

**ADMINISTRATIVE ACTION
ENVIRONMENTAL ASSESSMENT**

Florida Department of Transportation

In cooperation with Federal Aviation Administration

Financial Management Number: 417540-1-22-01

Federal Project Number: 3911-022-P

FDOT Efficient Transportation Decision Making Project Number: 3752

SR 29 FROM OIL WELL ROAD TO SR 82, Collier County Florida

This roadway project includes the proposed widening of existing two-lane undivided sections of SR 29 up to four lanes from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/New Market Road (CR 29A) to SR 82, as well as the addition of a four-lane segment on new alignment from north of Seminole Crossing Trail to north of Westclox Street/New Market Road (CR 29A), bypassing the downtown area of Immokalee. No improvements are currently proposed to existing SR 29 through the downtown area of Immokalee.

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated 12/14/2016 and executed by the Federal Highway Administration and FDOT.

Approved For Public Notice

10/19/2018

Date



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NOTE: Some supporting documentation was prepared prior to the December 14, 2016 execution of the Memorandum of Understanding (MOU) between FDOT and FHWA. Determinations made prior to the MOU by FHWA are noted as such throughout and are adopted by FDOT.

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Section 1.0

PROJECT DESCRIPTION AND PURPOSE AND NEED

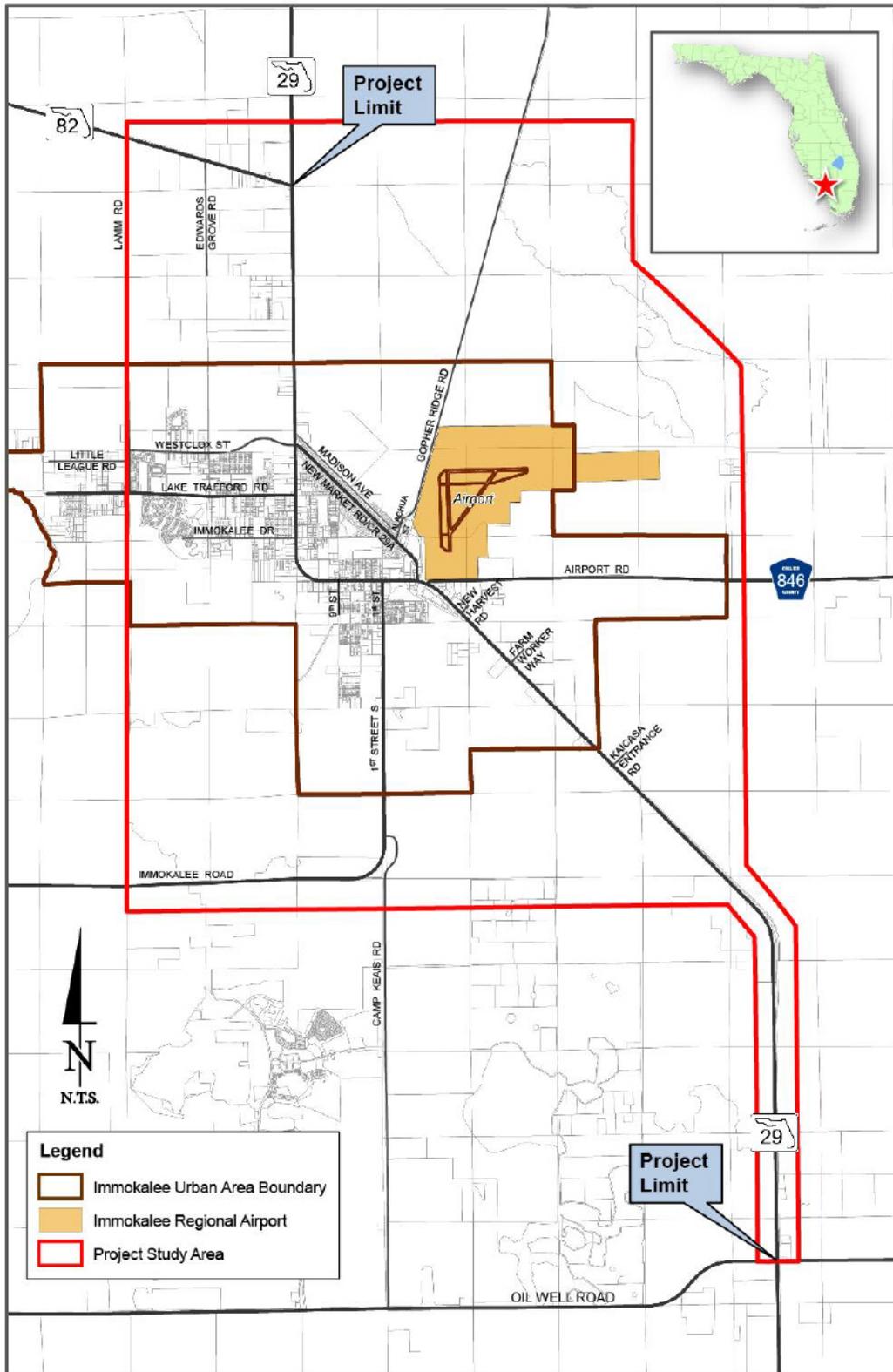
1.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) Study, in accordance with the National Environmental Policy Act (NEPA), to assess the need for capacity and traffic operational improvements along a two-lane undivided section of SR 29 extending 15.6 miles from Oil Well Road (southern terminus) to SR 82 (northern terminus) in unincorporated Collier County, Florida. The project section of SR 29 specifically traverses the unincorporated community of Immokalee in eastern Collier County. **Figure 1-1** shows the location of the project.

This roadway project includes the proposed widening of existing two-lane undivided sections of SR 29 up to four lanes from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/New Market Road (CR 29A) to SR 82, as well as the addition of a four-lane segment on new alignment from north of Seminole Crossing Trail to north of Westclox Street/New Market Road (CR 29A), bypassing the downtown area of Immokalee. No improvements are currently proposed to existing SR 29 through the downtown area of Immokalee as depicted on **Figure 1-2**.

The project segment of SR 29 is designated as an Emerging Strategic Intermodal System (SIS) highway corridor. Additionally, SR 29 is classified as a rural principal arterial from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/CR 29A to SR 82; the roadway is also classified as an urban principal arterial from south of Farm Worker Way to north of Westclox Street/CR 29A. SR 29 is a major north-south corridor as it traverses the eastern portion of Collier County and the unincorporated community of Immokalee. Speed limits of 40 – 60 miles per hour (mph) are posted for the majority of the corridor. However, the speed limit is 35 mph from south of CR 846/Airport Road to west of 9th Street due to frequent activity of commercial and agricultural trucks, as well as daily activity of pedestrians and bicyclists, using this section of SR 29.

**FIGURE 1-1
PROJECT LOCATION MAP**



1.2 PURPOSE AND NEED

The purpose of this project is to improve traffic operational conditions along the SR 29 corridor between Oil Well Road and SR 82 to meet the following needs:

Accommodate Future Growth

Significant growth is anticipated to take place within the greater Immokalee area as indicated by the presence of the Town of Ave Maria Development of Regional Impact and number of Planned Unit Developments. Based on 2010 U.S. Census Bureau data and projections developed for Collier County as part of the Collier Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), population within Collier County is projected to grow from 316,739 in 2010 to 497,702 in 2040 (57.1% increase). Likewise, Collier County employment is projected to grow from 170,862 in 2010 to 241,111 in 2040 (41.1% increase). According to the 2018 Design Traffic Technical Memorandum prepared for the project, the majority of the SR 29 corridor operates at or above the FDOT Levels of Service (LOS) C and D adopted for the roadway; only a small segment of the project corridor [from New Market Road to SR 82] operates below the adopted standard. However, if no improvements occur to the roadway, the majority of the SR 29 corridor is anticipated to operate under deficient conditions [with most segments operating at LOS F] by the 2045 design year. The improvement will:

- Enhance traffic operations and preserve operational capacity to accommodate projected travel demand spurred by increased growth as well as freight and commuter traffic [specifically truck traffic].
- Enhance the projected 2045 LOS for the corridor [with the exception of one segment that is anticipated to remain deficient].

Reduce Truck Traffic in Downtown Immokalee

Truck traffic currently represents 16.0% of the total volume of daily traffic along the SR 29 project segment. The Design Hour Truck is 8.0%; this is the percentage of trucks expected to use a highway segment during the 30th highest hour of the design year [2045]. Truck traffic in the corridor is projected to increase as a result of growth in the area. The project improvement will:

- Provide an alternative route for regional truck traffic trips.
- Enhance the livability of downtown Immokalee by reducing the conflicts between pedestrians/bicyclists and trucks, creating a more pedestrian friendly environment.
- Enhance the economic viability of downtown Immokalee.

Correct Current Design Deficiencies

The design of existing SR 29 is deficient given the present use of the roadway and current FDOT standards. The deficiencies include excessive access points, substandard curves limiting sight distances and design speeds, and locations with substandard shoulders and turn lanes. The proposed improvements will:

- Update the roadway to current design standards, increasing overall safety by reducing the potential exposure to conflict points associated with deficient existing design and access issues.
- Increase sight distances along the roadway.
- Provide sidewalks and bicycle lanes where none currently exist.

Improve Mobility and Connectivity within the Regional Transportation Network

SR 29 is a major central Florida interregional highway corridor as it traverses Collier, Hendry, and Glades Counties providing access to US 41 and I-75 to the south and SR 82, SR 80, and US 27 to the north. Through the southern portion of the state, SR 29 primarily runs parallel to other major north-south transportation facilities [I-75 and US 27]. In addition to I-75 and SR 82, SR 29 is part of Florida's SIS network serving fast growing economic regions and a Rural Area of Opportunity. SR 29 is also one of four designated Freight Mobility Corridors in Collier County providing a north-south connection between I-75 and regional freight activity centers. The project improvements proposed along SR 29 are intended to:

- Complement plans to widen other sections of the SR 29 corridor to the north and south thereby 1) providing a continuous four-lane connection from I-75 to US 27 in Glades County, 2) alleviating a potential traffic bottleneck that could occur if no improvements take place on SR 29 from Oil Well Road to SR 82, and 3) improving the viability of SR 29 to serve as a parallel north-south alternative to north-south portions of I-75 and US 27.
- Enhance the circulation and movement of goods between existing and emerging freight facilities in south-central Florida. The SR 29 project improvements are an essential component of a unified approach that addresses the critical freight needs of the overall SR 29 corridor.
- Enhance access to major north-south facilities [I-75 and US 27] and connections to major east-west transportation corridors [SR 82], as well as residential and employment centers throughout Collier County.

Enhance Economic Competitiveness

On January 26, 2001, Immokalee was designated by Executive Order 04-250 as a Rural Area of Critical Economic Concern (now titled Rural Area of Opportunity). In addition to the Immokalee area being targeted for growth by Collier County, the area surrounding Collier County Immokalee Regional Airport is defined as a Primary Freight Activity Center as it supports industrial activities and agricultural packing and processing functions. A 60-acre portion of this area is a designated Foreign Trade Zone, a designation used to encourage activity and add value at facilities in competition with foreign companies. SR 29 also serves as an Emerging Strategic Intermodal System (SIS) highway corridor carrying high volumes of truck traffic and connecting to other SIS facilities [I-75 and SR 82]. This project will:

- Enhance the economic viability of the area by providing the infrastructure needed to bring additional businesses and employers into the area.

- Improve the circulation of goods as SR 29 serves as a key intrastate freight corridor providing access to local agricultural and ranching operations, as well as to fast growing economic regions located in central Florida and the populated coastal areas.

Improve Emergency Evacuation Capabilities

SR 29 is designated as a hurricane evacuation route by the Florida Division of Emergency Management. This facility is critical in evacuating residents of the eastern portion of Collier County. The project improvement will:

- Increase the capacity of traffic that can be evacuated during an emergency event.
- Enhance emergency response times.
- Enhance connections to other major arterials designated on the state evacuation route network, including SR 82 and north to US 27.

1.3 PLANNING CONSISTENCY

This project is consistent with the *Collier Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP)*, adopted December 2015 (amended September 9, 2016, October 14, 2016, May 25, 2018) and is included in the Collier MPO's *Transportation Improvement Program (TIP) FY 2019 – FY 2023*, June 8, 2018. The State Transportation Improvement Program (STIP) includes the project as well. SR 29 is an Emerging SIS facility and is included in the SIS First Five-Year Plan FY 2018/2019 through FY 2022/2023 (July 2018) and the SIS Second Five-Year Plan FY 2023/2024 through FY 2027/2028 (July 2018). Please note that Segment 2 (FM #417540-2), from Oil Well Road to Sunniland Nursery Road, is not included in the Collier MPO's TIP or the STIP at this time. Both of these documents are currently being amended to include this segment and the amendments will be received to ensure planning consistency prior to submittal of the final environmental document to the FDOT Office of Environmental Management (OEM) for approval. The most current "planning Requirements for Environmental Document Approvals" checklist along with appropriate pages from the TIP, STIP, and other applicable documents are included in **Appendix A**. Planning consistency is summarized in **Table 1-1**. **Figure 1-2** presents the planned segments.

**TABLE 1-1
PLANNING CONSISTENCY SUMMARY**

Phase	Time Frame	Estimated Cost	Funding Source
<i>Segment Name: SR 29 from Oil Well Road to Sunniland Nursey Road</i>			
<i>Segment FM#: 417540-2 (Segment 2)</i>			
Preliminary Engineering		Unfunded	TBD
Right-of-Way		Unfunded	TBD
Construction		Unfunded	TBD
TOTAL		Unfunded	
<i>Segment Name: SR 29 from Sunniland Nursey Road to S of Agriculture Way</i>			
<i>Segment FM#: 417540-3 (Segment 3)</i>			
Preliminary Engineering	2019	\$3,625,000*	State/Federal
Right-of-Way		Unfunded	TBD
Construction		Unfunded	TBD
TOTAL		\$3,625,000	
<i>Segment Name: SR 29 from S of Agriculture Way to CR 846 E</i>			
<i>Segment FM#: 417540-4 (Segment 4)</i>			
Preliminary Engineering	2019	\$4,175,000*	State/Federal
Right-of-Way		Unfunded	TBD
Construction		Unfunded	TBD
TOTAL		\$4,175,000	
<i>Segment Name: SR 29 from CR 846 E to N of New Market Rd N</i>			
<i>Segment FM#: 417540-5 (Segment 5)</i>			
Preliminary Engineering	2019	\$6,310,000*	State
Right-of-Way		Unfunded	TBD
Construction		Unfunded	TBD
TOTAL		\$6,310,000	
<i>Segment Name: SR 29 from N of New Market Rd N to SR 82</i>			
<i>Segment FM#: 417540-6 (Segment 6)</i>			
Preliminary Engineering	2019	\$4,680,000*	State/Federal
Right-of-Way		Unfunded	TBD
Construction		Unfunded	TBD
TOTAL		\$4,680,000*	

Figures are from Collier MPO's TIP FY 2019 – FY 2023, June 8, 2018.

*Actual programmed/identified funds, not estimate. Will differ from matrix cost in Sections 1 and 3.

Section 2.0

ALTERNATIVES

2.1 ALTERNATIVES DEVELOPMENT

2.1.1 CORRIDOR ANALYSIS

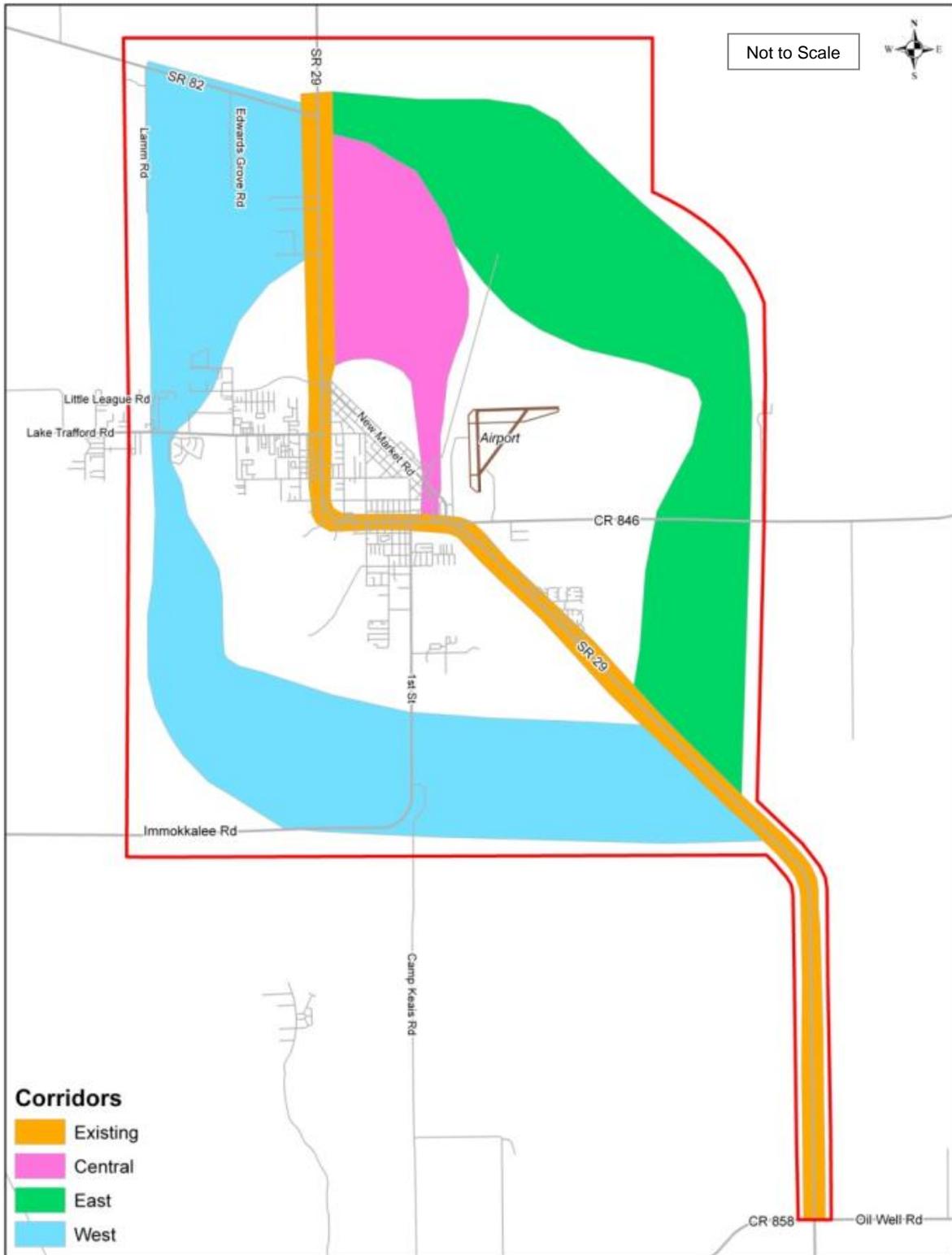
As part of the SR 29 Immokalee PD&E Study from Oil Well Road to SR 82, a *Corridor Evaluation Report* (March 2009) was prepared under separate cover and contains the full detail and results of the corridor evaluation. The need for the expansion of SR 29 in the study area was established based on the following criteria: enhancing economic competitiveness, improving emergency evacuation capabilities, improving regional mobility and connectivity, accommodating future population and growth, correcting current design deficiencies, and reducing truck traffic in the downtown Immokalee area. Based upon these criteria, corridor alternatives were developed and evaluated by identifying and mapping natural, physical, and socio-cultural features located within the project study area (see **Figure 2-1**). As the process continued, these maps were refined to identify sensitive areas which should be avoided and areas in which impacts should be reduced to the greatest extent possible. After completion of the evaluation, it was determined that a greater level of analysis was needed before any corridor could be eliminated. The *Corridor Evaluation Report*, with the recommendation that all four study corridors (Existing, Central, East, and West) be advanced for further evaluation and analysis, was submitted to the Federal Highway Administration (FHWA), and they concurred with the findings and recommendation and agreed to move forward into the preliminary alignments development phase on April 6, 2009.

2.1.2 ALIGNMENT ANALYSIS

An *Alignments Report* (August 2010), prepared under separate cover, contains the full detail and results of the alignments evaluation. The report documents the history of the planning efforts of the project, the methodology and approach to the development of alignments within the corridors previously approved by FDOT and FHWA, the analysis and evaluation of the alignments developed, the outreach and involvement of the public and agencies, and the recommendations for alignments to be carried forward for the development of reasonable alternatives. A total of 31 alignments were considered: eight in the West Corridor, four in the Central Corridor, eighteen in the East Corridor, and the Existing Corridor. After analysis and feedback from the Stakeholders Advisory Committee (SAC), five representative alignments were selected for presentation at the June 23, 2009 Alignments Public Workshop. The representative alignments included:

- Alignment A (Existing Corridor),
- Alignment E (West Corridor),
- Alignment L (Central Corridor),
- Alignment S (East Corridor), and
- Alignment U (East Corridor).

**FIGURE 2-1
CORRIDOR ALTERNATIVES**



After conducting extensive public and agency outreach along with further analysis, the five representative alignments were reduced to the Existing and three modified alignments [Alignment HH (West Corridor), Alignment GG (Central Corridor), and Alignment FF (East Corridor)] (see **Figure 2-2**). These four alignments along with the No Build, Transportation Systems Management and Operations (TSM&O), and Multimodal Alternatives were recommended for development and consideration as reasonable alternatives. The *Alignments Report* was submitted to FHWA and received approval on August 27, 2010.

2.1.3 ALTERNATIVE ANALYSIS

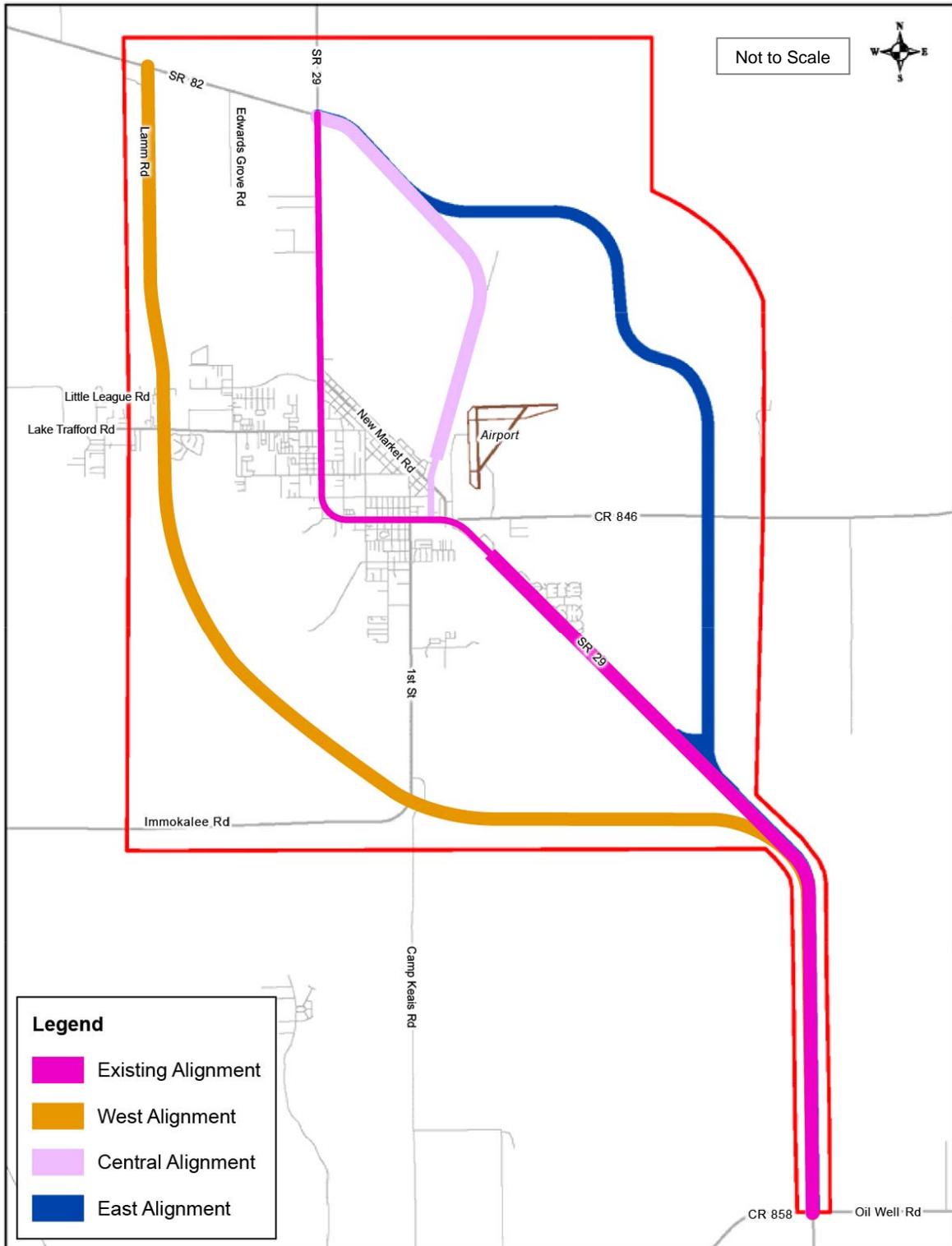
Based on refinements to the alignments at the conclusion of the Alignments Public Workshop, preliminary alternatives were developed. Coinciding with the preparation of the *Alignments Report*, an *Evaluation for Elimination of the West Preliminary Alternative Technical Memorandum* was prepared and concurred with by the FHWA on June 1, 2010. The decision to recommend the elimination of the West Preliminary Alternative was the result of direct impacts to natural resources, minority or low-income communities, public and agency comments, and estimated construction costs.

An *Alternatives Technical Report* (August 2014, revised February 2015) was prepared under separate cover and submitted to the FHWA, who concurred with the recommendation on February 16, 2015. The *Alternatives Technical Report* documented the analysis and elimination of alternatives along with the public and agency outreach. Preliminary alternatives included the following: No-Build Alternative, TSM&O Preliminary Alternative, Multimodal Preliminary Alternative, Existing SR 29 Alternative (from Alignment A), West Preliminary Alternative (from Alignment HH), Central Preliminary Alternative (from Alignment GG), Central Preliminary Alternative #1, East Preliminary Alternative (from Alignment FF), East Preliminary Alternative #1, and East Preliminary Alternative #2. Of these alternatives, six were eliminated and four were refined and recommended to advance: No Build Alternative, Central Alternative #1 Revised, Central Alternative #2, and Central Alternative #2 Revised (see **Figure 2-3**).

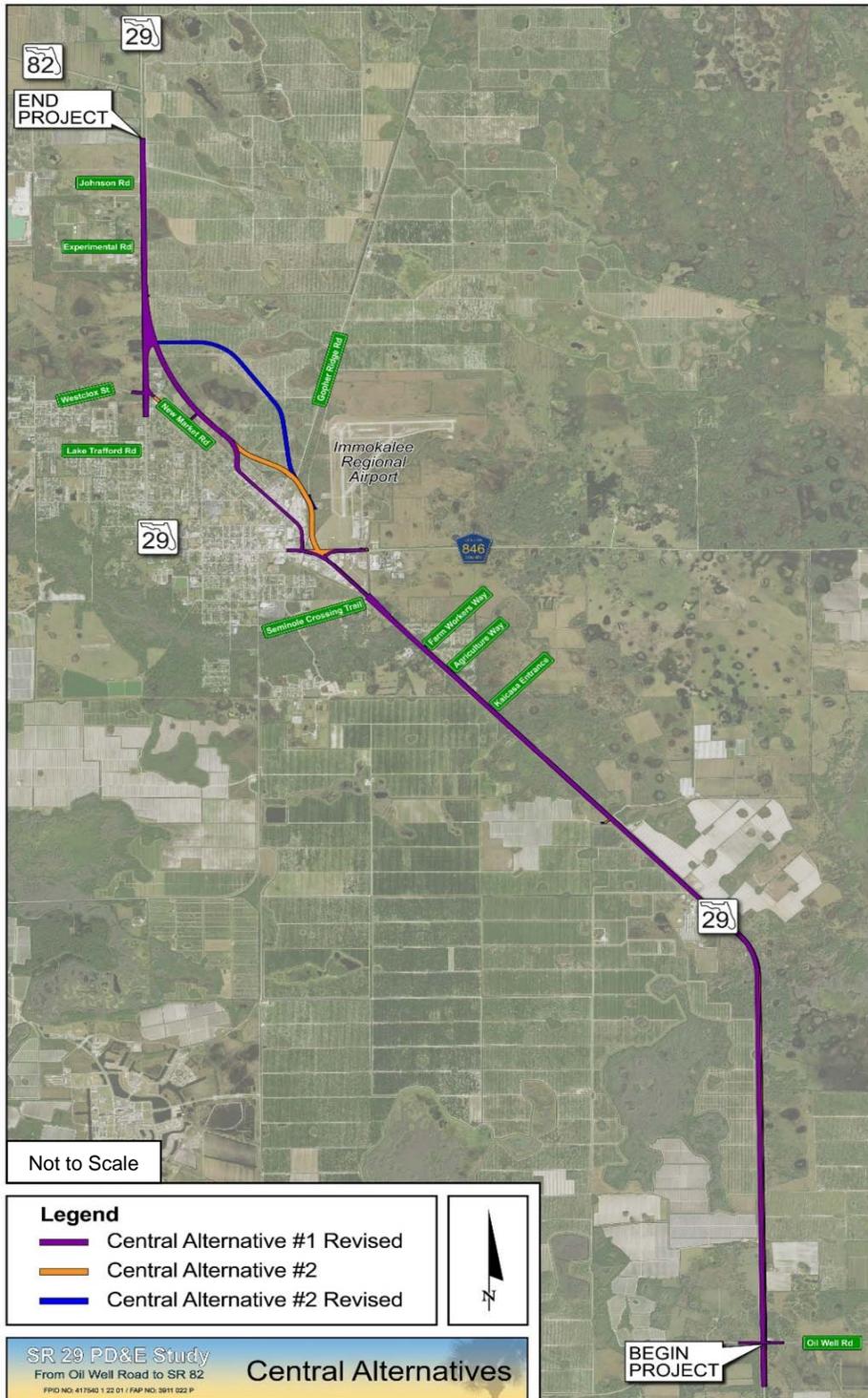
2.2 ALTERNATIVES CONSIDERED BUT ELIMINATED

The TSM&O Alternative included analyzing intersection improvements and signal coordination to improve current and projected congestion on SR 29 from Oil Well Road to SR 82. The *Project Traffic Technical Memorandum* (September 2011), prepared under separate cover, identified a set of roadway improvements to existing SR 29 at eight specific locations along the corridor based upon projects identified in the Collier MPO's 2035 Long Range Transportation Plan (LRTP) Cost-Feasible Plan. The Multimodal Alternative included analyzing existing, planned, and programmed transit service operated by Collier Area Transit (CAT) within the study area based on the improvements included in the Transit Development Plan that was developed in coordination with the Collier MPO's 2035 LRTP. This service included an existing CAT Route 5 that served Immokalee from other parts of the county at various times during the day. In addition, Routes 8a and 8b operated together as a circulator route that served Immokalee in a clockwise and counterclockwise loop. During a quarterly meeting with the FHWA on July 24, 2012, the TSM&O and Multimodal Alternatives were eliminated from further consideration. The decision to eliminate these alternatives is due to their inability to meet the purpose and need for the project.

**FIGURE 2-2
ALIGNMENT ALTERNATIVES**



**FIGURE 2-3
ALTERNATIVES FOR FURTHER CONSIDERATION**



Upon further evaluation, the East Preliminary Alternatives were eliminated from further consideration. A letter documenting the justification for the elimination of the two East Preliminary Alternatives (East Preliminary Alternative #1 and East Preliminary Alternative #2) was prepared, and the FHWA concurred on December 18, 2013. The decision to recommend the elimination of the East Preliminary Alternatives from further evaluation was the result of direct and indirect effects to the endangered Florida panther and its habitat, direct and indirect effects to Section 106 and potential Section 4(f) resources, high estimated preliminary costs in comparison to other viable alternatives, and public and agency comments.

Coordination with FHWA regarding public comments received at the Alternatives Public Workshop #1 on April 3, 2014 and project stakeholders after the workshop resulted in FHWA's concurrence with the elimination of the Existing SR 29 Alternative through the community of Immokalee on February 9, 2015. The Existing SR 29 Alternative was eliminated for the following reasons: did not satisfy the purpose and need of the project – specifically to reduce truck traffic in downtown; direct and indirect effects to cultural, historic, and Section 4(f) resources; and public comments.

The *Alternatives Technical Report* documented the analysis and elimination of the alternatives discussed above.

Following the Alternatives Public Workshop #2 held on November 9, 2017, Central Alternative #2 Revised was eliminated from further consideration based on the following findings:

- The location of Central Alternative #2 Revised is such that higher traffic volumes are expected along the existing SR 29 corridor and lower volumes are expected along the SR 29 Bypass as compared with the volumes of Central Alternatives #1 Revised and #2. As one of the purposes of the PD&E Study is to divert traffic from existing SR 29 through downtown Immokalee, Central Alternative #2 Revised does not meet one of the study purposes.
- Central Alternative #2 Revised was the lowest ranked of the three Build Alternatives at Alternatives Public Workshop #2 in terms of public support.
- Central Alternative #2 Revised, which is similar in alignment and location to the formerly named “Central Alternative,” has historically not been supported by natural resource agencies due to its impacts to Florida panther habitat.
- Central Alternative #2 Revised impacts the largest proportion of Florida panther habitat, floodplains, and potentially contaminated sites, and has the greatest potential for secondary and cumulative impacts.
- Central Alternative #2 Revised requires the most additional right-of-way of any Build Alternative.
- The estimated preliminary total costs for Central Alternative #2 Revised are the highest of the Build Alternatives.

2.3 ALTERNATIVES CONSIDERED FOR ADDITIONAL STUDY

The three alternatives considered for additional study include: No Build, Central Alternative #1 Revised, and Central Alternative #2 (see **Figure 2-3**).

No Build Alternative

The No Build Alternative assumes that no action will be taken to improve SR 29 within the project limits. This involves leaving the existing roadway as it is, with only routine maintenance as required.

Advantages of the No Build Alternative include:

- No construction costs,
- No disruption to traffic due to construction,
- No disruption to the adjacent property owners due to construction,
- No right-of-way acquisitions or relocations, and
- No degradation or disruption of natural and other environmental resources due to construction.

Disadvantages of the No Build Alternative include:

- Increased traffic congestion causing increased road user costs due to travel delay,
- Not consistent with the local transportation plans,
- Increased potential for vehicular crashes due to congested lanes and intersections,
- Increased emergency vehicle response times,
- Increased potential for crashes between vehicles and pedestrians/bicyclists due to inadequate sidewalks and bicycle lanes; and
- Increased vehicle emission pollutants due to higher levels of traffic congestion.

The No Build Alternative will remain a viable alternative throughout this PD&E Study.

Build Alternatives

Both Build Alternatives (Central Alternative #1 Revised and Central Alternative #2) include a 4-lane divided typical section with travel lanes varying between 11 feet and 12 feet in width. Right-of-way, median type and width, and bicycle and pedestrian accommodations vary along the Build Alternatives.

The two alternatives are the same for much of their alignment, only diverging for approximately 1.3 miles on the east side of Immokalee by the airport. From the start of the project at Oil Well Road to north of Seminole Crossing Trail and from north of Westclox Street to the end of the project south of SR 82, both alternatives follow the existing SR 29 corridor. The Build Alternatives differ in the following ways:

- **Central Alternative #1 Revised:** From Seminole Crossing Trail, Central Alternative #1 Revised remains on existing SR 29 to New Market Road. At New Market Road, this alternative follows the eastern portion of New Market Road and provides direct access to the agribusiness/commercial areas of Immokalee and State Farmers Market. This alternative continues just past Flagler Street, then turns northward on new alignment to avoid a residential neighborhood. It then parallels Madison Avenue and New Market Road. At this point, the two Build Alternatives are on the same alignment. 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 north of Westclox Street and continuing north to SR 82.
- **Central Alternative #2:** From Seminole Crossing Trail, Central Alternative #2 travels north from SR 29 on new alignment 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 alternative then turns to the northwest just past Gopher Ridge Road to parallel Madison Avenue and New Market Road. At this point, the two Build Alternatives are on the same alignment. 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 north of Westclox Street and continuing north to SR 82.

2.4 COMPARATIVE ALTERNATIVES EVALUATION

The No Build Alternative and the two remaining Build Alternatives (Central Alternative #1 Revised and Central Alternative #2) were evaluated based on environmental effects, right-of-way needs, project costs, and engineering factors. The matrix shown as **TABLE 2-1** provides the results of the alternatives evaluation process. The matrix quantifies considerations such as potential residential and business relocations, impacts to environmental resources, and the acres of right-of-way needed for roadway improvements and stormwater facilities. The potential for the proposed improvements to impact archaeological/historical sites, noise sensitive sites, and threatened and endangered species were also qualified in the matrix. The bottom half of the matrix details cost estimates for right-of-way acquisition, construction, design, and construction engineering and inspection. The estimates were based on 2018 unit costs. Both of the costs for design and construction engineering and inspection are estimated as 15% of the total construction cost.

**TABLE 2-1
ALTERNATIVES EVALUATION MATRIX**

Evaluation Criteria	No-Build Alternative	Central Alternative #1 Revised	Central Alternative #2
Design Features			
Length (miles)	15.59 miles	16.38 miles	16.38 miles
Traffic Control Measures	Stop Control and Traffic Signals	Traffic Signals & Roundabout	Traffic Signals & Roundabout
Travel Lane Width (feet)	12 feet	11 to 12 feet	11 to 12 feet
Posted Speed (miles per hour) - Subject to change pending speed study after construction	35 to 60 MPH	40 to 60 MPH	40 to 60 MPH
Right-of-Way Impacts			
Area of ROW to be Acquired for Roadway (acres)	0	56.18	77.82
Area of ROW to be Acquired for Stormwater Ponds/Floodplain Compensation Sites (acres)	0	102.07	104
Business Impacts			
Number of Business Relocations	0	9	1
Number of Parcels Impacted	0	20	4
Residential Impacts			
Number of Residential Relocations	0	3	0
Number of Parcels Impacted	0	2	0
Environmental Impacts			
Number of Historical Sites Impacted (National Register Listed/Eligible)	0	0	0
Number of Archaeological Sites Impacted (National Register Listed/Eligible)	0	0	0
Number of Public Recreational Facilities/ Parks Impacted	0	0	1
Wetlands – Roadway (acres)	0	14.33	14.33
Surface Waters – Roadway (acres)	0	14.99	15.41
Floodplain Encroachment (acres)	0	25.36	25.36
Potential Involvement of Threatened and Endangered Species (none, low, medium, high)	None	Medium	Medium
Number of Potential Petroleum or Hazardous Materials Contaminated Sites	0	72 (34 Medium or High Risk)	67 (31 Medium or High Risk)
Number of Receivers Potentially Impacted By Noise	0	2	2
Estimated Total Project Costs (2018 cost)			
Engineering Design (15% of Construction Cost)	\$0	\$15,560,000	\$16,386,000
Wetland Mitigation ¹	\$0	\$1,800,000	\$1,800,000
Wildlife Habitat Mitigation ²	\$0	\$3,272,000	\$4,396,000
Utilities Relocation	\$0	\$0	\$0
ITS/ATMS Relocation	\$0	\$227,000	\$227,000
ROW Acquisition	\$0	\$16,830,000	\$18,300,000
Construction	\$0	\$103,732,000	\$109,241,000
Construction Engineering and Inspection (15% of Construction Cost)	\$0	\$15,560,000	\$16,386,000
Preliminary Estimate of Total Project Cost	\$0	\$156,981,000	\$166,736,000

¹ Wetland mitigation cost estimate based on FDOT Environmental Mitigation Payment Processing Handbook, Page 5, Fiscal Year 2021/2022 (\$125,594 per acre of impact).

² Wildlife habitat mitigation cost includes mitigation for Florida panther and Florida scrub jay. Florida panther mitigation cost estimate based on \$850 per panther habitat unit (PHU). Florida scrub jay mitigation cost estimate based on \$25,000 per acre of impact with assumed 2:1 mitigation cost ratio.

2.5 CENTRAL ALTERNATIVE #1 REVISED ELIMINATION

The evaluation of the alternatives previously described led to the elimination of Central Alternative #1 Revised and the selection of Central Alternative #2 as the Recommended Alternative. Central Alternative #2 better satisfies the Purpose and Need of the project than Central Alternative #1 Revised in the following ways:

- Central Alternative #2 provides a more direct route than does Central Alternative #1 Revised. Central Alternative #1 Revised has two more signalized intersections than does Central Alternative #2 (one at SR 29 and New Market Road E, and one at New Market Road E and Charlotte Street). Central Alternative #1 Revised also has a jog or offset alignment on SR 29 between CR 846 and New Market Road E.
- Central Alternative #2 is less disruptive to the existing street network and does not require any street closures. Central Alternative #1 Revised requires street closures on New Market Road W near Flagler Street, Flagler Street near Madison Avenue W, and Madison Avenue W near Glades Street.
- Central Alternative #2 has far fewer business relocations and parcel impacts (one business relocation and four parcel impacts) than Central Alternative #1 Revised (nine business relocations and twenty parcel impacts). The Immokalee area is a designated Rural Area of Opportunity, a legislative land use designation applied to encourage and facilitate the location and expansion of major economic development projects of significant scale in such rural communities.
- Central Alternative #2 has no residential relocations or parcel impacts, while Central Alternative #1 Revised has three residential relocations and two parcel impacts.
- At the second Alternatives Public Workshop held on November 8, 2017, more people expressed a preference for Central Alternative #2 than for Central Alternative #1 Revised.
- Central Alternative #2 avoids the access impacts to existing businesses along New Market Road that Central Alternative #1 Revised creates. Central Alternative #2 leaves New Market Road as a two-lane undivided roadway with unencumbered access to adjacent businesses, while Central Alternative #1 Revised converts a portion of New Market Road to a four-lane divided roadway with raised median and six median openings with controlled access to adjacent businesses.
- There are three fewer High or Medium-ranked potential petroleum or hazardous materials contaminated sites along Central Alternative #2 than along Central Alternative #1 Revised.

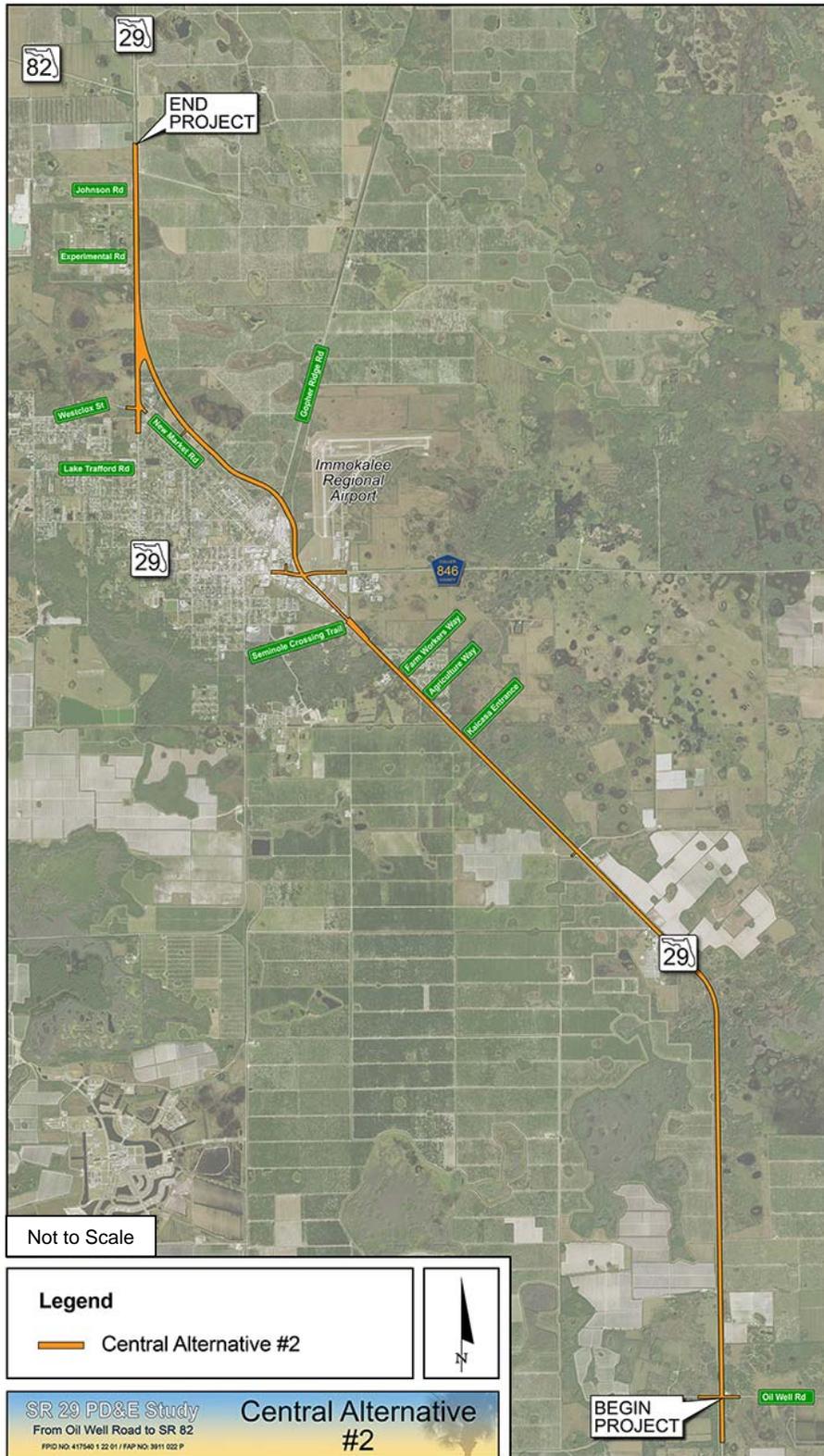
A full discussion of the alternatives evaluated is provided in Section 4.0 of the *Preliminary Engineering Report* (PER), prepared under separate cover for this project.

2.6 RECOMMENDED ALTERNATIVE

Based on the information presented above, the Recommended Alternative is Central Alternative #2. It provides a 4-lane divided typical section with travel lanes varying between 11 feet and 12 feet in width. Right-of-way, median type and width, and bicycle and pedestrian accommodations vary along the Build Alternative. A partial two-lane roundabout is currently being evaluated at SR 29 at Westclox Street/New Market Road (CR 29A) as an optional intersection treatment. Section 6.0 of the PER, prepared under separate cover, provides detailed information on the Recommended Alternative.

Figure 2-4 shows the location of Central Alternative #2. The typical sections developed for Central Alternative #2 are included in **Appendix B**.

**FIGURE 2-4
RECOMMENDED ALTERNATIVE**



Section 3.0

ENVIRONMENTAL ANALYSIS

3.1 SOCIAL AND ECONOMIC

The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM Project #3752). Socio-economic data was generated as part of the screening event and is presented in the *Final Programming Screen Summary Report*, prepared under separate cover (re-published on August 10, 2018), and the Sociocultural Data Report (June 2018).

3.1.1 SOCIAL

Community Services

Community services typically serve the needs of the surrounding area and are viewed as focal points/destinations for adjacent neighborhoods and communities. Community services include religious centers, cemeteries, schools, parks, recreational facilities, and public buildings and facilities (i.e. community centers, health care facilities, and social service facilities). Parks and recreational facilities are discussed in Section 3.2.4, Recreational Areas. Community services located within a quarter-mile of the Recommended Alternative are provided in **Table 3-1**.

**TABLE 3-1
COMMUNITY SERVICES LOCATED WITHIN
QUARTER-MILE OF RECOMMENDED ALTERNATIVE**

Facility Type	Number/Quantity of Facility Type
Community/Cultural/Civic Centers	5
Fire Stations	1
Government Buildings	2
Healthcare Facilities	2
Law Enforcement Facilities	1
Religious Centers	4
Schools	3
Social Service Facilities	5

The majority of the identified services are located west of the proposed Recommended Alternative in the Immokalee urban area. Prominent community focal points identified within a quarter-mile include Immokalee Health Park and the associated Florida State University College of Medicine, as well as the University of Florida/Institute of Food and Agricultural Sciences Southwest Florida Research and Education Center. A large number of the social services provided in the area primarily serve low-income populations (i.e., food assistance and housing assistance). Central Alternative #2 will result in right-of-way takes at an access point to Village Oaks Elementary School (a community service facility), ultimately impacting the pedestrian

overpass that leads directly to the school, the overpass will be rebuilt with the project. No community services are anticipated to be displaced as a result of the proposed improvements. The proposed widening of SR 29 will improve emergency response times and access for the people living and working in the project limits. Access to these facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by the FDOT's *Standard Specifications for Road and Bridge Construction* to maintain access for emergency services to all adjacent properties throughout construction.

Community Cohesion

The proposed improvements were specifically designed to avoid residential areas; therefore, no splitting or isolation of neighborhoods is anticipated to occur.

Pedestrian, bicycle, and transit facilities will be included as part of the project. These improvements will enhance mobility along the corridor and between neighborhoods. In addition, FDOT Context Classifications will be applied to the design of the Recommended Alternative to ensure it fits the scale of the built environment and meets the local character of the area and desired aesthetics of the community. As such, it is anticipated that the project improvements will not impact community cohesiveness.

Nondiscrimination Considerations

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations*, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

United States Census Bureau 2010 Census Block Group data indicates that the project area (applying a quarter-mile buffer), in comparison to Collier County, contains higher percentages of minority, low-income, and Limited English Proficiency populations. Specifically, 64 Census Block Groups encompassing the Recommended Alternative, Central Alternative #2, contain a minority population greater than 40%. In addition, a significantly higher number of households within the Census Block Groups of Central Alternative #2 are below poverty level (32.20% compared to the county average of 9.48%). Further over 34% of the population within the quarter-mile of the Recommended Alternative “speaks English not well or not at all” compared to approximately 10% of the county as a whole. Given that the bypass portion was specifically designed to avoid residential areas, no disproportionate impacts to these noted populations are anticipated. A comprehensive *Public Involvement Plan* (approved August 3, 2007, revised April 2018) was developed for this project (provided under separate cover) and is summarized in Section 4.0, Comments and Coordination. Public outreach to date includes special provisions to have both Creole and Spanish translators available for all public outreach activities.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that

would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

No comment has been received to date during this study regarding conflicts with Title VI of the Civil Rights Act of 1964 or related statutes. Furthermore, the project is not anticipated to negatively affect community resources important to minorities, elderly persons, disabled individuals, non-drivers, and transit-dependent individuals.

