



State Road 29

from Oil Well Road to S.R. 82

Project Development & Environment Study

FPN: 417540 1 22 01

June 23, 2009

PROJECT DESCRIPTION

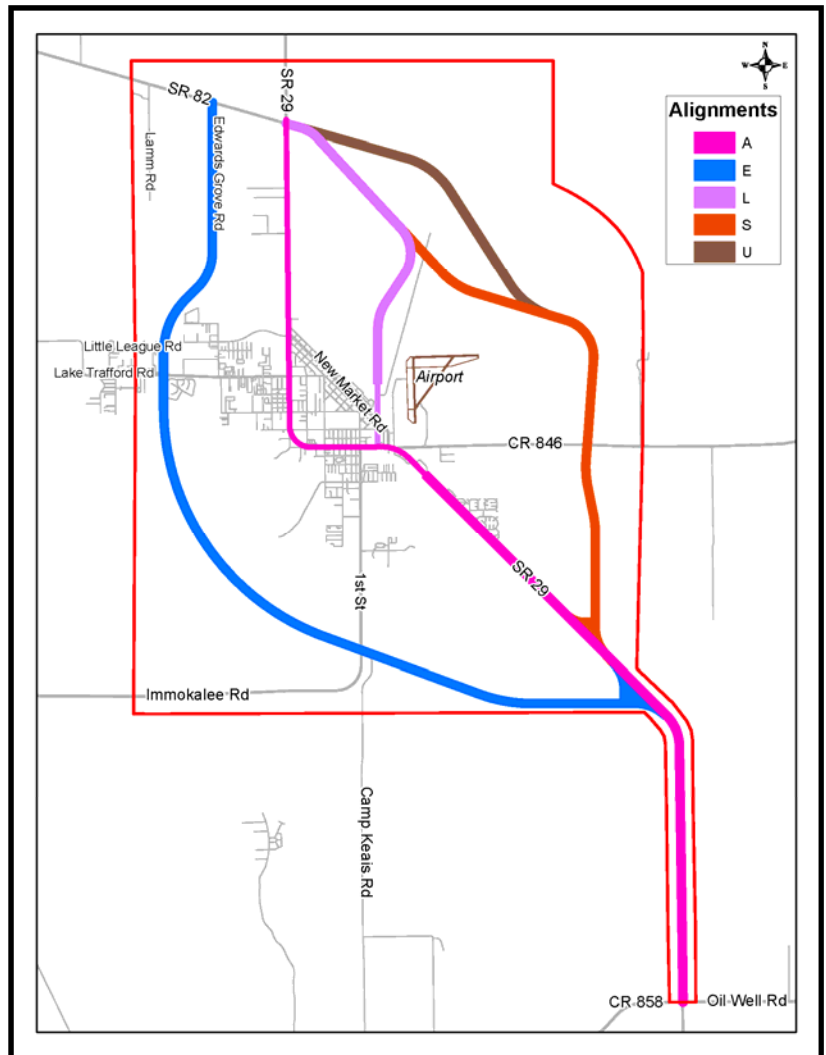
The Florida Department of Transportation is conducting a Project Development and Environment study, what we call a PD&E study, on State Road (S.R.) 29 from Oil Well Road to State Road 82 in Collier County. The study is evaluating improvements necessary to continue providing safe and efficient transportation to the area, enhance emergency evacuation and provide for improved movement of freight and goods. The study is looking at different concepts that may widen the existing two lanes of S.R. 29 to four lanes, or may consider potential new corridors east and west of downtown Immokalee.

EIS Process:

The FDOT, in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement, called an EIS, for the S.R. 29 project. The EIS process began with development of a purpose and need statement which is approved by federal, state and local agencies. The next step was the corridor analysis and four corridors were selected for further evaluation within the project study area. Currently we are in the alignments analysis phase of the process, which involves the evaluation of viable alignments within the selected corridors. Five alignments, shown on the map to the right and described inside this brochure, are being recommended for further study. Following this phase, alternatives will be developed from the recommended alignments. This information will be documented in a Draft EIS, and one or more preferred build alternatives will be selected. The preferred build alternatives will be presented along with the no-build alternative at a public hearing and documented in the Final EIS. (See graphic inside for definition of terms.)

