



STATE ROAD (SR) 29

Concept Re-evaluation Study
From CR 80A (Cowboy Way) to
north of CR 731 (Whidden Road)
in Hendry County

Financial Project ID No.: 417878-8-32-01

ALTERNATIVES PUBLIC WORKSHOP

Wednesday, November 30, 2022- Informal Open House - 5 p.m. to 7 p.m.

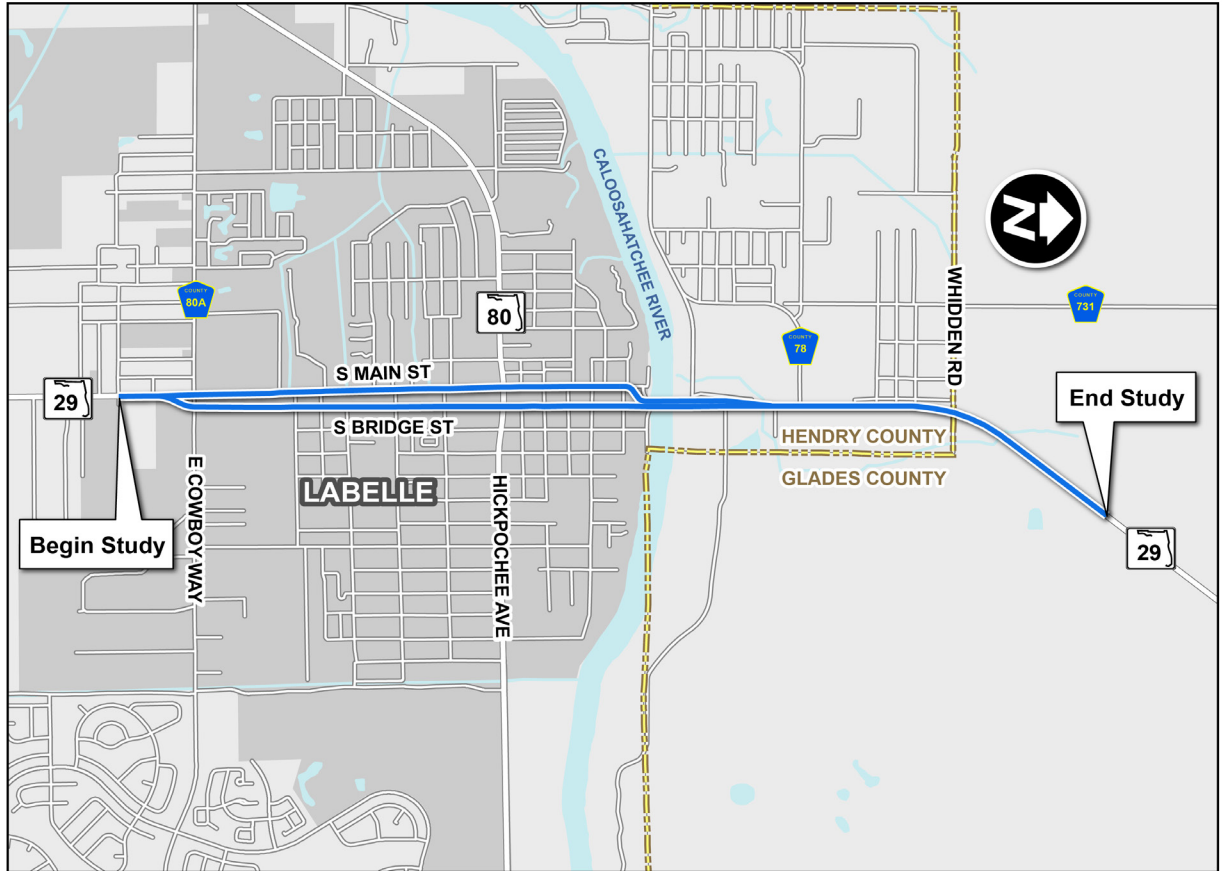
Location: The LaBelle Civic Center, 481 W. Hickpochee Ave., LaBelle, FL

PROJECT BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Concept Re-evaluation Study to evaluate proposed improvements to SR 29 from CR 80A (Cowboy Way) to north of CR 731 (Whidden Rd) in Hendry County. These improvements are intended to improve traffic operations, access, and mobility along SR 29.

The project will widen sidewalks along the corridor and look at improvements at the intersections of SR 29 and Cowboy Way, SR 80 at Main Street and Bridge Street, and Park Avenue at Main Street and Bridge Street.

In 2018, FDOT completed a Project Development & Environment (PD&E) Study for SR 29 that included converting Main Street and Bridge Street to one-way streets. Because of concerns with the one-way pair received after approval of the PD&E Study, FDOT agreed to evaluate alternatives that maintain two-way traffic on these two streets. This re-evaluation study will document the evaluation of the new SR 29 roadway and intersection improvement alternatives.



The FDOT Office of Environmental Management will need to approve the re-evaluation if a new concept is recommended that is different than what was approved as part of the original PD&E Study.

