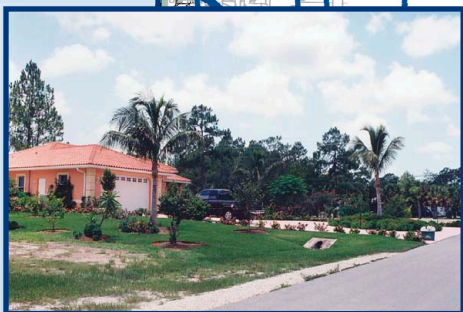
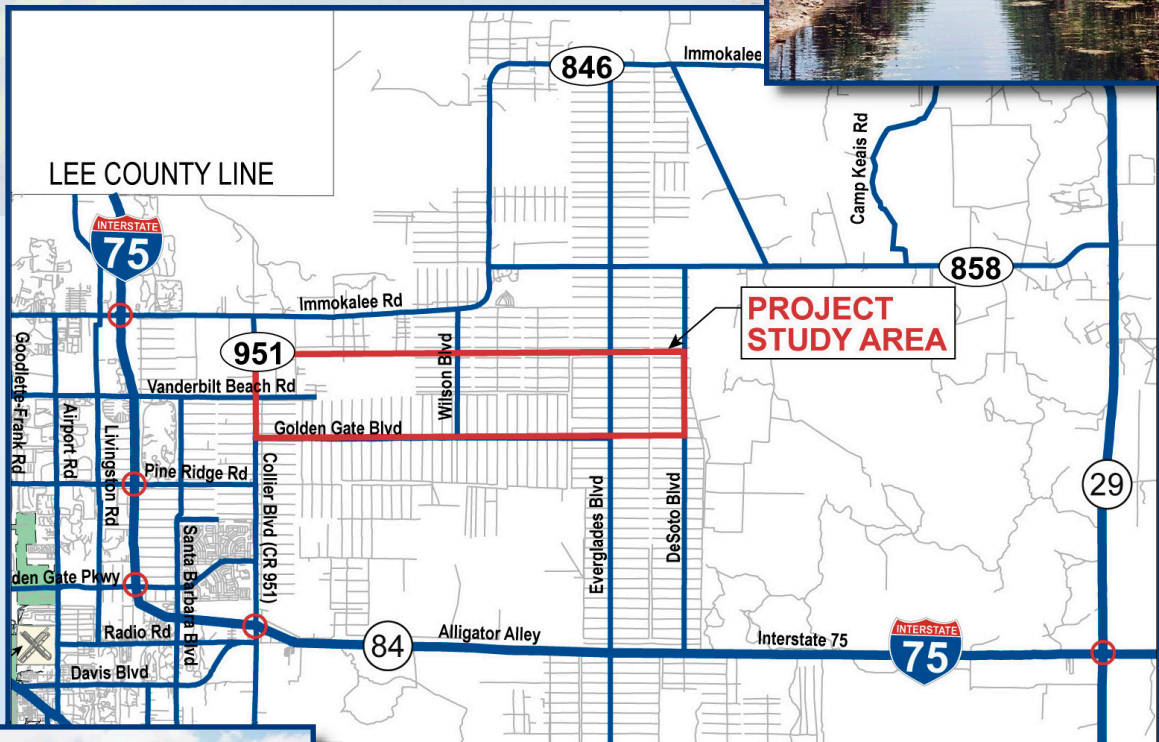


# Executive Summary

## Vanderbilt Beach Road Extension Corridor Study

Collier Blvd (CR 951) to DeSoto Boulevard  
Collier County, FL



Prepared by:



April 2006

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# Executive Summary

## Vanderbilt Beach Road Corridor Extension

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### 1. Introduction

The Vanderbilt Beach Road Extension Corridor Study was performed to determine the viability of extending Vanderbilt Beach Road east of its existing terminus at the Olde Florida Golf Club (approximately 2 miles east of Collier Boulevard) to DeSoto Boulevard. A regional location map, which also depicts the project study area, is shown in Figure 1-1. The analysis described herein adheres to the project development process by examining the various concepts considered for this project. These alternatives include No Project (No Build), Transportation System Management, and Study (Build) Alternatives.

The Project followed basic Florida Department of Transportation Guidelines for a Project Development and Environmental (PD&E) process. As part of the study, the Consultant prepared the following documents:

- Public Involvement Plan
- Existing Conditions Report
- Alternatives Analysis Report
- Comments and Coordination Report
- Executive Summary

The following sections in this Executive Summary describe in greater detail the conditions relating to:

- Corridor Elements Evaluation
- Corridor Development and Refinement
- Viable Alternatives
- Preferred Alternative

### 2. Corridor Elements Evaluation

#### 2.1 Corridor Evaluation Analysis and Criteria

The identification of alternate corridors began with the documentation of existing conditions within the Vanderbilt Beach Road Extension study area. Existing data was collected from field visits (latest March 31, 2006), aerial photography (January 2005), existing reports and studies and other pertinent information. Full color, uncontrolled aerial mapping, was used for land use suitability, preliminary alignments/corridor locations and display boards used at public workshops. Available documentation included as-built drawings, County tax maps, straight-line diagrams, and local government comprehensive plans. Information was also collected based on input received from public agencies through the Advance Notification (AN) process.

FIGURE 1-1  
Regional Map

Many land features are typically unsuitable for roadway construction due to potential difficulties associated with environmental/social impacts, permitting issues, and construction costs. Evaluation of right of way and right of way use, cultural resources (i.e. historic, archaeological, agriculture, government/public), geotechnical features, community/special land use facilities (i.e., schools, hospitals, churches, neighborhoods, parks/recreation) and environmental features (i.e. wetlands, threatened/endangered species, contamination sites) were identified in order to determine the location of potential impacts associated with the various Vanderbilt Beach Road Extension build alternatives. These features are discussed in detail in the Draft Existing Data Report (September 2005).

## 2.2 Design Criteria

The design criteria for the project were prepared based on Chapter Two of the FDOT Roadway Plans Preparation Manual. Actual values used are dependent upon roadway classifications, traffic volumes, typical section and related features. Design speed for the Vanderbilt Beach Road extension was selected to be 50 mph. A summary of the design criteria selected for the project can be found in detail in the Draft Corridor Alternative Analysis and Ranking Report (January 2006).

## 2.3 Typical Section

For purposes of this study a 200 ft wide Project Corridor was utilized. The potential impacts from a 200 foot wide corridor were evaluated to reflect the worst case scenario for the project corridor. During the Design and Right-Of-Way (ROW) acquisition process, the corridor limits will be minimized and impacts should decrease from those shown in the attached report.

### 2.3.1 Six-Lane Cross-Section

Under this alternative, the typical section for the roadway includes a 22 foot center median, three 12-foot travel lanes in each direction, four-foot bike lanes with two-foot curb and gutter, a 6 foot grassed separator and 6-foot concrete sidewalks or 10 foot pathways. The typical section also assumes a closed drainage system with ponds. The minimum required right of way width for this typical section is 170 feet. It should be noted however that this width increases based on the need for right turn lanes and dual left turn lanes at major intersections. In addition, site specific drainage requirements may require minor swales at the toe of slope which will necessitate the need for additional ROW (170ft – 200ft). This alternative was selected as the preferred alternative because it best addresses the purpose and need. This alternative would:

- Provide the capacity to accommodate the existing and future traffic demand – up to and beyond 2030.
- Provide future needed channelization in the median to improve safety by allowing left-turning vehicles to be removed from the flow of through traffic.

The typical sections for the six-lane and four-lane (in a 6-lane ROW) alternatives are shown in Figure 2-1.

FIGURE 2-1

## 2.4 Traffic Circulation Plan

The specific purpose of the project is to enhance mobility and develop a traffic circulation plan for the local system connection to the primary facilities of Vanderbilt Beach Road, Collier Boulevard (CR 951 ) and Wilson Boulevard that promotes safe local traffic, bicycle and pedestrian movements. The only major east-west routes east of Collier Boulevard (CR 951) are Immokalee Road, Golden Gate Boulevard and Oil Well Road. In order to provide adequate transportation capacity to meet future traffic development and planned growth, as approved in the Collier County Growth Management Plan, the addition of the Vanderbilt Beach Road Extension in conjunction with planned improvements to other existing roadways is required. This will result in a network of improvements that will provide additional capacity in the east-west direction to meet the travel demands of the growing Golden Gate Estates community and surrounding areas.

## 2.5 Bridges

Bridges will be constructed at all crossings of the Cypress, Curry, Corkscrew, Orange Tree, Golden Gate, Miller and Faka Union canals in accordance with current requirements of the South Florida Water Management District. Potential future bridge locations (such as 8<sup>th</sup> Street NE, 16<sup>th</sup> Street NE, will be evaluated during the design phase. Based on the location of the selected alternative, additional bridge locations will be recommended to improve traffic circulation and access management. The bridges will be designed to maintain the existing and future capacity of the canals without any constrictions.

# 3. Corridor Development and Refinement

## 3.1 Development of Initial Project Corridors

The development of potential corridors to be studied as part of this project was carried out in stages. Initially, the project was broken into segments depending upon potential project phasing limits, land use and existing physical features. The five segments were defined and are shown in Figure 3-1. A description of each segment is as follows:

Segment A: Collier Boulevard to Massey Street – This segment includes the existing portion of Vanderbilt Beach Road east of Collier Boulevard.

Segment B: Massey Street to 13<sup>th</sup> Street NW – This segment includes the area containing the Golf Club of the Everglades and the Olde Florida Golf Club and ends at the proposed future school site.

Segment C: 13<sup>th</sup> Street NW to Wilson Boulevard – This segment contains the proposed site for a future high school, middle school, elementary school and county park. This section also contains the transition area to multiple alignments north of the Cypress Canal. This would be the logical terminus of a phased Vanderbilt Beach Road Extension Project – Phase 1 – Collier Boulevard to Wilson Boulevard.

