



# 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 INFORMATION WORKSHOP

LaBelle Civic Center

October 28, 2008

The Florida Department of Transportation welcomes you to this public information workshop for the State Road 29 Project Development and Environment, or PD&E, study. The purpose of this workshop is to provide you the opportunity to ask questions and offer comments about proposed improvements to State Road 29, which are on display this evening. The project limits along State Road 29 extend north from State Road 82 in Collier County to County Road 80A, also known as Cowboy Way, in Hendry County.

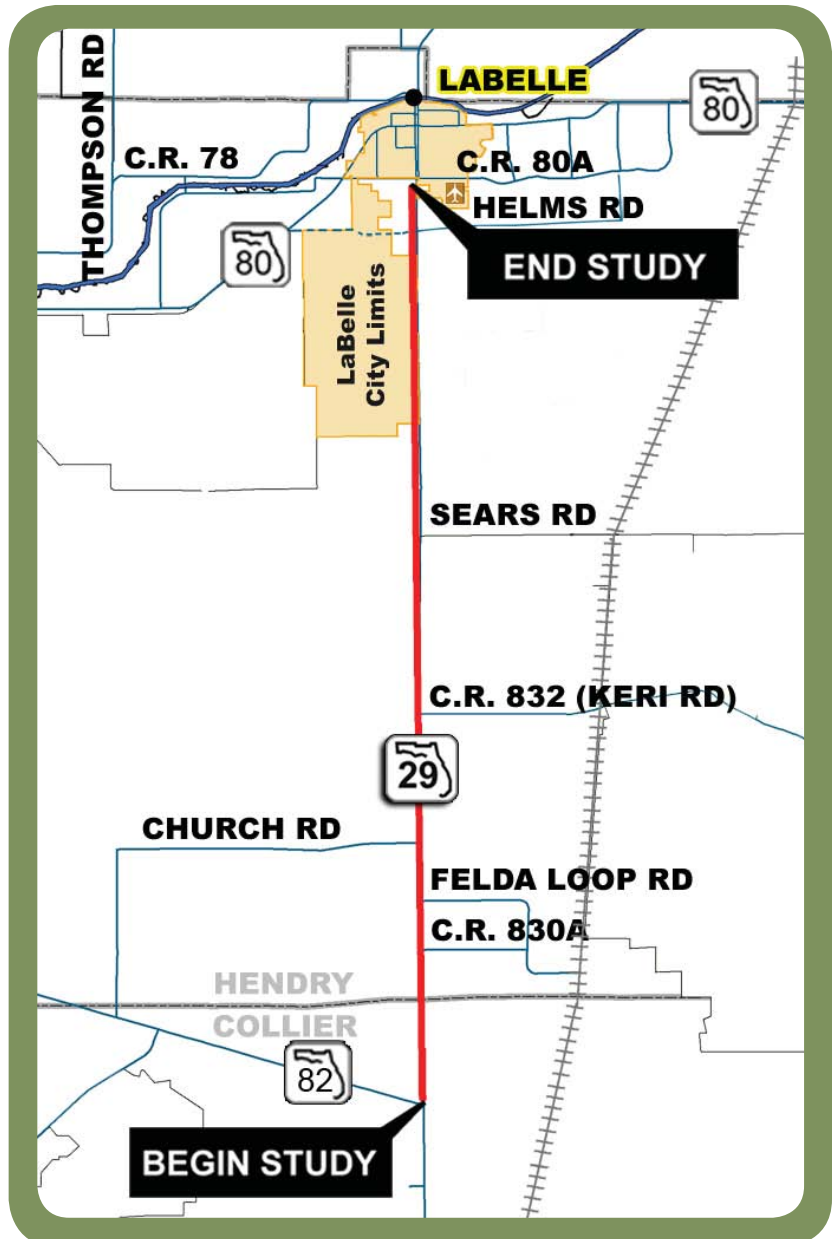
### INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the proposed widening of State Road 29 from State Road 82 in Collier County to County Road 80A in Hendry County.

