



## SR 31 PROJECT SCHEDULE



**Key** ★ Begin Study   ✔️ End Study   👥 Public Hearing   ⚙️ Workshop   🛣️ Begin RoW Acquisition

*\*Preliminary schedule; subject to change.*

### PLEASE SUBMIT COMMENTS BY FEBRUARY 17, 2023 TO:

#### In-Person or Online:

Provide written comments on the comment form or virtually during the online event.

#### By Mail to:

**Patrick Bateman, P.E.**  
FDOT District One MS 1-40  
P.O. Box 1249  
Bartow, FL 33831-1249

#### Email Comments to:

**Patrick Bateman, P.E.**  
FDOT Project Manager  
Patrick.Bateman@dot.state.fl.us

#### Visit the Project Webpage:

View all materials online for **SR 31** at [www.swflroads.com/project/441942-1](http://www.swflroads.com/project/441942-1)

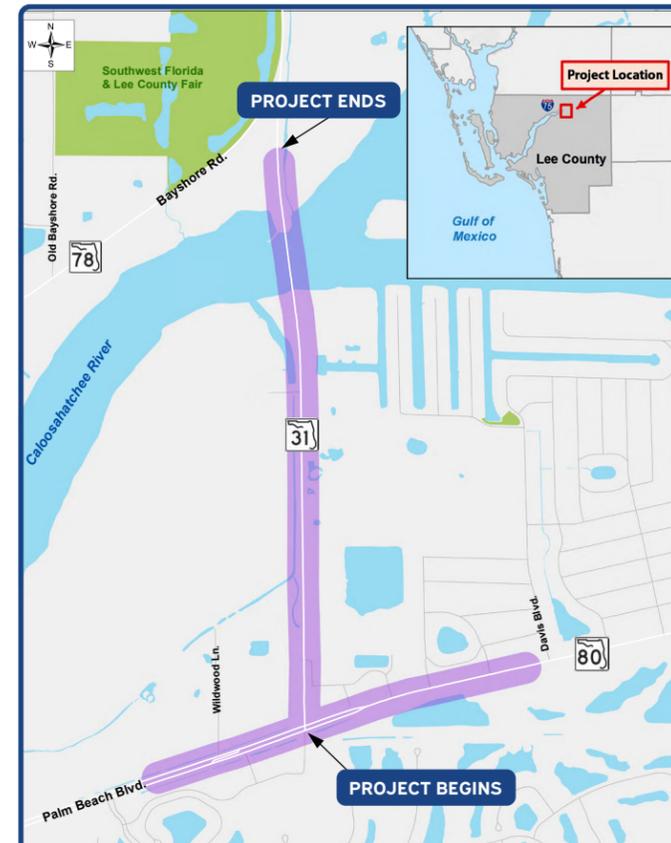
SCAN HERE



### ADDITIONAL PROJECT INFORMATION

FDOT is sending notices to property owners, business owners, interested persons and organizations within 300 feet of the project to provide the opportunity to give comments to FDOT regarding these projects (see the attached newsletter). FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us) at least seven days prior to the meeting.

*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 May 26, 2022 and executed by FHWA and FDOT.*



PROJECT LOCATION MAP

#### PROJECT PURPOSE

- Address capacity and transportation demand in the project study area
- Address substandard elements of the Wilson Pigott Bridge
- Enhance linkage and regional connectivity in the area-wide transportation network
- Enhance safety for hurricane evacuation and response times

#### STATE ROAD 31 IN-PERSON OPTION

**Tuesday, January 31, 2023 | 5 p.m. to 7 p.m.**  
The Field House at Babcock Ranch  
43281 Cypress Parkway, Babcock Ranch, FL 33982

#### STATE ROAD 31 LIVE ONLINE OPTION

**Tuesday, February 7, 2023 | 6 p.m.**  
Register by visiting: <https://bit.ly/SR31-SR80-SR78> or on the project webpage.



The Florida Department of Transportation (FDOT) welcomes you to the Alternatives Public Meeting for the State Road 31 from SR 80 to SR 78 Project Development and Environment (PD&E) Study in Lee County.

FDOT is conducting the PD&E Study to evaluate alternatives to address safety, future traffic demands, and to improve the roadway design to better serve the needs of all users, including bicyclists and pedestrians. The State Road 31 Alternatives Public Meeting is being held to present information about the preliminary alternatives and provide the opportunity for the public to offer feedback.

