PRELIMINARY ENGINEERING REPORT

Florida Department of Transportation

District 1

SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE

Limits of Project: SR 72 from CR 661 northeast approximately 0.85 miles to SR 70 and extends on SR 70 from CR 661 southeast approximately 1.05 miles to the Peace River Bridge

DeSoto County, Florida

Financial Management Number: 443123-1-22-01

ETDM Number: N/A

Date: August 2026

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 May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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Table of Contents

LIST OF FIGURES

LIST OF TABLES

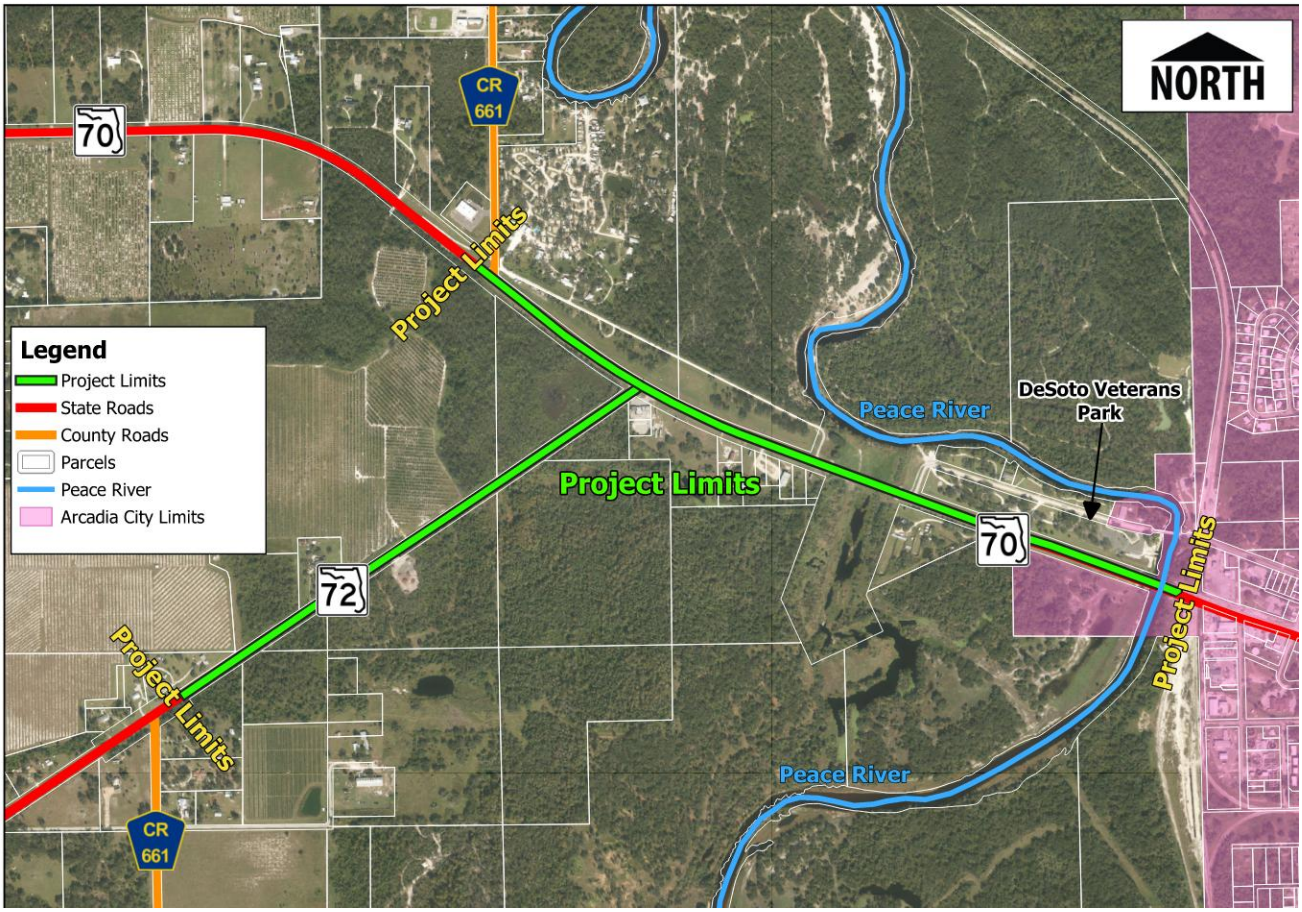
APPENDICES

1.0 PROJECT SUMMARY

1.1 Project Description

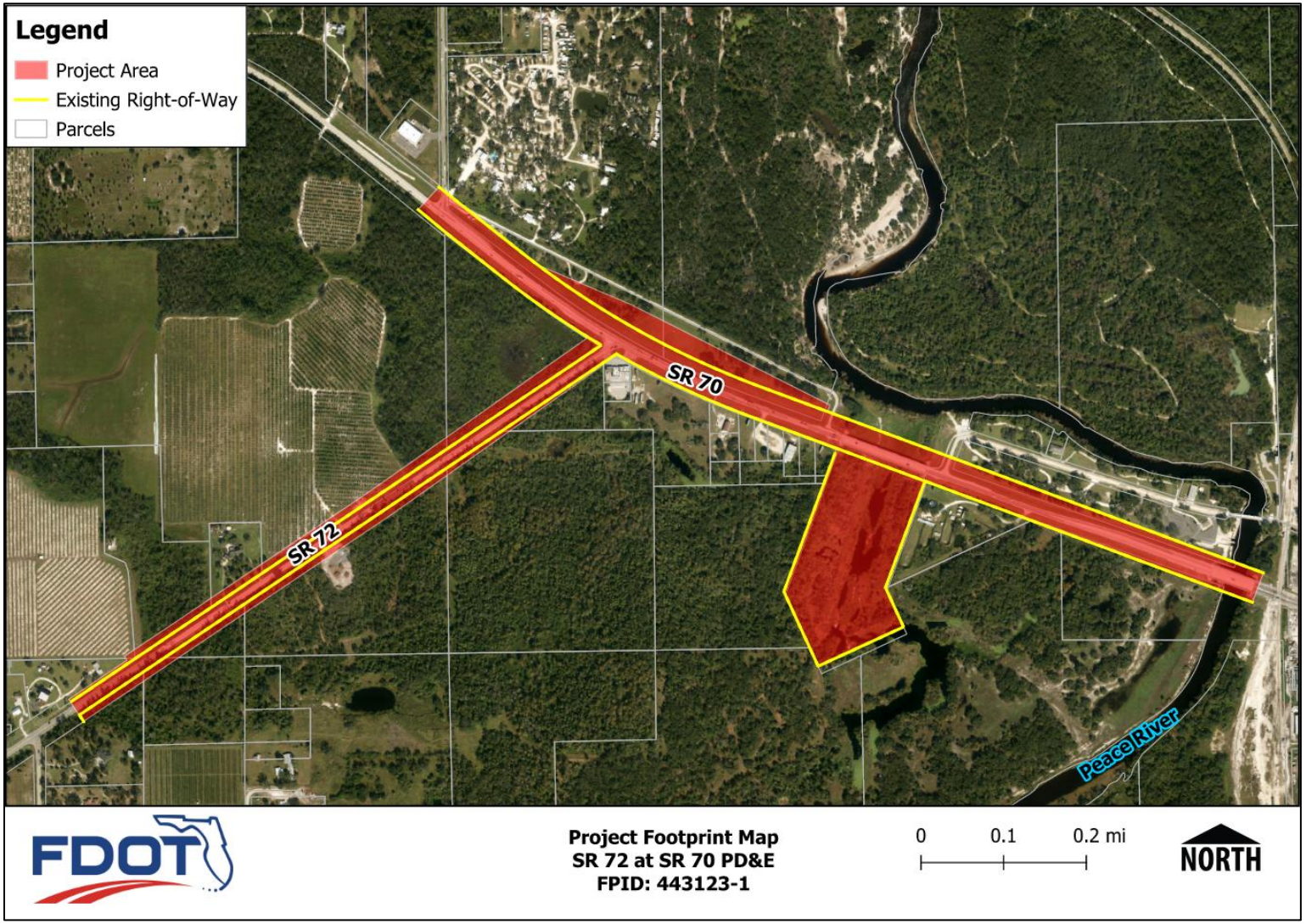
The Florida Department of Transportation (FDOT), District One, conducted a Project Development and Environment (PD&E) study for proposed improvements, including consideration of a single lane roundabout at the intersection of State Road (SR) 70 and SR 72 west of Arcadia in DeSoto County, Florida. **Figure 1** depicts the project location map. **Figure 2** depicts the current and anticipated Right-of-Way (R/W).

Figure 1 - Project Location Map



This project involves raising and realigning SR 72 for approximately 0.85 miles between County Road (CR) 661 and SR 70. The SR 70 alignment will also be raised above historic flood levels and will require roughly 1.05 miles of raising and reconstruction of SR 70 from CR 661 to the Peace River Bridge. A roundabout is proposed in lieu of the stop-controlled intersection. The proposed project would improve the safety and operations of both roadway facilities by mitigating the risk of flood damage to the road, reducing unplanned road closures due to severe flooding, and improving the overall safety of the intersection. Multi-modal improvements, including a shared-use path are proposed as additional safety improvements. The sidewalks on the south side of the roundabout will provide connectivity to the bike path on the north side. These sidewalks allow bikers the option to navigate the roundabout without utilizing the circulatory roadway. A dry retention pond (wide swale) is proposed north of SR 70 between the roundabout and the Peace River Relief Bridge (No. 040002) to provide stormwater management for SR 72 and portions of SR 70. Drainage for the SR 70 portion east of the bridge will remain existing open roadside ditches and existing inlets at the bridges. Drainage from SR 70, west of the relief bridge, flowing to the north will be conveyed to the pond via open swale, inlets, and pipes. The remainder of SR 70 will follow existing drainage patterns. Offsite water will utilize existing cross-drains and will bypass the proposed treatment swale. At the Peace River Relief Bridge along SR 70, the relief area is to be excavated to provide additional storage during severe storm events.

Figure 2 - Project Footprint Map



1.2 Purpose & Need

The purpose of this project is to address flooding and safety issues identified within the project area. The need for this project is to ensure SR 72 and SR 70 are traversable after severe storm events and to reduce crashes associated with the intersection of SR 72 and SR 70. Another goal of the project is to enhance multi-modal access.

FLOOD MITIGATION: Add Resiliency Measures and Prevent Roadway Closures

The segment of SR 72 between CR 661 and SR 70 has been prone to severe flooding over the years. The Federal Emergency Management Agency's (FEMA) effective Flood Insurance Rate Maps (FIRMs), dated November 6, 2013, depict Zone AE, A, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are consistent with the Peace River and its overbank area. This riverine floodplain encroaches into the SR 72 and SR 70 R/W and has a Base Flood Elevation (BFE) of 25.0 feet and 26.0 feet. The Zone A floodplains, which are areas that have a 1% annual chance of flooding, but do not have an established BFE are located along the western portion of SR 72 within the project limits. Several publications and other historical records have shown this portion of the roadway frequently inundated during hurricane season. A shallow base clearance coupled with repeated high-water levels from the Peace River, decreases the overall service life of the roadway and leads to more unscheduled repairs and maintenance. The project area is within an open basin where runoff flows via sheet flow to roadside ditches and through existing cross drains in a general southeast direction towards the Peace River. There is currently no existing permit for the area and the runoff is untreated prior to discharge. Frequent flooding restricts regional travel as well as adversely affects access and mobility for the local community. Public safety is at notable risk during these flooding events as it can delay emergency response, restrict access to important shelters, hospitals, medical facilities, and necessary goods and services.

SAFETY: Reduce Crash Potential

The intersection of SR 72 and SR 70 is currently a T-intersection, stop-controlled at the terminus of SR 72 where it intersects with SR 70. SR 72 has a high level of truck traffic due to citrus fruit being brought from regional groves to the Peace River Citrus Products facility, located approximately 0.70 miles southwest of the project limits on SR 72. The truck traffic from this facility and other regional agricultural or rural-residential uses creates a high number of large-vehicle turning movements at the intersection of SR 72 and SR 70. Further complicating the safety of this intersection is the presence of the gas station at the south corner, with large, full access driveways on SR 72 and SR 70. The driveway apron on SR 72 is located approximately 65 feet from the SR 70 intersection and the apron on SR 70 is located within approximately 10 feet of the return radius of the intersection of SR 72. The proximity of these driveways to the intersection increases the potential for crashes. The spacing between these two driveways are too close together and do not meet the separation requirements per FDOT Design Manual (FDM) Table 201.4.2. A review of the crash data (2021-2025) [115 crashes reported at the SR 72/SR 70 intersection, including 1 fatality, 7 incapacitating injuries, and 16 possible injury crashes] indicates a high number of crashes that occur result in injury.

MODAL INTERRELATIONSHIPS: Enhance Mobility Options and Multi-Modal Access

There is a lack of bicycle and pedestrian connectivity in the area. The DeSoto Veterans Memorial Park is located adjacent to the project area on the north side of SR 70 and the Peace River Campground and Canoe Rental business is located northwest of the project area. Each of these recreation facilities creates non-vehicular demand, primarily for visiting the gas station. No pedestrian pathways connect to the store and no crossing facilities exist at the SR 72 and SR 70 intersection or within the project area. Crash data shows a pedestrian fatality occurred within the project area along SR 70 in 2016 in an area with no pedestrian facilities. A pedestrian was struck while walking along the westbound SR 70 shoulder.

Project Status

The project scope, limits, and cost in environmental documents are consistent with the Heartland Transportation Planning Organization (HRTPO) 2050 Long Range Transportation Plan (LRTP) priorities, the FDOT State Transportation Improvement Program (STIP) (June 2026), and the HRTPO Transportation Improvement Program (TIP) (June 2025). This project is not listed in the 2050 HRTPO LRTP; however, it does align with safety goals and operational improvements listed in the new LRTP.

The design of the preferred alternative is on-going.

1.3 Commitments

- The most recent version of the United States Fish and Wildlife Service (USFWS) "Standard Protection Measures for the Eastern Indigo Snake" will be utilized during construction.

- Should the tricolored bat become listed by the USFWS, the FDOT will adhere to the applicable commitment below, pursuant to FDOT Tricolored Bat Consultation Guidance (January 2025).

    - Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).

    - Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, Assessing Bridges and Culverts for Bats, will be used.

        - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures, which includes avoidance of tree trimming/clearing during tricolored bat pup season or when bats may be in torpor, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.

        - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

- The West Indian Manatee has the potential to be affected during channel maintenance to the Peace River Relief Channel. Should water in the Peace River Relief Channel rise to an elevation requiring in-water work, the FDOT commits to using the Standard Manatee Conditions for In-Water Work.

- The monarch butterfly is not currently protected but is a candidate for federal listing. Should this species become listed during later project phases, the FDOT will initiate consultation with the USFWS.

1.4 Alternatives Analysis Summary

Two alternatives were evaluated, No-Build and Build. The No-Build alternative proposes no changes to the alignments and horizontal or vertical geometry and no improvements to operations or safety. However, there would be no existing R/W or environmental impacts. The Build alternative proposes a roundabout north of the existing SR 70/SR 72 intersection. This requires the re-alignment of SR 72 and includes raising the roadway profiles above historic storm event levels to mitigate roadway flooding. The roundabout increases safety for all users compared to the existing condition. The Build alternative will require additional R/W and impacts to wetlands and floodplains. The Build alternative proposes channel maintenance to the Peace River Relief Channel which includes excavation south of the relief bridge, clearing the area between north of the relief bridge and the excavation area, and proposed grading along the relief channel from upstream to downstream.

Communication between stakeholders and public agencies such as the HRTPO, Board of County Commissioners (BOCC), and County Staff was conducted throughout the project's length. A public hearing was conducted on December 7, 2023 where public feedback and comments were received. Questions and concerns were answered and taken into consideration in the design of the project. Changes made to the placement of the roundabout were made based on feedback, resulting in changes to R/W needs and wetland impacts. The construction cost for the Build Alternative is approximately $16.7 million. **Table 1** shows the Revised Comparative Alternatives Matrix, based on changes made after the public hearing, with the revised project design.

Table 1 - Revised Comparative Alternatives Matrix

Evaluation Criteria	No-Action Alternative	Build Alternative
Purpose and Need Met?		
Addresses roadway resiliency and long-term maintenance	X	√
Enhances emergency evacuation and response		
Addresses roadway flooding on SR 72		
Addresses flooding of the SIS Facility (SR 70)		
Increases Intersection Safety at SR 72 and SR 70		
Creates connectivity for pedestrians and bicycles		
Project Costs		
Design Phase	$0	$2.258 million
ROW Acquisition	N/A	$2.160 million
Construction	$0	$16.700 million
Construction Engineering and Inspection (CEI)	$0	$1.719 million
Wetland, Habitat, and Species Credits	N/A	Approximately $3,317,000

Evaluation Criteria	No-Action Alternative	Build Alternative
Utility Relocation Cost	N/A	$522,240 (3 relocations) *Reimbursable determination has been requested and is on-going
Right-Of-Way Impacts		
Number of Parcels	0	13
Number of Relocations	0	0
Environmental Impacts		
Archaeological/Historic Sites	None	No Impacts
Parks, Recreational Areas, Protect Lands, Wildlife Refuges	None	No Impacts
Wetlands and Other Surface Waters Impact (acres)	0	23.07 acres of primary wetland impacts 3.08 acres of secondary wetland impacts. 1.27 acres of surface water impacts
Species Potential (Low/ Med/ High)	0	Low
Floodplains Impact (Acres)	N/A	Approximately 26 acres (Low Impact)
Right-Of-Way Impacts		
Contamination/Hazardous Waste Sites (# of site)	0	5 medium contamination sites were identified within the project area
Utility Impact (Low / Med/ High)	N/A	Medium
Traffic Operations and Safety Impact		
Level of Service (LOS) (in 2045)	LOS F in 2045 *Stop control not viable in 2045	LOS C in 2045
Safety (2045 Design Year, Predicted Crash Frequency)	10 crashes/ year	1.85 crashes/ year

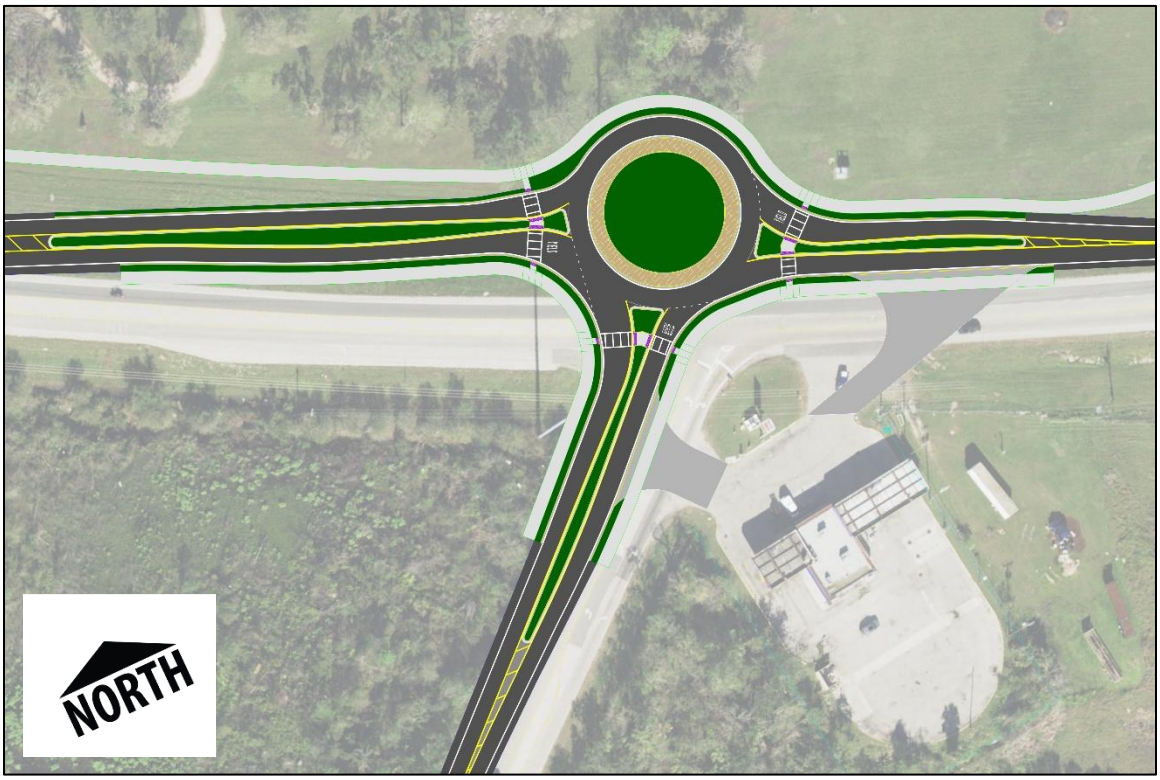
1.5 Description of Preferred Alternative

Based on the evaluation of the alternatives described in Section 5.0, the Build Alternative is recommended as the Preferred Alternative.

The Preferred Alternative involves raising the profile of SR 72 and SR 70 above the 100-year storm event elevation. Profiles will be raised by varying elevations with SR 70 anticipated to be raised a maximum of four feet above the existing profile and SR 72 anticipated to be raised a maximum of seven feet above the existing profile. Existing bridges will not be impacted. SR 72 will be slightly re-aligned north of the current location to provide a single-lane roundabout instead of the stop-controlled intersection at SR 70. Additionally, both SR 70 and SR 72 will have two 12-foot lanes with 10-foot shoulders (5-foot paved). Accommodations for existing driveways within the project area will be provided to account for driveway transitions for all vehicles, including commercial and recreational. Driveway tiedowns are not anticipated to extend outside of the R/W. Severe storms have been known to inundate the roadway causing damage to the road, resulting in temporary closures. Raising the roadway profile will mitigate roadway flooding and reduce roadway closures. The roundabout intersection is expected to reduce the number of high severity

crashes, reduce the severity of the crashes, and operate with less delay and a better Level of Service (LOS) than a traffic signal. To enhance multi-modal connectivity, the shared-use path on the north side of SR 70 will be extended from the Peace River Relief Bridge to the proposed roundabout. Due to the proposed shift to the northwest in the alignment of SR 72, R/W takes are required, impacting 13 properties for an approximate total of 13.12 acres.

Figure 3 - SR 72 & SR 70 Roundabout



The future context classifications are C2 - Rural for SR 72 and SR 70 (SR 70 will have an additional context classification of C2T - Rural Town classification from 12.060 to 12.313). The design speeds on SR 70 will be revised to 50 Miles Per Hour (mph) within the C2 - Rural Classification and 45 mph within the C2T - Rural Town Classification. For SR 72 the C2 - Rural Classification will be revised to 65 mph. Variations and Exceptions are not anticipated. Both typical sections will remain as a two-lane undivided roadway with flush shoulders and roadside ditches on each side. A new dry retention pond is proposed on the northeast corner of SR 72 and SR 70.

1.6 List of Technical Documents

Engineering

- Phase 1 Roundabout Feasibility Screening - August 29, 2014
- Context Classification Request - June 29, 2020
- Context Classification Review Comments - September 21, 2020
- Traffic Signal Warrant Analysis - March 2021
- Intersection Control Evaluation (ICE) Stage 1 Memo - November 30, 2021
- Intersection Control Evaluation (ICE) Stage 1 Form - December 7, 2021
- Utility Assessment Package - August 23, 2023
- Conceptual Drainage Report (CDR) - April 2026
- Location Hydraulics Report (LHR) - March 10, 2026

- Water Quality Impact Evaluation (WQIE) - Augusts 24, 2023
- Subsurface Soil Exploration - April 23, 2020
- FDOT All System Pavement Condition Forecast - January 31, 2026
- Bridge Hydraulics Report - March 20, 2026

Environmental

- Natural Resources Evaluation (NRE) - October 12, 2023
- Natural Resource Evaluation (NRE) Addendum - February 18, 2026
- Cultural Resources Assessment Survey (CRAS) - August 16, 2023
- Cultural Resources Assessment Survey (CRAS) Addendum - November 5, 2025
- State Historic Preservation Office (SHPO) Concurrence Letter - September, 18, 2023
- State Historic Preservation Office (SHPO) Concurs Section 106 - November 12, 2025
- Sociocultural Data Report - March 10, 2026
- Draft Section 4(f) Resources Form - February 13, 2024
- Contamination Screening Evaluation Report (CSER) - August 31, 2023
- Contamination Screening Evaluation Report (CSER) Addendum - April 1, 2025
- Noise Technical Memorandum - August 31, 2023
- Noise Technical Memorandum Addendum - May 1, 2025

Public Involvement

- Public Involvement Plan (PIP) - August 24, 2023
- Comments & Coordination Report - June 2026
- Public Hearing Transcript - February 26, 2024
- Public Hearing Certification - June 2026

2.0 EXISTING CONDITIONS

2.1 Previous Planning Studies

Two reports were previously completed regarding the use of a roundabout at the SR 70/SR 72 intersection. The first report was the “Phase 1 Roundabout Feasibility Screening” completed on August 29, 2014. This report indicated that a single-lane roundabout, from a planning-level analysis, is sufficient to serve existing traffic volumes and provides safety benefits over the current stop-controlled intersection. The report went on to identify that there would be R/W and environmental impacts and that further discussion with the Department would be necessary.

The second report performed is the “Stage 1 ICE Analysis” completed on November 30, 2021. This report compared the construction of a signalized intersection against a roundabout at the SR 70/SR 72 intersection. The capacity analysis showed both options would operate effectively with volume-to-capacity ratios less than 0.75 for all peak periods. However, the safety analysis concluded that a roundabout would be the safer option for vehicles, pedestrians, and bicyclists.

2.2 Existing Roadway Conditions

2.2.1 Roadway Typical Sections

Within the project limits, SR 72 is a rural two-lane undivided roadway with a posted speed limit of 60 mph that is reduced to 45 mph approaching the SR 70 intersection. The typical section consists of 12-foot travel lanes, and ten-foot shoulders (five feet paved). There are no designated bicycle or pedestrian facilities.

Within the project limits, SR 70 is a rural two-lane undivided roadway with a posted speed limit of 45 mph throughout the project limits. The typical section consists of 12-foot travel lanes and ten-foot shoulders (five feet paved). There are no existing designated bicycle or pedestrian facilities. This section of SR 70 is listed as an emerging Strategic Intermodal System (SIS) facility. **Figure 4** and **Figure 5** depict the existing typical sections of SR 72 and SR 70.

Figure 4 - SR 72 Existing Typical Section

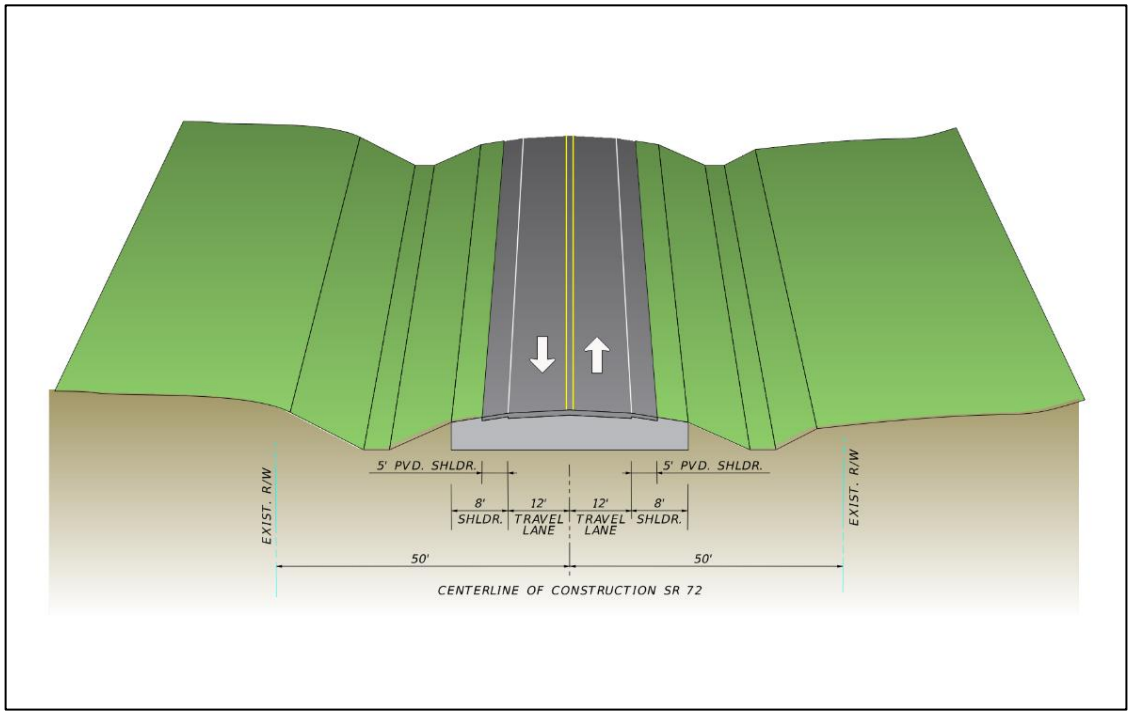
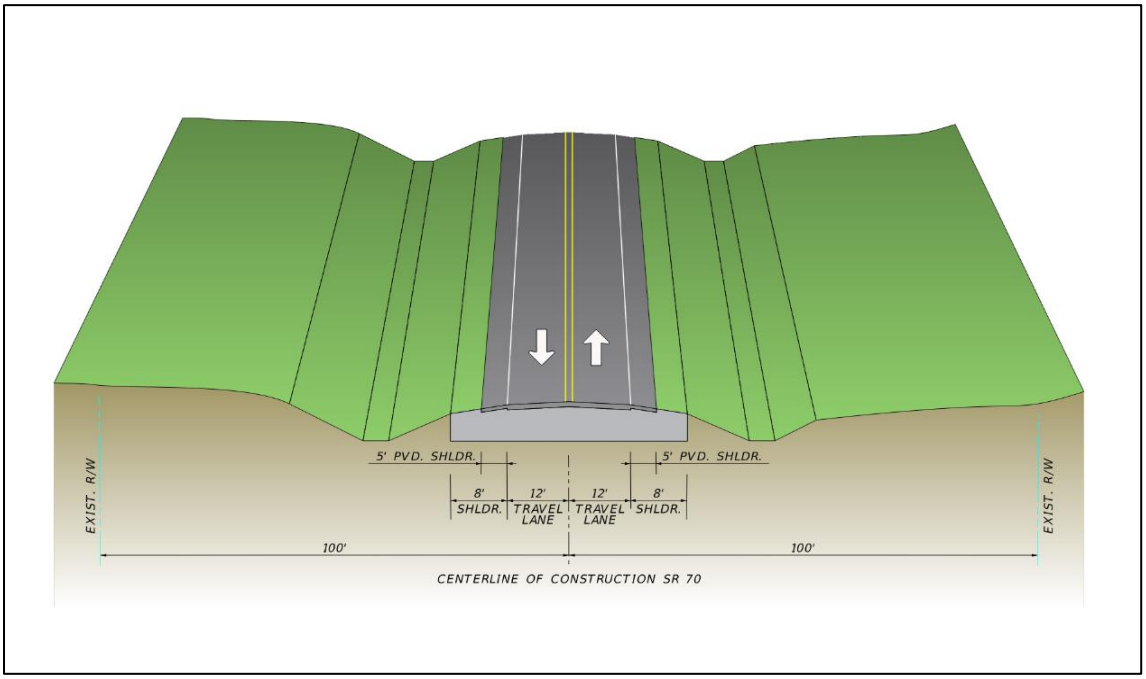


Figure 5 - SR 70 Existing Typical Section



SR 70 has a PD&E Study (454588-1) to evaluate adding capacity to the roadway.

