



Welcome to the Florida Department of Transportation's or FDOT's public hearing for the US 41 at the intersection of Bonita Beach Road Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.

Public Hearing Purpose



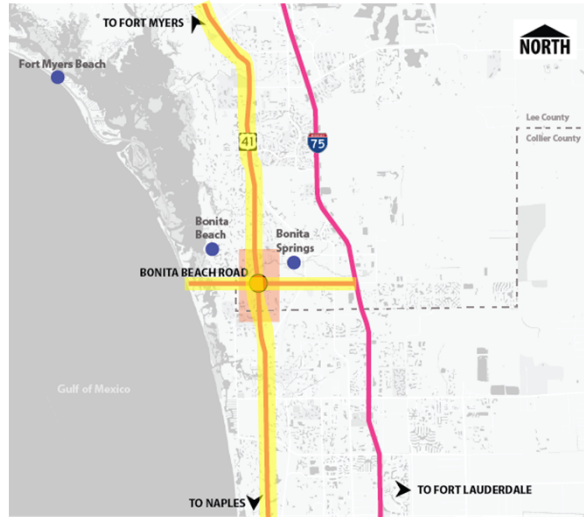
- Give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects of the social, economic, cultural, natural, and physical environment



- Purpose of this PD&E study is to evaluate engineering and environmental data in addition to receiving public input

This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid the City of Bonita Springs, Lee County, Lee County Metropolitan Planning Organization (or M P O), F D O T District One and the F D O T Office of Environmental Management (or O E M) in determining the type, preliminary design, and location of the proposed improvements.

Regional Significance

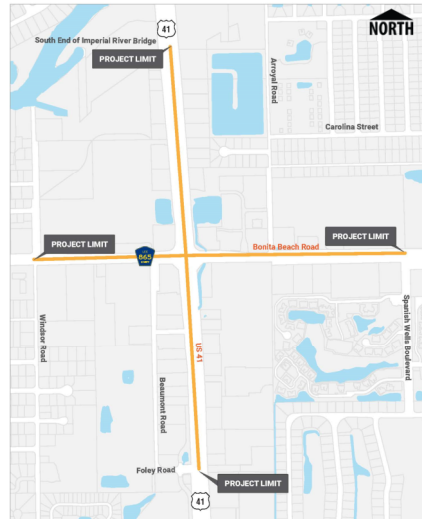


US 41 serves as a critical corridor in facilitating the north-south movement of regional and local traffic (including truck traffic) as it runs parallel to I-75 along Florida's west coast. Similarly, Bonita Beach Road serves as a major east-west roadway within Lee County, linking US 41 and I-75, and providing access (as one of two connections) between the mainland of Lee County and coastal communities/tourist destinations on the barrier island and beaches to the west. Both US 41 and Bonita Beach Road are designated as emergency evacuation routes.

Project Location

Study area limits:

- US 41
 - Foley Road south end of the Imperial River bridge
- Bonita Beach Road
 - Windsor Road to Spanish Wells Boulevard



The study is to improve the US 41 and Bonita Beach Road intersection and approaches. The study begins at the US 41 and Foley Road intersection and extends approximately one mile northward to the Imperial River bridge's south end. Along Bonita Beach Road, the project limits extend from Windsor Road to Spanish Wells Boulevard, a distance of 0.8 miles.

Proposed Improvement

- Partial Displaced Left Turn Intersection
- New Northeast Quadrant Roadway
- Enhance City's proposed Northwest Quadrant Roadway



The department proposes to reconstruct the US 41 at Bonita Beach Road intersection to be a Partial Displaced Left Turn intersection with a new northeast quadrant roadway and enhance the City of Bonita Springs' proposed northwest quadrant roadway.

Project Need

- Relieve existing congestion and accommodate future traffic demands
- Enhance overall intersection safety
- Enhance the intersection's pedestrian, bicycle, and transit accommodations



The need for the proposed improvements for the US 41 and Bonita Beach Road intersection is three-fold. First, to relieve existing congestion and accommodate future traffic demands in the area. Secondly, the improvements are to enhance overall intersection safety.

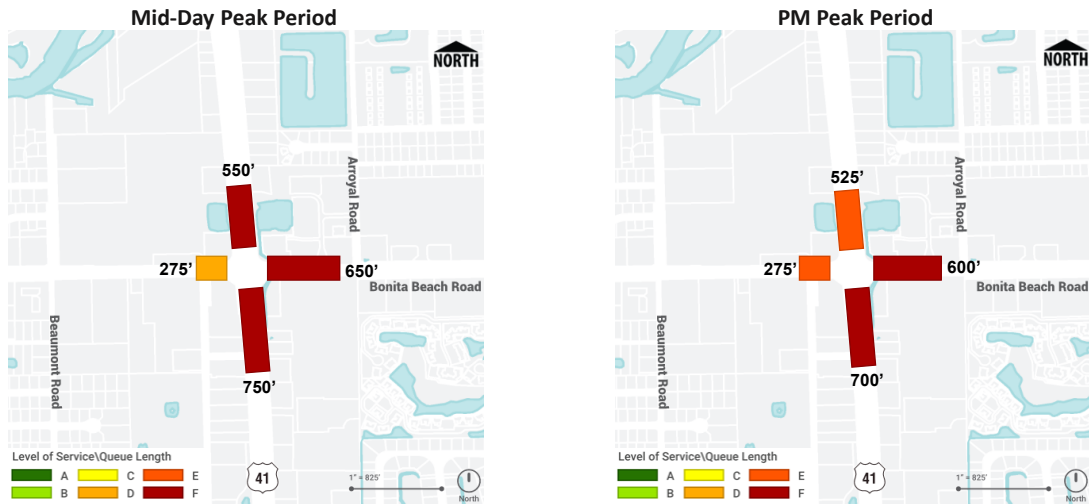
Finally, the improvements are to enhance the intersection's pedestrian, bicycle and transit accommodations.