3.1.2 ECONOMIC

SR 29 serves as one of the primary north-south highways of Collier County providing access to county-designated target growth areas, including Immokalee and the surrounding Collier County Rural Land Stewardship Area. The Immokalee area is also a Community Redevelopment Area (tax increment financing is used to leverage redevelopment efforts) and a designated Rural Area of Opportunity, a legislative land use designation applied to encourage and facilitate the location and expansion of major economic development projects of significant scale in such rural communities. Other initiatives within the project area that are in place to incentivize economic development and revitalization, include: the Immokalee Enterprise Zone, the Empowerment Alliance of Southwest Florida Enterprise Community, and the South Immokalee Neighborhood Front Porch Community. In addition, the Immokalee Regional Airport is a Primary Freight Activity Center of Collier County as it supports industrial activities and agricultural packing and processing functions. A 60-acre portion of the airport is also a designated Foreign Trade Zone, a designation used to encourage activity and add value at facilities in competition with foreign companies.

The Immokalee Regional Airport and Seminole Casino Hotel Immokalee are the major economic hubs within the Immokalee area; the Seminole Casino Hotel Immokalee is the community's largest tourist attraction. Further, the Immokalee area is one of the leading producers of winter vegetables in the United States. Agricultural employment opportunities have created a diverse workforce including farm workers from Haiti, Guatemala, and Mexico.

SR 29 and New Market Road are the main corridors for regional and local truck traffic. SR 29 serves as an Emerging SIS highway corridor carrying high volumes of truck traffic and connecting to other SIS facilities; New Market Road provides direct access to and from agribusiness/commercial areas of Immokalee and the State Farmer's Market. Consequently, truck traffic through downtown Immokalee via SR 29 and through the residential area along New Market Road has had a negative impact on property values.

The proposed project is intended to provide an alternative route for regional truck traffic, which will:

- Enhance the livability of downtown Immokalee by reducing the conflicts between pedestrians/bicyclists and trucks and creating a more pedestrian friendly environment;

- Improve access for local traffic, which is critical to the viability of businesses in downtown Immokalee and along New Market Road;
- Improve the circulation of freight and access to area destinations and economic hubs for residents, employees, and visitors; and
- Enhance the economic viability of the area by providing the infrastructure needed to bring additional businesses and employers into the area.

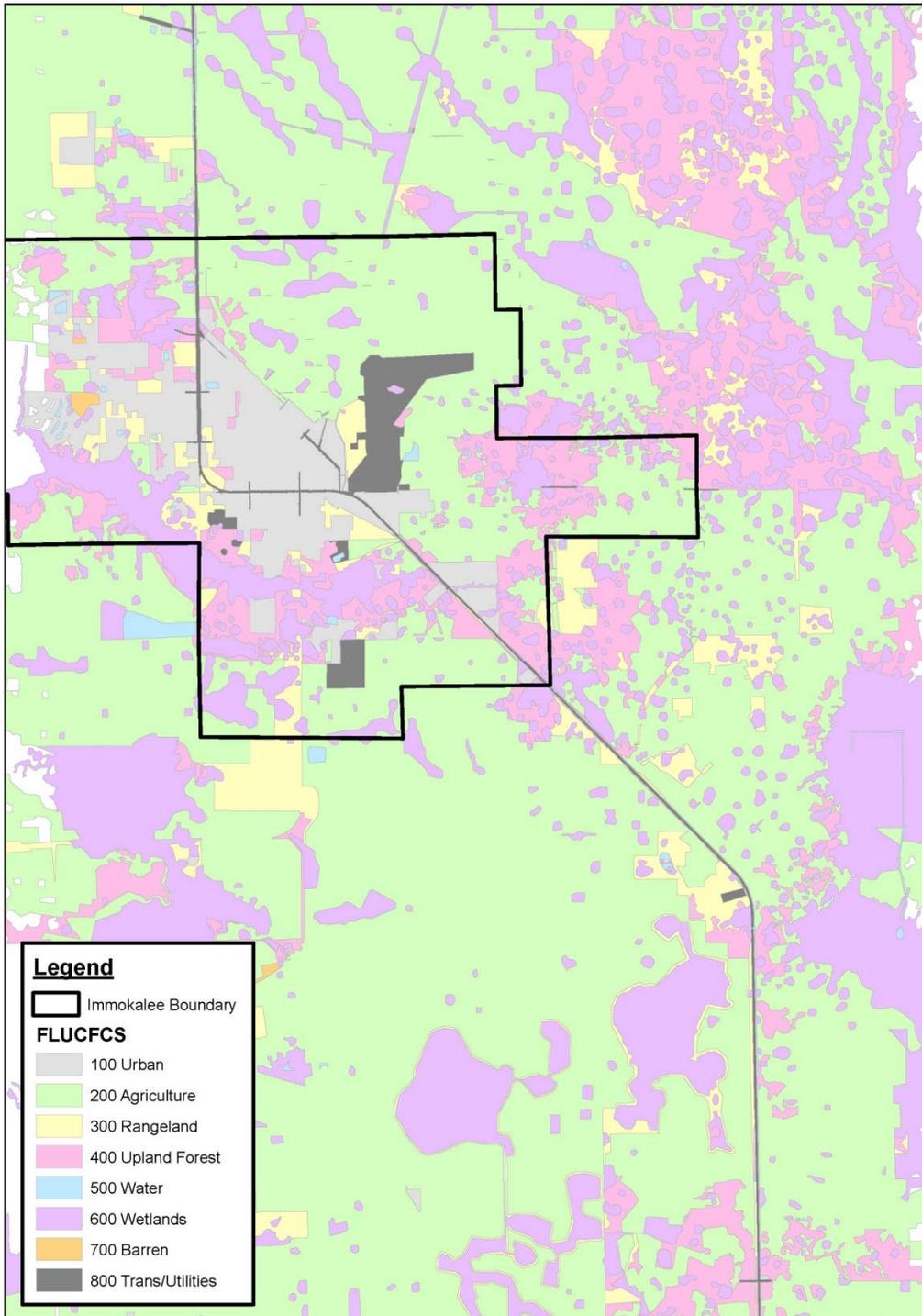
The project is anticipated to support the vision of the community as a tourist destination. However, as detailed within the *Conceptual Stage Relocation Plan (CSRP)* (June 2018), prepared under separate cover, the Recommended Alternative, Central Alternative #2, is anticipated to result in one business relocation. However, the proposed improvements are anticipated to be beneficial on the local and regional economies. The proposed improvements to SR 29 are anticipated to improve access and traffic circulation to local agricultural/ranching operations and commercial businesses, along with freight activity centers located along the corridor. Therefore, the proposed project will enhance economic resources.

3.1.3 LAND USE CHANGES

Existing Land Use

Existing land use in the project area includes agricultural activities, which are predominant north and south of the urban boundary of Immokalee and east of the Recommended Alternative. Residential (a mix of low, medium, and high density dwelling units); industrial; and commercial with pockets of institutional uses are within the core of Immokalee (and directly to the west of the proposed improvements). The commercial and industrial activities exist near the Immokalee Regional Airport. A total of five Planned Unit Developments additionally exist within a quarter-mile (1,320-foot) buffer of the Recommended Alternative. The Town of Ave Maria Development of Regional Impact is located southwest of the project corridor. Further, the Seminole Tribe of Indians Immokalee Reservation is located to the west of the SR 29 project corridor within the Immokalee urban boundary. **Figure 3-1** shows the existing land uses for the area based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) code.

**FIGURE 3-1
EXISTING LAND USES**



Other notable land use designations within the project area include:

- Big Cypress Area of Critical State Concern – located to the east of the southern portion of the SR 29 project corridor,
- Collier County Rural Lands Stewardship Area Overlay – the entire project corridor is within this overlay with the exception of the project segment that traverses Immokalee,
- Front Porch Community – South Immokalee Neighborhood – located south of CR 846/Main Street east of Hancock Street and west of the project corridor, and
- State of Florida designated Enterprise Zone [Immokalee (Collier County) EZ-1101] and a United States Department of Housing and Urban Development (HUD) designated Empowerment Zone/Enterprise Community (Empowerment Alliance of Southwest Florida Enterprise Community).

Future Land Use

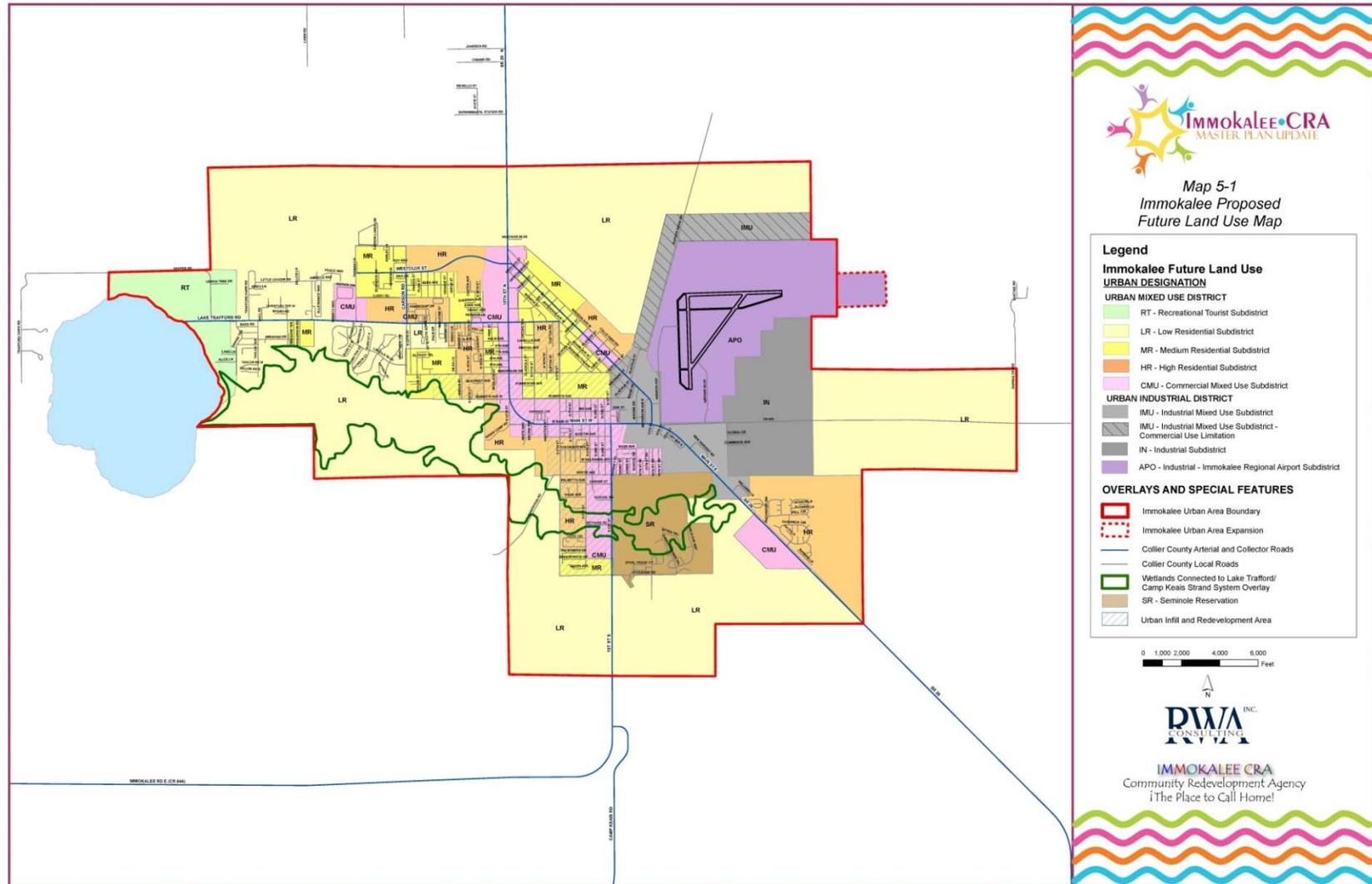
As indicated through the 2012-2025 Future Land Use Map of the Collier County Growth Management Plan (**Figure 3-2**), with the exception of the project segment that traverses Immokalee, the remaining portion of the project will continue to occur within the Collier County Rural Lands Stewardship Area Overlay. It should be noted that the Immokalee Area Master Plan has undergone significant restudy in the past few years. The Collier County Community Redevelopment Agency led the effort to gain input from stakeholders, residents, and businesses, which ultimately established a vision for the future of Immokalee. The currently proposed Future Land Use Map that resulted from this effort (**Figure 3-3**) indicates that the project area will continue to support residential, industrial, and commercial uses; agricultural uses on the outskirts of the Immokalee urban boundary will be maintained through the land use classification of low density residential subdistrict.

The proposed widening of SR 29, including the bypass, is anticipated to serve as a new urban service boundary for the Immokalee area. The existing and future land uses in the project area will continue to be supported as well as enhanced as the proposed widening will improve access for nearby businesses, residents, and agricultural operations. The proposed widening of SR 29 is consistent with the Collier MPO's adopted 2040 Long Range Transportation Plan and Cost Feasible Plan and aligns with the vision and goals of the Immokalee Area Master Plan. Therefore, no adverse changes to surrounding land uses are anticipated as a result of the project.

3.1.4 MOBILITY

SR 29 is a major north-south corridor as it traverses the eastern portion of Collier County and the unincorporated community of Immokalee. SR 29 also serves as an emerging SIS highway corridor carrying high volumes of truck traffic and connecting to other SIS facilities. This facility is additionally a designated Freight Mobility Corridor of Collier County as it provides access to local agricultural and ranching operations, existing and emerging freight facilities in south-central Florida, as well as fast growing economic regions located in central Florida and the

**FIGURE 3-3
IMMOKALEE PROPOSED FUTURE LAND USE MAP**



populated coastal areas. This roadway is not only critical in serving the frequent commercial and agricultural truck activity of the area, but it also serves daily pedestrian and bicycle activity as it traverses downtown Immokalee. Further, SR 29 is critical in evacuating residents of the eastern portion of Collier County as a designated hurricane evacuation route of the Florida Division of Emergency Management.

There is a continuous sidewalk on the west side of the SR 29 project corridor from Farm Worker Way to New Market Road; along SR 29 from New Market Road to Westclox Street/New Market Road and along the entirety of New Market Road, there are continuous sidewalks on both sides of the corridors. At SR 29 and Farm Worker Way, there is a grade-separated pedestrian bridge to accommodate students traveling to/from Village Oaks Elementary School. There are no pedestrian accommodations within the rural sections of the SR 29 project corridor, from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/New Market Road to SR 82. The existing sidewalk width varies from five to eight feet along the majority of SR 29 and New Market Road. In addition, marked bicycle lanes exist along the SR 29 project corridor from south of the Kaicasa Entrance to North 1st Street and from North 9th Street to north of Westclox Street/New Market Road. Paved shoulders exist on both sides of SR 29 within the rural sections, south of the Kaicasa Entrance and north of Westclox Street/New Market Road; however, pavement markings do not follow bicycle lane standards. There are no bicycle accommodations along the entirety of New Market Road or along SR 29 from North 1st Street to North 9th Street.

Collier Area Transit (CAT) Routes 19, 22, and 23 operate along SR 29 and/or New Market Road through some portions of the study area serving the community of Immokalee.

Complementing plans for the widening of other sections of the SR 29 corridor to the north and south, this project will provide a continuous four-lane connection from I-75 to US 27 in Glades County, enhance access to regional north-south and east-west transportation corridors, enhance the circulation and movement of goods, accommodate future growth, and improve emergency evacuation and response capabilities. Most importantly, it will divert regional truck traffic trips from downtown Immokalee creating a more pedestrian friendly environment. Bicycle, pedestrian, and transit facilities will be included as part of the project. The sidewalk and bicycle facilities in the project will be designed and constructed to comply with the Americans with Disabilities Act (ADA) of 1990, as amended. The sidewalks will meet ADA requirements for access, width, and grade. The project is anticipated to enhance mobility.

3.1.5 AESTHETIC EFFECTS

The topography along the SR 29 project corridor is relatively flat. There is no unusual vegetation present nor are there high vista points. However, given that agricultural land (consisting primarily of pasture land, citrus groves, and cultivated row crops) comprises most of the corridor (particularly north and south of the urban boundary of Immokalee), scenic views exist. The community of Immokalee has placed a high value on the aesthetic character of its downtown/core area and the Immokalee Beautification Advisory Committee completed a streetscape project along a section of the SR 29 corridor within the downtown area, which

included street lighting and street furniture. The streetscaping is part of an organized local effort to stimulate economic development and improve quality of life for residents in Immokalee. It should be noted that alteration or obstruction of scenic views of agricultural lands (pasture lands and groves) is not anticipated as a result of the project. In addition, there are no Florida scenic highways or byways located within the SR 29 study area.

Aesthetics are an important consideration in any transportation project. To stay consistent with the redevelopment initiatives of the Collier County Community Redevelopment Agency for Immokalee (and subsequently, the Immokalee Area Master Plan), the FDOT Context Classification Handbook (August 2017) was used to develop the typical sections for the proposed project.

3.1.6 RELOCATION POTENTIAL

In accordance with Part 2, Chapter 4 of the FDOT's *PD&E Manual*, a *Conceptual Stage Relocation Plan* (CSR) (June 2018), prepared under separate cover, was completed to identify community characteristics, analyze the impact of the project on the community and to identify residences and businesses that would be impacted by the project and any special relocation needs.

The Recommended Alternative will require an additional 77.82 acres of right-of-way and approximately 104.00 acres of additional right-of-way for offsite stormwater retention ponds and/or floodplain compensation sites. One business and no residential relocations are expected to result from the proposed roadway improvement and potential stormwater retention pond/floodplain compensation site locations. No handicapped or disabled residential occupants are expected to be displaced as a result of the Recommended Alternative. Concept plans showing the location of the business relocation and expected residential and business impacts are included in **Appendix C**. The Recommended Alternative, including the proposed relocation, will be displayed at the upcoming Public Hearing for public review and comment.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute (F.S.) 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of

possession of replacement housing, or FDOT has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments Program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from home, business, and farm operation acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market, as determined by the FDOT.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant may be eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the FDOT's Relocation Assistance Program and Right-of-Way Acquisition Program are "*Residential Relocation Under the Florida Relocation Assistance Program*"; "*Relocation Assistance Business, Farms, and Non-profit Organizations*"; "*Sign Relocation Under the Florida Relocation Assistance Program*"; "*Mobile Home Relocation Assistance*"; and "*Relocation Assistance Program Personal Property Moves*". All of these brochures are distributed at all public hearings and made available upon request to any interested person.

3.1.7 FARMLANDS

The United States Department of Agriculture (USDA) oversees the Farmland Protection Policy Act (FPPA). The FPPA's ultimate goal is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. For purposes of implementing FPPA, farmland is defined as prime or unique farmlands or farmland that is determined by the state or unit of local government agency to be farmland of

statewide or local importance. FDOT submitted a *Farmland Conversion Impact Rating Form* (NRCS-CPA-106) (see Appendix D) requesting determination of involvement with prime, unique, statewide or locally important farmland to the Natural Resources Conservation Service (NRCS). In an email dated July 24, 2018 (see **Appendix D**), they provided the form with their evaluation. In coordination with the NRCS, it was determined that the Recommended Alternative, Central Alternative #2 or Corridor B on the form, would impact approximately 160.5 acres of farmlands of prime or unique importance. The total points in Part VII of the NRCS-CPA-106 form (131.9 points) were below the significance threshold (160 points); therefore, no further consideration of protection is needed, no additional corridors need to be evaluated, and no additional coordination with NRCS is required.

Since it has been determined that Important Farmlands as defined by 7 CFR 658 are located in the project vicinity, if additional right-of-way is needed during the future project design phase(s), project involvement with Important Farmlands will be reevaluated and coordination will occur with the NRCS as appropriate. Therefore, the Recommended Alternative is not expected to result in significant farmlands impacts.

3.2 CULTURAL

3.2.1 SECTION 4(F)

The project was examined for potential Section 4(f) resources in accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, United States Code (U.S.C.), Section 1653(f), amended and recodified in Title 49, U.S.C., Section 303, in 1983). Section 4(f) requires that prior to the use of any land for transportation purposes from a publicly owned park, recreation area, wildlife or waterfowl refuge, or a historic property on or eligible for inclusion in the National Register of Historic Places (National Register), it must be documented that there are no prudent or feasible alternatives which avoid such “use” and that the project includes all possible planning to minimize harm to the Section 4(f) resources.

Consistent with Part 2, Chapter 7 of the FDOT PD&E Manual, a Section 4(f) *Determination of Applicability* (DOA) was prepared under separate cover for the following four potential Section 4(f) resources: Collier Rural Land Stewardship Sending Area #5, 1st Street Plaza, 9th Street Plaza, and Immokalee Airport Park. The Section 4(f) DOA was submitted to FHWA who determined in an email dated June 6, 2013 (see **Appendix E**) that only the Immokalee Airport Park is a Section 4(f) resource. The other three resources are no longer within the project limits; in addition, there will be no permanent acquisition of land from these resources, no temporary occupancies of land that are adverse in terms of the statute’s preservation purpose, and no proximity impacts which significantly impair the protected functions of the properties from the Recommended Alternative. A Section 4(f) *DOA Addendum* was prepared under separate cover for the Immokalee Airport Conservation Easement, and FHWA concurred with the determination that this is a Section 4(f) resource on April 28, 2014 (see **Appendix E**). A subsequent Section 4(f) DOA (Form 650-050-45), prepared under separate cover, for the Airport Viewing Area was

completed and it was determined on June 26, 2018 that Section 4(f) does not apply to this resource (see **Appendix E**). Additional information is available in the Section 4(f) DOAs.

The Immokalee Airport Park, totaling 5.10 acres, is a public park owned and operated by the Collier County Parks and Recreation Department. The park supports active and passive uses such as an amphitheater, picnic pavilions, a walking path, children's playground, open space, and parking area. The park does not have direct access from SR 29. The Immokalee Airport Conservation Easement, totaling 154.28 acres, is located along the western edge of the Immokalee Airport and is publicly owned by Collier County and managed by the Florida Fish and Wildlife Conservation Commission (FWC) dedicated to preserve upland habitat and is not accessible to the general public and there is no active use programmed.

Figure 3-4 shows the Section 4(f) resources present. The Recommended Alternative, Central Alternative #2, will require the acquisition of 0.27 acre (5.3% of the total area) and result in direct impact to the Immokalee Airport Park and will require the acquisition of 4.45 acres (2.9% of the total area) and result in direct impact to the Immokalee Airport Conservation Easement. These impacts will occur at the edge of each property and will not adversely affect the activities, features, and attributes of each property in meeting its intended Section 4(f) purpose. In meetings held April 11, 2018 with the FWC and April 19, 2018 with the Collier County Parks and Recreation Department, the FDOT presented its intent to make a Section 4(f) *de minimis* determination for proposed impacts to the Immokalee Airport Conservation Easement and the Immokalee Airport Park, respectively.

Separate draft Section 4(f) *de minimis* determinations, prepared under separate cover, for the Immokalee Airport Park and the Immokalee Airport Conservation Easement have been prepared and are pending public review and comment. This information will be presented at the Public Hearing, planned for November 2018, to obtain public comment.

3.2.2 HISTORIC SITES/DISTRICTS

A *Cultural Resource Assessment Survey* (CRAS) was conducted in accordance with requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, F.S. The investigations were carried out in conformity with Part 2, Chapter 8 of the FDOT PD&E Manual and the standards contained in the Florida Division of Historical Resources' (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003; FDOT 1999). In addition, the survey met the specifications set forth in Chapter 1A-46, Florida Administrative Code (F.A.C.).

The CRAS included background research and a field survey, including review of the Florida Master Site File (FMSF) and National Register. The assessment resulted in the identification of a total of 46 historic resources (50 years of age or older) within the historic Area of Potential Effect (APE) (two previously recorded resources and 44 newly recorded historic resources). The previously recorded resources include the Immokalee Ice Plant (8CR642) and the Immokalee Regional Airport (8CR1087). The 44 newly recorded include 35 buildings (8CR1180-8CR1196,

8CR1236-8CR1238, 8CR1245-8CR1246, 8CR1323-8CR1329, 8CR1331-8CR1334, and 8CR1369-8CR1370); two bridges (8CR1496 and 8CR1497); four canals (8CR1256, 8CR1368, 8CR1498, and 8CR1499); one road (8CR1309); and two resource groups (8CR1252 and CR1500). Updated or new FMSF forms were prepared for all of the historic resources. Forty-five of the resources are considered ineligible for listing in the National Register.

One of the previously identified resources, the Immokalee Ice Plant (8CR00642), is considered National Register-eligible. The Immokalee Ice Plant (8CR642) was constructed in 1945 and, although there have been several additions, it maintains much of its integrity. This resource is representative of Immokalee's conversion from a community of individual isolated farmsteads to a more modern agricultural community and is considered eligible for the National Register under Criterion A for its role in Immokalee's Community Planning and Development, Agriculture, and Industry and the original evaluation is still applicable. None of the proposed improvements directly or indirectly impact the Ice Plant or diminish its integrity. Coordination was held with the SHPO/FDHR Transportation Compliance Review Program staff to discuss the potential effects of the proposed improvements on the potentially eligible Immokalee Ice Plant. The level of documentation needed to determine the effects to the Ice Plant were also discussed and it was noted that it appeared that there would be no adverse effect to the Ice Plant and it was agreed that the effects analysis could be included in this CRAS transmittal letter. Therefore, based on the application of the criteria of adverse effect, it was determined that the proposed project will not adversely affect those characteristics of the Immokalee Ice Plant that qualify this resource for listing in the National Register. SHPO concurred with this determination.

Coordination and field reviews have occurred with the Seminole Tribe of Florida (STOF) Tribal Historic Preservation Officer (THPO) at the Immokalee Reservation to discuss the project and to review aerial photographs of the project area and surroundings. The objective was to gather information regarding the potential locations of Seminole camps and to identify areas of potential concern to the STOF. Three areas of concern were identified, all of which were located along those portions of SR 29 to the west of the proposed improvements and outside of the current project APE. No locations of known Seminole camps were noted within or in proximity to the proposed improvements.

The CRAS Report (July 2018), prepared under separate cover, along with the CRAS transmittal letter with Ice Plant effects analysis, was submitted to the SHPO and on August 9, 2018 (see **Appendix F**) the SHPO concurred with the recommendations and finding that the project would have *No Adverse Effect* to historic properties.

3.2.3 ARCHAEOLOGICAL SITES

A CRAS was completed as referenced in Section 3.2.2 above. No previously recorded or newly recorded archaeological sites were identified within the archaeological APE as part of the project CRAS. In total, 122 round shovel tests were excavated during the investigation and all shovel tests were negative for the presence of cultural materials. In addition, the majority of the archaeological APE consists of citrus groves, open pasture, pine flatwoods with saw palmetto,

and empty lots; no environmental features were identified indicative of archaeological site potential. As a result of this survey, no archaeological sites were discovered. The proposed project is expected to have no significant impact on archaeological sites.

Although unlikely, should construction activities uncover any archaeological materials, activity in the immediate area of the remains should stop while a professional archaeologist evaluates the material. In the event that human remains are found during construction or maintenance activities, Chapter 872.05, F.S. applies and FDOT's *Standard Specifications for Road and Bridge Construction* require that all construction activities cease. Activity may not resume until authorized by the District Medical Examiner or the State Archaeologist.

3.2.4 RECREATION AREAS

During project development, three recreational resources were identified within the SR 29 study area: 1st Street Plaza, 9th Street Plaza, and Immokalee Airport Park. Additional information on these resources is available in the Section 4(f) DOAs, prepared under separate cover. The planned improvement to SR 29 will avoid impacts to the 1st Street Plaza and 9th Street Plaza. As indicated above in Section 3.2.1 Section 4(f), the proposed improvements will result in approximately 0.27 acre (5.3% of the total area) of direct impact to the Immokalee Airport Park. The project will have a *de minimis* impact on the resource and will not adversely affect the activities, features, and attributes of the property that qualify it for Section 4(f) protection.

3.3 NATURAL

3.3.1 WETLANDS AND OTHER SURFACE WATERS

In accordance with Executive Order 11990, *Protection of Wetlands*, dated May 23, 1977; US Department of Transportation Order 56601.A, *Preservation of the Nation's Wetlands*, dated August 24, 1978; and Part 2, Chapter 9 of the FDOT's PD&E Manual, a *Natural Resources Evaluation* (NRE) (July 2018) was prepared under separate cover as part of the PD&E Study. Detailed information about the biotic communities as well as the analysis conducted is contained in Sections 3.0 and 5.2 of the NRE. The purpose of this evaluation was to assure the protection, preservation, and enhancement of wetlands to the fullest extent possible.

The Recommended Alternative follows the existing SR 29 corridor to the greatest extent feasible while maintaining a bypass option. The bypass is intended to divert freight truck traffic from downtown Immokalee, improving congestion/traffic operations in the area and enhancing safety for residents. Design of the bypass segment minimizes wetland impacts by relocating the bypass section closer to the Immokalee urban boundary within previously disturbed, primarily upland habitats. As such, the bypass design also reduces potential secondary wetland impacts (such as habitat fragmentation and degradation).

Multiple field reviews were conducted between April 2010 and March 2018. During the field inspections, preliminary habitat boundaries and classification codes established through in-office literature reviews and aerial photograph interpretation were verified. Approximate wetland and

Other Surface Waters (OSW) boundaries were field-verified in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, F.A.C.) and the guidelines found within the Regional Supplement to the United States Army Corps of Engineers (USACE) Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). The individual wetland and OSW habitats located within the Recommended Alternative (Central Alternative #2), by FLUCFCS code and United States Fish and Wildlife Service (FWS) classification as well as by acreage, are summarized in **Table 3-2**. The Recommended Alternative will result in approximately 14.33 acres of wetland impacts and approximately 15.41 acres of OSW impacts for a total of approximately 29.74 acres of direct wetland and OSW impacts. A Uniform Mitigation Assessment Method (UMAM) analysis was performed to estimate the loss of wetland function as a result of the proposed improvement impacts. The UMAM analysis did not include OSWs since they consist primarily of upland-cut linear ditches that are proposed to be replaced in kind. Based on the calculations, the Recommended Alternative will result in 9.21 units of functional loss. The existing wetlands and OSWs within the project study area all provide low quality habitat due to their proximity to the existing SR 29 corridor.

**TABLE 3-2
INDIVIDUAL WETLANDS AND OTHER SURFACE WATERS**

Wetland / OSW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres in Central Alternative #2
Wetlands				
WL-1	Mixed Wetland Hardwoods	617	PFO1/3C	0.83
WL-2	Wetland Forested Mixed	630	PFO1/2C	1.68
WL-3	Cypress	621	PFO2C	0.56
WL-4	Wetland Forested Mixed	630	PFO1/2C	2.55
WL-5	Freshwater Marshes	641	PEM1C	0.62
	Mixed Wetland Hardwoods	617	PFO1/3C	0.16
WL-6	Wetland Forested Mixed	630	PFO1/2C	3.89
WL-7	Freshwater Marshes	641	PEM1C	0.76
WL-8	Mixed Wetland Hardwoods	617	PFO1/3C	0.96
WL-9	Freshwater Marshes	641	PEM1C	0.77
WL-10	Freshwater Marshes	641	PEM1C	0.44
WL-11	Freshwater Marshes	641	PEM1C	0.81
WL-12	Freshwater Marshes	641	PEM1C	0.30
<i>Total Wetlands</i>				<i>14.33</i>
Other Surface Waters				
Linear Ditches	Streams and Waterways	510	PUB2F	14.78
Reservoirs	Reservoirs <10 acres	534	PSS1C / PUB2C	0.63
<i>Total Other Surface Waters</i>				<i>15.41</i>
Total				29.74

* **FWS Wetland Descriptions:**

- PEM1C: Palustrine, Emergent, Persistent, Seasonally Flooded
- PFO1/2 C: Palustrine, Forested, Broad-Leaved Deciduous/Needle-Leaved Deciduous, Seasonally Flooded
- PFO1/3 C: Palustrine, Forested, Broad-Leaved Deciduous/Broad-Leaved Evergreen, Seasonally Flooded
- PSS1C: Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded
- PUB2F: Palustrine, Unconsolidated Bottom, Sand, Semi-permanently Flooded

Avoidance and minimization of project impacts were demonstrated by using the existing, previously disturbed SR 29 corridor for the majority of the project. The use of a mitigation bank

to offset adverse impacts resulting from the project is the preferred mitigation option. The project study area is located entirely within the service areas of several approved mitigation banks that currently have wetland credit availability: Corkscrew Regional Mitigation Bank, Big Cypress Mitigation Bank, Panther Island Mitigation Bank, and Panther Island Expansion Mitigation Bank.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S. to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

The proposed project was evaluated for potential wetland impacts in accordance with Executive Order 11990, *Protection of Wetlands*. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize impacts to wetlands which may result from the use.

3.3.2 AQUATIC PRESERVES AND OUTSTANDING FLORIDA WATERS

The project is not located within a designated aquatic preserve and/or Outstanding Florida Waters (OFWs); therefore, no further documentation regarding these resources is required as per the FDOT PD&E Manual, Part 2 Chapter 10.

3.3.3 WATER QUALITY AND WATER QUANTITY

The SR 29 project corridor is located within the jurisdiction of the South Florida Water Management District (SFWMD). The project corridor traverses three major watersheds, which contain four regional drainage basins:

- Okaloacoochee Watershed: Silver Strand Basin (Water Body ID (WBID) 3278W)
- Okaloacoochee Watershed: Immokalee Basin (WBID 3278L)
- Cocohatchee-Corkscrew Watershed: Cow Slough Basin (WBID 3278E)
- Caloosahatchee River Watershed: Townsend Canal Basin (WBID 3235L)

All four drainage basins are Class III waters. In addition, all are indicated as impaired through the FDEP 303(d) Impaired Waters List. Drainage along the existing roadway is accomplished through collection and conveyance by open roadside ditches, side drains, ditch bottom inlets, and cross drains. Typically, roadside ditches are present for the length of the project. These ditches and depressional areas provide some degree of attenuation and water quality treatment. The runoff in the ditches is co-mingled with offsite runoff and ultimately conveyed to the outfall. From 13th Street to 9th Street, runoff is collected by curb and gutter and conveyed to the outfall by a storm drain system. Water quality treatment for the east side of SR 29 is provided in shallow retention areas between the road and the Barron Canal. Runoff from the west side of SR 29 sheet flows directly to existing grade with no permitted treatment.

The stormwater runoff from the proposed improvements will be collected and conveyed to stormwater facilities by curb, gutter, and pipes. The water quality and runoff attenuation will be achieved through the construction of offsite wet ponds, which will require the acquisition of additional right-of-way. The preliminary stormwater management facility (pond) sites are conceptually depicted on figures found in **Appendix G** for the purpose of determining the location, type, and design of facilities that have the capacity to provide stormwater management for the project. These sites are subject to change. Final pond configuration and pond aesthetics (e.g., fencing, landscaping, side slopes, etc.) will be determined during final design. Additional information on preliminary pond sites is contained in the *Preliminary Pond Siting Report* (August 2018), prepared under separate cover. The proposed stormwater facilities design will include, at a minimum, the quantity requirements for water quality impacts as required by the SFWMD and will be designed to meet state water quality and quantity requirements; best management practices will be utilized during construction. In accordance with Part 2, Chapter 11 of the FDOT PD&E Manual, a *Water Quality Impact Evaluation* (WQIE) (June 2018) was prepared under separate cover for the project. Water quality regulatory requirements apply to this project. Water quality and quantity issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.

3.3.4 WILD AND SCENIC RIVERS

According to the National Park Service (NPS) Nationwide Rivers Inventory, there are no wild and scenic rivers within the project limits; therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

3.3.5 FLOODPLAINS

In accordance with Part 2, Chapter 13 of the FDOT PD&E Manual, a *Location Hydraulic Report* (LHR) (August 2018) was prepared under separate cover for the project.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS) for Collier County (Map Numbers 12021C0290H, 12021C0280H, 12021C0165H, 12021C0145H, and 12021C0135H), the 100-year base floodplain is within the project corridor. The entire project is within Zone AH, which is the flood insurance rate zone that corresponds to areas of one-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Whole-foot base flood elevations derived from detailed hydraulic analyses range from an elevation of 19 feet (just south of Oil Well Road) to an elevation of 36.5 feet (at SR 82). Total floodplain encroachment for the proposed improvements is 25.23 acre-feet and is rated as “Minimal” and can best be described as Project Activity Category 4 – “Projects on Existing Alignment Involving Replacement of Existing Drainage Structures with No Record of Drainage Problems”. There are no FEMA regulatory floodways located within the project limits. Additional information regarding floodplains can be found in the *LHR*.

The proposed drainage systems will perform hydraulically in a manner equal to or greater than the existing conveyance systems, and surface water elevations are not expected to increase

upstream or downstream of the project limits. Minimum impact on the existing floodplains within and adjacent to the roadway improvement project is anticipated. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

3.3.6 COASTAL ZONE CONSISTENCY

In a letter dated October 17, 2007 (**Appendix H**), the FDEP, through the Florida State Clearinghouse, determined that this project is consistent with the Florida Coastal Zone Management Program (FCMP). The state's final concurrence of the project's consistency with the Florida Coastal Zone Management Program will be determined during the environmental permitting stage.

3.3.7 COASTAL BARRIER RESOURCES

Based on review of coastal barrier resources system data and associated maps, it has been determined that the project is neither in the vicinity of nor leads directly to a designated coastal barrier resource unit pursuant to the *Coastal Barrier Resources Act of 1982* (CBRA) and the *Coastal Barrier Improvement Act of 1990* (CBIA).

3.3.8 PROTECTED SPECIES AND HABITAT

This project was evaluated for potential impacts to threatened and endangered animal and plant species in accordance with 50 Code of Federal Regulations (C.F.R.) 402.12, Section 7(c) of the Endangered Species Act of 1973, as amended; the Wildlife Code of the State of Florida (Chapter 68, F.A.C.); and Part 2, Chapter 16 of the FDOT PD&E Manual. The evaluation included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federally-designated critical habitat. The purpose of this evaluation was to document current environmental conditions along the corridor and potential impacts to wildlife, habitat, or listed species; evaluate the project area's current potential to support species listed as endangered, threatened, or of special concern; identify current permitting and regulatory agency coordination requirements for the project; and request comments from regulatory agencies with jurisdiction over the study. Based on this evaluation, it was determined that no federally-designated critical habitat is present within project area.

A *Natural Resources Evaluation* (NRE) (July 2018) was prepared under separate cover as part of consultation required under Section 7 of the Endangered Species Act of 1973, as amended, and per the requirements of Part 2, Chapter 16 of the FDOT PD&E Manual. A total of 30 federal or state listed protected species were identified as having the potential to occur within the project study area. Field evaluations of the study area were conducted by project biologists in April and October 2010, April 2011, January 2012, August 2017, and March 2018. The evaluation

included coordination with the FWS and the FWC, and the Florida Natural Areas Inventory (FNAI). **Table 3-3** below summarizes the effect determination for each of these species as a result of the proposed project based on the FDOT findings and commitments to offset potential impacts. Based upon coordination with the FWS received on March 20, 2018 (**Appendix I**), the FDOT has committed to re-initiate Section 7 consultation with the FWS during the project’s design and permitting phase for the Florida scrub jay and Florida panther. Potential impacts to listed species and their habitats are described in more detail in the NRE. The NRE was submitted to the FWS and FWC on July 20, 2018. The FWS responded via email on August 3, 2018 indicating that they would respond to all species determinations at the time of re-initiation of Section 7 consultation during the final design and permitting phase and they had no other comments on the project. The FWC responded providing their agreement with determinations in a letter dated August 20, 2018. The correspondence from these agencies is included in **Appendix J**.

FDOT’s commitments addressing listed and protected species are discussed in Section 5.0 and are not repeated here. Based on adherence to these commitments, this project is expected to have no significant impacts to protected species or habitat.

**TABLE 3-3
SUMMARY OF LISTED SPECIES AND EFFECT DETERMINATIONS**

	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
Federally - Listed Wildlife Species	<i>Alligator mississippiensis</i>	American alligator	“May Affect, Not Likely to Adversely Affect”	T(S/A)	FT(S/A)
	<i>Ammodramus savannarum floridanus</i>	Florida grasshopper sparrow	“No Effect”	E	F,E
	<i>Aphelocoma coerulescens</i>	Florida scrub jay	“May Affect, Likely to Adversely Affect”	T	F,T
	<i>Drymarchon corais couperi</i>	Eastern indigo snake	“May Affect, Not Likely to Adversely Affect”	T	F,T
	<i>Eumops floridanus</i>	Florida bonneted bat	“May Affect, Not Likely to Adversely Affect”	E	F,E
	<i>Mycteria americana</i>	Wood stork	“May Affect, Not Likely to Adversely Affect”	T	F,T
	<i>Picoides borealis</i>	Red-cockaded woodpecker	“No Effect”	E	F,E
	<i>Polyborus plancus audubonii</i>	Audubon’s crested caracara	“May Affect, Not Likely to Adversely Affect”	T	F,T
	<i>Puma concolor coryi</i>	Florida panther	“May Affect, Likely to Adversely Affect”	E	F,E
	<i>Rostrhamus sociabilis plumbeus</i>	Snail kite	“May Affect, Not Likely to Adversely Affect”	E	F,E
Federally- Listed Plant Species	<i>Dalia carthagensis floridana</i>	Florida prairie-clover	“No Effect”	E	NL
	<i>Chamaesyce garberi</i>	Garber’s spurge	“No Effect”	T	NL

**TABLE 3-3
SUMMARY OF LISTED SPECIES AND EFFECT DETERMINATIONS (CONTINUED)**

	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
State-Listed Wildlife Species	<i>Athene cunicularia floridana</i>	Florida burrowing owl	“No adverse effect anticipated”	NL	T
	<i>Egretta caerulea</i>	Little blue heron	“No adverse effect anticipated”	NL	T
	<i>Egretta tricolor</i>	Tricolored heron	“No adverse effect anticipated”	NL	T
	<i>Falco sparverius paulus</i>	Southeastern American kestrel	“No adverse effect anticipated”	NL	T
	<i>Gopherus polyphemus</i>	Gopher tortoise	“May Affect, Not Likely to Adversely Affect”	C ⁽¹⁾	T
	<i>Grus canadensis pratensis</i>	Florida sandhill crane	“No adverse effect anticipated”	NL	T
	<i>Platalea ajaja</i>	Roseate spoonbill	“No adverse effect anticipated”	NL	T
	<i>Sciurus niger avicennia</i>	Big Cypress fox squirrel	“No adverse effect anticipated”	NL	T
	State-Listed Plant Species	<i>Andropogon arctatus</i>	Pine woods bluestem	“No adverse effect anticipated”	NL
<i>Calopogon multiflorus</i>		Many flowered grass pink	“No adverse effect anticipated”	NL	E
<i>Centrosema arenicola</i>		Sand butterfly pea	“No adverse effect anticipated”	NL	E
<i>Lechea cernua</i>		Nodding pinweed	“No adverse effect anticipated”	NL	T
<i>Linum carteri var. smallii</i>		Small’s flax	“No adverse effect anticipated”	NL	E
<i>Matelea floridana</i>		Florida spiny-pod	“No adverse effect anticipated”	NL	E
<i>Nemastylis floridana</i>		Celestial lily	“No adverse effect anticipated”	NL	E
<i>Nolina atopocarpa</i>		Florida beargrass	“No adverse effect anticipated”	NL	T
<i>Platanthera integra</i>		Yellow fringeless orchid	“No adverse effect anticipated”	NL	E
<i>Tephrosia angustissima var. curtissii</i>		Coastal hoary-pea	“No adverse effect anticipated”	NL	E

F = Federally Listed / E = Endangered / T = Threatened / T(S/A) = Threatened due to similar appearance / NL = Not Listed

Notes:

¹ The gopher tortoise is currently a candidate species for federal protection under the ESA.

3.3.9 ESSENTIAL FISH HABITAT

As a result of input received from the National Marine Fisheries Service (NMFS) during the ETDM screening, an Essential Fish Habitat (EFH) assessment was not required for this project.

3.4 PHYSICAL

3.4.1 HIGHWAY TRAFFIC NOISE

A *Noise Study Report* (NSR) (July 2018) was prepared under separate cover following FDOT procedures that comply with Title 23 C.F.R., Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The analysis used methodologies established by the FDOT and documented in the FDOT PD&E Manual, Part 2, Chapter 18. The prediction of existing traffic and future traffic noise levels with and without the roadway improvements was performed using the FHWA's Traffic Noise Model (TNM-Version 2.5). Detailed information on the noise analysis performed for each alternative is documented in the *NSR*.

Within the project limits, 100 noise-sensitive receptors were determined to have the potential to be impacted by traffic noise as a result of the proposed project improvements (please refer to Appendix A of the *NSR* for arials with receiver locations). The land use review, during which these noise-sensitive sites were identified, was completed on April 25, 2018. Of the 100 evaluated noise-sensitive receptors, there are 92 residences, two schools, two receptors within one park, one medical facility, two restaurants, and one public institution (fire department).

The Recommended Alternative for SR 29 is predicted to result in exterior traffic noise levels ranging from 47.1 to 65.7 decibels on the "A"-weighted scale (dB(A)), and interior levels are predicted at 42.6 dB(A) at the 100 evaluated noise-sensitive receptors. Of the 100 noise sensitive sites evaluated, none of the sites are predicted to experience future traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria (NAC) for their respective Activity Category. The results of the analysis also indicate that when compared to existing conditions, traffic noise levels would not increase more than 9.8 dB(A) above existing conditions with the proposed improvements at any of the evaluated sites. As such, none of the evaluated sites will experience a substantial increase in traffic noise [15 dB(A) or more] as a result of the proposed project. Therefore, noise abatement measures were not considered for the noise sensitive sites identified adjacent to the Recommended Alternative.

A land use review will be performed during the future project design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the environmental document is approved by the FDOT Office of Environmental Management will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted after the noise study but prior to the date of public knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.

During the construction phase of the proposed project, short-term noise may be generated by construction equipment and activities. The construction noise will be temporary at any location and will be controlled by adherence to provisions documented in the most recent edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

Based on the traffic noise analysis, the consideration of noise barriers to mitigate traffic noise impacts, and the consideration of construction noise impacts, the Recommended Alternative is expected to have no significant impact on potential noise sensitive sites.

3.4.2 AIR QUALITY

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project.

This project is expected to improve traffic flow by adding capacity to relieve congestion, which should reduce operational greenhouse gas emissions.

Construction-phase air quality impacts will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with the FDOT's *Standard Specifications for Road and Bridge Construction* as directed by the FDOT Project Engineer.

Therefore, the Recommended Alternative is expected to have no significant impact on air quality.

3.4.3 CONTAMINATION

Pursuant to FHWA's Technical Advisory T 6640.8A and the FDOT PD&E Manual, Part 2, Chapter 20 requirements, a Level I contamination screening evaluation was performed for the project and a *Contamination Screening Evaluation Report* (CSER) (July 2018) was prepared under separate cover. The Level I assessment was performed to identify and evaluate sites containing hazardous materials, petroleum products, or other sources of potential environmental contamination along the SR 29 project corridor.

The CSER included standard environmental site assessment practices of reviewing records of regulatory agencies, site reconnaissance, literature review, and personal interviews of individuals and business owners within the limits of the project. For purposes of this report, the project study area included the limits of the mainline project and a 1,320-foot area extending from the centerline of the mainline.

Based on document and site reviews for the Recommended Alternative, three sites ranked "High", 28 sites ranked "Medium", and 30 sites ranked "Low" for potential contamination within the project corridor. For the sites that ranked "Low", no further action is required at this time. These sites/facilities have the potential to impact the proposed project, but based on select variables, these have been determined to have low risk to the project at this time. Variables that may change the risk ranking include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of

these variables change, assessment of these facilities shall be conducted during subsequent project development phases.

For those locations with a risk ranking of “Medium” and “High”, including any proposed stormwater treatment ponds and/or floodplain compensation sites outside the FDOT right-of-way, Level II screening which includes testing will be conducted during the design phase if it is determined that construction activities could be in the vicinity of these sites or if the site will be subject to right-of-way acquisition. Currently, the Recommended Alternative will require right-of-way from 18 “Medium”-or “High” ranked sites as presented in **Table 3-4**.

