



## *Florida Department of Transportation*

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**February 13, 2015**

Ms. Linda Anderson  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, FL 32303

**SUBJECT: Responses to FHWA Review Comments on Alternatives Technical Report  
SR 29 Immokalee Project Development and Environment Study  
Collier County, Florida  
Financial Management Number: 417540-1-22-01**

Dear Ms. Anderson:

Below are our responses to the review comments you provided regarding the Alternatives Technical Report for the subject project via email on February 9, 2015.

### Comments and Responses

Your review comments have been repeated below and are followed by our responses.

The Report should consistently reflect the fact that the Existing SR 29 Alternative has been dropped.

1. Fig. 3-1, p. 1, the Public Outreach diagram should reflect the dropping of this alternative.

**RESPONSE:** Revised per your direction.

2. P. 13, par. 1, currently states: "Further, based on additional meetings conducted with project stakeholders post Alternatives Public Workshop, the elimination of the Existing SR 29 Alternative is recommended." Should reflect that it has been dropped because this paragraph describes the current status of the project.

**RESPONSE:** Revised per your direction.

3. P. 14, final bullet states: "Alternative (recommended for elimination based on Alternatives Public Workshop)." Should reflect that it has been dropped.

**RESPONSE:** Revised per your direction.

Ms. Linda Anderson  
Page 2 of 2  
February 12, 2015

An updated Alternatives Technical Report reflecting the revisions indicated in the responses above is attached. If the responses adequately address your review comments, then the Florida Department of Transportation District One is asking the Federal Highway Administration to review and concur with the findings and recommendations of this updated report by signature on this letter. Please return one signed copy of the letter for our files.

If you have any questions, please do not hesitate to contact me directly at (863) 519-2375 or email me at [gwen.pipkin@dot.state.fl.us](mailto:gwen.pipkin@dot.state.fl.us).



Ms. Gwen G. Pipkin  
District Environmental Administrator/  
Senior Project Manager  
Florida Department of Transportation  
District One



Ms. Linda Anderson  
Environmental Specialist  
Federal Highway Administration  
Florida Region



Date



Date

**SR 29 Immokalee  
PD&E Study**

**From Oil Well Road to SR 82**

**ALTERNATIVES TECHNICAL  
REPORT**

**Financial ID No. 417540-1-22-01  
Collier County, Florida**

**August 26, 2014  
Revised February 11, 2015**

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## **1.0 PROJECT OVERVIEW**

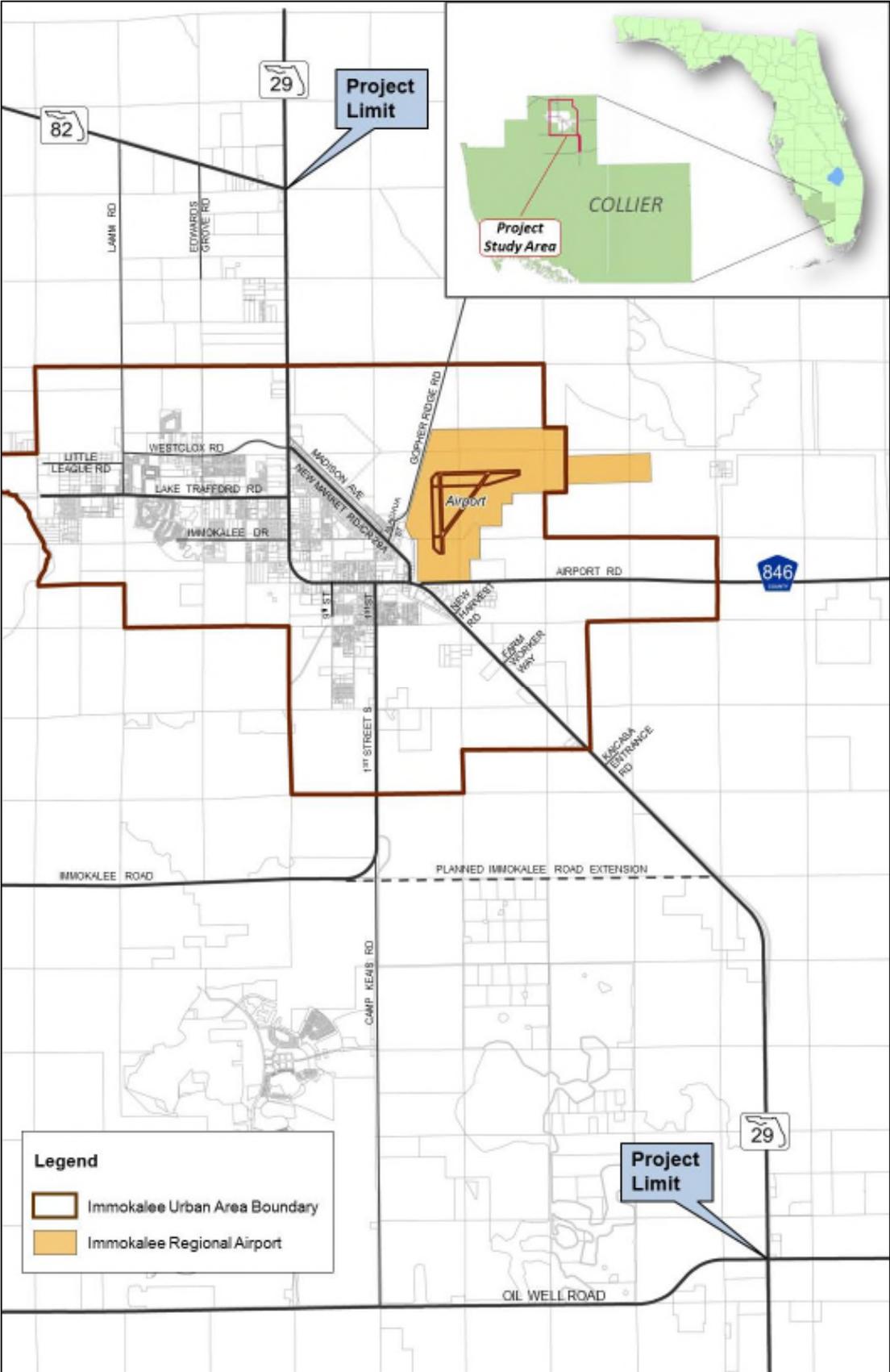
The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to assess the need for capacity improvements to State Road (SR) 29 between Oil Well Road (southern terminus) and SR 82 (northern terminus) in Collier County, Florida. **Figure 1-1** shows the location of the project. The study is being developed as an Environmental Impact Statement (EIS) in accordance with the Federal Highway Administration (FHWA) and the National Environmental Policy Act of 1969 (NEPA). SR 29, within the study limits of the project, is a major north-south corridor traversing the unincorporated community of Immokalee in eastern Collier County. The project involves the potential widening of the existing two-lane undivided segment of SR 29 to four lanes, a distance of approximately 15.6 miles, as well as the study of corridors that bypass Immokalee's urban area. The PD&E Study is to evaluate and document engineering and environmental issues associated with the proposed improvements and establish the conceptual location and design concepts for a proposed expansion of SR 29.

