



# SR 29 LaBelle Bypass Feasibility Study

July 15, 2025  
Stakeholder Meeting

# Outline of Today's Presentation

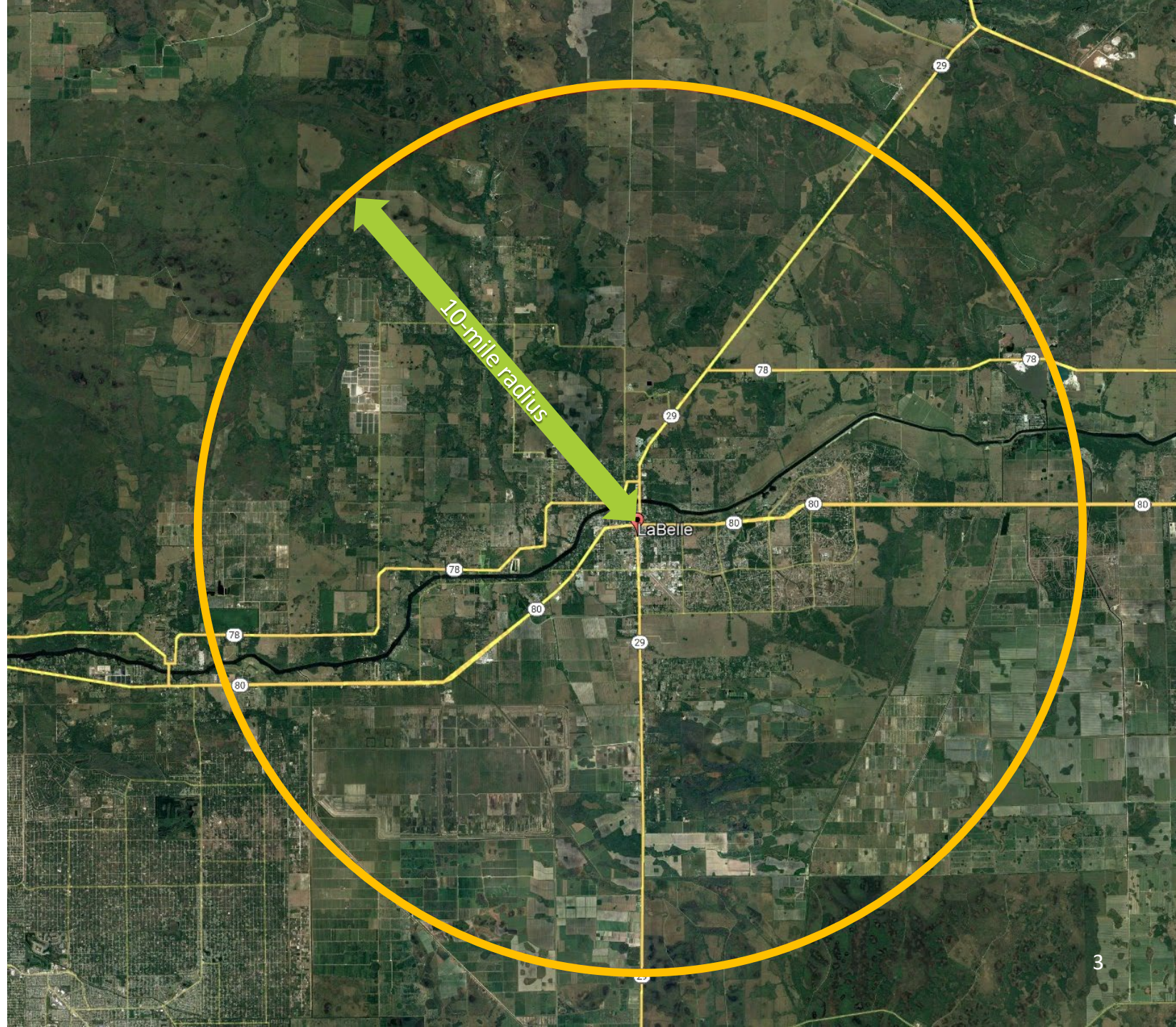
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- Scope of Work
- Schedule
- Tier 1 – Initial Feasibility Screening
  - Methodology
  - Results
- Next Steps
  - Tier 2 – Engineering Feasibility Screening
  - Tier 3 – Viable Corridor Alternatives