Existing Levels of Service/Queue Lengths



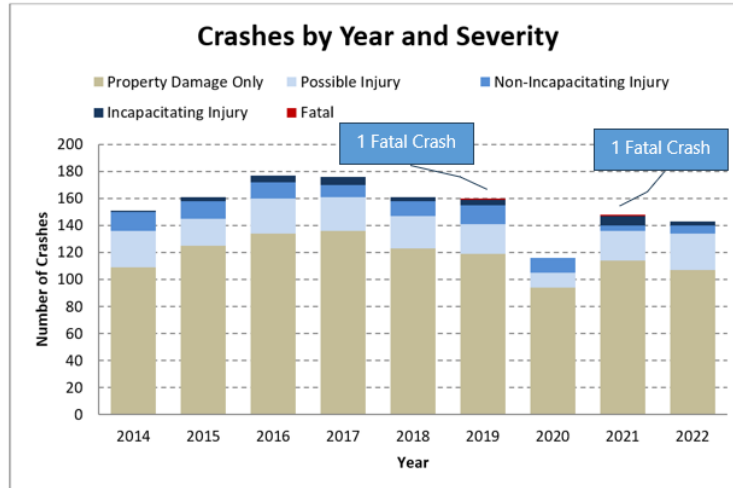
The existing mid-day and PM peak hour level of service in the peak season is "F" or failure for both time periods. Levels of service are like grades in school where "A" is great, and "F" is failing. On at least one approach, the average queue lengths are over 300-feet

2050 Levels of Service/Queue Lengths



In the 2050 design year and no improvements, for the peak season nearly all approaches are level of service "E" or "F" with average queue lengths doubling to over 700 feet if no improvements are made.

Safety



Crash data for 2018 through 2022 shows the average number of fatal and serious injury crashes in the study area to be 13 crashes per year with two fatal crashes. The fatal and serious injury crashes are shown by the dark blue in these graphs. Rear-end is the predominate crash type, accounting for 51 percent of the total crashes.

Multimodal Activity

- Existing Transit Stops
 - One transit route
- Pedestrian and Bicycle traffic
- Proposed Coastal Loop Trail



The intersection has several nearby transit stops and pedestrian and bicycle traffic is frequently present. The proposed Coastal Loop Trail is in the early planning stages along Bonita Beach Road and, if built, will travel through the US 41 intersection.

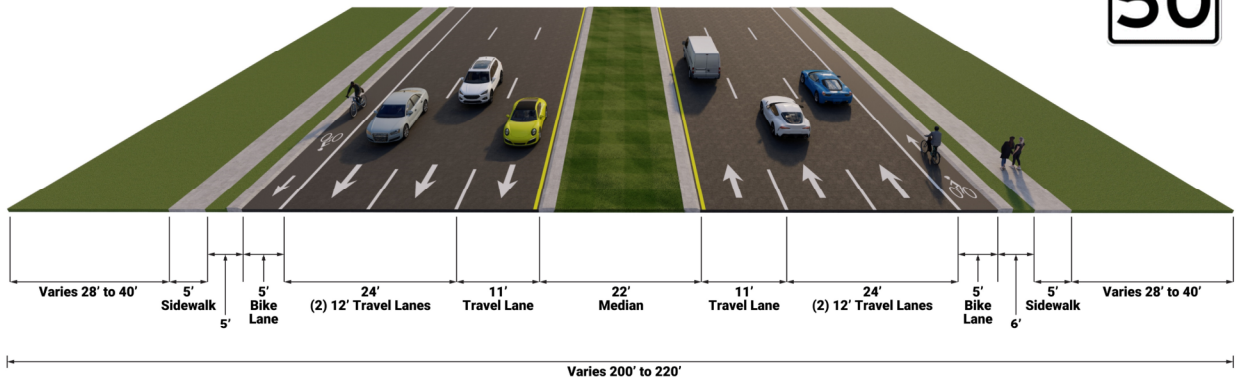
2045 Long Range Transportation Plan

Project is a **regional priority** in the 2045 Long Range Transportation Plan (LRTP)



The next project phase, design, is in the process of being programmed in FDOT's five-year work program. The Lee County Metropolitan Planning Organization has adopted the 2045 Long Range Transportation Plan, or LRTP. The proposed US 41 and Bonita Beach Road intersection improvement is shown in the 2045 LRTP Cost Feasible Plan for project engineering and design plus right-of-way acquisition in fiscal year 2026 through 2030 and construction in fiscal year 2031 through 2035.

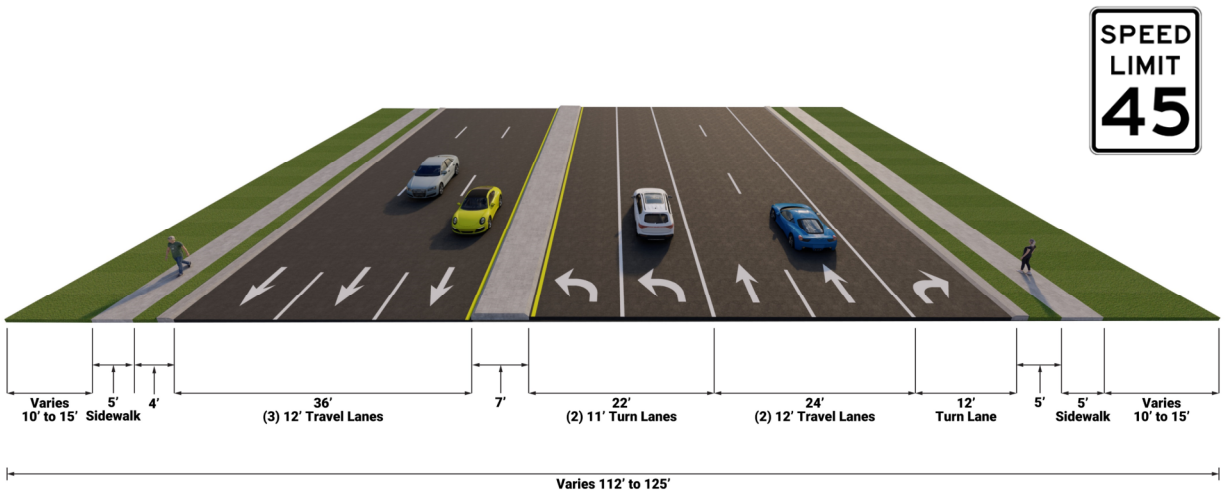
Existing US 41



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Within the project limits, US 41 is an existing six lane roadway with a raised median and a combination of 11-foot and 12-foot lanes. The roadway includes a 5-foot bicycle lane, curb and gutter and 5-foot sidewalks on both sides. The existing right of way width varies between 200 and 220 feet. The posted speed limit on US 41 is 50 miles per hour

