Draft Preliminary Engineering Report (PER)

Florida Department of Transportation

District One

State Road (S.R.) 70 Project Development and Environment (PD&E) Study

From West of S.R. 31 to SE Highlands County Line Road

DeSoto County, Florida

Financial Management Number: 451942-1-22-01

ETDM Number: 14569

Date: December 2025

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

PROFESSIONAL ENGINEER CERTIFICATION

PRELIMINARY ENGINEERING REPORT

Project: S.R. 70 From West of S.R. 31 to SE Highlands County Line Road

ETDM Number: 14569

Financial Project ID: 451942-1-22-01

Federal Aid Project Number: N/A

This preliminary engineering report contains engineering information that fulfills the purpose and need for the S.R. 70 Project Development & Environment Study from West of SR 31 to SE Highlands County Line Road in DeSoto County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with HNTB Corporation and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.

This item has been digitally signed and sealed by **David L. Crombie, P.E.** on the date adjacent to the seal.

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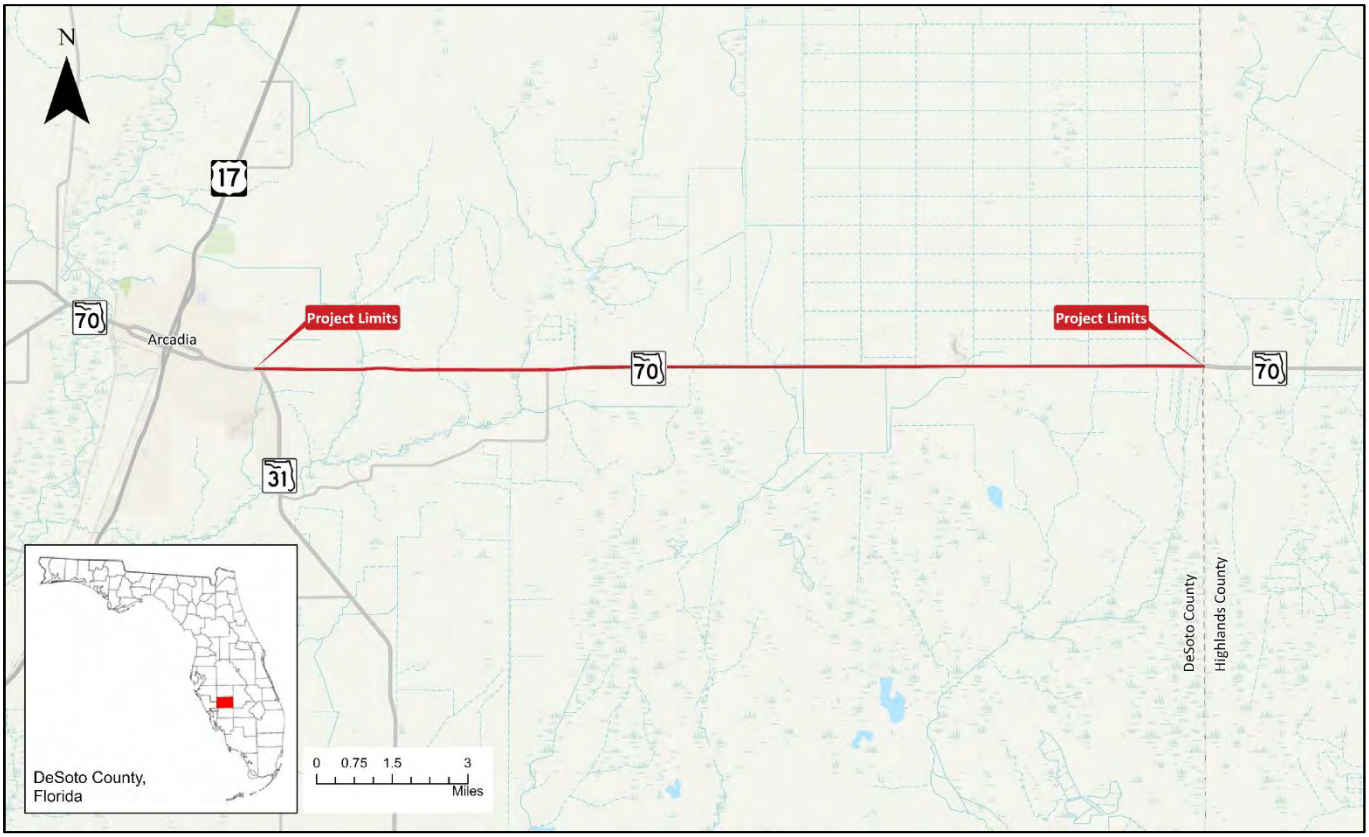
1.0 PROJECT SUMMARY

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate options for widening State Road (S.R.) 70 in DeSoto County. The project limits cover approximately 16.7 miles of S.R. 70 from west of S.R. 31 (Mile Post (M.P.) 14.973) to SE Highlands County Line Road (M.P. 31.763). The project location map is shown in **Figure 1-1**. The PD&E study is evaluating widening the existing two-lane undivided roadway to a four-lane divided roadway.

Figure 1-1: Project Location Map



Roadway widening will be utilized to improve the current roadway conditions. In addition to providing roadway capacity, this project will also address the need for pedestrian and bicycle accommodations with a proposed shared-use path along S.R. 70. There are no on-street bicycle accommodations except for an outside paved shoulder along S.R. 70. The are no existing sidewalks. An existing 10-foot shared-use path occurs along the north side of S.R. 70 in the westernmost 1.53 miles of the project. A deteriorating linear path, extending along the north side of S.R. 70 from the eastern end of the shared use path to just east of County Road (C.R.) 760, provides limited use for bicycle and pedestrian users due to lack bridge connectivity over local

waterways. Designated bicycle and pedestrian facilities are lacking for the remaining 11.3-mile portion of the project from just east of C.R. 760 to the eastern project limit.

1.2 Purpose & Need

The purpose of this project is to address traffic safety conditions on S.R. 70 from west of S.R. 31 to SE Highlands County Line Road in unincorporated DeSoto County. Other goals of the project are to maintain important east-west connectivity within the regional transportation network and accommodate freight activity within the area. The need for the project is based on the following criteria:

PRIMARY NEEDS:

SAFETY: Improve Traffic Safety Conditions, Emergency Evacuation, and Incident Response Times

According to the Signal Four Analytics crash database for the segment of S.R. 70 from west of S.R. 31 to C.R. 760, a total of 120 crashes were reported during the 2019 to 2023 five-year period. Most of the crashes were reported as rear-end (28%), off-road (15%) and left turn (12%) crash types. One (1) pedestrian related crash was reported at the intersection of S.R. 31 and resulted in a non-incapacitating injury. Nine (9) crashes were reported as incapacitating injuries. One (1) fatal crash was reported as an angle crash west of Wildwood Avenue; it occurred during daylight condition and on a dry roadway surface. Three intersections within this segment were identified as crash hotspots during the five-year period: S.R. 31 with 44 crashes, Walmart entrance with 15 crashes, and Hansel Avenue with 8 crashes. For the segment of S.R. 70 extending from C.R. 760 to SE Highlands County Line Road, a total of 101 crashes were reported during the 2019 to 2023 five-year period. Of the 101 reported crashes, two (2) involved fatalities. The crash rates range from 1.06 to 3.14; these rates are significantly higher than the historical 5-year countywide average crash rate for similar facilities (0.44 - 0.57 for rural/suburban four-five-lane, two-way divided roadway and 0.73 for rural two-lane, two-way undivided roadway).

The project section of S.R. 70 presently features twelve-foot travel lanes with six-foot shoulders from west of S.R. 31 to C.R. 760 and eight-foot shoulders from C.R. 760 to SE Highlands County Line Road (of which four to five feet are paved). Roadside swales and guardrails are in close proximity to the roadway. With a context classification of C2-Rural, the existing typical section meets 2024 FDOT Design Manual standards for travel lane width; however, the paved shoulder widths are less than the recommended ten feet paved for undivided roadway facilities without shoulder gutters and that have greater than 10% Annual Average Daily Truck Traffic (AADTT) volumes. Narrow shoulder widths and proximity of roadside swales and guardrails restrict the ability of drivers to maneuver within each directional travel lane to avoid hazards on the road. Under these conditions, vehicles are unable to veer off the roadway without direct impacts. In addition, due to the roadway's current configuration, there is limited space for an emergency service vehicle to pass when responding during periods of congestion or to accommodate a disabled vehicle obstructing traffic flow. During traffic incidents, one of the two travel lanes (if not both) is often blocked.

S.R. 70 is part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) as well as the network established by DeSoto County. This roadway is critical in facilitating traffic during emergency evacuation periods as it connects to other arterials and highways of the state evacuation route network [such as U.S. 17 (on the west) and U.S. 27 (on the east)] and serves as the only major east-west facility in DeSoto County. Under various FDEM evacuation scenarios for different storm events, FDEM noted that S.R. 70 has some of the longest-lasting vehicle queues in the Central Florida region, contributing to prolonged clearance times. Clearance time, comprised of time required for mobilization of the evacuating population, travel time, and the delay time caused by traffic congestion, is one input used by county emergency managers to determine when to recommend an evacuation order and is a key factor pertaining to public safety during an evacuation event.

The project is anticipated to address roadway deficiencies. This may reduce crashes, including fatalities, and lead to enhanced emergency evacuation capabilities and incident response times.

SECONDARY NEEDS:

AREA WIDE NETWORK/SYSTEM LINKAGE: Maintain Important East-West Connectivity within the Regional Transportation Network

S.R. 70 is one of four corridors connecting Central and South Florida's west and east coasts as it spans from U.S. 41 in Manatee County (west coast) to U.S. 1 in St. Lucie County (east coast). It also connects to several major north-south transportation facilities of the state, including U.S. 41, I-75, U.S. 17, U.S. 27, U.S. 441, Florida's Turnpike, I-95 and U.S. 1. With the nearest available parallel east-west facility being located approximately 10 miles to the north (Fish Branch Road/Crewsville Road) in Hardee County and 18 miles to the south (Bermont Road) in Charlotte County, S.R. 70 is integral to facilitating east-west travel within the regional transportation network of Florida's Heartland Region.

The project is intended to complement other S.R. 70 corridor safety and traffic operational improvements identified in the 2029 - 2045 Strategic Intermodal System (SIS) Long Range Cost Feasible Plan from C.R. 675 in Manatee County to U.S. 98 in Okeechobee County. In turn, the improvements are anticipated to maintain the corridor's function as a designated SIS highway corridor and important east-west connection for freight and commuters across the Central Florida region and state.

TRANSPORTATION DEMAND: Accommodate Freight Activity

As part of Florida's SIS highway network, S.R. 70 connects regionally important routes [such as I-75, U.S. 27, Florida's Turnpike, and I-95] and serves as a regional through route for long-haul truck volumes and provides access to agricultural/ranching operations, industrial/commercial areas, and other intensive freight activity centers within Central Florida. FDOT Traffic Online

2023 data reports an AADTT volume for the project segment extending from west of S.R. 31 to C.R. 760 of 4,488 trucks per day west of S.R. 31 and 2,220 trucks per day east of S.R. 31 to C.R. 760. Based on these volumes, truck traffic composes 17.6% and 14.9%, respectively, of the Annual Average Daily Traffic (AADT) volumes for this project segment consisting of 25,500 vehicles per day west of S.R. 31 and 14,900 vehicles per day east of S.R. 31 to C.R. 760. The project segment extending from C.R. 760 to SE Highlands County Line Road accommodates 1,843 trucks per day; based on these volumes, truck traffic composes 29.7% of the AADT volume for this project segment consisting of 6,200 vehicles per day.

Truck volumes along S.R. 70 are expected to increase as freight distribution and logistics activities continue to gain economic significance in Central Florida counties through the rapid growth occurring along the I-4 and I-75 corridors within the broader region. According to the Heartland Regional Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP), DeSoto County is expected to continue supporting existing industries such as cattle, trade, transportation, and agriculture, with potential growth in logistics and manufacturing that may increase freight volumes on a regional basis. With the major metro markets of Orlando, Tampa, and Fort Myers being located nearly equidistant to DeSoto County and more than 86 percent of Florida's population being located within a 150-mile (or two-hour) radius of DeSoto County, the S.R. 70 improvements are intended to accommodate increased population and employment growth as well as support the vision of the county and region to grow as a trade hub.

According to the FDOT *District One Freight Mobility & Trade Plan* (2023), DeSoto County is home to two major freight activity centers, including an existing Walmart distribution center and a planned mining operation, anticipated to begin in the near future. 99.99% of freight within DeSoto County is carried by truck, primarily importing waste or scrap metals and exporting farm products such as oranges, forage, sod, vegetables, and watermelons. S.R. 70 facilitates and will continue to facilitate freight traffic in the region. Additionally, the Heartland Regional TPO, its committees, and community stakeholders have identified S.R. 70 as the highest-priority transportation facility in the region in need of improvements due to concerns pertaining to safety, freight mobility, and economic growth. The project improvements are aligned with the goals of these plans and SIS objectives of promoting interregional transportation linked to economic development.

1.3 Commitments

Based on the natural resource evaluations completed to date, the FDOT is considering the following environmental commitments. (*Note: these will be finalized following additional agency coordination and the project's public hearing.*)

1. If the monarch butterfly is listed by the United States Fish and Wildlife Service (USFWS) as threatened or endangered prior to completion of construction, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

2. The most recent version of the USFWS' *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction to assure that the eastern indigo snake will not be adversely impacted by the project.
3. Impacts to suitable foraging habitat for the federally-protected wood stork will be mitigated through the purchase of credits from a USFWS-approved mitigation bank pursuant to Section 373.4137, F.S. Mitigation for the loss of foraging habitat will provide in-kind replacement based on hydroperiod.
4. The FDOT commits to provide a $100,000 donation to the Caracara Fund of the Wildlife Foundation of Florida (WFF). Construction shall not commence until the USFWS receives confirmation from the WFF indicating that the funds have been provided and the USFWS in turn informs the FDOT of their receipt of the confirmation.
5. Updated surveys will be completed for the caracara in accordance with the USFWS' methodology prior to construction commencement.
6. Survey results of suitable caracara nesting habitat and monitoring reports should be submitted to the USFWS on an annual basis during construction, following the caracara nesting season. The report should include whether any nests were detected and whether the proximity of the nest to construction required FDOT to establish buffers.
7. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, during the design and permitting phase of the proposed project FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
8. A survey for Florida loosestrife, giant airplant, leafless beaked ladies'-tresses, northern needleleaf will be performed prior to construction commencement. Coordination with the Florida Department of Agriculture and Consumer Servies (FDACS) will occur if impacts to the species are anticipated.
9. FDOT will install wildlife crossings and associated directional fencing at the Whidden Creek, Joshua Creek, Tiger Bay, Mossy Gully, DCI Canal, Long Point Marsh, and Parker Creek bridges.

1.4 Alternatives Analysis Summary

Four build alternatives were reviewed to avoid adverse impacts. Alternative 1, characterized by a southern alignment shift (using full-width roadway section dimensions), is anticipated to require right of way (ROW) impacts for the roadway improvements in seven different locations totaling approximately 9.38 acres and impact approximately 9,100 feet (1.72 miles) of Florida Gas Transmission (FGT) facilities along the south side of S.R. 70. The acquisition of additional ROW needed for the new S.R. 70 roadway footprint, as well as relocated FGT utility corridor portion, would result in additional impacts to local residences, including several potential residential relocations, and impacts to the natural environment.

Alternative 2 uses a reduced median width (double-faced guardrail) to fit within the existing ROW and avoid FGT impacts. The alternative would result in several design variations from FDOT criteria and project constructability issues, including restricting U-turn movement and impacting private driveways and side streets. This alternative is also expected to result in undesirable safety issues and limitations on potential turn lanes.

Alternative 3 includes a full-width 40-foot median with the drainage ditch on the north side of Old S.R. 18/Mahon Avenue. This alternative is anticipated to require ROW impacts for the roadway improvements in two different locations totaling approximately 5.22 acres, and impact approximately 2,100 feet (0.40 miles) of FGT facilities. The acquisition of additional ROW needed for the new S.R. 70 roadway footprint, as well as relocated FGT utility corridor portion would result in additional impacts to local residences, including several potential residential relocations, and impacts to the natural environment.

The Preferred Alternative does not require additional ROW acquisition for the roadway footprint and will result in a net enhancement in functional paved shared-use paths and provide safer facilities and enhanced connectivity to areas further east along S.R. 70.

1.5 Description of the Preferred Alternative

To meet the Purpose and Need, the Preferred Alternative will widen S.R. 70 from two to four lanes throughout the study limits. The Preferred Alternative includes milling and resurfacing of portions of the existing roadway, along with construction of the westbound lanes to the north of the existing travel lanes.

The project will include the construction of wildlife crossing features at the seven major bridge crossings, roadway signing and pavement markings, and stormwater management facilities (SMF) including treatment ponds and floodplain compensation sites. The Preferred Alternative is anticipated to require an estimated 168.67 acres of ROW acquisition and 6.69 acres of drainage/access easements for 13 stormwater management treatment ponds, as well as an estimated 49.51 acres of right-of-way acquisition and 1.97 acres of drainage/access easements for 11 floodplain compensation sites (FPC). The Concept Plans have been provided as **APPENDIX A**.

1.6 List of Technical Documents

Please see **Table 1-1** for a list of technical documents prepared for this project.

Table 1-1: Technical Documents

Technical Reports	Dated
Public Involvement	
Comments and Coordination Report	TBD - after hearing
Public Hearing Transcript	TBD - after hearing
Engineering	
Project Traffic Analysis Report	September 2025
Utility Assessment Package	December 2025
Bridge Development Report	August 2025
Location Hydraulics Report	October 2025
Pond Siting Report	September 2025
Water Quality Impact Evaluation	October 2025
Typical Section Package	November 2025
Environmental	
Cultural Resources Assessment Survey	September 2025
Cultural Resources Assessment Survey Addendum	October 2025
Individual Section 4(f) Evaluation and Section 106 Notification Letter	October 2025
Natural Resources Evaluation	October 2025
Noise Study Report	August 2025
Contamination Screening Evaluation Report	April 2025
Contamination Screening Evaluation Report Addendum	October 2025

2.0 EXISTING CONDITIONS

2.1 Previous Planning Studies

S.R. 70 Vision and Action Plan

A previous planning study has been conducted on S.R. 70 in October 2020. The *S.R. 70 Corridor Vision and Action Plan* was conducted in Manatee, Desoto, Highlands, and Okeechobee Counties. The purpose of this S.R. 70 planning study was to identify short-term and long-term improvements along the corridor based upon safety, operational, and capacity needs. The study identified five developed communities along S.R. 70: Lakewood Ranch, Myakka City, Arcadia, Lake Placid, and Okeechobee. The study reviewed the heavy freight movement along S.R. 70 as well as proposed projects along the corridor. The study also examined the narrow ROW and how it corresponds to the crash rate. The *S.R. 70 Corridor Vision and Action Plan* suggested that an expansion of the existing ROW width could potentially eliminate and reduce severity in crashes.

The S.R. 70 Corridor Vision's goals and objectives are to develop a series of projects that are in line with each community's long-range plan or community vision while also addressing goals of FDOT regarding safety and capacity along the roadway. The themes of the study are Roadway Safety and Capacity, and Branding and Placemaking. The vision for Roadway Safety and Capacity is to expand the corridor by adding travel lanes, buffers, shoulders, landscaping, a multi-use trail, and appropriate lighting. The vision for the expansion of the travel lanes will be to include four lanes, paved shoulders, medians, appropriate street lighting, and a multi-use trail. Regarding Branding and Placemaking for S.R. 70, the plan envisions these following key elements: River to Ridge Parkway, gateways, native landscaping, multi-use trails, and scenic view sheds. These goals align with the community vision elements listed in the *S.R. 70 Corridor Vision and Action Plan*. For more information regarding the elements contained in the plan, please refer to the *S.R. 70 Corridor Vision and Action Plan Report*.

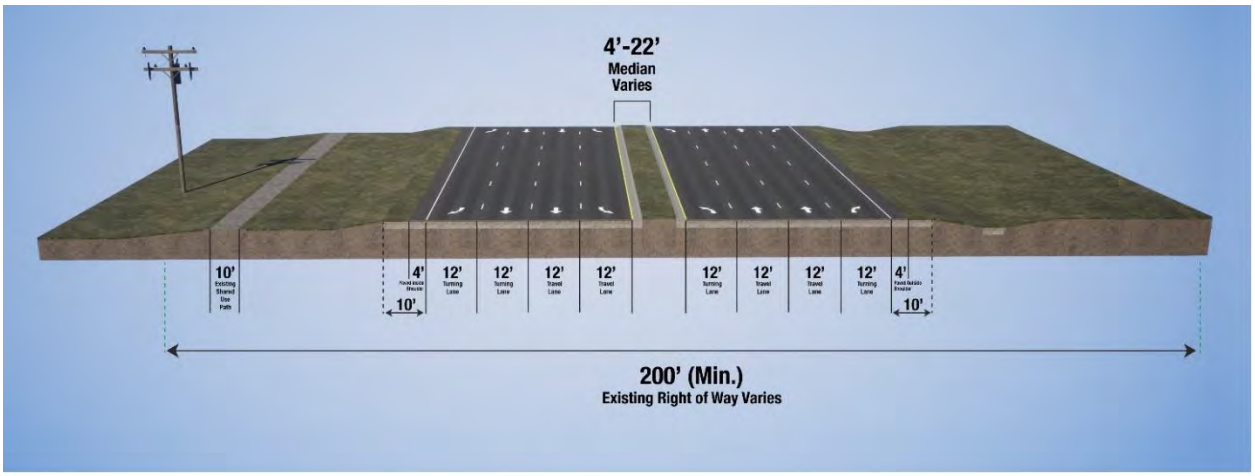
2.2 Existing Roadway Conditions

2.2.1 *Roadway Typical Sections*

S.R. 70 is part of Florida's SIS highway network and a designated state hurricane evacuation route network. As part of the National Highway System, S.R. 70 is critical in the transportation network as it facilitates local and regional traffic and the movement of goods/freight.

This segment of S.R. 70 consists of two existing roadway typical sections. From west of S.R. 31 to west of SE Townsend Avenue, S.R. 70 is a four-lane divided facility with 12-foot travel lanes and ten-foot outside shoulders (four-feet paved). The travel lanes are separated by a raised grass median and intermittent right and left turn lanes. A portion of a ten-foot shared-use path is present on the northern side of the roadway, extending from west of S.R. 31 to west of SE Townsend Avenue (**Figure 2-1**). No designated bicycle lanes are present on either side of the facility.

Figure 2-1: Existing S.R. 70 Roadway Typical Section from west of S.R. 31 to west of SE Townsend Avenue



From west of SE Townsend Avenue to SE Highlands County Line Road, S.R. 70 becomes a two-lane undivided facility with 12-foot travel lanes and 12-foot outside shoulders (five-feet paved) (see **Figure 2-2**). There are no shared-use paths or designated bicycle facilities along this portion.

The existing typical section for the S.R. 70 bridges over Whidden Creek (aka Mare Branch) and Joshua Creek consists of two 12-foot travel lanes with guardrail and traffic railings (**Figure 2-3**). There are no shared-use path or designated bicycle facilities at these locations.

Figure 2-2: Existing S.R. 70 Roadway Typical Section from west of SE Townsend Avenue to SE Highlands County Line Road

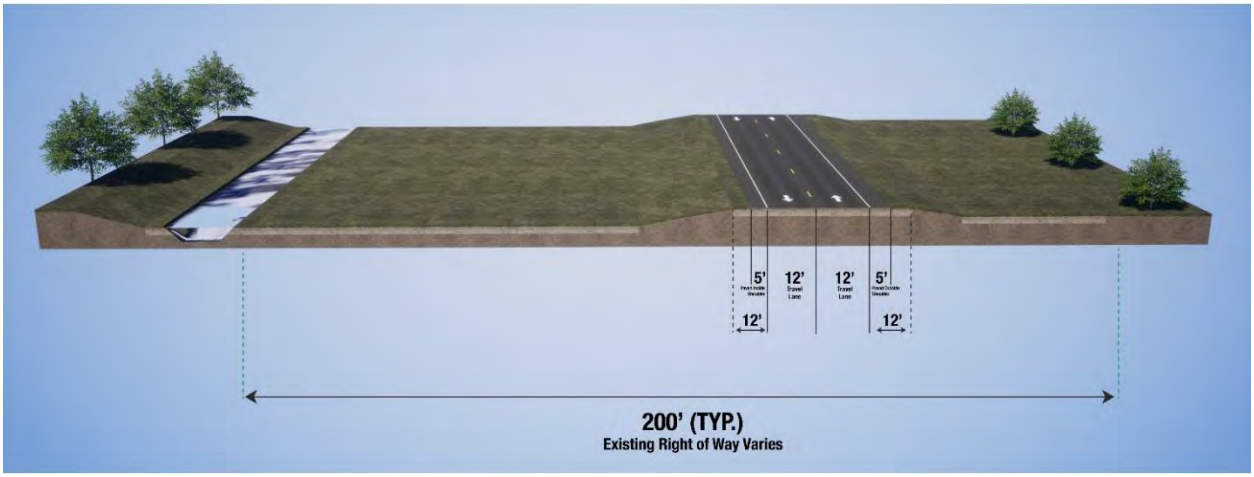
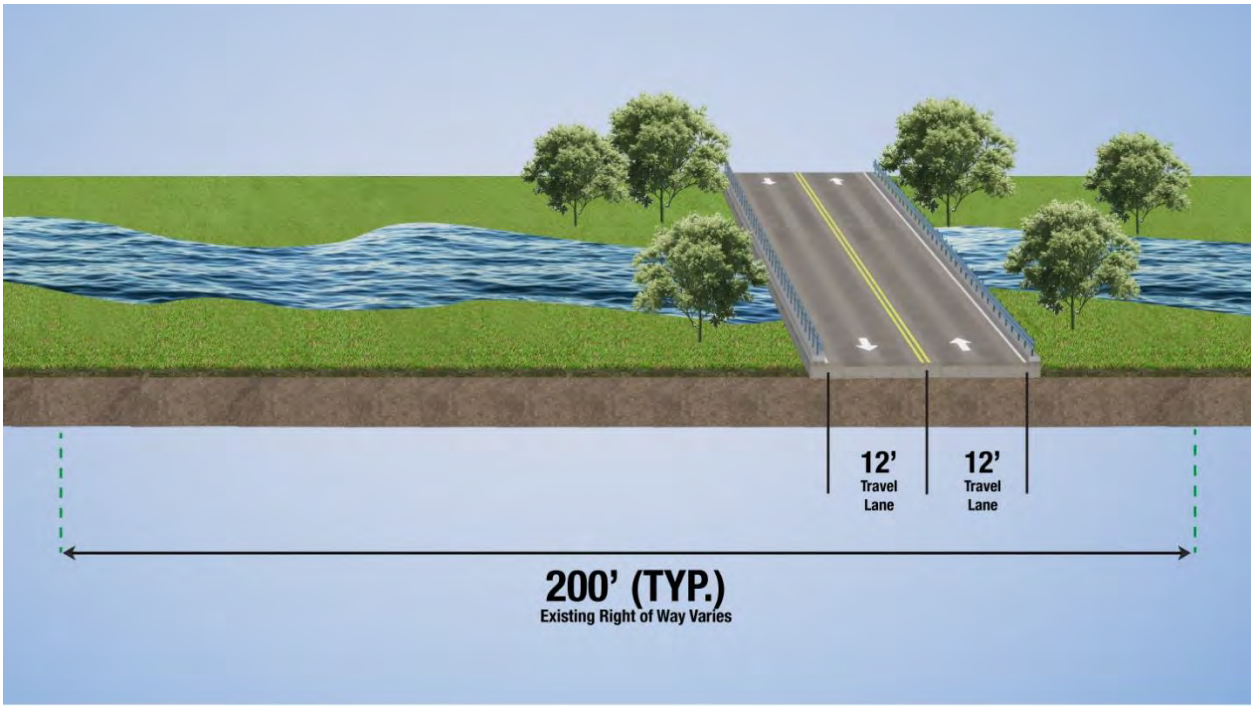


Figure 2-3: S.R. 70 Typical Section for Existing Bridges Over Whidden Creek and Joshua Creek



2.2.2 *Roadway Functional & Context Classifications*

The majority of the 4-lane portion of S.R. 70 at the beginning of the project is functionally classified as "Urban Principal Arterial" with a context classification of C3C – Suburban Commercial. This classification indicates mostly non-residential uses with large building footprints and large parking lots. The rest of S.R. 70 within the project area is functionally classified as "Rural Principal Arterial – Other" and an existing context classification of C2-Rural. This classification indicates that the corridor is surrounded by sparsely settled or preserved lands and primarily accommodates automobile and truck traffic.

2.2.3 *Access Management Classification*

The access management classifications for the project corridor are Access Classes 3 and 5. **Table 2-1** provides a listing of the minimum spacing for connections (i.e., driveways), median openings and traffic signals for arterial facilities (Access Classes 2 through 7).

Table 2-1: Arterial Access Classifications & Standards

Access Class	Median Type	Connection Spacing (ft)	Median Opening Spacing (ft)		Signal Spacing (ft)
			Directional	Full	
2	Restrictive with Service Roads	1,320*/660**	1,320	2,640	2,640
3	Restrictive	660*/440**	1,320	2,640	2,640
4	Non-Restrictive	660*/440**	-	-	1,320
5	Restrictive	440*/245**	660	2,640*/1,320**	
6	Non-Restrictive	440*/245**	-	-	1,320
7	Both Median Types	125	330	660	1,320

*For design speeds greater than 45 mph
**For design speeds less than or equal to 45 mph

2.2.4 *Right of Way*

Existing ROW along the project portion of S.R. 70 is generally 200 feet in width, but ranges from approximately 180 feet to 220 feet in width from west of S.R. 31 to C.R. 760, and from 200 feet to 350 feet in width from C.R. 760 to SE Highlands County Line Road. The existing ROW is generally wider on the northern side of the corridor in comparison to the southern side of the corridor along the eastern end of the study area.

2.2.5 *Adjacent Land Use*

Existing land uses and natural habitats within the project study area were classified using the Florida Land Use and Cover Classification System (FLUCCS). Wetlands were also classified using the USFWS *Classification of Wetlands and Deepwater Habitats of the United States*, as discussed later within the wetlands section. The land uses along the study area include residential, commercial/industrial parcels, institutional facilities, agricultural lands, and wetlands/other surface waters. **Table 2-2** is a summary of acreages of these land uses within the project study area. Existing land use maps can be found in **APPENDIX D**.

Table 2-2: Land Use Table

FLUCCS ID	FLUCCS Description	Acres	Percentage
Agricultural			
210	Cropland and Pastureland	1,620.99	62.57%
211	Improved Pastures	0.34	0.01%
220	Tree Crops	287.14	11.08%
240	Nurseries and Vineyards	16.32	0.63%
260	Other Open Lands (Rural)	41.66	1.61%
Barren Land			
740	Disturbed Land	29.66	1.14%
Rangeland			
310	Herbaceous (Dry Prairie)	4.42	0.17%
320	Shrub and Brushland	54.93	2.12%
330	Mixed Rangeland	51.18	1.98%
Transportation, Communication, and Utilities			
810	Transportation	46.91	1.81%
Upland Forests			
411	Pine Flatwoods	15.61	0.60%
434	Hardwood - Coniferous Mixed	23.94	0.92%
Urban and Built-Up			
110	Residential, Low Density	98.94	3.82%
120	Residential, Medium Density	26.85	1.04%
130	Residential, High Density	3.42	0.13%
140	Commercial and Services	44.95	1.74%
150	Industrial	51.20	1.98%
170	Institutional	76.64	2.96%
190	Open Land	10.43	0.40%
Water			
510	Streams and Waterways	2.21	0.09%
530	Reservoirs	25.49	0.98%
Wetlands			
615	Streams and Lake Swamps (Bottomland)	57.52	2.22%
	Total	**2,590.77**	**100.00%**

2.2.6 *Pavement Type and Condition*

The existing S.R.70 travel lanes and shoulders within the study limits consist of flexible asphalt pavement. Portions of the study limits have been milled and resurfaced or otherwise improved with various projects throughout the service life of S.R. 70, which have maintained or improved the pavement conditions of the corridor. The most recent pavement conditions reports obtained from the FDOT State Materials Office indicate that the overall condition of the pavement is fair with light to moderate cracking and minimal rutting. **Table 2-3** is a summary of the crack, ride, and rut values.

Table 2-3: Existing Pavement Condition

	Left Roadway			Right Roadway		
Mile Post	Crack	Ride	Rut	Crack	Ride	Rut
15.544 - 15.852	7.8	8.6	10.0	10.0	8.5	10.0
15.852 – 22.843	9.5	8.3	7.0	9.5	8.3	7.0
22.843 – 23.910	5.5	8.1	8.0	5.5	8.1	8.0
23.910 – 28.619	6.8	8.2	8.0	6.8	8.2	8.0
28.619 – 29.656	7.0	8.6	8.0	7.0	8.6	8.0
29.656 – 31.770	7.2	8.3	8.0	7.2	8.3	8.0

2.2.7 *Existing Design and Posted Speed*

The posted speed limit is 45 miles per hour (mph) from S.R. 31 to west of the DeSoto Ford Dealer, 55 mph from west of DeSoto Ford Dealer to east of DeSoto Ford Dealer, and 60 mph along the remainder of the corridor, with a design speed of 65 mph.

2.2.8 *Horizontal Alignment*

The existing horizontal geometry for S.R. 70 consists of a series of tangent sections detailed in **Table 2-4** with stationing based on the baseline of survey developed by FDOT for this study.

Table 2-4: Existing Horizontal Geometry

Baseline of Survey PI Station	Bearing Ahead	Curve Radius (ft)	Curve Length (ft)
785+76.30	S89.716°E	-	-
812+40.97	S89.743°E	-	-
839+12.89	S89.813°E	-	-
878+56.33	S89.849°E	-	-
891+88.23	S89.934°E	-	-
894+91.36	S89.934°E	-	-
902+38.71	N85.087°E	17,189	1,493
921+95.99	S84.955°E	7,639	1,328
941+50.84	S89.934°E	17,189	1,494
971+40.44	S89.963°E	-	-
984+65.86	N89.859°E	-	-
997+83.82	N89.904°E	-	-
1050+73.78	N89.866°E	-	-
1063+94.68	N89.753°E	-	-
1077+27.41	N89.753°E	-	-
1088+05.15	N83.753°E	17,189	1,799
1108+30.72	N89.774°E	17,189	1,806
1121+08.98	N89.774°E	-	-
1129+92.38	N89.761°E	-	-
1156+94.74	N89.749°E	-	-
1210+07.18	N89.734°E	-	-
1263+24.40	N89.755°E	-	-
1420+34.20	N89.762°E	-	-
1474+04.66	N89.716°E	-	-
1527+74.48	N89.662°E	-	-
1581+44.30	N89.649°E	-	-
1635+14.92	N89.829°E	-	-
1688+88.33	-	-	-

2.2.9 *Vertical Alignment*

The existing profile grade lines range from approximately 65 feet above sea level at the east end of the project area to 86 feet above sea level at the west end of the project area.

2.2.10 *Multimodal Facilities*

No designated bicycle lanes are present on either side of the facility. A portion of a shared-use path is present on the northern side of the roadway extending from west of S.R. 31 to SE Townsend Avenue.

2.2.11 *Intersections*

There are two signalized and nine unsignalized intersections within the area of influence that are being evaluated under this study. The intersections are shown in **Figure 2-4** and **Figure 2-5** below.

Figure 2-4: Existing Year Lane Geometry (Sheet 1)

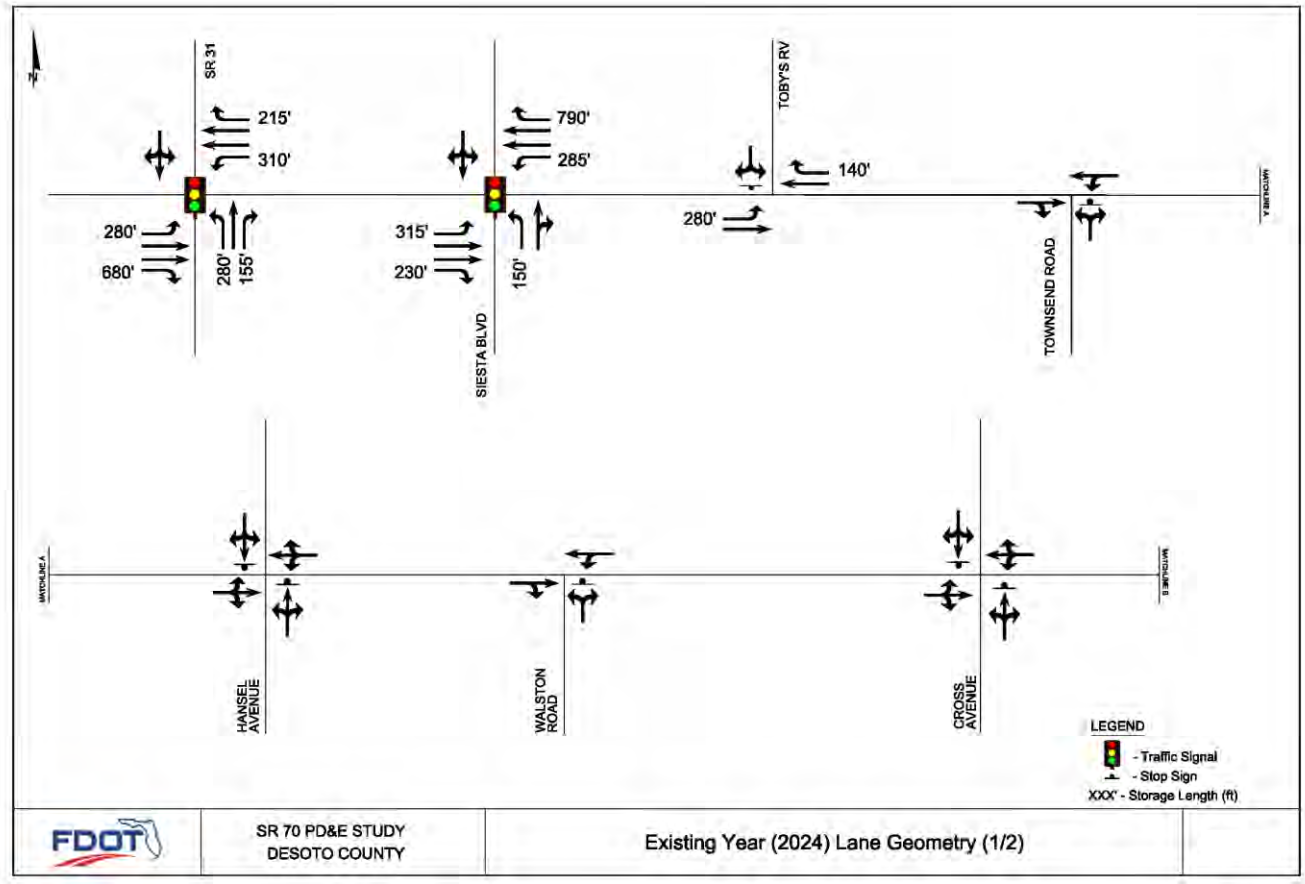
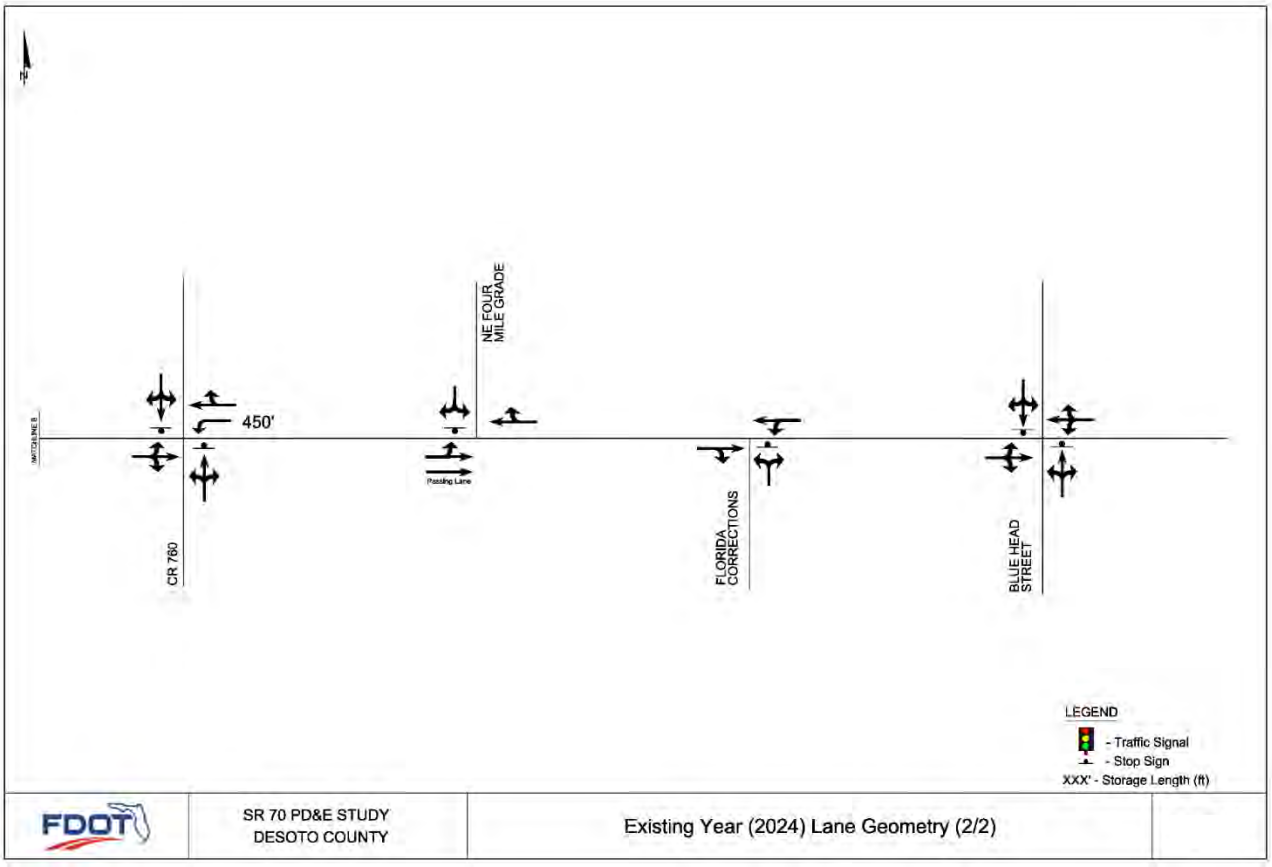


Figure 2-5: Existing Year Lane Geometry (Sheet 2)



2.2.12 *Physical or Operational Restrictions*

There are passing restrictions throughout the project corridor, most notably at the west end of the project.

2.2.13 *Traffic Data*

The traffic data used for this study was collected in March 2024 on typical weekdays (Tuesday, Wednesday, and Thursday) at the locations within the study area of influence of S.R. 70 from west of S.R. 31 to Blue Head Street. The traffic data consisted of 13-hour turning movement counts (TMCs) and 24-hour approach/departure machine counts. The TMCs collected at the study intersections including the corresponding AM and PM peak periods. In addition, 24-hour approach machine counts were collected on S.R. 70 for selected approaches at selected intersections. The collected raw traffic data is included in the Project Traffic Analysis Report (PTAR) prepared for this project.

The location of 13-hour TMCs and 24-hour approach/departure counts are described below:

- **13-hour Turning Movement Counts (TMCs)**
  - S.R. 70 at S.R. 31
  - S.R. 70 at Siesta Boulevard

- S.R. 70 at Toby's RV Resort Entrance
- S.R. 70 at SE Townsend Avenue
- S.R. 70 at Hansel Avenue
- S.R. 70 at Walston Road
- S.R. 70 at Cross Avenue
- S.R. 70 at C.R. 760
- S.R. 70 at NE Four Mile Grade
- S.R. 70 at Florida Corrections Academy
- S.R. 70 at Blue Head Street

- **24-hour Approach/Departure Machine Counts**
  - S.R. 70 West of S.R. 31
  - S.R. 70 East of S.R. 31
  - S.R. 31 South of S.R. 70
  - S.R. 70 East of Siesta Boulevard
  - S.R. 70 West of Hansel Avenue
  - S.R. 70 East of Hansel Avenue
  - S.R. 70 West of C.R. 760
  - S.R. 70 East of C.R. 760
  - S.R. 70 East of Florida Corrections Academy
  - S.R. 70 East of Desoto/Highlands County Line

Additional data was also collected from FDOT's Florida Traffic Online (FTO) database, including available data from six (6) count stations in the project area. The locations of field traffic counts are shown in **Figure 2-6** and **Figure 2-7**.

Figure 2-6: Traffic Count Locations (Sheet 1)

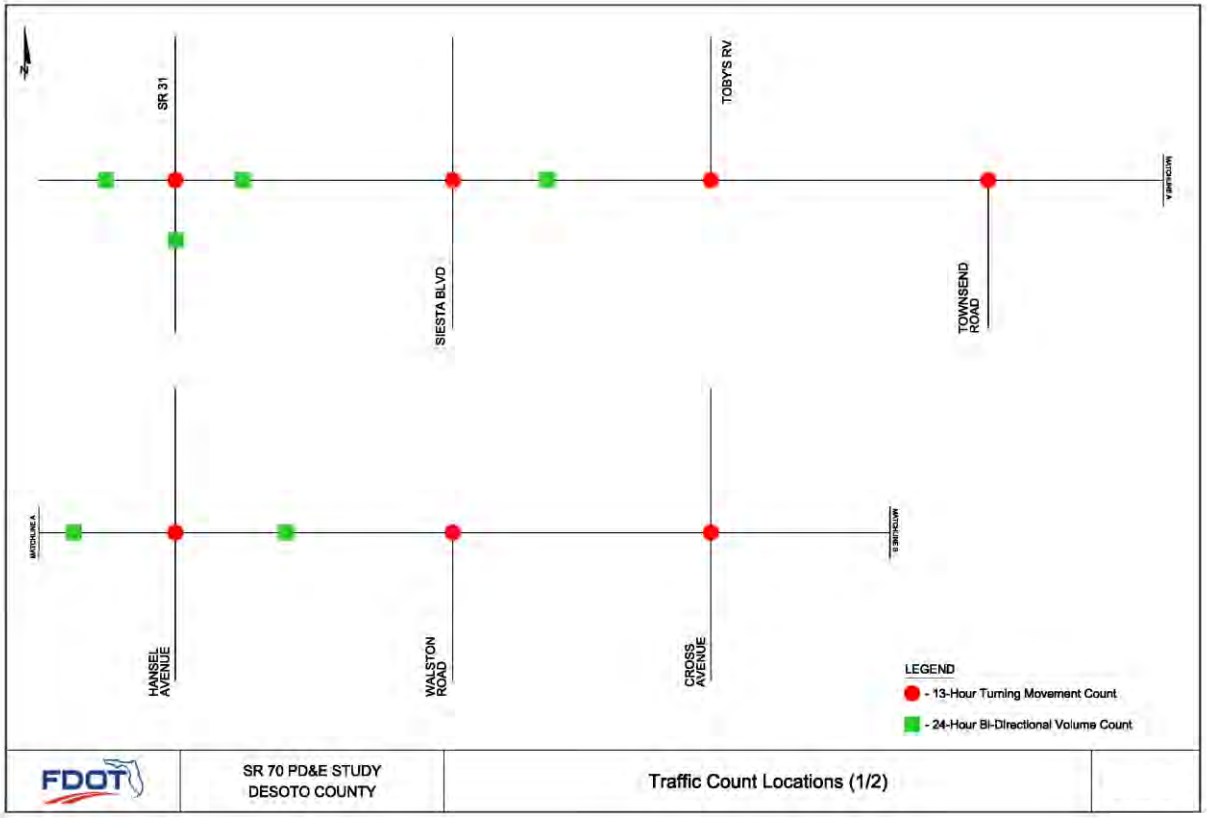
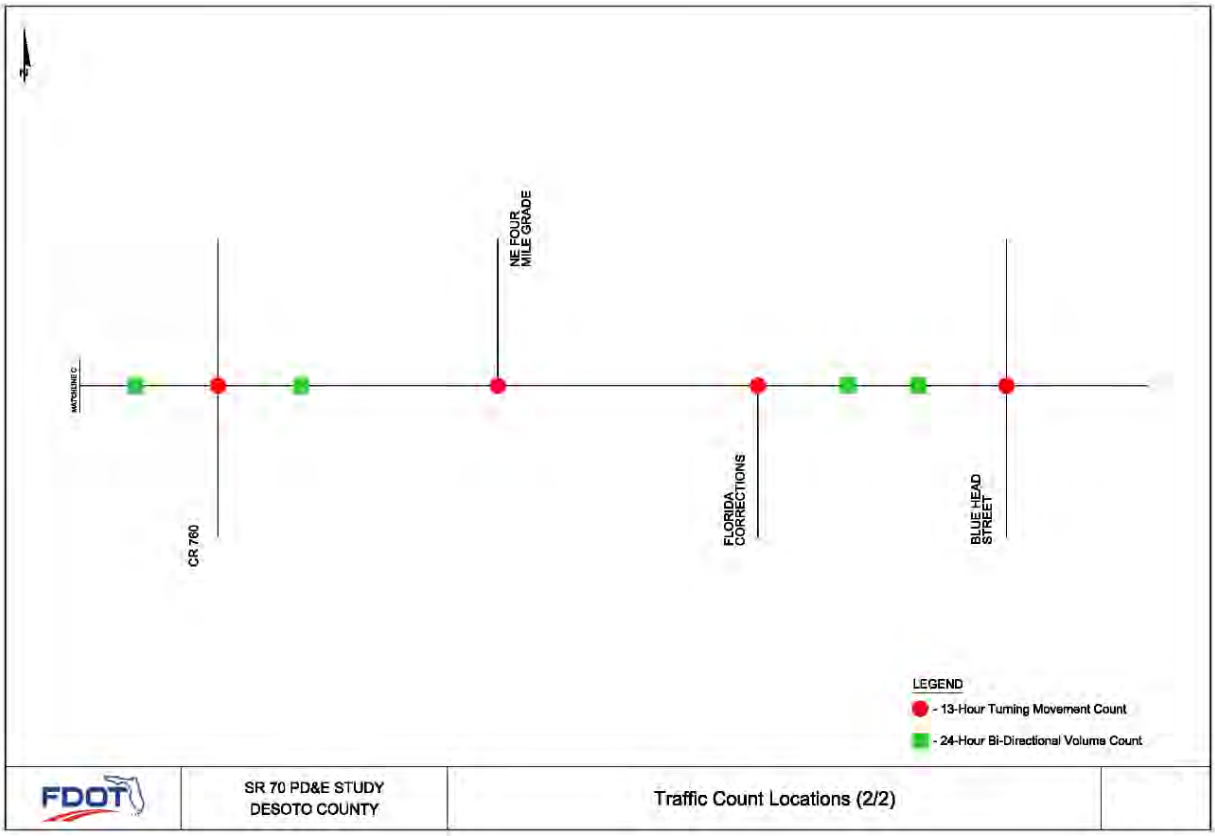


Figure 2-7: Traffic Count Locations (Sheet 2)



Traffic volumes used in this study were collected in March 2024 and were used to develop the Existing Year (2024) Annual Average Daily Traffic (AADT) and the balanced peak hour volumes for intersection operational analysis.

The Existing Year (2024) AADT volumes were developed using collected field 24-hr bidirectional counts and applying a seasonal factor (SF) and an axle correction factor (ACF). At locations where the 24-hr bidirectional counts were taken using portable video counters that provided vehicle counts by classification, only the seasonal factor (SF) was applied to develop the Existing Year AADT volumes. The design hour factor (Standard K-factor) of 9.0% was used for all roadways within the study area. The K-factor used was obtained from the FTO Online tool and was found to be consistent among nearby FTO stations observed in the study area. Where both FTO data and 24-hr bidirectional counts were not available, peak hour volume counts were used to estimate AADT using the appropriate adjustment factors from FTO. According to FTO data for the year 2023, the county-wide seasonal adjustment factor associated with the week of March 5, 2023 to March 11, 2023, is 0.86 for S.R. 70. The 2023 Weekly Axle Factor Category Report indicates that the S.R. 70 axle adjustment factor for this same period is 0.82 for the study corridors.

FTO Historical AADT data for 2023 were grown over one year with a 0.5% annual traffic growth factor calculated from historical traffic and population data. Except for Hansel Avenue and C.R. 760, peak hour volume counts were relied upon for the development of the cross street AADTs for the study area.

The developed 2024 AADTs were then selected by comparing AADTs developed using FTO data and the field counts. The selection of 2024 AADTs for S.R. 70 and cross streets are shown in **Table 2-5 and Table 2-6** and shown graphically in **Figures 2-8 and 2-9**.

The Existing Year (2024) balanced peak hour volumes were calculated from the collected 2024 13-hr TMC. **Figures 2-10 and 2-11** illustrate the balanced Existing Year (2024) peak hour volumes for the study limits. The 13-hr turning movement counts collected in the study were also compared to the 24-hr bi-directional counts to check for any inconsistency in the volumes.