**TABLE 3-4
MEDIUM/HIGH RANKED SITES TO BE AFFECTED BY PROJECT RIGHT-OF-WAY**

Site	Site Name and Address/Parcel Number	Acquisition for:	Site	Site Name and Address/Parcel Number	Acquisition for:
FA-2	CDC Land Investments Inc. Parcel Number 00231840000	Pond 6 Pond 7	FA-24	Cargiulo Inc. Parcel Number 00140261000	Pond 15
FA-12	Floyd Crews Property - (861) County Road 846 Parcel Number 00120842009	Project Corridor	FA-25	Collier Citrus LTD Consolidated Citrus LTD Partnership Parcel Number 00140450002	Pond 11
FA-15	Gopher Ridge I Joint Venture Parcel Number 00087520008	Pond 31-C2 Project Corridor	FA-26	Collier Citrus LTD Consolidated Citrus LTD Partnership Parcel Number 00140450002	Pond 10
FA-18	Gopher Ridge I Joint Venture Parcel Number 00068760007	Project Corridor	FA-27	Collier Citrus LTD Consolidated Citrus LTH Partnership Parcel Number 00231684004	Pond 8 Pond 9
FA-19	Barron Collier Partnership Parcel Number 00067880001	Pond 38	Site 10	Peninsula Improvement Corp - 100 Farm Worker VI E Parcel Number 00137120002	Project Corridor
FA-20	Barron Collier Partnership Parcel Number 00067880001	Pond 39 FPC E	Site 19	Liquid Plant Inc. - 1001 CR 846 East Parcel Number 00116520005	Pond 27A-C2
FA-21	Barron Collier Partnership Parcel Number 00065000003	Pond 40	Site 22	Winfield Solutions - 800 E Main Street Parcel Numbers 00119040003, 00116240000	Project Corridor
FA-22	Collier Citrus LTD Consolidated Citrus LTD Partnership Parcel Number 00139720002	Pond 17	Site 28	Davis Oil Company - 726-30 E Main Street Parcel Number 00116560007	Project Corridor
FA-23	Collier Citrus LTD - Consolidated Citrus LTD Partnership Parcel Number 00139720002	Pond 16 FPC-C	Site 38	Collier County (BOCC) Immokalee Airport Former Hanger Areas D, E, F and G - 105 Airpark Blvd. Parcel Number 115560008	Pond 29-C2 Project Corridor

Following selection of the preferred SR 29 project alternative, the FDOT will perform the following measures:

- Conduct limited sampling and testing at “Medium” and “High” risk sites in select areas to evaluate the absence or presence of environmental contamination.
- Screen subsurface soils with an organic vapor analyzer for sites ranked “Medium” and “High” in suspect or historical petroleum impact areas (or volatiles) within or adjacent to the selected project alternative right-of-way.
- Screen surface and subsurface soils adjacent to suspect new/hydraulic/waste oil sites for odors and visual staining.
- Evaluate surface and subsurface soils of new right-of-way, pond sites, and floodplain compensation sites that traverse citrus groves or row crop areas using laboratory analyses for pesticides, herbicides, and dibromoethane (EDB).

Additional measures may need to be employed should potential areas of impact to the project be revealed and contaminants are discovered.

If dewatering will be necessary during construction, a SFWMD Water Use Permit will be required. The Contractor will be responsible for obtaining and ensuring compliance with any necessary dewatering permit(s). Any dewatering operations in the vicinity of potentially contaminated areas shall be limited to low-flow, short-term operations. A dewatering plan may be necessary to avoid potential contamination plume exacerbation.

Future project design plans will contain marked contamination polygons and general notes as applicable. The FDOT will oversee any remediation activities necessary. Additionally, Section 120, Excavation and Embankment – Subarticle 120.1.2, Unidentified Areas of Contamination of the FDOT’s *Standard Specifications for Road and Bridge Construction* will be provided in the project construction documents. This specification requires that in the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related activities should occur, the Contractor shall be instructed to stop work immediately and notify the FDOT, as well as the appropriate regulatory agencies for assistance. Contamination is not expected to have a significant impact on construction of the Recommended Alternative based on 1) the future completion of Level II field screening for the “High” and “Medium” risk-ranked sites identified, 2) the completion of contamination remediation activities as determined necessary (following future testing activities), 3) the inclusion of the appropriate contamination demarcation in the construction plans, and 4) adherence to standard specs related to handling known and unknown contamination.

3.4.4 UTILITIES AND RAILROADS

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of Florida Design Ticket System listing of existing Utility Agencies/Owners (UAOs) was acquired on March 5, 2018. The utility types obtained from the Sunshine State 811 of Florida Design ticket are listed in **Table 3-5**.

**TABLE 3-5
EXISTING UTILITIES OVERVIEW**

Utility Type	Utility	Summary of Facilities
Cable TV/ Communications/ Fiber Optic	Collier County Traffic Operations Section	Collier County operates and maintains the ATMS infrastructure that includes the signalized intersection on SR 29 at Farm Worker Way, North 1 st Street, North 9 th Street, Immokalee Drive, and Lake Trafford Road.
	Collier County Information Technology (IT)	No utilities within the project limits.
	Comcast	Existing aerial Comcast facilities run along SR 29 on the west side of the roadway from Farm Workers Way to Jerome Dr. Existing aerial Comcast facilities run along CR 846 on the south side of the roadway throughout the project limits. There is an existing network of aerial and underground facilities in the downtown Immokalee area from CR 846 to Flagler St. Existing aerial Comcast facilities run along SR 29 on the east side of the roadway from south of Westclox St. to south of SR 82.
	Crown Castle Fiber	Overhead fiber optic crosses SR 29 at dirt road north of Johnson Rd. Buried fiber optic runs from SR 29 westward at same dirt road.

**TABLE 3-5
EXISTING UTILITIES OVERVIEW (CONTINUED)**

Cable TV/ Communications/ Fiber Optic	Summit Broadband Inc.	Fiber Optic runs along north side of CR 846 crossing roadway at 12th street continuing along SR 29. Fiber Optic runs along west side of SR 29 from south of Westclox St. to north of SR 82.
	Lipman Family Companies	Information not yet received from UAO
	Centurylink – Naples	Buried copper and fiber telephone lines along the east side of SR 29 south of Oil Well Rd. Buried fiber crosses SR 29 south of Oil Well Rd. Buried fiber runs along south side of Oil Well Rd. Buried copper runs along south side of Oil Well Rd. east of SR 29. Buried copper and fiber run along east side of SR 29 before fiber crosses SR 29 at station 125+10.00. Fiber continues on west side of SR 29 until Trans Gro Rd. where copper begins again. Buried copper and fiber run along west side of SR 29 until Seminole Crossing Trail. Fiber is consistent while copper varies. North of Seminole Crossing Trail copper and fiber run below the existing geometry of the roadway. Buried fiber and copper run along north side of CR 846. Buried copper and fiber run along both sides of New Market Rd. as well as below existing roadway until Charlotte St. Buried copper and fiber run on both sides of SR 29 from south of Westclox St. to end of project limits at SR 82.
Water/Sewer	Immokalee Water & Sewer District	South of Agriculture Way to New Market Rd., there is a network of varying size PVC water mains and PVC force mains. North of New Harvest Rd. to New Market Rd. there is a network of gravity sanitary sewers including manhole covers. 8" PVC water main on west side of SR 29 from south of Westclox St. to Heritage Blvd. 10" PVC gravity sanitary sewer runs across Westclox St. west of SR 29. 12" PVC water main crosses SR 29 at Heritage Blvd.
Electric	Lee County Electric Co-Op	Overhead electric along west side of SR 29 from Oil Well Rd. to New Market Rd. with multiple crossings, primarily at cross streets. Overhead electric along south side of CR 846. Overhead electric along east and west sides of New Market Rd. with various crossings ending at Flagler St. Overhead electric along west side of proposed bypass for Central Alternative #2 with multiple crossing at the wastewater treatment plant. Overhead electric crosses proposed roadway at Alachua St. Overhead electric along east side of SR 29 from Westclox St. to SR 82 with multiple crossings, primarily at cross streets.

A *Utility Request Package* was submitted to the UAOs on June 8, 2018. **Table 3-5** above was updated with existing facilities information received to date. Widening SR 29 will require relocations of some existing utilities. Cost estimates will be finalized in the final design phase. The FDOT’s coordination with potentially affected utility owners started during the PD&E Study and will continue throughout the design and construction phases. Project design will seek to avoid and minimize impacts to existing utilities to the extent feasible within roadway right-of-way. A full discussion of utilities can be found in Sections 2.12 and 6.10 of the *PER* prepared under separate cover.

There are no at-grade or grade-separated railroad crossings within the project study area.

3.4.5 CONSTRUCTION

Construction activities for the proposed SR 29 improvements may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Noise and vibrations impacts will be from heavy equipment movement and construction activities. These impacts will be minimized by adherence to noise control measures found in the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. Specific noise level problems that may arise during construction will be addressed by the Construction Engineer in cooperation with the appropriate Environmental Specialist.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of FDOT's *Standard Specifications for Road and Bridge Construction*, "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of best management practices.

Short-term construction related wetland impacts will be minimized by adherence to the FDOT's *Standard Specifications for Road and Bridge Construction*. These specifications include best management practices, which entail the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and business persons can make other accommodations. Applicable provisions of the FDOT's *Standard Specifications for Road and Bridge Construction* will be followed. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Access to local properties, businesses, and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and implementation of the FDOT's *Standard Specifications for Road and Bridge Construction*.

For residents living along the project, some of the construction materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

3.4.6 BICYCLE AND PEDESTRIANS

Within the rural sections of SR 29, from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/New Market Road to SR 82, there are no pedestrian accommodations. At SR 29 and Farm Worker Way, there is a grade-separated pedestrian bridge to accommodate students traveling to/from Village Oaks Elementary School. Along SR 29 from Farm Worker Way to New Market Road, there is a continuous sidewalk on the west side of the corridor. Along SR 29 from New Market Road to Westclox Street/New Market Road and along the entirety of New Market Road, there are continuous sidewalks on both sides of the corridors. Along the majority of SR 29 and New Market Road, the sidewalks vary from five to eight feet wide and have a continuous grass buffer or on-street parking buffer. There are crosswalks at each of the signalized intersections along SR 29 and New Market Road within the study area. Also, there are three midblock crossings along SR 29 from North 1st Street to North 9th Street.

Within the rural sections of SR 29, from Oil Well Road to south of Farm Worker Way and from north of Westclox Street/New Market Road to SR 82, a paved shoulder of five feet exists on either side of the roadway. There are no bicycle accommodations along the entirety of New Market Road or along SR 29 from North 1st Street to North 9th Street. Along SR 29 from south of Farm Worker Way to 13th Street and from North 9th Street to north of Westclox Street/New Market Road, there are designated four- to five-foot bicycle lanes on either side of the roadway.

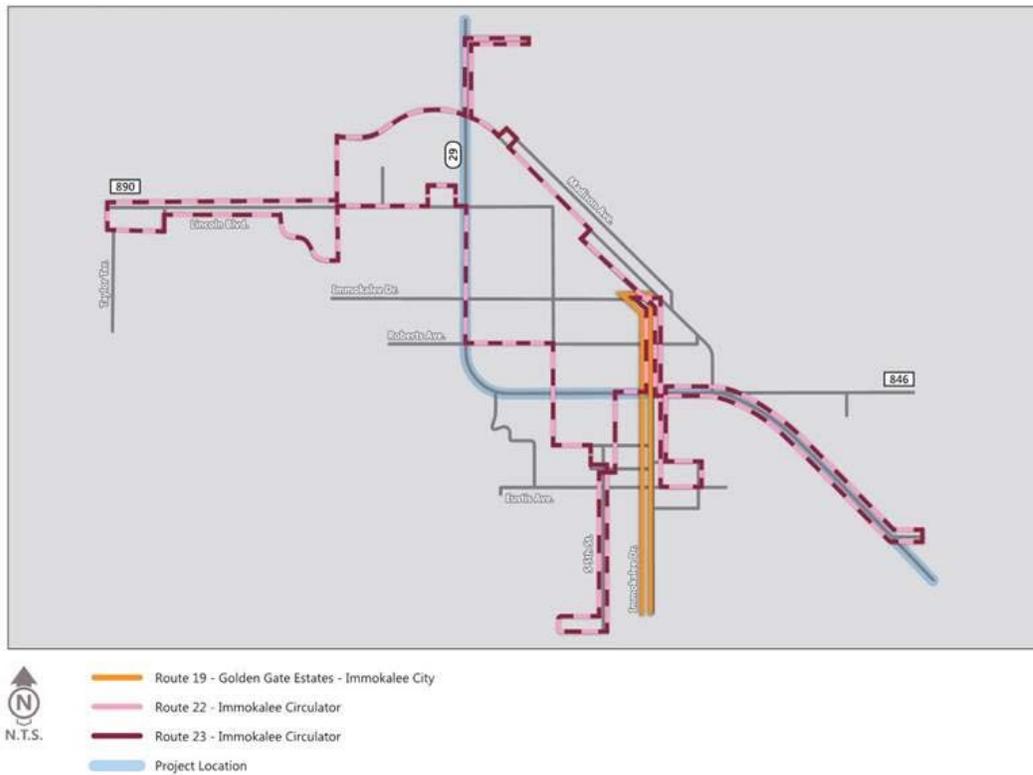
The Recommended Alternative includes proposed improvements to SR 29 that provide for pedestrian and bicycle facilities summarized in **Table 3-6**. The sidewalk and bicycle facilities in the project will be designed and constructed to comply with the Americans with Disabilities Act (ADA) of 1990, as amended. The sidewalks will meet ADA requirements for access, width, and grade. The project is anticipated to enhance bicycle and pedestrian facilities.

**TABLE 3-6
PROPOSED PEDESTRIAN AND BICYCLE FACILITIES**

SR 29 Segment	Pedestrian	Bicycle
Oil Well Road to South of Kaicasa Entrance	None	5-foot paved shoulder
South of Kaicasa Entrance to Seminole Crossing Trail	10-foot shared-use path (west)	5-foot paved shoulder
Seminole Crossing Trail to CR 846	6-foot sidewalk (both directions)	7-foot buffered bicycle lane
North of Westclox Street to SR 29 Bypass Junction	10-foot shared-use path (west)	5-foot paved shoulder
SR 29 Bypass Junction to Experimental Road	10-foot shared-use path (west)	5-foot paved shoulder
Experimental Road to South of SR 82	10-foot shared-use path (west)	5-foot paved shoulder
(Bypass) CR 846 to Gopher Ridge Road	6-foot sidewalk (both directions)	7-foot buffered bicycle lane
(Bypass) Gopher Ridge Road to SR 29	None	5-foot paved shoulder

The pedestrian and bicycle network of the area is complemented by the Collier County transit network. Collier Area Transit (CAT) is the transit service provider for Collier County. CAT Routes 19, 22, and 23 travel along SR 29 and/or New Market Road through some portion of the study area. **Figure 3-5** shows the CAT bus routes along and around SR 29 and New Market Road within the study corridor.

**FIGURE 3-5
EXISTING TRANSIT ROUTES**



3.4.7 NAVIGATION

There are no navigable waters of the United States within the SR 29 study area. Both the USACE and the United States Coast Guard (USCG) confirmed this during their review of the project in the EST as part of the ETDM Programming Screen phase. These agencies additionally indicated in their respective reviews that no further involvement or coordination is required regarding navigation.

3.5 ANTICIPATED PERMITS

Both the USACE and SFWMD regulate impacts to wetlands within the project study area. Other resource agencies, including the NMFS, United States Environmental Protection Agency (USEPA), and FWC review and comment on wetland permit applications. In addition, the FDEP regulates stormwater discharges from construction sites. The complexity of the permitting process will depend greatly on the degree of the impact to jurisdictional areas. Each permit will be obtained during design or prior to construction. It is anticipated that the following permits will be required for this project:

<u>Permit</u>	<u>Issuing Agency</u>
Section 404 Wetland Dredge and Fill Permit	USACE
Environmental Resource Permit (ERP)	SFWMD
National Pollutant Discharge Elimination System (NPDES)	FDEP
Gopher Tortoise Relocation Permit	FWC

Section 4.0

COMMENTS AND COORDINATION

A comprehensive *Public Involvement Plan* (PIP) was developed and approved on August 3, 2007 at the start of this study. Subsequent revisions to the PIP were approved on March 8, 2012 and April 3, 2018. This program was implemented in compliance with the FDOT PD&E Manual; Section 339.155, F.S.; Executive Orders 11990, Protection of Wetlands, and 11988, Floodplain Management; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 CFR 771. A full discussion of public involvement activities is included in the *Comments and Coordination Report*, prepared under separate cover.

4.1 DISCUSSION OF ETDM PROGRAMMING SCREEN AND ADVANCE NOTIFICATION

The project was screened through the EST as part of the ETDM Programming Screen phase (ETMD Project #3752). Four separate screening events took place, spanning 2005 to 2009, due to the challenges associated with this project (implementing capacity improvements within a downtown core versus constructing a new roadway within environmentally sensitive lands to divert traffic from the downtown core). As such, several alternatives were developed over the time frame and, subsequently, screened through the ETDM Process. Five project alternatives were reviewed through the series of screening events. Alternatives #1 and #2 were reviewed as part of screening event #1, Alternative #3 as part of screening event #2, Alternative #4 as part of screening event #3, and Alternative #5 as part of screening event #4.

Given the long span of screening events, two Advance Notifications (ANs) or AN Packages were distributed. The first AN was issued on August 9, 2007; the second AN was distributed on July 11, 2008. The AN Packages were submitted to the FDOT District One ETAT for review and comment separately from the ETDM Programming Screen. Comments were received on the AN Package from the Florida State Clearinghouse, FAA, FDEP South District Office, Florida Department of Community Affairs (FDCA), Florida Division of Historical Resources/Bureau of Historic Preservation, Seminole Tribe of Florida, SFWMD, Southwest Florida Regional Planning Council (SWFRPC), and USACE. The comments received were related to respective agency permitting requirements and stressed avoidance and minimization of impacts to environmental and cultural resources. Other comments noted that the project is regional significant and is consistent with planning goals for the area. There were no adverse comments regarding the proposed roadway improvements and all comments have been addressed in the appropriate sections of this report.

Issues that came to the forefront of the various screening events as identified by the ETAT included potential impacts to environmental and cultural resources. During the screening event of Alternative #3, FWS assigned a Dispute Resolution Degree of Effect to two issues: Wildlife and Habitat and Secondary and Cumulative Effects. FWS indicated that due to the location of Alternative #3 within FWS Panther Consultation Area as well as both Primary and Secondary Panther Habitat Zones, the project will adversely impact the Florida panther as a result of lost habitat and an increase in the probability of vehicle collisions. In addition to these direct impacts, the FWS also stated that the project will result in indirect effects to the Florida panther by promoting additional development of panther habitat within the project area that would not go forward without the presence of transportation infrastructure.

Several meetings were convened with representatives from various agencies (including FWS, Collier MPO, the Immokalee Focus Group, private property owners, Collier County, and FWC) to resolve the dispute of Alternative #3. An ETDM Dispute Resolution Log, documenting activities of the dispute resolution process, may be reviewed in the EST as part of the project's record.

Overall, issues identified by ETAT members, local organizations, and the public as part of the ETDM Process were resolved through additional environmental analysis and outreach/coordination as documented throughout Sections 2.0 and 3.0 of this document. Comments received from these stakeholders helped to identify feasible alternatives that are being advanced for consideration as part of this PD&E Study. Specific agency comments and FDOT District One's responses to these comments are documented in the ETDM *Programming Screen Summary Reports*, prepared under separate cover.

4.2 COORDINATION AND CONSULTATION

Throughout the duration of the SR 29 Immokalee PD&E Study to present, the FDOT has participated in numerous coordination meetings with FHWA, Collier County Growth Management staff, Collier MPO and its Committees, the Immokalee Community Redevelopment Agency (CRA), a Stakeholders Advisory Committee (SAC), government and non-government agencies, and the public to solicit input on the project.

Table 4-1 provides a list of public meetings conducted to date/scheduled for the project. Brief summaries of the public meetings and workshops, including comments received, are provided below. Full documentation of the public meetings and the Public Hearing will be included in the *Comments and Coordination Report*.

**TABLE 4-1
PUBLIC MEETINGS**

Meeting/Presentation	Date
Agency and Public Scoping Meeting	September 18, 2007
Stakeholder Advisory Committee No. 1	November 1, 2007
Stakeholder Advisory Committee No. 2	July 24, 2008
Corridor Public Workshop	August 7, 2008
Stakeholder Advisory Committee No. 3	April 23, 2009
Large Property Owners Meeting	June 23, 2009
Alignments Public Workshop	June 23, 2009
Public Alternatives Scoping Meeting	February 17, 2010
Agency Alternatives Scoping Meeting (WebEx)	February 18, 2010
Stakeholder Advisory Committee No. 4	August 5, 2010
Immokalee Community Redevelopment Agency	September 15, 2010
Large Property Owners Meeting	December 7, 2011
Eastern Collier Chamber of Commerce	December 11, 2011
Immokalee Community Redevelopment Agency	December 21, 2011
Large Property Owners Meeting	August 16, 2013
Immokalee Community Redevelopment Agency	August 21, 2013
Collier County MPO Technical Advisory Committee & Citizens Advisory Committee	August 26, 2013
Collier County MPO Board	September 13, 2013
Stakeholder Advisory Committee No. 5	September 16, 2013
Stakeholder Advisory Committee No. 6	January 23, 2014
Immokalee Community Redevelopment Agency	January 23, 2014
Collier County MPO Technical Advisory Committee & Citizens Advisory Committee	February 24, 2014
Collier County MPO Board	March 14, 2014
Immokalee Harvest Festival	March 29, 2014
Alternatives Public Workshop	April 3, 2014
Collier County MPO Board	April 11, 2014
Collier County MPO Technical Advisory Committee & Citizens Advisory Committee	April 21, 2014
Immokalee Community Redevelopment Agency	August 16, 2017
Collier County MPO Technical Advisory Committee & Citizens Advisory Committee	August 28, 2017
Collier County MPO Board	September 3, 2017
Alternatives Public Workshop	November 9, 2017
Collier County Airport Authority staff	April 19, 2018
Collier County Parks and Recreation staff	April 19, 2018

A Corridor Public Workshop was held on August 7, 2008 at the Immokalee One-Stop Career Center, Immokalee, where four corridors (Existing SR 29 Corridor, West Corridor, Central Corridor, and East Corridor) were presented for consideration at the Workshop. A total of 24 comments were received as a result of the Corridor Public Workshop. The majority stated a preference for the East Corridor, one individual each preferred the Existing Corridor and Central Corridor, and none preferred the West Corridor. Other concerns cited were the need for access to the industrial zone near the airport; the need to minimize impacts to residential properties, churches, and stores; the need to keep trucks/freight traffic out of downtown; the need to include bicycle/pedestrian facilities; and the need to avoid environmental impacts. All of the comments received were taken into consideration in the development of the alternatives. Stand-alone Spanish language versions of all handouts and meeting materials were made available at this Workshop and at all other public meetings associated with this study effort, and bilingual (English and Spanish) staff were present at all public meetings for translation services, as needed, given the large number of Spanish speaking individuals present within the project study area.

An Alignments Public Workshop was held on June 23, 2009 at the Immokalee One-Stop Career Center, Immokalee, where five “representative alignments” [Alignment A (Existing Corridor), Alignment E (West Corridor), Alignment L (Central Corridor), Alignment S (East Corridor), and Alignment U (East Corridor)] were presented based on coordination with and input from FHWA, the SAC, resource agencies, and the public. A total of eight comments were received at the Alignments Public Workshop from participants, and two additional comments were received as a result of the workshop, one via the project website and one via email. Additional comments were received from a meeting that was held on the same day as the workshop with a group of large property owners in the project area. Based on the comments: four favored Alignment S, one favored Alignment A, and two favored Alignment E. Other concerns/suggestions relayed were impacts on private properties, concerns that a bypass would harm downtown businesses, the need to minimize impacts to the human and natural environments, and suggestions of ways to revise/modify the representative alignments. All of the comments received were taken into consideration in the development of the alignments. FDOT continued to utilize the previously stated accommodations to enhance public outreach efforts to the Limited English Proficiency (LEP) populations within the SR 29 study area.

The Public Alternatives Scoping Meeting was held on February 17, 2010, and an Agency Alternatives Scoping Meeting was held the following day on February 18, 2010. Both meetings were at the Immokalee One-Stop Career Center, Immokalee, where four preliminary alternatives (Existing SR 29 Alternative, West Preliminary Alternative, Central Preliminary Alternative, and East Preliminary Alternative) were presented. The No-Build Alternative, which remains a viable alternative through the PD&E process, was also presented. The purpose of the scoping meetings was to:

1. Review the process used to get to the alternatives stage and discuss progress made to date.

2. Identify the range of alternatives which were to be carried forward for analysis from the corridor and alignments stages.
3. Determine the potential impacts to be evaluated, including the scope and degree of analysis required to evaluate the alternatives to be considered in the environmental document.
4. Identify issues which were identified during the ETDM process as not needing further study, or which needed only minor analysis. This would narrow discussion in the environmental document to a brief description of why they will not have a significant effect on the human or natural environment or providing a reference to their coverage elsewhere.
5. Identify other Environmental Assessments or Environmental Impact Statements which are being prepared in the vicinity of the project that are related to, but are not part of, the scope of the environmental document under consideration.
6. Identify other environmental review and consultation requirements so the lead and cooperating agencies may prepare other required analyses and studies concurrently with, and integrated with, the environmental document.

Aerial photographs and other project information were available for public viewing. Department representatives were available at the meetings to answer questions and discuss the purpose and need statement.

An Alternatives Public Workshop was held on April 3, 2014 at the Immokalee One-Stop Career Center, where four alternatives (No-Build Alternative, Existing SR 29 Alternative, Central Alternative #1 Revised, and Central Alternative #2) were presented. A total of seventeen comments were received: one favored the No-Build Alternative, three favored the Existing SR 29 Alternative, and thirteen favored Central Alternative #2; the majority of responders were against Central Alternative #1 Revised. An additional 26 comments were received following the workshop, which were in opposition to roundabouts. Other concerns expressed from stakeholders and the public regarding the Existing SR 29 Alternative and Central Alternative #1 Revised included bicycle and pedestrian safety issues and the funneling of traffic through key portions of Immokalee, which would bisect portions of the town and result in impacts to key structures and limitations on future redevelopment. All of the comments received were taken into consideration in the development of the alternatives.

A second Alternatives Public Workshop was held on November 9, 2017 at the University of Florida, Institute of Food and Agricultural Sciences (UF/IFAS) Extension, Southwest Florida Research and Education Center in Immokalee (2868 SR 29N, Immokalee, FL 34142). Three alternatives were presented at this workshop: Central Alternative #1 Revised, Central Alternative #2, and Central Alternative #2 Revised. Sixteen comments were received during the meeting. Attendees were asked to rank the alternatives from one through four in order of preference, with one being their most preferred. Only six of the sixteen comment cards assigned a rank for each alternative. All of the comments received were taken into consideration in the development of the alternatives.

After the workshop, the Conservancy of Southwest Florida and Collier Enterprises responded with comments. A letter signed by Alison Wescott was sent by Susan Scott of the Conservancy of Southwest Florida on November 20, 2017. The letter expressed support for the Central Alternative #1 Revised. An email was received from Pat Utter of Collier Enterprises on December 21, 2017 in support of Central Alternative #2 Revised. None of the letters ranked the additional alternatives. Besides the No Build Alternative, Central Alternative #2 Revised was the least supported of the three Build alternatives.

The Public Hearing is currently scheduled to be held on November 15, 2018. This section will be updated with details about the meeting following the Hearing as well as include a summary of comments received.

4.3 CONCLUDING STATEMENT

FDOT will not make a final decision on the proposed action or any alternative until a public hearing or the opportunity for a public hearing has been provided for this project and comments received have been taken into consideration.

Section 5.0

COMMITMENTS

The FDOT is committed to the following measures to minimize impacts to the human and natural environment:

- The most recent version of the FWS' *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during the construction of the proposed project.
- A wildlife crossing will be incorporated into the proposed roadway design. Currently FDOT anticipates a crossing near the Owl Hammock curve based upon prior coordination with the FWS. Details of this crossing will be developed as part of Section 7 consultation with FWS during the design and permitting phase of the project.
- The FDOT will follow the FDOT *Supplemental Standard Specification 7-1.4.1 Additional Requirements for the Florida Black Bear* to minimize human-bear interactions associated with construction sites during project construction.
- Based on coordination with the FWS, to comply with Section 7 of the Endangered Species Act of 1973, as amended, the FDOT will re-initiate consultation with the FWS for the Florida scrub jay and Florida panther, and all other species for which a MANLAA determination has been made, during the design and permitting phase of the project. At this time, the FDOT will provide additional information, as needed, that will allow the FWS to complete their analysis of the project's effects on these species and complete consultation on the project.
- A land use review will be conducted during the design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the Date of Public Knowledge (i.e., the date that the environmental document has been approved by the FDOT Office of Environmental Management). If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise and abatement considerations.

Additional commitments may be included in the final edition of this report, following completion of agency coordination and the Public Hearing.

APPENDIX A

Planning Consistency Documentation

**PLANNING REQUIREMENTS FOR ENVIRONMENTAL DOCUMENT
APPROVALS WITH SEGMENTED IMPLEMENTATION**

SR 29 from Sunniland Nursery Road to South of Agriculture Way

The existing 2-lane undivided roadway will be widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 40-foot median); the median will be reduced to 30 feet from South of Kaicasa Entrance to South of Agricultural Way.

Segment Information:

Segment Limits: Sunniland Nursery Road to South of Agriculture Way Segment FM #: 417540-3

Currently Adopted
CFP-LRTP

N*

COMMENTS: FDOT is currently wokring with MPO staff to add the segment to the LRTP.

**(If NO, then provide detail on how implementation and fiscal constraint will be achieved)*

Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments Provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency.
PE (Final Design)	Y	Y	\$3,575,000.00	2019	The STIP identifies an additional \$200,000 allocated to PE. FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
ROW	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
Construction	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.

PLANNING REQUIREMENTS FOR ENVIRONMENTAL DOCUMENT APPROVALS WITH SEGMENTED IMPLEMENTATION

SR 29 from South of Agriculture Way to CR 846 East

The existing 2-lane undivided roadway will be widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 30-foot median) with a 10-foot shared use path on the west side of the corridor from Farm Worker Way to Seminole Crossing Trail. From Seminole Crossing Trail to CR 846 East, the lanes will be reduced to 11 feet and the median will be reduced to 22 feet; 7-foot buffered bicycle lanes and 6-foot sidewalks will be provided in each direction.

Segment Information:

Segment Limits: South of Agriculture Way to CR 846 EastSegment FM #: 417540-4Currently Adopted
CFP-LRTP

N*

COMMENTS: FDOT is currently wokring with MPO staff to add the segment to the LRTP.

*(If NO, then provide detail on how implementation and fiscal constraint will be achieved)

Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments Provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency.
PE (Final Design)	Y	Y	\$4,075,000.00	2019	FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
ROW	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
Construction	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.

SR 29 from CR 846 East to North of New Market Road North

A new 4-lane bypass is to be constructed to include:

-From CR 846 East to Gopher Ridge Road, two (2) 11-foot travel lanes in each direction and a 22-foot median with 7-foot buffered bicycle lanes and 6-foot sidewalks in each direction.

-From Gopher Ridge Road to New Market Road North, two (2) 12-foot travel lanes in each direction and a 30-foot median.

Segment Information:

Segment Limits: CR 846 East to North of New Market Road NorthSegment FM #: 417540-5Currently Adopted
CFP-LRTP

N*

COMMENTS: FDOT is currently wokring with MPO staff to add the segment to the LRTP.

*(If NO, then provide detail on how implementation and fiscal constraint will be achieved)

Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments Provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency.
PE (Final Design)	Y	Y	\$6,250,000.00	2019	FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
ROW	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
Construction	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.

SR 29 from North of New Market Road North to SR 82

The existing 2-lane undivided roadway will be widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 30-foot median) with a 10-foot shared use path; the median will be widened to 40 feet from Experimental Road to South of SR 82.

Segment Information:

Segment Limits: North of New Market Road North to SR 82Segment FM #: 417540-6

**PLANNING REQUIREMENTS FOR ENVIRONMENTAL DOCUMENT
APPROVALS WITH SEGMENTED IMPLEMENTATION**

Currently Adopted CFP-LRTP	N*	COMMENTS: <u>FDOT is currently wokring with MPO staff to add the segment to the LRTP.</u> <i>*(If NO, then provide detail on how implementation and fiscal constraint will be achieved)</i>			
Phase	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	Comments Provide comments as appropriate describing status, activities, and implementation steps needed to achieve consistency.
PE (Final Design)	Y	Y	\$4,660,000.0 0	2019	The STIP identifies an additional \$150,000 allocated to PE. FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
ROW	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.
Construction	N	N	\$		FDOT is currently wokring with MPO staff to add all associated funding per phase to the LRTP and TIP. FDOT is also working internally to ensure all associated funding per phase is reflected in the STIP and Work Program.

FDOT Preparer's Name: Gwen G. Pipkin

Phone # (863) 519-2375

Preparer's Signature: _____

Date: 8/31/2018

Email: gwen.pipkin@dot.state.fl.us

*Attach: LRTP, TIP, STIP pages



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



Needs Assessment

The Needs Assessment process involved the development of potential improvement projects that responded to the travel demand estimates generated by the travel models. Following an evaluation process which included the scoring of each project using the project selection criteria values and associated weights, a ranked order listing of all potential improvements was developed. During the process, adjustments to the listing of projects reflected changes as more testing was done, or as information about projects schedules and commitments became known. Several projects were removed from the Needs listing and moved to the E+C category based upon agency expectations that projects would in fact be completed before the start of the 2021-2040 planning time-frame. Projects were deleted if they were found through modeling efforts not to be beneficial. One project was removed to be consistent with Lee County plans.

Figure 4-7 and Table 4-5 identify the remaining projects from the Needs Assessment totaling in excess of \$2.3 billion. The 2040 Needs Assessment project listing with CFP Selection Criteria is included in the Appendix.

Table 4-5 | Needs Assessment

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
2	Critical Needs Intersection	Golden Gate Parkway at I-75		Major Ramp Improvements
3	Critical Needs Intersection	Pine Ridge Road at I-75		Major Ramp Improvements (Partial Cloverleaf)
4	Critical Needs Intersection	I-75 at Collier Blvd		Partial cloverleaf interchange with 2 loop ramps
5	CR 951 (Collier Boulevard)	Golden Gate Canal	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
6	SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
7	Critical Needs Intersection	Immokalee Rd at I-75 Interchange		Major Ramp Improvements
8	SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial
9	Critical Needs Intersection	US41 at Collier Boulevard		Single point urban interchange
11	SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
12	Old US 41	US 41 (SR-45)	Collier/Lee County Line	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
13	Vanderbilt Beach Road	8th Street	Desoto Boulevard	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd
14	Vanderbilt Beach Road	CR 951	8th Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial from CR951 to 21 St SW & New 4-lane to Wilson
15	US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial



Table 4-5 | Needs Assessment (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
16	Randall Blvd/ Oil Well Rd Study Area	See Figure 4-7	See Figure 4-7	Study Area
17	Green Boulevard Ext / 16th Ave SW	See Figure 4-7	See Figure 4-7	Study Area
18	SR 84 (Davis Boulevard)	Airport Pulling Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial
19	Critical Needs Intersection	Immokalee Road at Randall Blvd		Ultimate intersection improvement with interim intersection improvements
20	Immokalee Road	Camp Keais Road	Carver Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
21	Critical Needs Intersection	US 41 at Goodlette Road		Major At-Grade Intersection Improvements (2nd WB RT-Ln)
22	Critical Needs Intersection	I-75 (SR 93) at Everglades Blvd	<u>I-75 (SR 93) in the vicinity of Everglades Blvd</u>	New Interchange
23	Green Blvd Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector
25	Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	2-Lane Roadway to 4 Lanes divided
26	Everglades Blvd	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
27	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road
28	SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
29	Wilson Blvd Ext / Black Burn Rd	Wilson Blvd	End of Haul Road	New 2-Lanes of a Future Multi-lane Facility
30	I-75 (SR-93) Managed/ Express (Toll) Lanes	North of Golden Gate Parkway (Exit #105)	Collier/Lee County Line	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting general purpose lanes
31	Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
32	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
33	Veterans Memorial Blvd	US 41 (SR-45)	Livingston Road	New 2-Lane of future 4-Lane Divided Arterial
34	Camp Keais Road	Pope John Paul Blvd	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
35	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
36	Vanderbilt Beach Road	US 41 (SR-45)	Airport Pulling Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial

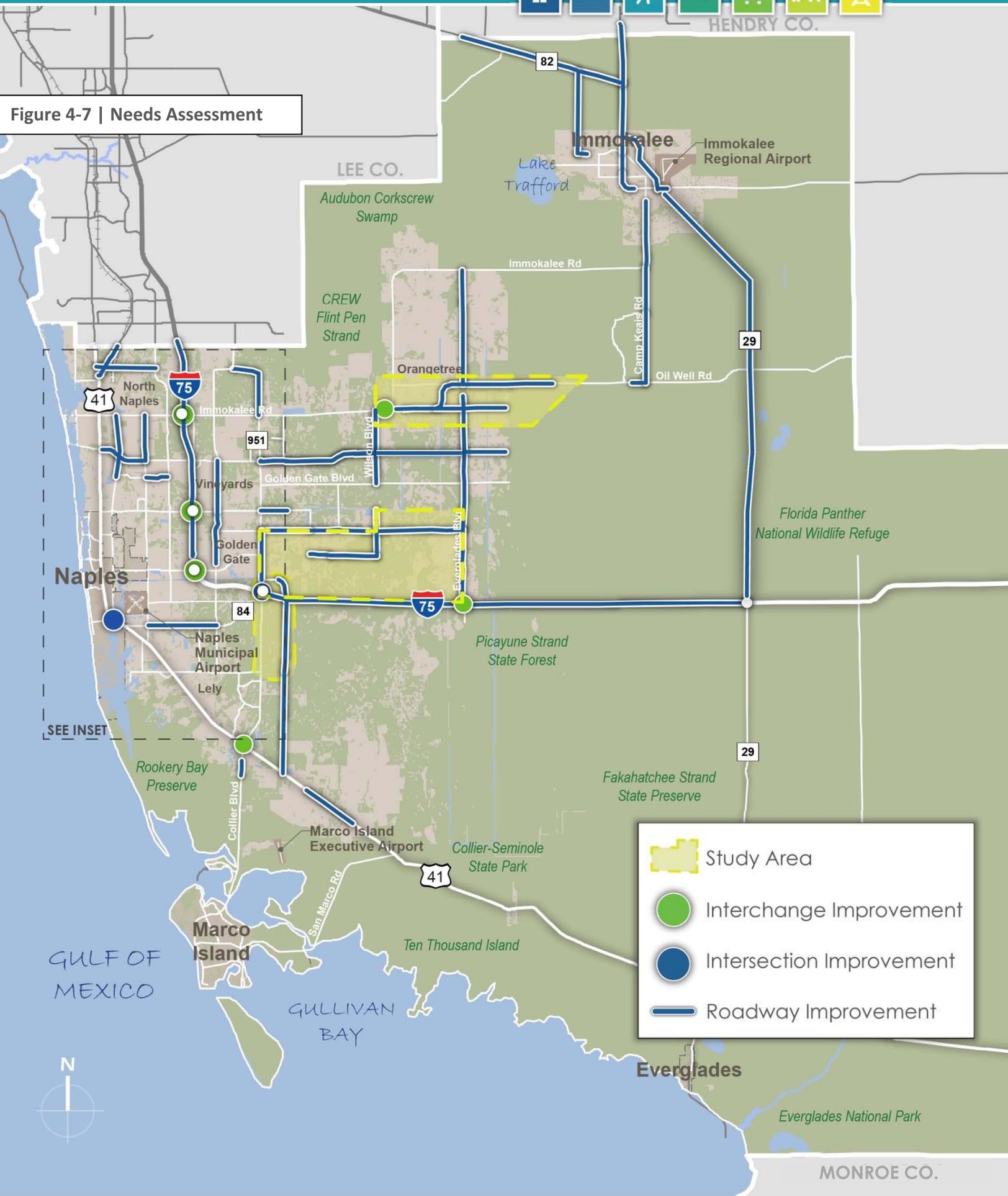


Table 4-5 | Needs Assessment (continued)

Needs Rank	Improvement	Limits From	Limits To	Improvement Description
37	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
38	Logan Blvd	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
39	Green Blvd Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Collector
40	Airport Pulling Road	Vanderbilt Beach Road	Immokalee Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
41	SR 951 (Collier Blvd)	So. of Manatee Road	No. of Tower Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
42	Santa Barbara Blvd	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
43	SR 29	North of SR-82	Collier/Hendry County Line	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
44	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
45	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
46	SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
47	Logan Blvd	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
48	Green Blvd	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector
49	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
50	Everglades Blvd	Vanderbilt Beach Rd	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
51	Wilson Blvd	Golden Gate Boulevard	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
52	Everglades Blvd	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
54	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road
55	Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial
56	Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass
57	I-75 (SR93)	Collier Blvd	SR-29	Expand from 4 to 6-Lane Freeway



Figure 4-7 | Needs Assessment



-  Study Area
-  Interchange Improvement
-  Intersection Improvement
-  Roadway Improvement





COLLIER METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FY2019 - FY2023

Adoption Date: June 8, 2018



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23 U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Widening SR 29 and SR 82 will make it safer for cars to pass each other without entering the oncoming traffic lane. SR 82 has had a number of traffic fatalities. SR 82 has been a FDOT priority which FDOT has been able to significantly accelerate.

- 4175403, -04, -05, -06 & 4178784 SR 29 from Sunniland Nursery Rd to Hendry County Line; Widen from 2-4 lanes; SIS and addresses safety concerns on corridor
- 4308481 & 4308491 SR 82 from Hendry County Line to SR 29 widen from 2-4 lanes; SIS and addresses safety concerns on corridor

A significant number of people in Immokalee walk as a means of transportation. The Eden Park Elementary School project will provide sidewalks for children walking to school where none currently exist. The SR 29 project, also called Main Street, is a main pedestrian thoroughfare for people walking to and from work, shopping and other everyday activities.

- 4390021 SR 29 (Main Street) from North First St to North 9th ST; Pedestrian Safety Improvement
- 4414801 Eden Park Elementary Safe Routes to Schools; 6' Sidewalks

The Strategic Highway Safety Plan will begin in the next two years and will incorporate strategies to directly address the new Safety Performance Measure targets.

- 4350411 County Wide Strategic Highway Safety Plan

Consistency with FDOT Freight Plan and FDOT Asset Management Plan

The TIP includes specific investment priorities that support all of the MPO's goals including freight, modal options, and using a prioritization and project selection process established in the LRTP. The MPO will continue to coordinate with FDOT to take action on the additional targets and other requirements of the federal performance management process.

Major Projects Implemented or Delayed from the Previous TIP (FY 2018 – FY 2022)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP that were implemented and to identify any significant delays in the planned implementation of major projects. The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects that were identified as such in the FY2018 – FY2022 TIP.

Major Projects Implemented/Completed

- No multi-laning or new facility capacity improvement projects were scheduled for completion of construction phase.

Major Projects Significantly Delayed, Reason for Delay and Revised Schedule

- No major projects were significantly delayed.

Major Projects in the FY2019 – FY2023 TIP

The Collier MPO TIP identifies *major projects* as a *multi-laning* or a new facility type capacity improvement. The following list provides the status of the major projects that were identified as such In the FY 2018 – FY 2022 TIP.

Multi-Laning or New Facility Capacity Improvement Projects

- I-75 @ SR951; FPN 4258432; Major interchange improvement; \$103 million CST, ENV, INC, PE, ROW, RRU in FY2019-2021 and FY2023 (\$92 million of project in FY21)
- SR 29 Projects (Five projects that cover SR29 in its entirety between Sunniland Nursery Rd and the Hendry County Line)
 - FPN 4175403 Add lanes and reconstruction from Sunniland Nursery Rd to S of Agriculture Way; \$3.6 million PE in FY201, \$0.6 million ENV in FY2019 and FY2023
 - FPN 4175404 Add lanes and reconstruction from S of Agricultural Way to CR846 (Immokalee Rd); \$4.1 million PE in FY2019, \$0.4 million ENV in FY2019 and FY2023
 - FPN 4175405 Add lanes and reconstruction from CR846 to N of New Market Rd N; \$6.3 million PE/ENV in FY2019s
 - FPN 4175406 Add lanes and reconstruction from N of New Market Rd N to SR82; \$4.2 million PE in

FY2019, \$0.4 million ENV in FY2019 and FY2023

- FPN 4178784 Add lanes and reconstruction from SR82 to Hendry County Line; \$1.1 million ENV/ROW in FY2020 and FY2021, \$11.5 million CST in FY2023
-
- SR 82 Projects
 - FPN 4308481 Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; \$3.4 million ENV/ROW in FY2019 and FY2020, \$44 million CST in FY2023
 - FPN 4308491 Add lanes and reconstruction from Gator Slough Lane to SR29; \$37 million CST/ENV/ROW/RRU in FY2019
- Airport Pulling Road – FPN 4404411 Add thru lanes from Vanderbilt (Beach) Road to Immokalee Road; \$3 million PE in FY2021

4175403

SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY

SIS

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

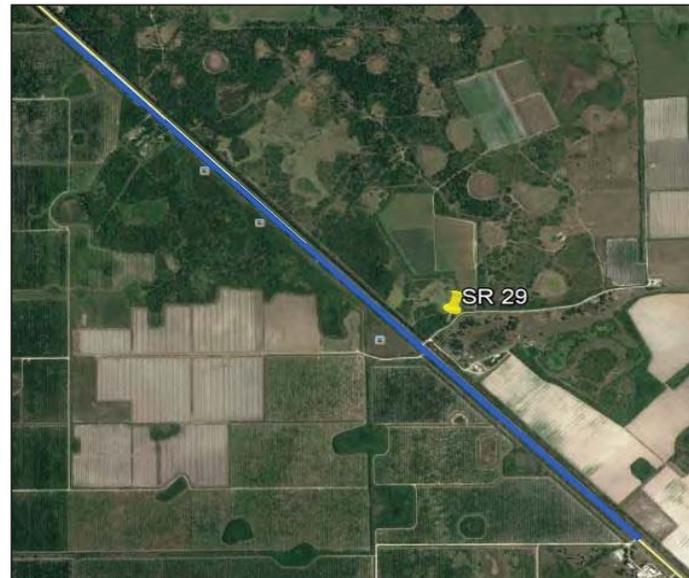
Total Project Cost: 4,125,000

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT Length: 2.548

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	50,000	0	0	0	500,000	550,000
PE	SA	3,575,000	0	0	0	0	3,575,000
							0
							0
							0
							0
							0
Total		3,625,000	0	0	0	500,000	4,125,000



4175404

SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E

SIS

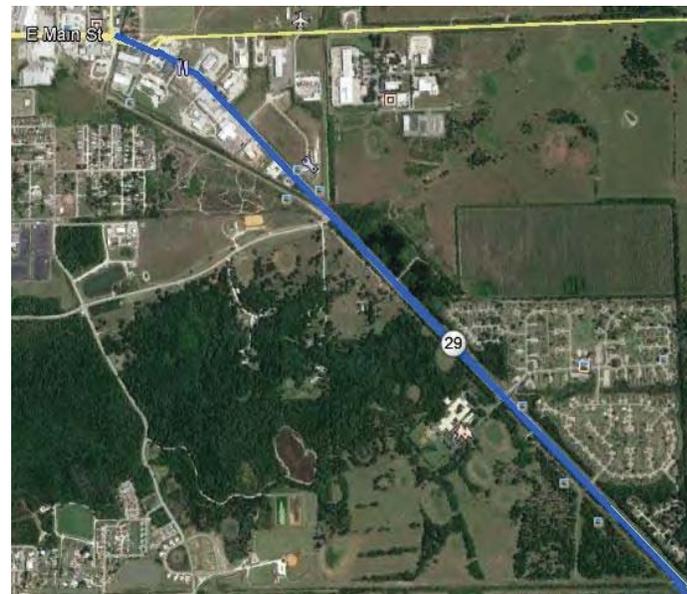
Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)
CR 846 E IS AIRPORT RD

Prior Years Cost: 0
Future Years Cost: 0
Total Project Cost: 4,445,000
LRTP Ref: SIS PLAN APPENDIX A

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT **Length:** 2.251

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	100,000	0	0	0	270,000	370,000
PE	SA	4,075,000	0	0	0	0	4,075,000
							0
							0
							0
							0
							0
Total		4,175,000	0	0	0	270,000	4,445,000



4175405

SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N

SIS

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

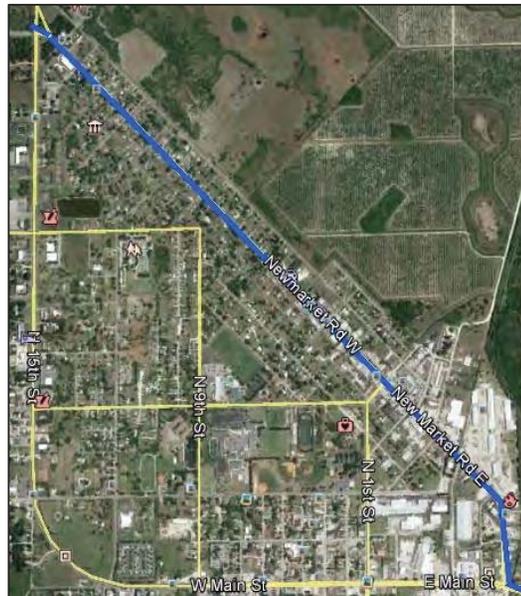
Total Project Cost: 6,310,000

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT Length: 3.484

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	60,000	0	0	0	0	60,000
PE	DDR	4,955,831	0	0	0	0	4,955,831
PE	DIH	250,000	0	0	0	0	250,000
PE	DS	1,044,169					1,044,169
							0
							0
							0
Total		6,310,000	0	0	0	0	6,310,000



4175406

SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82

SIS

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 5,060,000

Work Summary: ADD LANES & RECONSTRUCT

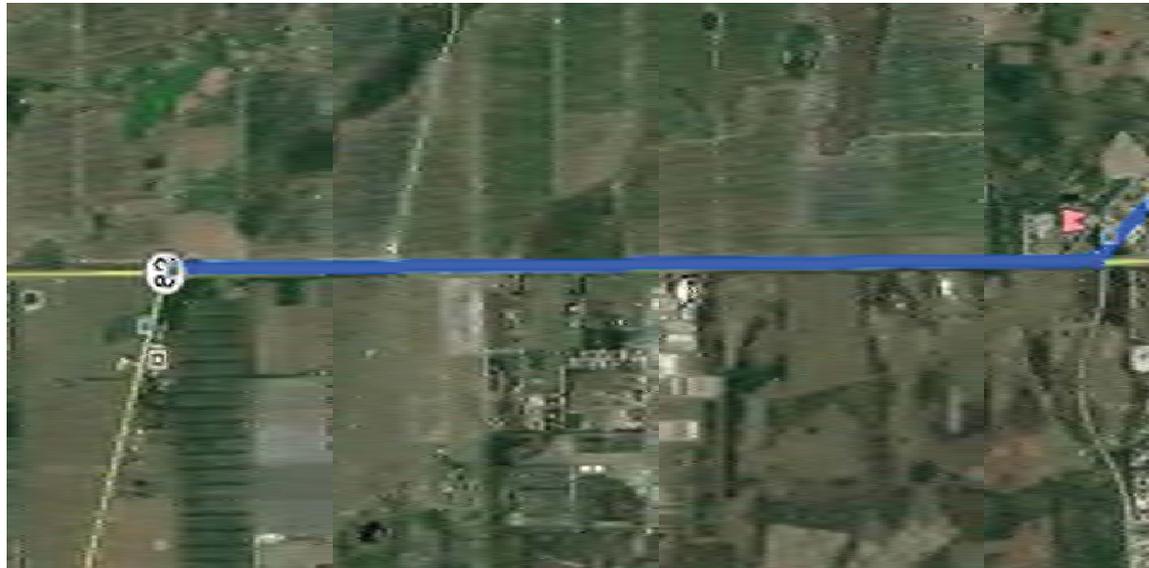
LRTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT

Length: 3.037

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	DDR	20,000	0	0	0	380,000	400,000
PE	DDR	903,302	0	0	0	0	903,302
PE	REPE	3,656,698	0	0	0	0	3,656,698
PE	SA	100,000	0	0	0	0	100,000
							0
							0
							0
Total		4,680,000	0	0	0	380,000	5,060,000

<--North



FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 STIP REPORT

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HIGHWAYS

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ITEM NUMBER:415621 3 PROJECT DESCRIPTION:US 41 (TAMIAMI) FROM GREENWAY ROAD TO SIX L S FARM ROAD *NON-SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
 PROJECT LENGTH: 2.459MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	43,333	1,669	0	0	0	0	45,002
DS	3,853	0	0	0	0	0	3,853
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	2,725	0	0	0	0	0	2,725
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	198,925	0	0	0	0	0	198,925
TOTAL <N/A>	248,836	1,669	0	0	0	0	250,505

FEDERAL PROJECT NUMBER: 0201 045 P

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
CM	610,347	0	0	0	0	0	610,347
SU	1,244,090	0	0	0	0	0	1,244,090
TOTAL 0201 045 P	1,854,437	0	0	0	0	0	1,854,437
TOTAL 415621 3	2,103,273	1,669	0	0	0	0	2,104,942
TOTAL Project:	2,103,273	1,669	0	0	0	0	2,104,942

ITEM NUMBER:417540 1 PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82 *SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:PD&E/EMO STUDY
 PROJECT LENGTH: 16.961MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	8,148	0	0	0	0	0	8,148
TOTAL <N/A>	8,148	0	0	0	0	0	8,148

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 STIP REPORT

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HIGHWAYS

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FEDERAL PROJECT NUMBER: 3911 022 P

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	37,618	0	0	0	0	0	0	37,618
SU	3,599,623	2,525	0	0	0	0	0	3,602,148
TOTAL 3911 022 P	3,637,241	2,525	0	0	0	0	0	3,639,766
TOTAL 417540 1	3,645,389	2,525	0	0	0	0	0	3,647,914

ITEM NUMBER:417540 3 PROJECT DESCRIPTION:SR 29 FROM SUNNILAND NURSERY ROAD TO S. OF AGRICULTURE WAY *SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
 PROJECT LENGTH: 2.548MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	3,375,000	0	0	0	3,375,000
DIH	0	0	200,000	0	0	0	200,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	50,000	0	0	500,000	550,000
TOTAL <N/A>	0	0	3,625,000	0	0	500,000	4,125,000
TOTAL 417540 3	0	0	3,625,000	0	0	500,000	4,125,000

ITEM NUMBER:417540 4 PROJECT DESCRIPTION:SR 29 FROM S. OF AGRICULTURE WAY TO CR 846 E *SIS*
 DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
 PROJECT LENGTH: 2.251MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	3,825,000	0	0	0	3,825,000
DIH	0	0	250,000	0	0	0	250,000

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT

DATE RUN: 07/05/2017
TIME RUN: 13.10.08
MBRSTIP-1

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HIGHWAYS

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PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	0	0	0	370,000	370,000
TOTAL <N/A>	0	0	4,075,000	0	0	370,000	4,445,000
TOTAL 417540 4	0	0	4,075,000	0	0	370,000	4,445,000

ITEM NUMBER:417540 5 PROJECT DESCRIPTION:SR 29 FROM CR 846 E TO N. OF NEW MARKET ROAD N. *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
PROJECT LENGTH: 3.484MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

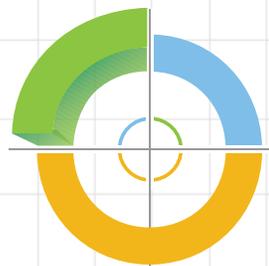
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	6,000,000	0	0	0	6,000,000
DIH	0	0	250,000	0	0	0	250,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	60,000	0	0	0	60,000
TOTAL <N/A>	0	0	6,310,000	0	0	0	6,310,000
TOTAL 417540 5	0	0	6,310,000	0	0	0	6,310,000

ITEM NUMBER:417540 6 PROJECT DESCRIPTION:SR 29 FROM N. OF NEW MARKET RD N. ROAD TO SR 82 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
PROJECT LENGTH: 3.037MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	4,560,000	0	0	0	4,560,000
DIH	0	0	250,000	0	0	0	250,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	0	20,000	0	0	380,000	400,000
TOTAL <N/A>	0	0	4,830,000	0	0	380,000	5,210,000
TOTAL 417540 6	0	0	4,830,000	0	0	380,000	5,210,000
TOTAL Project:	3,645,389	2,525	18,840,000	0	0	1,250,000	23,737,914



FIRST FIVE YEAR PLAN



Multi-Modal

FY 2018/2019 through FY 2022/2023

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2018/2019

2022/2023



District 1 SIS Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2019	2020	2021	2022	2023	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4365631	North Jones Loop Rd from Burnt Store Road to Piper Road	Project Dev. & Env.	\$0	\$0	\$1,220	\$0	\$0	\$0	\$1,220	\$0	●				
4389021	SR 15/700 (US 98/441) at Se 18th Terr Roundabout	Modify Intersection	\$705	\$0	\$1,730	\$0	\$0	\$0	\$2,435	\$0		●		●	●
4178788	SR 29 from CR 80a (cowboy Way) to CR 731 (whidden Rd)	Add 2 to Build 4 Lanes	\$47	\$0	\$120	\$3,651	\$6,416	\$10,217	\$17	\$0		●	●	●	
4178787	SR 29 from CR 832 (keri Rd) to F Rd	Add 2 to Build 4 Lanes	\$27	\$0	\$0	\$0	\$1,641	\$1,555	\$113	\$0		●	●	●	
4175405	SR 29 from CR 846 E to N of New Market Road N	Add 2 to Build 6 Lanes	\$6,310	\$0	\$0	\$0	\$0	\$0	\$6,310	\$0		●	●		
4178783	SR 29 from F Road to Cowboy Way	Add 2 to Build 4 Lanes	\$7,500	\$6,947	\$50	\$0	\$0	\$13,771	\$725	\$0		●	●	●	
4344901	SR 29 from I-75 to Oil Well Rd	Project Dev. & Env.	\$41	\$0	\$0	\$0	\$0	\$0	\$41	\$0	●				
4175406	SR 29 from N of New Market Rd N Road to SR 82	Add 2 to Build 4 Lanes	\$4,680	\$0	\$0	\$0	\$380	\$0	\$5,060	\$0		●	●		
4175401	SR 29 from Oil Well Road to SR 82	Project Dev. & Env.	\$17	\$0	\$0	\$0	\$0	\$0	\$17	\$0	●				
4175404	SR 29 from S of Agriculture Way to CR 846 E	Add 2 to Build 4 Lanes	\$4,175	\$0	\$0	\$0	\$270	\$0	\$4,445	\$0		●	●		
4178782	SR 29 from SR 82 to CR 80-a	Project Dev. & Env.	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●				
4178784	SR 29 from SR 82 to Hendry C/I	Add 2 to Build 4 Lanes	\$68	\$400	\$703	\$0	\$11,491	\$12,594	\$68	\$0		●	●	●	●
4175403	SR 29 from Sunniland Nursery Road to S of Agriculture Way	Add 2 to Build 4 Lanes	\$3,625	\$0	\$0	\$0	\$500	\$0	\$4,125	\$0		●	●		
4419421	SR 31 from SR 80 (palm Beach Blvd) to SR 78 (bayshore Rd)	Project Dev. & Env.	\$2,060	\$0	\$0	\$0	\$0	\$0	\$2,060	\$0	●				
4345091	SR 60 at Bailey Rd	Modify Intersection	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$0					●
4338562	SR 60 from CR 630 to Grape Hammock Rd	Add 2 to Build 6 Lanes	\$7,150	\$0	\$0	\$0	\$0	\$4,975	\$2,175	\$0		●			
4338563	SR 60 from Grape Hammock Road to East of Kissimmee River Bridge	Add 2 to Build 4 Lanes	\$0	\$0	\$350	\$0	\$0	\$350	\$0	\$0		●			
4145065	SR 70 from CR 29 to Lonesome Island Road	Project Dev. & Env.	\$50	\$0	\$0	\$0	\$0	\$0	\$50	\$0	●				
4145062	SR 70 from Lorraine Rd to CR 675/waterbury Road	Project Dev. & Env.	\$2,176	\$3,551	\$2,012	\$0	\$51,512	\$1,497	\$57,754	\$0	●	●	●	●	●
4193444	SR 710 from E of L-63 Canal to Sherman Wood Ranches	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$0	\$3,400	\$3,250	\$150	\$0		●			
4193445	SR 710 from Sherman Wood Ranches to CR 714 (martin C/I)	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$6,350	\$0	\$6,350	\$0	\$0		●			
4193443	SR 710 from US 441 to L-63 Canal	New Road	\$1,613	\$5,067	\$2,394	\$0	\$0	\$4,967	\$4,107	\$0				●	
4258413	SR 82 from Alabama Road S to Homestead Road S	Add 2 to Build 4 Lanes	\$1,777	\$0	\$2,050	\$0	\$0	\$2,050	\$1,777	\$0		●		●	●
4308491	SR 82 from Gator Slough Lane to SR 29	Add 2 to Build 4 Lanes	\$35,121	\$0	\$0	\$0	\$0	\$8,503	\$26,118	\$500		●	●	●	●
4308481	SR 82 from Hendry County Line to Gator Slough Lane	Add 2 to Build 4 Lanes	\$1,236	\$2,132	\$0	\$20	\$43,893	\$45,913	\$1,367	\$0			●	●	●
4258414	SR 82 from Homestead Road S to Hendry C/I	Add 2 to Build 4 Lanes	\$66	\$0	\$950	\$0	\$0	\$0	\$1,016	\$0		●			●
4258412	SR 82 from Shawnee Road to Alabama Road S	Add 4 to Build 6 Lanes	\$34,863	\$0	\$1,320	\$50	\$0	\$35,786	\$147	\$300		●	●		●
4420271	State Funded Sib For Construction of Additional Lanes On SR 31	Add 2 to Build 4 Lanes	\$31,348	\$0	\$0	\$0	\$0	\$31,348	\$0	\$0					●
4192432	US 27 (SR 25) from Highlands County Line to CR 630a	Add 2 to Build 6 Lanes	\$362	\$0	\$3,674	\$3,784	\$50	\$3,784	\$4,085	\$0		●	●	●	
4350631	US 27 at East Phoenix St	Add Turn Lane	\$194	\$0	\$0	\$0	\$0	\$0	\$194	\$0		●			●
4192434	US 27 at SR 60	Modify Interchange	\$3,614	\$60,335	\$0	\$2,000	\$0	\$52,517	\$13,432	\$0			●	●	●
4349861	US 27 at SR 64	Modify Intersection	\$94	\$570	\$0	\$0	\$0	\$87	\$577	\$0		●			●
4424031	US 27 from South of Sun 'n Lake to North of Sun 'n Lake	Add Turn Lane	\$0	\$0	\$0	\$0	\$175	\$0	\$175	\$0		●			
4192433	US 27 from CR 630a to Presidents Drive	Add 2 to Build 6 Lanes	\$616	\$0	\$2,169	\$0	\$0	\$2,101	\$683	\$0		●	●	●	
4332051	US 441 at Ne 102nd Street	Add Turn Lane	\$1,005	\$0	\$0	\$0	\$0	\$0	\$1,005	\$0		●	●		●
ANNUAL TOTALS			\$150,565	\$79,002	\$18,742	\$15,855	\$119,728	\$241,615	\$141,473	\$800					

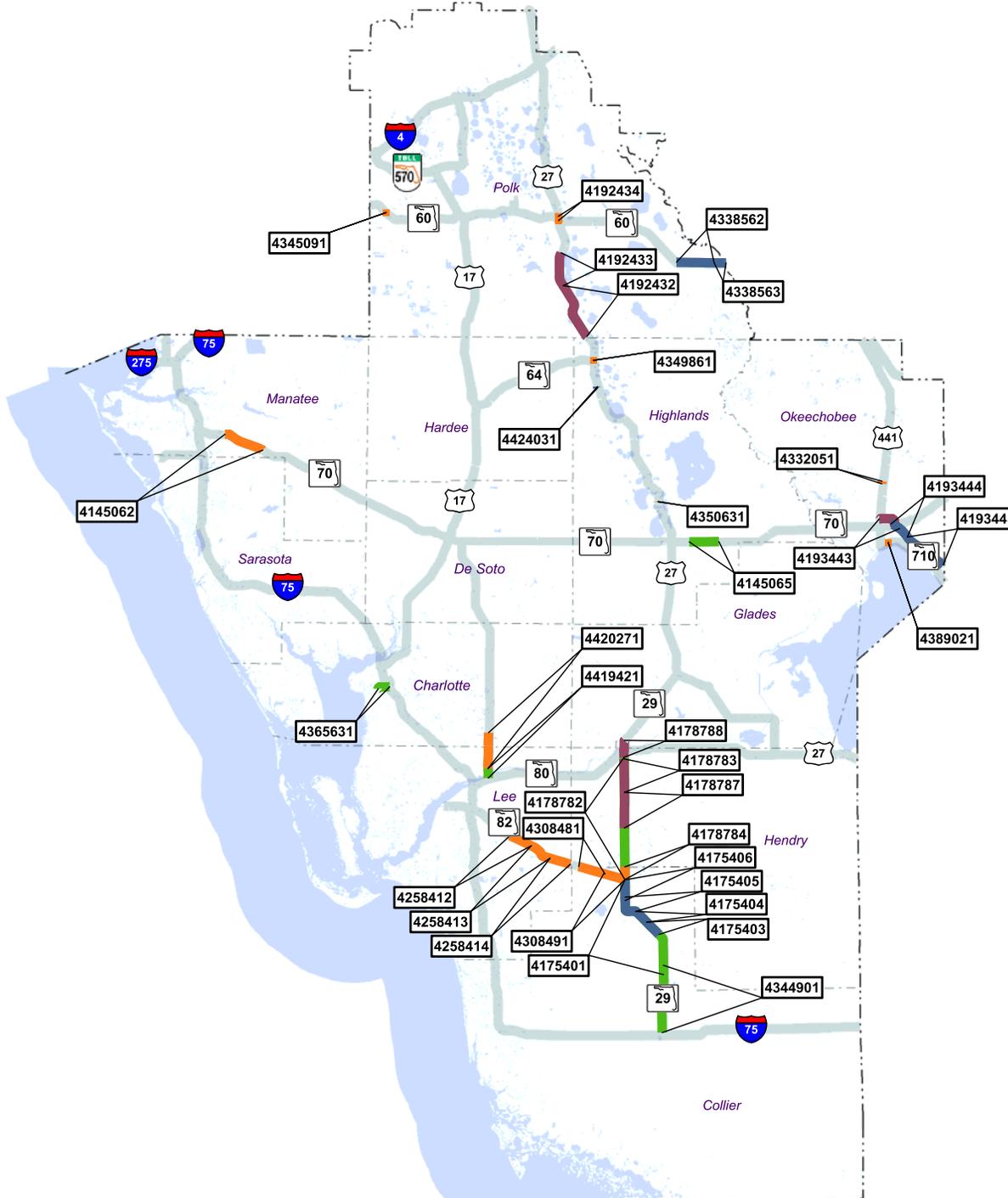
All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
 PE - Preliminary Engineering;
 ENV - Environmental Mitigation;

ROW - Right-of-Way;
 CON - Construction & Support (may Include Grants);
 TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

First Five Years
Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2018/2019 through FY 2022/2023
(as of July 1, 2018)

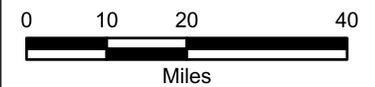
LEGEND

Project Phase

- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

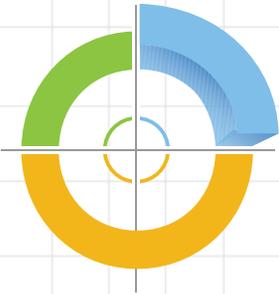
NOTES

- Projects color coded by highest project phase.
- Some projects may overlap on map.
- Project costs are subject to change.



HIGHWAY





SECOND FIVE YEAR PLAN



Multi-Modal

FY 2023/2024 through FY 2027/2028

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2023/2024

FY 2027/2028



District 1 SIS Plan



MAP ID	FACILITY	DESCRIPTION	2024	2025	2026	2027	2028	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 AT SR 33 INTERCHANGE MODIFICATION	Modify Interchange	\$0	\$0	\$0	\$0	\$84,820	\$84,121	\$200	\$500					●
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	Modify Interchange	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0					●
2012775	I-75 (SR93) AT BEE RIDGE ROAD	Modify Interchange	\$0	\$0	\$150,818	\$0	\$0	\$150,818	\$0	\$0					●
4206132	I-75 AT FRUITVILLE ROAD/CR 780	Modify Interchange	\$115,404	\$0	\$0	\$0	\$0	\$114,928	\$176	\$300					●
2012773	I-75 AT SR 72 (CLARK ROAD) INTERCHANGE	Modify Interchange	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000	\$0					●
4178785	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)	Add 2 to Build 4 Lanes	\$0	\$4,155	\$5,043	\$0	\$0	\$9,199	\$0	\$0				●	
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD	Add 2 to Build 4 Lanes	\$2,706	\$0	\$0	\$0	\$0	\$0	\$2,706	\$0				●	
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N	Add 2 to Build 6 Lanes	\$5,780	\$0	\$0	\$0	\$0	\$5,780	\$0	\$0				●	
4175406	SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82	Add 2 to Build 4 Lanes	\$950	\$0	\$30,974	\$0	\$0	\$31,924	\$0	\$0				●	●
4175402	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD	Add 2 to Build 4 Lanes	\$8,275	\$0	\$0	\$0	\$0	\$8,275	\$0	\$0		●	●		
4178784	SR 29 FROM SR 82 TO HENDRY C/L	Add 2 to Build 4 Lanes	\$475	\$0	\$0	\$0	\$0	\$0	\$475	\$0					●
4193444	SR 710 FROM E OF L-63 CANAL TO SHERMAN WOOD RANCHES	Add 2 to Build 4 Lanes	\$0	\$7,257	\$0	\$0	\$0	\$7,257	\$0	\$0				●	
4193443	SR 710 FROM US 441 TO L-63 CANAL	New Road	\$0	\$0	\$72,067	\$0	\$0	\$71,542	\$0	\$525					●
4308491	SR 82 FROM GATOR SLOUGH LANE TO SR 29	Add 2 to Build 4 Lanes	\$0	\$1,600	\$0	\$0	\$0	\$0	\$1,600	\$0					●
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE	Add 2 to Build 4 Lanes	\$0	\$2,800	\$0	\$0	\$0	\$0	\$2,800	\$0					●
4192432	US 27 (SR 25) FROM HIGHLANDS COUNTY LINE TO CR 630A	Add 2 to Build 6 Lanes	\$500	\$0	\$122,712	\$0	\$0	\$121,212	\$100	\$1,900			●		●
4192433	US 27 FROM CR 630A TO PRESIDENTS DRIVE	Add 2 to Build 6 Lanes	\$70	\$0	\$75,811	\$0	\$0	\$75,811	\$70	\$0			●		●
ANNUAL TOTALS			\$139,160	\$17,812	\$457,425	\$0	\$84,820	\$680,867	\$15,127	\$3,225					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
 PE - Preliminary Engineering;
 ENV - Environmental Mitigation;

ROW - Right-of-Way;
 CON - Construction & Support (may Include Grants);
 TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

FY 2023/2024 through FY 2027/2028
(as of July 1, 2018)

LEGEND

Project Phase

- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

NOTES

- Projects color coded by highest project phase.
- Some projects may overlap on map.
- Project costs are subject to change.



HIGHWAY



APPENDIX B

Central Alternative #2 Typical Sections

CENTRAL ALTERNATIVE #2 TYPICAL SECTIONS

Central Alternative #2 has been selected as the Recommended Alternative. It follows the existing alignment of SR 29 from the start of the project at Oil Well Road to north of Seminole Crossing Trail. From this point, the bypass portion of the Central Alternative #2 travels north from SR 29 on new alignment 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. The bypass portion of Central Alternative #2 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 north of Westclox Street/New Market Road W. Finally, Central Alternative #2 travels from north of Westclox Street/New Market Road W to the project terminus near SR 82. A partial two-lane roundabout is proposed at SR 29 and Westclox Street/New Market Road W.

1.1 Typical Sections

1.1.1 SR 29

Within the project limits, SR 29 has been divided into the following six typical sections:

From Oil Well Road to South of Kaicasa Entrance

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 40-foot median). There is an open drainage system, and the design speed is 65 mph.

The existing right-of-way (ROW) varies from 173.75 feet to 181 feet. The ROW width needed for this typical section can be accommodated within the existing ROW limits. **Figure 1.1** depicts this typical section.

From South of Kaicasa Entrance to North of Seminole Crossing Trail

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 30-foot median), with a 10-foot shared use path on the west side of the corridor from Farm Worker Way to Seminole Crossing Trail. There is an open drainage system, and the design speed is 55 mph.

The existing ROW varies from 173.75 feet to 181 feet. The ROW width needed for this typical section can be accommodated within the existing ROW limits, except for the canal relocation near Seminole Crossing Trail. **Figure 1.2** depicts this typical section.

Figure 1.1
SR 29 Typical Section from Oil Well Road to South of Kaicasa Entrance

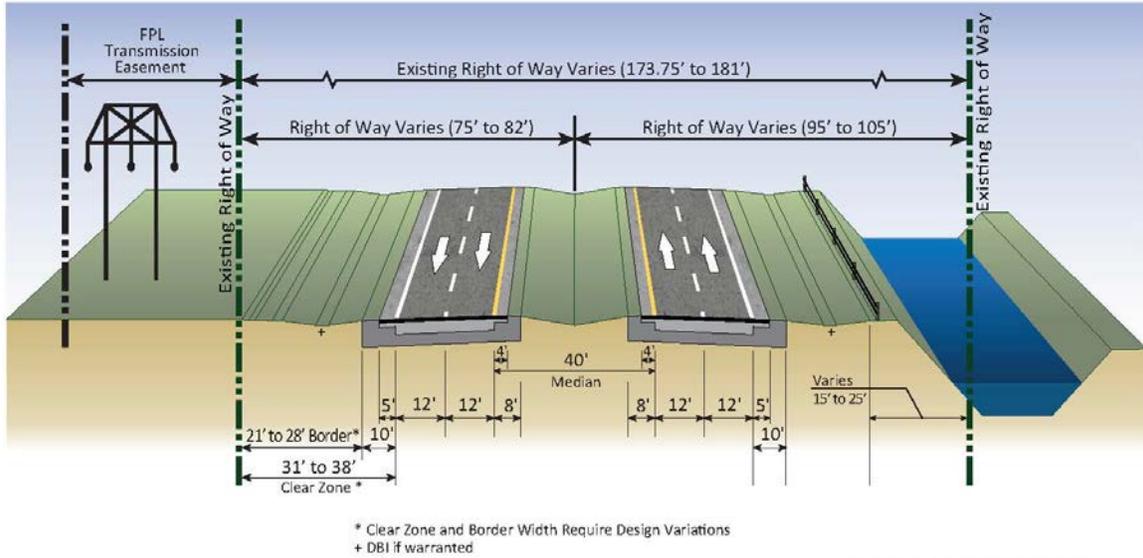
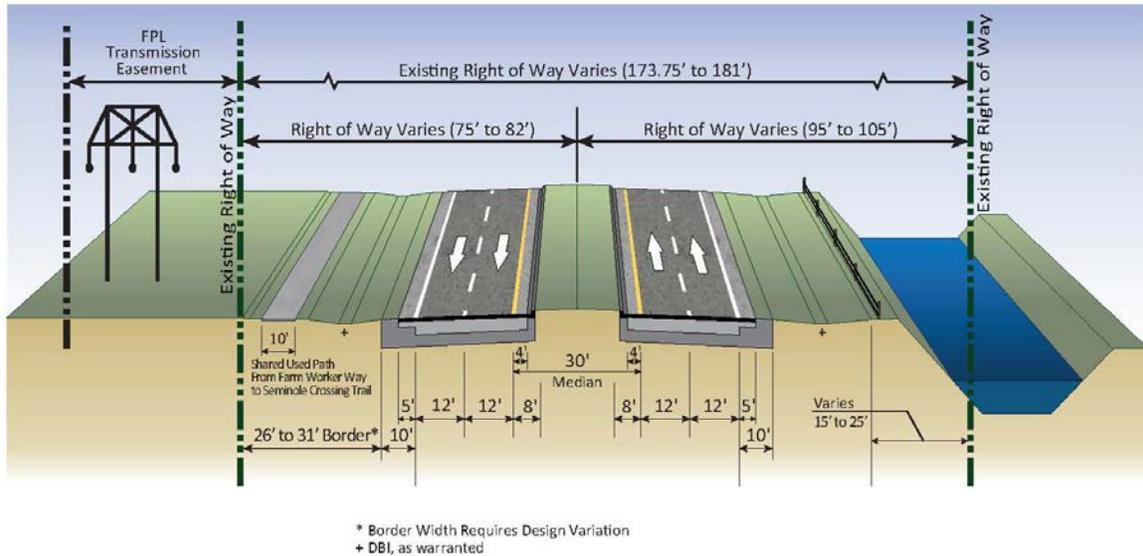


Figure 1.2
SR 29 Typical Section from South of Kaicasa Entrance to North of Seminole Crossing Trail



From North of Seminole Crossing Trail to CR 846

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 11-foot lanes in each direction and a 22-foot median), with 7-foot buffered bicycle lanes and 6-foot sidewalks in each direction. There is a closed drainage system with curb and gutter, and the design speed is 45 mph.

The existing ROW is 100 feet. The ROW width needed for this typical section can mostly be accommodated within the existing ROW limits, except for some additional ROW needed for a turn lane near 13th Street. **Figure 1.3** depicts this typical section.

Figure 1.3
SR 29 Typical Section from North of Seminole Crossing Trail to CR 846



* 10' Border Width Requires Design Variation Where Constrained by 100' Existing ROW

From North of Westclox Street to the SR 29 Bypass Junction

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 30-foot median), with a 10-foot shared use path on the west side of the corridor. There is an open drainage system, and the design speed will be 50 mph when the SR 29 Bypass is constructed.

The existing ROW is 200 feet. The ROW width needed for this typical section can be accommodated within the existing ROW limits. **Figure 1.4** depicts this typical section.

Figure 1.4
SR 29 Typical Section from North of Westclox Street to the SR 29 Bypass Junction

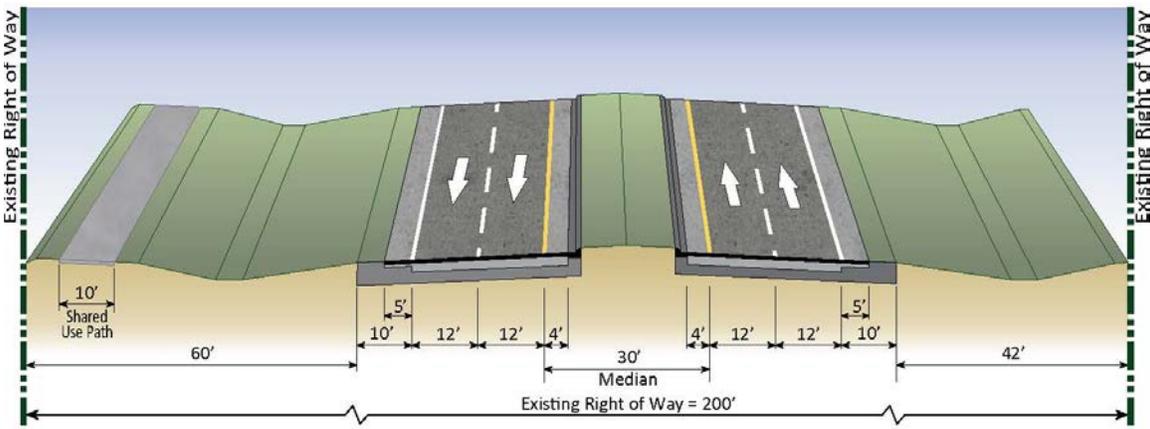


From the SR 29 Bypass Junction to Experimental Road

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 30-foot median), with a 10-foot shared use path on the west side of the corridor. There is an open drainage system, and the design speed is 55 mph.

The existing ROW is 200 feet. The ROW width needed for this typical section can be accommodated within the existing ROW limits. **Figure 1.5** depicts this typical section.

Figure 1.5
SR 29 Typical Section from the SR 29 Bypass Junction to Experimental Road

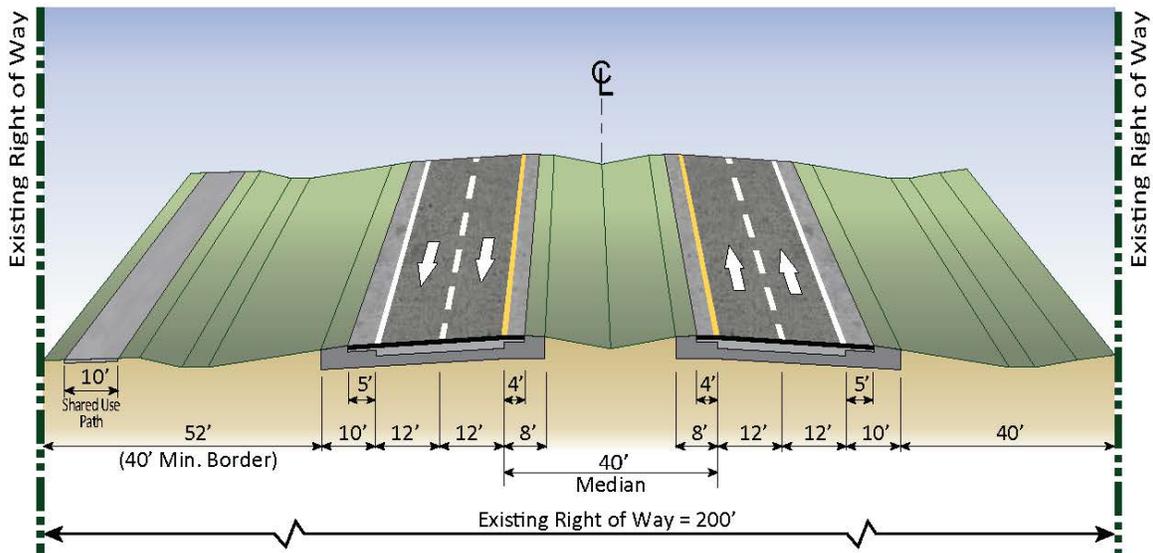


From Experimental Road to South of SR 82

The existing 2-lane undivided roadway is widened to a 4-lane divided typical section (two (2) 12-foot lanes in each direction and a 40-foot median), with a 10-foot shared use path on the west side of the corridor. There is an open drainage system, and the design speed is 60 mph.

The existing ROW is 200 feet. The ROW width needed for this typical section can be accommodated within the existing ROW limits. **Figure 1.6** depicts this typical section.

Figure 1.6
SR 29 Typical Section from Experimental Road to South of SR 82



1.1.2 SR 29 Bypass Portion

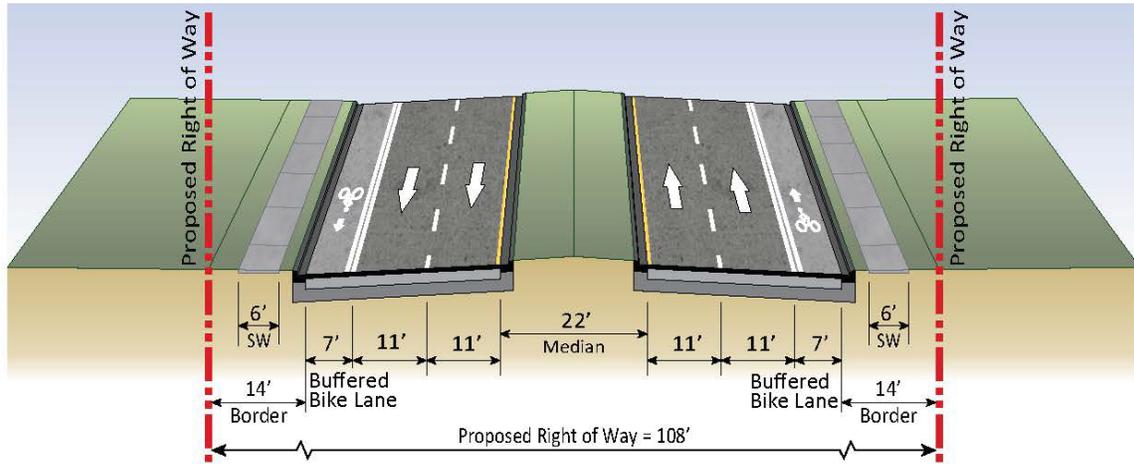
Within the project limits, the proposed SR 29 Bypass portion of Central Alternative #2 from CR 846 to the Bypass Junction with SR 29 north of Westclox Street/New Market Road W can be divided into the following two typical sections:

From CR 846 to Gopher Ridge Road

A 4-lane divided typical section (two (2) 11-foot travel lanes in each direction and a 22-foot median) is proposed, with 7-foot buffered bicycle lanes and 6-foot sidewalks in each direction. There is a closed drainage system with curb and gutter, and the design speed is 45 mph.

The ROW width needed for this typical section is 108 feet. **Figure 1.7** depicts this typical section.

Figure 1.7
SR 29 Bypass Typical Section from CR 846 to Gopher Ridge Road

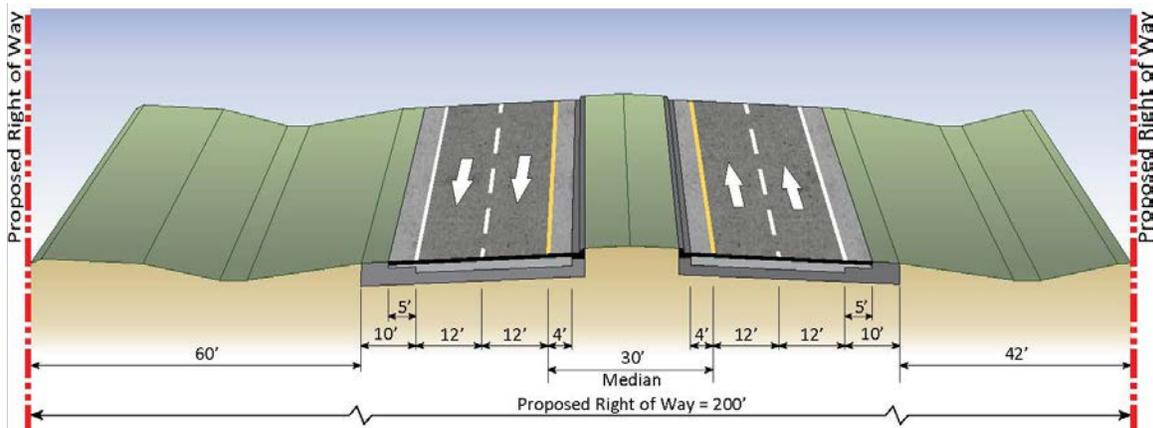


From Gopher Ridge Road to SR 29 Bypass Junction

A 4-lane divided typical section (two (2) 12-foot travel lanes in each direction and a 30-foot median) is proposed. There is an open drainage system, and the design speed is 50 mph.

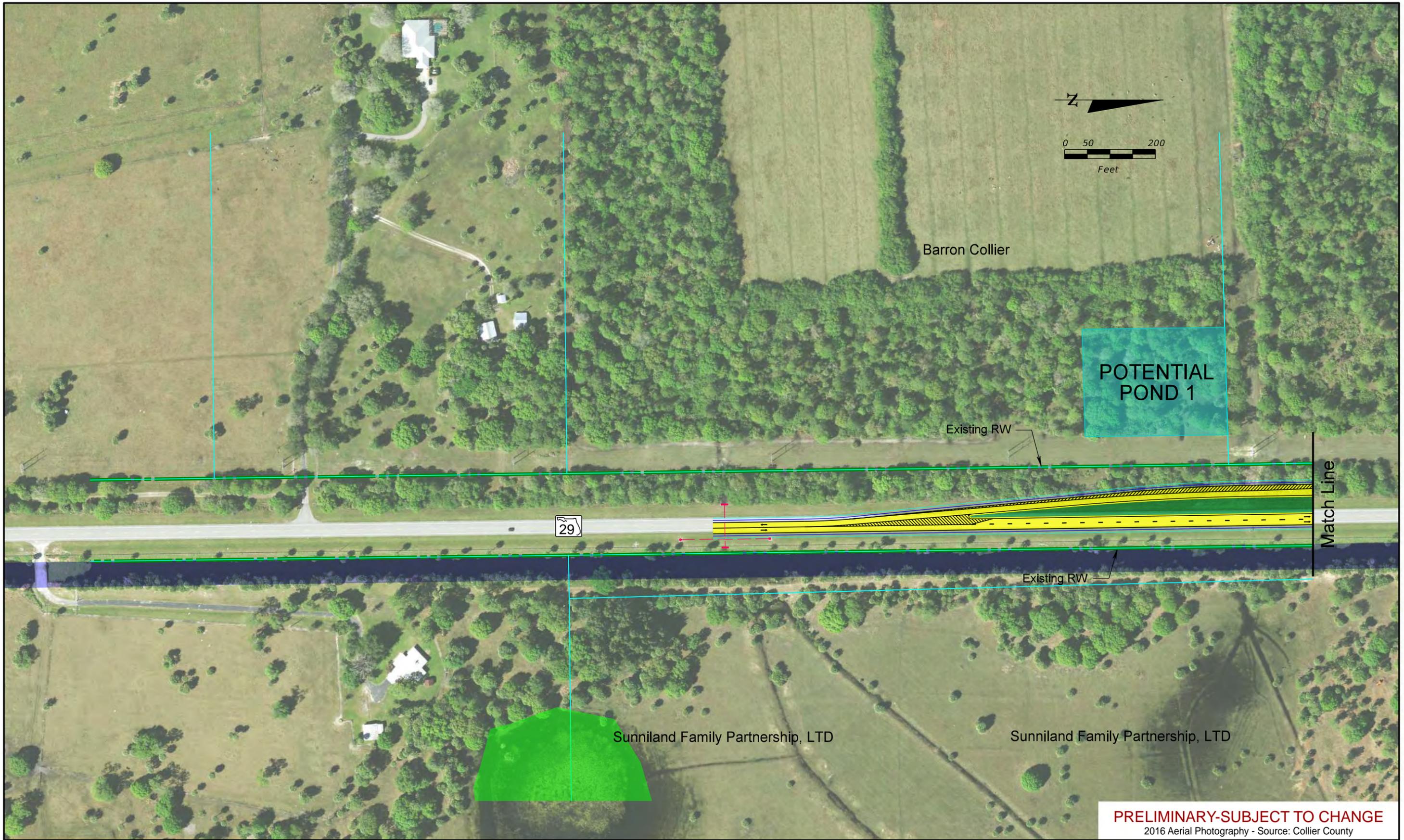
The ROW width needed for this typical section is 200 feet. **Figure 1.8** depicts this typical section.

Figure 1.8
SR 29 Bypass Typical Section from Gopher Ridge Road to SR 29



APPENDIX C

Recommended Alternative Relocation Impacts



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

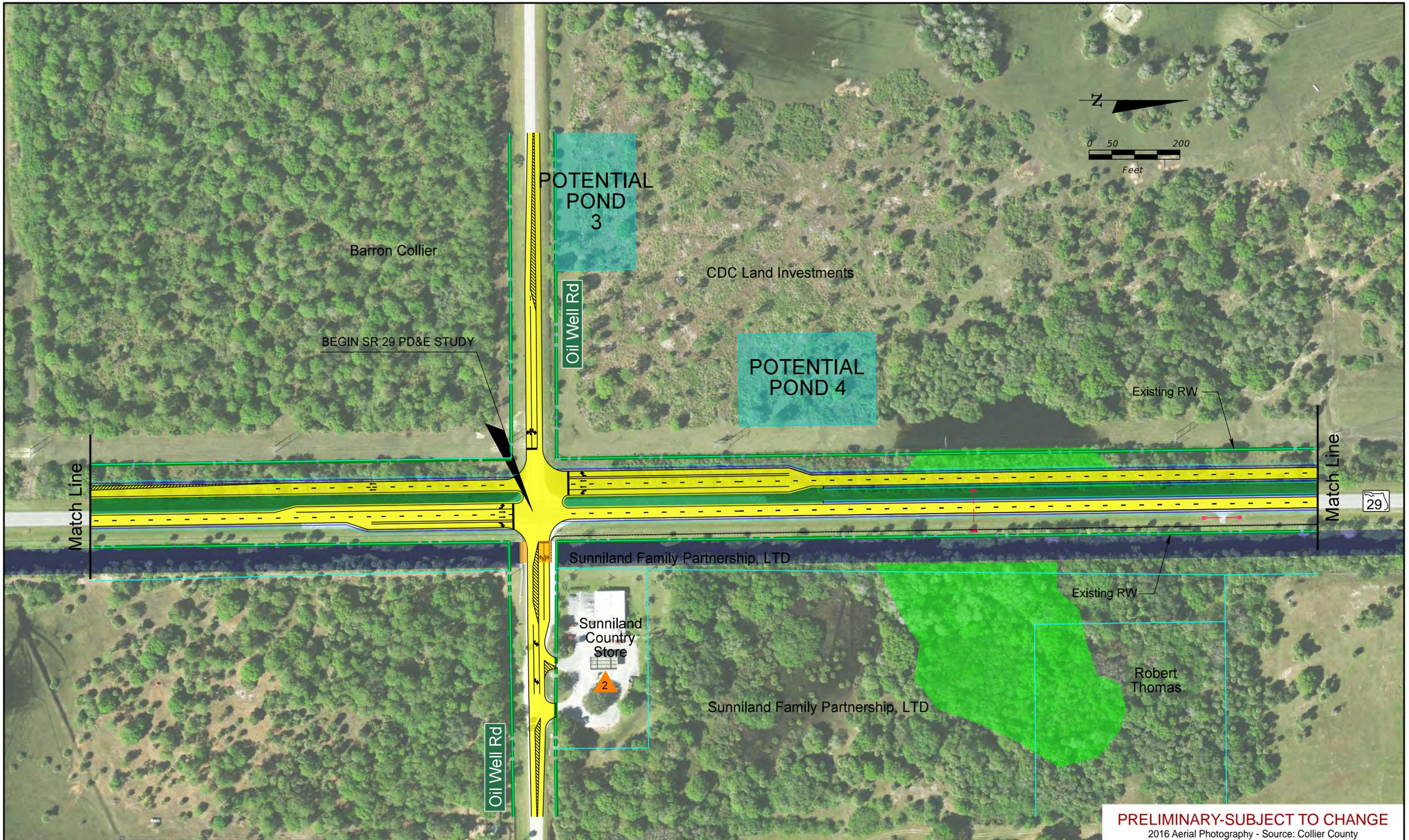
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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Central Alternative #2

Sheet No.
1



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

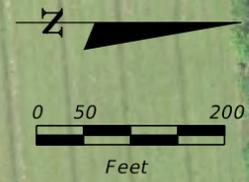
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Sidewalks
	Traffic Signal		Proposed Structure
	Proposed Guardrail		Potential Business Relocation
	Potential Contamination (Low)		Potential Contamination (Medium or High)

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Central Alternative #2

Sheet No.
2



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

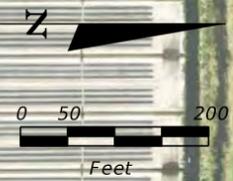
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Median/Border
	Guardrail		Proposed Sidewalks
	Potential Contamination (Low)		Proposed Structure
	Potential Contamination (Medium or High)		Potential Business Relocation
	Traffic Signal		

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Central Alternative #2

Sheet No.
3



Match Line

Match Line



SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

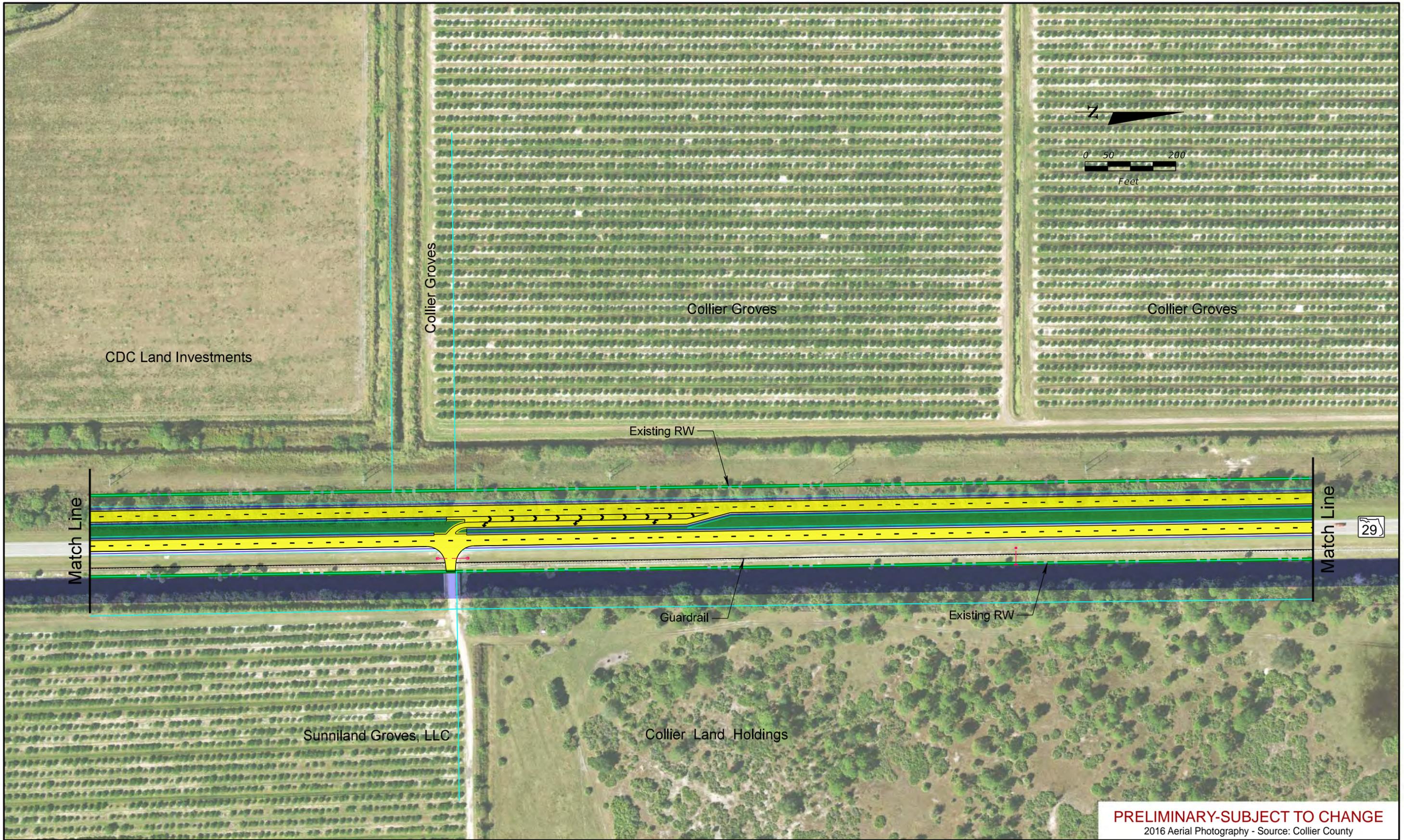
Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

