



Florida Department of
TRANSPORTATION

SR 70 PD&E Study from Jefferson Avenue to CR 29 Highlands County

**Alternatives Public Workshop
March 28, 2017**

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 Florida Department of Transportation (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.

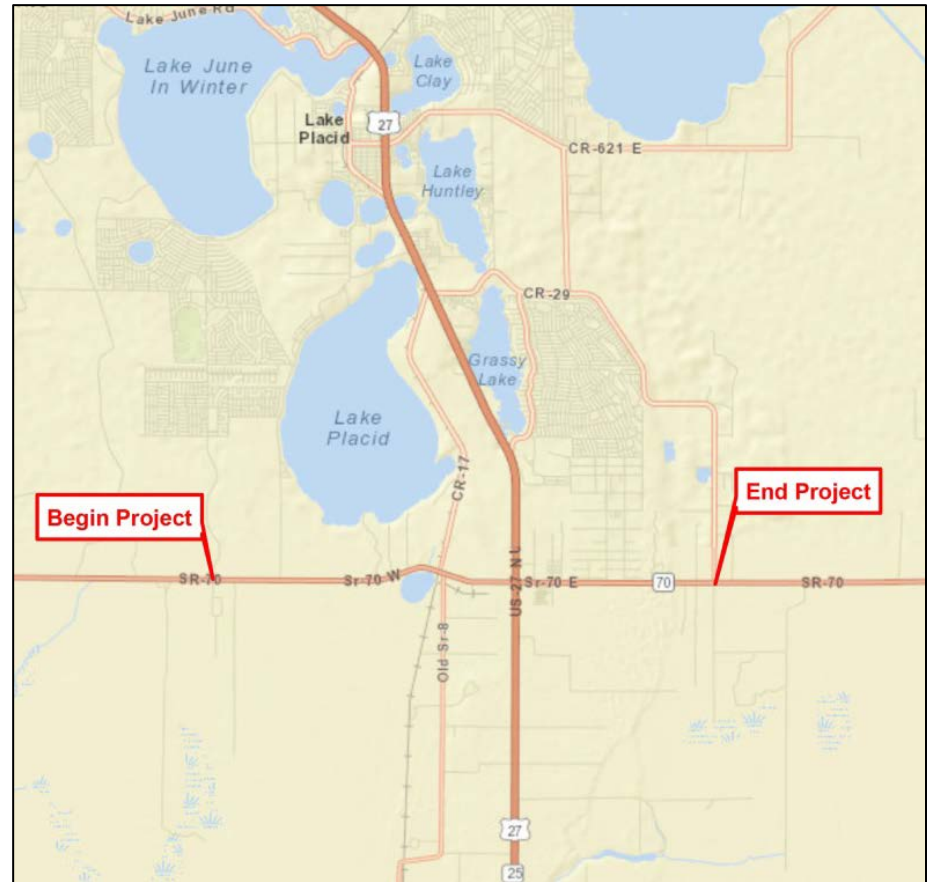


Project Location

SR 70

Jefferson Avenue/
Placid Lakes Boulevard
east to CR 29 – 7.1 miles

- Jefferson Avenue/Placid Lakes Boulevard east 4.3 miles to US 27
- From US 27 east 2.8 miles to east of CR 29





Purpose and Need

- Improve emergency evacuation
- Enhance safety along the project corridor
- Support rural area of opportunity initiatives
- Increase regional mobility and improve direct access to US 27 for north-south travel and movement of goods
- Accommodate increased traffic demand, especially truck traffic generated by projected economic growth in Highlands County





Objective

- Evaluate widening the existing two-lane undivided roadway to a four-lane divided roadway
- Document the need for roadway improvements within the SR 70 corridor
- Determine the least environmentally impactful practicable improvements necessary to address the existing roadway deficiencies