The objectives of this PD&E study are to evaluate and document engineering and environmental considerations that will assist the department in reaching a decision about the type and location of improvements to State Road 29. The department is conducting this study in cooperation with 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](http://www.sr29.com), following this workshop. If you would like 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 also may submit it by mail to the address on the back of the comment sheet.



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## WELCOME TO THE PUBLIC WORKSHOP

The objectives of this public workshop are to provide you the opportunity to review project information and to ask questions and offer comments about the proposed improvements. Maps, display boards, and other project information are on display here this evening. Project representatives are available to discuss the study and answer questions. Please submit all written statements or exhibits postmarked by November 7, 2008.

## NEED FOR IMPROVEMENT

State Road 29 is part of Florida's Emerging Strategic Intermodal System because it plays a critical role supporting the regional economy. It connects major east-west freight corridors, as well as residential and employment centers, in Collier and Hendry Counties. Any proposed improvements to State Road 29 must meet specific design standards to ensure this roadway will support the safe and efficient transportation of people and goods.

State Road 29 also serves as an important evacuation route connecting other major roads identified in Florida's evacuation network. Widening State Road 29 will increase capacity and efficiency, leading to improved evacuation and emergency response times.

Future traffic volumes on State Road 29 from State Road 82 to County Road 80A are projected to increase from a current volume of 6,200 vehicles per day to 23,800 vehicles per day by the year 2035. This projected growth in traffic is the result of predicted growth in both population and employment in the region.

The need for the proposed widening of State Road 29 to four lanes is also identified in Long Range Transportation Plans of both the Collier Metropolitan Planning Organization and Hendry County.

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

## ALTERNATIVES

As part of this study, the department is evaluating several build alternatives designed to meet future capacity needs. During a preliminary analysis, the department considered:

- The ability of the alternative to meet the documented need for the project;
- The potential for business and residential impacts;
- Cultural, natural and physical environmental factors; and
- Estimated project costs.

### ***Construction Approach 1 - Reconstruction***

FDOT considered two general construction approaches to widening State Road 29. The first approach would construct four new lanes and remove the existing two lanes. Further evaluation of this approach considered whether it should follow the existing centerline or if

the road's alignment should be shifted to the east or to the west to minimize environmental impacts and the need for additional right-of-way. These alignment alternatives are shown as Alternatives 1 through 3 on the evaluation matrix included in this handout and on display here this evening.

Optimizing these three alternatives to the road alignment that reduces potential effects to homes, businesses and the environment has produced **Alternative 4**, which is on display here this evening. We encourage you to provide us with your comments about it.

### **Construction Approach 2 – Use Existing Pavement**

The second widening approach proposes a four-lane road using the two existing lanes and building two additional lanes. Further evaluation of this approach considered whether the two existing lanes should become the two northbound lanes or the two southbound lanes of the four lane road. It also considered how to minimize environmental impacts and the need for additional right-of-way. These alignment alternatives are shown as Alternatives 5 through 7 on the evaluation matrix included in this handout and on display here this evening.

From these three alternatives, **Alternative 9** was developed which optimizes the roadway's alignment to reduce potential effects to homes, businesses and the environment. **Alternative 9** is on display here this evening. We encourage you to provide us with comments about **Alternative 9**.

