

EVALUATION MATRIX

| Evaluation Criteria | No-Build Alternative | Intersection Alternative 1 | Intersection Alternative 2 |
|--|----------------------|----------------------------|----------------------------|
| Purpose & Need | | | |
| Improves Safety Conditions? | ✗ | ✓ | ✓ |
| Improves Transportation Network Connectivity? | ✗ | ✓ | ✓ |
| Accommodate Freight Activity? | ✗ | ✓ | ✓ |
| Potential Right-Of-Way Impacts | | | |
| Relocations (Business/Residential) | 0 | 2 | 0 |
| Number of Parcels Impacted | 0 | 12 | 15 |
| Right-of-Way Required (acres) | 0 | 148.9 | 143.8 |
| Potential Environmental Effects | | | |
| Archeological & Historic Sites | 0 | 2 | 2 |
| Section 4(f) Resources | 0 | 0 | 0 |
| Noise-Impacted Receptors | 0 | 0 | 0 |
| Contamination Sites (Medium/High) | 0/0 | 0/0 | 0/0 |
| Wetlands (acres) | 0 | 45 | 45 |
| Surface Waters (acres) | 0 | 64.1 | 64.1 |
| Floodplains (acres) | 0 | 0 | 0 |
| Threatened & Endangered Species | None | High | High |
| Estimates Costs (in millions) | | | |
| Right-of-Way Acquisition | \$0 | \$5,500,000 | \$2,400,000 |
| Wetland Mitigation | \$0 | TBD | TBD |
| Design | \$0 | \$5,087,000 | \$5,545,000 |
| Roadway Construction | \$0 | \$56,525,000 | \$61,610,000 |
| Construction Engineering & Inspection | \$0 | \$6,783,000 | \$7,393,000 |
| Preliminary Estimate of Total Project Costs | \$0 | \$73,895,000 | \$76,948,000 |

Preliminary; Subject to Change

Note: Potential cost and environmental impacts associated with off-site ponds are not included in this matrix. This will be calculated at a later phase.

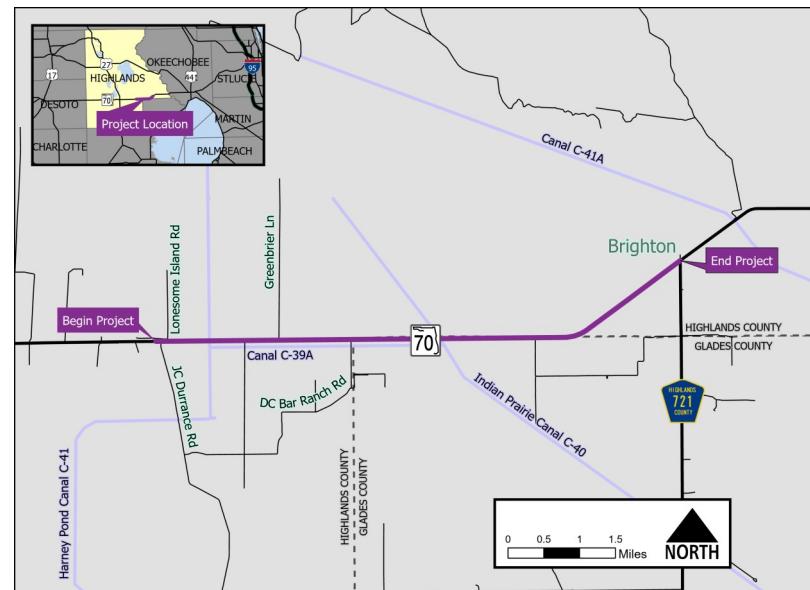
ENVIRONMENTAL EVALUATIONS

FDOT is evaluating environmental and socioeconomic factors related to the proposed widening in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the project's effects on threatened and endangered species, wetlands and floodplains, cultural and historic resources, contamination sites, right-of-way acquisition and relocations, stormwater management and permitting, and construction effects. Based on these evaluations, we do not anticipate significant effects to the environment associated with widening SR 70 from Lonesome Island Road to CR 721.