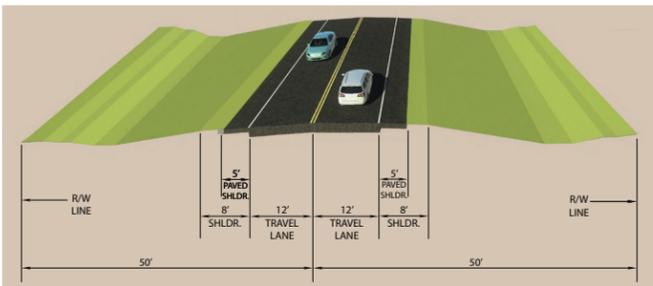
You can participate in the State Road 31 Alternatives Public Meeting in-person or live online. The materials for the project will be displayed at both the in-person and online event and are available for viewing on the project webpage.

#### WHAT IS A PD&E STUDY?

A Project Development and Environment (PD&E) study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

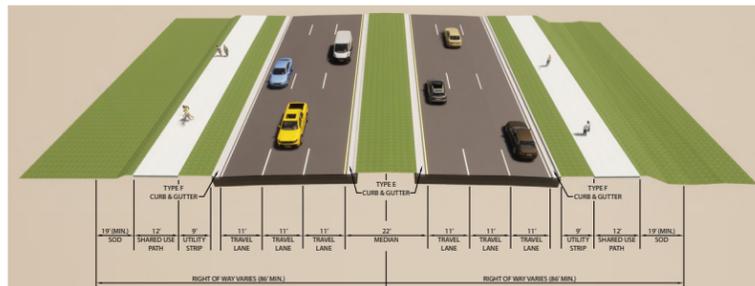
SCAN HERE TO REGISTER FOR ONLINE OPTION





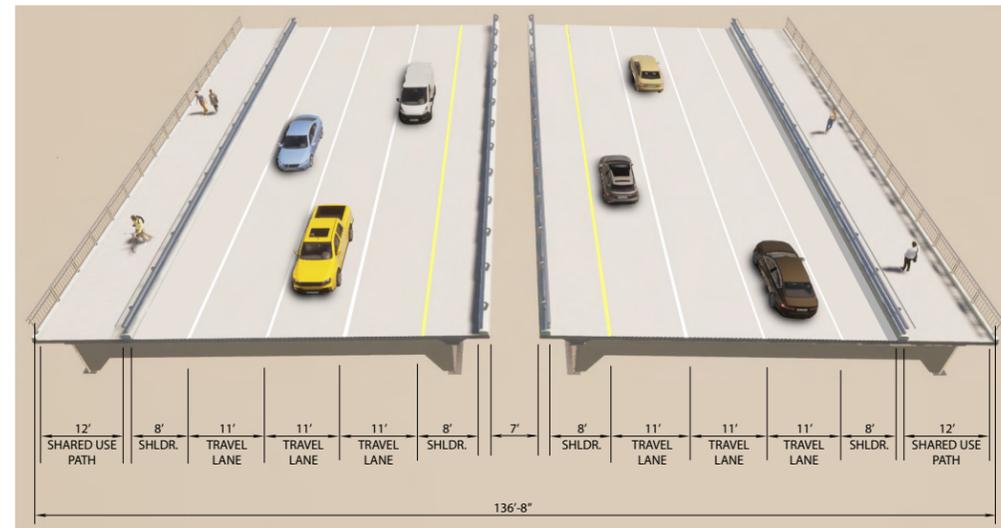
**EXISTING ROADWAY TYPICAL SECTION - SR 31 FROM SR 80 TO SR 78**

Within the project limits, SR 31 is a two-lane roadway with 12-foot lanes and 4 to 8-foot paved shoulders. Stormwater runoff is collected in roadside ditches, with ultimate discharge to the Caloosahatchee River. The posted speed limit is 40 miles per hour. To address traffic growth, FDOT is proposing to widen the existing roadway.