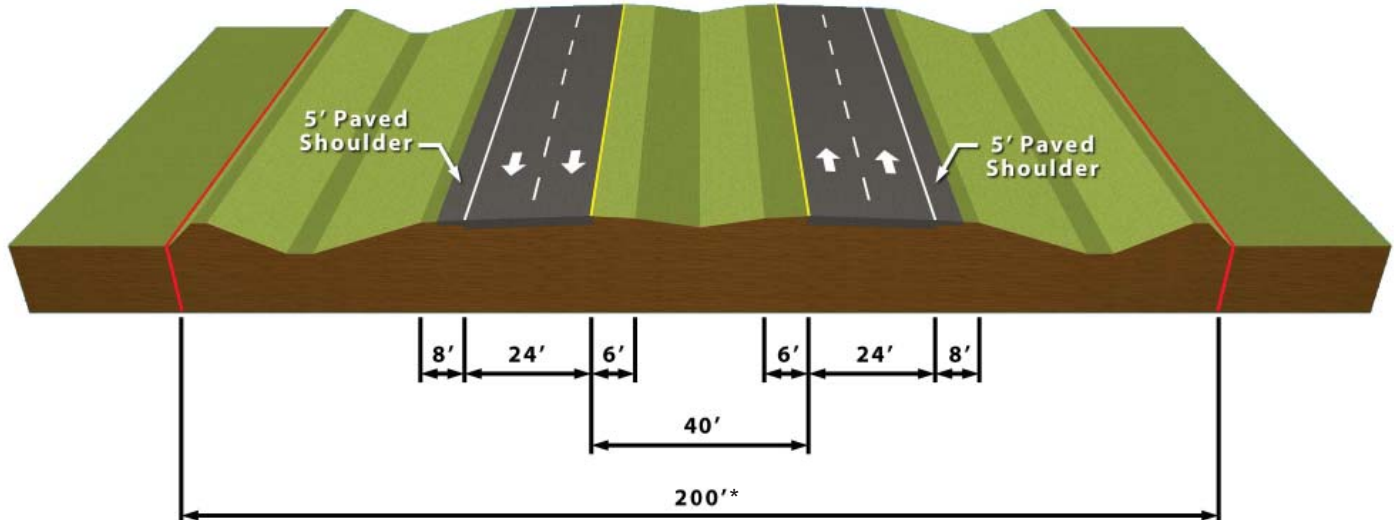
## TYPICAL SECTIONS

### **Typical Section 1 - State Road 82 to Spencer Street**

Both construction approaches will result in four lanes (two in each direction), including paved shoulders and a grass median. How this roadway would look, what we call a "typical section," would vary somewhat depending on the classification of the segment. State Road 29, in the 13.3-mile rural segment from State Road 82 to Spencer Street would have four 12-foot travel lanes (two in each direction), 8-foot outside shoulders (5 feet paved), 6-foot unpaved inside shoulders, and a 40-foot grass median. 