



SR 29 Project Development & Environment Study

Presentation to SR 29 Stakeholders Advisory Committee

January 23, 2014



Purpose and Need

- Enhancing Economic Competitiveness
- Improving Emergency Evacuation Capabilities
- Improving Mobility and Connectivity within the Regional Transportation Network
- Accommodating Future Population and Growth
- Correcting Current Design Standard Deficiencies
- Reducing Truck Traffic in the Downtown Immokalee Area



Alternatives Considered

- No Build Alternative
- Transportation System Management & Operations (TSMO) Alternative
- Multimodal Alternative
- Existing SR 29 Alternative
- West Alternative
- Central Alternative #1
- Central Alternative #2
- East Alternative #1
- East Alternative #2



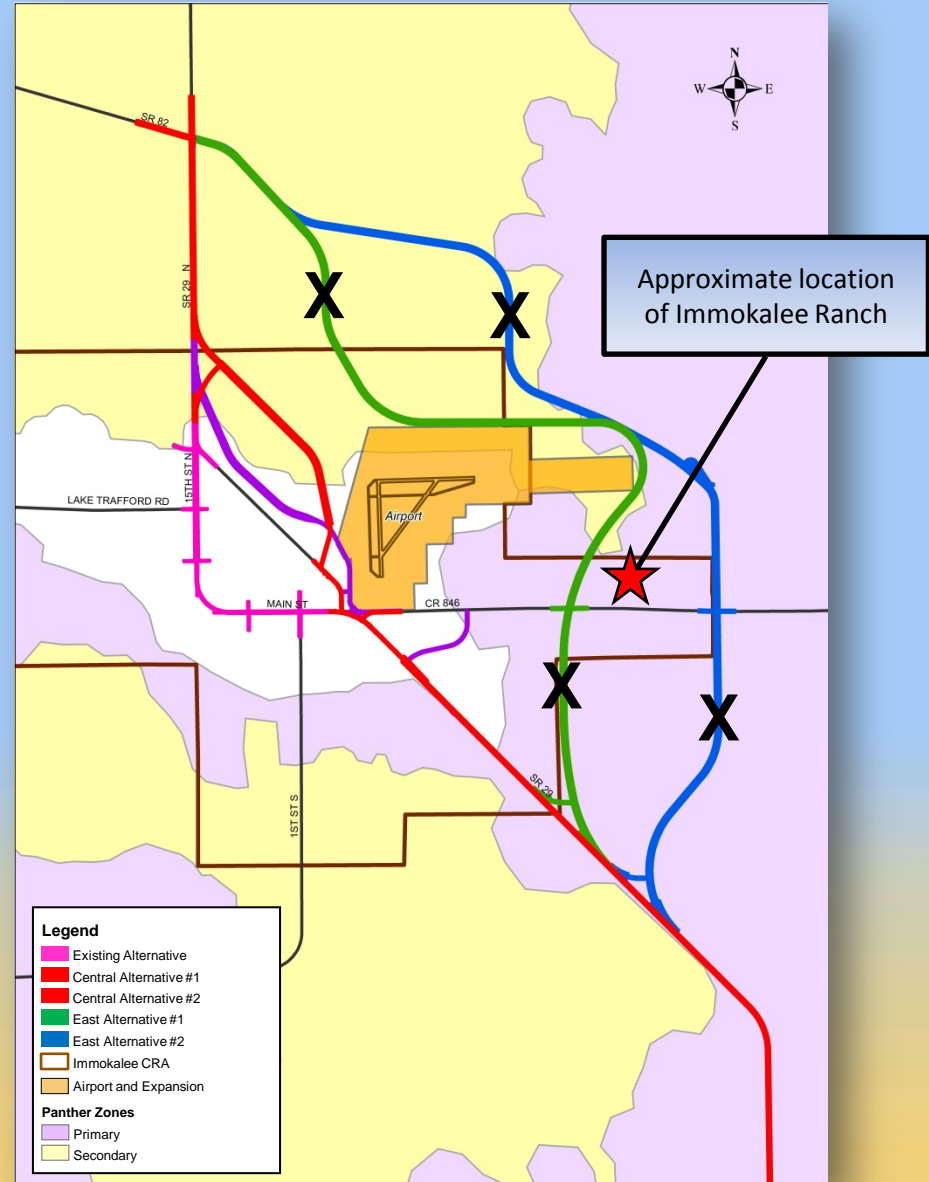
Alternatives Workshop

Alternatives for Workshop

- No Build Alternative
- Existing SR 29 Alternative
- Central Alternative #1
- Central Alternative #2

Alternatives Under Consideration for Elimination

- East Alternative #1
- East Alternative #2





Previous SAC Meeting Summary

- Held on September 17, 2013
- Reviewed and discussed the preliminary alternatives
- Emphasis on Immokalee as a destination (casino, packing houses) – not a bypass
- Improve roads between Immokalee and Fort Myers and Naples
- More information requested regarding traffic and truck volumes



Previous SAC Meeting Summary (continued)

- Questions raised about developments accounted for in traffic forecasts
- Questions raised why West Alternative was eliminated
- Questions raised why East Alternatives have not been eliminated
- Questions raised about priorities of different segments of several roads



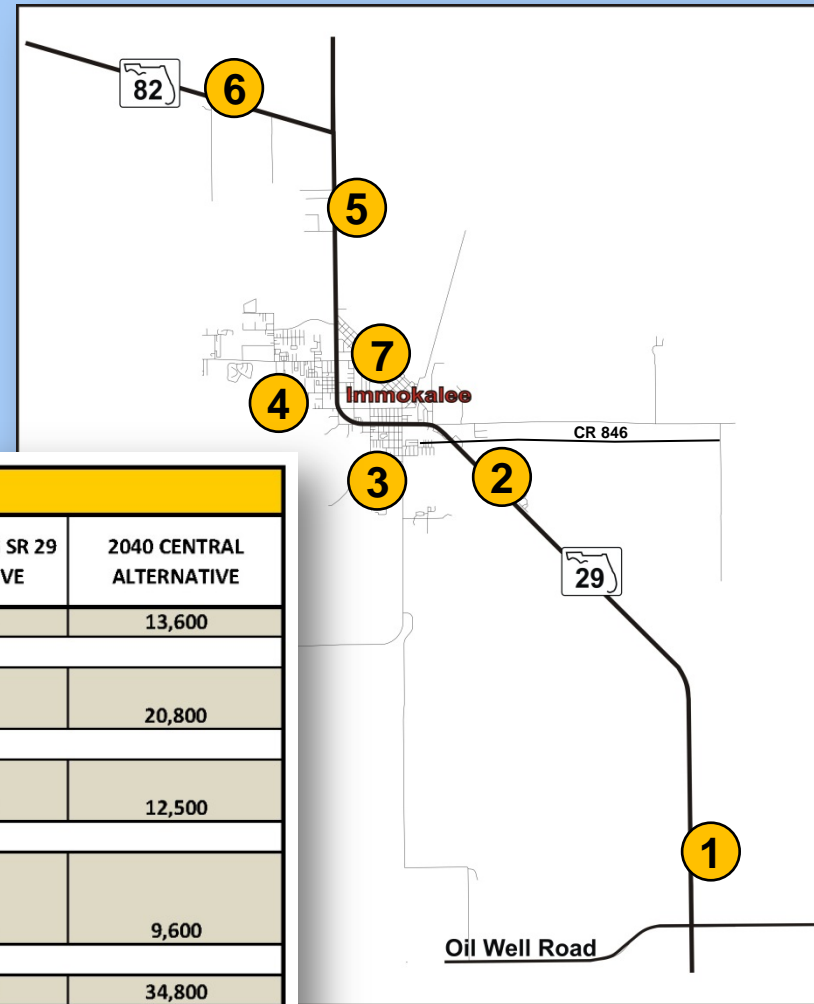
Previous SAC Meeting Summary (continued)

- 3-Lane New Market Road as alternative
- Relook at intersection of Central Alternatives to SR 29 north of town
- Relook at connectivity of new alignment to local road network
- 4-Lane Existing SR 29 from 9th Street north to SR 82

SR 29
Immokalee



Existing and Projected Traffic Volumes



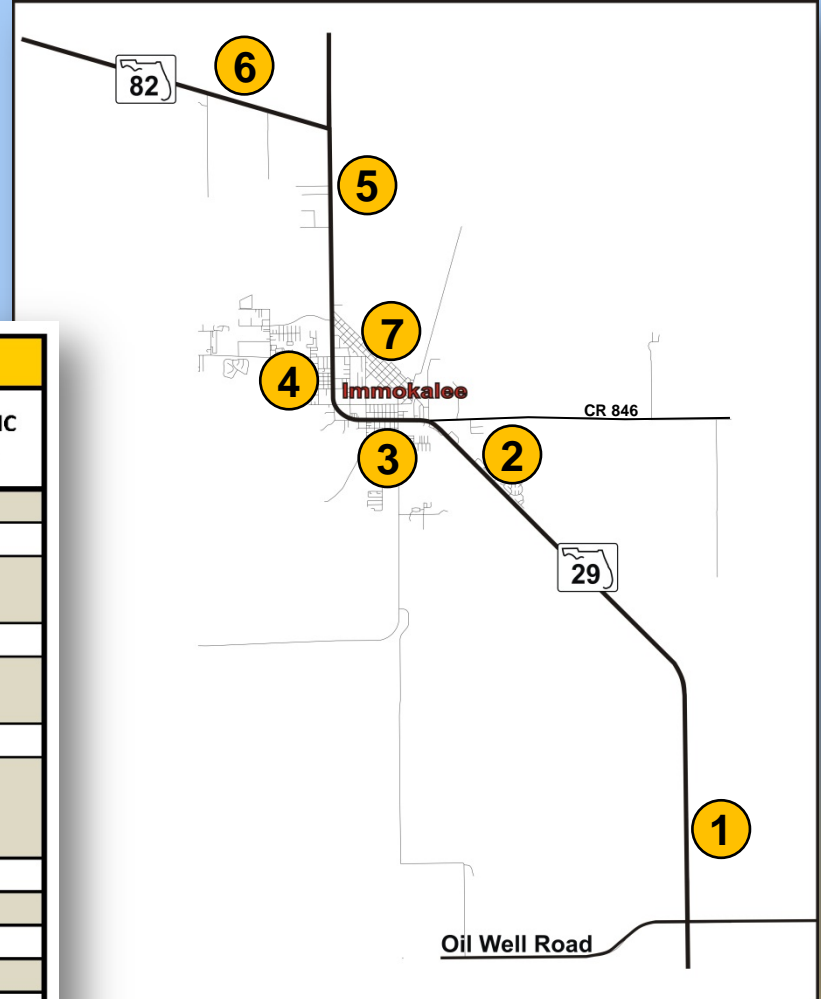
EXISTING & PROJECTED SR 29 AADTs (vpd)

#	LOCATION	FLORIDA TRAFFIC ONLINE 2013	2040 NO BUILD ALTERNATIVE	2040 EXISTING SR 29 ALTERNATIVE	2040 CENTRAL ALTERNATIVE
1	SR 29 N OF OIL WELL ROAD	5,300	10,100	13,000	13,600
2	SR 29 NORTH OF FARMWORKERS VILLAGE	5,300	16,100	19,300	20,800
3	SR 29 BETWEEN 1ST STREET & 9TH STREET	12,600	18,900	24,800	12,500
4	SR 29 BETWEEN IMMOKALEE DRIVE AND LAKE TRAFFORD DRIVE	14,000	17,400	21,200	9,600
5	SR 29 SOUTH OF SR 82	13,722	28,700	33,400	34,800
6	SR 82 WEST OF SR 29	10,400	27,900	30,000	30,700
7	NEW MARKET ROAD	3,700	15,400	12,300	4,100



Existing Truck Volumes

EXISTING SR 29 TRUCK VOLUMES (vpd)		
#	LOCATION	FLORIDA TRAFFIC ONLINE 2013
1	SR 29 N OF OIL WELL ROAD	959
2	SR 29 NORTH OF FARMWORKERS VILLAGE	788
3	SR 29 BETWEEN 1ST STREET & 9TH STREET	920
4	SR 29 BETWEEN IMMOKALEE DRIVE AND LAKE TRAFFORD DRIVE	826
5	SR 29 SOUTH OF SR 82	1,551
6	SR 82 WEST OF SR 29	1,279
7	NEW MARKET ROAD	407