The SR 29 corridor from Oil Well Road to SR 82 is designated by the FDOT as an Emerging Strategic Intermodal System (SIS) Highway Corridor. SR 29 is classified as a rural principal arterial from Oil Well Road to south of Farm Worker Way and from north of Westclox Road/CR 29A to SR 82. SR 29 is designated as an urban principal arterial from south of Farm Worker Way to north of Westclox Road/CR 29A. Speed limits of 40-60 miles per hour (mph) are posted for the majority of the corridor; however, from south of CR 846 (Airport Road) to west of 9<sup>th</sup> Street, the speed limit is 35 mph due to the frequent activity of commercial and agricultural trucks and daily activity of pedestrians and bicyclists using this section of SR 29.

The purpose of the project is to enhance capacity along SR 29 between Oil Well Road and SR 82. The primary need for the expansion of SR 29 in the study area is to improve regional mobility and connectivity within the regional transportation network. Secondary criteria supporting the need for improvements to SR 29 include the following:

- Enhance economic competitiveness,
- Correct current design standard deficiencies and meet SIS standards,
- Reduce truck traffic in the downtown Immokalee area,
- Accommodate future population and employment growth/future travel demand, and
- Improve emergency evacuation capabilities.

**FIGURE 1-1  
PROJECT LOCATION MAP**



## **2.0 PLANNING CONSISTENCY**

The SR 29 Immokalee PD&E Study is included in the cost feasible portion of the Collier Metropolitan Planning Organization's (MPO's) 2035 Long Range Transportation Plan (LRTP), adopted on March 8, 2013 and amended on April 11, 2014, and is consistent with the Collier County Growth Management Plan. The Collier MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Board consider improvements to SR 29 from Oil Well Road to SR 82 a high priority and recently added the project to the fifth year of the Collier MPO's updated Transportation Improvement Program. The SR 29 Immokalee PD&E Study is additionally identified in the current State Transportation Improvement Program.

## **3.0 ALTERNATIVES DEVELOPMENT PROCESS**

Throughout the duration of the SR 29 Immokalee PD&E Study to present, the FDOT has participated in numerous coordination meetings with the FHWA, Collier County Growth Management staff, Collier MPO and its Committees, the Immokalee Community Redevelopment Agency (CRA), a Stakeholders Advisory Committee (SAC), government and non-government agencies, and the public to solicit input on the project. The FDOT has used several outreach techniques (such as newsletters, project website, small group meetings, and the creation of the SAC) to engage all parties including Spanish and Creole speaking citizens.

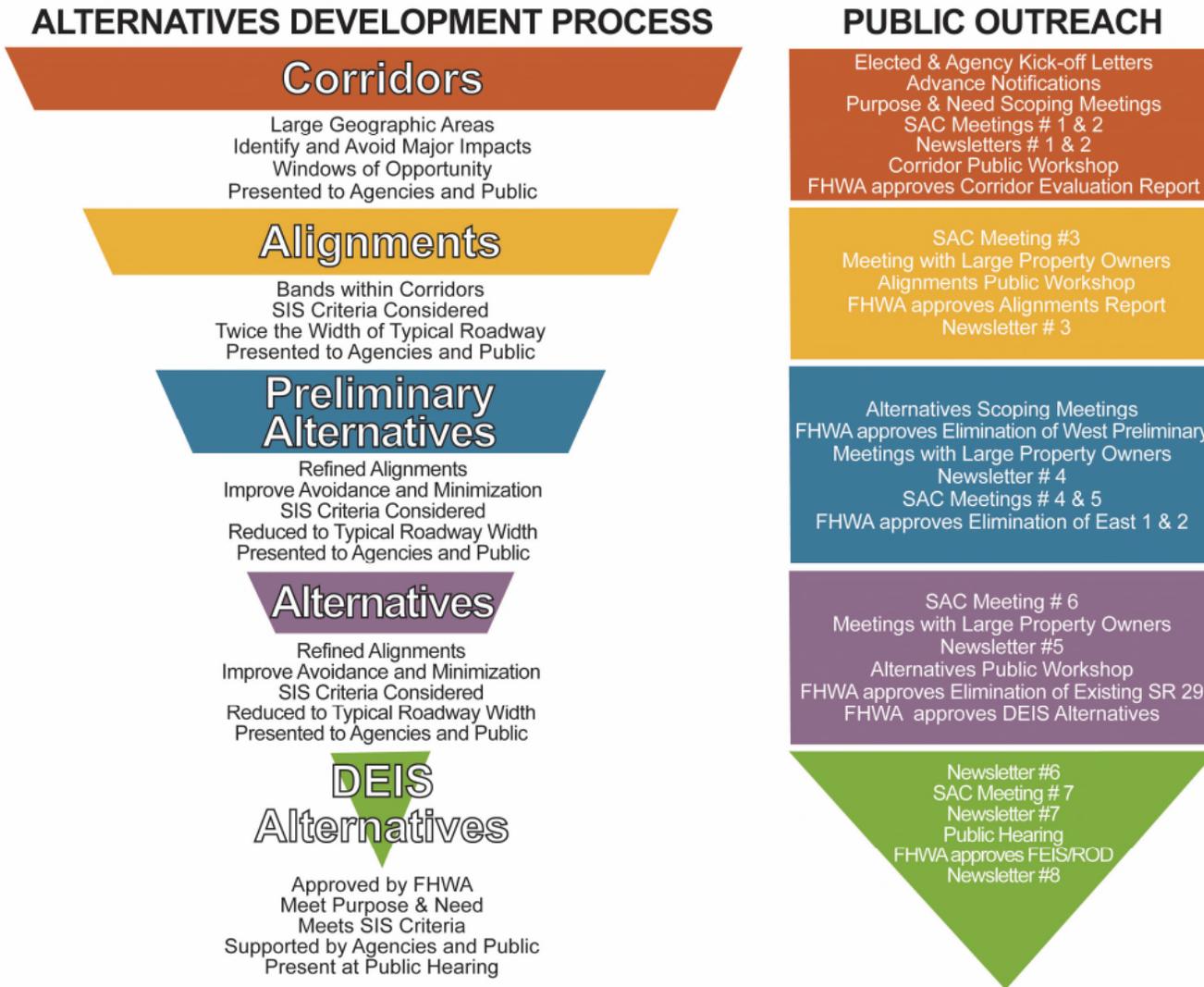
Input received from these stakeholders has helped to address project issues and develop a range of reasonable alternatives to be taken to the next level of detail within the Draft Environmental Impact Statement (DEIS). This coordination has occurred (and will continue) at each phase of the alternatives development process. **Figure 3-1** provides a quick graphical representation of the alternatives development process alongside the public involvement milestones that took place/are anticipated to take place during each phase of the development process.

This section highlights the steps of the alternatives development process beginning with the generation of corridors and proceeding with the development of alignments, preliminary alternatives, alternatives presented at the Alternatives Public Workshop, and those alternatives recommended for further study in the DEIS. **Figure 3-2** presents the corridors, alignments, preliminary alternatives, and alternatives proposed throughout the study including the addition, revision, or elimination of these features.