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. Existing state-owned right-of-way in this segment varies between 100 and 200 feet. The right-of-way width needed for this typical section is 200 feet. Additional right-of-way will also be needed for offsite stormwater ponds.

### PROPOSED TYPICAL SECTION 1 ALTERNATIVE 4

Four new lanes of pavement  
Design speed = 65 mph



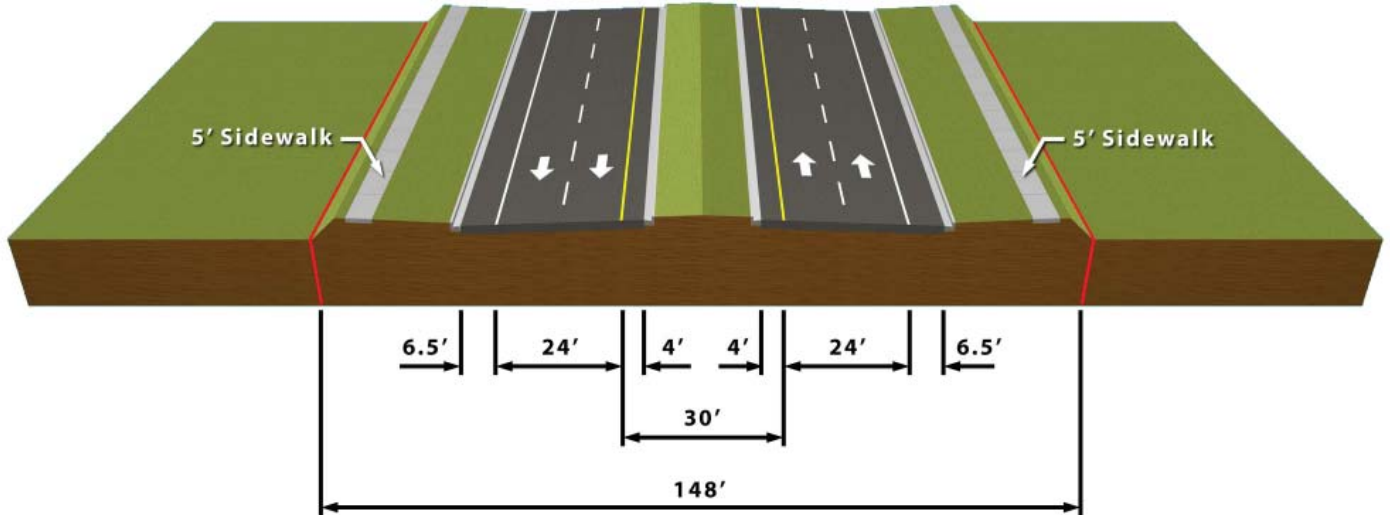
\*In some locations, an additional 32 feet may be required to meet safe clearance requirements.

