

# U.S. 41 & S.R./C.R. 951 (Collier Boulevard) Intersection Capacity Improvements Project

FDOT Financial Project ID: 428147-1-58-01

Collier County Project No. 60116

## Alternatives Public Workshop

**Date:** Thursday, Oct. 7, 2010  
**Time:** 5 to 7 p.m.  
**Place:** Habitat for Humanity of Collier County  
 11145 Tamiami Trail East  
 Naples, Florida

An Alternatives Public Workshop is planned for the U.S. 41 and S.R./C.R. 951 (Collier Blvd.) Intersection Capacity Improvements Project on **Thursday, Oct. 7, 2010 from 5 to 7 p.m. at Habitat for Humanity of Collier County, 11145 Tamiami Trail East, Naples.** This workshop is your opportunity to provide input on three (3) alternatives. Together with your comments the design process will move forward to determine the most efficient intersection. The three alternatives being considered are:

- No-Build;
- FDOT PD&E Approved At-Grade Intersection Alternative; and a
- Grade Separated Overpass with Phase I Interim Modified PD&E At-Grade Intersection Alternative.

The workshop will be held in an informal, open house format to obtain input on the proposed alternatives. There will **not** be a formal presentation. All interested members of the public may attend at any time, from 5 to 7 p.m. to review project displays and to talk one-on-one with the project team members.

Citizens are encouraged to attend and to provide comments about the project. Comments will be gathered through Oct. 21, 2010. Comments may be sent to Community Liaison Connie Deane, Growth Management Division, 2885 S. Horseshoe Drive, Naples, FL 34104, e-mail [conniedeane@colliergov.net](mailto:conniedeane@colliergov.net) or via fax 239-252-2726 or by phone 239-252-8192.

One or more members of the Collier County Board of County Commissioners may attend.

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Community Liaison Connie Deane at least 72 hours prior to the meeting at 239-252-8192 or [conniedeane@colliergov.net](mailto:conniedeane@colliergov.net).

Below are the alternatives being reviewed.



**No-Build Alternative**

## No-Build Alternative

The No-Build alternative will remain a viable alternative throughout the duration of the PD&E Reevaluation study process. The No-Build alternative would involve leaving the existing roadway as it is, with only routine maintenance as required.

### The advantages include:

- No new construction, design, and right-of-way costs;
- No disruption to existing land uses due to construction activities;
- No disruption to traffic due to construction activities;
- No right-of-way acquisitions or relocations;
- Maintains access to all four quadrants of the intersection; and
- No disturbance to the natural environment.

### The disadvantages include:

- Increased roadway maintenance costs;
- Increase in traffic congestion and user costs associated with increased travel times;
- Increase in emergency vehicle response times;
- Postponement of the project may jeopardize its future economic feasibility due to the future escalation of construction and right-of-way costs;
- The roadway does not meet Collier County concurrency requirements;
- Level of service begins to deteriorate by year 2015;
- The skew in the roadway alignment on County Road 951 remains.