Segment D: Wilson Boulevard to Golden Gate Canal – This segment contains multiple alignments mostly north of the Golden Gate Canal.



FIGURE 3-1 (SHEET 1 OF 2)  
Project Study Area and Potential Corridors

FIGURE 3-1 (SHEET 2 OF 2)  
Project Study Area and Potential Corridors

Segment E: Golden Gate Canal to DeSoto Boulevard – This segment continues the alignments from Segment D and introduces additional alignments to the south once past the north-south leg of the Golden Gate Canal.

### 3.2 Evaluation Matrix of Initial Segments and Corridors

An analysis was initiated to reduce and refine a wide range of potential roadway alignments for each segment down to a specific improvement program, thereby eliminating from consideration infeasible or non-viable alternatives. Based on this analysis, 23 roadway segments were developed for further consideration.

Following this qualitative analysis, a quantitative evaluation matrix was developed to compare the 23 alternative roadway segments. The objective of this effort was to further refine the alternative roadway segments and carry forward the most viable for a more detailed analysis. For each of the roadway segments, seven criteria were further evaluated. These criteria included overall right of way impacts, business impacts, residential impacts, community facility impacts, special land use impacts, cultural and historical impacts, and natural environment and physical impacts. Table 3-1 presents the results of the evaluation in matrix format.

The 23 roadway segments were combined into a total of 15 alternative alignment corridors as shown in Figure 3-1. Table 3-2 indicates the combination of roadway segments that comprise each of the 15 alternative alignment corridors. A quantitative evaluation matrix was developed to compare the 15 corridors in the same manner as done for the 23 roadway segments. Table 3-3 presents the results of the evaluation in matrix format. This information was presented at the 2 public workshops. A detailed discussion of the impacts for the five (5) Build Alternatives is presented in Section 4 of this document.

### 3.3 Selection of Viable Alternatives

Based on public comment, the evaluation matrix (as presented in Table 3-3) and careful consideration, a consensus was reached to reject segments C-1, C1.1, C3, C-3.1, D-1, D-3, E-1, E-3, E-6 and E-7 as non-viable alternative segments. Segments C-1, C-1.1, D-1, E-1 follow the alignment of 12<sup>th</sup> Avenue NE; Segments C-3, D-3 and E-3 follow the alignment of 10<sup>th</sup> Avenue NE; Segment E-6 follows the alignment of 8<sup>th</sup> Avenue NE; and Segment E-7 follows the back property line of parcels fronting along 8<sup>th</sup> Avenue NE and 6<sup>th</sup> Avenue NE.

In the cases of all rejected segments, with the exception of Segment E-7, safety and access management issues were the overriding factors. By reconstructing the existing roadways as part of this project, the existing driveways would be reconnected to the widened road. This would create access/conflict points along a major portion of the project between the through vehicles and vehicles entering and exiting driveways. Multiple U-turn points would be required to allow the local traffic to access both directions of the roadway, creating additional conflict points and further degrading the level of service of the roadway. In addition, with most residences are situated toward the front of their lots, acquiring right of way along the existing streets would diminish the front offsets to the buildings and result in many of the buildings being too close to the roadway. The existing pavement would be no benefit due to its current condition and the need for an urban typical section.

TABLE 3-1

TABLE 3-2

TABLE 3-3

Segment E-7 has been rejected since it provides no additional benefit over Segments E-4 and E-5 and the transition area from Segment D-5 creates additional impacts to residences that Segments E-4 and E-5 avoid.

By rejecting these segments, the 15 alternative alignment corridors were reduced to 5 corridors for further consideration (refer to Table 3-4). The segments that comprise the five remaining corridors retained for further consideration include A, B-A, B-B, B-C, C-2A, C-4, C-5, D-2, D-4, D-5, E-2, E-4, and E-5. A discussion of each of the remaining segments follows:

### Segment A

Segment A - This segment follows the existing portion of Vanderbilt Beach Road east of Collier Boulevard (CR 951) past the Collier County North Regional Water Treatment Plant to Massey Street. Approximately 15 parcels totaling 6.76 acres are impacted with no residential or business displacements required. Approximately 2.12 acres of wetlands and one potentially contaminated parcel will be impacted.

### Segment B

Segment B-A – This segment extends from Massey Street to 13<sup>th</sup> Street NW, following the northern side of the Cypress Canal. The alignment passes directly through the playing area of the Golf Club of the Everglades (2 holes) and The Olde Florida Golf Club (2 holes) causing significant impacts to both golf courses and associated buildings. The cost associated with impacts to the Golf Club of the Everglades is estimated in the range of \$20M to \$46M (for a complete take) and could result in the inability to continue as a golf course, requiring a change in land use (the cost associated with impacts to the Golf Club of the Everglades was estimated by the owner to be approximately \$46M and would result in the inability to continue as a golf course. Further evaluations by CH2M HILL have determined that cost impacts could be reduced to approximately \$20M if adjacent ROW (currently vacant) could be acquired for the displaced golf facilities). The cost associated with impacts to the Olde Florida Golf Club is estimated at \$20M. In addition, impacts to Olde Florida Golf Club could result in the inability to construct their planned additional 18-hole course within their existing property. Additional costs to the golf courses include loss of revenue estimated at \$6M as well as the loss of jobs for many of the 100 employees of the golf courses for a period of approximately 12-15 months – estimated at \$3M. The above estimates do not include “soft costs” such as loss of membership due to loss of use during renovations and potential loss of course designer signature. In addition, with regards to land acquisition, courses are owned by 175 (Golf Club of the Everglades) and 275 (Olde Florida Golf Club) individual members which could delay project schedule.

Nine county owned water supply wells will require relocation at an estimated cost of \$15.75M. Overall, 40 parcels totaling 52.59 acres are impacted with 2 residential displacements and 3 business displacements. In addition, the parcels reserved for future county school (3) and park sites would be impacted. Approximately 3.88 acres of wetlands and one potentially contaminated parcel will be impacted.

TABLE 3-4



Segment B-B – This segment diverges from Segment B-A east of Massey Street, crosses the Cypress Canal and follows along the southerly side of the canal to 13<sup>th</sup> Street NW. By crossing to the southern side of the Cypress Canal, the impacts to the Everglades Golf Club, the Olde Florida Golf Club, the parcels reserved for future county school and park sites and all of the county wells are avoided. In addition, this alignment allows connection of the north-south streets to create greater connectivity to the roadway network south of the canal. Overall, 38 parcels totaling 55.17 acres are impacted with 18 residential displacements. There are no wetland or site contamination impacts with the segment.

Segment B-C – This segment diverges from Segment B-A at 31<sup>st</sup> Street NW, crosses the Cypress Canal, follows along the southerly side of the canal to 17<sup>th</sup> Street NW and crosses back over the Cypress Canal to rejoin Segment B-A at 15<sup>th</sup> Street NW. By crossing to the southern side of the Cypress Canal, the impacts to the Everglades Golf Club, the Olde Florida Golf Club and many of the county wells are avoided. In addition, this alignment allows connection of the north-south streets to create greater connectivity to the roadway network south of the canal. Overall, 41 parcels totaling 51.12 acres are impacted with 13 residential displacements (a reduction of 5 displacements from Segment B-B). There are 3.67 acres of wetland impacts and there are no site contamination impacts with the segment.

### Segment C

Segment C-2A – This segment begins on the north side of the Cypress Canal at 13<sup>th</sup> Street NW, traverses through the southeast corner of the parcel reserved for a future county park to an alignment parallel to and along the rear property lines of parcels adjacent to 10<sup>th</sup> and 12<sup>th</sup> Avenues, ending at Wilson Boulevard. One (possibly 2) county owned water supply wells will require relocation at an estimated cost of \$1.75M per well. By turning to the north to follow the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, safety and access management issues that would occur if the alignment followed an existing east-west roadway are avoided. A larger number of parcels are impacted by this alignment; however the impact to each parcel (80-100 feet) is lessened since the alignment straddles the parcel property lines. Overall, 68 parcels totaling 36.34 acres are impacted with 2 residential displacements. There are 17.87 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment C-4 – This segment begins on the north side of the Cypress Canal at 13<sup>th</sup> Street NW and follows the canal through the rear of the properties fronting on 10<sup>th</sup> Avenue NW to Wilson Boulevard. This alignment impacts the parcel reserved for a future county park site. Two county owned water supply wells will require relocation at an estimated cost of \$1.75M per well. By aligning the road through the rear of the parcels and along the canal, safety and access management issues that would occur if the alignment followed an existing east-west roadway are avoided. Fewer parcels are impacted by this alignment than in C-2; however the impact to each parcel is increased (180 – 200 feet). Overall, 28 parcels totaling 35.65 acres are impacted with 3 residential displacements. There are 8.39 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment C-5 – This segment begins on the south side of the Cypress Canal at 13<sup>th</sup> Street NW and follows the canal to Wilson Boulevard. This alignment avoids impacts to the parcel reserved for a future county park site and all county owned water supply wells. By aligning the road on the south side of the canal, connection of the north-south streets is possible to create greater connectivity to the roadway network south of the canal. Due to the horizontal

configuration of the parcels along the southern edge of the canal, fewer parcels are impacted than C-4; however, residential displacements are increased. Overall, 17 parcels totaling 35.61 acres are impacted with 9 residential displacements. There are 1.12 acres of wetland impacts; however, there are no site contamination impacts with this segment.

