

## On display tonight

Thank you for joining us! While you are here this evening, we hope you take the time to do the following:

1. **Watch the project video** - will play continuously throughout the evening
2. **Watch the roundabout video and simulation** - will play continuously throughout the evening
3. **View project display boards**
4. **Talk with project representatives.** We are here to answer your questions and take your input.
5. **Give us your input.** Please fill out a comment sheet here tonight, or you may take it and mail it back to us. You may also provide your input through the project website at [www.sr29collier.com](http://www.sr29collier.com).

Thank you for your interest in the SR 29 PD&E study.

## About the project

The Florida Department of Transportation (FDOT) is studying SR 29 from Oil Well Road to SR 82 to determine transportation improvements that would:

- reduce truck traffic in downtown Immokalee;
- improve regional connections;
- improve emergency evacuation capabilities;
- support future population growth;
- improve safety; and
- enhance the economy.

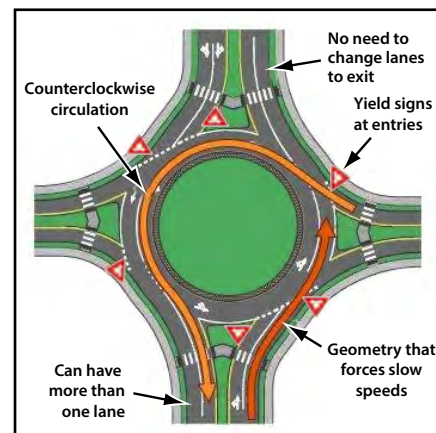
The study has considered expanding SR 29 and/or developing new corridors that would bypass downtown Immokalee. With involvement from the public, businesses and elected officials, and guidance from federal, state and local agencies, FDOT has narrowed options to three “build” alternatives and one “no-build” alternative. Alternatives west and east of Immokalee were eliminated. Alternatives moving forward in the study are the **Existing SR 29 Alternative**, **Central Alternative #1R**, **Central Alternative #2**, and the No-build Alternative (see maps inside).

## Questions?

**If you have questions, please contact:**  
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## Proposed roundabouts

A roundabout is a type of circular intersection with motorists traveling in one direction around a central island. Roundabouts can accommodate vehicles of all sizes, including emergency vehicles, buses, farm equipment and semi-trucks with trailers.

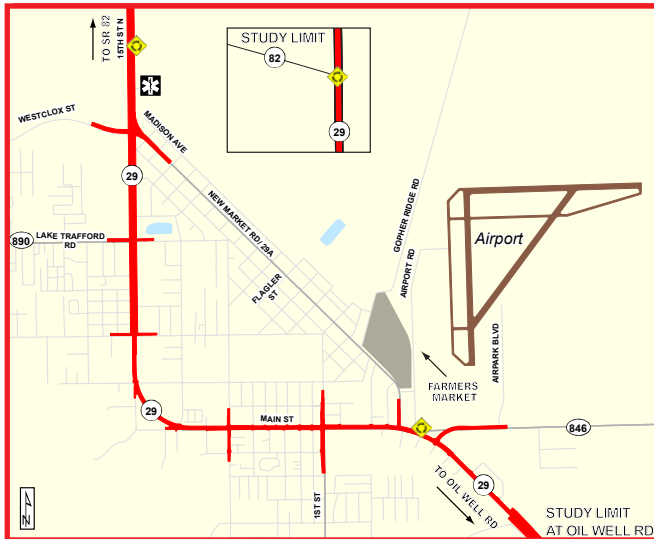


Roundabouts are proposed for all the alternatives including:

- Existing SR 29 Alternative at SR 82
- Central Alternative #1R near the intersection of New Market Road and SR 82
- Central Alternative #2 near the intersection of New Market Road and SR 82

