



SR 29 FROM I-75 TO OIL WELL RD

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY



ENVIRONMENTAL ADVISORY GROUP MEETING
May 9, 2019

FM NO.: 434490-1-22-01

State Road 29 PD&E Study

Environmental Advisory Group (EAG)

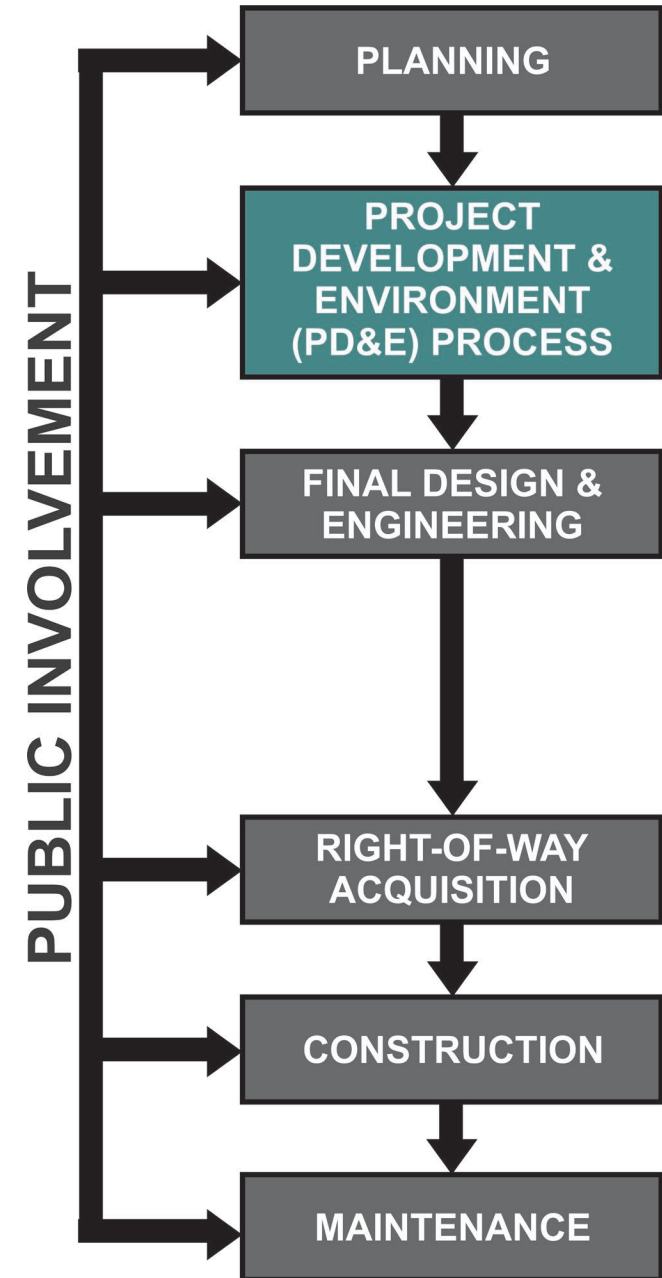
- EAG Goals
 - To share information and ideas that help achieve the project purpose and need with the least overall harm
 - To assist in the identification of environmental issues to be addressed within the scope of this PD&E Study
- EAG Member Role
 - Provide feedback and comments regarding the PD&E study information presented
 - Assist in the identification of potential project impacts, opportunities and constraints
 - Identify or clarify environmental, community, social, and/or transportation issues that are relevant to the study area
 - Act as a point of contact from and to your organizations sharing and providing information
 - Be aware of and cooperative regarding the project goals and timeframes



State Road 29 PD&E Study

What is a PD&E?

- Process used to evaluate -
 - Engineering Alternatives
 - Environmental Impacts and Social, Cultural and Economic Impacts Associated with a Planned Transportation Project
 - Public Involvement
- PD&E study objectives:
 - Prepare all preliminary engineering and environmental documentation
 - Prepare of Environmental Assessment (EA)
 - Engage Environmental Advisory Group (EAG)
 - Recommend engineering solutions for Final Design