2.2.2 Roadway Functional & Context Classifications

Per FDM 201.1, functional classification and context classification are established design controls for facilities on the State Highway System. These two elements establish the geometric and operational characteristics and criteria of the roadway. The functional classification (**Table 2**) is based on vehicular travel characteristics and the degree of access provided to adjacent properties. Context Classification (**Table 3**) establishes design criteria based on environmental conditions and the surrounding land use to harmonize the roadway characteristics and features with the intended land uses (i.e. existing and planned).

Table 2 - Functional Classification

Roadway Name	Urban or Rural	Functional Class
SR 72	Rural	Minor Arterial
SR 70	Rural	Principal Arterial

Table 3 - Existing Context Classification

Roadway Name	FDOT Context Class
SR 72	C2 - Rural (MP 10.208 - 10.974)
SR 70	C2 - Rural (MP 11.150 - 12.313)

2.2.3 Access Management Classification

Access management classification is coordinated planning and design of access between roadways and land development. It aims to reduce conflict points on the roadway and with other modes of travel to promote safe and efficient movement of people and goods. Data derived from the FDOT Access Management Transportation Data & Analytics Office (TDA) is used in **Table 4** and lists access classification for the roadways under consideration.

Table 4 - Access Classification

Roadway Name	Access Classification
SR 72	04 (MP 10.208-10.974)
SR 70	03 (MP 11.150-11.892) 05 (MP 11.892- 12.313)

2.2.4 Right-of-Way

R/W mapping and other pertinent survey data were obtained from the FDOT Survey and Mapping database, DeSoto County property appraiser maps, and field survey. Within the project limits, SR 72 has a 100-foot R/W, which is centered on the road. SR 70 has a 200-foot R/W with road south of center.

2.2.5 Adjacent Land Use

On SR 72, the land uses along the existing R/W are primarily Agricultural and Rural Residential. On SR 70, the land uses along the existing R/W are Agricultural, Recreation, and Commercial. The south side of the intersection of SR 72 & SR 70 has the gas station**. Figure 6, 7, and 8,** depict the land uses, as defined by the Florida Land Cover Classification System (FLUCCS) adjacent to the project area.

Figure 6 - FLUCCS Map 1

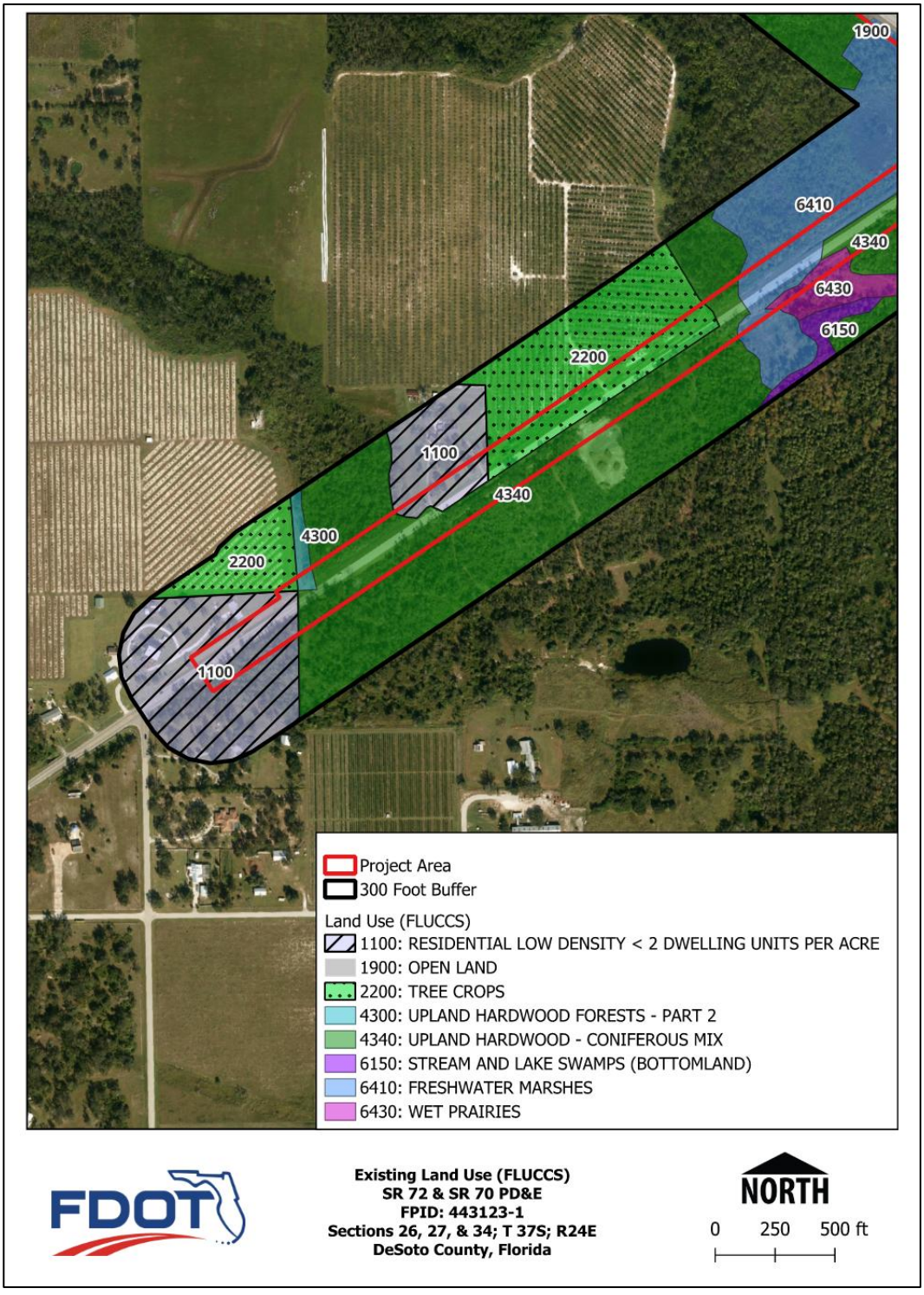


Figure 7 - FLUCCS Map 2

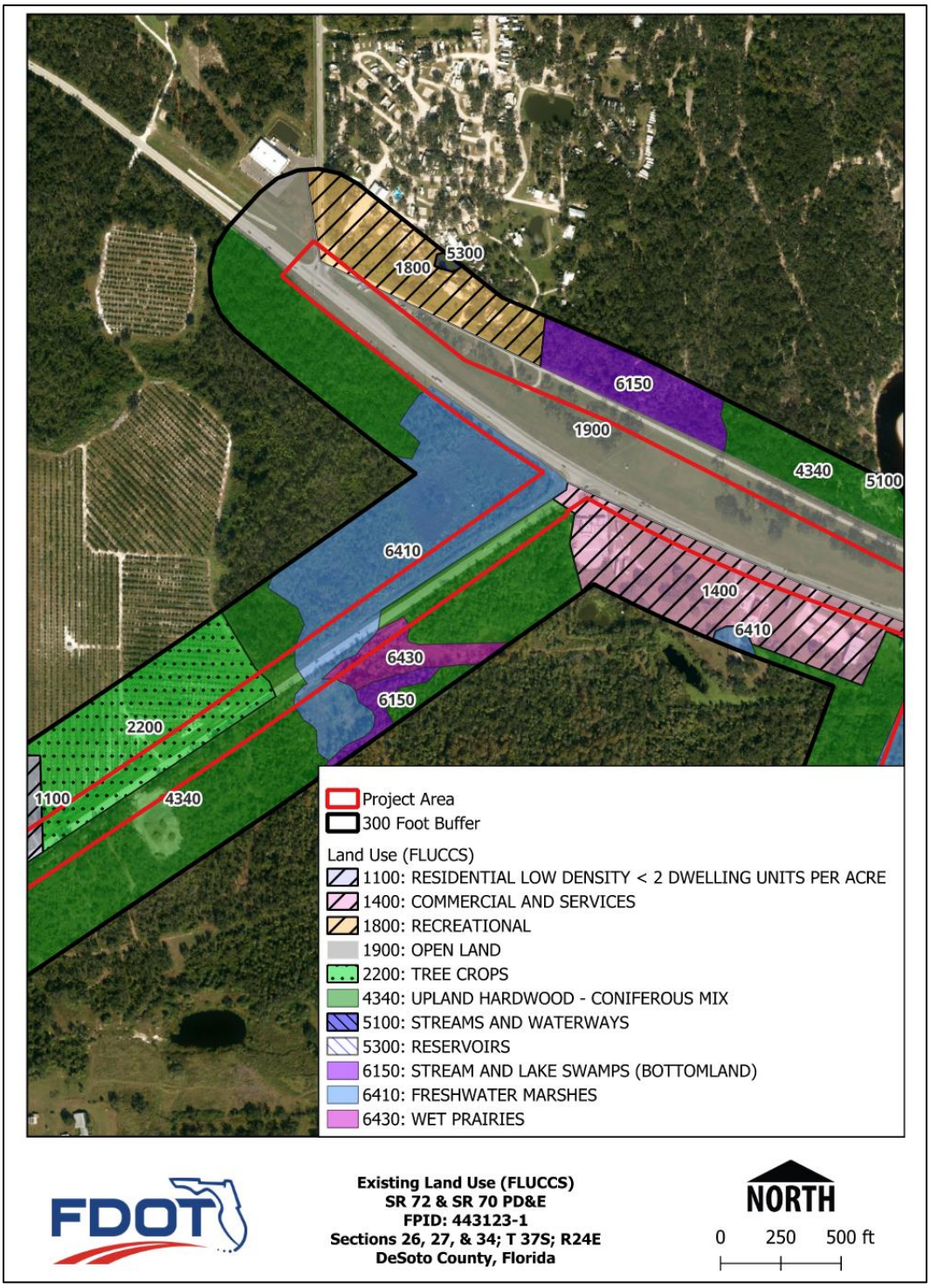
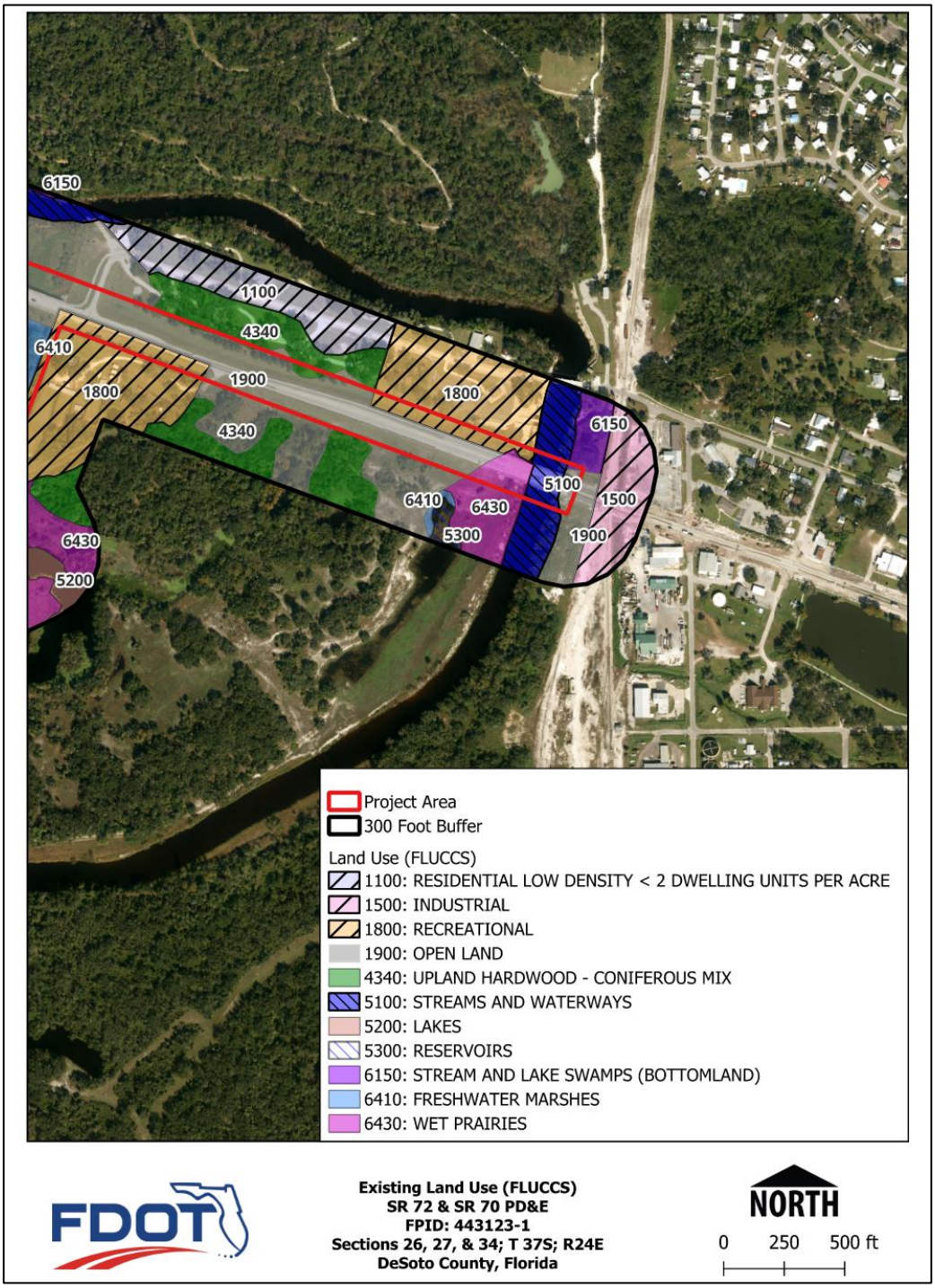


Figure 8 - FLUCCS Map 3



2.2.6 Pavement Type and Condition

Pavement conditions from January 2026 extracted from FDOT's All System Pavement Condition Forecast are presented below in **Table 5**. The overall pavement condition for SR 72 and SR 70 was noted as fair but top-down cracking extending full depth was observed for a majority of the cores. It should be noted that damage from 2022 Hurricane Ian required the partial reconstruction of SR 72 within the project limits. The emergency repairs were completed in the winter of 2022-23. It should be noted that the pavement evaluation report had recommended full pavement reconstruction as an option for this segment due to the severe cracking observed.

Table 5 - SR 72 Pavement Rankings

Pavement Type	Age	Crack	Ride	Rut
Asphalt	26 years	5.4	7.5	10

Pavement conditions from January 2026 extracted from FDOT's All System Pavement Condition Forecast are presented below in **Table 6**. Based on the core data, the overall pavement condition was noted as poor to fair with top-down, bottom-up, and fatigue cracking.

Table 6 - SR 70 Pavement Rankings

Pavement Type	Age	Crack	Ride	Rut
Asphalt	19 years	5.5	7.0	8

2.2.7 Existing Design and Posted Speed

Design Speed is a principal design control that regulates the selection of many of the project standards and criteria used for design. The selection of an appropriate design speed must consider many factors and must follow FDM 201.5.1 design speed selection process. Per FDM 201.5, both roadways are categorized as High-Speed facilities. The following design speeds in **Table 7** were based on As-Builts.

Table 7 - Existing Roadway Speeds

Roadway Name	Design Speed (mph)	Posted Speed (mph)
SR 72	65	60 (MP 10.310 - 10.506) 55 (MP 10.506 - 10.620) 45 (MP 10.620 - 10.991)
SR 70	45/60	45

2.2.8 Horizontal Alignment

Within the project limits, SR 72 has a linear alignment and SR 70 has a curved alignment. SR 70 has one horizontal curve. The horizontal alignment for SR 70 is summarized in **Table 8.**

Based on field measurements, SR 72 cross slopes vary from 0.5% to 3.7%, and SR 70 cross slopes vary from 1.1% to 2.2%. SR 70 is super elevated at 3.7% within the project limits.

Table 8 - SR 70 Horizontal Alignment

PC Station	PT Station	Curve Radius (ft)	Curve Length (ft)	Super-elevation Rate	Delta	D	Direction
607+83.18	625+84.33	5,729.58	1801.15	3.7%	18° 00’ 43” Lt.	1° 00” 00”	Left

2.2.9 Vertical Alignment

The vertical alignment for SR 72 and SR 70 was determined from a 3D Digital Terrain Model (DTM). Best-fit profiles were generated for each roadway. All elevations are in feet and based on the North American Vertical Datum of 1988 (NAVD 88). The SR 72 profile gradually transitions from elevation 51 near CR 661 to elevation 22.5 just south of SR 70. The SR 70 profile gradually transitions from elevation 42 near Arrowhead Pond Road to elevation 26.5 just south of Bradenton Road. The vertical alignment for this project is summarized in **Table 9.**

Table 9 - Vertical Alignment

Roadway	Number of Curves	Max. Grade (%)
SR 72	2	1.83
SR 70	6	2.24

2.2.10 Multi-modal Facilities

There are no sidewalks, crosswalks, shared-use paths, or other similar types of facilities present within the project area except for pedestrian paths on both sides of the Peace River Relief Bridge and pathways within the DeSoto Veterans Memorial Park, which connect to the City of Arcadia via a pedestrian bridge over the Peace River, north of the project area.

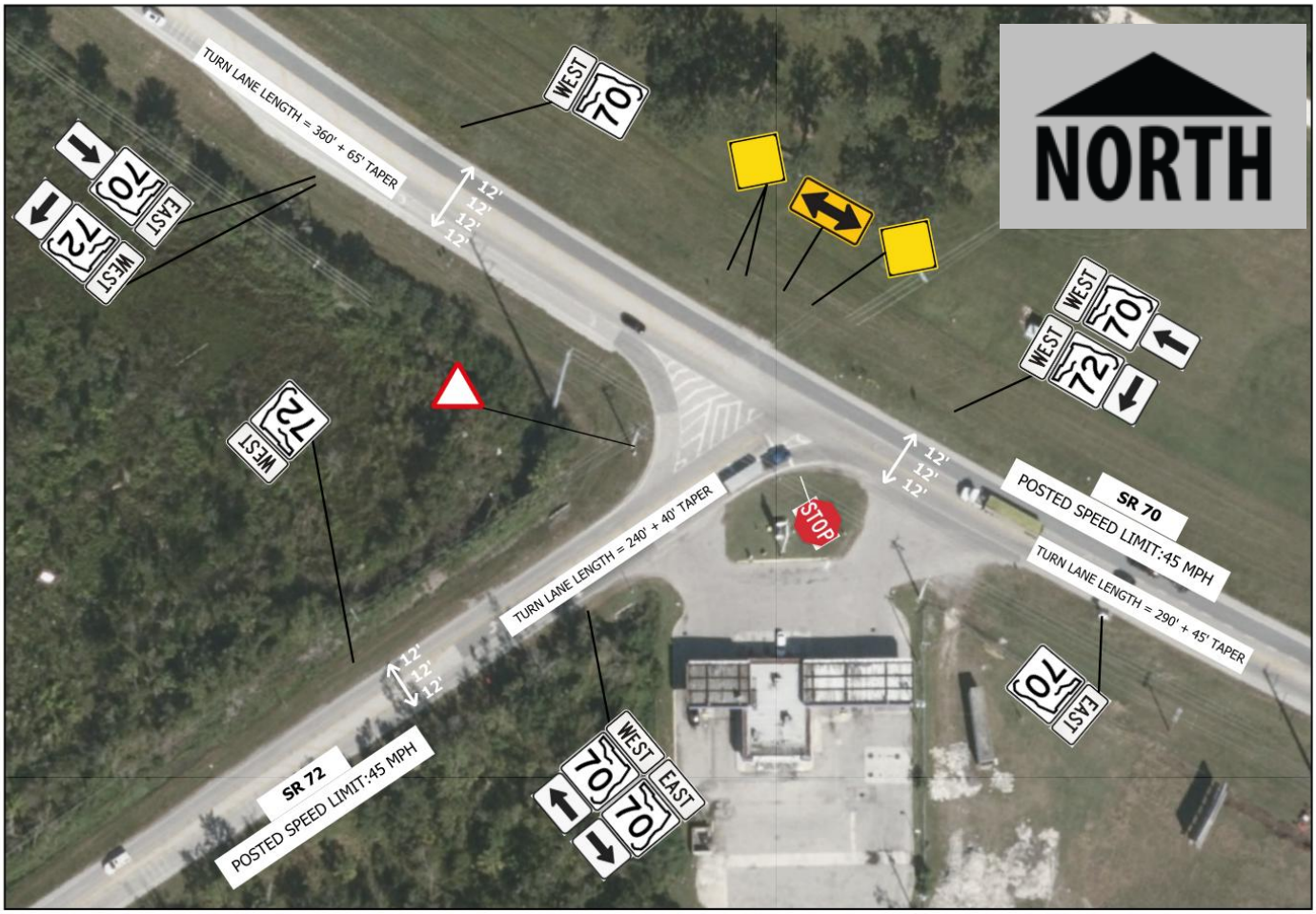
Per FDM 223.2, paved shoulders are classified as bicycle facilities. 5-foot paved shoulders are provided on both SR 70 and SR 72. These facilities are unmarked.

No transit facilities or transit routes are present within the project area. No bus stops, transfer centers, or park-and-ride lots are present within the project area.

2.2.11 Intersections

SR 72 and SR 70 intersect as a 3-legged intersection (T-intersection). SR 72 is stop-controlled and SR 70 is free-flow. On SR 70, there is a left-turn storage lane on the east leg of the intersection and a channelized right-turn lane on the west leg. The channelized right turn is yield-controlled. SR 72 has a dedicated left-turn storage lane and a dedicated right-turn lane. Street termination signing and channelizing markings are provided at the intersection. **Figure 9** shows the conditions diagram of the site. The gas station provides access for both roadways, and the driveways are within the intersection influence area.

Figure 9 - Site Condition (SR 72 & SR 70)



2.2.12 Physical or Operational Restrictions

On the south side of SR 70, Florida Power & Light (FPL) has both overhead distribution and transmission power lines. The transmission lines are on large concrete poles running along the R/W line. Additionally, there are two bridges along SR 70; the Peace River Relief Bridge (Bridge #040002) and the Peace River Bridge (Bridge #040023). The Peace River Relief Bridge carries two (2) 12'-0" wide travel lanes (one in each direction), 10'-0" wide outside shoulders, 1'-6" wide F-shape concrete traffic railing barriers, 6'-0" wide sidewalks, and 10 ½" wide pedestrian/bicycle railings (triple bullet railings mounted on an 8" wide by 2'-0" high concrete parapet) along the coping lines. The Peace River Bridge carries four (4) 12'-0" wide travel lanes (two in each direction), a 4'-0" wide concrete traffic separator, 10'-0" wide outside shoulders, 1'-6" wide F-shape concrete traffic railing barriers, 6'-0" wide sidewalks, and 10 ½" wide pedestrian/bicycle railings (triple bullet railings mounted on an 8" wide by 2'-0" high concrete parapet) along the coping lines.

There are no physical or operational restrictions along SR 72.

2.2.13 Traffic Data

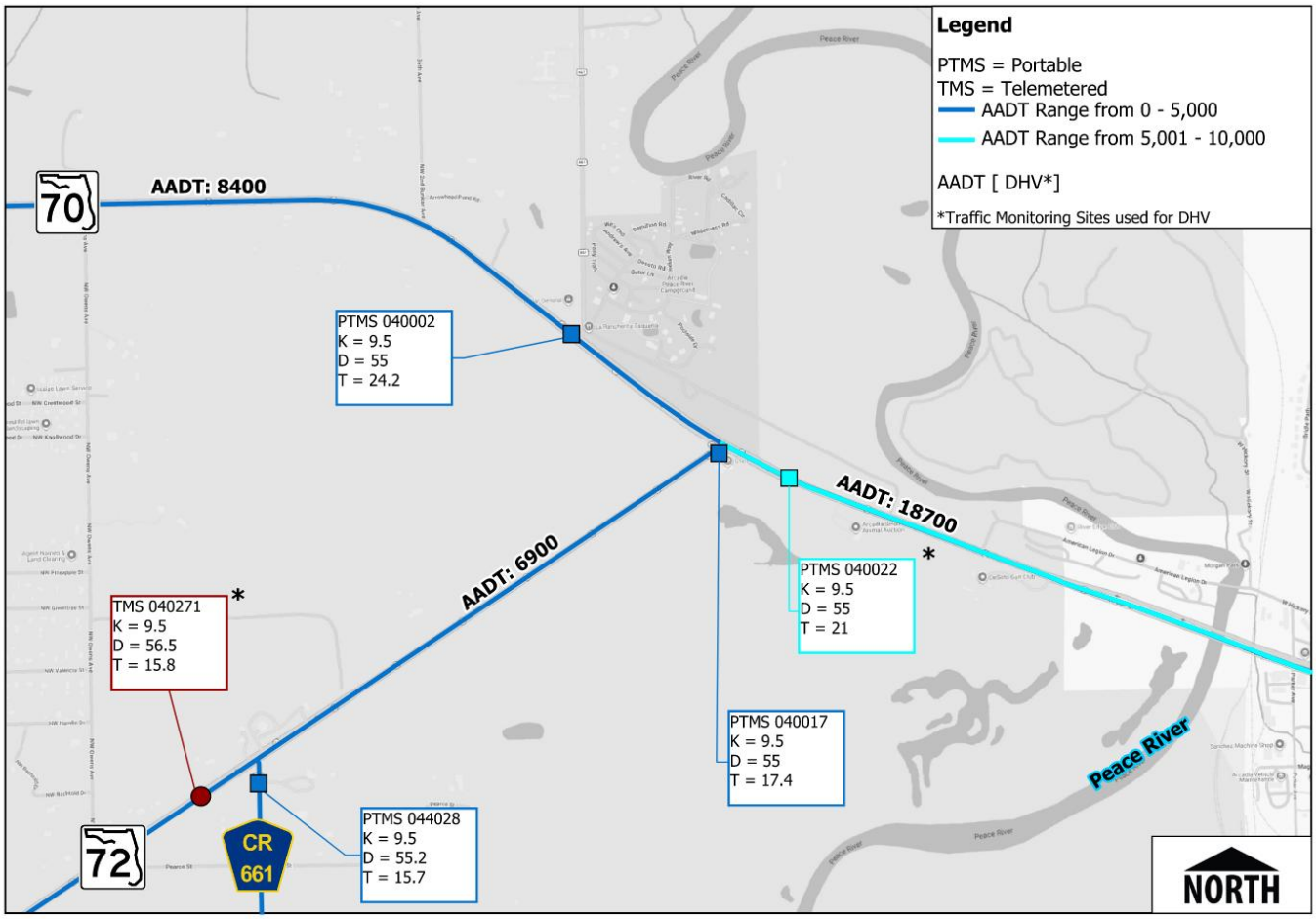
The FDOT Florida Traffic Online web application was used to determine the traffic volumes and operational conditions for both SR 72 and SR 70. There are four portable traffic monitoring sites (PTMS) and one telemetered traffic monitoring site (TMS) within the project limits as shown in **Figure 10**. Traffic data is from 2020-2024 and includes Annual Average Daily Traffic (AADT) in **Table 10**, Design Hourly Volumes (DHV), Directional Design Hourly Volumes (DDHV), Truck factors (T), Distribution factor (D), and standard K factors. Based on hourly counts at these sites, the SR 70 peak hours are from 7 am to 8 am and 4:30 pm to 5:30 pm, and the SR 72 peak hours are from 7 am to 8 am and 4:30 pm to 5:30 pm. Peak hour design volumes (DHV and DDHV) were reported for SR 72 in the afternoon (DHV = 656 & DDHV = 361), and SR 70 east of SR 72 in the afternoon (DHV = 1777, and DDHV = 977). Truck traffic was observed as being rather high (>10%) for both segments and will impact design considerations. Based on all available traffic, truck traffic is not seasonal.

