



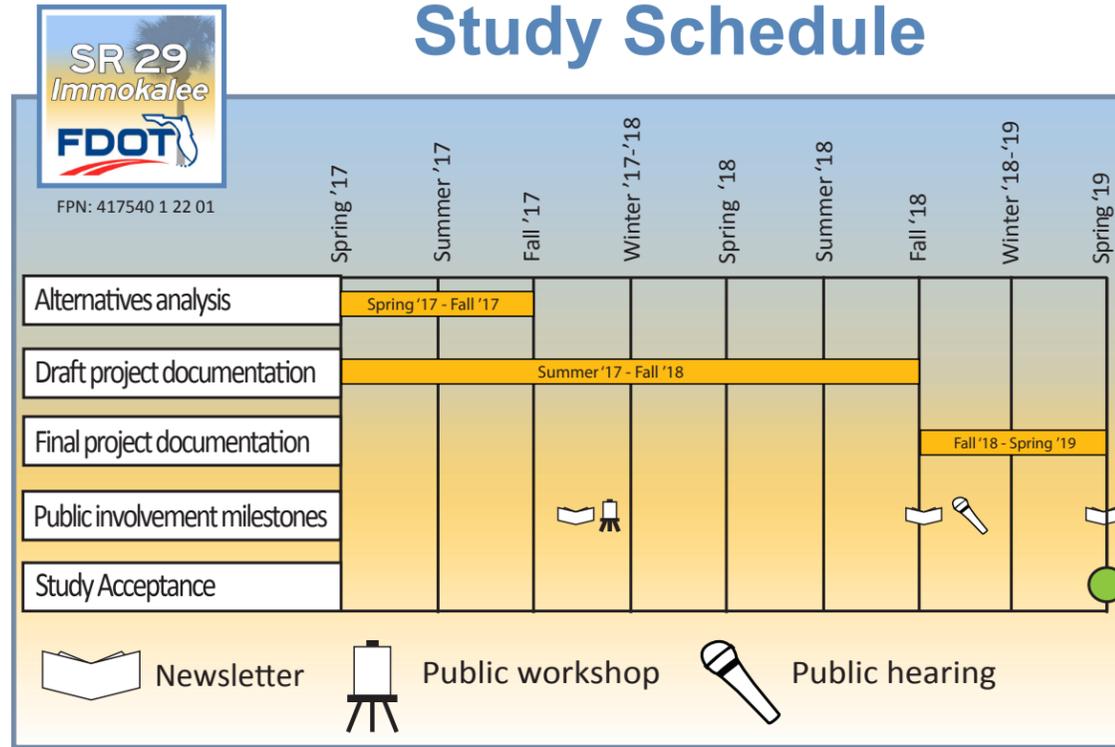
SR 29 PD&E Study

From Oil Well Road to SR 82

FPID NO: 417540 1 22 01 / FAP NO: 3911 022 P



Study Schedule



PUBLIC HEARING: November 15, 2018

5 p.m. – Open House; 6 p.m. – Formal Hearing
 Thursday, November 15, 2018
 CareerSource Southwest Florida
 750 South 5th Street, Immokalee, FL 34142

Welcome to the public hearing for proposed improvements to State Road (SR) 29 in Immokalee, Florida. The Florida Department of Transportation (FDOT) proposes Central Alternative #2 as the Recommended Alternative for the SR 29 Project Development & Environment (PD&E) Study from Oil Well Road to south of SR 82. The objectives of the PD&E Study are to evaluate and document engineering and environmental effects that will help the FDOT reach a decision about the type and location of necessary improvements to this 15.6-mile segment of SR 29.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or e-mail at Cynthia.Sykes@dot.state.fl.us.

Si usted tiene preguntas, por favor, comuníquese con Marlon Bizerra por teléfono 863-519-2250 o por correo electrónico Marlon.Bizerra@dot.state.fl.us.

Si ou ta renmen resevwa enfòmasyon-a an Kreyòl, tanpri kontakte Jimmy Vilce nan Depatma Transpotasyon Eta Florid, nan (863) 519-2311 ni Jimmy.Vilce@dot.state.fl.us.

Purpose and Need

FDOT has worked with various local agencies, organizations, and the public to develop a SR 29 alternative that will:

- Accommodate future growth,
- Reduce truck traffic in downtown Immokalee,
- Correct current design deficiencies,
- Improve mobility and connectivity within the regional transportation network,
- Enhance economic competitiveness, and
- Improve emergency evacuation capabilities.