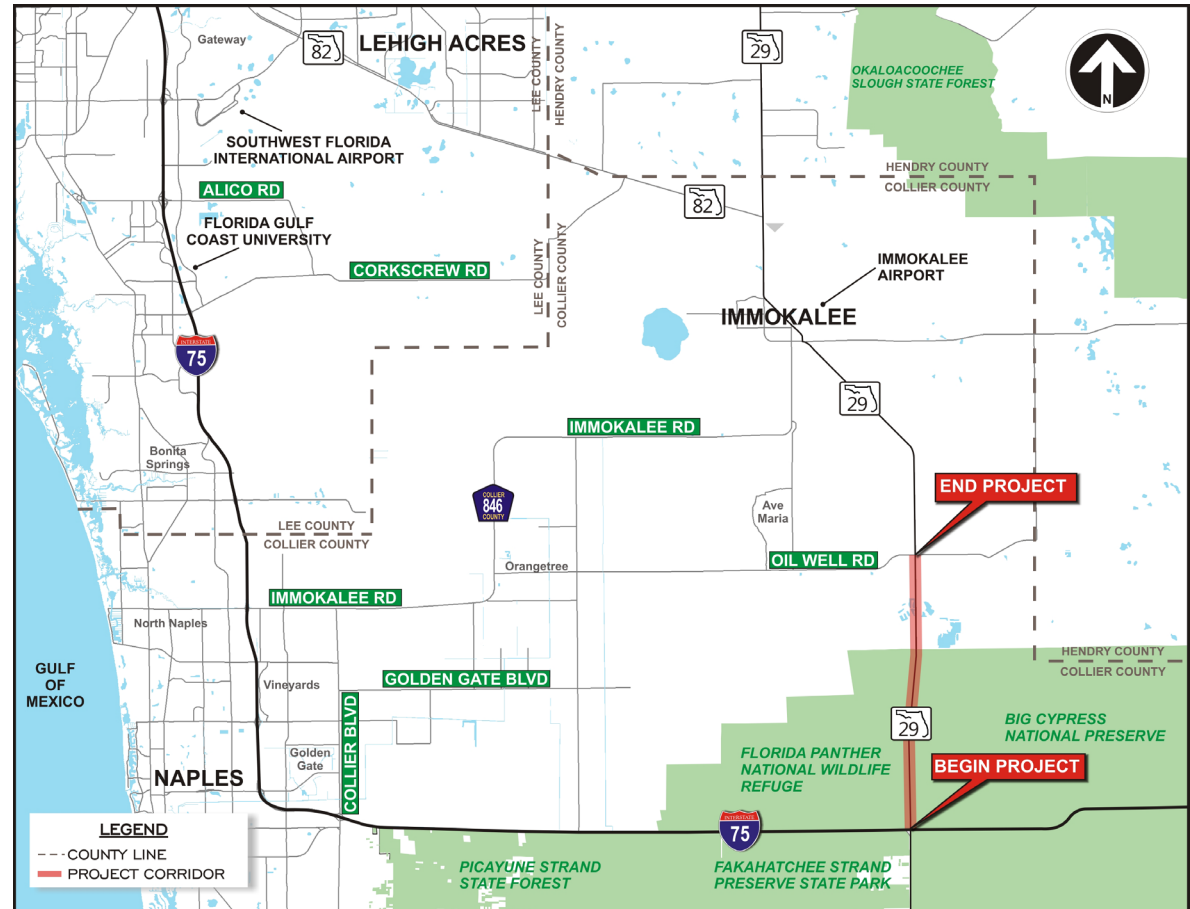


State Road 29 PD&E Study

Project Description & Existing Conditions



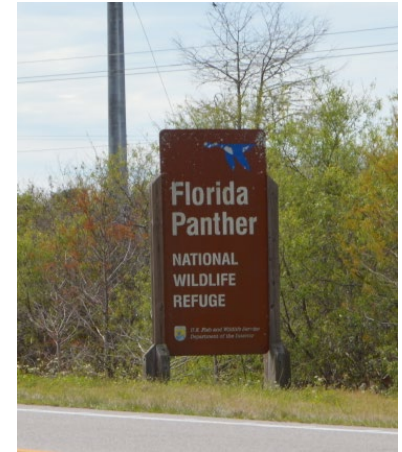
- 10.2 miles
- 2-lane undivided highway (rural)
- Strategic Intermodal System (SIS)
- 4 bridges & 4 wildlife crossings
- Divides Big Cypress National Preserve and Florida Panther National Wildlife Refuge
- Hurricane Evacuation Route
- Primary Truck Route
- In cooperation with National Park Service



State Road 29 PD&E Study

Purpose & Need

- Safety
- Project Status
- System Linkage
- Capacity
- Transportation Demand



State Road 29 PD&E Study

Purpose & Need

- **Safety**

- Existing Crash Data (2011-2015):
 - 32 Total Crashes in 5 years
 - 11 (34%) Off Road
 - 7 (22%) Animal
 - 2 Fatalities in 5 years
- Based on Design Year (2045) volumes
 - No Build
 - Predicted Annual Crashes 28.7
 - Total Annual Crash Costs Approx. \$13.3M
 - Build 4 Lane
 - Predicted Annual Crashes 18.2
 - » *Predicted Annual Crashes reduced by 36.6%*
 - Total Annual Crash Costs Approx. \$8M
 - » *Total Crash Costs reduced Annually by Approx. \$5.3M*



State Road 29 PD&E Study

Purpose & Need



• Project Status

- Collier Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP)
 - Amended October 14, 2016
- MPO Fiscal Year 17/18-21/22 Transportation Improvement Program
 - SIS Priority Project



COLLIER 2040
Long Range Transportation Plan
FINAL REPORT

Amended September 9, 2016 per request of FDOT, Appendix C, Cost Feasible Plan
Amended October 14, 2016 per request of MPO Board, page 4-18, Needs Assessment