Table 2-5: Existing Year (2024) S.R. 70 AADT Development

Roadway	24-Hour Counts (2024)		Peak Hour Bidirectional Counts (2024)	Adjustment Factors[1]			2024 AADT[2] (24-Hr Counts)	2024 AADT[3] (Est. from FTO)	Selected[4] 2024 AADT
	EB	WB		SF	ACF	K			
S.R. 70 - West of S.R. 31	13,244	12,568	1,614	0.86	0.82	9.0	18,200	25,600	25,600
S.R. 70 - East of S.R. 31/West of Siesta Blvd	9,062	8,667	1,252	0.86	0.82	9.0	12,500	15,000	16,000
S.R. 70 - East of Siesta Blvd	5,798	5,535	774	0.86	0.82	9.0	8,000	15,000	11,200
S.R. 70 - West of Toby's RV Resort			726	0.86		9.0		15,000	11,200
S.R. 70 - East of Toby's RV Resort			655	0.86		9.0		15,000	10,500
S.R. 70 - West of SE Townsend Ave			648	0.86		9.0		15,000	10,500
S.R. 70 - East of SE Townsend Ave			641	0.86		9.0		15,000	10,400
S.R. 70 - West of Hansel Ave	4,813	4,514	636	0.86	0.82	9.0	6,600	15,000	10,400
S.R. 70 - East of Hansel Ave	4,005	4,199	579	0.86	0.82	9.0	5,800	15,000	9,700
S.R. 70 - West of Walston Rd			882	0.86		9.0		15,000	9,700
S.R. 70 - East of Walston Rd			873	0.86		9.0		15,000	9,500
S.R. 70 - West of Cross Ave			854	0.86		9.0		15,000	9,500
S.R. 70 - East of Cross Ave			628	0.86		9.0		15,000	8,900
S.R. 70 - West of C.R. 760	3,168	3,074	494	0.86		9.0	5,400	15,000	8,900
S.R. 70 - East of C.R. 760	3,198	3,226	505	0.86		9.5	5,500	6,200	9,000
S.R. 70 - West of NE Four Mile Grade			617	0.86		9.5		6,200	9,000
S.R. 70 - East of NE Four Mile Grade			612	0.86		9.5		6,200	9,100
S.R. 70 - West of Florida Corrections Academy			430	0.86		9.5		6,200	9,100
S.R. 70 - East of Florida Corrections Academy	2,764	2,927	432	0.86		9.5	4,900	6,200	8,300
S.R. 70 - West of Blue Head St	2,717	2,750	487	0.86		9.5	4,700	4,500	8,300
S.R. 70 - East of Blue Head St			488	0.86		9.5		4,500	8,200

1. Adjustment/traffic factors obtained from Florida Traffic Online (FTO).
2. AADT obtained by adjusting 24-Hr Counts using the seasonal factor (SF).
3. AADT obtained by applying an estimated growth factor of 0.5% to the 2023 AADT from FTO.
4. Selected AADT estimated from DDHVs.

Table 2-6: Existing Year (2024) Cross Streets AADT Development

Roadway	24-Hour Counts (2024)		Peak Hour Bidirectional Counts (2024)	Adjustment Factors[1]		2024 AADT[2] (24-Hr Counts)	2024 AADT[3] (Est. from FTO)	Selected[4] 2024 AADT
	NB	SB		SF	K			
NE Canal Ave North of S.R. 70			20	0.86	9.0			450
S.R. 31 South of S.R. 70	4,308	4,705	670	0.86	9.0	7,800	8,700	12,700
Siesta Blvd North of S.R. 70			67	0.86	9.0			900
Siesta Blvd South of S.R. 70			461	0.86	9.0			4,800
Tobys RV North of S.R. 70			35	0.86	9.0			800
SE Townsend Ave South of S.R. 70			9	0.86	9.0			300
Hansel Ave North of S.R. 70			11	0.86	9.0			300
Hansel Ave South of S.R. 70			60	0.86	9.0		400	1,000
Walston Rd South of S.R. 70			15	0.86	9.0			400
Cross Ave North of S.R. 70*			99	0.86	9.0			1,200
Cross Ave South of S.R. 70			6	0.86	9.0			300
C.R. 760 South of S.R. 70			27	0.86	9.5		400	700
NE Four Mile Grade North of S.R. 70			13	0.86	9.5			100
Florida CorrectionS Academy South of S.R. 70			32	0.86	9.5			1,100

1. Adjustment/traffic factors obtained from Florida Traffic Online (FTO).
2. AADT obtained by adjusting 24-Hr Counts using the seasonal factor (SF).
3. AADT obtained by applying an estimated growth factor of 0.5% to the 2023 AADT from FTO
4. Selected AADT estimated from DDHVs.

Figure 2-8: Existing Year (2024) AADT (Sheet 1)

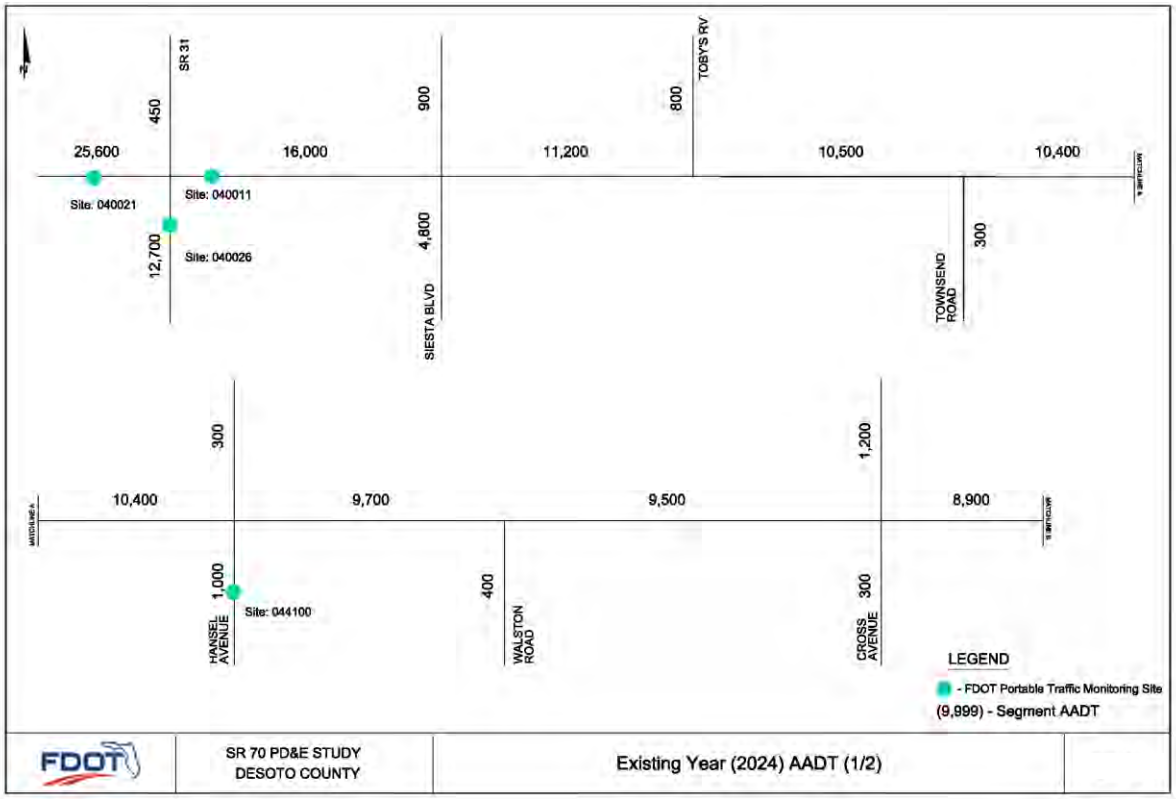


Figure 2-9: Existing Year (2024) (Sheet 2)

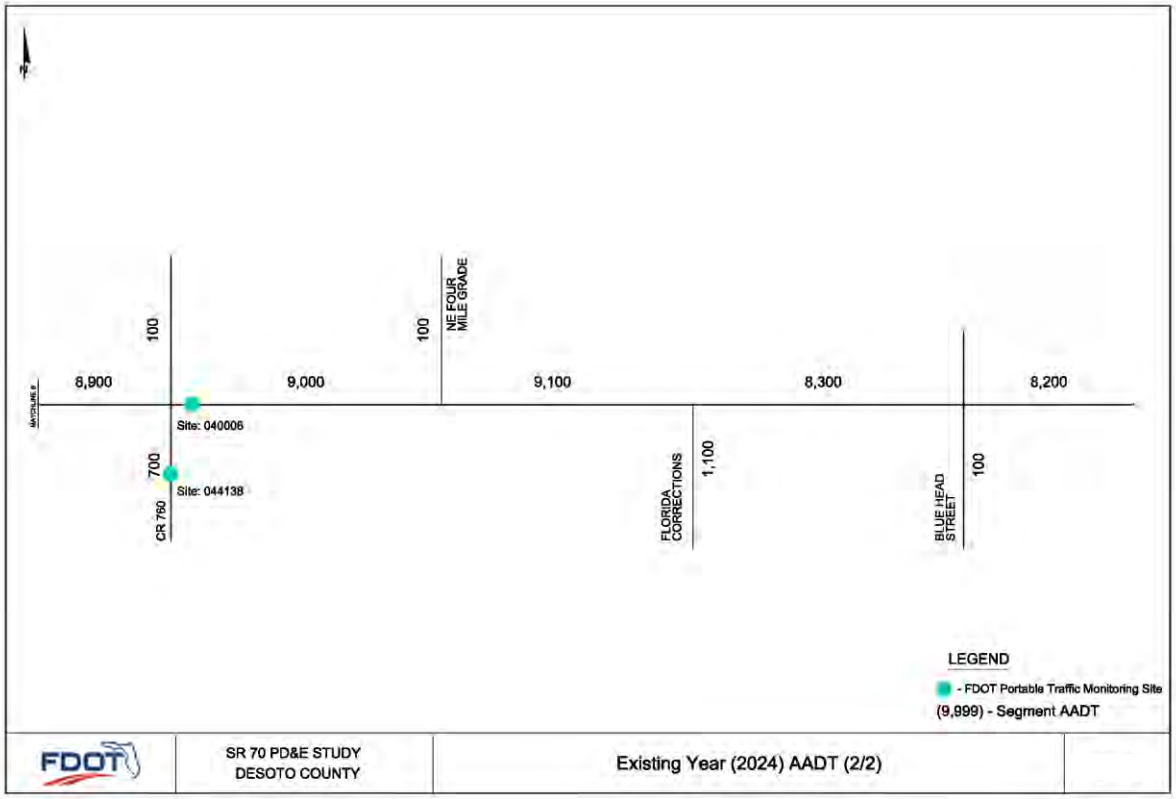


Figure 2-10: Existing Year (2024) AM & PM Peak Hour Volumes (Sheet 1)

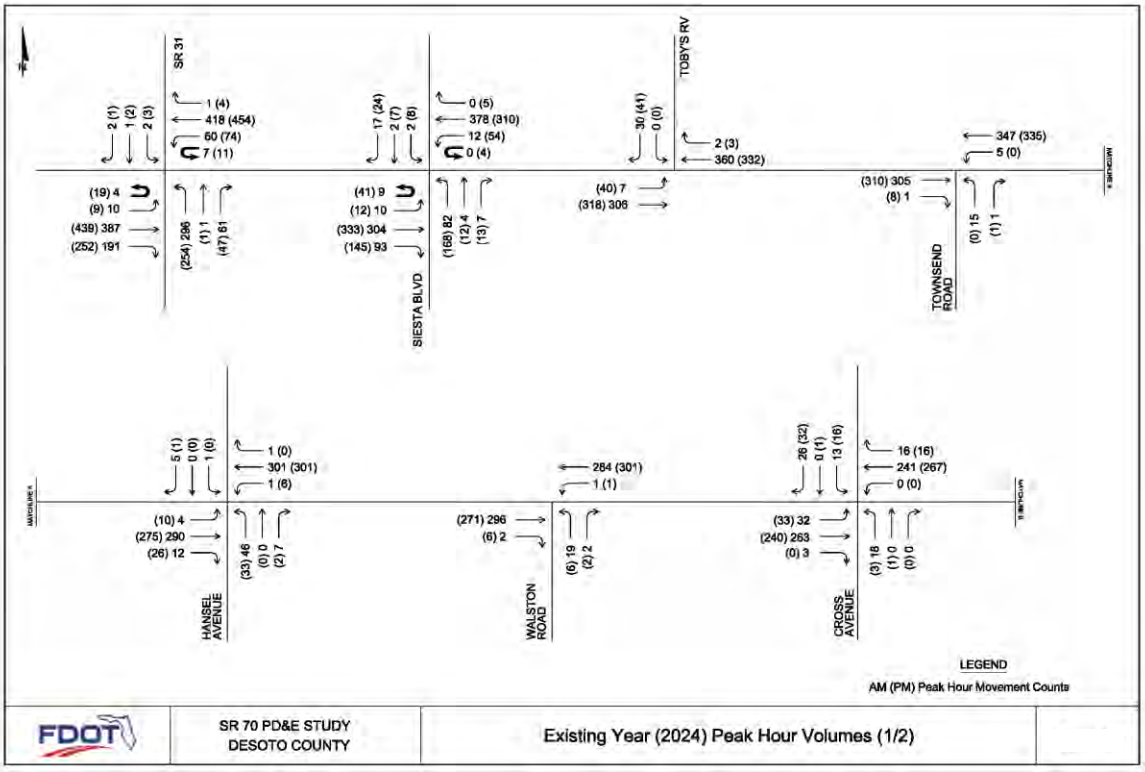
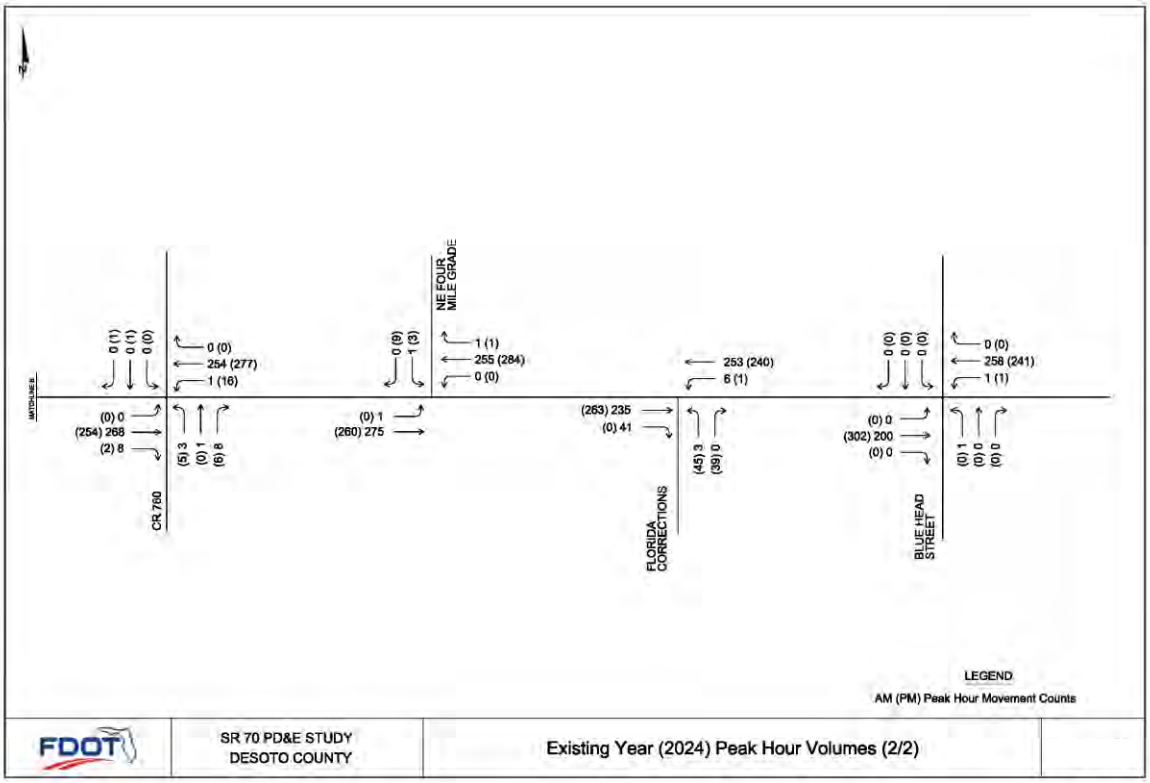


Figure 2-11: Existing Year (2024) AM & PM Peak Hour Volumes (Sheet 2)



2.2.14 *Roadway Operational Conditions*

The study area intersections for the Existing Year (2024) conditions were analyzed using Highway Capacity Software (HCS) 2024 for unsignalized intersections along the corridor while Synchro 12 was used to analyze the signalized intersections at S.R. 70, S.R. 31 and Siesta Boulevard. The operational analysis follows the guidelines on the *2021 FDOT Traffic Analysis Handbook*. For the signalized intersections, the delay was obtained from the Highway Capacity Manual (HCM) 2000 module within Synchro. The HCM 2000 module was selected due to the signal phasing at S.R. 31 and Siesta Boulevard. The Level of Service (LOS) was estimated using HCM thresholds. Based on the *2023 FDOT Multimodal Quality/Level of Service Handbook*, the motorized vehicle-mode LOS targets for the state highway system during peak travel hours are LOS D in urbanized areas and LOS C outside of urbanized areas.

The intersection operational results for the Existing Year (2024) AM and PM peak hours are presented in **Table 2-7** for the signalized and unsignalized intersections. The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E, both the S.R. 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours. The unsignalized intersection analysis results indicate that all study intersections operate at an acceptable LOS (LOS C or better) during AM and PM peak hours. All eastbound and westbound approaches at the unsignalized intersections operate at LOS A with little delay due to the free flow condition and minimal interruptions from the minor cross streets. Additionally, all northbound and southbound approaches operate at acceptable LOS (LOS C or better), with minor delay

Table 2-7: Existing Year (2024) Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
S.R. 70 at S.R. 31	Signalized	EBL	15.2	B	11.2	B
		EBT	19.3	B	14.9	B
		EBR	18.5	B	14.6	B
		WBL	9.2	A	9.2	A
		WBT	12.8	B	12.9	B
		WBR	14.6	B	11.4	B
		NBL	48.5	D	58.1	E
		NBT	48.8	D	58.4	E
		NBR	35.5	D	48.3	D
		SBT*	56.9	E	71.1	E
		Overall	23.7	C	22.1	C

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
S.R. 70 at Siesta Boulevard	Signalized	EBL	1.1	A	9.9	A
		EBT	1.6	A	11.6	B
		EBR	1.4	A	3.5	A
		WBL	8.2	A	12.6	B
		WBT	10.7	B	17.0	B
		WBR	0.0	A	15.1	B
		NBL	51.7	D	57.8	E
		NBT*	44.7	D	46.0	D
		SBT*	52.9	D	60.1	E
		Overall	11.5	B	21.3	C
S.R. 70 at Toby's RV Resort	Two-Way Stop Control	EBL	8.2	A	8.1	A
		SBT*	10.8	B	10.6	B
S.R. 70 at SE Townsend Avenue	Two-Way Stop Control	WBL	8.0	A	8.0	A
		WBT	0.0	A	0.0	A
		NBT*	14.5	B	10.2	B
S.R. 70 at Hansel Avenue	Two-Way Stop Control	EBL	8.0	A	8.0	A
		EBT	0.0	A	0.1	A
		EBR	0.0	A	0.1	A
		WBL	8.0	A	8.0	A
		WBT	0.0	A	0.1	A
		WBL	0.0	A	0.1	A
		NBT*	17.0	C	16.5	C
		SBT*	11.2	B	10.1	B
S.R. 70 at Walston Road	Two-Way Stop Control	WBL	8.0	A	8.0	A
		WBT	0.0	A	0.0	A
		NBT*	14.4	B	13.8	B
S.R. 70 at Cross Avenue	Two-Way Stop Control	EBL	8.1	A	8.1	A
		EBT	0.3	A	0.4	A
		EBR	0.3	A	0.4	A
		WBL	7.9	A	7.9	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	16.1	C	17.6	C
		SBT*	12.2	B	13.6	B

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
S.R. 70 at C.R. 760	Two-Way Stop Control	EBL	7.9	A	7.9	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	7.9	A	7.9	A
		NBT*	11.2	B	11.5	B
		SBT*	0.0	A	12.1	B
S.R. 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	7.8	A	8.0	A
		EBT	0.0	A	0.0	A
		SBT*	11.7	B	9.3	A
S.R. 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	7.9	A	8.0	A
		WBT	0.1	A	0.0	A
		NBT*	12.9	B	11.1	B
S.R. 70 at Blue Head Street	Two-Way Stop Control	EBL	8.0	A	7.8	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	7.8	A	8.0	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	14.3	B	0.0	A
		SBT*	0.0	A	0.0	A

*Shared thru/turn movement

2.2.15 *Managed Lanes*

There are no existing managed lanes within the project study area.

2.2.16 *Crash Data*

The crash data for the five-year period from January 1, 2019, to December 31, 2023, was analyzed for segments of S.R. 70 from S.R. 31 to Blue Head Street. Crash data was downloaded from Signal Four Analytics database, which includes crash data previously located in the FDOT Crash Analysis Reporting System (CAR) database. The five-year study period was chosen to encapsulate the most recent crash data available. Additionally, fatal and serious injury crashes from 2024 were reviewed to provide a more comprehensive understanding of recent trends.

Between the years 2019 and 2023, there were a total of 188 crashes, **Table 2-8** summarizes the number of crashes, fatalities, and injuries that occurred within the study corridor for each year of

analysis. Crash totals from 2019 to 2023 show a steady increasing trend in crashes since 2021, with the peak being in 2023. Of the 188 crashes, there were 3 (2%) fatal crashes along the corridor, 20 (11%) incapacitating injury crashes, 26 (14%) non-incapacitating injury crashes, 28 (15%) possible injury crashes and 111 (59%) property damage only crashes. There was one bicyclist crash along S.R. 70, between the intersection of C.R. 760 and Guynn Avenue, which resulted in a non-incapacitating injury.

Table 2-8: Total Number of Crashes, Fatalities, and Injuries (2019-2023)

Year	Total Crashes	Fatal Crashes	Incapacitating Injury Crashes	Non-Incapacitating Crashes	Possible Injury Crashes	Property Damage Crashes
2019	34	1	3	1	7	22
2020	36	0	3	2	7	24
2021	34	1	2	9	8	14
2022	41	0	5	8	2	26
2023	43	1	7	6	4	25
5-Year Total	**188**	**3**	**20**	**26**	**28**	**111**

While the analysis focuses on data from 2019 to 2023, fatal and serious injury crashes from 2024 were also reviewed to observe crash trends. There were two fatal head-on crashes, and three serious injury crashes (animal, sideswipe, rear end) that occurred in 2024. All five of the fatal crashes from 2019 to 2024 exhibited contributing factors due to driver behavior and have been summarized below:

1. 2019 – A motorist travelling westbound on State Road 70 abruptly steered off the road onto the northern grass shoulder. The vehicle continued in a northwesterly direction, eventually colliding with a canal embankment. The impact caused the vehicle to rotate counterclockwise and come to rest.

2. 2021 – A motorist travelling westbound on State Road 70 lost control near the intersection of NE Wildwood Ave. Vehicle 1 (V01) crossed into the eastbound lane and onto the southern grass shoulder, then rotated clockwise into the path of vehicle 2 (V02), a semi-truck/trailer. V02's driver steered left to avoid V01, but the front of V02 collided with the left side of V01 causing them to rotate. Additionally, the driver of V01 was under the influence of alcohol.

3. 2023 – A motorist travelling eastbound on State Road 70 failed to maintain control of their own vehicle causing the vehicle to rotate and run off the roadway to the left onto the north grass shoulder of S.R. 70. While the vehicle rotated/overturned, both occupants were ejected, and the vehicle came to a rest in a water filled ditch.

4. 2024 – A motorist travelling eastbound on S.R. 70, just west of Walston Ave attempted to pass traffic and lost control causing the vehicle to rotate into the westbound lane. The right side of this vehicle collided with vehicle 2 (V02). Driver 1 was not fully secured by a seat belt and became fully ejected when vehicle 1 was rotating. Both drivers were pronounced deceased prior to arrival of authorities.

5. 2024 – A motorist travelling westbound on S.R. 70 attempted to overtake other westbound vehicles near the intersection of Cross Ave. This maneuver caused vehicle 1 to collide with the front left of vehicle 2 which was travelling eastbound. After the collision, vehicle 1 rotated clockwise and came to rest on the northern shoulder while vehicle 2 came to rest on the southern shoulder.

Figure 2-12 shows the total crashes, crash severity, and the most common crash types by year, as well as a heat map of all crash locations along S.R. 70. It is evident from the heat map that the majority of the crashes occur on the western half of S.R. 70 with the most crashes occurring at S.R. 31. A comprehensive review of all crash types within the study corridor was performed. The predominant type of crashes were rear ends (44). The second highest crash type are animal crashes (37), followed by off road crashes (32), and then sideswipe crashes (23). Most of the intersections along the study corridor are unsignalized intersections. **Table 2-9** summarizes the locations of the crashes along the study corridor. Please see the PTAR for more information regarding the crash data.

Figure 2-12: S.R. 70 Crash Summary and Heat Map (2019-2023)

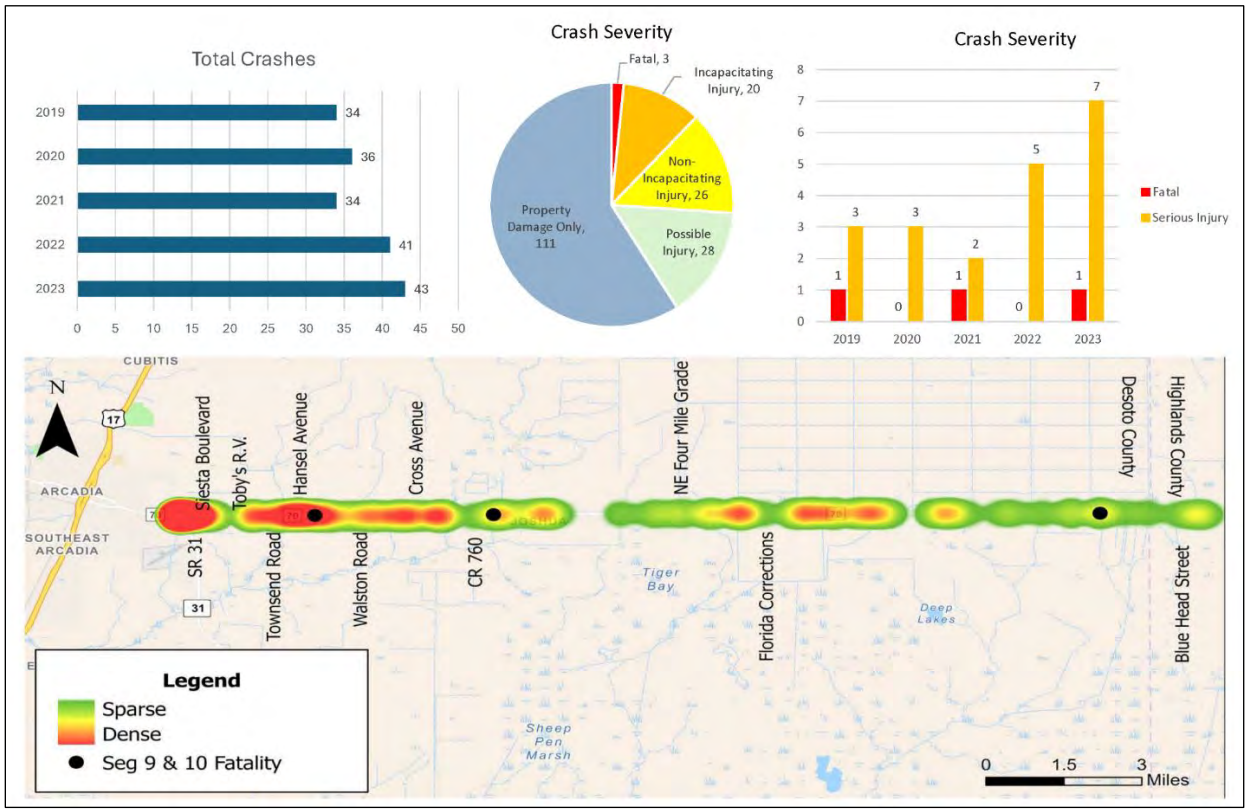


Table 2-9: Crash Locations (2019-2023)

Location	No. of Crashes	% of Total Crashes
S.R. 31	43	22.87%
Siesta Boulevard	13	6.92%
Hansel Avenue	4	2.13%
Four Mile Grade Road	4	2.13%
Cross Avenue	1	0.53%
Lake Browning Grade Road	1	0.53%
Toby's RV Resort	1	0.53%
Wildwood Ave	1	0.53%
Non-Intersection	120	63.83%
Total	**188**	**100%**

Note: These crashes occurred at or within 500 feet of the intersection

2.2.17 *Railroad Crossings*

There are no existing railroad crossings in the project study area.

2.2.18 *Drainage*

The project is located within following waterbodies: Peace River above Joshua Creek (WBID 1623C), Joshua Creek above Peace River (WBID 1950A), an unnamed branch (WBID 1974), Honey Run (WBID 1977), Prairie Creek (WBID 1962), and Cow Slough (WBID 1964). Under existing conditions, stormwater runoff is generally conveyed via ditches and cross drains to offsite wetlands or depressional areas. The offsite stormwater runoff tends to generally flow from north to south across S.R. 70. There are twenty existing linear ponds along the project within the S.R. 70 ROW due to the previous median passing lane project under ERP # 44033219.000 and the addition of turn lanes for the Florida Civil Commitment Center and Desoto Recycling and Disposal Waste Management Facility under ERP # 43008749.008 and 43008749.010, respectively. There are nineteen existing cross drains located within the project limits, shown below in **Table 2-10**.

Table 2-10: Existing Cross Drain Summary

Number	Station	Existing Description
CD 1	4014+62.27	8′ x 6′ CBC
CD 2	4014+77.89	2- 48″ RCP
CD 3	4177+65.30	2-8′ x 6′ CBC
CD 4	4201+67.22	3- 42″ RCP
CD 5	4297+04.56	3-48″ RCP
CD 6	4384+50.22	2- 6′ x 7′ CBC
CD 7	4418+95.65	3- 10′ x 7′ CBC
CD 8	4440+38.36	24″ RCP
CD 9	4489+35.49	4- 12′ x 8′ CBC
CD 10	4517+42.13	3- 8′ x 9′ CBC
CD 11	4572+61.48	8′ x 6′ CBC
CD 12	4595+39.13	4′ x 5′ CBC
CD 13	4598+10.45	8′ x 5′ CBC
CD 14	4629+38.27	9′ x 7′ CBC
CD 15	4669+82.63	4-10′ x 7′ CBC
CD 16	4724+09.97	8′ x 4′ CBC
CD 17	4793+45.68	2-9′ x 5′ CBC
CD 18	4846+37.03	4-12′ x 7′ CBC
CD 19	4891+13.12	2-8′ x 5′ CBC

Please refer to **APPENDIX B** for the existing drainage maps within the limits of this project.

2.2.19 *Lighting*

High-mast lighting exists along the western end of the project area, near the residential and business facilities. Lighting is not present east of this area within the agricultural lands.

2.2.20 *Utilities*

A Sunshine 811 design ticket request covering the study limit identified the Utility Agency Owners shown in **Table 2-11**. A Utility Assessment Report (December 2025) was prepared for this project under separate cover. The existing utility facilities include power, gas, water, sewer and communications.

Table 2-11: Utility Agency Owners Identified Within S.R. 70 Study Limits

Company	Contact Person	Description of Utility	Contact Phone	Contact Email
CenturyLink	Kenneth Lutz	Telecommunications Line	(813) 214-1490	Ken.Lutz@CenturyLink.com
Comcast	Wesley Vaughn	Cable TV	(863) 265-9084	Wesley_Vaughn@Cable.Comcast.com
DeSoto County Utilities	Mike Giardullo	Sewer and water	(863) 491-7500	M.Giardullo@DeSotoBOCC.com
Florida Gas Transmission	Joseph E. Sanchez	Gas transmission line	(407) 838-7171	Joseph.E.Sanchez@EnergyTransfer.com
Florida Power and Light	Chris McJunkin/ Craig Ledbetter	Electric transmission and distribution lines	(941) 267-7476 / (561) 803-7942	Chris.McJunkin@FPL.com / Craig.Ledbetter@FPL.com

2.2.21 *Soils and Geotechnical Data*

A review of the USDA NRCS DeSoto County Soil Survey was conducted to assess the general soil characteristics within the project area. The survey provides hydrologic soil group (HSG) classifications, estimated seasonal high groundwater table (SHGWT) depths, and drainage characteristics that influence stormwater management facility (SMF) and FPC performance.

Table 2-12 summarizes the primary soil types, HSG classifications, and estimated SHGWT depths for each drainage basin. Soil maps can be found in **APPENDIX D**.

Table 2-12: Soil Classification Table

Basin	Proposed Begin STA	Proposed End STA	Map Unit	Soil Name	Hydrologic Soil Group	Estimated SHGWT Depth (ft)
0901	4002+30	4066+00	2	Ancolte Sand	A/D	0
			3	Basinger Sand	A/D	0 - 1
			20	Immokalee Sand	B/D	0.5 - 1.5
			25	Ona Sand	B/D	0.5 - 1.5
			31	Pompano Sand	A/D	0.25 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
0902	4066+00	4163+75	3	Basinger Sand	A/D	0 - 1
			4	Basinger Sand	A/D	0
			13	EauGallie Sand	A/D	0.5 - 1.5
			14	Farmton Sand	B/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			23	Malabar Sand	A/D	0
			25	Ona Sand	B/D	0.5 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
			42	Zolfo Sand	A	1.5 - 3.5
0903	4163+75	4210+05	2	Ancolte Sand	A/D	0
			14	Farmton Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
			41	Wabasso Sand	A/D	0.5 - 1.5
0904	4210+05	4279+56	2	Ancolte Sand	A/D	0
			3	Basinger Sand	A/D	0 - 1
			13	EauGallie Sand	A/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
			41	Wabasso Sand	A/D	0.5 - 1.5
			42	Zolfo Sand	A	1.5 - 3.5
1001	4279+42	4364+43	3	Basinger Sand	A/D	0 - 1
			13	EauGallie Sand	A/D	0.5 - 1.5
			14	Farmton Sand	B/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			24	Myakka Sand	A/D	0.5 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
1002	4364+43	4419+00	14	Farmton Sand	B/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			23	Malabar Sand	A/D	0
1003	4419+00	4489+26	13	EauGallie Sand	A/D	0.5 - 1.5
			14	Farmton Sand	B/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5
1004	4489+26	4516+91	13	EauGallie Sand	A/D	0.5 - 1.5
			14	Farmton Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
1005	4516+91	4615+32	14	Farmton Sand	B/D	0.5 - 1.5
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			22	Malabar Sand	A/D	0.5 - 1.5
			24	Myakka Sand	A/D	0.5 - 1.5
			26	Pineda-Pineda Sand	A/D	0.5 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5

Basin	Proposed Begin STA	Proposed End STA	Map Unit	Soil Name	Hydrologic Soil Group	Estimated SHGWT Depth (ft)
1006	4615+32	4669+62	3	Basinger Sand	A/D	0 - 1
			20	Immokalee Sand	B/D	0.5 - 1.5
			21	Malabar Sand	A/D	0.25 - 1.5
			24	Myakka Sand	A/D	0.5 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5
1007	4669+62	4761+70	20	Immokalee Sand	B/D	0.5 - 1.5
			24	Myakka Sand	A/D	0.5 - 1.5
			32	Punta Sand	A/D	0.5 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5
1008	4761+70	4845+62	3	Basinger Sand	A/D	0 - 1
			20	Immokalee Sand	B/D	0.5 - 1.5
			36	Smyrna Sand	A/D	0.5 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5
1009	4845+62	4906+08	12	Basinger Sand	A/D	0 - 1
			20	Immokalee Sand	B/D	0.5 - 1.5
			20	Samsula Muck	A/D	0
			24	Myakka Sand	A/D	0.5 - 1.5
			34	Samsula Muck	A/D	0
			39	Smyrna Sand	A/D	0.5 - 1.5
			40	Valkaria Sand	A/D	0.25 - 1.5

2.2.22 *Aesthetics Features*

No Florida Scenic Highways or Byways occur in the vicinity of the project study area. Land use along the project portion of S.R. 70 consists primarily of land zoned for agricultural uses, primarily consisting of livestock pasture, citrus crops and sod farms. Smaller amounts of land zoned for other land uses including "acreage not zoned for agriculture", public/semi-public, residential, retail/office, vacant nonresidential, "other", and vacant residential also occur.

2.2.23 *Traffic Signs*

Existing signage along the S.R. 70 corridor primarily consists of standard ground-mounted regulatory signs, including stop signs, speed limit signs, and directional junction signs providing guidance to S.R. 31 South and other regional highways accessible from S.R. 70. Object markers are mounted to all bridge structures.

2.2.24 *Noise Barriers and Perimeter Walls*

There are no existing noise barriers or perimeter walls within the project limits.

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

There are no Intelligent Transportation System (ITS) or Transportation System Management and operations (TSM&O) features within the project study area.

2.3 Existing Bridges and Structures

There are two bridges along the corridor, one over Whidden Creek (Bridge # 040024) and one over Joshua Creek (Bridge # 040027). Both bridges are concrete slab bridges and were

constructed in 1959-1960. Each bridge consists of six 20-feet spans for an overall length of 120 feet.

The corridor also includes five bridge culverts. The bridge culvert at Tiger Bay (Bridge # 040031) is approximately 85 feet long, perpendicular to the roadway alignment and consists of three barrels ten feet wide x seven feet tall. The bridge culvert at Mossy Gully (Bridge # 040032) is approximately 56 feet long, at a skew of minus 15 degrees and consists of four barrels 12 feet wide x eight feet tall. The bridge culvert at D.C.I Canal (Bridge # 040033) is approximately 58 feet long at a skew of plus 15 degrees and consists of three barrels eight feet wide x nine feet tall. (25.3 feet wide / 29.5 feet along the skew). The bridge culvert at Long Point Marsh (Bridge # 040037) is approximately 64 feet long at a skew of plus 16 degrees and consists of four barrels ten feet wide x seven feet tall. (44 feet wide/46 along the skew). The bridge culvert at Parker Creek (Bridge # 040940) is approximately 57 feet long, perpendicular to the roadway alignment consisting of four barrels 12 feet wide x seven feet tall. (52 feet wide)

2.4 Existing Environmental Features

The existing environmental features within the project limits were identified and evaluated when developing alternatives. These environmental features include location of wetlands and surface waters, documented protected species and habitat, permitted contamination sites and contamination remediation sites located north and south of the study limits. Furthermore, the existing environmental features are documented in more detail within the project's technical support documents. Existing environmental features are shown on the Preferred Alternative Concept Plans in **APPENDIX A**.

3.0 FUTURE CONDITIONS

3.1 Future Conditions Consideration

3.1.1 *Future Land Use Conditions*

The DeSoto County 2030 Future Land Use Map shows the western project area to be mainly near the City of Arcadia Urban Center Mixed Use, Commercial, and Medium Density Residential. East of the City of Arcadia is Rural/Agricultural Use. The City of Arcadia 2030 Future Land Use Map shows the beginning of the project area to be for Business Use. **Figure 3-1** and **Figure 3-2** below depict the DeSoto County and the City of Arcadia 2030 Future Land Use Maps.

Figure 3-1: Desoto County 2030 Future Land Use Map

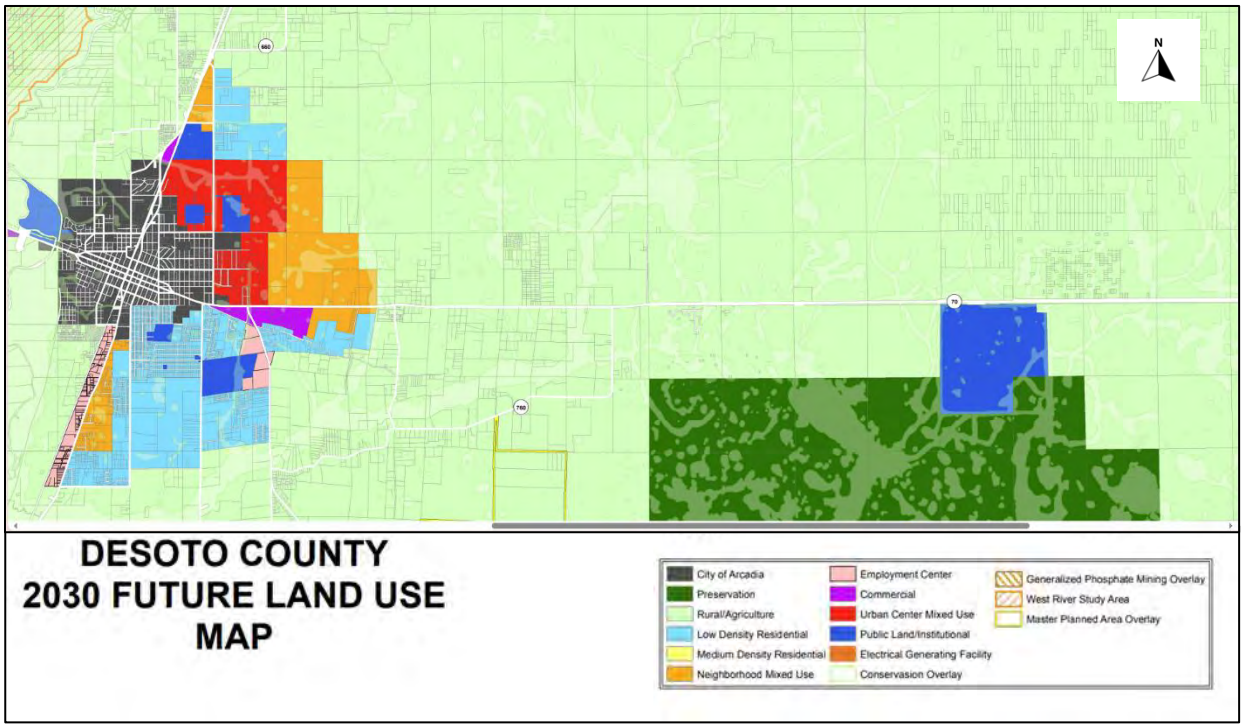
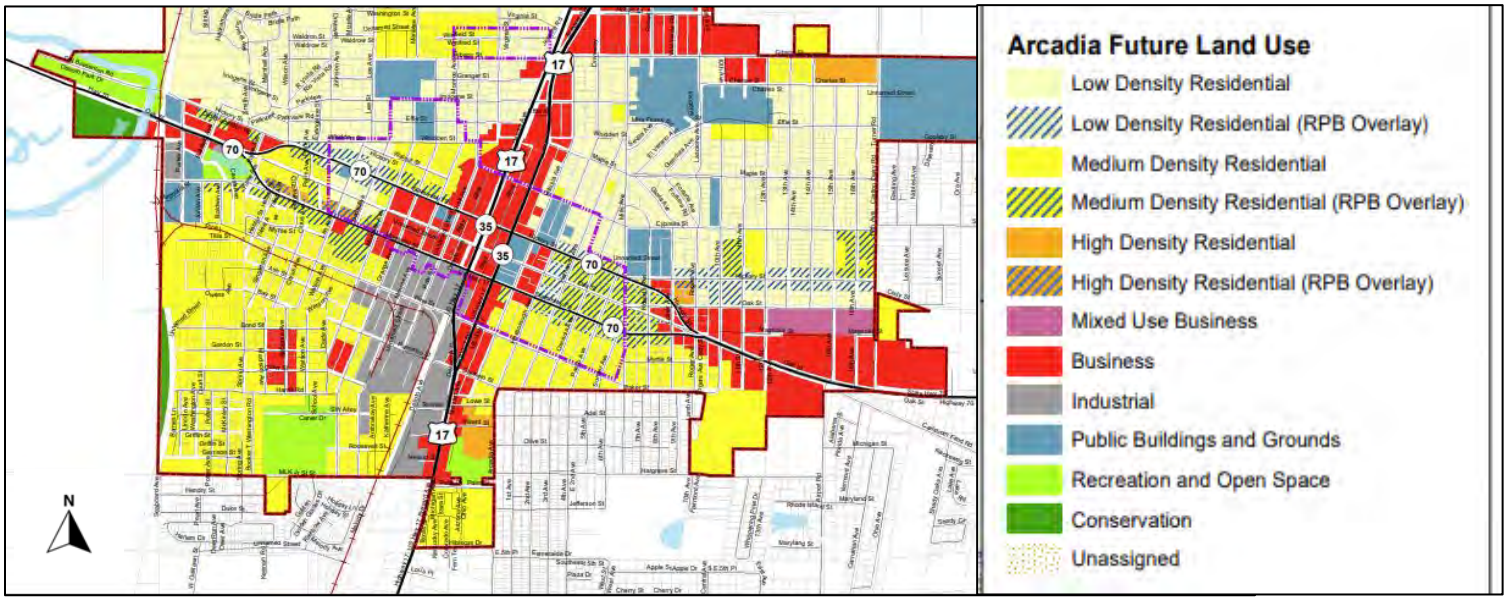


Figure 3-2: City of Arcadia 2030 Future Land Use Map



3.1.2 *Future Traffic Conditions*

The travel demand model replicated existing travel behavior at the subarea level. An analysis was undertaken to determine the appropriate growth rate for the corridor. The growth was used to project 2050 demand from 2045 projected volumes from the model after National Cooperative Highway Research Program (NCHRP) smoothing, and for the projected volumes for the side streets. The growth rate analysis included a detailed assessment of historical traffic growth trends, travel demand model highway assignment growth District One Regional Planning Model (D1RPM 2015/2045), county-wide socio-economic growth (D1RPM 2015/2045) and socioeconomic growth from nearby zones of the study area. The trends analysis resulted in growth that showed a R^2 value below allowable limits. Hence, the model growth rates along the corridor within the project limits were used for the future projections. Trend analysis growth rates are shown in **Table 3-1**.

S.R. 70 provides a regional connection between Manatee County and Okeechobee County in District 1. Non-model methods were also analyzed in checking the reasonableness of future traffic volume estimates. In addition, population projections produced by the Bureau of Economic and Business Research (BEBR) were also analyzed. **Table 3-2** and **Table 3-3** shows the BEBR population estimate and projects the annual growth rate for DeSoto, Hardee, Highlands, and Manatee Counties. This information was then used in developing future traffic projections for the No-Build conditions. For information regarding future No-Build traffic volumes, please see Section **5.1 No-Build Alternative**.

Table 3-1: Traffic Trend Analysis Growth Rates

Site/Description	10-Year Trend Regression Analysis			5-Year Trend Regression Analysis		
	Linear	Exponential	Decaying	Linear	Exponential	Decaying
040026: S.R. 31, South of S.R. 70	3.11%	3.05%	3.89%	-0.71%	-0.70%	-0.96%
040021: S.R. 70, East of 17th Ave/Turner Rd	3.29%	2.92%	3.27%	4.73%	4.27%	3.93%
040011: S.R. 70, East of S.R. 31	1.07%	0.98%	0.96%	3.74%	3.47%	3.20%
040006: S.R. 70, East of C.R. 760	3.24%	2.76%	2.76%	7.53%	6.80%	6.37%

Table 3-2: 2015 Base Year BEBR Population Estimates and Projections and Growth Rates

BEBR Totals (Projected from 2015)				
County	2015	2025	2045	Growth Rate
Desoto	34,777	36,300	38,300	**0.32%**
Hardee	27,645	28,000	28,100	**0.05%**
Highlands	100,748	110,400	122,500	**0.65%**
Manatee	349,334	418,700	520,900	**1.34%**

Table 3-3: BEBR Population Estimates and Projections and Growth Rates

BEBR Totals (Projected from 2023)					
County	2015	2023	2045	2050	Growth Rate
Desoto	34,777	34,974	36,057	36,186	**0.14%**
Hardee	27,645	25,645	25,855	25,885	**0.04%**
Highlands	100,748	104,385	113,488	114,889	**0.38%**
Manatee	349,334	439,566	592,175	614,552	**1.36%**

4.0 DESIGN CONTROLS & CRITERIA

4.1 Design Controls

The design controls used in the development of alternatives have been summarized in **Table 4-1**.

Table 4-1: Design Controls

Design Element	Design Control	Source
Context Classification	C3C - Suburban Comm. (MP 14.973 - 15.841) C2 - Rural (MP 15.841 - 31.763)	Context Classification Memo
Functional Classification	Urban Principal Arterial Other (MP 14.973 - 15.876) Rural Principal Arterial Other (MP 15.876 - 31.763)	SLD 04040000
SIS Designation	SIS Highway Corridor	SLD 04040000
Access Management Class	Access Class 3	2026 FDM Table 210.4.2
Design Speed SIS Minimum (mph)	50 (MP 14.973 - 15.841) 65 (MP 15.841 - 31.763)	2026 FDM Table 201.5.1
Design and Target Speed (mph)	45 & 55 (MP 14.973 - 15.748) 65 (MP 15.748 - 31.763)	FDOT District One
Design Vehicle	WB-62FL	2026 FDM Chap. 201.6

4.2 Design Criteria

The design criteria used for S.R. 70 and the shared-use path are listed in **Table 4-2** and **Table 4-3**.

Table 4-2: Design Criteria for S.R. 70

Design Element	Design Criteria	2026 FDM
Access Management Spacing		
Connection Spacing (ft)	660	Table 201.4.2
Signal and Full Median Opening Spacing (ft)	2,640	Table 201.4.2
Directional Median Opening Spacing (ft)	1,320	Table 201.4.2
Typical Section Elements		
Lane Widths (ft)	12	Table 210.2.1
Median Widths (ft)	40	Table 210.3.1
Shoulder Widths - Outside (Full / Paved) (ft)	10 / 5	Table 210.4.1
Shoulder Widths - Inside (Full / Paved) (ft)	8 / 4	Table 210.4.1
Border Width (ft)	40	Table 210.7.1
Clear Zone (ft)	36	Table 215.2.1
Canal Lateral Offset (ft)	60	Figure 215.3.1
Horizontal Geometrics		

Design Element	Design Criteria	2026 FDM
Maximum Deflection without Curve	0°45'00"	Section 210.8.1
Desired Length of Curve (ft)	975	Table 210.8.1
Minimum Length of Curve (ft)	400	Table 210.8.1
Superelevation (emax)	0.10	Section 210.9
Maximum Curvature (e=Normal Crown (NC)) (ft)	13,164	Table 210.9.1
Maximum Degree of Curve	4°15'00"	Table 210.9.1
Minimum Curvature (e=0.10) (ft)	1,348	Table 210.8.2
Vertical Geometrics		
Maximum Grade	3.00%	Table 210.10.1
Maximum Change in Grade Without Curve	0.30%	Table 210.10.2
K Value - Curve (Crest / Sag)	313 / 157	Table 210.10.3
Minimum Curve Length - Crest / Sag (ft)	450 /350	Table 210.210.4
Minimum Stopping Sight Distance - Grade ≤2% (ft)	645	Table 210.11.1

Table 4-3: Design Criteria for Shared-Use Path

Design Element	Design Criteria	2026 FDM
Design Speed ≤4% Downgrade / >4% Downgrade (mph)	18 / 30	Section 224.9
Width of Pavement (Standard / Minimum) (ft)	12 / 8	Section 224.4
Maximum Cross Slope	2%	Section 224.5
Minimum Cross Slope Transition Length (ft)	75	Section 224.5
Horizontal Clearance (ft)	4	Section 224.7
Minimum Radii (Grade (-)2%) (18 mph / 30 mph) (ft)	86 / 316	Table 224.10.1
Vertical Clearance (ft)	10	Section 224.8
Maximum Grade	5%	Section 224.6
Minimum Stopping Sight Distance - Grade 5% (Uphill 18 mph / Downhill 30 mph) (ft)	118 / 383	Table 224.10.2

5.0 ALTERNATIVES ANALYSIS

5.1 No-Build Alternative

The No-Build Alternative assumes that the existing lane configurations would remain within the project limits for S.R. 70 beyond the Design Year (2050). Although the No-Build alternative does not meet the project needs and goals, it will be maintained as a viable alternative throughout the PD&E study as a baseline condition to compare the costs, benefits, and effects of the Build alternative.

The intersection operational results for the Opening Year (2030) No-Build Alternative AM and PM peak hours are presented in **Table 5-1** for the signalized and unsignalized intersections. The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E or F, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, all side street movements operate at an acceptable LOS C or better except the northbound through movement at Hansel Avenue in the AM and PM peak hour which operates at LOS E and LOS D, respectively, and the northbound through movement at Cross Avenue in the AM peak hour which operates at LOS D.

Table 5-1: Opening Year (2030) No-Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	36.5	D	25.7	C
		EBT	52.7	D	35.8	D
		EBR	42.6	D	32.4	C
		WBL	40.0	D	22.1	C
		WBT	33.8	C	23.5	C
		WBR	32.3	C	24.8	C
		NBL	72.5	E	60.1	E
		NBT	67.4	E	59.6	E
		NBR	33.9	C	41.7	D
		SBT*	104.0	F	70.6	E
		Overall	51.7	D	37.7	D

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at Siesta Boulevard	Signalized	EBL	3.4	A	7.4	A
		EBT	3.9	A	9.0	A
		EBR	0.3	A	0.7	A
		WBL	13.4	B	14.7	B
		WBT	19.6	B	22.5	C
		WBR	15.0	B	17.7	B
		NBL	68.3	E	61.7	E
		NBT*	51.9	D	46.9	D
		SBT*	69.9	E	65.8	E
		Overall	20.4	C	21.9	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	9.3	A	9.2	A
		SBT*	14.3	B	14.2	B
SR 70 at SE Townsend Avenue	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	0.1	A	0.0	A
		NBT*	22.9	C	12.3	B
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	8.8	A	8.8	A
		EBT	0.2	A	0.2	A
		EBR	0.2	A	0.2	A
		WBL	8.4	A	8.3	A
		WBT	0.1	A	0.1	A
		WBL	0.1	A	0.1	A
		NBT*	39.6	E	32.4	D
		SBT*	18.2	C	12.5	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	8.4	A	8.2	A
		WBT	0.1	A	0.1	A
		NBT*	21.5	C	17.8	C
SR 70 at Cross Avenue		EBL	9.0	A	8.9	A
		EBT	0.5	A	0.5	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	Two-Way Stop Control	EBR	0.5	A	0.5	A
		WBL	8.2	A	8.0	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	29.0	D	24.5	C
		SBT*	19.2	C	21.2	C
SR 70 at CR 760	Two-Way Stop Control	EBL	8.6	A	8.6	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.3	A	8.2	A
		NBT*	13.9	B	14.7	B
		SBT*	14.1	B	16.9	C
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	8.6	A	8.7	A
		EBT	0.0	A	0.0	A
		SBT*	16.5	C	11.3	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	8.4	A	8.2	A
		WBT	0.2	A	0.1	A
		NBT*	22.0	C	14.3	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	8.5	A	8.6	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.2	A	8.2	A
		WBT	0.1	A	0.1	A
		WBR	0.1	A	0.1	A
		NBT*	20.7	C	0.0	A
		SBT*	0.0	A	0.0	A

*shared thru/turn movement

Corridor operational analysis was performed using Synchro for the four-lane segments from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the SR 70

corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 5-2** and **Table 5-3** for the AM peak hour and **Table 5-4** and **Table 5-5** for the PM peak hour.