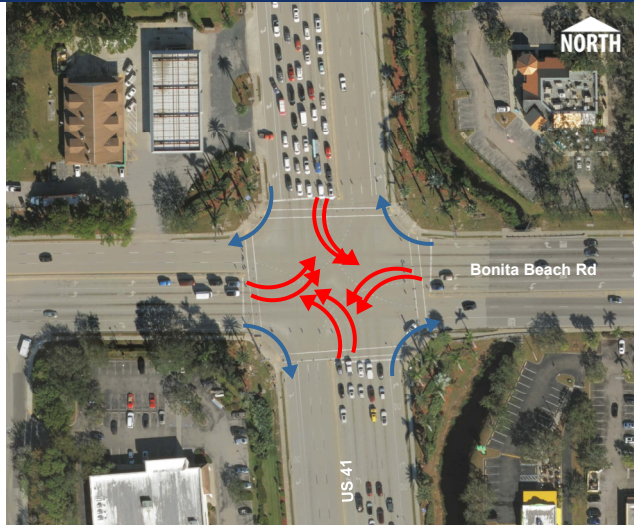
Existing Bonita Beach Road



Bonita Beach Road is an existing four lane roadway with a raised median and 12-foot lanes. Bonita Beach Road does not include any on street bicycle facilities but does have curb and gutter and a 5-foot sidewalk along both sides. The existing right of way varies between 112 and 125 feet in the vicinity of US 41. The posted speed limit on Bonita Beach Road at the intersection is 45 miles per hour.

Existing Intersection

- All Approaches
 - Two Lane Left Turn Lanes
 - Right Turn Lanes



This signalized intersection has two left turn lanes and a separate right turn lane on all approaches.

Planning History



- Considered many different concepts including:
 - Grade Separated Alternative
 - Partial Displaced Left Turn (PDLT)
 - Eight Lane Alternative
- Previous Alternatives Public Workshop
 - Multiple attendees expressed support for PDLT
- Based on your comments & additional environmental and engineering analyses, a preferred alternative was selected

Throughout this P D and E study process, F D O T has looked at many different concepts including a grade separated or interchange alternative, the partial displaced left turn and the eight-lane alternative. After environmental and engineering analyses and public and agency comments, many of these alternatives were eliminated. At the Alternatives Public Workshop held on April 4, 2023, we asked for your input on proposed improvements. We heard concerns about traffic, property access, pedestrian and bicycle use, and speed. Many attendees expressed support for the Partial Displaced Left Turn alternative. Based on your comments and additional environmental and engineering analysis, the Partial Displace Left Turn alternative was selected as the Preferred Alternative for the US 41 at Bonita Beach Road Intersection.

The preferred alternative is the Partial Displaced Left Turn with Quadrant Roadways



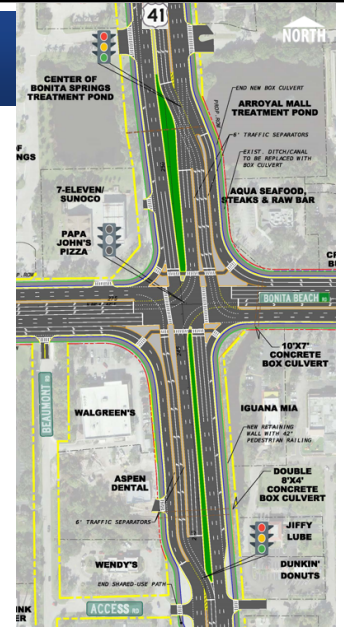
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Preferred Alternative

Partial Displaced Left Turn

- Similar to the new Lee County intersection at Daniels Parkway and SR 82
- Used when there are high volumes of left turn movements
- Left turn movements are relocated or “displaced” to the other side of the opposing flow called a “crossover” movement



This is similar to the new Lee County intersection at Daniels Parkway and SR 82. This intersection design is used when there are high volumes of left turn traffic, making the US 41 and Bonita Beach Road intersection a good candidate for this type of improvement. The primary feature of a partial displaced left turn intersection is moving left turn traffic on an approach to the other side of the opposing traffic flow, known as a “crossover” movement.

Partial Displaced Left Turn

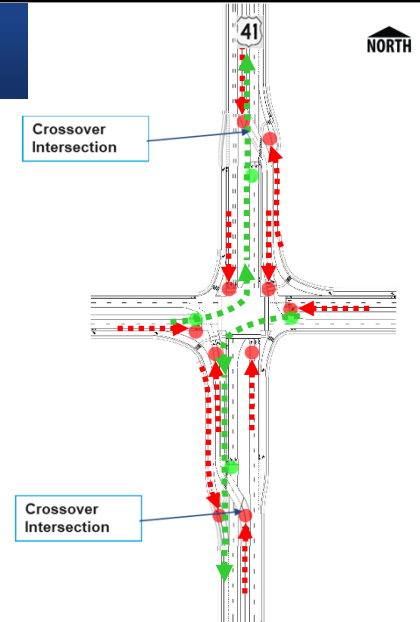
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Preferred Alternative

Partial Displaced Left Turn Movements

- Bonita Beach Road left turns

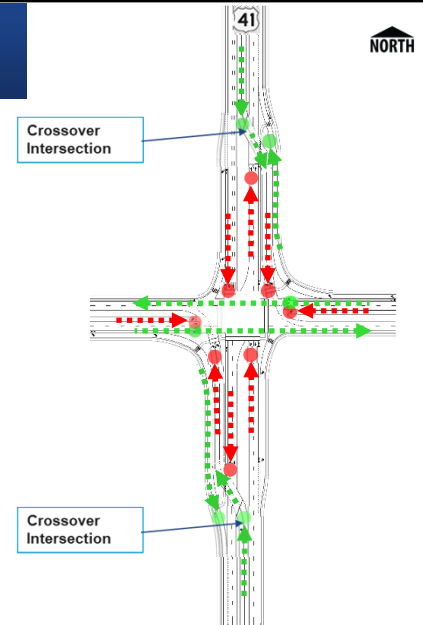


Let's look at the signal operation. The initial signal phase shown in green is the Bonita Beach Road Left Turn and the signals allow this traffic to partially clear the crossover intersections.