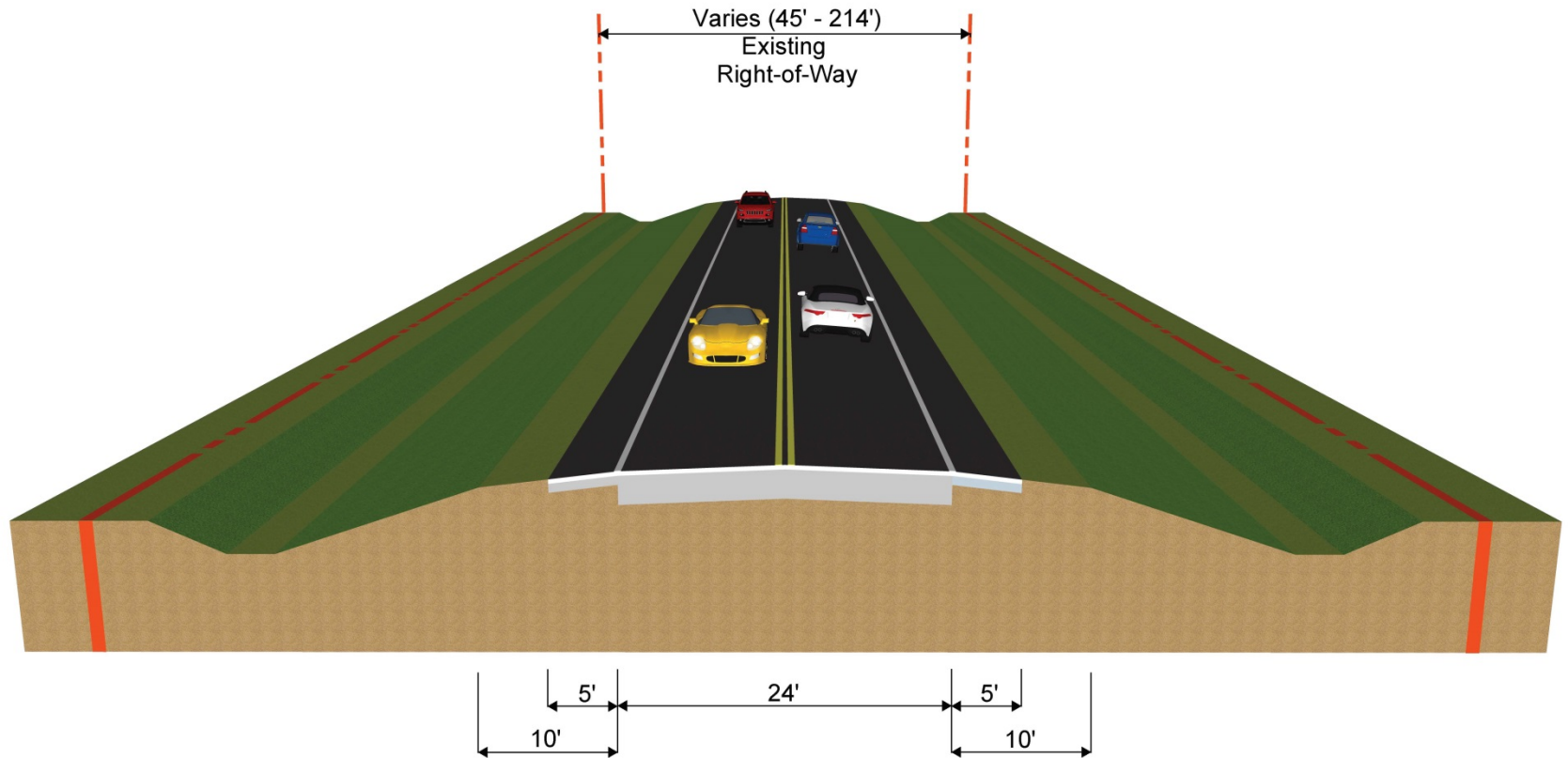
Agency Coordination

- Highlands County
 - The project is identified in the Capital Improvements Element of the Highlands County 2030 Comprehensive Plan
- Heartland Regional Transportation Planning Organization
- U.S. Fish and Wildlife Service
- Florida Fish and Wildlife Conservation Commission



Existing Roadway

SR 70 from Jefferson Avenue to CR 29





Proposed Alternatives

Each build alternative provides:

- Two travel lanes in each direction, separated by a grass median
- 10-foot (7-foot paved) outside shoulders
- 4 to 8-foot inside shoulders
- 10-foot detached multi-use path





Proposed Design Alternatives

- Rural:
 - 40-foot median (including eight-foot inside shoulders, four-foot paved)
- Suburban:
 - 30-foot median (including four-foot paved inside shoulders)
 - Curbed median





Roadway Segments

- **Segment A** is the western segment of the project extending from Jefferson Avenue/Placid Lakes Boulevard to west of Monroe Street (2.1 miles)
- **Segment B** extends eastward from west of Monroe Street to Ekhoﬀ Lane (2.8 miles)
- **Segment C** extends eastward from Ekhoﬀ Lane to CR 29 (2.2 miles)