We Plan so that Tomorrow's Horizon
is as Inspirational as Today's

STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN 2024-2040



DISTRICT 1



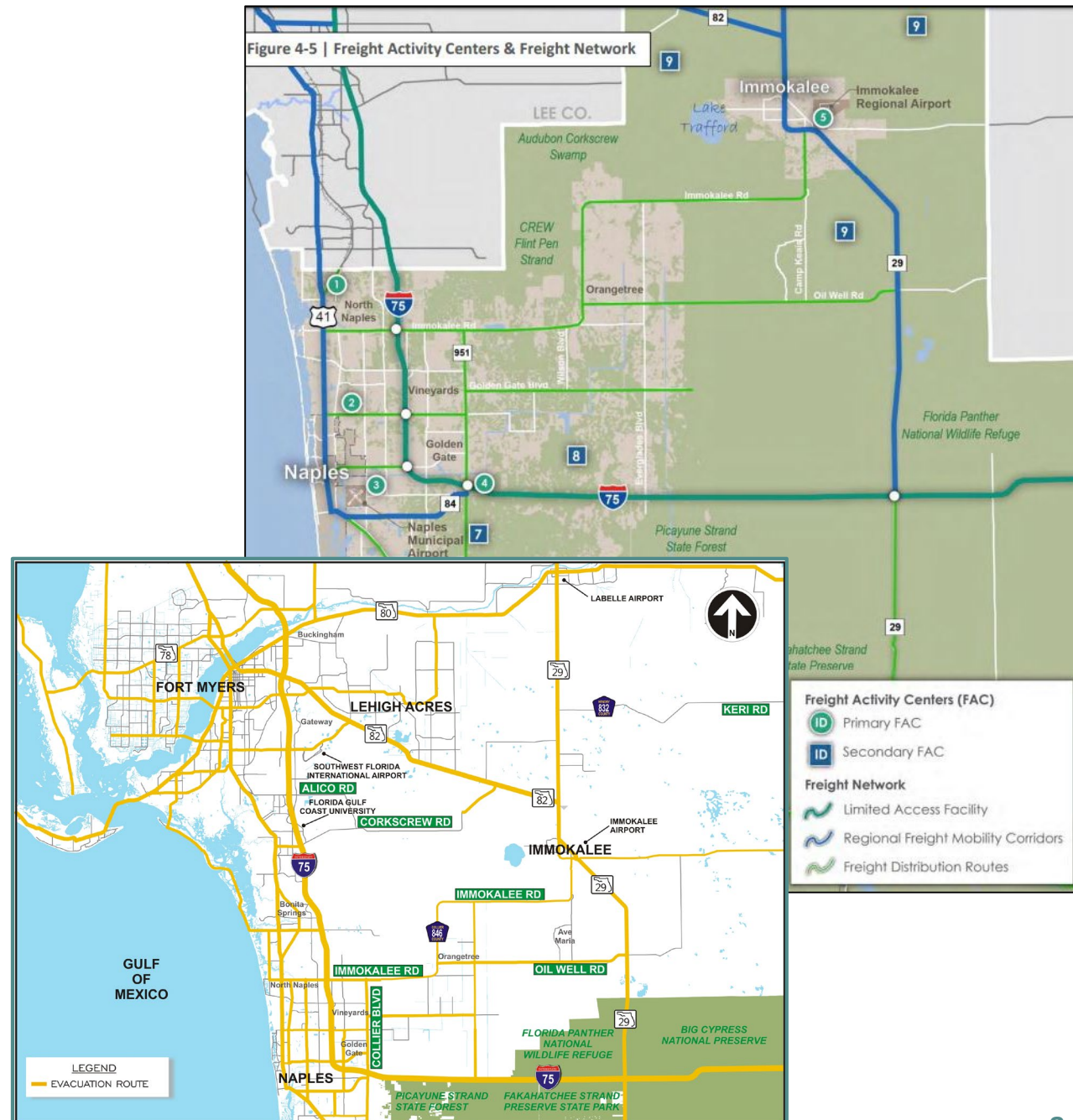
ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
909	I-75	at Fruitville Rd						81,088	81,088	35,693		35,693					M-INCH				
1248	SR 82	Homestead Rd S	Hendry C/L					29,484	29,484								A4-6				
1256	SR 29	Collier C/L	CR 832 (Keri Rd)							11,716		11,716					A2-4				
1257	SR 29	CR 832 (Keri Rd)	Spencer							3,790		3,790					A2-4				
1258	SR 29	Spencer	N of Cowboy Way					38,110	38,110								A2-4				
1259	SR 710	US 441	L-63 Canal					41,825	41,825								NR				
1287	I-75	at Bee Ridge Rd									72,980	72,980					M-INCH				
1288	I-75	at SR 72 (Clark Rd)						98,853	98,853								M-INCH				
1385	SR 29	Bermont Rd (CR 74)	US 27							1,900		1,900					A2-4				
1392	US 27	CR 630A	Presidents Dr					49,968	49,968								A2-6				
1383	SR 29	CR 80-A (Cowboy Way)	Whidden Rd (CR 731)					170,567	170,567								A2-4				
1387	I-75	at SR 951								76,348		76,348					M-INCH				
1391	US 27	Highlands C/L	CR 630A					85,475	85,475								A2-6				
1689	I-4	North Socrum Loop Road	SR 570 (Polk Pkwy)		3,866	3,866				1,262,201		1,262,201					A4-SUL				
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,077	1,031	2,108											A2-6				
1379	SR 29	I-75	Oil Well Rd		6,186	6,186	3,630		3,630								A2-4				
1386	SR 70	Jefferson Ave	CR 29		4,124	4,124											A2-4				
1403	I-4	SR 570 (Polk Pkwy)	US 27 (SR 25)		1,675	1,675		645,421	645,421								A4-SUL				
1589	SR 70	Lorraine Rd	Singletary Rd (Myakka City)		8,764	8,764											A2-4				
1590	SR 70	Singletary Rd (Myakka City)	American Legion Dr (Arcadia)	3,093	10,826	13,919											A2-4				
1591	SR 70	American Legion Dr (Arcadia)	Jefferson Ave	5,155	18,455	23,610											A2-4				
1592	SR 70	CR 29	US 98 (Eagle Bay Dr)	5,155	18,558	23,713											A2-4				
1593	SR 60	CR 630	Kissimmee River Bridge		4,640	4,640											A2-4				
1688	I-4	SR570 (Polk Pkwy)	North Socrum Loop Road		2,578	2,578				973,070		973,070					A4-SUL				
Funded CFP Totals						95,183			1,244,421			2,437,698									

State Road 29 PD&E Study

Purpose & Need

- **System Linkage**

- SR 29 is one of 4 designated Freight Mobility Corridors in Collier County
- SR 29 is an emerging SIS corridor
- Connects to numerous Freight Activity Centers
 - Immokalee Regional Airport
 - Americas Gateway Logistic Center
 - Hendry County Airglades Expansion
 - Rodina Sector Plan
 - Southwest Hendry County Sector Plan
- Evacuation Route