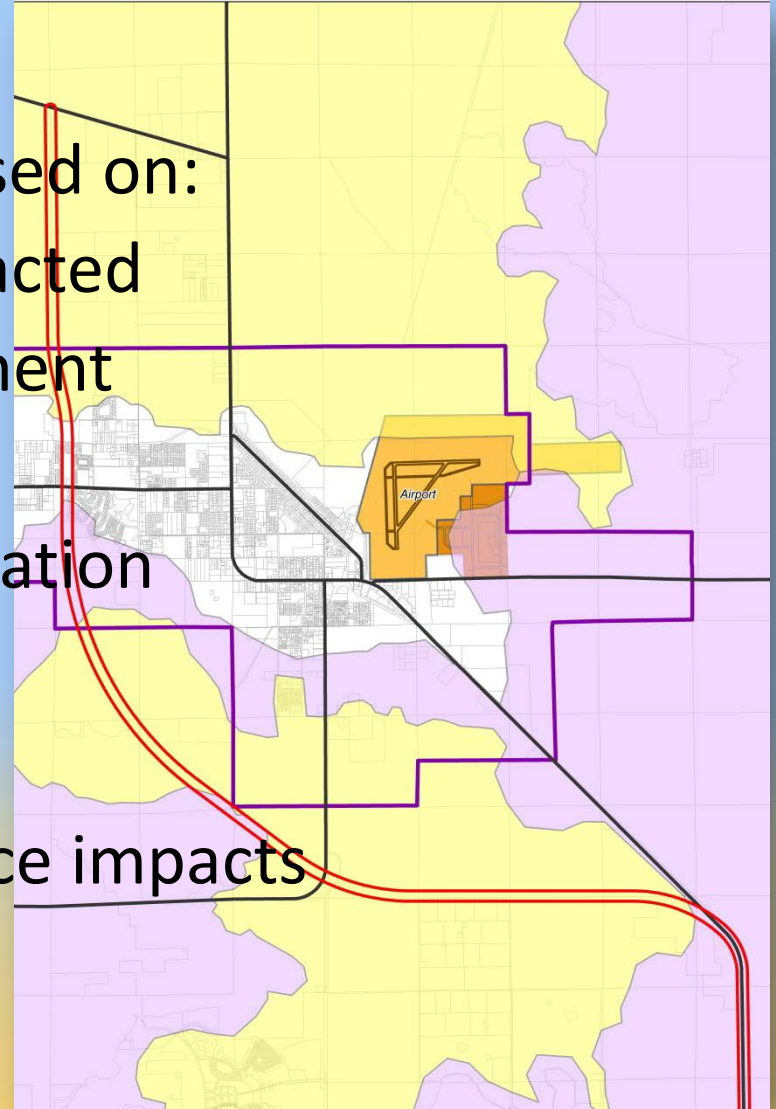
Status of New Developments

- Seminole Hard Rock Casino Hotel
- Serenoa
- Rodina Sector Plan
- King Ranch Sector Plan



West Alternative

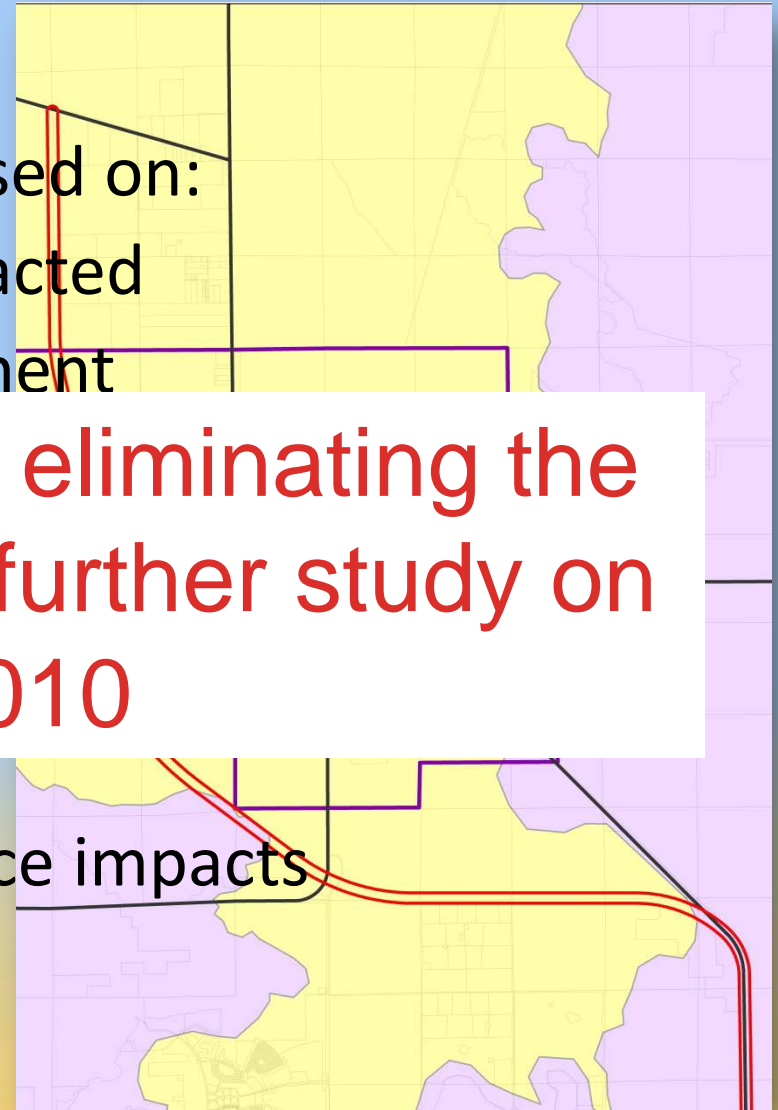
- Elimination Recommended based on:
 - More residential parcels impacted
 - Impacts to Serenoa development
 - Higher wetland impacts
 - Highest panther habitat mitigation cost of all alternatives
 - Higher construction costs
 - Potential environmental justice impacts
 - Public comments





West Alternative

- Elimination Recommended based on:
 - More residential parcels impacted
 - Impacts to Serenoa development



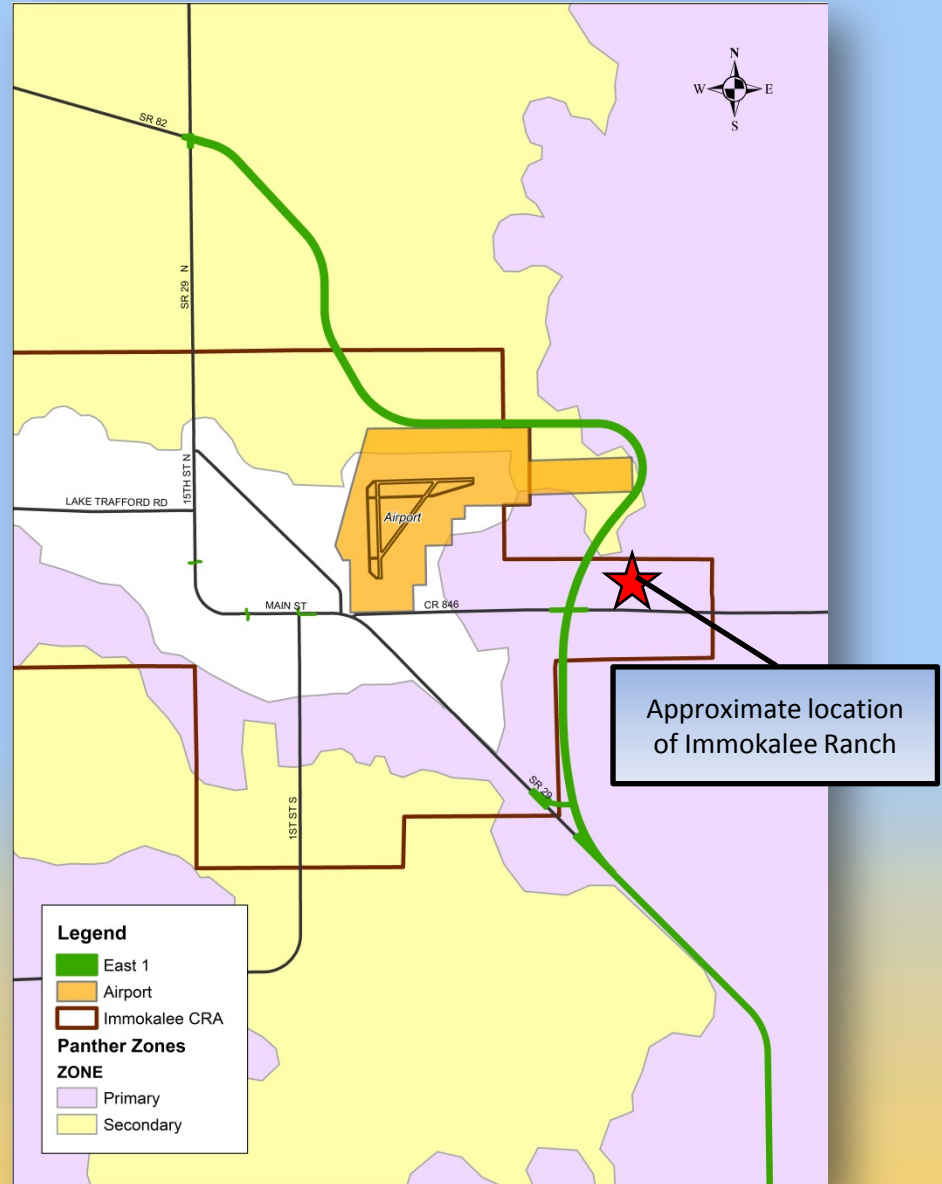
FHWA concurred with eliminating the West Alternative from further study on June 1, 2010

- Higher construction costs
- Potential environmental justice impacts
- Public comments



East Alternative #1

- Environmental agencies concerned with habitat loss and adverse effects to Florida panther
- Directly impacts historic Immokalee Ranch and existing agricultural operations
- Over 40% more expensive than Existing SR 29 Alternative or Central Alternatives
- Directly connects to SR 82
- Alignment completely bypasses developed areas of Immokalee





East Alternative #1

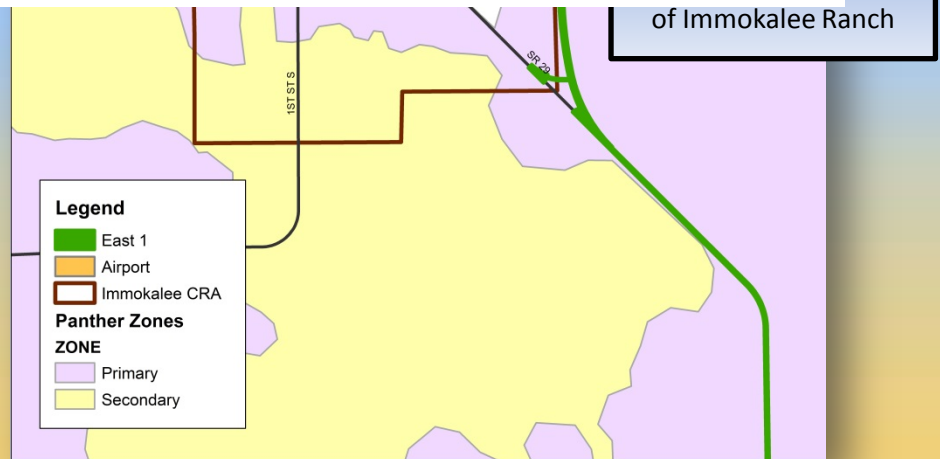
- Environmental agencies concerned with habitat loss and adverse effects to Florida panther



FHWA concurred with eliminating the East Alternative #1 from further study on December 18, 2013

