Pipkin, Gwen G

From: Linda.Anderson@dot.gov
Sent: Friday, August 27, 2010 1:19 PM
To: Pipkin, Gwen G
Cc: Linda.Anderson@dot.gov; George.Hadley@dot.gov; Cathy.Kendall@dot.gov; BSB.Murthy@dot.gov
Subject: RE: FDOT Responses of 8-17-2010 to FHWA Comments of 6-23-2010 for SR 29 (Immokalee) Alignments Report

Importance: High

Categories: SR 29 Immokalee

FHWA has reviewed FDOT's Alignment Report, dated August 17, 2010, for the project SR 29 from Oil Well Road to SR 82, Collier County, FL, Fin. ID # 417540-1-22-01, and finds it complete, given that more current developments of alignment refinement for the Central and Eastern Corridor Alignments and public involvement for Creole LEP speakers will be included in the outcoming Alternatives Report.

Linda Anderson
Environmental Protection Specialist
FHWA
P: 850-942-9650, x.3053

From: Pipkin, Gwen G [mailto:Gwen.Pipkin@dot.state.fl.us]
Sent: Friday, August 27, 2010 11:16 AM
To: Anderson, Linda (FHWA)
Subject: RE: FDOT Responses of 8-17-2010 to FHWA Comments of 6-23-2010 for SR 29 (Immokalee) Alignments Report

Hi Linda,

No problem! Yes, an alternative is indeed a refinement of the alignment.

I think an email will suffice as long as it has all the specifics.

Thanks!

Gwen G. Pipkin
Senior Project Manager &
District One ETDM Coordinator
(office) 863-519-2375
gwen.pipkin@dot.state.fl.us

SR 29 Collier County
PD&E Study

From Oil Well Road to SR 82

ALIGNMENTS REPORT

Financial ID No. 417540-1-22-01

Collier County, Florida

August 17, 2010

TABLE OF CONTENTS

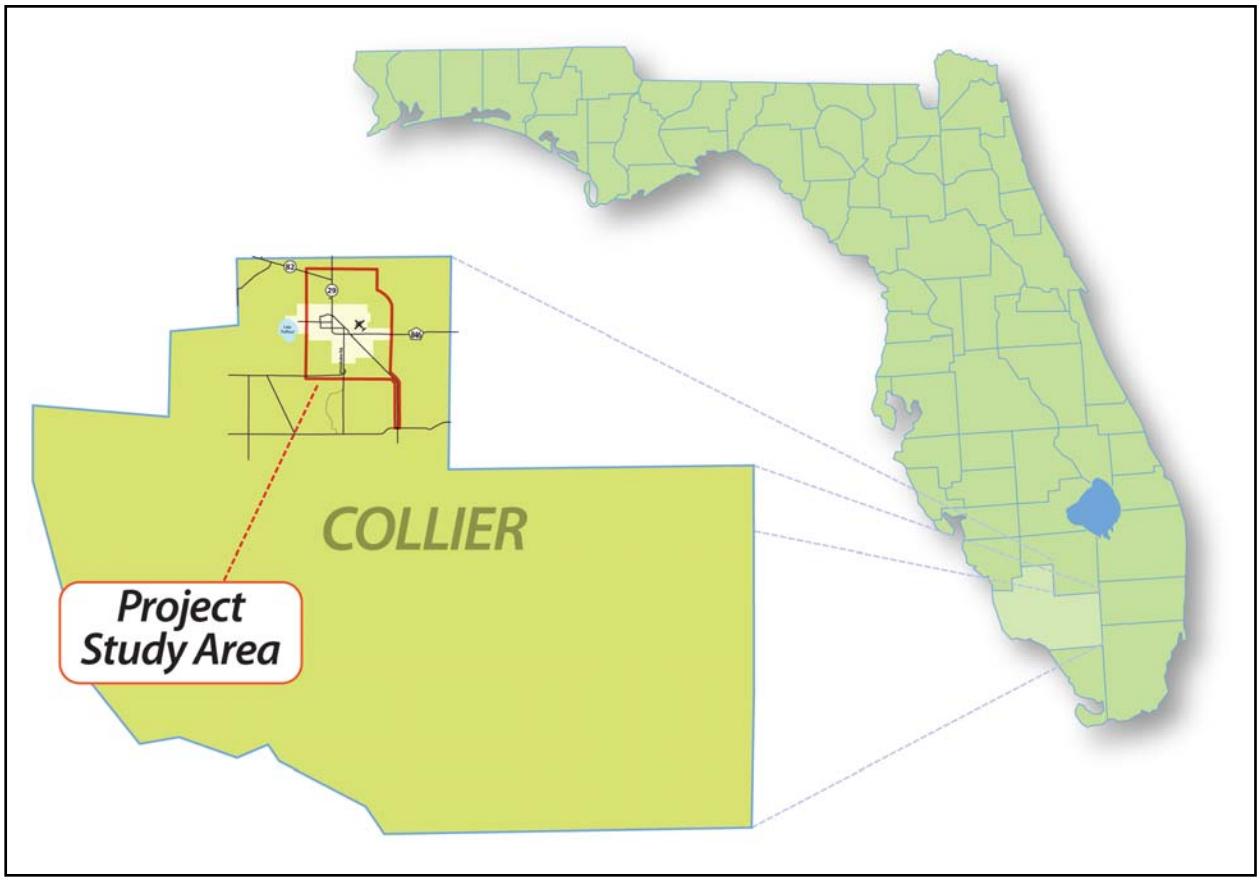
LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study following Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidance to develop an Environmental Impact Statement (EIS) for the evaluation of potential impacts for proposed improvements to State Road (SR) 29 from Oil Well Road to SR 82 in Collier County. SR 29, within the study limits of the project, is a major north-south corridor, which runs along the east side of Collier County, Florida. The project limits begin at Oil Well Road and end at SR 82 in Collier County, Florida, for a length of approximately 15.6 miles, as shown in **Figure ES-1**.

FIGURE ES-1
GENERALIZED PROJECT LOCATION MAP



SR 29 is classified as a rural principal arterial from Oil Well Road to south of Farm Workers Way and from north of Westclox Street/SR 29A to SR 82. Classification for SR 29 is designated as a urban principal arterial from south of Farm Workers Way to north of Westclox Street/SR 29A. Within the project limits, SR 29 functions as an undivided two-lane roadway with posted speed limits of 45-55 miles per hour (mph) for the majority of the corridor. However, from south of Airport Road (CR 846) to west of 9th Street, SR 29 is a four-lane divided arterial with a posted speed of 35 mph. The SR 29 project is included in the Collier County Metropolitan Planning Organization's 2030 Long Range Transportation Plan and is consistent with the Growth Management Plan.

The need for the expansion of SR 29 in the study area has been established based on:

- Enhancing economic competitiveness,
- Improving emergency evacuation capabilities,
- Improving regional mobility and connectivity,
- Accommodating future population and growth,
- Correcting current design deficiencies, and
- Reducing truck traffic in the downtown Immokalee area.

Proposed roadway improvements consist of increasing the capacity of SR 29 between Oil Well Road and SR 82. The project involves evaluating the widening of the existing 2-lane undivided segment of SR 29 to four lanes, as well as the study of corridors that bypass the unincorporated community of Immokalee, which is located within the study area.

Design speed and horizontal alignment were the primary design elements that were influential in the development of the alignments. The alignments for the rural sections were developed based on a 70 mph design speed wherever practical and a 65 mph design speed as a minimum to avoid or minimize impacts to sensitive features, such as wetlands, existing structures, wildlife habitat, water bodies, contamination sites, etc. The alignments for the suburban sections were developed based on a 55 mph design speed and the alignments for the urban sections were developed based on a 50 mph design speed.

FDOT, in conjunction with FHWA, is in the process of developing the range of reasonable alternatives to be taken to the next level of detail within the Draft Environmental Impact Statement (DEIS) for the SR 29 Collier County PD&E Study. This Alignment Report discusses the:

- History of the planning efforts of this project to date,
- Methodology and approach to the development of alignments within corridors previously approved by FDOT and FHWA,
- Analysis and evaluation of alignments developed,
- Outreach and involvement of the public and agencies, and
- Recommendations for alignments to be carried forward into the DEIS for the development of reasonable alternatives.

In order to develop project study corridors, FDOT has chosen to utilize a Geographic Information System (GIS) – Land Suitability Mapping (LSM) process to assess the project study area and identify areas of concern that should be avoided. This process first employs existing GIS databases to identify and locate natural, physical, and socio-cultural features within the area. These resources are then evaluated based on a level of sensitivity as it relates to obtaining approvals, permits and/or potential mitigative measures (see Appendix A). This process provides FDOT with an inventory of those resources and areas that should be avoided to the extent possible. The net remaining areas present "Windows of Opportunity" to further refine the development of alignments, which will result in a greater detailed evaluation of impacts, leading to the development of alternatives. Once the RANGE OF REASONABLE ALTERNATIVES has been established, the greatest level of detail impact analysis, including the assessment of the health and value of resources, will be performed to allow for further impact avoidance and minimization.

The results of the preliminary LSM analysis for the development of project corridors were then presented to the resources agencies and the general public in a series of meetings that provided input to the development of corridors themselves as well as local insight into the features and resources found in the project study area (see list of meetings below and Section 6.0). Following several meetings, including a Corridor Public Meeting, the Corridor Evaluation Report was submitted to FHWA and approved on February 26, 2009 (see Appendix A). Based on the LSM analysis and agency and public input, that report recommended advancing four corridors (West, Existing, Central, and East) for development of alignments (see Figure 4-1).

Within these four corridors, alignments were developed. Alignments are defined as 300- and 600-foot wide bands (generally 2 times the width of the proposed typical sections) within which Strategic Intermodal System (SIS) design criteria could be applied and reasonable alternatives developed. FDOT's *Plans Preparation Manual* (PPM) and the American Association of State Highway and Transportation Officials' (AASHTO's) *A Policy on Geometric Design of Highways and Streets* (also known as the *Green Book*) were the primary sources in developing the design controls and standards for the development of the roadway alignments in the study area, see **Table 5-1.**

Utilizing the design criteria mentioned above and the approved LSM process, a total of 31 alignments were developed and evaluated (see Section 5.0). These 31 alignments were then presented to the agencies and public at a series of public meetings (see list below) to gather further input in the development of alignments and opportunities to avoid and minimize impacts.

Due to the large number of alignments considered and presented to the agencies and public, and the proximity of individual alignments within each of the four corridors, it was determined (with input from FHWA, resources agencies and the public) that the selection of REPRESENTATIVE ALIGNMENTS was most appropriate. REPRESENTATIVE ALIGNMENTS were selected based on the following criteria:

- Agency and public input,
- Minimization of potential impacts,
- Potentially improved traffic operations conditions related to the existing and planned local roadway network, and
- Potential satisfaction of project Purpose and Need.

To date, the SR 29 Collier PD&E Study Team has held and participated in numerous meetings in an effort to solicit input from the public, agencies, and all other interested parties including:

- Newsletter #1 — September 21, 2007
- Public and Agency Scoping Meetings — October 18, 2007
- Stakeholder Advisory Committee (SAC) #1 — November 1, 2007
- Presentation to Immokalee Community Redevelopment Agency (CRA) — May 21, 2008
- Newsletter #2 — May 28, 2008
- Presentation to Lee County Electrical Co-operative (LCEC) — July 23, 2008
- SAC #2 — July 24, 2008
- Corridor Public Meeting — August 7, 2008
- SAC #3 — April 23, 2009
- Immokalee CRA Meeting — May 20, 2009
- Alignments Public Workshop — June 23, 2009
- Large Property Owner Meeting — June 23, 2009

This evaluation process yielded five **RESPRESENTATIVE ALIGNMENTS** that were presented, along with all 31 considered alignments, to the public at an Alignments Public Workshop on June 23, 2009.

At the conclusion of the series of meetings discussed in **Section 6.0**, it was determined that the five (5) **REPRESENTATIVE ALIGNMENTS** could be modified in an effort to avoid and minimize impacts and improve overall operational characteristics of future alternatives to be developed within these alignments. These modifications resulted in the development of three (3) **MODIFIED ALIGNMENTS and the EXISITNG ALIGNMENT**, (see **Section 7.0**).

- **Modified Alignment HH – West Corridor**
- **Modified Alignment GG – Central Corridor**
- **Modified Alignment FF – East Corridor**
- **Alignment A – Existing Corridor**

It is recommended (see **Section 8.0**) that the following alignments be carried forward into the Alternatives Scoping process for consideration:

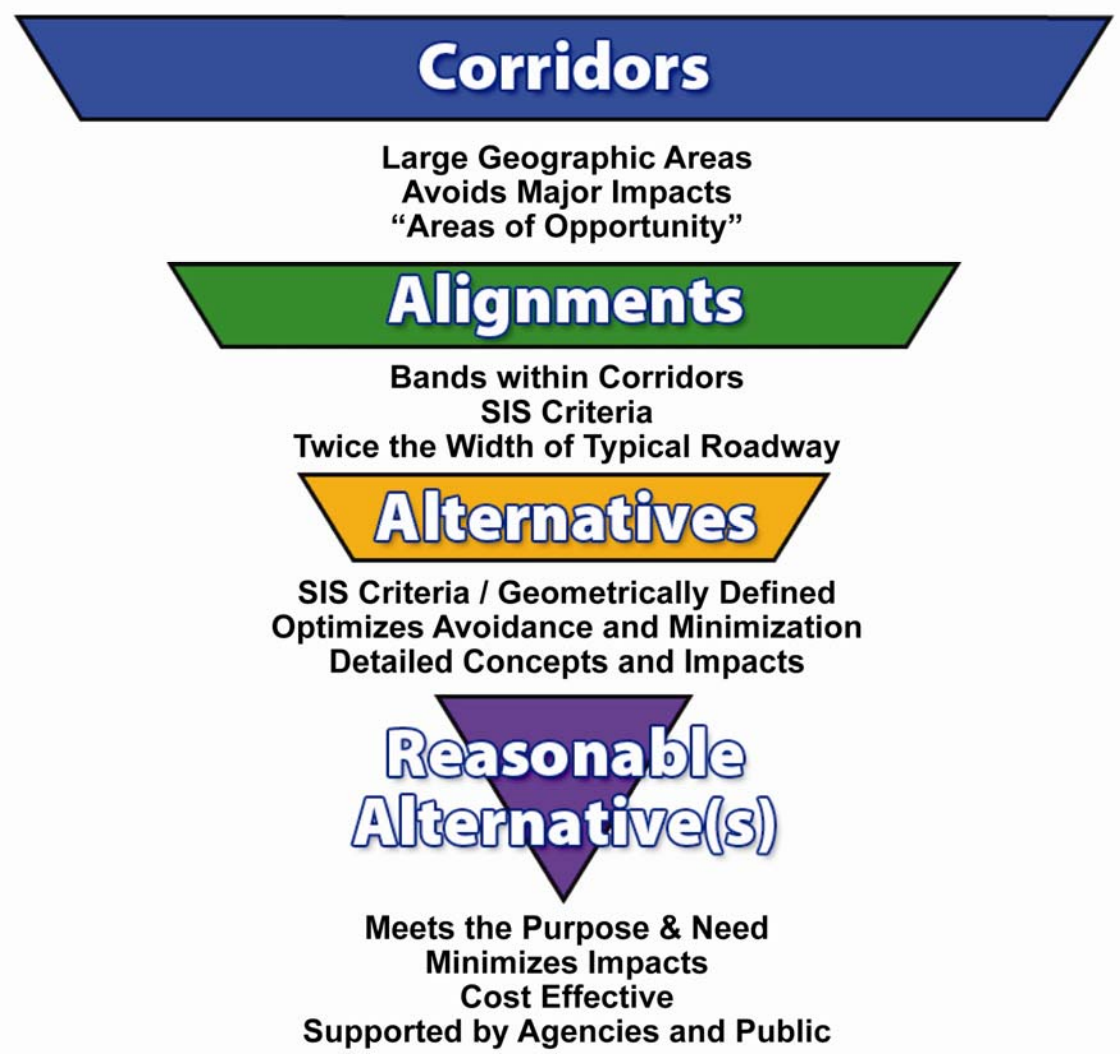
- **No-Build and TSM Alternatives**
- **Modified Alignment HH – West Corridor**
- **Alignment A – Existing Corridor**
- **Modified Alignment GG – Central Corridor**
- **Modified Alignment FF – East Corridor**

1.0 PROJECT OVERVIEW

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study following Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidance to develop an Environmental Impact Statement (EIS) for the evaluation of potential impacts for proposed improvements to State Road (SR) 29 from Oil Well Road to SR 82 in Collier County. SR 29, within the study limits of the project, is a major north-south corridor, which runs along the east side of Collier County, Florida. The project limits begin at Oil Well Road and end at SR 82 in Collier County, Florida for a length of approximately 15.6 miles.

FDOT has been using a Land Suitability Mapping (LSM) methodology to assist in the analysis and evaluation of potential impacts and in the development of corridors, alignments and alternatives, see **Appendix A**. This methodology allows for each step of the process to use increasingly more detailed GIS-based datasets in the development of corridors, alignments, and alternatives as part of the EIS Alternatives Development Process. These steps are illustrated in **Figure 1-1**.

FIGURE 1-1
EIS ALTERNATIVES DEVELOPMENT PROCESS



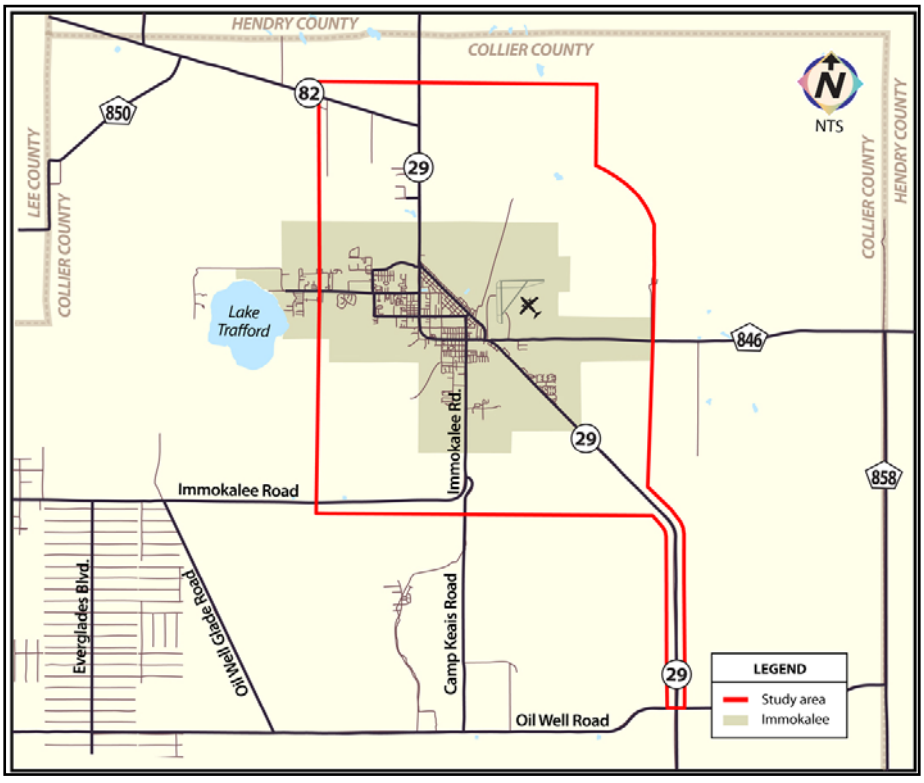
A Corridor Evaluation Report was completed and its findings were presented to the FHWA on February 26, 2009. FHWA concurred with the findings of this report and approved the recommendation of advancing the 4 proposed corridors to move forward into the preliminary alignments development phase.

This report discusses and summarizes the findings of the development, analysis, and evaluation of preliminary alignments within the 4 corridors. Those alignments recommended for further evaluation will provide the envelope within which alternatives will be developed.

2.0 PROJECT DESCRIPTION

FDOT is performing this PD&E/EIS Study on a segment of SR 29 that extends from Oil Well Road to SR 82 in Collier County, Florida, see **Figure 2-1**. Proposed roadway improvements consist of increasing the capacity of SR 29 between Oil Well Road and SR 82. The project involves evaluating the widening of the existing 2-lane undivided segment of SR 29 to four lanes, as well as the study of corridors that bypass the unincorporated community of Immokalee, which is located within the study area.

FIGURE 2-1
LOCATION MAP



The purpose of the PD&E Study is to establish the conceptual location and design concepts for a proposed expansion of SR 29. The Study will evaluate and document engineering and environmental issues associated with the proposed improvements.

The SR 29 project is included in the Collier County Metropolitan Planning Organization's 2030 Long Range Transportation Plan (LRTP) and is consistent with the Growth Management Plan.

3.0 PURPOSE AND NEED[1]

The purpose of this study is to identify an environmentally-sensitive preferred alternative for a transportation system improvement designed to solve the needs identified below. The preferred alternative must be consistent with meeting these identified needs:

- **Enhancing Economic Competitiveness**

  On January 26, 2001, the City of Immokalee was designated by Executive Order 04-250 as a Rural Area of Critical Economic Concern.

  a. This project will enhance the economic viability of this area by providing the infrastructure needed to bring additional businesses and employers into the area.

  b. This project will improve the circulation of goods, as SR 29 serves as a key intrastate freight corridor providing access to local agricultural and ranching operations, as well as to freight activity centers located in Central Florida and the populated coastal areas.

- **Improving Emergency Evacuation Capabilities**

  SR 29 is designated as a hurricane evacuation route by the Florida Division of Emergency Management. This facility is critical in evacuating residents of the eastern portion of Collier County.

  a. This improvement will connect to other major arterials designated on the state evacuation route network, including SR 82 and north to US 27.

  b. This improvement will increase the capacity of traffic that can be evacuated during an emergency event.

  c. This improvement will enhance emergency response times.

- **Improving Mobility and Connectivity within the Regional Transportation Network**

  SR 29 between Oil Well Road and SR 82 has been identified as an Emerging Strategic Intermodal System (SIS) Corridor. The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, and more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System.

  a. This project will improve connections to other major east-west (SR 82) and north-south (SR 29 north of SR 82 to US 27) transportation corridors, as well as residential and employment centers throughout Collier County.

  b. This project will improve the circulation of freight and goods, providing access to local agricultural and ranching operations, as well as to freight activity centers located in central Florida and the populated coastal areas.

[1] The Purpose and Need for the SR 29 Collier County PD&E has been approved through the FDOT ETDM process and further refined during the FHWA-approved Corridor Evaluation phase.

- **Accommodating Future Population and Growth**

  The population within the study area is expected to experience an annual growth rate of 2.8 percent from 2005 to 2030 (*Florida Statistical Abstract 2009, Table 1.41, medium projection*). Employment is expected to grow at a rate of 3 percent, adding 35,400 jobs between 2005 and 2015 (*Collier County Department of Comprehensive Planning, 2008)*.

  a. This improvement will increase the 2030 Level of Service on this roadway from "E/F" to "B/C."

  b. This improvement will increase the capacity to handle the projected large percentage of truck traffic (16 percent).

- **Correcting Current Design Standard Deficiencies**

  The roadway's design is deficient given the current use of the roadway. The deficiencies include excessive access points, substandard curves limiting sight distance and design speeds, and locations with substandard shoulders and turn lanes.

  a. This improvement will update the roadway to current design standards, increasing overall safety.

  b. This improvement will increase sight distances along the roadway.

  c. This improvement will provide sidewalks and bicycle lanes where none currently exist.

- **Reducing Truck Traffic in the Downtown Immokalee Area**

  Truck traffic in the downtown Immokalee currently represents 11.0% of the total volume of daily traffic and is projected to increase to 16.0% by the design year 2025.

  a. This improvement will provide potential options for truck traffic

  b. This improvement will improve the livability of the downtown Immokalee area.

  c. This improvement will enhance the economic viability of the downtown Immokalee area.

The Purpose and Need statement is the foundation of the project itself and any corridor or subsequent reasonable alternative should reflect the elements outlined in that statement. **Table 3-1** provides an analysis of each of the corridors and their individual satisfaction of the elements of the Purpose and Need statement. This analysis demonstrates that all corridors satisfy the Primary Element and Secondary Elements of the Purpose and Need statement.

TABLE 3-1
ANALYSIS OF PURPOSE AND NEED SATISFACTION

	Primary Element	Secondary Elements				
Corridors	Enhancing Economic Competitiveness	Improving Emergency Evacuation Capabilities	Improving Regional Mobility and Connectivity	Accommodating Future Population and Growth	Correcting Current Design Standard Deficiencies	Reducing Truck Traffic in Downtown Immokalee
West	Yes	Yes	Yes	Yes	Yes	Yes
Existing	Yes	Yes	Yes	Yes	Yes	No
Central	Yes	Yes	Yes	Yes	Yes	Yes
East	Yes	Yes	Yes	Yes	Yes	Yes

4.0 PROJECT CORRIDOR PHASE

For the SR 29 Collier County project, 4 project corridors were developed and presented in a Corridor Evaluation Report to the FHWA on February 26, 2009 for approval.

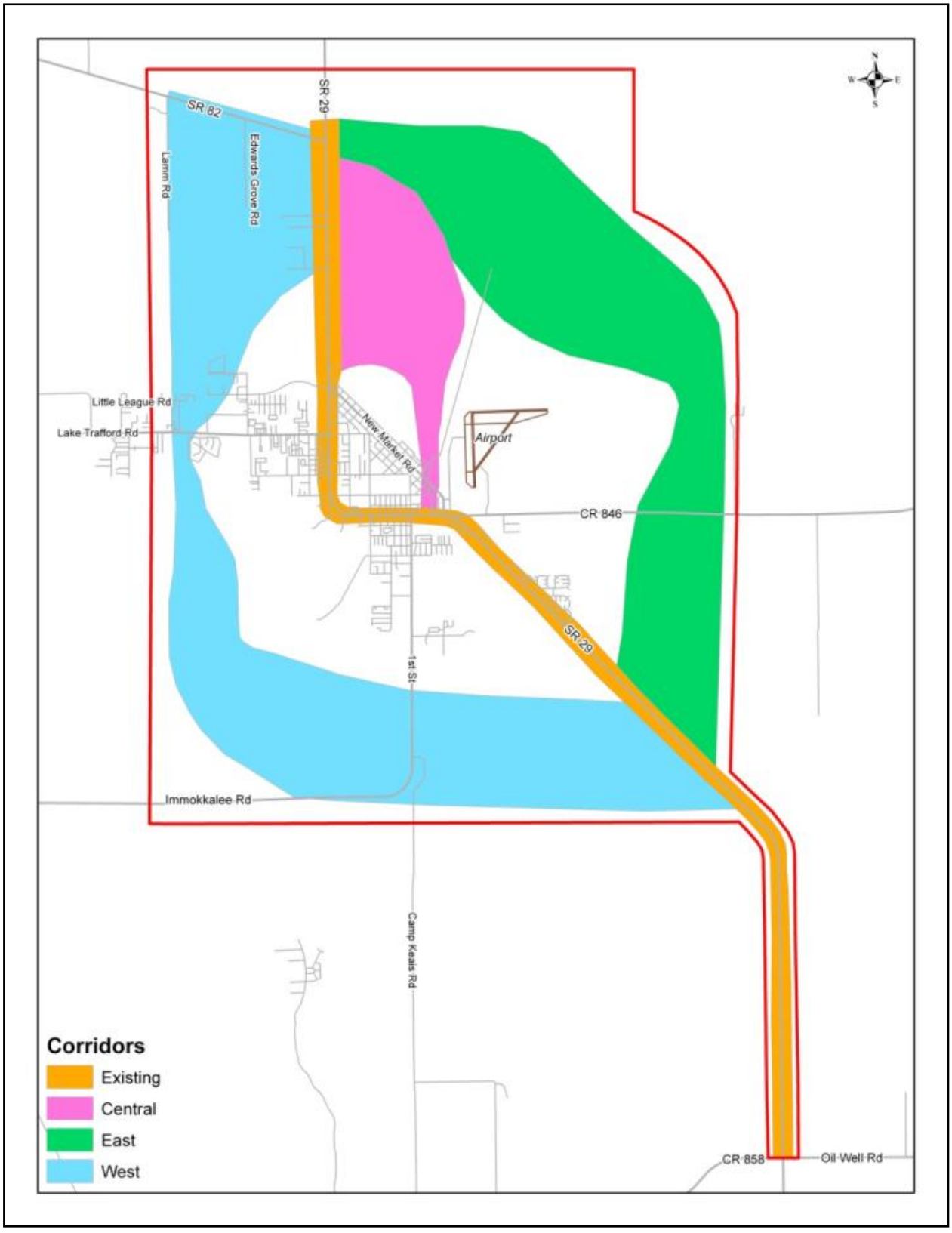
These include a West Corridor; the Existing SR 29 Corridor; a Central Corridor; and an East Corridor (see **Figure 4-1**). It should be noted that these corridors vary in width in an attempt to avoid and minimize impacts to natural, physical, and socio-cultural features found within the study area. In addition, approximately 4.85 miles of the southern portion of each of these corridors are common to all and consist of the existing SR 29 roadway corridor.

This evaluation determined that a greater level of analysis is needed before a corridor and/or alignment can be eliminated and it was recommended that all corridors be advanced for further evaluation and analysis. FHWA concurred with this recommendation. **Table 4-1** summarizes the results of this analysis. For purposes of this Table **HIGH**, **MEDIUM**, and **LOW** are used as a subjective comparison between Corridors considered and the No-Build option. With regards to satisfaction of Purpose and Need elements, a Corridor or Alignment would receive a **HIGH** ranking if it meets all of the criteria of the Purpose and Need, a **MEDIUM** if it meets more than one-half and a **LOW** if it meets only one or two.

TABLE 4-1
SUMMARY OF POTENTIAL ISSUES AND IMPACTS

Corridor	Public Support	Purpose and Need Satisfaction	Socio-Economic Factors	Environmental Factors	Recommendation of Advancement into the PD&E Study
West	0	YES	HIGH	HIGH	YES
Existing	1	YES	MEDIUM	LOW	YES
Central	1	YES	MEDIUM	MEDIUM	YES
East	13	YES	MEDIUM	HIGH	YES

FIGURE 4-1
APPROVED CORRIDORS



5.0 PRELIMINARY ALIGNMENTS DEVELOPMENT

After it was determined that all corridors were considered viable for further evaluation, a series of preliminary alignments were developed within each corridor. In order to remain compliant with the National Environmental Policy Act (NEPA), the No-Build Alternative and various Transportation Systems Management (TSM) Alternatives (e.g. signal coordination, improved transit service) will be considered viable throughout the analysis and evaluation of alternatives through the Final Environmental Impact Statement (FEIS).

5.1 Design Criteria

FDOT's *Plans Preparation Manual* (PPM) and the American Association of State Highway and Transportation Officials' (AASHTO's) *A Policy on Geometric Design of Highways and Streets* (also known as the *Green Book*) were the primary sources in developing the design controls and standards for the development of the roadway alignments in the study area, see **Table 5-1.**

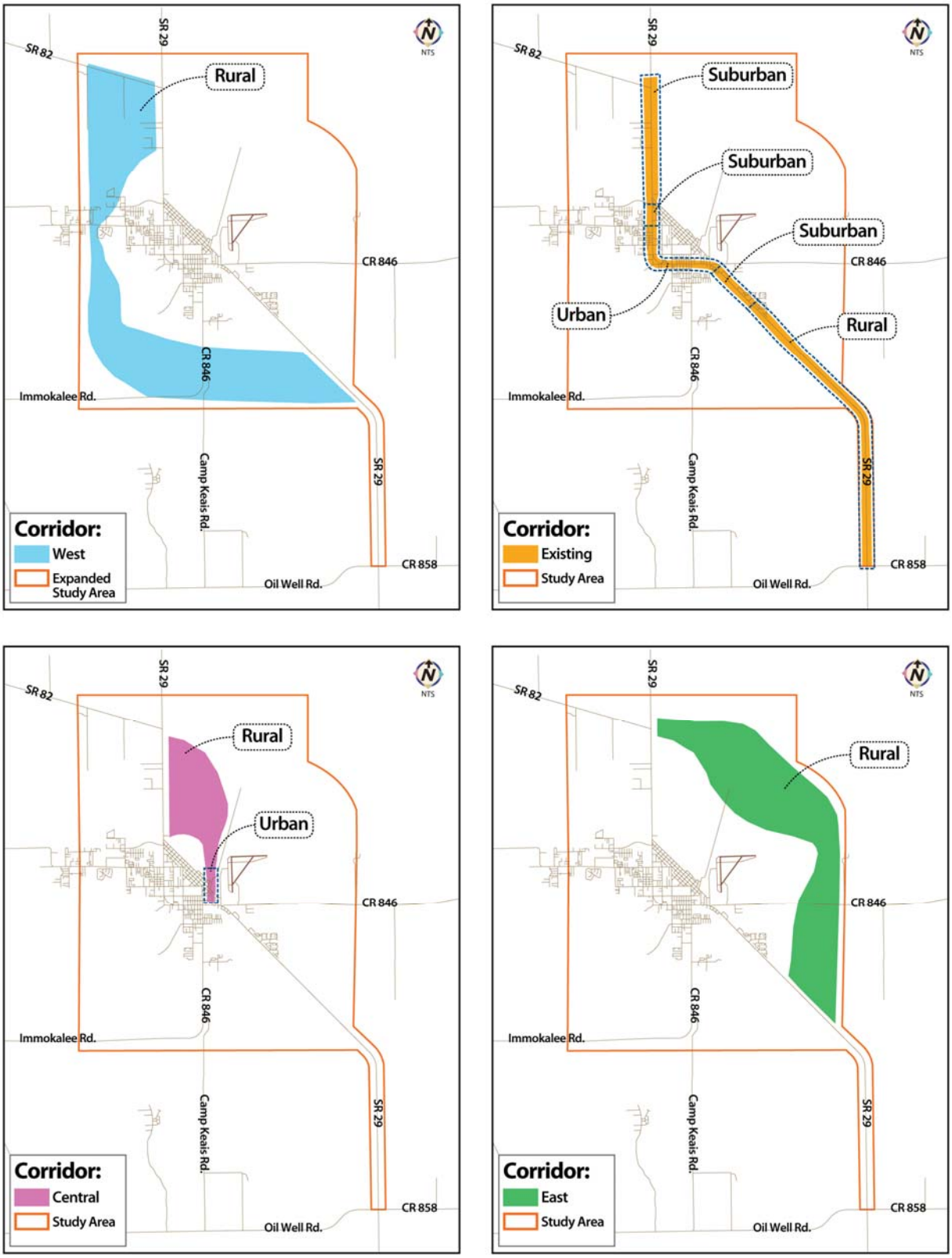
TABLE 5-1
PRELIMINARY ALIGNMENTS
DESIGN CRITERIA

	Rural		Suburban	Urban
Design Speed	70 mph	65 mph	55 mph	50 mph
Horizontal Curvature (max)	3°30'	4°15'	2°06'	2°34'
Minimum Horizontal Curve Length (desirable)	1,050 ft	975 ft	825 ft	750 ft
Assumed Typical Section Width	250 ft		148 ft	136 ft
Assumed Alignment Segment Width	600 ft		300 ft	300 ft

Source: FDOT's Plans Preparation Manual.
AASHTO, A Policy on Geometric Design of Highways and Streets.

Design speed and horizontal alignment were the primary design elements that were influential in the development of the alignments. The alignments for the rural sections were developed based on a 70 mph design speed wherever practical and a 65 mph design speed as a minimum to avoid or minimize impacts to sensitive features, such as wetlands, existing structures, wildlife habitat, water bodies, contamination sites, etc. The alignment width of 600 feet was based on approximately twice the anticipated rural typical section width that ranges in width from a minimum of 200 feet to more than 250 feet, depending on drainage requirements. Generalized limits for each typical section are depicted in **Figure 5-1**.

FIGURE 5-1
TYPICAL SECTIONS BY CORRIDOR



5.2 Alignment Evaluation

The alignments for the suburban sections were developed based on a 55 mph design speed and evaluated using a 300-foot width, which was based on approximately twice the anticipated suburban typical section width of 148 feet.

The alignments for the urban sections were developed based on a 50 mph design speed and evaluated using a 300-foot width, which was based on approximately twice the anticipated urban typical section width of 136 feet.

The datasets used in the development of corridors were used again to assist in placing potential alignments within each corridor while attempting to maximize avoidance and minimization opportunities, see **Appendix A**. These alignments were developed based on the design criteria discussed in Section 5.1. **Figure 5-2** depicts the 31 alignments that were developed as part of this phase.

5.2.1 Evaluation Methodology

Due to the large number of alignments developed, it was determined that **REPRESENTATIVE ALIGNMENTS** would be selected within each corridor for further evaluation and specific alternatives development. To help simplify the analysis and evaluation of alignment, alignments were grouped together based on similarities in origin/destination, length, and general area of impact. The selection of **REPRESENTATIVE ALIGNMENTS** was based on a two-step process:

- First, a simple ordinal ranking of impacts to environmental resources was applied to each resource affected within each alignment within a corridor. The least impactive alignment, with respect to a resource, ranked as 1 and the most impactive ranked as the total number of alignments in that corridor (e.g., the West Corridor range is 1-8, the Central Corridor range is 1-4, and the East Corridor is 1-18). Potential impacts related to Cultural Resources were evaluated utilizing a methodology reflected in the recent FDOT guidance on Phased Cultural Resources Assessment Surveys (see **Appendix B**). The total score for all resources is based on the summation of all resources evaluated and their score.

- In addition to the LSM process and ordinal ranking, the following elements were also taken into consideration in the selection of REPRESENTATIVE ALIGNMENTS:
  - Satisfaction of specific element of the Purpose and Need;
  - Based on a subjective **HIGH**, **MEDIUM**, or **LOW** ranking of satisfaction of Primary and Secondary Elements of the Purpose and Need (see **Section 3.0**);
  - Improvements to traffic operations of the local existing and planned roadway network,
  - Based on the proposed alignments consistency with and integration into the existing and planned local roadway network; and
  - Specific comments and input from the public, agencies, local governments, and large property owners directly impacted (see **Section 6.0**).

It should be noted that at this phase of the SR 29 Collier PD&E Study, the development of Corridors and Alignments has been based solely on the objective GIS datasets readily available from various resource agencies and comments and input from agencies and the public in various public meetings and through the project web site. An evaluation of health and value of specific resources, as well as the degree of impact to these resources, will be incorporated into the evaluation of the REASONABLE ALTERNATIVES to be discussed in the forthcoming Draft Environmental Impact Statement (DEIS).

In the West and Existing Corridors, the alignments with the lowest ordinal score were advanced as the **REPRESENTATIVE ALIGNMENTS**, however, in the Central and East Corridors other alignments were selected based on the second step evaluation, (see **Sections 5.5 and 5.6**). For purposes of the Alignment evaluation, primary and secondary panther habitat were not analyzed due to the universal coverage of designated habitat throughout the project study area, see **Figure 5-3**. Efforts to minimize impacts to panther habitat will be a focus during the forthcoming Alternatives phase. The following sections discuss the alignments in these groups by corridor.

FIGURE 5-2
PRELIMINARY ALIGNMENTS

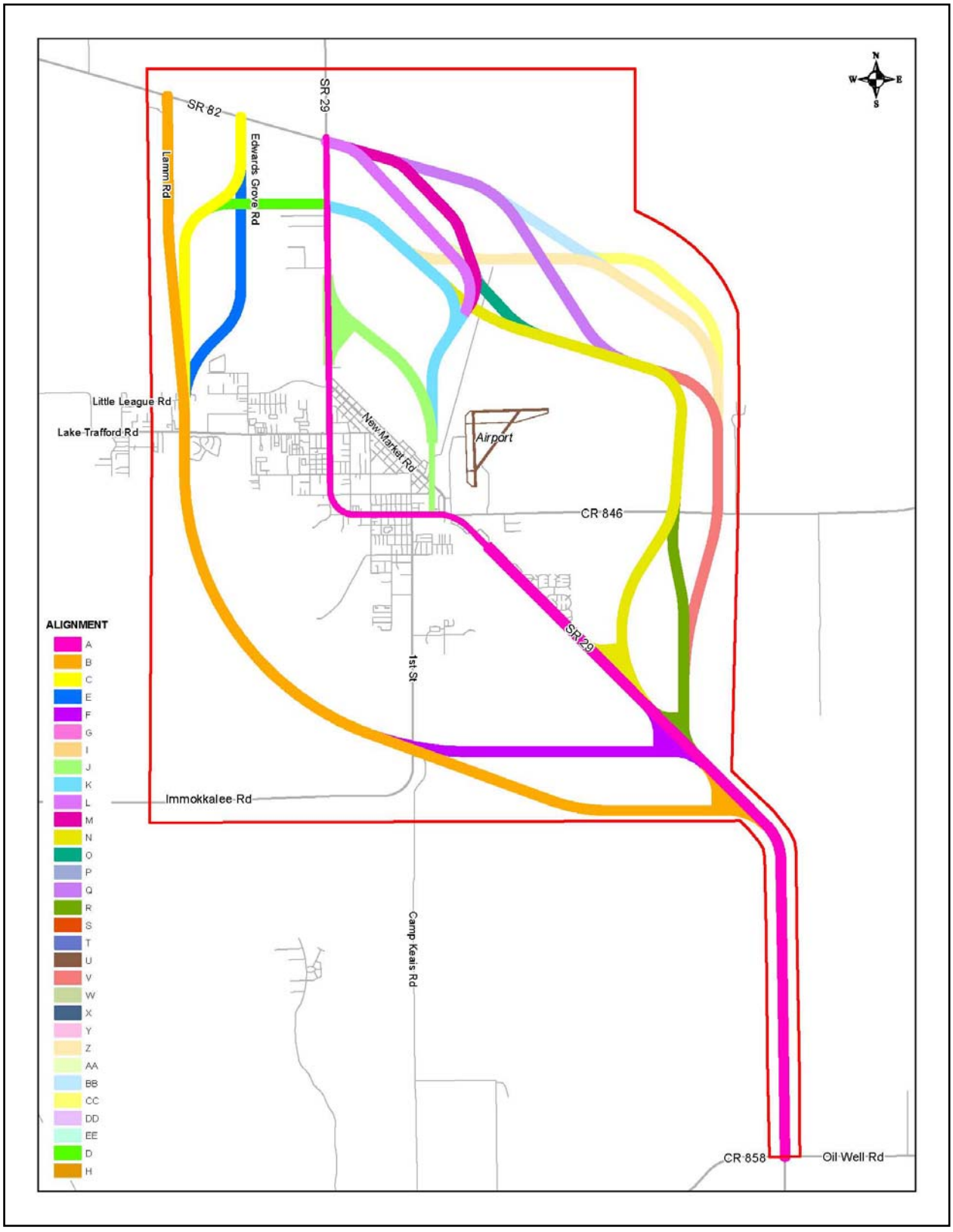
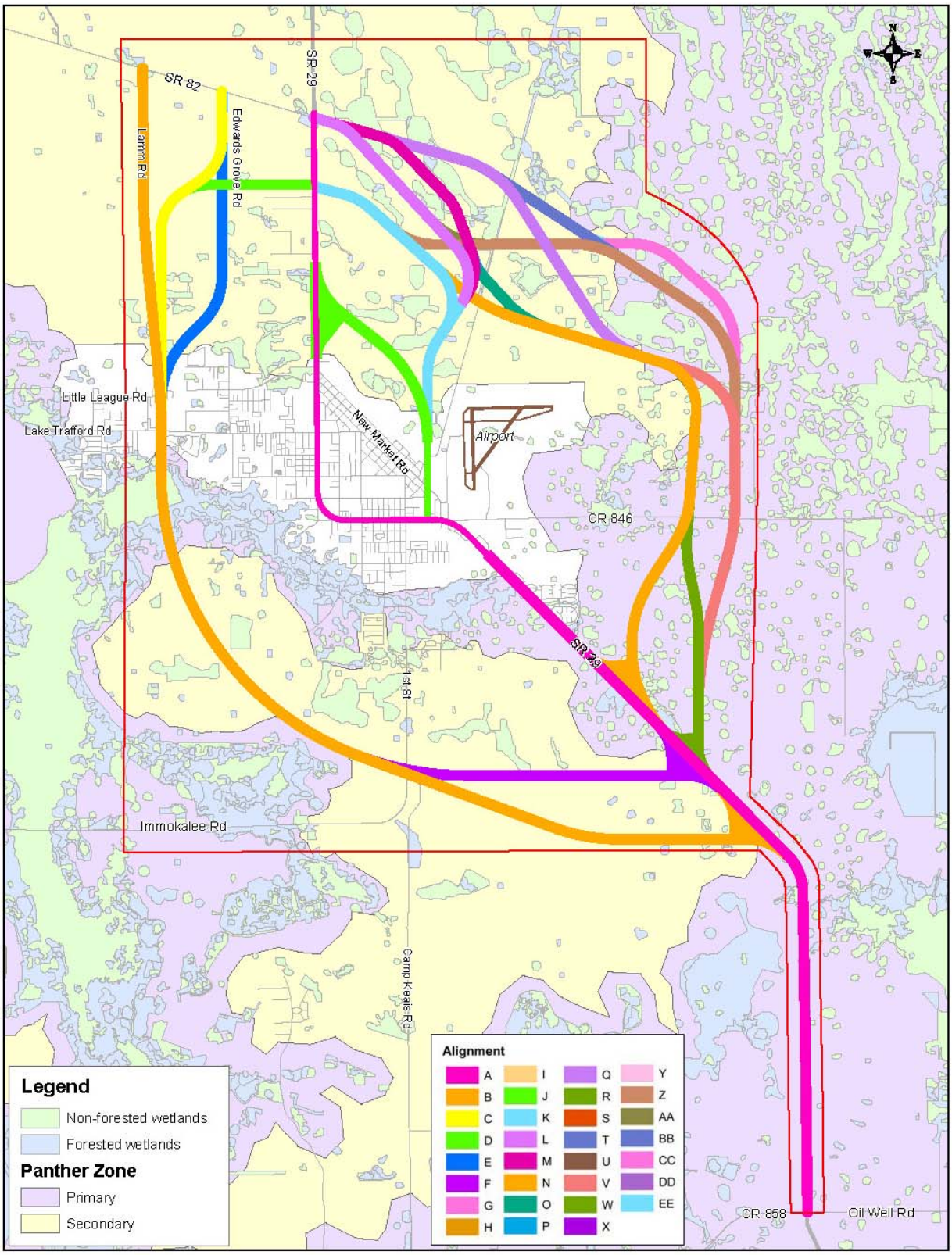


FIGURE 5-3
PRIMARY AND SECONDARY PANTHER HABITAT WITHIN THE PROJECT STUDY AREA



5.3 West Corridor Alignments

Eight alignments were developed within the West Corridor. These eight were divided into two groups, B, C, D, E and F, G, H, I. The first group (B, C, D, E) diverts from the existing SR 29 alignment to the west approximately in the area of the planned Immokalee Road extension and then north to SR 82, see **Figure 5-4**. **Table 5-2** summarizes the potential impacts of the alignments in this group.