#### Segment D

Segment D-2 – This segment begins by adjoining Segment C-2 at Wilson Boulevard and continuing along the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, ending at the Golden Gate Canal. By following the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, safety and access management issues that would occur if the alignment followed an existing east-west roadway are avoided. A larger number of parcels are impacted by this alignment; however the impact to each parcel (80-100 feet) is lessened since the alignment straddles the parcel property lines. Overall, 113 parcels totaling 48.85 acres are impacted with 3 residential displacements. There are 26.78 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment D-4 – This segment begins by adjoining Segment C-4 at Wilson Boulevard on the north side of Cypress Canal and continuing through the rear of the properties fronting on 10<sup>th</sup> Avenue NW, ending at Golden Gate Canal. By aligning the road through the rear of the parcels and along the canal, safety and access management issues that would occur if the alignment followed an existing east-west roadway are avoided. Fewer parcels are impacted by this alignment than in D-2; however the impact to each parcel is increased (180 – 200 feet). Overall, 47 parcels totaling 48.17 acres are impacted with 14 residential displacements. There are 5.46 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment D-5 – This segment begins by adjoining Segment C-5 on the south side of the Cypress Canal at Wilson Boulevard and continuing to the Golden Gate Canal. By aligning the road on the south side of the canal, connection of the north-south streets is possible to create greater connectivity to the roadway network south of the canal. Due to the horizontal configuration of the parcels along the southern edge of the canal, fewer parcels are impacted than D-4. Overall, 18 parcels totaling 43.99 acres are impacted with 9 residential displacements. There are 3.64 acres of wetland impacts; however, there are no site contamination impacts with this segment.

#### Segment E

Segment E-2 – This segment begins by adjoining Segment D-2 at the Golden Gate Canal and continuing along the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, ending at the DeSoto Boulevard. By following the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, safety and access management issues that would occur if the alignment followed an existing east-west roadway are avoided. A larger number of parcels are impacted by this alignment; however the impact to each parcel is lessened (80-100 feet) since the alignment straddles the parcel property lines. Overall, 213 parcels totaling 74.47 acres are impacted with 2 residential displacements. There are 16.94 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment E-4 – This segment begins by adjoining Segment D-4 at the Golden Gate Canal on the north side of Cypress Canal and continuing through the rear of the properties fronting on 10<sup>th</sup> Avenue NW, ending at DeSoto Boulevard. By aligning the road through the rear of the parcels and along the canal, safety and access management issues that would occur if the alignment

followed an existing east-west roadway are avoided. Fewer parcels are impacted by this alignment than in E-2; however the impact to each parcel is increased (180 – 200 feet). Overall, 107 parcels totaling 74.56 acres are impacted with 6 residential displacements. There are 8.35 acres of wetland impacts; however, there are no site contamination impacts with this segment.

Segment E-5 – This segment begins by adjoining Segment D-5 on the south side of the Cypress Canal at the Golden Gate Canal and continuing to DeSoto Boulevard. By aligning the road on the south side of the canal, connection of the north-south streets is possible to create greater connectivity to the roadway network south of the canal. Due to the horizontal configuration of the parcels along the southern edge of the canal, fewer parcels are impacted than in E-4; however, residential displacements are increased. Overall, 64 parcels totaling 74.73 acres are impacted with 9 residential displacements. There are 4.20 acres of wetland impacts; however, there are no site contamination impacts with this segment.

## 4. Viable Alternatives

### 4.1 No Build (No Action) Alternative

The No Action (No Build) Alternative includes highway facilities that are likely to exist in 2030. This includes the existing highway network, which is part of all alternatives in addition to the highway improvements that are identified in the Collier County MPO 2030 Long Range Transportation Plan. The No Action Alternative includes those projects that provide for an increase in capacity, such as new roadway construction, widening projects, and major interchanges.

The No Action Alternative provides a baseline for comparing the travel benefits of other alternatives. The improvements contained in the TSM and Build Alternatives are improvements that could be made in addition to those contained in the No Action Alternative.

Under the No Action Alternative, roadway improvement projects identified in the Collier County MPO 2030 Long Range Transportation Plan and the FDOT's Transportation Improvement Program Projects with the exception of the Vanderbilt Beach Road Extension are included.

The No Action Alternative would avoid right-of-way and construction costs associated with the proposed improvements, eliminate the short-term disruption that would occur along the existing roadways during construction activities, and prevent business or residential impacts or impacts to other undeveloped lands or wetlands.

However, the No Action Alternative does not fulfill the purpose and need of the project, as established the Existing Data Report. The disadvantage of the No Action Alternative is that there would be no provision to accommodate the anticipated growth in traffic volumes. Without mobility improvements within the Vanderbilt Beach Road study area, operating conditions of Immokalee Road, Collier Blvd (CR 951), Golden Gate Boulevard, Randall Boulevard, Everglades Boulevard and Desoto Boulevard would deteriorate at an accelerated rate. The increased traffic congestion on these roadways would delay motorists and decrease levels of safety to the traveling public.

Specifically, the No Project (No Build) Alternative will offer no benefits to the existing or future traffic congestion within the area. Distinct advantages and disadvantages associated with this alternative are described below.

## Advantages

- No impedance to traffic flow during construction
- No expenditure of funds for right-of-way acquisition, engineering, design or construction
- No impact to the adjacent natural, physical, and human environments
- No disruption to existing land uses due to construction-related activities

## Disadvantages

- Increase in traffic congestion and road user costs, unacceptable level of service, and an increase in accidents associated with an increase in travel times and traffic volumes due to excessive delays
- Increase in carbon monoxide levels and other air pollutants caused by an increase in traffic congestion
- Increase in maintenance costs due to roadway and structure deterioration
- Increase in emergency service response time in addition to an increase in evacuation time during weather emergencies as a result of heavy congestion
- Increase in safety-related accidents due to heavy congestion
- Potential increase in safety-related accidents due to less than desirable levels of service and access management

The No Build Alternative shall remain a viable alternative through the public involvement process.

## 4.2 Transportation System Management

Transportation System Management (TSM) Alternatives are defined as low capital cost transportation improvements designed to maximize the utilization and efficiency of the existing transportation system through improved system management. The various forms of TSM activities include:

- Traffic signal improvements,
- Intersection/interchange improvements,
- Widening of parallel arterials,
- Ridesharing programs,
- HOV lanes,
- Reversible flow roadway systems,
- Transit,
- Intelligent Transportation System (ITS), and
- Ramp-to-ramp auxiliary lanes.

Although the implementation of TSM strategies would certainly aid in localized operations of the existing roadway network, the projected traffic volumes for the design year 2030 require additional capacity in excess to any improvements possible through TSM measures to maintain or improve the existing levels of service. Therefore, the TSM Alternative is not considered a viable alternative and no further evaluation of the TSM Alternative will be conducted during this study.

## 4.3 Build Alternatives

As noted in Section 3.3, five potential alignment corridors have been retained for further consideration as build alternatives. These are Corridor 3, Corridor 6, Corridor 7, Corridor 12, and Corridor 15. The individual segments that comprise each corridor are described in Section 3.3 and summarized in Table 3-2 (presented previously). Refer to Appendix A for right of way cost estimates.

A description of each corridor is contained below.

### 4.3.1 Corridor 3

Corridor 3 is a combination of Segments A, B-A, C-2A, D-2, and E-2 (Refer to Figure 3-1 and Table 3-2). This corridor follows the north side of the Cypress Canal through 11<sup>th</sup> Street NW, begins a shift to the north at 11<sup>th</sup> Street through the future park parcel and then follows an alignment parallel to and along the rear property lines of parcels fronting on 10<sup>th</sup> and 12<sup>th</sup> Avenues NW.

Impacts associated with this alternative are summarized in Table 3-3 and include:

Right-of-Way - Encroaches on 458 individual parcels for a total of 219.0 acres. Of the 458 parcels impacted, 3 are business related with all having structural displacements; 194 are residential related with 9 residential displacements; and 249 are vacant parcels and 12 are other land use impacts.

Special Land Use – No known impacts to churches; no impact to the Collier County North Regional Water Treatment Plant; both the Golf Club of the Everglades and the Olde Florida Golf Club would incur extensive impacts to the playing area of their respective golf courses; and the future school and county park sites would be impacted.

Other Land Use – Of the 12 properties impacted under this category, three will incur displacements.

Natural and Physical Environment - This Corridor is estimated to encroach approximately 67.6 acres of wetlands; there is a low potential for impacts to threatened or endangered species; and two potential contaminated sites impacted.

There are a total of 15 displacements (business, residential and other) associated with this corridor.

#### Advantages

- Minimizes residential parcel acquisitions and displacements south of the Cypress canal between Massey Street and 9<sup>th</sup> Street NW by passing through the golf course properties
- Lowest number of residential displacements
- By following the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, safety and access management issues are minimized
- Individual impacts to each parcel are lessened since the alignment straddles the parcel property lines
- Improves traffic flow

## Disadvantages

- The cost associated with impacts to the Golf Club of the Everglades is estimated in the range of \$20M to \$46M (for a complete take) and could result in the inability to continue as a golf course, requiring a change in land use. The cost associated with impacts to the Olde Florida Golf Club is estimated at \$20M. In addition, impacts to Olde Florida Golf Club could result in the inability to construct their planned additional 18-hole course within their existing property. Additional costs to the golf courses include loss of revenue estimated at \$6M as well as the loss of jobs for many of the 100 employees of the golf courses for a period of approximately 12-15 months – estimated at \$3M. The above estimates do not include “soft costs” such as loss of membership due to loss of use during renovations and potential loss of course designer signature. In addition, with regards to land acquisition, courses are owned by 175 (Golf Club of the Everglades) and 275 (Olde Florida Golf Club) individual members which could delay project schedule.
- Impacts the second highest number of parcels overall
- Largest impact to wetlands
- Impacts the parcels reserved for future county school and park sites
- Roadway system “connectivity” is limited
- 11 county owned water supply wells which will require relocation – Cost \$19.25M
- The highest cost alternative (approximately \$40-50M more than preferred alternative)

### 4.3.2 Corridor 6

Corridor 6 is a combination of Segments A, B-A, C-4, D-4, and E-4 (Refer to Figure 3-1 and Table 3-2). This corridor follows the north side of the Cypress Canal from the beginning of the project to DeSoto Boulevard.

Impacts associated with this alternative are summarized in Table 3-3 and include:

Right-of-Way – Encroaches on 240 individual parcels for a total of 217.7 acres. Of the 240 parcels impacted, 3 are business related with all having structural displacements; 114 are residential related with 25 residential displacements; and 112 are vacant parcels.