Central Alternative #2

Sheet No.
4



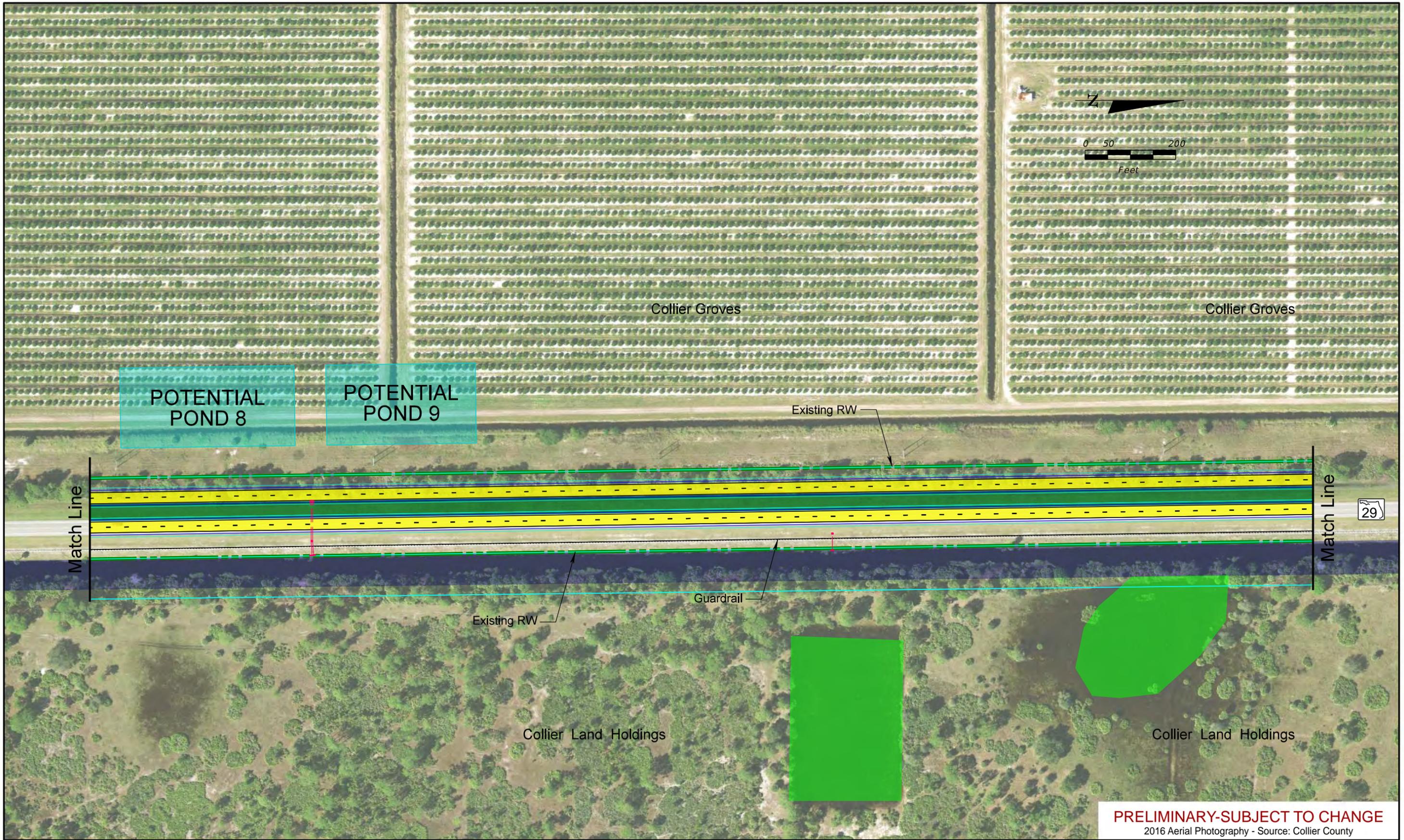
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County
Central Alternative #2

Sheet No.
5



SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 021P

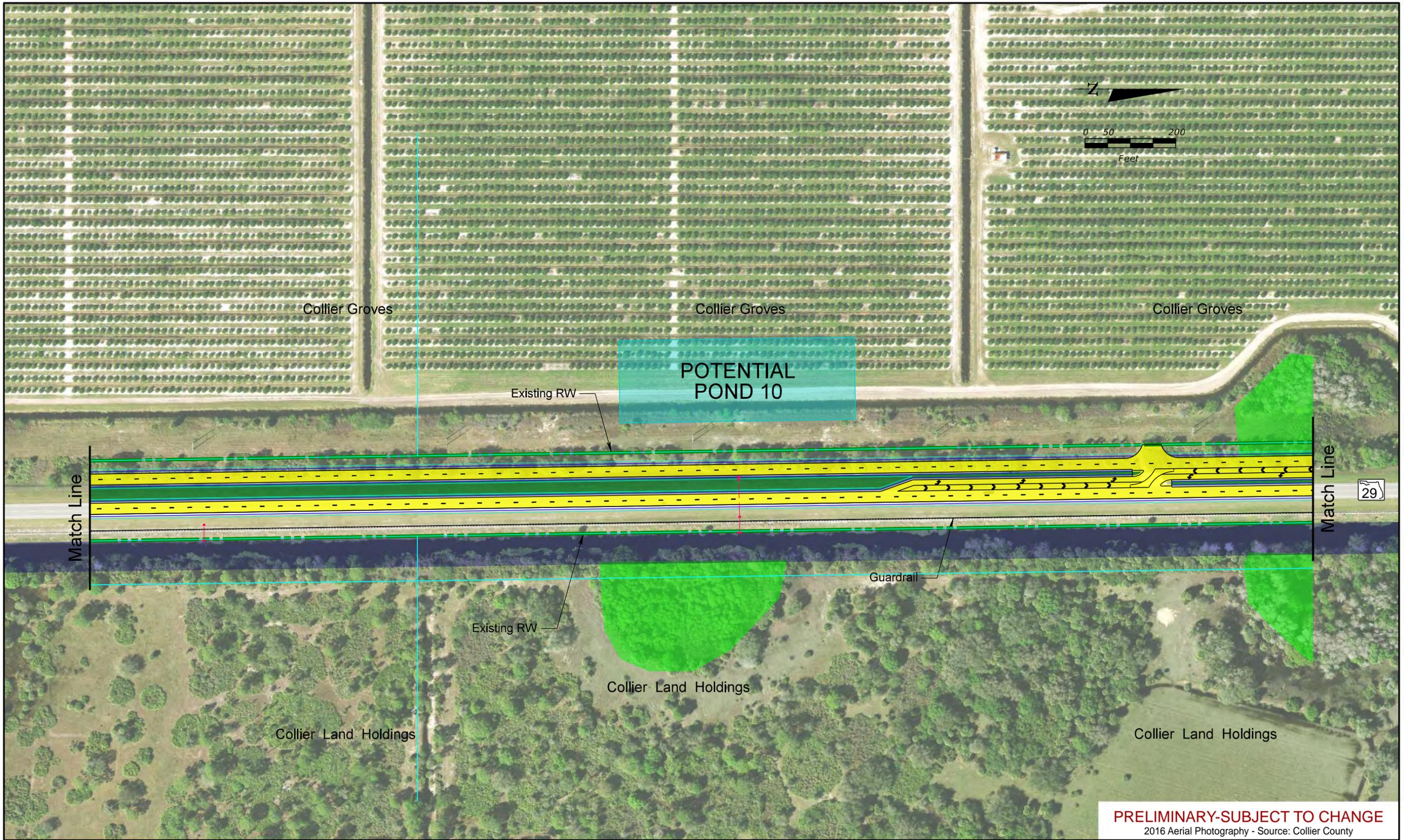
- Legend**
- Existing Right-of-Way
 - Potential Pond
 - Proposed Pavement
 - Proposed Guardrail
 - Parcels
 - Potential Flood Plain Compensation
 - Proposed Median/Border
 - Potential Business Relocation
 - Proposed Right-of-Way
 - Proposed Structure
 - Water/Canal
 - Potential Contamination (Low)
 - Seminole Land
 - Potential Contamination (Medium or High)
 - Wetland
 - Traffic Signal

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

Central Alternative #2

Sheet No.
6



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

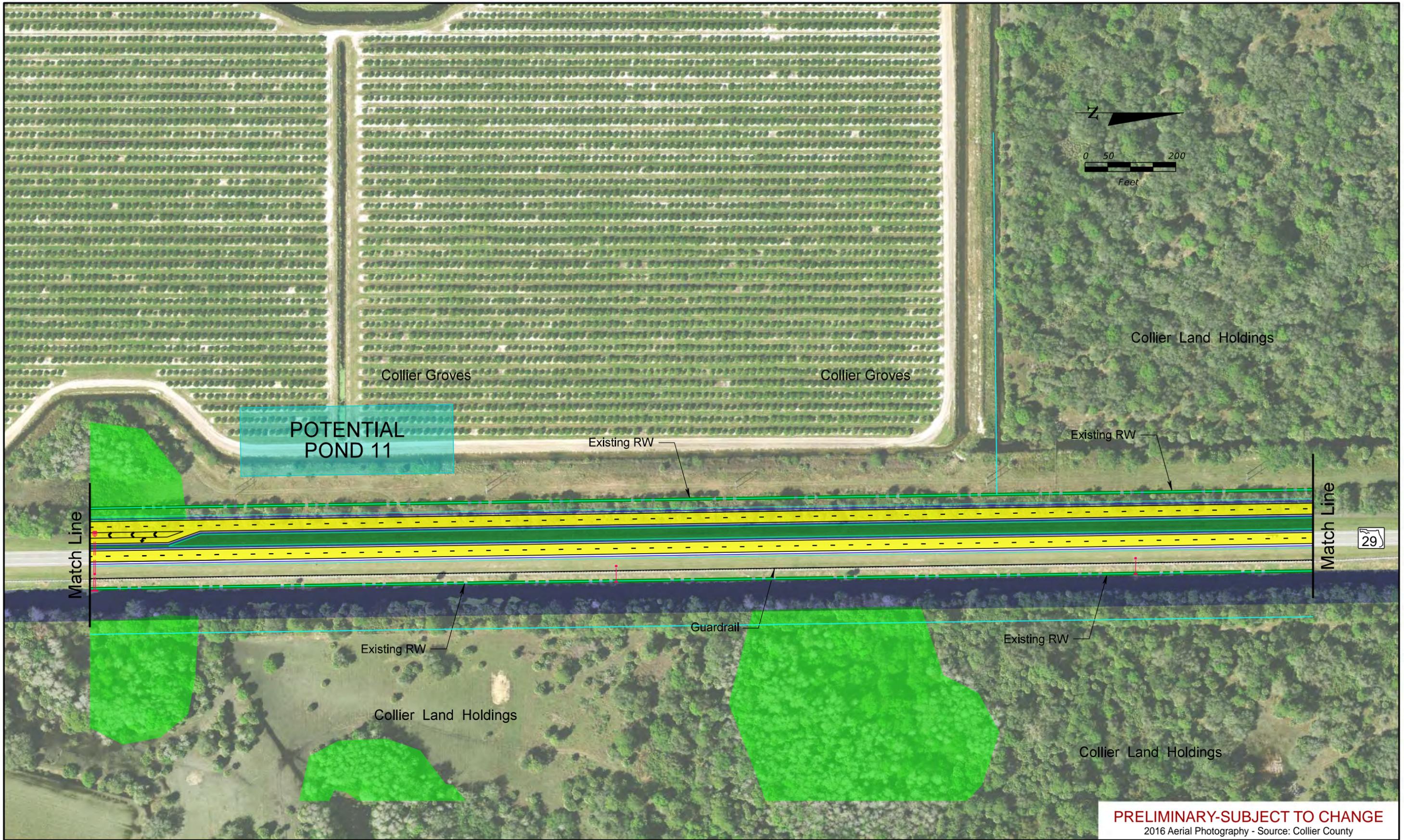
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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Central Alternative #2

Sheet No.
7



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

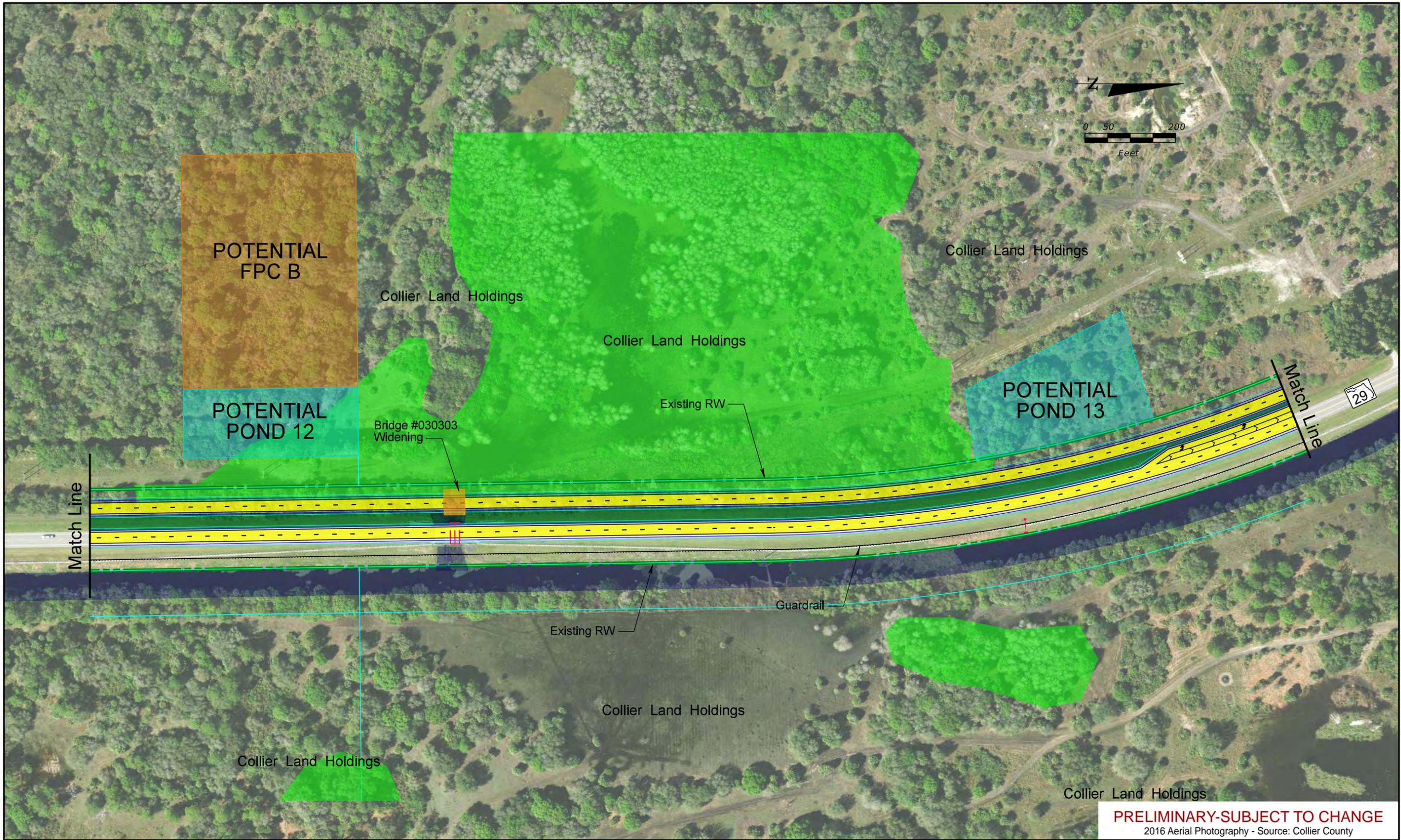
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> Existing Right-of-Way Parcels Proposed Right-of-Way Water/Canal Seminole Land | <ul style="list-style-type: none"> Wetland Potential Pond Potential Flood Plain Compensation Traffic Signal | <p>Legend</p> <ul style="list-style-type: none"> Proposed Pavement Proposed Median/Border Proposed Sidewalks Proposed Structure Proposed Guardrail Potential Business Relocation Potential Contamination (Low) Potential Contamination (Medium or High) |
|--|---|--|

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

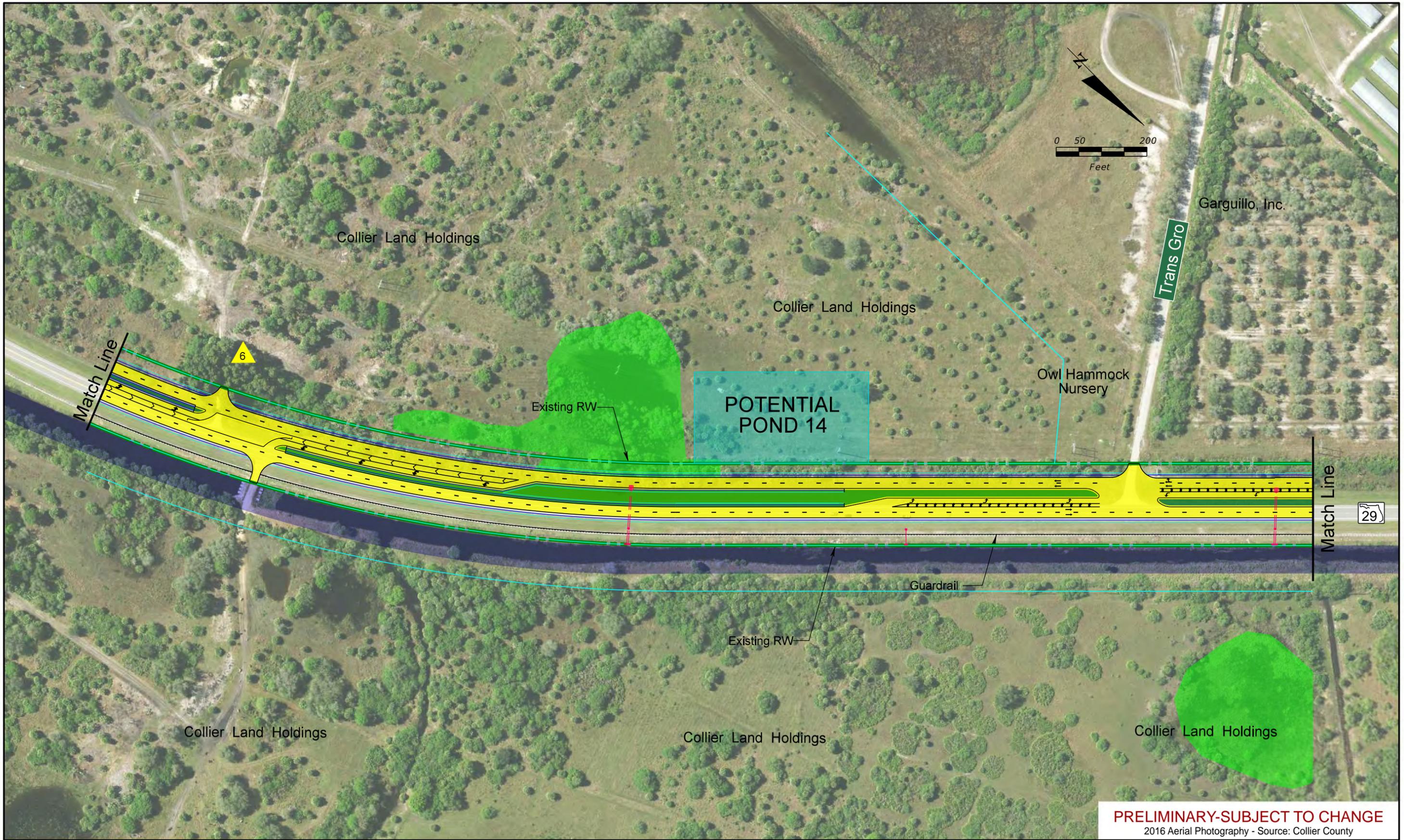
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Traffic Signal
	Seminole Land		Proposed Pavement
			Proposed Median/Border
			Proposed Sidewalks
			Proposed Structure
			Proposed Guardrail
			Potential Business Relocation
			Potential Contamination (Low)
			Potential Contamination (Medium or High)

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Sidewalks
	Traffic Signal		Proposed Structure
	Proposed Guardrail		Potential Business Relocation
	Potential Contamination (Low)		Potential Contamination (Medium or High)

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

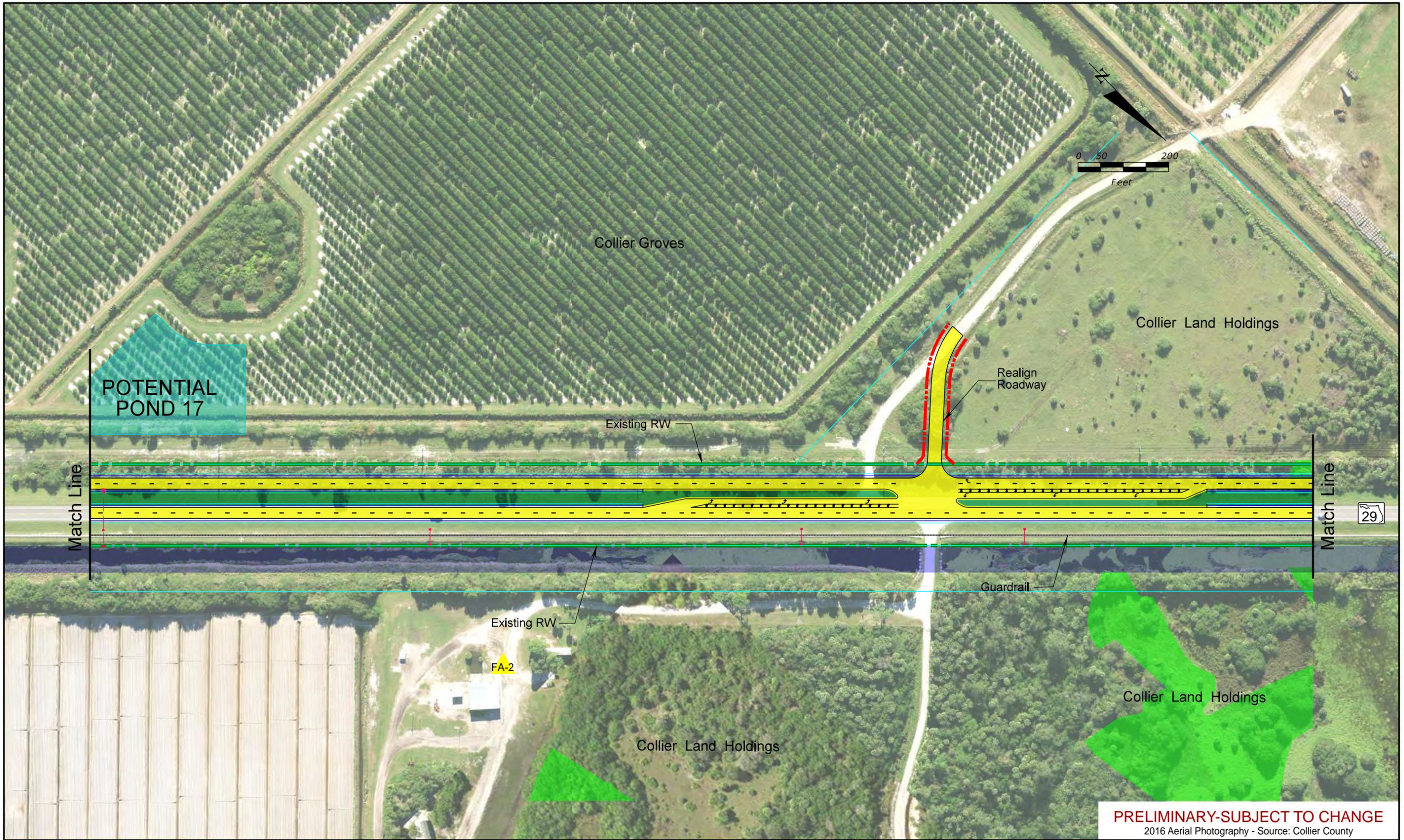
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

- | | | | |
|-----------------------|------------------------------------|------------------------|--|
| Existing Right-of-Way | Wetland | Proposed Pavement | Proposed Guardrail |
| Parcels | Potential Pond | Proposed Median/Border | Potential Business Relocation |
| Proposed Right-of-Way | Potential Flood Plain Compensation | Proposed Sidewalks | Potential Contamination (Low) |
| Water/Canal | Traffic Signal | Proposed Structure | Potential Contamination (Medium or High) |
| Seminole Land | | | |

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

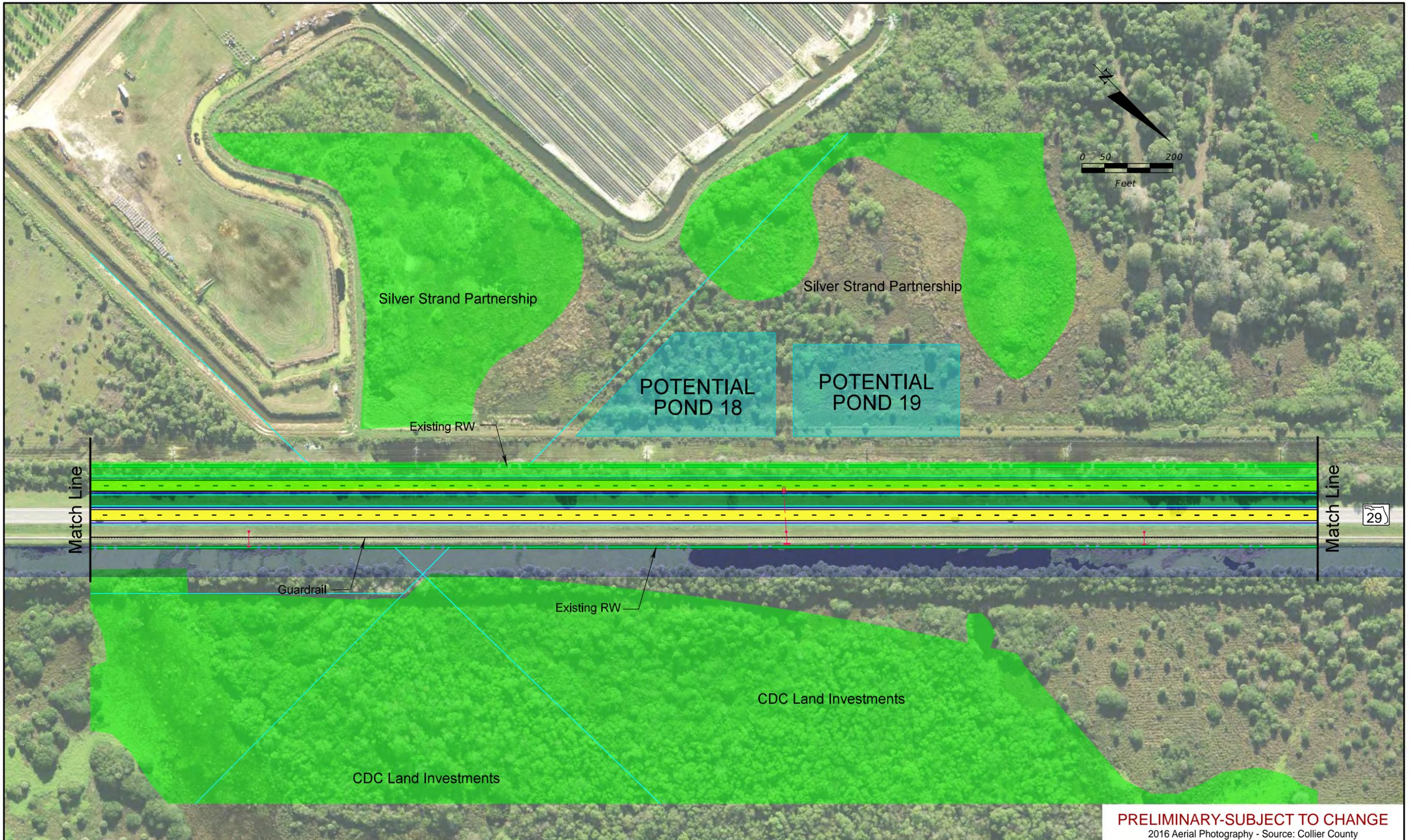
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

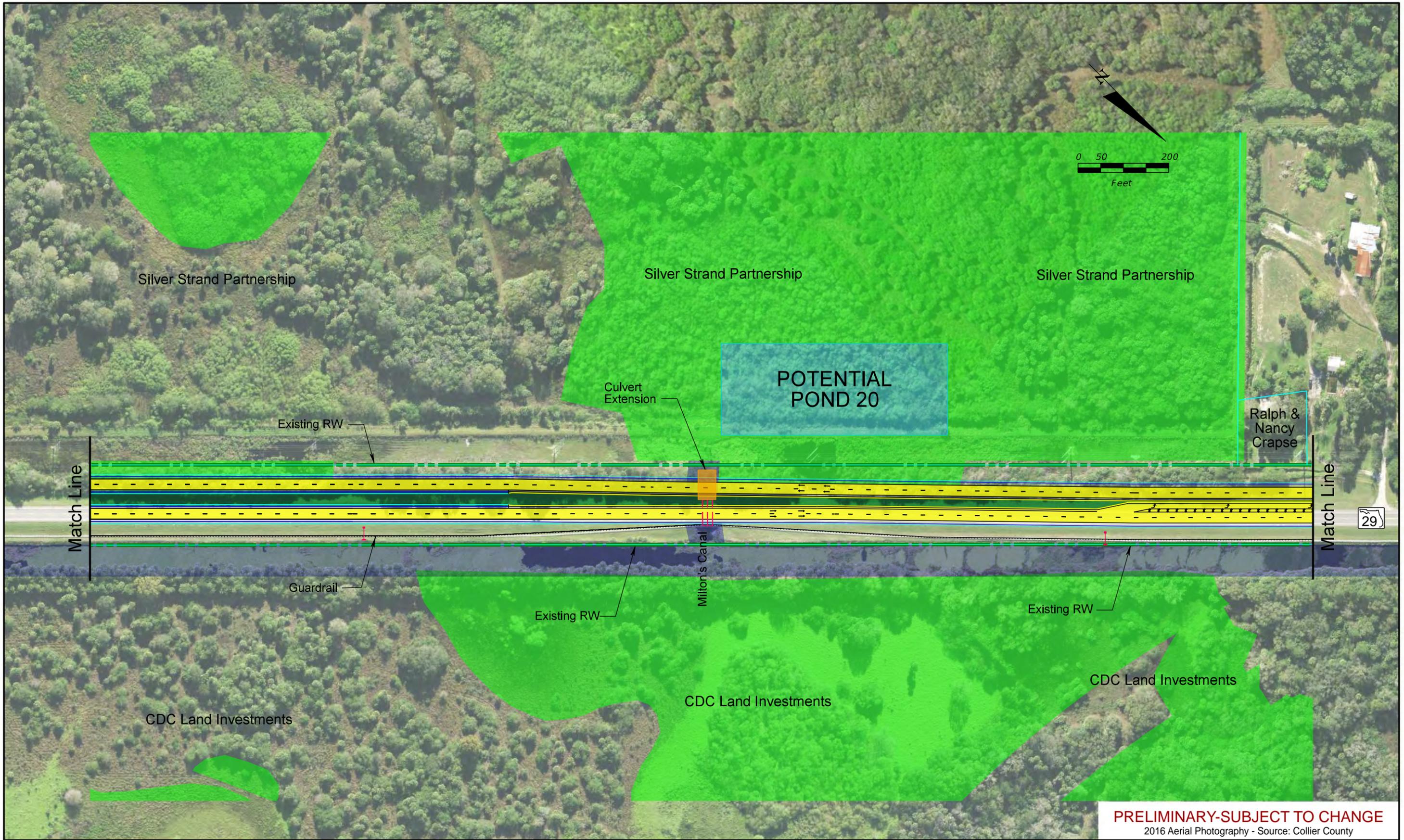
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Median/Border
	Traffic Signal		Proposed Sidewalks
			Proposed Structure
	Proposed Guardrail		Potential Business Relocation
			Potential Contamination (Low)
			Potential Contamination (Medium or High)

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

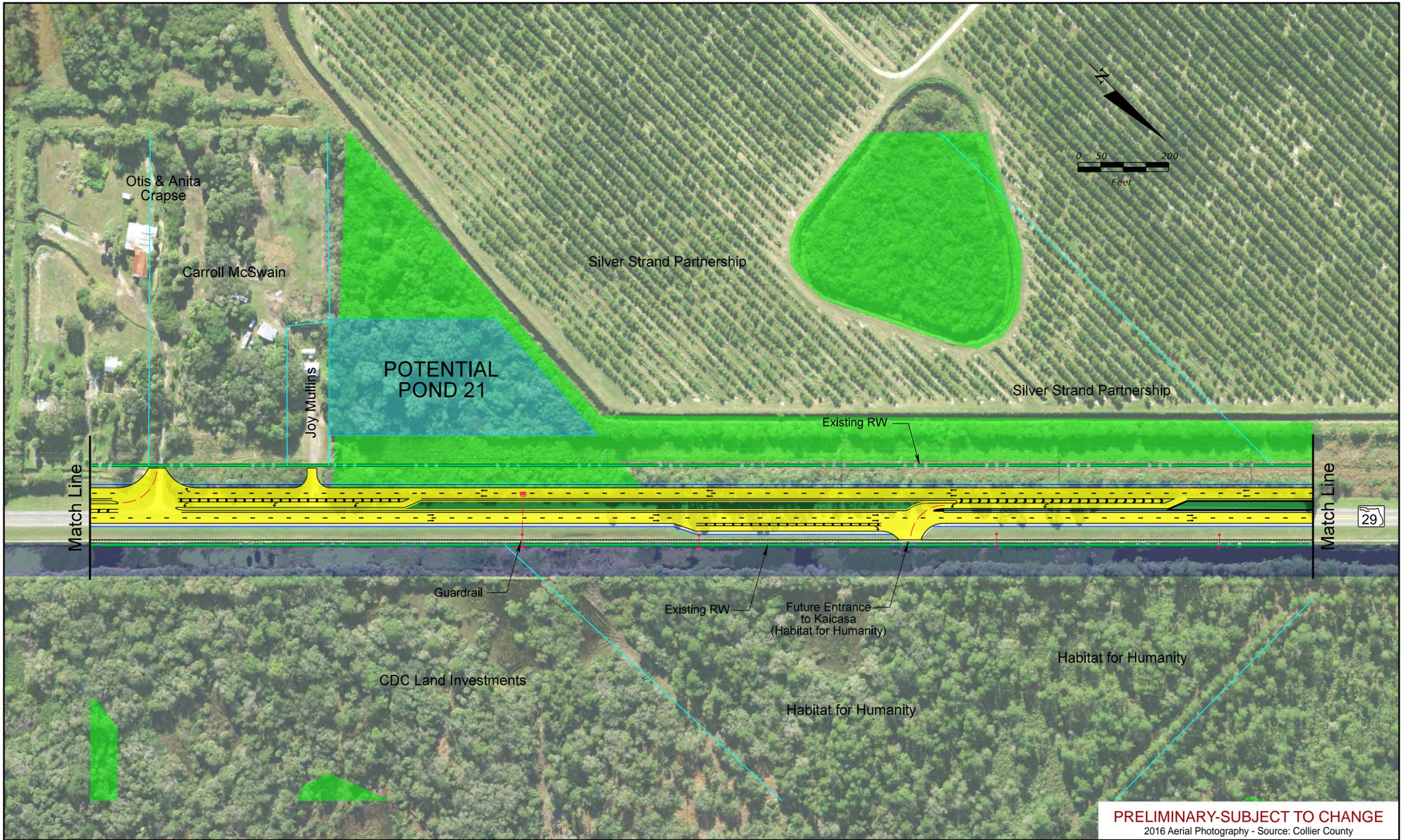
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Proposed Guardrail
Parcels	Potential Pond	Proposed Median/Border	Potential Business Relocation
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Low)
Water/Canal	Traffic Signal	Proposed Structure	Potential Contamination (Medium or High)
Seminole Land			

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

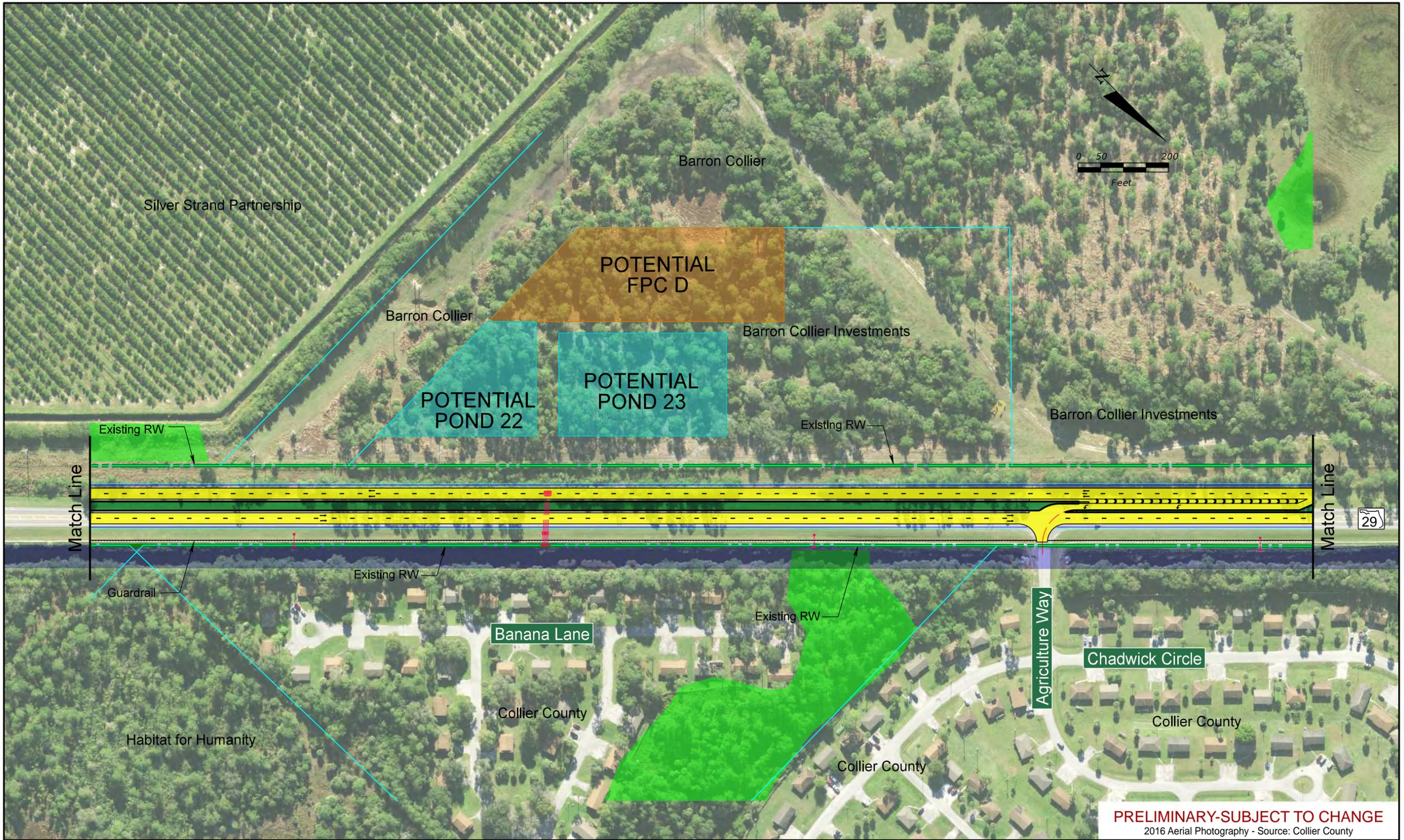
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Proposed Guardrail
Parcels	Potential Pond	Proposed Median/Border	Potential Business Relocation
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Low)
Water/Canal	Traffic Signal	Proposed Structure	Potential Contamination (Medium or High)
Seminole Land			

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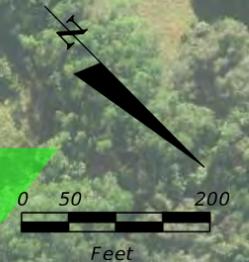
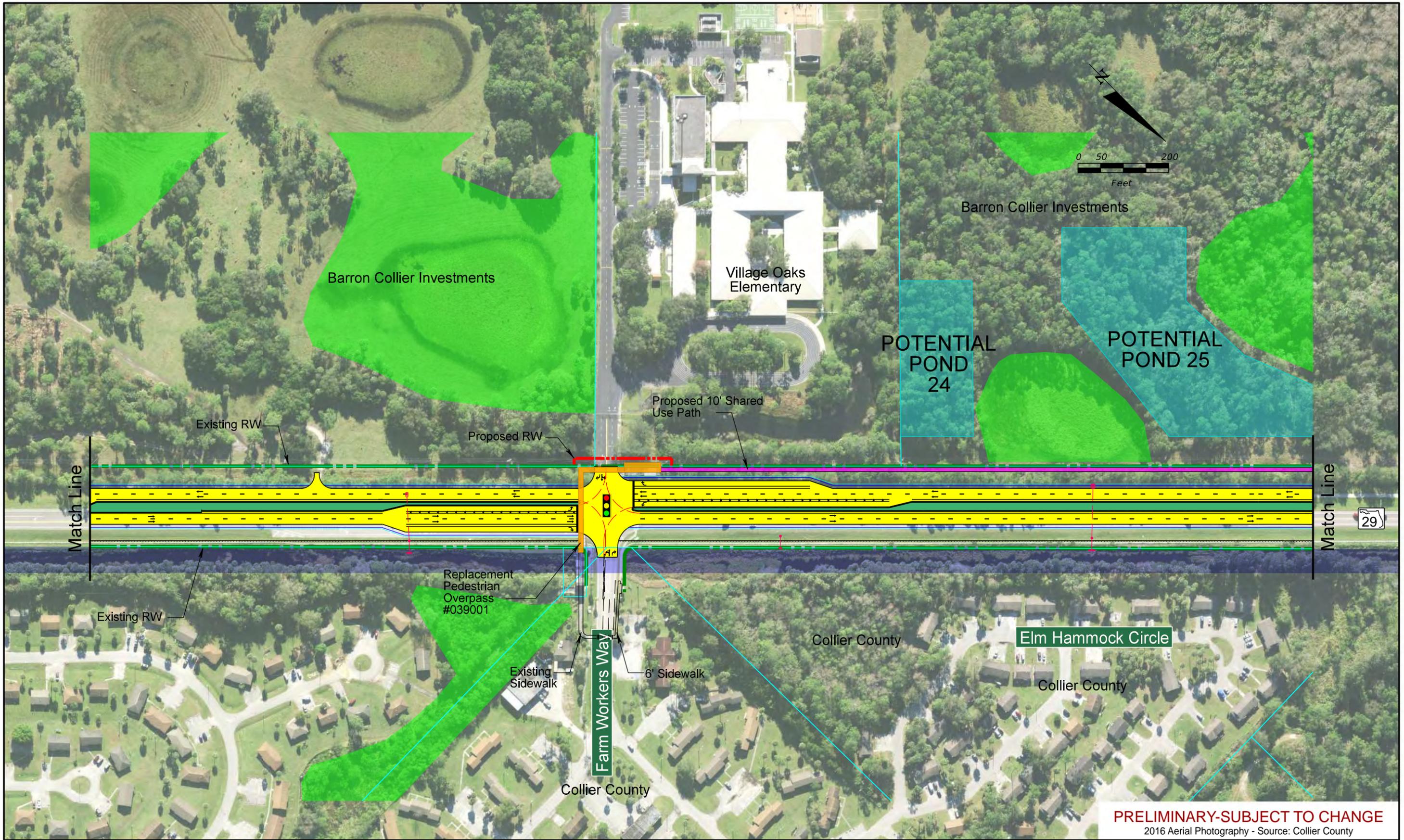
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Median/Border
			Proposed Sidewalks
			Potential Business Relocation
			Potential Contamination (Low)
			Potential Contamination (Medium or High)
	Traffic Signal		Proposed Guardrail

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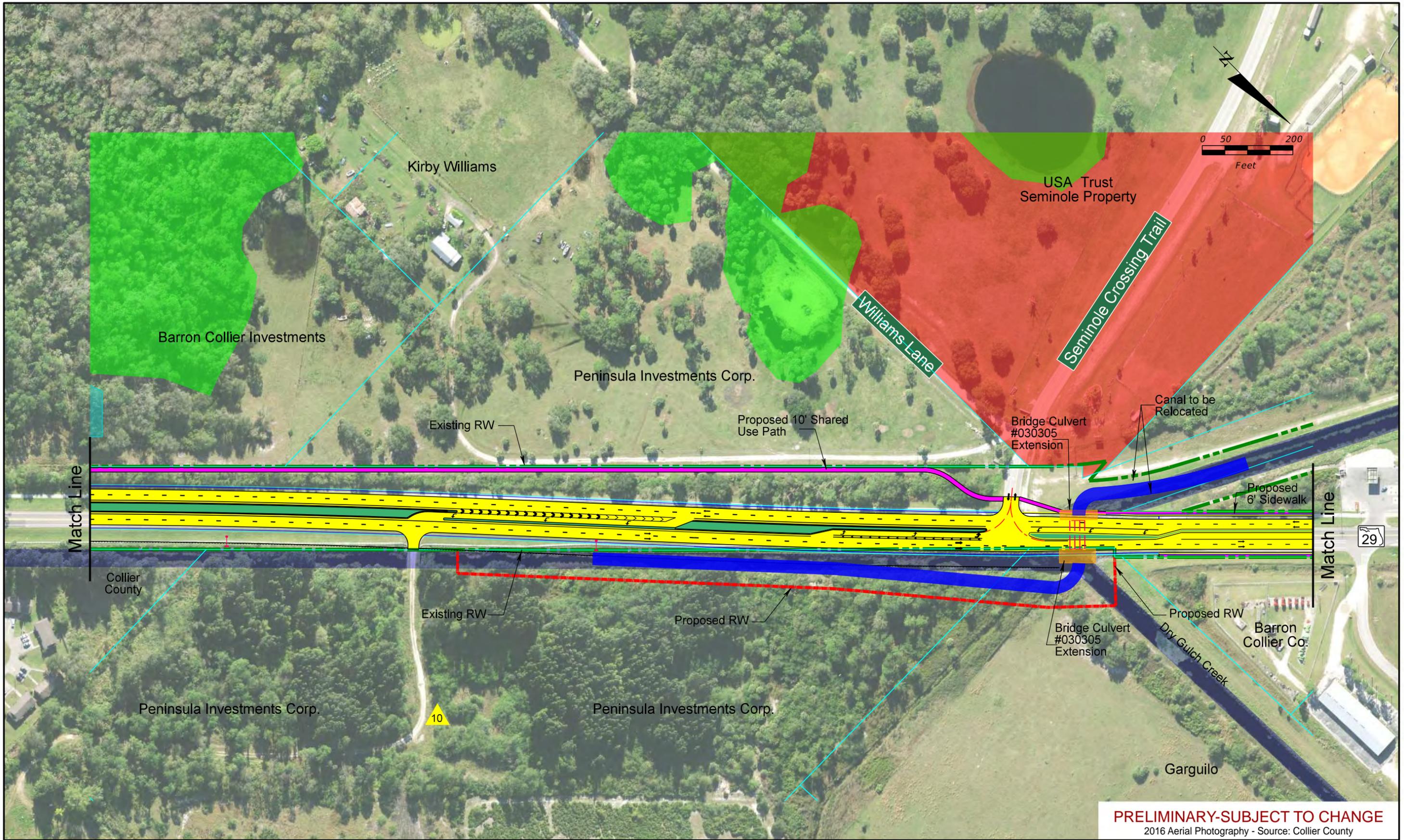
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Potential Business Relocation
Parcels	Potential Pond	Proposed Median/Border	Potential Contamination (Low)
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Medium or High)
Water/Canal	Traffic Signal	Proposed Structure	
Seminole Land			

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 2016 Aerial Photography - Source: Collier County

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

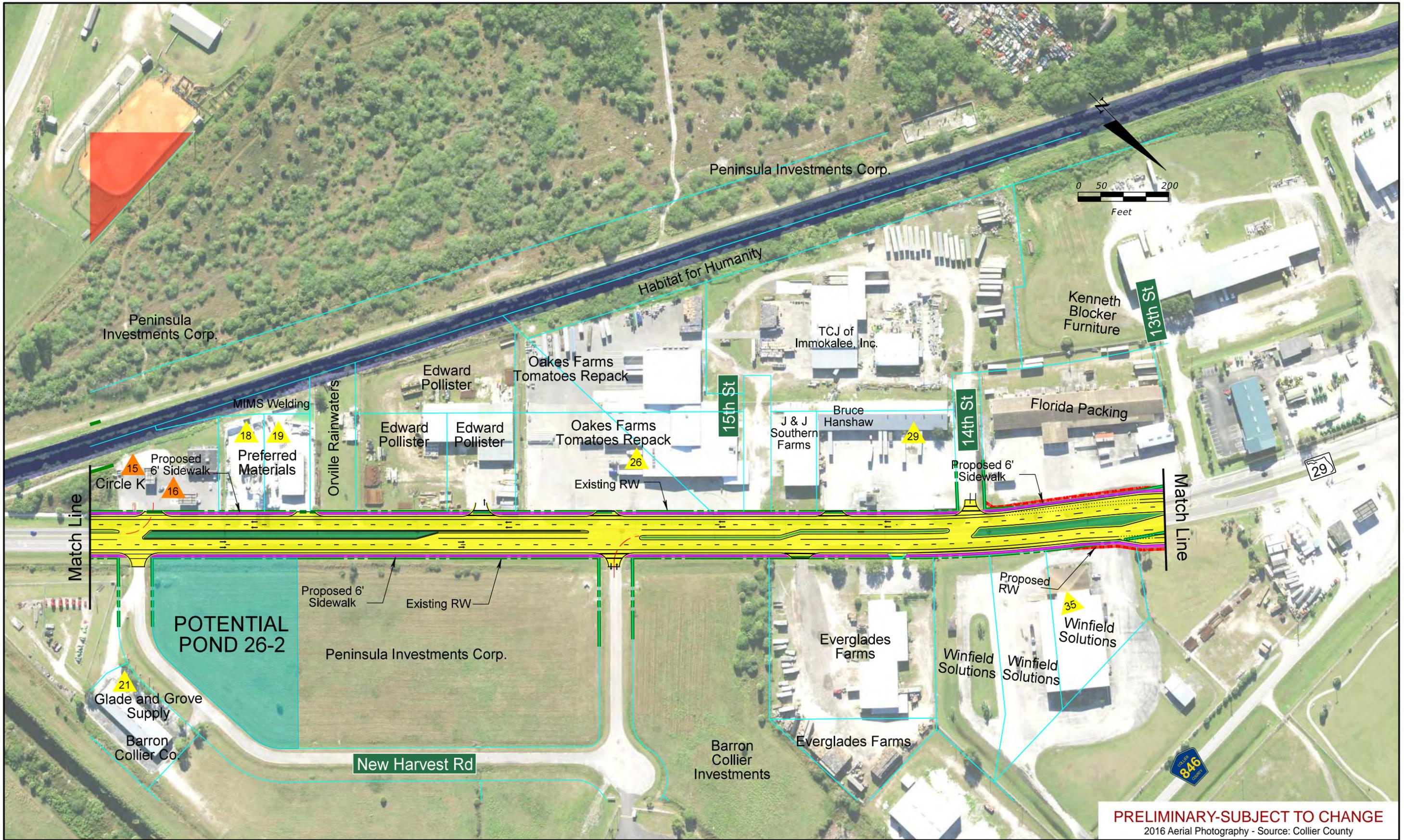
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Median/Border
	Traffic Signal		Proposed Sidewalks
			Proposed Structure
	Proposed Guardrail		Potential Business Relocation
			Potential Contamination (Low)
			Potential Contamination (Medium or High)

