DRAFT COMMENTS AND COORDINATION REPORT

I-75 and State Road 951 (SR 951) Ultimate Interchange Improvements

Project Development and Environment (PD&E) Study

Collier County, Florida

Financial Project Number: 425843-2-22-01

Prepared for:



Florida Department of Transportation, District One 801 North Broadway Avenue Bartow FL 33830

January 2014

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1 Comments and Coordination Report Overview

A public involvement program has been developed and was carried out as an integral part of the Project Development and Environment (PD&E) Study process. The purpose of the program was to establish and maintain communication with the public and agencies concerned with the project and its potential impacts. To provide open communication and agency and public input early in the project process, as part of the Efficient Transportation Decision Making (ETDM) process, the Florida Department of Transportation (FDOT) provided an Advance Notification (AN) package to state, federal and local agencies and other interested parties on December 10, 2010. This package defined the project and its anticipated issues and/or impacts. This process is required pursuant to Presidential Executive Order 12372 and Gubernatorial Executive Order 95-359.

This report documents the public involvement activities accomplished throughout the PD&E Study. This report includes various correspondence received from coordination efforts with the public atlarge, local, state and federal agencies and other project stakeholders. This document also includes copies of notification materials, project newsletters, presentation handouts, sign-in sheets, comment forms, as well as additional supplementary materials developed as part of the public outreach process.

2 Study Goals

The overall goal of this PD&E study is to develop a preferred alternative concept satisfying the project purpose and need and minimizing social, economic, and environmental impacts, receiving community consensus and receiving Location Design Concept Acceptance (LDCA) from the Federal Highway Administration (FHWA).

3 Project Description

The I-75 interchange at SR 951 is located at the eastern edge of the Naples metropolitan urban area in Collier County, Florida, as illustrated in Figure 1. The I-75 at SR 951 Ultimate Interchange PD&E Study extends along Collier Boulevard between the intersections with Business Circle Couth and Magnolia Pond Drive, approximately 6,800 feet. The I-75 ramp tie-in locations were evaluated approximately 3,000 feet west and east of existing ramp fore areas. Figure 1 illustrates the project vicinity. Figure 2 illustrates the project location and termini.

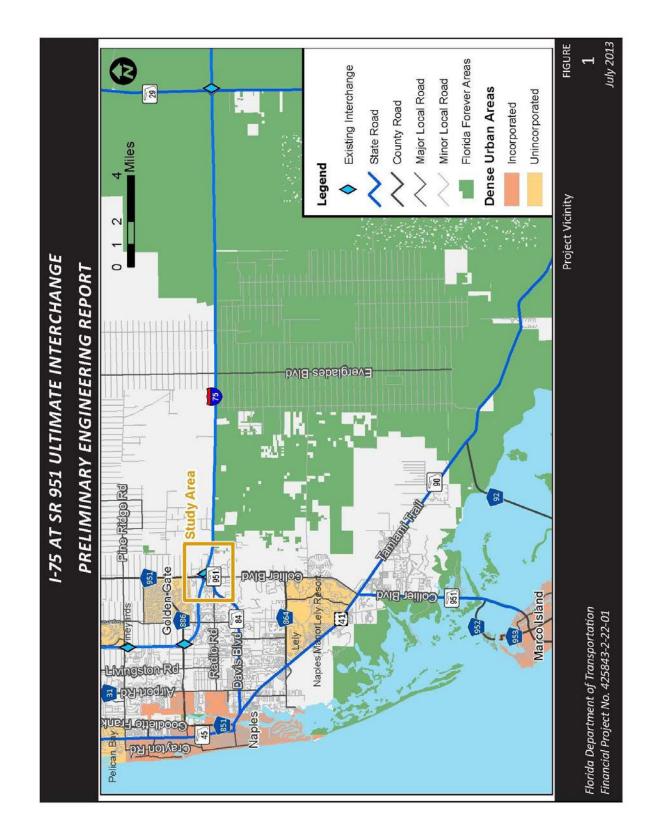


Figure 1: Project Vicinity

Figure 2: Project Location Map



Access to the greater Naples metropolitan area from I-75 and the Florida east coast is done via two arterials, Collier Boulevard (SR 951 and CR 951), and Davis Boulevard (SR 84). Collier Boulevard connects large residential centers north and south of I-75, such as Golden Gate unincorporated community and Marco Island. Davis Boulevard begins at US 41 near the heart of Naples, connecting commercial and industrial uses surrounding the Naples Municipal Airport to residential areas northeast of the interchange.

Interchange area traffic patterns indicate that Collier Boulevard travelers from locations south of I-75 have a strong desire to access the interstate and drive north. License plate surveys indicate a strong desire for southbound travelers on Davis Boulevard to drive north along Collier Boulevard to destinations in the northeast residential areas of the county. The multi-directional travel needs within the interchange area are increasing the traffic operation strain on the Collier Boulevard and Davis Boulevard intersection as well as the I-75 ramp terminal intersections. The purpose of this project is to enhance 2035 design year traffic operations by maintaining an acceptable level of service at the interchange ramp terminals and the Collier Boulevard and Davis Boulevard major intersection.

4 Public Involvement Program

A public involvement program (PIP) was developed and carried out as part of the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study. The PIP was developed in compliance with the "Project Development and Environment Manual," Section 339.155, Florida Statutes, Executive Orders 11990 and 11988 Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and 23 Code of Federal Regulations (CFR) 771.

The purpose of the PIP was to document the tools and techniques used to establish and maintain communication with the public at-large, local, state and federal agencies and other project stakeholders. As a result of the public involvement process, the project team was able to effectively build consensus among interested stakeholders. <u>A copy of the Public Involvement Program is provided in *Appendix A*.</u>

4.1 Public Outreach Overview

Public outreach was a key component of this study. Public outreach activities entailed providing information to and obtaining input from the public at-large, various stakeholders, private groups, and governmental agencies. The ability to build consensus among affected stakeholders and the public at large was vital to the successful outcome of this study. The overall goal of public outreach was to enable the results of the study to be reflective of the values and needs of the community at-large.

4.2 Outreach Techniques

The project team employed several outreach techniques geared towards reaching the affected public and the community at-large. Public outreach techniques included meetings with the Collier County Metropolitan Planning Organization (MPO), a project website (www.i75-951interchange.com), project newsletters, small group and agency meetings, mailings to local, state and federal agencies and property owners/tenants in the study area, distribution of flyers to local businesses, display of project materials at local public library, display advertisements in *Naples Daily News* and press releases to local media outlets.

4.3 Stakeholder Coordination

Stakeholder coordination was a critical component of the PD&E Study process. Throughout the project, the project team met with agency staff and various stakeholders. This included regular project coordination meetings and scheduled updates to various agencies promoting an open dialogue on key project issues. Key stakeholders identified prior to and throughout the study included:

Governmental Entities

- Collier Metropolitan Planning Organization (MPO)
- City of Naples
- Collier County
- Other ETAT Member Agencies

Neighborhoods / Residential Communities

- Forest Glen
- Cedar Hammock

- Sherwood
- Tuscan Isle
- Noah's Landing
- Madison Park
- The Sanctuary at Blue Heron
- Naples Heritage Golf & Country Club
- San Marino Apartments
- Naples Club Estates
- Naples Lake Country Club
- Verona Walk
- Colgate Commerce Center
- White Lake Corporate Park

Non-governmental Organizations

- Sierra Club- Calusa Group
- Collier County Audubon Society
- Nature Conservancy
- The Conservancy of Southwest Florida
- 1000 Friend of Florida
- Defenders of Wildlife

Other Parties

• Local business owners / operators

5 Efficient Transportation Decision Making

The FDOT initiated early agency involvement through the Efficient Transportation Decision Making (ETDM) Process. Florida uses this process to accomplish early agency participation in project decision making, efficient environmental review, and meaningful dispute resolution. The ETDM Process is used for major transportation capacity improvement projects, encompassing planning, environmental reviews, project development, and permitting phases.

The Advance Notification (AN) was distributed as part of the ETDM process (ETDM No. 13101). Members of the Environmental Technical Advisory Team (ETAT) submitted responses through the Environmental Screening Tool (EST) from January 19, 2011 to March 25, 2011. The ETAT is comprised of individuals from local, state and federal agencies who review the project purpose and need and seek to identify potential issues at the beginning of the study process. Comments were submitted electronically through the EST and are included in the Final Programming Screen Summary Report. Comments from agencies and responses from the ETDM coordinator are located in the ETAT Review and Other AN Comments Received sections of the Final Programming Screen Summary Report. This report published on June 30, 2011 is provided in Appendix B.

6 Local Government, Small Group and Agency Meetings

The following section provides a summary of small group and agency meetings held to inform the public and interested parties of project milestones. Copies of detailed summaries of these meetings are included in *Appendix C*. Miscellaneous correspondence with members of the public and individual agencies is provided in *Appendix D*.

- Agency Notification / November 21, 2011 As part of the agency project kickoff, the project team distributed an email providing an overview of the study and study area, description of the study goals, and contact information. More information about the project and the study process was provided in a newsletter attachment. Responses included requests for project updates and the review of a potential alternative.
- Agency Meeting / May 21, 2012 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC). The presentation provided an overview of the study and study process, an explanation of the project purpose and need, an explanation of the project alternatives, environmental evaluations, opportunities for public involvement, and contact information. A question was raised during the question and answer period concerning transit stops near the I-75 bridge.
- Agency Meeting / May 21, 2012 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Citizens Advisory Committee (CAC). The presentation provided an overview of the study and study process, an explanation of the project purpose and need, an explanation of the project alternatives, environmental evaluations, opportunities for public involvement, and contact information. A question was raised during the question and answer period concerning right turn restrictions on SR 84.
- Agency Meeting / May 28, 2012 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Pathways Advisory Committee (PAC). The presentation provided an

overview of the study and study process, an explanation of the project purpose and need, an explanation of the project alternatives, environmental evaluations, opportunities for public involvement, and contact information. No questions or comments were received during the question and answer period.

- Agency Meeting / June 8, 2012 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Board. The presentation provided an overview of the study and study process, an explanation of the project purpose and need, an explanation of the project alternatives, environmental evaluations, opportunities for public involvement, and contact information. Several questions were raised during the question and answer period, which Mr. Freeman answered and the Board was pleased to hear of the project starting.
- Agency Meeting / November 22, 2013 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Pathways Advisory Committee (PAC). The presentation was conducted to provide an overview of the project, engineering analysis, the preferred alternative, an evaluation summary, and to announce the public hearing being held at New Hope Ministries Center. Questions regarding public notification, project funding, and alternatives consideration were answered by Mr. Freeman.
- Agency Meeting / December 3, 2013 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC). The presentation was conducted to provide an overview of the project, engineering analysis, the preferred alternative, an evaluation summary, and to announce the public hearing being held at New Hope Ministries Center. Questions about transit stops, added signal, and cost estimates were addressed by Mr. Freeman during the presentation.
- Agency Meeting / December 3, 2013 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Citizens Advisory Committee (CAC). The presentation was conducted to provide an overview of the project, engineering analysis, the preferred alternative, an evaluation summary, and to announce the public hearing being held at New Hope Ministries Center. Questions about flyover decisions and costs estimates were answered by Mr. Freeman.
- Agency Meeting / December 13, 2013 As part of the agency project update meetings, the project team conducted an overview presentation for the Collier Metropolitan Planning Organization (MPO) Board. The presentation was conducted to provide an overview of the project, engineering analysis, the preferred alternative, an evaluation summary, and to announce the public hearing being held at New Hope Ministries Center. Questions about access and signage for the flyovers were discussed following the presentation.

7 Public Outreach

The following sections summarize the Alternatives Public Meeting and Public Hearing conducted during the I-75 and SR 951 Ultimate Interchange Improvements Project Development &

Environment (PD&E) Study process. Copies of detailed summaries of these meetings are included in *Appendix E* and *F*, respectively. Screenshots of the project website are provided in *Appendix G*.

7.1 Alternatives Public Meeting

The Alternatives Public Meeting was held on Thursday, October 25, 2012 at New Hope Ministries Center, Naples, Florida – from 5:00 pm to 7:00 pm. The meeting was conducted to present the interchange and intersection alternatives being evaluated and to obtain input from elected and appointed officials, property owners/ tenants, business owners/operators, and other interested parties.

The meeting was advertised through several methods, including:

- Direct mail notifications to approximately 200 property owners / tenants
- Notification letters and emails to approximately 70 state and local elected and appointed public officials and other agencies
- Display advertisement in the October 14th edition of the *Naples Daily News*
- Notification on the project website

The meeting was held from 5:00 pm to 7:00 pm and conducted in open house format. Throughout the meeting, FDOT staff and members of the study team were on hand to discuss the project and answer questions. Aerial display boards and other project-specific information were also on display for review.

A presentation was shown on a continuous loop and included content related to the topics listed below. Following the meeting, the presentation slides were posted to the project website to provide the public with access to this content.

- Project purpose and need
- Interchange Alternatives
- An intersection upgrade concept
- Roadway concepts
- On-going environmental evaluations
- An evaluation matrix
- Project schedule
- Contact Information

In attendance were approximately thirty-five (35) members of the public, along with one (1) elected official, Donna Fiala, Collier County Commissioner. Also in attendance were seven (7) FDOT staff, six (6) County staff, and five (5) members of the study team.

A comment form was developed to record written comments and questions. A total of eight (8) comment forms were received during the public comment period, which was open until Monday, November 5, 2012. All comments have been included in a detailed summary of this meeting in *Appendix E*. The following summarizes the substantive comments made at the public meeting.

Comment: Overall very concerned about intersection changes that impact multi-use pathways and bike lanes. Fewer intersections between pathway and ramp is preferable. Best option is to have pathway on east side of Collier Boulevard – Beck Boulevard vs. Davis Boulevard.

Response: Concerns have been noted and strong consideration will be given to bicycle and pedestrian safety during the study process.

Comment: Concern that there is no clear roadway into Naples. Wants to have 'feeder' road from I-75 directly onto SR 84, since SR 84 is only direct roadway into Naples. Questioning why downtown Naples is being by-passed.

Response: All existing connections to Collier Boulevard will remain, the study will focus on providing a second option for traffic going to and from northbound I-75 from Collier Boulevard to the south of SR 84. This decision for providing a second option is based on the count data showing the greatest portion of traffic exchanging with I-75 at the interchange associated with Collier Boulevard south of SR 84 toward Marco Island.

Comment: Prefers Alternative 1 due to future growth. Does not see the need for the extended ramp fly-overs SR 84. A better use of the funds would be to put in exit Everglades Boulevard and I-75 so that large group of vehicles from the Estates to enter I-75 there as opposed to traveling SR 951 to the Davis exit.

Response: In developing design traffic to support the study, we utilized the locally-adopted Long Range Transportation Plan. This includes the traffic influences of the Rattlesnake DRI and others contributing to future growth from the approved Growth Management Plan. The interchange concepts were developed to provide for an acceptable travel service in the 2035 design year.

Comment: Needs signage on Collier Boulevard directing to business off Davis Boulevard. Also, needs signage from McDonalds directing traffic to I-75.

Response: Concerns have been noted and signage on Collier Boulevard and Davis Boulevard will be considered.

Comment: Concerned that none of the options planned provide adequate access to Naples via SR 84. Retention of the 4-way signal at SR 84 and SR 951 will be a serious bottleneck to tourist traffic into and out of downtown Naples. Concern that Naples will seriously suffer in the future as a result of the current FDOT plan and would like to see a by-pass for I-75 traffic onto SR 84.

Response: The traffic evaluation that was developed for this project included taking a closer look at the origin / destination characteristics of traffic flow through the study area during the peak season. The results show that approximately 20% of the total traffic exiting I-75 at the Collier Boulevard

interchange is coming to and from SR 84. The majority of the demand for I-75 is along Collier Boulevard south of SR 84, supporting the proposed flyover alternative.

Comment: White Lake Boulevard will be built to a 4 or 6-lane highway. There are future quarries / landfills so future truck traffic will be heavy. Suggests that White Lake Boulevard connects to westbound off-ramp so that westbound I-75 can merge onto I-75 and avoid the stop lights and traffic on SR 951.

Comment: Alternative 3 bike / ped traffic should flow with vehicle traffic through the DDI.

Comment: Concern that the White Lake Blvd. / City Gate Blvd. intersection will fail in the near future due to future development and existing industrial / commercial businesses. As a result, this would require a long light sequence and will negatively impact the performance of the future interchange. There has also been discussion of a possible over-pass to the east that will increase traffic on Beck Blvd. He suggests connecting westbound White Lake Blvd. on the I-75 westbound off-ramp to allow traffic to merge onto Collier Blvd. north or take the on-ramps for northbound I-75.

Response: Unfortunately, current design guidelines do not allow for a separate facility like White Lake Boulevard to be connected to the I-75 off-ramp for Collier Boulevard. Your concerns will be shared with Collier County. Future effects from the roadways, adjacent land uses and planned development within the study area have been accounted for in the development of the proposed design concepts. Based on public and agency input, FDOT does not anticipate moving forward with alternative 3. The locally-preferred alternative (alternative 1) provides a physically-separated multi-use path on the west side of Collier Boulevard. Based on public and agency input, FDOT does not anticipate moving forward with alternative 3. The locally-preferred alternative 3. The locally-preferred alternative 1) provides a physically-separated multi-use path on the west side of Collier Boulevard. Based on public and agency input, FDOT does not anticipate moving forward with alternative 3. The locally-preferred alternative 1) provides a physically-separated multi-use path on the west side of Collier Boulevard. Based on public and agency input, FDOT does not anticipate moving forward with alternative 3. The locally-preferred alternative (alternative 1) provides a physically-separated multi-use path on the west side of Collier Boulevard.

7.2 Public Hearing

The Public Hearing was held on Tuesday, December 10, 2013 at New Hope Ministries Center, Naples, Florida – from 5:00 pm to 7:00 pm. The meeting was conducted to present the proposed improvements to the I-75 and SR 951 interchange, to present the results of the environmental studies for the proposed improvements, to allow interested citizens and public officials the opportunity to present information or comment on the proposed improvements, and to develop a record of public views and participation.

An open house session began at 5:00 pm during which project team members were available to interact with the public and answer questions. The open house session was followed by a formal hearing presentation beginning at approximately 6:00 pm, and included content related to the topics listed below:

• An overview of the project including an explanation of the limits and why the project is needed

- Details of the preferred alternative
- No-build alternative advantages and disadvantages
- Environmental and socioeconomic effects concerning the preferred alternative
- Estimated project costs
- Next steps and comment instructions
- Compliance details

Following the formal hearing presentation, at approximately 6:30 pm, there was a fifteen (15) minute intermission. During the intermission, members of the study team were on hand to discuss the project and answer additional questions. The intermission also gave attendees a chance to fill out speaker cards and comment forms.

Public testimony at the microphone began at approximately 6:45 pm. A total of one (1) speaker gave his public testimony at the microphone. The Court Reporter documented this testimony for the public hearing record.

In attendance were approximately thirty-four (34) members of the public, four (4) FDOT staff, and five (5) members of the study team.

A comment form was developed to record written comments and questions. A total of three (3) written comments were received during the public comment period, which was open until Friday, December 20, 2013.

The Public Hearing transcript and summary are provided in *Appendix F*. The following summarizes the substantive comments made at the public hearing.

Speaker Comment: Very concerned with the bike trail connectivity near the project area. Would like to see paths extended north on 951.

Response: The preferred alternative shows a continuous multi-use pathway planned along the west side of SR 951. Bike lanes are currently present along SR 951 northbound and southbound, which are planned to remain in the preferred alternative.

Written Comment: Concerned with the proposed location of the noise barrier. Current plans show the proposed wall stopping about 200 feet short of his property, thus not providing barrier for the noise. The property is not currently developed, making it not a noise sensitive site at this time.

Response: Noise study evaluation conducted during this PD&E study determined that a noise barrier is potentially feasible and cost reasonable along the I-75 southbound exit ramp. Further evaluation of potential noise barriers, and their locations, will occur during the design phase of this project.

Written Comment: Requesting information for 1.5 acre of land within project study area.

Response: Materials were provided as a response.

Written Comment: Concerned with the proposed noise barrier and noise protection of his property

Response: Noise study evaluation conducted during this PD&E study determined that a noise barrier is potentially feasible and cost reasonable along the I-75 southbound exit ramp. Further evaluation of potential noise barriers, and their locations, will occur during the design phase of this project. The property is currently not developed, making it not a noise sensitive site at this time.

8 Media Coverage

There were several articles related to the project published throughout the PD&E Study. Copies of the project-related newspaper articles are included in *Appendix H*.

APPENDIX A: Public Involvement Program

PUBLIC INVOLVEMENT PROGRAM

Interstate 75 and State Road 951 Ultimate Interchange Improvements

Project Development and Environment (PD&E) Study

Collier County, Florida

Financial Project Number: 425843-2-22-01 Federal Aid Project Number: Not yet assigned

Prepared for:



Florida Department of Transportation, District 1 801 N. Broadway Avenue Bartow, FL 33831

In accordance with Part 1, Chapter 11 of the Project Development and Environment Manual this Public Involvement Program is submitted to the District Environmental Management Office (DEMO) Engineer for review and approval.

Submitted:

thall. Freena John R. Freeman, Jr. P.E., PTOE

Project Manager Kittelson and Associates, Inc.

Approved: < anos Marlon Bizerra, P.E.

District Environmental Manager FDOT, District One

Date:

Date:

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PUBLIC INVOLVEMENT PROGRAM

This program has been developed in compliance with the Florida Department of Transportation (FDOT) *Project Development and Environment (PD&E) Manual, Part 1 Chapter 11* and Section 339.115, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA) and 23 Code of Federal Regulations 771.

The purpose of this Public Involvement Program (PIP) is to guide the public involvement activities that will take place during the Interstate 75 and State Road 951 Ultimate Interchange Improvements PD&E Study. The PIP will be updated and amended throughout the project development process. The information contained herein indicates the general approach to public involvement and documents the contact persons, media outlets, agencies and project stakeholders, and the means used to involve them in the process. The study team will incorporate the information collected during the development of the program to serve as a framework to help guide this PD&E study.

I. Description of Proposed Improvement

Financial Project Number	425843-2-22-01	
Federal Aid Project Number	To be determined	
Project Limits:	From Davis Boulevard / State Road 84 to North of the I-75 / SR 951 Interchange	
County/State:	Collier County, Florida	
Proposed Activity:	Project Development and Environment (PD&E) Study	
Class of Action:	To be determined	
Project Contact Information:		

John R. Freeman, Jr., P.E., PTOE Kittelson and Associates, Inc. 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407-540-0555 Aaron Kaster FDOT, District 1 801 N. Broadway Avenue Bartow, FL 33831 863-519-2495

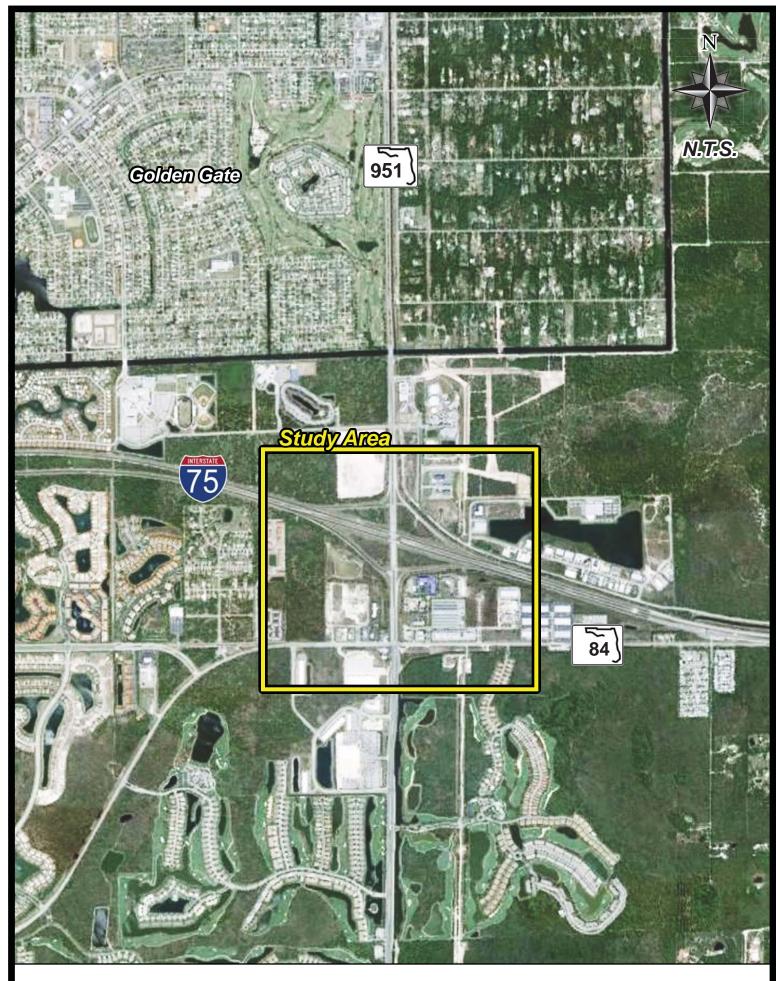
II. Project Description & Background

The objective of this project is to enhance operational capacity and overall traffic operations at the I-75 and Collier Boulevard/SR 951 interchange in Collier County. In its current capacity, I-75 is a 4-lane limited access expressway when crossing Collier Boulevard/SR 951. Collier Boulevard/SR 951, from Davis Boulevard/SR 84 to I-75, is a 4-lane divided urban arterial. This PD&E Study is to determine the interchange improvements to provide the ultimate interchange configuration at the junction of I-75 and SR 951 and incorporates the ultimate intersection/interchange at SR 84 and SR 951. It is intended that the study will complement and support roadway capacity improvements to Collier/SR 951 Boulevard and Davis/SR 84 Boulevard that are currently ongoing.

The limits of the project will extend along I-75 from 3000 feet west and 1500 feet east of the current ramp terminals at Collier Boulevard/SR 951, 1500 feet north of the ramp terminals along Collier Boulevard/SR 951, 1500 feet west and east of the Davis Boulevard/SR 84 at Collier Boulevard/SR 951 intersection along Davis Boulevard/SR 84, and 3000 feet south of the intersection along Collier Boulevard/SR 951.

III. Project Goals

The overall goal of this Study is to develop a locally preferred alternative concept that satisfies the project purpose and need and minimizes social, economic and environmental impacts, receives community consensus and receives Location Design Concept Acceptance from the Federal Highway Administration (FHWA). The remaining sections of this Public Involvement Program outline the strategies and techniques that will be utilized over the course of the project.



PROJECT LOCATION MAP

IV.Identification of Agencies & Affected Public

The following local, regional, state and federal agencies and other project stakeholders have been identified and will be contacted directly by the study team. Many of the stakeholders listed below were notified at the beginning of the project in accordance with the PD&E Manual, Part 1, Chapter 3, Advance Notification. Other agencies and members of the public will be identified, documented and contacted as identified throughout the study.

Federal

- Federal Highway Administration (FHWA)
- Federal Emergency Management Agency (FEMA)
- US Environmental Protection Agency (USEPA)
- US Army Corps of Engineers (ACOE)
- US Department of Interior US Fish and Wildlife Service (USFWS)
- US Department of Interior National Park Service (NPS)
- US Department of Interior US Geological Survey (USGS)
- US Forestry Service
- US Department of Commerce National Oceanic and Atmospheric Administration (NOAA)
- US Department of Interior Bureau of Indian Affairs
- US Department of Land Management Regional Office
- US Department of Health and Human Services (HHS)

State

- Florida Department of Environmental Protection (FDEP)
- Florida Department of State, State Historic Preservation Office (SHPO)
- Florida Fish and Wildlife Conservation Commission (FFWCC)

Regional

- South Florida Water Management District (SFWMD)
- Southwest Florida Regional Planning Council (SWFRPC)
- Collier Metropolitan Planning Organization (MPO)
- FDOT Southwest Area Office

Local

- Collier County Planning Department
- Collier County Public Works
- Collier County Transportation Engineering & Construction Management
- Collier County Parks and Recreation
- Collier County Community Development
- Collier County Engineering Department
- Collier County Sheriff's Office
- Collier County Fire-Rescue
- Collier Area Transit (CAT)
- Great Naples Chamber of Commerce
- Naples City Council & Department Managers

Native American Tribes

- Miccosukee Tribe of Indians
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians of Alabama
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida
- Mississippi Band of Choctaw Indians

Elected and Appointed Officials

Governor Rick Scott

United States Senate:

Senator Marco Rubio Senator Bill Nelson

United States House of Representatives:

Congressman Connie Mack	District 14
Congressman David Rivera	District 25

Florida State Senate:

Senator Garrett Richter	District 37
Senator Larcenia J. Bullard	District 39

Florida State House of Representatives:

Representative Kathleen C. Passidomo	District 76
Representative Matt Hudson	District 101
Representative Jeanette M. Nuñez	District 112

Collier County:

District 1
District 2
District 3
District 4
District 5

Local Stakeholders/Property Owners

- Forest Glen
- Cedar Hammock •
- Sherwood •
- Tuscan Isle •
- Noah's Landing •
- Madison Park •
- The Sanctuary at Blue Heron •
- Naples Heritage Golf & Country Club •
- San Marino Apartments •
- Naples Club Estates •
- Naples Lakes Country Club •
- Verona Walk •
- Colgate Commerce Center •
- White Lake Corporate Park •
- Business owners / operators •

Environmental Organizations

- Sierra Club Calusa Group
- Collier County Audubon Society
- Nature Conservancy
- The Conservancy of Southwest Florida

V. Public Notification and Outreach Methods

The following outreach methods will be employed to notify the public of the proposed transportation improvements and to solicit public input into the project development process.

- Invitational and informational letters general public & local stakeholders
- News releases
- Public notifications display and/or legal advertisements
- Project newsletters
- Direct mail list general public & local stakeholders
- Project website

The following individuals will be contacted throughout the project development process:

- Those whose property lies, at minimum, within one quarter mile from the interchange, as well as others who may be impacted by the project. This list will be generated using the County's GIS or Property Appraiser's Data. Additionally, the study team will conduct additional outreach with individuals, homeowner's associations and neighborhood groups from multi-family residential or other communities, as necessary.
- Local elected and appointed public officials and individuals who have been identified or request to be placed on the mailing list for this project
- Public and private groups, organizations, agencies and businesses that have been identified or request to be placed on the mailing list for this project

Public Information Meeting

One (1) Alternatives Public Meeting will be conducted to present the project and the conceptual project alternatives being considered, and to obtain comments from members of the public, project stakeholders and state and local agencies. The meeting is tentatively scheduled for March 2012.

Public Hearing

A formal public hearing, as required by Federal Regulations and State Law, will be held once a locally preferred alterative is identified and the appropriate agency approvals have been granted. The Hearing is tentatively scheduled for fall 2012.

Project Newsletters

A project newsletter will be prepared and published to facilitate communication with project stakeholders including the public at large, elected and appointed officials and other interested parties. This newsletter will provide information about the study process, study schedule, public involvement opportunities and other project-specific information. It is estimated that five (5) editions of the project newsletter will be created and distributed throughout the study.

Project Website

The study team will develop and host a project website for public and agency use. This website will provide notification of upcoming events, access to study related materials and other information including presentation materials, project updates, and contact information. The website will serve as a "central hub" for those involved in the study process. Additionally, the website may be linked to agency sites including FDOT, Collier County and the Collier MPO.

Newspapers

Print media will be an essential part of the Public Involvement Program. The local newspapers that will be vital in communication and notification efforts are identified below:

Naples Daily News 1100 Immokalee Road Naples, FL 34110 239-262-3161 *Nuevos Ecos* 11983 Tamiami Trail Naples, FL 34110 239-598-9313

News releases will be distributed to the newspaper listed above as well as to the following radio and television stations.

<u>Radio</u>

WGCU Public Media	WFSX – WINK - WNOG
10501 FGCU Blvd. South	2824 Palm Beach Blvd.
Fort Myers, FL 33965	Fort Myers, FL 33916
239-590-2366	239-334-1111
WSGL	Radio Fiesta – WAFZ
10915 K-Nine Drive	530 East Alverdez Ave
Bonita Springs, FL 34135	Clewiston, Florida 33440
239-495-8383	863-902-0995

Television

WBBH-TV (NBC)	WZVN-TV (ABC)	
3719 Central Avenue	3719 Central Avenue	
Fort Myers, FL 33901	Fort Myers, FL 33901	
(239) 939-2020	(239) 939-2020	
WINK (CBS)	WFTX-TV (FOX)	
2824 Palm Beach Blvd.	621 S.W. Pine Island Rd.	
Fort Myers FL 33916	Cape Coral, FL 33991	
239-344-5000	239-574-3636	

Bilingual Outreach

It should be noted that the study team has bilingual staff available to serve members of the non-English speaking community. In addition to newspaper ads and press releases, study-related information, including newsletters and handouts will be available in other languages, if requested.

VI.Coordination with Collier County

Copies of aerial maps depicting preliminary design concepts, along with draft copies of engineering and environmental study documentation, will be furnished to the County staff. Updated information will also be forwarded to the County prior to the Public Meeting and Public Hearing.

VII. Public & Agency Meetings

The following events will be held to involve the public and interested agencies in the project development process and to inform interested parties of the project's status:

Unscheduled Public and Agency Meetings

In addition to the scheduled public meetings, it is estimated that there will be twelve (12) unscheduled meetings with the public, elected and appointed officials, public agencies, or civic groups. The purpose of these meetings will be to apprise the attendees of the project status, specific present the design concepts, and to receive input and answer questions. It should be noted that the study team has estimated six (6) meetings for presentations to the Collier County Board of County Commissioners and Collier MPO and six (6) meetings with the public.

Elected Officials/Agency Kick-off Coordination

At the beginning of the project, the study team will develop an introductory letter providing elected /appointed officials and agency staff with the initial project newsletter providing a brief description of the project and its history, an explanation of the study process, and other project-specific information.

Alternatives Public Meeting

As previously mentioned, an Alternatives Public Meeting will be conducted to present the alternatives under development. All alternatives considered will be discussed and presented in detail and reasons for elimination of any alternatives analyzed will be presented. The meeting will include a multi-media presentation along with graphical representations of developed alternatives.

PUBLIC ADVERTISEMENT: A display advertisement will appear in the *Naples Daily News* (at least 21 days and no more than 30 days) prior to the Public Meeting. All advertisements to local newspapers will be sent via e-mail or by registered mail, return receipt requested. An announcement of the Public Meeting will be published in the *Florida Administrative Weekly* at least 21 days prior to the Public Meeting. Additionally, an advertisement will be published in *Nuevos Ecos*, the local Spanish language newspaper.

MEETING PREPARATION: An audio/visual presentation, printed graphics and handouts will be prepared to supplement the presentation. Meeting coordination, including location arrangements, equipment supply, set up of outdoor signs, tables, chairs and other equipment, preparation of letters, handouts and presentation materials will be the responsibility of the study team.

LETTER OF INVITATION: Letters will be mailed to all property owners as required by Section 339.155, FS. Local elected and appointed government officials and other agency staff will be notified via email of the upcoming Public Meeting. Notices also will be hand-delivered to residences and businesses as deemed necessary by the FDOT (optional).

VIII. Public Meeting Follow-Up

The following procedures will occur after the Public Meeting:

RESPONSES TO QUESTIONS AND COMMENTS: Questions and comments received from the public, but not answered at the meeting will be addressed after the meeting. The study team will prepare all letters of response for review and concurrence by the Department prior to being mailed to the person(s) or group(s) who posed the question or comment. A copy of all responses will be included in the project files.

IX. Public Hearing

In compliance with the FDOT Project Development and Environment Manual, 23 CFR 771 and Section 339.155, F.S., a Public Hearing will be held to present the results of study at an appropriate facility convenient to the study area.

The hearing will also provide a forum for public input and allow the public to ask questions or voice concerns. The recommended alternative will be described in detail and evaluated and compared in contrast to the previous alternatives. The hearing will include a multi-media presentation along with corresponding graphical representations of the locally preferred alternative.

PUBLIC ADVERTISEMENT: A legal display advertisement will appear in the *Naples Daily News* twice (at least 21 days prior and again 5-7 days) prior to the Public Hearing. All advertisements to local newspapers will be sent via e-mail or by registered mail, return receipt requested. An announcement of the Public Hearing will be published in the *Florida Administrative Weekly* at least 21 days prior to the Public Hearing. Additionally, an advertisement will be published in *Nuevos Ecos*.

HEARING PREPARATION: An audio/visual presentation, printed graphics and handouts will be prepared to supplement the Public Hearing presentation. Meeting coordination, including location arrangements, equipment supply, set up of outdoor signs, tables, chairs and other equipment, preparation of letters, handouts and presentation materials will be the responsibility of the study team.

LETTER OF INVITATION: Letters will be mailed to all property owners as required by Section 339.155, FS. Local elected and appointed government officials and other agency staff will be notified via email of the upcoming Public Hearing. Notices also will be hand-delivered to residences and businesses as deemed necessary by the FDOT (optional).

PUBLIC ADVERTISEMENT AND INVITATION: Letters will be sent to all property owners as required by Section 339.155, F.S., appropriate agencies and to local government officials to notify them of the Public Hearing.

DOCUMENTS FOR PUBLIC REVIEW: Environmental and engineering reports will be available for public review at least 21 calendar days prior to the public hearing date.

LOCATIONS OF DOUCMENTS FOR PUBLIC REVIEW: Public notice will be provided in the Public Hearing advertisement and by mailed invitational letters as to where the study documents are located for public review. Documents to be provided include the Project Development Summary Report and any documents that provide documentation for the alternatives analysis. Suggested public review sites include either:

> **Collier County Government Offices** 3299 Tamiami Trail East Naples, Florida 34112

Collier County Public Library – South Regional

8065 Lely Cultural Parkway Naples, FL 34113

TITLE VI and RELATED STATUTES: Notification during the Public Hearing will be provided in the presentation, by handout, display boards and through availability of personnel on the Title VI Program and the Relocation Assistance Program which complies with Title VIII and limited English Proficiency.

AMERICAN DISABILITIES ACT COMPLIANCE: Notification of the Department's intent to comply with the Americans With Disabilities Act (ADA) will be provided in the public advertisements for the Public Hearing, by invitational letters to property owners and local officials, by handout, and by selection of a Public Hearing site that meets all ADA requirements.

X. Public Hearing Follow-Up

The following procedures will occur after the Public Hearing:

RESPONSES TO QUESTIONS AND COMMENTS: Questions and comments received from the public, but not answered at the hearing will be addressed after the hearing. The study team will prepare all letters of response for review and concurrence by the Department prior to being mailed to the person or group who posed the question or comment. A copy of all responses will be included in the project files.

DOCUMENT AVAILABILITY: Public notice will be provided to members of the public and project stakeholders regarding the availability of the study documentation and the locations for review.

RECOMMENDATION NOTICE: A legal notice announcing FHWA approval of the final document and recommendations will be published in the *Naples Daily News* and *Nuevos Ecos*. In addition, news items detailing the FDOT's recommendations to FHWA will be provided to the local media described herein.

PUBLIC HEARING TRANSCRIPT PACKAGE: A Transcript Package will be produced and submitted following the Public Hearing. The Transcript Package will include the Public Hearing transcript prepared by an approved court reporter and copies of all correspondence received by the Department as part of the public hearing record, and affidavits of publication for newspaper ads advertising the hearing.

COMMENTS AND COORDINATION REPORT: A Comments and Coordination Report will be produced and submitted at the conclusion of the study, containing, at a minimum, all documentation regarding public participation performed throughout the study period. This report shall include all comments and responses received from the public as well as Advance Notification, coordination with local officials and agencies, and public meetings, etc., the verbatim transcript from the Public Hearing, proof of publication of legal ads, sign-in sheets, public hearing certification, and all public correspondence. A summary of the Public Involvement Report will be included with the final engineering documents.

XI. Analysis and Evaluation of Public Comment

The methodology for response to public input includes several elements. Comment forms will be provided for public input and comments, suggestions and questions will be recorded and documented. The public will have the opportunity to respond using the comment form and returning it at the meeting, by mail, or by contacting the Project Manager directly.

Responses to questions will be handled in the appropriate manner according to the information requested and the person requesting it, either by telephone call, by referral to a study team member or by written response. For those questions responded to by telephone, a record of telephone conversation will be prepared for including in the project records.

XII. Evaluation of the Public Involvement Program

Public Involvement outreach efforts will be assessed and improved upon, if necessary, the throughout the PD&E Study. This process will be developed to gauge the effectiveness of the program and will include the identification of improvement strategies and/or revised outreach methods.

XIII. Public Involvement During Design

Public involvement will be employed during the design process to inform the public of the project's status. This may include additional coordination meetings with the general public, local government and environmental permitting agencies, work sessions, and small group meetings, as directed by the Department.

APPENDIX B: Efficient Transportation Decision Making (ETDM) Summary Report

ETDM Summary Report

Project #13101 - I-75 at Collier Boulevard (CR 951)

Programming Screen - Published on 06/30/2011

Printed on: 10/22/2013

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.



#13101 I-75 at Collier Boulevard (CR 951)

District: District 1 County: Collier Planning Organization: FDOT District 1 Plan ID: Not Available Federal Involvement: Federal Action Federal Funding Phase: Programming Screen From: To: Financial Management No.: 42584322201

Contact Information: Gwen G. Pipkin (863) 519-2375 x2375 gwen.pipkin@dot.state.fl.us

Snapshot Data From: Project Re-Published 6/30/2011

Issues and Categories are reflective of what was in place at the time of the screening event.

	Natural										Cultural			Community					ļ		
	Air Quality	Coastal and Marine	Contaminated Sites	Farmlands	Floodplains	Infrastructure	Navigation	Special Designations	Water Quality and Quantity	Wetlands	Wildlife and Habitat	Historic and Archaeological Sites	Recreation Areas	Section 4(f) Potential	Aesthetics	Economic	Land Use	Mobility	Relocation	Social	Secondary and Cumulative Effects
Alternative #1 From: To: <i>Re-Published: 06/30/2011 Reviewed from 12/14/2010 to</i> <u>01/28/2011)</u>	2	2	0	2	2	2	N/A	0	2	3	3	2	2	3	2	1	2		3	3	2

Purpose and Need

Purpose and Need

EXECUTIVE SUMMARY

The purpose of this project is to improve operational capacity and enhance overall traffic operations at I-75 and Collier Boulevard/CR 951 and on the surrounding roadway network. The need for the project is based on the following criteria:

- Capacity/Transportation Demand: Improve Traffic Operations

The interchange improvement will increase operational capacity to meet the current and future traffic demand. Without the proposed improvement, the interchange (including the intersection of Davis Boulevard/SR 84 at Collier Boulevard/CR 951) will continue to experience high delays and queuing and operate below acceptable level of service (LOS) standards.

- Safety: Enhance Safety Conditions

The Collier Boulevard/CR 951 study corridor experiences average crash rates higher than state-wide average rates for similar facilities. The high congestion and low spacing between signalized intersections along the Collier Boulevard/CR 951 corridor may contribute to the common rear-end type crashes reported. By increasing operational capacity and reducing congestion, the proposed project is anticipated to improve safety conditions (and thus, reduce rear-end type crashes) at the interchange.

- Modal Interrelationships: Enhance Freight Mobility and Economic Competiveness

The segments of Collier Boulevard/CR 951, from Davis Boulevard/SR 84 to I-75, and Davis Boulevard/SR 84, from Radio Road to Collier Boulevard/CR 951, including the I-75 and Collier Boulevard/CR 951 interchange, are currently identified in the Collier Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP) as freight mobility hot spots. The proposed interchange improvement is anticipated to enhance the mobility of goods by alleviating current and future congestion at the interchange and on the surrounding freight network.

CAPACITY/TRANSPORTATION DEMAND: Improve Traffic Operations

The Collier MPO 2035 LRTP currently identifies Collier Boulevard/CR 951 from Davis Boulevard/SR 84 to I-75 as a Deficient Roadway with a volume-tocapacity (v/c) ratio = 1.08. This indicates that the roadway segment has exceeded its designated service volume and level of service (LOS) standard. Likewise, the segment of Davis Boulevard/SR 84 from Radio Road to Collier Boulevard/CR 951 (designated as a Deficient Roadway with a v/c ratio = 1.09) and the intersection of Davis Boulevard/SR 84 at Collier Boulevard/CR 951 operate at LOS F. According to data provided in the Interchange Operational Analysis Report (October 2010) prepared for the I-75 at Collier Boulevard/CR 951 interchange and the 2009 FDOT Florida Traffic Information database, the existing traffic conditions for I-75, Collier Boulevard/CR 951, and Davis Boulevard/SR 84 are as follows:

I-75 (west of Collier Boulevard/CR 951)

- 2009 Annual Average Daily Traffic (AADT) volume = 36,700 vehicle trips per day / LOS = B

- Truck % = 11.21 (FDOT 2009 Florida Traffic Information)

I-75 (east of Collier Boulevard/CR 951)

- 2009 AADT volume = 18,900 vehicle trips per day / LOS = A
- Truck % = 9.76 (FDOT 2009 Florida Traffic Information)

Highest Volumes for I-75 at Collier Boulevard/CR 951 Interchange (based on 2009 Traffic Counts): I-75 NB off-ramp to CR 951:

- 2009 AADT volume = 2,400 / Freeway volume = 711 / Ramp volume = 179 / LOS = A

I-75 NB on-ramp from CR 951:

- 2009 AADT volume = 11,700 / Freeway volume = 532 / Ramp volume = 981 / LOS = B

I-75 SB off-ramp to CR 951:

- 2009 AADT volume = 12,000 / Freeway volume = 1,433 / Ramp volume = 936 / LOS = B

I-75 SB on-ramp from CR 951:

- 2009 AADT volume = 2,200 / Freeway volume = 516 / Ramp volume = 184 / LOS = A

Truck % = 5.97 (FDOT 2009 Florida Traffic Information)

Collier Boulevard/CR 951 (I-75 to Magnolia Pond Drive)

- 2009 AADT volume = 23,300 vehicle trips per day / LOS = F

- Truck % = 8.94 (FDOT 2009 Florida Traffic Information - north of Golden Gate Parkway)

Collier Boulevard/CR 951 (I-75 SB ramps to I-75 NB ramps)

- 2009 AADT volume = 32,900 vehicle trips per day / LOS = C

Collier Boulevard/CR 951 (Davis Boulevard/SR 84 to I-75)

- 2009 AADT volume = 42,900 vehicle trips per day / LOS = F
- Truck % = 11.01 (FDOT 2009 Florida Traffic Information)

Collier Boulevard/CR 951 (south of Davis Boulevard/SR 84) - 2009 AADT volume = 37,900 vehicle trips per day / LOS = B - Truck % = 6.26 (FDOT 2009 Florida Traffic Information)

Davis Boulevard/SR 84 (west of Collier Boulevard/CR 951) - 2009 AADT volume = 19,500 vehicle trips per day / LOS = F - Truck % = 7.13 (FDOT 2009 Florida Traffic Information)

Davis Boulevard/SR 84 (east of Collier Boulevard/CR 951)

- 2009 AADT volume = 5,800 vehicle trips per day / LOS = B

- Truck % = 7.13 (FDOT 2009 Florida Traffic Information)

It should be noted that Collier Boulevard/CR 951 from Davis Boulevard/SR 84 to I-75 is funded for widening from 4 to 8 lanes. This project includes capacity improvements within one quarter-mile of Davis Boulevard/SR 84 and the I-75 interchange ramps. Similarly, Davis Boulevard/SR 84 from Radio Road to Collier Boulevard/CR 951 is funded for widening from 2 to 6 Lanes. This project includes a bypass ramp for the eastbound to southbound movement at the Davis Boulevard/SR 84 and Collier Boulevard/CR 951 intersection. These roadway improvements will require complementary and supporting geometric improvements at the I-75 and Collier Boulevard/CR 951 interchange to ensure safe operational conditions at the interchange.

Accounting for these committed roadway improvements, the future traffic levels on the interchange approaches are expected to increase, as shown below.

I-75 (west of Collier Boulevard/CR 951) - 2035 AADT volume = 76,100 vehicle trips per day (3.8% increase)

I-75 (east of Collier Boulevard/CR 951)

- 2035 AADT volume = 36,000 vehicle trips per day (3.2% increase)

Highest Volumes for I-75 at Collier Boulevard/CR 951 Interchange (based on 2009 Traffic Counts):

I-75 NB off-ramp to CR 951:

- 2035 AADT volume = 4,700

I-75 NB on-ramp from CR 951:

- 2035 AADT volume = 24,400

I-75 SB off-ramp to CR 951:

- 2035 AADT volume = 23,100

I-75 SB on-ramp from CR 951:

- 2035 AADT volume = 2,600

Collier Boulevard/CR 951 (I-75 to Magnolia Pond Drive) - 2035 AADT volume = 53,700 vehicle trips per day (4.7% increase)

Collier Boulevard/CR 951 (I-75 SB ramps to I-75 NB ramps) - 2035 AADT volume = 65,300 vehicle trips per day (3.5% increase)

Collier Boulevard/CR 951 (Davis Boulevard/SR 84 to I-75) - 2035 AADT volume = 70,700 vehicle trips per day (2.3% increase)

Collier Boulevard/CR 951 (south of Davis Boulevard/SR 84) - 2035 AADT volume = 51,600 vehicle trips per day (1.3% increase)

Davis Boulevard/SR 84 (west of Collier Boulevard/CR 951) - 2035 AADT volume = 32,300 vehicle trips per day (2.3% increase)

Davis Boulevard/SR 84 (east of Collier Boulevard/CR 951) - 2035 AADT volume = 10,500 vehicle trips per day (2.9% increase) The interchange improvement will increase operational capacity to meet the local current and future traffic demand. Without the proposed improvement, the interchange (including the intersection of Davis Boulevard/SR 84 at Collier Boulevard/CR 951) will continue to experience high delays and queuing and operate below acceptable LOS standards.

SAFETY: Enhance Safety Conditions

As part of the Interchange Operational Analysis Report (October 2010) prepared for the I-75 at Collier Boulevard/CR 951 interchange, crash data was collected and analyzed from Collier County and the FDOT Safety Office for the 3-year period 2006 - 2008. The data reported 268 crashes on Collier Boulevard/CR 951 in the vicinity of the interchange; an average of 89.3 crashes per year and a crash rate of 5.705 crashes per million vehicle miles traveled. The FDOT state-wide average crash rate for similar facilities (4-lane divided urban arterial) is 2.660 crashes per million vehicle miles traveled. This indicates that the Collier Boulevard/CR 951 study corridor experiences average crash rates higher than state-wide average rates for similar facilities.

Rear-end type crashes were the most common crash type recorded at the I-75 at Collier Boulevard/CR 951 interchange. The high congestion and low spacing between signalized intersections along the Collier Boulevard/CR 951 corridor may have contributed to the reported crash type. It should be noted that as the volume of traffic increases at the interchange, the opportunity for vehicle movement conflict is expected to increase. The proposed project is anticipated to improve operational capacity, thus reducing congestion and enhancing overall traffic operations at the interchange. This, in turn, is expected to help reduce rear-end type crashes.

MODAL INTERRELATIONSHIPS: Enhance Freight Mobility and Economic Competiveness

Collier County's freight transportation system is dominated almost exclusively by its highway network. The 2035 LRTP designates I-75 (a major northsouth and east-west arterial on the Strategic Intermodal System and Florida Intrastate Highway System) as a Tier One regional freight corridor (i.e., highways or regional corridors used to move goods in, out, and through the county and provide connectivity beyond the county boundaries). Providing access to I-75, both Collier Boulevard/CR 951 and Davis Boulevard/SR 84 are designated as Tier Two regional freight connectors (i.e., roads that function as connectors to the major freight activity centers/local distribution facilities or between the regional freight corridors). In addition, both the I-75 at Collier Boulevard/CR 951 interchange and Davis Boulevard/SR 84 at Collier Boulevard/CR 951 intersection are located within the Gateway Freight Activity Center, which is expected to expand, and provide access to the East Naples/Airport Freight Activity Center.

As indicated through the Future Land Use Map of the adopted Collier County Growth Management Plan, the area surrounding the interchange is targeted for development given the commercial mixed-use activity center and industrial district designations and the fact that the interchange is located within a designated freight activity center and Transportation Concurrency Management Area. In addition, the I-75 at Collier Boulevard/CR 951 interchange provides access to southwestern Collier County, Naples and Marco Island. Based on data extracted from the traffic analysis zones (TAZ) of the Lee-Collier Transportation Model that encompass the I-75 at Collier Boulevard/CR 951 interchange, population and employment growth figures are forecasted to increase from year 2007 to year 2035:

-Population is projected to grow from 3,015 in 2007 to 3,294 in 2035 (0.3% annual growth rate)

-Employment is projected to grow from 1,975 in 2007 to 11,177 in 2035 (16.6% annual growth rate)

Currently, the Collier Boulevard/CR 951 from Davis Boulevard/SR 84 to I-75 and Davis Boulevard/SR 84 from Radio Road to Collier Boulevard/CR 951 segments (including the I-75 and Collier Boulevard/CR 951 interchange) are identified in the 2035 LRTP as freight mobility hot spots (i.e., locations identified on Strategic Intermodal System and regional goods movement corridors that have operational deficiencies for efficient truck mobility). The proposed interchange improvement is anticipated to enhance the mobility of goods by alleviating current and future congestion at the interchange and on the surrounding freight network.

Purpose and Need Reviews

FL Department of Agriculture and Consumer Services

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood		Michael Weston (michael.weston@freshfro mflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/26/2011	Lauren Milligan (lauren.milligan@dep.stat e.fl.us)	No Purpose and Need comments found.

FL Fish and Wildlife Conservation Commission

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/24/2011	Scott Sanders (scott.sanders@myfwc.co m)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgement	Date Reviewed	Reviewer	Comments
Accepted	01/20/2011	Linda Anderson (linda.anderson@dot.gov)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood		David Rydene (David.Rydene@noaa.go v)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	• · · • · · = • · · ·	Rick Robbins (rick.a.robbins@fl.usda.go v)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/28/2011	John Fellows (john.p.fellows@usace.ar my.mil)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	01/04/2011	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

Project Description Data

Project Description

The objective of this project is to enhance operational capacity and overall traffic operations at the I-75 and Collier Boulevard/CR 951 interchange in Collier County. The existing grade-separated, diamond interchange is surrounded by commercial land uses. I-75 is a 4-lane limited access expressway when crossing Collier Boulevard/CR 951. Collier Boulevard/CR 951, from Davis Boulevard/SR 84 to I-75, is a 4-lane divided urban arterial. Currently proposed as a partial cloverleaf interchange with two loop ramps, the interchange improvements will incorporate planned enhancements at the Davis Boulevard/SR 84 and Collier Boulevard/CR 951 intersection, as well as complement and support roadway capacity improvements to Collier/CR 951 and Davis/SR 84 Boulevards that are presently underway. At least three alternatives for the project will be developed and considered as part of the Project Development and Environment (PD&E) Study.

The limits of the project will extend along I-75 from 1500 feet west and east of the current ramp terminals at Collier Boulevard/CR 951, 1500 feet north of the ramp terminals along Collier Boulevard/CR 951, 1500 feet west and east of the Davis Boulevard/SR 84 at Collier Boulevard/CR 951 intersection along Davis Boulevard/SR 84, and 1500 feet south of the intersection along Collier Boulevard/CR 951.

TRANSPORTATION PLAN CONSISTENCY

The interchange is currently identified as a priority FDOT project needed to meet geometric, operational and safety standards. The project will be implemented with state and federal funds. Funding in the amount of \$829,574 is programmed for the Preliminary Engineering & Environment (PD&E) Study under Fiscal Year 2011/2012 and \$6,575,000 is programmed for the Preliminary Engineering phase in Fiscal Year 2013/2014 of the FDOT Work

Program. The ultimate interchange configuration could potentially require additional right-of-way; however, the specific right-of-way requirements are not known at this time. Detailed cost estimates and right-of-way requirements will be derived as part of the PD&E Study.

The Collier Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP) is scheduled to be adopted in December 2010. The I-75 at Collier Boulevard/CR 951 interchange improvement is currently identified in the 2035 LRTP as a priority project and is anticipated to be cost feasible (funded through design only). The total project cost is estimated to be \$99,670,000 (present day costs - 2010). The interchange is also identified as a contingent financially feasible project in the Collier MPO 2030 LRTP 'Minor Update' (adopted in June 2007) and is included as part of the Joint Lee/Collier MPO Bi-County Regional Transportation Network. In addition, the proposed interchange is reflected on Map TR-1: Financially Feasible Plan and Traffic Circulation Map - Year 2025 of the adopted Collier County Growth Management Plan and is identified in the adopted Collier MPO FY 2010/2011 - 2014/2015 Transportation Improvement Program.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Justification

Due to the compressed project schedule, public outreach activities will be conducted during the Project Development phase.

Federal Consistency Determination

Date: 01/26/2011

Determination: CONSISTENT with Coastal Zone Management Program.

Additional Consistency Information - Consistent with Air Quality Conformity. - Consistent with Local Government Comp Plan.

- Consistent with MPO Goals and Objectives.

Lead Agency

Federal Highway Administration

Participating and Cooperating Agencies

Participating and Cooperating agencies are not applicable for this class of action.

Exempted Agencies

Agency Name	Justification	Date
US Coast Guard	No navigable waterways are in the vicinity of project.	12/10/2010
Federal Transit Administration	No transit facilities are being considered as part of this project.	12/10/2010
Federal Rail Administration	No rail facilities are being considered as part of this project.	12/10/2010

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

Communities Within 500 Feet

- 1734 Berkshire Lakes
- 1723 Collier Blvd East
- 1747 Forest Park
- 1742 North Belle Meade

Alternative #1

Alternative	-	_		_					
Name	From	То	Type Traffic		itus	Total Length	Cost	Modes	SIS
Alternative was not named.			Operation Enhancement		Review plete	? mi.	\$99,670,000.0	00 Roadway	Y
Project Effect	cts Overvie					Organizatior	.	Date Rev	riowod
Natural	sue		egree of Effect			Organization	1	Date Rev	neweu
Coastal and Marir	ne	2 Minim	nal		Nationa	I Marine Fisherie	s Service	12/20/2	2010
Contaminated Site	es	0 None			FL Depa Protecti	artment of Enviro on	nmental	01/26/2	2011
Farmlands		2 Minim	nal		Natural Service	Resources Cons	ervation	01/04/2	2011
Navigation		N/A N/A /	No Involvement		US Arm	y Corps of Engin	eers	01/28/2	2011
Water Quality and	I Quantity	2 Minim	nal		FL Depa Protecti	artment of Enviro on	nmental	01/26/2	2011
Wetlands		3 Mode	rate		US Fish	and Wildlife Ser	vice	01/04/2	2011
Wetlands		3 Mode	rate		US Arm	y Corps of Engin	eers	01/28/2	2011
Wetlands		2 Minim	nal		Nationa	National Marine Fisheries Service		12/20/2	2010
Wetlands		2 Minim	nal		FL Department of Environmental Protection		nmental	01/26/2011	
Wildlife and Habit	at	2 Minim	2 Minimal		FL Fish and Wildlife Conservation Commission		servation	01/24/2011	
Wildlife and Habit	at	3 Mode	rate		US Fish and Wildlife Service		01/04/2011		
Wildlife and Habit	at	N/A _{N/A} /	N/A N/A / No Involvement		FL Department of Agriculture and Consumer Services		01/28/2011		
Cultural									
Historic and Archa	aeological Sites	2 Minim	nal		Seminole Tribe of Florida		a	01/19/2011	
Historic and Archa	aeological Sites	2 Minim	nal		Federal Highway Administration		stration	01/20/2011	
Historic and Archa	aeological Sites	2 Minim	nal		Miccosukee Tribe of Indians of Florida		ans of	12/22/2010	
Historic and Archa	aeological Sites	2 Minim	nal		FL Depa	FL Department of State		01/21/2	2011
Recreation Areas		0 None			FL Department of Environmental Protection		nmental	01/26/2011	
Section 4(f) Poter	ntial	3 Mode	rate		Federal	Highway Admini	stration	01/20/2	2011
Community									
Aesthetics		2 Minim	nal		FDOT District 1			01/28/2	2011
Economic		1 Enha	nced		FDOT D	District 1		01/28/2	2011
Land Use		2 Minim	nal		FDOT D	District 1		01/28/2	2011
Mobility		1 Enha	nced		FDOT D	District 1		01/28/2	2011
Relocation		3 Mode	rate		Federal	Federal Highway Administration		01/20/2	2011
Relocation		2 Minim	nal		FDOT D	District 1		01/28/2	2011

			04/00/0044		
Social	Minimal	FDOT District 1	01/28/2011		
Social	3 Moderate	Federal Highway Administration	01/20/2011		
Secondary and Cumulative					
Secondary and Cumulative Effects	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	01/28/2011		
ETAT Reviews and Coordinator Summary: Natural					
Air Quality					

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

No ETAT members commented on this issue.

Collier County is not within a designated Air Quality Non-Attainment Area or Maintenance Area for the following pollutants - nitrogen oxides, carbon monoxide, and small particulate matter - specified by the USEPA in National Ambient Air Quality Standards. The project is consistent with air quality conformity. Because temporary impacts to air quality may occur during road construction as a result of fugitive dust and exhaust emissions, a Summary DOE of Minimal has been assigned to the Air Quality issue.

Commitments and Responses: An Air Quality Report will not be required for this project.

Technical Study: None.

None found

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments

The NMFS conducted a site inspection of the project study area on 16 December 2010 to assess potential concerns to living estuarine and marine resources within Naples Bay and Rookery Bay. The NMFS reported that adjacent lands are comprised primarily of commercial properties and disturbed palustrine wetlands. The NMFS noted that the project does not appear to directly impact any NMFS trust resources; however, the project's northern terminus occurs less than 0.5 miles from a major drainage canal that eventually flows to Naples Bay and Rookery Bay. The NMFS further stated that these bays contain estuarine habitats utilized by federally managed fish species and their prey; therefore, stormwater systems should be upgraded to prevent degraded water from reaching these habitats.

According to the EST GIS analysis results, no coastal or marine resources are located within the 200-foot project buffer. In addition, the project study area is located approximately 5.0 miles from Naples Bay and approximately 10.0 miles from Rookery Bay. The project will also be designed to meet state water quality standards. For these reasons, a Summary DOE of Minimal has been assigned to the Coastal and Marine issue.

Commitments and Responses: An Essential Fish Habitat (EFH) Assessment will not be included in the scoping recommendations for this project.

Technical Study: None.

2 Minimal assigned 12/20/2010 by David A. Rydene, National Marine Fisheries Service Degree of Effect:

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Naples Bay and Rookery Bay, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13101. The Florida Department of Transportation District One proposes interchange improvements at the intersection of I-75 and Collier Boulevard (CR 951) in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on December 16, 2010, to assess potential concerns related to living marine resources within Naples Bay and Rookery Bay. The lands adjacent to the proposed project are principally commercial properties and disturbed palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the project's northern terminus lies less than 0.5 miles from a major drainage canal (at the southern side of Golden Gate) that empties to estuarine habitats in Naples Bay and Rookery Bay. These systems contain estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within Naples Bay and Rookery Bay. In addition, best management practices should be employed during road construction to prevent siltation of these habitats. Additional Comments (optional):

CLC Commitments and Recommendations:

Contaminated Sites

Project Effects

Coordinator Summary Degree of Effect:

0 None assigned 03/25/2011 by FDOT District 1

Comments:

The FDEP did not identify any contamination issues associated with this project.

According to the EST GIS analysis results, there are no geocoded gas stations, geocoded dry cleaners, geocoded petroleum tanks, Brownfield locations, hazardous waste sites, National Priority List sites, nuclear sites, Superfund hazardous waste sites, Toxic Release Inventory sites, or RCRA-regulated facilities located within the project's 500-foot buffer. In addition, a Contamination Screening Evaluation Report will be prepared (if deemed necessary) during the project's design and permitting phase. Therefore, a Summary DOE of None has been assigned to the Contaminated Sites issue.

Commitments and Responses: If deemed necessary, a Contamination Screening Evaluation Report will be included in the scoping recommendations for this project.

Technical Study: Contamination Screening Evaluation Report (potentially).

Degree of Effect: 0 None assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Farmlands

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The NRCS commented that while the proposed interchange modification will not impact Locally Important or Unique Farmland map units, the future widening of CR 951 could impact between 26.0 acres and in excess of 72.0 acres of Locally Important Farmland. The NRCS stated, however, that a Minimal DOE is assigned since no land in the area is or has been designated for agricultural uses (cropland, citrus, etc.). The NRCS recommends that impacts to Locally Important Farmland map units be held to a minimum during the widening.

According to the EST GIS analysis results, 35.3 acres of Farmland of Local Importance are located within the 200-foot project buffer. The Existing Land Use Map of the adopted Collier County Growth Management Plan shows that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. The project area also supports (and is intended to continue to support based on the Collier County Future Land Use Map) a commercial mixed-use center and industrial district. For these reasons, a Summary DOE of Minimal has been assigned to the Farmlands issue.

Commitments and Responses: A Farmlands Assessment will not be required for this project.

Technical Study: None.

Degree of Effect: 2 Minimal assigned 01/04/2011 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Selection

Coordination Document Comments:Since map units that have been determined to be Locally Important Farmlands will be converted during the ROW widening, it is recommended that (if possible) impacts to these designated map units be held to a minimum during the process.

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

The proposed modification of the existing interchange impacts no Locally Important or Unique Farmland map units. Future widening of CR 951 will impact between 26 acres and in excess of 72 acres of Locally Important Farmland. No Unique Farmland will be impacted. Even though, Locally Important Farmland map units will be impacted by this project, it should be noted that there is not currently any land in agricultural (cropland, citrus) land uses. Therefore, we are assigning a minimial degree of effect for this project.

Additional Comments (optional):

Since map units that have been determined to be Locally Important Farmlands will be converted during the ROW widening, it is recommended that (if possible) impacts to these designated map units be held to a minimum during the process.

Floodplains

Project Effects

Coordinator Summary Degree of Effect:



Minimal assigned 03/25/2011 by FDOT District 1

Comments:

No ETAT members commented on this issue.

According to the EST GIS analysis results, the 200-foot project buffer is located entirely within FEMA Flood Zone X-500 (an area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from the 100-year flooding); therefore, the project will not impact the 100-year floodplain. For this reason, a Summary DOE of Minimal has been assigned to the Floodplains issue.

Commitments and Responses: A Floodplains Assessment will be included in the scoping recommendations for this project.

Technical Study: Floodplains Assessment.

None found

Infrastructure

Project Effects

Coordinator Summary Degree of Effect:

Comments:

No ETAT members commented on this issue.

According to the EST GIS analysis results, the following infrastructure-related features are present within the 5,280-foot project buffer: one cellular antenna location, one FDEM fire station, two Federal Aviation Administration obstructions (towers), one wastewater facility, and two wireless antenna structure locations. No features were identified within any of the other buffer distances. Due to the limited number of features located within the immediate project vicinity, a Summary DOE of Minimal has been assigned to the Infrastructure issue.

Minimal assigned 03/25/2011 by FDOT District 1

Commitments and Responses: None.

Technical Study: None.

None found

Navigation

Project Effects

Coordinator Summary Degree of Effect:

N/A N/A / No Involvement assigned 03/25/2011 by FDOT District 1

Comments:

The USACE indicated that there will be no effect to navigation due to the lack of navigable waters within the vicinity of the proposed project. Coordination Document: To Be Determined: Further Coordination Required.

The project does not cross any navigable waterways; therefore, a Summary DOE of N/A / No Involvement has been assigned to the Navigation issue.

Commitments and Responses: A Navigation Study, Bridge Questionnaire, and USCG Bridge Permit will not be required for this project.

Technical Study: None. / Permit: None.

Degree of Effect: N/A / No Involvement assigned 01/28/2011 by John Fellows, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance: There do not appear to be any navigable waterways in the project vicinity. Comments on Effects to Resources:

If there are no navigable waterways, there is no effect on navigation. Additional Comments (optional):

CLC Commitments and Recommendations:

Project Effects

Coordinator Summary Degree of Effect:

0 None assigned 03/25/2011 by FDOT District 1

Comments:

No ETAT members commented on this issue.

According to the EST GIS analysis results, there are no resources of special designation located within the project's 200-foot buffer. Therefore, a Summary DOE of None has been assigned to the Special Designations issue.

Commitments and Responses: None.

Technical Study: None.

None found

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDEP reported that stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading; therefore, every effort should be made to maximize the treatment of stormwater runoff to prevent ground and surface water contamination. The FDEP recommends that the PD&E study include an evaluation of the existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Coordination Document: Permit Required.

There are no Outstanding Florida Waters or Aquatic Preserves located within the project's 200-foot buffer. In addition, the project will be designed to meet state water quality and quantity standards, and best management practices will be employed during construction of the project. Therefore, a Summary DOE of Minimal has been assigned to the Water Quality and Quantity issue.

Commitments and Responses: A Water Quality Impact Evaluation, per FDOT guidance, will be included in the scoping recommendations for this project.

Technical Study: Water Quality Impact Evaluation (WQIE). / Permit: Environmental Resource Permit.

Degree of Effect: 2 Minimal assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface would be of concern.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed interchange improvements project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retro-fitting of stormwater conveyance systems would help reduce impacts to water quality.

Additional Comments (optional):

CLC Commitments and Recommendations:

Wetlands

Project Effects

Coordinator Summary Degree of Effect:

3 Moderate assigned 03/25/2011 by FDOT District 1

Comments:

The FDEP reported that, according to National Wetlands Inventory GIS data, there are 22.5 acres of palustrine wetlands within the project's 500-foot buffer. The FDEP stated that if new construction is proposed, then the project will require an Environmental Resource Permit (ERP) from the SFWMD. Coordination Document: Permit Required.

The FWS recommends that if wetlands are present within the project study area that they be avoided to the greatest extent practicable. The FWS also stated that unavoidable impacts should be offset through mitigation that fully compensates for the loss of the impacted wetland resources. Coordination Document: To Be Determined: Further Coordination Required.

The NMFS restated comments provided for the Coastal and Marine issue.

The USACE stated that the National Wetlands Inventory GIS data identifies 13.88 acres of palustrine wetlands within the 200-foot project buffer, and the SFWMD GIS data indicates the presence of 7.7 acres of scrub-shrub wetlands and 0.3 acre of wet prairie within the same buffer. The USACE noted that a Moderate DOE was assigned based on the acreage of wetlands to potentially be impacted by the project, as well as the location of the project

within the service areas of multiple mitigation banks. Coordination Document: To Be Determined: Further Coordination Required.

According to the National Wetlands Inventory database, 13.9 acres (39.28%) of palustrine wetlands are present within the 200-foot project buffer. The SFWMD Wetlands 2004 database reports 7.7 acres (21.86%) of mixed shrub wetlands and 0.3 acre (0.73%) of wet prairie within the project's 200-foot buffer. Due to the high percentage of wetlands within the project's 200-foot buffer and the potential issues associated with mitigating wetland impacts, a Summary DOE of Moderate has been assigned to the Wetlands issue.

Commitments and Responses: Preparation of a Wetlands Evaluation Report will be included in the scoping recommendations for this project.

Technical Study: Wetlands Evaluation Report. / Permit: Environmental Resource Permit.

Degree of Effect: 3 Moderate assigned 01/04/2011 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife. If wetlands are found within the project area, the Service recommends that these valuable resources be avoided to the greatest extent practicable. If impacts to wetlands are unavoidable, the Service recommends the FDOT provide mitigation that fully compensates for the loss of wetland resources. Additional Comments (optional):

(optional)

CLC Commitments and Recommendations:

Degree of Effect: 3 Moderate assigned 01/28/2011 by John Fellows, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:All wetland impacts must be avoided and minimized to the greatest extent practicable before considering mitigation to offest remaining impacts.

Direct Effects

Identified Resources and Level of Importance:

There are 13.88 acres of palustrine wetlands within a 200' buffer according to the NWI GIS data, and 8 acres of wetlands (7.7 acres of scrub-shrub and 0.3 acre of wet prairie) within a 200' buffer according to the SFWMD GIS data.

Comments on Effects to Resources:

The 'moderate' level of effect was chosed due to the moderate acreage of wetlands potentially impacted by the project and the project being within the service areas of multiple mitigation banks.

Additional Comments (optional):

All wetland impacts must be avoided and minimized to the greatest extent practicable before considering mitigation to offest remaining impacts. CLC Commitments and Recommendations:

Degree of Effect:

2 Minimal assigned 12/20/2010 by David A. Rydene, National Marine Fisheries Service

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Naples Bay and Rookery Bay, which contain estuarine habitats used by federally-managed fish species and their prey.

Comments on Effects to Resources:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 13101. The Florida Department of Transportation District One proposes interchange improvements at the intersection of I-75 and Collier Boulevard (CR 951) in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on December 16, 2010, to assess potential concerns related to living marine resources within Naples Bay and Rookery Bay. The lands adjacent to the proposed project are principally commercial properties and disturbed palustrine wetlands. It does not appear that the project will directly impact any NMFS trust resources. However, the project's northern terminus lies less than 0.5 miles from a major drainage canal (at the southern side of Golden Gate) that empties to estuarine habitats in Naples Bay and Rookery Bay. These systems contain estuarine habitats (e.g. seagrass, salt marsh, mangrove) used by federally-managed fish species and their prey. Therefore, NMFS recommends that stormwater treatment systems be upgraded to prevent degraded water from reaching estuarine habitats within Naples Bay and Rookery Bay. In addition, best management practices should be employed during road construction to prevent siltation of these habitats. **Additional Comments (optional):**

CLC Commitments and Recommendations:

Degree of Effect:

2 Minimal assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 22.5 acres of palustrine wetlands within 500 ft. of the project area.

Comments on Effects to Resources:

If new construction is proposed, the interchange improvements project will likely require an environmental resource permit (ERP) from the South Florida Water Management District. The ERP applicant would be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.

- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.

- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.

- The cumulative impacts of concurrent and future transportation improvements projects in the vicinity of the subject project should also be addressed. Additional Comments (optional):

CLC Commitments and Recommendations:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect:

3 Moderate assigned 03/25/2011 by FDOT District 1

Comments:

The FDACS did not identify any wildlife and habitat issues associated with the project and indicated that further involvement would not be necessary.

The FWC did not identify any significant wildlife and habitat issues associated with the project. The FWC stated that the improvements are expected to result in minimal impacts to fish and wildlife resources.

The FWS reviewed its GIS database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area and reported that the project is located within the core foraging area (CFA) of an active wood stork nesting colony. To minimize adverse effects to the wood stork, the FWS recommends that any lost foraging habitat resulting from the project be replaced within the CFA of the affected colony. The FWS also stated that for projects that impact five or more acres of wood stork foraging habitat, a functional assessment must be conducted using the FWS' Wood Stork Foraging Analysis Methodology on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The FWS recommends that the FDOT prepare a Biological Assessment during the project's PD&E phase. Coordination Document: To Be Determined: Further Coordination Required.

According to the EST GIS analysis results, the project's 200-foot buffer is located within FWS Consultation Areas for the red-cockaded woodpecker and Florida scrub-jay and within the Primary Range of the Big Cypress bear population. Based on the 2004 SFWMD Land Use and Land Cover GIS data, suitable habitat for these species is also present within the 200-foot project buffer (3.6 acres of dry prairie, 7.7 acres of mixed shrubs, and 2.9 acres of pine flatwoods). The project is additionally located within the Core Foraging Areas of three (3) active nesting woodstork colonies and within the Southwest Coast Ecosystem Management Area. For these reasons, a Summary DOE of Moderate has been assigned to the Wildlife and Habitat issue.

Commitments and Responses: Preparation of an Endangered Species Biological Assessment will be included in the scoping recommendations for this project.

Technical Study: Endangered Species Biological Assessment (ESBA).

Degree of Effect: 2 Minimal assigned 01/24/2011 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

No significant fish or wildlife resources were identified in the vicinity of the proposed project. **Comments on Effects to Resources:** Minimal impacts to fish or wildlife resources are expected to result from this proposed project. **Additional Comments (optional):**

CLC Commitments and Recommendations:

Degree of Effect: 3 Moderate assigned 01/04/2011 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally-listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-Listed Species: The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources.

Wood Stork

The project corridor is located in the Core Foraging Areas (within 18.6 miles) of an active nesting colony of the endangered wood stork (Mycteria

americana). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can found in the Service's letter and effect determination key to the U.S. Army Corps of Engineers dated May 18, 2010 (Service Federal Activity Code Number 41420-2007-FA-1494, available upon request).

The Service believes that the following federally listed species have the potential to occur in or near the project site: wood stork, and eastern indigo snake (Drymarchon corais couperi), as well as the federally protected plants listed at the following link: http://www.fws.gov/verobeach/images/pdflibrary/Collier County3.pdf. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources: Wetlands provide important habitat for fish and wildlife. If wetlands are found within the project area, the Service recommends that these valuable resources be avoided to the greatest extent practicable. If impacts to wetlands are unavoidable, the Service recommends the FDOT provide mitigation that fully compensates for the loss of wetland resources.

Additional Comments (optional):

CLC Commitments and Recommendations:

N/A N/A / No Involvement assigned 01/28/2011 by Michael Weston, FL Department of Agriculture and Consumer Services Degree of Effect:

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Cultural

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDOS reported that there no cultural resources within a half-mile of the project area, including no National Register of Historic Places (NRHP) listed or eligible sites. The FDOS further stated that the project area has been sufficiently investigated, and the project is unlikely to have any effect on historic properties. Confidential: Review will not be displayed on Public Access website.

The FHWA noted that 15 surveys have been conducted within the one mile project buffer, but it is not known whether these surveys covered the buffer in its entirety. The FHWA also noted that any changes in the historical status of any structure since the surveys were conducted are also unknown. The FHWA stated that site CR00840 (Bottoms Up Cave/Rock Shelter) is located within the one mile project buffer and has not been evaluated for NRHPeligibility due to insufficient information. The opinion of the FHWA is that a Cultural Resource Assessment Survey (CRAS) will be required. Confidential: Review will not be displayed on Public Access website. Coordination Document: PD&E Support Document as per PD&E Manual.

The Miccosukee Tribe of Indians of Florida indicated that there are no archaeological sites reported near the project; however, a CRAS will need to be done to determine if there are any within the project boundaries. The Miccosukee Tribe stated that impacts to resources in the project vicinity are unknown until a CRAS is conducted. The Miccosukee Tribe added that further consultation with the Tribe will only be necessary if the CRAS identifies archaeological sites that will be impacted by the project.

The Seminole Tribe of Florida stated that while there are no archeological sites reported within the project area, a CRAS will need to be conducted in order to determine the effects, if any, to archaeological sites within the project area. The Seminole Tribe noted that the Seminole Tribe of Florida-Tribal Historic Preservation Officer (THPO) would like to review the CRAS before commenting on possible effects to sites in the project area. Confidential: Review will not be displayed on Public Access website.

A review of the Florida Master Site File (FMSF) GIS data revealed that 11 surveys have been conducted within 500 feet of the project area. Most of the surveys took place after the year 2000. The most recent survey was conducted by Archaeological Consultants, Inc. (ACI) in 2007 as an addendum to a CRAS conducted by the same company in 2000. This addendum survey was conducted south of the interchange and identified no cultural materials. A 2002 addendum to a CRAS also conducted by ACI (FMSF Survey No. 7133) covered most of the current project area, except for approximately 500 feet of right-of-way to the north.

The unsurveyed portion of the project area is located within Sections 34 and 35 of Township 49 South, Range 26 East. An analysis of historic plat maps and surveyors' notes shows the portion of the project area located within Township 49 South, Range 26 East is within areas described as pine, palmetto, and cypress flats. A small portion in the northernmost extent is located within an area described as pine and palmetto. Myrtle and bay are also present in some areas containing palm and cypress flats. A pine island is indicated on the map, but appears to be located outside of the project area. The soils within this portion of the project area are poorly drained. The project area within Township 50 South, Range 26 East is located predominately within areas of level, poor soil with small pine and cypress timber. No hammock vegetation is noted within the vicinity of the project corridor on the plats or in the surveyors' notes. Based on the historic plat maps and soils, the unsurveyed portion of the project corridor is considered to have a low probability for archaeological sites.

The 2002 addendum survey identified 8CR840, Bottoms Up, as a redeposited surface lithic scatter on the southeast portion of the project area. Although, the FMSF website lists this site as having insufficient information to determine NHRP-eligibility as of September 11, 2002, the State Historic Preservation Officer (SHPO) concurred that it was ineligible for listing in the NRHP in June of 2002. The addendum survey shows that the site is located south and west of the interchange and outside of the I-75 right-of-way.

A search of the FMSF GIS data revealed no historic structures, linear resources, bridges, cemeteries or resources groups within or adjacent to the project area. The property appraiser's data, however, show one structure with a historic build date of 1960. No physical address is listed in the GIS property appraiser data; the Parcel ID is 00297280002.

Based on the foregoing, a Summary DOE of Minimal has been assigned to the Historic and Archaeological Sites issue.

Commitments and Responses: During the Project Development phase, the FDOT District 1 will coordinate further with FHWA and the Tribes to clarify the level of effort needed to comply with pertinent legal requirements as the majority of the corridor has been subject to previous surveys. Prior to any coordination, a reconnaissance level survey with judgmental testing will be conducted to refine the scope of work. This survey will also serve to verify the location, integrity, and eligibility of previously unrecorded resources that have recently reached the 50-year historic threshold and confirm the low archaeological potential of the unsurveyed area of the corridor suggested by this analysis.

Technical Study: Reconnaissance Survey with judgmental testing.

Degree of Effect:

2 Minimal assigned 01/19/2011 by Elliott York, Seminole Tribe of Florida

Coordination Document: No Selection

Coordination Document Comments: The STOF-THPO would like to review the CRAS before commenting on any possible adverse effects to cultural resources within the proposed project's APE.

Direct Effects

Identified Resources and Level of Importance:

Although no archaeological sites have been discovered in the project's area, a CRAS will need to be conducted in order to determine effects to cultural resources within the project corridor.

Comments on Effects to Resources:

The STOF-THPO cannot comment on possible adverse effects to cultural resources until the CRAS has been reviewed.

Additional Comments (optional):

The STOF-THPO would like to review the CRAS before commenting on any possible adverse effects to cultural resources within the proposed project's APE.

CLC Commitments and Recommendations:

Degree of Effect: 2 Minimal assigned 01/20/2011 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Within 1-mile buffer, as advised by Gwen Pipkin:

Archaeological Site # CR00840, Bottoms Up Cave/Rock Shelter--not evaluated for NRHP-eligiblity due to insufficient information.

Comments on Effects to Resources:

15 surveys have been conducted within the 1-mile buffer. But whether they covered the entire area within the buffer and whether any structures have aged into historical status since the surveys were conducted is unknown.

A CRAS will be required. Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect:

2 Minimal assigned 12/22/2010 by Steve Terry, Miccosukee Tribe of Indians of Florida

Coordination Document: No Selection

Coordination Document Comments: If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

Identified Resources and Level of Importance:

There are no recorded archaeological sites reported near this project. However, a Cultural Resources Survey will need to be done to ascertain if there are any archaeological sites within the project boundaries.

Comments on Effects to Resources:

Once a Cultural Resources Survey has been done, then effects, if any, to archaeological sites can be ascertained.

Additional Comments (optional):

If the Cultural Resources Survey shows there are no archaeological sites that will be impacted by this project, then no further consultation is necessary. However, if the Cultural Resources Survey does show that archaeological sites will be impacted by this project, then further consultation with the Miccosukee Tribe should be done.

CLC Commitments and Recommendations:

Degree of Effect: 2 Minimal assigned 01/21/2011 by Alyssa McManus, FL Department of State

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

There are no cultural resources within 1/2 mile of this project area.

Comments on Effects to Resources:

This project area has been sufficiently subjected to cultural resource assessment survey. There are no National Register listed or eligible properties within a 1/2 mile of this project. It is the opinion of this offfice that this project is unlikely to affect historic properties. Additional Comments (optional):

CLC Commitments and Recommendations:

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDEP did not identify any issues or potential project effects related to recreation areas/features.

According to the EST GIS analysis results, the following recreation features are present within the 5,280-foot project buffer: golf courses, Palm Springs Neighborhood Park, recreational facilities of Golden Gate Public High School, and 2,409.2 acres of Ecological Greenways Critical Linkages (539.9 acres are designated as Critical or Priority 1 and 1,869.3 acres are an unknown description). The Existing Land Use Map of the adopted Collier County Growth Management Plan shows that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area as the interchange is located within a designated freight activity center of Collier County. Based on the Collier County Future Land Use Map, the project area is intended to continue to support a commercial mixed-use center and industrial district. For these reasons and due to the limited number of features located within the immediate project vicinity, a Summary DOE of Minimal has been assigned to the Recreation Areas issue.

Commitments and Responses: A Section 4(f) Determination of Applicability will be included in the scoping recommendations for this project to confirm that potential impacts to features providing recreational opportunities will be minimized to the greatest extent practicable.

Technical Study: Section 4(f) Determination of Applicability.

Degree of Effect: 0 None assigned 01/26/2011 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Additional Comments (optional):

CLC Commitments and Recommendations:

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect:

3 Moderate assigned 03/25/2011 by FDOT District 1

Comments:

The FHWA identified the following features within the 5,280-foot project buffer that may be protected under Section 4(f): golf courses, Palm Springs Neighborhood Park, recreational facilities of Golden Gate Public High School and possibly other schools, and 2,409.2 acres of Ecological Greenways Critical Linkages (539.9 acres are designated as Critical or Priority 1 and 1,869.3 acres are an unknown description). The FHWA stated that evidence of formal designation must be provided to qualify lands for protection under the auspices of Section 4(f); as such, a Section 4(f) Determination of

Applicability is required. Coordination Document: PD&E Support Document as per PD&E Manual.

The Existing Land Use Map of the adopted Collier County Growth Management Plan shows that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area as the interchange is located within a designated freight activity center of Collier County. According to the Collier County Future Land Use Map, the project area is intended to continue to support a commercial mixed-use center and industrial district. For these reasons and due to the limited number of features located within the immediate project vicinity, minimal impacts to Section 4(f) resources are anticipated. However, based on FHWA's concerns regarding potential project-related adverse impacts to protected 4(f) resources in the area and the fact that Section 4(f) impacts to cultural resources are unknown until a reconnaissance level survey of the historic property identified within the property appraiser data is conducted and the property's eligibility is assessed, a Summary DOE of Moderate has been assigned to the Section 4(f) Potential issue.

Commitments and Responses: A Section 4(f) Determination of Applicability will be included in the scoping recommendations for this project to confirm that potential impacts to features protected under Section 4(f) will be minimized to the greatest extent practicable.

Technical Study: Section 4(f) Determination of Applicability.

3 Moderate assigned 01/20/2011 by Linda Anderson, Federal Highway Administration Degree of Effect:

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance: Within 1-mile buffer, as advised by Gwen Pipkin:

Golf courses.

Palm Springs Neighborhood Park.

Golden Gate Public High School and possibly other schools/property.

2,408 acres of Ecological Greenways Critical Linkages.

535 acres of Greenways Ecological Priority Linkages (critical priority!).

Comments on Effects to Resources:

Impacts to recreation areas such as parks, golf courses, and the recreation areas of schools, if publicly owned, open to the public, and considered to provide a significant recreation function may be Section 4(f) impacts.

Likewise, with regard to the Ecological Greenways Critical Linkages and the Greenways Ecological Priority Linkages (assigned a critical priority). publicly owned properties planned for park, recreation area, wildlife refuge, or waterfowl refuge purposes may be Section 4(f) properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a 4(f) resource, into a city or county Master Plan.

A Section 4(f) DOA is required. Additional Comments (optional):

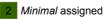
CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Community

Aesthetics

Project Effects

Coordinator Summary Degree of Effect:



Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 reported that while the majority of community features occur within the 5,280-foot buffer of the proposed interchange improvement, the following features exist within the 500-foot buffer that are considered to be sensitive to potential noise and vibration effects: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments, five cultural field survey areas, two FDOT RCI bridges, and a critical proposed greenway ecological priority linkage. The FDOT District 1 noted that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area as the interchange is located within a designated freight activity center of Collier County. The FDOT District 1 indicated that, to date, the interchange improvement is only anticipated to impact a small number of vacant properties in the area. The FDOT District 1 stated that despite concerns of potential noise and vibration effects to proximate businesses, the overall impacts on the area's aesthetics are anticipated to be minimal as the project area is intended to continue to support a commercial mixed-use center and industrial district.

Based on the foregoing, a Summary DOE of Minimal has been assigned to the Aesthetics issue.

Commitments and Responses: During the Project Development phase, FDOT District 1 will conduct public outreach in coordination with Collier County to solicit opinions and preferences from residents and businesses (located within the vicinity of the interchange) on potential project effects and general design concepts related to aesthetics.

Technical Study: Noise Study.

Degree of Effect: 2 Minimal assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

Developments of Regional Impacts (1) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 0.3 Acres (1.08%) Cultural Field Survey Areas (4) - HISTORICAL/ARCHITERTURAL SURVEY OF COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY FDOT RCI Bridges (2) - 030195 - 030196 2004 SFWMD FL Land Use and Land Cover / Acres / Percent - HERBACEOUS (DRY PRAIRIE) / 3.2 / 12.25% - MIXED SHRUBS / 6.7 / 2.12% - PINE FLATWOODS / 2.2 / 8.54% - ROADS AND HIGHWAYS / 13.9 / 53.46% Future Land Use 2008 / Acres / Percent - COMMERCIAL, OFFICE, TOURISM, MARINA / 18.3 / 70.29% - MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 7.7 / 29.71% 500-Foot Buffer: Community Boundaries (4) - COLLIER BLVD EAST - BERKSHIRE LAKES - NORTH BELLE MEADE - FOREST PARK Developments of Regional Impact (2) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 6.2 Acres (8.60%) - TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] - 2.6 Acres (3.58%) Planned Unit Developments (4) - COLLIER BLVD. MIXED USE COMM. CNTR. - PLANNED UNIT DEVELOPMENT (CPUD) - I-75/ALLIGATOR ALLEY - WHITELAKE INDUSTRIAL CORP. PARK Cultural Field Survey Areas (5) - HISTORICAL/ARCHITECTURAL SURVEY OF COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ARCHAEOLOGICAL AND HISTORICAL SURVEY OF CITYGATE COMMERCE PARK IN COLLIER COUNTY FDOT RCI Bridges (2) - 030195 - 030196 Greenways Ecological Priority Linkages (Critical - 0.0 Acres / 0.05%) 2004 SFWMD FL Land Use and Land Cover / Acres / Percent - COMMERCIAL AND SERVICES / 2.9 / 3.97% - DISTURBED LAND / 4.0 / 5.59% - FRESHWATER MARSHES/GRAMINOID PRAIRIE-MARSH / 0.8 / 1.06% - HERBACEOUS (DRY PRAIRIE) / 4.0 / 5.54% - MIXED SHRUBS / 8.9 / 12.39% - PINE FLATWOODS / 4.5 / 6.24% - ROADS AND HIGHWAYS / 36.7 / 50.90% - WET MELALEUCA / 2.0 / 2.84% - WET PINELANDS HYDRIC PINE / 1.8 / 2.50%

- WET PRAIRIES / 6.5 / 8.97%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 44.9 / 62.32%

- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 27.2 / 37.68%

Comments on Effects to Resources:

The EST GIS analysis results reveal the following community features within the vicinity of the project (500-foot project buffer) that may be sensitive to potential noise and vibration effects: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments,

five cultural field survey areas, two FDOT RCI bridges, and a critical proposed greenway ecological priority linkage. The majority of community features occur in the one mile (5,280-foot) project buffer and include such resources as: Golden Gate (a 2000 Census Designated Place), Forest Glen Golf & Country Club, Palm Springs Neighborhood Park, and Golden Gate High School.

As indicated through the EST GIS analysis results, as well as the Existing Land Use Map of the adopted Collier County Growth Management Plan, the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. The project area also supports (and is intended to continue to support according to the Collier County Future Land Use Map) a commercial mixed-use center and industrial district. Consequently, the interchange is located within a designated freight activity center of Collier County.

To date, the interchange improvement is anticipated to impact a small number of vacant properties in the area. While the scope of this project is limited, due to potential noise and vibration effects that may be of concern to proximate businesses, the overall effects of the project on the area's aesthetics are anticipated to be minimal.

Additional Comments (optional):

CLC Commitments and Recommendations:

During the Project Development phase, FDOT District 1 will conduct public outreach in coordination with Collier County to solicit opinions and preferences from residents and businesses (located within the vicinity of the project intersection) on potential project effects and general design concepts related to aesthetics. The proposed interchange alternative will be adjusted so as to avoid or minimize impacts to the identified social, cultural, and natural features of the area.

Economic

Project Effects

Coordinator Summary Degree of Effect:



Enhanced assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 indicated that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area as the interchange is located within a designated freight activity center of Collier County. The FDOT District 1 noted that the project area is intended to continue to support a commercial mixed-use center and industrial district. The FDOT District 1 added that the interchange lies within a commercial mixed-use zoning overlay designated by Collier County; this designation, coupled by the increased mobility provided through the reconfigured interchange, is anticipated to spur development of proximate vacant land. The FDOT District 1 indicated that while the interchange improvement is anticipated to impact a small number of vacant properties in the area, the improvement is ultimately intended to enhance access to businesses and support local economic development opportunities consistent with local efforts (including improved access for goods movement activities).

Based on the foregoing, a Summary DOE of Enhanced has been assigned to the Economic issue.

Commitments and Responses: During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to solicit input on the project from the residents and businesses along Collier Boulevard and in the vicinity of the proposed interchange improvement.

Technical Study: None.