Existing SR 29 Alternative of Central Alternatives

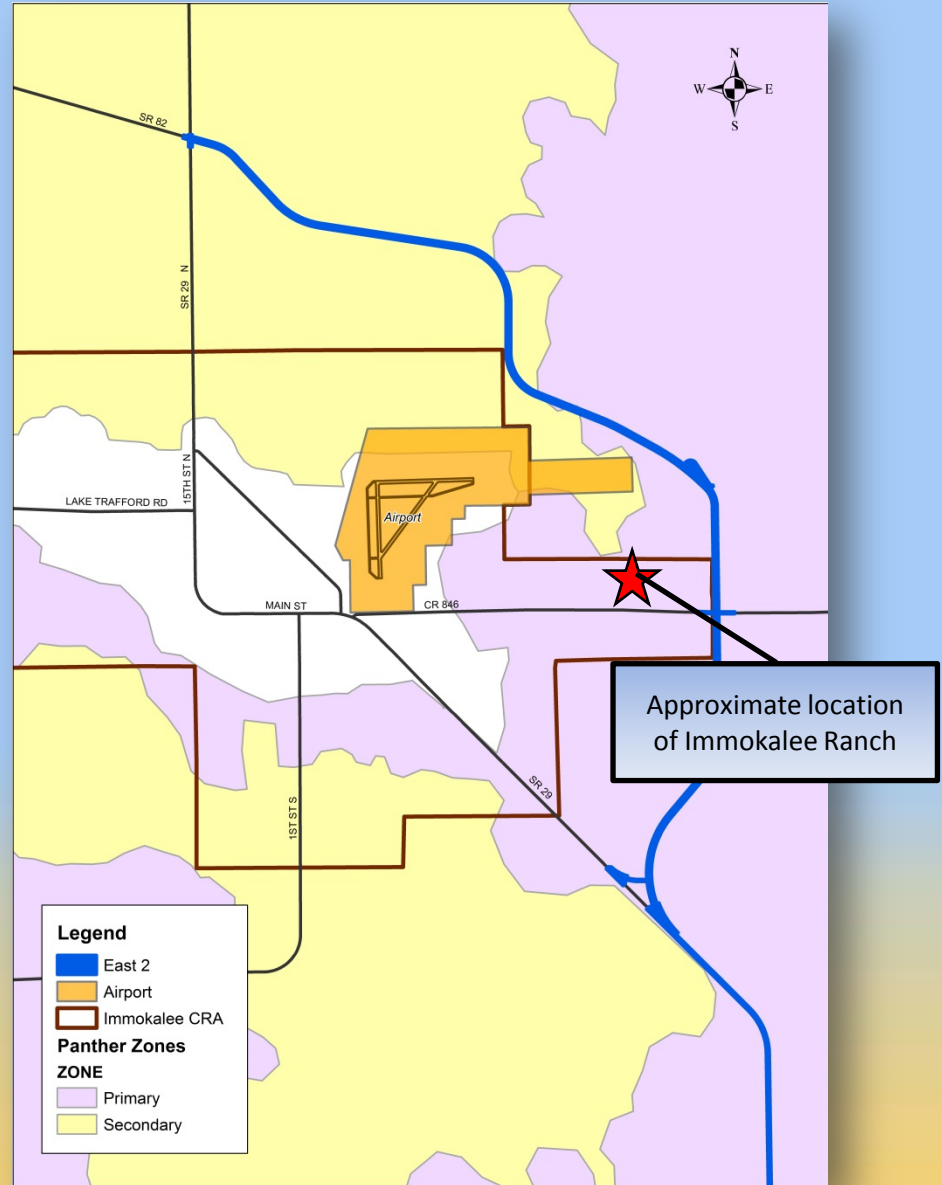
- Directly connects to SR 82
- Alignment completely bypasses developed areas of Immokalee





East Alternative #2

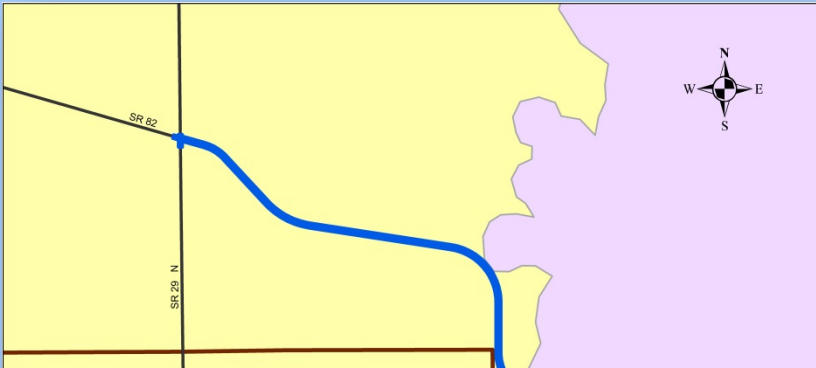
- Environmental agencies concerned with habitat loss and adverse effects to Florida panther
- Directly impacts historic Immokalee Ranch and existing agricultural operations
- Over 200% more expensive than Existing SR 29 Alternative or Central Alternatives
- Directly connects to SR 82
- Alignment completely bypasses developed areas of Immokalee





East Alternative #2

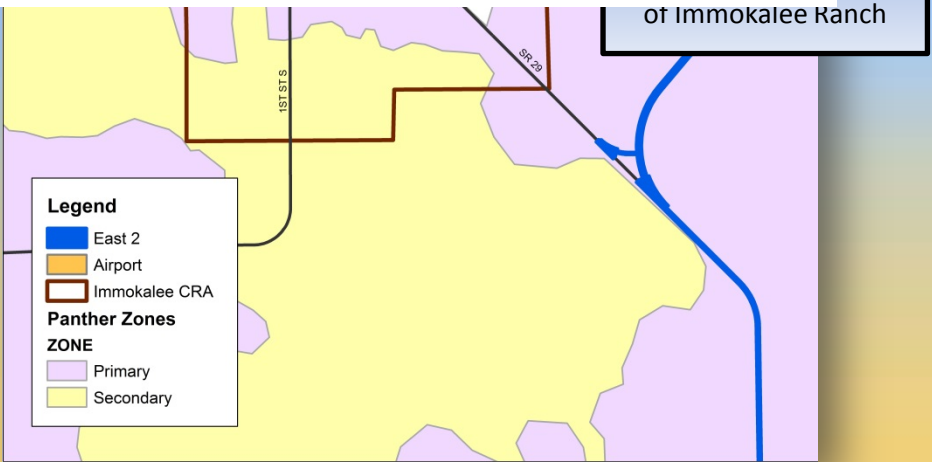
• Environmental agencies concerned with habitat loss and adverse effects to Florida panther



• FHWA concurred with eliminating the East Alternative #2 from further study on December 18, 2013

• Existing SR 29 Alternative of Central Alternatives

- Directly connects to SR 82
- Alignment completely bypasses developed areas of Immokalee





L RTP 2035 Cost Feasible Plan

- This PD&E Study is in the Cost Feasible Plan
- Other Collier County road projects in the Cost Feasible Plan are:
 - Immokalee Rd. from Camp Keais Rd. to Eustis Avenue
 - Camp Keais Rd. from Oil Well Rd. to Immokalee Rd.





Immokalee Rd. from Camp Keais Rd. to Eustis Avenue

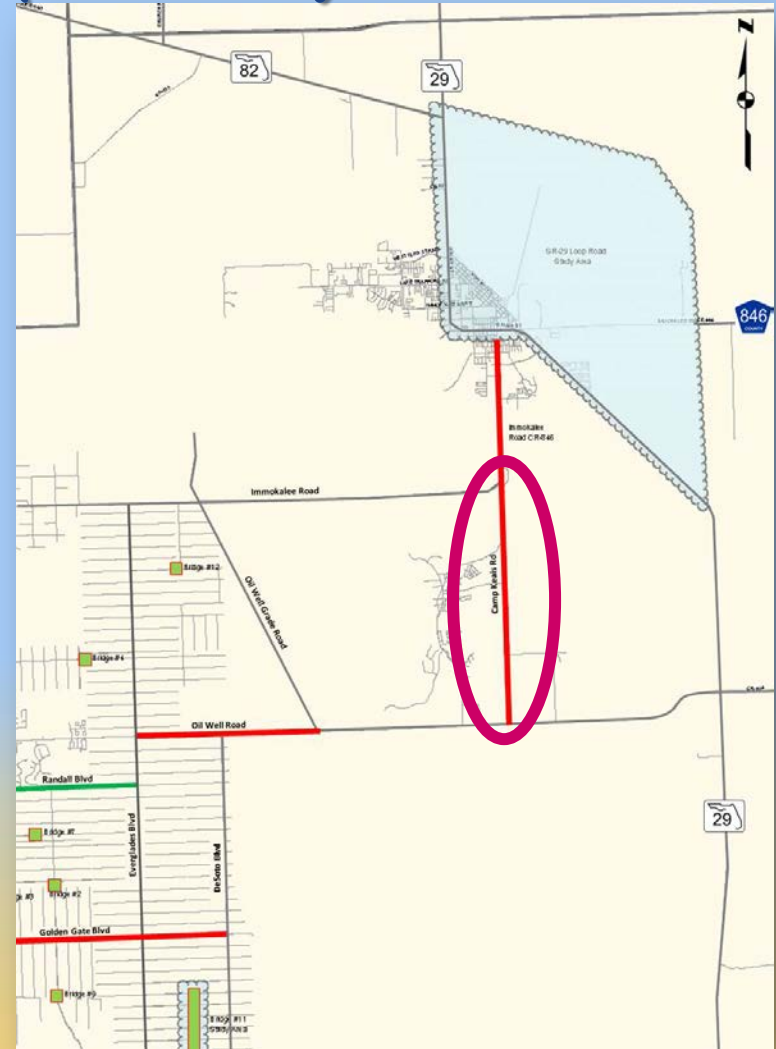
- Listed in County's Cost Feasible Plan (Priority #28)
- Widen from 2-lane undivided to 4-lane divided arterial





Camp Keais Road from Oil Well Rd. to Immokalee Rd. (CR 846)

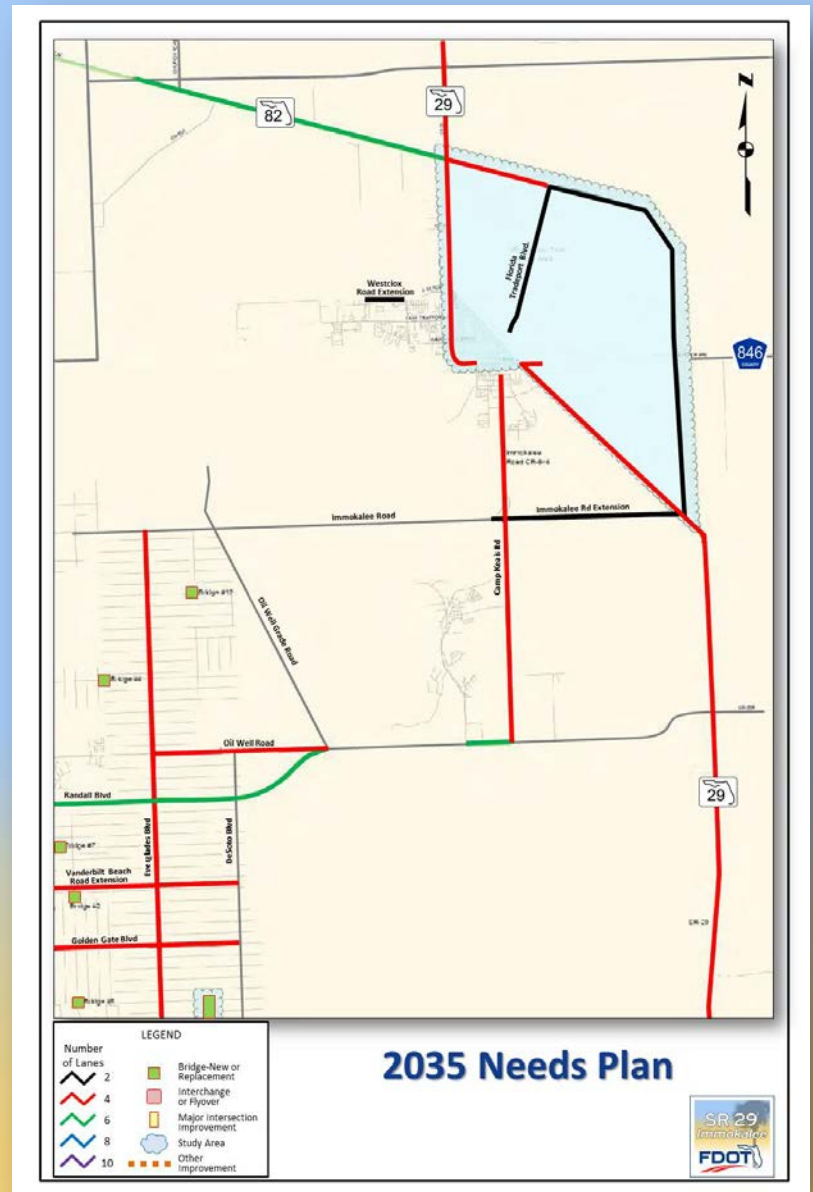
- Listed in County's Cost Feasible Plan (Priority #25)
- Widen from 2-lane undivided to 4-lane divided arterial