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

EXISTING CONDITIONS

From Cowboy Way to Park Ave, SR 29 is a two-lane urban arterial roadway that includes two 12-foot travel lanes with a 14-foot median turn lane that accommodates northbound and southbound traffic. This section of the project through downtown LaBelle includes paved sidewalks and a 35 mph speed limit. From Park Ave to north of CR 78, SR 29 is a two-lane undivided roadway with left turn lanes at major side streets. The roadway features a 45 mph speed limit and includes a two-lane bridge over the Caloosahatchee River. From north of CR 78 to CR 731 (Whidden Rd), SR 29 is a two-lane undivided rural roadway with left turn lanes at major side streets. The roadway also features paved shoulders with a 45 mph speed limit.

NEED FOR THE PROJECT

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

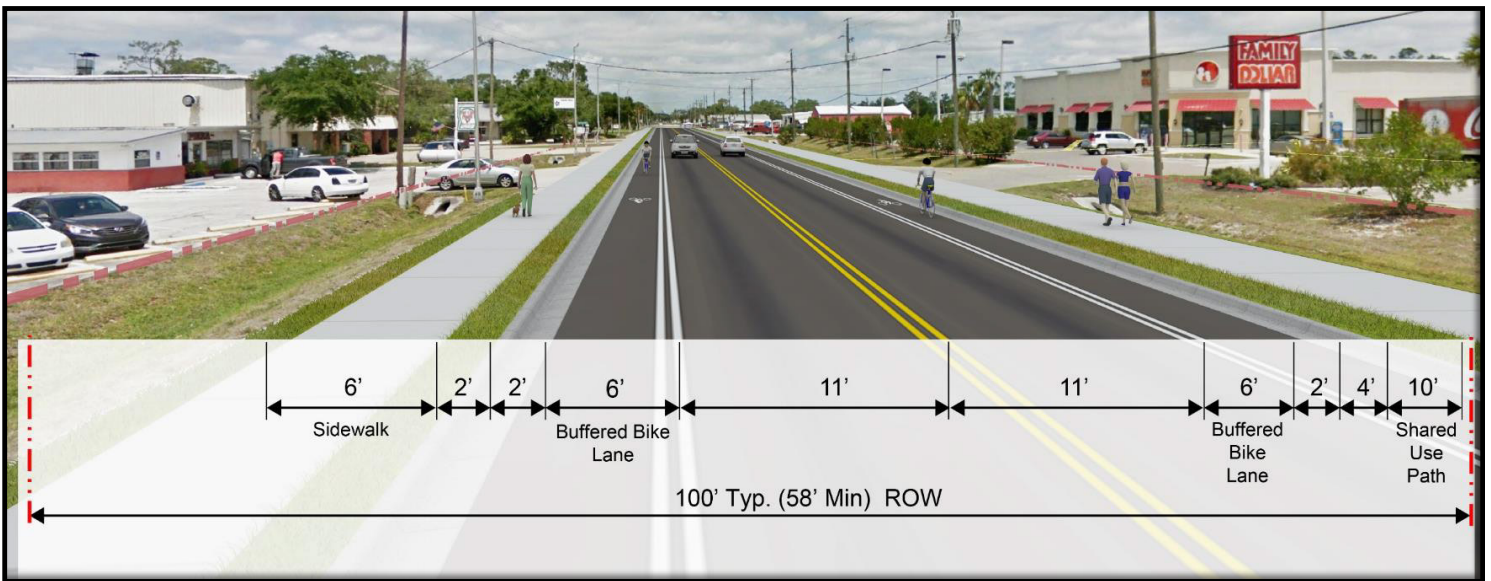
PROPOSED ALTERNATIVES

Proposed improvements are divided into four sections. Each typical section along with a brief description is included below.