Preferred Alternative

Partial Displaced Left Turn Movements

- Bonita Beach Road left turns
- Bonita Beach Road through and crossover

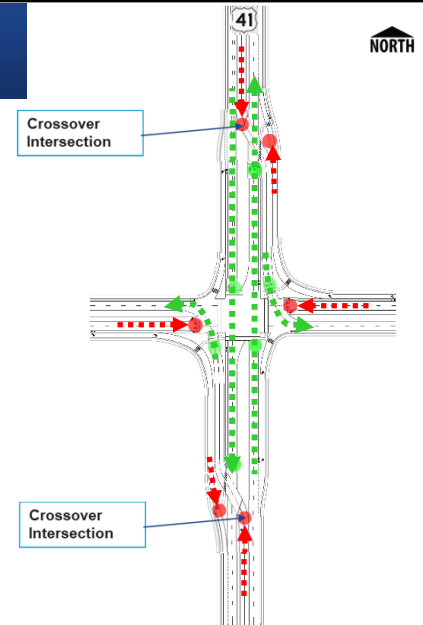


The second signal phase is for the Bonita Beach Road through traffic. As this is happening, the crossover intersections left and right turns are green. The “crossover” intersection for the south approach is a two phased signalized intersection approximately 650-feet south of Bonita Beach Road. The northern “crossover” signalized intersection is approximately 400-feet north of Bonita Beach Road. Both “crossover” left turn traffic would have the green light when the Bonita Beach Road east and west through traffic have the green light to maximize signal efficiency. After crossing over, the traffic would stop at Bonita Beach Road awaiting a green light.

Preferred Alternative

Partial Displaced Left Turn Movements

- Bonita Beach Road left turns
- Bonita Beach Road through and crossover
- US 41 Left turns and through simultaneously



The third and final phase is for US 41's through and left turn traffic in both directions to operate simultaneously. The US 41 crossover intersection through traffic is also green during this phase.

Network Enhancement Alignment Study – Quadrant Plan



NETWORK ENHANCEMENT ALIGNMENT STUDY "QUADRANT PLAN" MAY 2017



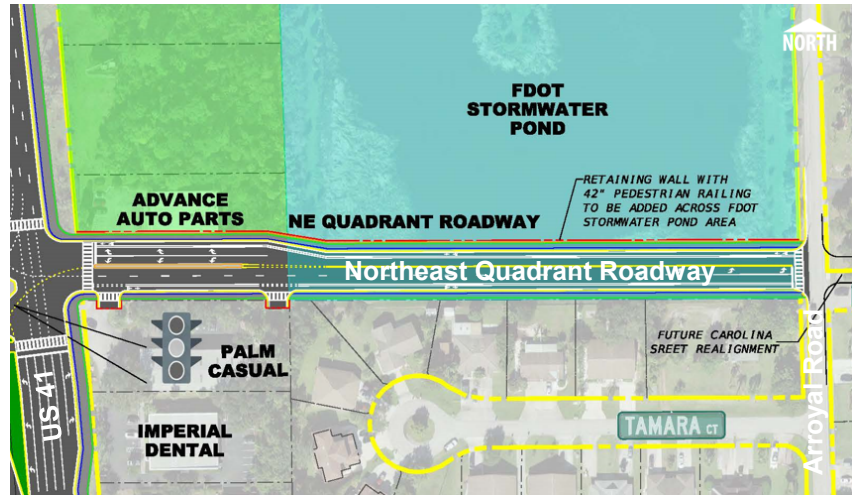
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The proposed intersection improvement includes the northeast quadrant roadway to provide a network enhancement and a secondary alternative to avoid the study intersection. These were identified by the City of Bonita Springs in their Network Enhancement Alignment Study.

Northeast Quadrant Roadway

Northeast Quadrant Roadway

- East Leg at US 41
- To Arroyal Road



As shown, the Northeast Quadrant Roadway connects US 41 to Arroyal Road. This roadway's proposed construction is included as part of the US 41 and Bonita Beach Road improvement project.

Northwest Quadrant Roadway

Northwest Quadrant Roadway

- Proposed City alignment
- Currently being designed
- Part of project's No-Build

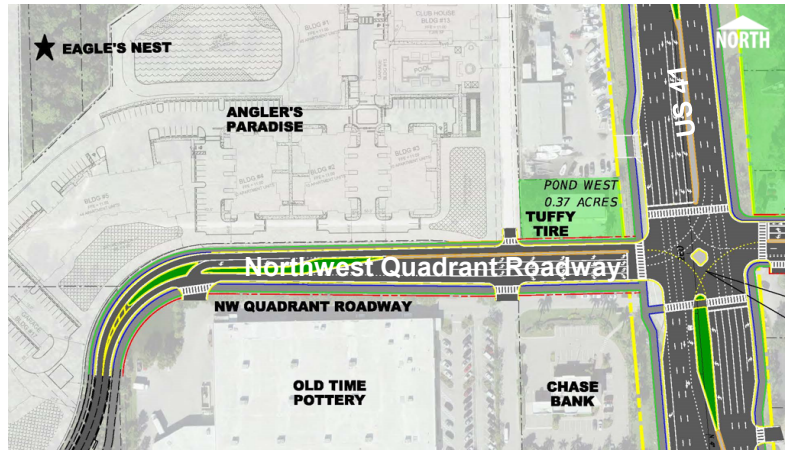


The City of Bonita Springs will be conducting the northwest quadrant roadway's design and construction associated with the new Angler's Paradise development. This roadway begins at the Windsor Road and Bonita Springs Road intersection and proceeds northeast behind the Center of Bonita Springs to intersect with US 41 at the existing signal for the Center of Bonita Springs. The City is currently designing the roadway and plans to construct it in a few years. In addition to providing access to Angler's Paradise, this new quadrant roadway will provide an alternative to the US 41 and Bonita Beach Road intersection's eastbound left turn and southbound right turn. This roadway will be considered as part of the P D and E study's existing, or no build roadway network. The previously noted no-build level of service "F" in 2050 includes the addition of the northwest quadrant roadway. The addition of the northwest quadrant roadway improvement will not solve the projected traffic congestion.

Northwest Quadrant Roadway

Northwest Quadrant Roadway

- West US 41 Approach widening
- Three left turn lanes
- Part of this project



As part of the US 41 at Bonita Beach Road project, the western approach of the northwest quadrant roadway at US 41 will be enhanced to accommodate projected 2050 traffic volumes. This includes providing three left turn lanes to northbound US 41.

Partial Displaced Left Turn – US 41



Crossover Intersection

Foley Road

US 41 from Foley Road to Crossover Intersection features:

- 6-lane divided roadway
- 11-ft travel lanes
- 12-ft shared use paths start south of crossover intersection



Proposed improvements to US 41 between Foley Road to the South Crossover Intersection include 12-ft shared use paths on both sides, narrowing the road to 11-ft travel lanes with a 45 miles per hour posted speed limit and signalization at Foley Road. The 11-ft lanes and 12-ft shared use paths on both sides will continue northward through the Bonita Beach Road intersection and terminate just south of the Imperial River bridge.

