

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.



State Road 70 PROJECT DEVELOPMENT & ENVIRONMENT STUDY From Lonesome Island Road to Southern leg of CR 721 Alternatives Workshop Handout FPID No. 449851-1-22-01

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 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

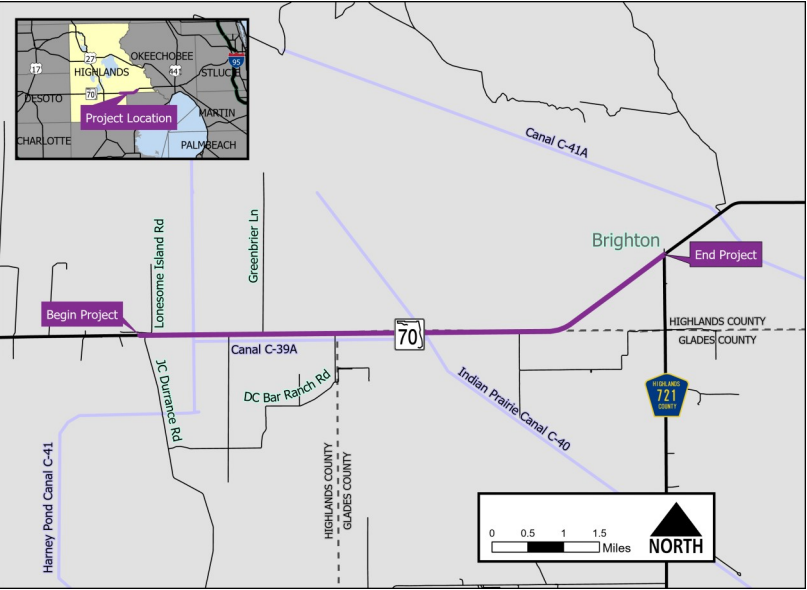
PROJECT FUNDING

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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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.

During the PD&E Study process, feasible alternatives are developed for improvements projects. These “Build” alternatives are evaluated based on environmental, engineering, and socioeconomic conditions; safety needs; and public input. The need for additional right-of-way will also be evaluated during the PD&E Study phase. The “No-Build” alternative is evaluated throughout the study process. That leaves the existing infrastructure as it is, with only routine maintenance as required for existing facilities. If the study results in a “Build” alternative being selected, the project may proceed to the next phase, which is the Design Phase.

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact **Cynthia Sykes**, District One Title VI Coordinator, at **(863) 519-2287** or by email to: **Cynthia.Sykes@dot.state.fl.us**

Study Activities

[illegible]

Proposed Typical Section #1 (Facing East)

WESTBOUND

EASTBOUND

70

30'

40' BORDER WIDTH

EXISTING R/W (VARIES 50'-70')

5'

10'

12'

12'

4'

8'

40' MEDIAN WIDTH

4'

8'

12'

12'

5'

10'

40' BORDER WIDTH

10'

12'

PROPOSED R/W (VARIES 164'-174')

Proposed Typical Section #2 (Facing East)

From Lonesome Island Road to west of Harvey Pond Canal C-41 and from east of Indian Prairie Canal C-40 to CR 721

WESTBOUND EASTBOUND

70

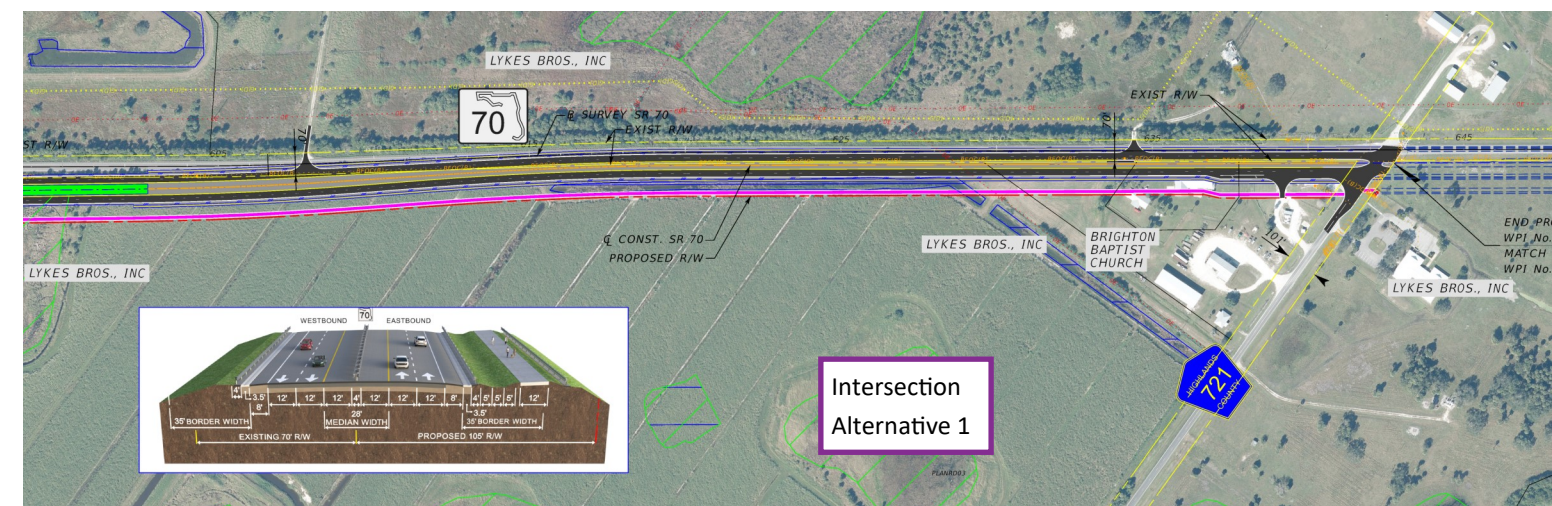
4' 3.5' 12' 12' 12' 4' 12' 12' 12' 8' 4' 5' 5' 12'

35' BORDER WIDTH 28' MEDIAN WIDTH 35' BORDER WIDTH

PROPOSED 127' R/W EXISTING 70' R/W

CANAL C-39A EXISTING CANAL R/W (VARIES 185' - 220')

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.



Intersection Alternative 2

END PROJECT
WPI No. 449851-I
MATCH PROJECT
WPI No. 450334-I

SR 70

SR 721

LYKES BROS., INC.

BRIGHTON BAPTIST CHURCH

EXIST R/W

SR SURVEY SR 70

CONST. SR 70 PROPOSED R/W

WESTBOUND EASTBOUND

PROPOSED R/W (VARIES 164'-200')

40' BORDER WIDTH

10' 12' 12' 8'

40' MEDIAN WIDTH

8' 12' 12' 10'

10' 12'

40' BORDER WIDTH