

(Pre-Recorded Slides)

Welcome to the Florida Department of Transportation's public hearing for the State Road 29 Project Development and Environment, or P D and E, study Re-Evaluation. We appreciate your attendance and participation.

Hearing Purpose

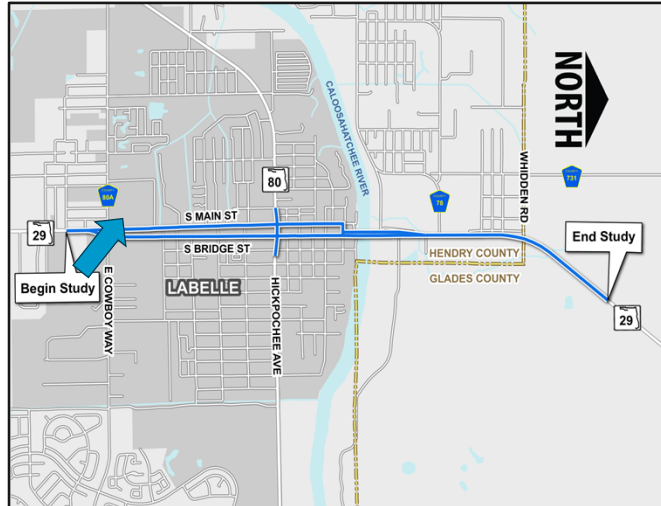
- Re-evaluate engineering and environmental data
- Document project impacts and costs
- Determine the type, preliminary design, and location of proposed improvements



This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. This concept re-evaluation will document information that will aid FDOT District One and the FDOT Office of Environmental Management (or OEM) in determining the type, preliminary design, and location of the proposed improvements.

Project Location

- Study Limits from CR 80A (Cowboy Way) to CR 731 (Whidden Road)
- Three jurisdictions
 - City of LaBelle
 - Hendry County
 - Glades County
- Strategic Intermodal System (SIS) network



The study begins at County Road 80A, or Cowboy Way, and extends approximately 2.6 miles in Hendry and Glades Counties to County Road 731, or Whidden Road. The department proposes to address the corridor's future capacity needs and improve safety and walkability along the corridor, especially within the downtown district.

As part of the state-designated Strategic Intermodal System or SIS network of Florida, State Road 29 plays an important role in connecting a major east-west transportation corridor, State Road 80, as well as residential and employment

centers throughout Hendry and Glades Counties. State Road 29 is also critical in facilitating traffic during emergency evacuation periods as it connects to major arterials designated on the state evacuation route network.

Project Need

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



Future traffic volumes projected to exceed the acceptable threshold sustainable for the corridor indicate the need for the proposed improvements for State Road 29. This will result in unacceptable traffic backups north and south of the river, at the Caloosahatchee River bridge, and at major intersections. Expanding State Road 29 from two to four lanes north of the river will address future capacity needs and improve emergency evacuation traffic flow. Due to existing historic buildings and minimal right-of-way, widening Bridge Street to four lanes south of the river is not feasible. The intersection concepts at

Buser/Riverbend Drive, Nobles Road, and Whidden Road will improve safety and help control motorists' speed when entering the LaBelle city limits.

The existing draw bridge over the Caloosahatchee River, constructed in 1959, needs to be replaced. Over the years, it has undergone several retrofits and maintenance projects and is nearing the end of its service life.

Improving safety is FDOT's goal on every project. The proposed improvements with this project will help improve safety by implementing speed management strategies that will help drivers feel the need to slow down through LaBelle.

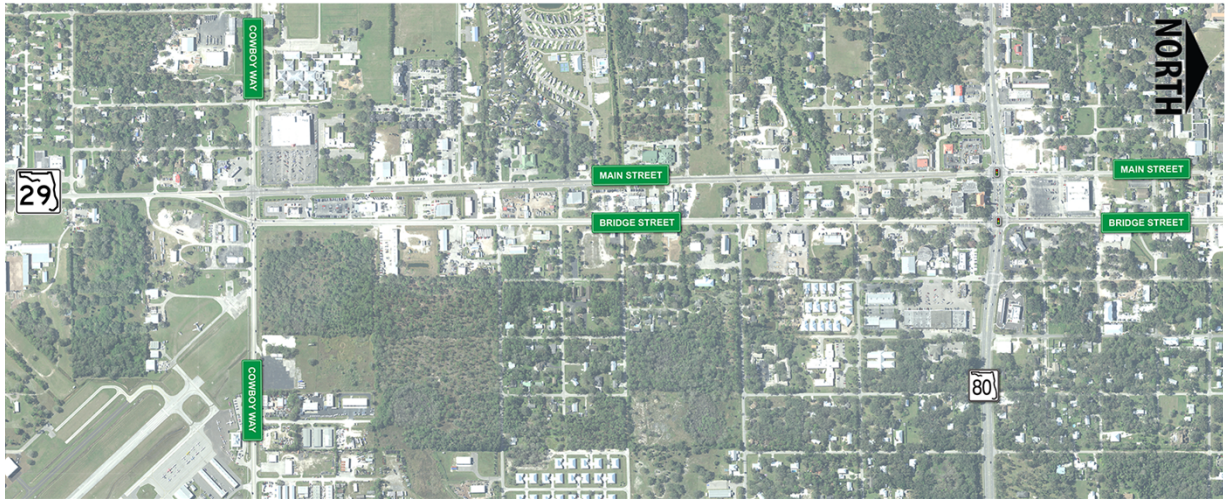
Planning Consistency

- Heartland Regional Transportation Planning Organization (HRTPO)'s 2045 Long Range Transportation Plan (LRTP)
- Strategic Intermodal System (SIS) Project
- Future funding is planned



Improvements to State Road 29 are included in the Heartland Regional Transportation Planning Organization, or TPO,'s 2045 Long Range Transportation Plan, or L R T P. This project is included in the plan as a Strategic Intermodal System, or SIS Project. Currently, the proposed State Road 29 improvement project has right-of-way funding in 2025, and future funding is planned for construction from 2036-2045 in the HRTPO 2045 LRTP Cost Feasible Plan.

Existing Roadway



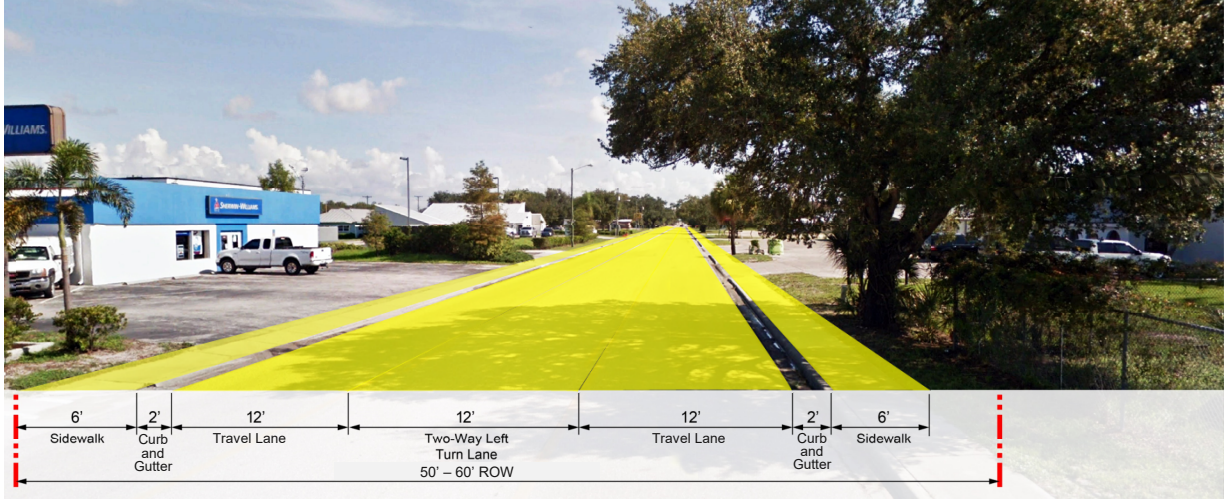
Within the project limits, State Road 29 is a 2-lane undivided arterial that travels along Main Street between Cowboy Way and State Road 80 and then jogs across State Road 80, then turns to follow Bridge Street between State Road 80 and the river. This alignment contributes to additional congestion at the State Road 80 intersections.