FIGURE 5-4
WEST CORRIDOR
GROUP B, C, D & E

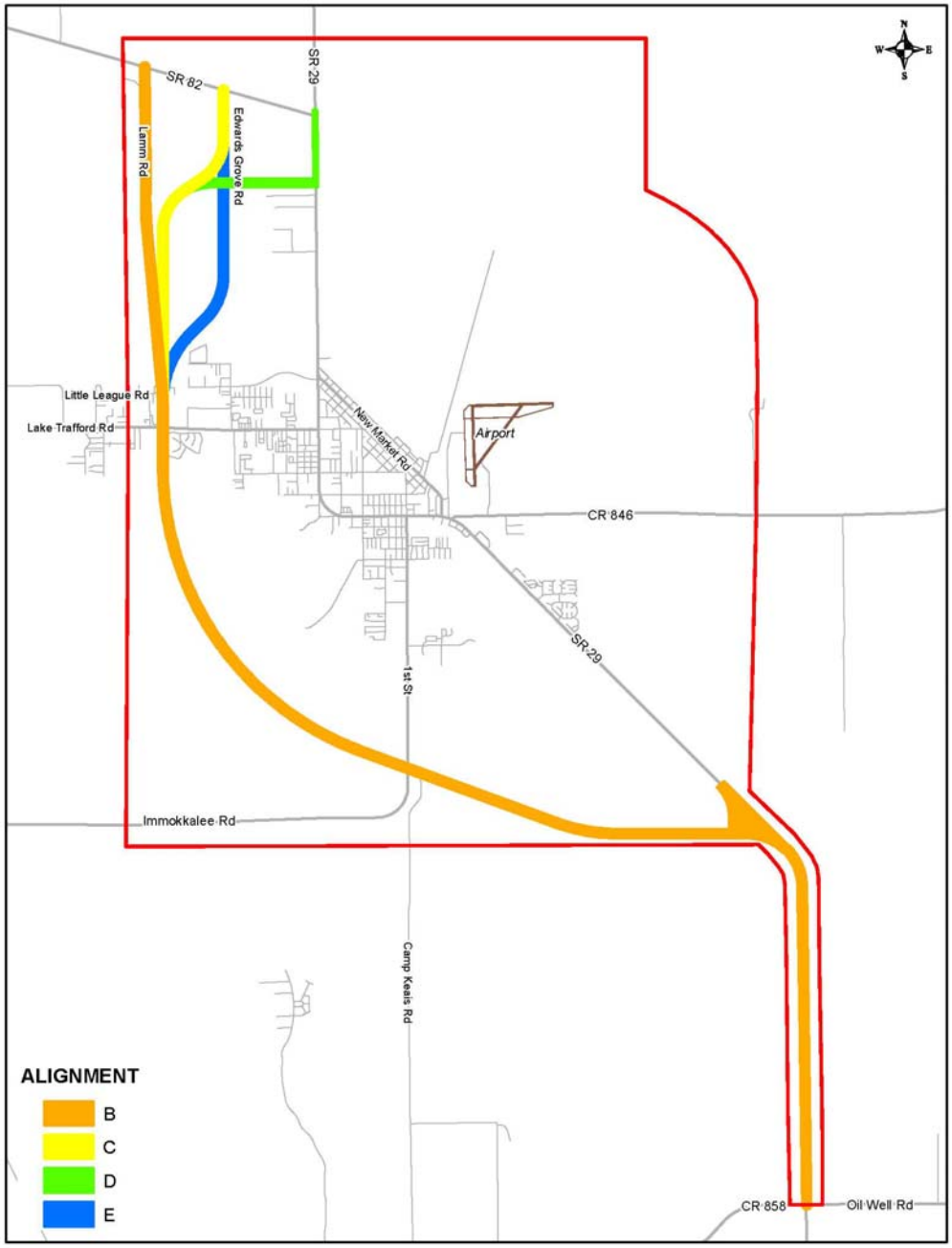


TABLE 5-2
WEST CORRIDOR - GROUP B, C, D & E
EVALUATION MATRIX

	WEST CORRIDOR							
	B		C		D		E	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	18.3 mi	2	18.3 mi	3	19.4 mi	7	18.2 mi	1
Total Alignment Area	1,424.6 ac	2	1,424.9 ac	3	1,467.6 ac	7	1,420.1 ac	1
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	HIGH	N/A	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	1	2
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1	0	1
Airport Parcels	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	4.0 ac	1	4.0 ac	1	4.0 ac	1	4.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	13.5 ac	1	13.5 ac	1	13.5 ac	1	13.5 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Herbaceous Wetlands (6400-6599)	56.4 ac	2	57.8 ac	3	58.6 ac	4	53.2 ac	1
Forested Wetlands (6000-6399)	68.0 ac	3	62.0 ac	1	73.7 ac	6	62.3 ac	2
Other Surface Waters (5000-5999)*	39.9 ac	4	34.5 ac	1	39.4 ac	3	39.3 ac	2
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1	0	1
PHYSICAL ISSUES								
Contamination Sites	4	4	3	3	3	3	3	3
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$119.77	5	$120.12	6	$125.36	8	$119.36	4
Total of Impact Scoring (Overall Ranking)		**42(3)**		**40(2)**		**58(7)**		**35**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

For this group, many of the impacts were equal or very similar. The greatest disparity is found in potential impacts to herbaceous wetlands and other surface waters. Alignment D has the highest impact to these resources, (58.6 acres of herbaceous wetland, 73.8 acres of forested wetland and 39.4 acres of other surface waters) compared to Alignments C and E with 57.8/53.2 acres of herbaceous wetland, 62.0/62.3 acres of forested wetlands and 34.5/39.3 acres of other surface waters). Alignment E is also the shortest alignment in this group, 18.2 miles. Alignment E was least expensive and Alignment D was most expensive.

Three of the alignments in this group provide only a **MEDIUM** satisfaction of the Secondary Elements of the Purpose and Need Statement, specifically "Improving Regional Mobility and Connectivity." Each of the Alignments considered (C, D, and E) create a new intersection with SR 29 proximate to the existing intersection with SR 82. The proximity of these two signalized intersections would increase congestion through increased delays. Alignment B provides a **HIGH** satisfaction of this element by using the same alignment as the County's plan for the extension of Little League Road.

The second group (F, G, H, I) diverts from the existing SR 29 alignment to the west slightly north of the planned Immokalee Road extension and then north to SR 82, see **Figure 5-5**. **Table 5-3** summarizes the potential impacts of the alignments in this group.

FIGURE 5-5
WEST CORRIDOR
GROUP F, G, H & I

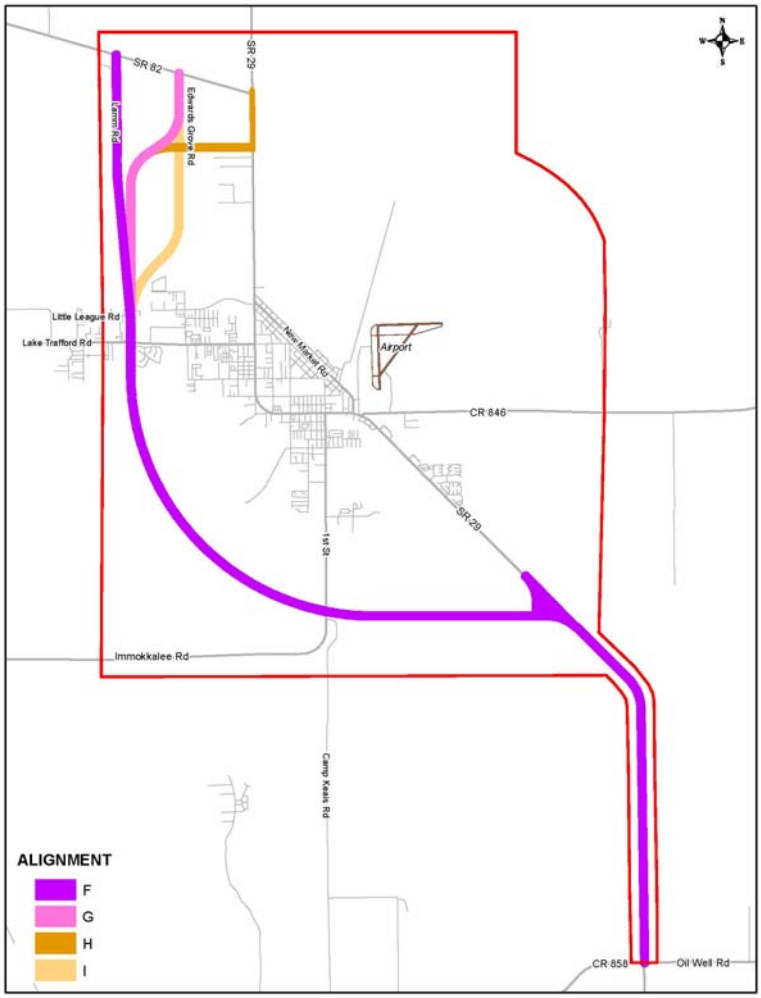


TABLE 5-3
WEST CORRIDOR - GROUP F, G, H & I
EVALUATION MATRIX

	WEST CORRIDOR							
	F		G		H		I	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	18.4 mi	5	18.5 mi	6	19.5 mi	8	18.4 mi	4
Total Alignment Area	1,437.9 ac	5	1,438.2 ac	6	1,481.0 ac	8	1,433.4 ac	4
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	1	2
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1	0	1
Airport Parcels	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	4.0 ac	1	4.0 ac	1	4.0 ac	1	4.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	13.5 ac	1	13.5 ac	1	13.5 ac	1	13.5 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Herbaceous Wetlands (6400-6599)	64.4 ac	6	65.8 ac	7	66.6 ac	8	61.2 ac	5
Forested Wetlands (6000-6399)	74.2 ac	7	68.2 ac	4	79.9 ac	8	68.6 ac	5
Other Surface Waters (5000-5999)*	43.9 ac	7	43.4 ac	6	43.4 ac	6	43.3 ac	5
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1	0	1
PHYSICAL ISSUES								
Contamination Sites	2	2	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$118.59	2	$118.90	3	$124.03	7	$118.48	1
Total of Impact Scoring (Overall Ranking)		**54(6)**		**52(5)**		**66(8)**		**46(4)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Similar to the first group, many of the impacts were equal or very similar. The greatest disparity is found in potential impacts to herbaceous wetlands. Alignment H has the highest impact to these resources, (66.6 acres of herbaceous wetlands and 79.9 acres of forested wetland) compared to Alignments G and I with 65.8/61.2 acres of herbaceous wetlands and 68.2/68.6 acres of forested wetlands. Alignment I was the least expensive and Alignment H was the most expensive.

All alignments in this group provide only a **MEDIUM** satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating a parallel facility to the planned Collier County extension of Immokalee Road. Additionally, only Alignment F uses the Collier County alignment of the Little League Road extension.

5.3.1 Representative Alignment – West Corridor

The two groups of alignments evaluated in the West Corridor are identical from Lake Trafford Road north to SR 82. The difference between the two groups is from the point they divert from SR 29 north to Lake Trafford Road, see **Figures 5-4 and 5-5**. From this, impacts related to the two groups of alignments evaluated in the West Corridor are very similar; see **Tables 5-2 and 5-3**.

The physical similarities, narrow range of differences in impacts between the alignments considered, and input received from:

- Stakeholder's Advisory Committee (SAC) meeting on April 23, 2009 (see **Table 6-1**);
- FDOT District One/FHWA Quarterly Project Status meeting on June 16, 2009; and
- Alignments Public Workshop on June 23, 2009 (see **Section 6.0**)

provided an opportunity to select a **REPRESENTATIVE ALIGNMENT** for further evaluation and specific alternatives development from the eight alignments in the West Corridor. Based on **Alignment E**'s ordinal ranking as the least impactive and highest support from the SAC, it was selected as the **REPRESENTATIVE ALIGNMENT** for the West Corridor, see **Table 5-4**.

TABLE 5-4
WEST CORRIDOR
ALL ALIGNMENTS
EVALUATION MATRIX

CORRIDOR	GROUPING	ALIGNMENT	SCORE (RANK)	STAKEHOLDER ADVISORY COMMITTEE COMMENTS	
				IN FAVOR	OPPOSED
WEST	B, C, D, E	B	42 (3)	3	4
		C	40 (2)	1	7
		D	58 (7)	0	8
		E	35 (1)	6	3
	F, G, H, I	F	54 (6)	2	6
		G	52 (5)	1	7
		H	66 (8)	0	7
		I	46 (4)	2	6

5.4 Existing Corridor Alignments

One alignment was developed within the Existing Corridor, represented by the existing SR 29 alignment, see **Figure 5-6**. **Table 5-5** summarizes the potential impacts of this alignment based on improvements to the existing roadway.

FIGURE 5-6
EXISTING CORRIDOR
GROUP A

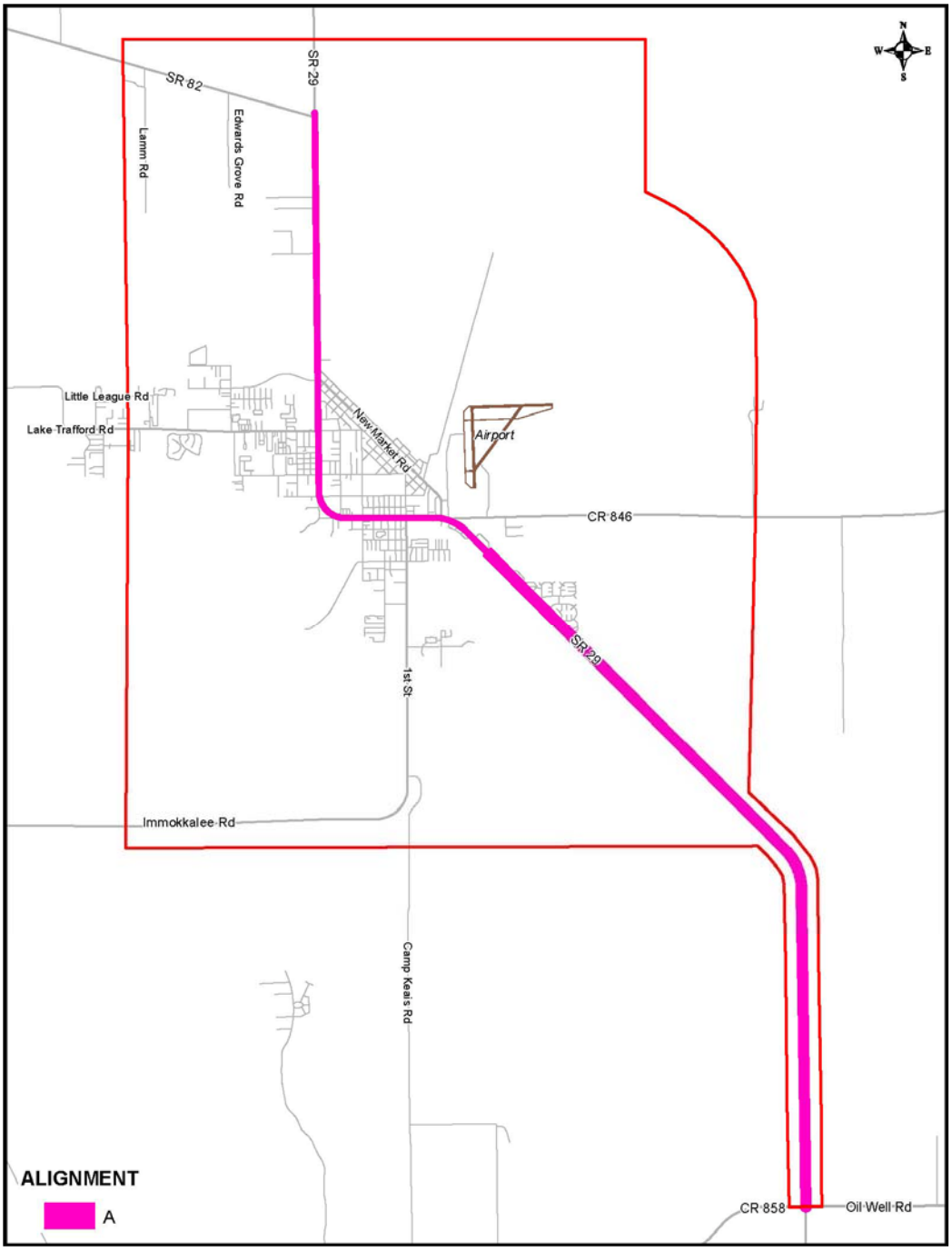


TABLE 5-5
EXISTING CORRIDOR - GROUP A
EVALUATION MATRIX

	EXISTING CORRIDOR with IMPROVEMENTS
	A
Total Alignment Length	15.8 mi
Total Alignment Area	901.8 ac
PURPOSE AND NEED	
Primary Element	HIGH
Secondary Elements	MEDIUM
SOCIAL ISSUES	
Schools	2
Religious Institutions	3
EMS/Police/Fire	0
Cemetery Parcels	0
Airport Parcels	1.0 ac
Medium Density Residential (1200-1299)	9.1 ac
High Density Residential (1300-1399)	40.2 ac
DRIs Polys	10.0 ac
PUDs Polys	21.7 ac
CULTURAL ISSUES	
Seminole Lands	1.2 ac
Managed Public Lands	0.0 ac
Parks	0.6 ac
FMSF Historic Resources	1
NATURAL ISSUES	
Herbaceous Wetlands (6400-6599)	33.2 ac
Forested Wetlands (6000-6399)	59.3 ac
Other Surface Waters (5000-5999)*	50.0 ac
Eagle Nests Buffer	0
Rookeries Buffer	0
Species Occurrences	0
PHYSICAL ISSUES	
Contamination Sites	50
Sinkholes	1
Brownfields	1.0 ac
Water Treatment	0
Sewer Treatment Parcels	0
Estimated Construction Costs (millions $)	$78.15

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Alignment A follows the existing SR 29 alignment and travels through the developed commercial and residential area of the City of Immokalee; therefore having higher potential impacts to criteria such as potential contamination sites (50), high density residential (40.2 acres), schools (2), churches (3), and Seminole lands (1.2 acres). Alignment A provides a **MEDIUM** satisfaction of the Secondary Elements of the Purpose and Need, specifically "Reducing Truck Traffic in Downtown Immokalee" by maintaining the current alignment of SR 29 and therefore not reducing the volume of truck traffic in Downtown Immokalee.

5.4.1 Representative Alignment – Existing Corridor

Alignment A is the only alignment in the Existing Corridor; therefore, it is the **REPRESENTATIVE ALIGNMENT** for further evaluation and specific alternatives development.

5.5 Central Corridor Alignments

Four alignments were developed within the Central Corridor, J, K, L and M. This group diverts from the existing SR 29 alignment to the north along Jerome Drive and then north to SR 29 (J and K) or SR 82 (L and M), see **Figure 5-7**. **Table 5-6** summarizes the potential impacts of the alignments in this group.

FIGURE 5-7
CENTRALCORRIDOR
GROUP J, K, L & M

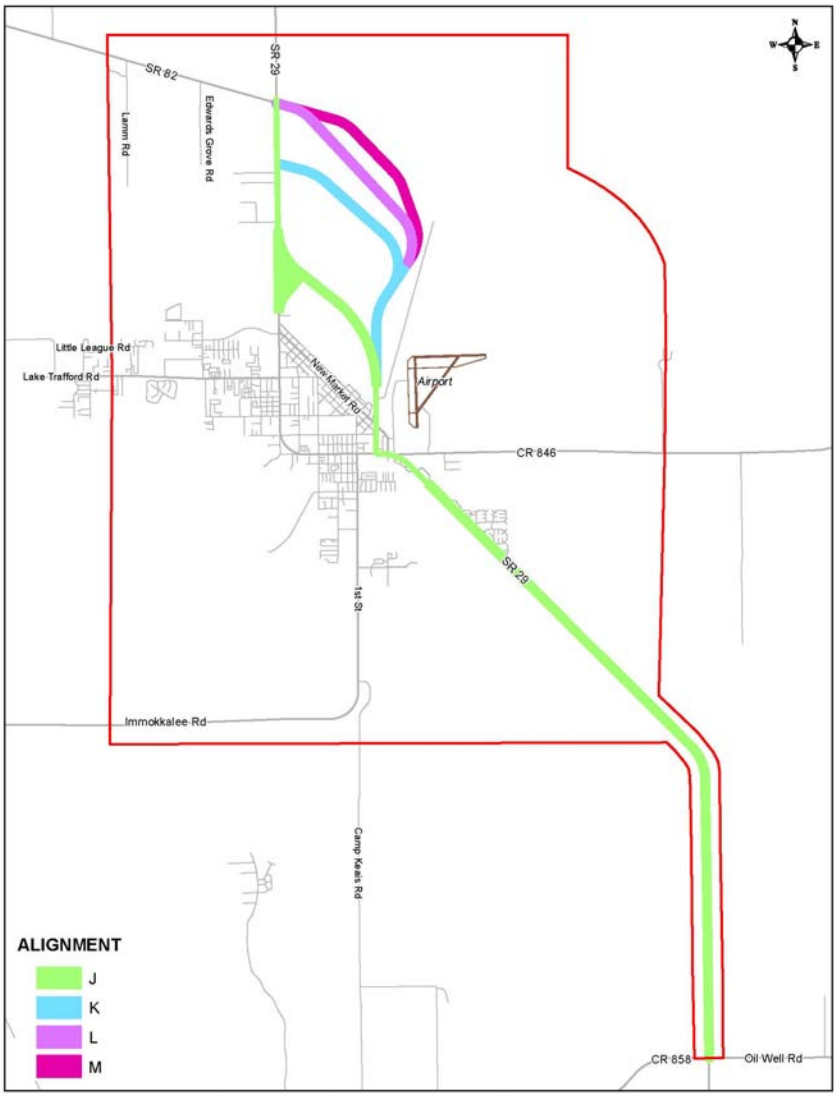


TABLE 5-6
CENTRAL CORRIDOR - GROUP J, K, L & M
EVALUATION MATRIX

	CENTRAL CORRIDOR							
	J		K		L		M	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	15.1 mi	1	15.5 mi	2	15.6 mi	3	15.6 mi	4
Total Alignment Area	1,078.6 ac	2	1,059.0 ac	1	1,087.6 ac	3	1,104.0 ac	4
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	MEDIUM	N/A	MEDIUM	N/A	HIGH	N/A	HIGH	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	1	1	1	1	1	1	1	1
Airport Parcels	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
Medium Density Residential (1200-1299)	35.0 ac	1	35.0 ac	1	35.0 ac	1	35.0 ac	1
High Density Residential (1300-1399)	10.0 ac	1	10.0 ac	1	10.0 ac	1	10.0 ac	1
DRIs Polys	12.8 ac	2	7.7 ac	1	7.7 ac	1	7.7 ac	1
PUDs Polys	1.2 ac	1	1.2 ac	1	1.2 ac	1	1.2 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.6 ac	1	0.6 ac	1	0.6 ac	1	0.6 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Wetlands (6400-6599)	34.2 ac	1	40.4 ac	2	41.1 ac	3	70.0 ac	4
Forested Wetlands (6000-6399)	60.7 ac	4	59.4 ac	3	52.8 ac	1	53.2 ac	2
Other Surface Waters (5000-5999)*	50.7 ac	2	49.7 ac	1	51.6 ac	3	49.7 ac	1
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1	0	1
PHYSICAL ISSUES								
Contamination Sites	20	1	20	1	20	1	20	1
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	1.0 ac	1	1.0 ac	1	1.0 ac	1	1.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$71.12	1	$72.88	2	$73.26	3	$73.67	4
Total of Impact Scoring (Overall Ranking)		**33(2)**		**32(1)**		**37(3)**		**40(4)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

The greatest disparity between these four alignments is found in potential impacts to herbaceous wetlands. Alignment M has the highest impact herbaceous wetlands (70.0 acres) with Alignment J having the lowest (34.2 acres). Impacts to forested wetlands range from 60.7 acres to 52.8 acres in Alignments J and L, respectively. Other surface waters are impacted by Alignment L most (51.6 acres) and Alignments K and M the least (both with 49.7 acres). Alignment J was the least expensive and Alignment M was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. Alignment L and M provide HIGH satisfaction of all Secondary Elements. However, Alignments J and K provide MEDIUM satisfaction of the Secondary Elements, specifically "Improving Regional Mobility and Connectivity" due to the creation of a new intersection on SR 29 in close proximity to the existing SR 82 intersection. This new signalized intersection will increase congestion through delay between the two closely located signalized intersections.

5.5.1 Representative Alignment – Central Corridor

The four alignments evaluated in the Central Corridor divert from the same point off of the existing SR 29 alignment, but reconnect with SR 29 at various points north of New Market Road or at SR 82, see **Figure 5-6**. Additionally, due to the proximity of the four alignments, impacts evaluated in the Central Corridor are very similar; see **Table 5-6**.

The physical similarities, narrow range of differences in impacts between the alignments considered, and input received from:

- SAC meeting on April 23, 2009 (see **Table 6-1**);
- FDOT District One/ FHWA Quarterly Project Status meeting on June 16, 2009; and
- Alignments Public Workshop on June 23, 2009 (**see Section 6.0**)

for the four alignments (J, K, L, M) determined that **Alignment K** was the least impactive of all alignments in the Central Corridor, see **Table 5-7**.

However, based on comments from the Stakeholder Advisory Committee, the public and directly impacted large property owners (see **Section 6.0 and Appendices B and C**), **Alignment L** (see highlighted row) was selected as the best representative of the alignments in the Central Corridor because it has similar potential impacts in comparison to all alignments within the Central Corridor and best satisfies two secondary elements of the Purpose and Need:

- Improves regional mobility and connectivity (direct connection to SR 82), and
- Reduction of truck traffic in downtown Immokalee (improved connection to SR 82 should attract a greater percentage of truck traffic off of existing SR 29 in the downtown area).

TABLE 5-7
CENTRAL CORRIDOR - ALL ALIGNMENTS
EVALUATION MATRIX

CORRIDOR	GROUPING	ALIGNMENT	SCORE (RANK)	STAKEHOLDER ADVISORY COMMITTEE COMMENTS	
				IN FAVOR	OPPOSED
CENTRAL	J, K, L, M	J	33(2)	1	8
		K	32(1)	1	8
		L	37(3)	6	3
		M	40(4)	2	7

5.6 East Corridor Alignments

Eighteen alignments were developed within the East Corridor and divided into 5 groups (N, O, P, Q); (R, S, T, U); (V, W, X, Y); (Z, AA, BB); and (CC, DD, EE). The first group (N, O, P, Q) travel north of the existing SR 29 alignment approximately 1.5 miles southeast of Farm Worker Way and move east of and north of the Immokalee Regional Airport. Once north of the glide slope restrictions of the airport, this group moves west toward SR 29 at SR 82 (O, P, Q) or just south of SR 82 (N), see **Figure 5-8**. **Table 5-8** summarizes the potential impacts of the alignments in this group.

FIGURE 5-8
EAST CORRIDOR
GROUP N, O, P & Q

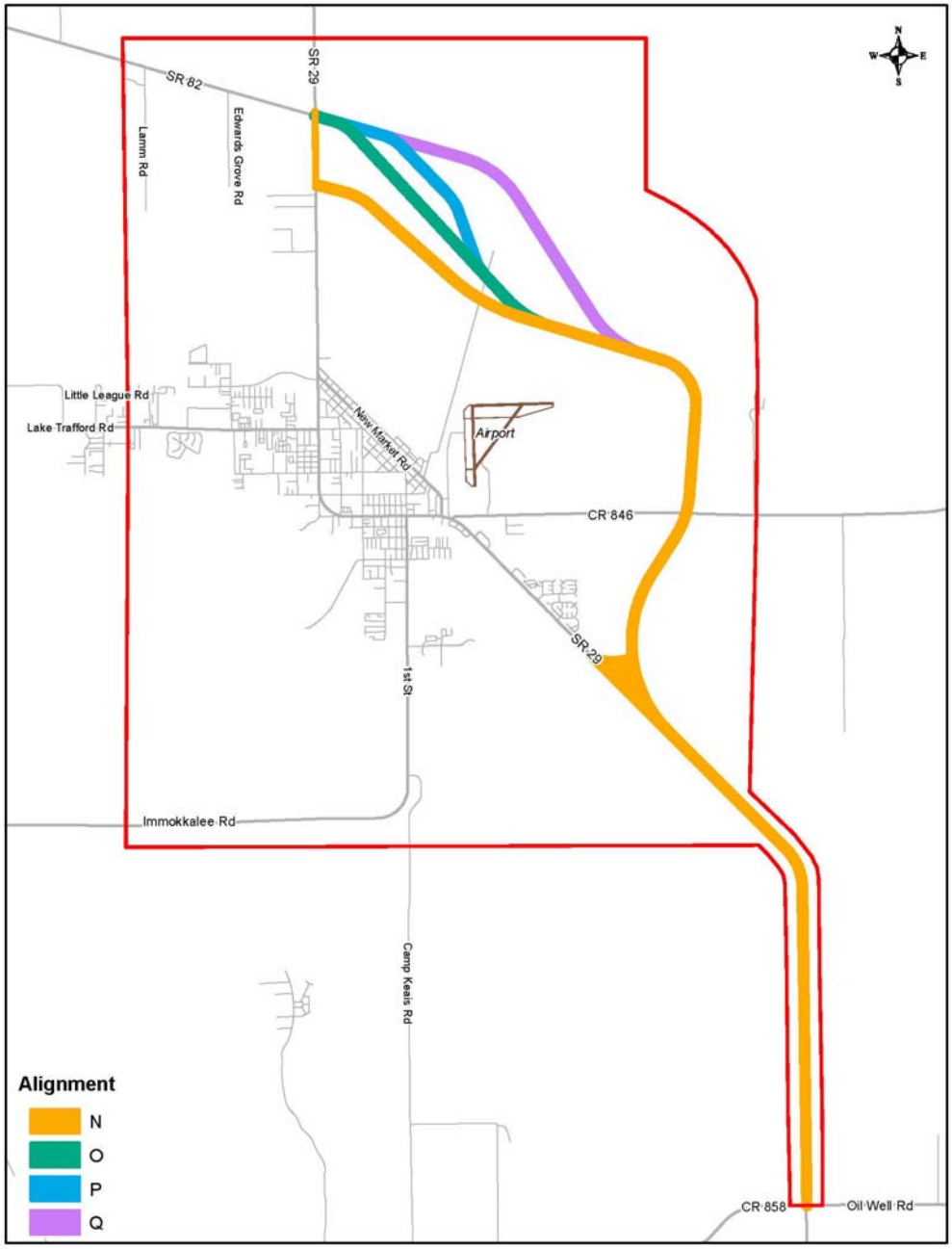


TABLE 5-8
EAST CORRIDOR - GROUP N, O, P & Q
EVALUATION MATRIX

	EAST CORRIDOR							
	N		O		P		Q	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	16.3 mi	12	15.9 mi	6	16.1 mi	10	16.1 mi	8
Total Alignment Area	1,259.7 ac	13	1,264.7 ac	14	1,275.2 ac	18	1,273.0 ac	17
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	LOW	N/A	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1	0	1
Airport Parcels	1.0 ac	2	1.0 ac	2	1.0 ac	2	1.0 ac	2
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
DRIs Polys	33.0 ac	2	33.0 ac	2	33.0 ac	2	33.0 ac	2
PUDs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Wetlands (6400-6599)	72.4 ac	3	73.9 ac	4	103.0 ac	13	116.5 ac	17
Forested Wetlands (6000-6399)	65.7 ac	18	57.2 ac	15	57.6 ac	16	60.2 ac	17
Other Surface Waters (5000-5999)*	50.8 ac	5	52.6 ac	6	50.8 ac	5	50.8 ac	5
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1	0	1
PHYSICAL ISSUES								
Contamination Sites	1	1	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$72.34	11	$70.58	4	$71.40	6	$71.14	5
Total of Impact Scoring (Overall Ranking)		**85(14)**		**72 (9)**		**91(17)**		**92(18)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

For this group, the greatest disparity is found in potential impacts to herbaceous wetlands. Alignment Q has the highest impact to herbaceous wetlands (116.5 acres) compared to Alignments N and O with 72.4/73.9 acres of impact to herbaceous wetlands. Conversely, Alignment Q has the greatest impact to forested wetlands (65.7 acres) compared to Alignment O with 57.2 acres of impact. All four alignments in this group only range 0.4 miles in overall length, from Alignment O at 15.9 miles to Alignment N at 16.3 miles. Alignment O was the least expensive and Alignment N was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. However, Alignments O, P, and Q provide only a MEDIUM satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating new intersections with the existing SR 29 south of CR 846. Alignment N provides a LOW satisfaction of this element by creating new intersections with the existing SR 29 south of CR 846 and south of SR 82.

The second group (R, S, T, U) diverts from the existing SR 29 alignment to the north approximately 1.3 miles southeast of (N, O, P, Q) and then north to CR 846. From CR 846 to SR 82, the first (N, O, P, Q) and second (R, S, T, U) groups are the same, see **Figure 5-9**. **Table 5-9** summarizes the potential impacts of the alignments in this group.

FIGURE 5-9
EAST CORRIDOR
GROUP R, S, T & U

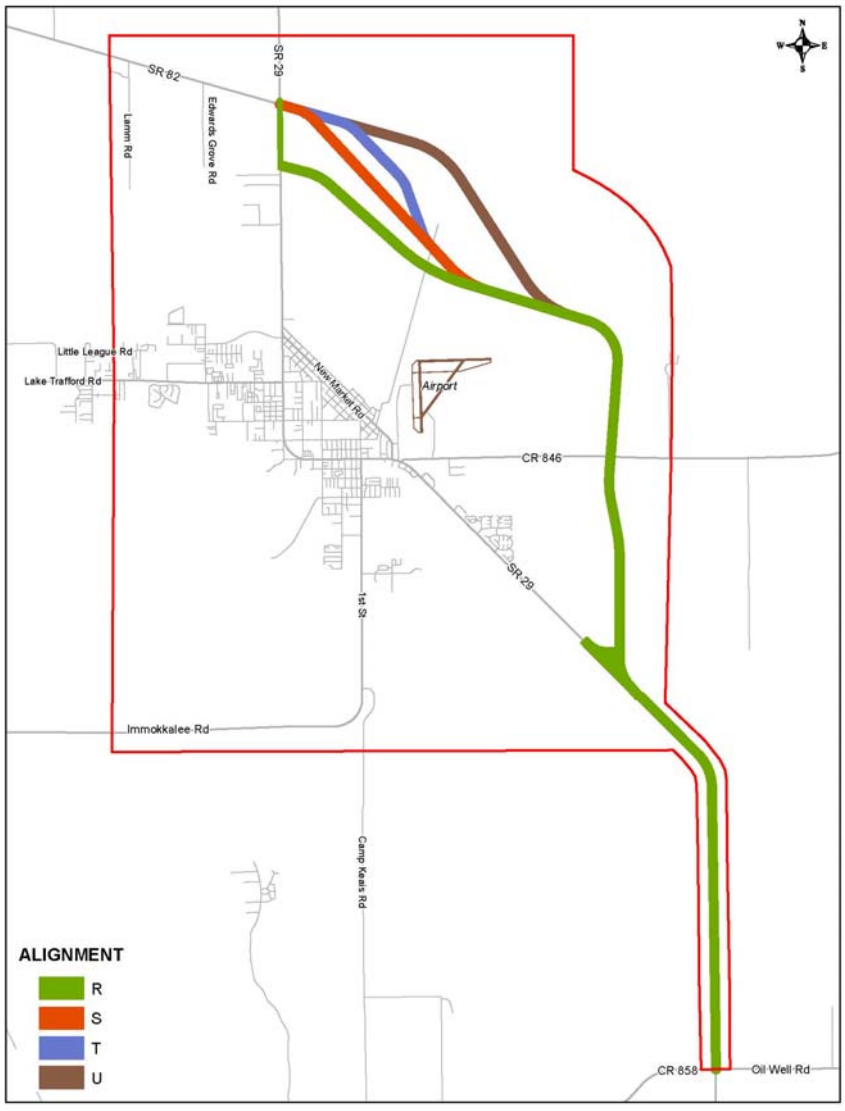


TABLE 5-9
EAST CORRIDOR - GROUP R, S, T & U
EVALUATION MATRIX

	EAST CORRIDOR							
	R		S		T		U	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	15.9 mi	4	15.5 mi	1	15.6 mi	2	15.6 mi	2
Total Alignment Area	1,188.6 ac	1	1,193.5 ac	2	1,204.0 ac	4	1,201.9 ac	3
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	LOW	N/A	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1	0	1
Airport Parcels	1.0 ac	2	1.0 ac	2	1.0 ac	2	1.0 ac	2
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Wetlands (6400-6599)	55.8 ac	1	57.4 ac	2	86.5 ac	11	100.0 ac	12
Forested Wetlands (6000-6399)	34.0 ac	13	25.5 ac	2	26.0 ac	4	28.5 ac	7
Other Surface Waters (5000-5999)*	43.3 ac	2	45.1 ac	4	43.3 ac	2	43.3 ac	2
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	1	2	1	2	1	2	1	2
PHYSICAL ISSUES								
Contamination Sites	1	1	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$71.86	8	$69.85	1	$70.51	2	$70.51	3
Total of Impact Scoring (Overall Ranking)		**52(4)**		**35(1)**		**48(3)**		**52(5)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

For the R, S, T, U group, the greatest disparity is found in potential impacts to herbaceous wetlands and forested wetlands. Alignment U has the highest impact to herbaceous wetlands (100.0 acres) compared to Alignments R and S with 55.9/57.4 acres of impact to herbaceous wetlands. Alignment R has the greatest impact to forested wetlands (34.0 acres) compared to Alignment S with 25.5 acres of impact. All four alignments in this group only range 0.4 miles in overall length, from Alignment S at 15.5 miles to Alignment R at 15.9 miles. Alignment S was the least expensive and Alignment R was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. However, Alignments S, T, and U provide only a MEDIUM satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating new intersections with the existing SR 29 south of CR 846. Alignment R provides a LOW satisfaction of this element by creating new intersections with the existing SR 29 south of CR 846 and south of SR 82

The third group (V, W, X, Y) diverts from the existing SR 29 alignment in the same location as (R, S, T, U) and travels north 1.3 miles before it jogs approximately 0.3 mile east for 3.3 miles, at which point it is the same as (R, S, T, U), see **Figure 5-10**. **Table 5-10** summarizes the potential impacts of the alignments in this group.

FIGURE 5-10
EAST CORRIDOR
GROUP V, W, X & Y

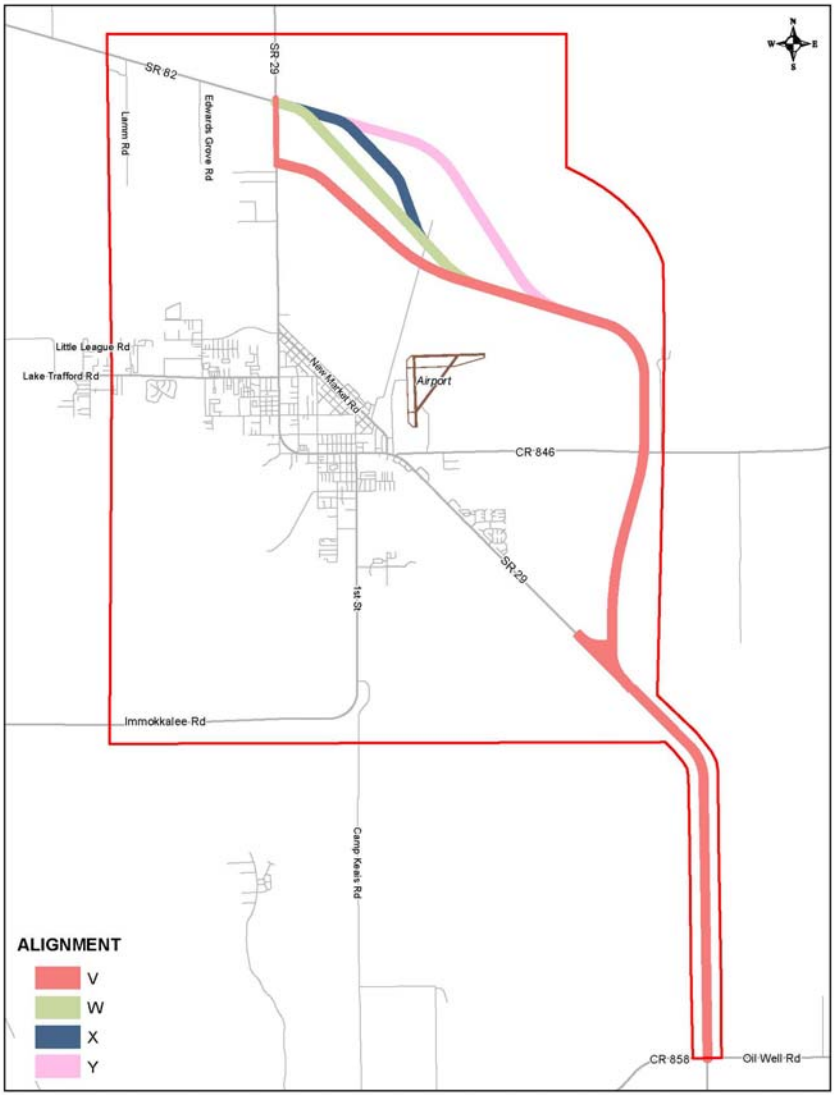


TABLE 5-10
EAST CORRIDOR - GROUP V, W, X & Y
EVALUATION MATRIX

	EAST CORRIDOR							
	V		W		X		Y	
	Impact	Score	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	16.2 mi	11	15.9 mi	3	16.0 mi	7	15.9 mi	5
Total Alignment Area	1,212.1 ac	5	1,217.1 ac	6	1,227.6 ac	8	1,225.4 ac	7
PURPOSE AND NEED								
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	LOW	N/A	MEDIUM	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES								
Schools	0	1	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1	0	1
Airport Parcels	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
CULTURAL ISSUES								
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1	0	1
NATURAL ISSUES								
Wetlands (6400-6599)	74.6 ac	5	76.1 ac	6	105.2 ac	14	118.7 ac	18
Forested Wetlands (6000-6399)	33.8 ac	12	25.4 ac	1	25.8 ac	3	28.3 ac	6
Other Surface Waters (5000-5999)*	43.3 ac	2	45.1 ac	4	43.3 ac	2	43.3 ac	2
Eagle Nests Buffer	0	1	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1	0	1
PHYSICAL ISSUES								
Contamination Sites	1	1	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$73.29	13	$71.69	7	$72.20	10	$71.94	9
Total of Impact Scoring (Overall Ranking)		**69(8)**		**48(2)**		**65(6)**		**68(7)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

The largest range of impacts related to the (V, W, X, Y) group, are potential impacts to wetlands. Alignment Y has the highest impact to forested wetlands (118.7 acres) compared to Alignment V with 74.6 acres of impact to forested wetlands. Impacts to forested wetlands range from Alignment V (33.8 acres) to Alignment W (25.4 acres). All four alignments in this group only range 0.3 miles in overall length, from Alignment W at 15.9 miles to Alignment V at 16.2 miles. Alignment W was the least expensive and Alignment V was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. However, Alignments W, X, and Y provide only a MEDIUM satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating new intersections with the existing SR 29 south of CR 846. Alignment V provides a LOW satisfaction of this element by creating new intersections with the existing SR 29 south of CR 846 and south of SR 82.

The fourth group (Z, AA, BB) diverts from the existing SR 29 alignment in the same location as (V, W, X, Y) and travels north approximately 4.8 miles, at which point it turns west the same as only (V, W, Y), see **Figure 5-11**. **Table 5-11** summarizes the potential impacts of the alignments in this group.