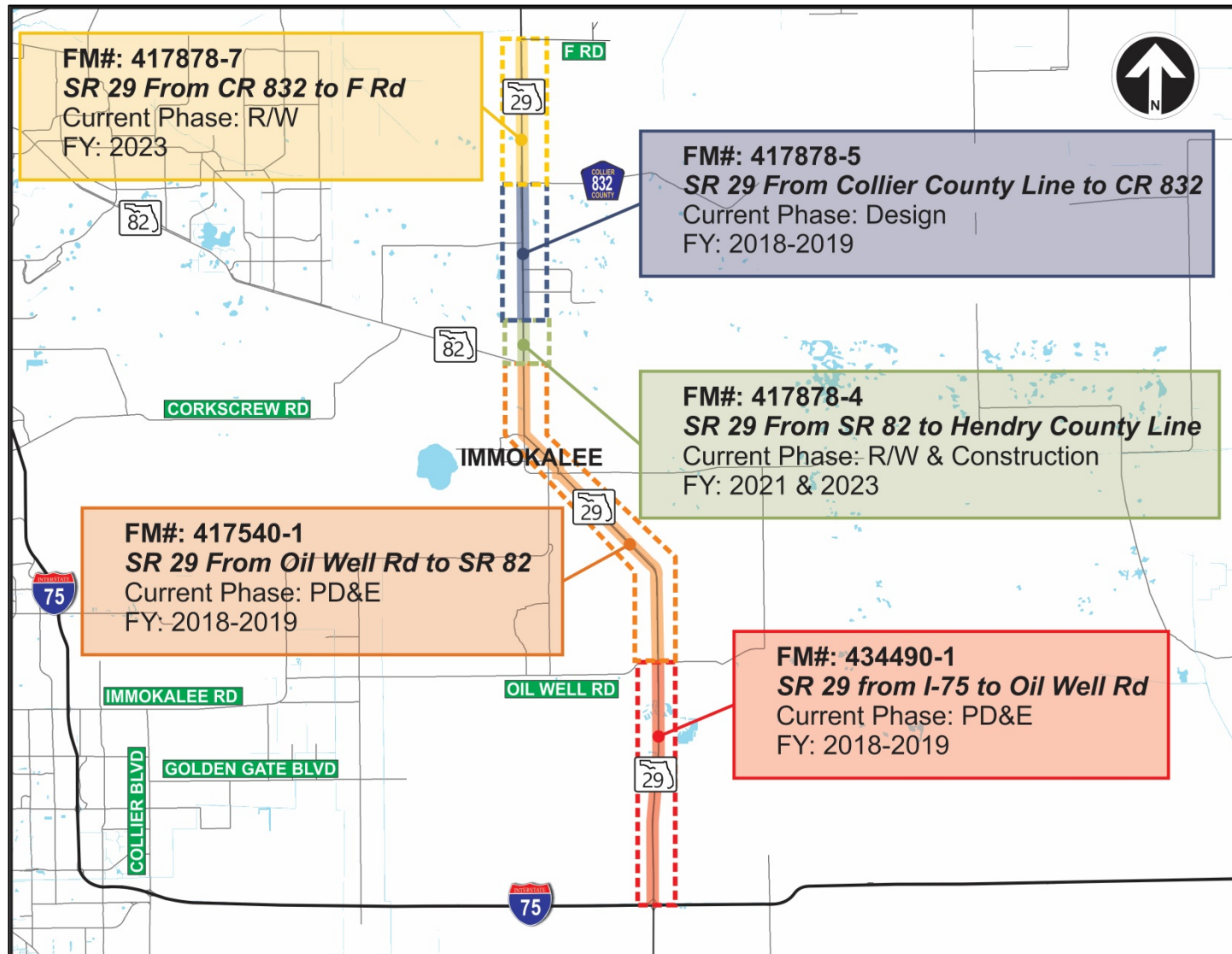


State Road 29 PD&E Study

Purpose & Need

- **System Linkage**

- Improving this stretch of SR 29 from I-75 is the final piece of a unified regional approach that addresses the critical freight needs along all of SR 29

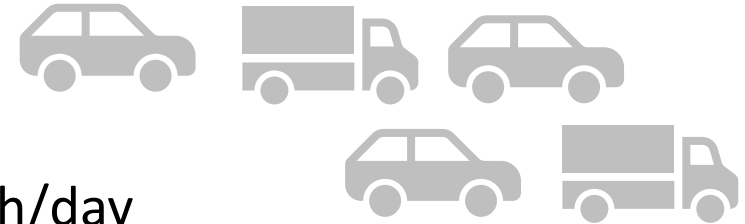


State Road 29 PD&E Study

Purpose & Need

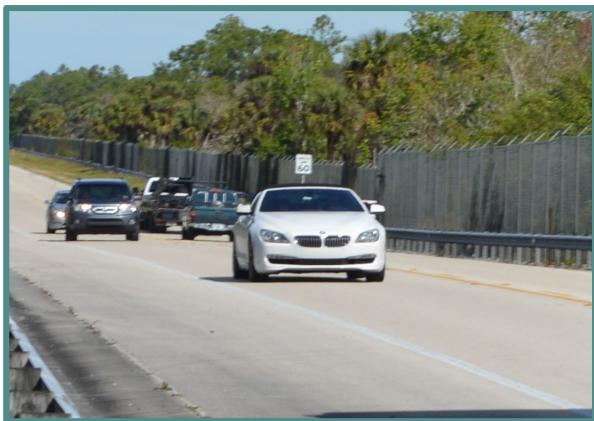
• Capacity

- Existing (2017) AADT 3,700
- Anticipated No-Build (2045) AADT: 8,500 veh/day
 - Does not meet LOS C threshold
- Truck Percent 24.1%



Existing vs Projected LOS Comparisons

Roadway	Segment		Adopted LOS		AADT		LOS	
	From	To	LOS Target	Service Volume	2017	2045	2017	2045
SR 29	US 41	I-75	C	8,400	1,800	2,100	B	B
	I-75	Oil Well Rd.	C	8,400	3,700	8,500	B	D

