizing impacts to the natural, social, cultural, and physical environment. The no-build alternative will remain an option throughout the ACE Feasibility Study and PD&E Study.

PREVIOUS PUBLIC OUTREACH

Study team representatives attended the Arcadia Rodeo at the Mosaic Arena on March 10, 2018. A booth was set up to distribute project information, answer questions, and receive public comments.



STUDY PURPOSE

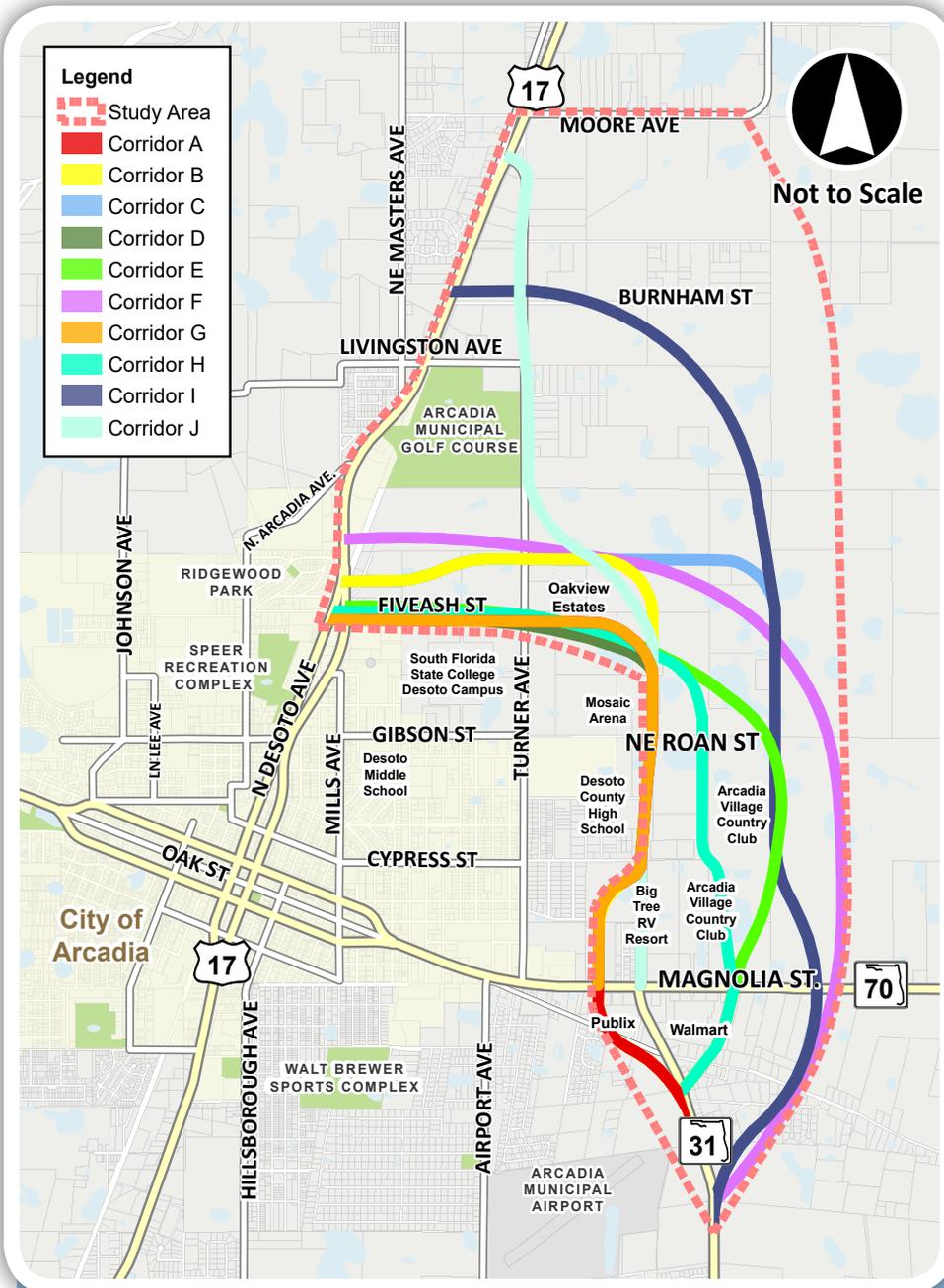
The purpose of this feasibility study is to identify reasonable alternatives to move forward into the PD&E Study phase by evaluating transportation improvements that accomplish the following:

- Support the economic development goals for northeast Arcadia identified in local future land use plans
- Improve safety by reducing the interaction of vehicular through truck traffic with bicyclists and pedestrians in Arcadia's downtown
- Improve traffic operations in Arcadia by reducing regional through traffic in the downtown area
- Enhance mobility by supporting the movement of people and goods through central DeSoto County

SR 31 EXTENSION ACE FEASIBILITY STUDY

CORRIDOR ALTERNATIVES CONSIDERED

Ten corridors were evaluated by the study team as part of the SR 31 Extension ACE Feasibility Study. A brief description of each corridor is included below along with a map.



Corridor A begins south of SR 70 and ends at US 17, in the vicinity of NE Fiveash Street. The total corridor length is approximately 3.4 miles. Corridor A runs along the western study area boundary, west of Big Tree RV Resort.

Corridor 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. Corridor B runs along the western study area boundary, west of Big Tree RV Resort.

Corridor C begins south of SR 70 and ends at US 17, north of NE Fiveash Street. The total corridor length is approximately 4.6 miles. Corridor C traverses east of Arcadia Village Country Club and north of Oakview Estates.

Corridor D begins south of SR 70 and ends at US 17, in the vicinity of NE Fiveash Street. The total corridor length is approximately 3.2 miles. Corridor D is situated near the western study area boundary, west of Big Tree RV Resort.

Corridor E begins south of SR 70 and ends at US 17, in the vicinity of NE Fiveash Street. The total corridor length is approximately 3.4 miles. Corridor E traverses east of Arcadia Village Country Club and south of Oakview Estates.

Corridor 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. Corridor F runs along the eastern study area boundary and north of Oakview Estates.

Corridor G begins at SR 70 and ends at US 17, in the vicinity of NE Fiveash Street. The total corridor length is approximately 2.8 miles. Corridor G runs along the western study area boundary, west of Big Tree RV Resort.

Corridor H begins south of SR 70 and ends at US 17, in the vicinity of Fiveash Street. The total corridor length is approximately 3.3 miles. Corridor H traverses east of Big Tree RV Resort and west of Arcadia Village Country Club.

Corridor I begins south of SR 70 and ends at US 17, in the vicinity of Burnham Street. The total corridor length is approximately 4.8 miles. Corridor I traverses east of Arcadia Village Country Club and extends further north than Corridors A through H.

Corridor J begins at SR 70 and ends at the intersection of US 17 and NE Turner Avenue. The total corridor length is approximately 3.6 miles. Corridor J traverses west of Big Tree RV Resort and extends further north than Corridors A through I.

CORRIDOR EVALUATION SUMMARY

As part of the ACE Feasibility Study process, the study team evaluated each corridor alternative based on criteria including purpose and need satisfaction, environmental impacts, engineering performance, stakeholder support and construction cost, to determine which corridors should be recommended for further consideration. The table below outlines the results of the alternative corridor evaluation to date. After this public meeting, the table below will be updated to include public comments.

Corridor	Purpose & Need Satisfaction	Evaluation Criteria				
		Relative Environmental Impacts ¹	Relative Engineering Performance ²	Stakeholder Support	Public Support	Estimated Total Cost ³
A	Yes	Medium	Medium	Disapproval	TBD	\$ 21,297,812
B	Yes	Lower	Medium	Neutral	TBD	\$ 24,636,262
C	Yes	Lower	Lower	Disapproval	TBD	\$ 26,223,896
D	Yes	Higher	Medium	Neutral	TBD	\$ 18,555,277
E	Yes	Medium	Lower	Neutral	TBD	\$ 24,537,535
F	Yes	Medium	Lower	Approval	TBD	\$ 24,049,815
G	Yes	Medium	Lower	Strong Approval	TBD	\$ 17,555,314
H	Yes	Higher	Lower	Strong Disapproval	TBD	\$ 24,024,504
I	Yes	Medium	Higher	Disapproval	TBD	\$ 26,681,649
J	Yes	Higher	Higher	Strong Approval	TBD	\$ 26,822,166

¹ Corridors assigned a "Higher" environmental impacts are anticipated to have more impacts relative to the other corridors.

² Corridors assigned a "Higher" engineering performance offer better mobility benefits relative to the other corridors.

