



STATE ROAD (SR) 29

PD&E Study Re-Evaluation

From CR 80A (Cowboy Way) to north of CR 731 (Whidden Road) in Hendry and Glades Counties

Financial Project ID No.: 417878-8

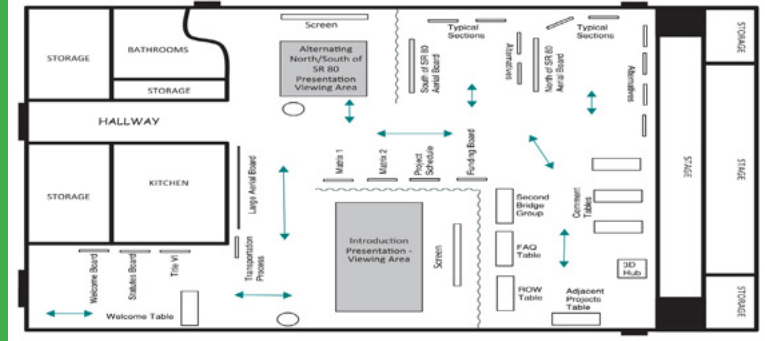
SECOND PUBLIC WORKSHOP

Wednesday, January 31, 2024- Informal Open House - 5 p.m. to 7 p.m.

Location: The LaBelle Civic Center, 481 W. Hickpochee Ave., LaBelle, FL

AVAILABLE TONIGHT:

- Project Video #1 - Project Introduction
- Project Video #2 - South of SR 80
- Project Video #3 - North of SR 80
- View the Roadway and Intersection Alternatives
- Speak with the Project Team to ask questions
- Visit the FAQ Table
- Fill Out a Comment Form

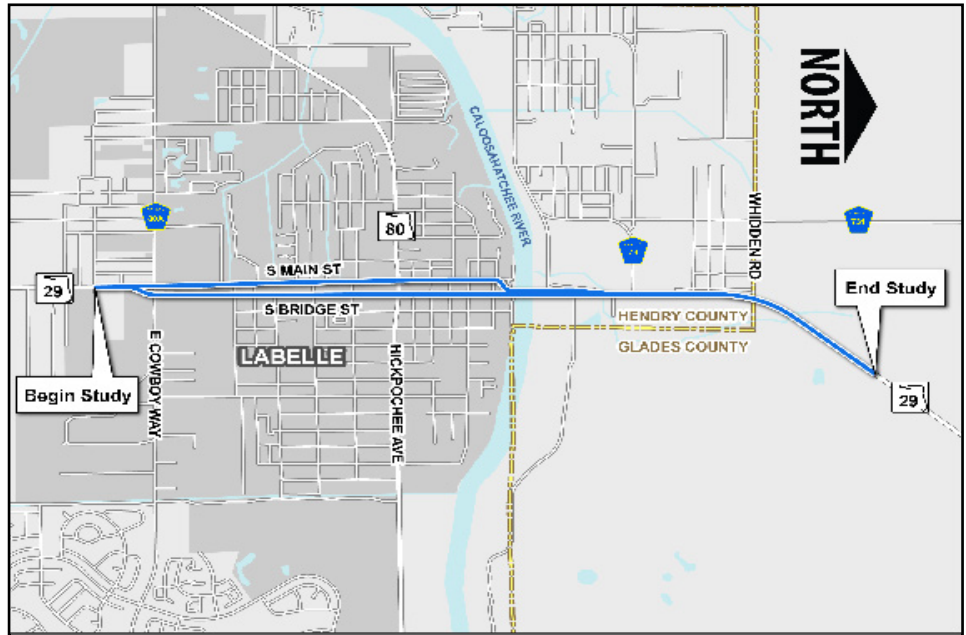


PROJECT BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study Re-evaluation to evaluate proposed improvements to SR 29 from CR 80A (Cowboy Way) to north of CR 731 (Whidden Road) in Hendry and Glades Counties. These improvements are intended to improve traffic operations, safety, access, and mobility along SR 29.

The second public workshop is being conducted to present concept modifications based on stakeholder comments. The first public workshops were held on November 30 and December 1, 2022, and presented the initial alternative designs. New alternatives, not presented at the 2022 Alternatives Public meeting are noted as (New) on the following pages.

The project will widen sidewalks along the corridor and look at improvements at the intersections of SR 29 and Cowboy Way; SR 80 at Main Street and Bridge Street; Park Avenue at Main Street and Bridge Street; SR 29 at Buser Avenue/Riverbend Drive; CR 78 (Nobles Road); and CR 731 (Whidden Road).



In 2018, FDOT completed a PD&E Study for SR 29 that included converting Main Street and Bridge Street to one-way streets. Because of concerns with the one-way pair received after approval of the PD&E Study, FDOT agreed to evaluate alternatives that maintain two-way traffic on these two streets. This re-evaluation study will document the evaluation of the new SR 29 roadway and intersection improvement alternatives. The FDOT Office of Environmental Management will need to approve the re-evaluation if a new concept is recommended that is different than what was approved as part of the original PD&E Study.

The Alternatives Public Workshop is being held to present information regarding the proposed improvements to SR 29 and to gather feedback from the public.

EXISTING CONDITIONS (Video #1 - Introduction)

From Cowboy Way to Park Ave, SR 29 is a two-lane urban arterial roadway that includes two 12-foot travel lanes with a median turn lane that accommodates northbound and southbound traffic. This section of the project through downtown LaBelle includes paved sidewalks and a 35-45 mph speed limit. From Park Ave to CR 731 (Whidden Road), SR 29 is a two-lane undivided roadway with left turn lanes at major side streets. The roadway features a 45 mph speed limit and includes a two-lane bridge over the Caloosahatchee River. The roadway also features paved shoulders with a 45 mph speed limit.

NEED FOR THE PROJECT (Video #1 - Introduction)

The need for the proposed improvements for SR 29 is to improve traffic operations, access, and mobility. FDOT anticipates this project will also enhance safety along the project corridor, improve emergency evacuation, and improve connectivity between Hendry and Glades Counties.