SECTION 1, ALTERNATIVE 1 - MAIN STREET SOUTH OF SR 80

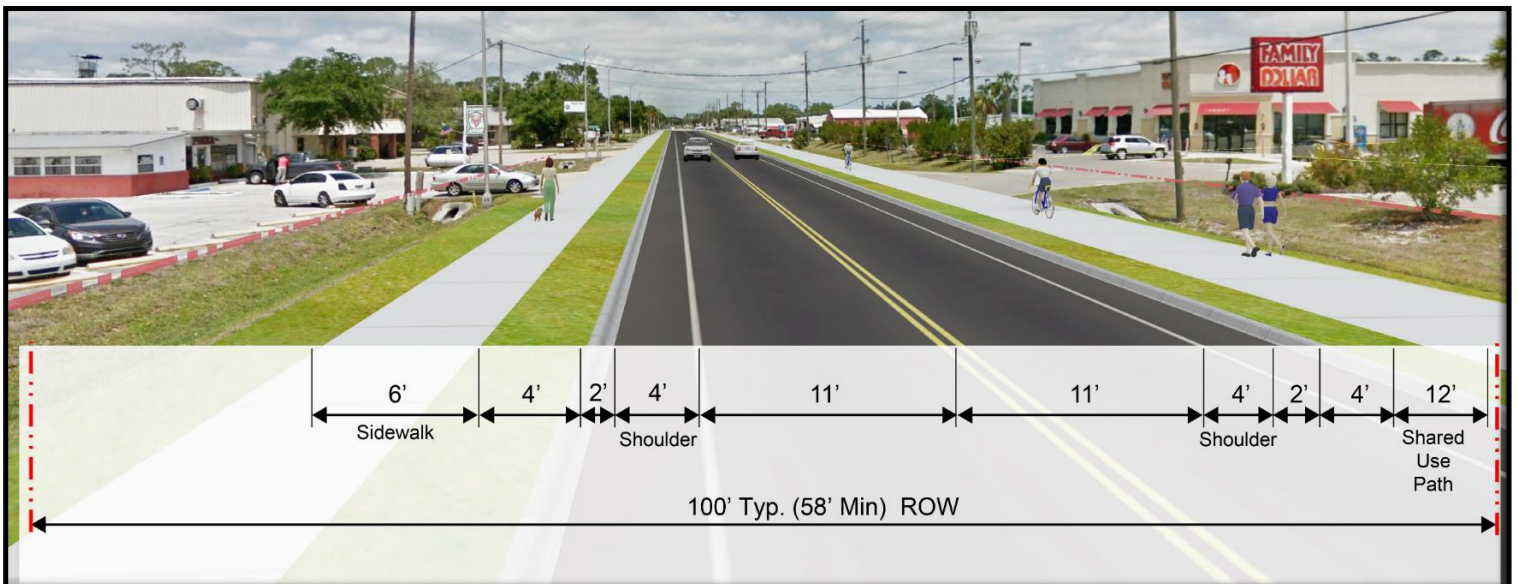
Section 1 Main Street south of SR 80 currently has two 12-foot travel lanes, a center two-way turn lane, undesignated bike lanes and a 6-foot paved sidewalk on the southbound side of the road. Businesses along the corridor provide parking within their parcels.

Alternative 1 proposes removing the center turn lane and adding 6-foot buffered bike lanes on both sides of the roadway. In addition to the existing sidewalk, a new 10-foot shared use path with grass buffer would be installed on the northbound side of the roadway.



SECTION 1, ALTERNATIVE 2 - MAIN STREET SOUTH OF SR 80

Alternative 2 proposes removing the center turn lane, adding a 12-foot wide shared used path with grass buffer on the northbound side of the roadway, and a new grass buffer between the existing sidewalk and roadway. This option does not include on-street bike lanes.



SECTION 2, ALTERNATIVES 1 & 2 - BRIDGE STREET SOUTH OF SR 80

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

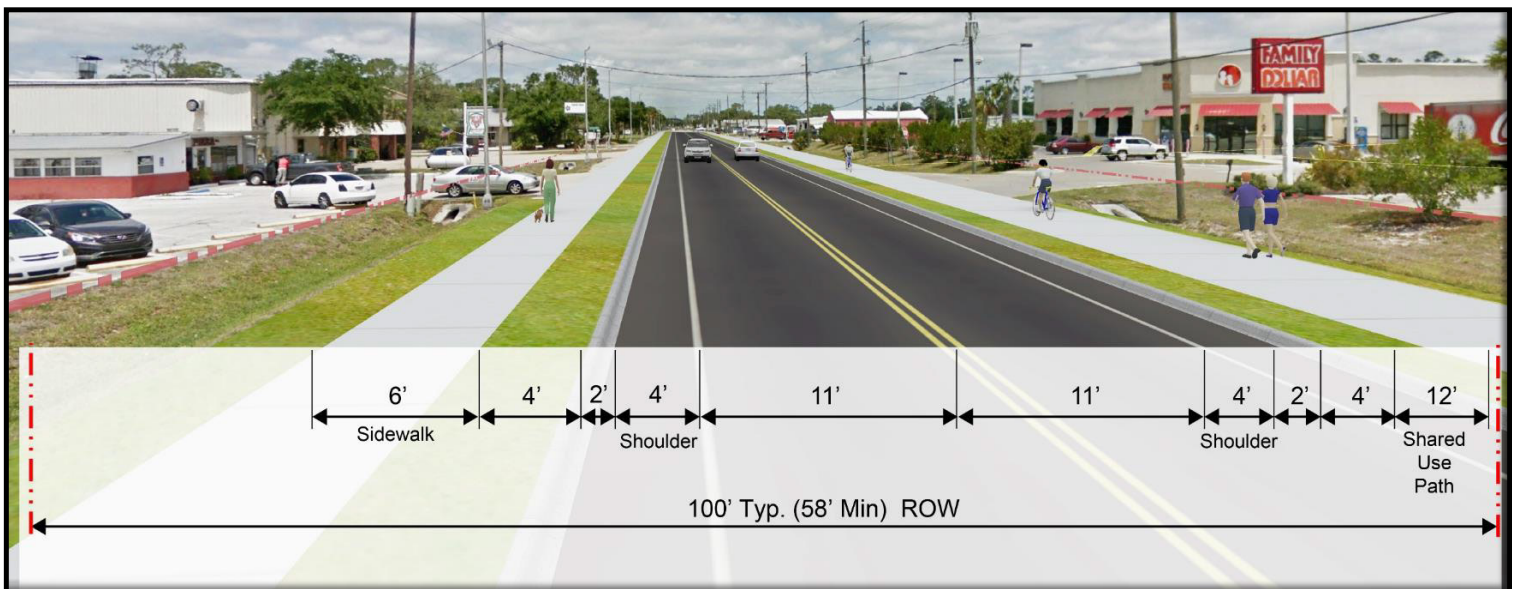
Bridge Street will become the designated Truck Route along SR 29. With that in mind, the proposed alternative would remove the center turn lane and widen sidewalks to 10-feet on both sides of the roadway with no bike lanes. At points along this section, the sidewalk width would reduce to 6-feet to provide left turn lanes where needed.