The Opening Year (2030) No-Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at an overall LOS E in both the eastbound and westbound directions for the AM and PM peak hours except for the westbound direction in the AM peak hour, which operates at LOS F. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the overall corridor operates at acceptable LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours. The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Tables 5-2** to **Table 5-5** for eastbound and westbound SR 70 during the AM and PM peak hours.

Table 5-2: SR 70 (Four-Lane) Opening Year (2030) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	10.8	F	14.2	F
West of Siesta Blvd	East of Siesta Blvd	28.1	B	18.2	E
Overall		15.3	E	15.9	F

Note: Analysis performed using Synchro 12

Table 5-3: SR 70 (Two-Lane) Opening Year (2030) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.6	0.4	5.2	C	58.9	0.4	7.8	C
Toby's RV Resort	SE Townsend Ave	64.7	0.4	4.3	C	64.1	0.4	6.0	C
SE Townsend Ave	Hansel Ave	65.3	0.5	4.2	C	64.8	0.5	5.7	C
Hansel Ave	Walston Rd	64.1	0.9	3.7	B	63.7	0.9	4.8	C
Walston Rd	Cross Ave	64.8	0.9	3.7	B	64.8	0.9	4.3	C
Cross Ave	CR 760	64.9	0.9	3.3	B	65.5	0.9	3.9	B
CR 760	NE Four Mile Grade	66.1	3.2	2.7	A	64.5	3.3	3.7	A
NE Four Mile Grade	Florida Corrections Academy	65.8	1.3	3.0	B	64.8	1.4	4.3	C
Florida Corrections Academy	Blue Head St	65.3	7.4	2.3	A	64.5	7.5	3.3	A
Overall		-	16.0	1.6	A	-	16.2	2.2	B

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

Table 5-4: SR 70 (Four-Lane) Opening Year (2030) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	13.5	E	16.6	E
West of Siesta Blvd	East of Siesta Blvd	23.3	C	16.9	E
Overall		16.9	E	16.8	E

Note: Analysis performed using Synchro 12

Table 5-5: SR 70 (Two-Lane) Opening Year (2030) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.6	0.4	5.1	C	59.2	0.4	7.5	C
Toby's RV Resort	SE Townsend Ave	64.9	0.4	3.7	B	64.4	0.4	5.9	C
SE Townsend Ave	Hansel Ave	65.6	0.5	3.5	B	65.0	0.5	5.7	C
Hansel Ave	Walston Rd	64.4	0.9	3.0	B	63.9	0.9	5.0	C
Walston Rd	Cross Ave	65.0	0.9	2.8	B	65.2	0.9	4.6	C
Cross Ave	CR 760	65.2	0.9	2.7	B	65.7	0.9	4.2	C
CR 760	NE Four Mile Grade	66.5	3.2	2.1	A	65.5	3.2	4.3	A
NE Four Mile Grade	Florida Corrections Academy	66.0	1.3	2.4	B	64.9	1.4	4.6	C
Florida Corrections Academy	Blue Head St	66.4	7.3	2.2	A	65.8	7.4	3.8	A
Overall		-	15.8	1.4	A	-	16.0	2.4	B

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheet

The intersection operational results for the Design Year (2050) No-Build Alternative AM and PM peak hours are presented in **Table 5-6** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in the PTAR. The signalized intersection analysis results indicate that some individual intersection movements operate at LOS E or F at both the SR 31 and Siesta Boulevard signalized intersections. The SR 31 intersection operates at LOS F during both AM and PM peak hours while the Siesta Boulevard intersection operates at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized 2050 no-build intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, side street conditions and LOS have worsened in the Design Year (2050), with some movements experiencing extremely high delay. The following side street movements experience LOS D, E, or F for the AM and PM peak hours:

- Northbound through movement at SE Townsend Avenue for the AM peak hour
- Northbound through movement at Hansel Avenue for the AM and PM peak hours
- Northbound through movement at Walston Road for the AM and PM peak hours
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours
- Northbound through movement at Florida Corrections Academy facility for the AM and PM peak hours
- Northbound movement at Blue Head Street for the AM peak hour

Table 5-6: Design Year (2050) No-Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
S.R. 70 at S.R. 31	Signalized	EBL	53.3	D	45.7	D
		EBT	185.2	F	81.3	F
		EBR	51.8	D	50.9	D
		WBL	101.4	F	201.8	F
		WBT	63.4	E	56.8	E
		WBR	34.3	C	60.5	E
		NBL	251.2	F	140.5	F
		NBT	188.6	F	124.7	F

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		NBR	41.7	D	41.8	D
		SBT*	279.3	F	163.8	F
		Overall	149.7	F	96.9	F
S.R. 70 at Siesta Boulevard	Signalized	EBL	8.4	A	13.3	B
		EBT	9.0	A	15.4	B
		EBR	0.1	A	2.4	A
		WBL	17.8	B	20.1	C
		WBT	27.7	C	32.5	C
		WBR	19.4	B	22.8	C
		NBL	66.6	E	70.0	E
		NBT*	46.4	D	46.6	D
		SBT*	68.5	E	69.6	E
		Overall	24.5	C	29.0	C
S.R. 70 at Toby's RV Resort	Two-Way Stop Control	EBL	10.7	B	10.9	B
		SBT*	18.6	C	20.3	C
S.R. 70 at SE Townsend Avenue	Two-Way Stop Control	WBL	9.3	A	9.0	A
		WBT	0.4	A	0.0	A
		NBT*	58.2	F	19.4	C
S.R. 70 at Hansel Avenue	Two-Way Stop Control	EBL	9.5	A	9.7	A
		EBT	0.5	A	0.6	A
		EBR	0.5	A	0.6	A
		WBL	9.2	A	8.9	A
		WBT	0.2	A	0.3	A
		WBL	0.2	A	0.3	A
		NBT*	304.2	F	306.1	F
		SBT*	23.5	C	15.5	C
S.R. 70 at Walston Road		WBL	9.0	A	8.7	A
		WBT	0.2	A	0.1	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	Two-Way Stop Control	NBT*	47.2	E	34.0	D
S.R. 70 at Cross Avenue	Two-Way Stop Control	EBL	9.7	A	9.7	A
		EBT	0.7	A	1.1	A
		EBR	0.7	A	1.1	A
		WBL	8.8	A	8.5	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	70.6	F	56.3	F
		SBT*	41.3	E	63.0	F
S.R. 70 at CR 760	Two-Way Stop Control	EBL	9.1	A	9.3	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.9	A	8.9	A
		NBT*	19.0	C	22.5	C
		SBT*	17.8	C	25.7	D
S.R. 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	9.2	A	9.5	A
		EBT	0.0	A	0.0	A
		SBT*	22.8	C	14.2	B
S.R. 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	9.1	A	8.8	A
		WBT	0.6	A	0.4	A
		NBT*	51.2	F	31.2	D
S.R. 70 at Blue Head Street	Two-Way Stop Control	EBL	9.0	A	9.3	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.7	A	8.7	A
		WBT	0.1	A	0.2	A
		WBR	0.1	A	0.2	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		NBT*	33.0	D	0.0	A
		SBT*	0.0	A	0.0	A

*Shared thru/turn movement

Corridor operational analysis for 2050 no-build conditions was performed using Synchro 12 for the four-lane segments from west of S.R. 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the S.R. 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound S.R. 70 is summarized in **Table 5-7** and **Table 5-8** for the AM peak hour and **Table 5-9** and **Table 5-10** for the PM peak hour. In addition, the average speed, travel time, follower density and LOS for each segment of analysis is reported in **Table 5-7** to **Table 5-10** for eastbound and westbound S.R. 70 during the AM and PM peak hours.

The Design Year (2050) No-Build Alternative arterial operational analysis shows that the four-lane segment from west of S.R. 31 to east of Siesta Boulevard operates at an overall LOS F in both the eastbound and westbound directions during both the AM and PM peak hours. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the overall corridor operates at acceptable LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours. There are segments in the eastbound and westbound directions that operate at LOS D or LOS E in the AM and PM peak hours such as the eastbound segment from west of Toby's RV Resort to Toby's RV Resort, and westbound segments from Walston Road to west of Toby's RV Resort.

Table 5-7: S.R. 70 (Four-Lane) Design Year (2050) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of S.R. 31	East of S.R. 31	4.3	F	9.8	F
West of Siesta Blvd	East of Siesta Blvd	23.5	C	15.2	F
Overall		7.1	F	11.9	F

Note: Analysis performed using Synchro 12

Table 5-8: S.R. 70 (Two-Lane) Design Year (2050) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.0	0.4	9.3	D	58.4	0.4	11.9	D
Toby's RV Resort	SE Townsend Ave	64.0	0.4	7.5	C	63.5	0.4	9.5	D
SE Townsend Ave	Hansel Ave	64.6	0.5	7.4	C	64.2	0.5	8.9	D
Hansel Ave	Walston Rd	63.5	0.9	6.4	C	63.1	1.0	7.3	C
Walston Rd	Cross Ave	64.2	0.9	6.1	C	64.3	0.9	6.4	C
Cross Ave	C.R. 760	64.3	0.9	5.9	C	64.9	0.9	6.1	C
C.R. 760	NE Four Mile Grade	64.6	3.3	5.0	A	62.9	3.4	5.8	A
NE Four Mile Grade	Florida Corrections Academy	65.1	1.4	5.3	C	64.2	1.4	6.6	C
Florida Corrections Academy	Blue Head St	63.7	7.6	4.4	A	62.8	7.7	5.4	A
Overall		-	16.3	2.9	B	-	16.5	3.5	B

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

Table 5-9: S.R. 70 (Four-Lane) Design Year (2050) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of S.R. 31	East of S.R. 31	8.1	F	10.2	F
West of Siesta Blvd	East of Siesta Blvd	19.5	D	13.8	F
Overall		11.2	F	11.7	F

Note: Analysis performed using Synchro 12

Table 5-10: S.R. 70 (Two-Lane) Design Year (2050) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.0	0.4	9.1	D	58.6	0.4	12.4	E
Toby's RV Resort	SE Townsend Ave	64.2	0.4	6.7	C	63.7	0.4	10.0	D
SE Townsend Ave	Hansel Ave	64.9	0.5	6.4	C	64.3	0.5	9.7	D
Hansel Ave	Walston Rd	63.8	0.9	5.3	C	63.3	1.0	8.1	D
Walston Rd	Cross Ave	64.4	0.9	5.1	C	64.6	0.9	7.2	C
Cross Ave	C.R. 760	64.5	0.9	5.0	C	65.0	0.9	6.7	C
C.R. 760	NE Four Mile Grade	65.0	3.2	4.4	A	63.7	3.3	7.2	B
NE Four Mile Grade	Florida Corrections Academy	65.4	1.4	4.6	C	64.3	1.4	7.5	C
Florida Corrections Academy	Blue Head St	65.2	7.5	4.2	A	64.1	7.6	6.6	B
Overall		-	16.1	2.7	B	-	16.3	4.1	C

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

5.2 TSM&O Alternative

The objective of Transportation System Management and Operations (TSM&O) is to identify strategies that reduce existing traffic congestion. These strategies are designed to modify travel behavior and increase system efficiency without costly infrastructure improvements.

TSM&O options generally include traffic signal and intersection improvements, intelligent transportation systems, access management, and transit improvements. Upon analysis, it was determined, the additional capacity required to meet the projected traffic volumes along SR 70 in the Design Year cannot be provided solely through the implementation of TSM&O improvements. Thus, the TSM&O Alternative is not considered a viable option, and no further evaluation of the Alternative was conducted.

5.3 Multimodal Alternative

Multimodal alternatives will not alleviate the existing deficiencies or reduce emergency evacuation times; however, bicycle/pedestrian facilities are included in the Build Alternative.

5.4 Build Alternative

The existing 200-ft ROW allowed for enough room to widen and reconstruct the roadway. Due to this, only one Build Alternative was explored. Engineering elements were considered during the development of the Build Alternative. The following engineering elements were determined to be not applicable to the project in consideration of the Build Alternative: Managed lanes, interchanges on interstate highways, intelligent transportation systems, lane repurposing, landscape, lighting, and sea level impact projection studies. The remaining engineering elements used to evaluate the Build Alternative are discussed below.

5.4.1 *Complete Streets*

The engineering elements for complete streets are discussed with the Preferred Alternative in **Section 7.6**.

5.4.2 *Pedestrian and Bicycle Accommodation*

The engineering elements for pedestrian and bicycle accommodations are discussed with the Preferred Alternative in **Section 7.6**.

5.4.3 *Traffic Operations and Safety*

The intersection operational results for the Opening Year (2030) Build Alternative AM and PM peak hours are presented in **Table 5-11** for the signalized and unsignalized intersections. The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E or F, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, all side street movements operate at LOS C or better in both the AM and PM peak hours.

Table 5-11: Opening Year (2030) Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	36.0	D	26.1	C
		EBT	53.9	D	36.5	D
		EBR	43.1	D	33.2	C
		WBL	41.3	D	22.4	C
		WBT	37.1	D	25.0	C
		WBR	60.7	E	29.1	C
		NBL	68.0	E	59.5	E
		NBT	62.6	E	58.9	E
		NBR	31.4	C	41.1	D
		SBT*	83.7	F	73.3	E
		Overall	51.4	D	38.4	D
SR 70 at Siesta Boulevard	Signalized	EBL	4.3	A	8.0	A
		EBT	5.3	A	9.8	A
		EBR	0.3	A	1.5	A
		WBL	14.7	B	14.9	B
		WBT	23.0	C	23.2	C
		WBR	17.0	B	18.2	B
		NBL	61.6	E	60.9	E
		NBT*	46.3	D	46.3	D
		SBT*	65.8	E	66.0	E
		Overall	21.7	C	22.9	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	9.8	A	10.0	A
		WBU	10.8	B	10.3	B
		SBT*	11.7	B	11.5	B
SR 70 at SE Townsend Avenue	Two-Way Stop Control	WBL	-	-	-	-
		WBT	-	-	-	-
		NBR	10.3	B	9.9	A
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	10.6	B	9.1	A
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	8.6	A	8.4	A
		WBT	-	-	-	-
		WBR	-	-	-	-

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		NBT*	19.2	C	16.0	C
		SBT*	12.9	B	10.7	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	-	-	-	-
		NBR	10.1	B	9.8	A
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	10.6	B	10.3	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	-	-	-	-
		WBT	-	-	-	-
		WBR	-	-	-	-
		NBT*	18.3	C	17.4	C
		SBT*	14.7	B	15.2	C
SR 70 at CR 760	Two-Way Stop Control	EBL	8.9	A	8.9	A
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	8.4	A	8.3	A
		NBT*	12.2	B	13.0	B
		SBT*	13.4	B	13.9	B
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	8.9	A	9.0	A
		EBT	-	-	-	-
		SBR	10.5	C	10.6	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	-	-	-	-
		NBT*	14.9	B	10.5	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	8.7	A	8.8	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.2	A	8.3	A
		WBT	0.1	A	0.1	A
		WBR	0.1	A	0.1	A
		NBT*	23.8	C	0.0	A
		SBT*	-	-	-	-

*Shared thru/turn movement

Corridor operational analysis was performed using Synchro for the four-lane segments from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the four-lane and two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 5-12** to **Table 5-14** for the AM peak hour and **Table 5-15** to **Table 5-17** for the PM peak hour.

The Opening Year (2030) Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS E in both the eastbound and westbound directions for the AM and PM peak hours. The close spacing of the signals in this segment decreases the travel speed across the segment leading to the LOS E condition in the segment. The operational analysis of the four-lane segments from west of Toby's RV Resort to the Desoto/Highlands County line shows that each of the segments operate at LOS A in both the eastbound and westbound directions during the AM and PM peak hours. The added capacity from the four-lanes in the Build Alternative contributes to the higher LOS A observed in the analyzed segments. For the two-lane segment from the Desoto/Highlands County line to Blue Head Street, the analysis shows that the segment operates at LOS B in the eastbound direction and LOS C in the westbound direction during both the AM and PM peak hours. The performance measures and LOS for each segment of analysis is reported in **Tables 5-12** to **Table 5-17** for eastbound and westbound SR 70 during the AM and PM peak hour.

Table 5-12: SR 70 (Four-Lane Urban Street) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	10.6	F	13.2	E
West of Siesta Blvd	East of Siesta Blvd	26.6	C	15.1	E
Overall		14.9	E	14.0	E

Note: Analysis performed using Synchro 12

Table 5-13: SR 70 (Four-Lane) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	51.0	6.0	A	52.0	8.7	A
Toby's RV Resort	Hansel Ave	59.6	5.1	A	58.9	7.1	A
Hansel Ave	Walston Rd	59.8	4.6	A	59.2	6.4	A
Walston Rd	Cross Ave	60.0	4.9	A	59.5	6.5	A
Cross Ave	CR 760	59.8	4.4	A	59.8	6.1	A
CR 760	NE Four Mile Grade	59.9	4.4	A	59.8	6.3	A
NE Four Mile Grade	Florida Corrections Academy	60.0	4.5	A	59.8	6.0	A
Florida Corrections Academy	County Line	59.8	4.3	A	59.8	6.0	A

Note: Analysis performed using HCS 2024 Highways (Multi-lane Segments) Sheets

Table 5-14: SR 70 (Two-Lane) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	65.2	1.4	2.8	B	64.6	1.4	5.4	C

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

Table 5-15: SR 70 (Four-Lane Urban Street) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	West of Siesta Blvd	13.4	E	15.8	E
West of Siesta Blvd	East of Siesta Blvd	22.7	C	15.0	E
Overall		16.7	E	15.4	E

Note: Analysis performed using HCS 2024 Highways (Multilane Segment) Sheets

Table 5-16: SR 70 (Four-Lane) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	50.2	5.9	A	52.0	7.9	A
Toby's RV Resort	Hansel Ave	59.6	4.4	A	58.9	6.3	A
Hansel Ave	Walston Rd	59.8	4.0	A	59.2	6.0	A
Walston Rd	Cross Ave	60.0	4.3	A	59.5	5.9	A
Cross Ave	CR 760	59.8	3.9	A	59.8	5.8	A
CR 760	NE Four Mile Grade	59.9	4.0	A	59.8	5.7	A
NE Four Mile Grade	Florida Corrections Academy	60.0	4.0	A	59.8	5.8	A

Florida Corrections Academy	**County Line**	59.8	3.7	A	59.8	5.1	A

Note: Analysis performed using HCS 2024 Highways (Multi-lane Segments) Sheets

Table 5-17: SR 70 (Two-Lane) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	**To**	**Avg Speed (mph)**	**Travel Time (min)**	**Follower Density (followers/mi/ln)**	**LOS**	**Avg Speed (mph)**	**Travel Time (min)**	**Follower Density (followers/mi/ln)**	**LOS**
County Line	**Blue Head St**	65.6	1.4	3.1	B	65.3	1.4	4.8	C

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

The intersection operational results for the Design Year (2050) Build Alternative AM and PM peak hours are presented in **Table 5-18** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in the PTAR. The signalized intersection analysis results indicate that eight of ten individual intersection movements operate at LOS E or F at the SR 31 signalized intersection and the overall intersection operates at LOS F during both AM and PM peak hours. For the intersection at Siesta Boulevard only three of nine intersection movements operate at LOS E or F and the overall intersection operates at acceptable LOS (D or better) during both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, side street conditions and LOS have worsened in the Design Year (2050), with some movements experiencing extremely high delay. The following side street movements experience LOS D, E, or F for the AM and PM peak hours.

- Northbound through movement at Hansel Avenue for the AM and PM peak hours
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours
- Northbound movement at Florida Corrections Academy facility for the AM peak hour
- Northbound movement at Blue Head Street for the AM peak hour

Table 5-18: Design Year (2050) Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	58.0	E	68.8	E
		EBT	187.5	F	93.3	F
		EBR	66.4	E	62.3	E
		WBL	151.7	F	203.9	F
		WBT	109.0	F	92.1	F
		WBR	45.6	D	38.5	D
		NBL	239.2	F	144.3	F
		NBT	183.7	F	141.4	F
		NBR	45.9	D	48.6	D
		SBT*	269.6	F	171.4	F
		Overall	151.8	F	105.1	F
SR 70 at Siesta Boulevard	Signalized	EBL	16.5	B	19.3	B
		EBT	16.9	B	18.5	B
		EBR	0.2	A	0.4	A
		WBL	27.5	C	27.0	C
		WBT	45.1	D	37.4	D

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBR	27.0	C	24.5	C
		NBL	78.9	E	91.2	F
		NBT*	50.1	D	56.6	E
		SBT*	101.3	F	86.3	F
		Overall	38.1	D	35.9	D
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	12.7	B	13.2	B
		WBU	14.7	B	13.0	B
		SBT*	15.3	C	15.3	C
SR 70 at SE Townsend Avenue	Two-Way Stop Control	WBL	-	-	-	-
		WBT	-	-	-	-
		NBT*	12.0	B	11.4	B
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	15.3	C	12.0	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	9.7	A	9.4	A
		WBT	-	-	-	-
		WBL	-	-	-	-
		NBT*	61.3	F	33.6	D
		SBT*	15.3	C	12.8	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	9.4	A	9.2	A
		WBT	-	-	-	-
		NBT*	11.6	B	11.3	B
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	17.4	C	15.0	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	-	-	-	-
		WBT	-	-	-	-
		WBR	-	-	-	-
		NBT*	35.4	E	35.6	E
		SBT*	29.0	D	25.7	D
SR 70 at CR 760	Two-Way Stop Control	EBL	10.2	B	10.1	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	9.3	A	9.3	A
		NBT*	17.4	C	19.0	C
		SBT*	18.7	C	18.9	C
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	10.3	B	10.3	B
		EBT	-	-	-	-
		SBT*	12.3	B	12.5	B

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	9.6	A	9.3	A
		WBT	-	-	-	-
		NBT*	26.4	D	13.8	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	10.0	A	10.1	B
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	9.0	A	9.3	A
		WBT	0.1	A	0.3	A
		WBR	0.1	A	0.3	A
		NBT*	53.5	F	0.0	A
		SBT*	-	-	-	-

*Shared thru/turn movement

Corridor operational analysis was performed using Synchro for the urbanized segment from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the four-lane and two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 5-19** to **Table 5-21** for the AM peak hour and **Table 5-22** to **Table 5-24** for the PM peak hour.

The Design Year (2050) Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS F in both the eastbound and westbound directions during both the AM and PM peak hours. This four-lane segment shows an undesirable LOS F due to the close spacing between the signals paired with the increase in demand during the Design Year (2050) which causes a significant speed reduction and an overall low speed segment. For the four-lane segments from west of Toby's RV Resort to the Desoto/Highlands County line, the arterial operational analysis shows that all segments operate at acceptable LOS (C or better) in both the eastbound and westbound directions for the AM and PM peak hours, due to the higher capacity from the four-lanes in the Build Alternative and the uninterrupted condition. The two-lane highway segment from Desoto/Highlands County line to Blue Head Street operates at LOS C in the eastbound direction and LOS D in the westbound direction during both the AM and PM peak hours. The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Table 5-19** to **Table 5-24** for eastbound and westbound SR 70 during the AM and PM peak hour.

Table 5-19: SR 70 (Four-Lane Urban Street) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	West of Siesta Blvd	4.3	F	6.8	F
West of Siesta Blvd	East of Siesta Blvd	19.0	D	10.4	F
Overall		6.9	F	8.1	F

Note: Analysis performed using Synchro 12

Table 5-20: SR 70 (Four-Lane) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	51.0	10.4	A	52.0	14.2	B
Toby's RV Resort	Hansel Ave	59.6	8.5	A	58.9	11.9	B
Hansel Ave	Walston Rd	59.8	7.5	A	59.2	10.3	A
Walston Rd	Cross Ave	60.0	7.9	A	59.5	10.6	A
Cross Ave	CR 760	59.8	7.1	A	59.8	10.0	A
CR 760	NE Four Mile Grade	59.9	7.1	A	59.8	10.3	A
NE Four Mile Grade	Florida Corrections Academy	60.0	7.4	A	59.8	9.8	A
Florida Corrections Academy	County Line	59.8	7.2	A	59.8	9.9	A

Note: Analysis performed using HCS 2024 Highways (Multi-lane Segments) Sheets

Table 5-21: SR 70 (Two-Lane) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	59.4	1.4	6.3	C	63.6	1.4	11.5	D

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheets

Table 5-22: SR 70 (Four-Lane Urban Street) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	7.3	F	7.6	F
West of Siesta Blvd	East of Siesta Blvd	18.1	D	11.6	F
Overall		10.2	F	9.0	F

Note: Analysis performed using HCS 2024 Highways (Multi-lane Segment) Sheets

Table 5-23: SR 70 (Four-Lane) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	50.2	10.3	A	52.0	13.3	B
Toby's RV Resort	Hansel Ave	59.6	7.5	A	58.9	11.0	A
Hansel Ave	Walston Rd	59.8	7.0	A	59.2	9.9	A
Walston Rd	Cross Ave	60.0	7.5	A	59.5	9.7	A
Cross Ave	CR 760	59.8	6.6	A	59.8	9.3	A
CR 760	NE Four Mile Grade	59.9	6.9	A	59.8	9.4	A
NE Four Mile Grade	Florida Corrections Academy	60.0	6.9	A	59.8	9.4	A
Florida Corrections Academy	County Line	59.8	7.0	A	59.8	8.6	A

Note: Analysis performed using HCS 2024 Highways (Multi-lane Segments) Sheets

Table 5-24: SR 70 (Two-Lane) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	62.7	1.4	7.4	C	69.5	1.4	10.5	D

Note: Analysis performed using HCS 2024 Highways (Two-lane Facility) Sheet

5.4.4 *Access Management*

The engineering elements for access management are discussed with the Preferred Alterative in **Section 7.2**.

5.4.5 *Permits*

The engineering elements for permits are discussed with the Preferred Alterative in **Section 7.13**.

5.4.6 *Stormwater Management*

The engineering elements for stormwater management are discussed with the Preferred Alterative in **Section 7.14**.

5.4.7 *Water Quality*

The engineering elements for water quality are discussed with the Preferred Alterative in **Section 7.14**.

5.4.8 *Hydrology and Floodplains*

The engineering elements for hydrology and floodplains are discussed with the Preferred Alterative in **Section 7.15**.

5.4.9 *Utilities and Railroads*

The engineering elements for utilities are discussed with the Preferred Alterative in **Section 7.22**. There are no railroads in the project study area.

5.4.10 *Structures and Bridges*

The engineering elements for structures and bridges are discussed with the Preferred Alternative in **Section 7.16**.

5.4.11 *Wildlife Crossings*

The engineering elements for wildlife crossings are discussed with the Preferred Alternative in **Section 7.12**.

5.4.12 *Transportation Management Plan*

The engineering elements for the transportation management plan are discussed with the Preferred Alternative in **Section 7.17**.

5.4.13 *Constructability*

The engineering elements for constructability are discussed in the Preferred Alternative in **Section 7.18**.

5.4.14 *Construction Impacts*

The engineering elements for construction impacts are discussed in the Preferred Alternative in **Section 7.19**.

5.4.15 *Geotechnical Investigation*

The engineering elements for the geotechnical investigation are discussed in the Preferred Alternative in **Section 7.21**.

5.4.16 *Survey and Mapping*

The PD&E study is being conducted concurrently with 60% design plans; therefore, survey and mapping were completed to support the project. The survey information collected supported the preliminary engineering of roadway, bridge, and drainage design, and continues to serve as a resource in the development of the 60% design plans. Survey files are available upon request.

5.5 Comparative Alternatives Evaluation

An evaluation matrix was determined based on environmental effects, ROW needs, project costs, and engineering factors. The evaluation matrix is provided in **Table 5-25**. The matrix quantifies considerations such as potential business and residential relocations, impacts to environmental resources, and the ROW needs for roadway improvements and stormwater management facilities. The matrix also quantifies potential impacts to archaeological/historical sites, noise sensitive sites, and threatened and endangered species.

The bottom portion of the evaluation matrix identifies estimates of project costs for wetland mitigation, construction, design, and construction engineering and inspection. Construction costs were estimated using the FDOT's Long Range Estimate (LRE) provided in **APPENDIX C**.

Table 5-25: Alternative Evaluation Matrix

Evaluation Criteria	No-Build Alternative[1]	Build Alternative
Centerline Length of Improvement		
Length of Improvement (miles)	0	16.7
Purpose and Need Elements		
Improve Traffic Safety Conditions? (Yes/No)	No	Yes
Improve Hurricane Evacuation? (Yes/No)	No	Yes
Improve Emergency Response Times? (Yes/No)	No	Yes
Maintain Regional East-West Connectivity? (Yes/No)	Yes[2]	Yes
Accommodate Freight Activity? (Yes/No)	Yes[2]	Yes
Social and Economic Effects		

Evaluation Criteria	No-Build Alternative[1]	Build Alternative
Roadway Right-of-Way (ROW)/Easement Impacts (acres)	0 / 0	0 / 0.23
Stormwater Management Facility (SMF) ROW / Easement Impacts (acres)	0 / 0	49.51 / 1.97
Floodplain Compensation (FPC) Site ROW / Easement Impacts (acres)	0 / 0	168.67 / 6.69
# of Parcels Impacted (#)	0	38
Residential Relocations (#)	0	0
Business Relocations (#)	0	0
Result in Land Use Changes? (Yes/No)	No	Yes
Impacts to Prime Farmlands Soils (acres)	0	139.64
Cultural Resource Effects		
Historically Significant Sites Involvement (#)	0	4
Archaeological Sites Impacted (#)	0	2
National Register of Historic Places-Eligible Resources Directly Impacted (#)	0	1
Recreation Features Impacted (#)	0	1
Natural Resource Effects		
Wetlands Impacted (Direct / Secondary acres)	0	9.73 / 5.95
Floodplains Impacted (Yes/No)	No	Yes
Regulatory Floodway Involvement (#)	0	2
Impacts to Threatened or Endangered Species (Low / Medium / High)	Low	High
Physical Resource Effects		
Noise Sensitive Sites Potentially Impacted	0	12
Contaminated Sites Potentially Impacted (High / Medium Risk)	0 / 0	0 / 14
Air Quality Impacts (Low / Medium / High)	None	Low
Water Quality Impacts (Low / Medium / High)	Low	Low
Impacts to Existing Utilities (Low / Medium / High)	None	Moderate

[1] – Assumes no improvements beyond maintenance activities needed to maintain roadway functionality
[2] – Provided at a reduced capacity relative to the Build Alternative
[3] – Estimated as $157,114/acre for FY 2027/2028 per FDOT's Work Program Instructions for direct impacts, assume 25% of this cost for secondary impacts

Evaluation Criteria	No-Build Alternative[1]	Build Alternative
Evaluation Criteria	No-Build Alternative[1]	Build Alternative
Cost Estimate ($ million)		
Final Design Costs[2]	$3.06M	$28.4M
Estimated Right-of-Way Acquisition Costs	0	$8.7M
Estimated Wetland Mitigation Costs[3]	0	$1.7M
Estimated Listed/Protected Species Mitigation Costs	0	$0.2M
Estimated Construction Engineering and Inspection (CEI) Costs[4]	$1.53M	$14.2M
Estimated Construction Costs	$30.6M	$284.1M
Estimated Total Costs	$35.2M	$337.3M

[1] – Assumes no improvements beyond maintenance activities needed to maintain roadway functionality
[2] – Design estimated as 10% of Estimated Construction Costs
[3] – Estimated as $157,114/acre for FY 2027/2028 per FDOT's Work Program Instructions for direct impacts, assume 25% of this cost for secondary impacts
[4] – CEI Estimated as 5% of Estimated Construction Costs

5.6 Selection of the Preferred Alternative

The Build Alternative addresses existing roadway deficiencies and improves safety for vehicles, bicyclists and pedestrians. It provides two additional travel lanes and accommodates the design year traffic volumes at an acceptable LOS. The proposed typical section consists of a four-lane divided roadway with a shared-use path paralleling the eastbound lanes which will improve safety and mobility by accommodating pedestrian and bicycle traffic. The proposed four-lane provides an east-west connection of the SIS facility between major transportation facilities, employment centers, agricultural lands, and residential areas across the state to address Area Wide Network/System Linkage. Thus, the Build Alternative was selected as the Preferred Alternative to meet the purpose and need of this study.

6.0 AGENCY COORDINATION & PUBLIC INVOLVEMENT

6.1 Agency Coordination

An Advanced Notification (AN) Package was developed and sent to the Florida State Clearinghouse on June 27, 2024, for distribution to the appropriate federal and state agencies for review. Additionally, the AN was distributed to local government, non-state agencies and tribal nations. A copy of the Advance Notification Package is available on the Efficient Transportation Decision Making (ETDM) website.

A Programming Screen Summary Report was generated by the ETDM Coordinator for the S.R. 70 from West of S.R. 31 to SE Highlands County Line Road. This report's purpose is to summarize the Environmental Technical Advisory Team (ETAT) Programming Screen review results which provide details concerning agency comments about potential effects to natural, cultural, and community resources, and provide further documentation of Programming Phase activities related to this project. The ETDM Program Screen Degree of Effect Summary table is shown in **Table 6-1** below.

Table 6-1: EDTM Program Screen Degree of Effects

Topic	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Social	2 – Minimal	US Environmental Protection Agency (EPA)	8/09/2024
Social	2- Minimal	FDOT District 1	8/06/2024
Social	3 – Moderate	Heartland Regional TPO	7/16/2024
Economic	2 – Minimal	FDOT District 1	8/06/2024
Economic	1 – Enhanced	Heartland Regional TPO	7/16/2024
Aesthetic Effects	2 – Minimal	FDOT District 1	8/06/2024
Relocation Potential	2 – Minimal	FDOT District 1	8/06/2024
Farmlands	3 – Moderate	NRCS	7/08/2024
Cultural and Tribal			
Historic and Archaeological Sites	2 – Minimal	FL Department of State	8/09/2024
Historic and Archaeological Sites	2 – Minimal	SWFWMD	8/09/2024
Recreational and Protected Lands	0 – None	SWFWMD	8/09/2024
Recreational and Protected Lands	3 – Moderate	FDEP	8/06/2024
Recreational and Protected Lands	2 – Minimal	SFWMD	8/06/2024
Recreational and Protected Lands	N/A	National Park Service	06/27/2024

Topic	Degree of Effect	Organization	Date Reviewed
Natural			
Wetlands and Surface Waters	3 – Moderate	EPA	08/09/2024
Wetlands and Surface Waters	3 – Moderate	SWFWMD	08/09/2024
Wetlands and Surface Waters	3 – Moderate	US Army Corps of Engineers (USACE)	08/09/2024
Wetlands and Surface Waters	3 – Moderate	SFWMD	08/06/2024
Wetlands and Surface Waters	2 – Minimal	NMFS	07/03/2024
Wetlands and Surface Waters	3 – Moderate	USFWS	06/28/2024
Water Resources	3 – Moderate	EPA	08/09/2024
Water Resources	3 – Moderate	SWFWMD	08/09/2024
Water Resources	2 – Minimal	FDEP	08/06/2024
Water Resources	3 – Moderate	SFWMD	08/06/2024
Floodplains	3 – Moderate	SWFWMD	08/09/2024
Floodplains	3 – Moderate	SFWMD	08/06/2024
Protected Species and Habitat	2 – Minimal	SWFWMD	08/09/2024
Protected Species and Habitat	3 – Moderate	Florida Fish and Wildlife Conservation Commission (FWC)	08/02/2024
Protected Species and Habitat	3 – Moderate	USFWS	06/28/2024
Coastal and Marine	0 – None	SWFWMD	08/09/2024
Coastal and Marine	N/A	SFWMD	08/06/2024
Coastal and Marine	2 – Minimal	NMFS	07/03/2024
Physical			
Air Quality	2 – Minimal	EPA	08/09/2024
Contamination	2 – Minimal	EPA	08/09/2024
Contamination	2 – Minimal	SWFWMD	08/09/2024
Contamination	2 – Minimal	FDEP	08/06/2024
Contamination	3 – Moderate	SFWMD	08/06/2024
Infrastructure	3 – Moderate	SWFWMD	08/09/2024
Navigation	N/A	USACE	08/09/2024
Navigation	N/A	US Coast Guard	07/02/2024
Special Designations			
Special Designations	N/A	EPA	08/09/2024
Special Designations	0 – None	SWFWMD	08/09/2024
Special Designations	N/A	SFWMD	08/06/2024

6.2 Public Involvement

The public and interested/permitting agencies have been informed through various coordination including meetings, newsletters, and a project website (https://www.swflroads.com/project/451942-1). A Public Involvement Plan (PIP) (December 2024) was prepared at the start of the study and is included in the project file. The PIP outlines the strategies used to address public involvement and outreach over the course of the study.

Project kick-off notification e-mails along with a newsletter were sent to elected officials on October 16, 2024. The project kick-off newsletter was placed on the study website and sent to adjacent property owners and interested parties on October 23, 2024.

Following the completion of the public hearing and public comment period, a Comments and Coordination Report will be developed for the project file to document the public and agency coordination during the project's development process.

6.3 Public Hearing

This section will be updated following the public hearing tentatively scheduled for January 8, 2026.

7.0 PREFERRED ALTERNATIVE

Based on the evaluation of the Build Alternative and the No-Build Alternative described in **Section 5.0**, the Build Alternative is the Preferred Alternative. The Preferred Alternative Concept Plans in **APPENDIX A** illustrate the proposed improvements of the Preferred Alternative.

7.1 Typical Sections

From west of S.R. 31 to west of SE Townsend Avenue, the Preferred Alternative will mill and resurface the existing roadway and shared-use path, as consistent with **Figure 2-1**.

The Preferred Alternative from west of SE Townsend Avenue to west of Joshua Creek (**Figure 7-1**) generally consists of four 12-foot travel lanes, a 40-foot width median that includes eight-foot inside shoulders (4-foot paved), and ten-foot outside shoulders (five-foot paved). Improvements proposed within these limits will primarily consist of intermittent milling/resurfacing and widening/ reconstruction of the existing lanes as the new eastbound lanes and widening/new construction of the new westbound lanes. A new ten-foot shared-use path will be constructed adjacent to the northern ROW line from the Toby's RV Resort entrance to the new westbound bridge over Joshua Creek.

The Preferred Alternative for the bridges over Whidden Creek and Joshua Creek (**Figure 7-2**) include four 12-foot travel lanes (two in each direction) with six-foot paved inside shoulders and ten-foot paved outside shoulders. Concrete barriers would be implemented on both shoulders. The westbound bridge will have a 14-foot shared-use path with a concrete barrier separating pedestrian and bicycle users from the travel lane and a railing at the outside edge of the bridge. At Joshua Creek, the shared-use path will switch from the north to the south side of SR 70 via a bicycle and pedestrian underpass under the reconstructed SR 70 bridges over Joshua Creek.

Figure 7-1: S.R. 70 Preferred Alternative from west of S.R. 31 to west of Joshua Creek

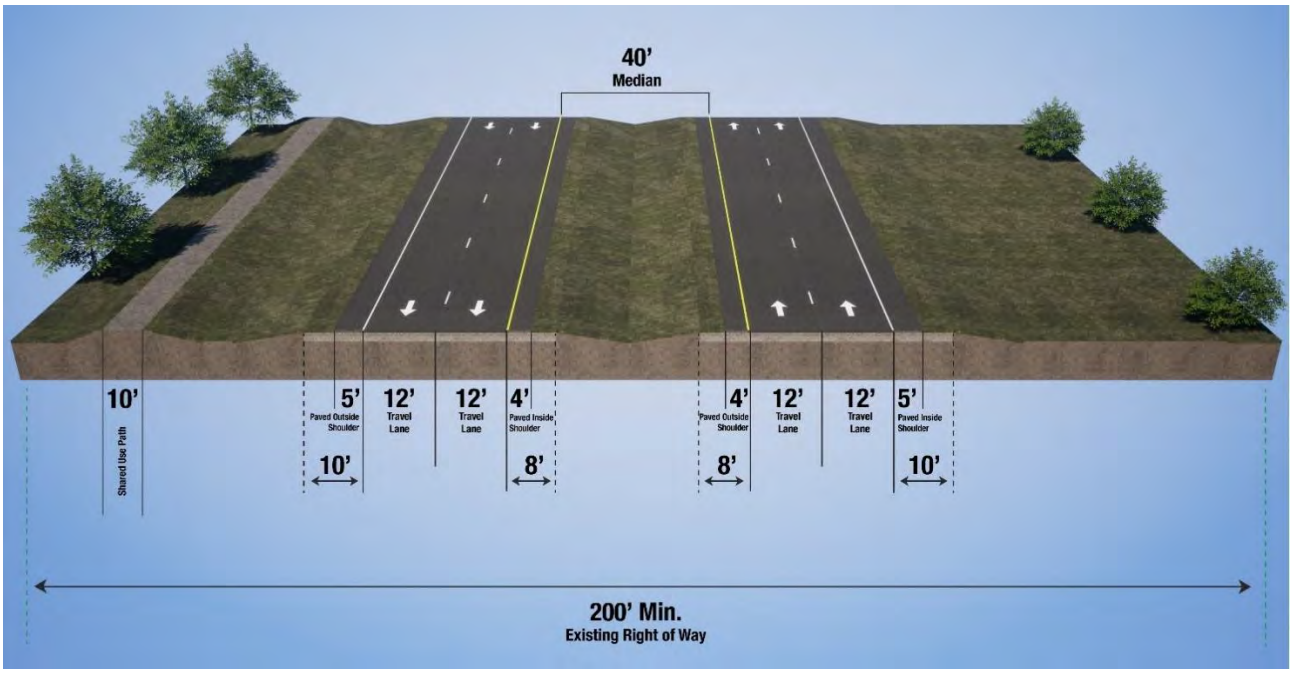
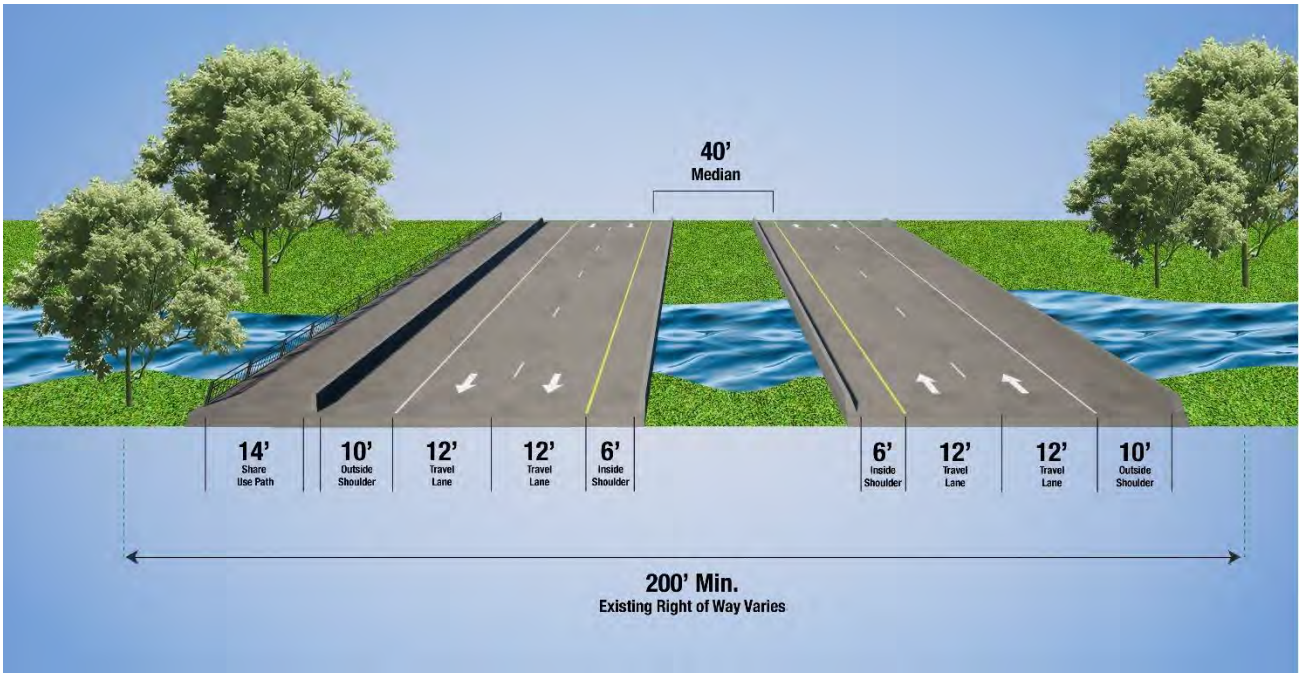


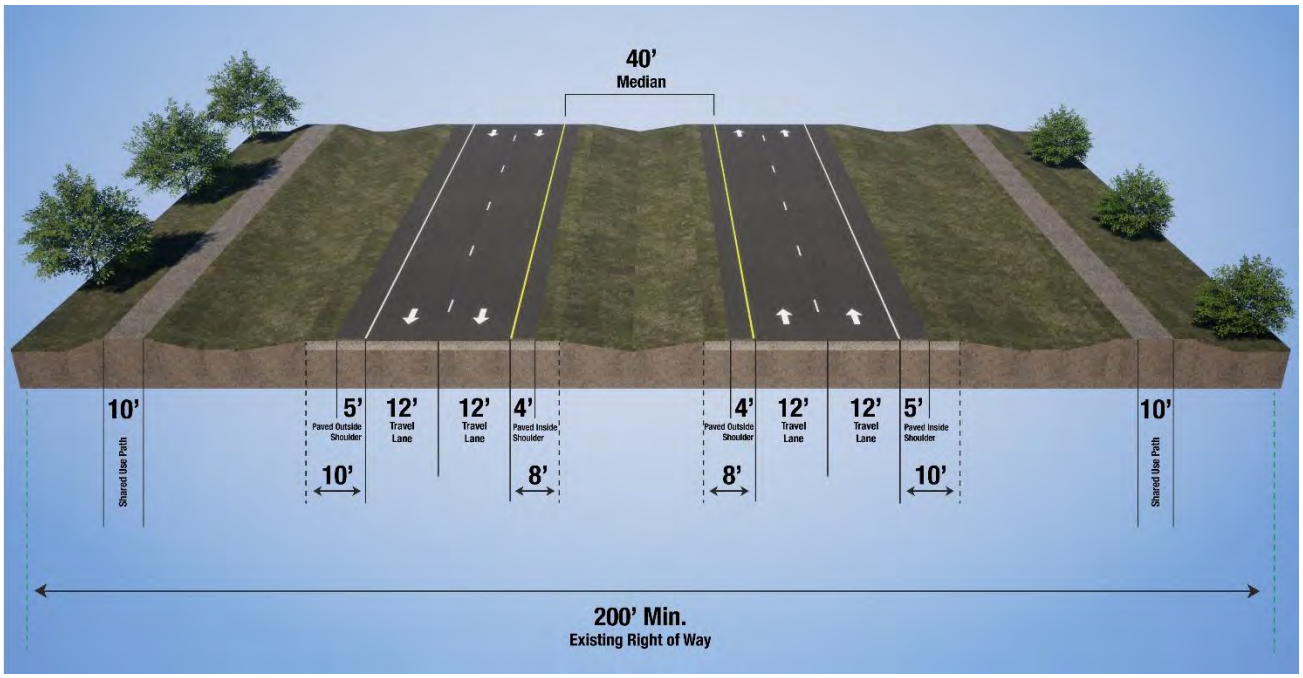
Figure 7-2: Preferred Alternative for S.R. 70 Bridges Over Whidden Creek and Joshua Creek



The Preferred Alternative east of Joshua Creek to C.R. 760 (**Figure 7-3**) features the construction of new westbound lanes to the north of the existing lanes, consisting of four 12-foot travel lanes (two in each direction) with an open median of 40 feet that includes eight-foot inside

shoulders (four-foot paved), and ten-foot outside shoulders (five-foot paved). Between Joshua Creek and C.R. 760 two new ten-foot shared-use paths will be constructed adjacent to both the northern and southern ROW lines. Along the north side of S.R. 70, the shared use path will end opposite the C.R. 760 intersection, while the shared-use path adjacent to the southern ROW line will continue eastward.

Figure 7-3: S.R. 70 Preferred Alternative from east of Joshua Creek to C.R. 760



The Preferred Alternative from C.R. 760 to SE Highlands County Line Road (**Figure 7-4**) features the construction of new westbound lanes to the north of the existing lanes, consisting of four 12-foot travel lanes (two in each direction) with an open median of 40 feet that includes eight-foot inside shoulders (four-foot paved) and ten-foot outside shoulders (five-foot paved). A guardrail will be constructed adjacent to the westbound lanes and existing canal.

Between C.R. 760 and SE Highlands County Line Road, S.R. 70 has five additional bridge culvert crossings at Tiger Bay, Mossy Gully, DCI Canal, Long Point Marsh, and Parker Creek. The Preferred Alternative proposes new bridges (**Figure 7-5**) at each of these locations, including four 12-foot travel lanes (two in each direction) with six-foot paved inside shoulders and ten-foot paved outside shoulders. Concrete barriers would be implemented on both shoulders. The eastbound bridge will have a 14-foot shared-use path with a concrete barrier separating pedestrian and bicycle users from the travel lane and a railing at the outside edge of the bridge.

Figure 7-4: S.R. 70 Preferred Alternative from C.R. 760 to SE Highlands County Line Road

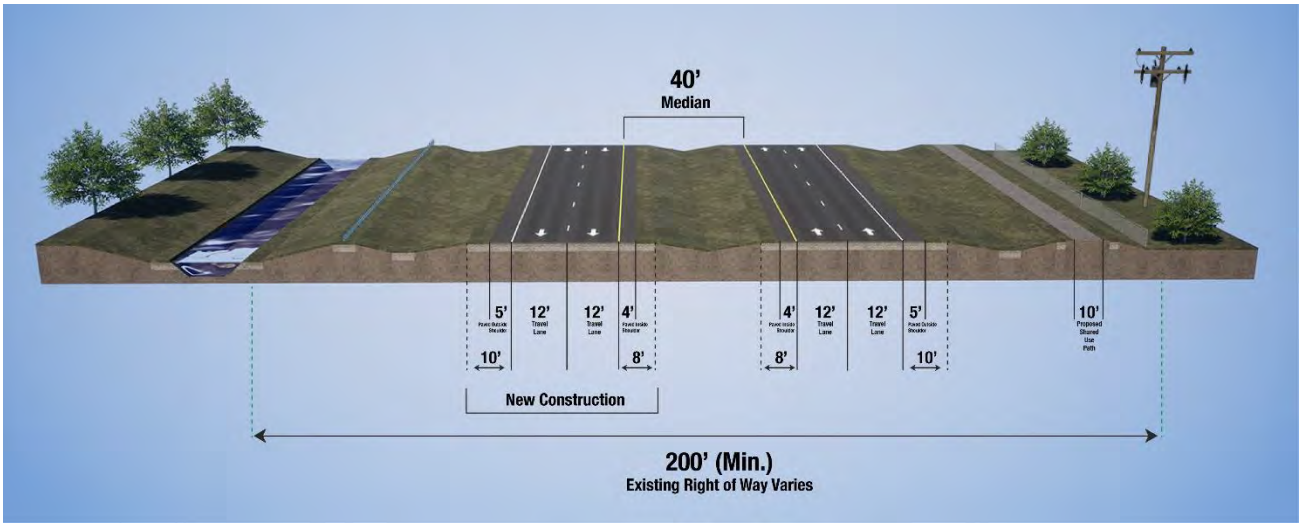
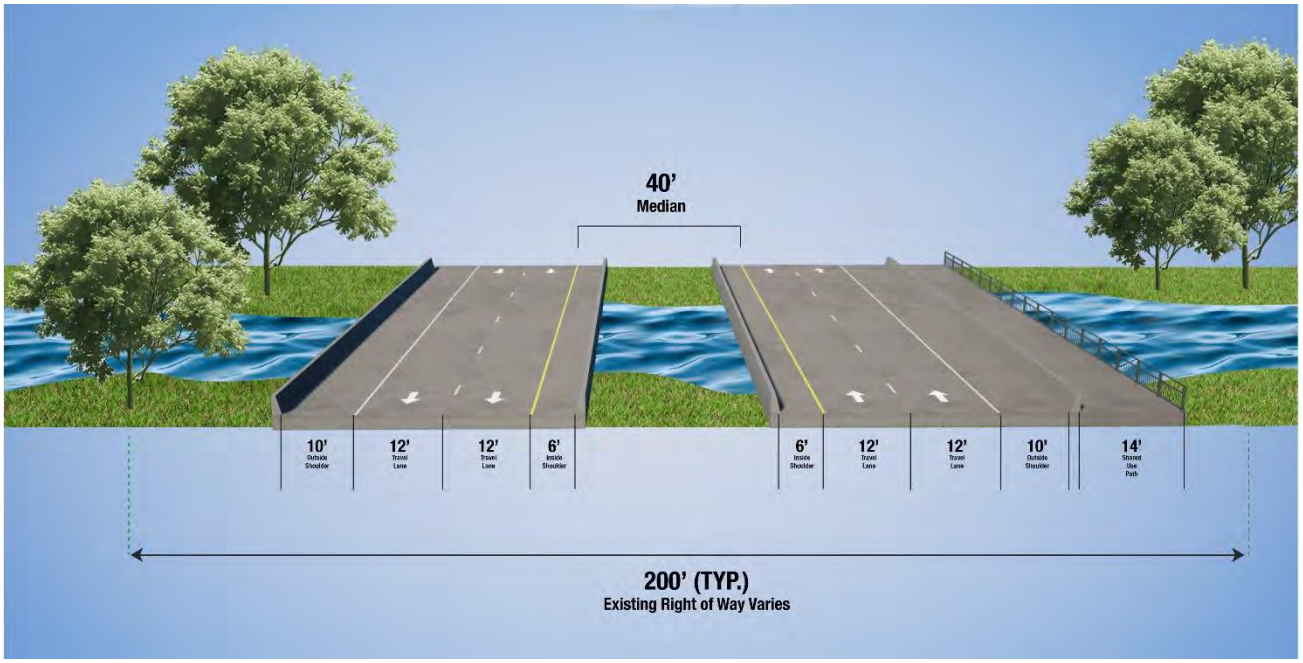


Figure 7-5: Preferred Alternative for S.R. 70 Bridges from C.R. 760 to SE Highlands County Line Road



7.2 Access Management

The access management class for the Preferred Alternative will remain the same. Please see **2.2.3 Access Management Classification** for the existing access management classification.

