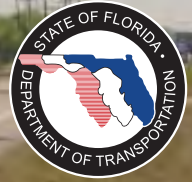




S.R. 29 PD&E Study

From North of S.R. 82 to South of C.R. 80A

Financial Project ID: 417878 2 22 01



PUBLIC HEARING

LaBelle Civic Center • November 16, 2010

6 p.m. - Open House • 7 p.m. - Formal Presentation

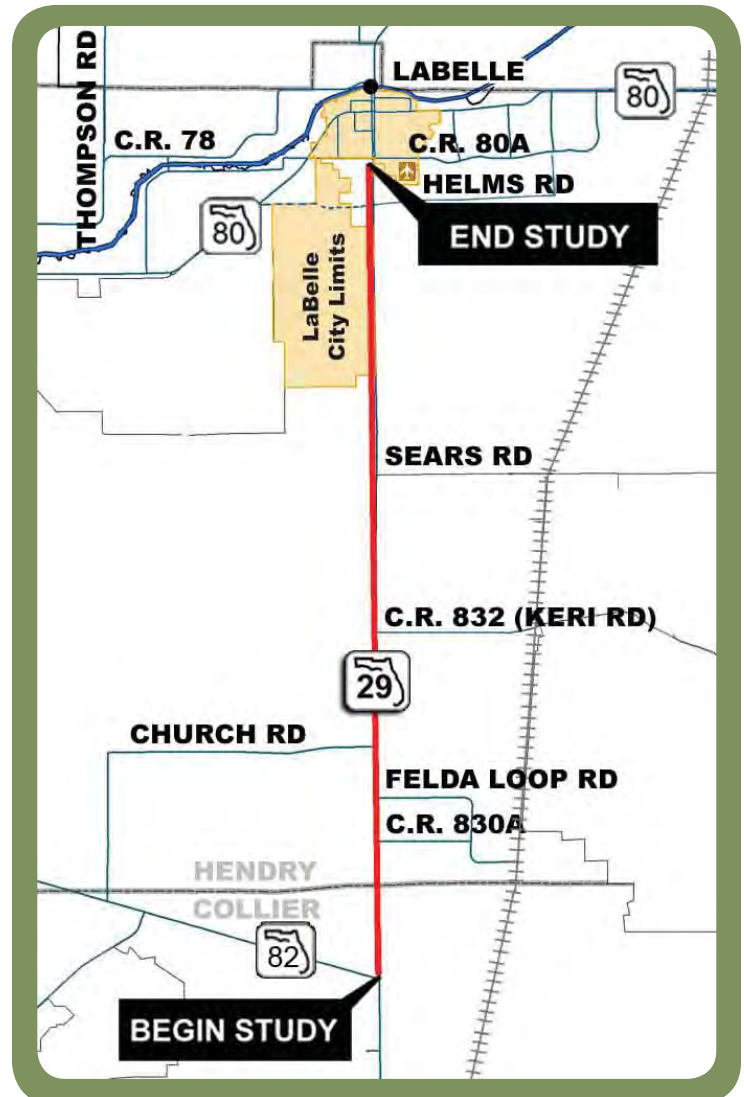
Welcome to the public hearing for the State Road 29 Project Development and Environment (PD&E) study. The Florida Department of Transportation (FDOT) is holding this public hearing in cooperation with the Federal Highway Administration to present information about the PD&E study for State Road 29 from State Road 82 in Collier County to County Road 80A (also known as Cowboy Way) in Hendry County. The hearing gives all members of the public the opportunity to express your views about proposed improvements. We encourage your comments regarding the location and conceptual design for proposed improvements – and about social, economic and environmental effects, as well. Based upon a comparison of improvement options developed, coordination with local officials, and comments received during the public information workshop held October 28, 2008, FDOT has developed a preferred build alternative, which is on display this evening.

INTRODUCTION

With you, environmental agencies, and local governments as our partners, we have focused on the purpose of this PD&E study together – to determine the best options to meet future traffic needs on State Road 29 through this 18-mile study segment, to improve roadway safety, and to provide an enhanced hurricane evacuation route. Our partners include the Federal Highway Administration, Collier and Hendry Counties, the City of LaBelle, and the Collier Metropolitan Planning Organization.