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

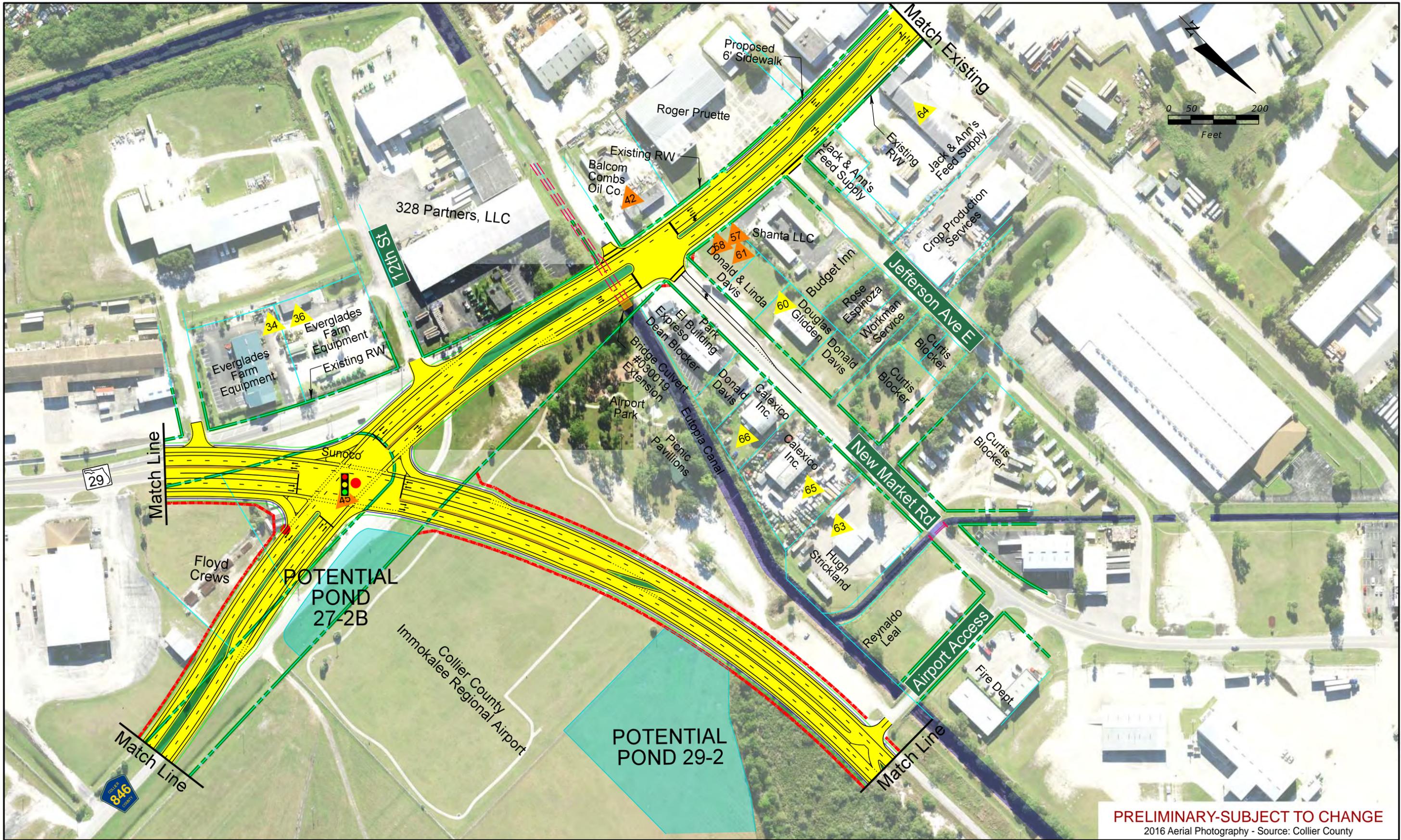
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend	
	Existing Right-of-Way
	Parcels
	Proposed Right-of-Way
	Water/Canal
	Seminole Land
	Wetland
	Potential Pond
	Potential Flood Plain Compensation
	Traffic Signal
	Proposed Pavement
	Proposed Median/Border
	Proposed Sidewalks
	Proposed Structure
	Proposed Guardrail
	Potential Business Relocation
	Potential Contamination (Low)
	Potential Contamination (Medium or High)

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

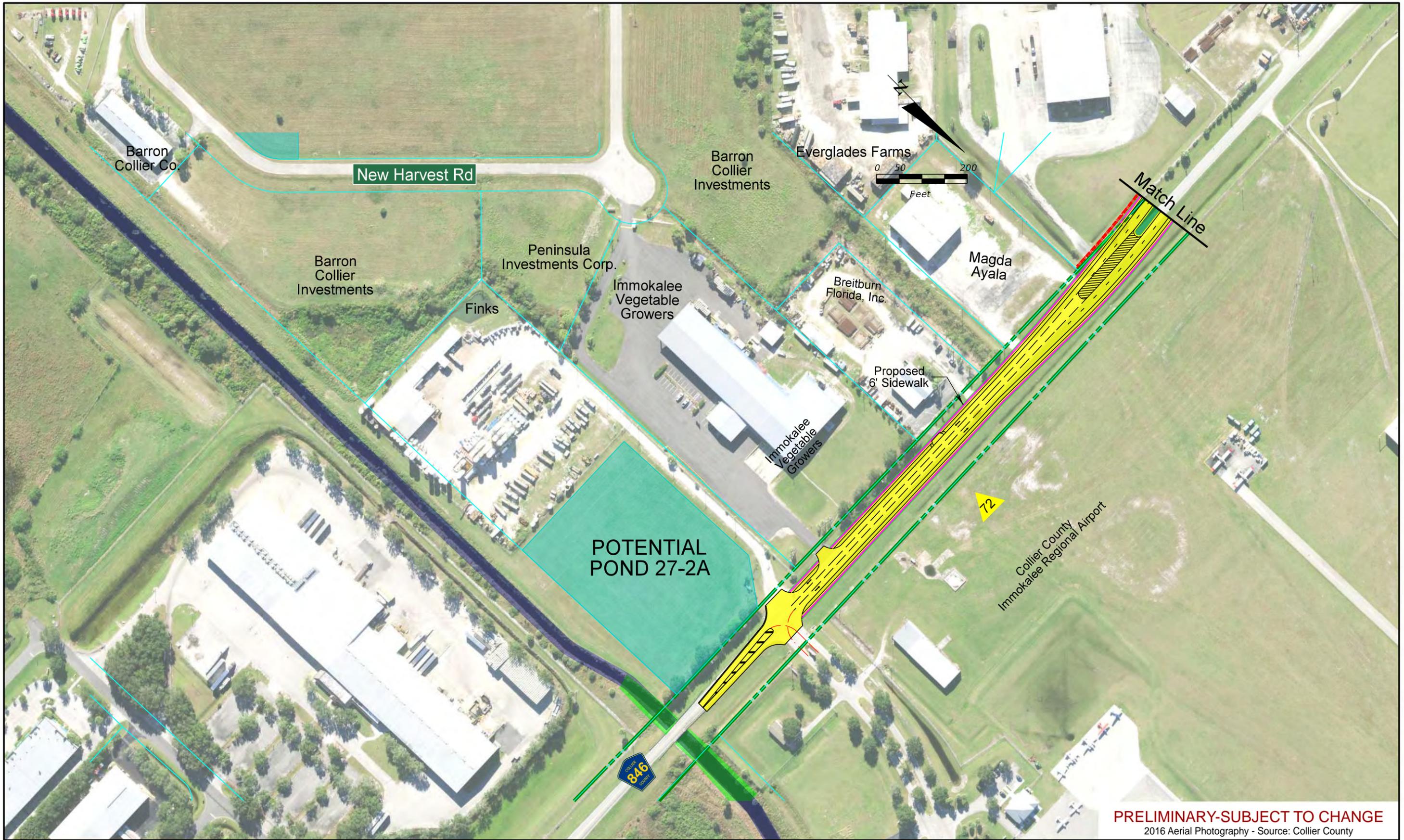
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend	
Existing Right-of-Way	Wetland
Parcels	Potential Pond
Proposed Right-of-Way	Potential Flood Plain Compensation
Water/Canal	Traffic Signal
Seminole Land	Proposed Pavement
	Proposed Median/Border
	Proposed Sidewalks
	Proposed Structure
	Potential Business Relocation
	Potential Contamination (Low)
	Potential Contamination (Medium or High)
	Proposed Guardrail

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

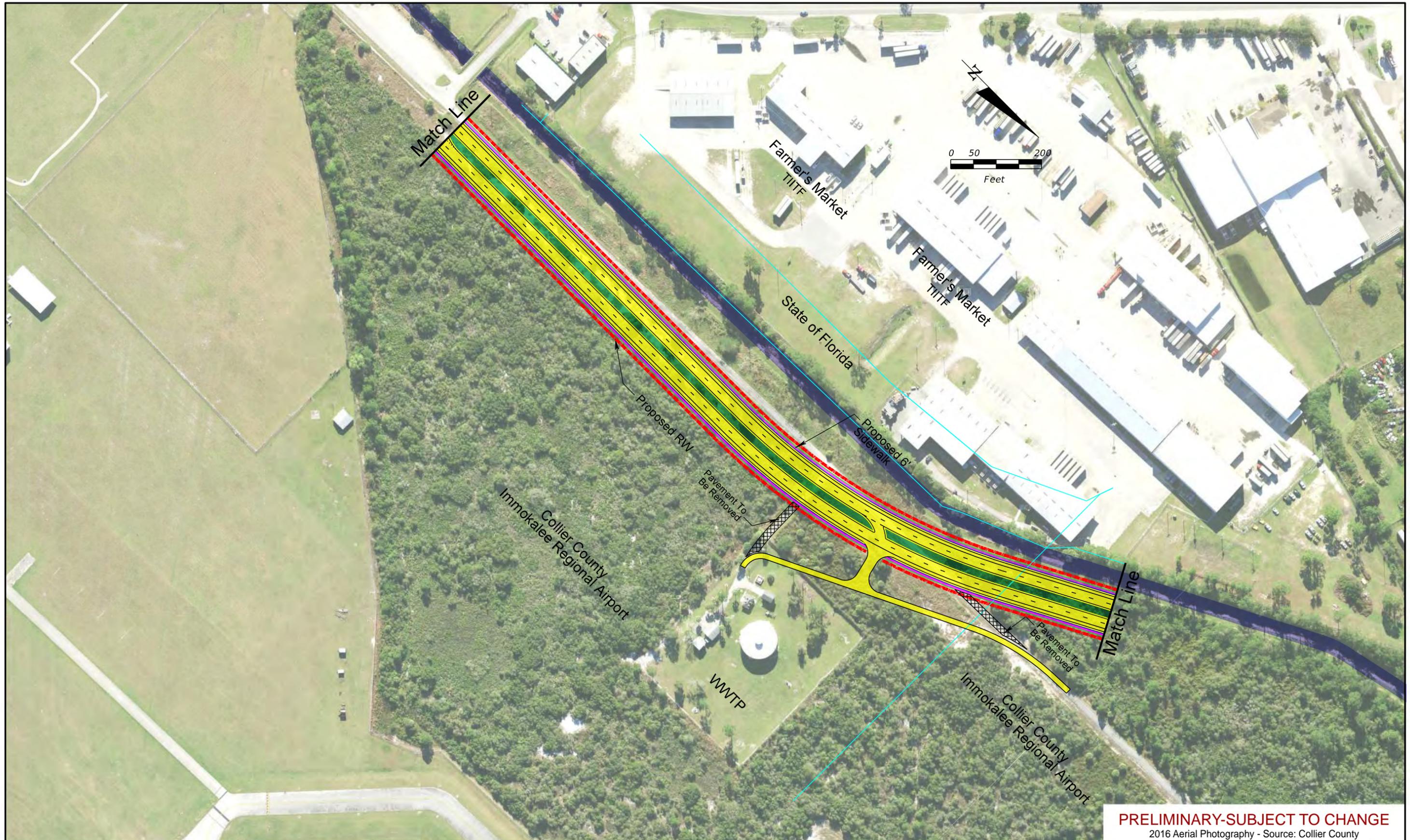
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

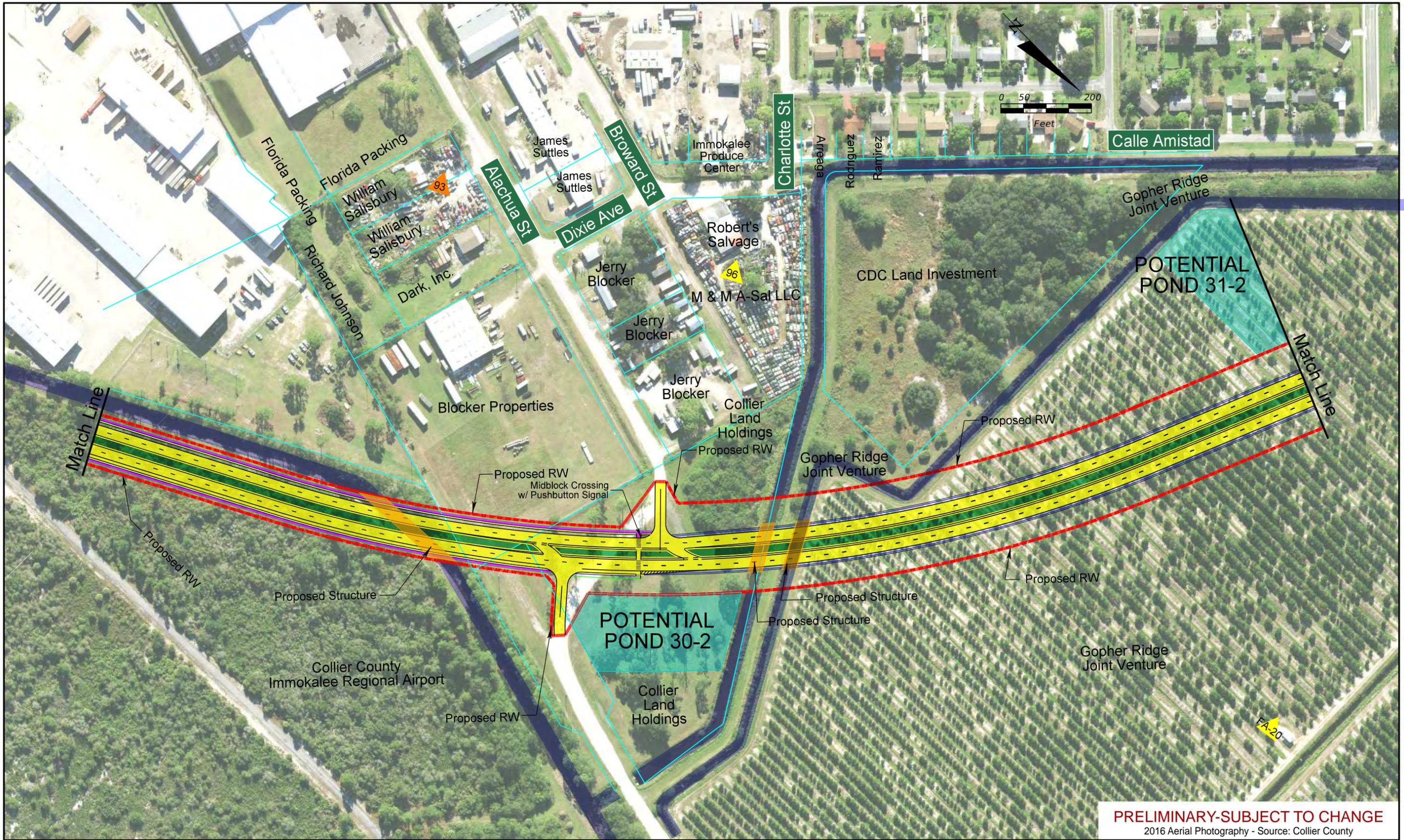
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

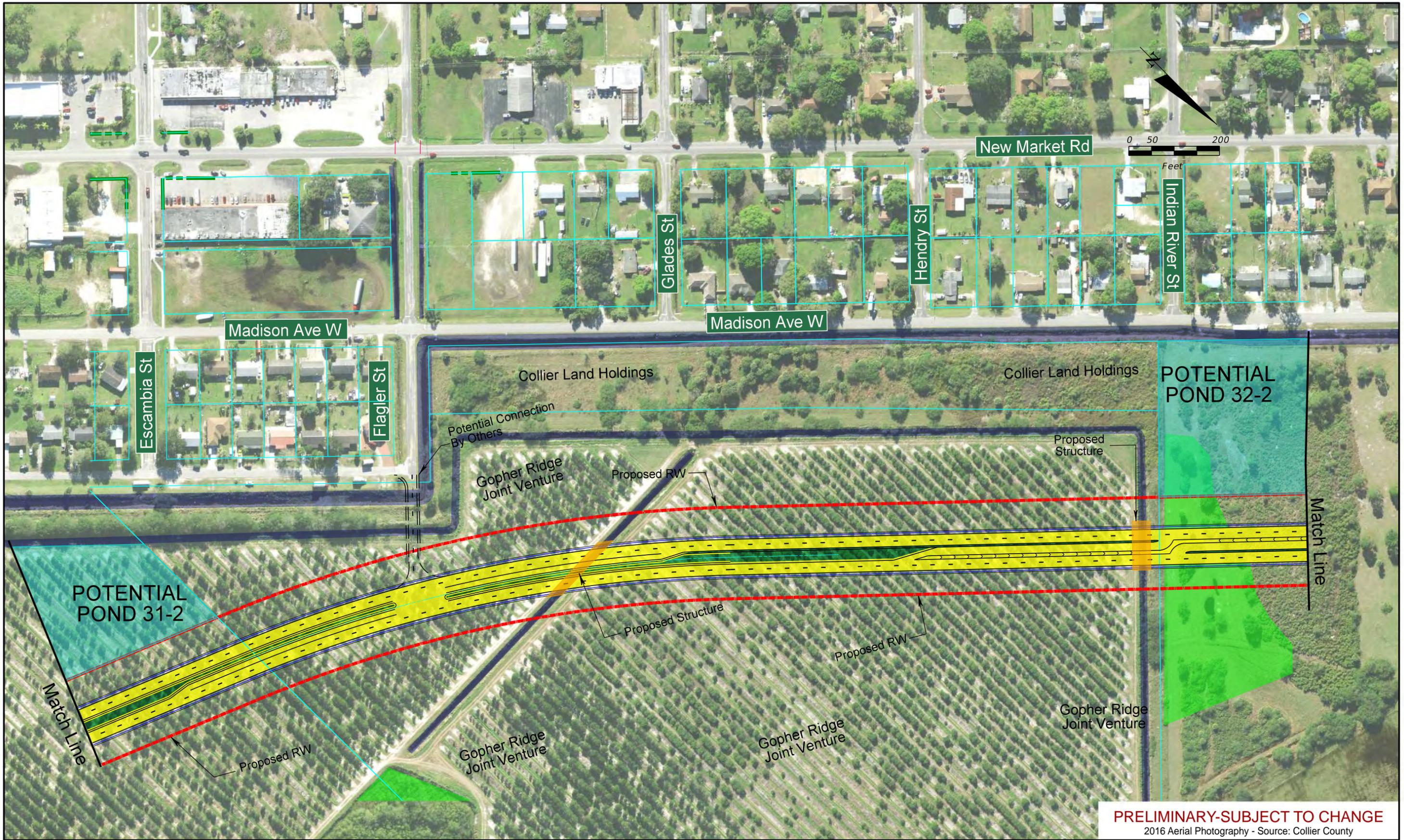
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

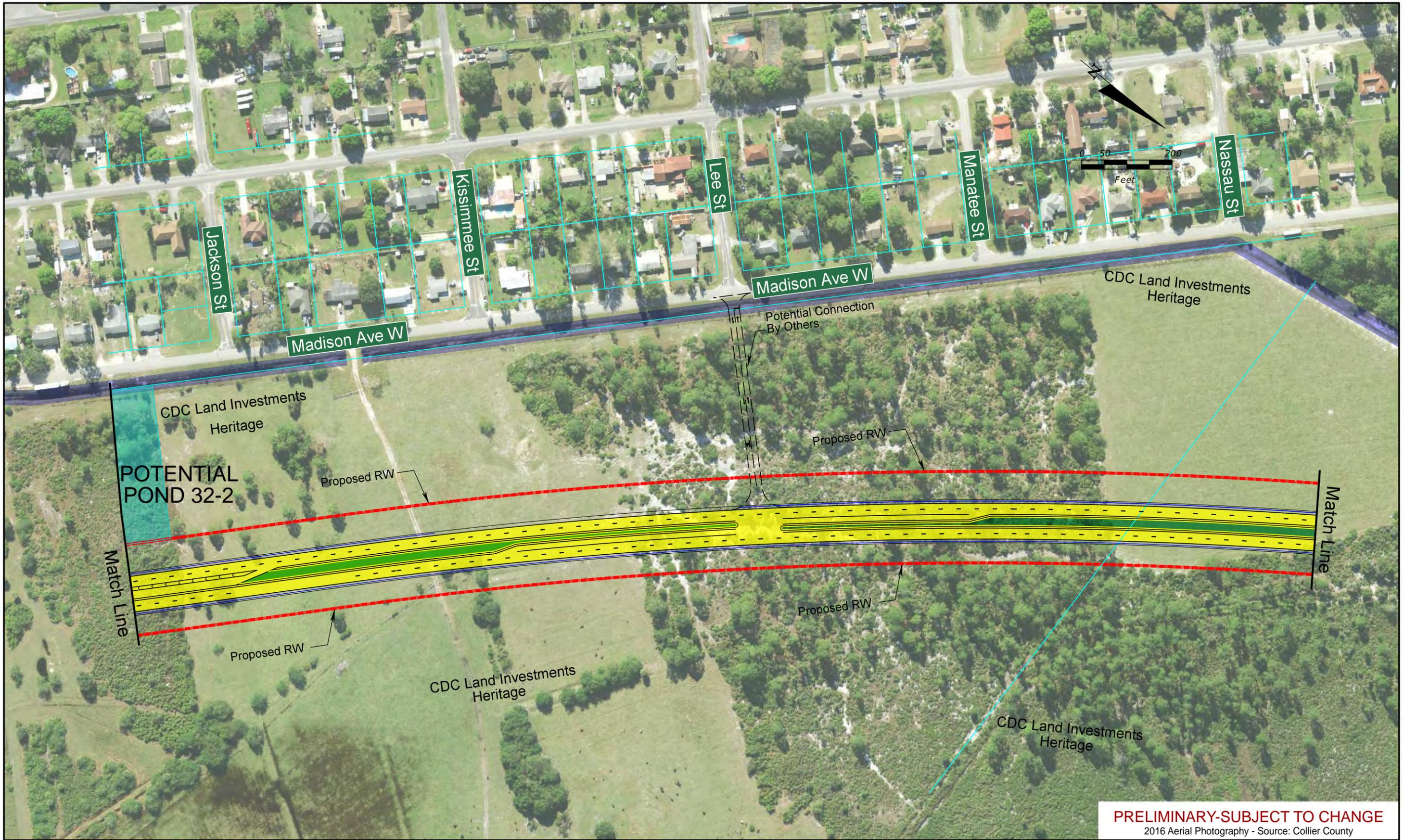
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

- | | | | |
|-----------------------|------------------------------------|------------------------|--|
| Existing Right-of-Way | Wetland | Proposed Pavement | Proposed Guardrail |
| Parcels | Potential Pond | Proposed Median/Border | Potential Business Relocation |
| Proposed Right-of-Way | Potential Flood Plain Compensation | Proposed Sidewalks | Potential Contamination (Low) |
| Water/Canal | Traffic Signal | Proposed Structure | Potential Contamination (Medium or High) |
| Seminole Land | | | |

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

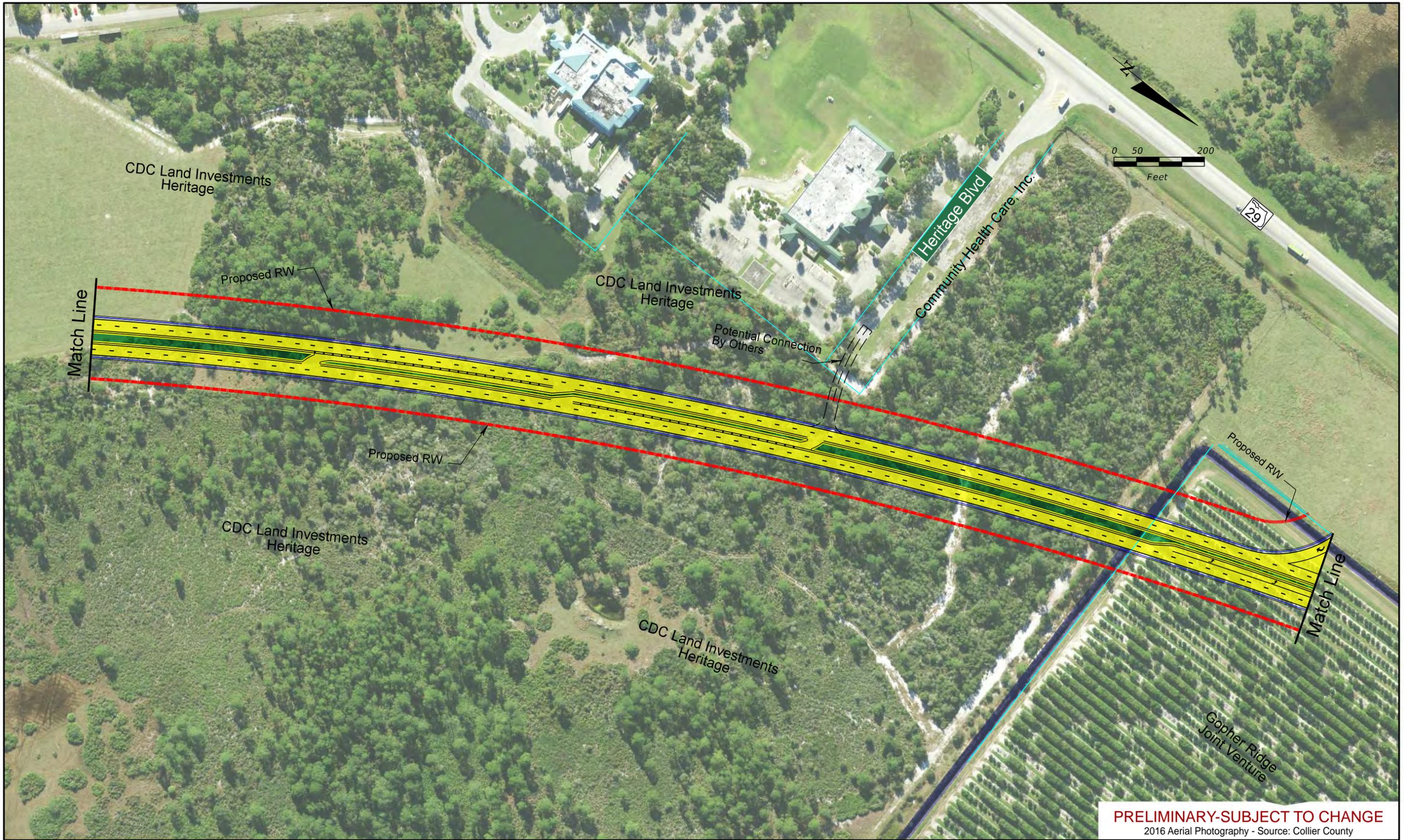
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

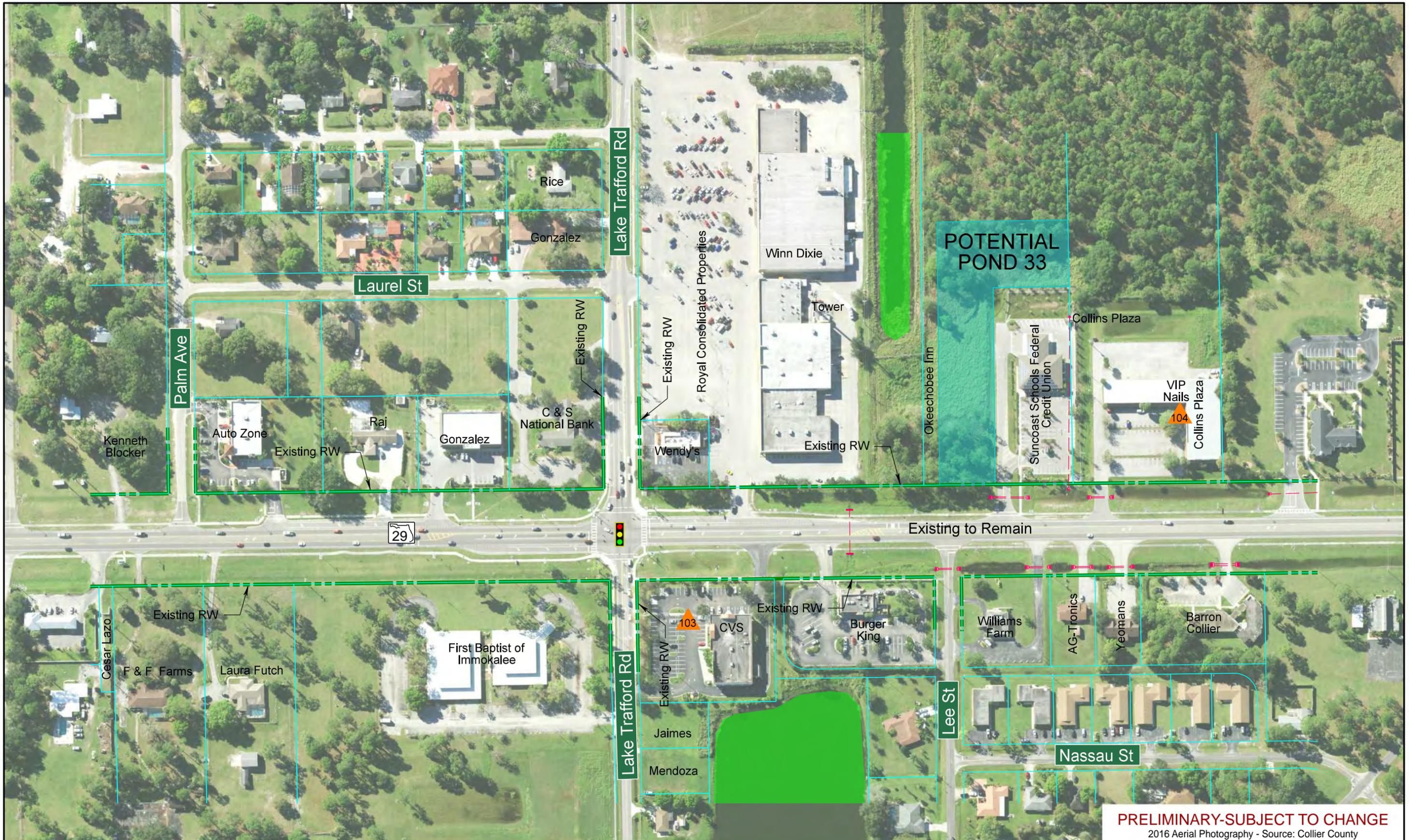
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Proposed Guardrail
Parcels	Potential Pond	Proposed Median/Border	Potential Business Relocation
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Low)
Water/Canal	Traffic Signal	Proposed Structure	Potential Contamination (Medium or High)
Seminole Land			

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

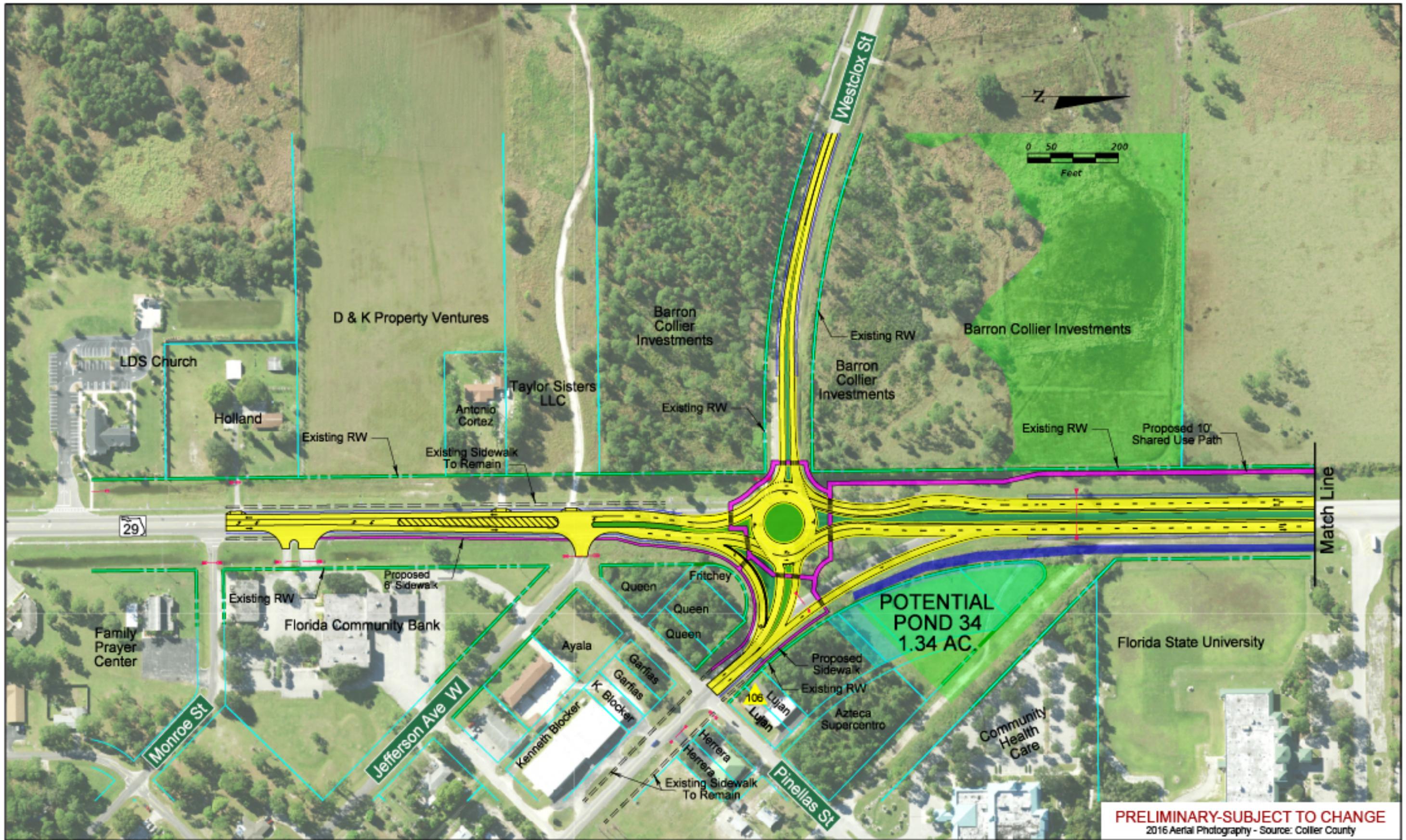
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Wetland
	Parcels		Potential Pond
	Proposed Right-of-Way		Potential Flood Plain Compensation
	Water/Canal		Proposed Pavement
	Seminole Land		Proposed Median/Border
	Traffic Signal		Proposed Sidewalks
	Potential Business Relocation		Proposed Structure
	Potential Contamination (Low)		Proposed Guardrail
	Potential Contamination (Medium or High)		

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

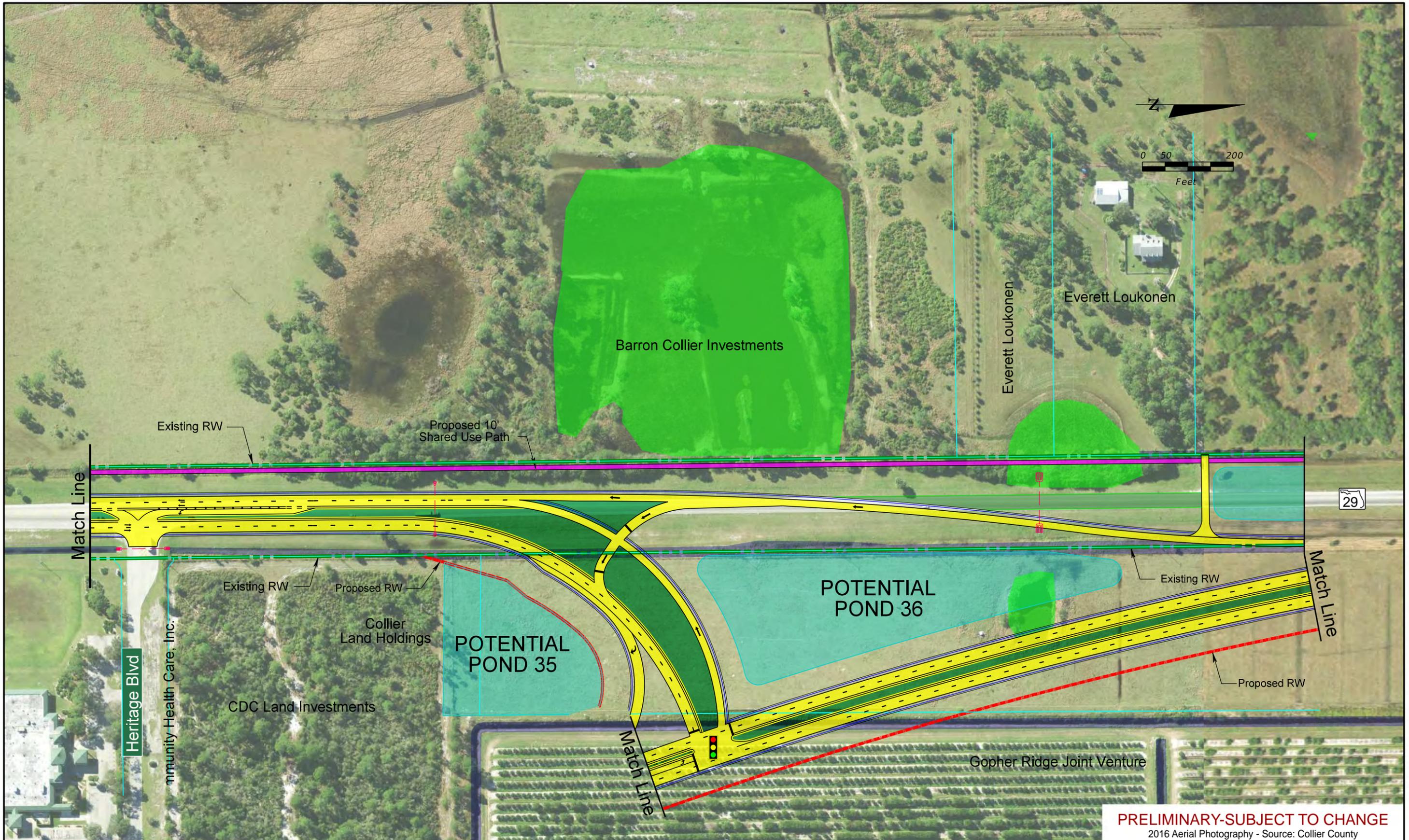
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Proposed Guardrail
Parcels	Potential Pond	Proposed Median/Border	Potential Business Relocation
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Low)
Water/Canal	Traffic Signal	Proposed Structure	Potential Contamination (Medium or High)
Seminole Land		Existing Drainage Structure	

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

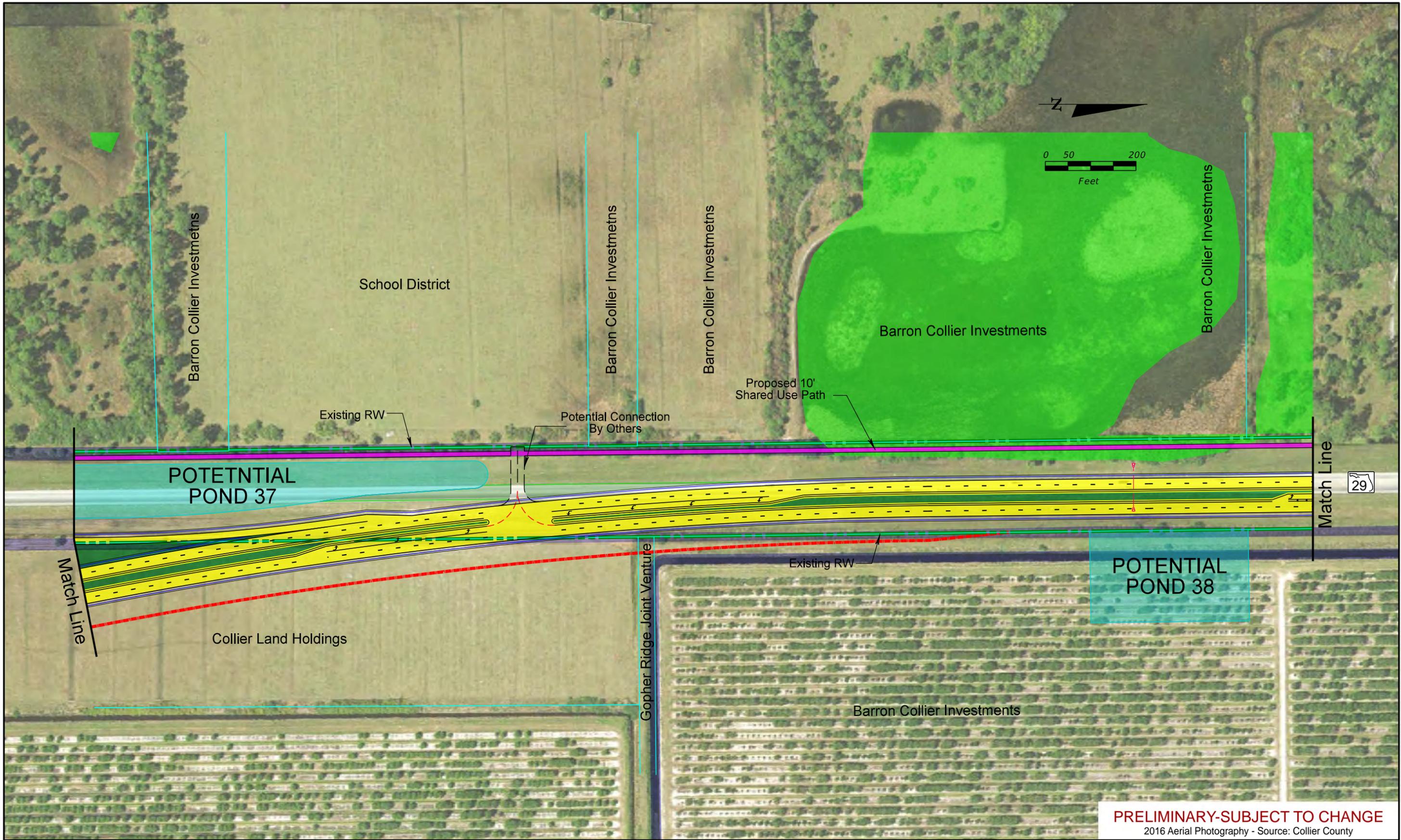
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
Existing Right-of-Way	Wetland	Proposed Pavement	Proposed Guardrail
Parcels	Potential Pond	Proposed Median/Border	Potential Business Relocation
Proposed Right-of-Way	Potential Flood Plain Compensation	Proposed Sidewalks	Potential Contamination (Low)
Water/Canal	Traffic Signal	Proposed Structure	Potential Contamination (Medium or High)
Seminole Land			

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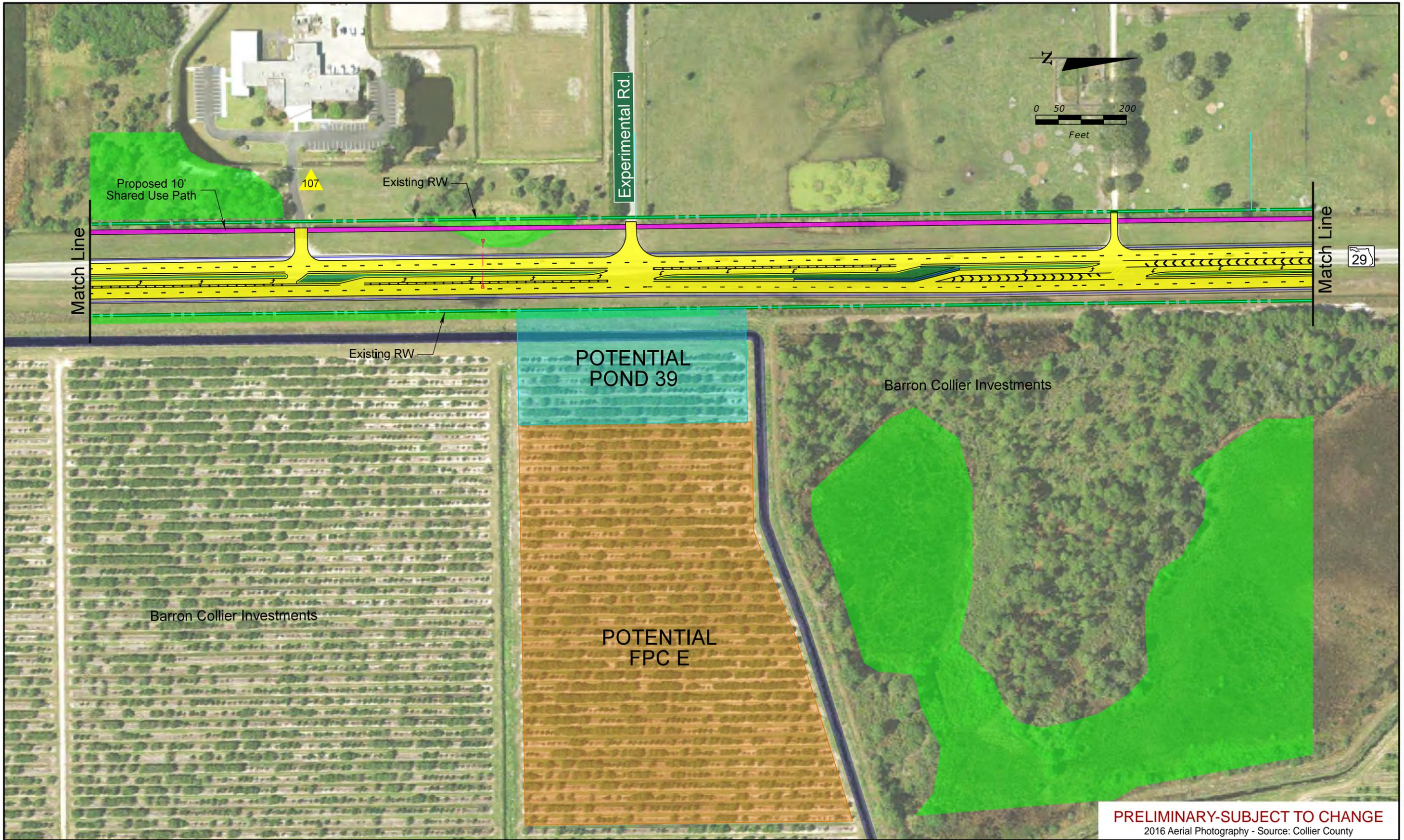
PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

- | | | | |
|-----------------------|------------------------------------|------------------------|--|
| Existing Right-of-Way | Wetland | Proposed Pavement | Proposed Guardrail |
| Parcels | Potential Pond | Proposed Median/Border | Potential Business Relocation |
| Proposed Right-of-Way | Potential Flood Plain Compensation | Proposed Sidewalks | Potential Contamination (Low) |
| Water/Canal | Traffic Signal | Proposed Structure | Potential Contamination (Medium or High) |
| Seminole Land | | | |

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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

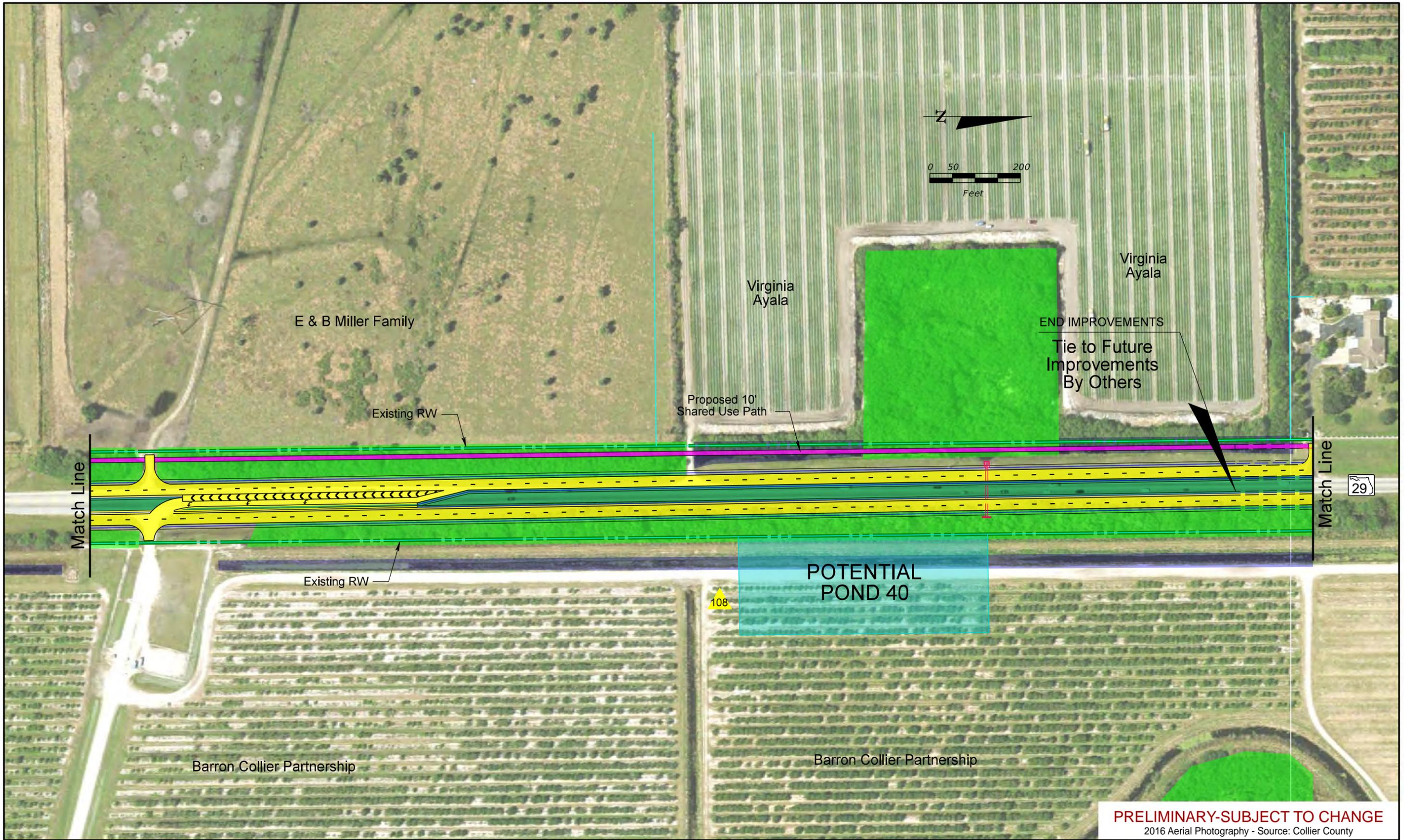
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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 Tampa, Florida 33607
 FBPR Certificate of Auth. #894

Central Alternative #2

Sheet No.
33



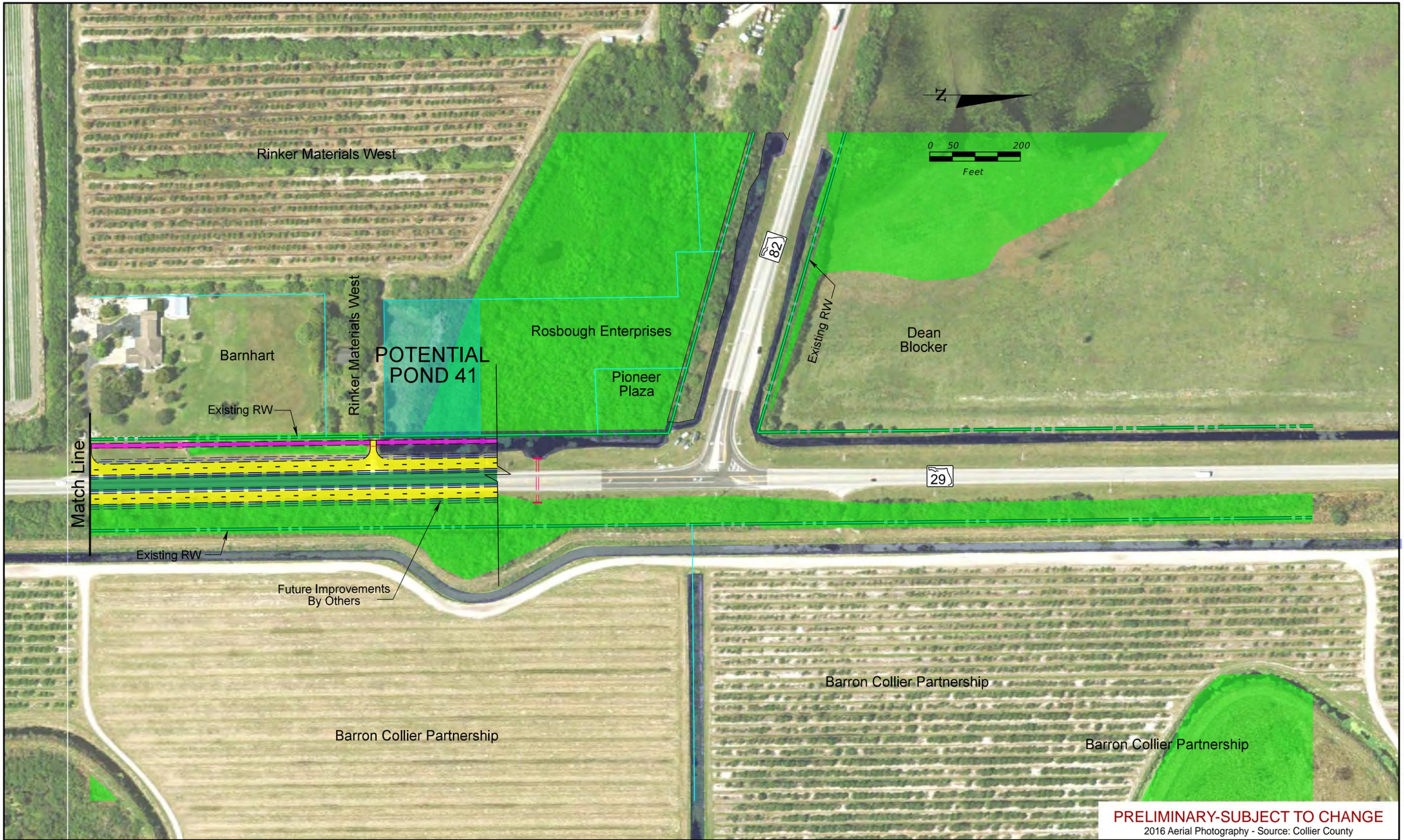
SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

Legend			
	Existing Right-of-Way		Proposed Pavement
	Parcels		Proposed Median/Border
	Proposed Right-of-Way		Proposed Sidewalks
	Water/Canal		Proposed Structure
	Seminole Land		Proposed Guardrail
	Wetland		Potential Business Relocation
	Potential Pond		Potential Contamination (Low)
	Potential Flood Plain Compensation		Potential Contamination (Medium or High)
	Traffic Signal		

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 Tampa, Florida 33607
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PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County
Central Alternative #2

Sheet No.
34



PRELIMINARY-SUBJECT TO CHANGE
 2016 Aerial Photography - Source: Collier County

SR 29 PD&E Study
 From Oil Well Road to SR 82
 FPID NO: 417540 1 22 01 / FAP NO: 3911 022P

- | | | | |
|-----------------------|------------------------------------|------------------------|--|
| Existing Right-of-Way | Wetland | Proposed Pavement | Proposed Guardrail |
| Parcels | Potential Pond | Proposed Median/Border | Potential Business Relocation |
| Proposed Right-of-Way | Potential Flood Plain Compensation | Proposed Sidewalks | Potential Contamination (Low) |
| Water/Canal | Traffic Signal | Proposed Structure | Potential Contamination (Medium or High) |
| Seminole Land | | | |

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Central Alternative #2

Sheet No.
35

APPENDIX D

NRCS Farmlands Determination

From: Crockett, Leroy - NRCS, Quincy, FL
To: [Purcell, Adam](#)
Subject: RE: Farmlands Evaluation for SR 29 in Immokalee, FL
Date: Tuesday, July 24, 2018 12:16:25 PM
Attachments: [SR 29 Immokalee - Farmlands Impact Assessment NRCS CPA 106.pdf](#)

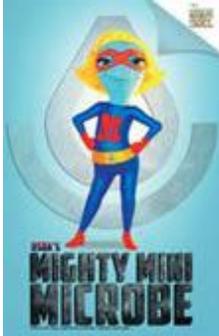
Good Afternoon,

Attached is the completed 106 form for Farmland Assessment for the SR29 Project.
Contact me if there are any questions.