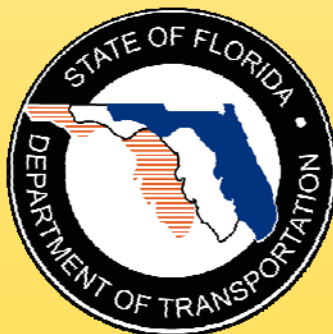
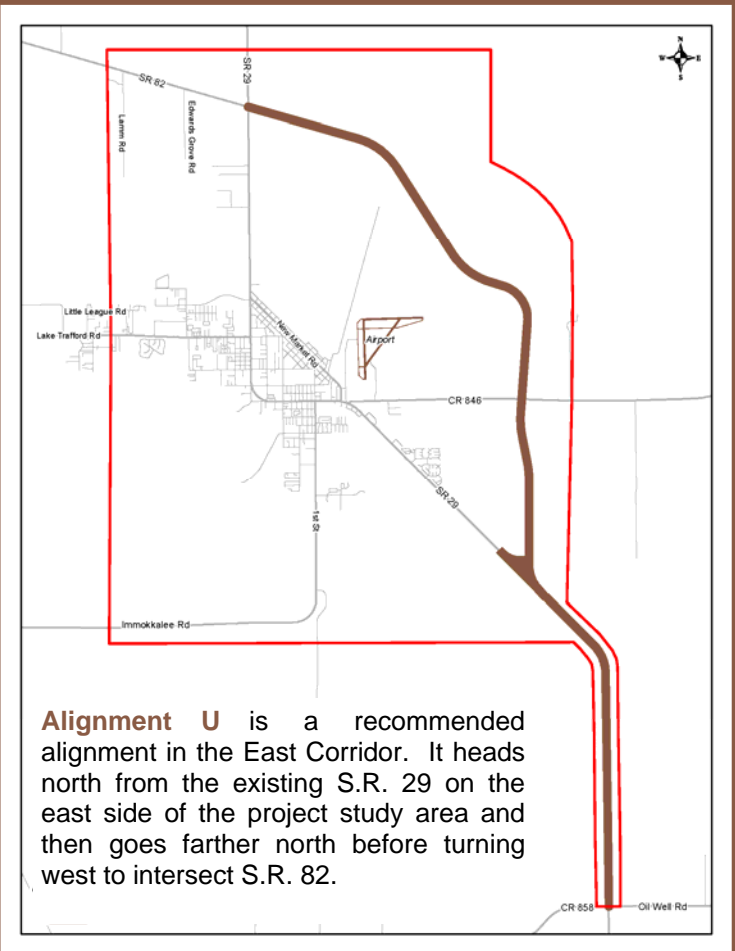