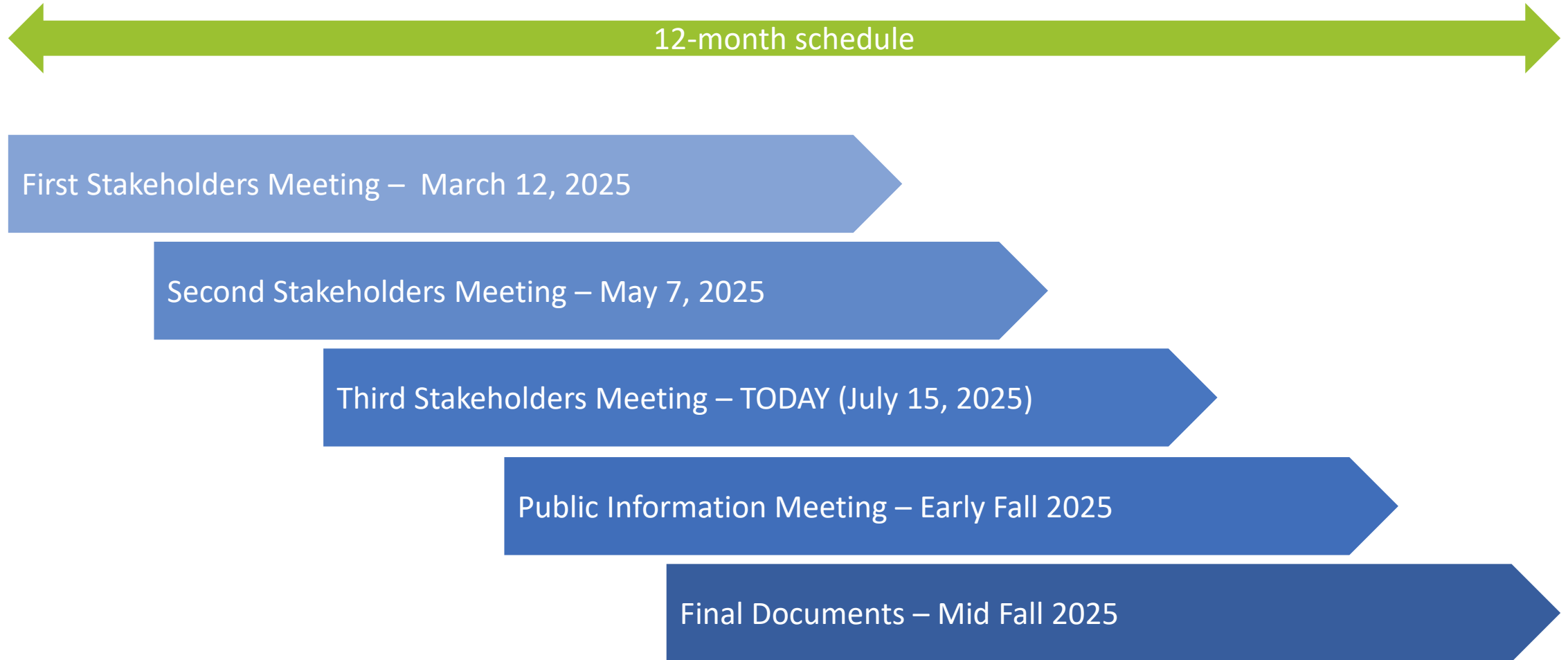
# Scope of Work

- Evaluate the feasibility of an alternative corridor for S.R. 29 which would bypass the City of LaBelle
- 10-mile radius limit
- Will Include:
  - Existing Conditions Analysis
  - Alternatives Evaluation
  - Stakeholder Coordination