SECTION 3, ALTERNATIVE 1 - MAIN STREET NORTH OF SR 80

Section 3 Main Street north of SR 80 currently has two 12-foot travel lanes and 5-foot paved sidewalks on both sides of the roadway. Large oak trees line both sides of the roadway within this civic corridor.

Alternative 1 proposes adding on-street parking along the northbound side of the roadway. Sidewalks would be widened on the southbound side of the roadway to 6-feet and widened up to 12-feet on the northbound side of the roadway, taking care to curve around existing oak trees.



SR 29 CONCEPT RE-EVALUATION STUDY

SECTION 3, ALTERNATIVE 2 - MAIN STREET NORTH OF SR 80

Alternative 2 proposes widening sidewalks on both sides of the roadway up to 10-foot. In this option, sidewalks would reduce to 6-foot in some locations to accommodate existing oak trees.



SECTION 4, ALTERNATIVE 1 - BRIDGE STREET NORTH OF SR 80

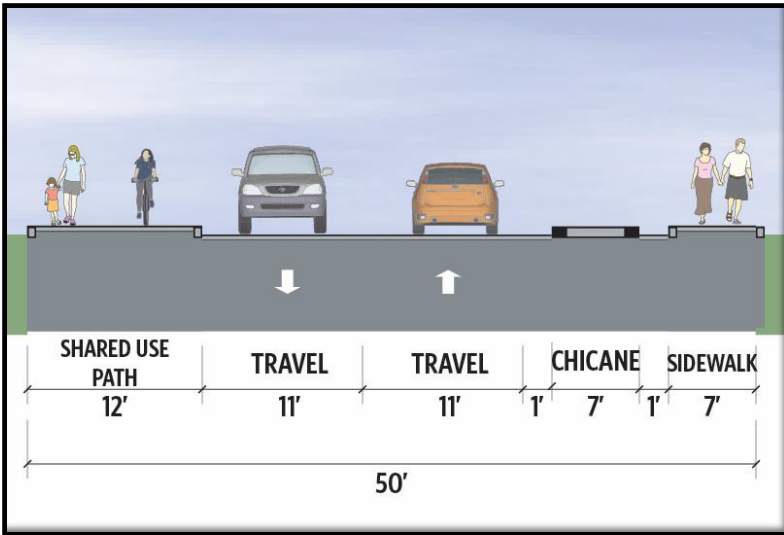
Section 4 Bridge Street north of SR 80 currently has two 12-foot travel lanes, a center two-way turn lane, and 5-foot paved sidewalks on both sides of the roadway. Historic buildings line both sides of the roadway within this downtown historic district.

Alternative 1 proposes widening sidewalks on both sides of the street up to 10-feet. In this option, the sidewalk would reduce to 6-feet to accommodate left turn lanes where needed.