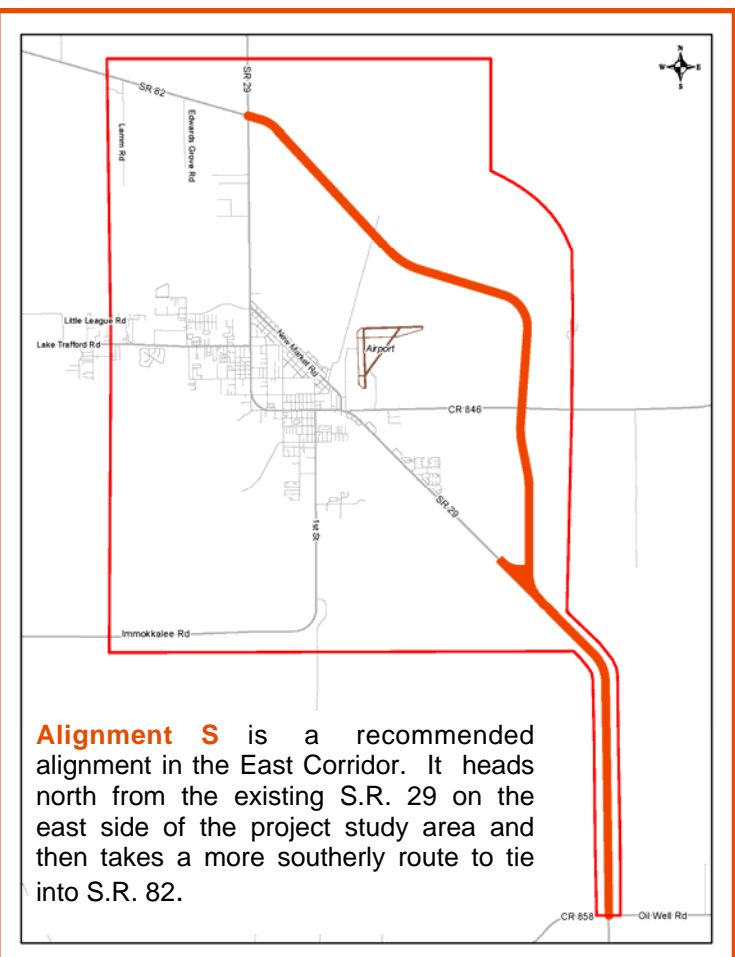
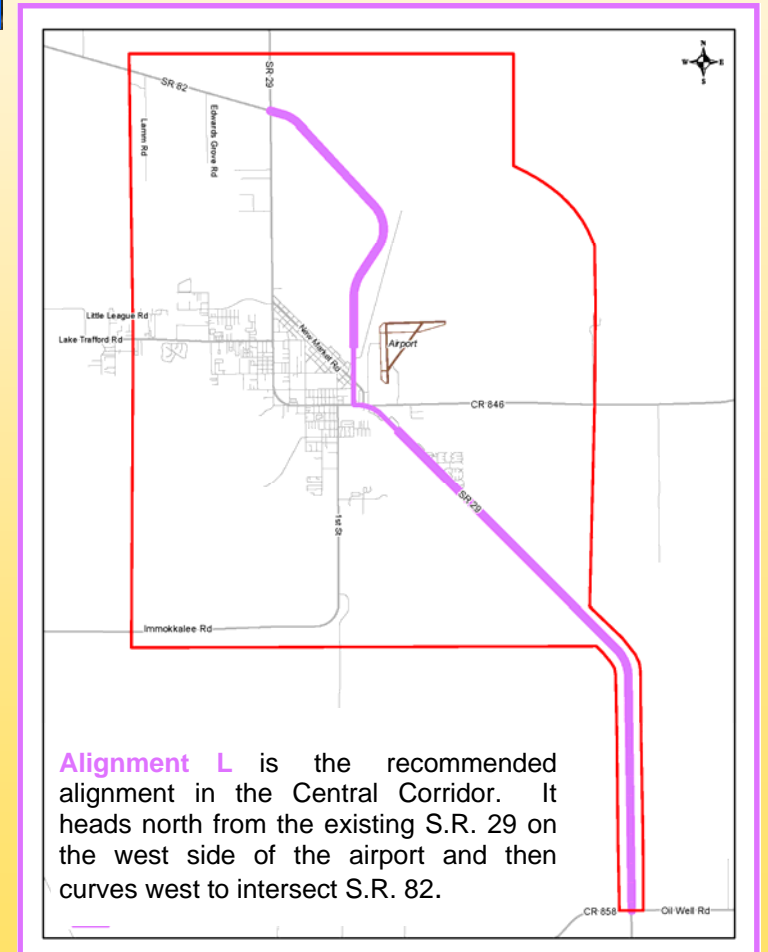
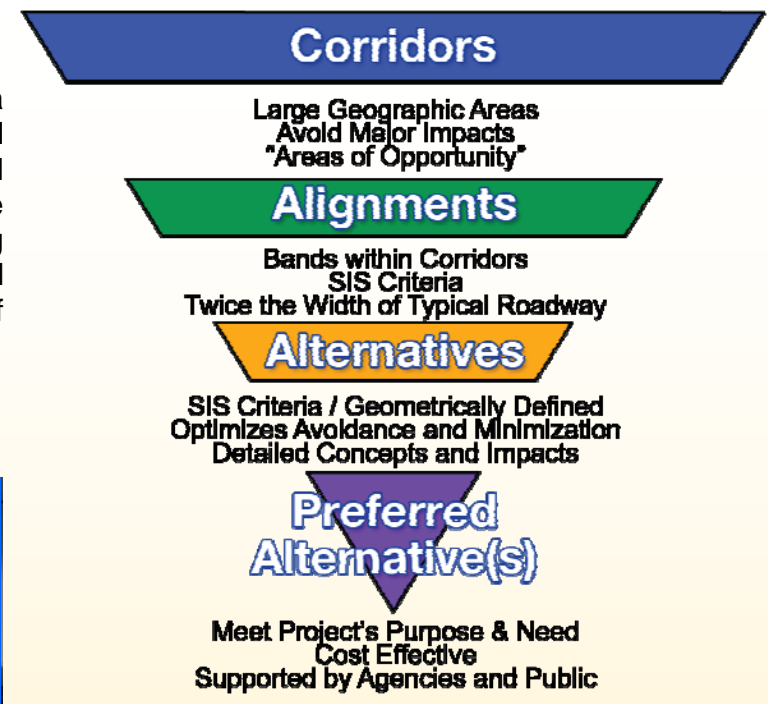