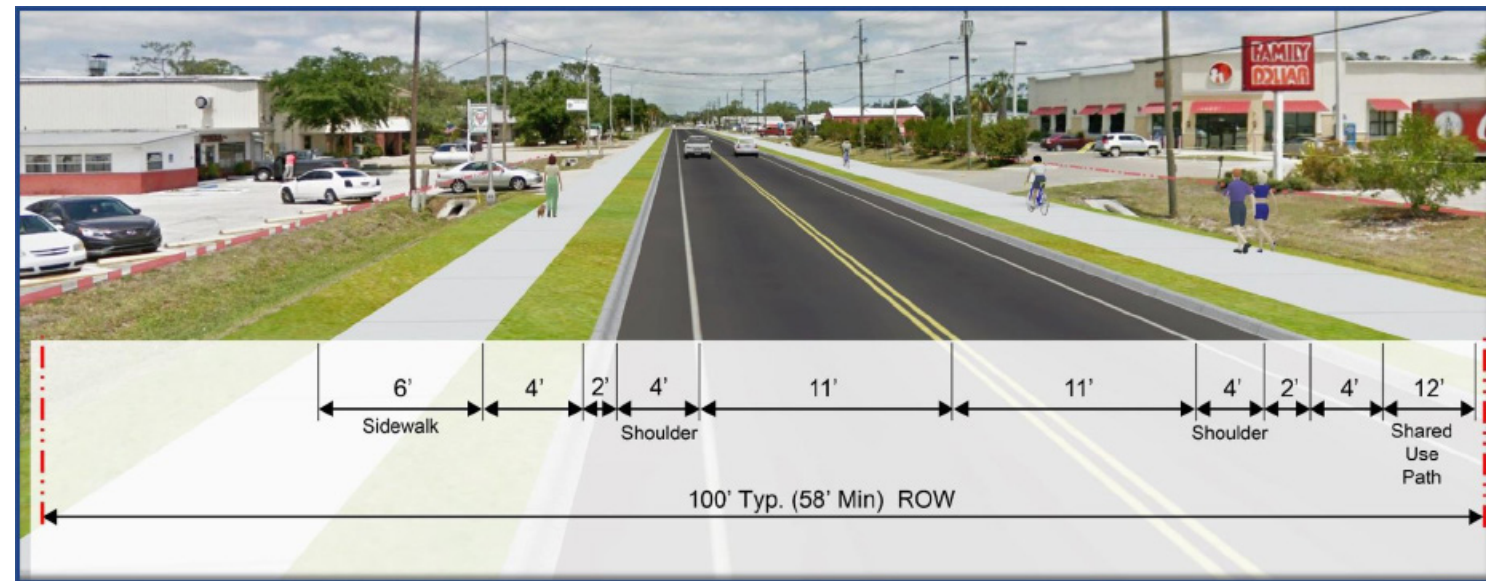
PROPOSED ALTERNATIVES (Videos #2 & #3)

Proposed improvements are divided into four sections. Each typical section along with a brief description is included below. New alternatives, not presented at the November 2022 Alternatives Public Meeting are noted as (NEW).

SECTION 1, ALTERNATIVE 1 - MAIN STREET SOUTH OF SR 80 (VIDEO #2 - South of SR 80)

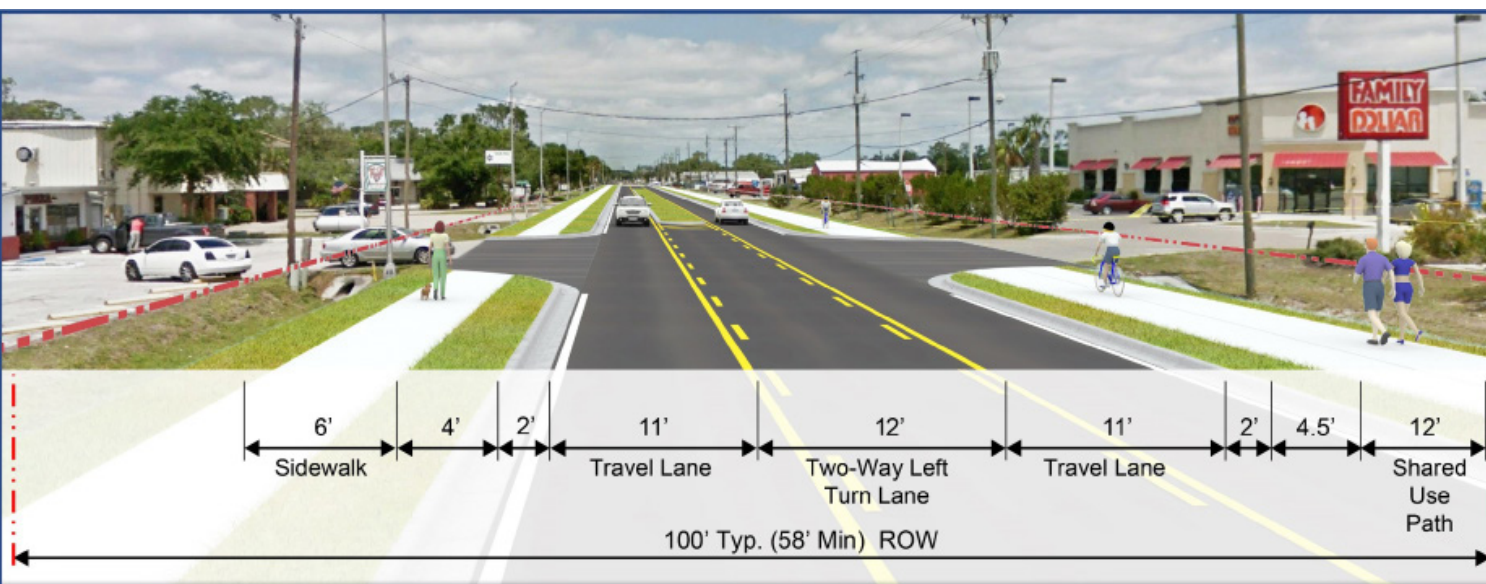
Section 1, Main Street south of SR 80, currently has two 12-foot travel lanes, a center two-way turn lane, undesignated bike lanes and a 6-foot paved sidewalk on the southbound side of the road. Businesses along the corridor provide parking within their parcels.

Alternative 1 proposes removing the center turn lane and adding a 12-foot wide shared use path with grass buffer on the northbound side of the roadway, and a new grass buffer between the existing sidewalk and roadway in the southbound direction.



SECTION 1, ALTERNATIVE 2 - MAIN STREET SOUTH OF SR 80 (VIDEO #2 - South of SR 80) (NEW)