FIGURE 5-11
EAST CORRIDOR
GROUP Z, AA & BB

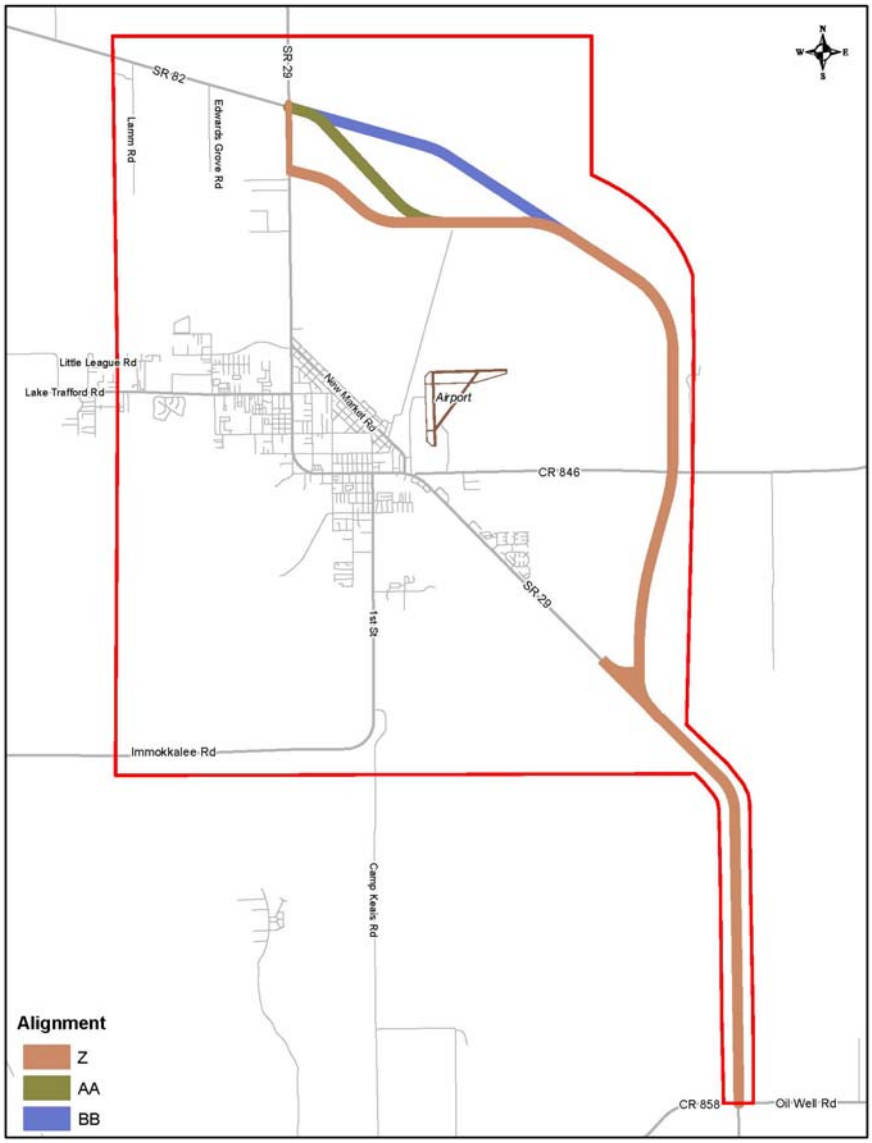


TABLE 5-11
EAST CORRIDOR - GROUP Z, AA & BB
EVALUATION MATRIX

	EAST CORRIDOR					
	Z		AA		BB	
	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	16.7 mi	15	16.3 mi	13	16.1 mi	9
Total Alignment Area	1,249.8 ac	11	1,247.2 ac	10	1,233.2 ac	9
PURPOSE AND NEED						
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	LOW	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES						
Schools	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1
Airport Parcels	0.0 ac	1	0.0 ac	1	0.0 ac	1
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	0.0 ac	1	0.0 ac	1	0.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1
CULTURAL ISSUES						
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1
NATURAL ISSUES						
Wetlands (6400-6599)	80.7 ac	9	81.2 ac	10	112.1 ac	16
Forested Wetlands (6000-6399)	36.2 ac	14	29.6 ac	9	32.5 ac	10
Other Surface Waters (5000-5999)*	42.3 ac	1	44.1 ac	3	42.3 ac	1
Eagle Nests Buffer	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1
PHYSICAL ISSUES						
Contamination Sites	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$76.10	17	$73.88	14	$72.71	12
Total of Impact Scoring (Overall Ranking)		**88(15)**		**80(11)**		**78(10)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Similar to most of the groups in this analysis, (Z, AA, BB) has a very narrow range of potential impacts. The broadest difference is found in potential impacts to herbaceous wetlands with Alignment BB having 112.1 acres and Alignment Z having 80.7 acres. Impacts to forested wetlands and other surface waters range, respectively, from Alignment Z having 36.2 acres to Alignment AA having 29.6 acres and Alignment AA having 44.1 acres and Alignments Z and BB having 42.3 acres. All three alignments in this group range 0.6 miles in overall length, from Alignment BB at 16.1 miles to Alignment Z at 16.7 miles. Alignment BB was the least expensive and Alignment Z was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. However, Alignments AA and BB provide only a MEDIUM satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating new intersections with the existing SR 29 south of CR 846. Alignment Z provides a LOW satisfaction of this element by creating new intersections with the existing SR 29 south of CR 846 and south of SR 82.

The final group (CC, DD, EE), is identical to (Z, AA, BB) except where this group turns from north to west. This group travels approximately 0.3 miles further north before turning west, see **Figure 5-12**. **Table 5-12** summarizes the potential impacts of the alignments in this group.

FIGURE 5-12
EAST CORRIDOR
GROUP CC, DD & EE

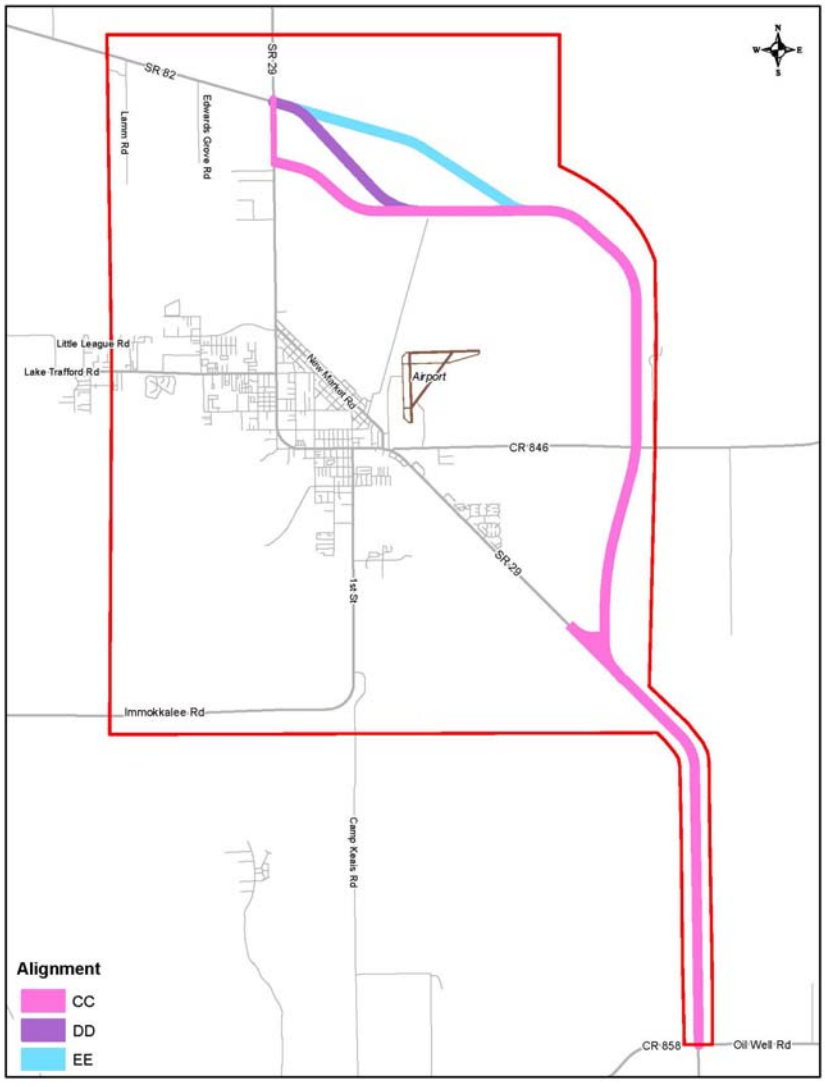


TABLE 5-12
EAST CORRIDOR - GROUP CC, DD & EE
EVALUATION MATRIX

	EAST CORRIDOR					
	CC		DD		EE	
	Impact	Score	Impact	Score	Impact	Score
Total Alignment Length	16.9 mi	16	16.5 mi	14	16.3 mi	13
Total Alignment Area	1,268.9 ac	16	1,266.3 ac	15	1,250.3 ac	12
PURPOSE AND NEED						
Primary Element	HIGH	N/A	HIGH	N/A	HIGH	N/A
Secondary Elements	LOW	N/A	MEDIUM	N/A	MEDIUM	N/A
SOCIAL ISSUES						
Schools	0	1	0	1	0	1
Religious Institutions	0	1	0	1	0	1
EMS/Police/Fire	0	1	0	1	0	1
Cemetery Parcels	0	1	0	1	0	1
Airport Parcels	0.0 ac	1	0.0 ac	1	0.0 ac	1
Medium Density Residential (1200-1299)	7.0 ac	1	7.0 ac	1	7.0 ac	1
High Density Residential (1300-1399)	0.0 ac	1	0.0 ac	1	0.0 ac	1
DRIs Polys	0.0 ac	1	0.0 ac	1	0.0 ac	1
PUDs Polys	0.0 ac		0.0 ac		0.0 ac	
CULTURAL ISSUES						
Seminole Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1
Managed Public Lands	0.0 ac	1	0.0 ac	1	0.0 ac	1
Parks	0.0 ac	1	0.0 ac	1	0.0 ac	1
FMSF Historic Resources	0	1	0	1	0	1
NATURAL ISSUES						
Wetlands (6400-6599)	80.0 ac	7	80.5 ac	8	111.4 ac	15
Forested Wetlands (6000-6399)	32.6 ac	11	26.0 ac	5	28.9 ac	8
Other Surface Waters (5000-5999)*	42.3 ac	1	44.1 ac	3	42.3 ac	1
Eagle Nests Buffer	0	1	0	1	0	1
Rookeries Buffer	0	1	0	1	0	1
Species Occurrences	0	1	0	1	0	1
PHYSICAL ISSUES						
Contamination Sites	1	1	1	1	1	1
Sinkholes	0	1	0	1	0	1
Brownfields	0.0 ac	1	0.0 ac	1	0.0 ac	1
Water Treatment	0	1	0	1	0	1
Sewer Treatment Parcels	0	1	0	1	0	1
Estimated Construction Cost (millions $)	$77.22	18	$75.16	16	$73.88	15
Total of Impact Scoring (Overall Ranking)		**89(16)**		**81(12)**		**84(13)**

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

The broadest difference is found in potential impacts to herbaceous wetlands with Alignment EE having 111.4 acres and Alignment CC having 80.0 acres. Impacts to forested wetlands and other surface waters range, respectively, from Alignment CC having 32.6 acres to Alignment DD having 26.0 acres and Alignment DD having 44.1 acres and Alignments CC and EE having 42.3 acres. All three alignments in this group range 0.6 miles in overall length, from Alignment EE at 16.3 miles to Alignment CC at 16.9 miles. Alignment EE was the least expensive and Alignment CC was the most expensive.

All alignments considered in this group satisfy the Primary Element of the Purpose and Need. However, Alignments DD and EE provide only a MEDIUM satisfaction of the Secondary Elements, specifically Improving Regional Mobility and Connectivity by creating new intersections with the existing SR 29 south of CR 846. Alignment CC provides a LOW satisfaction of this element by creating new intersections with the existing SR 29 south of CR 846 and south of SR 82.

5.6.1 Representative Alignment – East Corridor

The 18 alignments evaluated in the East Corridor divert from two points off of the existing SR 29 alignment within 0.5 mile of each other and reconnect with SR 29 at two points, approximately 0.8 miles south of SR 82 and at SR 82, see **Figures 5-8 through 5-12**. Due to the proximity of the many alignments, impacts evaluated in the East Corridor are similar; see **Tables 5-7 through 5-11**.

The physical similarities, narrow range of differences in impacts between the alignments considered, and input received from:

- SAC meeting on April 23, 2009 (see **Table 6-1**);
- FDOT District One/ FHWA Quarterly Project Status meeting on June 16, 2009; and
- Alignments Public Workshop on June 23, 2009 (**see Section 6.0**)

provided an opportunity to select two **REPRESENTATIVE ALIGNMENTS** for further evaluation and specific alternatives development. **Alignments S and U** were selected as the best representatives of alignments in the East Corridor because they have similar potential impacts in comparison to all alignments within the East Corridor and best satisfy two secondary elements of the Purpose and Need:

- Improves regional mobility and connectivity (direct connection to SR 82), and
- Reduction of truck traffic in downtown Immokalee (improved connection to SR 82 should attract a greater percentage of truck traffic off of existing SR 29 in the downtown area).

The ordinal ranking of the 18 alignments determined that **Alignments S and W** were the least impactive of all alignments in the East Corridor, see **Table 5-13**.

However, based on comments and greater support from the Stakeholder Advisory Committee, the public and directly impacted large property owners, **Alignments S and U** (see highlighted rows) were selected as the best representative of the alignments in the East Corridor because they have similar potential impacts in comparison to all alignments within the East Corridor and best satisfy two secondary elements of the Purpose and Need:

- Improves regional mobility and connectivity (direct connection to SR 82), and
- Reduction of truck traffic in downtown Immokalee (improved connection to SR 82 should attract a greater percentage of truck traffic off of existing SR 29 in the downtown area).

TABLE 5-13
EAST CORRIDOR
ALL ALIGNMENTS
EVALUATION MATRIX

CORRIDOR	GROUPING	ALIGNMENT	SCORE (RANK)*	STAKEHOLDER ADVISORY COMMITTEE COMMENTS	
				IN FAVOR	OPPOSED
EAST	N, O, P, Q	N	85 (14)	0	9
		O	72 (9)	2	7
		P	91 (17)	2	7
		Q	92 (18)	4	5
	R, S, T, U	R	52 (5)*	0*	9
		S	35 (1)	7	2
		T	48 (3)*	2*	7
		U	52 (4)*	4*	5
	V, W, X, Y	V	69 (8)	0	9
		W	48 (2)*	3*	5
		X	65 (6)	1	7
		Y	68 (7)	2	6
	Z, AA, BB	Z	88 (15)	0	8
		AA	80 (11)	3	5
		BB	78 (10)	2	6
	CC, DD, EE	CC	89 (16)	0	8
		DD	81 (12)	4	4
		EE	84 (13)	3	5

* Alignments with the same impact scoring were ranked based on the number of "In Favor" comments received.

6.0 PUBLIC AND AGENCY INVOLVEMENT

The FDOT and the SR 29 Collier PD&E Study Team are committed to a proactive Public and Agency Involvement and Outreach Program. To date, the SR 29 Collier PD&E Study Team has held and participated in numerous meetings in an effort to solicit input from the public, agencies, and all other interested parties including:

- Newsletter #1 — September 21, 2007
- Public and Agency Scoping Meetings — October 18, 2007
- Stakeholder Advisory Committee (SAC) #1 — November 1, 2007
- Presentation to Immokalee Community Redevelopment Agency (CRA) — May 21, 2008
- Newsletter #2 — May 28, 2008
- Presentation to Lee County Electrical Co-operative (LCEC) — July 23, 2008
- SAC #2 — July 24, 2008
- Corridor Public Meeting — August 7, 2008
- SAC #3 — April 23, 2009
- Immokalee CRA Meeting — May 20, 2009
- Alignments Public Workshop — June 23, 2009
- Large Property Owner Meeting — June 23, 2009

In an effort to reach out to and engage the Hispanic population within the SR 29 Collier PD&E Study area, FDOT provided the following Limited English Proficiency (LEP) accommodations to date during this study:

- Spanish language components on the project website,
- English and Spanish text in newsletters (see Appendix E),
- Stand alone Spanish language versions of all hand-outs and meeting collateral materials at each public meeting (see Appendix E),
- Bilingual (English/Spanish) staff attendance at each public meeting,
- Inclusion of representatives from the Southwest Florida Hispanic Chamber of Commerce and the Coalition of Immokalee Workers on the Stakeholders Advisory Committee (SAC) and as SAC members these organizations have received detailed information packages concerning each stage of the project development, and
- Conducting all public meetings at the One Stop Center in Immokalee, which serves as a central location for providing community services to the local Hispanic and migrant farmworker populations. In addition, SR 29 meeting handouts in Spanish/English have been provided to the One Stop Center to distribute to their clients.

6.1 Stakeholders Advisory Committee Meeting #3

On April 23, 2009, the SR 29 Collier County PD&E Study SAC held their third meeting. All committee members were sent invitational e-mails and this meeting was advertised in the local papers (see **Appendix C**) inviting members of the public and other interested parties to participate as well.

Nine (9) of the 33 SAC members attended the meeting, which included (see **Appendix C**):

- A PowerPoint presentation of all 31 alignments that had been developed and their potential impacts,
- Display boards of the alignments divided into groups (as discussed in **Section 5.0**) depicting the alignments on aerial and GIS-based mapping backgrounds,
- Evaluation matrices of each alignment within the groups,
- Comment forms, and
- Bilingual staff was on hand for translation services, if needed.

For those members of the SAC who were unable to attend, all of the materials presented at the meeting were uploaded to the password-protected section of the web page (www.SR29Collier.com) that is used for the distribution of information to the SAC and agencies.

Table 6-1 summarizes the comments received and **Appendix C** includes copies of all comments.

TABLE 6-1
STAKEHOLDERS ADVISORY COMMITTEE MEETING #3 COMMENTS
APRIL 23, 2009

CORRIDOR	GROUPING	ALIGNMENT	IN FAVOR	OPPOSED
EXISTING	N/A	A	1	7
WEST	B, C, D, E	B	3	4
		C	1	7
		D	0	8
		E	6	3
	F, G, H, I	F	2	6
		G	1	7
		H	0	7
		I	2	6
CENTRAL	J, K, L, M	J	1	8
		K	1	8
		L	6	3
		M	2	7
EAST	N, O, P, Q	N	0	9
		O	2	7
		P	2	7
		Q	4	5
	R, S, T, U	R	0	9
		S	7	2
		T	2	7
		U	4	5
	V, W, X, Y	V	0	9
		W	3	5
		X	1	7
		Y	2	6
	Z, AA, BB	Z	0	8
		AA	3	5
		BB	2	6
	CC, DD, EE	CC	0	8
		DD	4	4
		EE	3	5

The discussion after the presentation and many of the comments received were related to consistency with current County LRTP plans for future improvements, protection of Panther habitat and issues surrounding large agricultural operations.

6.2 Federal Highway Administration Quarterly Meeting

On June 16, 2009 a presentation was made at the FDOT District One/FHWA Quarterly Project Status Meeting updating FHWA on the progress of the SR 29 Collier County project and the development of alignments. The focus of this presentation was an overview of the SAC meeting held on April 23, 2009 and discussed in **Section 6.1**.

Based on the discussion at the SAC meeting and comments received after the SAC it was determined that a series of **REPRESENTATIVE ALIGNMENTS** could be developed:

- **Alignment E – West Corridor**
    - Of the eight (8) alignments considered in the West Corridor, Alignment E was the most direct and least impactive of those within the West Corridor.

- **Alignment A – Existing Corridor**
    - The existing alignment within the Existing Corridor will be considered viable throughout the project.

- **Alignment L – Central Corridor**
    - Based on comments received at SAC Meeting #3 regarding consistency with other projects on the Collier County LRTP and maintaining a 4-legged intersection with SR 82 (best satisfaction of Primary and Secondary Purpose and Need Elements), Alignment L was selected as the best representation in the Central Corridor. Alignments J and K were less impactive than Alignment L, but caused direct business and operational impacts to a citrus packing warehouse.

- **Alignment S – East Corridor**
    - Of the 18 alignments considered in the East Corridor, Alignment S was the most direct providing a four-legged intersection for the existing SR 29/SR 82 and one of the least impactive of those within the Central Corridor.

- **Alignment U – East Corridor**
    - Though Alignment U has 42.6 ac more impact to wetlands than Alignment S, Alignment U provides a more direct route, minimizes potential business impacts within the East Corridor, and gained greater agency and public support.

FDOT District One requested that these **REPRESENTATIVE ALIGNMENTS** be presented to the public at the June 23, 2009 Alignments Public Workshop as those alignments within which Alternatives would be developed. At the June 22, 2009 FHWA/DEMO/D1 Quarterly Coordination Meeting, this request was discussed and FHWA **APPROVED** the use of the five (5) **REPRESENTATIVE ALIGNMENTS** for the June 23, 2009 Alignments Public Workshop.

6.3 Large Property Owner Meeting

Representatives of Collier Enterprises and Consolidated Citrus requested a meeting prior to the Alignments Public Meeting on the afternoon of June 23, 2009. Collier Enterprises and Consolidated Citrus own, operate, and maintain a vast majority of the land in the East Corridor north of CR 846 and portions of the West Corridor south of Immokalee Road. Their concerns were related to the five (5) **REPRESENTATIVE ALIGNMENTS** and their potential impacts to their operations. The following summarizes comments from that meeting:

- **Alignment A (EXISTING CORRIDOR)** – The interests at this meeting did not feel that this alignment satisfied the Purpose and Need because it did not effectively reduce and/or remove truck traffic from downtown Immokalee and they also felt that impacts to the downtown business community would be too great.

- **Alignment E (WEST CORRIDOR)** – It was noted that the northern portion of the Alignment E would cross a recently constructed and currently active sand mine and excavation operation. Additionally, it was noted that Alignment E would be duplicative with two (2) other projects currently on the Collier County LRTP, the extensions of Little League Road in the northern section and of Immokalee Road in the south.

- **Alignment L (CENTRAL CORRIDOR)** – Alignment L was considered the most problematic due to direct impact and influence on large packaging, warehousing and agricultural staging areas located in the area where Alignment L diverges to the north from SR 29 near Gopher Ridge Road.

- **Alignments S and U (EAST CORRIDOR)** – The consensus was that these alignments should diverge northward from the existing SR 29 alignment further to the south to align with the planned intersection of the Immokalee Road Extension and SR 29. Several specific operational facilities within several of the groves were identified along Alignments S and U that were requested to be avoided if possible.

6.4 Alignments Public Workshop

An Alignments Public Workshop was held on June 23, 2009 at the Immokalee One-Stop Career Center located at 750 South 5th Street. This meeting was noticed bilingually in several local newspapers and invitational letters were sent out to property owners within the study area, interested parties, agencies and elected officials see **Appendix D**.

Twenty-two citizens signed in and reviewed the presentation materials that were on display and asked questions to the FDOT Study Team staff present. A total of eight (8) comments were received. **Table 6-2** summarizes the comments received on the five (5) **REPRESENTATIVE ALIGNMENTS** displayed.

TABLE 6-2
ALIGNMENTS PUBLIC WORKSHOP COMMENTS
JUNE 23, 2009

COMMENT	ALIGNMENT A	ALIGNMENT E	ALIGNMENT L	ALIGNMENT S	ALIGNMENT U
For	0	2	0	3	0
Against	1	1	0	0	0

** Several comments made generalized statements and did not state specific preference for any alignment.

6.5 ETAT Involvement

Comments received from the FDOT ETDM Programming Screen Summary Report and subsequent Dispute Resolution process were used to develop the Corridors and Alignments presented in this report. The following is a summary of the responses to ETAT and agency comments:

- The Central Corridor and subsequent Alignments were developed in response to agency concerns related to panther habitat impacts in the East Corridor.
- The overall project study area was expanded to include the area that was developed as the West Corridor and subsequent Alignments.

- Overall potential impacts to wetlands, protected species habitat and indirect and cumulative impacts were avoided and minimized to the extent possible in the development of Alignments. Further minimization of impacts will occur during the development of Alternatives.

7.0 DEVELOPMENT OF MODIFIED ALIGNMENTS

At the conclusion of the series of meetings discussed in Section 6.0, it was determined that the five (5) **REPRESENTATIVE ALIGNMENTS** could be modified in an effort to avoid and minimize impacts and improve overall operational characteristics of future alternatives to be developed within these alignments. These modifications resulted in the development of three (3) **MODIFIED ALIGNMENTS and the EXISITNG ALIGNMENT**.

- **Modified Alignment HH – West Corridor**
- **Modified Alignment GG – Central Corridor**
- **Modified Alignment FF – East Corridor**
- **Alignment A – Existing Corridor**

It should be noted that at this point these MODIFIED ALIGNMENTS are still based on a 600-foot-wide buffer that generally represents greater than twice the proposed typical section footprint. Therefore, further avoidance and minimization opportunities exist in the Alternatives Development Phase.

Additionally, these MODIFIED ALIGNMENTS will be presented to the public and agencies for review and comment at the upcoming Alternatives Scoping Meetings scheduled for early 2010.

7.1 Modified Alignment HH

As a variant of Alignment E, Modified Alignment HH diverges from SR 29 in the same location as the proposed Immokalee Road Extension in the south and shifts slightly west as it crosses north of Lake Trafford Road (see **Figure 7-1**).

FIGURE 7-1
WEST CORRIDOR
MODIFIED ALIGNMENT HH

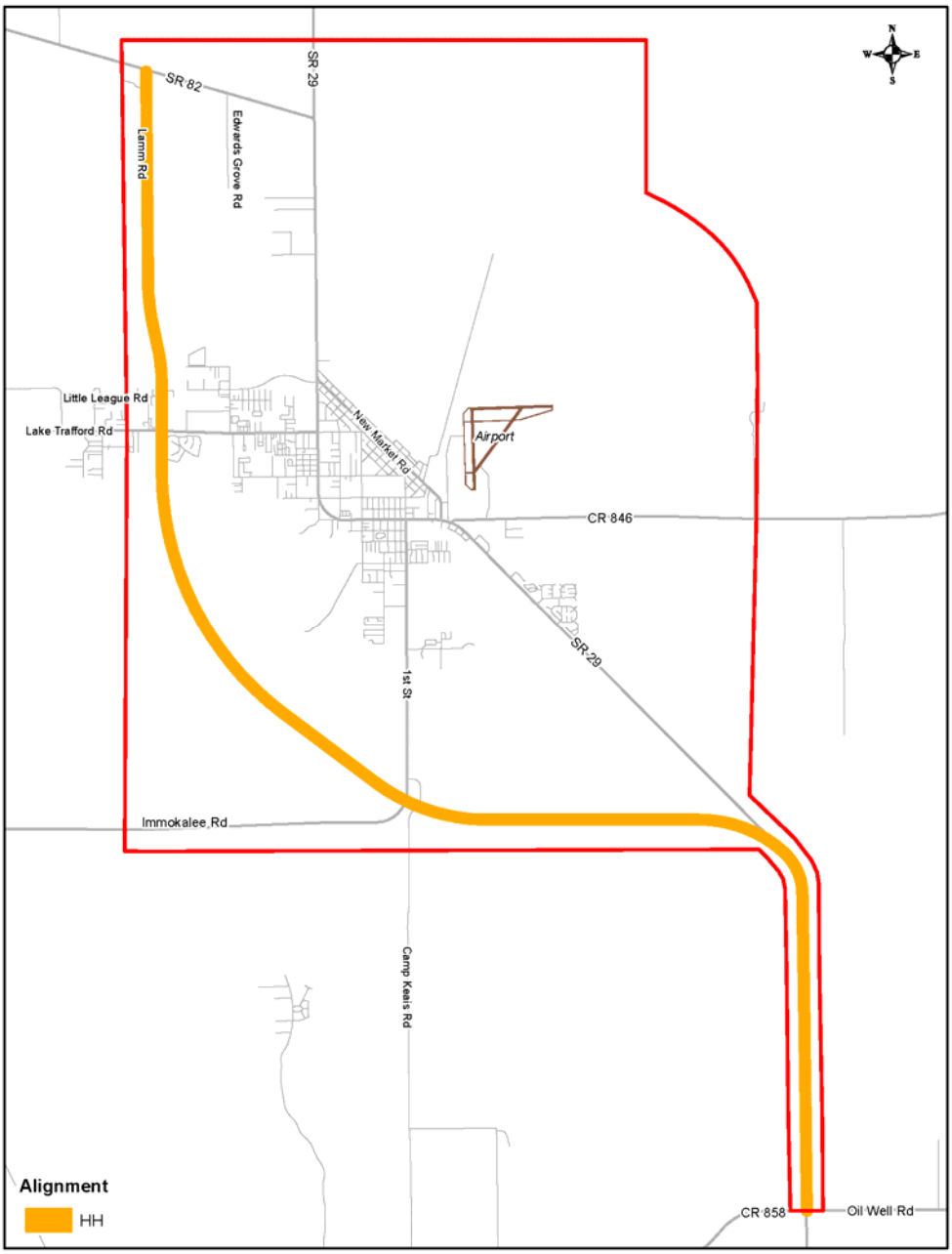


Figure 7-2 shows the physical differences between Alignment E and the Modified Alignment HH. Based on comments received at the SAC Meeting #3 and Alignments Public Workshop, Alignment E was modified in the south to be consistent with Collier County's LRTP and planned Immokalee Road Extension. In the northern area Alignment E was revised to avoid direct impact and involvement with an active sand mine operation and utilizes a portion of Collier County's proposed Little League Road Extension.

FIGURE 7-2
WEST CORRIDOR
MODIFIED ALIGNMENT HH AND ALIGNMENT E
COMPARISON

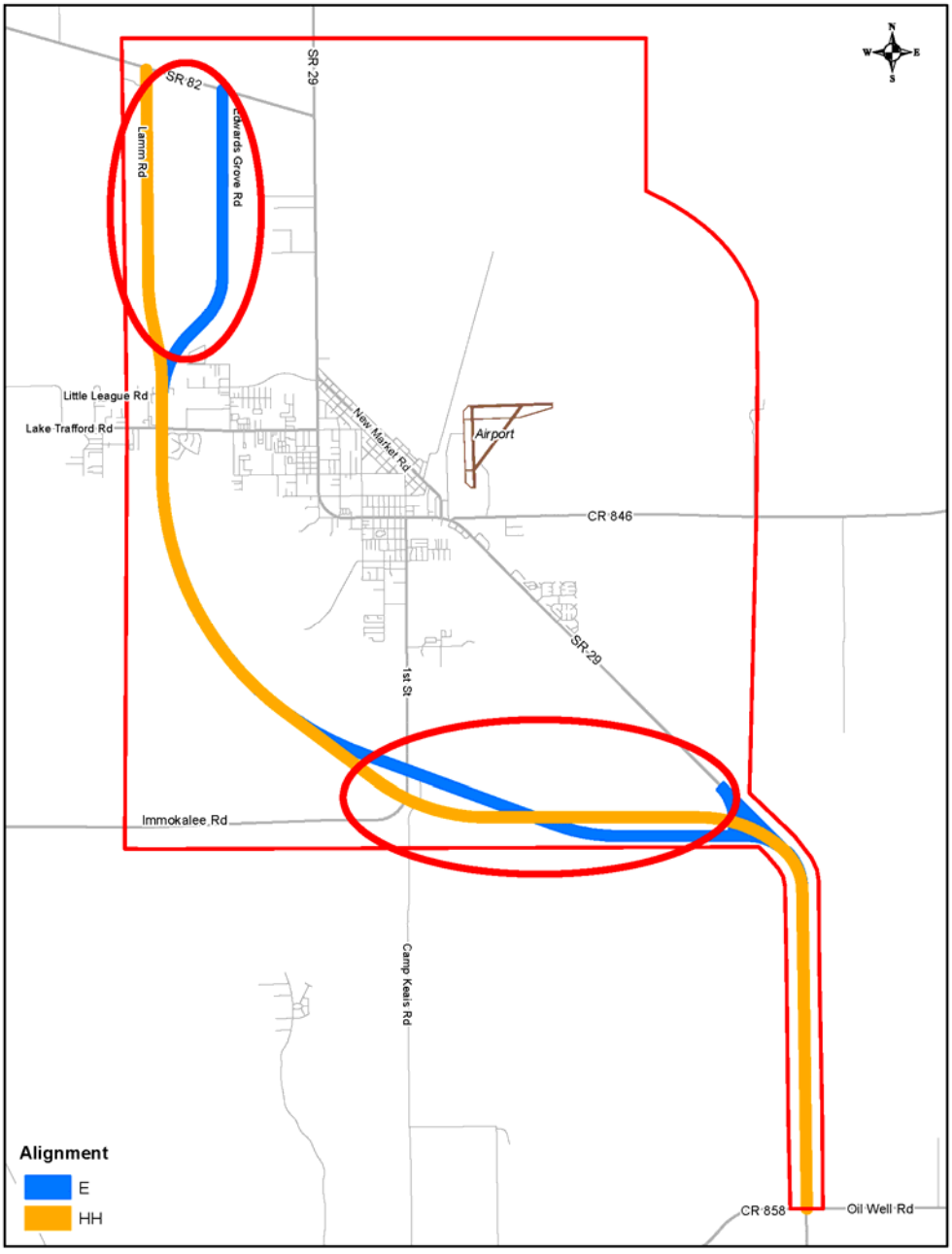


Table 7-1 compares Modified Alignment HH to Alignment E.

TABLE 7-1
WEST CORRIDOR
MODIFIED ALIGNMENT HH AND ALIGNEMNT E
EVALUATION MATRIX

	WEST CORRIDOR	
	HH	**E**
Total Alignment Length	18.3 mi	18.2 mi
Total Alignment Area	1,424.9 ac	1,420.1 ac
PURPOSE AND NEED		
Primary Element	HIGH	HIGH
Secondary Elements	HIGH	MEDIUM
SOCIAL ISSUES		
Schools	1	1
Religious Institutions	0	0
EMS/Police/Fire	0	0
Cemetery Parcels	0	0
Airport Parcels	0.0 ac	0.0 ac
Medium Density Residential (1200-1299)	7.0 ac	7.0 ac
High Density Residential (1300-1399)	4.0 ac	4.0 ac
DRIs Polys	0.0 ac	0.0 ac
PUDs Polys	13.5 ac	13.5 ac
CULTURAL ISSUES		
Seminole Lands	0.0 ac	0.0 ac
Managed Public Lands	0.0 ac	0.0 ac
Parks	0.0 ac	0.0 ac
FMSF Historic Resources		
NATURAL ISSUES		
Herbaceous Wetlands (6400-6599)	64.8 ac	53.2 ac
Forested Wetlands (6000-6399)	71.6 ac	62.3 ac
Other Surface Waters (5000-5999)*****	31.4 ac	39.3 ac
Eagle Nests Buffer	0	0
Rookeries Buffer	0	0
Species Occurrences	0	0
PHYSICAL ISSUES		
Contamination Sites	2	3
Sinkholes	0	0
Brownfields	0.0 ac	0.0 ac
Water Treatment	0	0
Sewer Treatment Parcels	0	0
Estimated Construction Cost (millions $)	$119.95	$119.36

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Differences in potential impacts between Modified Alignment HH and Alignment E are minimal and can be further reduced as part of the Alternatives Development Phase. Modified Alignment HH takes advantage of two (2) segments of roadway that are currently on the Collier County LRTP (Immokalee Road and Little League Road) and, therefore, reduces the area wide impacts through dual usage of those corridors.

7.2 Modified Alignment GG

As a variant of Alignment L, Modified Alignment GG diverges from SR 29 near CR 29A South/New Market Road and follows Gopher Ridge Road north-northeast to the location that Alignment L turns northwest towards SR29/SR 82 (see **Figure 7-3**).

FIGURE 7-3
CENTRAL CORRIDOR
MODIFIED ALIGNMENT GG

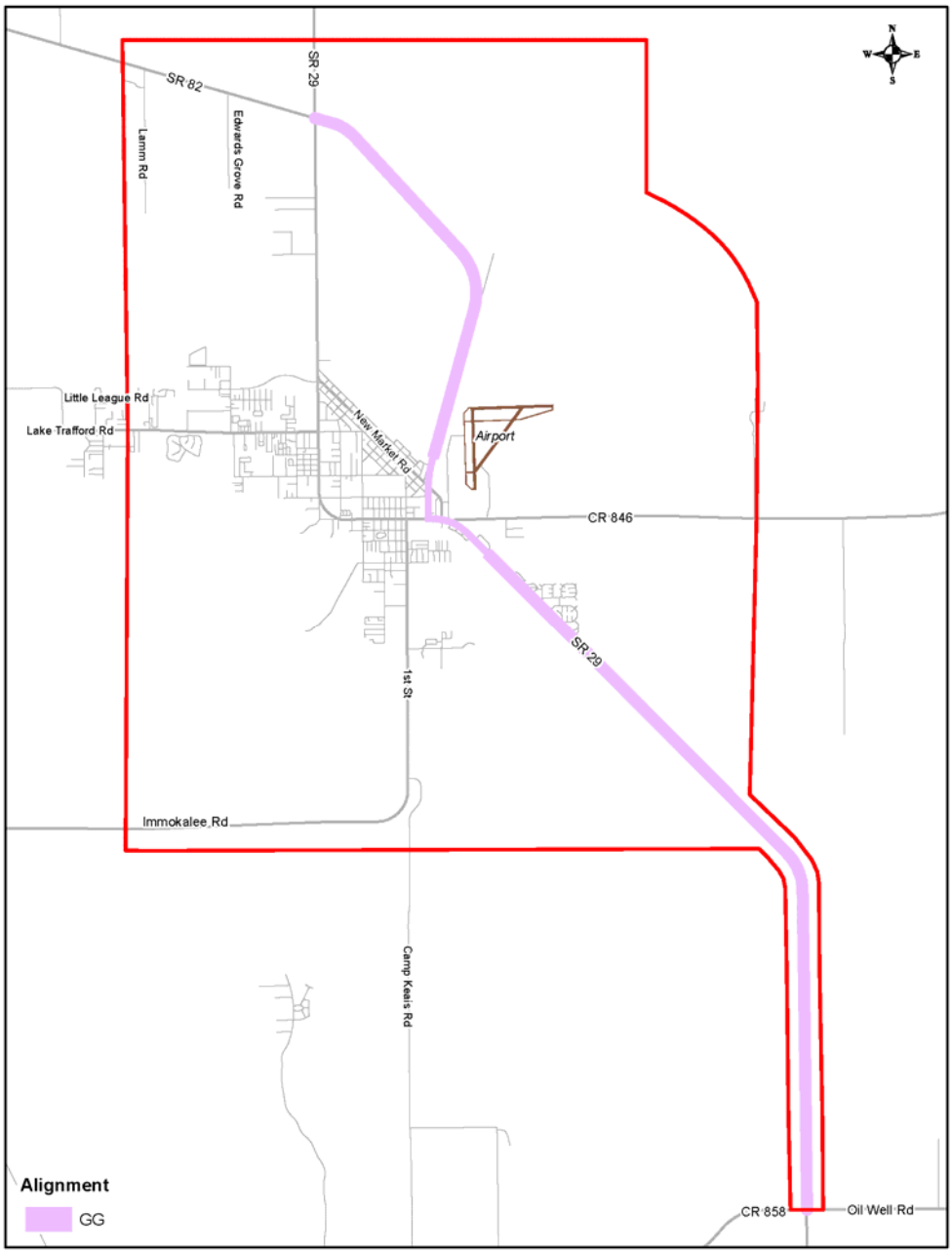


Figure 7-4 shows the physical differences between Alignment L and the Modified Alignment GG. Based on comments received at the SAC Meeting #3, Alignments Public Workshop and large property owners meeting, Alignment L was modified to follow Alachua Street to avoid direct impacts to several agricultural packing and distribution warehouses north to Gopher Ridge Road. The alignment then follows Gopher Ridge Road north, being consistent with planned improvements to Gopher Ridge Road as per the Collier County LRTP, to a point where it ties back to the original Alignment L.

FIGURE 7-4
CENTRAL CORRIDOR
MODIFIED ALIGNMENT GG AND ALIGNMENT L
COMPARISON

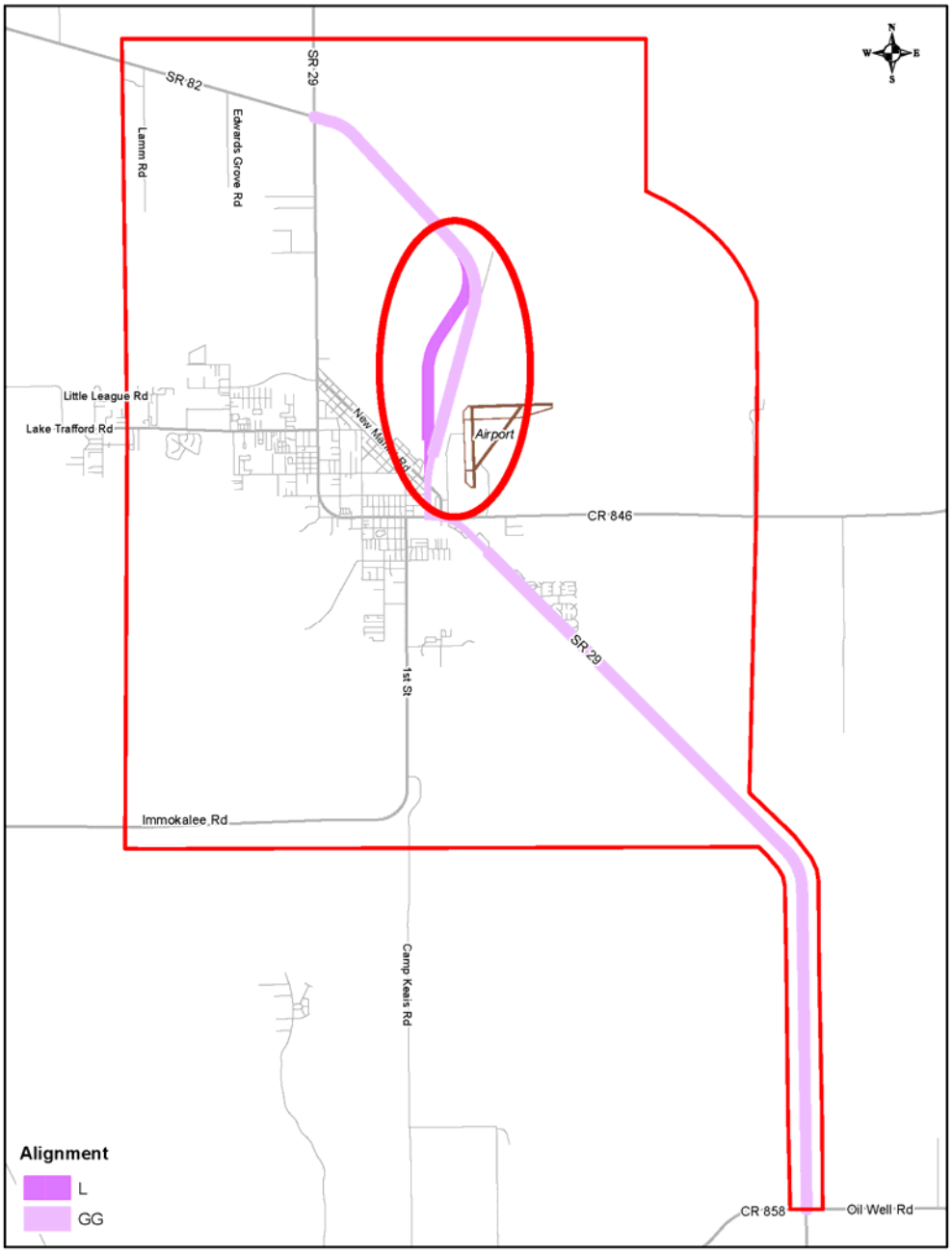


Table 7-2 compares Modified Alignment GG to Alignment L.

TABLE 7-2
CENTRALCORRIDOR
MODIFIED ALIGNMENT GG AND ALIGNMENT L
EVALUATION MATRIX

	CENTRAL CORRIDOR	
	GG	**L**
Total Alignment Length	15.5 mi	15.6 mi
Total Alignment Area	1,067.9 ac	1,087.6 ac
PURPOSE AND NEED		
Primary Element	HIGH	HIGH
Secondary Elements	HIGH	HIGH
SOCIAL ISSUES		
Schools	1	1
Religious Institutions	0	0
EMS/Police/Fire	0	0
Cemetery Parcels	0	1
Airport Parcels	7.0 ac	7.0 ac
Medium Density Residential (1200-1299)	35.0 ac	35.0 ac
High Density Residential (1300-1399)	10.0 ac	10.0 ac
DRIs Polys	12.8 ac	7.7 ac
PUDs Polys	1.2 ac	1.2 ac
CULTURAL ISSUES		
Seminole Lands	0.0 ac	0.0 ac
Managed Public Lands	0.6 ac	0.6 ac
Parks	0.0 ac	0.0 ac
FMSF Historic Resources	0	0
NATURAL ISSUES		
Herbaceous Wetlands (6400-6599)	43.8 ac	41.1 ac
Forested Wetlands (6000-6399)	52.7 ac	52.8 ac
Other Surface Waters (5000-5999)*	51.6 ac	51.6 ac
Eagle Nests Buffer	0	0
Rookeries Buffer	0	0
Species Occurrences	0	0
PHYSICAL ISSUES		
Contamination Sites	20	20
Sinkholes	0	0
Brownfields	1.0 ac	1.0 ac
Water Treatment	0	0
Sewer Treatment Parcels	0	0
Estimated Construction Cost (millions $)	$70.97	$73.26

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Potential impacts from Modified Alignment GG and Alignment L are nearly identical and can be further reduced as part of the Alternatives Development Phase. Modified Alignment GG takes advantage of a segment of roadway that is currently on the Collier County LRTP (Gopher Ridge Road) and, therefore, reduces the area wide impacts through dual usage of this corridor.

7.3 Modified Alignment FF

As a variant of Alignments S and U, Modified Alignment FF diverges from SR 29 approximately 1.0 mile northwest of the location where the proposed Immokalee Road Extension will intersect in the south. After proceeding north from this point for approximately 1.0 mile, Modified Alignment FF shifts slightly to the east for approximately 2.0 miles before merging with Alignments S or U. Following Alignments S and U north, then west-northwest to the location where they diverge, Modified Alignment FF shifts north for approximately 1.5 miles before turning west to merge with Alignment S approximately 1.0 mile east-southeast of its intersection with SR 82, (see **Figure 7-5**).

FIGURE 7-5
EAST CORRIDOR
MODIFIED ALIGNMENT FF

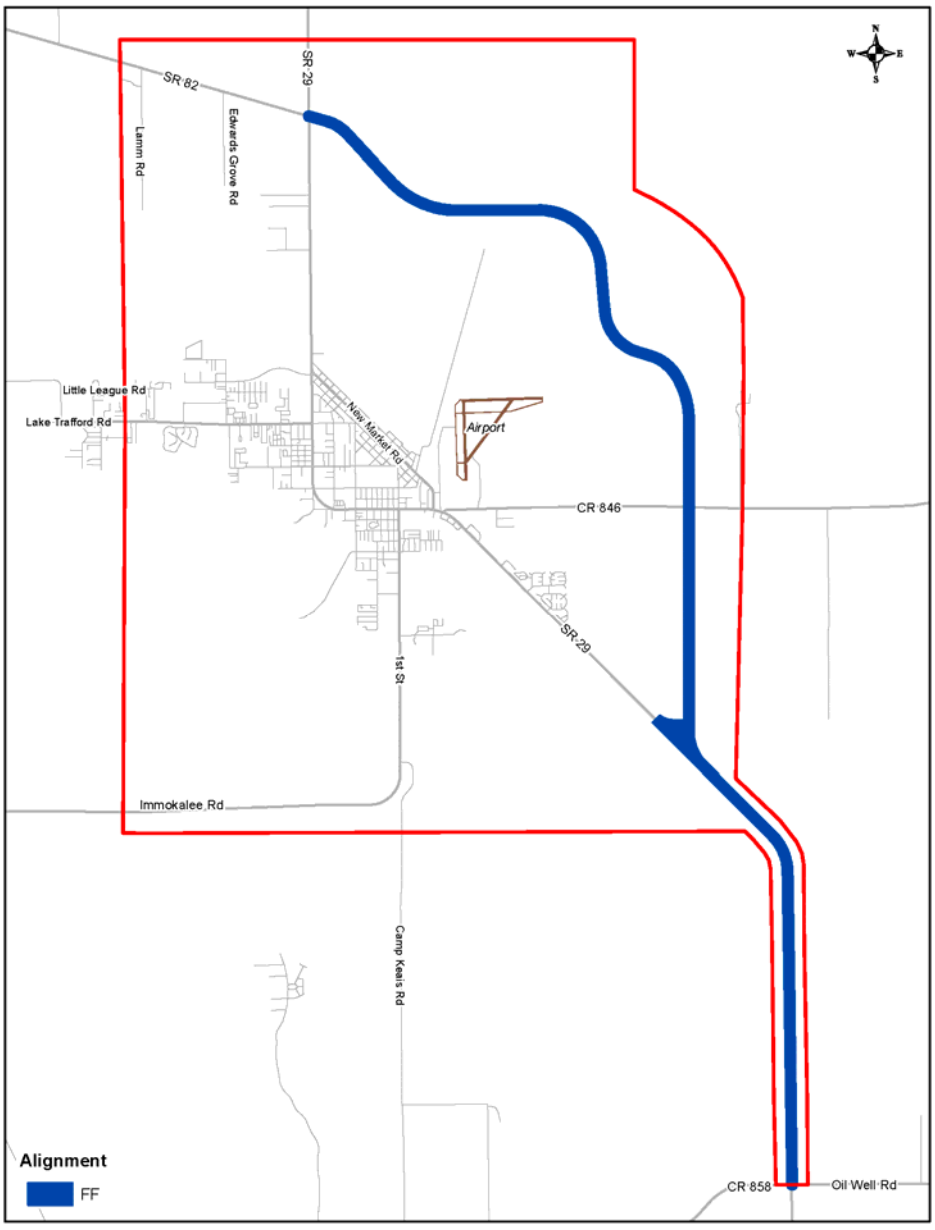


Figure 7-6 shows the physical differences between Alignments S and U and the Modified Alignment FF. Based on comments received at the SAC Meeting #3, Alignments Public Workshop, and large property owners meeting, Alignments S and U were modified to avoid direct impacts to several agricultural related operational buildings and facilities near CR 846 and overall grove operations in the area north of the Immokalee Airport.