Project Development Information

The PD&E Study is being developed in compliance with requirements of the National Environmental Policy Act of 1969, which will qualify future phases of the SR 29 project for federal funding.

Throughout this PD&E Study process, FDOT has looked at many different concepts to widen the existing two lanes of SR 29 to four lanes, as well as potential new alignments east or west of Immokalee. After environmental and engineering analyses, alternatives to the west of Immokalee were eliminated from further consideration due to major impacts to wetlands and residential areas. The decision to recommend the elimination of the East Preliminary Alternatives from further evaluation was the result of direct and indirect effects to the endangered Florida panther and its habitat, high estimated preliminary costs in comparison to other viable alternatives, and public and agency comments.

The existing SR 29 Alternative was eliminated because it did not meet the purpose and need for the project in that it would not reduce truck traffic in downtown Immokalee; would not improve bicycle and pedestrian safety in downtown Immokalee; and would have substantial environmental impacts, especially to cultural resources.

At the last Alternatives Public Workshop held on November 9, 2017, FDOT presented the following build alternatives:

- Central Alternative #1 Revised
- Central Alternative #2
- Central Alternative #2 Revised

Central Alternative #1 Revised was eliminated from further consideration compared to the other build alternatives for the following reasons:

- Impacted access to existing businesses along New Market Road, Flagler Street, and Madison Avenue;
- Had more business and residential relocations and parcel impacts;
- Included two more signalized intersections;
- Was more disruptive to the existing street network and required some street closures;
- Impacted more High or Medium-ranked potential contamination sites; and
- Had less public support.

Your comments are a very important part of the decision-making process. This public hearing is your opportunity to provide comments on the Recommended Build Alternative and the No-Build Alternative. During this hearing you will have the opportunity to provide oral comments that will be transcribed by a court reporter. Also, you can submit written comments and place them in the comment boxes tonight or send them to FDOT later, via mail or email. Your comments will become part of the project record. Please submit comments postmarked by November 26, 2018 so we can complete our study documentation.

You may send comments to Gwen G. Pipkin at the address or email shown to the right and on the back of the comment form. You may also submit your comments by completing the comment form on the "Send Us Your Comments" page of the project website at www.SR29Collier.com. Comments will be evaluated and, where feasible, may be incorporated into the conceptual design. A final determination of the Recommended Alternative will be submitted to the FDOT Office of Environmental Management for approval, which is expected in the spring of next year.

Questions?

Please contact FDOT Project Manager, Gwen G. Pipkin, directly or visit the project website at www.SR29Collier.com. The website has information about the study and the project documents on display this evening.