L RTP 2035 Needs Plan

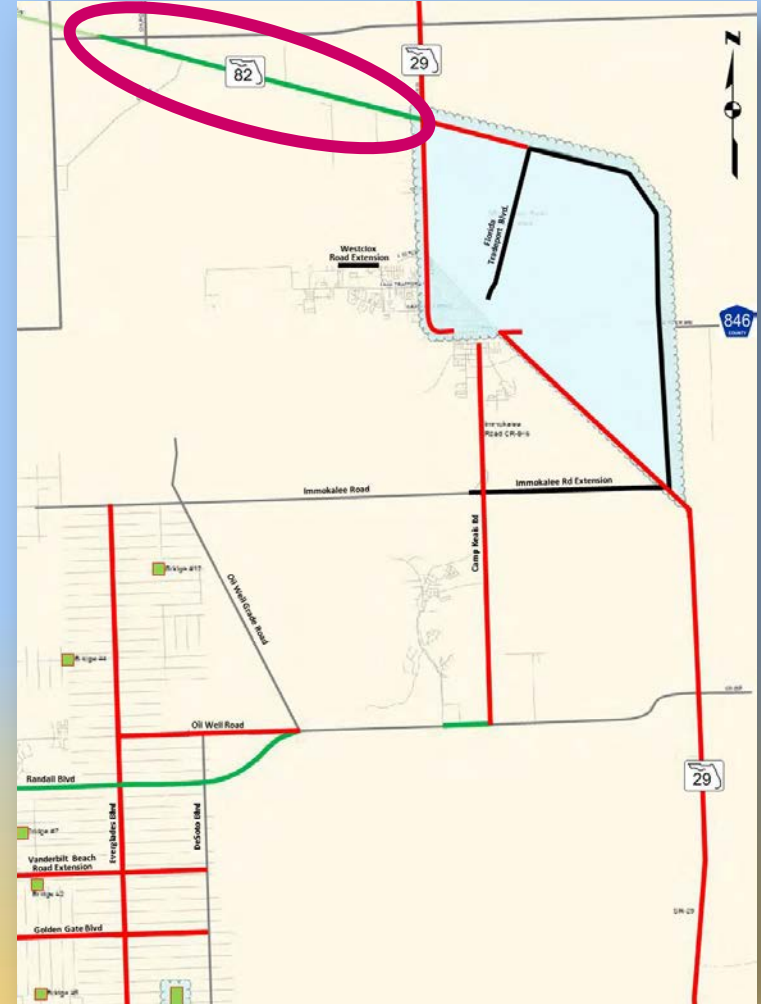
- Several Immokalee Area State Road Projects Need to be Reviewed
- Other Collier County Road Projects Will Be Impacted by Decisions on State Projects





SR 82 from SR 29 to Collier/Hendry County Line

- Currently under design by FDOT
- Being designed as 4-lane arterial with capability of being widened to 6 lanes in the future





SR 29 from North of SR 82 to Collier/Hendry County Line

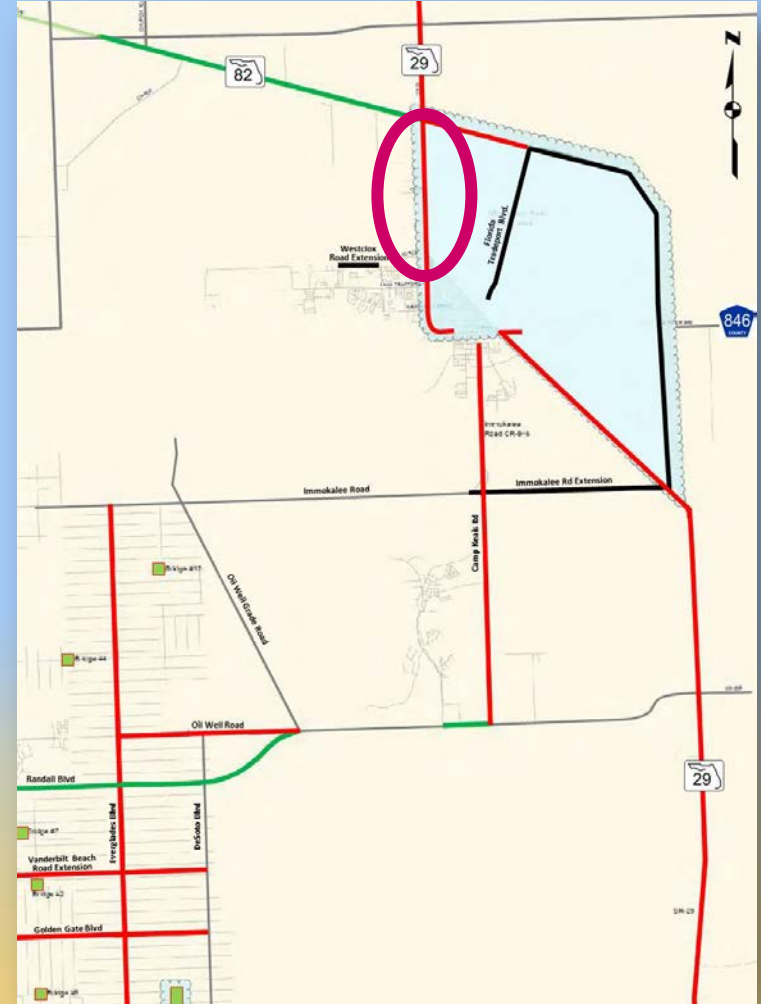
- Separate PD&E Study already completed; awaiting FHWA approval
- Proposed to be widened to 4 lanes





SR 29 from New Market Road N. to North of SR 82

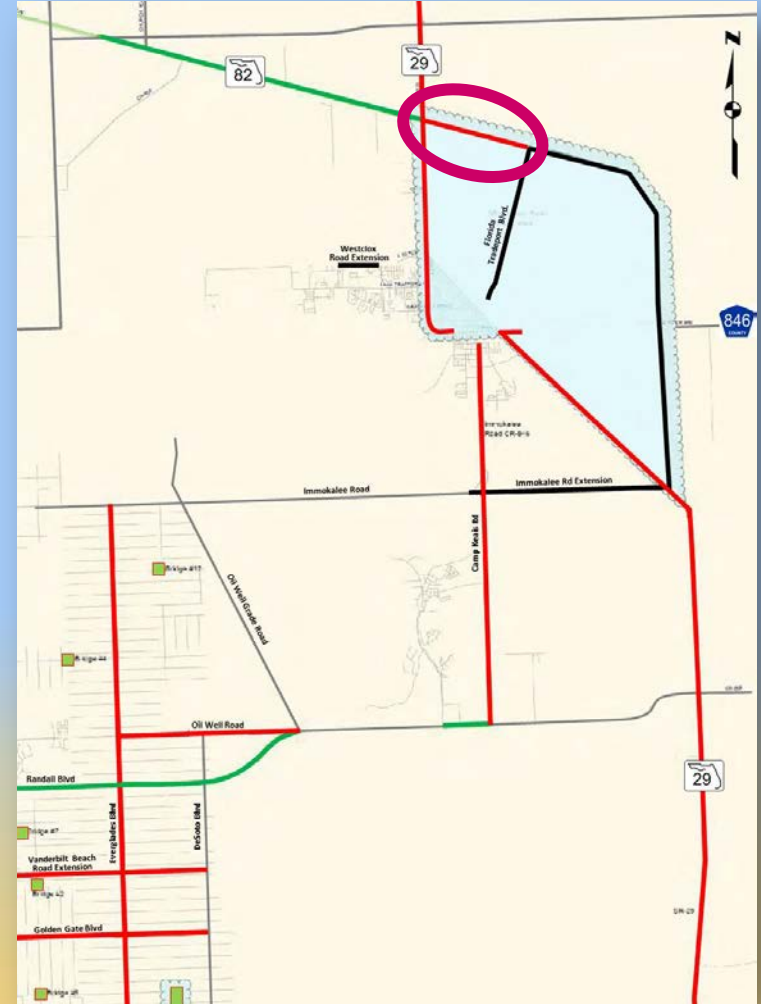
- Considered in current PD&E Study
- To be widened to 4 lanes under any proposed Build Alternative
- 2-Lane roundabout proposed at SR 82 and SR 29





SR 29 Loop Road from Florida Tradeport Blvd. to SR 29 (North)

- Considered in current PD&E Study
- Currently proposed alternatives do not go this far north; hence, this section of the SR 29 Loop Road is not needed





SR 29 Loop Rd. from Immokalee Rd. (CR 846) to Florida Tradeport Blvd.

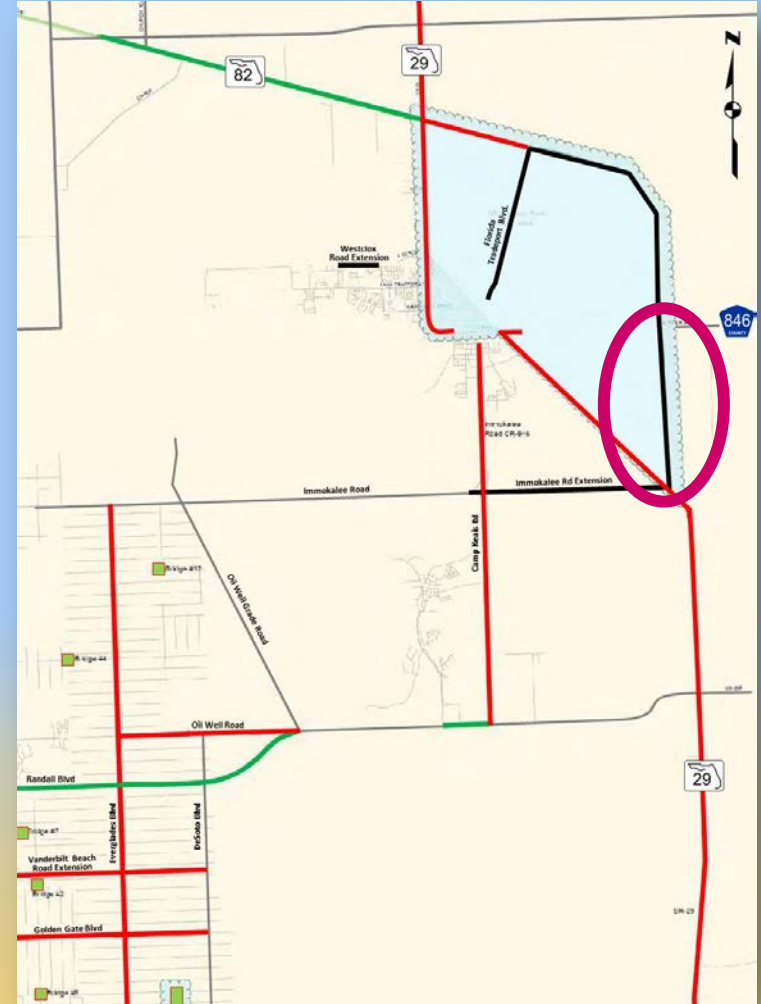
- Considered in current PD&E Study
- Currently proposed alternatives do not go this far east; hence, this section of the SR 29 Loop Road is not needed





SR 29 Loop Road from SR 29 (South) to Immokalee Rd. (CR 846)

- Considered in current PD&E Study
- Currently proposed alternatives remain on the existing SR 29 alignment in this area; hence, this section of the SR 29 Loop Road is not needed





SR 29 Immokalee Drive to New Market Road North

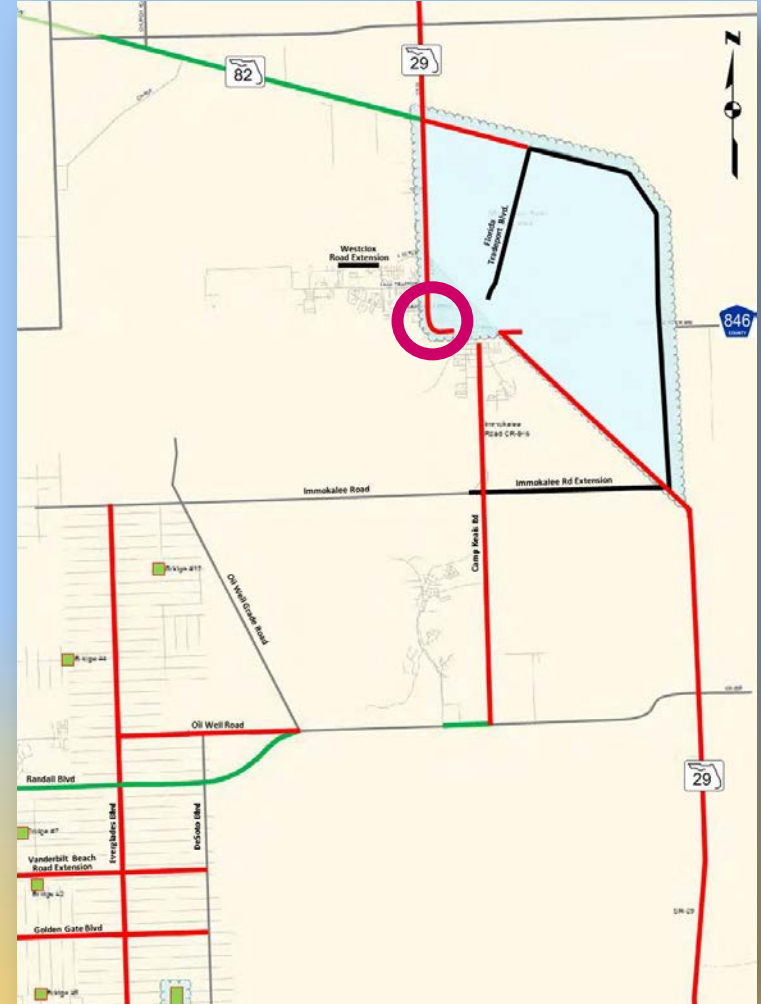
- Considered in current PD&E Study
- No improvements or widening required if either of the Central Alternatives are recommended as the preferred alternative
- Widening to 4 lanes would be required for the Existing SR 29 Alternative