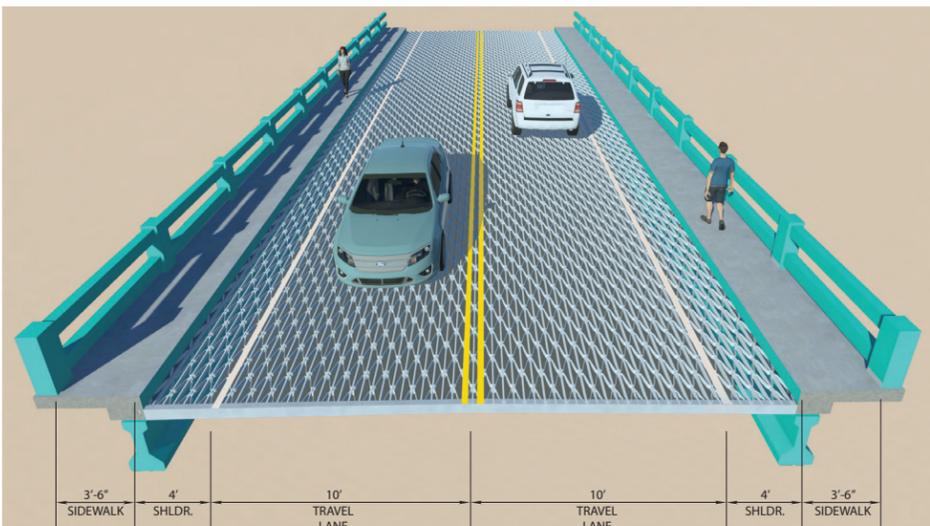
**PROPOSED ROADWAY TYPICAL SECTION - SR 31 FROM SR 80 TO SR 78**

The proposed improvement would consist of widening the two-lane roadway to six lanes and, as shown in the proposed typical section, includes three 11-foot lanes in each direction, curb and gutter, a 22-foot raised median, and 12-foot shared use paths on both sides to accommodate pedestrians and bicyclists. The project would require the acquisition of additional right of way for roadway improvements and drainage. The proposed posted speed limit is 45 miles per hour.



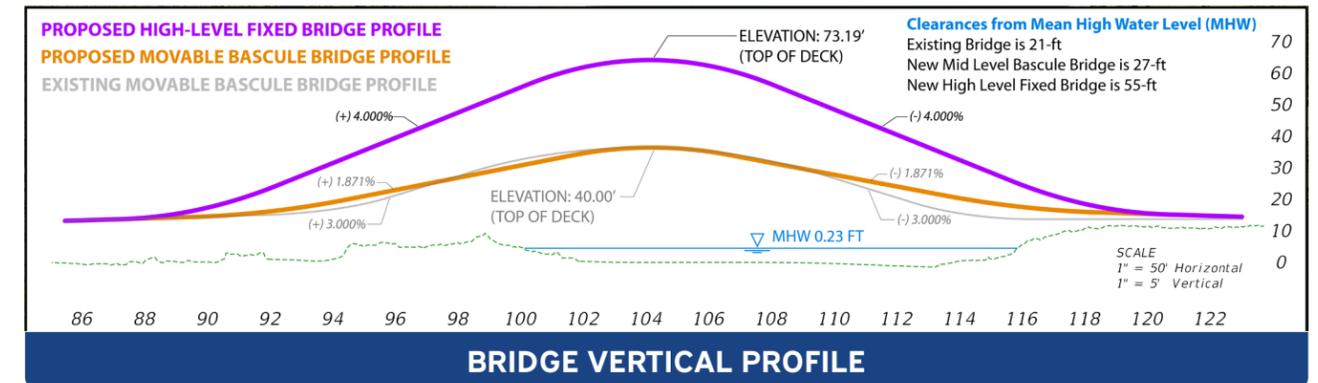
**MOVABLE BRIDGE (ALTERNATIVES 2A/2B) TYPICAL SECTION - BASCULE SPAN AT CALOOSAHATCHEE RIVER**

This option has the same typical section for the travel lane and shoulders as the fixed bridge alternative but includes a 10-foot raised median outside of the movable portion of the bridge. As with Alternative 1, pedestrians and bicyclists would be protected via a raised barrier and railing. As with today's bridge, this bridge would pause traffic movement over the bridge to allow boater passage. As shown in the rendering, and indicated with an orange line, the minimum vertical clearance over the channel for this bridge alternative is 27 feet, which is six feet higher than the existing bridge.



**EXISTING MOVABLE BRIDGE TYPICAL SECTION**

The Wilson Pigott Bridge currently has two 10-foot lanes, 4-foot shoulders, and 3.5-foot sidewalks on both sides with no separation from motor vehicles. The existing vertical clearance over the channel is 21 feet.