Partial Displaced Left Turn – US 41

US 41 from North Crossover Intersection to Imperial River Bridge features:



- 8-lane divided roadway
- Add/drop lanes at crossover and bridge
- 6-lanes at Imperial River Bridge



Crossover Intersection



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US 41 north of the “crossover” intersection widens to four lanes northbound and has a short four lane section through the signalized intersection with the northwest and northeast quadrant roadways. The four lanes transition back to three lanes south of the Imperial River bridge.

Partial Displaced Left Turn – US 41

US 41 between Crossover Intersections features:

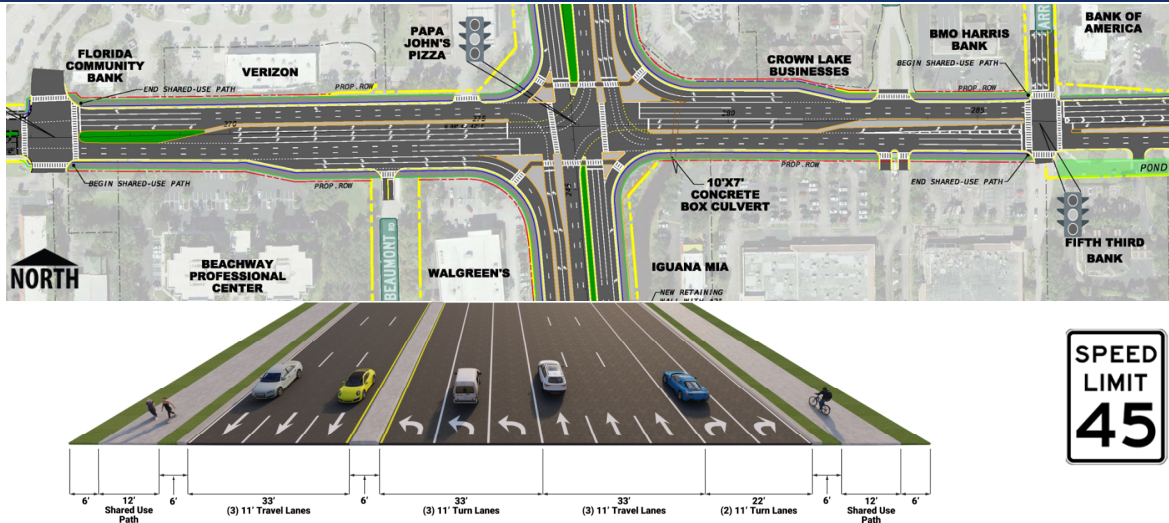
- 6-lane divided roadway
- Separated left turn traffic between opposing through and right turn traffic

SPEED
LIMIT
45

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US 41 between crossover intersections includes, a 6-lane divided roadway with separated left turn traffic between opposing through and right turn traffic.

Bonita Beach Road Widening



FDOT

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Bonita Beach Road will be widened to six lanes through the US 41 intersection. The widening would begin at the signal serving the Center of Bonita Springs and extends to Spanish Wells Boulevard. The posted speed limit would remain as 45 miles per hour.

No Build



A “no-build” alternative is also considered

- No improvements are made to US 41 at Bonita Beach Road through the year 2050
 - Only routine maintenance

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to US 41 at Bonita Beach Road intersection through the year 2050 (“twenty fifty”), except for routine maintenance. There are advantages and disadvantages to the “no-build” alternative.

No Build Alternative - Advantages



- No right-of-way acquisition or business impacts
- No design, right-of-way, or construction costs;
- No inconvenience during construction;
- No impacts to utilities and drainage structures; and
- No impacts to the natural, social, cultural, or physical environment

Advantages of the no-build alternative include:

- No right-of-way acquisition or business impacts/displacements;
- No design, right-of-way, or construction costs;
- No inconvenience to the traveling public and property owners during construction;
- No impacts to utilities and drainage structures; and
- No impacts to the natural, social, cultural, or physical environment.

No Build Alternative – Disadvantages



- Not consistent with local government plans, the Lee County MPO LRTP, or TIP;
- Does not address:
 - Traffic congestion;
 - Crashes projected to increase;
 - Multi-modal mobility; and
 - System linkage necessary to improve north-south or east-west travel

Disadvantages include:

- It is not consistent with local government plans, the Lee County MPO LRTP, or the Transportation Improvement Plan or T I P.
- It does not address the project's Purpose and Need to include:
 - o It does not improve levels of service or address traffic congestion;
 - o Safety is not improved; therefore, the number of crashes is projected to increase;
 - o It does not improve multi-modal mobility; and
 - o It does not provide the system linkage necessary to improve north-south or east-west travel.

The no-build alternative remains a valid option and will continue to be evaluated until the completion of this study

Potential Environmental Effects

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Recreational sites
- Noise
- Land use
- Construction effects
- Farmland
- Aesthetics



F D O T evaluated environmental and socioeconomic factors relating to proposed intersection and roadway improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of the proposed improvements of the US 41 and Bonita Beach Road intersection on:

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise
- Land Use
- Construction effects
- Farmland and
- Aesthetics

Threatened & Endangered Species

May affect, but not likely to adversely affect:

- Wood Stork
- Eastern Indigo Snake

Acoustic bat survey completed:

- No effect
- Additional survey may be required during the design phase



Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U.S. Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The remaining federally listed species evaluated during the study were given a determination of “no effect” due to lack of suitable habitat or potential to occur within the project area. The animal species determined that the project “may affect, but not likely to adversely affect” include the:

- Wood stork
- Eastern indigo snake

In addition, an acoustic survey for the Florida Bonneted Bat was conducted with no evidence of utilization within the study area; therefore, the project will have “no effect” on the Florida Bonneted Bat.

Threatened & Endangered Species

No Adverse effect anticipated on the following state listed species:

- Florida Burrowing Owl
- Little Blue Heron
- Reddish Egret
- Tricolored Heron
- Florida Sandhill Crane
- Roseate Spoonbill
- Big Cypress Fox Squirrel
- Gopher Tortoise
- Florida Pine Snake

No impacts on the bald eagle's nest in the area



In addition, the following state listed threatened or endangered species are shown as “no adverse effect is anticipated”:

- Florida burrowing owl
- Little blue heron
- Reddish egret
- Tricolored heron
- Florida sandhill crane
- Roseate spoonbill
- Big Cypress fox squirrel
- Gopher Tortoise
- Florida pine snake

The remaining state listed species evaluated during the study were given a determination of “no adverse effect” due to lack of suitable habitat or potential to occur within the project area. Other protected species evaluated included the Bald Eagle; the proposed activities are outside of the 660-foot buffer of the eagle’s nest and therefore no impacts are anticipated.