### Typical Section 2 - Spencer Street to South Industrial Loop

In the next 4.2 miles from Spencer Street to South Industrial Loop, State Road 29 is a suburban segment. What's proposed are four 12-foot travel lanes (two in each direction), 6.5-foot paved outside shoulders, 4-foot paved inside shoulders, curbs and gutters, 5-foot sidewalks, and a 30-foot median. This suburban typical section has a design speed of 55 miles per hour. Stormwater runoff would be collected in inlets and conveyed in a closed drainage system. Existing state-owned right-of-way in this section is 100 feet and an additional 48 feet is needed to widen State Road 29. Additional right-of-way will also be needed for offsite stormwater ponds.

#### PROPOSED TYPICAL SECTION 2 ALTERNATIVE 4 & 9

Four new lanes of pavement  
Design speed = 55 mph

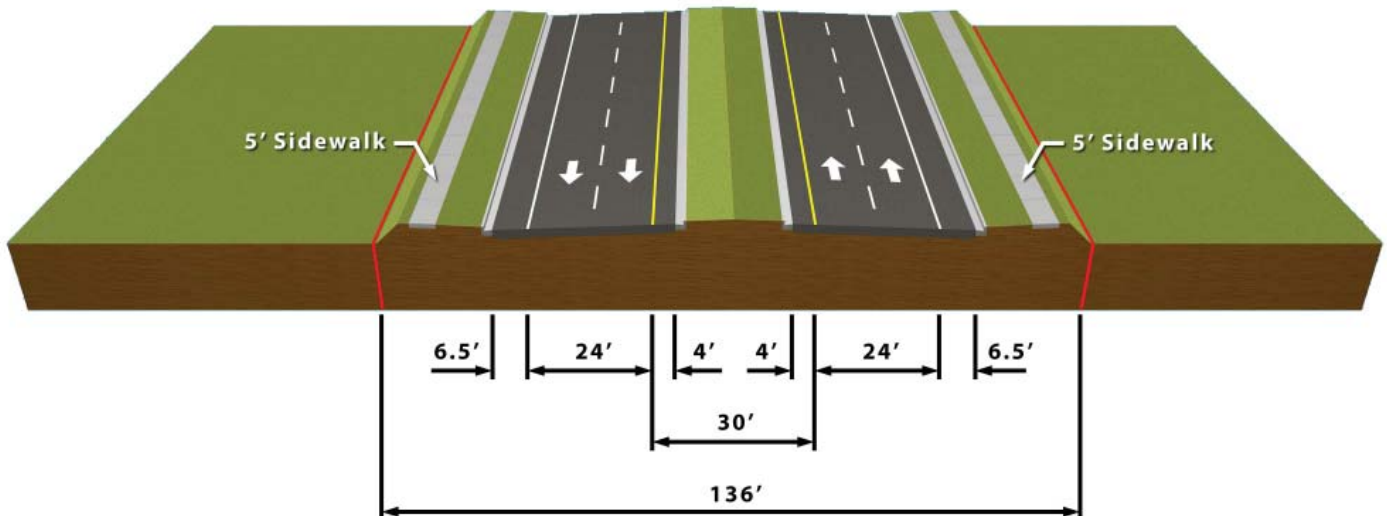


### Typical Section 3 - Industrial Loop to County Road 80A

In the last half-mile segment of State Road 29 from South Industrial Loop to south of County Road 80A, the roadway would look very similar to the segment above, except sidewalks are six feet closer to travel lanes, and the design speed is 50 miles per hour. Stormwater runoff would still be collected in inlets and conveyed in a closed drainage system. In this section, too, existing state-owned right-of-way is 100 feet. An additional 36 feet is needed to widen State Road 29. Additional right-of-way will also be needed for offsite stormwater ponds.

#### PROPOSED TYPICAL SECTION 3 ALTERNATIVE 4 & 9

Four new lanes of pavement  
Design speed = 50 mph



## NO-BUILD ALTERNATIVE

Throughout this study, a “no-build” alternative also is considered and it will remain a viable alternative as evaluations continue. The “no-build” alternative consists of cancelling the project, postponing improvements to State Road 29 beyond the design year of 2035, and limiting work in the project area to routine maintenance.

## ENVIRONMENTAL EVALUATIONS

This PD&E study is ongoing. Build alternatives will continue to be developed, refined and evaluated during the course of the study. Potential environmental effects associated with these two proposed build alternatives are under careful evaluation. Detailed studies of wetlands, floodplains, threatened and endangered species, water quality, hazardous materials, recreational sites, noise, air quality, historic structures and archaeological sites are part of this study. Based on data already developed, we do not anticipate significant impacts associated with these proposed build alternatives.



## WHAT HAPPENS NEXT?

We will continue to evaluate estimated project costs and engineering and environmental effects that alternatives may have. Comments from you – the public – at this workshop and throughout the study will help the department make its selection of the preferred alternative. We also are asking for input from local governments and regulatory agencies. At the end of this study, and after a formal public hearing, a preferred alternative for State Road 29 will be selected. If one of the alternatives to widen State Road 29 is selected, and not the “no-build” alternative, the department will obtain appropriate permits from regulatory agencies prior to construction.

## TITLE VI AND RELATED 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 he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or family status may file a written complaint to the Florida Department of Transportation’s Equal Opportunity Office in Tallahassee or contact Ms. Gina Gilbreath, District One Title VI Coordinator, Florida Department of Transportation, 801 North Broadway Avenue, Bartow, Florida 33830; or call Ms. Gilbreath at (863) 519-2345.

Visit the State Road 29 project web site:  
[www.sr29.com](http://www.sr29.com)