Degree of Effect: 1 Enhanced assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

Developments of Regional Impacts (1) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 0.3 Acres (1.08%)

500-Foot Buffer:

- Community Boundaries (4)
- COLLIER BLVD EAST
- BERKSHIRE LAKES
- NORTH BELLE MEADE

- FOREST PARK

- Developments of Regional Impact (2)
- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] 6.2 Acres (8.60%)
- TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] 2.6 Acres (3.58%)
- Planned Unit Developments (4)
- COLLIER BLVD. MIXED USE COMM. CNTR.
- PLANNED UNIT DEVELOPMENT (CPUD)
- I-75/ALLIGATOR ALLEY
- WHITELAKE INDUSTRIAL CORP. PARK

1,320-Foot (Quarter-Mile) Buffer:

Community Boundaries (4)

- COLLIER BLVD EAST
- BERKSHIRE LAKES
- NORTH BELLE MEADE
- FOREST PARK
- Developments of Regional Impact (2)
- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] 30.1 Acres (12.62%)
- TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] 26.8 Acres (11.21%)
- Planned Unit Developments (5)
- COLLIER BLVD. MIXED USE COMM. CNTR.
- PLANNED UNIT DEVELOPMENT (CPUD)
- I-75/ALLIGATOR ALLEY
- EAST GATEWAY
- WHITELAKE INDUSTRIAL CORP. PARK

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- COMMERICAL AND SERVICES / 37.1 / 15.55%
- DISTURBED LAND / 17.6 / 7.37%
- FRESHWATER MARSHES/GRAMINOID PRAIRIE MARSH / 2.9 / 1.19%
- HERBACEOUS (DRY PRAIRIE) / 4.0 / 1.67%
- INACTIVE LAND WITH STREET PATTERN / 4.0 / 1.68%
- MIXED SHRUBS / 9.3 / 3.88%
- PINE FLATWOODS / 22.9 / 9.59%
- RESERVOIRS / 0.0 / 0.01%
- ROADS AND HIGHWAYS / 60.1 / 25.16%
- WATER SUPPLY PLANTS INCLUDING PUMP STATIONS / 2.6 / 1.09%
- WET MELALEUCA / 20.2 / 8.45%
- WET PINELANDS HYDRIC PINE / 29.5 / 12.36%
- WET PRAIRIES / 28.7 / 12.00%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 130.6 / 54.66%
- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 3.5 / 1.45%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 103.4 / 43.27%
- RESIDENTIAL HIGH MORE THAN RM AND > 12DU / 1.4 / 0.61%

Comments on Effects to Resources:

As indicated through the EST GIS analysis results, as well as the Existing Land Use Map of the adopted Collier County Growth Management Plan, the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. In addition, the interchange lies within a commercial mixed-use zoning overlay designated by Collier County. This designation, coupled by the increased mobility provided through the reconfigured interchange, is anticipated to spur development of proximate vacant land.

Due to the fact that the interchange is located within Collier County's Gateway Freight Activity Center, the area surrounding the interchange is planned to support notable commercial and industrial development. Based on the EST GIS analysis results and the Collier County Future Land Use Map, areas surrounding the interchange are targeted for growth and reinvestment as implied through the presence of several Developments of Regional Impact and Planned Unit Developments within the various project buffers. It should be noted that the interchange also provides access to southwestern Collier County, including Naples and Marco Island. The interchange improvement is anticipated to increase operational capacity and enhance overall traffic operations, supporting anticipated population and employment growth in these areas.

To date, the interchange improvement is anticipated to impact a small number of vacant properties in the area. Since the interchange improvement will ultimately enhance access to businesses and support local economic development opportunities consistent with local efforts (including improved access for goods movement activities), economic enhancements are expected in the area as a result of the project. Additional Comments (optional):

CLC Commitments and Recommendations:

During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to solicit input on the project from the residents and businesses along Collier Boulevard and in the vicinity of the proposed interchange improvement.

Land Use

Project Effects

Coordinator Summary Degree of Effect:

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 reported that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area as the interchange is located within a designated freight activity center of Collier County. The FDOT District 1 noted that, according to the Collier County Future Land Use Map, the project area is targeted for growth and reinvestment and is intended to continue to support notable commercial and industrial development. The FDOT District 1 added that the interchange lies within a commercial mixed-use zoning overlay designated by Collier County; this designation, coupled by the increased mobility provided through the reconfigured interchange, is anticipated to spur development of proximate vacant land. The FDOT District 1 indicated that while minimal impacts to surrounding land uses (particularly vacant commercial properties) could occur as a result of the proposed interchange improvement, the project is ultimately intended to accommodate the projected population and employment growth in the area by increasing operational capacity and enhancing overall traffic operations. The FDOT District 1 stated that the overall effects on the area's character resulting from the improvement are expected to be minimal as the project supports the land use vision depicted through the Collier County Future Land Use Map. The FDOT District 1 reiterated that the

project is consistent with the adopted Collier County Growth Management Plan, as well as Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan and FY 2010/2011 - FY 2014/2015 Transportation Improvement Program.

Based on the foregoing, a Summary DOE of Minimal has been assigned to the Land Use issue.

Commitments and Responses: During the Project Development phase, the FDOT District 1 will conduct public outreach in coordination with Collier County to obtain feedback from residents and businesses that may be impacted by the interchange improvement.

Technical Study: None.

Degree of Effect: 2 Minimal assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

Developments of Regional Impacts (1) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 0.3 Acres (1.08%)

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- HERBACEOUS (DRY PRAIRIE) / 3.2 / 12.25%

- MIXED SHRUBS / 6.7 / 2.12%

- PINE FLATWOODS / 2.2 / 8.54%
- ROADS AND HIGHWAYS / 13.9 / 53.46%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 18.3 / 70.29%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 7.7 / 29.71%

500-Foot Buffer:

Community Boundaries (4)

- COLLIER BLVD EAST
- BERKSHIRE LAKES
- NORTH BELLE MEADE
- FOREST PARK
- Developments of Regional Impact (2)
- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] 6.2 Acres (8.60%)
- TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] 2.6 Acres (3.58%)

Planned Unit Developments (4)

- COLLIER BLVD. MIXED USE COMM. CNTR.
- PLANNED UNIT DEVELOPMENT (CPUD)
- I-75/ALLIGATOR ALLEY
- WHITELAKE INDUSTRIAL CORP. PARK

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- COMMERCIAL AND SERVICES / 2.9 / 3.97%
- DISTURBED LAND / 4.0 / 5.59%
- FRESHWATER MARSHES/GRAMINOID PRAIRIE-MARSH / 0.8 / 1.06%
- HERBACEOUS (DRY PRAIRIE) / 4.0 / 5.54%
- MIXED SHRUBS / 8.9 / 12.39%
- PINE FLATWOODS / 4.5 / 6.24%
- ROADS AND HIGHWAYS / 36.7 / 50.90%
- WET MELALEUCA / 2.0 / 2.84%
- WET PINELANDS HYDRIC PINE / 1.8 / 2.50%
- WET PRAIRIES / 6.5 / 8.97%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 44.9 / 62.32%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 27.2 / 37.68%

1,320-Foot (Quarter-Mile) Buffer:

Community Boundaries (4)

- COLLIER BLVD EAST
- BERKSHIRE LAKES
- NORTH BELLE MEADE

- FOREST PARK

Developments of Regional Impact (2)

- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] 30.1 Acres (12.62%)
- TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] 26.8 Acres (11.21%)

Planned Unit Developments (5)

- COLLIER BLVD. MIXED USE COMM. CNTR.
- PLANNED UNIT DEVELOPMENT (CPUD)
- I-75/ALLIGATOR ALLEY
- EAST GATEWAY
- WHITELAKE INDUSTRIAL CORP. PARK

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- COMMERICAL AND SERVICES / 37.1 / 15.55%
- DISTURBED LAND / 17.6 / 7.37%
- FRESHWATER MARSHES/GRAMINOID PRAIRIE MARSH / 2.9 / 1.19%
- HERBACEOUS (DRY PRAIRIE) / 4.0 / 1.67%
- INACTIVE LAND WITH STREET PATTERN / 4.0 / 1.68%
- MIXED SHRUBS / 9.3 / 3.88%
- PINE FLATWOODS / 22.9 / 9.59%
- RESERVOIRS / 0.0 / 0.01%
- ROADS AND HIGHWAYS / 60.1 / 25.16%
- WATER SUPPLY PLANTS INCLUDING PUMP STATIONS / 2.6 / 1.09%
- WET MELALEUCA / 20.2 / 8.45%
- WET PINELANDS HYDRIC PINE / 29.5 / 12.36%
- WET PRAIRIES / 28.7 / 12.00%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 130.6 / 54.66%
- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 3.5 / 1.45%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 103.4 / 43.27%
- RESIDENTIAL HIGH MORE THAN RM AND > 12DU / 1.4 / 0.61%

Comments on Effects to Resources:

As indicated through the EST GIS analysis results, as well as the Existing Land Use Map of the adopted Collier County Growth Management Plan, the area in the immediate vicinity of the proposed interchange (1.320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. In addition, the interchange lies within a commercial mixed-use zoning overlay designated by Collier County. This designation, coupled by the increased mobility provided through the reconfigured interchange, is anticipated to spur development of proximate vacant land.

Due to the fact that the interchange is located within Collier County's Gateway Freight Activity Center, the area surrounding the interchange is planned to support notable commercial and industrial development. Based on the EST GIS analysis results and the Collier County Future Land Use Map, areas surrounding the interchange are targeted for growth and reinvestment as implied through the presence of several Developments of Regional Impact and Planned Unit Developments within the various project buffers. It should be noted that the interchange also provides access to southwestern Collier County, including Naples and Marco Island. The interchange improvement is anticipated to increase operational capacity and enhance overall traffic operations, supporting anticipated population and employment growth in these areas.

While minimal impacts to surrounding land uses (particularly vacant commercial properties) could occur as a result of the proposed improvement, the project is anticipated to support the land use vision depicted through the Collier County Future Land Use Map. The overall effects on the area's character resulting from the improvement are anticipated to be minimal.

Transportation Plan Consistency:

The proposed I-75 at Collier Boulevard (CR 951) interchange improvement is listed as a priority project in the Collier MPO's 2035 LRTP Cost Feasible Plan (funded through design only). The proposed interchange is also reflected on Map TR-1: Financially Feasible Plan and Traffic Circulation Map -Year 2025 of the adopted Collier County Growth Management Plan and is identified in the adopted Collier MPO FY 2010/2011 -2014/2015 Transportation Improvement Program.

Additional Comments (optional):

CLC Commitments and Recommendations:

During the Project Development phase, the FDOT District 1 will conduct public outreach in coordination with Collier County to obtain feedback from residents and businesses that may be impacted by the interchange improvement.

Mobility

Project Effects

Coordinator Summary Degree of Effect:

1 Enhanced assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 reported that, based on the Collier-Lee 2035 Draft Cost Feasible Plan model, the volume of vehicles to utilize the interchange will nearly double over the next 25 years. The FDOT District 1 also noted that Collier County's freight transportation system is dominated almost exclusively by its highway network with I-75 and Collier Boulevard/CR 951 serving as two of the most important freight corridors of the network. The FDOT District 1 additionally commented that the Collier Boulevard/CR 951 study corridor experiences average crash rates higher than statewide average rates for similar facilities; as traffic volumes increase at the interchange, the opportunity for vehicle movement conflict is expected to increase. The FDOT District 1 stated that the proposed interchange improvement is anticipated to support the projected growth in traffic, enhance the mobility of goods, and improve safety conditions (and thus, reduce the commonly reported rear-end type crashes) by increasing operational capacity and alleviating current and future congestion at the interchange.

Based on the foregoing, a Summary DOE of Enhanced has been assigned to the Mobility issue.

Commitments and Responses: During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to

solicit community opinions and preferences, targeting input from the transportation disadvantaged population, regarding area mobility needs as a result of the interchange improvement.

Technical Study: None.

Degree of Effect: 1 Enhanced assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

FDOT RCI Bridges (2)

- 030195

- 030196
- Florida 5 Year Crash Rates (2008)
- SR 93: 1.59314817 (Safety Ratio)
- SR 951: 2.57340681 (Safety Ratio)
- Nonfatal Crashes On Florida Local and SHS Roadways (2005 2007)
- 2005: 3
- 2006: 12
- 2007: 3

500-Foot Buffer:

FDOT RCI Bridges (2)

- 030195

- 030196

Greenways Ecological Priority Linkages (Critical - 0.0 Acres / 0.05%)

Facility Crossings (2)

- I-75

- SR 951

- Nonfatal Crashes On Florida Local and SHS Roadways (2005 2007)
- 2005: 18
- 2006: 22
- 2007: 21

1,320-Foot (Quarter-Mile) Buffer:

FDOT RCI Bridges (2)

- 030195

- 030196

Greenways Ecological Priority Linkages (Critical - 15.9 Acres / 6.64%) Number of Housing Units with No Vehicle Available: 20 (1.1%)

Comments on Effects to Resources:

According to the Interchange Operational Analysis Report (October 2010) prepared for the I-75 at Collier Boulevard/CR 951 interchange, the existing Annual Average Daily Traffic (AADT) volumes for I-75 (west of Collier Boulevard/CR 951 and east of Collier Boulevard/CR 951) are 36,700 and 18,900 vehicle trips per day. Based on the Collier-Lee 2035 Draft Cost Feasible Plan model, the AADT volumes for I-75 (west of Collier Boulevard/CR 951) and east of Collier Boulevard/CR 951) are expected to increase to 76,100 and 36,000 vehicle trips per day. As indicated through this analysis, the volume of vehicles utilizing the interchange is expected to nearly double over the next 25 years. The modification of the interchange is needed to improve operations to support the projected growth in traffic.

Collier County's freight transportation system is dominated almost exclusively by its highway network. Collier MPO's 2035 LRTP designates I-75 as a Tier One Freight Corridor. In addition, Collier Boulevard/CR 951 serves as a regional freight corridor. Due to the fact that the interchange serves as a connector between the two roadways, which support much of the county's freight movement, the proposed interchange improvement is anticipated to enhance the mobility of goods in Collier County by alleviating current and future congestion at the interchange and on the surrounding freight network.

As traffic volume increases at the interchange, the opportunity for vehicle movement conflict is expected to increase. The high congestion and low spacing between signalized intersections along the Collier Boulevard/CR 951 corridor may contribute to the common rear-end type crashes reported. It should be noted that the Collier Boulevard/CR 951 study corridor experiences average crash rates higher than statewide average rates for similar facilities. By increasing operational capacity and reducing congestion, the proposed project is anticipated to improve safety conditions (and thus, reduce rear-end type crashes) at the interchange.

Based on the foregoing, the interchange improvement is expected to enhance overall mobility (not only at the interchange, but on the surrounding roadway network) in the area. Additional Comments (optional):

CLC Commitments and Recommendations:

During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to solicit community opinions and preferences, targeting input from the transportation disadvantaged population, regarding area mobility needs as a result of the interchange improvement.

Relocation

Project Effects

Coordinator Summary Degree of Effect:

Moderate assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 reported that the majority of community features occur within the 5,280-foot buffer of the proposed interchange improvement; features that exist within the 500-foot buffer include: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments, five cultural field survey areas, and a critical proposed greenway ecological priority linkage. The FDOT District 1 noted that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses with pockets of light industrial uses; the project area is intended to continue to support a commercial mixed-use center and industrial district. The FDOT District 1 indicated that while the area is zoned predominantly for commercial, mixed-use, industrial and freight activities, a vast majority of the land adjacent to the interchange remains vacant; as such, potential business and residential relocation effects as a result of the improvement are anticipated to be minimal.

The FHWA identified approximately 351.0 acres of fixed single-family units, approximately 184.0 acres of low rise multi-family dwelling units, the Golden Gate Public High School, and several other public schools/properties within the 5,280-foot project buffer. The FHWA stated that the effects of the project will depend on the location of the interchange which is unknown at this time; if relocations are required as a result of the project, the process must comply with the Uniform Act. Coordination Document: PD&E Support Document as per PD&E Manual.

Based on the foregoing analysis, a Summary DOE of Moderate has been assigned to the Relocation issue.

Commitments and Responses: Further assessment of relocation effects will be conducted during Project Development as more detailed and finalized project information regarding right-of-way needs becomes available. The proposed interchange alternative will be adjusted so as to avoid or minimize impacts to identified businesses, as well as social, cultural, and natural features. If relocations are necessary, the process will comply with the Uniform Act.

Technical Study: Conceptual Stage Relocation Plan (potentially).

Degree of Effect: 3 Moderate assigned 01/20/2011 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Within 1-mile buffer (as advised by Gwen Pipkin):

Golden Gate Public High School and several other public schools/property.

351 acres of fixed single family units.

184 acres of multiple dwelling units - low rise. **Comments on Effects to Resources:** Effects depend on location of interchange, which is unknown at this time.

If relocations are required, the process must comply with the Uniform Act. Additional Comments (optional):

CLC Commitments and Recommendations:

Degree of Effect:

2 Minimal assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

Developments of Regional Impacts (1)

- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 0.3 Acres (1.08%)

Cultural Field Survey Areas (4)

- HISTORICAL/ARCHITERTURAL SURVEY OF COLLIER COUNTY

- A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY

- A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY
- ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY
- FDOT RCI Bridges (2)
- 030195
- 030196

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- HERBACEOUS (DRY PRAIRIE) / 3.2 / 12.25%
- MIXED SHRUBS / 6.7 / 2.12%
- PINE FLATWOODS / 2.2 / 8.54%
- ROADS AND HIGHWAYS / 13.9 / 53.46%

Future Land Use 2008 / Acres / Percent - COMMERCIAL, OFFICE, TOURISM, MARINA / 18.3 / 70.29% - MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 7.7 / 29.71%

500-Foot Buffer:

Community Boundaries (4) - COLLIER BLVD EAST - BERKSHIRE LAKES - NORTH BELLE MEADE - FOREST PARK Developments of Regional Impact (2) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 6.2 Acres (8.60%) - TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] - 2.6 Acres (3.58%) Planned Unit Developments (4) - COLLIER BLVD. MIXED USE COMM. CNTR. - PLANNED UNIT DEVELOPMENT (CPUD) - I-75/ALLIGATOR ALLEY - WHITELAKE INDUSTRIAL CORP. PARK Cultural Field Survey Areas (5) - HISTORICAL/ARCHITECTURAL SURVEY OF COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ARCHAEOLOGICAL AND HISTORICAL SURVEY OF CITYGATE COMMERCE PARK IN COLLIER COUNTY FDOT RCI Bridges (2) - 030195 - 030196 Greenways Ecological Priority Linkages (Critical - 0.0 Acres / 0.05%) 2004 SFWMD FL Land Use and Land Cover / Acres / Percent - COMMERCIAL AND SERVICES / 2.9 / 3.97% - DISTURBED LAND / 4.0 / 5.59% - FRESHWATER MARSHES/GRAMINOID PRAIRIE-MARSH / 0.8 / 1.06% - HERBACEOUS (DRY PRAIRIE) / 4.0 / 5.54% - MIXED SHRUBS / 8.9 / 12.39% - PINE FLATWOODS / 4.5 / 6.24% - ROADS AND HIGHWAYS / 36.7 / 50.90% - WET MELALEUCA / 2.0 / 2.84%

- WET PINELANDS HYDRIC PINE / 1.8 / 2.50%

- WET PRAIRIES / 6.5 / 8.97%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 44.9 / 62.32%

- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 27.2 / 37.68%

Comments on Effects to Resources:

The EST GIS analysis reveal few community features within the vicinity of the project. Notable features within the 500-foot project buffer include: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments, five cultural field survey areas and a critical proposed greenway ecological priority linkage. The majority of community features occur in the one mile (5,280-foot) project buffer and include such resources as: Golden Gate (a 2000 Census Designated Place), Forest Glen Golf & Country Club, Palm Springs Neighborhood Park, and Golden Gate High School.

As indicated through the EST GIS analysis results, as well as the Existing Land Use Map of the adopted Collier County Growth Management Plan, the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. The project area also supports (and is intended to continue to support according to the Collier County Future Land Use Map) a commercial mixed-use center and industrial district. Consequently, the interchange is located within a designated freight activity center of Collier County.

This project proposes an interchange improvement that will alter the current diamond interchange replacing it with a partial cloverleaf interchange with two loop ramps. The improvement will incorporate planned enhancements at the Davis Boulevard/SR 84 and Collier Boulevard/CR 951 intersection, as well as complement and support roadway capacity improvements to Collier/CR 951 and Davis/SR 84 Boulevards that are presently underway.

Though the area is zoned primarily for commercial, mixed-use, industrial and freight activities, a vast majority of the land adjacent to the interchange remains vacant. As such, potential business and residential relocation effects are anticipated to be minimal as a result of the improvement.

As more detailed and finalized information regarding right-of-way needs becomes available, the project footprint will be adjusted so as to avoid or minimize impacts to identified businesses, as well as social, cultural, and natural features of the area. Additional Comments (optional):

CLC Commitments and Recommendations:

It is recommended that further assessment of relocation effects be conducted during the Project Development phase as more detailed and finalized project information regarding right-of-way needs becomes available. The proposed interchange alternative will be adjusted so as to avoid or minimize impacts to identified businesses, as well as social, cultural, and natural features.

Social

Project Effects

Coordinator Summary Degree of Effect:

3 Moderate assigned 03/25/2011 by FDOT District 1

Comments:

The FDOT District 1 reported that the majority of community features occur within the 5,280-foot buffer of the proposed interchange improvement; features that exist within the 500-foot buffer include: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments, five cultural field survey areas, and a critical proposed greenway ecological priority linkage. The FDOT District 1 noted that the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses with pockets of light industrial uses; the project area is intended to continue to support a commercial mixed-use center and industrial district. The FDOT District 1 also reported that the demographics portrayed for the 5,280-foot project buffer are comparable to Collier County as a whole; however, the buffer area contains a slightly higher youth population (3.1% more), a lower elderly population (7.3% less), a lower percentage of housing units with no vehicle available (2.9% less), and a lower median family income (\$9,527 less). In addition, no census blocks within the quarter-mile project buffer contain a minority population greater than 40%. The FDOT District 1 further noted that while the 5,280-foot project buffer only contains 366 individuals (2.2%) that do not speak English at all, public outreach activities targeting the Hispanic community will be considered since 18.1% or 811 persons of the total population for the buffer area are of Hispanic ethnicity (per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4, Limited English Proficiency (LEP) accommodations are required if the demographic data indicates that 5.0% or 1,000 persons or more in a project area speak a language other than English). The FDOT District 1 stated that, to date, the interchange improvement is only anticipated to impact a small number of vacant properties in the area. The FDOT District 1 stated that despite concerns of potential noise and vibration effects to proximate busines

The FHWA noted that nine census block groups within the 5,280-foot project buffer contain median family incomes ranging from \$36,892 to \$61,563 (above poverty level); the population percentages range from 0% to 13.73% African American and 4.76% to 37.03% Hispanic. The FHWA also identified approximately 351.0 acres of fixed single-family units, approximately 184.0 acres of low rise multi-family dwelling units, the Golden Gate Public High School, several other public schools/properties, and golf courses within the 5,280-foot project buffer. The FHWA stated that the effects of the project will depend on the location of the interchange which is unknown at this time; both a Sociocultural Effects Evaluation and a Noise Study are required. Coordination Document: PD&E Support Document as per PD&E Manual.

Based on the foregoing analysis, a Summary DOE of Moderate has been assigned to the Social issue.

Commitments and Responses: During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to solicit input from the transportation disadvantaged, elderly, and low income populations to ensure that the social needs of the community and the transportation needs of the residents are not negatively impacted by the project. Public outreach activities targeting the Hispanic community will additionally be conducted in compliance with LEP accommodations of the PD&E Manual.

Technical Studies: Sociocultural Effects Evaluation.

Degree of Effect: 2 Minimal assigned 01/28/2011 by Lauren Brooks, FDOT District 1

Coordination Document: No Selection

Direct Effects

Identified Resources and Level of Importance: 100-Foot Buffer:

Developments of Regional Impacts (1) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 0.3 Acres (1.08%) Cultural Field Survey Areas (4) - HISTORICAL/ARCHITERTURAL SURVEY OF COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY - A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY 500-Foot Buffer: Community Boundaries (4) - COLLIER BLVD EAST - BERKSHIRE LAKES - NORTH BELLE MEADE - FOREST PARK Developments of Regional Impact (2) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 6.2 Acres (8.60%) - TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] - 2.6 Acres (3.58%) Planned Unit Developments (4) - COLLIER BLVD. MIXED USE COMM. CNTR. - PLANNED UNIT DEVELOPMENT (CPUD) - I-75/ALLIGATOR ALLEY - WHITELAKE INDUSTRIAL CORP. PARK Cultural Field Survey Areas (5)

- HISTORICAL/ARCHITECTURAL SURVEY OF COLLIER COUNTY

- A CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 84 IN COLLIER COUNTY

- A CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY

- ADDENDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF I-75 IN COLLIER COUNTY - ARCHAEOLOGICAL AND HISTORICAL SURVEY OF CITYGATE COMMERCE PARK IN COLLIER COUNTY

Greenways Ecological Priority Linkages (Critical - 0.0 Acres / 0.05%)

1.320-Foot (Quarter-Mile) Buffer:

Community Boundaries (4)

- COLLIER BLVD EAST
- BERKSHIRE LAKES
- NORTH BELLE MEADE
- FOREST PARK
- Developments of Regional Impact (2)
- CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] 30.1 Acres (12.62%)
- TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] 26.8 Acres (11.21%)
- Planned Unit Developments (5)
- COLLIER BLVD. MIXED USE COMM. CNTR.
- PLANNED UNIT DEVELOPMENT (CPUD)
- I-75/ALLIGATOR ALLEY
- EAST GATEWAY
- WHITELAKE INDUSTRIAL CORP. PARK
- Cultural Field Survey Areas (9)

Greenways Ecological Priority Linkages (Critical - 15.9 Acres / 6.64%)

2004 SFWMD FL Land Use and Land Cover / Acres / Percent

- COMMERICAL AND SERVICES / 37.1 / 15.55%
- DISTURBED LAND / 17.6 / 7.37%
- FRESHWATER MARSHES/GRAMINOID PRAIRIE MARSH / 2.9 / 1.19%
- HERBACEOUS (DRY PRAIRIE) / 4.0 / 1.67%
- INACTIVE LAND WITH STREET PATTERN / 4.0 / 1.68%
- MIXED SHRUBS / 9.3 / 3.88%
- PINE FLATWOODS / 22.9 / 9.59%
- RESERVOIRS / 0.0 / 0.01%
- ROADS AND HIGHWAYS / 60.1 / 25.16%
- WATER SUPPLY PLANTS INCLUDING PUMP STATIONS / 2.6 / 1.09%
- WET MELALEUCA / 20.2 / 8.45%
- WET PINELANDS HYDRIC PINE / 29.5 / 12.36%
- WET PRAIRIES / 28.7 / 12.00%

Future Land Use 2008 / Acres / Percent

- COMMERCIAL, OFFICE, TOURISM, MARINA / 130.6 / 54.66%
- INDUSTRIAL, EXTRACTIVE, TRANSPORTATION / 3.5 / 1.45%
- MIXED USE, ACTIVITY CTR, URBAN VILLAGE / 103.4 / 43.27%
- RESIDENTIAL HIGH MORE THAN RM AND > 12DU / 1.4 / 0.61%

5,280-Foot (One Mile) Buffer:

2000 Census Designated Places (1) - GOLDEN GATE Developments of Regional Impact (4) - CITYGATE COMMERCIAL PARK [ADA NO: 1987-052] - 301.6 Acres (12.52%) - GREEN HERON [ADA NO: 1983-028] - 25.0 Acres (1.04%) - TOLLGATE COMMERICIAL CENTER [ADA NO: 1984-002] - 77.6 Acres (3.22%) - TWELVE LAKES [ADA NO: 1986-058] - 0.2 Acres (0.01%) Planned Unit Developments (21) FDEM Emergency Medical Services (2) - GOLDEN GATE FIRE CONTROL AND RESCUE DISTRICT STATION 72 - TENDER LOVING CARE NON-EMERGENCY MEDICAL TRANSPORT FDEM Fire Stations (1) - GOLDEN GATE FIRE CONTROL AND RESCUE DISTRICT STATION 72 Geocoded Assisted Housing (2) - SADDLEBROOK VILLAGE APARTMENTS - NOAH'S LANDING APARTMETNS Geocoded Civic Centers (1) - FOREST GLEN GOLF & COUNTRY CLUB Geocoded Community Centers (1) - FOREST GLEN COUNTRY CLUB Geocoded Fire Stations (1) - GOLDEN GATE FIRE CONTROL AND RESCUE DISTRICT STATION 72 Geocoded Law Enforcement Facilities (1) - FLORIDA HIGHWAY PATROL NAPLES - TROOP F Geocoded Parks (1) - PALM SPRINGS NEIGHBORHOOD PARK Geocoded Schools (1)

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- GOLDEN GATE HIGH SCHOOL Geocoded Social Service Facilities (2) - PROFESIONAL COMMUNITY SERVICE - ACT Group Car Facilities (1) - GOLDEN GATE HIGH SCHOOL

Comments on Effects to Resources:

The EST GIS analysis reveal few community features within the vicinity of the project. Notable features within the 500-foot project buffer include: four designated community boundaries, two Developments of Regional Impact, four Planned Unit Developments, five cultural field survey areas and a critical proposed greenway ecological priority linkage. The majority of community features occur in the one mile (5,280-foot) project buffer and include such resources as: Golden Gate (a 2000 Census Designated Place), Forest Glen Golf & Country Club, Palm Springs Neighborhood Park, and Golden Gate High School.

As indicated through the EST GIS analysis results, as well as the Existing Land Use Map of the adopted Collier County Growth Management Plan, the area in the immediate vicinity of the proposed interchange (1,320-foot buffer) is designated primarily for commercial uses; pockets of light industrial uses also occur in the area. The project area also supports (and is intended to continue to support according to the Collier County Future Land Use Map) a commercial mixed-use center and industrial district. Consequently, the interchange is located within a designated freight activity center of Collier County.

The table below presents demographic data for the one mile (5,280-foot) project buffer and Collier County. As indicated through the data, the demographics portrayed for the one mile buffer are comparable to Collier County as a whole. The one mile buffer contains a slightly higher youth population, constituting approximately 23% of the total population within the buffer area. This population is more likely to use a non-motorized form of transportation, like walking or biking. Accordingly, the percentage of housing units with no vehicle available in the one mile buffer (2.0%) is dramatically lower compared to the county average (4.9%). In correlation, the median family income for the buffer area is notably less compared to the county median family income (\$9,527 less).

Demographic / One Mile Buffer / Collier County White (Race) / 86.6% / 86.1% African-American (Race) / 4.5% / 4.5% "Other" * (Race) / 8.9% / 9.4% Hispanic (Ethnic Group) / 18.1% / 19.6% Age 65+ / 17.2% / 24.5% Under Age 18 / 23.0% / 19.9% Housing Units w/ No Vehicle Available / 2.0% / 4.9% Median Family Income / \$45,289 / \$54,816 Source: EST (2000 Data - 1,320-Foot Buffer) and US Census Bureau (2000 Data - Collier County) * "Other" includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone, & Other Race.

Minority Population Greater than 40%:

No census blocks within the quarter-mile project buffer contain a minority population greater than 40%. Per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4, Limited English Proficiency (LEP) accommodations are required if the demographic data indicates that 5.0% or 1,000 persons or more in a project area speak a language other than English. The one mile buffer area surrounding the project includes persons of Hispanic ethnicity amounting to 18.1% or 811 persons of the total population for that area. In addition, according to the 2000 US Census Bureau block-level data, 366 persons do not speak English at all within the one mile buffer area. For these reasons, public outreach activities will need to target the Hispanic community.

This project proposes an interchange improvement that will alter the current diamond interchange replacing it with a partial cloverleaf interchange with two loop ramps. The improvement will incorporate planned enhancements at the Davis Boulevard/SR 84 and Collier Boulevard/CR 951 intersection, as well as complement and support roadway capacity improvements to Collier/CR 951 and Davis/SR 84 Boulevards that are presently underway. Likewise, the improvement is intended to support commercial, mixed-use, industrial and freight activities of the area.

While potential noise and vibration effects may be of concern to proximate businesses, the scope of this project is limited. To date, the interchange improvement is anticipated to impact a small number of vacant properties in the area. Based on the foregoing, the overall impacts on community character and social cohesion as a result of the project are anticipated to be minimal. **Additional Comments (optional):**

CLC Commitments and Recommendations:

During Project Development, the FDOT District 1 will conduct public outreach in coordination with Collier County to solicit input from the transportation disadvantaged, elderly, and low income populations to ensure that the social needs of the community and the transportation needs of the residents are not negatively impacted by the project. Public outreach activities targeting the Hispanic community will additionally be conducted in compliance with LEP accommodations of the PD&E Manual.

Degree of Effect: 3 Moderate assigned 01/20/2011 by Linda Anderson, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Within 1-mile buffer (as advised by Gwen Pipkin):

9 Census Block Groups with median incomes ranging from \$36,892-\$61,563 (above the poverty level); 0-13.73% African American and 4.76-37.03% Hispanic.

Golden Gate Public High School and several other public schools/property.

351 acres of fixed single family units.

184 acres of multiple dwelling units - low rise.

Golf courses.

Comments on Effects to Resources:

The effect depends on just where the interchange is placed, which is not known at this time.

Median incomes per Census Block Group data are above poverty level, but percentage of population within Block Groups range up to 13.73% African American and 37.03% Hispanic.

A Socio-Cultural Effects Study is required.

A Noise Study Review is also required. Additional Comments (optional):

CLC Commitments and Recommendations:

ETAT Reviews and Coordinator Summary: Secondary and Cumulative

Secondary and Cumulative Effects

Project Effects

Coordinator Summary Degree of Effect:

2

Minimal assigned 03/25/2011 by FDOT District 1

Comments:

The FDACS did not identify any potential secondary and cumulative effects or issues associated with the project and indicated that further involvement would not be necessary.

As stated in the project description, the purpose of this project is to enhance operational capacity, improve traffic circulation, and increase vehicular safety at an existing interchange. This project is not a new alignment. It will incorporate planned enhancements at the Davis Boulevard/SR 84 and Collier Boulevard/CR 951 intersection, as well as complement and support roadway capacity improvements to Collier/CR 951 and Davis/SR 84 Boulevards that are presently underway, to meet current and future traffic demand as a result of increasing growth and approved development in the area. Furthermore, the proposed project has the potential to reduce traffic noise and congestion by enhancing vehicular mobility at the interchange. For these reasons, a Summary DOE of Minimal has been assigned to the Secondary and Cumulative Effects issue.

For the above reasons, a Summary DOE of Moderate has been assigned to the Secondary and Cumulative Effects issue.

Commitments and Responses: None.

Degree of Effect: N/A // No Involvement assigned 01/28/2011 by Michael Weston, FL Department of Agriculture and Consumer Services

Coordination Document: None selected

Project Scope

General Project Commitments

There are no general project recommendations identified for this project in the EST.

Required Permits

Permit	Туре	Conditions	Review Org	Review Date
Environmental Resource Permit	State		FDOT District 1	03/25/11

Required Technical Studies

Technical Study Name	Туре	Conditions	Review Org	Review Date
Noise Study Report	ENVIRONMENTAL		FDOT District 1	03/25/2011
Contamination Screening Evaluation Report	ENVIRONMENTAL	(potentially)	FDOT District 1	03/25/2011
Conceptual Stage Relocation Plan	ENVIRONMENTAL	(potentially)	FDOT District 1	03/25/2011
Endangered Species Biological Assessment	ENVIRONMENTAL		FDOT District 1	03/25/2011
Wetlands Evaluation Report	ENVIRONMENTAL		FDOT District 1	03/25/2011
4 (f) Determination	Other		FDOT District 1	03/25/2011
Floodplains Assessment	Other		FDOT District 1	03/25/2011
Sociocultural Effects Evaluation	Other		FDOT District 1	03/25/2011
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 1	03/25/2011
Reconnaissance Survey	ENVIRONMENTAL	with judgmental testing	FDOT District 1	03/25/2011

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Categorical Exclusion	None	Administration	1 3 5	Participating agencies are not applicable for this class of action.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Gwen G. Pipkin	FDOT District 1	ACCEPTED	06/17/2011	FDOT ETDM Coordinator

Comments:

Of the 21 issues examined for this project, the following Summary Degrees of Effect (DOE) were assigned:

Enhanced - 2 issues N/A / No Involvement - 1 issue None - 2 issues Minimal - 11 issues Moderate - 5 issues No issue received a Summary DOE greater than Moderate.

Each of these issues will be evaluated in further detail during the Project Development and Environment (PD&E) phase. The five issues assigned a Summary DOE of Moderate are briefly described below. A statement describing how the issue supports the recommended Class of Action for the project is also included.

Wetlands - This issue was assigned a Summary DOE of Moderate due to the quantity of wetlands within the project vicinity (13 acres within the 200 ft. buffer). However, due to the limited scope of the project, and the location at an existing interchange within a moderately developed area, impacts are expected to be minimal. The FDOT will prepare a Wetland Evaluation Report, in coordination with the SFWMD, to further assess the extent of potential wetland impacts.

Wildlife and Habitat - This issue was assigned a Summary DOE of Moderate based on the presence of a woodstork core foraging area in the vicinity of the project. Minimal impacts are anticipated as a result of this project due to its limited scope and location within a moderately developed area. FDOT will conduct an Endangered Species Biological Assessment during which any potential impacts to wildlife and habitat resources will be addressed pursuant to Chapter 27 of the FDOT's PD&E Manual.

Section 4(f) Potential - This issue was assigned a Summary DOE of Moderate based on potential project-related adverse impacts to protected 4(f)

Name	Agency	Review Status	Date	ETDM Role

resources in the area and the fact that Section 4(f) impacts to cultural resources are unknown until a reconnaissance level survey is conducted and eligibility is assessed. However, due to the limited scope of the project, and the location at an existing interchange within a moderately developed area, impacts are expected to be minimal. The FDOT will perform a Section 4(f) Determination of Applicability (DOA) to seek formal designation of all identified features.

Relocation - This issue was assigned a Summary DOE of Moderate due to agency concerns regarding the potential relocation of residential units and public schools/properties located within the 5,280-foot project buffer. It should be noted that while the area in the immediate vicinity of the project is zoned predominantly for commercial, mixed-use, industrial and freight activities, a vast majority of the land adjacent to the interchange remains vacant based on recent aerial imagery. As such, potential business and residential relocation effects as a result of the project are anticipated to be minimal. The FDOT will further assess potential relocation effects as more detailed project information regarding right-of-way needs becomes available. The project will be adjusted so as to avoid or minimize impacts; if relocations are necessary, the FDOT will conduct a Conceptual Stage Relocation Plan.

Social - This issue was assigned a Summary DOE of Moderate due to environmental justice concerns based on the potential for historically disadvantaged populations (located within the 5,280-foot project buffer) to be disproportionately impacted by the project. Public outreach activities targeting the Hispanic community will be considered (and conducted in compliance with Limited English Proficiency (LEP) accommodations of the PD&E Manual). The overall impacts on community character and social cohesion are anticipated to be minimal as the project is limited in scope and is only anticipated to impact a small number of vacant properties in the area. The FDOT will conduct a Sociocultural Effects Evaluation and a Noise Study as more detailed project information regarding right-of-way needs becomes available to further assess potential impacts to disadvantaged populations.

The FDOT recommends a Type 2 Categorical Exclusion (Type 2 CE) as the appropriate Class of Action for this project. The project is anticipated to result in minimal direct and indirect impacts to natural, cultural, and community resources.

Joseph Sullivan	Federal Highway Administration	ACCEPTED	06/20/2011	Lead Agency ETAT Member
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Comments:

The Federal Highway Administration approves the Type II Categorical Exclusion Class of Action Determination for I-75 at Collier Boulevard (CR 951) (ETDM #13101). This approval is based on the content of agency comments and the Programming Summary Report which suggest that there will be no significant impacts associated with the project.

Six specific comments are noted below which need additional documentation to confirm the level or lack of impacts. Approval is contingent upon provision of the following:

1. Wetland impacts noted on GIS analysis must be quantified and verified via preparation of a Wetlands Evaluation Report. FDOT will need to coordinate with the U.S. Corps of Engineers, South Florida Water Management District, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and FL Department of Environmental Protection during permitting process. Foremost goal during the planning phase should be to avoid and/or minimize, then mitigate for unavoidable wetland impacts. Comments and suggestions provided in ETDM #13101 by these agencies must also be taken into consideration. Any wetland impacts permitted through State and Federal agencies per jurisdiction.

2. Listed threatened or endangered animal species may use the existing project area for forage and/or refuge. A Biological Assessment to identify which species may be using the project area, the presence of critical habitat, and the impact of the project on both will need to be conducted. A firm commitment on the part of FDOT to coordinate with the appropriate State and Federal agencies with jurisdiction is necessary.

3. Although relocations are unlikely given the provided project foot print, an evaluation of potential relocations and impacts to adjacent land owners will need to be provided. Should residents or businesses require relocation a ROW and relocation program in accordance with the Uniform Relocation Assistance an Real Property Acquisition Policies Act of 1970 will need to be carried out. Also, the effect on specific Census Block Groups will depend on the final design of the interchange. Because very little design detail was provided in the Project Summary Report the effects on different socio-economic groups is unknown. Please provide a Socio-Cultural Effects Study based on proposed interchange format.

4. Multiple cultural resource surveys have been conducted in the area but not specifically for the project area. Please provide a project area specific CRAS.

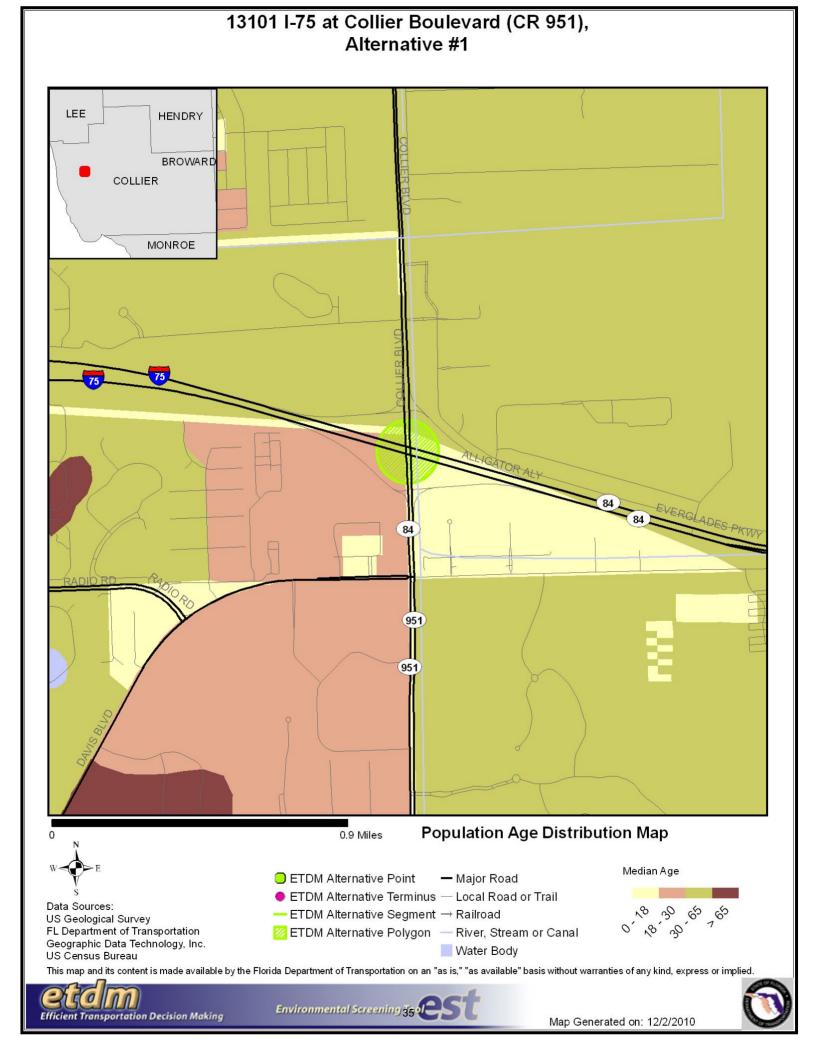
5. This project area is very close to a wide expanse of adjoining wetlands and State managed lands to its east as well as being near public recreation areas. Ecological Greenways Critical/Priority Linkages, publicly owned properties planned for parks, recreation areas, wildlife refuges, or waterfowl refuges may be Section 4(f) properties when the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a 4(f) resource, into a city or county Master Plan.

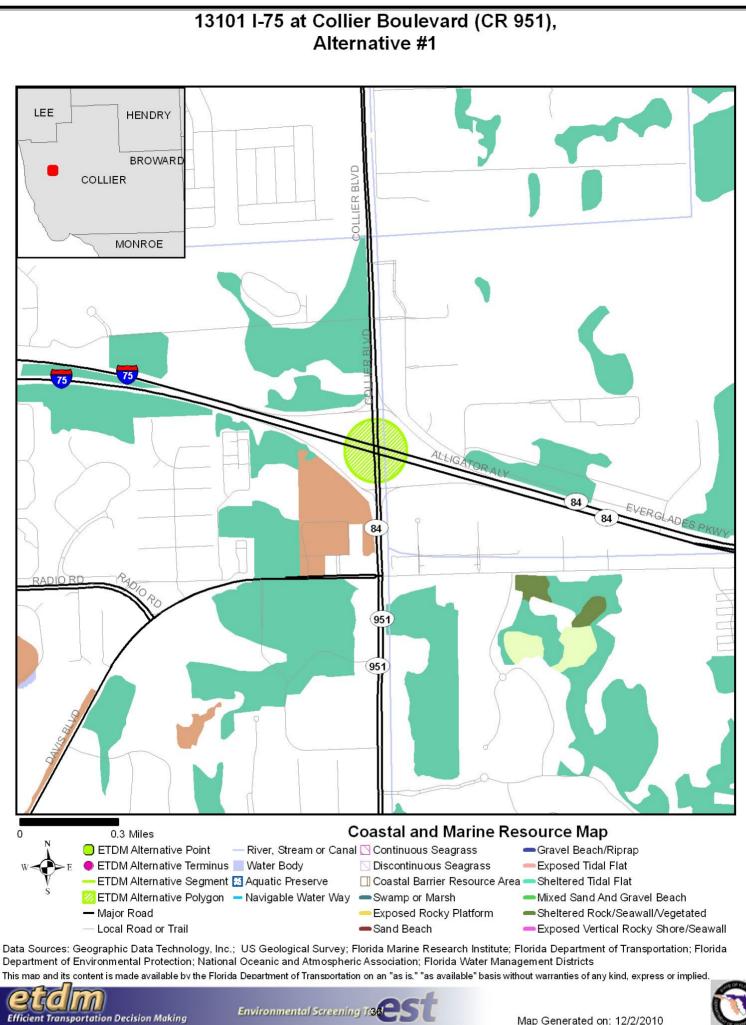
6. Due to the close proximity of multiple residential and commercial sites that could be affected by increased noise due to increased traffic. Please provide appropriate noise studies.

Please note that FHWA cannot sign the environmental document until the project is consistent within the LRTP, TIP, and STIP and, to the extent possible, with the local government comprehensive plan. A description of the entire project's planned funding implementation must appear in the environmental document and the LRTP.

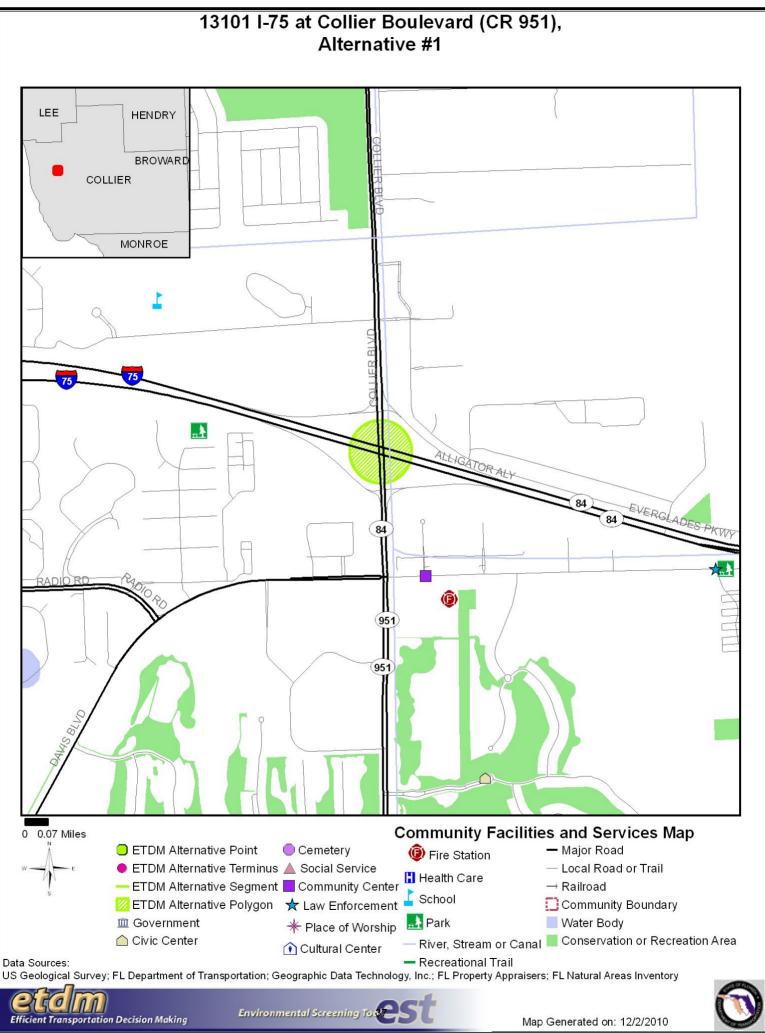
Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

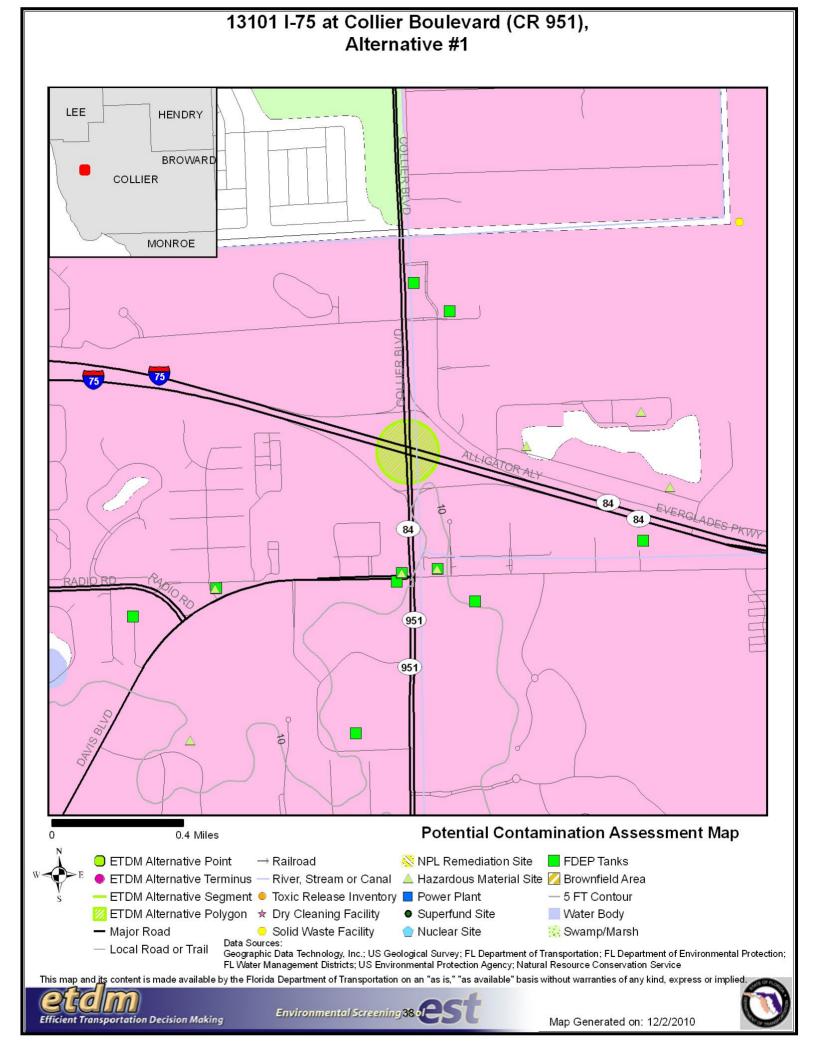


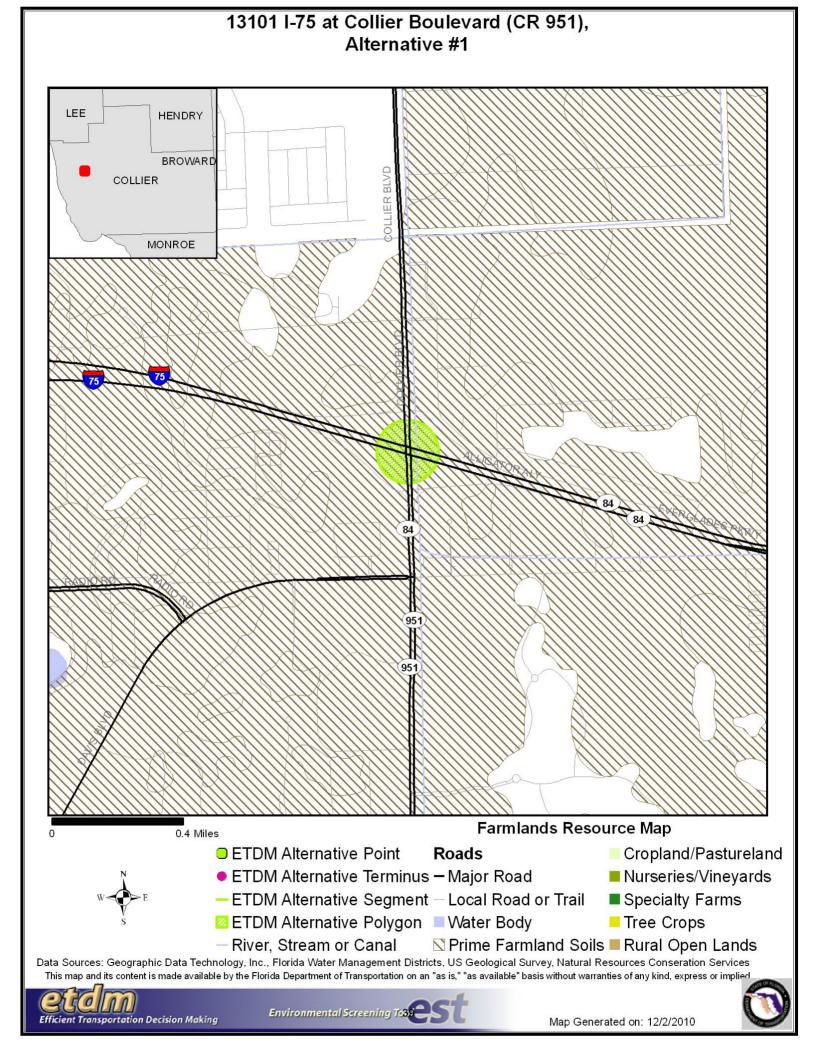




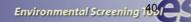


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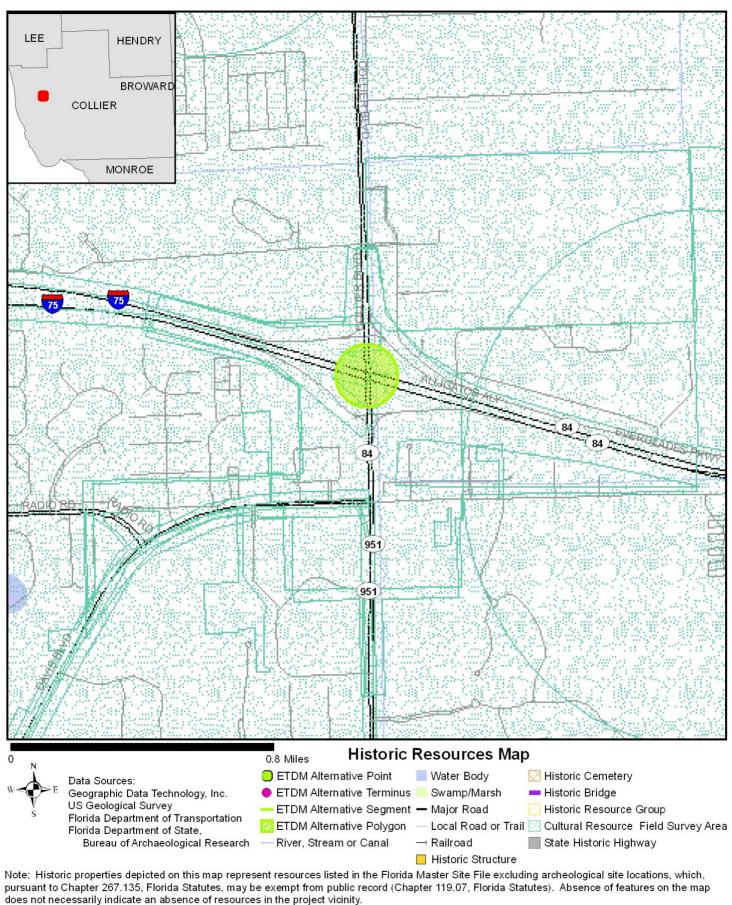




Efficient Transportation Decision Making



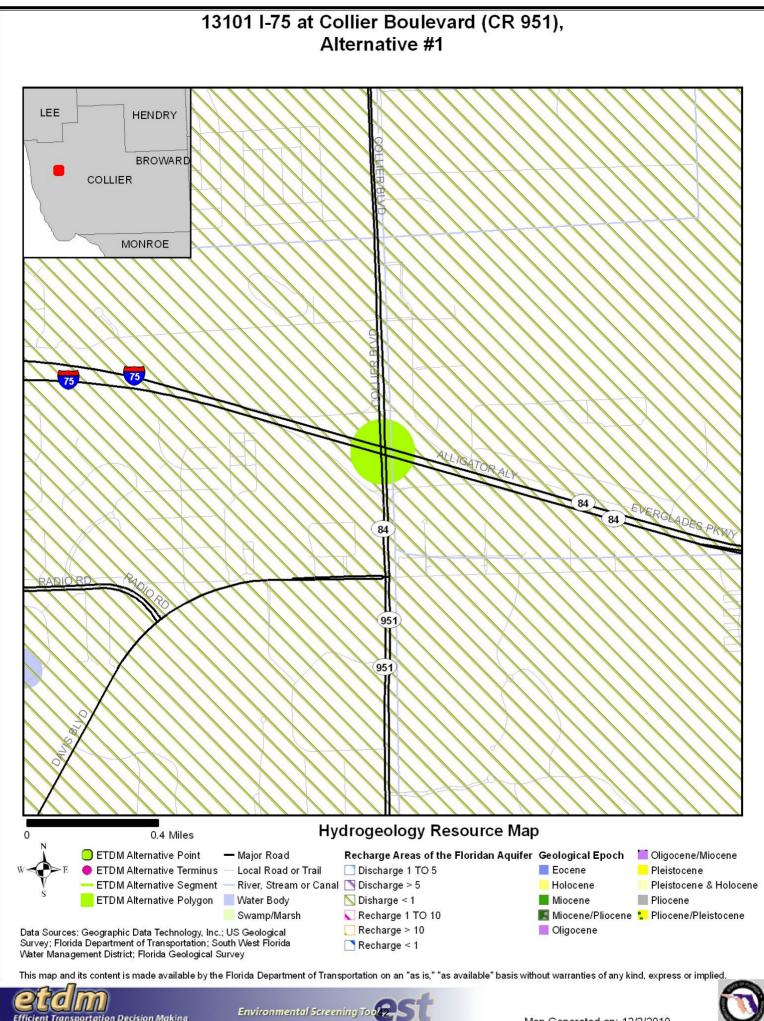
13101 I-75 at Collier Boulevard (CR 951), Alternative #1



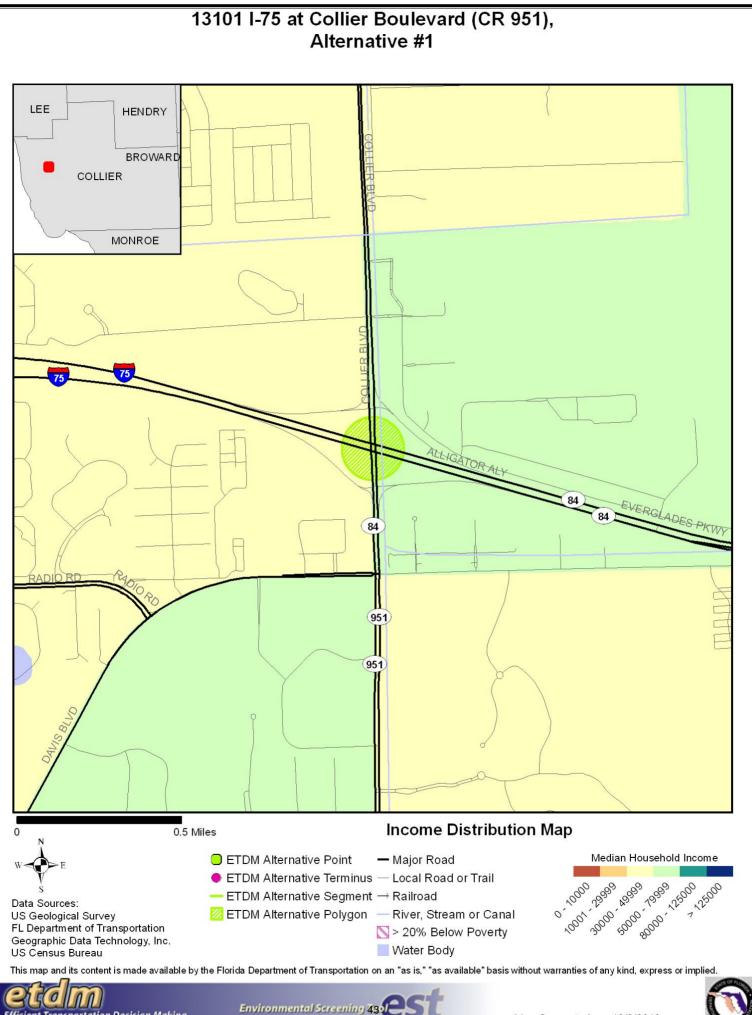




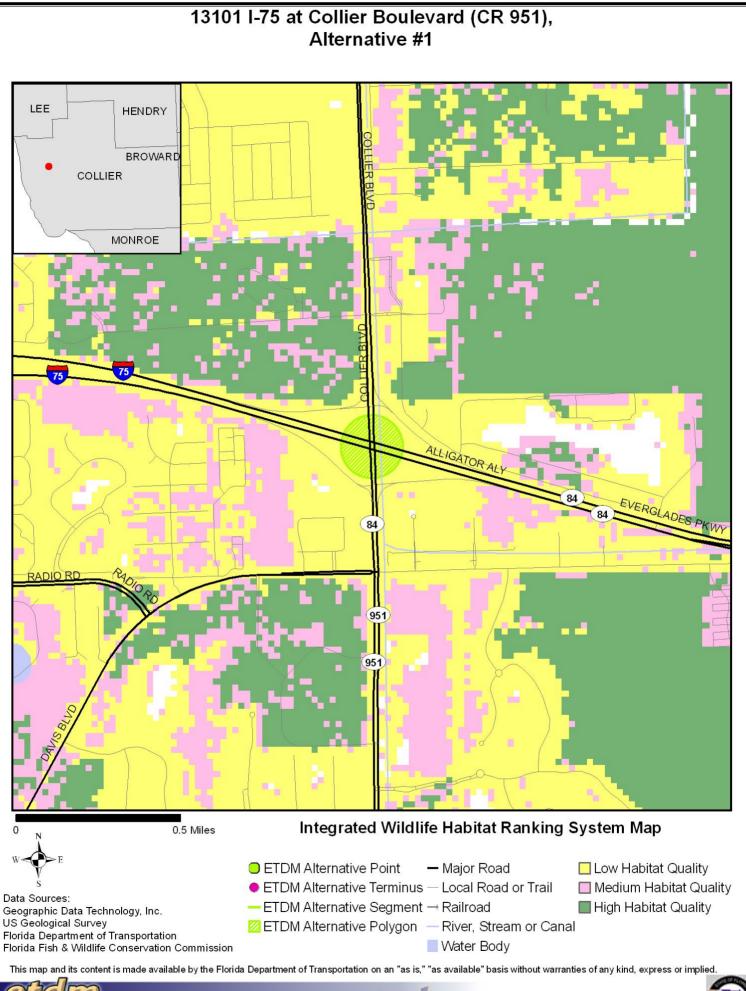
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elin **Efficient Transportation Decision Making**



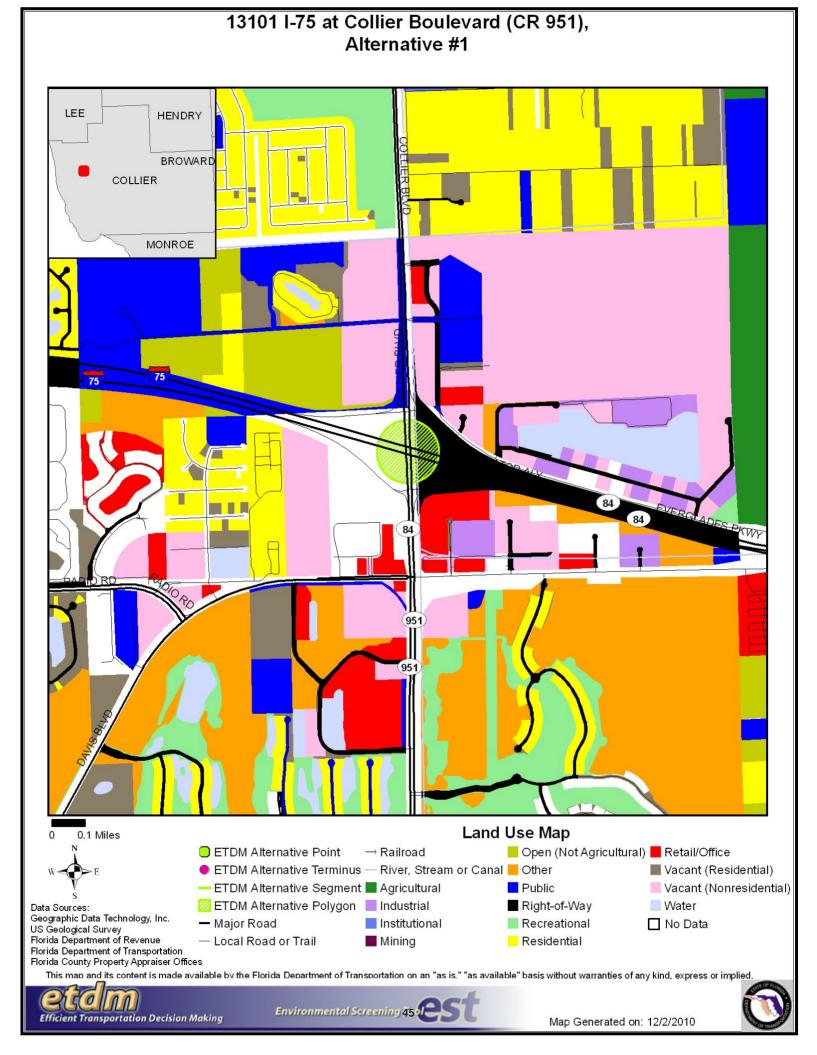
Efficient Transportation Decision Making

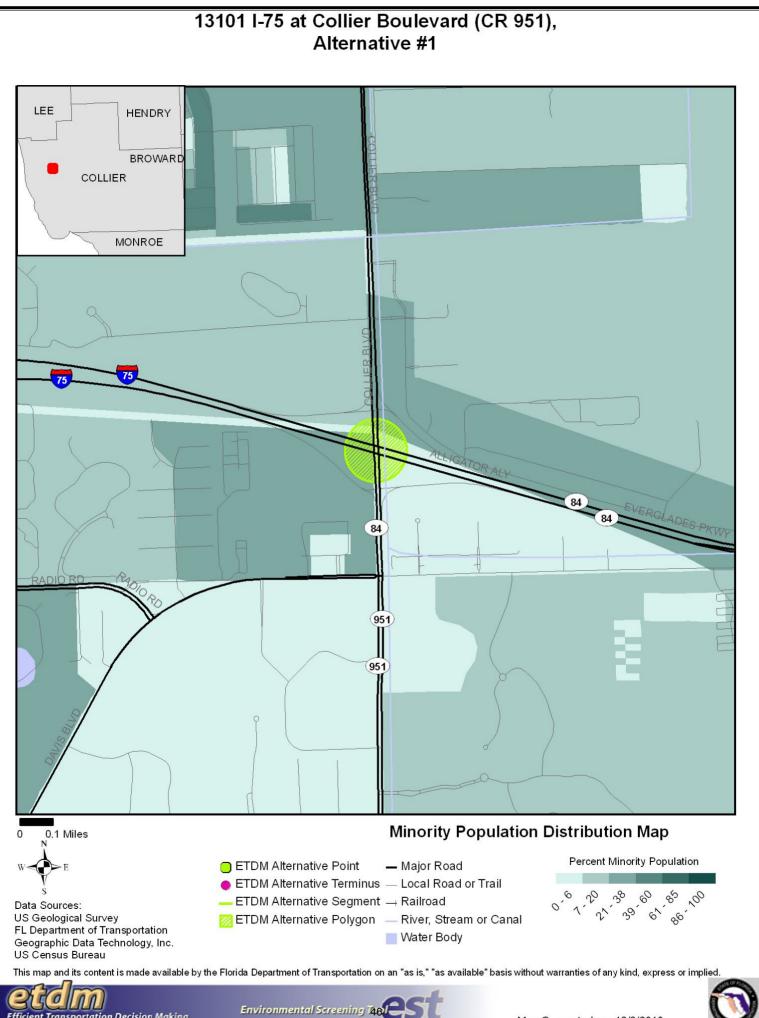


Environmental Screening Total

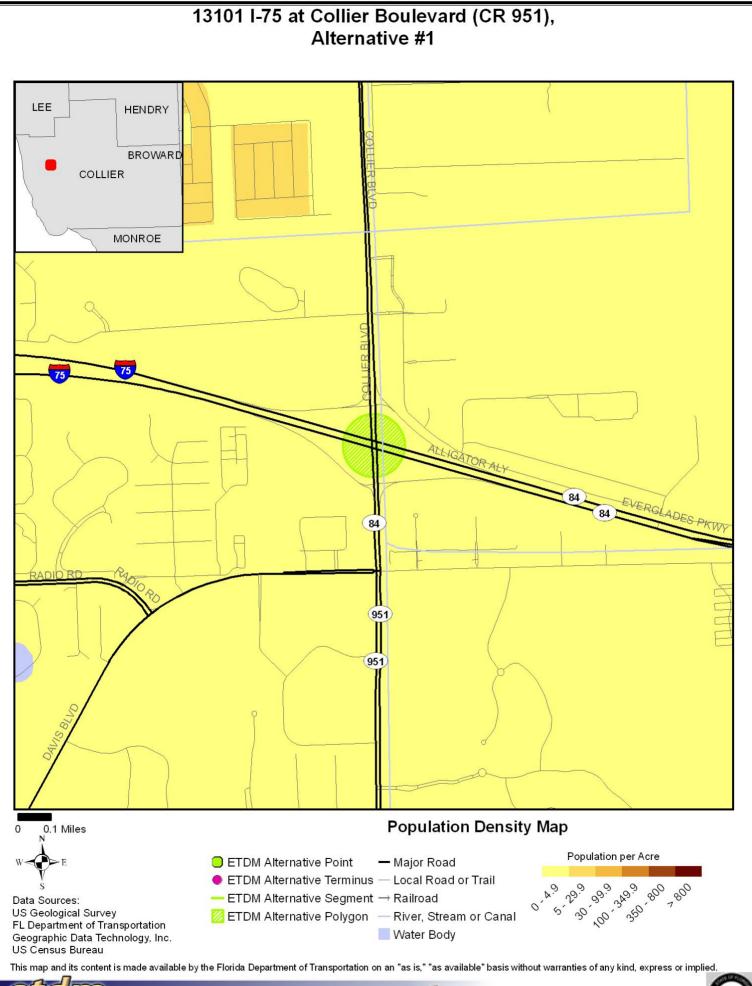
Efficient Transportation Decision Making







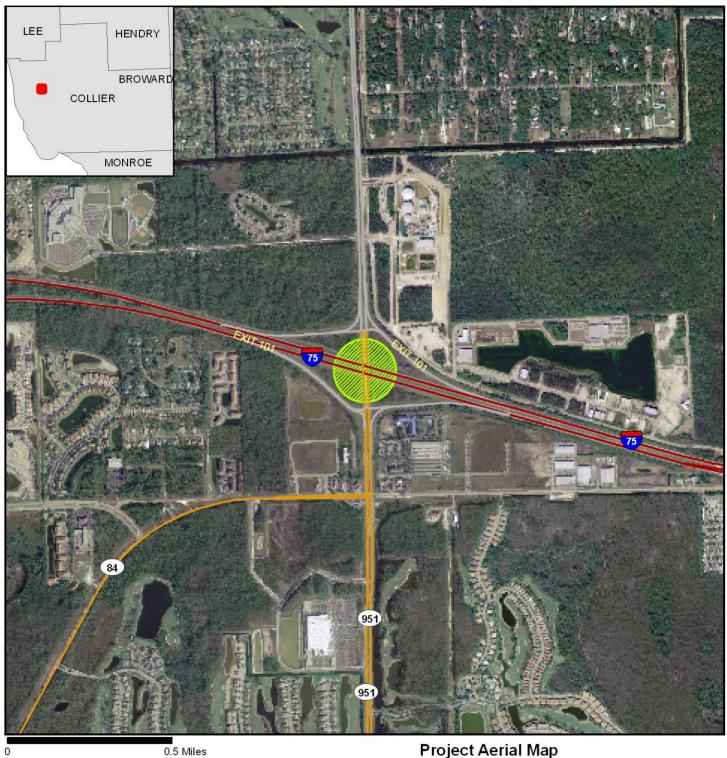
Efficient Transportation Decision Making



Environmental Screening Tape



13101 I-75 at Collier Boulevard (CR 951), Alternative #1



- ETDM Alternative Point • ETDM Alternative Terminus - Secondary, Unlimited Access Highway
- ΕΤDM Alternative Polygon
- ETDM Alternative Segment Other Highway Feature

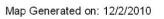
- Primary and Limited Access Highway

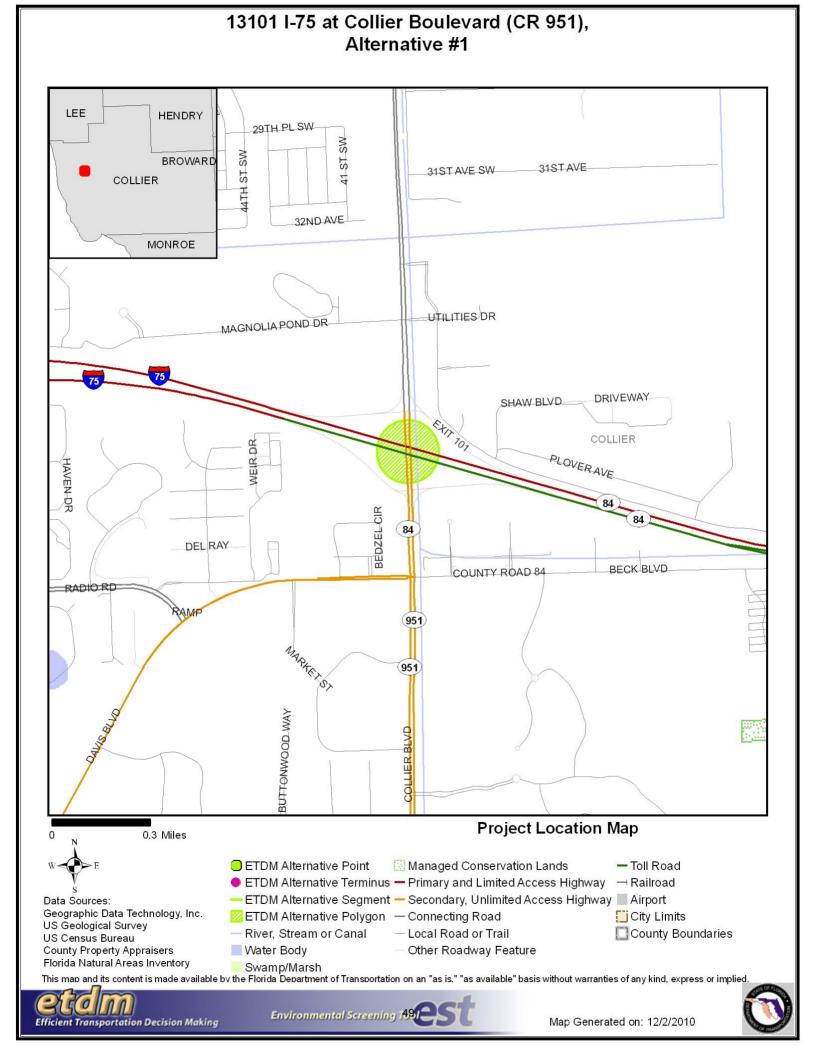
Data Sources: Highways - Geographic Data Technology, Inc. Digital Orthophotograph - US Geological Survey

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Environmental Screening To



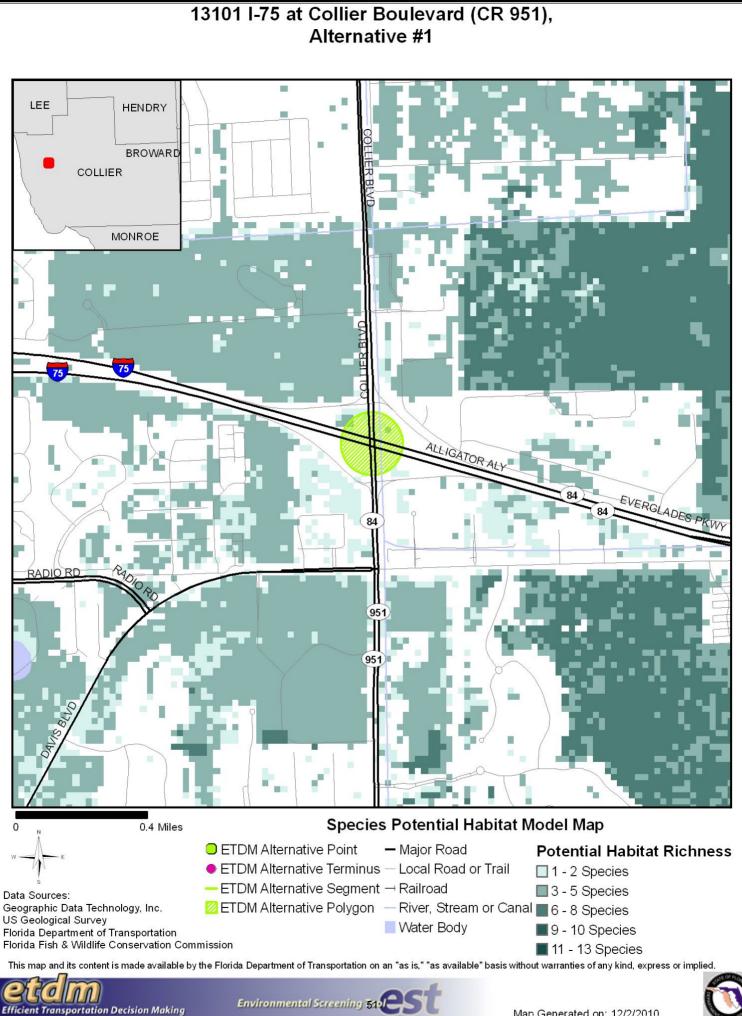


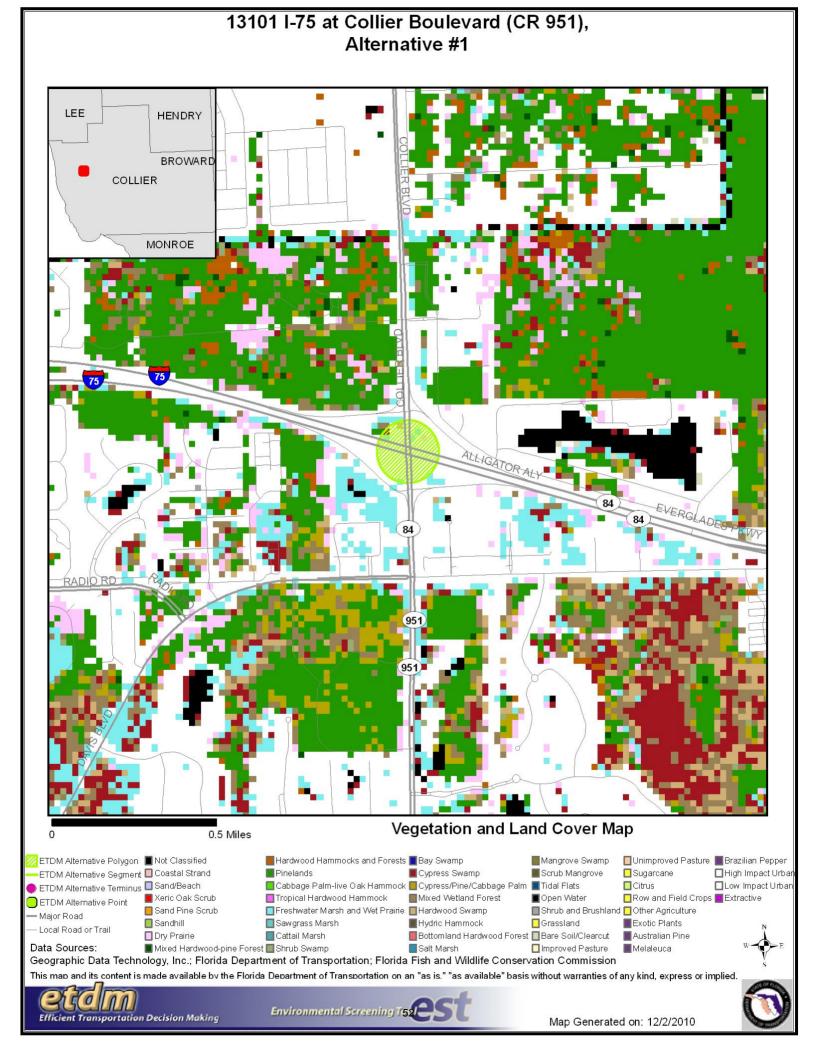


Environmental Screening Tooto

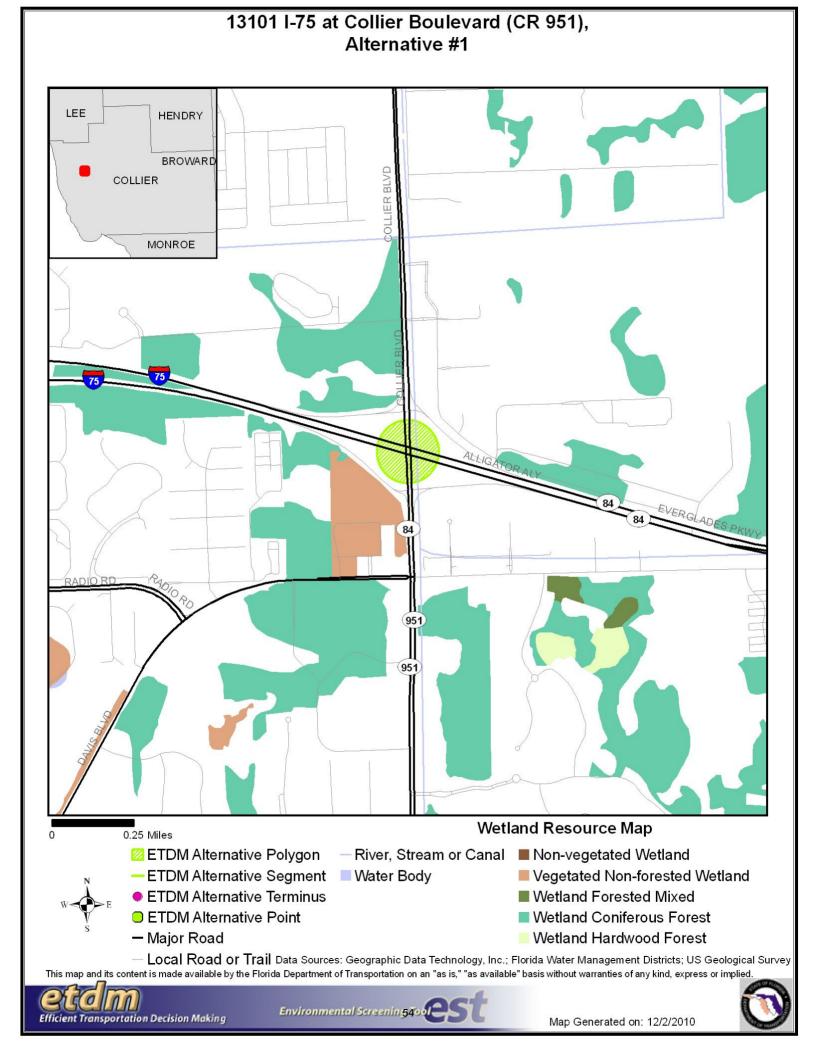
Efficient Transportation Decision Making











Appendices

Advanced Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #13101 - I-75 at Collier Boulevard (CR 951), they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

http://etdmpub.fla-etat.org/est/index.jsp?tpID=13101&startPageName=GIS%20Analysis%20Results

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Project Re-Published 6/30/2011Milestone** is selected. GIS Analyses snapshots have been taken for Project #13101 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

Note: Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

_	Date	Туре	Size	Link / Description	
		Form SF-424: Application for Federal Assistance		http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=10522 Form SF-424: Application for Federal Assistance	

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different ETDM coordinator has not assigned a summary degree of e	degree of effect to this project, and the ffect.
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue that not assigned a summary degree of effect.	

APPENDIX C: Local Government, Small Group and Agency Meeting Summaries



Florida Department of Transportation

RICK SCOTT GOVERNOR 801 N. Broadway Avenue

ANANTH PRASAD, P.E. SECRETARY

Bartow, FL 33831

Dear Government Partner,

I am writing to inform you that the Florida Department of Transportation (FDOT), District One has recently started a Project Development and Environment (PD&E) Study. The study involves the interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard (SR 951) and Davis Boulevard (SR 84). The limits of the study area extend along SR 951 from Business Circle South to Magnolia Pond Drive / City Gate Drive. The study area limits also include the section of Davis Boulevard (SR 84) from Market Street to Tollgate Boulevard.

The goal of this study is to develop concepts that meet these expectations, minimize social, economic and environmental effects, incorporate community input and receive agreement from local, state and federal agencies.

The project team led by Mr. John R. Freeman, Jr., P.E., with the consulting firm of Kittelson and Associates will be conducting extensive public outreach as part of the study process. Mr. John R. Freeman, Jr., is available by phone at (866) 286-2254 or by e-mail to <u>jfreeman@kittelson.com</u>. The project team is also available for face to face and small group meetings at your request. FDOT Project Manager, Aaron Kaster can also be reached by telephone at (863) 519-2495 or by email to <u>aaron.kaster@dot.state.fl.us</u>.

More information about the project and the study process is provided in the attached newsletter and is also available on the project website at: <u>www.i75-951interchange.com</u>.

We look forward to working with you as the study moves forward.

Sincerely,

Marlon J. Bigette

Marlon J. Bizerra, P.E. District Environmental Manager Florida Department of Transportation, District 1 District Environmental Management Office



I-75 and SR 951 Ultimate Interchange Improvements

Project Development & Environment (PD&E) Study

Financial Project Number: 425843-2-22-01

PROJECT NEWSLETTER #1

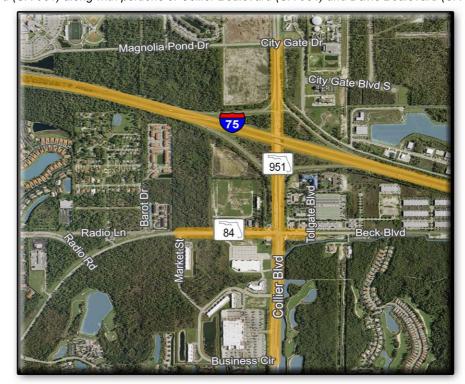


Contact Us

FDOT Project Manager: Aaron Kaster Florida Department of Transportation P.O. Box 1249 Bartow, FL 33831 863.519.2495 aaron.kaster@dot.state.fl.us

Study Team

Project Manager: John R. Freeman, Jr., P.E., PTOE Kittelson & Associates, Inc. 225 E Robinson St. 225 E Robinson St. Suite #450 Orlando, FL 32801 407.540.0555 866.286.2254 ifreeman@kittelson.com The Florida Department of Transportation (FDOT) has recently started a Project Development and Environment (PD&E) Study in the community. The study involves the interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard (SR 951) and Davis Boulevard (SR 84).



The limits of the study area extend along SR 951 from Business Circle South to Magnolia Pond Drive / White Utility Road. The study area limits also include the section of Davis Boulevard (SR 84) from Market Street to Tollgate Boulevard.

Study Overview

FDOT is doing the study to consider interchange modifications to improve roadway capacity and enhance traffic operations at the interchange, which includes the intersection at Davis Boulevard (SR 84) and Collier Boulevard (SR 951). The project is needed to enhance traffic operations and safety in the study area, increase freight mobility and economic competiveness in this area of Collier County. The goal of this study is to develop concepts that meet these expectations, minimize social, economic and environmental effects, incorporate community input and receive agreement from local, state and federal agencies.

PD&E Study Process

FDOT developed the PD&E process to ensure that projects receiving federal funds follow federal guidelines and policies. The PD&E study process is a blending of engineering, environmental assessments and public involvement activities. The process is a set of procedures used by engineers and planners to develop transportation improvements that incorporate community and agency input, minimize effects to the natural and social environment, and provide viable engineering and transportation solutions. More information about the PD&E process can be viewed at www.i75-951interchange.com.

Related Projects

Collier County will begin widening of Davis Boulevard (SR 84) and Collier Boulevard (SR 951) in the fall of 2011. Additionally, FDOT will be constructing ramp improvements to the I-75 / SR 951 (Collier Boulevard) interchange beginning in late 2011 or early 2012. The study compliments these projects by providing a concept that incorporates and builds on these improvements.

Study Schedule



Public Meetings

During the public outreach process we look forward to meeting with the community. The following events will provide an opportunity for public comment:

Alternatives Public Meeting - Spring 2012 (Tentative) Public Hearing - Fall 2012 (Tentative)

Next Steps

The PD&E study is just beginning... We strongly encourage public participation and welcome your comments and questions. The study team project manager, Mr. John R. Freeman, Jr, can be reached at 866-286-2254 or by email to jfreeman@kittelson.com.

Please visit <u>www.i75-951interchange.com</u> for the latest information and to be added to our mailing list. We invite you to check back regularly as the project website will be updated as additional information becomes available.

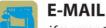
CONTACT INFORMATION

To ask questions or provide comments, please contact the study team project manager, John R. Freeman, Jr. using the information listed below:



MAIL

John R. Freeman, Jr., P.E., PTOE Kittelson & Associates, Inc. 225 East Robinson Street Suite 450 Orlando, Florida 32801



jfreeman@kittelson.com



PHONE

Toll Free: 1-866-286-2254 Fax: (407)540-0550

From:	Jack Freeman
To:	Ralph Bove
Subject:	FW: Project Development and Environment (PD&E) Study on I-75/SR 951
Date:	Friday, November 18, 2011 2:06:58 PM

Another one for the Comments and Coordination Package.

John R. Freeman, Jr., P.E., PTOE

Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From: Kaster, Aaron [mailto:Aaron.Kaster@dot.state.fl.us]
Sent: Friday, November 18, 2011 9:28 AM
To: Jack Freeman
Subject: FW: Project Development and Environment (PD&E) Study on I-75/SR 951

More coming from local municipalities.

- **Aaron** 863.519.2495

From: OteroBrandy [mailto:BrandyOtero@colliergov.net]
Sent: Friday, November 18, 2011 8:56 AM
To: Kaster, Aaron
Subject: FW: Project Development and Environment (PD&E) Study on I-75/SR 951

Good morning,

Thank you for the opportunity to participate in the review of this project. Collier Area Transit currently has five stops within the project limits. Please ensure that we are included in the planning and review process. If you have any questions, please do not hesitate to contact me.

Brandy Otero

Associate Project Manager Growth Management Division Construction and Maintenance Alternative Transportation Modes Department (239) 252-5859 E-Fax: (239) 252-6660 From: Gallon, Dawn M [mailto:Dawn.Gallon@dot.state.fl.us] On Behalf Of Hattaway, Billy Sent: Wednesday, November 16, 2011 10:52 AM Subject: Project Development and Environment (PD&E) Study on I-75/SR 951

Dear Government Partner:

I am writing to inform you that the Florida Department of Transportation (FDOT), District One has recently started a Project Development and Environment (PD&E) Study. The study involves the interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard (SR 951) and Davis Boulevard (SR 84). The limits of the study area extend along SR 951 from Business Circle South to Magnolia Pond Drive / City Gate Drive. The study area limits also include the section of Davis Boulevard (SR 84) from Market Street to Tollgate Boulevard.

The goal of this study is to develop concepts that minimize social, economic and environmental effects, incorporate community input and receive agreement from local, state and federal agencies.

If you have questions Aaron Kaster, FDOT Project Manager, can be reached by telephone at (863) 519-2495 or by email to <u>aaron.kaster@dot.state.fl.us.</u> The project team is also available for face to face and small group meetings at your request. The project team led by Mr. John R. Freeman, Jr., P.E., with the consulting firm of Kittelson and Associates will be conducting extensive public outreach as part of the study process. Mr. John R. Freeman, Jr. is available by phone at (866) 286-2254 or by e-mail to jfreeman@kittelson.com.

More information about the project and the study process is provided in the attached newsletter and is also available on the project website at: <u>www.i75-951interchange.com</u>.

We look forward to working with you as the study moves forward.

Sincerely,

Billy L. Hattaway, P.E. District Secretary Florida Department of Transportation (863) 519-2201, Fax (863) 534-7265 billy.hattaway@dot.state.fl.us

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

Will do.

From: Jack Freeman [mailto:jfreeman@kittelson.com]
Sent: Thursday, November 17, 2011 4:58 PM
To: Ralph Bove
Subject: FW: I-75 and S.R.951 Interchange P.D.& E. Study (Collier County)

We need to save this comment for the Comments and Coordination Package.

John R. Freeman, Jr., P.E., PTOE Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From: Kaster, Aaron [mailto:Aaron.Kaster@dot.state.fl.us]
Sent: Thursday, November 17, 2011 4:22 PM
To: Jack Freeman
Subject: FW: I-75 and S.R.951 Interchange P.D.& E. Study (Collier County)

Jack,

Please see the email below as a comment from the City of Naples.

- **Aaron** 863.519.2495

From: George Archibald [mailto:Garchibald@naplesgov.com]
Sent: Thursday, November 17, 2011 12:48 PM
To: aaron.kaster@dot.state.fl.us.
Subject: I-75 and S.R.951 Interchange P.D.& E. Study (Collier County)

To: Aaron Kaster

From: George Archibald

A quick note in response to Billy Hattaway's e-mail: Please include a review of the potential/possibility for a partial cloverleaf in the northeast quadrant for northbound S.R.951 to northbound I-75. A 'potential' continuous ramp movement in this quadrant would substantially reduce delays, reduce signal cycling, reduce greenhouse-gas footprint, etc.

