SR 29 Glades County Roadway Improvements

Rural Surface Transportation Grant Program
FY2022

April 25, 2022 [DRAFT]

FDOT

Basic Project Information	
What is the Project Name?	State Route 29 Glades County Roadway Improvements
Who is the Project Sponsor?	Florida Department of Transportation (FDOT)
Was an application for USDOT discretionary grant funding for this project submitted previously?	*No*
A project will be evaluated for eligibility for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs.	X Opt-out of Mega? X Opt-out of INFRA __ Opt-out of Rural
Project Costs	
MPDG Request Amount	Exact Amount in year-of-expenditure dollars: $26,821,928
Estimated Other Federal funding (excl. MPDG)	Other Federal funding from Federal Formula dollars: $0 Other Federal funding being requested from other USDOT grant opportunities?: No
Estimated non- Federal funding	Estimate in year-of-expenditure dollars: $6,705,482
Future Eligible Project Cost *(Sum of previous three rows)*	Estimate in year-of-expenditure dollars: $33,527,409
Previously incurred project costs *(if applicable)*	Estimate in year-of-expenditure dollars: $1,250,000
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	Estimate in year-of-expenditure dollars: $34,777,409
Rural: Amount of Future Eligible Costs by Project Type	1) A highway, bridge, or tunnel project eligible under National Highway Performance Program: $33,527,410. 2) A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant: Please note, this project is also eligible under STBG program.
Project Location	
State(s) in which project is located	Florida
INFRA: Small or Large project	Small
Urbanized Area in which project is located, if applicable	Not Applicable

Population of Urbanized Area *(According to 2010 Census)*	Not Applicable
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	Yes. The SR 29 Improvements project is located in Census Tract 2, Glades County, Florida. This Census Tract is notated by USDOT as a Historically Disadvantaged Community.
Is the project located (entirely or partially) in Federal or USDOT designated areas?	Yes. The SR 29 Improvements project is located in Opportunity Zone 12043000200 and the Southwest Florida Promise Zone.
Is the project currently programmed in the: • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan	Yes. SR 29 is identified as an unfunded need in the FDOT Freight Mobility and Trade Plan.

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TABLES

Project Description

State Route (SR) 29 is a critical transportation corridor in Southwest Florida. The route is an important regional freight corridor, a designated hurricane evacuation route, and an important local route for Glades County and the surrounding communities.

The Florida Department of Transportation (FDOT) is requesting $26.8 million in Multimodal Project Discretionary Grant funding through the Rural Surface Transportation Grant program (Rural). The *SR 29 Glades County Roadway Improvements project* will address safety and mobility deficiencies that have resulted in crashes and roadway closures that impact local and regional travel.

This section of SR 29 (approximately between SR 78 and US 27) has overtopped multiple times in the last two decades including after Hurricane Irma in 2017 and again most recently in September 2021. Overtopping creates safety hazards, has resulted in multi-day closures, and has undermined the road integrity (requiring added maintenance and repairs). The project will reconstruct a 3.3 mile stretch of the existing roadway by raising the profile and constructing new pavement. Four existing bridges (all 74 years old) will be replaced to provide more waterflow capacity, improved wildlife connectivity, and reduce long-term maintenance costs. Resurfacing of an additional 6.6 miles of SR 29 will address cracking exacerbated by prior overtopping, improve roadway friction course, add safety enhancements such as rumble strips and striping with enhanced retroreflectivity, and new lighting at the intersections with SR 78 and CR 74.

The route is listed as a regional freight corridor and provides a vital link in connecting Florida's Agribusiness, a significant component of the Southwest Florida economy. Agriculture is important to the economic well-being of the region, and to the historically-disadvantaged communities that depend on SR 29 and stand to benefit from the proposed improvements with grant funding.

Drone photo of the most recent flooding that occurred in September 2021 and resulted in a 3-day closure of the roadway, significantly impacting local and regional mobility.

Citrus freight traveling SR 29 originates from the south. Timber products largely originate in Glades County, and are shipped north (to destinations such as the mulching mill in unincorporated Palmdale). Some of the freight movement involves cattle, which are trucked locally within and between local ranch lands and the Brighton Seminole Reservation – which is located in northeast Glades County along the northwest shore of Lake Okeechobee. Agricultural trucks also come to/from the Immokalee State Farmers' Market in Immokalee, 24 miles south of LaBelle on SR 29, which provides produce to the Northeast and Mid-Atlantic regions of the US. Additionally, some intermodal traffic (maritime containers) originating at the Port of Miami uses SR 29 as a connection to the north.

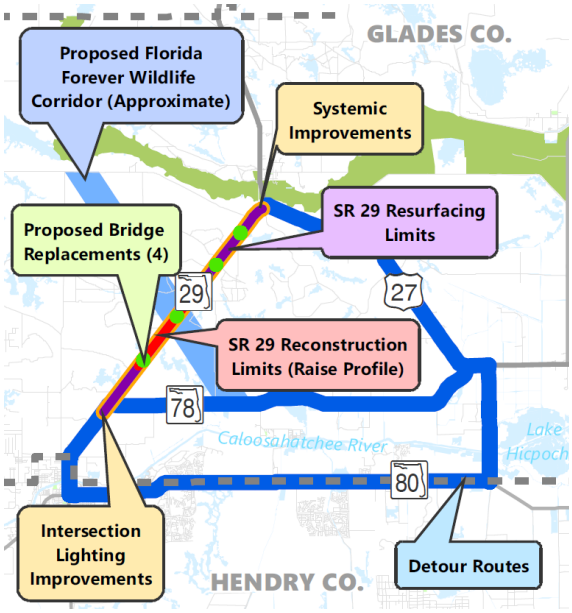


Figure 1 | SR 29 Glades County Roadway Improvements Project Elements

As a designated hurricane route, the resiliency of SR 29 is vital to the South Florida communities that rely on this inland route to evacuate flood-prone coastal areas, as well as the areas surrounding Lake Okeechobee, located to the east of the corridor.

SR 29 is also important to the local communities it serves. The SR 29 project vicinity is an area of historically disadvantaged people (as defined by the Justice40 Initiative). In this rural agricultural area of Florida, SR 29 is an important link to schools, employment, shopping, and social and medical services. Improvements to this facility will help to support businesses in the nearby town of LaBelle, Florida as this section of SR 29 serves as a major connector road to US 27 to the north.

Closures that result from flooding of this segment of SR 29 require a substantial detour route as the roadway network in the area is limited, and the distance around a closure on the alternative route is over 25 miles.

In the project area, SR 29 crosses through the Florida Ecological Greenways Network (the Big Cypress to Fisheating Creek Ecological Greenway); wildlife corridors considered by ecologists to be most important for providing habitat for wide-ranging species such as the Florida panther and the Florida black bear. Governor DeSantis recently approved plans to protect an additional 17,000 acres of land within the Florida Wildlife Corridor for acquisition and conservation – including the Chaparral Slough, a one-mile wide conservation easement that crosses SR 29 at Cypress Branch Bridge #050033 (proposed for replacement).[1]

[1] Governor DeSantis Approves 10 Land and Conservation Easement Acquisitions Totaling More Than 17,000 Acres. https://www.flgov.com/2022/03/30/governor-desantis-approves-10-land-and-conservation-easement-acquisitions-totaling-more-than-17000-acres/

Animal strikes are a significant contributor to crashes in the corridor, attributable to about 20 percent of all reported crashes. FDOT proposes incorporating wildlife crossing shelves or raised culverts (dry during periods of low-flow) to the new bridges to better facilitate wildlife connectivity. These improvements will create a safer corridor for both the motorists and wildlife alike by helping to reduce the frequency of these events.

These improvements will help address the roadway segment's safety concerns and improve the resiliency of Southwest Florida's roadway network by eliminating the overtopping that causes extended closures and results in increased maintenance and repairs.

