



**District One**  
**State Road (SR) 29**  
**Concept Re-Evaluation**

From CR 80A (Cowboy Way) to north of CR 731  
(Whidden Road)

Hendry County, FL

Financial Project Identification (FPID) Number 417878-8-32-01

The Florida Department of Transportation, or F D O T, welcomes you to the Alternatives Public Workshop for the state road 29, concept re-evaluation study. This study is re-evaluating the previous Project Development and Environment, or P D and E study approved in 2018.

We appreciate your attendance and participation.

The purpose of this workshop is to provide you the opportunity to ask questions and offer comments about proposed improvements to SR 29 from CR 80A (Cowboy Way) to north of CR 731 (Whidden Road) in Hendry County.

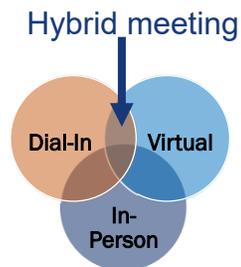
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# ABOUT THE PUBLIC WORKSHOP



This public workshop is being conducted in a hybrid format:

- In-Person
- Virtual
- Dial-in



**Dial-in** attendees are “listen only”.

A copy of the presentation is available at <http://swflroads.com/project/417878-8>



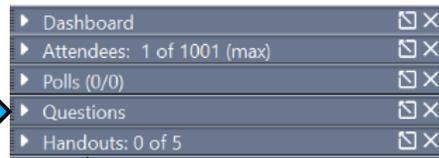
SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

This workshop is being conducted in a hybrid format to provide multiple ways for the public to receive information about the projects and provide input. This meeting is being conducted in-person, virtually through GoToWebinar, and over the phone. If you dialed in today on a telephone line, the PowerPoint presentation is available on the project website at <http://swflroads.com/project/417878-8>

# GoToWebinar CONTROL PANEL



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SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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## PURPOSE OF THE STUDY



- Re-evaluate engineering and environmental data
- Document project impacts and costs
- Determine the type, preliminary design, and location of proposed improvements



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The purpose of this re-evaluation is to evaluate engineering and environmental data originally studied in the P D and E phase that was approved in 2018. This study will document information that will aid F D O T District One, and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements.

The original PD&E study proposed improvements that included converting Main street & Bridge street to one-way streets. Because of concerns with the one-way pair received after approval of the PD&E Study, additional alternatives are being considered in this concept re-evaluation that maintains two-way traffic on these two streets.

In addition to maintaining two-way traffic, this study re-evaluation will address widening sidewalks along the corridor and consider new intersection

concepts at CR 80A (Cowboy Way), SR 80, Park Avenue, Buser Avenue/  
Riverbend Drive, CR 78 (Nobles Road), and CR 731 (Whidden Road)

## PROJECT NEED



- Accommodate the projected increase in traffic demand
  - Increased northbound and southbound traffic over the Caloosahatchee River
  - Intersection improvements
- Maintain two-way traffic
- Enhance safety for motorists, pedestrians, and bicyclists
  - Widen sidewalks
- Improve emergency evacuation
- Improve connectivity



SR 29 PD&E Study Re-Evaluation (FPID Number: 417878-8)

The need for the proposed improvements for SR (*state road*) 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.

# FEDERAL AND STATE REQUIREMENTS



This meeting is being conducted in accordance with:

## 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
- Executive Order 12898, Environmental Justice
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative
- Section 286.29, FS, Climate-Friendly Public Business (Green Lodging)

## Meeting Requirements

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

## Project Specific

- Endangered Species Act of 1973 as amended and Florida Statutes
- 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

**SR 29 Concept Re-Evaluation (FPID Number: 417878-8)**

This concept re-evaluation will be 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.

## STUDY COMPLIANCE



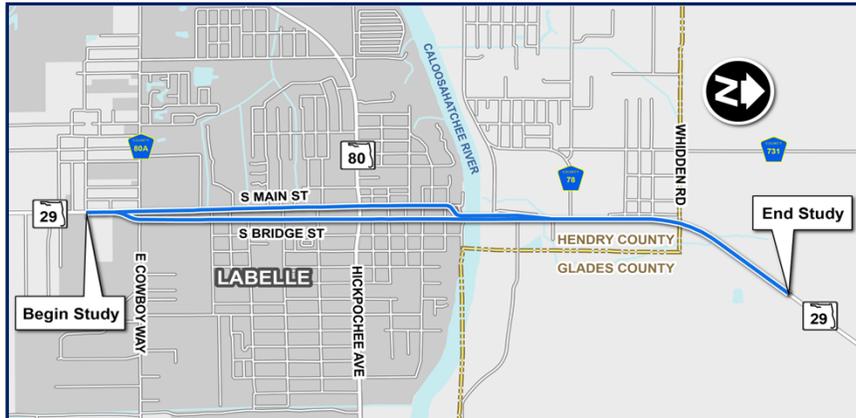
*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.*



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.