PROJECT INFORMATION

Project information and graphics will be available on the project website, www.SR29.com, following this hearing. To be added to the project mailing list, please fill out a comment sheet with your contact information and submit it in the comment boxes provided tonight. You may also mail it to the address on the back of the comment sheet.



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WHAT IS A PD&E STUDY?

PD&E studies analyze project-related information to develop the best alternative(s) to meet a community's transportation needs with minimal community and natural environment impacts. A "No-Build" alternative is also considered for the project. This alternative assumes that no improvements would be made to State Road 29 through the year 2035. The "No-Build" alternative remains a valid option and will continue to be evaluated throughout the duration of the study.

NEED FOR IMPROVEMENT

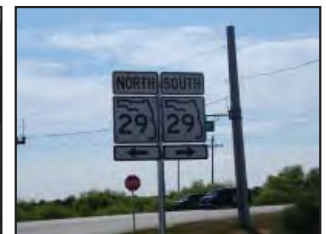
State Road 29 is an important arterial roadway that moves people and goods through Collier and Hendry Counties. Any proposed improvements to State Road 29 must meet specific design standards to make sure that this roadway will support the safe and efficient movement of people and goods. State Road 29 also serves as an important evacuation route. Widening State Road 29 will increase capacity and efficiency, leading to improved evacuation and emergency response times.

The proposed widening of State Road 29 is consistent with the Collier Metropolitan Planning Organization's Long Range Transportation Plan, which lists State Road 29 as a financially feasible contingent project. It is also consistent with Hendry County's Long Range Transportation Plan, which identifies State Road 29 as a priority one project for 2008 through 2015. FDOT also documented this need in the project traffic report, which indicates that future traffic volumes are projected to increase from current volumes of 6,200 vehicles per day to 23,800 vehicles per day by 2035. State Road 29 will operate at a less than desirable level of service by 2015 without the proposed widening.



FDOT is evaluating the segments of State Road 29 immediately north and south of this project in separate PD&E studies. Southern study limits extend from Oil Well Road to State Road 82 in Collier County (FPID: 417540 1 22 01) and northern study limits extend from County Road 80A in Hendry County to U.S. 27 in Glades County (FPID: 417878 1 22 01).

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PREFERRED ALTERNATIVE

From State Road 82 to Spencer Street, the preferred alternative is a four-lane road that uses the two existing State Road 29 lanes as the northbound lanes and constructs two additional lanes for southbound traffic. Four new lanes will be constructed along State Road 29 from Spencer Street to County Road 80A. To minimize potential environmental and right-of-way impacts, the proposed preferred alignment shifts both east and west of the existing center line. A majority of the additional right-of-way needed for the preferred alternative comes from the west side of State Road 29. A comparison of the "No-Build" alternative and the preferred alternative is shown in the Evaluation Matrix for State Road 29.

ENVIRONMENTAL EVALUATIONS

This PD&E study analyzed potential affects to wetlands, floodplains, threatened and endangered species, water quality, hazardous materials, recreational sites, noise, air quality, historic structures, and archaeological sites. Based on the analyses we have already completed, we do not anticipate significant effects to the environment associated with the preferred alternative.



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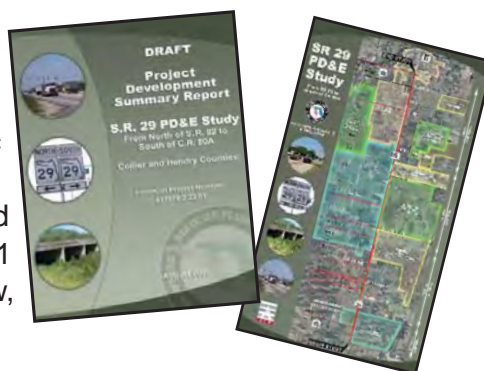


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DOCUMENTS AVAILABLE FOR REVIEW

Project documents and other information developed by FDOT are on display this evening. These materials are also available for public review at Barron Library at 461 South Main Street in LaBelle and at FDOT District One Office at 801 North Broadway Avenue in Bartow, until Friday, November 26, 2010.