Existing Typical Section – Main Street South of SR 80



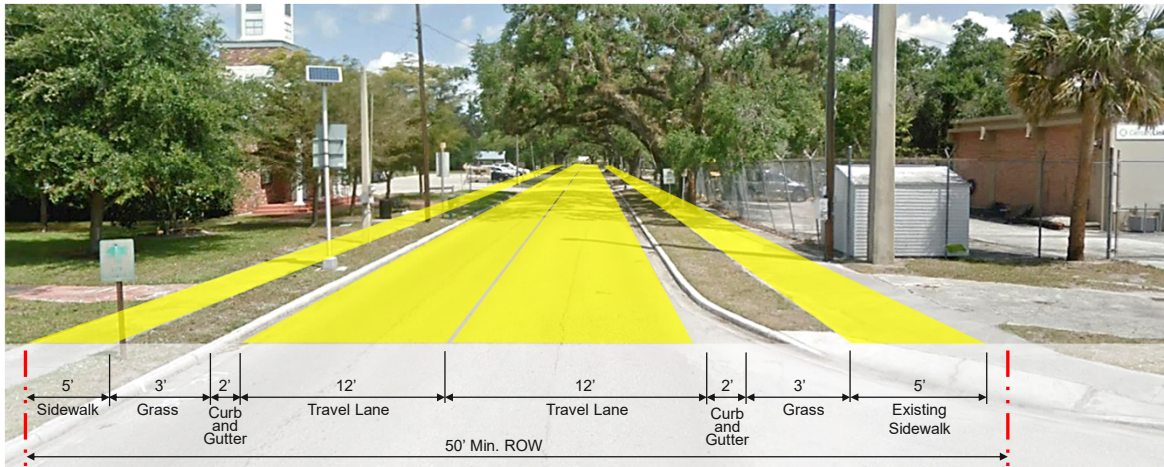
On Main Street, south of State Road 80, State Road 29 has two 12-foot travel lanes, a center two-way left turn lane, and a 6-foot paved sidewalk on one or both sides of the roadway. The posted speed limit is 35 mph.

Existing Typical Section – Bridge Street South of SR 80



On Bridge Street, south of State Road 80, State Road 29 has two 12-foot travel lanes, a center two-way left turn lane, and a 6-foot paved sidewalk on one or both sides of the roadway. The posted speed limit is 35 mph. Businesses along the corridor provide parking within their parcels. Bridge Street will become the designated Truck Route along State Road 29.

Existing Typical Section – Main Street North of SR 80



North of State Road 80, Main Street and Bridge Street frame a downtown civic corridor with historic buildings and large oak trees on both sides of the roadway. Main Street has two 12-foot travel lanes and 5-foot paved sidewalks on both sides of the roadway. The existing sidewalk within the downtown corridor has several gaps along Main Street and several curb ramps that do not meet current ADA standards. Sidewalk widths do not meet the current standards for State Road 29's context classification. There are also limited crosswalks, hindering walkability in the downtown area. The posted speed

limit is 35 mph.

Existing Typical Section – Bridge Street North of SR 80



Bridge Street has two 12-foot travel lanes, a center two-way turn lane, and 5-foot paved sidewalks on both sides of the roadway. Sidewalk widths do not meet the current standards for State Road 29's context classification. There are also limited crosswalks, hindering walkability in the downtown area. The posted speed limit is 35 mph.

Existing Typical Section – SR 29 North of Caloosahatchee River



North of the Caloosahatchee River, State Road 29 currently has two 12-foot travel lanes, with 4-foot paved shoulders, designated bike lanes from the Caloosahatchee River to just south of Whidden Road, and intermittent left turn lanes, open drainage ditches, and varying right-of-way from 200 feet between the River and Whidden Road to 150 feet north of Whidden Road. The posted speed is 45-MPH between the river and Cook Avenue, north of Nobles Road, 50 MPH from Cook Avenue to just north of Hickory Drive, and 60 MPH from Hickory Drive to the end of the project limits.

Existing Typical Section – Caloosahatchee Bridge

- Caloosahatchee River Bridge

- Constructed in 1959
- Nearing end of service life
- Traffic congestion
- Maintenance closures more frequent

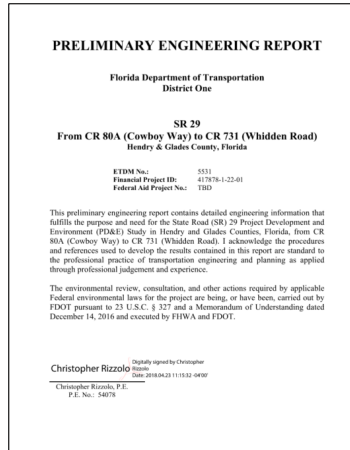


The existing bridge over the Caloosahatchee River has two 12-foot lanes, 2-foot shoulders with vertical barriers shielding 5-foot sidewalks. The vertical barriers transition to guardrails with curb and gutter on the bridge approaches. As the corridor's projected traffic continues to grow, the backups associated with the drawbridge will worsen. Each time the bridge requires maintenance, the draw bridge must remain in the upright position, cutting off LaBelle from the residents to the north as well as direct access to US 27 for extended periods of time. As the bridge continues to age, the maintenance needs will continue to

become more frequent.

Project History

- Previous PD&E Study concluded in 2018
- Based on stakeholder feedback, a re-evaluation is being conducted
- FDOT redeveloped concepts to maintain two-way traffic on Main and Bridge Streets



FDOT previously conducted a PD&E Study that concluded in 2018 to evaluate and document the benefits, costs, and impacts of converting Main Street and Bridge Street to one-way streets, along with intersection and pedestrian safety improvements to address traffic operations, access, and mobility along State Road 29 from Cowboy Way to north of Whidden Road.

The original study, concluded in 2018, proposed converting Bridge Street and Main Street from the current two-way streets to one-way streets. At the request of the City of LaBelle and Hendry County, FDOT has redeveloped

their concepts while maintaining two-way traffic on both Main and Bridge Streets.

Project History

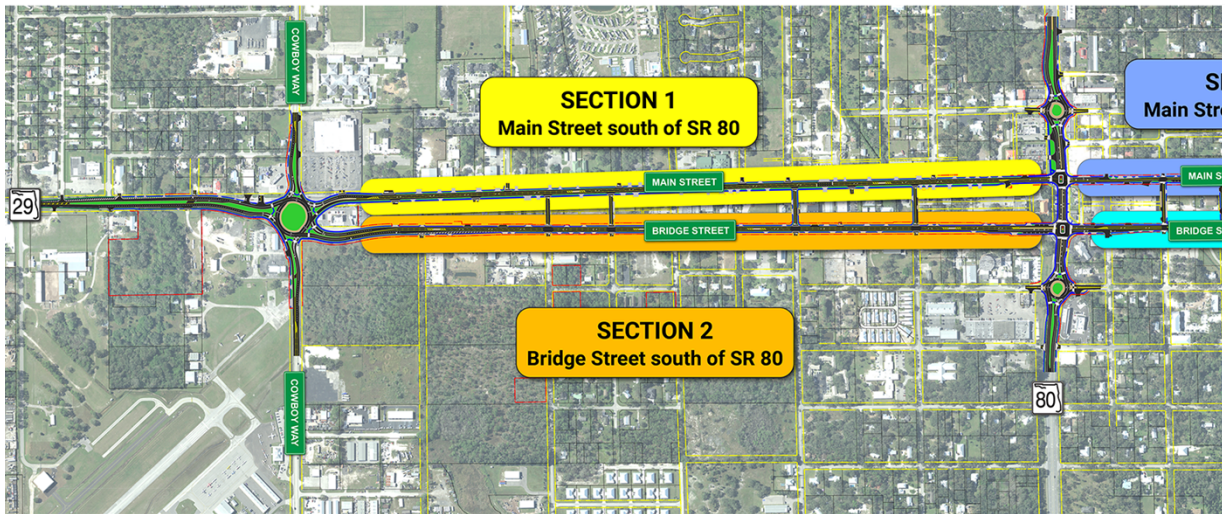
- Considered many different options
 - Minimize impacts
 - Public input
- Previous Public Meeting
 - January 31 & February 1, 2024
- Based on your comments & additional environmental and engineering analysis, a preferred alternative was selected