## PROJECT LOCATION



- **Project limits:** CR 80A (Cowboy Way) to north of CR 731 (Whidden Road)
- Three jurisdictions:
  - City of LaBelle
  - Hendry County
  - Glades County
- Strategic Intermodal System (SIS) network

SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

This study involves the re-evaluation of roadway and intersection improvement concepts for SR (*state road*) 29 from CR (*county road*) 80A (Cowboy Way) to north of CR 731 (Whidden Road) in Hendry County, a length of approximately 2.6 miles.

As part of the state-designated Strategic Intermodal System (SIS) network of Florida, SR (*state road*) 29 plays an important role in connecting a major east-west transportation corridor, SR (*state road*) 80, as well as residential and employment centers throughout Hendry and Glades Counties. SR (*state road*) 29 is also critical in facilitating traffic during emergency evacuation periods as it connects to major arterials designated on the state evacuation route network.

## EXISTING CONDITIONS



Main St. north of SR 80

- 12-foot travel lanes
- Variable medians and shoulders

- Paved sidewalks
- 35-45 mph speed limit



Bridge St. south of SR 80

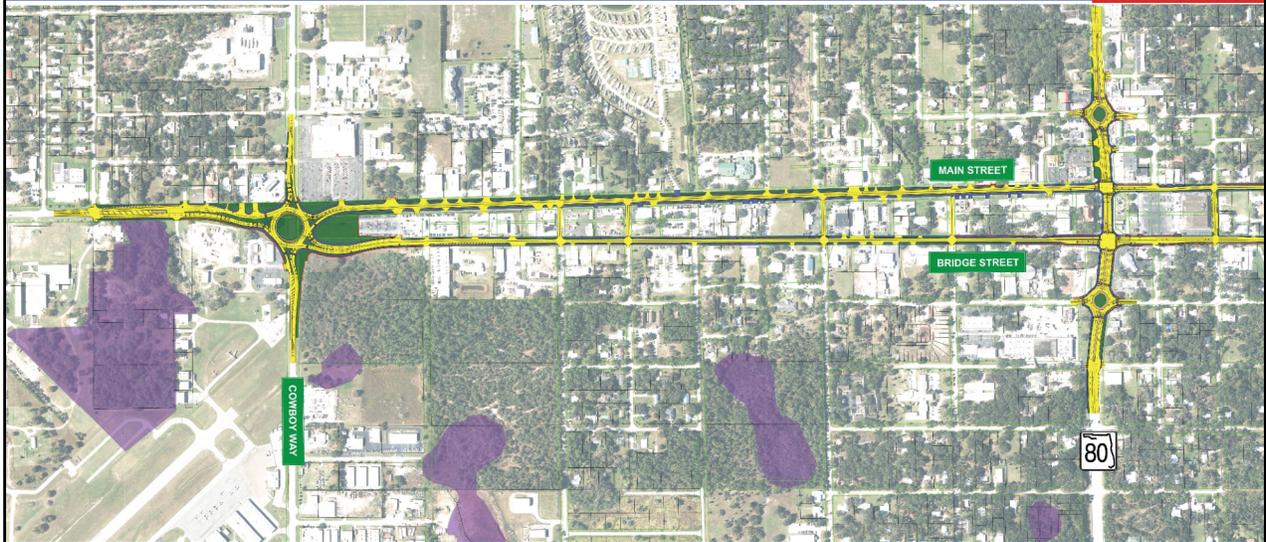
SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

From Cowboy Way to Park Ave, SR 29 is a two-lane urban arterial roadway that includes 2 12'-travel lanes with a 14'-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

# PROPOSED CORRIDOR IMPROVEMENTS



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

This is an aerial view of the corridor's proposed improvements. We'll look at these in four sections:

- Section 1 Main Street south of SR 80, Section 2 Bridge Street south of SR 80
- Section 3 Main Street north of SR 80, and Section 4 Bridge Street north of SR 80