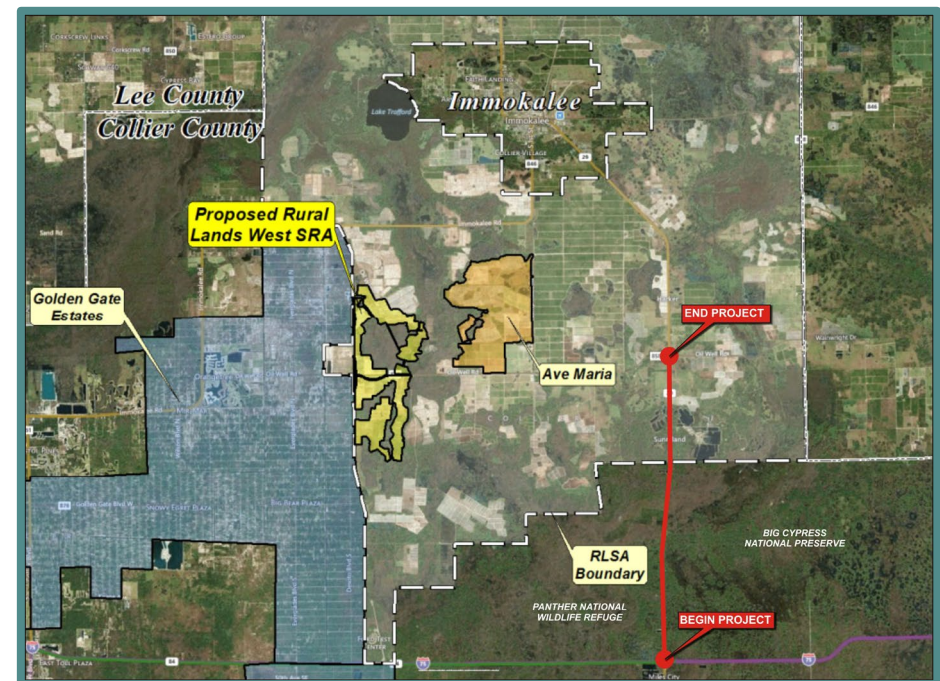
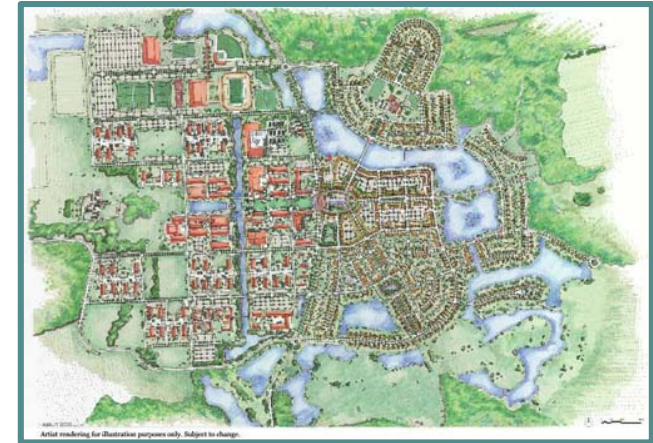


State Road 29 PD&E Study

Purpose & Need

- **Transportation Demand**

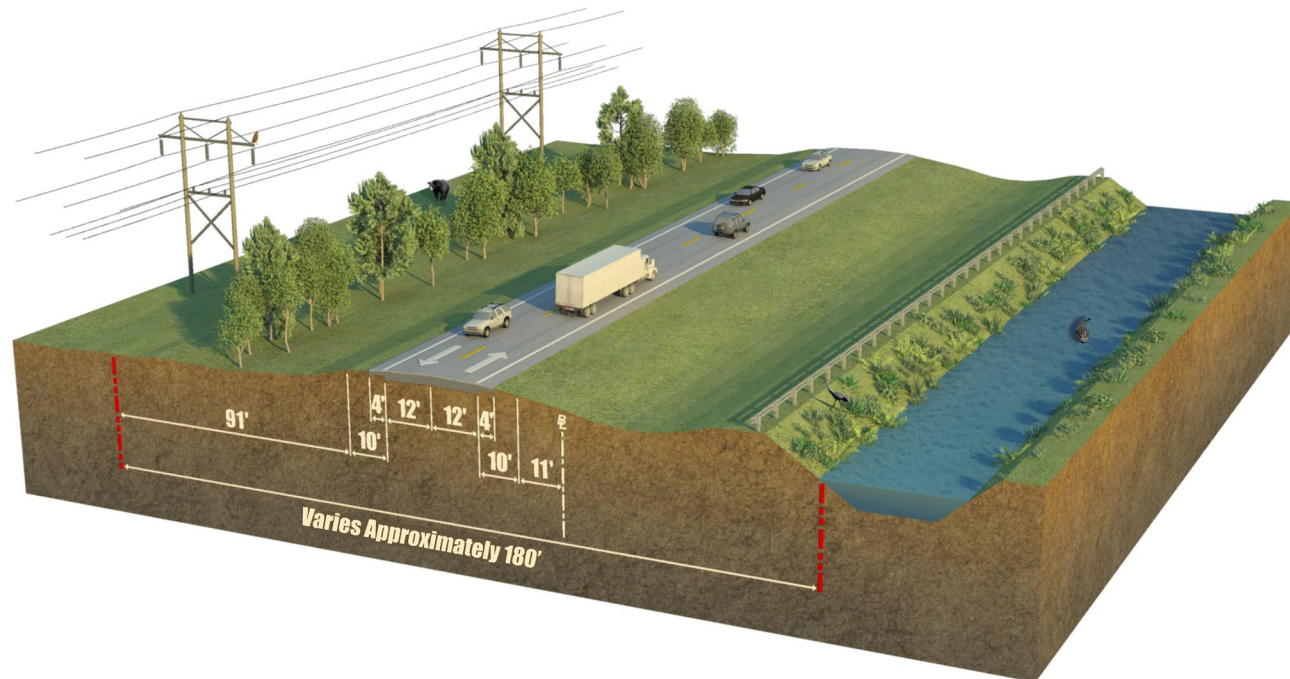
- Collier County
 - Population from 321,520 in 2010 to 493,781 in 2040
 - 53.6% increase
- Future Growth
 - Town of Ave Maria
 - Rural Lands West
 - Golden Gate Estates Area
 - Immokalee area
 - Designated as Rural Area of Opportunity
- Rural Economic Development Initiative
 - Governor's Initiative
 - Immokalee is a designated Rural Area of Opportunity