# Schedule

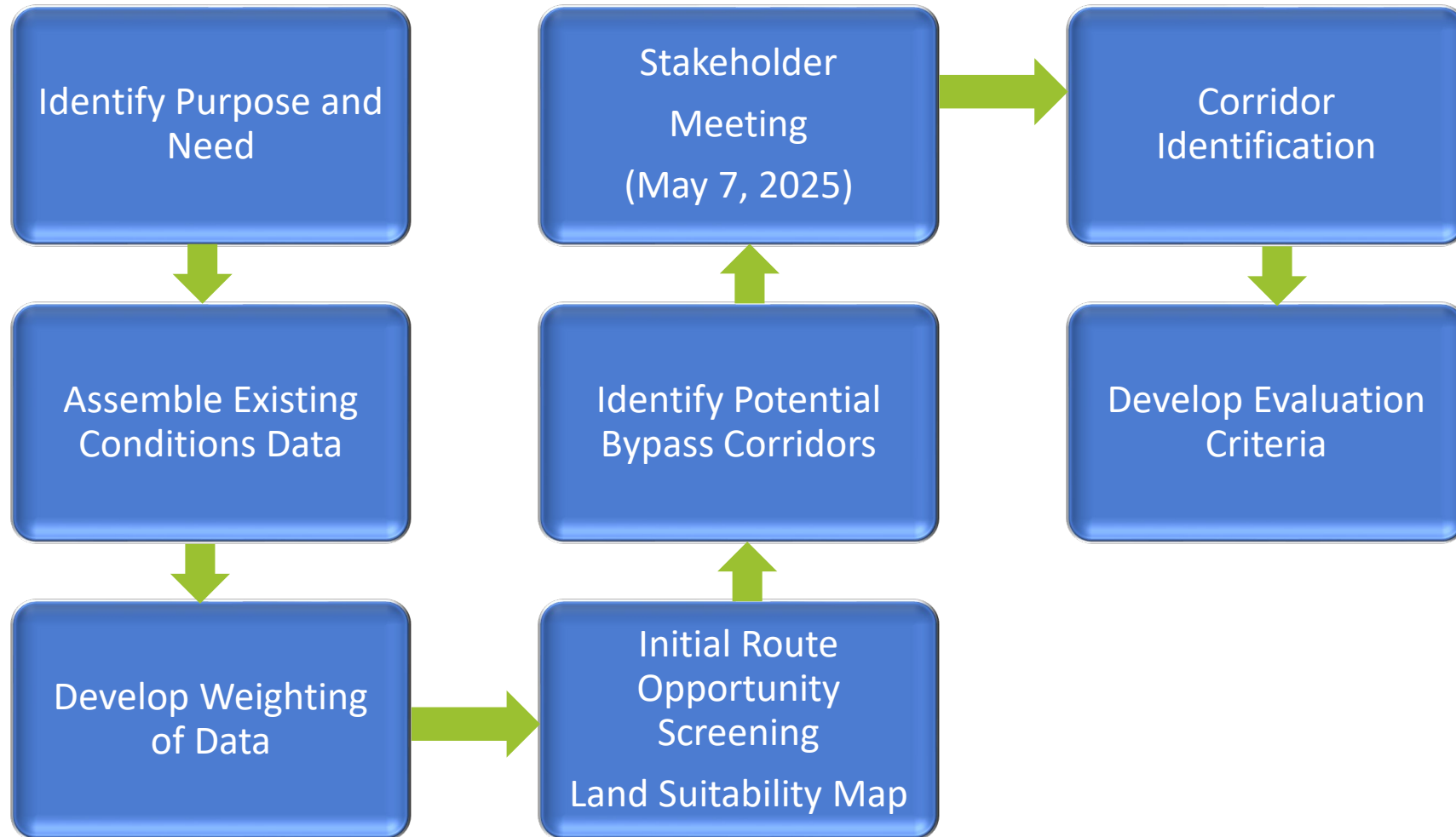


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# Tier 1 – Initial Feasibility Screening



## Tier 1 – Initial Feasibility Screening

### Purpose and Need

To explore the feasibility of a bypass that will provide an additional north-south corridor to enhance mobility, reroute heavy traffic, and increase accessibility on the regional roadway network while avoiding and minimizing impacts on the social, economic, cultural, natural, and physical environment.

# Tier 1 – Initial Feasibility Screening

## Develop Weighting of Data

### Land Use

- *Level 0 (no constraint)* - 100% Transparency = Vacant, Mixed Use/PUD/PD, State/County Right of Way
- *Level 1 (low constraint)* - 80% Transparency = Agricultural, Commercial, Industrial, Residential (constraint increases with density – see Sociocultural)
- *Level 2 (medium constraint)* - 60% Transparency = Institutional
- *Level 3 (high constraint)* - 40% Transparency = Conservation/Preservation Lands (Not Including Easements or Section 4(f)), Water Management Districts, Churches, Schools, Utilities
- *Level 99 (critical constraint)* - 0% Transparency = Conservation Easements, Cemeteries, Cultural Sites, Parks



# Tier 1 – Initial Feasibility Screening

## Develop Weighting of Data

### Environmental

- *Level 1* – Surface Waters, Ineligible NRHP Historical Resources, FDEP Cleanup and Solid Waste Sites
- *Level 2* – Wetlands, FDEP Waste/Wastewater Sites
- *Level 99* – Eligible NRHP Historical Resources, Conservation/Preservation Lands (Easements and Section 4(f))

### Sociocultural

- *Level 1* - Religious Facilities, Low Constraint Health Care Centers
- *Level 2* - Medium Density Residential Communities, Medium Constraint Health Care Centers
- *Level 3* – High Density Residential Communities, Schools