Special Land Use – No known impacts to churches; no impact to the Collier County North Regional Water Treatment Plant; both the Golf Club of the Everglades and the Olde Florida Golf Club would incur extensive impacts to the playing area of their respective golf courses; and the future school and county park sites would be impacted.

Other Land Use - Other Land Use – Of the 11 properties impacted under this category, 7 will incur displacements.

Natural and Physical Environment - This Corridor is estimated to encroach approximately 28.2 acres of wetlands; there is a low potential for impacts to threatened or endangered species; and two potential contaminated sites impacted.

There are a total of 35 displacements (business, residential and other) associated with this corridor.

### Advantages

- Minimizes residential parcel acquisitions and displacements south of the Cypress canal between Massey Street and 9<sup>th</sup> Street NW by passing through the golf course properties
- By following the rear property lines of parcels along 10<sup>th</sup> Avenue NW, safety and access management issues are minimized

### Disadvantages

- The cost associated with impacts to the Golf Club of the Everglades is estimated in the range of \$20M to \$46M (for a complete take) and could result in the inability to continue as a golf course, requiring a change in land use. The cost associated with impacts to the Olde Florida Golf Club is estimated at \$20M. In addition, impacts to Olde Florida Golf Club could result in the inability to construct their planned additional 18-hole course within their existing property. Additional costs to the golf courses include loss of revenue estimated at \$6M as well as the loss of jobs for many of the 100 employees of the golf courses for a period of approximately 12-15 months – estimated at \$3M. The above estimates do not include “soft costs” such as loss of membership due to loss of use during renovations and potential loss of course designer signature. In addition, with regards to land acquisition, courses are owned by 175 (Golf Club of the Everglades) and 275 (Olde Florida Golf Club) individual members which could delay project schedule.
- Impacts the parcels reserved for future county school and park sites
- Roadway system “connectivity” is limited
- 11 county owned water supply wells will require relocation – Cost \$19.25M
- One of the highest cost alternatives (approximately \$40-50M more than preferred alternative)

### 4.3.3 Corridor 7

Corridor 7 is a combination of Segments A, B-B, C-5, D-5, and E-5 (Refer to Figure 3-1 and Table 3-2). This corridor follows the north side of the Cypress Canal from the beginning of the project to 31<sup>st</sup> Street NW, shifts to the south side of the canal and follows the canal to DeSoto Boulevard.

Impacts associated with this alternative are summarized in Table 3-3 and include:

Right-of-Way – Encroaches on 156 individual parcels for a total of 216.3 acres. Of the 156 parcels impacted, none are business related; 80 are residential related with 45 residential displacements; and 68 are vacant parcels.

Special Land Use – There are no known impacts.

Other Land Use – Of the 8 properties impacted under this category, 2 will incur displacements.

Natural and Physical Environment - This Corridor is estimated to encroach approximately 11.1 acres of wetlands; there is a low potential for impacts to threatened or endangered species; and one potential contaminated site impacted.

There are a total of 47 displacements (business, residential and other) associated with this corridor.

### Advantages

- Avoids the costly impacts associated with the Golf Club of the Everglades and the Olde Florida Golf Club (estimated in excess of \$50M)
- Avoids all impacts to the county water supply wells estimated at \$19.25M
- Avoids all impacts to the parcels reserved for future county school and park sites
- Least impact to wetlands
- Provides greater “connectivity” to the roadway system by allowing connection to the north-south streets
- Least number of parcels impacted overall.

### Disadvantages

- Causes the largest number of residential displacements as well as total displacements overall
- Impedes traffic flow due to numerous street connections and access management issues.

#### 4.3.4 Corridor 12

Corridor 12 is a combination of Segments A, B-C, C-2A, D-2, and E-2 (Refer to Figure 3-1 and Table 3-2). This corridor begins on the north side of the Cypress Canal, shifting to the south side of the canal at 29<sup>th</sup> Street NW, follows the south side of the canal to 17<sup>th</sup> Street NW where it shifts back to the north side of the canal, begins a shift to the north at 11<sup>th</sup> Street through the proposed park parcel and then follows an alignment parallel to and along the rear property lines of parcels fronting on 10<sup>th</sup> and 12<sup>th</sup> Avenues NW.

Impacts associated with this alternative are summarized in Table 3-3 and include:

**Right-of-Way** – Encroaches on 460 individual parcels for a total of 217.5 acres. Of the 460 parcels impacted, none are business related; 195 are residential related with 20 residential displacements (depending on the result of further studies, the two transition areas could result in an additional residential displacement of between 0-5 properties) and 251 are vacant parcels.

**Special Land Use** – The future school and county park sites would be impacted.

**Other Land Use** – Of the 14 properties impacted under this category, 4 will incur displacements.

**Natural and Physical Environment** - This Corridor is estimated to encroach approximately 67.4 acres of wetlands; there is a low potential for impacts to threatened or endangered species; and one potential contaminated site impacted.

There are a total of 23 displacements (business, residential and other) associated with this corridor.

### Advantages

- Avoids the costly impacts associated with the Golf Club of the Everglades and the Olde Florida Golf Club (estimated in excess of \$50M)
- Minimizes impacts to the county water supply wells – 2 impacted



- By following the rear property lines of parcels along 10<sup>th</sup> and 12<sup>th</sup> Avenues, safety and access management issues are minimized.
- Improves roadway system “connectivity”
- Improves traffic flow
- Lowest cost alternative

Disadvantages

- Highest impact to wetlands
- Impacts the parcels reserved for future county school and park sites
- Highest number of parcels impacted
- Impacts two county water supply wells at an estimated cost of \$3.5M.

4.3.5 Corridor 15

Corridor 15 is a combination of Segments A, B-C, C-4, D-4, and E-4 (Refer to Figure 3-1 and Table 3-2). This corridor begins on the north side of the Cypress Canal, shifting to the south side of the canal at 29<sup>th</sup> Street NW, follows the south side of the canal to 17<sup>th</sup> Street NW where it shifts back to the north side of the canal and follows the north side of the canal to DeSoto Boulevard.

Impacts associated with this alternative are summarized in Table 3-3 and include:

Right-of-Way – Encroaches on 242 individual parcels for a total of 216.3 acres. Of the 242 parcels impacted, none are business related; 115 are residential related with 36 being residential displacements; and 114 are vacant parcels.

Special Land Use – The future school and county park sites would be impacted.

Other Land Use – Of the 13 properties impacted under this category, 8 will incur displacements.

Natural and Physical Environment - This Corridor is estimated to encroach approximately 28.0 acres of wetlands; there is a low potential for impacts to threatened or endangered species; and one potential contaminated site impacted.

There are a total of 44 displacements (business, residential and other) associated with this corridor.

Advantages

- Avoids the costly impacts associated with the Golf Club of the Everglades and the Olde Florida Golf Club (estimated in excess of \$50M)
- Minimizes impacts to the county water supply wells – 2 impacted
- By following the rear property lines of parcels along 10<sup>th</sup> Avenue NW, safety and access management issues are minimized

Disadvantages

- Impacts the parcels reserved for future county school and park sites
- Roadway system “connectivity” is limited
- Has one of the highest number of total displacements overall

## 5. Preferred Alternative

Once all the data for the various corridor segments was collected and the final impacts calculated, the remaining 5 alternatives were ranked from least impacts (given a ranking of 1) to most impacts (given a ranking of 5) in each of the evaluation categories – see Summary of Viable Alternatives Ranking (Table 5-1). Those rankings were then transferred to the Summary of Viable Alternatives Weighted Ranking (Table 5-2). The weighting criteria distribution percent (%) shown in the table was initially presented to the public at the first Public Meeting and modified based on the input (verbal and written comments) received from the public immediately following the meeting. The highest weighting was given to residential impacts with a 5% weighting for residential parcels affected and 30% for residential displacements resulting in a total residential weighting of 35%. The next highest weighting was project cost at a weighting of 25%. Traffic flow was given a weighting of 10% along with business impacts. The remaining categories were given a 5% weighting. In Table 5-2 the corridor ranking is multiplied by the weighting percent (%) and results in a separate number per category - the lower the value the better the alternative.

The results of the matrix and study indicated that Corridor 12 (score 2.30) was the best alternative followed by Corridor 7 (score 2.85), Corridor 3 (score 2.95), Corridor 15 (score 3.15) and Corridor 6 (score 3.55).

After discussions with the Consultant Team and County staff, it was agreed that Corridor 12 should be selected as the “Preferred Alternative”. This alternative was presented to the public on April 6th and April 10th and will be forwarded to the Board of County Commissioners for review.