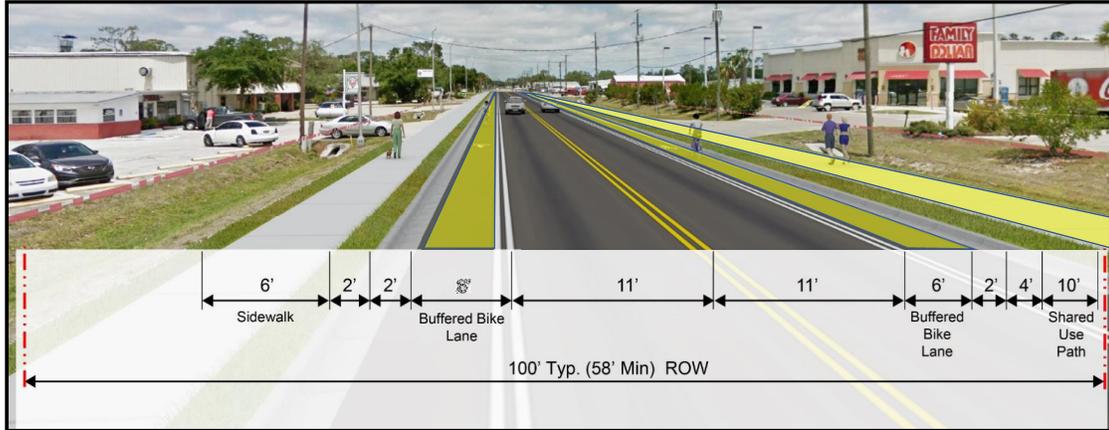
As well as specific intersection alternatives within those sections

Let's start with the proposed improvements to each section.

# SECTION 1, ALTERNATIVE 1



## Section 1 - Main Street south of SR 80



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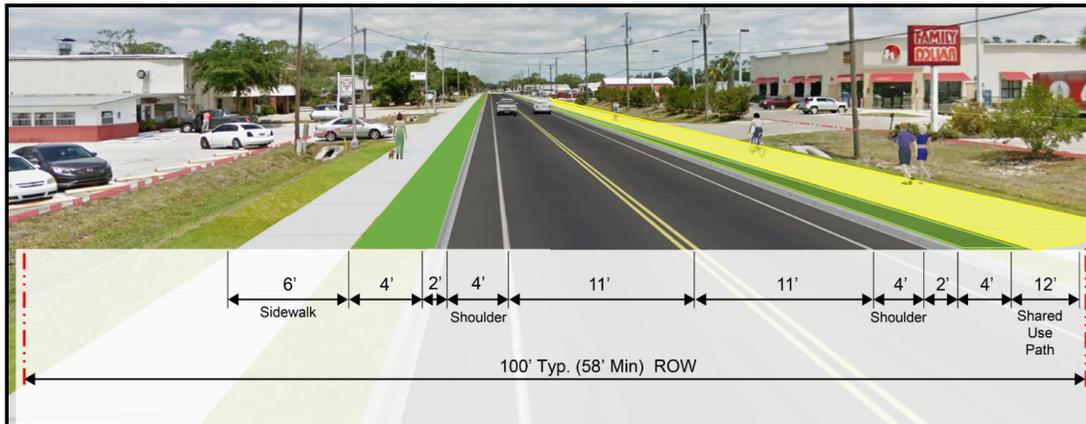
Section 1 Main street south of SR 80 currently has two 12-ft travel lanes, a center two-way turn lane, undesignated bike lanes and a 6ft paved sidewalk on the southbound side of the road. Businesses along the corridor provide parking within their parcels.

Alternative 1 proposes removing the center turn lane and adding 6' 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