7.3 Right of Way

The existing ROW width varies from approximately 180 feet to 350 feet throughout the limits of this study. The Preferred Alternative is anticipated to require an estimated 168.67 acres of ROW acquisition and 6.69 acres of drainage/access easements for 13 stormwater management treatment ponds, as well as an estimated 49.51 acres of ROW acquisition and 1.97 acres of drainage/access easements for 11 floodplain compensation sites. The total ROW cost is estimated to be $8,668,000. The proposed right-of-way limits are shown on the Preferred Alternative Concept Plans included in **APPENDIX A**. There is a potential for Temporary Construction Easements for driveway and side street connections during construction.

7.4 Horizontal and Vertical Geometry

The proposed centerline alignment for the Preferred Alternative is illustrated on the Preferred Alternative Concept Plans in **APPENDIX A**. The proposed horizontal and vertical geometry for this project are listed in **Tables 7-1 and 7-2**.

Table 7-1: Proposed Horizontal Geometry

Centerline of Construction PI Station	Bearing Ahead	PC Station	PT Station	Curve Radius (ft)	Curve Length (ft)
4000+00.00	S89.716°E	-	-	-	-
4014+59.96	S89.743°E	-	-	-	-
4041+31.94	S89.813°E	-	-	-	-
4080+75.44	S89.849°E	-	-	-	-
4094+07.41	S89.934°E	-	-	-	-
4101+56.65	N87.088°E	4098+13.27	4104+99.88	13208	687
4109+88.47	N84.886°E	4107+34.68	4112+42.21	13208	508
4124+02.11	S84.955°E	4117+29.00	4130+71.69	7572	1343
4143+67.25	S89.934°E	4136+16.99	4151+16.56	17256	1500
4173+59.78	S89.963°E	-	-	-	-
4186+85.31	N89.859°E	-	-	-	-
4200+03.36	N89.904°E	-	-	-	-
4252+93.31	N89.866°E	-	-	-	-
4266+14.30	N89.753°E	-	-	-	-
4279+47.09	N89.753°E	-	-	-	-
4290+23.16	N83.753°E	4281+24.01	4299+20.66	17157	1797
4312+39.42	N89.774°E	4301+43.10	4323+33.72	20846	2191
4332+17.11	N89.761°E	-	-	-	-
4359+19.46	N89.749°E	-	-	-	-
4385+75.69	N89.749°E	-	-	-	-
4412+31.88	N89.734°E	-	-	-	-
4465+49.12	N89.755°E	-	-	-	-

Centerline of Construction PI Station	Bearing Ahead	PC Station	PT Station	Curve Radius (ft)	Curve Length (ft)
4622+58.92	N89.762°E	-	-	-	-
4676+29.36	N89.716°E	-	-	-	-
4729+99.14	N89.662°E	-	-	-	-
4783+68.92	N89.649°E	-	-	-	-
4837+39.63	N89.829°E	-	-	-	-
4891+13.12	-	-	-	-	-

Table 7-2: Proposed Vertical Geometry

Centerline of Construction PI Station	Elevation	Grade Ahead (%)	PC Station	PT Station	Curve Length (ft)
4043+00.20	66.92	0.10	-	-	-
4045+50.20	67.17	0.30	-	-	-
4048+50.20	68.07	0.05	-	-	-
4050+50.20	68.17	0.00	-	-	-
4053+50.20	68.17	0.05	-	-	-
4066+00.20	68.80	0.00	-	-	-
4071+05.26	68.80	-0.05	-	-	-
4076+05.26	68.55	0.00	-	-	-
4079+05.26	68.55	-0.20	-	-	-
4088+80.20	66.60	-0.45	-	-	-
4098+07.87	62.42	0.30	4096+32.82	4099+82.82	350
4109+45.00	65.84	-0.33	4107+20.00	4111+70.00	450
4114+80.00	64.05	-0.50	-	-	-
4117+85.00	62.52	-0.20	-	-	-
4119+85.00	62.12	0.10	-	-	-
4122+10.00	62.35	0.40	-	-	-
4128+15.00	64.77	0.20	-	-	-
4130+15.00	65.17	0.50	-	-	-
4135+16.89	67.68	-0.30	4132+91.89	4137+41.89	450
4141+07.37	65.91	-0.15	-	-	-
4143+07.37	65.61	0.15	-	-	-
4147+85.88	66.33	0.20	-	-	-
4155+88.71	67.93	0.10	-	-	-
4161+24.91	68.47	0.00	-	-	-
4163+64.91	68.47	-0.30	-	-	-
4169+44.74	66.73	-0.20	-	-	-
4175+75.00	65.47	0.10	-	-	-

Centerline of Construction PI Station	Elevation	Grade Ahead (%)	PC Station	PT Station	Curve Length (ft)
4184+75.00	66.37	0.15	-	-	-
4188+75.00	66.97	0.05	-	-	-
4201+05.00	67.58	0.10	-	-	-
4210+05.00	68.48	-0.05	-	-	-
4212+55.00	68.36	0.25	-	-	-
4216+20.00	69.27	0.00	-	-	-
4220+62.55	69.27	-0.10	-	-	-
4224+92.46	68.84	0.00	-	-	-
4228+62.55	68.84	-0.30	-	-	-
4233+62.55	67.34	-0.10	-	-	-
4237+62.55	66.94	-0.15	-	-	-
4246+58.82	65.60	2.00	4244+83.82	4248+33.82	350
4254+48.95	81.42	-1.93	4248+33.82	4260+64.07	1230
4262+39.07	66.19	0.30	4260+64.07	4264+14.07	350
4273+05.20	69.39	0.00	-	-	-
4284+64.19	69.39	-0.25	-	-	-
4288+20.20	68.50	-0.15	-	-	-
4294+57.70	67.54	0.05	-	-	-
4305+70.20	68.10	0.20	-	-	-
4309+70.20	68.90	0.05	-	-	-
4315+70.20	69.20	0.00	-	-	-
4321+70.20	69.20	0.10	-	-	-
4325+20.20	69.55	-0.05	-	-	-
4335+00.20	69.06	0.20	-	-	-
4342+82.67	70.63	0.40	-	-	-
4345+85.18	71.84	0.10	-	-	-
4352+40.20	72.49	0.15	-	-	-
4356+40.20	73.09	0.20	-	-	-
4364+40.20	74.69	0.00	-	-	-
4369+40.20	74.69	-0.10	-	-	-
4374+90.20	74.14	-0.05	-	-	-
4382+81.02	73.75	0.05	-	-	-
4387+81.02	74.00	-0.05	-	-	-
4389+90.20	73.89	0.05	-	-	-
4399+90.20	74.39	0.10	-	-	-
4412+15.14	75.62	1.63	4410+40.14	4413+90.14	350
4418+81.07	86.48	-1.51	4413+90.14	4423+72.00	982
4425+47.00	76.45	0.10	4423+72.00	4427+22.00	350

Centerline of Construction PI Station	Elevation	Grade Ahead (%)	PC Station	PT Station	Curve Length (ft)
4428+77.70	76.78	0.15	-	-	-
4435+77.70	77.83	0.05	-	-	-
4444+77.70	78.28	0.00	-	-	-
4459+77.70	78.28	0.05	-	-	-
4464+45.70	78.51	0.00	-	-	-
4483+32.88	78.51	1.36	4481+57.88	4485+07.88	350
4489+40.38	86.76	-1.41	4485+07.88	4493+72.89	865
4495+47.87	78.23	-0.04	4493+72.89	4497+22.89	350
4511+28.17	77.59	1.30	4509+53.17	4513+03.17	350
4517+43.69	85.59	-0.90	4513+43.69	4521+43.69	800
4523+84.45	79.83	0.00	4522+09.45	4525+59.45	350
4527+99.68	79.83	-0.30	-	-	-
4533+05.12	78.31	0.00	-	-	-
4538+03.70	78.31	0.05	-	-	-
4548+21.67	78.82	0.00	-	-	-
4556+03.70	78.82	0.05	-	-	-
4564+98.83	79.27	0.30	-	-	-
4572+98.14	81.67	0.00	-	-	-
4584+01.12	81.67	-0.30	-	-	-
4589+99.44	79.87	0.00	-	-	-
4594+37.20	79.87	0.30	-	-	-
4599+03.70	81.27	0.10	-	-	-
4602+33.70	81.60	0.00	-	-	-
4609+33.70	81.60	0.00	-	-	-
4618+33.70	81.60	-0.05	-	-	-
4620+33.70	81.50	-0.20	-	-	-
4623+83.70	80.80	0.00	-	-	-
4633+83.70	80.80	0.15	-	-	-
4640+07.21	81.74	0.00	-	-	-
4642+07.21	81.74	0.05	-	-	-
4653+07.21	82.29	0.10	-	-	-
4663+01.65	83.28	1.63	4661+26.65	4664+76.65	350
4669+61.39	94.02	-1.47	4664+76.65	4674+46.13	969
4676+21.13	84.33	0.05	4674+46.13	4677+96.13	350
4685+11.70	84.77	0.20	-	-	-
4688+11.70	85.37	0.00	-	-	-
4693+11.70	85.37	-0.05	-	-	-
4698+11.70	85.12	0.15	-	-	-

Centerline of Construction PI Station	Elevation	Grade Ahead (%)	PC Station	PT Station	Curve Length (ft)
4704+11.70	86.02	0.10	-	-	-
4709+71.70	86.58	0.15	-	-	-
4713+51.70	87.15	-0.10	-	-	-
4718+46.70	86.66	0.00	-	-	-
4724+21.70	86.66	0.10	-	-	-
4730+21.70	87.26	0.00	-	-	-
4742+21.70	87.26	0.05	-	-	-
4748+21.70	87.56	-0.05	-	-	-
4755+71.70	87.18	0.15	-	-	-
4761+71.70	88.08	-0.05	-	-	-
4779+71.70	87.18	0.00	-	-	-
4794+71.70	87.18	-0.05	-	-	-
4812+71.70	86.28	0.05	-	-	-
4832+71.70	87.28	-0.10	-	-	-
4840+07.79	86.55	1.46	4838+32.79	4841+82.80	350
4846+65.73	96.16	-1.62	4841+82.80	4851+48.66	966
4853+23.66	85.48	0.00	4851+48.66	4854+98.66	350
4857+46.06	85.48	0.05	-	-	-
4862+21.06	85.71	0.00	-	-	-
4868+35.39	85.71	0.10	-	-	-
4879+61.70	86.84	-0.10	-	-	-
4883+61.70	86.44	0.10	-	-	-
4885+95.32	86.68	-	-	-	-

7.5 Design Variations and Design Exceptions

A median width variation will be needed for the existing 4-lane segment of S.R. 70.

7.6 Multimodal Accommodations

With the implementation of the proposed improvements, a continuous ten-foot shared use path will exist throughout the entire study limits, including a safe crossing for users from the north side to the south side of S.R. 70 (via a bicycle/pedestrian underpass at the new bridges over Joshua Creek). The proposed shared use path will serve as a significant upgrade to the roadway shoulder pavement adjacent to the existing high-speed travel lanes and discontinuous shared use path and linear path facilities.

7.7 Intersection / Interchange Concepts and Signal Analysis

There are no new proposed signalized intersections within the project limits. The Preferred Alternative proposes the addition of left and right turn lanes along S.R. 70 at:

- Hansel Avenue
- C.R. 760
- Florida Corrections Academy (Left turn and U-turn only)

Additional improvements along the corridor include restricting left turn movements with the median at SE Townsend Avenue, NE Wildwood Avenue, NE Manley Road, NE Guynn Ave, as well as installing directional median with mainline left turn and U-turn access at Walston Road, SE Turkey Hammock Road, NE Four Mile Grade, Desoto Recycling, Desoto Landfill, and SE Lake Browning Grade for potential safety and operations improvements along the corridor. The dedicated right-turn lane at Toby's RV intersection was removed following an analysis that determined it was unnecessary due to the roadway being widened to four lanes. The proposed improvements along this corridor are shown on the Preferred Alternative Concept Plans included in **APPENDIX A**.

7.8 Tolled Projects

There are no existing or proposed tolls in the Preferred Alternative.

7.9 ITS and TSM&O Strategies

There are no existing or proposed ITS in the Preferred Alternative.

7.10 Landscape

There are no landscape features proposed in the Preferred Alternative.

7.11 Lighting

There are no lighting features proposed in the Preferred Alternative.

7.12 Wildlife Crossings

The project will include the construction of wildlife crossings to enhance wildlife connectivity and minimize wildlife strikes on the roadway. Wildlife crossing siting opportunities were evaluated along the S.R. 70 corridor in accordance with the FDOT Wildlife Crossing Guidelines. Consideration of appropriate locations were analyzed through GIS data, which included current aerials, FLUCCS, National Wetland Inventory, USFWS, and FWC species data and coordination with District staff. These data sources were overlayed on current aerials and follow up field inspections were conducted to validate potential crossing locations identified during the desktop review. Undeveloped areas with natural systems on both sides of S.R. 70 such as wetlands and creek systems were considered an important factor in the analysis.

Seven bridge crossings are proposed along the project corridor (**Table 7-3**). Twin bridge structures are proposed to provide the crossings with natural light and specialized grading and/or materials will be used to provide traversable pathways. The crossings are provided on both sides of each bridge. In addition, two conventional box culverts located at MP. 28.638 and 29.953 will provide wildlife crossings either with a standalone box or shelves within the proposed box culvert. The new wildlife crossings' bottom elevations will be set above the estimated seasonal high groundwater table (SHGWT) to ensure the crossings will be mostly dry and accessible during normal conditions; however, during large storm events, the crossings do convey flows between the adjacent north and south areas of S.R. 70. The wildlife crossings are shown in the concept plans provided in **APPENDIX A**. Fencing will be constructed near the proposed crossings to facilitate wildlife usage. No plantings are proposed at this time.

Table 7-3: Wildlife Crossing Summary

Number	Begin Station	End Station	Description	Bridge No.	Length (ft) [(1)]
WC-1	4105+41.78	4106+81.78	Whidden Creek Florida I-Beam Bridge	040024	140
WC-2	4253+70.75	4255+50.75	Joshua Creek Florida I-Beam Bridge	040027	180
WC-3	4418+62.68	4419+68.68	Tiger Bay Florida I-Beam Bridge	040031	76
WC-4	4488+82.87	4489+78.87	Mossy Gully Florida I-Beam Bridge	040032	96
WC-5	4517+17.94	4517+93.94	DCI Canal Florida I-Beam Bridge	040033	76
WC-6	4669+40.27	4670+36.27	Long Point Marsh Florida I-Beam Bridge	040037	96
WC-7	4845+92.30	4846+88.30	Parker Creek Florida I-Beam Bridge	040940	96

Note: [(1)] Lengths may be subject to change.

7.13 Permits

Environmental permits, coordination, and authorizations from the following agencies will likely be required for construction of this project:

Permitting Agencies

- SWFWMD – Individual Environmental Resource Permit (ERP)
- USACE – Section 404 Permit

- FDEP - National Pollutant Discharge Elimination System (NPDES) Permit (to be obtained by the contractor)
- FDEP - Sovereign Submerged Land Easement
- FWC – Listed Species Incidental Take Permit (as necessary)
- FWC – Gopher Tortoise Conservation Permit (as necessary)

7.14 Drainage and Stormwater Management Facilities

A Pond Siting Report (PSR) (October 2025) and Location Hydraulics Report (LHR) (October 2025) were prepared to address the stormwater management needs resulting from the Preferred Alternative. In addition, a Water Quality Impact Evaluation (WQIE) (October 2025) was prepared under separate cover to document water quality considerations for the project. The PSR, LHR and WQIE are located in the project file. The Preferred Alternative will maintain the existing drainage patterns and outfalls. To address the impacts to the existing linear ponds in the proposed condition, the 13 SMFs have been designed to fully compensate for the existing treatment and attenuation volumes. Proposed drainage patterns aim to maintain the existing flow paths wherever feasible. In accordance with SWFWMD requirements, post-development flow discharges from the roadway ROW to offsite areas are not expected to exceed pre-development flow discharges.

The project lies within three water body IDs (WBID #s) that have been identified as impaired waters: Joshua Creek above Peace River #1950A (impaired for the bacteria *Escherichia coli*), Prairie Creek #1962 (impaired for metals/iron) and Cow Slough #1964 (impaired for nutrients). Of these three impairments, roadway projects have been determined to be a notable source of nutrient pollutants. All basins except Peace River above Joshua Creek (WBID #1623C) are within reasonable assurance plans, with parameters of concern noted as chloride, dissolved solids, and specific conductance. The SMFs will provide a level of treatment sufficient to ensure that the post-development average annual nutrient loading does not exceed the nutrient loading of the pre-development condition.

As water quality regulatory requirements apply to this project, water quality impacts will be avoided and minimized to the greatest extent feasible during future project phases through the following measures:

- Stormwater management facilities will be designed in accordance with FDOT and SWFWMD design requirements.
- A Stormwater Runoff Control Concept (SRCC) will be developed during the design phase and the SRCC will include a conceptual layout for sediment and erosion control.
- An ERP will be obtained as needed for project's water quality certification issuance.
- Project construction will follow the general and specific permit conditions of the SWFWMD ERP and USACE Section 404 Clean Water Act Permit.

- A National Pollutant Discharge Elimination System (NPDES) Construction Generic Permit will be required to construct the project.
- Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits and adherence to the FDOT's *Standard Specifications for Road and Bridge Construction* (Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution").
- Construction Best Management Practices for erosion and sediment control are anticipated to include use of silt fence, turbidity fence and floating turbidity curtains. Additional Best Management Practices may include the use of dewatering structures and containment devices to minimize adverse effects to water quality during construction by controlling turbid water discharges outside construction limits.

Based on these measures, adverse impacts to water resources are not anticipated.

7.15 Floodplain Analysis

A PSR and LHR were prepared under separate cover and are located in the project file. The applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) (community-panel numbers 12027C0179C, 12027C0185C, 12027C0205C, 12027C0210C, and 12027C0230C, effective November 6, 2013) show the 100-year flood hazard areas along the project corridor are designated as Zone A, which means that no base flood elevations have been determined. Whidden Branch and Joshua Creek are regulatory floodways in Zone AE. At S.R. 70, the 100-year floodway elevation for Whidden Branch and Joshua Creek is approximately 57.2-feet and 63.0-feet, respectively. A No-Rise Certification meeting the National Flood Insurance Program Requirements, 60.3 (d)(3), will be required to demonstrate that the project will not increase flood heights.

Eleven FPCs are proposed to mitigate impacts to the floodplain. Additionally, ten cross drain structures will be replaced or modified to avoid floodplain stage increases and backflow conditions. FPCs are illustrated in the Preferred Alternative Concept Plans in **APPENDIX A**. The proposed hydraulics will perform in a manner equal to or better than the existing conditions due to the mitigation measures including the FPC sites and replacement or modification of the existing cross drain structures. The floodplain stages will not be increased, and the cross drains will have adequate capacity as to not impact headwaters nor cause backflow or roadway overtopping that is not already present in the existing condition. The project will not impact the current capability to provide emergency services or evacuation. Therefore, the level of encroachment is determined to be not significant.

7.16 Bridge and Structure Analysis

The proposed bridge typical section and the new alignment will be accommodated within the existing ROW corridor along the project limits and will require replacement of both bridges and all five bridge culverts. The proposed typical section will accommodate two 12-foot lanes in each direction with ten-foot outside shoulder and six-foot inside shoulder. Additional features

include a 14-foot shared use path for pedestrians and bicycles and a pedestrian underpass on the east creek bank of the proposed Joshua Creek bridge. The dual bridge crossings over Whidden and Joshua Creek shall be built to provide large-mammal crossings, while the five proposed open bridges at the existing bridge culvert locations shall provide small/medium-mammal crossings. Wildlife crossings shall be provided on each side of the waterway at all bridge locations.

The bridge configurations for the Preferred Alternative for each bridge location, including bridge length, number of spans, span lengths and skew angles are listed in **Table 7-4**.

Table 7-4: Bridge Configurations

SR 70 over:	Bridge Length (ft)	Span Configuration	Skew (Degree)
Whidden Creek	140	2-Spans: 64'-76'	0
Joshua Creek	180	2-Spans: 90'-90'	0
Tiger Bay	76	1-Span: 76'	0
Mossy Gully	96	1-Span: 96'	-15
D.C.I Canal	76	1-Span: 76'	15
Long Point Marsh	96	1-Span: 96'	15
Parker Creek	96	1-Span: 96'	0

All proposed bridge superstructures utilize Florida-I 36-inch Beams (FIB). The end bents and intermediate bents where applicable are founded on precast concrete piles.

7.17 Transportation Management Plan

Maintenance of traffic and sequencing of construction will be planned and scheduled to minimize traffic delays throughout the project. It is anticipated that the east-west connectivity S.R. 70 provides will be maintained throughout the life of construction and that substantial detours around S.R. 70 will not be needed. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of potential road closings and other construction related activities that may excessively inconvenience the community so that motorists, residents, and businesspersons can make other accommodations.

7.18 Constructability

The project is to be constructed in two phases. Per approved typical sections, the proposed westbound alignment will be constructed north of the existing alignment while traffic is maintained at the existing alignment of S.R. 70. The second phase construction consists of shifting traffic to the newly constructed westbound facility while constructing the proposed bridges along the eastbound alignment. The proposed westbound bridges will be constructed off the existing alignment which allows significant areas for contractor staging. The construction laydown areas are at each end of the proposed bridge and are limited to by the FDOT ROW.

7.19 Construction Impacts

Construction activities for the proposed project may cause minor short-term noise, air quality, water quality, traffic congestion and visual impacts within the immediate vicinity of the project. For residents living along the project, some of the construction equipment and materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

Minor noise and vibration effects may occur from heavy equipment movement and construction activities. Minor air quality impacts may occur as a result of dust from earthwork and unpaved areas. The project will adhere to the FDOT's *Standard Specifications for Road and Bridge Construction,* along with implementation of Best Management Practices to minimize or eliminate potential construction impacts. A NPDES construction permit will be acquired, and the associated requirement to develop and implement a Stormwater Runoff Control Concept will be met.

7.20 Special Features

Special features included within the Preferred Alternative include the shared-use path and pedestrian underpass discussed in **Section 7.6**, and wildlife crossings discussed in **Section 7.12**.

7.21 Geotechnical Investigation

To support the SMF and FPC site selection process, geotechnical borings were conducted at each proposed SMF and FPC location. These investigations provided site-specific verification of SHGWT elevations, soil permeability, and subsurface conditions to confirm the feasibility of the proposed SMF and FPC alternatives.

The results were compared against the USDA NRCS Desoto County Soil Survey to identify any discrepancies and refine the pond siting process. The geotechnical findings were used to ensure compliance with the FDOT and SWFWMD stormwater design criteria.

The preliminary geotechnical borings data are included in the PSR.

7.22 Utilities

As discussed in **Section 2.2.20**, the existing corridor has five utility owners identified adjacent to the project corridor. A Utility Assessment Report (November 2025) was prepared for this project under separate cover. Contact information for the utility companies is provided in **Table 7-5**.

Table 7-5: Utility Contact Information

Utility Owner	Contact Name	Contact Phone	Contact Email
CenturyLink	Kenneth Lutz	(813) 214-1490	Ken.Lutz@CenturyLink.com
Comcast	Wesley Vaughn	(863) 265-9084	Wesley_Vaughn@Cable.Comcast.com
DeSoto County Utilities	Mike Giardullo	(863) 491-7500	M.Giardullo@DeSotoBOCC.com
Florida Gas Transmission	Joseph E. Sanchez	(407) 838-7171	Joseph.E.Sanchez@EnergyTransfer.com
Florida Power and Light	Chris McJunkin / Craig Ledbetter	(941) 267-7476 / (561) 803-7942	Chris.McJunkin@FPL.com / Craig.Ledbetter@FPL.com

7.23 Cost Estimates

The total estimated project costs for the Preferred Alternative are summarized in **Table 7-6**. The FDOT's LRE has been included within **APPENDIX C** which summarizes the construction cost for the project.

Table 7-6: Total Estimated Project Cost

Evaluation Criteria	No-Build Alternative[1]	Build Alternative
Cost Estimate ($ million)		
Final Design Costs[2]	$3.06M	$28.4M
Estimated Right-of-Way Acquisition Costs	0	$8.7M
Estimated Wetland Mitigation Costs[3]	0	$1.7M
Estimated Listed/Protected Species Mitigation Costs	0	$0.2M
Estimated Construction Engineering and Inspection (CEI) Costs[4]	$1.53M	$14.2M
Estimated Construction Costs	$30.6M	$284.1M
Estimated Total Costs	$35.2M	$337.3M

[1] – Assumes no improvements beyond maintenance activities needed to maintain roadway functionality
[2] – Design estimated as 10% of Estimated Construction Costs
[3] – Estimated as $157,114/acre for FY 2027/2028 per FDOT's Work Program Instructions for direct impacts, assume 25% of this cost for secondary impacts
[4] – CEI Estimated as 5% of Estimated Construction Costs

7.24 Future Land Use

The DeSoto County Future Land Use Maps indicate that although the region is expected to experience growth, the project area will continue to support mixed use - downtown/urban core, mixed use - neighborhood/activity center, commercial, and residential uses adjacent to the City of Arcadia and agricultural, institutional, and conservation uses between Arcadia and the DeSoto/Highlands County Line.

Although the Preferred Alternative predominantly utilizes existing FDOT ROW, the proposed improvements are anticipated to require an estimated 49.51 acres of ROW acquisition and 1.97 acres of drainage/access easements for 13 stormwater management treatment ponds, as well as an estimated 168.67 acres of ROW acquisition and 6.69 acres of drainage/access easements for 11 FPCs. Based on the ROW acquisition proposed, approximately 218.18 acres of land along this 16.7-mile project corridor will be converted from vacant or agricultural land to transportation uses. The proposed improvements will continue to serve the future land uses discussed above.

7.25 Section 4(f)

A Section 4(f) evaluation was conducted as part of the PD&E study for the proposed S.R. 70 improvements. In addition to the adverse impacts to the historical significance of the Old S.R. 18/Mahon Avenue (8DE00828) discussed in **Section 7.26**, there will also be tangible impacts to existing public recreational functions provided by this resource.

The project will construct a new shared-use path facility within the existing S.R. 70 ROW immediately adjacent to the existing linear path location. This new shared-use path will extend along the north side of S.R. 70 from just west of SE Townsend Avenue to Joshua Creek, at which point the new shared use path will split into two portions, one along the north side of S.R. 70 ending approximately 1,200 feet west of Guynn Avenue, and the second being constructed as a bicycle/pedestrian underpass under the reconstructed S.R. 70 bridges over Joshua Creek and continuing along the south side of S.R. 70 for the rest of the project length. Construction of the new shared-use path will also replace previously removed bridge connections via the inclusion of new overpasses over Whidden Creek/Mare Branch (between SE Townsend Avenue and Hansel Avenue) and an unnamed canal (east of Walston Road). Therefore, although there will be unavoidable impacts to the existing linear path resource, the proposed improvements are anticipated to provide safer, more connected facilities for bicycle and pedestrian users.

7.26 Cultural Resources

A Cultural Resource Assessment Survey (CRAS) (September 2025*)* was prepared under separate cover and included in the project file, was completed to assess the project's involvement with cultural resources. The CRAS identified eight previously recorded resources within the Area of Potential Effects (APE). These include three historical structures (8DE00829–8DE00831), four resource groups (8DE00382, 8DE00828, 8DE00858, and 8DE01154/8HG01306, and one historic bridge (8DE00859) were identified. During the field survey of the APE, two archaeological sites

were identified. Archaeological sites 8DE01218 (Toby's Resort) and 8DE01219 (Mare Branch Lithics) were newly recorded as precontact scatter sites for which the FDOT and the Florida Division of Historic Resources (DHR) had insufficient information to make a National Register of Historic Properties (NRHP) recommendation. The FDOT recommends that no adverse effect to sites 8DE01218 and 8DE01219 is posed by the proposed undertaking.

The field survey of the historic resources APE identified 30 historical resources, including four previously recorded resource groups (8DE00382, 8DE00828, 8DE00858, and 8DE01154/8HG01306), three previously recorded structures (8DE00829-8DE00831), 22 newly recorded structures (8DE01192- 8DE01213), and one previously recorded bridge (8DE00859). Two of the previously recorded structures (8DE00829 and 8DE00831) have been demolished, and their information has been updated with the Florida Master Site File (FMSF). The FDOT recommended that 8DE00830 and 8DE00858 remain ineligible, and that 8DE01192-8DE01195, and 8DE01197-8DE01213 are individually ineligible for listing in the NRHP; on May 29, 2025 the DHR concurred with this assessment. The structures were assessed as a group to assess the eligibility of a historic resource; however, the FDOT recommends the structures in the context of a group do not meet the eligibility criteria for nomination of a historic resource. The majority of these structures are vernacular residential structures built between circa 1922 and circa 1979. One historical bridge (8DE00859) is exempt from Section 106 Review and was not recorded as it meets the requirements of the 2012 *Program Comment Issued for Streamlining Section 106 Review of Actions Affecting Post-1945 Concrete and Steel Bridges*. This programmatic agreement establishes that concrete bridges constructed after 1950 are exempt from recording requirements and thus were excluded from documentation.

8DE00382 (Dorr Airfield) is a previously recorded designed historic landscape built circa 1919. As the resource extends beyond the APE, the FDOT and the DHR have insufficient information to evaluate 8DE00382 for listing in the NRHP. Proposed activities are not expected to diminish the character-defining qualities that qualify this resource for inclusion in the NRHP, and as such will have no adverse effect on 8DE01196.

A segment of 8DE01154/8HG01306 (S.R. 70) was newly recorded as part of the previously recorded linear resource built circa 1959. As the resource extends beyond the APE, the FDOT had insufficient information to evaluate 8DE01154/ 8HG01306 for listing in the NRHP. Proposed activities are not expected to diminish the character-defining qualities that qualify this resource for inclusion in the NRHP, and as such will have no adverse effect on 8DE01196.

8DE01196 (1058-1060 SE Hansel Avenue) was newly recorded as historical structure with Industrial Vernacular style built circa 1945. The District recommended and the DHR concurred that 8DE01196 is eligible for listing in the NRHP under Criterion A and B. Proposed activities are not expected to diminish the character-defining qualities that qualify this resource for inclusion in the NRHP, and as such will have no adverse effect on 8DE01196.

The July 2025 Section 106 Case Study for 8DE00828 (Old S.R. 18/Mahon Avenue) found that the preferred alternative will have an adverse effect to this resource, which is unavoidable;

mitigation will be provided. Resource-specific coordination will continue as necessary between the FDOT and DHR through the Section 106 consultation process.

7.27 Wetlands

A Natural Resource Evaluation (NRE) (October 2025) documenting the project's involvement with wetlands and surface waters was prepared under separate cover and is available in the project file. Based on the type and location of project impacts the FDOT has determined that there is no practicable alternative to the proposed construction in wetlands. In accordance with EO 11990, the FDOT has undertaken all actions to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. The proposed project will not adversely impact wetlands as unavoidable impacts will be mitigated to achieve no net loss of wetland function.

The Preferred Alternative is anticipated to result in approximately 15.69 acres of wetland impacts (9.73 acres of permanent and 5.95 acres of secondary wetland impacts) and 5.67 acres of permanent impacts to other surface water features (i.e., manmade, excavated ditches and channels). A Uniform Mitigation Assessment Method (UMAM) analysis was performed to estimate the functional loss due to wetland impacts from the proposed alternative. Construction of the Preferred Alternative results in a loss of 5.81 functional units (3.59 direct and 2.22 secondary).

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements. The project area is located within the Peace River Basin watershed. Mitigation banks within the Peace River Basin watershed include Peace River Mitigation Bank, Tippen Bay Mitigation Bank, Horse Creek Mitigation Bank, Boran Ranch Mitigation Bank, Long Island Marsh Mitigation Bank, Pioneer Mitigation Bank, and Zona Rose Heritage Bank. The project is estimated to require the purchase of 0.20 forested and 5.61 emergent credits. The exact amounts and types of mitigation used to offset wetland impacts from the proposed S.R. 70 roadway improvements will be coordinated with the SWFWMD and USACE during the permitting phase(s) of this project.

7.28 Protected Species and Habitat

The study area was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the ESA and the Protected Species and Habitat Chapter of the PD&E Manual. The tables below provide a summation of protected species, with their protection status and proposed effect determination. These species and their anticipated involvement are identified in the NRE report (October 2025) prepared for this study under separate cover.

Table 7-7: Effect Determinations for Federally Listed Species

Project Impact Determination	Federal Listed Species
“No effect”	Pygmy fringe-tree (*Chionanthus pygmaeus*) - E
	Eastern black rail (*Laterallus jamaicensis jamaicensis*) - T
"May affect, but is not likely to adversely affect"	Everglade snail kite (*Rostrhamus sociabilis plumbeus*) - E
	Florida panther (*Puma concolor coryi*) - E
	Florida scrub-jay (*Aphelocoma coerulescens*) - T
	Wood stork (*Mycteria americana*) - T
	Florida grasshopper sparrow (*Ammodramus savannarum floridanus)* - E
"May affect and is likely to adversely affect"	Eastern indigo snake (*Drymarchon couperi)* - T
	Crested caracara (*Caracara plancus*) - T
	Florida bonneted bat (*Eumops floridanus*) - E

E- Endangered, **T**- Threatened

Table 7-8: Effect Determinations for State Listed Species

Project Impact Determination	State Listed Species
“No effect anticipated”	Erect pricklypear (*Opuntia stricta*) - T
	Nodding pinweed (*Lechea cernua*) - T
	Florida royal palm (*Roystonea regia)* - E
	Greater yellowspike orchid (*Polystachya concreta)* - E
"No adverse effect anticipated"	Many-flowered grass-pink (*Calopogon multiflorus*) - T
	Tampa mock vervain (*Glandularia tampensis)* - E
	Catesby’s lily (*Lilium catesbaei*) - T
	Jameson’s waterlily (*Nymphaea jamesoniana)* - E
	Plume polypody (*Pecluma plumula)* - E
	Yellow butterwort (*Pinguicula lutea)* - T
	Yellow fringed orchid (*Platanthera ciliaris)* - T
	Rose pogonia (*Pogonia ophioglossoides)* - T
	Cutthroatgrass *(Coleataenia abscissa)* - E
	Lacelip ladies’-tresses (*Spiranthes laciniata)* - T
	Needleroot airplant orchid (*Dendrophylax porrectus)* - T
	Toothed lattice-vein fern (*Thelypteris serrata)* - E
	Cardinal airplant (*Tillandsia fasciculata)* - E
	Edison's ascyrum (*Hypericum edisonianum*) - E
	Redmargin zephyrlily (*Zephyranthes simpsonii*) - T
	Florida pine snake (*Pituophis melanoleucus mugitus)* - T
	Short-tailed snake (*Lampropeltis extenuata*) - T
	Florida burrowing owl (*Athene cunicularia floridana*) -T
	Florida sandhill crane (*Antigone canadensis pratensis*) - T
	Least tern (*Sterna antillarum)* - T
	Little blue heron (*Egretta caerulea*) - T
	Roseate spoonbill (*Platalea ajaja*) - T
	Southeastern American kestrel (*Falco sparverius paulus*) - T
	Tricolored heron (*Egretta tricolor*) - T
	Gopher tortoise (*Gopherus polyphemus*) - T
“Potential for adverse effect”	Florida loosestrife (*Lythrum flagellare*) - E

Project Impact Determination	State Listed Species
	Giant airplant (*Tillandsia utriculata*) - E
	Leafless beaked ladies'-tresses (*Sacoila lanceolata var. lanceolata)* - T
	Northern needleleaf (*Tillandsia balbisiana)* - T

E- Endangered, **T**- Threatened

Protection measures will be implemented to minimize any potential effects to these species as part of the commitments shown in **Section 1.3**. The project will not impact other protected species which include the bald eagle, limpkin, snowy egret, and the Florida black bear. No bald eagle nests or 660-foot protective nest buffer are within the project area. The closest bald eagle nest is approximately 1,900 feet from the project area. Limpkins and snowy egrets were observed during field reviews, and wetland impacts will be mitigated. No Florida black bears were observed during field reviews. Since the bald eagle, limpkin, snowy egret and Florida black bear are not listed, a project effect determination was not made.

7.29 Essential Fish Habitat

In accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), Section 7 of the ESA, the proposed project was evaluated for potential Essential Fish Habitat (EFH). No EFH is located within or adjacent to the project area. Therefore, the project will have no involvement with EFH resources.

7.30 Highway Traffic Noise

A Noise Study Report (NSR) (August 2025) was prepared under separate cover for this project and included in the project file. Noise levels were predicted at 69 receptor points representing 88 residences and six nonresidential special land uses (SLUs). For the year 2050 Build condition, noise levels are predicted to meet or exceed the FDOT Noise Abatement Criteria (NAC) at twelve residences within the project limits. None of the SLU sites will be impacted by project noise levels, nor will the project cause a substantial noise increase of 15 dB(A) at any residence or SLU. The twelve impacted residential receptors were evaluated to determine the feasibility and cost-reasonableness of providing noise barriers to reduce traffic noise. The evaluation determined that noise barriers could not provide at least a 5 dB(A) reduction to the impacted residences because they do not meet the criteria of feasibility and/or reasonableness to warrant the construction of a noise barrier. Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impacts at these locations.

7.31 Contamination

A Contamination Screening Evaluation Report (CSER) (April 2025) was prepared to evaluate potential contamination involvement within 500 feet of the S.R. 70 mainline within the project limits. A CSER Addendum (October 2025) was similarly prepared to evaluate potential contamination involvement within 500 feet of 13 preferred stormwater treatment pond and 11 preferred floodplain compensation sites. The CSER and CSER Addendum are available in the project file.

The April 2025 CSER identified 21 potential contamination sites as having the potential for hazardous material or petroleum impacts. Of the 21 sites, 12 sites were rated as having a "Medium" potential for contamination impact, two sites were rated as having a "Low" potential for contamination impact, and seven sites were rated as having "No" potential for contamination impact. These sites operate as, or formerly operated as industrial uses, government facilities, automobile service/fuel stations, and agricultural row crops or tree nurseries. Two sites may require permitting if construction activities require local dewatering. There are four concrete culverts and two bridges within the project corridor potentially requiring asbestos and metal-based coating surveys prior to construction.

The October 2025 CSER Addendum identified two additional sites as having the potential for hazardous material or petroleum impacts. Of the 23 total sites identified between both documents, 14 sites are rated as having a "Medium" potential for contamination impact. Of these, six sites are located within or adjacent to the preferred stormwater treatment pond and floodplain compensation sites. For the Medium rated sites, Level II testing is recommended to verify or determine the extent of impacts. Soil and groundwater samples are recommended to evaluate petroleum, polychlorinated biphenyls (PCBs), arsenic, and herbicide contamination within the project area.

APPENDIX A

PREFERRED ALTERNATIVE CONCEPT PLANS

BEGIN PROJECT
STA. 4006+64.47

POLK AVE

CANAL AVE

SR 31

PI STA. 4014+59.96

℄ CONST. SR 70

KFC

TACO BELL

CULVER'S

WALGREENS

PUBLIX

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DATE OF AERIAL: 2023

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- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- GT(B)X FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

HNTB CORPORATION
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BARTOW, FL 33830
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FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 1

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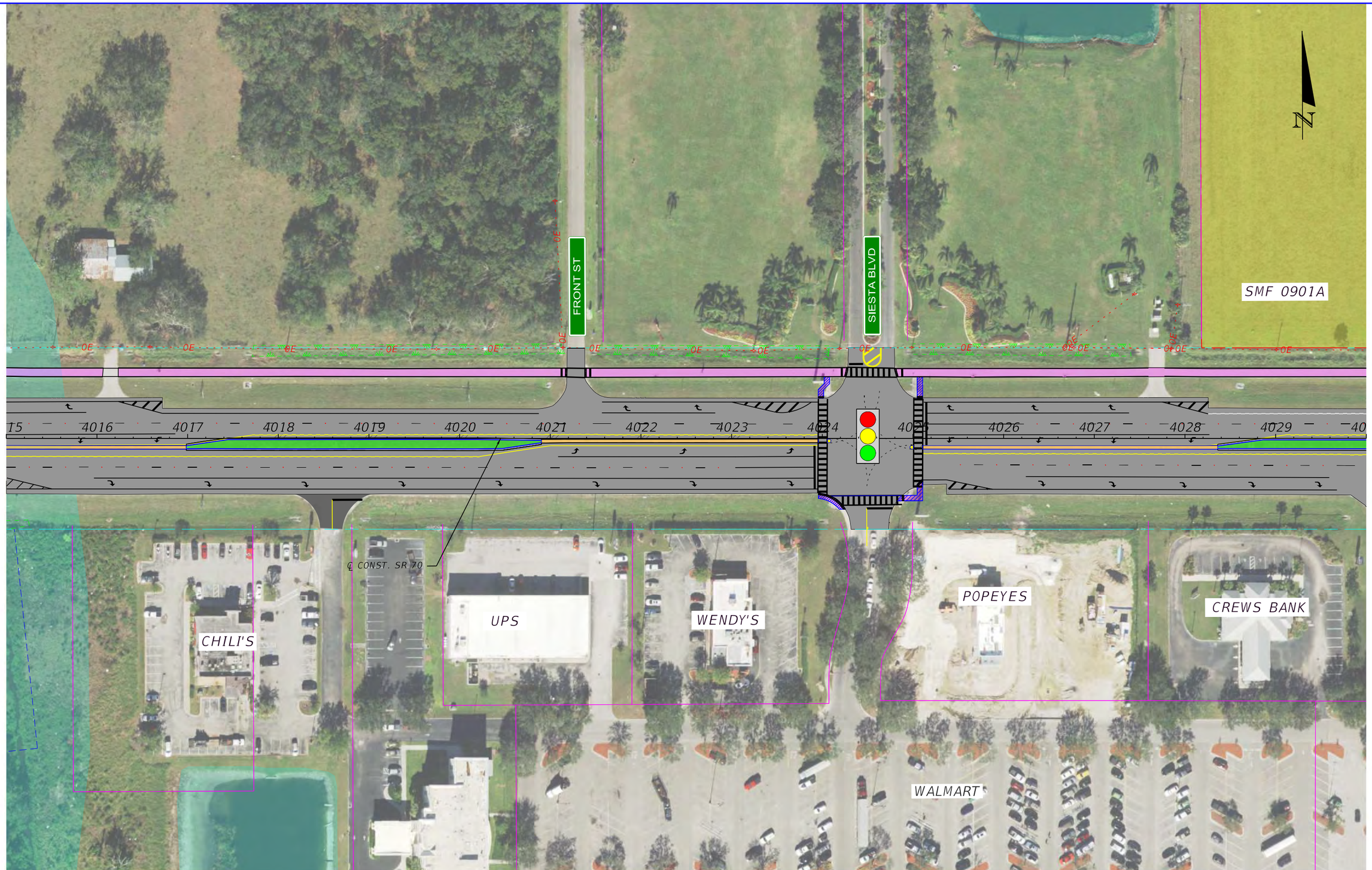

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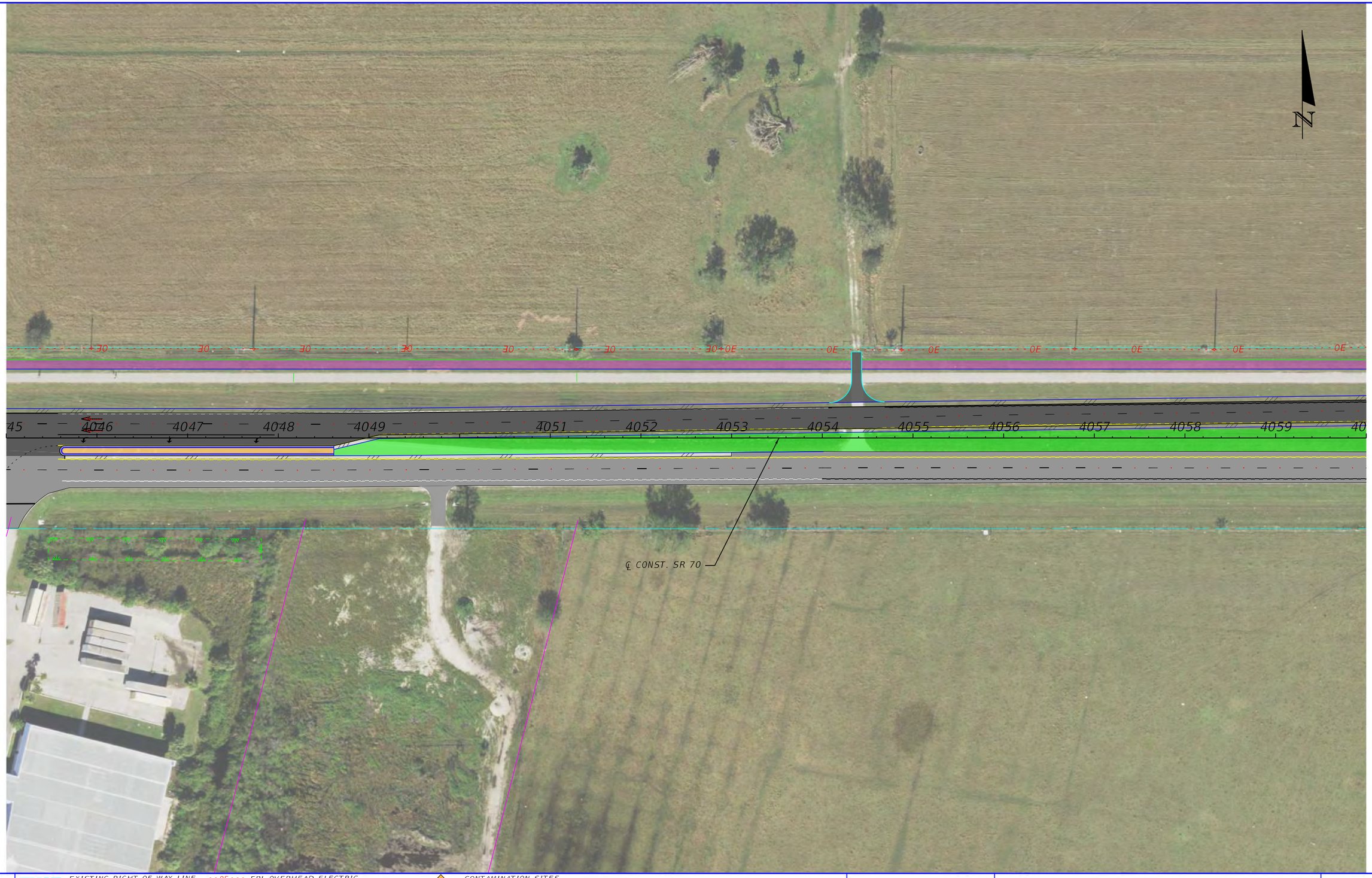

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TOBY'S RV RESORT

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END WILDLIFE FENCING

PROPOSED RETAINING WALL

PC STA. 4098+13.27

PT STA. 4101+56.65

PI STA. 4094+07.41

℄ CONST. SR 70

SE TOWNSEND RD

FGT

END WILDLIFE FENCING

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
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- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

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WHIDDEN CREEK/MARE BRANCH

PROPOSED RETAINING WALL

END WILDLIFE FENCING

PT STA. 4112+40.21

PC STA. +38.68

PT STA. +38.68

PT STA. 4109+88.47

PC STA. 4117+23.00

4106 4107 4108 4109 4110 4111 4112 4113 4114 4115 4116 4117 4118 4119

℄ CONST. SR 70

END WILDLIFE FENCING

SMF 0902A

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 461942-1-22-01

SHEET NO. 9

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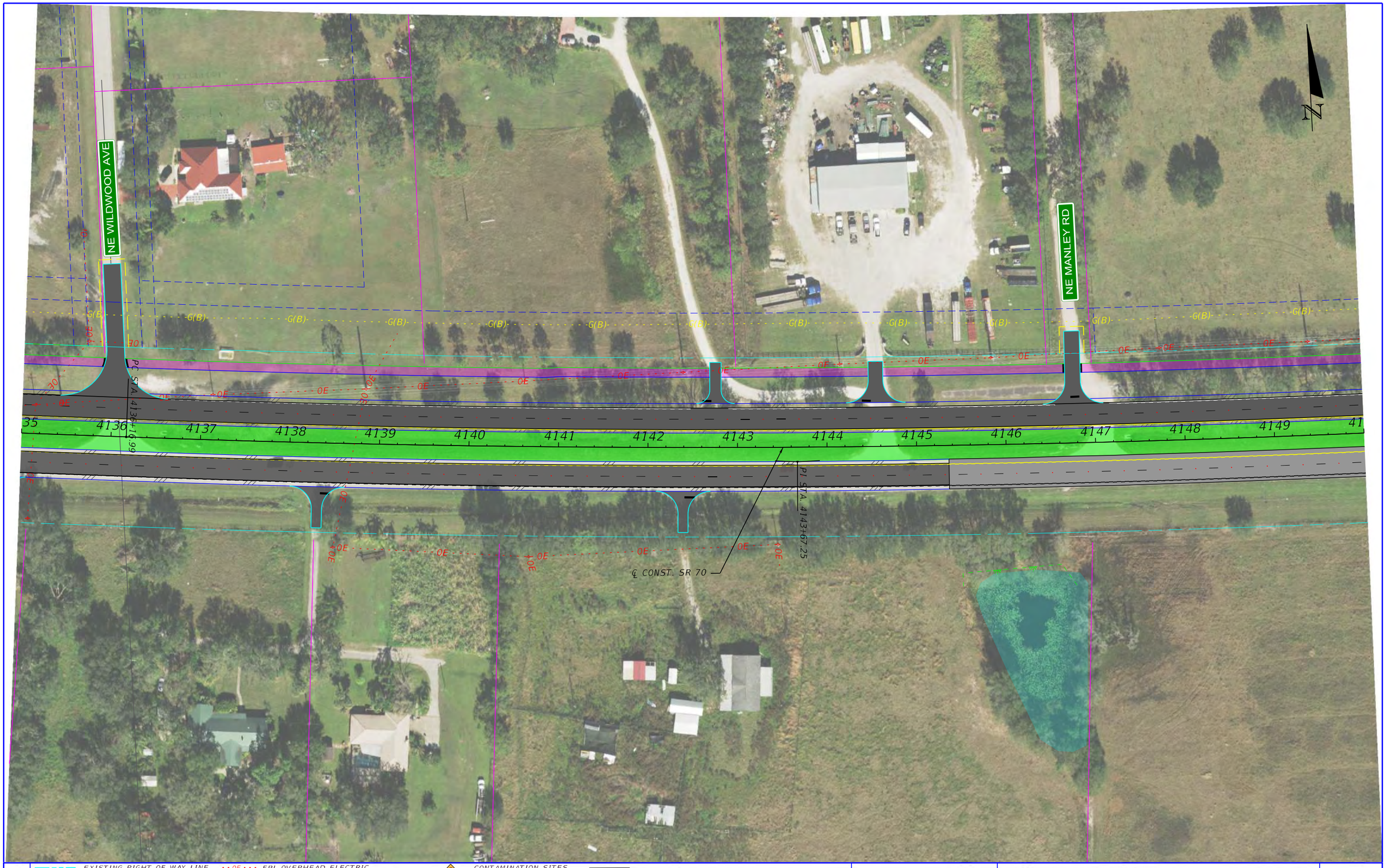

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- C CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 10

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PROPOSED RETAINING WALL

℄ CONST. SR 70

PT STA 415+16.56

4150 4151 4152 4153 4154 4155 4156 4157 4158 4159 4160 4161 4162 4163 4164 41

BARKMAN HONEY

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
- FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 11