Throughout this P D and E study re-evaluation process, F D O T has looked at many different concepts to provide capacity and operational/safety improvements to the existing two-lane facility by upgrading to a four-lane facility north of the Caloosahatchee River and through intersection improvements at County Road 80A (Cowboy Way), along State Road 80, and along Park Ave, including the addition of a new bridge over the Caloosahatchee River in LaBelle. After environmental and engineering analyses and public and agency comments, many of these alternatives were

eliminated. The last public meeting was a Second Public Meeting held on January 31 and February 1, 2024. At that meeting, we asked for your input on additional proposed improvements. Some of the feedback received included comments in support of traffic signals and roundabouts, preserving the small-town atmosphere, and concerns about traffic noise, current traffic speed, and pedestrian safety. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for State Road 29.

Preferred Alternative Sections

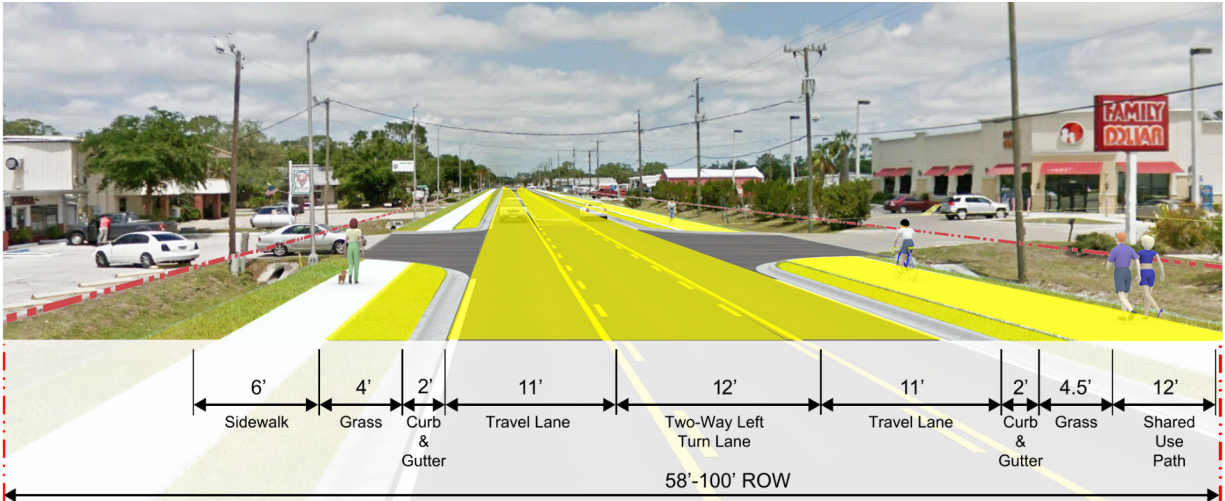


This is an aerial view of the corridor's proposed improvements. We'll look at the preferred alternative in four sections:

- Section 1 is Main Street south of State Road 80
- Section 2 is Bridge Street south of State Road 80
- Section 3 is Main Street north of State Road 80, and
- Section 4 is Bridge Street north of State Road 80

We will also look at specific intersections along the corridor.

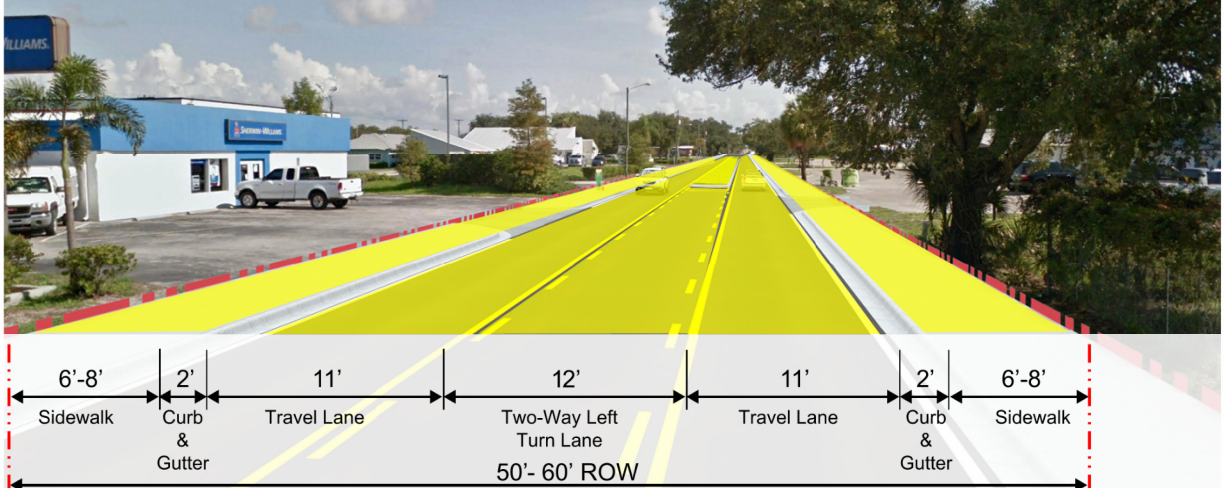
Section 1 – Preferred Alternative



The preferred alternative for Section 1, Main Street south of State Road 80 includes two 11-foot travel lanes, a 12-foot two-way center turn lane with intermittent landscaped medians, a 12-foot-wide shared-use path with a 4.5-foot grass buffer on the northbound side of the roadway and adds a new 4-foot grass buffer between the existing sidewalk and roadway. The preferred alternative also removes the State Road 29 jog across State Road 80. The State Road 29 designation for this section of Main Street will be transferred to Bridge Street, turning over maintenance of Main Street to the City once

construction is complete.

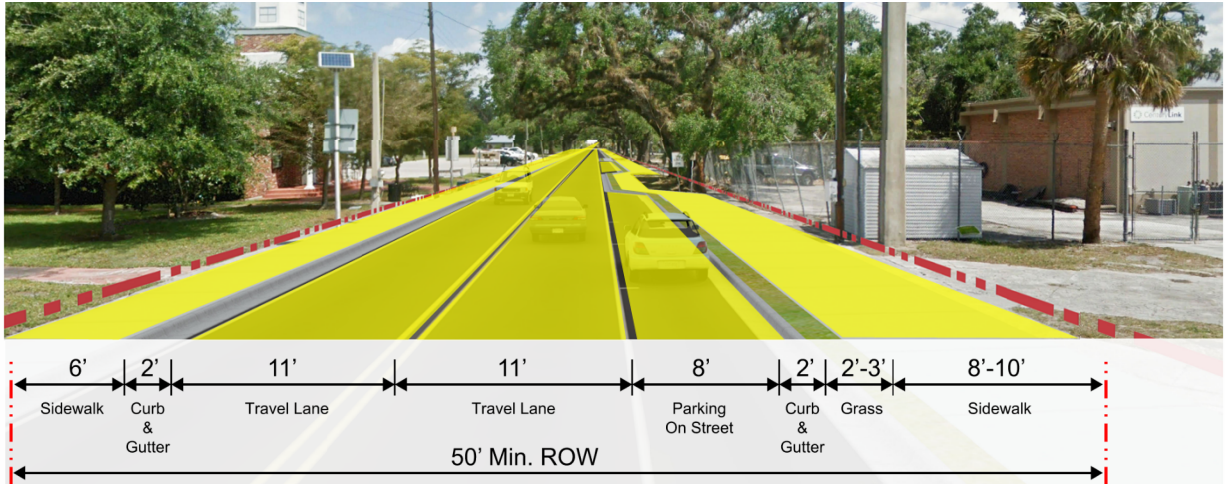
Section 2 – Preferred Alternative



In Section 2, Bridge Street, south of State Road 80, the preferred alternative includes two 11-foot travel lanes and a 12-foot two-way center turn lane. It also adds intermittent raised medians with traffic-calming landscaping and widens sidewalks to 6' and to 8'. The sidewalk widths vary to accommodate existing features within the right-of-way. Part of the proposed improvements is to direct trucks to Bridge Street between County Road 80A (Cowboy Way) and State Road 80, as mentioned in the previous slide. This section of Bridge Street will be designated as State Road 29 once construction is complete. This will

improve traffic flow at the State Road 80 intersection.