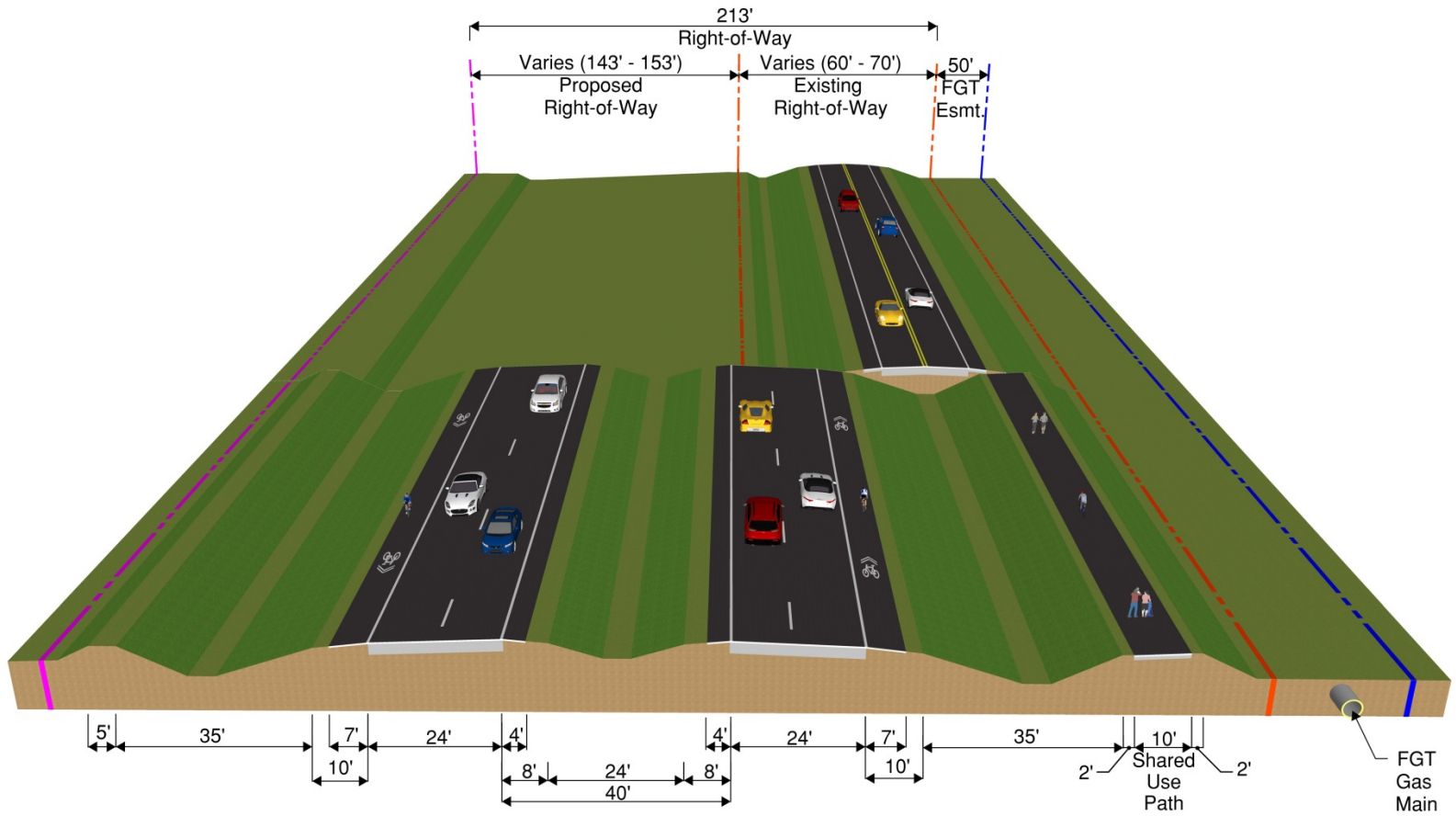


Segment A

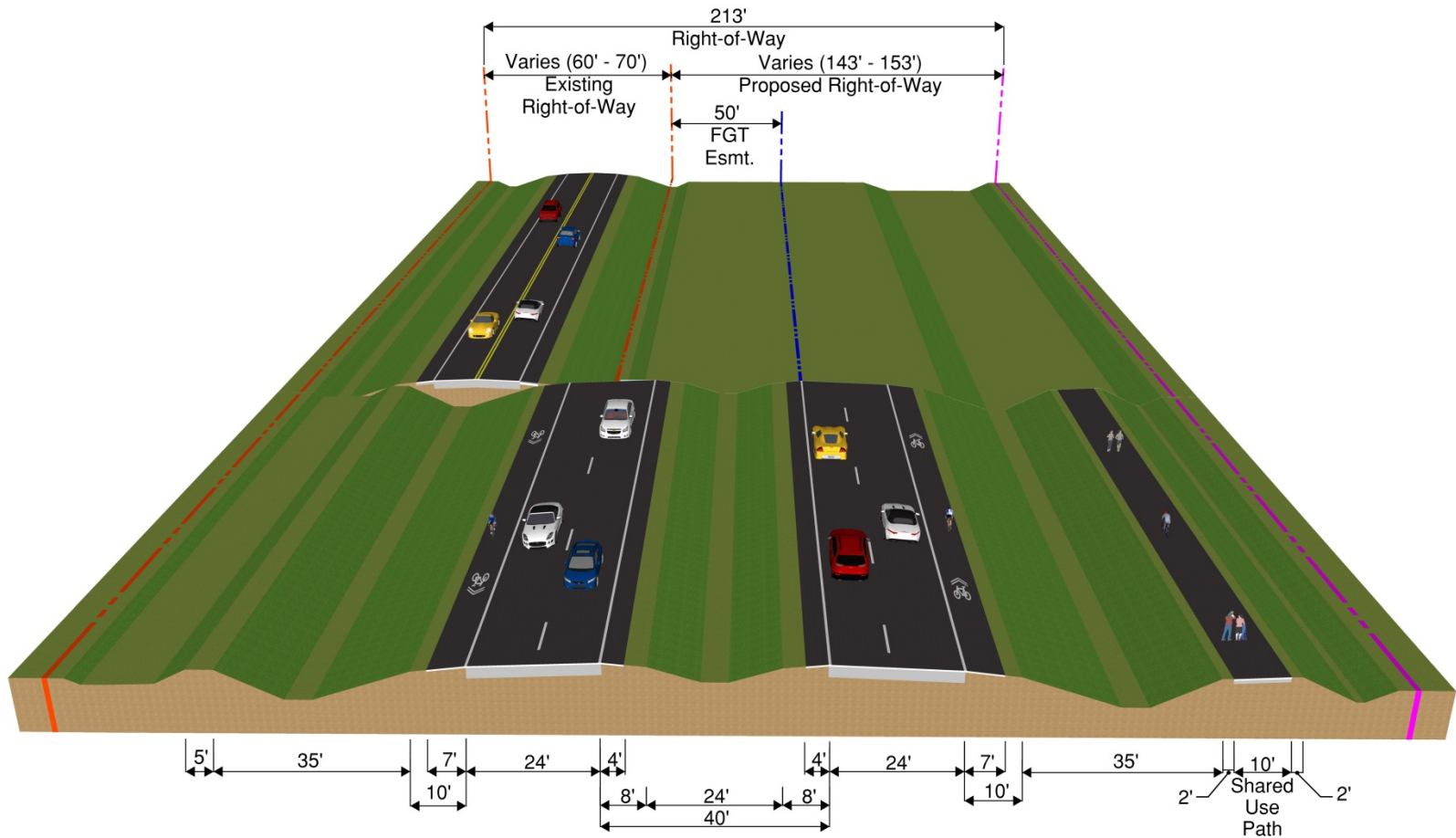
- Jefferson Avenue/Placid Lakes Boulevard to west of Monroe Street
 - Right-of-way width is approximately 60-70 feet
 - Additional right-of-way will be required
 - The Lake Wales Ridge Wildlife and Environmental Area abuts the project corridor to the north and south
 - Florida Gas Transmission (FGT) gas pipeline abuts the project corridor to the south
 - Eastern half of Segment A is located within the Lake Placid urban area buffer