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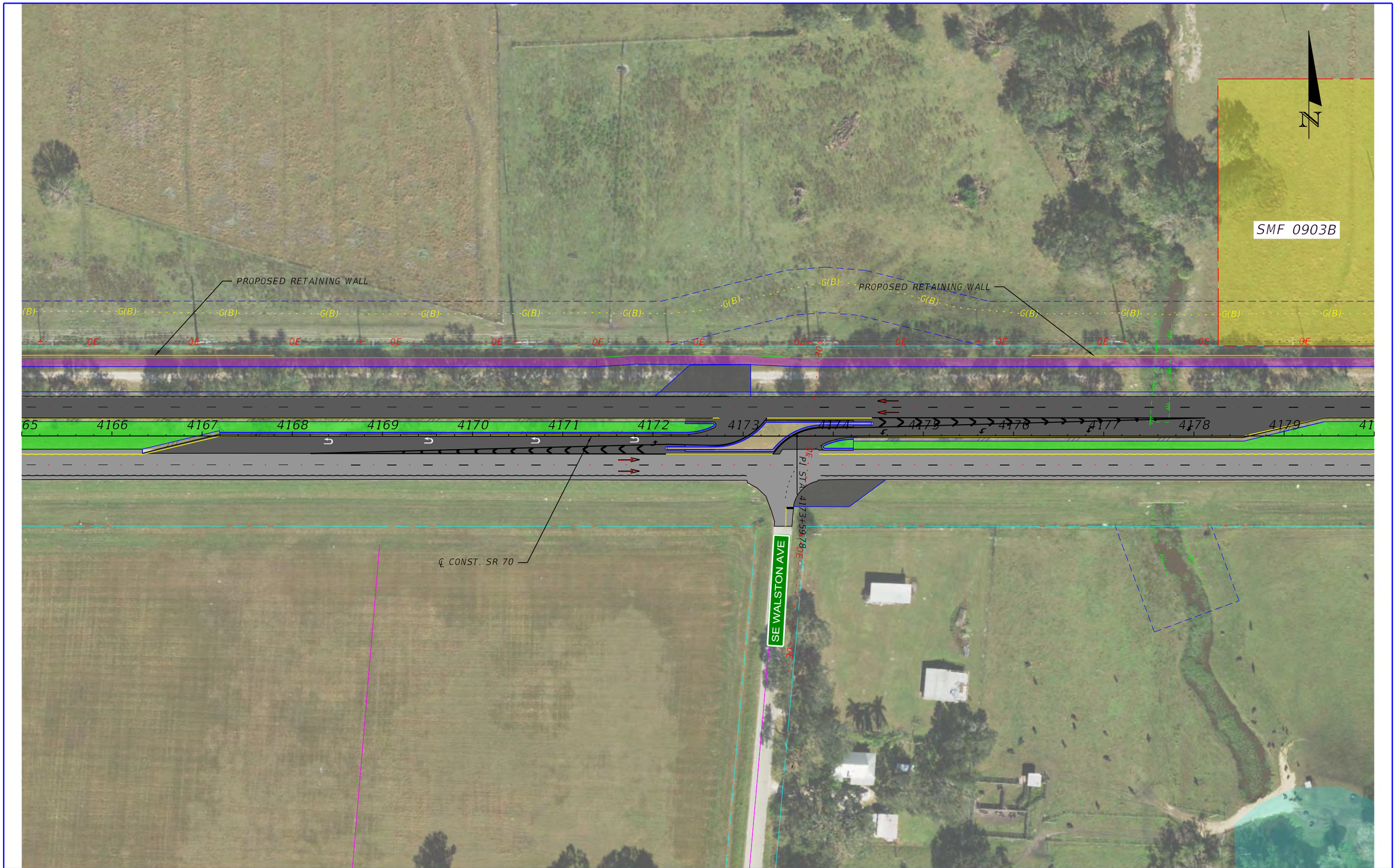

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
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- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

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555 NORTH BROADWAY AVE
BARTOW, FL 33830
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 12

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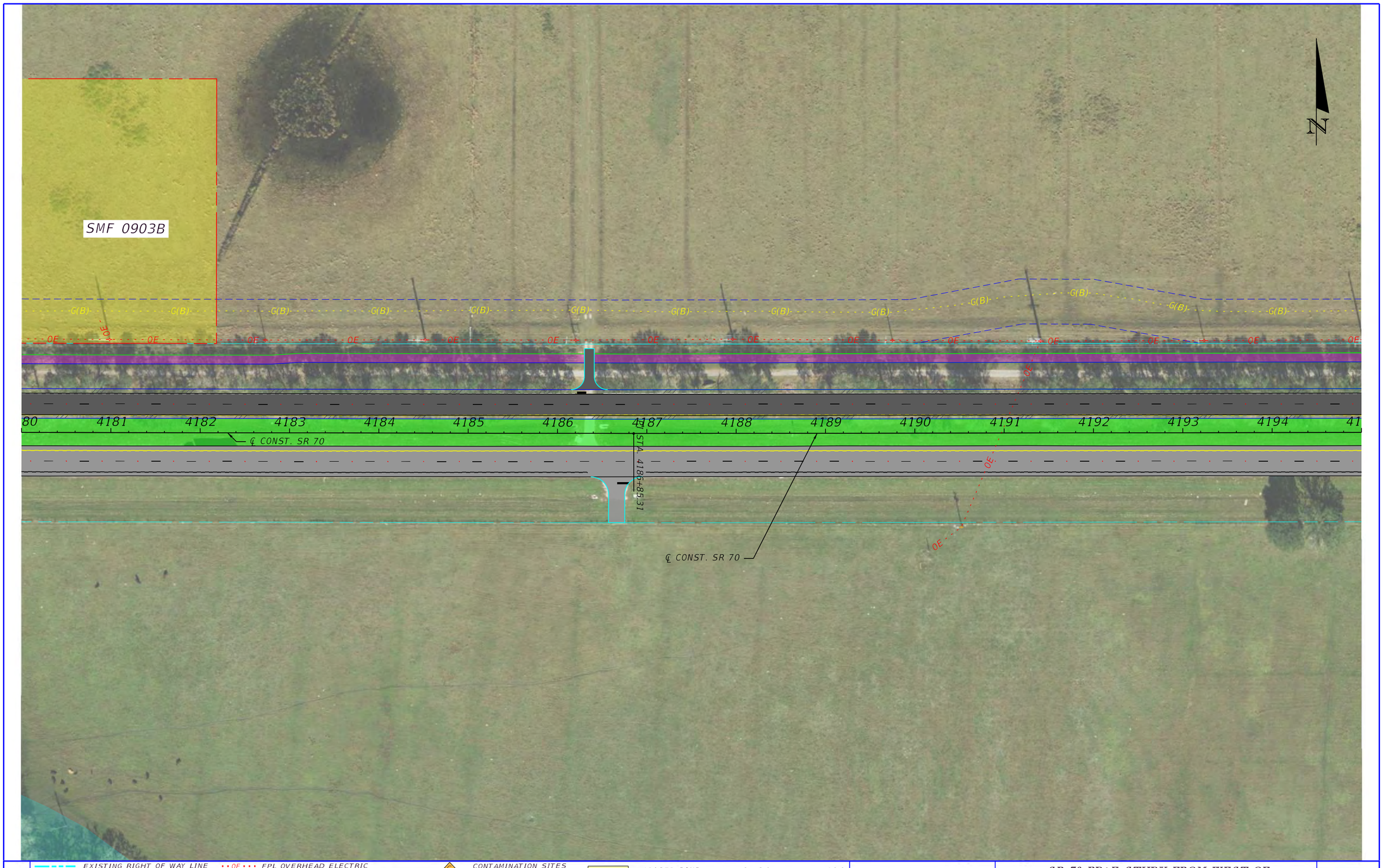

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 13

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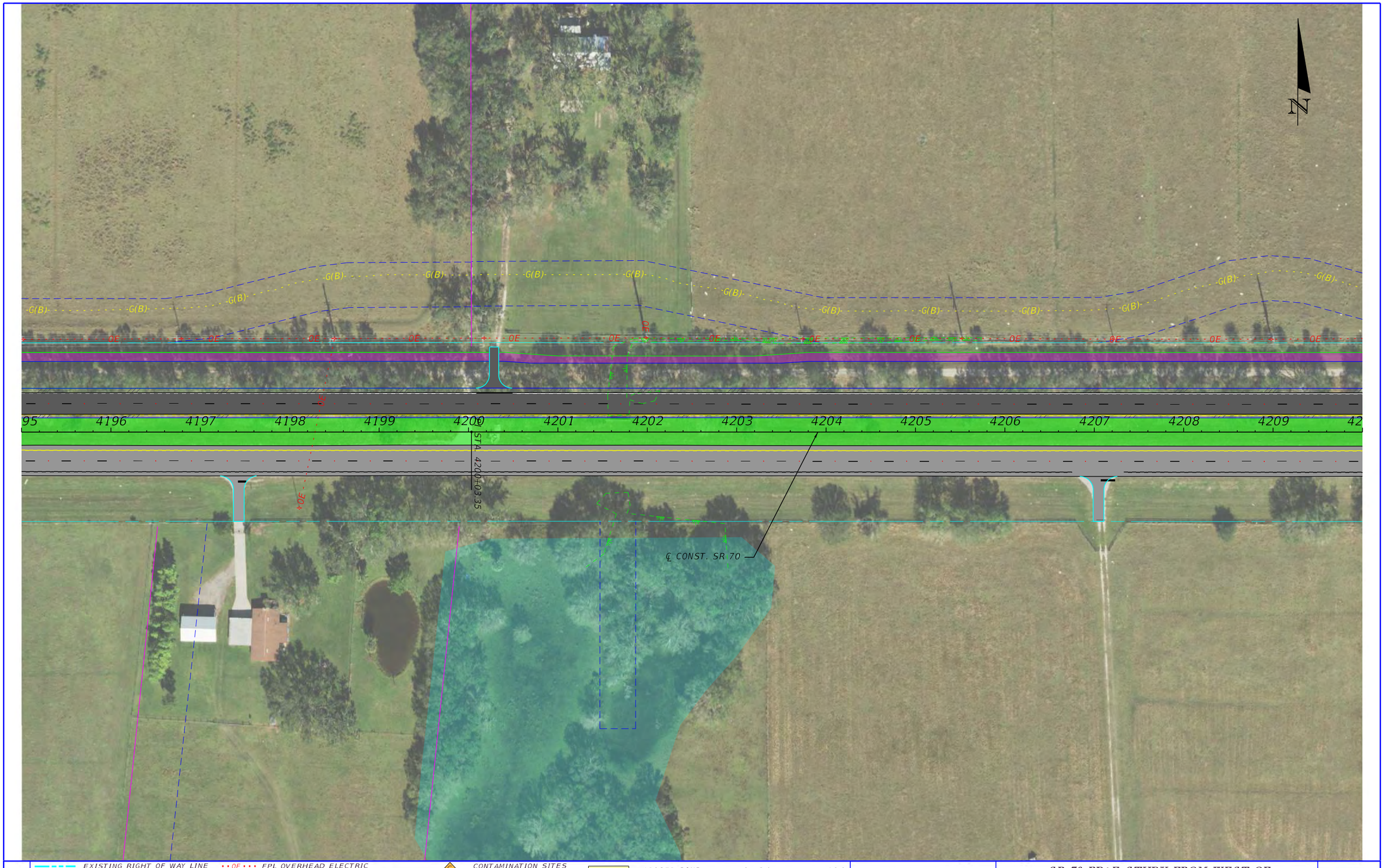

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

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555 NORTH BROADWAY AVE
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PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 14

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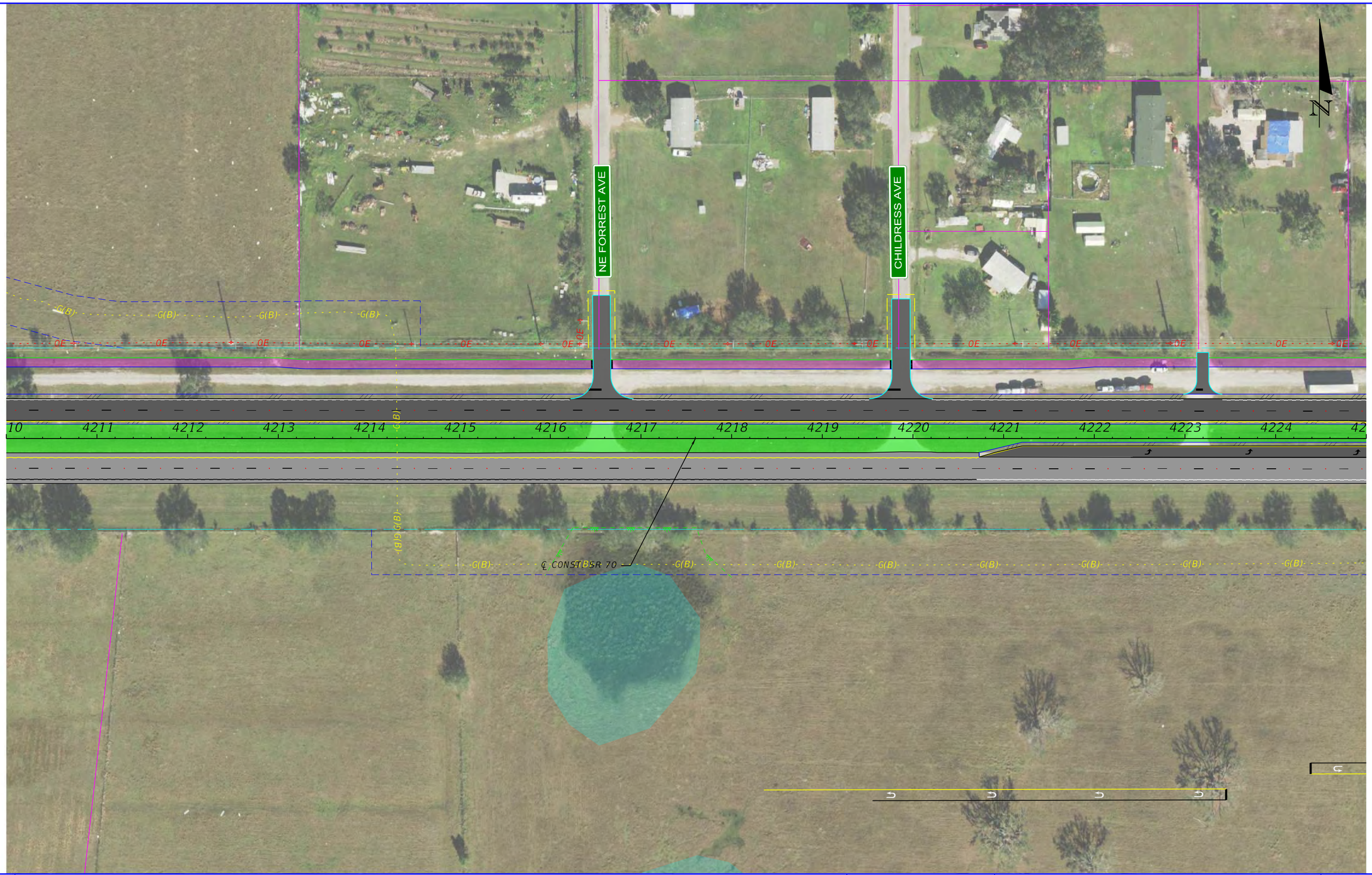

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 461942-1-22-01

SHEET NO. 15

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LEGEND

EXISTING RIGHT OF WAY LINE	FPL OVERHEAD ELECTRIC	CONTAMINATION SITES	PROPOSED POND
PROPOSED RIGHT OF WAY LINE	EXISTING 100-YR FLOODPLAIN	PROPOSED SHOULDER	PROPOSED BRIDGES
EXISTING PROPERTY LINE	PROPOSED MILLING & RESURFACING	PROPOSED GRASS MEDIAN	PROPOSED FLOODPLAIN COMPENSATION SITES
EXISTING EASEMENT	PROPOSED RECONSTRUCTION/WIDENING	PROPOSED RIPRAP	
PROPOSED EASEMENT	PROPOSED SHARED USE PATH	PROPOSED WILDLIFE CROSSING	
WETLANDS	FGT GAS LINES	PROPOSED FENCING	

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
16

SMF 0904A

MAHON AVE

JOSHUA CREEK

END WILDLIFE FENCING

PROPOSED RETAINING WALL

℄ CONST. SR 70

4240 4241 4242 4243 4244 4245 4246 4247 4248 4249 4250 4251 4252 4253 4254

STA. 4252+93.30

OE G(B)

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED BRIDGES
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100

Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 17

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PROPOSED RETAINING WALL
END WILDLIFE FENCING
PROPOSED RETAINING WALL
PROPOSED GRAVITY WALL
END WILDLIFE FENCING
℄ CONST. SR 70
PI STA. 4266+14.30
4255 4256 4257 4258 4259 4260 4261 4262 4263 4264 4265 4266 4267 4268 4269 42
OE
G(B)

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
- FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
18

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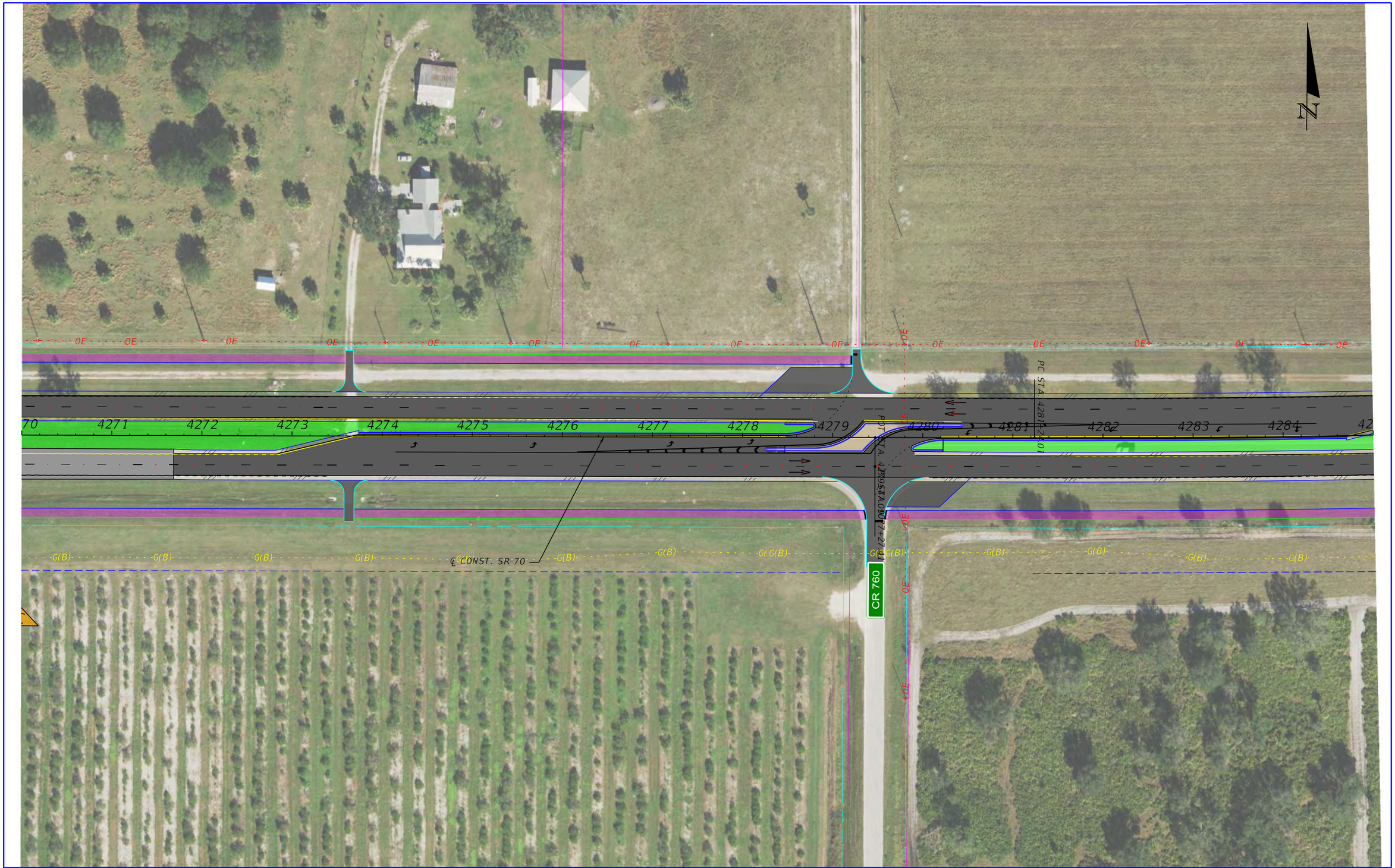

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 19

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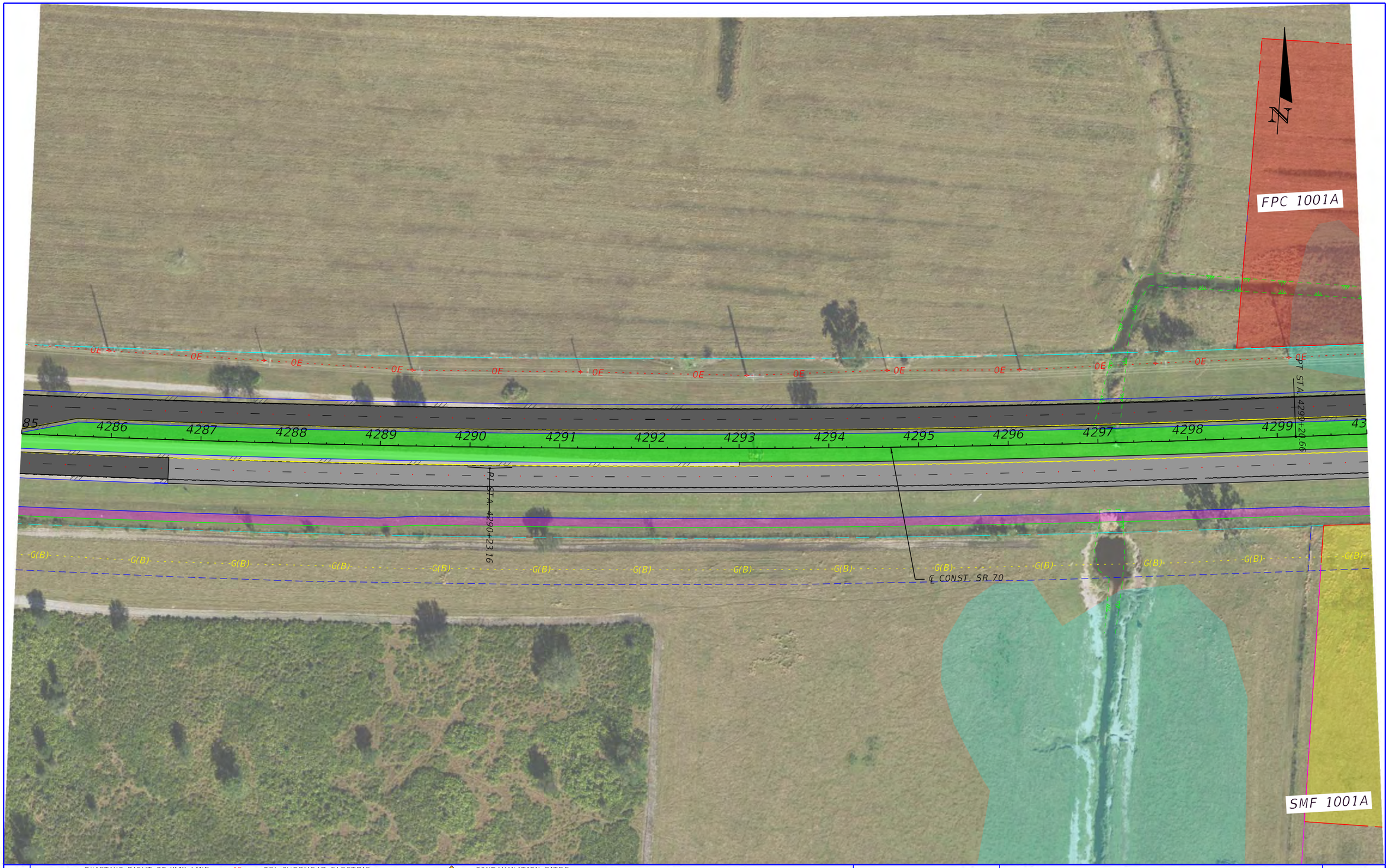

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
20

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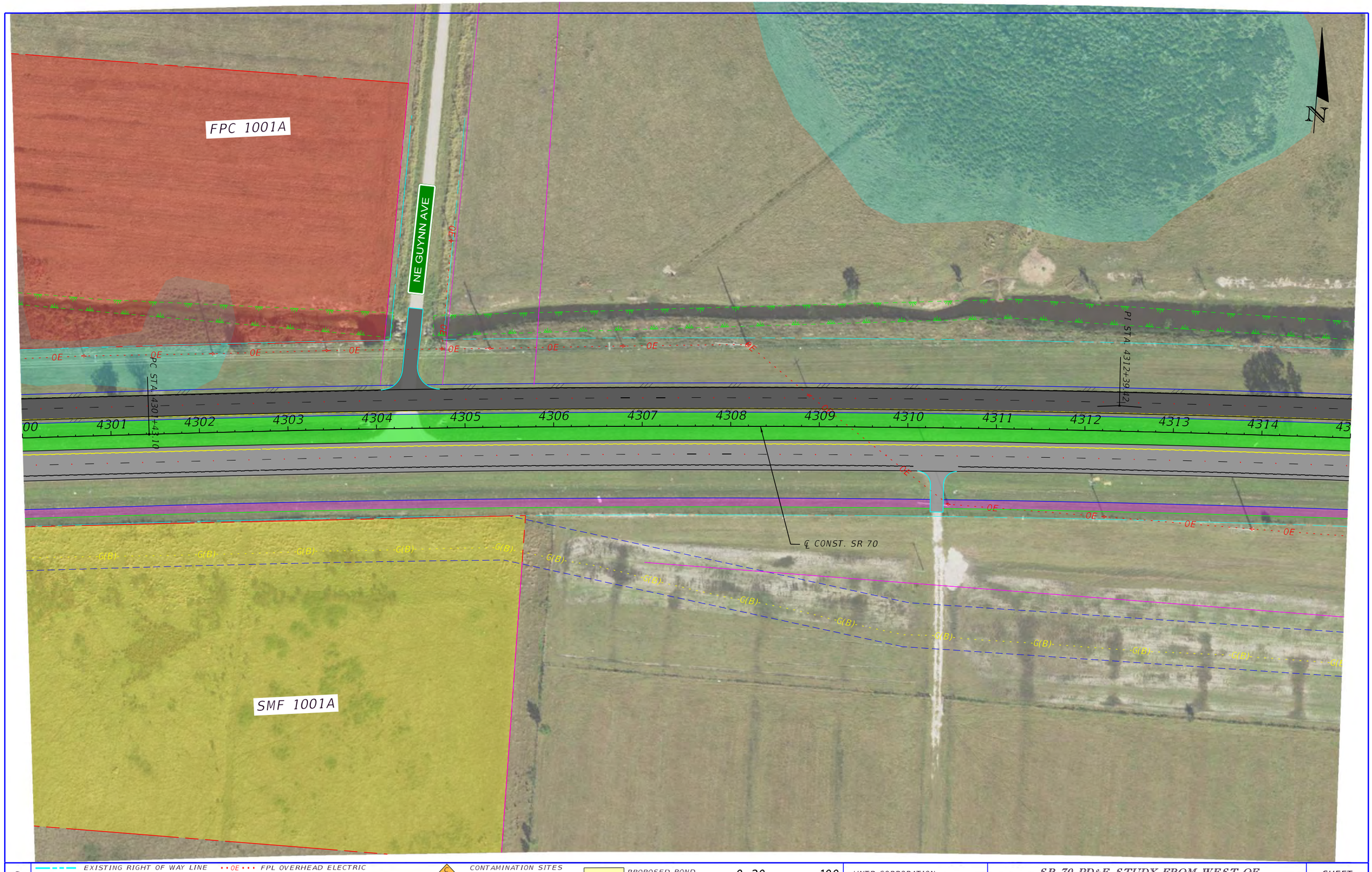

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
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0 20 100
Feet

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 21

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
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- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 22

PROPOSED GUARDRAIL

PI STA. 4332+17.11

4330 4331 4332 4333 4334 4335 4336 4337 4338 4339 4340 4341 4342 4343 4344 43

℄ CONST. SR 70

SE TURKEY HAMMOCK RD

OE OE OE OE OE OE OE OE OE OE OE OE OE OE

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
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- PROPOSED POND
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0 20 100

Feet

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 23

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FPC 1002-NA

PROPOSED GUARDRAIL

PI STA 4359+19.46

45 4346 4347 4348 4349 4350 4351 4352 4353 4354 4355 4356 4357 4358 4359 43

℄ CONST. SR 70

OE

FPC 1002-SB

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100

Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 24

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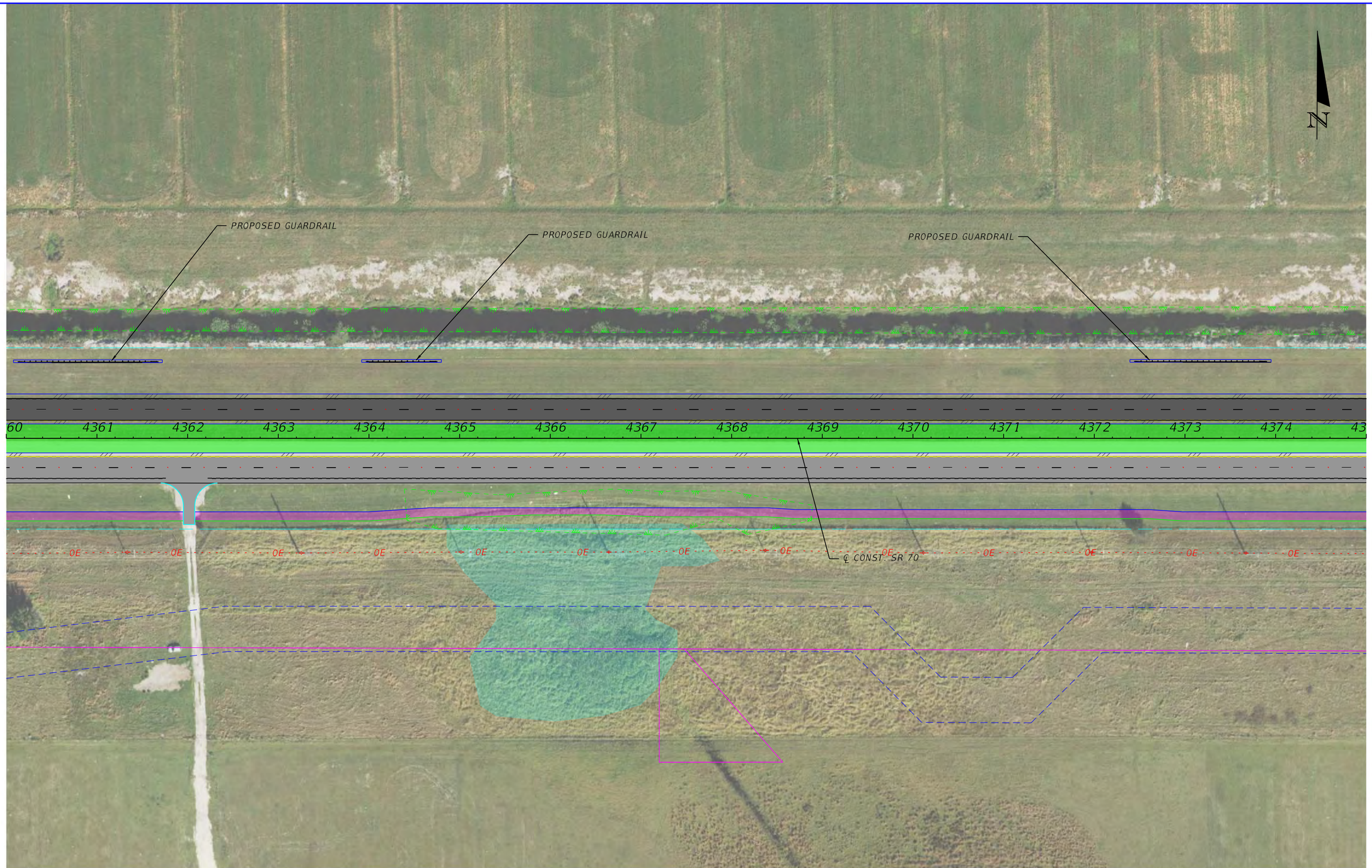

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- GT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
25

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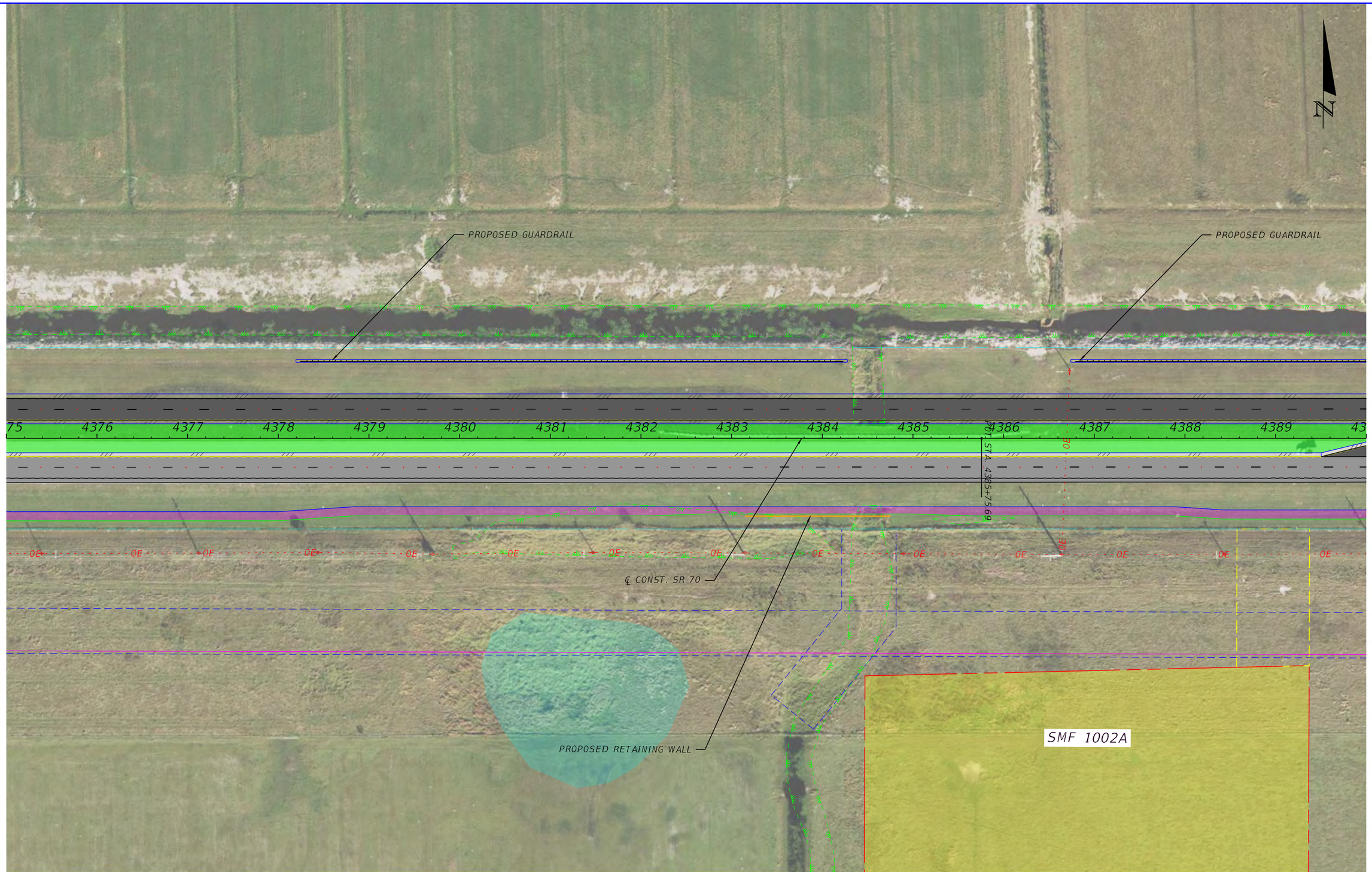

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 26

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PROPOSED GUARDRAIL

END WILDLIFE FENCING

℄ CONST. SR 70

UDDER CATTLE COMPANY

END WILDLIFE FENCING

4390 4391 4392 4393 4394 4395 4396 4397 4398 4399 4400 4401 4402 4403 4404 44

OE G(B) G(B,G(B))

LEGEND

EXISTING RIGHT OF WAY LINE	OE FPL OVERHEAD ELECTRIC	CONTAMINATION SITES	PROPOSED POND
PROPOSED RIGHT OF WAY LINE	EXISTING 100-YR FLOODPLAIN	PROPOSED SHOULDER	PROPOSED BRIDGES
EXISTING PROPERTY LINE	PROPOSED MILLING & RESURFACING	PROPOSED GRASS MEDIAN	PROPOSED FLOODPLAIN COMPENSATION SITES
EXISTING EASEMENT	PROPOSED RECONSTRUCTION/WIDENING	PROPOSED RIPRAP	
PROPOSED EASEMENT	PROPOSED SHARED USE PATH	PROPOSED WILDLIFE CROSSING	
WETLANDS	G(B) FGT GAS LINES	PROPOSED FENCING	

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 27

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PROPOSED GUARDRAIL

TIGER BAY

PI STA. 4412+37.88

4405 4406 4407 4408 4409 4410 4411 4412 4413 4414 4415 4416 4417 4418 4419

℄ CONST. SR 70

OE

G(B)

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 28

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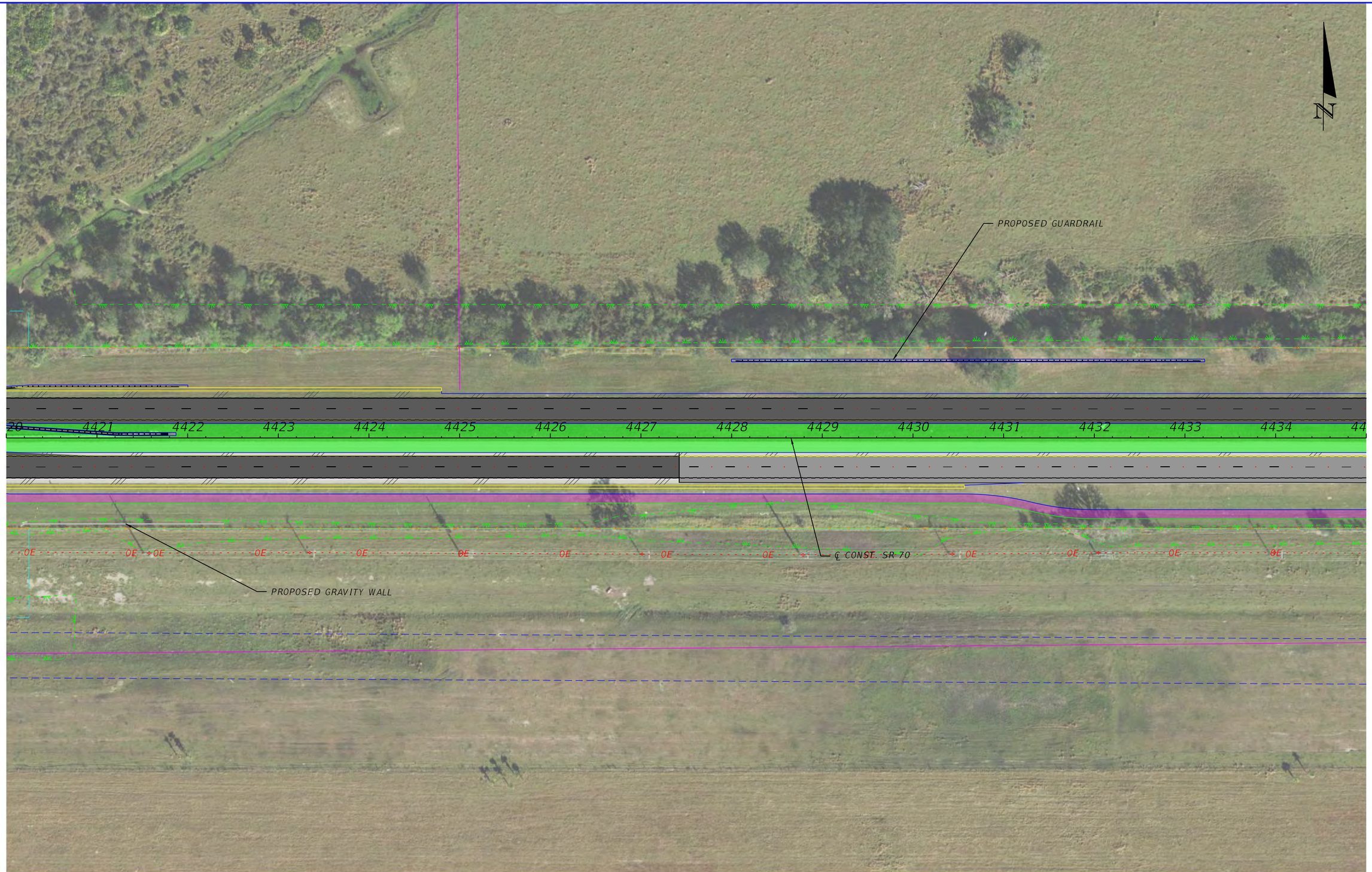

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED SHARED USE PATH
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- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY

FPID 451942-1-22-01

SHEET NO. 29

SMF 1003B

PROPOSED GUARDRAIL

END WILDLIFE FENCING

PROPOSED GUARDRAIL

PROPOSED GUARDRAIL

N

35 4436 4437 4438 4439 4440 4441 4442 4443 4444 4445 4446 4447 4448 4449 44

OE OE OE OE OE OE OE OE OE OE OE OE OE OE

℄ CONST. SR 70

END WILDLIFE FENCING

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED SHARED USE PATH
- GAS FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 30

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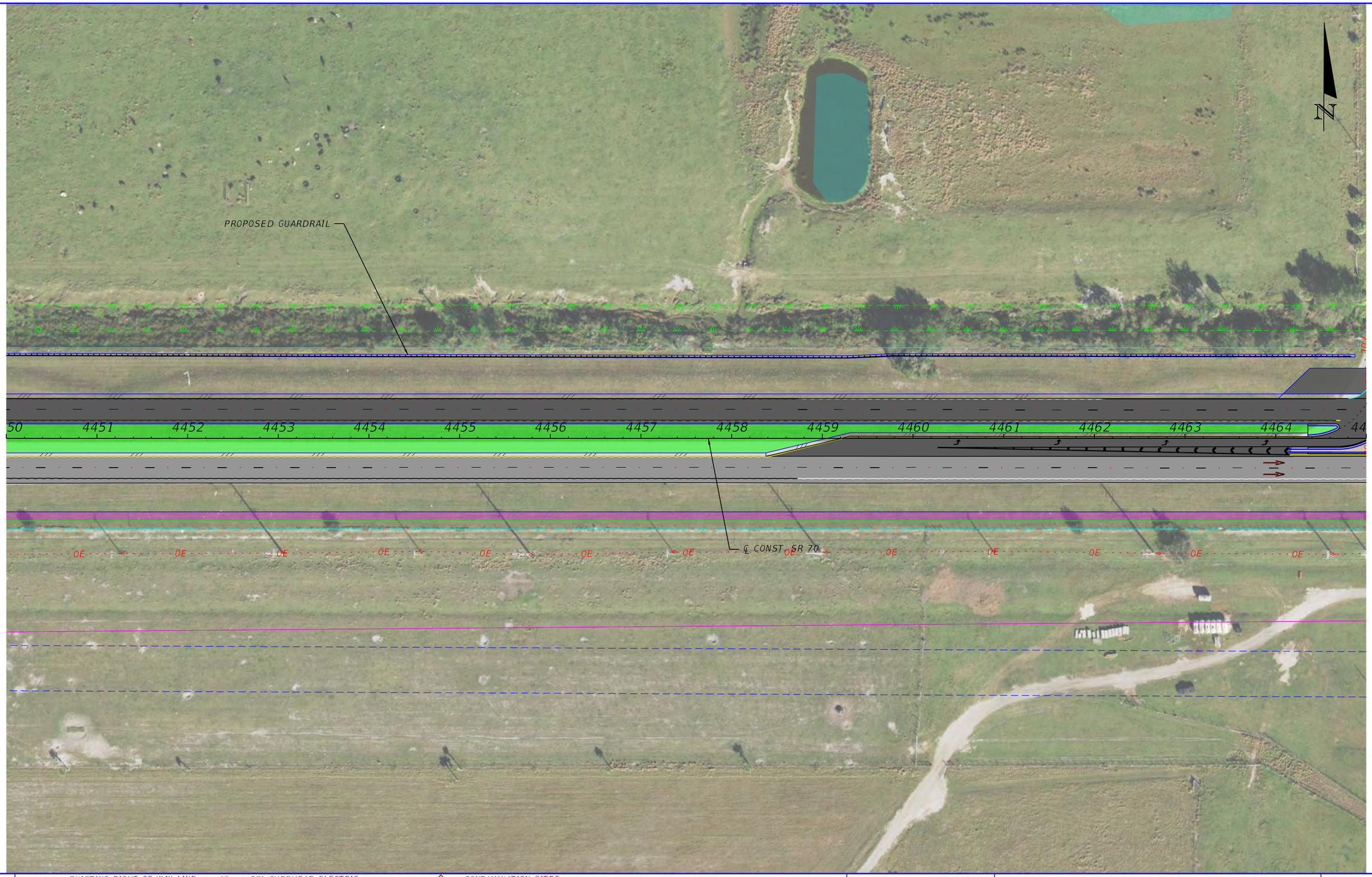

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
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- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO.
31

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NE FOUR MILE GRADE

PROPOSED GUARDRAIL

END WILDLIFE FENCING

PI STA. 4465+49.11

4465 4466 4467 4468 4469 4470 4471 4472 4473 4474 4475 4476 4477 4478 4479 44

℄ CONST. SR 70

END WILDLIFE FENCING

UDDER CATTLE COMPANY

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 32

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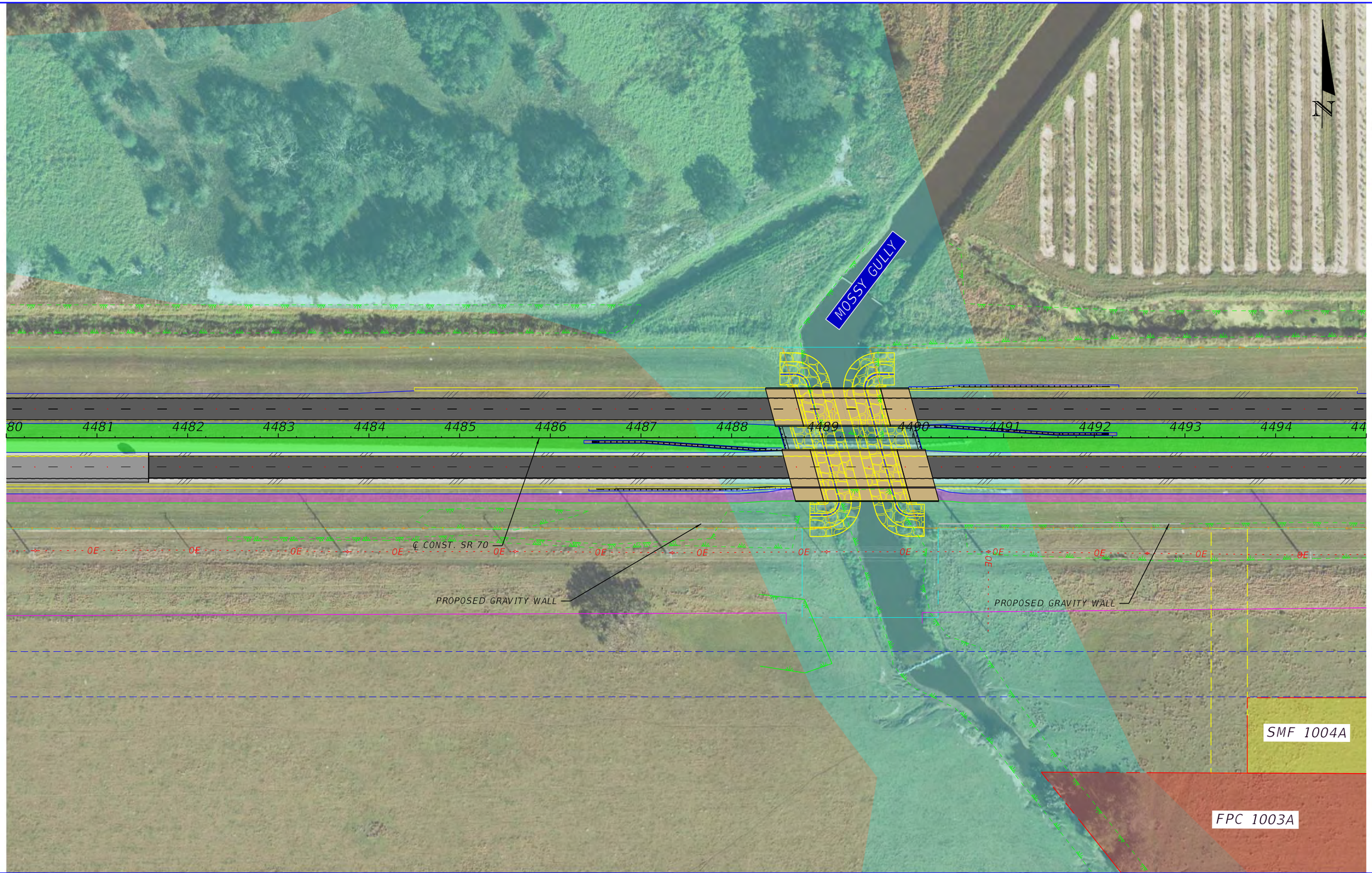

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
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- CONTAMINATION SITES
- PROPOSED SHOULDER
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- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 33

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LEGEND

— — —	EXISTING RIGHT OF WAY LINE
— - —	PROPOSED RIGHT OF WAY LINE
——	EXISTING PROPERTY LINE
— — —	EXISTING EASEMENT
— — —	PROPOSED EASEMENT
- - ⁂ - -	WETLANDS
• • OE • • •	FPL OVERHEAD ELECTRIC
🟦	EXISTING 100-YR FLOODPLAIN
⬜	PROPOSED MILLING & RESURFACING
⬛	PROPOSED RECONSTRUCTION/WIDENING
🟪	PROPOSED SHARED USE PATH
• •G(B)• • •	FGT GAS LINES
C	CONTAMINATION SITES
▨	PROPOSED SHOULDER
🟩	PROPOSED GRASS MEDIAN
🟨	PROPOSED RIPRAP
🟦	PROPOSED WILDLIFE CROSSING
—•—•—	PROPOSED FENCING
🟨	PROPOSED POND
🟫	PROPOSED BRIDGES
🟥	PROPOSED FLOODPLAIN COMPENSATION SITES

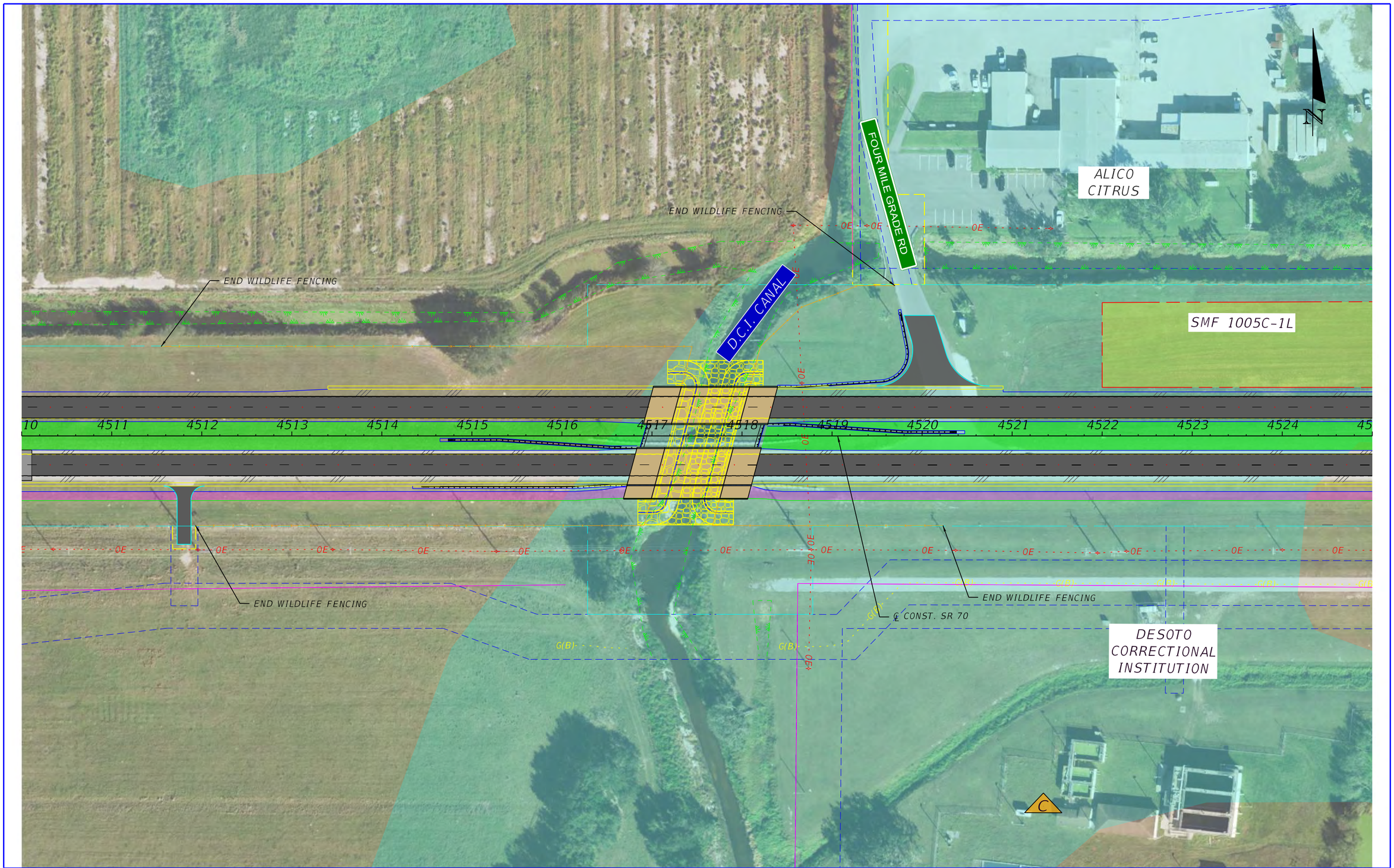
0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF
SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET
NO.
34



LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED POND
- PROPOSED BRIDGES
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0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 35

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ALICO CITRUS

SMF 1005C-1L

PROPOSED GUARDRAIL

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4525 4526 4527 4528 4529 4530 4531 4532 4533 4534 4535 4536 4537 4538 4539 45

℄ CONST. SR 70

DESOTO CORRECTIONAL INSTITUTION

OE

G(B)

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 36

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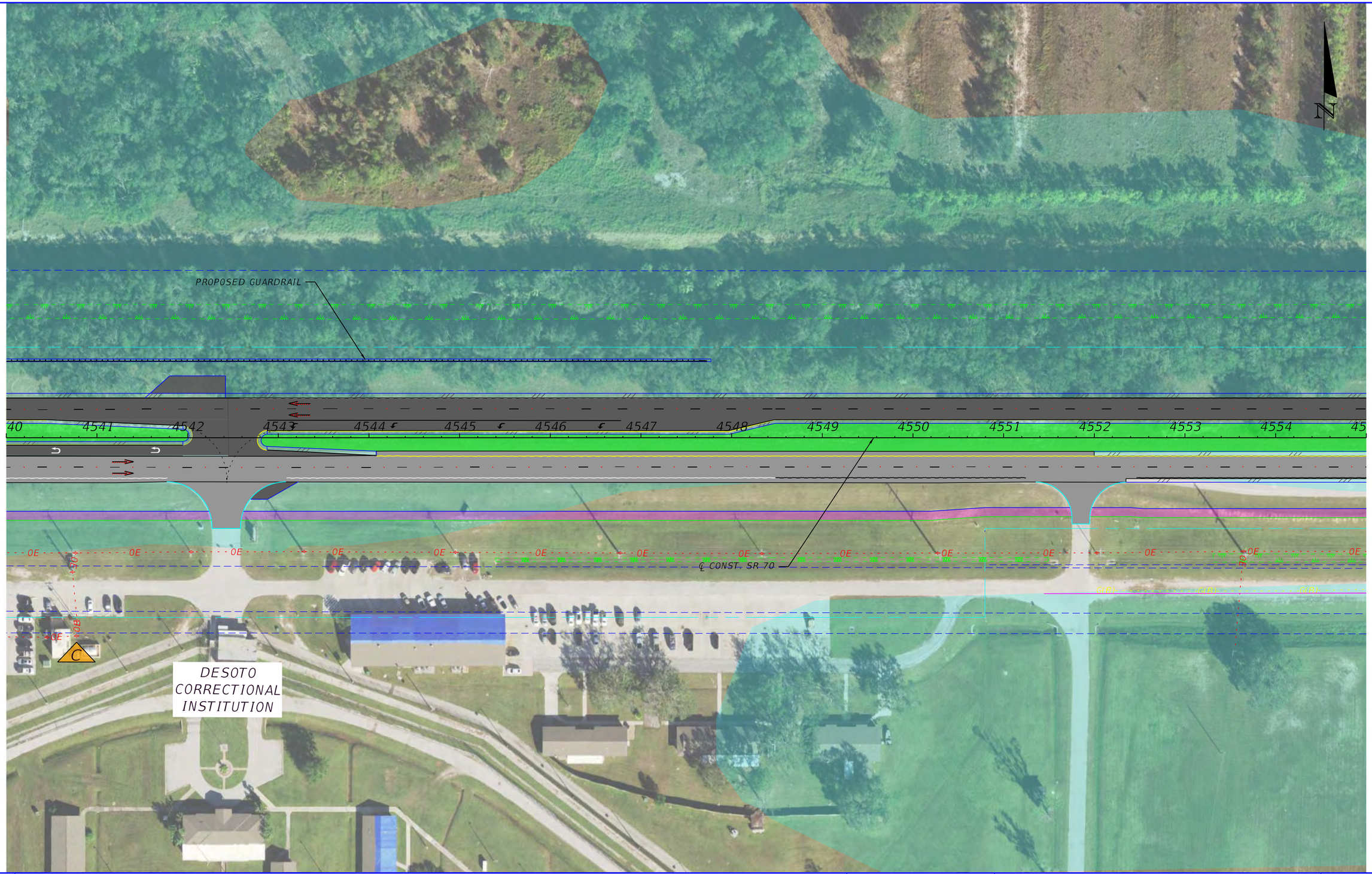

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
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- C CONTAMINATION SITES
- PROPOSED SHOULDER
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Feet

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 37

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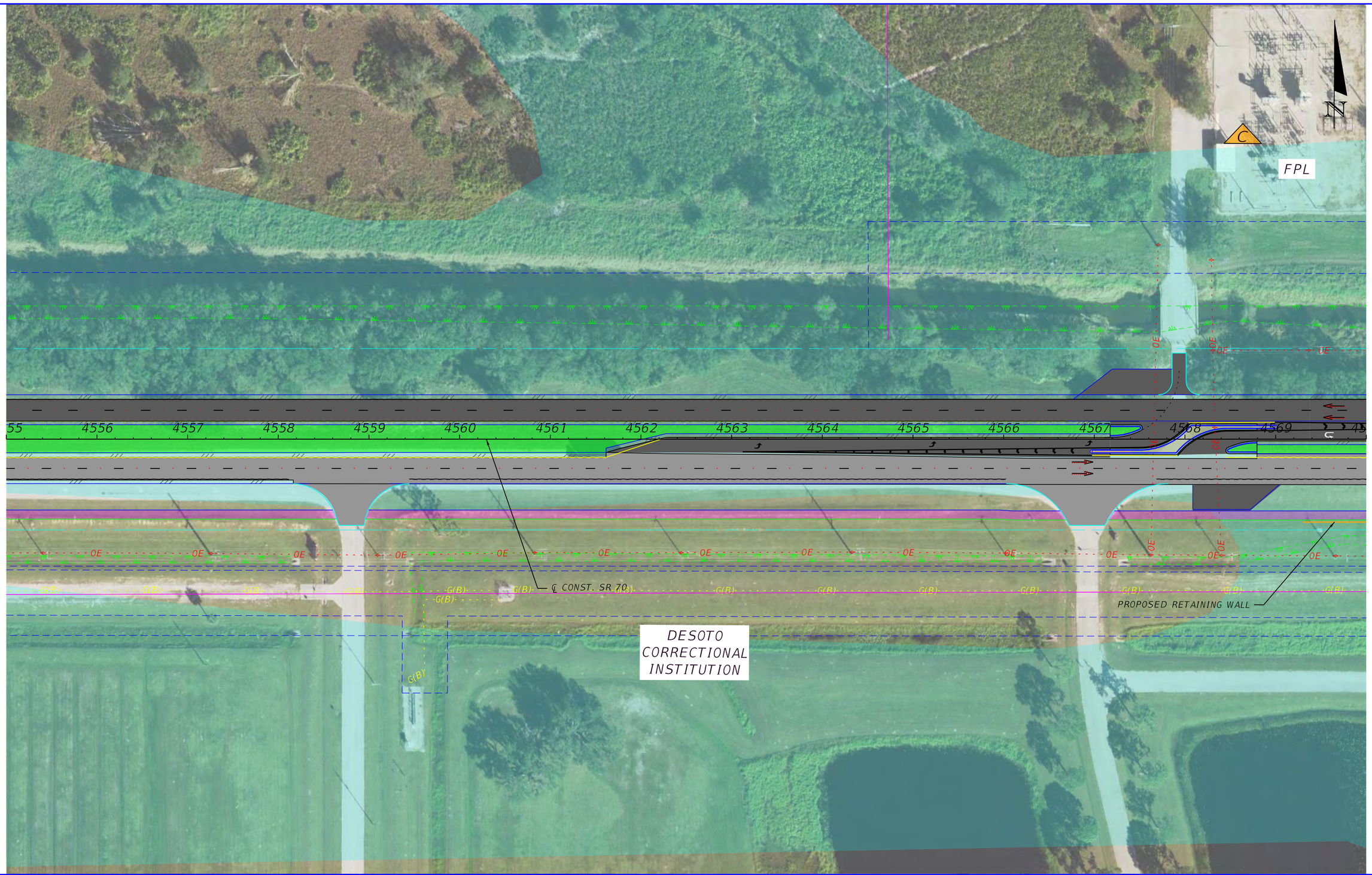

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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0 20 100
Feet

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HNTB CORPORATION
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 38

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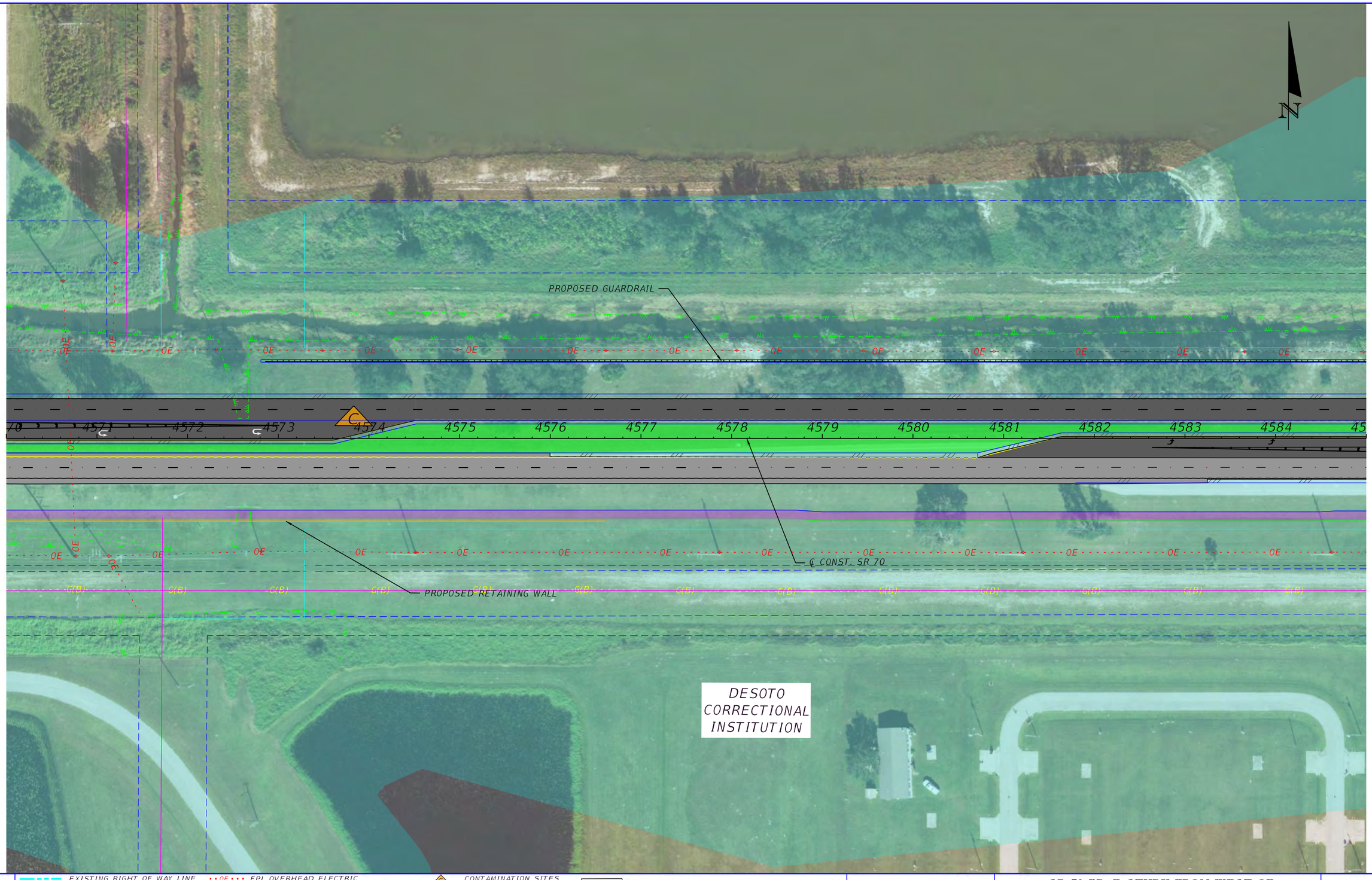

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 39

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DESOTO RECYCLING

PROPOSED GUARDRAIL

PROPOSED GUARDRAIL

PROPOSED GUARDRAIL

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DESOTO CORRECTIONAL INSTITUTION

FPC 1006A

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- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED SHARED USE PATH
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- PROPOSED FENCING
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- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.

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PROPOSED GUARDRAIL

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LEGEND

- EXISTING RIGHT OF WAY LINE
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- EXISTING PROPERTY LINE
- EXISTING EASEMENT
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- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED SHARED USE PATH
- GAS FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
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- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 41

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PROPOSED GUARDRAIL

PROPOSED GUARDRAIL

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.

42

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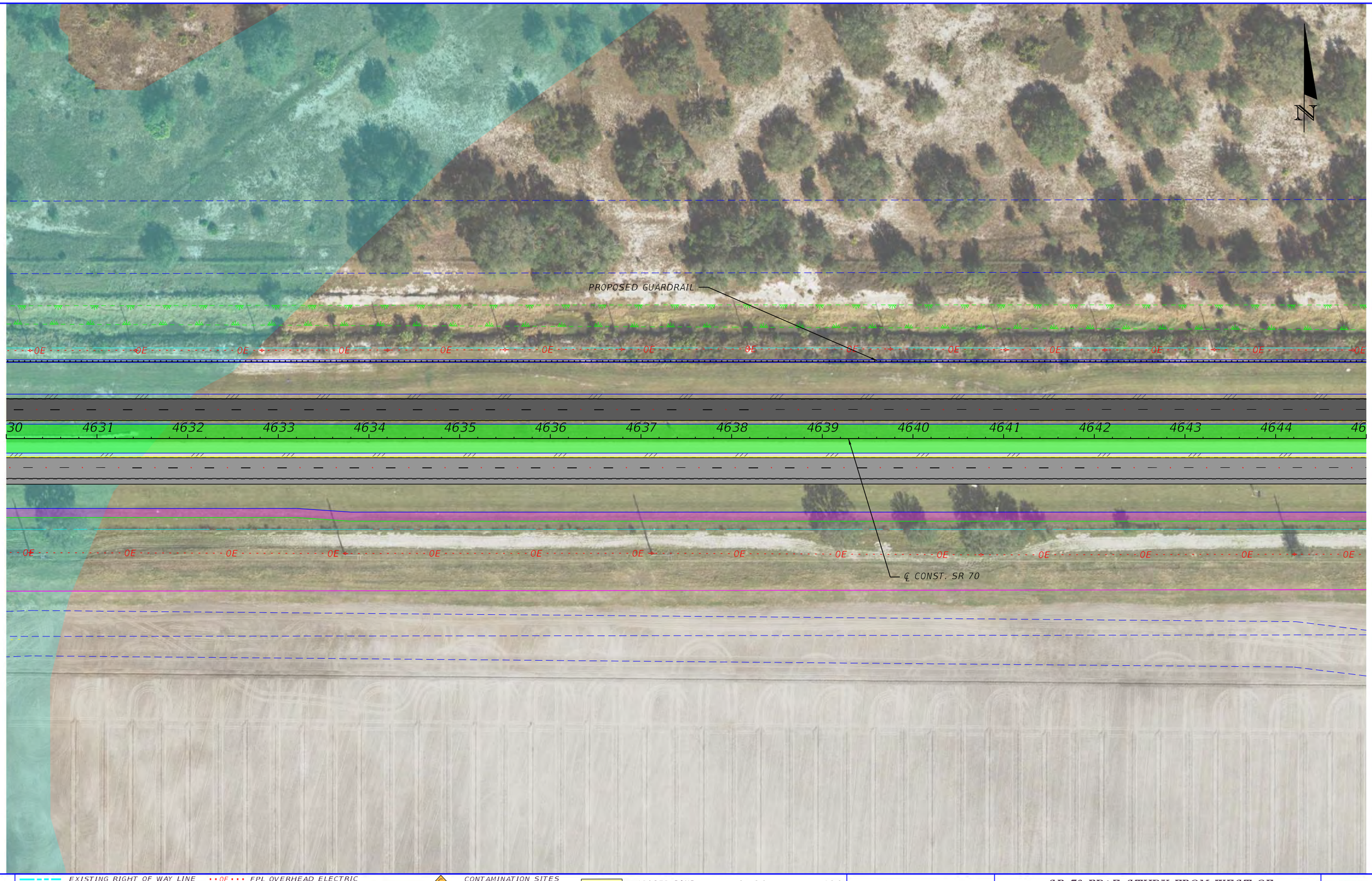

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
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- PROPOSED BRIDGES
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 43

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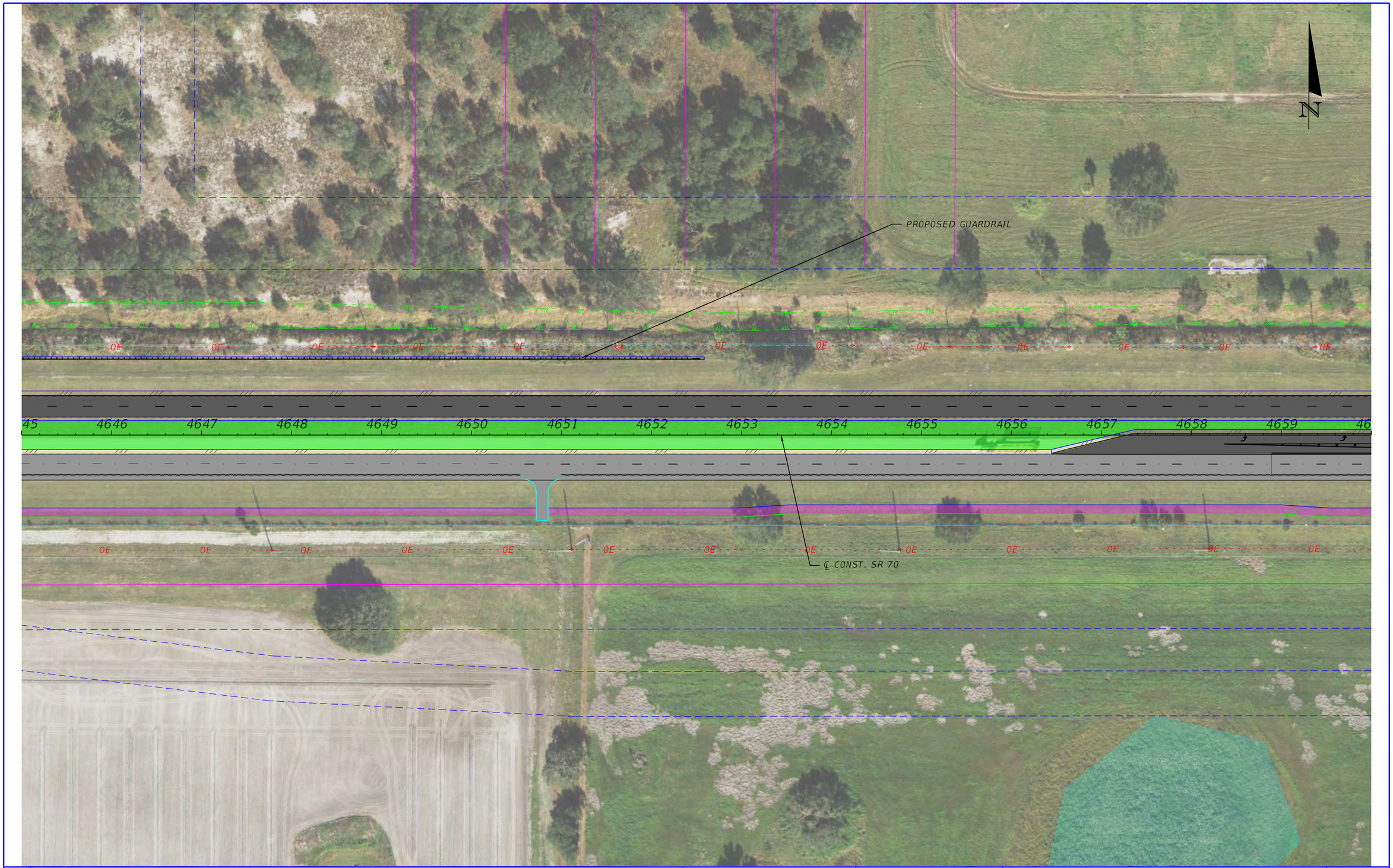

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
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- CONTAMINATION SITES
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 44

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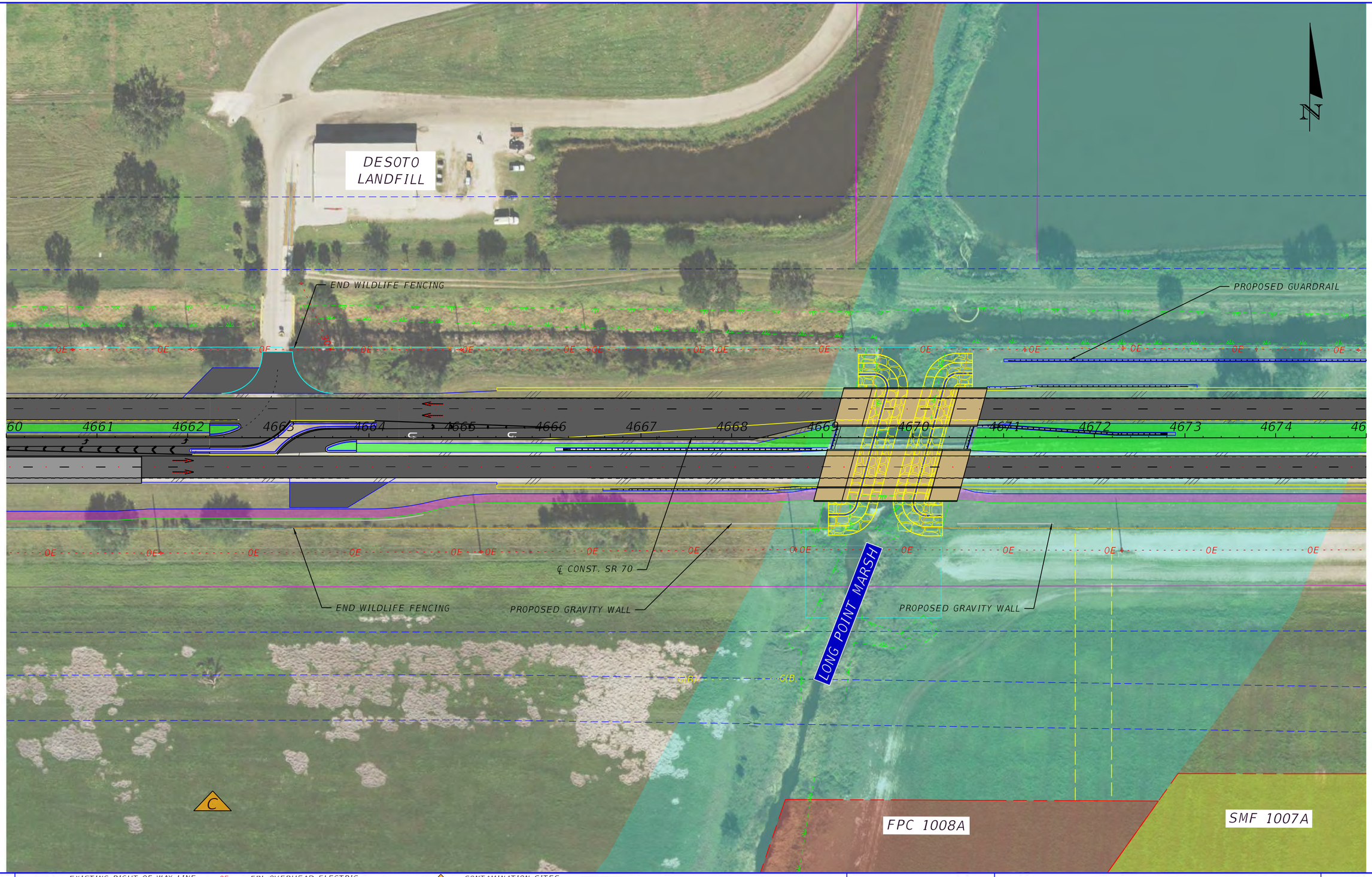

LEGEND

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- WETLANDS
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Feet

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HNTB CORPORATION
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
45

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY

FPID 451942-1-22-01

SHEET NO. 46

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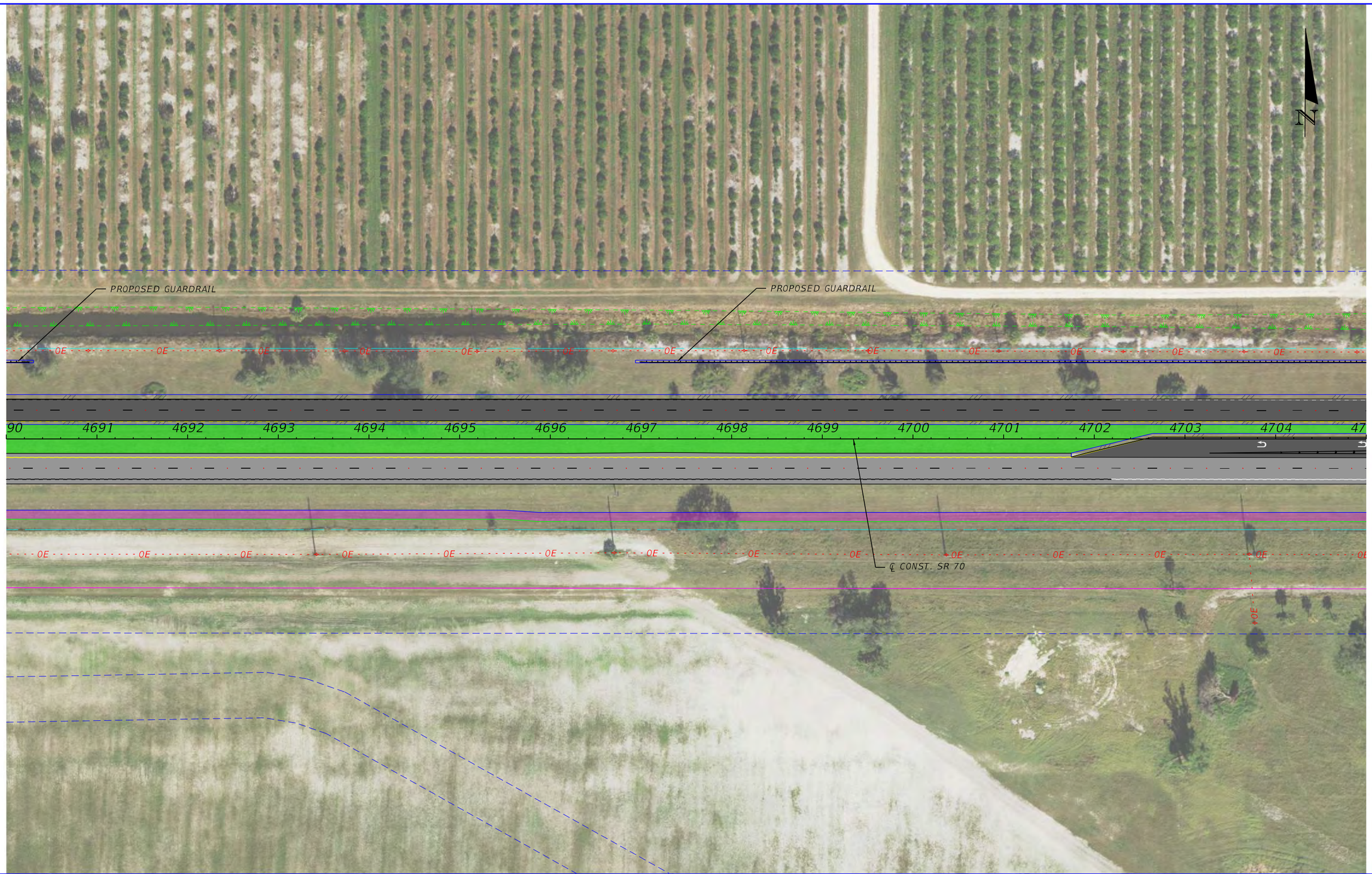

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 47

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 48

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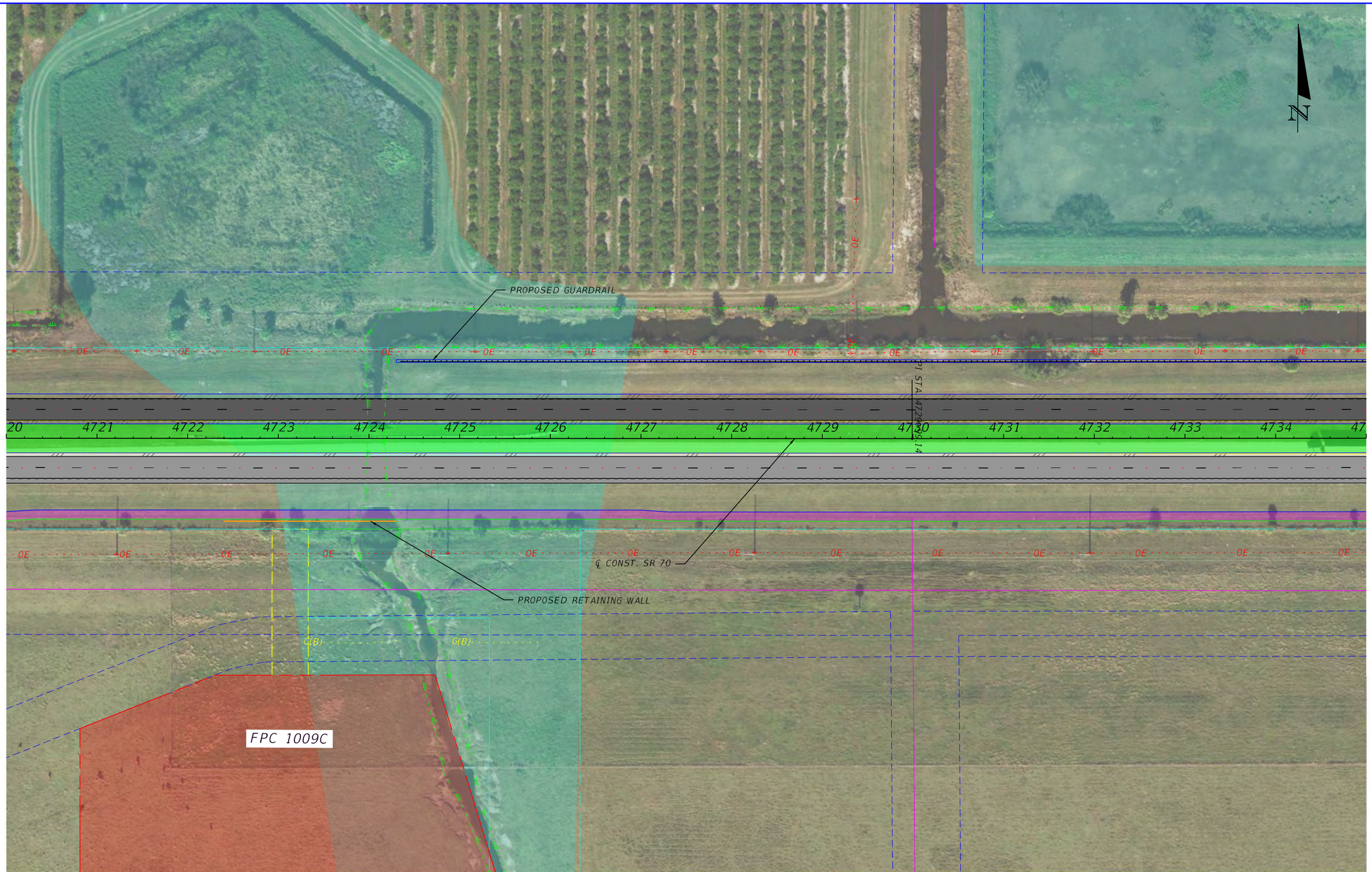

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 49

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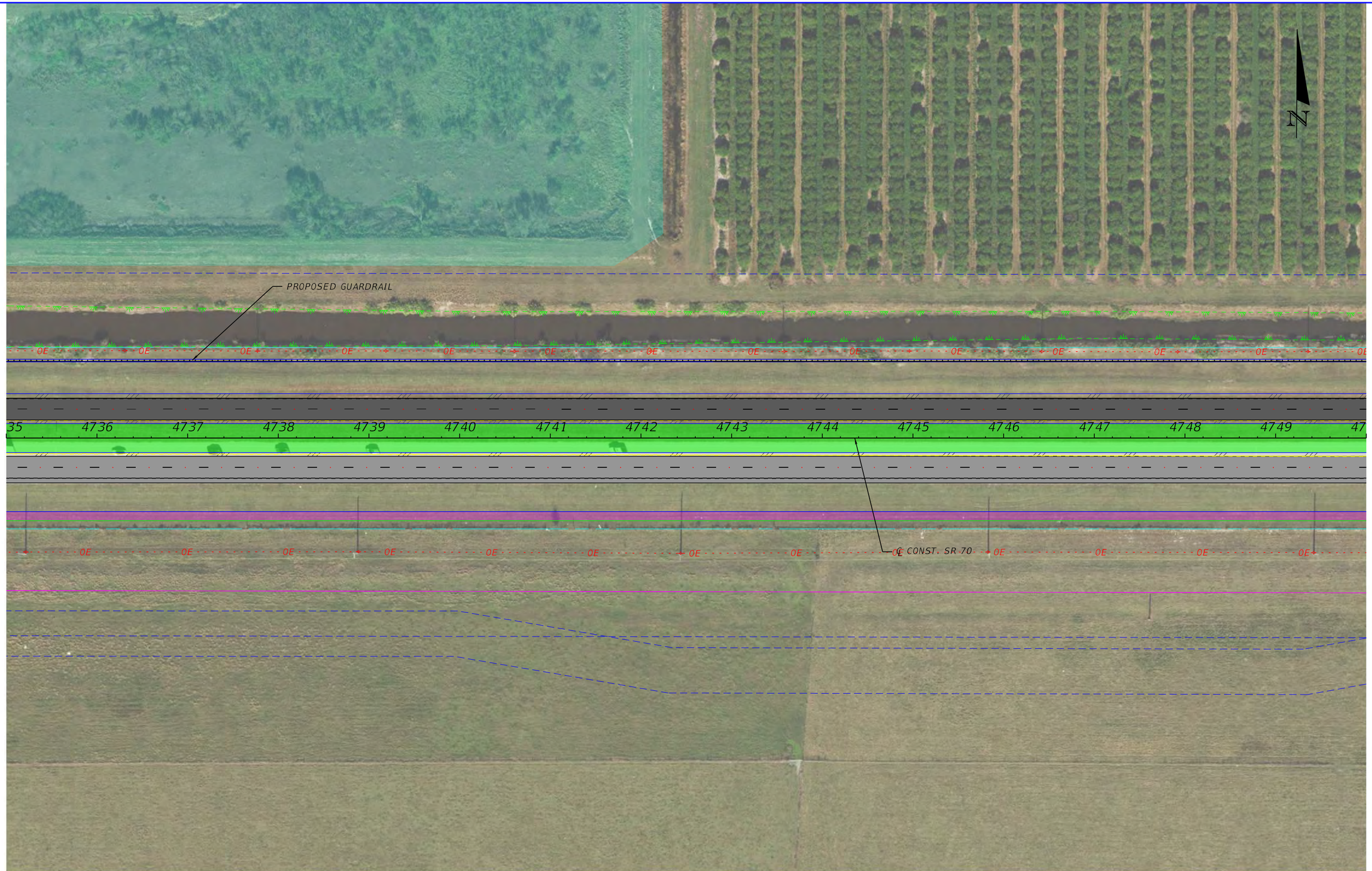

LEGEND

- EXISTING RIGHT OF WAY LINE
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- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
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Feet

DATE OF AERIAL: 2023

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 50

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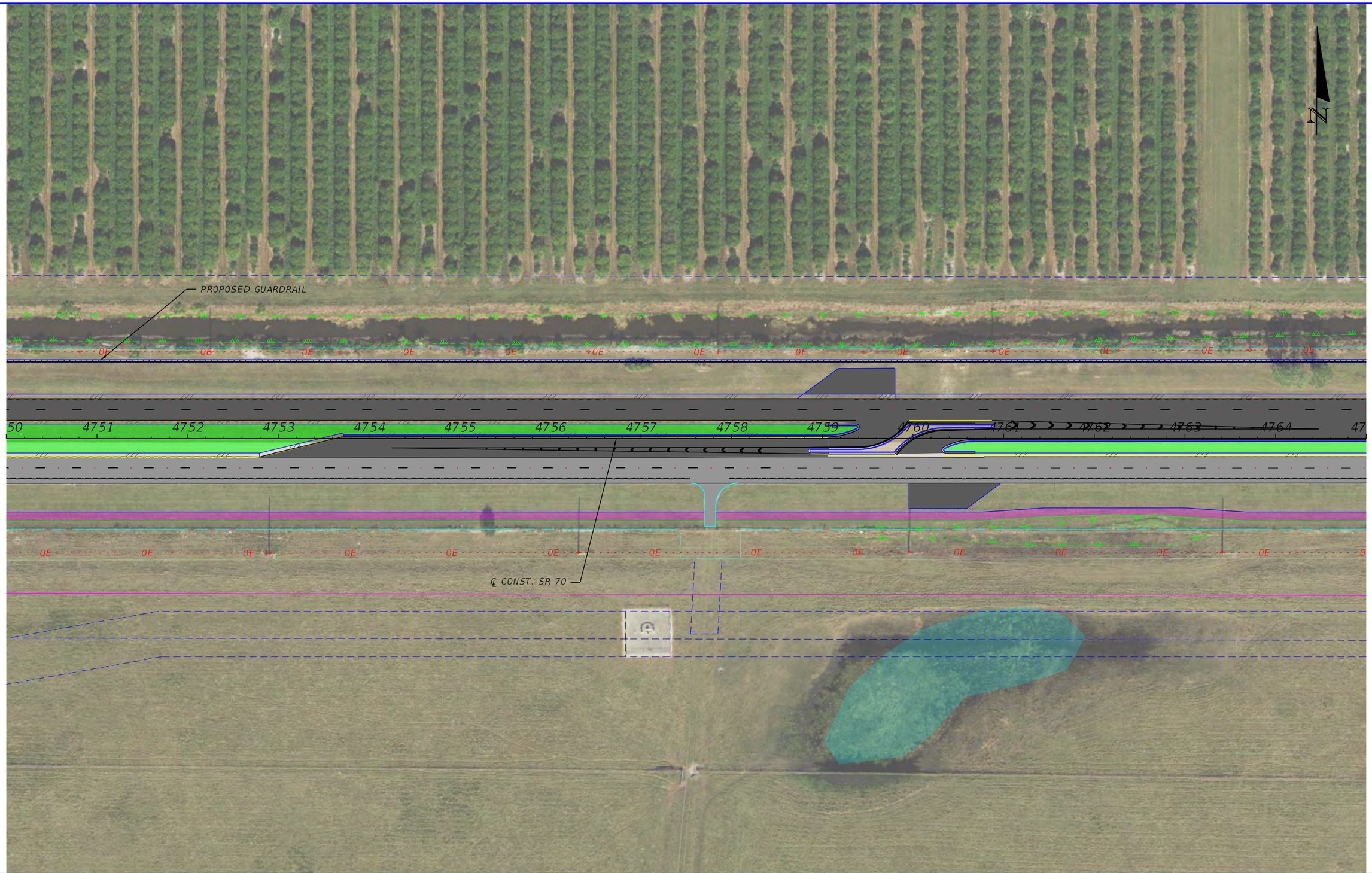

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
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Feet

DATE OF AERIAL: 2023

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 51

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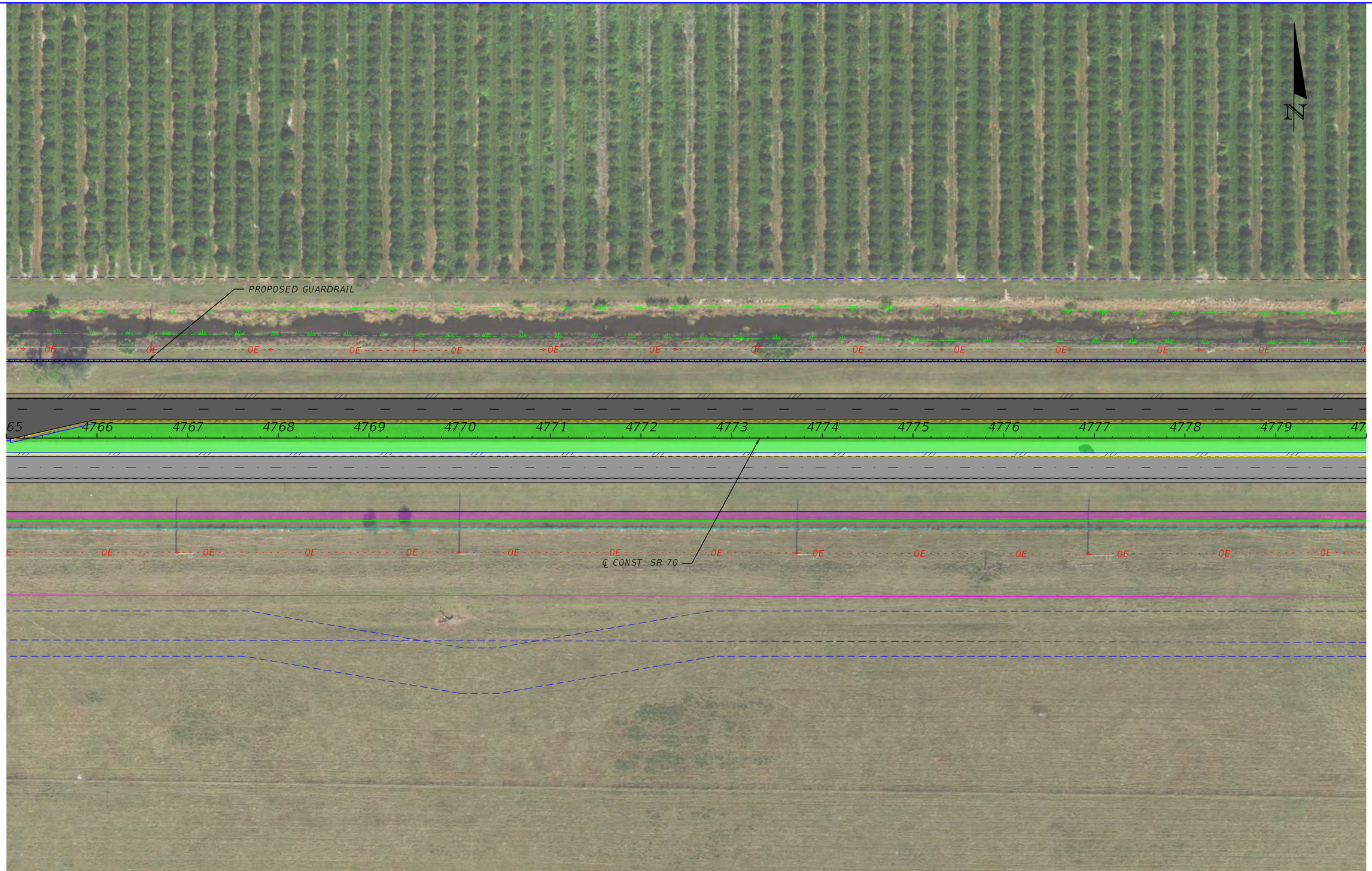

LEGEND

- EXISTING RIGHT OF WAY LINE
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 52

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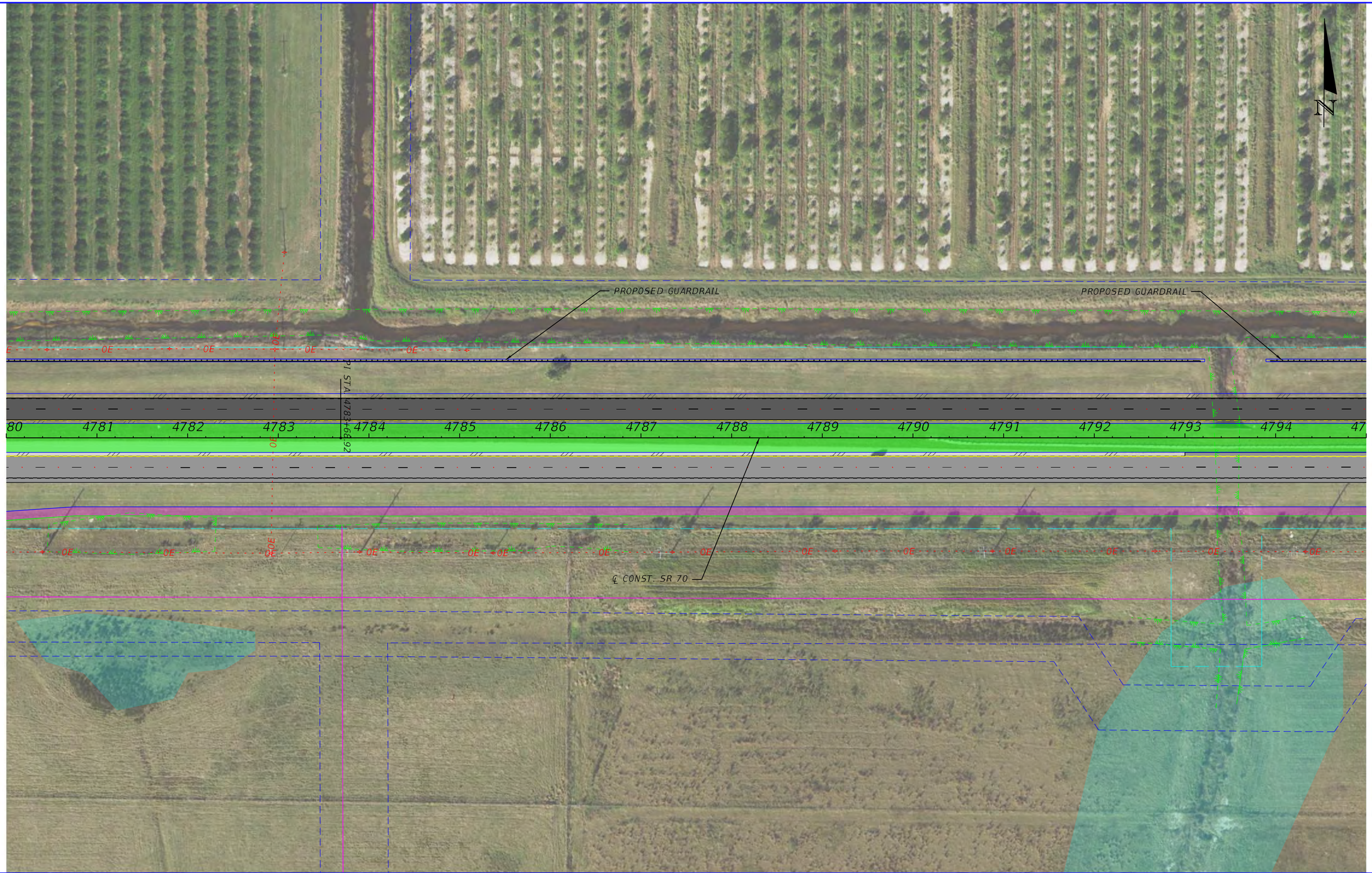

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
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- EXISTING EASEMENT
- PROPOSED EASEMENT
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Feet

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BARTOW, FL 33830
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 461942-1-22-01

SHEET NO. 53

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED FLOODPLAIN COMPENSATION SITES

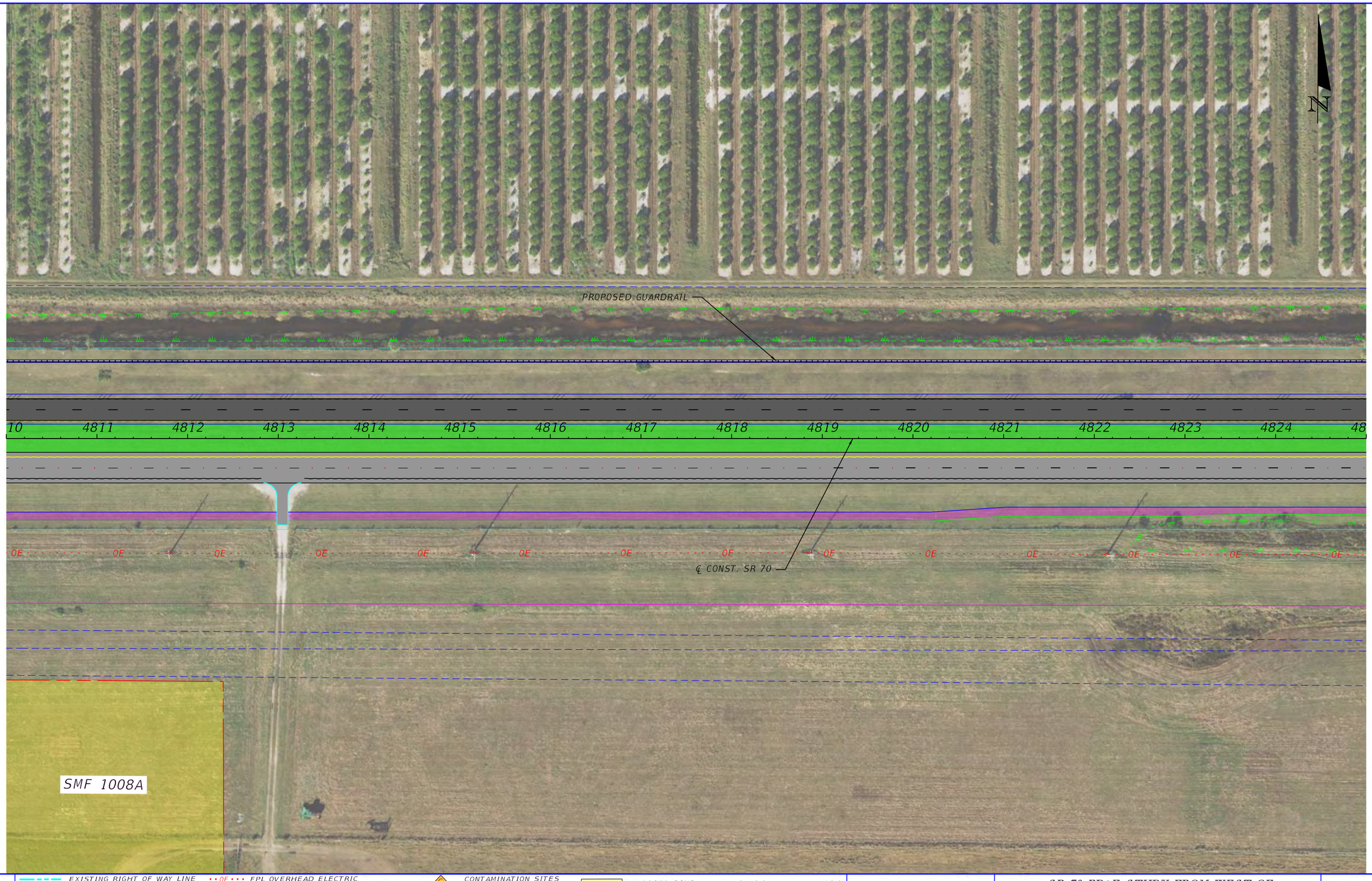
0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 54



LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE — FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(D) — FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
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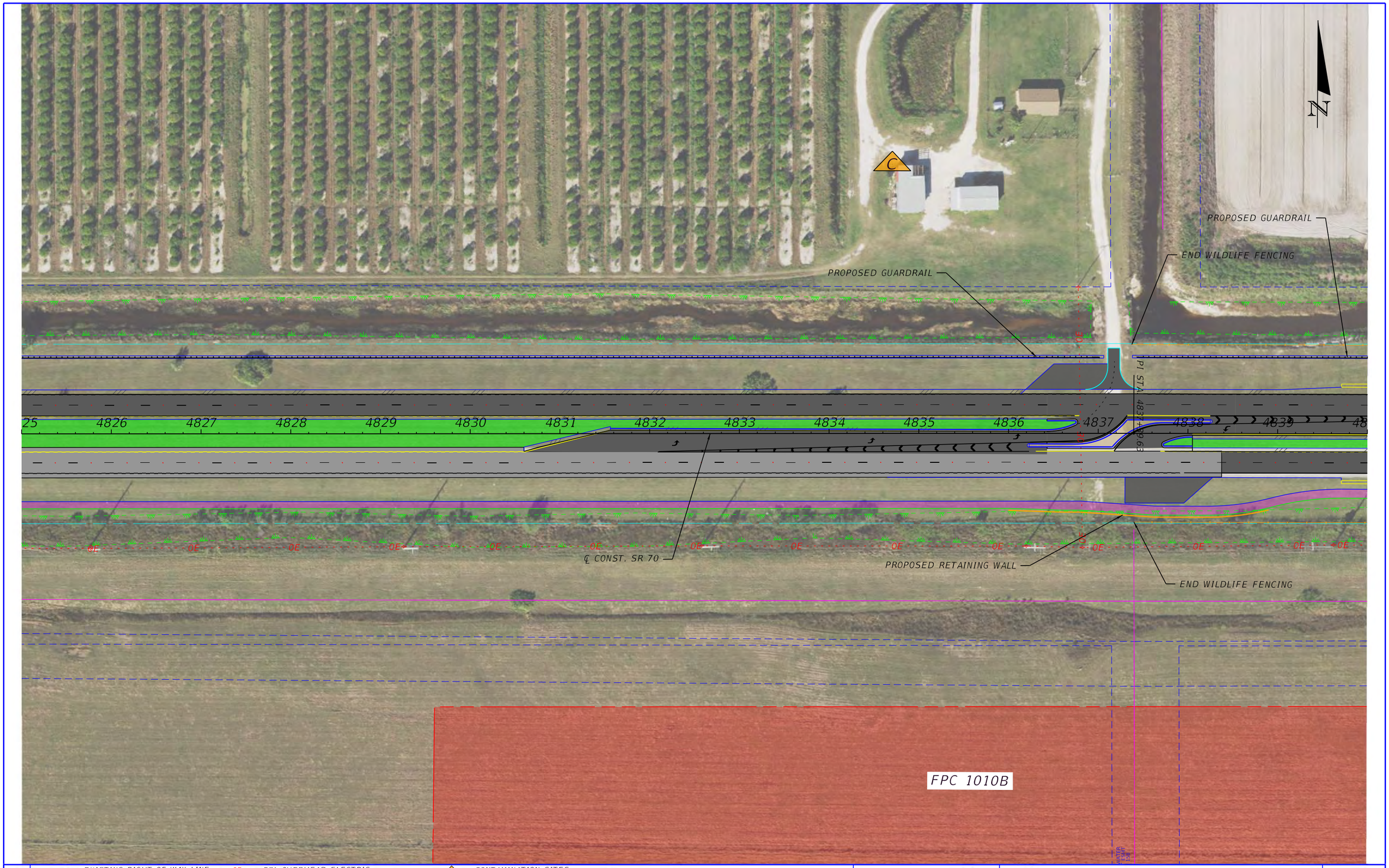
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 55



LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
56

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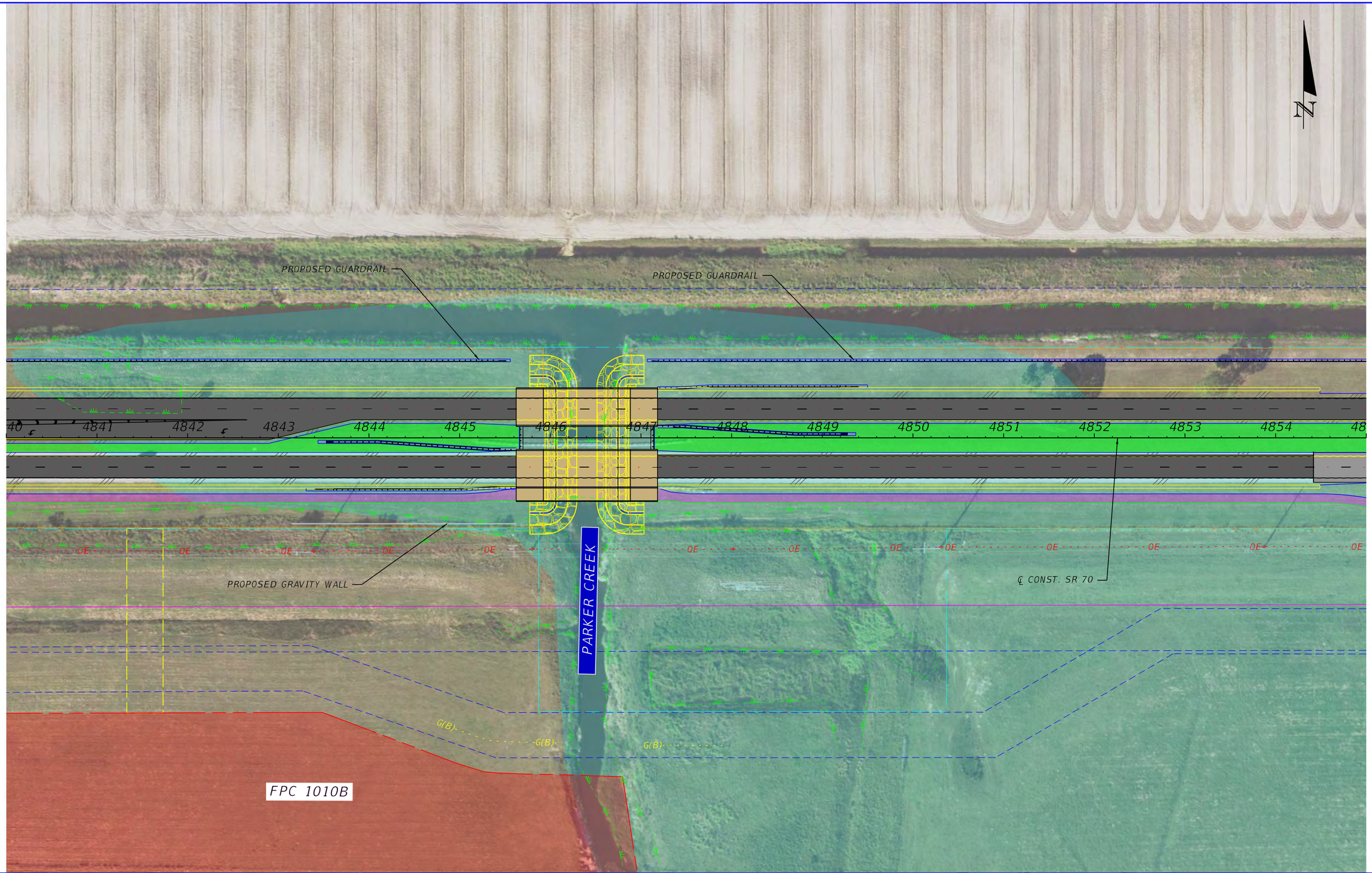

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY

FPID 451942-1-22-01

SHEET NO. 57

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SMF 1009A

ARCADIA FRUIT

PROPOSED GUARDRAIL

END WILDLIFE FENCING

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OE

℄ CONST. SR 70

END WILDLIFE FENCING

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
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- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100

Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 58

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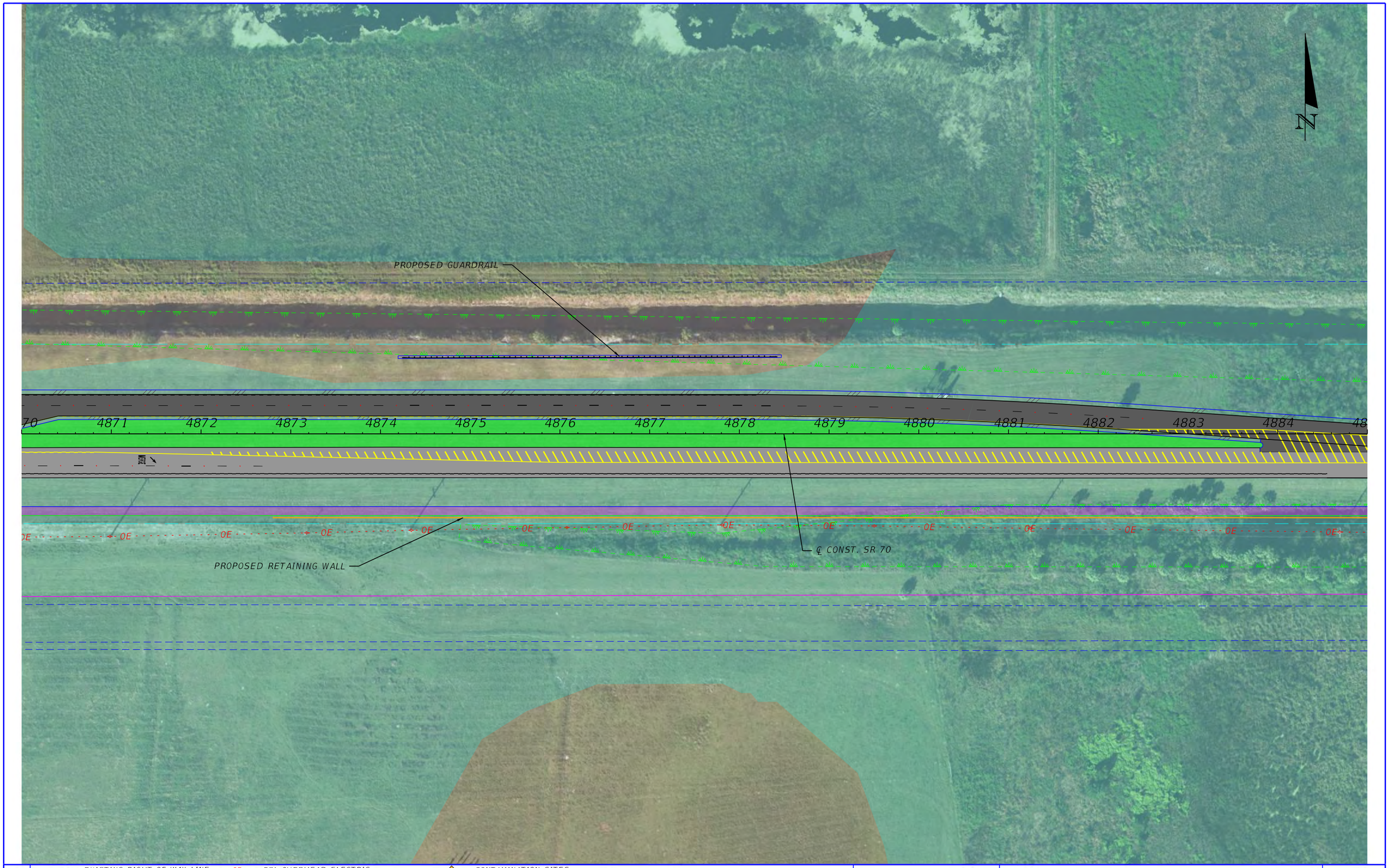

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED BRIDGES
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0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO.

59

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
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- CONTAMINATION SITES
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- PROPOSED GRASS MEDIAN
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- PROPOSED WILDLIFE CROSSING
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 60

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED BRIDGES
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0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 61

FAC NOTE

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED FENCING
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- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 15 60
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 62

FAC NOTE

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
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- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 10 50
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 461942-1-22-01

SHEET NO.
63

FAC NOTE

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MAHON AVE

℄ CONST. SR 70

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
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- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 10 50
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 64

FAC NOTE

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LEGEND

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- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
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- PROPOSED WILDLIFE CROSSING
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 15 60
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 65

FAC NOTE

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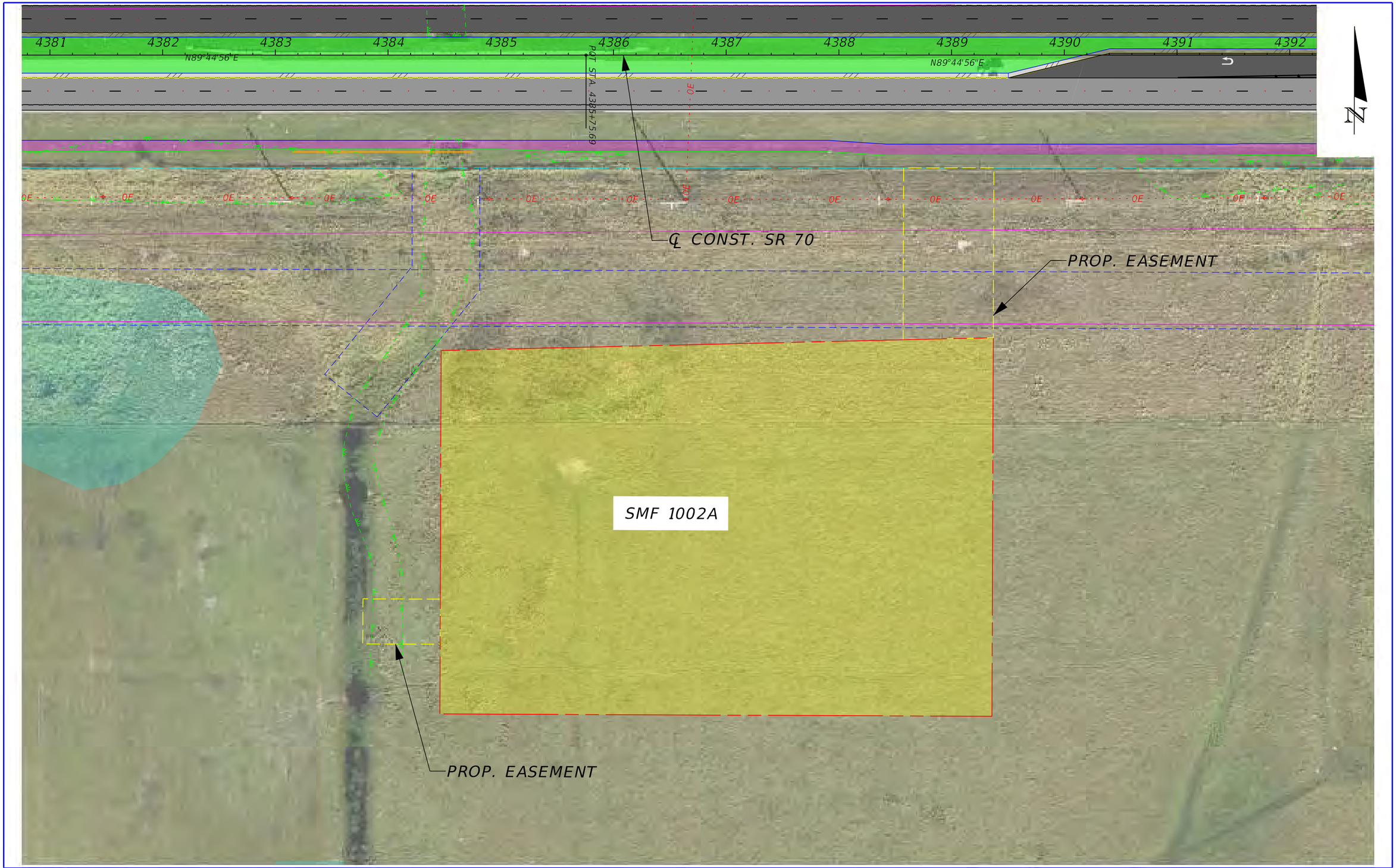

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
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- PROPOSED EASEMENT
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 80
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 66

FAC NOTE

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
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- PROPOSED POND
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0 15 60
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
67

FAC NOTE

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℄ CONST. SR 70

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
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0 10 50

Feet

DATE OF AERIAL: 2023

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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 68

FAC NOTE

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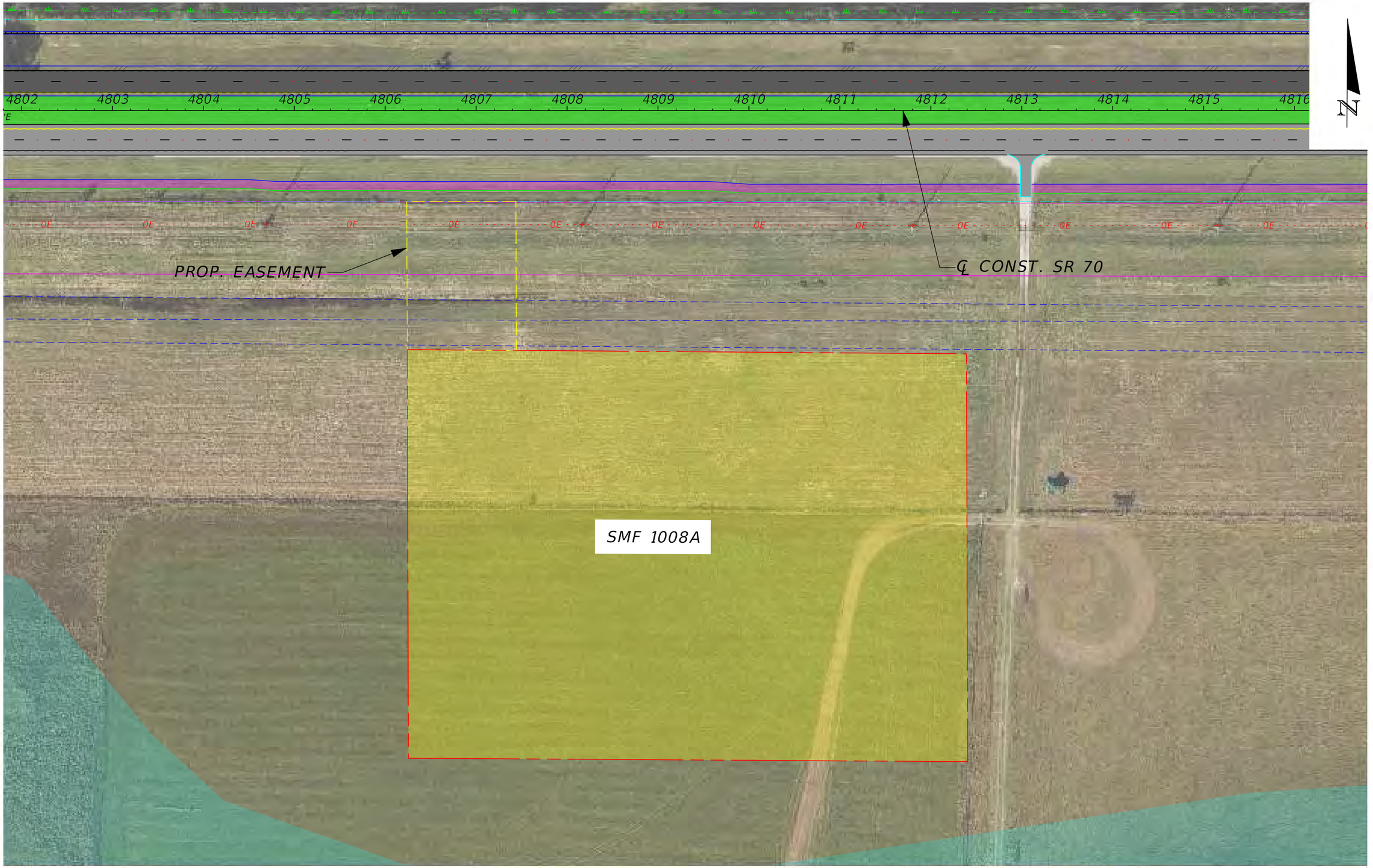

LEGEND

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- PROPOSED RIGHT OF WAY LINE
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- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
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- CONTAMINATION SITES
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- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
69

FAC NOTE

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
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0 15 60
Feet

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FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
70

FAC NOTE

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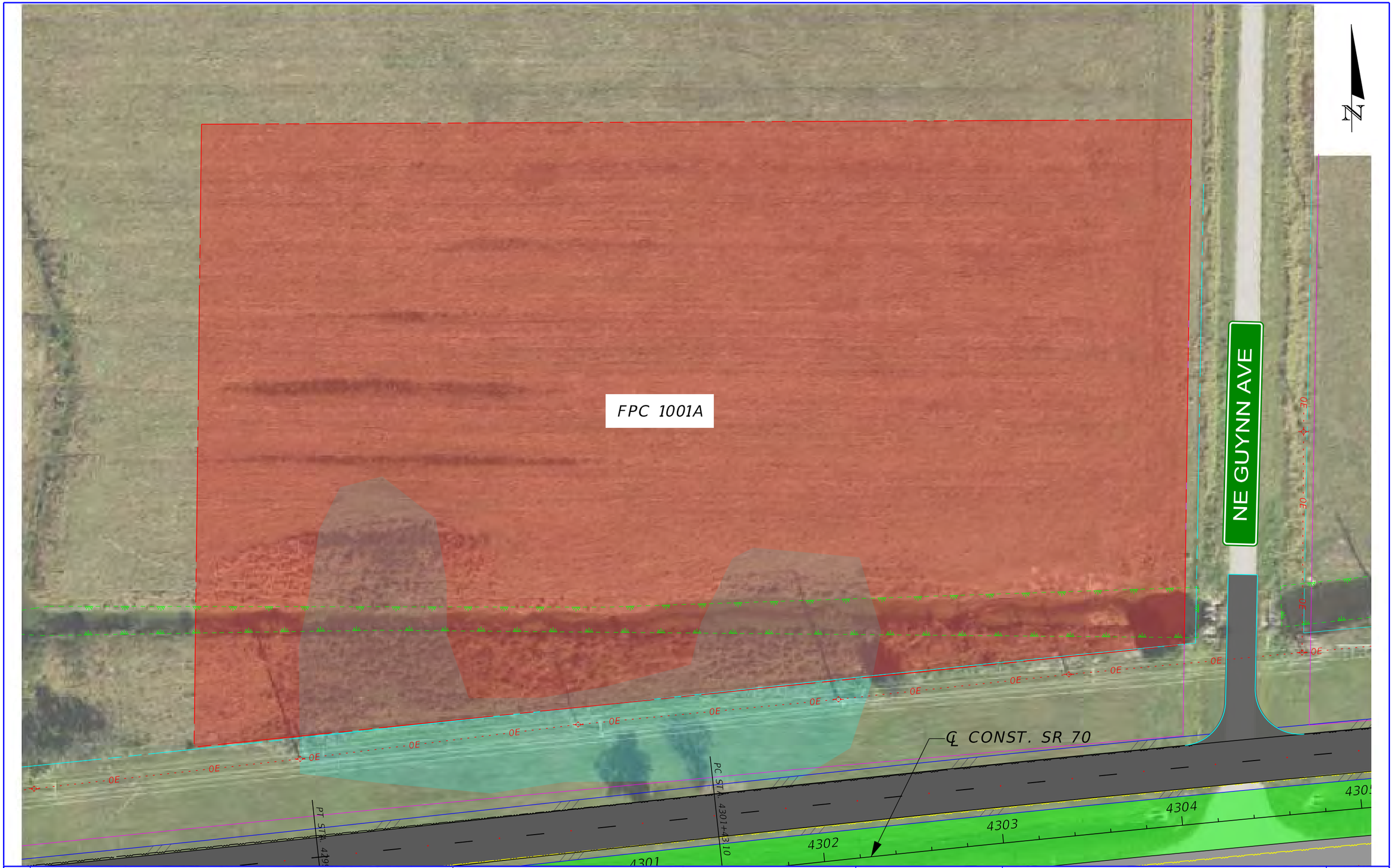

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(F)A FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 10 50
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 71

FAC NOTE

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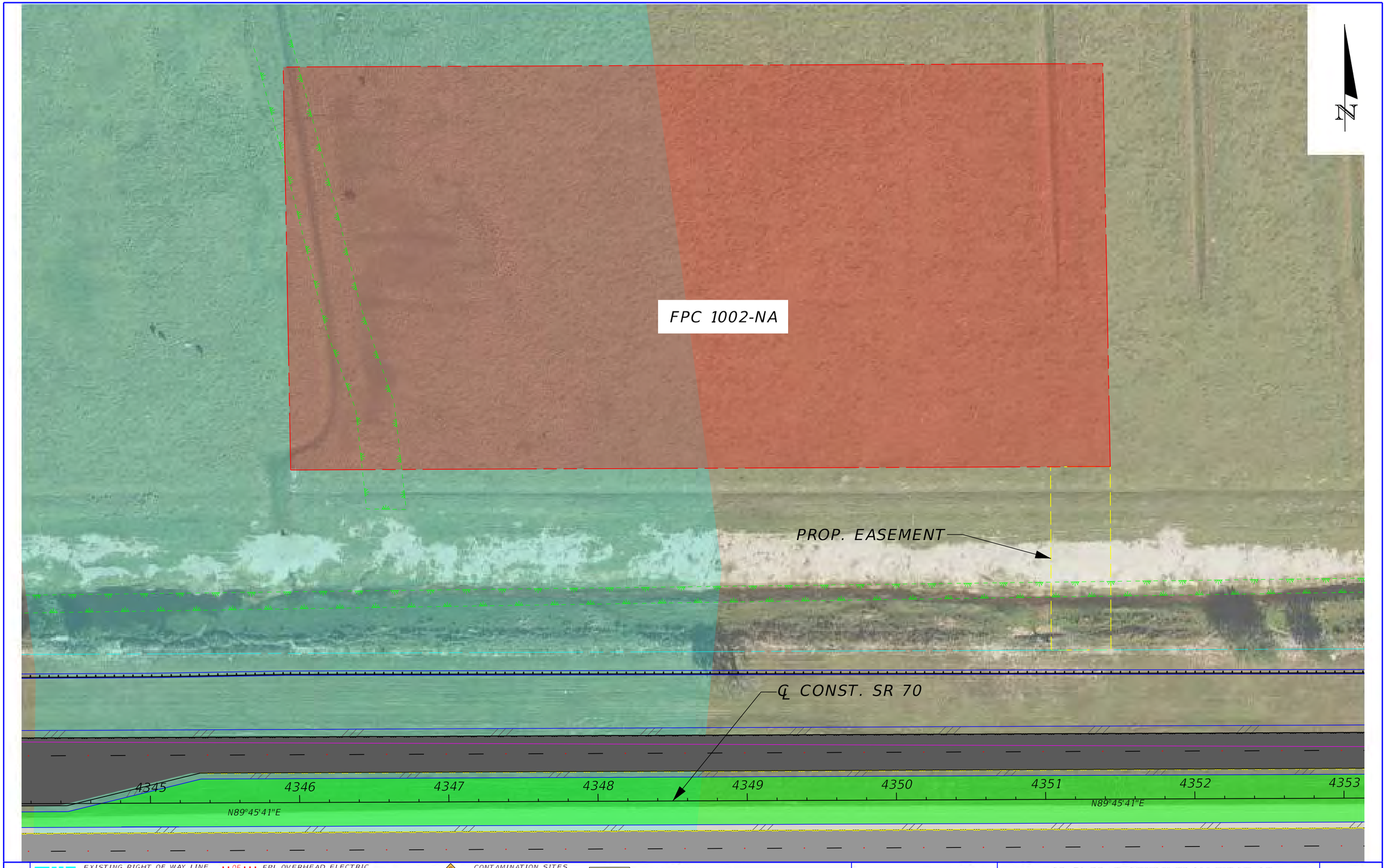

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- C CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 15 60
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 461942-1-22-01

SHEET NO. 72

FAC NOTE

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PROP. EASEMENT

℄ CONST. SR 70

FPC 1002-SB

N89°45'41"E

4358

4357

4356

4355

4354

OE

N

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(D) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 15 60

Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 461942-1-22-01

SHEET NO.

73

FAC NOTE

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MATCHLINE A-A

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(FB) FGT GAS LINES
- C CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
74

FAC NOTE

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MATCHLINE A-A

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 75

FAC NOTE

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LEGEND

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- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 50 200
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
76

FAC NOTE

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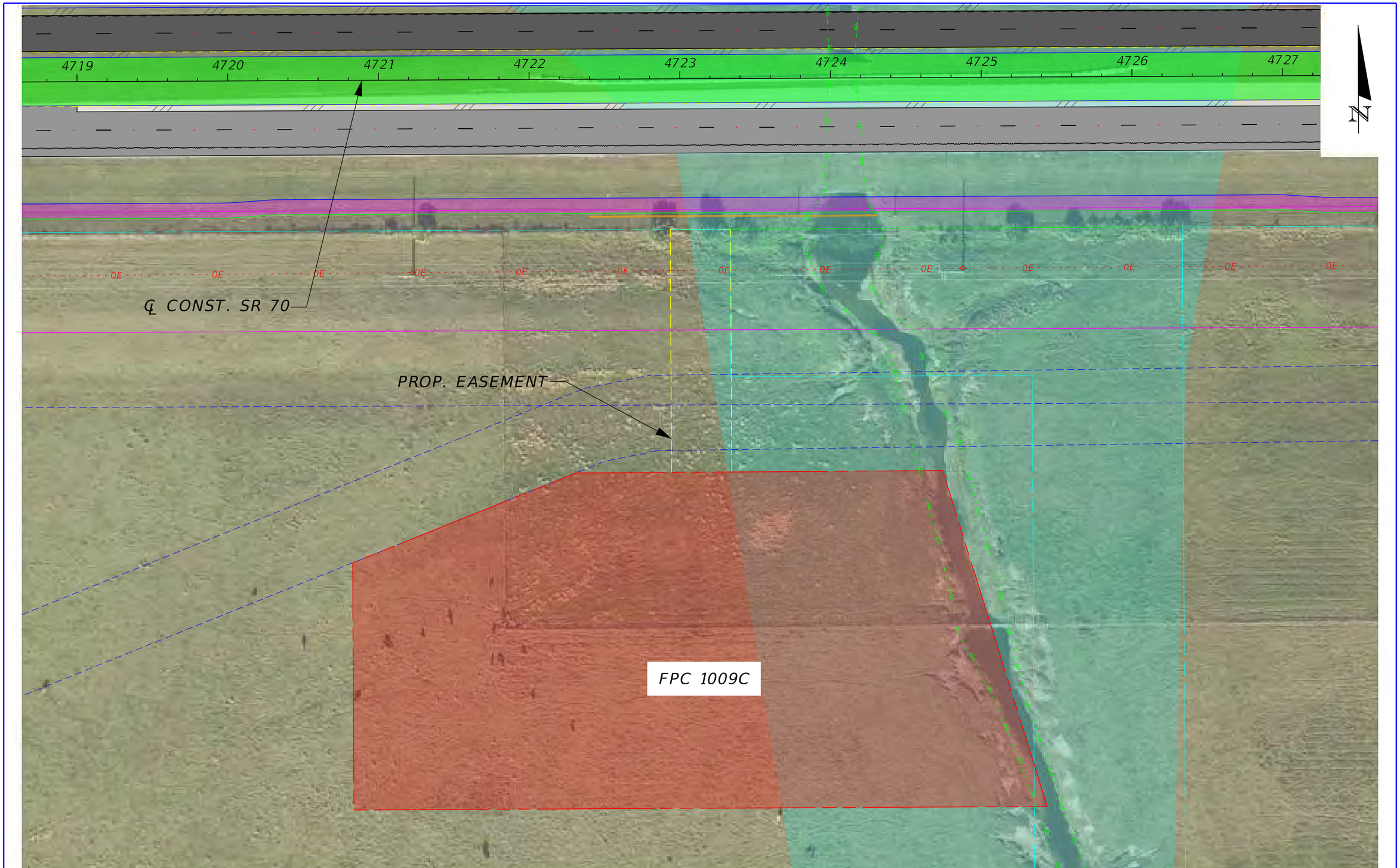

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 15 60
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF
AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO.
77

FAC NOTE

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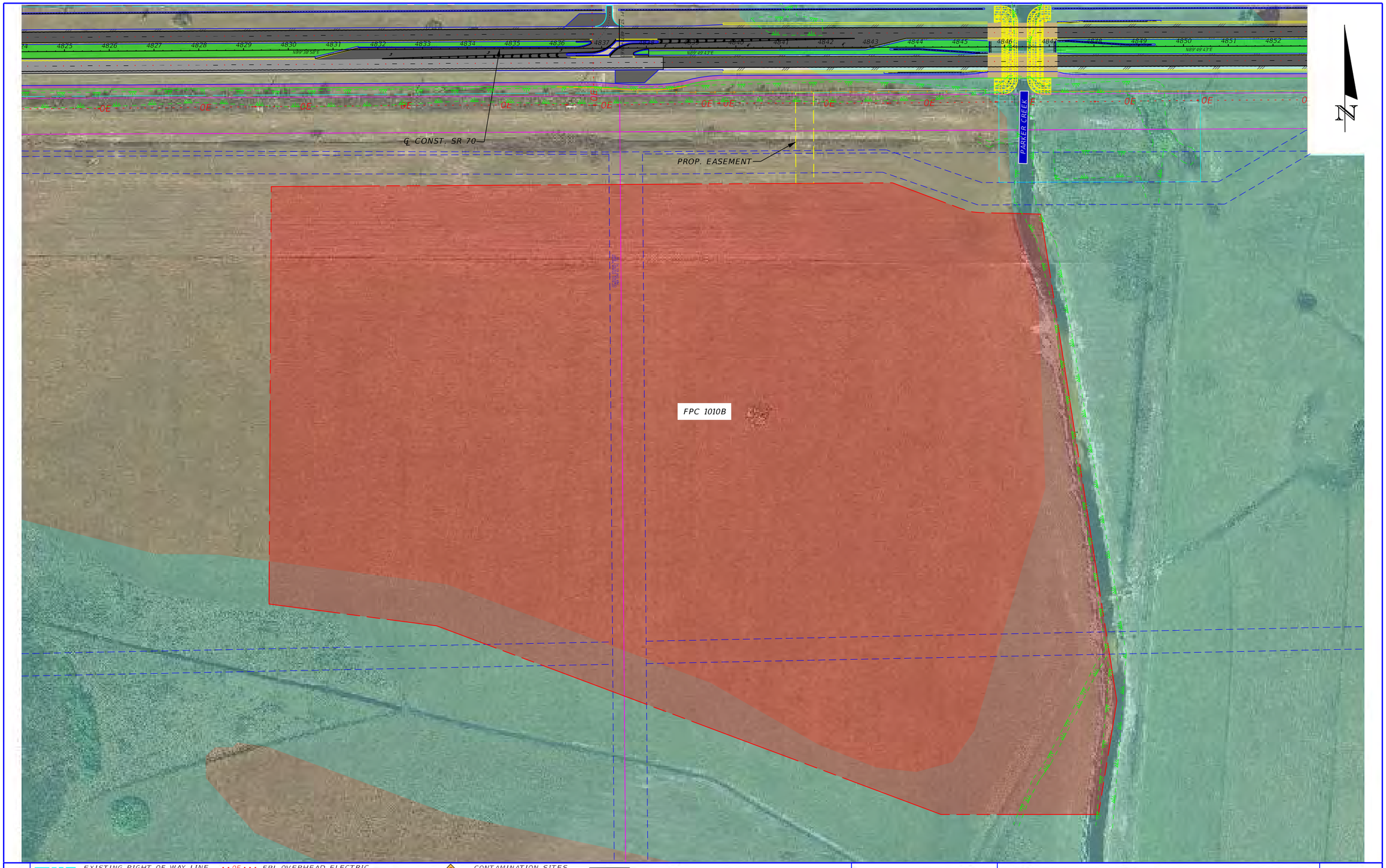

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
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- PROPOSED FENCING
- PROPOSED POND
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NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY
LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 78

FAC NOTE

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LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
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- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
FLORIDA CERTIFICATE OF AUTHORIZATION NO. XXXXX
NICOLAS LEON, P.E. NO. 78538

SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 461942-1-22-01

SHEET NO. 79

FAC NOTE

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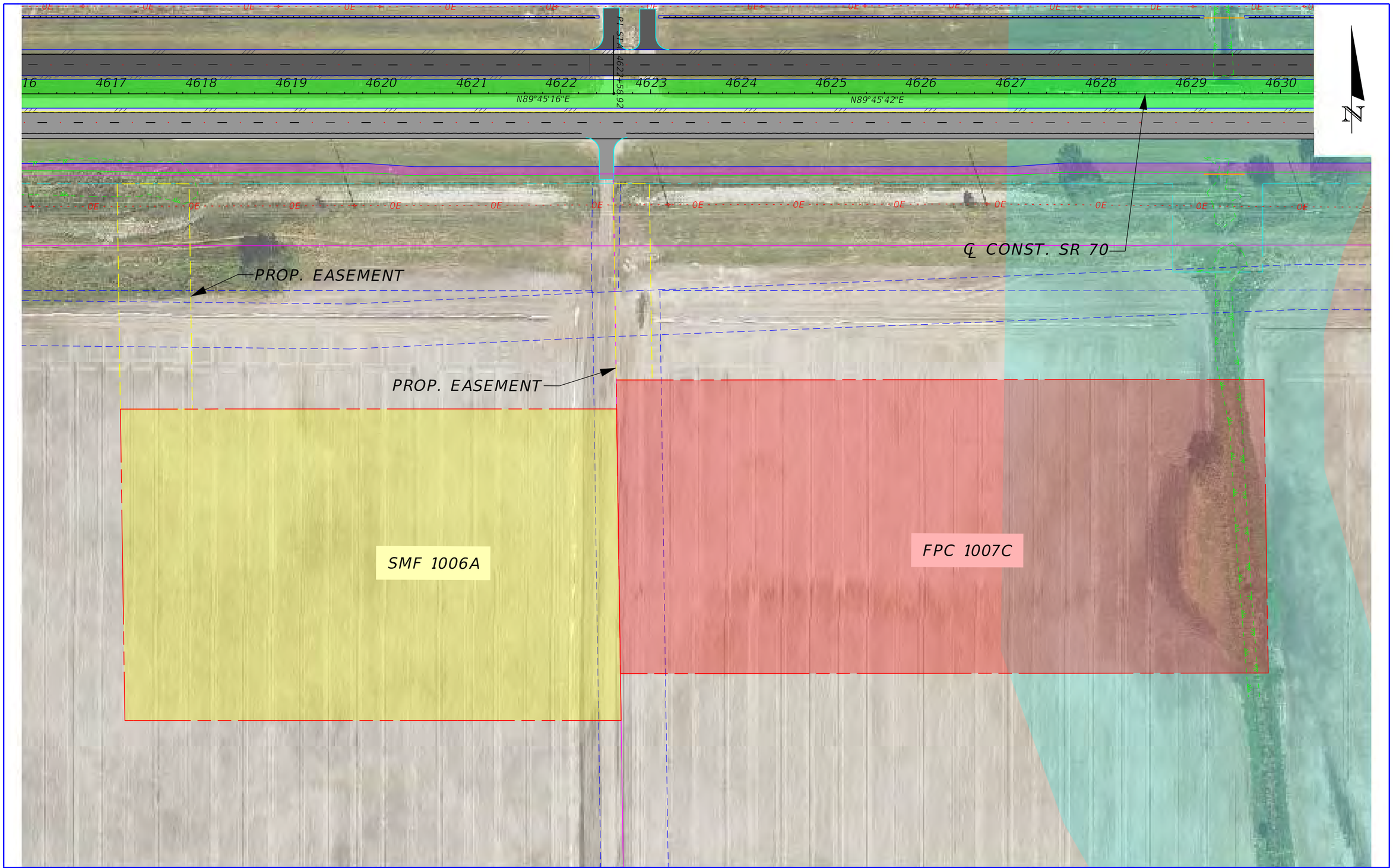

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(FB) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
PHONE: (863) 804-3088
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS
DESOTO COUNTY
FPID 451942-1-22-01

SHEET NO. 80

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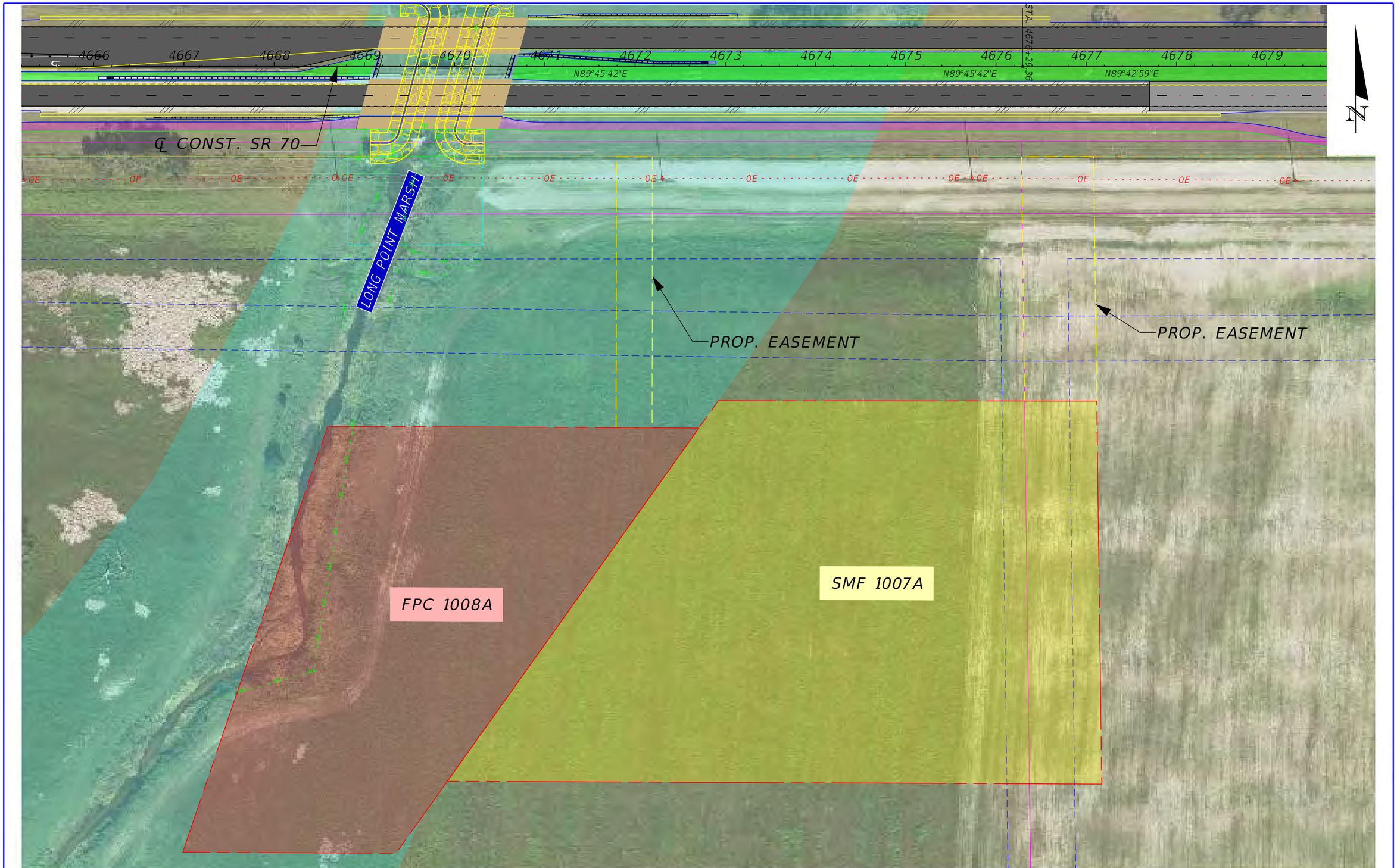

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- WETLANDS
- OE FPL OVERHEAD ELECTRIC
- EXISTING 100-YR FLOODPLAIN
- PROPOSED MILLING & RESURFACING
- PROPOSED RECONSTRUCTION/WIDENING
- PROPOSED SHARED USE PATH
- G(B) FGT GAS LINES
- CONTAMINATION SITES
- PROPOSED SHOULDER
- PROPOSED GRASS MEDIAN
- PROPOSED RIPRAP
- PROPOSED WILDLIFE CROSSING
- PROPOSED FENCING
- PROPOSED POND
- PROPOSED BRIDGES
- PROPOSED FLOODPLAIN COMPENSATION SITES

0 20 100
Feet

DATE OF AERIAL: 2023

HNTB CORPORATION
555 NORTH BROADWAY AVE
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PHONE: (863) 804-3088
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SR 70 PD&E STUDY FROM WEST OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD CONCEPT PLANS DESOTO COUNTY FPID 451942-1-22-01

SHEET NO. 81

FAC NOTE

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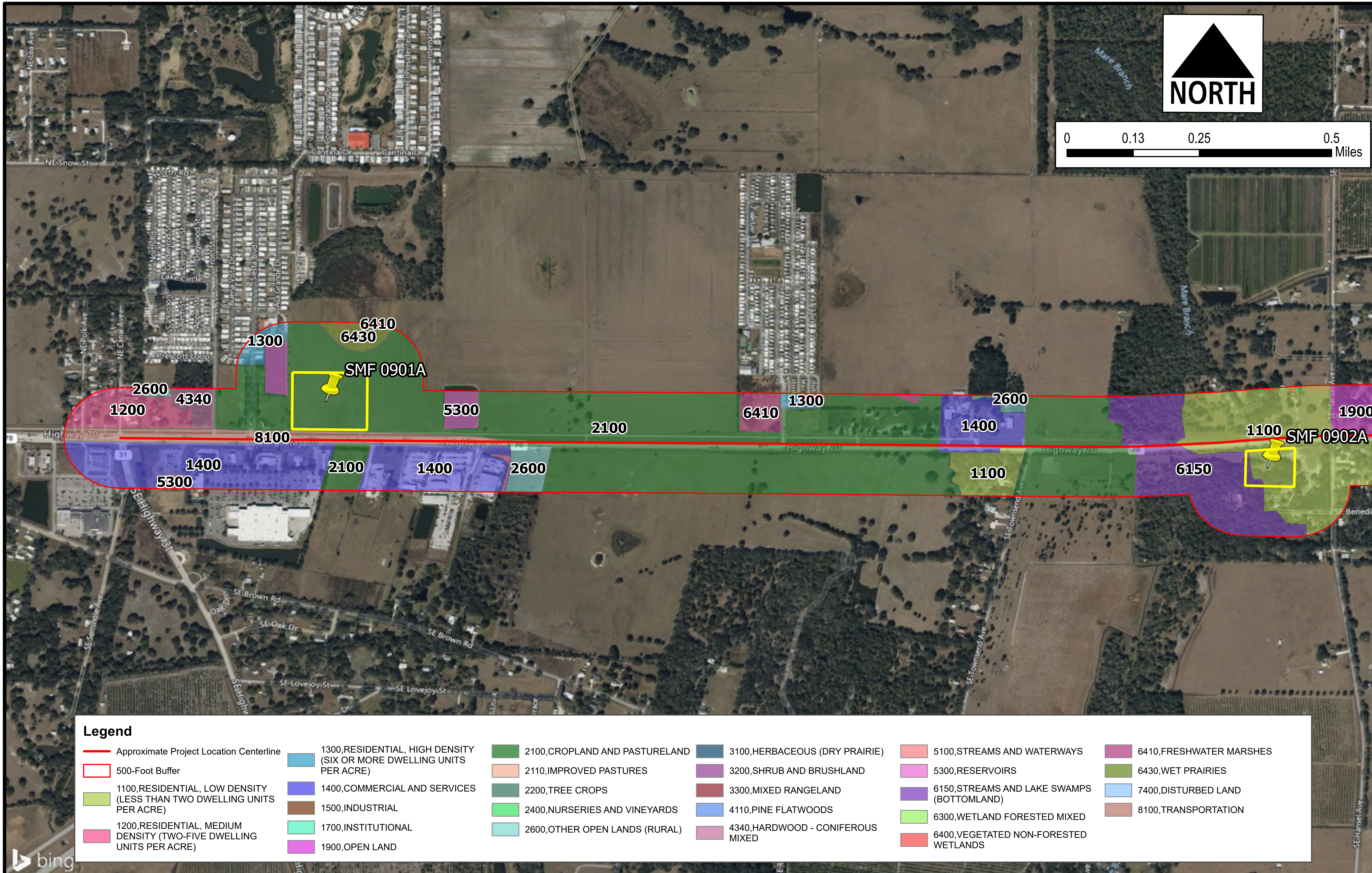
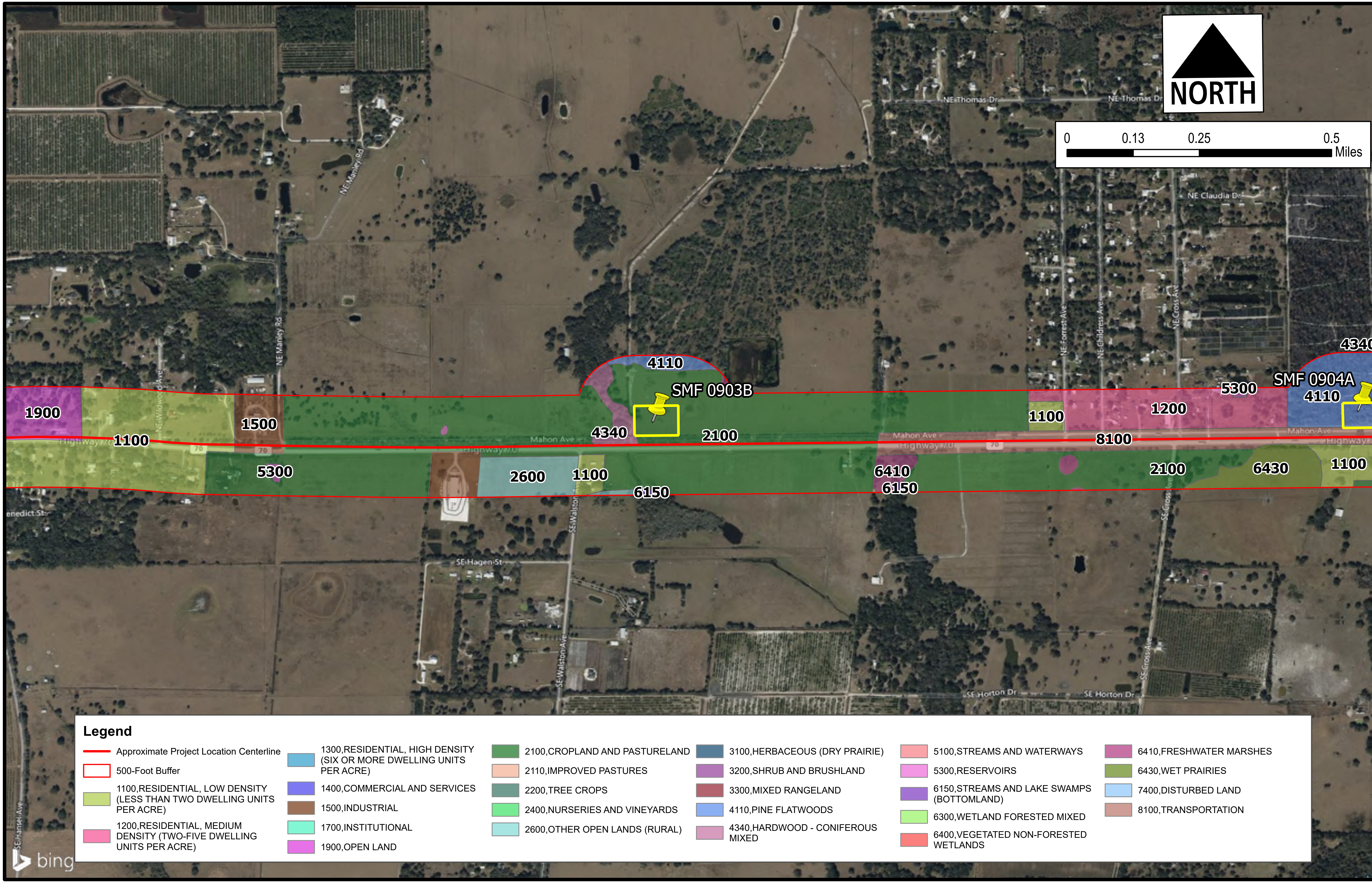
APPENDIX B

LAND USE, SOIL, AND DRAINAGE MAPS


NORTH
0 0.13 0.25 0.5 Miles
SMF 0901A
SMF 0902A
Highway 70
6410
6430
1300
2600
4340
1200
5300
2100
8100
1400
1100
1900
6150
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
1400,COMMERCIAL AND SERVICES
1500,INDUSTRIAL
1700,INSTITUTIONAL
1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing


NORTH
0
0.13
0.25
0.5
Miles
NE Thomas Dr
NE Claudia Dr
NE Manley Rd
NE Wildwood Ave
NE Forrest Ave
NE Childress Ave
NE Cross Ave
Mahon Ave
Highway 70
70
SE Walston Ave
SE Hagen St
SE Horton Dr
SE Cross Ave
Benedict St
SMF 0903B
SMF 0904A
1900
1100
1500
4110
4340
2100
5300
1200
8100
2600
6150
6410
6430
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
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1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
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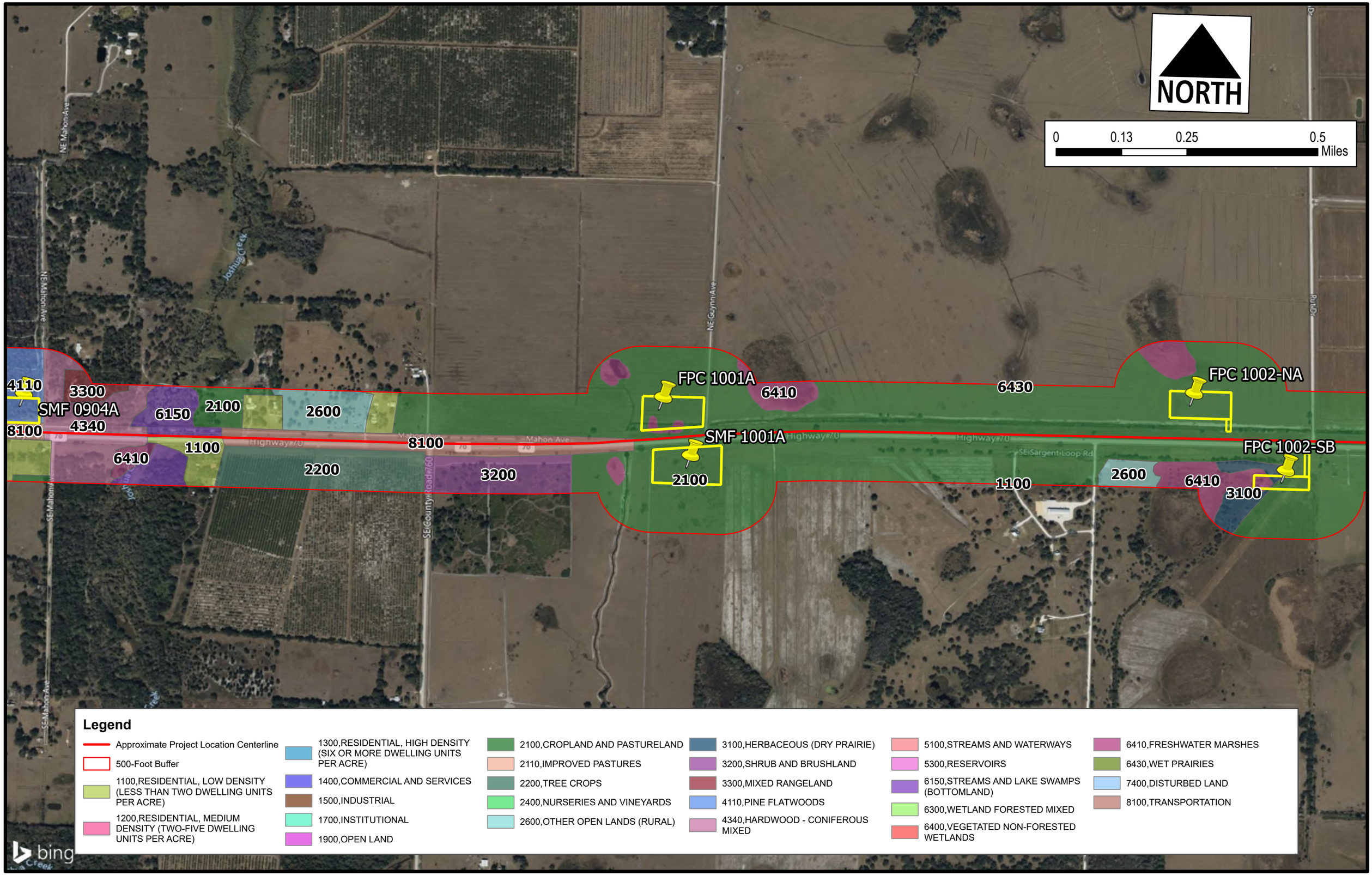
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing


NORTH
0
0.13
0.25
0.5
Miles
NE Mahon Ave
Joshua Creek
NE Guynn Ave
SE Mahon Ave
SE County Road 760
SE Sargent Loop Rd
Mahon Ave
Highway #0
FPC 1001A
SMF 1001A
FPC 1002-NA
FPC 1002-SB
4110
3300
SMF 0904A
4340
6150
2100
2600
8100
6410
1100
2200
3200
2100
6430
6410
2600
1100
6410
3100
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
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1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
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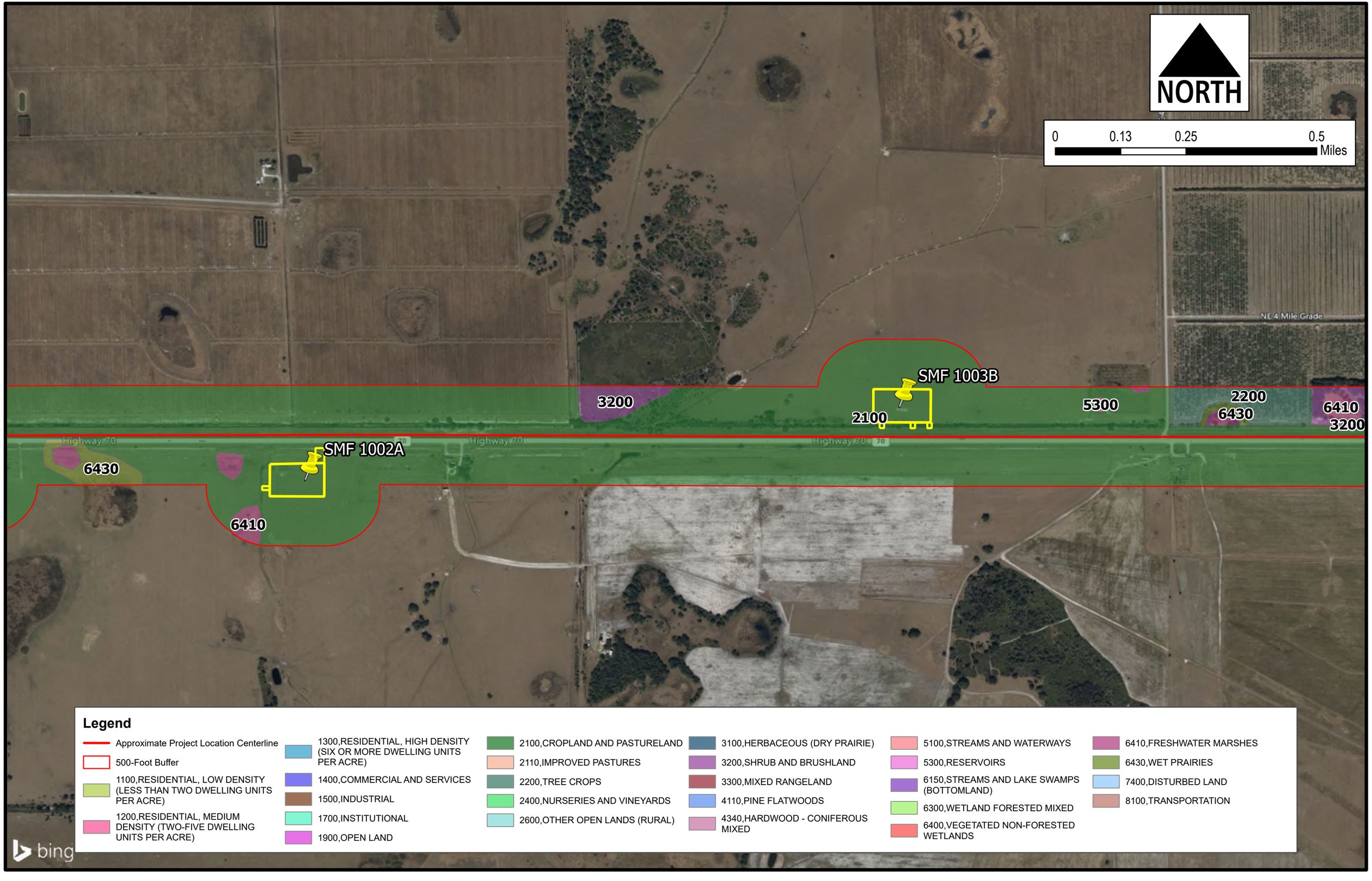

NORTH
0
0.13
0.25
0.5
Miles
NE 4 Mile Grade
SMF 1003B
3200
2100
5300
2200
6430
6410
3200
Highway 70
SMF 1002A
6430
6410
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
1400,COMMERCIAL AND SERVICES
1500,INDUSTRIAL
1700,INSTITUTIONAL
1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing

NORTH

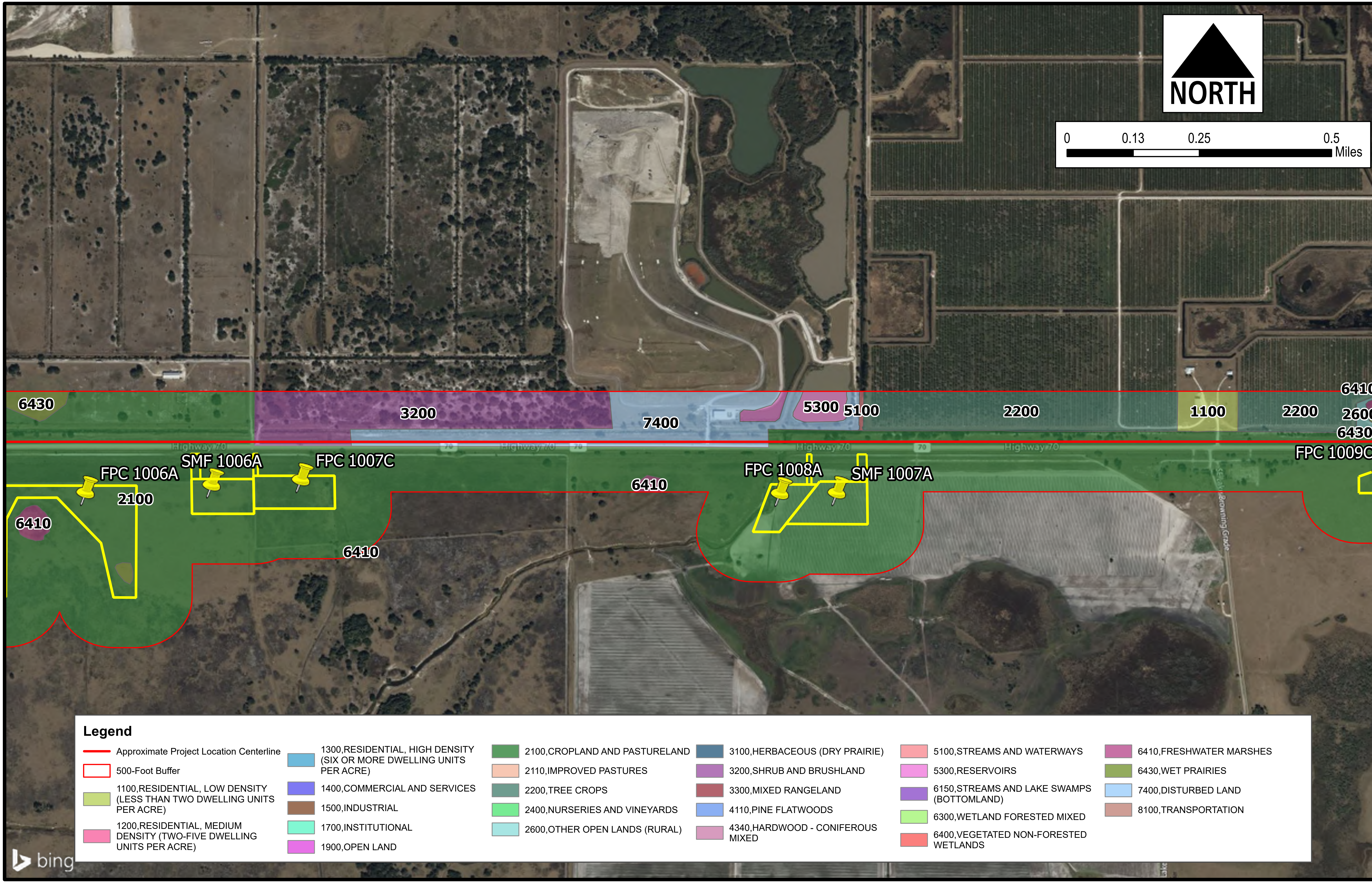
0 0.13 0.25 0.5 Miles

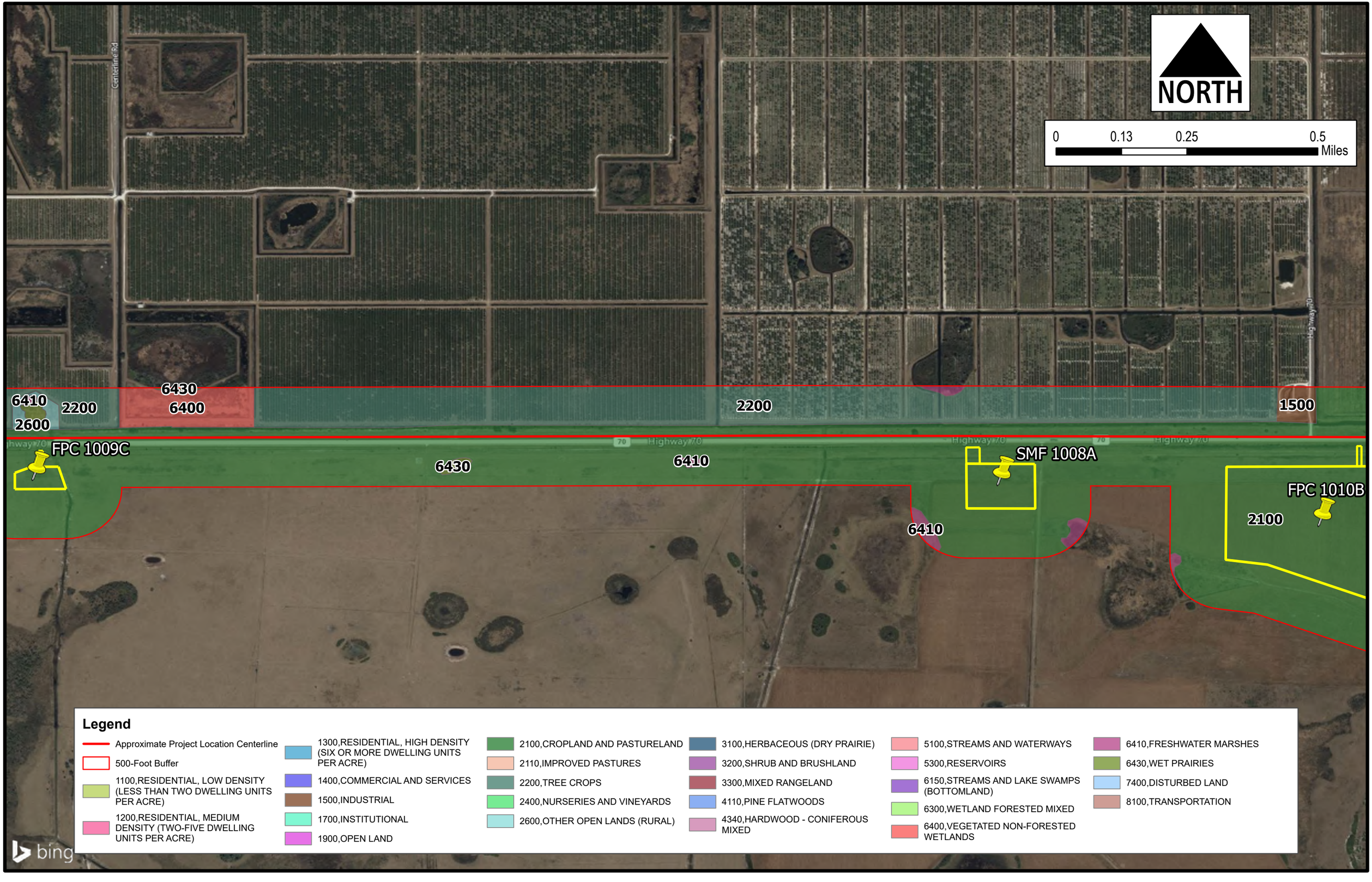
2100
FPC 1005C
6300
2200
FPC 1004B
2400
1500
6410
3300
SMF 1005C-1L
6430
5300
3200
3300
5300
6430
6150
2100
SMF 1004A
1700
2600
6150
FPC 1003A
6410
6410
2100
5300
Mossy Gully
4 Mile Grade Rd

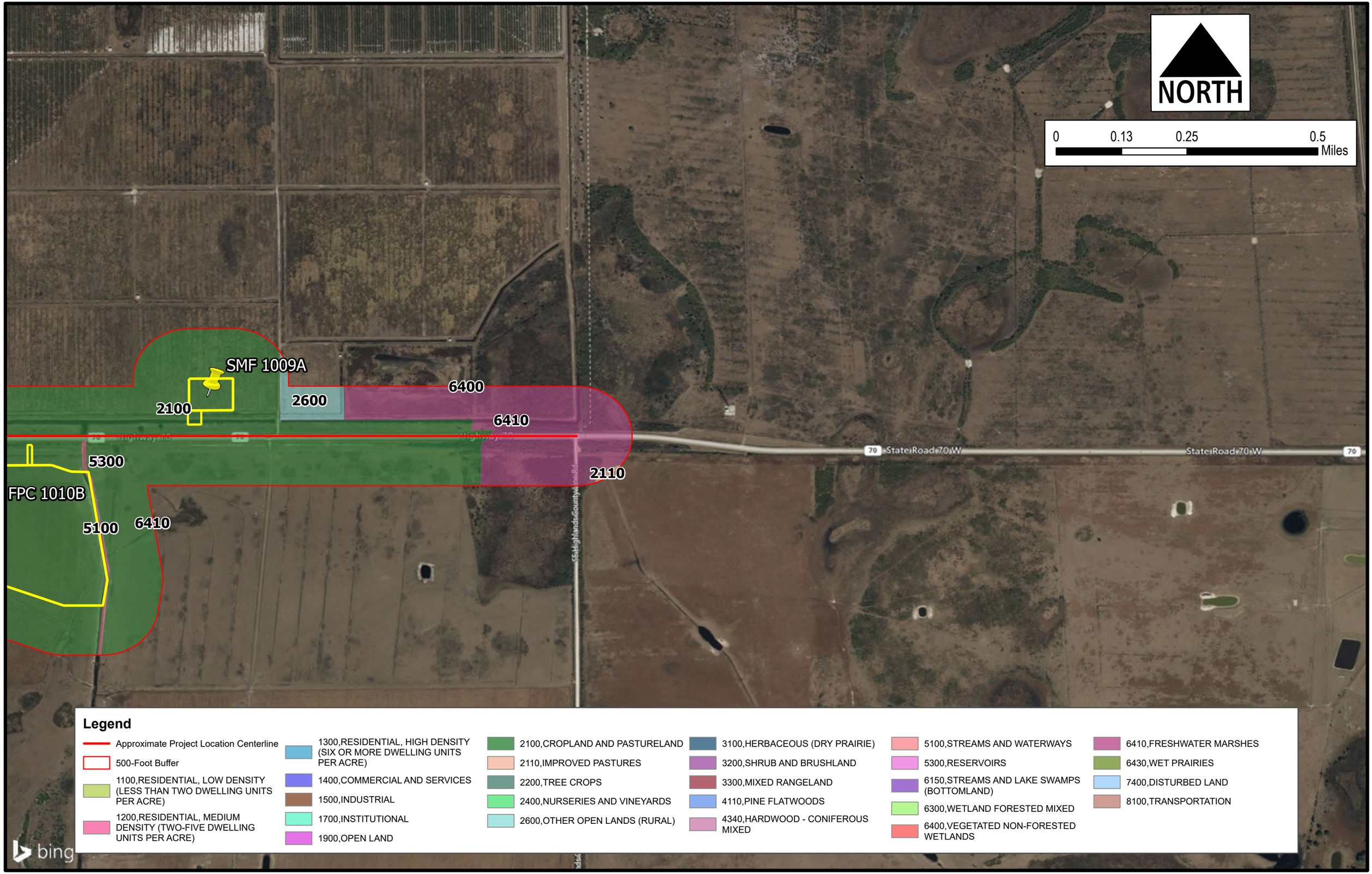
Legend

- Approximate Project Location Centerline
- 500-Foot Buffer
- 1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
- 1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
- 1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
- 1400,COMMERCIAL AND SERVICES
- 1500,INDUSTRIAL
- 1700,INSTITUTIONAL
- 1900,OPEN LAND
- 2100,CROPLAND AND PASTURELAND
- 2110,IMPROVED PASTURES
- 2200,TREE CROPS
- 2400,NURSERIES AND VINEYARDS
- 2600,OTHER OPEN LANDS (RURAL)
- 3100,HERBACEOUS (DRY PRAIRIE)
- 3200,SHRUB AND BRUSHLAND
- 3300,MIXED RANGELAND
- 4110,PINE FLATWOODS
- 4340,HARDWOOD - CONIFEROUS MIXED
- 5100,STREAMS AND WATERWAYS
- 5300,RESERVOIRS
- 6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
- 6300,WETLAND FORESTED MIXED
- 6400,VEGETATED NON-FORESTED WETLANDS
- 6410,FRESHWATER MARSHES
- 6430,WET PRAIRIES
- 7400,DISTURBED LAND
- 8100,TRANSPORTATION

bing


NORTH
0 0.13 0.25 0.5 Miles
6430
3200
7400
5300
5100
2200
1100
2200
6410
2600
6430
FPC 1006A
SMF 1006A
FPC 1007C
2100
6410
6410
6410
FPC 1008A
SMF 1007A
FPC 1009C
Highway 70
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
1400,COMMERCIAL AND SERVICES
1500,INDUSTRIAL
1700,INSTITUTIONAL
1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing


NORTH
0
0.13
0.25
0.5
Miles
Centerline Rd
Highway 70
6410
2200
2600
6430
6400
2200
1500
FPC 1009C
6430
6410
6410
SMF 1008A
FPC 1010B
2100
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
1400,COMMERCIAL AND SERVICES
1500,INDUSTRIAL
1700,INSTITUTIONAL
1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing


NORTH
0
0.13
0.25
0.5
Miles
SMF 1009A
2100
2600
6400
6410
2110
5300
FPC 1010B
5100
6410
70
State Road 70 W
State Road 70 W
70
Legend
Approximate Project Location Centerline
500-Foot Buffer
1100,RESIDENTIAL, LOW DENSITY (LESS THAN TWO DWELLING UNITS PER ACRE)
1200,RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)
1300,RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)
1400,COMMERCIAL AND SERVICES
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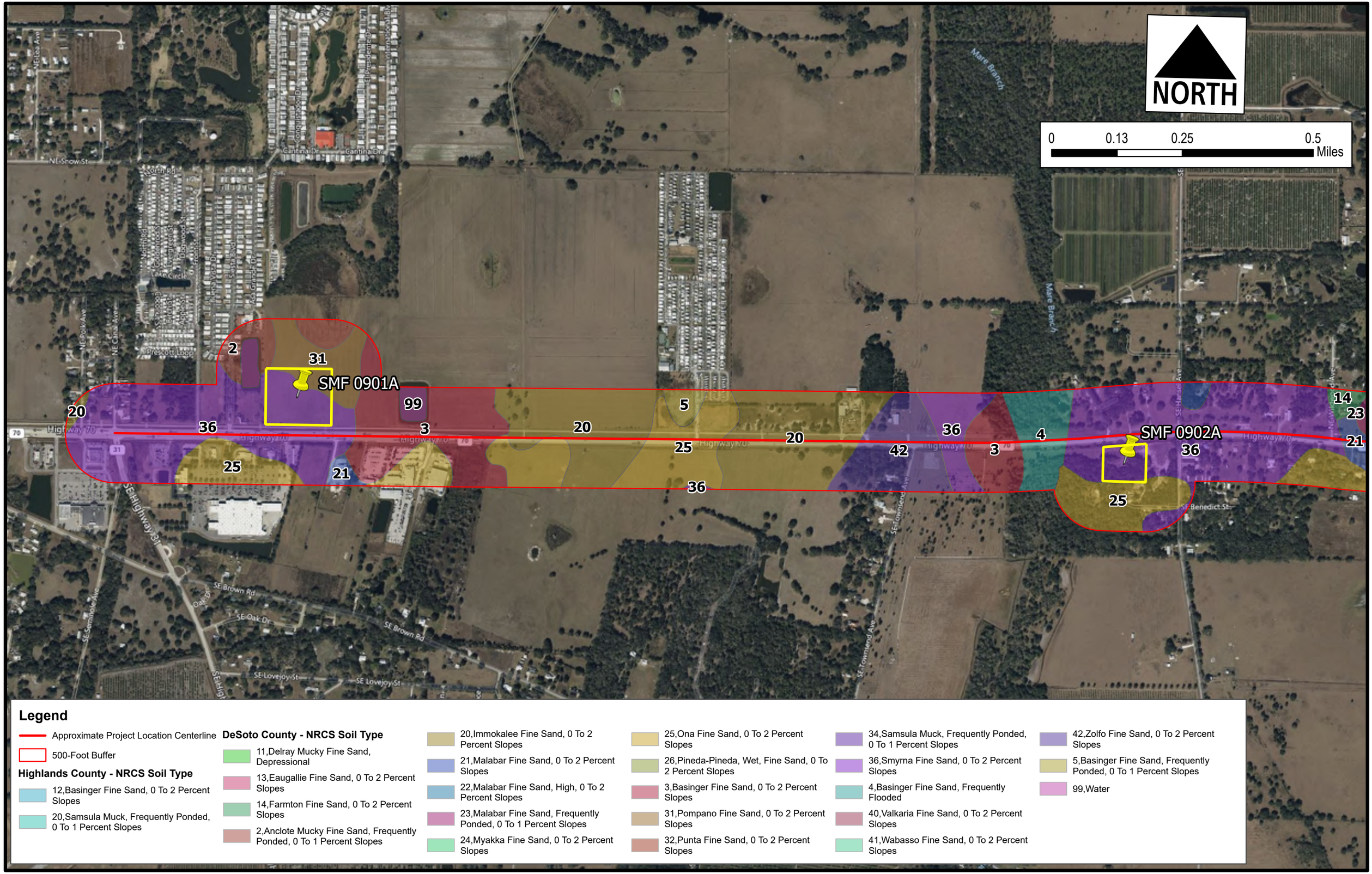
1900,OPEN LAND
2100,CROPLAND AND PASTURELAND
2110,IMPROVED PASTURES
2200,TREE CROPS
2400,NURSERIES AND VINEYARDS
2600,OTHER OPEN LANDS (RURAL)
3100,HERBACEOUS (DRY PRAIRIE)
3200,SHRUB AND BRUSHLAND
3300,MIXED RANGELAND
4110,PINE FLATWOODS
4340,HARDWOOD - CONIFEROUS MIXED
5100,STREAMS AND WATERWAYS
5300,RESERVOIRS
6150,STREAMS AND LAKE SWAMPS (BOTTOMLAND)
6300,WETLAND FORESTED MIXED
6400,VEGETATED NON-FORESTED WETLANDS
6410,FRESHWATER MARSHES
6430,WET PRAIRIES
7400,DISTURBED LAND
8100,TRANSPORTATION
bing


NORTH
0
0.13
0.25
0.5
Miles
SMF 0901A
SMF 0902A
Marie Branch
Highway 70
SE Highway 31
SE Brown Rd
SE Oak Dr
SE Lovejoy St
SE Townsend Ave
SE Benedict St
NE Snow St
Legend
Approximate Project Location Centerline
500-Foot Buffer
Highlands County - NRCS Soil Type
12,Basinger Fine Sand, 0 To 2 Percent Slopes
20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
DeSoto County - NRCS Soil Type
11,Delray Mucky Fine Sand, Depressional
13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
14,Farmton Fine Sand, 0 To 2 Percent Slopes
2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
20,Immokalee Fine Sand, 0 To 2 Percent Slopes
21,Malabar Fine Sand, 0 To 2 Percent Slopes
22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
24,Myakka Fine Sand, 0 To 2 Percent Slopes
25,Ona Fine Sand, 0 To 2 Percent Slopes
26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
3,Basinger Fine Sand, 0 To 2 Percent Slopes
31,Pompano Fine Sand, 0 To 2 Percent Slopes
32,Punta Fine Sand, 0 To 2 Percent Slopes
34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
36,Smyrna Fine Sand, 0 To 2 Percent Slopes
4,Basinger Fine Sand, Frequently Flooded
40,Valkaria Fine Sand, 0 To 2 Percent Slopes
41,Wabasso Fine Sand, 0 To 2 Percent Slopes
42,Zolfo Fine Sand, 0 To 2 Percent Slopes
5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
99,Water

NORTH

0 0.13 0.25 0.5 Miles

SMF 0903B

SMF 0904A

Legend

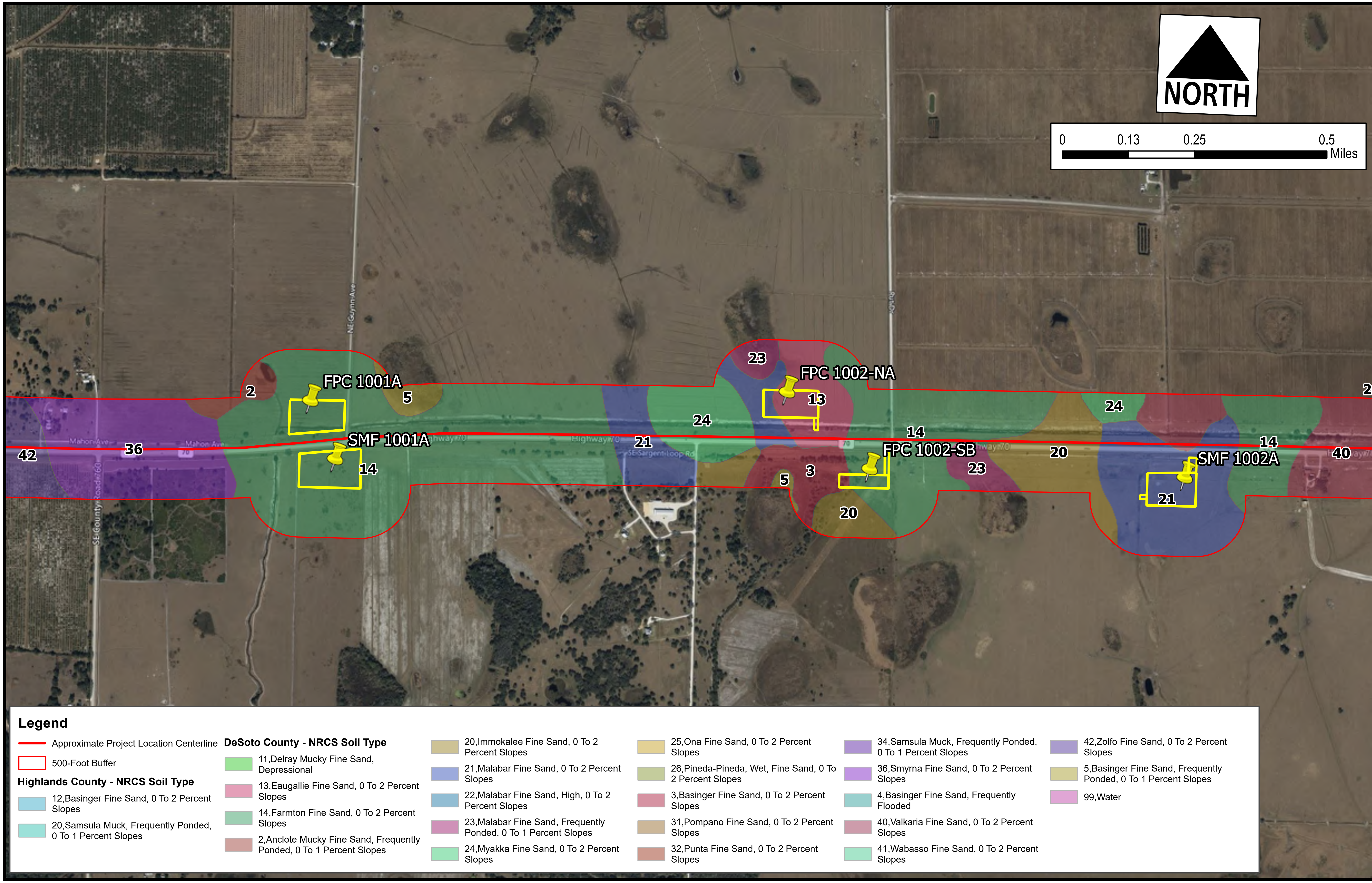
- Approximate Project Location Centerline
- 500-Foot Buffer

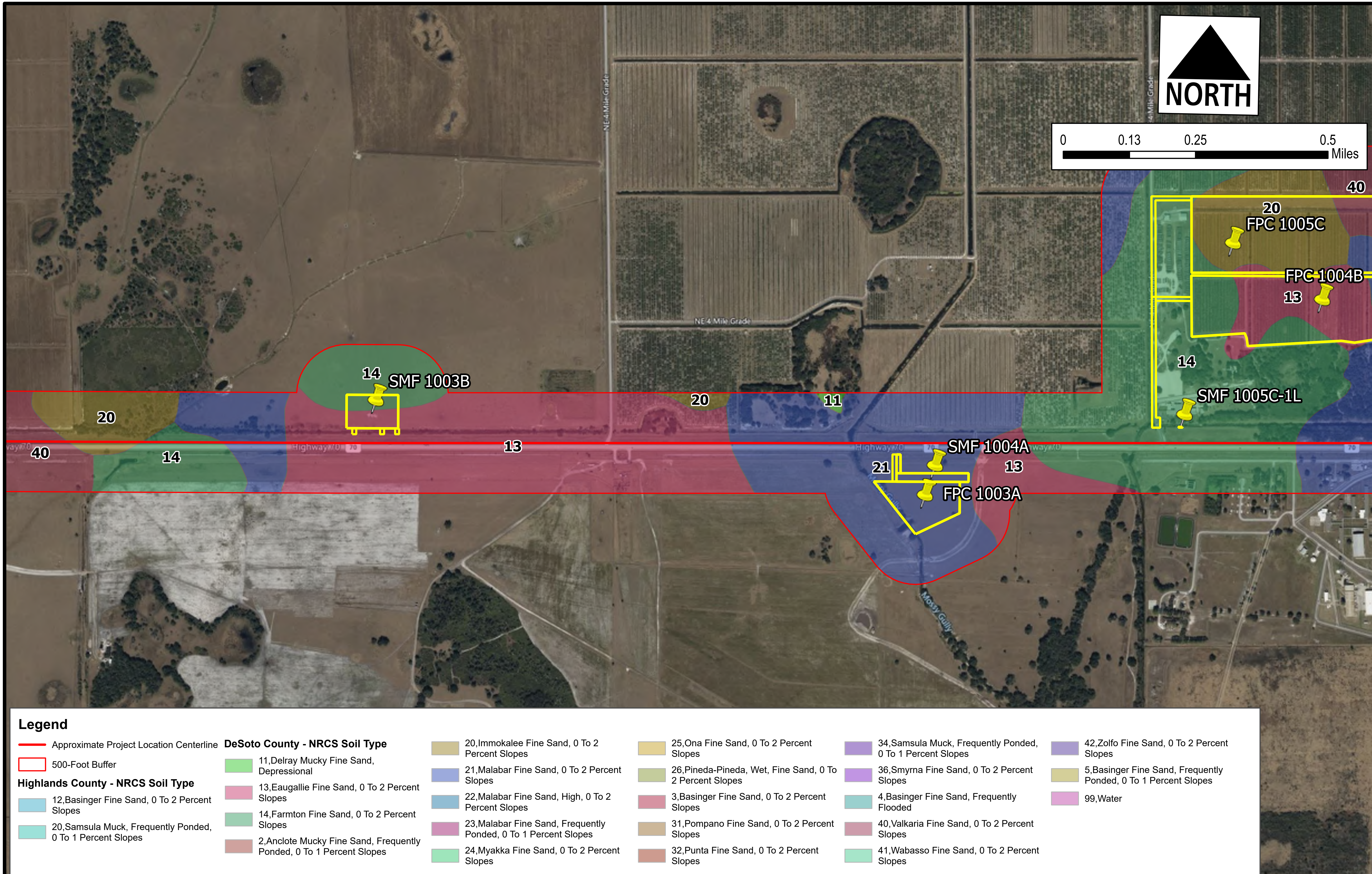
Highlands County - NRCS Soil Type

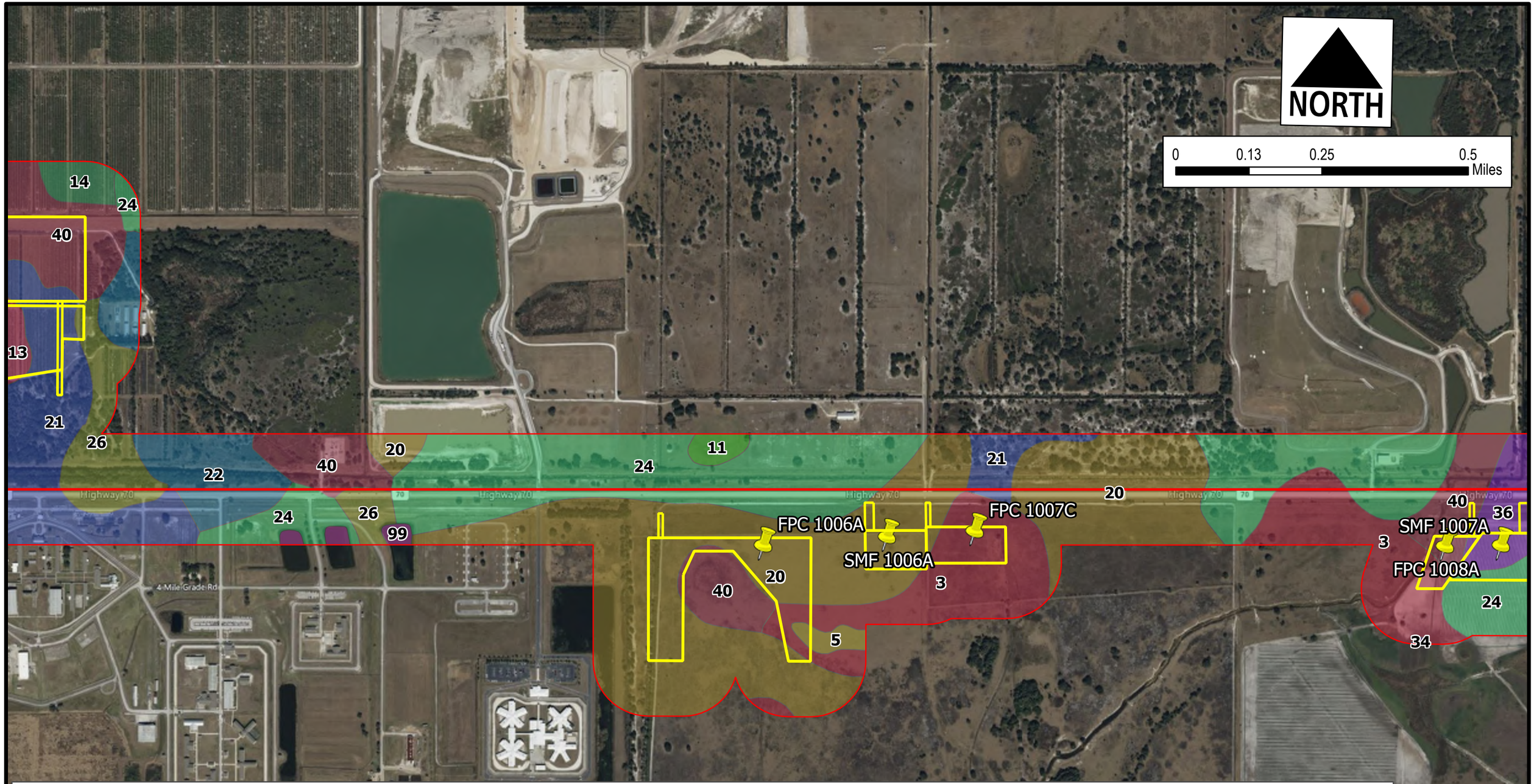
- 12,Basinger Fine Sand, 0 To 2 Percent Slopes
- 20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes

DeSoto County - NRCS Soil Type

- 11,Delray Mucky Fine Sand, Depressional
- 13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
- 14,Farmton Fine Sand, 0 To 2 Percent Slopes
- 2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 20,Immokalee Fine Sand, 0 To 2 Percent Slopes
- 21,Malabar Fine Sand, 0 To 2 Percent Slopes
- 22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
- 23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 24,Myakka Fine Sand, 0 To 2 Percent Slopes
- 25,Ona Fine Sand, 0 To 2 Percent Slopes
- 26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
- 3,Basinger Fine Sand, 0 To 2 Percent Slopes
- 31,Pompano Fine Sand, 0 To 2 Percent Slopes
- 32,Punta Fine Sand, 0 To 2 Percent Slopes
- 34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
- 36,Smyrna Fine Sand, 0 To 2 Percent Slopes
- 4,Basinger Fine Sand, Frequently Flooded
- 40,Valkaria Fine Sand, 0 To 2 Percent Slopes
- 41,Wabasso Fine Sand, 0 To 2 Percent Slopes
- 42,Zolfo Fine Sand, 0 To 2 Percent Slopes
- 5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 99,Water


NORTH
0
0.13
0.25
0.5
Miles
FPC 1001A
SMF 1001A
FPC 1002-NA
FPC 1002-SB
SMF 1002A
42
36
2
5
14
21
24
23
13
3
5
20
14
23
20
24
14
21
20
40
Legend
Approximate Project Location Centerline
500-Foot Buffer
Highlands County - NRCS Soil Type
12,Basinger Fine Sand, 0 To 2 Percent Slopes
20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
DeSoto County - NRCS Soil Type
11,Delray Mucky Fine Sand, Depressional
13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
14,Farmton Fine Sand, 0 To 2 Percent Slopes
2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
20,Immokalee Fine Sand, 0 To 2 Percent Slopes
21,Malabar Fine Sand, 0 To 2 Percent Slopes
22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
24,Myakka Fine Sand, 0 To 2 Percent Slopes
25,Ona Fine Sand, 0 To 2 Percent Slopes
26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
3,Basinger Fine Sand, 0 To 2 Percent Slopes
31,Pompano Fine Sand, 0 To 2 Percent Slopes
32,Punta Fine Sand, 0 To 2 Percent Slopes
34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
36,Smyrna Fine Sand, 0 To 2 Percent Slopes
4,Basinger Fine Sand, Frequently Flooded
40,Valkaria Fine Sand, 0 To 2 Percent Slopes
41,Wabasso Fine Sand, 0 To 2 Percent Slopes
42,Zolfo Fine Sand, 0 To 2 Percent Slopes
5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
99,Water


NORTH
0
0.13
0.25
0.5
Miles
NE 4 Mile Grade
Highway 70
40
20
FPC 1005C
FPC 1004B
13
14
SMF 1005C-1L
SMF 1003B
20
11
13
SMF 1004A
21
13
FPC 1003A
40
14
Mosly Gully
Legend
Approximate Project Location Centerline
500-Foot Buffer
Highlands County - NRCS Soil Type
12,Basinger Fine Sand, 0 To 2 Percent Slopes
20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
DeSoto County - NRCS Soil Type
11,Delray Mucky Fine Sand, Depressional
13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
14,Farmton Fine Sand, 0 To 2 Percent Slopes
2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
20,Immokalee Fine Sand, 0 To 2 Percent Slopes
21,Malabar Fine Sand, 0 To 2 Percent Slopes
22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
24,Myakka Fine Sand, 0 To 2 Percent Slopes
25,Ona Fine Sand, 0 To 2 Percent Slopes
26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
3,Basinger Fine Sand, 0 To 2 Percent Slopes
31,Pompano Fine Sand, 0 To 2 Percent Slopes
32,Punta Fine Sand, 0 To 2 Percent Slopes
34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
36,Smyrna Fine Sand, 0 To 2 Percent Slopes
4,Basinger Fine Sand, Frequently Flooded
40,Valkaria Fine Sand, 0 To 2 Percent Slopes
41,Wabasso Fine Sand, 0 To 2 Percent Slopes
42,Zolfo Fine Sand, 0 To 2 Percent Slopes
5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
99,Water



Legend

Approximate Project Location Centerline

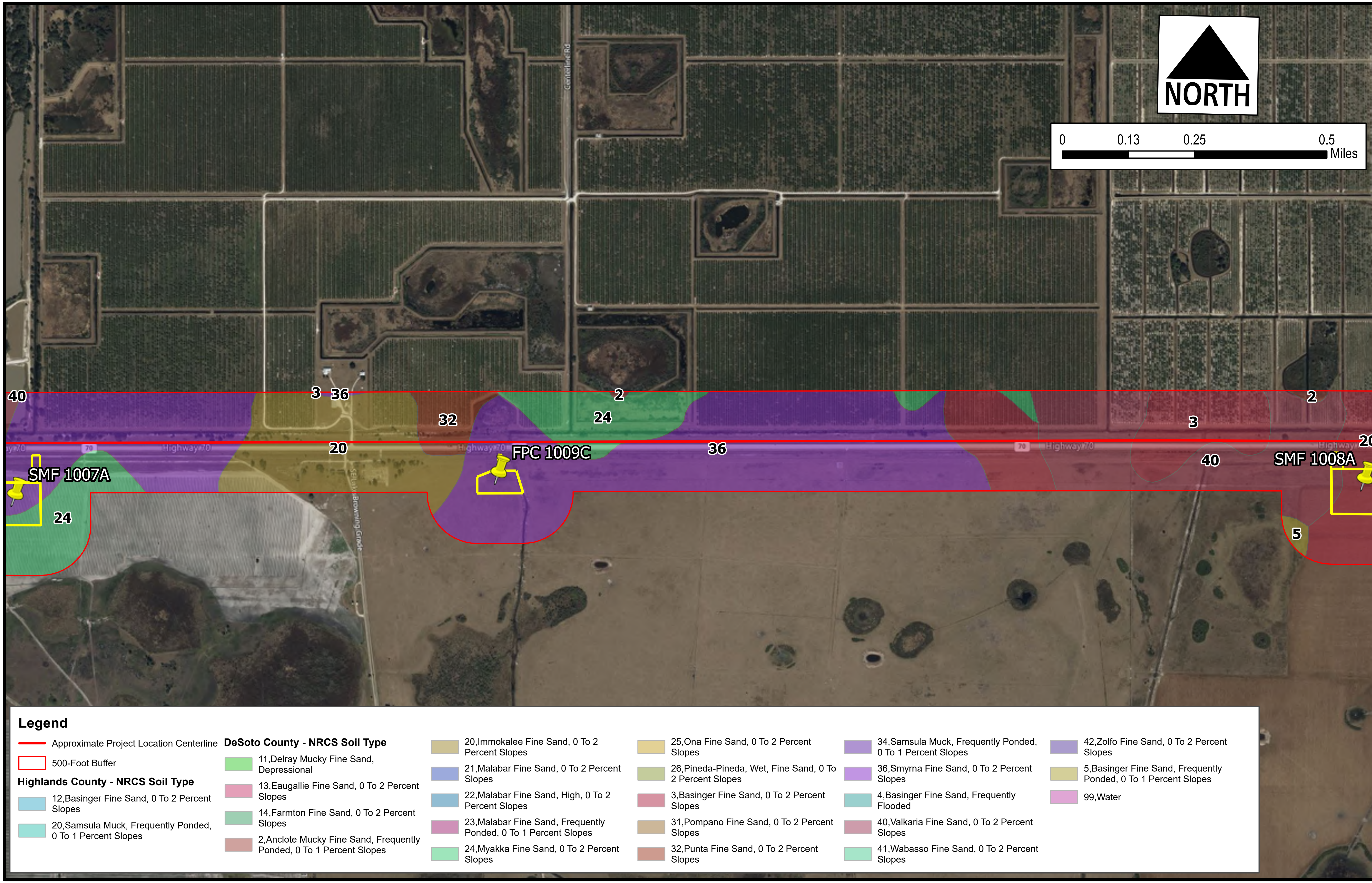
500-Foot Buffer

Highlands County - NRCS Soil Type

- 12,Basinger Fine Sand, 0 To 2 Percent Slopes
- 20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes

DeSoto County - NRCS Soil Type

- 11,Delray Mucky Fine Sand, Depressional
- 13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
- 14,Farmton Fine Sand, 0 To 2 Percent Slopes
- 2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 20,Immokalee Fine Sand, 0 To 2 Percent Slopes
- 21,Malabar Fine Sand, 0 To 2 Percent Slopes
- 22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
- 23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 24,Myakka Fine Sand, 0 To 2 Percent Slopes
- 25,Ona Fine Sand, 0 To 2 Percent Slopes
- 26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
- 3,Basinger Fine Sand, 0 To 2 Percent Slopes
- 31,Pompano Fine Sand, 0 To 2 Percent Slopes
- 32,Punta Fine Sand, 0 To 2 Percent Slopes
- 34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
- 36,Smyrna Fine Sand, 0 To 2 Percent Slopes
- 4,Basinger Fine Sand, Frequently Flooded
- 40,Valkaria Fine Sand, 0 To 2 Percent Slopes
- 41,Wabasso Fine Sand, 0 To 2 Percent Slopes
- 42,Zolfo Fine Sand, 0 To 2 Percent Slopes
- 5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
- 99,Water


NORTH
0 0.13 0.25 0.5 Miles
SMF 1007A
FPC 1009C
SMF 1008A
Highway 70
Centerline Rd
Browning Grade
40
3
36
2
32
24
20
36
3
2
20
40
24
5
Legend
Approximate Project Location Centerline
500-Foot Buffer
Highlands County - NRCS Soil Type
12,Basinger Fine Sand, 0 To 2 Percent Slopes
20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
DeSoto County - NRCS Soil Type
11,Delray Mucky Fine Sand, Depressional
13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
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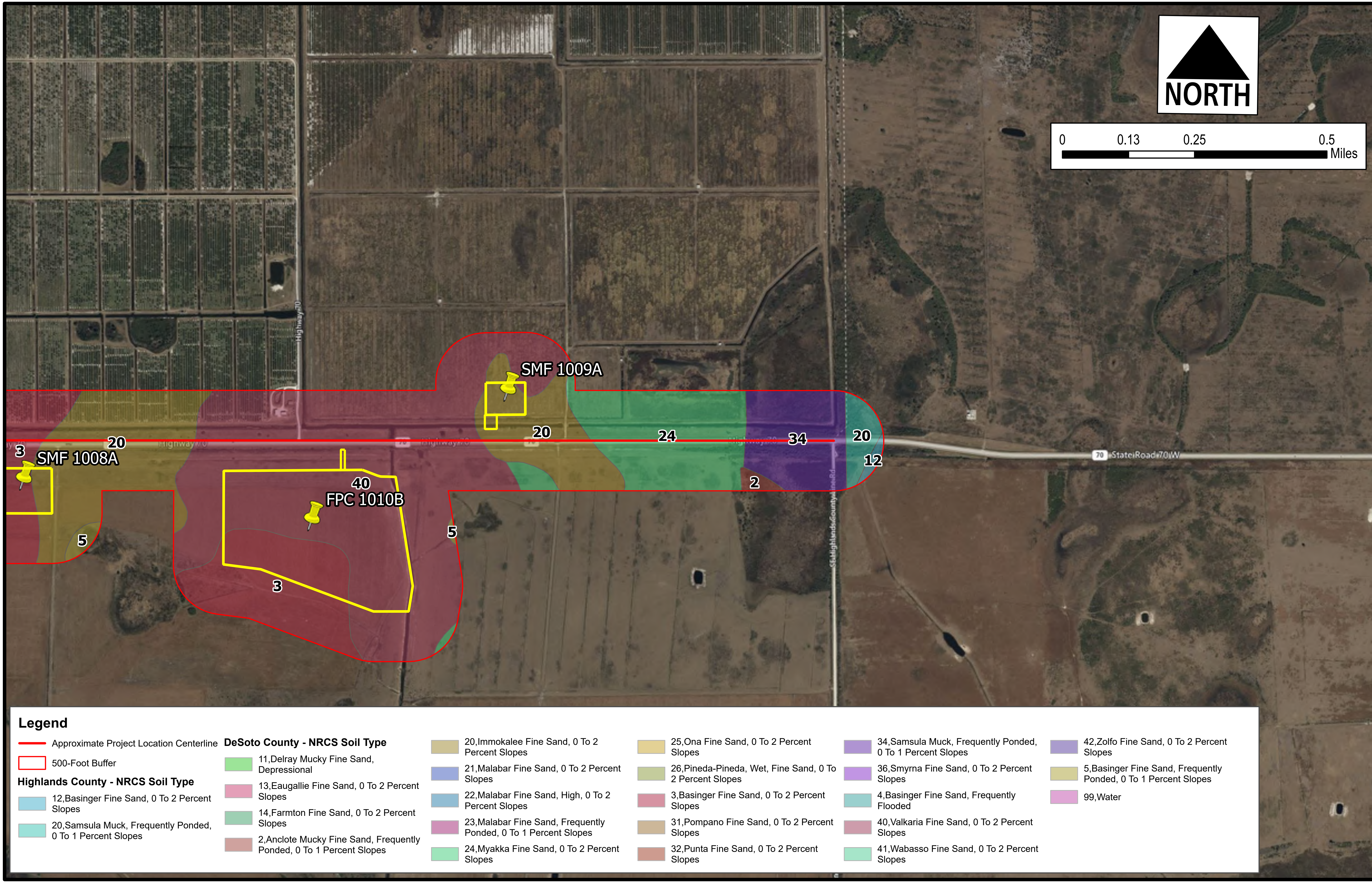
2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
20,Immokalee Fine Sand, 0 To 2 Percent Slopes
21,Malabar Fine Sand, 0 To 2 Percent Slopes
22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
24,Myakka Fine Sand, 0 To 2 Percent Slopes
25,Ona Fine Sand, 0 To 2 Percent Slopes
26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
3,Basinger Fine Sand, 0 To 2 Percent Slopes
31,Pompano Fine Sand, 0 To 2 Percent Slopes
32,Punta Fine Sand, 0 To 2 Percent Slopes
34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
36,Smyrna Fine Sand, 0 To 2 Percent Slopes
4,Basinger Fine Sand, Frequently Flooded
40,Valkaria Fine Sand, 0 To 2 Percent Slopes
41,Wabasso Fine Sand, 0 To 2 Percent Slopes
42,Zolfo Fine Sand, 0 To 2 Percent Slopes
5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
99,Water


NORTH
0
0.13
0.25
0.5
Miles
SMF 1009A
SMF 1008A
FPC 1010B
3
20
40
5
3
20
24
34
20
12
2
5
Highway 70
State Road 70 W
Legend
Approximate Project Location Centerline
500-Foot Buffer
Highlands County - NRCS Soil Type
12,Basinger Fine Sand, 0 To 2 Percent Slopes
20,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
DeSoto County - NRCS Soil Type
11,Delray Mucky Fine Sand, Depressional
13,Eaugallie Fine Sand, 0 To 2 Percent Slopes
14,Farmton Fine Sand, 0 To 2 Percent Slopes
2,Anclote Mucky Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
20,Immokalee Fine Sand, 0 To 2 Percent Slopes
21,Malabar Fine Sand, 0 To 2 Percent Slopes
22,Malabar Fine Sand, High, 0 To 2 Percent Slopes
23,Malabar Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
24,Myakka Fine Sand, 0 To 2 Percent Slopes
25,Ona Fine Sand, 0 To 2 Percent Slopes
26,Pineda-Pineda, Wet, Fine Sand, 0 To 2 Percent Slopes
3,Basinger Fine Sand, 0 To 2 Percent Slopes
31,Pompano Fine Sand, 0 To 2 Percent Slopes
32,Punta Fine Sand, 0 To 2 Percent Slopes
34,Samsula Muck, Frequently Ponded, 0 To 1 Percent Slopes
36,Smyrna Fine Sand, 0 To 2 Percent Slopes
4,Basinger Fine Sand, Frequently Flooded
40,Valkaria Fine Sand, 0 To 2 Percent Slopes
41,Wabasso Fine Sand, 0 To 2 Percent Slopes
42,Zolfo Fine Sand, 0 To 2 Percent Slopes
5,Basinger Fine Sand, Frequently Ponded, 0 To 1 Percent Slopes
99,Water