

V

anderbilt Beach Road Extension Corridor Study



Presented by:

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September 2005



The Corridor Study goal is to:



- Determine current and future corridor traffic needs
- Address public concerns and obtain public input
- Develop viable alignment alternatives
- Minimize environmental, social, cultural and fiscal impacts
- Provide county officials and the public with sufficient data to make an informed public policy decision

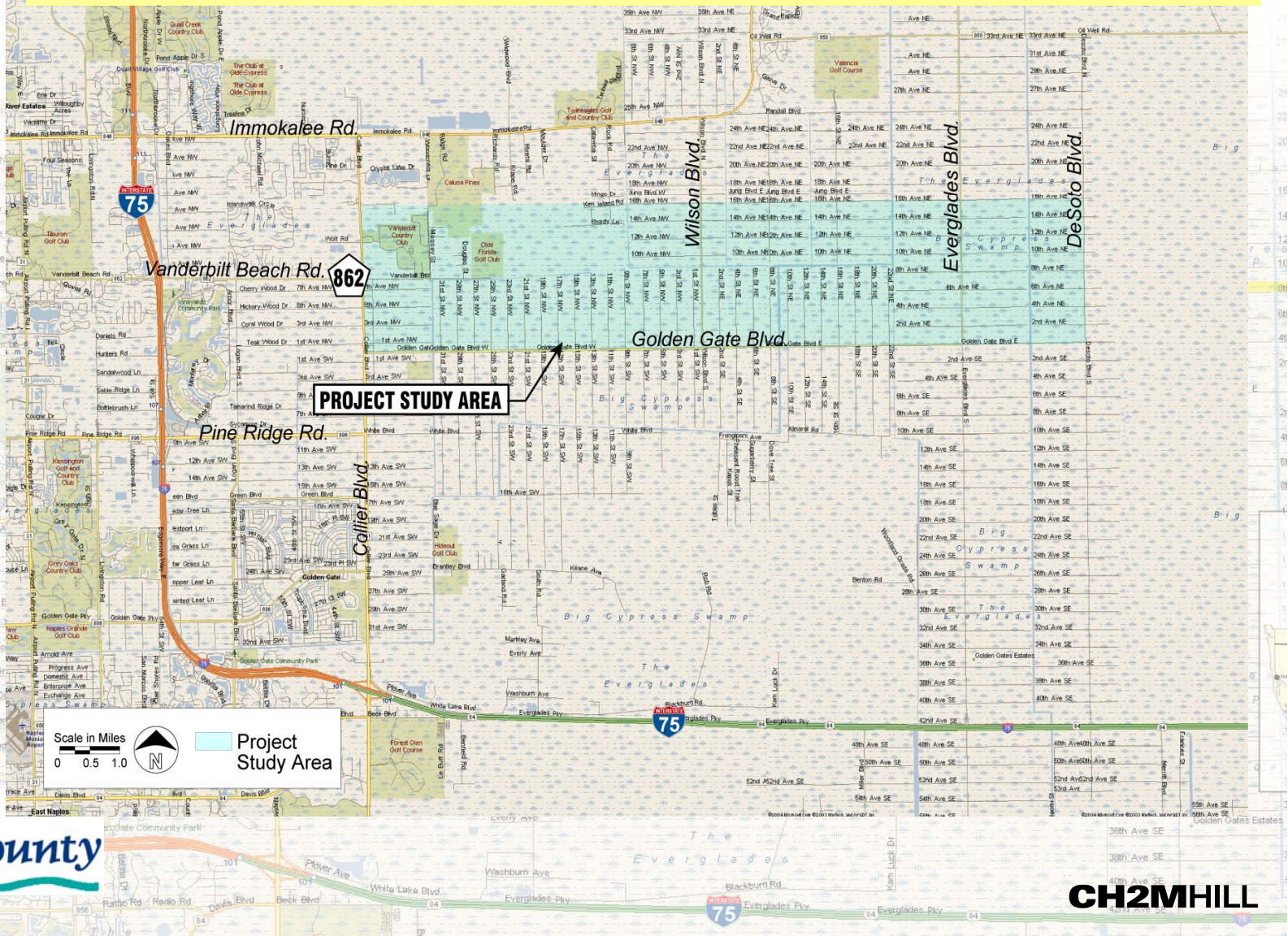


The Corridor Study process:



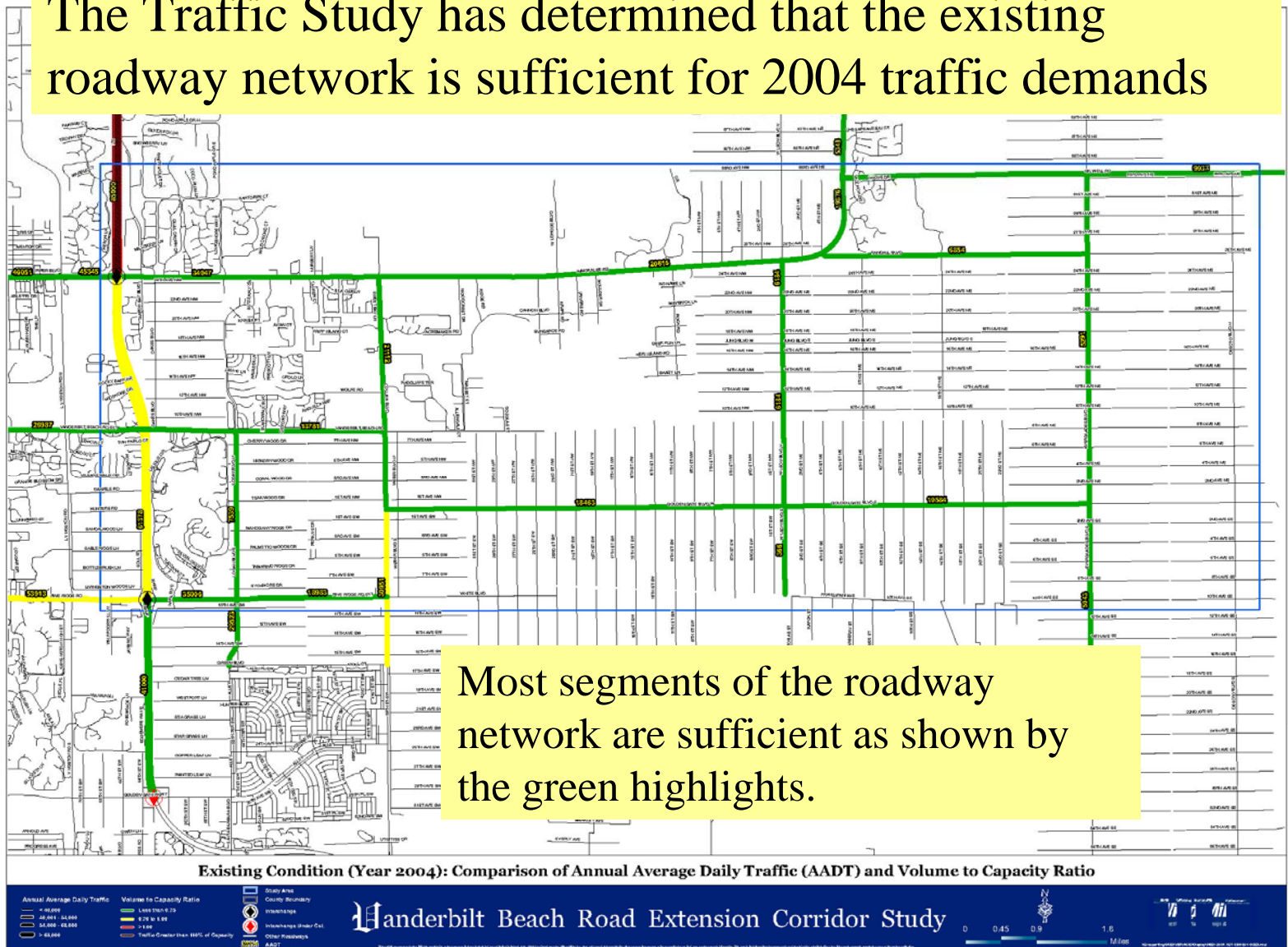
1. Data Collection
2. Study Validation – Confirm need for New Corridor
3. Develop Draft Corridor Alternatives
4. Obtain Public Input – Public Workshop #1
5. Evaluate and Modify Alternatives
6. Obtain Public Input – Public Workshop #2
7. Refine Preferred Alternatives
8. Final Approval of New Corridor

Project Study Area ranges from Collier Boulevard to Desoto Blvd and from 18th Ave NE to Golden Gate Blvd





The Traffic Study has determined that the existing roadway network is sufficient for 2004 traffic demands