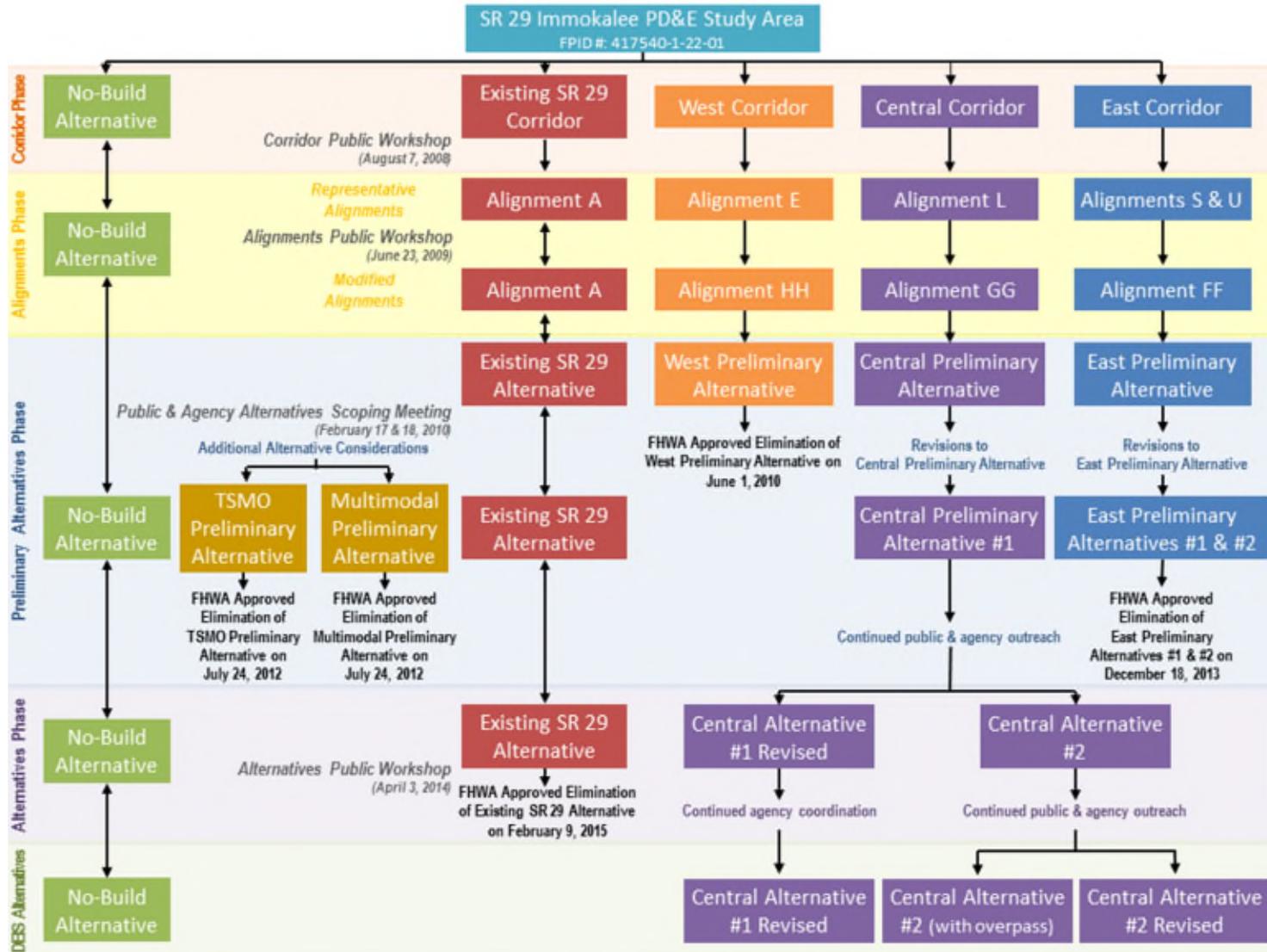
### **Corridors Phase**

Based on comments received early in the study from the public and agencies as a result of the Purpose and Need Scoping Meetings, CORRIDORS were developed within the project study area to avoid and minimize impacts to occurring sensitive natural, physical, and socio-cultural features. A Geographic Information System (GIS) - Land Suitability Mapping (LSM) process was utilized. The process first identified and mapped natural, physical, and socio-cultural features within the area which were evaluated based on level of sensitivity to obtain approvals, permits, and/or potential mitigative measures. The net remaining areas presented "Windows of Opportunity" in which CORRIDORS could be defined.

**FIGURE 3-1  
ALTERNATIVES DEVELOPMENT PROCESS AND PUBLIC OUTREACH**



**FIGURE 3-2  
DETAILED ALTERNATIVES DEVELOPMENT PROCESS BY PHASE**



Four CORRIDORS in/around Immokalee were presented for consideration at the Corridors Public Workshop held on August 7, 2008. The portion of existing SR 29 from south of Immokalee to Oil Well Road (4.85 miles) was common to all four CORRIDORS. The four CORRIDORS are listed as follows:

- Existing SR 29 Corridor - which consisted of the existing SR 29 roadway through the downtown Immokalee area from Oil Well Road to SR 82,
- West Corridor - located to the west of SR 29,
- Central Corridor - diverged from the existing SR 29 roadway west of the Immokalee Regional Airport and proceeded northward then westward to connect to SR 29 south of SR 82, and
- East Corridor - located to the east of SR 29 and avoided the downtown Immokalee area.

A total of 24 comments were received as a result of the Corridor Public Workshop. Many of the comments stated a preference for a specific corridor(s). The majority stated a preference for the East Corridor, one individual each preferred the Existing Corridor and Central Corridor, and none preferred the West Corridor. Other concerns cited were the need for access to the industrial zone near the airport; the need to minimize impacts to residential properties, churches, and stores; the need to keep trucks/freight traffic out of downtown; the need to include bicycle/pedestrian facilities; and the need to avoid environmental impacts.

Initial review of demographic data for the project study area in 2007, prior to the Corridor Public Workshop, indicated that a large number of Spanish speaking individuals were present. In order to better engage these individuals in the public involvement effort as part of the project development process, the FDOT initiated Limited English Proficiency (LEP) accommodations that included:

- Spanish language components on the project website;
- English and Spanish text in newsletters;
- Stand-alone Spanish language versions of all handouts and meeting collateral materials at each public meeting;
- Bilingual (English/Spanish) staff at each public meeting for translation services;
- Representatives from the Southwest Florida Hispanic Chamber of Commerce and the Coalition of Immokalee Workers on the Stakeholders Advisory Committee (SAC) – members of these organizations will receive detailed information packages concerning each stage of project development; and
- All public meetings to be held at the Immokalee One-Stop Career Center (750 South 5<sup>th</sup> Street in Immokalee, Florida), which serves as a central location for providing community services to the local Hispanic and migrant farmworker populations –

meeting handouts will be provided to the Immokalee One-Stop Career Center in Spanish/English to distribute to their clients.

Following the Corridor Public Workshop, the Corridor Evaluation Report was submitted to FHWA and was approved on **April 6, 2009**. The report recommended advancing the four CORRIDORS (Existing SR 29, West, Central, and East) for further development of alignments based on the LSM process and agency and public input.