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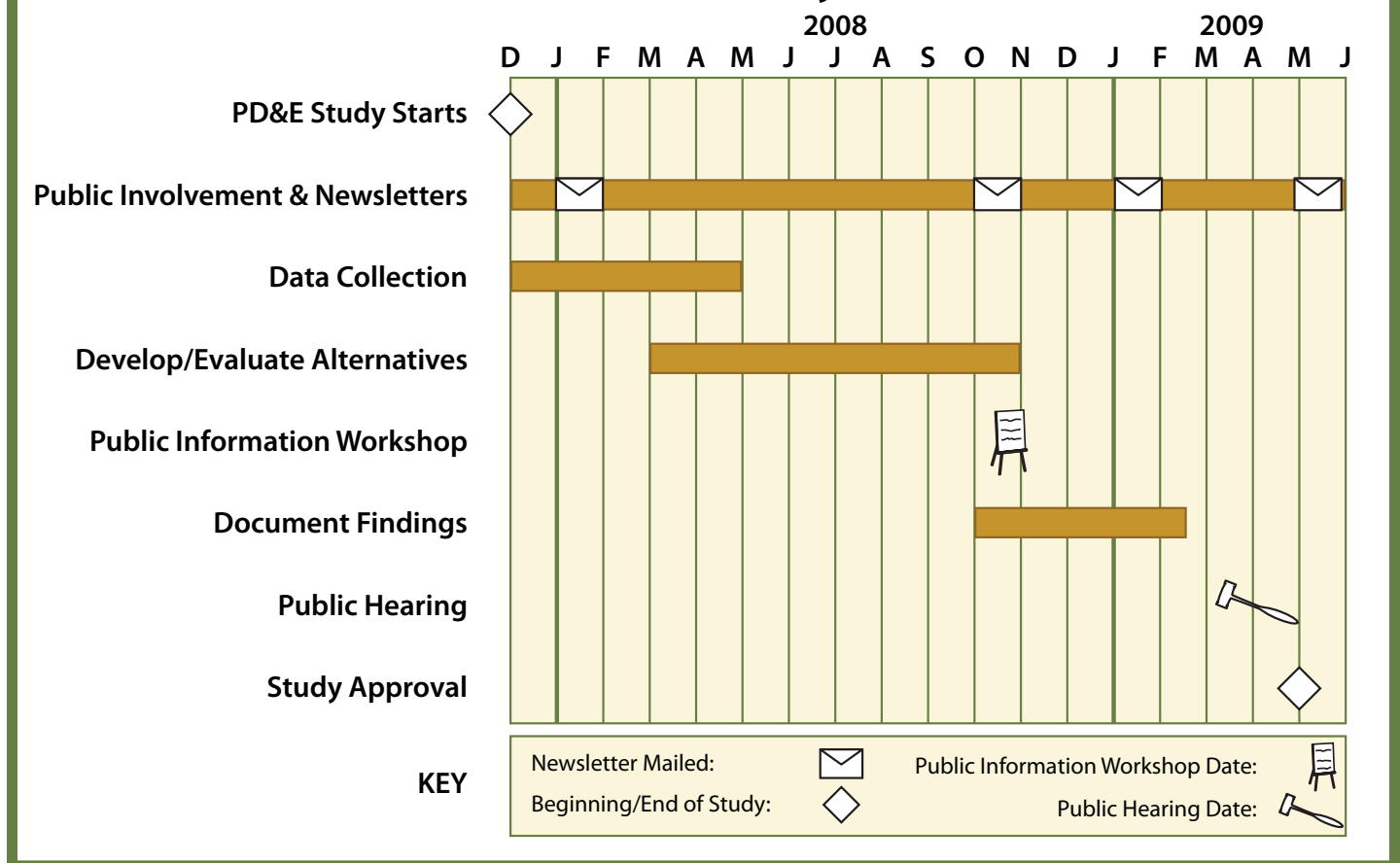
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## ESTIMATED PROJECT COSTS

Cost estimates in the evaluation matrix are estimated in present-day dollars and are based on the best available information at the time of the PD&E study. Right-of-way and construction costs were updated in September 2008. These costs will be updated again if the project proceeds through the final design phase. The design, right-of-way and construction phases are not funded in the FDOT adopted Five Year Work Program. The project schedule is shown below.