### Section 1 - Main Street south of SR 80



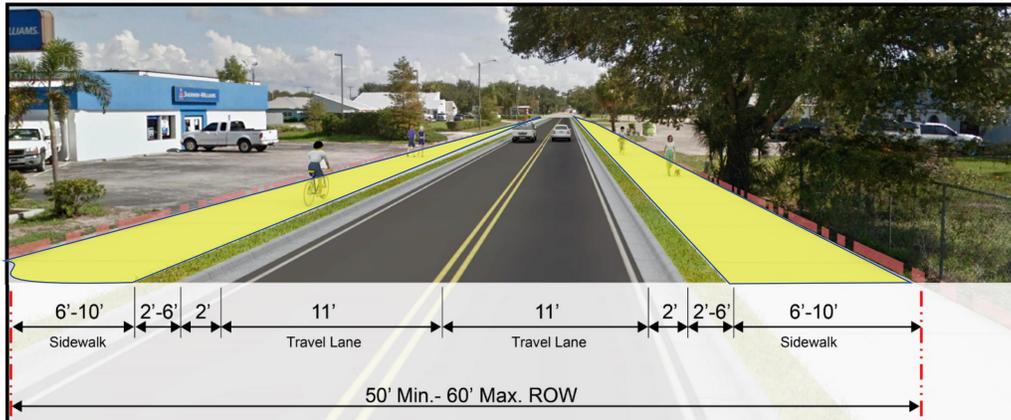
SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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



### Section 2 - Bridge Street south of SR 80



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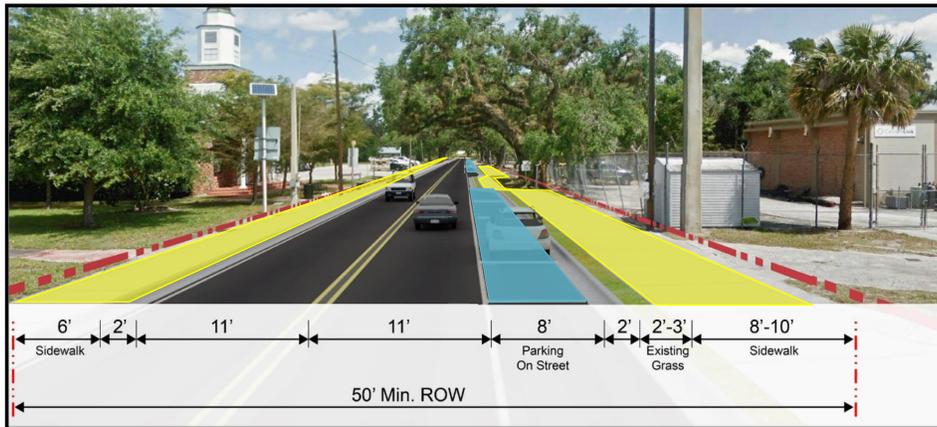
Section 2 Bridge Street south of SR 80 currently has two 12-ft travel lanes, a center two-way turn lane, and 6ft paved sidewalk on both sides of the roadway. Businesses along the corridor provide parking within their parcels.

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



### Section 3 - Main Street north of SR 80



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

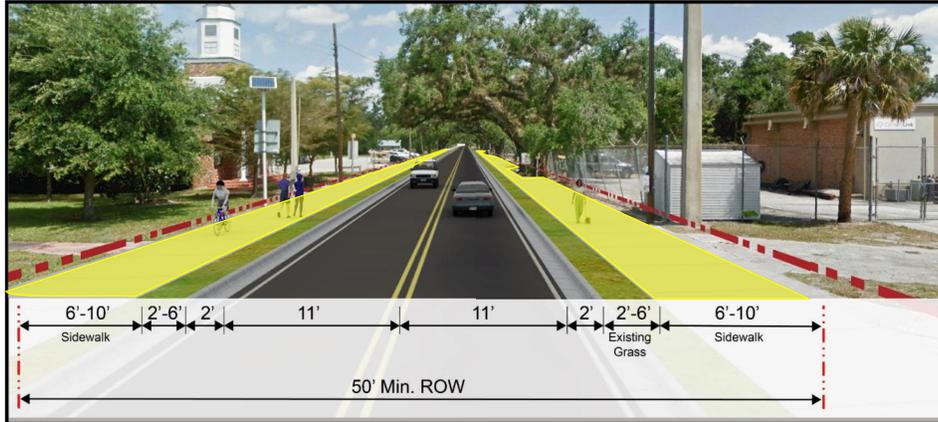
Section 3 Main Street north of SR 80 currently has two 12-ft travel lanes and 5-ft paved sidewalks on both sides of the roadway. Large oak trees line both sides of the roadway within this civic corridor.

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' and widened up to 12' on the northbound side of the roadway, taking care to curve around existing oak trees.