This section of SR 29 is part of the FDOT's Strategic Intermodal System. The Strategic Intermodal System is the state's highest priority for transportation capacity investments, and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. As such, the investment proposed through this corridor addresses the necessary improvements to an important link in Florida's Strategic Intermodal System to make the movement of people and goods safe and more reliable for travelers from the state and beyond.

This segment is listed in the FDOT Freight Mobility and Trade Plan as a Tier 3 Need. While the SR 29 project is not in the Investment Plan, it is identified in the Plan as having significant potential as a federal discretionary grant contender. The project would be advanced to the Investment Plan if federal funding is made available to support the project.

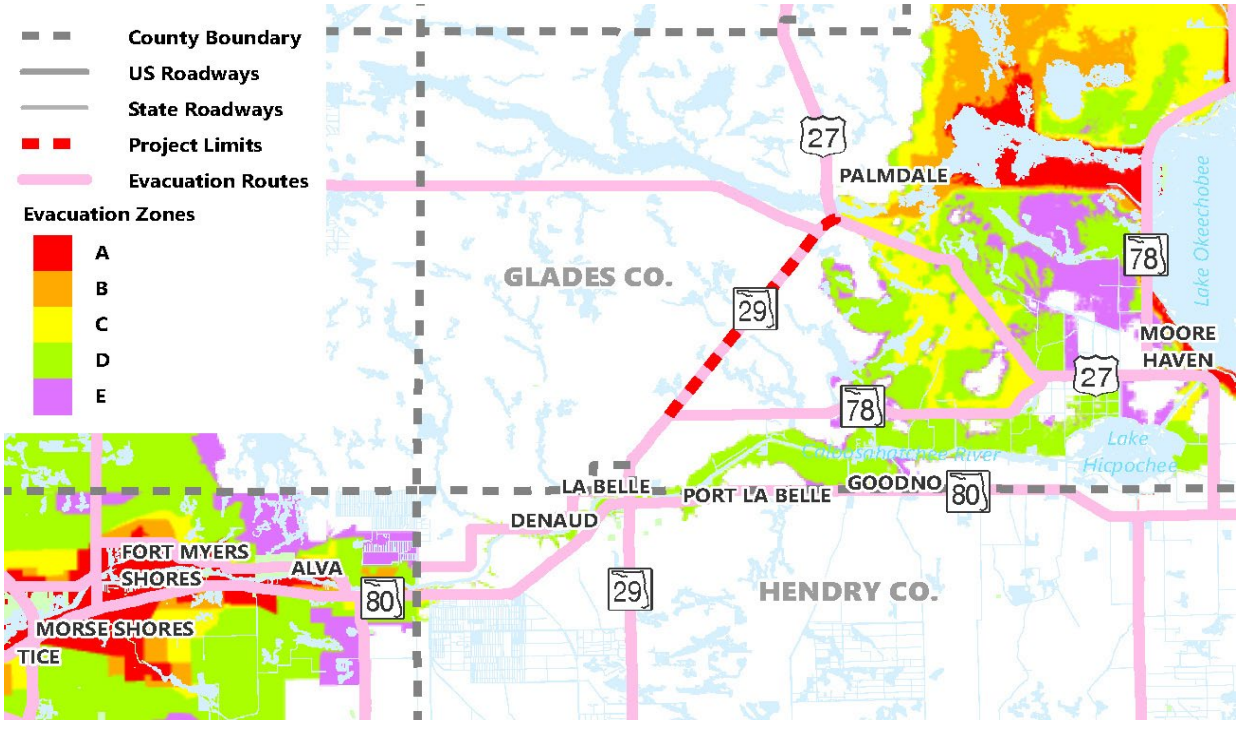


Figure 2 | Evacuation Routes and Zones for SR 29 and Project Area

The SR 29 Corridor provides an important evacuation route outside of the Evacuation Zones bordering the Gulf coast to the west and Lake Okeechobee to the east (https://www.floridadisaster.org/knowyourzone/)

Project Location

The project is located within Glades County. SR 29 runs north-south through Southwest Florida from just north of Everglades City to its northern terminus with US 27, just south of Palmdale. Glades County is immediately west of Lake Okeechobee, the largest freshwater lake in the state.

Lake Okeechobee and its wetlands are at the center of a much larger watershed, the Greater Everglades, that stretches from the Kissimmee River through the Everglades and finally into Florida Bay. Lake Okeechobee is a key component of South Florida's water supply and flood control systems.

The location of SR 29, situated between the most flood prone areas (Zones A through C) of the Southwest coast and Lake Okeechobee, illustrates the importance of maintaining this route during evacuations, other routes may simply be impassable or impossible to access. The fact that this evacuation route routinely floods undermines its designation as an emergency route and the resiliency of the area to withstand future flooding events (which are anticipated to occur with more frequency and intensity).

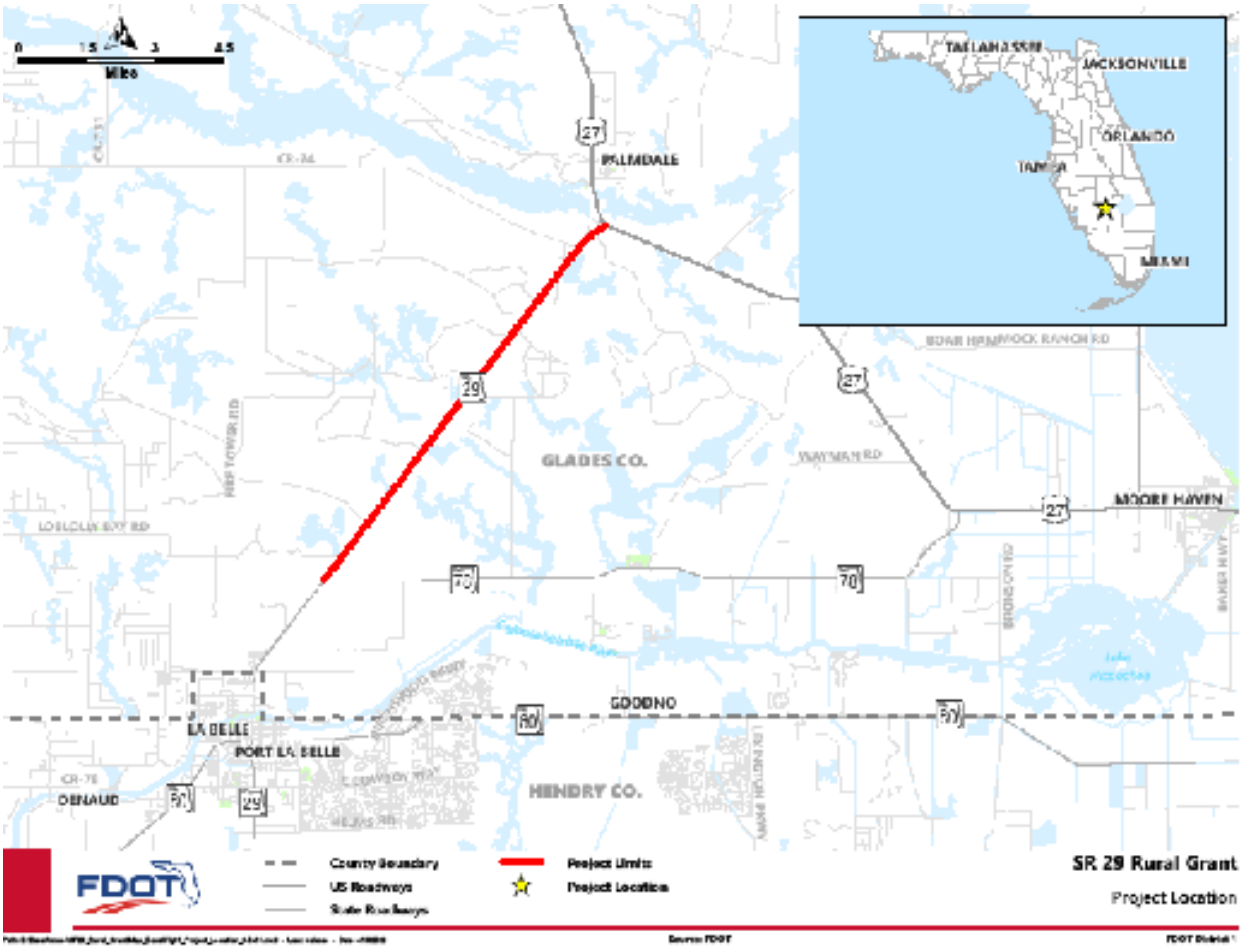


Figure 3 | Project Location

Project Parties

FDOT is the lead applicant for the SR 29 Glades County Roadway Improvements MPDG Rural Grant application. FDOT works with its constituent agencies, communities, and stakeholders to understand the area's transportation needs. FDOT's District One works closely with stakeholders who rely on this route, and has solicited the support of local government agencies and landholders whose support is represented by the Support Letters (refer to Appendix A – Letters of Support).