Nikki Doyle

From:Jack Freeman <jfreeman@kittelson.com>Sent:Monday, November 21, 2011 5:05 PMTo:Ralph BoveSubject:FW: Project Development and Environment (PD&E) Study of I-75/SR 951Attachments:Newsletter 1.pdf

FYI

John R. Freeman, Jr., P.E., PTOE Senior Principal

Kittelson & Associates, Inc.

Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell)

Streetwise Twitter Facebook

From: ArnoldMichelle [mailto:MichelleArnold@colliergov.net]
Sent: Monday, November 21, 2011 3:52 PM
To: Jack Freeman; aaron.kaster@dot.state.fl.us
Cc: OteroBrandy
Subject: FW: Project Development and Environment (PD&E) Study of I-75/SR 951

Thank you for including us in the notification of the progress of this PD&E Study. Please be advised that Collier Area Transit (CAT) currently has five bus stops within the project limits and would like to work with you on the concept development to ensure that the plans incorporate the use of transit along the corridors in order to minimize the social and environmental impacts.

Please coordinate with me or Associate Project Manager, Brandy Otero for future planning and review meetings. Brandy can be reached via email at <u>BrandyOtero@ccolliergov.net</u> or by phone at 239-252-5859. We look forward to hearing from you.

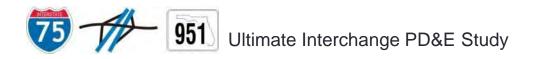
Michelle Edwards Arnold, Director Growth Management Division Alternative Transportation Modes Department 2885 South Horseshoe Drive (239) 252-5841

From: Sykes, Cynthia [mailto:Cynthia.Sykes@dot.state.fl.us] On Behalf Of Bizerra, Marlon Sent: Monday, November 21, 2011 3:18 PM
Cc: Kaster, Aaron; Bizerra, Marlon; Sykes, Cynthia; Freeman, Jack
Subject: Project Development and Environment (PD&E) Study of I-75/SR 951

I-75 and SR 951 Ultimate Interchange Project Development and Environment Study

May 21, 2012

Project Overview Collier Metropolitan Planning Organization





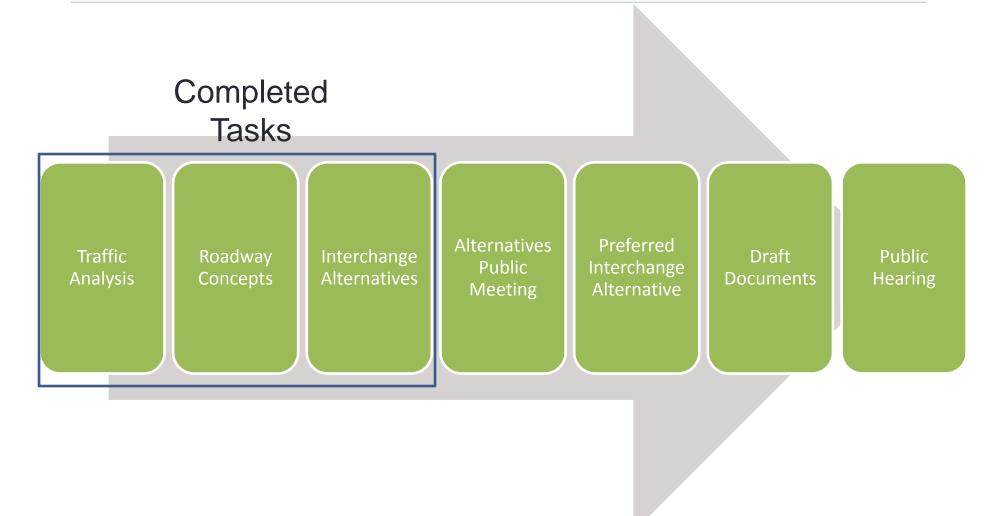
Presentation Outline

- Acquaint you with this project
- Describe the project steps required
- Review the need for the project
- Review the engineering concepts
- List the upcoming environmental steps
- Review the public involvement plan





Project Steps







Project Location



Ultimate Interchange PD&E Study

FPN: 425843-2-22-0



Project Location



951 Ultimate Interchange PD&E Study



Capacity Improvements Started in 2011







Purpose and need

- Traffic Operations
 - Provide improvements to meet future needs
 - Interchange and SR 84 / SR 951 intersection
 - By 2035 the southbound ramps and the SR 84 & SR 951 intersection would experience a lot of delay (LOS F)

Traffic Safety

- Improvements may reduce crash potential at SR 84 / SR 951
- Freight Traffic
 - Last major interchange before Alligator Alley

Ultimate Interchange PD&E Study





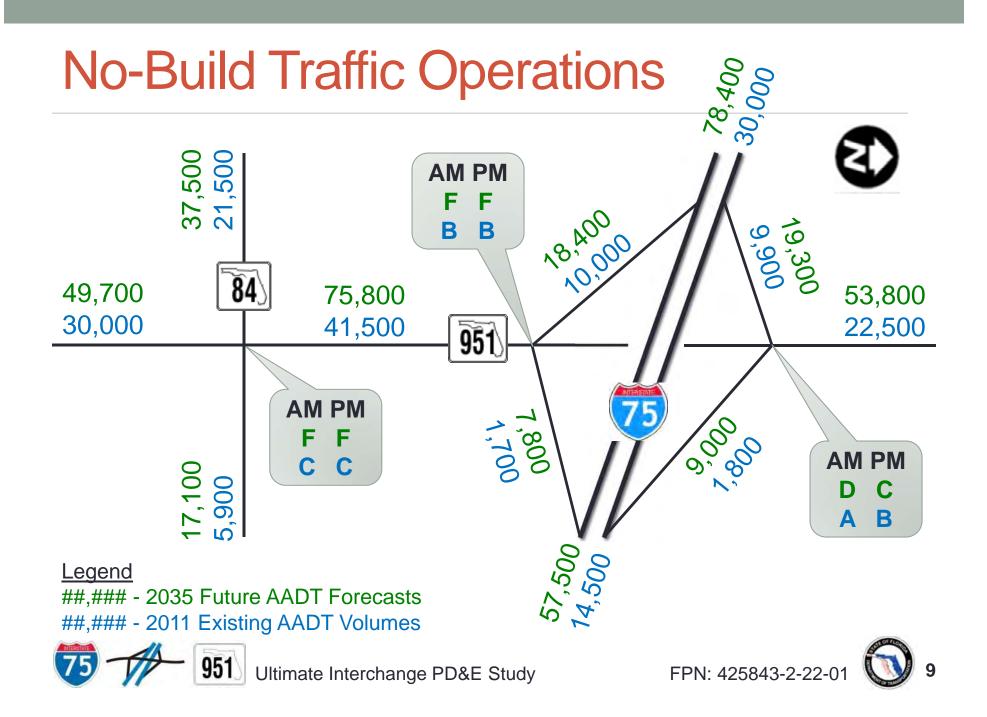
Purpose and need: Planned development





Ultimate Interchange PD&E Study FPN: 425843-2-22-01





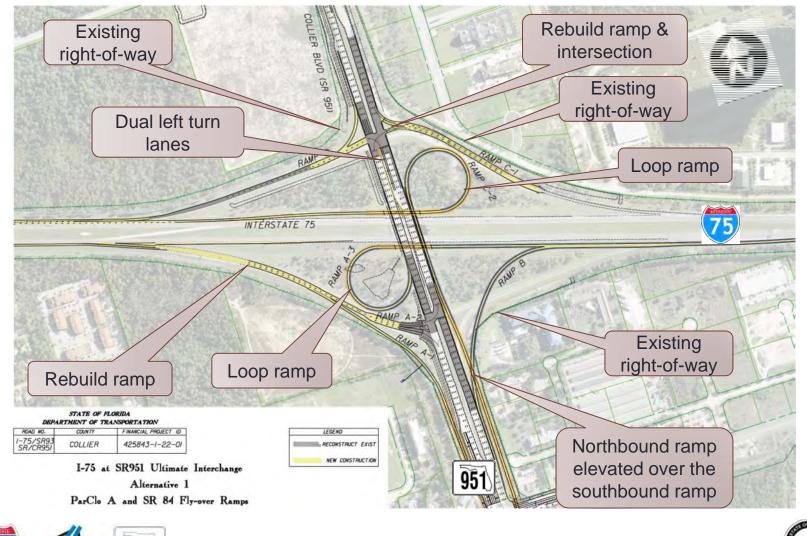
Interchange Alternatives





Alternative 1: Partial Cloverleaf

951



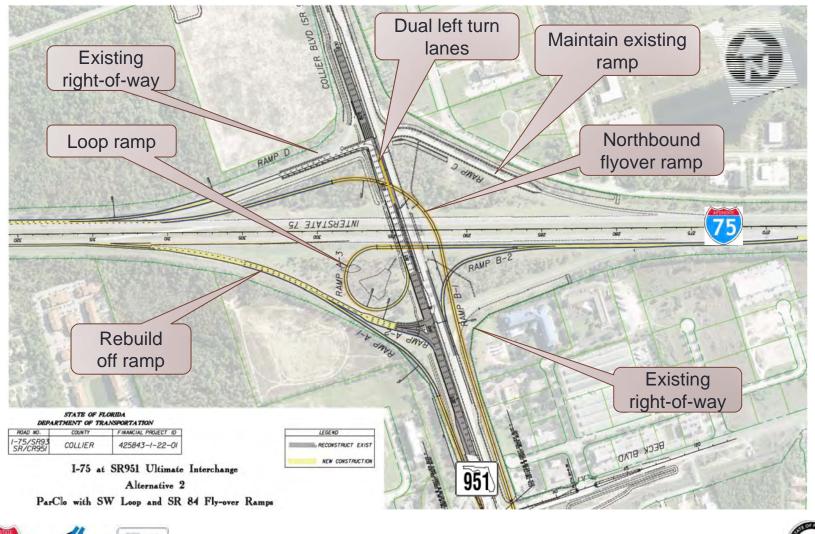
Ultimate Interchange PD&E Study



FPN: 425843-2-22-0²

Alternative 2: Loop ramp and flyover

951

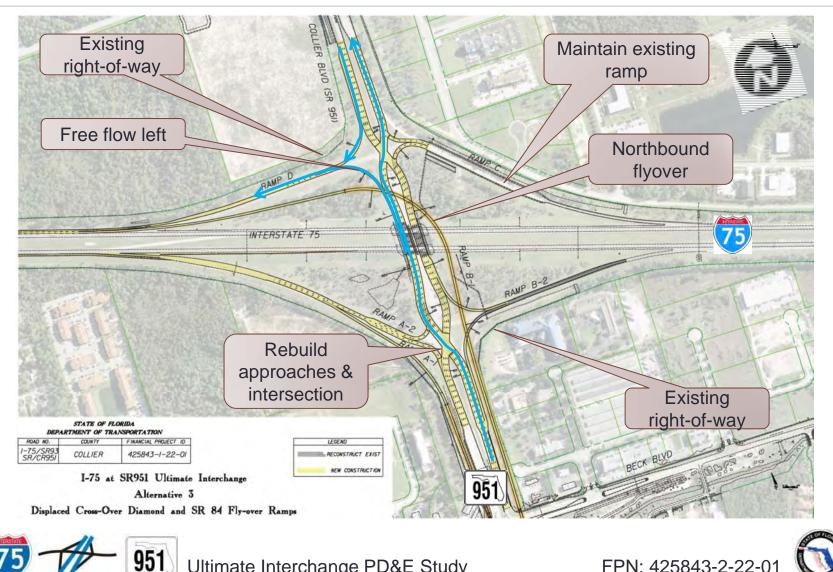


Ultimate Interchange PD&E Study



FPN: 425843-2-22-01

Alternative 3: Diverging diamond with flyover

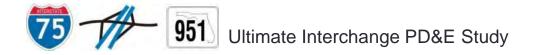


Ultimate Interchange PD&E Study



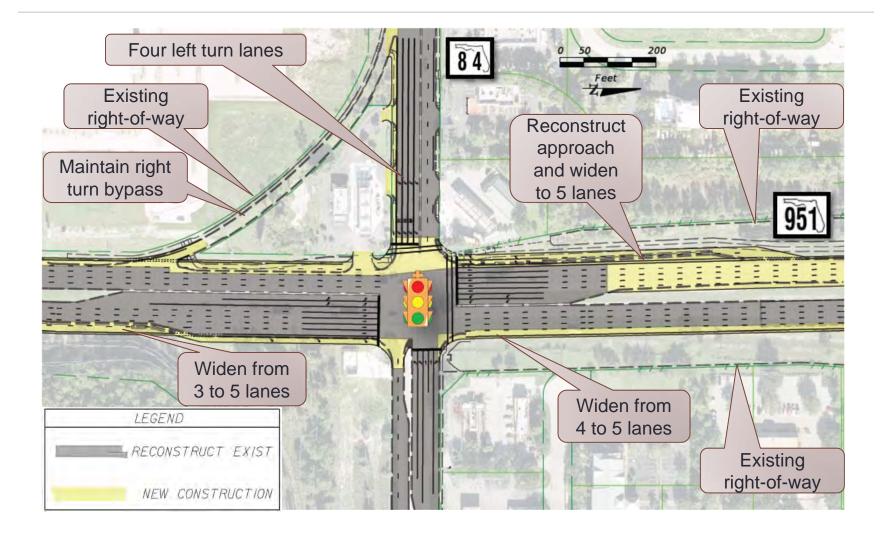
Intersection Alternatives

SR 84 / SR 951





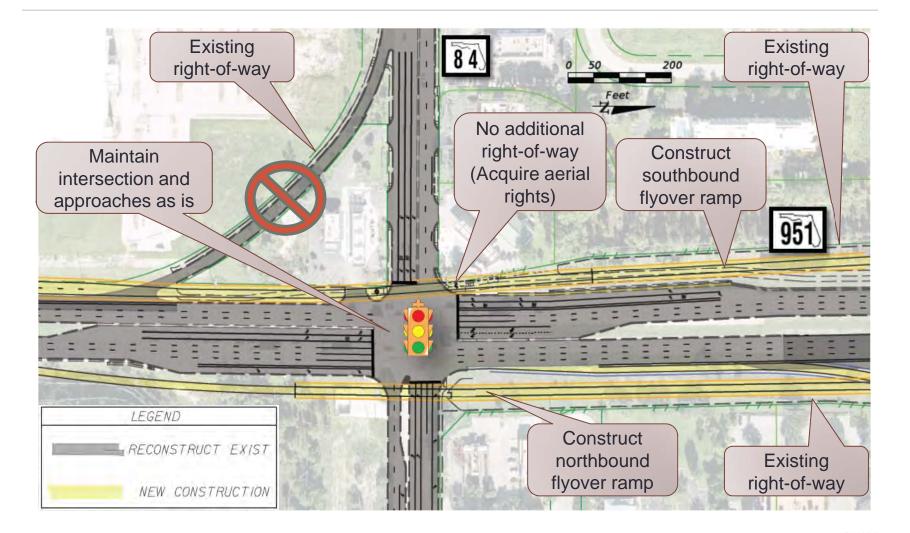
At-grade intersection alternative



951 Ultimate Interchange PD&E Study FPN: 425843-2-22-0



Flyover through lanes alternative



951 Ultimate Interchange PD&E Study



Future traffic operations (2035)

Intersection	No-Build		Alternative 1 (Partial Clover)		Alternative 2 (Loop/Flyover)		Alternative 3 (Diverging Diamond)	
Location	АМ	РМ	АМ	РМ	АМ	РМ	AM	PM
SR84 & SR951	F	F	D	D	D	D	D	D
I-75 SB Ramps & SR951	F	F	В	В	В	В	D	С
I-75 NB Ramps & SR951	D	С	С	С	С	С	С	С
	L	OS A-B	LOS C-		C-D	LOS E-F		









Ultimate Interchange PD&E Study

FPN: 425843-2-22-01

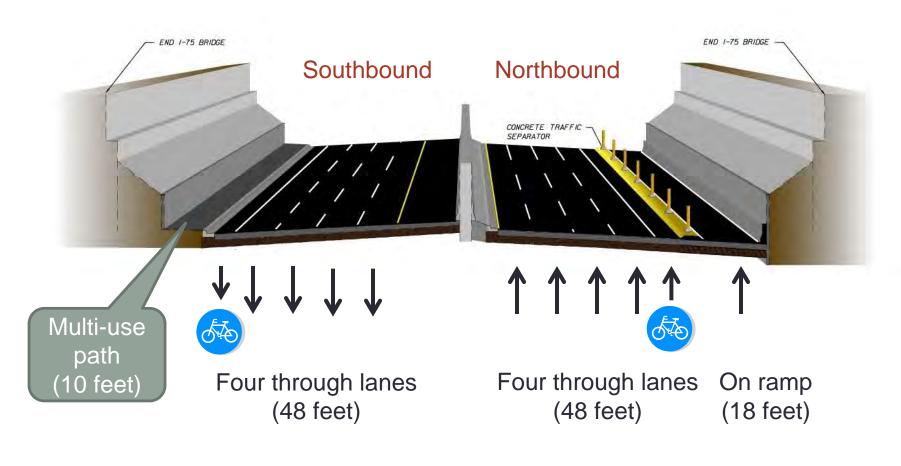


Roadway Concepts





SR 951 under I-75 (Alternative 1)

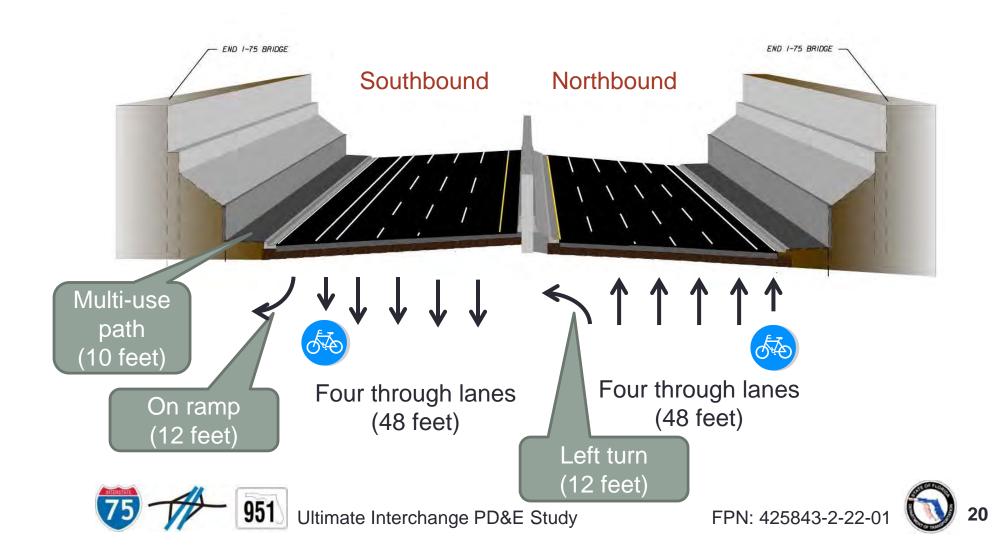


75 - 951

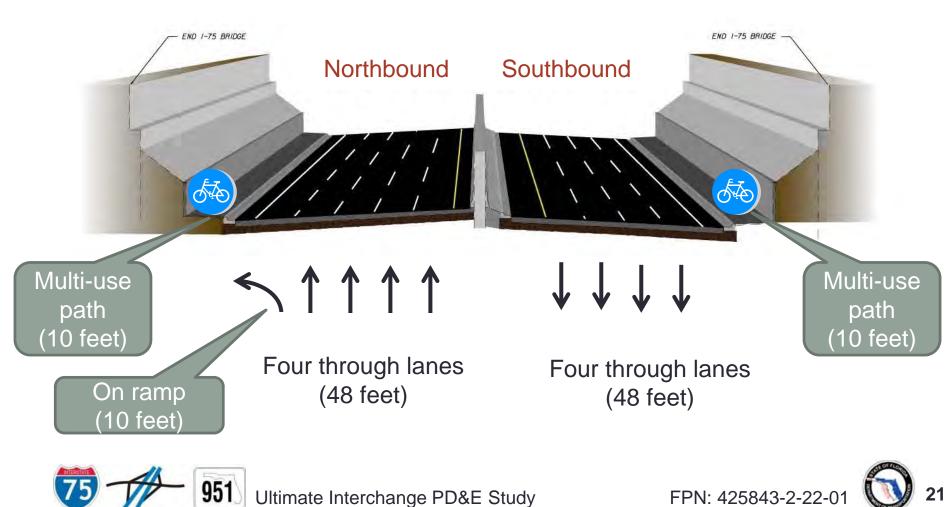
Ultimate Interchange PD&E Study



SR 951 under I-75 (Alternative 2)



SR 951 under I-75 (Alternative 3)



Ultimate Interchange PD&E Study

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Environmental Evaluations

- Wetlands and wildlife
- Cultural and historic resources
- Floodplains/water quality
- Noise impacts
- Contamination site impacts













Public Involvement

- Project newsletters
 - Edition #1: November 2011
- Project web site <u>www.i75-951interchange.com</u>
- Elected and appointed officials
 - E-mail notification November 2011
 - MPO presentations
- Small group meetings
- Alternatives public meeting: summer 2012 (tentative)
- Public hearing: late 2012/early 2013 (tentative)



Ultimate Interchange PD&E Study



Project Schedule (tentative)







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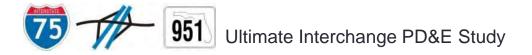
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Lucius J. Cushman, Jr. Jon S. Meadows Lawrence L. Smith, Jr. William T. Stone

Principals Wayne D. Chalifoux Donaldson K. Barton, Jr.



MEETING SUMMARY

Date:	June 21, 2012
Project:	I-75 and S.R. 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study
Location:	Board of County Commissioners Chambers, 3rd Floor
Subject:	Project Update Presentation to the Collier Metropolitan Planning Organization (MPO) Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Pathway Advisory Committee (PAC), and Congestion Management System/Intelligent System Stakeholders Committee (CMS/ITS)

OVERVIEW

The subject meetings were held to update the Collier MPO Board on the I-75 / S.R. 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. Attendees included Aaron Kaster and Trinity Scott (FDOT) and Jack Freeman and Russell Strimple (Study Team).

Mr. Freeman conducted a presentation at each meeting providing an update to the overall study process, an explanation of the project purpose and need, an explanation of the project alternatives, environmental evaluations, opportunities for public involvement, and contact information. A summary of the meetings, in addition to questions and comments is provided below.

1. Technical Advisory Committee (TAC) - Tuesday, May 21, 2012 at 9:00 AM

Question: What provisions are you going to be making to provide access to transit stops near or underneath the I-75 bridge?

Answer: We have made provisions for pedestrians and bicyclists in each of the alternatives under the bridge. There has not been and will not be any provisions provided for transit stops under the bridge or in the area of limited access right-of-way.

2. <u>Citizens Advisory Committee (CAC) - Tuesday, May 21, 2012 at 3:00 PM</u>

Question: A question was raised about the southbound ramp not allowing for a right turn on SR 84.

Answer: We did a very detailed traffic evaluation for this study called an Origin and Destination studies and we looked specifically at the SR 84 and I-75 northbound on-ramp only 15% of the traffic went north on I-75 and vice-versa.

3. Pathway Advisory Committee (PAC) - Tuesday, May 28, 2011

No questions or comments were received from the Pathway Advisory Committee (PAC).

4. Metropolitan Planning Organization (MPO) Board – Friday, June 8, 2012

941 Lake Baldwin Lane

Orlando, Florida 32814 Phone: 407.896.0594 Fax: 407.896.4836

Boca Raton, Florida Charlotte, North Carolina Chipley, Florida Columbia, South Carolina DeLand, Florida Ft. Myers, Florida Gainesville, Florida Jacksonville, Florida Lakeland, Florida Norcross, Georgia Panama City Beach, Florida Pensacola, Florida Tallahassee, Florida

> 1.800.375.3767 www.drmp.com

Each committee (TAC, CAC, CMS/ITS, and PAC) mentioned to the MPO Board that they were updated on the I-75 & SR 951 Ultimate Interchange Improvements PD&E Study by the Study Team.

Question: There was confusion as to why we have to maintain a Level of Service (LOS) 'D' when LOS 'D' is close to failure.

Answer: Mr. Freeman clarified that this reference to maintaining LOS 'D' in the design year 2035 and there is a requirement to meet that LOS.

Question: Why would you hold a Public Meeting in late July / early August when most people aren't going to be here? Also, we have to make sure to give people plenty of notice.

Answer: Mr. Freeman stated that we can delay the Public Meeting date but it will delay the overall Project Schedule.

Question: There was a question as to how high the fly-over would be for the on and off-ramps over SR 84.

Answer: Mr. Freeman explained that typically as a rule of thumb, the roadway bed is approximately 25 feet above ground and we are looking at a minimum clearance of 15.5 feet.

Question: There was concern about running a bike lane between two separate lanes of traffic.

Answer: It was stated that we have put a concrete traffic separator and it will be physically separated from the travel lanes and you will not have that interaction between pedestrians/bicyclists and vehicles.

Question: There was confusion with the Level of Service chart and wanted help understanding it. Also, Ms. Hiller wanted to know the cost difference between Alternative 1 and Alternative 2.

Answer: Mr. Freeman explained that Level of Service is exactly like grades in school. Mr. Freeman explained that the cost analysis is still being conducted but he gave an 'educated guess' that Alternative 2 would be more expensive. We have to do an Interchange Modification Report and present all of the alternatives as they were considered.

Question: Concern was raised about these Alternatives and if they take into consideration the interchange at Everglades Boulevard. And, if this interchange is built wouldn't it lower the traffic counts at the SR 951 interchange?

Answer: Mr. Freeman explained that they projected the traffic as if Everglades were to be built. Based on the traffic data collected the local traffic still played a major role in the design year 2035.

Commissioner Hiller raised concern as to why adding another intersection / facility like Everglades Boulevard would not have a more impact on the traffic at SR 951. Ultimately, Commissioner Hiller asked to be sent the traffic information so she can review.

5. <u>Action Items</u>

None at this time

Attachments: PowerPoint Presentation

This concludes the meeting summary. Please notify Russell Strimple at 407-896-0594 or by email to <u>rstrimple@drmp.com</u> within five (5) days upon receipt if there are any questions or if clarifications are required.

End of Summary

TECHNICAL ADVISORY COMMITTEE OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION Collier County Growth Management Division Planning & Regulation, Rooms 609 & 610 2800 North Horseshoe Drive Naples, FL 34104

9:00 A.M.

May 21, 2012 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Chairwoman Michelle Arnold called the meeting to order at approximately 9:02 a.m. Ms. Kristin Campos, Growth Management Division, Customer Service Specialist, called the roll. A quorum was not present but was attained at approximately 9:04 a.m. Those in attendance were as follows:

TAC MEMBERS PRESENT

Michelle Arnold, *Chairwoman*, Collier County Growth Management Division (GMD), Alternative Transportation Modes (ATM) Department Reed Jarvi, Collier County GMD, Transportation Planning Department George Archibald, City of Naples Engineering Dale Bathon, Collier County GMD, Transportation Engineering and Construction Management Robert Tweedie, Collier County Airport Authority Kerry Keith, City of Naples Airport Authority Tim Pinter, City of Marco Island Don Scott, Lee County MPO

TAC MEMBERS ABSENT

Amy Taylor, Collier County School Board – *non-voting* Liz Donley, Southwest Florida Regional Planning Council – *non-voting* Joe Irvin, City of Marco Island Rony Joel, Representing Everglades City

VACANCIES

Representative of the Freight Community – *non-voting* Representative of the Environmental Community - *Non-voting*

MPO STAFF

Lucilla Ayer, Executive Director Sue Faulkner, Principal Planner Kristin Campos, Customer Service Specialist

OTHERS PRESENT

Trinity Scott, FDOT District One Russ Muller, FDOT District One TAC Meeting Minutes May 21, 2012 Page 2 of 23

Jeff Perry, Stantec Corby Schmidt, Collier County GMD, Comprehensive Planning Aaron Kaster, FDOT, District One Jack Freeman, Kittleson & Associates Jeremy Frantz, Conservancy of Southwest Florida Brandy Otero, Collier County Alternative Transportation Modes (ATM) Department Alison Bradford, Collier County GMD, Transportation Planning Department

2.) Open to the Public for Comment on Items not on agenda

There were no public comments

3.) Approval of Agenda

- Mr. Pinter: Motion to approve
- Mr. Scott: Second the Motion

MOTION CARRIED UNANIMOUSLY

4. Approval of the March 26, 2012 Meeting Minutes and April 23, 2012 Minutes

Mr. Archibald suggested there be a separate motion for the March 26, 2012 Meeting Minutes and the April 23, 2012 Meeting Minutes.

- Mr. Archibald: Motion to approve the March 26, 2012 Meeting Minutes
- Mr. Keith: Second the Motion

MOTION CARRIED UNANIMOUSLY

- Mr. Archibald: Motion to approve the April 23, 2012 Meeting Minutes
- Mr. Pinter: Second the Motion

MOTION CARRIED UNANIMOUSLY

5. Committee Action

A. Endorsement of the Final Draft FY2012/13 – 2016/17 Transportation Improvement Program and Accompanying Resolution 2012-01

Ms. Faulkner introduced the item. Ms. Faulkner stated that each year the MPO is required to develop a financially-feasible Transportation Improvement Program (TIP) that includes highway, aviation, transportation, Transportation Disadvantaged Program and transportation enhancement projects that are funded with State and Federal dollars over the next five years. Ms. Faulkner noted that highway projects included in the TIP must be derived from the MPO's Long Range Transportation Plan and include project information, such as descriptions of beginning and ending points (project limits).

Ms. Faulkner stated that a draft of the TIP was brought to the TAC last month and is being brought back now with revisions based on the comments that were received during the public comment period. Ms. Faulkner noted that she would like to committee to endorse the TIP with the understanding that there are comments from FDOT that will be addressed prior to the MPO Board's approval of the document. Ms. Faulkner stated that FDOT and the Federal Highway Administration (FHWA) now require that the TIP show total project costs even if those costs are for phases outside of the TIPs five year period.

Ms. Faulkner discussed comments related to the TIP. Ms. Faulkner stated that all of the changes have been made except for the project costs.

Chairwoman Arnold asked Ms. Faulkner to send the Committee a copy of the comments related to the TIP.

Ms. Scott stated Ms. Faulkner does a great job on the TIP and should be commended. Ms. Scott stated that the Quick Tip is a great addition for the FDOT. Ms. Scott suggested that a footnote be added at the bottom of the page to define the fiscal year for clarification.

Mr. Archibald: Motion to endorse the TIP with resolution 2012-01 subject to changes and defining fiscal years.

Mr. Pinter: Second the Motion

MOTION CARRIED UNANIMOUSLY

B. Endorsement of the FY 2011/2012 – 2015/16 Transportation Improvement Program (TIP) Amendment

Ms. Faulkner introduced the item. Ms. Faulkner stated that the Committee is being asked to endorse an amendment to modify the project description and funding on project FPN # 429981-1. She also stated that this project is for the installation /construction of overhead signing on I-75 at Immokalee Road.

Ms. Scott explained that the TIP that the Committee endorsed, does not go into effect until October 1, 2012. She stated that the current TIP will be in effect through the summer. Ms. Scott noted that FDOT plans on asking for federal authorization for this project over the summer months.

Mr. Scott: Motion to endorse the FY 2011/2012 – 2015/16 TIP Amendment

Mr. Pinter asked if the Deputy County Attorney had reviewed the TIP. Ms. Faulkner stated that Mr. Teach had reviewed the TIP Amendment.

Mr. Pinter: Second the Motion

MOTION CARRIED UNANIMOUSLY

C. Endorsement of a Resolution Authorizing the MPO Director to Process Administrative Transportation Improvement Program (TIP) Amendments between July 1st and September 30th

Ms. Faulkner introduced the item. Ms. Faulkner stated that the Resolution 2012-04 and the TIP Amendment process will allow the MPO Director to process administrative amendments between July 1^{st} and September 30^{th} to cover a three month gap between expiration of the current TIP and the new Federal fiscal year.

Chairwoman Arnold questioned the process. Ms. Faulkner stated that any amendments done over the summer months would be brought back to the TAC, so the Committee would know what has taken place. Ms. Scott explained that the Resolution is very limited on the types of projects that can be brought forward over the summer months. Ms. Scott stated that the Resolution only includes projects that were in the Draft Tentative Work Program and in the TIP that was just endorsed. She also stated that this process is generally for the projects that were not in the old TIP but were in the new TIP.

Mr. Archibald: Motion to endorse the proposed Resolution and recognize a summary will be provided to the MPO Board when they reconvene in September

Ms. Ayer stated that the MPO handbook does not require this Motion to be approved every year. Ms. Scott stated that it does not and noted that there had been discussion regarding doing a blanket Resolution but the County Attorney was not comfortable with that.

Ms. Faulkner stated that she would like the Motion to be for an endorsement of the Resolution to do Administrative Amendments if needed during the summer months.

Mr. Archibald stated he would like to clarify his Motion.

Mr. Archibald: Motion for endorsement of the Resolution to do Administrative Amendments if needed during the summer months

Mr. Keith: Second the Motion

MOTION CARRIED UNANIMOUSLY

D. Endorsement of TRIP Priorities for FY 2012/13 Through FY 2017/18

Ms. Faulkner reported that the FDOT had announced that they were seeking funding for an additional year of TRIP priorities. She stated that the jurisdictions were asked if they had additional projects for FY2017/18 or if there were previously prioritized projects they would like to defer until FY 2017/18. The changes in TRIP Priorities are as follows:

- 1. Collier County would like to defer programming of the number two ranked project in FY 2016/17 Collier Blvd. (Golden Gate Main Canal to Green Blvd.) to FY 2017/18.
- 2. Lee County added a project on Chiquita Blvd. to FY 2017/18.
- 3. LeeTran added a Regional Transfer Facility and Connector to FY 2017/18.
- 4. LeeTran added a capital expenditure project for passenger amenities, bus pull-outs, and pavement markings to FY 2017/18.

Mr. Archibald indicated that the Ortiz Avenue from Colonial Boulevard to SR 82 has been taken off of the TRIP priorities. Mr. Scott stated the project is going forward with local funding.

Chairwoman Arnold entertained a Motion for endorsement of the TRIP Priorities.

Mr. Jarvi: Motion to endorse the TRIP Priorities for FY 2012/13 Through FY 2017/18

Mr. Keith: Second the Motion

MOTION CARRIED UNANIMOUSLY

E. Endorsement of the 2012 Highway Related Project Priorities

Ms. Faulkner introduced the item and stated that each year the MPO Board adopts a list of Highway Related project Priorities for the Federal Surface Transportation Program. Ms. Faulkner stated that the revenue projections for the 2035 Long Range Transportation Plan indicate that funding for this Transportation Management Area will be approximately \$4,200,000 each year through 2035.

Ms. Faulkner stated that the MPO is asking for endorsement of the 2012 Highway Related Project Priorities, so FDOT can develop the FY2013/14 - 2017/18 Draft Tentative Work Program based on the MPO's priorities.

Ms. Scott stated that the MPO Board at the May 11, 2012 meeting provided direction to FDOT that FDOT enhance a specific area on Davis Boulevard between County Barn Road and Santa Barbara Boulevard. Ms. Scott also noted that FDOT presented three different options to the MPO Board. The MPO Board voted unanimously to direct MPO staff to incorporate the reconstruction of the roadway into an urban cross section in the upcoming LRTP Amendment.

Ms. Scott stated that FDOT would like to request a few scope changes on two existing projects in the Work Program. She also stated that FDOT would request to add an additional project on the Unfunded List, contingent upon the LRTP completion and adoption of the amendment, at the end of

the year which will coincide with the FDOT's Draft Tentative Work Program. Ms. Scott noted that FDOT feels very comfortable that the MPO Board will incorporate it into the LRTP. Ms. Scott stated that the SR 951 PD&E project is currently not consistent with the LRTP. Ms. Scott also stated that FDOT took out the widening for SR 951 from the SS Jolley Bridge to Tower Road, south of Manatee Road even though it was shown in the Needs Plan as six lanes. FDOT has this PD&E (cost of approximately two million dollars) in the Work Program based on prior.

Ms. Scott stated that the Needs Plan has changed so the SR 951 from the SS Jolley Bridge to Tower Road will need to come out of the TIP. She stated that the PD&E re-evaluation and design cost for SR 84, the mile segment that will go from a rural cross section to an urban cross section, will include curb and gutter, landscaping, sidewalk on both sides, bike lanes and lighting the entire corridor. Ms. Scott stated that the MPO is asking for endorsement to change the SR 951 project over to the SR 84 re-design.

Chairwoman Arnold questioned if the TIP had to be modified. Ms. Scott stated that the TIP would not have to be modified because with your endorsement and ultimately the MPO Board's authorization, the changes can be made in the Draft Tentative Work Program. FDOT just needs to have the proper actions in place so FDOT can justify making the changes.

Ms. Scott, referencing page 7 in the TIP, stated that currently there is an SR 84 project from Santa Barbara Boulevard to Florida Club Circle to add sidewalk on the south side of the road and bike lanes. Ms. Scott noted that part of the MPO Board's Motion, asked FDOT to look at this particular project to figure out a way to not have throwaway. She also stated FDOT is suggesting the bike and sidewalk project include lighting. Ms. Scott stated that if they installed the lighting ahead of the capacity job, that the worst case scenario might be that a few light poles would be relocated. Ms. Scott stated that FDOT is suggesting amending the bike lane and the sidewalk project to add a lighting project. Ms. Scott stated that the limits of the project would have to be extended to Heritage Trail to west of Santa Barbara Boulevard. Ms. Scott stated that the limits for the lighting would also be changed.

Ms. Scott stated FDOT would need to add an additional project on the Unfunded Project Priorities List for the construction of Davis Boulevard between Santa Barbara Boulevard and Heritage Trail. She noted that FDOT provided a cost estimate to the MPO Board for \$3,000,000. Ms. Scott stated that FDOT did advise the MPO Board that a range for right-of-way cost was given from \$0-\$3,000,000. She stated until FDOT can meet with the design and permitting agencies, FDOT is not one hundred percent certain that they can proceed forward without right-of-way on this project. She stated if right-of-way has to be done then FDOT will come back during the design phase.

Mr. Archibald asked if there was discussion regarding the funding sources for each of the segments and if each segment was funded by different sources. Ms. Scott stated that when the MPO Board ultimately chose Option 3, it would come out of revenues identified in the LRTP which are the SU funds or the OA funds.

Ms. Scott stated that other options which were talked about would not create a consistent cross section for landscaping if it was funded with enhancement funding. Ms. Scott stated that the MPO Board did not choose this option. She stated that the MPO Board chose to proceed forward with a

full urban cross section making accommodations for all users, not just constituents who were interested in the landscaping.

Mr. Pinter asked how it affects the current agenda item, 5E. Chairwoman Arnold stated that Ms. Scott is asking the committee to add priorities to the current list. Ms. Scott stated that she is also asking the committee to change the direction of the scope of the existing projects.

Chairwoman Arnold asked if this amendment affected the TIP that was just approved. Ms. Scott answered no, that these priorities have nothing to do with the TIP that was just approved. She stated that the priorities that the committee adopts today will be utilized for the Draft Tentative Work Program that will be presented in December.

Mr. Jarvi asked for clarification if the PD&E on the southern portion on SR 951 is not needed. Ms. Scott stated that Mr. Jarvi was correct. Ms. Scott stated that it is to essentially delete the SR 951 PD&E project and add SR 84 from Santa Barbara Boulevard to Heritage Trail.

Chairwoman Arnold stated that the dollars that would have gone to the SR 951 PD&E will now go to the Davis Boulevard between Santa Barbara Boulevard and Heritage Trail. Ms. Scott stated that is correct.

Mr. Perry stated that the project should not be deleted. He noted that from north of Tower Road to south of Manatee Road is a mile and a half long. Ms. Scott stated that the reason FDOT is recommending the SR 84 job is based on the very specific direction from the MPO Board to incorporate that project into the LRTP. She stated that since the SR 951 PD&E is not included in the LRTP, FDOT can we receive specific direction from the MPO Board to include it in the TIP.

Chairwoman Arnold explained that this is only for the priorities and not the TIP. Ms. Scott stated that the priorities become the FDOT guidance for the Draft Tentative Work Program which ultimately becomes the TIP. Therefore everything must agree with the LRTP and the MPO Board's direction.

Ms. Faulkner asked if the Amendment could be submitted with comments regarding SR 84. Ms. Scott stated that FDOT should receive the Amendment with the scope changes from the MPO not the public or committee comments. Ms. Ayer stated that the MPO Board would take action but not treat the comments as additional submissions.

Mr. Pinter asked how this affects the current agenda item, 5E. Chairwoman Arnold suggested cleaning up the agenda item and moving on. Ms. Scott stated if the committee only wants this priority the FDOT's recommendation would be to add a project on for SR 84 construction at \$3,000,000 and have the design taken into consideration.

Mr. Pinter asked if FDOT would want the project added into the Cost Feasible Fully Funded or the Partially Funded. Ms. Scott stated it would be added into the Cost Feasible Fully Funded and put at the bottom of the list.

Chairwoman Arnold stated that Ms. Faulkner mentioned that this is not a prioritized list.

Mr. Jarvi asked if \$3,000,000 is the cost to construct a four lane urban section from an existing rural section. Ms. Scott stated that this project was to create a four lane urban section in a six lane footprint, but it doesn't mean that FDOT cannot move forward with permitting a six lane section. Mr. Jarvi stated that the four laning is \$3,000,000 and the six laning is going to be four to five million dollars. Ms. Scott stated that FDOT has not done a cost estimate yet. She stated that the median curb would be throwaway and part of the landscaping.

Ms. Scott stated that the MPO Board direction was quite clear and that was to get this project complete.

Ms. Ayer stated that it is very important for the committee to endorse this, as the MPO is going through the process of the LRTP.

Mr. Archibald asked if the committee could make the Motion to do an addition but not to address the TIP. Ms. Scott stated the TIP would not be addressed. She stated that this conversation is strictly about the priorities. Ms. Scott also stated that if the committee allows for the scope changes within your priority discussion and direction to the MPO Board, all that is doing is giving FDOT the go ahead to make the scope changes during our Draft Tentative Work Program Cycle. Ms. Scott stated that when the committee receives the Draft Tentative Work Program in November or December, it will incorporate all of those changes.

Mr. Jarvi asked if this project was put into the area would it be taking money out of 2015/16. Ms. Scott stated that the design would be in 2015/16 where the current PD&E is. She stated that the construction would start between 2016 and 2020.

Ms. Faulkner stated that the MPO has always sent a list of priorities to FDOT every June. Ms. Faulkner noted that the priorities year would look a little different because the priorities would include the SR 84 project which is not on the LRTP and revisions to SR 84 from Florida Club Circle to Santa Barbara Boulevard and Collier Boulevard (SR951) from Tower Road to the SS Jolley Bridge.

Mr. Jarvi asked if the idea was to take out the sidewalk around 2013 and reconstruct the whole area including the sidewalks after 2016. Ms. Scott stated that, best case scenario, if the project was funded this year that the construction would start during FY17/18. Ms. Scott stated that the MPO Board stressed to FDOT that there not be throwaway on this project. She stated that the sidewalk cannot be put on the south side of the road prior to the construction of the urban cross section without causing it to be torn out when the cross section is constructed.

Mr. Pinter stated he needed clarification on table 12-2. He stated that the SR 84 project will be added to the Priority List under years FY 2016-20 for an urban cross section. Ms. Ayer stated that the list will be revised to include SR 84 project.

Mr. Archibald asked for clarification on the revision to the Collier Boulevard (SR951) from Tower Road to the SS Jolley Bridge project.

Chairwoman Arnold stated that the modification of the scope of the SR 951 PD&E in the TIP from the SS Jolley Bridge to Tower Road as well as the SR 84 sidewalk project to be modified to change the scope. Mr. Pinter stated he would like to make that a separate action. He stated he would like to discuss the scope of SS Jolley Bridge to Tower Road in the next TAC meeting.

Mr. Archibald stated that the point is trying to retain SR 951 in the Work Program. Ms. Scott stated that the SR 951 PD&E project includes the Jolley Bridge. Mr. Archibald wanted to know if the limits could be modified to include the bridge from Tower Road to Manatee Road. Chairwoman Arnold stated that it is not consistent with the LRTP.

Mr. Jarvi asked if the SR951 project was added to table 12-2, would the bottom line be \$75,000. He asked if \$3,000,000 could be added. Ms. Scott clarified and stated that committee guidance could be within ten percent of the allocated revenue.

Ms. Scott stated that the MPO Board was very direct about putting this project in the LRTP.

Mr. Pinter: Motion to recommend directing FDOT to program projects according to the 2035 LRTP based on identified funding sources with the inclusion of the SR 84 Project in table 12-12 and the fully funded improvements under years FY2016-2020.

Mr. Scott: Second the Motion.

MOTION CARRIED

Mr. Jarvi dissented.

Chairwoman Arnold asked if a Motion needed to be made for the modifications to the project description as well as the TIP.

Ms. Scott stated that the committee is giving FDOT the priorities which then go into the Draft Tentative Work Program that the committee receives in December and that goes in the TIP for next year. She stated that the committee is telling her today what they want next year.

Ms. Ayer stated it would be beneficial to make a Motion.

Chairwoman Arnold entertained a motion stating that the committee agrees that the scopes of the projects currently in the TIP need to be modified.

Mr. Jarvi: Motion to delete 430010-1, SR 951 from SS Jolley Bridge to Tower Road FY 15/16 PD&E. Modify PD&E project limits for SR 951 from South of Manatee Road to Tower Road and take into consideration in the upcoming Cost Feasible Plan of the LRTP amendment to be adopted later this year. Modify existing SR 84 from Florida Club Circle to Santa Barbara Boulevard – sidewalk on the south side of the road and bike lanes FY12/13 PE & FY13/14 CST; Change SR 84 from Heritage Trail to west of Santa Barbara Boulevard lighting PE FY12/13 & CST FY13/14. Add SR 84 from west of County Barn Road to west of Santa Barbara Boulevard to convert the four lane rural cross section to a four lane urban cross section which will include curb and gutter, landscaping, sidewalk (both sides) and bike lanes FY15/16 PE and FY17/18 CST.

Mr. Archibald: Second the Motion

MOTION CARRIED UNANIMOUSLY

Ms. Faulkner requested to move to Agenda Item 5I.

I. Endorsement of the Financial Plan for the 2035 Long Range Transportation Plan Minor Update

Ms. Faulkner introduced Mr. Perry from Stantec/Wilson Miller. Mr. Perry introduced Ryan Suarez, Steve Tindale and Robert Layton as representatives for LRTP consultant Tindale Oliver and Associates (TOA).

Ms. Ayer clarified that the MPO wants the committee to endorse the process. She stated that all the information that the committee has been receiving has been a starting point and that the MPO will continue to fine tune the financial plan over the summer. She stated that the MPO is not asking the committee to endorse what was printed today.

Mr. Perry stated that in the agenda package that was mailed out, there is a version five of the report. He stated that there was a subsequent document called version six that modified some of the transit revenue numbers beginning on page eleven.

Mr. Perry clarified that the endorsed Needs Plan is a list of improvements to be considered for ultimate inclusion for the Cost Feasible Plan. He stated that the revenue and cost components now need to be reviewed and considered in the revenue forecast.

Mr. Perry stated that he is looking for endorsement from the TAC as to how the revenues were calculated because the revenues will be projected out to the year 2035 and cover highway and transit.

Mr. Scott was concerned that the Collier County's AUIR was not consistent with the methodology presented. Mr. Scott had some questions regarding the year expenditure and impact fee calculations. Mr. Perry stated that the methodology that is described in the impact fee caluclations is related to the number of permits issued and that everything is is current dollars. Mr. Scott stated that one table and methodology are in current dollars and another table and methodology are in the year of expenditure dollars. Mr. Scott stated that he could not calculate the \$553 million using the methodology or the year of expenditure. He also stated that Collier County calculates the impacts

fees through 2018 and their assumptions are very low, like \$10 million a year. Mr. Perry stated that the methodology the assumption is that there are no changes in the fee schedule.

Chairwoman Arnold asked about table A-4 that shows impact fees through 2011. Mr. Scott stated he was looking at table 11-6 on page 11-10 and it shows \$553 million in year of expenditure dollars. Chairwoman Arnold stated that if those numbers are used than the calculation would be \$553 million which are today's figures not year of expenditure dollars.

Mr. Scott stated that in the AUIR it says that 18 million dollars will be spent in gas tax. He stated that 70% goes to capacity and 30% goes to maintenance. Mr. Scott stated that \$3 million dollars of Ad Valorem Tax is being paid back into the bond. He stated that he could not match the methodology to the calculations.

Chairwoman Arnold asked if the AUIR had a clear description of the projections. Mr. Perry stated that the AUIR looks out five years and in large part is based on historical information. Mr. Perry stated that this analysis is based on the demand side, population growth of 150,000 people. That growth requires a certain number of homes to be built and employment to increase. He noted that if you used the expected population in the methodology then you would reach the permit numbers that are in the table. Mr. Perry stated that was how he calculated the \$553 million dollars. He stated that the methodology and the AUIR are very different ways of looking at what is going to happen in the next 25 years.

Mr. Archibald stated that Mr. Scott made an important point by stating that there was a very large sum of Ad Valorem tax. Mr. Archibald asked if this assumes Ad Valorem tax. Mr. Perry stated that it assumes general funds, contribution towards transit but there is no general fund contribution on the highways.

Mr. Scott stated that in the AUIR through 2020-2021 there is \$137 million dollars. Mr. Perry stated that this analysis assumes that the gas tax revenue is going to pay off the debt service. Mr. Perry noted that until 2025 the bonds will be paid off with substantial amounts of the gas tax revenues. He also stated that there would be no general fund contribution to pay off the debt services. Mr. Perry stated that if the MPO Board decides to backfill the Work Program with general fund revenue and Ad Valorem taxes, those dollars cannot be depended upon because there is no substantial guarantee that those numbers will be available.

Mr. Archibald asked if there was a substantial amount of general fund contributions. Mr. Jarvi stated that a general fund contribution is not reflected in this at all. Mr. Perry stated that there is a general fund contribution on the transit side. Mr. Perry stated that the appropriate numbers can be discussed. He noted that the highway dollars do not include any general funds contributions.

Ms. Ayer emphasized that for the development of the LRTP, the MPO uses funds that are available. She stated that this requirement has been mandated by the Federal Government and the MPO for ten years. Ms. Ayer stated that she is surprised that it is not being followed to closely.

Mr. Perry stated that it can be added to the report. He further stated that the report contains a discussion of other available revenues, such as the infrastructure surtax, and suggested adding language about historical use of general fund. He stated to use general funds which consist of property tax and sales tax, use those revenues in addition to the normal dedicated revenues. He noted unless the Board of County Commissioners takes action, transit is a historical case of general fund revenue and the BCC historically has contributed "ex" amount of dollars to the transit system and we expect to be at that point next year. He noted that those are the kinds of revenues that are by policy that have been set aside.

Mr. Jarvi asked if general funds have been financing highway projects. Mr. Scott stated that at some level the general funds have been financing the highway projects.

Mr. Jarvi stated that Mr. Perry pointed out that it is determined by demand versus supply. He stated that it also does not address the overage supply. Mr. Jarvi pointed out that on the commercial side there is an overage supply.

Mr. Scott stated that there were a lot of impact fees in the calculation up front. He stated that will not help get impact fees in the future.

Mr. Jarvi stated that there has been a change in the concurrency formula and several large residential projects have paid at least 33% or 50% in impact fees.

Mr. Tindale stated that in a 20 year to 25 year plan, we will use the first year and go back and check the total revenues. Mr. Perry stated that in some cases impact fees have been partially or fully paid for but the dwelling units have not been built. Mr. Perry stated that the impact fee dollar amount that is in the plan is based on a certain number of permits being issued; however some of those permits will not be paying any impact fees because the fees have already been paid and collected. Mr. Perry stated that we need to make sure that any impact fee revenues are accounted for. Mr. Tindale stated that it started out at 16 million and went up to 27 million and stayed at about the same growth rate and assuming the 3-5 year growth rate and stayed at the normal fee. Mr. Tindale stated that if we are doing 5 years for the AUIR, there is a lot of change from the first year to the fifth year. He stated that he can go back and make some adjustments within the first three years. He stated that the impact fees are not being indexed at all during this time period.

Chairwoman Arnold questioned if the impact fees were going to be decreased. She then stated that we need to be careful about the amount that is being estimated or is it that we are potentially not considering the fees that have already been collected. Chairwoman Arnold noted that even if we have not considered those fees; there are so many units that are going to be there.

Mr. Tindale stated that all of the adjustments that were made by TOA in 2012, 2013, 2014 and 2015 would be put in your AUIR are not in the 20 year projection. Mr. Scott asked if that is why it was adjusted every five years. Mr. Tindale stated that the impact fees were not indexed because of the concern of the changeability of the cost.

Mr. Jarvi had a question about the revenue source on page 11-10 and whether the Transportation Impact Fee category would be affected if Collier County decided to go to a Mobility Fee. Mr. Perry stated that the dollar amounts might not change dramatically but the use of the funds may shift because of the impact fee is exclusively for highway capacity improvements.

Chairwoman Arnold reminded the committee that this is just the update. She stated it is not the 2040 LRTP.

Ms. Ayer stated that it is the basic assumptions that we will not be able to change. Ms. Ayer stated that she is concerned that the estimates for the impact fees were optimistic. She stated the committee is not approving the exact numbers. Ms. Ayer noted that the committee is approving the process to continue.

Mr. Tindale stated that the current revenue projection for transit is less than 1% of a million. Mr. Tindale noted that the last LRTP the revenue projection was is about five to six times higher. He stated that the change in transit revenues, from 15 million dollars to 90 million, dollars is simply a commitment of taking 1% of a million dollars to 6% of a million. Mr. Tindale stated that TOA does not have an issue with putting a footnote in there documenting the revenues.

Chairwoman Arnold asked if Mr. Tindale was making reference to the document the committee just received. Mr. Tindale replied yes.

Chairwoman Arnold asked if it is moving closer to what is currently used in the LRTP but more conservative than what was used in the prior LRTP. She asked if it would be more consistent with the trends throughout the state allocations of transit. Mr. Tindale stated that he would give the committee a list of counties and their sizes to show that the second number is not out of the ordinary.

Mr. Perry asked if a local policy decision was necessary. Mr. Perry asked if the transit allocation from the general fund was historically less than 1%. Mr. Tindale stated that was correct.

Ms. Ayer stated that the MPO's requirement is to make sure that projected revenues are considered reasonably available. Ms. Ayer asked how the general revenue can be justified going from .25% to 6% and how the MPO could document the increase.

Chairwoman Arnold stated that this would need to be discussed by the BCC. Ms. Ayer stated that the MPO cannot make the BCC change their policy. Mr. Perry stated that the source of revenue is the BCC and they make the policy decisions.

Mr. Perry stated that general fund revenues, property tax or sales tax and county contributions to the Transportation program, are BCC decisions. He stated that if there is a history of percentage of general fund contributions, then there has to be an assumption that the BCC would make that change.

Chairwoman Arnold stated that the highway side was not even being considered. Chairwoman Arnold noted that the \$13 million dollars that is being contributed currently from the general fund does not include the highway side. Mr. Perry stated that without including anything in the projections, general fund revenues are not appropriated for the highway side. He stated that they are on the transit side because there is a contribution that has been specifically dedicated to transit. Chairwoman Arnold stated that perhaps the committee should not include the general fund contributions at all in the LRTP. Mr. Perry stated that the transit system will not operate unless there is a general fund contribution. He stated that roads cannot be built unless there is general revenue on the highway side and without contribution from general funds.

Chairwoman Arnold stated that the assumption that there is going to be an additional contribution is partially a good one because some of historical transit revenues have included state contributions.

Mr. Scott stated that more funds should go to maintenance.

Mr. Archibald stated that he hopes that there is a study, i.e. TDP, Mobility Study that reinforces these funding assumptions and committments. Chairwoman Arnold stated that the TDP assumptions make general funds available. Mr. Suarez stated that the TDP is a very conservative forecasted approach to what would come out of the general fund. Mr. Suarez stated that if there is no language in the LRTP about an assumed BCC policy change in transit general fund contributions then we look at other similarly sized communities with transit and see what they are doing.

Ms. Ayer stated that there could be a discussion with the BCC. Ms. Ayer stated that the MPO is trying to complete the 2035 Minor Update and that discussion with the Board will take place in the next year or so when it is adopted.

Ms. Ayer asked about the assumption for the general fund contribution from the percent of the TDP. Mr. Suarez asked if it was the original TDP or the revised TDP. Ms. Otero stated that she did a revision of the Minor TDP Progress Report after the last LRTP was finished. Ms. Otero noted that the major update that was done in 2010 did an aggressive/optimistic outlook at revenues. She explained that after the last LRTP was complete, CAT had to scale those revenues back based on direction from FDOT. Ms. Otero explained that FDOT stated that CAT can only use a little over \$100,000,000 for State and Federal Funding. Ms. Otero noted that in order to be consistent with the LRTP, CAT had to go back and reduce revenues in the LRTP. She stated that the TDP is made consistent with what was in the LRTP. She stated that if the major update of the TDP is looked at, it was very aggressive in revenues but scaled back in the update.

Ms. Ayer asked what would be the percentage coming out of the general funds from the just adopted TDP. Chairwoman Arnold asked Mr. Suarez if he had that percentage of the local funds that are identified as revenue for the updated TDP. Mr. Suarez stated that it is .25% of the general fund. Ms. Ayer asked if that would increase over time as part of the TDP. Chairwoman Arnold stated that it is .25% of the general fund for the ten years of the TDP.

Mr. Perry stated that the MPO is estimating 1% of the general fund. Mr. Perry stated that the justification is that .25% just keeps the transit system moving. He stated that we have to maintain it and all the other State and Federal money, Farebox money and assumes that there is a contribution of "ex" amount of dollars from the general fund to fill that short fall, whatever that shortfall may be.

Chairwoman Arnold stated that the problem is that the general fund is increasing at .25% will then decrease and it would not be sufficient to maintain the upwards of the transit so it will fluctuate based on the decline.

Ms. Ayer stated that on the highway side there is a big jump from .25% which amounts to \$500,000 to the new assumption of \$3,000,000,000. Ms. Ayer asked if there was any chance to work with the ATM Department to get a more realistic number. Chairwoman Arnold stated that the ATM department did not create this methodology. Ms. Ayer stated that she is only going by what she read and that would be that the assumption of jumping from the low number to the high number was given to the consultant by the ATM Department. Ms. Ayer stated that she was told that the numbers were changed according to the ATM Department. Chairwoman Arnold stated that the input from the ATM Department was questioning why the revenue sources decreased dramatically from the prior LRTP. Chairwoman Arnold stated that after looking at previous year's methodology, and looking at a conservative approach the consultants changed the numbers according to the ATM Department. Chairwoman Arnold stated that to her knowledge, the ATM Department did not direct the consultant to change anything. Mr. Suarez stated that TOA went back to the LRTP and there was a comfort level to taking a more optimistic approach to using the general fund estimate that was used in the LRTP.

Ms. Ayer asked if there was any comfort level for the higher number which is \$100,000,000 higher than the original number. Chairwoman Arnold stated that to her understanding the \$1,000,000,000 is consistent with FDOT. Ms. Ayer stated that she was speaking about the difference between the general funds because the consultant came up with \$210,000,000 for transit revenues after the discussion with ATM. Ms. Ayer stated that arriving at the best number is extremely important. Chairwoman Arnold stated that her understanding is to see what other transit agencies are doing to see if the outside percentage is applied.

Mr. Tindale stated that Lee County has an operating budget of about \$20,000,000 and they are pulling about 50% of that from their general fund. Mr. Tindale stated that CAT is about at \$7,500,000 for the annual operating costs so compare that to the \$600,000 that is coming out of the general fund.

Chairwoman Arnold asked if the MPO was unhappy with the last revisions or the recommendations that TOA made based on the historical contributions for transit.

Ms. Scott stated that original comment in the LRTP about the \$21,000,000 SIS revenue found on page 11-10 was an error. Ms. Scott stated that her comment back to TOA was to utilize the existing adopted SIS Plan but to check back with FDOT before final adoption of the LRTP because FDOT is in the process of updating the FDOT SIS Plan.

Ms. Scott noted that the TRIP funds were provided at \$60,000,000. She stated that FDOT is in the process of updating their revenues but it is for the 2040 LRTP Update. Ms. Scott noted that the TRIP funds will significantly decrease not only on revenue estimate changes but also statutory changes. She stated that right now in the upcoming fiscal year, the first \$60,000,000 of TRIP funds are going towards the rail enterprise and that is taken right off the top of the statewide revenue.

Ms. Ayer stated that is all very important and would take note of that.

Mr. Perry asked if the Federal SIS contribution should be zero. Ms. Scott stated that is correct but hopefully the FDOT will have an updated SIS plan in the fall.

Ms. Ayer asked if the MPO should put zero with a notation or put non available and with a notation. Ms. Scott recommended putting zero and putting a notation and that it is consistent with the \$21,000,000 of the adopted SIS plan. Ms. Ayer asked if the same process goes for the TRIP; the MPO anticipates a reduction in the 2040 Update

Mr. Perry stated there was a question regarding \$2,000,000 and a \$42,000,000 estimate on page 11-17. Mr. Perry explained that the \$2,000,000 is an annual dollar amount and if you multiply that by the 21 years you get the \$42,000,000.

Mr. Perry explained page 11-18 and stated there was a question regarding table 11-8. He stated that earlier it had been described as a decrease in the projected per capita revenues; the fuel tax consumption. Mr. Scott asked how these dollar amounts were going up if there was a negative growth in per capita. Mr. Perry stated that there is a greater amount of population contributing to that so it offsets.

Ms. Ayer stated that this is the beginning of cost and revnue assumptions and that the consultants would have to revise the numbers. Mr. Perry stated his concern was trying to justify \$3.1 million dollars if it is not currently being contributed by the general fund. He asked TOA to put \$500,000 historically contributed so that there is a basis for that assumption to continue.

Chairwoman Arnold stated that maybe it is a good starting point to bring it in front of the Board members, explain the methodology that was utilized and based on the MPO Board's recommends modify the numbers. Chairwoman Arnold recommended going with the revised numbers that the committee received.

Mr. Perry asked if the money was contributed towards the existing service would the farebox increase. Mr. Suarez stated that farebox revenues are existing sources of revenue and they are not based on future expansion. Chairwoman Arnold asked if there was not any expansion than why would there be any contribution to the general fund. Chairwoman Arnold stated that there would have to be some cost increase. Mr. Suarez stated that there is revenue forecasting methodology where we are agreeing on how much money is going to come from these different sources. He stated that the general fund issue is policy oriented.

Chairwoman Arnold stated that to have expansion in there, there would have to be additional fareboxes contributions added into there at least until we figure out what those expansions are going to be.

Mr. Perry stated that his last comment was at the end of paragraph 11-18, there is a sentence in bold red that states **revenues sources have not been approved for use and not to be assumed as part of the revenues used for the Cost Feasible Plan**. Ms. Ayer stated that the end of that paragraph should be deleted. Ms. Ayer stated that the MPO looking at the costs and revenue and is not entering into the discussion of policy decisions.

Discussion ensued regarding both general fund and farebox revenue. Mr. Perry stated that he would pass on all the editorial corrections to TOA.

Chairwoman Arnold entertained a Motion to endorse the methodology with a caveat that the MPO will work with the committees and agencies to refine the figures and revise the documents with the impact fees.

Mr. Archibald questioned the Federal and State revenue sources and gas tax section of the document. He asked if the gas tax dollar amount identified for local revenues. Mr. Archibald also asked if it was possible to do something like that under the Federal or State revenues. Mr. Archibald stated that this community is sending about \$20 million dollars a year to Washington. Mr. Perry asked if it was like the pennies for gallon. Mr. Archibald stated yes. He asked that if a quick introductory sentence could be added for each revenue source and what does that produce in revenue coming from our community. Ms. Scott stated that you would have to look at collections versus distributions. She stated that this area does not get back what it collects. Ms. Scott noted that there is a formula and there is money taken off of the top and if you collect a dollar you won't get a dollar back.

Ms. Ayer stated that with the development of the LRTP, the MPO does not get into that. Ms. Ayer agreed with what FDOT stated and suggested that there may be much better return after the LRTP is updated.

Chairwoman Arnold: Motion to endorse the methodology being presented to the committee with respect to the revised document which the committee would be utilizing.

Mr. Archibald: I second the Motion.

MOTION CARRIED UNANIMOUSLY

F. Endorsement of the 2012 Transit Priorities

Ms. Faulkner introduced the item and stated that the Collier County Alternative Transportation Modes Department has provided the MPO staff with their FY 2012 CAT Project Priorities. These priorities are

submitted to FDOT for the development of the FY 2013/14-2017/18 Work Program. Ms. Faulkner noted that the MPO staff has reviewed the projects for consistency with the Transit Development Plan Annual Report Update.

Ms. Faulkner reported that the currently adopted TDP is incorporated into the 2035 LRTP by reference and allows the prioritized projects to be eligible for funding. She stated that in order for these project priorities to receive Federal Transit Administration funding, they must be endorsed by the Collier MPO Board.

Mr. Pinter: Motion to endorse the 2012 Transit Priorities.

Mr. Archibald: I second the Motion.

Mr. Scott asked about #6, the Park and Ride facility. He would like to know if perhaps CAT could coordinate with FDOT.

Mr. Scott had questions about #4, the Lee/Collier Connection. He asked if this was the cost that CAT would need. Chairwoman Arnold stated that the bus would be provided by CAT.

Chairwoman Arnold stated she had a question on the prior item. She asked if it was being changed to unfunded priorities for transit. Ms. Faulkner stated she would remove the word unfunded from all of these priorities.

MOTION CARRIED UNANIMOUSLY

G. Endorsement of the 2012 CMS/ITS Priorities

Ms. Faulkner introduced the item and reported that the purpose of the CMS projects is to alleviate congestion. Ms. Faulkner noted that CMS projects are also intended to be implemented quickly and inexpensively to avoid the addition of general purpose lanes of roadway. She stated that the purposes of ITS projects are to improve the network system with technology.

Ms. Faulkner reported that items #11-#14 have not had applications submitted to FDOT but all of the others have and they are under review.

Ms. Scott stated that FDOT has finished the cost estimates. Ms. Scott noted that there are some areas where the cost estimates are a little low but FDOT is coordinating with the local agency. She stated that all of these projects are considered constructible.

Mr. Archibald asked if Ms. Scott could give a quick review of revenues. Ms. Faulkner stated in the TIP that was just endorsed, there is showing for the CMS/ITS Box a combined Box with Pathways. She stated that the amount was approximately over \$1 million for FY15-16 and over \$3 million for FY16-17. Ms. Faulkner stated that the Box Funds that FDOT is working with for the new project priorities and it amounts to a little over \$2 million for each pathways for CMS. She stated that it is a substantial amount of money to start moving forward.

Ms. Scott stated to Mr. Archibald that #1 and #2 on the Priorities List will probably get funded.

Chairwoman Arnold asked if all of these projects were in the TIP. Ms. Faulkner stated no, these would be the projects in the next Work Program.

Mr. Archibald: Motion to endorse the 2012 CMS/ITS Priorities.

Mr. Pinter: Second the Motion.

MOTION CARRIED UNANIMOUSLY.

H. Endorsement of the 2012 Pathways & Enhancement Project Priorities

Ms. Faulkner introduced the item and stated that the purpose of the Pathways projects is to construct new or improve existing pathway facilities which encourage pedestrian and bicycle transportation. Ms. Faulkner noted that Pathways projects are also intended to be projects that will reduce congestion by increasing alternative transportation and multi-modal choices instead of motorized single occupancy vehicles.

Ms. Faulkner stated that the Collier MPO Board set aside \$2,500,000 in FY 2015/16 from its Federal allocation of Surface Transportation Program funds. She stated that these funds are designated as 'Identified Operational Improvements' and are to be split 50/50 between Pathways Box Funds and Congestion Management Box Funds.

Chairwoman Arnold asked about the enhancement projects. Ms. Faulkner stated that the enhancement projects were the Linear Park Project on Marco Island and the Mooring Line Drive sidewalk project in the City of Naples. Mr. Pinter confirmed that #11 and #12 were the enhancement projects.

Ms. Scott stated that #1, #3 and #4 have already been funded and are already in the Draft Tentative Work Program. Ms. Faulkner recommended removing #1, #3 and #4 from the priorities list since they are already funded.

Mr. Pinter: Motion to endorse the 2012 Pathways & Enhancement Project Priorities with the caveat with #1, #3 and #4 be removed from the priorities list.

Mr. Keith: I second the Motion.

MOTION CARRIED UNANIMOUSLY

J. Endorsement of the Scope of Services of 2040 LRTP

Ms. Ayer introduced the item and stated that the Collier MPO is about to begin the initial steps in the development of a 2040 LRTP. She stated that the first step in the 2040 LRTP process is to develop base year data (including socio-economic data, highway network data, and transit data) for the FDOT. Ms. Ayer stated that FDOT, in turn, validates a base year travel demand model with the submitted information and data provided by the Collier MPO. She stated that the transportation model will be used for all the future work in the 2040 LRTP development process.

Mr. Pinter asked if the cost associated with the 2040 LRTP has been modified based on the latest handout. Ms Ayer stated that the numbers have been kept the same.

Ms. Scott stated that the Federal Highway Association is currently reviewing the scope.

Mr. Jarvi: Motion to endorse the Scope of Services of the 2040 LRTP.

Mr. Pinter: I second the Motion.

MOTION CARRIED UNANIMOUSLY

6. <u>Reports and Presentations (May Require Committee Action)</u>

A. FDOT Presentation for I-75 @ SR 951 Interchange Improvements

Mr. Freeman from Kittleson and Associates introduced himself and presented an overview on I-75 @ SR 951 Interchange Improvements by a PowerPoint Presentation.

Mr. Freeman presented an outline of the project and the project steps. Mr. Freeman stated that the traffic analysis, roadway concepts and interchange alternatives have been completed. Mr. Freeman stated his group is working rapidly towards an alternatives public meeting.

Mr. Freeman discussed the purpose and the need. He stated that the need is being driven by traffic operations, traffic safety and freight traffic. Mr. Freeman stated that I-75 and S.R. 951 Interchange is a very important freight corridor because it is the last major interchange before Alligator Alley.

Mr. Freeman discussed the interchange alternatives. Mr. Freeman stated the bridges taking I-75 and 951 are in good condition and would like to maintain what is currently being constructed. Mr. Freeman stated that they are looking at minimizing right-of-way impact and keeping the footprints within the existing right-of-way as possible. He introduced Alternative 1: Partial Cloverleaf which includes loops in the northeast quadrant and the southwest quadrant. Mr. Freeman then introduced Alternative 2: Loop ramp and flyover which is changing the loop ramp shown in the northeast quadrant to be a flyover and that flyover would originate south of S.R. 84. Mr. Freeman noted that the flyover continues crossing S.R. 84 and continues through the interchange area.

Mr. Freeman introduced the last alternative which is Alternative 3: Diverging diamond with flyover. Mr. Freeman stated that Alternative 3 would have the greatest amount of impact to what has been constructed. Mr. Freeman noted that Alternative 3 is a new concept that is being done in many locations throughout the United States. He stated that this concept facilitates an easy left turn movement and allows drivers to basically control the ramp intersections with two way signals so it enhances capacity.

Mr. Freeman then reported on the roadway concepts S.R. 951 under I-75. Mr. Freeman stated that for Alternative 1, there would be four through lanes in each direction; there would be bike lanes and maintaining the multi-use path on the western side of the roadway. He stated that with Alternative 2, there would be four lanes in each direction and maintaining the multi-use path on the western side and bike lanes. He stated that with Alternative 3, there would be four lanes in each direction and a multi-use path on the right side as well.

Chairwoman Arnold stated that Collier County provides safe stops for transit. She stated that by looking at this map, it does not look safe. Ms. Scott stated that it is within the limited access right-ofway. Ms. Scott stated that within SR 84 and Magnolia Pond Drive, you would have to go north of Magnolia Pond Drive and FDOT's project limits go up to that general area. She stated that in this alternative there are no driveways. Mr. Freeman stated that he would like at making transit stops safer.

Ms. Ayer stated that the people that are going to be affected by this should be aware of it up front. Ms. Ayer stated that having four left turn lanes has never been done and perhaps it should not be done here. Mr. Freeman stated that he used the socioeconomic data that is contained in the LRTP. He stated that they also looked at future traffic projections and coordinated with what is being produced for IJR. Mr. Freeman stated that those numbers closely matched with what they are doing. Ms. Ayer stated that there were new model runs and there are new numbers.

Ms. Scott stated that FDOT went back and looked at 2001 and the proposal for this interchange is scaled way back.

Ms. Ayer asked where the traffic projections came from. Mr. Freeman stated that the traffic projections were developed by using the basis of your land use in the currently adopted LRTP.

Mr. Scott asked if this project assumes that IJR was built. Mr. Freeman stated yes.

Mr. Freeman stated that Kittleson is looking at staging this improvement by at least three of four different stages.

Mr. Scott asked if ramp C1 was being rebuilt as part of the existing project. Mr. Freeman stated yes, the ramp C1 is being widened.

Ms. Ayer asked what the construction schedule for the interchange was. Mr. Freeman stated it will all complete in 2014.

B. Amended MPO Staff Services Agreement

The MPO Staff Services Agreement was last adopted by the MPO Board on October 27, 2009. MPO staff worked with the Deputy County Attorney and obtained concurrence from FDOT on the updated Agreement. Some of the changes include:

- The MPO Board's authority for selecting and evaluating the MPO Executive Director.
- Provision for the MPO to acquire office and computer equipment and the utilization of Collier County's Information Technology department for support services as well as compliance of Collier County's rules governing such usage.
- Clarification of the cooperative relationship between the Collier MPO's Continuity of Operations Plan (COOP) and Collier County's Comprehensive Emergency Management Plan (CEMP).
 - C. FDOT Update

Ms. Scott stated that FDOT has been notified by Collier County in coordination with the MSTU's that the County will not be proceeding forward with three programmed projects that were in the Draft Tentative Work Program. The first is the Carson Road sidewalk; the second is the Coronado Parkway sidewalk and the Immokalee Drive sidewalk. She stated that there is funding that will become available in the Work Program. Ms. Scott stated that FDOT has received a request from Collier County with regard to the Carson Road sidewalk because that is the project that is in the next fiscal year. She stated for Carson Road to reallocate those funds to the Naples Manor sidewalk project. She stated that the \$112,000 needs to be addressed.

Ms. Scott has advised MPO staff previously, with Coronado Parkway and Immokalee Drive, unless there are other projects that need to be considered, FDOT needs direction.

Ms. Scott stated that Carson Road is in the FDOT FY2012/13 so FDOT needs to make modifications to that and they can't be made until July 1. She stated that the County did make a request to add those funds to the Naples Manor project.

Mr. Jarvi stated that the funds have to be reallocated quickly.

Chairwoman Arnold stated that the scope needs to be modified from Carson Road to Naples Manor.

Mr. Keith: Motion to reallocate funds from Carson Road to Naples Manor.

Mr. Jarvi: I second the Motion.

Ms. Scott stated that she could hold off on the Coronado Parkway and the Immokalee Drive if there would like to be some discussion in the September meeting because she will be developing my Work Program at that point.

Ms. Scott announced the projects in the Naples Manor sidewalk projects. Ms. Scott stated that it has to be a project that is ready to go in FY12-13.

MOTION CARRIED UNANIMOUSLY

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D. MPO Director's Report

No report.

7. Distribution Items

Discussion of the Revised Federal Transit Administration (FTA) Section 5303 Grant Application/Allocation (if available)

8. <u>Next Meet Date:</u>

The next TAC meeting will be held on August 27, 2012 at 9 a.m. at the Collier County Growth Management Division, Planning & Regulations, Rooms 609/610, 2800 North Horseshoe Drive, Naples.

9. Adjournment

Having no further business, the TAC meeting was adjourned at approximately 12:15 p.m.

METROPOLITAN PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE

Collier County Growth Management Division Construction and Maintenance 2885 South Horseshoe Drive, Main Conference Room Naples, Florida 34104

3 P.M.

May 21, 2012 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Chairman Gary Shirk called the meeting to order at approximately 3:03 p.m. and Ms. Kristin Campos, Customer Service Specialist, called the roll. A quorum was present and those in attendance were as follows:

Members Present

Gary Shirk, At-Large, *Chairman* Karen Homiak, *Vice-Chairwoman,* Collier County District I Floyd Chapin, Collier County District III Fred Thomas, District V Wayne Sherman, Collier County District IV Carl Bressan, City of Marco Island Patty Huff, At-Large

Members Absent

Michael Klein, Everglades City Joyce Graham, Representing Persons with Disabilities Matthew Kragh, City of Naples

Vacancies

City of Naples District II Minority

MPO Staff

Lucilla Ayer, MPO Executive Director Sue Faulkner, Principal Planner Kristin Campos, Customer Service Specialist

Others Present

Russ Muller, Florida Department of Transportation (FDOT), District One Brandy Otero, Collier County Growth Management Division (GMD), Alternative Transportation Modes (ATM) Department Trinity Scott, FDOT, District One Jeff Perry, WilsonMiller/Stantec Jack Freeman, Kittleson & Associates Aaron Kaster, FDOT

2. Open to the Public for Comment on Items not on the Agenda

Mr. Sherman stated he would like to apologize for being angry in the MPO Board meeting on May 11, 2012. He stated that he said some statements and he would like to apologize for them.

Mr. Sherman stated that at the MPO Board meeting on May 11, 2012, Commissioner Fiala made an impassionate plea to block the flyover at the intersection of Collier Boulevard and U.S. 41. Mr. Sherman noted that Commissioner Fiala was concerned about business access. Mr. Sherman stated that the flyover at Collier Boulevard and U.S. 41 is in the LRTP. Mr. Sherman stated he would like to propose a modification to the FDOT, since they are doing the flyover. Mr. Sherman stated that the modification should include ensuring that any plans for the flyover include a town center.

Ms. Ayer stated that it would not be appropriate for this committee to act on this without it being an agenda item.

Mr. Sherman stated that he has a Motion and would like to act on it even if it is inappropriate. He noted he would like to include in the Motion that the CAC could do more than approve work done by other people or to listen to proposals by other people.

Mr. Chapin stated that the presentation by Mr. Sherman was inappropriate and it should be deferred to the proper committee for any review. Mr. Chapin noted that in the future, he hoped to stick to items on the agenda and not deviate.

Chairman Shirk stated that there is a specific section where someone can deviate. Chairman Shirk stated that Public Comment is where a person can speak and or deviate and it's usually a member of the public not a member. Chairman Shirk noted that Ms. Ayer is correct and the committee cannot take any action today. He stated that this issue can be brought to staff and it could be looked into further. Mr. Sherman asked who in the staff he could bring this to. Ms. Scott stated that anything in regard to the flyover should be directed to Collier County. Ms. Scott stated that while it is a State roadway, Collier County is proceeding forward with the current study. Ms. Scott stated that FDOT did a PD&E study a few years back but that was for an atgrade improvement not a flyover. She continued to state that Collier County is now doing a subsequent PD&E re-evaluation for the flyover.

Ms. Ayer stated that is the Board requested it, the MPO could do a presentation on this issue.

Mr. Thomas stated that Mr. Sherman is a new board member and he should have the committee orientation. Mr. Thomas suggested contacting Ms. Ayer so she may begin to look at the possibilities. Ms. Ayer stated that if the committees' desire is to have a presentation, then the MPO will begin working on it.

Chairman Shirk stated that Mr. Thomas's suggestion was good. Chairman Shirk suggested that Mr. Sherman speak with Ms. Lantz as well. Chairman Shirk stated that the committee does not pick what their agenda is going to be.

Mr. Sherman stated he would like to bring up two other issues. Mr. Sherman stated that one issue would be the need for a recycling center near Ave Maria and Immokalee. He noted that the other issue was he believed there were fallacies made at the MPO Board Meeting on May 11, 2012 about the section of Davis Boulevard.

Ms. Huff asked if there were public hearings about the flyover at the Collier Boulevard and U.S. 41 intersection. Ms. Ayer stated that there was a Workshop.

3. Approval of Agenda

Ms. Ayer stated that she was responsible for 5I and 5J. Ms. Ayer requested that Chairman Shirk move the items up on the Agenda because she had another meeting at 4:00 p.m.

Mr. Thomas: Motion to approve the agenda with changes of moving Items 5I and 5J in place of Items 5A and Item 5B and move Item 6A up on the agenda after Item 5J.

Ms. Faulkner stated that 6A also needs to be put at the top of the agenda there were several people from FDOT waiting to do the presentation. Ms. Faulkner requested that the presentation come before Item 5I. Ms. Ayer stated that she would have to leave before the presentation was over.

Vice-Chairman Homiak: I second the Motion as modified.

MOTION CARRIED UNANIMOUSLY

4. Approval of the March 26, 2012 and April 23, 2012 Meeting Minutes

- Vice-Chairman Homiak: Motion to approve the March 26, 2012 and April 23, 2012 Meeting Minutes.
- Mr. Thomas: I second the Motion but modify to say District V, not Representing Minorities.

MOTION CARRIED UNANIMOUSLY.

5. <u>Committee Action (re-ordered per Committee)</u>

I. Endorsement of the Financial Plan for the 2035 Long-Range Transportation Plan Minor Update

Ms. Ayer introduced the item and stated that the Collier MPO is currently undertaking a minor update to the 2035 LRTP that was adopted on December 10, 2010 and last amended on March 9, 2012. She stated that as part of the LRTP minor update process, a review of the estimated costs and revenues is a key component. Ms. Ayer noted that the final recommended cost feasible plan will be based upon the estimated costs and revenues in the Financial Plan.

Ms. Ayer introduced Jeff Perry from WilsonMiller/Stantec.

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Mr. Perry stated that the Needs Plan is a financing document that states how much improvements are going to cost and the money is put in different financing screens.

Mr. Perry stated that the difference between the first document that the committee received in the agenda package and the second document, which begins on page 11, is the transit portion. Mr. Perry noted that the transit forecasts were updated as part of the process.

Mr. Perry stated that the Technical Advisory Committee endorsed the second version of the document and decided to move forward into the Cost Feasible Plan.

Mr. Perry explained that the cost components are fairly straightforward. He stated that the cost feasible plan looks at right-of-way costs, construction costs and PD&E and all the estimates to figure out what it takes to build multi-lane highways. Mr. Perry stated that the methodology explains the estimates figure out how to build bus lines and expand bus routes.

Mr. Perry stated that the revenue projects begin on page 11-10 and it is a summary of different types of revenues.

Mr. Perry stated he needed to make a correction. He stated that on Table 11-6 which is on page 11-10, the first line item talks about the Strategic Intermodal System and there is a value of \$21,100,000. He stated that the FDOT would like to exclude that amount for this exercise because the SIS planning is still being developed. Mr. Perry noted that this number was an older number derived from a previous document and the recommendation now is to zero this amount out. Mr. Thomas stated that the \$21,100,000 cannot be counted on. Mr. Perry stated that is correct.

Mr. Perry stated that there are other changes to the document in the local revenue section.

Ms. Ayer asked about the TRIP funding on the 5th row. Mr. Perry stated that FDOT asked that a notation be added to the \$60,650,000 TRIP funding indicating that TRIP funds are also subject to reevaluation. He stated that the value will likely go down but as of now the value will be left as is. He stated that for programming purposes, it may not be until the next 2040 Update that changes can be seen.

Mr. Perry stated that the other changes occurred on the transit side, primarily in the local transit. He stated that there was an issue of how much money can actually be counted on from the contributions from the general fund. Mr. Perry stated that the discussions were on page 11-18. He stated that in the original document there was a starting estimate of \$500,000 per year from the general fund. He stated that after a lot of discussion, the TAC felt that this revised number was reasonable enough to leave in the document for the time being. He stated that it is \$3.1 million annually. Mr. Perry stated that the recommendation from the TAC was to eliminate the second paragraph and leave the first paragraph at the top saying that combinations of general fund revenues as well as farebox, for the purposes of estimating, what would be approximately \$102 million.

Ms. Ayer asked if Mr. Perry could give the Committee a point of references about the differences.

Mr. Perry stated that in the previous document, the total estimate was about \$62 million with a combination of farebox and general revenue. He stated that the farebox was \$45.9 million and

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the general fund was \$16 million. He stated that this increase keeps the farebox the same but increases the general fund contribution. Ms. Ayer stated that this just happened just a few hours ago in the TAC meeting. Ms. Ayer stated that on the transit side, in the previous version, based on a .25% of the general revenue fund, the total dollar amount on the transit side is \$210 million. She stated that the new amount is \$318 million and that is a significant difference. Ms. Ayer stated that it has to do with the percentage of the general revenue. Ms. Ayer noted that .25% equates to \$500,000 and now the per year contribution from general fund is \$3 million. Ms. Ayer explained that the MPO is not asking the committee to approve the numbers but to approve the process.

Mr. Thomas stated that there are some things that are happening in Immokalee that could help with transit. He stated that there is a developer that is building a hotel next to the casino which is right on CR 846. Mr. Thomas noted that across the way, people are trying to make the land a transit depot where LeeTran can come from Lee County and residents can get to Naples from that point. Mr. Thomas stated that with the casino's activity, there will be more residents coming by transit. He stated there is a real movement to make that area a tourist center / bus depot.

Chairman Shirk asked if the committee should endorse this knowing the numbers may change. Ms. Ayer stated that the MPO needs to modify the language and the numbers. She stated that the MPO is asking the committee to endorse the methodology.

Mr. Thomas: Motion to endorse the approach that staff has taken and to get the most out of State funding.

Mr. Chapin: I second the Motion.

MOTION CARRIED UNANIMOUSLY.

J. Endorsement of the Scope of Services for 2040 LRTP

Ms. Ayer introduced the item and stated that the Collier MPO is about to begin the initial steps in the development of a 2040 LRTP. She stated that the first step in the 2040 LRTP process is to develop base year data which includes socio-economic, highway network and transit data for FDOT. Ms. Ayer stated that FDOT, in turn, validates a base year travel demand model with the submitted information and data provided by the Collier MPO. She stated that the transportation model will be used for all the future work in the 2040 LRTP development process.

Vice-Chairman Homiak: Motion to endorse the Scope of Services for 2040 LRTP.

Ms. Huff: I second the Motion

MOTION CARRIED UNANIMOUSLY.

6. <u>Reports and Presentations (May Require Board Action)</u>

A. FDOT Presentation for I-75 @ SR 951 Interchange Improvements

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Mr. Freeman from Kittleson and Associates introduced himself and Mr. Kaster. Mr. Freeman presented an overview on I-75 @ SR 951 Interchange Improvements by a PowerPoint Presentation.

Mr. Freeman presented an outline of the project and the project steps. Mr. Freeman stated that the traffic analysis, roadway concepts and interchange alternatives have been completed. Mr. Freeman stated his group is working rapidly towards an alternatives public meeting.

Mr. Freeman discussed the purpose and the need aspect of the project. He stated that the need is being driven by traffic operations, traffic safety and freight traffic. Mr. Freeman stated that I-75 and S.R. 951 Interchange is a very important freight corridor because it is the last major interchange before Alligator Alley.

Mr. Sherman asked if the contractor would be tearing down the service stations on the corner of SR84 and Collier Boulevard. Mr. Freeman stated that would not happen. Mr. Sherman stated that there is a roadway on the slide that shows it going from SR 84 east to behind Collier Boulevard. Mr. Freeman stated that there was a need to be able to put a right turn lane in the eastbound direction. He continued and stated that the property owner was not cooperative with the purchase of the right-of-way and the department worked out an agreement with the property owner and we are able to put this ramp in.

Mr. Freeman stated that an origin / destination traffic evaluation was done as part of this study to review the movement between SR 84 and the I-75 off ramp. Mr. Freeman stated that only 15% of the traffic was heading eastbound on SR84 before turning northbound on Collier Boulevard and entered the I-75 on-ramp.

Mr. Freeman discussed the interchange alternatives. Mr. Freeman stated the bridges taking I-75 and 951 are in good condition and would like to maintain what is currently being constructed. Mr. Freeman stated that they tried to minimize the right-of-way impact. He introduced Alternative 1: Partial Cloverleaf which includes loops in the northeast quadrant and the southwest quadrant.

Mr. Freeman then introduced Alternative 2: Loop ramp and flyover in the northeast quadrant which would originate south of S.R. 84. Mr. Freeman noted that the flyover continues crossing S.R. 84 and continues through the interchange area.

Mr. Freeman introduced the last alternative which is Alternative 3: Diverging diamond with flyover. Mr. Freeman stated that Alternative 3 would have the greatest amount of impact to the existing facility. Mr. Freeman noted that Alternative 3 is a new concept that is being done in many locations throughout the United States. He stated that this concept enhances capacity and facilitates an easy left turn movement and allows drivers to basically control the ramp intersections with two way signals.

Mr. Freeman then reported on the roadway concepts S.R. 951 under I-75. Mr. Freeman stated that for Alternative 1, there would be four through lanes in each direction, bike lanes and the multi-use path on the western side of the roadway. He stated that with Alternative 2, there would be four lanes in each direction, bike lanes and the multi-use path on the western side. He stated that with Alternative 3, there would be four lanes in each direction and a multi-use path on the right side.

Mr. Bressan asked if he understood correctly that all three alternatives will result in acceptable levels of services. Mr. Freeman stated that is correct. Mr. Bressan asked if there were estimates on the three alternatives yet. Mr. Freeman stated that those estimates are being worked on now and construction cost estimates are under way.

5. <u>Committee Action (re-ordered per Committee)</u>

A. Endorsement of the Final Draft FY 2012/13-2016/2017 Transportation Improvement Program (TIP) and the Accompanying Resolution

Ms. Faulkner introduced the item. Ms. Faulkner stated that each year the MPO is required to develop a financially-feasible Transportation Improvement Program (TIP) that includes highway, aviation, transportation, Transportation Disadvantaged Program and transportation enhancement projects that are funded with State and Federal dollars over the next five years. Ms. Faulkner noted that highway projects included in the TIP must be derived from the MPO's Long Range Transportation Plan and include descriptions of beginning and ending points (project limits).

Ms. Faulkner stated that a draft of the TIP was brought to the CAC last month. Ms. Faulkner stated that the TIP is being brought back now with revisions to include the comments that were received during the public comment period. Ms. Faulkner noted that she would like the committee to endorse the TIP with the understanding that there may be comments received from FDOT that will be addressed prior to the MPO Board's approval of the document. Ms. Faulkner stated that FDOT and the Federal Highway Administration have a new requirement for the TIP.

Mr. Thomas: Motion to endorse the Final Draft FY 2012/13-2016/2017 TIP and the Accompanying Resolution with Modifications.

Mr. Chapin: I second the Motion.

MOTION CARRIED UNANIMOUSLY.

B. Endorsement of the FY 2011/2012-2015/2016 TIP Amendment

Ms. Faulkner introduced the item. Ms. Faulkner stated that the Committee is being asked to endorse an amendment to modify the project description and funding on project (FPN # 429981-1). She also stated that this project is for the installation /construction of overhead signing on I-75 at Immokalee Road.

Vice-Chairman Homiak: Motion to endorse the FY 2011/2012-2015/2016 TIP Amendment.

Mr. Thomas: I second the Motion

MOTION CARRIED UNANIMOUSLY.

C. Endorsement of a Resolution Authorizing the MPO Director to Process Administrative Transportation Improvement Program (TIP) Amendments between July 1st and September 30th

Ms. Faulkner introduced the item. Ms. Faulkner stated that the Resolution 2012-04 and the TIP Amendment process will allow the MPO Director to process administrative amendments between July 1st and September 30th to cover a three month gap between expiration of the current TIP and the new Federal fiscal year.

Mr. Thomas: Motion to endorse the Resolution Authorizing the MPO Director to Process Administrative TIP Amendments between July 1st and September 30th.

Vice-Chairman Homiak: I second the Motion.

MOTION CARRIED UNANIMOUSLY.

D. Endorsement of the TRIP Priorities for FY 2011/2012 through FY 2017/2018

Ms. Faulkner reported that the FDOT had announced that they were seeking funding for an additional year of TRIP priorities. She stated that the jurisdictions were asked if they had additional projects for FY2017/18 or if there were previously prioritized projects they would like to defer until FY 2017/18. The TRIP Priorities for FY2017/18 are as follows:

- 1. Collier County would like to defer programming of the number two ranked project in FY 2016/17 Collier Blvd. (Golden Gate Main Canal to Green Blvd.) to FY 2017/18.
- 2. Lee County added a project on Chiquita Blvd. to FY 2017/18.
- 3. LeeTran added a Regional Transfer Facility and Connector to FY 2017/18.
- 4. LeeTran added a capital expenditure project for passenger amenities, bus pull-outs, and pavement markings to FY2017/18.

Ms. Faulkner indicated that the Ortiz Avenue from Colonial Boulevard to SR 82 had been taken off the TRIP Priorities and that the project was going forward with local funding.

Vice-Chairman Homiak: Motion to endorse the TRIP Priorities for FY 2011/2012 through FY 2017/2018.

Mr. Sherman: I second the Motion.

MOTION CARRIED UNANIMOUSLY.

E. Endorsement of the 2012 Highway Related Project Priorities

Ms. Faulkner introduced the item and stated that each year the MPO Board adopts a list of Highway Related project Priorities for the Federal Surface Transportation Program.

Ms. Faulkner stated that the revenue projections for the 2035 Long Range Transportation Plan indicate that funding for this Transportation Management Area will be approximately \$4,200,000 each year through 2035.

Ms. Faulkner stated that the MPO is asking for an endorsement so FDOT may use the 2035 Adopted Cost Feasible Plan and Partially Cost Feasible Plan.

Ms. Scott stated that, based on the direction that FDOT received from the MPO Board at the May 11, 2012 meeting, there was a request to enhance a specific area on Davis Boulevard between County Barn Road and Santa Barbara Boulevard that included curb and gutter, lighting, sidewalks on both sides of the road, landscaping and bike lanes. Ms. Scott also noted that FDOT presented three different options to the MPO Board. The MPO Board voted unanimously to direct MPO staff to incorporate the reconstruction of the roadway into an urban cross section in the upcoming LRTP Amendment. Ms. Scott stated that FDOT reviewed their Work Program and would like the committee to include a couple of recommendations in the Motion so parts of the project can be funded and go into the Draft Tentative Work Program that FDOT will be presented in December.