### **Alignments Phase**

Within the four CORRIDORS, a total of thirty-one ALIGNMENTS were developed. An evaluation matrix was prepared to assess various environmental and engineering design criteria of each ALIGNMENT. Because of the large number of ALIGNMENTS being evaluated and the proximity of individual ALIGNMENTS within each of the four corridors, it was determined that REPRESENTATIVE ALIGNMENTS would be selected in each corridor. Based on coordination with and input from FHWA, the SAC, resource agencies, and the public, five REPRESENTATIVE ALIGNMENTS were selected to be presented at an Alignments Public Workshop. Criteria for selection of the REPRESENTATIVE ALIGNMENTS included agency and public input, minimization of potential impacts, potentially improved traffic operation conditions related to the existing and planned local roadway network, and potential satisfaction of project Purpose and Need. The five REPRESENTATIVE ALIGNMENTS were presented at the Alignments Public Workshop held on June 23, 2009. Each REPRESENTATIVE ALIGNMENT used the existing SR 29 roadway from south of Immokalee to Oil Well Road. The five REPRESENTATIVE ALIGNMENTS included:

- Alignment A - which followed the existing SR 29 roadway through Immokalee,
- Alignment E - which traveled around the west side of Immokalee and then followed Edwards Grove Road to SR 82 (the recommended alignment in the West Corridor),
- Alignment L - which headed north from the existing SR 29 roadway on the west side of Immokalee Regional Airport and then curved west to intersect SR 82 (the recommended alignment in the Central Corridor),
- Alignment S - which headed north from the existing SR 29 roadway on the east side of the project study area and then took a more southerly route to connect to SR 82 (a recommended alignment in the East Corridor), and
- Alignment U - which headed north from the existing SR 29 roadway on the east side of the project study area and then went farther north before turning west to intersect SR 82 (a recommended alignment in the East Corridor).

A total of 8 comments were received at the Alignments Public Workshop from participants and two additional comments were received as a result of the workshop, one via the project website and one via email. Additional comments were received from a meeting that was held on the same day as the workshop with a group of property owners in the project area. Some of the comments stated a preference for a specific alignment(s) – 4 favored Alignment S, 1 favored Alignment A,

and 2 favored Alignment E. Other concerns/suggestions relayed were impacts on private properties, concerns that a bypass would harm downtown businesses, the need to minimize impacts to the human and natural environments, and suggestions of ways to revise/modify the REPRESENTATIVE ALIGNMENTS.

For the Alignments Public Workshop, FDOT continued to follow the previously stated accommodations to enhance public outreach efforts to LEP populations within the SR 29 study area. Following the Alignments Public Workshop and based on input received through a series of meetings with project stakeholders, the five REPRESENTATIVE ALIGNMENTS were revised in an effort to further avoid and minimize impacts to area features and improve overall operational characteristics of future preliminary alternatives to be developed within these ALIGNMENTS. These updates resulted in the continued analysis of Alignment A (Existing SR 29 Alignment) and the development of three MODIFIED ALIGNMENTS:

- Alignment HH (alignment within the West Corridor) - which followed the existing SR 29 roadway to Collier County's planned extension of Immokalee Road to 1st Street and then continued north to Collier County's proposed extension of Little League Road and connected to Lamm Road where it intersected SR 82,
- Alignment GG (alignment within the Central Corridor) - which followed the existing SR 29 roadway to Alachua Street then turned northerly toward Gopher Ridge Road where it continued along Gopher Ridge Road to the north and northwest toward SR 29/SR 82, and
- Alignment FF (alignment within the East Corridor) - which travelled north on the existing SR 29 roadway to just north of where Collier County's planned extension of Immokalee Road connects to SR 29 and then continued north (on the east side of the Immokalee Regional Airport) where it turned to the west (north of Gopher Ridge Road) and intersected with SR 29/SR 82.

More information can be found in the Alignments Report which was submitted to FHWA and was approved on **August 27, 2010**.

### **Preliminary Alternatives Phase**

Based on refinements to the ALIGNMENTS at the conclusion of the Alignments Public Workshop, the following PRELIMINARY ALTERNATIVES were presented at the **Public and Agency Alternatives Scoping Meetings held on February 17 and 18, 2010**, respectively:

- Existing SR 29 Alternative (carried forward from Alignment A),
- West Preliminary Alternative (carried forward from Modified Alignment HH),
- Central Preliminary Alternative (carried forward from Modified Alignment GG), and
- East Preliminary Alternative (carried forward from Modified Alignment FF).

The No-Build Alternative, introduced from the beginning and to remain a viable alternative through the PD&E process, was also presented. This alternative would postpone major improvements to SR 29 beyond the 2040 design year and preserve the existing roadway with only routine maintenance. The Public and Agency Alternatives Scoping Meetings resulted in the following actions:

- No Build Alternative continued to be evaluated,
- Existing SR 29 Alternative continued to be evaluated,
- **West Preliminary Alternative eliminated by FHWA on June 1, 2010,**
- Central Preliminary Alternative revised to become Central Preliminary Alternative #1 which was advanced for further study, and
- East Preliminary Alternative revised to become East Preliminary Alternative #1 and East Preliminary Alternative #2 which were advanced for further study.

Both the Transportation System Management and Operations (TSMO) Preliminary Alternative (which evaluated intersection improvements, signal coordination, and other operational enhancements) and the Multimodal Preliminary Alternative (which explored transit improvements for existing, planned, and programmed service operated by Collier Area Transit) were also introduced. These preliminary alternatives along with the others listed above were further evaluated and refined through continued coordination with project stakeholders in order to determine a range of reasonable alternatives to advance to the Alternatives Public Workshop. This coordination resulted in the following actions:

- No-Build Alternative advanced,
- **TSMO Preliminary Alternative eliminated by FHWA on July 24, 2012,**
- **Multimodal Preliminary Alternative eliminated by FHWA on July 24, 2012,**
- Existing SR 29 Alternative advanced,
- Central Preliminary Alternative #1 revised to become Central Alternative #1 Revised and a new Central Alternative #2 (both advanced),
- **East Preliminary Alternative #1 eliminated by FHWA on December 18, 2013,** and
- **East Preliminary Alternative #2 eliminated by FHWA on December 18, 2013.**

### **Alternatives Phase**

Upon additional coordination with the SAC, Collier MPO staff, Collier County Growth Management staff, and County Commissioner Tim Nance (representing Immokalee) to discuss the advantages and disadvantages of each ALTERNATIVE that resulted from the Public and Agency

Alternatives Scoping Meetings, the FDOT decided to present the following four ALTERNATIVES at the Alternatives Public Workshop held on **April 3, 2014**:

- No-Build Alternative
- Existing SR 29 Alternative
- Central Alternative #1 Revised
- Central Alternative #2