SR 29 from 9th Street to Immokalee Drive

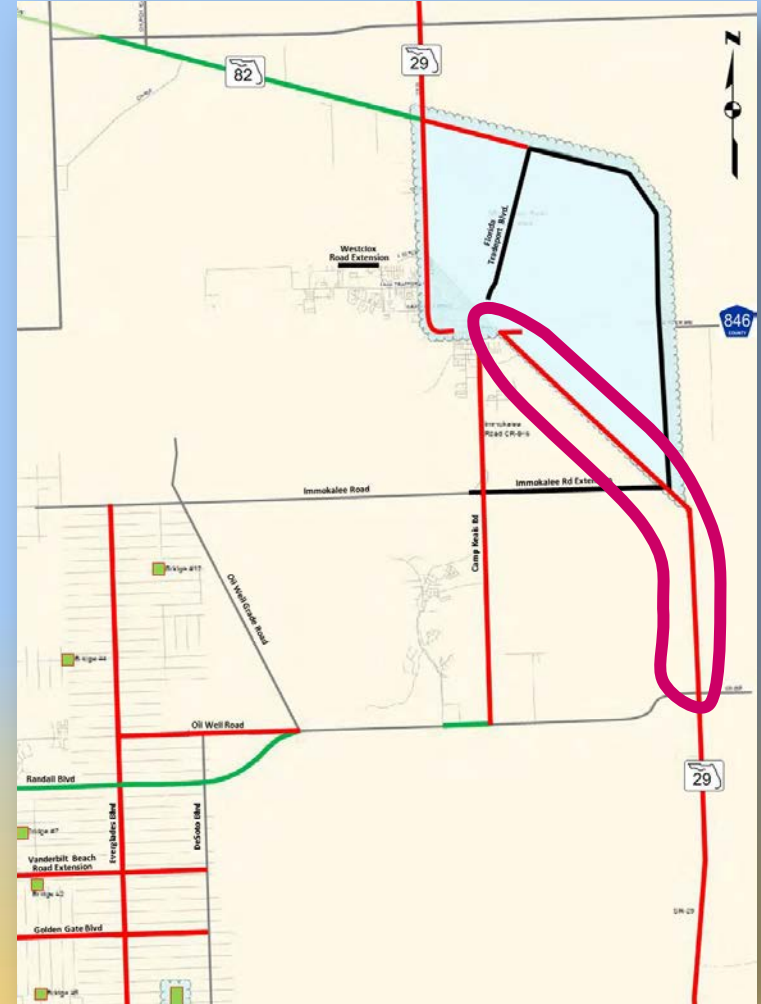
- Considered in current PD&E Study
- No improvements or widening required if either of the Central Alternatives are recommended as the preferred alternative
- Widening to 4 lanes would be required for the Existing SR 29 Alternative





SR 29 from Oil Well Road to Immokalee Road (CR 846)

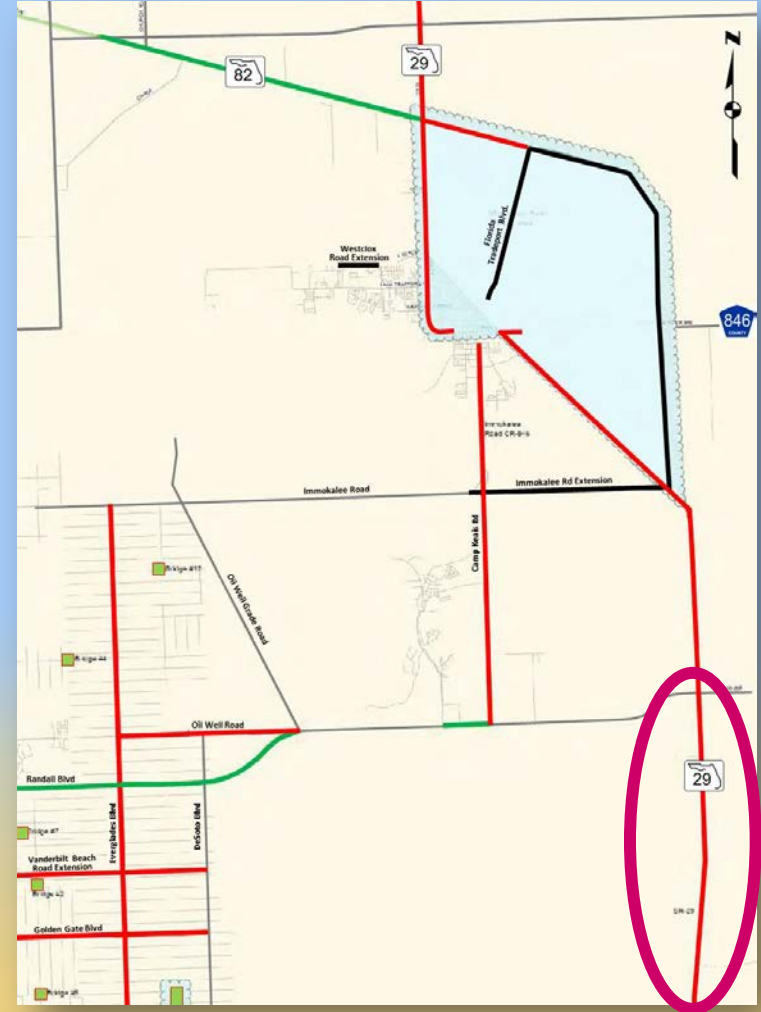
- Considered in current PD&E Study
- Lowest priority segment and likely the last to be constructed





SR 29 from I-75 (SR 93) to Oil Well Road

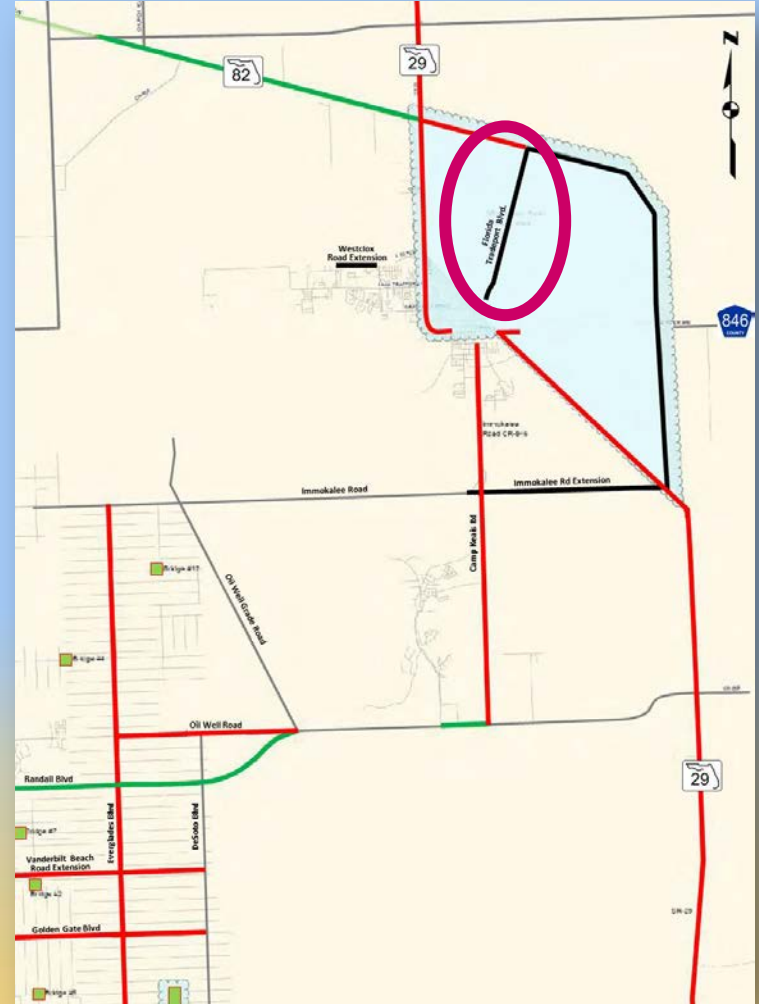
- Future PD&E Study will evaluate widening SR 29 from 2-lanes undivided to 4-lane arterial
- Currently, not in FDOT 5-Year Work Program





Florida Tradeport Blvd. from New Market Rd. to SR 29 Loop Rd.

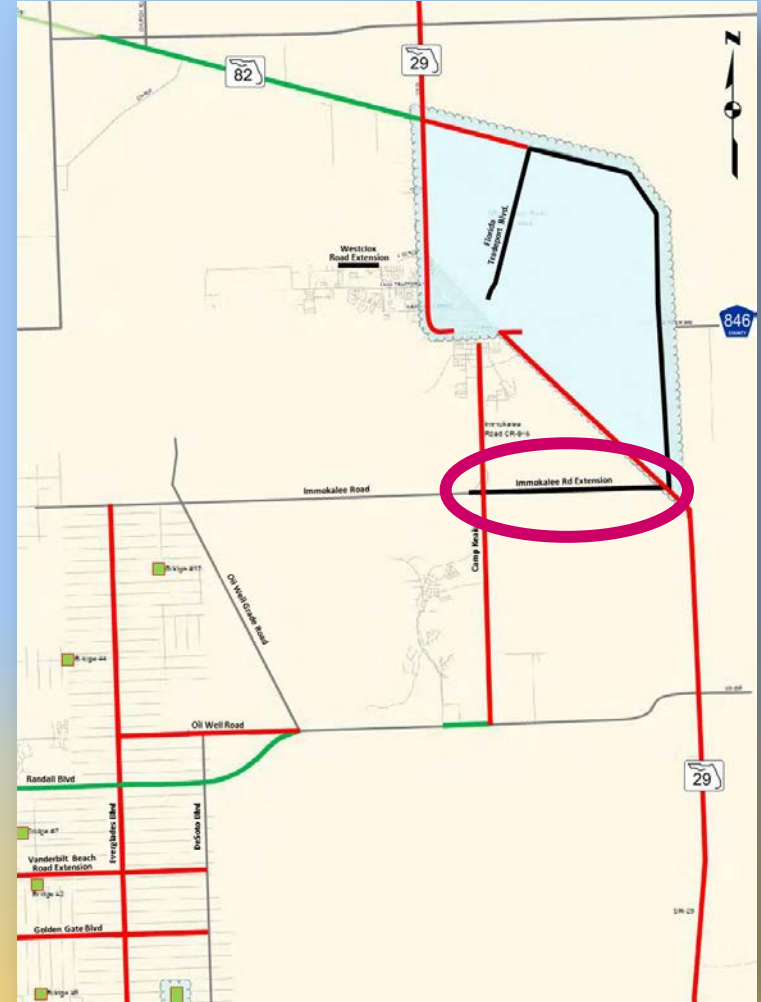
- Still needed if no SR 29 Loop Road?
- Currently, an unfunded priority in Needs Plan (Priority #61)
- Needs Plan calls for new 2-lane undivided arterial





Immokalee Rd. Extension from Camp Keais Rd. to SR 29

- Still needed if no SR 29 Loop Road?
- Currently, an unfunded priority in Needs Plan (Priority #59)
- Needs Plan calls for new 2-lane undivided collector





