

# **DRAFT PURPOSE AND NEED STATEMENT**

## **EXECUTIVE SUMMARY**

The expansion of SR 29 from Oil Well Road and SR 82 is identified as a project within the Collier County Metropolitan Planning Organization (MPO) 2030 Financially Feasible Plan, Long Range Transportation Plan (LRTP) adopted January 12, 2006. This project is also consistent with Collier County's adopted Growth Management Plan. This capacity improvement is intended to accommodate travel demand generated by population and employment growth, as well as approved development in the project study area. In addition, this improvement is anticipated to enhance emergency evacuation capacity and traffic circulation leading to improved evacuation and response times. SR 29 is part of the state's Strategic Intermodal System (SIS). This enhancement will improve the circulation of goods, as SR 29 serves as a key intrastate freight corridor providing access to local agricultural and ranching operations, as well as to freight activity centers located in central Florida and the populated coastal areas.

## **TRANSPORTATION PLAN CONSISTENCY**

The expansion of SR 29 from Oil Well Road and SR 82 is identified as a project within the Collier County Metropolitan Planning Organization (MPO) 2030 Financially Feasible Plan, Long Range Transportation Plan (LRTP) adopted January 12, 2006. This project is also consistent with Collier County's adopted Growth Management Plan.

## **EMERGENCY EVACUATION**

Serving as part of the evacuation route network established by the Florida Division of Emergency Management, SR 29 plays a significant role in facilitating traffic during emergency evacuation periods as it connects to other major arterials designated on the state evacuation route network (SR 82 and SR 80). Designated by Collier County as a primary evacuation route, this facility is critical in evacuating residents of Everglades City and Chokoloskee as it serves as the only north-south route in eastern Collier County. The expansion of SR 29 from Oil Well Road to SR 82 is anticipated to enhance evacuation capacity and traffic circulation which will lead to improved evacuation and response times.

## **FUTURE POPULATION AND EMPLOYMENT GROWTH**

According to the Bureau of Economic Business Research (BEBR), the population of Collier County is projected to increase from 317,788 in year 2005 to 728,900 in year 2030. In conjunction with population growth, employment within the county is projected to grow from 118,100 in year 2005 to 153,500 in year 2015. These figures are shown below:

### **Collier County 2030 Population Forecast**

- 2005 Population : 317,788
- 2030 Population : 728,900
- Growth from 2005 to 2030: 411,112
- Annual Growth Rate : 5.81%

### **Collier County 2015 Employment Forecast**

- 2005 Employment : 118,100

- 2015 Employment : 153,500
- Growth from 2005 to 2015: 35,400
- Annual Growth Rate : 3.0%

The SR 29 capacity improvement is intended to accommodate travel demand generated by population and employment growth, as well as improved development in the project study area. Traffic in the study area is expected to increase due to projected population and employment growth along the corridor.

This area includes the Town of Ave Maria Development of Regional Impact (DRI) that was approved in 2005. It is located north of Oil Well Road and west of Camp Keais Road, approximately five miles west of SR 29. At buildout in 2016, this development is projected to contain 11,000 residential units, approximately 700,000 square feet of retail space, a 6,000-student Ave Maria University and 510,000 square feet of office space.

### **TRAFFIC CONDITIONS**

2007 and projected 2035 Annual Average Daily Traffic (AADT) volumes and truck traffic percentages for SR 29 from Oil Well Road to SR 82 have been documented by the Department in the Draft Technical Memorandum: Project Traffic Report, prepared April 2007. The percentage of trucks on SR 29 south of CR 846 is approximately 16% of daily traffic, and south of SR 82 it is approximately 13% of daily traffic. It should be noted, that SR 29 serves as a key intrastate freight corridor providing access to local agricultural and ranching operations, as well as to freight activity centers located in central Florida and the populated coastal areas. The SR 29 capacity enhancement is expected to improve the circulation of goods. The volume of trucks on this roadway, in turn, is anticipated to increase to keep pace with population and economic growth.

The 2007 and projected 2035 roadway levels of service on SR 29 from Oil Well Road to SR 82 are also presented in the draft Traffic Report. Without the proposed improvement on SR 29, the operating condition on this section of SR 29 is expected to deteriorate to an unacceptable level of service. The generalized conditions in 2007 and under a “No Build” 2035 are presented here.