TABLE 5-1

TABLE 5-2

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Executive Summary  
Vanderbilt Beach Road Corridor Extension

# Appendix A

## Project Cost Data



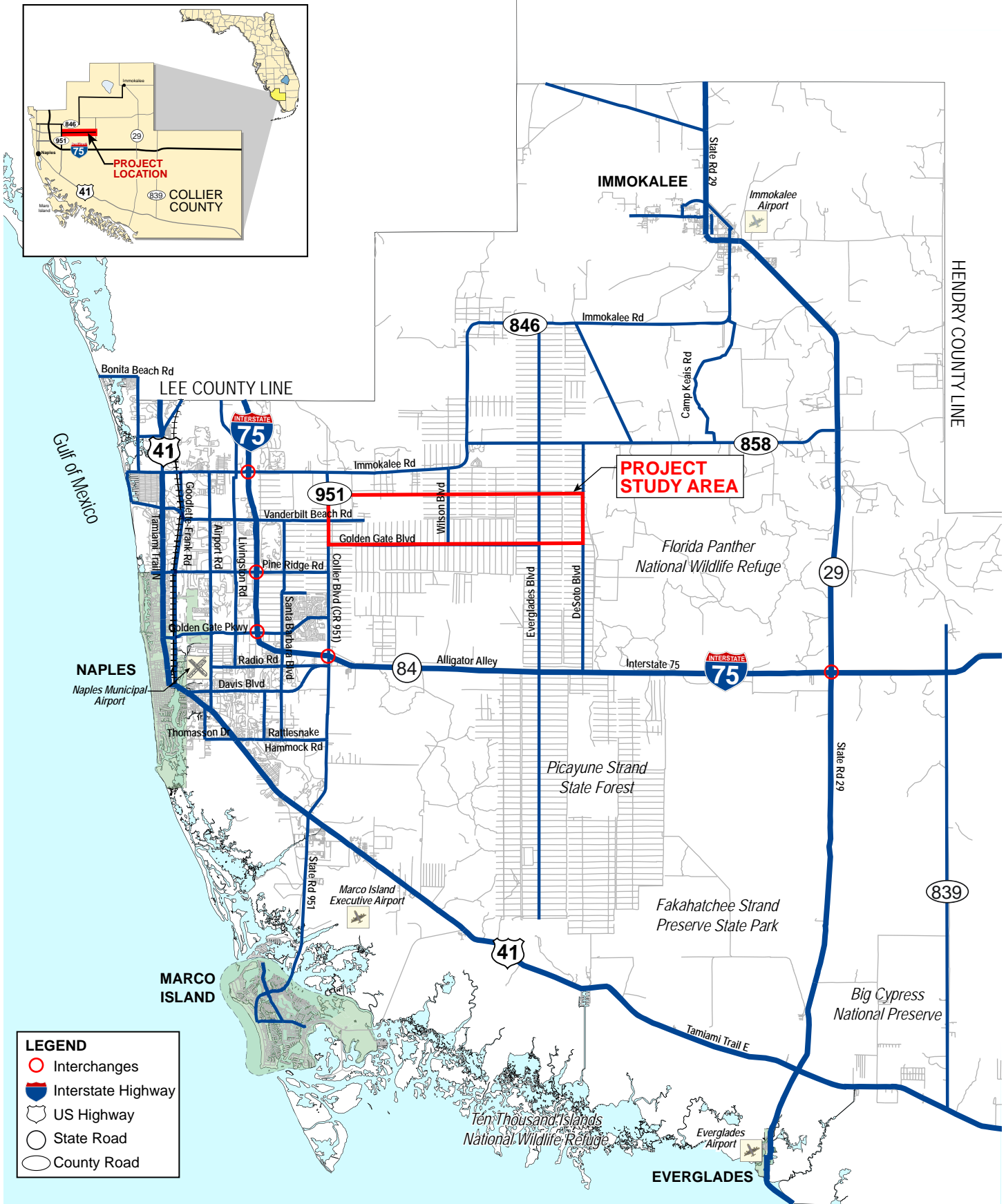
# Appendix B

## Right of Way Cost Data



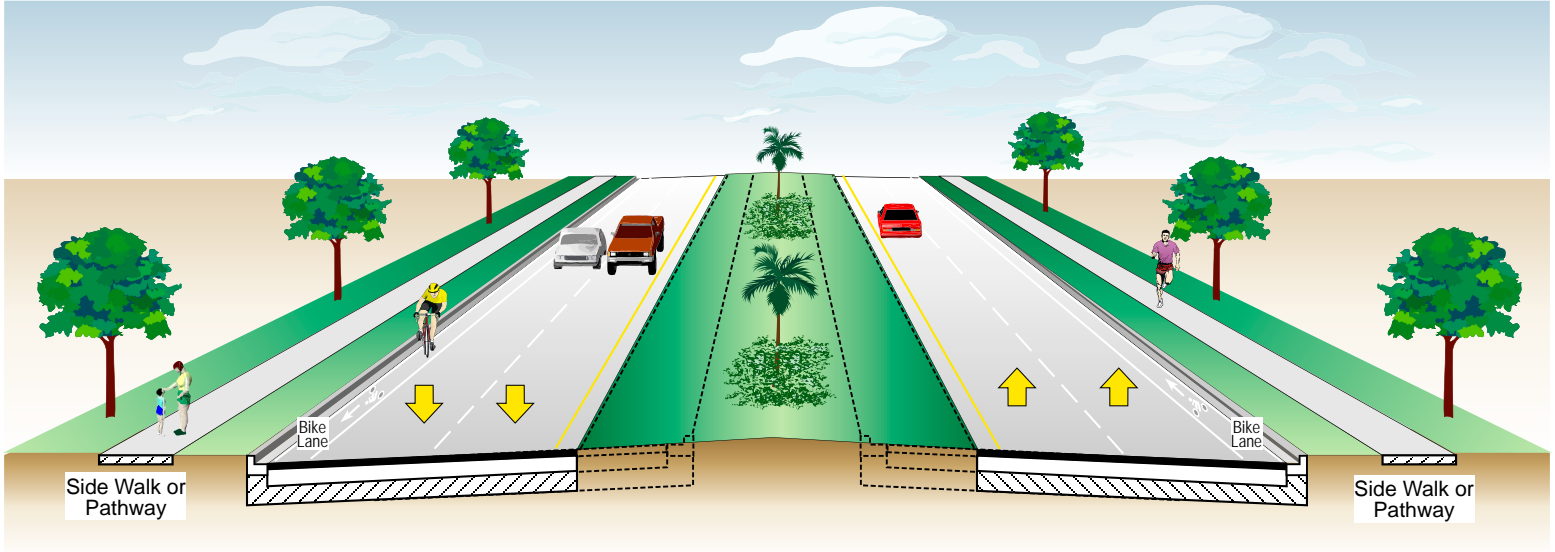
# Appendix C

## Traffic Data

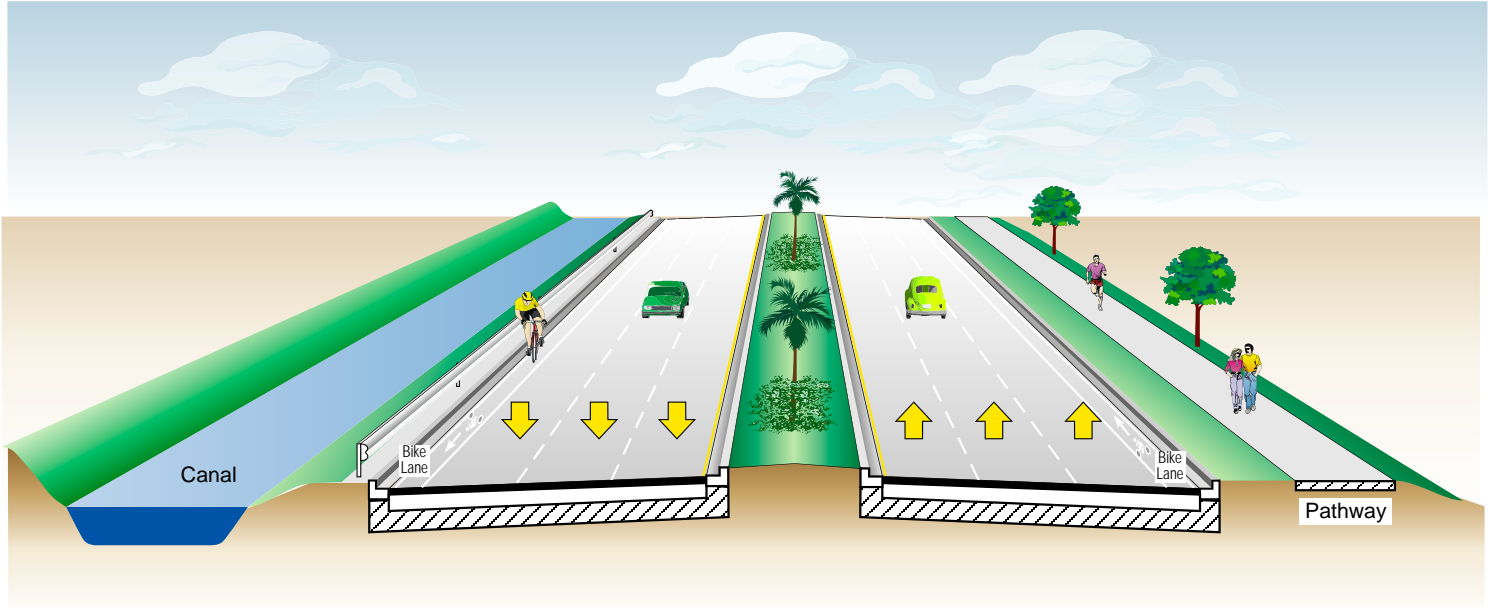


**FIGURE 1-1**  
 Regional Map  
 Vanderbilt Beach Road Extension Corridor Study  
 Alternatives Analysis Report



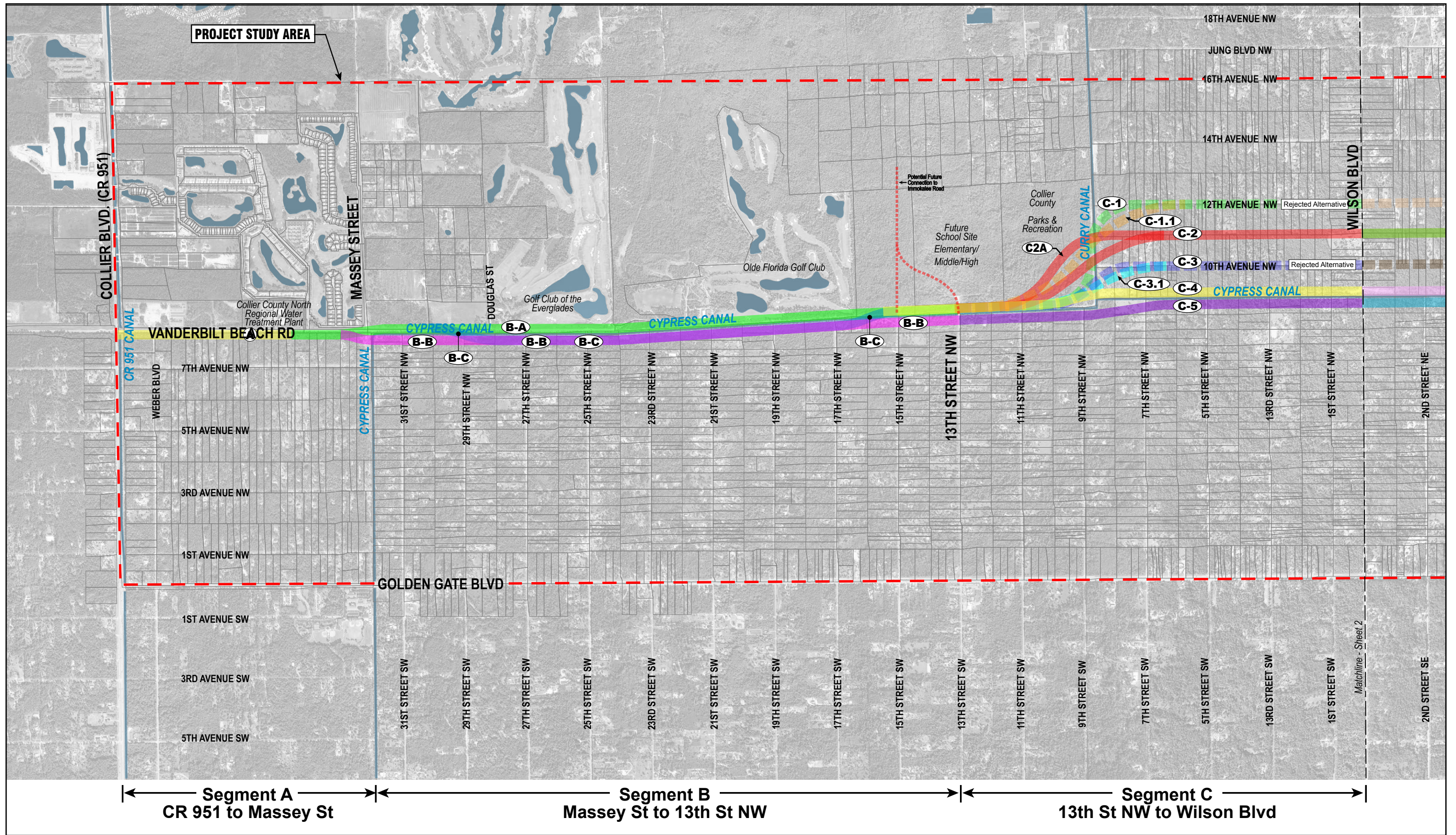


**Potential 4-Lane Urban Typical Section  
within 6-Lane Right-of-Way**

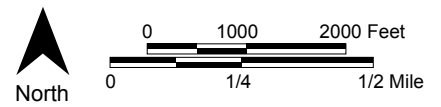


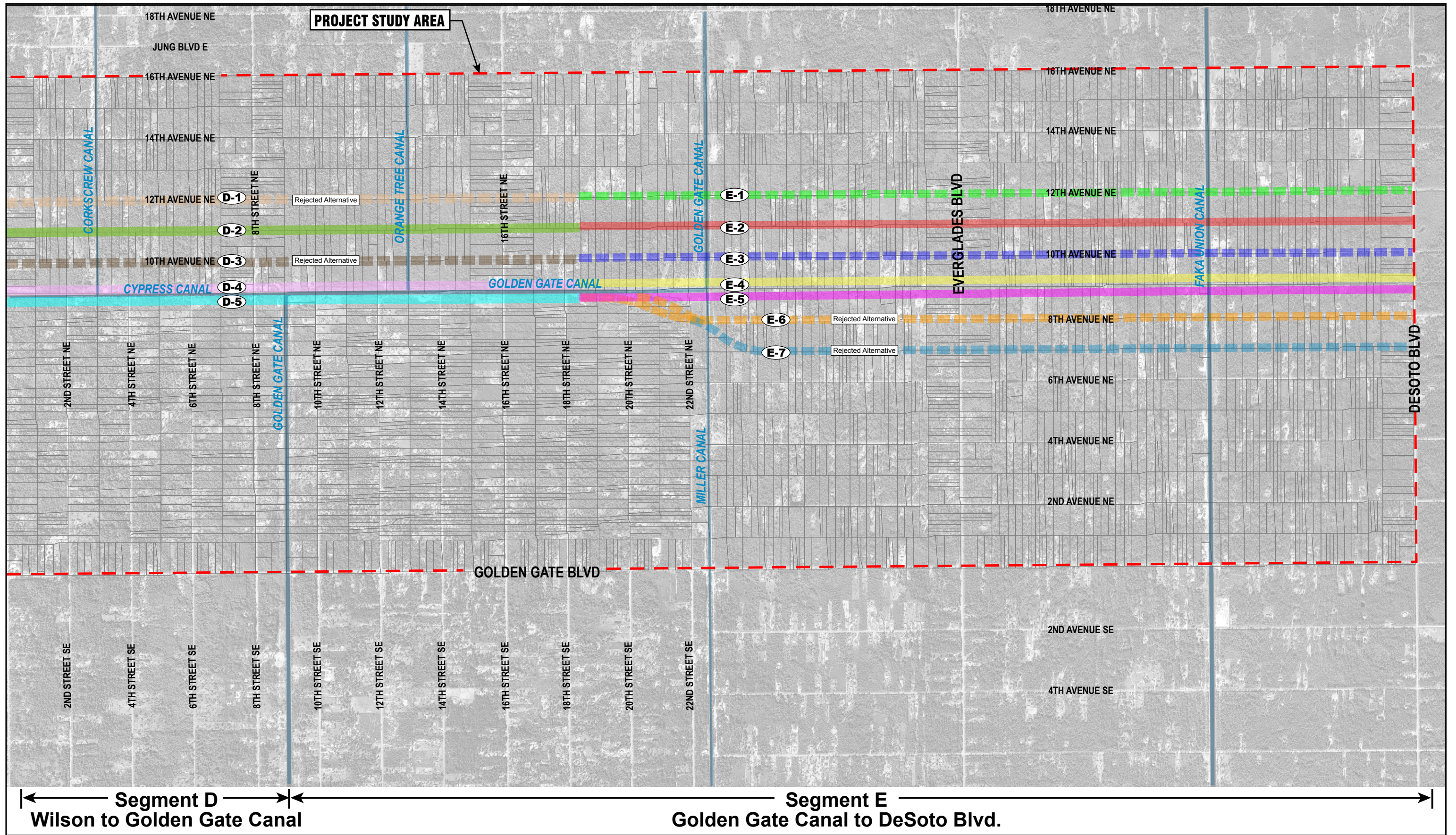
**Potential 6-Lane Urban Typical Section**

**FIGURE 2-1**  
Typical Sections  
*Vanderbilt Beach Road Extension Corridor Study*  
*Alternatives Analysis Report*



**FIGURE 3-1 (Sheet 1 of 2)**  
Potential Corridors  
Vanderbilt Beach Road Extension Corridor Study  
Alternatives Analysis Report





**FIGURE 3-1** (Sheet 2 of 2)  
Potential Corridors  
Vanderbilt Beach Road Extension Corridor Study  
Alternatives Analysis Report

**TABLE A-1  
PROJECT COST ESTIMATES  
VANDERBILT BEACH ROAD CORRIDOR EXTENSION  
(Based on 10 miles of 6-Lane Facility)**