Ms. Scott discussed the recommendations made by the TAC. Ms. Scott stated that FDOT is asking that the Committee add SR 84 from west of County Barn Road to west of Santa Barbara Boulevard. She stated that construction costs are approximately \$3 million dollars. Ms. Scott stated that it will convert the four lane rural cross section to a four lane urban cross section which will include curb and gutter, landscaping, sidewalk on both sides and bike lanes.

Mr. Sherman asked how long it would take for the design and construction. Ms. Scott stated that it would be 2015/2016 for design and 2017/2018 for construction. Ms. Scott stated that the MPO is asking the committee to add the construction in 2017/2018.

Ms. Scott stated that there are some existing projects where FDOT could get the funding for the earlier phases. She stated that FDOT is recommending modifications to SR 951 from SS Jolley Bridge to Tower Road. Ms. Scott stated that a PD&E is scheduled for widening. Ms. Scott stated that FDOT is requesting to utilize the \$2,150,000 that is for that project for the design of the SR 84 project.

Ms. Scott stated that the MPO is requesting FDOT to minimize throwaway. Ms. Scott stated that as of now FDOT has an existing project that is programmed on SR 84 from Santa Barbara Boulevard to Florida Club Circle to put a sidewalk on the south side of the road as well as bike lanes. Ms. Scott stated that if FDOT installs the sidewalk on the south side of the road now, that sidewalk will be thrown away when the urban cross section is constructed in two years.

Ms. Scott stated that one of the other modifications was lighting. Ms. Scott stated that FDOT is requesting that the existing SR 84 from Florida Club Circle to Santa Barbara Boulevard, which is currently programmed as a sidewalk on the south side of the road and bike lanes be modified. She is requesting that the scope be modified to where it will just be lighting and that the project limits be extended to SR 84 from Heritage Trail to west of Santa Barbara Boulevard. Ms. Scott stated that by putting in the lighting now, the poles can be reused.

Ms. Huff asked if there was a shoulder with the bike lanes. Ms. Scott stated that as of now, there is a shoulder but there is not enough pavements to be striped as a bike lane. Ms. Scott stated that the bike lanes would be done when FDOT would do the urban cross section.

Ms. Huff asked about Tamiami Trail between Greenway Road and 6L Farms Road going from two to four lanes. Ms. Huff stated that it is taking away the right-of-way and it will be happening

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near 2031. She asked if construction will begin in 2031. Ms. Scott stated that the MPO is in the process of updating the LRTP and the project timeframe could change.

Chairman Shirk if the MPO is asking for approval of table 12-2. Ms. Faulkner stated that the MPO is seeking permission to transmit to FDOT the Cost Feasible Plan which is table 12-2 in the first five year increment. Ms. Faulkner stated that there are quite a few projects listed in 2016-2020. Ms. Faulkner stated that MPO staff is planning on writing a transmittal to FDOT to say "these are the MPO projects on table 12-2 and in addition the MPO would like to include SR 84 as an additional project they would like to have funded."

Mr. Thomas: Motion to endorse the 2012 Highway Related Project Priorities as amended by the TAC recommendations.

Mr. Sherman: I second the Motion.

MOTION CARRIED UNANIMOUSLY

F. Endorsement of the 2012 Transit Priorities

Ms. Faulkner introduced the item and stated that the Collier County Alternative Transportation modes Department has provided the MPO staff with their FY 2012 CAT Project Priorities, which will form the basis of transit funding requests that will be made to FDOT during the development of its FY 2013/14-2017/18 Work Program. Ms. Faulkner noted that the MPO staff has reviewed the projects for consistency with the Transit Development Plan Annual Report Update.

Ms. Faulkner reported that the currently adopted TDP is incorporated into the 2035 LRTP by reference and allows the prioritized projects to be eligible for funding. She stated that in order for these project priorities to receive Federal Transit Administration funding, they must be endorsed by the Collier MPO Board.

Mr. Thomas asked if these are the priorities for next year. Ms. Faulkner stated that these priorities are what the MPO would want the State and Federal government to look at and potentially fund in FY17/18.

Mr. Thomas asked when a transit hub in Immokalee would be considered. Ms. Otero stated that the priorities that are on the list have to be consistent with the LRTP. Ms. Otero stated that staff does recognize it to be a need but it is not in the Cost Feasible Plan.

Ms. Otero stated that service was provided from Naples to Immokalee. Ms. Otero stated that staff is looking at the LRTP and there have been model runs done that included Lehigh Acres. Ms. Otero recommended speaking to Mr. Perry regarding the issue about public transportation going to Lehigh Acres. Ms. Otero stated that if it is not in the LRTP then it cannot be funded.

Mr. Chapin: Motion to endorse the 2012 Transit Priorities.

Vice-Chairman Homiak: I second the Motion.

MOTION CARRIED UNANIMOUSLY

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G. Endorsement of the 2012 CMS/ITS Priorities

Ms. Faulkner introduced the item and reported that the purpose of the CMS projects is to alleviate congestion. Ms. Faulkner noted that CMS projects are also intended to be implemented quickly and inexpensively to avoid the addition of general purpose lanes of roadway. She stated that the purposes of ITS projects are to improve the network system with technology. Ms. Faulkner reported that items #11-#14 have not had applications submitted to FDOT but all of the others have and they are under review.

Chairman Shirk asked what the video detection system meant in #4. Ms. Faulkner stated that it was for Marco Island. Ms. Faulkner noted that Marco Island was hoping to tie into another video system. Ms. Scott stated that there are two separate sets of cameras at the intersections. Ms. Scott stated that this is not a red light camera.

Vice-Chairman Homiak: Motion to endorse the 2012 CMS/ITS Priorities

Mr. Chapin: I second the Motion

MOTION CARRIED UNANIMOUSLY

H. Endorsement of the 2012 Pathways & Enhancement Project Priorities

Ms. Faulkner introduced the item and stated that the purpose of the Pathways projects is to construct new or improve existing pathway facilities to encourage pedestrian and bicycle transportation. Ms. Faulkner noted that Pathways projects are also intended to be projects that will reduce congestion by increasing alternative transportation and multi-modal choices instead of motorized single occupancy vehicles.

Ms. Faulkner stated that the Collier MPO Board set aside \$2,500,000 in FY 2015/16 from its Federal allocation of Surface Transportation Program funds. She stated that these funds are designated as 'Identified Operational Improvements' and are to be split 50/50 between Pathways Box Funds and Congestion Management Box Funds.

Ms. Faulkner stated that projects #1, #3 and #4 are already funded. Ms. Faulkner noted that the Committee would be endorsing the rest of the projects.

Ms. Scott stated that FDOT has been notified by Collier County in coordination with the MSTU's that they will not be proceeding forward with three programmed projects that were in the Draft Tentative Work Program. They are: the Carson Road sidewalk, the Coronado Parkway sidewalk and the Immokalee Drive sidewalk. She stated that there is funding that will become available in the Work Program. Ms. Scott stated that FDOT has received a request from Collier County with regard to the Carson Road sidewalk because that is the project that is in the next fiscal year. She stated the request was for the Carson Road funding to be reallocated to the Naples Manor sidewalk project. She stated that the \$112,000 needs to be addressed.

Ms. Scott has advised MPO staff previously, with Coronado Parkway and Immokalee Drive, unless there are other projects that need to be considered, FDOT needs direction.

Ms. Scott stated that Carson Road is in the FDOT FY2012/13 so FDOT needs to make modifications to that and they can't be made until July 1. She stated that the County did make a request to add those funds to the Naples Manor project.

Mr. Thomas asked if the Immokalee MSTU have a shortfall by trying to take some of those projects on the south side of town. Mr. Thomas stated that he would like that need to be looked at before the money is taken from Immokalee.

Mr. Thomas: Motion to endorse with modifications and to reallocate funds from Carson Road to Naples Manor.

Vice-Chairman Homiak: I second the Motion.

MOTION CARRIED UNANIMOUSLY

6. <u>Reports and Presentations (May Require Board Action)</u>

B. Amended Staff Services Agreement

The MPO Staff Services Agreement was last adopted by the MPO Board on October 27, 2009. MPO staff worked with the Deputy County Attorney and obtained concurrence from FDOT on the updated Agreement. Some of the changes include:

- The MPO Board's authority for selecting and evaluating the MPO Executive Director.
- Provision for the MPO to acquire office and computer equipment and the utilization of Collier County's Information Technology department for support services as well as compliance of Collier County's rules governing such usage.
- Clarification of the cooperative relationship between the Collier MPO's Continuity of Operations Plan (COOP) and Collier County's Comprehensive Emergency Management Plan (CEMP).
 - C. FDOT Update

No report.

D. MPO Director's Report

No report.

7. Distribution Items

Discussion of the Revised Federal Transit Administration (FTA) Section 5303 Grant Application/Allocation (if available)

Mr. Shirk asked if there was a way to get the transfer station in Immokalee on the agenda.

Mr. Thomas stated that there is still room for a large town center at the intersection of Collier Boulevard and US 41. Mr. Sherman also asked about the status of the recycling center in the Immokalee corridor.

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Ms. Faulkner stated that she will carry the Committees desires back to Ms. Ayer.

8. <u>Next Meeting Date</u>

The next CAC meeting will be held on August 27 at 3 p.m. at the Collier County Growth Management Division, Construction and Maintenance, Main Conference Room, 2885 South Horseshoe Drive, Naples.

9. Adjournment

Having no further business, the CAC meeting was adjourned at 4:46 p.m.

PATHWAYS ADVISORY COMMITTEE of the <u>COLLIER METROPOLITAN PLANNING ORGANIZATION</u>

Collier County Growth Management Division Development Services Center Conference Rooms 609 & 610 2800 North Horseshoe Drive Naples, FL 34104

10 AM

May 25, 2012 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Chairwoman Fendrick called the meeting to order at approximately 10:43 a.m. A quorum was present and Ms. Kristin Campos, called the roll. Those in attendance were as follows:

PAC MEMBERS

Dayna Fendrick, At-Large, *Chairwoman* Joe Bonness, At-Large Dr. Mort Friedman, At-Large

PAC MEMBER (S) ABSENT

Jim Klug, At-Large Alan Musico, At-Large, *Vice-Chairman*

VACANCIES

(3) At-Large

MPO STAFF

Sue Faulkner, Principal Planner Lorraine Lantz, Principal Planner Kristin Campos, Customer Service Specialist

OTHERS

Michelle Avola, Naples Pathway Coalition Jeff Perry, Wilson Miller Stantec Greg Moore, FDOT, Kittleson & Associates Study Team George Archibald, City of Naples Engineering David Ogilvie, Collier County Public Schools

2. Open to the Public for Comment on Items not on the Agenda

There were no public comments.

3. Approval of the Agenda

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Ms. Faulkner requested that the Committee re-order the Agenda and move Items 6A and 6B ahead of the Committee Actions 5A and 5B.

Mr. Bonness: Motion to move Items 6A and 6B ahead of Items 5A and 5B.

Dr. Friedman: I second the Motion.

MOTION CARRIED UNAMIMOUSLY

4. <u>Approval of the March 30, 2012 and April 27, 2012 Meeting Minutes (if available)</u>

Ms. Faulkner stated that the March 30, 2012 Meeting Minutes were not available for approval but the April 27, 2012 Meeting Minutes were available.

Dr. Friedman: Motion to approve the April 27, 2012 Meeting Minutes.

Mr. Bonness: I second the Motion.

MOTION CARRIED UNAMIMOUSLY

6. <u>Reports and Presentations (re-ordered per Committee) (may require committee</u> <u>action)</u>

A. Presentation of the Financial Plan for the 2035 Long Range Transportation Plan Minor Update

Ms. Faulkner introduced Mr. Perry from Stantec Consulting.

Mr. Perry stated that the Highway and Transit Needs Plan was presented last month. Mr. Perry stated that it was a Needs Plan to see what would be needed in the year 2035. Mr. Perry stated that once the Draft Financing Plan is complete, the cost factors will be applied to the Needs Plan and begin the Cost Feasible Plan.

Mr. Perry stated that there are two documents in the agenda package, Attachment A and Attachment B. Mr. Perry stated that the Committee will focus on Attachment B. He stated that the difference between the two is the transit portion due to some late breaking adjustments. Mr. Perry stated that the TAC and the CAC have both endorsed the methodology of Attachment B. Mr. Perry noted that the numbers may change as the methodology continues.

Mr. Perry stated that the difference between the first document that the committee received in the agenda package and the second document, which begins on page 11, is the transit portion. Mr. Perry noted that the transit forecasts were updated as part of the process.

Mr. Perry explained that the cost components are fairly straightforward. He continued and stated that it looks at right-of-way costs, construction costs and PD&E and all the estimates to figure out what it takes to build multi-lane highways. Mr. Perry stated that it also explains the estimates figure out how to build bus lines and expand bus routes.

Mr. Perry stated he needed to make a correction. He stated that on Table 11-6 which is on page 11-10, the first line item talks about the Strategic Intermodal System and there is a value of \$21,100,000. He stated that the FDOT would like to exclude that amount for this exercise because the SIS planning is still in process. Mr. Perry noted that this number was an older number derived from a previous document and the recommendation now is to zero this amount out.

Mr. Perry stated that the FDOT asked that there be a footnote be made to the \$60,650,000 in reference to the TRIP funding. He stated that the \$60,650,000 is also subject to reevaluation. He stated that the value will likely go down but as of now the value will be left as is. He stated that for programming purposes, it may not be until the next 2040 Update that changes can be seen.

Mr. Perry stated that the other changes occurred on the transit side, primarily in the local transit. He stated that there was an issue of how much money can actually be counted on from the contributions from the general fund. Mr. Perry stated that the discussions were on page 11-18. He stated that in the original document there was a starting estimate of \$500,000 per year from the general fund. He stated that after a lot of discussion, the TAC felt that this revised number was reasonable enough to leave in the document for the time being. He stated that it is \$3.1 million annually. Mr. Perry stated that the recommendation from the TAC was to eliminate the second paragraph and leave the original paragraph at the top saying that combinations of general fund revenues as well as farebox, for the purposes of right now estimating what would be available would be \$102 million.

Chairman Fendrick asked about the mobility fee. Mr. Perry stated that the Master Mobility Plan that Collier County is currently working on has a recommendation to change the transportation impact fee. He stated that while the amount might not change that is collected; the mobility fee has greater flexibility. Mr. Perry stated that Collier County will consider changing to a mobility fee during the next impact fee study.

B. FDOT Presentation for I-75 @ SR 951 Interchange Improvements

Ms. Faulkner introduced Mr. Moore from the FDOT Kittleson & Associates Study Team. Mr. Moore presented an overview on I-75 @ SR 951 Interchange Improvements by a PowerPoint Presentation.

Mr. Moore presented an outline of the project and the project steps. Mr. Moore stated that the traffic analysis, roadway concepts and interchange alternatives have been completed. Mr. Moore stated his group is working rapidly towards an alternatives public meeting.

Mr. Moore discussed the purpose and the need. He stated that the need is being driven by traffic operations, traffic safety and freight traffic. Mr. Moore stated that I-75 and S.R. 951 Interchange is a very important freight corridor because it is the last major interchange before Alligator Alley.

Mr. Moore stated that an interchange modification report which is required when an interchange is modified. Mr. Moore stated that FDOT was also studying SR 84 because it is a high volume area. Mr. Moore stated that alternatives were developed to be able to help the traffic flow.

Mr. Moore discussed the interchange alternatives. Mr. Moore stated the bridges taking I-75 and 951 are in good condition and would like to maintain what is currently being constructed. Mr. Moore stated that looking at minimizing right-of-way impact and keeping the footprints within the existing right-of-way as possible. He introduced Alternative 1: Partial Cloverleaf which includes loops in the northeast quadrant and the southwest quadrant.

Mr. Moore then introduced Alternative 2: Loop ramp and flyover which is changing the loop ramp shown in the northeast quadrant to be a flyover and that flyover would originate south of S.R. 84. Mr. Moore noted that the flyover continues crossing S.R. 84 and continues through the interchange area.

Ms. Faulkner asked about people traveling on SR 84 and Beck Boulevard and their opportunity to get on the flyover. Mr. Moore stated that if people are traveling on SR 84, there will still be ramp connections available for access.

Mr. Moore introduced the last alternative which is Alternative 3: Diverging diamond with flyover. Mr. Moore stated that Alternative 3 would have the greatest amount of impact to what has been constructed. Mr. Moore noted that Alternative 3 is a new concept that is being done in many locations throughout the United States. He stated that this concept facilitates an easy left turn movement and allows drivers to basically control the ramp intersections with two way signals so it enhances capacity. Mr. Moore stated that in traffic operations, most signals are four phases. He stated that these signals are only two phases. Mr. Moore stated that it is half the number of phases so it can process twice the amount of traffic. He continued and stated that they are very efficient signals during the crossover.

Mr. Moore then reported on the roadway concepts SR 951 and I-75. Mr. Moore stated that for Alternative 1, there would be four through lanes in each direction; there would be bike lanes and maintaining the multi-use path on the western side of the roadway. He stated that with Alternative 2, there would be four through lanes in each direction and maintaining the multi-use path on the western side and bike lanes. He stated that with Alternative 3, there would be four through lanes in each direction and maintaining the multi-use path on the stated that with Alternative 3, there would be four through lanes in each direction and maintaining the multi-use path on the western side and bike lanes. He stated that with Alternative 3, there would be four through lanes in each direction and a multi-use path on the right side as well.

Mr. Moore stated that all alternatives would result in acceptable levels of service.

Mr. Ogilvie asked about the scheduling of the project. Mr. Ogilvie asked about the implantation of the project after the study is complete in early 2013. Mr. Moore stated that Federal Highway Administration will not review the document until the next phase is programmed and then the next phase is design. Ms. Scott stated that the design is programmed for FY 14/15 but no future phases are currently programmed.

Mr. Ogilvie asked if the design was approved, how long construction would take. Mr. Moore stated that it would take anywhere from 18 months to 2 years. Ms. Scott stated that when the design phase is entered into, FDOT would like to look at phasing out the construction to where FDOT can make it into four separate projects. Ms. Scott stated that the cost estimates have not been completed yet.

Mr. Bonness stated that only a detail is being given about the bike/ped facilities that are going underneath the bridge. Mr. Bonness asked if there were more details that could be given about

the bike/ped facilities in the area. Mr. Moore stated absolutely. Mr. Moore noted that in the Alternatives meeting, it will be laid out on aerials. Mr. Moore stated that with an interchange it is always difficult because there is free flow ramp movement. Mr. Moore stated that there will be more details regarding the bike/ped facilities in the exhibits this summer.

Mr. Bonness asked if there would be a speed limit change on SR 951. Mr. Moore stated no, it will remain 45. Mr. Moore stated that it is very much an urban environment.

Mr. Bonness stated that it would be contrary to how bicycles handle an intersection if in case the alternative was the diverged diamond. Mr. Bonness stated typically bicyclists would follow traffic on the diverged diamond. Mr. Moore referenced the diverged diamond in Missouri and stated that pedestrians take the bikes into the middle and a separate facility is created down the middle and then over the bridge there are barriers walls.

Mr. Moore stated that the footprint that is being constructed today would not change.

Dr. Friedman asked how long the diverging diamond has been operating in Missouri. Mr. Moore stated that it has been operating for about 2-3 years. Dr. Friedman asked if any other states have tried the diverging diamond. Mr. Moore stated that he does not have a list but there are several more diverging diamonds in that are in development and there are more that have opened.

Mr. Moore stated that he would take the evacuation questions back to the team.

Ms. Faulkner stated that there is a pathway that is going in on the south side of the canal. Ms. Faulkner stated that in previous conversations it was talked about how pathways could be diverted away from the intersections. Ms. Faulkner stated that perhaps there is a way to go behind the development. Mr. Moore stated that suggestion back to the team.

5. <u>Committee Action (re-ordered per Committee)</u>

A. Endorsement of the Final Draft FY2012/13 – 2016/17 Transportation Improvement Program (TIP) and Accompanying Resolution

Ms. Faulkner introduced the item. Ms. Faulkner stated that each year the MPO is required to develop a financially-feasible Transportation Improvement Program (TIP) that includes highway, aviation, transportation, Transportation Disadvantaged Program and transportation enhancement projects that are funded with State and Federal dollars over the next five years. Ms. Faulkner noted that highway projects included in the TIP must be derived from the MPO's Long Range Transportation Plan and include descriptions of beginning and ending points (project limits) information.

Ms. Faulkner stated that a draft of the TIP was brought back last month to the TAC. Ms. Faulkner stated that the TIP is being brought back now with revisions with the comments that were received during the public comment period. Ms. Faulkner noted that she would like to committee to endorse the TIP with the understanding that there are comments from FDOT that will be addressed prior to the MPO Board's approval of the document. Ms. Faulkner stated that FDOT and

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the Federal Highway have a new requirement for the TIP is to show total project costs and to not show the phasing that are in the five year period.

Mr. Bonness questioned the TIP and its chronological order. Ms. Faulkner stated that it would be in fiscal year order so that there is no confusion as to what the year is.

Dr. Friedman: Motion to endorse the Final Draft FY2012/13 – 2016/17 TIP and Accompanying Resolution with final revisions.

Mr. Bonness: I second the Motion.

MOTION CARRIED UNAMIMOUSLY

B. Endorsement of the 2012 Highway Related Project Priorities

Ms. Faulkner introduced the item and stated that each year; the MPO Board adopts a list of Highway Related project Priorities for the Federal Surface Transportation Program.

Ms. Faulkner stated that the revenue projections for the 2035 Long Range Transportation Plan indicate that funding for this Transportation Management Area will be approximately \$4,200,000 each year through 2035. Ms. Faulkner stated that the MPO is asking for an endorsement so FDOT may use the 2035 Adopted Cost Feasible Plan.

Ms. Faulkner stated that the projects that are eligible for potential funding in the future must be consistent with the LRTP. Ms. Faulkner stated that she included in the agenda packet, the Partially Cost Feasible and the Cost Feasible so the Committee could see what projects are potentially eligible.

Ms. Faulkner discussed the SR 84 project and citizens request for enhancement on that roadway to be constructed as soon as possible. Ms. Faulkner stated that based on the direction that FDOT received from the MPO Board at the May 11, 2012 meeting; there was a request to enhance a specific area on Davis Boulevard between County Barn Road and Santa Barbara Boulevard. Ms. Faulkner stated that there are two projects in the Work Program that the MPO endorsed in the TIP; that FDOT felt could be revised and that money could be put to good use on the enhancements for SR 84. She stated that the first project was SR 951 from SS Jolley Bridge to Tower Road, \$2.1 million dollars, will need to come out of the TIP for \$2.1 million dollars. Ms. Faulkner stated that FDOT would like to use that money for SR 84. Ms. Faulkner stated that the second project is regarding SR 84 and making sure the MPO does not put any facilities in that would be throwaway. Ms. Faulkner stated that currently from SR 84 from Santa Barbara Boulevard to Florida Club Circle, there is a job to add sidewalk on the south side of the road and bike lanes. Ms. Faulkner stated that by putting the funding towards SR 84 project that the MPO Board approved, the project will include curb and gutter, landscaping, sidewalk on both sides, bike lanes and lighting the entire corridor.

Ms. Scott stated that the MPO Board directed FDOT to look at converting a four rural section to a four lane urban cross section. Ms. Scott stated that the current adopted Work Program includes design. Ms. Scott stated that FDOT suggestion is to reallocate those dollars to put in the lighting. Ms. Scott stated to go in and install the lighting ahead of the capacity job. She stated that the

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worst case scenario is that a few light poles will be relocated. Ms. Scott stated that FDOT is suggesting amending the sidewalk and the sidewalk project to a lighting project. Ms. Scott stated that the limits of the project would have to be extended to Heritage Trail to west of Santa Barbara Boulevard. Ms. Scott stated that the limits for the lighting would also be changed.

Ms. Scott stated that if the SR 951 PDE&E funds were reallocated, the design on the SR 84 project could begin in FY15/16 and then hopefully construction could begin in FY17/18.

Dr. Friedman stated he does not have a problem with the delay in construction. Dr. Friedman asked who petitioned for this change. Ms. Faulkner stated that it was Mr. and Mrs. Sherman. Ms. Scott stated that the request was originally for landscaping on Davis Boulevard from Countryside. Ms. Scott stated that enable to accommodate landscaping in the median, FDOT would have to change the cross section and slow down the speed limit to 45 mph. Ms. Scott stated that the roadway is 55 mph. Ms. Scott stated that the project involves rebuilding the roadway and installing curb and gutter and by installing that curb and gutter in now allows FDOT to build the sidewalk on the north side of the road.

Mr. Bonness asked about the cost of the landscaping on SR 84. Ms. Scott stated that it was around \$5 million dollars. Ms. Scott stated that it includes the sidewalk, the lighting, curb and gutter and the bike lanes.

Ms. Scott also discussed Modifying the PD&E project limits for SR 951 from South of Manatee Road to Tower Road and taking into consideration in the upcoming Cost Feasible Plan of the LRTP amendment to be adopted later this year.

Ms. Faulkner stated that a list of priorities needs to be sent to FDOT. Ms. Faulkner is requesting an endorsement is for a transmittal to be sent to FDOT of not only the projects in 2016-2020.

Ms. Scott stated that the only project that would be removed from the TIP would be the SR 951 from SS Jolley Bridge to Tower Road PD&E. Ms. Scott stated that the other project would not be removed; FDOT would only be adjusting the project limits from SR 84 from Heritage Trail to west of Santa Barbara Boulevard lighting instead of sidewalks and bike lanes. She stated that only the scope would change.

Dr. Friedman: Motion to endorse the 2012 Highway Related Project Priorities.

Mr. Bonness: I second the Motion.

MOTION CARRIED UNAMIMOUSLY

C. Endorsement of the 2012 Transit Priorities

Ms. Faulkner introduced the item and stated that the Collier County Alternative Transportation modes Department has provided the MPO staff with their FY 2012 CAT Project Priorities, which will form the basis of transit funding requests that will be made to FDOT during the development of its FY 2013/14-2017/18 Work Program. Ms. Faulkner noted that the MPO staff has reviewed the projects for consistency with the 2010 Transit Development Plan Annual Report Update.

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Ms. Faulkner reported that the currently adopted TDP is incorporated into the 2035 LRTP by reference and allows the prioritized projects to be eligible for funding. She stated that in order for these project priorities to receive Federal Transit Administration funding, they must be endorsed by the Collier MPO Board.

Mr. Bonness: Motion to endorse the 2012 Transit Priorities.

Dr. Friedman: I second the Motion.

MOTION CARRIED UNAMIMOUSLY

6. <u>Reports and Presentations (may require committee</u> action)

C. Agency Update

Ms. Otero passed out "before and after" pictures of the transfer station. Ms. Otero noted that it is on schedule to be complete early next year.

Ms. Otero stated she would like to get the Committee's input regarding bike lockers. Ms. Otero stated she would like to know what the Committee thought bike lockers meant. Ms. Otero stated that bike lockers would take more space than bike racks.

D. FDOT Update

Ms. Scott stated that Ms. Sarita Taylor sends her regards as she is on vacation. Ms. Scott stated that FDOT hopes to makes decisions on what projects will be funded after July 1, 2012 and they will be included in the Draft Tentative Work Program.

E. MPO Director's Report

No report.

7. Distribution Items

The letter to Patricia Spencer, thanking her for her service to the PAC.

8. <u>Next Meeting Date</u>

The next PAC meeting will be held on August 31, 2012 at 10:30 a.m. at the Collier County Growth Management Division, Planning & Regulation, Rooms 609/610, 2800 North Horseshoe Drive, Naples.

9. <u>Adjournment</u>

Having no further business, the PAC meeting was adjourned at approximately 12:14 p.m.

COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD MEETING Collier County Board of Commissioners (BCC) Chambers 3299 Tamiami Trail East, 3rd Floor Naples, FL 34112

9 A.M.

<u>June 8, 2012</u>

1. <u>Call to Order/Roll Call</u>

Chairman Jim Coletta called the meeting to order at approximately 9:00 a.m.

2. <u>Roll Call</u>

Ms. Kristin Campos, Customer Service Specialist, called the roll and announced that a quorum was present. Those in attendance were as follows:

Members Present

Commissioner Jim Coletta, Collier County BCC District 5, *Chairman* Councilman Sam Saad, City of Naples, *Vice-Chairman* Commissioner Donna Fiala, Collier County BCC District 1 Commissioner Tom Henning, Collier County BCC District 3 Councilman Dr. William D. Trotter, City of Marco Island Councilwoman Dee Sulick, City of Naples Commissioner Georgia Hiller, Collier County BCC District 2

Member (s) Absent

Commissioner Fred Coyle, Collier County BCC District 4 Mayor Sammy Hamilton, City of Everglades

Non-Voting Member

Johnny Limbaugh, FDOT, District One Secretary Billy Hattaway, FDOT District One

MPO Staff

Lucilla Ayer, Executive Director Sue Faulkner, Principal Planner Lorraine Lantz, Principal Planner Kristin Campos, Customer Service Specialist

Others Present

Scott Teach, Deputy County Attorney, Collier County Government Reed Jarvi, Transportation Planning Manager, Collier County Growth Management Division (GMD) Connie Deane, Community Liaison, Collier County GMD Trinity Scott, FDOT, District One Dayna Fendrick, Chairwoman, Pathways Advisory Committee (PAC)

Nick Casalanguida, Administrator, Growth Management Division George Archibald, Chairman, Congestion Management System/Intelligent Transportation Systems (CMS/ITS) Gary Shirk, Chairman, Citizens Advisory Committee (CAC) Russ Muller, FDOT, District One Jeff Perry, Stantec Consulting Aaron Kaster, FDOT Russell Strimple, DRMP Jack Freeman, Kittelson & Associates Nancy Payton, Florida Wildlife Federation Wayne Sherman, CAC member Marlene Sherman, private citizen

3. <u>Pledge of Allegiance</u>

Chairman Coletta led the Pledge of Allegiance.

4. Approval of the Agenda and Consent Items

Ms. Ayer requested that Item 4B under Approval of the Agenda and Consent Items be removed. Ms. Ayer stated she has withdrawn her request for travel.

Chairman Coletta entertained a Motion to approve the agenda

Commissioner Fiala: Motion to approve the agenda

Councilwoman Sulick: Second the Motion

MOTION CARRIED UNAMIMOUSLY

A. Approval of the April 13, 2012 and May 11, 2012 MPO Meeting Minutes

Chairman Coletta entertained a Motion to approve the May 11, 2012 MPO Meeting Minutes.

Councilwoman Sulick: Motion to approve May 11, 2012 MPO Meeting Minutes

Commissioner Fiala: Second the Motion

MOTION CARRIED UNAMIMOUSLY

Chairman Coletta entertained a Motion to approve the April 13, 2012 MPO Meeting Minutes.

Vice-Chairman Saad:	Motion to Minutes	o approve	the	April	13,	2012	МРО	Meeting

Commissioner Fiala: Second the Motion

MOTION CARRIED UNAMIMOUSLY

5. <u>Open to the Public for Comment on Items not on Agenda</u>

Ms. Ayer announced that there was a registered speaker and introduced Ms. Payton.

Ms. Payton stated that she was present on behalf of the Florida Wildlife Federation and stated that she would like to thank Mr. Limbaugh and FDOT for the \$50,000 grant that allowed the underpass at Immokalee Road and Camp Keais Strand to move forward. Ms. Payton stated she would also like to thank Mr. Casalanguida and staff for working with FDOT to allow the funds to come from Tallahassee.

6. <u>Committees Chair Reports</u>

A. Technical Advisory Committee (TAC) Report

Ms. Michelle Arnold, TAC Chairwoman, reported on the following:

- The committee met on May 21st and a quorum was attained;
- The committee endorsed:
 - The final draft of the FY2012/13 2016/17 Transportation Improvement Program (TIP) and Resolution;
 - The FY2011/12 2015/16 TIP Amendment;
 - Resolution Authorizing the MPO Director to Process Administrative TIP Amendments between July 1st and September 30th;
 - TRIP Priorities for FY 2012/2013 Through FY 2017/2018;
 - The TAC endorsed the FY 2012/13 Highway Related Project Priorities, which included all of the project phases shown during the FY 2015/16 FY 2019/20 Cost Feasible Plan time period that was adopted in the 2035 LRTP amendment in March 2012. The TAC also endorsed the addition of the SR84 (Davis Blvd.) project (going from a 4 lane rural design to a 4 lane urban design) as discussed at the May MPO Board meeting. The urban design would include curb and gutter, landscaping, sidewalk on both sides, and bike lanes. The TAC also endorsed deletions and modifications to two existing projects in the Draft FDOT Work Program to assist in the funding of the SR84 project.
 - The FY 2012/13 Transit Priorities;
 - The FY 2012/13 CMS/ITS Priorities;
 - The FY 2012/13 Pathways Box Fund & Enhancement Priorities;
 - The Financial Analysis for the 2035 LRTP Minor Update;
 - The Scope of Services for Data Input for 2040 LRTP;
- The committee received the amended MPO Staff Services Agreement;
- The committee received a presentation by FDOT on the I-75 @ SR 951 Interchange Improvements; and
- The next meeting will be held on June 25th.

B. Citizens Advisory Committee (CAC) Report

Mr. Gary Shirk, CAC Chairman, reported on the following:

- The committee met on May 21st and a quorum was attained;
- The committee endorsed:
 - The final draft of the FY2012/13 2016/17 Transportation Improvement Program (TIP) and Resolution;
 - The FY2011/12 2015/16 TIP Amendment;
 - Resolution Authorizing the MPO Director to Process Administrative TIP Amendments between July 1st and September 30th;
 - TRIP Priorities for FY 2012/2013 Through FY 2017/2018;
 - The CAC endorsed the FY 2012/13 Highway Related Project Priorities, which included all of the project phases shown during the FY 2015/16 FY 2019/20 Cost Feasible Plan time period that was adopted in the 2035 LRTP amendment in March 2012. The CAC also endorsed the addition of the SR84 (Davis Blvd.) project (going from a 4 lane rural design to a 4 lane urban design) as discussed at the May MPO Board meeting. The urban design would include curb and gutter, landscaping, sidewalk on both sides, and bike lanes. The CAC also endorsed deletions and modifications to two existing projects in the Draft FDOT Work Program to assist in the funding of the SR84 project.;
 - The FY 2012/13 Transit Priorities;
 - The FY 2012/13 CMS/ITS Priorities;
 - The FY 2012/13 Pathways Box Fund & Enhancement Priorities;
 - The Financial Analysis for the 2035 LRTP Minor Update;
 - The Scope of Services for Data Input for 2040 LRTP;
 - The committee received the amended MPO Staff Services Agreement;
- The committee received a presentation by FDOT on the I-75 @ SR 951 Interchange Improvements; and

The next meeting will be held on June 25th.

C. Pathways Advisory Committee (PAC) Report

Ms. Dayna Fendrick, PAC Chairwoman, reported on the following:

- The committee met on May 25th and a quorum was attained;
- The committee endorsed:
 - The final draft of the FY2012/13 2016/17 Transportation Improvement Program (TIP) and Resolution;
 - The PAC endorsed the FY 2012/13 Highway Related Project Priorities, which included all of the project phases shown during the FY 2015/16 FY 2019/20 Cost Feasible Plan time period that was adopted in the 2035 LRTP amendment in March 2012. The PAC also endorsed the addition of the SR84 (Davis Blvd.) project (going from a 4 lane rural design to a 4 lane urban design) as discussed at the May MPO Board meeting. The urban design would include curb and gutter, landscaping, sidewalk on both sides, and bike lanes. The PAC also endorsed deletions and modifications to two existing projects in the Draft FDOT Work Program to assist in the funding of the SR84 project.;
 - The FY 2012/13 Transit Priorities;

- The committee received a presentation on the Financial Analysis for the 2035 LRTP Minor Update;
- The committee received a presentation by FDOT on the I-75 @ SR 951 Interchange Improvements; and
- The next meeting will be held on June 29th.

Commissioner Fiala had questions regarding the progress of the sidewalks in Naples Manor. Ms. Faulkner stated that as part of the Naples Manor Walkable Study, there had been a number of areas that were identified for future sidewalk improvements. Mr. Casalanguida stated that the sidewalk improvement project was an item on the next BCC Agenda. Mr. Casalanguida stated that the BCC would be approving the LAP Agreement for FY2013. Mr. Casalanguida stated that there was about a million dollars in projects in the Naples Manor coming up.

- Comprehensive Pathways Plan Update Ad Hoc Committee Meeting:
 - The committee met prior to the PAC meeting and discussed creating criteria for prioritizing projects; and
- The next meetings of the Comprehensive Pathways Plan Update Ad Hoc and the PAC will be held on June 29th at 9a.m. and 10:30 a.m. respectively.

D. Local Coordinating Board (LCB) for the Transportation Disadvantaged Report

Commissioner Donna Fiala, LCB Chairwoman, reported on the following:

- The board met on May 2nd and a report on that meeting was given at the May 11th MPO Board Meeting;
- The next meeting will be held on September 5th.

E. Congestion Management System/Intelligent Transportation System (CMS/ITS) Committee

Mr. George Archibald, CMS/ITS Chairman, reported on the following:

- The committee met on May 23rd and a quorum was attained;
- The committee endorsed:
 - $\circ~$ The final draft of the FY2012/13 2016/17 Transportation Improvement Program (TIP) and Resolution;
 - The CMS/ITS Committee endorsed the FY 2012/13 Highway Related Project Priorities, which included all of the project phases shown during the FY 2015/16
 FY 2019/20 Cost Feasible Plan time period that was adopted in the 2035 LRTP amendment in March 2012. The Committee also endorsed the addition of the SR84 (Davis Blvd.) project (going from a 4 lane rural design to a 4 lane urban design) as discussed at the May MPO Board meeting. The urban design would include curb and gutter, landscaping, sidewalk on both sides, and bike lanes. The Committee also endorsed deletions and modifications to two existing projects in the Draft FDOT Work Program to assist in the funding of the SR84 project.;
 - The FY 2012/13 Transit Priorities;

- The Financial Plan for the 2035 LRTP Minor Update;
- The Scope of Services for Data Input for 2040 LRTP;
- The committee received a presentation by FDOT on the I-75 @ SR 951 Interchange Improvements; and
- The next meeting will be held on September 26th.

7. <u>Public Hearing</u>

A. Adoption of the FY2012/13 – 2016/17 Transportation Improvement Program (TIP) and the Accompanying Resolution 2012-01

Ms. Ayer introduced the item and stated that each year; the MPO is required to develop a financially-feasible TIP that includes highway, aviation, transit, Transportation Disadvantaged Program and transportation enhancement projects that are to be funded with State and Federal dollars over the next five years. Ms. Ayer noted that highway projects included in the TIP must be derived from the MPO's Long Range Transportation Plan.

Commissioner Henning asked about the correspondence the MPO Board has with the Office of Budget Management and Collier County Transportation staff. Ms. Faulkner stated that there wasn't any communication formally submitted to the MPO staff during the public comment period.

Commissioner Henning asked where the funding sources were for each project. Ms. Faulkner stated that the funding source for each project is listed in the FY2012 – 2016/17 TIP.

Commissioner Henning asked if there was any local funding. Ms. Faulkner stated that there was local funding.

Chairman Coletta closed the public hearing and asked Ms. Campos for a Roll Call Vote for the Adoption of the FY2012/13 – 2016/17 Transportation Improvement Program (TIP) and the Accompanying Resolution

Councilwoman Sulick:	Motion to approve.
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Commissioner Fiala: Second the Motion.

Ms. Campos called the roll.

Mayor Hamilton	Absent.
Commissioner Henning	Yes.
Commissioner Coyle	Absent.
Vice-Chairman Saad	Yes.
Chairman Coletta	Yes.

Councilman Trotter	Yes.
Commissioner Fiala	Yes.
Commissioner Hiller	No.
Councilwoman Sulick	Yes.

MOTION CARRIED 6 TO 1

8. <u>Board Action Items</u>

A. Approval of the Performance Evaluation of MPO Executive Director

Ms. Ayer introduced the item and expressed great appreciation for being the MPO Director. Ms. Ayer thanked the MPO Board for their confidence in her and presented a PowerPoint presentation.

Ms. Ayer's performance evaluation contained six categories with the following scores:

- 1. Organizational Administration and Management 2.42/2.53
- 2. Operational and Productivity Improvement 2.44/2.56
- 3. Liaison Practices and Regional Cooperation 2.39/2.5
- 4. Communications and Public Engagement 2.62/2.73
- 5. Fiscal Management 2.33/2.44
- 6. Personnel Management 2.44/2.56

Ms. Ayer explained how the scoring and points were compiled.

Commissioner Hiller requested a state perspective. Mr. Limbaugh stated that the FDOT certifies the MPO on a yearly basis. Mr. Limbaugh stated that the MPO and FDOT could improve their communication skills but overall FDOT was satisfied.

Commissioner Hiller stated that the MPO needs a Director who fights for the money that is allocated. Commissioner Hiller noted that Ms. Ayer is doing a good job. Commissioner Hiller further stated she would like clarification regarding the memo that Mr. Casalanguida sent to the Board of County Commissioners regarding Ms. Ayer's performance. Mr. Casalanguida stated he sent a memo to the Board of County Commissioners regarding Ms. Ayer's evaluation and also stated he shared the memo with Ms. Ayer. He further stated that there is room for improvement with communication skills between both the MPO and Collier County. Mr. Casalanguida stated that he felt Ms. Ayer has extensive knowledge of the MPO and she is willing to fight for Federal funding. Mr. Casalanguida acknowledged that the first eight to ten months is a challenge. Mr. Casalanguida noted that Collier County staff has an obligation to provide Ms. Ayer the information that she needs within a timely manner.

Ms. Ayer stated that it was nothing personal between her and Mr. Casalanguida. Ms. Ayer stated that there were comments that she did not agree with that were sent out in the memo. Ms. Ayer also noted that Mr. Casalanguida stated in the memo, that she did not meet the County's

expectation. She stated she should meet the MPO's expectation, not Collier County's. Ms. Ayer noted that whenever a new procedure was put into place or a deadline was set, somehow it got interpreted that she was not being friendly to staff. **Ms. Ayer read her rebuttal to Mr. Casalanguida's memo and it stated:** I feel that it is important for the MPO to perform its function as a truly independent entity, knowing that the MPO has been operating as a County unit for many years. It is understandably difficult for people to actually accept this change but it is a change that we have to have. We do not agree on this particular assessment on my performance. I do not believe it was based on objective and factual grounds. As the MPO Director, my only desire is to serve the MPO Board with my complete loyalty and utmost professional integrity. My effectiveness, I feel will be severely curtailed if I can not freely exercise my independent judgment in fulfilling the required mandates of the MPO, in compliance with Federal and State law.

Commissioner Hiller stated that Ms. Ayer does not represent the County; she represents the MPO Board, which is made up of municipalities. Commissioner Hiller stated that County staff should not be directing Ms. Ayer.

Commissioner Hiller asked that Mr. Casalanguida to remain fair and objective towards Ms. Ayer. Commissioner Hiller stated that she heard that Mr. Feder may have been interested in Ms. Ayer's position as MPO Director. Mr. Casalanguida stated that he and Ms. Ayer get along very well. He also stated that Mr. Feder was not interested in Ms. Ayer's position.

Mr. Casalanguida stated that Collier County provides financial accounting for the MPO and office space. Mr. Casalanguida stated he would have liked to review the Staff Services Agreement with Ms. Ayer prior to her putting it on the agenda. Mr. Casalanguida stated that there should be better communication between county staff and Ms. Ayer. Mr. Casalanguida noted that he will treat Ms. Ayer fairly and they get along fine. Commissioner Hiller stated she only cares about the professional relationship. Mr. Casalanguida stated that by giving Ms. Ayer the memo and her being able to rebut is a step towards improvement.

Commissioner Henning requested a report to provide to the MPO Board with the consent agenda along with the activities and communications with FDOT, Lee County and Collier County Transportation. Ms. Ayer stated that she will create a report and bring it back to the MPO Board.

Councilman Trotter stated that it is important to know if the MPO is receiving their fair share in terms of Federal funding. Councilman Trotter asked about being positioned with FDOT and if there are any issues there. He stated that if there needs to be more visibility with issues and how they can be addressed with a periodic presentation and/or report. Ms. Ayer stated that she and Mr. Casalanguida spoke about jointly putting a study together. Ms Ayer stated that there is a new way of communicating with FDOT. She stated that we have a different way of providing input to DOT on our priorities. Ms. Ayer stated that in the past there was not a meaningful direction for the LRTP; FDOT was not able to put projects in the Work Program.

Commissioner Fiala stated that it is important for staff to have good communication and a working relationship with FDOT so that they are in favor of helping the MPO move forward.

Chairman Coletta suggested that the in the Motion, it would need to incorporate the evaluation and the suggestive language that would need to govern us in the coming year.

Commissioner Hiller stated that acquiring the fair share is absolutely critical. Commissioner Hiller noted that in the MPO Board Meeting on April 13, 2012, she asked FDOT for an analysis that incorporated both the sources and uses of the funds by the various participating governmental entities. She stated she is still waiting for that report from FDOT. She also stated she would like to know what each of the counties and municipalities is contributing and then match that up to the distribution of funds among the participants. Commissioner Hiller also asked if Ms. Ayer could coordinate with FDOT to provide that report so it can be given to the MPO Board. Commissioner Hiller asked Ms. Ayer to look back at the schedule that was presented at the April 13, 2012 meeting and please provide the information in the column that was missing.

Commissioner Hiller: Motion to approve Ms. Ayer's performance evaluation as presented and ask that Ms. Ayer provide a monthly update at the MPO Board meetings as to what the MPO staff has been working on and to the end of getting the maximum dollar back to the Collier MPO, based on its contributions. Also, have positive working relations with County staff and various municipalities.

Councilwoman Sulick suggested that the evaluation on fair share allocation be submitted on a quarterly basis.

Commissioner Hiller asked if the evaluation on fair share could be submitted quarterly. Mr. Limbaugh stated that the evaluation does not change that often. Mr. Limbaugh stated that the fair share analysis is based on FDOT's five year Work Program and it's presented on a yearly basis. Commissioner Hiller stated that even though it may not change on a quarterly basis, it would still be beneficial to review it and revisit it.

Mr. Limbaugh stated that the Florida Transportation Commission is looking at transportation revenues and existing sources and what future sources could be. Mr. Limbaugh stated that FDOT will be bringing that report to the MPO Board when it is complete. He stated also at the MPOAC level, there is a study happening now about fair share and distribution of gas tax dollars. Mr. Limbaugh noted that Ms. Ayer will bring that report to the MPO Board when the study is complete. He stated that at the district level, FDOT has hired a consultant to address the distribution of funds and then compiling a report. Mr. Limbaugh stated that the goal is to bring back the districts report by the end of the calendar year.

Councilman Trotter: I second the Motion but have the sources and used be included in the quarterly update.

Mr. Casalanguida stated that a quarterly update will not be useful. Mr. Casalanguida suggested that the fair share analysis be given every six months. Commissioner Hiller stated it is essential to have the analysis updated more than once a year. She stated that the MPO Board needs a sources and uses statement. She noted that a statement that merely shows expenditures will not work.

Councilwoman Sulick stated that the last two to three years have been difficult to pin down as to what resources were going to be available. She noted that the last three years has cost such financial flux in terms of financial revenues that would come through the regular resources.

MOTION CARRIED UNAMIMOUSLY

B. Approval of the FY2011/12 – 2015/16 TIP Amendment

Ms. Faulkner reported that the FY2011/12 - 2015/16 was approved at the MPO Board meeting on June 10, 2011. The amendment is to modify the project description and funding on project (FPN #429981-1). She noted that the project is for installation/construction of overhead signing on I-75 at Immokalee Road.

Commissioner Henning:	Motion to approve the FY2011/12 – 2015/16 1 Amendment	ΓΙΡ
Commissioner Fiala:	Second the Motion.	

Councilwoman Sulick asked if these were going to be the size of highway signs on the local roads. Ms. Faulkner stated that it would not be the size of the signs on the local roads.

Mayor Hamilton	Absent.
Commissioner Henning	Yes.
Commissioner Coyle	Absent.
Vice-Chairman Saad	Yes.
Chairman Coletta	Yes.
Councilman Trotter	Yes.
Commissioner Fiala	Yes.
Commissioner Hiller	Yes.
Councilwoman Sulick	Yes.

MOTION CARRIED 7 TO 0

C. Approval of a Resolution Authorizing the MPO Director to Process Administrative TIP Amendments between July 1st and September 30th

Ms. Faulkner presented the item and stated the Resolution 2012-04 would allow the MPO Director to process administrative amendments between July 1^{st} and September 30^{th} to cover the three month gap between expiration of the current TIP and the new Federal fiscal year.

Vice-Chairman Saad:	Motion t	o approve	authorizing	the	MPO	Director	to
	Process A	dministrativ	ve Amendmer	nts on	an an	nual basis	; _

Commissioner Henning: Second the Motion.

MOTION CARRIED UNAMIMOUSLY

D. Approval of TRIP Priorities for FY 2012/2013 Through FY 2017/2018

Ms. Faulkner introduced the item and stated that FDOT announced that they were seeking funding for an additional year for TRIP priorities. Previously, the Joint Lee/Collier MPO approved 2011 Trip priorities. Ms. Faulkner noted that the jurisdictions were asked if they had additional projects for FY 2017/18 or if there were previously prioritized projects they would like to defer until FY 2017/18. The TRIP priorities are amended as follows:

- 1. Collier County would like to defer programming of the number two ranked project in FY 2016/17 (Collier Blvd. (Golden Gate Main Canal to Green Blvd.) to FY 2017/18.
- 2. Lee County removed a project on Ortiz Avenue in FY 2015/16.
- 3. Lee County added a project on Chiquita Blvd. to FY 2017/18.
- 4. LeeTran added a Regional Transfer Facility and Connector to FY 2017/18.
- 5. LeeTran added a capital expenditure project for passenger amenities, bus pull-outs, and pavement markings to FY 2017/18.

Vice-Chairman Saad stated he objects to the building of the CAT Intermodal Transfer Station at the Government Center. Vice-Chairman Saad noted that he supports the rest of the items on the list. He noted that it is not necessary to spend millions of dollars of taxpayers' money to build a headquarters for CAT at the government center. Vice-Chairman Saad stated he feels that CAT should be privatized.

Chairman Coletta stated that all bus systems in every city are subsidized in a large degree, by government, Federal and State. Chairman Coletta noted that if the system was privatized, it would no longer be a transportation system.

Ms. Arnold stated that the \$2.2 million dollars is already a current project under construction. Ms. Arnold noted that this project is no different than any of the other projects that are identified on the list with regard to subsidy. She stated that there is no current building facility on the government complex. Ms. Arnold noted that CAT will be using a parking lot for the transfer facility. Ms. Arnold stated that the project can come off the list since it has already been funded.

Commissioner Henning stated that this project can be taken off the list since it has been funded. Commissioner Henning noted that he would like to hear from Vice-Chairman Saad on why he feels this project unnecessary and why it is wasteful of taxpayers' dollars.

Vice-Chairman Saad stated that the entire project is unnecessary.

Commissioner Henning stated that in a past MPO Board meeting, the project was scaled down tremendously. Commissioner Henning noted that amenities were removed for employees that were operating the bus. He explained that the items that remain are amenities for people that utilize the bus.

Commissioner Henning: Motion to approve TRIP Priorities for FY 2012/2013 Through FY 2017/2018, removing the CAT Intermodal Transfer Station off of the TRIP Priorities list.

Commissioner Fiala: Second the Motion.

Commissioner Hiller stated that the cost per square foot needs to be looked at. Commissioner Hiller noted that she has reviewed the numbers and that they suggest a really inflated price. She stated that the inflated price is primarily a function of the site. Commissioner Hiller stated that the real issue is the location for this particular facility.

Chairman Coletta suggested that this item come back as a discussion item in the next MPO Board Meeting in September, 2012, for a true briefing of what has taken place.

Vice-Chairman requested that the total costs of the facilities and infrastructures spent in the last twelve years be included in the discussion item.

MOTION CARRIED UNAMIMOUSLY.

E. Approval of the FY 2012/13 Highway Related Project Priorities

Ms. Ayer announced that there was a registered speaker and introduced Ms. Sherman.

Ms. Sherman stated that she was in support of Item 8E for the MPO Board's adoption. Ms. Sherman noted that Item 8E which encompasses Option 3, will change Davis Boulevard from a rural area to an urbanized area. She stated that the citizens in this area would like to thank the MPO Board and ask for the support and approval of Item 8E.

Commissioner Henning: Motion to Approve

Commissioner Fiala: Second the Motion

MOTION CARRIED UNAMIMOUSLY

F. Approval of the FY 2012/13 Transit Priorities

Ms. Faulkner introduced the item and stated that the Collier County Alternative Transportation Modes Department has provided MPO staff with their FY 2012/13 Collier Area Transit (CAT) Priorities, which will form the basis of transit funding requests that will be made to FDOT during the development of its FY 2013/14 – 2017/18 Work Program. Ms. Faulkner noted that MPO staff has

reviewed the projects for consistency with the 2010 Transit Development Plan (TDP) Annual Report Update.

Vice-Chairman Saad: Motion to Deny the FY2012/13 Transit Priorities

Commissioner Henning asked where the location was for these items. Ms. Faulkner stated that it would be for the CAT Headquarters on Radio Road to allow for them to build adequate facilities for transferring. Ms. Faulkner noted that right now at the Radio Road facility CAT has a very similar situation as they do at the museum parking lot.

Vice-Chairman Saad asked if the previous request could be modified update to include projected costs into the future. Chairman Coletta stated yes.

Commissioner Hiller: Second the Motion

Commissioner Hiller suggested that the Motion be modified stating after the presentation in September where we can evaluate the totality of the costs for this initiative.

Ms. Arnold stated that this list is a list of priorities if CAT was able to get funding and where the funding would be allocated towards. Ms. Arnold suggested that the MPO Board have a Workshop to discuss Transit and get some feedback from the MPO Board and eventually the Board of County Commissioners. Commissioner Hiller stated a Workshop would be a great idea.

Ms. Arnold stated that she believes FDOT would like the transit priorities at this time and there is a consequence of not approving this item. Mr. Limbaugh stated that FDOT is asking for priorities because they are starting to develop their Work Program. Mr. Limbaugh noted that by not providing FDOT with the transit priority list, CAT would not be eligible for any transit funding that is available.

Ms. Ayer stated that transit dollars and highways dollars have no connection.

Mr. Casalanguida stated that without a priority list, there can not be requests for funding. Mr. Casalanguida noted that if the priority list gets adopted, FDOT offers the funds; then this comes back to the MPO Board for approval.

Mr. Limbaugh stated that staff presented the same priorities list last year. Mr. Limbaugh also stated that his suggestion would be if the six-million dollar transfer facility is an issue and not a high priority, move it down on the list and submit the list. Mr. Limbaugh recommended submitting the list so at least Transit is in the running, if funding is available.

Mr. Limbaugh stated that FDOT wants to know what the number one priority is for transit, if funding is available.

Commissioner Hiller stated she recommends that the priority list be reshuffled to promote expansion of routes, to promote ridership and ADA Compliance as opposed to facilities being built.

Commissioner Coletta stated asked if the priority list had been vetted through all the committees. Ms. Faulkner stated that the list had been vetted through all the committees and is also a document page in the Transit Development Plan, which the BCC adopted. Ms. Faulkner stated that the plan can certainly be amended to the desire and direction of the MPO Board.

Ms. Arnold stated that the facility that is being referenced in the priorities list would go towards expanding the Radio Road facility that CAT Operations already has which includes fleet operations. Ms. Arnold noted that CAT currently has barely sufficient space to hold all of the vehicles that are on site. Ms. Arnold stated that CAT purchased that property with the intent of accommodating the buses that are currently there as well as improve the maintenance facilities. She noted that is what the intent of the dollars on the priority list. Ms. Arnold stated that CAT has received some Federal funding which is going towards environmental improvements on the property.

Commissioner Fiala asked if CAT was considering a transfer station near Creekside for the Lee and Collier interconnectivity. Ms. Arnold stated that there are discussions regarding that. Ms. Arnold noted that the LinC Service is performing way above what anyone's expectations were. Ms. Arnold stated that priority number four, Lee/Collier Connection, would be related to the operations not the transfer facility.

Vice-Chairman Saad stated that there was Motion on the floor to Deny and a second by Commissioner Hiller.

Commissioner Hiller stated that she would rather continue the item and hear further discussion later at the Workshop.

Vice-Chairman Saad: Motion to amend the previous Motion and continue this item instead of denying it.

Discussion ensued regarding adopting the transit priorities list at this meeting instead of continuing this item.

Commissioner Hiller makes the following priority recommendations:

- 1.) Continue adding additional accessibility for ADA compliance with bike and pedestrian amenities to bus stops.
- 2.) Construction of ADA Compliant Bus Shelters.
- 3.) Construction of a Park and Ride Facility on U.S. 41 at the Lee County Line.
- 4.) Construction of a Park and Ride Facility at the intersection of Collier Boulevard and Immokalee Road.
- 5.) Construction of a Park and Ride Facility at the intersection of Immokalee Road and Gulf Shore Drive.
- 6.) Enhance an existing East/West Route on Pine Ridge Road.

- 7.) Establish an East/West Route on Golden Gate Parkway.
- 8.) Completion of CAT ITS (Electronic Fareboxes)
- 9.) Lee/Collier Connection.
- 10.) Construction of a permanent Transfer Facility at the CAT Operations Center.

Vice-Chairman Saad: I modify my Motion to approve based on the numbering stated by Commissioner Hiller.

Commissioner Hiller: I second that Motion as modified.

Mr. Limbaugh noted that FDOT gets four million dollars to distribute among twelve counties. Mr. Limbaugh went onto explain that a six million dollar project for one allocation is highly unlikely. Commissioner Hiller suggested reprioritizing based on the highest likelihood of a positive outcome.

Mr. Limbaugh questioned the Lee/Collier Connection. Mr. Limbaugh recommended that the Lee/Collier connection be a higher priority than the Park and Ride Facility.

Commissioner Hiller re-prioritized based on the suggestion of Mr. Limbaugh. Commissioner Hiller's suggestions are as follows:

- 1.) Continue adding additional accessibility for ADA compliance with bike and pedestrian amenities to bus stops.
- 2.) Construction of ADA Compliant Bus Shelters.
- 3.) Construction of a Park and Ride Facility on U.S. 41 at the Lee County Line.
- 4.) Construction of a Park and Ride Facility at the intersection of Collier Boulevard and Immokalee Road.
- 5.) Construction of a Park and Ride Facility at the intersection of Immokalee Road and Gulf Shore Drive.
- 6.) Lee/Collier Connection.
- 7.) Establish an East/West Route on Golden Gate Parkway.
- 8.) Completion of CAT ITS (Electronic Fareboxes)
- 9.) Enhance an existing East/West Route on Pine Ridge Road.
- 10.) Construction of a permanent Transfer Facility at the CAT Operations Center.

Ms. Arnold stated that the route improvements should be a higher priority rather than facility improvements. Ms. Arnold noted that the Lee/Collier connection, enhance an existing east/west route on Pine Ridge Road and establishing an east/west route on Golden Gate Parkway would be a route improvement not an operations improvement.

Commissioner Hiller stated that the likelihood of getting the Park and Ride facilities funded is very high because they are such small dollar amounts. Mr. Limbaugh stated that these are local priorities. Mr. Limbaugh stated that the \$300,000 might only be the design and engineering phase opposed to the construction phase. Ms. Arnold stated that it would be more or less the design and engineering cost. Ms. Arnold stated that CAT has to identify parcels for the Park and Ride locations.

After discussion regarding the Park and Ride facility project costs, Commissioner Hiller re-prioritized the transit priority list.

- 1.) Continue adding additional accessibility for ADA compliance with bike and pedestrian amenities to bus stops.
- 2.) Construction of ADA Compliant Bus Shelters.
- 3.) Enhance an existing East/West Route on Pine Ridge Road.
- 4.) Establish an East/West Route on Golden Gate Parkway.
- 5.) Lee/Collier Connection.
- 6.) Completion of CAT ITS (Electronic Fareboxes)
- 7.) Construction of a Park and Ride Facility on U.S. 41 at the Lee County Line.
- 8.) Construction of a Park and Ride Facility at the intersection of Collier Boulevard and Immokalee Road.
- 9.) Construction of a Park and Ride Facility at the intersection of Immokalee Road and Gulf Shore Drive.
- 10.) Construction of a permanent Transfer Facility at the CAT Operations Center.

Vice-Chairman Saad: I reaffirm my Motion to approve based on the numbering stated by Commissioner Hiller.

Commissioner Hiller: I second that Motion.

Councilwoman Sulick stated that is difficult for the public that is listening. Councilwoman Sulick stated that these priorities have been vetted. She noted that the MPO Board can change priorities and this is a good sequence of priorities given the angst, the fact is the MPO Board has looked at these and they have gone through all of the committees. Commissioner Hiller stated everyone has

a good idea of what the needs are of today and whatever decisions were made two years ago need to be refreshed. Commissioner Hiller noted that the MPO Board is safeguarded by the state. Commissioner Hiller noted that the MPO Board can reprioritize on any new evidence that comes forward and even if the Board approved this as a priority list; if there is an expenditure we don't like, we can turn it down. She stated that the MPO Board try's to promote ridership over structures.

Motion carried 6 to 1. Commissioner Coletta dissented.

G. Approval of the FY 2012/13 CMS/ITS Priorities

Ms. Faulkner introduced the item and stated Congestion Management System projects are to alleviate congestion. Ms. Faulkner also stated that CMS projects are also intended to be implemented quickly and inexpensively and to avoid the addition of general purpose lanes of roadway in short term. Ms. Faulkner noted that the purpose of Intelligent Transportation System projects is to improve the network system with technology.

Councilwoman Sulick: Motion to approve the FY 2012/13 CMS/ITS Priorities.

Commissioner Fiala: I second the Motion

MOTION CARRIED UNAMIMOUSLY

H. Approval of the FY 2012/13 Pathways Box Fund & Enhancement Priorities

Ms. Faulkner introduced the item. Ms. Faulkner stated that the Collier MPO set aside \$2,5000,000 in FY 2015/16 from its Federal allocation of Surface Transportation Program funds. These funds are designated in FDOT's Five-Year Work Program as 'Identified Operational Improvements' and are split 50/50 between Pathways Box Funds and Congestion Management Box Funds. Ms. Faulkner stated that the purpose of Transportation Enhancement projects is to improve transportation facilities with features such as lighting, street furniture, pathways, sidewalks, bike lanes and more. She noted that the Collier MPO historically receives between \$400,000 and \$600,000 in Federal Enhancement funds each year from FDOT, who administers the program.

Commissioner Henning stated that he noticed all these projects were within the municipalities. Ms. Faulkner stated that this would be the first time that Collier County had not submitted any projects. Commissioner Henning stated that Collier County has needs and was inquiring why Collier County did not submit any projects on the priorities list. Commissioner Henning noted that allocating all the funds to the municipalities is not right.

Commissioner Henning:Motion to continue and request that the Transportation
staff submit projects within the Collier County.Commissioner FieldSecond the Motion

Commissioner Fiala: Second the Motion.

Ms. Faulkner stated that there was a deadline to FDOT to submit applications for eligible projects to be considered in this next funding cycle. Ms. Faulkner stated that the deadline was February 1, 2012 and no projects were submitted on behalf of Collier County within that time frame.

Commissioner Hiller asked why Collier County did not submit any projects. Mr. Casalanguida stated that there are plenty of projects that Collier County is working on right now. Mr. Casalanguida stated that staff is trying to work on the projects that were just awarded and are managing right now. Mr. Casalanguida stated as the list of projects shrinks down, staff will be submitting projects to priorities list.

Councilwoman Sulick asked how the priority list could change when the deadline had past. Ms. Faulkner stated that Collier County projects would be submitted in the next year and Mr. Casalanguida felt it would be best to support municipality projects this year.

Commissioner Fiala: I withdrawal my Motion.

Chairman Coletta stated that there is a good understanding of the following years to come and give due consideration and restore the balance to the rest of Collier County.

Councilwoman Sulick: Motion to approve the FY 2012/13 Pathways Box Fund & Enhancement Priorities.

Councilman Trotter: Second the Motion.

MOTION CARRIED

Commissioner Henning dissented.

I. Approval of the Process to develop the Financial Analysis for the 2035 LRTP Minor Update

Ms. Ayer introduces the consultant, Jeff Perry, from Stantec. Mr. Perry presented an overview and reported on the 2035 LRTP Minor Update in a Power Point presentation. Mr. Perry also introduced Mr. Tindale, who is the principle with Tindale Oliver. Mr. Perry stated that Tindale Oliver is the prime consultant on this particular phase of the project.

Mr. Perry stated that the current LRTP was adopted in December 2010. He noted that the Minor Update started in January 2012. Mr. Perry stated that the Minor Update is to be completed by December 2012. He stated that the Needs Plan Analysis Phase involves computer modeling and evaluating different fronts and types of facilities and whether roads should be upgraded from two lanes to four lanes or four lanes to six lanes.

Mr. Perry stated that the Financial Analysis Phase is broken down into three components. He stated the first is cost component which would be highways, non-motorized and transit. Mr. Perry stated the second component is revenue projections, which is where the money comes from for the next twenty five years. He stated that the third component is revenue allocation and where it is allocated.

Mr. Perry stated that they have developed factors for extrapolating the inflations costs; the year of expenditure costs is what is important in the Long Range Transportation Plan. He stated that roads will cost more than they do today so there are developed inflation factors to get to the cost of construction in the year of expenditure.

Mr. Perry reported on the revenues and stated that approximately \$2.08 billion dollars has been identified in transportation revenues between 2015 and 2035. He noted that Federal/State contributions are approximately \$520.7 million and Local contributions are approximately \$1.56 billion. Mr. Perry stated that the Federal/State Revenues come from a variety of different sources but primarily are generated by gas taxes.

Commissioner Henning asked if maintenance was being included in the 2035 LRTP. Mr. Perry stated that he does report maintenance. Mr. Perry noted that the requirement for the Federal planning documents is that you identify all sources of revenue and how much goes to operations and maintenance and how much goes to capital and construction.

Commissioner Henning asked when the MPO Board will be receiving the Cost Feasible Plan for Capital Improvements. Mr. Perry stated hopefully after today. Mr. Perry explained that the MPO Board has gone through the Needs Plan and we are now looking for your support to begin to develop the Cost Feasible Plan using this set of standards and guidelines. Ms. Ayer stated that it should be brought back to the MPO Board in the September/October timeframe.

Commissioner Henning asked if no monies from SIS are S.R. 29 Bypass in the future capital improvements 2035 Plan. Mr. Perry stated that it is in the Needs Plan and in your current adopted plan. Commissioner Henning asked if that would justify SIS monies because of the airport. Mr. Perry explained that the State's current PD&E exercise is looking at that bypass as an alternative to go through Immokalee with an improvement. Commissioner Henning asked if the Board just recognize potential monies from SIS. Mr. Limbaugh stated that FDOT is at the same stage in developing the SIS plan as the Collier MPO is. Mr. Limbaugh stated that FDOT has identified their needs. Mr. Limbaugh stated that FDOT will be looking at their statewide SIS plan over the summer.

Commissioner Henning asked if new roads were being considered or expanding roads to being rural roads versus urban cross sections. Mr. Perry stated that there was no decision made during the development of the Needs Plan. Commissioner Henning stated that the roads were then based upon urban construction costs. Mr. Perry explained that a rural cross section might be more efficient even though it requires more right-of-way. He noted that it is possible to look at both costs. Commissioner Henning stated that the land cost was known however it was not known if construction was going to be urban or rural.

Councilwoman Sulick asked what the impact fees growth projections were based on. Mr. Tindale that every one of the sources has been indexed up with the exception of the impact fees. Mr. Tindale noted that if you do not reduce your impact fee; that these numbers are very conservative numbers and you will generate these numbers.

Commissioner Hiller stated she had some concerns. Commissioner Hiller referenced table 11-1 and noted on the difference in cost between a rural design and an urban design. She felt that the differential was far greater than what was being presented.

Commissioner Hiller stated that she looked at the assumptions on cost of the transit facilities. Commissioner Hiller stated that when she looked at the transit facility cost assumptions, they are being held at the fixed 2010 numbers. Commissioner Hiller also had a concern regarding the budget that is being used for the transfer facility is \$500,000 but yet in the upcoming budget on the priority list, it was \$ 6 million dollars.

Commissioner Hiller stated that there is a change in behavior with regard to gas consumption, which will impact those gas tax revenues. Commissioner Hiller noted there are cars coming out that are far more fuel efficient which means that our gas consumption should go down and our taxes should go down correspondingly. Commissioner Hiller asked if that was factored into the analysis.

Commissioner Hiller stated that the reason that taxpayers of Collier County have not been burdened with additional ad valorem tax is because the development industry has been paying these impact fees. Commissioner Hiller stated that these impact fees have been matched to the cost of the underlying infrastructure.

Mr. Tindale stated there is an index for everything except the impact fees. Mr. Tindale noted that it is used statewide for transit operating and transit capital. Mr. Tindale stated that the trend he has seen over time is that the gas tax stays pretty flat. Mr. Tindale noted that he thought it would be a good idea not to index the impact fees but it can be done.

Commissioner Hiller stated it would be beneficial to show multiple scenarios so that the impact is explained under the multiple assumptions. Commissioner Hiller noted that the cost side is just as equally important. She stated that she would like to see indexing of the cost side.

Councilman Saad: Motion to approve Process to develop the Financial Analysis for the 2035 LRTP Minor Update and also include sensitivity analysis.

Commissioner Fiala: I second the Motion

MOTION CARRIED UNAMIMOUSLY

J. Approval of Data Input Scope of Services for 2040 LRTP

Ms. Ayer introduced the item and stated that the Collier MPO is about to begin the development of the 2040 LRTP. She stated that the first step in the process is to develop base year data to be submitted to FDOT. Ms. Ayer noted that FDOT will use the submitted information and data to validate a base year (2010) travel demand model for both Collier and Lee counties. She stated that the transportation model will be used for all the future technical work in the 2040 LRTP development process.

Vice-Chairman Saad: Motion to approve the Data Input Scope of Services for 2040 LRTP

Councilwoman Sulick: Second the Motion

MOTION CARRIED UNAMIMOUSLY

K. Approval of the Amended Staff Services Agreement

Ms. Ayer reported that the MPO Staff Services Agreement was last adopted by the MPO Board on October 27, 2009. Ms. Ayer noted that MPO staff worked with Collier County staff, Deputy County Attorney and obtained concurrence from FDOT on the updated Agreement. Some of the changes include

- The MPO Board's authority for selecting and evaluating the MPO Executive Director.
- Provision for the MPO to acquire office and computer equipment and the utilization of Collier County's Information Technology department for support services as well as compliance of Collier County's rules governing such usage.
- Clarification of the cooperative relationship between the Collier MPO's Continuity of Operations Plan (COOP) and Collier County's Comprehensive Emergency Management Plan (CEMP).
- Reference to the cost of office space rental, the details of which will be specifically provided in a subsequent lease agreement with concurrence from both FDOT and FHWA.

Commissioner Henning: Motion to approve the Amended Staff Services Agreement

Vice-Chairman Saad: Second the Motion

Commissioner Fiala stated that office space would be provided to the MPO but in the Staff Services Agreement, it says the MPO will be paying for office space. Mr. Casalanguida stated that the MPO would be paying for office space.

Commissioner Fiala asked for clarification regarding travel expenses in the Staff Services Agreement. Ms. Ayer stated that is provided to the staff and all the costs borne by the MPO grants.

MOTION CARRIED UNAMIMOUSLY

9. <u>Presentations (May Require Board Action)</u>

A. FDOT Presentation for I-75 @ S.R. 951 Interchange Improvements

Mr. Limbaugh introduced Mr. Freeman from Kittleson & Associates. Mr. Freeman presented an overview and reported on the I-75 & S.R. 951 Interchange Improvements in a Power Point presentation.

Mr. Freeman presented an outline of the project and the project steps. Mr. Freeman stated that the traffic analysis, roadway concepts and interchange alternatives have been completed. Mr. Freeman stated his group is working rapidly towards an alternatives public meeting.

Mr. Freeman discussed the purpose and the need. He stated that the need is being driven by traffic operations, traffic safety and freight traffic. Mr. Freeman stated that I-75 and S.R. 951 Interchange is a very important freight corridor because it is the last major interchange before Alligator Alley.

Mr. Freeman discussed the interchange alternatives. Mr. Freeman stated the bridges taking I-75 and 951 are in good condition and would like to maintain what is currently being constructed. Mr. Freeman stated that looking at minimizing right-of-way impact and keeping the footprints within the existing right-of-way as possible. He introduced Alternative 1: Partial Cloverleaf which is loops in the northeast quadrant and the southwest quadrant.

Mr. Freeman then introduced Alternative 2: Loop ramp and flyover which is changing the loop ramp shown in the northeast quadrant to be a flyover and that flyover would originate south of S.R. 84. Mr. Freeman noted that the flyover continues crossing S.R. 84 and continues through the interchange area.

Mr. Freeman introduced the last alternative which is Alternative 3: Diverging diamond with flyover. Mr. Freeman stated that Alternative 3 would have the greatest amount of impact to what has been constructed. Mr. Freeman noted that Alternative 3 is a new concept that is being done in many locations throughout the United States. He stated that this concept facilitates an easy left turn movement and allows drivers to basically control the ramp intersections with two way signals so it enhances capacity.

Mr. Freeman then reported on the roadway concepts S.R. 951 under I-75. Mr. Freeman stated that Alternative 1, there would be four through lanes in each direction; there would be bike lanes and maintaining the multi-use path on the western side of the roadway. He stated with Alternative 2, there would be four lanes in each direction and maintaining the multi-use path on the western side and bike lanes. He stated with Alternative 3, there would be four lanes in each direction and a multi-use path on the right side as well.

Mr. Freeman stated that the study should be complete early part of 2013. He stated that this project is shown in the Work Program to move into design in FY 2014.

Commissioner Fiala asked if the level of service D is when the construction is complete or if it is projected to be the level of service D. Mr. Freeman stated it is projected to be level of service D in the year 2035.

Commissioner Fiala asked how much this project would cost. Mr. Freeman stated that it is being worked on right now. He stated that the cost will be complete before the Alternatives Public Meeting.

Commissioner Fiala stated that the public has to have plenty of notice before the Alternatives Public Meeting. Commissioner Fiala was concerned due to citizens not being in the county in the months of July/August.

Mr. Freeman stated that all of impacts for this project are business impacts. Mr. Freeman noted that the area that the project is in is a business corridor. Commissioner Fiala agreed that it is a business corridor but stated that it is Collier County's only corridor for evacuation.

Councilwoman Sulick asked how high the flyover would be. Mr. Freeman stated typically the roadway bed is 25 feet above ground and minimum clearance would be 16 ¹/₂ feet.

Councilwoman Sulick referencing SR 951 under I-75, Alternative 1; stated that she was very concerned about having bicycle lanes next to moving traffic and it seemed like a safety issue. Mr. Freeman stated that there would be a four foot concrete traffic separator.

Commissioner Hiller stated that by creating flyovers, traffic would be diverted from the commercial hub and it would hurt the surrounding businesses. Commissioner Hiller stated that it is important to be able to move traffic as efficiently as possible and create accessibility to the businesses.

Commissioner Hiller had questions regarding page 17; future traffic operations (2035). Commissioner Hiller asked for help reconciling the alternatives and level of service. Mr. Freeman explained that the level of service is like grades in school. He stated that A is good and F is failure. He explained that level of service A and B is very good flow of traffic, no delay and you are not impeded. Mr. Freeman then stated that C and D, the gaps between the cars start to close down and there is greater delay. He stated that E and F are overcapacity and bumper to bumper.

Commissioner Hiller stated that Alternative 1 and Alternative 2 are producing identical results. Commissioner Hiller asked if there was a difference in cost between the partial cloverleaf and the loop ramp and flyover. Mr. Freeman stated that the cost activities are being worked out now. Commissioner Hiller asked if Alternative 1 or Alternative 2 was more expensive. Mr. Freeman stated that Alternative 2 would be more expensive.

Councilwoman Sulick asked if any of the proposals take into account, should there be the interchange at SR 29 built in terms of capacity, in terms of effect of number of cars moving through this intersection. Mr. Freeman stated that all of the numbers that he showed in the Power Point are based upon Everglades Boulevard being built. Councilwoman Sulick asked if traffic numbers would be reduced if people taking northbound I-75 would take the SR 29 interchange or this proposed interchange. Mr. Freeman stated that the numbers would not be reduced because there is an interaction between drivers coming from the south and further south that would like to go into that area.

Commissioner Hiller stated that these are assumptions on future development which is not moving at the pace that was anticipated. Mr. Freeman stated that one of the requirements is to present the traffic numbers to Federal Highway Administration, as we are currently using your currently adopted LRTP. He stated that based upon that calibrated model and we have gone through the model calibration process and we have jointly tied that model calibration process with what is going on with Everglades Boulevard Interchange, as well.

Commissioner Hiller asked for a copy of the projections to be sent to her via e-mail.

Chairman Coletta stated that this interchange will not happen overnight. Chairman Coletta noted that it is going to be adjusted as to when it is built by the demand that is there. He stated that the eastern part of Collier County is seeing a tremendous influx of new home buyers.

10. <u>Reports</u>

A. FDOT Update

Mr. Limbaugh stated that beginning on Sunday, June 24, there will be an increase to the Alligator Alley tolls. Mr. Limbaugh stated it will be \$2.75 for the SunPass and \$3.00 for vehicles. He stated that public hearings were held last year about the required toll rate increase.

Councilwoman Sulick stated that she saw an article saying that the SunPass would be compatible with other states and asked if that would ever be in effect. Mr. Limbaugh stated that it is a goal and FDOT is currently working with other states to make it compatible.

B. Directors Report

No report.

11. Members Comments

There were no comments.

12. Distribution Items

There were no distribution items.

13. <u>Next Meeting Date</u>

The next meeting of the Collier MPO Board will be held on September 14 at 9 a.m. at the Collier County Board of County Commissioners Chambers, 3rd Floor, 3299 E. Tamiami Trail, Naples.

<u>Adjournment</u>

Chairman Coletta entertained a Motion to adjourn.

Councilwoman Sulick: Motion to adjourn

Commissioner Hiller: I second the Motion

MOTION CARRIED UNAMIMOUSLY

Having no further business, the MPO Board meeting was adjourned at approximately 12:27 p.m.

I-75 and SR 951 Ultimate Interchange Project Development and Environment Study

Collier Metropolitan Planning Organization

Pathways Advisory Committee (PAC),

Technical Advisory Commitee (TAC), &

Citizens Advisory Committee (CAC)





Presentation Outline

Project Overview

Purpose and Need

Preferred Alternative

Evaluation Summary

Planning Consistency

Public Involvement





Ultimate Interchange PD&E Study



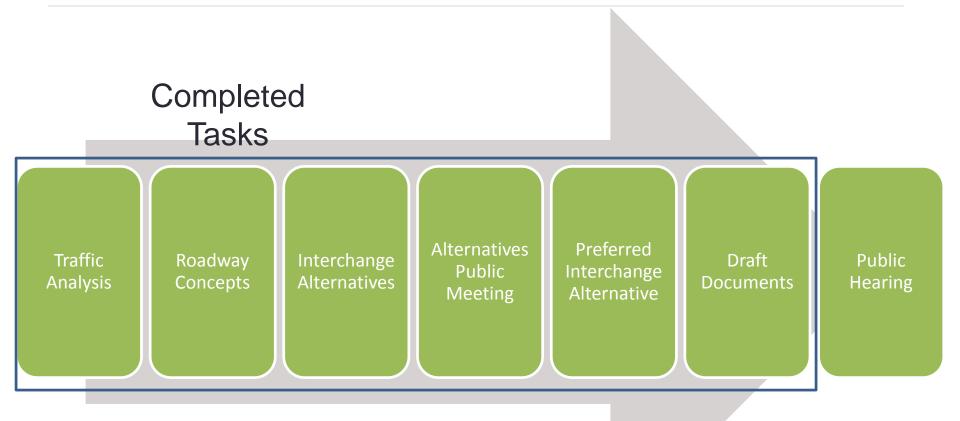


Project Overview





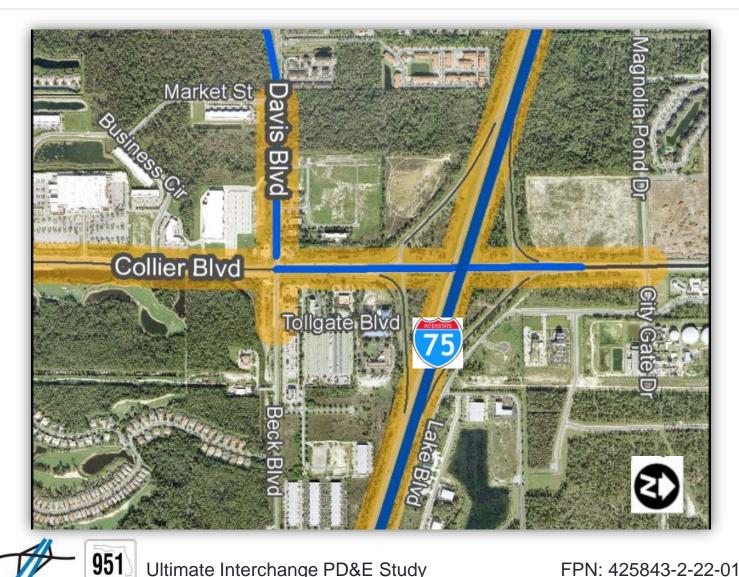
PD&E Study: Current Progress







Project Location



Ultimate Interchange PD&E Study



Capacity Improvements to Complete in 2014







Purpose and Need



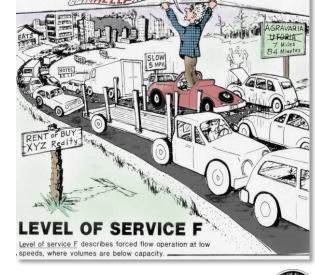


Purpose and Need

- Traffic Operations
 - Provide improvements to meet future needs
 - Interchange and SR 84 / SR 951 intersection
 - By 2035 the southbound ramps and the SR 84 & SR 951 intersection would experience a lot of delay

Ultimate Interchange PD&E Study

- Traffic Safety
 - Improvements may reduce crash potential in project area
- Freight Traffic
 - Last major interchange before Alligator Alley



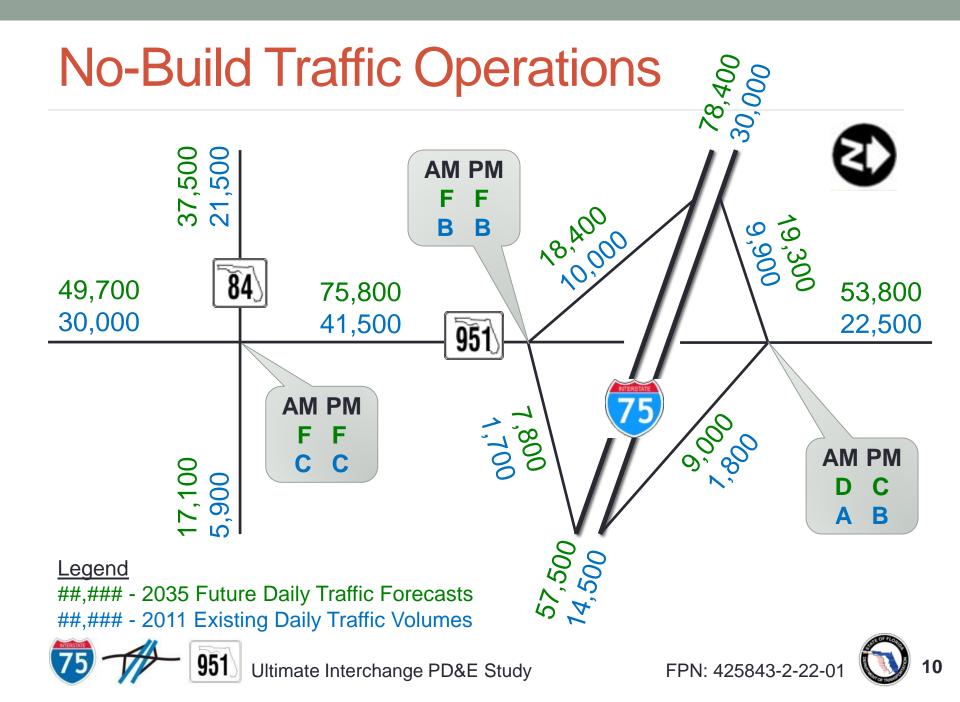


Purpose and Need: Planned development







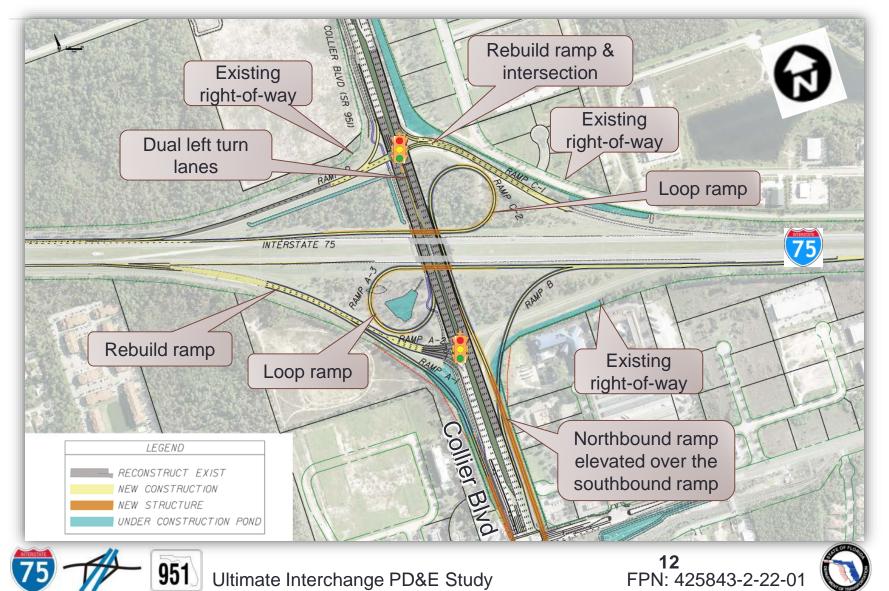


Preferred Alternative

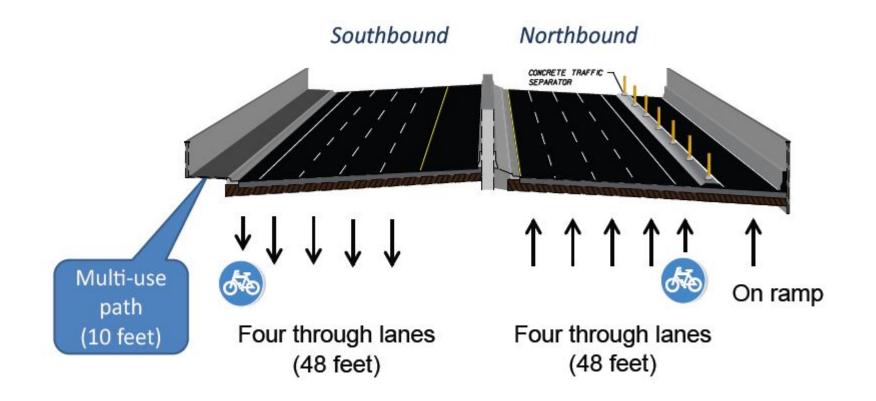


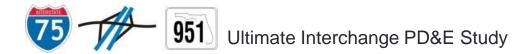


Preferred Alternative



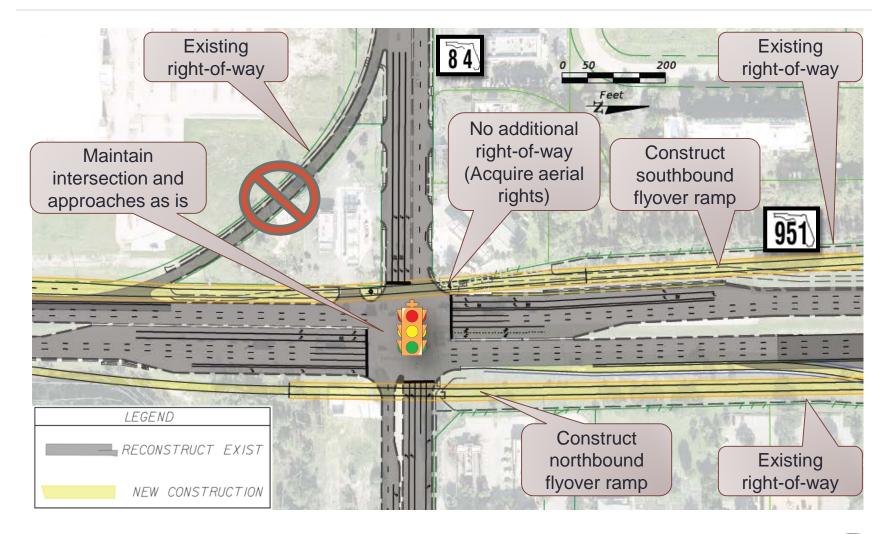
Collier Boulevard Under the I-75 Bridge







Davis Boulevard Intersection: Flyover Through Lanes

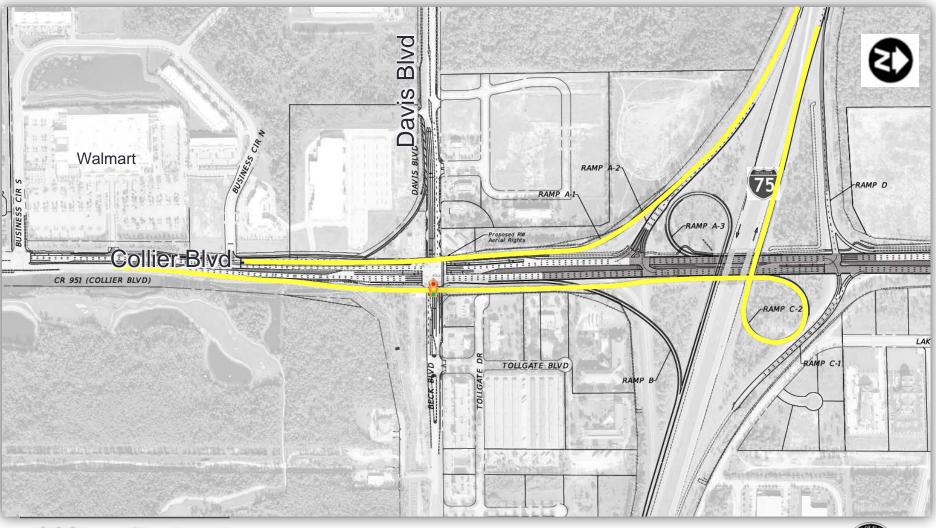




Ultimate Interchange PD&E Study



Flyover Upgrade Concept



951 Ultimate Interchange PD&E Study



Flyover Upgrade Concept

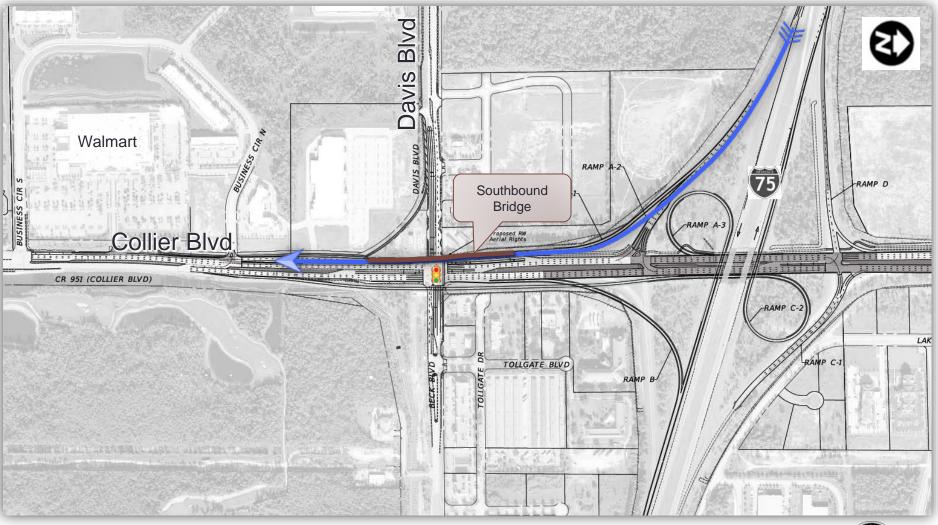


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Ultimate Interchange PD&E Study



Flyover Upgrade Concept



75 - 951

Ultimate Interchange PD&E Study



Future Traffic Operations (2035)

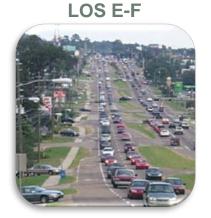
Intersection	No-Build		Preferred Alternative	
Location	AM	РМ	AM	РМ
SR 84 & SR 951	F	F	D	D
I-75 SB Ramps & SR 951	F	F	В	В
I-75 NB Ramps & SR 951	D	С	С	С

LOS A-B

LOS C-D







FPN: 425843-2-22-01



Ultimate Interchange PD&E Study

Evaluation Summary





Environmental Evaluations

- Wetlands and Wildlife
 - ~4.48 acres impacted
 - USFWS concurrence
- Cultural and Historic Resources
 - No Resources Identified
 - SHPO concurrence
- Floodplains / Water Quality
 - ~0 acres involved
- Noise Impacts
 - 36 noise-sensitive sites evaluated
 - Potential noise barrier along I-75 southbound exit ramp
- Contamination Sites
 - No Direct Impacts









US Army Corps of Engineers.