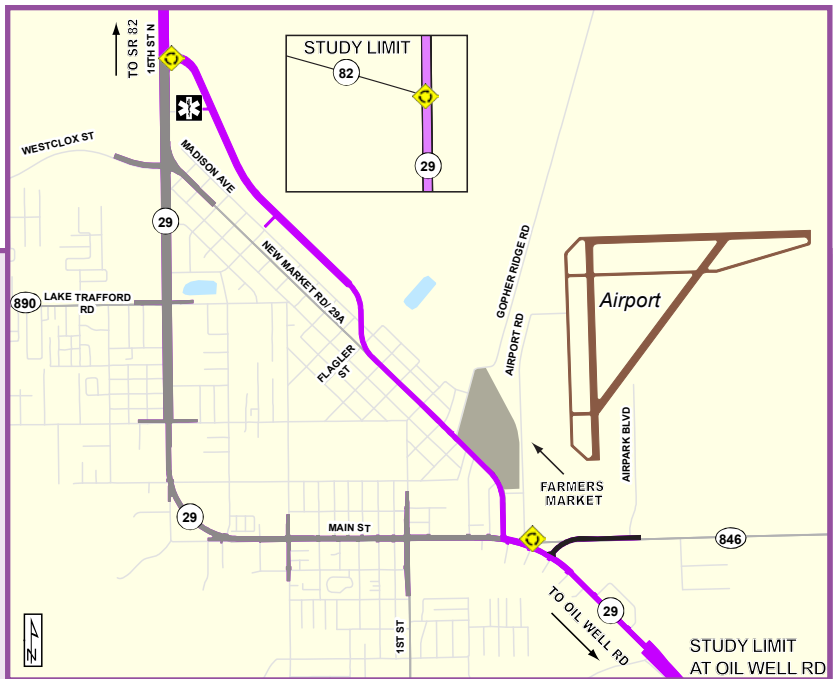


Refer to your insert for maps of alternatives.



### Existing SR 29 Alternative

**Existing SR 29 Alternative** widens two-lane segments of the roadway to four lanes. This alternative provides a higher speed, greater capacity roadway. The **Existing SR 29 Alternative** does not follow Immokalee CRA's Public Realm Plan for a bicycle and pedestrian friendly downtown that promotes traffic calming and reduces truck traffic. This alternative proposes a roundabout at the SR 82 intersection.



### Central Alternative #1R

North of Airport Road **Central Alternative #1R** continues to follow SR 29 to New Market Road and follows it to provide direct access to the agribusiness/commercial areas of Immokalee and State Farmers Market. This option continues just past Flagler Street then turns northwest to avoid the residential neighborhood. It parallels Madison Avenue then skirts the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. From here, the alignment follows SR 29 to SR 82. **Central Alternative #1R** proposes roundabouts at the northern intersection of New Market Road with SR 29, and at SR 82.