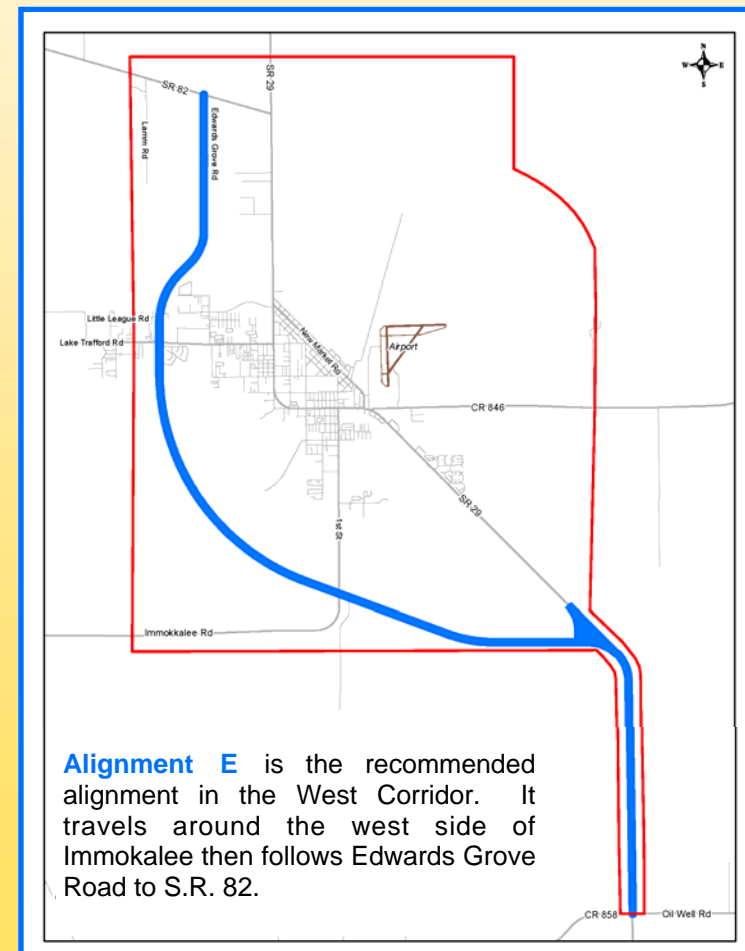
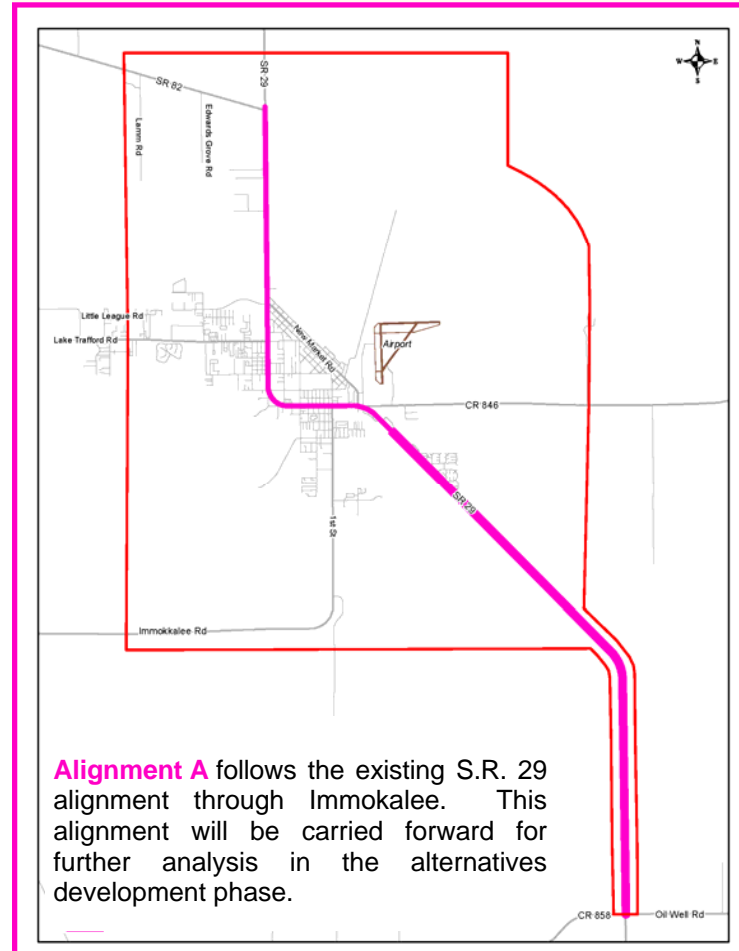
LSM Process:

The FDOT has been using a process called land suitability mapping, or LSM, to evaluate the S.R. 29 project study area. This process is a series of steps used to identify and avoid or reduce impacts to natural, physical, social and cultural features located within the project study area. LSM was used to determine the corridors that were presented at the Corridor Public Workshop on August 7, 2008. We are now using the LSM process to help determine which alignments within the selected corridors will be carried forward for further study.



RECOMMENDED ALIGNMENTS

Within the four corridors, thirty-one alignments were analyzed. Various environmental and engineering criteria were evaluated and an evaluation matrix was developed for each alignment. These alignments were presented to the S.R. 29 Stakeholders Advisory Committee (SAC) on April 23, 2009. The committee reviewed and commented on each alignment. Based on the SAC's comments and evaluation of each alignment's impacts, five alignments were recommended for further study. The five alignments, Alignments A, E, L, S, and U, are being presented to you tonight for your comments. Each of the alignments is the same from south of Immokalee to Oil Well Road and use the existing S.R. 29. Generally, the alignments are 600 feet wide except for portions of Alignments A and L which are 300 feet wide.

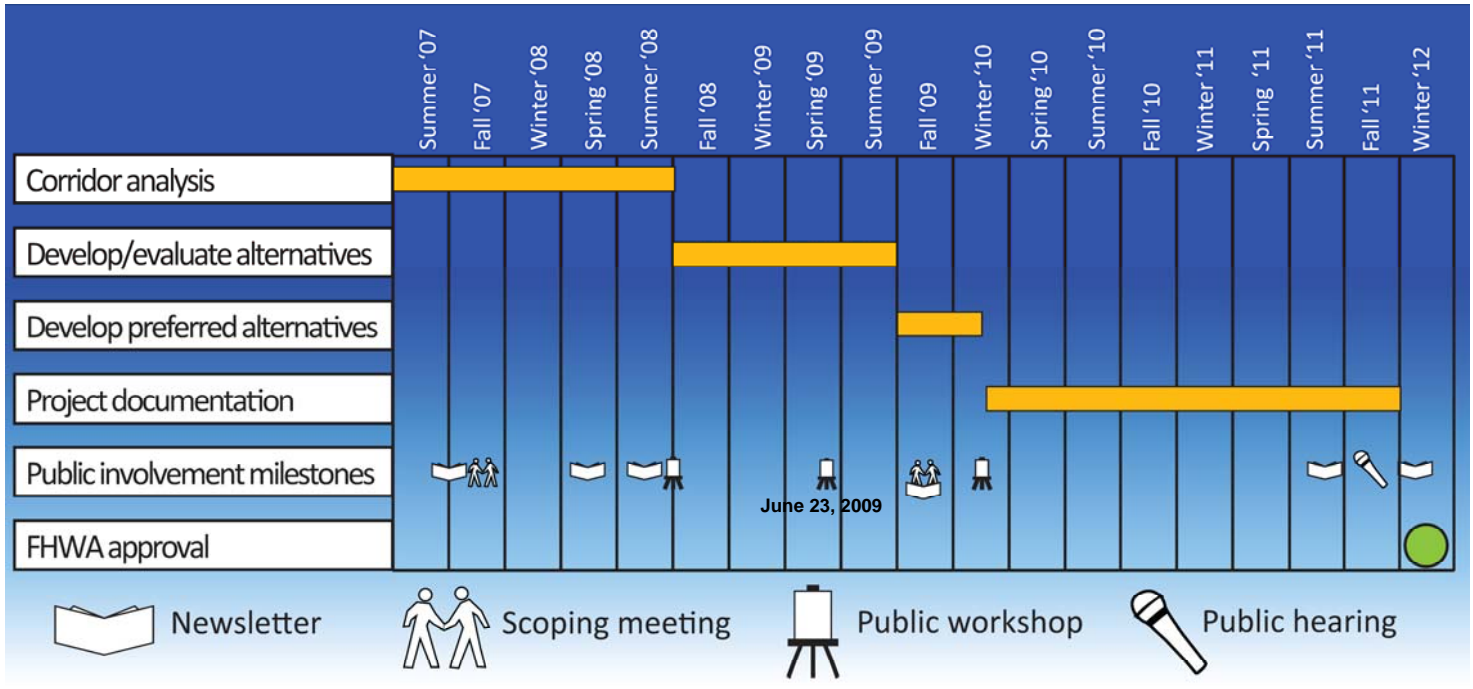


WHAT'S NEXT?

The S.R. 29 PD&E Study began in the summer of 2007. The development and evaluation of the widening alternatives and potential alignments are underway. The PD&E study is anticipated to be complete in early 2012.