Section 3 – Preferred Alternative



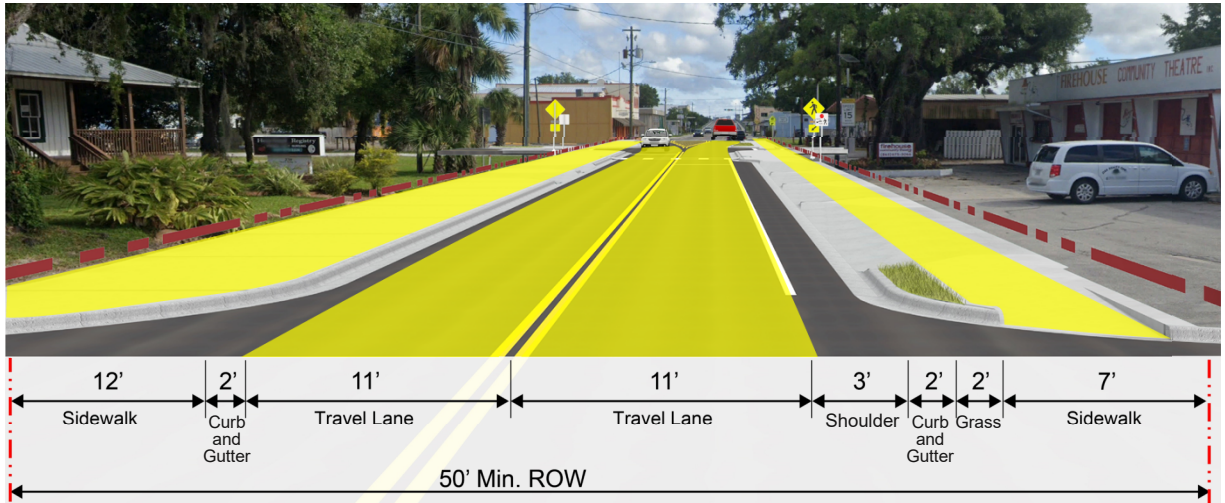
In Section 3, Main Street north of State Road 80, the preferred alternative includes two 11-foot travel lanes, on-street parking along the northbound side of the roadway, 6-foot sidewalks on the southbound side of the roadway, and 10-foot sidewalks on the northbound side of the roadway. The northbound sidewalk will curve around existing oak trees. As part of the proposed improvements, FDOT will bring the existing sidewalk system up to current standards, provide additional mid-block pedestrian crossings as well as provide on-street parking along Main Street and side streets where feasible.

Section 4 – Preferred Alternative



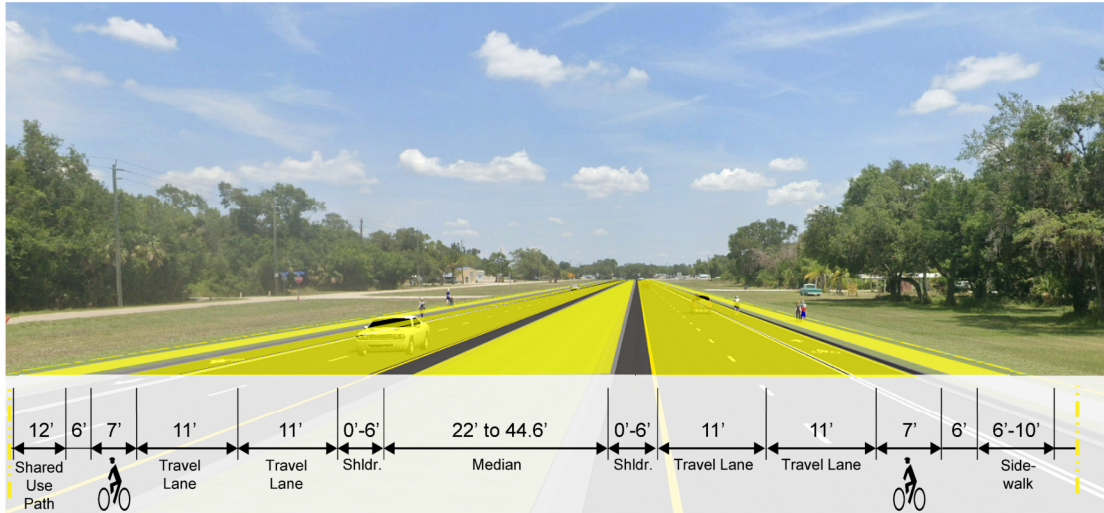
In Section 4, Bridge Street north of State Road 80, from State Road 80 to Oklahoma Avenue, the preferred alternative includes a 3-lane typical section with a center turn lane, similar to the existing roadway. From Oklahoma Avenue to Fort Thompson Avenue the roadway features a two-lane typical section shown in more detail on the next slide. And from Fort Thompson Avenue to Park Avenue, the preferred alternative includes a 3-lane typical section with center turn lane.

Section 4 – Preferred Alternative



From Oklahoma Avenue to Fort Thompson Avenue, the preferred alternative includes two 11-foot travel lanes accompanied by a 7-ft sidewalk on the northbound side of the roadway and a 12-ft wide shared-use path on the southbound side of the roadway.

Section 4 – Preferred Alternative North of the River



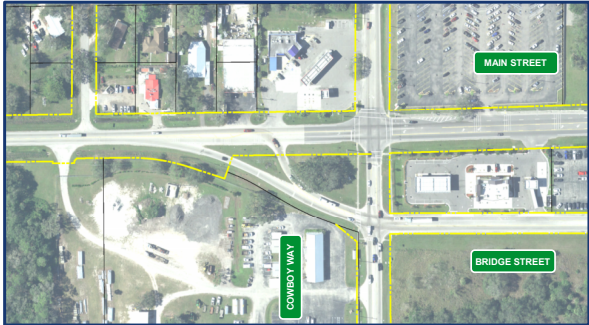
North of the Caloosahatchee River, State Road 29 includes two 11-foot travel lanes in each direction, a 7-foot bike lane on both sides of the roadway, and a grassed median that varies from 22-feet to 44-feet. The northbound side of the roadway includes 6-10' paved sidewalks, while the southbound side of the roadway includes a 12-foot shared use path.

Now let's look at the Preferred Alternatives for the intersections within the corridor.