United States Department of the Interior Fish and Wildlife Service Florida Ecological Services Field Office

Letter of Support from Glades County, County Manager

Letter of Support from Lykes Brothers

Grant Funds, Sources and Uses of all Project Funding

Rural Multimodal Project Discretionary Grant (MPDG) funds are critical for the successful delivery of the project; absent MPDG funds, the project would not be completed.

While the project is located on the Strategic Intermodal System, there are just too many critical needs for this project to be funded anytime soon. As a result, the situation will worsen, as the long-term climate prognosis for Southwest Florida is for stronger storms occurring more frequently.[2]

Table 1 shows the commitment of funds and the amount of MPDG funding necessary to complete the project.

Table 1 | Committed Funding Sources

Funding Partner	Funding Amount ($M)	Funding percent
Non-Federal State and Local Funds	$6.7	20%
MPDG Rural Funds	$26.82	80%

FDOT is committed to delivering the SR 29 project and will contribute $6.7 million toward the project's $33.5 million construction cost. FDOT is also committed to providing the $500,000 cost for the completion of the Project Development and Environmental phase, as well as $750,000 for RFP and Concept Plans Development. The $26.8 million request for Rural funds would provide the remaining project funding and help leverage existing investments by FDOT.

Table 2 summarizes the uses of project funds, broken down by the project's major components.

[2] https://www.epa.gov/sites/default/files/2016-08/documents/climate-change-fl.pdf

Table 2 | Use of Project Funds

Project Component	Cost
Earthwork Component	$3,878,742.87
Roadway Component	$12,664,555.64
Shoulder Component	$786,114.12
Drainage Component	$678,248.76
Bridges Component	
Bridge 1	$1,169,540.83
Bridge 2	$1,634,455.90
Bridge 050032	$575,119.46
Bridge 050031	$464,406.03
	$21,851,183.61
Maintenance of Traffic (15%)	$3,277,677.54
Mobilization (10%)	$2,512,886.12
Project Sequences Total	$27,641,747.27
Project Unknowns (5%)	$1,382,087.36
Design/Build (15%)	$4,353,575.19
Initial Contingency Amount	$150,000.00
	$33,527,409.82

FDOT also anticipates about $500,000 in design services and $750,000 RFP and Concept Plans Development prior to DOT's obligation of funds, should the project be awarded. It is recognized that these funds will not be reimbursed with grant funds, not count towards projects required Federal share.

FDOT is the project sponsor and will be responsible for managing the project funds, delivery, and schedule. FDOT has a history of excellent project delivery, management, and responsibility with public funds. FDOT has surpassed its projects' on-time completion target for the past seven years, and has also met its target to complete projects within budget for the past three years. FDOT also received good (Aa) credit ratings for all of its projects reviewed by Moody's in the last 10 years.

Project Outcomes

Criterion #1: Safety

Safety is at the heart of the FDOT mission and is included within every project FDOT delivers, to include SR 29. As part of this systemic process, crashes are analyzed to identify safety problems so appropriate solutions and countermeasures can be implemented. Safety countermeasures are actions taken to improve transportation safety, and therefore decrease the number and severity of crashes.

Crash data from the most recent five-year period (2017 -2021) was extracted from the Signal 4 Analytics and the FDOT State of Safety Office GIS database for this analysis, see Table 3.

During this time period 108 crashes occurred within the SR 29 study area. Four crashes resulted in a total of seven fatalities, and 24 crashes resulted in injuries. Two of the fatal car crashes were head-on lane departure crashes. More than half occurred at night (59 percent), and 17 percent occurred in wet conditions.

The analysis of these crash events showed the majority of the crashes in this corridor have specific safety countermeasures that have been included within the scope of the SR 29 project.

Photo from news coverage of the November 2017 crash along the route resulting in three fatalities. Proposed Roadway improvements to incorporate centerline rumble strips are intended to help mitigate such crashes.
Source: Fort Myers Broadcasting Company.

Table 3 | Corridor Crashes by Crash Type

Crash Type	Number	Percent
Off Road	27	25%
Animal	22	20%
Single Vehicle	14	13%
Rear End	13	12%
Other	5	5%
Left Entering	4	4%
Same Dir. Sideswipe	4	4%
Head On	3	3%
Left Rear	3	3%
Parked Vehicle	3	3%
Rollover	3	3%
Left Leaving	2	2%
Opposing Sideswipe	2	2%
Unknown	2	2%
Right Angle	1	1%
Total Crashes	108	

Source: Signal 4 Analytics (January 1, 2017- December 31, 2021)

These improvements will target known safety problems making significant safety improvements to the corridor through:

- **Installation of proven rural road departure countermeasures through systemic improvements to increase motorist safety**. The Florida 2020 Strategic Highway Safety Plan (SHSP) reports that lane departure crashes represent 33 percent of all crashes yet result in 44 percent of all deaths. Rural run off the road crashes are a priority for FDOT, and are highlighted as a critical element of the systemic safe system approach outlined in the 2020 SHSP. Crash locations for run off the road crashes are by nature random; a systemic approach is imperative to addressing run off the road crashes because it universally applies a set of countermeasures that work toward the reduction of a specific crash type, rather than only applying it where crashes have occurred in the past. By applying countermeasures to a roadway network, the engineering solutions for crash reduction are in place to help keep a driver in the travel lane or to help them recover safely should they leave the travel lane. FDOT will utilize this systemic approach to implement the following safety countermeasures on SR 29.
    - Placement of rumble strips on both the centerline and roadway shoulder. In many cases, the rumble strip alerts a driver in time to make corrective measures to avoid leaving the lane, thereby potentially averting a head-on crash or road departure entirely.
    - Safety edge provides an easy transition between a paved roadway and an unpaved shoulder. Once a vehicle has crossed from a paved surface to an unimproved shoulder, the driver often overcorrects to get back on the road. In the process, the rear wheel can catch on the edge of pavement causing the vehicle to veer into an oncoming lane or cross over to depart the roadway.
    - Upgraded pavement marking reflectivity to enhance visibility at night and lighting at intersections.
- **Increase wildlife connectivity with separated wildlife crossing to reduce vehicle wildlife conflicts.** The SR 29 area is home to an abundance of wildlife, and one in five crashes in the corridor involve animal collisions. SR 29 crosses over the Chaparral Slough, which connects habitat for many rare, endangered, and migratory species including the Florida Panther. The SR 29 project incorporates four bridge replacements including the Chaparral Slough bridge. As a countermeasure, SR 29 will include wildlife crossing shelves and fencing to direct species to cross underneath SR 29 at Chaparral Slough and at Pine Creek. Cross drainage with multiple culverts would also include a mitigation measure that elevates one culvert above the water-level to accommodate small mammal crossings. This context sensitive solution is the result of FDOT's environmental ethic to suitably protect the uniqueness of Florida's natural ecosystems, while at the same time reducing the likelihood of human injuries and fatalities, and property damage from crashes involving wildlife. FDOT has incorporated these crossings with a history of success, and records the wildlife that uses them on a public facing website, FDOT Wildlife Bridge Crossings.