FIGURE 7-6
EAST CORRIDOR
MODIFIED ALIGNMENT FF AND ALIGNMENTS S AND U
COMPARISON

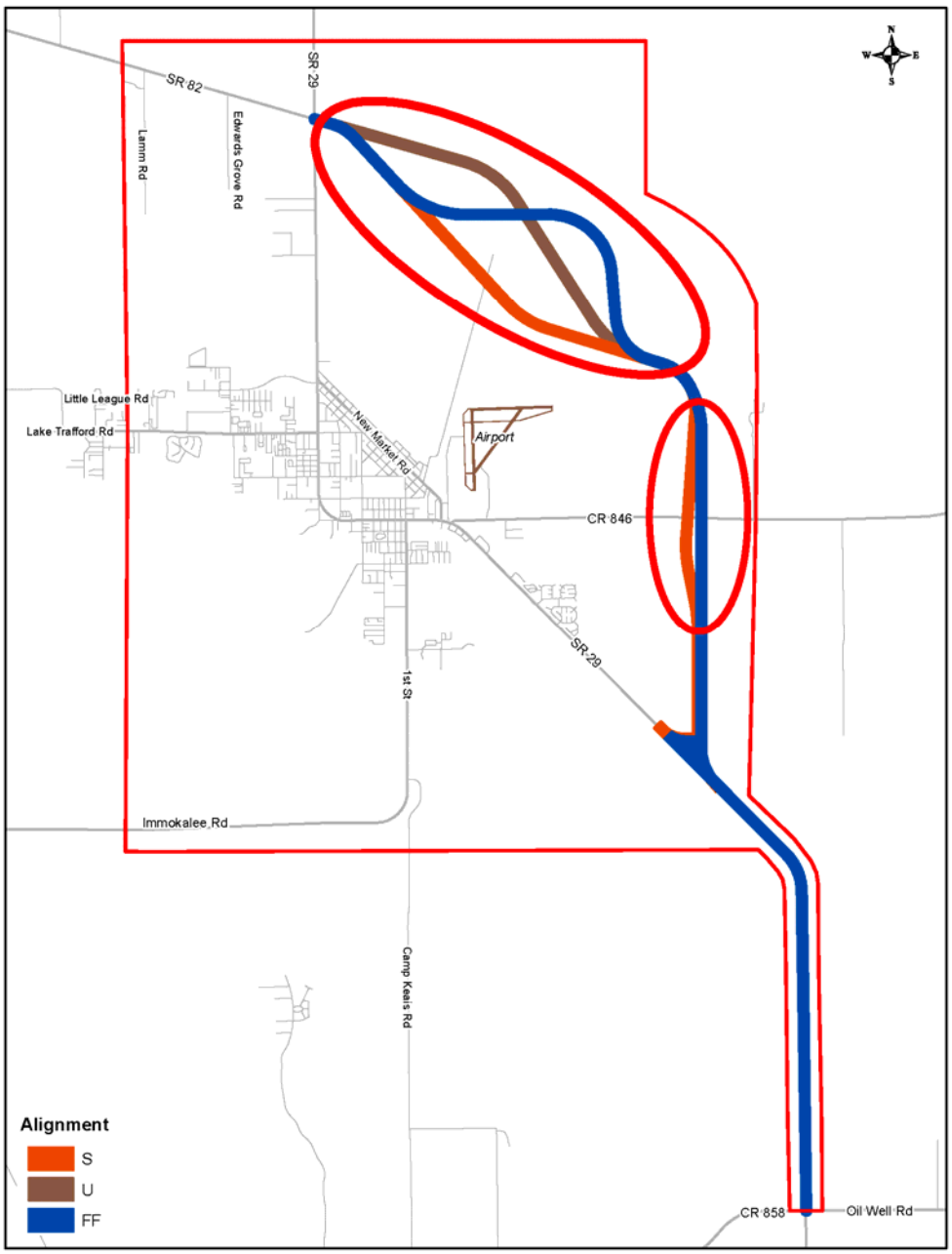


Table 7-3 compares Modified Alignment FF to Alignments S and U.

TABLE 7-3
EAST CORRIDOR
MODIFIED ALIGNMENT FF AND ALIGNEMNTS S AND U
EVALUATION MATRIX

	EAST CORRIDOR		
	FF	**S**	**U**
Total Alignment Length	16.0 mi	15.5 mi	15.6 mi
Total Alignment Area	1,219.7 ac	1,193.5 ac	1,201.9 ac
PURPOSE AND NEED			
Primary Element	HIGH	HIGH	HIGH
Secondary Elements	MEDIUM	MEDIUM	MEDIUM
SOCIAL ISSUES			
Schools	0	0	0
Religious Institutions	0	0	0
EMS/Police/Fire	0	0	0
Cemetery Parcels	0	0	0
Airport Parcels	0.0 ac	1.0 ac	1.0 ac
Medium Density Residential (1200-1299)	7.0 ac	7.0 ac	7.0 ac
High Density Residential (1300-1399)	0.0 ac	0.0 ac	0.0 ac
DRIs Polys	0.0 ac	0.0 ac	0.0 ac
PUDs Polys	0.0 ac	0.0 ac	0.0 ac
CULTURAL ISSUES			
Seminole Lands	0.0 ac	0.0 ac	0.0 ac
Managed Public Lands	0.0 ac	0.0 ac	0.0 ac
Parks	0.0 ac	0.0 ac	0.0 ac
FMSF Historic Resources	0	0	0
NATURAL ISSUES			
Herbaceous Wetlands (6400-6599)	111.7 ac	57.4 ac	100.0 ac
Forested Wetlands (6000-6399)	30.7 ac	25.5 ac	28.5 ac
Other Surface Waters (5000-5999)*	43.8 ac	45.1 ac	43.3 ac
Eagle Nests Buffer	0	0	0
Rookeries Buffer	0	0	0
Species Occurrences	1	1	1
PHYSICAL ISSUES			
Contamination Sites	1	1	1
Sinkholes	0	0	0
Brownfields	0.0 ac	0.0 ac	0.0 ac
Water Treatment	0	0	0
Sewer Treatment Parcels	0	0	0
Estimated Construction Cost (millions $)	$86.80	$69.85	$70.51

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

Potential impacts from Modified Alignment FF are higher than those in Alignments S and U but may be further reduced as part of the Alternatives Development Phase. Modified Alignment FF avoids direct impacts to specifically identified business operations that could potentially lead to extraordinary business damage costs.

7.4 Existing Alignment A

Alignment A, the existing SR 29 alignment, was **NOT** modified but will remain a viable option throughout the project, see **Figure 7-7.**

FIGURE 7-7
EXISTING CORRIDOR
ALIGNMENT A

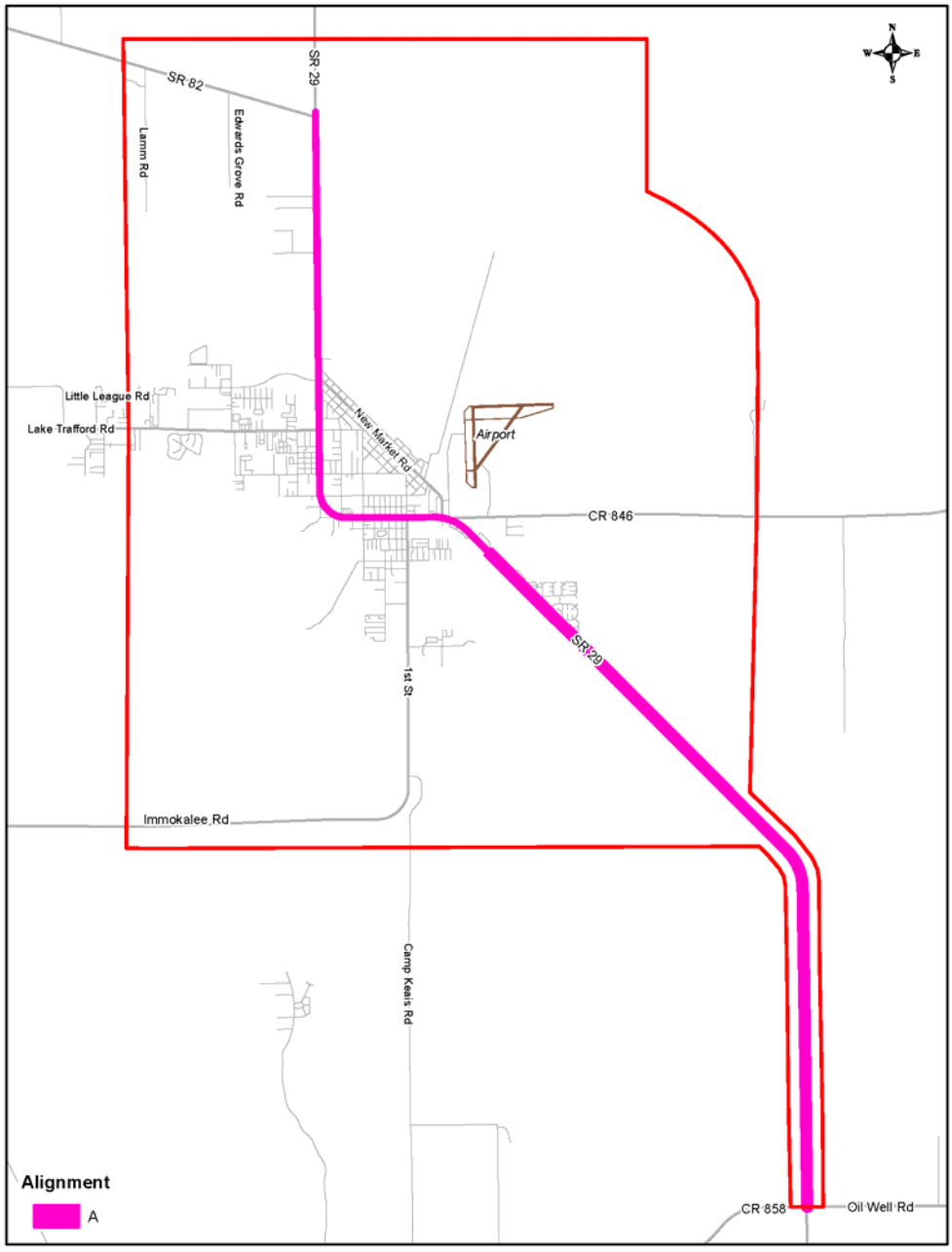


Table 7-4 depicts the potential impacts from Alignment A.

TABLE 7-4
EXISTING CORRIDOR
ALIGNMENT A
EVALUATION MATRIX

	EXISTING CORRIDOR
	A
Total Alignment Length	15.8 mi
Total Alignment Area	901.8 ac
PURPOSE AND NEED	
Primary Element	HIGH
Secondary Elements	MEDIUM
SOCIAL ISSUES	
Schools	2
Religious Institutions	3
EMS/Police/Fire	0
Cemetery Parcels	0
Airport Parcels	1.0 ac
Medium Density Residential (1200-1299)	9.1 ac
High Density Residential (1300-1399)	40.2 ac
DRIs Polys	10.0 ac
PUDs Polys	21.7 ac
CULTURAL ISSUES	
Seminole Lands	1.2 ac
Managed Public Lands	0.0 ac
Parks	0.6 ac
FMSF Historic Resources	1
NATURAL ISSUES	
Herbaceous Wetlands (6400-6599)	33.2 ac
Forested Wetlands (6000-6399)	59.3 ac
Other Surface Waters (5000-5999)*	50.0 ac
Eagle Nests Buffer	0.0 ac
Rookeries Buffer	0
Species Occurrences	0
PHYSICAL ISSUES	
Contamination Sites	50
Sinkholes	1
Brownfields	1.0 ac
Water Treatment	0
Sewer Treatment Parcels	0
Estimated Construction Cost	

***** Jurisdictional waters of the United States and/or State of Florida that are not defined as jurisdictional wetlands by the USACE, EPA, and/or appropriate State of Florida water management district.

8.0 RECOMMENDATION

This report has documented the process that was used to develop, analyze, and evaluate alignments for further scrutiny as **REASONABLE ALTERNATIVES** in the Draft Environmental Impact Statement. The establishment of the SR 29 Collier PD&E Study's Purpose and Need statement is discussed in **Section 3.0**. Elements of the Purpose and Need Statement were used to establish and gain FHWA approval of four corridors (West, Existing, Central, and East), see **Section 4.0**, and define the area for alignment development.

Section 5.0 details the Alignments Development Phase and discusses the results of GIS-based analysis and evaluation of 31 alignments. All 31 alignments were presented to the SAC for comments. Five **REPRESENTATIVE ALIGNMENTS** were recommended to be presented to the public for comments at the Alignments Public Workshop. All 31 alignments, including the five alignments recommended by the SAC were presented at the Workshop. Comments from that meeting lead to the modification of the **REPRESENTATIVE ALIGNMENTS** into the four **MODIFIED ALIGNMENTS** discussed in **Section 7.0**.

Based on the development, analysis and evaluation of alignments presented in this report the following are recommended for further development and consideration as **REASONABLE ALTERNATIVES** during the Alternatives Scoping Process:

- **No-Build and TSM Alternatives**

- **Modified Alignment HH (Originally Alignment E) – West Corridor**

    - Ranked as the least impactive of all eight alignments in the West Corridor.

    - Modifications to Alignment E were based on comments received related to further avoidance of an active sand mine operation and an optimization of dual usage of a corridor between the FDOT and Collier County regarding improvements to Little League Road.

- **Alignment A – Existing Corridor**

    - As the existing alignment, Alignment A will be considered throughout the study.

- **Modified Alignment GG (Originally Alignment L) – Central Corridor**

    - Ranked as third least impactive of four alignments in the Central Corridor, Alignment L had the overall least direct impact to forested wetlands.

    - Relative proximity of all four alignments and their nearly exclusive direct impact to two large property owners' citrus packaging operations was the determining factor in selecting Alignment L.

    - Modifications to Alignment L were based on further public and large landowner comments related to avoiding large scale agricultural packaging operations and employment centers.

- **Modified Alignment FF (Originally Alignments S and U) – East Corridor**

    - Alignments S and W were ranked as least impactive of the 18 alignments in the East Corridor.

    - Alignment U was selected over Alignment W based on comments received by the Stakeholder's Advisory Committee.

    - Further comments from the public and large landowner comments related to avoiding large scale agricultural packaging operations and employment centers lead to the modification of Alignments S and U.

These **RECOMMENDATIONS** are subject to public and agency comments as part of the upcoming Public and Agency Alternatives Scoping Meeting. Further revision and modification of these **RECOMMENDATIONS** may be needed based on the results of those meetings.

APPENDIX A

LSM Methodology

SR 29 Collier County
PD&E Study

From Oil Well Road to SR 82

CORRIDOR EVALUATION REPORT

Financial ID No. 417540-1-22-01

Collier County, Florida

February 2009

Proposed roadway improvements consist of increasing the capacity of SR 29 between Oil Well Road and SR 82. The project involves evaluating the widening of the existing 2-lane undivided segment of SR 29 to four lanes, as well as the study of corridors that bypass the unincorporated community of Immokalee, which is located within the study area.

In order to develop project study corridors, the Department has chosen to utilize a Geographic Information System (GIS) - Land Suitability Mapping (LSM) process to assess the project study area. This process utilizes existing GIS databases to assess potential impacts to natural, physical, and socio-cultural features located within the study area. This process allows the Department to assess the potential level of sensitivity in obtaining approvals and/or mitigating for these impacts. The GIS databases used in the assessment of the SR 29 project study area and their relative "level of sensitivity" values are shown in **Table 1**. Rankings within this system range from 1 to 3 with 1 representing the lowest level of sensitivity and 3 representing the highest level of sensitivity.

TABLE 1
GIS LAYERS RESEARCHED
SR 29 FROM OIL WELL ROAD TO SR 82

GIS Layer	Weight	Presence (Y/N)	Source	Date
Social Layers				
Schools (250' buffer)	1	Y	FGDL	2007
GC Churches	1	Y	FGDL	2005
State Wide Hospital Points	1	N	FGDL	1994
GC Fire Stations	1	Y	FGDL	2005
FL Fire Stations	1	Y	FGDL	1999
GC Law Enforcement	1	Y	FGDL	2005
County School	1	Y	Collier County	2006
County EMS	1	Y	Collier County	2007
School Parcels	1	Y	Collier County	2007
Medium Density Residential (120-129)	1	Y	SFWMD LU	2005
GC Cemeteries (100' buffer)	2	N	FGLD	2005
Cemetery Parcels	2	Y	Collier County	2007
High Density Residential (130-139)	2	Y	SFWMD LU	2005
PUD / DRI	2	Y	Collier County	2007
Airports	3	Y	Collier County	2007
Future Airport Expansion	3	Y	Collier County	2008
Airport Parcels	3	Y	Collier County	2007
Cultural Layers				
State Parks	3	N	FGDL	2007
Federal Parks	3	Y	FGDL	2006
Local Parks	3	Y	Collier County	2006
Greenways	3	N	FGDL	2007
Existing Trails (100' buffer)	3	N	FGDL	2007
Managed Lands (not in parks)	3	Y	FNAI	2007
Archaeological Sites (Janus data)	3	Y	Janus	2008
State Historic Features	3	N	FGDL	1998
SHPO Cemeteries	3	N	FGDL	2007
SHPO Bridges	3	Y	FGDL	2007

GIS Layer	Weight	Presence (Y/N)	Source	Date
SHPO Structures	3	Y	FGDL	2007
Indian Reservations	3	N	FGDL	no date
Indian Owned Parcels	3	Y	Collier County	2007
Military Lands	3	N	FGDL	1997
Natural Environment Layers				
Wetlands LU (640-659)	1	Y	SFWMD LU	2005
Floodways (FEMA flood zone)	1	N	FGDL	1996
Outstanding Florida Waters	1	N	FGDL	2007
Water Features LU (500-599)	1	Y	SFWMD LU	2005
Eagle Nests (660' buffer)	2	Y	FWC	2006
Forested Wetlands LU (600-639)	2	Y	SFWMD LU	2005
Scrub Jay Observations	2	Y	FWC	1993
Caracara Observations	2	N	FWC	2005
Snail Kite Observations	2	N	FWC	2004
Red-cockaded Woodpecker Observations	2	N	FWC	2005
Rookeries (250' buffer)	3	Y	FWC	1999
Class 1 Waters (FDEP – 500' buffer)	3	N	FGDL	2005
Panther Habitat	3	Y	FWC	2007
Woodstork Rookeries	3	N	FWC	2005
Aquatic Preserves	3	N	FGDL	1993
FDEP Mitigation Banks	3	N	FGDL	2006
Physical Environment Layers				
EPA Air Polluants – factories, etc.	1	Y	FGDL	2006
EPA RCRA Pollutants – hazardous	1	Y	FGDL	2006
Hazardous Material Sites	1	Y	FGDL	1997
Petroleum Contaminated Facilities	1	Y	FGDL	2007
Tanks	1	Y	FGDL	2007
Solid Waste (250' buffer)	1	Y	FGDL	2005
EPA Toxic Release Inventory	1	N	FGDL	2006
Brownfields (EPA) (FDEP)	2	Y	FGDL	2007
Sinkholes (250' buffer)	2	Y	FGDL	2006
Superfund Sites (500' buffer)	3	N	FGDL	2007
Nuclear Sites	3	N	FGDL	1999
Water Treatment Plants	3	Y	FGDL	2006
Sewer Treatment Plants	3	Y	FGDL	1997
Power Plants	3	N	FDEP	2006
Parcels – Sewer Treatment	3	Y	Collier County	2007

Our goal is always to first avoid and, if avoidance is not possible, then to minimize impacts to resources before considering mitigation. However, impacts to some resources are more easily mitigated than others, and this is the basis for the ranking system. Resources that are most difficult to mitigate are ranked as a 3; those that are easiest to mitigate, and/or have an established mitigative process, are ranked as a 1. Any resources that are in between are ranked as a 2. The various steps of the LSM process are discussed in more detail below.

Corridors

Corridors were developed by first identifying and mapping sensitive natural, physical, and socio-cultural features located within the project study area. As the process continued, these maps were refined to identify sensitive areas which should be avoided and areas in which impacts should be reduced to the greatest extent possible. Each of these maps is discussed in more detail below.

Base Map

Utilizing the LSM process, GIS databases were overlaid on the study area and each segment of the study area given a composite sensitivity level ranking. This ranking is based on the cumulative values of all the databases used in the assessment and can be shown graphically utilizing varying shades of gray (see **Figure 2** – Base Map); the darker the shade of gray, the greater the sensitivity level within an area. Areas shown in black represent those areas that are considered to be the most sensitive.

Windows of Opportunity

Segments of the study area, which contain multiple black areas close together, are connected and the areas between these aggregated areas are shaded in black (see **Figure 3** – Windows of Opportunity). While the lighter colored areas between the areas of highest sensitivity do not represent unacceptable impact areas, these areas are not wide enough to use in the development of project corridors. The remaining gray and white areas are then considered “Windows of Opportunity” for the development of project corridors.

FIGURE 2
BASE MAP

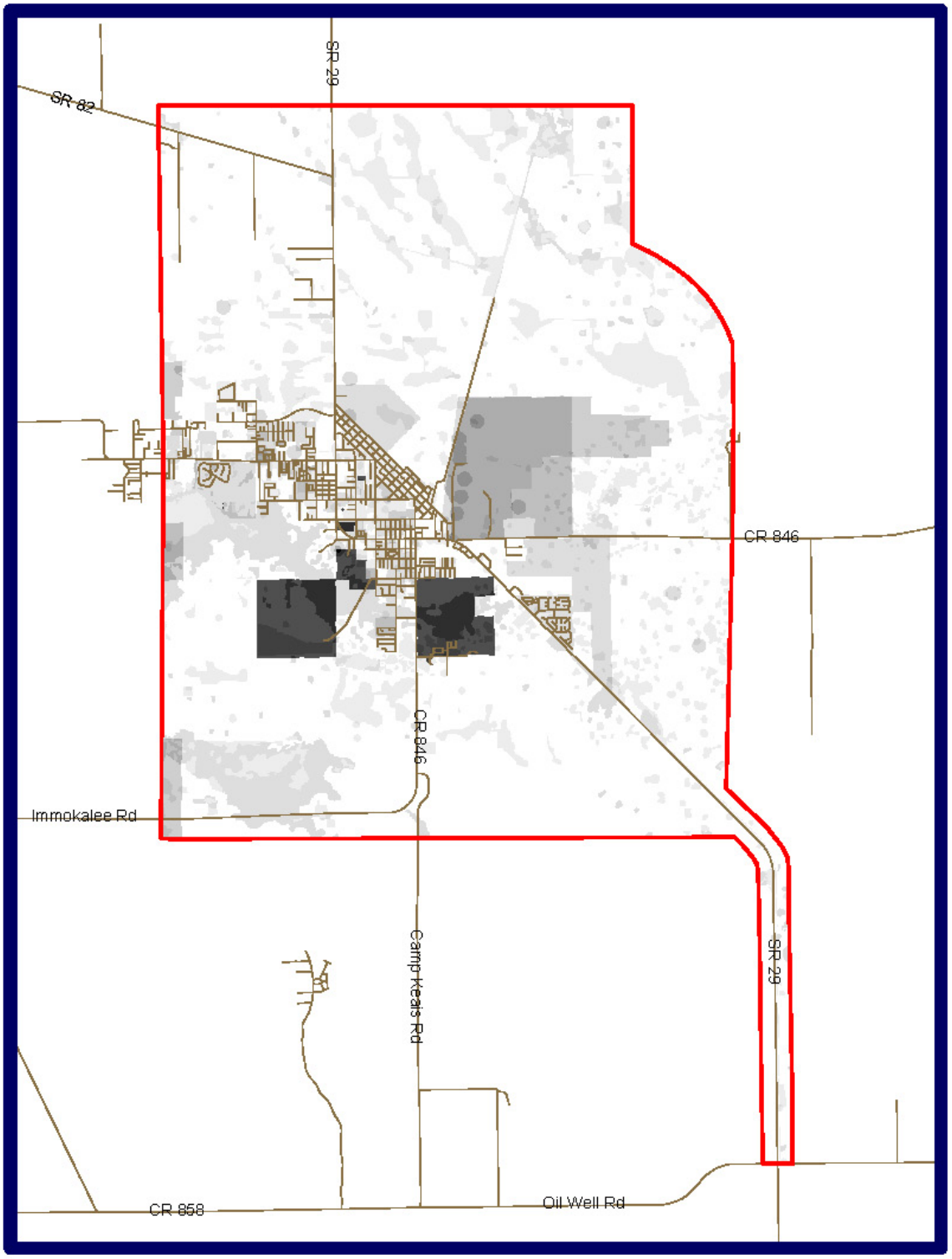
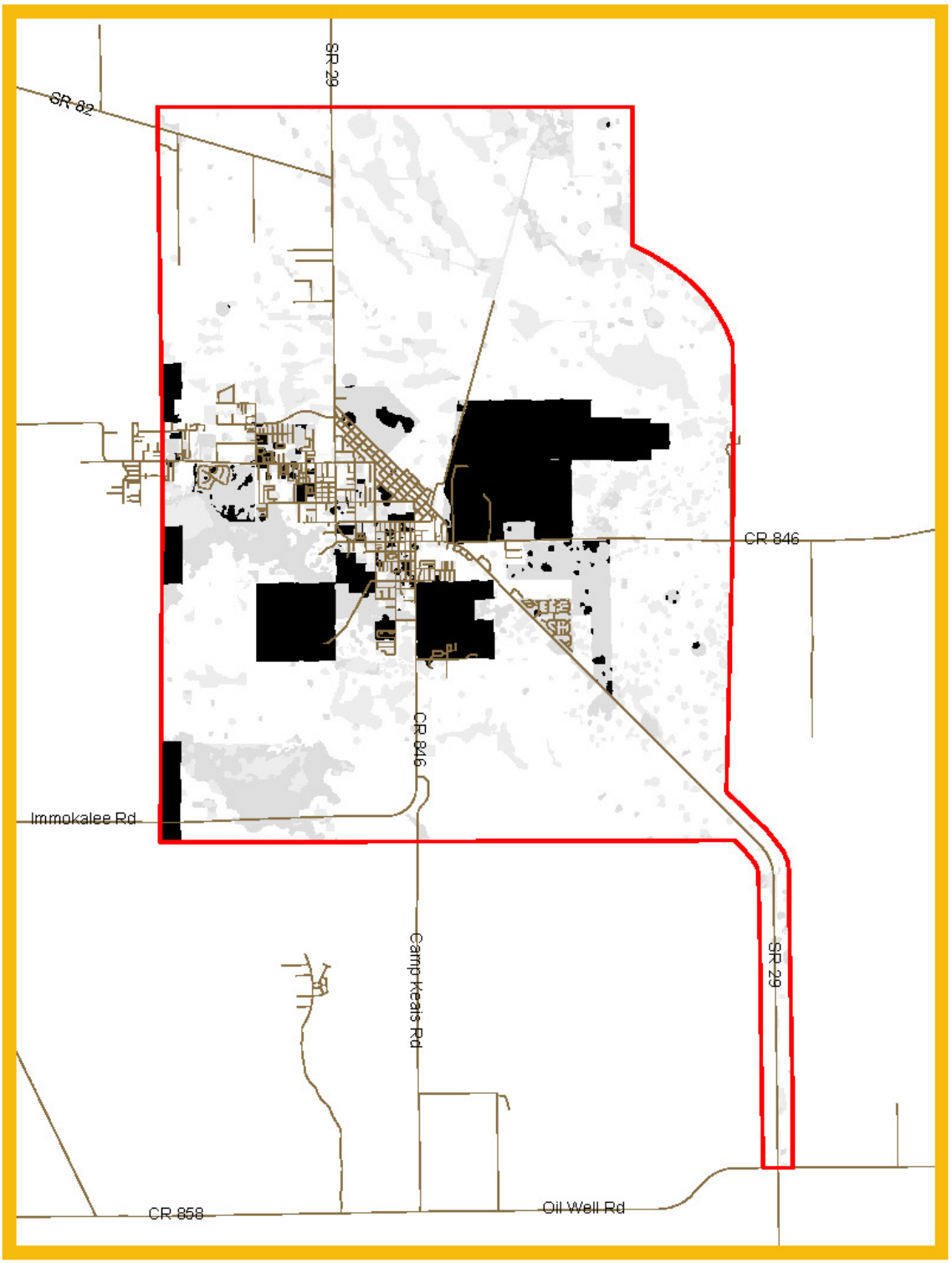


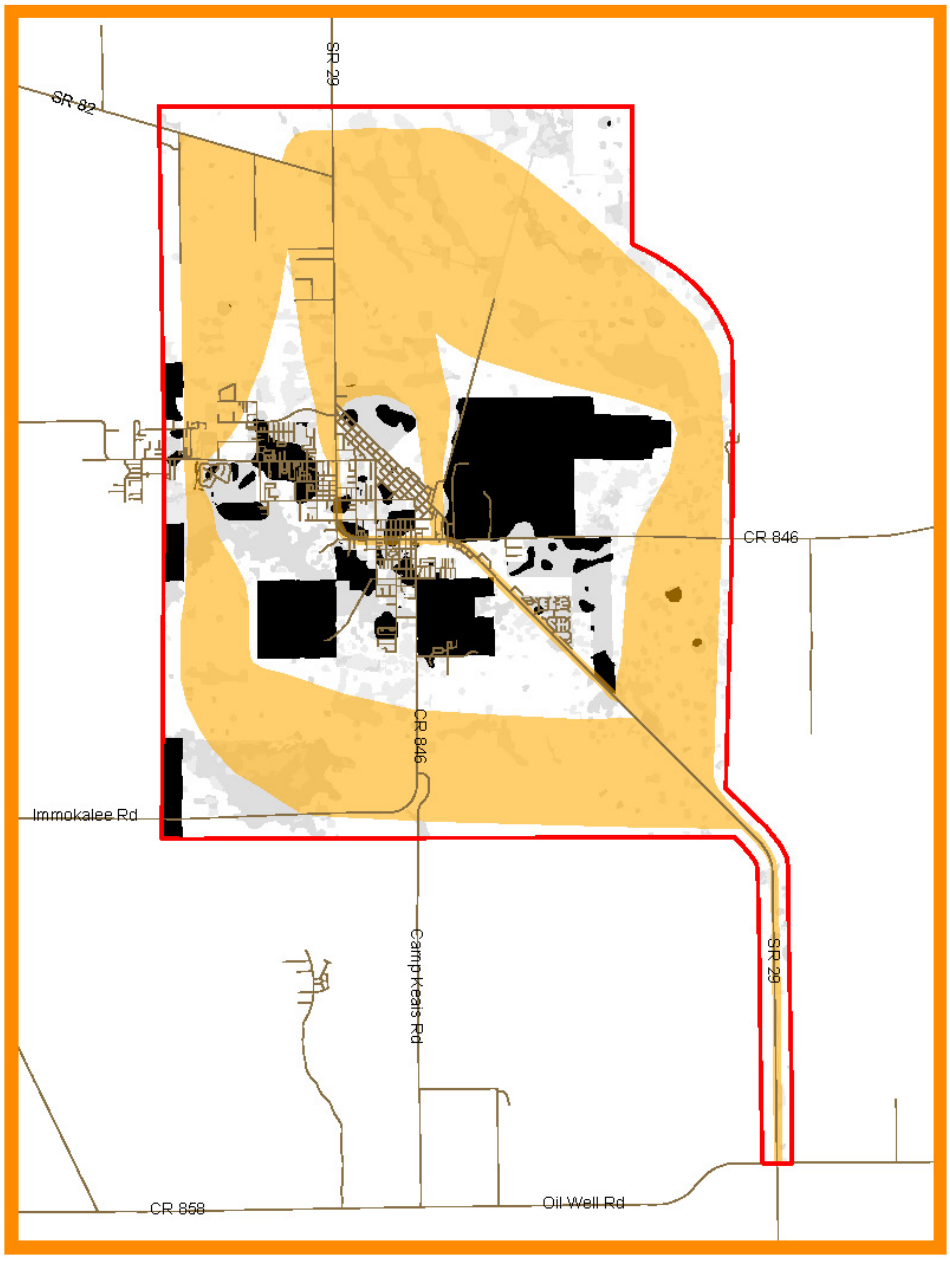
FIGURE 3
WINDOWS OF OPPORTUNITY



Project Corridors

Using the Windows of Opportunity, project corridors were then developed. For the SR 29 Collier County project, four project corridors have been developed. These include a West corridor; the Existing SR 29 Corridor; a Central corridor; and an East corridor (see **Figure 4** – Corridors). It should be noted that these corridors vary in width in an attempt to avoid and minimize impacts to natural, physical, and socio-cultural features found within the study area. In addition, approximately 4.85 miles of the southern portion of each of these corridors are common to all and consist of the existing SR 29 roadway corridor.

FIGURE 4
CORRIDORS



APPENDIX B

Cultural Resource Correspondence

JANUS MAIN OFFICE
1107 N. Ward Street
Tampa, FL 33607

— EST. 1979 —

Tel. 813.636.8200
Fax 813.636.8212
janus@janus-research.com

Tampa Bay • Miami • Ft. Myers • Atlanta

Friday, December 4, 2009

Ms. Gwen Pipkin
Senior Project Manager
Florida Department of Transportation
801 N. Broadway Avenue
Bartow, Florida 33831-1249

Re: State Road (S.R.) 29 PD&E Study from Oil Well Road (C.R. 858) to S.R. 82 in Collier, County, Florida

Dear Ms. Pipkin:

In 2007, the District, assisted by Janus Research, initiated a cultural resource analysis of the S.R. 29 PD&E study area. This evaluation included extensive research to insure that cultural resources are carefully considered during both the corridor and alignment selection process. The objective of this analysis was to establish the likely presence of historic properties within the study area and provide data for a preliminary and equal analysis of all future alignments and alternatives. We believe that this evaluation, which was begun prior to the distribution of the "Guidance for Conducting Phased Cultural Resources Assessment Surveys for Transportation Projects in Florida under the Provision of 36 C.F.R. Part 800.4 (B) (2)", complies with the spirit of this guidance.

The evaluation, which was intended to provide District One with the cultural resource data needed to carefully consider an equal evaluation of all the alternatives associated with the above-referenced PD&E Study, included the following:

December 2007: Conducted an archaeological pedestrian survey to identify areas likely to contain significant archaeological sites.

January 2008: Conducted extensive background research to identify previously recorded archaeological and historic resources and identify areas likely to contain unrecorded resources. This included a review of the FMSF as well as our in-house resources, USGS maps, historic aerials and historic plat maps. An analysis of soil was also conducted to identify drainage characteristics.

February 2008 and March 2008: Conducted a historic resource reconnaissance survey to identify previously unrecorded resources that may be NR eligible and to conduct preliminary re-evaluation of previously recorded resources. This survey assessed the potential for a National Register-eligible historic district in downtown Immokalee and the potential for individual National Register-eligible buildings, structures, and linear resources. It also reviewed three existing cemeteries with burials dating from the early twentieth century through the 1950s.

March 2008: Completed a preliminary desktop analysis of the study area to identify previously recorded cultural resources and areas with the potential for containing unrecorded cultural resources.

June 2008: Met with the Seminole Tribe of Florida Immokalee Reservation Council Liaison and the Seminole THPO.

June 2008: Conducted a field visit with the Seminole THPO to identify areas of tribal concern.

August 2008: Completed a research design to document cultural resources issues identified during the background research, tribal meetings, and reconnaissance surveys.

GIS shape files showing the locations of the identified cultural resources were provided to insure that this information was incorporated into the corridor and alternative selection. In addition, during the selection process, Janus Research again reviewed each corridor and alignment to identify the likely presence of historic properties and completed an evaluation matrix that identified the known cultural resources within each corridor or alternative.

Should you require additional information, please feel free to contact me.

Sincerely,

Kenneth W. Hardin
President/CEO

APPENDIX C

Stakeholders Advisory Committee Meeting #3 Summary and Comments

SR 29 PD&E STUDY
STAKEHOLDERS MEETING SCHEDULED
THURSDAY, APRIL 23, 2009

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for SR 29 from Oil Well Road to SR 82 in Collier County. As a part of the planning process and to encourage community participation, the FDOT has invited non-governmental organizations, interested citizens, business owners, and property owners within the vicinity of the SR 29 project limits to serve on a Stakeholder Advisory Committee (SAC). The third SR 29 Stakeholders Advisory Committee (SAC) meeting will be held from 5:30-7:00 p.m. on Thursday, April 23, 2009 at the Immokalee One-Stop Career Center, 750 South 5th Street, Immokalee, Florida. The FDOT facilitates the SAC meetings, provides project information, and responds to committee member issues. Please contact Gwen Pipkin, Project Manager, at the Florida Department of Transportation, P.O. Box 1249, Bartow, Florida 33831-1249 or by email to gwen.pipkin@dot.state.fl.us with any questions regarding this meeting.

Vickie Scott/Tampa/URSCorp
04/17/2009 04:06 PM

To stevet@miccosukeetribe.com, ctepper@semtribe.com, wsteele@semtribe.com, info@floridatradeport.com, lcoc@comcast.net, info@hispanicchamberflorida.org, info@audubonswfl.org, ackeller298@comcast.net, jonathan.ullman@sierraclub.org, efleming@defenders.org, laurie.macdonald@defenders.org, nancypayton@fwfonline.org, courtney@nwf.org, bcornell@collieraudubon.org, dpr@reinerslaw.com, old-time-florida@earthlink.net, nick@fladefenders.org, cpattison@1000fof.org, nicoler@conservancy.org, lduncan@tnc.org, olorin3791@hotmail.com, rgmc@hotmail.com, workers@ciw-online.org, tjones@barroncollier.com, tflood@collierenterprises.com, rholland@floridacommunitybank.net, jdorning@cella.cc, tnemecek@enaplesflorida.com, brenda_crew@earthlink.net, noahstandridge@colliergov.net, mhutchcraft@cclpcitrus.com

cc gwen.pipkin@dot.state.fl.us, Martin Peate/Tampa/URSCorp@URSCORP, Ron Gregory/Tampa/URSCorp@URSCORP, bhowell@hwlochner.com

bcc

Subject SR 29 Stakeholders Advisory Committee Meeting

Subject: **Stakeholder Advisory Committee**
SR 29 from Oil Well Road to SR 82, Collier County
Financial Project Number: 417540 1 22 01
Federal Aid Program No.: 3911 022 P

Dear Committee Member:

This is a reminder that meeting materials for the Thursday, April 23, 2009 SAC meeting have been uploaded to the SR 29 Collier web site. To download the information, please log on to www.sr29collier.com\stakeholders. The Username is 'stakeholders' and the Password is 'stakePass77'. Please print a copy of the materials and bring them with you to the meeting. If you have not already responded, please let Gwen Pipkin, FDOT project manager, know if you will be attending. Her email address is gwen.pipkin@dot.state.fl.us. Thank you.

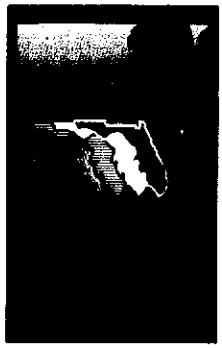
Vickie A. Scott, AICP
Senior Transportation Planner
URS CORPORATION SOUTHERN
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
Phone: 813.286.1711 ext. 6546
Direct Line: 813.675.6546
Fax: 813.286.6587

SR 29
from Oil Well Road to SR 82
Project Development & Environment Study

FPN: 417540 1 22 01

Stakeholders Meeting **April 23, 2009**

	First	Last	E-mail	Alternate
	Brooks	Brenda		
	Carter	Jeff		
✓	Cornell	Brad		
	Courtney	F.G.		
	Duncan-Pullen	Lisa		
✓	Fleming	Elizabeth	eflemingadefenders.org	
	Flood	Tom		
	Garcia	Leonardo		
	Hester	Ralph		
✓	Holland	Raymond		
✓	Hutchcraft	Mitch	MHUTCHCRAFT@ECLIPSETPUS.COM	
✓	Jones	Tom		
	Keller	Alan		
✓	MacDonald	Laurie		
	Nemecek	Tammie J.		
	Pattison, AICP	Charles		
✓	Payton	Nancy	NancyPayton@flaforever.org	
	Perkins	Julia		
	Quasius	Pete		
	Reiner	David		
	Rice	Richard		
	Rodgers	Leonardo		
	Ryan	Nicole		
	Standridge	Noah		
	Steele	Willard S.		



SR 29
from Oil Well Road to SR 82
Project Development & Environment Study

FPN: 417540 1 22 01

	Tepper	Craig		
	Terry	Steve		
	Ullman	Jonathan		
	Urich	Dave		
	Williams	Stephen		
	Williams	Nick		

Priddy Franklin

Russell Adams.

SR 29 Project Development & Environment Study

April 23, 2009

SR 29 PD&E Study

Gwen Pipkin
Project Manager
Florida Department of Transportation
801 N. Broadway
Bartow, FL 33830
Phone: (863) 519 – 2375
Email: gwen.pipkin@dot.state.fl

Project Description

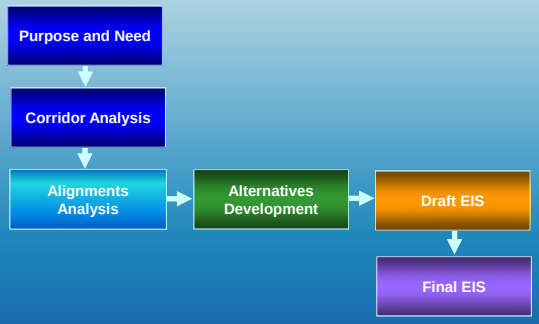
The SR 29 PD&E Study project limits extend from Oil Well Road to SR 82. The project will evaluate the widening of the existing SR 29 to four lanes, and will also study potential new corridors that bypass downtown Immokalee.

Project Location Map

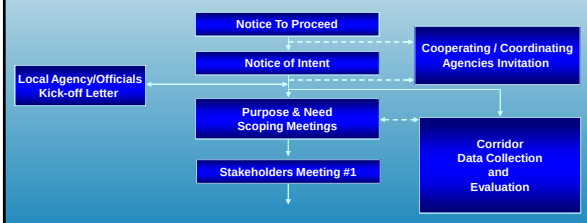
EIS Process

The Federal Highway Administration (**FHWA**) and the Florida Department of Transportation (**department**) are preparing an Environmental Impact Statement (**EIS**) for SR 29 from Oil Well Road to SR 82. The following slides show how the process works.

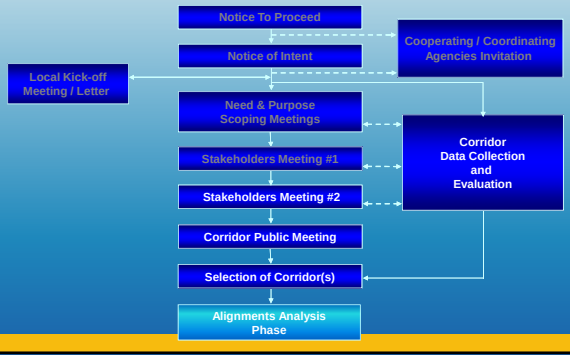
EIS Process



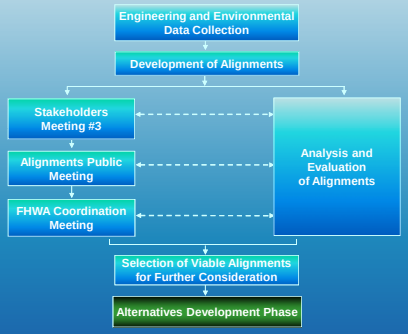
Purpose and Need



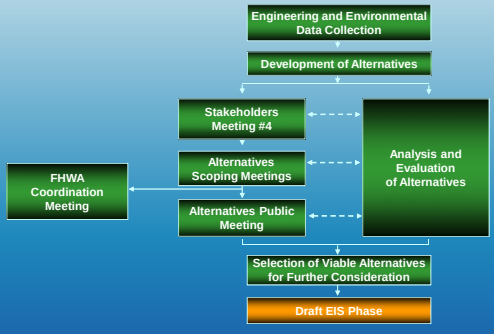
Corridor Analysis Phase



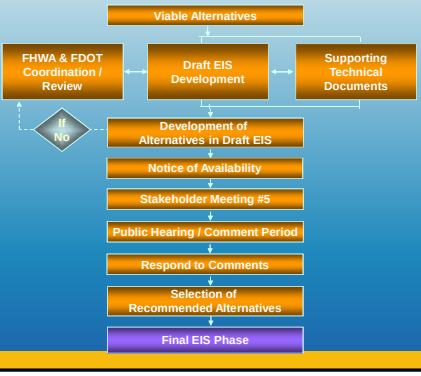
Alignments Analysis Phase



Alternatives Development Phase



Draft EIS Phase



Final EIS Phase

Purpose & Need

- Purpose and Need Statement Reformatted
- Corridor Evaluation Report
- Helps shape the alternatives selection

Land Suitability Mapping

The land suitability mapping process is used to determine which corridors / alignments are carried forward for further study.