SECTION 4, ALTERNATIVE 2 - BRIDGE STREET NORTH OF SR 80

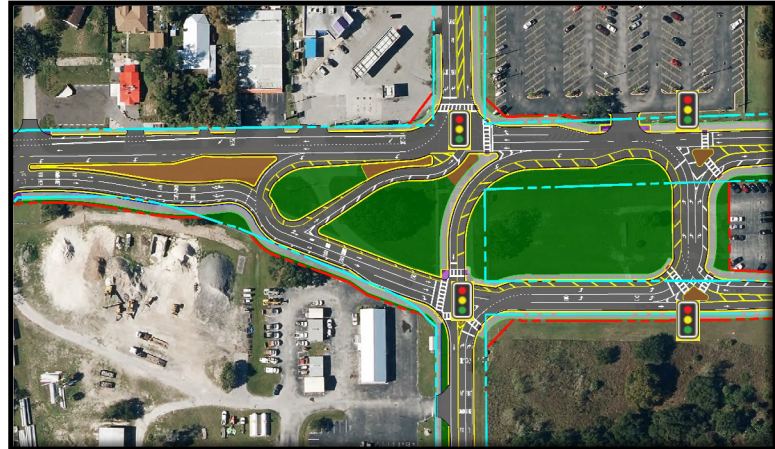
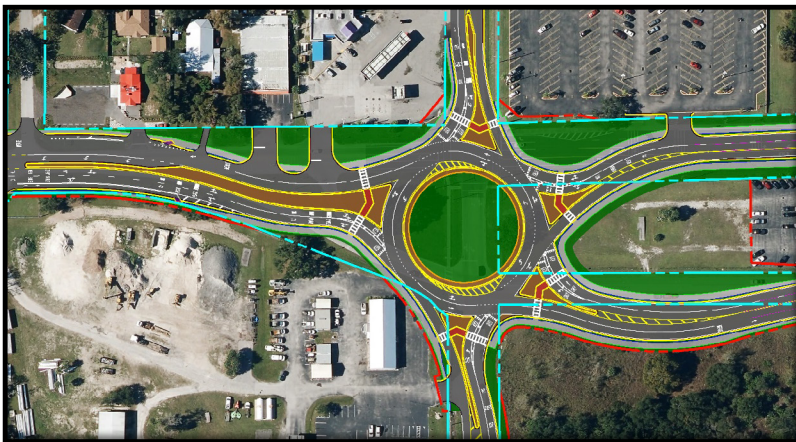
Alternative 2 proposes adding a traffic-calming roadway design, called a chicane, in specific locations. The serpentine curve will be accompanied by a 7-foot sidewalk on the northbound side of the roadway and a 12-foot shared-use path on the southbound side of the roadway.



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

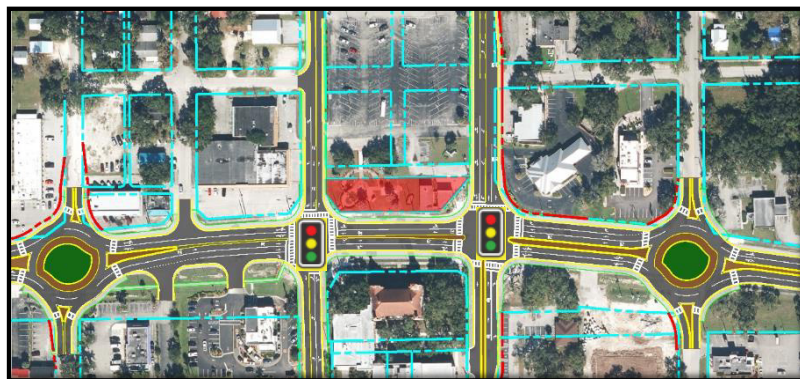
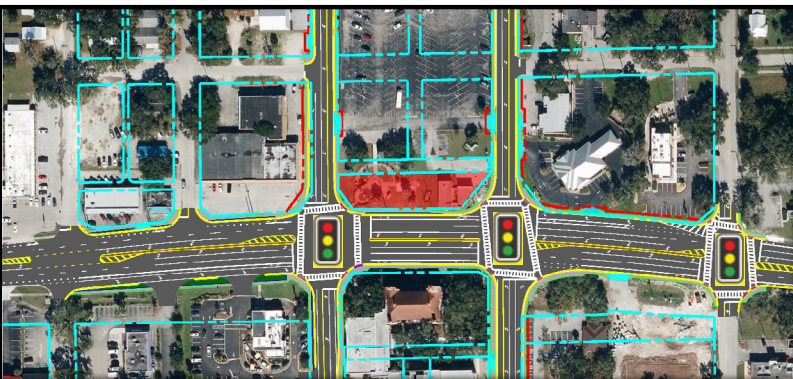
CR 80A (Cowboy Way)

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



SR 80 at Main Street and Bridge Street

Two alternatives are identified for the SR 80 intersections at Main Street and Bridge Street – a conventional signalized intersection shown on the left below and a bow tie intersection shown on the right below.