Florida Wildlife Corridor – in March 2022, Governor DeSantis approved nearly 17,000 acres for acquisition and conservation easement within the Florida Wildlife Corridor. Included is funding for the Chaparral Slough, one of four bridges proposed for replacement and installation of a wildlife crossing to foster the conservation of the Florida panther, as well as other wildlife (map key 7). Source: The Florida Wildlife Corridor Foundation.

- Preventing roadway flooding during and after rain events by raising the roadway profile and including enhancement to pavement friction will have a significant safety enhancement by reducing opportunities for vehicles to hydroplane. Hydroplaning is a common occurrence during wet weather events. Averaging over 100 wet weather days a year, Florida is no stranger to wet weather and natural disaster conditions that create a wet and/or a flooded roadway. SR 29 has been overtopped eight times in the last two decades including after Hurricane Irma in 2017 and again in the summer of 2021. The SR 29 project is designed to mitigate recurrent flooding by raising 3.25 miles of the roadway profile. Additionally, FDOT will implement a pavement design to include Open Graded Friction Course (OGFC) for SR-29. Increasing a pavements friction is a Safety countermeasure endorsed by FHWA to reduce roadway departure crashes. Chances of hydroplaning after heavy rainfalls are greatly reduced by the OGFC because it provides a method for water to rapidly drain off the roadway surface, thereby providing excellent skid resistance for vehicles.

Building a safer roadway is critical to address the vulnerabilities of people and wildlife and to invest in infrastructure that will help reduce death, injury, and property damage experienced by the historically underserved populations in this area.

Through the application of known Crash Modification Factors (CMF), FDOT estimates a meaningful reduction in the fatalities (around seven) and injuries (around 16) over the 20-year analysis period along

SR 29 for the implementation of known safety countermeasures for lane departure and nighttime intersection safety. While a reduction in animal strikes is anticipated through the implementation of wildlife crossings, this anticipated benefit was not quantified for this analysis due to the lack of an appropriate CMF.

$79.9 M

Monetized value of the project's 20 years of projected crash reductions.

Criterion #2: State of Good Repair

The infrastructure improvements to SR 29 are consistent with FDOT's plans to maintain transportation facilities in a state of good repair (SOGR). FDOT manages physical highway assets in a SOGR over a defined life cycle at minimum practical cost. The Department has a long history of leadership in the field of transportation asset management and uses the adopted Transportation Asset Management Plan (TAMP) to define performance measures and life-cycle management for Florida pavement and bridges on the entire State Highway System, not just the National Highway System as required by 23 CFR 490.

Photo from Hurricane Irma, September 2017, which hit Florida as a Category 4 storm and closed the project segment SR 29 for over two days due to overtopping of the roadway.

FDOT defines SOGR as the thoughtfully and methodically set performance measures and targets identified for both bridges and pavement on the State Highway System (SHS) within the FDOT TAMP. The SR 29 project is on both the National Highway System (NHS) and on the SHS. The FDOT TAMP adopts the following principles when setting performance measures and targets:

- Ensure the safety and security of transportation customers;
- Minimize damage to infrastructure from vehicles;
- Achieve and maintain a state of good repair for transportation assets; and
- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of extreme weather and events.

The SR 29 project addresses these leading TAMP objectives by making the following infrastructure upgrades:

Bridges

Existing Condition:

There are four bridges located within the corridor and all were constructed in 1948 (74 years old). All have exceeded the 50-year design service life, and were widened late into their service life. The NBI Ratings of the existing bridges have exceeded the design life by over 24 years, and show signs of deterioration and the need for increased maintenance to maintain integrity. Additionally, the bridges are essentially at grade with the existing roadway making them susceptible to inundation as they do not meet today's standard 2-

foot drift clearance for debris. The low vertical clearance is not conducive to wildlife movement, forcing wildlife onto the roadway to cross SR 29. Table 4 shows the bridge characteristics.

Table 4 | Bridge Characteristics

Bridge #	Name	Year Built	Mile Points	Year Reconstruction	Sufficiency Rating	NBI Ratings
050035	Lone Pine Creek	1948	4.71-4.72	1999-Bridge widened (FPID 193991-1)	80.7	Deck: 7 Superstructure: 7 Substructure: 7
050033	Cypress Branch (aka Chaparral Slough)	1948	6.85-6.88	1978-Bridge widened	79.3	Deck: 6 Superstructure: 6 Substructure: 6
050032	York Branch	1948	9.35-9.36	1999-Bridge widened (FPID 193991-1)	71.0	Deck: 7 Superstructure: 7 Substructure: 6
050031	Turkey Branch	1948	10.93-1 to 10.94	1999-Bridge widened (FPID 193991-1)	79.0	Deck: 7 Superstructure: 7 Substructure: 7

Future Condition:

Replace four bridges in the study segment. The new bridges will be longer and have more vertical clearance to improve hydraulic capacity, provide a permanent solution to overtopping issues, and provide wildlife connectivity with the addition of wildlife shelves under bridges and larger cross-drains.

Example of wildlife shelf and directional fencing incorporated into bridge design. FDOT works with the US Fish and Wildlife and Florida Fish and Wildlife Conservation Commission to design effective wildlife crossings to protect the endangered Florida panther and other species.

Lifecyle Management of the Asset:

These bridges have reached the end of their service life. Replacing them now will significantly reduce future operation and maintenance costs throughout the asset life. FDOT is committed to proactively managing these assets using lifecycle management strategies to maximize the service life of the new bridges. This will be accomplished through the established inspection program and management system already in use by FDOT. FDOT collects inventory and condition data through the Department's well established bridge inspection program. The SR 29 bridges are inspected and rated on biennial cycle and appropriate treatments are deployed by to maximize the life of these assets. The data from these (and all other) inspections is then uploaded into FDOT's AASHTOWare™ Bridge Management Software (BrM), to inform bridge management decision making, maximize the life of bridge assets, and achieve set performance targets on the Florida State Highway System.

Roadway

Existing Condition:

- The pavement survey from March 2021 concluded the crack rating on this segment for SR 29 is deficient indicating the road needs resurfacing soon. The survey also showed that there is rippling, depressions, and delamination of the existing pavement.
- A roadway retro reflectivity survey for this segment was last conducted on June 4, 2021. The results along SR 29 vary, but when averaged indicate existing striping needs replacement to increase the retro reflectivity in the corridor.

Future Condition:

- Resurface from MP 1.9 to MP 4.8 and from MP 6.5 to MP 12.4. This eliminates the deficient crack rating. Full reconstruction is needed between MP 4.8 and 6.5 because the roadway profile is being raised to resolve the inundation issues discussed under the drainage section.

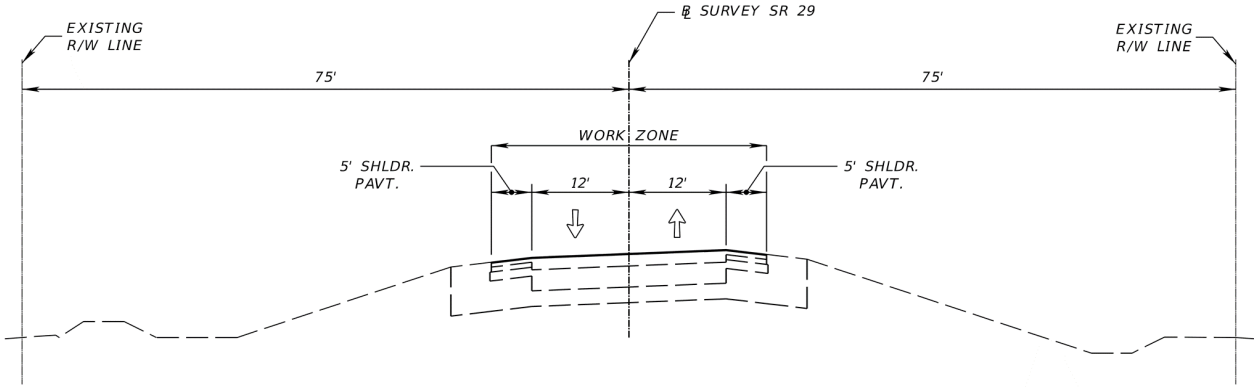


Figure 4 | Typical proposed raised elevation roadway section.