RIGHT-OF-WAY ACQUISITION AND RELOCATION PROGRAM

In order to build the preferred alternative, FDOT must purchase approximately 243 acres of property located along State Road 29. Four brochures, which describe in detail the FDOT's relocation assistance program, (*Your Relocation: Residential; Your Relocation: Business, Farms, and Nonprofit Organizations; Sign Relocation; and The Real Estate Acquisition Process*) 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 863-519-2407 during business hours (8 a.m. to 5 p.m.)

CIVIL RIGHTS STATEMENT

This public hearing is held in accordance with 23 CFR 771 and Section 339.155, Florida Statutes. The proposed project is being developed in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they may have been discriminated against because of race, color religion, sex, age, national origin, disability, or family status may complete a complaint form available this evening and mail it to Robin Parrish, FDOT District One Title VI Coordinator, P.O. Box 1249, Bartow, Florida, 33831.

Evaluation Matrix for State Road 29 from North of S.R. 82 to South of C.R. 80A

Evaluation Criteria	No-Build Alternative	Preferred Alternative
Business Impacts		
Number of business relocations	0	4
Residential Impacts		
Number of residential relocations	0	4
Environmental Impacts		
Archaeological/Historical sites (potential)	None	Low
Section 4(f) property (potential)	None	0
Noise (potential)	None	Low
Wetland (acres)	0	17.1
Floodplains (acres)	0	166.0
Threatened and endangered species (potential)	None	High
Petroleum and hazardous material sites (high / medium)	None	1 / 2
Right-of-Way Impacts		
Right-of-way to be acquired for roadway (acres)	0	126.0
Right-of-way to be acquired for stormwater facilities (acres)	0	117.0
Estimated Total Project Costs (2010 Cost)		
Wetland mitigation	\$0	\$1,735,650
Right-of-way acquisition for roadway	\$0	\$20,532,500
Right-of-way acquisition for stormwater facilities	\$0	\$6,531,000
Construction cost for roadway	\$0	\$58,892,000
Construction cost for stormwater facilities	\$0	\$13,022,000
Total Construction Cost	\$0	\$100,713,150
Design	\$0	\$27,000,000
Construction Engineering & Inspection (15% of Total Construction Cost)	\$0	\$15,107,000
Preliminary Estimate of Total Project Cost	\$0	\$142,820,150

PREFERRED TYPICAL SECTIONS

The proposed improvement is a four-lane roadway with two lanes in each direction, including paved shoulders and a grass median. Descriptions of these configurations follow.

Proposed Typical Section 1

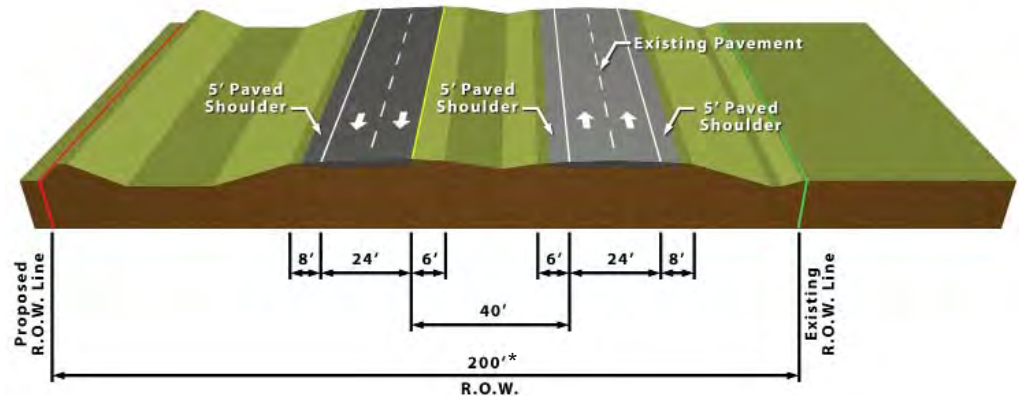
State Road 82 to Spencer Street (13.1 miles)

In the first 13.1-mile segment from north of State Road 82 to south of Spencer Street, at the LaBelle city limits, the proposed typical section of roadway, in other words – how the road would look – is two new 12-foot travel lanes and two existing 12-foot travel lanes separated by a 40-foot grassed median. This pavement saving approach includes resurfacing the two existing travel lanes. The new road would have five-foot outside paved shoulders as well as three more feet of grass shoulders and six-foot inside shoulders. This typical section has a design speed of 65 miles per hour. Stormwater runoff would be collected in roadside swales and conveyed to offsite stormwater ponds. The right-of-way width needed for this typical section is 200 feet or 232 feet, meaning where the existing right-of-way is 100 feet wide, an additional 100 feet will be required and where the existing right-of-way is 200 feet wide, an additional 32 feet will be required.