Park Avenue at Main Street and Bridge Street

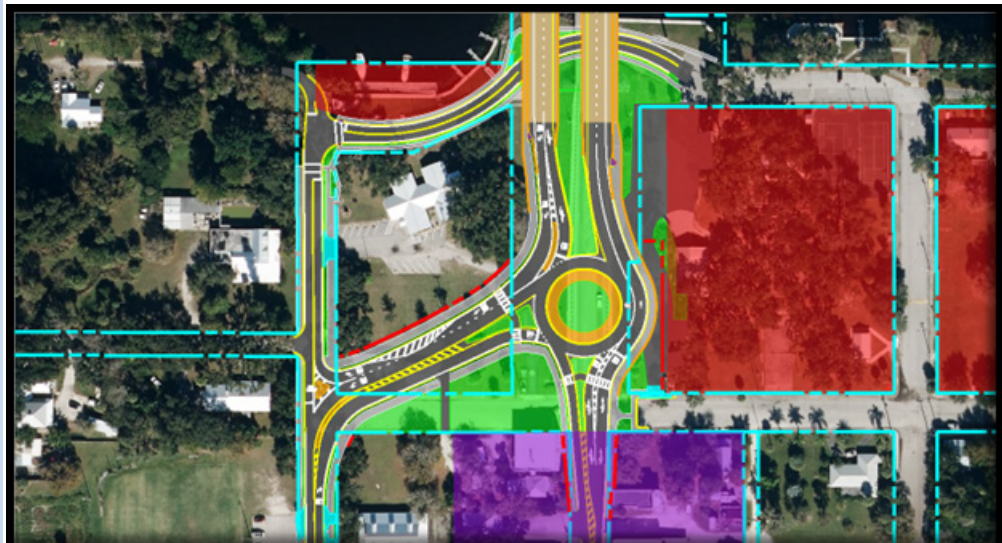
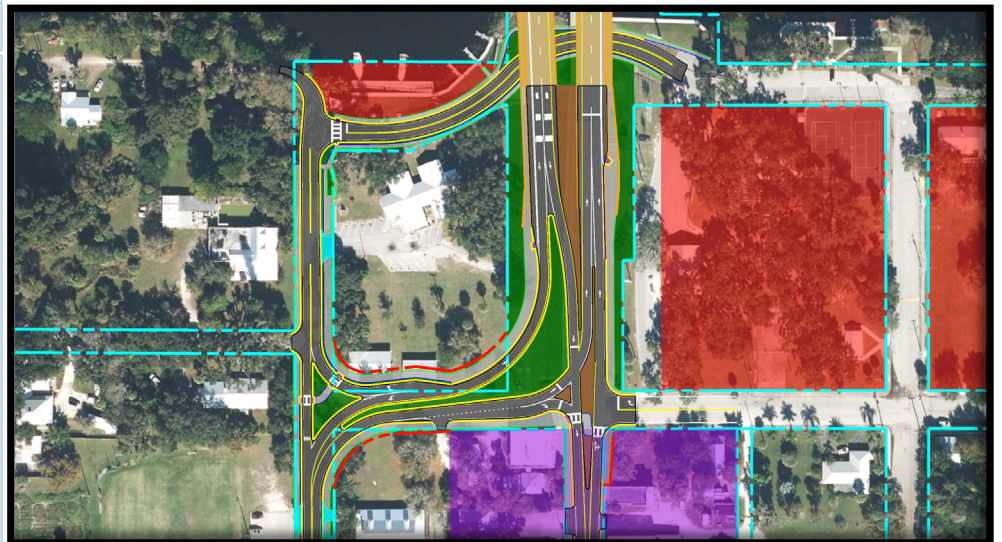
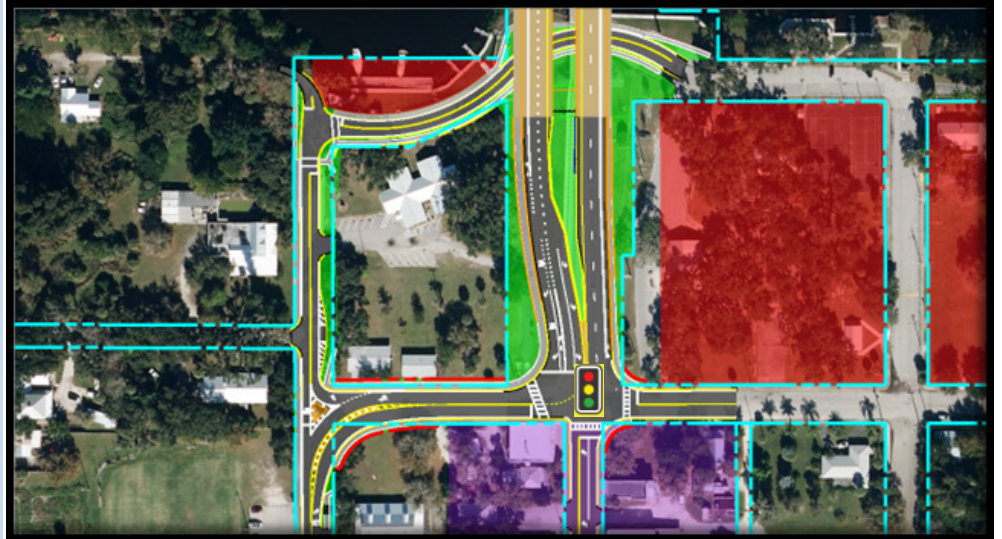
Three alternatives are identified for the Park Avenue intersections at Main Street and Bridge Street – a conventional signalized intersection, a roundabout, and a signalized Florida T intersection.