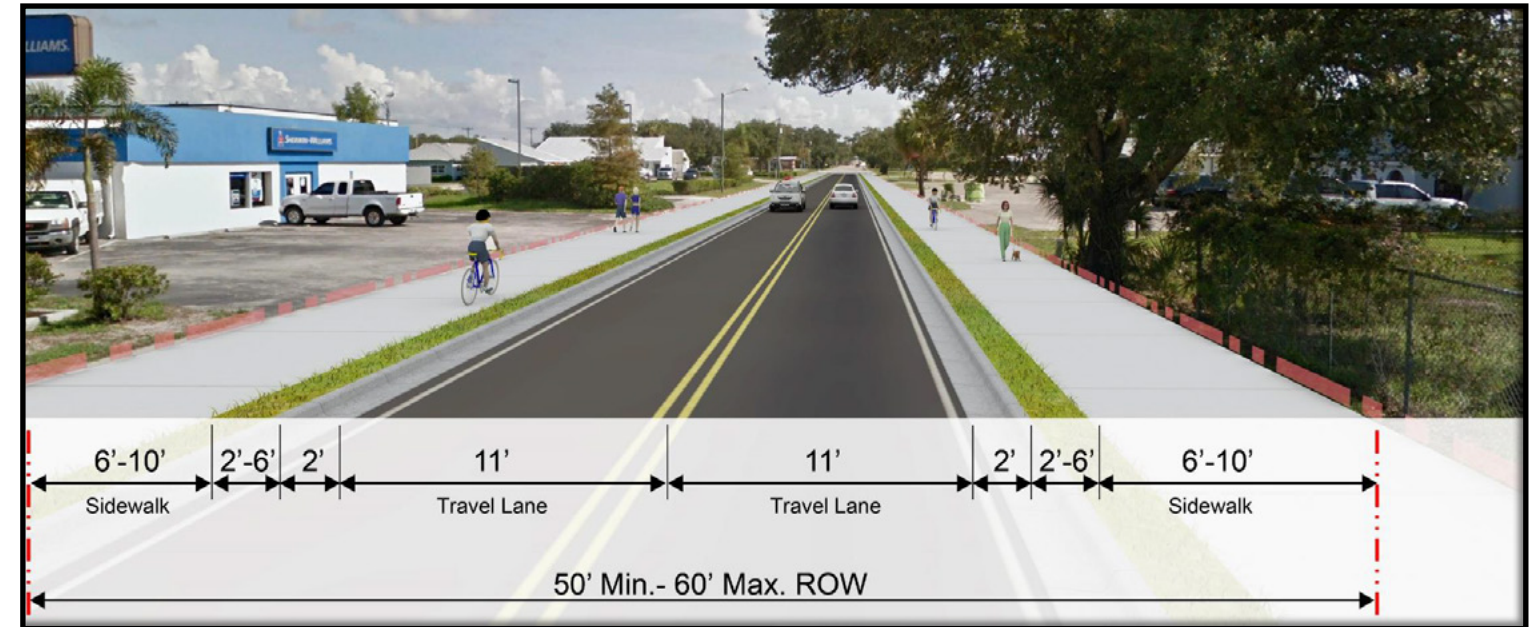
Section 1, Alternative 2 proposes keeping the center turn lane, adding a 12-foot wide shared used path with grass buffer on the northbound side of the roadway, and a new grass buffer between the existing sidewalk and roadway.



SECTION 2, ALTERNATIVE 1 - BRIDGE STREET SOUTH OF SR 80 (VIDEO #2 - South of SR 80)

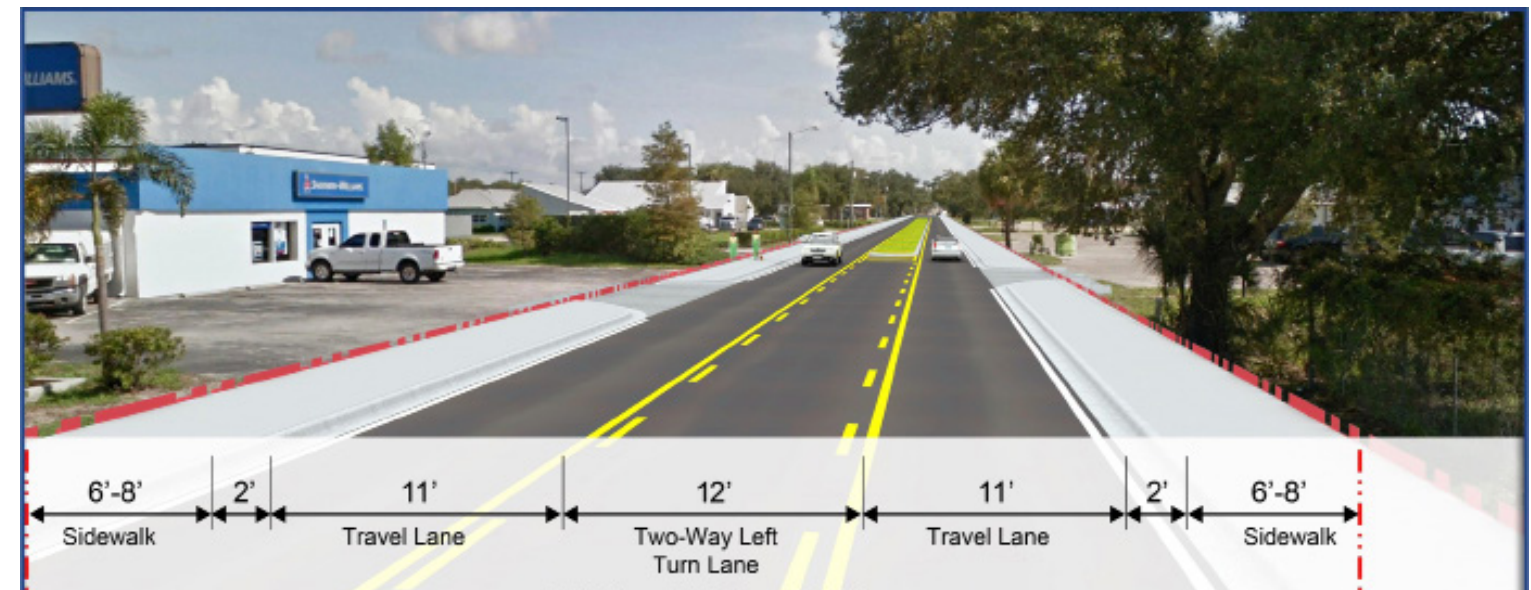
Section 2 Bridge Street south of SR 80 currently has two 12-foot travel lanes, a center two-way turn lane, and 6-foot paved sidewalk on both sides of the roadway. Businesses along the corridor provide parking within their parcels.

Bridge Street will become the designated Truck Route along SR 29. With that in mind, Alternative 1 proposes removing the center turn lane and widening sidewalks up to 10-feet in width on both sides of the roadway. At points along this section, the sidewalk width would reduce to 6-feet to provide left turn lanes where needed.



SECTION 2, ALTERNATIVE 2 - BRIDGE STREET SOUTH OF SR 80 (VIDEO #2 - South of SR 80) (NEW)