Table 10 - Historical AADT

Year	AADT			
	SR 70		SR 72	
	PTMS 040022	PTMS 040002	TMS 040271	PTMS 040017
2024	18,700*	8,400*	6,472	6,900
2023	17,700*	8,000	6,947	8,500*
2022	16,100	7,500*	7,030	7,700*
2021	14,900	7,100	6,724	7,300
2020	13,500	6,700	6,081	6,800

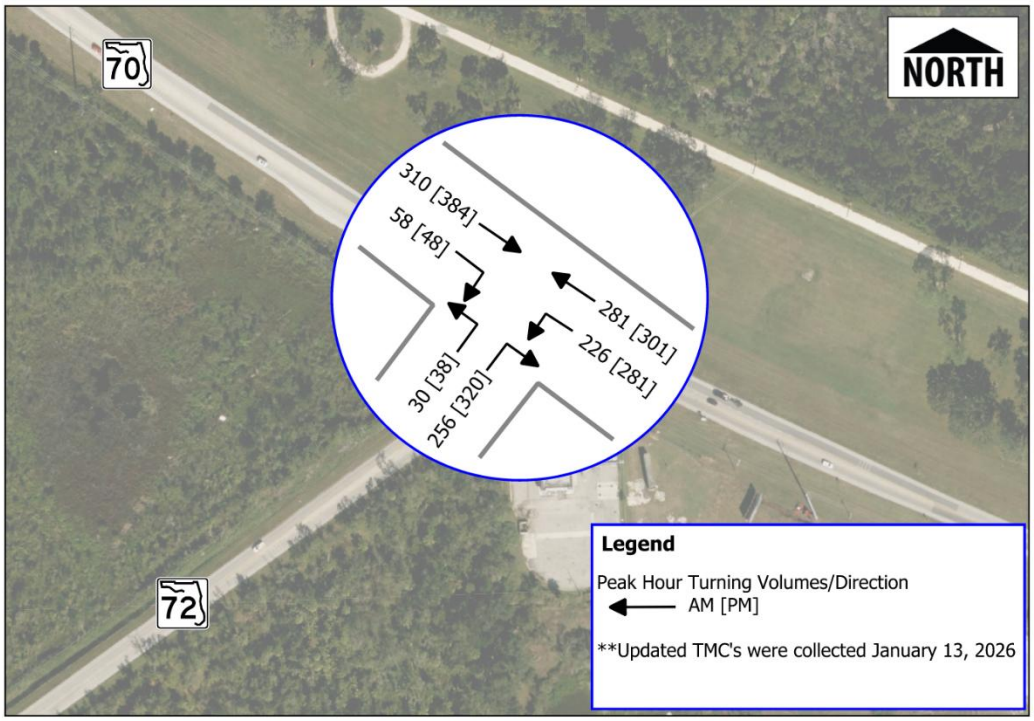
**Estimates*

Figure 10 - Traffic Monitoring Sites and Traffic Data



Turning Movement Counts (TMC) were updated and collected on Tuesday, January 13, 2026, for the morning peak hours of 7 am to 8 am, and the afternoon peak hours of 4:30 pm to 5:30 pm and shown in **Figure 11**. Historical AADT shows an overall increase in traffic volumes between 2023 and 2024. There was a 6% increase in traffic volume along SR 70 (E of SR 72), a 5% increase in traffic volumes along SR 70 (W of SR 72), and a 18% decrease in traffic volumes along SR 72. Peak hours differ slightly between the ICE (November 2021) and 2026 Turning traffic counts.

Figure 11 - Turning Movement Counts



2.2.14 Roadway Operational Conditions

An intersection delay study was also performed as part of the ICE (November 2021) Analysis (**Table 11**). The study points out that for comparison purposes an average control delay for this type of intersection under signal control is 60 seconds. The signal warrant for which the delay study was conducted was unsatisfactory based on the following results. A summary of the signal warrants performed by the ICE (November 2021) study is presented in **Table 12.**

Table 11 - Summary of Delay Study

7:00 AM - 8:00 AM	Westbound	Northbound	
	Left	Left	Right
Volume (veh/qhr)	193	18	275
Max Queue (veh)	4	2	7
Avg Delay per Vehicle (seconds)	7	30	16
Max Delay per Vehicle (seconds)	31	108	62
Total Delay (veh-sec)	1,353	528	4,167
Total Delay (veh-hrs)	0.39	0.20	1.18
4:00 PM - 5:00 PM (WB Left) 5:00 PM - 6:00 PM (NB Both)	**Westbound**	**Northbound**	
	Left	**Left**	**Right**
Volume (veh/hr)	282	32	308
Max Queue (veh)	6	3	7
Avg Delay per Vehicle (seconds)	9	39	22
Max Delay per Vehicle (seconds)	42	152	79
Total Delay (veh-sec)	2,444	1,228	6,631
Total Delay (veh-hrs)	0.69	0.34	1.85

*Intended for Signal Warrant 3 (Peak Hour)

Table 12 - Signal Warrant Summary

Warrant		Applicable	Satisfied
1A	Minimum Vehicular Volume	Yes	No
1B	Interruption of Continuous Traffic	Yes	No
2	Four-Hour Vehicular Volume	Yes	Yes
3	Peak Hour	No	No
4	Pedestrian Volume	Yes	No
5	School Crossing	No	No
6	Coordinated Signal System	No	No
7	Crash Experience	Yes	No
8	Roadway Network	Yes	Yes
9	Grade Crossing	No	No

FDOT has enacted a policy for planning, designing, and operating the SHS at an acceptable LOS for the traveling public. Florida's LOS Policy (Topic No. 000-525-006) outlines the motorized vehicle peak hour LOS threshold for urbanized areas (LOS D) and outside urbanized areas (LOS C). The peak hour traffic volumes were compared to FDOT's Generalized Service Volume Tables (2023 Multimodal Quality/ LOS Handbook) and it was found that within the project limits SR 72 operates at LOS C, SR 70 (W of SR 72) operates at a LOS C, and SR 70 (E of SR 72) operates at LOS C. It should be noted that this segment of SR 70 is listed as an emerging SIS.

2.2.15 *Managed Lanes*

No managed lanes are present within the project area.

2.2.16 Crash Data

The most recent 5 years of recorded crash data were reviewed for the intersection of SR 72 and SR 70 using Signal4 Analytics (**Table 13**). The crash period was from January 1, 2021 to January 1, 2026. A total of 115 crashes were reported at this intersection. There was 1 fatality reported involving a pedestrian walking the westbound shoulder of SR 70 at night [2021_87289752]. There were seven crashes resulting in incapacitating injuries and 16 possible injury crashes. There were three non-motorist crashes reported which resulted in a fatality (occurred on October 20, 2021 and is the fatality described above), an incapacitating injury (occurred on March 6, 2023), and a non-incapacitating injury (occurred on September 22, 2023). The incapacitating injury happened on SR 70 adjacent to the Peace River Campground and occurred at nighttime. 73% of the crashes occurred during the day. 11 wet weather crashes were reported with five wet road surface conditions listed as a contributing cause. Hydroplaning was not identified as the contributing cause. Left Turn, Rear End, and Off-Road collisions (73) accounted for the most frequent collision types, and Angle collisions (9) were the second most frequent. A brief review of the long forms found that 5 of the 9 angle collisions were influenced by entering and exiting traffic from the gas station. Crashes involving these driveways were mainly contributed to improper turns. There were no other discernable trends regarding crashes at this intersection.

Table 13 - Crash Data Statistics (2021-2025)

Crash Type	2021	2022	2023	2024	2025	Total
Angle	1	2	6	-	-	**9**
Animal	1	1	-	2	4	**8**
Bicycle	-	-	1	-	-	**1**
Head On	-	-	-	-	1	**1**
Left Turn	8	7	6	3	7	**31**
Off-Road	3	1	1	3	4	**12**
Other	2	2	-	-	4	**8**
Pedestrian	1	-	1	-	-	**2**
Rear End	8	7	7	4	4	**30**
Right Turn	-	-	1	-	-	**1**
Sideswipe	1	-	3	3	-	**7**
Rollover	1	-	-	-	-	**1**
Unknown	-	1	-	-	3	**4**
Total:	**26**	**21**	**26**	**15**	**27**	**115**
Fatalities	1	-	-	-	-	**1**
Incapacitating Injuries	-	1	4	-	2	**7**

Crash data available from Jan. 1st, 2021 to Jan. 1st, 2026

2.2.17 Railroad Crossings

There are no railroad crossings or railroad facilities located within the project area.

2.2.18 Drainage

The project area is within an open basin where runoff flows via sheet flow to roadside ditches and through existing cross drains in a general southeast direction towards the Peace River. There are four cross drains which convey flow from the north side of SR 72 to the south side, towards the Peace River. Contributing areas were delineated by utilizing CatchmentSIM (CSIM) software and available LiDAR, reviewing existing permits and plans, and field reconnaissance. Interconnected Channel and Pond Routing (ICPR) Model software was used to determine peak flows and peak stages at the existing cross drains. Actual rainfall data from Hurricane Irma (2017) and Hurricane Ian (2022) was used to calibrate and model results. Conceptual modeling was performed to estimate proposed cross drain sizes.

The project site is located within the Peace River above Joshua Creek watershed (WBID #1623C). This is not a tidal basin. It is listed on the Florida Department of Environmental Protection (FDEP) verified list for fecal coliform impairment, but no nutrient impairments. The Peace River is not an Outstanding Florida Water (OFW). **Figure 12** depicts the drainage map related to the project area.

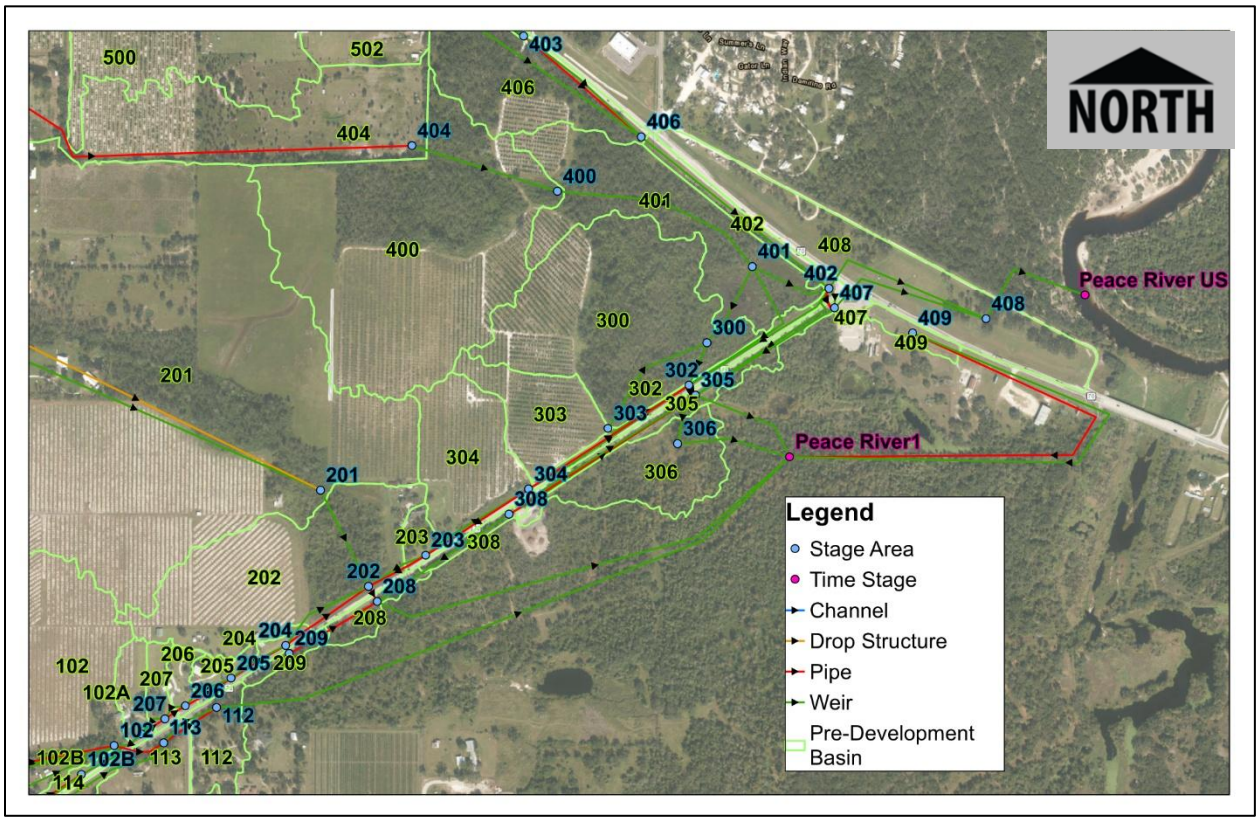
The Peace River crosses SR 70 in two locations directly downstream of the project area.

- SR 70 over Peace River Relief Bridge No. 040002, 14 span, 600 feet long
- SR 70 over Peace River Bridge No. 040023, 7 span, 320 feet long

Coordination has been ongoing with FDOT Maintenance. This study area has known local flooding issues with significant flooding during Hurricane Ian and Hurricane Irma.

The FEMA effective FIRM's, dated November 6, 2013, depict Zone AE, A, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are consistent with the Peace River and its overbank area. This riverine floodplain encroaches into the SR 72 and SR 70 R/W and has a BFE of 25.0 feet and 26.0 feet. The Zone A floodplains, which are areas that have a 1% annual chance of flooding, but do not have an established BFE are located along the western portion of SR 72 within the project limits. The FEMA Floodplain Map is shown in Section 7.1.15.

Figure 12 - Drainage Map



2.2.19 Lighting

No roadway lighting is present within the project area.

2.2.20 Utilities

Seven (7) Utility Agency Owners (UAO) located within and adjacent to the project area were contacted as a part of the Utilities Assessment. **Table 14** shows the UAO's present within the project area.

Table 14 - Sunshine 811 Design Ticket UAO's

Utility Owner	Contact	Phone	Email	Facilities
CenturyLink (Local)	Bill McCloud	850.815.3144	Bill.mccloud@lumen.com	Fiber, Telephone
CenturyLink (National)	Mark (Woody) Caldwell Matthew Anthony	813.810.4036	Mark.Caldwell@lumen.com Matthew.P.Anthony@lumen.com	Fiber
City of Arcadia	Julie Karleskint Lee Snyder	941.378.2862	jkarleskint@hazenandsawyer.com lsnyder@arcadia-fl.gov	Water, Sewer
Comcast	Chad Evener	941.356.1564	TBD	Cable TV (CATV)
FP&L Distribution	Chris McJunkin	941.599.2805	Chris.mcjunkin@fpl.com	Electric (<50kV)
FP&L Transmission	Craig B. Ledbetter	941.599.2805	Craig.ledbetter@fpl.com	Electric (230kV)
Florida Public Utilities	Gary Hardy	863.224.3786	Ghardy@fpuc.com	Gas

CenturyLink (Local)

CenturyLink Local marked-up utilities on both SR 72 and SR 70. The facilities consist of buried copper (50 Pair and 24 Gauge) and buried fiber optic (144 Fiber Strand). The fiber optic cable is located on the north side of SR 72 and begins 900 feet east of CR 661 and runs west. The buried copper line is located on the north side of SR 72. Approximately 900 feet north of CR 661, a second buried copper line is introduced. Both lines run towards the SR 70 intersection. At the intersection, one buried copper line crosses SR 70, then runs east. The other line remains on the south side of SR 70 and runs to the west. Along the south side of SR 70, a buried copper line runs from the beginning project limits to the east, terminating at the gas station in the southwest corner of the SR 72 intersection. Two additional buried copper lines run along the north side of SR 70, starting at CR 661 and proceeding east throughout the project limits. There are four locations where the buried copper crosses SR 70; at CR 661, at SR 72, west of the Peace River Relief Bridge, and east of the Peace River Relief Bridge. A buried fiber run is located on the north side of SR 70, running east and west throughout the project limits.

CenturyLink (National)

CenturyLink National has facilities on both SR 72 & SR 70. There are 12-1.25" High-Density Polyethylene (HDPE) conduits located on the south side of SR 72 starting at CR 661 and continuing east to SR 70. At the intersection of SR 70, these lines cross SR 70, and run east and west along the north side of the road.

City of Arcadia

The City of Arcadia has facilities on SR 70. There is a 4" force main attached to the north side of the Relief Canal Bridge. Immediately after the bridge, the force main diverges toward the R/W.

Comcast

Comcast has responded with no facilities within our project limits.

FP&L Distribution

FP&L Distribution has facilities on both SR 72 and SR 70. There is an overhead distribution line (<50kV) located on the north side of SR 72 that runs east and west. This line crosses SR 70, and continues east. There is also an overhead distribution line (<50kV) along SR 70 located on the south side that begins approximately 200 feet west of SR 72, and continues east passed the Relief Canal Bridge. Several communication lines share the pole and need to be separately coordinated.

FP&L Transmission

FP&L Transmission has facilities on SR 70. There is an overhead transmission line (230kV) located on the south side that runs east and west. The transmission line runs adjacent to the distribution line and does not share its pole with distribution or any communication lines. A transmission pole exists on the southwest corner of SR 72 and SR 70.

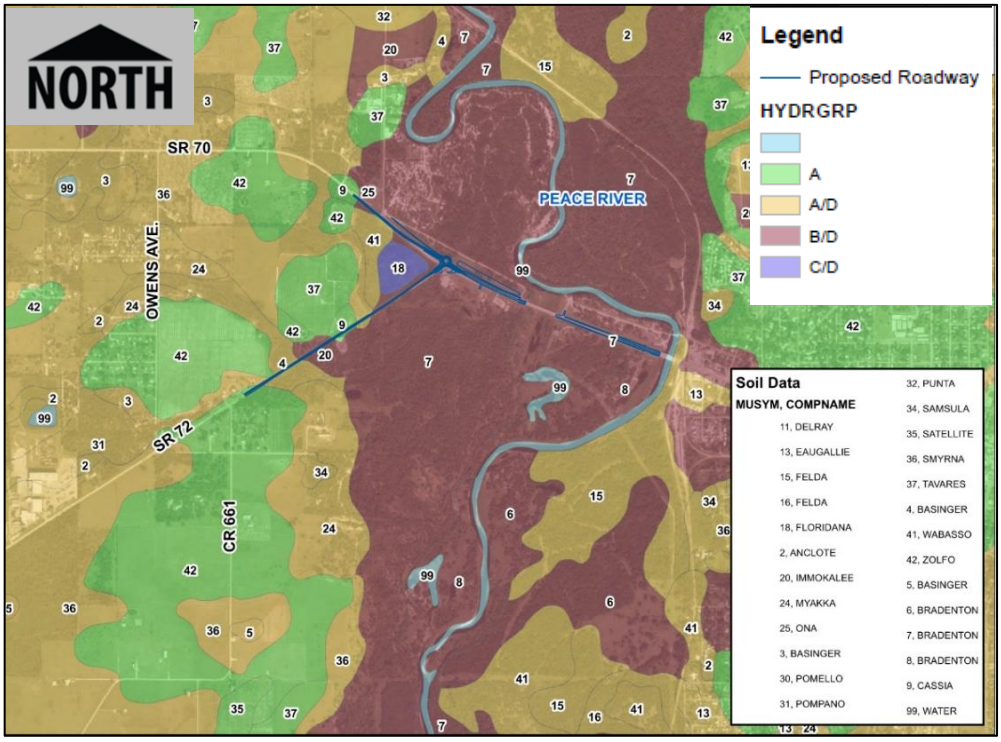
Florida Public Utilities

Florida Public Utilities has facilities on both SR 70 and SR 72. There is a 4" steel high-pressure gas main located on the north side of SR 72 that runs east and west. At the intersection of SR 70, the gas main splits off with one line running west along the south side of SR 70, and the other line crossing under SR 70 and continuing east on the north side of SR 70.

2.2.21 Soils and Geotechnical Data

U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) data was used to identify the soil types within and adjacent to the proposed project on the SR 72 and SR 70 corridors, as depicted in **Figure 13**. The majority of the project is within Type B/D soils which means the undrained areas have soils with a Type D classification, which are soils having a very slow infiltration rate (high runoff potential).

Figure 13 - Soils Map



2.2.22 Aesthetics Features

The only scenic views or aesthetic features within or near the project area would be located within the privately-owned Peace River Campground or the pedestrian bridge over the Peace River from Arcadia into the DeSoto Veterans Memorial Park, owned and maintained by DeSoto County.

2.2.23 Traffic Signs

There are no overhead signs within the project limits. In general, junction signing, street termination signing, route confirmation markers (i.e. State Route signs, posted speed), and traffic control signing are used within the project limits.

2.2.24 Noise Walls and Perimeter Walls

There are no noise or perimeter walls present within the project area.

2.2.25 Intelligent Transportation Systems (ITS)/Transportation System Management and Operations (TSM&O) Features

There are no ITS or TSM&O features present within the project area.

2.3 Existing Bridges and Structures

There is one bridge within the project limits, the Peace River Relief Bridge. FDOT Bridge #040002 is a fourteen (14) span prestressed concrete American Association of State Highway and Transportation Officials (AASHTO) Type II beam superstructure (40'-0" each span) carrying SR 70 Eastbound and Westbound over the Peace River Relief Channel. The bridge carries two (2) 12'-0" wide travel lanes (one in each direction), 10'-0" wide outside shoulders, 1'-6" wide F-shape concrete traffic railing barriers, 6'-0" wide sidewalks, and 10 ½" wide pedestrian/bicycle railings (triple bullet railings mounted on an 8" wide by 2'-0" high concrete parapet) along the coping lines. The F-shape traffic barriers at the approach and trailing ends of the bridge terminate at the end of the approach slabs and have W-beam guardrails attached to them. Hazard markers are installed at the bridge approach and trailing ends. The bridge was originally constructed in 1961, and reconstructed in 1995. The bridge was last inspected on May 22, 2024. Its sufficiency rating was 78.4 and has a health index of 87.48.

2.4 Existing Environmental Features

Protected Species and Habitat

The project area was assessed for the presence of suitable habitat for federal- and/or state-listed protected species. A total of eight federally listed wildlife species, five state listed wildlife species, four non-listed protected wildlife species, and two candidate species for federal listing were identified as potentially occurring within the project area based on documented geographic distribution and suitable habitat. Additionally, five state listed plant species were identified as potentially occurring in the project area based on known distribution and habitat. In addition to the evaluation of federal and state-listed species, the study area was also evaluated for the presence of federally designated Critical Habitat as defined by the Endangered Species Act (ESA) of 1973. It was determined that the project area overlaps 0.10% of Critical Habitat Unit 2 of the Florida Bonneted Bat. Channel maintenance to the Peace River Relief Channel is proposed within designated Critical Habitat, and suitable foraging and roosting habitat within these areas will be minimally impacted. No adverse modifications or destruction of habitat is anticipated as a result of project activities. **Table 15** shows the species and their potential for occurrence.

Table 15 - Potentially Occurring Protected and Proposed Wildlife Species

Species		Potential for Occurrence				Protected Status[1]
		No	Low	Med	High	
Audubon's crested caracara	*Polyborus plancus audubonii*	x				FED-T
bald eagle	*Haliaeetus leucocephalus*		x			NL; MBTA; BGEPA; State Eagle Rule
eastern black rail	*Laterallus jamaicensis jamaicensis*	x				FED-T
eastern indigo snake	*Drymarchon corais couperi*		x			FED-T
Florida bonneted bat	*Eumops floridanus*		x			FED-E
Florida panther	*Puma concolor coryi*		x			FED-E
Florida sandhill crane	*Grus canadensis*		x			FL-T
Florida scrub-jay	*Amphelocoma coerulescens*	x				FED-T
gopher tortoise	*Gopherus polyphemus*		x			FL-T
little blue heron	*Egretta caerulea*		x			FL-T
monarch butterfly	*Danaus Plexippus*		x			NL; proposed FED-T
osprey	*Pandion haliaetus*		x			NL; MBTA; ISMP
roseate spoonbill	*Platalea ajaja*		x			FL-T; ISMP
snowy egret	*Egretta thula*		x			NL; ISMP
tricolored bat	*Perimyotis subflavus*				x	NL; proposed FED-E
tricolored heron	*Egretta tricolor*		x			FL-T; ISMP
West Indian manatee	*Trichechus manatus*		x			FED-T
white ibis	*Eudocimus albus*		x			NL; ISMP
wood stork	*Mycteria americana*		x			FL-T*

*The wood stork was delisted March 12, 2026 from a federally threatened species. It is now considered a state threatened species.

Wetlands

The project was assessed for the presence of wetlands. The following wetland communities are present in the revised project area and described in Appendix B of the NRE (2023): Mixed Wetland Hardwoods, Wet Prairie, Ditches, Stream and Lake Swamps. Wetland areas within the project area are high to moderate quality with some indicators of disturbance and low to moderate coverage of nuisance and exotic species present. Project activities are not anticipated to have adverse impacts to wetlands.

Contamination

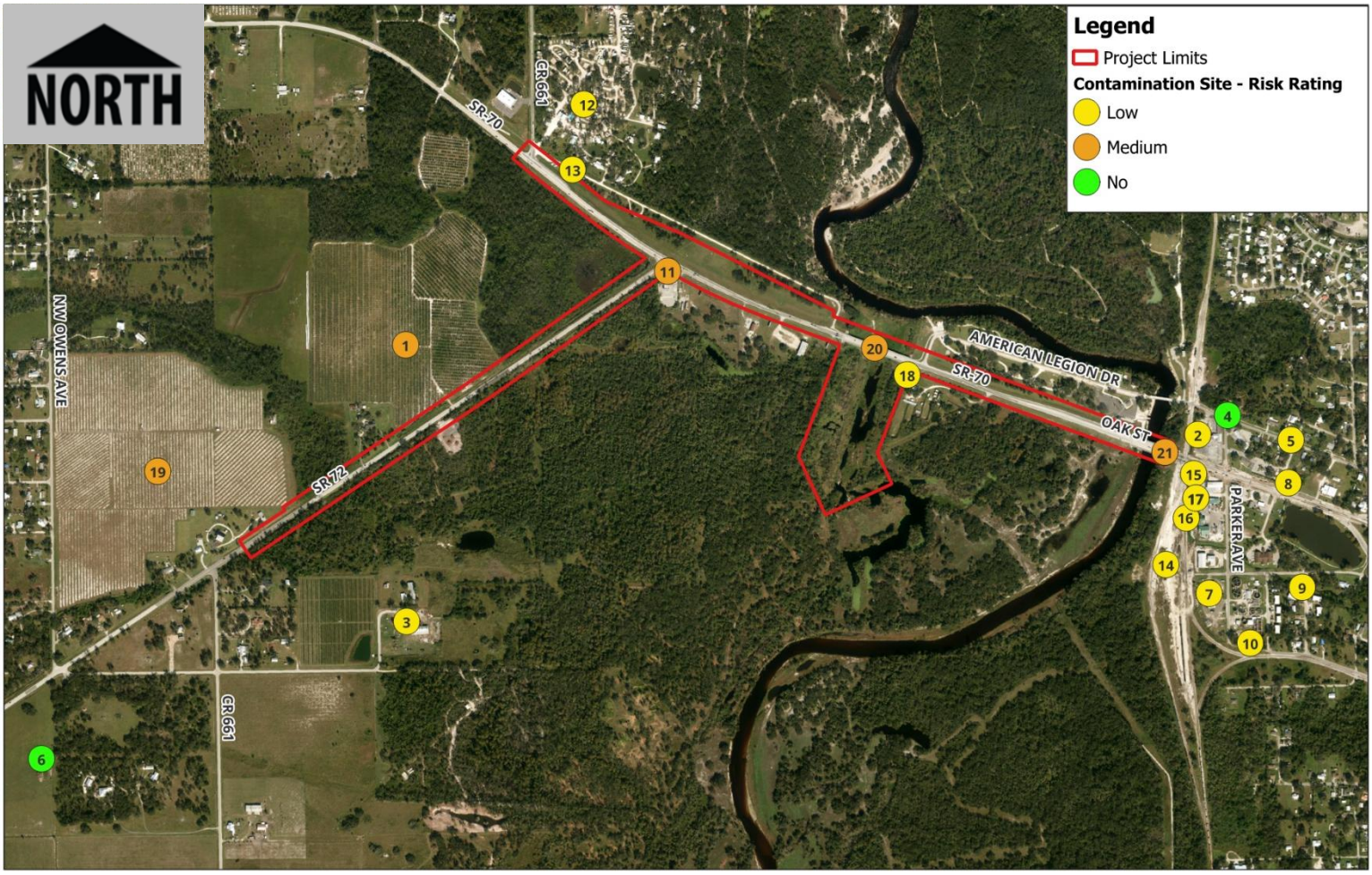
A Contamination Screening Evaluation Report (CSER) was completed on August 31, 2023 and an Addendum was completed on April 2025. Based upon this contamination screening evaluation, a total of 21 potential contamination sites were identified with the search parameters of the study area. Zero High Risk sites were identified. Five Medium Risk site, 14 Low Risk sites, and two No Risk Sites were identified. **Table 16** and **Figure 14** shows the risk ratings for the contamination sites identified within the project area.