PROPOSED TYPICAL SECTION 1

Two new lanes of pavement

Design Speed = 65 mph



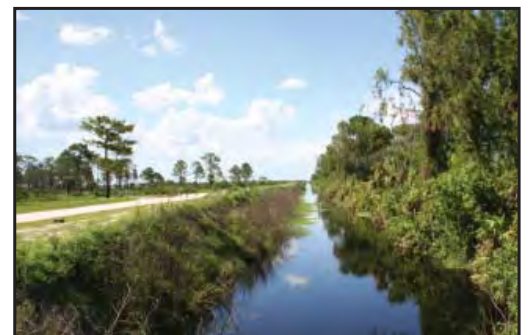
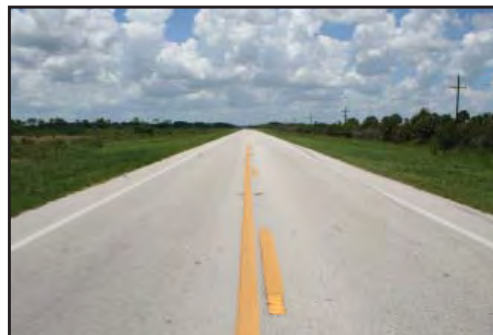
*An additional 32 feet is required in some areas to meet safe clearance requirements.

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Proposed Typical Section 2

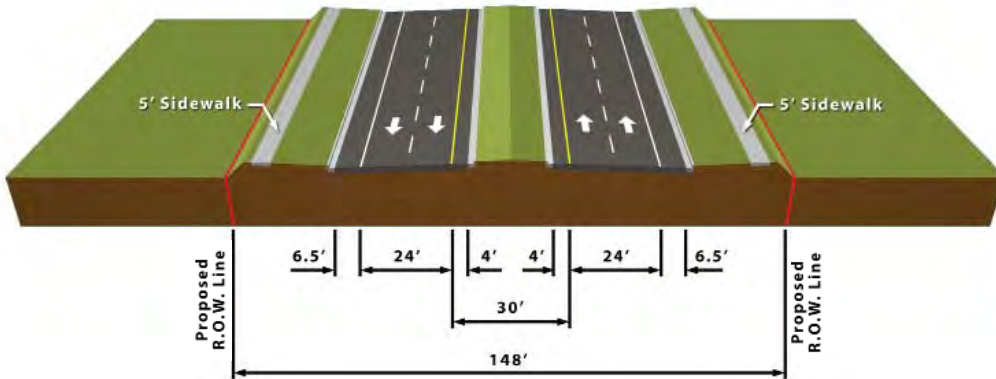
Spencer Street to South Industrial Loop (4.4 miles)

The proposed improvement for the next 4.4 miles, from south of Spencer Street to South Industrial Loop, is described as an urban roadway. This typical section of roadway would include four 12-foot travel lanes (two in each direction), six and a half-foot paved outside shoulders, four-foot paved inside shoulders, curbs and gutters, five-foot sidewalks, and a 30-foot median. This urban typical section has a design speed of 55 miles per hour. Stormwater runoff would be collected in inlets and conveyed through pipes to offsite stormwater ponds. The right-of-way width needed for this typical section is 148 feet, meaning an additional 48 feet of right-of-way would be required.