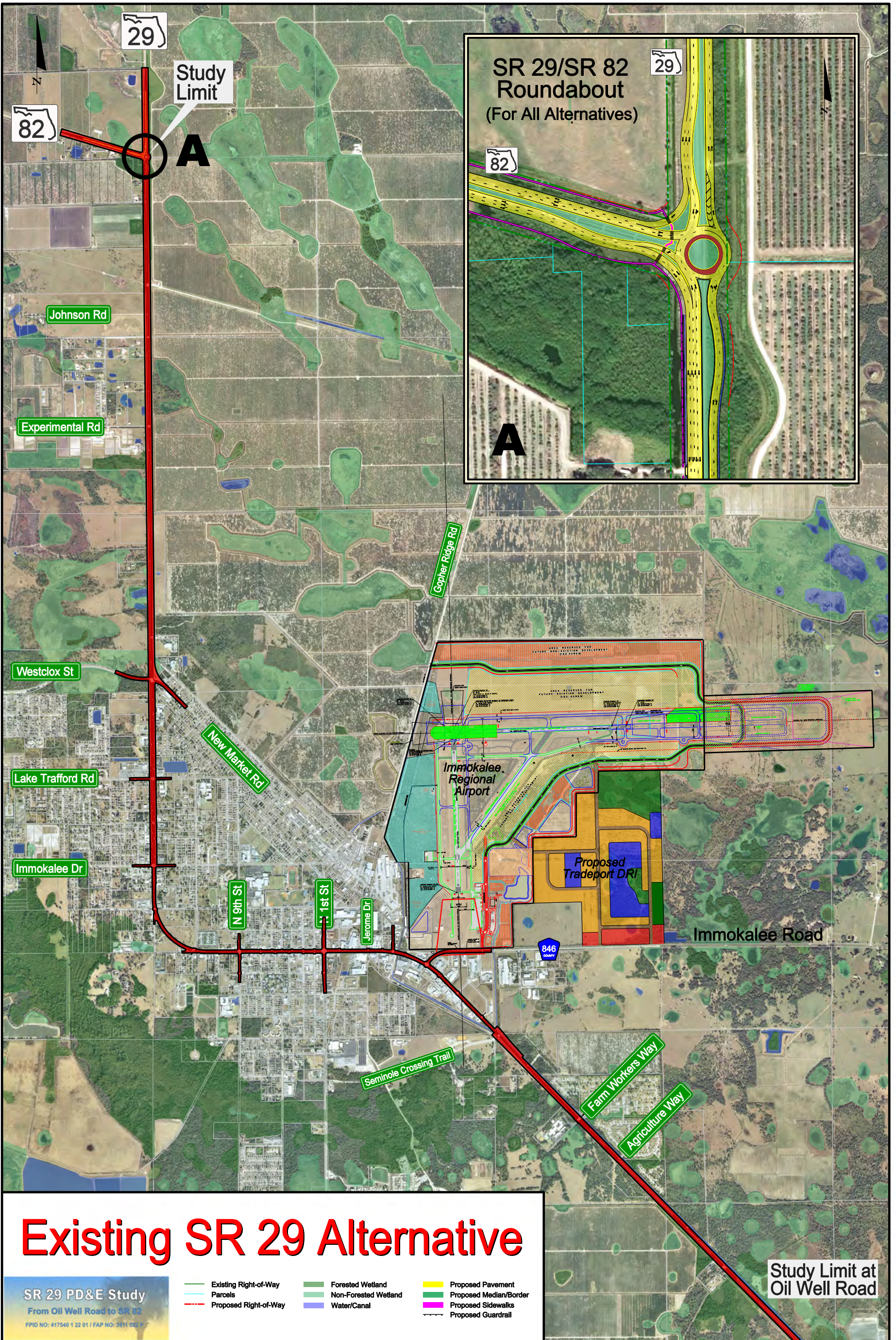
**Central Alternative #1R** provides a more direct route to the commercial/industrial facilities along New Market Road and avoids effects to Airport Park and the western edge of the Immokalee Regional Airport. The alternative minimizes effects to panther habitat just to the north of Madison Avenue.