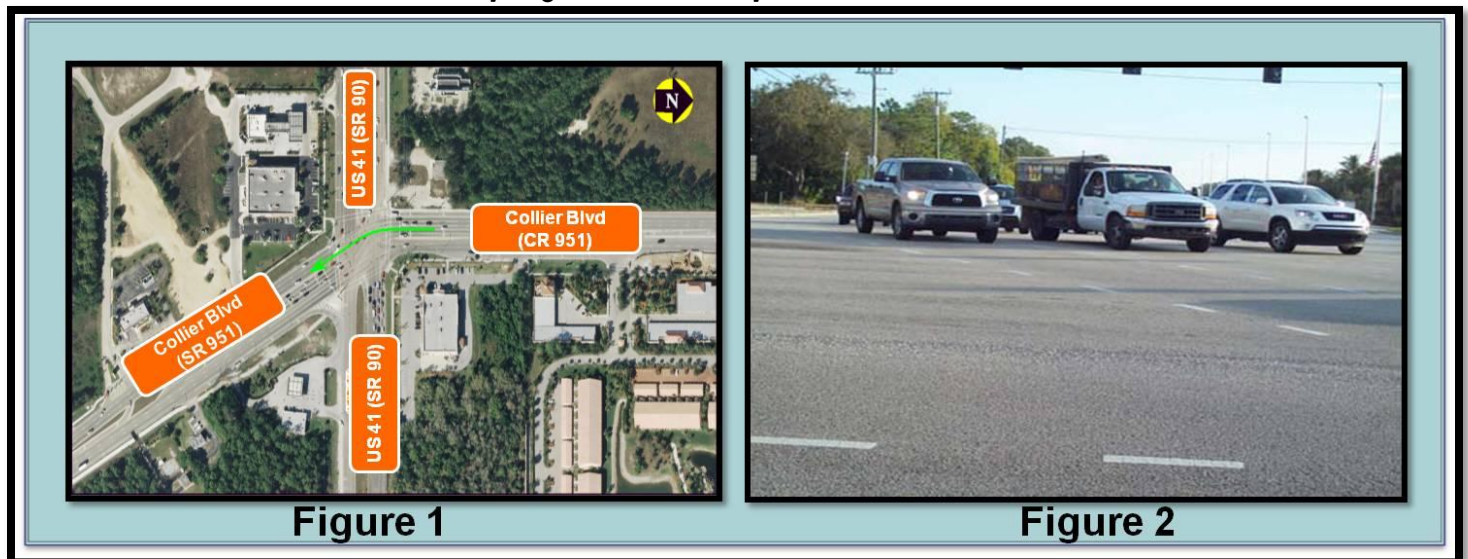


Figure 1

Figure 2

The southbound and northbound movements require drivers to proceed with caution through the intersection skew (See Figure 1). This approach has a skew that requires vehicles to adjust their travel path significantly (See Figure 2). This issue is aggravated by potential sight distance limitations due to a crest of the roadway through the intersection in the southbound direction. This intersection has a history of multiple sideswipe crashes particularly on this approach.

## Build Alternatives

The PD&E Approved At-Grade Alternative and the Phase I Modified PD&E At-Grade and Phase II Grade Separated Overpass Alternative are the Build Alternatives. There are advantages and disadvantages associated with the Build Alternatives.

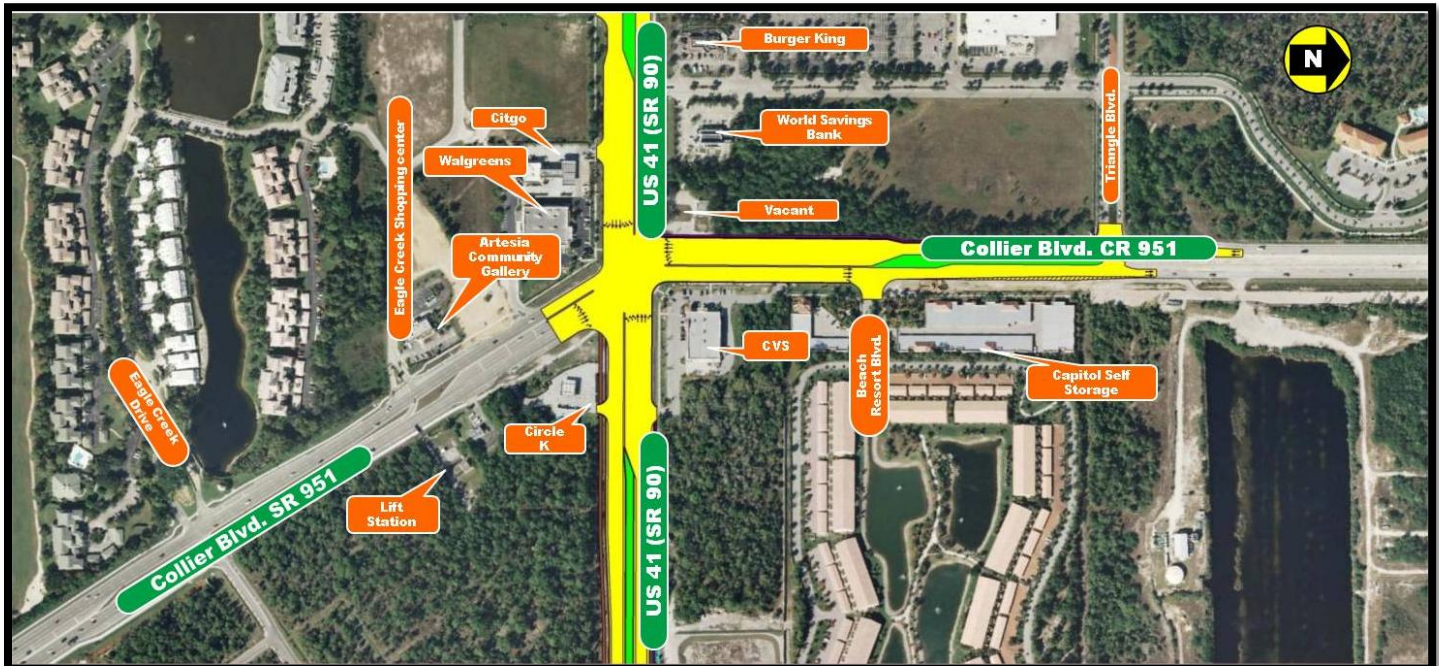
### The advantages include:

- Improved safety and operations;
- Maintains access to all four quadrants of intersection;
- Less traffic congestion on other roadways within the area due to the increased level of service
- Improved hurricane evacuation;
- Consistency with the local transportation plan and the local comprehensive plan;
- Provides bicycle and pedestrian features for the shared use path on U.S. 41;
- Improves mobility according to the Americans with Disability Act;
- Addresses land use changes and development impacts; and
- Improves water quality with stormwater ponds.



**The disadvantages include:**

- Design, right-of-way, and construction costs;
- Right-of-way acquisitions; and
- Temporary inconveniences to businesses and the traveling public, due to construction activities.



**FDOT PD&E Approved At-Grade Alternative**

With the PD&E Approved At-Grade alternative, the existing through lanes remain the same and the three left turn lanes are provided on all approaches. This is the alternative that was generated through the 2008 PD&E Study.

**The advantages specific to the PD&E Approved At-Grade alternative include:**

- Lowest cost improvement; and
- Less right-of-way needed.

**The disadvantages specific to the PD&E Approved At-Grade alternative include:**

- Does not address existing County Road 951 skew through the intersection; and
- The level of service of this improvement begins to deteriorate to level of service E by 2025.



**Interim Modified PD&E At-Grade Alternative**



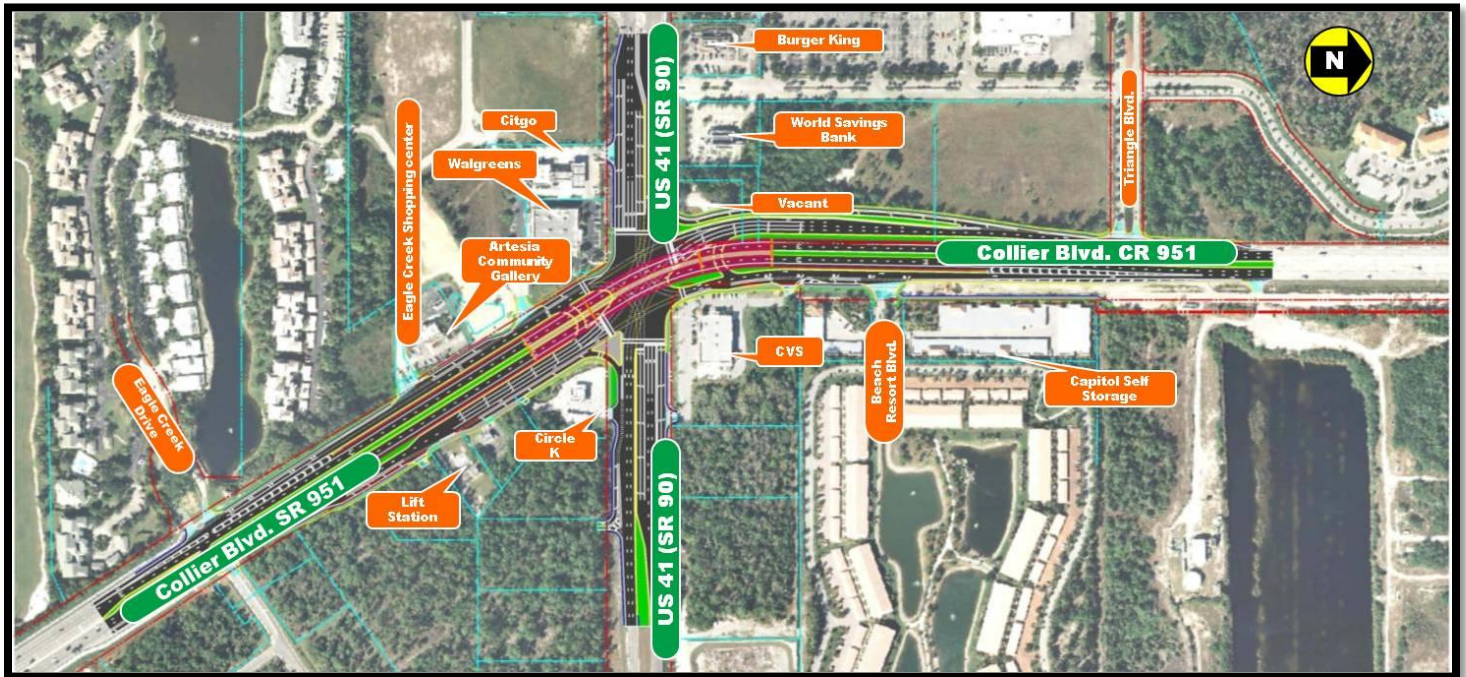
While the Grade Separated Overpass is the other Build alternative there is no funding available at this time to construct the overpass. The interim improvements of the Grade Separated Overpass is a Modified PD&E At-Grade improvement that is funded and would provide the right-of-way foot print for constructing the overpass when funding becomes available.