Evaluation Summary: Impacts

Evaluation Criteria	No-Build	Preferred		
Traffic Operations Performance				
2035 Peak Hour Intersection LOS				
SR 84 at SR 951	F	D		
I-75 SB Ramps at SR 951	F	В		
I-75 NB Ramps at SR 951	D	С		
2035 Peak Hour Intersection Delay (seconds/vehicle)				
SR 84 at SR 951	86.4	46.2		
I-75 SB Ramps at SR 951	137.4	12.9		
I-75 NB Ramps at SR 951	41.4	20.5		
Business Impacts				
Number of Business Relocations	None	None		
Residential Impacts				
Number of Residential Relocations	None	None		
Environmental Impacts				
Archaeological/Historical Sites	None	None		
Noise Sensitive Sites	29	36		
Wetlands (acres)	0	4.48		
Floodplains (acres)	0	0		
Threatened and Endangered Species	N/A	Low		
Hazardous Material sites (High / Medium Risk)	0/0	0/0		
Right-of-Way (RW) Impacts				
RW to be Acquired for Roadway (acres)	0	1.88		
Parcels Impacted	0	10		
RW to be acquired for Stormwater Facilities (acres)	0	0		



Ultimate Interchange PD&E Study

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Evaluation Summary: Costs

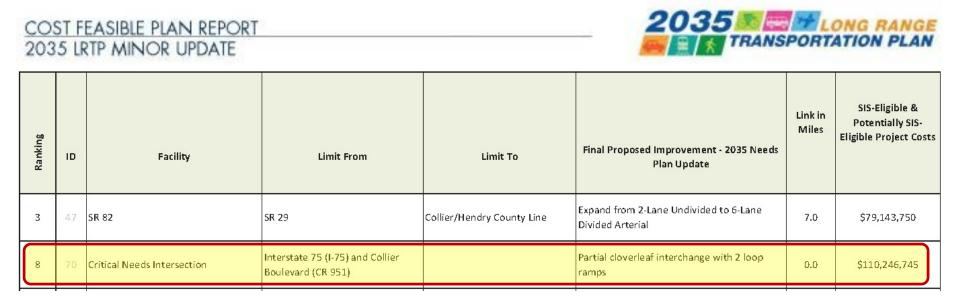
Estimated Total Project Costs (2013 \$ in millions)		
Design	\$0	\$3.7
Wetland Mitigation	\$0	\$0.5
RW Acquisition	\$0	\$2.9
Construction Cost (Roadway Elements)	\$0	\$13.8
Construction Cost (Structures / Bridges)	\$0	\$20.2
Construction Cost (Drainage / Stormwater Elements)	\$0	\$2.8
Total Construction Cost	\$0	\$43.9
Construction Engineering & Inspection	\$0	\$5.5
Preliminary Estimate of Total Project Cost	\$0	\$49.4





Planning Consistency

- Design phase is funded (FY 2015) / FDOT STIP
- #8 Priority List Cost Feasible Plan (March 2013)





Ultimate Interchange PD&E Study



Public Involvement

- Project web site <u>www.i75-951interchange.com</u>
- Alternatives Public Workshop: October 25, 2012
- Public Hearing: December 10, 2013
 - 5 p.m.
 - New Hope Ministries Center 7675 Davis Boulevard Naples, Florida 34104

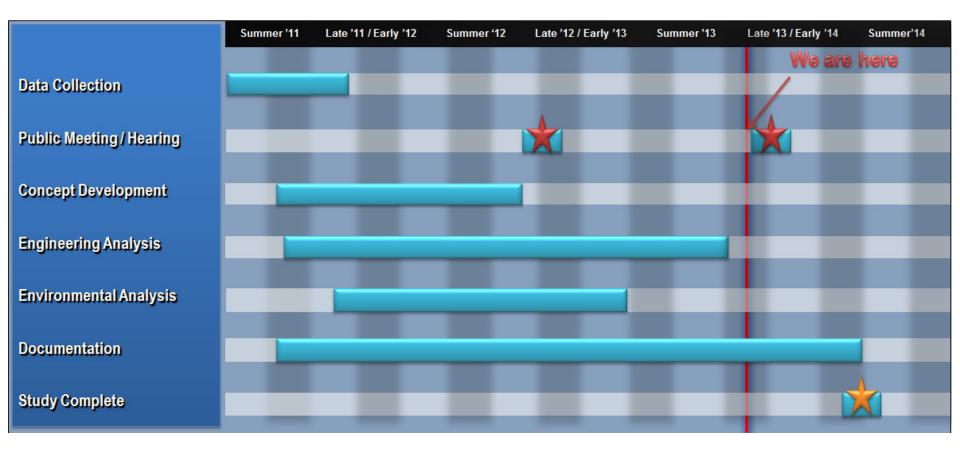


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Project Schedule & Progress







Contact Information

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Aaron.Kaster@dot.state.fl.us

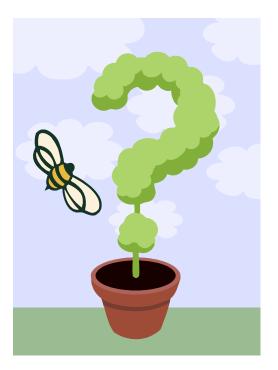


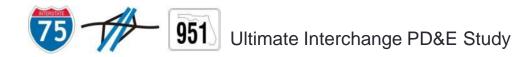






Questions?





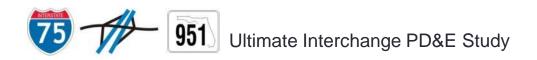


I-75 and SR 951 Ultimate Interchange Project Development and Environment Study

December 13, 2013

Collier Metropolitan Planning Organization

MPO Board





Presentation Outline

Project Overview

Purpose and Need

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Evaluation Summary

Planning Consistency

Public Involvement





Ultimate Interchange PD&E Study



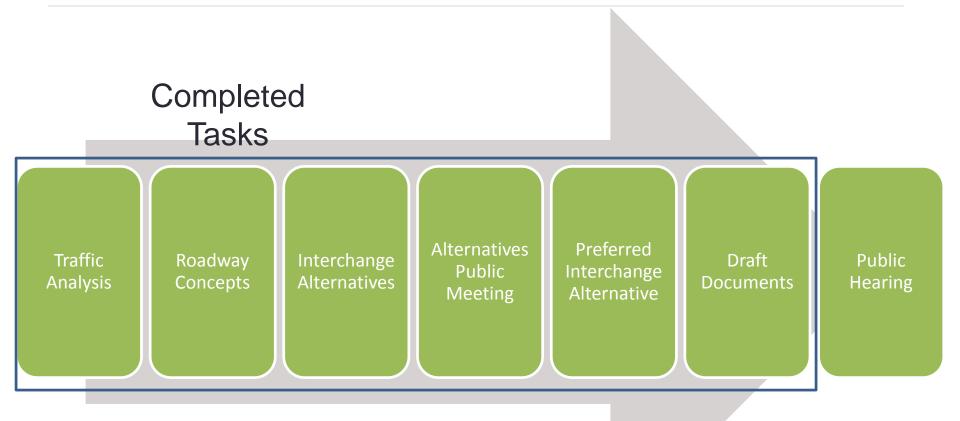


Project Overview





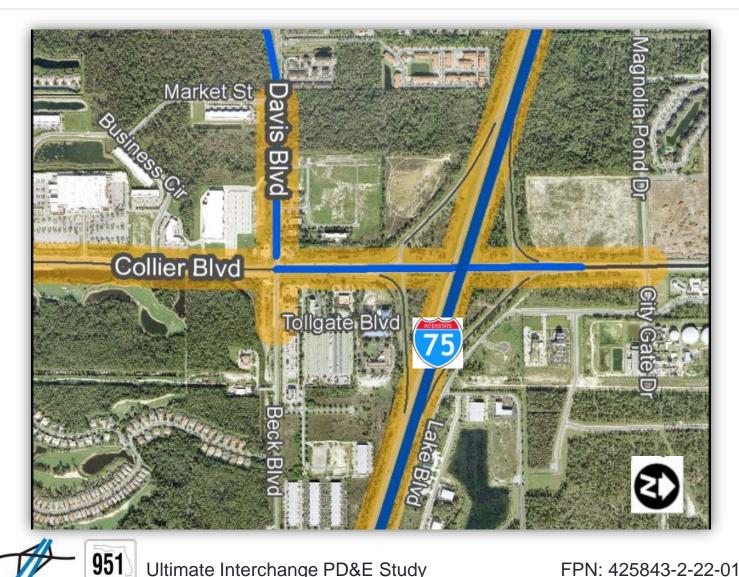
PD&E Study: Current Progress







Project Location



Ultimate Interchange PD&E Study



Capacity Improvements to Complete in 2014







Purpose and Need

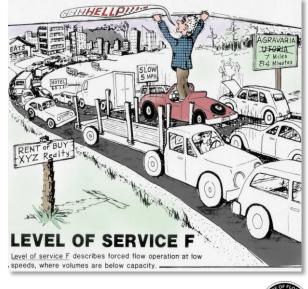




Purpose and Need

- Traffic Operations
 - Provide improvements to meet future needs
 - Interchange and SR 84 / SR 951 intersection
 - By 2035 the southbound ramps and the SR 84 & SR 951 intersection would experience a lot of delay
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 - Improvements may reduce crash potential at SR 84 / SR 951
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 - Last major interchange before Alligator Alley





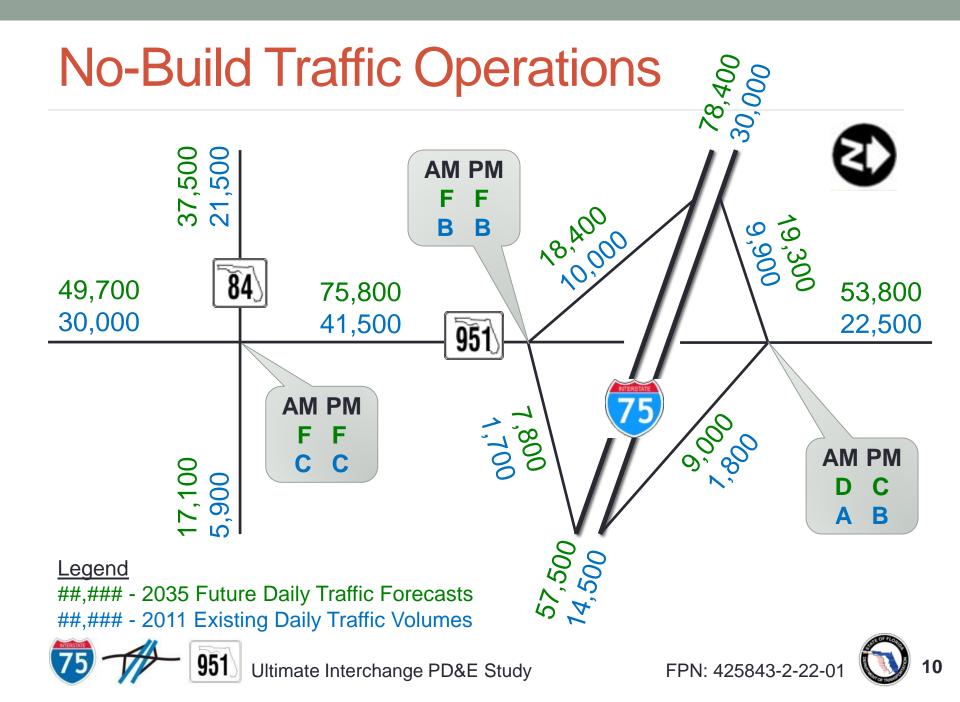


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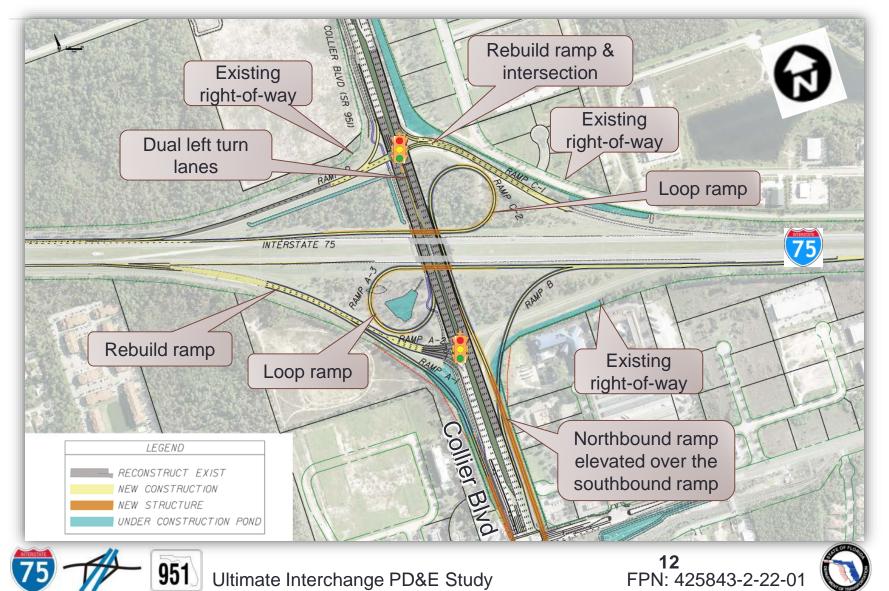


Preferred Alternative

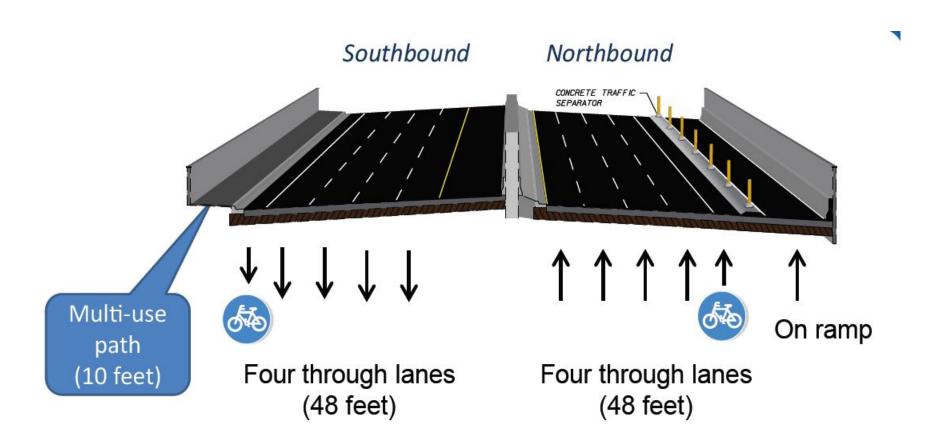




Preferred Alternative



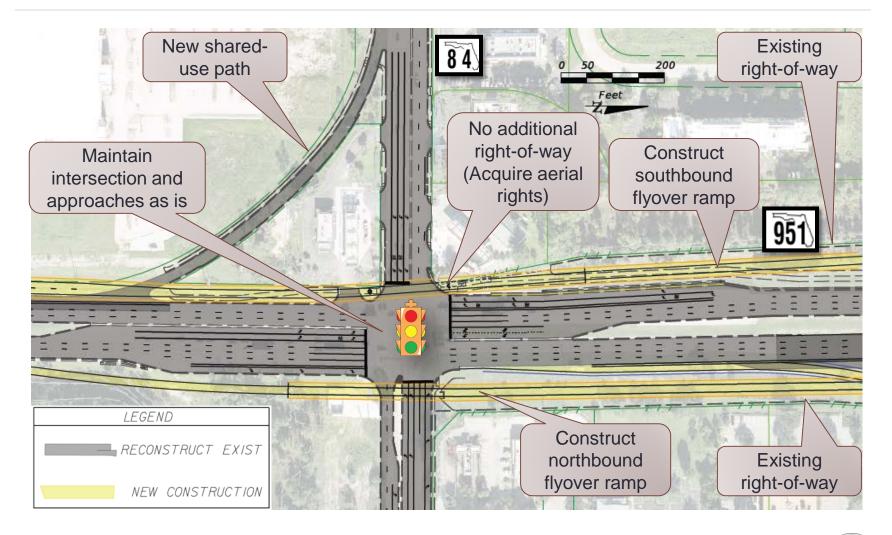
Collier Boulevard Under the I-75 Bridge







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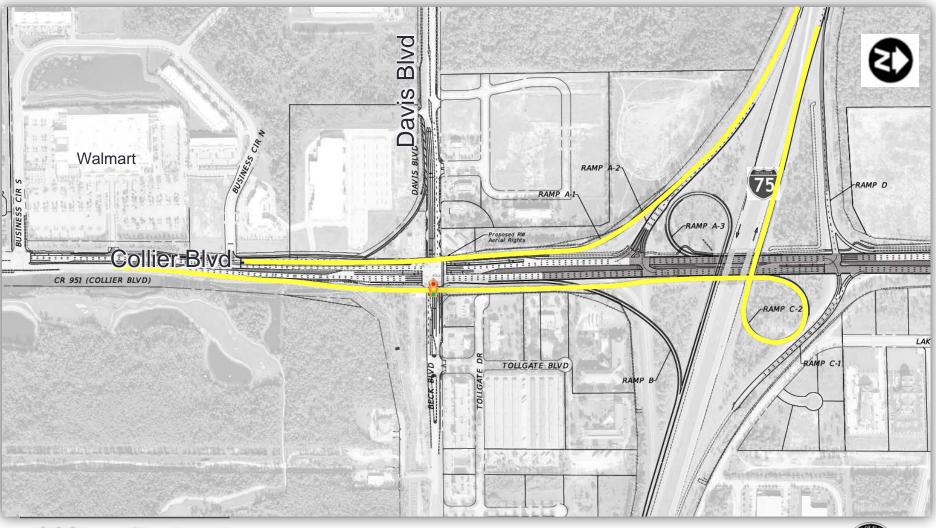




Ultimate Interchange PD&E Study



Flyover Upgrade Concept



951 Ultimate Interchange PD&E Study



Flyover Upgrade Concept

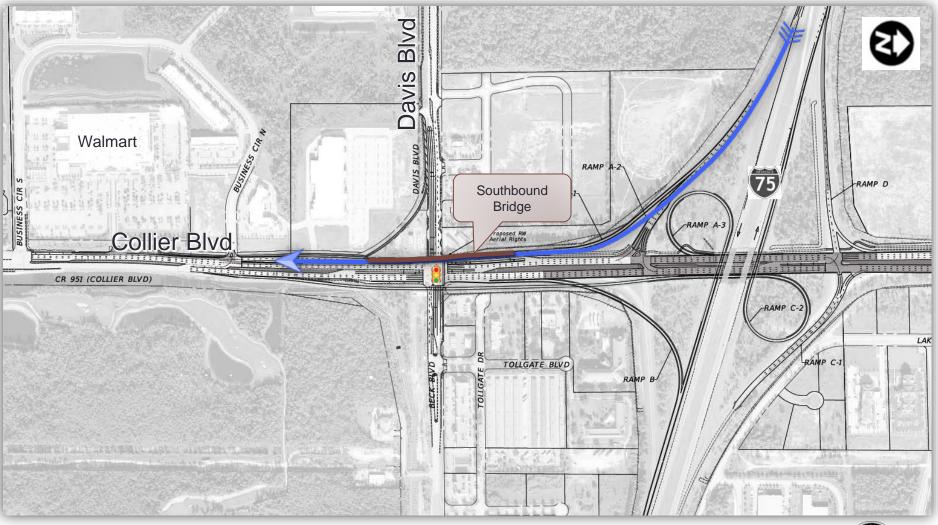


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Ultimate Interchange PD&E Study



Flyover Upgrade Concept



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Ultimate Interchange PD&E Study



Future Traffic Operations (2035)

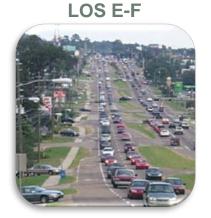
Intersection	No-Build		Preferred Alternative	
Location	AM	РМ	AM	РМ
SR 84 & SR 951	F	F	D	D
I-75 SB Ramps & SR 951	F	F	В	В
I-75 NB Ramps & SR 951	D	С	С	С

LOS A-B

LOS C-D







FPN: 425843-2-22-01



Ultimate Interchange PD&E Study

Evaluation Summary





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- Wetlands and Wildlife
 - ~4.48 acres impacted
 - USFWS concurrence
- Cultural and Historic Resources
 - No Resources Identified
 - SHPO concurrence
- Floodplains / Water Quality
 - ~0 acres involved
- Noise Impacts
 - 33 noise-sensitive sites evaluated
 - Potential need for a noise barrier along south bound exit ramp (1,931 feet in length)
- Contamination Sites
 - 2 High-Risk, 3 Medium-Risk / No Impacts









US Army Corps of Engineers.





Evaluation Summary: Impacts

Evaluation Criteria	No-Build	Preferred		
Traffic Operations Performance				
2035 Peak Hour Intersection Level of Service				
SR 84 at SR 951	F	D		
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2035 Peak Hour Intersection Delay (seconds/vehicle)				
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I-75 NB Ramps at SR 951	41.4	20.5		
Business Impacts				
Number of Business Relocations	None	None		
Residential Impacts				
Number of Residential Relocations	None	None		
Environmental Impacts				
Archaeological/Historical Sites	None	None		
Noise Sensitive Sites	20	33		
Wetlands (acres)	0	4.48		
Floodplains (acres)	0	0		
Threatened and Endangered Species	N/A	Low		
Hazardous Material sites (High / Medium Risk)	0/0	0/0		
Right-of-Way (RW) Impacts				
RW to be Acquired for Roadway (acres)	0	1.88		
Parcels Impacted	0	10		
RW to be acquired for Stormwater Facilities (acres)	0	0		

Ultimate Interchange PD&E Study

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Evaluation Summary: Costs

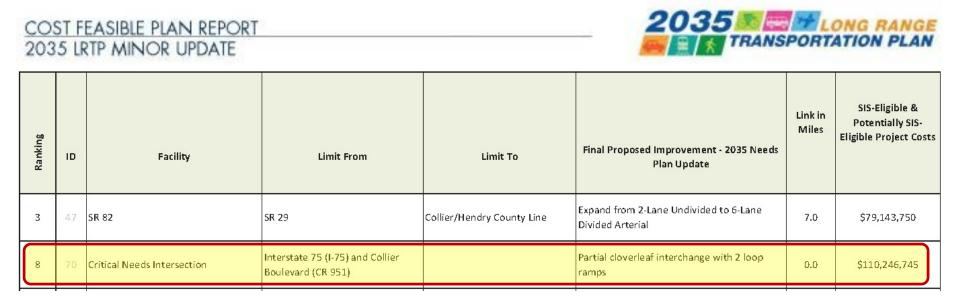
Estimated Total Project Costs (2013 \$ in millions)		
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Total Construction Cost	\$0	\$43.9
Construction Engineering & Inspection	\$0	\$5.5
Preliminary Estimate of Total Project Cost	\$0	\$49.4





Planning Consistency

- Design phase is funded (FY 2015) / FDOT STIP
- #8 Priority List Cost Feasible Plan (March 2013)





Ultimate Interchange PD&E Study



Public Involvement

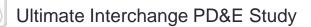
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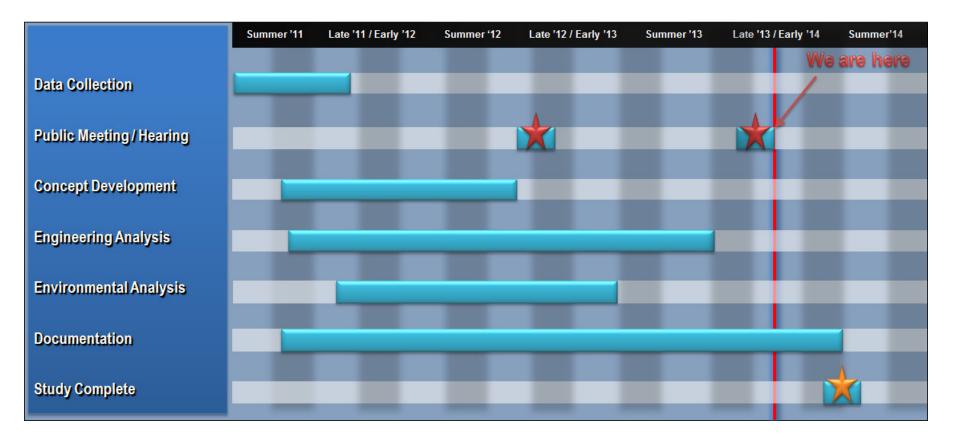








Project Schedule & Progress







Contact Information

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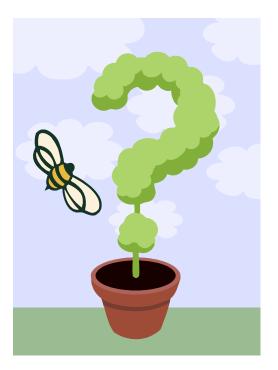


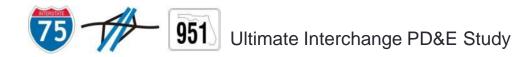






Questions?







DRMP, INC.

PRINCIPALS Wayne D. Chalifoux Donaldson K. Barton, Jr. Lucius J. Cushman, Jr. Jon S. Meadows Lawrence L. Smith, Jr. William T. Stone



MEETING SUMMARY

Date:	December 16, 2013
Project:	I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study
Location:	Collier County Growth Management Division and Collier County Board of County Commissioners Chambers
Subject:	Final Presentation to the Pathways Advisory Committee (PAC), Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Metropolitan Planning Organizations (MPO) Board

OVERVIEW

The subject meetings were held to introduce the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. Attendees included Aaron Kaster (FDOT) Jack Freeman (KAI) from the study team. All presentations were given by Jack Freeman.

A PowerPoint presentation was provided for each meeting describing an overview of the project, engineering analysis, the preferred alternative, an evaluation summary, and public involvement details. Following the presentation, members of each Committee and the MPO Board had an opportunity to ask questions about the project. The presentation can be found in Attachment A. A summary of comments, questions and responses is provided below.

1. Pathways Advisory Committee – Friday, November 22, 2013

Question: How did the FDOT determine the population that will be effected by this project to get proper feedback?

Answer: There is a legal guideline followed for public notification. Also, public announcements will be provided to the media outlets to advertise the public meeting.

Question: Where there any other novel approaches that would have given higher results?

Answer: Several alternatives were considered at the start of the project. Cost benefit was the ultimate decision on what alternatives remained in the study.

Question: What is the project schedule for design and construction?

Answer: The project is scheduled for design in the next fiscal year. The right-of-way phase has not been scheduled, however FDOT is reviewing on how to advance the right-of-way mapping.

2. <u>Technical Advisory Committee – Tuesday, December 3, 2013</u>

Question: Why would you take out the newly build right turn?

Answer: The right turn lane will be repurposed to a multi-use path for pedestrians and bicyclists.

Question: Have you looked at what will happen to the existing transit stops within the project area?

Answer: There are currently no transit stops within the project area, aside from the stop at Walmart, which will not be affected.

Question: Will the future development area have residential? And if so has it been evaluated for a noise wall?

Answer: The future development area is planned for commercial use only.

Question: Why signalize Business Circle North?

Answer: A new signalized intersection is proposed at Business Circle North to allow for off-ramp traffic to merge onto Collier Boulevard without the need for a long weaving section. The intersection would operate on three phases: one for the southbound Collier Boulevard, one for the southbound off-ramp traffic, and a third for the Collier Boulevard northbound left-turn onto Business Circle North. Collier Boulevard northbound through traffic will continue to be uninterrupted as no Business Circle North left-turn movement to Collier Boulevard would be provided.

Question: Why does the cost estimate show \$50 million and the cost feasible plan show \$110 million.

Answer: A PD&E study done back in March/April resulted in a cost estimate of \$110 million. Our studies showed a much lower cost, which was partly credited to the work that has already been done in the current construction.

3. <u>Citizens Advisory Committee – Tuesday, December 3, 2013</u>

Question: Is it considered safer for bicyclists to ride in the multi-use path or the bike lane?

Answer: Bicyclists can utilize either, it would just depend on the riders comfort level. More seasoned riders usually prefer the bike lanes, while beginners sometimes prefer the latter.

Comment: These proposed improvements fail to provide more for Naples, and instead only accommodates Marco (Island).

Response: During the study, it was found that a majority of traffic headed on to I-75 are coming from Marco (Island), design is set to accommodate that demand.

Question: What will happen to motels and other businesses between flyovers and I-75, how will they get on the interstate?

Answer: They will be able to get on and off I-75 the way they currently do, as no movements are being taken away.

Question: How will people know what off ramp they want to use to get off before the flyovers?

Answer: There will be appropriate signage at the exit ramps.

Comment: It may appear confusing to drivers wanting to get off before the flyovers, as they would have to be in the right lane to make a left.

Comment: Level of Service from F to D does not appear to be a real improvement.

Question: Why does the cost estimate show \$50 million and the cost feasible plan show \$110 million?

Answer: A PD&E study done back in March/April resulted in a cost estimate of \$110 million. Our studies showed a much lower cost, which was partly credited to the work that has already been done in the current construction.

4. <u>Collier MPO Board – Friday, December 13, 2013</u>

Question: On the southbound side, why is the bike lane separated?

Answer: The new plan maintains the 10 foot multi-use path, it also provides for bike lanes on both sides of the roadway.

Question: How wide is the median?

Answer: A little bigger than 10 feet.

Question: When will the construction that is being done at that interchange currently, be completed?

Answer: It is nearly complete, there is just some cleaning up, so 2 to 3 months.

Question: There is a sign that says "stay left for I-75", but I ended up turning left at Davis Road. The sign is confusing.

Answer: We will take a look at that.

Question: My concern is the segment of 951 beneath I-75, will signals remain east and westbound?

Answer: The signals will remain.

Question: Between those lights [mentioned in previous question], will the LOS improve?

Answer: Yes, dramatically.

Question: Do you plan on expanding I-75 to 101 before or after the construction?

Answer: It's currently underway.

Question: When do you hope to go into construction?

Answer: It's not currently in the 5 year work plan, so that date is unknown at this time.

Question: Access onto on ramps are separated from thru lanes, so decisions have to be made very quickly, why are ramps separated so far in advanced?

Answer: To pull off as much traffic from the Collier/Davis intersection as possible. Drivers who miss on ramps, will still have the current ramps to get on I-75.

Question: How is new lane alignment transmitted to GIS mapping devises?

Answer: I don't know the process for that.

Attachments: PowerPoint Presentation

This concludes the meeting summary. Please notify Nikki Doyle at 407-362-1245 or by email to ndoyle@drmp.com within five (5) days upon receipt if there are any questions or if clarifications are required.

End of Summary

PATHWAYS ADVISORY COMMITTEE of the <u>COLLIER METROPOLITAN PLANNING ORGANIZATION</u>

Collier County Growth Management Division Planning & Regulation Conference Rooms 609 & 610 2800 North Horseshoe Drive Naples, FL 34104

9:00 AM

November 22, 2013 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Chairwoman Dayna Fendrick called the meeting to order at approximately 9:00 a.m. Ms. Kristin Campos, Metropolitan Planning Organization, Administrative Secretary, called the roll. A quorum was present and those in attendance were as follows:

PAC MEMBERS

Dayna Fendrick, At-Large, *Chairwoman* Alan Musico, At-Large, *Vice-Chairman* Dr. Mort Friedman, At-Large Joe Adams, At-Large

PAC MEMBER (S) ABSENT

Joe Bonness, At-Large Jim Klug, At-Large Mike Dolan, At-Large

VACANCIES

(2) At-Large

MPO STAFF

Lorraine Lantz, Principal Planner Sue Faulkner, Principal Planner Sarah Layman, Planner Kristin Campos, MPO Administrative Secretary

OTHERS

Stacy Revay, Collier County GMD, Transportation Planning Department Providance Nagy, FDOT District One Victor Ordija, Marco Island Bike Path Committee Joe Irvin, City of Marco Island George Archibald, City of Naples Engineering Scott Cantor, City of Naples Engineering John Freeman, Kittelson & Associates Joe Irvin, City of Marco Island Barry Liebowitz, Big Corkscrew Fire Control and Rescue District PAC Meeting Minutes November 22, 2013 Page 2 of 12

Jennifer Bartlett, Tindale-Oliver & Associates (TOA) Laura DeJohn, Johnson Engineering Deborah Chesna, Florida Department of Health in Collier County Jean Heuschen, Naples Pathway Coalition (NPC)

2. Open to the Public for Comment on Items not on the Agenda

There were no public comments.

3. <u>Approval of the Agenda</u>

Chairwoman Fendrick entertained a Motion to approve the Agenda.

Mr. Adams: Motion to approve the Agenda.

Mr. Musico: I second the Motion.

MOTION CARRIED UNANIMOUSLY

4. <u>Approval of the October 25, 2013 Meeting Minutes</u>

Chairwoman Fendrick referenced page 8, 2nd paragraph and stated that Gulf Shore Boulevard should state Gulf Shore Drive. Staff stated that the correction would be made.

Mr. Musico: Motion to approve the November 22, 2013 Meeting Minutes.

Dr. Friedman: I second the Motion.

MOTION CARRIED UNANIMOUSLY

5. <u>Committee Action</u>

6. <u>Reports and Presentations</u>

A. Presentation on the Ultimate Interchange PD&E Study for Collier Boulevard (SR 951) at I-75

Mr. Freeman with Kittelson & Associates stated that FDOT is conducting a Project Development & Environmental (PD&E) Study for the I-75 and SR 951 Ultimate Interchange Improvements in Collier County to improve roadway capacity and enhance traffic operations. Mr. Freeman presented an overview and reported on the I-75 & SR 951 Ultimate Interchange Improvements in a Power Point presentation.

Mr. Freeman stated that FDOT had received approval of the Interchange Modification Report by Federal Highway Administration (FHWA). Mr. Freeman stated that the interchange modification report justifies that the Ultimate Interchange aims to improve safety, traffic operations and Level of Service at the I-75/SR 951 interchange. He stated that after the public hearing is complete, the Interchange Modification Report and the Type 2 Categorical Exclusion would be submitted for

approval to FHWA by FDOT along with the transcript of the Public Hearing that would be held on December 10, 2013.

Mr. Freeman discussed the Purpose and the Need and statement for the project. Mr. Freeman stated that the I-75 and SR 951 Interchange is a very important freight corridor due to the fact that it is the last major interchange before Alligator Alley. Mr. Freeman explained that there is new development that is being planned along Collier Boulevard along the west side, near Magnolia Pond Drive. He stated that this future development would contribute to the increase in traffic volumes within the interchange area. He stated that the proposed Ultimate Intersection Improvement is consistent with the adopted Collier County Growth Management Plan as well as the Collier MPO 2035 LRTP.

Mr. Freeman stated that the Preferred Alternative is the Partial Cloverleaf Interchange and includes loops in the northeast quadrant and the southwest quadrant of the interchange. Mr. Freeman stated the on and off ramps for I-75 and SR 951 are in good condition and FDOT would like to maintain what is currently being constructed. Mr. Freeman stated that there would be four through lanes in each direction and 5-foot bike lanes in each direction. There would be a multi-use path on the southbound side only.

Mr. Freeman stated that FDOT reviewed the environmental impacts of the preferred alternative. He stated that there would be:

- .11 acres of wetlands impacted;
- No cultural or historic resources impacted;
- .25 acres of flood plains impacted; and
- .36 noise sensitive sites.

Discussion ensued regarding the cost of the project.

Mr. Freeman stated that there would be a Public Hearing about the I-75/SR 951 Ultimate Interchange Improvements PD&E at New Hope Ministries Center, 7675 Davis Boulevard on December 10, 2013 from 5 p.m. to 7 p.m. Mr. Freeman explained that the hearing will begin with an informal open house at 5 p.m. where people can review displays and talk one-on-one with staff. Mr. Freeman stated that FDOT would make a formal presentation at 6 p.m. followed by public comment period. He explained that the public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange.

Mr. Musico questioned how FDOT determined if they reached the population that will be effected by this project. Mr. Musico also asked when the public hearing is held, how FDOT would conclude if they got the proper feedback that was necessary. Mr. Freeman explained that FDOT had provided mail-outs announcing the public hearing date to the property owners along the corridor. He stated that legal public notices and public announcements would be provided to the media outlets to advertise the public hearing.

Dr. Friedman stated that by performing the PD&E Study and the work that is yet to come at the intersection over an extended period of time and with the potential growth in Collier County that is yet to be seen, that a LOS of D at that intersection is not high enough. Dr. Freidman questioned if there were any other novel approaches that were not discussed today that would have given a

higher LOS. Mr. Freeman stated that in the beginning, there were over 90 alternatives, including at-grade alternatives and grade-separated alternatives that were discussed. He stated that one of the alternatives discussed was constructing an interchange at I-75 and SR 951 and constructing another interchange at Davis Boulevard and SR 951 and then making those interchanges connect with one another. Mr. Freeman further stated that when the cost benefit is being discussed, the cost segment escalates due to the utilization of right-of-way.

Mr. Adams asked what the project schedule was for design and construction of the I-75/SR 951 Ultimate Interchange Improvements. Mr. Freeman stated that the project is scheduled for design in the next fiscal year. He noted that the right-of-way phase has not been scheduled; however, FDOT is reviewing on how to advance the right-of-way mapping.

B. Presentation on the Pedestrian and Bicycle Safety Study Results

Ms. Jennifer Bartlett with Tindale-Oliver & Associates stated that the PAC has been working with MPO staff and the consultant over the last 4 months to develop a Bicycle and Pedestrian Safety Study. Ms. Bartlett stated that the purpose of this study is to develop a better understanding of the safety issues in Collier County for bicyclists and pedestrians.

Ms. Bartlett announced that the Pedestrian and Bicycle Safety Study would conclude by the end of February 2014. She stated that the consultants are currently working with MPO staff and the PAC on the three components of this study which include:

- 1. Analysis of crash data from police reports
- 2. Collecting data from a survey to capture unreported bicycle and pedestrian crashes
- 3. Development of a Project Evaluation Matrix

Ms. Bartlett presented an overview and reported on the Results of the Pedestrian and Bicycle Safety Study in a PowerPoint presentation. Ms. Bartlett explained that Collier County has less pedestrian injuries and fatalities per capita than the state of Florida. She stated that Collier County has more bicycle injuries and fatalities per capita than the state of Florida.

Ms. Bartlett explained that TOA analyzed 1,067 reported crashes involving motor vehicles with pedestrians and/or bicycles from 2008 – 2012. She stated that not all crash reports give complete information and missing data sometimes includes:

- Location of the crash
- The age or sex of the bicyclist and/or pedestrian is not always given
- Direction of travel
- The cause of the crash

Ms. Bartlett explained that bicycle and pedestrian crash patterns in Florida tend to mirror the weather and the seasonal variation in population which is an especially strong factor in Collier County. Ms. Bartlett stated that the worst months for pedestrian fatalities and injuries are in December, January and March and lowest in June and July. She noted that bicyclist injuries show more consistency in the months of November and January and the most fatal crashes occur in August.

Ms. Bartlett explained that most pedestrian crashes occur on Tuesday, Wednesday and on Saturday with most injuries and fatal crashes happening on Sunday. She stated that bicycle

crashes were more likely to occur on Tuesday and least likely to occur on Sunday. She stated that injuries occurred throughout the week, with the most injuries occurring on Saturdays.

Ms. Bartlett stated that bicycle and pedestrian crashes tend to occur in the afternoon and evening with the greatest number of crashes happening between 8 p.m. and 9 p.m. She noted that this also happened to be one of the hours with the highest number of fatal crashes. Ms. Bartlett stated that between the hours of 7 p.m. and 9 p.m. account for approximately 22% of the fatal crashes.

Ms. Bartlett stated that in Collier County, the age of bicyclist crashes is dispersed fairly evenly throughout all different ages. Ms. Bartlett stated 1% of the bicyclist crashes in Collier County involve children between the ages of 0-5. 3% of the bicyclist crashes in Collier County involve children between the ages of 6-10. 17% of the bicyclist crashes in Collier County involve children between the ages of 11-20. 16% of the bicyclist crashes in Collier County involve adults between the ages of 21-30. 14% of the bicyclist crashes in Collier County involve adults between the ages of 31-40. 18% of the crashes in Collier County involve adults between the ages of 31-40. 18% of the crashes in Collier County involve adults between the ages of 41-50. 12% of the crashes in Collier County involve seniors between the ages of 61-80. 3% of the crashes in Collier County involve seniors between the ages of 81-90. Ms. Faulkner stated that she had presented this presentation at the Community Traffic Safety Team (CTST) and the CTST had recommended grouping the age group 81-90 with the senior group of 61-80.

Chairwoman Fendrick asked if the location of the crash could be correlated with the location of the crash. Ms. Bartlett stated that high-crash corridors had been identified and that her question would be answered at the end of the presentation.

Ms. Bartlett discussed the age of pedestrian crashes and stated that in Collier County, the age groups are almost equally represented. Ms. Bartlett stated that 3% of pedestrian crashes in Collier County involve children between the ages of 0-5. 5% of pedestrian crashes in Collier County involve children between the ages of 6-10. 18% of pedestrian crashes involve children between the ages of 11-20. 15% of pedestrian crashes in Collier County involve adults between the ages of 21-30. 13% of pedestrian crashes in Collier County involve adults between the ages 31-40. 17% of pedestrian crashes in Collier County involve adults between the ages 31-40. 17% of pedestrian crashes in Collier County involve adults between the ages 41-50. 12% of pedestrian crashes in Collier County involve adults between the ages 51-60. 14% of pedestrian crashes in Collier County involve seniors between the ages 61-80. 3% of pedestrian crashes in Collier County involve seniors between the ages 81-90.

Ms. Bartlett discussed the Analysis of Crash Locations. She stated that 348 or 43% of the crashes reporting a specific location between 2008 and 2012 occurred in the City of Naples. Ms. Bartlett noted that 72% of the crashes that were reported occurred in the City of Naples, East Naples and North Naples. She noted that Immokalee accounted for 119 crashes, or 14%. She stated that 21% of the crash reports did not specify a location.

Ms. Bartlett stated that often many factors play a role in the cause in a pedestrian or bicycle crash. She stated that a crash report attempts to capture that cause in an analyzable way. Ms. Bartlett noted that these causes can vary by mode, but in Collier County the most frequently reported crash cause is the motor vehicle Failure to Yield the Right-of-Way. She stated that there were 144 which are 37% reported instances of Failure to Yield the Right-of-Way.

Ms. Bartlett stated that in the majority of pedestrian and bicycle crashes, the weather was noted as clear. She stated that this is likely because more people choose to walk and bike when the weather is clear.

Ms. Bartlett stated that in Collier County, regardless of severity, occur in the daylight hours, which makes sense because that is when the majority of the people walk of bike. Ms. Bartlett explained that additional analysis showed that of the more severe crashes shows that the lack of street lighting, identified in crashes reports as Dark-Lighted, Dark-Not-Lighted, Dark – Not Streetlight or Dark – Streetlight, was noted in 13 of the fatal crashes.

Ms. Bartlett explained that most pedestrian or bicycle crashes happened on the roadway. She stated that pedestrians were typically crossing the roadway at either an un-signalized (midblock) location or at a signalized location.

Dr. Friedman asked if the officer write down a GPS location when filling out the crash report. Ms. Bartlett stated that yes, the officer does write down a GPS location.

Ms. Bartlett stated that in almost half of the crashes in Collier County, there were no traffic control devices at the scene of the crash. She stated that in 28% of the cases, there was a stop sign at the crash location and in 18% there was a traffic signal.

Ms. Bartlett stated that 36% of the pedestrian or bicycle crashes happen at an intersection and 36% happened away from an intersection. Ms. Bartlett explained that intersection related crashes are typically within the influence area of an intersection such as where right or left turns are striped. She noted that driveways and alleyways are frequently the location of crashes where the driver did not see a pedestrian or a cyclist approaching from the left as they were attempting to turn onto a major roadway.

Ms. Bartlett stated that travel direction is often discussed as a high risk factor for bicycle crash occurrence because it has been shown that bicyclists riding on the sidewalk against the flow of traffic are more likely to be in a crash than one riding with traffic because riding against traffic on the sidewalk or in the roadway puts the bicyclist in an unexpected position relative to the driver, who is expecting traffic to flow a certain way. Ms. Bartlett stated that 40% of the severe injury and fatal crashes occur when the bicyclist is travelling in the same direction as the motor vehicle. She stated that 37% of bicyclists were travelling against the direction of traffic and 31% were travelling across the lane when a severe injury or fatal crash occurred.

Ms. Bartlett stated that a review of 99 fatal and incapacitating pedestrian crashes showed that 36% of them occurred at an unsignalized location. She stated that of these crashes, 27 or approximately 77% of them occurred at midblock. Ms. Bartlett explained that 5 of the crashes were at uncontrolled intersections. She further explained that uncontrolled intersections are intersections where there is no signal or stop control. Ms. Bartlett noted that 3 of the crashes happened at marked crosswalks where the pedestrian was not seen by the motorist as they were crossing the roadway. Ms. Bartlett further stated that 32% of these crashes occurred while the pedestrian was walking along the roadway. Ms. Bartlett explained that the crashes along the roadway include instances when the driver and pedestrian were moving parallel to each other. Ms. Bartlett explained that in some of the cases, the driver swerved in the pedestrians' path of travel and in others the pedestrian was walking too close to the travel was and was struck by some part

of the vehicle. Ms. Bartlett stated that 18% of the crashes occurred at a signal. She noted that 2 of them occurred when the pedestrian crossed with the signal and the driver failed to yield. She stated that 3 of the crashes occurred when the pedestrian failed to yield to the vehicle because they were crossing against the pedestrian walk signal. Ms. Bartlett explained that the remaining severe injury or fatal pedestrian crashes occurred in parking lots or under other circumstances.

Ms. Faulkner stated that the CTST requested that some of the statistics that were analyzed be compared to the state of Florida's averages.

Ms. Bartlett introduced Ms. Laura DeJohn with Johnson Engineering. Ms. DeJohn stated that her task was to capture the "untold stories" of incidents that go unreported crashes and near misses. She stated that "untold stories" and near misses were deemed an important element to address in this Safety Study.

Ms. DeJohn reported that FHWA estimates that about 75% of the hospitalized victims of pedestrians and bicyclist crashes with motor vehicles are identified with an official motor vehicle crash report. She stated that nationally, there are roughly 25% of pedestrians and bicyclist crashes with motor vehicles resulting in hospitalization that are not reported through the standard means of a crash report.

Ms. DeJohn stated that adding to the unreported crash statistic of hospitalized victims are those victims of crashes that result in a medical office visit rather than a hospital visit and go unreported. Ms. DeJohn noted that this under-reporting of crash statistics for victims requiring medical attention is compounded by the fact that there is no documentation of the pedestrian or the bicyclist who experienced the "near miss" where a motorist's or other pedestrian's or bicyclist's action nearly forces the pedestrian or bicyclist from his or her path causing a crash, albeit without direct physical contact.

Ms. DeJohn explained that to be able to capture the "untold stories", a public survey was developed to gather information on pedestrian and bicycle safety-related experiences. Ms. DeJohn stated that the survey was prepared with questions designed for members of the public who identify themselves as a pedestrian or bicyclist. She stated that the most important element was to capture those who identified themselves as having been involved in a collision or been forced from their path while walking or bicycling within the past 5 years, which is consistent with the timeframe for which documented crash data was collected and analyzed.

Ms. DeJohn stated that the survey was administered on October 23, 2013 through November 6, 2013. Ms. DeJohn explained that the survey was administered in English and in Spanish and was open to all age groups. She stated that the survey was administered to the public in 3 areas which included:

- Online (the survey is still available online)
- Public facilities such as the Collier Area Transit (CAT) Transfer Station and public libraries; and
- Intercept 4 locations that were identified as high bike/ped crash areas that included Immokalee, Golden Gate, Naples Manor and the Collier County Government Complex

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Ms. DeJohn stated that 2 event-based field surveys were conducted by Spanish and English speaking consultant team members on October 24, 2013 at the Immokalee Sheriff's Night Out and the Golden Gate Sheriff's Night Out, both sponsored by the Collier County Sheriff's Office. She stated that 2 location-based intercept surveys were conducted by English and Spanish speaking consultant team members on November 6, 2013 at both CAT Transfer Stations and Naples Manor Neighborhood.

Ms. Faulkner complimented Ms. DeJohn and Johnson Engineering and stated that they went above and beyond to execute the survey on such a tight schedule. Ms. Faulkner stated that there were press releases concerning the implementation of the survey and hard copies of the surveys were distributed in many locations. Ms. Faulkner stated that Ms. DeJohn's team gave an extraordinary effort to try to reach out to Collier County. She further stated that the proposed survey questions and administration methods were presented to the PAC at its September 27, 2013 meeting and Johnson Engineering listened to all the recommendations from the PAC.

Mr. Musico questioned how many surveys were collected all together. Ms. DeJohn stated that a total of 209 surveys were collected. She further stated that the project timeframe was narrow and 209 respondents is not statistically significant to represent Collier County as a whole.

Ms. DeJohn explained that 18% of the surveys were returned or taken online in Spanish. She stated that this is reflective of the America Community Survey available through the U.S. Census which indicates that 16.6% of the Collier County population of age 5 or older speaks English less than very well.

Mr. Adams asked where the field surveys were conducted. Ms. DeJohn stated that the field surveys were conducted in four separate locations which included Immokalee, Golden Gate, Naples Manor and the CAT Transfer Station at the Collier County Government Complex.

Mr. Adams stated that the CAT Transfer Station at the Collier County Government Complex was not what the Committee had agreed upon as one of the four locations to perform field surveys. Mr. Adams noted that the location that was agreed upon was the intersection of US 41 and Airport-Pulling Road. Ms. DeJohn explained that the CAT Transfer Station at the Collier County Government Complex was strategically decided. She stated that the CAT Transfer Station was a comfortable, air conditioned environment.

Mr. Musico stated that 209 surveys is not statistically representative for Collier County. Mr. Musico questioned what percentage would be statistically significant for Collier County. Ms. DeJohn stated that the Florida Bureau of Economic and Business Research estimated the 2012 population for all Collier County to be 329,849. Ms. Faulkner stated that on a return for a survey, to be statistically representative, it would be 1% of the County's population.

Ms. DeJohn discussed the results of the following findings of the survey of those who participated which included:

- 54% of all participants feel threatened for personal safety during walking or biking trips.
- 45% of those who responded as feeling threatened while walking or bicycling indicated that it was due to motorists.

• 34% of respondents had been in a collision or forced from their path while bicycling in the last 5 years.

Ms. DeJohn stated that of the 72% of the pedestrians and/or bicyclists that were forced from their path reported the following:

- 47% experienced a collision or were forced from their path while bicycling;
- 40% experienced a collision or were forced from their path while walking; and
- Discrepancy of 13% is due to participants not answering the question.

She reported that 70% of respondents indicated that a motorist contributed to the incident. Ms. DeJohn further reported that of the respondents who had collisions or were forced from their path, 84% indicated that the incident was not reported to the police. She stated that 5 out of 6 collisions did not result in a police report.

Ms. DeJohn stated that the reasons for not reporting the incident to police varied which included:

- The incident happened too quickly and the motorist and/or license plate could not be identified.
- Some people prefer not to involve the police.
- Some people doubt the police could do anything about the incident.
- Some people were located on private property or involved with a friend, family member or neighbor.

Ms. Bartlett stated that as part of the Collier Pedestrian and Bicycle Safety Study, a Project Evaluation Form was developed which includes a matrix that would assist the PAC to evaluate projects from a safety perspective. Ms. Bartlett stated that the goal of the Safety Evaluation Criteria is to improve safety by designing/retrofitting roadways to include features such as wider sidewalks, dedicated bicycle facilities, medians and pedestrian streetscape features, including trees where appropriate.

Ms. Bartlett stated that the steps to identify high crash corridors for use with the Safety Project Evaluation matrix are as follows:

- 1. Develop crash clusters by identifying a buffer distance around each crash point that will allow for the data to group into clusters. This distance was determined to be 350 feet.
- 2. Categorize into volume levels:
 - Low volume levels 3 or less crashes
 - Medium volume 4 10 crashes
 - High volume more than 10 crashes
- 3. Sort clusters by severity. Of the 40 clusters, the total number of fatal and incapacitating crashes was calculated for each cluster. This total was also calculated as a percent of total crashes for each cluster. Severity was categorized as Severe (>25% Severe), Moderately Severe (1-25% Severe) and Not Severe (0%)

Ms. Bartlett discussed Crashes By Severity, Map C, which shows crash clusters by severity. Ms. Bartlett stated that crash clusters are the highest concentration of crashes within a certain area and they represent the most number of crashes within the smallest amount of road network.

Ms. Bartlett stated that for reference, Bike Facility Best Practices was included on the back side of the Evaluation Matrix. She further stated that Previous Studies and/or Audits were also listed for further reference for the Committee.

Ms. Faulkner stated that the Project Evaluation form that was distributed at the PAC meeting in September consisted of additional considerations that included proximity to high-activity zones/destinations, disadvantaged neighborhoods and proximity to schools. Ms. Faulkner stated that those additional considerations are not being nullified because those are very important factors in the overall ranking and prioritizing process. She noted that the "safety" factor is one factor; however, there are other factors that will need to considered. Ms. Faulkner explained that the MPO Board has directed MPO staff to make safety a high priority and have safety looked at in the project evaluations.

Mr. Musico referenced Map C and stated that Immokalee has the highest volume of crash clusters. He recommended studying one geographic area with a high volume of crash clusters and do a follow-up study. Mr. Musico recommended reviewing the crash reports for the one geographic area and try to obtain more extensive public input and analyze the infrastructure to see if it needs to be modified.

Ms. Faulkner explained that the Unified Planning Work Program (UPWP) serves as the resource and budgeting document for the MPO for the coming fiscal years beginning July 1st and MPO staff is seeking input from different Committees for potential 2014/15 – 2015/16 UPWP Tasks for the next two fiscal years. Ms. Faulkner noted that the recommendation for a follow-up study to analyze areas with high crash clusters.

Mr. Adams stated that instead of stopping people and performing surveys while they are bicycling to get to a destination; he suggested that the surveys be performed at the origination or at the destination of their trips.

Ms. Bartlett explained that the Immokalee area has had an Immokalee Walkability Community Study done in the past.

Mr. Musico questioned if the Committee could make a recommendation to the MPO to examine one geographic area with a high volume of crash clusters and do a follow-up study. Ms. Faulkner stated that the recommendation could be discussed during the discussion of the 2014/15 - 2015/16 UPWP.

Ms. Faulkner announced that the Pedestrian and Bicycle Safety Study would be brought back to the Committee for endorsement as a final document in January. Ms. Faulkner stated that the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Congestion Management System/Intelligent Transportation Systems (CMS/ITS) would receive a presentation on the Pedestrian and Bicycle Safety Study on December 3. She further stated that the document would then be adopted by the MPO Board on February 8, 2014.

Dr. Friedman complimented both Ms. Bartlett and Ms. DeJohn and stated that the presentation was wonderful and that the consultants went above and beyond what they were required to do.

C. Agency Update

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No update.

D. FDOT Update

No update.

E. Members Comments

Ms. Faulkner stated that she attended a public meeting for the widening of US 41 from Collier Boulevard to Greenway Road. She stated that US 41 from Collier Boulevard to Greenway Road will be widened from two-lanes to six-lanes and from Greenway Road to Six L's Farm Road from two-lanes to four-lanes. Ms. Faulkner explained that there will be a 10-foot sidewalk on the south side of the road with crosswalks and pedestrian signals constructed as well. She further stated that the project will include shoulders that will be 8-foot in width with a 5-foot sidewalk on the north side of the road.

F. MPO Executive Director's Report

Ms. Lantz stated that there will be a UPWP Kick-Off discussion with the TAC, CAC and the Alternative Transportation Modes Department. Ms. Lantz stated that some tasks in the UPWP include the 2040 LRTP Update which will be due in December 2015. She further stated that staff would be continuing their efforts with the Walkability Community Studies. Ms. Lantz stated that a new task in the UPWP would be updating the Bicycle and Pedestrian Facilities Map and also upgrading the necessary office equipment with a higher performing copier and printer.

Dr. Friedman departed at 11:25 a.m.

Ms. Lantz stated that the PAC would see a Draft UPWP in January.

Ms. Faulkner stated that December 2, 2013 would be the last day to fill out the Pedestrian and Bicycle Survey. Ms. Faulkner stated that the PAC would endorse the Bicycle and Pedestrian Safety Study at their January 24, 2014 meeting.

7. <u>Distribution Items</u>

A. PAC Member Project Recommendations from October 25, 2013

8. <u>Next Meeting Date</u>

The next PAC meeting will be held on January 24, 2014 at 9:00 a.m. at the Collier County Growth Management Division, Planning & Regulation, Rooms 609/610, 2800 North Horseshoe Drive, Naples.

9. <u>Adjournment</u>

Having no further business, the PAC meeting was adjourned at approximately 11:32 a.m.

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TECHNICAL ADVISORY COMMITTEE OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION Collier County Growth Management Division Construction and Maintenance, Main Conference Room 2885 South Horseshoe Drive Naples, FL 34104

9:00 A.M.

December 3, 2013 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Chairwoman Arnold called the meeting to order at approximately 9:05 a.m. Ms. Kristin Campos, Metropolitan Planning Organization, Administrative Secretary called the roll. A quorum was present and those in attendance were as follows:

TAC MEMBERS PRESENT

Michelle Arnold, *Chairwoman*, Collier County Alternative Transportation Modes (ATM) Department George Archibald, *Vice-Chairman*, City of Naples Engineering Don Scott, Director, Lee County MPO Tim Pinter, City of Marco Island Reed Jarvi, Collier County Growth Management Division (GMD), Transportation Planning Department Robert Tweedie, Collier County Airport Authority Dale Bathon, Collier County GMD, Transportation Engineering and Construction Management Jeremy Frantz - Representative of the Environmental Community - *Non-voting*

TAC MEMBERS ABSENT

Kerry Keith, City of Naples Airport Authority Joe Irvin, City of Marco Island Liz Donley, Southwest Florida Regional Planning Council – *non-voting* David Ogilvie, Collier County School Board - *Non-voting*

VACANCIES

Representative of the Freight Community - non-voting

MPO STAFF

Lucilla Ayer, MPO Executive Director Sue Faulkner, Principal Planner Lorraine Lantz, Principal Planner Sarah Layman, Planner Kristin Campos, Administrative Secretary

OTHERS PRESENT

Russ Muller, FDOT District One Elizabeth Doyle, FDOT Aaron Kaster, FDOT Suzanne Lex, FDOT Lauren Brooks, URS Jack Freeman, Kittelson & Associates Jeff Perry, Stantec Consulting

2. <u>Open to the Public for Comment on Items not on agenda</u>

None.

3. <u>Approval of Agenda</u>

Ms. Lantz stated that there were no changes to the Agenda. Ms. Lantz stated that additional documentation regarding agenda item 6A (Review and Comment on FDOT's FY2014/2015 – 2018/2019 Draft Tentative Five-Year Work Program) was placed at the Committee Members' seats.

Mr. Pinter: Motion to approve the Agenda as presented.

Mr. Jarvi: I second the Motion.

MOTION CARRIED UNANIMOUSLY

- 4. <u>Approval of the September 23, 2013 Meeting Minutes and October 3, 2013 Joint Meeting</u> <u>Minutes</u>
- Mr. Jarvi: Motion to approve the September 23, 2013 Meeting Minutes and the October 3, 2013 Joint Meeting Minutes.
- Mr. Tweedie: I second the Motion.

MOTION CARRIED UNANIMOUSLY

5. <u>Committee Action</u>

A. Endorsement of the FY2013/2014 – 2017/2018 Transportation Improvement Plan (TIP) Amendment - Pine Ridge Road at US 41 Intersection Improvements

Ms. Faulkner introduced the item and stated that the draft amendment is to add a new project for intersection improvements at Pine Ridge Road at US 41 into the TIP.

Mr. Jarvi: Motion to endorse the FY2013/2014 – 2017/2018 TIP Amendment for Pine Ridge Road and US 41 Intersection Improvements.

Mr. Scott: I second the Motion.

MOTION CARRIED UNANIMOUSLY

B. Endorsement of the FY2013/2014 – 2017/2018 Transportation Improvement Plan Amendment for Collier Area Transit (CAT) Capital Improvements

Ms. Faulkner presented the item and stated that the draft amendment is to add a new project into the TIP and explained that the project is for capital improvements at the CAT facility on Radio Road. Ms. Faulkner explained that the \$1.18 million for the CAT project will be appropriated from federal funds and other areas and not part of Collier MPO's regular SU allocation.

Mr. Jarvi: Motion to endorse the FY2013/2014 – 2017/2018 TIP for Collier Area Transit (CAT) Capital Improvements.

Mr. Pinter: I second the Motion.

MOTION CARRIED UNANIMOUSLY

6. <u>Reports and Presentations</u>

A. Review and Comment on FDOT's FY2014/2015 – 2018/2019 Draft Tentative Five-Year Work Program

Ms. Lantz introduced the item and stated that the Five-Year Work Program details all state and federally funded highway, transit, transportation alternative and aviation projects. Ms. Lantz stated that the Draft Tentative Work-Program reflects the "new fifth year" priorities that were adopted by the MPO Board in June. She stated that the Draft Tentative Five-Year Work Program will become effective with the start of the new State fiscal year on July 1, 2014.

Mr. Muller with FDOT presented a review of the Draft Tentative Work Program for FY2014/2015 – 2018/2019 which facilitated the discussion. Mr. Muller discussed the Draft Tentative Work Program and gave a page by page review. The Committee discussed the following projects in more detail:

Ms. Lantz referenced page 4 and stated that FPN: 4351191 (49th Terrace S.W. from 20th Place S.W. to 19th Place S.W.) was a portion of Pathways Priority #2.

Ms. Lantz referenced page 4 - FPN: 4350191 (Airport Pulling Road and Pine Ridge Road Signal Timing) She suggested using a more accurate description of "Signal Timing at 38 Intersections at Various Locations". Ms. Lantz stated that this project was CMS/ITS Priority #3.

Mr. Muller referenced page 6, FPN: 4351101 (Old US 41 from US 41 to Lee County Line) and stated that this project is partially funded in FY18/19 in the Collier and Lee MPO Work Programs. The Collier MPO has been informed that the additional funds, if necessary, to complete this PD&E will be programmed in Collier in FY19/20.

Mr. Pinter referenced page 6, FPN: 4308781 (CR953/Barfield Drive from CR 92 (San Marco Road) to Inlet Drive) and stated that the City of Marco Island does not utilize state or county road numbers when naming projects.

Mr. Jarvi referenced page 6, FPN: 4318951 (Golden Gate Bridges which includes 16th Avenue N.E., 10th Avenue N.E. and 47th Avenue N.E.) and stated that the bridge projects were derived from the 2035 Long-Range Transportation Plan Cost Feasible Update List of Bridge Projects. Mr. Muller stated that this project is being constructed to create more mobility in Golden Gate Estates.

Mr. Muller referenced page 9, FPN: 4331891 (North Collier Boulevard from East Elkcam Circle to Buttonwood Court) and stated that the construction for this project which was previously adopted in the 2013 Adopted Work Program for FY17/18 was deleted. Mr. Muller stated that the project now only shows the locally funded design in FY16/17 and that the construction phase was moved to FY19/20. He stated that the years FY19/20 are not part of the 5-year Work Program.

Mr. Jarvi referenced page 10, FPN: 4351171 (North Naples Sidewalks in Various Locations) and stated that the design phase is in FY14/15 however the construction phase is scheduled in FY18/19. Mr. Jarvi recommended advancing the constructing to FY16/17 to ensure that the design phase and construction phase are not 3 years apart.

Mr. Jarvi referenced page 10, FPN: 4178784 (SR 29 from SR 82 to Hendry County Line) and stated that the project description should be changed to state "at-grade improvements at SR 29 and SR 82", instead of the current description which is to "add lanes and reconstruct". Mr. Jarvi explained that SR 29 and SR 82 are emerging SIS facilities and this project would be utilizing SIS funds.

Mr. Muller referenced page 11, FPN: 4344901 (SR 29 from I-75 to Oil Well Road) and stated that this is a new project for PD&E and Design. Mr. Jarvi stated that the cost for the PE phase in FY18/19 is over \$17,470,000. The Committee requested that the costs be reviewed at this estimate seems very high.

Mr. Jarvi referenced page 12, FPN: 4350301 (Sunshine Boulevard from 17th Avenue S.W. to Green Boulevard) and stated that the design phase is in FY14/15, however the construction phase is scheduled in FY18/19. Mr. Jarvi recommended advancing the construction to FY16/17 to ensure that the design phase and construction phase are not 3 years apart.

Mr. Jarvi referenced page 13, FPN: 4350291 (US 41 from CR 846 (111th Avenue) to north of 91st Avenue North) and stated that the design is programmed for FY16/17 however there is no construction phase programmed. He stated that if the construction phase is funded in FY19/20, there would be a minimum of a 3 year space between the programmed design and un-programmed construction.

Mr. Jarvi referenced page 13, FPN: 4350401 (US 41 from north of Pine Ridge Road to south of Pelican Bay Boulevard) and stated that the design phase is programmed for FY14/15 however there is no construction phase programmed in a future year. Mr. Jarvi explained that if the construction phase is programmed in FY19/20, there would be a minimum of a 5 year space between the programmed design and un-programmed construction.

Ms. Lantz referenced page 13, FPN: 4308691 (US 41 at Gordon River Bridge #030300) and stated that in the 2013/2014 – 2017/2018 Five-Year Adopted Work Program, this project was for Bridge #030001 and in the FY2014/2015 – 2018/2019 Draft Tentative Five-Year Work Program, the Bridge is listed as #030300. Ms. Lantz requested that FDOT review and confirm the Bridge number.

Chairwoman Arnold referenced pages 19-20, FLP Transit and stated that there is no placeholder for the Federal Transit Administration (FTA) 5310 Urbanized Fund Grant Allocation. Chairwoman Arnold explained that in the past, there have been place holders in the FDOT 5-Year Work Program for FTA Grants, such as FTA Section 5305 (d) and FTA Section 5307. She stated that if projects are in the Work Program then future Transportation Improvement Program (TIP) Amendments would not have to be performed.

Mr. Muller reported on the Deletions in the Draft Tentative Work Program which were:

- 1. FPN: 4259741 Collier Boulevard from Golden Gate Main Canal to Green Boulevard Construction
- 2. FPN: 4312931 Everglades Boulevard from I-75 to Golden Gate Boulevard PD&E Study
- 3. FPN: 4331891 N. Collier Boulevard from Elkham Circle to Buttonwood Court Construction

Ms. Lantz stated that there are an additional projects that were not included in the 2014/2015 - 2018/2019Draft Tentative Work Program however they were in the FY2013/2014 - 2017/2018 Draft Tentative Work Program which were:

- 1. FPN: 4334412 US 41 Over Henderson Creek at Bridge Number 030144- Bridge Rehabilitation
- 2. FPN: 4308491 SR 82 from Gator Slough Lane to SR 29 Preliminary Engineering for
 - Future Capacity

Ms. Lantz stated that she would like confirmation that FPN: 4308481 (SR 82 from Hendry County Line to Gator Slough Lane) includes the segment from Gator Slough Lane to SR 29.

Mr. Jarvi referenced page 11, FPN: 4331731 (Davis Boulevard from County Barn Road to Santa Barbara Boulevard) and questioned FDOT if landscaping was included in the project cost. Mr. Muller stated that this project does not include landscaping and if FDOT landscaped the project, the budget would be approximately \$200,000 a mile. Mr. Jarvi stated that Collier County requests that those funds for landscaping be programmed in the Work Program as an additional project to be administered by Collier County, but funded up to \$200,000 by FDOT.

Ms. Ayer explained that MPO staff would be collecting comments concerning the Draft Tentative Work Program from the various Committees through Friday so FDOT may make the necessary changes in the Work Program.

B. Presentation on the Ultimate Interchange PD&E Study for Collier Boulevard (SR 951) at I-75

Ms. Lantz introduced Mr. Jack Freeman with Kittelson & Associates who presented the item. Mr. Freeman stated that FDOT is conducting a PD&E Study for the I-75 and SR 951 Ultimate Interchange Improvements in Collier County to improve roadway capacity and enhance traffic operations. Mr. Freeman presented an overview and reported on the I-75 & SR 951 Ultimate Interchange Improvements in a brief PowerPoint presentation.

Mr. Freeman stated that FDOT had received approval of the Interchange Modification Report by Federal Highway Administration (FHWA). Mr. Freeman stated that the interchange modification report justifies that the Ultimate Interchange aims to improve safety, traffic operations and Level of Service at the I-75/SR 951 interchange. He stated that after the public hearing is complete, the Interchange Modification Report and the Type 2 Categorical Exclusion would be submitted for approval to FHWA by FDOT along with the transcript of the Public Hearing that would be held on December 10, 2013.

Mr. Freeman discussed the Purpose and the Need and statement for the project. Mr. Freeman stated that the I-75 and SR 951 Interchange is a very important freight corridor due to the fact that it is the last major interchange before Alligator Alley. Mr. Freeman explained that there is new development that is being planned along Collier Boulevard along the west side, near Magnolia Pond Drive. He stated that this future development would contribute to the increase in traffic volumes within the interchange area. He stated that the proposed Ultimate Intersection Improvement is consistent with the adopted Collier County Growth Management Plan as well as the Collier MPO 2035 LRTP.

Mr. Freeman stated that the Preferred Alternative is the Partial Cloverleaf Interchange and includes loops in the northeast quadrant and the southwest quadrant of the interchange. Mr. Freeman stated the on and off ramps for I-75 and SR 951 are in good condition and FDOT would like to maintain what is currently being

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constructed. Mr. Freeman stated that there would be four through lanes in each direction and 5-foot bike lanes in each direction. There would be a multi-use path on the southbound side of the roadway only.

Chairwoman Arnold questioned how CAT bus stops were going to be incorporated with the new interchange. Mr. Freeman stated that the CAT bus stop is at Wal-Mart and the construction will be to the north of Wal-Mart. Mr. Freeman stated that he would coordinate with Chairwoman Arnold concerning the CAT bus stops.

Mr. Freeman stated that FDOT reviewed the environmental impacts of the preferred alternative. He stated that there would be:

- 11 acres of wetlands impacted;
- No cultural or historic resources impacted;
- 25 acres of flood plains impacted; and
- 36 noise sensitive sites.

Discussion ensued regarding the cost of the project.

Ms. Ayer stated that the Ultimate Interchange Improvement is a very important project for the Collier MPO and that Collier MPO staff would update the LRTP to reflect the accurate dollar amount.

C. Presentation of the Efficient Transportation Decision Making (ETDM) Process and Upcoming Collier County ETDM Projects

Ms. Lantz introduced Ms. Lauren Brooks with URS Corporation who presented the item. Ms. Brooks stated that two Collier County projects are to undergo a Programming Screening as they are to be included in the FY2014/15 – FY2018/19 FDOT Work Program. She stated that the two projects that she would discuss include:

- SR 951 Widen from 4-6 lanes from south of Manatee Road to north of Tower Road
- (CR 846)Immokalee Road at Randall Boulevard Flyover/3-Legged Intersection

Ms. Brooks presented an overview and a brief PowerPoint Presentation on the ETDM Process. Ms. Brooks stated that the primary objective of the ETDM Program is to involve resource agencies and the public, the MPO and FDOT as reviewers of projects. This allows the agencies to review projects and identify potential environmental effects on the projects early.

She explained that the ETDM Process provides two project screening events, the "Planning Screen" and the "Programming Screen". Ms. Brooks noted that both screening events are conducted prior to project development. Ms. Brooks explained that the Planning Screen allows reviewers to identify preliminary project effects on natural, cultural and community resources and provide recommendations to avoid or minimize potential adverse project impacts on resources. It also helps determine potential fatal flaws in the project before they are adopted as part of the Cost Feasible Long Range Transportation Plan.

Ms. Brooks explained that the Programming Screen occurs before projects are funded in the FDOT Five-Year Work Program. She stated that the object of this screening event is to identify technical studies which help with project development.

Ms. Brooks discussed SR 951 from south of Manatee Road to north of Tower Road, widen from 4-6 lanes and stated that the primary purpose of the project is to alleviate traffic and accommodate future travel demand.

Ms. Brooks discussed the need of the SR 951 Widening and stated that the widening from 4-6 lanes would enhance regional mobility and continue the 6-lane section south of Tower Road. She stated that the project would also enhance access and connections for pedestrians and bicyclists to interest points in the community.

Ms. Brooks stated that the SR 951 Widening proposed project limits are adjacent to Rookery Bay National Estuarine Research Reserve and also crosses Henderson Creek which are environmental considerations for the project.

Ms. Brooks stated that the purpose of the Immokalee Road and Randall Boulevard Flyover is to alleviate traffic and accommodate future travel demand. Ms. Brooks stated that the need of the flyover includes reconfiguring the intersection to increase turning movements and improving freight mobility. She noted that the Randall Boulevard Flyover would enhance regional mobility between eastern areas and I-75. Ms. Brooks stated that since Immokalee Road is a designated evacuation route, the flyover would help increase the volume of residents that can be evacuated and response times to an isolated are of Collier County.

Ms. Brooks stated that the Randall Boulevard Flyover is within a Secondary Panther Habitat Zone and there are cypress wetlands present along the north side of Immokalee Road and on the south side of Randall Boulevard.

D. Presentation and Discussion on the Pedestrian and Bicycle Safety Study Results

Ms. Faulkner introduced the item and stated that the purpose of this study is to develop a better understanding of the safety issues in Collier County for Bicyclists and Pedestrians. Ms. Faulkner stated that the Safety Study will assist the Pathways Advisory Committee in more effectively addressing safety with the projects that they evaluate and recommend.

Ms. Faulkner presented an overview on the Pedestrian and Bicycle Safety Study Results in a PowerPoint Presentation. Ms. Faulkner stated that the Safety Study has 3 components which include:

- 1. Analysis of crash data from police reports
- 2. Collecting data from a survey to capture non-reported crashes
- 3. Development of future Safety Criteria that may be used by the PAC to evaluate future projects

Ms. Faulkner explained that Collier County has less pedestrian injuries and fatalities per capita than the state of Florida. She stated that Collier County has more bicycle injuries and fatalities per capita than the state of Florida.

Ms. Faulkner explained that the consultant analyzed 1,067 reported crashes involving motor vehicles with pedestrians and/or bicycles from 2008 – 2012. She stated that not all crash reports give complete information and missing data sometimes includes:

- Location of the crash;
- The age or sex of the bicyclist and/or pedestrian;
- The direction of travel; and
- The cause of the crash

Ms. Faulkner discussed statistics and stated that the worst months for pedestrian fatalities and injuries are December, January and March and the lowest months with pedestrian fatalities and injuries is June and July. Ms. Faulkner explained that most pedestrian crashes occur on Tuesday, Wednesday and on Saturday with most injuries and fatal crashes happening on Saturday.

Ms. Faulkner stated that bicycle and pedestrian crashes tend to occur in the afternoon and evening with the greatest number of crashes happening between 8 p.m. and 9 p.m. She noted that this also happened to be one of the hours with the highest number of bicycle and pedestrian fatal crashes. Ms. Faulkner stated that between the hours of 7 p.m. and 9 p.m. account for approximately 22% of the fatal crashes. She further stated that the age of pedestrians in accidents are almost equally represented, however, the highest percentage group is children between the ages of 11-20 at 18%.

Ms. Faulkner discussed the Analysis of Crash Locations. She stated that 348 or 43% of the crashes reporting a specific location between 2008 and 2012 occurred in the City of Naples. Ms. Faulkner noted that 72% of the crashes that were reported occurred in the City of Naples, East Naples and North Naples. She noted that Immokalee accounted for 119 crashes, or 14%. She stated that 21% of the crash reports did not specify a location.

Ms. Faulkner stated that often many factors play a role in the cause in a pedestrian or bicycle crash. She stated that a crash report attempts to capture that cause in an analyzable way. Ms. Faulkner noted that these causes can vary by mode, but in Collier County the most frequently reported crash cause is the motor vehicles failure to yield the Right-of-Way. She stated that there were 144 bicycle and pedestrian crashes which are 37% reported instances of Failure to Yield the Right-of-Way.

Ms. Faulkner stated that in the majority of pedestrian and bicycle crashes, the weather was noted as clear. She stated that this is likely because more people choose to walk and bike when the weather is clear.

Ms. Faulkner stated that to be able to capture the "untold stories", a public survey was developed to gather information on pedestrian and bicycle safety-related experiences. Ms. Faulkner stated that the survey was prepared with questions designed for members of the public who identify themselves as a pedestrian or bicyclist. She stated that the most important element was to capture those who identified themselves as having been involved in a collision or been forced from their path while walking or bicycling within the past 5 years. This timeframe was defined to be so as to be consistent with the documented crash data.

Ms. Faulkner stated that the survey was administered on October 23, 2013 through December 6, 2013. Ms. Faulkner explained that the survey was administered in English and in Spanish and was open to all age groups. She stated that the survey was administered to the public in 3 areas which included:

- On the Collier MPO's website;
- Public facilities such as the Collier Area Transit (CAT) Transfer Station and public libraries; and
- Intercept 4 locations that were identified as high bike/ped crash areas that included Immokalee, Golden Gate, Naples Manor and the Collier County Government Complex

Ms. Faulkner discussed the results of the following findings of the survey of those who participated which included:

- 54% of all participants feel threatened for personal safety during walking or biking trips;
- 45% of those who responded as feeling threatened while walking or bicycling indicated that it was due to motorists; and
- 34% of respondents had been in a collision or forced from their path while bicycling in the last 5 years.

Ms. Faulkner stated that of the 72% of the pedestrians and/or bicyclists that were forced from their path reported the following:

- 47% experienced a collision or were forced from their path while bicycling;
- 40% experienced a collision or were forced from their path while walking; and
- Discrepancy of 13% is due to participants not answering the question.
- E. Discussion of the FY2014/15 2015/16 Unified Planning Work Program Kick-Off

Ms. Lantz introduced the item and stated that MPO staff is seeking Committee input regarding tasks to be included in the FY2014/15 – 2015/16 UPWP. Ms. Lantz stated that some tasks in the UPWP include the 2040 LRTP Update which will be due in December 2015. She further stated that staff would be continuing their efforts with the Walkability Community Studies. Ms. Lantz stated that a new task in the UPWP would be updating the Bicycle and Pedestrian Facilities Map and also upgrading the necessary office equipment with a higher performing copier and printer. She explained that the PAC was interested in performing a more indepth analysis of the areas Ms. Faulkner mentioned in the previous Safety presentation with high crash clusters.

Ms. Lantz stated that the TAC would see a Draft UPWP in January and would take input from the Committees up until the end of December.

F. Agency Update

None.

G. FDOT Update

Mr. Muller introduced Ms. Suzanne Lex, the new Community Liaison for FDOT. Ms. Lex requested that MPO staff send her contact information to the Committee.

H. MPO Executive Director's Report

Ms. Ayer stated that for the next 2 years, MPO staff will be looking for the TAC's guidance for the development of the 2040 LRTP.

7. <u>Distribution Item (No Presentation)</u>

A. Distribution of a Draft Scope of Services for the Management of the Long-Range Transportation Plan Update

8. <u>Next Meeting Date</u>

The next regular TAC meeting will be held on **January 27, 2014 at 10 a.m.** at the Collier County Growth Management Division, Planning & Regulations, Rooms 609/610, 2800 North Horseshoe Drive, Naples.

9. <u>Adjournment</u>

Having no further business, the TAC meeting was adjourned at approximately 11:10 a.m.

METROPOLITAN PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE

Collier County Growth Management Division Construction and Maintenance 2885 South Horseshoe Drive, Main Conference Room Naples, Florida 34104

3 P.M.

December 3, 2013 Meeting Minutes

1. <u>Call to Order/Roll Call</u>

Ms. Lantz called the meeting to order at approximately 3:01 p.m. and Ms. Kristin Campos, MPO Administrative Secretary, called the roll. A quorum was present and those in attendance were as follows:

Members Present

Karen Homiak, *Vice-Chairwoman,* District I Wayne Sherman, District IV Fred Thomas, District V Joyce Graham, Representing Persons with Disabilities Patty Huff, At-Large Carl Bressan, City of Marco Island Josh Rincon, Representative of Minorities

Members Absent

Gary Shirk, At-Large, Chairman

Vacancies

City of Naples City of Naples District II District III City of Everglades City

MPO Staff

Lucie Ayer, MPO Executive Director Lorraine Lantz, Principal Planner Sue Faulkner, Principal Planner Kristin Campos, MPO Administrative Secretary

Others Present

Russ Muller, FDOT Suzanne Lex, FDOT Aaron Kaster, FDOT Nikki Doyle, FDOT Jack Freeman, Kittelson & Associates Lauren Brooks, URS Corporation

2. Open to Public for Comment on Items not on the Agenda

None.

3. <u>Approval of Agenda</u>

Mr. Thomas: Motion to approve the Agenda.

Ms. Graham: I second the Motion.

MOTION CARRIED UNANIMOUSLY

4. <u>Approval of the September 23, 2013 Meeting Minutes and October 3, 2013 Joint Meeting Minutes</u>

Mr. Thomas noted a correction on page 1, under the 1^{st} paragraph for the attendance for the October 3, 2013 Joint Meeting Minutes; the following corrections should state Lee CAC and Collier CAC. Staff stated that the corrections would be made.

Mr. Thomas: Motion to approve the September 23, 2013 Meeting Minutes and October 3, 2013 Joint Meeting Minutes with corrections.

Ms. Huff: I second the Motion.

MOTION CARRIED UNANIMOUSLY

5. <u>Committee Action</u>

A. Endorsement of the FY2013/2014 – 2017/2018 Transportation Improvement Plan (TIP) Amendment for Pine Ridge Road and US 41 Intersection Improvements

Ms. Lantz presented the item and stated that the TIP Amendment is to add a new project into the TIP for intersection improvements at Pine Ridge Road at US 41.

Mr. Thomas: Motion to endorse the FY2013/2014 – 2017/2018 TIP Amendment for Pine Ridge Road at US 41 Intersection Improvements.

Ms. Graham: I second the Motion.

MOTION CARRIED UNANIMOUSLY

B. Endorsement of the FY2013/2014 – 2017/2018 TIP Amendment for Collier Area Transit Capital Improvements

Ms. Lantz introduced the item and stated that the TIP Amendment is to add a new project into the TIP for capital improvements at the CAT facility on Radio Road. Ms. Lantz explained that the

\$1.18 million for the CAT project will be appropriated from federal funds from other areas and not part of Collier MPO's regular SU allocation.

Mr. Thomas: Motion to endorse the FY2013/2014 – 2017/2018 TIP Amendment for CAT Capital Improvements.

Ms. Graham questioned what improvements would be made at the CAT facility on Radio Road. Ms. Faulkner stated that the money would fund various improvements at the CAT facility such as a bus washing station and the design for a potential elevator.

Ms. Graham: I second the Motion.

MOTION CARRIED UNANIMOUSLY

6. <u>Reports and Presentations (May Require Committee Action)</u>

A. Review and Comment on FDOT's FY2014/2015 – 2018/2019 Draft Tentative Five-Year Work Program

Ms. Lantz presented the item and stated that the Five-Year Work Program details all state and federally funded highway, transit, transportation alternative, and aviation projects. Ms. Lantz explained that FDOT coordinates with individual jurisdictions and the MPO's project prioritizations in developing the Work Program. She stated that the Draft Tentative Five-Year Work Program reflects priorities that were adopted by the MPO Board in June.

Mr. Muller presented the FDOT Draft Tentative Work Program and asked if there were any specific questions.

Mr. Thomas referenced page 10, FPN: 4298991 (New Market Road from East Main Street to SR 29 North) and questioned why the project cost is \$1,187,348 and the project length is 0.10 of a mile. Mr. Thomas stated that the project limits state New Market Road from Charlotte Street to SR 29. Mr. Muller stated that the project limits are would be reviewed and if necessary would be corrected.

Ms. Huff and questioned if FDOT was planning on constructing bike lanes or shoulders on US 41 to the Goodland Bridge. Mr. Muller stated that there is no project programmed regarding US 41 to the Goodland Bridge in the Five-Year Work Program.

Ms. Huff questioned if repairs to the Chokoloskee Bridge were programmed in the Work Program. Mr. Muller stated that there was no project regarding the Chokoloskee Bridge programmed in the Five-Year Work Program. He stated that the project Ms. Huff is referring to may be a locally funded project.

Mr. Sherman referenced page 11, FPN: 4331731 (Davis Boulevard from County Barn Road to Santa Barbara Boulevard) and questioned why the landscaping portion of the project is not included in the Work Program. Mr. Sherman further questioned if there was any change in the project from the 2013/2014 - 2017/2018 Work Program. Mr. Muller stated that the only change that was made was that \$1,039,203 million was added to the project. Mr. Muller explained that currently, the project does not include landscaping. He stated that if FDOT landscaped the

project, the budget would be approximately \$200,000 per mile. Mr. Muller explained that Collier County has requested that those funds be programmed in the Work Program as an additional project to be administered by Collier County but funded up to \$200,000 by FDOT. Mr. Sherman noted that the project seems to be increasing in cost.

Mr. Muller gave a brief summary of the 2015 through 2019 Additions, Deferrals and Deletions in the Work Program.

Mr. Bressan referenced page 12 FPN: 4348571 (SR 951 over Big Marco Pass (Judge Jolley Memorial Bridge)) and questioned what bridge repair and rehabilitation meant since the bridge was just completed. Mr. Muller stated that the old bridge span is scheduled for Scour Countermeasures.

Ms. Lantz stated that MPO staff would be accepting comments concerning the Work Program until Friday, December 6, 2013.

B. Presentation on the Ultimate Interchange PD&E Study for Collier Boulevard (SR 951) at I-75

Ms. Lantz introduced Mr. Jack Freeman with Kittelson & Associates who presented the item. Mr. Freeman stated that FDOT conducted a PD&E Study for the I-75 and SR 951 Ultimate Interchange Improvements in Collier County to improve roadway capacity and enhance traffic operations. Mr. Freeman presented an overview and reported on the I-75 & SR 951 Ultimate Interchange Improvements in a brief PowerPoint presentation.

Mr. Freeman stated that FDOT had received approval of the Interchange Modification Report by Federal Highway Administration (FHWA). He stated that the Type 2 Categorical Exclusion would be submitted to FHWA after the Public Hearing is completed on December 10, 2013.

Mr. Freeman discussed the Purpose and the Need and statement for the project. Mr. Freeman stated that the I-75 and SR 951 Interchange is a very important freight corridor due to the fact that it is the last major interchange before Alligator Alley. Mr. Freeman explained that there is new development that is being planned along Collier Boulevard along the west side, near Magnolia Pond Drive. He stated that this future development would contribute to the increase in traffic volumes within the interchange area. He stated that the proposed Ultimate Intersection Improvement is consistent with the adopted Collier County Growth Management Plan as well as the Collier MPO 2035 LRTP.

Mr. Freeman stated that currently the southbound ramps of I-75 are experiencing a Level Of Service (LOS) of B and the intersection of SR 84 and SR 951 are experiencing a LOS of C. Mr. Freeman explained that by 2035, the southbound ramps of I-75 and the intersection of SR 84 and SR 951 would be experiencing a LOS of F.

Mr. Freeman discussed the Preferred Alternative which is the Partial Cloverleaf Interchange which includes loops in the northeast quadrant and the southwest quadrant of the interchange. Mr. Freeman noted that the on and off ramps of I-75 and SR 951 are in good condition and FDOT would like to maintain what is currently being constructed. Mr. Freeman stated that the preferred alternative cross-section included four through lanes in each direction and 5-foot bike lanes in each direction. There would be a multi-use path on the southbound side of the roadway only.

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Mr. Thomas departed at 4:06 p.m.

Mr. Sherman stated that the Ultimate Interchange Improvement fails to provide traffic flow in and out of Naples; however, there seems to be a good pattern of traffic flow for Marco Island. Mr. Sherman noted that Naples should be the priority for traffic considerations because he felt it is the destination of people using that interchange. He stated that he did not like the Preferred Alternative, since it prioritizes Marco Island traffic, not Naples.

Mr. Freeman stated there would be:

- 11 acres of wetland impacts;
- No cultural or historical resources identified;
- 25 acres of flood plains impacted; and
- 36 noise sensitive sites

Mr. Freeman stated that there would be a Public Hearing about the I-75/SR 951 Ultimate Interchange Improvements PD&E at New Hope Ministries Center, 7675 Davis Boulevard on December 10, 2013 from 5 p.m. to 7 p.m. Mr. Freeman explained that the hearing will begin with an informal open house at 5 p.m. where people can review displays and talk one-on-one with staff. Mr. Freeman stated that FDOT would make a formal presentation at 6 p.m. followed by public comment period. He explained that the public hearing is held to give interested people the opportunity to express their views regarding the future improvements at the interchange.

C. Presentation of the Efficient Transportation Decision Making (ETDM) Process and Upcoming Collier County ETDM Projects

Ms. Lantz introduced Ms. Lauren Brooks with URS Corporation who presented a brief PowerPoint Presentation on the ETDM Process. Ms. Brooks stated that there are two Collier County projects she would like to discuss which include:

- SR 951 Widen from 4-6 lanes from South of Manatee Road to North of Tower Road
- CR 846 (Immokalee Road) at Randall Boulevard Flyover/3-Legged Intersection

Ms. Brooks stated that the primary objective of the ETDM Program is to involve resource agencies, the public, the MPO and FDOT as reviewers of projects. It allows them to review projects early on in the process to help identify potential environmental impacts with transportation projects.

Ms. Brooks explained that the ETDM Process provides two project screening events, the "Planning Screen" and the "Programming Screen". Ms. Brooks stated that the Planning Screen occurs before projects are included in the adopted LRTP the Cost Feasible Plan. This allows reviewers to identify preliminary project effects on natural, cultural, and community resources and provide recommendations to avoid or minimize potential adverse project impacts on those resources.

Ms. Brooks explained that the object of the Programming Screen is to identify technical studies and permits that may be needed as the project moves forward with project development. Ms.

Brooks stated that the Programming Screen occurs before projects are funded in the FDOT Five-Year Work Program.

Ms. Brooks discussed widening SR 951 from 4-6 lanes from south of Manatee Road to north of Tower Road. She stated that the primary purpose of the project is to alleviate traffic and increase operational capacity to accommodate future travel demand..She stated that the Planning Screen was conducted in 2008/2009 when the project limits were SR 951 from SS Judge Jolley Bridge to Tower Road. Ms. Brooks explained that within that time, the project limits have been shortened. She stated that the Programming Screen will be conducted with the new project limits in February 2014.

Ms. Brooks stated that the current pathway on SR 951 would be extended down to Manatee Road and noted that the SR 951 widening would also accommodate high volumes of pedestrians and bicyclists and enhance access and connections for pedestrians.

Ms. Brooks stated that the SR 951 widening proposed project limits are adjacent to Rookery Bay National Estuarine Reserve and also crosses Henderson Creek which are environmental considerations for the project.

Ms. Brooks discussed the Immokalee Road at Randall Boulevard Flyover and stated that the Programming Screen for this project will take place in April 2014. She stated that the primary purpose of the project is to alleviate traffic and increase operational capacity to accommodate future travel demand and reconfigure the intersection to increase turning movements. She noted that the Randall Boulevard Flyover would enhance regional mobility between eastern areas of the County and I-75. Ms. Brooks stated that since Immokalee Road is a designated evacuation route, the flyover would help increase the volume of residents that can be evacuated and response times to an isolated area of Collier County.

Mr. Sherman questioned if the Immokalee Road at Randall Boulevard Flyover would resemble the Flyover at Airport-Pulling Road and Golden Gate Parkway Intersection. She stated that the design would be considered later. Ms. Brooks stated that she is presenting her preliminary findings of the project needs

Ms. Brooks noted that there is an access road that currently runs parallel to Immokalee Road which will need to be addressed along with the drainage, utilities and signals because it could lead to access restrictions during project construction. She stated that there would be a need to acquire additional right-of-way for the project.

D. Presentation and Discussion on the Pedestrian and Bicycle Safety Study Results

Ms. Faulkner introduced the item and stated that the purpose of this study is to develop a better understanding of the safety issues in Collier County for Bicyclists and Pedestrians. Ms. Faulkner stated that the Safety Study will assist the Pathways Advisory Committee in more effectively address safety with the projects that they evaluate and recommend.

Ms. Faulkner presented an overview on the Pedestrian and Bicycle Safety Study Results in a PowerPoint Presentation. Ms. Faulkner stated that the Safety Study has 3 components which include:

- 1. Analysis of crash data from police reports
- 2. Collecting data from a survey to capture non-reported crashes
- 3. Development of future Safety Criteria that may be used by the PAC to evaluate future projects

Ms. Faulkner explained that the consultant analyzed 1,067 reported crashes involving motor vehicles with pedestrians and/or bicycles from 2008 – 2012. Ms. Faulkner stated that not all crash reports give complete information and missing data sometimes included:

- Location of the crash;
- The age or sex of the bicyclist and/or pedestrian is not always given;
- The direction of travel; and/or
- The cause of the crash

Ms. Faulkner discussed statistics and stated that the months with the highest number of pedestrian fatalities and injuries are December, January and March and the months with lowest pedestrian fatalities and injuries are June and July. Ms. Faulkner explained that most pedestrian crashes occur on Tuesday, Wednesday and on Saturday with most injuries and fatal crashes happening on Saturday.

Ms. Faulkner stated that bicycle and pedestrian crashes tend to occur in the afternoon and evening with the greatest number of crashes happening between 8 p.m. and 9 p.m. She further stated that the age of pedestrians in accidents are almost equally represented, however, the highest percentage group is children between ages 11-20 at 18%. She noted that bicyclist injuries occur in the months of November and January and the most bicycle fatalities occur in August.

Ms. Faulkner stated that the Community Traffic Safety Team noted that there was probably a correlation between the bicycle crashes and children going back to school in August. Mr. Muller questioned if the crash reports indicated the correlation. Ms. Faulkner stated that yes; the crash reports did indicate the connection between bicycle injuries and children going back to school in August. Mr. Muller stated that those facts are disturbing and more outreach for safety should be done.

Ms. Faulkner discussed the Analysis of Crash Locations. She stated that 348 or 43% of the crashes reporting a specific location between 2008 and 2012 occurred in the City of Naples. Ms. Faulkner noted that 72% of the crashes that were reported occurred in the City of Naples, East Naples and North Naples. She noted that Immokalee accounted for 119 crashes, or 14%. She stated that 21% of the crash reports did not specify a location.

Ms. Faulkner stated that to be able to capture the "untold stories", a public survey was developed to gather information on pedestrian and bicycle safety-related experiences to supplement the Crash Data analysis. Ms. Faulkner stated that the survey was prepared with questions designed for members of the public who identified themselves as a pedestrian or bicyclist. She stated that the most important element was to capture those who would identify themselves as having been involved in a collision or been forced from their path while walking or bicycling within the past 5 years. This time frame was defined so as to be consistent with the documented crash data.

CAC Meeting Minutes December 3, 2013 Page 8 of 9

Ms. Faulkner stated that the survey was administered on October 23, 2013 through December 6, 2013. Ms. Faulkner explained that the survey was administered in English and in Spanish and was open to all age groups. She stated that the survey was administered to the public in 3 areas which included:

- On the Collier MPO's website;
- Public facilities such as the CAT Transfer Station and public libraries; and
- Intercept 4 locations that were identified as high bike/ped crash areas that included Immokalee, Golden Gate, Naples Manor and the Collier County Government Complex

Ms. Faulkner discussed the results of the survey of those who participated which included:

- 54% of all participants feel threatened for personal safety during walking or biking trips;
- 45% of those who responded as feeling threatened while walking or bicycling indicated that it was due to motorists; and
- 34% of respondents had been in a collision or forced from their path while bicycling in the last 5 years.