Table 16 - Contamination Risk Ratings

Site Number	Site Name and Address	Facility IDs	Distance	Risk Rating
1	Sunny South Packing Company NW Highway 70	(AST) 9500101 (ED) A100180061	West side of SR 72	Medium
2	FDOT Maintenance Facility 1190 W. Oak St	(LUST) 8842389 (EDR) U001348889	1/8 mile east	Low
3	DeSoto Sod Co. 3250 Pearce St	(UST) 8735872 (EDR) U001348805	1/6 mile southwest	Low
4	Smith and Midwinter Steane Property 1036 W. Hickory St	(LUST) 9201624 (EDR) U001348912	1/4 mile east/southeast	No
5	NW Baldwin and Hickory 101 and 105 North Baldwin	(LUST) 9813212 (EDR) U004190748	1/4 mile east/southeast	Low
6	Pearce Avenue & CR 661 Debris staging	(SWF/LF) 98138 (EDR) S109688877	1/4 mile southwest	No
7	Arcadia City Garage 210 S Parker Ave	(LAST) 8837652 (EDR) U001037887	1/4 mile east/southeast	Low
8	Jed's Food Mart #2 1072 W. Oak St	(LUST) 8521217 (EDR) U001348770	1/4 mile east/southeast	Low
9	Arcadia Housing Authority 114-131 South Baldwin and 111-133 Jordan Av	(BROWN) 175209 (EDR) 1016679604	1/2 mile east/southeast	Low
10	Arcadia Waste-water Treatment Plant 222 S Parker Av	(AST) 9103119	1/4 mile east	Low
11	Sunoco Gas Station 2829 NW Highway 70	(LUST) 8520800	2829 Hwy 70	Medium
12	Arcadia Peace River Campground 2998 NW Highway 70	N/A	North side of Highway 70	Low

13	Debris Pile SR 70	N/A	Between SR 70 and campground	Low
14	Railroad storage and Debris W. Oak St	N/A	1/8 mile east	Low
15	4 Parker Ave	N/A	1/8 mile east	Low
16	108 Parker Ave	N/A	1/8 mile east	Low
17	6 Parker	N/A	1/8 mile east	Low
18	DeSoto Gun Club 2347 SR 70	N/A	S SR 70	Low
19	Turner Groves	N/A/	SW on SR 72	Medium
20	SR 70 Relief Bridge	N/A	On SR 70	Medium
21	SR 70 Bridge over Peace River	N/A	On SR 70	Medium

Figure 14 - Contamination Risk Ratings



Cultural

In 2023 a Cultural Resource Assessment Survey (CRAS) report was created and in 2025 an addendum was prepared. During the 2023 CRAS, eight historical resources, including three newly recorded structures (8DE01152, 8DE01153, and 8DE01159), three newly recorded resource groups (8DE01154–8DE01156),

and two newly recorded bridges (8DE01157 and 8DE01158) were documented. Additionally, the 2025 CRAS Addendum documented four historical resources, including one newly recorded segment of a previously recorded linear resource (8DE00828), one newly recorded structure (8DE01283), and two newly recorded linear resources (8DE01284 and 8DE01285) within the Area of Potential Effects (APE) and the visual effects buffer.

Recreation

Recreational lands within the project area include the DeSoto Veterans Memorial Park located adjacent to the project area on the north side of SR 70, the Peace River Campground and canoe rental business is located on the northwest of the project area.

Farmland Resources

This project is subject to the provisions of the Farmland Protection Policy Act of 1981 because it overlaps Rural and Family Lands Protection Act lands or prime farmland. Approximately 1.52 acres of prime and unique farmland overlap the revised project area.

3.0 FUTURE CONDITIONS

3.1 Future Conditions Consideration

Roadway Context Classification

For SR 72, the Roadway Context Classification was coordinated from the Context Classification Request Memo and through coordination with District One during the Context Zone and Typical Section meeting held on May 4, 2022. The Context Classification Request Memo indicated a classification of C2T - Rural Town. This presented a challenge as the design speeds for this roadway (65 mph) exceeded the allowable design speed for a C2T classification. During this meeting, it was agreed to revise the context classification to C2 - Rural and keep the Design Speed at 65 mph.

For SR 70, the Roadway Context Classification was coordinated from the approved Typical Section Package under FPID 445473-1 and through coordination with District One during the Context Zone and Typical Section meeting held on September 2, 2022. The approved Typical Section Package called for a Context Classification of C2 - Rural. This presented a challenge as the minimum design speed (55 mph) for a C2 classification exceeds the design speed (45 mph) for the roadway segment between MP 12.091 and MP 12.260. During this meeting, it was agreed to revise the context classification to C2T - Rural Town for this segment of SR 70. The other segments of SR 70 would remain classified as C2 - Rural. It was agreed to utilize a C2 - Rural classification with a Design Speed of 60 mph between MP 11.235 to MP 12.040 and a C2T - Rural Town classification with a Design Speed of 45 mph between MP 12.040 to MP 12.060.

A third Context Zone and Typical Section meeting was held on May 12, 2023. The Context Classification of C2 - Rural was re-confirmed for both SR 72 and SR 70. It was decided the limits for the C2T - Rural Town classification on SR 70 would be revised from MP 12.060 to MP 12.260. It was also determined that the Design Speeds on SR 70 will be revised to 50 mph within the C2 - Rural Classification and 45 mph within the C2T - Rural Town classification.

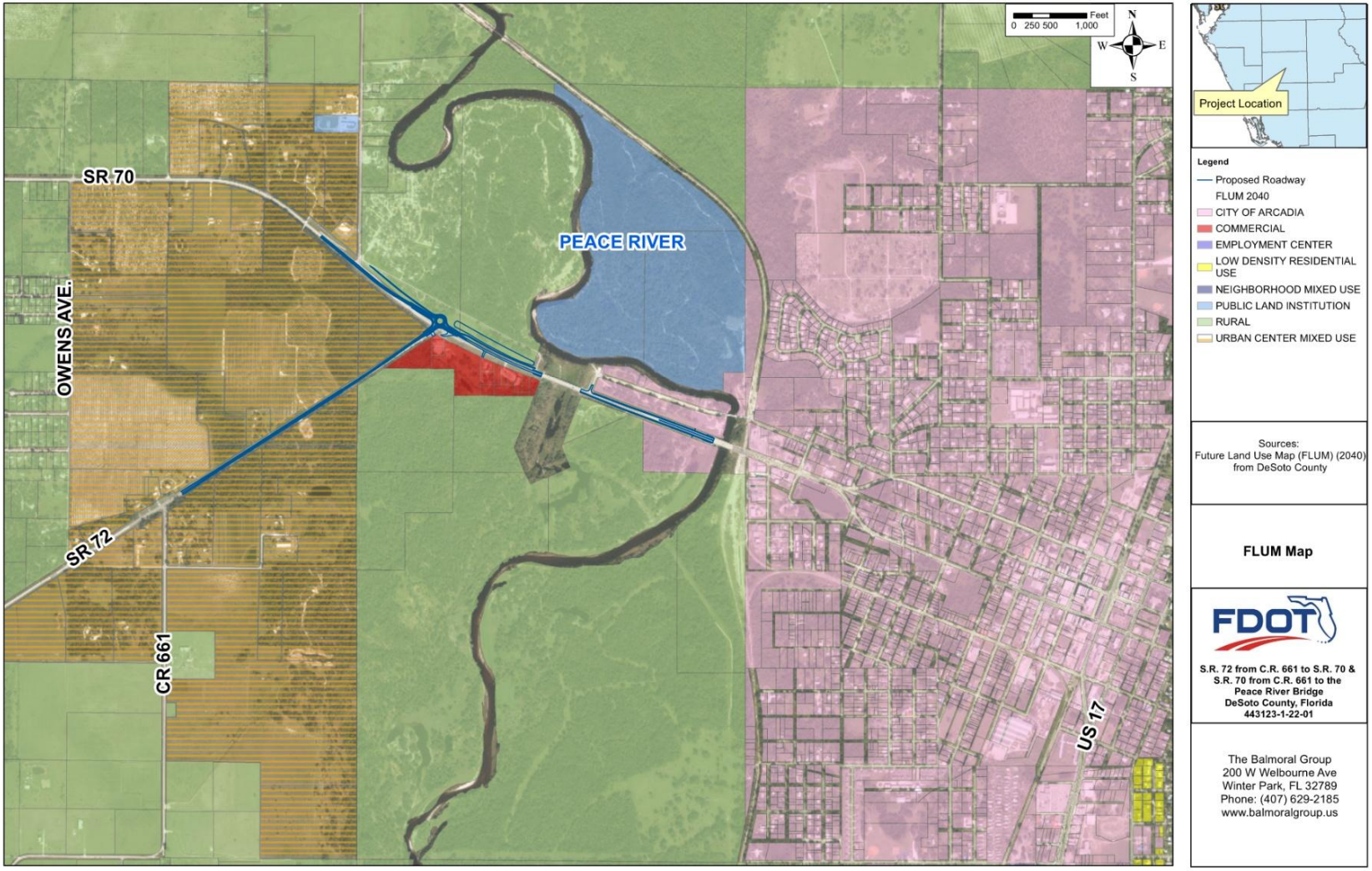
Future Traffic

An increase in traffic volumes is anticipated along both SR 70 and SR 72. Design year traffic volumes were developed as part of the ICE evaluation. The existing AADT (2024) was 17,700 vehicles and is projected to increase to 25,040 in the design year. The peak hours in the design year for each approach is as follows: SR 70 eastbound: AM Peak is 592, PM Peak is 694; SR 70 westbound: AM Peak is 815, PM Peak is 936; SR 72: northbound: AM Peak is 460, PM Peak is 576.

Future Conditions

The Strategic Intermodal System Long Range Cost Feasible Plan FY 2029 - 2045 has identified SR 70 from the Manatee County line to the west of the Peace River Bridge (American Legion Road) for capacity improvements. This segment is programmed for PD&E in FY 2028/2029 to 2034/2035, and for design in FY 2035/2036 to FY 2044/2045. Any alternatives evaluated will consider the future conditions, and be developed to integrate with those future improvements in mind. Existing land use in the vicinity of this intersection is fairly undeveloped and not anticipated to change as a result of this project. The most recent DeSoto County Comprehensive Plan Future Land Use Map (**Figure 15**) shows urban center mixed use zoning for parcels within the project limits.

Figure 15 - DeSoto County Interim 2040 Future Land Use Map



4.0 DESIGN CONTROLS & CRITERIA

4.1 Design Controls

Table 17 lists the design controls used to establish the proposed improvements for the SR 72 & SR 70 study corridor based on the *2026 FDM* and *Section 3.2.3.5 of Part 2 Chapter 3 of the PD&E Manual*.

Table 17 - Design Control

Design Control	SR 72	SR 70	Source
Context Classification	C2 - Rural	C2 - Rural/ C2T - Rural Town	Context Class Memorandum
Design Year Period	20 Years	20 Years	FDM 201.3, New Construction
Access Management	Class 04 (MP 10.208-10.974)	Class 03 (MP 11.150-MP11.892) Class 05 (MP 11.892-MP 12.313)	TDA
SIS Corridor	No	Yes	SLD 04040 SLD 04060
Design Speed	65 mph	50 mph / 45 mph	Approved TSP on 05/2023
Design Vehicle	WB-62FL	WB-62FL	FDM 201.6

Legend

FDM = 2026 FDOT Design Manual

SLD = Straight Line Diagram

TDA = FDOT's Transportation Data and Analytics Clearinghouse

TSP = Typical Section Package

4.2 Design Criteria

The design criteria used to establish the proposed improvements for the SR 72 & SR 70 study corridor adhere to the 2026 FDM and are listed in **Table 18**.

Table 18 - Design Criteria

Design Criteria				SR 72	SR 70	Source
Typical Section	Travel Lane Width			12 ft	12 ft	FDM Tbl. 210.2.1, Note (2)
	Auxiliary Lane Width			12 ft	12 ft	FDM Tbl. 210.2.1
	Two-Lane Cross Slope			0.020 ft/ft	0.020 ft/ft	FDM Tbl. 210.2.3, Standard
	Outside Shoulder Cross Slope			0.060 ft/ft	0.060 ft/ft	FDM Tbl. 210.2.3, Standard
	Shoulder Width	Outside	Full	10 ft	10 ft	FDM Tbl. 210.4.1
			Paved	5 ft	5 ft	
Typical Section	Border Width			40 ft	40 ft	FDM Tbl. 210.7.1
	Clear zone Width			36 ft	24 ft	FDM Tbl. 215.2.1
	Roadside Slope			<u>Front Slope</u> Fill Height 0-5' = 1:6 Fill Height 5-10' = 1:6 to CZ, then 1:4 Fill Height 10-20' = 1:6 to CZ, then 1:3 Fill Height >20 = 1:2 with guardrail <u>Back Slope</u> All fill heights = 1:4 or 1:3 with standard trapezoidal ditch and 1:6 front slopes		FDM Tbl. 215.2.3 CZ= Clearzone Slope Rates = Vertical: Horizontal

<u>Legend</u>

FDM = 2026 FDOT Design Manual

SLD = Straight Line Diagram

TDA = FDOT's Transportation Data and Analytics Clearinghouse

TSP = Typical Section Package

Design Criteria			SR 72	SR 70	Source
Horizontal	Deflection (without curve)		0°45'00"	0°45'00"	FDM 210.8.1
	Min. Stopping Sight Distance (SSD)	≤ 2%	645 ft	645 ft	FDM Tbl. 210.11.1 4% Max grade when truck volume ≥10% SSD downgrade values listed
		3%	682 ft	682 ft	
		4%	696 ft	696 ft	
	Length of Curve	Desirable	975 ft	750/675 ft	FDM Tbl. 210.8.1
		Minimum	400 ft	400 ft	
	Max. Radius (e = NC)		13,164 ft	8337/6878 ft	FDM Tbl. 210.9.1
	Min. Radius (e_{max} = 0.10)		1,146 ft	819/716 ft	
	Min Turning Radius for Gas Station		50 ft	50 ft	FDM Tbl 214.3.1
Vertical	Max. Grade (Flat Terrain)		3%	4%	FDM Tbl. 210.10.1
	Max. Change in Grade without Vertical Curve		0.30%	0.60/0.007%	FDM Tbl. 210.10.2
	Crest Curve	K Value	313	136/98	FDM Tbl. 210.10.3
		Min. Length	450 ft	300/135 ft	FDM Tbl. 210.10.4
	Sag Curve	K Value	157	96/79	FDM Tbl. 210.10.3
		Min. Length	350 ft	200/135 ft	FDM Tbl. 210.10.4
	Min. SSD		See Minimum SSD under Horizontal Design Elements		
Shared-Use Path	Design Speed		18 mph		FDM 224.9
	Paved Width		10 ft		FDM 224.4
	Max. Grade (Flat Terrain)		5%		FDM 224.6
	Horizontal Clearance		4 ft		FDM 224.7
	Max. Curvature (Cross Slope = +2%)		74 ft		FDM Tbl. 224.10.1
	Max. Curvature (Cross Slope = -2%)		86 ft		FDM Tbl. 224.10.2
	Separation from Roadway		5 ft from the shoulder break		FDM 224.12
Roundabout	High-Speed Approach Geometry		AR1-2200 ft, AR2-950 ft, AR3-75 ft		FDM 213.3.1, Chicane Req'd
			Tan1-100 ft, Tan2-50 ft		
	Control Vehicle		WB-62FL		FDM 213.7.1
	Fastest Path		25 mph		FDM 213.6
	Inscribed Circle Diameter	Single	120 ft to 160 ft		FDM 213.3
		Two Lane	160 ft to 200 ft		

Legend

FDM = 2026 FDOT Design Manual

SLD = Straight Line Diagram

TDA = FDOT's Transportation Data and Analytics Clearinghouse
TSP = Typical Section Package

Stormwater Management Criteria

The project is located within the authority of the SWFWMD, and as such the improvements will be designed to meet the environmental permit requirements of the SWFWMD, as well as the drainage requirements contained in the FDOT Drainage Manual.

A pre-application meeting was held on February 2, 2023 with SWFWMD, included in Appendix C of the Conceptual Drainage Report (CDR), and it was agreed that at a minimum, the pavement in the area of re-alignment should receive full treatment and that the exemptions that exist for the raised areas of pavement should still be included in the new stormwater rule. The treatment will be the greater of runoff from 1.0” of rainfall over the contributing area of 1.39 Ac-ft and 0.5” runoff over the contributing area of 1.54 Ac-ft.

5.0 ALTERNATIVES ANALYSIS

5.1 No-Build (No-Action) Alternative

The no-build alternative would leave SR 70 and SR 72 in their current condition. Both roadways would be susceptible to flooding as the profiles would no longer be raised. Since both SR 70 and SR 72 are within the FEMA floodplain, roadway flooding would continue to occur during heavy storm events. Additionally, the T-intersection would remain stop-controlled, leaving this intersection vulnerable to high severity crashes.

Advantages

- There will be no R/W impacts
- There will be no Environmental impacts
- There will be no Construction impacts

Disadvantages

- SR 70 and SR 72 will continue to be susceptible to heavy flooding
- The T-stop intersection will continue to be a safety issue for pedestrians and motorists
- There will be continued damage to the roadway, requiring constant maintenance
- Roadway closures will continue to happen, isolating nearby residents
- No connectivity for multi-modal transportation

The No-Build Alternative does not address the needs of the project area; however, it will remain under consideration throughout the alternatives analysis and evaluation process.

5.2 Transportation Systems Management and Operations (TSM&O) Alternative

There is no ITS or TSM&O infrastructure located within the project limits. TSM&O strategies were considered however there are no signalized intersection within the project limits. As part of the design phase, we will coordinate with the District TSM&O Program Engineer on whether or not the roundabout will be monitored with Closed-Circuit Television (CCTV) cameras.

5.3 Multi-modal Alternatives

As part of the build alternative, a 10-foot-wide shared-use path is proposed on the north side of SR 70. This path will connect from CR 661, proceed eastward through the roundabout, then continue to the Peace River Relief Bridge to connect to the existing path. The proposed shared-use path would address safety needs associated with the intersection within the project area. No other multi-modal alternatives were analyzed.

5.4 Build Alternative

The build alternative was derived from observations of roadway flooding as well as the ICE (November 2021) analysis. The roadway flooding led to evaluation of raising the roadway profiles of SR 70 and SR 72 above the 100-year storm event. The ICE analysis concluded a roundabout would operate effectively in the design year and provide a greater safety benefit than a traffic signal. The initial roundabout location was located at the current SR 70/SR 72 intersection. This location impacted the existing gas station in the southeast quadrant of the intersection as well as the steel transmission power pole in the southwest quadrant which led to the evaluation of alternate roundabout locations. This led to shifting the roundabout to the northwest, away from the current intersection of SR 70/SR 72, requiring greater R/W impacts. The proposed location allows for the roundabout to be constructed to provide a safer junction between SR 70 and SR 72, as well as allows for the roadway profiles to be raised to mitigate future roadway flooding. The roundabout provides safer crossing points for pedestrian/bicyclists. A shared-use path will be constructed along the north side of SR 70, connecting the roundabout to the existing path at the Peace River Relief Bridge. Intersection lighting will be constructed within the roundabout and approaching to the roundabout.

Advantages

- The proposed roundabout would operate effectively and provide safety benefits
- The proposed raising of the roadway profiles will mitigate future roadway flooding
- There will be safer crossings and a shared-use pathway for pedestrians/bicyclists
- Intersection lighting is proposed and enhances safety
- SIS and Evacuation routes will function with a lessened risk of closing
- Enhanced multi-modal connectivity

Disadvantages

- There will be R/W impacts
- There will be Environmental impacts
- There will be Construction impacts

5.4.1 Complete Streets

The build alternative follows a Complete Streets approach because it proposes the addition of a shared-use pathway and prioritizes the safety of all road users.

5.4.2 Pedestrian and Bicycle Accommodation

The build alternative adds pedestrian facilities; 10' shared-use paths are proposed within the immediate area of the intersection. 10' special emphasis crosswalks are proposed on all legs of the intersection.

5.4.3 Traffic Operations and Safety

The build alternative relieves congestion and enhances safety. The proposed roundabout replaces the T-stop intersection and reduces conflict points which allows for smoother traffic flow. The first steps in an intersection analysis is a warrant study. This project does warrant an enhanced traffic control solution. The warrant analysis is summarized in **Table 12**. Following the warrant analysis, an intersection control evaluation (ICE) (November 21) was performed. A signalized intersection and a roundabout were reviewed as part of the ICE analysis. From a traffic operations standpoint the average delay per vehicle for a signalized intersection is predicted to be 60 seconds. The longest average delay for the Northbound left in the roundabout is 30 seconds in the AM and 39 seconds in the PM. The signal warrant analysis is available in Appendix A of the ICE (November 2021) Study, and provides more information on traffic and safety within the SR 72/70 intersection.

Roundabouts reduce the frequency of high severity crashes. A crash analysis was performed for 2021-2025, a total of 115 crashes were reported at the SR 72 and SR 70 intersection. A Safety Performance for Intersection Control Evaluation (SPICE) was used to predict crashes for the traffic control alternatives. The SPICE determined that in the 2045 design year, a single lane roundabout would result in approximately 1.85 crashes per year. The Crash analysis conducted for 2021-2025 resulted in approximately 10 crashes a year. The SPICE is available in Appendix E of the ICE (November 2021) Study.

5.4.4 Managed Lanes

No managed lanes are present within the project area.

5.4.5 Access Management

SR 72 is classified as an Access Class 04 facility, while SR 70 is classified as Access Class 03. The alternative does not propose any changes to these access classifications. The original build concept located the proposed roundabout to the west/southwest of the existing SR 70 and SR 72 intersection. Under that

concept, access to SR 72 for the adjacent gas station was removed, while full access to SR 70 was maintained. During the public hearing, comments were received requesting further evaluation of the roundabout, specifically to reduce or minimize impacts to wetlands within the southwest quadrant of the intersection.

In response to these comments, the access management approach has been revised from the concept presented at the public hearing. The updated design includes a modified alignment of SR 72, which differs from the public hearing concept and allows access to the gas station to be maintained from both SR 70 and SR 72. The proposed driveways are restricted to right-in, right-out movements. By maintaining access on both roadways, the previously proposed median opening on SR 70 serving the gas station is no longer required, thereby eliminating a potential conflict point. Although the proposed driveway spacing does not meet the criteria outlined in FDM Table 201.4.2, the driveways have been located as far from the roundabout as practicable in order to maximize spacing and improve operational safety.

5.4.6 Interchanges on Interstate Highway

There is no interchange existing or proposed.

5.4.7 Intelligent Transportation Systems (ITS) and TSM&O Strategies

ITS and TSM&O strategies were considered, however because there is not a signal present in the build alternative, ITS and TSM&O infrastructure wouldn't have anything to use it on.

5.4.8 Lane Repurposing

The build alternative does not incorporate lane repurposing.

5.4.9 Landscape

The roundabout and surrounding areas proposed in the build alternative provides areas for potential landscaping and roadway speed attenuation.

5.4.10 Lighting

The build alternative, per FDM requirements, proposes lighting at the roundabout and a minimum of 200-ft in advance of the splitter islands along the approaches of SR 70 and SR 72.

5.4.11 Wildlife Crossings

The build alternative proposes to increase the size of drainage structure CD-1 to provide sufficient capacity for small mammal passage.

5.4.12 Permits

The build alternative is anticipated to require the following permits:

Southwest Florida Water Management District (SWFWMD)

- Environmental Resource Permit (ERP) - Wetland impacts will require an ERP, issued by SWFWMD under the authority of Part IV of Chapter 373, Florida Statutes (F.S.).

Florida Department of Environmental Protection (FDEP)

- State 404 Permit - Per the Retained Waters Screening Tool published by the FDEP, Waters of the United States (WOTUS) within the project corridor are no longer under the jurisdiction of the US Army Corps of Engineers (USACE) but instead are considered state assumed waters pursuant to the State 404 Program (Chapter 62-331 F.A.C.). It is anticipated that impacts to wetlands will require a State 404 Permit pursuant to 62-331 F.A.C.
- National Pollutant Discharge Elimination System (NPDES) Permit - Construction activities that disturb 1.0 acre or more of land, or discharge stormwater to surface waters of the state, require an NPDES permit, issued by FDEP under the authority of section 403.0885, Florida Statutes F.S.

5.4.13 Stormwater Management

The build alternative proposes improvements of SR 72 and SR 70 and will include raising the roadway profile of both alignments. Some increase in impervious area is anticipated with the realignment of SR 72 and the proposed roundabout. Proposed basins are anticipated to mimic existing basins with the established outfall locations remaining unchanged. Outfall sizes along SR 72 may change to accommodate an increase in flow through the cross drain, rather than roadway overtopping, and to allow for wildlife crossing. More information is available in the CDR, April 2026.

5.4.14 Sea Level Impact Protection (SLIP) Studies

The build alternative does not require SLIP Studies.

5.4.15 Water Quality

The build alternative will impact water quality. A Water Quality Impact Evaluation (WQIE) Checklist is available under sperate cover.

5.4.16 Hydrology and Floodplains

The build alternative will alleviate severe flooding by excavating the Peace River Relief Bridge channel within the limits of the FDOT owned property in order to mitigate hydrological events.

The build alternative encroaches on the riverine floodplain in the SR 72 and SR 70 R/W. This will remove cross drain EX-3 and reroute it to CD-2. This encroachment was found to not have significant impacts.

5.4.17 Utilities and Railroads

The build alternative is anticipated to impact a total of seven (7) UAOs. No significant impacts are expected and a Utilities Assessment Package Technical Report is available under separate cover.

5.4.18 Survey and Mapping

The build alternative will require R/W. Within the project limits, SR 72 has a 100-foot R/W, which is centered on the road. SR 70 has a 100-foot R/W on either side. SR 70 is to the south of the baseline survey.

5.4.19 Geotechnical Investigation

The majority of the project is within Type B/D soils which means the undrained areas have soils with a Type D classification, which are soils having a very slow infiltration rate (high runoff potential). The build alternative will not have any adverse effects on this resource.

5.4.20 Structures and Bridges

There is one existing bridge within the project limits. FDOT Bridge #040002 carries traffic over the Peace River Relief channel. The project limits end at the Peace River Bridge, therefore this structure is not part of the analysis. Improvements to the existing Relief Bridge include upgrades to the guardrail connections and refreshing pavement markings. No new structures are proposed as part of the project improvements.

5.4.21 Perimeter Walls

The build alternative does not incorporate this resource.

5.4.22 Transportation Management Plan

A Conceptual Transportation Management Plan (TMP) will be prepared at a later phase of the project.

5.4.23 Constructability

Maintenance of Traffic (MOT) was evaluated for constructability, resulting in the need to adjust the alignment of SR 72 to maintain traffic during construction. Additionally, a reasonable detour has not been identified.

5.4.24 Construction Impacts

The build alternative is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS). Construction for this project is not expected to cause adverse impacts on highway traffic noise and a Noise Technical Memorandum (2023) and a Noise Technical Memorandum Addendum (2025) are available under separate cover. Construction is anticipated to have minimal impacts to wildlife species and critical habitat. Additionally, the build alternative is anticipated to have minimal impacts to wetlands. An MOT plan will be created and made available under separate cover; no significant impacts are anticipated. Detours are not anticipated and traffic will be maintained adjacent to the existing roadways via temporary roadway. Access to businesses will not be negatively impacted by construction impacts. Construction will follow Best Management Practices (BMP)s to ensure safety measures are taking place. The public hearing on December 7, 2023 took public input into account when designing the build alternative. Community interaction will ease construction impacts. The contractor will be required to develop a Stormwater Pollution Prevention Plan (SWPPP) to prevent erosion, pollution of water, detrimental effects to public or private property adjacent to the project R/W, and damage to work on the project in accordance with Standard Specifications, Section 104. A Stormwater Runoff Control plan will be developed to facilitate the Contractor in development of the SWPPP. Construction materials can potentially be re-used as subbase (no known contamination within the work area impacting disposal). The new pond area is ideal for construction material staging. The new pond will help mitigate use of any borrow areas. The pond material can be used in the roadbed subbase, or fill. Excavation is proposed in the originally dredged Peace River Relief channel and a portion of those lands are tagged as Sovereign Submerged Lands (SSL).

5.4.25 Value Engineering (VE)

A Value Engineering (VE) Study was not performed and will not be required.