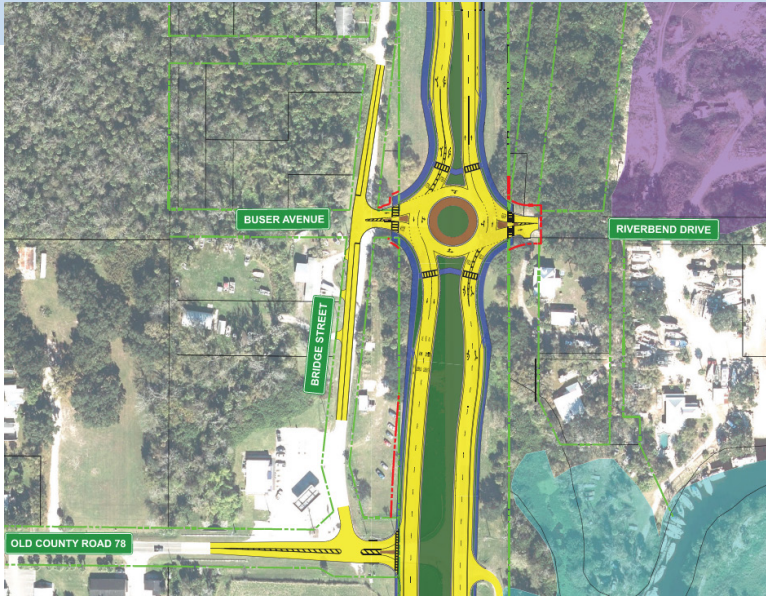
Common to all proposed alternatives, there will be no continuous northbound movement along Main Street north of Park Avenue. Additionally, these intersections will transition the two-way pair streets of Main Street and Bridge Street into the divided arterial of SR 29 north of the river.

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

The **signalized Florida T intersection** features a similar continuous northbound travel lane as the roundabout concept and a continuous southbound bypass lane to Main Street. This concept will include pedestrian push button-activated signals working with the traffic signal. In addition, the Florida “T” will not impact Barron Park, provides a traffic-calming and potential gateway feature, and capacity well beyond 2040.

The **roundabout** will lower the speed at which vehicles move through the intersection, reduce speed through downtown LaBelle, and will accommodate large truck traffic. An additional northbound lane will allow large trucks to navigate the roundabout. The SB traffic over the bridge will have a bypass lane to provide continuous flow to Main Street without having to stop. The roundabout will include hybrid beacons for safer pedestrian crossings. This concept provides capacity beyond what is projected for 2040 and provides a signature gateway feature for vehicles entering LaBelle. The roundabout will require re-shaping the Barron Park parking lot to maintain current parking.





SR 29 at Buser Avenue/Riverbend Drive

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

CR 78 (Nobles Road)

The proposed signalized intersection, shown below on the left, includes separate southbound left and right turn lanes and a northbound left turn lane. The design will also include signalized pedestrian crossings and a grassed median. This concept minimizes impacts to surrounding properties and provides capacity up to 2040.

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



CR 731 (Whidden Road)

The proposed roundabout, shown below, would allow for a continuous flow of traffic through the intersection with controlled right-turn movements from Whidden Road and Marshall Field Road to SR 29. Additional north and southbound travel lanes will be added with a grassed median. Hybrid beacons are also proposed. The roundabout will help decrease the speeds throughout the intersection therefore minimizing the number of severe crashes.



Project Matrix

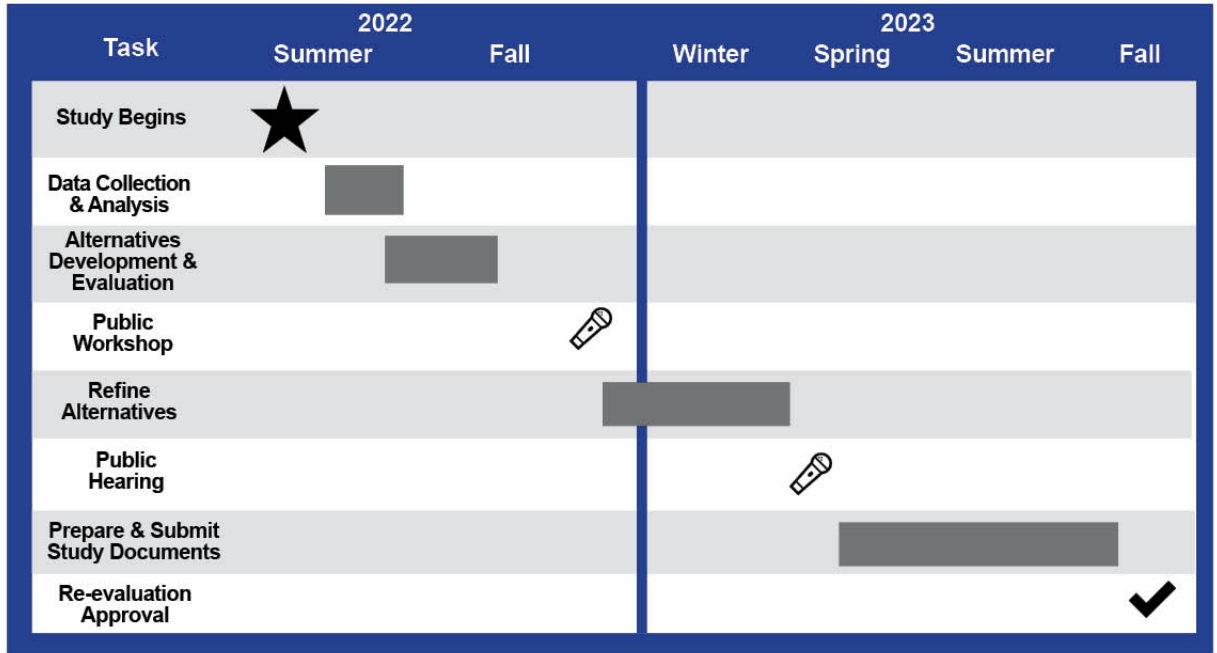
The evaluation matrix shown on the following pages was used to compare the alternative typical sections and intersection concepts as well as the no-build alternative. Each of the alternative typical sections and intersection improvements meet the purpose and need based on three criteria, as follows: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