## S.R. 29 PD&E Study Schedule



**Questions or comments? Contact:**

Mr. Tony Sherrard  
Florida Department of Transportation  
P.O. Box 1249  
Bartow, Florida 33831  
antone.sherrard@dot.state.fl.us  
800-292-3368

# Evaluation Matrix for State Road 29

Evaluation Criteria	No-Build Alternative	Construct Four New Travel Lanes				Construct Two New Lanes and Use the Existing Two Lanes				
		Center Alignment	West Alignment	East Alignment	Optimized Alignment	West Alignment	East Alignment	West Alignment	East Alignment	Optimized Alignment
		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9
<b>Business Impacts</b>										
Number of business relocations	0	2	7	12	1	7	12	7	12	4
<b>Residential Impacts</b>										
Number of residential relocations	0	2	4	11	2	4	17	4	17	4
<b>Environmental Impacts</b>										
Archaeological/Historical sites (potential)	None	Low	Low	Low	Low	Low	Low	Low	Low	Low
Section 4(f) (potential)	None	Low	Low	Low	Low	Low	Low	Low	Low	Low
Noise (potential)	None	Low	Low	Low	Low	Low	Low	Low	Low	Low
Wetland (acres)	0	15.5	15.9	16.1	17.2	16.9	18.3	17.1	18.3	17.1
Floodplains (acres)	0	156.9	162.1	151.6	162.8	159.9	149.5	166.3	132.7	166.0
Threatened and endangered species (potential)	None	High	High	High	High	High	High	High	High	High
Petroleum and hazardous material sites (high / medium)	None	3 / 4	2 / 3	3 / 2	1 / 2	2 / 3	3 / 2	2 / 3	3 / 2	1 / 2
<b>Right-of-Way Impacts</b>										
Right-of-way to be acquired for roadway (acres)	0	90.9	91.4	91.0	91.6	119.6	104.3	126.8	111.3	126.0
Right-of-way to be acquired for stormwater facilities (acres)	0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0	117.0
<b>Estimated Total Project Costs (2008 Cost)</b>										
Wetland mitigation (\$101,500 per acre)	\$0	\$1,573,250	\$1,613,850	\$1,634,150	\$1,745,800	\$1,715,350	\$1,857,450	\$1,735,650	\$1,857,450	\$1,735,650
Right-of-way acquisition for roadway	\$0	\$26,981,000	\$17,094,000	\$28,497,000	\$15,852,000	\$17,011,000	\$30,335,000	\$17,806,000	\$32,309,000	\$17,797,000
Right-of-way acquisition for stormwater facilities	\$0	\$31,502,000	\$32,097,000	\$30,885,000	\$32,177,000	\$31,841,000	\$30,651,000	\$32,579,000	\$28,715,000	\$32,542,000
Construction cost for roadway	\$0	\$96,554,000	\$95,578,000	\$92,265,000	\$96,637,000	\$82,102,000	\$84,288,000	\$83,314,000	\$85,630,000	\$83,644,000
Construction cost for stormwater facilities	\$0	\$38,836,000	\$39,195,000	\$38,465,000	\$39,243,000	\$39,040,000	\$38,323,000	\$39,485,000	\$37,157,000	\$39,463,000
<b>Total Construction Cost</b>	<b>\$0</b>	<b>\$195,446,250</b>	<b>\$185,577,850</b>	<b>\$191,746,150</b>	<b>\$185,654,800</b>	<b>\$171,709,350</b>	<b>\$185,454,450</b>	<b>\$174,919,650</b>	<b>\$185,668,450</b>	<b>\$175,181,650</b>
Design (10% of Total Construction Cost)	\$0	\$19,544,625	\$18,557,785	\$19,174,615	\$18,565,480	\$17,170,935	\$18,545,445	\$17,491,965	\$18,566,845	\$17,518,165
Construction Engineering & Inspection (10% of Total Construction Cost)	\$0	\$19,544,625	\$18,557,785	\$19,174,615	\$18,565,480	\$17,170,935	\$18,545,445	\$17,491,965	\$18,566,845	\$17,518,165
<b>Preliminary Estimate of Total Project Cost</b>	<b>\$0</b>	<b>\$234,535,500</b>	<b>\$222,693,420</b>	<b>\$230,095,380</b>	<b>\$222,785,760</b>	<b>\$206,051,220</b>	<b>\$222,545,340</b>	<b>\$209,903,580</b>	<b>\$222,802,140</b>	<b>\$210,217,980</b>



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