Sincerely

LeRoy Crockett
Resource Soil Scientist

Perry Paige Bld suite 305N
1740 S MLK Blvd
Tallahassee, FL 32307
Of: (850) 412-7809
Mb: (352) 262-0192



[Watch](#) the "Mighty Mini Microbe" trailer.

From: Purcell, Adam <adam.purcell@aecom.com>
Sent: Monday, July 16, 2018 10:25 AM
To: Robbins, Rick - NRCS, Gainesville, FL <rick.a.robbs@fl.usda.gov>; Crockett, Leroy - NRCS, Quincy, FL <Leroy.Crockett@fl.usda.gov>
Cc: Gwen Pipkin <gwen.pipkin@dot.state.fl.us>; Bennett, Jonathon <Jonathon.Bennett@dot.state.fl.us>; Warren, Kimberly <Kimberly.Warren@dot.state.fl.us>; 'bhowell@hwlochner.com' <bhowell@hwlochner.com>
Subject: Farmlands Evaluation for SR 29 in Immokalee, FL

Sent on behalf of Gwen Pipkin.

Rick and Leroy,

Good morning, on behalf of FDOT District 1, I'm forwarding the information needed to support a Farmlands Evaluation along SR 29 in Collier County, FL. Attached you will find a Farmland Conversion Impact Rating Form (NRCS-CPA-106) with Parts I and III completed. You will also find attached a GIS Map Package and GIS shape files that depict the proposed alternatives and right-of-way impacts (including ponds). Finally, I've attached a PDF that illustrates the attached information.

The farmlands evaluation is needed to support a Project Development and Environment (PD&E) Study being conducted by FDOT to assess the need for capacity and traffic operational improvements along a two-lane undivided section of SR 29 extending approximately 15.6 miles from Oil Well Road (southern terminus) to SR 82 (northern terminus) in unincorporated Collier County, Florida. The project section of SR 29 specifically traverses the unincorporated community of Immokalee in eastern Collier County. This roadway project includes the widening of existing two-lane undivided sections of SR 29 to four lanes, as well as the addition of a new four-lane roadway bypassing the downtown area of Immokalee. No improvements are currently proposed to existing SR 29 between Immokalee Road and New Market Road North. In addition to the No-Build Alternative, the proposed alternatives under consideration are Central Alternative #1 Revised and Central Alternative #2, both are described in the attached materials. Additional information on the project can be gained by accessing the project website at <http://sr29collier.com/>.

Thank you for your assistance in the Farmlands Assessment and please let me know if you have any questions or need additional information to complete your assessment.

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

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**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 7/12/18	4. Sheet 1 of 1
1. Name of Project SR 29 Immokalee PD&E Study, 417540-1-22		5. Federal Agency Involved FDOT OEM (pursuant to MOU with FHWA)	
2. Type of Project Widen 2-4 Lanes & New 4-Lane Bypass		6. County and State Collier County, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 7/16/18	2. Person Completing Form LeRoy Crockett
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 26412 387	
5. Major Crop(s) Citrus, vegetables	6. Farmable Land in Government Jurisdiction Acres: 93360 % 7.2		7. Amount of Farmland As Defined in FPPA Acres: 51,951 % .401
8. Name Of Land Evaluation System Used Soil Potential Rating	9. Name of Local Site Assessment System None		10. Date Land Evaluation Returned by NRCS 7/24/18

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	135.9	160.5	N/A	N/A
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0	0.0		
C. Total Acres In Corridor	445.8	459.5		

PART IV (To be completed by NRCS) Land Evaluation Information		
A. Total Acres Prime And Unique Farmland	444	530
B. Total Acres Statewide And Local Important Farmland	0.0	0.0
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0047	0.0057
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	21.9	14.3

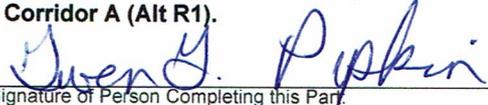
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)		
	54.9	54.9

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	12	12	
2. Perimeter in Nonurban Use	10	7	7	
3. Percent Of Corridor Being Farmed	20	10	10	
4. Protection Provided By State And Local Government	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	10	10	
6. Creation Of Nonfarmable Farmland	25	2	2	
7. Availability Of Farm Support Services	5	5	5	
8. On-Farm Investments	20	8	10	
9. Effects Of Conversion On Farm Support Services	25	0	0	
10. Compatibility With Existing Agricultural Use	10	1	1	
TOTAL CORRIDOR ASSESSMENT POINTS	160	75	77	0 0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	54.9	54.9	0 0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	75	77	0 0
TOTAL POINTS (Total of above 2 lines)	260	129.9	131.9	0 0

1. Corridor Selected: Corridor B (ALT C2)	2. Total Acres of Farmlands to be Converted by Project: 160.5 Acres	3. Date Of Selection: 8/14/18	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
---	---	---	---

5. Reason For Selection:
Corridor B (Alt C2) incorporates slightly more farmlands, but avoids direct impacts to the State Farmer's Market located in Immokalee, FL, as well as multiple residential and commercial relocations that would result from the development of Corridor A (Alt R1).

Signature of Person Completing this Part: 
Gwen Pipkin, FDOT DATE: **8/14/18**

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX E

FHWA Concurrence on Section 4(f) Resources

From: Linda.Anderson@dot.gov [<mailto:Linda.Anderson@dot.gov>]
Sent: Thursday, June 06, 2013 5:34 PM
To: James, Jeffrey W; Schulz, Mark
Cc: Benito.Cunill@dot.gov; BSB.Murthy@dot.gov
Subject: FHWA's Determination re Section 4(f) Applicability for Properties Adjacent to Proposed Alternatives for SR 29 (Immokalee) EIS, FPID # 417540-1-22-01

FHWA has reviewed the Section 4(f) DOA for SR 29 (Immokalee) EIS, FPID # 417540-1-22-01, and made the determination that Immokalee Airport Park, 1st Street Plaza, and 9th Street Plaza are Section 4(f) properties.

Whether the Collier Rural Land Stewardship Sending Area #5 is a Section 4(f) property is a more complex question, given its designated use for both conservation and ranching, and the nature of the Stewardship Easement Agreement between Collier County, FDOT, FDACS, and the property owner.

There are two issues here:

1. Does the land have a designated function as a wildlife or waterfowl refuge. Page 2, #'s 3A and B of the Stewardship Easement Agreement (p. A-7 of DOA) state that the land may be used for "Conservation, Restoration, and Natural Resources Uses" and "Agriculture." The Land Use Matrix on P. A-19 of the DOA defines "Conservation, Restoration and Natural Resources" as "Wildlife management, plant and wildlife conservancies, refuges and sanctuaries." Page 2-1, #1 of the DOA states "those areas within SSAs designated exclusively for conservation use are the only areas considered to fall under the auspices of Section 4(f). Note: the limitation of applicability of Section 4(f) to the areas of the SSA supporting conservation is based on 23 CFR 774.11(d)." However, 23 CFR 774.11(d) does not state that lands have to be "designated exclusively for conservation," only that they have to be "designated in the plans of the administering agency as being for, significant park, recreation, or wildlife and waterfowl refuge purposes." The easement does not appear to designate specific areas within the western portion adjacent to East Alternative #1 for conservation or agriculture. The land may be used for either. Consequently, FHWA's opinion is that Eastern Alternative #1 may have a designated function as a wildlife or waterfowl refuge.
2. Does the easement make this public land? This depends on the nature of the easement as well as other factors (see Question 1B of the Section 4(f) Policy Paper) and is a difficult question that will require additional research.

FHWA's recommendation is that a Section 4(f) determination for Collier Rural Land Stewardship Sending Area #5 be postponed until it is apparent that East Alternative #1 will be retained as a viable alternative. If it is, then we can further explore the question of whether this is a Section 4(f) property.

Linda Anderson
Environmental Protection Specialist
Federal Highway Administration
545 John Knox Rd., Ste. 200
Tallahassee, FL 32303
P: 850-553-2226
F: 850-942-8308



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

March 21, 2014

Ms. Linda Anderson
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

**Subject: Section 4(f) Determination of Applicability Addendum
SR 29 Collier County PD&E Study
From Oil Well Road to SR 82, Collier County, Florida
Financial Project ID: 417540-1-22-01**

Ms. Anderson,

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the improvement of SR 29 from Oil Well Road to SR 82 in Collier County, FL.

A Section 4(f) Determination of Applicability (DOA) for this study was prepared and submitted to the Federal Highway Administration in April of 2013. Subsequent to the April 2013 submittal of the DOA, the two eastern most roadway alternatives (East Alternative #1 and East Alternative #2) were dropped from consideration, and a new central alternative was developed for study.

The removal of the two eastern alternatives eliminated the need to further examine potential impacts to Collier Rural Land Stewardship Sending Area #5. However, the newly developed central alternative (Central Alternative #2) places the proposed roadway north and east of existing SR 29, affecting the Immokalee Airport Conservation Easement, a resource potentially subject to the auspices of Section 4(f). The attached is an addendum to the original DOA, and is intended to aid FHWA in the determination of Section 4(f) applicability to the newly identified conservation easement. The FDOT believes that Section 4(f) applies to the Airport Conservation Easement.

Ms. Anderson
Federal Highway Administration
SR 29 Collier County PD&E Study
From Oil Well Road to SR 82, Collier County, Florida
Financial Project ID: 417540-1-22-01
March 21, 2014
Page 2

If you have any questions, or if I may be of assistance, please contact me at Gwen.Pipkin@dot.state.fl.us or (863) 519-2375. Thank you for your assistance with this request.

Sincerely,



Gwen G. Pipkin
District Environmental Administrator
Florida Department of Transportation

Enclosure(s)

cc: Gwen Pipkin, FDOT
Bill Howell, HW Lochner
Ron Gregory, URS

The Federal Highway Administration concurs with this determination.


Linda Anderson, FHWA

4-28-14
Date

APPENDIX F

SHPO Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

MIKE DEW
SECRETARY

July 11, 2018

Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

2018 JUL 13 A 8:12
FLORIDA DEPARTMENT OF
STATE
BUREAU OF
HISTORIC PRESERVATION

Attention: Ms. Alyssa McManus, Transportation Compliance Review Program

Re: **Cultural Resource Assessment Survey
State Road 29 Project Development and Environment Study from Oil Well Road
(County Road 858) to State Road 82
Collier County, Florida
Financial Project ID No.: 417540-1-22-01**

Dear Dr. Parsons,

The Florida Department of Transportation (FDOT), District One, is pleased to submit the *Cultural Resource Assessment Survey (CRAS) for the State Road (SR) 29 Project Development and Environment (PD&E) Study from Oil Well Road (County Road [CR] 858) to SR 82 in Collier County, Florida*. Please find enclosed the following:

- One unbound copy of the CRAS report;
- One CD containing a .pdf of the CRAS report, an electronic version of the survey log and site file forms, selected photos, and GIS shapefiles of the survey area;
- One unbound copy of all site file forms, and
- One unbound survey log.

Also included is the Cultural Resources Desktop Analysis of Proposed Ponds and Floodplain Compensation Sites associated with the alternatives included in the CRAS. Please note that the objective of this desktop analysis is to provide preliminary cultural resource information to assist in the avoidance of previously recorded resources listed in, determined eligible for, or considered eligible for listing in the *National Register of Historic Places* (National Register). Once final ponds are selected, a cultural resource assessment of those ponds will be conducted.

Timothy A. Parsons, Ph.D.
SR 29 PD&E from Oil Well Road (CR 858) to SR 82
Collier County, Florida
Financial Project ID No.: 417540-1-22-01
July 11, 2018
Page 2 of 4

The CRAS was conducted in compliance with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 Code of Federal Regulations (CFR) 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (effective June 14, 2017). The objective of the CRAS was to identify cultural resources within the project area of potential effect (APE) and assess the resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

No previously recorded or newly recorded archaeological sites were identified during the archaeological resources survey. The historic resources survey resulted in the identification of a total of 46 historic resources within the historic resources APE. This includes two previously recorded resources and 44 newly recorded resources. The previously recorded resources include the Immokalee Ice Plant (8CR642) and the Immokalee Regional Airport (8CR1087). The 44 newly recorded resources include 35 buildings (8CR1180–8CR1196, 8CR1236–8CR1238, 8CR1245–8CR1246, 8CR1323–8CR1329, 8CR1331–8CR1334, 8CR1369–8CR1370), two bridges (8CR1496–8CR1497), four canals (8CR1256, 8CR1368, 8CR1498–8CR1499), one road (8CR1309) and two resource groups (8CR1252 and CR1500).

Forty-five of the resources are considered ineligible for listing in the National Register either individually or as part of a historic district. One resource, the Immokalee Ice Plant (8CR642) is considered National Register-eligible. The Ice Plant was constructed in 1945 and, although there have been several additions, it maintains much of its integrity. This resource is representative of Immokalee's conversion from a community of individual isolated farmsteads to a more modern agricultural community and is considered eligible for the National Register under Criterion A for its role in Immokalee's Community Planning and Development, Agriculture, and Industry.

A webinar was held on June 20, 2018 with Alyssa McManus of the SHPO/FDHR Transportation Compliance Review Program, FDOT District 1, and the consultant team to provide an overview of the results of the CRAS and discuss the potential effects of the project on the potentially eligible Immokalee Ice Plant. The level of documentation needed to determine the effects to the Ice Plant were also discussed. Ms. McManus noted that it appeared there would be no adverse effect to the Ice Plant and agreed that the effects analysis could be included in this CRAS transmittal letter.

Timothy A. Parsons, Ph.D.
SR 29 PD&E from Oil Well Road (CR 858) to SR 82
Collier County, Florida
Financial Project ID No.: 417540-1-22-01
July 11, 2018
Page 3 of 4

The Criteria of Adverse Effects, as defined in the Section 106 implementing regulations, 36 CFR part 800.5, states:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Neither of the proposed alternatives included any acquisition of property from the Ice Plant parcel. The proposed at-grade roadway improvements on SR 29 adjacent to the National Register-eligible Immokalee Ice Plant will fall entirely within the existing ROW and will match the existing roadway typical section (Attachment 1). The existing typical section includes two 12-foot lanes, concrete sidewalks and bike lanes in each direction separated by a raised median. The existing driveway access to the Ice Plant will remain. Improvements along SR 29, west of New Market Road, are limited to milling and resurfacing of the existing pavement in order to transition the proposed improvements to the existing roadway. None of the proposed improvements directly or indirectly impact the Ice Plant or diminish its integrity. Therefore, based on the criteria of adverse effect, the proposed project will not adversely affect those characteristics of the Immokalee Ice Plant that qualify this resource for listing in the National Register.

This letter and the enclosed CRAS report are respectfully provided for your review and concurrence with both the determinations of eligibility and the effects determination. This information is being provided in accordance with provisions contained in *Section 106 of the National Historic Preservation Act*. If you have any questions, please do not hesitate to call me at (863) 519-2375 or Gwen.Pipkin@dot.state.fl.us

Sincerely,



Gwen G. Pipkin
Environmental Manager

Timothy A. Parsons, Ph.D.
SR 29 PD&E from Oil Well Road (CR 858) to SR 82
Collier County, Florida
Financial Project ID No.: 417540-1-22-01
July 11, 2018
Page 4 of 4

Enclosures

Cc: Marlon Bizerra, FDOT
Jonathon Bennett, FDOT
Matthew Marino, FDOT
Roy Jackson, FDOT
Bill Howell, Lochner
Amy Streehman, Janus Research
Kathleen Hoffman, Janus Research

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs/ does not concur with the determinations of historic significance provided in this cover letter and does does not find applicable the determinations of effects and adverse effects provided in this cover letter for SHPO/FDHR Project File Number 2018-3480.

FDHR Comments:

CR 688 should be CR 668. Please correct and submit in report - files on disc. However, this office concurs w/ the determinations - findings of this report.

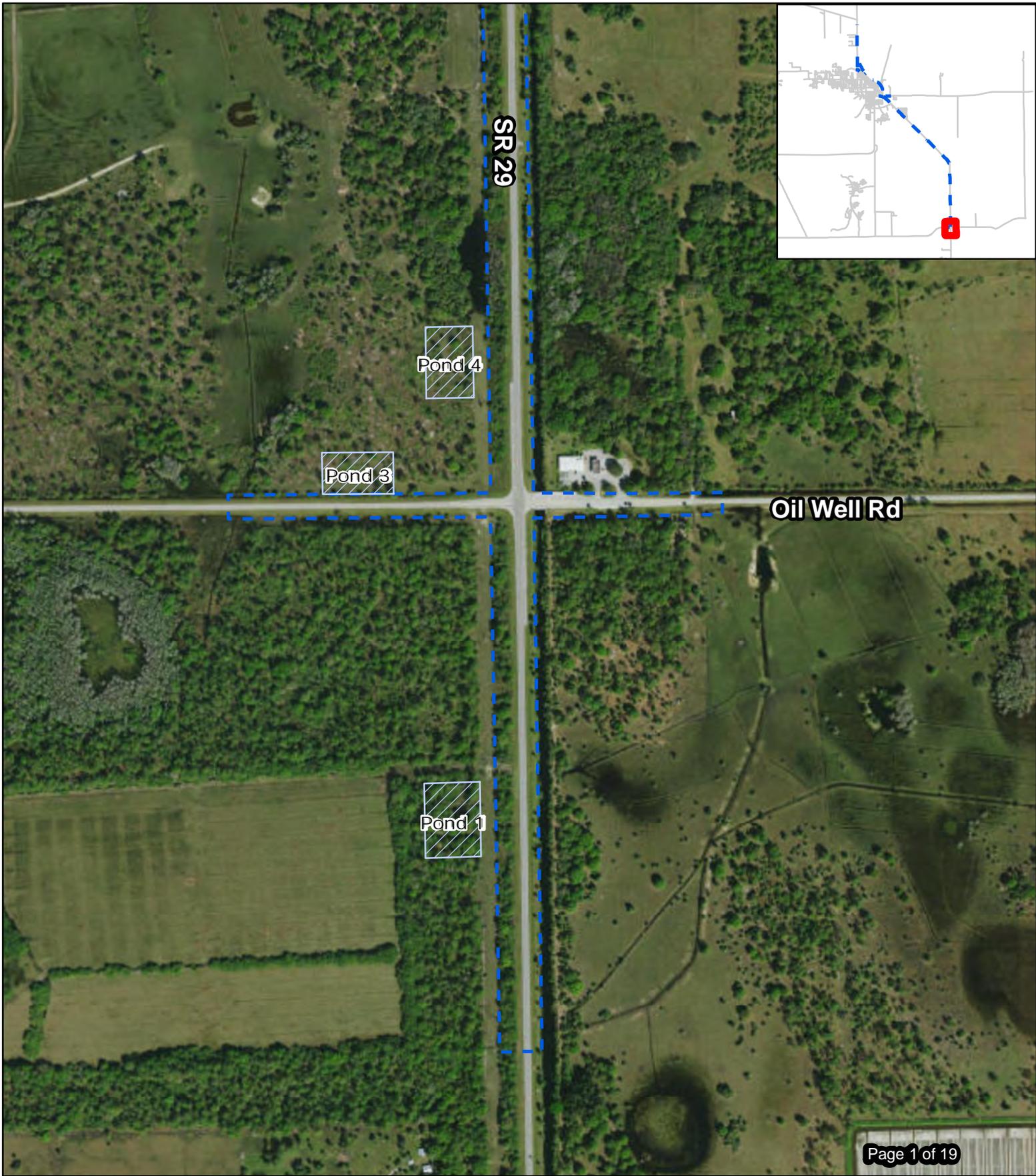
Timothy A. Parsons, Director, and
State Historic Preservation Officer

[DATE]

Florida Division of Historical Resources

APPENDIX G

Pond and Floodplain Compensation Site Maps

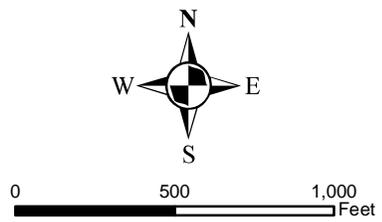


MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018

- Legend**
-  Central Alternative #2
 -  Floodplain Compensation Sites
 -  Pond Sites





MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

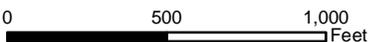
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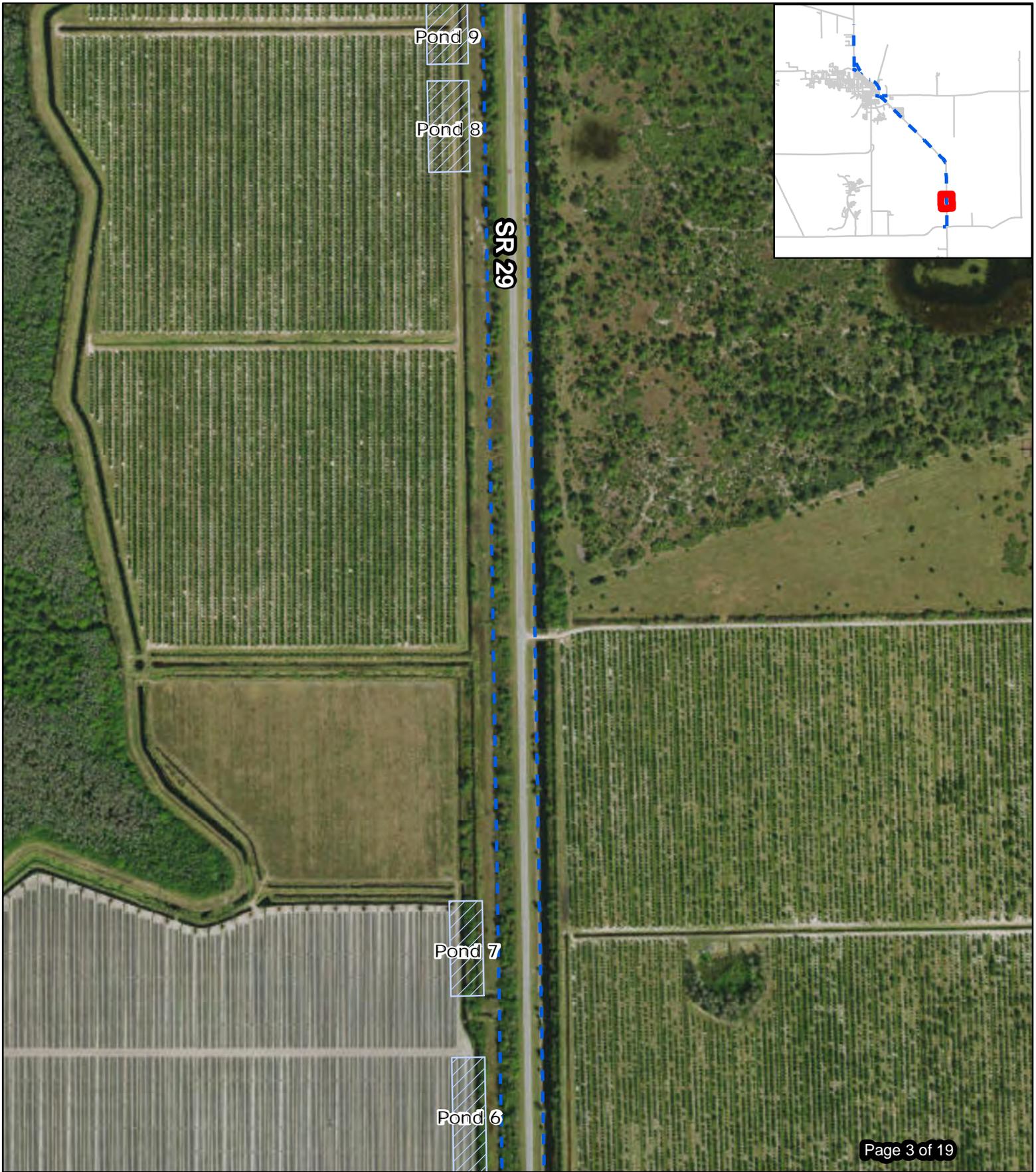
-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

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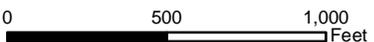
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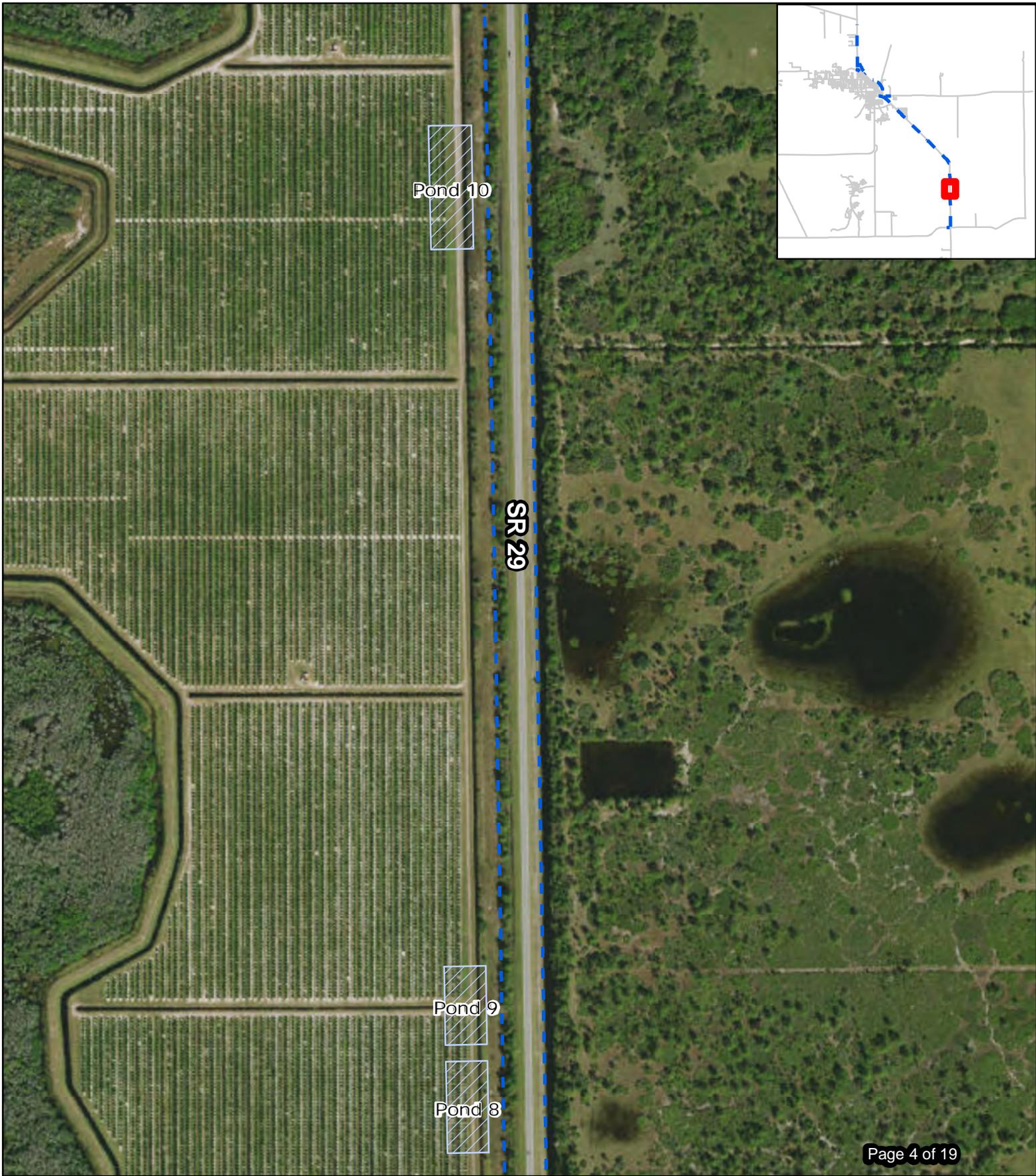
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-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018



MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

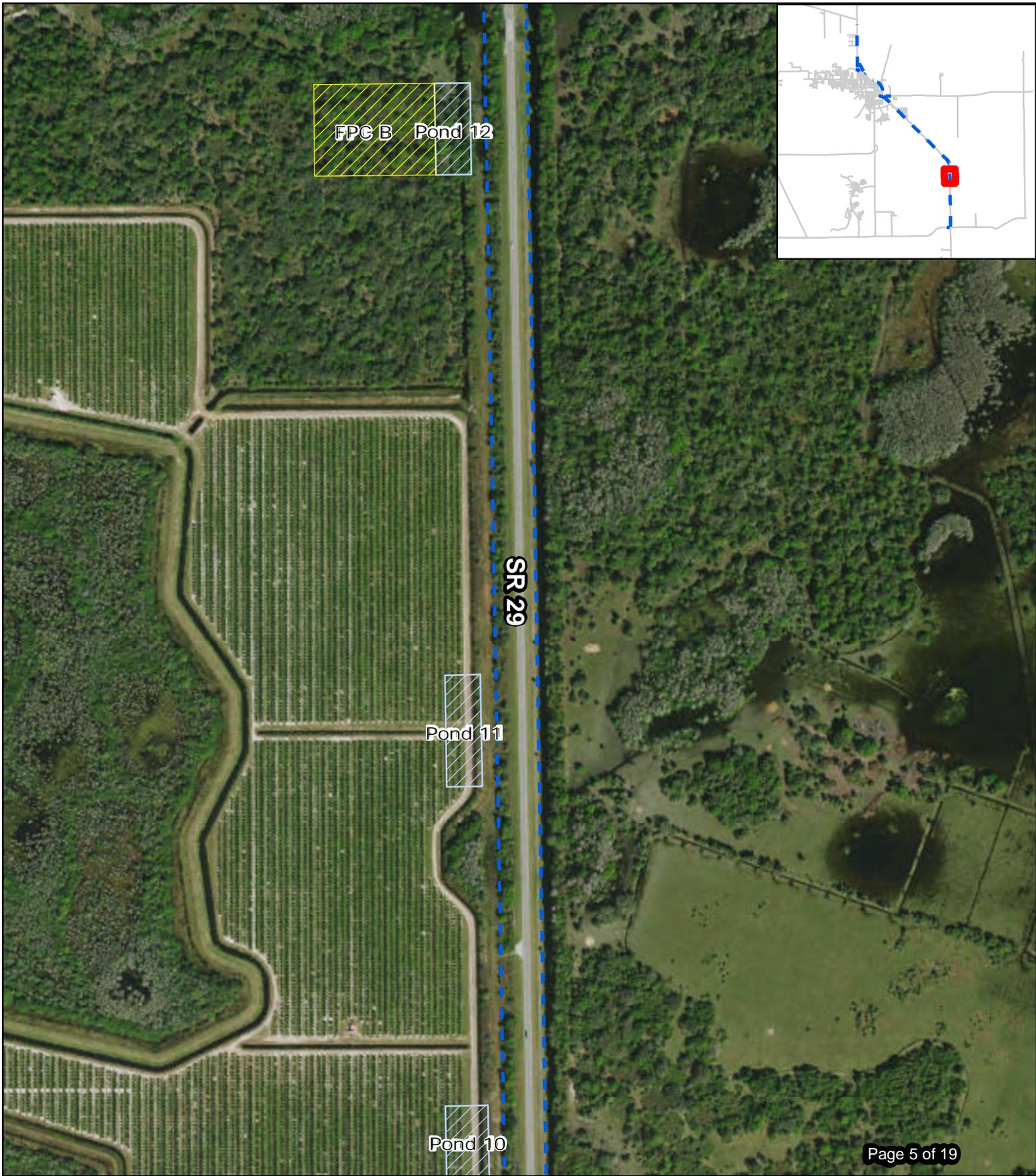
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-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018



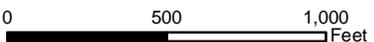
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 DATA SOURCE : AECOM 2018

Legend

-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018



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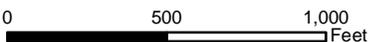
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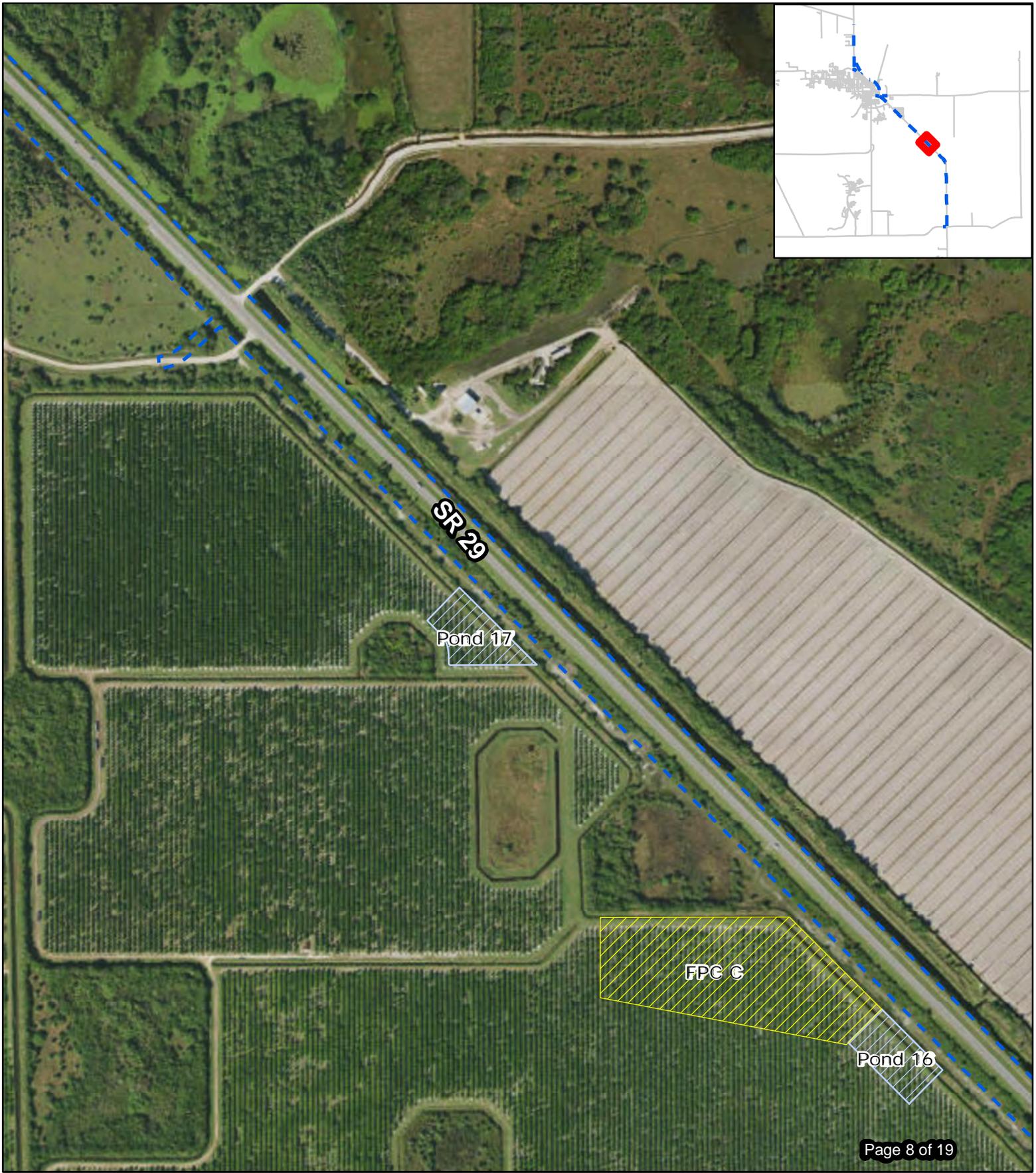
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Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018


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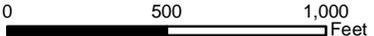
Legend

-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018


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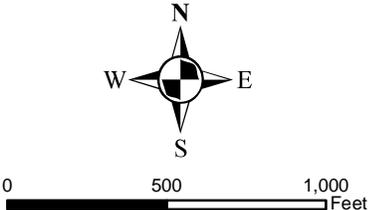


MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

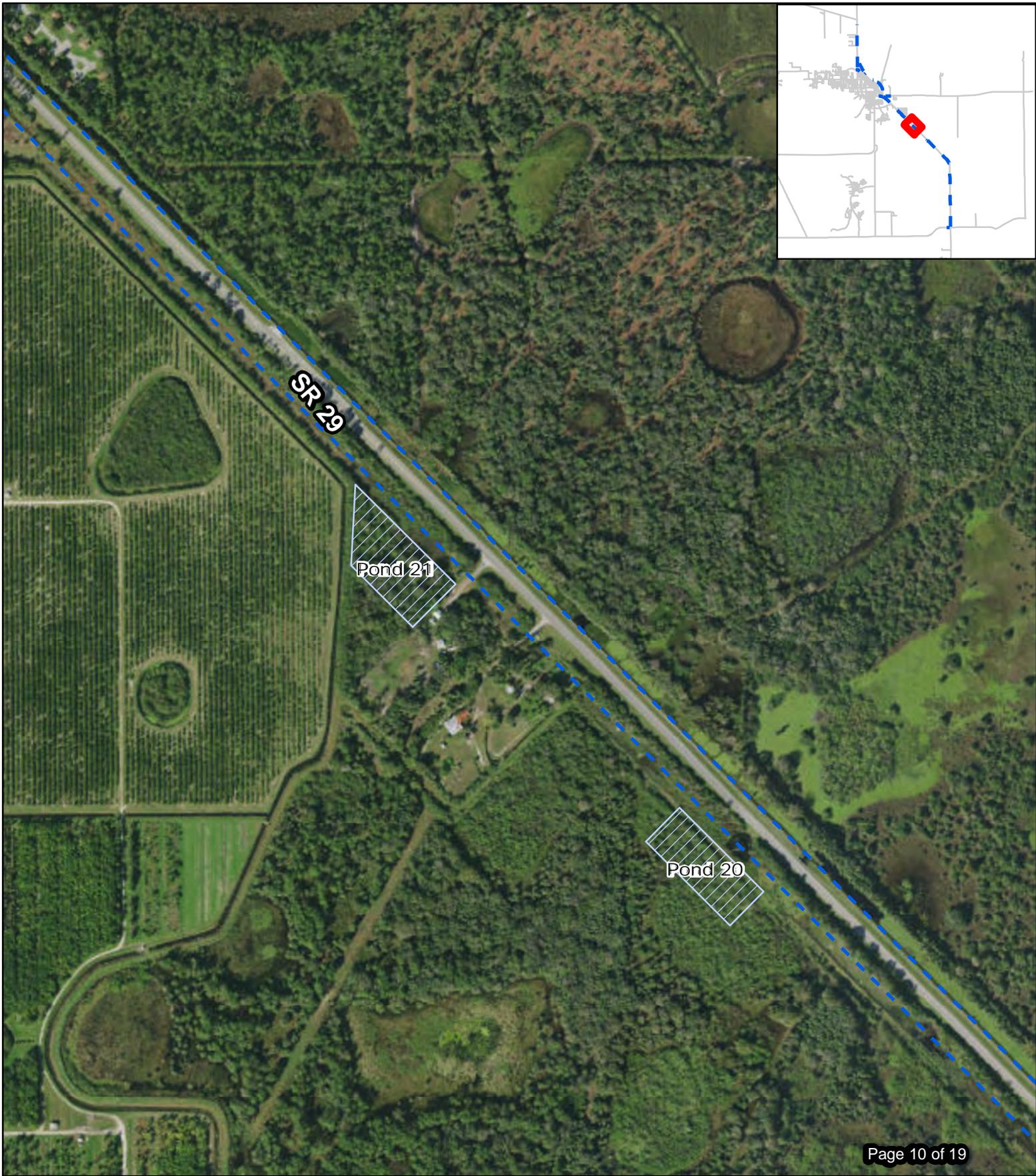
Legend

-  Central Alternative #2
-  Floodplain Compensation Sites
-  Pond Sites



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Date: 6/5/2018



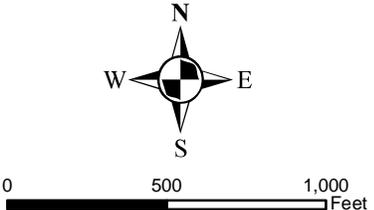
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 DATA SOURCE : AECOM 2018

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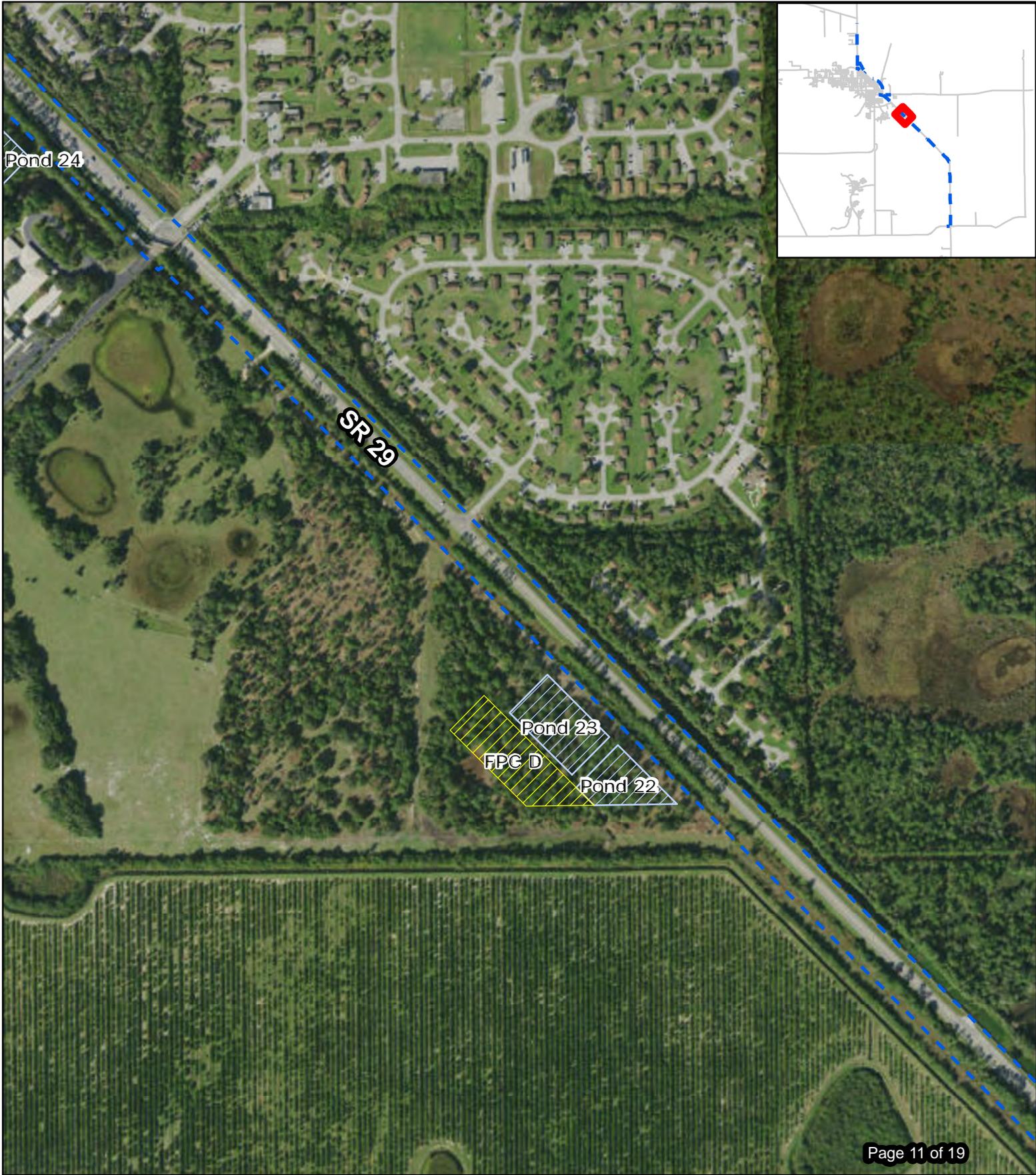
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-  Floodplain Compensation Sites
-  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018