2007 AADT Volumes, Truck Traffic Percentages, and Levels of Service on SR 29 (Oil Well Road to 1<sup>st</sup> Street)

- 2007 AADT Range: 5,700 – 16,000
- 2007 Truck Traffic Percentage: 13.0%
- 2007 LOS A/B (Acceptable) except for SR 29A intersection (LOS F)

2007 AADT Volumes AADT Volumes, Truck Traffic Percentages, and Levels of Service on SR 29 (1<sup>st</sup> Street to SR 82)

- 2007 AADT Range: 14,500 to 19,600
- 2007 Truck Traffic Percentage: 16.0%
- 2007 LOS A/B (Acceptable) except for SR 82 (LOS F) and SR 29A intersection (LOS F)

2035 AADT Volumes, Truck Traffic Percentages, and Levels of Service on SR 29 (Oil Well Road to 1<sup>st</sup> Street)

- 2035 AADT Range: 22,200 to 34,800
- 2035 Truck Traffic Percentage: 13.0%

- 2035 No Build LOS D. Oil Well Rd., CR 846, SR 29A, 1<sup>st</sup> St intersections - LOS F (Failing)
- 2035 Build LOS A-C

2035 AADT Volumes AADT Volumes, Truck Traffic Percentages, and Levels of Service on SR 29 (1<sup>st</sup> Street to SR 82)

- 2035 AADT Range: 25,600 to 37,600
- 2035 Truck Traffic Percentage: 16.0%
- 2035 No Build LOS E/F (Failing) except for 9th Street intersection (LOS C)
- 2035 Build LOS B/C

### **SAFETY/ CRASH**

The expansion of SR 29 from Oil Well Road to SR 82 will likely enhance safety on the roadway by dispersing traffic and improving traffic operations. Based on data obtained from the Florida Department of Transportation (FDOT) Safety Office, crash rates have fluctuated on this segment of SR 29 over the three year period. According to the FDOT Safety Office, the crash rates on SR 29 from Oil Well Road to SR 82 are higher than the statewide average crash rates for similar facility types (2-lane undivided).

### **REGIONAL CONNECTIVITY**

SR 29 is a north-south principal arterial in eastern Collier County that connects the fast-growing community of Immokalee with I-75 in the south and US 27 and SR 80 in the north. Immokalee is located in a Rural Area of Critical Economic Concern (RACEC) designated by the State of Florida.

In conjunction with SR 82, SR 29 provides regional connectivity between Immokalee, the Florida Gulf Coast University, and Southwest Florida International Airport in Lee County. The Florida Department of Transportation has designated SR 29 as an Emerging Strategic Intermodal System (SIS) facility because it serves regional interests and provides access to the RACEC. SR 82, the northern terminus of this project, has also been identified as an Emerging Strategic Intermodal System facility from I-75 in Lee County to SR 29. The expansion of SR 29 from Oil Well Road to SR 82 is part of an overall plan to improve corridor access and relieve traffic congestion.

SR 29, SR 82, and the Immokalee Regional Airport are included in the Bi-County Regional Transportation Network that was adopted by the Lee County and Collier County MPOs on October 22, 2004. SR 29 and SR 82 are listed as "First Order" facilities and Immokalee Regional Airport is listed as a "Second Order" facility. First Order facilities are generally those that will be the subject of future funding prioritization activities and will directly link Collier County with Lee County. Interstate 75 forms the backbone of the First Order network. Second Order facilities provide important connections between the First Order network and major population, employment, or intermodal centers.

**FREIGHT MOBILITY**

In connecting to such regional transportation facilities as I-75 and the Southwest Florida International Airport, this facility links the Immokalee Regional Airport to agricultural and industrial centers of the Rural Area of Critical Economic Concern (RACEC). The Florida Department of Transportation has designated SR 29 as an Emerging Strategic Intermodal System (SIS) facility because it serves regional interests and provides access to the RACEC. Its importance to freight mobility is reflected in the high daily truck volumes. In 2007, 13% to 16%% of the traffic on SR 29 consisted of trucks. Even though the percentage will remain approximately the same, the volume of freight and goods movement is projected to increase to keep pace with population and economic growth.