Welcome to the Alternatives Workshop for the State Road (SR) 70 Project Development and Environment (PD&E) Study. This study will evaluate widening State Road 70 from Lonesome Island Road to the Southern leg of County Route (CR) 721 in Highlands County from a two-lane undivided roadway to a four-lane divided roadway. There are two alignment "Build" alternatives related to the CR 721 intersection for this project. Multimodal facilities (i.e., a shared use path) are also being considered along the project segment. The project is being evaluated to determine social and environmental impacts, safety enhancements, additional right-of-way needs, and traffic performance.

Approximately 99 to 200 feet of additional right-of-way is needed to accommodate the proposed improvements. A median will divide the eastbound and westbound lanes of SR 70 to improve safety for the traveling public. Preliminary median openings are shown on the concept plans on display at this workshop.



PROJECT GOALS

- Improve emergency evacuation and response times
- Enhance safety along the project corridor
- Improve connectivity between the east and west side of the state

WHAT IS A PD&E STUDY?

A PD&E Study is a phase of the Florida Department of Transportation's (FDOT) project development process. A PD&E Study assists the FDOT in determining the location and conceptual design and involves evaluating social, economic, and environmental effects of proposed roadway and other project improvements. The process follows procedures set forth in the National Environmental Policy Act (NEPA) of 1969 and federal and state laws and regulations.

| PROJECT FUNDING | |
|----------------------------------|----------|
| FDOT ADOPTED 5-YEAR WORK PROGRAM | |
| JULY 1, 2023 TO JUNE 30, 2028 | |
| PD&E STUDY | FUNDED |
| DESIGN | UNFUNDED |
| RIGHT-OF-WAY (LAND) ACQUISITION | UNFUNDED |
| CONSTRUCTION | UNFUNDED |

CONTACT INFORMATION

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HOW TO COMMENT

You may share your comments about the project in several ways:

- At the in-person meeting
- Through the project webpage by scanning the QR code and selecting Send a Comment
- Email comments to the FDOT Project Manager, David C. Turley, P.E. David.Turley@dot.state.fl.us
- Complete a comment form and mail to David C. Turley, P.E., PD&E Project Manager



All comments must be postmarked by July 5, 2024, to be included as part of the Alternatives Workshop record