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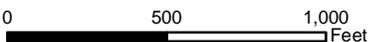
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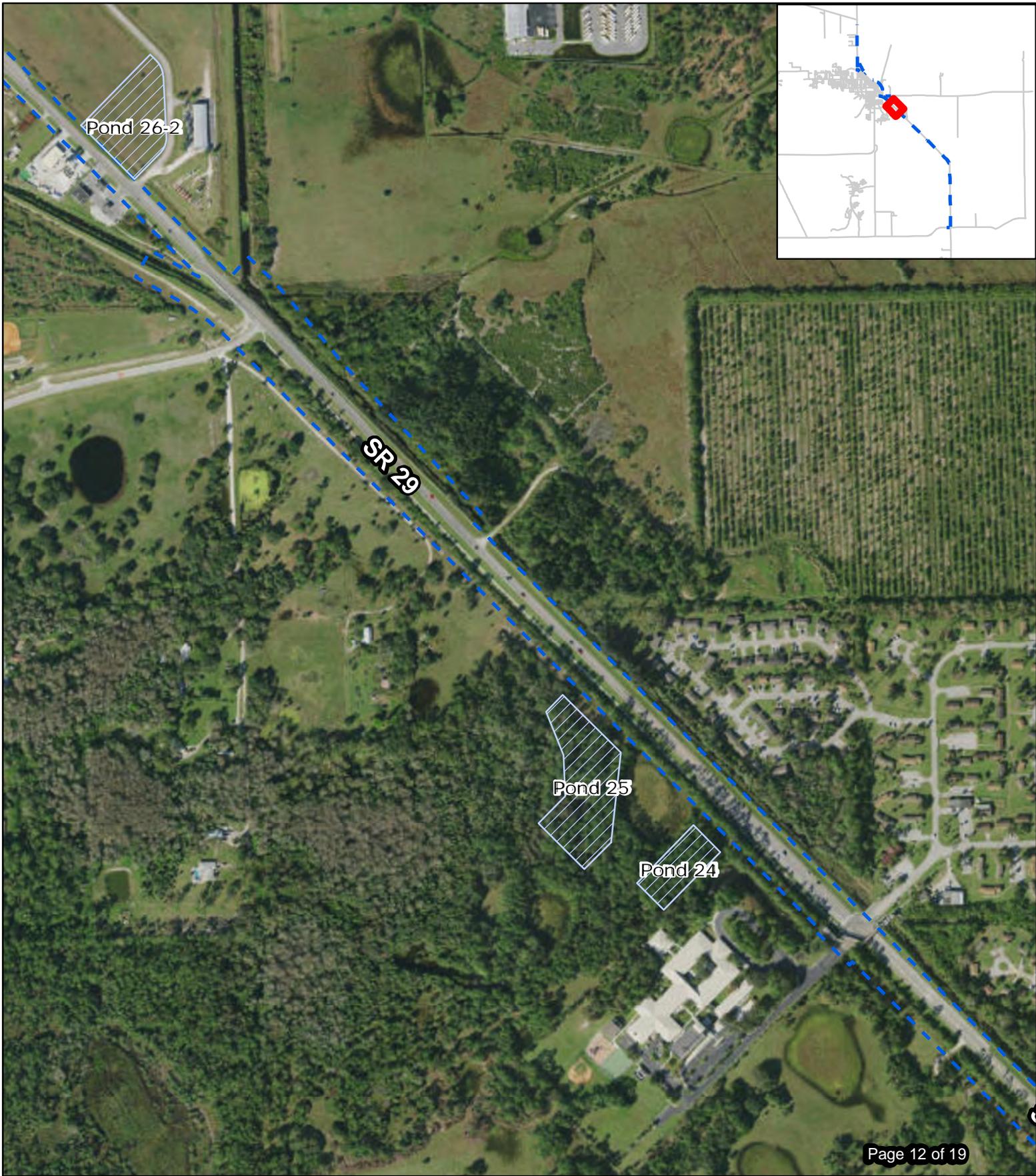
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-  Pond Sites

Pond and Floodplain Compensation Sites
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PD&E Study
Central Alternative #2

Date: 6/5/2018



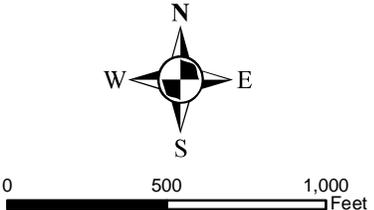
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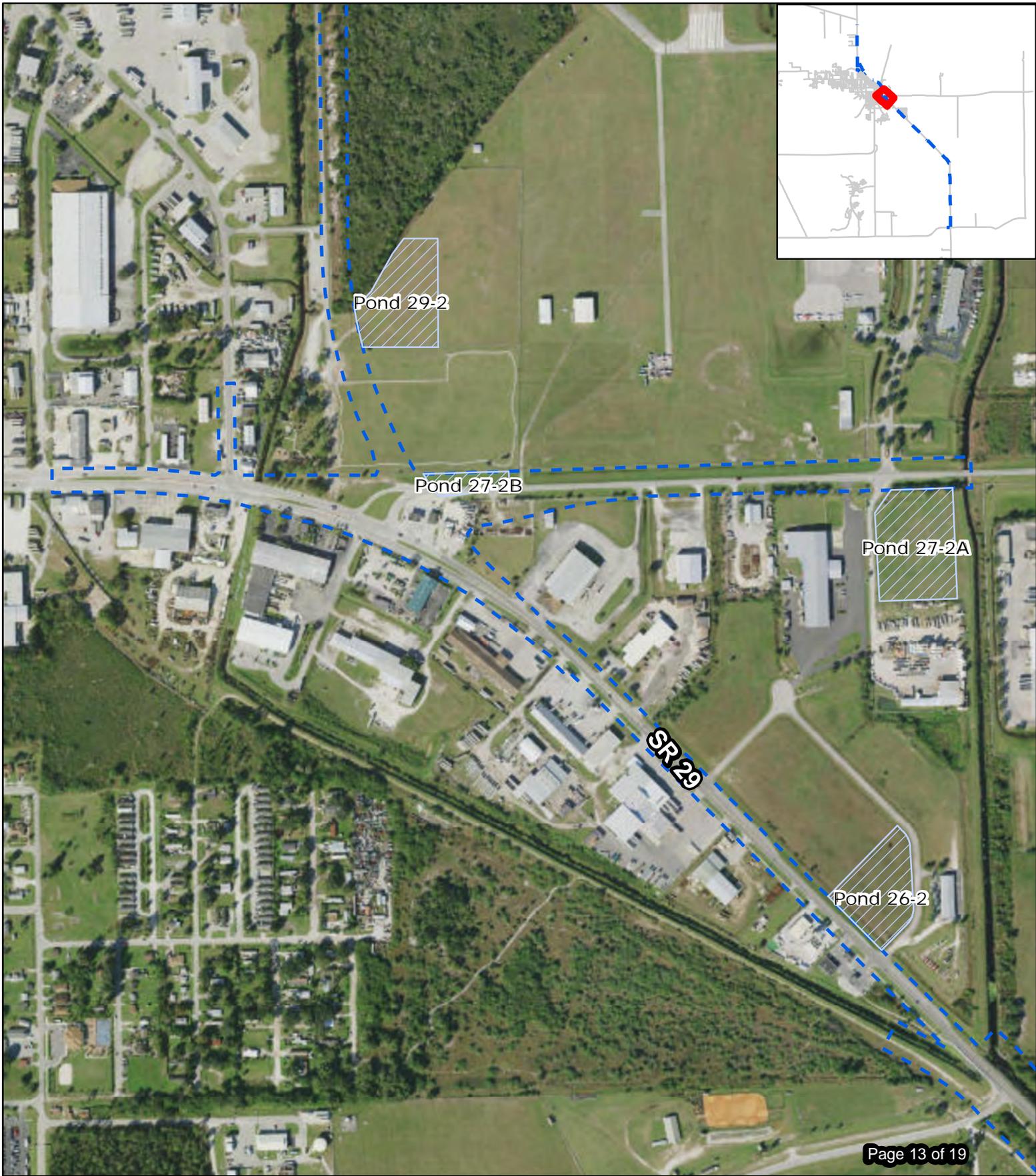
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PD&E Study
Central Alternative #2

Date: 6/5/2018



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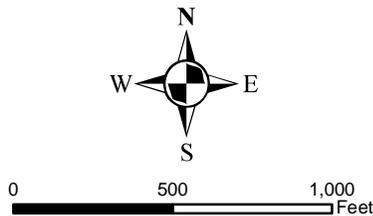


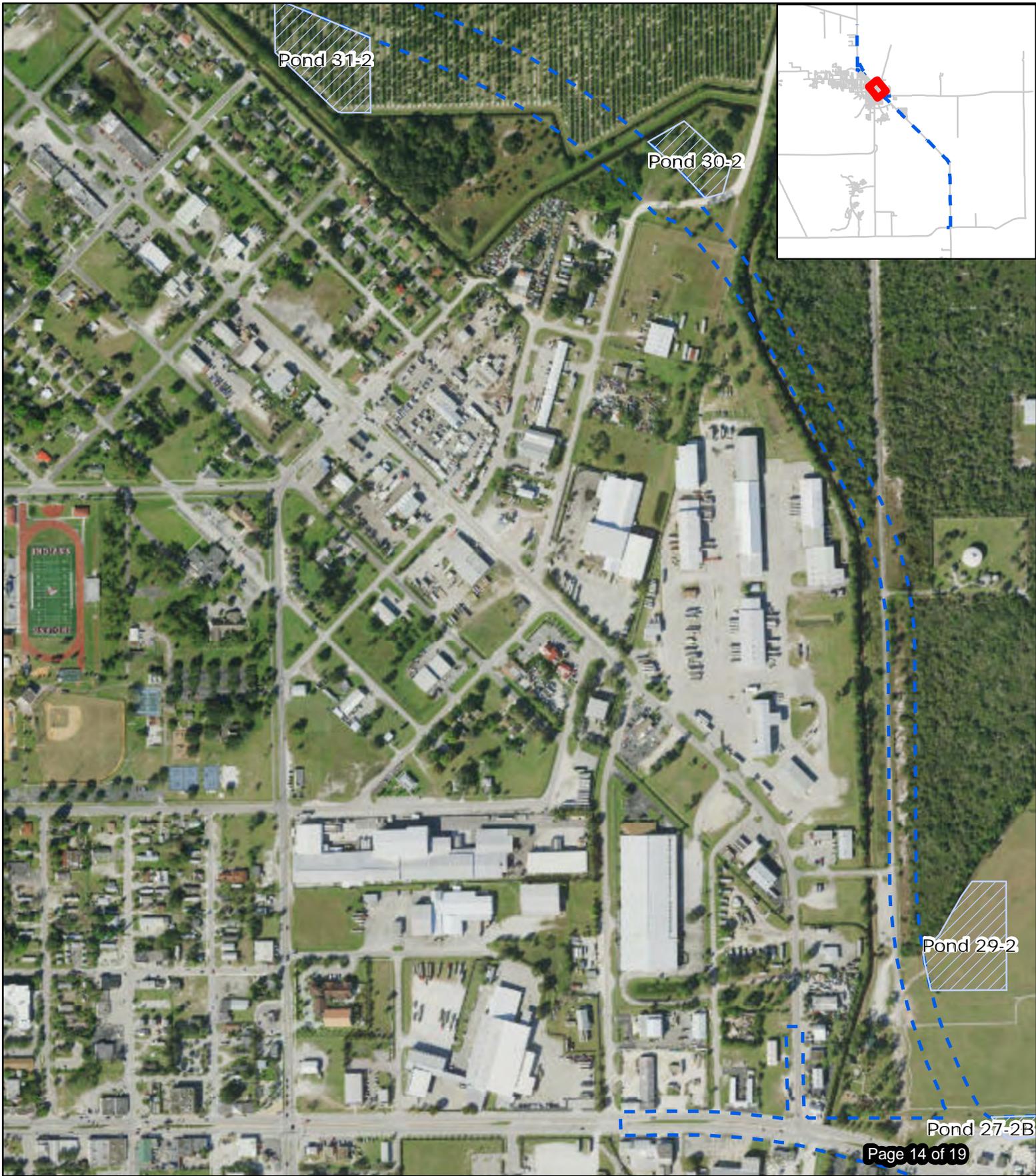
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- Legend**
-  Central Alternative #2
 -  Floodplain Compensation Sites
 -  Pond Sites

Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018





MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

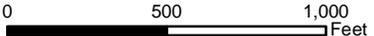
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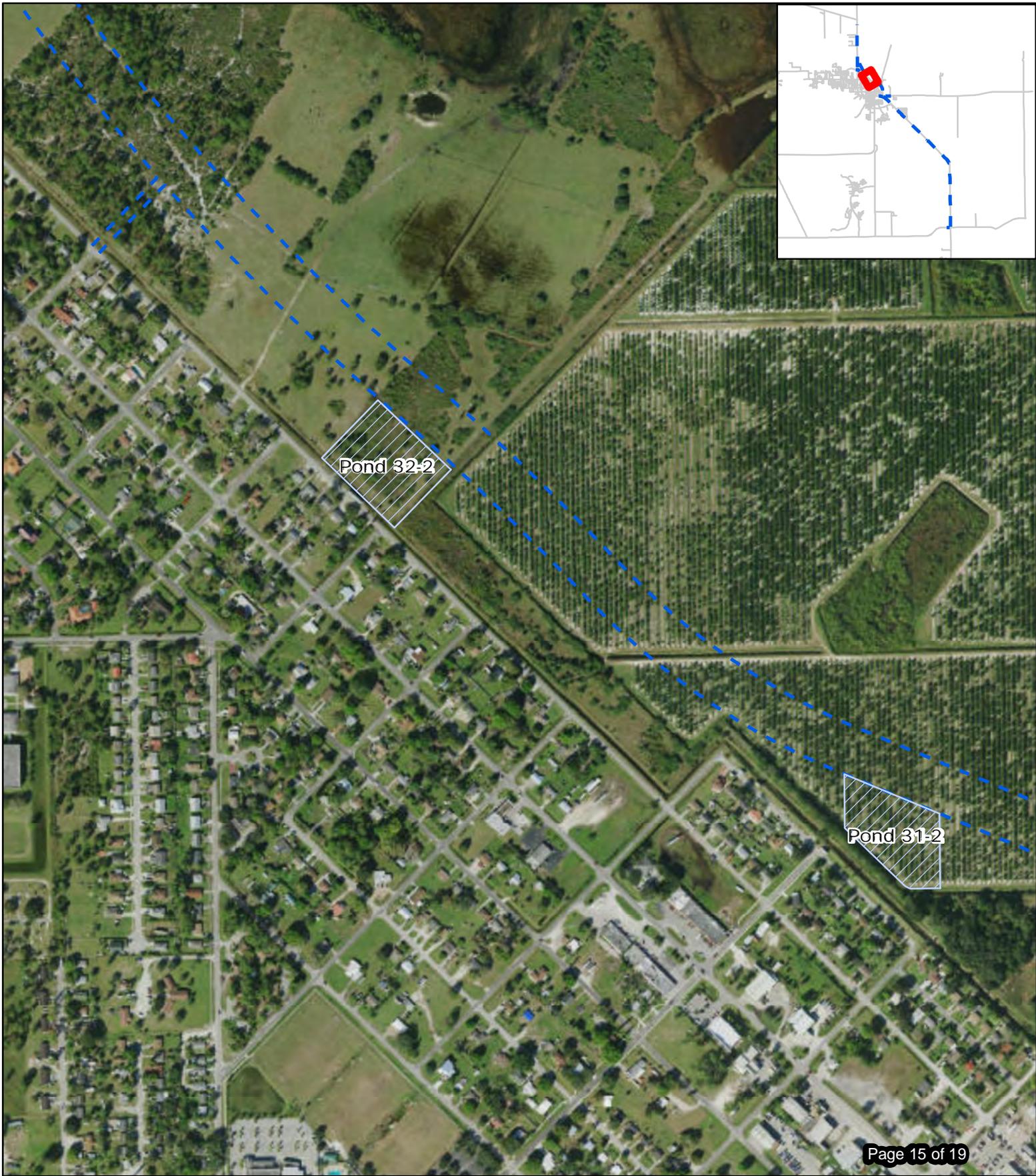
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Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
PD&E Study
Central Alternative #2

Date: 6/5/2018


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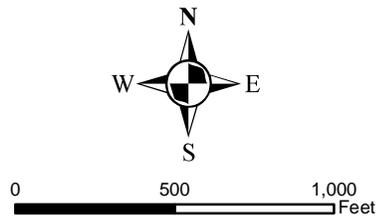


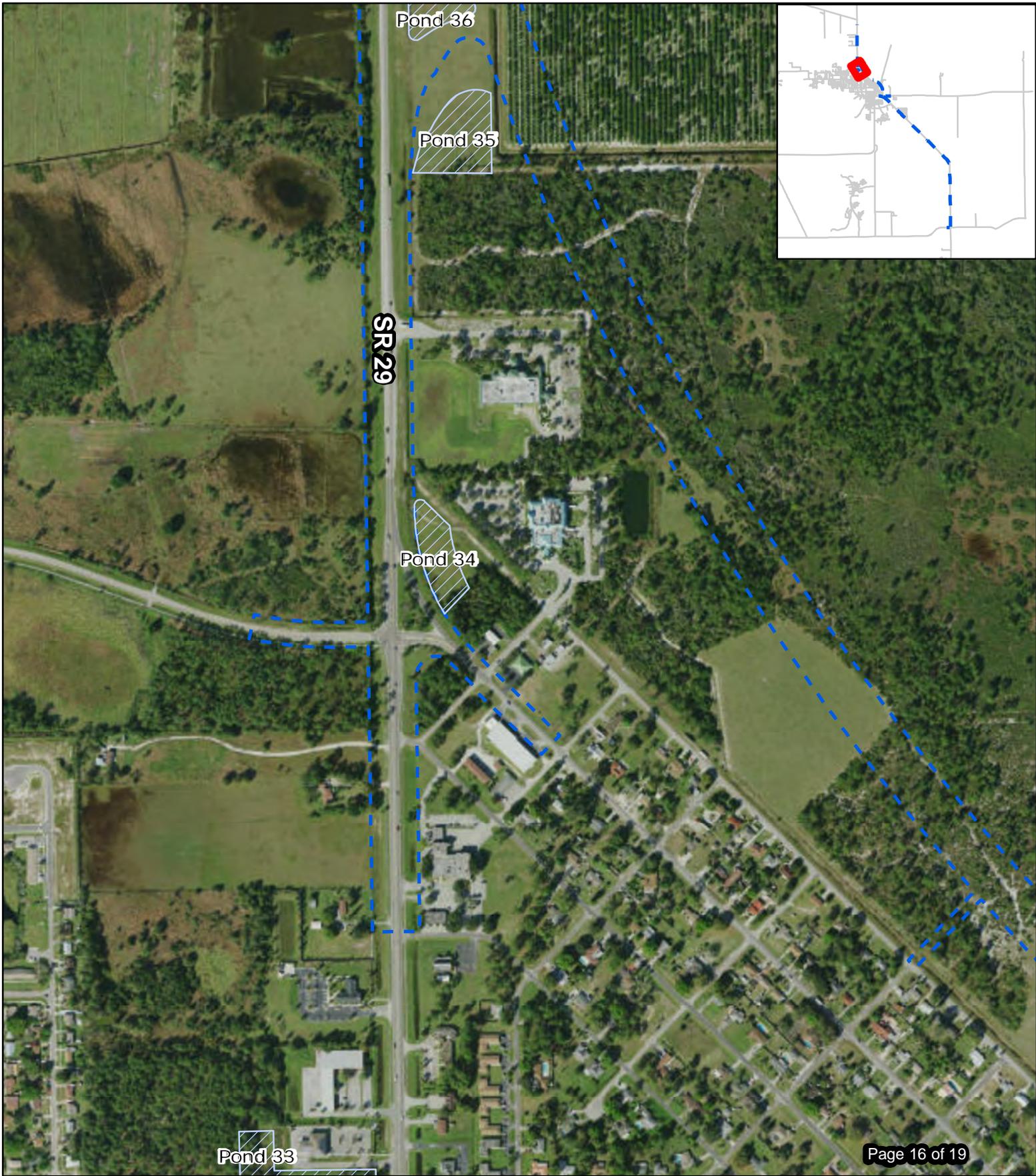
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- Legend**
-  Central Alternative #2
 -  Floodplain Compensation Sites
 -  Pond Sites

**Pond and Floodplain Compensation Sites
 SR 29 from Oil Well Road to SR 82
 PD&E Study
 Central Alternative #2**

Date: 6/5/2018





MAP SOURCE : ESRI
 DATA SOURCE : AECOM 2018

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PD&E Study
Central Alternative #2

Date: 6/5/2018


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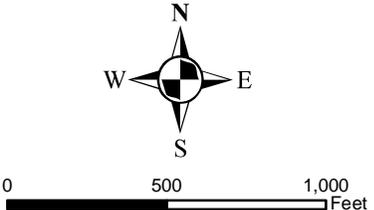
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Date: 6/5/2018



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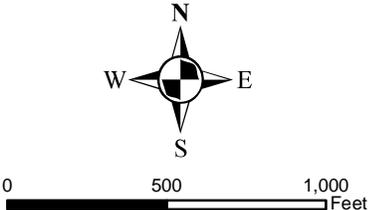
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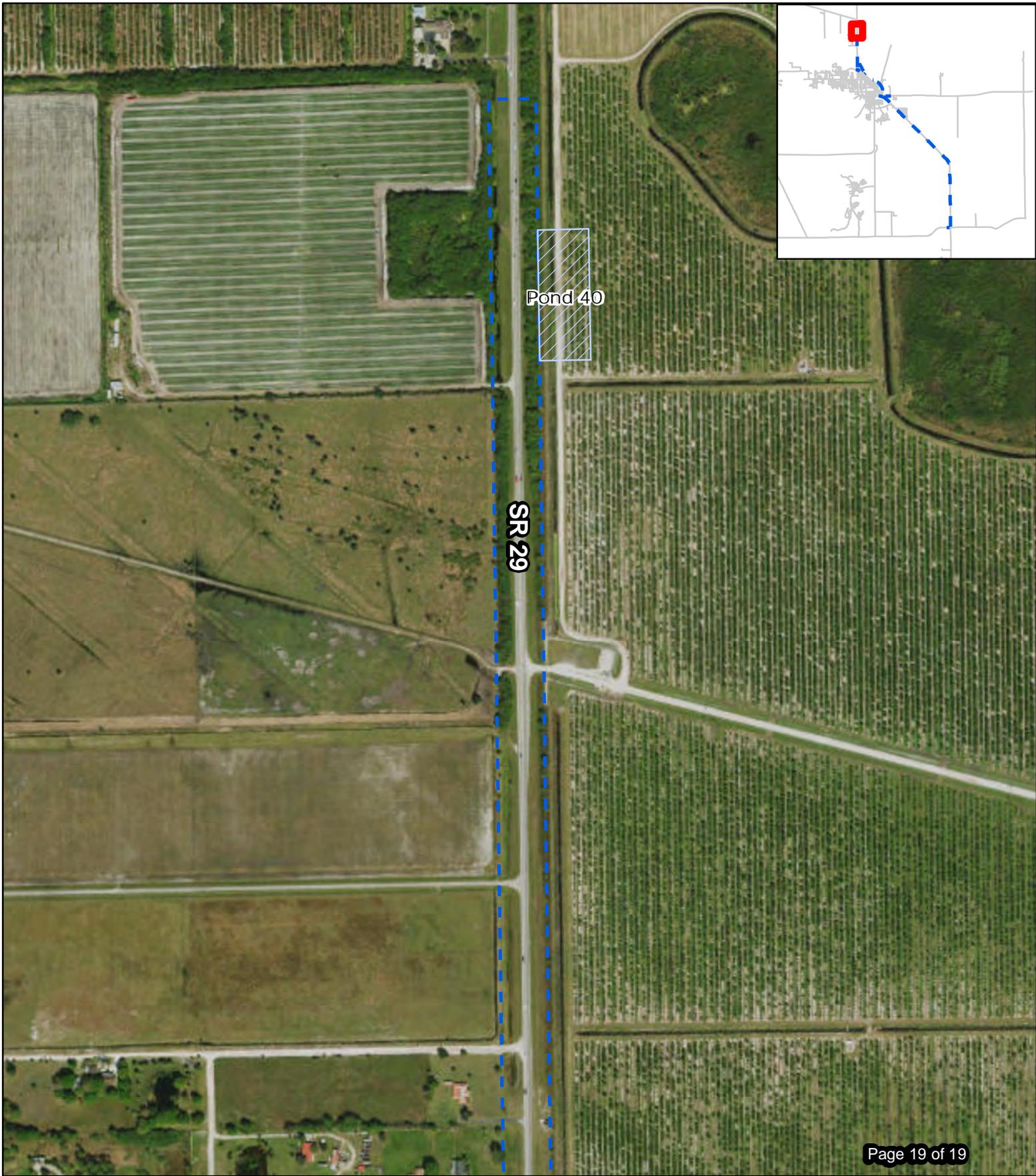
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Pond and Floodplain Compensation Sites
SR 29 from Oil Well Road to SR 82
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Central Alternative #2

Date: 6/5/2018



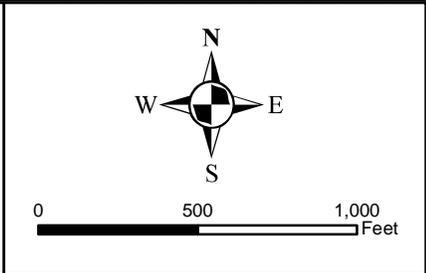
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MAP SOURCE : ESRI
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Pond and Floodplain Compensation Sites
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Central Alternative #2

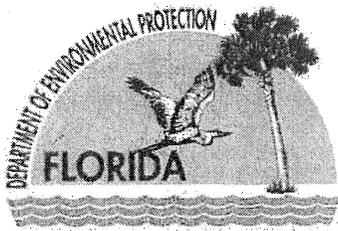
- Legend**
-  Central Alternative #2
 -  Floodplain Compensation Sites
 -  Pond Sites



Date: 6/5/2018

APPENDIX H

***Coastal Zone Management Program
Consistency Letter***



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

RECEIVED

OCT 17 2007

ENVIRONMENTAL
MANAGEMENT OFFICE

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

October 5, 2007

Mr. Mark A. Schulz, Environmental Administrator
Florida Department of Transportation, District One
Post Office Box 1249
Bartow, FL 33831-1249

RE: Department of Transportation - Advance Notification - SR 29 PD&E Study, from
Oil Well Road to SR 82, FPID No. 417540-1-22-01 - Collier County, Florida.
(Previous Review ETDM No. 3752)
SAI # FL200708063678C

Dear Mr. Schulz:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced advance notification.

The Florida Department of Environmental Protection (DEP) South District office advises that the South Florida Water Management District (SFWMD) will handle the required Environmental Resource Permit (ERP). Please refer to the DEP's earlier comments on this project for ETDM No. 3752.

The SFWMD notes that this project will require an ERP. As part of the ERP review process, the project will need to meet a pre- versus post-discharge rate since it is an expansion of the existing two-lane road. The project design will also need to meet the required water quality treatment volume. The alternative roadway to by-pass downtown Immokalee should be eliminated, especially due to its proximity to ecologically significant lands such as CREW. Widening the existing roadway will have significantly less wetland impacts to wetlands/uplands that provide habitat for listed species such as panther, bear and wading birds (especially wood storks). The proposed project is located within a Critical Foraging Area according to U.S. Fish and Wildlife Service. Wildlife crossings should be incorporated into the design of the road. In addition, the surface water runoff will need to be fully treated prior to discharging into the adjacent wetlands. Careful analysis needs to be done for locations of stormwater lakes and structures to help minimize impacts. Any proposed mitigation needs to address direct, secondary and

Mr. Mark A. Schulz
October 5, 2007
Page 2 of 2

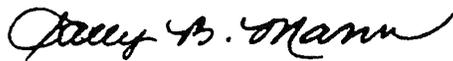
cumulative impacts. Mitigation at a mitigation bank should not be the only mitigation option considered. Please also note that a Water Use Permit will be required for any proposed ground or surface water withdrawals for landscape irrigation and may also be required for certain construction dewatering activities, if proposed.

The Florida Department of Community Affairs (DCA) has determined that each alignment referenced in the ETDM proposal is consistent with the Collier County Comprehensive Plan's Future Transportation Map. In addition, summary response comments for this project submitted by FDOT staff in 2005 were re-reviewed by DCA staff during the recent ETDM review cycle. Staff concurs with FDOT's findings that the State Road 29 alignment, which would bypass the Immokalee Community Redevelopment Area, could have possible adverse effects on redevelopment planning efforts in the area.

Based on the information contained in the advance notification and enclosed state agency comments, the state has no objections to the allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Chris Stahl at (850) 245-2169.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/cjs
Enclosures

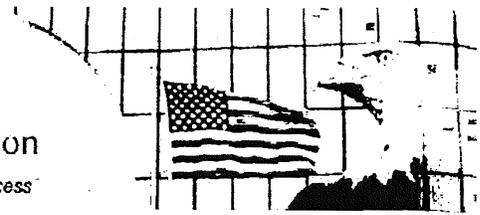
cc: Jim Golden, SFWMD
Johnna Mattson, DCA



Florida

Department of Environmental Protection

'More Protection, Less Process'



Categories

[DEP Home](#) | [OIP Home](#) | [Contact DEP](#) | [Search](#) | [DEP Site Map](#)

Project Information	
Project:	FL200708063678C
Comments Due:	09/10/2007
Letter Due:	10/05/2007
Description:	DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - SR 29 PD&E STUDY, FROM OIL WELL ROAD TO SR 82, FPID NO. 417540-1-22-01 - COLLIER COUNTY, FLORIDA. (PREVIOUS REVIEW ETDM NO. 3752)
Keywords:	DOT - SR 29 PD&E STUDY, FROM OIL WELL ROAD TO SR 82 - COLLIER CO.
CFDA #:	20.205
Agency Comments:	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
Identified Resources and Level of Importance: Each alignment referenced in this ETDM project is consistent with the Collier County Future Transportation Map. In addition, summary response comments for this project submitted by FDOT staff in 2005 were re-reviewed by DCA staff during the current ETDM review cycle. Staff concurs with FDOT findings that the State Road 29 alignment, which would bypass the Immokalee Community Redevelopment Area, could have possible adverse effects on redevelopment planning efforts in the area.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The South Florida Water Management District will handle the required Environmental Resource Permit. Please refer to the Department's earlier comments on this project under the ETDM No. 3752.	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
No Comments Received	
SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT	
This project will require an Environmental Resource Permit (ERP). As part of the ERP review process, the project will need to meet a pre versus post discharge rate since it is an expansion of the existing 2-lane road. The project design will also need to meet the required water quality treatment volume. The alternative roadway to by-pass downtown Immokalee should be eliminated, especially due to proximity to ecologically significant lands such as CREW. Widening the existing roadway will have significantly less wetland impacts to wetlands/uplands that provide habitat for listed species such as panther, bear, wading birds (especially wood storks). The proposed project is located within a Critical Foraging Area according to USFWS. Wildlife crossings should be incorporated into the design of the road. In addition, the surface water runoff will need to be fully treated prior to discharging into the adjacent wetlands. Careful analysis needs to be done for locations of stormwater lakes and structures to help minimize impacts. Any proposed mitigation needs to address direct, secondary and cumulative impacts. Mitigation at a mitigation bank should not be the only mitigation option considered. A Water Use Permit will be required for any proposed ground or surface water withdrawals for landscape irrigation. A Water Use Permit may also be required for certain construction dewatering activities, if proposed.	
SW FLORIDA RPC - SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL	
The proposal has been found to be Regionally Significant and Consistent with the adopted goals, objectives, and policies of the Strategic Regional Policy Plan.	
COLLIER - COLLIER COUNTY	

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
 TALLAHASSEE, FLORIDA 32399-3000
 TELEPHONE: (850) 245-2161



Southwest Florida Regional Planning Council

1926 Victoria Avenue, Fort Myers,
(239)338-2550 FAX (239)338-2560 SUNCOM (239)748-2550

September 25, 2007

Mr. Mark A. Schulz
FDOT
PO Box 1249
Bartow, FL 33831-1249

RE: IC&R Project #2007-057
State Clearinghouse #FL200708063678C
FDOT - Advance Notification - SR 29 PD&E Study from Oil Well
Road to SR 82, FPID No. 417540-1-22-01 - Collier County, Florida
(Previous Review ETDM No. 3752)

Dear Mr. Schulz:

The staff of the Southwest Florida Regional Planning Council reviews various proposals, Notifications of Intent, Preapplications, permit applications, and Environmental Impact Statements for compliance with regional goals, strategies, and actions, as determined by the Strategic Regional Policy Plan. The staff reviews such items in accordance with the Florida Intergovernmental Coordination and Review Process (Chapter 29I-5, F.A.C.), and adopted regional clearinghouse procedures.

These designations determine Council staff procedure in regards to the reviewed project. The four designations are:

Less Than Regionally Significant and Consistent no further review of the project can be expected from Council.

Less Than Regionally Significant and Inconsistent Council does not find the project of regional importance, but will note certain concerns as part of its continued monitoring for cumulative impact within the noted goal area.

Regionally Significant and Consistent project is of regional importance, and appears to be consistent with Regional goals, objectives, and policies.

Regionally Significant and Inconsistent project is of regional importance and does not appear to be consistent with Regional goals, objectives, and policies. Council will oppose the project as submitted, but is willing to participate in any efforts to modify the project to mitigate the concerns.

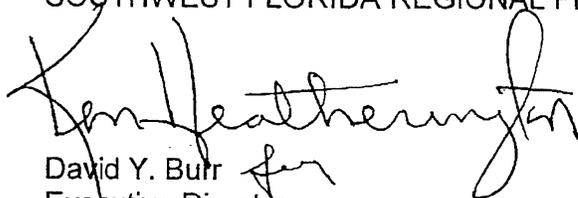
To: Mr. Mark A. Schulz
Date: September 25, 2007
Re: SWFRPC #2007-057
Page: 2

The above referenced document has been reviewed by this office, based on the information contained in the document, and on local knowledge, has been found **Regionally Significant and Consistent** with adopted goals, objectives, and policies of the Strategic Regional Policy Plan.

Should you or any other party request this finding to be reconsidered, please contact Nichole L. Gwinnett, IC&R Coordinator, with this request, or any questions concerning staff review of this item. This recommendation will be discussed at the next scheduled Council meeting. Should Council action differ from the staff recommendation, you will be notified.

Sincerely,

SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL



David Y. Burr
Executive Director

DYB/NLG

cc: Sally B. Mann, Florida State Clearinghouse Director

2007-6490 CS

COUNTY: COLLIER

DATE: Collier 8/6/2007

COMMENTS DUE DATE: 9/10/2007

CLEARANCE DUE DATE: 10/5/2007

SAI#: FL200708063678C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS			
ENVIRONMENTAL PROTECTION	SOUTH FLORIDA WMD		
FISH and WILDLIFE COMMISSION			
X STATE			

RECEIVED
AUG 16 2007
OIP / OLGA

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- X Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF TRANSPORTATION - ADVANCE NOTIFICATION - SR 29 PD&E STUDY, FROM OIL WELL ROAD TO SR 82. FPID NO. 417540-1-22-01 - COLLIER COUNTY, FLORIDA. (PREVIOUS REVIEW ETDM NO. 3752)

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- No Comment
- Comment Attached
- Not Applicable
- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: Division of Historical Resources/Bureau of Historic Preservation

Reviewer: Samantha Earnest

Date: 8/9/2007

Barbara E. Mettick for Fred Horke 8/15/07

2007 AUG -8 - 10:59
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HISTORIC PRESERVATION

APPENDIX I

FWS Coordination

From: Pipkin, Gwen G
To: [Bizerra, Marlon](#); [Howell, Bill](#); [Peate, Martin](#); [Brooks, Lauren](#); kwarren@rkk.com
Subject: FW: SR 29 Immokalee
Date: Tuesday, March 20, 2018 10:10:51 AM
Importance: High

We have concurrence from John Wrublik (see below) on our plan to do some species surveys as part of design. We will do the NRE as usual and get concurrence on the species we can do now, and include commitments to do during design for the rest. Please forward as needed.

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

From: Wrublik, John [mailto:john_wrublik@fws.gov]
Sent: Tuesday, March 20, 2018 8:26 AM
To: Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us>
Subject: Re: SR 29 Immokalee

Gwen,

The proposal that the listed species surveys indicated for this project be conducted during the design phase of the project is acceptable to the Service. I don't have any further comments at this time.

John

John M. Wrublik
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John_Wrublik@fws.gov

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

On Tue, Mar 20, 2018 at 7:30 AM, Pipkin, Gwen G <Gwen.Pipkin@dot.state.fl.us> wrote:

Hi John,

We spoke a while back about completing some of our species surveys during design for this

project. I followed up I with an email (see attached). I would like to know if you have had a chance to review that, and if we could get a response back?

I am also including the following additional information for your use.

- Panther: This is the major wildlife issue south of Immokalee, especially considering the number of panther vehicle strikes. A wildlife crossing at Owl Hammock curve is needed. PHUs for lost habitat will also need to be calculated as part of the PD&E.
- Crested caracara: No nests currently known in PD&E study area; surveys will be required during design for those segments that are not right in town.
- Scrub jay: An updated survey will be required during design for the new alignment segment northwest of the airport (a colony is known to exist in this area). There is no suitable habitat south of Immokalee.
- Wood stork: Suitable foraging habitat is present in all segments and at least three colonies are within 18.6 miles. A foraging habitat assessment should be completed during design.

Thanks, John, I look forward to your response!

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

----- Forwarded message -----

From: "Pipkin, Gwen G" <Gwen.Pipkin@dot.state.fl.us>

To: "John Wrublik (john_wrublik@fws.gov)" <john_wrublik@fws.gov>

Cc:

Bcc:

Date: Thu, 8 Mar 2018 17:36:41 +0000

Subject: 417540-1 - SR 29 from Oil Well Rd to SR 82, Immokalee

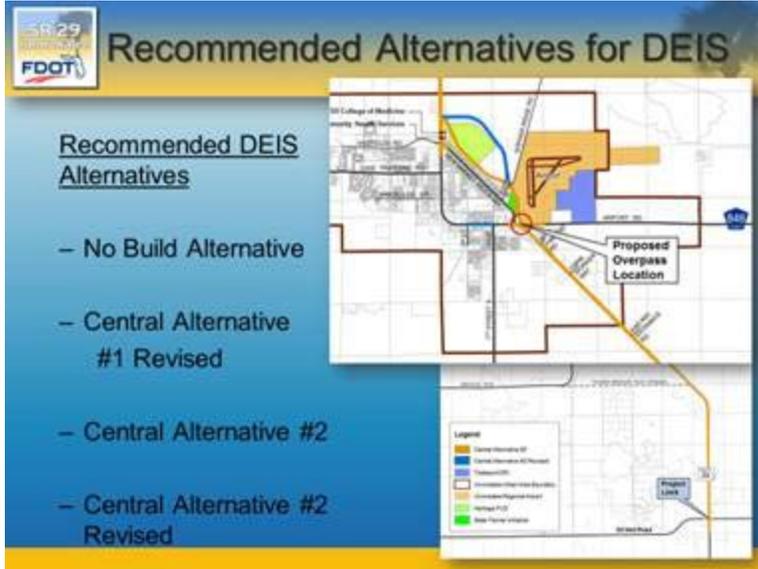
John,

We spoke last week about the method FDOT would like to use to accomplish the species surveys for this project, and I was going to send you an email with more information so you could reply back. My apologies for taking so long!

Due to time constraints on the project, and the sensitivity of the species issues in the area, we feel it would be more appropriate to complete the NRE with commitments to do the formal surveys and coordination during the design phase, when the plans are more detailed. The species we feel would be best to complete later are snail kite, scrub jay, caracara, bonneted bat, and panther. The forthcoming NRE will address the rest of the species, and contain the commitments for completing the rest during design.

Also, just to update you, we are planning to move forward with only two build alternatives and the

no-build alternative. We are in the process of officially eliminating Central Alternative #2 Revised, shown in blue below.



Thanks,

Gwen G. Pipkin

Environmental Manager

Office - 863.519.2375

Cell - 863-280-5850

gwen.pipkin@dot.state.fl.us

APPENDIX J

FWS and FWC Concurrence Letters

From: John Wrublik
To: [Bennett, Jonathon](mailto:Jonathon.Bennett@dot.state.fl.us)
Subject: Re: [EXTERNAL] 417540-1-22-01 NRE Transmittal
Date: Friday, August 03, 2018 9:05:31 AM

EXTERNAL SENDER: Use caution with links and attachments.

John M. Wrublik
U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
Office: (772) 469-4282
Fax: (772) 562-4288
email: John.Wrublik@fws.gov

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

Jonathon,

Yes I have downloaded the documents for the SR 29 project. I thought that I had sent you a response to your email, letter, and NRE dated July 20, 2018, but I can not locate in my records so maybe I neglected to send it. Anyway, her is the response I thought I had sent to you. You indicated in your letter that the FDOT intends to re-initiate consultation with the Service regarding the project's adverse effects to the Florida panther and the Florida scrub-jay during the project's design and permitting phase. In order to avoid unnecessary duplication of effort and better manage my workload, I will respond to determinations for all listed species (i.e., panther, scrub-jay, and all species that you made a MANLAA determination in your July 20th, 2018 letter) at the time of re-initiation of consultation for this project (i.e., during the final design and permitting phase). I have no other comments on the project at this time.

Sincerely,

John Wrublik

On Thu, Aug 2, 2018 at 1:16 PM Bennett, Jonathon <Jonathon.Bennett@dot.state.fl.us> wrote:

Good afternoon,

The email below was sent Friday July 20th, 2018, it is for a review of the SR 29 from Oil Well Rd to SR 82 Collier County Natural Resource Evaluation Report (NRE). The link will expire on Friday August 3rd, please let me know if you need me to resend the link for your availability to download and review the NRE. If you have already retrieved this file, please disregard this email.

Thank you,

Jonathon A. Bennett

Environmental Project Manager

Florida Department of Transportation District One

801 North Broadway Avenue

Bartow, Florida 33830

Office – (863) 519-2495

Main – (863) 519-2300

62.05 MB

417540-1 NRE Transmittal_xxx.pdf

127.30 KB

Thank you for sharing files securely.

Secured by [Accellion](#)



Florida Fish and Wildlife Conservation Commission

Commissioners

Bo Rivard
Chairman
Panama City

Robert A. Spottswood
Vice Chairman
Key West

Joshua Kellam
Palm Beach Gardens

Gary Lester
Oxford

Gary Nicklaus
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Managing fish and wildlife resources for their long-term well-being and the benefit of people.

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August 21, 2018

Mr. Jonathon A. Bennett
Environmental Project Manager
Florida Department of Transportation (FDOT) District 1
801 N. Broadway Avenue
Bartow, FL 33830
Jonathon.Bennett@dot.state.fl.us

Re: SR 29 from Oil Well Road to SR 82, Collier County, Natural Resources Evaluation Report, File Number 417540-1-22-01

Dear Mr. Bennett:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Natural Resources Evaluation Report (NRE) and the NRE Addendum for the above-referenced project. The NRE was prepared as part of the Project Development and Environment Study for the proposed project. Since 2005, we have been involved in the review of this project via the Efficient Transportation Decision Making process as ETDM 3752, and through meetings and correspondence with FDOT District 1 and environmental resource agency staffs. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes and Rule 68A-27, Florida Administrative Code (F.A.C.).

Project Description

The project involves the widening of SR 29 from two lanes to four lanes between Oil Well Road and SR 82, a distance of approximately 15.6 miles, and including a new four-lane roadway bypassing the downtown area of Immokalee. The two build alternatives under consideration differ only in their alignment of the Immokalee bypass near the Immokalee Regional Airport. The Central Alternative #1 Revised runs to the west of the airport through developed land within Immokalee, while Central Alternative #2 runs through the Upland Management Area on the west side of airport property where the FWC holds a conservation easement associated with Gopher Tortoise (*Gopherus polyphemus*) Incidental Take Permit No. COL 36, and which is managed to benefit the resident Florida scrub-jays (*Aphelocoma coerulescens*). Central Alternative #2 would result in 4.45 acres of direct impact to this conservation easement. The project area is dominated by agricultural land use (pasture, rangeland, and citrus) with urban land use within the City of Immokalee. Natural land cover includes some pine flatwoods and several forested and herbaceous wetlands. The Big Cypress Area of Critical State Concern borders the east side of SR 29 in the southern portion of the project area.

Potentially Affected Resources

The NRE evaluated potential project impacts to 18 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST). Listed species were evaluated based on range and

potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. Included were: eastern indigo snake (*Drymarchon corais couperi*, FT), American alligator (*Alligator mississippiensis*, FT based on similarity of appearance to American crocodile, *Crocodylus acutus*), Audubon's crested caracara (*Polyborus plancus audubonii*, FT), Everglade snail kite (*Rostrhamus sociabilis plumbeus*, FE), Florida grasshopper sparrow (*Ammodramus savannarum floridanus*, FE), Florida scrub-jay (FT), red-cockaded woodpecker (*Picoides borealis*, FE), wood stork (*Mycteria americana*, FT), Florida panther (*Puma concolor coryi*, FE), Florida bonneted bat (*Eumops floridanus*, FE), gopher tortoise (ST), Florida burrowing owl (*Athene cunicularia floridana*, ST), southeastern American kestrel (*Falco sparverius paulus*, ST), Florida sandhill crane (*Antigone canadensis pratensis*, ST), little blue heron (*Egretta caerulea*, ST), tricolored heron (*Egretta tricolor*, ST), roseate spoonbill (*Platalea ajaja*, ST), and Big Cypress fox squirrel (*Sciurus niger avicennia*, ST). Also evaluated were the bald eagle (*Haliaeetus leucocephalus*), which was delisted by state and federal agencies, but this species remains protected under state rule in Section 68A-16.002, F.A.C., and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d); the osprey (*Pandion haliaetus*), which is protected under the Migratory Bird Treaty Act (16 U.S.C. 703-712); and the Florida black bear (*Ursus americanus floridanus*), which is protected in Section 68A-4.009 F.A.C.

Comments and Recommendations

Due to the lack of both appropriate habitat and observation during on-site surveys, project biologists made a finding of "no effect" for the red-cockaded woodpecker and Florida grasshopper sparrow. For the other federally listed species and the gopher tortoise, the biologist's findings were "may affect, but is not likely to adversely affect". The other state-listed species were given a "no adverse effect anticipated" determination. With adherence to the project commitments, we agree with these determinations.

We support the project commitments for protected species, which include the following:

1. The FDOT will perform updated wildlife surveys for the species discussed in the NRE and other wildlife species during the project design phase to ascertain the involvement, if any, of listed/protected species.
2. The FDOT will coordinate further with the FWC during the project design phase for impacts associated with state-listed wildlife species.
3. A Section 7 Consultation with the USFWS will be completed during project design and permitting for the panther, scrub-jay, crested caracara, and wood stork. Appropriate mitigation will be completed for habitat impacts to these species.
4. A wildlife crossing will be constructed near the Owl Hammock curve, which has a high number of panther road kills.
5. The Standard Protection Measures for the Eastern Indigo Snake will be followed during construction.
6. For gopher tortoise burrows that cannot be avoided, the tortoises will be relocated per current FWC guidelines. For gopher tortoise survey methodology and permitting guidance, we recommend that FDOT refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised January 2017) at (<http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/>).

7. Should the Central Alternative #2 be selected for construction, FDOT will provide compensatory land acquisition to mitigate the loss of land within FWC's Immokalee Regional Airport Conservation Easement. As stated in the NRE Addendum, FWC has identified six priority parcels contiguous to the Platt Branch Wildlife and Environmental Area in Highlands County as preferred potential site options for mitigation.
8. The FDOT will resurvey the project limits for the presence of bald eagle nests prior to construction commencement. If a bald eagle nest is identified within the 660-foot construction buffer zone of the project area, the FDOT will coordinate with the FWS (as applicable) to secure all necessary approvals regarding this species prior to project construction.
9. The FDOT will resurvey the project limits for the presence of active osprey nests prior to construction commencement. If an active osprey nest is identified within the project area, the FDOT will coordinate with the FWC (as applicable) to secure all necessary approvals regarding this species prior to project construction.
10. The FDOT will follow the FDOT Supplemental Standard Specification 7-1.4.1 Additional Requirements for the Florida Black Bear to minimize human-bear interactions associated with construction sites during project construction.
11. Wetland impacts resulting from construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. §1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.
12. During the construction phase of this project, the FDOT will implement the Standard Specifications for Road and Bridge Construction and other best management practices to avoid, where possible, and otherwise minimize adverse impacts to wetlands and water quality within the project limits to the maximum extent practicable.

Thank you for the opportunity to review the NRE for the SR 29 from Oil Well Road to SR 82 project in Collier County. If you need further assistance, please do not hesitate to contact our office by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com.

Sincerely,



Jennifer D. Goff, Director
Office of Conservation Planning Services