Tier 1 – Initial  
Feasibility Screening  
Land Suitability  
Map

**Legend**

Study Area

Roadway

**Constraint Weight**

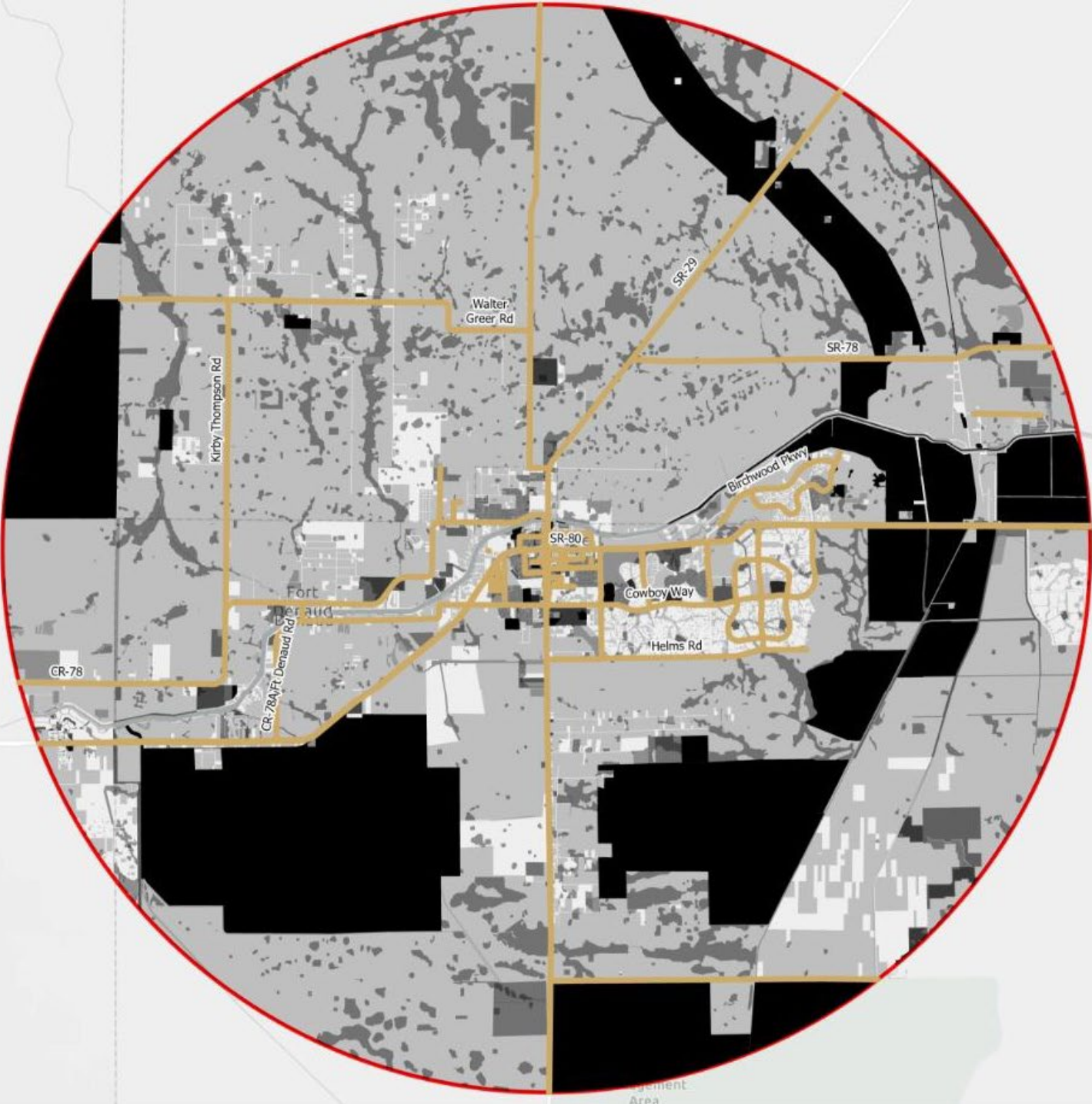
0

1

2

3

99

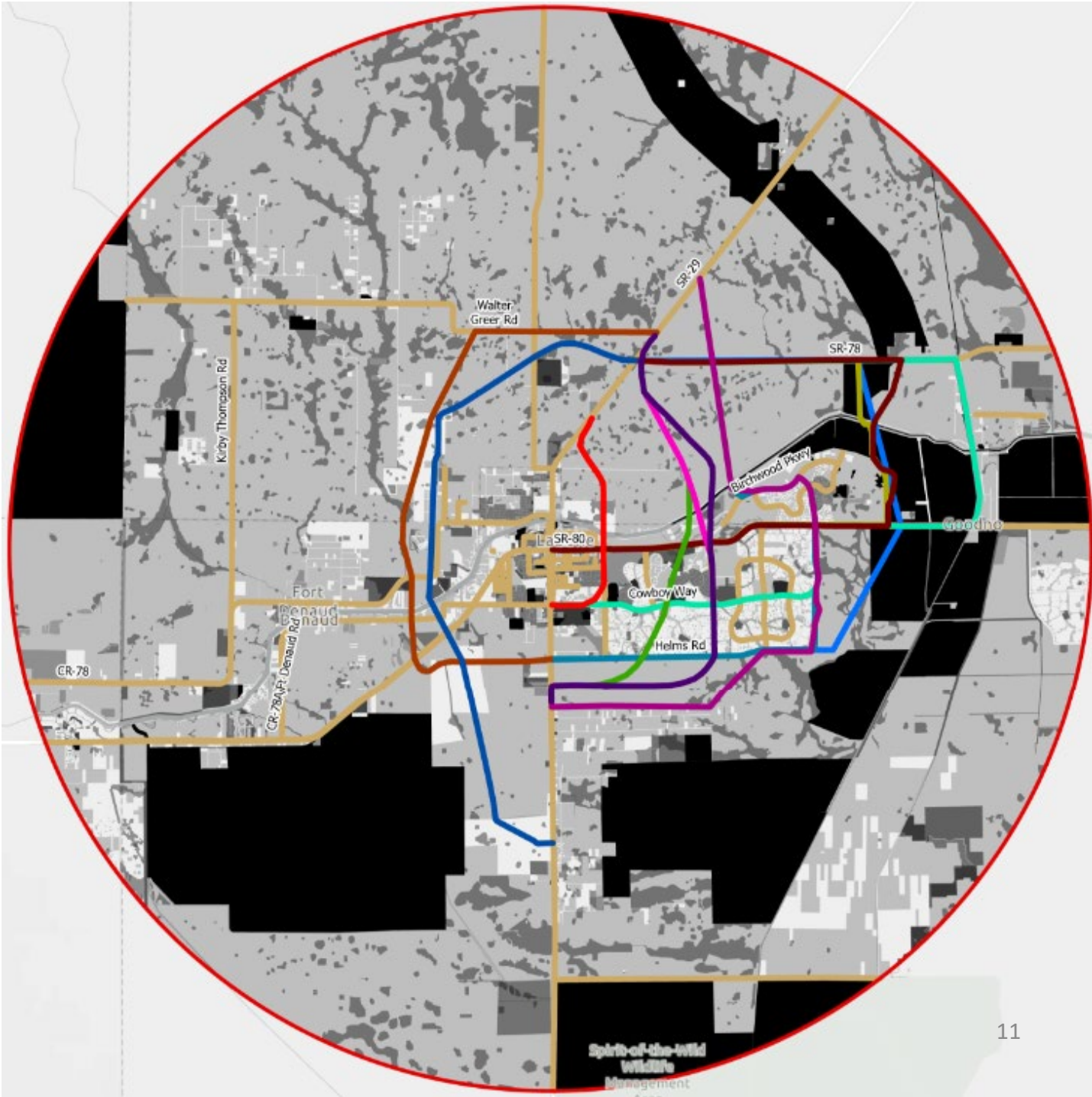


# Tier 1 – Initial Feasibility Screening Potential Bypass Corridors



- All Paths**
- Least Constraint Path 1
  - Least Constraint Path 2
  - PD&E Option 5, 6
  - PD&E Option 5A
  - PD&E Option 5B
  - PD&E Option 3A, 3B, 3C, 4
  - Stakeholders Option 1
  - Stakeholders Option 2
  - Stakeholders Option 3
  - Second Bridge Option 1
  - Second Bridge Option 1B
  - Second Bridge Option 2
  - Second Bridge Option 3
  - Study Area
  - Roadway