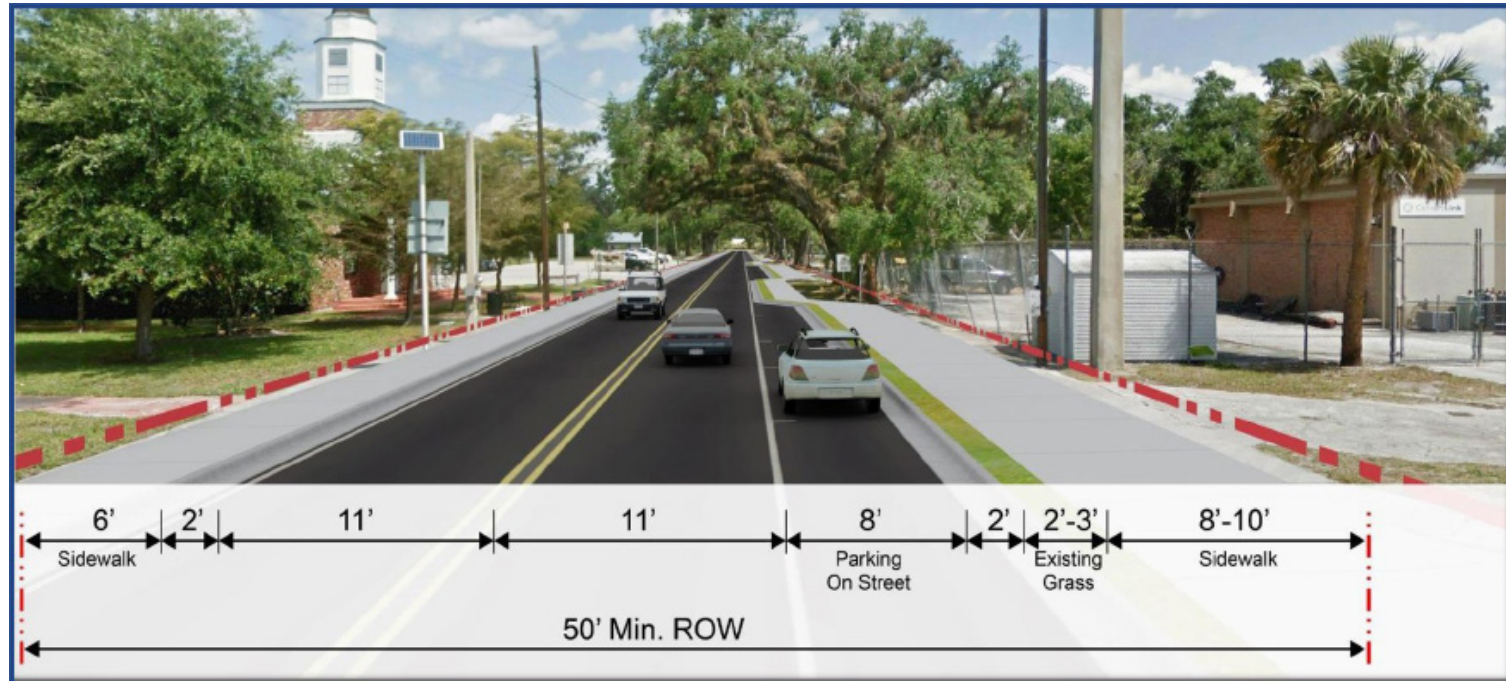
Section 2, Alternative 2 proposes keeping the center turn lane and add in raised medians with traffic-calming landscaping.



SECTION 3, ALTERNATIVE 1 - MAIN STREET NORTH OF SR 80 (VIDEO #3 - North of SR 80)

Section 3, Main Street north of SR 80, currently has two 12-foot travel lanes and intermittent concrete sidewalks on both sides of the roadway. Large oak trees line both sides of the roadway within this civic corridor.

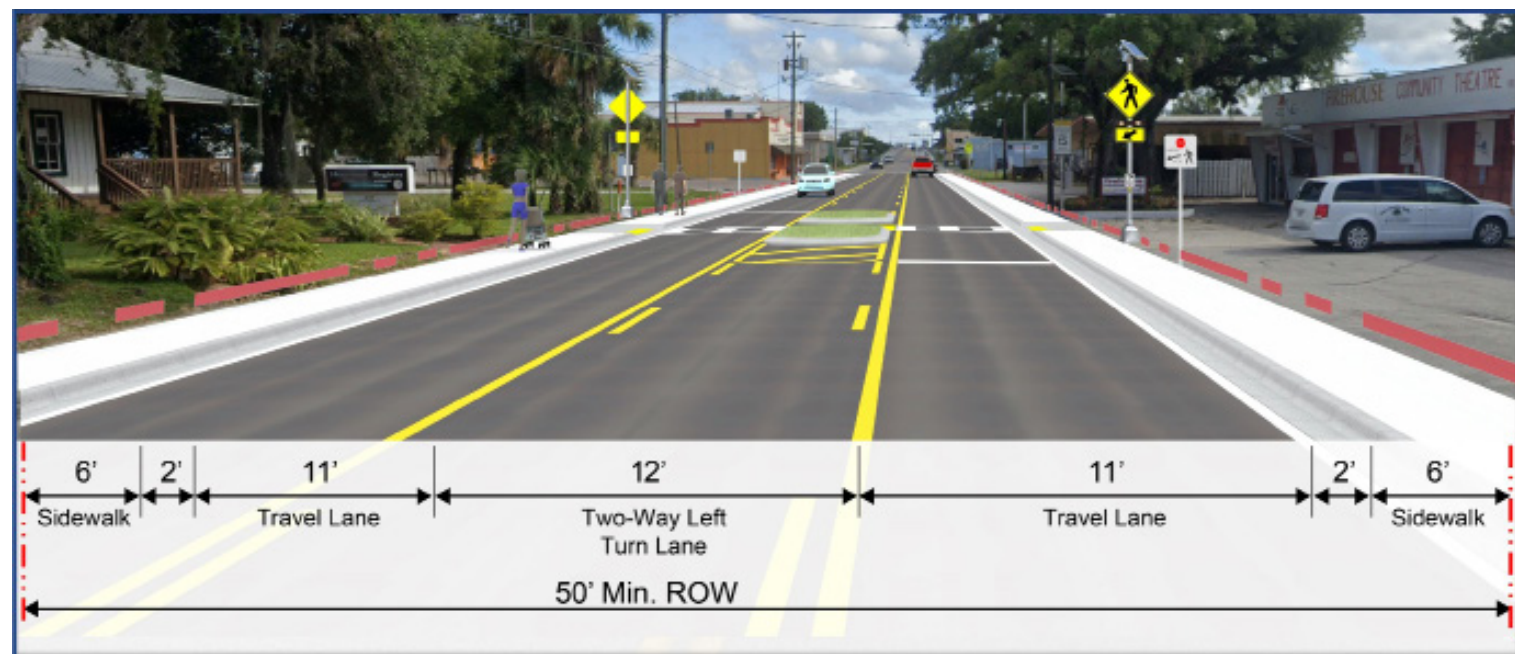
Alternative 1 proposes adding on-street parking where feasible without impacting healthy oak trees. Current gaps in the sidewalk along the southbound direction will be connected with a 6-foot sidewalk. The sidewalk along the northbound side will be widened up to 10-feet, taking care to curve around existing oak trees.



SECTION 4, ALTERNATIVE 1 - BRIDGE STREET NORTH OF SR 80 (VIDEO #3 - North of SR 80) (NEW)

Section 4, Bridge Street north of SR 80, currently has two 12-foot travel lanes, a center two-way turn lane, and 5-foot paved sidewalks on both sides of the roadway. Historic buildings line both sides of the roadway within this downtown historic district.

Alternative 1 proposes keeping the center turn lane and adding raised medians with traffic-calming landscaping.