Corridors

- Large Geographic Areas
- Avoids Major Impacts
- "Areas of Opportunity"

Corridors

Alignments

- Bands within Corridors
- SIS Criteria
- Twice the Width of Typical Roadway

Corridors

Alignments

Alternatives

- SIS Criteria / Geometrically Defined
- Optimizes Avoidance and Minimization
- Detailed Concepts and Impacts

Corridors

Alignments

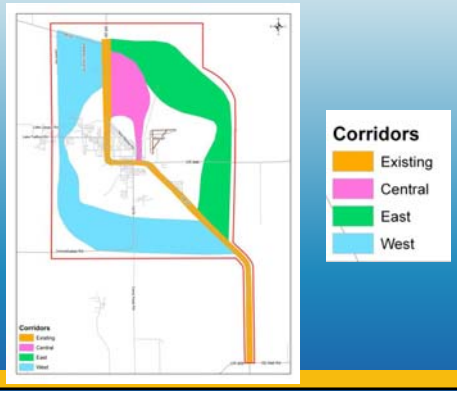
Alternatives

Preferred Alternative(s)

Objectives

- Identification of Representative Alignment within each group of alignments
- Identification of issues in favor of individual alignments
- Identification of concerns with individual alignments
- SAC Recommendation of a Representative Alignment in each corridor.

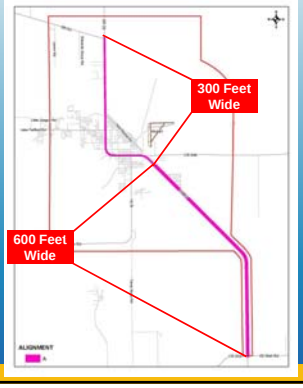
Project Corridors



Existing Corridor

Corridor
Existing

Preliminary Alignments



ALIGNMENT
A

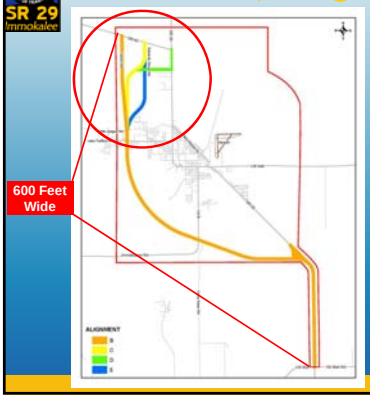
Alignment Matrix

	EXISTING CORRIDOR A
Total Alignment length (mi)	15.75
Total Alignment Acres	901.82
SOCIAL ISSUES	
school pts	2
religion pts	3
EMS/police/fire	0
cemetery parcel	0
airport parcels ac	1
medium density residential (1200-1299) ac	9.05
high density residential (1300-1399) ac	40.20
DRI's polys ac	10.00
PUD's polys ac	21.70
CULTURAL ISSUES	
seminole lands ac	1.20
managed lands ac	0.00
Parks ac	0.60
Historic	1
NATURAL ISSUES	
wetlands (6400-6599) ac	33.15
forested wetlands (6000-6399) ac	59.30
water features (5000-5999) ac	49.99
eagle nests buffer	0
rookeries buffer	0
species occurences	0
PHYSICAL ISSUES	
Contamination Sites	50
sinkholes	1
brownfields ac	1
Water treatment	0
Sewer treatment parcels	0

West Corridor

Corridor
West

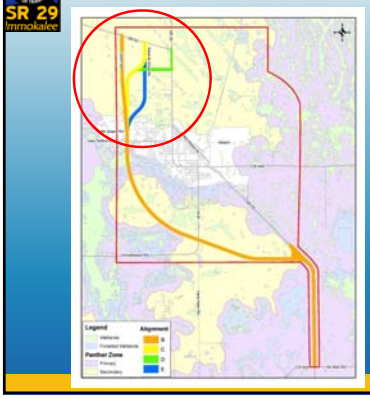
Preliminary Alignments



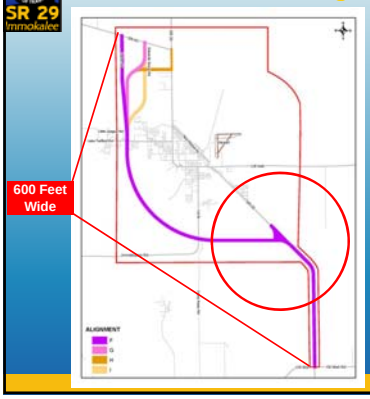
Alignments Matrix

	WEST CORRIDOR			
	B	C	D	E
Total Alignment length (mi)	18.26	18.33	19.35	18.18
Total Alignment Acres	1424.59	1424.86	1467.63	1420.05
SOCIAL ISSUES				
school pts	0	0	0	1
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	0	0	0	0
airport parcels ac	0	0	0	0
medium density residential (1200-1299) ac	7.00	7.00	7.00	7.00
high density residential (1300-1399) ac	4.00	4.00	4.00	4.00
DRI's polys ac	0.00	0.00	0.00	0.00
PUD's polys ac	13.50	13.50	13.50	13.50
	0.00	0.00	0.00	0.00
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00	0.00
Parks ac	0	0	0	0
Historic				
NATURAL ISSUES				
wetlands (6400-6599) ac	58.37	57.84	58.58	53.39
forested wetlands (6000-6399) ac	68.02	61.97	73.73	62.34
water features (5000-5999) ac	38.84	34.45	39.43	39.33
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	0	0	0	0
PHYSICAL ISSUES				
Contamination Sites	4	3	3	3
sinkholes	0	0	0	0
brownfields ac	0	0	0	0
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

Alignment Critical Issues



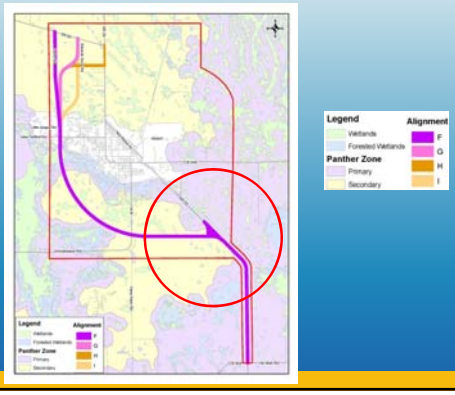
Preliminary Alignments



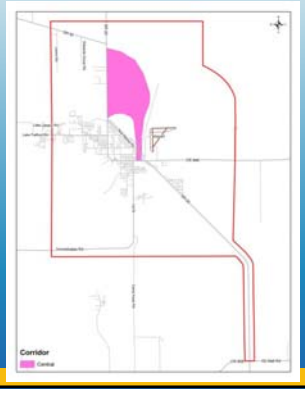
Alignments Matrix

	WEST CORRIDOR			
	F	G	H	I
Total Alignment length (mi)	18.40	18.46	19.46	18.38
Total Alignment Acres	1437.94	1438.21	1480.99	1433.40
SOCIAL ISSUES				
school pts	0	0	0	1
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	0	0	0	0
airport parcels ac	7.00	7.00	7.00	7.00
medium density residential (1200-1399) ac	4.00	4.00	4.00	4.00
high density residential (1300-1399) ac	0.00	0.00	0.00	0.00
DRI's polys ac	13.50	13.50	13.50	13.50
PUD's polys ac	0.00	0.00	0.00	0.00
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00	0.00
Parks ac	0	0	0	0
Historic	0	0	0	0
NATURAL ISSUES				
wetlands (6400-6599) ac	64.37	65.84	66.58	61.23
forested wetlands (6000-6399) ac	74.22	68.17	79.83	68.59
water features (5000-5999) ac	43.94	43.43	43.43	43.33
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	0	0	0	0
PHYSICAL ISSUES				
Contamination Sites	2	1	1	1
sinkholes	0	0	0	0
brownfields ac	0	0	0	0
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

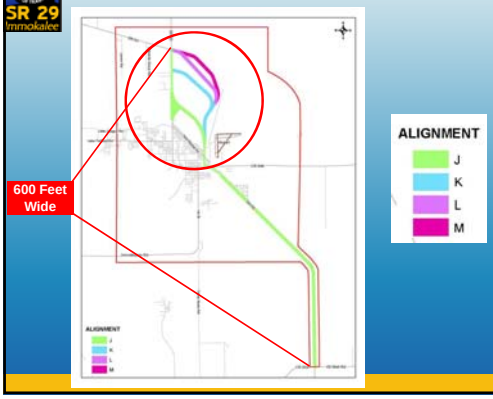
Alignment Critical Issues



Central Corridor



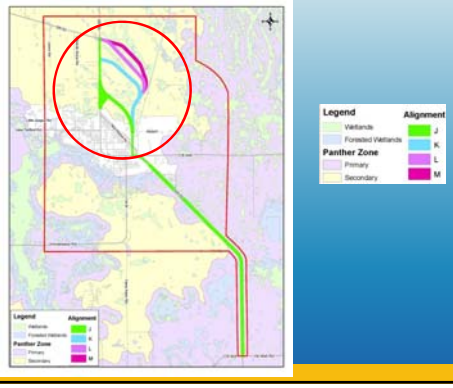
Preliminary Alignments



Alignments Matrix

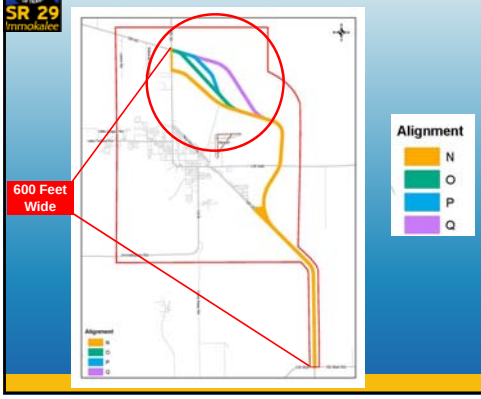
	CENTRAL CORRIDOR			
	J	K	L	M
Total Alignment length (mi)	15.13	15.48	15.56	15.64
Total Alignment Acres	1078.56	1058.96	1087.64	1103.96
SOCIAL ISSUES				
school pts	2	1	1	1
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	1	1	1	1
airport parcels ac	7.00	7.00	7.00	7.00
medium density residential (1200-1299) ac	35.00	35.00	35.00	35.00
high density residential (1300-1399) ac	10.00	10.00	10.00	10.00
DRI's polys ac	12.80	7.70	7.70	7.70
PUD's polys ac	1.20	1.20	1.20	1.20
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.60	0.60	0.60	0.60
Parks ac	0	0	0	0
Historic	0	0	0	0
NATURAL ISSUES				
wetlands (6400-6599) ac	34.23	40.37	41.06	69.96
forested wetlands (6000-6399) ac	60.71	59.40	52.82	53.22
water features (5000-5999) ac	50.72	49.73	51.58	49.73
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	0	0	0	0
PHYSICAL ISSUES				
Contamination Sites	20	20	20	20
sinkholes	0	0	0	0
brownfields ac	1	1	1	1
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

Alignment Critical Issues



East Corridor

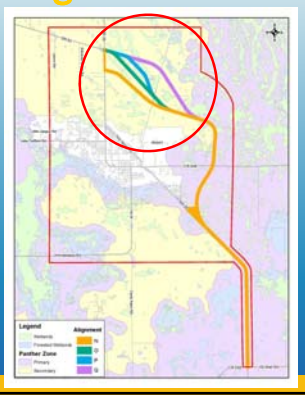
Preliminary Alignments



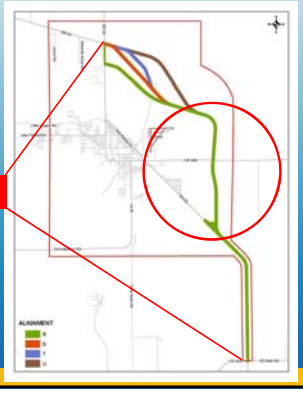
Alignments Matrix

	EAST CORRIDOR			
	N	O	P	Q
Total Alignment length (mi)	16.28	15.84	16.10	16.05
Total Alignment Acres	1259.68	1264.67	1275.17	1272.89
SOCIAL ISSUES				
school pts	0	0	0	0
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	1	1	1	1
airport parcels ac	7.00	7.00	7.00	7.00
medium density residential (1200-1299) ac	0.00	0.00	0.00	0.00
high density residential (1300-1399) ac	33.00	33.00	33.00	33.00
CRI's polys ac	0.00	0.00	0.00	0.00
PUD's polys ac	0.00	0.00	0.00	0.00
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00	0.00
Parks ac	0	0	0	0
Historic	0	0	0	0
NATURAL ISSUES				
wetlands (6400-6599) ac	72.36	73.90	103.01	116.54
forested wetlands (6000-6399) ac	65.96	57.22	57.63	60.16
water features (5000-5999) ac	50.75	52.59	50.75	50.75
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	0	0	0	0
PHYSICAL ISSUES				
Contamination Sites	1	1	1	1
sinkholes	0	0	0	0
brownfields ac	0	0	0	0
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

Alignment Critical Issues



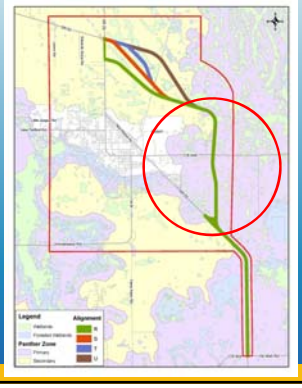
Preliminary Alignments



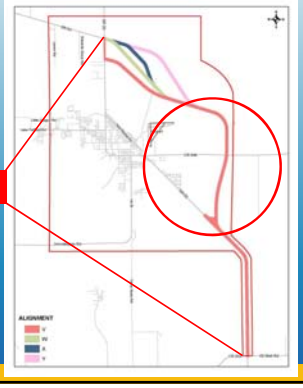
Alignments Matrix

	EAST CORRIDOR			
	R	S	T	U
Total Alignment length (mi)	15.89	15.50	15.63	15.63
Total Alignment Acres	1188.55	1193.54	1204.04	1201.86
SOCIAL ISSUES				
school pts	0	0	0	0
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	1	1	1	1
airport parcels ac	7.00	7.00	7.00	7.00
medium density residential (1200-1299) ac	0.00	0.00	0.00	0.00
high density residential (1300-1399) ac	0.00	0.00	0.00	0.00
CRI's polys ac	0.00	0.00	0.00	0.00
PUD's polys ac	0.00	0.00	0.00	0.00
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00	0.00
Parks ac	0	0	0	0
Historic	0	0	0	0
NATURAL ISSUES				
wetlands (6400-6599) ac	55.82	57.35	86.46	99.99
forested wetlands (6000-6399) ac	33.96	25.53	25.94	28.46
water features (5000-5999) ac	43.27	45.12	43.27	43.27
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	1	1	1	1
PHYSICAL ISSUES				
Contamination Sites	1	1	1	1
sinkholes	0	0	0	0
brownfields ac	0	0	0	0
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

Alignment Critical Issues



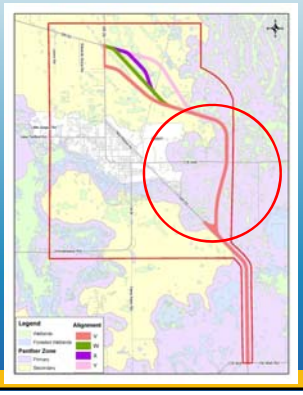
Preliminary Alignments



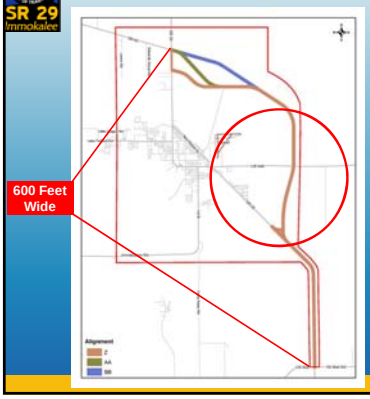
Alignments Matrix

	EAST CORRIDOR			
	V	W	X	Y
Total Alignment length (mi)	16.17	15.86	15.96	15.91
Total Alignment Acres	1212.11	1217.09	1227.60	1225.42
SOCIAL ISSUES				
school pts	0	0	0	0
religion pts	0	0	0	0
EMS/police/fire	0	0	0	0
cemetery parcel	0	0	0	0
airport parcels ac	7.00	7.00	7.00	7.00
medium density residential (1200-1299) ac	0.00	0.00	0.00	0.00
high density residential (1300-1399) ac	0.00	0.00	0.00	0.00
DRI's polys ac	0.00	0.00	0.00	0.00
PUD's polys ac	0.00	0.00	0.00	0.00
CULTURAL ISSUES				
seminole lands ac	0.00	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00	0.00
Parks ac	0	0	0	0
Historic	0	0	0	0
NATURAL ISSUES				
wetlands (6400-6999) ac	74.56	78.09	105.20	118.74
forested wetlands (6000-6399) ac	33.79	25.36	25.77	28.29
water features (5000-5999) ac	43.27	45.12	43.27	43.27
eagle nests buffer	0	0	0	0
rookeries buffer	0	0	0	0
species occurences	0	0	0	0
PHYSICAL ISSUES				
Contamination Sites	1	1	1	1
sinkholes	0	0	0	0
brownfields ac	0	0	0	0
Water treatment	0	0	0	0
Sewer treatment parcels	0	0	0	0

Alignment Critical Issues



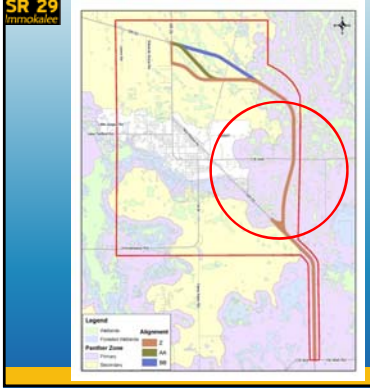
Preliminary Alignments



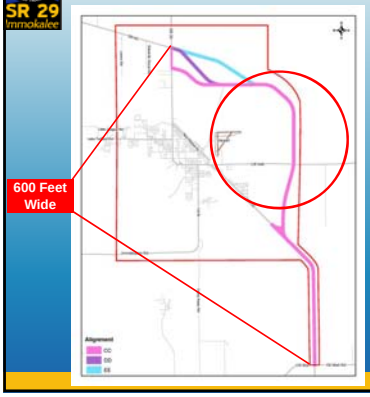
Alignments Matrix

	EAST CORRIDOR		
	Z	AA	BB
Total Alignment length (mi)	16.72	16.29	16.06
Total Alignment Acres	1249.78	1247.17	1233.22
SOCIAL ISSUES			
school pts	0	0	0
religion pts	0	0	0
EMS/police/fire	0	0	0
cemetery parcel	0	0	0
airport parcels ac	0	0	0
medium density residential (1200-1299) ac	7.00	7.00	7.00
high density residential (1300-1399) ac	0.00	0.00	0.00
DRI's polys ac	0.00	0.00	0.00
PUD's polys ac	0.00	0.00	0.00
CULTURAL ISSUES			
seminole lands ac	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00
Parks ac	0.00	0.00	0.00
Historic	0	0	0
NATURAL ISSUES			
wetlands (6400-6599) ac	80.70	81.17	112.08
forested wetlands (6000-6399) ac	36.21	29.63	32.47
water features (5000-5999) ac	42.26	44.10	42.26
eagle nests buffer	0	0	0
rookeries buffer	0	0	0
species occurences	0	0	0
PHYSICAL ISSUES			
Contamination Sites	1	1	1
sinkholes	0	0	0
brownfields ac	0	0	0
Water treatment	0	0	0
Sewer treatment parcels	0	0	0

Alignment Critical Issues



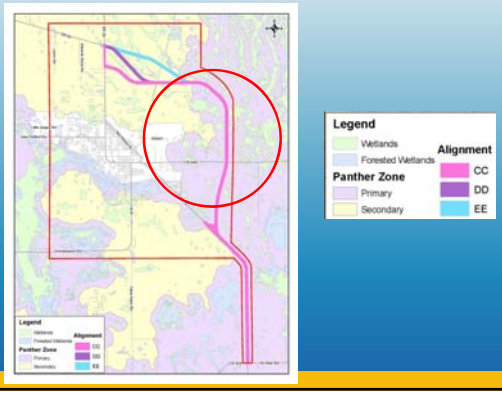
Preliminary Alignments



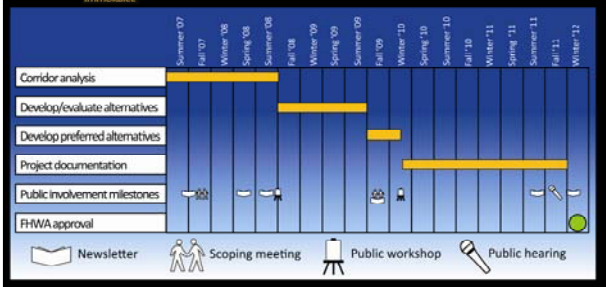
Alignments Matrix

	EAST CORRIDOR		
	CC	DD	EE
Total Alignment length (mi)	16.94	16.54	16.29
Total Alignment Acres	1268.85	1266.26	1250.28
SOCIAL ISSUES			
school pts	0	0	0
religion pts	0	0	0
EMS/police/fire	0	0	0
cemetery parcel	0	0	0
airport parcels ac	7.00	7.00	7.00
medium density residential (1200-1299) ac	0.00	0.00	0.00
high density residential (1300-1399) ac	0.00	0.00	0.00
DRI's polys ac	0.00	0.00	0.00
PUD's polys ac	0.00	0.00	0.00
CULTURAL ISSUES			
seminole lands ac	0.00	0.00	0.00
managed lands ac	0.00	0.00	0.00
Parks ac	0	0	0
Historic	0	0	0
NATURAL ISSUES			
wetlands (6400-6599) ac	80.04	80.50	111.45
forested wetlands (6000-6399) ac	32.52	26.04	28.97
water features (5000-5999) ac	42.26	44.10	42.26
eagle nests buffer	0	0	0
rookeries buffer	0	0	0
species occurences	0	0	0
PHYSICAL ISSUES			
Contamination Sites	1	1	1
sinkholes	0	0	0
brownfields ac	0	0	0
Water treatment	0	0	0
Sewer treatment parcels	0	0	0

Alignment Critical Issues



STUDY SCHEDULE



Upcoming Meetings

- **Stakeholders Meeting #3** — **Spring 2009**
- **Alignments Public Workshop** — **Spring 2009**
- **Alternatives Scoping Meetings** — **Fall 2009**
- **Alternatives Public Workshop** — **Winter 2010**
- **Public Hearing** — **Fall 2011**

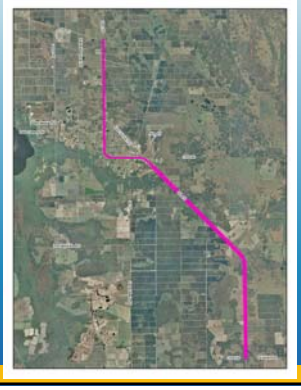
Objectives

- Identification of Representative Alignment within each group of alignments
- Identification of issues in favor of individual alignments
- Identification of concerns with individual alignments
- SAC Recommendation of a Representative Alignment in each corridor.

Comments

Preliminary Alignments

Preliminary Alignments



Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

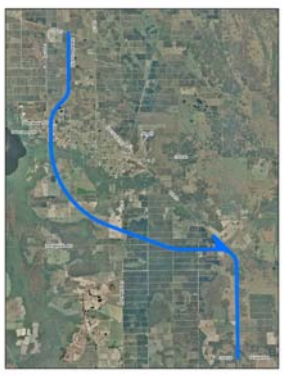
Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments



Preliminary Alignments

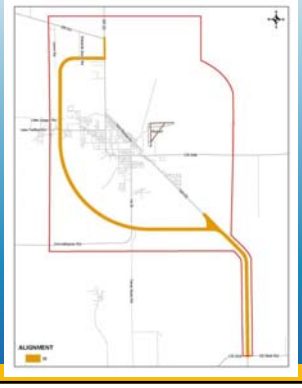
Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

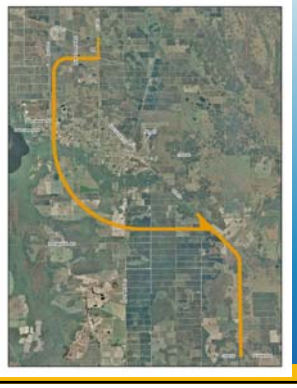
Preliminary Alignments

SR 29 Immokalee



Preliminary Alignments

SR 29 Immokalee

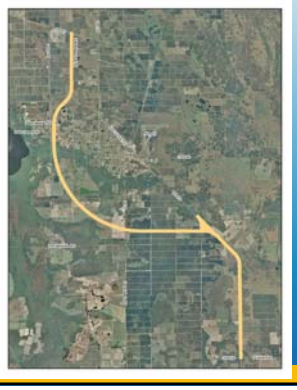


Preliminary Alignments

SR 29 Immokalee

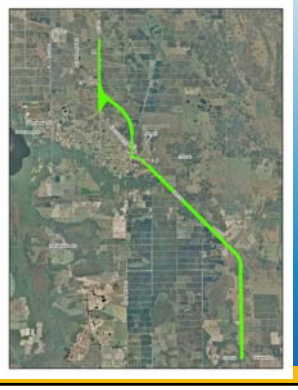
Preliminary Alignments

SR 29 Immokalee



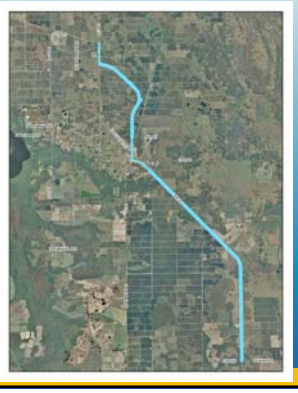
Preliminary Alignments

Preliminary Alignments



Preliminary Alignments

Preliminary Alignments



Preliminary Alignments

SR 29 Immokalee

Preliminary Alignments

SR 29 Immokalee

Preliminary Alignments

SR 29 Immokalee

Preliminary Alignments

SR 29 Immokalee

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

SR 29 Immokalee

ALIGNMENT
R

Preliminary Alignments

SR 29 Immokalee

ALIGNMENT
R

Preliminary Alignments

SR 29 Immokalee

ALIGNMENT
S

Preliminary Alignments

SR 29 Immokalee

ALIGNMENT
S

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

SR 29 Immokalee

Alignment
Z

Preliminary Alignments

SR 29 Immokalee

Alignment
Z

Preliminary Alignments

SR 29 Immokalee

Alignment
AA

Preliminary Alignments

SR 29 Immokalee

Alignment
AA

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

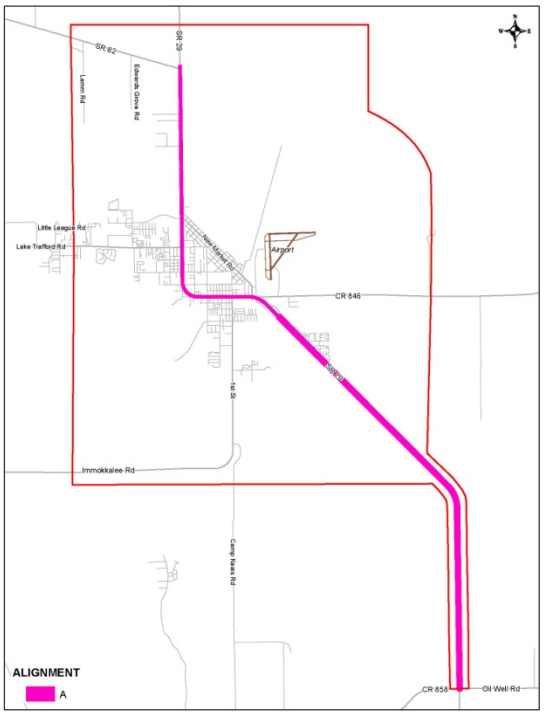
Preliminary Alignments

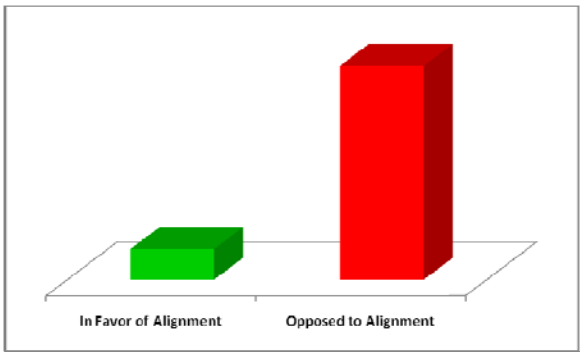
Preliminary Alignments

Preliminary Alignments

Preliminary Alignments

EXISTING CORRIDOR
Alignment A

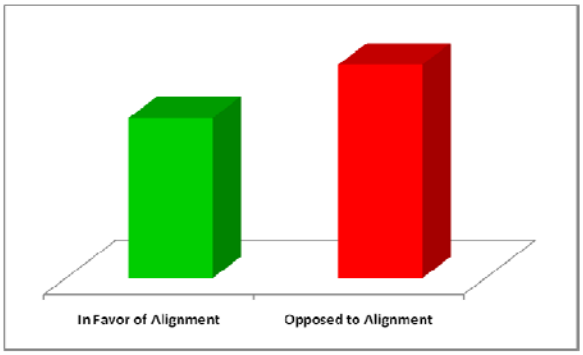




Comments: Disrupts community center. Concern over any bypass taking traffic away from downtown businesses. Runs through the center of town - too much local traffic. This is not a bypass alignment. Congestion in this area - does almost nothing to fix issues, very bad choice. Dangerous in center of town. Does not minimize traffic in town, does not accommodate future growth, does not address design deficiencies, could adversely impact economic competitiveness, pedestrians will die.

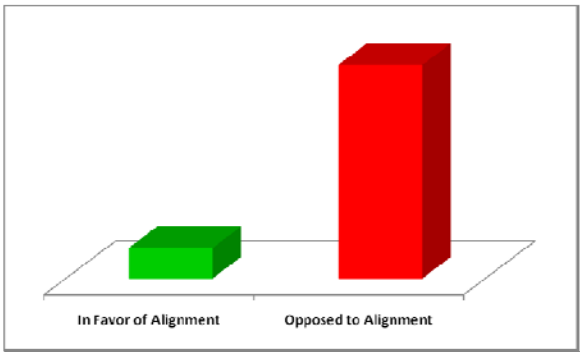
WEST CORRIDOR
Alignments B, C, D, and E

B



Comments: General concern on all west corridors over possible panther corridor creation from Corkscrew Marsh to OK Slough. Should consider tying into Immokalee Road since it will be widened eventually. Straight to SR 82. Best of group: far better for majority of citizens of Immokalee. Should consider link to Immokalee Road, most use Lamm Road, consider Collier needs network, huge impact on Hispanic community.

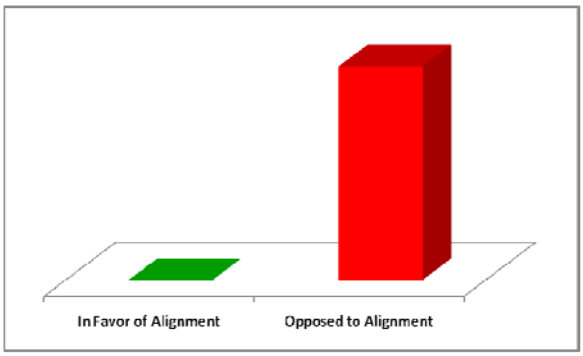
C



Comments: Also concern over scrub jay habitat conflicts at Lake Trafford Road, West Clox Road and elsewhere. General West Corridor Concern. Goes to SR 82 straight. Impacts on Hispanic community, does not match Collier needs network.

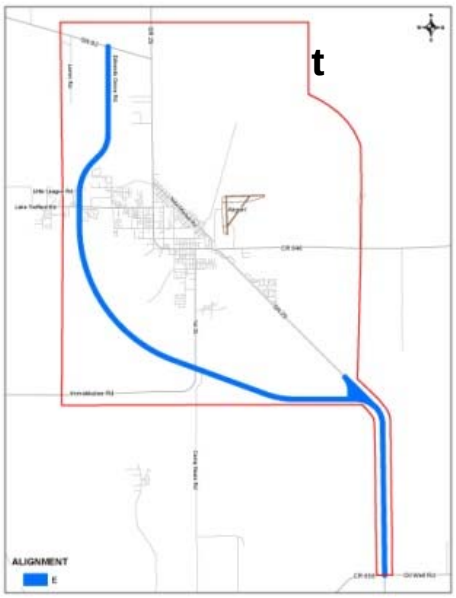
WEST CORRIDOR
Alignments B, C, D, and E

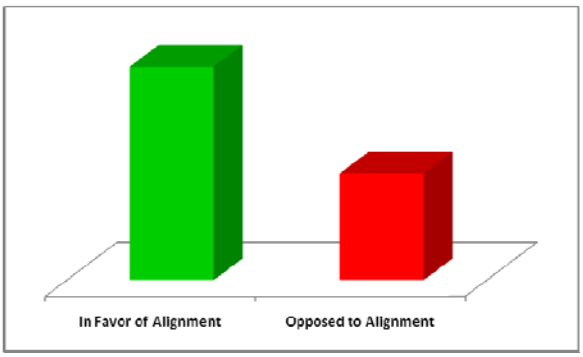
D



Comments: Does not go straight to SR 82. Impacts on Hispanic community, does not match Collier needs network, functionally does not accommodate traffic-separation between SR 82 intersection will be problematic.

E

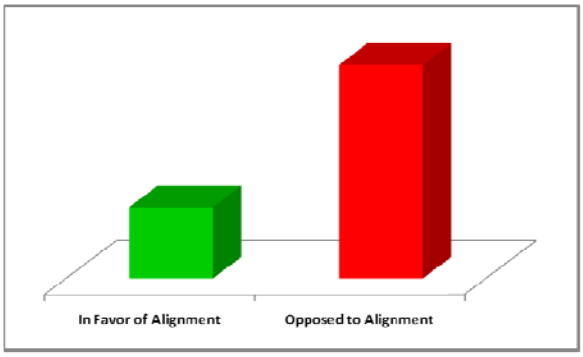




Comments: Efficient travel path avoids and minimizes environmental impacts. Move direct entry for SR 82; least wetland impacts. Fewer nature impacts. Straight to SR 82. Least impacts to natural features-wetlands, need more info on listed species habitat/occurrences, tie into Immokalee Road. Impacts on Hispanic community, does not match Collier needs network, also impacts too many landowners.

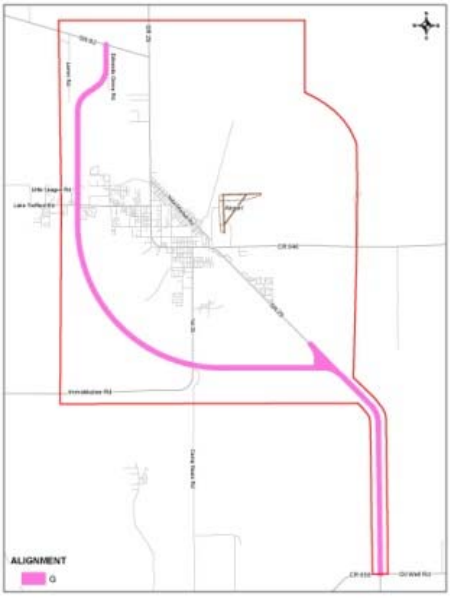
WEST CORRIDOR
Alignments F, G, H, and I

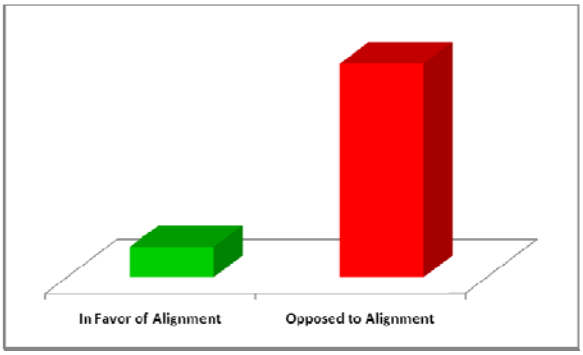
F



Comments: None of these help airport or industrial area. Impacts on Hispanic community, does not match Collier needs network, do not like southern connection.

G

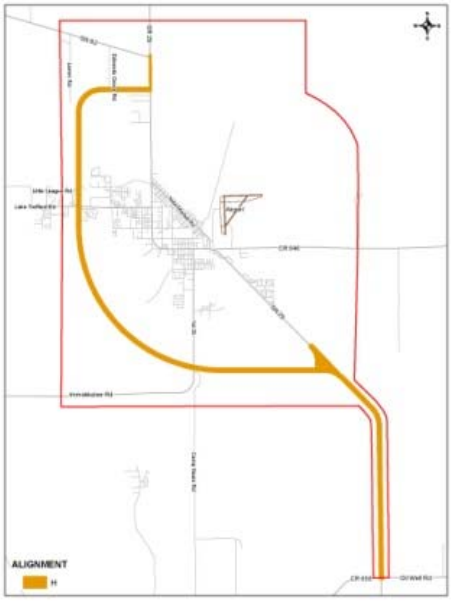


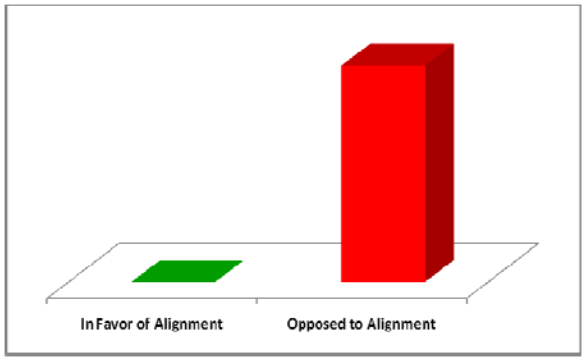


Comments: Impacts on Hispanic community, does not match Collier needs network. Bad.

WEST CORRIDOR
Alignments F, G, H, and I

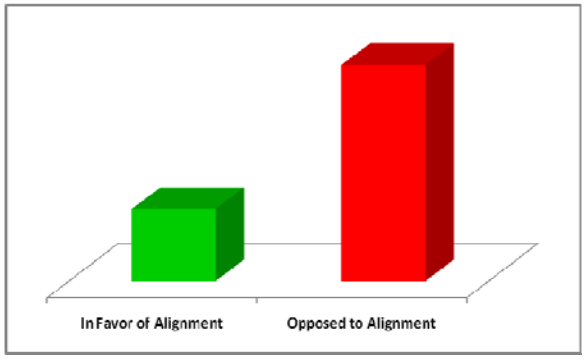
H





Comments: Impacts on Hispanic community, does not match Collier needs network. Bad.

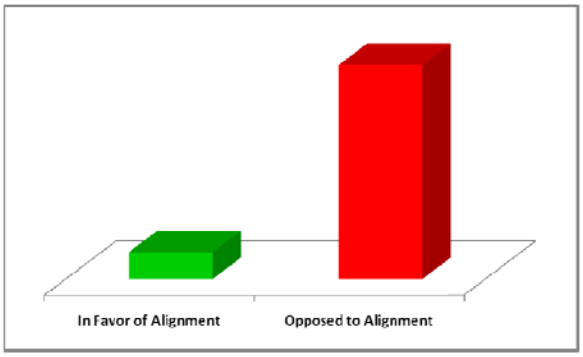
I



Comments: Impacts on Hispanic community, does not match Collier needs network.

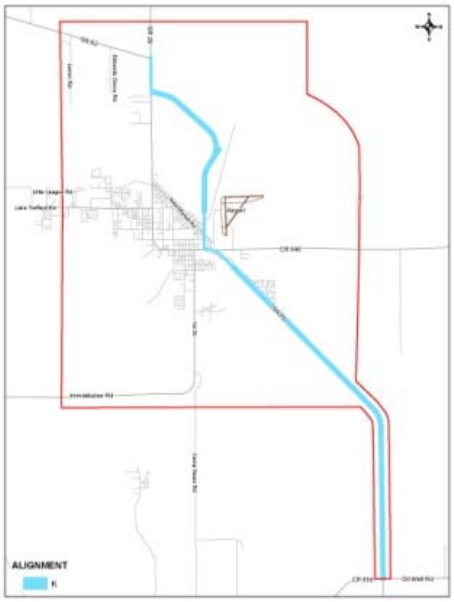
CENTRAL CORRIDOR
Alignments J, K, L, and M

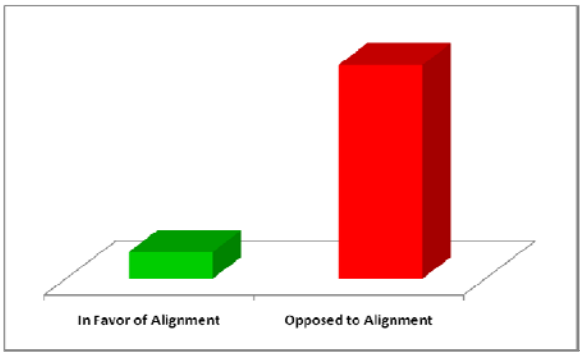
J



Comments: General: takeoff point south end of town is not a good place to start. Not a bypass. In favor-only because it is close to airport and industry, otherwise poor. Does not achieve purpose & need, directs traffic into town, terminal impacts on Gopher Ridge Grove, no direct tie to SR 82.

K

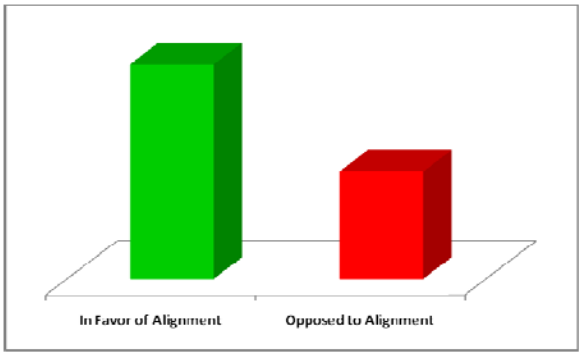




Comments: Not a bypass. In favor-only because it is close to airport and industry, otherwise poor. Does not achieve purpose & need, directs traffic into town, terminal impacts on Gopher Ridge Grove, no direct tie to SR 82.

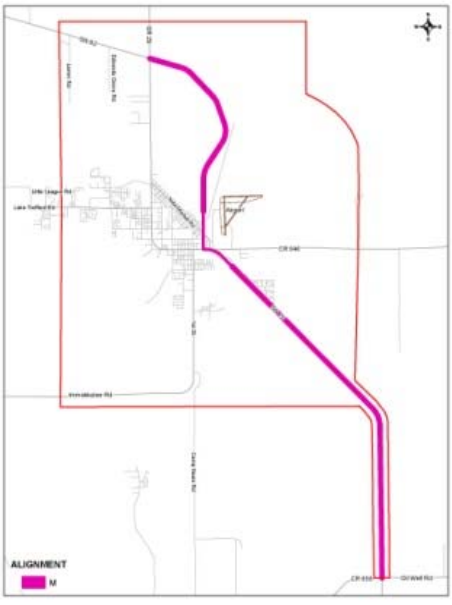
CENTRAL CORRIDOR
Alignments J, K, L, and M

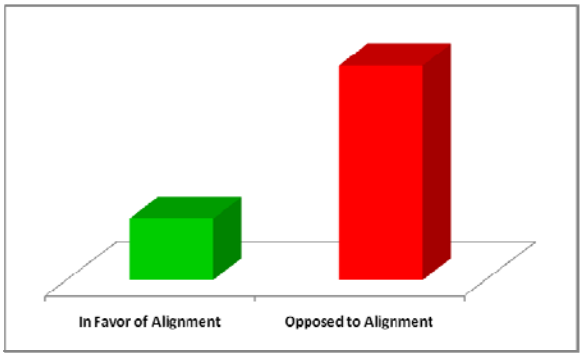
L



Comments: Less intersections, more direct entry to SR 82 and less wetland impacts. Less wetland impacts and intersections required. Fewer nature impacts, connects to SR 82. Not a bypass. In favor-only because it is close to airport and industry, otherwise poor. Fewer impacts to wetlands/wildlife habitat, connects directly to SR 82. Does not achieve purpose & need, directs traffic into town, terminal impacts on Gopher Ridge Grove, no direct tie to SR 82.

M

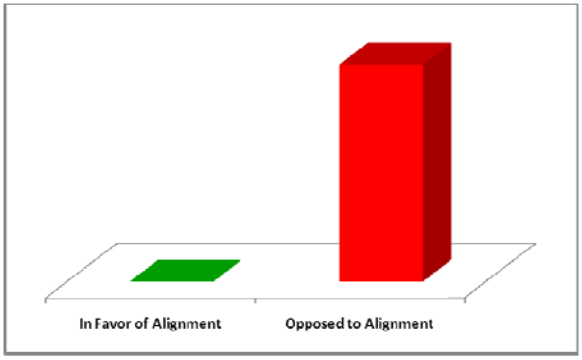




Comments: Not a bypass. In favor-only because it is close to airport and industry, otherwise poor. Does not achieve purpose & need, directs traffic into town, terminal impacts on Gopher Ridge Grove, no direct tie to SR 82, less impact full on Grove but bisects operations, must evaluate existing internal Farm Rd/RR Bed (former), consider Collier Co needs network.

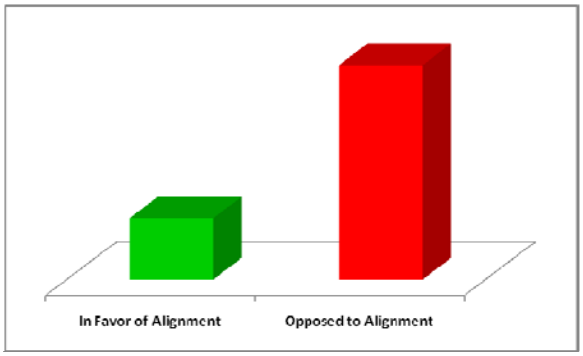
EAST CORRIDOR
Alignments N, O, P, and Q

N



Comments: Do not favor any Eastern alignment, habitat connectivity considerations & future development impacts. Does not tie into SR 82 straight. Helps airport and industrial to a small degree only. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access.

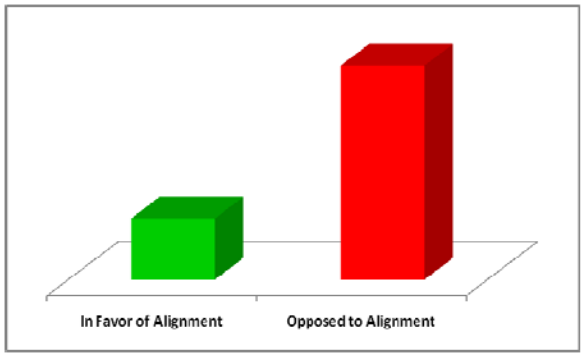
O



Comments: Do not favor any Eastern alignment, habitat connectivity considerations and future development impacts. Straight into SR 82. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access.