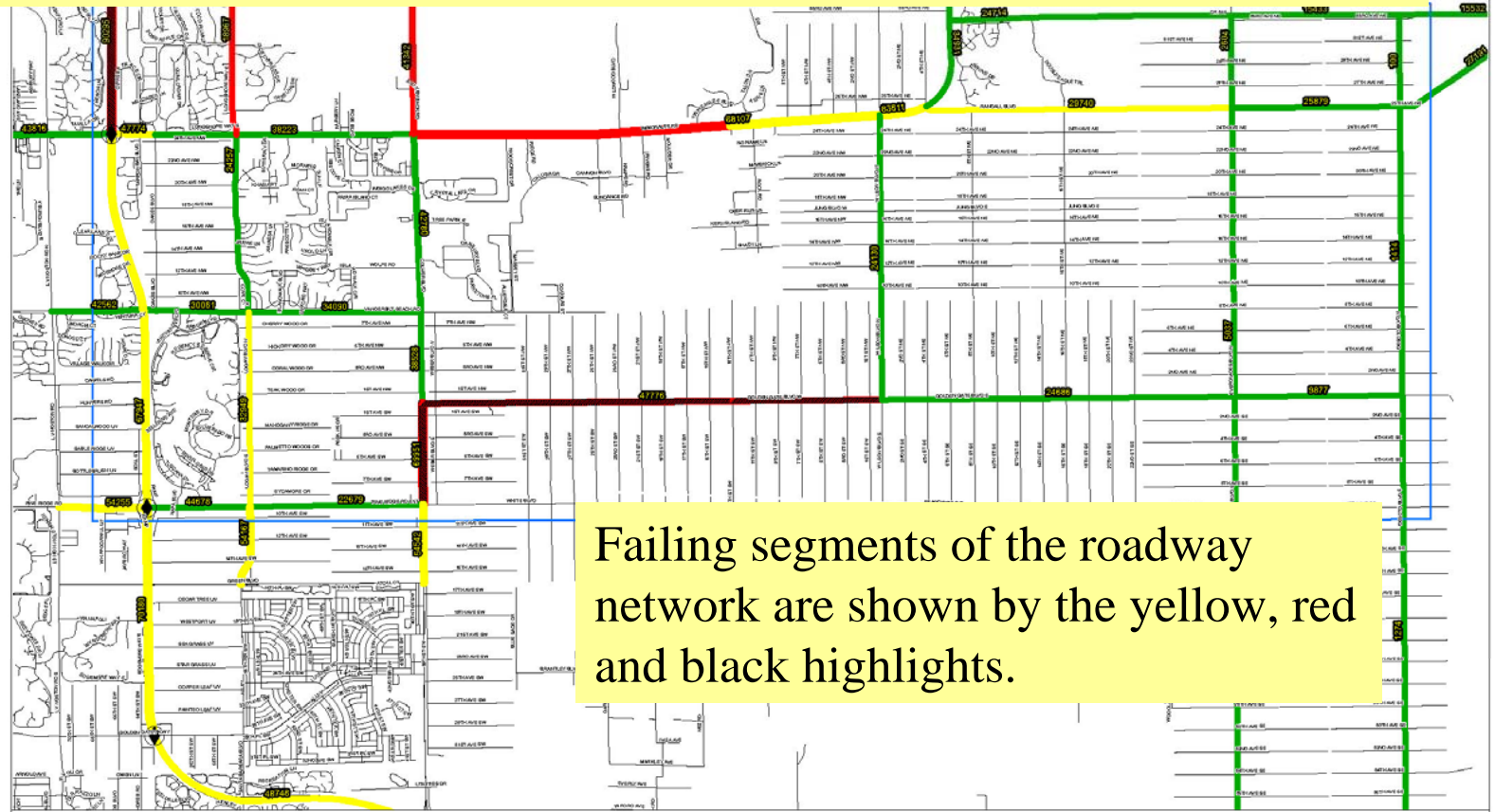
Most segments of the roadway network are sufficient as shown by the green highlights.

Note: Analysis assumes roadways currently under construction are complete





However, the Traffic Study shows that without a new corridor in this area by 2025, traffic demands will exceed capacity on both Immokalee Rd and Golden Gate Blvd.



Failing segments of the roadway network are shown by the yellow, red and black highlights.