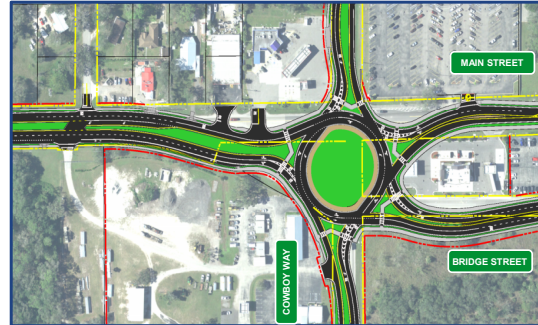
Preferred Alternative – CR 80A (Cowboy Way)

CR 80A (Cowboy Way)

Current Intersection



Roundabout

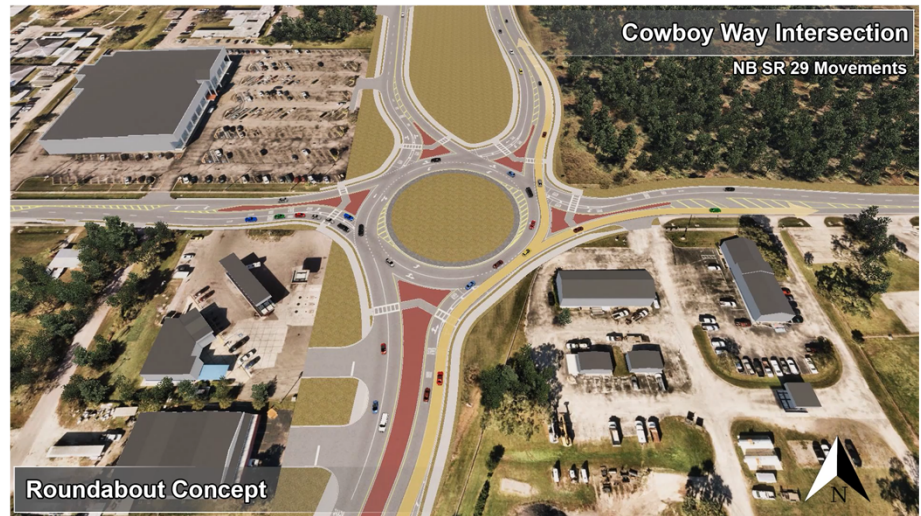


Starting at County Road 80A (Cowboy Way), the preferred alternative for this intersection is a multi-lane roundabout which will enhance safety, lower the speed at which vehicles move through the intersection, and accommodate large truck traffic.

Preferred Alternative – CR 80A (Cowboy Way)

CR 80A (Cowboy Way)

Roundabout

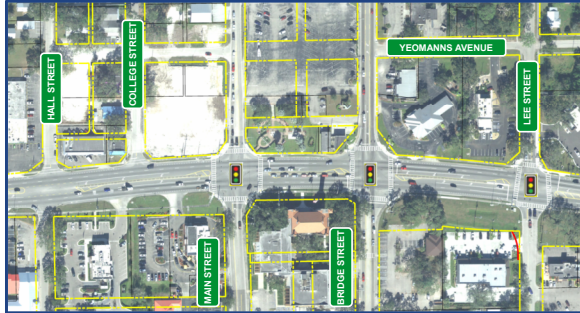


Lane widths leading up to the roundabout vary, increasing from 12-feet to 16-feet as the lanes approach the roundabout and maintain 16-feet within the roundabout to ensure truck movements are accommodated. Pedestrians will have controlled crossings across each leg of the roundabout. The method of pedestrian control will be further determined during final design. In addition, the roundabout provides a signature gateway feature for vehicles entering LaBelle.

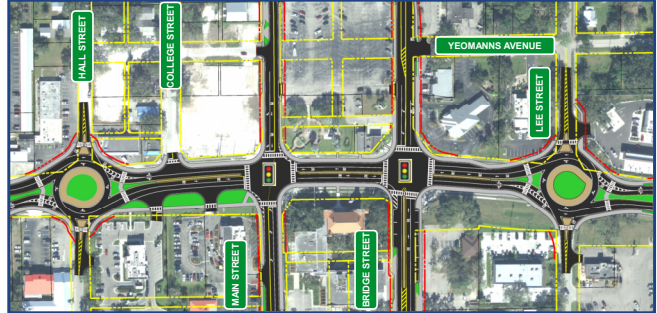
Preferred Alternative – SR 80

SR 80 at Main Street & Bridge Street

Current Intersection



Bow Tie Intersection



At State Road 80, the preferred alternative is a Bow Tie intersection including signalized intersections at Bridge Street and Main Street, and roundabouts at Hall Street and Lee Street.

Preferred Alternative – SR 80

**SR 80 at
Main Street &
Bridge Street**

Bow Tie
Intersection
Roundabouts at
Hall Street and
Lee Street



FDOT

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The preferred alternative improves green signal time for vehicles traveling through the intersections by removing left turn lanes on northbound Bridge Street and southbound Main Street, and removing eastbound and westbound State Road 80 left turns onto Bridge Street and Main Street. The signals will be timed together to maximize efficiency. The presence of the two roundabouts at Hall Street and Lee Street will ensure vehicle speeds will be lower than the current signal configurations, providing safer signalized intersections at Bridge Street and Main Street. Vehicles will utilize roundabouts at Hall Street and Lee

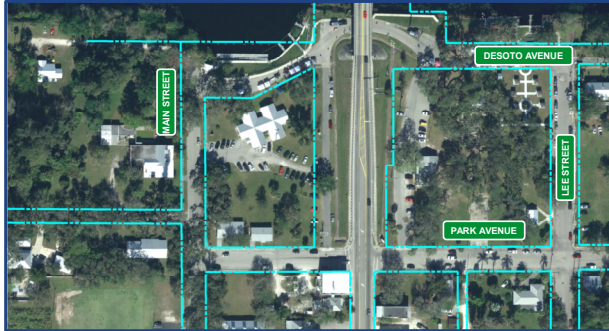
Street to change direction.

The Bow Tie intersection increases pedestrian safety through a narrower roadway footprint, providing shortened crosswalks, refuges, and controlled crossings. It also reduces speeds along State Road 80 through the roundabouts approaching the Main Street and Bridge Street intersections and provides traffic-calming and potential gateway features at the roundabouts.

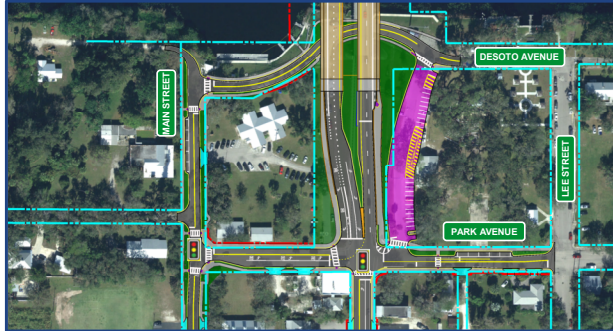
Preferred Alternative – Park Avenue

Park Avenue at Main Street & Bridge Street

Current Intersection



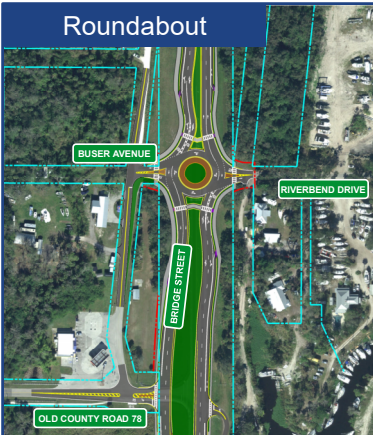
Conventional Signalized
Intersection



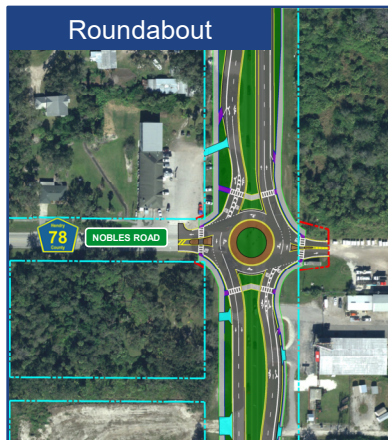
The FDOT design team coordinated with the LaBelle Downtown Revitalization Committee to accommodate the plans for the new Barron Park improvements in the preferred alternative for Park Avenue. This conventional signalized intersection includes signalized pedestrian crossings, provides connectivity to southbound Main Street via Park Avenue, and maintains connections to Park Avenue east of Bridge Street. This includes direct access to the Library along Main Street.