- Provide new signing and pavement markings from MP 1.9 to MP 12.4. This will help to improve the reflectivity in the corridor, which was seen to have the lowest rating for visibility from the most recent survey in 2021. This can also help to reduce the nighttime crashes by increasing driver visibility. Additional Safety Countermeasures for lane-departure will also be included (i.e., centerline rumble strips, safety edge, etc.).

Lifecyle Management of the Asset:

The pavement improvements for this corridor will be proactively managed by FDOT using the appropriate treatments to extend the life of the asset. Every year pavement condition surveys are conducted by FDOT to monitor and collect the performance and condition of the SHS in support of the Department's pavement management program. This system was developed in house and is home to a robust historical database that provides a dependable deterioration prediction. Knowing these deterioration curves on the SHS is imperative for managing pavement assets to the set system performance target, as it then can predict preventative maintenance treatment to extend the life of the pavement. These outputs from PMS are then combined with sound engineering judgment to manage

pavement assets at both a system and district level to maximize the life of pavement assets and achieve set performance targets on the SHS in Florida.

The SR 29 project includes infrastructure upgrades that address current vulnerabilities. If left unimproved, transportation network mobility movements will be threatened. Once improved, the future condition will be maximized through the implementation of a proven and well-established transportation asset management program FDOT already has in place.

The residual value of the improvements, primarily to the four bridges in the SR 29 segment, is projected to amount to $2.7 million (in 2020 dollars, before discounting), and $0.4 million in present value terms.

Drainage

The drainage in this corridor is an open system of grass ditches and swales that cross SR 29 via two cross drains and at the existing bridges. The roadway has a normal crown with the southbound lanes flowing toward the west ditch and the northbound lanes flowing toward the east ditch. The general sheet flow pattern in this area is from northwest to southeast toward SR 78 and the Caloosahatchee River.

Flooding and overtopping of the roadway is a recurring issue on this segment of SR 29, the designated evacuation route, located outside of evacuation zones – but still prone to flooding.

Existing Condition

- This section of SR 29 overtops during weather events, most recently September 2021, shutting down the roadway for three days.
- FDOT has implemented short-term drainage improvements on SR 29 such as cleaning out cross drains and widening ditches to increase capacity. However, all studies have recommended an ultimate solution of raising the roadway profile and increasing the capacity of the cross drains. This project is in the 100-year floodplain. Presently there is no formal water quality treatment or attenuation for the SR 29 stormwater runoff.

Future Condition:

- Raise the profile of SR 29 by fully reconstructing the facility between MP 4.8 and MP 6.5 to provide a permanent solution to the roadway overtopping issues;
- Increase the size of the cross drain at MP 5.5 to a minimum of quadruple 42” culverts to be able to handle the flow of a 50-year storm event;
- Raise existing bridge profiles to expand the hydraulic capabilities and provide 2’ drift clearance; and
- Provide a treatment and attenuation swale to formally treat the roadway runoff prior to discharge off-site.

Lifecyle Management of the Asset:

- FDOTs drainage structures, while not part of the current FDOT TAMP, are a fundamental infrastructure asset, and are managed to maximize their effectiveness an ongoing and systematic basis.

Criterion #3: Economic Impacts, Freight Movement, and Job Creation

As coastal communities continue to fill in with new development, agricultural areas such as Glades County take on greater significance in the nation's ability to produce food (Florida leads the nation in grapefruit, oranges, sugar cane, and many truck crops). Even as development continues to convert agricultural land to other uses across the state, Glades County has experienced an increase in the number of agricultural parcels over the past decade. The county's economy is predominately agriculture and natural resource based.

$1.4 M

20-year monetized value of project travel time savings and vehicle operating cost savings, including freight/truck movements.

Supporting agricultural land uses is vital to our national security to meet nutritional needs for both those within our own borders as well as around the world. Statewide, Florida's agricultural crops generated $7.5 billion in 2020.

Freight movement on the SR 29 segment (between US 27 and SR 78) amounted to over one million tons in 2018, and is projected to grow by about a third (to 1.4 million tons) in 2045, when it is also forecasted to be valued at close to $149 million (see Table 5 below).

Table 5 | SR 29 Segment Freight Movements Summary

	2018	2045	Absolute Increase 2018-2045	Percentage Increase 2018-2045
Tonnage	1,035,900	1,363,800	327,900	32%
Value (in $M)	$94.3	$148.8	$54.5	58%

Source: Transearch, IHS Markit, 2019

The top commodities originating in Glades County that are carried on SR 29 include non-metallic minerals and farm products, particularly citrus fruit. Glades County and the neighboring counties of Charlotte, Collier, Glades, Hendry, and Lee all rank in the top 15 citrus producing counties in the state.[3] Unlike manufactured products, time to market is critical for the viability of agricultural products. In 2020, SR 29 reported 30.1 percent truck traffic, demonstrating the importance of this route to freight movement. Much of this truck traffic is agricultural freight and cattle, as well as timber (another important local natural resource commodity).

Ensuring that SR 29 is maintained in a state of good repair is important to ensuring that Glades County is connected and continues to be able to support the agricultural, forestry, and ranch lands of the area.

[3] https://www.fgcu.edu/cob/reri/swflalmanac/files/almanac2020-argiculture.pdf

Named for the Florida Everglades, Glades County is actually north of the Everglades region, in an area of prairie and pinelands. The area is home to the Fisheating Creek Wildlife Management Area and other public and private conservation lands that play an important role in wildlife preservation of Federally designated Endangered and Threatened species including the elusive Florida panther.

Unfortunately, as recently as April 11, 2022, a female Florida panther was found deceased within the project area, apparently killed by a vehicle collision at the Chaparral Slough, one of the bridges where a wildlife crossing is proposed.[4] According to the Florida Fish and Wildlife Conservation Commission, since 2000 the number of Florida panthers killed by collisions has increased (the number ranges annually between 6 and 34). They have determined that the most effective measure to reduce wildlife collisions is with wildlife crossings to highways.

In addition to the wildlife that may be protected, improvements to SR 29 will provide enhanced and safer access to these areas for eco-tourism and the wildlife enthusiasts that visit the game preserves, conservation lands, and regional tourist attractions such as Gatorama, Glades County Game and Fish Club (and according to their web page is a membership group made up primarily of Glades County residents, supporting historic recreation activities while conserving natural areas).

Criterion #4: Climate Change, Resiliency, and the Environment

SR 29 improvements have been considered in light of the needs of the underserved, incorporating improvements to create a more resilient infrastructure, and enhancing the environment through impact minimization and wildlife connectivity.

The Natural and Human Environment

FDOT has assumed the Federal Highway Administration's (FHWA's) responsibilities under the National Environmental Policy Act (NEPA) for highway projects. This means FDOT has assumed responsibilities as the lead federal agency for environmental review, interagency consultation, and other activities pertaining to the review or approval of NEPA actions. Under NEPA, FDOT works extensively to avoid, minimize, and mitigate environmental impacts to both the natural and human environment. Below is a summary of some of the SR 29 project's expected impacts and context-sensitive solutions that have mitigated the impact or created a benefit to the environment.

Natural Environment Considerations

The SR 29 project avoids adverse environmental impacts to water quality, wetlands, and endangered species, through improved stormwater management and habitat connectivity.

- The SR 29 project will provide treatment for stormwater prior to discharge, through the addition of treatment and attenuation swales. This will provide a conveyance channel to remove pollutants through vegetative filtering, sedimentation, biological uptake, and infiltration before discharging off-

[4] Florida Fish and Wildlife Conservation Commission. Panther Pulse. https://myfwc.com/wildlifehabitats/wildlife/panther/pulse/

site. These improvments, combined with raising the roadway profile for a portion of the project, will increase the resilancy of this hurricane evacuation route.