## SECTION 3, ALTERNATIVE 2



### Section 3 - Main Street north of SR 80



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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

# SECTION 4, ALTERNATIVE 1



## Section 4 - Bridge Street north of SR 80



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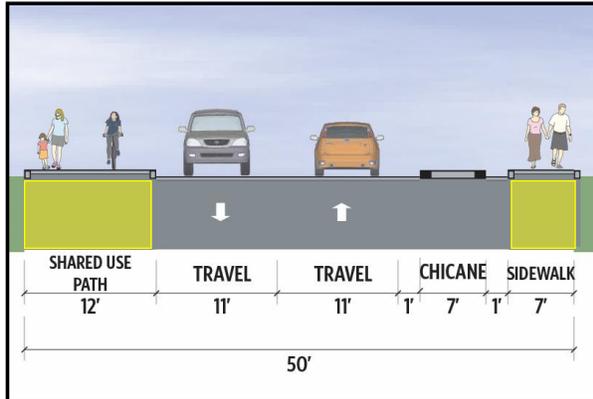
Section 4 Bridge Street north of SR 80 currently has two 12-ft travel lanes, a center two-way turn lane, and 5-ft paved sidewalks on both sides of the roadway. Historic buildings line both sides of the roadway within this downtown historic district.

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

## SECTION 4, ALTERNATIVE 2



### Section 4 - Bridge Street north of SR 80



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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

# ALTERNATIVE INTERSECTION IMPROVEMENTS



This Study also re-evaluated changes to six intersections.

- Cowboy Way
- SR 80
- Park Avenue
- Buser Avenue/  
Riverbend Dr
- CR 78 (Nobles Road)
- CR 731 (Whidden Road)



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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- Cowboy Way
- SR 80
- Park Avenue
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- CR 78 (Nobles Road)
- CR 731 (Whidden Road)

As a reminder, this information can be reviewed on the project website and in your handout.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## CR 80A (Cowboy Way)

Current Intersection

Roundabout

1A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Two alternatives are identified for the Cowboy Way intersection – a multi-lane roundabout shown to the right and a signalized rotary intersection shown on a later slide

In the aerial view on the left, the current intersection is a four-way directional stop.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



CR 80A  
(Cowboy Way)

1A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The proposed roundabout will lower the speed at which vehicles move through the intersection enhancing safety, and will also accommodate large truck traffic. In addition, 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.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## CR 80A (Cowboy Way)

Current Intersection



Signalized Rotary Intersection

1B



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Next let's look at how the signalized rotary compares to the existing intersection in the aerial photo on the left.

## ALTERNATIVE INTERSECTION IMPROVEMENTS



CR 80A  
(Cowboy Way)

1B



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The proposed signalized rotary intersection will include signalized, short pedestrian crossing paths, 2-phase signals at all signals, and accommodate large truck traffic. This concept also saves existing oak trees, provides the potential for a signature gateway feature, and opportunities for landscaping and stormwater retention. In addition, this concept also provides capacity beyond what is projected for 2040.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## SR 80 at Main Street & Bridge Street

Current Intersection

Conventional Signalized Intersection

2A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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

The photo on the right shows both intersections in their existing condition as signalized.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



SR 80 at  
Main Street &  
Bridge Street

2A



Conventional Intersection Concept

SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The conventional signalized intersection will include signal-controlled pedestrian crossings, dedicated right turn lanes, and provide functional capacity up to 2040. In addition, this concept includes direct left turn access to all intersection legs and increases left turn storage on Main Street.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## SR 80 at Main Street & Bridge Street

Current Intersection

Bow Tie Intersection

2B



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Here we can see how the bow tie intersection compares to the existing signalized intersection in the aerial photo on the left.

## ALTERNATIVE INTERSECTION IMPROVEMENTS



### SR 80 at Main Street & Bridge Street

2B



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The proposed Bow Tie intersection will improve green signal time for vehicles in a few different ways:

- by eliminating the left turn lanes on Northbound Bridge Street and Southbound Main Street,
- And eliminating eastbound and westbound SR 80 left turns onto Bridge Street and Main Street

Vehicles will utilize roundabouts at Hall Street and Lee Street to change direction.

This concept also increases safety for pedestrians by providing shortened pedestrian crossings, refuges, and hybrid beacons.