No Build (Year 2025): Comparison of Annual Average Daily Traffic (AADT) and Volume to Capacity Ratio

Annual Average Daily Traffic

- 0 - 4,000
- 4,001 - 14,000
- 14,000 - 24,000
- > 24,000

Volume to Capacity Ratio

- 0.75 - 0.85
- 0.85 - 0.95
- 0.95 - 1.00
- > 1.00
- Traffic Capacity 95% of Capacity

Study Area

- County Boundary
- Municipalities
- Other Roadways
- AADT

Handerbilt Beach Road Extension Corridor Study

0 0.45 0.9 1.8 Miles



Initial data collection and traffic evaluations have determined that:



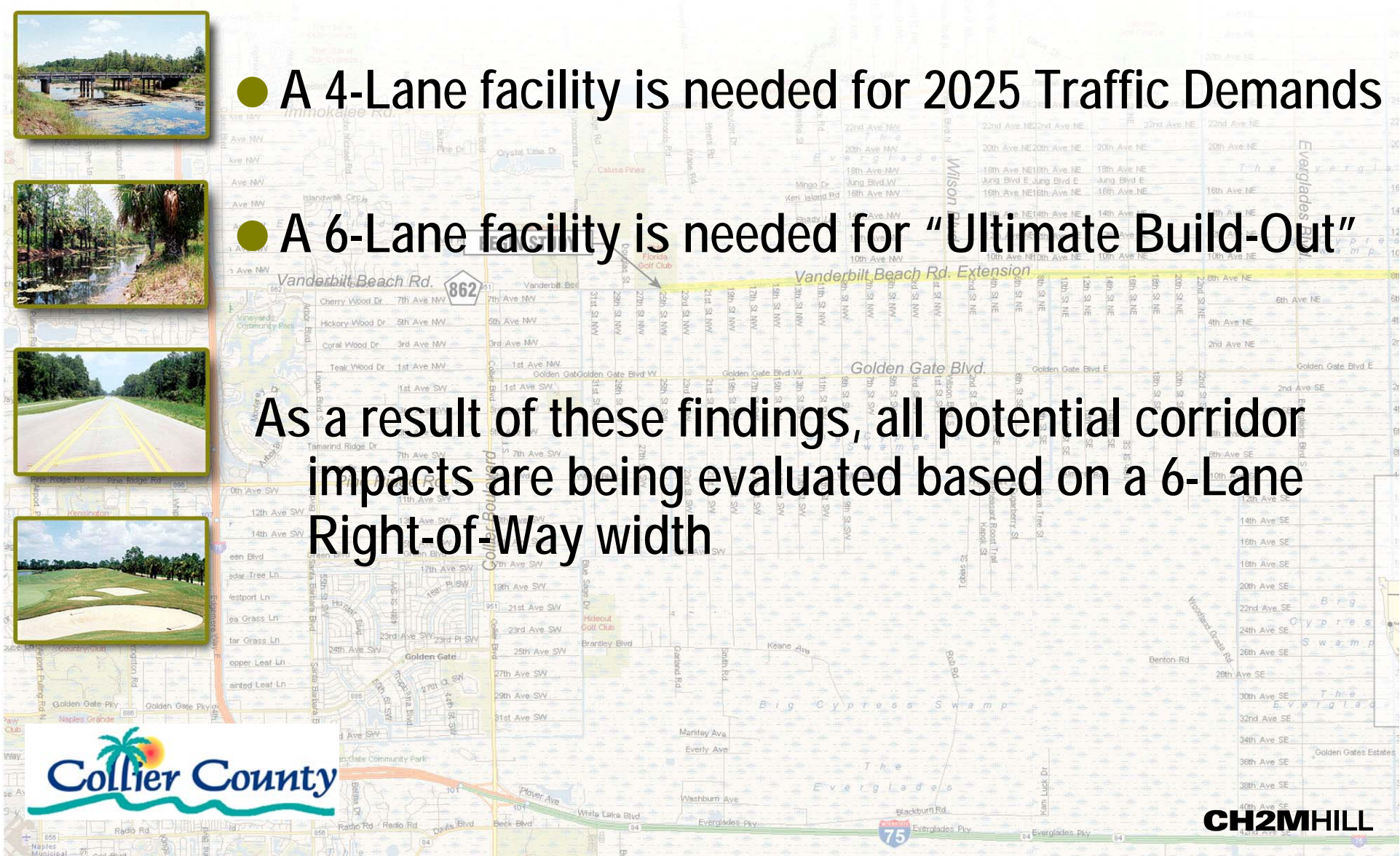
- A 4-Lane facility is needed for 2025 Traffic Demands



- A 6-Lane facility is needed for "Ultimate Build-Out"