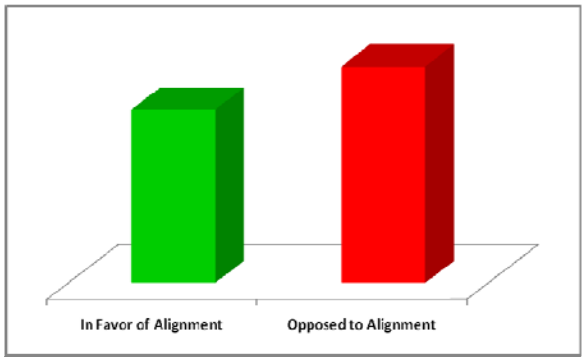
EAST CORRIDOR
Alignments N, O, P, and Q

P



Comments: Do not favor any Eastern alignment, habitat connectivity considerations and future development impacts. General concern on all East Corridor alternatives because of wetland and panther conflicts. Straight into SR 82. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access.

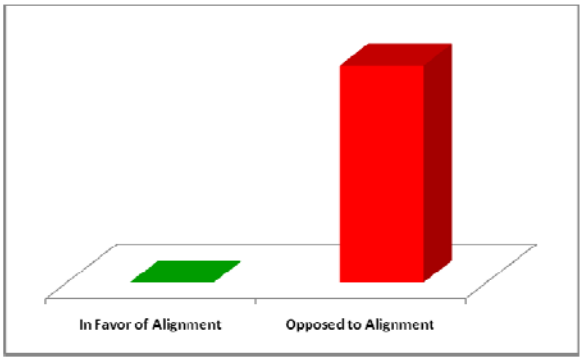
Q



Comments: Do not favor any Eastern alignment, habitat connectivity considerations and future development impacts. Like the SR 82 tie in. Straight into SR 82. Best of this group. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, at least has grove operations southwest of road, like that it is further from Big Cypress Area of Critical State Concern (ACSC), could serve as panther boundary.

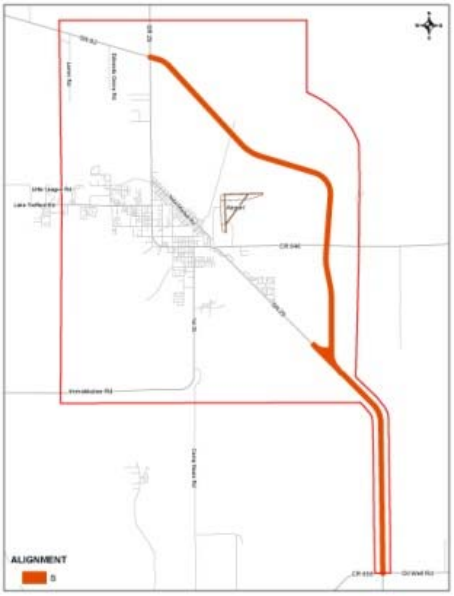
EAST CORRIDOR
Alignments R, S, T, and U

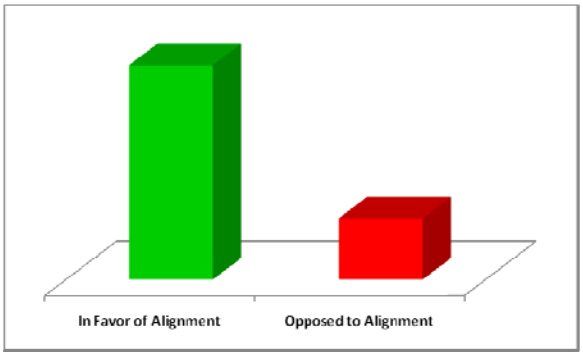
R



Comments: Not straight into SR 82. East corridors fragment panther habitat. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

S

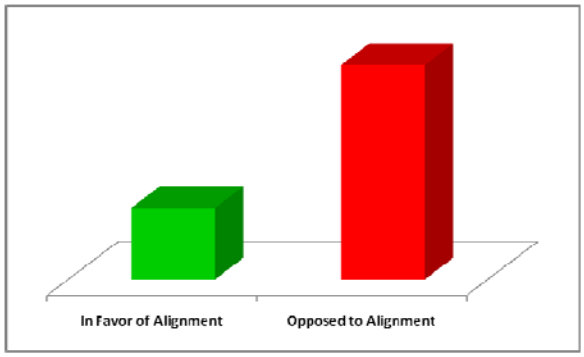




Comments: Fewer impacts - need more information on species, connects to SR 82. Straight into SR 82. Oppose all East corridors but this one has the lowest wetland impacts and connects directly to SR 82. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

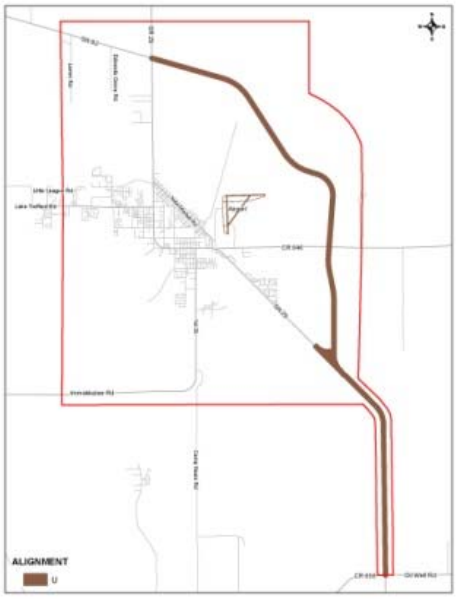
EAST CORRIDOR
Alignments R, S, T, and U

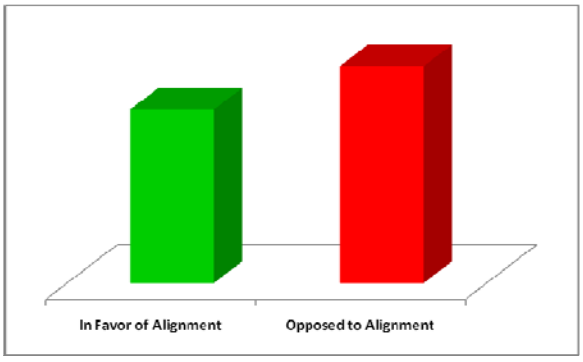
T



Comments: Straight into SR 82. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

U

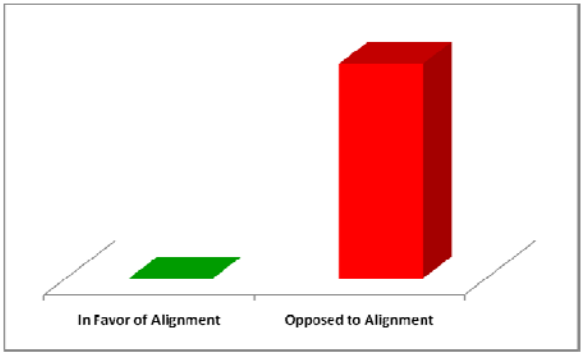




Comments: Prefer the direct tie-in at SR 82. Straight into SR 82. Improves viability of Grove, could serve as fence boundary for panther.

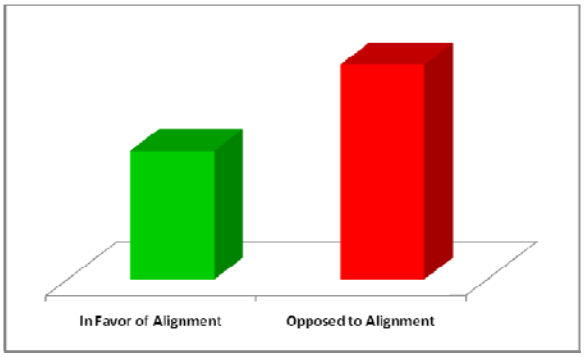
EAST CORRIDOR
Alignments V, W, X, and Y

V



Comments: Fragments habitat. All but V are pretty much equal. Too close to Big Cypress Area of Critical State Concern (ACSC)/affects panther habitat. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

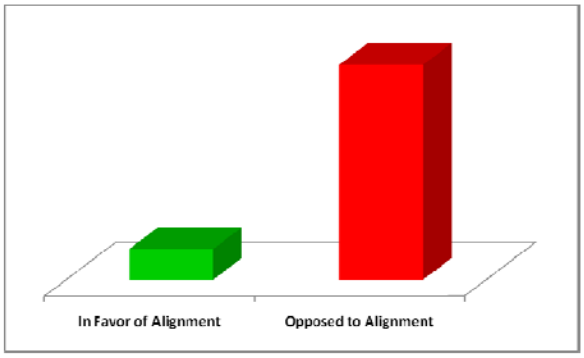
W



Comments: Fragments habitat. Best connection to SR 82 and least wetland impact. Fewer impacts - need more info on species, connects to SR 82. Too close to Big Cypress Area of Critical State Concern (ACSC)/affects panther habitat. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

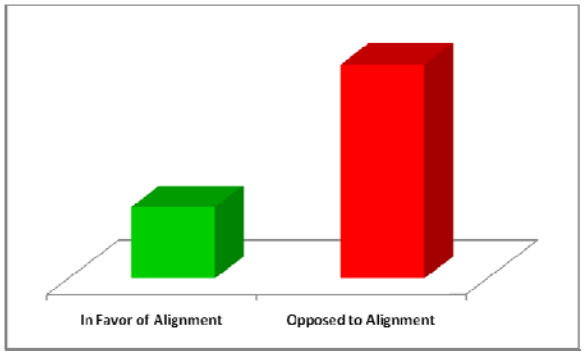
EAST CORRIDOR
Alignments V, W, X, and Y

X



Comments: Fragments habitat. Too close to Big Cypress Area of Critical State Concern (ACSC)/affects panther habitat. Destroys Gopher Ridge Grove - separates operations from grove, eliminates access, bad link to SR 82, destroys Grove access for harvesting.

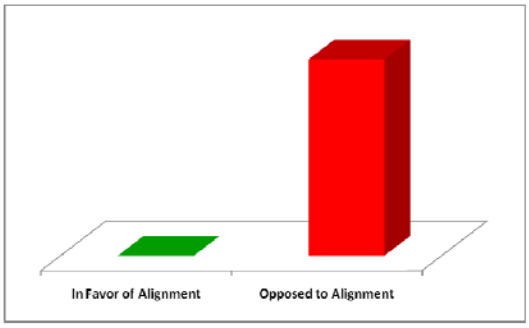
Y



Comments: Fragments habitat. Too close to Big Cypress Area of Critical State Concern (ACSC) fragments panther habitat. Improves viability of Grove, could serve as fence boundary for panther.

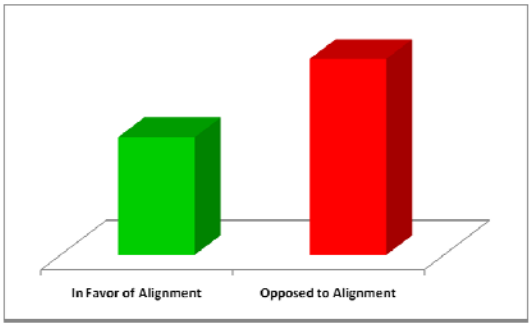
EAST CORRIDOR
Alignments Z, AA, and BB

Z



Comments: Fragments habitat. Fragments panther habitat. Too close to Big Cypress Area of Critical State Concern (ACSC).

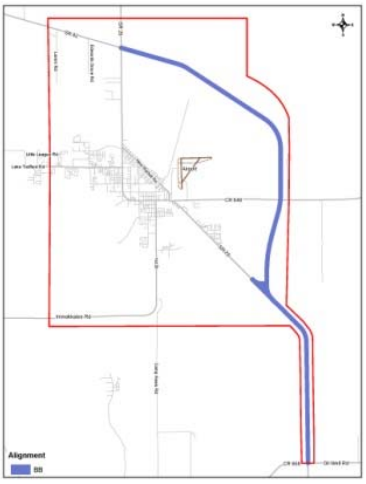
AA

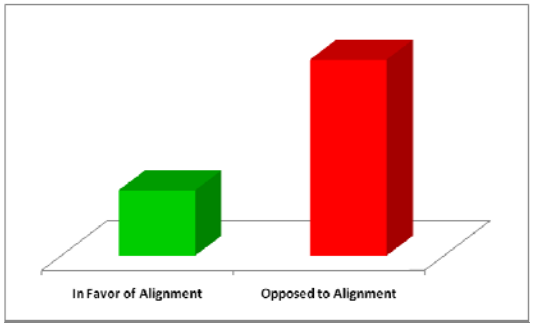


Comments: Fragments habitat. Fragments panther habitat. Too close to Big Cypress Area of Critical State Concern (ACSC).

t

BB

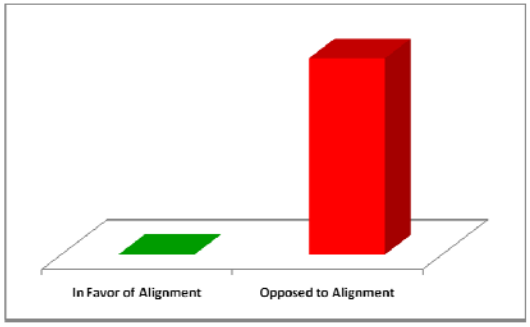




Comments: Fragments habitat. Fragments panther habitat. Too close to Big Cypress Area of Critical State Concern (ACSC).

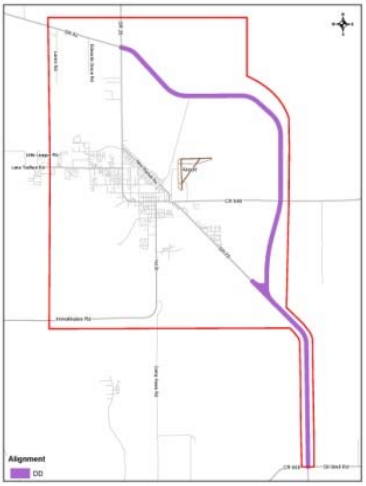
EAST CORRIDOR
Alignments CC, DD, and EE

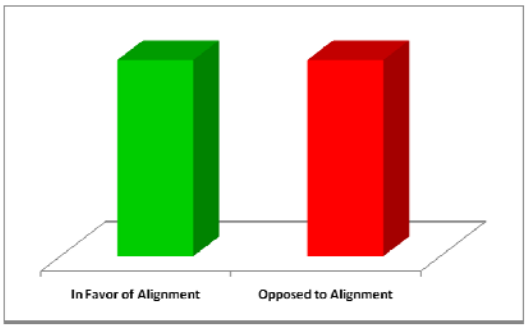
CC



Comments: Fragments habitat. Fragments habitat - Close to Big Cypress Area of Critical State Concern (ACSC).

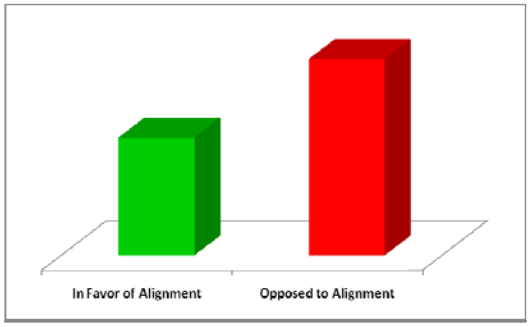
DD





Comments: Fragments habitat. Fragments habitat - Close to Big Cypress Area of Critical State Concern (ACSC). Fewer nature impacts - need more information on species, connects to SR 82.

EE



Comments: Fragments habitat. Fragments habitat - Close to Big Cypress Area of Critical State Concern (ACSC).

APPENDIX D

Alignments Public Workshop

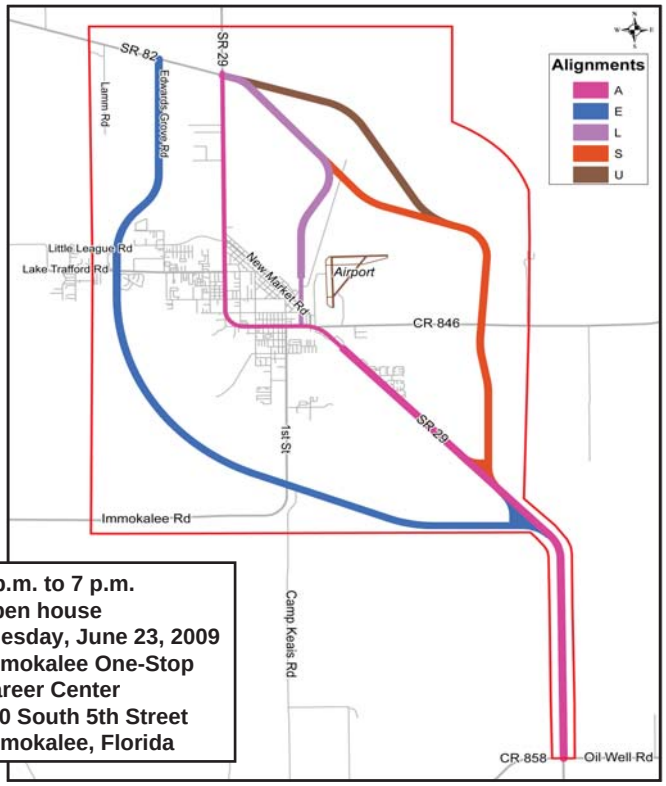
ALIGNMENTS PUBLIC WORKSHOP
S.R. 29 FROM OIL WELL ROAD TO S.R. 82
Financial Project ID: 417540 1 22 01

The public is invited to participate in this workshop.

You are invited to attend and participate in an alignments public workshop regarding the State Road (S.R.) 29 Project Development and Environment (PD&E) study conducted by the Florida Department of Transportation (FDOT). The workshop will be held on Tuesday, June 23, 2009, from 5 p.m. to 7 p.m. at the Immokalee One-Stop Career Center, 750 South 5th Street in Immokalee, Florida. If severe weather or other unforeseen conditions cause the workshop to be postponed, it will be held on the alternate date of Thursday, July 9, 2009, at the same time and location.

The study proposes improvements to S.R. 29 from Oil Well Road to S.R. 82 in Collier County from the current two lanes to four lanes. It will also consider possible alignments east and west of downtown Immokalee. The general objective of the study is to develop and provide a conceptual design for improvements to S.R. 29 for acceptance by the Federal Highway Administration. Public involvement is essential as FDOT develops this plan.

This alignments public workshop will allow people the opportunity to express their views regarding the conceptual design, and social, economic, and environmental effects of proposed improvements. The meeting will be an informal open house. Aerial photographs and project information will be available for review. FDOT representatives will be available to answer questions and discuss the project. Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability, or family status. Please note that this is not a public hearing; a formal public hearing will be held later in the study process in accordance with state and federal requirements.



Time: 5 p.m. to 7 p.m.
Open house
Date: Tuesday, June 23, 2009
Place: Immokalee One-Stop
Career Center
750 South 5th Street
Immokalee, Florida

Anyone needing special accommodations under the Americans with Disabilities Act of 1990 or persons who require translation service (free of charge) should contact the project manager at least seven (7) days before the workshop. If you have questions about the project or would like more information, please contact the project manager, Gwen Pipkin, at (863) 519-2375, by email to *gwen.pipkin@dot.state.fl.us*, or by written correspondence to the Florida Department of Transportation, P.O. Box 1249, Bartow, FL 33831-1249. You may also visit the project website at *www.SR29Collier.com* for additional information.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Please Sign In
(Please Print)

Name	Address	City/Zip
TOM CONRECODE	3003 N. TAMIAMI TRAIL #400 NAPLES FL 34103	
MITCH HUTCHCRAFT	4210 METRO PKWY, STE 250 FT. MYERS, FL 33916	
Cherryle + Fred Thomas	1205 Orchid Ave 34142	
CHRISTIE BETANCOURT	310 Alachua ST. Collier County	Immokalee, FL 34142
Bradley Mucket	"	"
Raymond Hallock	P.O. BOX 5325	Immokalee 34143
Tom Murray	8264 Allendale Ct.	Naples 34120
Juanita Martinez	1660 State Rd. 82	Imm FL 34142
Richard Jack Martinez	1660 State Rd 82	Imm FL 34142
Gloria Frances	P.O Box 501 Immokalee	Imm FL 34142

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Please Sign In

(Please Print)

Name	Address	City/Zip
Lisa Hibbard	4210 Metro Pkwy Ste 280	Ft Myers 33916
JOSEPH HEINZMAN	9948 HORSE CREEK RD	FT MYERS 33913
Jana Jarvis	4965 Chiana Cir.	Ft Myers, FL 33905
Jack Johnston Jr.	P.O.Box 5003	Immokalee, Fl 34143
JOANNE & EVERETT LOUKONEN	P O Box 1990	Immokalee, FL 34143
Floyd + Judy Reeves	5214 Lake Lane	Immokalee FL 34142
DICK RICE	ECOC	" "
Juana Franco	1389 America Way Immokalee	34142
Leroy Brown	111 W NEW MKT Rd Imm	34142

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Staff

Please Sign In
(Please Print)

Name	~~Address~~	City/Zip
Bill Howell	Lochner	
Chris Piazza	FDOT	
Phil Tindall	Collier MPO	
~~Vickie Scott~~	~~URS~~	
Nicole Broome	FDOT	
Elizabeth Serdynski	FDOT	
Tony Sherrard	FDOT	
Aaron Kaster	FDOT	
~~Stephen Dimmitt~~ Trinity Collier-Scott	FDOT	
Mark Schulz		

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Staff

Please Sign In
(Please Print)

Name	Address	City/Zip
Tom Pride	URS	
Ron Gregory	URS	
Vickie Scott	URS	
Milagros Olivo	URS	
Trish Torres	URS	
Marty Peate	URS	
Gwen Pipkin	FDOT	
Steven Bronzell	FDOT	
Mario Dipola	FDOT	
Darryl Richard	Collier County ATM Dept.	252-5775

SR 29 Collier Alignments Public Workshop
Comments Summary
June 23, 2009

The SR 29 Collier Alignments Public Workshop was held on Tuesday, June 23, 2009. The workshop was held at the Immokalee One-Stop Career Center, 750 South 5th Street in Immokalee, FL from 5 pm to 7 pm. A letter announcing the Alignments Workshop was mailed on June 5, 2009 to elected officials and agencies, and on June 8, 2009 to property owners and interested citizens. A 1/4-page display advertisement was published in the Immokalee Bulletin on June 11, 2009. In addition, a news release was sent to the local news media.

Twenty-two (22) people signed the attendance sheets at the workshop. Graphics showing the alignments evaluated, the five alignments recommended for further study, and an evaluation matrix were on display along with other project information. A project video presentation played continually during the 2-hour open house. Project brochures in both English and Spanish were provided to the attendees. Department representatives were available to answer questions and receive comments.

Eight (8) comments were received at the workshop. Two additional comments were received, one via the project website and one via email to the project manager, as a result of the alignments workshop. In addition, comments were received from a meeting that was held on the same day as the workshop with a group of property owners in the project area. Some of the comments stated a preference for a specific alignment(s) – 4 favored Alignment S, 1 favored Alignment A, and 2 favored Alignment E. Below is a summary of the comments received:

- As a future hub of south Florida, we need an eastern loop road (S.R. 29) east of the extended airport runway.
- Other roads in the area also need improvement including S.R. 82, C.R. 846, and portions of S.R. 29.
- Alignment S is the best choice. The western routes are not effective at all. Alignment E should only go straight north from Lake Trafford Road. Edward Groves Road is a sand mine road and would be dangerous. Also, please repair S.R. 82 from Hendry County line to Sunshine Boulevard.
- My least favorite is Alignment E because Collier County already has a north/south road planned from Lake Trafford Road north on Little League further north to Lamm Road and S.R. 82; there is no room immediately north of Lake Trafford for this type of road; this option runs through a watershed that drains over 4,000 acres; there is an operating sand mine in the early stages along this route; and it would split my cow pasture.
- My favorite is Alignment S.
- Always remember: a bypass will kill any downtown area of a small agricultural community.
- Why do you want our input now when it will be at least 10 years before you have the budget?
- I want you to have in mind the Immokalee community's best interest. We need a road connecting Little League to S.R. 82, because there is no access from that point.

- I think Alignment A is the best one.
- I think Alignment S is the most common sense choice**.** Alignments C, D, and E are the worst choices.
- Alignment E is the most convenient one. (2) It is a straight way to Immokalee Road and one does not have to go through the center of Immokalee. This alignment will benefit us. The other alignments are too far from the center of town.
- After reviewing the proposed routes, we believe the best route is Alignment S. It appears to have fewer impacts.
- Is the project near 106 E. Main Street in Immokalee?
- Alignments S and U should diverge northward from existing SR 29 at the future intersection of the Immokalee Road extension.
- The portion of the alignment just north of CR 846 goes right over the top of a ranch headquarters.
- There are horse corrals less than one mile east of Alignment S and U on the south side of CR 846.
- There is a large high quality wetland just to the east of the ranch headquarters in the vicinity of Alignment --------.
- To avoid cutting off agricultural lands from their operations centers, modify Alignment U to proceed northerly across the west end of the existing reservoir from where Alignments S and U split, then turn west and meander between the wetlands before tying into SR 82.
- With Alignments S and U, please try to cross the four or five primary grove roads as close to perpendicular as possible.
- Alignment L was deemed the most problematic by the large property owners.
- Where Alignment L diverges from the existing SR 29 just west SR 29A would have enormous impacts to the warehouses, packing houses and a main agricultural staging area. There is a cemetery and a park near the point of this divergence.
- Scrub jay habitat is adjacent to the west side of the airport.
- It was suggested to use the Gopher Ridge Grove Road alignment rather than incurring impacts on a new alignment. The County has plans to widen this existing dirt road to a four-lane divided roadway. A nearby parallel corridor would appear to duplicate proposed transportation facilities in this area.
- It was suggested that Alignment L should follow Gopher Ridge Grove Road to the point that it intersects with Alignment S, and then follow Alignment S to tie into the intersection of SR 29 and SR 82.
- Alignment E would be a parallel corridor to the County's proposed Immokalee Road Extension and would duplicate transportation facilities in this area. It was suggested that Alignment E diverge westward from the existing SR 29 at the future intersection of the Immokalee Road extension and follow the alignment of the Immmokalee Road Extension as far westward as possible.
- The northern portion of Alignment E goes through a recently constructed sand mine.
- The northern portion of Alignment E would be a parallel corridor to the County's proposed extension of Little League Road and would duplicate transportation facilities in this area. It was suggested that Alignment E be modified to follow the alignment of the proposed Little League Road alignment north to SR 82.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Formulario para Comentarios

Les exhortamos a que nos de sus comentarios y opiniones acerca de este proyecto, para así poder considerarlos durante el proceso del estudio.

WE AS THE FUTURE HUB OF SoFLo (ONE OF Richard FLORIDA'S MEGA REGIONS) NEED AS SOON AS POSSIBLE AN EASTERN LOOP ROAD (SR 29) EAST OF THE EXTENDED RUNWAY. IN ADDITION WE NEED

1. 4 LANE SR 29 FROM SR 27 TO MILE MARKER 80 ON I-75

2. 4 LANE SR 82 FROM MILE MARKER 138 TO SR 29

3. 4 LANE CR 846 EAST THRU CR 839 TO SR 27 AT SR 80

FEDERICO NICOLI TOMAS SEGUNDO

Añada hojas adicionales si las necesita para sus comentarios.

Nombre: FRED N. THOMAS JR

Dirección: 1205 ORCHID AVE 34142-2830

Ciudad, Estado, Código Postal:

Nota: Favor de llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o de enviarlo por medio del correo, a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de este mismo. También puede hacernos llegar sus comentarios vía la red cibernética del proyecto www.SR29Collier.com. Todos los comentarios deben de ser enviados el 6 de Julio del 2009 ó antes.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Alignment 5 is the best choice

The Western Routes are not effective at all at this Time.

E should only go north from Lake Trafford Rd and go Straight North. Edward Rd is a sand mine Road and would be dangerous.

Please Repair SR 82 from Hendry County line to Sunshine Blvd all in Lee County

Attach additional sheets if needed

Name: Everett Lowman

Address: P.O. Box 1990

City, State, Zip: Immokalee FL 34143

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

No E

Least

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

A) Least Favorite is E for several reasons:
1) Collier County already has a North/South Road planned to run from Lake Trafford Rd North on Little League further north to Lamm Rd & 82.
2) There is no room immediatly north of Lake Trafford for this type of road.
3) This option runs through a watershed that drains over 4,000 Acres.
4) There is an operating Sand Mine just in the early stages of expansion along this route. DUMP TRUCKS
5) It would split my Cow Pasture in half.

B) Most Favorite is B.

C) Always remember a By Pass will kill any down town area of a small agricultural community!

Attach additional sheets if needed

Name: Jack W Johnson Jr.
Address: P.O Box 5003
City, State, Zip: Immokalee FL 34143

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Formulario para Comentarios

Les exhortamos a que nos de sus comentarios y opiniones acerca de este proyecto, para así poder considerarlos durante el proceso del estudio.

I want to know why you want their input now when it will be at least 10 years from now, if you have budget money(s).

Añada hojas adicionales si las necesita para sus comentarios.

Nombre: Cherryle Thomas

Dirección: _____

Ciudad, Estado, Código Postal: _____

Nota: Favor de llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o de enviarlo por medio del correo, a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de este mismo. También puede hacernos llegar sus comentarios vía la red cibernética del proyecto www.SR29Collier.com. Todos los comentarios deben de ser enviados el 6 de Julio del 2009 ó antes.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I just want you to have the Immokalee community best interest I think that we need a road connecting Little Lane to SR 82 because their is no access from that point -

Attach additional sheets if needed

Name: Greg Betancourt

Address: 1354 Imm Pky

City, State, Zip: Imm, FL 34142

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

Nosotros opinamos que el alineamiento azul es el mas conveniente Porque es derecha. y no hay que tener que pasar por el centro para agarrar el Immokalee rdad. creemos que nos beneficiaria mucho ahi a diferencia de las otras q estan muy retiradas del centro y quedaria muy lejos dar la vuelta para el 29. rd. dependiendo con las recomendaciones esta en medio.

Gracias por tomarnos en cuenta.

Attach additional sheets if needed

Name: Claudio Ortega & Juana Franco V.
Address: 1389 America Way
City, State, Zip: Immokalee FL 34142

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I think Alignment A is the Best One

Attach additional sheets if needed

Name: Jesula Frances

Address: P.O Box 501

City, State, Zip: Immokalee FL 34142

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

June 23, 2009

Comment Form

We encourage you to provide your comments and opinions on this project so that we may consider them in the study process.

I think alignment "S" is the most common sense choice.

C, D, E => worst choices

Attach additional sheets if needed

Name: Joanne Loukonen

Address: PO Box 1990

City, State, Zip: Immokalee, FL 34143

Note: Please complete and place in the "Comments" box tonight, or mail to Ms. Gwen Pipkin at the address on the back of this Comment Form, or provide your comments via the project website at www.SR29Collier.com by July 6, 2009.

APPENDIX E

Limited English Proficiency (LEP) Documentation

SR 29 NEWS

Project Development & Environment Study

FPN: 417540 1 22 01

September 2007

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study on a segment of State Road (SR) 29 that runs from Oil Well Road to SR 82 in Collier County. The existing roadway network needs improvement because of continuing population and employment growth in Immokalee. The project study area and study schedule are shown inside this newsletter.

PROJECT OVERVIEW

The SR 29 PD&E Study began in June 2007. It is developing alternative concepts to widen this existing two-lane segment of SR 29 to four lanes and also is considering possible corridors that bypass downtown Immokalee. There will be two community workshops (fall 2007 and early 2009) before the formal public hearing is held (end of 2009). The study is expected to be completed in summer 2010.

El Departamento de Transportación de la Florida (Florida Department of Transportation o FDOT) está llevando a cabo un Estudio del Proyecto de Desarrollo y del Medio Ambiente en un segmento de la SR 29 que va desde la Oil Well Road hasta la SR 82 en el Condado de Collier. El segmento de carretera existente necesita mejoras a causa del continuo crecimiento de la población y de empleos en Immokalee. A continuación se encuentra un mapa del área del proyecto y el programa del proyecto.

VISIÓN GENERAL DEL PROYECTO

El Estudio del Proyecto de Desarrollo y del Medio Ambiente de la SR 29 comenzó en junio del 2007. El estudio evaluará la ampliación del segmento existente de dos carriles de la SR 29 a cuatro carriles y el estudio de corredor(es) alterno(s) que se desvíe del centro de Immokalee. Hay dos reuniones públicas y comunitarias (otoño del 2007 y temprano en el año del 2009) antes de la audiencia pública formal (la última parte del 2009). Estudio del Proyecto de Desarrollo y del Medio Ambiente se haya completado en el verano de 2010.

www.sr29collier.com

MAP OF SR 29 PD&E STUDY AREA

Design, right-of-way and construction phases of the project are not currently scheduled in FDOT's adopted five year work program. Expansion of SR 29 from Oil Well Road to SR 82 is identified as a "needs" project within the Collier Metropolitan Planning Organization's 2030 Long Range Transportation Plan. It is also consistent with Collier County's adopted Growth Management Plan.

El diseño, derecho de via y construcción del proyecto no están programadas actualmente en el Programa de Trabajo de Cinco (5) Años adoptado por el FDOT. La expansión de la SR 29 desde la Oil Well Road hasta la SR 82 está identificada como un proyecto que se "necesita" dentro del Plan de Transportación a Largo Plazo del año 2030 de la Organización de Planificación Metropolitana del Collier. El proyecto también es consistente con el Plan de Manejo del Crecimiento adoptado por el Condado de Collier.

PUBLIC INVOLVEMENT OPPORTUNITIES

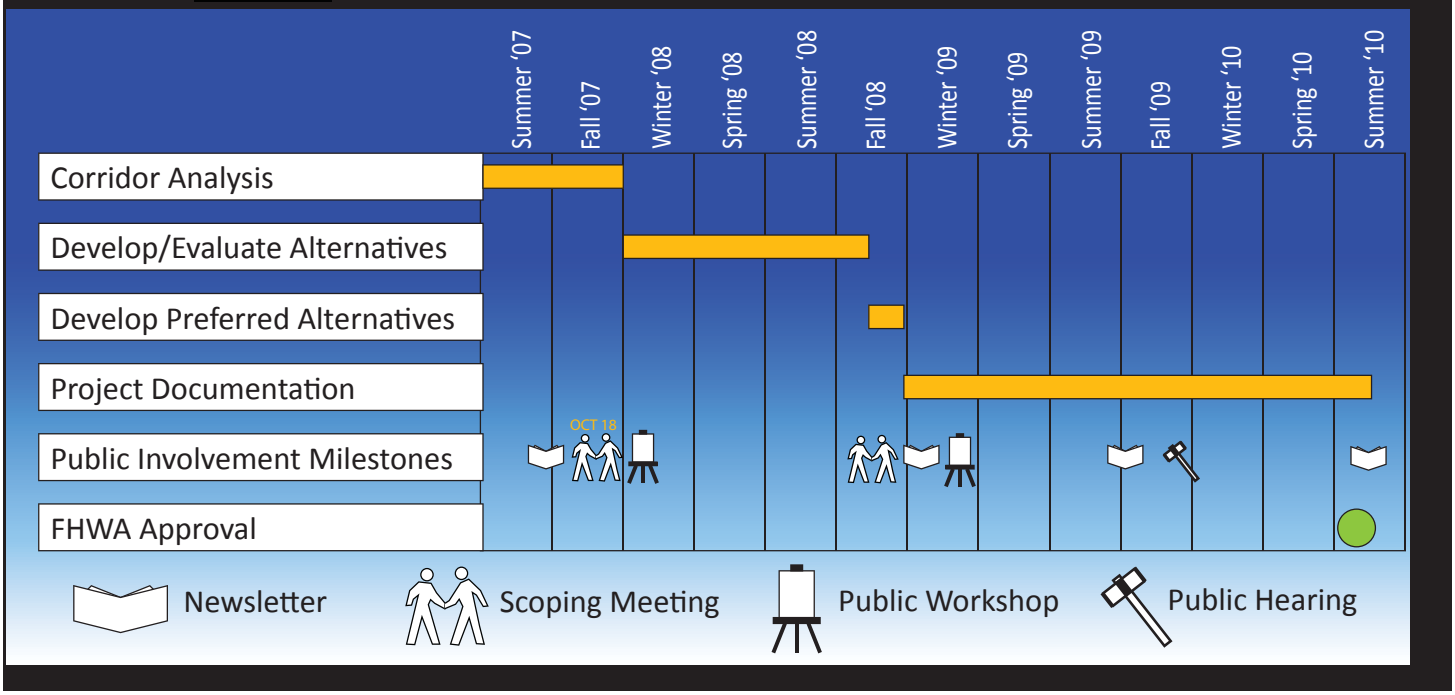
Everyone who lives, works, and travels in this area is a very important part of this project. FDOT strongly encourages public involvement during the study and will hold two community workshops to provide project information, discuss proposed improvements, and receive thoughts and comments from the public. One meeting is scheduled for fall 2007 and the second will be in early 2009. Time and location for this fall's meeting will be announced soon. The formal public hearing that presents the preferred alternative concepts is tentatively scheduled for the end of 2009. To read more about the SR 29 study or to submit comments, please visit the project Website at www.sr29collier.com.

PARTICIPACIÓN DEL PÚBLICO

Todos que viven, trabajan, y los recorridos en esta área son una parte muy importante de este proyecto. El FDOT anima fuertemente la implicación pública durante el estudio y se tendrá dos reuniones públicas y comunitarias para proporcionar la información del proyecto, discutir mejoras propuestas, y reciben pensamientos y comentarios del público. La hora y la localización para la primera reunión (otoño del 2007) serán anunciadas pronto. La audiencia pública formal que presentará los conceptos alternativos preferidos, está programada tentativamente para la última parte de 2009. Para información adicional o para someter sus comentarios, por favor visite el sitio web del proyecto al www.sr29collier.com.

STUDY SCHEDULE

SR 29 Immokalee



SR 29 PD&E Study
Attn: Scott McCall
Project Manager
District Environmental Management Office
Florida Department of Transportation
801 N. Broadway
P.O. Box 1249
Bartow, FL 33831

SR 29 NEWS

Project Development & Environment Study

WHO TO CONTACT

If you have any questions regarding the SR 29 PD&E Study, please contact:

Scott McCall, FDOT Project Manager,
Florida Department of Transportation
District One
P.O. Box 1249
Bartow, Florida 33831
Phone: 863-519-2990
email to scott.mccall@dot.state.fl.us

CON QUIÉN PONERSE EN CONTACTO

Si usted tiene preguntas respecto al Estudio del Proyecto de Desarrollo y del Medio Ambiente de la SR 29, por favor, comuníquese con:

Marlon Bizerra, Gerente de Proyectos del FDOT,
Florida Department of Transportation
District One
P.O. Box 1249
Bartow, Florida 33831
por teléfono: 863-519-2250
por email: marlon.bizerra@dot.state.fl.us

SR 29 NEWS

Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

May 2008

STUDY AREA EXPANDED

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) study for the segment of State Road (SR) 29 from Oil Well Road to SR 82 in Collier County. The existing roadway network needs improvement because of continuing population and employment growth in and around Immokalee. As a result of comments received at the first stakeholders advisory committee meeting, the original study area has been expanded. The project map inside this newsletter shows the original study area boundary in green and the new expanded study area boundary in orange.

STUDY OVERVIEW

Proposed roadway improvements will increase capacity on SR 29 between Oil Well Road and SR 82 in Collier County. The study will develop alternative concepts to widen the existing two-lane segment of SR 29 to four lanes. It also will consider a possible corridor(s) that bypasses downtown Immokalee.

www.sr29collier.com

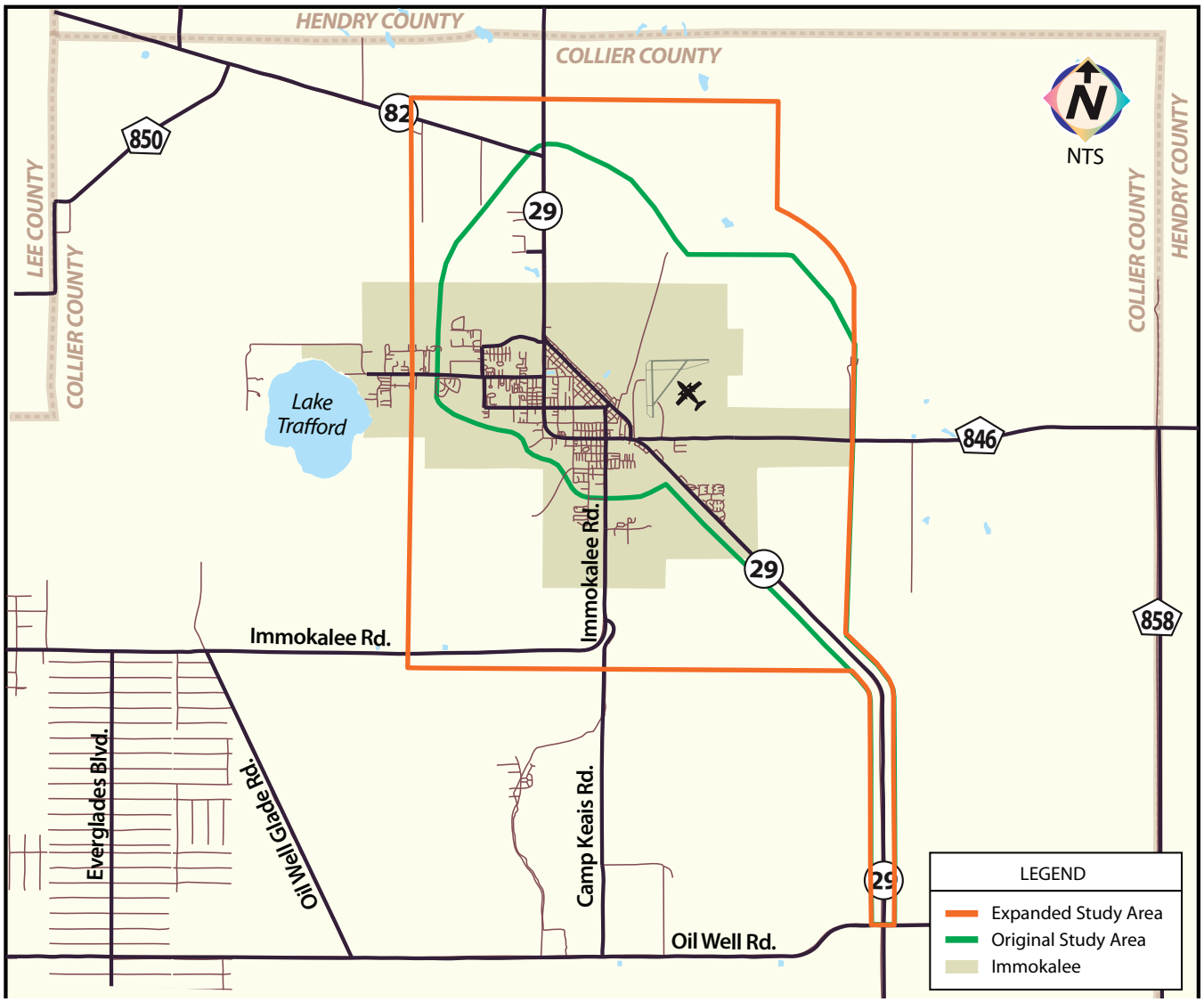
ÁREA DEL ESTUDIO AMPLIADA

El Distrito I del Departamento de Transportación de la Florida (Florida Department of Transportation o FDOT) está llevando a cabo un Estudio del Desarrollo del Proyecto y el Ambiente (Project Development and Environment o PD&E) en un segmento de la (SR) 29 que va desde la Oil Well Road hasta la SR 82 en el Condado de Collier. La red de carreteras existente necesita mejoras debido al crecimiento continuo de la población y empleo en y alrededor de Immokalee. Como resultado de los comentarios recibidos durante la primera reunión del comité de las personas interesadas, el área original del estudio ha sido ampliado. El mapa del proyecto muestra los límites del área original del estudio en verde y la nueva área expandida del estudio en naranja. A continuación se encuentra el mapa.

VISIÓN GENERAL DEL ESTUDIO

Las mejoras propuestas para esta carretera incrementarían la capacidad en la SR 29 entre la Oil Well Road y la SR 82 en el Condado de Collier. El estudio desarrollará conceptos alternos para ensanchar el existente segmento de dos carriles de la SR 29 a cuatro carriles. También considerará un posible(s) corredor(es) que se desvíen del centro de Immokalee.

MAP OF EXPANDED SR 29 PD&E STUDY AREA



The SR 29 PD&E study began in June 2007. Corridor analysis, which involves collecting environmental, economic, social and historic information associated with proposed improvements, is currently underway. FDOT will evaluate this information, develop alternatives for consideration, and identify the "viable alternative(s)" near the end of the PD&E study. The viable alternative(s), or conceptual design(s), will be presented at a public hearing, tentatively scheduled for spring 2011. The project schedule is shown to the right. Subsequent production phases (design, right-of-way and construction of the project) are not currently funded in the tentative FDOT Five Year Work Program.

El PD&E de la SR 29 comenzó en junio de 2007. El análisis del corredor, que incluye la colección de información ambiental, económica, social e histórica asociada con las mejoras propuestas ya está en marcha. El FDOT evaluará esta información, desarrollará alternativas a considerarse e identificará la(s) "alternativa(s) viable(s)" cerca del final del PD&E. La(s) alternativa(s) viable(s) o diseño(s) conceptual(es) será(n) presentadas durante una audiencia pública, tentativamente programada para la primavera de 2011. El programa del proyecto aparece a continuación. Las subsiguientes fases de producción (diseño, terrenos para expansión de carretera y construcción del proyecto) no están programadas actualmente en el tentativo Programa de Trabajo de Cinco (5) Años del FDOT.