This concept requires right-of-way at Hall Street and Lee Street and provides for traffic-calming and potential gateway features at the roundabouts.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## Park Avenue at Main Street & Bridge Street

Conventional Signalized Intersection **3A**



Signalized Florida "T" Intersection **3B**



Roundabout **3C**



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

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

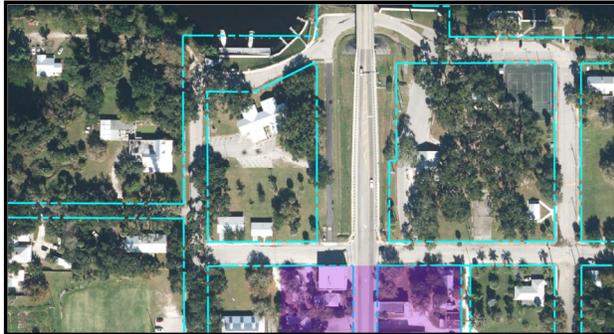
Common to all proposed alternatives, there will be no continuous northbound movement along Main Street north of Park Avenue. Additionally, these intersections will transition the two-way pair streets of Main Street and Bridge Street into the divided arterial of SR 29 north of the river.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## Park Avenue at Main Street & Bridge Street

Current Intersection



Conventional Signalized Intersection

3A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Here we can see how the conventional signalized intersection compares to the existing intersection in the aerial photo on the left.

In the existing condition, Park Avenue is a full median opening with controlled stops at main street and bridge street.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## Park Avenue at Main Street & Bridge Street

3A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

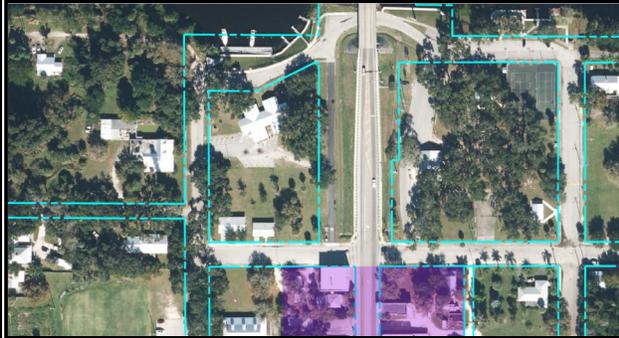
The conventional signalized intersection will include signalized pedestrian crossings, provides connectivity to Southbound Main Street via Park Avenue, and maintains connections to Park Avenue east of Bridge street. This concept minimizes impacts to surrounding properties and provides capacity up to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

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## Park Avenue at Main Street & Bridge Street

Current Intersection



Florida "T" Intersection

3B



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Next, let's look at how the Florida "T" intersection compares to the existing intersection in the aerial photo on the left.

## ALTERNATIVE INTERSECTION IMPROVEMENTS



**Park Avenue  
at Main Street  
& Bridge  
Street**

**3B**



Florida "T" Concept

SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The Florida T intersection features a continuous northbound travel lane 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.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## Park Avenue at Main Street & Bridge Street

Current Intersection

Roundabout

3C



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Lastly, let's look at how the roundabout compares to the existing intersection in the aerial photo on the left.

## ALTERNATIVE INTERSECTION IMPROVEMENTS



### Park Avenue at Main Street & Bridge Street

3C



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The proposed roundabout will lower the speed at which vehicles move through the intersection as well as reducing speed through downtown LaBelle, and will accommodate large truck traffic. An additional northbound lane will allow large trucks to navigate the roundabout, similar to the Florida “T” intersection. Similarly, the SB traffic over the bridge will have a bypass lane to provide continuous flow to Main Street without having to stop. In addition, 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.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## SR 29 at Buser Avenue/ Riverbend Drive

Current Intersection



Roundabout **4A**



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

The next intersection this study re-evaluated is State Road 29 at Buser Avenue/Riverbend Drive. The aerial photo on the left shows the existing intersection as a full median opening along State Road 29 with stop controls on Buser Avenue and Riverbend Drive.

The proposed roundabout, shown on the right, 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 throughout the intersection therefore minimizing the number of severe crashes.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## CR 78 (Nobles Road)

Current Intersection



Signalized Intersection

5A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

At County Road 78, also known as Nobles Road, two alternatives are proposed –a signalized intersection shown on the right and a roundabout, shown on the next slide.

In the existing condition shown in the aerial photo on the left, the intersection is signal-controlled.

The proposed signalized intersection, shown on the right, 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.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## CR 78 (Nobles Road)

Current Intersection



Roundabout **5B**



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Next, let's look at how the proposed roundabout, shown on the right, compares to the existing intersection on the left. The proposed roundabout 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.