- Constraint**
- 0
  - 1
  - 2
  - 3
  - 99



## Tier 1 – Initial Feasibility Screening

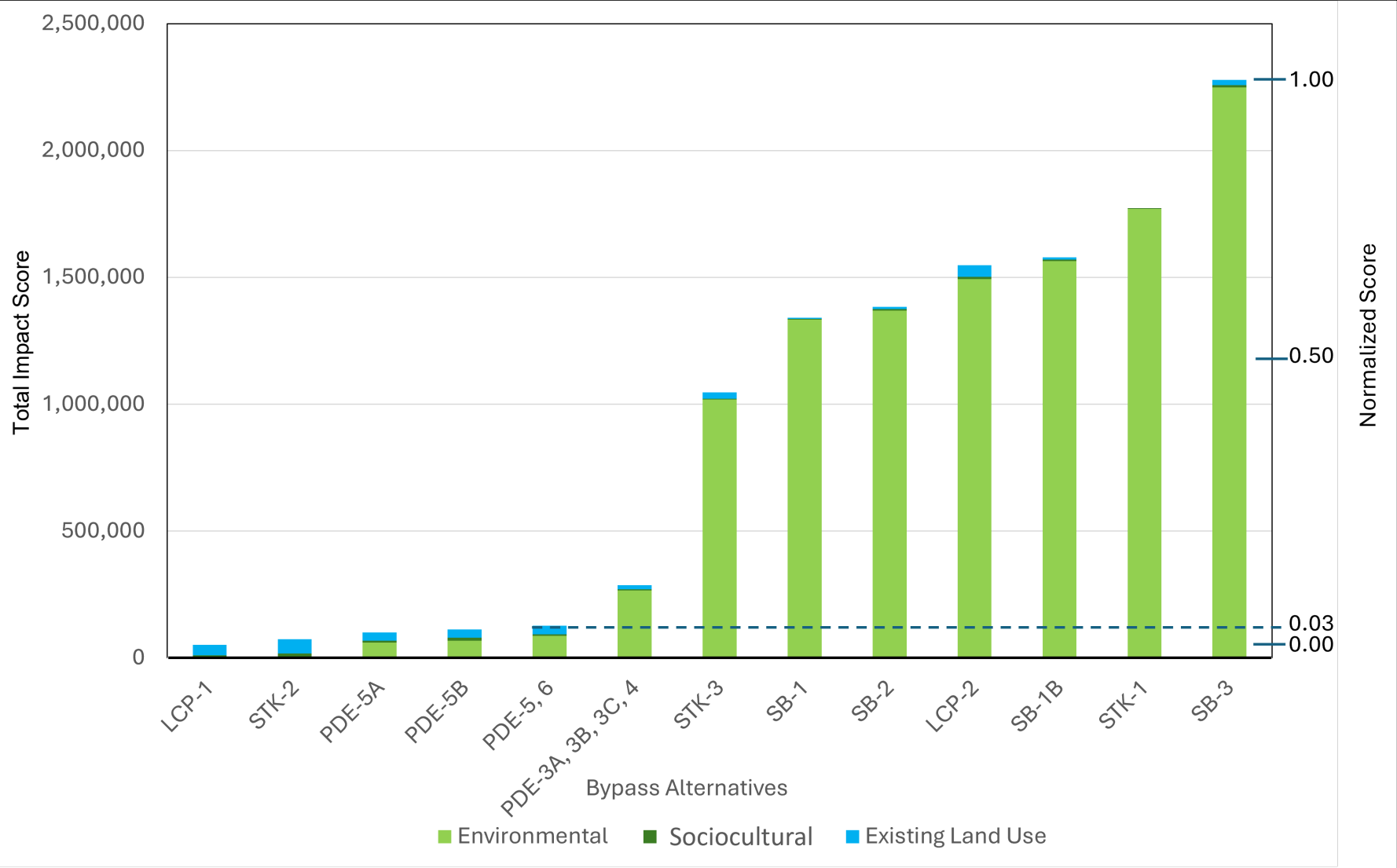
### Corridor Identification

#### Process of Corridor Identification:

1. Calculate an **impact score** for each corridor based on environmental, sociocultural, and land use impacts compared to the length of the corridor.