State Road 29 PD&E Study

Existing SR 29

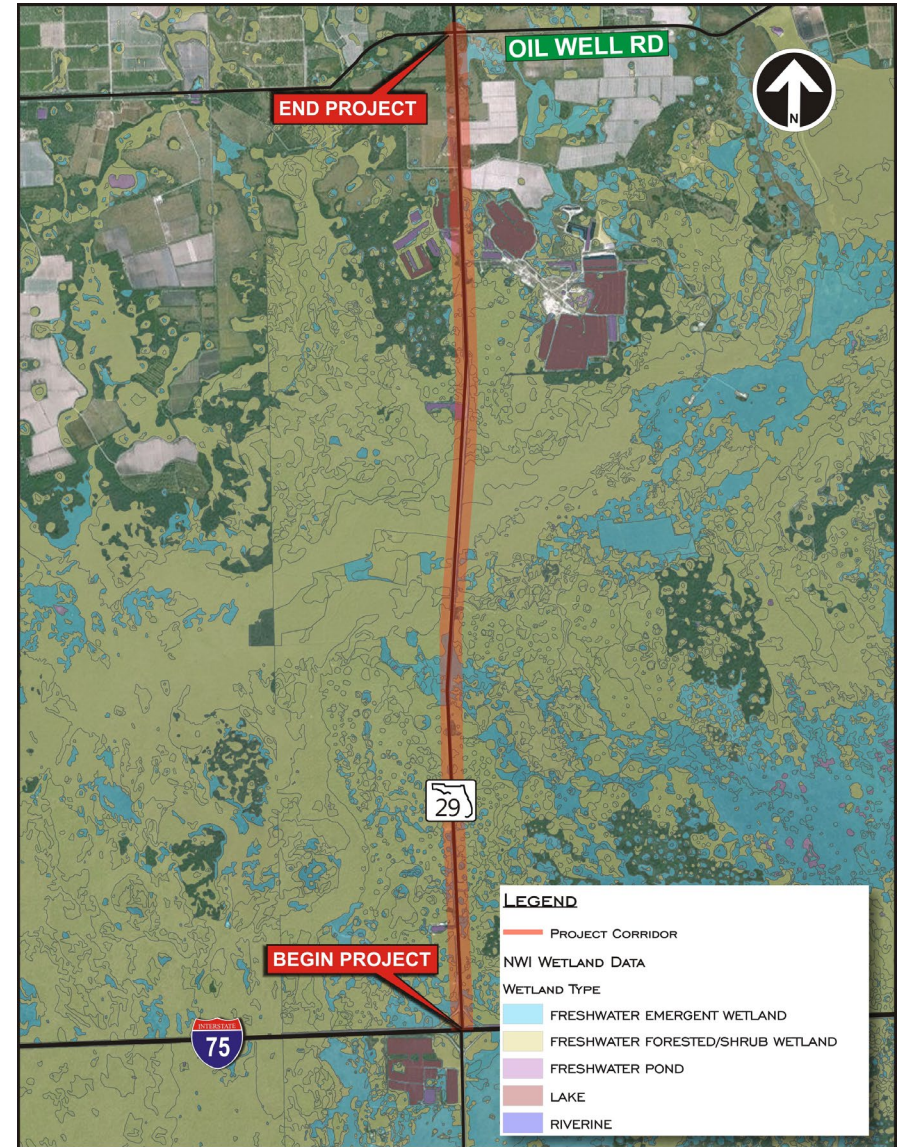
- Two 12' lanes, 10' shoulders (4' paved)
- Undivided rural principal arterial
- Design Speed: 65 mph
- Posted Speed
 - 55-60 mph
 - 45 mph through I-75 interchange
- **4-lane widening is necessary to meet demand and improve safety**



State Road 29 PD&E Study

Wetlands & Surface Waters

- Wetlands occur within right of way
- Barron Canal
 - Owned by adjacent land owners
 - Immediate east of SR 29
 - Foraging habitat for Federal and state listed bird species
 - Existing water quality issues
- Zloty Canal
- Grassy Pond
- Invasive aquatic plants present



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Wildlife Habitat

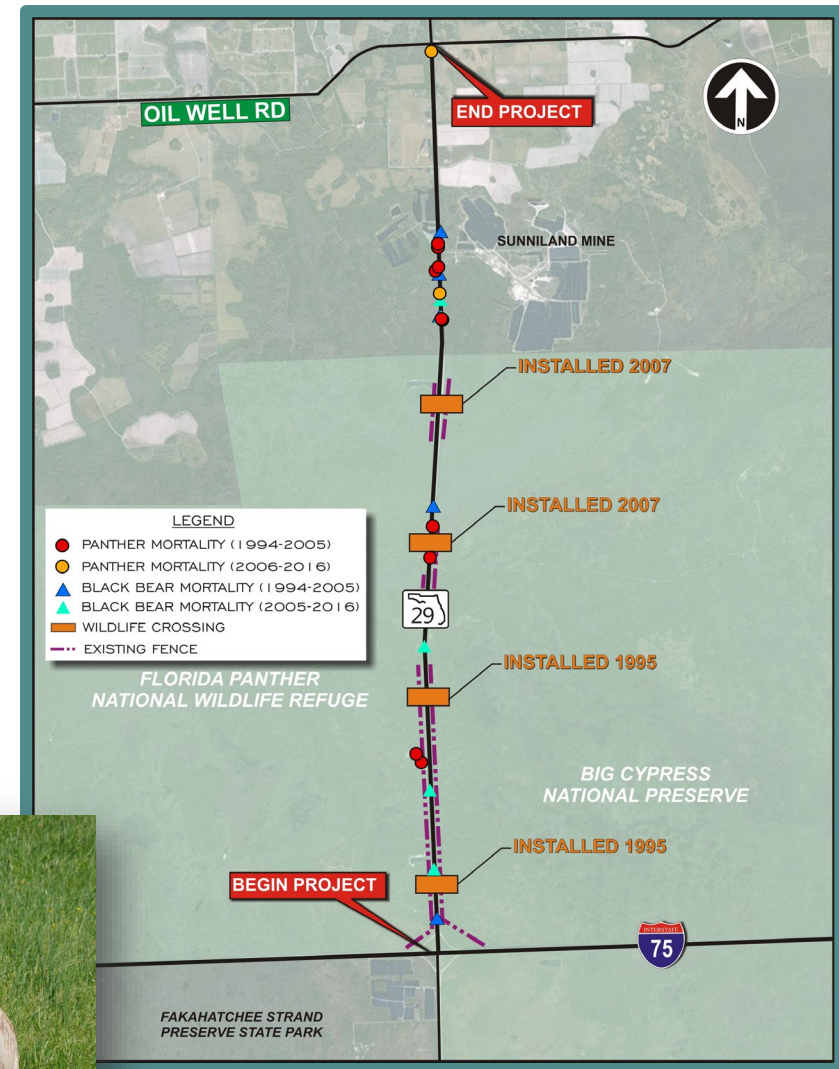
- High Quality Upland and Wetland Habitats Present
 - Southern Portion Crosses High Quality Protected Habitats
 - Some Habitats Near North End Disturbed
 - Mining
 - Cattle Ranching
 - Row Crop and Citrus
 - Conservation Easements (SSA 10)
 - Habitat Issues
 - Habitat loss/fragmentation
 - Bears, deer, and bobcats
 - Improving habitat connectivity / Reducing vehicle strikes
 - Sensitive Sites
 - movement/dispersal corridors, nests, breeding colonies
 - Long term conservation land planning under Collier HCP