- The SR 29 project will provide resiliency for SR 29 at risk infrastructure by raising the roadway profile to mitigate risks presented with repetitive roadway overtopping. According to USDOT, "A resilient infrastructure has design-based components that ensure adequate functional capacity and structural hardiness. It withstands extreme events with tolerable levels of loss and degrades gracefully when it must." This project is representative of this expected and managed degradation. SR 29 has served beyond its current life cycle, and it is time to replace the four bridge structures along the segment. Additionally, this project is located within the 100-year floodplain and the roadway overtops on a repetitive basis. FDOT has scoped this project to raise the roadway to prevent future flooding. This will help this rural connection to stay in service as a Hurricane Evacuation Route, enhancing rural mobility and resiliency. The project improvements will require fill to raise the roadway profile inside of the existing right-of-way without adverse effect to the floodplain.
- The SR 29 project will increase habitat connectivity for Florida's many four-legged, feathered, and scaley residents through the addition of wildlife shelves and directional fencing. Wildlife crossing shelves and fencing will be used to direct species to cross underneath SR-29 at Chaparral Slough. Cross-drainage within the area of the Florida Wildlife Corridor would also include larger pipes to accommodate animal crossing, to include one being elevated to above water-level to accommodate small mammal crossings. SR 29 is located within the proposed Florida Forever Wildlife Corridor, crossing over the Chaparral Slough, part of the Fisheating Creek Ecosystem, which creates a one-mile wide, 11-mile-long ecosystem that connects habitat for many rare, endangered, and migratory species including the Florida Panther, the swallow-tailed kite, and others. According to the Florida Forever Wildlife Foundation, "Fisheating Creek and the surrounding landscape is the next frontier for the endangered Florida panther. Though wide-ranging males have been documented in the landscape for many years, there are no female panthers known to be north of Hendry County. Males that make it north of the Caloosahatchee enter a landscape lacking mates, essentially removing themselves from the population. If a female cat were to establish a home range north of the river, she would most likely include portions of the Fisheating Creek drainage." In order to establish this home range, a female would currently have to safely cross SR 29. On April 11, 2022, a female Florida Panther was struck by a vehicle and killed at the Chaparral Slough, one of the bridges where a wildlife crossing is

A Florida panther is caught on motion-activated camera approaching a Wildlife Shelf. This feature is proposed for the Chaparral Slough, one of four bridges to be improved with wildlife crossings. The SR 29 project aligns with the U.S. Fish and Wildlife Service's panther recovery objective. Source: http://www.swflroads.com/

proposed. The SR-29 project would provide a crossing protected from vehicles. Roads can subdivide animal populations, fragment habitats, and increase animal conflicts with vehicles when they attempt to cross roadways endangering both human and animal lives. In some cases, roads can cause creatures to lose access to a habitat making it difficult for to find food and carry on a healthy genetic legacy. In addition to the Florida panthers, this area is considered a Strategic Habitat Conservation Area for a multitude of other species. This context sensitive solution will aid Florida's sensitive species to become more resilient as human development continues to happen. FDOT has incorporated wildlife crossings with a history of success, and records the wildlife that uses them on a public facing website – FDOT Wildlife Bridge Crossings.

Human Environment Considerations

The SR 29 project enhances transportation investment, and maintains rural mobility in areas USDOT has identified as Historically Disadvantaged Communities and Areas of Persistent Poverty. According to the Heartland Regional Transportation Planning Organization (HRTPO) Disadvantage Service Plan for Glade and Hendry County, Glades County is 774 square miles, of which 56 square miles are occupied by the Brighton Seminole Indian Reservation, putting the population density at below 100 persons per square mile, which is not ideal for public transportation. To evaluate the SR 29 project's impact on the surrounding community, FDOT utilized the tools made available by both USDOT and the Council on Environmental Quality (CEQ). These tools utilize existing publicly available data sets at the census tract level to identify areas that are Historically Disadvantaged, see Figure 5.

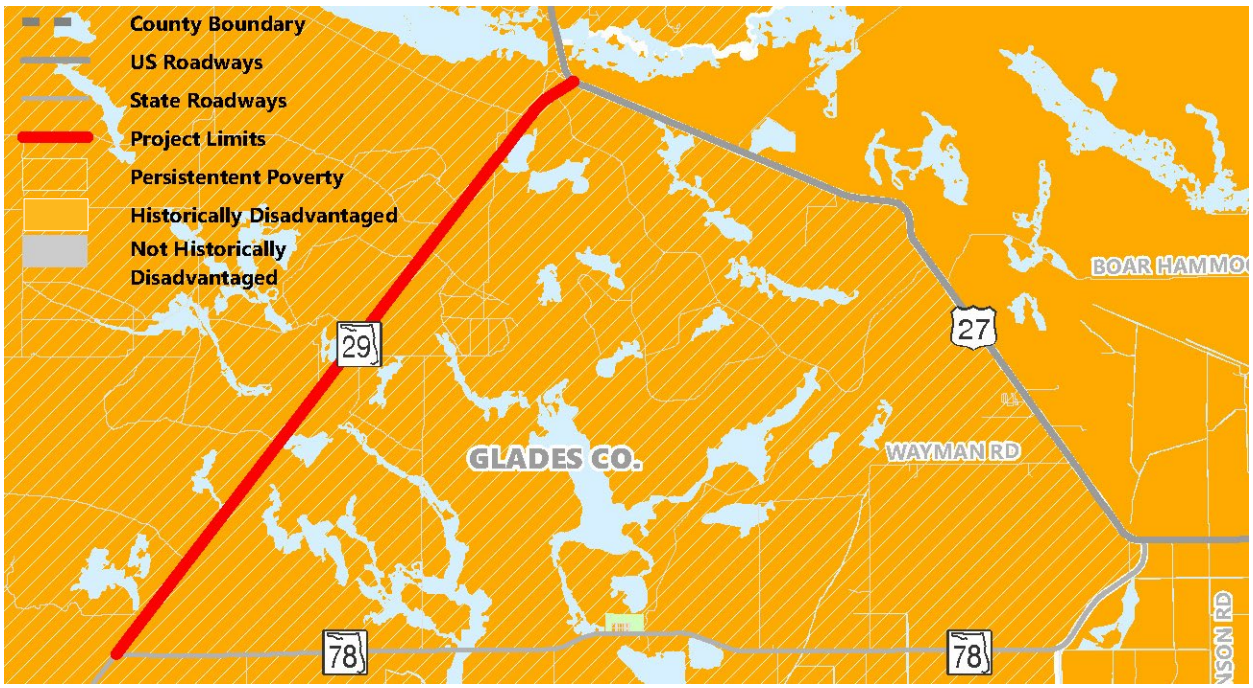


Figure 5 | SR 29 Area Persistent Poverty and Historically Disadvantaged Communities
The SR 29 Corridor serves an area of Historically Disadvantaged Communities, as well as areas of Persistent Poverty.

These areas are then overlayed with additional information to identify a first level screening for pollution, health, transportation options, and environmental factors to determine if an area has been marginalized, underserved, or overburdened. This information was developed to assist with identifying areas for federal investment under the Justice40 Initiative signed under Executive Order 14008. These tools identify both the project area for SR 29 (located within Census Tract 2, Glades County) and adjacent Census Tracts as both "Transportation Disadvantaged" (USDOT) and "climate change affected" (CEQ).

Additionally, Census Tract 2 and 3 are Historically Disadvantaged Communities, and Census Tract 2 is also an Area of Persistent Poverty as defined by USDOT Status Tool. The Climate and Economic Justice Screening Tool (in beta testing currently) created by CEQ, also identifies Census Tracts 2 and 3 as "disadvantaged" citing increased ratios of health burden, climate change burden, or workforce development burden.