Community Room & Conference Room Layout

Restrooms located at main entrance

Study Activities

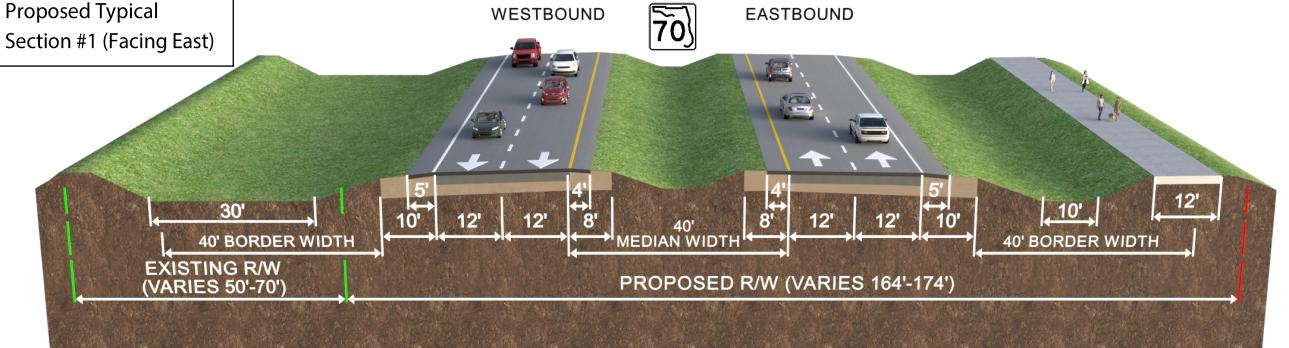
PROJECT SCHEDULE

Public Hearing

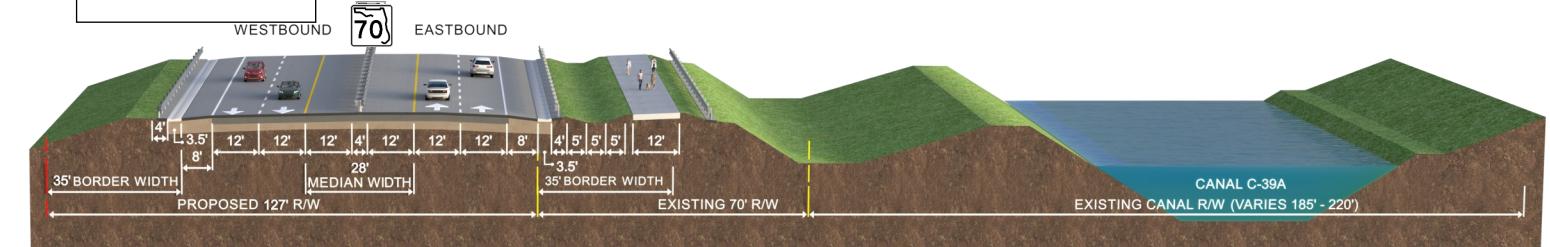
OEM Approval *(Location and Design Concept Acceptance)*

We Are Here

Proposed Typical Section #1 (Facing East)

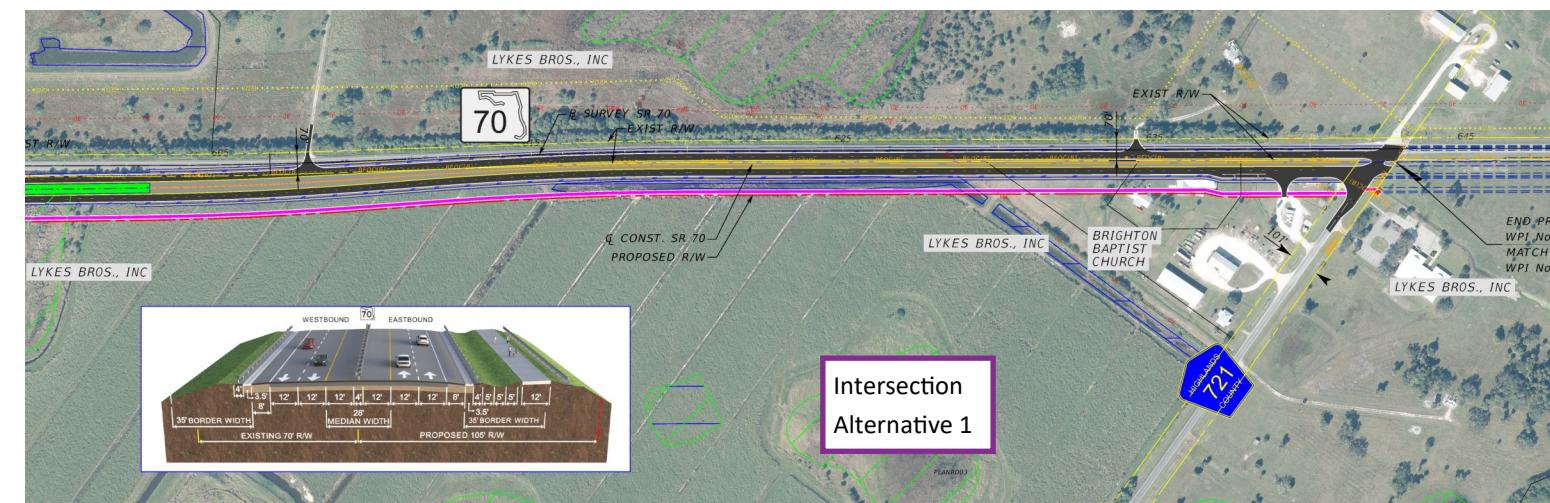


Proposed Typical Section #2 (Facing E)



From west of Harvey Pond Canal C-41 to east of the Indian Prairie Canal C-40

Approaching the CR 721 intersection there are two alternatives. **Intersection Alternative 1** continues the south shifted alignment, however it impacts an existing church and several existing business buildings.



CR 721 **Intersection Alternative 2** shifts both proposed eastbound and westbound lanes to the south of the existing location, avoiding the business impacts. Access to the businesses will remain and will be connected to SR 70 through the access from CR 721. The layout of the roadway widening and both intersection alternatives are shown in greater detail on the concept plans for this alternatives workshop.

