

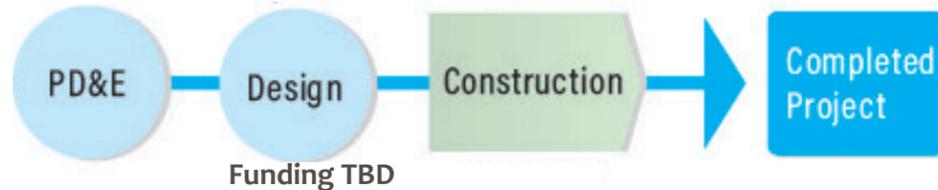
Project Schedule

	2019				2020				2021				2022				2023			
	Spring	Summer	Fall	Winter																
Project Begins	👉																			
Newsletter #1	✉																			
Data Collection	[Bar]																			
Engineering & Environmental Analysis	[Bar]				[Bar]															
Public Survey & Postcard																				
Newsletter #2																				
Alternatives Public Information Meeting																				
Newsletter #3																				
Public Hearing																				
Newsletter #4																				
Study Complete																				✅

*Preliminary - Subject to Change

Transportation Development Process

We are here



You may share your comments about the project in several ways:

1. If attending the in-person event, complete a comment form and place it in the comment box at the meeting or mail to **Steven A. Andrews**, FDOT Project Manager, P.O. Box 1249, Bartow FL 33831.
2. Email comments to the FDOT Project Manager, Steven A. Andrews, at Steven.Andrews@dot.state.fl.us
3. Submit your comment through the project website at <http://www.swflroads.com/us41/cr887/>

All comments must be postmarked by April 29, 2022, to be included as part of the public meeting record.

Contact Information

Steven A. Andrews
 FDOT Project Manager
 P.O. Box 1249
 Bartow FL 33830
 (863) 519-2293
Steven.Andrews@dot.state.fl.us

Additional Project Information:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.

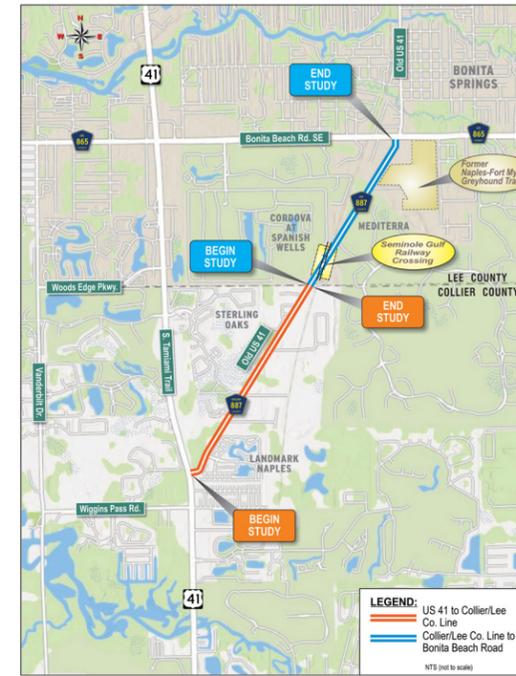


Old 41 (CR 887) Public Workshop

Project Development & Environment (PD&E) Study

Financial Project ID: 435110-1-22-01 & 435347-1-22-01

April 14 and April 19, 2022



Project Location Map

Project Goals

1. Relieve congestion and accommodate future travel demand
2. Improve safety for all users, including bicyclists and pedestrians

Schedule

In-Person Public Workshop

Date: Thursday, April 14, 2022
 Time: 5 p.m. to 7 p.m.
 Location: Bonita Springs Recreation Center
 26740 Pine Ave.
 Bonita Springs, FL 34135

Virtual Public Workshop

Date: Tuesday, April 19, 2022
 Time: 6 p.m. to 7 p.m.
 Location: bit.ly/Old41Workshop



The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed improvements along Old 41 (County Road (CR) 887) from US 41 in Collier County to Bonita Beach Road in Lee County.

The purpose of this PD&E study is to evaluate and document potential engineering and environmental effects of any proposed improvements needed to relieve existing congestion and accommodate future travel demand from projected population and employment growth in the area. Improvements may include the potential widening of the roadway up to four lanes, as well as safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path.

This public workshop is being held to present information about the proposed alternatives and the engineering and environmental analyses completed to date. This workshop provides the public an opportunity to offer feedback on the proposed alternatives for this workshop record. Maps, drawings and other information depicting the proposed improvements are available for public review. Representatives from FDOT are available to discuss proposed improvements, answer questions, and receive comments.