	<b>Roadway Construction Cost (\$2006)</b>	<b>ROW - Roadway Acquisition Cost (\$2006)</b>	<b>ROW - Pond Acquisition Cost (\$2006) (Est. 5 Ac/Mi)</b>	<b>Canal Bridge Cost (\$2006) (Est. \$750K Per)</b>	<b>Business Impacts Cost (\$2006)</b>	<b>Well-Field Impacts Cost (\$2006) (Est. \$1.75M Per)</b>	<b>Guardrail Cost (\$2006) (Est. \$18 LF)</b>	<b>TOTAL ALTERNATIVE Cost (\$2006)</b>
<b>Alternative - 3 (A+BA+C2A+D2+E2)</b>	\$ 107,500,000	\$ 33,170,800	\$ 5,000,000	\$ 5,250,000	\$ 50,000,000	\$ 19,250,000	\$ 180,000	<b>\$ 220,170,800</b>
<b>Alternative - 6 (A+BA+C4+D4+E4)</b>	\$ 105,000,000	\$ 34,082,000	\$ 5,000,000	\$ 4,500,000	\$ 50,000,000	\$ 19,250,000	\$ 540,000	<b>\$ 217,832,000</b>
<b>Alternative - 7 (A+BB+C5+D5+E5)</b>	\$ 105,000,000	\$ 55,438,200	\$ 5,000,000	\$ 3,000,000	\$ -	\$ -	\$ 540,000	<b>\$ 168,438,200</b>
<b>Alternative - 12 (A+BC+C2A+D2+E2)</b>	\$ 107,500,000	\$ 45,244,400	\$ 5,000,000	\$ 6,750,000	\$ -	\$ 3,500,000	\$ 180,000	<b>\$ 167,994,400</b>
<b>Alternative - 15 (A+BC+C4+D4+E4)</b>	\$ 105,000,000	\$ 51,255,600	\$ 5,000,000	\$ 6,000,000	\$ -	\$ 5,250,000	\$ 540,000	<b>\$ 172,505,600</b>

**TABLE A-2**  
**Vanderbilt Beach Road Extension Corridor Study**  
**Engineer's Estimate**  
**6-Lane Divided Urban**  
**(Per Mile)**