Immokalee Road (CR 846) from SR 29 to Airpark Boulevard

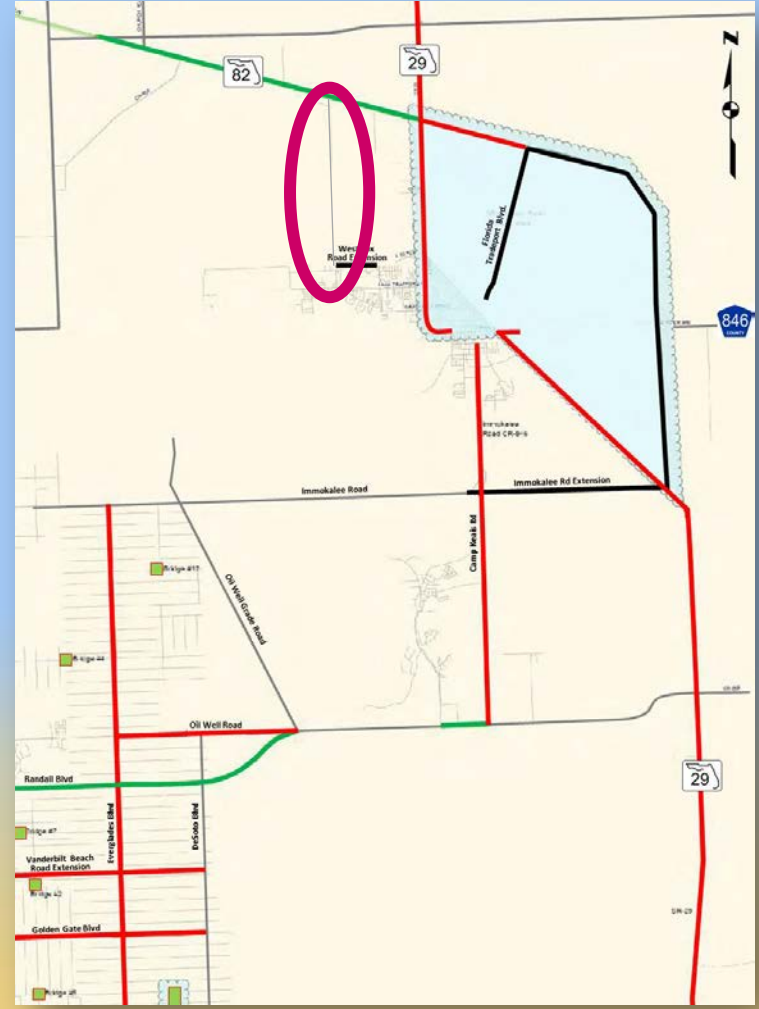
- Connection to SR 29 severed by Central Alternative #2
- Existing road is within Runway Safety Zone
- Currently, an unfunded priority in Needs Plan (Priority #52)
- Needs Plan calls for widening to 4-lane divided arterial





Little League Rd. Extension from Lake Trafford Rd. to SR 82

- Project deleted in 2035 LRTP Minor Update Cost Feasible Plan Report
- Was an unfunded priority in Needs Plan (Priority #27)
- Needs Plan called for road to be 4-lane divided arterial





No Build Alternative

- Postpone major improvements to SR 29 beyond the Design Year 2040
- Preserve existing roadway, as is, with only routine maintenance, as required



No Build Alternative

Advantages:

- No major construction costs
- No disruption to existing land uses due to construction activities
- No right-of-way acquisitions
- No disturbance to natural resources

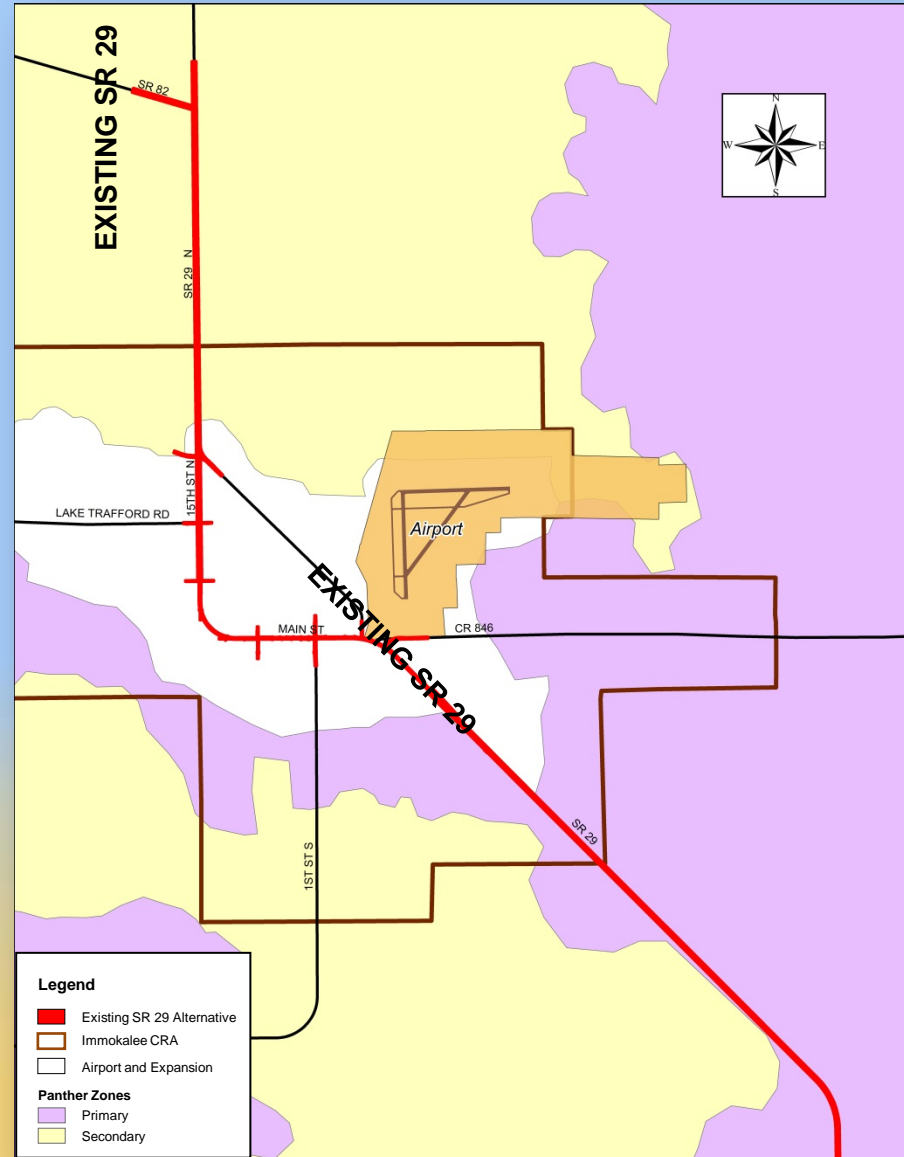
Disadvantages:

- Increased traffic congestion causing increased road user costs due to travel delay
- Not consistent with local transportation plans
- Increased roadway maintenance costs



Existing SR 29 Alternative

- Stays on existing alignment
- At odds with Immokalee CRA's Public Realm Plan for bicycle- & pedestrian-friendly downtown with traffic calming; desire to keep trucks out of downtown
- Emerging SIS designation promotes high-speed, high-capacity facility moving people and goods
- Proposed roundabout at SR 82 intersection

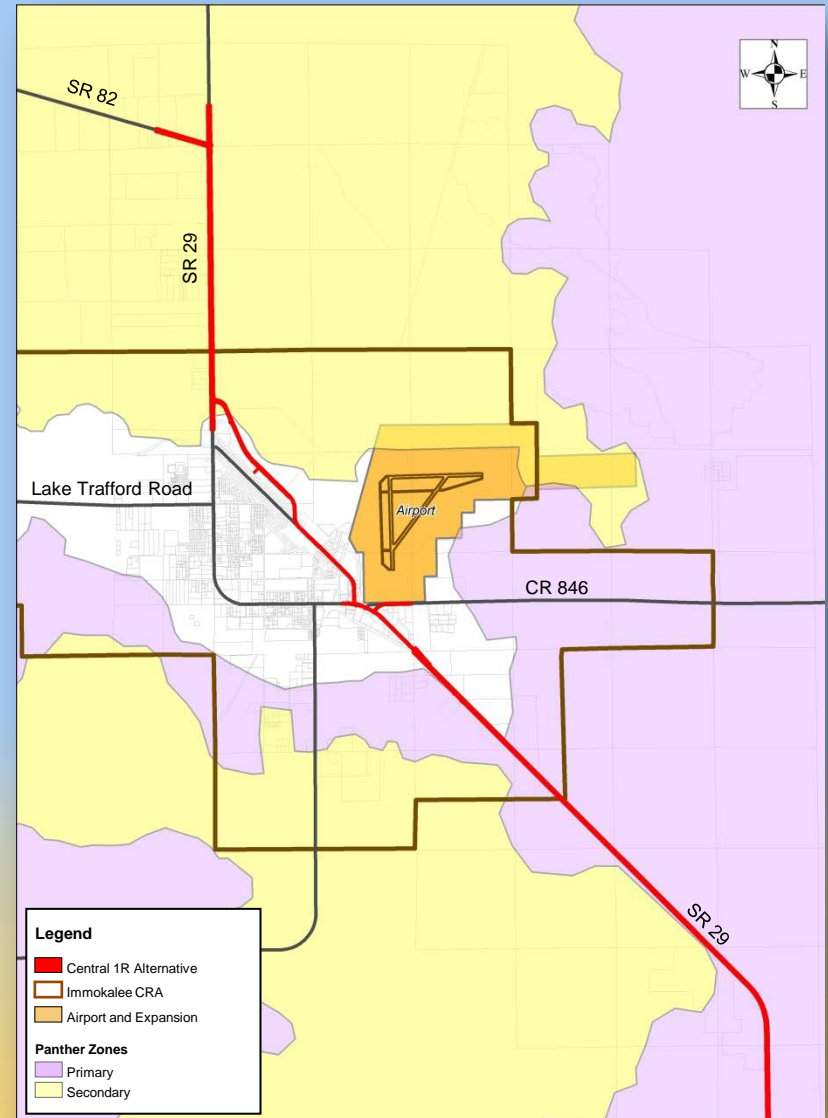


Legend	
	Existing SR 29 Alternative
	Immokalee CRA
	Airport and Expansion
Panther Zones	
	Primary
	Secondary



Central Alternative #1R

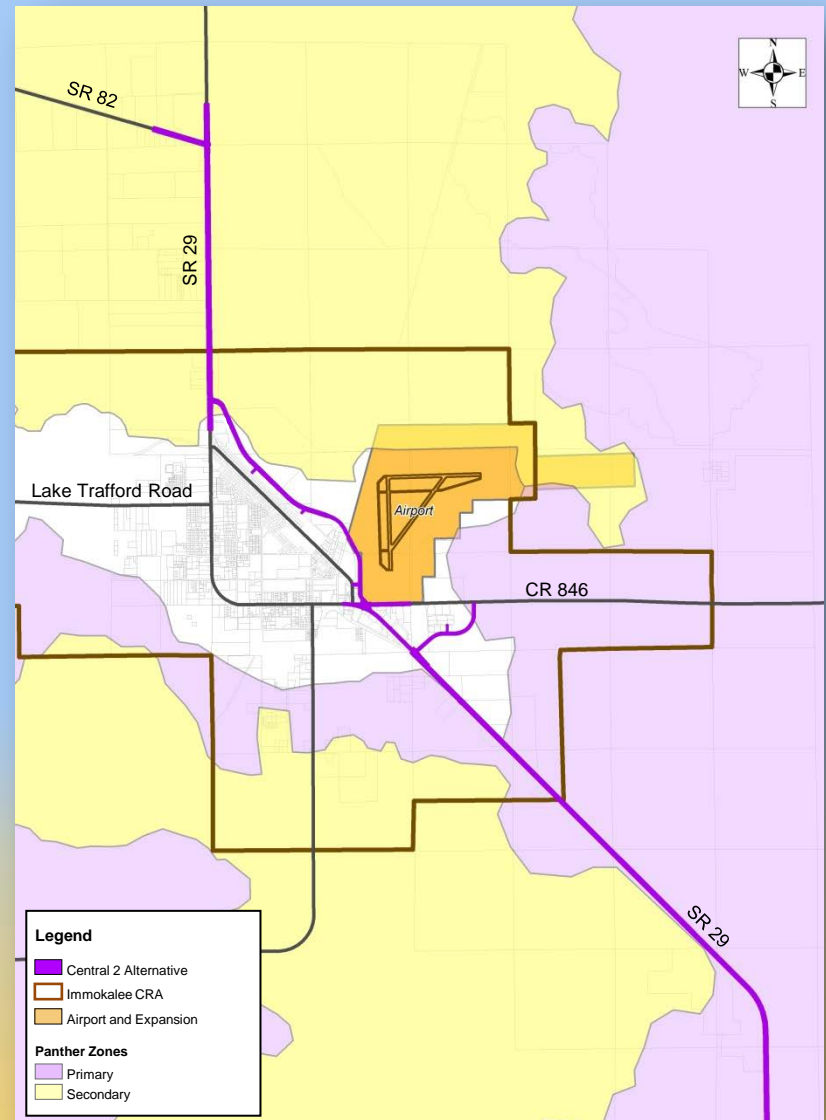
- Alignment shifted to preserve scrub jay habitat and to protect observed scrub jays, gopher tortoises and crested caracara
- Minimizes impacts to secondary panther habitat
- Utilizes portion of New Market Road to provide direct access to the agribusiness/commercial areas of Immokalee & State Farmers Market
- Provides connectivity to local road network
- Proposed roundabouts at SR 82 intersection and at New Market Rd. North and SR 29