What is a PD&E Study?

A Project Development and Environment (PD&E) study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

Evaluation Matrix

Evaluation Factors	No-Build Alternative	Alternative 1	Alternative 2
Benefits		Total	Total
Pedestrian Accommodations	✗	✓	✓
Bicycle Accommodations	✗	✓	✓
Increased Pedestrian/Bicycle Safety	✗	✓	✓
Reduced Traffic Congestion	✗	✓	✓
Enhanced Safety for All Users	✗	✓	✓
Property Impacts			
Right-of-Way to be Acquired for Roadway (acres)	0	6.72	7.78
Right-of-Way to be Acquired for Stormwater Management Facilities (Ponds) and Floodplain Compensation (acres)	0	10.11	10.11
Total Right-of-Way to be Acquired (acres)	0	16.83	17.89
Number of Properties Impacted (parcels)	0	44	39
Number of Business Relocations (parcels)	0	0	0
Number of Residential Relocations (parcels)	0	0	0
Number of Outdoor Advertising Sign Relocations	0	0	0
Number of Business/Community Sign Relocations	0/0	6	6
Natural/Cultural/Physical Environmental Effects			
Archaeological Site Involvement (potential - high, medium or low)	None	Medium	Medium
Number of Historic Sites	0	4	4
Number of Park and Recreation Sites Impacted	0	0	0
Number of Conservation Easements Impacted	0	0	1
Number of Noise Sensitive Sites	0	81	57
Wetland Impacts (acres)	0	3.14	2.99
Surface Water Impacts (acres)	0	6.95	6.94
Floodplain Impacts (acres)	0	40.25	41.02
Threatened and Endangered Species (potential - high, medium, or low)	None	Medium	High
Number of Sites with High/Medium Contamination Risk	0/0	0/3	0/3
Cost Estimates (2022 Cost)			
Final Design	\$0	\$5,498,983	\$5,095,699
Right-of-Way Acquisition	\$0	\$19,568,000	\$21,735,000
Wetland Mitigation	\$0	\$437,572	\$416,668
Roadway Construction	\$0	\$46,438,330	\$42,356,290
Stormwater Management Facilities (Ponds) and Floodplain Compensation Construction	\$0	\$4,066,767	\$4,071,001
Utility Relocation and Railroad Construction	\$0	\$4,484,735	\$4,529,696
Construction Engineering & Inspection	\$0	\$5,498,983	\$5,095,699
Total Estimated Cost	\$0	\$85,993,370	\$83,300,053

Project Alternatives

The proposed roadway improvements on Old 41 include potential widening of the roadway up to four lanes, as well as safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path. Additional improvements include a new quadrant roadway through the former Naples-Fort Myers Greyhound Track property between Old 41 and Race Track Road at the north end of the study area. This study has identified two proposed alternatives, or build alternatives, for this project, as well as a “no-build alternative. Please view the typical sections to the right for more information.

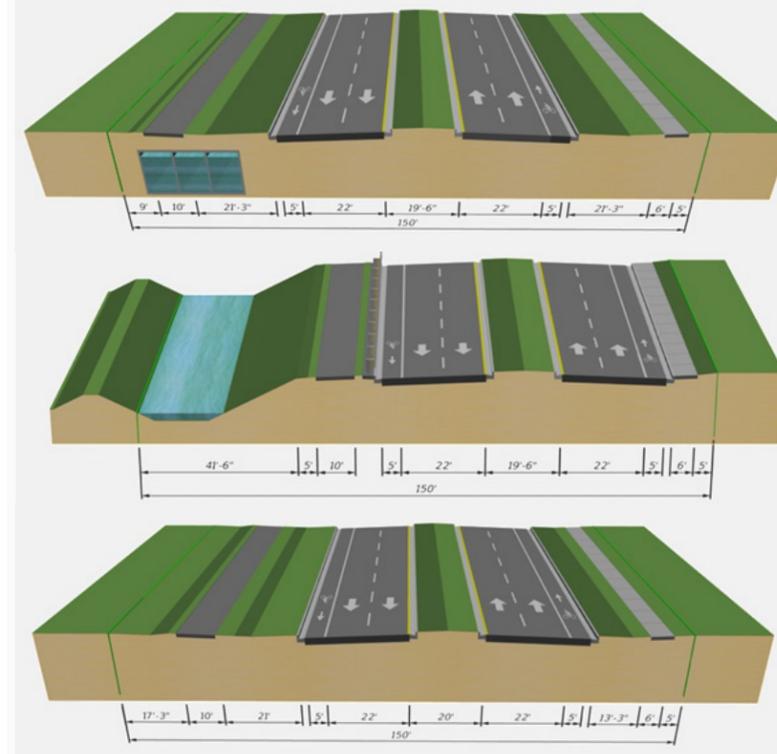
Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to Old 41 through the year 2045.