# ALTERNATIVE INTERSECTION IMPROVEMENTS



## CR 731 (Whidden Road)

Current Intersection



Roundabout

6A



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

Lastly, this re-evaluation proposes improvements to County Road 731, or Whidden Road intersection. In the existing condition on the left, the intersection has a full median opening with stop controls on Widden Road and Marshall Field Road.

The proposed roundabout, shown on the right, 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.

## ENVIRONMENTAL EFFECTS



- Wetlands
- Floodplains
- Threatened and Endangered Species
- Water quality
- Hazardous materials
- Recreational sites
- Noise
- Air quality
- Historic structures
- Archaeological sites



SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

This Concept Re-Evaluation is ongoing. Project team members will continue to develop, refine, and evaluate alternatives for SR 29 throughout the remainder of the study. Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Wetlands
- Floodplains
- Threatened and endangered species
- Water quality
- Hazardous materials
- Recreational sites
- Noise
- Air quality
- Historic structures and
- Archaeological sites.

Based on data already collected, we do not anticipate significant effects

associated with these proposed build alternatives.

The evaluation matrices included in your handout show a summary of the results of preliminary analysis for the “build” and “no-build” alternatives, as well as the different intersection improvement alternatives. The matrices are also on display this evening.

## PUBLIC COMMENTS & QUESTIONS



- In-Person:
  - Submit a comment form
- Virtually:
  - GoToWebinar: Type your question/comment in the Question box
  - Online at the project website:  
<http://swflroads.com/project/417878-8>
- By U.S. Mail to the FDOT Project Manager
- Email the FDOT Project Manager

### Project Manager Contact

David Agacinski  
FDOT District One  
Southwest Area Office  
10041 Daniels Parkway  
Fort Myers, Florida 33913  
David.Agacinski@dot.state.fl.us  
239-225-1924

Please submit your comments  
and questions by  
December 10, 2022

SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

F D O T is asking local governments, regulatory agencies and the public to provide comments about the proposed alternatives under consideration. Your comments will help the Department to make its selection of the preferred alternative. We encourage you to complete the comment form in your handout and drop it in one of the boxes provided or, if you prefer, you may mail your comments, postmarked by December 10, 2022 - ten days after the meeting to the address on the comment form. You may also submit comments through the project website, using the website address listed in your handout. The project team will consider all comments and, where feasible, will incorporate into the development of the preferred alternative.

# PROJECT SCHEDULE & FUNDING



Task	2022		Winter	2023		
	Summer	Fall		Spring	Summer	Fall
Study Begins	★					
Data Collection & Analysis	■					
Alternatives Development & Evaluation		■				
Public Workshop						🗣️
Refine Alternatives			■			
Public Hearing						🗣️
Prepare & Submit Study Documents					■	
Re-evaluation Approval						✓

SR 29 Concept Re-Evaluation (FPID Number: 417878-8)

F D O T 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, when the F D O T Office of Environmental Management accepts the location and design concept of the preferred alternative.

At this time, the F D O T 's Adopted Five-Year Work Program includes funding for design and right of way. The construction phase is currently funded for 2030, however, the department is looking for opportunities to advance construction to an earlier year.

## THANK YOU FOR PARTICIPATING



Please submit comments and questions by December 10, 2022



### **FDOT Project Manager**

David Agacinski

Florida Department of Transportation,  
District One, Southwest Area Office

10041 Daniels Parkway

Fort Myers, Florida 33913

David.Agacinski@dot.state.fl.us

239-225-1924

<http://swflroads.com/project/417878-8>

We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the comment form in the handout. You may also visit the project website at <http://swflroads.com/project/417878-8> for the latest study information, schedule, and upcoming events.

The SR 29 study team is here tonight to answer your questions and listen to your comments. We invite you to speak with them and to review the aerial maps, plans, and illustrations on display.

Thank you for your interest in the proposed SR 29 improvements and for taking time to participate in this Alternatives Public Workshop. We look forward to your comments and your continued involvement in this concept re-evaluation.

## FDOT SAFETY MESSAGE



**NO EXCUSES.  
NEVER DRIVE IMPAIRED.**

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IMPAIRED**

FLHSMV



FDOT

<http://swflroads.com/project/417878-8>

And finally, an FDOT safety moment.

No excuses. Never drive impaired.

FDOT thanks you for making safety a continued priority!

*(timer on slide to countdown for looping presentation)*