Central Alternative #2

- Environmental agencies are supportive of minimizing habitat loss for Florida panther
- More direct route west of the Airport and east of the developed areas of Immokalee
- Provides new connection to Airport and future Tradeport; severs existing connection to CR 846 (Airport Road)
- Adds connectivity to local road network
- Impacts Airport Park, Airport Conservation Easement and Airport Property and Access
- Proposed roundabouts at SR 82 intersection and at near former CR 846 intersection

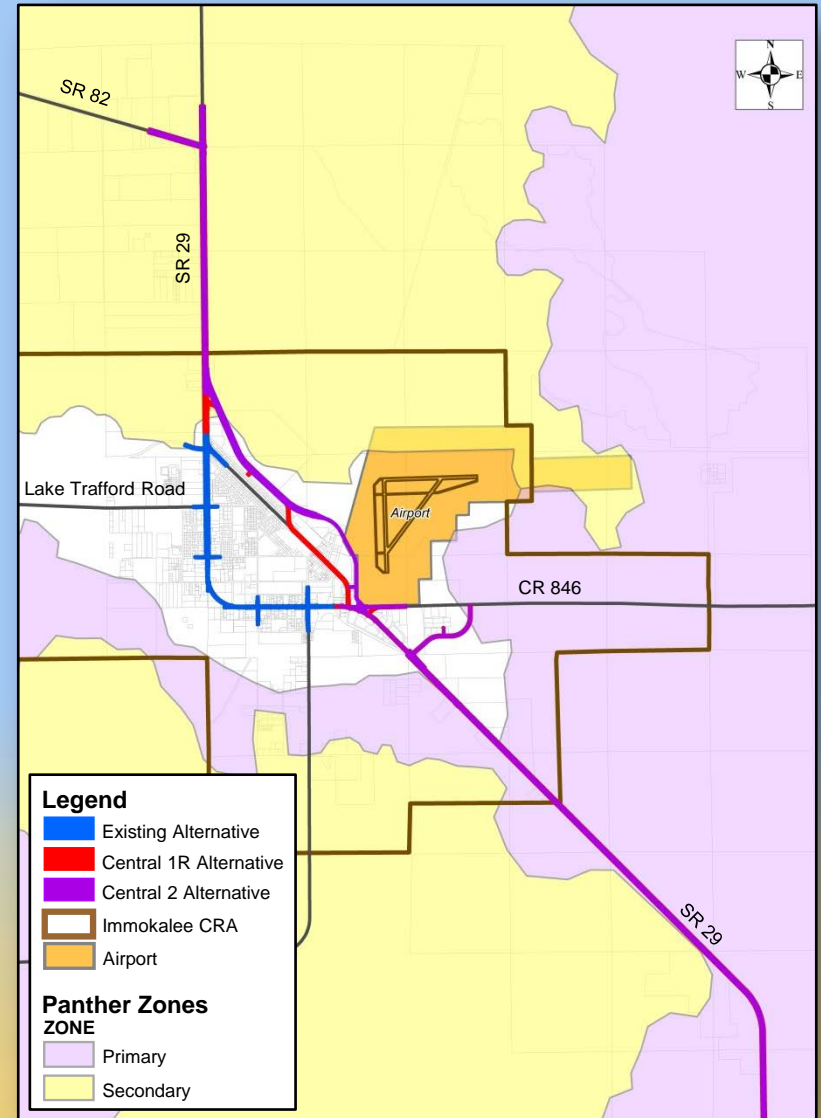




Current PD&E Alternatives

Alternatives for Workshop

- No Build Alternative
- Existing SR 29 Alternative
- Central Alternative #1R
- Central Alternative #2





Comparative Cost Evaluation of Alternatives

Alternative	Preliminary Construction Cost	Preliminary Right-of-Way Costs	Preliminary Panther Habitat Mitigation Costs	Total
No Build Alternative	\$0 million	\$0 million	\$0 million	\$0 million
Existing SR 29 Alternative	\$76 million	\$6 million	\$1 million	\$83 million
Central Alternative #1R	\$87 million	\$9 million	\$1 million	\$97 million
Central Alternative #2	\$97 million	\$10 million	\$1 million	\$108 million

NOTE: Preliminary Costs, Subject to Change



Project Meetings

Stakeholders Advisory Mtg.	January 23, 2014
Immokalee CRA	February 19, 2014
Collier MPO TAC & CAC	February 24, 2014
Collier MPO Board	March 14, 2014
Alternatives Public Workshop	April 3, 2014 (tentative)
Public Hearing	Winter 2015/16 (tentative)



Project Contacts

Gwen G. Pipkin

FDOT Project Manager

Florida Department of
Transportation

801 N. Broadway

Bartow, FL 33830

Phone: (863) 519 – 2375

gwen.pipkin@dot.state.fl.us

Bill Howell, PE

Consultant Project Manager

LOCHNER

4350 W. Cypress Street

Suite 800

Tampa, FL 33607

(813) 357-3734

bhowell@hwlochner.com



SR 29

**Project Development &
Environment Study**

Thank You

4-Lane Rural Typical Section Between FPL Transmission Easement and Canal

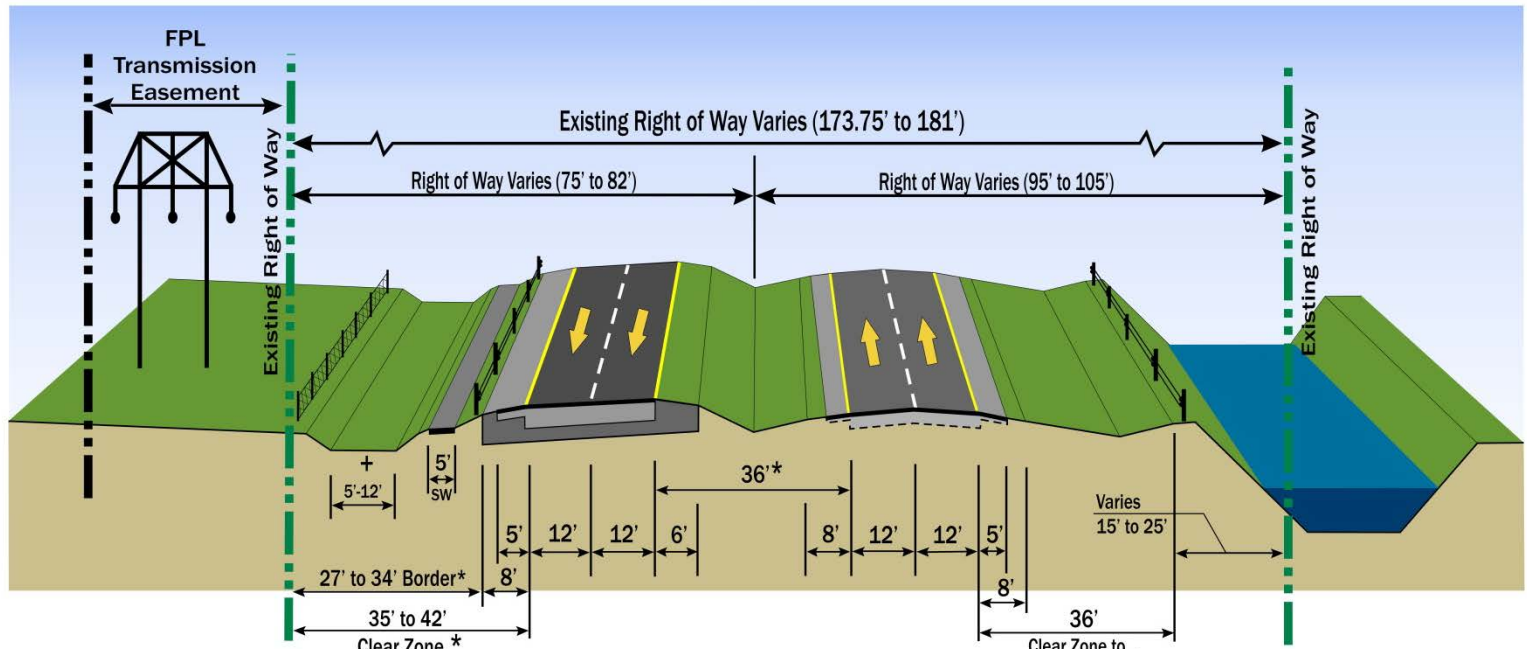
Existing SR 29 Alternative

Oil Well Road to Kaicasa Entrance

Central Alternative #1R and #2

Oil Well Road to Kaicasa Entrance

Design Speed = 65 MPH



* Clear Zone, Median Width and Border Width Require Design Variation
+ DBI if warranted