**Table 3-1** displays the findings of each ALTERNATIVE evaluation as presented at the Alternatives Public Workshop.

**TABLE 3-1  
EVALUATION MATRIX OF ALTERNATIVES PRESENTED AT ALTERNATIVES PUBLIC WORKSHOP**

<b>Evaluation Factors</b>	<b>Existing SR 29 Alternative</b>	<b>Central Alternative #1 Revised</b>	<b>Central Alternative #2</b>	<b>No-Build Alternative</b>
Miles of New Alignment	0.00	1.61	3.66	0.00
Acres of Right of Way Required	8.0	33.1	62.1	0.0
Business Parcels Affected	82	78	46	0
Residential Parcels Affected	12	1	0	0
Other Parcels Affected	13	1	6	0
Churches	3	0	0	0
Schools	2	0	0	0
Parks [Section 4(f)]	3	3	3	0
National Register Potentially Eligible, Eligible or Listed Cultural Resources	4	0	1	4
Potential Noise Sensitive Sites	35	9	2	0
Wetlands (acres)	34.1	33.9	34.7	0.0
Floodplains (acres)	391	373	394	0
Potential Threatened & Endangered Species Involvement	Yes	Yes	Yes	No
Primary / Secondary Panther Habitat (acres)	60.6 / 29.4	60.6 / 41.3	67.7 / 41.3	0.0 / 0.0
Scrub Jay Habitat – Type I / II / III (acres)	0.0 / 0.0 / 3.9	4.3 / 4.4 / 15.3	4.3 / 4.4 / 15.3	0.0 / 0.0 / 0.0
Potential Contamination Sites (High / Medium)	5 / 11	5 / 10	6 / 8	4 / 7
<b>ESTIMATED COSTS</b>				
Panther Mitigation Cost	\$750,000	\$870,000	\$890,000	\$0
Scrub Jay Mitigation Cost <sup>1</sup>	\$180,375	\$1,110,000	\$1,110,000	\$0
Wetland Mitigation Cost***	\$4,262,500	\$4,237,500	\$4,337,500	\$0
Design*	\$11,400,000	\$12,200,000	\$13,700,000	\$0
Right-of-Way	\$6,000,000	\$9,300,000	\$9,600,000	\$0
Construction**	\$76,200,000	\$81,500,000	\$91,100,000	\$0
Construction Engineering & Inspection*	\$11,400,000	\$12,200,000	\$13,700,000	\$0
<b>TOTAL COSTS</b>	<b>\$110,192,875</b>	<b>\$121,417,500</b>	<b>\$134,437,500</b>	<b>\$0</b>

\*15% of Construction.

\*\*Based on FDOT Long Range Estimate at present time.

\*\*\*Mitigation costs based on \$125,000 per acre of impact.

<sup>1</sup> Scrub jay mitigation costs based on \$46,250 per acre of impact.

Prior to the Alternatives Public Workshop, the SR 29 Immokalee PD&E Study Public Involvement Program was modified to respond to new LEP guidance and to enhance the LEP project outreach efforts to include both the Spanish and Haitian Creole speaking populations. Based on the new guidance, FDOT committed to the following LEP accommodations for the SR 29 project:

- Provide contact information in public advertisements of public meetings for Spanish-only and Creole-only speaking citizens;
- Update the project website with an English/Spanish button on the home page to allow the reader to toggle between English and Spanish versions of the web pages and provide a button on the home page that will link Creole-only speaking citizens to a contact form to request project information in Creole;
- Continue to provide Spanish language versions of all collateral materials presented and distributed at public meetings and provide copies of Creole translations of public meeting materials if requested;
- Continue to provide Spanish language versions of newsletters and upload them to the project website and provide contact information in Creole in the newsletters so Creole-only speaking citizens can obtain project information;
- Continue to provide bilingual (English/Spanish) staff at all public meetings for interpretation purposes and provide Creole interpreters at the public meetings if requested in advance;
- Publish legal advertisements announcing upcoming public meetings in English and Spanish, run Spanish advertisements in the local Immokalee Bulletin newspaper, and provide contact information in Creole in the advertisements explaining how to request translation services a minimum of seven days in advance of the public meetings;
- Continue to provide English and Spanish versions of project materials at the Immokalee One-Stop Career Center where all of the project public meetings will be held, provide contact information in Creole in the advertisements explaining how to request translation services a minimum of seven days in advance of the public meetings, and develop a public service announcement regarding major public meetings for broadcast in English/Spanish/Creole on the low power Coalition of Immokalee Workers radio station (that is focused on the Spanish and Creole speaking communities) – include information on how to request translation services a minimum of seven days in advance of the public meetings;
- Continue to provide opportunities for project presentations to Spanish and Creole speaking groups upon request;

- Provide Spanish language versions of audio scripts of presentations at public meetings and Spanish language versions on the project website, as well as provide copies of Creole translations of audio scripts of public meeting presentations if requested; and
- Provide a bilingual (English/Spanish) certified court reporter at the public hearing to capture English and Spanish oral comments (a bilingual FDOT staff member will be provided to the court reporter if a bilingual certified court reporter is not available) and provide Creole interpreters for Creole translations at the public hearing if requested seven days in advance of the hearing.

A total of 17 comments were received as a result of the Alternatives Public Workshop. Responders denoted the following preferences for a specific alternative(s): one favored the No-Build Alternative, 3 favored the Existing SR 29 Alternative, and 13 favored Central Alternative #2; the majority of responders were against Central Alternative #1 Revised. An additional 26 comments were received following the workshop, which were in opposition to roundabouts.

Additional comments received from stakeholders and the public at the Alternatives Public Workshop indicated concerns about bicycle and pedestrian safety in regards to the Existing SR 29 Alternative and Central Alternative #1 Revised. Other concerns regarding these two alternatives pertained to the funneling of traffic through key portions of Immokalee, which would bisect portions of the town and result in impacts to key structures and limitations on future redevelopment.

Likewise, comments received on Central Alternative #2 at the Alternatives Public Workshop and through additional stakeholder meetings indicated that the proposed three-leg roundabout intersection design at SR 29 and CR 846 was not acceptable and required modification. There were concerns that Central Alternative #2, as presented at the workshop, may cause delays in emergency response times as a result of the proposed cul-de-sac at CR 846 and may cause other access issues. Based on these comments and further evaluation, Central Alternative #2 was revised to replace the planned three-leg roundabout with a SR 29 grade-separated overpass over CR 846. This revised concept proved to have the highest operational performance and addressed all accessibility and aviation issues raised at the Alternatives Public Workshop as indicated through a preliminary traffic analysis. Also based upon public and agency comments received during the Alternatives Public Workshop, a revision to Central Alternative #2 was suggested. This alternative became Central Alternative #2 Revised; it also includes the SR 29 grade separated overpass over CR 846.

Upon further coordination with FHWA regarding public comments received at the Alternatives Public Workshop and review of the Section 4(f) Determination of Applicability (DOA) prepared for the project (April 2013), the FHWA concurred that Section 4(f) applied to three parks in the area (1st Street Plaza, 9th Street Plaza, and Immokalee Airport Park). FHWA also concurred that Section 4(f) applied to the Immokalee Airport Conservation Easement through review of an Addendum to the Section 4(f) DOA in April 2014. It was determined that both Central

Alternative #2 and Central Alternative #2 Revised directly impact these properties and that Central Alternative #1 Revised appears to serve as a prudent and feasible Section 4(f) avoidance alternative in that it avoids the two resources. Further, based on additional coordination conducted with FHWA and project stakeholders post Alternatives Public Workshop, **FHWA concurred with the elimination of the Existing SR 29 Alternative on February 9, 2015.**

**Table 3-2** presents the findings of each preliminary evaluation conducted for the ALTERNATIVES recommended for advancement to the DEIS.