Ms. Faulkner reported that of the 72% of the pedestrians and/or bicyclists that were forced from their path reported the following:

- 47% experienced a collision or were forced from their path while bicycling;
- 40% experienced a collision or were forced from their path while walking; and
- Discrepancy of 13% is due to participants not answering the question.

Mr. Rincon departed at 4:56 p.m.

Ms. Faulkner stated that the PAC was given a list of Collier County Crash Clusters, by Severity and Volume with the most severe being in red. She stated that the most severe areas in Collier County for accidents include:

- West Main Street from South 9th Street to South 1st Street
- Airport-Pulling Road from Great Blue Drive to Estey Avenue
- Tamiami Trail North from Vanderbilt Beach Road to 97th Avenue North

Ms. Faulkner concluded her presentation by stating that the CAC would see the entire report at their January meeting when they would be asked to endorse it.

E. Discussion of the FY2014/15 – 2015/16 Unified Planning Work Program Kick-Off

Ms. Lantz introduced the item and stated that MPO staff is seeking committee input regarding tasks to be included in the FY2014/15 – 2015/16 UPWP. Ms. Lantz stated that some tasks in the UPWP include the 2040 LRTP Update which will be due in December 2015. Ms. Lantz stated that the MPO would be reviewing the current Bicycle and Pedestrian Facilities Map to determine if it needed to be updated.

Ms. Huff suggested that the Bicycle and Pedestrian Map include the City of Chokoloskee.

Ms. Lantz stated that MPO staff would be continuing their efforts with the Walkable Community Assessments with Golden Gate City, the City of Naples, and the City of Marco Island. She explained that the PAC was interested in performing a more in-depth safety analysis of the high crash cluster areas that Ms. Faulkner mentioned..

Ms. Lantz stated that the Committee would see a draft of the UPWP in January and a final document of the UPWP in March.

F. Agency Update

None.

G. FDOT Update

Mr. Muller introduced Ms. Suzanne Lex, the new Community Liaison with FDOT. Ms. Lex stated that MPO staff would send out her contact information to the Committee.

H. MPO Executive Director's Report

Ms. Lantz stated that for the next 2 years, MPO staff will be focusing on the 2040 LRTP. Ms. Lantz reminded the Committee that their meetings would begin at 2 p.m. in 2014.

7. <u>Distribution Items</u>

A. Distribution of a Draft Scope of Services for the Management of the Long Range Transportation Plan Update

8. <u>Next Meeting Date</u>

The next regular CAC meeting will be held on **January 27, 2014 at 2:00 p.m.** at Collier County Growth Management Division, Construction and Maintenance, Main Conference Room, 2885 South Horseshoe Drive, Naples.

9. <u>Adjournment</u>

Ms. Graham: Motion to adjourn.

Ms. Huff: I second the Motion.

MOTION CARRIED UNANIMOUSLY

Having no further business, the CAC meeting was adjourned at 5:26 p.m.

APPENDIX D: Miscellaneous Public and Agency Correspondence

From:	Jack Freeman
To:	Greg Moore; Russell Strimple
Subject:	FW: I-75 and SR 951 PD&E Study - request for information
Date:	Thursday, February 07, 2013 9:59:05 AM
Attachments:	Five Year Work Program - I-75 Mainline and SR 951 interchange 020713.pdf

Please record this e-mail for the comments and coordination package.

John R. Freeman, Jr., P.E., PTOE Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From: Jack Freeman
Sent: Thursday, February 07, 2013 9:56 AM
To: 'Carrie Almodovar'
Cc: aaron.kaster@dot.state.fl.us
Subject: RE: I-75 and SR 951 PD&E Study - request for information

Carrie,

Attached is the current work program for this project. The final design is programmed to start in FY 2015. There is no funding for ROW that is currently programmed and I could not find a schedule for the design as it is still a few years out.

Jack John R. Freeman, Jr., P.E., PTOE Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From: Carrie Almodovar [mailto:carrie@ccpinc.us]
Sent: Wednesday, February 06, 2013 2:59 PM
To: Jack Freeman
Cc: aaron.kaster@dot.state.fl.us
Subject: RE: I-75 and SR 951 PD&E Study - request for information

Good Afternoon Mr. Freeman,

Thank you for the concept plan and public workshop handout. May I also ask a few project related questions?

- 1. Is this project funded for ROW?
- 2. Is there a schedule yet for appraisals?

Thank you!

Carrie Almodovar

Calhoun, Collister & Parham, Inc.

Real Estate Appraisers & Consultants 10014 N. Dale Mabry Highway, #201 Tampa, FL 33618 813-961-8300 phone 813-962-6363 fax

Carrie@ccpinc.us

From: Jack Freeman [mailto:jfreeman@kittelson.com]
Sent: Friday, February 01, 2013 4:49 PM
To: Carrie Almodovar
Cc: aaron.kaster@dot.state.fl.us
Subject: I-75 and SR 951 PD&E Study - request for information

Ms. Almodovar,

Attached is the requested concept plan for the recommended preferred alternative. I have also attached a copy of the October 2012 Public Workshop handout. Since the conduct of the workshop, Alternative 1 has been selected as the recommended preferred alternative. The handout also provides the project website information with additional project information. Should you need anything further, please let us know.

John R. Freeman, Jr., P.E., PTOE Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>



Florida Department Of Transportation

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program 2013-2017 AD (Updated: 2/7/2013-01:38:00) District 01 - Collier County Category: Highways Item Number: 425843-2

Display current records in a Report Style

	Proje	ect Summary				
Transportation System: INTRASTATE INTERSTATE					District 01 - Collier County	
Description: I-75 AT SR 951						
Type of Work: PRELIM ENG FOR FUTURE CAPACITY					View Scheduled Activities	
Item Number: 425843-2					SIS	
				L	.ength: 0.651	
	-					
		oject Detail	i	i		
Fiscal Year:	2013	2014	2015	2016	2017	
Highways/PD & E						
Amount:	\$15,791					
Highways/Preliminary Engineering						
Amount:	\$95,922	\$150,000	\$5,575,120			
Item Total:	\$111,713	\$150,000	\$5,575,120			

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This site is maintained by the Florida Department of Transportation Office of Work Program and Budget. 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

> For additional information please e-mail questions or comments to: (Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)

an and Budget



View Contact Information for Office of Work Program and Budget

Application Home: Work Program Office Home: Office of Work Program and Budget Florida Department of Transportation Home

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 From:
 Jack Freeman

 To:
 Greg Moore; Russell Strimple

 Subject:
 FW: I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study

 Date:
 Thursday, November 08, 2012 9:03:19 PM

 Attachments:
 image001.png image002.png image003.png

FYI

John R. Freeman, Jr., P.E., PTOE Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From: Kaster, Aaron [mailto:Aaron.Kaster@dot.state.fl.us]
Sent: Thursday, November 08, 2012 8:10 AM
To: Jack Freeman
Cc: Radu Nan
Subject: FW: I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study

FYI...

Thanks,

- Aaron 2: 863.519.2495 : aaron.kaster@dot.state.fl.us

From: May, JoAnn A
Sent: Monday, November 05, 2012 1:10 PM
To: rick.ritter@nbc-2.com
Cc: Tower, Debbie; Clemmons, Cindy
Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study

Hi, Rick,

It was a pleasure to speak with you this morning about the PD&E Study. As you know from speaking with Debbie, the department held a public information workshop about the I-75/SR 951 Ultimate Interchange Improvement PD&E Study in late October 2012. The workshop was an informal meeting to allow the community to meet the team and review conceptual project plans describing three alternatives under consideration along with the No-Build alternative.

The department encouraged folks to make comments about the study at the meeting - since today,

November 5 is the last day to submit any comments – I've included a link to an online form at: <u>http://www.i75-951interchange.com/materials/Workshop-Comment-Form.pdf</u>.

Also, following the public information workshop (held in late October 2012), the Study Team will evaluate the public input and the technical analyses presented in the alternatives evaluation. A recommended Build Alternative will be identified to carry into the next phase of the study. Next, the Study Team will expand the detailed evaluation between the Build Alternative and the No-Build Alternative and start the process of the engineering and environmental required as part of the PD&E process. Once we receive the required approvals, a public hearing will be held to present the recommended Build Alternative to the public for review and comment. Using the input received at the public hearing, the Study Team will finalize the environmental documentation and then submit to Federal Highway Administration for approval. It is anticipated that the public hearing will be held in spring/summer 2013, with completion of the study in late summer 2013. Once the PD&E Study is approved, the department will move to the design phase which is funded in fiscal year 2014/2015. The right-of-way acquisition and construction phases are not currently funded in our five year work program.

I've included the web site below which entails project information.

http://www.i75-951interchange.com/index.html

Please call me if you have any questions. Thanks, JoAnn

JoAnn May

Public Information Officer Florida Department of Transportation - District One Southwest Area Office at the SWIFT SunGuide Center 10041 Daniels Parkway Fort Myers, FL 33913 Phone 239-461-4300 Fax 850-412-8244 joann.may@dot.state.fl.us www.dot.state.fl.us



Jack Freeman
Perez, Amarilys
Bizerra, Marlon; aaron.kaster@dot.state.fl.us; rnan@kittelson.com
I-75 and SR 951 PD&E Study - Selection of Locally Preferred Alternative
Tuesday, November 06, 2012 6:14:54 AM
Workshop Handout 2 Final.pdf

Amy,

At last week's IRS meeting, the Kittelson Team recommended that Alternative 1 known as the Parclo Interchange alternative be the locally preferred alternative for the I-75 and SR 951 PD&E Study. The public information workshop handout is attached for your reference. It shows all the viable study alternatives and comparative evaluation matrix. The matrix shows Alternative 1 to have an estimated project cost that is approximately \$18M less than the other two alternatives. All other factors such as traffic operations, business and residential impacts, environmental impacts and right-of-way impacts are generally equal.

As the chair of the IRS we would like your concurrence of Alternative 1 as the preferred alternative for the I-75 and SR 951 PD&E Study. The next project activity is to prepare the IMR using the preferred alternative. We are prepared to move forward on the preparation of that document once we gain concurrence of the preferred alternative.

Should you desire additional information, please let me know.

Thanks, Jack

John R. Freeman, Jr., P.E., PTOE

Senior Principal <u>Kittelson & Associates, Inc.</u> Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell) <u>Streetwise Twitter Facebook</u>

From:	Fred Talbott
To:	Jesse Blouin; Russell Strimple
Subject:	I-75/SR951 PD&E Feedback
Date:	Monday, October 29, 2012 11:31:01 AM

All Basic Accounts are subject to routine security scan to reduce abuse. To remove this message, please embed the "Powered by EMF" and "Report Abuse" link on the page where this form is embedded. You can <u>click here</u> to request a rescan or wait for the next scheduled security scan.

Name*:	Fred Talbott
Email*:	fredtalbott@comcast.net
Address:	4426 Novato CT Naples, FL 34109 United States
Please leave feedback.:	We use the intersection weekly. Thanks for including us in the process.

Visitor IP: 68.47.148.226

Powered by **EmailMeForm**

APPENDIX E: Alternatives Public Meeting Summary



Principals Wayne D. Chalifoux Donaldson K. Barton, Jr. Lucius J. Cushman, Jr. Jon S. Meadows Lawrence L. Smith, Jr. William T. Stone



PUBLIC INFORMATION WORKSHOP SUMMARY

Subject:	Public Information Workshop	
Location:	New Hope Ministries Ministry Cen	iter in Naples, FL 34104
Project:	I-75 and SR 951 Ultimate Intercha Project Development and Environ	o ,
Date:	November 7, 2012	Project #: 10-0550.000

OVERVIEW

The purpose of this memorandum is to provide an overview of the Public Information Workshop conducted for the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study.

The public meeting was held on Thursday, October 25, 2012 at New Hope Ministries, Ministry Center from 5:00 pm to 7:00 pm. The meeting was conducted to present the interchange and intersection alternatives being evaluated and to obtain input from elected and appointed officials, property owners/tenants, business owners/operators, and other interested parties.

The meeting was advertised in advance through several methods including:

- Direct mail notifications to approximately 200 property owners / tenants
- Notification letters to approximately 70 local, state and federal elected and appointed public officials and other agencies
- Display advertisement in the October 14th edition of the Naples Daily News
- Advertisement in the Florida Administrative Register (noticed September 12th)
- Notification on the project website

The meeting was held from 5:00 to 7:00 pm and conducted in open house format. Throughout the meeting, City staff and members of the study team were on hand to discuss the project and answer questions. Aerial display boards and other project-specific information were also on display for review. A presentation was shown on a continuous loop which outlined the project purpose and need, interchange alternatives, an intersection upgrade concept, roadway concepts, on-going environmental evaluations, evaluation matrix, and the project schedule.

In attendance were approximately (35) members of the public, seven (7) FDOT staff, six (6) County staff and five (5) members of the study team.

Page 1 of 4

941 Lake Baldwin Lane Orlando, Florida 32814 Phone: 407.896.0594 Fax: 407.896.4836

Boca Raton, Florida Charlotte, North Carolina Chipley, Florida Columbia, South Carolina DeLand, Florida Ft. Myers, Florida Gainesville, Florida Jacksonville, Florida Lakeland, Florida Panama City Beach, Florida Pensacola, Florida Tallahassee, Florida

> 1.800.375.3767 www.drmp.com

A comment form was developed to record written comments and questions. A total of eight (8) comment forms were received during the public comment period, which was open until Monday, November 5, 2012. The following sections provide an overview of the public input received during the 11 day comment period.

SUMMARY OF INPUT RECEIVED

Written Comments Received

Written comments are listed below in the following section.

Comment #1

• M. Bonness: Overall very concerned about intersection changes that impact multi-use pathways and bike lanes. Fewer intersections between pathway and ramps is preferable. Best option is to have pathway on east side of Collier Boulevard – Beck Boulevard vs. Davis Boulevard.

Comment #2

• M. Sherman: Concern that there is no clear roadway into Naples. Wants to have 'feeder' road from I-75 directly onto SR 84, since SR 84 is only direct roadway into Naples. Had a question as to why downtown Naples is being by-passed.

Comment #3

• JP Coleman PM D Garrett Const.: Prefers Alternative 1 due to future growth. Does not see the need for the extended ramp fly-overs over SR 84. A better use of the funds would be to put in exit at Everglades Boulevard and I-75 so that large group of vehicles from the Estates to enter I-75 there as opposed to traveling SR 951 to the Davis exit.

Comment #4

• McDonalds – C. Meisenhelter: Needs signage on Collier Boulevard directing to business off Davis Boulevard. Also, needs signage from McDonalds directing traffic to I-75.

Comment #5

• W. Sherman: Concern that none of the options planned provide adequate access to Naples via SR 84. Retention of the 4-way signal at SR 84 and SR 951 will be a serious bottleneck to tourist traffic into and out of downtown Naples. Concern that Naples will seriously suffer in the future as a result of the current FDOT plan and would like to see a by-pass for I-75 traffic onto SR 84.

Comment #6

• J. Bonness: White Lake Boulevard will be built to a 4 or 6-lane highway. There are future quarries / landfills so future truck traffic will be heavy. Suggests that White Lake Boulevard connects to westbound off-ramp so that westbound I-75 can merge onto I-75 and avoid the stop lights and traffic on SR 951. Suggests Alternative 3 bike / ped traffic flow with vehicle traffic.

Comment #7

• J. Bonness: Suggests Alternative 3 bike / ped traffic should flow with vehicle traffic through the DDI.

Comment #8

• J. Bonness: (email comment) Concern that the White Lake Blvd. / City Gate Blvd. intersection will fail in the near future due to future development and existing industrial / commercial businesses. As a result, this would require a long light sequence and will negatively impact the performance of the future interchange. There has also been discussion of a possible over-pass to the east that will increase traffic on Beck Blvd. He suggests connecting westbound White Lake Blvd. on the I-75 westbound off-ramp to allow traffic to merge onto Collier Blvd. north or take the on-ramps for northbound I-75.

It should be noted that all correspondence, i.e. telephone conversations and emails from interested stakeholders, will be documented in the *Comments and Coordination Technical Memorandum*.

ACTION ITEMS

- Incorporate public and agency input received during the meeting as part of the *Comments and Coordination Technical Memorandum*
- Send out public comment response letters to various members of the public and interested stakeholders
- Transmit various project-specific materials requested by members of the public and interested stakeholders
- Continue with alternative alignment refinement
- Continue with engineering analysis, environmental evaluations and project documentation

ATTACHMENTS

- Florida Administrative Register (FAR) Ad
- Elected/appointed official's emails with email list
- Property owners notification Newsletter #2 mailing with map of coverage area Internal
- Internal FDOT email
- Newspaper advertisement
- Sign-in sheet
- Looping PowerPoint Presentation
- Display Boards
- Copies of comment forms

This concludes the I-75 and SR 951 Ultimate Interchange Improvements PD&E Public Information Wrokshop Summary. Please notify Russell Strimple at 407-362-1239 or by email to <u>rstrimple@drmp.com</u> within five (5) days upon receipt if there are any questions or if clarifications are required.

End of Summary

Florida Administrative Register (FAR) Ad

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

DRMP, Inc.

The Florida Department of Transportation (FDOT) District One announces a workshop to which all persons are invited.

DATE AND TIME: Thursday, October 25, 2012 from 5 p.m. to 7 p.m.

PLACE: New Hope Ministries Ministry Center, 7675 Davis Boulevard, Naples, FL 34104

GENERAL SUBJECT MATTER TO BE CONSIDERED: FDOT will hold a public meeting to provide information about the I-75/SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study in Collier County, Florida. The meeting is held in an open house format with an audio/visual presentation. Project staff will be available to answer questions about the interchange improvement project. Financial Project Number: 425843-2-22-01

A copy of the agenda may be obtained by contacting: A flyer will be distributed at the meeting.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Aaron Kaster by phone at 863-519-2495. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Project Manager, Aaron Kaster by mail at FDOT District One,

Environmental Management Office, P.O. Box 1249, Bartow, FL 33831, by phone at 863-519-2495, or by email at aaron.kaster@dot.state.fl.us.

Elected and Appointed Officials Email with Mailing List

From: District Secretary Billy Hattaway
Sent: Thursday, October 4, 2012
To:
Subject: Public meeting on 10/25/12 about ultimate interchange improvements at I-75/SR 951

Good afternoon, Good morning,

The Florida Department of Transportation is holding a public information meeting about the Ultimate Interchange Improvements at I-75/SR 951 from 5 p.m. to 7 p.m. on **Thursday, October 25, 2012** at **New Hope Ministries Ministry Center, 7675 Davis Boulevard in Naples, FL 34104**. We have included a project map that also highlights the meeting location.

This meeting is part of the department's Project Development & Environment Study and offers everyone the opportunity to review conceptual plans and displays for future improvements at the interchange. People may attend anytime during the two hour workshop and talk one-on-one with the study team, watch an audio/visual presentation describing alternatives under consideration, and make comments about proposed projects.

The study is considering interchange modifications that would improve roadway capacity and enhance traffic operation and safety at the interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed projects also benefit Collier County through increased movement of freight and greater economic competitiveness in both the region and the state. More information about the study is available at <u>www.i75-951interchange.com</u>.

The department has sent notices about the public meeting to all property owners near the study area, but we welcome all members of the public and encourage their attendance and participation in the meeting. If you have questions or would like more information about the study or the meeting, please let our project manager, Aaron Kaster, know. If anyone needs translation services or special accommodations attending the meeting, Mr. Kaster also can made these arrangements with about one week's advanced notice. He can be reached by phone at 863-519-2495 or by email at <u>aaron.kaster@dot.state.fl.us</u>.

Please don't hesitate to let us know if Mr. Kaster or I can assist further.

Sincerely,

Billy Hattaway, P.E. District One Secretary Florida Department of Transportation, Tel: (863) 519-2201, Fax: (863) 534-7265 billy.hattaway@dot.state.fl.us

***** attach map of meeting location*****

Company	Job TITLE	Salutation	Greeting Line	First Name	Middle	Last Name	ADDR1	ADDR2	CITY	STATE
Board of Commissioners of the City of Naples Board of Commissioners of the City of Naples Board of Commissioners of the City of Naples	Vice-Mayor Mayor Council Member	The Honorable The Honorable The Honorable	The Honorable The Honorable The Honorable	John Bill Teresa	F.	Sorey III Barnett Heitmann	735 Eighth Street South 735 Eighth Street South 735 Eighth Street South		Naples Naples Naples	FL FL FL
Board of Commissioners of the City of Naples Board of Commissioners of the City of Naples	Council Member Council Member	The Honorable The Honorable	The Honorable The Honorable	Doug Sam	J.	Finlay Saad III	735 Eighth Street South 735 Eighth Street South		Naples Naples	FL FL
Board of Commissioners of the City of Naples	Council Member	The Honorable	The Honorable	Gary	в.	Price II	735 Eighth Street South		Naples	FL
Board of Commissioners of the City of Naples	Council Member	The Honorable	The Honorable	Margaret		Sulick	735 Eighth Street South		Naples	FL
Board of Commissioners of the County of Collier Board of Commissioners of the County of Collier	District 1 Commissioner District 2 Commissioner	The Honorable The Honorable	The Honorable The Honorable	Donna Georgia	A.	Fiala Hiller. Esg.	3299 Tamiami Trail East 3299 Tamiami Trail East	Suite 303 Suite 303	Naples Naples	FL FL
Board of Commissioners of the County of Collier	District 3 Commissioner	The Honorable	The Honorable	Tom	<i>/</i> (.	Henning	3299 Tamiami Trail East	Suite 303	Naples	FL
Board of Commissioners of the County of Collier	District 4 Commissioner	The Honorable	The Honorable	Fred	W.	Coyle	3299 Tamiami Trail East	Suite 303	Naples	FL
Board of Commissioners of the County of Collier	District 5 Commissioner	The Honorable	The Honorable	Tim		Nance	3299 Tamiami Trail East	Suite 303	Naples	FL
Board of Commissioners of the County of Collier	District 5 Commissioner	The Honorable	The Honorable	Jim		Coletta	3299 Tamiami Trail East	Suite 303	Naples	FL
Collier County School Board	District 1 Board Member	The Honorable	The Honorable	Pat		Carroll	5775 Osceola Trail		Naples	FL
Collier County School Board	District 2 Board Member	The Honorable	The Honorable	Kathleen		Curatolo	5775 Osceola Trail		Naples	FL
Collier County School Board	District 3 Board Member	The Honorable	The Honorable	Barbara		Berry	5775 Osceola Trail		Naples	FL
Collier County School Board	District 4 Board Member	The Honorable	The Honorable	Julie		Sprague	5775 Osceola Trail		Naples	FL
Collier County School Board	District 5 Board Member	The Honorable	The Honorable	Roy	M.	Terry	5775 Osceola Trail		Naples	FL
Collier County	Clerk of Courts	The Honorable	The Honorable	Dwight	E.	Brock	3315 Tamiami Trail East		Naples	FL
Collier County	Property Appraiser	The Honorable	The Honorable	Abe		Skinner	3950 Radio Road		Naples	FL
Collier County	Supervisor of Elections	The Honorable	The Honorable	Jennifer	J.	Edwards	3295 Tamiami Trl E		Naples	FL
Collier County	Tax Collector	The Honorable	The Honorable	Larry	Н.	Ray	3291 Tamiami Trail East		Naples	FL
Collier County	Sheriff	The Honorable	Sheriff	Kevin	J.	Rambosk	3319 Tamiami Trail East	Bldg J	Naples	FL
Governor	Governor of Florida	The Honorable	Governor	Rick		Scott	400 S. Monroe St.		Tallahassee	FL
Florida House of Representatives	Representative	The Honorable	Representative	Kathleen	C.	Passidomo	3299 Tamiami Trail East	Suite 304	Naples	FL
Florida House of Representatives	Representative	The Honorable	Representative	Matt		Hudson	3301 East Tamiami Trail	Suite 212	Naples	FL
Florida House of Representatives	Representative	The Honorable	Representative	Jeanette	M.	Nuñez	2450 Southwest 137th Avenue	Suite 205	Miami	FL
Florida House of Representatives	Representative	The Honorable	Representative	Denise		Grimsley	25 E Hickpoochee Avenue		Labelle	FL
The Senate of Florida	Senator	The Honorable	Senator	Garrett		Richter	3299 E. Tamiami Trail	Suite 203	Naples	FL
The Senate of Florida	Senator	The Honorable	Senator	Larcenia	J.	Bullard	8603 S. Dixie Highway	Suite 304	Miami	FL
United States House of Representatives - District 14	Representative	The Honorable	Representative	Connie		Mack	3299 Tamiami Trail East	Suite 105	Naples	FL
United States House of Representatives - District 25	Representative	The Honorable	Representative	David		Rivera	4715 Golden Gate Parkway	Suite One	Naples	FL
Senator	United States Senate	The Honorable	Senator	Bill		Nelson	2000 Main Street	Suite 801	Fort Myers	FL
Senator	United States Senate	The Honorable	Senator	Marco		Rubio	3802 Spectrum Boulevard	Suite 106	Tampa	FL

STATE Postal Code Email

FL FL FL FL FL FL	34102 34102 34102 34102 34102 34102 34102 34102	jsorey@naplesgov.com bbarnett@naplesgov.com theitmann@naplesgov.com dfinlay@naplesgov.com ssaad@naplesgov.com gprice@naplesgov.com msulick@naplesgov.com
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FL FL	34112 33143	richter.garrett.web@fisenate.gov bullard.larcenia.web@fisenate.gov
FL FL	34112 34116	
FL FL	33901 33612	

From: Planning and Environmental Manager, Marlon Bizerra
Sent: Thursday, October 4, 2012
To:
Subject: Public meeting on 10/25/12 about ultimate interchange improvements at I-75/SR 951

Good afternoon, Good morning,

The Florida Department of Transportation is holding a public information meeting about the ultimate interchange improvements at I-75/SR 951 from 5 p.m. to 7 p.m. on **Thursday, October 25, 2012** at **New Hope Ministries Ministry Center, 7675 Davis Boulevard in Naples, FL 34104**. We have included a project map that also highlights the meeting location.

This meeting is part of the department's Project Development & Environment Study and offers everyone the opportunity to review conceptual plans and displays for future improvements at the interchange. People may attend anytime during the two hour workshop and talk one-on-one with the study team, watch an audio/visual presentation describing alternatives under consideration, and make comments about proposed projects.

The study is considering interchange modifications that would improve roadway capacity and enhance traffic operation and safety at the interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed projects also benefit Collier County through increased movement of freight and greater economic competitiveness in both the region and the state. More information about the study is available at <u>www.i75-951interchange.com</u>.

The department has sent notices about the public meeting to all property owners near the study area, but we welcome all members of the public and encourage their attendance and participation in the meeting. If you have questions or would like more information about the study or the meeting, please let our project manager, Aaron Kaster, know. If anyone needs translation services or special accommodations attending the meeting, Mr. Kaster also can made these arrangements with about one week's advanced notice. He can be reached by phone at 863-519-2495 or by email at <u>aaron.kaster@dot.state.fl.us</u>.

Please don't hesitate to let us know if Mr. Kaster or I can assist further.

Sincerely,

Marlon J. Bizerra, P.E. District Environmental Manager Florida Department of Transportation, Tel: (863) 519-2250 Marlon.bizerra@dot.state.fl.us

***** attach map of meeting location*****

City of NaplesCity ManagerMr.Mr.A. WilliamMoss735 8th Street SouthCity of NaplesCity ClerkMs.Ms.PatriciaL.Rambosk735 8th Street SouthRoom BCity of NaplesPlanningMr.Mr.RobinSinger295 Riverside CircleCity of NaplesNatural ResourcesMr.Mr.MikeBauer270 Riverside CircleCity of NaplesCommunity RedevelopmentMr.Mr.RogerReinke280 Riverside CircleCity of NaplesStreets and StormwaterMr.Mr.GreggStrakaluse295 Riverside CircleCity of NaplesUtilitiesMr.Mr.BobMiddleton380 Riverside CircleCity of NaplesUtilitiesMr.Mr.Mr.BobMiddleton380 Riverside CircleCity of NaplesGreater Naples Chamber of CommerceMr.Mr.MichaelWynn2390 Tamiami Trail NorthSuite 210
City of NaplesCity ClerkMs.Ms.PatriciaL.Rambosk735 8th Street SouthRoom BCity of NaplesPlanningMr.Mr.RobinSinger295 Riverside CircleCity of NaplesNatural ResourcesMr.Mr.MikeBauer270 Riverside CircleCity of NaplesCommunity RedevelopmentMr.Mr.RogerReinke280 Riverside CircleCity of NaplesStreets and StormwaterMr.Mr.GreggStrakaluse295 Riverside CircleCity of NaplesUtilitiesMr.Mr.BobMiddleton380 Riverside Circle
City of NaplesPlanningMr.Mr.RobinSinger295 Riverside CircleCity of NaplesNatural ResourcesMr.Mr.MikeBauer270 Riverside CircleCity of NaplesCommunity RedevelopmentMr.Mr.RogerReinke280 Riverside CircleCity of NaplesStreets and StormwaterMr.Mr.GreggStrakaluse295 Riverside CircleCity of NaplesUtilitiesMr.Mr.BobMiddleton380 Riverside Circle
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City of NaplesCommunity RedevelopmentMr.Mr.RogerReinke280 Riverside CircleCity of NaplesStreets and StormwaterMr.Mr.GreggStrakaluse295 Riverside CircleCity of NaplesUtilitiesMr.Mr.BobMiddleton380 Riverside Circle
City of NaplesStreets and StormwaterMr.Mr.GreggStrakaluse295 Riverside CircleCity of NaplesUtilitiesMr.Mr.BobMiddleton380 Riverside Circle
City of Naples Utilities Mr. Mr. Bob Middleton 380 Riverside Circle
Collier County Transportation Engineering Department Director Mr. Mr. Jay Ahmad 2885 S. Horseshoe Drive
Collier County Comprehensive Planning Manager Mr. Mike Bosi 2800 North Horseshoe Drive
Collier County Growth Management District
Collier County Growth Management Plan Manager Mr. Mr. David Weeks 2800 North Horseshoe Drive
Collier County Growth Management Division Planning Administrator Mr. Mr. Reed Jarvi 2800 North Horseshoe Drive
Collier County Growth Management Division Administrator Mr. Mr. Nick Casalanguida 2800 North Horseshoe Drive
Collier County Parks and Recreation Director Mr. Mr. Barry Williams 15000 Livingston Road
Collier CountyPublic Services Division AdministratorMr.Mr.SteveCarnell15000 Livingston Road
Collier County Land Development Services Director Mr. Mr. Bill Lorenz 2800 North Horseshoe Drive
Collier County Alternative Transportation Modes Director / Collier Area Tran Ms. Ms. Michelle Edwards-Arnold 2885 S. Horseshoe Drive
Collier County Road Maintainence Superintendent Mr. Mr. Travis Gossard 4800 Davis Boulevard
Collier County Public Utilities Director Mr. Mr. Tom Chmelik 3339 Tamiami Trail East
Collier CountyFinancial Management and Cashiering SupervisorMs.Ms.MariaCorzo2800 North Horseshoe Drive
Collier CountyImpact Fee Administration ManagerMs.Ms.AmyPatterson2800 North Horseshoe Drive
Collier CountyGolden Gate Fire Department ChiefMr.Mr.RobertMetzger4741 Golden Gate Parkway
Collier MPO Executive Director Ms. Ms. Lucilla Ayer 2885 South Horseshoe Drive
Collier MPOPrincipal PlannerMs.Ms.LorraineLantz2885 South Horseshoe Drive
Collier MPOPrincipal PlannerMs.Ms.SueFaulkner2885 South Horseshoe Drive
Collier MPOPrincipal PlannerMs.Ms.SarahLayman2885 South Horseshoe Drive
Collier MPOCitizens Advisory Committee (CAC) - ChairMr.Mr.GaryShirk2885 South Horseshoe Drive
Collier MPO Technical Advisory Committee (TAC) - Chair Ms. Ms. Michelle Edwards-Arnold 2885 South Horseshoe Drive
Collier MPOPathway Advisory Committee (PAC) - ChairMs.Ms.DaynaFendrick2885 South Horseshoe Drive
Collier MPOLocal Coordinating Board (LCB) - ChairThe HonorableThe HonorableDonnaFiala3299 E. Tamiami TrailSuite 303
Collier MPO Congestion Management System/Intelligent Transportation
System (CMS/ITS) Stakeholders Committee Mr. Mr. George Archibald 295 Riverside Circle
Collier MPOMPO BoardThe HonorableThe HonorableJimColetta2885 South Horseshoe Drive
South Florida Water Management District Executive Director Ms. Ms. Melissa Meeker 2379 Broad Street
South Florida Water Management DistrictAssistant Executive DirectorMr.Mr.BobBrown2379 Broad Street,
Southwest Florida Regional Planning Council Executive Director Ms. Ms. Margaret Wuerstle 1926 Victoria Avenue
Southwest Florida Regional Planning Council Comprehensive Planning Mr. Mr. David Crawford 1926 Victoria Avenue
Southwest Florida Regional Planning Council Economic Development Ms. Ms. Rebekah Harp 1926 Victoria Avenue

CITY	STATE	Postal Code	Email
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Naples	FL	34102	planning@naplesgov.com
Naples	FL	34102	mbauer@naplesgov.com
Naples	FL	34102	rreinke@naplesgov.com
Naples	FL	34102	gstrakaluse@naplesgov.com
Naples	FL	34102	gstrakaluse@naplesgov.com
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	-		
Naples	FL	34104	TECM@colliergov.net
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			growthmanagement@colliergov.net
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Naples	FL	34104	bobmetzger@ggfire.com
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Naples	FL	34104	Dayna@urbangreenstudio.com
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Naples	FL	34104	jcoletta@naplesgov.com
Des altra illa	-	04004	
Brooksville	FL	34604	maralexa@sfwmd.gov
Brooksville	FL	34604	ckurtz@sfwmd.gov
Fort Myers	FL	33901	mwuerstle@swfrpc.org
Fort Myers	FL	33901	dcrawford@swfrpc.org
Fort Myers	FL	33901	rharp@swfrpc.org

Property Owners Notification Newsletter #2 with Map of Coverage Area



I-75 and SR 951 Ultimate Interchange Improvements

Project Development & Environment (PD&E) Study

Financial Project Number: 425843-2-22-01

Newsletter #2 | October 2012

The Florida Department of Transportation (FDOT) will host a public information workshop for the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study. FDOT has scheduled this workshop on **Thursday**, **October 25, 2012 from 5:00 p.m. to 7:00 p.m.** at the **New Hope Ministries Ministry Center** located at **7675 Davis Boulevard in Naples, FL 34104**.

The proposed improvement involves the evaluation of the interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard (SR 951) and Davis Boulevard (SR 84). FDOT is conducting this study to consider interchange modifications to improve roadway capacity and enhance traffic operations at the interchange, which includes the intersection at Davis Boulevard and Collier Boulevard. The project need is based on providing enhanced traffic operations and safety looking at a future year design horizon of 2035, and considers future land use, increased freight mobility, and the potential to enhance the economic competitiveness within this area of Collier County.

The workshop begins as an open house at 5:00 p.m. with an audio/visual presentation shown continuously. The workshop is conducted to review project concept plans and displays and to hold one-on-one conversations with project team members. The audio/visual presentation shows the alternatives being



considered, evaluation process, and an overview of the schedule. The workshop is held to afford persons the opportunity to express their views concerning the interchange improvement project.

You are encouraged to attend and to provide comments about the project. Comments may be made at the workshop or written statements and/or exhibits may be submitted no later than Monday, November 5, 2012. Send comments to Mr. Aaron Kaster, Project Manager, Florida Department of Transportation, District One, P.O. Box 1249, Bartow, Florida 33831, email <u>aaron.kaster@dot.state.fl.us</u> or telephone (863) 519-2495.

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 Mr. Kaster at least seven days prior to the workshop. Anyone who is hearing or speech impaired may contact the agency using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

More information about the project is available on the project website at: www.i75-951interchange.com.



I-75 and SR 951 Ultimate Interchange Improvements

Public Information Workshop New Hope Ministries, Ministry Center October 25, 2012

Project Development & Environment (PD&E) Study

Financial Project Number: 425843-2-22-01





Contact Us

FDOT Project Manager: Aaron Kaster Florida Department of Transportation P.O. Box 1249 Bartow, FL 33831 Phone: 863.519.2495 Fax: 850.412.8245 aaron.kaster@dot.state.fl.us

Study Team

Project Manager: John R. Freeman, Jr., P.E., PTOE Kittelson & Associates, Inc. 225 E Robinson St. Suite #450 Orlando, FL 32801 Phone: 407.540.0555 Toll Free: 866.286.2254 Fax: 407.540.0550 [freeman@kittelson.com Welcome to the I-75 and SR 951 Ultimate Interchange Project Development & Environment (PD&E) Study Public Information Workshop! The Florida Department of Transportation, District One is conducting this Public Information Workshop to explain the study process, present the project alternatives, and gain public input regarding the interchange improvement alternatives being considered as part of the ongoing PD&E Study. This meeting gives you the opportunity to review project information, ask questions,

and offer comments about the study. An automated audio-visual presentation, display boards, and other project information are on display this evening. Project representatives are also available to discuss the project and answer any questions you may have.

Tonight's Agenda

5:00 p.m. to 7:00 p.m. - Open House with an Automated Presentation Shown Continuously

Questions and Concerns

Comment forms are available at this meeting for your use. Feel free to complete the comment form provided and drop it in one of the comment boxes, or if you prefer, you may mail your comments or written statements, postmarked by Monday, November 5, 2012 to the address on the comment form. You can also submit your comments through the project Web site at: <u>www.i75-951interchange.com</u>.

Project Purpose & Need

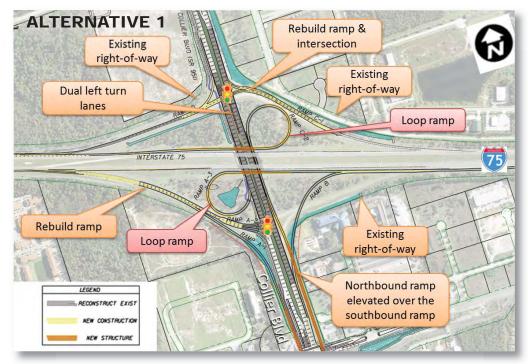
The purpose and need is an important part of this project. There are three factors identified as vital to the successful completion of the project. These consist of traffic operations, traffic safety, and freight traffic. By 2035, the southbound ramps to and from I-75 and the Davis Boulevard / Collier Boulevard intersection will experience significant delays. Improvements to both the interchange and the Davis Boulevard / Collier Boulevard intersection are needed to be able to meet future traffic demands. Traffic safety will also be negatively affected without future improvements. As traffic congestion increases, the number of crashes will also increase. Improvements to reduce conflicts and enhance traffic flow should in turn reduce crash potential within the project area. This corridor is also highly utilized by trucks; as this is the last major interchange along I-75 before entering Alligator Alley to the east.



Interchange Alternatives

Alternative 1 is a partial cloverleaf (Parclo) interchange with new loop ramps in the northeast and southwest quadrants. Two new independent bridges are required north and south of the existing I-75 overpass structures over Collier Boulevard. Areas shown in white in the graphic are locations where the current Collier Boulevard widening will not be modified. Shown in gray, are areas that require milling and resurfacing of the pavement being built today. Areas shown in yellow are total reconstruction or new construction for the proposed ultimate interchange.

The operational advantage of this interchange form is the separation of northbound I-75



traffic coming from Collier Boulevard into a designated ramp for I-75 north that crosses over Davis Boulevard and the I-75 southbound ramp. Removing this traffic from all three intersections improves their operations and reduces the travel time to I-75 from Collier Boulevard. A similar movement is provided in the southbound direction with a flyover ramp for I-75 southbound traffic exiting to Collier Boulevard. This ramp will also cross over Davis Boulevard entering Collier Boulevard at the Business Loop North intersection.

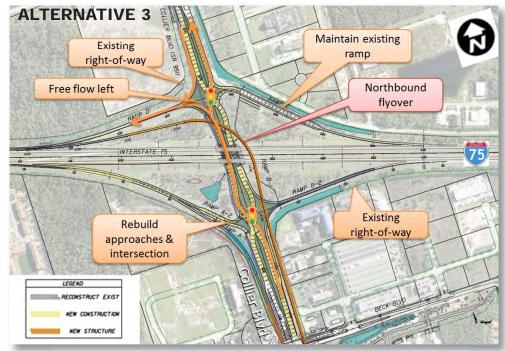
Alternative 2 features a new loop ramp in the southwest quadrant and a high level flyover ramp to northbound I-75. This interchange alternative preserves the majority of the Collier Boulevard widening in the northbound direction, as well as the existing ramps in the northeast and northwest quadrants. Similar to Alternative 1, northbound Collier Boulevard travelers would use a designated ramp over Davis Boulevard and the I-75 southbound on-ramp, directly to northbound I-75. I-75 southbound traffic to Collier Boulevard southbound is accommodated in the same manner as Alternative 1. Similar traffic operation efficiencies could be achieved with this option as with



Alternative 1 due to the removal of traffic from the Davis Boulevard and ramp terminal intersections.

Alternative 3 is a diverging diamond interchange with a high level flyover ramp to northbound

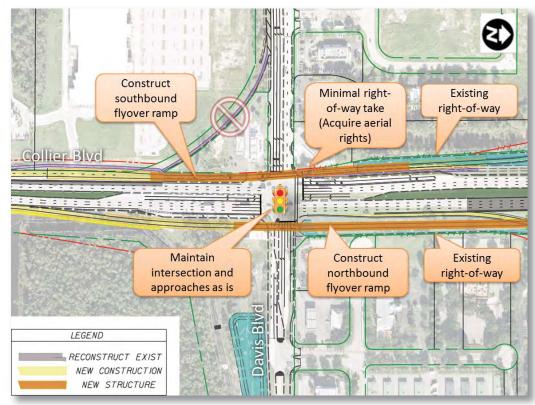
I-75. The advantage of this interchange form is that all existing diamond ramps can stay in place with minor reconstruction. However, Collier Boulevard would require complete reconstruction in both directions between Davis Boulevard and Magnolia Pond Drive. Major reconstruction would be required to create wider signalized intersections at the ramp terminals allowing traffic to cross to the opposite side from the normal travel way. The blue line shows northbound movement through a signalized intersection, crossing over to the left-hand side of the road, proceeding through a second intersection, before returning to the right-hand side of the



roadway. The operational advantage of this interchange configuration is the simplified signal operation, and the free left turns onto the I-75 ramps with no opposing traffic. I-75 northbound and southbound traffic to and from Collier Boulevard will be accommodated in the same manner as Alternatives 1 and 2.

SR 951 and SR 84 Intersection Upgrade Concept

The current widening of Collier Boulevard and Davis Boulevard is considered the first phase of constructing the ultimate interchange with I-75. The intersection between these two roadways will provide significant capacity once completed. In order to maintain acceptable traffic operations in future years, the intersection would be relieved of Collier Boulevard through traffic destined or originating



from I-75 north. Two ramps would carry this traffic over the Davis Boulevard and Beck Boulevard approaches to the intersection. This improvement would require no additional construction to the intersection itself. The southbound ramp landing would close the new eastbound right turn by-pass from Davis Boulevard to Collier Boulevard; however, right-turns would be allowed at the main intersection.

Collier Boulevard Concepts under I-75

Alternative 1 requires the reconfiguration of the Collier Boulevard northbound lanes under the I-75 overpasses in order to utilize the current improvement to the existing structures. The four northbound lanes would be shifted to the inside in order to make room for a fifth lane on the outside. This lane would be separated from the general northbound travelers by a concrete traffic separator and would be designated for the I-75 northbound loop ramp in the northeast quadrant of the interchange.

Southbound Collier Boulevard does not require any **ALTERNATIVE 1** lane adjustments in the Alternative 1 concept. The Southbound Northbound multi-use path currently being constructed on the west side of Collier Boulevard will be CONCRETE TRAFFIC maintained. Bike lanes in both directions will also be provided. Alternative 2 would shift the southbound lanes along Collier Boulevard under the I-75 overpasses in order to create Multi-use a deceleration lane for the path proposed loop ramp in the (10 feet) On ramp southwest quadrant. The general southbound traffic will Four through lanes Four through lanes not be physically separated from (48 feet) (48 feet) the deceleration lane; however, a bike lane will be provided **ALTERNATIVE 2** between. Cyclists that are not Southbound Northbound comfortable riding between the two lanes can exit the roadway north of I-75 and use the ten-foot multi-use path. Alternative 3 requires travelers to switch traffic sides at the two ramp terminal intersections. As a Multi-use result, the right lanes along path Collier Boulevard under the I-75 (10 feet) overpasses will be traveling south and the left lanes will be traveling Four through lanes Four through lanes north. The left side lanes on (48 feet) (48 feet) Left turn Collier Boulevard would be shifted toward the center of the road in order to add a fifth **ALTERNATIVE 3** Southbound Northbound deceleration lane designated for I-75 northbound. Traffic in this lane would not pass through the intersection at the I-75 northern ramp terminal and would be free to turn unopposed onto the northbound on-ramp. Multi-use paths would be provided on either side of Collier Multi-use Multi-use Boulevard to facilitate path path (10 feet) bicycle and pedestrian (10 feet) movements. Four through lanes Four through lanes (48 feet) (48 feet)

Evaluation Matrix

The No Build alternative will provide a level of service F, or failure for the intersection at Collier Boulevard / Davis Boulevard and the I-75 Southbound ramps and a level of service D at the I-75 Northbound ramps. All of the build alternatives will provide levels of service that are D or better for the 2035 evaluation periods, based on 2035 future projections.

None of the proposed alternatives will result in any business or residential relocations. Environmental impacts are being evaluated and the preliminary results are shown here. Each build alternative will require similar right-of-way acquisition, ranging between 1.5 acres and 1.79 acres. The total estimated project cost shows alternative 1 to be the lowest, and alternatives 2 and 3 will be the most costly.

	Alternative				
Evaluation Criteria	No-Build	1	2	3	
Traffic Operations Performance				•	
2035 Peak Hour Intersection LOS					
SR 84 at SR 951	F	D	D	D	
I-75 SB Ramps at SR 951	F	В	В	D	
I-75 NB Ramps at SR 951	D	С	С	С	
2035 Peak Hour Intersection Delay (seconds)					
SR 84 at SR 951	85.5	55.0	55.0	52.2	
I-75 SB Ramps at SR 951	137.4	13.6	13.6	16.5	
I-75 NB Ramps at SR 951	26.9	19.6	19.6	26.8	
Business Impacts					
Number of business relocations	0	0	0	0	
Residential Impacts					
Number of residential relocations	0	0	0	0	
Environmental Impacts		•		•	
Archeological/Historical sites (potential)	No	Low	Low	Low	
Section 4(f) property (potential)	0	0	0	0	
Noise (potentially impacted sites)	6	6	6	6	
Wetlands (acres)	0	3.38	3.38	3.38	
Floodplains (acres)	0	24.84	21.78	18.03	
Threatened and endangered species (potential)	N/A	Medium	Medium	Medium	
Petroleum and hazardous material sites (high/medium)	0/0	1/2	1/2	1/2	
Right-of-way (RW) Impacts					
RW to be acquired for roadway (acres)	0	1.79	1.50	1.64	
RW to be acquired for stormwater facilities (acres)	0	0	0	0	
Estimated Total Project Costs (2012 \$ in millions)					
Design	\$0	\$2.8	\$4.1	\$4.1	
Wetland mitigation	\$0	\$0.3	\$0.3	\$0.3	
RW acquisition for roadway	\$0	\$2.6	\$2.2	\$2.5	
Construction costs for roadway	\$0	\$11.7	\$14.0	\$16.4	
Construction cost for roadway structures	\$0	\$20.8	\$34.2	\$31.7	
Construction cost for stormwater facilities	\$0	\$2.6	\$2.9	\$3.0	
Construction Engineering & Inspection	\$0	\$5.3	\$7.7	\$7.7	
Preliminary Estimate of Total Project Cost	\$0	\$43.3	\$61.3	\$61.6	

PD&E Study Schedule



Next Steps

Following this Public Information Workshop, the Study Team will evaluate the public input and the technical analyses presented in the alternatives evaluation matrix. A recommended Build Alternative will be identified to carry into the next phase of the study. Next, the Study Team will expand the detailed evaluation between the Build Alternative and the No-Build Alternative and prepare a series of engineering and environmental support documents required as part of the PD&E process.

Once the appropriate agency approvals have been obtained, a Public Hearing will be held to present the Recommended Build Alternative to the public for review and comment. Using the input received at the Public Hearing, the Study Team will finalize the environmental documentation and then submit to the Federal Highway Administration for approval. Based on the schedule shown above, it is anticipated that the Public Hearing will be held in spring / summer 2013, with completion of the study in late summer 2013. The next phase of this project is final design. The Department's current work program has design scheduled to start in the later part of 2014.

The following graphic illustrates the project completion process. After the PD&E Study is approved the project moves into the Design Phase, which is fully funded for fiscal year 2014 / 2015. The right-of-way acquisition and construction phases are not currently funded.



Please fold on dotted lines.

Aaron Kaster FDOT District One Project Manager PO. Box 1249 Bartow, FL 33831

Place Stamp Here Internal FDOT Email

From: Aaron Kaster
Sent: Thursday, October 11, 2012
To: (internal / external distribution list provided by Tony Sherrard)
Subject: I-75 & SR 951 Ultimate Interchange Improvements PD&E Study; Public Information Workshop Scheduled

The Florida Department of Transportation (FDOT), District One, is holding a public information workshop for the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study. The meeting is **Thursday**, **October 25, 2012 from 5:00 p.m. to 7:00 p.m.** at the **New Hope Ministries Ministry Center** located at **7675 Davis Boulevard in Naples, FL 34104**. A project location map with the public workshop location is attached.

The workshop will **begin as an open house at 5:00 p.m. with an audio/visual presentation shown continuously.** The workshop is being conducted to review project concept plans and displays and to hold one-on-one conversations with project team members. An audio/visual presentation will be shown describing the alternatives being considered and the evaluation process. The workshop is being held to afford persons the opportunity to express their views concerning the interchange improvement project.

The proposed improvement involves the evaluation of the interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard and Davis Boulevard (SR 84). FDOT is conducting this study to consider interchange modifications to improve roadway capacity and enhance traffic operations at the interchange, which includes the intersection at Davis Boulevard and Collier Boulevard. The project need is based on providing enhanced traffic operations and safety looking at a future year design horizon of 2035, and considers future land use, increased freight mobility, and the potential to enhance the economic competitiveness within this area of Collier County.

The department has sent notices to all property owners located within at least 300 feet of the study area. The meeting gives everyone an opportunity to express his or her views regarding project plans. For more information about the project, please contact FDOT project manager, Aaron Kaster by phone at 863-519-2495 or by email at <u>aaron.kaster@dot.state.fl.us</u>. Please don't hesitate to contact Mr. Kaster for translation services or special accommodations attending the meeting. We need about one week's advanced notice to make arrangements.

The meeting is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statues. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

More information about the project is available on the project website at: <u>www.i75-951interchange.com</u>.

Add map of meeting location

Newspaper Advertisement

U.S. Senate races

Split-ticket voters likely will determine who gets majority

By Donna Cassata Associated Press

WASHINGTON – The close race for majority control of the Senate comes down to whether Republican candidates in Massachusetts and Connecticut can win over President Barack Obama's voters and Democrats from Indiana to Arizona can impress Mitt Romney's GOP backers.

Ticket-splitting is vital to the prospects of Senate candidates in a half-dozen races in states that Obama and Romney are expected to win handily. These candidates are significantly outdistancing their parties' presidential nominees in polls, turning what should be an election-year rout into too-close-to-call contests.

With about three weeks to the Nov. 6 vote, Democrats hold a slight edge in keeping their majority in the Senate. GOP hopes have faded in New Mexico and Hawaii while incumbents in Florida and Ohio withstand an onslaught of outside spending to run ahead of their struggling rivals. In an unlikely scenario, races in Indiana and Arizona, once considered certain GOP wins, are competitive.

"The map has expanded over the election cycle," said Guy Cecil, executive director of the Democratic Senatorial Campaign Committee, who credited the class of recruits. "When the cycle started, no one gave Democrats a shot at holding the majority."

Still, the mathematical equations of the election remain unchanged.

Democrats hold a 53-47 advantage in the Senate, counting the two independents, and must defend 23 seats to the GOP's 10. The Republicans need a net of four seats to grab the majority if Obama wins and a net of three if Romney captures the White House and Paul Ryan as vice president breaks a Senate tie.

Republicans are counting the open seat in Nebraska as a pickup and are bullish about holding Nevada despite a concerted Democratic effort.



One of the most watched split-ticket Senate races involves Republican challenger Linda McMahon, left, and three-term Democratic incumbent Rep. Chris Murphy, D-Conn.

They're also upbeat about snatching Democratic seats in close contests in Virginia, Montana and North Dakota. Romney's first debate performance energized the party for the home stretch.

"There's renewed enthusiasm on our side," said Rob Jesmer, executive director of the National Republican Senatorial Committee. "It's filtered down to our Senate candidates. There's very good movement across the board."

In the lineup of ticketsplitting races to watch, one of the biggest surprises and promising opportunities for the GOP in the closing weeks of the campaign is Connecticut. Former professional

wrestling executive Linda McMahon, in her second Senate bid, is running even

See SENATE, 21A





The Florida Department of Transportation (FDOT), District One, is holding a public information workshop about the I-75/SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study. The meeting is 5 p.m. to 7 p.m. on Thursday, October 25, 2012 at the New Hope Ministries Ministry Center, 7675 Davis Boulevard in Naples, FL 34104.

The meeting is informal with an open house format. People can review conceptual project plans and displays, discuss the proposed projects one-on-one with study team members, and watch an audio-visual presentation describing alternatives under consideration. The proposed projects include modifications to improve roadway capacity and enhance traffic operations at the interchange and at the Davis Boulevard / Collier Boulevard (SR 84/SR 951) intersection. FDOT encourages everyone to attend, participate in the meeting, and make comments about the study.

For more information, please contact FDOT project manager, Aaron Kaster by phone at 863-519-2495 or by email at: <u>aaron.kaster@dot.state.fl.us</u>.

Please contact Mr. Kaster if you need translation services or special accommodations attending the meeting. The meeting is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

More information about the project is available on the project Web site at: <u>www.i75-951interchange.com</u>.



Sign-in Sheets



11

I-75 and SR 951

Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

Public Information Workshop October 25, 2012

NAME (Please Print)	ADDRESS	PHONE NUMBER
Mark Schulz	801 N. Broadway Burtow FL	463-519-2357
Seffrey James	x ///	863 519-26 25
MARLIN J BIZERRA	11 m H W u m	863 519 -2250
BILL HARTMANN	15 V)	865-519-2293
Radu Nan	225 E Robinson St Ste 450, Odando, FL	407-540-0555
(phosting Maisenheiter mais)	1955 Veterans Park Dr #201 34109	239-404-6119
NBBIE TOWER	FDOT	man and the second s
Jason Ineriault	16000 Immohalee Rd	239-243-411
JP COLEMAN	728 PINE VALL CT NAPLES FL 34104	239-825-9275
Marlene Sherman	422 Countrysede On Noplus 34104	" 352-9876
- GARWELT BEYRENT	50 6 GORDONIA RD NAPLYS FL 34108	239-298-2070
DARAH LAYMAN	1755 Wellesley Cir, #6 MAPLES FL 34116	239-252-50841
GEORGE ARCHIBALD	295 KINERSIDE CIRCLE, NAPLES 34/08	239-213-5004
Mary Ahitow	3800 Sawgruss Way # 3122 Naples FL 34112	309-224-5521
George Eckhardt	3855 Forest Glen Blyd Noples FC 34114	235 258 6305
SWART NORGAN	653 TINE VALE DE NAPLES FL 34104	237-525-5324
RON RILL		598.5270
LARRY EMARY CHRISTENSEN	8360 HERITAGE LINKS CT. ZIIS	417-5512
TRIDITY Scott	FOOT	461-4300
Jeffrey Siewert	1225 East 7th Ave. # 205 Tamper, PL 33605	813-244 :3978

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I-75 and SR 951

Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

Public Information Workshop October 25, 2012

NAME (Please Print)	ADDRESS	PHONE NUMBER
Wayne H. Sherman	422 Countryside Drive, Naples 34109	234-352-9876
Paul Elginston	2981 NE Pine Islaw Rd. VE. Cape (cva) 33909 3855 Forest Ghan Blv S. Naphes F. 34114	239-656-7800
Tim Krugh		
feed Jarvi	2500 NORTH HORSESHOE DR, NAPLES FE 34104	239-752-5849
Voe Bonness	_ 1910 Seward ave Naples 34109	239 598 1046
Norma Sida Fiala Katt Albers	100 IMMULALIEL KOAD	239 243-4764
Connie Deane	2885 S. \$ Horse shoe Dr. Weples	239-252-8365
marlyn CHAMPEAU	5607 GREENWOOD CIR NAPLES	239-793-2119
Genne allenad	3572 Perwinkle Way naples	239-774-1622
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Carol Backer	1378 Churchill Grile # 102. NAPLES	239-455-1201
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Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

Public Information Workshop October 25, 2012

NAME (Please Print) <u>Phyllis Kuntz</u> <u>Gabriel Beyrent</u> <u>Sue Faulkner</u> <u>Row GRover</u> <u>Marlene Messan</u> <u>Jon Anischwede</u>	ADDRESS 654 Fine Crest Lm f.o. B.x 11272 Naplis FC 34/04 2885 S Horseshoe Dr 34/04 8570 CEDAR HAmmock CIR. #815 34112 2885 S Horseshoe Drive 34104 21300 Rivenview Ctr Blug 34134	PHONE NUMBER <u>353 1111</u> <u>813 - 997 - 0124</u> <u>239 - 252 - 5715</u> <u>239 252 - 5773</u> <u>239 252 - 5173</u> <u>139 - 947 : 1771</u>

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I-75 and SR 951

Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

Public Information Workshop October 25, 2012

NAME (Please Print)	ADDRESS	PHONE NUMBER
RUBER CERDLAN		
PAWER BRZESKI	SILT SEAMORS AVE	= 39 434 5444
Dode Resteman	8670 Ceder Harmook Circle # 222	239-348-3407
Maureen Bonness	7390 Rookery Ln	
David Dowling	27300 Riverview Center Blud 34134	239-947-1771

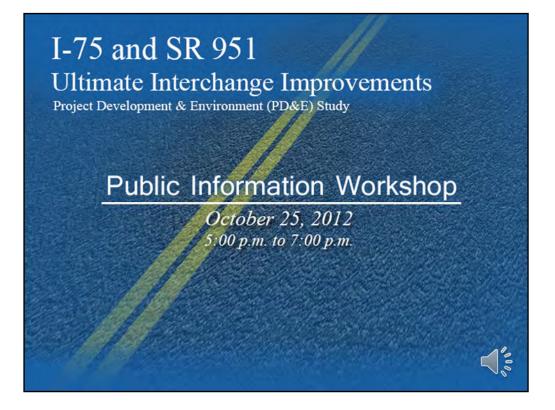
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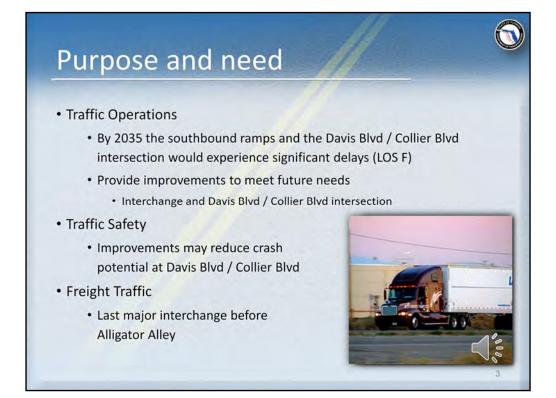
PowerPoint Presentation



Good evening and welcome to the I-75 and State Road 951, Ultimate Interchange Improvements Project. This Public Information Workshop is part of our on-going Project Development and Environment, or "PD&E" Study. We appreciate your attendance this evening and present to you the following information.



The project is located at State Road 951, also known as Collier Boulevard, and Interstate 75 in eastern Collier County. Project limits extend along Collier Boulevard from Business Circle South, on the south side of State Road 84, also known as Davis Boulevard, through the I-75 interchange area, extending northward to Magnolia Pond Drive.



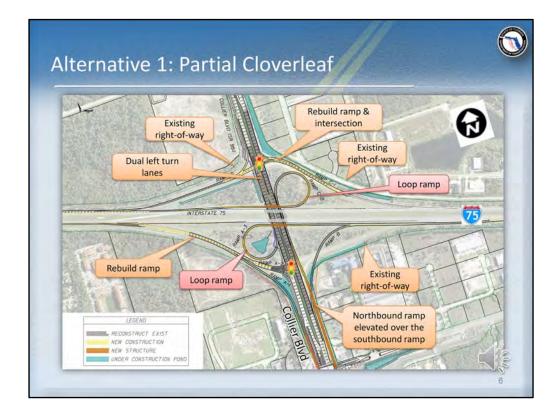
The purpose and need is an important part of this project. There are three factors identified as vital to the successful completion of the project. Traffic operations, traffic safety, and freight traffic. By 2035(spoken as twenty-thirty five), the southbound ramps to and from I-75 and the Davis Boulevard / Collier Boulevard intersection will experience significant delays with a level of service F, or failure. Improvements to the interchange and the Davis Boulevard / Collier Boulevard intersection are needed to meet future traffic demands. Traffic safety will also be negatively affected. As traffic congestion increases, the number of crashes will also increase. Improvements to reduce conflicts and enhance traffic flow should in turn reduce crash potential within the project area. This corridor is also highly utilized by trucks; as this is the last major interchange along I-75 before entering Alligator Alley to the east.



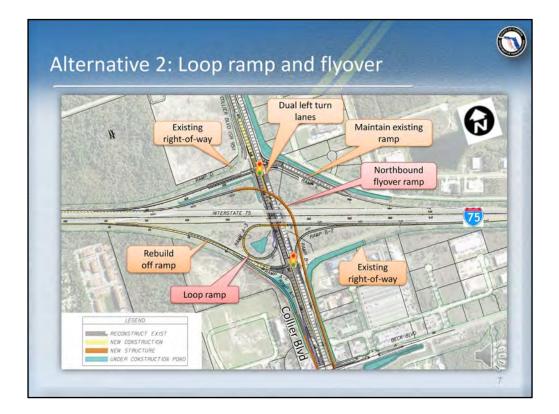
There is new development being planned along Collier Boulevard. You may have noticed ongoing construction on the west side of Collier Boulevard in the vicinity of Magnolia Pond Drive. This development will contribute to the increase in traffic volumes within the interchange area.



As a result, improvement alternatives that provide enhanced interchange and intersection operations have been developed and are being evaluated through the PD&E Study. Three interchange alternatives are being presented tonight.



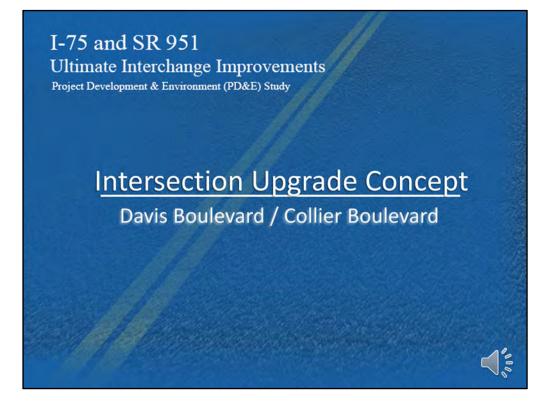
The first is Alternative 1, a partial cloverleaf interchange. The concept layout shown here is oriented with north upward, I-75 from left to right on the screen, and Collier Boulevard (State Road 951) from top to bottom on the screen. The areas shown in white are locations where the ongoing construction will not be modified. Shown in gray are areas that will be milled and resurfaced with new pavement markings, and areas shown in yellow are total reconstruction or new construction. The significant features of this interchange alternative are the loop ramps in the northeast and southwest quadrants of the I-75 interchange. These will provide new bridges that convey ramp traffic over Collier Boulevard to the I-75 entrance ramps in either direction.



Alternative 2 is a loop ramp with a flyover. The loop ramp in the southwest quadrant will serve the southbound Collier Boulevard traffic merging onto southbound I-75. The northbound movement will be serviced by a flyover ramp that will carry over I-75 and Collier Boulevard before merging onto northbound I-75.



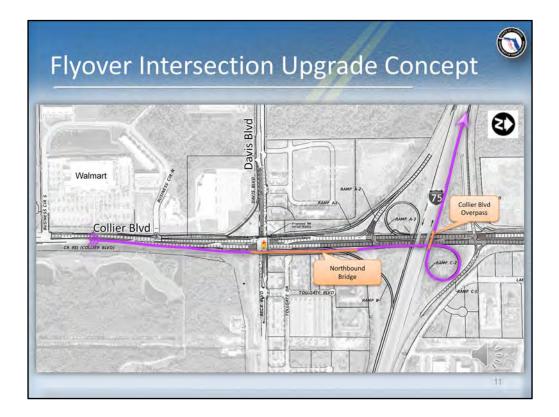
Alternative 3 is a diverging diamond with a flyover. This interchange alternative requires significant reconstruction of the improvements currently underway along Collier Boulevard. It will have two signalized intersections one on the north and one on the south side of the interchange. By following the "Purple" line through the interchange area you can see in the northbound direction, traffic will go through a signalized intersection and cross over to the left-hand side of the road. Left turning traffic can exit to the I-75 northbound ramp. The northbound roadway will cross over again at another signalized intersection to proceed northbound on the right-hand side of the roadway. The advantages of this interchange configuration are that the signal operation requires just two phases at each intersection, and left turns onto the I-75 ramps can flow freely with no opposing traffic.



An intersection upgrade concept was evaluated at the Davis Boulevard/ Collier Boulevard intersection.



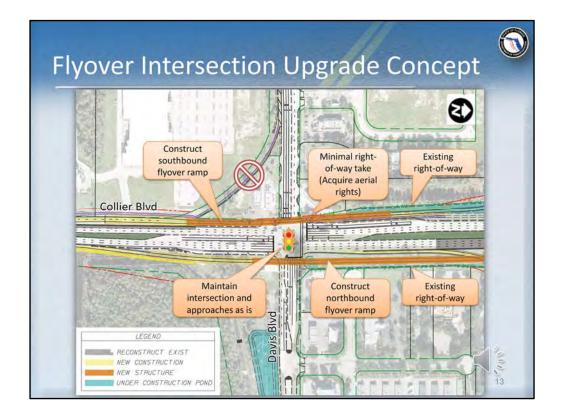
This intersection upgrade concept involves an extended ramp system that will accommodate the high volume of traffic along Collier Boulevard south of the study area that is headed for northbound I-75. The graphic depicted here with Collier Boulevard running from left to right across the screen highlights the extended ramp system as it would appear when integrated with interchange Alternative 1. This concept provides direct ramp connections to and from the northbound I-75 ramps allowing traffic to bypass the Davis Boulevard/Collier Boulevard before merging into Collier Boulevard to the south. An advantage of this concept is that it maintains the investment in the current construction while keeping the enhanced intersection in place. Additional capacity to handle the increased traffic volumes to and from northbound I-75 is provided by the elevated flyover ramps. Required improvements would be limited to construction of the extended ramp system, shown in yellow.



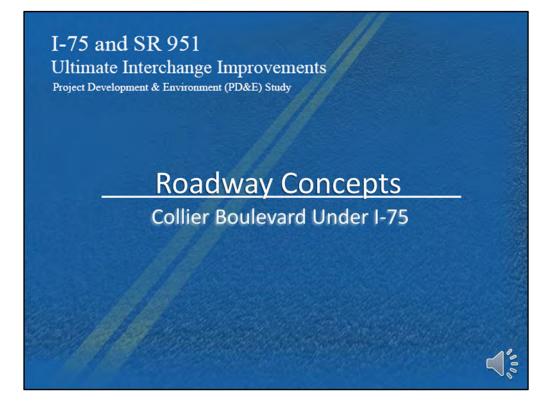
As illustrated here, traffic traveling northbound along Collier Boulevard headed for northbound I-75 will exit onto the extended ramp prior to the Davis Boulevard intersection. This heavy movement is carried up and over Davis Boulevard and the I-75 southbound ramp, bypassing the signal at Davis Boulevard in a free-flow operation that ties directly to the loop ramp for northbound I-75.



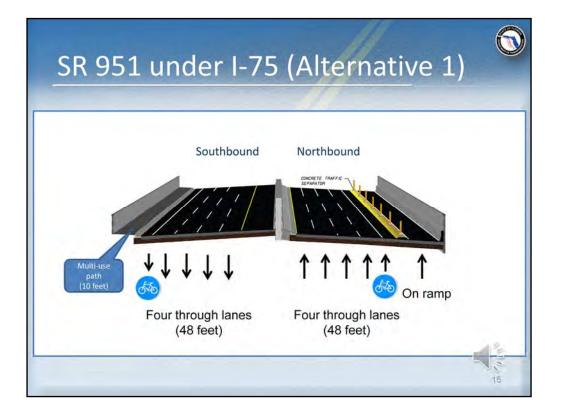
Traffic exiting I-75 traveling south on Collier Boulevard will utilize the extended ramp illustrated here. This movement is carried over the Davis Boulevard intersection before merging into Collier Boulevard in the vicinity of the Wal-Mart. This concept provides a more efficient distribution of traffic within the interchange area by allowing Collier Boulevard traffic to and from the south to bypass the Davis Boulevard intersection. Existing access to Davis Boulevard and Collier Boulevard within the interchange area is maintained.



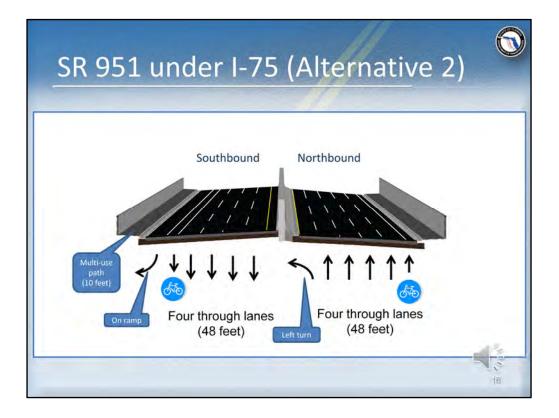
It is noted that the southbound flyover will require closure and removal of the new eastbound right turn from Davis Boulevard onto southbound Collier Boulevard. The flyover ramps could potentially be phased in as part of a future improvement, depending on funding availability and future traffic demands. This approach would allow the new right turn connection to serve until the southbound flyover is implemented. The flexibility to phase this component of the design concept is another advantage offered by this alternative. Since the flyovers provide a direct connection between I-75 and Collier Boulevard south of Davis Boulevard, traffic can continue to utilize the existing ramp connections to I-75 from Collier Boulevard. In the future, these connections remain, but will primarily serve traffic coming from Davis Boulevard and north of the interchange area.



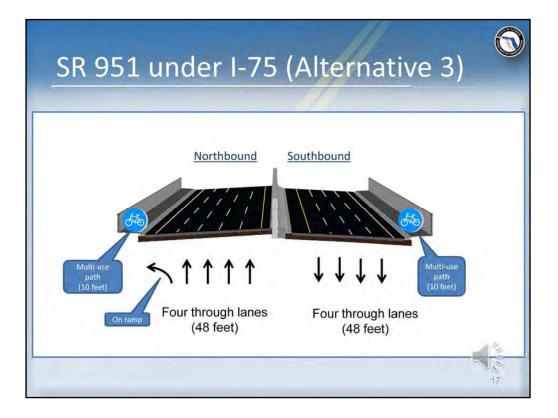
Three roadway concepts have been evaluated with a focus on avoiding reconstruction of the I-75 bridge over Collier Boulevard.



The first concept illustrated here represents Collier Boulevard underneath the I-75 bridges as it would appear for Alternative 1. There will be no further reconstruction to the I-75 overpass beyond what is currently underway in any of the three proposed concepts. Each of the alternatives will utilize a multiuse path being constructed on the west side of Collier Boulevard and will provide bicycle lanes in both directions through the interchange area. For this particular alternative, there will be four through lanes in both the northbound and southbound directions. The turn lane to the loop ramp in the northeast interchange quadrant will be separated by a concrete traffic separator from the through lanes.



Alternative 2 will also fit under the existing I-75 bridge and will have the multiuse path along the west side of Collier Boulevard and bicycle lanes in both directions. Four through lanes will be provided in the northbound and southbound directions. An additional lane will be provided for the southbound exit to the loop ramp, and in the northbound direction, a separate left turn lane for northbound I-75 will be provided.



For alternative 3, the diverging diamond, the northbound lanes move to the left side of the roadway and the southbound lanes move to the right side of the roadway. Four through lanes will be provided in each direction with an additional northbound left turn lane for the I-75 northbound ramp. A multiuse path will be provided on both sides of the roadway through the interchange area.



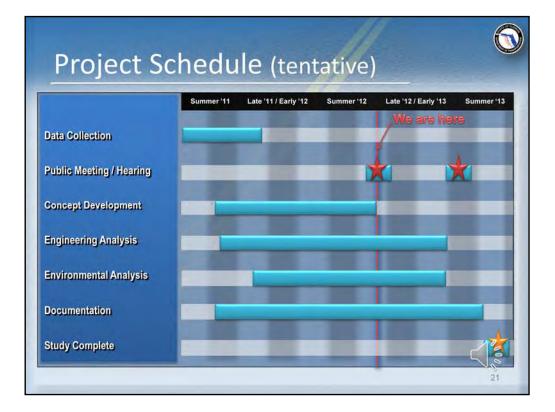
Environmental evaluations are ongoing. Reports are being prepared for wetlands and wildlife, "cultural" and historic resources, floodplains and water quality, noise impacts, and contamination site impacts. These reports will be provided to governmental agencies for review as part of the project approval process.

valuation Matrix				
		Alterr	native	
Evaluation Criteria	No-Build	1	2	3
Traffic Operations Performance	-			
2035 Peak Hour Intersection LOS				
SR 84 at SR 951	F	D	D	D
I-75 SB Ramps at SR 951	F	B	8	В
I-75 NB Ramps at SR 951 2035 Peak Hour Intersection Delay (seconds/vehicle)	D	C	C	C
2035 Peak Hour Intersection Delay (seconds/vehicle) SR 84 at SR 951	85.5	55.0	55.0	52.2
I-75 SB Ramps at SR 951	137.4	13.6	13.6	16.5
I-75 NB Ramps at SR 951	26.9	19.6	19.6	26.8
Business Impacts				
Number of Business Relocations	None	None	None	None
Residential Impacts				Contraction of Street, or St
Number of Residential Relocations	None	None	None	None
Environmental Instants				
Archeological/Historical Sites	None	Low	Low	Low
Noise Sensitive Sites	29	36	36	36
Wetlands (acres) Floodplains (acres)	0	3,38	3.38	3.38
Threatened and Endangered Species	N/A	Medium	Medium	Medium
Petroleum and Hazardous Material sites (High / Medium Risk)	0/0	1/2	1/2	1/2
Right-of-Way (RW) Impacts				
RW to be Acquired for Roadway (acres)	0	1.79	1.50	1.64
Parcels Impacted	0	8	7	11
RW to be acquired for Stormwater Facilities (acres)	0	0	0	0
estimated Jotai Project Costs (2012 5 in millions)	1		_	
Design	\$0	\$3.5	\$5.1	\$5.1
Wetland Mitigation	50	\$0.3	\$0,3	50.3
RW Acquisition	\$0	\$2.6 \$11.7	\$2.2	\$2.5
Construction Cost (Roadway Elements) Construction Cost (Structures / Bridges)	50 50	\$20.8	\$14.0 \$34.2	\$16,4 \$31,7
Construction Cost (Drainage / Stormwater Elements)	50	52.6	52.9	\$3.0
Construction Engineering & Inspection	\$0	\$5.3	\$7.7	57.7
Preliminary Estimate of Total Project Cost				

An evaluation matrix has been prepared comparing each of the build alternatives to the no build alternative. The evaluation of each alternative is based on traffic operations performance, as well as other factors such as impacts to businesses and residences, potential impacts to the environment, right-of-way needs, and project cost. Future traffic operations have been evaluated for each of the alternatives. If no improvements are made at the Davis Boulevard / Collier Boulevard intersection or at the southbound I-75 / Collier Boulevard ramps, these locations will operate at a level of service F or failure. All of the Build Alternatives provide level of service D or better at all critical locations. Preliminary environmental impacts are displayed in the matrix. Potential archeological / historical sites, wetland, threatened and endangered species impacts, and hazardous material sites are the same for each build alternative. The study identified 36 noise sensitive sites, and right-of-way acquisition of less than 2 acres for each of the build alternatives. None of the alternatives will result in any business or residential relocations. Total estimated project cost shows alternative 1 to be the lowest; Alternatives 2 and 3 are the more costly.



Tonight's public information meeting is a part of our ongoing public involvement process. We have prepared two project newsletters, one distributed in November 2011 and the other was sent out in advance of tonight's workshop. We have also prepared an informational handout which is available at the registration table. These newsletters and other information are available on the project website which can be found at www.I75-951interchange.com. The Public Hearing for this project is anticipated for the spring or summer of 2013.



The Project Schedule overview shown here indicates that the department continues to conduct engineering and environmental analyses. We are also preparing the project documentation for state and federal approvals. Copies of the draft documents developed as part of the PD&E Study process will be available for review prior to the public hearing, which again is anticipated for late spring or early summer of 2013. Based on this schedule, it is anticipated that this study will be complete in late summer 2013. The next phase of the project is final design. Based on the Department's adopted work program, design is scheduled to start in the later part of 2014.



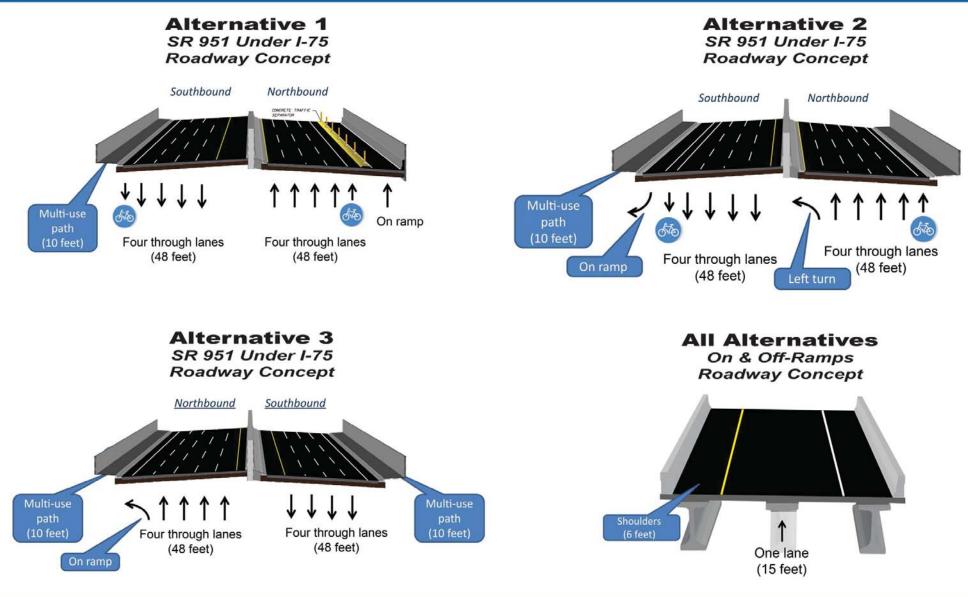
Throughout this event, we will have staff available to discuss this project with you and answer your questions. These individuals are identified by the name badges they are wearing. Please complete a comment form regarding any questions or comments you may have so that they can become a part of the permanent record of this meeting. Written comments will be received through Monday, November 5, 2012. Thank you for your participation in tonight's meeting.

Display Boards

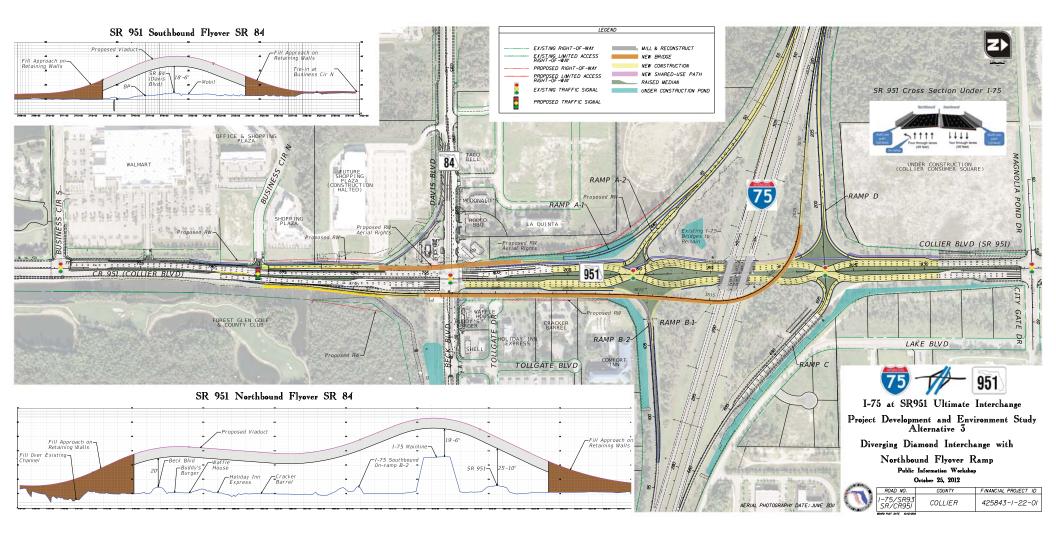


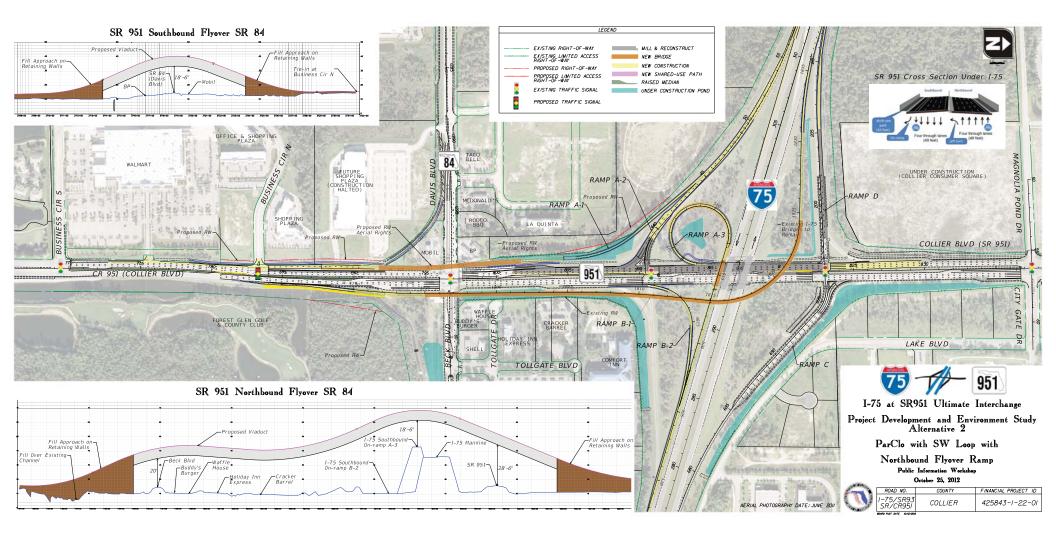
I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

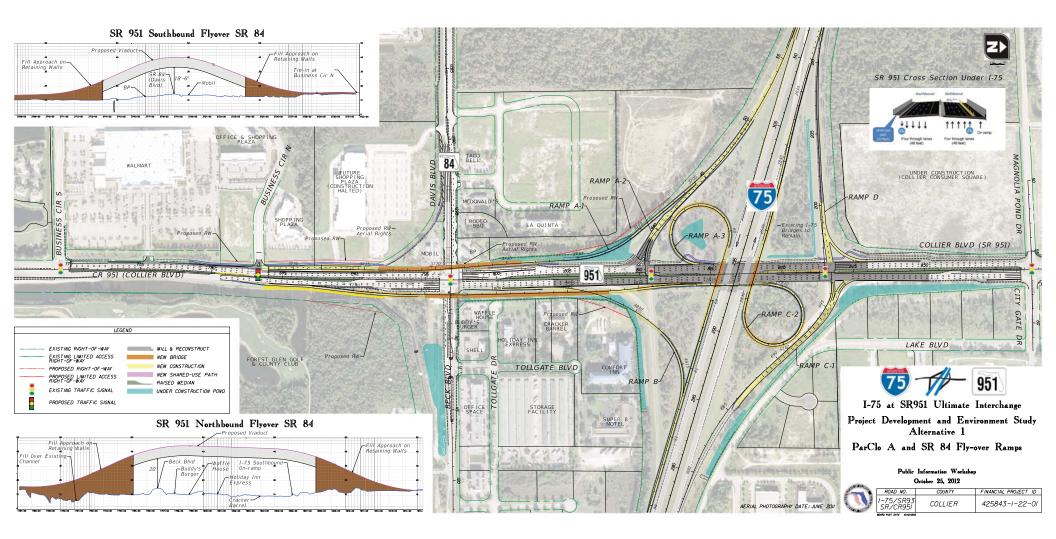
ROADWAY CONCEPTS













I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

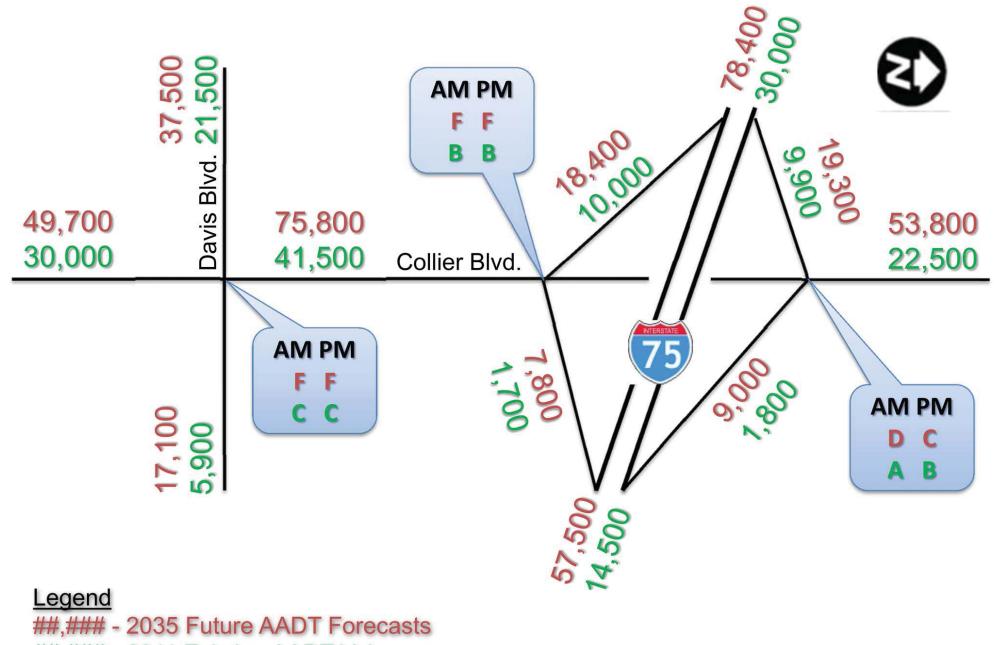
PROJECT LOCATION





I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

No-Build Traffic Operations (2035)



##,### - 2011 Existing AADT Volumes



I-75 and SR 951 Ultimate Interchange Improvements

Project Development & Environment (PD&E) Study

EVALUATION MATRIX

	Alternative					
Evaluation Criteria	No-Build	1	2	3		
Traffic Operations Performance						
2035 Peak Hour Intersection LOS						
SR 84 at SR 951	F	D	D	D		
I-75 SB Ramps at SR 951	F	В	В	В		
I-75 NB Ramps at SR 951	D	С	С	С		
2035 Peak Hour Intersection Delay (seconds/vehicle)						
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I-75 SB Ramps at SR 951	137.4	13.6	13.6	16.5		
I-75 NB Ramps at SR 951	26.9	19.6	19.6	26.8		
Business Impacts						
Number of Business Relocations	None	None	None	None		
Residential Impacts						
Number of Residential Relocations	None	None	None	None		
Environmental Impacts						
Archeological/Historical Sites	None	Low	Low	Low		
Noise Sensitive Sites	29	36	36	35		
Wetlands (acres)	0	3.38	3.38	3.38		
Floodplains (acres)	0	24.84	21.78	18.03		
Threatened and Endangered Species	N/A	Medium	Medium	Medium		
Petroleum and Hazardous Material sites (High / Medium Risk)	0/0	1/2	1/2	1/2		
Right-of-Way (RW) Impacts	0,0	-/-	-/-	-/-		
RW to be Acquired for Roadway (acres)	0	1.79	1.50	1.64		
Parcels Impacted	0	8	7	11		
RW to be acquired for Stormwater Facilities (acres)	0	0	0	0		
estimated Total Project Costs (2012 \$ in millions)	U					
Design	\$0	\$3.5	\$5.1	\$5.1		
Wetland Mitigation	\$0	\$0.3	\$0.3	\$0.3		
RW Acquisition	\$0	\$2.6	\$2.2	\$2.5		
Construction Cost (Roadway Elements)	\$0	\$11.7	\$14.0	\$16.4		
Construction Cost (Structures / Bridges)	\$0	\$20.8	\$34.2	\$31.7		
Construction Cost (Drainage / Stormwater Elements)	\$0	\$2.6	\$2.9	\$3.0		
Construction Engineering & Inspection	\$0	\$5.3	\$7.7	\$7.7		
Preliminary Estimate of Total Project Cost	\$0	\$46.8	\$66.4	\$66.7		



I-75 and SR 951 Ultimate Interchange Improvements

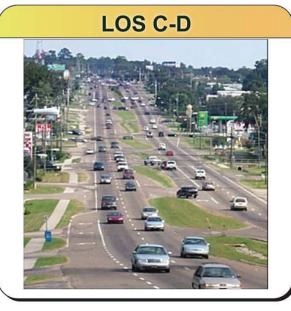
Project Development & Environment (PD&E) Study

FUTURE TRAFFIC OPERATIONS (2035)

Intersection	No-Bui	ild	Alternative 1 (Partial Clover)		Alternative 2 (Loop/Flyover)		Alternative 3 (Diverging Diamond)	
Location	AM	PM	AM	PM	AM	PM	AM	PM
SR84 & SR951	F	F	D	D	D	D	D	D
I-75 SB Ramps & SR951	F	F	В	В	В	В	В	В
I-75 NB Ramps & SR951	D	С	С	С	С	С	С	С

LOS A-B







Copies of Comment Forms



October 25, 2012

Comment Sheet

We encourage your comments regarding this project.

incerned about intersection changes that impact the multi-use athway and bike lanes Fewer intersections between pathway and ramps is preferable. Best optim have pathway on East side Collies Blud where significantly less cross-traffic. - C.G. BeckBlud îs least desireable 15 for Dathway - 4x cross ramps anes q Alternatives pathway in all has bike lane adjacent to on-rame (Northbound). This absolutely Ce14. 1 a barrier (curb, ballards....), not just a painted stripe. requires Please bicycle/pedestrian safety in plan Dut priority on there is no temative a monte to across T-75. NAME Maureen Donness

NOTE: Please complete and place in the "Comments" box or mail to Aaron Kaster at the address on the back of the comment sheet by Monday, November 5, 2012. All comments are part of the project record and are available for viewing by the public and media.

7390 Rooke

ADDRESS:



October 25, 2012

Comment Sheet We encourage your comments regarding this project. THIS Watcheral. NA CLEAR ROADWAY INTO ADIFS alderwad Mim IH went Anto SR SP 84 15 OUN Po DP1 DOUNTOWA FS BEINI BY PASSED - WHY!

NAME: Marline Sherman ADDRESS: 422 untresseden



October 25, 2012

Comment Sheet We encourage your comments regarding this project. THAT AUTENDATE #1 MOLES THE MOST IMPROVEMENT IT is my opinial FOR FUTURE GROWTH WITH THE EXCEPTION OF THE FORSVERS over PAUS ZWD. 1 DONT STR THE LARGE EXPANSIA OF FUTURE ATEGO DUE TO THE LIMITED DEVELOPABLE USTAS 70 WARRAST MS ARAA OF 951 SOUTH OF 75. PICAYUNK STRAD AND THE RUDKARY ANKA OF E. UI LIMIT THE FUTURE EXPANSION TO THE EAST OF 951 AND South OF 41. JUST DON'T SKI WARKE INFWX OF UTHICLE USE THE WHEN LOULD REQUIRE THE FLYOUTES. A BETTER USE OF THESE FUNDS WOULD 3T TO PLACE EDIT ATT ENKRALADAS Buro AD THIS 75. LOULD ALLOW A GROUP OF USERS LARGE From THE FSTATES TO FENTRE 75 THFRA AS OPPOSED TO 951 TRAVELUS TO THE ENT. DAUIS

COLEMAN NAME J PM D GARLETT CONST. ADDRESS: 728 PINE ALL CT FI 34MM



October 25, 2012

Comment Sheet We encourage your comments regarding this project. Blud businesses gnade on Colliev direction to business form IN(hng NAME: McDonalds-Christing neisenhelter ADDRESS: au



Comment Sheet

Public Information Workshop

October 25, 2012

We encourage your comments regarding this project. tions provide 4 Wa SK84 ho men n onto 11/nc ho

Sterman NAME: ADDRESS: 27 Drive Menber of the Collier Citizens Adulsory Counsil For the Collier MPC



October 25, 2012

Comment Sheet We encourage your comments regarding this project. Wite LAKP h U 40161 ANIOL PAUL NAME: ADDRESS: _ Falle



October 25, 2012

Comment Sheet

We encourage your comments regarding this project.

te lang to flow thro 6001

Sommess NAME: SAnda ADDRESS: 683 1000

Russell Strimple

From:	Jack Freeman <jfreeman@kittelson.com></jfreeman@kittelson.com>
Sent:	Monday, November 05, 2012 9:42 PM
То:	Greg Moore; Russell Strimple
Cc:	aaron.kaster@dot.state.fl.us;
Subject:	FW: I-75 ultimate interchange

Greg and Russell,

This is an email on the I-75 and SR 951 interchange that will need to be addressed in our responses. This is the only public comment I have received.

Thanks, Jack

John R. Freeman, Jr., P.E., PTOE Senior Principal

Kittelson & Associates, Inc.