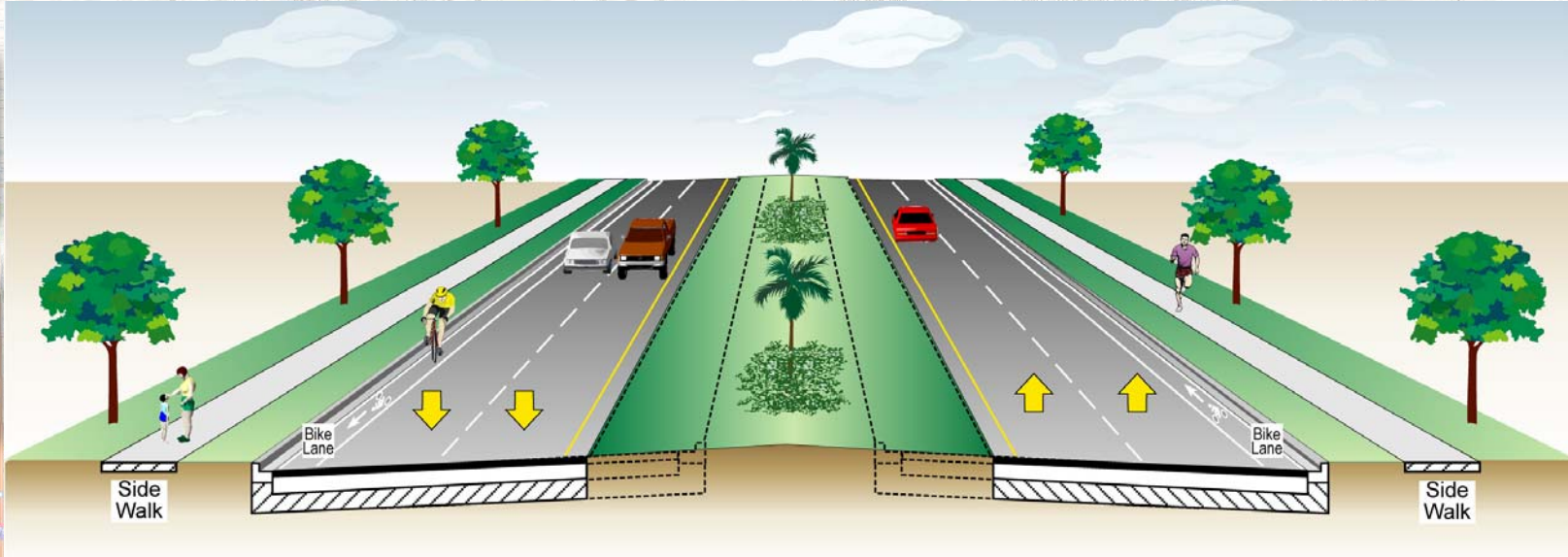


As a result of these findings, all potential corridor impacts are being evaluated based on a 6-Lane Right-of-Way width





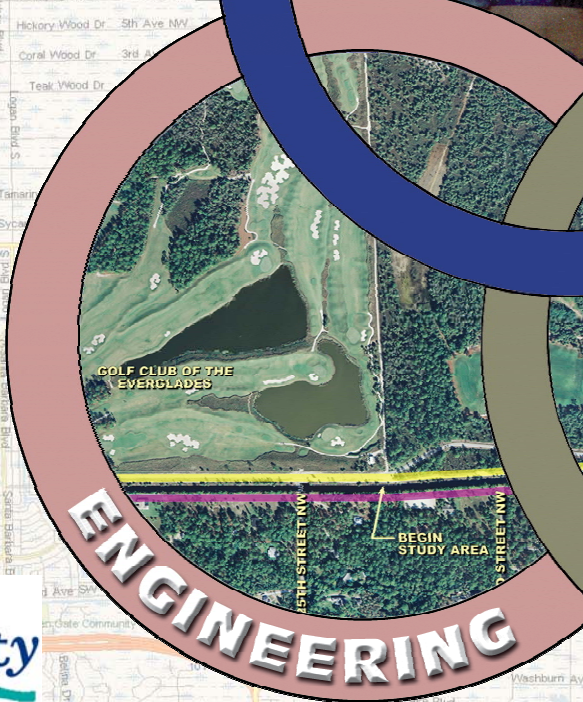
A Collier County Board Approved Typical Section for a 6-Lane Urban Arterial will be utilized