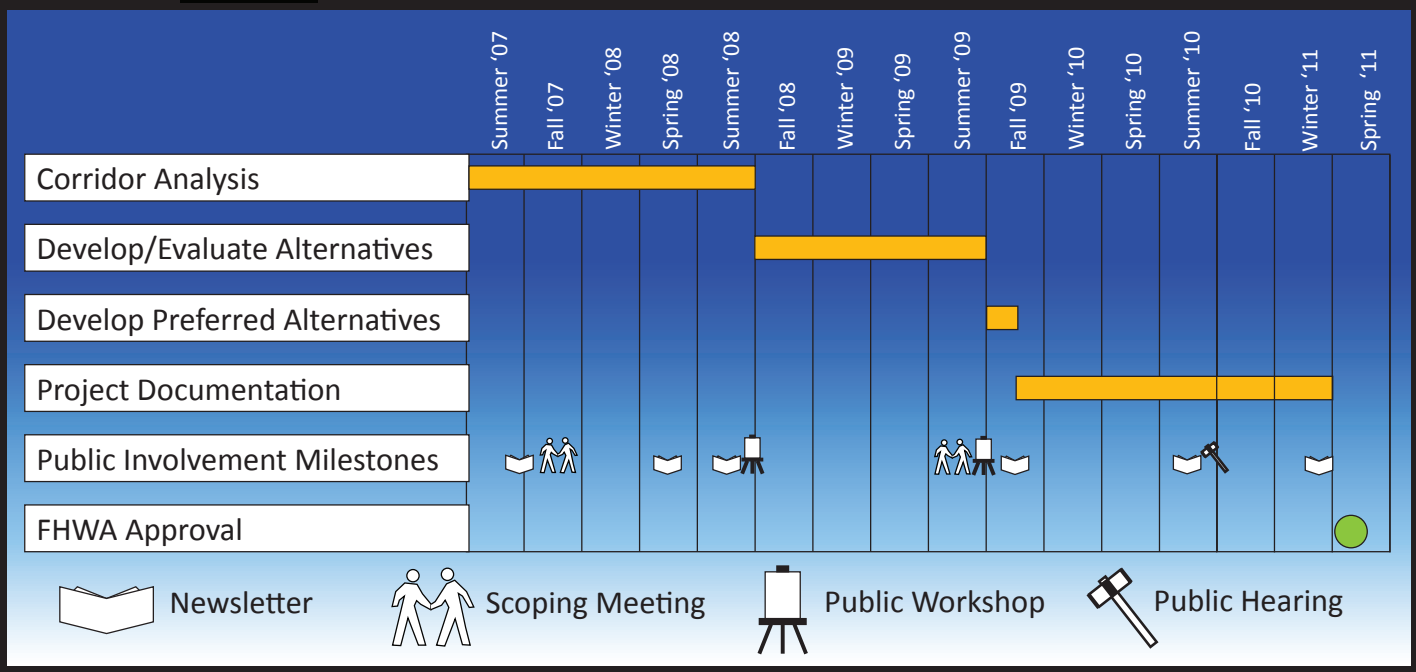
PUBLIC INVOLVEMENT OPPORTUNITIES

Everyone who lives, works, and travels in this area is an important part of this study. FDOT strongly encourages public participation and requests your involvement. The first public workshop is tentatively scheduled for late summer 2008. Once the workshop has been scheduled, you will receive a notification of the date, time and location. Please join us at public meetings throughout the study and talk with us about the SR 29 project. You may submit comments at any time during the study at the project Web site at www.sr29collier.com.

PARTICIPACIÓN DEL PÚBLICO

Todo el que vive, trabaja y viaja en esta área es parte importante de este estudio. El FDOT exhorta a la participación del público y solicita que usted se involucre. La primera reunión pública programada tentativamente para el verano de 2008. Una vez que la reunión se ha programada, usted recibirá la notificación de la fecha, del tiempo y de la localización. Por favor, únase a nosotros en las reuniones públicas a través de todo el estudio y déjenos saber lo que piensa. Usted puede someter sus comentarios a través de todo el estudio en el sitio web del proyecto al www.sr29collier.com.

STUDY SCHEDULE



SR 29 PD&E Study
Attn: Scott McCall
Project Manager
District Environmental Management Office
Florida Department of Transportation
801 N. Broadway
P.O. Box 1249
Bartow, FL 33831

SR 29

Project Development & Environment Study

WHO TO CONTACT

If you have any questions regarding the SR 29 PD&E Study, please contact:

Scott McCall
FDOT Project Manager
Florida Department of Transportation
District One
P.O. Box 1249
Bartow, Florida 33831
Phone: 863-519-2990
email to scott.mccall@dot.state.fl.us

CON QUIÉN PONERSE EN CONTACTO

Si usted tiene preguntas respecto al Estudio del Proyecto de Desarrollo y del Medio Ambiente de la SR 29, por favor, comuníquese con:

Marlon Bizerra
Gerente de Proyectos del FDOT
Florida Department of Transportation
District One
P.O. Box 1249
Bartow, Florida 33831
por teléfono: 863-519-2250
por email: marlon.bizerra@dot.state.fl.us

SR 29 NEWS

Project Development & Environment Study

from Oil Well Road to S.R. 82

February 2010

SR 29 Immokalee

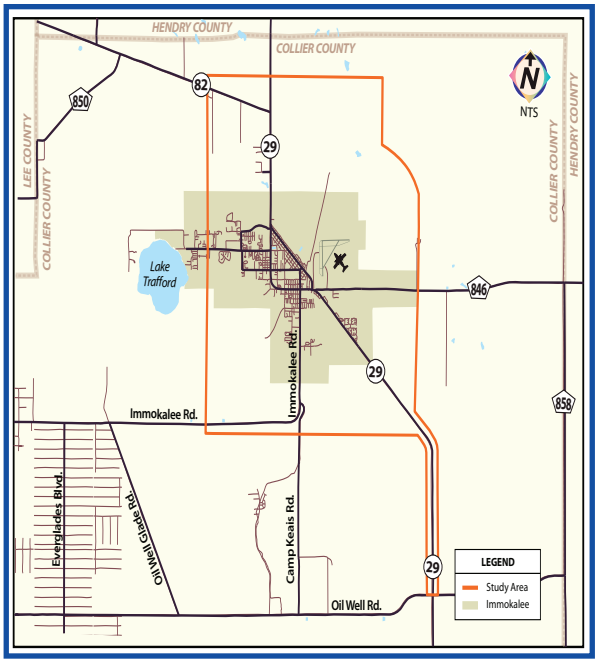
As the Florida Department of Transportation (FDOT) continues its State Road (S.R.) 29 Project Development & Environment study, the project team has identified four alignments for proposed transportation improvements to the S.R. 29 corridor. Illustrations with more description about each alignment are presented inside this newsletter.

Next Steps

The next step in the study is to develop S.R. 29 improvements within each of the four alignments. Each alignment is approximately 600 feet wide, allowing for different alternatives within them. The project team will focus on opportunities to improve safety, increase Immokalee's economic growth and improve emergency evacuation.

Public involvement, along with the participation of local governments and cooperating agencies, assists the project team as it develops and brings alternatives forward for further evaluation. The team will present preliminary alternatives for public review at an alternatives workshop later this year. With comments received then, the department will refine and present the preferred alternatives for improvements to S.R. 29 at a formal public hearing in 2012.

Citizens are encouraged to participate in this process and provide comments on project alternatives and issues that are important to them. Comments can be made through the project website at www.sr29collier.com or at upcoming meetings. (See schedule on back page.) The next public meeting is an Alternatives Scoping Meeting scheduled for February 17, 2010 from 5 to 7 p.m. at the Immokalee One-Stop Career Center, 750 South 5th Street in Immokalee. This is an informal open house where you can view the project team's progress to date on the development of alternatives for S.R. 29 improvements.



Conforme el Departamento de Transporte de Florida (en inglés *Florida Department of Transportation o FDOT*) continúa con su estudio Ambiental y de Desarrollo del Proyecto de la Carretera Estatal (S.R.) 29 (en inglés *State Road 29*), el equipo del proyecto ha identificado cuatro alineamientos para las mejoras al transporte propuestas para el corredor de la S.R. 29. Este boletín informativo presenta ilustraciones con mayor información acerca de cada alineamiento.

Los Siguientes Pasos

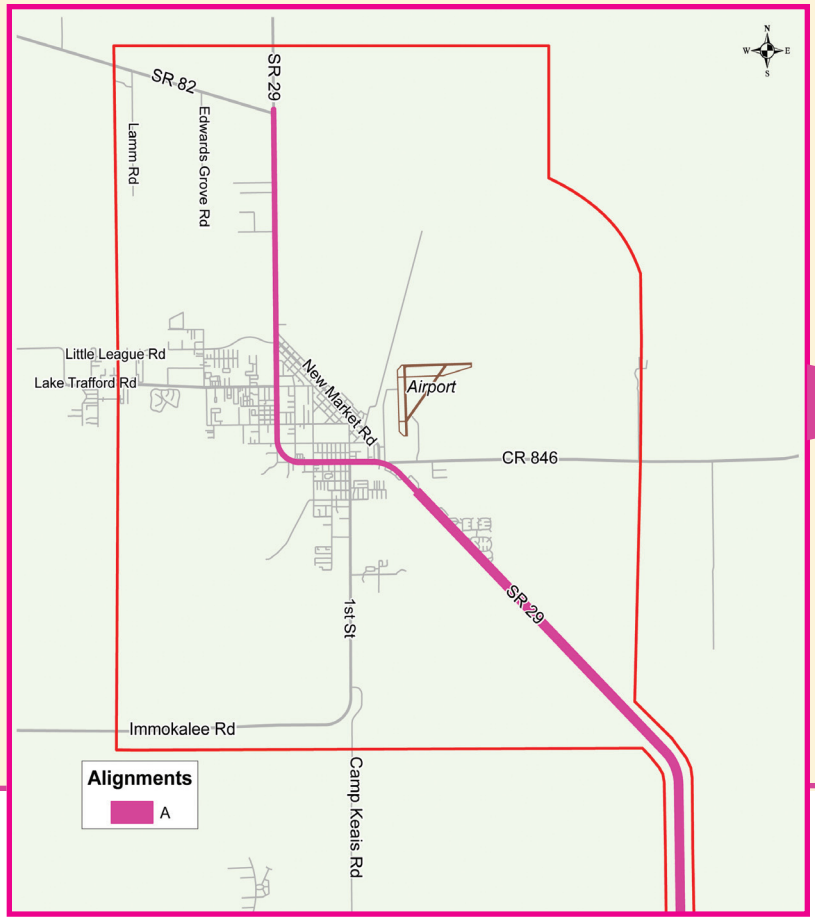
El siguiente paso en el estudio es desarrollar mejoras a la S.R. 29 dentro de cada uno de los cuatro alineamientos. Cada alineamiento es de aproximadamente 600 pies de ancho, permitiendo diferentes alternativas dentro de ellos. El equipo del proyecto se enfocará en las oportunidades para mejorar la seguridad, aumentar el crecimiento económico de Immokalee y mejorar la evacuación de emergencia.

La participación del público, junto con la participación de los gobiernos locales y las agencias colaboradoras, asiste al equipo del proyecto mientras éste desarrolla y presenta alternativas para su evaluación más a fondo. El equipo presentará alternativas preliminarias para la revisión del público durante un taller de alternativas más adelante en este año. Con los comentarios ahí recibidos, el departamento refinará y presentará las alternativas preferidas para las mejoras a la S.R. 29 durante una audiencia pública formal en el 2012.

Exhortamos a los ciudadanos a que participen en este proceso y proporcionen comentarios sobre las alternativas para el proyecto y los asuntos de importancia para ellos. Se pueden proporcionar comentarios a través de la red cibernética del proyecto, www.sr29collier.com o en las reuniones que se aproximan. (Vea el calendario en la página de atrás.) La próxima reunión pública es para Evaluar Alternativas, dicha reunión está programada para el 17 de Febrero, del 2010 desde las 5 a las 7 p.m. en el *One-Stop Career Center* de Immokalee, ubicado en el 750 South 5th Street en Immokalee. Este es un evento a puerta abierta donde usted puede ver el progreso que el equipo del proyecto ha tenido hasta la fecha en cuanto al desarrollo de alternativas para las mejoras de la S.R. 29.

Each alignment option follows S.R. 29 from Oil Well Road north toward Immokalee. Since this portion of the project is the same for each alignment, it is not shown on the alignment maps below.

Cada opción de alineamiento sigue la S.R. 29 desde Oil Well Road en dirección norte hacia Immokalee. Dado que esta porción del proyecto es la misma para cada alineamiento, no se muestra en los mapas de alineamiento a continuación.



Alignment A / Alineamiento A

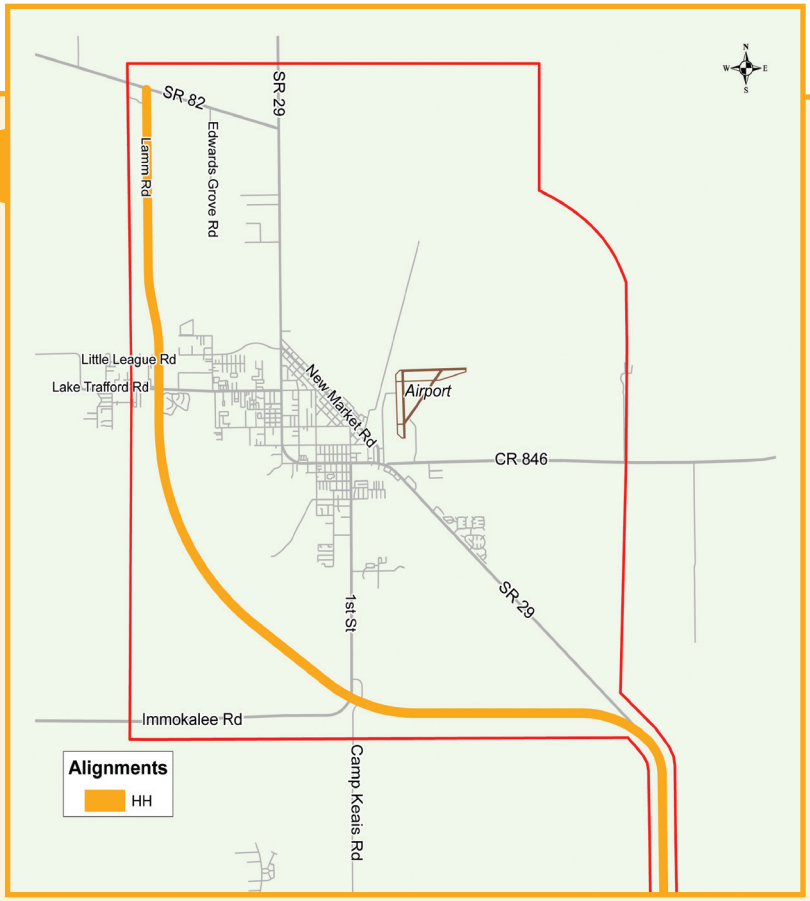
Alignment A represents the existing corridor and widens existing S.R. 29. This option remains viable throughout the study.

El **Alineamiento A** representa el corredor existente y amplía la S.R. 29 existente. Esta opción permanece viable a lo largo el estudio.

Alignment HH / Alineamiento HH

Alignment HH represents the West Corridor and follows S.R. 29 to Collier County's planned extension of Immokalee Road to 1st Street. The alignment continues north to the county's proposed extension of Little League Road and connects to Lamm Road where it intersects S.R. 82. Alignment HH avoids the active sand mine operation located south of S.R. 82 on Edwards Grove Road.

El **Alineamiento HH** representa el Corredor Oeste y sigue la S.R. 29 hasta la planeada extensión de Immokalee Road a la 1st Street. El alineamiento continua hacia el norte hasta la extensión de Little League Road, propuesta por el condado, y conecta con calle Lamm donde intersecta con la S.R. 82. El Alineamiento HH esquiva la activa operación minera de arena la cual esta ubicada al sur de la S.R. 82 en Edwards Grove Road.



Alignment GG / Alineamiento GG

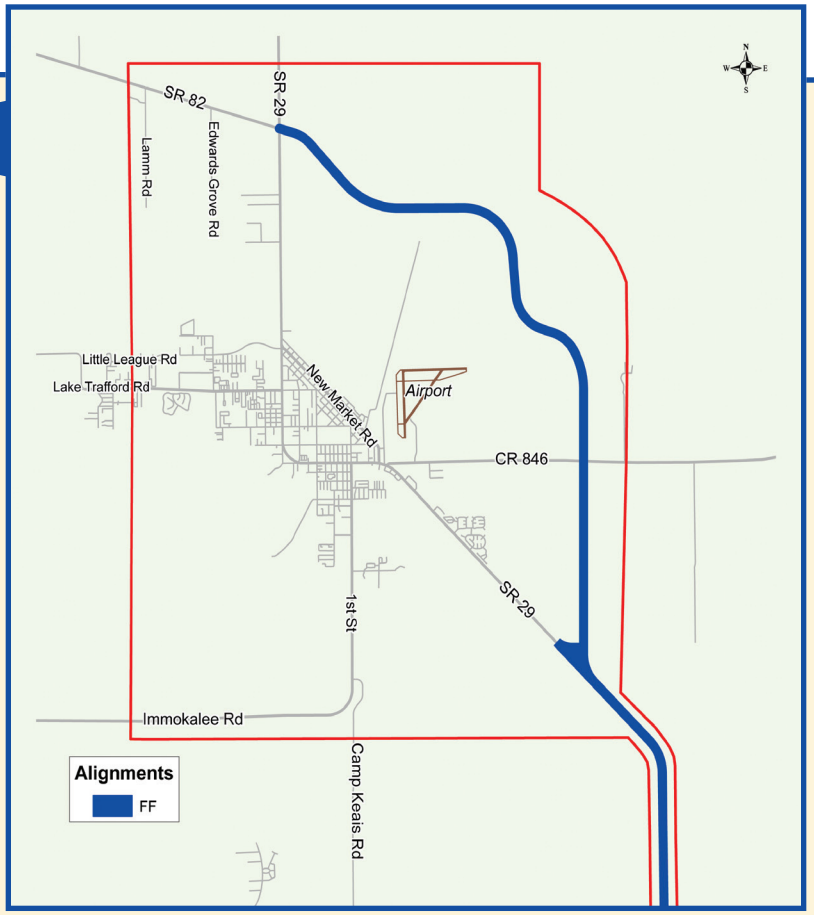
From the south, **Alignment GG**, which represents the Central Corridor, follows existing S.R. 29 to Alachua Street then turns northerly toward Gopher Ridge Road minimizing impacts to existing packing and distribution operations. It then continues along Gopher Ridge Road to the north and northwest toward S.R. 29/S.R. 82. This alignment is consistent with Collier County's planned improvements for Florida Tradeport Parkway.

Partiendo del sur, el **Alineamiento GG**, el cual representa el Corredor Central, sigue la S.R. 29 existente hasta la Alachua Street y después vira en dirección norte hacia Gopher Ridge Road minimizando el impacto a las operaciones de empaque y distribución existentes. Después continúa a lo largo de Gopher Ridge Road hacia el norte y el noroeste hacia las S.R. 29/S.R. 82. Este alineamiento es consistente con las mejoras a la Florida Tradeport Parkway planeadas por el Condado de Collier.

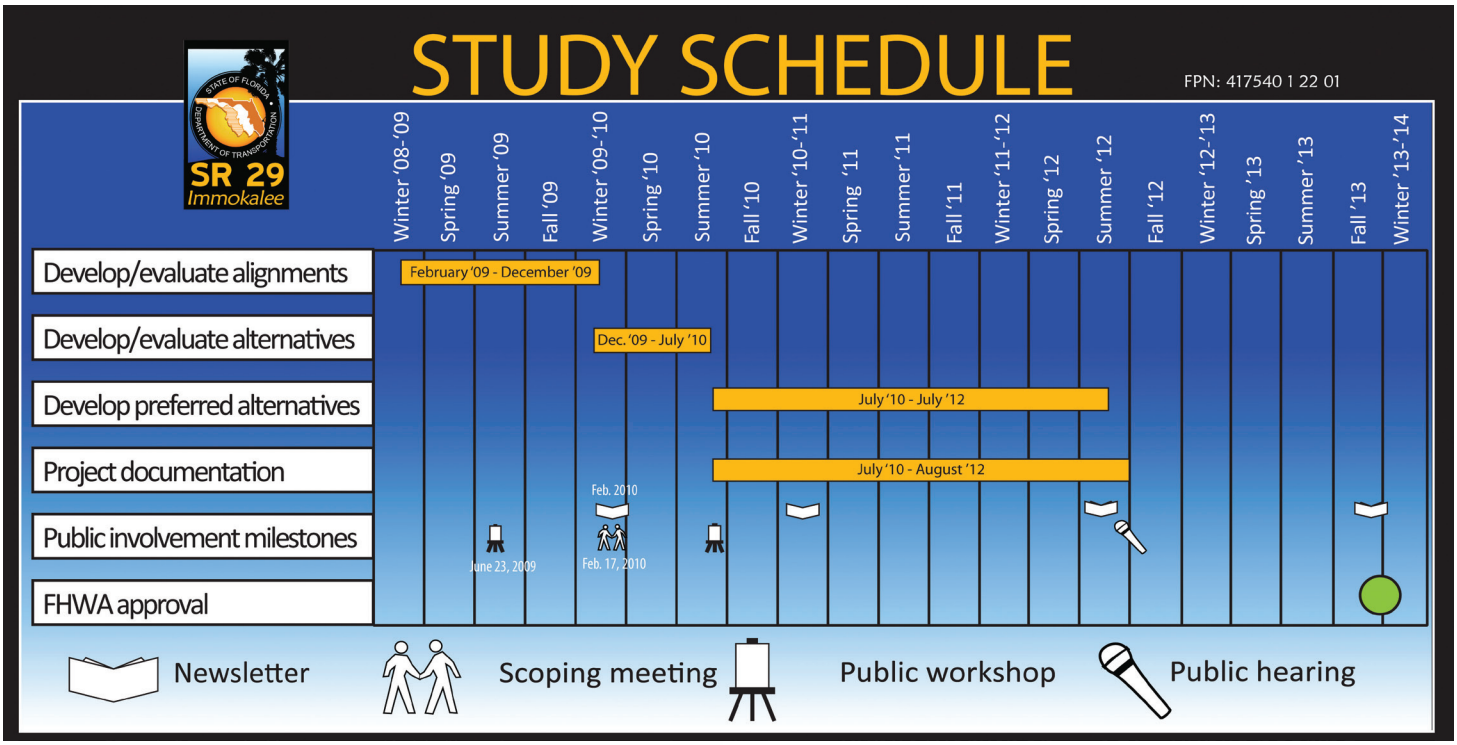
Alignment FF / Alineamiento FF

Alignment FF represents the East Corridor and travels north on S.R. 29 to just north of where Collier County's planned extension of Immokalee Road connects to S.R. 29. The alignment continues north (on the east side of the Immokalee Airport) avoiding direct effects to agricultural buildings and minimizing impacts to existing grove operations. North of Gopher Ridge Road, the alignment turns to the west and intersects with S.R. 29/S.R. 82.

El **Alineamiento FF** representa el Corredor Este y viaja hacia el norte sobre la S.R. 29 hasta justo al norte del lugar donde la extensión de la calle Immokalee planeada por el Condado Collier conecta con la S.R. 29. El alineamiento continua hacia el norte (en el lado este del aeropuerto Immokalee) evitando efectos directos a los edificios de agricultura y minimizando impactos a las operaciones de naranjales existentes. Al norte de Gopher Ridge Road, el alineamiento vira al oeste e intersecta con las S.R. 29/S.R. 82.



S.R. 29 PD&E Study
Attn: Gwen G.Pipkin
Senior Project Manager
Florida Department of Transportation
801 N. Broadway
P.O. Box 1249
Bartow, FL 33831



Questions?

If you have questions, please contact:

Gwen G. Pipkin
Senior Project Manager
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33831
Phone: 863-519-2375
email: gwen.pipkin@dot.state.fl.us

¿Preguntas?

Si usted tiene preguntas, por favor, comuníquese con:

Marlon Bizerra
Environmental Management Administrator
Florida Department of Transportation
P.O. Box 1249
Bartow, Florida 33831
por teléfono: 863-519-2250
por correo electrónico:
marlon.bizerra@dot.state.fl.us

SR 29 from Oil Well Road to SR 82

Project Development & Environment Study

SR 29 Immokalee

FPN: 417540 1 22 01

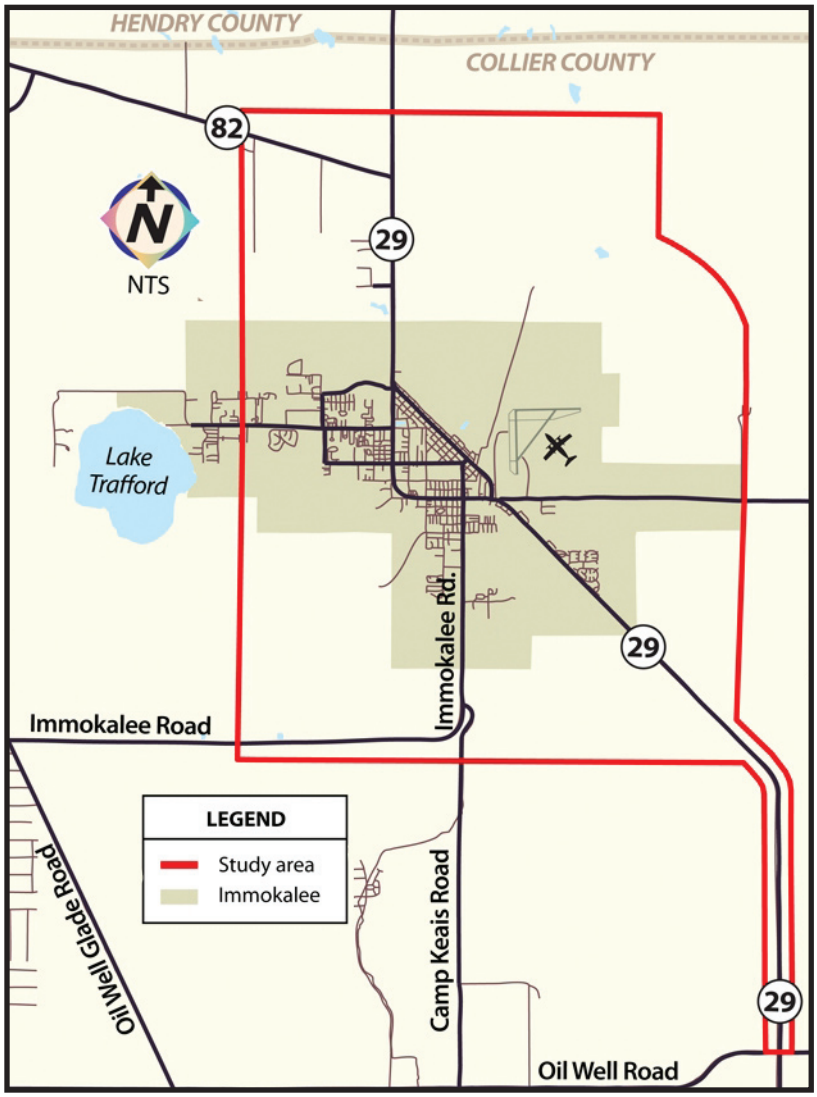
August 7, 2008

Descripción del proyecto

El Departamento de Transportes de la Florida (FDOT) les da la bienvenida al taller público para tratar las mejoras propuestas al Corredor de la Carretera Estatal 29, en el condado de Collier. El FDOT ha empezado el Estudio de Desarrollo y Medio Ambiente para el Proyecto (PD&E) en una porción de la Carretera 29, dicha porción empieza en Oil Well Road y termina en la Carretera Estatal 82.

El estudio propone mejoras a la transportación las cuales pueden incluir la expansión de los dos carriles existentes a cuatro carriles y/o considerar un(os) posible(s) corredor(es) que se desvíe del centro de Immokalee hacia el este u oeste de la Carretera 29.

La evaluación de estas mejoras a la Carretera 29 es necesaria para continuar proveyendo una transportación segura y eficiente, realzar la evacuación de emergencia y mejorar el flujo de transporte de bienes en el área de estudio.



SR 29 AREA DEL ESTUDIO PD&E

¿Qué es un estudio PD&E?

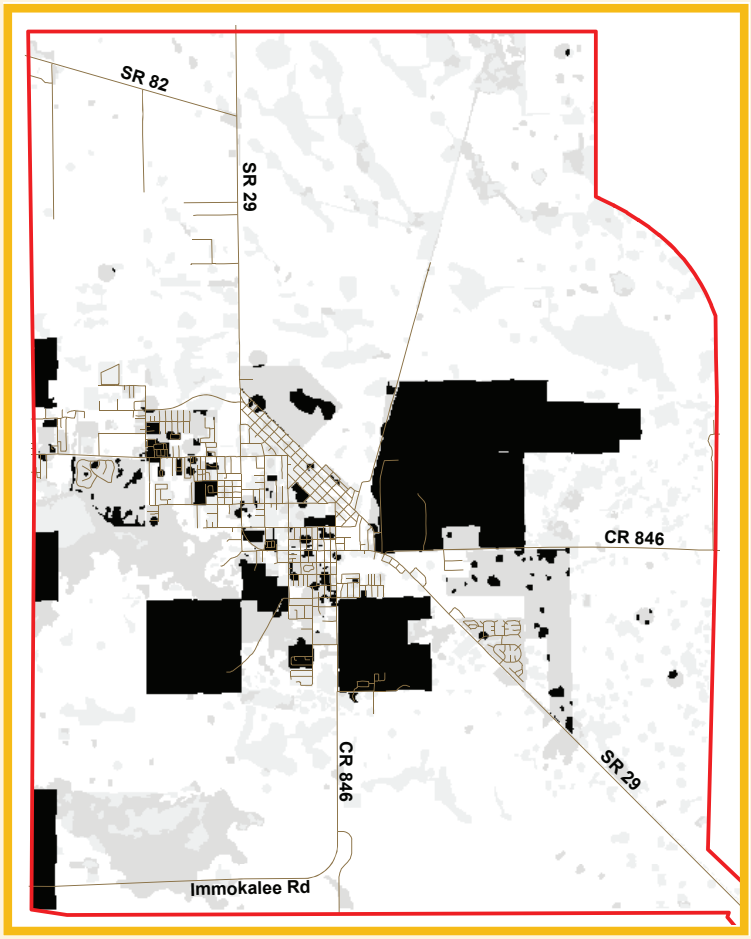
Un estudio PD&E produce los resultados documentados de un análisis de ingeniería y el ambiente del área de estudio. Esta información ayudará al FDOT y a la Administración Federal de Carreteras (FHWA) a llegar a una decisión acerca del tipo, diseño y lugar de las mejoras a la transportación necesarias en el área de estudio. El estudio PD&E también reúne los requisitos del Acto de Protección Nacional del Ambiente (NEPA) y de la FHWA que le permiten al FDOT recibir fondos federales para el diseño, adquisición del derecho al paso y construcción de las mejoras recomendadas.

El Proceso de Adecuación de Cartografía de Tierras

El FDOT está usando un proceso llamado preparación de mapas para determinar lo adecuado de las tierras (LSM), para evaluar el área del estudio del proyecto de la Carretera 29. Estos tres mapas ayudan a ilustrar el proceso de la LSM. Los mapas asociados con los pasos uno y dos demuestran las localizaciones de las particularidades sociales, culturales y ambientales. El mapa asociado con el paso tres ilustra donde los corredores propuestos podrían ser localizados para evadir estas particularidades tanto como sea posible hacerlo. Una lista general de particularidades identificadas a través de la LSM se muestra en la próxima página.

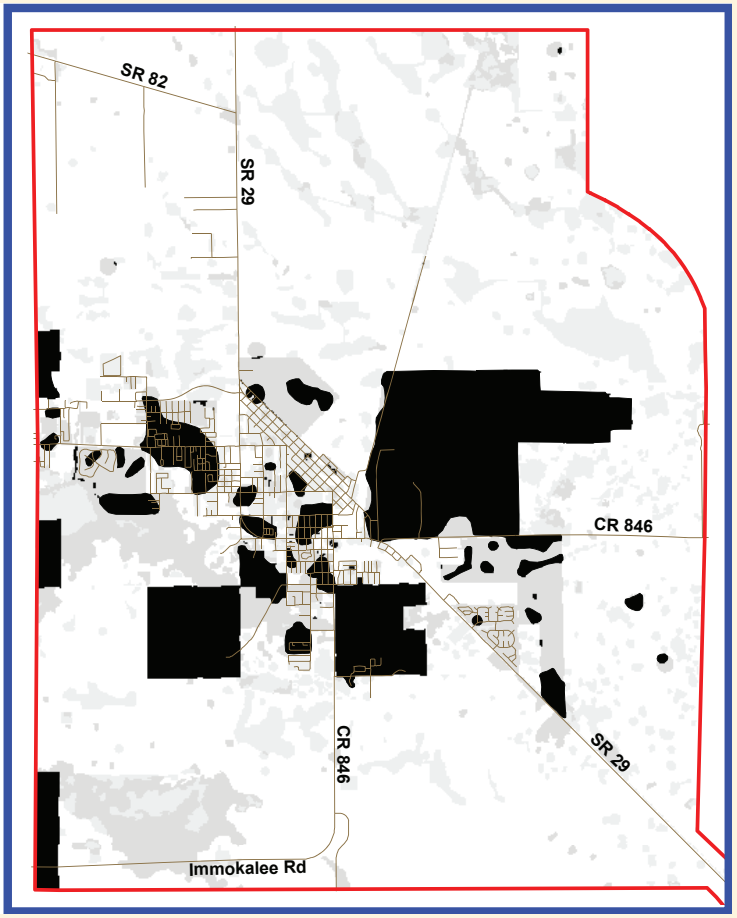
El área del estudio del proyecto está demarcada en rojo.

Paso 1



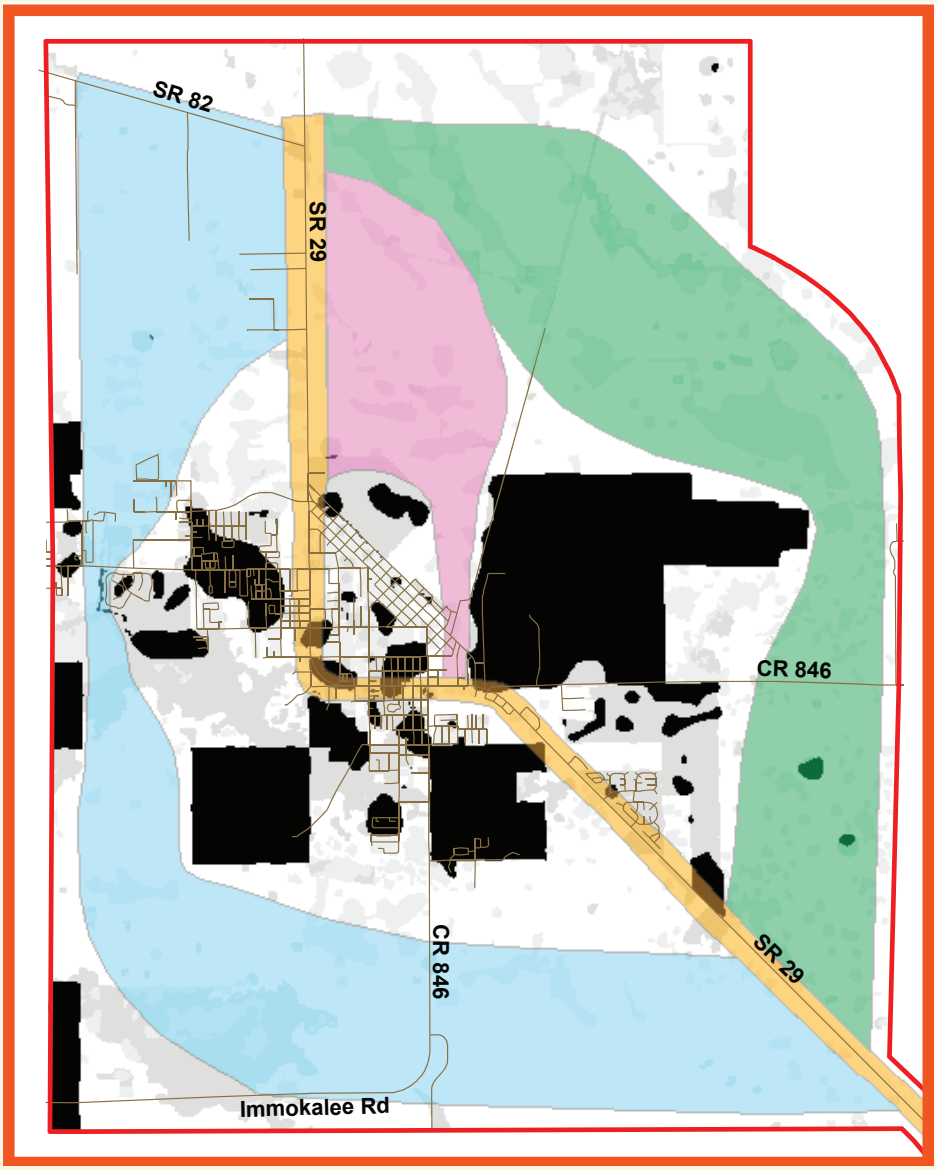
Las áreas en gris y negro en este mapa demuestran las localidades de particulares sociales, culturales y ambientales sensitivas. Mientras más oscuro el color, más difícil es compensar por los efectos de esas particularidades y son más las áreas que deberán evadirse, si es posible.

Paso 2



En el paso dos, las áreas en negro que están cercas las unas de las otras, están agrupadas. Dado que esas áreas negras tienen múltiples particulares que deberán ser evadidas, éstos no serían lugares adecuados para los corredores. Las áreas remanentes con un mínimo o muy poco de negro podrían ser áreas potenciales para el desarrollo de corredores.

Paso 3



Este mapa muestra cuatro proyectos de los propuestos corredores desarrollados para el proyecto de la Carretera 29. Los corredores varían en ancho para que los impactos a las particularidades puedan ser minimizados o evadidos.

- Corredor del oeste
- Corridor actual
- Corridor central
- Corridor del este

¿Qué cree usted?

Por favor, revise los cuatro corredores y díganos cuál(es) corredor(es) le gusta(n) o no le gusta(n) y por qué. También, díganos si usted conoce acerca de otras particularidades que deberían ser evadidas.

Su participación es importante.

Características Ambientales, Sociales y Culturales identificadas en estos tres mapas incluyen:

Niveles Sociales
Escuelas
Iglesias
Estaciones de Bomberos
Aplicación de la Ley
Servicios de Emergencias Medicas del Condado
Cementerios
Aeropuertos
Residenciales de Densidad Mediana
Proyectos Planificados

Niveles Culturales
Parques
Terrenos Gestionados
Senderos
Zonas Arqueológicas
Tierra soberana

Niveles Naturales del Medio Ambiente
Colonias de Grajos
Pantanos
Características del Agua
Especies Protegidas
Vía de Inundación

Niveles Físicos del Medio Ambiente
Grietas
Plantas de Tratamiento del Agua
Plantas de Tratamiento del Alcantarillado
Zonas de Materiales Riesgosos
Establecimientos Contaminados de Petróleo
Depósitos de Combustibles Subterráneos
Residuos Sólidos

SR 29

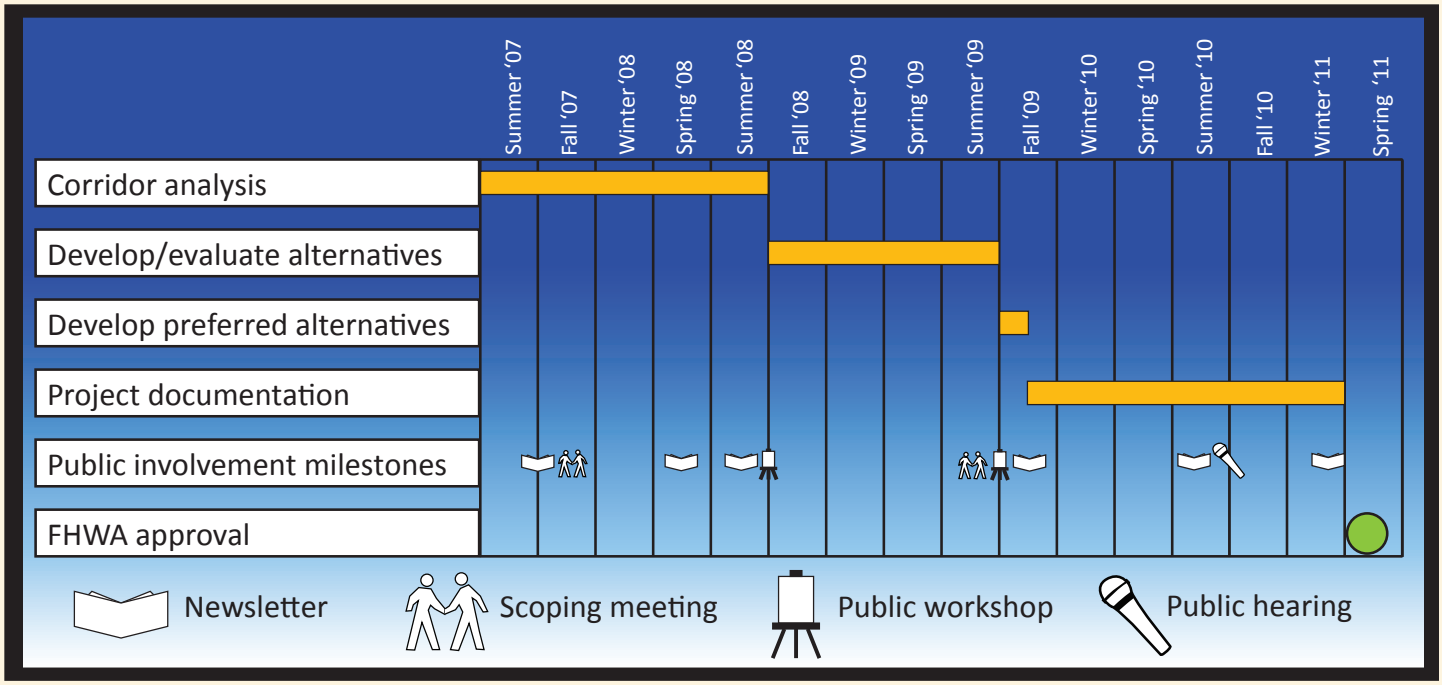
Project Development & Environment Study

from Oil Well Road to SR 82

District One

Programa del Proyecto

Para este proyecto, se anticipa que el proceso de PD&E va a tomar aproximadamente 48 meses. Actualmente en el Plan de Trabajo de Cinco Años del FDOT no hay fondos presupuestados para las fases de diseño, de adquisición de terrenos, ni de construcción.



¿Qué sucede después de este taller público de corredores?

Basado en el análisis detallado del área de estudio del proyecto, las recomendaciones de la agencia y los comentarios del público, el FDOT seleccionará el (los) corredor(es) los cuales son adecuados para continuar al proceso de PD&E. Luego, el FDOT evaluará varias alineaciones dentro de ese (esos) corredor(es) para la presentarlas al público en un taller de información pública en el verano del 2009.

Le invitamos a presentar sus comentarios

El propósito de este taller público es mantenerle informado y permitirle toda oportunidad para que nos de su opinión respecto a este importante estudio. Usted puede hablar con los representantes del FDOT en esta reunión, completar el formulario para comentarios provisto o someter los comentarios en la pagina cibernética del proyecto www.sr29collier.com. Todos los comentarios enviados por correo o recibidos el o antes del 18 de agosto del 2008 serán incluidos como parte de este taller público y considerados como parte del proceso de selección del corredor.

www.sr29collier.com

Contáctenos

Scott McCall
Gerente del Proyecto
FDOT District One

801 N. Broadway
Bartow, Florida 33830
(863) 519-2990
scott.mccall@dot.state.fl.us

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

FPN: 417540 1 22 01

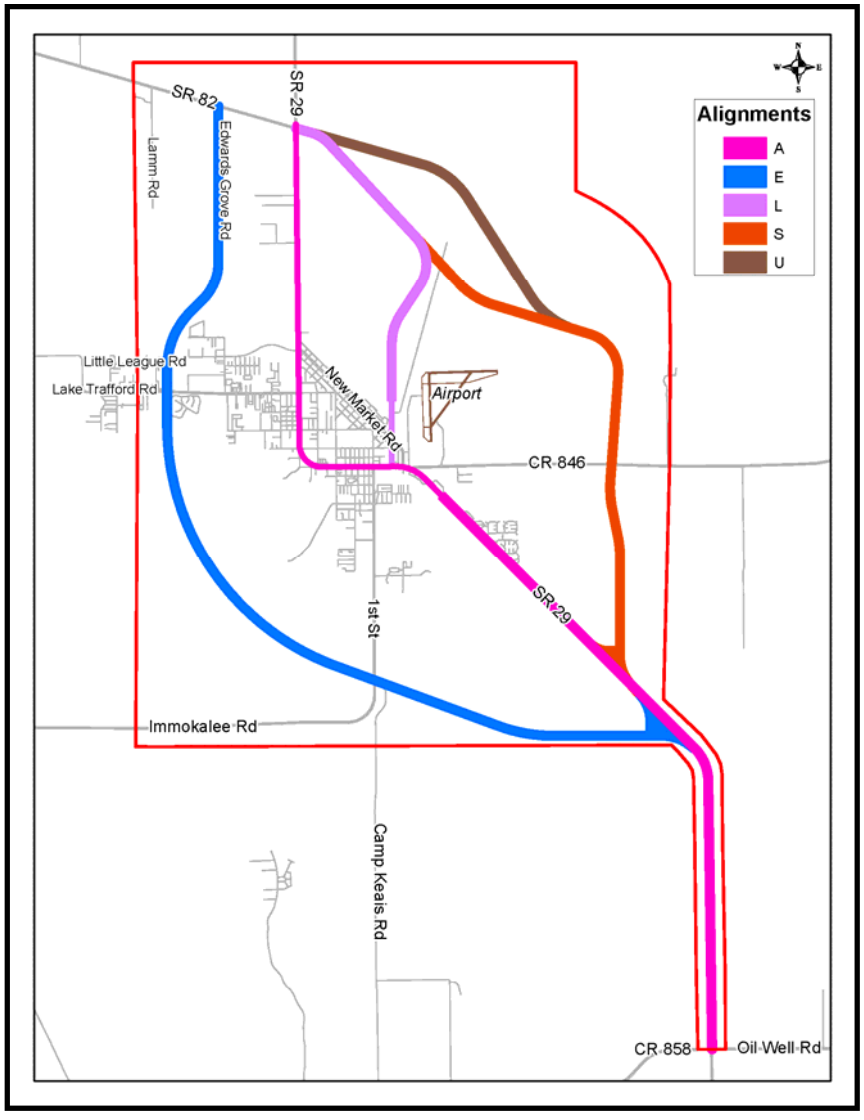
June 23, 2009

DESCRIPCION DEL PROYECTO

El Departamento de Transportes de la Florida (FDOT) está llevando a cabo un Estudio de Desarrollo y Medio Ambiente (PD&E) para el proyecto de un segmento de la Carretera Estatal 29, dicho segmento se extiende desde la Oil Well Road hasta la Carretera Estatal 82, en el Condado de Collier. El estudio esta evaluando las mejoras necesarias a la Carretera 29 para seguir proveyendo una transportación segura y eficiente, realzar la evacuación de emergencia y mejorar el flujo de transporte de bienes en el área de estudio. El estudio esta considerando diferentes conceptos de mejoras los cuales pueden incluir la expansión de los dos carriles existentes a cuatro carriles y/o considerar unos posibles corredores que se ubiquen al este u oeste del centro de Immokalee.