**TABLE 3-2  
EVALUATION MATRIX OF ALTERNATIVES RECOMMENDED FOR ADVANCEMENT TO DEIS**

<b>Evaluation Factors</b>	<b>Central Alternative #1 Revised</b>	<b>Central Alternative #2</b>	<b>Central Alternative #2 Revised</b>	<b>No-Build Alternative</b>
Miles of New Alignment	1.61	3.34	3.59	0.00
Acres of Right of Way Required	33.1	50.9	59.5	0.0
Business Parcels Affected	78	42	40	0
Residential Parcels Affected	1	0	0	0
Other Parcels Affected	1	4	4	0
Churches	0	0	0	0
Schools	0	1	1	0
Parks [Section 4(f)]	0	2	2	0
National Register Potentially Eligible, Eligible or Listed Cultural Resources	0	2*	2*	4
Potential Noise Sensitive Sites	9	2	2	0
Wetlands (acres)	33.9	34.7	33.0	0.0
Floodplains (acres)	373	393.2	401.9	0
Potential Threatened & Endangered Species Involvement	Yes	Yes	Yes	No
Primary / Secondary Panther Habitat (acres)	60.6 / 41.3	67.7 / 41.3	67.7 / 379.7	0.0 / 0.0
Scrub Jay Habitat – Type I / II / III (acres)	4.3 / 4.4 / 15.3	4.3 / 4.4 / 15.3	0.0 / 0.0 / 42.8	0.0 / 0.0 / 0.0
Potential Contamination Sites (High / Medium)	5 / 10**	6 / 9**	6 / 10**	4 / 7
<b>ESTIMATED COSTS</b>				
Panther Mitigation Cost <sup>1</sup>	\$875,000 (1,345 PHUs)	\$891,000 (1,370 PHUs)	\$2,934,000 (4,514 PHUs)	\$0
Scrub Jay Mitigation Cost <sup>2</sup>	\$1,110,000	\$1,110,000	\$1,979,500	\$0
Wetland Mitigation Cost <sup>3</sup>	\$3,772,000	\$3,861,000	\$3,672,000	\$0
Design <sup>4</sup>	\$12,200,000	\$20,150,000	\$20,270,000	\$0
Right-of-Way	\$9,300,000	\$8,990,000	\$9,855,000	\$0
Construction <sup>5</sup>	\$81,500,000	\$134,320,000	\$135,120,000	\$0
Construction Engineering and Inspection <sup>4</sup>	\$12,200,000	\$20,150,000	\$20,270,000	\$0
<b>TOTAL COSTS</b>	<b>\$120,957,000</b>	<b>\$189,472,000</b>	<b>\$194,100,500</b>	<b>\$0</b>

<sup>1</sup> Florida panther mitigation cost estimate based on \$650 per panther habitat unit (PHU).

<sup>2</sup> Florida scrub jay mitigation cost estimate based on \$46,250 per acre of impact.

<sup>3</sup> Wetland mitigation cost estimate based on \$111,256 per acre of impact (F.S. 373.4137 FY 2014/15 funding level).

<sup>4</sup> 15% of Construction.

<sup>5</sup> Based on FDOT Long Range Estimate at present time.

\* Evaluation of one resource is ongoing.

\*\* Field verification required.

## DEIS Alternatives Phase

The ALTERNATIVES recommended for further evaluation as part of the DEIS include:

No-Build Alternative,

Central Alternative #1 Revised [as presented in **Figure 3-3**],

Central Alternative #2 (with overpass) [as presented in **Figure 3-4**], and

Central Alternative #2 Revised [as presented in **Figure 3-5**].

**Figure 3-6** shows a composite of the three alternatives proposed for advancement to the DEIS.

## 4.0 SUMMARY

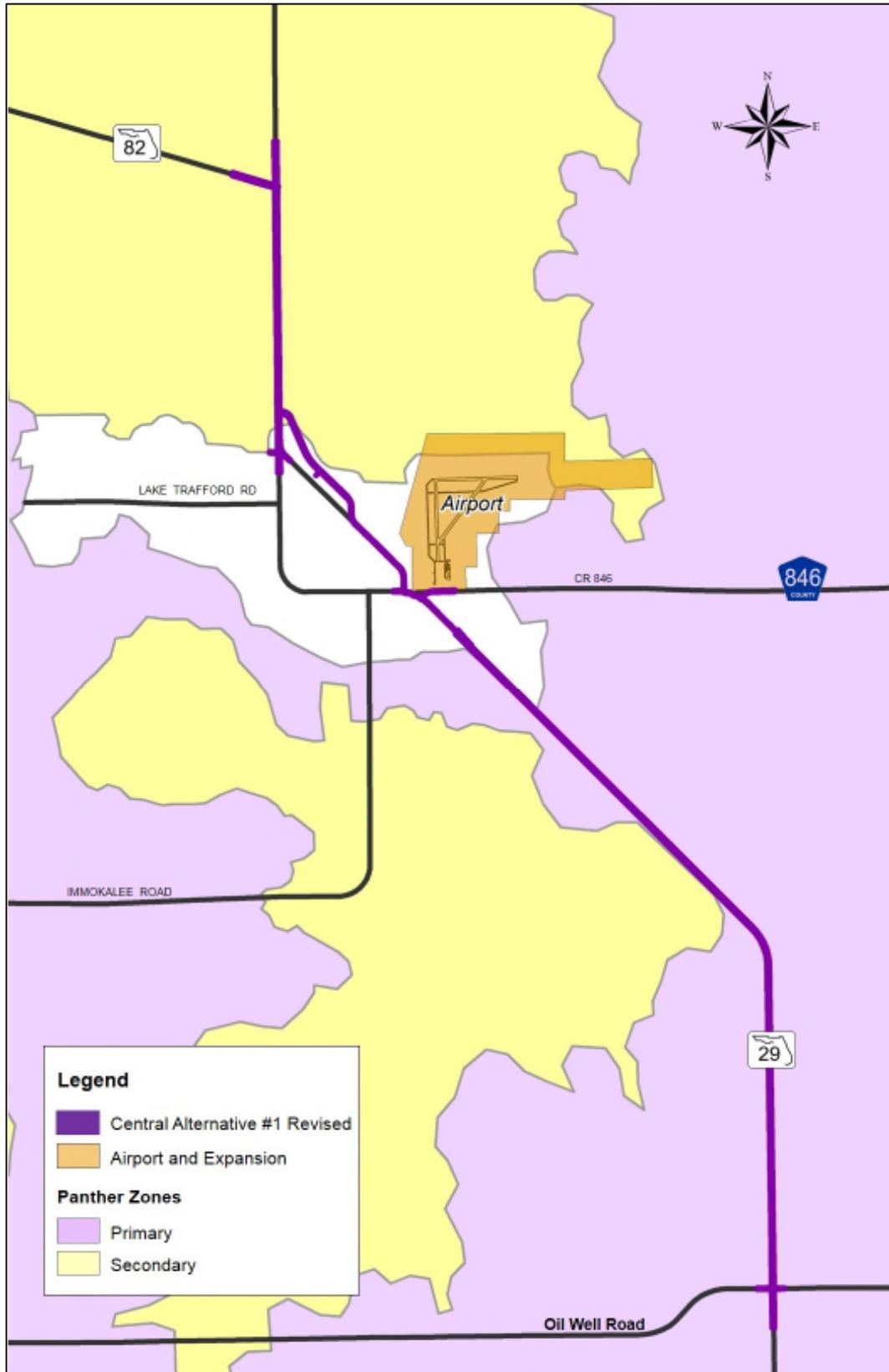
Alternatives considered throughout the SR 29 Immokalee PD&E Study include:

- No-Build Alternative
- Transportation Systems Management and Operations Preliminary Alternative
- Multimodal Preliminary Alternative
- Build Alternatives:
  - Existing SR 29 Alternative
  - West Preliminary Alternative
  - Central Preliminary Alternative
  - Central Preliminary Alternative #1
  - Central Alternative #1 Revised
  - Central Alternative #2
  - Central Alternative #2 Revised
  - East Preliminary Alternative
  - East Preliminary Alternative #1
  - East Preliminary Alternative #2

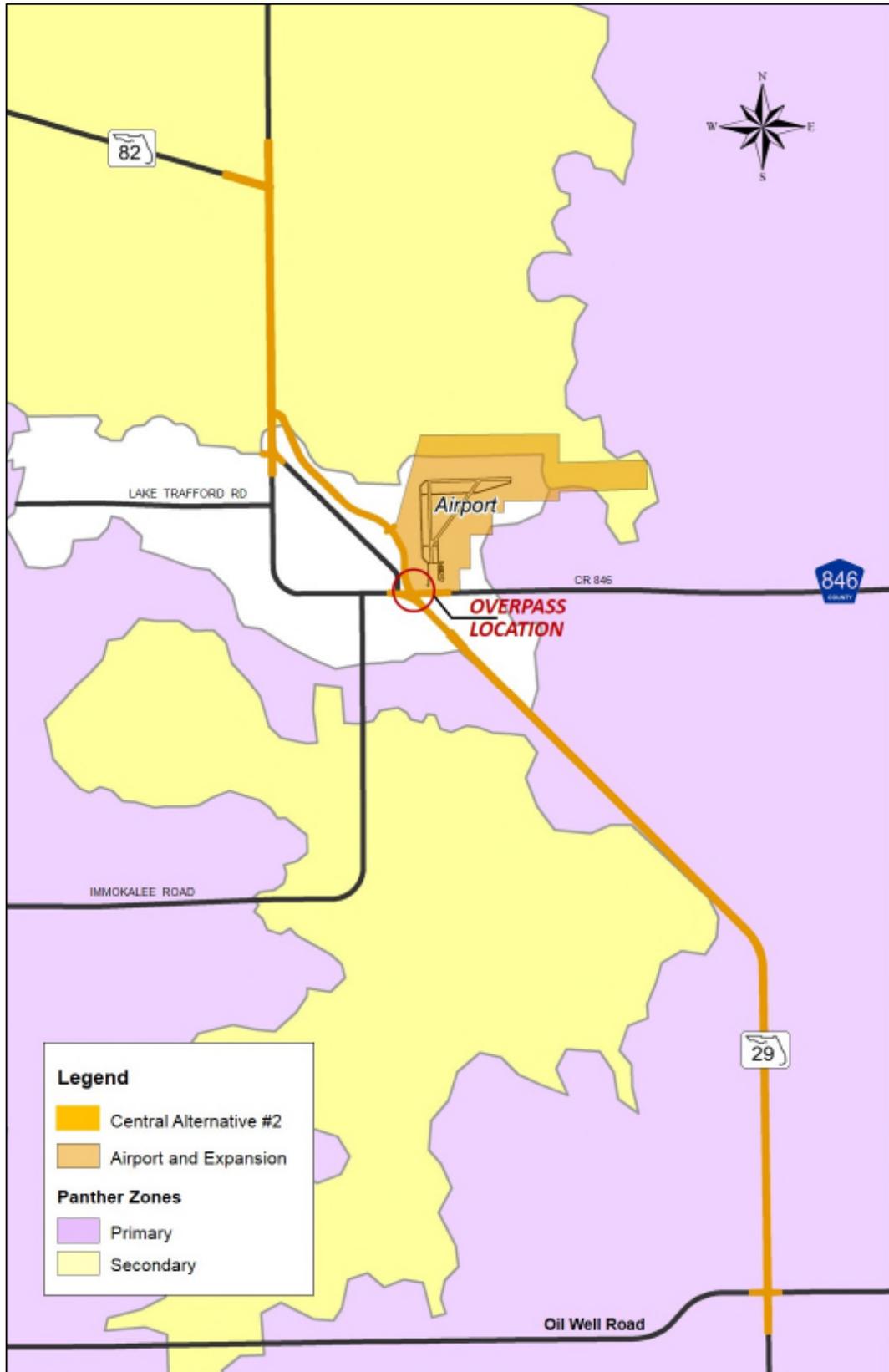
Based on a comparative evaluation of potential impacts for all proposed alternatives, including the ability to satisfy the stated Purpose and Need and cost effectiveness, the following proposed alternatives have been eliminated or are recommended to be eliminated from further study:

- West Preliminary Alternative (**eliminated June 1, 2010**),
- TSMO Preliminary Alternative (**eliminated July 24, 2012**),
- Multimodal Preliminary Alternative (**eliminated July 24, 2012**),
- East Preliminary Alternative #1 (**eliminated December 18, 2013**),
- East Preliminary Alternative #2 (**eliminated December 18, 2013**), and
- Existing SR 29 Alternative (**eliminated February 9, 2015**).