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



A corridor study must consider many aspects





The evaluation criteria must consider both the human and natural environment



Table 2. Evaluation Criteria & Ranking - PROPOSED



| Categories | Evaluation Criteria | Ranking Weight |
|------------------------------------|--|----------------|
| Human Environment | BUSINESS IMPACTS | |
| | Total number of business properties impacted (parcels) | 5.00% |
| | Total number of business displacements (units) | 5.00% |
| | Number of vacant/unimproved properties impacts | 5.00% |
| | RESIDENTIAL IMPACTS | |
| | Total number of residential properties impacted (parcels) | 10.00% |
| | Total number of residential displacements (units) | 15.00% |
| | COMMUNITY FACILITY IMPACTS | |
| | Total number of facilities impacted (parcels) | 5.00% |
| | Total number of community facility displacements (units) | 5.00% |
| CULTURAL & HISTORIC IMPACTS | CULTURAL & HISTORIC IMPACTS | |
| | Number of historic resources | 2.50% |
| | Archaeological site potential (low, medium, high) | 2.50% |
| | Number of public lands impacted | 2.50% |
| | RIGHT-OF-WAY IMPACTS | |
| | Total number of parcels impacted | 5.00% |
| Total area of ROW impacted (acres) | 5.00% | |
| Natural Environment | NATURAL ENVIRONMENT & PHYSICAL IMPACTS | |
| | Total area of wetland impacts (acres) | 5.00% |
| | Potential impacts to threatened & endangered species (low, medium, high) | 2.50% |
| | Base floodplain encroachment (acre-ft) | 2.50% |
| | Number of potentially contaminated sites impacted | 2.50% |
| Project Costs | PROJECT COSTS (in 2005 \$ Millions) | 10.00% |
| Transportation / Travel Service | Safety/Level of Service | 5.00% |
| | Number of Bridges | 5.00% |
| | | 100.00% |

Notes:

Estimated Impacts will be assessed for roadway and stormwater ponds.