Proceso de EIS

El FDOT, en cooperación con la Administración Federal de Carreteras (FHWA), esta preparando la Atestación del Impacto Ambiental (EIS), para el proyecto de la Carretera 29. El proceso de EIS comenzó con el desarrollo de una atestación de propósito y necesidad la cual fuera aprobada por las agencias federales, estatales y locales. El paso a seguir fue el análisis de los corredores mediado el cual se seleccionaron cuatro corredores con los cuales se continuaría la evaluación dentro del área de estudio. En estos momentos estamos en la fase de análisis de alineamientos del proceso, cuya fase incluye la evaluación de alineamientos viables dentro de los corredores seleccionados. Cinco alineamientos han sido recomendados para seguir con el estudio, dichos alineamientos se muestran en el mapa a la derecha y se describen en la parte interior de este panfleto. Después de esta fase, se desarrollaran diferentes alternativas de los alineamientos recomendados. Esta información será documentada en un EIS, y se seleccionaran las alternativas preferidas para construir. Las alternativas preferidas para construir, junto a la alternativa de no construir, serán presentadas en una audiencia pública y se documentara en el EIS final (FEIS).

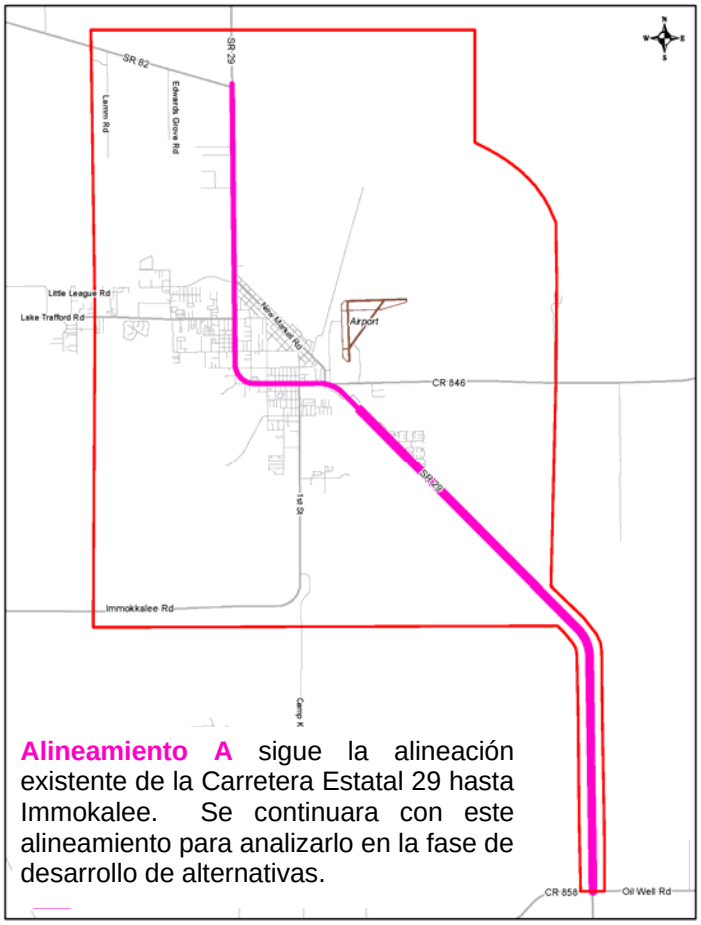


Proceso llamado “Adecuación de Cartografía de Tierras”:

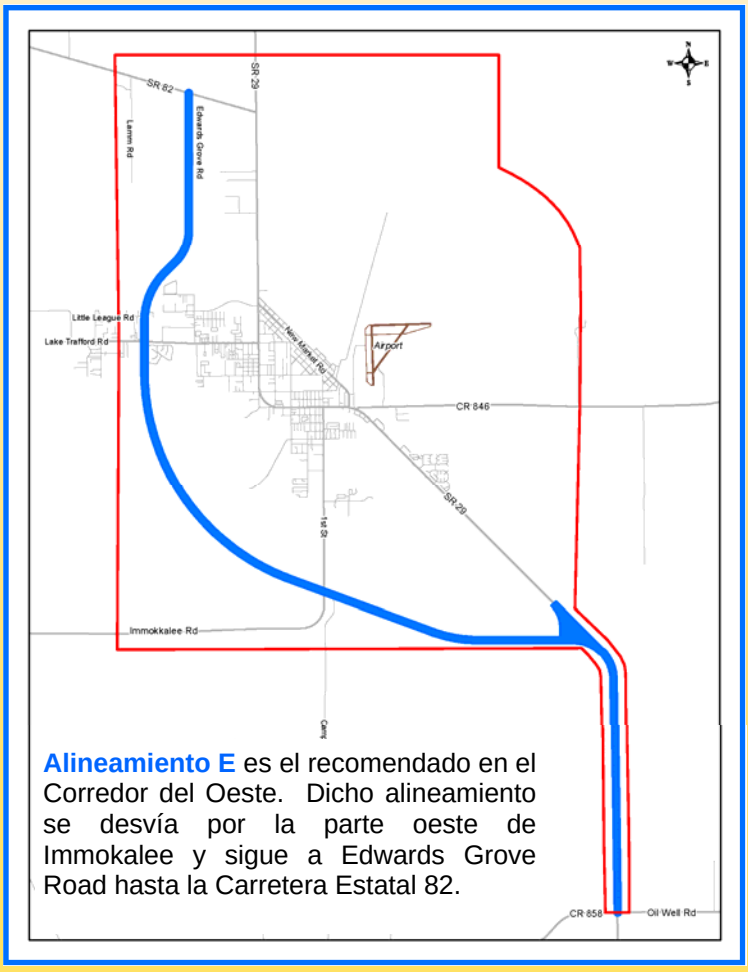
El FDOT ha estado usando un proceso llamado “Adecuación de Cartografía de Tierras” (LMS), para evaluar el área de estudio de la Carretera 29. Este proceso tiene una serie de pasos los cuales se usan para identificar, reducir o evadir los impactos de características naturales, físicas, y socio-culturales que se encuentren dentro del área de estudio. LSM se usó para elegir los corredores que se presentaron en el Taller Público de Corredores el 7 de Agosto del 2008. Ahora estamos utilizando este mismo proceso de LSM para determinar con cuales alineamientos (dentro de los corredores elegidos) se seguirá el curso del estudio.

ALINEAMIENTOS RECOMENDADOS

Dentro de los cuatros corredores, se analizaron treinta y uno alineamientos. Varios criterios de medio ambiente y de ingeniería fueron evaluados y se desarrollo una matriz de evaluación para cada uno de los alineamientos. Dichos alineamientos fueron presentados al Comité Consejero de Dueños de Propiedades Afectadas (SAC) el 23 de Abril del 2009. El comité SAC reviso y comento en cada uno de los alineamientos. Basado en los comentarios del comité SAC y en la evaluación de los impactos de cada alineamiento, cinco alineamientos se seleccionaron y fueron recomendados para con ellos proseguir el curso del estudio. Los cinco alineamientos son A, E, L, S, y U, y se le presentan esta noche a usted para que nos de sus comentarios. Todos los alineamientos son iguales en la parte sur del proyecto, desde Oil Well Road hasta Immokalee, y usan la Carretera Estatal 29 existente. Generalmente, los alineamientos son de 600 pies de anchura, con excepción de los Alineamientos A y L los cuales son de 300 pies en anchura en algunos segmentos.



Alineamiento A sigue la alineación existente de la Carretera Estatal 29 hasta Immokalee. Se continuara con este alineamiento para analizarlo en la fase de desarrollo de alternativas.



Alineamiento E es el recomendado en el Corredor del Oeste. Dicho alineamiento se desvía por la parte oeste de Immokalee y sigue a Edwards Grove Road hasta la Carretera Estatal 82.

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION
SR 29 Immokalee

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

Corredores

Áreas Geográficas Masivas
Evadir Impactos Mayores
"Áreas de Oportunidades"

Alineamientos

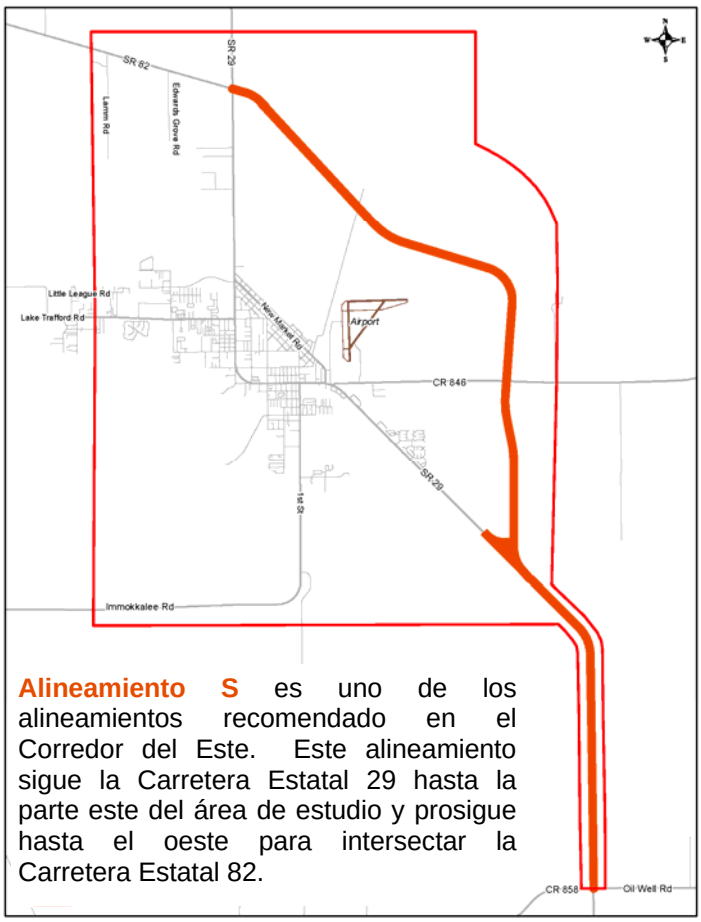
Bandas dentro de los Corredores
Criterios de SIS
El doble de la anchura típica de la carretera

Alternativas

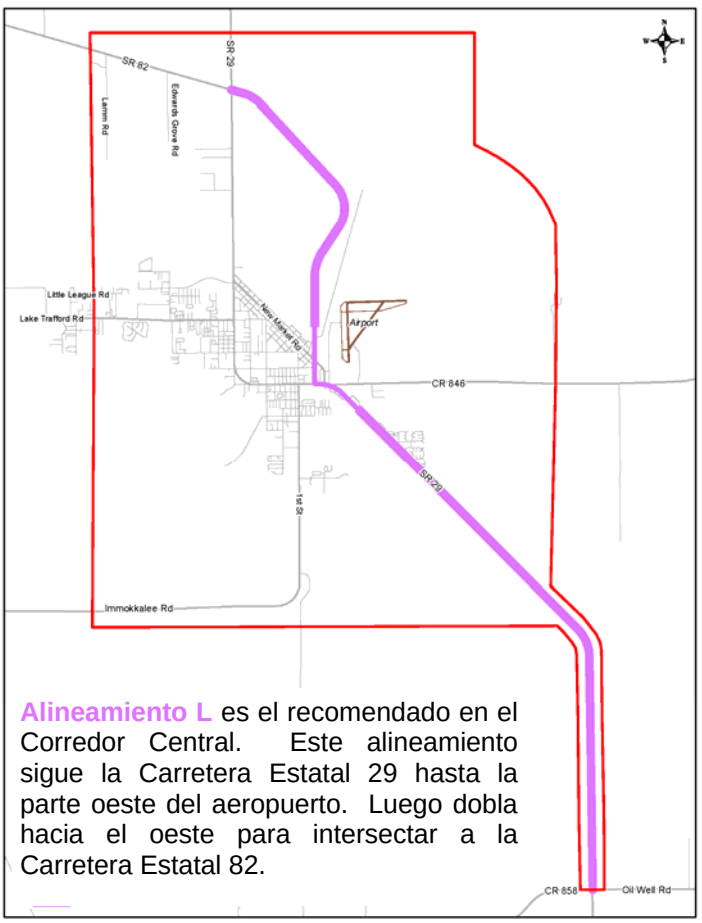
Criterios de SIS / Definidas Geométricamente
Evadir y Minimizar al Máximo
Conceptos e Impactos Detallados

Alternativas Preferidas

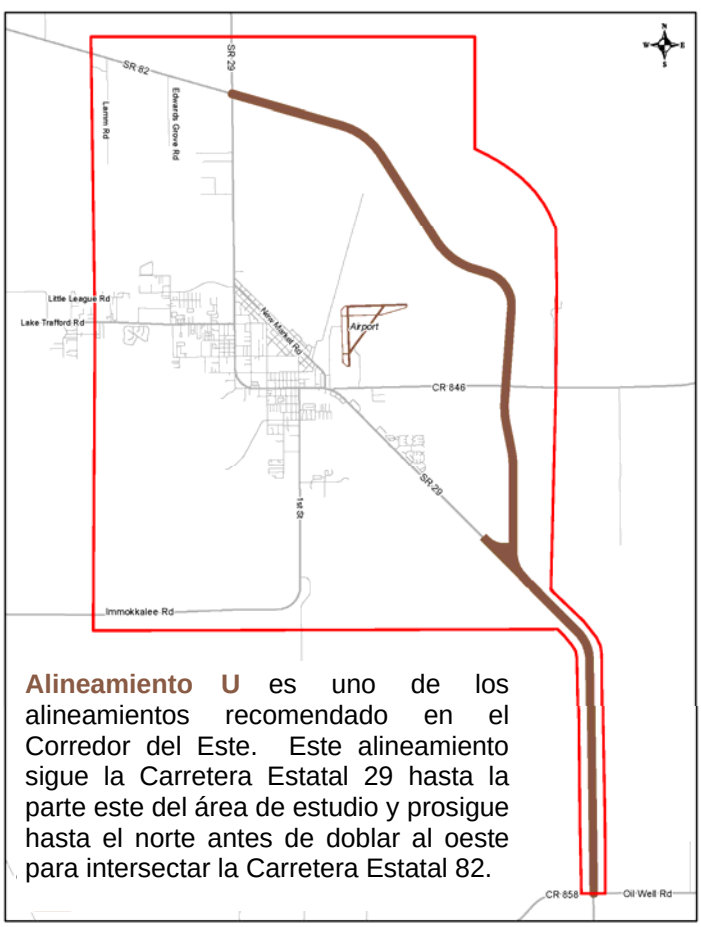
Logra el Propósito y la Necesidad del Proyecto
Económicamente Efectivo
Apoyado por las Agencias y el Público



Alineamiento S es uno de los alineamientos recomendado en el Corredor del Este. Este alineamiento sigue la Carretera Estatal 29 hasta la parte este del área de estudio y prosigue hasta el oeste para intersectar la Carretera Estatal 82.



Alineamiento L es el recomendado en el Corredor Central. Este alineamiento sigue la Carretera Estatal 29 hasta la parte oeste del aeropuerto. Luego dobla hacia el oeste para intersectar a la Carretera Estatal 82.



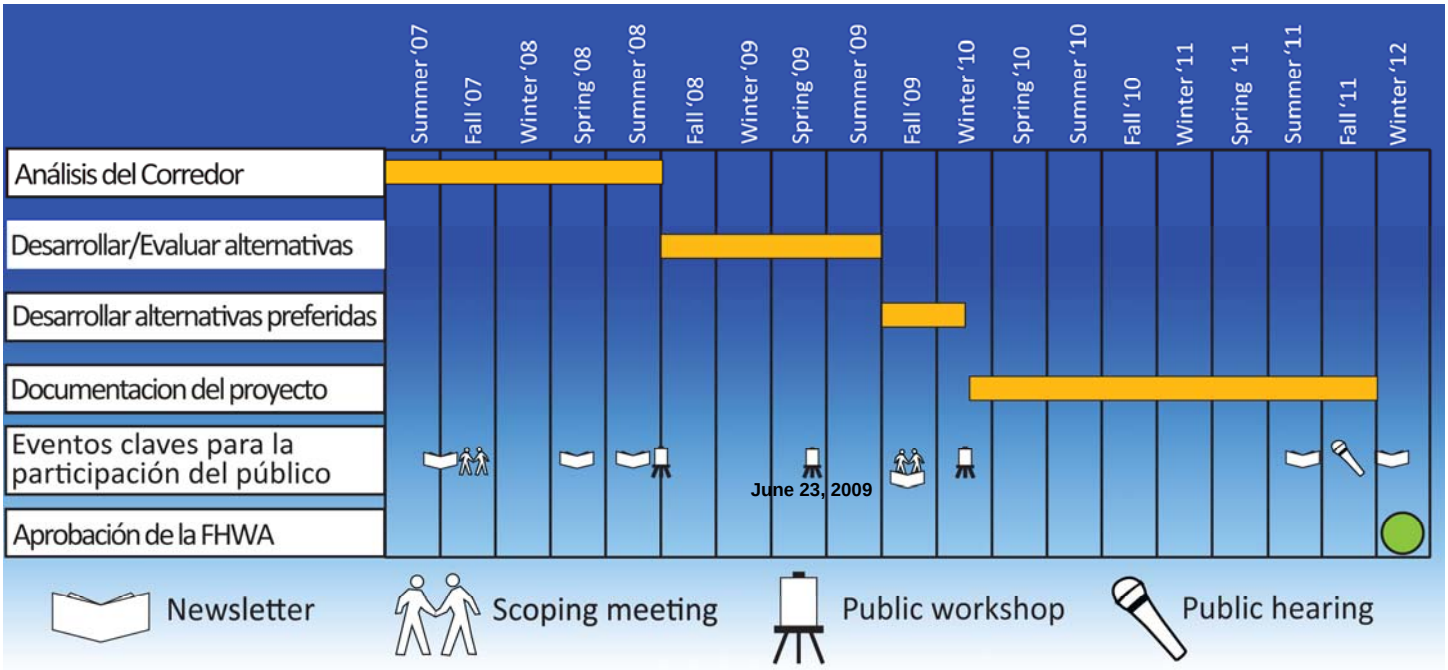
Alineamiento U es uno de los alineamientos recomendado en el Corredor del Este. Este alineamiento sigue la Carretera Estatal 29 hasta la parte este del área de estudio y prosigue hasta el norte antes de doblar al oeste para intersectar la Carretera Estatal 82.

¿QUE SUCEDE AHORA?

El estudio de PD&E de la Carretera Estatal 29 comenzó en el verano del 2007. El desarrollo y la evaluación de las alternativas y los alineamientos potenciales van en marcha. Se anticipa que el estudio de PD&E se completara a principios del 2012.

A este Taller Publico de Alineamiento le seguirá otro Taller Publico de Información, el cual esta programado para principios del 2010, y una Audiencia Publica esta programada para el Otoño del 2011.

Programa del Proyecto



INFORMACION DE CÓMO CONTACTARNOS

Marlon Bizerra, P.E.
District Environmental Manager

Florida Department of Transportation
801 N. Broadway
Bartow, FL 33830
Teléfono: (863) 519-2375
Correo Electrónico:
gwen.pipkin@dot.state.fl.us

Red: www.sr29collier.com

SR 29 Immokalee

State Road 29
from Oil Well Road to S.R. 82
Project Development & Environment Study

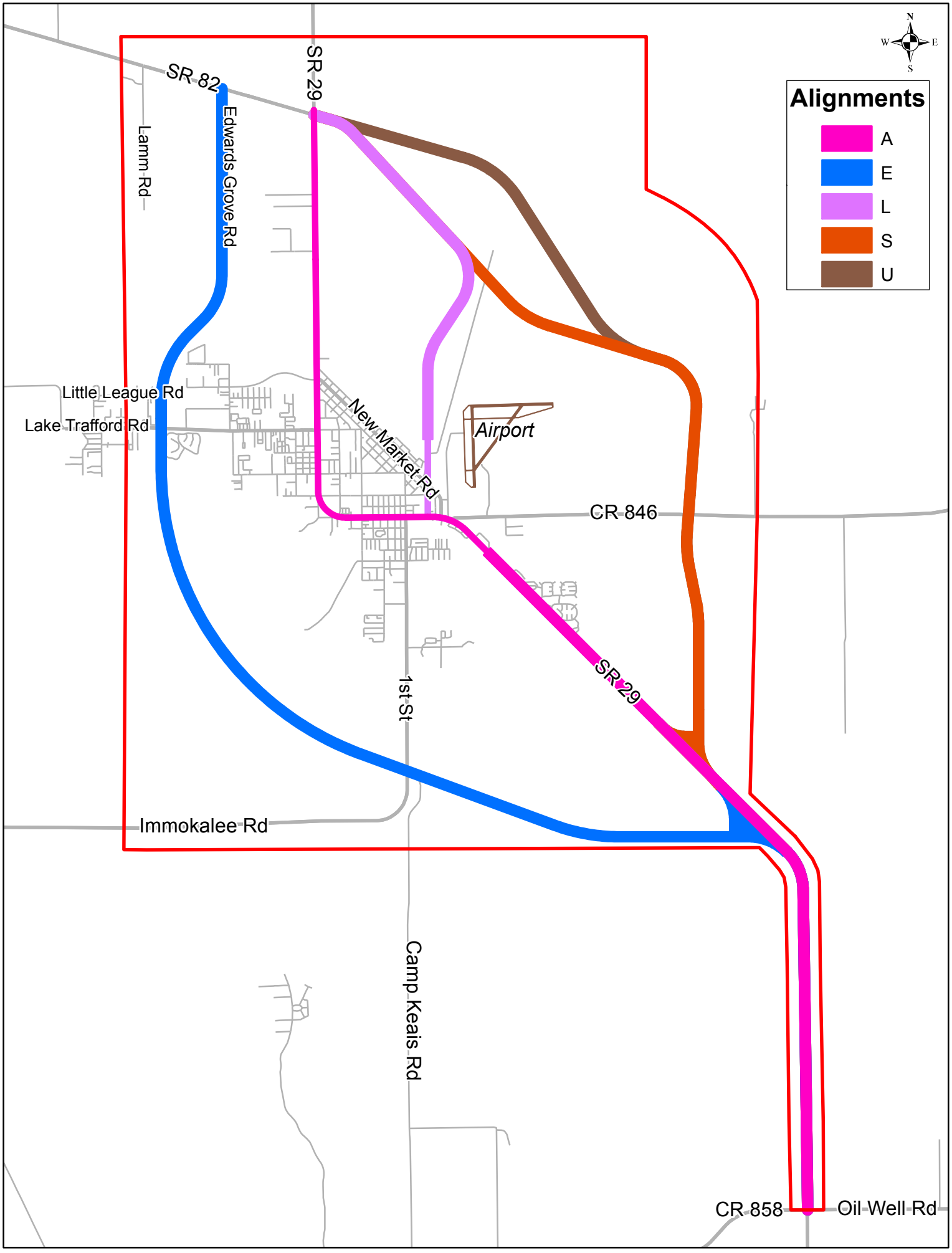
FPN: 417540 1 22 01

Visite nuestra red cibernética del proyecto al:

www.sr29collier.com

Matrix De Evaluacion

	Alineamientos Recomendados para continuar con el Estudio				
	A	E	L	S	U
Tamaño (en acres)	901.8	1420.1	1087.6	1193.5	1201.9
Distancia (en millas)	15.8	18.2	15.6	15.5	15.6
Efectos Socio-Culturales					
Escuelas	2	1	1	0	0
Iglesias	3	0	0	0	0
Servicios de Emergencias Medicas/Estaciones de Policías/Estaciones de Bomberos	0	0	0	0	0
Cementerios	1	0	0	0	0
Aeropuertos	1	0	1	0	0
Residenciales de Densidad Mediana	9.1	7.0	7.0	7.0	7.0
Residenciales de Densidad Alta	40.2	4.0	35.0	0.0	0.0
Proyectos Planificados de Impacto Regional	10.0	0.0	10.0	0.0	0.0
Proyectos Planificados de Unidad	21.7	13.5	7.7	0.0	0.0
Tierras Reservadas de Nativos	1.2	0.0	1.2	0.0	0.0
Tierra de Recreación	0.6	0.0	0.6	0.0	0.0
Impactos Históricos/Arqueológicos (Si ó No)	Y	N	N	N	N
Efectos Naturales					
Pantanos fuera del Bosque	33.2	53.2	41.1	57.4	100.0
Pantanos dentro del Bosque	59.3	62.3	52.8	25.5	28.5
Características de Agua Abierta	50.0	39.3	51.6	45.1	43.3
Tierras Manejadas Públicamente	0.0	0.0	0.0	0.0	0.0
Nidos de Águilas	0	0	0	0	0
Colonias de Grajos	0	0	0	0	0
Especies en Extinción y Protegidas	0	0	0	1	1
Hábitat Primordial de Panteras	587.6	514.3	587.6	826.5	834.8
Hábitat Secundario de Panteras	102.7	836.5	316.1	367.2	367.2
Efectos Físicos					
Establecimientos Contaminados	50	3	20	1	1
Sumidero	1	0	0	0	0
Area industrial abandonada	1	0	1	0	0
Plantas de Tratamiento del Agua	0	0	0	0	0
Plantas de Tratamiento del Alcantarillado	0	0	0	0	0


N
W
E
S
Alignments
A
E
L
S
U
SR 82
SR 29
Lamm Rd
Edwards Grove Rd
Little League Rd
Lake Trafford Rd
New Market Rd
Airport
CR 846
SR 29
1st St
Immokalee Rd
Camp Keais Rd
CR 858
Oil Well Rd

SR 29 Immokalee

SR 29 Reunión de Alcance de Alternativas

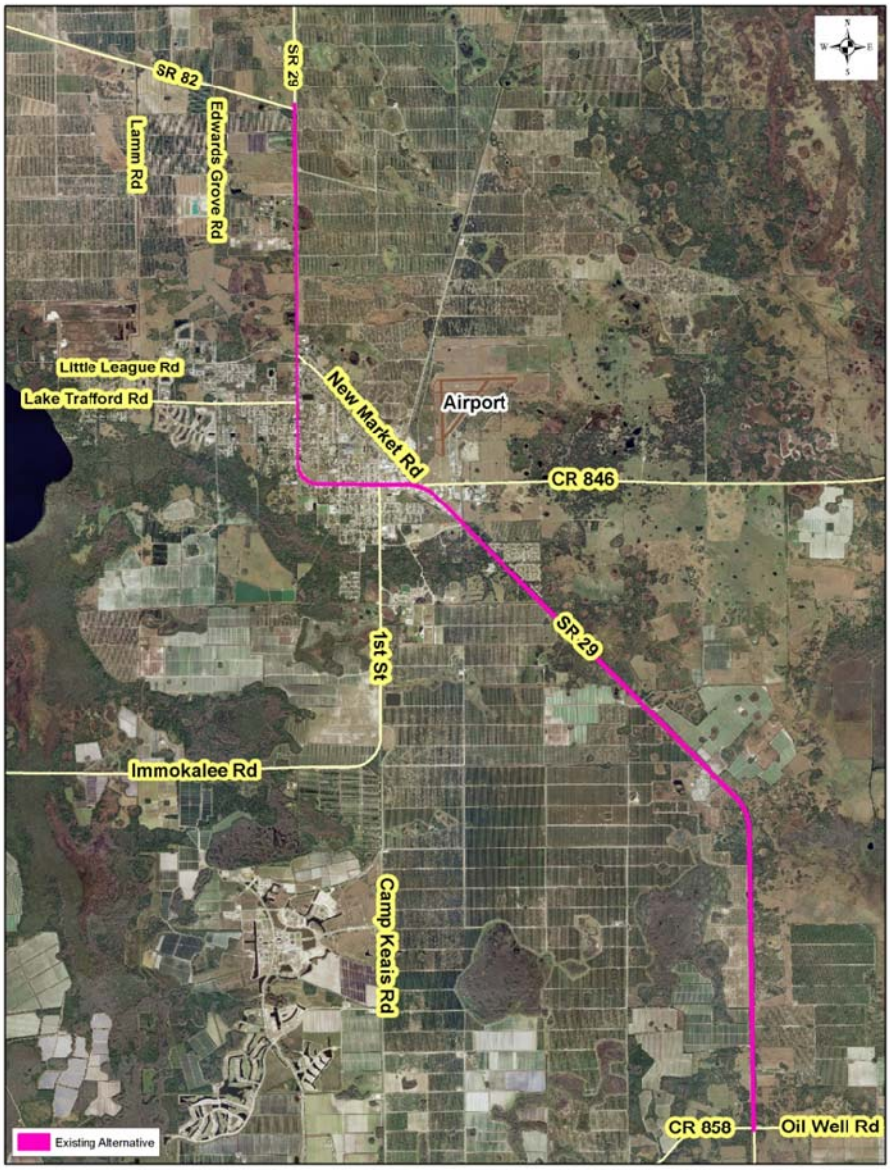
from Oil Well Road to SR 82

Project Development & Environment Study

FPN: 417540 1 22 01

February 17, 2010

Formulario para Comentarios



Alternativa Existente

☐ **En favor de esta alternativa**

☐ **En contra de esta alternativa**

Por qué?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Nota: Favor llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o enviarlo a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de la última página de este formulario o envíe sus comentarios por medio de la página web del proyecto www.SR29Collier.com hasta Marzo 1, 2010. Participación pública es solicitada sin importar raza, color, religión, sexo, edad, nacionalidad, incapacidad o estatus familiar.

SR 29 Immokalee

SR 29 Reunión de Alcance de Alternativas

from Oil Well Road to SR 82

Project Development & Environment Study

FPN: 417540 1 22 01

February 17, 2010

Formulario para Comentarios

Alternativa Oeste

☐ **En favor de esta alternativa**

☐ **En contra de esta alternativa**

Por qué?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Nota: Favor llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o enviarlo a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de la última página de este formulario o envíe sus comentarios por medio de la página web del proyecto www.SR29Collier.com hasta Marzo 1, 2010. Participación pública es solicitada sin importar raza, color, religión, sexo, edad, nacionalidad, incapacidad o estatus familiar.

SR 29 Immokalee

SR 29 Reunión de Alcance de Alternativas

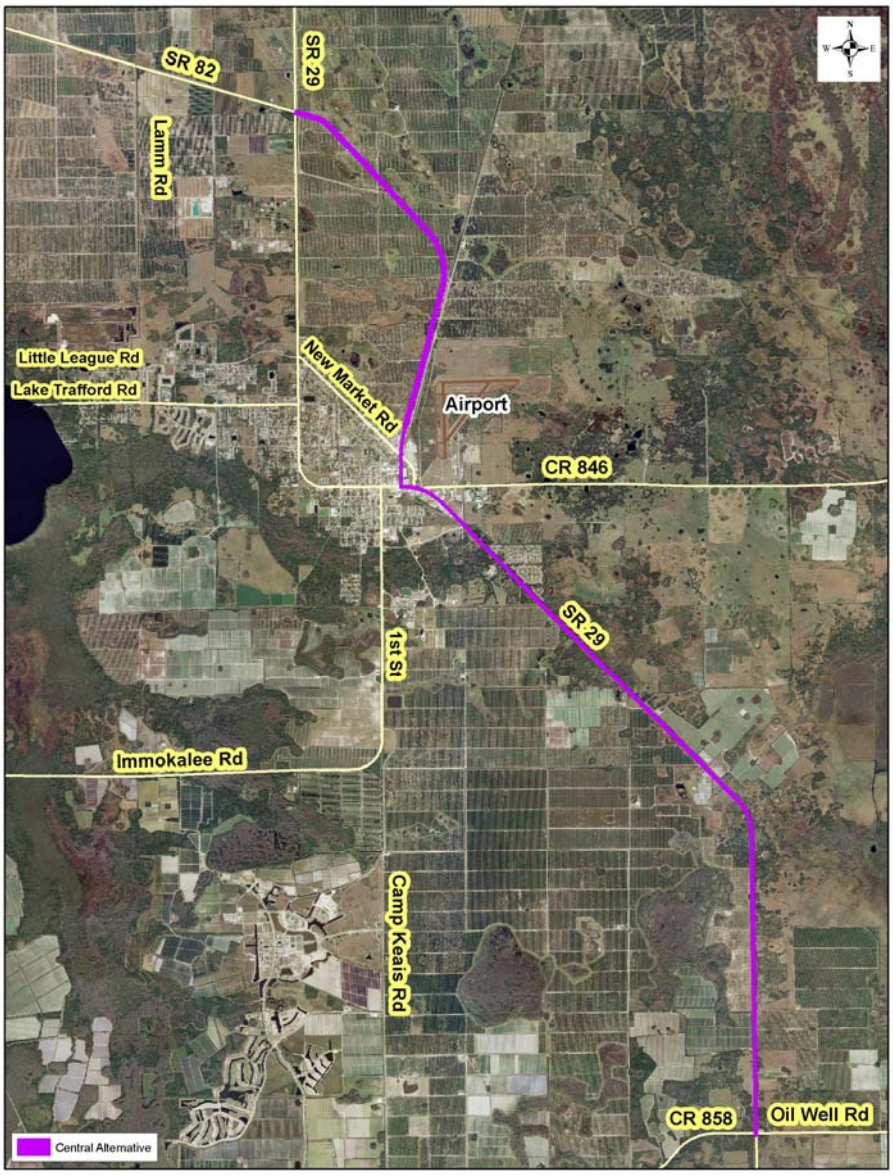
from Oil Well Road to SR 82

Project Development & Environment Study

FPN: 417540 1 22 01

February 17, 2010

Formulario para Comentarios



Alternativa Central

☐ **En favor de esta alternativa**

☐ **En contra de esta alternativa**

Por qué?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Nota: Favor llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o enviarlo a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de la última página de este formulario o envíe sus comentarios por medio de la página web del proyecto www.SR29Collier.com hasta Marzo 1, 2010. Participación pública es solicitada sin importar raza, color, religión, sexo, edad, nacionalidad, incapacidad o estatus familiar.

SR 29 Immokalee

SR 29 Reunión de Alcance de Alternativas

from Oil Well Road to SR 82

Project Development & Environment Study

FPN: 417540 1 22 01

February 17, 2010

Formulario para Comentarios

Alternativa Este

☐ **En favor de esta alternativa**

☐ **En contra de esta alternativa**

Por qué?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Nombre: _____

Dirección: _____

Ciudad, Estado, Código Postal: _____

Nota: Favor llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o enviarlo a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de la última página de este formulario o envíe sus comentarios por medio de la página web del proyecto www.SR29Collier.com hasta Marzo 1, 2010. Participación pública es solicitada sin importar raza, color, religión, sexo, edad, nacionalidad, incapacidad o estatus familiar.

FPN: 417540 1 22 01

June 23, 2009

Formulario para Comentarios

Les exhortamos a que nos de sus comentarios y opiniones acerca de este proyecto, para así poder considerarlos durante el proceso del estudio.

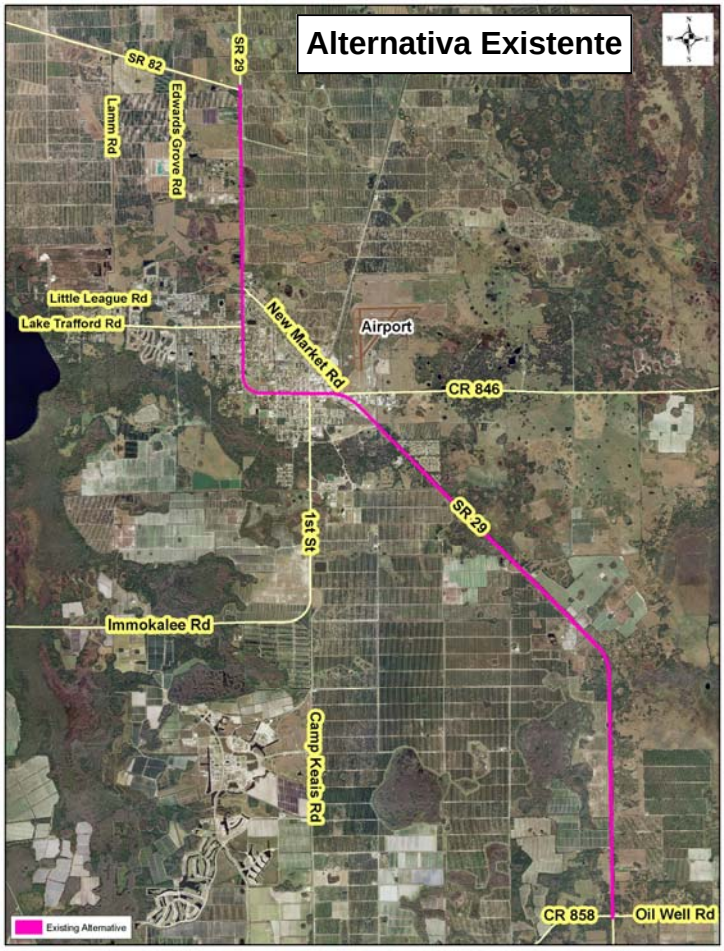
Añada hojas adicionales si las necesita para sus comentarios.

Nombre: _____

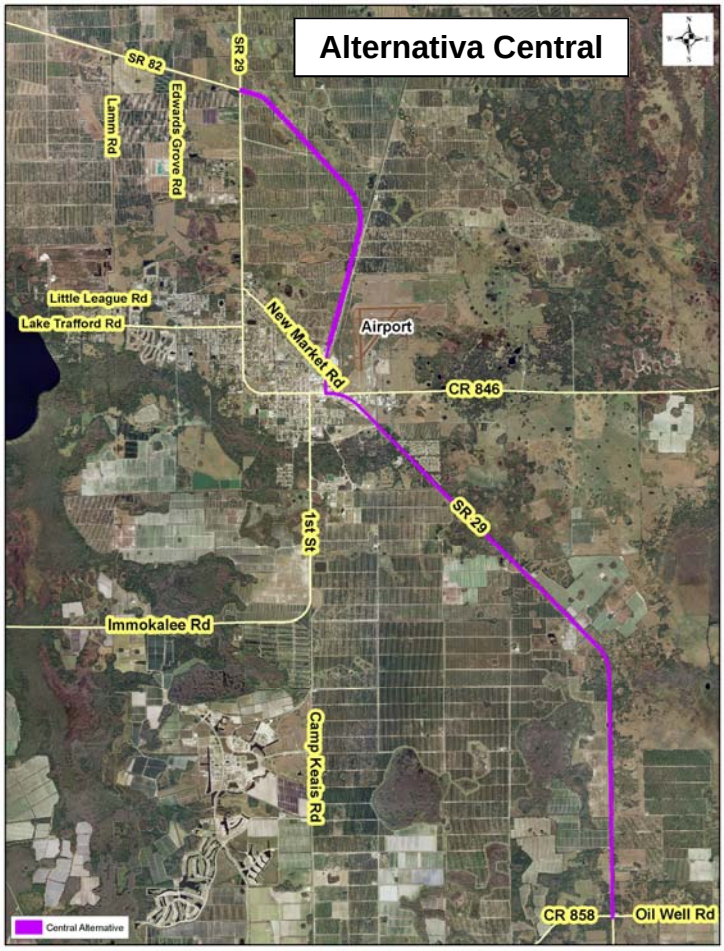
Dirección: _____

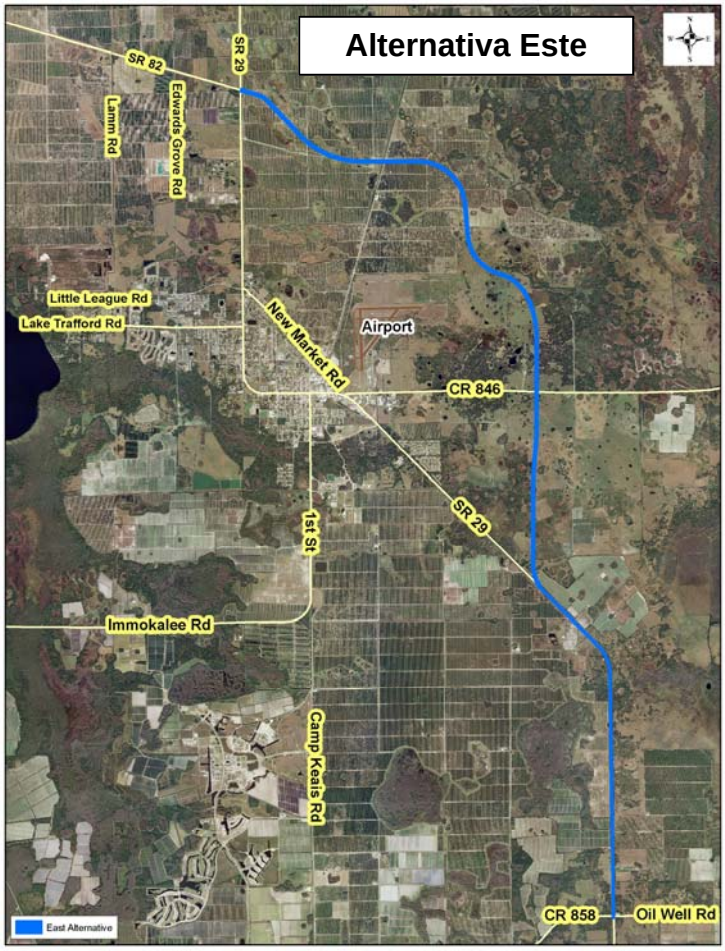
Ciudad, Estado, Código Postal: _____

Nota: Favor de llenar este formulario y depositarlo en el buzón para Comentarios esta noche, o de enviarlo por medio del correo, a Ms. Gwen Pipkin, a la dirección que se encuentra al dorso de este mismo. También puede hacernos llegar sus comentarios vía la red cibernética del proyecto www.SR29Collier.com. Todos los comentarios deben de ser enviados el 6 de Julio


Alternativa Existente
SR 82
SR 29
Lamm Rd
Edwards Grove Rd
Little League Rd
Lake Trafford Rd
New Market Rd
Airport
CR 846
SR 29
1st St
Immokalee Rd
Camp Keais Rd
CR 858
Oil Well Rd
Existing Alternative


Alternativa Oeste
SR 82
SR 29
Lamm Rd
Edwards Grove Rd
Little League Rd
Lake Trafford Rd
New Market Rd
Airport
CR 846
SR 29
1st St
Immokalee Rd
Camp Keais Rd
CR 858
Oil Well Rd
West Alternative


Alternativa Central
SR 82
SR 29
Lamm Rd
Edwards Grove Rd
Little League Rd
Lake Trafford Rd
New Market Rd
Airport
CR 846
SR 29
1st St
Immokalee Rd
Camp Keais Rd
CR 858
Oil Well Rd
Central Alternative


Alternativa Este
SR 82
SR 29
Lamm Rd
Edwards Grove Rd
Little League Rd
Lake Trafford Rd
New Market Rd
Airport
CR 846
SR 29
1st St
Immokalee Rd
Camp Keais Rd
CR 858
Oil Well Rd
East Alternative

Matrix de Evaluacion

	Alternativas propuestas para Estudio Adicional			
Factores de Evaluación	**Existente**	**Oeste**	**Central**	**Este**
Área en acres	307.8	483.0	373.5	459.4
Distancia en millas	15.7	18.3	15.4	15.9
Parcelas Residenciales / Acres	8 / 1.71	13 / 3.18	0 / 0	0 / 0
Parcelas Comerciales / Acres	58 / 11.4	0 / 0	35 / 12.7	0 / 0
Parcelas Agrícolas / Acres	2 / 0.5	27 / 376.7	9 / 153.1	16 / 336.8
Efectos Socio-Culturales				
Escuelas	0	0	0	0
Iglesias	1	0	0	0
Servicios de Emergencias Medicas/Estaciones de Policías/Estaciones de Bomberos	0	0	0	0
Cementerios	0	0	0	0
Aeropuertos	0	0	0	0
Residenciales de Densidad Media - acres	0.7	0.0	0.0	0.0
Residenciales de Densidad Alta - acres	0.6	2.0	0.0	0.0
Proyectos Planificados de Impacto Regional - acres	0.0	0.0	0.0	0.0
Proyectos Planificados de Unidad – acres	0.5	0.0	0.0	0.0
Posibles impactos ambientales	No	Yes	No	No
Tierras Reservadas de Nativos Americanos - acres	0.0	0.0	0.0	0.0
Tierra de Recreación - acres	0.0	0.0	0.0	0.0
Sitios Históricos	1	0	0	0
Impactos Arqueológicos	1	0	0	0
Efectos Naturales				
Humedales Herbáceos – acres Arborizados – acres Total Humedales - acres	 3.3 20.0 **23.3**	 22.5 19.9 **42.4**	 9.3 18.1 **27.4**	 39.3 8.3 **47.6**
Características de Agua Abierta – acres	1.6	0.5	2.5	1.5
Categoría de Inundación	D*	D*	D*	D*
Aéreas de protección de manantiales	2	0	1	0
Tierras Manejadas Públicamente - acres	0.0	0.0	0.0	0.0
Nidos de Águilas (zona buffer)	0	0	0	0
Zonas de apareamiento (zona buffer)	0	0	0	0
FNAI** Especies en Extinción y Protegidas (zona buffer)	0	0	0	0
Hábitat Primordial de Panteras - acres	176.2	170.9	176.2	315.1
Hábitat Secundario de Panteras - acres	50.3	296.3	129.1	144.3
Efectos Físicos				
Posibles sitios de contaminación	7	0	2	0
Posibles receptores de ruido	8	13	0	0
Sumideros	1	0	0	0
Área industrial abandonada	0	0	0	0
Plantas de Tratamiento Agua / Alcantarillado	0 / 0	0 / 0	0 / 0	0 / 0
Costos (En millones)				
Costo para Adquisición de Propiedades***	$16.8	$13.4	$15.7	$6.3
Costos de Construcción (Estimado del Ingeniero)	$77.9	$119.9	$70.4	$86.0

Notas:
*FEMA Zona de Inundación D = Indeterminada
**Fuente – Inventario de Aéreas Naturales de Florida
***ROW Costos no incluyen costos de estanques o estructuras de aguas lluvias

Por favor visite la página web del proyecto www.sr29collier.com para revisar la información presentada en la reunión de aternativas preliminarias de esta noche.

Participación pública es solicitada sin importar raza, color, religión, sexo, edad, nacionalidad, incapacidad o estatus familiar.