**Advantages specific to the interim Modified PD&E At-Grade alternative include:**

- Meets the 2025 traffic needs;
- Allows for the future construction of the overpass with minimal reconstruction costs;
- Improves skewed roadway alignment on C.R. 951; and
- Improves pedestrian and bicyclist features and provides for the shared use path on U.S. 41.

**The disadvantages specific to Modified PD&E At-Grade alternative include:**

- Increased design, right-of-way, and construction costs.



**Ultimate Grade Separated Overpass**

As mentioned, the Modified PD&E At-Grade alternative would be Phase I of a Grade Separated Overpass, County Road 951 over U.S. 41, an ultimate improvement that could be constructed in the future. A Grade Separated Overpass would greatly reduce traffic congestion and create better overall safety and efficiency for the transportation system. It also meets future development capacity requirements. Access to properties may be altered by the design of the overpass but opportunities can be found through vacant parcels to plan for optimum access.

**Funding**

In April 2009, the Board of County Commissioners and a group of developers entered into a Developer Contribution Agreement to help fund the design and construction of at-grade improvements. Design and construction funding for at-grade improvements is in Collier County’s adopted five year work program. FDOT has programmed \$8.5 million and the private developers contributions are \$8.5 million for the project.

**Next Steps**

After the workshop the comments will be gathered and evaluated. A preferred alternative will be selected and presented at a public hearing which is expected to be scheduled this spring (2011). After the public hearing the preferred alternative will be submitted to FDOT and the Federal Highway Administration for review and approval.

Comments can also be made through this Web site by selecting the comments tab at the top of the home page. [Click here to return to the home page.](#)