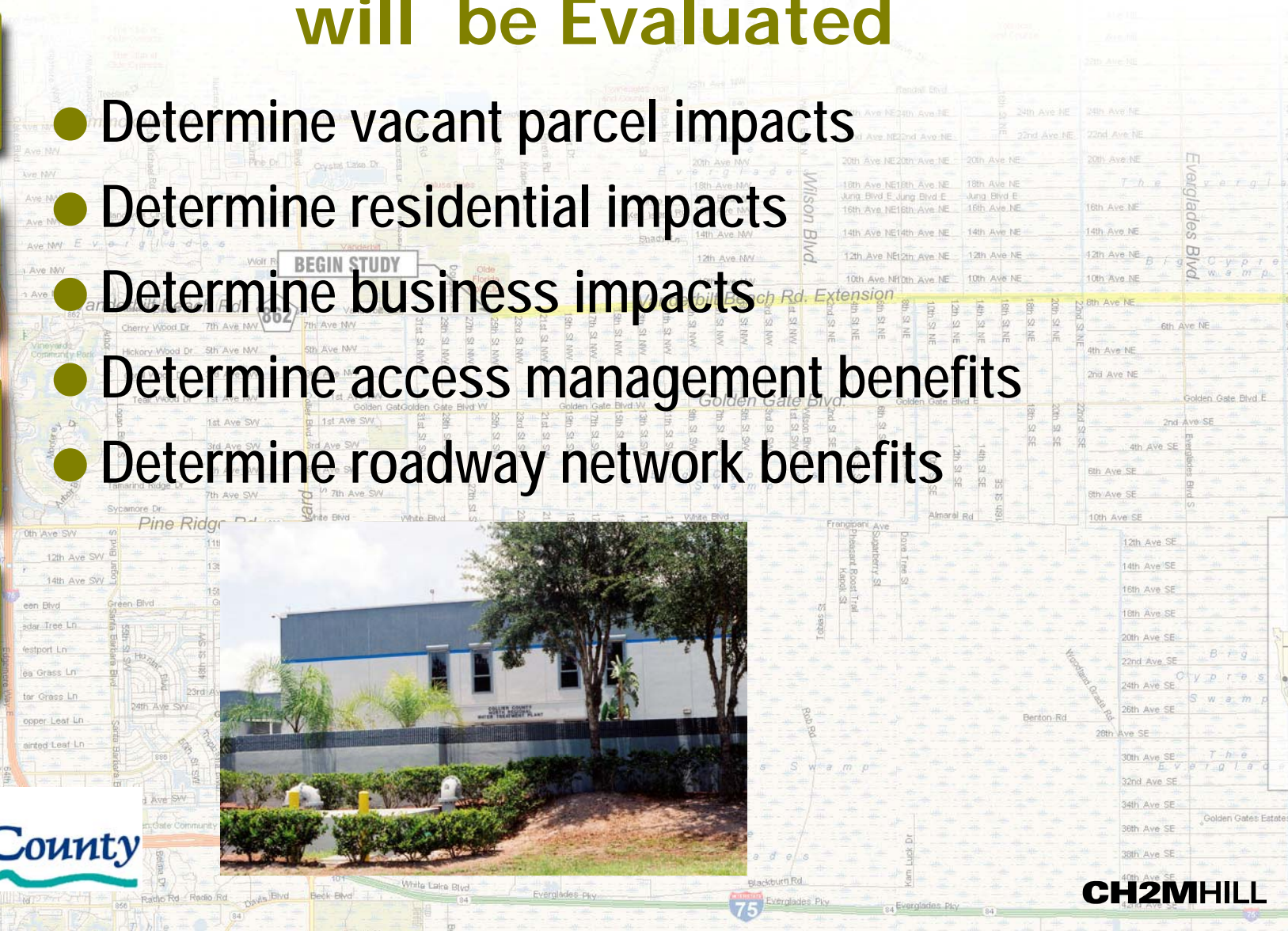




Right-of Way and Traffic Issues will be Evaluated



- Determine vacant parcel impacts
- Determine residential impacts
- Determine business impacts
- Determine access management benefits
- Determine roadway network benefits