Segment A – Option A1



Segment A – Option A2



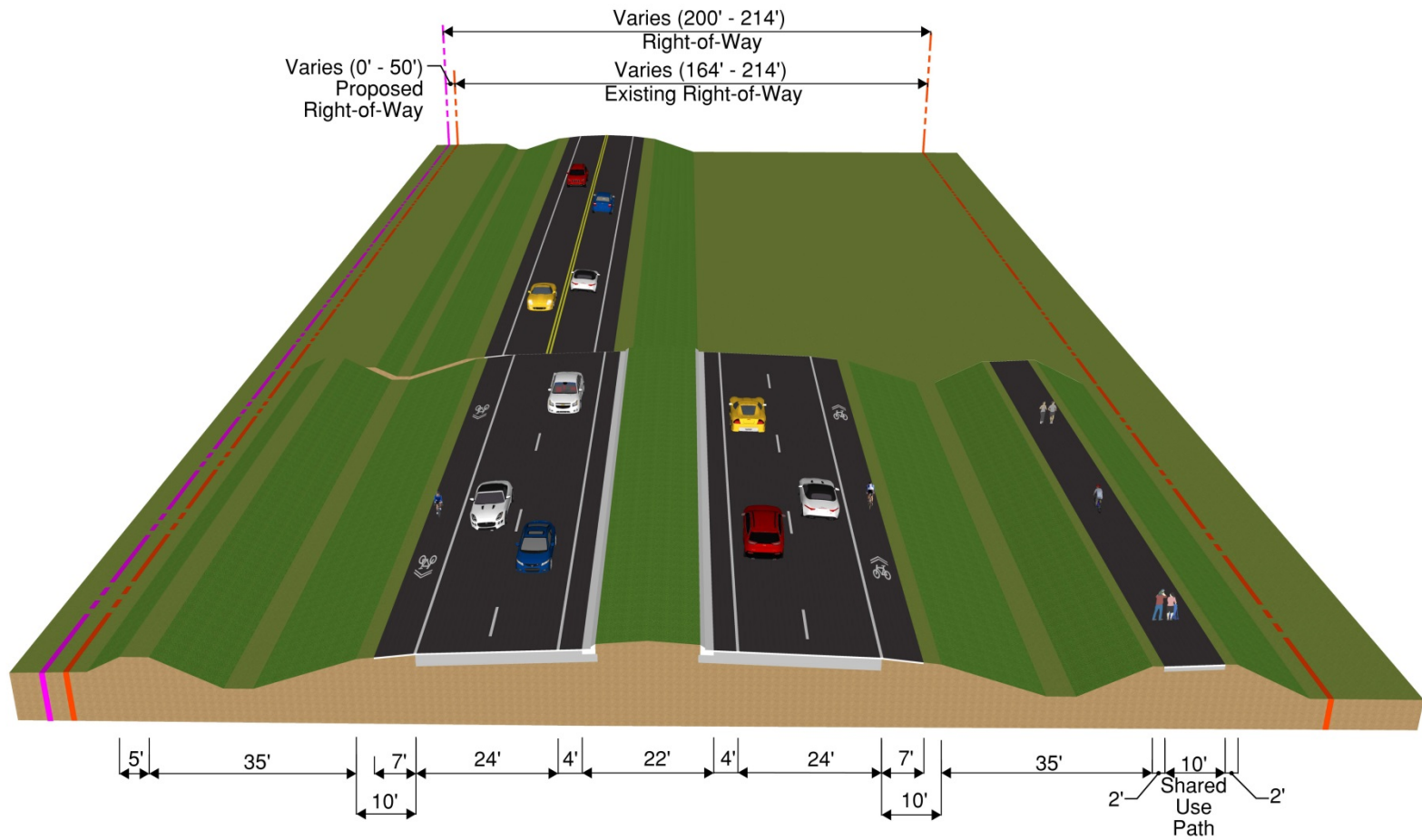


Segment B

- West of Monroe Street to Ekhoﬀ Lane.
 - Right-of-way width varies from 200 to 214 feet
 - Except approximately 650-foot section east of US 27 where there is less and right-of-way will be required
 - The FGT gas pipeline abuts the western segment of the project corridor
 - The Lake Wales Ridge Wildlife and Environmental Area abuts a portion of the project corridor to the north
 - Archbold Biological Station abuts a portion of the project corridor to the south