Potential Environmental Effects

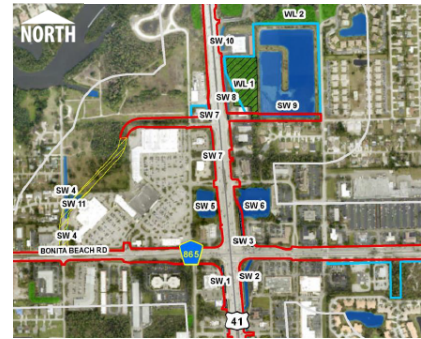
- Coordination with US Fish and Wildlife Service regarding the final status of species is ongoing.
- Work closely with environmental agencies in future phases:
 - Design and Construction
 - Environmental Permitting



Coordination with U S Fish and Wildlife Service regarding the final status of these species is ongoing. The Natural Resource Evaluation Report will be submitted to the US Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission for review. If the preferred alternative is approved by the Office of Environmental Management, F D O T District One will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.

Wetlands

- Preferred Alternative
 - 3.21 acres of direct wetland impacts
 - 0.49 acres of surface water impacts
 - Mitigation will be provided
- Essential Fish Habitat
 - Imperial River – No impacts anticipated
 - Best Management Practices
 - Prevent impacts to proximate habitats



FDOT evaluated wetlands within the project limits in accordance with Executive Order 11_9_90 (“eleven nine ninety”), “Protection of Wetlands.” The proposed improvements will affect approximately 3.21 acres of wetlands and 0.49 acres of surface waters, including permitted stormwater ponds and upland cut roadside ditches.

Although unavoidable wetland impacts will occur as a result of the roadway, intersection improvements, and stormwater management system, the impacted wetlands are located within, or adjacent to, the existing roadway right-of-way and were previously disturbed by adjacent development, maintenance activities, and the invasion of nuisance and exotic species.

The Department will mitigate wetland impacts resulting from this project’s construction to meet requirements of Florida statutes and the United States code.

Stormwater Management

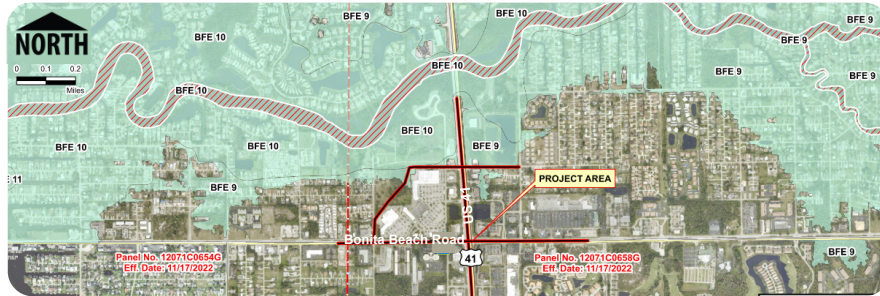
- Estero Bay Watershed
- Imperial River Basin
 - Outstanding Florida Water (OFW)
 - Impaired for nutrients
- Water Quality
 - 50% additional treatment for OFW
- Expansion of existing FDOT Pond and new linear swale
- 4.08 acres of right-of-way will be required for stormwater management



This project is located within the Imperial River Basin which is part of the Estero Bay Watershed. The Imperial River is an Outstanding Florida Water and is impaired for dissolved oxygen and total nitrogen. As such, 50% additional treatment is required to achieve water quality standards. The project will have two proposed stormwater management facilities. The expansion of the existing FDOT pond and a linear swale totaling 4.08 acres of right-of-way.

Floodplains

- Floodplain compensation is not required
 - Flood zones are associated with the tidal Imperial River



The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11_9_88 (“eleven nine eighty eight”) Floodplain Management. There is no significant change in flood risk as the flood zones are associated with the tidal Imperial River.

Moreover, there is no significant change in flood risk nor is there significant change in the potential for interruption or termination of emergency services or emergency evacuation routes due to flooding.

Water Quality

The proposed stormwater management facilities will be designed in accordance with the current requirements of the South Florida Water Management District



A water quality impact evaluation was performed. The proposed stormwater management facilities will be designed in accordance with the current requirements of the South Florida Water Management District.

Contamination

Mainline

Rank	Number of Sites Potentially Contaminated
High	1
Medium	4

Pond Sites

Rank	Number of Sites Potentially Contaminated
High	1
Medium	1

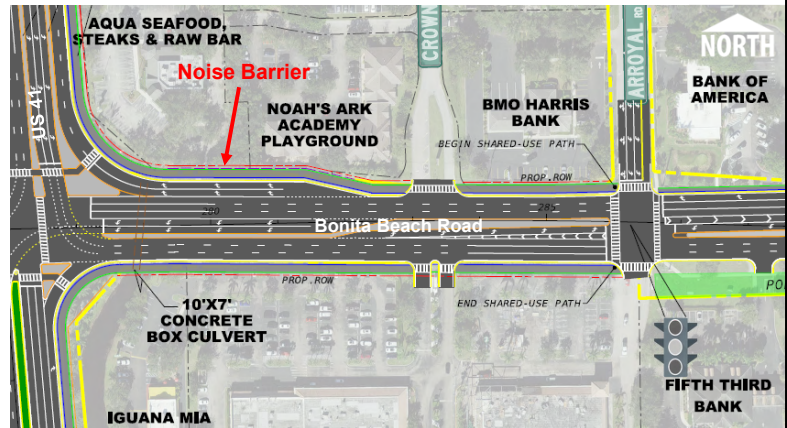
Locations of high and medium risk contamination sites are shown on the preferred alternative display board

Results of the environmental contamination screening for the mainline showed that one site was ranked “high” for potential contamination and four sites were ranked “medium” for potential contamination.

Results of the contamination screening for pond sites includes one high ranked site, and one medium site. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “high” or “medium”, the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Before construction, specially trained crews will address contamination in these areas, as required. Locations of the “high” and “medium” risk sites are shown in the concept plans on display tonight.