Following this Alignments Public Workshop, another Public Information Workshop is scheduled in early 2010, and a Public Hearing is scheduled for Fall 2011.

Project Schedule



CONTACT INFORMATION

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Visit our project website at:

www.sr29collier.com





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EVALUATION MATRIX

	Alignments Recommended for Further Study				
	A	E	L	S	U
Size in acres	901.8	1420.1	1087.6	1193.5	1201.9
Length in miles	15.8	18.2	15.6	15.5	15.6
Socio-cultural effects					
Schools	2	1	1	0	0
Religion institutions	3	0	0	0	0
EMS / police / fire	0	0	0	0	0
Cemetery	1	0	0	0	0
Airport	1	0	1	0	0
Medium density residential - acres	9.1	7.0	7.0	7.0	7.0
High density residential - acres	40.2	4.0	35.0	0.0	0.0
Development of regional impact (DRI) - acres	10.0	0.0	10.0	0.0	0.0
Planned unit development (PUD) - acres	21.7	13.5	7.7	0.0	0.0
Tribal-owned lands - acres	1.2	0.0	1.2	0.0	0.0
Recreation lands - acres	0.6	0.0	0.6	0.0	0.0
Historical / archaeological impacts (Y or N)	Y	N	N	N	N
Natural effects					
Non-forested wetlands - acres	33.2	53.2	41.1	57.4	100.0
Forested wetlands - acres	59.3	62.3	52.8	25.5	28.5
Open water features - acres	50.0	39.3	51.6	45.1	43.3
Publicly managed lands - acres	0.0	0.0	0.0	0.0	0.0
Eagle nests	0	0	0	0	0
Rookeries	0	0	0	0	0
Threatened & endangered species occurrences	0	0	0	1	1
Panther primary habitat - acres	587.6	514.3	587.6	826.5	834.8
Panther secondary habitat - acres	102.7	836.5	316.1	367.2	367.2
Physical effects					
Potential contamination sites	50	3	20	1	1
Sinkholes	1	0	0	0	0
Brownfields	1	0	1	0	0
Water treatment facilities	0	0	0	0	0
Sewer treatment facilities	0	0	0	0	0



Alignments

- A
- E
- L
- S
- U