Segment B – Option B





Segment C

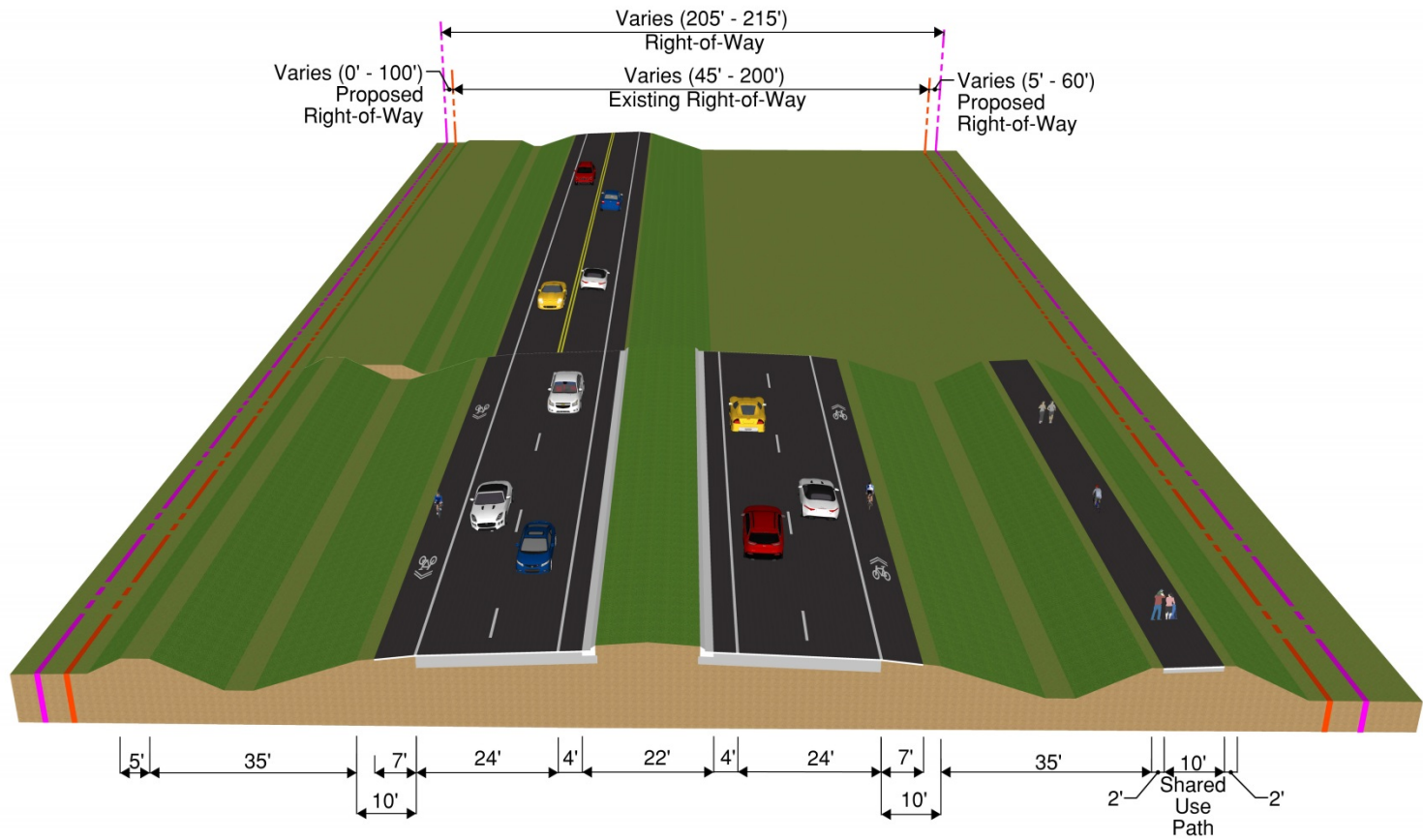
From Ekhoﬀ Lane to CR 29

– Right-of-way is 200 feet

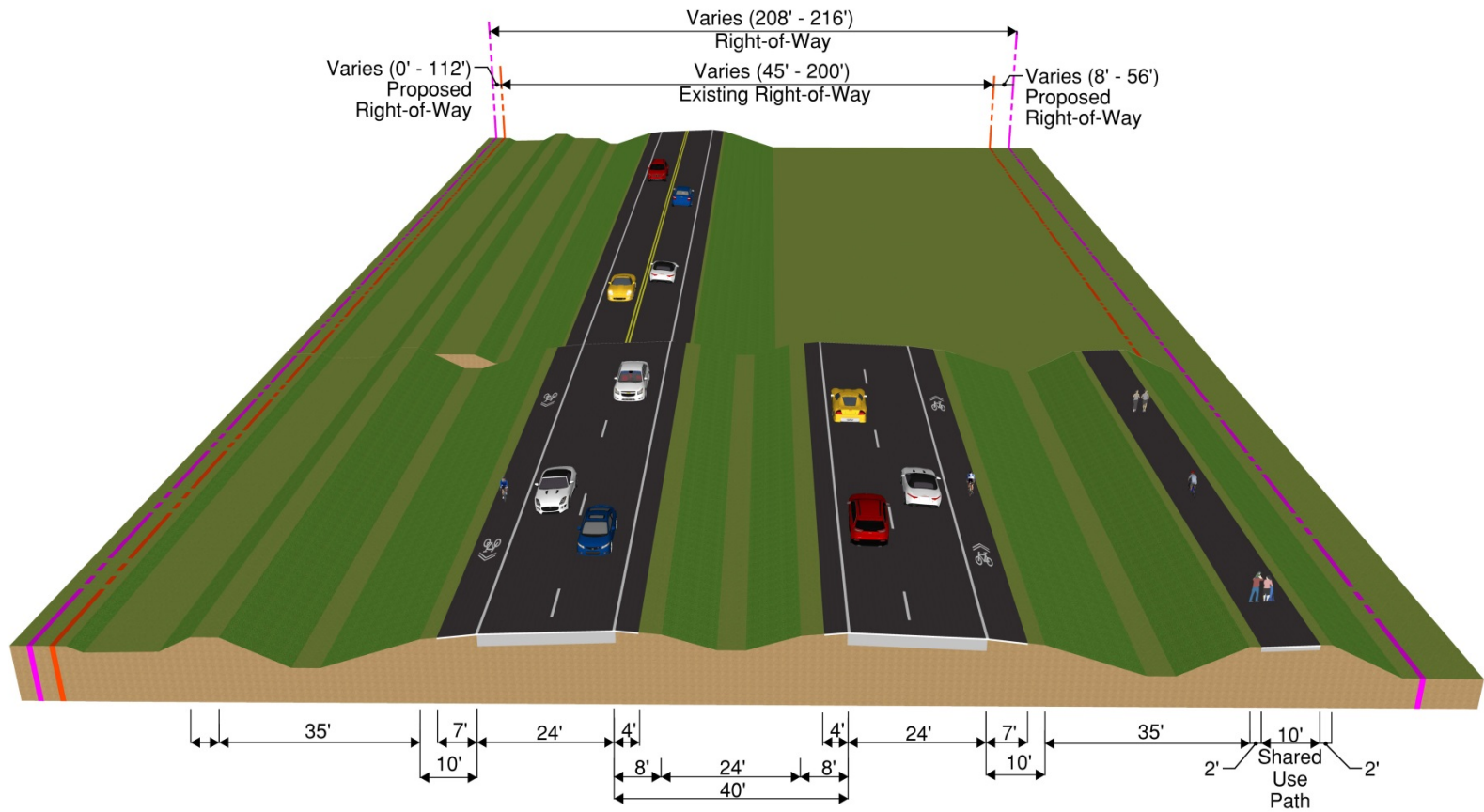
- Exception approximately ½ mile segment on the eastern end from west of Hall Road to the end of the project
- Right-of-way in this area is approximately 45 feet and additional right-of-way will be required on both the north and south