Preferred Alternative – Intersections North of the Caloosahatchee River

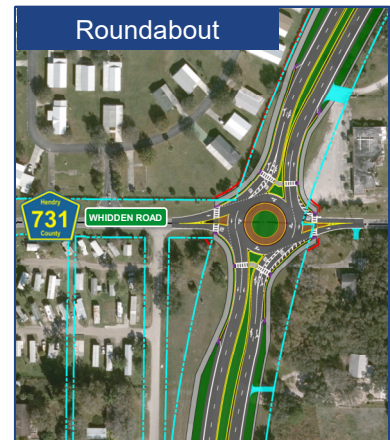
**Buser Avenue /
Riverbend Drive**



CR 78 (Nobles Road)



CR 731 (Whidden Road)



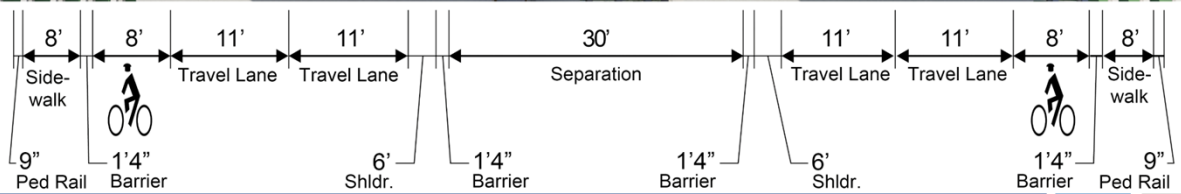
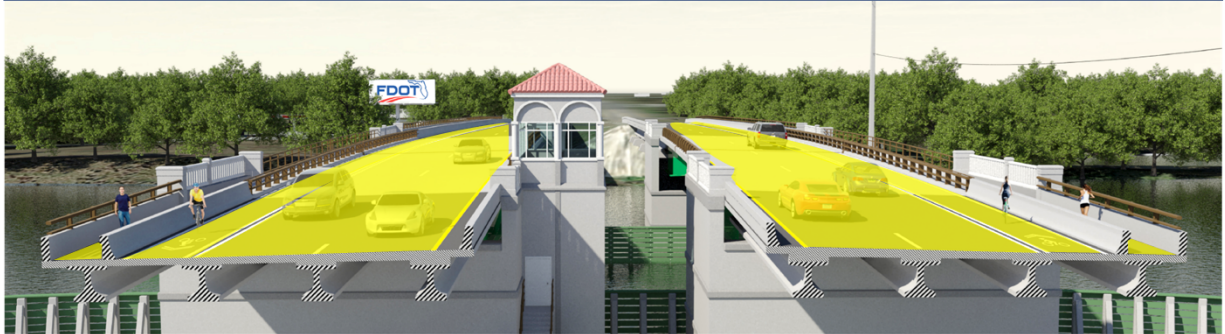
The remaining intersections at Buser Avenue/Riverbend Drive, County Road 78 (Nobles Road), and County Road 731 (Whidden Road) have the same preferred alternative – a roundabout. These roundabouts will have two travel lanes on the northbound and southbound sides of the roadway and one travel lane on the eastbound and westbound sides of the roadway to facilitate access to side streets. Ten-foot to 12-foot-wide sidewalks will be provided around the roundabout with controlled pedestrian crossings across each leg of the roundabout. The method of pedestrian control will be further determined in

final design. Drainage will be collected along new curb and gutter and will be routed to new stormwater treatment and attenuation ponds. Lighting will also be included at all roundabouts to improve nighttime visibility.

At Buser Avenue/Riverbend Drive, the roundabout assists motorists in returning to downtown quickly if needed.

The roundabouts in these three locations support a continuous traffic flow through the intersection with controlled right-turn movements, decreasing traffic backups leading into LaBelle. Roundabouts also help decrease speeds throughout the intersection, minimizing the number of severe crashes.

Preferred Alternative – Caloosahatchee River Bridge



Finally, the preferred alternative for the bridge over the Caloosahatchee River includes four 11-foot travel lanes over the river to meet capacity needs. This will require twin parallel drawbridges spaced 30 feet apart to allow multiple traffic lanes to cross over the river to and from downtown. The drawbridges include 8-foot shoulders with buffered bike lanes and 8-foot sidewalks protected by a concrete barrier. The twin drawbridges provide several benefits over replacing with a single bridge including redundancy. One drawbridge can remain open during scheduled or emergency maintenance, keeping access

open. This creates a convenience and safety benefit as emergency first responders will still be able to access residents and motorists without having to rely on lengthy detours while the bridge is closed. The redundancy also helps keep the crossing over the Caloosahatchee possible during construction by building the new bridge slightly west of the existing prior to closing/demolishing the existing bridge.

No-Build

- No improvements through the year 2046
- Routine Maintenance
- Existing bridge over the Caloosahatchee River will need to be replaced



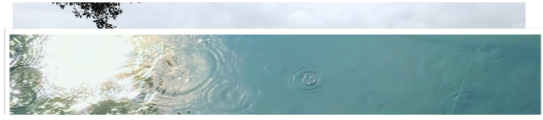
Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to State Road 29 through the year 2046 (“twenty forty-six”), except for routine maintenance. In the “no-build” alternative, FDOT will still need to replace the existing bridge as it was constructed in 1959, and it will surpass its life cycle of 75 years. The new bridge would still be constructed slightly west of the existing bridge to maintain connectivity across the river during construction.

The no-build alternative remains a valid option and will continue to be

evaluated until the completion of this study.

Environmental Effects

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Right-of-way requirements and relocations
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise
- Aesthetics



F D O T evaluated environmental and socioeconomic factors relating to proposed improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of improvements to State Road 29 on:

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Right-of-way requirements and relocations

- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise, and
- Aesthetics

Protected Species & Habitat

Federal – “may affect, but not likely to adversely affect”

- Audubon’s Crested Caracara
- Eastern Indigo Snake
- Wood Stork
- Florida Manatee
- Florida Panther

Federal – “may affect, likely to adversely affect”

- Florida Bonneted Bat



Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U.S. Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The animal species include the:

- Audubon’s Crested Caracara

- Eastern Indigo Snake
- Wood Stork
- Florida Manatee, and
- Florida Panther

Additionally, the proposed project “may affect, likely to adversely affect” the existence of certain federally listed threatened or endangered species. The animal species include the:

- Florida bonneted bat

Coordination with U S Fish and Wildlife Service regarding the final status of these species is ongoing. If the preferred alternative is approved by the Office of Environmental Management, F D O T District One will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.

Wetlands

- Preferred Alternative
 - 5.91 acres of direct wetland impacts
 - 0.51 acres of surface water impacts
 - Mitigation will be provided

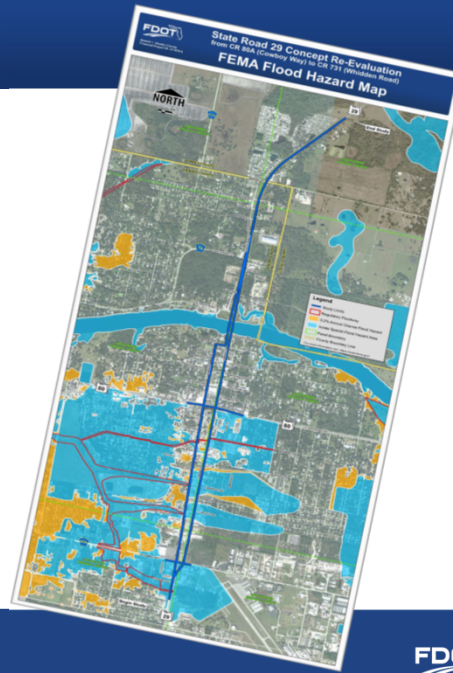


FDOT evaluated wetlands within the project limits in accordance with Executive Order 11_9_90 (“eleven nine ninety”), “Protection of Wetlands.” The proposed improvements will affect approximately 5.91 acres of wetlands, and .51 acres of other surface waters. The Department will take all practical measures to minimize harm to this area. The Department will mitigate wetland impacts resulting from this project’s construction to meet the requirements of Florida statutes and the United States Code.

Floodplains

No significant change to:

- Flood Risk
- Emergency services
- Emergency Evacuation Routes



The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11_9_88 (“eleven nine eighty eight”) Floodplain Management. There is no significant change in flood risk as a result of the proposed widening and minimal impacts are expected to the 100-year floodplain, nor is there significant change in potential for interruption or termination of emergency services or emergency evacuation routes due to flooding. Please visit the FEMA Flood Hazard Map on display this evening for more information.