SECTION 4, ALTERNATIVE 2 - BRIDGE STREET NORTH OF SR 80 (VIDEO #3 - North of SR 80)

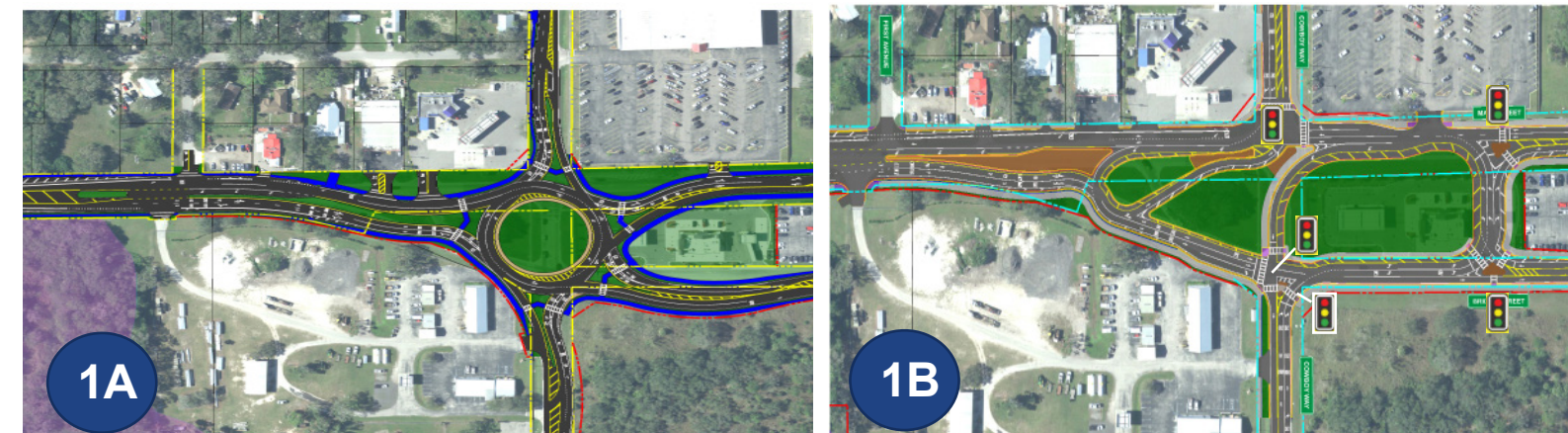
Section 4, Alternative 2 proposes adding a traffic-calming roadway design, called a chicane, in specific locations. The serpentine curve will be accompanied by a 7-foot sidewalk on the northbound side of the roadway and a 12-foot shared-use path on the southbound side of the roadway.



This study also re-evaluated changes to SIX INTERSECTIONS. Each alternative along with a brief description is provided below.

CR 80A (Cowboy Way) (VIDEO #2 - South of SR 80)

Two alternatives are identified for the Cowboy Way intersection – a multi-lane roundabout - 1A and a signalized rotary intersection - 1B.



SR 80 at Main Street and Bridge Street (VIDEO #2 - South of SR 80)

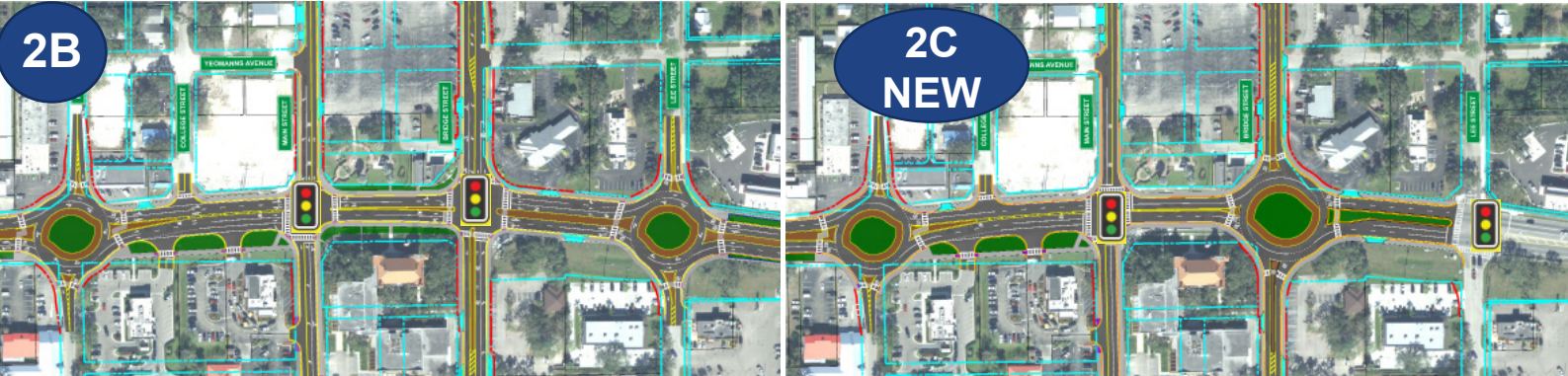
Four alternatives are identified for the SR 80 intersections at Main Street and Bridge Street – a conventional signalized intersection - 2A-1 shown on the left below, and a conventional signalized intersection with added signal at Hall Street - 2A-2 (NEW) on the right. (Con't.)



SR 80 at Main Street and Bridge Street (CON'T) (VIDEO #2 - South of SR 80)

(Con't.) Alternatives 2B and 2C (NEW) demonstrate the Bow Tie Intersection concept. On the left, Alternative 2B shows roundabouts at Lee Street and Hall Street. On the right, Alternative 2C (NEW) shows roundabouts at Lee Street and Bridge Street.

Both concepts will improve green signal time for vehicles, increase pedestrian safety measures, require right-of-way at the intersections where roundabouts are proposed, and offer a potential gateway feature at each roundabout.

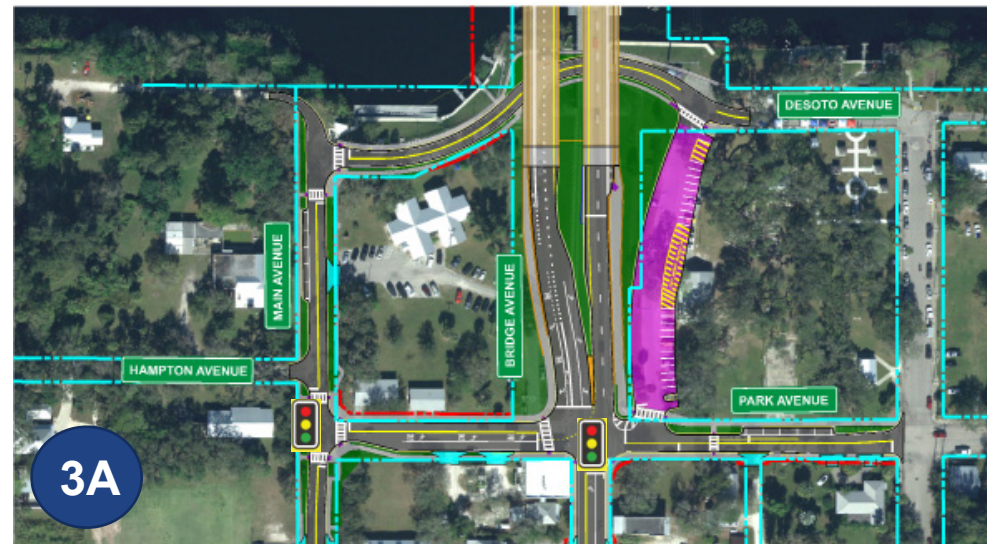


Park Avenue at Main Street and Bridge Street (VIDEO #3 - North of SR 80)

Three alternatives are identified for the Park Avenue intersections at Main Street and Bridge Street – a conventional signalized intersection - 3A, a signalized Florida T intersection - 3B, and a roundabout - 3C.