Total Mainline Length:		5,280.00 ft		
ITEM	QUANTITY	UNIT	UNIT COST	TOTAL
<b>DRAINAGE</b>				
36"-42" STORM PIPE / TRUNK LINE	5280.00	LF	\$200.00	\$1,056,000.00
24" STORM PIPE / CROSS DRAIN	1000.00	LF	\$120.00	\$120,000.00
CURB INLET	20.00	EA	\$4,500.00	\$90,000.00
<b>PONDS</b>				
STORMWATER POND MISC. ITEMS	1	EA	\$100,000.00	\$100,000.00
			<b>SUBTOTAL</b>	<b>\$1,366,000.00</b>
<b>TEMPORARY ELEMENTS</b>				
FLOATING TURBIDITY BARRIER	1000	LF	\$12.00	\$12,000.00
SILT FENCE	15000	LF	\$1.00	\$15,000.00
			<b>SUBTOTAL</b>	<b>\$27,000.00</b>
<b>EARTHWORK</b>				
CLEARING AND GRUBBING	28.00	AC	\$10,000.00	\$280,000.00
EMBANKMENT	125000	CY	\$18.00	\$2,250,000.00
POND EXCAVATION	80000	CY	\$10.00	\$800,000.00
SODDING (BAHIA) (Includes Water, Fertilizer, Mowing)	65000	SY	\$1.75	\$113,750.00
			<b>SUBTOTAL</b>	<b>\$3,443,750.00</b>
<b>PAVEMENT COSTS (INCLUDES TURN LANES)</b>				
FRICTION COURSE (FC-12.5) (INCL RUBBER) (1.5")	54000	SY	\$10.00	\$540,000.00
SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC D) (3.5")	54000	SY	\$18.00	\$972,000.00
BASE,OPTIONAL (BASE GROUP 9) (LIME ROCK 10")	54000	SY	\$20.00	\$1,080,000.00
TYPE B STABILIZATION (LBR 40) (12")	60000	SY	\$4.00	\$240,000.00
			<b>SUBTOTAL</b>	<b>\$2,832,000.00</b>
<b>SIGNING AND MARKING</b>				
PAVEMENT MARKING/STRIPPING MAINLINE	1.00	MI	\$70,000.00	\$70,000.00
			<b>SUBTOTAL</b>	<b>\$70,000.00</b>
<b>WALLS AND BRIDGES</b>				
REINFORCED EARTH WALL	0	SF	\$0.00	\$0.00
RETAINED EARTH WALL	0	SF	\$0.00	\$0.00
NOISE BARRIER WALL	0	SF	\$0.00	\$0.00
NEW CONCRETE (AASHTO BEAM)	0	SF	\$0.00	\$0.00
			<b>SUBTOTAL</b>	<b>\$0.00</b>
<b>TRAFFIC CONTROL</b>				
CURB AND GUTTER	22000	LF	\$11.00	\$242,000.00
TRAFFIC SEPARATOR	2000	LF	\$35.00	\$70,000.00
*GUARD RAILING	0	LF	\$0.00	\$0.00
*TRAFFIC SIGNAL PER INTERSECTION	0	EA	\$0.00	\$0.00
			<b>SUBTOTAL</b>	<b>\$312,000.00</b>
<b>SIDEWALK / PATHWAY</b>				
6' SIDEWALK	3750	SY	\$30.00	\$112,500.00
1 1/2" THICK TYPE S-111 ASPHALTIC CONCRETE (12' PATHWAY)	7500	SY	\$7.00	\$52,500.00
6" LIMEROCK - LBR 100 (12' PATHWAY)	7500	SY	\$15.00	\$112,500.00
			<b>SUBTOTAL</b>	<b>\$277,500.00</b>
<b>LIGHTING</b>				
LIGHTING POLE COMPLETE (F & I) (ALUMINUM-STD DESIGN)	50	EA	\$4,000.00	\$200,000.00
LOAD CENTER (F&I) (SECONDARY VOLTAGE)	1	EA	\$6,000.00	\$6,000.00
2" CONDUIT (F & I) (UNDERGROUND-LIGHTING) (PVC SCH 40)	11000	LF	\$3.00	\$33,000.00
2" CONDUIT (F & I) (UNDERGROUND-TRAFFIC)	5500	LF	\$4.00	\$22,000.00
PULL BOX (F & I) (ROADSIDE) (LIGHTING)	33	EA	\$250.00	\$8,250.00
PULL BOXES (FIBER OPTIC) (TRAFFIC SIGNAL INTERCONNECT)	28	EA	\$800.00	\$22,400.00
CONDUCTOR (F & I) (INSULATED) (NO. 6) (LIGHTING)	54000	LF	\$0.75	\$40,500.00
FIBER OPTIC CABLE (F&I) (UNDERGROUND)	5500	LF	\$3.00	\$16,500.00
			<b>SUBTOTAL</b>	<b>\$348,650.00</b>
<b>MISCELLANEOUS</b>				
WETLAND SURCHARGE \ MUCK ALLOWANCE	0	LS	\$0.00	\$0.00
WILDLIFE CROSSING	0.0	EA	\$0.00	\$0.00
CONCRETE BOX CULVERTS	0.00	LF	\$0.00	\$0.00
			<b>SUBTOTAL</b>	<b>\$0.00</b>
SUB-TOTAL				\$8,676,900.00
MOBLIZATION @ 7.5%				\$650,767.50
MOT @ 2.5%				\$216,922.50
TOTAL				\$9,544,590.00
CONTINGENCY 10.0%				\$954,459.00
<b>TOTAL</b>				<b>\$10,499,049.00</b>
<b>SAY</b>				<b>\$10,500,000.00</b>

**APPENDIX "B"**  
**RIGHT-OF-WAY COST DATA**  
**Vanderbilt Beach Road Corridor Extension**  
**4/12/2006**

**ALTERNATIVE #3**

SEGMENT NUMBER	SEGMENT DESCRIPTION	ACREAGE	VALUE PER ACRE	TOTAL ROW VALUE
	<b><u>CR 951 TO WILSON BOULEVARD</u></b>			
<b>A</b>	CR 951 to Massey Street	6.76	\$120,000	\$811,200
<b>BA</b>	Massey to 13th Street	52.59	\$120,000	\$6,310,800
<b>C2A</b>	13th Street to Curry Canal	10.63	\$120,000	\$1,275,600
<b>C2A</b>	Curry Canal to Wilson	25.71	\$120,000	\$3,085,200
	Total acres	95.69		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,482,800</b>
	<b>*LESS GOLF COURSE RIGHT-OF-WAY</b>	-34	\$150,000	<b>-\$5,100,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	4	\$650,000	<b>\$2,600,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	62	\$40,000	<b>\$2,480,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$11,462,800</b>
	<b><u>WILSON BOULEVARD TO DeSOTO</u></b>			
<b>D2</b>	Wilson to 8th Street	24.04	\$110,000	\$2,644,400
<b>D2</b>	8th Street to 16th Street	18.24	\$110,000	\$2,006,400
<b>D2</b>	16th Street to 18th Street	6	\$100,000	\$600,000
<b>E2</b>	18th Street to Golden Gate Canal	10	\$100,000	\$1,000,000
<b>E2</b>	Golden Gate Canal to Everglades	24.04	\$100,000	\$2,404,000
<b>E2</b>	Everglades to Faka Union Canal	24.04	\$80,000	\$1,923,200
<b>E2</b>	Faka Union Canal to DeSoto	17	\$80,000	\$1,360,000
	Total acres	123.36		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,938,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	5	\$650,000	<b>\$3,250,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	163	\$40,000	<b>\$6,520,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$21,708,000</b>
	<b>TOTAL RIGHT-OF-WAY - ALTERNATIVE #3</b>			<b>\$33,170,800</b>

\* Based on 50% of total parcels requiring litigation

**APPENDIX "B"**  
**RIGHT-OF-WAY COST DATA**  
**Vanderbilt Beach Road Corridor Extension**  
4/12/2006

**ALTERNATIVE #6**

SEGMENT NUMBER	SEGMENT DESCRIPTION	ACREAGE	VALUE PER ACRE	TOTAL ROW VALUE
	<b><u>CR 951 TO WILSON BOULEVARD</u></b>			
A	CR 951 to Massey Street	6.76	\$120,000	\$811,200
BA	Massey to 13th Street	52.59	\$120,000	\$6,310,800
C4	13th Street to Curry Canal	9.94	\$120,000	\$1,192,800
C4	Curry Canal to Wilson	25.71	\$120,000	\$3,085,200
	Total acres	95		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,400,000</b>
	<b>*LESS GOLF COURSE RIGHT-OF-WAY</b>	-34	\$150,000	<b>-\$5,100,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	5	\$650,000	<b>\$3,250,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL*</b>	42	\$40,000	<b>\$1,680,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$11,230,000</b>
	<b><u>WILSON BOULEVARD TO DeSOTO</u></b>			
D4	Wilson to 8th Street	24.04	\$110,000	\$2,644,400
D4	8th Street to 16th Street	18.04	\$110,000	\$1,984,400
D4	16th Street to 18th Street	5.56	\$100,000	\$556,000
E4	18th Street to Golden Gate Canal	10	\$100,000	\$1,000,000
E4	Golden Gate Canal to Everglades	24.04	\$100,000	\$2,404,000
E4	Everglades to Faka Union Canal	24.04	\$80,000	\$1,923,200
E4	Faka Union Canal to DeSoto	17	\$80,000	\$1,360,000
	Total acres	122.72		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,872,000</b>
	<b>*LESS GOLF COURSE RIGHT-OF-WAY</b>	-34	\$150,000	<b>-\$5,100,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	20	\$650,000	<b>\$13,000,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL*</b>	77	\$40,000	<b>\$3,080,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$22,852,000</b>
	<b>TOTAL RIGHT-OF-WAY - ALTERNATIVE #6</b>			<b>\$34,082,000</b>