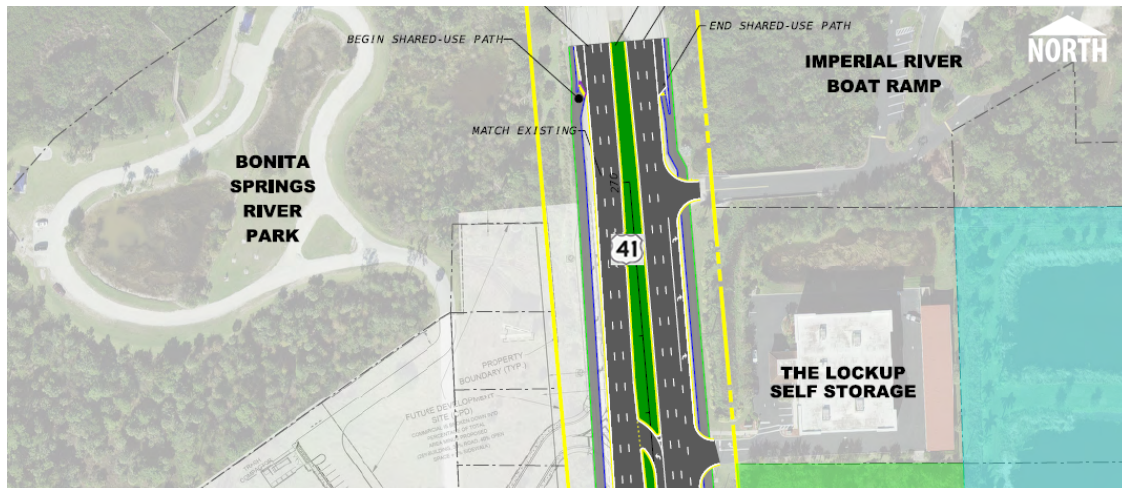
Noise

- Considered noise abatement measures including:
 - Traffic system management,
 - Alignment modifications,
 - Property acquisition,
 - Land use controls, and
 - Noise barriers
- Proposed noise barrier at Noah's Ark Academy Playground



The study team evaluated effects of traffic noise associated with the proposed improvements consistent with requirements outlined in Title 23, Code of Federal Regulations, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and with the FDOT PD&E Manual, Part 2, Chapter 18. Noise-sensitive sites along the project corridor may hear traffic noise levels that approach or exceed Noise Abatement criteria established by the Federal Highway Administration. The team has considered noise abatement measures including traffic system management, alignment modifications, property acquisition, land use controls, and noise barriers at one location. Noise barriers were found to be a cost feasible and reasonable abatement measure for the impacted noise sensitive sites at one location along Bonita Beach Road. The one location where noise barriers systems are potentially cost feasible and reasonable is the Noah's Ark Academy Playground. Further considerations of potential noise barriers for this location will be considered during the design phase of this project. If you'd like more information regarding traffic noise, please speak with one of our noise specialists here tonight.

Parks & Recreation Areas (Section 4(f))



The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966. The Imperial River Boat Ramp and the Bonita Springs River Park are Section 4(f) resources. The Recommended Alternative will not impact these existing Section 4(f) resources.

Historic & Cultural (Section 106)

- No archaeological sites
- Four historic resources
 - None eligible for National Register of Historic Places (NRHP) listing

NATIONAL HISTORIC PRESERVATION ACT (NHPA)



Photo: Pres. Johnson signing NHPA; from ACHP archives

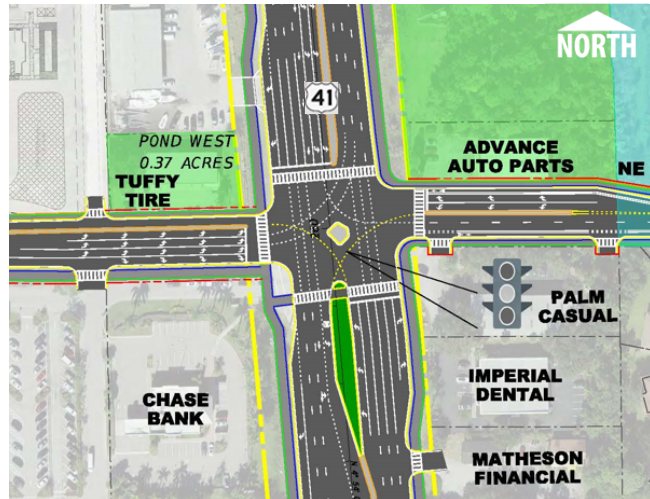
- ▶ Signed Oct. 15, 1966
- ▶ “the historical and cultural foundations of the Nation should be preserved as a living part of our community life and development”
- ▶ Created
 - National Register of Historic Places
 - Advisory Council on Historic Preservation (ACHP)

A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. Archaeologists and historians identified no archaeological sites and four historic resources in the project area. None of these resources are individually eligible for listing in the National Register of Historic Places. The State Historic Preservation Officer determined that no significant historic properties identified would be adversely affected by the proposed improvements.

This project is not expected to change future land use patterns in the study area nor result in adverse impacts to the natural, social, cultural and physical environments.

Acquisition & Relocations

- Two proposed business relocations
 - Tuffy Tire and Service Center
 - Advance Auto Parts



One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project we anticipate the relocation of two businesses: Tuffy Tire and Service Center and Advance Auto Parts. All right-of-way acquisition will be conducted in accordance with Florida Statute, Section 339.09 (“three thirty-nine point zero nine”) and the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970”, commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the Department’s determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will promptly be furnished necessary forms and notified of the procedures to be followed in making that appeal. A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

The relocation specialists who are supervising this program are here tonight. They will be happy to answer your questions and will also furnish you with copies of relocation assistance brochures.

Access Management

US 41 will continue to have a median

- The proposed median openings are shown on the concept plan



In accordance with Rule 14-97 ("fourteen ninety seven") of the Florida Administrative Code, the proposed improvements will include a median to control the movements, or access, of turning traffic. These changes are presented in compliance with Section 335.199 ("three thirty five point one nine nine") Florida Statutes (Transportation projects modifying access to adjacent property).

