

Evaluation Summary of Alternatives

Bridge Location	Advantages	Disadvantages			Feasible Alternative?	Notes
		Utility Conflicts	Parcels Affected	Other		
Golden Gate Pkwy	<ul style="list-style-type: none"> Access to Collier Boulevard at an existing signal Provides more operational "movements" for residents exiting 39th Street SW (Proposed new lanes for bridge include 1 right-turn, 2 thru, and 2 left-turn lanes, as opposed to right-turn out only.) Provides signalized pedestrian and bicyclist access at intersection 	<ul style="list-style-type: none"> Existing main (aerial crossing) east-west impacted and requires relocation 36-inch potable water line north/south adjacent to the canal at bridge location (400 ft) 	<ul style="list-style-type: none"> Direct impact: None Secondary Impacts: 1 <ul style="list-style-type: none"> Residential property (across from bridge): Visual 	<ul style="list-style-type: none"> Impacts overall signal operations (4 Leg as opposed to 3 Leg intersection) <ul style="list-style-type: none"> Current traffic = adds 20 to 30 seconds of green time from the traffic signal (Synchro) Intersection directly in front of existing residential property (as opposed to centered on existing roadway easement) 	Yes	<ul style="list-style-type: none"> 1,985 ft of canal relocation (already relocating for Collier Boulevard Widening Project)
25th Ave SW	<ul style="list-style-type: none"> Intersection directly centered on existing roadway easement of 25th Avenue SW 	<ul style="list-style-type: none"> Existing main (aerial crossing) at Golden Gate Parkway impacted and requires relocation 36-inch potable water line north/south adjacent to the canal at bridge location (400 ft) 	<ul style="list-style-type: none"> Direct impact: None 	<ul style="list-style-type: none"> No directional southbound left-turn access to 25th Ave SW, due to conflict with the proposed dual northbound left-turn lanes for Golden Gate Parkway This access impacts the storage lane length for Golden Gate Parkway northbound left-turns Insufficient space for a future signal alternative due to proximity to Golden Gate Pkwy signal <ul style="list-style-type: none"> 400 ft from signal (approx. 920 ft closer than min. directional median opening spacing of 1,320 ft) 	No	<ul style="list-style-type: none"> Proximity to Golden Gate Parkway makes this alternative 'non-feasible'
27th Ave SW	<ul style="list-style-type: none"> Meets minimum directional median opening spacing standard (1,750 ft spacing vs. the 1,320 ft standard) Intersection directly centered on existing roadway easement of 27th Ave SW 	<ul style="list-style-type: none"> Existing main (aerial crossing) at Golden Gate Parkway impacted and requires relocation 36-inch potable water line north/south adjacent to the canal at bridge location (400 ft) 	<ul style="list-style-type: none"> Direct impact: None 	<p>Note: Future signal would have to meet signal warrants.</p> <ul style="list-style-type: none"> Substandard spacing* for a future signal alternative due to proximity to Golden Gate Pkwy signal <ul style="list-style-type: none"> 1,700 ft* vs the 2,640 ft standard <ul style="list-style-type: none"> *May be acceptable, future traffic modeling will be performed. Additional 1,000 ft of canal relocation Requires U-turn lane just south of the dual northbound left-turn lanes for Golden Gate Parkway No pedestrian and bicyclist access without a signal – would require a pedestrian bridge at Golden Gate Parkway 	Yes	<ul style="list-style-type: none"> Results in 1,000 ft distance from bridge to <u>new U-turn location</u> approx. 600 ft south of Golden Gate Parkway If the intersection meets signal warrants, a future signal would benefit traffic from 39th St SW as well as the future Big Shot Golf facility
29th Ave SW	<ul style="list-style-type: none"> Meets minimum directional median opening spacing standard (3,065 ft to Golden Gate Pkwy vs. the 1,320 ft standard) The proposed U-turn location would also serve as the southbound directional left-turn lane The proposed directional left-turn for Big Shot Golf will serve as a U-turn location Allows Big Shot Golf facility southbound traffic to make U-turn at this location Intersection directly centered on existing roadway easement of 29th Avenue SW <p>Note: Future signal would have to meet signal warrants.</p> <ul style="list-style-type: none"> Meets signal spacing requirement for a 'future signal' (3,065 ft to Golden Gate Pkwy & 2,700 ft at City Gate Dr. North signal vs. 2,640 ft standard) 	<ul style="list-style-type: none"> Proposed bridge would need to avoid 24-inch water main Existing main (aerial crossing) at Golden Gate Parkway impacted and requires relocation 36-inch potable water line north/south adjacent to the canal at bridge location (400 ft) 	<ul style="list-style-type: none"> Direct impact: None 	<ul style="list-style-type: none"> Additional 2,300 ft of canal relocation If a future signal is warranted, this location provides no benefit to planned development on west side of Collier Boulevard Southernmost access point is less desirable due to trip distribution for 39th Street SW residential access points No pedestrian and bicyclist access without a signal – would require a pedestrian bridge at Golden Gate Parkway 	Yes	<ul style="list-style-type: none"> Results in 1,300 ft distance to directional left-turn lane/U-turn at the 27th Ave SW directional median opening (access to Big Shot Golf) Results in 3,000 ft distance to Golden Gate Parkway signal