³ Costs based on FDOT per lane mile cost, estimated wetland mitigation costs, plus estimated right-of-way cost.

PUBLIC OUTREACH

Public involvement is a very important part of the SR 31 Extension ACE Feasibility Study. Public and stakeholder outreach during the initial stages of the project's development has and will continue to be used to identify community values and concerns. Please let us know what you think. **We need your comments to help us select the appropriate corridors to move forward for further consideration!** FDOT will evaluate your comments regarding the proposed corridor alternatives. Your comments regarding the study can be made in any of the following ways:

- Fill out the comment form provided at the sign-in table and place it in the comment box in the meeting room.
- Fill out and mail the comment form or any statements and exhibits to the address shown on the form postmarked by Monday, October 15, 2018.
- Visit the project's website at www.swflroads.com/sr31extension/sr70tous17 and fill out an online comment form.

Regardless of the manner in which your comments are received, FDOT will give equal consideration to all comments.

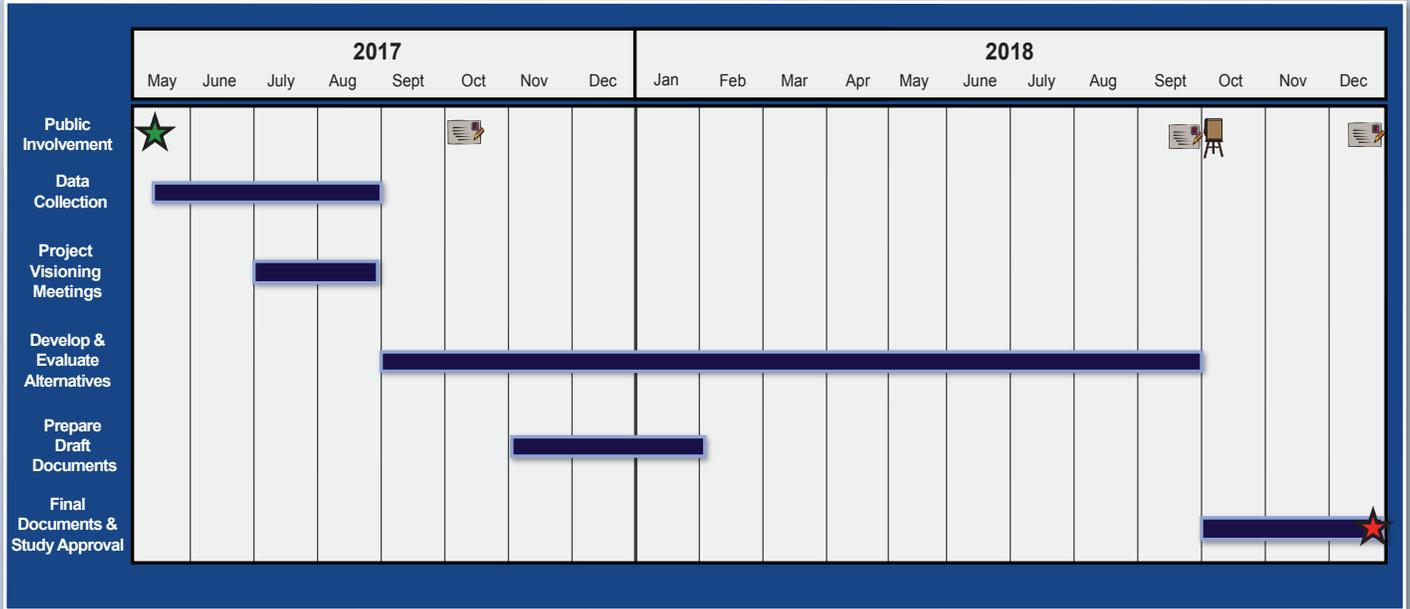


Project Schedule

State Road (SR) 31 Extension Alternative Corridor Evaluation Feasibility Study

From SR 70 to US 17 in DeSoto County, Florida

FPID: 431298-1-22-01



★ = STUDY BEGINS

📧 = NEWSLETTER

🪑 = CORRIDOR PUBLIC MEETING

★ = STUDY ENDS

PROJECT CONTACT

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PARA INFORMACION EN ESPAÑOL

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FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status.

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 December 14, 2016 and executed by the Federal Highway Administration and FDOT.



Thank you for attending this meeting!