Segment C – Option C1



Segment C – Option C2





No-Build Alternative

- No construction costs
- No right-of-way costs
- No disruption of natural, social, cultural or physical resources
- Does not accomplish purpose & need for project

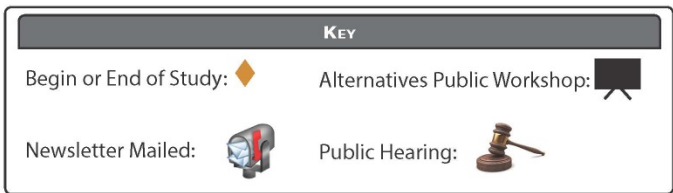
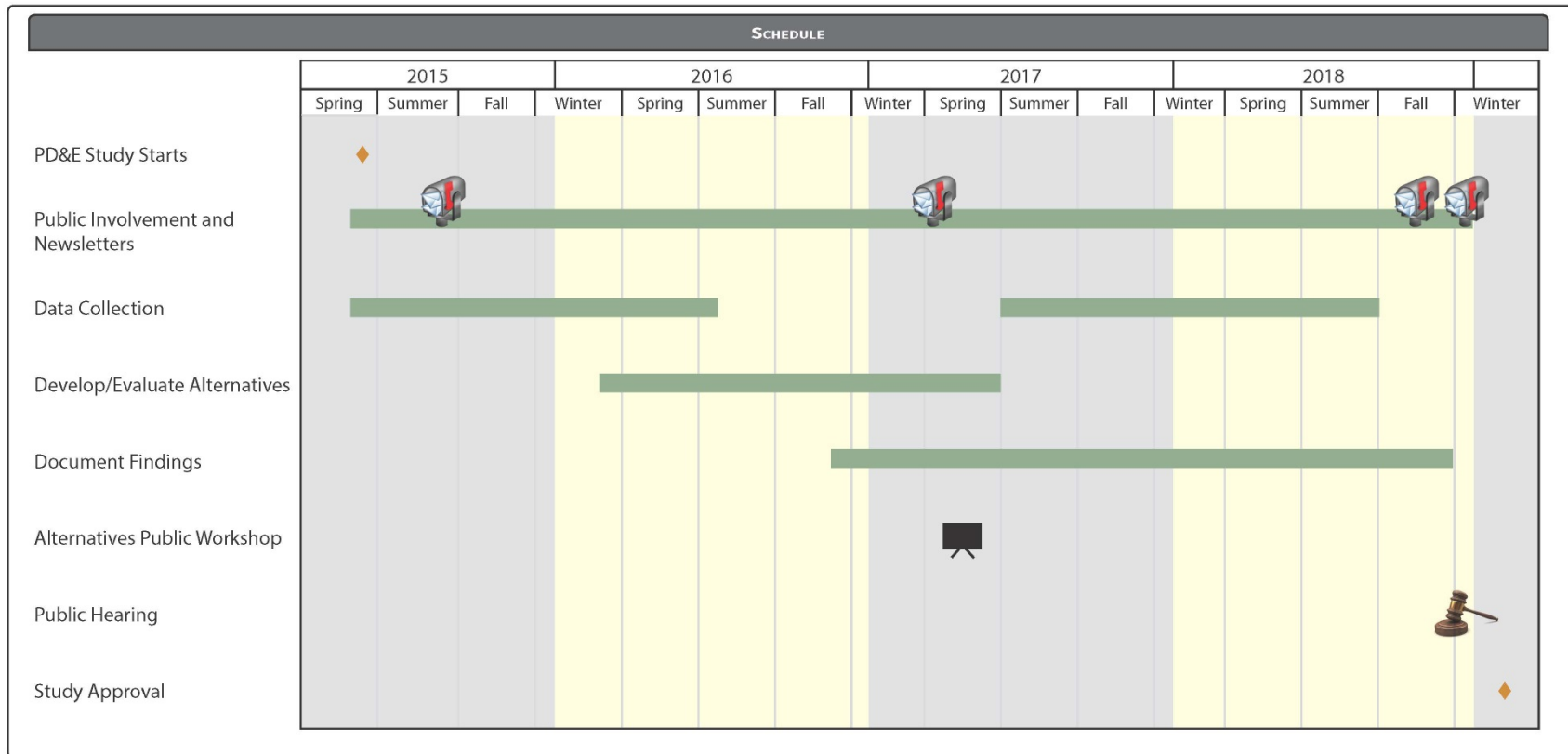


Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Jefferson Avenue/Placid Lakes Boulevard to West of Monroe Street (Segment A)		West of Monroe Street to Ekhoﬀ Lane (Segment B)	Ekhoﬀ Lane to County Road 29 (Segment C)	
		Option A1	Option A2	Option B	Option C1	Option C2
Option						
Centerline Length of Improvement (miles)	N/A	2.1	2.1	2.8	2.2	2.2
Business Impacts						
Number of business relocations	0	0	0	1	1	1
Residential Impacts						
Number of residential relocations	0	0	0	0	2	2
Environmental Effects						
Archaeological/Historical sites (potential)	None	Low-Moderate	Low-Moderate	Low	Low-Moderate	Low-Moderate
Public parks, recreation areas, or wildlife refuges	0	48.27	7.98	2.61	0	0
Noise (potential)	0	0	0	0	2	2
Wetland (acres)	0	9.14	16.40	5.60	5.81	6.10
Floodplains (acres)	0	11.24	22.56	6.35	0.58	0.58
Threatened and endangered species (potential)	None	High	High	High	High	High
Contamination sites (high / medium)	0/0	0/2	0/5	1/11	0/6	0/6
Right-of-Way Needs						
Right-of-way to be acquired for roadway (acres)	0	48.3	50.5	0.4	13.2	16.3
Right-of-way to be acquired for stormwater facilities (acres)	0	0.0	0.0	11.4	9.4	9.1
Right-of-way to be acquired for floodplain compensation (acres)	0	1.5	15.9	3.8	0.6	0.6
Total Right-of-Way (acres)	0.0	49.8	66.4	15.6	23.1	25.9
Estimated Total Project Costs (2017 Cost)						
Wetland Mitigation	\$0	\$1,080,759	\$1,939,218	\$662,172	\$687,003	\$721,295
Right-of-way acquisition for roadway	\$0	\$696,000	\$1,171,000	\$336,000	\$1,196,500	\$1,356,500
Right-of-way acquisition for stormwater facilities	\$0	\$0	\$0	\$266,000	\$362,000	\$356,000
Right-of-way acquisition for floodplain compensation	\$0	\$150,000	\$620,000	\$195,000	\$48,000	\$24,947
Total Right-of-Way Cost	\$0	\$846,000	\$1,791,000	\$797,000	\$1,606,500	\$1,737,447
Construction cost for roadway	\$0	\$8,986,592	\$10,073,790	\$10,450,125	\$7,126,099	\$6,445,030
Construction cost for stormwater facilities	\$0	\$181,810	\$143,330	\$403,757	\$454,199	\$454,199
Construction cost for floodplain compensation	\$0	\$90,886	\$236,513	\$49,248	\$77,619	\$77,619
Total Construction Cost	\$0	\$9,259,288	\$10,453,633	\$10,903,130	\$7,657,917	\$6,976,848
Design	\$0	\$925,929	\$1,045,363	\$1,090,313	\$765,792	\$697,685
Construction Engineering & Inspection (15% of the Total Construction Cost)	\$0	\$1,388,893	\$1,568,045	\$1,635,470	\$1,148,688	\$1,046,527
Preliminary Estimate of Engineering Cost	\$0	\$2,314,822	\$2,613,408	\$2,725,783	\$1,914,479	\$1,744,212
Preliminary Total Cost	\$0	\$13,500,869	\$16,797,259	\$15,088,085	\$11,865,900	\$11,179,802



Project Schedule





Funding

At this time there is no funding for future phases of the improvements past the PD&E Study.





Give Us Your Comments!

- You may complete a comment form here tonight
- Take comment form and mail back within (10 days)
- Visit project website at www.swflroads.com/sr70/jeffersonocr29/
- Email project manager at Steven.Andrews@dot.state.fl.us





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Thank you for joining us for the
Alternatives Public Workshop!





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The presentation will begin again in
3 minutes