Contamination

Rank	Number of Sites Potentially Contaminated
High	1
Medium	21

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

**Contamination Screening Evaluation Report
(Mainline and Drainage Sites)**

**SR 29 Project Development and Environment (PD&E)
Design Re-Evaluation Study
from CR 80A (Cowboy Way) to North of Whidden Road**

Florida Department of Transportation
District 1

Hendry County and Glades County, Florida
FPID No. 437878-8-32-01
ETDM Project No. 5531

March 2025

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 May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Project Development
Hendry and Glades
County to north of CR
80A (Cowboy Way) to
North of Whidden Road
is to provide
approximately a four-
mile bridge over the
new Administration
and right of way is

in accordance with Part
entire the findings of a
review, and evaluate
actions, or sites that
will, and to prevent
the project study
search distances.

with: Based on the
contamination sites

Total	53
High	1
Medium	21
Low or No	31

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Results of the environmental contamination screening showed one site was ranked “high” for potential contamination, twenty-one sites were ranked “medium” for potential contamination, and forty-nine sites were ranked “low or no” for potential contamination. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “high” or “medium”, the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues.

Specially trained crews will address contamination in these areas, as required.

Locations of these sites are shown on the concept plans on display tonight.

Noise

- Potential noise abatement measures at the following locations:
 - Maple Corner Mobile Home Park
 - Whisper Creek RV Resort
- Further study during the Design Phase



The study team evaluated the effects of traffic noise associated with the proposed improvements consistent with requirements outlined in Title 23, Code of Federal Regulations, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and with the FDOT PD&E Manual, Part 2, Chapter 18. Noise-sensitive sites along the project corridor may hear traffic noise levels that approach or exceed Noise Abatement criteria established by the Federal Highway Administration. The team has considered noise abatement measures including traffic system management, alignment modifications,

property acquisition, land use controls, and noise barriers at three locations.

Noise barriers were found to be a cost feasible and reasonable abatement measure for the impacted noise sensitive sites at two out of the three locations along State Road 29. The two locations where noise barriers systems are potentially cost feasible and reasonable are: Maple Corner Mobile Home Park and Whisper Creek RV Resort. Further considerations of potential noise barriers for these locations will be considered during the design phase of this project. For noise barriers to be eventually constructed, issues such as engineering constraints, safety, sight distance needs, utility conflict, and local support will need to be resolved in the design phase. If you'd like more information regarding traffic noise, please speak with one of our noise specialists here tonight.

Section 4(f)

Three Section 4(f) resources are present along SR 29 within the project limits.

- Minor Level of Impact

FDOT is pursuing an Exception/Exemption Section 4(f) determination for these resources.



The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the US Department of Transportation Act of 1966. Three Section 4(f) resources are present along State Road 29 within the project limits.

Based upon the overall minor level of impact and implementation of proposed mitigative actions to address potential impacts, the project is not anticipated to adversely affect the activities, features, and attributes of each property in

meeting its intended Section 4(f) purpose. As such, FDOT is pursuing an Exception/Exemption Section 4(f) determination for the potential impacts to each resource. This information is available for review tonight. The hearing provides the opportunity for public comment on the project's use of these properties.

Right-of-Way

- Right-of-Way impacts anticipated
 - 0 Residents
 - 2 Business
 - Conducted in accordance with Florida Statute 339.09 and the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*
- Staff are available tonight to answer your questions



For questions, contact FDOT Project Manager
David Agacinski



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One of the unavoidable consequences on a project such as this is the necessary relocation of residents or businesses. On this project we anticipate the relocation of zero residents and 2 businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute, Section 339.09 (“three thirty nine point zero nine”) and the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970”, commonly known as the Uniform Act.

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

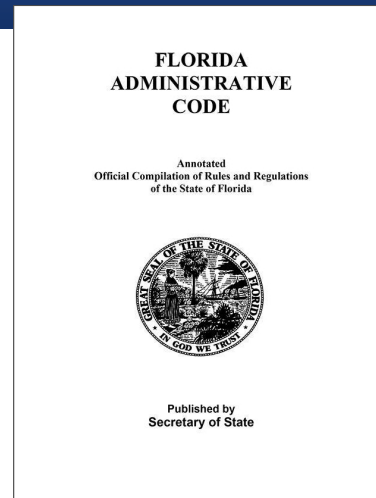
You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will promptly be furnished necessary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

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

Access Management

Florida Administrative Code Rule 14-97
State Highway System Access Control
Classification System and Access Management
Standards

Florida Statute § 335.199
Transportation projects modifying access to
adjacent property



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

Evaluation Matrix

Segment	No Build*	Typical Sections				Intersections					
		Main Street (S. of SR 80)	Bridge Street (S. of SR 80)	Main Street (N. of SR 80)	Bridge Street (N. of SR 80)	Cowboy Way	SR 80	Park Avenue (Includes Bridge Cost)	Buser Avenue	CR78/Nobles Road	Whidden Road
Description	(Maintenance Only)	Section 1 Two-Way Left Turn Lane	Section 2 Two-Way Left Turn Lane	Section 3 On-Street Parking	Section 4 Two-Way Left Turn Lane	Roundabout	Round-Trip at 18th Street and Left Street	Conventional Signalized Intersection	Roundabout	Roundabout	Roundabout
Purpose & Need											
Improves Traffic Operations and Access?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Operational Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Safety Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Property Impacts											
Parcels Impacted	0	1	9	11	10	16	26	26	4	4	4
Residential Relocations	0	0	0	0	0	0	0	0	0	0	0
Business Relocations	0	0	0	0	0	1	1	0	0	0	0
Cultural, Natural, & Physical Impacts											
Potential Species Impacts	None	Low	Low	Low	Moderate	Low	Low	Low	Low	Moderate	Moderate
Potential Contamination Sites (Medium/High)	None	(3/6)	(1/6)	(6/6)	(1/6)	(6/6)	(2/1)	(4/6)	(1/6)	(1/6)	(2/6)
Section 4(f) Resources	None	0	0	1	2	0	1	1	0	0	0
Wetland/Resource Intersect Impacts (w/r)	None	0	0	0	0	0-14	0	0-14 (2w/r)	0	0	0-14
Floodplain Impacts (w/r)	None	0	0.069	0	0	6.550	0.096	0.307	0	0	0
Potential Impacts to Cultural Resources	None	14	10	3	8	2	3	5	1	3	5
Potential Noise Impacts	None	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Low	Low	Low
Estimated Costs											
Design	No Cost	\$688,000	\$448,000	\$311,000	\$302,000	\$427,000	\$554,000	\$4,577,000	\$206,000	\$404,000	\$603,000
Right of Way	No Cost	\$61,000	\$1,118,000	\$787,000	\$518,000	\$340,000	\$4,381,000	\$1,515,000	\$1,672,000	\$1,212,000	\$2,213,000
Stormwater Management Facility (SRF) Right of Way	No Cost	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0	\$960,000	\$0	\$1,100,000
Wetland Mitigation	No Cost	\$0	\$0	\$0	\$0	\$289,000	\$0	\$77,000	\$0	\$0	\$0
Roadway Construction	No Cost	\$8,586,000	\$6,899,000	\$3,908,000	\$3,796,000	\$6,794,000	\$8,490,000	\$86,097,000	\$1,106,000	\$3,041,000	\$7,560,000
Construction Engineering & Inspection	No Cost	\$859,000	\$690,000	\$391,000	\$379,000	\$676,000	\$869,000	\$8,610,000	\$111,000	\$304,000	\$756,000
Total Cost	No Cost	\$10,191,000	\$9,147,000	\$5,377,000	\$4,985,000	\$8,855,000	\$14,394,000	\$100,876,000	\$4,059,000	\$5,061,000	\$12,332,000

* Due to the condition of the bridge, the No Build would require increasingly costly and disruptive maintenance and major rehabilitation projects to keep them functional.