Common to all proposed alternatives, direct access to the Barron Library will be maintained along Main Street. Additionally, these intersections will transition the two-way pair streets of Main Street and Bridge Street into the divided arterial of SR 29 north of the river.

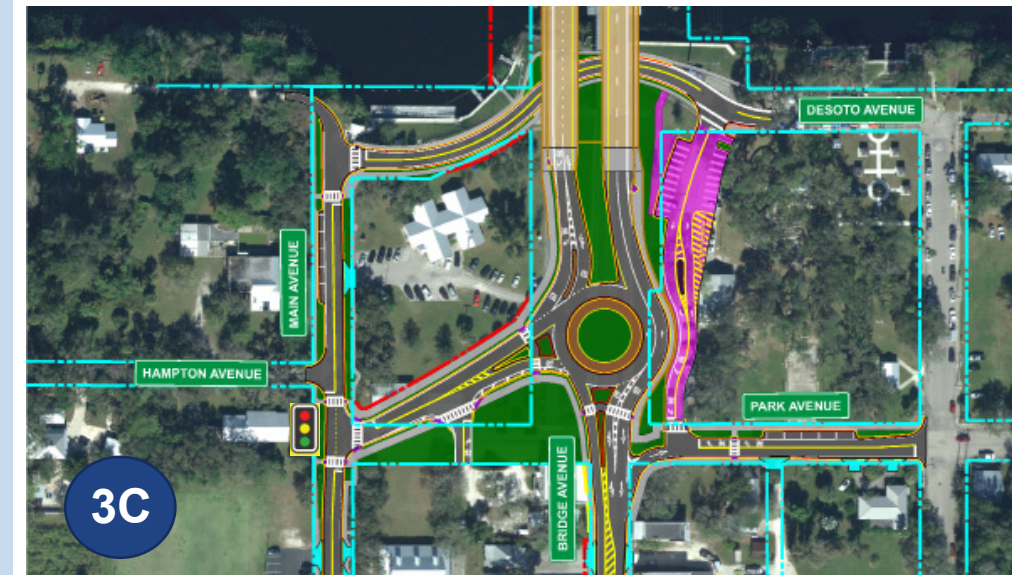
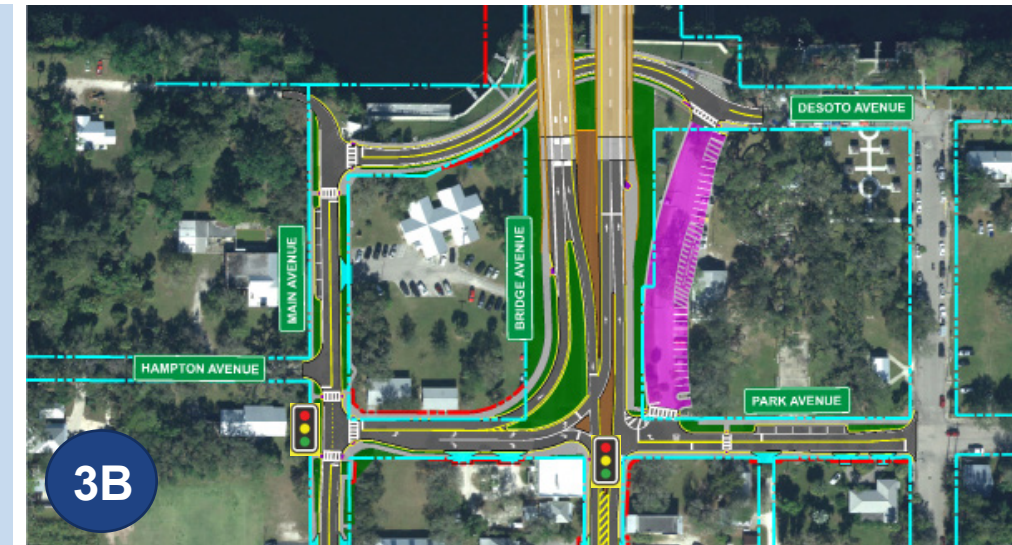
The **conventional signalized intersection (MODIFIED/NEW)** will include signalized pedestrian crossings, provides connectivity to Southbound Main Street via Park Avenue, and maintains connections to Park Avenue east of Bridge street. This concept minimizes impacts to surrounding properties and provides capacity up to 2040.



Park Avenue at Main Street and Bridge Street (CON'T) (VIDEO #3 - North of SR 80)

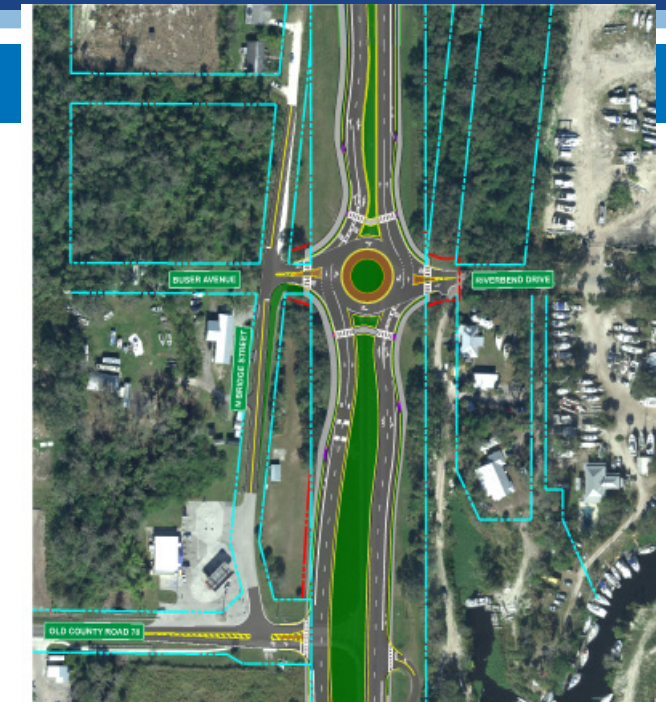
The **signalized Florida T intersection (MODIFIED/NEW)** features a continuous northbound travel lane and a slow speed southbound right turn maneuver for local access to Main Street. This concept will include pedestrian push button-activated signals working with the traffic signal. In addition, the Florida "T" will not impact Barron Park, provides a traffic-calming and potential gateway feature, and capacity well beyond 2040.

The **roundabout (MODIFIED/NEW)** will lower the speed at which vehicles move through the intersection, reduce speed through downtown LaBelle, and will accommodate large truck traffic. An additional northbound lane will allow large trucks to navigate the roundabout, similar to the Florida "T" intersection with a free flowing northbound lane. The southbound traffic over the bridge will have a southbound right turn lane for local access to Main Street. The roundabout will include controlled crossings for safer pedestrian crossings. This concept will have minimal impact to Barron Park. However, we are able to create more greenspace for the new park master plan. This concept also provides a traffic-calming and potential gateway feature, and capacity well beyond year 2040.