New Quadrant Road

To align with the City of Bonita Springs’ planning studies and goals for redevelopment, both build alternatives include a new divided two-lane quadrant roadway through the former Naples-Fort Myers Greyhound Track property between Old 41 and Race Track Road at the north end of the study area. This new quadrant roadway will allow traffic traveling between the southern end of the study and Interstate 75 to bypass the intersection at Old 41 and Bonita Beach Road. Bicycle lanes, sidewalk, and a shared use path are included along the new quadrant roadway.

Typical Sections

Collier County

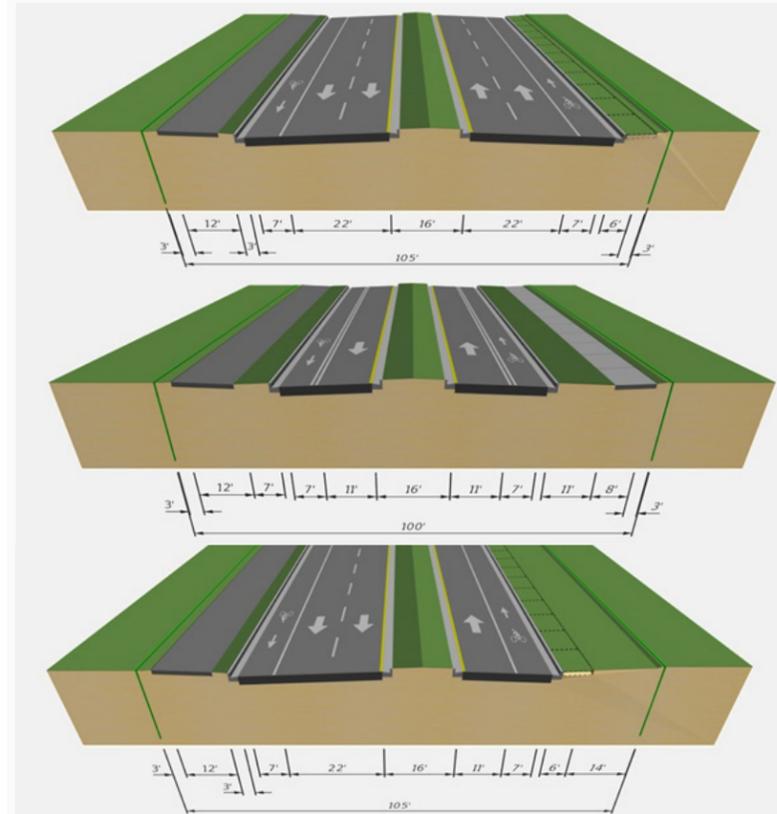


US 41 to 300-foot North of Sterling Oaks Drive
Includes two northbound and two southbound travel lanes, bicycle lanes in each direction, a shared use path along the west side of the road, and a sidewalk on the east side of the road

300-foot N. of Sterling Oaks Drive to 1,000' N. of Sterling Oaks Drive
Includes two northbound and two southbound travel lanes, bicycle lanes in each direction, a shared use path along the west side of the road, and a sidewalk on the east side of the road

1,000-foot N. of Sterling Oaks Drive to Collier/Lee County Line
Includes two northbound and two southbound travel lanes, bicycle lanes in each direction, a shared use path along the west side of the road, and a sidewalk on the east side of the road

Lee County



Collier/Lee County Line to New Quadrant Roadway
Includes two northbound and two southbound travel lanes, bicycle lanes in each direction, a shared use path along the west side of the road, and space for a future sidewalk on the east side of the road

New Quadrant Roadway
Includes one northbound and one southbound travel lane, bicycle lanes in each direction, a shared use path along the west side of the road, and a sidewalk on the east side of the road

New Quadrant Roadway to Bonita Beach Road
Includes two northbound and one southbound travel lanes, bicycle lanes in each direction, a shared use path along the west side of the road, and space for a future sidewalk on the east side of the road