\* Based on 50% of total parcels requiring litigation

**APPENDIX "B"**  
**RIGHT-OF-WAY COST DATA**  
**Vanderbilt Beach Road Corridor Extension**  
4/12/2006

**ALTERNATIVE #7**

SEGMENT NUMBER	SEGMENT DESCRIPTION	ACREAGE	VALUE PER ACRE	TOTAL ROW VALUE
	<b><u>CR 951 TO WILSON BOULEVARD</u></b>			
<b>A</b>	CR 951 to Massey Street	6.76	\$120,000	\$811,200
<b>BB</b>	Massey to 13th Street	55.17	\$120,000	\$6,620,400
<b>C5</b>	13th Street to Curry Canal	9.9	\$120,000	\$1,188,000
<b>C5</b>	Curry Canal to Wilson	25.71	\$120,000	\$3,085,200
	Total acres	97.54		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,704,800</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	18	\$650,000	<b>\$11,700,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	35	\$40,000	<b>\$1,400,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$24,804,800</b>
	<b><u>WILSON BOULEVARD TO DeSOTO</u></b>			
<b>D5</b>	Wilson to 8th Street	22.06	\$110,000	\$2,426,600
<b>D5</b>	8th Street to 16th Street	16.76	\$110,000	\$1,843,600
<b>D5</b>	16th Street to 18th Street	4.86	\$100,000	\$486,000
<b>E5</b>	18th Street to Golden Gate Canal	10	\$100,000	\$1,000,000
<b>E5</b>	Golden Gate Canal to Everglades	24.04	\$100,000	\$2,404,000
<b>E5</b>	Everglades to Faka Union Canal	24.04	\$80,000	\$1,923,200
<b>E5</b>	Faka Union Canal to DeSoto	17	\$80,000	\$1,360,000
	Total acres	118.76		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,443,400</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	27	\$650,000	<b>\$17,550,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	41	\$40,000	<b>\$1,640,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$30,633,400</b>
	<b>TOTAL RIGHT-OF-WAY - ALTERNATIVE #7</b>			<b>\$55,438,200</b>

\* Based on 50% of total parcels requiring litigation



**APPENDIX "B"**  
**RIGHT-OF-WAY COST DATA**  
**Vanderbilt Beach Road Corridor Extension**  
4/12/2006

**ALTERNATIVE #12**

SEGMENT NUMBER	SEGMENT DESCRIPTION	ACREAGE	VALUE PER ACRE	TOTAL ROW VALUE
	<b><u>CR 951 TO WILSON BOULEVARD</u></b>			
<b>A</b>	CR 951 to Massey Street	6.76	\$120,000	\$811,200
<b>BC</b>	Massey to 13th Street	51.12	\$120,000	\$6,134,400
<b>C2A</b>	13th Street to Curry Canal	10.63	\$120,000	\$1,275,600
<b>C2A</b>	Curry Canal to Wilson	25.71	\$120,000	\$3,085,200
	Total acres	94.22		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,306,400</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	15	\$650,000	<b>\$9,750,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	62	\$40,000	<b>\$2,480,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$23,536,400</b>
	<b><u>WILSON BOULEVARD TO DeSOTO</u></b>			
<b>D2</b>	Wilson to 8th Street	24.04	\$110,000	\$2,644,400
<b>D2</b>	8th Street to 16th Street	18.24	\$110,000	\$2,006,400
<b>D2</b>	16th Street to 18th Street	6	\$100,000	\$600,000
<b>E2</b>	18th Street to Golden Gate Canal	10	\$100,000	\$1,000,000
<b>E2</b>	Golden Gate Canal to Everglades	24.04	\$100,000	\$2,404,000
<b>E2</b>	Everglades to Faka Union Canal	24.04	\$80,000	\$1,923,200
<b>E2</b>	Faka Union Canal to DeSoto	17	\$80,000	\$1,360,000
	Total acres	123.36		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,938,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	5	\$650,000	<b>\$3,250,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL *</b>	163	\$40,000	<b>\$6,520,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$21,708,000</b>
	<b>TOTAL RIGHT-OF-WAY - ALTERNATIVE #12</b>			<b>\$45,244,400</b>

\* Based on 50% of total parcels requiring litigation

**APPENDIX "B"**  
**RIGHT-OF-WAY COST DATA**  
**Vanderbilt Beach Road Corridor Extension**  
4/12/2006

**ALTERNATIVE #15**

SEGMENT NUMBER	SEGMENT DESCRIPTION	ACREAGE	VALUE PER ACRE	TOTAL ROW VALUE
	<b><u>CR 951 TO WILSON BOULEVARD</u></b>			
<b>A</b>	CR 951 to Massey Street	6.76	\$120,000	\$811,200
<b>BC</b>	Massey to 13th Street	51.12	\$120,000	\$6,134,400
<b>C4</b>	13th Street to Curry Canal	9.94	\$120,000	\$1,192,800
<b>C4</b>	Curry Canal to Wilson	25.71	\$120,000	\$3,085,200
	Total acres	93.53		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,223,600</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	16	\$650,000	<b>\$10,400,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL*</b>	42	\$40,000	<b>\$1,680,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$23,303,600</b>
	<b><u>WILSON BOULEVARD TO DeSOTO</u></b>			
<b>D4</b>	Wilson to 8th Street	24.04	\$110,000	\$2,644,400
<b>D4</b>	8th Street to 16th Street	18.04	\$110,000	\$1,984,400
<b>D4</b>	16th Street to 18th Street	5.56	\$100,000	\$556,000
<b>E4</b>	18th Street to Golden Gate Canal	10	\$100,000	\$1,000,000
<b>E4</b>	Golden Gate Canal to Everglades	24.04	\$100,000	\$2,404,000
<b>E4</b>	Everglades to Faka Union Canal	24.04	\$80,000	\$1,923,200
<b>E4</b>	Faka Union Canal to DeSoto	17	\$80,000	\$1,360,000
	Total acres	122.72		
	<b>TOTAL RIGHT-OF-WAY VALUE</b>			<b>\$11,872,000</b>
	<b>RESIDENTIAL DISPLACEMENTS COSTS</b>	20	\$650,000	<b>\$13,000,000</b>
	<b>ADMINISTRATIVE COST PER PARCEL*</b>	77	\$40,000	<b>\$3,080,000</b>
	<b>TOTAL RIGHT-OF-WAY COST THIS SEGMENT</b>			<b>\$27,952,000</b>
	<b>TOTAL RIGHT-OF-WAY - ALTERNATIVE #12</b>			<b>\$51,255,600</b>

\* Based on 50% of total parcels requiring litigation

	VBR Ext	GGB	IMMOK	White, 16th Ext. & Wilson to Landfill	E/W "Corridor" Screenline Volume	E/W "Corridor" Screenline Capacity	V/C Ratio
<b>Service Volumes (Capacity) @ Adopted LOS</b>	<b>35,000 @ 4-lanes</b>	<b>35,000 @ 4-lanes</b>	<b>52,000 @ 6-lanes</b>	<b>30,000 Sum of 3 @ 2-</b>			
<b>2004 Existing AADT</b>	<b>-</b>	<b>27,600</b>	<b>23,600</b>	<b>-</b>	<b>51,200</b>	<b>87,000</b>	<b>0.59</b>
<b>10.0 No Build</b>	<b>-</b>	<b>29,637</b>	<b>32,307</b>	<b>-</b>	<b>61,944</b>	<b>87,000</b>	<b>0.71</b>
<b>10.1 Collier to 13th</b>	<b>2,937</b>	<b>28,925</b>	<b>33,108</b>	<b>-</b>	<b>64,970</b>	<b>122,000</b>	<b>0.53</b>
<b>10.2 Collier to Wilson</b>	<b>3,560</b>	<b>28,658</b>	<b>33,108</b>	<b>-</b>	<b>65,326</b>	<b>122,000</b>	<b>0.54</b>
<b>15.0 No Build</b>	<b>-</b>	<b>26,000</b>	<b>57,900</b>	<b>-</b>	<b>83,900</b>	<b>87,000</b>	<b>0.96</b>
<b>15.1 Collier to Desoto</b>	<b>13,300</b>	<b>15,500</b>	<b>55,600</b>	<b>-</b>	<b>84,400</b>	<b>122,000</b>	<b>0.69</b>
<b>25.0 No Build</b>	<b>-</b>	<b>47,800</b>	<b>74,600</b>	<b>-</b>	<b>122,400</b>	<b>87,000</b>	<b>1.41</b>
<b>25.1 Collier to Wilson without I-75@Everglades</b>	<b>34,100</b>	<b>38,300</b>	<b>48,800</b>	<b>-</b>	<b>121,200</b>	<b>122,000</b>	<b>0.99</b>
<b>25.2 Collier to Wilson with I-75@Everglades</b>	<b>33,900</b>	<b>36,600</b>	<b>52,800</b>	<b>-</b>	<b>123,300</b>	<b>122,000</b>	<b>1.01</b>
<b>25.3 Collier to Desoto without I-75@Everglades</b>	<b>34,200</b>	<b>38,000</b>	<b>48,900</b>	<b>-</b>	<b>121,100</b>	<b>122,000</b>	<b>0.99</b>
<b>25.4 Collier to Desoto with I-75@Everglades</b>	<b>34,700</b>	<b>37,700</b>	<b>50,700</b>	<b>-</b>	<b>123,100</b>	<b>122,000</b>	<b>1.01</b>
<b>30.0 Collier to Desoto with I-75@Everglades</b>	<b>27,300</b>	<b>26,600</b>	<b>52,800</b>	<b>23,496</b>	<b>130,196</b>	<b>150,000</b>	<b>0.87</b>
<b>30.1 Collier to 13th with I-75@Everglades</b>	<b>25,900</b>	<b>26,500</b>	<b>53,800</b>	<b>25,098</b>	<b>131,298</b>	<b>150,000</b>	<b>0.88</b>
<b>30.2 Collier to 13th N with I-75@Everglades</b>	<b>21,500</b>	<b>27,700</b>	<b>53,700</b>	<b>22,962</b>	<b>125,862</b>	<b>150,000</b>	<b>0.84</b>
<b>30.3 No Build (w/13th N/S)</b>	<b>-</b>	<b>31,800</b>	<b>64,700</b>	<b>29,103</b>	<b>125,603</b>	<b>115,000</b>	<b>1.09</b>

All 2030 Networks include improvements in N. Belle Meade, e.g., 16th Ext, Wilson Ext., etc.  
All volumes expressed in AADT