2. Rank the scores from lowest to highest and **scale** them from zero to one (one being the highest score) to identify a **threshold for screening**
3. Corridors **at or below the threshold** are **advanced** to the next tier of analysis

# Tier 1 – Initial Feasibility Screening

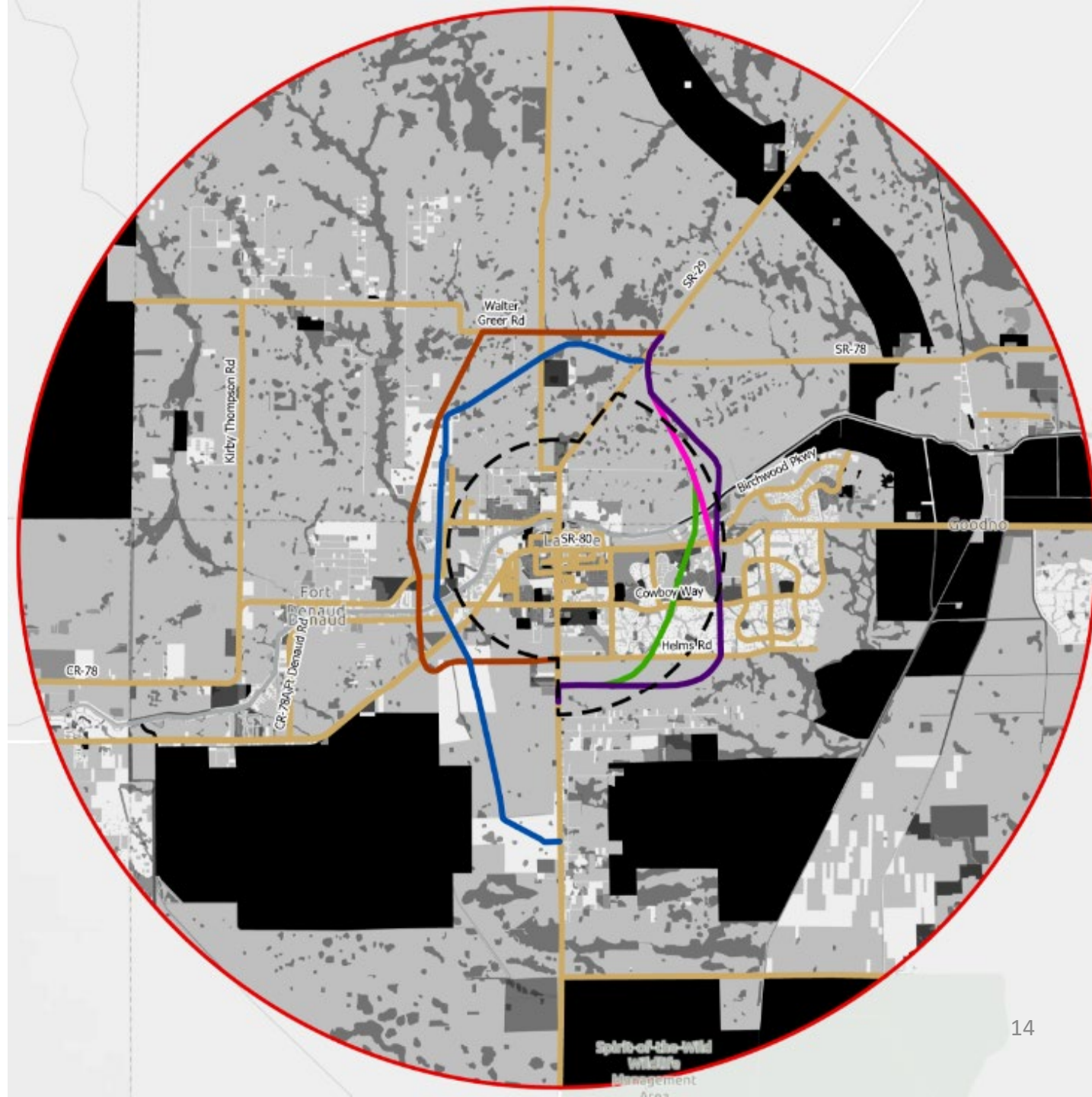
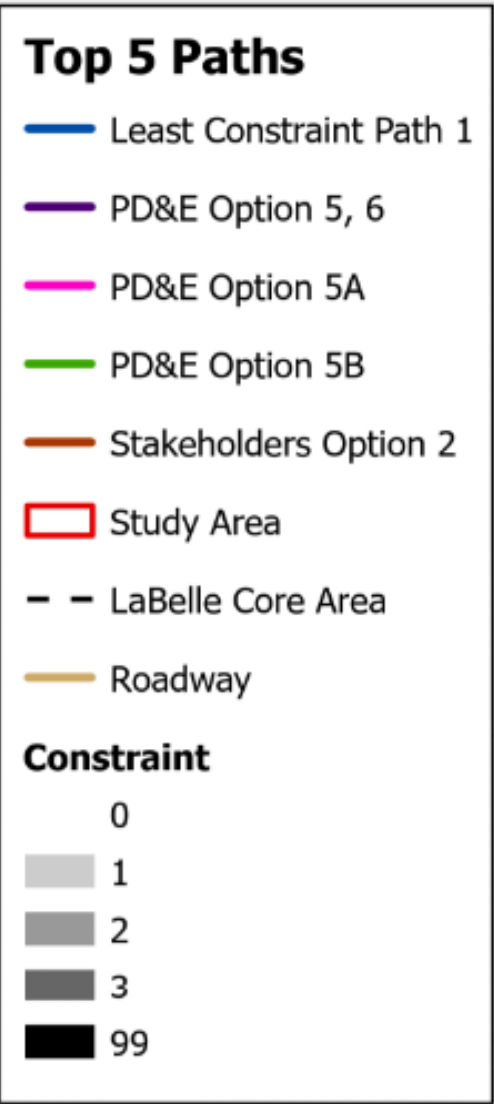
## Corridor Identification