PROPOSED TYPICAL SECTION 2

Four new lanes of pavement

Design speed = 55 mph



Proposed Typical Section 3

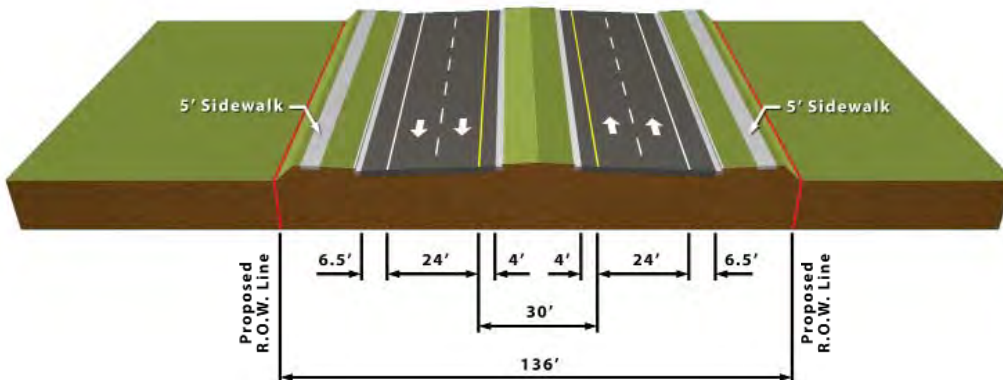
South Industrial Loop to County Road 80A (0.5 miles)

In the last half-mile segment from South Industrial Loop to south of County Road 80A, the roadway would look very similar to the segment just described, except sidewalks are six feet closer to the travel lanes and the design speed is 50 miles per hour. It is described as an urban typical section of roadway. Stormwater runoff would be collected in inlets and conveyed to offsite stormwater ponds. Right-of-way width needed is 136 feet, meaning an additional 36 feet of right-of-way would be required in this area.

PROPOSED TYPICAL SECTION 3

Four new lanes of pavement

Design speed = 50 mph



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FEDERAL-STATE PARTNERSHIP IN HIGHWAYS

Through a series of Congressional acts, the Federal Aid Highway Program was conceived and developed as a joint federal-state partnership. The success of this partnership is evident in the thousands of miles of excellent highways and bridges comprising the nation's transportation network. FDOT, in cooperation with the Federal Highway Administration and in accordance with state law, makes final decisions for the location, design, construction, and maintenance of Florida's highways. The Federal Highway Administration reviews and approves all federal-aid actions proposed by FDOT. When present at a public hearing, the Federal Highway Administration representatives serve as observers and technical advisors regarding federal requirements and procedures. You will have the opportunity to submit your comments concerning the project during this hearing and until Friday, November 26, 2010. All statements received before November 26, 2010 will be entered into the official project record.

WHAT HAPPENS NEXT

FDOT, in cooperation with the Federal Highway Administration and in accordance with state law, makes final decisions for the location, design, construction, and maintenance of Florida's highways. FDOT will perform a final evaluation of all the elements of the engineering and environmental studies, finalize the documentation of these studies and then make recommendations. The documentation will then be sent to the Federal Highway Administration for acceptance. A legal display advertisement announcing the acceptance will appear in The News-Press newspaper. The study will be completed by summer 2011.

Information from FDOT's adopted five-year work program (Fiscal Years 2011-2015) for State Road 29 from State Road 82 to County Road 80A is summarized below. As shown, subsequent phases of this project are currently not funded.

PRODUCTION SCHEDULE

Design	Not Funded
Right-of-Way	Not Funded
Construction	Not Funded



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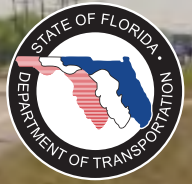
Visit the State Road 29 project web site:
www.SR29.com



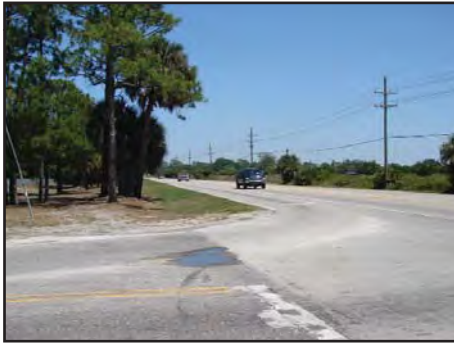
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NOTES



Questions or comments? Contact:

Tony Sherrard
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33831
anton.e.sherrard@dot.state.fl.us
863-519-2304