Evaluation Matrix

EVALUATION FACTORS	Partial Displaced Left Turn (PDLT)	No Build
ABILITY TO MEET PURPOSE AND NEED		
Improves Traffic Operations and Accommodates Future Demand	✓	X
Improves Safety and Enhances Emergency Evacuation and Response Times	✓	X
Enhances Mobility Options and Multi-Modal Access	✓	X
Enhances System Linkage for Region	✓	X
POTENTIAL RIGHT OF WAY IMPACTS		
Relocations (#Business/#Residential/#Other)	2 / 0 / 0	0
Parcels (#Business/#Residential/#Other)	14 / 2 / 7	0
Right of Way to be Acquired (acres)	8.4	0
TRAFFIC OPERATIONS		
2050 Average Vehicle Delay in Seconds (Midday/PM)	137/199	346/427
2050 US 41/Bonita Beach Rd. Levels of Service (Midday/PM)	C/D	F/F
POTENTIAL ENVIRONMENTAL EFFECTS		
Threatened/Endangered Species and Habitat	Low	N/A
Wetlands (acres)	3.7	0
Floodplains (acres)	8.2	0
Water Quality/Stormwater Management	Improved	No Change
Archaeological Resources	None	N/A
Historical Resources	0	0
Public Recreation Resources (#)	1	0
Noise Sensitive Receptors (#)	1	0
Contamination Sites (#Medium/#High Risk)	5 / 2	0 / 0
Utility Agencies/Owners Impacted (#)	9	0

Preliminary – Subject to Change



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An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

Project Cost & Funding

Total estimated project cost: \$61,810,000

PHASE	COST	FISCAL YEAR
PD&E	\$1.1M	2020
Design	\$3.5M	2026
Right of Way	Unfunded	To be Determined
Construction	Unfunded	To be Determined

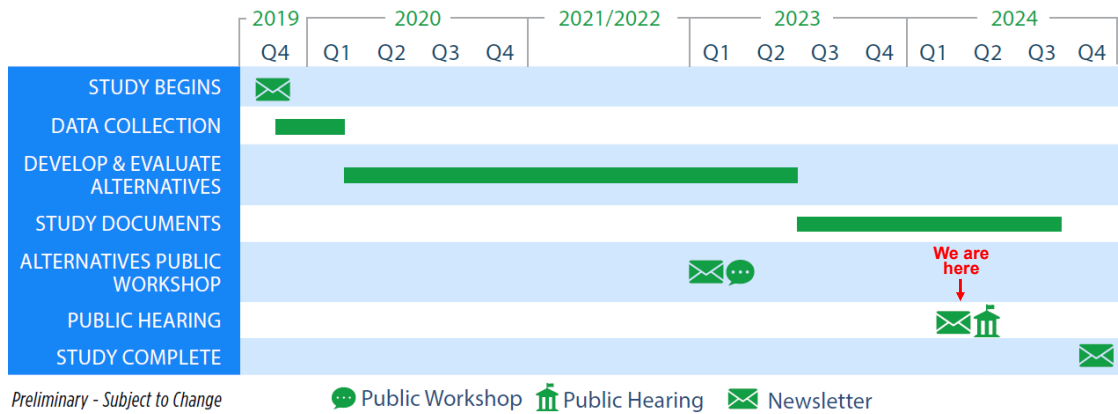
Preliminary – Subject to Change



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The estimated costs for the US 41 at Bonita Beach Road intersection preliminary estimate of total project cost is \$61,810,000 (sixty-one million eight hundred ten thousand dollars). As previously mentioned, FDOT's Current Five-Year Work Program will be updated to include funding for the next phase, final design; however, there is no funding for right-of-way or construction.

US 41 at Bonita Beach Road Study Schedule



The Department anticipates completion of this PD and E study by the fall of 2024. The study schedule is on display this evening.

Public Comment After Today's Public Hearing

- During the live in-person event
- By Mail
- By email or through website

Patrick Bateman, PE, MS 1-40
FDOT District One,
801 N Broadway Ave.
Bartow, FL 33830

Email: Patrick.Bateman@dot.state.fl.us
Website: <https://www.swflroads.com/project/444321-1>

Submit by April 5, 2024

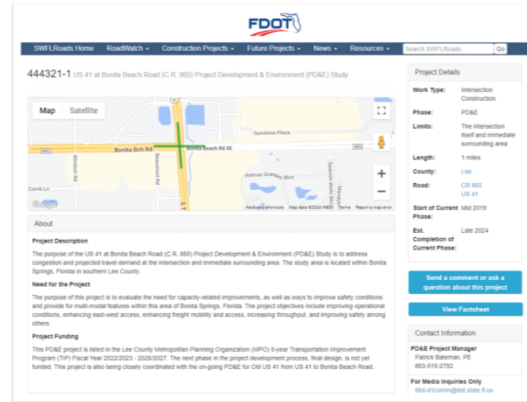
Project Website



We encourage you to review project information tonight and provide us your feedback. All comments should be submitted or postmarked by April 5, 2024, to become a part of the formal hearing record. You can also share your thoughts with the court reporter or complete a Speaker Card and speak tonight.

Documents for Review

- All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review:
<https://www.swflroads.com/project/444321-1>
- Technical documents will be available for public viewing until April 5, 2024:
 - **City of Bonita Springs City Hall**
 - **Bonita Springs Public Library**
 - **FDOT's Southwest Area Office**



All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents will be available for public viewing until April 5, 2024, at the City of Bonita Springs City Hall, 9101 Bonita Beach Road SE, Bonita Springs, FL 34135; Bonita Springs Public Library, 10560 Reynolds Street, Bonita Springs, FL 34135 and at FDOT's Southwest Area Office, 10041 Daniels Parkway, Fort Myers, FL 33913. They will also be available on the project webpage at:
<https://www.swflroads.com/project/444321-1> (w.w.w (dot) s.w.f.l.roads(dot) com (forward slash) project (forward slash) 4.4.4.3.2.1 (dash) 1).

Memorandum of Understanding (MOU)

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 the Federal Highway Administration and FDOT.

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. This P D and E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.

Federal and State Requirements

General Public Involvement Policy

- Federal Highway Act of 1968, as amended
- National Environmental Policy Act of 1969, as amended
- Title 23, Code of Federal Regulations, Part 450 & 771
- Title 40, Code of Federal Regulations, Parts 1500-1508
- 23 United States Code, Section 109(h)
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
- Endangered Species Act of 1973 as amended and Florida Statutes
- Executive Order 12898, Environmental Justice
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative

Meeting Requirements

- Chapter 23, United States Code 128
- Florida Statutes:
 - Section 120.525, 286.011, 339.155
- Jessica Lunsford Act

Meeting Requirements

- Rule 14-97, Florida Administrative Code
- Section 335.199, Florida Statutes
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
- Title 23, Code of Federal Regulations, Part 772, Noise Abatement
- Title 49, Code of Federal Regulations Part 24, Uniform Relocation Assistance and Real Property Acquisition Act
- Title 36, Part 800, United States Code, Historic Preservation Act of 1966 and Florida Statutes



This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board

Thank You



And finally: an FDOT safety moment. Everyone has something to get home to - FDOT thanks you for making safety a continued priority! Thank you for your interest and participation in the US 41 at Bonita Beach Road intersection Project Development and Environment study public hearing and for taking the time to join us this evening.