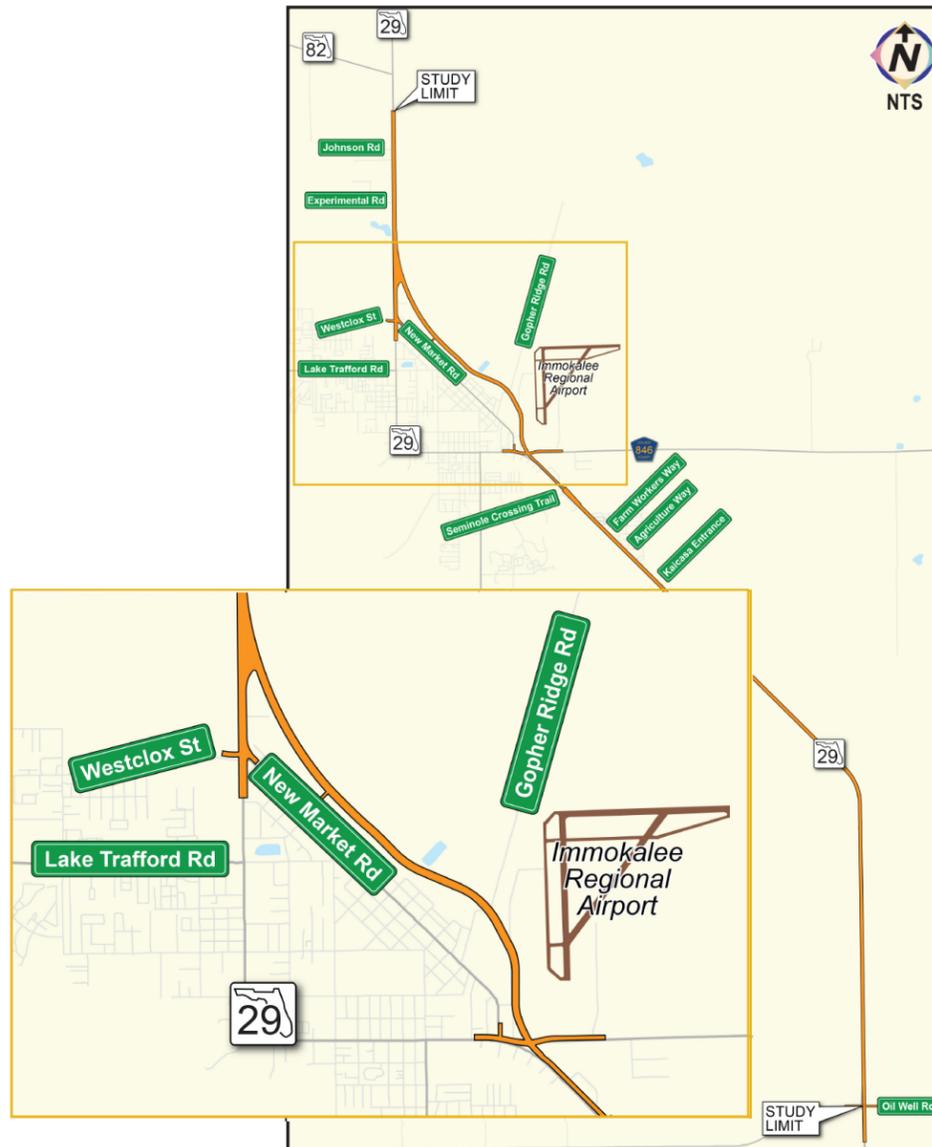
Contact Us

Gwen G. Pipkin, FDOT Project Manager
 Florida Department of Transportation
 P.O. Box 1249
 Bartow, FL 33831-1249
 Phone: (863) 519-2375
 e-mail: Gwen.Pipkin@dot.state.fl.us

Project Website

www.SR29Collier.com

Recommended Alternative Central Alternative #2



Central Alternative #2 Revised was also eliminated from further consideration compared to the other build alternatives for the following reasons:

- Generated higher traffic volumes along the existing SR 29 corridor and lower volumes along the bypass;
- Had the least public support of all three build alternatives;
- Impacted the largest proportion of Florida panther habitat, floodplains, and potentially contaminated sites;
- Had the greatest potential for secondary and cumulative impacts;
- Required the most additional right-of-way; and
- Had the highest estimated cost.

Recommended Build Alternative

The Recommended Build Alternative is Central Alternative #2. It provides a 4-lane divided typical section with travel lanes varying between 11 feet and 12 feet wide. Right-of-way, median type and width, and bicycle and pedestrian accommodations vary along the alternative. Central Alternative #2 then follows existing SR 29 from the start of the project at Oil Well Road to north of Seminole Crossing Trail. From this point, Central Alternative #2 travels north from SR 29 on a new alignment along the west side of the Immokalee Regional Airport to reduce impacts to the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alternative then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29 north of Westclox Street/New Market Road West. Central Alternative #2 then follows the existing alignment of SR 29 from north of Westclox Street/New Market Road West to SR 82.

Roundabout

A partial two-lane roundabout is currently being evaluated at SR 29 at Westclox Street/New Market Road West as part of the Recommended Alternative. Roundabouts can significantly improve safety. By design, roundabouts reduce severe vehicular crashes 75% to 78% over signalized intersections and reduce overall crashes 37% to 48% over signalized intersections. Roundabouts improve bicycle and pedestrian safety at intersections and lower travel speeds.

No-Build Alternative

The No-Build Alternative is considered a viable alternative throughout the life of the study. The No-Build Alternative assumes no improvements to SR 29 beyond the design year of 2045 and limits work in the project area to routine maintenance. The No-Build Alternative will remain a viable option throughout the study. If the No-Build Alternative is selected, FDOT will not make design improvements to SR 29 from Oil Well Road to south of SR 82. FDOT will continue to maintain SR 29 in its' current configuration.

Environmental Effects

Environmental and socioeconomic factors relating to the proposed improvements were evaluated in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and other federal requirements. The detailed evaluation matrix is included in this handout for your review.