SR 29
Immokalee



4-Lane, High Speed Suburban Typical Section

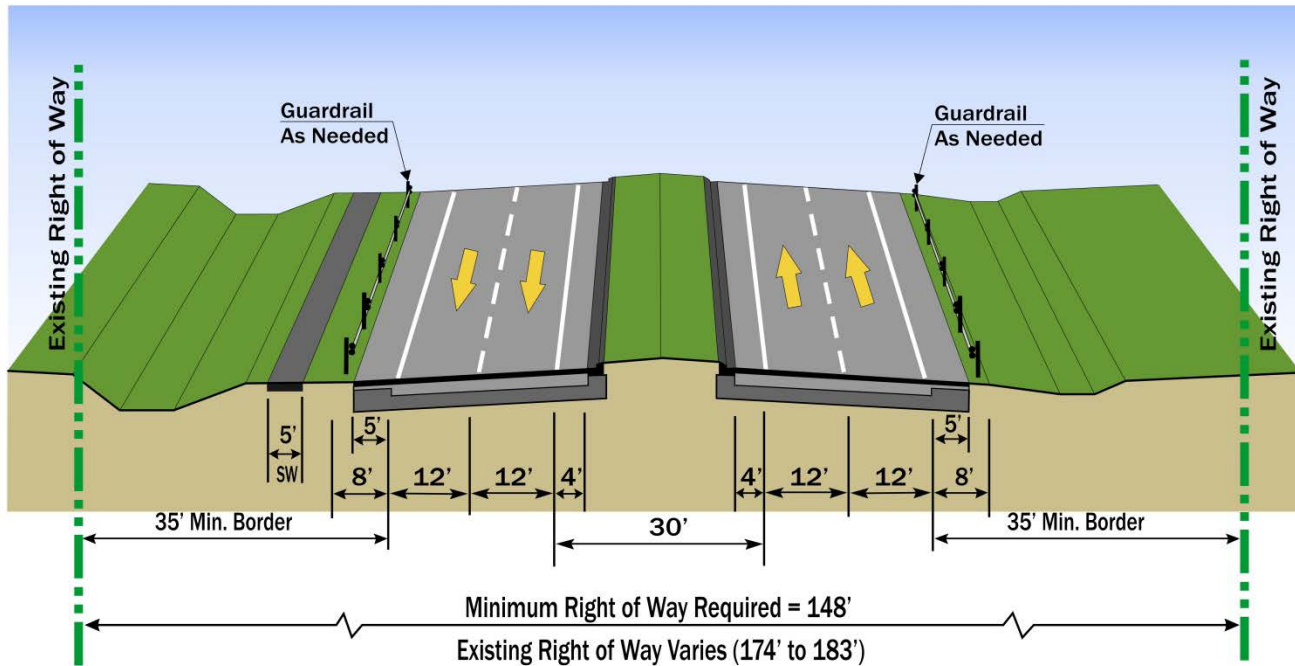
Existing SR 29 Alternative

Kaicasa Entrance to Seminole Crossing Trail

Central Alternative #1R and #2

Kaicasa Entrance to Seminole Crossing Trail

Design Speed = 55 MPH



4-Lane, High Speed Suburban Typical Section

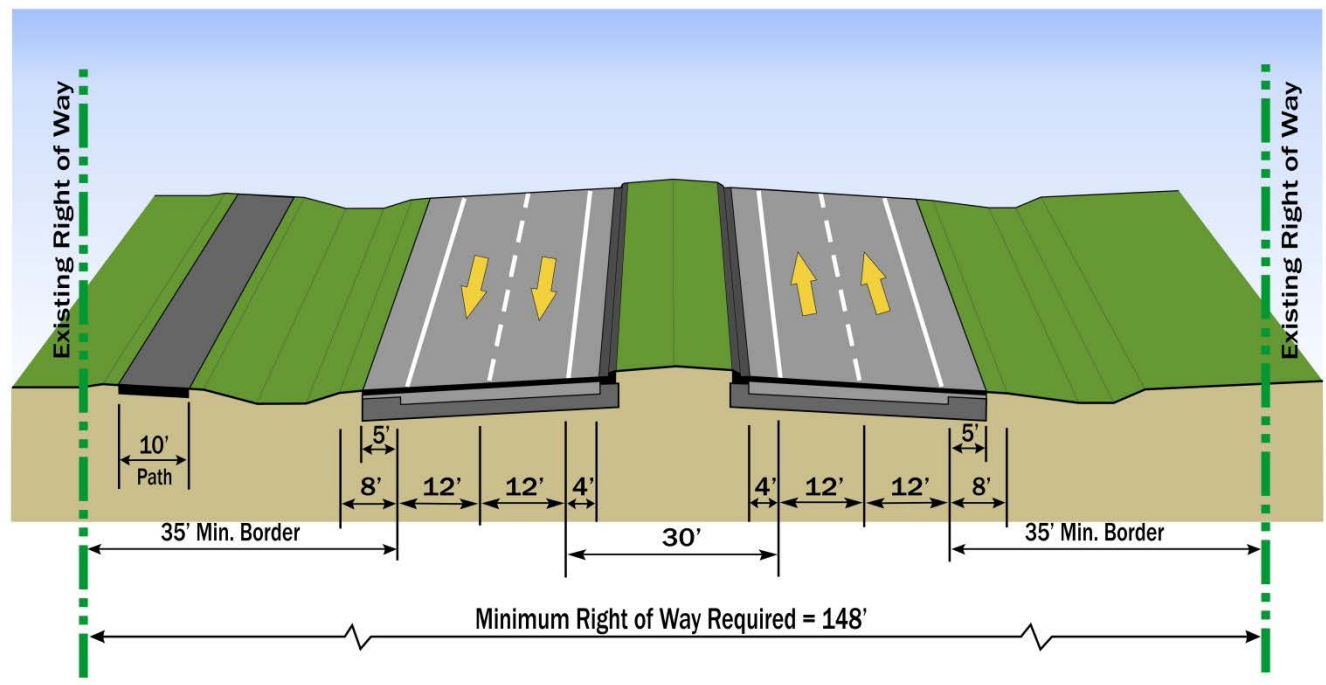
Central Alternative #1R

North of Madison Avenue West to North of CR 29A North / New Market Road

Central Alternative #2

West of Gopher Ridge Road to North of CR 29A North / New Market Road

Design Speed = 55 MPH



SR 29
Immokalee



4-Lane Urban Typical Section

Existing SR 29 Alternative

Seminole Crossing Trail to CR 29A North / New Market Road

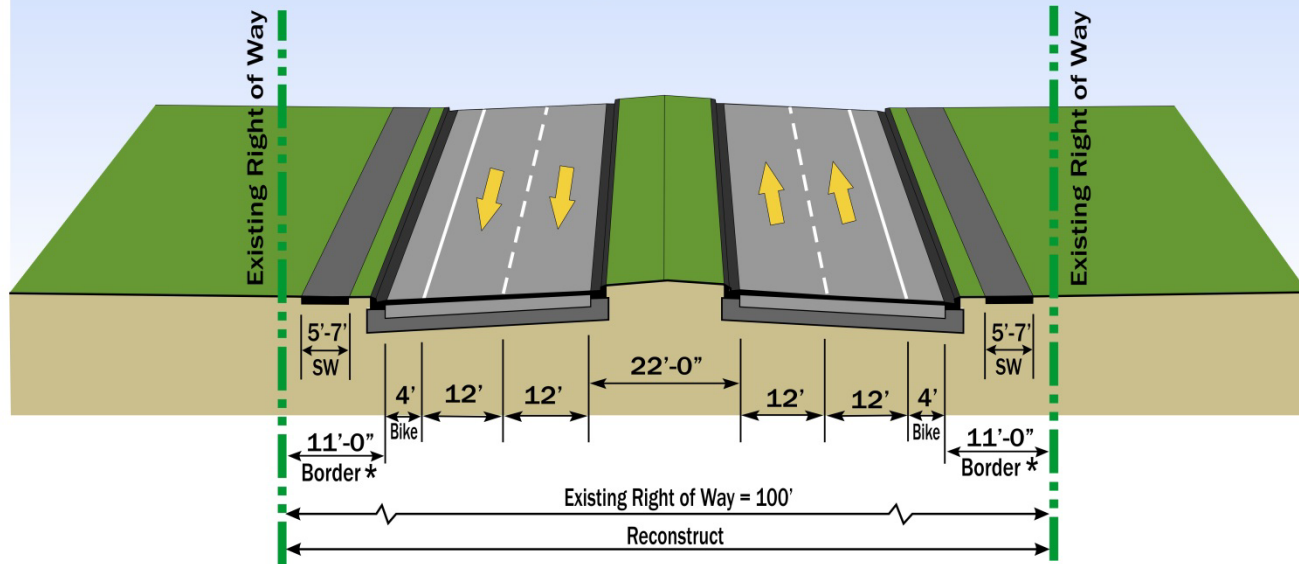
Central Alternative #1R

Seminole Crossing Trail to CR 29A South / New Market Road to North of Madison Avenue West

Central Alternative #2

Seminole Crossing Trail to Airport Access Road to West of Gopher Ridge Road

Design Speed = 45 MPH



* Border Width Requires Design Variation



4-Lane, High Speed Suburban Typical Section (Save the Pavement Option)

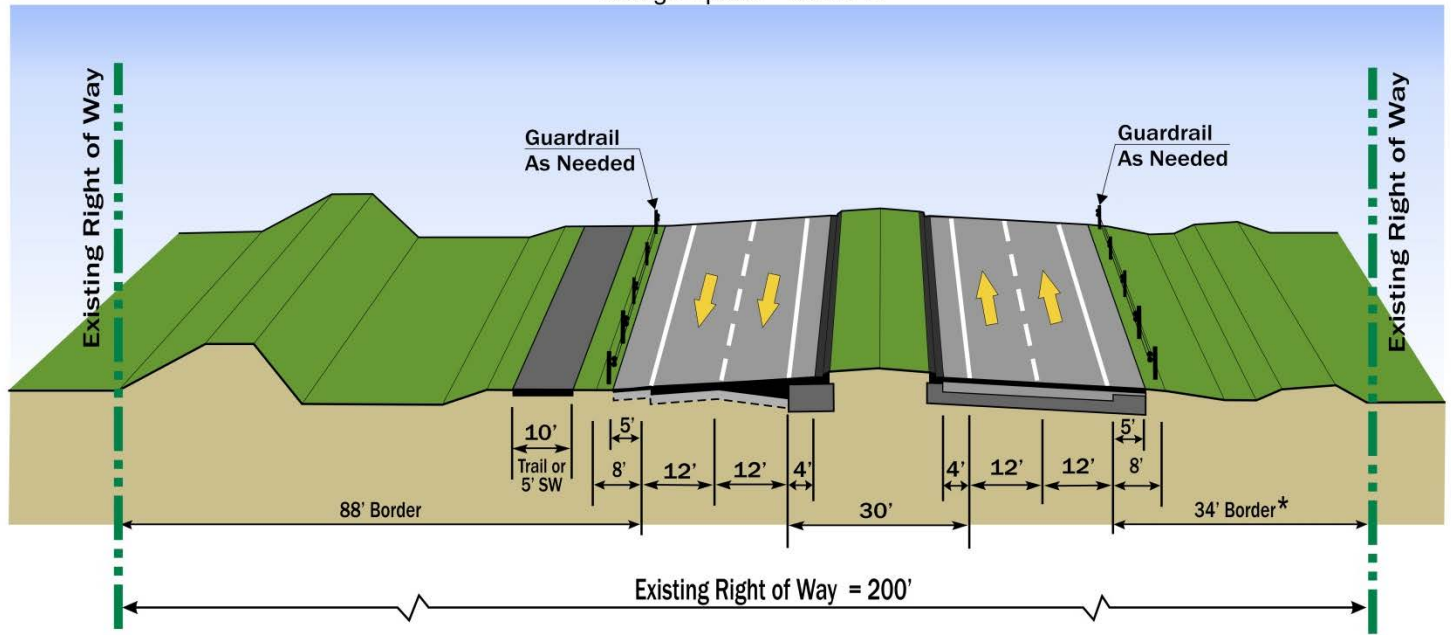
Existing SR 29 Alternative

CR 29A North / New Market Road to SR 82

Central Alternative #1R and #2

Westclox Road / New Market Road to SR 82

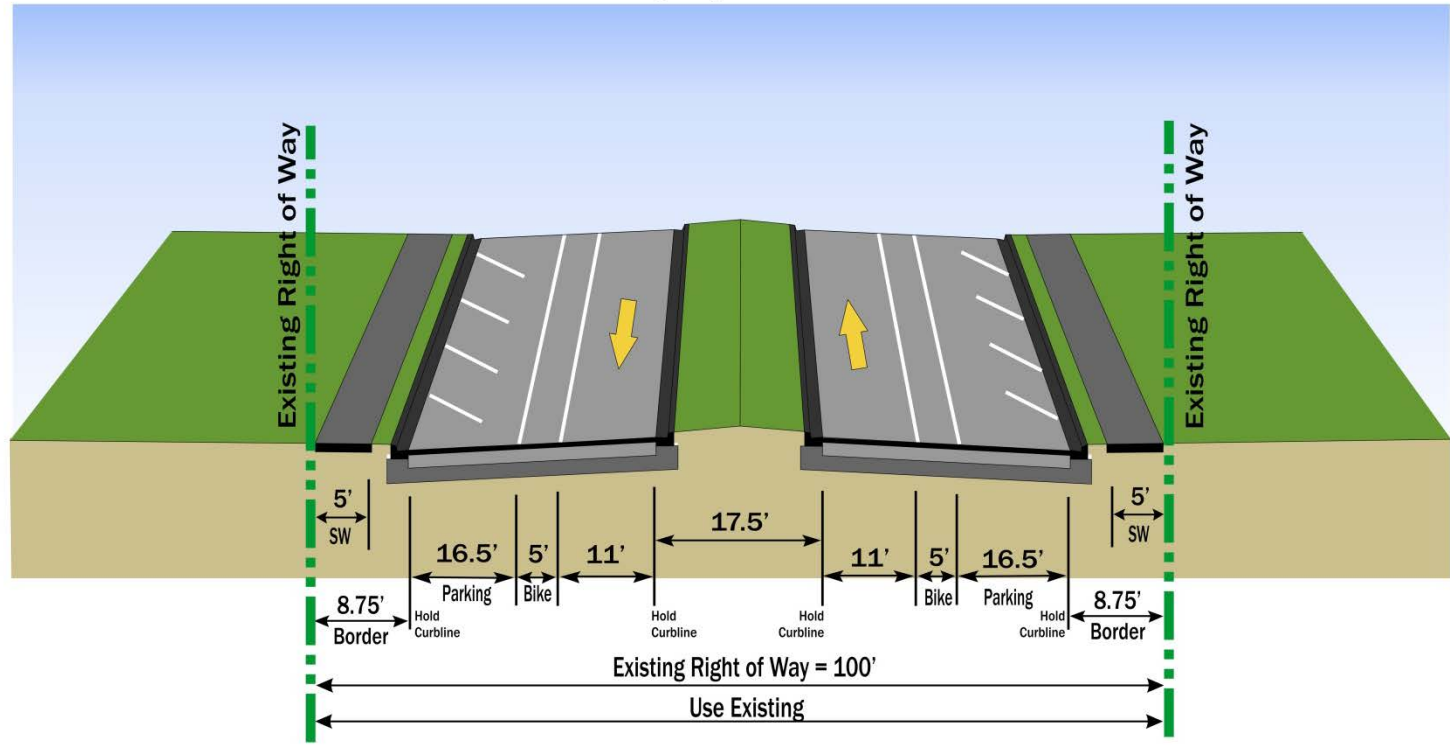
Design Speed = 55 MPH



* Border Width Requires Design Variation

2-Lane Divided Urban Typical Section with Parking

Central Alternative #1R and #2
1st Street to 9th Street
Design Speed = 30 MPH



SR 29
Immokalee



Heritage PUD Parcel