5.4.26 Environmental Considerations

An evaluation was conducted to analyze the potential environmental effects of the build alternative. There are a total of seven federally listed wildlife species, six state listed wildlife species, four non-listed protected wildlife species, and two candidate species for federal listing identified as potentially occurring within the project area. Additionally, five state listed plant species were identified as potentially occurring in the project area. **Table 26** shows the potentially occurring protected wildlife species within the project area and their potential to occur and **Table 27** shows the potentially occurring protected plant species and their potential to occur. The project area overlaps federally designated Critical Habitat for the Florida bonneted bat, minimal impacts are anticipated to this resource.

The NRE (2023) and the NRE Addendum (2026), detail the wetland and other surface waters evaluation. The revised project design has been shifted to the northwest and will result in minimal impacts to wetlands. Wetland impacts were measured based on the entire revised project area being a primary impact area and the 25-foot buffer around the revised project area being a secondary impact area. There is a total of 23.07 acres of primary wetland impacts, 3.08 acres secondary wetlands impacts, and 1.27 acres of surface water impacts.

5.5 Comparative Alternatives Evaluation

Table 19 shows the Comparative Alternative Matrix shown at the Public Hearing on December 7, 2023.

Table 19 - Comparative Alternatives Matrix

Evaluation Criteria	No-Action Alternative	Build Alternative
Purpose and Need Met?		
Addresses roadway resiliency and long-term maintenance	X	√
Enhances emergency evacuation and response		
Addresses roadway flooding on SR 72		
Addresses flooding of the SIS Facility (SR 70)		
Increases Intersection Safety at SR 72 and SR 70		
Creates connectivity for pedestrians and bicycles		
Project Costs		
Design Phase	$0	$1.155 million
ROW Acquisition	N/A	$1.25 million
Construction	$0	$10.214 million
Construction Engineering and Inspection (CEI)	$0	$1.226 million
Wetland, Habitat, and Species Credits	N/A	5.3 forested wetland & 1.1 herbaceous wetland credits – Credits in Peace River Basin are approximately

Evaluation Criteria	No-Action Alternative	Build Alternative
		$110,000 per credit. 6.4 credits x $110,000 = $704,000 cost for wetland mitigation credits
Utility Relocation Cost	N/A	$0 (3 relocations)
Right-Of-Way Impacts		
Number of Parcels	0	12
Number of Relocations	0	0
Environmental Impacts		
Archaeological/Historic Sites	None	(To be provided by FDOT District 1)
Parks, Recreational Areas, Protect Lands, Wildlife Refuges	None	(To be provided by FDOT District 1)
Wetlands and Other Surface Waters Impact (acres)	0	8.88 acres of primary wetland impacts 2.69 acres of secondary wetland impacts 0.89 acres of surface water impacts
Species Potential (Low/ Med/ High)	0	17 wildlife species (Low impact) 5 plant species (Low impact)
Floodplains Impact (Acres)	N/A	Approximately 26 acres (Low Impact)
Right-Of-Way Impacts		
Contamination/Hazardous Waste Sites (# of site)	0	To be provided by FDOT District 1
Noise Receptors	0	To be provided by FDOT District 1
Utility Impact (Low / Med/ High)	N/A	Low
Traffic Operations and Safety Impact		
Level of Service (LOS) (in 2045)	LOS F	LOS C
Safety (2045 Design Year, Predicted Crash Frequency)	9.52 crashes/ year	1.85 crashes/ year

5.6 Selection of the Preferred Alternative

The selection of the preferred alternative is based on which alternative provides the best safety, resiliency, and operational benefit for the community. The Build Alternative is the preferred alternative because it proposes improvements to safety, resiliency, and roadway operations with minimal impact to existing conditions.

6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT

6.1 Agency Coordination

District One representatives met with DeSoto County on August 24, 2022, to discuss the project concept and the need for the project. At the meeting, it was agreed that the project would be brought before the DeSoto Board of County Commissioners (BOCC) prior to the Public Hearing. The project was brought before the BOCC November 14, 2023, the Public Hearing was held on December 7, 2023 and the project was brought back before the Board on January 23, 2024 to summarize input received at the Public Hearing and to present a new alignment that is the currently proposed alignment with minor modifications for the roundabout. The project was later brought back to the BOCC on August 19, 2024 and August 26, 2024 to provide updates on the roundabout concept.

The Project was brought before the Heartland Regional Transportation Planning Organizations, Technical Advisory Committee November 15, 2023, the Citizens Advisory Committee November 16, 2023, and the Governing Board on December 6, 2023.

6.2 Public Involvement

The purpose of the Public Involvement Plan (PIP, August 2023) created for this PD&E Study is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and government entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit. Public Input received was considered in the design of the Preferred Alternative.

A Comments and Coordination Report (March 2026) summarizes the public meeting results and recommendations and is provided in the project file. The report also contains the input provided through other public involvement techniques utilized in the project development process.

Additionally, changes were made to the conceptual design based on feedback from the hearing and coordination with local government after the hearing. This resulted in change to R/W needs, requiring R/W from properties that were not shown at the hearing to be impacted. Notice packages were sent on 2/19/2026 to the owners of these newly impacted properties.

6.3 Public Hearing

FDOT conducted a hybrid public hearing to provide interested persons with information on the preferred alternative selected by FDOT, and to allow the public the opportunity to comment. The hearing was held on December 7, 2023 at the Turner Agri Civic Center and the formal hearing portion was live streamed online through GoToWebinar. The in-person venue was chosen because of proximity to the project area, Americans with Disabilities Act (ADA) accommodations, and responsiveness of venue staff. Meeting materials were posted to the project webpage (https://www.swflroads.com/project/443123-2) on November 30, 2023. A Public Hearing Transcript and Certification is available under separate cover.

The Public Hearing was advertised in the following manner:

- Email to Elected Officials - Distributed on November 9, 2023
- Email to Appointed Officials - Distributed on November 9, 2023
- Email to Interested Parties - Distributed on November 9, 2023
- Newsletter to Property Owners - Mailed on November 10, 2023
- Florida Administrative Register - Published on November 27, 2023
- FDOT Public Notice Website - Published on November 16, 2023
- Legal Advertisements - Published in Sun Newspaper (Port Charlotte) on November 19, 2023 and November 30, 2024

A total of 31 citizens and two elected/appointed officials attended in-person and the virtual portion of the hearing had ten attendees for a total of 43 attendees for the public hearing. As attendees entered the hearing, they were provided with a handout and the project team explained the comment process. At the in-person event, an open house was held from 5 - 6 p.m. Members of the study team were available to answer questions and discuss the project during this time. A separate table for roundabout information, project technical reports, and R/W information was available to the public.

The following project-related information was on display:

- Roll plots of SR 72 at SR 70
- Project location map
- Proposed alternatives
- Typical section SR 72 and SR 70
- Floodplain maps
- Roundabout animation station
- Welcome and thank you
- Schedule and funding
- Evaluation matrix
- Comment
- Title VI
- Hearing statutes

At 6 p.m. the formal portion of the hearing began for both the in-person and online attendees. A project presentation was played, and the public had the opportunity to provide verbal comments. 4 attendees provided verbal testimony at the in-person event and 1 attendee provided verbal comment through the online event.

In addition to the verbal comments, other comments were submitted either by email, website, or by mail. In-person hearing attendees were also able to leave written comments. 5 comment forms were received at the in-person hearing and 10 were received during the 10-day comment period following the meeting, ending December 17, 2023. Any comments received prior to the public hearing were included in the project record. The comments covered the following:

- Roundabouts being confusing for drivers
- Bicycle and pedestrian safety
- Reasons for re-aligning SR 72
- Roundabout vs stoplight
- Support for raising roadways to alleviate flooding impacts
- Current speeding & safety concerns on SR 70
- Right-of-Way needs
- Greater safety provided by roundabouts vs traditional intersections
- Support for the roundabout
- How large trucks/trailers will be able to use the roundabout
- Opposition to any project whatsoever
- Preference for SR 70 to be widened to 4-lanes
- Adding bypass lanes before roundabout for right-turns
- Access to the gas station

7.0 PREFERRED ALTERNATIVE

7.1 Engineering Details of the Preferred Alternative

The Preferred Alternative involves raising the profile of SR 72 and SR 70 and realigning the SR 72 roadway northeast of the current location to provide a single-lane roundabout instead of the stop-controlled intersection. Severe storms have been known to inundate the roadway causing damage to the road, resulting in temporary closures. Any unexpected closures can adversely impact the safety of the community, delay emergency response, and disrupt intrastate travel. The raising and realigning of SR 72 and SR 70 was found to address the flooding issues to avoid roadway closures. The roundabout intersection was found to reduce the number of expected crashes and reduce the severity of the crashes and was found to operate with less delay and a better LOS than a traffic signal.

7.1.1 Typical Sections

The following Figures depict multiple typical sections along SR 72 and SR 70 including one bridge typical. The main typical section for both SR 72 and SR 70 consists of two 12-foot lanes with 10-foot shoulders (5-foot paved) with various configurations of roadside and treatment ditches. A Typical Section Package is included as **Appendix A**.

Figure 14 - SR 72 Proposed Typical Section 1

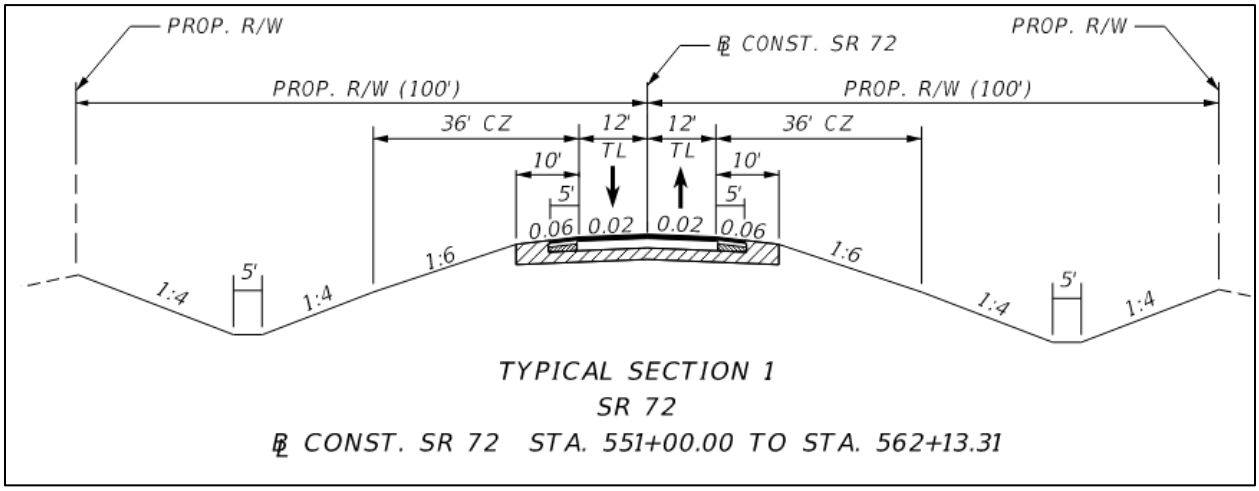


Figure 17 - SR 72 Proposed Typical Section 2

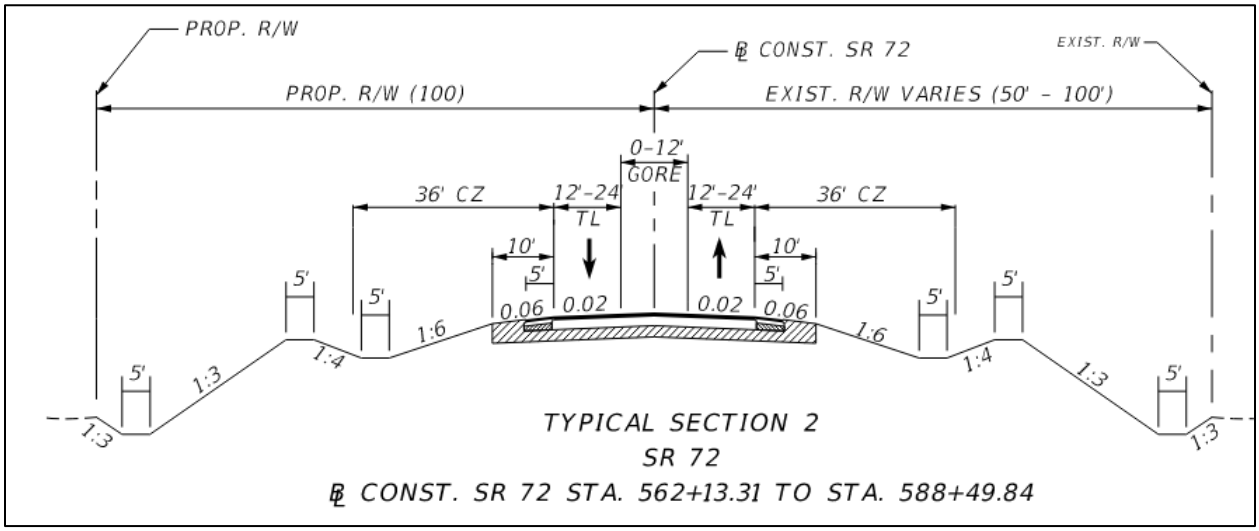


Figure 18 - SR 70 Proposed Typical Section 1

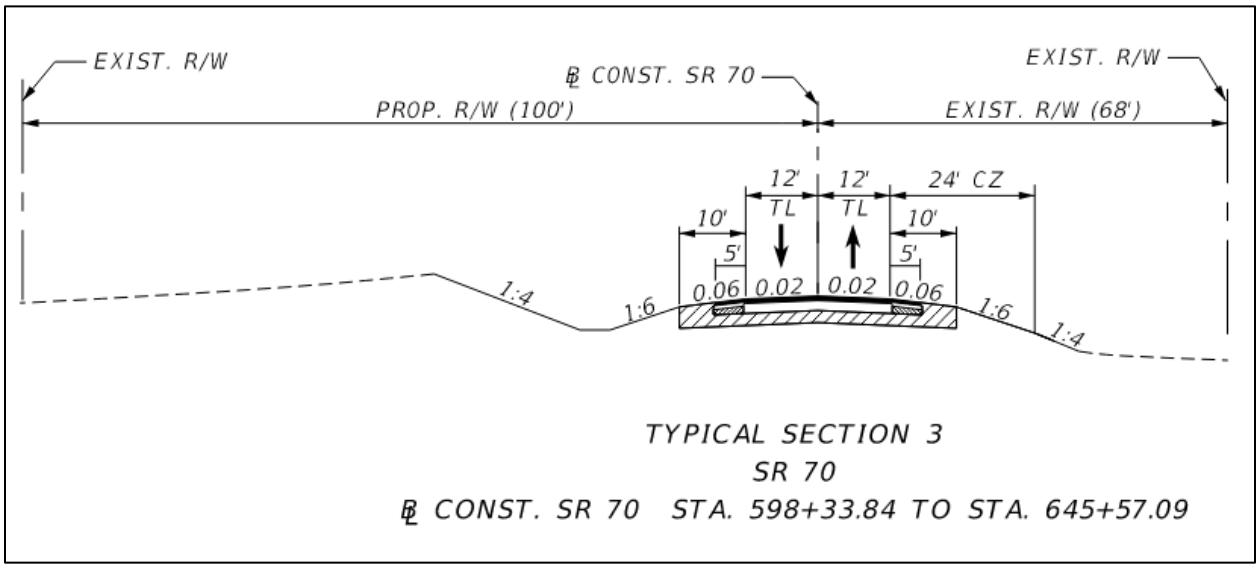
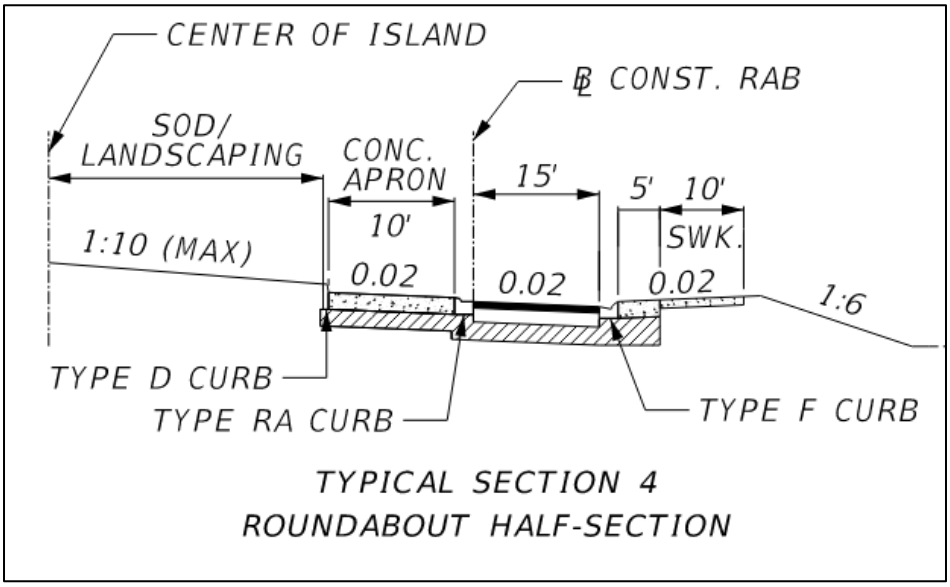


Figure 19 - Roundabout Proposed Typical Section 1



7.1.2 Access Management

There appears to be adequate space to make up for the grade difference between the existing gas station driveway and the proposed grade of SR 70. The driveway elevation at the R/W line is approximately 26' and the proposed SR 70 grade is approximately 29.5'. Using a 6% longitudinal slope over roughly 60' (from R/W to SR 70) we can make up the grade difference. FDM 214 allows for a 10% longitudinal slope for commercial drives. ADA standards will be integrated into the driveway design regardless of the type of driveway used (i.e. flared driveway or turnout). Access to the gas station driveway is being changed; U-turn at roundabout will be used to facilitate left turn movements.

7.1.3 Right of Way

The Preferred Alternative involves the realignment of SR 72 and a roundabout at the intersection of SR 72 & SR 70. No relocations would be required for the construction of the Preferred Alternative. R/W will be required for the construction of the Preferred Alternative, consisting of 13.12 acres, impacting 13 parcels.

7.1.4 Horizontal and Vertical Geometry

The horizontal and vertical geometry for both SR 70 and SR 72 meets the design criteria under FDM 210. A minimum profile grade of 0.3% is utilized for both SR 70 and SR 72. This is to provide the minimum gutter grade in the event curb and gutter is added to the roadway in the future, eliminating the need for additional reconstruction or special gutter profiles.

The SR 72 baseline alignment consists of one horizontal curve and five vertical curves; one crest curve and four sag curves.

The SR 70 baseline alignment consists of three horizontal curves and nine vertical curves; three crest curves and six sag curves.

Table 20 - Preferred Alternative Horizontal Alignment

Roadway	PC Station	PT Station	Curve Radius (ft)	Degree of Curvature (D)	Curve Length (ft)	Super-elevation Rate
SR 72	562+13.31	586+36.49	23,000.00	00°14'57"	2,423.18	NC
SR 70	607+85.00	626+03.64	5,834.23	00°58'55"	1,818.64	N/A
SR 70	638+31.11	647+60.20	24,831.86	00°13'51"	929.09	NC
SR 70	647+60.20	656+20.08	24,831.86	00°13'51"	859.89	NC

Table 21 - Preferred Alternative Vertical Alignment

Roadway	VPC Station	VPT Station	Curve Type	K Value	Curve Length (ft)	Approach Grade (%)	Exit Grade (%)
SR 72	563+32.34	570+01.09	Sag	1,700.00	669	-0.530	-0.923
SR 72	573+51.09	577+03.05	Sag	565.00	352	-0.923	-0.300
SR 72	577+71.25	581+21.24	Sag	582.92	350	-0.300	+0.300
SR 72	581+21.24	585+71.24	Crest	749.47	450	+0.300	-0.300
SR 72	585+71.24	589+20.90	Sag	583.34	350	-0.300	+0.300
SR 70	598+33.84	602+22.07	Sag	157.64	388	-2.168	+0.294
SR 70	603+45.18	607+95.18	Crest	750.00	450	+0.300	-0.300
Roadway	**VPC Station**	**VPT Station**	**Curve Type**	**K Value**	**Curve Length (ft)**	**Approach Grade (%)**	**Exit Grade (%)**
SR 70	608+45.18	611+95.18	Sag	583.33	350	-0.300	+0.300
SR 70	616+95.18	620+45.18	Sag	583.33	350	-0.300	+0.300
SR 70	620+95.18	625+45.18	Crest	750.00	450	+0.300	-0.300
SR 70	625+76.72	629+26.72	Sag	452.80	350	-0.300	+0.473
SR 70	641+00.18	644+50.18	Sag	565.47	350	-0.314	+0.305
SR 70	644+51.61	649+01.61	Crest	750.00	450	+0.300	-0.300
SR 70	650+16.50	653+66.50	Sag	402.81	350	-0.300	+0.569

See **Appendix B** for Plans and Profiles containing additional geometry information.

7.1.5 Design Variations and Design Exceptions

No Design Variations or Design Exceptions are anticipated.

7.1.6 Multi-modal Accommodations

Impacts to mobility and accessibility have been thoroughly evaluated as a part of this project assessment. The proposed project improvements, roundabout and shared-use path, will enhance pedestrian and bicyclist safety. No pedestrian facilities currently exist in the project area, yet there is a campground and a

community park within close proximity. Both of these facilities create pedestrian traffic to the gas station and there are no existing pedestrian facilities or pedestrian crossings to the gas station. The proposed roundabout will provide marked crosswalks for both SR 70 and SR 72, providing non-motorist access to the gas station, as well as along SR 70 with the proposed shared-use path. The project proposes connecting the shared-use path from the roundabout along SR 70 to the existing public path within the DeSoto Veterans Memorial Park. The path within the park connects to a recently renovated pedestrian-only bridge that spans the Peace River and connects into the City of Arcadia, where pedestrian facilities currently exist. There is consistent pedestrian activity from the Peace River campground via a private pathway, but there is a gap in the pathway where the pedestrians cross a grassy area that will be connected by the proposed shared-use path along SR 70. The creation of area-wide connectivity is very important because none currently exists and there is demand for connectivity. Traffic patterns are not anticipated to change as a result of the project. There are no public parking areas incorporated within this project. Access for special needs patrons would be improved with the shared-use path and the safe crossings at the roundabout intersection. Motorists and non-motorists will have safe access to the gas station location, not only with facilities parallel to SR 70, but also with safe crossing facilities at the new roundabout intersection.

Because no transit routes or railroad facilities are present within the project area, the Preferred Alternative will not have an effect on multi-modal facilities. The Preferred Alternative will rebuild the roadways of SR 72 & SR 70 to their current 2-lane capacities, so there will be no impact on truck routes.

7.1.7 Intersection/ Interchange Concepts and Signal Analysis

A single-lane roundabout is proposed at the intersection of SR 70 and SR 72. A 150’ inscribed circle diameter is proposed with a 15’ travel lane and a 15’ concrete apron. Chicanes and splitter islands are provided on all approaches. A 10’ shared-use path is provided within the immediate area of the intersection. 10’ special emphasis crosswalks are provided on all legs of the intersection. AutoTurn was performed to ensure the roundabout could accommodate a WB 62-FL design vehicle.

The concept plans for the Preferred Alternative can be found in **Appendix B**.

7.1.8 Tolled Projects

No tolling is present in the project area.

7.1.9 Intelligent Transportation System and TSM&O Strategies

There is no ITS or TSM&O infrastructure located within the project limits. TSM&O strategies were considered, however there is no signalized intersection within the project limits. As part of the design phase, we will coordinate with the District TSM&O Program Engineer on whether or not the roundabout will be monitored with CCTV cameras.

7.1.10 Landscape

The proposed roundabout and surrounding areas provides areas for potential landscaping opportunities. A Landscape Opportunity Plan and a Landscape Plan will be prepared during design.

7.1.11 Lighting

The proposed improvements, per FDM requirements, proposes lighting at the roundabout and a minimum of 200 feet in advance of the splitter islands along the approaches of SR 70 and SR 72. The lighting plan will be prepared during design.

7.1.12 Wildlife Crossings

The preferred alternative proposed new stormwater drainage management that proposes an increase in size in cross drain CD-1 to make it large enough for wildlife to cross.

7.1.13 Permits

The following permits are anticipated for the proposed improvements to SR 72 and SR 70:

Southwest Florida Water Management District (SWFWMD)

- Environmental Resource Permit (ERP) - Wetland impacts will require an ERP, issued by SWFWMD under the authority of Part IV of Chapter 373, Florida Statutes (F.S.). Stormwater systems will also be covered by this permit.

Florida Department of Environmental Protection (FDEP)

- State 404 Permit - Per the Retained Waters Screening Tool published by the FDEP, waters of the United States (WOTUS) within the project corridor are no longer under the jurisdiction of the US Army Corps of Engineers (USACE) but instead are considered state assumed waters pursuant to the State 404 Program (Chapter 62-331 F.A.C.). It is anticipated that impacts to wetlands will require a State 404 Permit pursuant to 62-331 F.A.C.
- National Pollutant Discharge Elimination System (NPDES) Permit - Construction activities that disturb 1.0 acre or more of land, or discharge stormwater to surface waters of the state, require an NPDES permit, issued by FDEP under the authority of section 403.0885, Florida Statutes F.S.

7.1.14 Drainage and Stormwater Management Facilities

The anticipated proposed improvements of SR 72 and SR 70 will include raising the roadway profile of both alignments. Some increase in impervious area is anticipated with the realignment of SR 72 and the proposed roundabout. Proposed basins are anticipated to mimic existing basins with the established outfall locations remaining unchanged. Outfall sizes along SR 72 may change to accommodate an increase in flow through the cross drain, rather than roadway overtopping, and to allow for wildlife crossing. This is further discussed in the Location Hydraulics Report (LHR), March 2026 (under separate cover).

Within the project limits, roadway runoff along SR 72 will be conveyed primarily via roadside ditches to inlets that will convey runoff to a dry retention pond, Pond 1, to provide treatment and attenuation prior to discharge. Off-site runoff is proposed to bypass the roadside ditches and will flow through the R/W utilizing the proposed cross drains at the existing locations. By maintaining separate systems for on-site runoff, the required treatment volume will only be sized for the on-site R/W area.

Within the project limits, roadway runoff along SR 70 will maintain existing drainage patterns and utilize roadside ditches, shoulder gutter, inlets and pipes west of the relief bridge to direct the runoff on the north side of SR 70 to the proposed retention Pond 1 on the north side. The remaining project area will directly discharge into the Peace River as it does in the current condition.

Required treatment volume was calculated to be 1.54 ac-ft, for the entire limits of proposed work along SR 72 and the limits of SR 70 west of the Peace River Relief Bridge. Required attenuation volume was calculated to be 2.26 ac-ft. Treatment volume is governed by the greater of one-inch of rainfall over the contributing area or half inch of runoff over the drainage area. Since the runoff coefficient was estimated to be 0.45 for the proposed basin.

The existing and proposed basins are considered open with a positive outfall to the Peace River. Per coordination at the SWFWMD meeting, the mean annual, 10-year, 25-year, and 100-year storm events will be modeled during design to identify any adverse impacts. For preliminary sizing, the 25-year/24-hour storm event was used to estimate the increase in runoff generated by the proposed condition.

7.1.15 Floodplain Analysis

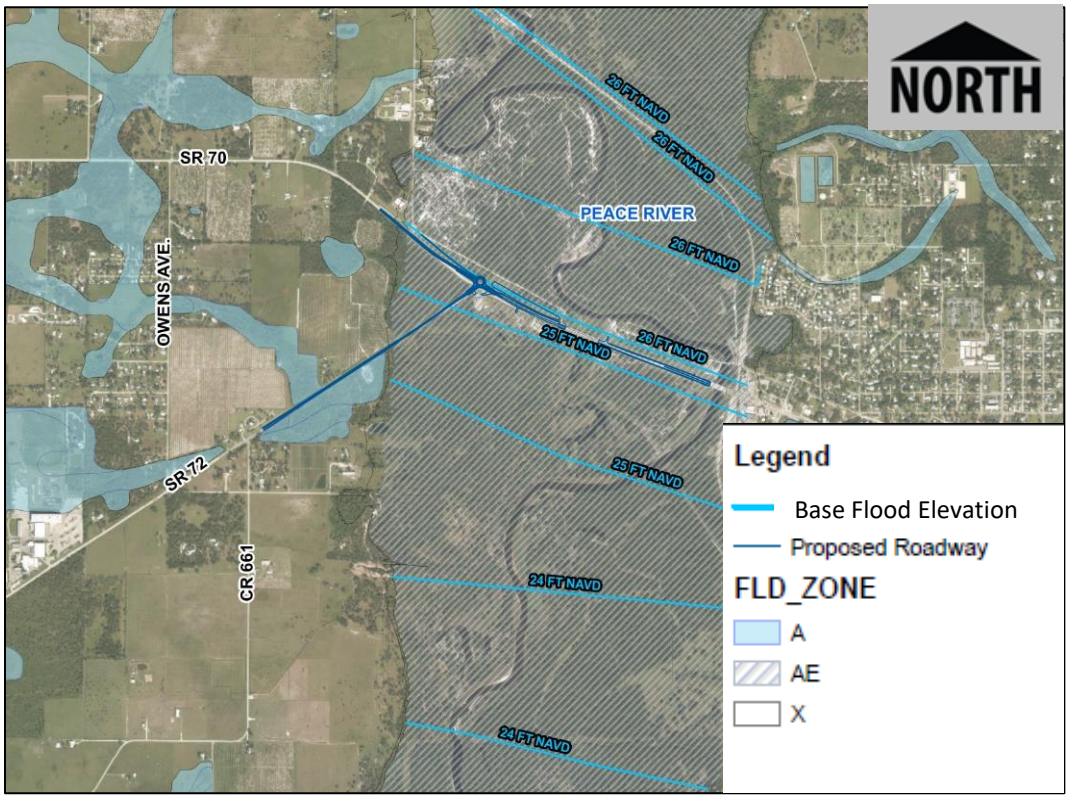
The Peace River is a FEMA Regulatory floodway. The FEMA FIRMs, dated November 6, 2013, depict Zone AE, A, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are consistent with the Peace River and its overbank area. This riverine floodplain encroaches into the SR 72 and SR 70 R/W and has a BFE of 25.0 feet and 26.0 feet. The Zone A floodplains, which are areas that have a 1% annual chance of flooding, but do not have an established BFE are located along the western portion of SR 72 within the project limits. Improvements west of the Peace River bridge and relief bridge along SR 70 are discussed in the Bridge Hydraulics Report (BHR), March 2026.