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

Segment	Intersections											
	Cowboy Way		SR 80		Park Avenue			Buser Avenue	CR78/ Nobles Road		Whidden Road	
Description	Roundabout 1A	Signalized Rotary 1B	Conventional Signalized Intersection 2A	Bow-Tie 2B	Conventional Signalized Intersection 3A	Florida "T" Intersection 3B	Roundabout 3C	Roundabout 4A	Roundabout 5A	Conventional Signalized Intersection 5B	Roundabout 6A	
Purpose & Need												
Improves Traffic Operations and Access?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Improves Operational Conditions?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Improves Safety Conditions?	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Property Impacts												
Parcels Impacted	8	8	17	22	7	8	12	8	4	0	7	
Residential Relocations	0	0	0	0	0	0	0	0	0	0	0	
Business Relocations	0	0	0	0	0	1	1	0	0	0	0	
Cultural, Natural, & Physical Impacts												
Potential Species Impacts	Low	Low	Low	Low	Low	Low	Low	Low	Moderate	Moderate	Moderate	
Potential Contamination Sites (Medium/High)	(2/0)	(2/0)	(1/0)	(2/0)	(2/0)	(2/0)	(2/0)	(1/0)	(0/0)	(0/0)	(0/0)	
Section 4(f) Resources	0	0	1	0	3	3	3	0	0	0	0	
Wetland Impacts (ac)	1.925	1.925	0	0	0.51	0.51	0.51	0	0	0	0	
Floodplain Impacts (ac)	1.12	1.12	0.006	0.001	0.69	0.69	0.69	0	0	0	0	
Potential Impacts to Cultural Resources	0	0	1	0	3	3	3	0	0	0	0	
Potential Noise Impacts	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Low	Low	Low	Low	
Estimated Costs												
Design	\$995,000	\$1,308,000	\$1,201,000	\$1,338,000	\$4,558,000	\$4,138,000	\$4,391,000	\$192,000	\$410,000	\$476,000	\$1,060,000	
Right of Way	\$4,420,000	\$4,270,000	\$1,170,000	\$1,685,000	\$390,000	\$500,000	\$1,150,000	\$1,120,000	\$160,000	\$0	\$1,275,000	
Wetland Mitigation	\$289,000	\$289,000	\$0	\$0	\$77,000	\$77,000	\$77,000	\$0	\$0	\$0	\$0	
Roadway Construction	\$6,632,000	\$8,717,000	\$8,005,000	\$8,920,000	\$30,388,000	\$27,587,000	\$29,271,000	\$1,279,000	\$2,731,000	\$3,176,000	\$7,067,000	
Construction Engineering & Inspection	\$663,000	\$872,000	\$801,000	\$892,000	\$3,039,000	\$2,759,000	\$2,927,000	\$128,000	\$273,000	\$318,000	\$707,000	
Total Cost	\$12,999,000	\$15,456,000	\$11,177,000	\$12,835,000	\$38,452,000	\$35,061,000	\$37,816,000	\$2,719,000	\$3,574,000	\$3,970,000	\$10,109,000	

PROJECT SCHEDULE

The current schedule for this Concept Re-evaluation Study is shown below. FDOT will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for Spring 2023. At the end of this study, and after the formal public hearing, FDOT will finalize the preferred alternative for SR 29. The Department anticipates completing this concept re-evaluation by Fall 2023. At this time, the FDOT's Adopted Five-Year Work Program includes funding for design and right of way. The construction phase is currently not funded for this project.



PUBLIC INVOLVEMENT

After reviewing the public workshop materials and/or participating in the in-person or virtual events, you may choose any combination of the following options to submit your comments: 1) on the project website; 2) emailing the FDOT Project Manager, David Agacinski at David.Agacinski@dot.state.fl.us; or 3) mailing comments to David Agacinski Florida Department of Transportation, Southwest Area Office, 10041, Daniels Parkway, Fort Myers, FL 33913. While comments about the project are accepted at any time, please send your comments by December 10, 2022, to be included in the formal public workshop record. A summary of the workshop comments and responses will be available on the website approximately 30 days following the close of the comment period.

Project information, updates, and news regarding upcoming meetings will be available on the project web site, <https://www.swflroads.com/project/417878-8>.

PROJECT CONTACT:

David Agacinski
 Project Manager
 FDOT District One
 Southwest Area Office
 10041 Daniels Parkway
 Fort Myers, FL 33913
 E-mail: David.Agacinski@dot.state.fl.us

**Thank you for
 attending this meeting!**

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the workshop.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.