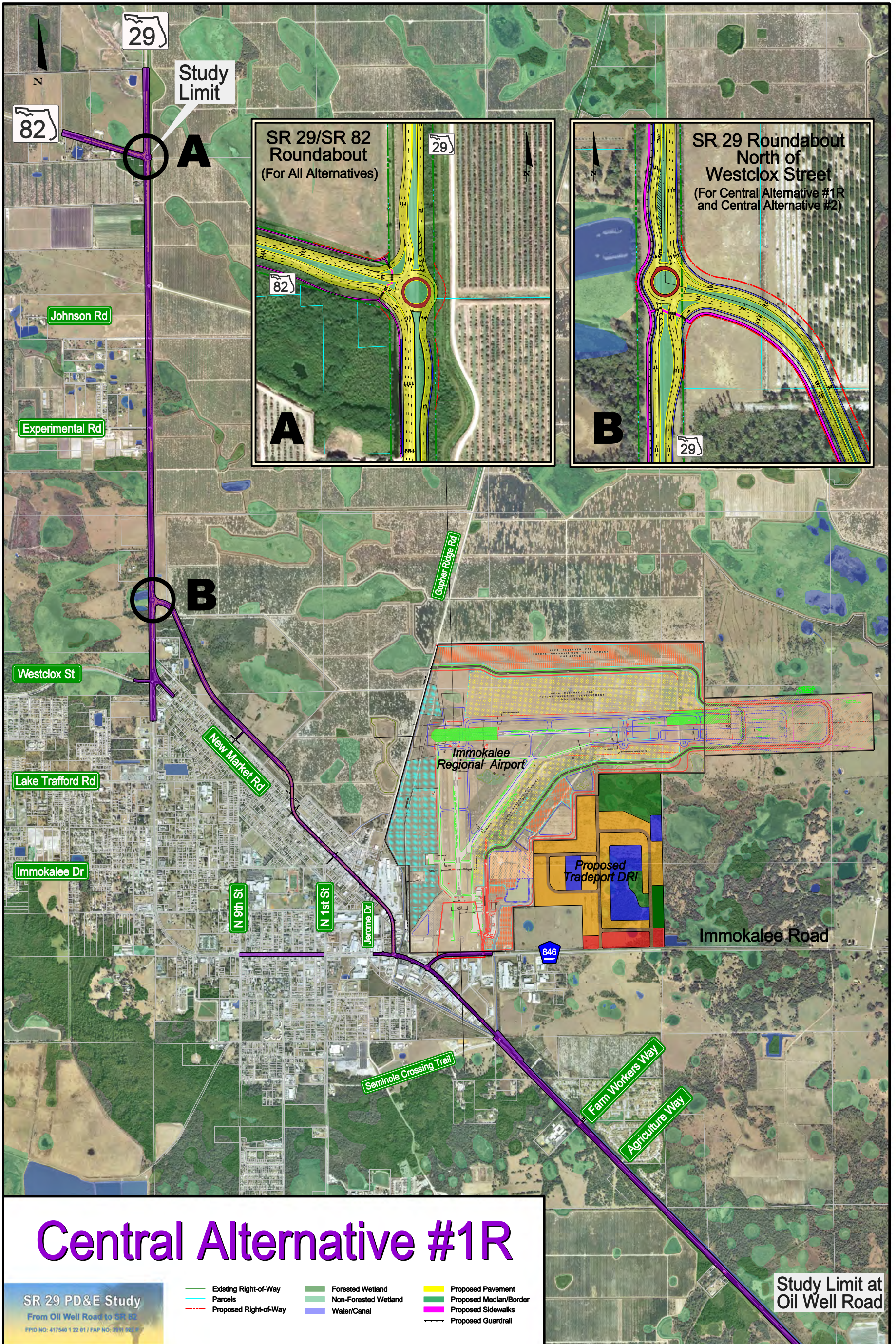


### Central Alternative #2

North of Airport Road **Central Alternative #2** travels north from SR 29 along the west side of the Immokalee Regional Airport to avoid the commercial/industrial areas of Immokalee and the State Farmers Market to the west. This alignment then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. It then travels along the east side of Collier Health Services Medical Center and the Florida State University College of Medicine before reconnecting to SR 29. From here, this option follows SR 29 to SR 82. Roundabouts are proposed near Airport Road, near the intersection north of New Market Road, and at SR 82.

**Central Alternative #2** avoids effects to the commercial/industrial areas of Immokalee and the State Farmers Market just to the west, but does affect Airport Park. This option minimizes impacts to panther habitat just to the north of Madison Avenue as **Central Alternative #1R** does.







Study Limit

29

82

**A**

SR 29/SR 82 Roundabout  
(For All Alternatives)

**A**

SR 29 Roundabout North of Westclox Street  
(For Central Alternative #1R and Central Alternative #2)

**B**

SR 29/Airport Roundabout  
(For Central Alternative #2 Only)

**C**

Immokalee Regional Airport

Immokalee Regional Airport

Immokalee Road

Proposed Tradeport DRI

# Central Alternative #2

SR 29 PD&E Study  
From Oil Well Road to SR 82  
FPID NO: 417540 1 22 01 / FAP NO: 5911 002 P

- Existing Right-of-Way
- Parcels
- Proposed Right-of-Way
- Forested Wetland
- Non-Forested Wetland
- Water/Canal
- Proposed Pavement
- Proposed Median/Border
- Proposed Sidewalks
- Proposed Guardrail