State Road 29 PD&E Study

Threatened & Endangered Species

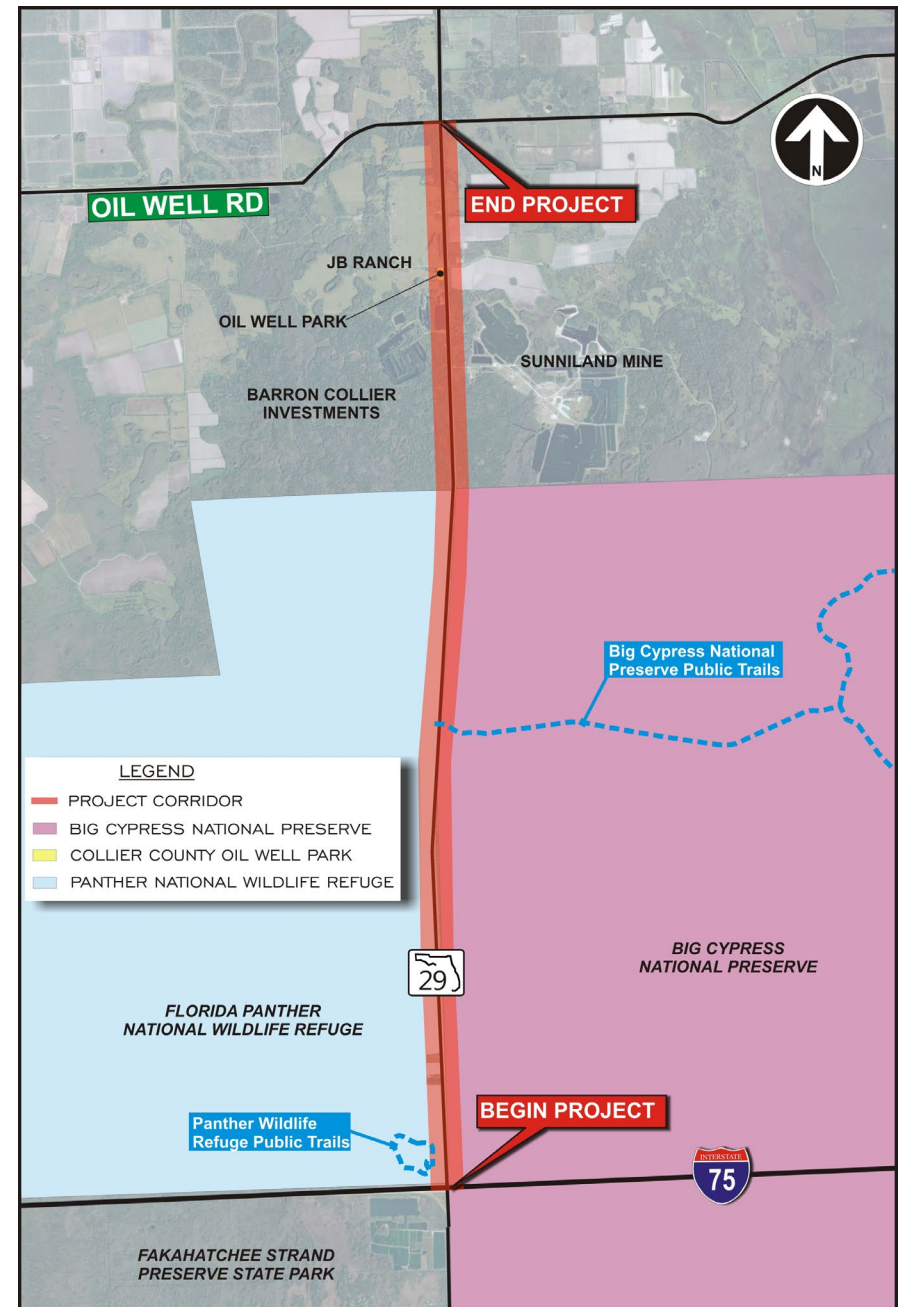
- Project Occurs in Primary Panther Zone
- Numerous Federally and State listed species
- Opportunity for improvement
 - “No Build” is not “No Impact”
 - Apply Best Available Science
 - Seek potential enhancements
 - Prior Lessons Learned can Reduce Costs