A proposed cross drain analysis was performed which sized the proposed cross drains to not have an adverse impact on the 100-year upstream stages. Roadway overtopping will be avoided with the raised roadway profile.

The project area is within an open basin where runoff flows via sheet flow to roadside ditches and through existing cross drains in a general southeast direction towards the Peace River. There are four cross drains which convey flow from the north side of SR 72 to the south side, towards the Peace River. Contributing areas were delineated by utilizing CatchmentSIM (CSIM) software and available LiDAR, reviewing existing permits and plans, and field reconnaissance. Interconnected Channel and Pond Routing (ICPR) Model software was used to determine peak flows and peak stages at the existing cross drains. Actual rainfall data from Hurricane Irma (2017) and Hurricane Ian (2022) was used to calibrate and model results. The ICPR Model was used in the LHR and a 2-dimensional HEC-RAS model in the BHR to demonstrate that the proposed improvements had no adverse impacts on floodplain elevations. The modeling incorporated fill and excavation related to the floodplain impacts and relief channel improvements. Estimated floodplain impacts are 48.3 ac-ft. Floodplain impacts will be compensated within the relief channel through 2D modeling and excavation. Therefore, a separate floodplain mitigation site is not required for this project. It should be noted that the flow rate of the Peace River at this location is almost 1.0 ac-ft per second during flooding events. The project qualifies as a Minimal Encroachments level due to minimal impacts to floodplain encroachments.

During the design phase, the proposed cross drain facilities will be prepared in accordance with the FDOT Drainage Manual (Topic No. 625-040-002). Proposed conceptual modeling was performed to estimate proposed cross drain sizes. EX-0 remained unchanged and EX-3 is proposed to be removed (rerouted to CD-2). CD-1 size was increased to provide sufficient capacity for a wildlife crossing. CD-2 was upsized to maintain the upstream stage within the wetland. It is expected that the proposed improvements will include extension, modification, or replacement of existing drainage structures, which will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Figure 20 - FEMA Floodplain Map



7.1.16 Bridge and Structure Analysis

There is one existing bridge within the project limits. FDOT Bridge #040002 carries traffic over the Peace River Relief channel. The project limits end at the Peace River Bridge, therefore this structure is not part of the analysis.

Improvements to the existing Relief Bridge include upgrades to the guardrail connections and refreshing pavement markings. No new structures are proposed as part of the project improvements.

7.1.17 Transportation Management Plan

A multi-phase Traffic Control Plan is anticipated to maintain traffic through the work zone. The phasing scheme is described in further detail in Section 7.1.18. Traffic will be maintained by utilizing traffic diversions on temporary pavement. A lane closure analysis was performed for both SR 70 and SR 72. Lane closures are restricted on SR 70 between 6:30 am and 7:30 pm. There are no lane closure restrictions along SR 72. Paved shoulders will be provided as part of the traffic diversions to allow bicyclists to traverse through the work zone. Work zone signs, channelizing devices, barrier wall, portable changeable message signs, and arrow boards will be used for motorist awareness in the work zone and provide safe work areas for the contractor.

The Transportation Operations Plan is limited in scope due to the remote nature of the project. Many of the typical strategies listed per FMD Table 240.3.1 do not apply. Temporary barrier and crash cushions will be utilized as a Work Zone Traffic Management Strategy. As part of the Public Information Plan, advanced warning to motorists will be provided through the use of Portable Changeable Message Signs. The signs will be placed along each leg of SR 70 and SR 72 to provide advanced warning for the start of construction, any lane shifts, closures, etc.

7.1.18 Constructability

The construction activities for the reconstruction of SR 70 and SR 72, along with the roundabout, can be phased in a manner that will not require detours. All construction activities and temporary lanes will accommodate truck traffic.

Phase 1 consists of constructing temporary pavement along the east side of SR 72 and the north side of SR 70. The temporary pavement along SR 72 will begin at the CR 661 intersection and extend northerly approximately 3,400 feet before tying back into the existing segment of SR 72. The temporary pavement along SR 70 will begin just west of the CR 661 intersection and tie back into SR 70 at the Peace River Relief Bridge. Construction of the new alignment portions of SR 72 can begin during this phase.

Phase 2 consists of shifting traffic onto the temporary pavement constructed in Phase 1. Reconstruction of SR 72 and SR 70 can begin. Existing portions of SR 72 can be removed. Construction of the roundabout can begin during this phase.

Phase 3 consists of shifting SR 72 traffic onto the new alignment and removing the temporary pavement and remaining portions of SR 72. Restoration and construction of roadside slopes and ditches is anticipated during this phase. Traffic on SR 70 will remain on the temporary pavement as other portions of the roundabout are constructed.

Phase 4 consists of shifting SR 70 traffic onto the reconstructed roadway and removing the SR 70 temporary pavement. The removal and restoration of SR 70 will occur under this phase. The roundabout will function as a T-intersection with the SR 72 leg being stop controlled. The final portion of the pavement for the inscribed circle for the roundabout will be constructed.

Phase 5 consists of the construction of the roundabout central and splitter islands per Developmental Standard Plan 102-690.

Phase 6 consists of the reconstruction of SR 70 between the Peace River Relief Bridge and the Peace River Bridge. This will require multiple sub-phases.

Phase 6a consists of removing the existing traffic separator and constructing temporary pavement. WB SR 70 traffic can be reduced to a single lane and shifted onto the temporary asphalt. The WB outside lane and shoulders of SR 70 will be constructed.

Phase 6b consists of constructing the inside lanes of both WB and EB SR 70. Temporary pavement will be constructed along the outside EB SR 70 lane. EB traffic will be shifted onto the temporary pavement. WB traffic will be shifted on the reconstructed portion of SR 70 in Phase 6a. Both EB and WB traffic will be reduced to a single lane.

Phase 6c consists of constructing the outside lane and shoulders of EB SR 70. Both EB and WB traffic will be reduced to a single lane and shifted onto the pavement constructed in Phases 6a and 6b. After the construction of all new pavement, the traffic separator can be constructed. Once the new portions of the road are built, the old roadway will be demolished and the ground restored.

7.1.19 Construction Impacts

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate potential constructions noise and vibrations impacts. However, should noise or

vibration issues arise during the construction process, the Project Engineer will, in coordination with the District Noise Specialist and the Contractor, investigate additional methods of controlling these impacts.

7.1.20 Special Features

There are no special features within the project area.

7.1.21 Utilities

Given the extent of the Build Alternative, impacts on utility service providers are anticipated. The UAP (August, 2023) provides a more detailed analysis of utility impacts. Listed providers in will be contacted as part of any ongoing project-related efforts. As of April 2023, all UAOs have responded to our request for information. The following information has been collected and addressed: It has been confirmed that neither Comcast nor the City of Arcadia facilities will be directly impacted by the Build Alternative. None of the UAOs indicated any future planned facilities. Plan mark-ups showing utility relocations were reviewed by the roadway designer. Mitigation measures in the form of maintenance access were taken to accommodate relocated utilities. Roadside ditches and other cut sections were modified to avoid impact to major facilities which include FP&L Transmission & Level3 (CenturyLink National). It should be noted that FP&L Transmission identified a 33' wide by 200' long easement in the NW quadrant starting at the intersection of the FDOT R/W Line and extending northernly along SR 70. The easement falls within the proposed R/W limits and will be impacted as part of this project. All other listed UAOs have determined possible or actual impact due to the project extent and will relocate. It is anticipated that the cost of relocation will be at the expense of the utility owner, except for FP&L Transmission which will be at FDOT's expense. Compensable property rights, relocation costs, and scheduling are still being evaluated. Reimbursable determination has been requested and is on-going.

Table 22 - Utility Relocation

Utility Owner	Description	Relocation Cost
CenturyLink Local	CenturyLink Local will relocate their facilities from the north side of SR 72 to the south side adjacent to the R/W line. They will splice into an existing pull box located at the SW corner of SR 72 and SR 70. They will carry their line across SR 70 and splice their new line with the existing one using a new pull box. No other relocations are anticipated along SR 70.	$0 cost to FDOT. UAO Cost Estimates Being Developed
FP&L Distribution	FP&L Distribution will relocate their facility on the north side of SR 72 as close to the proposed R/W line as is allowed. They will relocate across SR 70 and continue east. They will then cross SR 70 again, and tie into an existing pole.	$0 cost to FDOT. UAO Cost Estimates Being Developed

FP&L Transmission	FP&L Transmission has one pole in the vicinity of the project. The proposed roundabout may impact the guy wire holding the pole up. There would be one potential impact.	$522,240 cost to FDOT. Estimate to be refined in design
Florida Public Utilities	RGB's have not been provided but FPU has indicated a desire to leave their gas main in the existing location, which would be below the proposed pond. Coordination is ongoing.	$0 cost to FDOT. UAO Cost Estimates Being Developed

7.1.22 Project Costs

The project costs estimated for the Preferred Alternative are summarized in **Table 23**. The construction costs were prepared in February of 2026 using FDOT's Long Range Estimating (LRE) program.

Table 23 - Project Cost Estimate

Estimated Project Costs (in millions)	Preferred Alternative
Design	$2,258,850
Right-of-Way	$2,160,000
Construction	$16,700,210.38
Construction Engineering & Inspection (CEI)	$1,719,550.64
Preliminary Estimate of Total Project Cost	$22,838,611.02

7.2 Summary of Environmental Impacts

The following sections summarize the environmental impacts associated with the preferred alternative.

7.2.1 Future Land Use

There is no anticipated impact to recreation or open space as a result of the project. The project is compatible with local growth management policies because it does not change the capacity of the roadway. The project is shown to be in line with local Comprehensive Plan goals. The project corridor will support the existing land uses of the area. This resource will not be affected by this project.

7.2.2 Section 4(f)

DeSoto Veterans Memorial Park is located adjacent to the project. The park is owned by DeSoto County. The park is accessible by vehicles off of SR 70 and can be accessed by pedestrians by utilizing the bridge over the Peace River, via W. Hickory Street. Access to the park will be maintained during and after construction. There will be no acquisition of land from this resource, no occupation of the resource on a

temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

7.2.3 Cultural Resources

In 2023 a Cultural Resource Assessment Survey (CRAS) report was created and in 2025 an addendum was prepared. During the 2023 CRAS, eight historical resources, including three newly recorded structures (8DE01152, 8DE01153, and 8DE01159), three newly recorded resource groups (8DE01154–8DE01156), and two newly recorded bridges (8DE01157 and 8DE01158) were documented. Additionally, the 2025 CRAS Addendum documented four historical resources, including one newly recorded segment of a previously recorded linear resource (8DE00828), one newly recorded structure (8DE01283), and two newly recorded linear resources (8DE01284 and 8DE01285) within the APE and the visual effects buffer. The proposed undertaking is anticipated to result in no adverse effect on resources eligible for listing in the NRHP. The district recommends no additional cultural resource investigation within the APE at this time.

7.2.4 Wetlands

Pursuant to Executive Order 11990 entitled "Protection of Wetlands," (May 1977) the U.S. Department of Transportation (USDOT) has developed a policy, Preservation of the Nation's Wetlands (USDOT Order 5660.1A), dated August 24, 1978, which requires all federally-funded highway projects to protect wetlands to the fullest extent possible.

In accordance with this policy and the Wetlands and Other Surface Waters chapter of the FDOT PD&E Manual, the project area was assessed to determine potential wetland impacts associated with the proposed construction. The NRE (August 2023) and the NRE Addendum (2026) details the wetland and other surface waters evaluation. Field surveys were conducted to identify and delineate wetlands within the project area. Each wetland was classified according to the FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS) Manual, (1999) and according to the Classification of Wetlands and Deepwater Habitats of the United States (1979) utilized by the USFWS. The following table provides a summary of the wetlands present within the project area.

Table 24 - Wetlands and Other Surface Waters in the Project Area

ID	CLASSIFICATION		IMPACTS (ACRES)	
	FLUCCS	USFWS*	PRIMARY	SECONDARY
Wetland 1	Stream (Bottomland) (6150)	R3UB2	0.27	0.03
Wetland 2	Mixed Wetland Hardwoods (6170)	PFO1	1.14	0.27
Wetland 3	Mixed Wetland Hardwoods (6170)	PFO1	0.87	0.17
Wetland 4	Mixed Wetland Hardwoods (6170)	PFO1	4.45	1.20
Wetland 5	Mixed Wetland Hardwoods (6170)	PFO1	3.01	0.80
Wetland 6	Wet Prairie (6430)	PEM1	2.85	0.44
	Willow and Elderberry (6180)	PSS1	4.79	0.00
	Streams and Waterways (5100)	R2UB2	5.69	0.17
Wetland 7	Streams and Waterways (5100)	R2UB2	0.00	0.00
Surface Water 1	Ditch (5100)	-	0.05	-
Surface Water 2	Ditch (5100)	-	0.09	-
Surface Water 3	Ditch (5100)	-	0.25	-
Surface Water 4	Ditch (5100)	-	0.50	-
Surface Water 5	Ditch (5100)	-	0.03	-
Surface Water 6	Ditch (5100)	-	0.35	-
TOTAL WETLAND IMPACTS			**23.07**	**3.08**
TOTAL SURFACE WATER IMPACTS			**1.27**	**-**

* **R3UB2** = Riverine, Upper Perennial, Unconsolidated Bottom, Sand; **PFO1** = Palustrine, Forested, Broad-Leaved Deciduous; **PEM1** = Palustrine, Emergent, Persistent; **PSS1** = Palustrine, Scrub-Shrub, Broad-Leaved Deciduous; **R2UB2** = Riverine, Lower Perennial, Unconsolidated Bottom, Sand

Compensatory wetland mitigation will likely be required for wetland impacts within the project area. Wetland mitigation options include the purchase of wetland mitigation credits through an approved wetland mitigation bank or the creation, restoration, or enhancement of wetlands within the project watersheds. A functional analysis was completed for each wetland in the project area, utilizing the Uniform Mitigation Assessment Method (UMAM). **Table 25** summarizes this functional analysis for each wetland in the project area.

Table 25 - Functional Analysis for Wetlands in the Project Area

	WETLAND ID	**Wetland 1**	**Wetland 2**	**Wetland 3**	**Wetland 4**	**Wetland 5**	**Wetland 6**			**Wetland 7**
WETLAND CLASSIFICATION	FLUCCS	6150	6170	6170	6170	6170	6430	6180	5100	5100
	USFWS	R3UB2	PFO1	PF01	PFO1	PFO1	PEM1	PSS1	R2UB2	R2UB2
UMAM SCORE	CURRENT CONDITIONS	0.8	0.7	0.8	0.7	0.8	0.7	0.7	0.7	0.8
	WITH PRIMARY IMPACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
	WITH SECONDARY IMPACT	0.8	0.7	0.8	0.7	0.7	0.6	-	0.6	-
IMPACTS (ACRES)	PRIMARY	0.27	1.14	0.87	4.45	3.01	2.85	4.79	5.69	0.00
	SECONDARY	0.03	0.27	0.17	1.20	0.80	0.44	0.00	0.17	0.00
FUNCTIONAL LOSS	WITH PRIMARY IMPACT	-0.2	-0.8	-0.7	-3.3	-2.3	-1.9	-3.2	-3.8	-
	WITH SECONDARY IMPACT	0.0	0.0	0.0	-0.1	0.0	0.0	-	0.0	-
MITIGATION CREDITS REQUIRED	PER WETLAND	0.2	0.8	0.7	3.3	2.3	8.9			-
	PER WETLAND CLASSIFICATION	0.2	7.2				1.9	3.2	3.8	

Wetland Mitigation

The project area is located within the Peace River comprehensive watershed and the Peace River drainage basin as designated by the SWFWMD. Additionally, the project area is within the service area of the Tippen Bay Wetland Mitigation Bank, Peace River Mitigation Bank, Horse Creek Mitigation Bank, and Boran Ranch Mitigation Bank.

7.2.5 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

The project area was assessed for the presence of suitable habitat for federal and/or state-listed protected species in accordance with 50 Code of Federal Regulations (CFR) Part 402 of the Endangered Species Act (ESA) of 1973, as amended, Chapters 5B-40: Preservation of Native Flora of Florida and 68A-27 Florida Administrative Code (F.A.C.) Rules Relating to Endangered or Threatened Species, and Protected Species and Habitat chapter in the FDOT PD&E Manual.

A Natural Resources Evaluation (NRE) was prepared for this PD&E study in 2023 and an Addendum was created in 2026. The NRE was sent to the following agencies: U.S. Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and National Marine Fisheries Service (NMFS). The NRE was sent to all agencies on November 15, 2023; concurrence was received from the USFWS on November 28, 2023 and is attached. Additionally, the NRE Addendum was sent to USFWS on February 19, 2026 and concurrence was received on April 30, 2026 and is attached. The NRE Addendum was sent to FWC on February 19, 2026 and on March 16, 2026 a letter was received from FWC that states they "Agree with the effect determinations" and is attached. Based on this evaluation, the revised project area contains federally designated critical habitat for the Florida bonneted bat (*Eumops floridanus*), while the 2023 NRE project area did not. A total of seven federally listed wildlife species, six state listed wildlife species, four non-listed protected wildlife species, and two candidate species for federal listing were identified as potentially occurring within the project area based on documented geographic distribution and suitable habitat.

Additionally, The USFWS has removed the Southeast U.S. distinct population segment of the wood stork (Mycteria americana) from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026. Federal agencies (including FDOT under NEPA assignment) will no longer be required to consult with the Service under section 7 of the ESA for the wood stork. The wood stork is now a state-listed threatened species, occurring on Florida's Endangered and Threatened Species List with state protections through the FWC who regulate and manage these species (68A-27, F.A.C.).

Appendix C of the NRE (August, 2023) and NRE Addendum (2026), contains species keys that were used for effect determination. More information regarding the wildlife species can be found in the NRE Addendum included in the project file to this document.

Table 26 - Potentially Occurring Protected and Candidate Wildlife Species

Wildlife Species		**Effect Determination***
Federally Listed Endangered		
Florida bonneted bat	*Eumops floridanus*	NE
Florida panther	*Puma concolor coryi*	NE
Federally Listed Threatened		
Audubon's crested caracara	*Polyborus plancus audubonii*	NE

eastern indigo snake	*Drymarchon corais couperi*	MANLAA
West Indian manatee	*Trichechus manatus*	MANLAA
Florida scrub-jay	*Amphelocoma coerulescens*	NE
Eastern black rail	*Laterallus jamaicensis jamaicensis*	NE
State Listed Threatened		
Florida sandhill crane	*Grus canadensis*	NEA
gopher tortoise	*Gopherus polyphemus*	NAEA
little blue heron	*Egretta caerulea*	NAEA
Roseate spoonbill	*Platalea ajaja*	NAEA
tricolored heron [1]	*Egretta tricolor*	NAEA
wood stork[5]	*Mycteria americana*	NAEA
Not Listed		
bald eagle [2, 3]	*Haliaeetus leucocephalus*	no impacts anticipated
monarch butterfly	*Danaus Plexippus*	N/A
osprey [1, 2]	*Pandion haliaetus*	no impacts anticipated
white ibis [1]	*Eudocimus albus*	no impacts anticipated
snowy egret [1]	*Egretta thula*	no impacts anticipated
tricolored bat [4]	*Perimyotis subflavus*	Anticipated MANLAA

* NE = No Effect; MANLAA = May Affect, Not Likely to Adversely Affect; NEA = No Effect Anticipated; NAEA = No Adverse Effect Anticipated

1 - These species are included in the FWC's Imperiled Species Management Plan (ISMP).

2 - These species are federally protected under the Migratory Bird Treaty Act (MBTA).

3 - Bald Eagles are additionally protected under the Bald and Golden Eagle Protection Act (BGEPA) and the State Eagle Rule.

4 - Tricolored bats are not currently protected but are proposed for federal listing as endangered.

5 - Wood Stork has been delisted effective March 12, 2026 from the Federal List of Endangered and Threatened Wildlife, and is now considered a state-listed threatened species.

Additionally, five state listed plant species were identified as potentially occurring in the project area based on known distribution and habitat.

Table 27 - Potentially Occurring Protected Plant Species

Plant Species		Effect Determination*
State Listed Endangered		
Florida loosestrife	*Lythrum flagellare*	NEA
Jameson's waterlily	*Nymphaea jamesoniana*	NEA
cardinal airplant	*Tillandsia fasciculata*	NEA
giant airplant	*Tillandsia utriculata*	NEA
State Listed Threatened		
northern needleleaf	*Tillandsia balbisiana*	NEA
* **NEA** = No Effect Anticipated		

Field surveys were conducted on February 2023 and April 2025 to assess potential habitat and document protected species within and adjacent to the project area. Acoustic surveys were conducted on February 2023 and June 2025 to detect Florida bonneted bats (*Eumops floridanus*). No protected wildlife or plant species were observed in or adjacent to the project area during field surveys or recorded during acoustic surveys. Calls identified as tricolored bat (*Perimyotis subflavus*), a candidate for federal listing, were recorded during the acoustic surveys.

In addition to the evaluation of federal and state-listed species, the study area was also evaluated for the presence of federally designated Critical Habitat as defined by the Endangered Species Act (ESA) of 1973. It was determined that the project area overlaps 0.10% of Critical Habitat Unit 2 of the Florida Bonneted Bat. Channel maintenance to the Peace River Relief Channel is proposed within designated Critical Habitat, and suitable foraging and roosting habitat within these areas will be minimally impacted. No adverse modifications or destruction of habitat is anticipated as a result of project activities.

7.2.7 Highway Traffic Noise

The project is not expected to cause adverse impacts with highway traffic noise.

7.2.8 Contamination

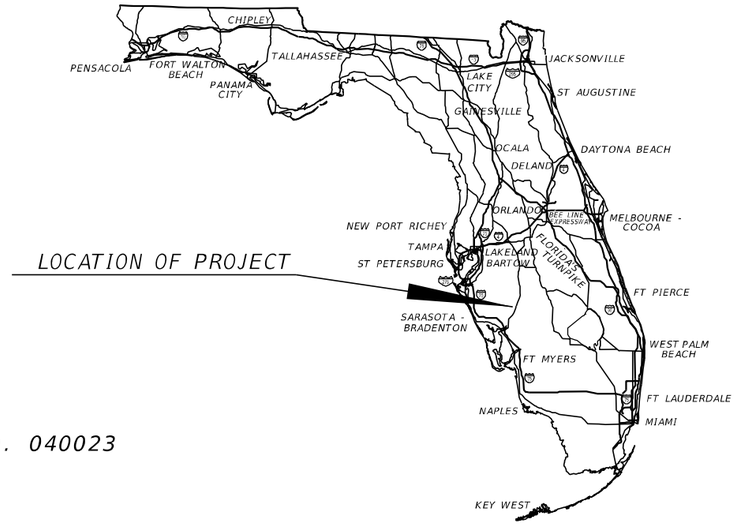
A Contamination Screening Evaluation Report (CSER) was completed on August 31, 2023 and a CSER Addendum was complete on April 2025. Based upon this contamination screening evaluation, a total of 21 potential contamination sites were identified with the search parameters of the study area. Zero High Risk sites were identified. Five Medium Risk sites, 14 Low Risk sites, and two No Risk Sites were identified. No adverse effects are expected to this resource.

Appendix A - Typical Section Package

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE



FINANCIAL PROJECT ID 443123-1-52-01
(FEDERAL FUNDS)
DESOTO COUNTY (04040 & 04060)

STATE ROAD NO. 70 & 72

ROUNDABOUT AT SR 70 & SR 72

RESURFACING OF SR 70 FROM CR 661 TO PEACE RIVER BRIDGE NO. 040023

RECONSTRUCTION OF SR 72 FROM CR 661 TO SR 70

PROJECT LOCATION URL:	https://tinyurl.com/443123SR72
PROJECT LIMITS:	SR 70 BEGIN MP 11.150 END MP 12.313
	SR 72 BEGIN MP 10.208 END MP 10.974
EXCEPTIONS:	NONE
BRIDGE LIMITS:	SR 70 BEGIN MP 11.786 END MP 11.892
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER

Kevin Ingle
2023.06.21
16:09:49-04'00'

CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

Steven A Davis Jr
Digitally signed by: Steven A Davis Jr
Date: 2023.06.21 15:59:22 -04'00'

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

Nicole Mills
DN: CN = Nicole E Mills C = US O = FLORIDA DEPARTMENT OF TRANSPORTATION
Date: 2023.06.16 09:36:57 -04'00'

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

Mark L Peronto
Digitally signed by Mark L Peronto
Date: 2023.06.21 15:08:27 -04'00'

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

INDEX OF SHEETS

APPROVED BY:

ALBERT R. SMIDEBUSH LICENSE No 73052 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Albert R Smidebush 2023.06.08 11:37:06-04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FL 32789
PHONE: (407) 629-2185
ALBERT R. SMIDEBUSH, P.E. NO. 73052

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

SHEET NO.
1

5/17/2023 10:46:05 AM jkiriazes
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(x)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

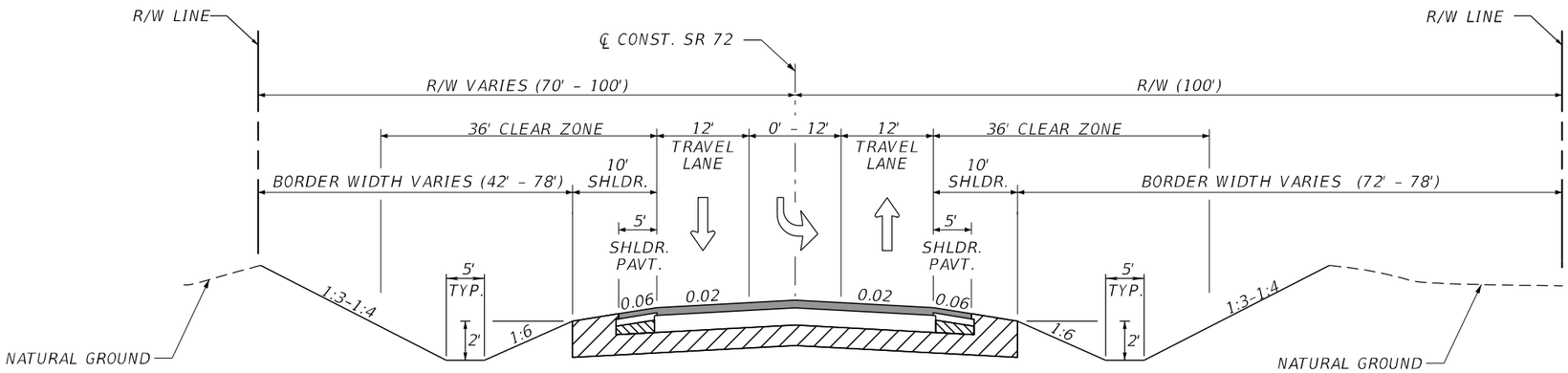
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 1



SR 72
MP 10.208 TO MP 10.318

NOT TO SCALE

SR 72 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 8600
ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	2

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(x)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