Transportation Engineering / Planning 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407.540.0555 407-373-1103 (direct) 407-701-0185 (cell)

Streetwise Twitter Facebook

From: Joe Bonness III [mailto:JoeBonnessIII@betterroads.net] Sent: Monday, November 05, 2012 1:31 PM To: Jack Freeman Subject: I-75 ultimate interchange

White Blvd / City Gate intersection with 951 is due to fail in the near future. White lake Blvd connects to a future 4 lane Wilson Blvd this intersection at City Gate Blvd will carry traffic from numerous industrial, commercial businesses the County land fill a permitted quarry and will be access to Golden Gate estates.

The amount of future traffic entering at City Gate will demand a long light sequence and will impact the performance of the future interchange. This may be the same effect as Davis Blvd to the south.

There has been discussion of a possible over pass to the east that will increase Beck Blvd. traffic. Another idea has been connecting west bound White Lake Blvd onto the I-75 west bound off ramp either in a position to merge onto west bound I-75 or just to filter into the 951 intersection. These ideas should be analyzed to see if they will be needed for the ultimate interchange!

Joe Bonness 1910 Seward ave Naples Fl 34109 239 825 4821



Florida Department of Transportation

RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Ms. Maureen Bonness 7390 Rookery Lane Naples, Florida 34120

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development &Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Ms. Bonness:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We acknowledge your concerns about the intersection modifications impacting the multi-use pathways and bike lanes. Bike lanes are currently being constructed along the east side of Collier Boulevard and the locally preferred alternative (Alternative 1) maintains this feature in the future condition. Pedestrians and bicyclists concerned about safety can also use the physically-separated multi-use path on the west side of Collier Boulevard through the interchange area as proposed.

We have noted your suggestion to consider keeping the pathways on the east side of Collier Boulevard where there is less traffic and that you prefer Alternative 1. We understand your concern that there is no other alternate route to get across I-75 and will continue to give strong consideration to bicycle and pedestrian safety during the study process.

We certainly encourage your continued participation in the study process, so we are able to provide you with additional information as the study moves forward. Project-related information will also be kept up to date on the website at: www.i75-951interchange.com. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

anon De

Aaron Kaster Environmental Management Office, Project Manager



RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Ms. Marlene Sherman 422 Countryside Drive Naples, Florida 34104

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development &Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Ms. Sherman:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We acknowledge your concerns about the proposed interchange modifications and connectivity to Davis Boulevard (SR 84). All future concepts being studied will maintain the existing connections to Collier Boulevard that exist today, and will continue to convey traffic to and from SR 84. The proposed fly-over ramps are intended to provide a second option for traffic going to and from northbound I-75 from Collier Boulevard to the south of SR 84.

Based on the count data collected in the peak season and an origin / destination assessment, the greatest portion of traffic exchanging with I-75 at the interchange is associated with Collier Boulevard south of SR 84 toward Marco Island. The fly-over ramps better-facilitate the heaviest of the traffic movements between northbound I-75 and Collier Boulevard to the south. Providing this "bypass" opportunity for ramp traffic heading toward Marco Island will reduce congestion in the busy SR 84 / Collier Boulevard intersection and enhance the exchange of traffic to and from I-75 from Davis Boulevard as well.

We sincerely appreciate the input that you have provided and encourage your continued participation in the study process. Project-related information will also be kept up to date on the website at: <u>www.i75-951interchange.com</u>. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

Aaron Kaster

Environmental Management Office, Project Manager



RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Mr. JP Coleman D. Garrett Const. 728 Pine Vale Court Naples, Florida 34104

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development &Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. JP Coleman:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We sincerely appreciate the feedback and will record your preference to Alternative 1. In developing design traffic to support the study, we have utilized the locally-adopted Long Range Transportation Plan. This includes the traffic influences of the Rattlesnake DRI and others contributing to future growth from the approved Growth Management Plan. The interchange concepts were developed to provide for acceptable travel service in the 2035 design year.

If no improvements are made to the Collier Boulevard / David Boulevard intersection, the travel service will be level of service F, or failure in the future. The fly-over ramps provide a direct connection to and from northbound I-75 for traffic along Collier Boulevard south of Davis Boulevard. This helps alleviate congestion at the intersection and also supports better operations within the overall interchange. It is also noted that a potential new interchange between I-75 and Everglades Boulevard has also been identified in the current Long Range Transportation Plan as a financially feasible project.

Your continued participation in the study process is encouraged so that we are able to provide you with additional information as the study moves forward. Project-related information will also be kept up to date on the website at: <u>www.i75-951interchange.com</u>. If you have additional questions or comments, please do not hesitate to contact me.

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Aaron Kaster Environmental Management Office, Project Manager



RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Ms. Christina Meisenhelter McDonalds 8875 Davis Boulevard Naples, Florida 34104

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development &Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Ms. Meisenhelter:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We sincerely appreciate the feedback and will record your comment to consider signage on Collier Boulevard and Davis Boulevard. The Ultimate Interchange design will have minimal impact to Davis Boulevard beyond the current construction, and existing access to and from your business will be maintained. A detailed signing plan will be developed in the design phase as well.

We certainly encourage your continued participation in the study process, so we are able to provide you with additional information as the study moves forward. Project-related information will also be kept up to date on the website at: <u>www.i75-951interchange.com</u>. If you have additional questions or comments, please do not hesitate to contact me.

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Aaron Kaster Environmental Management Office, Project Manager



RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Mr. Wayne Sherman 422 Countryside Drive Naples, Florida 34104

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. Sherman:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We acknowledge your concerns about the conveyance of traffic between Davis Boulevard (SR 84) and I-75. The traffic evaluation that was developed for this project included taking a closer look at the origin / destination characteristics of traffic flow through the study area during the peak season. The results show that approximately 20% of the total traffic exiting I-75 at the Collier Boulevard interchange is coming to and from SR 84. The majority of the demand for I-75 is along Collier Boulevard south of SR 84 with the heaviest movements being those to and from the northbound I-75 ramps. The proposed "flyover" ramps were developed to serve these large volume movements, and to remove this traffic from the SR 84 / Collier Boulevard intersection. This allows the four-way signal at SR 84 / Collier Boulevard to operate more efficiently, which in turn provides for a better exchange of traffic between I-75 and SR 84.

We certainly encourage your continued participation in the study process, so we are able to provide you with additional information as the study moves forward. Project-related information will also be kept up to date on the website at: <u>www.i75-951interchange.com</u>. If you have additional questions or comments, please do not hesitate to contact me.

Environmental Management Office, Project Manager



RICK SCOTT GOVERNOR

801 N. Broadway Ave. Bartow, Florida 33830-3809 BILLY HATTAWAY SECRETARY

November 30, 2012

Mr. Joe Bonness 6830 Sandalwood Lane Naples, Florida 34109

Subject: I-75 and SR 951 Ultimate Interchange Improvements Project Development &Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. Bonness:

On behalf of the Florida Department of Transportation (FDOT), District One we would like to thank you for your involvement in the I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process.

We are writing you today to thank you for the comments you submitted during the public comment period following the Public Information Workshop conducted on October 25, 2012. We acknowledge your concerns about the increase in traffic near White Lake Boulevard / City Gate Boulevard intersection. Unfortunately, current design guidelines do not allow for a separate facility like White Lake Boulevard to be connected to the I-75 off-ramp for Collier Boulevard. Since both of these roadways are not part of the state highway system, we will be sure to share your input with Collier County since they would be the lead agency for any future improvements that might be identified. These roadways, adjacent land uses and planned development within the study area have been included in the development of future traffic projections and the supporting operational evaluations. From that standpoint, the future effects from these facilities on the Collier Boulevard / I-75 Interchange have been accounted for in the development of the proposed design concepts.

You also had concerns about pedestrian / bicycle access and safety with Alternative 3. Based on the public and agency input received to date, FDOT does not anticipate that this option will move forward. The locally-preferred alternative (Alternative 1) provides a physically-separated multi-use path on the west side of Collier Boulevard through the interchange area. Bike lanes are currently being constructed and will remain as part of the ultimate interchange design.

We certainly encourage your continued participation in the study process, so we are able to provide you with additional information as the study moves forward. Project-related information will also be kept up to date on the website at: www.i75-951interchange.com. If you have additional questions or comments, please do not hesitate to contact me.

Aaron Kaster Environmental Management Office, Project Manager

APPENDIX F: Public Hearing Summary

DRAFT PUBLIC HEARING SUMMARY

I-75 and State Road 951 (SR 951) Ultimate Interchange Improvements

Project Development and Environment (PD&E) Study

Collier County, Florida

Financial Project Number: 425843-2-22-01

Prepared for:



Florida Department of Transportation, District One 801 North Broadway Avenue Bartow FL 33830

December 2013

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LIST OF APPENDICES

Appendix A:	Public Notices
	 Adjacent Property Owners Mailing List and Letter
	- Florida Administrative Weekly
	- Affidavit of Publication
	- Flyer
	 Public Officials Mailing List and Letter
Appendix B:	Attendance Record
Appendix C:	Court Reporter Transcript
Appendix D:	Public Hearing Materials
	- Boards
	- Newsletter
	- Comment Form
	- Power Point Presentation
Appendix E:	Speaker Cards, Comments, and Responses

HEARING SUMMARY

1 Date/Time:

December 10, 2013, 5:00 pm - Open house, 6:00 pm - Public hearing presentation

2 Location:

New Hope Ministries Center, 7675 Davis Boulevard, Naples, Florida 34104

3 Purpose:

- To present the proposed improvements to the I-75 and SR 951 interchange;
- To present the results of the environmental studies for the proposed improvements;
- To allow interested citizens and public officials the opportunity to present information or comment on the proposed improvements;
- To develop a record of public views and participation.

4 Format:

An open house session began at 5:00 pm during which project team members were available to interact with the public and answer questions. The open house session was followed by a formal hearing presentation beginning at approximately 6:00 pm, and included content related to the topics listed below:

- An overview of the project including an explanation of the limits and why the project is needed
- Details of the preferred alternative
- No-build alternative advantages and disadvantages
- Environmental and socioeconomic effects concerning the preferred alternative
- Estimated project costs
- Next steps and comment instructions
- Compliance details

Following the formal hearing presentation, at approximately 6:30 pm, there was a fifteen (15) minute intermission. During the intermission, members of the study team were on hand to discuss the project and answer additional questions. The intermission also gave attendees a chance to fill out speaker cards and comment forms.

Public testimony at the microphone began at approximately 6:45 pm. The Court Reporter documented all testimonies for the public hearing record.

5 Public Notice:

The public hearing was announced and advertised through a variety of methods including:

- Direct mail notifications to approximately 200 property owners / tenants
- Notification letters and emails to approximately 80 local, state and federal elected and appointed public officials and other agencies
- Display advertisement in the November 8th and December 1st edition of the *Naples Daily News*
- Advertisement in the *Florida Administrative Weekly* (noticed December 4th)
- Flyers distributed to local businesses within project study area on December 3rd
- Announcement on the project website www.i75-951interchange.com

All public notice documents can be found in *Appendix A*.

6 Attendance:

A total of thirty-four (34) members of the public attended the meeting. Also in attendance were four (4) FDOT staff and five (5) members of the study team. There were no public officials in attendance. A copy of the sign-in sheets are included in *Appendix B*.

7 Recording/Transcription:

The formal public hearing presentation and public hearing comment session was recorded and transcribed by Jaclyn M. Ouellette, Court Reporter. The certified transcript is included in the *Appendix C*.

8 Display/Materials:

Informational materials available at the public hearing included a project newsletter and a blank comment form with contact information. The newsletter provided a project overview map, details of the preferred alternative, and a comparative evaluation matrix. There were several display boards including aerials of the no build alternative, aerials of the preferred alternative, perspective views of the preferred alternative, a no build traffic summary, a preferred alternative traffic summary, an evaluation matrix, environmental impacts board, and a project location map. During the formal public hearing presentation, a PowerPoint Presentation was shown to the public. Copies of these materials can be found in *Appendix D*.

9 Summary of Public Comments:

A comment form was developed to record written comments and questions. A total of three (3) written comments were received during the public comment period, which was open until December 20th, 2013. A total of one (1) speaker gave their public testimony at the microphone. The following sections provide an overview of the public input received during the meeting and over the

10 day comment period that followed. All public comments and responses are included in *Appendix E*.

Testimony at the microphone

Testimonies at the microphone are listed below in the following section.

Testimony #1

Larry Christensen, Resident: Very concerned with the bike trail connectivity near the project area. Would like to see paths extended north on 951.

Written Comments Received

Written comments are listed below in the following section.

Comment #1

Garrett Max Beyrent, Property Owner: Concerned with the proposed location of the noise barrier. Current plans show the proposed wall stopping about 200 feet short of his property, thus not providing barrier for the noise.

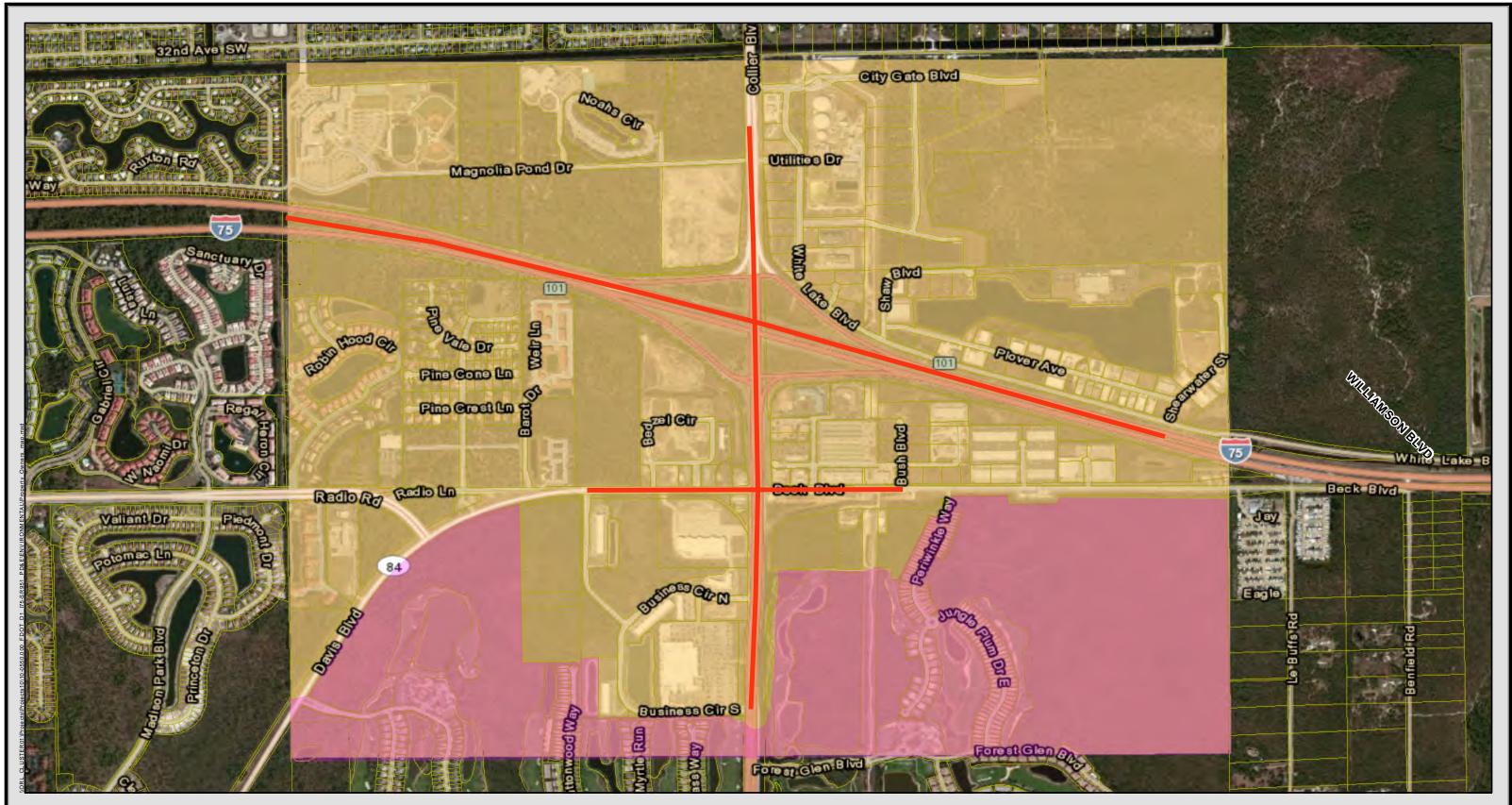
Comment #2

Teryl Beyrent, Property Owner: Requesting information for 1.5 acre of land within project study area.

Comment #3

Garrett Max Beyrent, Property Owner: Concerned with the proposed noise barrier and noise protection for his property.

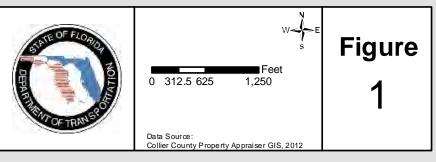
APPENDIX A: Public Notices





Mail List Coverage I-75 at SR 951 Interchange PD & E Study

Legend Approx. Limits of Study Area Parcels Coverage



September 2012

Collier County, Florida

NAME_1	NAME_2	NAME_3	NAME_4	NAME_5	CITY	ST		ZIP 4
100 DAVIS LLC	1111 GALLEON DR				NAPLES	FL	34102	
1-75 PRESERVE LLC	8441 COOPER CREEK BLVD				UNIVERSITY PARK	FL	34201	
3514 PLOV LLC	4308 LONGSHORE WAY S				NAPLES	FL	34119	
3573 PLOVER LLC	3573 PLOVER AVE				NAPLES	FL	34117	
3CM LLC	28351 S TAMIAMI TRL				BONITA SPGS	FL	34134	
850 NWN LLC	9010 STRADA STELL CT STE 207	ATTN: DNADALL DENDERSON, DDES	8441 COOPER CREEK BLVD		NAPLES	FL	34109 34201	
951 COMMERCE CENTER PROPERTY	OWNERS ASSOCIATION 8901 DAVIS BLVD	ATTN: RNADALL BENDERSON, PRES	8441 COOPER CREEK BLVD		UNIVERSITY PARK	FL		
951 HOLDINGS CORP					NAPLES	FL TX	34104	
ABERCIA, RALPH	11999 KATY FWY STE 590				HOUSTON	FL	77079	
AGUDELO, MAGNOLIA AL COLLIER PROPERTIES INC	675 PINE CONE LN 2155 SHEEPSHEAD DR				NAPLES		34104 34102	
	741 PINE CONE LN				NAPLES	FL FL		
ALEXIS, JENECE=& MOISE	741 PINE CONE LN 709 PINE CONE LN				NAPLES NAPLES	FL	34104 34104	
ANDERSEN, ANTHONY R ARCHIBALD, PEGGY JOANNE	5201 CYPRESS LN				NAPLES	FL	34104	
ARCINIEGAS, MONICA GOMEZ	RAUL A GOMEZ OLAYA	698 PINE VALE DR			NAPLES	FL	34113	
ARH DEVELOPMENT LLC	2827 SILVERLEAF LN	698 PINE VALE DR			NAPLES	FL	34104	
ARH DEVELOPMENT LLC ARVIN, DENNIS=& SUZANN	695 PINE CONE LN				NAPLES	FL	34103	
						FL		
ARVIN, PETER D	671 PINE VALE DR				NAPLES		34104	
ASG HOLDINGS LLC	2209 CANARY ISLAND CV				NAPLES	FL	34119	
ASSET RECOVERY XVIII LLC	% CARLTON FIELDS PA	PO BOX 19101			MIAMI	FL	33101	
ATKINSON, LYNN E=& SANDRA	751 PINE CONE LN				NAPLES	FL	34104	
BC NAPLES INVESTMENTS LLP	2600 GOLDEN GATE PKWY		T+D +D /00 /05		NAPLES	FL	34105	
BENDERSON TR, RANDALL	DAVID H BALDAUF TR	RONALD BENDERSON 1995 TRUST	TAD 12/29/95	570 DELAWARE AVE	BUFFALO	NY	14202	
BEYRENT, TERYL	MARIE VERONIQUE BONVIE	506 GORDONIA RD			NAPLES	FL	34108	
BIGNEY, HUGH C=& CAROLE J	725 PINE CONE LN				NAPLES	FL	34104	
BILL, THEODORE T	693 GORDONIA RD				NAPLES	FL	34108	
BLUE OCEAN ONE, LC	8801 NW 15TH ST				DORAL	FL	33172	
BOISVERT, RAYMOND=& THERESA	687 PINE CONE LN				NAPLES	FL	34104	
BRE/LQ FL PROPERTIES LLC	ATTN: DELOITTE TAX LLP	PROPERTY TAX DEPT	909 HIDDEN RDG STE 600		IRVING	TX	75038	
BROWN, JOHNNY=& GWENDOLYN M	731 PINE VALE DR				NAPLES	FL	34104	
BRZESKI TR, TERYL H	LAND #1-B TRUST	UTD 9/11/01	5147 SEAHORSE AVE		NAPLES	FL	34103	
BUCHAN, ROBERT W	680 PINE VALE DR				NAPLES	FL	34104	
CANBERRA INVESTMENTS LLC	3565 PLOVER AVE				NAPLES	FL	34117	
CARTER TR, KENNTH D	KENNETH D CARTER REV TRUST	UTD 10/6/06	3890 7TH AVE NW		NAPLES	FL	34120	
CEDAR HAMMOCK COMMUNITY	DEVELOPMENT DISTRICT	% SEVERN TRENT SERVICES	210 N UNIVERSITY DR STE 702		CORAL SPRINGS	FL	33071	
CG II LLC	121 S MAIN ST STE 500				AKRON	OH	44308	
CHM NAPLES HOTEL PRTNERS LLC	% CHARTWELL HOSPITALITY	2000 MERIDIAN BLVD STE 200			FRANKLIN	ΤN	37067	
CINIELLO TR, PATRICK	28351 S TAMIAMI TRL				BONITA SPGS	FL	34134	
CIRCLE K STORES INC	RENT & PROPERTY TAX DEPARTMENT	1130 W WARNER RD BLDG B	ATN: RENTS & PROPERT TAX SUP		TEMPE	AZ	85284	
CITYGATE DEVELOP DISTRICT	% ROGER RICE, ESQUIRE	9010 STRADA STELL CT STE 207			NAPLES	FL	34109	4427
CITYGATE DEVELOPMENT LLC	121 S MAIN ST STE 500				AKRON	OH	44308	1426
CLARK EST, WINDLE F	660 PINE VALE DR				NAPLES	FL	34104	5410
COLEMAN JR, PERRY JAMES	JUDITH A COLEMAN	JOHN P COLEMAN	2205 PINE MEADOW AVE		WEST MELBOURNE	FL	32904	6552
COLLIER CNTY	BOARD OF COUNTY COMMISSIONERS	3301 TAMIAMI TRL E			NAPLES	FL	34112	4961
COLLIER CNTY	C/O REAL PROPERTY MANAGEMENT	3335 TAMIAMI TR E, STE 101			NAPLES	FL	34112	0
COLLIER IRRIGATION SERVICE INC	5675 CEDAR TREE LN				NAPLES	FL	34116	5459
COLLINS, JOHN F=& RENA L	745 PINE VALE DR				NAPLES	FL	34104	5436
CONTI TR, ROBERTO	GERARDA GIUSEPPA DAIDONE TR	11238 TAMIAMI TRL E			NAPLES	FL	34113	7752
CRACKER BARREL OLD COUNTRY	STORE INC	PO BOX 787			LEBANON	TN	37088	787
CREATIVE CHOICE HOMES XIV LTD	8895 N MILITARY TRL STE 101B				WEST PALM BEACH	FL	33410	6259
CREWS ET UX, NEEDHAM	683 PINE VALE DR				NAPLES	FL	34104	5400
CROWN CASTLE GT CO LLC	PMB 353	4017 WASHINGTON RD			MCMURRAY	PA	15317	2520
DAKAY, PETER=& ANDREA	731 PINE CREST LN				NAPLES	FL	34104	9520
DAVIS & RADIO LLC	26073 FAWNWOOD CT				BONITA SPRINGS	FL	34134	8690
DAVIS CROSSINGS VIII LLC ET AL	8441 COOPER CREEK BLVD				UNIVERSITY PARK	FL	34201	2006
DOLL, GEORGE E	359 2ND ST S				NAPLES	FL	34102	8617
DOWDELL, MARK W=& DONNA M	677 PINE VALE DR				NAPLES	FL	34104	5400
DUNCAN, MICHAEL E=& KIMBERLY	420 OLD TIMBERS				ROCHESTER	IL	62563	6060
ELEAZER, JASON L=& NICOLE L	733 PINE CONE LN				NAPLES	FL	34104	
FASTOV, LAURENCE E	HARRY A LAWRENCE III	715 PINE CREST LN			NAPLES	FL	34104	9520
FIRST CHOICE STORAGE LLC	3836 TOLLGATE BLVD				NAPLES	FL	34114	5444
FOREST GLEN GOLF & CC	MASTER ASSN INC	3855 FOREST GLEN BLVD			NAPLES	FL	34114	
FORTNER, JAMES H=& LORINDA C	663 PINE CREST LN				NAPLES	FL	34104	
FPRO-1101 LLC ET AL	1999 AVENUE OF THE STARS STE 2				LOS ANGELES	CA	90067	
GOLDEN GATE FIRE CONTROL &	RESCUE DISTRICT	4741 GOLDEN GATE PKWY			NAPLES	FL	34116	6901
GOMEZ, JOSE J=& MARIA	688 PINE CONE LN				NAPLES	FL	34104	
GORMAN, TIMOTHY M=& CATHERINE	722 PINE CREST LN				NAPLES	FL	34104	
GRAND CYPRESS COMMUNITIES INC	3887 MANNIX DR STE 612				NAPLES	FL	34114	
GRANT, DANIELLE	ELIZABETH GRANT	750 PINE CONE LN			NAPLES	FL	34104	
GREATSTONE EQUITIES INC	% THE CIRCLE K CO DC17	PO BOX 52085			PHOENIX	AZ	85072	
GREENLING, DANIEL=& LADONNA	5730 LANCEWOOD WAY				NAPLES	FL	34116	
GREINER, GEOFFREY D=& SUSAN M	714 PINE CREST LN				NAPLES	FL	34104	
GST EXEMPT DYNASTY TRUST	PAWEL L BRZESKI	5147 SEAHORSE AVE			NAPLES	FL	34103	2466
GUELFI, PEGGY JO	753 PINE VALE DR				NAPLES	FL	34104	5436
GULF WINDS 202 LLC	PO BOX 204				GOODLAND	FL	34140	
GUTHRIE FAMILY TRUST	707 PINE CREST LN				NAPLES	FL	34104	
HABITAT FOR HUMANITY	OF COLLIER COUNTY INC	11145 TAMIAMI TRL E			NAPLES	FL	34113	
HANUMAN OF NAPLES LLC	12703 PELORIA CT				SEMINOLE	FL	33778	3441
HARDY, SABINA	744 PINE VALE DR				NAPLES	FL	34104	
HARP, MICHAEL A=& SHERRI J	670 PINE CREST LN				NAPLES	FL	34104	9519
HENDRICKS JR, CHARLES	HENDRICKS, ANDREA M	694 PINE CREST LN			NAPLES	FL	34104	
HERITAGE PROPERTY HOLDINGS LLC	421 GOLFVIEW DR				NAPLES	FL	34110	1121
HIGGS, WILLIAM T	2666 AIRPORT RD S				NAPLES	FL	34112	
HIGGS, WILLIAM T	3050 HORSESHOE DR N STE 105				NAPLES	FL	34104	7908
HILL, WESLEY A=& MARY E	665 PINE VALE DR				NAPLES	FL	34104	
I-75 ASSOCIATES LLC	570 DELAWARE AVE				BUFFALO	NY	14202	1206
J S ROATH CORP	1155 BLUE HILL CREEK DR				MARCO ISLAND	FL	34145	1704
JOHNSON, ANGELA	SHARON JOHNSON	730 PINE CREST LN			NAPLES	FL	34104	9520
K & C HOLDINGS OF SW FLA INC	TOM TALBOT	188 S BEACH DR			MARCO ISLAND	FL	34145	1831
KINGSTOWN FAMILY TRUST I LLC	321 1ST AVE N				MINNEAPOLIS	MN	55401	1609
KLATT, ROBERT FRANK	747 PINE CREST LN				NAPLES	FL	34104	9520
KUNTZ FAMILY TRUST	654 PINE CREST LN				NAPLES	FL	34104	
LAKE LINCOLN LLC	3050 HORSESHOE DR N STE 105				NAPLES	FL	34104	7908
LANDON, RONALD G	JORGE F RODRIQUEZ	KENNETH E KANGAS	156 PRICE ST		NAPLES	FL	34113	
LAW, WILLIAM A=& KATHLEEN K	662 PINE CREST LN				NAPLES	FL	34104	9519
LAXMI OF NAPLES LLC	3880 TOLLGATE BLVD				NAPLES	FL	34114	
LEO JR LAWN & IRRGTN SVC INC	183 PRICE ST				NAPLES	FL	34113	8436
LIGHTHOUSE PROPERTIES LLC	921 SCOTT DR				MARCO ISLAND	FL	34145	
LOWE, RANDALL	650 PINE VALE DR				NAPLES	FL	34104	5410
LUCKY INVESTMENTS INC	344 HERON AVE				NAPLES	FL	34108	2116

MADISON PARK HOMEOWNERS ASSN	% SW PROPERTY MANAGEMENT	JEFF HUGHES	1044 CASTELLO DR STE 206		NAPLES	FL	34103	1900
MAGNOLIA POND HOLDINGS LLC	5147 SEAHORSE AVE				NAPLES	FL	34103	2466
MAGNOLIA POND ROAD DEV CO LLC	26400 W 12 MILE RD STE 50				SOUTHFIELD	MI	48034	1774
MARTIN, LUC=& CATHERINE	746 PINE CREST LN				NAPLES	FL	34104	9520
MARTINEZ, HERMILO LOPEZ	JOSE TRINIDAD PEREZ	716 PINE CONE LN			NAPLES	FL	34104	5408
			DN 40 DT/2077	DO DOV 25207				
MATHENEY TR, A GROVER	OWEN M WARD LAND TRUST	UTD 6/29/88	PMB PTY3977	PO BOX 25207	MIAMI	FL	33102	5207
MAZEROSKI, JON S=& MARY O	736 PINE VALE CT				NAPLES	FL	34104	5409
MC DONALD'S CORP	% ADAMS & O'REILLY, INC	1855 VETERANS PARK DR STE 203			NAPLES	FL	34109	446
MCCULLOUGH, SHELDON S	CONNIE M MCCULLOUGH	686 PINE CREST LN			NAPLES	FL	34104	9519
MCKINLEY, PHYLLIS J	851 PRAIRIE RIDGE DR				WOODSTOCK	IL	60098	6316
MEEK, STEPHEN=& MARY	2553 LONGBOAT DR				NAPLES	FL	34104	3327
MICHELSON, DAVID C=& RITA C	720 PINE VALE CT				NAPLES	FL	34104	5409
MIGUEL & JUAREZ LAWN CARE INC	4160 7TH AVE NE				NAPLES	FL	34119	0
MILLER DRILLING & WATER	TREATMENT INC	3630 SHAW BLVD STE 7			NAPLES	FL	34117	8433
MORGAN, EWART G	653 PINE VALE DR				NAPLES	FL	34104	5400
MVITUC	3527 PLOVER AVE				NAPLES	FL	34117	8412
MYERS, CARRIE ANN=& WARREN VON	706 PINE CREST LN				NAPLES	FL	34104	0412
NAPLES HOMES RENTAL LLC	3815 RECREATION LN				NAPLES	FL	34116	7332
NATAL, MICHAEL=& FRANCESCA	711 PINE VALE DR				NAPLES	FL	34104	5436
NEGG LLC	3542 PLOVER AVE # 102				NAPLES	FL	34117	8413
NIETO, MARIA	MARIO OSORIO	752 PINE VALE DR			NAPLES	FL	34104	5435
NOSTAS, DAVID G	MARIA ZURITA	680 & 682 PINE CONE LN			NAPLES	FL	34104	0
NOSTAS, OMAR	FABIOLA M RUIZ	672 & 674 PINE CONE LAND			NAPLES	FL	34114	0
NRE98 LLC	578 WASHINGTON #909	072 G 074 TINE CONE LAND				CA	90292	0
					MARINA DEL REY			
OLESKY, EDWARD	6001 LAKE TRAFFORD RD				IMMOKALEE	FL	34142	2331
OLIVER, JAY R	738 PINE CONE LN				NAPLES	FL	34104	5408
OYUELA, JOSE PABLO=& CERLINA	3618 RECREATION LN				NAPLES	FL	34116	7303
PATTERSON, CHARLES E	658 PALM LK DR				NAPLES	FL	34104	5406
PEKAR FAMILY TRUST	739 PINE CREST LN				NAPLES	FL	34104	9520
PHILLIPS, MATTHEW N=& MARY J	610 GROVELAND AVE				VENICE	FL	34285	4613
						FL		
PINEDA BROS OF COLLIER INC	1871 16TH ST NE				NAPLES		34120	5447
PITTS, PHILLIP K=& JESSICA A	768 PINE VALE DR				NAPLES	FL	34104	5435
PLOVER AVE HOLDINGS LLC	5371 TAMARIND RIDGE DR				NAPLES	FL	34119	2835
PLOVER GROUP PROPERTIES LLC	4480 7TH AVE NW				NAPLES	FL	34119	1528
PRODUCTION AVE PROPERTIES LLC	505 PRODUCTION AVE				MADISON	AL	35758	8993
PROSPECT SHADOWLAWN LLC	3510 RADIO RD				NAPLES	FL	34104	3721
R & M REAL ESTATE COMPANY INC	4100 GOLDEN GATE PKWY				NAPLES	FL	34116	6522
RADIO LANE DEVELOPMENT LLC	% WXZ DEV INC	22720 FAIRVIEW CENTER DR STE 1			FAIRVIEW PARK	OH	44126	3619
RADNO INC	3600 SHAW BLVD				NAPLES	FL	34117	0
RADNO INVESTMENT HOLDING LLC	3600 SHAW BLVD				NAPLES	FL	34117	0
RAI RESTAURANTS INC	450 S ORANGE AVE 10TH FL				ORLANDO	FL	32801	3383
RAYMOND BUILDING SUPPLY CORP	7751 BAYSHORE RD				NORTH FORT MYERS	FL	33917	3506
REED, SHARON R	KIM A SHOWS	657 PINE CONE LN			NAPLES	FL	34104	5407
		037 FINE CONE EN						
ROPER, STEVEN J=& SHINHEA K	681 PINE CONE LN				NAPLES	FL	34104	5407
ROSO, DORIS LEE STATON	SHEILA JAMESON	696 PINE VALE DR			NAPLES	FL	34104	5410
RUWE PROPERTIES LLC	12891 BYRNWOOD PRESERVE LN				NAPLES	FL	34105	0
S T O F HOLDINGS LTD	6300 STIRLING RD				HOLLYWOOD	FL	33024	0
SADDLEBROOK APARTMENTS LLC	1995 RIDGE RD S				LARGO	FL	33778	1230
SANDOVAL, ISELA	654 PINE VALE DR				NAPLES	FL	34104	5410
SARECINO LLC	% WXZ DEVELOPMENT	22720 FAIRVIEW DR #150			FAIRVIEW PARK	ОН	44126	0
		22720 FAIRVIEW DR #150						
SCHARDT PROPERTIES LLC	304 PIRATES BIGHT				NAPLES	FL	34103	2431
SCHNEIDER, WOLFGANG	738 PINE CREST LN				NAPLES	FL	34104	9520
SCHOOL DISTRICT-GGH	GOLDEN GATE HIGH	% SUPERINTENDENT	5775 OSCEOLA TRL		NAPLES	FL	34109	919
SCHOOL DISTRICT-MDE	MIKE DAVIS ELEMENTARY SCHOOL	3215 MAGNOLIA POND DR			NAPLES	FL	34116	8300
SCOTT, MARY	668 PINE VALE DR				NAPLES	FL	34104	5410
SHERWOOD PARK MASTER ASSN INC	% GUARDIAN PROPERTY MGMT	6704 LONE OAK BLVD			NAPLES	FL	34109	6834
SKY ANGEL CENTER LLC	1300 GOODLETTE RD N				NAPLES	FL	34102	5239
SMITH, JONATHAN L	761 PINE VALE DR				NAPLES	FL	34104	5436
SOUTH FL WATER MGMT DIST	PO BOX 24680				WEST PALM BEACH	FL	33416	4680
SOUTHERN MANAGEMENT CORP	324 SW 16TH ST				BELLE GLADE	FL	33430	2824
ST MATTHEWS HOUSE INC	2001 AIRPORT RD S				NAPLES	FL	34112	0
STARR, PATRICIA	WILLIAM D TITUS	MICHAEL TITUS	20960 BLANCA TER		BOCA RATON	FL	33433	1637
STEIGINGA, HENRY W	724 PINE CONE LN				NAPLES	FL	34104	5408
STURZL, JOHN=& SHELLY	7846 REGAL LN				PULASKI	wi	54162	9667
TESMER JR. CECIL						FL		
	664 PALM LAKE DR				NAPLES		34104	5406
TIB BANK	PO BOX 2808				KEY LARGO	FL	33037	0
TIITF /FL DEPARTMENT OF HEALTH	COLLIER COUNTY	3339 TAMIAMI TRAIL SUITE 145			NAPLES	FL	34112	0
TIITF /ST OF FL	% DEP DOUGLAS BLDG	3900 COMMONWEALTH BLVD			TALLAHASSEE	FL	32399	6575
TOLL GATE COMMERCIAL CENTER	% A M PAPINEAU	1165 CLAM CT APT 13			NAPLES	FL	34102	564
TOLLGATE NAPLES LLC	3845 BECK BLVD STE 803				NAPLES	FL	34114	1216
TRUPIANO, VITO	DIANA TRUPIANO	679 PINE CREST LN			NAPLES	FL	34104	9519
		075 FINE CREST EN					48193	
TRUPIANO, VITO=& MARIA	18213 YORKSHIRE DR				RIVERVIEW	MI		8167
TURNER, BRENDA K	MARTHA RENEE NEWMAN	654 PALM LAKE DR			NAPLES	FL	34104	5406
UNLAND, MICHAEL D=& ANA E	701 PINE CONE LN				NAPLES	FL	34104	5408
URIKA III INC	567 PARKWOOD LN				NAPLES	FL	34103	8534
VAN HECKE, GERALD L=& DOLORES	760 PINE VALE DR				NAPLES	FL	34104	5435
VESTCOR FUND XV LTD	3030 HARTLEY RD	SUITE 310			JACKSONVILLE	FL	32257	0
VICTORIA ESTATES LTD ET AL	8441 COOPER CREEK BLVD				UNIVERSITY PARK	FL	34201	2006
		4100 COLDEN CATE DIGAN						
VOCISANO TR, ROBERT	MARIO VOCISANO TR	4100 GOLDEN GATE PKWY			NAPLES	FL	34116	6522
W CORP HOLDINGS OF COLLIER INC	8900 DAVIS BLVD				NAPLES	FL	34104	5404
WAL-MART STORES EAST LP	% RE PROPERTY TAX DEPT	MAIL STOP 0555	PO BOX 8050		BENTONVILLE	AR	72712	8055
WALNUT PROPERTIES LLC	29 HEIGHTS RD				MANHASSET	NY	11030	1412
WHEATLEY, MICHAEL CHARLES	669 PINE CONE LN				NAPLES	FL	34104	5407
WHITE LAKE COMMONS ASSOC INC	% COMPASS GROUP	7400 TRAIL BLVD STE 101			NAPLES	FL	34108	2855
								1281
	12737 FORREST DR				FDINBORO	DΛ		
WHITE LAKES REALTY LLC	12737 FORREST DR				EDINBORO	PA	16412	
WHITE LAKES REALTY LLC WOHEAD, FRANCES MLEKOWSKI	730 RIDGE RD				LEMONT	IL	60439	3972
WHITE LAKES REALTY LLC WOHEAD, FRANCES MLEKOWSKI WOODSIDE LANES INC	730 RIDGE RD 8525 RADIO LN				LEMONT NAPLES	IL FL	60439 34104	3972 5429
WHITE LAKES REALTY LLC WOHEAD, FRANCES MLEKOWSKI	730 RIDGE RD				LEMONT	IL	60439	3972



RICK SCOTT GOVERNOR 801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

November 15, 2013

Reference: Name of Project: Project Limits: County/State: Financial Project ID No.:

I-75/ State Road (SR) 951 Ultimate Interchange Improvements I-75 and Collier Boulevard (SR 951) Collier County, Florida 425843-2-22-01

Dear Property Owner or Interested Party:

The Florida Department of Transportation (FDOT), District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County on Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, Florida. The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. A project map showing the study area and hearing location is attached.

The public hearing is being held as part of the Project Development & Environment Study (PD&E) to give interested people the opportunity to express their views regarding future improvements. FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

Project documents are available for review prior to the public hearing beginning Tuesday, November 19, 2013 at the Golden Gate Branch Library, 2432 Lucerne Road Naples, Florida. Documents will remain on display through Friday, December 20, 2013. The study website, www.i75-951interchange.com, also provides information.

Those needing translation services or special accommodation can contact Aaron Kaster at 863.519.2495 or e-mail at aaron.kaster@dot.state.fl.us. About one week's advanced notice is needed to make arrangements.

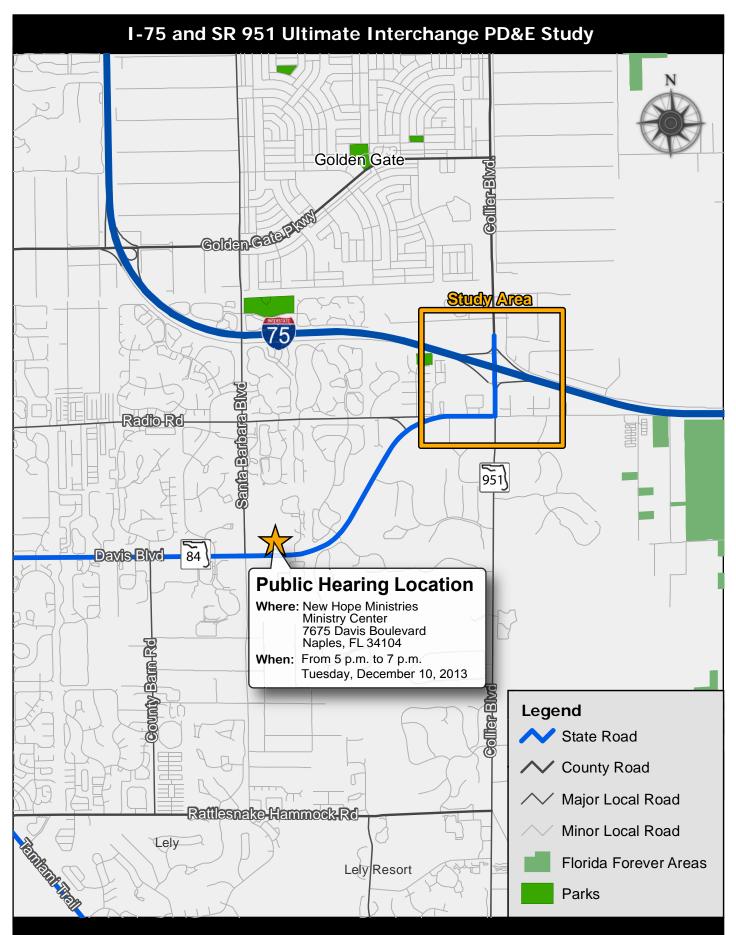
We encourage your participation in this public hearing and look forward to your comments. The hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Sincerely,

anon Kastes

Aaron Kaster Project Manager Florida Department of Transportation, District One 863.519.2495 or Aaron.kaster@dot.state.fl.us

www.dot.state.fl.us



Project Location Map

NOTICE OF PUBLIC HEARING

DEPARTMENT OF TRANSPORTATION

The Florida Department of Transportation (FDOT), District One announces a public hearing and invites the public to attend.

DATE AND TIMES: Tuesday, December 10, 2013, open house, 5 p.m.; formal hearing, 6 p.m., followed by a public comment period.

PLACE: New Hope Ministries Center, 7675 Davis Boulevard, Naples, Florida

PROJECT: FPID No. 425843-2-22-01

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Florida Department of Transportation, District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County.

The public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange. FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

Additional right-of-way is required to produce the project. FDOT carries out a right-of-way acquisition and relocation program in accordance with section 339.09, Florida Statues and Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended. The study team has identified potential encroachments on wetlands and floodplains and these areas may be given special consideration under Executive Orders 11990 and 11988.

A flyer with the agenda and other project-specific information will be distributed at the Hearing. Additional information can also be obtained from the project website at <u>www.i75-951interchange.com</u>

This hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI and the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

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NAPLES DAILY NEWS Published Daily Naples, FL 34110

Affidavit of Publication

State of Florida Counties of Collier and Lee

Before the undersigned they serve as the authority, personally appeared Linda Sentz, who on oath says that she serves as **Account Executive** of the Naples Daily News, a daily newspaper published at Naples, in Collier County, Florida; distributed in Collier and Lee counties of Florida; that the attached copy of the advertising, being a

PUBLIC NOTICE

in the matter of PUBLIC NOTICE

was published in said newspaper 2 times in the issues on November 8 and December 1, 2013.

Affiant further says that the said Naples Daily News is a newspaper published at Naples, in said Collier County, Florida, and that the said newspaper has heretofore been continuously published in said Collier County, Florida; distributed in Collier and Lee counties of Florida, each day and has been entered as second class mail matter at the post office in Naples, in said Collier County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

lid lup

(Signature of affiant)

Sworn to and subscribed before me This 6th day of January, 2014

(Signature of notary public)



CAROL POLIDORA MY COMMISSION # EE 851758 EXPIRES: November 28, 2014 Bended Thru Pichard Insurance Agency NAPLES DAILY NEWS Published Daily Naples, FL 34110

Affidavit of Publicati

PAGE

2 OF

State of Florida Counties of Collier and Lee

Before the undersigned they serve as appeared Linda Sentz, who on oath s: **Account Executive** of the Naples Daily newspaper published at Naples, in C distributed in Collier and Lee countie attached copy of the advertising, bein

PUBLIC NOTICE

in the matter of PUBLIC NOTICE

was published in said newspaper 2 ti on November 8 and December 1, 20

Affiant further says that the said Napublished at Naples, in said Collier C newspaper has heretofore been contin County, Florida; distributed in Collie each day and has been entered as sec office in Naples, in said Collier Coun year next preceding the first publica advertisement; and affiant further say promised any person, firm or corpora commission or refund for the purpos publication in the said newspaper.

lida CUIN

(Signature of affiant)

Sworn to and subscribed before me This 6th day of January, 2014

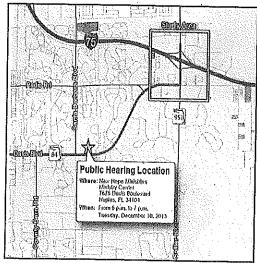
(Signature of notary public)



PUBLIC HEARING I-75/State Road 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

The Florida Department of Transportation (FDOT), District One, is holding a public hearing for the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study (FPID No. 425843-2-22-01). The hearing is from 5 p.m. to 7 p.m. Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, FL.

The public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange. FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments.



Additional right-of-way is required to produce the project. FDOT carries out a rightof-way acquisition and relocation program in accordance with section 339.09, Florida Statutes and Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended. The study team has identified potential encroachments on wetlands and floodplains and these areas may be given special consideration under Executive Orders 11990 and 11988.

The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period.

Project documents are available for review prior to the public hearing beginning Tuesday, November 19, 2013 at the Golden Gate Branch Library, 2432 Lucerne Road Naples, Florida. Documents will remain on display through Friday, December 20, 2013. The study website, www.i75-951interchange.com, also provides information.

This hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI and the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

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November 8, December 1, 2013

PUBLIC HEARING I-75/State Road 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

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I-75 and SR 951

Ultimate Interchange Improvements

Project Development & Environment (PD&E) Study

PUBLIC HEARING

The Florida Department of Transportation (FDOT), District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County. The public hearing is held as a part of the PD&E study to give interested people an opportunity to express their views regarding future improvements.

FDOT's study is considering interchange modifications to improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

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> New Hope Ministries Center 7675 Davis Boulevard Tuesday, December 10, 2013 at 5:00 pm

For more information contact:

Aaron Kaster

Project Manager

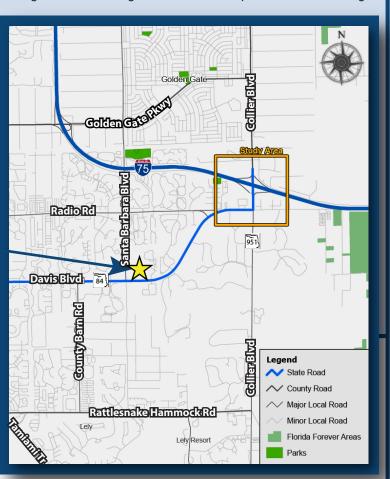
Florida Department of Transportation, District One

Phone: (863) 519-2495

E-mail: aaron.kaster@dot.state.fl.us



www.i75-951interchange.com





Company	Job TITLE	Salutation	Greeting Line	First Name	Middle	Last Name	ADDR1
Board of Commissioners of the City of Naples Board of Commissioners of the City of Naples	Vice-Mayor Mayor Council Member Council Member Council Member Council Member Council Member	The Honorable The Honorable The Honorable The Honorable The Honorable The Honorable The Honorable	The Honorable The Honorable The Honorable The Honorable The Honorable The Honorable The Honorable	Gary John Bill Doug Teresa Sam Margaret		Price Sorey III Barnett Finlay Heitmann Saad III Sulick	 735 Eighth Street South
Board of Commissioners of the County of Collier Board of Commissioners of the County of Collier	District 1 Commissioner District 2 Commissioner District 3 Commissioner District 4 Commissioner District 5 Commissioner	The Honorable The Honorable The Honorable The Honorable The Honorable	The Honorable The Honorable The Honorable The Honorable The Honorable	Donna Georgia Tom Fred Tim	A. W.	Fiala Hiller, Esq. Henning Coyle Nance	3299 Tamiami Trail East 3299 Tamiami Trail East 3299 Tamiami Trail East 3299 Tamiami Trail East 3299 Tamiami Trail East
Collier County School Board Collier County School Board Collier County School Board Collier County School Board Collier County School Board	District 1 Board Member District 2 Board Member District 3 Board Member District 4 Board Member District 5 Board Member	The Honorable The Honorable The Honorable The Honorable The Honorable	The Honorable The Honorable The Honorable The Honorable The Honorable	Pat Kathleen Barbara Julie Roy	М.	Carroll Curatolo Berry Sprague Terry	5775 Osceola Trail 5775 Osceola Trail 5775 Osceola Trail 5775 Osceola Trail 5775 Osceola Trail
Collier County Collier County Collier County Collier County Collier County	Clerk of Courts Property Appraiser Supervisor of Elections Tax Collector Sheriff	The Honorable The Honorable The Honorable The Honorable The Honorable	The Honorable The Honorable The Honorable The Honorable Sheriff	Dwight Abe Jennifer Larry Kevin	E. J. H. J.	Brock Skinner Edwards Ray Rambosk	3315 Tamiami Trail East 3950 Radio Road 3295 Tamiami Trl E 3291 Tamiami Trail East 3319 Tamiami Trail East
Governor	Governor of Florida	The Honorable	Governor	Rick		Scott	400 S. Monroe St.
Florida House of Representatives Florida House of Representatives Florida House of Representatives Florida House of Representatives	Representative Representative Representative Representative	The Honorable The Honorable The Honorable The Honorable	Representative Representative Representative Representative	Kathleen Matt Jeanette Denise	С. М.	Passidomo Hudson Nuñez Grimsley	3299 Tamiami Trail East 3301 East Tamiami Trail 2450 Southwest 137th Avenue 25 E Hickpoochee Avenue
The Senate of Florida The Senate of Florida	Senator Senator	The Honorable The Honorable	Senator Senator	Dwight Garrett		Bullard Richter	10720 Caribbean Blvd. 3299 Tamiami Trail East
United States House of Representatives United States House of Representatives	Representative Representative	The Honorable The Honorable	Representative Representative	Matt Kathleen		Hudson Passidomo	402 South Monroe Street 402 South Monroe Street
Senator Senator	United States Senate United States Senate	The Honorable The Honorable	Senator Senator	Bill Marco		Nelson Rubio	2000 Main Street 3802 Spectrum Boulevard

ADDR2	CITY	STATE	Postal Code
	Naples Naples Naples Naples Naples Naples Naples	FL FL FL FL FL FL	34102 34102 34102 34102 34102 34102 34102 34102
Suite 303 Suite 303 Suite 303 Suite 303 Suite 303	Naples Naples Naples Naples Naples	FL FL FL FL	34112 34112 34112 34112 34112 34112
	Naples Naples Naples Naples Naples	FL FL FL FL	34109 34109 34109 34109 34109 34109
Bldg J	Naples Naples Naples Naples Naples	FL FL FL FL	34112 34104 34112 34112 34112
	Tallahassee	FL	32399
Suite 304 Suite 212 Suite 205	Naples Naples Miami Labelle	FL FL FL FL	34112 34112 33175 33935
Suite 435 Suit 203	Cutler Bay Naples	FL FL	33189 34112
	Tallahassee Tallahassee	FL FL	32399 32399
Suite 801 Suite 106	Fort Myers Tampa	FL FL	33901 33612

Company	Job TITLE	Salutation	Greeting Line	First Name	Middle	Last Name	ADDR1
City of Naples	City Manager	Mr.	Mr.	Bill		Moss	735 8th Street South
City of Naples	City Clerk	Ms.	Ms.	Patricia	L.	Rambosk	735 8th Street South
City of Naples	Planning	Mr.	Mr.	Robin		Singer	295 Riverside Circle
City of Naples	Natural Resources	Mr.	Mr.	Mike		Bauer	270 Riverside Circle
City of Naples	Community Redevelopment	Mr.	Mr.	Roger		Reinke	280 Riverside Circle
City of Naples	Streets and Stormwater	Mr.	Mr.	Gregg		Strakaluse	295 Riverside Circle
City of Naples	Utilities	Mr.	Mr.	Bob		Middleton	380 Riverside Circle
Greater Naples Chamber of Commerce	Greater Naples Chamber of Commerce	Mr.	Mr.	Michael		Wynn	2390 Tamiami Trail North
Collier County	Transportation Engineering Department Director	Mr.	Mr.	Jay		Ahmad	2885 S. Horseshoe Drive
Collier County	Comprehensive Planning Manager	Mr.	Mr.	Mike		Bosi	2800 North Horseshoe Drive
Collier County	Growth Management District						
Collier County	Growth Management County Engineer	Mr.	Mr.	Jack		McKenna	2800 North Horseshoe Drive
Collier County	Growth Management Division Senior Site Plan Reviewer	Mr.	Mr.	John		Houldsworth	2800 North Horseshoe Drive
Collier County	Growth Management Division Senior Field Inspector	Mr.	Mr.	Craig		Callis	2800 North Horseshoe Drive
Collier County	Parks and Recreation Director	Mr.	Mr.	Barry		Williams	15000 Livingston Road
Collier County	Public Services Division Administrator	Mr.	Mr.	Steve		Carnell	15000 Livingston Road
Collier County	Land Development Services Director	Mr.	Mr.	Bill		Lorenz	2800 North Horseshoe Drive
Collier County	Alternative Transportation Modes Director / Collier Area Tra	anMs.	Ms.	Michelle		Edwards-Arnold	2885 S. Horseshoe Drive
Collier County	Road Maintainence Superintendent	Mr.	Mr.	Travis		Gossard	4800 Davis Boulevard
Collier County	Public Utilities Director	Mr.	Mr.	Tom		Chmelik	3339 Tamiami Trail East
Collier County	Financial Management and Cashiering Supervisor	Ms.	Ms.	Maria		Corzo	2800 North Horseshoe Drive
Collier County	Impact Fee Administration Manager	Ms.	Ms.	Amy		Patterson	2800 North Horseshoe Drive
Collier County	Golden Gate Fire Department Chief	Mr.	Mr.	Kingman		Schuldt	4741 Golden Gate Parkway
Collier MPO	Executive Director	Ms.	Ms.	Lucilla		Ayer	2885 South Horseshoe Drive
Collier MPO	Principal Planner	Ms.	Ms.	Lorraine		Lantz	2885 South Horseshoe Drive
Collier MPO	Principal Planner	Ms.	Ms.	Sue		Faulkner	2885 South Horseshoe Drive
Collier MPO	Principal Planner	Ms.	Ms.	Sarah		Layman	2885 South Horseshoe Drive
Collier MPO	Citizens Advisory Committee (CAC) - Chair	Mr.	Mr.	Gary		Shirk	2885 South Horseshoe Drive
Collier MPO	Technical Advisory Committee (TAC) - Chair	Ms.	Ms.	Michelle		Edwards-Arnold	2885 South Horseshoe Drive
Collier MPO	Pathway Advisory Committee (PAC) - Chair	Ms.	Ms.	Dayna		Fendrick	2885 South Horseshoe Drive
Collier MPO	Local Coordinating Board (LCB) - Chair	The Honorable	The Honorable	Donna		Fiala	3299 E. Tamiami Trail

ADDR2	CITY	STATE	Postal Code
	Naples	FL	34102
Room B	Naples	FL	34102
	Naples	FL	34102
Suite 210	Naples	FL	34103
	Naples	FL	34104
	Naples	FL	34109
	Naples	FL	34109
	Naples	FL	34104
	Naples	FL	34104
	Naples	FL	34104
	Naples	FL	34112
	Naples	FL	34104
Suite 303	Naples	FL	34104



RICK SCOTT GOVERNOR

801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

November 8, 2013

Reference: Name of Project: Project Limits: County/State: Financial Project ID No.: I-75/ State Road (SR) 951 Ultimate Interchange Improvements I-75 and Collier Boulevard (SR 951) Collier County, Florida 425843-2-22-01

Dear Elected Leader,

The Florida Department of Transportation, District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County on Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, Florida. The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. A project map showing the study area and hearing location is attached.

The public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange. Notices are sent to all property owners within at least 300 feet on either side of SR 951 (Collier Boulevard) within the limits of proposed improvements as well as to public officials, organizations, and individuals interested in the project.

FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

Additional right-of-way is required to produce the project. FDOT carries out a right-of-way acquisition and relocation program in accordance with section 339.09, Florida Statues and Uniform Relocation Assistance and Real Property Acquisition Act of 1970 as amended. The study team has identified potential encroachments on wetlands and floodplains and these areas may be given special consideration under Executive Orders 11990 and 11988.

Project documents are available for review prior to the public hearing beginning Tuesday, November 19, 2013 at the Golden Gate Branch Library, 2432 Lucerne Road Naples, Florida. Documents will remain on display through Friday, December 20, 2013. The study website, <u>www.i75-951interchange.com</u>, also provides information.

This hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI and the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

People with disabilities who require special accommodations under the Americans with Disabilities Act or require translation services (free of charge) should contact Aaron Kaster by phone at 863-519-2495 or by e-mail at

<u>aaron.kaster@dot.state.fl.us</u> at least seven (7) days prior to the hearing. Please don't hesitate to let Mr. Kaster know if you have questions about the study or the public hearing.

Sincerely,

Chris Smith Director of Transportation Development Florida Department of Transportation, District One Office: (863) 519-2611 Cell: (863) 640-9545 Chris.smith@dot.state.fl.us



RICK SCOTT GOVERNOR

801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

November 8, 2013

Reference: Name of Project: Project Limits: County/State: Financial Project ID No.: I-75/ State Road (SR) 951 Ultimate Interchange Improvements I-75 and Collier Boulevard (SR 951) Collier County, Florida 425843-2-22-01

Dear Government Partner,

The Florida Department of Transportation, District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County on Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, Florida. The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. A project map showing the study area and hearing location is attached.

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People with disabilities who require special accommodations under the Americans with Disabilities Act or require translation services (free of charge) should contact Aaron Kaster by phone at 863-519-2495 or by e-mail at

<u>aaron.kaster@dot.state.fl.us</u> at least seven (7) days prior to the hearing. Please don't hesitate to let Mr. Kaster know if you have questions about the study or the public hearing.

Marbon J. Bigerne

Marlon J. Bizerra, P.E. District Environmental Manager Florida Department of Transportation, District One Tel: (863) 519-2250 Marlon.bizerra@dot.state.fl.us

Subject: I-75 & SR 951 Ultimate Interchange Improvements PD&E Study; Public Hearing Scheduled

The Florida Department of Transportation (FDOT), District One, is holding a public hearing for the I-75 and SR 951 Ultimate Interchange Improvements Project Development and Environment (PD&E) Study (FPID No. 425843-2-22-01). The hearing is from 5 p.m. to 7 p.m. Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, FL. A project map showing the study area and hearing location is attached.

The hearing begins with an informal open house at 5 p.m. when people can review displays and talk oneon-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. The public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange.

FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

More information about the project is available on the project website at: www.i75-951interchange.com.

Sincerely,

Aaron Kaster Project Manager Environmental Management Office Tel: (863) 519-2495

Add map of hearing location

APPENDIX B: Attendance Records

Project Development & Environment (PD&E) Study

Public Hearing December 10

General Public Sign In

Name toix Pras 7. Suzam 8. RON JOSFGRSON 9. CONNELL AVE Meleshkewro 10. TAU lian 11. Tase 13. LARRY & MARY CHRISTENSE 14. Edeen . Terry Milanette 15.

Address 8875 Davis Blud 34104 SX 31 LOU avis inte Codre 910 MISSION TOLL GATE BLUS NAPLES. 3880 695 Pine CORE 5425 27TH AVE SW 34116 NAPLES 3924 PORIST GUEN BLVD # 202 MAPLES 341 3505 Turcle Plum 12801 MES Drive Suite 106 St Myers Naples / Lane, 8360 LE LINKS CT 3411 3944 34114

Project Development & Environment (PD&E) Study

Public Hearing December 10,

General Public Sign In

Name 1. Doug Besteman 2. Kay Ruit REABVRN ROBERT Robert Gava CLYDE Cox Jost FRUTH 7. Nathan Beals U. Rondy Van alsterie 9. GARRENT FX BEYRENT 10. CARIL HERBERET 11. APT LENNOX 12. 13._____ 14. _____ 15.

Address 8670 Cedar Hammock Cir #222 Naples 3760 SAWTHES Way 5450 25TH PLACE 3.10. NHPWES 34116 HSTALDI CORST 197 St. Tames Way Naples 34104 8231 POTOMACLN NAPLES, 34184 DAVIDSON Engineering / City Gate Collier County Public Vilities 404 Custwood Lone 34113 (Eagle Creek C 506 GORDONIA RD/WARLES 34108 7812 BenK shire Pines Dr. Naplis 34104 (FL.) 8985 DAUIS BLUM 34102

All information provided will become part of the public hearing record.

Project Development & Environment (PD&E) Study

Public Hearing December 10, 2

General Public Sign In

Name 1. JOHN AGNELLI 2. Joe Bonness John OSBorne PAUEL RRESKI 8. ____ 9._____ 10._____ 11._____ 12._____ 13._____ 14._____ 15.

Address 3050 N. HORSESHOE DR 34104 6830 Sandalwood In 34109 Nerles Daily News athy Carter 7956 Umberto Ct. Naples 34114 VEFFREY 3549 PRIVINE WAY 34114 5147 SEAHORE AVE 34103

All information provided will become part of the public hearing record.

Project Development & Environment (PD&E) Study

Public Hearing December 10, 2013-

Project Team Sign In

Name
1. Nilli Doyle
2. Martin Horavitz
3. Radu Nan
4. AARON KASTER
5. DAVIDC, TURLEY
6. Paniel Doebler
7. GRES MOONE
8. RAN FANGLA
9. Spelk Freeman
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Affiliation	Initial
DRmP	- m
FDOT	MA
Rittelson & Associates, Inc.	RIN
FDOT	AR
FDOT	215
A+Kins	DD
DRMP	ym
FOOT	A
Kittelsen & Assuc	JEF

All information provided will become part of the public hearing record.

APPENDIX C: Court Reporter Transcript

1 2 3 4 5 I-75 and STATE ROAD 951 6 ULTIMATE INTERCHANGE IMPROVEMENTS 7 8 9 10 PUBLIC HEARING 11 Tuesday, December 10, 2013 12 6:00 p.m. 13 New Hope Ministries 7675 Davis Boulevard Naples, Florida 16 17 18 19 19 12 13 14 New Hope Ministries 7675 Davis Boulevard Naples, Florida 16 17 18 19 12 13 14 15		
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 4 I-75 and STATE ROAD 951 ULTIMATE INTERCHANGE IMPROVEMENTS ULTIMATE INTERCHANGE IMPROVEMENTS PUBLIC HEARING Tuesday, December 10, 2013 6:00 p.m. 6:00 p.m. 6:00 p.m. New Hope Ministries 7675 Davis Boulevard Naples, Florida Anaples, Florida Anaples, Florida Anaples Anaple	2	
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9 10 PUBLIC HEARING 11 Tuesday, December 10, 2013 12 6:00 p.m. 13	7	
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ATTENDEES: Aaron Kaster, Project Manager, FDOT Martin Horwitz David C. Turley Ray Fauble Jack Freeman Radu Nan Boniel Doebler Robbin Ossi Greg Moore Nikki Doyle Partin Horwitz Aron Kaster, Project Manager, FDOT State Ray Fauble Barder Barder Radu Nan Barder Barder Robbin Ossi IO Greg Moore II Nikki Doyle Partin Horwitz Parit Horwitz <		
 Martin Horwitz David C. Turley Ray Fauble Jack Freeman Radu Nan Daniel Doebler Robbin Ossi Greg Moore Nikki Doyle 	1	ATTENDEES:
4David C. Turley5Ray Fauble6Jack Freeman7Radu Nan8Daniel Doebler9Robbin Ossi10Greg Moore11Nikki Doyle121314151617181920212324	2	Aaron Kaster, Project Manager, FDOT
5Ray Fauble6Jack Freeman7Radu Nan8Daniel Doebler9Robbin Ossi10Greg Moore11Nikki Doyle12131415161718192021222324	3	Martin Horwitz
6 Jack Freeman 7 Radu Nan 8 Daniel Doebler 9 Robbin Ossi 10 Greg Moore 11 Nikki Doyle 12 13 14 15 16 17 18 19 20 21 22 23 24	4	David C. Turley
7Radu Nan8Daniel Doebler9Robbin Ossi10Greg Moore11Nikki Doyle121314151617181920212324	5	Ray Fauble
8Daniel Doebler9Robbin Ossi10Greg Moore11Nikki Doyle121314151617181920212324	6	Jack Freeman
9 Robbin Ossi 10 Greg Moore 11 Nikki Doyle 12 13 14 15 16 17 18 19 20 21 22 23 24	7	Radu Nan
10 Greg Moore 11 Nikki Doyle 12 13 14 15 16 17 18 19 20 21 22 23 24	8	Daniel Doebler
11 Nikki Doyle 12 13 14 15 16 17 18 19 20 21 22 23	9	Robbin Ossi
12 13 14 15 16 17 18 19 20 21 22 23 24	10	Greg Moore
13 14 15 16 17 18 19 20 21 22 23 24	11	Nikki Doyle
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MR. KASTER: Good evening, ladies and				
gentlemen. If you could take your seats.				
Welcome to the public hearing for the I-75 and				
State Road 951 Ultimate Interchange study being				
conducted by the Florida Department of				
Transportation, District 1, presenting the ultimate				
interchange improvements in Collier County.				
This public hearing I'm the project				
development engineer for the Florida Department of				
Transportation, District 1.				
The Florida Department of Transportation,				
First District, covers 12 counties extending from				
Collier to Polk. The Department's hearings are				
divided into three parts.				
During the first part there will be a video				
presentation concerning the project and the				
proposed improvements. Following the presentation,				
I'll introduce members of the project team who				
developed the proposal and I'll explain how you can				
register to give testimony for the record.				
Secondly, we will have an intermission, during				
which you will have another opportunity to look at				
the displays and have your questions answered by				
the people I will introduce.				
The third part of the hearing, the public				

testimony portion, is the time you can offer comments or exhibits for the record concerning the proposed improvements. These comments should be for or against the proposals. An important part of this testimony is the reason you are for or against the proposals.

This public hearing is being conducted by the Florida Department of Transportation. It is being held at the New Hope Ministries Church at 7675 Davis Boulevard, Naples, Florida.

The Financial Project ID number is 425843-2-22-01.

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This project is described at the Ultimate Interchange Improvements at I-75 and State Road 951 in Collier County.

We are here tonight to present to you and to explain the engineering and environmental studies accomplished so far. Also, we are here to give you an opportunity to publicly and officially comment on the project.

We bring the proposed improvements to a public hearing to ask for your views and comments and to solicit local knowledge of values and concerns that relate to the proposed improvements. The reason we're doing this is to give interested persons like you an opportunity to become fully aware of the proposal.

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You may express your views, as I said, to the project when the flexibility exists to include those views into the documents which final decisions will be made.

When you arrived this evening you were offered a hand-out containing information concerning the project and the proposed improvements. It also contains a brief discussion of what happens next.

If you did not receive a hand-out, please see the staff at the registration table. Inside the hand-out is a comments sheet that you may fill out for the record and, once complete, place it in the comment box. You may also mail the comment form to the address shown on the back of the form. Comments must be post-marked by December 20th, 2013.

19This hearing will remain open until December2020th, 2013. Anyone wishing to make comments to21become part of the official transcript of the22hearing has ten days to send comments to the23Department. Those comments will be the same as if24you walked up to the microphone this evening and25gave your comments.

1	After tonight's public hearing, the Department
2	will take your comments and, together with the
3	engineering and environmental work that has been
4	accomplished, make a final assessment.
5	At this time I would like to introduce any
6	elected officials who may be present.
7	(None noted.)
8	MR. KASTER: Also, I would like to acknowledge
9	any other public officials.
10	(None noted.)
11	MR. KASTER: We will now begin the
12	audio/visual presentation.
13	(Whereupon, the following video presentation
14	was viewed.)
15	"Good evening and welcome to the Florida
16	Department of Transportation's public hearing for
17	the I-75 and State Road 951, Ultimate Interchange
18	Improvements Project Development and Environment,
19	or PD and E, study. We appreciate your attendance
20	and participation.
21	"At tonight's hearing, you'll have the
22	opportunity to ask questions and offer comments
23	about proposed improvements to the I-75 and State
24	Road 951 interchange. Following this presentation,
25	we will take a 15 minute intermission. We will

begin the public testimony portion of the hearing immediately following the intermission. If you wish to speak during the public testimony portion of the hearing, please fill out a speaker card and provide it to a project team member.

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"The objectives of this PD and E study are to develop and analyze alternatives and evaluate and document engineering and environmental considerations that will assist the department in reaching a decision about the type and location of necessary improvements to the I-75 and State Road 951 interchange.

"As a result of this process, a preferred
build alternative has been identified that is
compared to the no-build alternative. The
department is preparing this study in cooperation
with the Federal Highway Administration and Collier
County.

19 "The PD and E study is conducted in accordance
20 with requirements of the National Environmental
21 Policy Act of 1969, as amended, and other federal
22 requirements.

23 "The project is located at State Road 951,
24 also known as Collier Boulevard, and Interstate 75
25 in Collier County. Project limits extend along

Collier Boulevard from Business Circle South, on the south side of State Road 84, also known as Davis Boulevard, through the I-75 interchange area, extending northward to Magnolia Pond Drive.

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"Collier Boulevard is an urban other principal arterial and is widened between Davis Boulevard and Magnolia Pond Drive to an eight lane highway. An open drainage system in the interchange area transitions to curb and gutter north and south of the interchange. I-75 is an urban primary arterial-interstate and is also a part of the national highway system and the strategic intermodal system.

14 "Working with interested people like you,
15 environmental agencies and local governments, we
16 have focused on the purpose and need of the PD and
17 E study. There are three factors identified as
18 vital to the successful completion of the project:
19 Traffic operations, traffic safety, and freight
20 traffic.

"By 2035, the southbound ramps to and from
I-75 and the Davis Boulevard/Collier Boulevard
intersection will experience significant delays
with a level of service F, or failure.
Improvements to the interchange and the Davis

Boulevard/Collier Boulevard intersection are needed to meet future traffic demands. As traffic congestion increases, the number of crashes will also increase. Improvements to reduce conflicts and enhance traffic flow should in turn reduce cash potential within the project area. This corridor is also highly used by trucks, as this is the last major interchange along I-75 before entering Alligator Alley to the east.

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"There is new development being planned along Collier Boulevard. You may have noticed land has been cleared on the west side of Collier Boulevard in the vicinity of Magnolia Pond Drive. This future development will contribute to the increase in traffic volumes within the interchange area.

"We developed the preferred alternative presented tonight based upon a comparative analysis of improvement options, coordination with local officials and comments received during the public information workshop held October 25, 2012.

"The preferred alternative is a partial cloverleaf interchange. The concept layout shown here is oriented with north upward, I-75 from left to right on the screen, and Collier Boulevard (State Road 951), from top to bottom on the screen. The areas shown in white are locations where ongoing construction will not be modified. Shown in darker gray are areas that will be milled and resurfaced with new pavement markings, and areas shown in yellow are total reconstruction or new construction.

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"The significant features of this interchange alternative are the loop ramps in the northeast and southwest quadrants of the I-75 interchange. These will provide new bridges that convey ramp traffic over Collier Boulevard to the I-75 entrance ramps in either direction. The proposed ultimate intersection improvement is consistent with the adopted Collier County Growth Management Plan, as well as Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan.

"An intersection upgrade concept was elevated at the Davis Boulevard/Collier Boulevard intersection.

"This intersection upgrade concept involves an
extended ramp system that will accommodate the high
volume of traffic along Collier Boulevard south of
the study area that is headed for northbound I-75.
The graphic depicted here with Collier Boulevard
running from left to right across the screen

highlights the extended ramp system as it appears in the preferred alternative. This concept provides direct ramp connections to and from the northbound I-75 ramps allowing traffic to bypass the Davis Boulevard/Collier Boulevard intersection before merging into Collier Boulevard to the south.

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"An advantage of this concept is that it maintains the investment in the current construction while keeping the enhanced intersection in place. Additional capacity to handle the increased traffic volumes to and from northbound I-75 is provided by the elevated flyover ramps. Required improvements would be limited to construction of the extended ramp system, shown in yellow.

"As illustrated here, traffic traveling 16 17 northbound along Collier Boulevard headed for northbound I-75 will exit onto the extended ramp 18 19 prior to the Davis Boulevard intersection. This 20 heavy movement is carried up and over Davis Boulevard and the I-75 southbound ramp, bypassing 21 22 the signal at Davis Boulevard in a free-flow operation that ties directly to the loop ramp for 23 24 northbound I-75.

"Traffic exiting I-75 traveling south on

Collier Boulevard will use the extended ramp illustrated here. This movement is carried over the Davis Boulevard intersection before merging into Collier Boulevard in the vicinity of he Walmart. This concept provides a more efficient distribution of traffic within the interchange area by allowing Collier Boulevard traffic to and from the south to bypass the Davis Boulevard intersection. Existing access to Davis Boulevard and Collier Boulevard within the interchange area is maintained.

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12 "Note that the southbound flyover requires 13 closure and removal of the new eastbound right turn 14 from Davis Boulevard onto southbound Collier 15 Boulevard. Since the flyovers provide a direct connection between I-75 and Collier Boulevard south 16 17 of Davis Boulevard, traffic can continue to use the 18 existing ramp connections to I-75 from Collier 19 In the future, these connections Boulevard. 20 remain, but will primarily serve traffic coming from Davis Boulevard and north of the interchange 21 22 area.

"Roadway concepts were evaluated with a focus on avoiding reconstruction of the I-75 bridge over Collier Boulevard.

"The preferred alternative illustrated here 1 2 represents Collier Boulevard underneath the I-75 3 bridges. There will be no further reconstruction to the I-75 overpass beyond what is currently 4 underway. The preferred alternative will use a 5 6 multiuse path being constructed on the west side of Collier Boulevard and will provide bicycle lanes in 7 8 both directions through the interchange area. "There will be four through lanes in both the 9 northbound and southbound directions. 10 The turn 11 lane to the loop ramp in the northeast interchange 12 quadrant will be separated by a concrete traffic 13 separator from the through lanes. "Throughout this study, a 'no-build' 14 15 alternative is also considered. "This illustration shows the improvements 16 17 currently under construction. The 'no-build' 18 alternative assumes that aside from ongoing 19 widening scheduled for completion in 2014, no 20 additional improvements are made to the I-75 and State Road 951 interchange through the year 2035. 21 "There are advantages and disadvantages of the 22 'no-build' alternative. Advantages include: 23 NO 24 inconvenience to traffic flow due to construction: no right-of-way acquisition, design or construction 25

costs and no direct effects to adjacent natural and human environments.

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"Disadvantages include: Increases in traffic congestion and road user costs; unacceptable traffic delays on the existing roadway network; increased crash potential; increase in air pollutants due to traffic congestion; and the no-build alternative is not consistent with the Collier County Growth Management Plan, or the Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan.

"The no-build alternative remains a valid option and we will continue to evaluate it until the completion of this study.

15 "FDOT evaluated environmental and
16 socioeconomic factors relating to proposed
17 interchange improvements in accordance with the
18 National Environmental Policy Act of 1969, as
19 amended, and other federal requirements.

20 "The evaluation considered effects of the
21 interchange improvements on: Threatened and
22 endangered species, wetlands and floodplains, storm
23 water management and permitting, noise,
24 right-of-way requirements and relocations,
25 contamination, cultural and historic resources,

including Section 4f, land use, air quality, construction effects and aesthetics.

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"Threatened and endangered species are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida Statutes. FDOT assessed species within the project area, and through ongoing coordination with U.S. Fish and Wildlife Service, determined that the proposed project 'may affect, but is not likely to adversely affect' the existence of certain federally listed threatened or endangered species.

12 "These species include: the Wood Stork,
13 Eastern Indigo Snake, Florida Scrub-Jay, and
14 Red-Cockaded Woodpecker. If the preferred build
15 alternative is selected, the department will
16 continue to work closely with environmental
17 agencies in future phases to meet all environmental
18 permitting requirements.

19 "FDOT evaluated wetlands within the project
20 limits in accordance with Executive Order 11-9-90,
21 'Protection of Wetlands'. The proposed
22 improvements will affect approximately 4.48 acres
23 of wetlands. The team determined there is no
24 practicable alternative to proposed construction in
25 wetlands and that the preferred alternative

includes all practicable measures to minimize harm to wetlands. The department will mitigate wetland impacts resulting from construction to meet requirements of Florida Statutes and the United States Code.

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"FDOT also evaluated the project for potential floodplain involvement in accordance with Executive Order 11-9-88 'Floodplain Management.' The preferred alternative will not require any floodplain compensation since sufficient floodplain storage will be provided in the interchange storm water ponds as demonstrated in the floodplain impact analysis.

"The study team evaluated effects of traffic noise associated with the proposed improvement. Noise sensitive sites along the project corridor may hear traffic noise levels that approach or exceed noise abatement criteria established by the Federal Highway Administration.

"The noise study evaluation determined that a
noise barrier is potentially feasible and cost
reasonable along the I-75 southbound exit ramp.
Further evaluation of this potential noise barrier
will occur during the design phase.

"For more information about traffic noise,

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please speak with one of our noise specialists here tonight at the noise information table.

"The preferred alternative will require FDOT to acquire 1.88 acres of right-of-way impacting 10 parcels with no relocations anticipated. In order to minimize unavoidable effects of right-of-way acquisition and displacement of people, the department will carry out a right-of-way and relocation program in accordance with Florida Statute, Section 339.09, and the 'Uniform Relocation Assistance and Real Property Acquisition Act of 1970.'

"Brochures are available which describe FDOT's right-of-way and relocation assistance program in detail and provide the right-of-way's address and phone number. Staff is also available this evening to assist and discuss the program.

18 "Results of the hazardous materials and
19 petroleum screening showed that two sites have the
20 potential for high contamination involvement and
21 three sites have the potential for medium
22 contamination involvement. The preferred
23 alternative has no direct impacts to any
24 contamination sites.

"Project archaeologists and historians

completed a cultural resource assessment survey of the project corridor in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. As the result of background research and archaeological and historical field survey, no historic sites or cultural resources were identified within the I-75 at State Road 951 Ultimate Interchange project. FDOT received concurrence on its findings from the State Historic Preservation Officer and the Federal Highway Administration.

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"A Section 4(f) Determination of Applicability was prepared for this project; FHWA has concurred that Section 4(f) does not apply to any resources on this project.

"This project is not expected to change future 16 17 land use patterns within the project area nor 18 result in adverse impacts to water quality and air 19 quality. This project is located in an 'attainment 20 area for air quality standards" provided in the Clean Air Act Amendments of 1990. Minimal 21 22 construction effects are expected. The shared use path along State Road 951 through the interchange 23 area will be maintained during and after 24 25 construction.

"FDOT summarized environmental and 1 2 socioeconomic effects associated with the preferred 3 alternative in an evaluation matrix, which is on display tonight. Department representatives are 4 available this evening to discuss this with you. 5 "The estimated costs for the proposed 6 7 interchange improvements are \$3.7 million for final design, \$2.9 million for right-of-way acquisition, 8 9 and \$500,000 for wetland mitigation. Construction costs are estimated to be \$36.8 million. The cost 10 11 for construction engineering and inspection is 12 estimated as 15 percent of the total construction 13 cost, for a total of \$5.5 million. The department's preliminary estimate of total project 14 cost is \$49.4 million. 15 "The public hearing comment period will remain 16 17 open until December 20, 2013. Once all comments 18 have been received, project documents will be 19 finalized. The department will complete the I-75 20 and State Road 951 ultimate interchange improvements PD and E study by early 2014. 21 "Based on FDOT's Adopted Five-Year Work 22 Program, the design phase for the I-75 and State 23 Road 951 Ultimate Interchange Improvements is fully 24 25 funded for fiscal year 2014/2015. The right-of-way

acquisition and construction phases are not currently funded.

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"We encourage you to review project information while you're at the hearing tonight. This information also is available for review at the Golden Gate Branch Library at 2432 Lucerne Road in Naples through December 20, 2013. If you'd like to review these materials at the District Office in Bartow, please make an appointment by contacting FDOT's project manager, Aaron Kaster, using the contact information included in your hand-out. You can also visit the project website at WWW.I75-951interchange.com for the latest project information.

"In a few minutes, you'll have the opportunity 15 16 to step up to the microphone and speak about the 17 proposed improvements. If you wish to speak, please fill out a speaker card and hand it to an 18 19 FDOT representative. Speaker cards are located at 20 the sign-in table. Your verbal comments tonight will become part of the official public hearing 21 22 transcript. You may also complete one of the comment forms and drop it in the box provided or, 23 if you prefer, you may mail or email us your 24 Email and mailing addresses are provided 25 comments.

on the comment form.

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"Please remember, FDOT must receive your emails by December 20, 2013, and your letters must be postmarked by December 20, 2013 to become part of the official hearing transcript. Representatives from FDOT also are available to take your comments and answer your questions. "During the upcoming break, we invite you to review the maps and documents on display and to talk with members of the project team. "This public hearing is conducted in accordance with the Federal Highway Act of 1968, as amended; Chapter 23, United States Code 128; Title 40, Code of Federal Regulations Part 1500 through 1508; Title 23, Code of Federal Regulations Part

771; Sections 339.155 and 335.199 of the Florida Statues; Rule 14-97 of the Florida Administrative Code and the National Environmental Policy Act of 1969, as amended.

"It will also fulfill the requirements of Executive Orders 11990 pertaining to protection of wetlands, and 11988 floodplain management.

23 "There are no wetland and floodplain impacts24 associated with this project.

"FDOT advertised this hearing consistent with

federal and state requirements. This hearing is conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability or family status may complete one of the complaint forms located at the sign-in-table and mail the completed form to the address listed on the poster board.

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"Thank you for your interest and participation in the I-75 and State Road 951 Ultimate Interchange Improvements Project Development and Environment Study Public Hearing and for taking time to join us this evening."

(End of video presentation.)

MR. KASTER: We will have the intermission in a minute but before we do I want to introduce you to the people who can assist you with your review of the maps on display.

21 Representatives from the Florida Department of 22 Transportation and consultants who assisted with 23 the study are wearing name tags so you can easily 24 identify them.

Now, I would like to describe how you can sign

up to give your testimony. Nikki Doyle is holding 1 2 comment cards. If you wish to speak this evening 3 please complete the information on the card by printing neatly, then return the card to Nikki. 4 5 The order that the cards are returned will be the 6 order that I call you to speak. We will now have a 15-minute intermission to 7 give you an opportunity to review the displays 8 before the testimony period. The time is 6:31. 9 We will reconvene the hearing at 6:46. 10 Thank you. 11 12 (Intermission.) 13 MR. KASTER: All right, ladies and gentlemen. we will now begin the testimony portion of the 14 15 hearing. Now, for the public testimony, the first card 16 17 I have is Larry Christensen. Please state and spell your name and give your 18 19 address for the record. 20 MR. CHRISTENSEN: Larry Christensen, C-h-r-i-s-t-e-n-s-e-n. 8360 Heritage Links Court, 21 22 34112. 23 MR. KASTER: Your comment? 24 MR. CHRISTENSEN: The -- I'm encouraged by 25 what you have presented today, encouraged from the

standpoint that you have provided for alternate transportation in the form of bike riding and pedestrian walkways.

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We have -- I have a couple of suggestions that I'd like to offer. Within our community we have --I have eight or ten or 12 bikers that ride regularly every week and right now our route is up north on 951 to the Walmart and cross 951 and head south on the trail. The trail along 951, along the canal. And we have had some restrictions on that recently because of the construction that's going on down that -- what's that, Rattlesnake, into that addition, that there's a new addition.

So we ride from Walmart to Walmart on that 14 15 trail. We'd like to have an opportunity to go 16 north on 951, a little better than what it is now. 17 And I'd like to see that path extended north from Business Circle South to that road. That would 18 19 require some filling in of the waterway there, like 20 they did when they constructed the south portion of 21 that trail. 22 Are you with me? 23 MR. KASTER: Oh, I'm here. I follow you.

24 MR. CHRISTENSEN: And I've talked with Sue 25 about some other options we have to get further

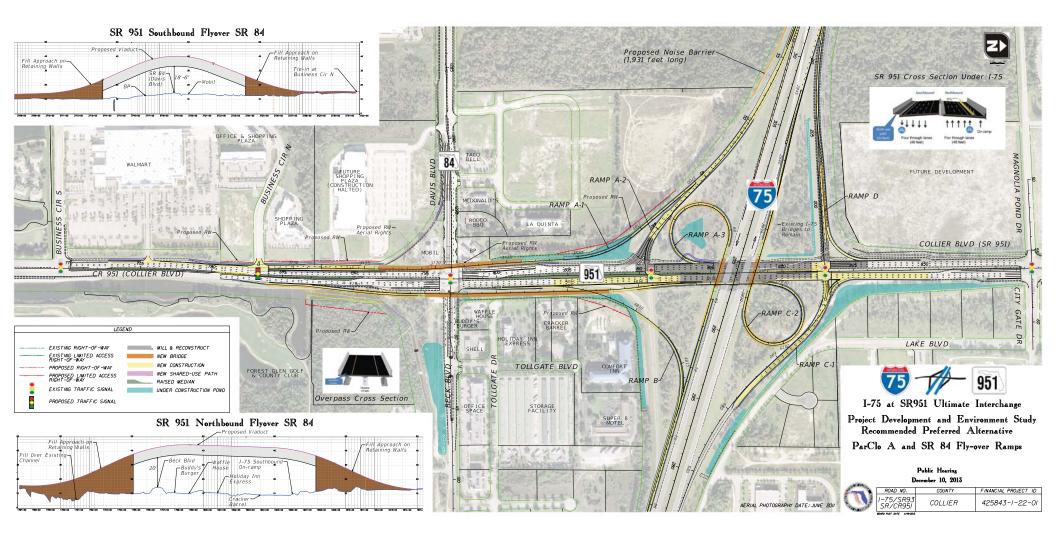
1	north on 951 around the golf course. That's a real
2	tough area to ride a bike in and I have elaborated
3	that information with Sue and I'll follow up with a
4	letter to her.
5	That's all I have. Thanks.
6	MR. KASTER: Thank you, Mr. Christensen.
7	There being no other cards, is there anyone
8	who has not spoken who would like to speak?
9	(No response.)
10	MR. KASTER: The transcript of the oral
11	proceedings of this hearing and copies of or
12	references to written statements or exhibits,
13	together with copies of or references to materials
14	made available before the hearing will be made
15	available for public inspection and copying at the
16	Florida Department of Transportation, District 1,
17	at 801 North Broadway Avenue, Bartow, Florida,
18	33830.
19	If anyone wishes to submit written statements
20	they may do so. Within statements and exhibits
21	will be accepted and recorded as part of the
22	hearing if received at district headquarters in
23	Bartow, postmarked by December 20th, 2013. Mail
24	these statements to Aaron Kaster, Project Manager,
25	at the Florida Department of Transportation, Post

1	Office Box 1249, Bartow, Florida, 33831. This is
2	the same address that appears in the comment sheet
3	in the brochure.
4	There being no one else wishing to speak, I
5	hereby close this hearing. Thank you and good
6	night.
7	(The proceedings concluded at 6:51 p.m.)
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	27			
1	CERTIFICATE			
2				
3	STATE OF FLORIDA)			
4	COUNTY OF COLLIER)			
5				
6	I, JACLYN M. OUELLETTE, Court Reporter, Notary			
7	Public in and for the State of Florida at Large, do			
8	hereby certify that the foregoing proceedings were taken			
9	before me at the time and place as stated in the caption			
10	hereto at Page 1 hereof; that the foregoing			
11	transcription is a true and complete record of my			
12	stenographic notes taken at said proceedings.			
13	I further certify that I am neither of counsel nor			
14	solicitor to any of the parties involved nor interested			
15	in the event of the cause.			
16	WITNESS my hand and official seal in the State of			
17	Florida, County of Collier, this 13th day of December,			
18	2013.			
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23	Jaclyn M. Ouellette, Court Reporter			
24	Notary Public State of Florida at Large			
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APPENDIX D: Public Hearing Materials







I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

PROPOSED INTERCHANGE PERSPECTIVES





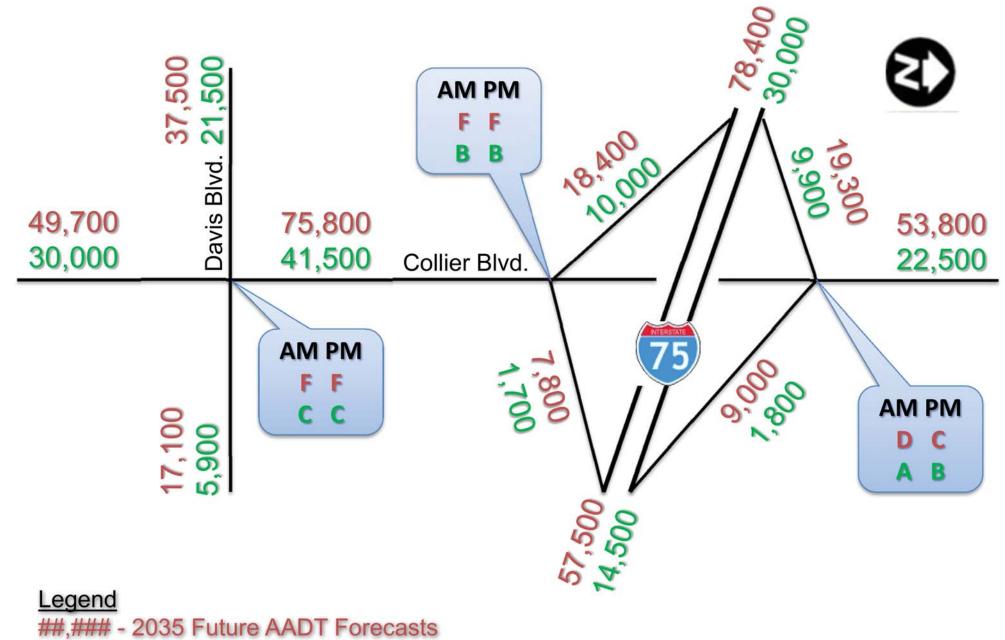






I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

No-Build Traffic Operations (2035)



##,### - 2011 Existing AADT Volumes



I-75 and SR 951 Ultimate Interchange Improvements

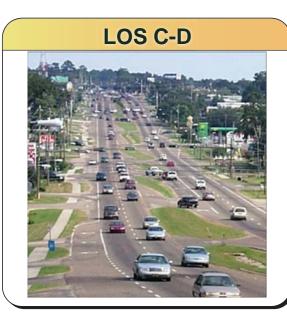
Project Development & Environment (PD&E) Study

FUTURE TRAFFIC OPERATIONS (2035)

Intersection	No-Build		Preferred Alternative (Partial Clover)	
Location	AM	PM	AM	PM
SR84 (Davis Blvd) & SR951 (Collier Blvd)	F	F	D	D
I-75 SB Ramps & SR951 (Collier Blvd)	F	F	В	В
I-75 NB Ramps & SR951 (Collier Blvd)	D	С	С	С

LOS A-B









I-75 and SR 951 Ultimate Interchange Improvements

Project Development & Environment (PD&E) Study

EVALUATION MATRIX

Evaluation Criteria	No-Build	Preferred
Traffic Operations Performance		
2035 Peak Hour Intersection Level of Service		
SR 84 at SR 951	F	D
I-75 SB Ramps at SR 951	F	В
I-75 NB Ramps at SR 951	D	С
2035 Peak Hour Intersection Delay (seconds/vehicle)		
SR 84 at SR 951	86.4	46.2
I-75 SB Ramps at SR 951	137.4	12.9
I-75 NB Ramps at SR 951	41.4	20.5
Business Impacts		
Number of Business Relocations	None	None
Residential Impacts		
Number of Residential Relocations	None	None
Environmental Impacts		
Archaeological/Historical Sites	None	None
Noise Sensitive Sites	20	33
Wetlands (acres)	0	4.48
Floodplains (acres)	0	0
Threatened and Endangered Species	N/A	Low
Hazardous Material sites (High / Medium Risk)	0/0	0/0
Right-of-Way (RW) Impacts		
RW to be Acquired for Roadway (acres)	0	1.88
Parcels Impacted	0	10
RW to be acquired for Stormwater Facilities (acres)	0	0
Estimated Total Project Costs (2013 \$ in millions)		
Design	\$0	\$3.7
Wetland Mitigation	\$0	\$0.5
RW Acquisition	\$0	\$2.9
Construction Cost (Roadway Elements)	\$0	\$13.8
Construction Cost (Structures / Bridges)	\$0	\$20.2
Construction Cost (Drainage / Stormwater Elements)	\$0	\$2.8
Total Construction Cost	\$0	\$43.9
Construction Engineering & Inspection	\$0	\$5.5
Preliminary Estimate of Total Project Cost	\$0	\$49.4



I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

ENVIRONMENTAL EFFECTS SUMMARY

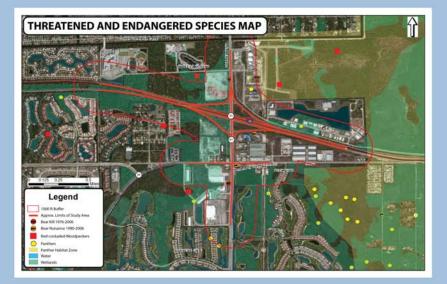
FLOODPLAINS LOCATION



WETLANDS LOCATION



THREATENED AND ENDANGERED SPECIES



POTENTIAL CONTAMINATION SITES





I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

PROJECT LOCATION

1,000 2,000 4,000 0 ⊐ Feet Golden Ter Golden Gate Middle Schoo Elementary Scho ntry Club 95 City Gate Blvd 1 Mike Davis Elementary School Magnolia Pond Dr. 198 4 75 951 Blue Heron Radio Rd Davis Blvd Beck-Blvd erB **Madison** Park 84 Legend **Business** Cir S Study Limits State Road Club County Road Major Local Road Minor Local Road Parks Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Notes

Your input is valuable! Anyone wishing to submit written statements or other exhibits in place of, or in addition to, oral statements may do so at this hearing, or by sending them to Aaron Kaster as indicated below. The public comment period will remain open until December 20, 2013.