SR 29 at Buser Avenue/Riverbend Drive (VIDEO #3 - North of SR 80)

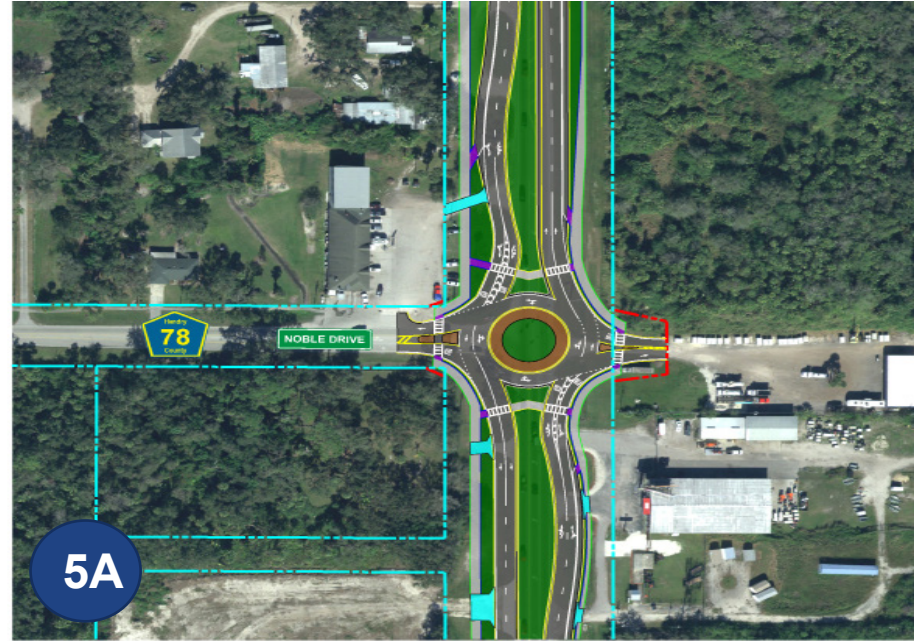
The proposed roundabout, shown on the left, would allow for a continuous flow of traffic through the intersection with controlled right turn movements from Buser Avenue and Riverbend Drive to SR 29. Additional north and southbound travel lanes will be added with a grassed median. The roundabout will help decrease speeds through the intersection therefore minimizing the number of severe crashes.



CR 78 (Nobles Road) (VIDEO #3 - North of SR 80)

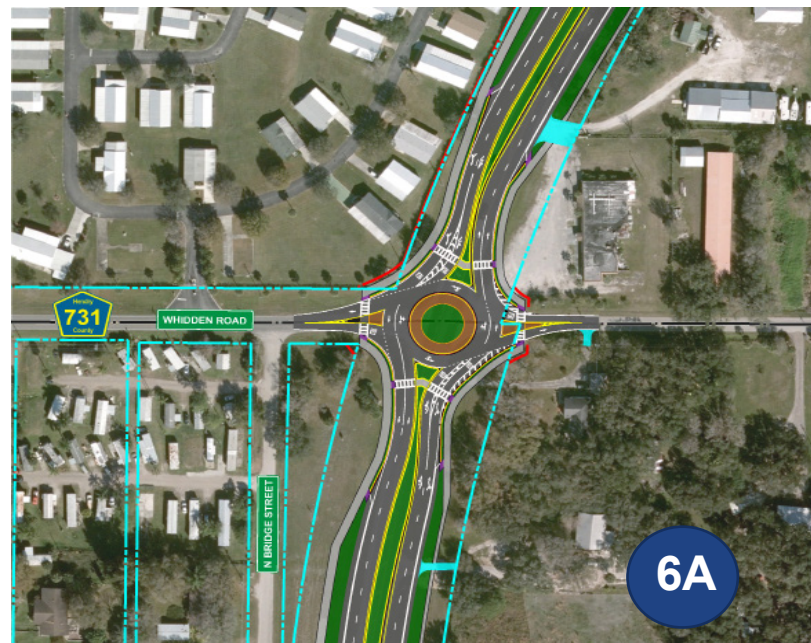
At CR 78 (Nobles Road) the existing intersection is signal-controlled.

The proposed roundabout, shown below, would allow for a continuous flow of traffic through the intersection with controlled right-turn movements from Nobles Road to SR 29 and from the existing business driveway to the east. Additional north and southbound travel lanes will be added with a grassed median. Controlled pedestrian crossings are also proposed. The roundabout will help decrease speeds through the intersection therefore minimizing the number of severe crashes.



CR 731 (Whidden Road) (VIDEO #3 - North of SR 80)

In the existing condition, the intersection has a full median opening with stop controls on Whidden Road and Marshall Field Road. The proposed roundabout, shown below, would allow for a continuous flow of traffic through the intersection with controlled right-turn movements from Whidden Road and Marshall Field Road to SR 29. Additional north and southbound travel lanes will be added with a grassed median. Controlled pedestrian crossings are also proposed. The roundabout will help decrease the speeds throughout the intersection therefore minimizing the number of severe crashes.



NOTES:

Project Matrix

The evaluation matrix shown on the following pages was used to compare the alternative typical sections and intersection concepts as well as the no-build alternative. Each of the alternative typical sections and intersection improvements meet the purpose and need based on three criteria, as follows: Does the typical section or intersection improve traffic operations and access?; operational conditions?; and safety conditions?

Cultural, natural and physical impacts that were evaluated included potential species impacts, potential contamination sites, Section 4(f) impacts, wetland impacts, floodplain impacts, potential impacts to cultural resources, and potential noise impacts. Finally, the matrix includes the estimated costs of each alternative typical section and intersection improvement. Estimated costs include design, right of way, wetland mitigation, roadway construction, construction engineering and inspection, and total cost.

Evaluation Matrix

Segment	Description	Typical Sections							
		No Build		Main Street (S. of SR 80)		Bridge Street (S. of SR 80)		Main Street (N. of SR 80)	
Purpose & Need	Improves Traffic Operations and Access?	X	✓	✓	✓	✓	✓	✓	✓
	Improves Operational Conditions?	X	✓	✓	✓	✓	✓	✓	✓
	Improves Safety Conditions?	X	✓	✓	✓	✓	✓	✓	✓
Property Impacts	Parcels Impacted	0	1	1	12	9	11	10	12
	Residential Relocations	0	0	0	0	0	0	0	0
	Business Relocations	0	0	0	0	0	0	0	0
Cultural, Natural, & Physical Impacts	Potential Species Impacts	None	Low	Low	Low	Low	Low	Moderate	Moderate
	Potential Contamination Sites (Medium/High)	None	(0/0)	(0/0)	(0/0)	(0/0)	(1/0)	(1/0)	(1/0)
	Section 4(f) Resources	None	1	1	0	0	0	5	5
Estimated Costs	Design	No Cost	\$1,475,000	\$1,491,000	\$1,150,000	\$1,198,000	\$678,000	\$657,000	\$667,000
	Right of Way	No Cost	\$55,000	\$55,000	\$717,000	\$1,004,000	\$689,000	\$465,000	\$305,000
	Stormwater Management Facility (SMF) Right of Way	No Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering & Inspection	Wetland Mitigation	No Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Roadway Construction	No Cost	\$9,833,000	\$9,938,000	\$7,668,000	\$7,984,000	\$4,523,000	\$4,382,000	\$4,447,000
	Total Cost	No Cost	\$12,346,000	\$12,478,000	\$10,302,000	\$10,984,000	\$6,342,000	\$5,942,000	\$5,864,000