# Tier 1 – Initial Feasibility Screening

## Advanced Corridors



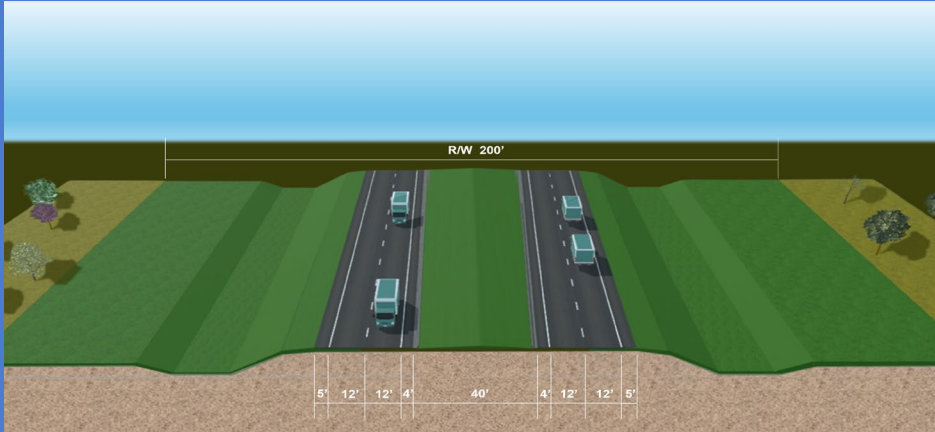
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# Tier 2 – Engineering Feasibility Screening