** Section 4(f) Resources may be listed under multiple Preferred Alternatives.

Preliminary – subject to change



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

Project Cost

PHASE	STATUS	FISCAL YEAR
Concept Re-Evaluation	Funded	On-Going
Design	Funded	FY 2025
Right of Way	Funded	FY 2026
Construction	Unfunded	To Be Determined

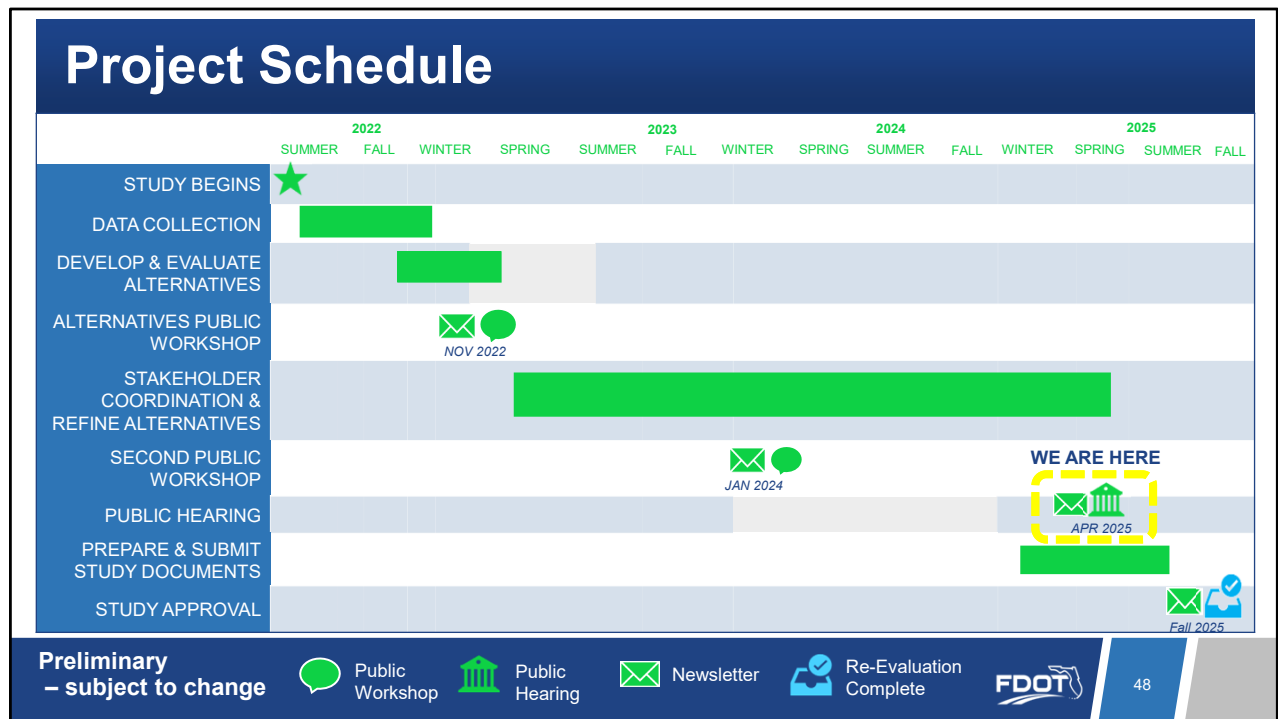
Preliminary – subject to change



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The estimated costs to improve State Road 29 from County Road 80A (Cowboy Way) to north of County Road 731 (Whidden Road) include 17.8 million dollars for final design, 732 thousand dollars for mitigation, and 28.6 million dollars for right-of-way acquisition for roadway and stormwater management areas. The total estimated construction cost for the project is 253 million dollars. The cost for construction engineering and inspection is estimated at 13.6 million dollars. The Department's preliminary estimate of total project cost is 313.8 million dollars.

At this time, F D O T's Adopted Five-Year Work Program includes funding for design in fiscal year 2025 and right-of-way in fiscal year 2026. Funding for construction is still being determined, and the Department is looking for opportunities to advance construction funding.



The Department anticipates completion of this PD and E study re-evaluation by fall 2025. The study schedule is on display this evening.

Comments

- Speaker Card
- Court Reporter
- By mail
- By email or through website

FDOT District One, Southwest Area Office
David Agacinski
10041 Daniels Parkway
Fort Myers, FL 33913
Email: David.Agacinski@dot.state.fl.us
Website: www.swflroads.com/project/417878-8

Submit by May 9, 2025

Project Website



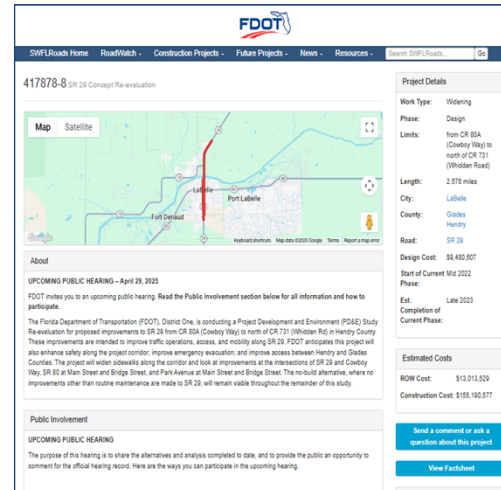
We encourage you to review project information tonight and provide us your feedback.

There are multiple ways to provide comment – during the formal testimony portion of the event by completing a Speaker card and handing it to anyone with a nametag during the upcoming intermission; providing your comment to the court reporter at the comment table; by mail to the address shown on the screen; or by email or through the project website.

All comments carry equal weight and should be submitted or postmarked by May 9, 2025, to become a part of the formal hearing record.

Document Review

- All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review:
www.swflroads.com/project/417878-8
- Technical documents will be available for public viewing until May 9, 2025:
 - **Barron Public Library**
 - **FDOT's District One Southwest Area Office** (by request)



All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review in person at the Barron Library, 461 North Main Street, LaBelle, FL 33935, Monday through Thursday from 9 am to 7 pm, Friday from 9 am to 5 pm, Closed Saturday and Sunday, and by request at FDOT's District One, Southwest Area Office, 10041 Daniels Parkway, Fort Myers, FL 33913, Monday through Friday 9 am to 5 pm until May 9, 2025 (ten days after the hearing).

If you would like to review these materials at the District One Southwest Area Office, please make an appointment by contacting F D O T 's project manager, David Agacinski, using the contact information included in your handout. You may also visit the project web site at **www.swflroads.com/project/417878-8** (www dot S W F L Roads dot com forward slash project forward slash four one seven eight seven eight dash eight) for the latest study information, schedule and upcoming events.

Study Compliance

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



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

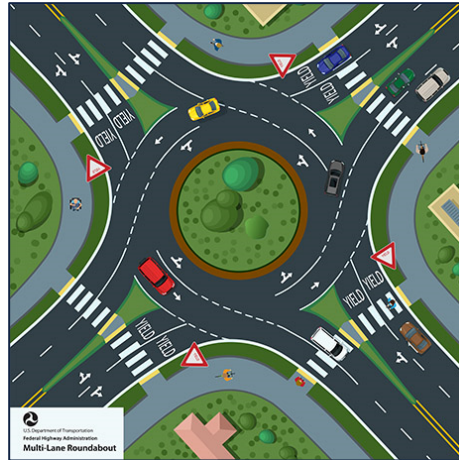
This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and

related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.

FDOT Safety Message

Roundabouts are a Proven Safety Countermeasure

- Reduce crashes and the severity of crashes
- Improve safety for all users
 - Pedestrians and bicyclists
- Promote lower speeds and traffic calming
- Shorten crosswalks
- Reduce conflict points
- Improve operational performance



And now an FDOT Safety Message

Roundabouts are a Proven Safety Countermeasure because they can substantially reduce crashes that result in serious injury or loss of life.

Roundabouts are designed to improve safety for all users, including pedestrians and bicyclists.

Roundabouts:

- Promote lower speeds and traffic calming
- Shorten crosswalks

- Reduce conflict points, and
- Lead to improved operational performance

FDOT thanks you for making safety a continued priority!