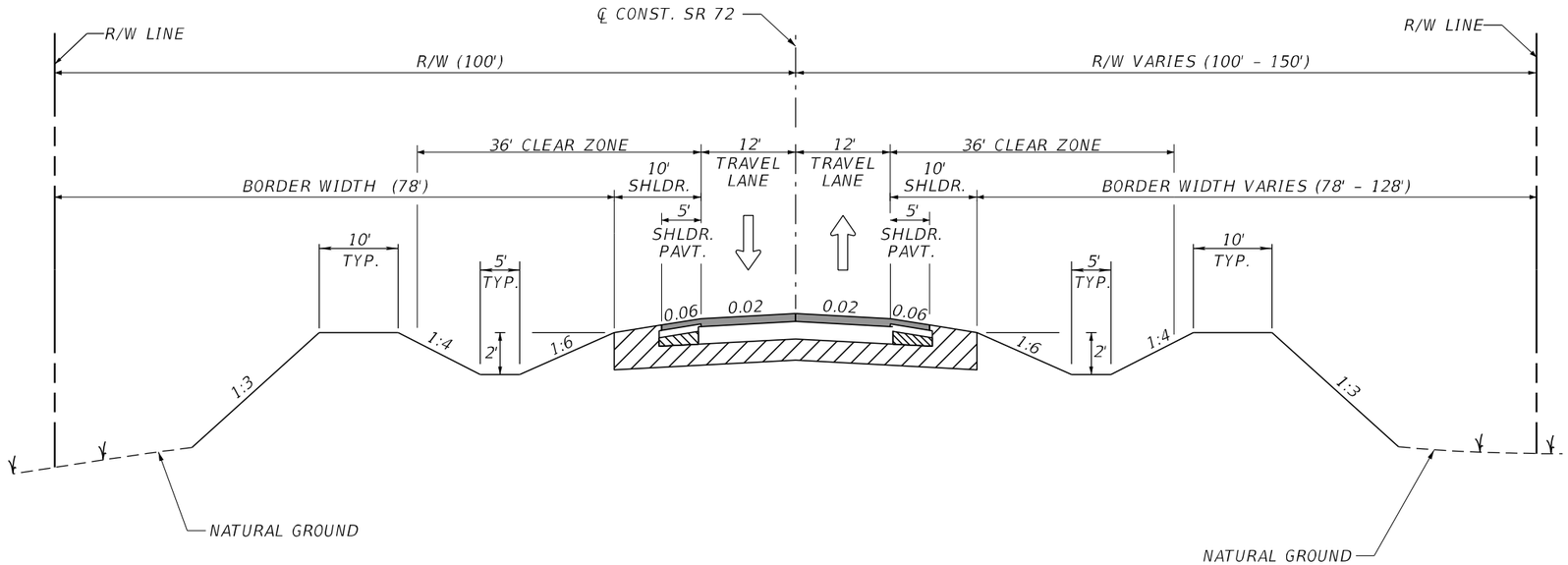
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 2



SR 72
MP 10.318 TO MP 10.425
MP 10.709 TO MP 10.823

NOT TO SCALE

SR 72 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 8600
ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	3

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(x)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 – FREEWAY
- ( ) 2 – RESTRICTIVE w/Service Roads
- ( ) 3 – RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 – NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 – RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 – BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

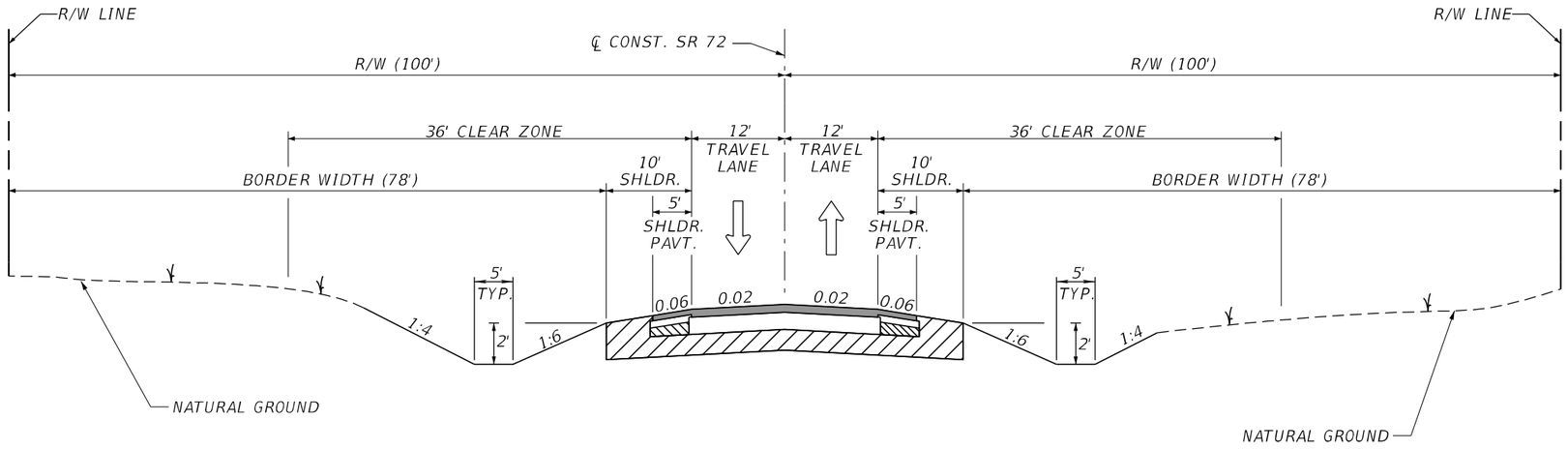
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 3



SR 72
MP 10.425 TO MP 10.558

NOT TO SCALE

SR 72 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 8600
ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	4

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(x)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

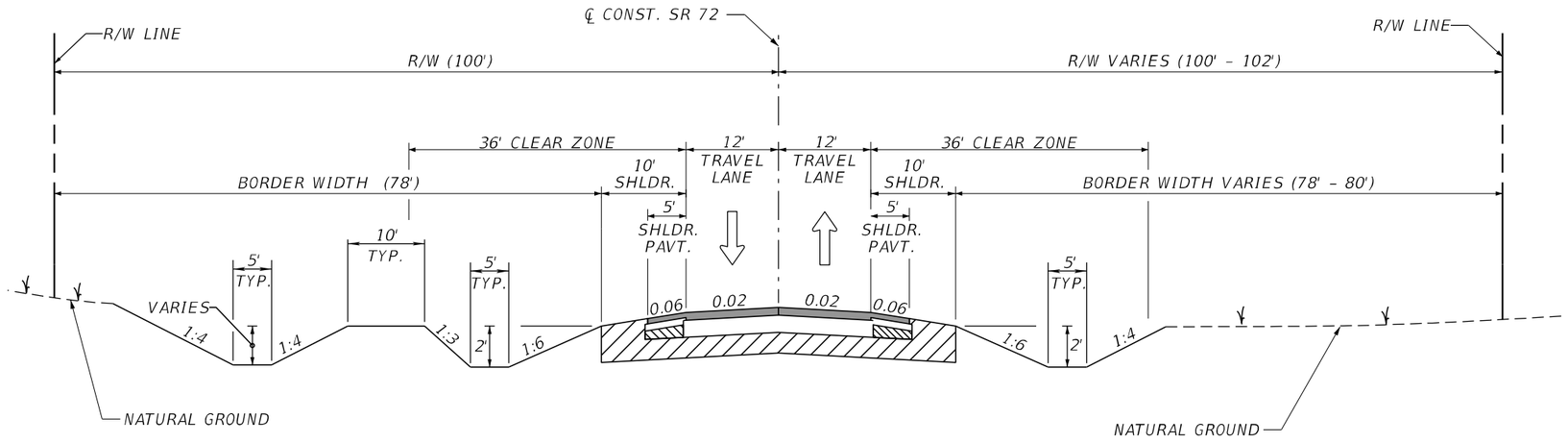
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 4



SR 72
MP 10.558 TO MP 10.709

NOT TO SCALE

SR 72 TRAFFIC DATA

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ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	5

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
( )	PRINCIPAL ARTERIAL	( )	LOCAL
(x)	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- ( ) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
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- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

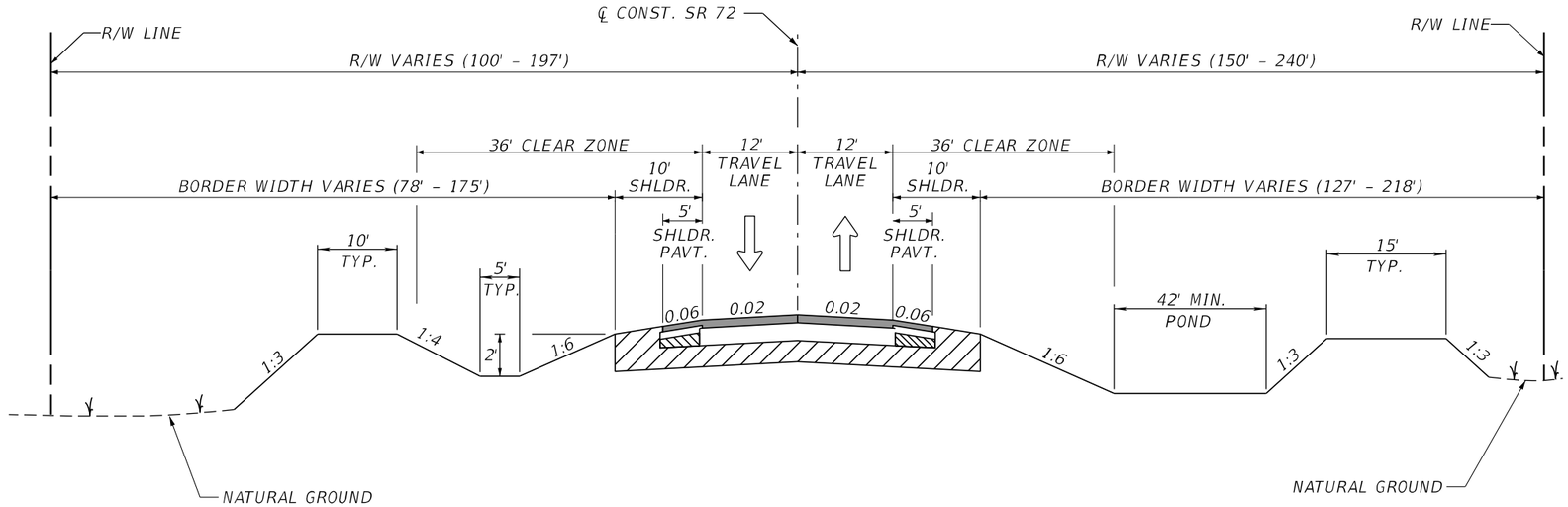
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 5



SR 72
MP 10.823 TO MP 10.974

NOT TO SCALE

SR 72 TRAFFIC DATA

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ESTIMATED OPENING YEAR = 2025 AADT = 7000
ESTIMATED DESIGN YEAR = 2045 AADT = 15600
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
DESIGN HOUR T = 6.15%
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	6

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(x)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

(x)	NATIONAL HIGHWAY SYSTEM
(x)	STRATEGIC INTERMODAL SYSTEM
(x)	STATE HIGHWAY SYSTEM
( )	OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( )	1 – FREEWAY
( )	2 – RESTRICTIVE w/Service Roads
(x)	3 – RESTRICTIVE w/660 ft. Connection Spacing
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( )	5 – RESTRICTIVE w/440 ft. Connection Spacing
( )	6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
( )	7 – BOTH MEDIAN TYPES

CRITERIA

(x)	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
( )	RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

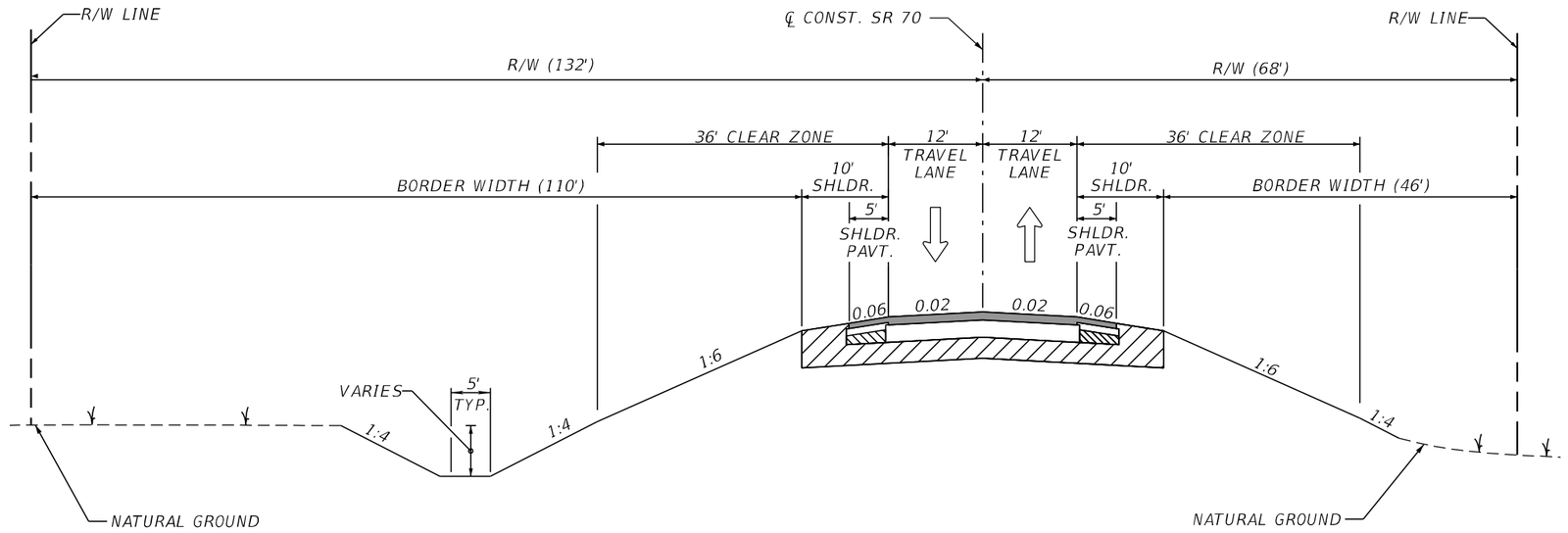
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 6



SR 70
MP 11.150 TO MP 11.497

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 50 MPH
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	7

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C3C : SUBURBAN COMM.
(x) C2 : RURAL
( ) C4 : URBAN GENERAL
( ) C2T : RURAL TOWN
( ) C5 : URBAN CENTER
( ) C3R : SUBURBAN RES.
( ) C6 : URBAN CORE
( ) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) MAJOR COLLECTOR
( ) FREEWAY/EXPWY.
( ) MINOR COLLECTOR
(x) PRINCIPAL ARTERIAL
( ) LOCAL
( ) MINOR ARTERIAL

HIGHWAY SYSTEM

(x) NATIONAL HIGHWAY SYSTEM
(x) STRATEGIC INTERMODAL SYSTEM
(x) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

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( ) 7 - BOTH MEDIAN TYPES

CRITERIA

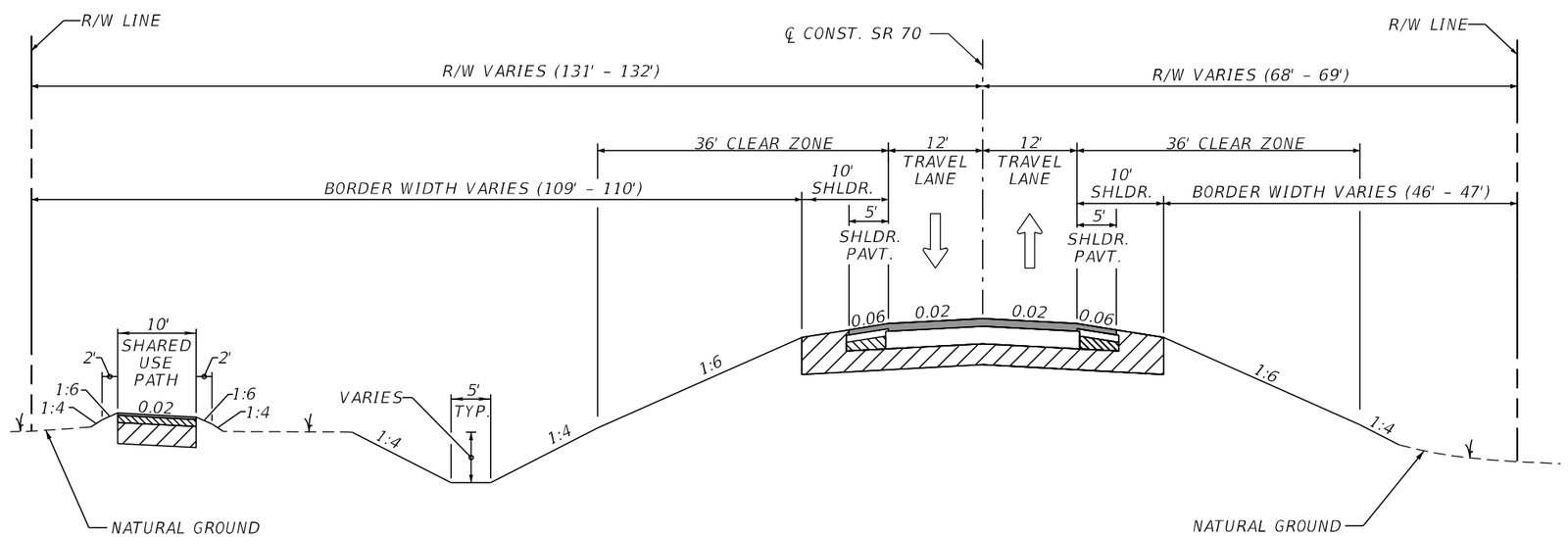
(x) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN EXCEPTIONS
NONE

DESIGN VARIATIONS
NONE

TYPICAL SECTION No. 7



SR 70
MP 11.497 TO MP 11.786

NOT TO SCALE

SR 70 TRAFFIC DATA

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ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 50 MPH
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	8

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(x)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (x) NATIONAL HIGHWAY SYSTEM
- (x) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (x) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

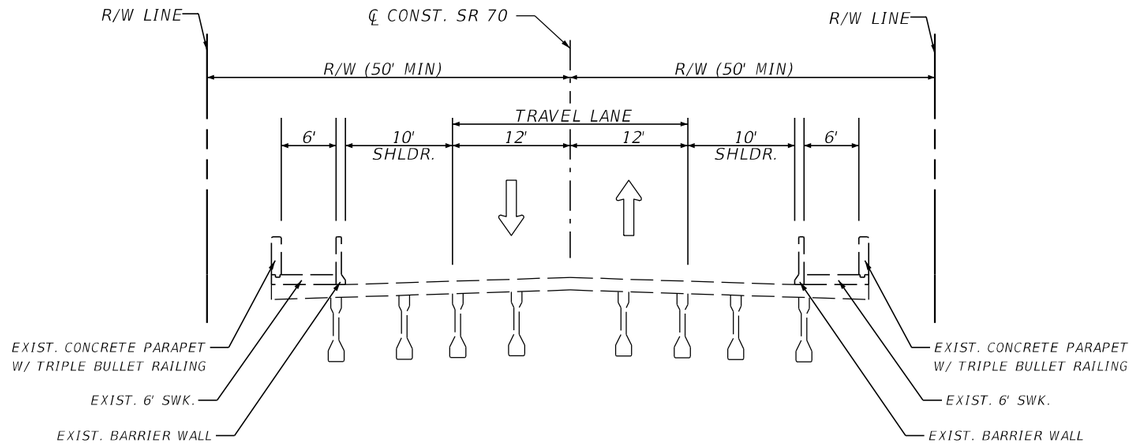
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 8



SR 70
BRIDGE #040002
MP 11.786 TO MP 11.892

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 50 MPH
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	9

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

5/17/2023 10:46:08 AM jkiriazes
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
(x)	C2 : RURAL	( )	C4 : URBAN GENERAL
( )	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(x)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (x) NATIONAL HIGHWAY SYSTEM
- (x) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

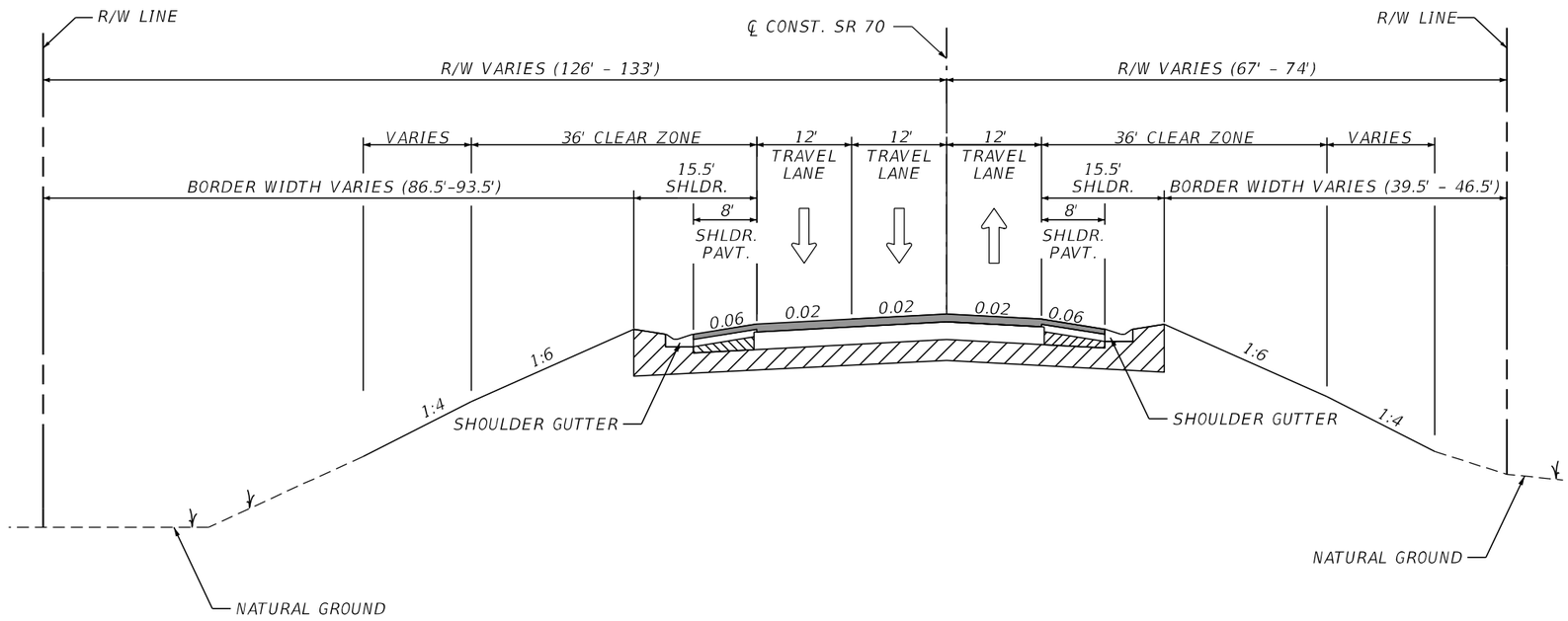
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 9



SR 70
MP 11.892 TO MP 12.060

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 50 MPH
DESIGN SPEED = 50 MPH
POSTED SPEED = 50 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	10

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
(x) C2T : RURAL TOWN
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
( ) C3C : SUBURBAN COMM.
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
(x) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
( ) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

HIGHWAY SYSTEM

(x) NATIONAL HIGHWAY SYSTEM
(x) STRATEGIC INTERMODAL SYSTEM
(x) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
(x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
( ) 7 - BOTH MEDIAN TYPES

CRITERIA

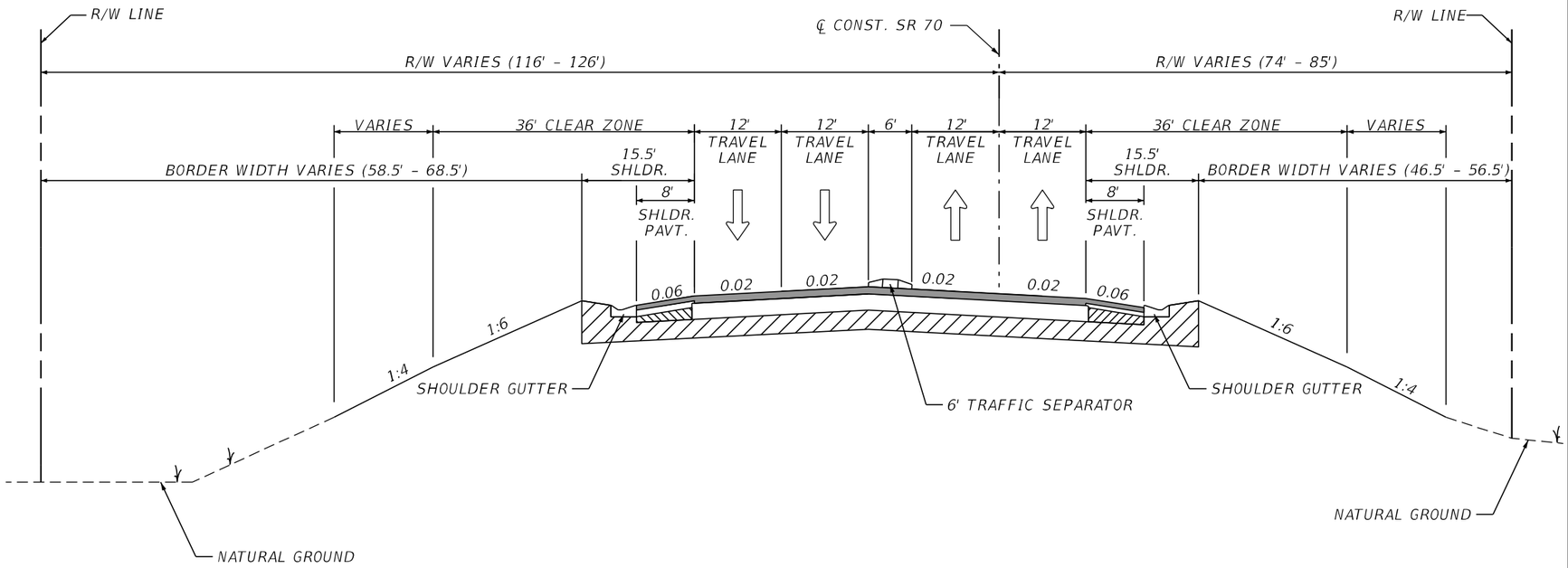
(x) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN EXCEPTIONS
NONE

DESIGN VARIATIONS
NONE

TYPICAL SECTION No. 10



SR 70
MP 12.060 TO MP 12.260

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	11

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	( )	C3C : SUBURBAN COMM.
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
(x)	C2T : RURAL TOWN	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(x)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- (x) NATIONAL HIGHWAY SYSTEM
- (x) STRATEGIC INTERMODAL SYSTEM
- (x) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- ( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing
- (x) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
- ( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- ( ) 7 - BOTH MEDIAN TYPES

CRITERIA

- (x) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- ( ) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

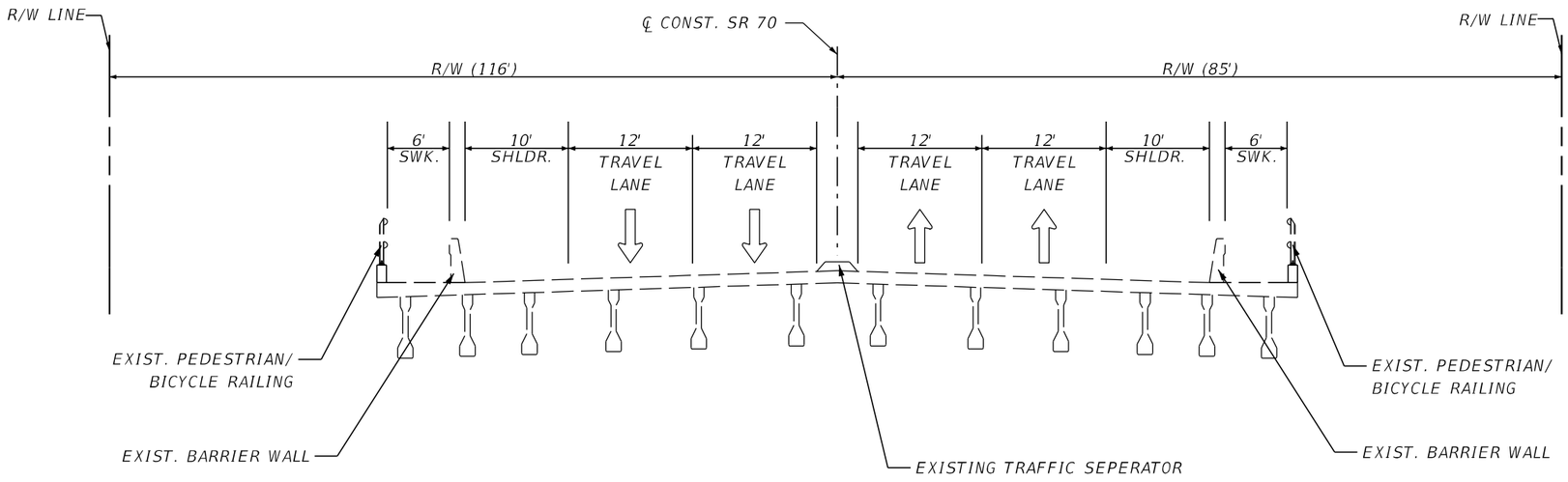
DESIGN EXCEPTIONS

NONE

DESIGN VARIATIONS

NONE

TYPICAL SECTION No. 11



SR 70
BRIDGE #040023
MP 12.260 TO MP 12.313

NOT TO SCALE

SR 70 TRAFFIC DATA

CURRENT YEAR = 2022 AADT = 15200
ESTIMATED OPENING YEAR = 2025 AADT = 14000
ESTIMATED DESIGN YEAR = 2045 AADT = 25600
K = 9% D = 54.1% T = 15.6% (24 HOUR)
DESIGN HOUR T = 7.8%
TARGET SPEED = 45 MPH
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
443123-1-52-01	12

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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Appendix B - Preferred Alternative Conceptual Design Plan Set