Environmental Issues Will Be Evaluated

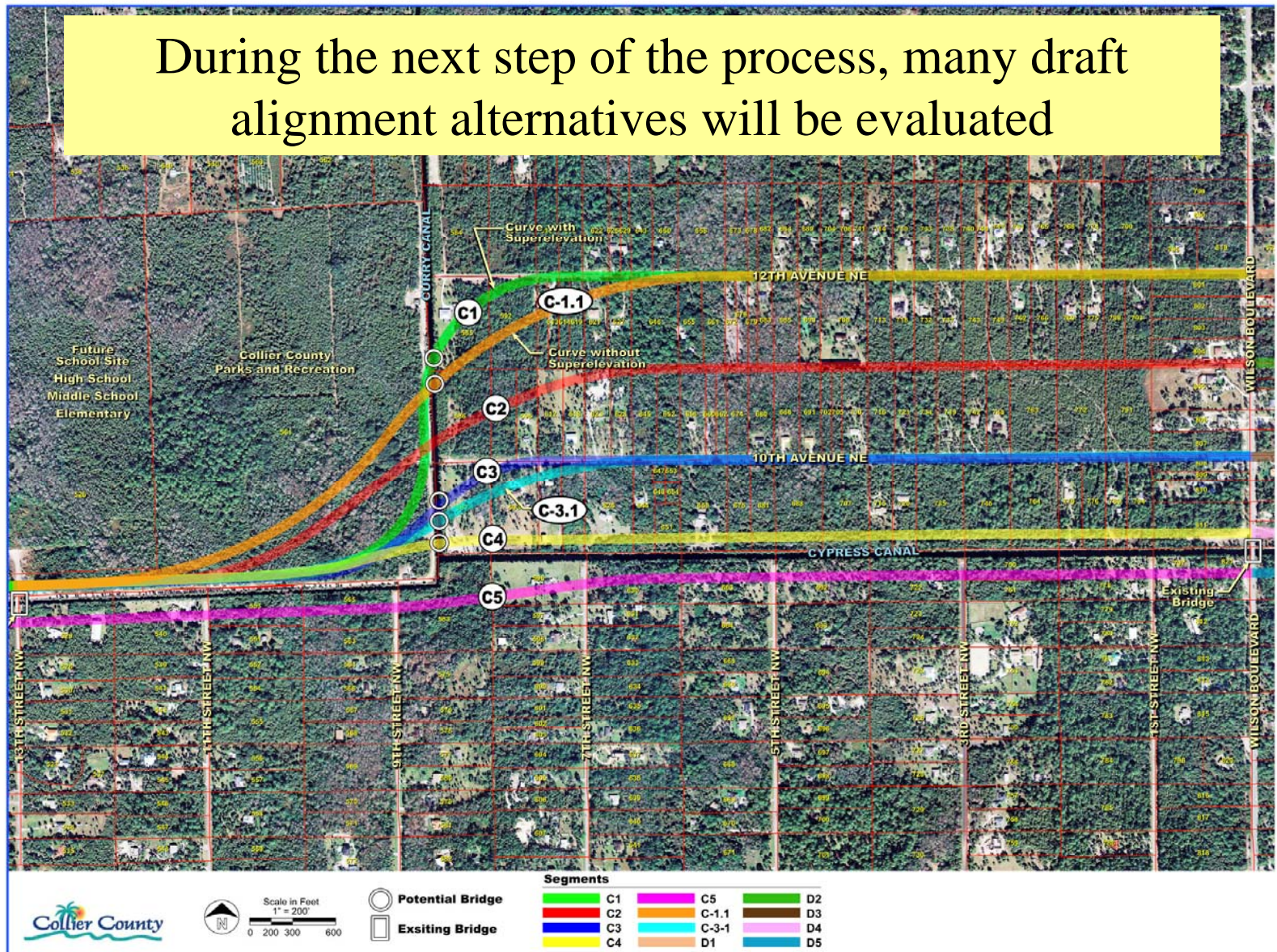


- Wetlands
- Uplands
- Surface Waters
- Protected Areas
- Wildlife Crossings
- Contamination
- Noise and Air Quality
- Threatened and Endangered Species





During the next step of the process, many draft alignment alternatives will be evaluated





Results of the analysis will be input into an evaluation matrix to determine overall feasibility

Table 4. Impact Evaluation Matrix Summary by Corridor

| Initial Alternative Corridor | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|--|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| Alignment Length (miles) | | | | | | | | | | | | | | | | |
| Categories | Evaluation Criteria | | | | | | | | | | | | | | | |
| Human Environment | BUSINESS IMPACTS | | | | | | | | | | | | | | | |
| | Total number of business properties impacted (parcels) | | | | | | | | | | | | | | | |
| | Total number of business displacements (units) | | | | | | | | | | | | | | | |
| | Number of vacant/unimproved properties impacts | | | | | | | | | | | | | | | |
| | RESIDENTIAL IMPACTS | | | | | | | | | | | | | | | |
| | Total number of residential properties impacted (parcels) | | | | | | | | | | | | | | | |
| | Total number of residential displacements (units) | | | | | | | | | | | | | | | |
| COMMUNITY FACILITY IMPACTS | | | | | | | | | | | | | | | | |
| Total number of facilities impacted (parcels) | | | | | | | | | | | | | | | | |
| Total number of community facility displacements (units) | | | | | | | | | | | | | | | | |
| CULTURAL & HISTORIC IMPACTS | | | | | | | | | | | | | | | | |
| Number of historic resources | | | | | | | | | | | | | | | | |
| Archaeological site potential (low, medium, high) | | | | | | | | | | | | | | | | |
| Number of public lands impacted | | | | | | | | | | | | | | | | |
| RIGHT-OF-WAY IMPACTS | | | | | | | | | | | | | | | | |
| Total number of parcels impacted | | | | | | | | | | | | | | | | |
| Total area of ROW impacted (acres) | | | | | | | | | | | | | | | | |
| Natural Environment | NATURAL ENVIRONMENT & PHYSICAL IMPACTS | | | | | | | | | | | | | | | |
| | Total area of wetland impacts (acres) | | | | | | | | | | | | | | | |
| | Potential impacts to threatened & endangered species (low, medium, high) | | | | | | | | | | | | | | | |
| | Base floodplain encroachment (acre-ft) | | | | | | | | | | | | | | | |
| Number of potentially contaminated sites impacted | | | | | | | | | | | | | | | | |
| Project Costs | PROJECT COSTS (in 2005 \$ Millions) | | | | | | | | | | | | | | | |
| Transportation / Travel Service | Safety/Level of Service | | | | | | | | | | | | | | | |
| | Number of Bridges | | | | | | | | | | | | | | | |

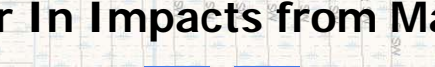




This Alternatives Evaluation Matrix will help facilitate the selection process

No. of Potential Alignments

Initial Alignments evaluated



Optimize Alignments

Alignments Refined based on public input and evaluation criteria

Factor In Impacts from Matrix

Feedback from Stakeholders

Preferred Alignment





Tentative Project Schedule:

- ✓ Data Collection - Complete
- ✓ Develop Draft Corridor Alternatives - Complete
- ✓ Public Workshop # 1 – Sept. 14, 2005
- Evaluate and Refine Alternatives – Sept. to Dec. 2005
- Public Workshop # 2 – Dec. 2005
- Determine Preferred Alternatives – Jan. 2006
- Complete Study Documents – Feb. to Mar. 2006
- Final Approval – April 2006

V

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The information in this presentation can be found in the many displays around the room

Project Team Members Will Be Happy To Answer Any Questions You May Have

Thank You For Coming!

Presentation Will Begin Again In 1 Minute