While the SR 29 is mainly a natural landscape, it is an important rural connector and hurricane evacuation route for both EJ and Non-EJ populations in Glades County as SR 29 is routinely used used by residents to connect to life sustaining services. EJ populations are more sensitive to transportation resiliency issues when a route to services is interrupted or closed. **The SR 29 project will provide these communities with safer and more resilient access to vital medical, nutritional, employment, education, and other services** in larger communities such as the nearby City of LaBelle, Florida. Additionally, the project requires no additional right-of-way so underserved populations will not be impacted through any burden associated with giving up property rights. It is also anticipated the SR 29 will remain open to traffic throughout construction.

Criterion #5: Equity, Multimodal Options, and Quality of Life

Rural areas can often be left behind in the funding equation, as state revenues are often directed at projects that provide the greatest benefit to the most constituents; when smaller rural projects may have less of an overall system impact, the improvements may often have an outsize effect to those that rely on the route, where there is little route resiliency.

Glades County, Florida is one such area; with 12,234 people it has the fourth smallest population size of all 67 Florida counties. The US Census reports that 18 percent of Glades County's 2019 population lives below the poverty line; and for children the share in poverty is 26 percent. The Census Tract containing the study area is within an Area of Persistent Poverty, as well as an area of Historically Disadvantaged Communities (see Datahub.transportation.gov), see Figure 5.

US Census median household income for Glades County was less than $40,000 in 2019, 30 percent less than Florida's overall median household income. Seventeen percent of the County workforce population is involved in agriculture, demonstrating the local importance of agribusiness to the local economy. Nearly 27 percent of the County workforce population is employed in retail or the hospitality industries. In a rural area without transit services, travel to work can be a significant burden in terms of

transportation costs and time, making reliability and safety of SR 29 an important aspect of travel on the critical roadway network.

Mural on the Harold P. Curtis Honey Company, LaBelle, FL, showing agriculture's significance to the area (artist Matt Willey). LaBelle, located at the southern end of SR 29, is an important community center for the region. Source: www.thegoodofthehive.com.

The project area and surrounding Glades County, Hendry County, and Immokalee Community in Collier County were designated as the Southwest Florida Promise Zone. The purpose of this program is to ensure that federal programs and resources support the efforts to turn around 20 of the highest poverty urban, rural, and tribal communities across the country. SR 29 connects this region, and is the backbone of the local agricultural trade, connecting the Seminole Indian Reservation of Brighton (to the northeast) with the Immokalee Reservation and State Farmers Market in Immokalee to the southwest. This unique collaborative effort brings together partners in local government and private sectors to address the high poverty rate (over 30 percent for the Zone area), improve economic activity and safety and opportunities for the residents (USDA, 2016[5]).

Those relying on the corridor for transportation are substantially impacted when a closure occurs; the detour route adds an additional 15 miles to the route! Over the most recent five years (2021-2017) 108 crashes have been reported in the corridor, with four fatal car crashes resulting in seven deaths, and an additional 24 crashes resulting in injuries.

The proposed improvements to the corridor will have a demonstrable effect on improving the quality of life for local residents by: (1) eliminating the occasional closures that directly impact their ability to access employment, shopping, medical and social services; (2) reducing the risk of crashes; and (3) improving the reliability of SR 29 as a designated hurricane route (and a critical route for local residents and the greater region to use in the event of a significant weather event).

[5] United States Department of Agriculture. Promise Zones. Southwest Florida. https://www.hudexchange.info/programs/promise-zones/promise-zones-overview/

Criterion #6: Innovation Areas: Technology, Project Delivery, and Financing

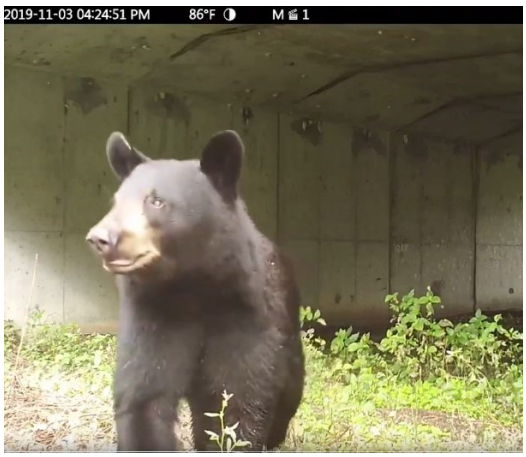
FDOT intends to let this project as a Design-Build (DB) project. FDOT believes that the SR 29 in Glades County Roadway Improvements project is an ideal candidate for DB because the project:

- Requires an expedited schedule and can be completed earlier to leverage benefits of federal funds;
- Requires no right-of-way acquisition and minimal utility relocation;
- Has a well-defined scope for all parties (design and construction);
- Has room for innovation in the design and/or construction effort;
- Has a low risk of unforeseen conditions; and
- Has a low possibility for significant change during all phases of work.

FDOT is looked at nationally as a leader in the development of DB programs and will continue to find ways of improving the process including the selection of projects, fostering greater innovation, and providing a greater value for the traveling public.

Another project innovation is the integration of wildlife crossings with the four project bridges to address the high number of animal strikes on SR 29. Two of the bridges will be constructed with wildlife shelves (a path on either side of the stream above the low-flow flood level) that allow wildlife to pass. Two of the bridges will be constructed with several drainage culverts located at a higher elevation. These would provide a clear path for animals when water flow is low. These crossings have the potential to reduce motor vehicle collisions with wildlife, consequently reducing the likelihood of injuries and mortalities to humans and wildlife as well as reducing the potential for damage to motor vehicles.

FDOT has developed guidelines in coordination with the United States Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (agencies that have regulatory authority and are the recognized experts for wildlife species nationwide and within the State of Florida, respectively). This innovative outreach effort ensures that projects are screened and developed to be effective at protecting the public and wildlife; and that wildlife agencies and stakeholders are involved in preliminary design, to address constructability issues, and financial and wildlife agency/stakeholder considerations are balanced in the development of the preferred alternative and conceptual design.



Wildlife camera catches Florida black bear using a wildlife crossing in Southwest Florida.
FDOT District Offices coordinate with the U.S. Fish and Wildlife Service to determine the SR 29 bridges and proposed features are appropriate.

Economic Analysis (Benefit-Cost Analysis Summary)

This section summarizes the findings of the SR 29 project Benefit-Cost Analysis (BCA) performed in accordance with the discretionary grant guidelines.[6]

All monetary values are expressed in 2020 constant dollars, and discounted to present value terms (year 2022). The period of analysis used to estimate benefits and costs related to the differences between the Build (with the proposed roadway improvements) and the No-Build (without the improvements) scenarios runs from 2022 to 2049, including eight years of project development and construction (2022-2029), and 20 years of operations (2030 through 2049). The analysis is largely based on the growth rates in the regional travel demand, in terms of vehicle hours traveled (VHT) and vehicle miles traveled (VMT), projected between the base year and 2045 (the horizon year used in the regional travel demand model), as well as a safety analysis of the proposed improvements. Table 5 shows the BCA findings.