Preliminary — subject to change

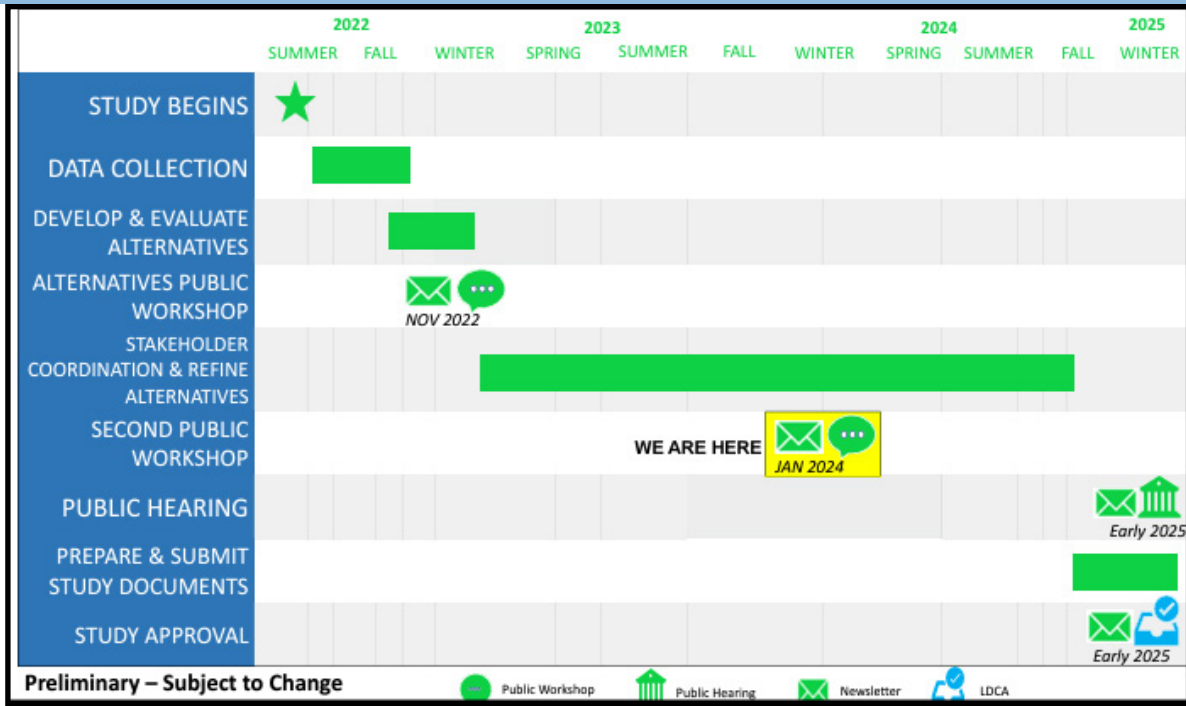
Evaluation Matrix

Segment	Description	Intersections														
		Cowboy Way		SR 80				Park Avenue Includes Bridge Cost				Buser Avenue	CR78/Nobles Road	Whidden Road		
Purpose & Need	Improves Traffic Operations and Access?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Improves Operational Conditions?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Improves Safety Conditions?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Property Impacts	Parcels Impacted	16	15	23	23	26	24	26	25	27	4	4	4	4	4	4
	Residential Relocations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Business Relocations	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
Cultural, Natural, & Physical Impacts	Potential Species Impacts	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Moderate	Moderate	Moderate	Moderate
	Potential Contamination Sites (Medium/High)	(2/0)	(2/0)	(1/0)	(1/0)	(2/0)	(2/0)	(2/0)	(2/0)	(2/0)	(1/0)	(1/0)	(0/0)	(0/0)	(0/0)	(0/0)
	Section 4(f) Resources	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0
Estimated Costs	Design	\$1,164,000	\$1,419,000	\$1,155,000	\$1,222,000	\$1,509,000	\$1,260,000	\$14,948,000	\$14,991,000	\$14,932,000	\$192,000	\$528,000	\$1,313,000			
	Right of Way	\$3,846,000	\$4,077,000	\$1,361,000	\$1,361,000	\$2,040,000	\$1,502,000	\$2,542,000	\$1,179,000	\$1,988,000	\$160,000	\$185,000	\$175,000			
	Stormwater Management Facility (SMF) Right of Way	\$420,000	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$960,000	\$0	\$1,100,000			
Construction Engineering & Inspection	Wetland Mitigation	\$289,000	\$289,000	\$0	\$0	\$0	\$0	\$77,000	\$77,000	\$77,000	\$0	\$0	\$0			
	Roadway Construction	\$7,760,000	\$9,459,000	\$7,703,000	\$8,146,000	\$10,059,000	\$8,402,000	\$9,655,000	\$9,943,000	\$9,547,000	\$1,279,000	\$3,519,000	\$8,751,000			
	Total Cost	\$14,255,000	\$16,610,000	\$10,989,000	\$11,544,000	\$14,614,000	\$12,004,000	\$127,188,000	\$126,184,000	\$126,499,000	\$2,719,000	\$4,584,000	\$12,214,000			

Preliminary — subject to change

PROJECT SCHEDULE

The current schedule for this PD&E Study Re-evaluation is shown here. FDOT will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for early 2025. At the end of this study, and after the formal public hearing, FDOT will finalize the preferred alternative for SR 29. The Department anticipates completing this concept re-evaluation by early 2025. At this time, the FDOT's Adopted Five-Year Work Program includes funding for design and right of way. The construction phase funding is to be determined, however the Department is looking for opportunities to advance construction.



YOU MAY SHARE YOUR COMMENTS ABOUT THE PROJECT IN SEVERAL WAYS:

At the In-Person Public Meeting

Complete a comment form and place it in the comment box at the meeting or mail to David Agacinski, FDOT Project Manager, Southwest Area Office, 10041 Daniels Parkway, Fort Myers, FL 33913

Email Comments

Email comments to the FDOT Project Manger, David Agacinski, at David.Agacinski@dot.state.fl.us

Visit the Project Website

Submit your comments through the project website at swflroads.com/project/417878-8



For more information, scan the QR code to visit the project website.

ALL COMMENTS MUST BE POSTMARKED BY FEBRUARY 12, 2024 TO BE INCLUDED AS PART OF THE PUBLIC WORKSHOP RECORD.

PROJECT CONTACT

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Telephone: (863) 519-2270 or

PARA INFORMACION EN ESPAÑOL

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Teléfono: (863) 519-2750

Thank you for attending this workshop!

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

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 May 26, 2022 and executed by FHWA and FDOT.