Study Limit at Oil Well Road

Johnson Rd

Experimental Rd

Westclox St

Lake Trafford Rd

Immokalee Dr

N 9th St

N 1st St

Jerome Dr

Seminole Crossing Trail

Farm Workers Way

Agriculture Way

Gophier Ridge Rd

New Market Rd

11th St

12th St

13th St

846

846

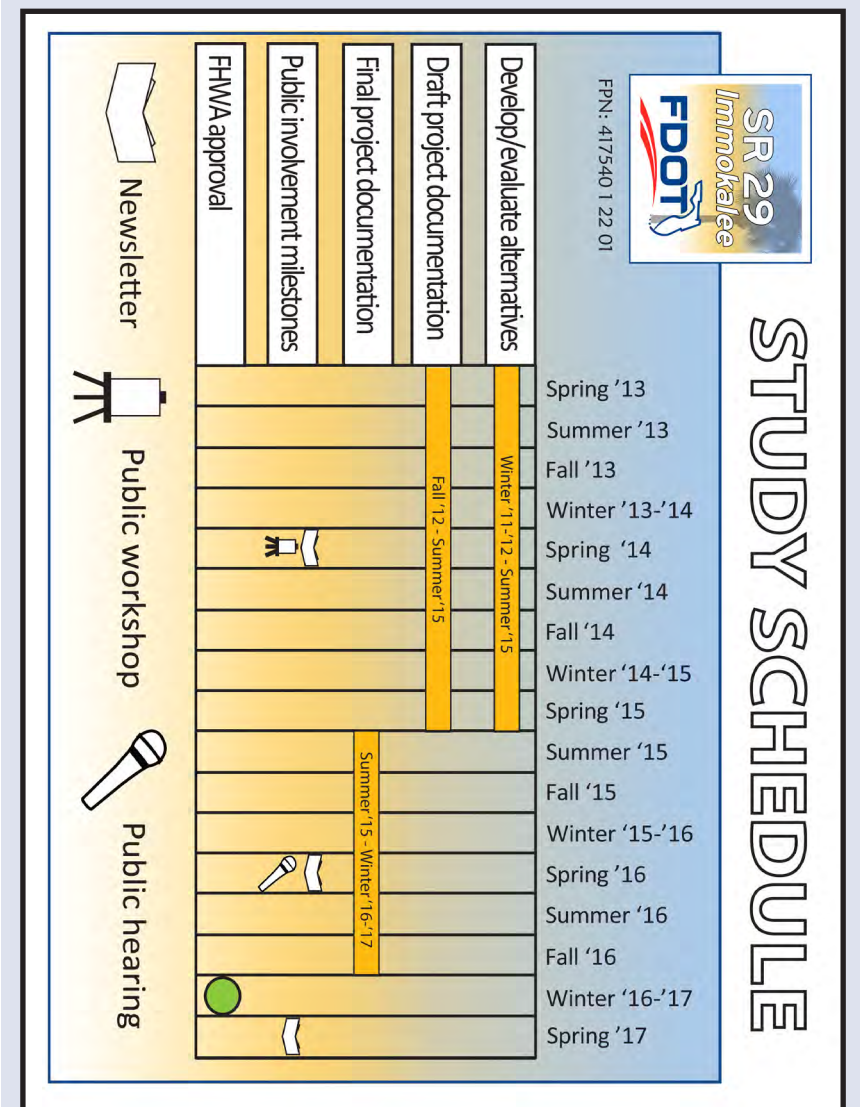
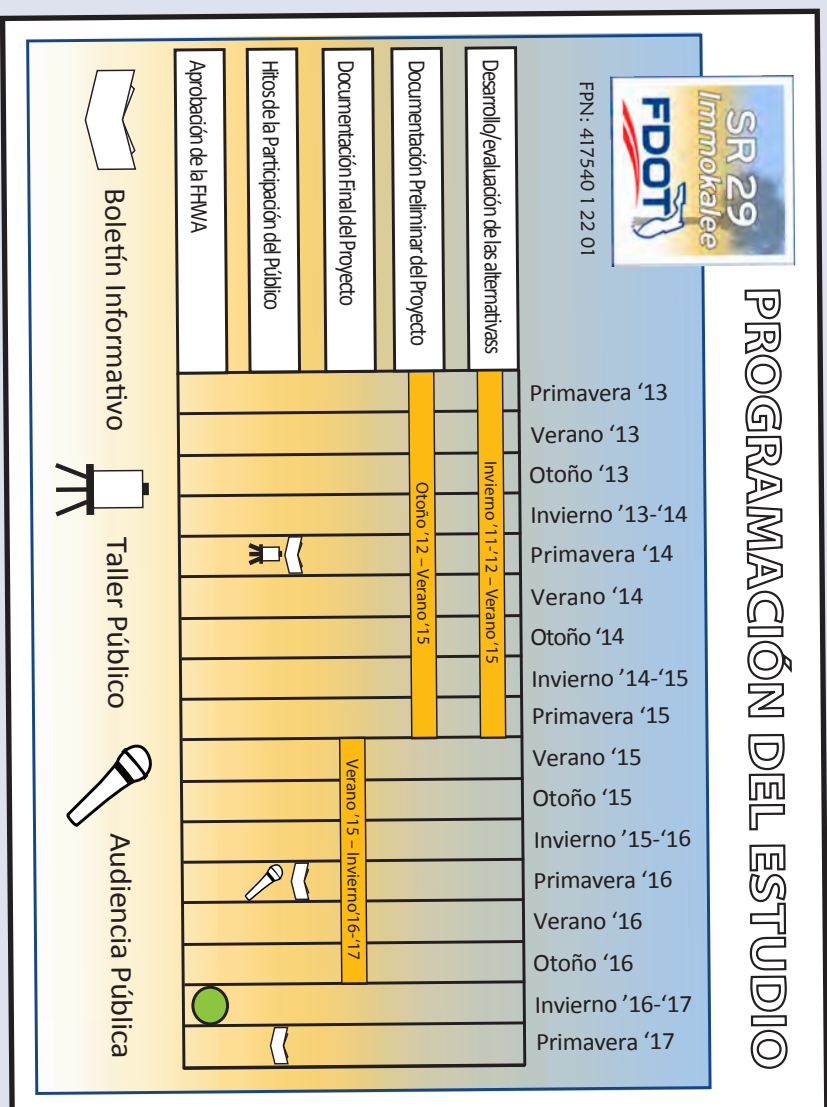
# Alternatives Evaluation Matrix