**BRIDGE VERTICAL PROFILE**



**HIGH-LEVEL FIXED BRIDGE (ALTERNATIVES 1A/1B) TYPICAL SECTION - SR 31 AT CALOOSAHATCHEE RIVER**

Alternatives 1A and 1B include a High-Level Fixed Bridge option. This option would have three, 11-foot lanes in each direction, and 8-foot shoulders and 12-foot shared use path on each side. Pedestrians and bicyclists would be protected via a raised barrier and railing. This type of bridge would be 34 feet higher than the current bridge and would not disrupt traffic. As shown in the rendering and indicated with a purple line, the minimum vertical clearance over the channel for this bridge alternative is 55 feet, which is 34 feet higher than the existing bridge.



**SR 31 (AT-GRADE INTERSECTION AT SR 80) ALTERNATIVES 1A/2A**



**SR 31 (FLYOVER AT SR 80) ALTERNATIVES 1B/2B**

FDOT is also evaluating two configuration options for the SR 31/SR 80 intersection. The development of these followed the Intersection Control Evaluation -or ICE- process, which evaluates alternatives based on operations; safety; cost; and social, environmental, and economic impacts. The at-grade conventional signalized intersection option would require the addition of multiple turn lanes to handle heavy turning movements to and from SR 31 and SR 80. The grade-separation flyover alternative would introduce two new flyover bridges for SR 31 and SR 80 movements.

ALTERNATIVE		Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build
<b>EVALUATION FACTORS</b>						
<b>Roadway</b>		Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	No Widening
<b>Bridge</b>		Replace bridge with high-level fixed	Replace bridge with high-level fixed	Replace bridge with mid-level movable (drawbridge)	Replace bridge with mid-level movable (drawbridge)	No Widening and No Replacement
<b>Intersection</b>		Conventional signal at SR 80	Flyover at SR 80	Conventional signal at SR 80	Flyover at SR 80	No Improvements
<b>ABILITY TO MEET PURPOSE AND NEED</b>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Accommodate future traffic demand						
Address bridge deficiencies						
Improve emergency evacuation/response						
<b>POTENTIAL RIGHT OF WAY IMPACTS</b>						
Relocations (#Business/#Residential/#Other)		0	0	0	0	0
Parcels (#Business/#Residential/#Other)		6 13 6	8 12 6	6 13 6	8 12 6	0
Right of Way to be acquired (acres)		33.8	31.8	33.8	31.8	0
<b>POTENTIAL ENVIRONMENTAL IMPACTS</b>						
Archaeological/Historic Resources Potential		Low	Low	Low	Low	N/A
Wetlands (acres)		13.3	13.1	13.3	13.1	0
Surface Waters (acres)		1.17	1.18	1.17	1.18	0
Floodplains (acres)		34.7	36.1	34.7	36.1	0
Noise Sensitive Receptors (#)		0	0	0	0	0
Public Recreation Resources (#)		0	0	0	0	0
Threatened/Endangered Species Potential		Moderate	Moderate	Moderate	Moderate	N/A
Utilities		Yes	Yes	Yes	Yes	0
Contamination Sites (#High/#Medium Risk)		0 1	0 1	0 1	0 1	0 0
<b>TRAFFIC OPERATIONS</b>						
SR 80 Intersection 2045 Ave. Delay+ Travel Time (sec. AM PM)		152.5 164.8	97.9 100.8	152.5 164.8	97.9 100.8	Over Capacity
Bridge Opening		No Openings	No Openings	Reduced Openings	Reduced Openings	No Change
<b>ESTIMATED PROJECT COSTS (2022 \$)</b>						
Right-of-Way for Roadway and Stormwater Pond		\$10,990,000	\$11,160,000	\$10,990,000	\$11,160,000	\$0
Wetland Mitigation		\$2,930,000	\$2,880,000	\$2,930,000	\$2,880,000	\$0
Final Design and Construction		\$131,000,000	\$149,140,000	\$173,390,000	\$189,700,000	\$0
Construction Engineering and Inspection		\$15,720,000	\$17,900,000	\$20,810,000	\$22,760,000	\$0
<b>Preliminary Estimate of Total Project Cost*</b>		\$160,640,000*	\$181,080,000*	\$208,120,000*	\$226,500,000*	*

\*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.