State Road 29 PD&E Study

Section 4(f) Resources

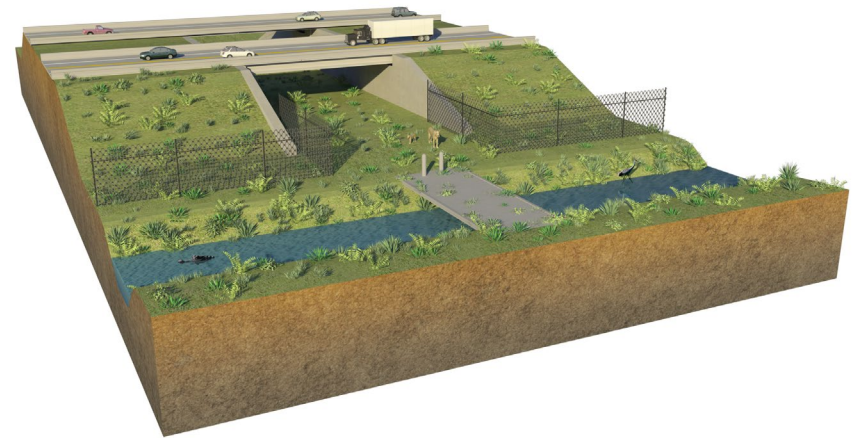
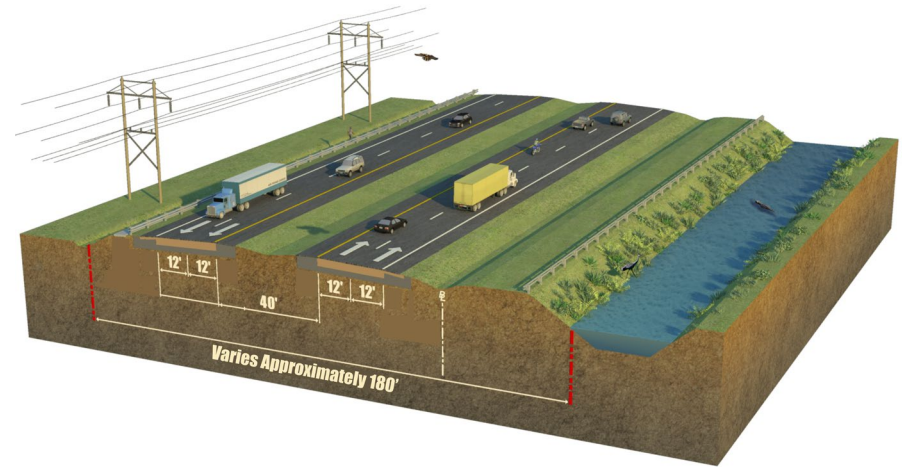
- Public Recreation Lands
- Public Access into
 - Big Cypress (Bear Island Unit)
 - FPNWR (potential for additional planned entrances)
 - Entrance roads on SR 29
- Historic Resources
 - Pump jack and historic building
- No anticipated use of any Section 4(f) resources
- Other issues
 - Noise
 - Lighting



State Road 29 PD&E Study

Alternatives Development

- **Typical Section: 4-Lane Rural**
 - Four 12' lanes and 40' Median
 - Various 4-lane options will be evaluated
 - Evaluate Minimization to remain within existing R/W
- **Evaluate Wildlife Crossings**
 - Provides opportunities for greater wildlife protection
 - Additional crossings & fencing



State Road 29 PD&E Study

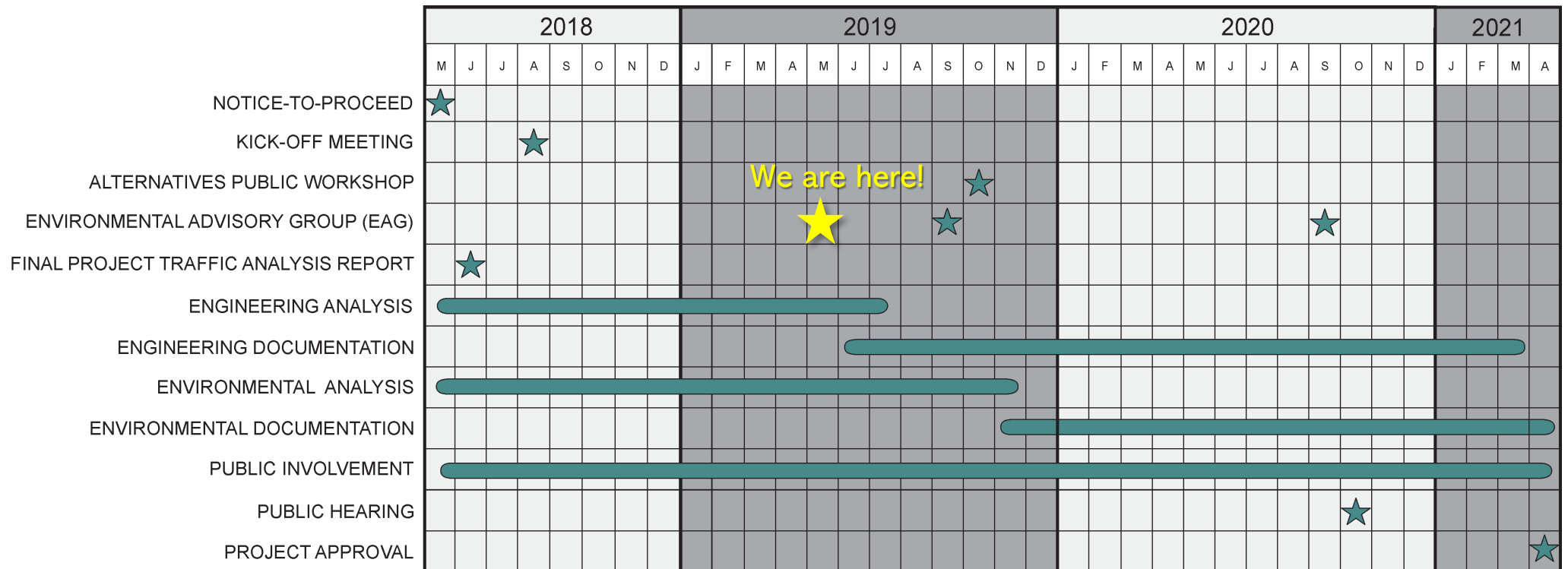
Schedule



• Next Steps:

- Develop alternative concepts
- Preliminary environmental analysis
- Present alternatives at next EAG (anticipated September 2019)

SR 29 PD&E Study from I-75 to Oil Well Road



Thank You!!

For more information please contact:

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Project Manager

FDOT District 1

Environmental Management Office

(863) 519-2792

Email: Patrick.Bateman@dot.state.fl.us

You can also visit our study website:

<http://swflroads.com/sr29/pde/>