EVALUATION FACTORS	Existing SR 29 Alternative	Central Alternative #1R	Central Alternative #2	NO-BUILD ALTERNATIVE No improvements, routine maintenance
BUSINESS PARCELS AFFECTED	82	78	46	0
RESIDENTIAL PARCELS AFFECTED	12	1	0	0
OTHER PARCELS AFFECTED	13	1	6	0
CHURCHES	3	0	0	0
SCHOOLS	2	0	0	0
PARKS [SECTION 4(f)]	3	3	3	0
NATIONAL REGISTER ELIGIBLE OR LISTED CULTURAL RESOURCES	4	0	1	4
POTENTIAL NOISE SENSITIVE SITES	35	9	2	0
WETLANDS (ACRES)	34.1	33.9	34.7	0
FLOODPLAINS (ACRES)	391	373	394	0
POTENTIAL THREATENED AND ENDANGERED SPECIES INVOLVEMENT	Yes	Yes	Yes	No
PRIMARY/SECONDARY PANTHER HABITAT (ACRES)	60.6 / 29.4	60.6 / 41.3	67.7 / 41.3	0 / 0
SCRUB JAY HABITAT – TYPE I / II / III (ACRES)	0 / 0 / 3.9	4.3 / 4.4 / 15.3	4.3 / 4.4 / 15.3	0 / 0 / 0
POTENTIAL CONTAMINATION SITES (High / Medium)	5 / 11	5 / 10	6 / 8	4 / 7
<b>ESTIMATED COSTS</b>				
PANTHER MITIGATION COST	\$750,000	\$870,000	\$890,000	\$0
SCRUB JAY MITIGATION COST	\$180,375	\$1,110,000	\$1,110,000	\$0
WETLAND MITIGATION COST***	\$4,262,500	\$4,237,500	\$4,337,500	\$0
DESIGN*	\$11,400,000	\$12,200,000	\$13,700,000	\$0
RIGHT-OF-WAY	\$6,000,000	\$9,300,000	\$9,600,000	\$0
CONSTRUCTION**	\$76,200,000	\$81,500,000	\$91,100,000	\$0
CONSTRUCTION ENGINEERING AND INSPECTION*	\$11,400,000	\$12,200,000	\$13,700,000	\$0
<b>TOTAL COSTS</b>	<b>\$110,192,875</b>	<b>\$121,417,500</b>	<b>\$134,437,500</b>	<b>\$0</b>

\*15% of Construction

\*\*Based on FDOT LRE

\*\*\*Wetland mitigation costs were estimated based on \$125,000 per acre of impact.



## What's next?

FDOT will consider all comments and where feasible, will include them as the recommended alternatives are developed. The recommended alternative or alternatives and the No-Build Alternative will be presented at a formal public hearing scheduled for spring 2016. The PD&E study is scheduled to be completed in summer 2017.

## El próximo paso

FDOT revisará todos los comentarios, y de ser posible, incluirá las sugerencias del público en el desarrollo de las alternativas recomendadas. La alternativa (o alternativas) recomendada(s), tanto como la alternativa de "No Construir" serán presentadas en una audiencia pública, programada para la primavera del 2016. Se espera que el estudio de PD&E sea completado en el verano del 2017.