Table 6 | Benefit-Cost Analysis Results (in millions 2020 dollars)*

Benefit and Cost Metrics	2022-2049 Totals	
	Discounted at 7%[7]	Before Discounting
Project Benefits		
Travel Time Savings	$0.4	$1.4
Vehicle Operating Cost Savings	$0.3	$1.0
Emission Savings (Carbon)	$0.0	$0.1
Emission Savings (non-Carbon)	$0.0	$0.0
Safety	$26.8	$79.9
Residual Value	$0.4	$2.7
Total Benefits	$28.0	$85.0
Project Costs		
Capital	$22.9	$33.4
O&M Costs	$0.0	$0.0
Total Project Costs	$22.9	$33.4
Key BCA Metrics		
Total Benefits less Total Costs	**$5.0 (NPV)**	$51.6
Benefit-Cost Ratio**	**1.2**	
Internal Rate of Return	9.3%	
Breakeven Year	2044	

** Unless specified otherwise. The numbers are rounded. **Note that the Benefit-Cost Ratio was calculated as: (Benefits – O&M Costs) / Capital Costs, in compliance with the latest BCA Guidance for Discretionary Grant Programs.*

As shown in Table 6, the total monetized benefits of the proposed SR 29 improvements project are projected at $28 million (in present discounted value terms, at a seven percent real discount rate, except CO_2 emissions – discounted at three percent) while the total costs of the project are forecast at $22.9

[6] Issued by the US DOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, March, 2022.
[7] This discount rate (including the 3% for CO2 emissions) is in accordance with the US DOT BCA Guidance, March 2022.

million including capital expenses and incremental operating and maintenance costs. This results in a **Benefit-Cost Ratio of 1.2,** and a **Net Present Value (NPV) of $5.0 million**. The corresponding internal rate of return (IRR) of the project is projected at 9.3 percent, while the breakeven year would be in 2044.

Details pertaining to the methodology, assumptions, and additional results presentation pertaining to the BCA of this project are presented in Appendix B.

Project Readiness and Environmental Risk

The technical feasibility of the SR 29 Improvements project has been evaluated by FDOT in the April 6, 2022, SR 29 Engineering Report located in Appendix C. This project will provide much needed drainage solutions, provide four new bridge structures, raise the roadway profile to prevent overtopping, incorporate proven safety countermeasures for lane departure, provide important lifecycle treatments to the existing pavement, and provide for protected animal crossings shelves with directional fencing. A full discussion of project scope elements is included in the State of Good Repair section under Future Conditions.

Project Status, Risk Mitigation, and Assurances to Deliver

FDOT has extensive experience in the development and implementation of bridge and highway projects. FDOT has been a recipient and steward of federal funds for decades and has a proven record of accomplishment in delivering projects following the appropriate processes. FDOT has delivered projects of similar scope and size on time and within budget. FDOT has excellent partnerships with local governments and resource agencies, a robust public outreach process, and full NEPA assignment.

- Project Development and Environment
  - Status – This project is currently included in the Statewide Freight Plan and will be coordinated appropriately through the Heartland Regional TPO to add to the appropriate planning documents upon funding award. This project is anticipated to be a Categorical Exclusion type two for NEPA study. 23 CFR 771 defines categorical exclusions as “actions that do not individually or cumulatively have a significant environmental effect.” Since this project is taking place within existing right-of-way, the impacts to the human and natural environment are anticipated to be minor. Threatened and Endangered Species, wetlands and floodplain coordination is anticipated. This project has the support of Fish and Wildlife Service and Heartland Regional TPO (see letters of support).
  - Risk Assignment and Mitigation
    - Planning Coordination – low-risk. FDOT will work with regional planning partners at Heartland Regional TPO to conduct appropriate.
    - NEPA Completion/Agency Coordination – low-risk. FDOT has full NEPA assignment and an excellent working relationship with resource agencies to accommodate this element within the project schedule.
    - Permitting – medium-risk because final design is unknown. To mitigate, FDOT will assign this risk to the Design-Build contractor during the construction phase of the project. Coordination can be accommodated within the project schedule.
- Right-of-Way
  - Status – SR 29 requires no additional right-of-way.

- Risk Assignment and Mitigation – low-risk. Contractor will be limited to working within the existing right-of-way footprint.

- Construction Obligation
  - Status – SR 29 will be utilizing a design/build contracting path as allowed under 23 CFR 636. Design-build (DB) combines into a single contract the design and construction, for a project, all in accordance with standard FDOT, specifications, and contract administration practices. These projects allow the contractor to participate in the design to reduce costs and expedite construction.
  - Risk Assignment and Mitigation – low-risk. FDOT District One has substantial experience and demonstrated success with Design-Build. The project can begin construction phase upon obligation of grant funds and those funds will be spent expeditiously. The anticipated payout of funds is included within the project schedule, and shown in Table 7.

Table 7 | Funds Payout Schedule

Anticipated Calendar Year Construction (Design-Build) Funds Payout	Calendar Year
$12.3 Million	2027
$12.4 Million	2028
$8.8 Million	2029

Project Schedule and Required Approvals

The SR 29 Improvements project is currently in the planning phase. The project is included in the FDOT Statewide Freight Plan and ranked on FDOT's candidate project list. However, funding has not yet been identified to meet the criteria outlined in 23 CFR 450 to satisfy "reasonable expectation of availability" to be added to the Heartland RPOs Transportation Improvement Program (TIP) or the FDOT Statewide Transportation Improvement Program (STIP). The FDOT STIP is public facing programming document that lists projects with federal participation over the next four fiscal years. Once awarded with grant funds from USDOT, this project will move forward to programming as it will be fully funded. Due to the project being constructed within existing right-of-way and utilizing a Design Build contracting methodology, this project is technically feasible to obligate by September 2025, and construction will begin within 18 months of obligation of the grant funds. Table 8 shows the project schedule, required approvals are noted with an asterisk (*). All required approvals are anticipated to be reasonable and achievable within the project schedule.

Table 8 | Project Schedule

Phase	Activity/ Approval	Approximate Start Date	Approximate End Date
Project Development & Environment Phase	Candidate Project List on Freight Plan	Ongoing	Complete
	Project Engineering Report	April 2022	Complete
	Project incorporated into TIP/STIP*	July 2022	
	Preliminary Engineering	July 2022	January 2024
	NEPA Studies* – Categorical Exclusion	July 2022	January 2024
	Public Involvement/ Agency Coordination to include EJ evaluation and outreach*	Concurrent with TIP/STIP and NEPA	
GRANT AGREEMENT/OBLIGATION FOR CONSTRUCTION PHASE*			
Construction Phase	RFP/Concept Development/30%Plans Start	January 2024	
	Design Build Advertisement*	September 2025	
	Design Build Award*	July 2026	
	Design Build Contract Time	September 2026	September 2029
	Environmental Permitting*	Contractor Assigned	Concurrent with contract
	Construction Complete		September 2029

*Elements noted with an asterisk (*) are required approvals

Statutory Requirements Summary

Statutory Selection Requirements	Reference Section for Additional Information
The project will generate regional economic, mobility, or safety benefits	Project Outcome Sections Safety, State of Good Repair, and Freight
The project is cost effective.	Benefit Cost Analysis; Benefit-Cost Ratio > 1
The project contributes to the following national goals:	
1. Safety – SR 29 incorporates important safety countermeasures and design elements to reduce analyized crashes.	Safety
2. Infrastrucutre Condition – SR-29 makes vital infrastrucutre upgrades to ensure a state of good repair for the highway assets.	State of Good Repair
3. System Reliability – SR-29 raised the elevation of the roadway to prevent the roadway from overtopping and closing. This is an important resilancy upgrade for this rural mobility connection and hurricane evacuation route.	System Relibability
4. Environmental Sustainability – SR-29 incorporates connections for Historically Disadvanged communities to vital services and connects natural habitate through the additional wildlife crossing shelves.	Climate Change, Resilancy , and the Environment
The project is based on the results of preliminary engineering	SR 29 Engineering Report (Appendix C)
SR 29 is a priority for FDOT. FDOT has the sufficient legal, techinical capacity, and financial means to carryout the project.	Grant Funds and Sources
SR 29 is in significant need of MPDG funding. This segment of SR 29 is listed in the FDOT Freight Mobility and Trade Plan as a Tier 3 Need. This list is compiled based on a statewide analysis, and is further screened to identify projects for the Investment Plan. While the SR 29 project is not in the Investment Plan, it is identified in the Plan as having significant potential as a federal discretionary grant contender. The project would be advanced to the Investment Plan if federal funding is made available to support the project.	Grant Funds and Sources
If awarded MPDG funds, SR 29 would begin no later than 18 months after the date of obligiation as shown in the project schedule.	Project Schedule

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