Right-of-Way Acquisition and Relocation Program

If the Recommended Build Alternative is selected, additional right-of-way will be required and may require the relocation of one business; however, no residential relocations are expected. To minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute, Section 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Brochures are available this evening, as are representatives from FDOT. Questions about right-of-way may also be addressed by contacting the District One Right-of-Way Office by telephone at (863) 519-2401 during business hours (8 a.m. to 5 p.m.).

Section 4(f) de minimis

The project team examined the project area for properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966 which prohibits the arbitrary use of park and recreation lands, wildlife and waterfowl refuges, and historic sites for transportation purposes. The proposed improvements require a narrow strip of land from the Immokalee Airport Park owned by Collier County and the Immokalee Airport Conservation Easement managed by the Florida Fish and Wildlife Conservation Commission. As part of the project development process and in accordance with Section 4(f) of the Department of Transportation Act of 1966, FDOT is seeking comments and input from the public, interested parties, and governmental agencies concerning the effects of the project on the activities, features, and attributes of these resources and the mitigation options under consideration for the proposed impacts. FDOT intends to make a Section 4(f) de minimis impact determination for these resources.

What Happens Next?

FDOT will review all comments received and perform a final evaluation of all of the elements of the engineering and environmental studies, finalize the documentation of these studies, and then make a final recommendation. The documentation will then be sent to the Office of Environmental Management for Study Acceptance. An advertisement announcing the Study Acceptance will appear in The Naples Daily News and the Immokalee Bulletin newspapers. The design phase for certain segments of SR 29 will begin early next year. The design phase usually takes approximately two years on average. Right-of-way acquisition will follow the design phase. Once FDOT has acquired all of the property needed to build the improvements for any given segment, construction may begin if funding is available. However, funds are not yet available for right-of-way acquisition or construction of the project.

Draft project documents are available for public review through November 26, 2018 at:

Immokalee Branch Library
417 N 1st Street
Immokalee, FL 34142

Hours are from 11 a.m. to 7 p.m. on Mondays and Thursdays;
9 a.m. to 5 p.m. on Tuesdays, Wednesdays and Fridays

Draft project documents are also available for public review through November 26, 2018 at:

Florida Department of Transportation
Southwest Area Office
10041 Daniels Parkway, Fort Myers, Florida 33913

Hours are 8 a.m. to 5 p.m. Monday through Friday

Draft project documents are also available for public review at the project website:

www.SR29Collier.com

Alternatives Evaluation Matrix

	RECOMMENDED ALTERNATIVE (CENTRAL ALTERNATIVE #2)	NO-BUILD ALTERNATIVE
POTENTIAL IMPACTS		
BUSINESS RELOCATIONS	1	0
RESIDENTIAL RELOCATIONS	0	0
CULTURAL RESOURCES	0	0
SECTION 4(F) RESOURCES	2	0
WETLANDS / SURFACE WATERS (ACRES)	29.74	0
FLOODPLAINS (ACRES)	25.36	0
POTENTIAL THREATENED AND ENDANGERED SPECIES INVOLVEMENT (YES / NO)	YES	NO
CONTAMINATED SITES	67 (31 MEDIUM OR HIGH RISK)	0
NOISE IMPACTED SITES	0	0
ESTIMATED COSTS (2018 PRESENT DAY COSTS IN MILLIONS)		
DESIGN ¹	\$16,386,000	\$0
WETLAND MITIGATION ²	\$1,800,000	\$0
WILDLIFE HABITAT MITIGATION ³	\$4,396,000	\$0
UTILITIES / ITS / ATMS RELOCATION	\$227,000	\$0
RIGHT-OF-WAY ACQUISITION	\$18,300,000	\$0
CONSTRUCTION	\$109,241,000	\$0
CONSTRUCTION ENGINEERING AND INSPECTION ¹	\$16,386,000	\$0
TOTAL COST	\$166,736,000	\$0

1 15% of construction cost.

2 Wetland mitigation cost estimate based on FDOT Environmental Mitigation Payment Processing Handbook, Page 5, Fiscal Year 2021/2022 (\$125,594 per acre of impact).

3 Wildlife habitat mitigation cost includes mitigation for Florida panther and Florida scrub jay. Florida panther mitigation cost estimate based on \$850 per panther habitat unit (PHU). Florida scrub jay mitigation cost estimate based on \$25,000 per acre of impact with assumed 2:1 mitigation cost ratio.