## Select Typical Cross Section



## Engineering and Environmental Screening

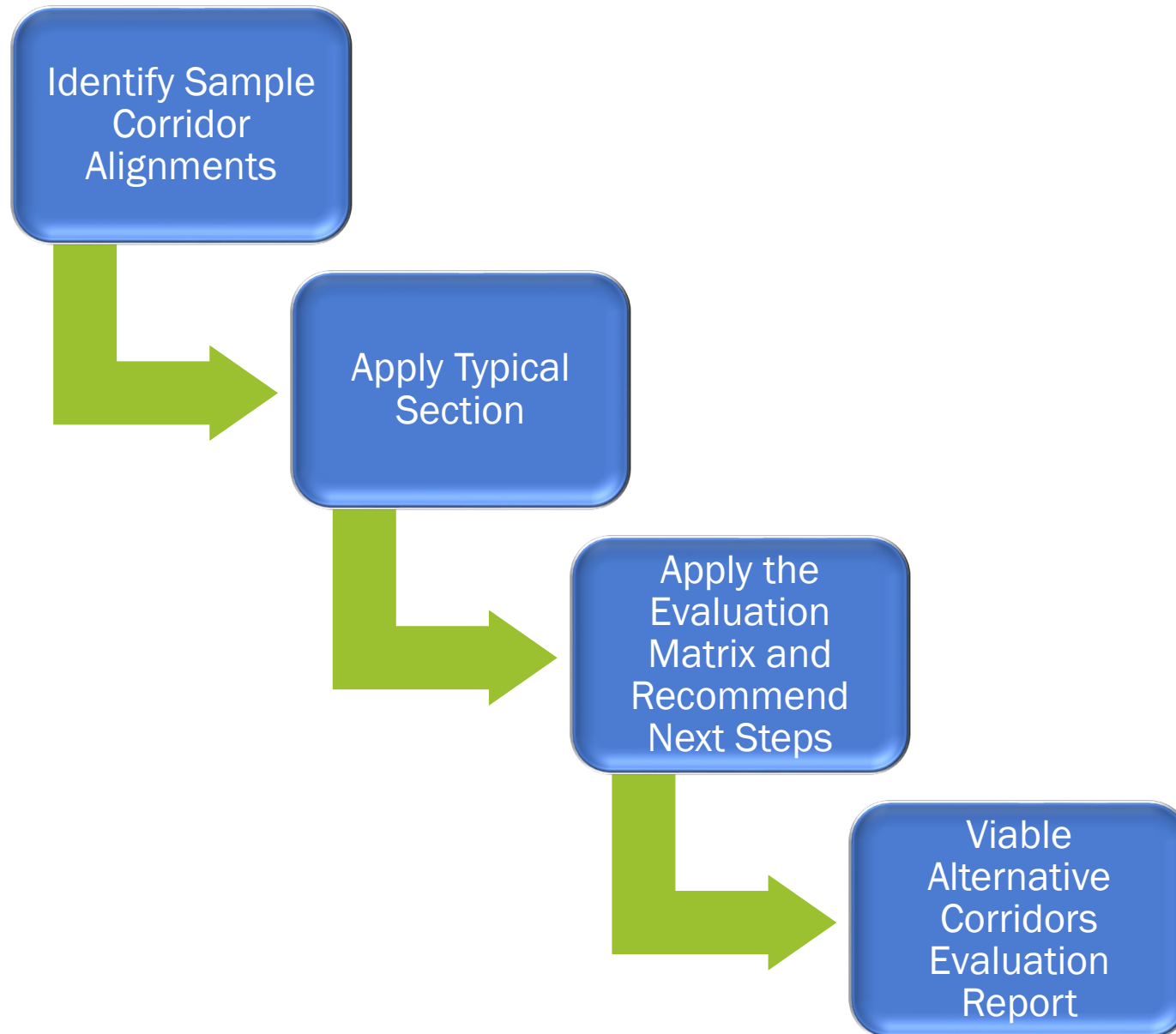
Planning & Design Considerations

Right of Way

## Tier 2 – Engineering Feasibility Screening Evaluation Criteria

- Structural needs
- Right of way needs
- Wetlands and Surface Waters
- Public Lands and Conservation Areas
- Cultural and Historic Resources
- Potential Contamination and Hazardous Sites

## Tier 3 – Viable Corridor Alternatives





## Tier 3 – Viable Corridor Alternatives

### Evaluation Criteria

Evaluation Criteria	No-Build Alternative	Build Alternatives					
		LCP-1	PD&E-5,6	PD&E-5A	PD&E-5B	STK-2	
<b>Purpose and Need</b>							
Transportation Demand (L/M/H)							
Proportional Length to S.R. 29 (% miles)							
Aligns with travel patterns (L/M/H)							
Aligns with Community Plans (L/M/H)							
Safety (L/M/H)							
Social and Economic Demand (L/M/H)							
<b>Engineering Effects</b>							
No. of Parcels Impacted							
Acres of Parcels Needed							
No. of WMD Sites							
No. of Utility Sites							
<b>Sociocultural Effects</b>							
No. of Schools							
No. of Churches							
No. of High Density Residential Parcels							

## Tier 3 – Viable Corridor Alternatives

### Evaluation Criteria

Evaluation Criteria	No-Build Alternative	Build Alternatives				
		LCP-1	PD&E-5,6	PD&E-5A	PD&E-5B	STK-2
<b>Environmental Effects</b>						
Acres of Wetland						
Acres of Surface Waters						
Acres of Floodplain						
No. of Potential Contamination Sites						
No. of 4(f) Sites						
No. of Historical/Cultural sites						
Acres of Potential Species Habitat						
<b>Estimated Project Costs</b>						
PD&E Cost	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Design (30% of Construction Cost)	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way Acquisition	\$0	\$0	\$0	\$0	\$0	\$0
<b>Estimated Total Costs</b>	\$0	\$ -	\$ -	\$ -	\$ -	\$ -

**LOCKING YOUR DOORS CAN PREVENT  
YOU FROM LOSING IMPORTANT  
BELONGINGS. JUST DO IT!**





# QUESTIONS?

Vitor Suguri  
FDOT D1  
Project Manager  
Vitor.Suguri@dot.state.fl.us  
(239) 225-1959

Theo Petritsch  
Consultant  
Task Manager  
tap@landisevans.com  
(813) 949-7449