CONTRACT PLANS COMPONENTS

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
LIGHTING PLANS

INDEX OF ROADWAY PLANS

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

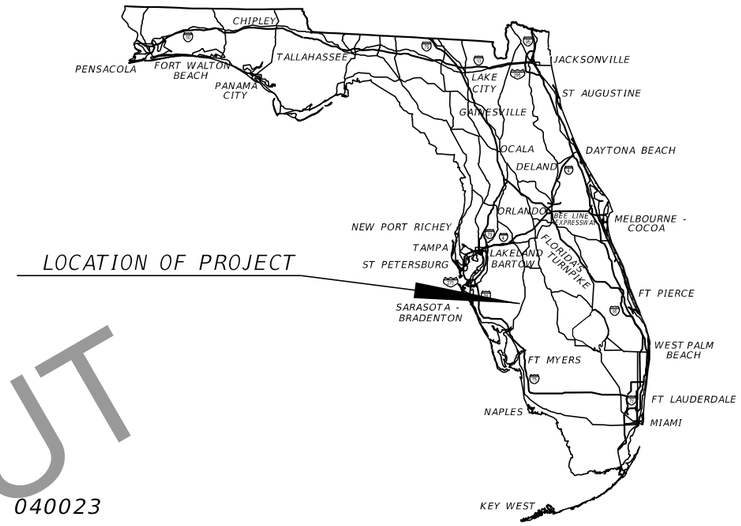
CONTRACT PLANS

FINANCIAL PROJECT ID 443123-1-52-01

DESOTO COUNTY (04040 & 04060)

STATE ROAD NO. 72
STATE ROAD NO. 70

ROUNDABOUT AT SR 72 & SR 70
RECONSTRUCTION OF SR 72 FROM CR 661 TO SR 70
RECONSTRUCTION OF SR 70 FROM CR 661 TO PEACE RIVER BRIDGE NO. 040023



PROJECT LOCATION URL:	https://tinyurl.com/443123SR72
PROJECT LIMITS:	SR 70 BEGIN MP 11.235 END MP 12.260
	SR 72 BEGIN MP 10.310 END MP 10.991
EXCEPTIONS:	NONE
BRIDGE LIMITS:	BEGIN MP 11.786 END MP 11.892
RAILROAD CROSSING:	NONE

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2025-26 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

APPLICABLE IRs: N/A

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY2025-26 Standard Specifications for Road and Bridge Construction at the following website:
http://www.fdot.gov/programmanagement/Implemented/SpecBooks

ROADWAY PLANS
ENGINEER OF RECORD:

ALBERT R. SMIDEBUSH, PE.
P.E. LICENSE NUMBER 73052
THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FLORIDA 32789
PHONE (407) 629-2185
CONTRACT NO.: CA194
VENDOR NO.: 03-0546876-001

FDOT PROJECT MANAGER:

KARINA DELLA SERA

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
TBD	25	1

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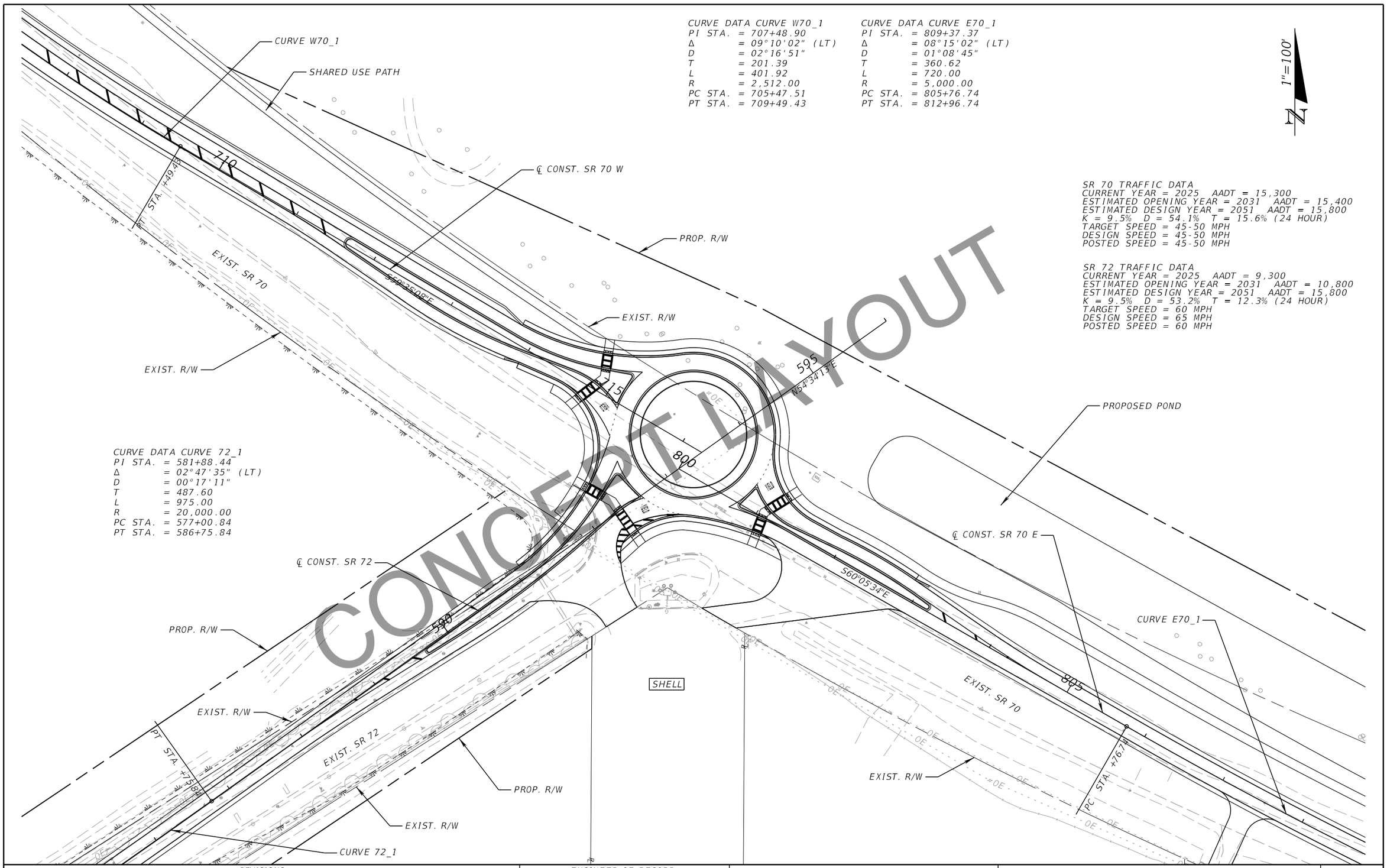

CURVE DATA CURVE W70_1
PI STA. = 707+48.90
Δ = 09°10'02" (LT)
D = 02°16'51"
T = 201.39
L = 401.92
R = 2,512.00
PC STA. = 705+47.51
PT STA. = 709+49.43

CURVE DATA CURVE E70_1
PI STA. = 809+37.37
Δ = 08°15'02" (LT)
D = 01°08'45"
T = 360.62
L = 720.00
R = 5,000.00
PC STA. = 805+76.74
PT STA. = 812+96.74

1"=100'

SR 70 TRAFFIC DATA
CURRENT YEAR = 2025 AADT = 15,300
ESTIMATED OPENING YEAR = 2031 AADT = 15,400
ESTIMATED DESIGN YEAR = 2051 AADT = 15,800
K = 9.5% D = 54.1% T = 15.6% (24 HOUR)
TARGET SPEED = 45-50 MPH
DESIGN SPEED = 45-50 MPH
POSTED SPEED = 45-50 MPH

SR 72 TRAFFIC DATA
CURRENT YEAR = 2025 AADT = 9,300
ESTIMATED OPENING YEAR = 2031 AADT = 10,800
ESTIMATED DESIGN YEAR = 2051 AADT = 15,800
K = 9.5% D = 53.2% T = 12.3% (24 HOUR)
TARGET SPEED = 60 MPH
DESIGN SPEED = 65 MPH
POSTED SPEED = 60 MPH

CURVE DATA CURVE 72_1
PI STA. = 581+88.44
Δ = 02°47'35" (LT)
D = 00°17'11"
T = 487.60
L = 975.00
R = 20,000.00
PC STA. = 577+00.84
PT STA. = 586+75.84

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

ALBERT R. SMIDEBUSH
LICENSE NUMBER: 73052
THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FL 32789

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 72/70	DESOTO	443123-1-52-01

ROUNDABOUT OVERALL PLAN

SHEET NO. 2

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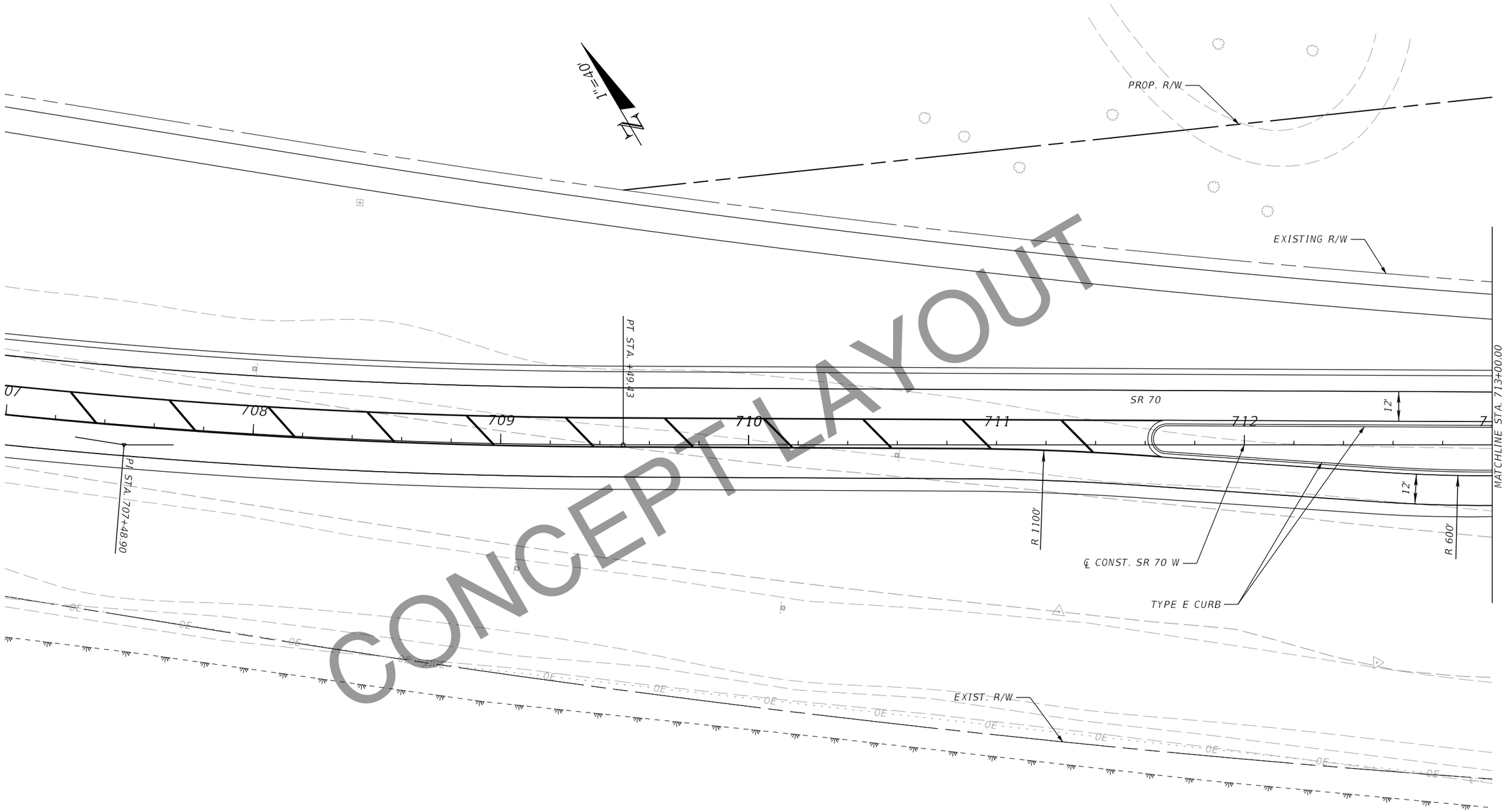

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ALBERT R. SMIDEBUSH, P.E. LICENSE NUMBER: 73052 THE BALMORAL GROUP 165 LINCOLN AVENUE WINTER PARK, FL 32789	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					SR 72/70	DESOTO	443123-1-52-01		

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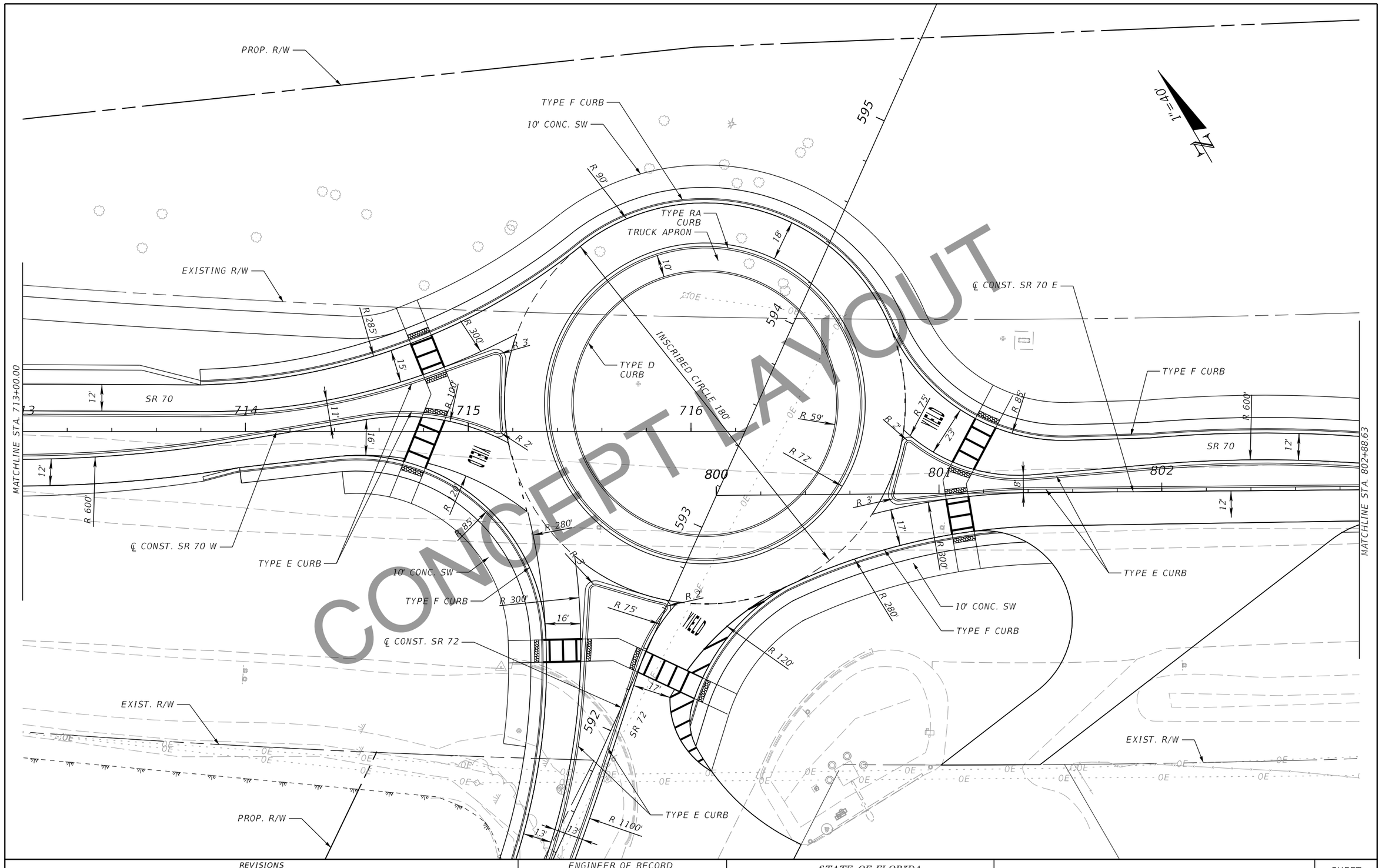

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

ALBERT R. SMIDEBUSH, P.E.
LICENSE NUMBER: 73052
THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FL 32789

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 72/70	DESOTO	443123-1-52-01

PLAN

SHEET NO. 4

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jkiriazes 6/30/2025 2:46:17 PM

PROP. R/W

1"=40'

N

EXISTING R/W

℄ CONST. SR 70 E

10' CONC. SW

PC STA. 776+74

R 1100'

12'

12'

803

804

805

806

807

808

SR 70

MATCHLINE STA. 802+88.63

EXIST. R/W

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ALBERT R. SMIDEBUSH, P.E. LICENSE NUMBER: 73052 THE BALMORAL GROUP 165 LINCOLN AVENUE WINTER PARK, FL 32789	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
					SR 72/70	DESOTO	443123-1-52-01		

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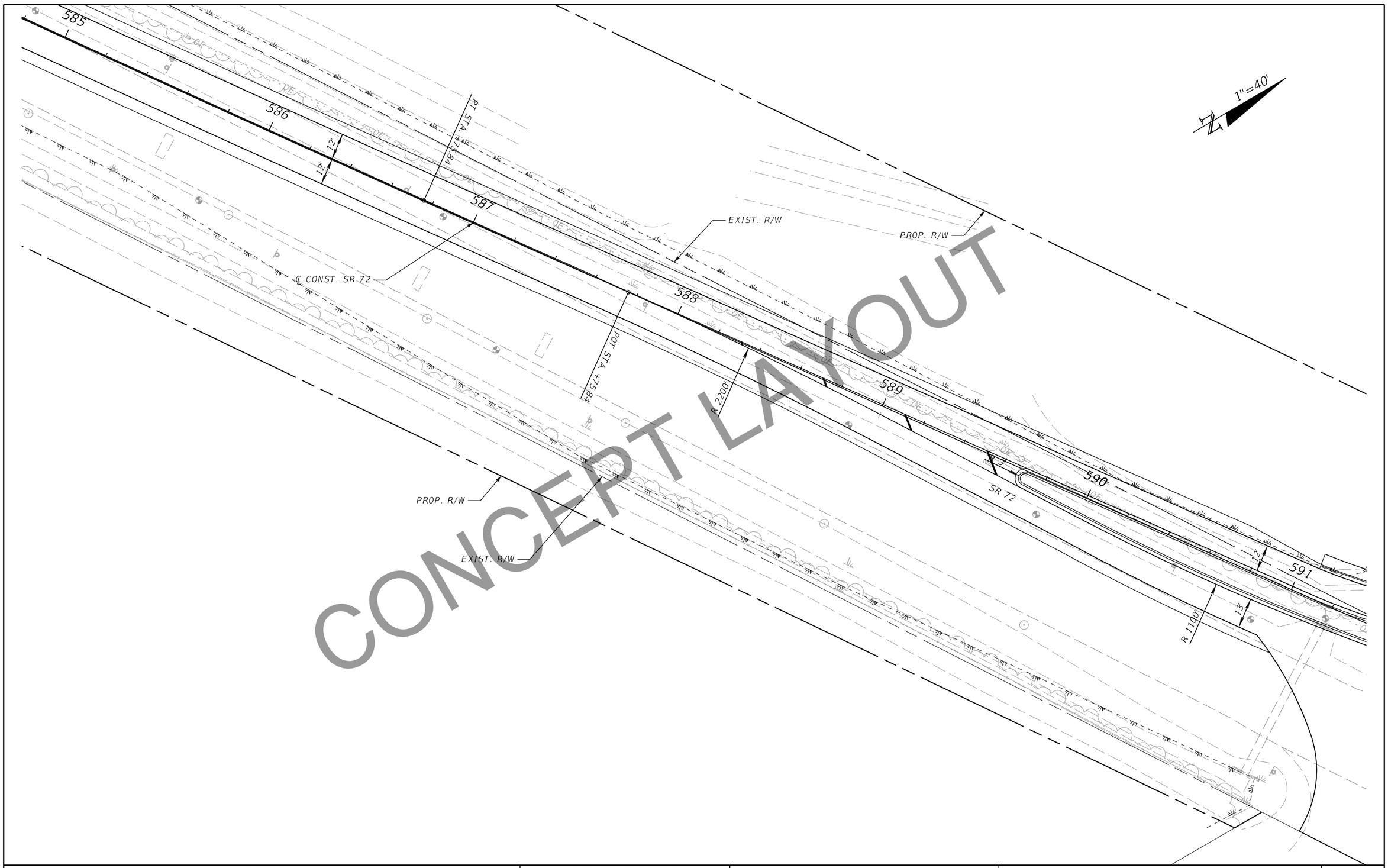

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
ALBERT R. SMIDEBUSH, P.E.
LICENSE NUMBER: 73052
THE BALMORAL GROUP
165 LINCOLN AVENUE
WINTER PARK, FL 32789

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 72/70	DESOTO	443123-1-52-01

PLAN

SHEET NO. 6

Appendix C - Project Costs

Florida Department Of Transportation
Snapshot Report
Project 44312315201 - SR 72 FROM CR 661 TO SR 70 & SR 70 FROM CR 661 TO PEACE RIVER BRIDGE - FLEXIBLE PAVEMENT RECONSTRUCT.

Version: 14
Estimate: 1
Owner: Meghan Croft (PG132MC)
Last Estimated Date: 2/24/2026

Category	Pay Item Number	Obsolete	Cat Alt Set	Cat Alt Member	Item Alt Set	Item Alt Member	Item Description	Supplemental Description	Fund	Unit	Quantity	Price	Extended Amount
0200 Roadway	0101 1						MOBILIZATION	44312315201		LS	1.000	$1,504,565.00	$1,504,565.00
0200 Roadway	0102 1						MAINTENANCE OF TRAFFIC	44312315201		DA	1.000	$1,367,786.00	$1,367,786.00
0200 Roadway	0102 2200						SPECIAL DETOUR-TEMPORARY PAVEMENT	44312315201		SY	33600.000	$29.65	$996,240.00
0200 Roadway	0102 2300						SPECIAL DETOUR-TEMPORARY EARTHWORK/BASE	44312315201		CY	81076.000	$24.86	$2,015,549.36
0200 Roadway	0107 1						LITTER REMOVAL		N	AC	798.830	$45.03	$35,971.31
0200 Roadway	0107 2						MOWING		N	AC	848.630	$80.90	$68,654.17
0200 Roadway	0110 1 1						CLEARING & GRUBBING	44312315201		AC	32.520	$35,754.86	$1,162,748.05
0200 Roadway	0110 4 10						REMOVAL OF EXISTING CONCRETE			SY	575.000	$48.64	$27,968.00
0200 Roadway	0120 1						REGULAR EXCAVATION			CY	17756.200	$14.93	$265,100.07
0200 Roadway	0120 6						EMBANKMENT			CY	144919.700	$16.07	$2,328,859.58
0200 Roadway	0160 4						TYPE B STABILIZATION			SY	58860.000	$10.19	$599,783.40
0200 Roadway	0285701						OPTIONAL BASE, BASE GROUP 01			SY	14133.000	$24.89	$351,770.37
0200 Roadway	0285709						OPTIONAL BASE, BASE GROUP 09			SY	47059.000	$25.78	$1,213,181.02
0200 Roadway	0334 1 53						SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG76-22			TN	7685.900	$186.03	$1,429,807.98
0200 Roadway	0337 7 83						ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, PG 76-22			TN	3916.400	$230.18	$901,476.95
0200 Roadway	0339 1						MISCELLANEOUS ASPHALT PAVEMENT			TN	67.000	$699.46	$46,863.82
0200 Roadway	0425 1473						INLETS, CURB, TYPE 7, J BOT , <10'			EA	2.000	$59,150.00	$118,300.00
0200 Roadway	0430174118						PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD			LF	500.000	$131.00	$65,500.00

Version: 14
Estimate: 1
Owner: Meghan Croft (PG132MC)
Last Estimated Date: 2/24/2026

Category	Pay Item Number	Obsolete	Cat Alt Set	Cat Alt Member	Item Alt Set	Item Alt Member	Item Description	Supplemental Description	Fund	Unit	Quantity	Price	Extended Amount
0200 Roadway	0430400015						WINGED CONCRETE ENDWALLS, U-TYPE INDEX 430-040, 15"			EA	2.000	$11,574.64	$23,149.28
0200 Roadway	0430984125						MITERED END SECTION, OPTIONAL ROUND, 18" SD			EA	16.000	$3,271.95	$52,351.20
0200 Roadway	0520 1 7						CONCRETE CURB & GUTTER, TYPE E			LF	2020.000	$66.19	$133,703.80
0200 Roadway	0520 1 10						CONCRETE CURB & GUTTER, TYPE F			LF	1200.000	$58.46	$70,152.00
0200 Roadway	0520 2 4						CONCRETE CURB, TYPE D			LF	300.000	$53.77	$16,131.00
0200 Roadway	0520 2 8						CONCRETE CURB, TYPE RA			LF	348.000	$51.24	$17,831.52
0200 Roadway	0520 5 11						TRAFFIC SEPARATOR CONCRETE-TYPE I, 4' WIDE			LF	800.000	$69.90	$55,920.00
0200 Roadway	0520 6						SHOULDER GUTTER-CONCRETE			LF	4200.000	$40.55	$170,310.00
0200 Roadway	0522 2						CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK			SY	5400.000	$118.79	$641,466.00
0200 Roadway	0527 2						DETECTABLE WARNINGS			SF	250.000	$44.60	$11,150.00
0200 Roadway	0536 1 1						GUARDRAIL -ROADWAY, GENERAL TL-3			LF	800.000	$25.83	$20,664.00
0200 Roadway	0536 8122						GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, APPROACH TL-3			EA	3.000	$4,065.01	$12,195.03
0200 Roadway	0536 8123						GUARDRAIL TRANSITION CONNECTION TO RIGID BARRIER, F&I- INDEX 536-002, TRAILING			EA	3.000	$1,918.91	$5,756.73
0200 Roadway	0536 73						GUARDRAIL REMOVAL			LF	700.000	$2.88	$2,016.00
0200 Roadway	0536 85 20						GUARDRAIL END TREATMENT- TRAILING ANCHORAGE			EA	3.000	$1,636.36	$4,909.08
0200 Roadway	0536 85 24						GUARDRAIL END TREATMENT- PARALLEL APPROACH TERMINAL			EA	3.000	$3,380.50	$10,141.50

Version: 14
Estimate: 1
Owner: Meghan Croft (PG132MC)
Last Estimated Date: 2/24/2026

Category	Pay Item Number	Obsolete	Cat Alt Set	Cat Alt Member	Item Alt Set	Item Alt Member	Item Description	Supplemental Description	Fund	Unit	Quantity	Price	Extended Amount
0200 Roadway	0570 1 2						PERFORMANCE TURF, SOD			SY	140400.000	$4.42	$620,568.00
0200 Roadway	0999 25						INITIAL CONTINGENCY AMOUNT, DO NOT BID	44312315201	N	LS	1.000	$150,000.00	$150,000.00
0300 Signing	0700 1111						SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF			EA	59.000	$625.55	$36,907.45
0300 Signing	0700 1112						SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, 12.0-20.0 SF			EA	4.000	$2,210.80	$8,843.20
0300 Signing	0700 1600						SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE			EA	59.000	$60.86	$3,590.74
0300 Signing	0700 2114						MULTI-COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, 30.1-50.0 SF			EA	6.000	$8,893.67	$53,362.02
0300 Signing	0705 10 1						OBJECT MARKER, TYPE 1			EA	9.000	$335.79	$3,022.11
0300 Signing	0705 11 1						DELINEATOR, FLEXIBLE TUBULAR			EA	20.000	$130.10	$2,602.00
0300 Signing	0706 1 3						RAISED PAVEMENT MARKER, TYPE B			EA	350.000	$5.36	$1,876.00
0300 Signing	0711 11125						THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK			LF	256.000	$6.91	$1,768.96
0300 Signing	0711 11141						THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"			GM	0.031	$2,713.44	$84.12
0300 Signing	0711 11160						THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL			EA	3.000	$162.37	$487.11
0300 Signing	0711 11170						THERMOPLASTIC, STANDARD, WHITE, ARROW			EA	27.000	$97.94	$2,644.38

Version: 14
Estimate: 1
Owner: Meghan Croft (PG132MC)
Last Estimated Date: 2/24/2026

Category	Pay Item Number	Obsolete	Cat Alt Set	Cat Alt Member	Item Alt Set	Item Alt Member	Item Description	Supplemental Description	Fund	Unit	Quantity	Price	Extended Amount
0300 Signing	0711 11180						THERMOPLASTIC, STANDARD, WHITE, YIELD LINE			LF	72.000	$17.78	$1,280.16
0300 Signing	0711 11224						THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON			LF	2227.000	$5.33	$11,869.91
0300 Signing	0711 14123						THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK			LF	230.000	$12.71	$2,923.30
0300 Signing	0711 16101						THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"			GM	3.910	$6,218.68	$24,315.04
0300 Signing	0711 16201						THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"			GM	3.898	$6,251.96	$24,370.14
0300 Signing	0711 16231						THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"			GM	0.676	$2,549.59	$1,723.52
												*** Total**	$16,700,210.38

* Does not calculate total based on Low Cost Alternate