Ouestions?

To ask questions or provide comments, please use the comment form provided. For additional questions please contact FDOT District One Project Manager Aaron Kaster using the information listed below.





aaron.kaster@dot.state.fl.us



Fax: (863) 534-7039





I-75 and SR 951 **Ultimate Interchange Improvements** Project Development & Environment (PD&E) Study

Financial Project Number: 425843-2-22-01





Contact Us

FDOT Project Manager Aaron Kaster Florida Department of Transportation P.O. Box 1249 Bartow, FL 33831 Phone: 863.519.2495 Fax: 863.534.7039 aaron.kaster@dot.state.fl.us





Welcome!

Welcome to the I-75 and SR 951 Ultimate Interchange PD&E study public hearing! Florida Department of Transportation (FDOT), District One, is conducting this public hearing to present the proposed ultimate interchange improvements at I-75 / SR 951 in Collier County. This meeting gives you the opportunity to review project information, ask questions, and offer comments about the study. A video presentation, display boards, and other project information are on display here this evening. Project representatives are also available to discuss the project and answer any questions you may have.

Questions and Concerns

Comment forms are available at this hearing for your use. Feel free to complete the comment form provided and drop it in one of the comment boxes, or if you prefer, you may mail your comments or written statements, postmarked by Friday, December 20, 2013, to the address on the comment form. You can also submit your comments through email or the project website at: www.i75-951interchange.com.

For more information, please visit:

www.i75-951interchange.com

Public Hearing New Hope Ministries Center *December 10, 2013*

Tonight's Agenda Open House - 5 p.m. Presentation - 6 p.m. (Project steps, Purpose & Need, Proposed Alternative, Environmental Evaluations, and Schedule) Intermission (15 mins) Public Testimony



Project Purpose & Need

The purpose and need is an important part of this project. There are three factors identified as vital to the successful completion of the project. These consist of traffic operations, traffic safety, and freight traffic. By 2035, the southbound ramps to and from I-75 and the Davis Boulevard / Collier Boulevard intersection will experience significant delays with a level of service F, or failure. Improvements to both the interchange and the Davis Boulevard / Collier Boulevard intersection are needed to meet future traffic demands. Traffic safety will also be negatively affected without future improvements. As traffic congestion increases, the number of crashes will also increase. Improvements to reduce conflicts and enhance traffic flow should in turn reduce crash potential within the project area. This is also an important freight corridor and is the last major interchange along I-75 before entering Alligator Alley to the east.

Environmental Evaluations

This PD&E study analyzed potential effects to wetlands, floodplains, threatened and endangered species, water quality, hazardous materials, recreational sites, noise, air quality, historic structures, and archaeological sites. Based on analyses, no significant effects to the environment associated with the preferred alternative are anticipated.

Traffic Noise Abatement

The project team has evaluated how potential increases in traffic noise associated with proposed improvements may affect communities throughout the project study area.

During its review, the department considered feasibility and 'cost reasonableness' for abatement measures to reduce future traffic noise levels at affected areas. To be considered 'feasible,' an abatement measure must provide at least a five decibel reduction in noise to the affected sites. To be considered 'cost reasonable,' construction of a noise barrier must meet cost criteria not exceed \$42,000 per affected site.

For the proposed improvements, a noise barrier was determined potentially feasible and cost reasonable for 33 affected sites within the project area. The department will further evaluate a noise barrier during the design phase.

The department's evaluations indicate noise barriers are not feasible and cost reasonable in other noise sensitive areas.







🔞 I-75 and SR 951 Ultimate Interchange Improvements PD&E Study

Evaluation Matrix

Evaluation Criteria	No-Build
Traffic Operations Performance	
2035 Peak Hour Intersection Level of Service	
SR 84 at SR 951	F
I-75 SB Ramps at SR 951	F
I-75 NB Ramps at SR 951	D
2035 Peak Hour Intersection Delay (seconds/vehicle)	
SR 84 at SR 951	86.4
I-75 SB Ramps at SR 951	137.4
I-75 NB Ramps at SR 951	41.4
Business Impacts	
Number of Business Relocations	None
Residential Impacts	
Number of Residential Relocations	None
Environmental Impacts	
Archaeological/Historical Sites	None
Noise Sensitive Sites	20
Wetlands (acres)	0
Floodplains (acres)	0
Threatened and Endangered Species	N/A
Hazardous Material sites (High / Medium Risk)	0/0
Right-of-Way (RW) Impacts	
RW to be Acquired for Roadway (acres)	0
Parcels Impacted	0
RW to be acquired for Stormwater Facilities (acres)	0
Estimated Total Project Costs (2013 \$ in millions)	
Design	\$0
Wetland Mitigation	\$0
RW Acquisition	\$0
Construction Cost (Roadway Elements)	\$0
Construction Cost (Structures / Bridges)	\$0
Construction Cost (Drainage / Stormwater Elements)	\$0
Total Construction Cost	\$0
Construction Engineering & Inspection	\$0
Preliminary Estimate of Total Project Cost	\$0

Next Steps

Following the hearing, the project team will review all public input, document the selection of the preferred alternative and finalize the PD&E study documents. A PD&E study is finalized when FHWA reviews and approves the final project documentation and recommendations. FDOT expects to complete the PD&E study phase in spring of 2014. If the study results in a build alternative selection, the project may proceed to the design phase.

The following graphic illustrates the project development process. After the PD&E study is approved the project moves into the design phase, which is fully funded for fiscal year 2014/2015. The right-of-way acquisition and construction phases are not currently funded, but are contained in the cost feasible plan of the Collier County Adopted Long Range Transportation Plan.

_	★ We are .
PD&E Study	Design (Fully Funded 5.5 Million FY 2014/2015

	Preferred
	D
	В
	С
	46.2
	12.9
	20.5
	None
	None
	None
	33
_	4.48
	0
	Low
	0/0
	1.88
	10
	0
	\$3.7
	\$0.5
	\$2.9
	\$13.8
	\$20.2
	\$2.8
	\$43.9
	\$5.5
	\$49.4
_	

The no build alternative will provide a level of service F, or failure, for all the study area intersections. The preferred alternative will provide levels of service that are D or better for all 2035 evaluation periods.

The preferred alternative will not result in any business or residential relocations.

Environmental impacts were evaluated and the results are shown here.

The preferred alternative will require right-of-way acquisition of 1.88 acres.

The total estimated project cost is based on 2013 dollars.

Right-of-Way

Construction (Not Funded

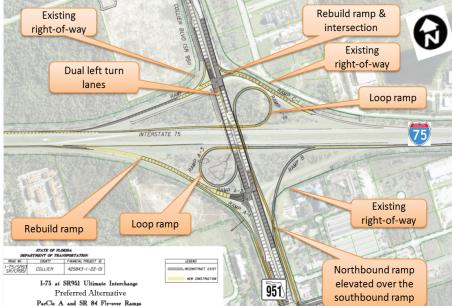
🕦 I-75 and SR 951 Ultimate Interchange Improvements PD&E Study

Preferred Alternative

I-75/SR 951 - Interchange

The preferred alternative is a partial cloverleaf interchange. This consists of loop ramps in the northeast and southwest quadrants with new bridges conveying the ramp movements over Collier Boulevard to the I-75 entrance ramps.





Ð New Shareduse path Construct Minimal right Existing southbound of-way take right-of-way flvover ramp (Acquire aerial rights) Collier Blvd Maintair Existing Construct intersection and northbound right-of-way approaches as is flyover rame RECONSTRUCT EXIST NEW CONSTRUCTION NEW STRUCTURE UNDER CONSTRUCTION PONL

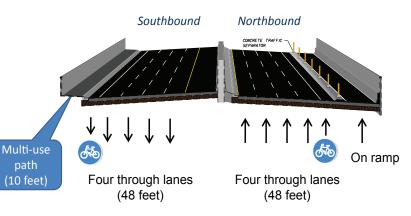
Collier Boulevard under the I-75 Overpass

There will be no further reconstruction to the I-75 overpass beyond what is currently underway. The preferred alternative will use a multiuse path being constructed on the west side of Collier Boulevard and will provide bicycle lanes in both directions through the interchange area.

The four through lanes in both the northbound and southbound directions will be maintained. The turn lane to the loop ramp in the northeast interchange guadrant will be separated from the through lanes by a concrete traffic separator.

Collier Boulevard / Davis Boulevard - Intersection

The preferred alternative consists of two flyovers carrying traffic to and from I-75 north of Davis Boulevard, merging with Collier Boulevard south of Davis Boulevard. This will use the current construction and provide the capacity for increased traffic volumes on the elevated flyover ramps. The new eastbound right turn on Davis Boulevard will be closed and incorporated into the intersection.



🔞 I-75 and SR 951 Ultimate Interchange Improvements PD&E Study

Documents Available for Review

Project documents and other information developed by FDOT are on display this evening. These materials are also available for public review until Friday, December 20, 2013, at:



Federal-State Partnership in Highways

Through a series of Congressional acts, the Federal Aid Highway Program was conceived and developed as a joint federal-state partnership. The success of this partnership is evident in the thousands of miles of excellent highways and bridges comprising the nation's transportation network. FDOT, in cooperation with FHWA and in accordance with state law, makes final decisions for the location, design, construction, and maintenance of Florida's highways. FHWA reviews and approves all federal aid actions proposed by FDOT. When present at a public hearing, FHWA representatives serve as observers and technical advisors regarding federal requirements and procedures. You will have the opportunity to submit your comments concerning the project during this hearing and until Friday, December 20, 2013. All statements received or postmarked before December 20, 2013 will be entered into the official project record.



Right-of-way Acquisition and Relocation Program

In order to build the preferred alternative, FDOT must purchase approximately 1.88 acres of property located along SR 951 (Collier Boulevard). Four brochures, which describe in detail FDOT's relocation assistance program, (Your Relocation: Residential; Your Relocation: Business, Farms, and Nonprofit Organizations; Sign Relocation; and The Real Estate Acquisition Process) are available this evening, as are representatives from the department. Questions about right-of-way may also be addressed by contacting the District One Right-of-Way Office by telephone at 863-519-2407 during business hours (8 a.m. to 5 p.m.)

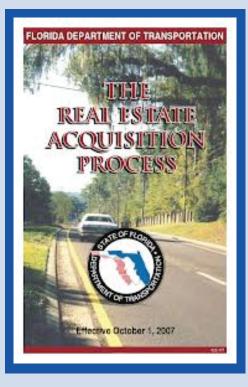
Civil Rights Statement

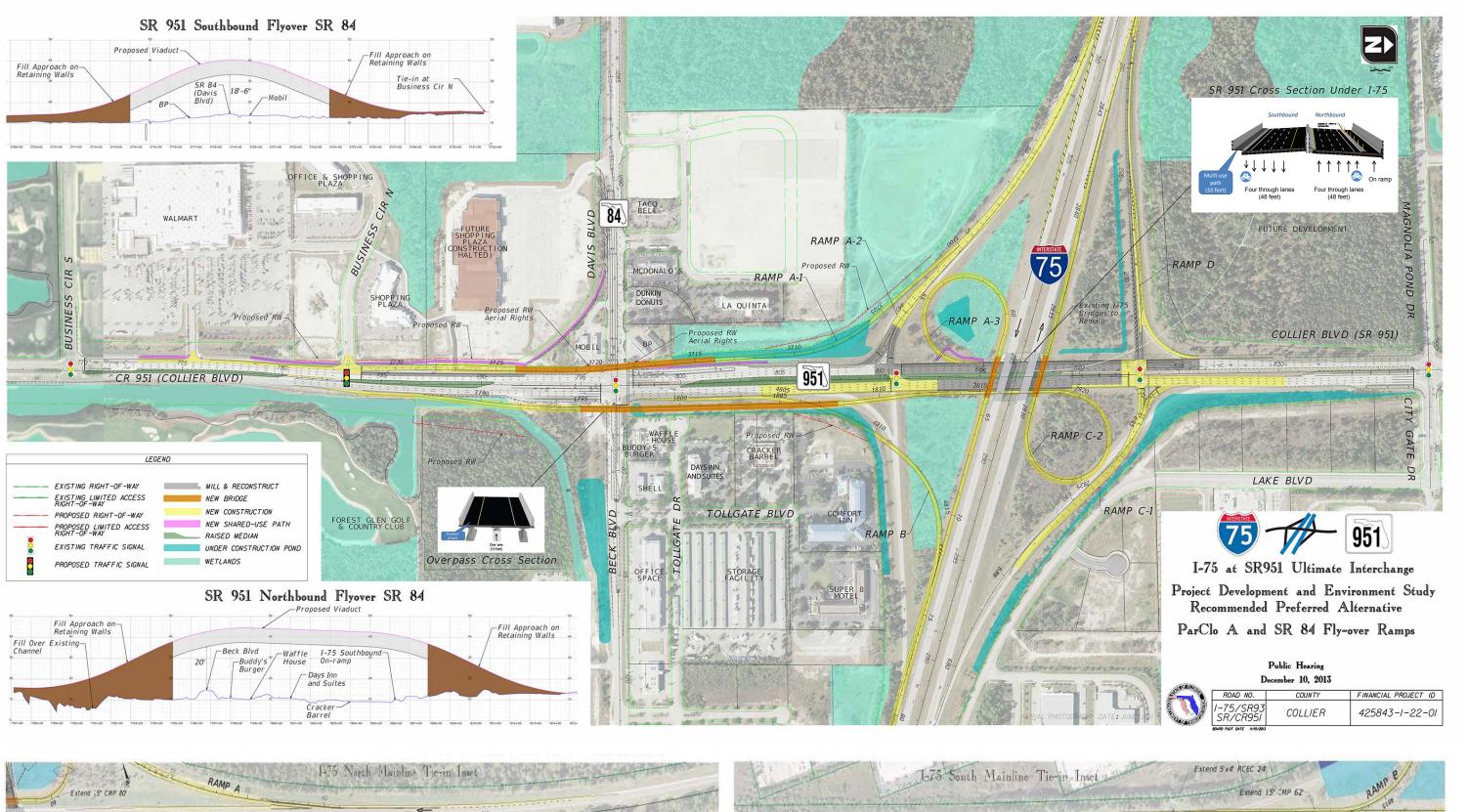
This public hearing is held in accordance with 23 CFR 771 and Section 339.155, Florida Statutes. The proposed project is being developed in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they may have been discriminated against because of race, color, religion, sex, age, national origin, disability, or family status may complete a complaint form available this evening and mail it to Robin Parrish, FDOT District One Title VI Coordinator, P.O. Box 1249, Bartow, Florida, 33831, or Jacqueline Paramore, State Title VI Coordinator, 605 Suwannee Street, Tallahassee, FL 32399-0450.

Golden Gate Branch Llbrary 2342 Lucerne Road Naples, FL 34116

FDOT District One Office 801 North Broadway Avenue Bartow, FL 33830









🕥 I-75 and SR 951 Ultimate Interchange Improvements PD&E Study

675

680 RAMP C-1

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Comment Form

I-75 and SR 951 Ultimate Interchange Improvements



Project Development & Environment (PD&E) Study

Public Hearing

December 10, 2013

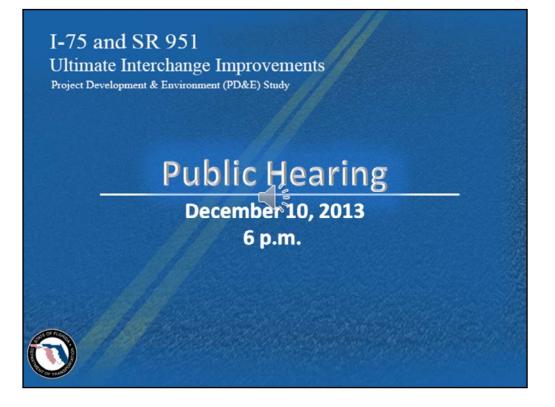
Your comments are important! Please use the space below to tell us what you think about this project.

Name:	Please complete and place this form in the "Comments" box or postmarked before December 20, 2013 to:
Address:	Aaron Kaster
City/State/Zip:	Project Manager
	Florida Department of Transportation
	P.O. Box 1249
	Bartow, FL 33831

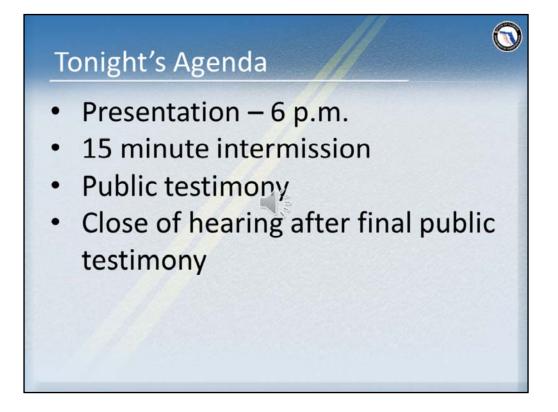
Please fold on dotted lines.

Place Stamp Here

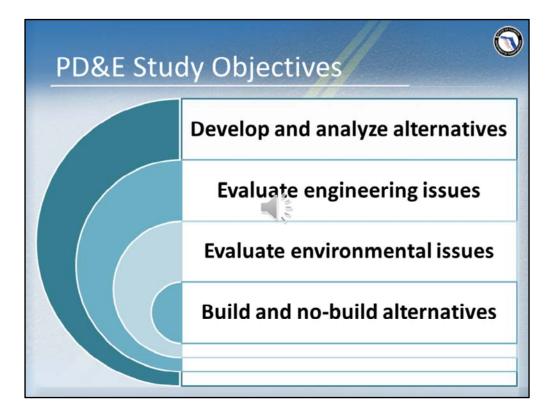
Aaron Kaster Project Manager Florida Department of Transportation P.O. Box 1249 Bartow, FL 33831



Good evening and welcome to the Florida Department of Transportation's public hearing for the I-75 and State Road 951, Ultimate Interchange Improvements <slight pause> Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.



At tonight's hearing, you'll have the opportunity to ask questions and offer comments about proposed improvements to the I-75 and State Road 951 interchange. Following this presentation, we will take a 15 minute intermission. We will begin the public testimony portion of the hearing immediately following the intermission. If you wish to speak during the public testimony portion of the hearing, please fill out a speaker card and provide it to a project team member.



The objectives of this P D and E study are to develop and analyze alternatives, and evaluate and document engineering and environmental considerations that will assist the department in reaching a decision about the type and location of necessary improvements to the I-75 and State Road 951 interchange. As a result of this process, a preferred build alternative has been identified that is compared to the no-build alternative. The department is preparing this study in cooperation with the Federal Highway Administration and Collier County. The P D and E study is conducted in accordance with requirements of the National Environmental Policy Act of 1969, as amended, and other federal requirements.



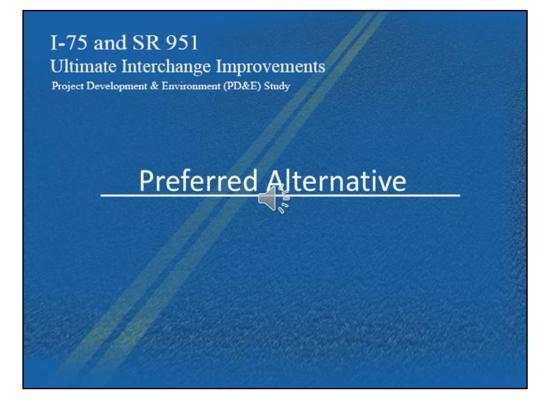
The project is located at State Road 951, also known as Collier Boulevard, and Interstate 75 in Collier County. Project limits extend along Collier Boulevard from Business Circle South, on the south side of State Road 84, also known as Davis Boulevard, through the I-75 interchange area, extending northward to Magnolia Pond Drive. Collier Boulevard is an urban other principal arterial and is widened, between Davis Boulevard and Magnolia Pond Drive to an eight lane highway. An open drainage system in the interchange area transitions to curb and gutter north and south of the interchange. I-75 is an urban primary arterial-interstate and is also a part of the national highway system and the strategic intermodal system.



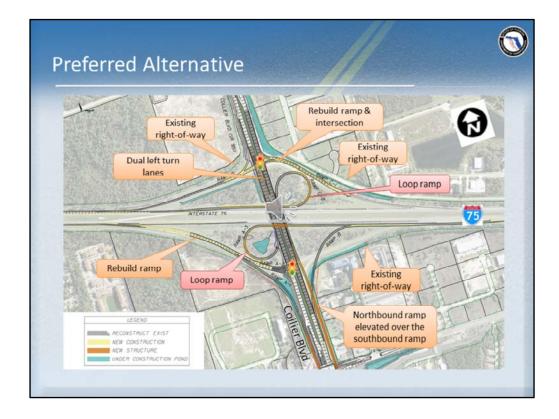
Working with interested people like you, environmental agencies, and local governments, we have focused on the purpose and need of this P, D and E study. There are three factors identified as vital to the successful completion of the project: Traffic operations, traffic safety, and freight traffic. By 2035, the southbound ramps to and from I-75 and the Davis Boulevard / Collier Boulevard intersection will experience significant delays with a level of service F, or failure. Improvements to the interchange and the Davis Boulevard / Collier Boulevard intersection are needed to meet future traffic demands. As traffic congestion increases, the number of crashes will also increase. Improvements to reduce conflicts and enhance traffic flow should in turn reduce crash potential within the project area. This corridor is also highly used by trucks; as this is the last major interchange along I-75 before entering Alligator Alley to the east.



There is new development being planned along Collier Boulevard. You may have noticed land has been cleared on the west side of Collier Boulevard in the vicinity of Magnolia Pond Drive. This future development will contribute to the increase in traffic volumes within the interchange area.



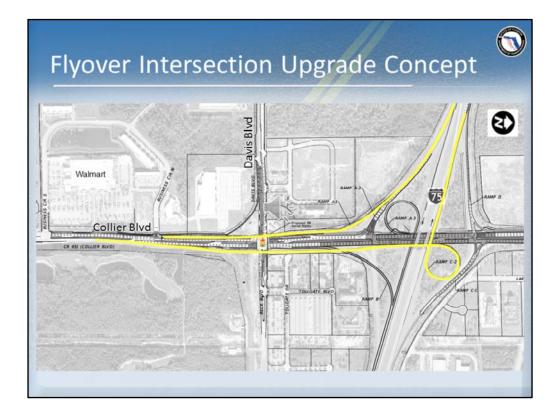
We developed the preferred alternative presented tonight based upon a comparative analysis of improvement options, coordination with local officials, and comments received during the public information workshop held October 25, 2012.



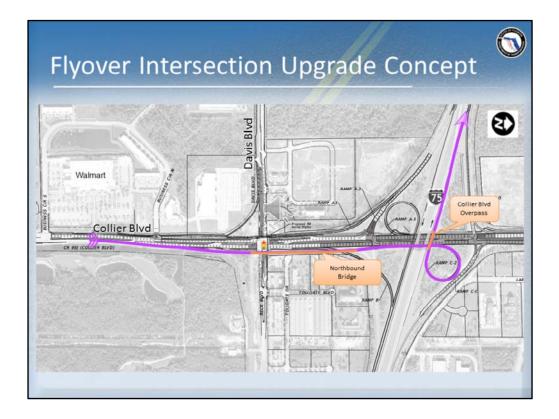
The preferred alternative is a partial cloverleaf interchange. The concept layout shown here is oriented with north upward, I-75 from left to right on the screen, and Collier Boulevard (State Road 951) from top to bottom on the screen. The areas shown in white are locations where ongoing construction will not be modified. Shown in darker gray are areas that will be milled and resurfaced with new pavement markings, and areas shown in yellow are total reconstruction or new construction. The significant features of this interchange alternative are the loop ramps in the northeast and southwest quadrants of the I-75 interchange. These will provide new bridges that convey ramp traffic over Collier Boulevard to the I-75 entrance ramps in either direction. The proposed ultimate intersection improvement is consistent with the adopted Collier County Growth Management Plan, as well as Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan. I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study

Intersection Upgrade Concept Davis Boulevard / Collier Boulevard

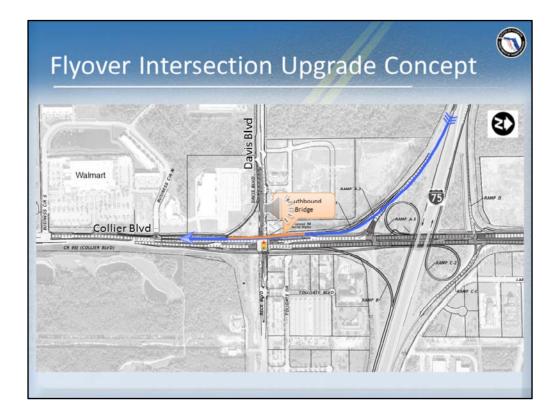
An intersection upgrade concept was evaluated at the Davis Boulevard/ Collier Boulevard intersection.



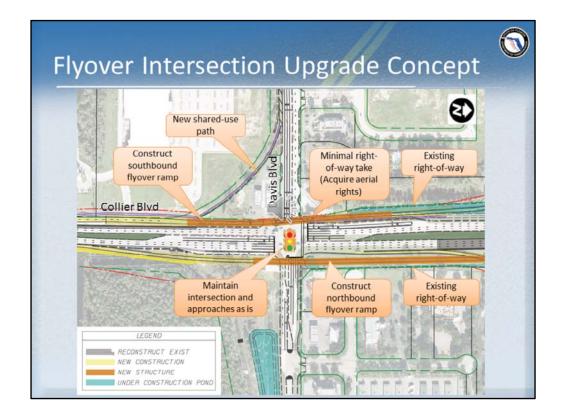
This intersection upgrade concept involves an extended ramp system that will accommodate the high volume of traffic along Collier Boulevard south of the study area that is headed for northbound I-75. The graphic depicted here with Collier Boulevard running from left to right across the screen highlights the extended ramp system as it appears in the preferred alternative. This concept provides direct ramp connections to and from the northbound I-75 ramps allowing traffic to bypass the Davis Boulevard/Collier Boulevard intersection before merging into Collier Boulevard to the south. An advantage of this concept is that it maintains the investment in the current construction while keeping the enhanced intersection in place. Additional capacity to handle the increased traffic volumes to and from northbound I-75 is provided by the elevated flyover ramps. Required improvements would be limited to construction of the extended ramp system, shown in yellow.



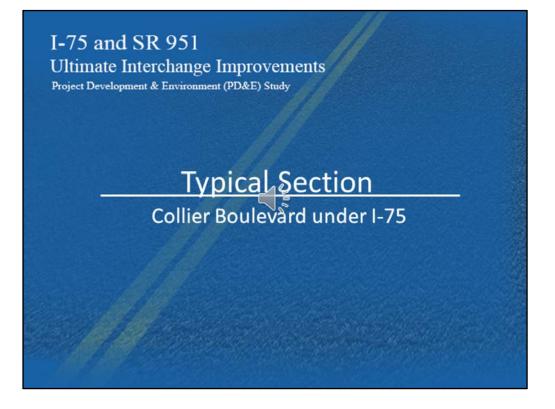
As illustrated here, traffic traveling northbound along Collier Boulevard headed for northbound I-75 will exit onto the extended ramp prior to the Davis Boulevard intersection. This heavy movement is carried up and over Davis Boulevard and the I-75 southbound ramp, bypassing the signal at Davis Boulevard in a free-flow operation that ties directly to the loop ramp for northbound I-75.



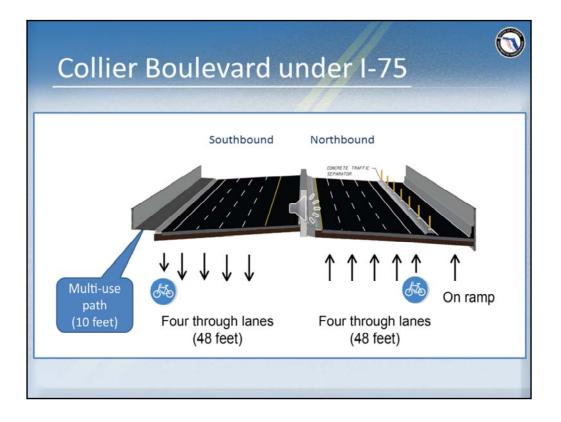
Traffic exiting I-75 traveling south on Collier Boulevard will use the extended ramp illustrated here. This movement is carried over the Davis Boulevard intersection before merging into Collier Boulevard in the vicinity of the Wal-Mart. This concept provides a more efficient distribution of traffic within the interchange area by allowing Collier Boulevard traffic to and from the south to bypass the Davis Boulevard intersection. Existing access to Davis Boulevard and Collier Boulevard within the interchange area is maintained.



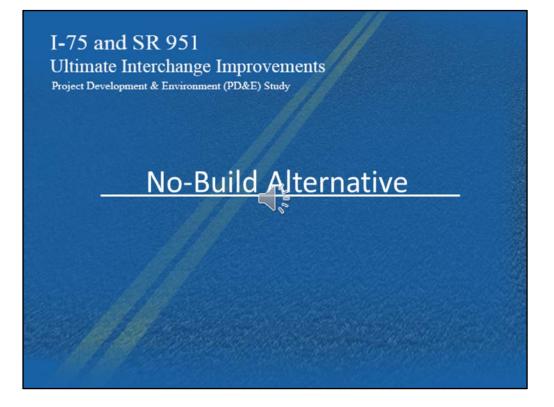
Note that the southbound flyover requires closure and removal of the new eastbound right turn from Davis Boulevard onto southbound Collier Boulevard. Since the flyovers provide a direct connection between I-75 and Collier Boulevard south of Davis Boulevard, traffic can continue to use the existing ramp connections to I-75 from Collier Boulevard. In the future, these connections remain, but will primarily serve traffic coming from Davis Boulevard and north of the interchange area.



Roadway concepts were evaluated with a focus on avoiding reconstruction of the I-75 bridge over Collier Boulevard.



The preferred alternative illustrated here represents Collier Boulevard underneath the I-75 bridges. There will be no further reconstruction to the I-75 overpass beyond what is currently underway. The preferred alternative will use a multiuse path being constructed on the west side of Collier Boulevard and will provide bicycle lanes in both directions through the interchange area. There will be four through lanes in both the northbound and southbound directions. The turn lane to the loop ramp in the northeast interchange quadrant will be separated by a concrete traffic separator from the through lanes.



Throughout this study, a "no-build" alternative is also considered.



This illustration shows the improvements currently under construction. The "no-build" alternative assumes that aside from ongoing widening scheduled for completion in 2014, no additional improvements are made to the I-75 and State Road 951 interchange through the year 2035 ("twenty thirty-five").

No-Build Alternative

Advantages:

- No inconvenience to traffic flow due to construction
- No right-of-way acquisition, design, or construction costs
- · No direct effects to adjacent natural and human environments

Disadvantages:

- Increase in traffic congestion and road user costs
- Unacceptable traffic delays on the existing roadway network
- Increased crash potential
- · Increase in air pollutants due to traffic congestion
- Not consistent with the Collier County Growth Management Plan, or the Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan

There are advantages and disadvantages of the "no-build" alternative.

Advantages include:

No inconvenience to traffic flow due to construction;

No right-of-way acquisition, design, or construction costs

And no direct effects to adjacent natural and human environments.

Disadvantages include:

Increases in traffic congestion and road user costs;

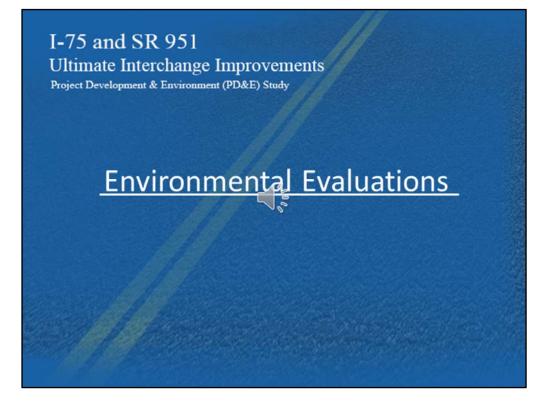
Unacceptable traffic delays on the existing roadway network;

Increased crash potential;

Increase in air pollutants due to traffic congestion;

and the no-build alternative is not consistent with the Collier County Growth Management Plan, or the Collier Metropolitan Planning Organization's 2035 Long Range Transportation Plan.

The no-build alternative remains a valid option and we will continue to evaluate it until the completion of this study.



FDOT evaluated environmental and socioeconomic factors relating to proposed interchange improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements.



The evaluation considered effects of the interchange improvements on:

Threatened and Endangered Species

Wetlands and Floodplains

Stormwater management and permitting

Noise

Right-of-Way Requirements & Relocations

Contamination

Cultural and Historic Resources, including Section 4 f

Land Use

Air Quality

Construction Effects, and

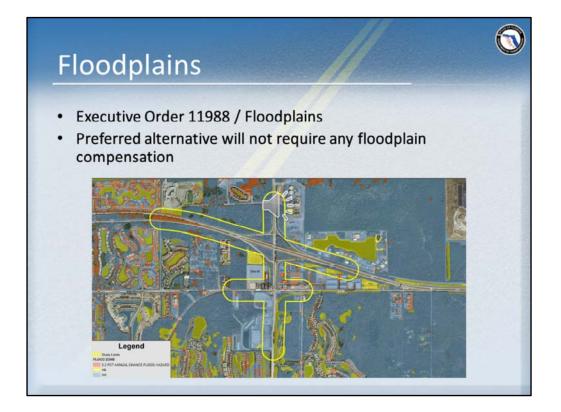
Aesthetics



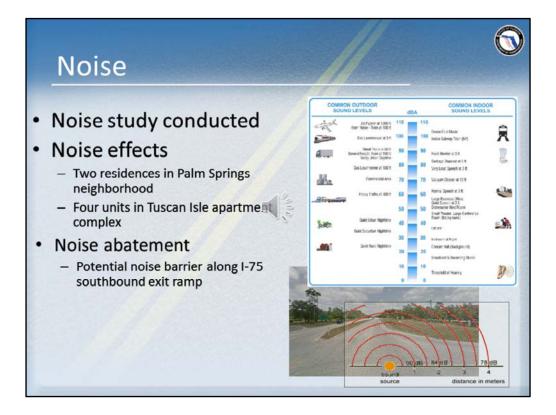
Threatened and endangered species are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida Statutes. FDOT assessed species within the project area, and through ongoing coordination with U.S. Fish and Wildlife Service, determined that the proposed project "may affect, but is not likely to adversely affect" the existence of certain federally listed threatened or endangered species. These species include: the Wood Stork, Eastern Indigo Snake, Florida Scrub-jay, and Red-cockaded (co-**kay**-did) Woodpecker. If the preferred build alternative is selected, the department will continue to work closely with environmental agencies in future phases to meet all environmental permitting requirements.



FDOT evaluated wetlands within the project limits in accordance with Executive Order 11_9_90 ("eleven nine ninety"), "Protection of Wetlands". The proposed improvements will affect approximately 4.48 acres of wetlands. The team determined there is no practicable alternative to proposed construction in wetlands and that the preferred alternative includes all practicable measures to minimize harm to wetlands. The department will mitigate wetland impacts resulting from construction to meet requirements of Florida Statutes and the United States Code.



FDOT also evaluated the project for potential floodplain involvement in accordance with Executive Order 11_9_88 ("eleven nine eighty eight") "Floodplain Management." The preferred alternative will not require any floodplain compensation since sufficient floodplain storage will be provided in the interchange stormwater ponds as demonstrated in the floodplain impact analysis.



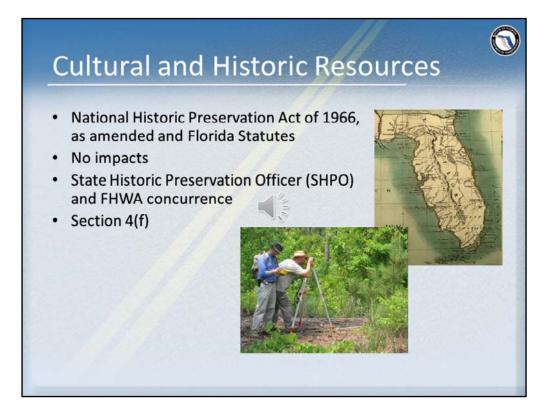
The study team evaluated effects of traffic noise associated with the proposed improvement. Noise sensitive sites along the project corridor may hear traffic noise levels that approach or exceed noise abatement criteria established by the Federal Highway Administration. The noise study evaluation determined that a noise barrier is potentially feasible and cost reasonable along the I-75 southbound exit ramp. Further evaluation of this potential noise barrier will occur during the design phase. For more information about traffic noise, please speak with one of our noise specialists here tonight at the noise information table.



The preferred alternative will require FDOT to acquire 1.88 acres of right-of-way impacting 10 parcels with no relocations anticipated. In order to minimize unavoidable effects of right-of-way acquisition and displacement of people, the department will carry out a right-of-way and relocation program in accordance with Florida Statute, Section 339.09, and the "Uniform Relocation Assistance and Real Property Acquisition Act of 1970." Brochures are available which describe FDOT's right-of-way and relocation assistance program in detail and provide the right-of-way office's address and phone number. Staff is also available this evening to assist and discuss the program.



Results of the hazardous materials and petroleum screening showed that two sites have the potential for high contamination involvement and three sites have the potential for medium contamination involvement. The preferred alternative has no direct impacts to any contamination sites.



Project archaeologists and historians completed a cultural resource assessment survey of the project corridor in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. As the result of background research and archaeological and historical field survey, no historic sites or cultural resources were identified within the I-75 at State Road 951 Ultimate Interchange project. FDOT received concurrence on its findings from the State Historic Preservation Officer and the Federal Highway Administration.

A Section 4(f) Determination of Applicability was prepared for this project; F H W A has concurred that Section 4(f) does not apply to any resources on this project.



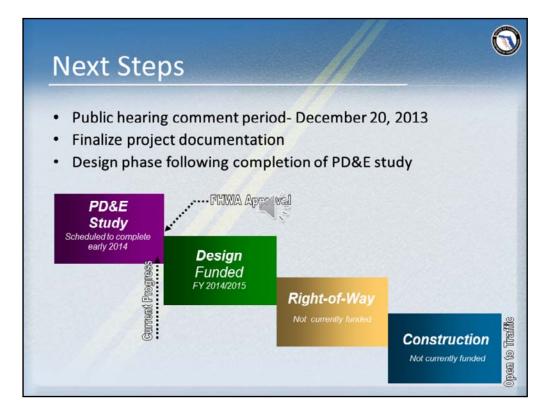
This project is not expected to change future land use patterns within the project area nor result in adverse impacts to water quality and air quality. This project is located in an "attainment area for air quality standards" provided in the Clean Air Act Amendments of 1990. Minimal construction effects are expected. The shared use path along State Road 951 through the interchange area will be maintained during and after construction.

Environme	ntal and Socio	eco	nomic	Effects
LINNOITH		cco	Torrite	Encers
EV.	aluation Criteria	No-Build	Preferred	
10	iffic Operations Performance			
2	035 Peak Hour Intersection Level of Service			
	SR 84 at SR 951	F	D	
	I-75 SB Ramps at SR 951	F	B	
	I-75 NB Ramps at SR 951	D	C	
2	035 Peak Hour Intersection Delay (seconds/vehicle)			
	SR 84 at SR 951	86.4	46.2	
	I-75 SB Ramps at SR 951	137.4	12.9	
	I-75 NB Ramps at SR 951	41.4	20.5	
Bu				
	Number of Business Relocations	None	None	
Re	sidential Impacts			
	Number of Residential Relocations	None	None	
En	vironmental impacts			
	Archaeological/Historical Sites	None	None	
	Noise Sensitive Sites	20	33	
	Wetlands (acres)	0	4.48	
	Floodplains (acres)	0	0	
	Threatened and Endangered Species	N/A	Low	
	Hazardous Material sites (High / Medium Risk)	0/0	0/0	
Rig	ht-of-Way (RW) Impacts			
	RW to be Acquired for Roadway (acres)	0	1.88	
	Parcels Impacted	0	10	
	RW to be acquired for Stormwater Facilities (acres)	0	0	
E1	imated Total Project Costs (2013 \$ in millions)			
	Design	\$0	\$3.7	
	Wetland Mitigation	\$0	\$0.5	
	RW Acquisition	\$0	\$2.9	
	Construction Cost (Roadway Elements)	\$0	\$13.8	
	Construction Cost (Structures / Bridges)	\$0	\$20.2	
	Construction Cost (Drainage / Stormwater Elements)	\$0	\$2.8	
	Total Construction Cost	\$0	\$43.9	
	Construction Engineering & Inspection	\$0	\$5.5	
	Preliminary Estimate of Total Project Cost	śn	\$49.4	

FDOT summarized environmental and socioeconomic effects associated with the preferred alternative in an evaluation matrix, which is on display tonight. Department representatives are available this evening to discuss this with you.

Project Costs	
Design	\$3.7 million
Right of Way	\$2.9 million
Environmental Mitigation	\$0.5 million
Construction	\$36.8 million
 Roadway Elements Structures/Bridges Drainage/Stormwater 	
Construction Engineering & Inspection	\$5.5 million
Total Estimated Cost	\$49.4 million

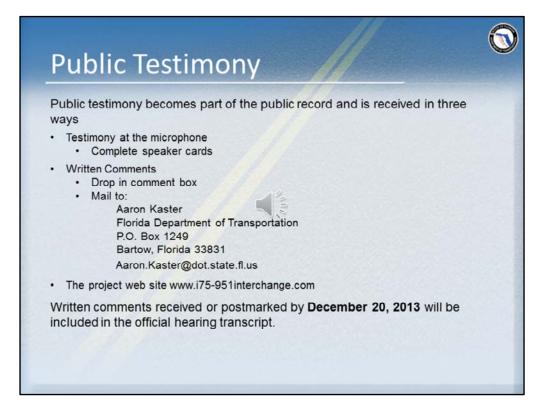
The estimated costs for the proposed interchange improvements are 3.7 million dollars for final design, 2.9 million dollars for right-of-way acquisition, and 5 hundred thousand dollars for wetland mitigation. Construction costs are estimated to be 36.8 million dollars. The cost for construction engineering and inspection is estimated as 15 percent of the total construction cost, for a total of 5.5 million dollars. The department's preliminary estimate of total project cost is 49.4 million dollars.



The public hearing comment period will remain open until December 20, 2013. Once all comments have been received, project documents will be finalized. The department will complete the I-75 and State Road 951 ultimate interchange improvements P D and E study by early 2014. Based on FDOT's Adopted Five-Year Work Program, the design phase for the I-75 and State Road 951 ultimate interchange improvements is fully funded for fiscal year 2014/2015. The right-of-way acquisition and construction phases are not currently funded.



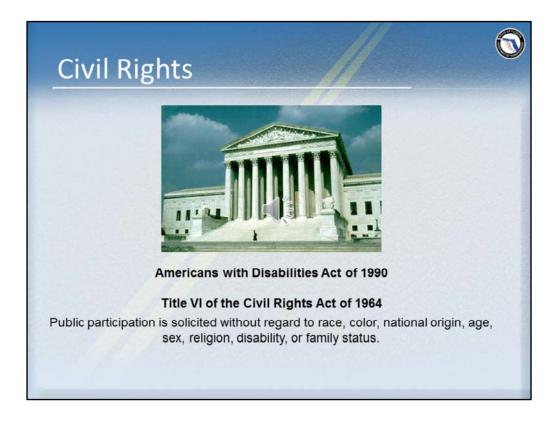
We encourage you to review project information while you're at the hearing tonight. This information also is available for review at the Golden Gate Branch Library at 2432 Lucerne Road in Naples through December 20, 2013. If you'd like to review these materials at the District Office in Bartow, please make an appointment by contacting FDOT's project manager, Aaron Kaster, using the contact information included in your handout. You can also visit the project website at www.i75-951interchange.com for the latest project information.



In a few minutes, you'll have the opportunity to step up to the microphone and speak about the proposed improvements. If you wish to speak, please fill out a speaker card and hand it to a FDOT representative. Speaker cards are located at the sign-in table. Your verbal comments tonight will become part of the official public hearing transcript. You may also complete one of the comment forms and drop it in the box provided or, if you prefer, you may mail or email us your comments. Email and mailing addresses are provided on the comment form. Please remember, FDOT must receive your emails by December 20, 2013, and your letters must be postmarked by December 20, 2013 to become part of the official hearing transcript. Representatives from FDOT also are available to take your comments and answer your questions. During the upcoming break, we invite you to review the maps and documents on display and to talk with members of the project team.



FDOT advertised this hearing consistent with federal and state requirements. This hearing is conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the complaint forms located at the sign-in table and mail the completed form to either address listed on the poster board.



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Thank you for your interest and participation in the I-75 and State Road 951 ultimate interchange improvements <slight pause> Project Development and Environment study public hearing and for taking time to join us this evening.

APPENDIX E: Speaker Cards, Comments and Responses

I-75 and SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study	
Project Development & Links Public Hearing Speaker Card	December 10, 2013
Name: Larry Christen	Seo
Organization:	
Address: 93(20 Hentage	- Links Court m
Naples PL 34/12	#2115
Thank you for participa	ting in this
Public Hearing	1

Dec. 10, 2013

Dear Aaron Kaster,

I am in reciept of your letter to me described as "ficancial project ID #425843-2-22-01" (see exhibit A). I have marked my property as outlined in green and referenced the proposed location of your potential noise barrier (see exhibit B). Please note that the barrier falls about 200 feet short of protecting my property (see exhibit B, purple lines at end of red line). As you see, the noise barrier needs to be extended westwardly in order that I am properly protected. I trust you will insure that the necessary modifications are made to insure the "quiet enjoyment" of my site.

Sincerely, IN Max Beyrent

506 Gordonia Road Naples, FL 34108

Notes

DEAR AARON KASTER, Declo 13 ROBIN OSSI OF POKE ITH W Olin NOISP DO ARA WO PROPERT R MY 1C-HE 75 INTERCHANG Ø IN PROVEMENT SIY AND NAGNO LIIt ANNP IN re LO PMEI RU ILT A NOISP 0 HAL C UFFR R WALL SPP RED í B ARCA Ki A-C OU L 12 FER K P SONS TTRACT 0 TC THE HAVE NOTED IN ATTA HC TTCR. SINCERCLY GARRE

Your input is valuable! Anyone wishing to submit written statements or other exhibits in place of, or in addition to, oral statements may do so at this hearing, or by sending them to Aaron Kaster as indicated below. The public comment period will remain open until December 20, 2013.

Questions?

To ask questions or provide comments, please use the comment form provided. For additional questions please contact FDOT District One Project Manager Aaron Kaster using the information listed below.



MAIL Aaron Kaster FDOT District One

P.O. Box 1249 Bartow, FL 33831



🗾 aaron.kaster@dot.state.fl.us



Phone: (863) 519-2495 Fax: (863) 534-7039

For more information, please visit: www.i75-951interchange.com

Dear Aaron Kaster,

I am in reciept of your letter to me described as "ficancial project ID #425843-2-22-01" (see exhibit A). I have marked my property as outlined in green and referenced the proposed location of your potential noise barrier (see exhibit B). Please note that the barrier falls about 200 feet short of protecting my property (see exhibit B, purple lines at end of red line). As you see, the noise barrier needs to be extended westwardly in order that I am properly protected. I trust you will insure that the necessary modifications are made to insure the "quiet enjoyment" of my site.

Sincerely

Max Beyrent 506 Gordonia Road Naples, FL 34108



WWW, I-75/951

EXHIBIT



Florida Department of Transportation

RICK SCOTT GOVERNOR

801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

November 15, 2013

Reference: Name of Project: Project Limits: County/State: Financial Project ID No.:

I-75/ State Road (SR) 951 Ultimate Interchange Improvements I-75 and Collier Boulevard (SR 951) Collier County, Florida 425843-2-22-01

Dear Property Owner or Interested Party:

The Florida Department of Transportation (FDOT), District One, is holding a public hearing to present proposed ultimate interchange improvements at I-75/SR 951 in Collier County on Tuesday, December 10, 2013 at New Hope Ministries Center, 7675 Davis Boulevard Naples, Florida. The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. A project map showing the study area and hearing location is attached.

The public hearing is being held as part of the Project Development & Environment Study (PD&E) to give interested people the opportunity to express their views regarding future improvements. FDOT's study is considering interchange modifications that would improve roadway capacity and enhance traffic operations and safety at the I-75/SR 951 interchange and at the Davis Boulevard/Collier Boulevard (SR 84/CR 951) intersection. Proposed improvements meet future travel demands and provide acceptable levels-of-service while minimizing potential effects to natural and human environments. We also expect the project will benefit Collier County by increasing movement of freight and enhancing the economic competitiveness of the region.

Project documents are available for review prior to the public hearing beginning Tuesday, November 19, 2013 at the Golden Gate Branch Library, 2432 Lucerne Road Naples, Florida. <u>Documents will remain on display through</u> Friday, December 20, 2013. The <u>study website</u>, www.i75-951interchange.com, also provides information.

Those needing translation services or special accommodation can contact Aaron Raster at 863.519.2495 or e-mail at aaron.kaster@dot.state.fl.us. About one week's advanced notice is needed to make arrangements.

We encourage your participation in this public hearing and look forward to your comments. The hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Sincerely,

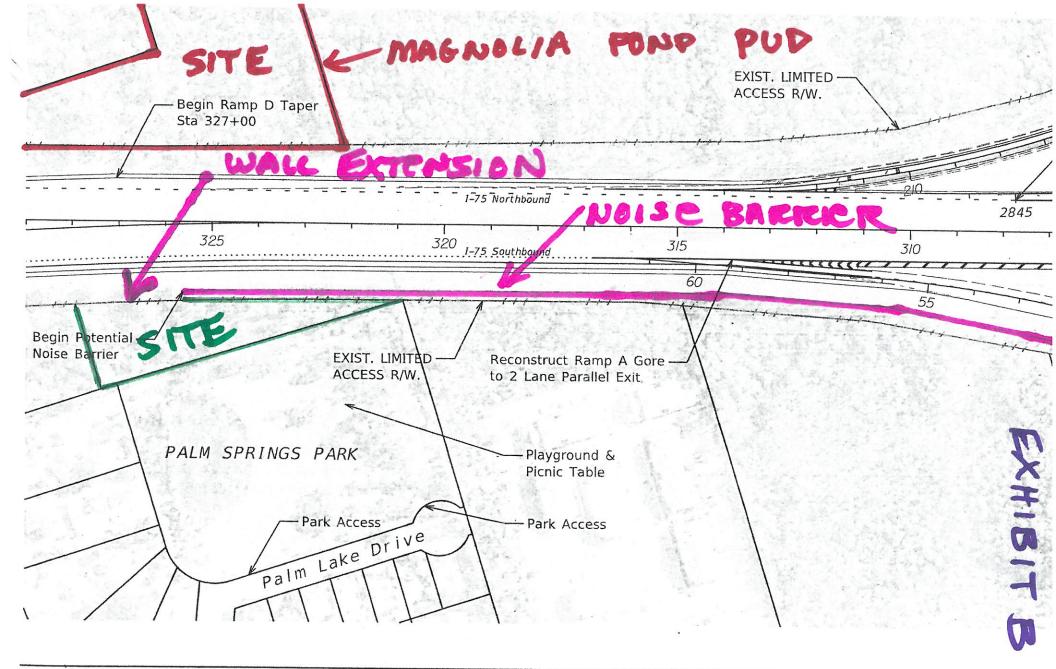
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T-75951-INTCRCHAMArch Kaster T-75951-INTCRCHAMArch Kaster Project Manag Florida Depar 863.519.2495

Project Manager Florida Department of Transportation, District One 863.519.2495 or Aaron.kaster@dot.state.fl.us

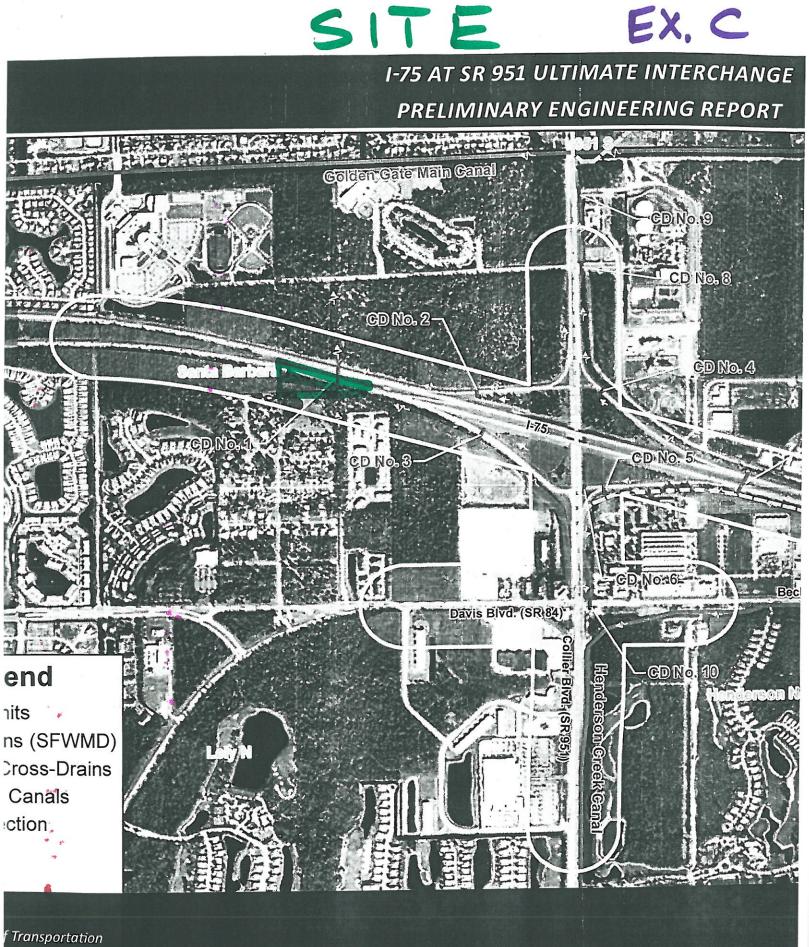
www.dot.state.fl.us

1-863-519-2495



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		506 Gordonia Rd.	Orlando, Fiorlda 3280/ (407) 540-0555	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
		Naples, FLA 34108	Certificate of Authorization: 007524 Engineer of Record: John R. Freeman, Jr. P.E., P.T.O.E. P.E. License No.: 25730	1–75/SR93 SR/CR951	COLLIER	425843-2-22-01	1
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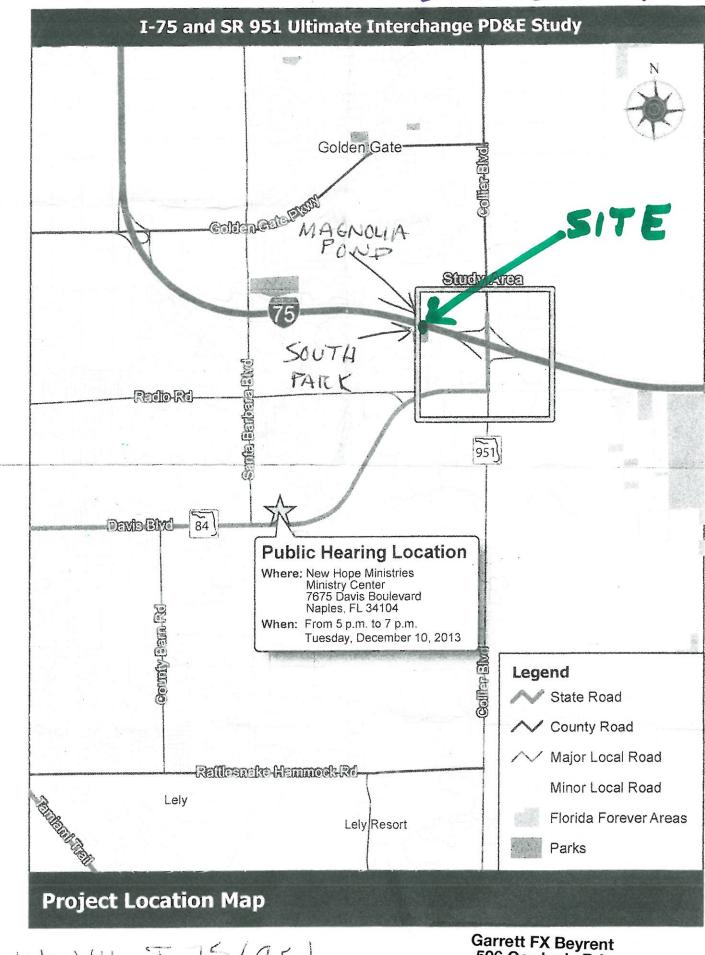
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Garrett FX Beyrent 506 Gordonia Rd. Naples, FLA 34108





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Garrett FX Beyrent 506 Gordonia Rd. Naples, FLA 34108

Dec 10, 2013

MAGNOLIA POND + SOUTH PARK

FDOT readies for discussion of 'major improvements' to Collier interchange

By John Osborne

Daily News Correspondent

A long-running study looking into possible improvements to the Interstate 75/State Road 951 interchange are ready to roll further down the road.

Florida Department of Transportation officials will hold a public hearing on the improvements from 5 to 7 p.m. Tuesday at the New Hope Ministries Center, 7675 Davis Blvd., in East Naples.

With an eye toward improving roadway capacity and enhancing traffic operations, FDOT is studying modifications to the interchange and the intersection at Davis Boulevard.

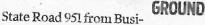
FDOT spokeswoman Debbie Tower said the study, which began in May 2011 and is expected to wrap up this spring, has come up with a preferred alternative for modifications.

"The preferred alternative is what's called a partial cloverleaf interchange," Tower said. "It'll put two loop ramps off the interchange to move traffic more efficiently from the interchange to the main road."

The study area is located about 3½ miles southeast of the I-75/ Golden Gate Parkway interchange, just south of Golden Gate Parkway along State Road 951, also known as Collier Boulevard. It extends along

naplesnews.com

Activate your digital account and see more photos of the I-75/SR 951 interchange.



BREAKING

ness Circle South to Magnolia Pond Drive/City Gate Drive, and along Davis Boulevard from Market Street to Tollgate Boulevard.

"There will be major improvements to the I-75/State Road 951 interchange, and to State Road 951 at the Davis Boulevard intersection," Tower said.

Estimated costs for the project include \$3.7 million for design plans, \$3 million for right-of-way expenses and \$37 million for construction.

"We have our design phase funded in our next fiscal year budget, and we'll need to acquire small pieces of property, so that's the \$3 million for right of way costs," Tower said. "It's a really great benefit-to-cost ratio. Other alternatives would've been at a much higher cost with no measurable benefit for moving traffic."

Tower said the preferred modifications would provide a host of welcome benefits for motorists.

"We want to do things to make the interchange operate more efficiently, including increasing traffic flow and decreasing congestion, and this design gives us a good opportunity to do that," she said.

The hearing will begin with an informal open house at 5 p.m., when attendees can review conceptual displays and talk with FDOT staff. A formal presentation starts at 6 p.m., followed by a public-comment period.

"Along with improving coordination with governmental agencies and our environmental partners, we consider public involvement extremely important," Tower said. "Community members, travelers, seasonal visitors — these are the regular users of the interchange, and their feedback about what matters to them is very significant. We strongly encourage participation at (Tuesday's) hearing."

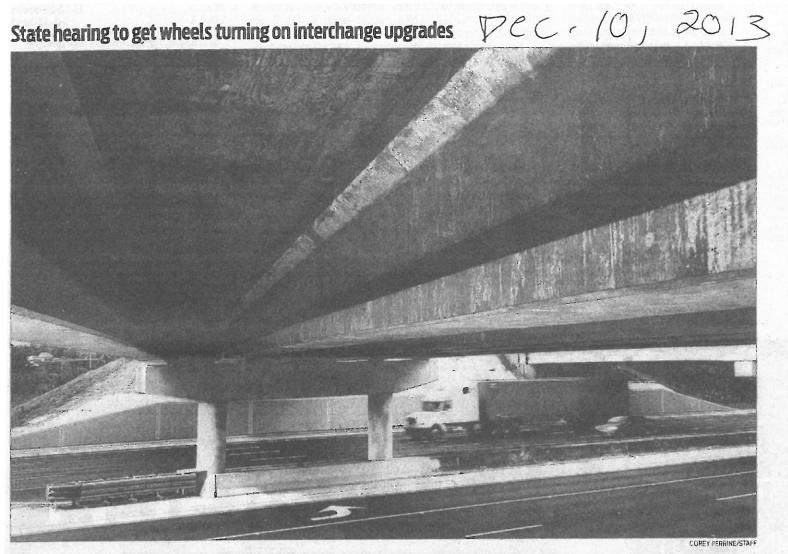
In addition to soliciting feedback from the general public, Tower said the project also would take engineering, environmental and local business concerns into account.

"We want to develop this with all of our partners," she said.

Tower said the preferred design will greatly reduce the time motorists spend at red lights.

"A side benefit is that (this modification) would cut down on the time people spend at traffic signals," Tower said. "(This design) works very well in other areas where it's been done recently."

For more information, visit www. i75-951interchange.com.



Big changes could be coming for the highway interchange at Interstate 75 (exit 101) and State Road 951 (Collier Boulevard). The Florida Department of Transportation will hold a public hearing from 5 to 7 p.m. Tuesday on a long-running study into possible improvements to the interchange. The meeting will take place at New Hope Ministries Center, 7675 Davis Blvd., East Naples. Story, **Page 4A**



Vehicles navigate the State Road 951 (Collier Boulevard) and Davis Boulevard area Monday. FDOT spokeswoman Debbie Tower said the preferred design for the new interchange will greatly reduce time motorists spend at red lights.

Garrett FX Beyrent 506 Gordonia Rd. Naples, FLA 34108

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AARON KASTER FROT DISTRICT ONE P.D. BOX 1249 BARTOW, FLA.

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Florida Department of Transportation

RICK SCOTT GOVERNOR

801 North Broadway Avenue Bartow, FL 33830

ANANTH PRASAD, P.E. SECRETARY

EXHIBIT

November 15, 2013

Reference:

Name of Project: Project Limits: County/State: Financial Project ID No .: I-75/ State Road (SR) 951 Ultimate Interchange Improvements I-75 and Collier Boulevard (SR 951) Collier County, Florida 425843-2-22-01

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Those needing translation services or special accommodation can contact Aaron Kaster at 863.519.2495 or e-mail at aaron.kaster@dot.state.fl.us. About one week's advanced notice is needed to make arrangements.

We encourage your participation in this public hearing and look forward to your comments. The hearing is held in accordance with Title 23 Code of Federal Regulations Part 771 and Section 339.155, Florida Statutes. It is developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

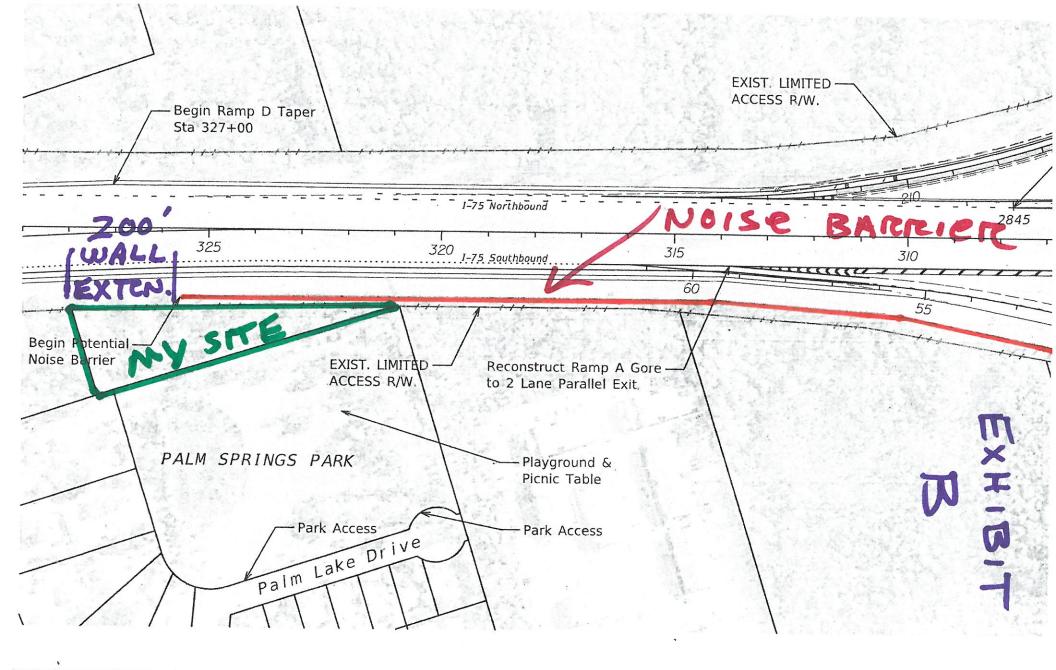
Sincerely.

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Project Manager Florida Department of Transportation, District One 863.519.2495 or Aaron.kaster@dot.state.fl.us

www.dot.state.fl.us

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DEAR AARON KASTER,

I LOST THE CONTENTS OF THIS ENVELOPE WHICH YOU SENT ME RELATIVE TO MY 1.5 ACRE TRACT LOCATED IN COLLIER COUNTY FL, AT THE I-75 / COLLIER BLUD INTERCHANGE PLEASE SEND ME ANOTHER COPY

Sincerely TCRYL BEYRENT

Aaron Kaster Florida Department of Transportation 801 North Broadway Avenue Bartow, FL 33830

> BEYRENT, TERYL MARIE VERONIQUE BONVIE 506 GORDONIA RD NAPLES, FL 34108

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AARON KASTER FL. DEPT, OF TRANSPORTATION 801 NORTH BROADWAY AVE, BARTOW, FL,

33830380901



801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

January 28, 2014

Mr. Larry Christensen 8360 Heritage Links Court #2115 Naples, Florida 34112

Subject: I-75 / State Road (SR) 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. Christensen,

On behalf of the Florida Department of Transportation (FDOT), we would like to thank you for your involvement in the I-75 / SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process to plan for future transportation improvements.

We are writing you today to thank you for your testimony submitted during the public hearing. We recognize your concern for bike and pedestrian pathway connectivity in and around the study area. As shown in the preferred alternative display, the recently completed continuous multi-use pathway along the west side of Collier Boulevard will be reconstructed as necessary and maintained. On roadway bicycle lanes are currently present along Collier Boulevard will remain in the preferred alternative. At this time, the project has not been funded for construction, but your recommendations will be considered in the design phase. We have included your comment and this response as part of the public record for the I-75 / SR 951 Ultimate Interchange Improvements PD&E public hearing.

Again, we sincerely appreciate your participation and input into this project. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

m Kaste

Aaron Kaster Project Manager Florida Department of Transportation, District One 863.519.2495 or aaron.kaster@dot.state.fl.us



801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

January 28, 2014

Mr. Garrett FX Beyrent 506 Gordonia Road Naples, Florida 34108

Subject: I-75 / State Road (SR) 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. Beyrent,

On behalf of the Florida Department of Transportation (FDOT), we would like to thank you for your involvement in the I-75 / SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process to plan for future transportation improvements.

We are writing you today to thank you for your comment submitted during the public hearing comment period. We recognize your concern for noise impacts on your properties. The noise study evaluation conducted during this PD&E study determined a noise barrier is potentially feasible and cost reasonable along the I-75 southbound exit ramp. The noise barrier and its location, shown in the PD&E study, has not been finalized. Further evaluation will occur during the design phase. Undeveloped properties with no active building permits do not qualify for noise barriers. In order for a noise barrier to be considered, there must be a building permit issued prior to what is known as the "Date of Public Knowledge". This is the date that the Federal Highway Administration gives approval to the design concept of the proposed interchange improvements. We expect this approval to happen by the end of spring 2014. The project has been programmed to proceed into the design phase in Fiscal Year 2014-2015 and your recommendations will be considered during this phase. We have included your comment and this response as part of the public record for the I-75 / SR 951 Ultimate Interchange Improvements PD&E public hearing.

Again, we sincerely appreciate your participation and input into this project. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

anon Kaste

Aaron Kaster Project Manager Florida Department of Transportation, District One 863.519.2495 or aaron.kaster@dot.state.fl.us



801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

January 28, 2014

Mr. Max Beyrent 506 Gordonia Road Naples, Florida 34108

Subject: I-75 / State Road (SR) 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Mr. Beyrent,

On behalf of the Florida Department of Transportation (FDOT), we would like to thank you for your involvement in the I-75 / SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process to plan for future transportation improvements.

We are writing you today to thank you for your comment submitted during the public hearing comment period. We recognize your concern for noise impacts on your property. The noise study evaluation conducted during this PD&E study determined that a noise barrier is potentially feasible and cost reasonable along the I-75 southbound exit ramp. The noise barrier and its location, shown in the PD&E study, has not been finalized. This noise barrier will be further evaluated during the design phase, including evaluation of its length and height if it continues to meet feasibility and cost reasonableness requirements. The project has been programmed to proceed into final design in Fiscal Year 2014-2015. We have included your comment and this response as part of the public record for the I-75 / SR 951 Ultimate Interchange Improvements PD&E public hearing.

Again, we sincerely appreciate your participation and input into this project. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

baron Kaste

Aaron Kaster Project Manager Florida Department of Transportation, District One 863.519.2495 or aaron.kaster@dot.state.fl.us



801 North Broadway Avenue Bartow, FL 33830 ANANTH PRASAD, P.E. SECRETARY

January 28, 2014

Ms.Teryl Beyrent 506 Gordonia Road Naples, Florida 34108

Subject: I-75 / State Road (SR) 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study Financial Project Number: 425843-2-22-01

Dear Ms. Beyrent,

On behalf of the Florida Department of Transportation (FDOT), we would like to thank you for your involvement in the I-75 / SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The FDOT values your input and considers interaction with the public to be an essential component of the study process to plan for future transportation improvements.

We are writing you today to thank you for your inquiry submitted during the public hearing comment period. As requested, the materials have been attached to this letter. We have included your letter and this response as part of the public record for the I-75 / SR 951 Ultimate Interchange Improvements PD&E public hearing.

Again, we sincerely appreciate your participation and input into this project. If you have additional questions or comments, please do not hesitate to contact me.

Sincerely,

baron Kaste

Aaron Kaster Project Manager Florida Department of Transportation, District One 863.519.2495 or aaron.kaster@dot.state.fl.us

Attachment: Property Owners Notification Letter and Project Location Map

APPENDIX G: Project Website

I-75 and SR 951 Ultimate Interchange Improvements

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Project Development and Environment (PD&E) Study



rview What is a PD&E Study?

Project Information

on Public Involvement

t Schedule

Contact Us

Search



Welcome to the I-75 / SR 951 Project Development & Environment (PD&E) Study Project Website!



The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study (<u>What is a PD&E Study?</u>) In the community. The study involves the Interchange at I-75 and Collier Boulevard (SR 951) along with portions of Collier Boulevard (CR 951) and Davis Boulevard (SR 84).

The Interchange is located approximately 3.5 miles southeast of the I-75 / Golden Gate Parkway Interchange, just south of Golden Gate along SR 951 / Collier Boulevard. The limits of the study area extend along SR 951 from Business Circle South to Magnolia Pond Drive / City Gate Drive. The study area limits also include the section of Davis Boulevard (SR 84) from Market Street to Toligate Boulevard. The project limits are identified on the <u>project location map</u>

This website is intended to serve a "central hub" for interested parties and provide the latest information, study materials, contact information and other projectspecific information. Please visit the <u>Public</u> <u>involvement gage</u> to find information on public meetings and sign up for the project mailing list to receive information on upcoming events.

We invite you to check back regularly for updates!



PROJECT OVERVIEW Click Here



PD&E DEFINITION Click Here



PUBLIC INVOLVEMENT INFORMATION Click Here



PROJECT SCHEDULE Click Here



FDOT WEBSITE



FAQ's

What is a PD&E Study? A PD&E study is a planning and engineering process that was developed...

more

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Ultimate Interchange Improvements

Project Development and Environment (PD&E) Study



Project Overview



FDOT is doing the study to consider interchange modifications to improve roadway capacity and enhance traffic operations at the interchange, which includes the intersection at Davis Boulevard (SR 84) and Collier Boulevard (SR 951). The project is needed to enhance traffic operations and safety in the study area, increase freight mobility and economic competiveness in this area of Collier County.

The goal of this study is to develop concepts that meet these expectations, minimize social, economic and environmental effects, incorporate community input and receive agreement from local, state and federal agencies.

Related Projects

Collier County will begin widening of Davis Boulevard (SR 84) and Collier Boulevard (SR 951) in the fail of 2011. Additionally, FDOT will be constructing ramp improvements to the I-75 / SR 951 (Collier Boulevard) interchange beginning in late 2011 or early 2012. The study compliments these projects by providing a concept that incorporates and builds on these improvements.



I-75 and SR 951 Ultimate Interchange Improvements

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Project Development and Environment (PD&E) Study



What is a PD&E Study?

FDOT developed the FD&E process to ensure that projects receiving federal funds follow federal guidelines and policies. A PD&E Study is a blending of engineering, environmental assessments and public involvement activities. The process is a set of procedures used by engineers and planners to develop transportation improvements that incorporate community and agency input, minimize effects to the natural and social environment, and provide viable engineering and transportation solutions.

The elements of a PD&E Study are discussed in the following sections.

Data Collection involves researching and documenting items such as existing roadway characteristics, traffic data land use designations drainage patterns and natural physical and social environmental conditions. The information collected during this stage is used as the basis from which all potential improvements are developed.

Engineering Analysis/Concept Development occurs after data collection phase. This involves developing concepts that meet the project objective in an environmentally responsible, socially acceptable and cost feasible manner, consistent with public and agency input.

Public Involvement and Facilitation Public Environmentally Acceptan Consensus Planning. Environmental Technically Concept Sound Analysis Development Affordable

Environmental Evaluations occur prior to and in tandem with concept development. These evaluations research and document various natural environmental features including wildlife habitat, public lands, and wetland locations. This information aids in the development of alternative concepts that minimize impacts to the natural environment.

Public Involvement entails public meetings, small group meetings, elected appointed officials involvement, stakeholder coordination and extensive community outreach. Public involvement is an ongoing effort that continues throughout the duration of the study. A Public Meeting is anticipated in early 2012 and a Public Hearing will take place towards the end of the study in late 2012

Agency Coordination takes place throughout the duration of the study. This involves coordination and information sharing meetings regarding various elements of the project.

Final Approval occurs following the Public Hearing. This involves finalizing and submitting project. reports to the Federal Highway Administration for review and approval. Once approved, the PD&E Study phase of the project will be complete and the project will move into final design.

It should be noted that the No-Build Alternative is considered a viable option throughout the study process. This alternative assumes that the existing conditions will remain and no improvements be implemented. This alternative is often used to compare the costs and benefits of implementing proposed improvements versus the alternative of continuing to use the existing facility. For this project, the No-Build Alternative includes any interim improvements that have been planned, or are being implemented independent of the recommendations from this PD&E study.

















FAQ's

When will the study be completed? The study is tentatively scheduled to be completed in June.

I-75 and SR 951 Ultimate Interchange Improvements

PROJECT OVERVIEW

PD&E DEFINITION

PUBLIC INVOLVEMENT INFORMATION

PROJECT SCHEDULE

FDOT WEBSITE

Click here

New/letter #2

When are major project milestones? Click "more" to view and/or download

Study Schedule

the study schedule ...

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Click Here

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Project Development and Environment (PD&E) Study



Project Information

Materials

As the study progresses, this section of the website will be updated with the latest materials. Please click on the links below to view and/or download the files (right-click and select 'Bave target as...' to download). If you do not have Adobe Reader please visit <u>http://opt.acobe.com/reader</u> to download.

Files are Adobe FDF files unless otherwise noted.

Materials from Public Hearing (12-10-13)

Build Traffic Operations Display Board

Environmental Effects Display Board.odf

Evaluation Matrix Display Board odf

Interchange Perspectives Display Board

No Build Display Board

No Build Traffic Operations Display Edard

Preferred Alternative Disclay Board

Project Location Display Board

Public Hearing Handout

Public Hearing Presentation (Adobe PDF File)

Public Hearing Presentation (Video File)

Project Documents

Air Quality Technical Memorandum

Contamination Screening Evaluation Report

Cultural Resource Assessment Survey

Draft Preliminary Ecologening Report

Endengered Species Biological Assessment

Fish and Widthe Response

Interchange Modification Report

Location Hydraulics Report

Noise Study Report

Pond Sitting Report

Project Treffic Report

Utility Assessment Package

No-Sulid Azernative Aerial Display Spard

Alternative 1 (ParCio A and SRS4 Fly-over Ramos) Aerial Display Ecard

Atemative 2 (ParClo with SW Loop with Northbound Plyover Ramp) Aerial Display Soard

Alternative 3 (Öwerging Diamond Interchange with Northbound Flyover Ramp) Aerial Display Scard

Readway Concepts Display Board

Level-of-Service (LOS) 2035 Future Traffic Operations Display Board

Evaluation Matrix Display Board

Older Project Materials

Newsletter #2 (10-10-12)

Project Location Map

Galler Metropolitan Planning Groanization (MPG) Project Update Presentation (6-9-12)

Frequently Asked Questions

What is a Project Development and Environment (PD&E) Study?

FDOT developed the PD&E process to ensure that projects receiving federal funds follow federal guidelines and policies. A PD&E Study is a blending of engineering, environmental assessments and public involvement activities. The process is a set of procedures used by engineers and planners to develop transportation improvements that incorporate community and agency input, minimize effects to the natural and social environment, and provide viable engineering and transportation solutions.

What is the objective of the study?

The goal of this study is to develop concepts that meet these expectations, minimize social, economic and environmental effects, incorporate community input and receive agreement from local, state and federal agencies.

What are the study limits?

The limits of the study area extend along SR 951 from Business Circle South to Magnolia Pond Drive / City Gate Orive. The study area limits also include the section of Davis Boulevard (SR 84) from Market Street to Toligate Boulevard. <u>Circk here</u> for a downloadable version of the Project Location map.

Are there other projects planned for this area?

You may be aware of upcoming roadway improvements in the area. Collier County will begin widening of Davis Boulevard (BR S4) and Collier Boulevard (BR S51) in the fail of 2011. Additionally, PDOT will be constructing ramp improvements to the I-75 / BR S51 (Collier Boulevard) interchange beginning in late fail of this year or early winter 2012. The study will compliment these projects by providing a concept that incorporates and builds on these improvements.

How can I get involved?

Your involvement is critical to the successful outcome of the study. Visit the website regularly for the latest information. Also, feel free to contact the project manager, Aaron Kaster with any comments, questions or concerns. You can also submit your information to be added to the project mailing list by clicking here.

How can I obtain the latest study materials?

The latest materials will be available on the Project Materials section of the website above. We encourage you to check back regularly.

When will the study be completed?

The study began in May 2011 and is expected to be complete in Spring 2014. You can find the schedule here.

When will the project be constructed?

The project is currently in the <u>FDEE study</u> phase. After the FDEE study is approved the project moves into the Design Phase, which is fully funded for fiscal year 2015. The right-of-way acquisition and construction phases are not currently funded. The graphic below depicts the standard readway development process.



www.175-951Interchange.com @ 2011-2012 : Designed by DRMP Financial Project Number: 425843-2-22-01



Public Involvement is one of the most important elements of a <u>POSE Bludy</u>. The study process will provide several opportunities for Public Involvement, including public meetings and stakeholder meetings. Project information and documentation will be uploaded to this website as available.

The overall goal of Public Involvement is to help ensure that the study reflects the values and needs of the community at large. The study team will use the information collected throughout the study to aid in the development of the proposed transportation improvements.

This section will provide updates regarding public meetings, council meetings and any additional public events held throughout the length of the study.



Public Meetings

During the public outreach process we look forward to meeting with the community. The following events will provide an opportunity for public comment:

Public Information Workshop

The Florida Department of Transportation (FDOT), District One, held a public information workshop about the F75/RR 551 Uitimate interchange improvements Project Development and Environment (PD8.E) 8tudy. The meeting was conducted from 5 p.m. to 7 p.m. on Thursday, October 25, 2012 at the New Hope Ministries Ministry Center, 7575 Davis Boulevard in Naples, FL 34104.

The meeting was informal with an open house format. People could review conceptual project plans and displays, discuss the proposed projects one-on-one with study team members, and watched an audio-visual presentation describing alternatives under consideration (<u>Flease click here to downlose</u> <u>materials</u>). The proposed projects include modifications to improve readway capacity and enhance traffic operations at the interchange and at the Davis Boulevard / Coller Boulevard (BR 84/8R 951) intersection. FDOT encourages everyone to make comments about the study by submitted a comment form online by November 5, 2012.

For more information, please click here to contact the FDOT project manager, Aaron Kaster.

The meeting was developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing

The Florida Department of Transportation (FDOT), District One, is holding a public hearing about the I-75/8R 951 Utilimate Interchange (improvements Project Development & Environment (PDBE) Study. The meeting is from 5 p.m. to 7 p.m. on Tuesday, December 10, 2013 at the New Hope Ministries Center, 7575 Davis Boulevard In Neples, Florida.

The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 5 p.m., followed by a public comment period. The public bearing is held to nive interested people the opportunity in express their .



What is a PD&E Study? A PD&E study is a planning and engineering process that was developed...

PD&E DEFINITION

PROJECT SCHEDULE

FDOT WEBSITE

Click here New/letter #2 The Florida Department of Transportation (FDOT), District One, held a public information workshop about the I-75/8R S51 Ultimate interchange Improvements Project Development and Environment (PD&E) Study. The meeting was conducted from 5 p.m. to 7 p.m. on Thursday, October 25, 2012 at the New Hope Ministries Ministry Center, 7675 Davis Boulevard in Naples, FL 34104.

The meeting was informal with an open house format. People could review conceptual project plans and displays, discuss the proposed projects one-on-one with study team members, and watched an audio-visual presentation describing alternatives under consideration <u>(Planse click here is download</u> <u>metericlics</u>). The proposed projects include modifications to improve readway capacity and enhance traffic operations at the interchange and at the Davis Boulevard / Collier Boulevard (BR 84/BR 951) intersection. FDOT encourages everyone to make comments about the study by submitted a comment form online by November 5, 2012.

For more information, please click here to contact the FDOT project manager, Aaron Kaster.

The meeting was developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Public Hearing

The Florida Department of Transportation (FDOT), District One, is holding a public hearing about the I-75/SR 951 Ultimate Interchange Improvements Project Development & Environment (PD&E) Study. The meeting is from 5 p.m. to 7 p.m. on Tuesday, December 10, 2013 at the New Hope Ministries Center, 7575 Davis Boulevard in Naples, Florida.

The hearing begins with an informal open house at 5 p.m. when people can review displays and talk one-on-one with staff. The department will make a formal presentation at 6 p.m., followed by a public comment period. The public hearing is held to give interested people the opportunity to express their views regarding future improvements at the interchange. FDOT encourages everyone to make comments about the study by submitting a comment form through email, mail, or online by December 20, 2013.

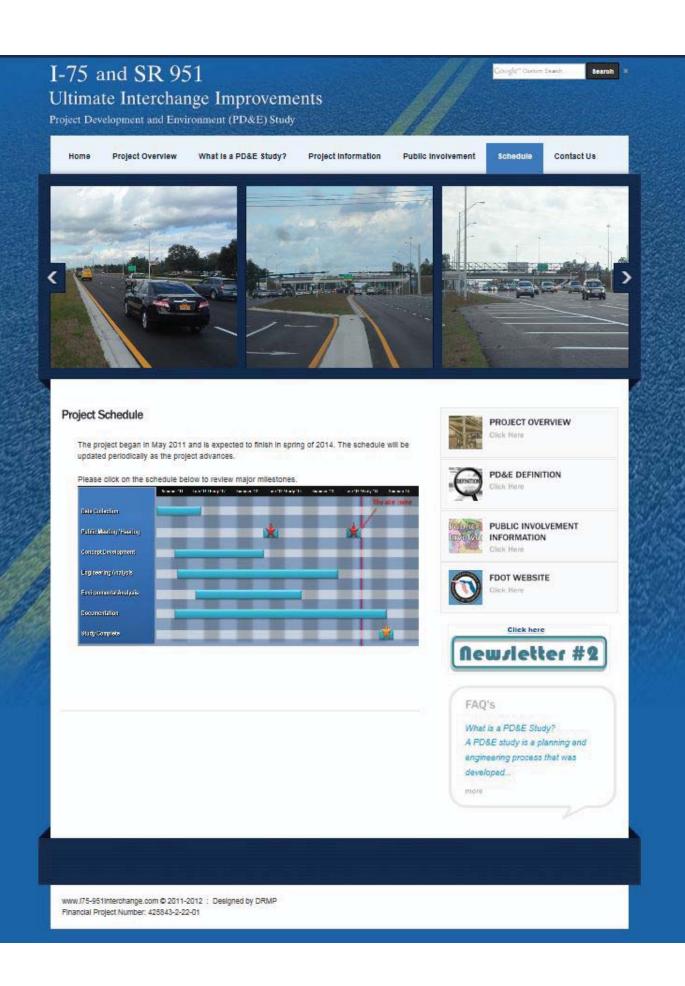
For more information, please click here to contact the FDOT project manager, Aaron Kaster,

The hearing was developed in compliance with Title VI of the CMI Rights Act of 1964 and related statutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

(Please click here to download project documents).

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www.175-951Interchange.com @ 2011-2012 : Designed by DRMP. Financial Project Number: 425843-2-22-01 A PD&E study is a planning and engineering process that was developed...





Contact Us



KITTELSON & ASSOCIATES, INC.

PD&E STUDY MANAGER

John R. Freeman, Jr., P.E., PTOE Kittelson and Associates, Inc. 225 East Robinson Street, Suite 450 Orlando, Florida 32801 407-540-0555 <u>E-mail Address</u>



FDOT STUDY MANAGER Aaron Kaster FDOT, District One 801 N. Broadway Avenue Bartow, FL 33831 863-519-2495 E-mail Address

Related Links

FDOT: http://www.dot.state.fl.us/ Collier County: http://www.colliergov.net/ Collier County Metropolitan Planning Organization: http://www.colliercountympo.com/

www.I75-951interchange.com © 2011-2012 : Designed by DRMP Financial Project Number: 425843-2-22-01 **APPENDIX H: Media Coverage**

From:	Blouin, Jesse
To:	Freeman, Jack
Cc:	Russell Strimple
Subject:	FW: FDOT"s 10 @ 10 Monday, October 29, 2012
Date:	Monday, October 29, 2012 10:07:42 AM
Attachments:	image004.jpg
	image005.png

See item #4...

From: O'Brien, John Sent: Monday, October 29, 2012 9:57 AM To: FDOT Outlook Users Subject: FDOT's 10 @ 10 Monday, October 29, 2012

cid:image	002.png@(D1CC63CE.28	3593710	
		?		

Monday, October 29, 2012

Christine McDonald, (352) 955-6624

christine.mcdonald@dot.state.fl.us

<u>Work set to start on I-95 widening north of Titusville</u> Florida Today

Preliminary work to widen Interstate 95 north of Titusville is under way and construction on the project is set to begin in early November. Drivers can expect intermittent lane closures as preliminary testing is performed on the corridor, according to the Florida Department of Transportation. The project to widen 30 miles of I-95 from four to six lanes will run from Garden Street in Titusville to State Road 44 in New Smyrna Beach and is expected to be completed in early 2016.

<u>Red-light runners soon to be on camera in Palatka</u> By Dana Treen, The Florida Times-Union Palatka is now among a list of Northeast Florida cities installing red-light cameras to freeze-frame traffic law violators. The city joins Jacksonville, Green Cove Springs and Orange Park in adopting the system their police departments deploy at their most dangerous intersections. The cameras, designed to record still and moving images of vehicles passing through red lights, will also capture license plate information.

Construction to start on I-75 RSW connector By Chad Gillis, The News-Press

Construction on the Direct Connect addition between Interstate 75 and Southwest Florida International Airport will start on Monday, Oct. 29, according to the Florida Department of Transportation. The added roadways will allow vehicles to travel between the interstate and airport without having to drive through the maze of lighted intersections in this rapidly-developing area of the county. Road closures and detours are expected to be minimal.

FDOT seeks input on Collier Boulevard, I-75 interchange improvements By KATHERINE ALBERS, Naples Daily News

FDOT gave residents and businesses an idea of what they are planning last week with a public meeting proposing three alternatives for those interchange improvements. The meeting comes as the organizations works on a project development and environment study on the interchange, which is the first step to modify the interchange to improve roadway capacity and enhance traffic operations. The project is among several other traffic improvements in the area, including Collier County's widening of Davis and Collier boulevards, and FDOT's ramp improvements to the I-75 and Collier Boulevard interchange.

Transit Improvements Proposed for West Tampa By Mark Holan, Tampa Bay Business Journal

Frequent shuttle service operating within West Tampa neighborhoods between downtown and Westshore would promote new residential development and pave the way for more sophisticated transit. So says former Hillsborough County Commissioner Ed Turanchik, a longtime advocate of public transit and urban infill development and member of the West Tampa Chamber of Commerce.

Sunrail: Redefining Orlando Staff Report, Metro Jacksonville

New rail transit systems historically have offered communities a host of new growth management opportunities - from creating pedestrian-friendly, transitoriented housing near station stops to redeveloping struggling commercial and retail areas. Scheduled to begin operation in 2014, Central Florida's SunRail is no different. With Jacksonville's train still sitting in the station, Metro Jacksonville shares the community vision of redevelopment around Sunrail's phase one stations.

New I-4 ramp to be unveiled Monday

By Mark Harper, Daytona Beach News Journal

Officials are opening a new Interstate 4 westbound onramp at State Road 46 near the Seminole Towne Center Mall in Seminole County on Monday night. The loop ramp is designed to alleviate traffic delays and backups at a stoplight just west of the interstate, according to a statement from the Florida Department of Transportation.

Hurricane Sandy cancels dozens of flights out of Palm Beach international Airport, thousands across US By Sonja Isger, The Palm Beach Post

Hurricane Sandy has left the region, but is still managing to foil travel plans locals, prompting the cancellation of dozens of flights to the Northeast.

A1A flooded on Ft. Lauderdale Beach By staff, WPLG TV 10

High tide, full moon and effect of Hurricane Sandy causing flood zone. South Florida dodged a bullet from Hurricane Sandy, but we are still feeling the effects of the storm with the coastal flooding along A1A in Ft. Lauderdale Beach.

Flashing Yellow Lights Coming to St. Pete? StPete.Patch.com

Beginning this week, The Florida Department of Transportation (FDOT) began testing the flashing yellow arrow at one intersection in St. Petersburg at 34th St. N. and 38th Ave. At 34th St. N. and 38th Ave., a flashing yellow arrow will be visible for left-turning motorists after the solid green arrow, and before the solid yellow arrow phase, when motorists should be preparing to STOP. During the flashing yellow arrow, motorists are permitted to make a left-turn after yielding to oncoming traffic.

Other Items of Note:

National Cyber Security Awareness Month Question of the Day NCSAM Question of the Day

10A » Wednesday, December 11, 2013 » NAPLES DAILY NEWS

Interstate 75 | State Road 951 Cloverleaf design discussed at hearing

Daily News staff

About 30 people attended a Florida Department of Transportation hearing Tuesday to offer input on the latest leg of a long-running study conducted by the FDOT into how to increase traffic flow and ease congestion at the Interstate 75/State Road 951 interchange in Collier County.

FDOT is leaning toward what's known as a partial cloverleaf design for the

interchange. Such a design would use two loop ramps off the interchange to move traffic more efficiently than the current design.

Estimated costs for the project include \$3.7 million for design plans, \$3 million for right-of-way expenses and \$37 million for construction.

The design money already is budgeted for FDOT's next fiscal year. Right-of-way expenses and construction funding

66 They've looked at a whole bunch of sites, but they are

not committed to any sites."

still need to be acquired. Jack Freeman, the consulting project manager for the study, said the partial cloverleaf interchange would take about two years to design and that construction likely would take 24 to 30 months.

"If we don't get any negative feedback, (the partial cloverleaf design) will become the preferred alternative," Freeman said. More information is at www.i75-951interchange. com.

SOCCER from 3A

Under the proposal, the county would offer its land rent-free but would continue to own it.

"This doesn't hurt our taxpayers. It does every-

thing but. It's going to empower the county and make us a true sports destination." Hiller said.

Support- Georgia ers spoke of Hiller a big need

for such a project, with soccer and other sports teams fighting over the same public fields for practice and play.

"Ultimately, this is all about the kids," said Jeff Butzke, the soccer foundation's president.

The foundation's end every season class

Georgia Hiller, Collier County commissioner the final phase would be a multipurpose stadium

with 7,000 seats. Butzke hopes to see a shovel in the ground in 2015, with his teams playing on the first soccer fields in 2016.

For some, the fields can't . come fast enough.

John Dina, director of the soccer program for Optimist Club of Naples. said when he moved to the county 23 years ago, there weren't nearly as many families as there are today, and more families means more kids playing soccer. The home base for his teams is Vineyards Community Park.

"We actually turn away

That's what community is about."

Commissioner Tom Henning quickly made a motion to approve Hiller's request, even before all of the speakers had a chance to get to the microphone.

"There is such a tremendous need for ball fields in Collier County that everybody will benefit," he said. "All the kids will benefit."

While 10 speakers; including two hoteliers, mostly talked in favor of the project they raised a few concerns, including whether it might end up on environmentally sensitive land in eastern Collier.

Commissioner Tim Nance, representing