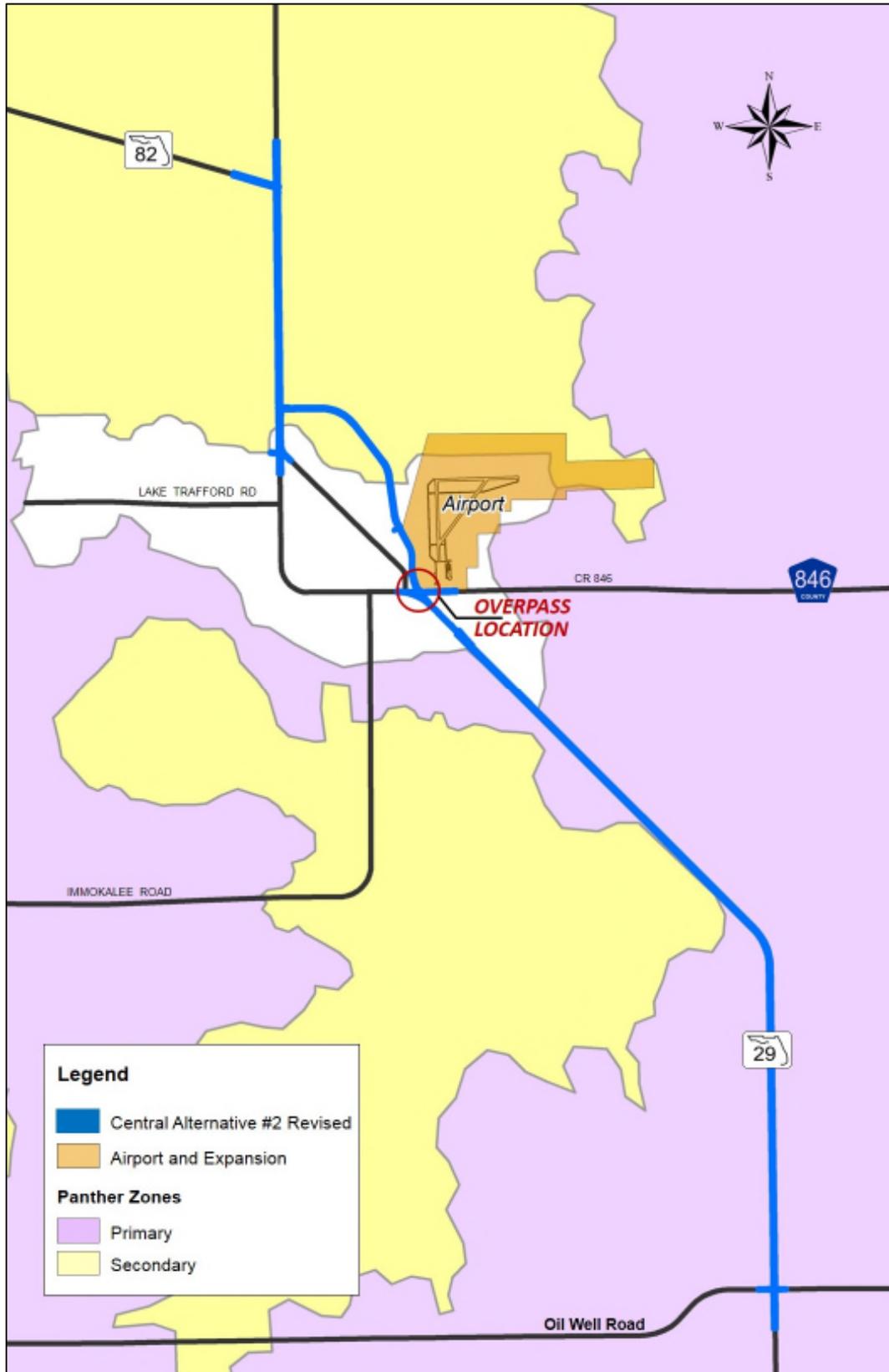
**FIGURE 3-3  
CENTRAL ALTERNATIVE #1 REVISED**



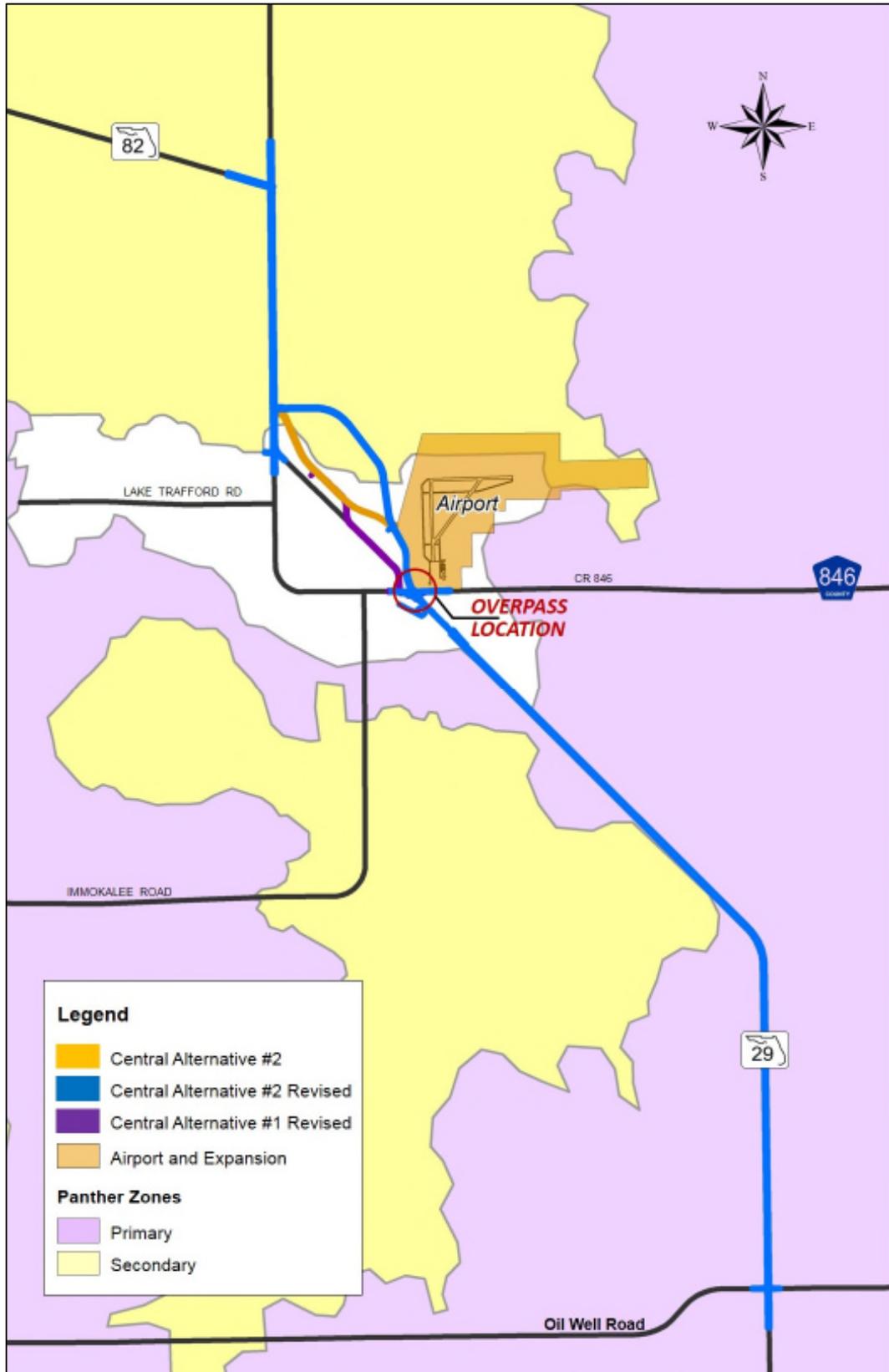
**FIGURE 3-4  
CENTRAL ALTERNATIVE #2**



**FIGURE 3-5  
CENTRAL ALTERNATIVE #2 REVISED**



**FIGURE 3-6  
ALTERNATIVES RECOMMENDED FOR ADVANCEMENT TO DEIS**



The following alternatives are recommended for advancement to the DEIS:

- No-Build Alternative
- Central Alternative #1 Revised
- Central Alternative #2
- Central Alternative #2 Revised