



## Agenda BPAC

### Bicycle Pedestrian Advisory Committee

**NOTE: THIS IS AN IN-PERSON MEETING**

Conference Room 609/610 Growth Management Division  
Planning & Regulation Building  
2800 N Horseshoe Dr, Naples

**September 20, 2022**

**9:00 a.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of August 16, 2022 Meeting Minutes**
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
  - A. FDOT
  - B. MPO
7. **Committee Action**
8. **Reports and Presentations\***
- A. Safe Streets and Roads for All (SS4A) Grant Application
- B. Marco Island Loop Trail Feasibility Study Update
- C. Regional Bicycle & Pedestrian Facility Planning
- D. Golden Gate Parkway Pedestrian Bridge Crossing Feasibility Study
9. **Member Comments**
10. **Distribution Items**
11. **Topics for next BPAC Meeting**
12. **Next Meeting Date:**  
October 18, 2022 – 9:00 am
13. **Adjournment**

*\*May Require Committee Action*

#### **PLEASE NOTE:**

*The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Ms. Dusty Siegler at (239) 252-5814 or by email at: [Dusty.Siegler@colliercountyfl.gov](mailto:Dusty.Siegler@colliercountyfl.gov), or in writing to the Collier MPO, attention: Ms. Siegler, at 2885 South Horseshoe Dr., Naples, FL 34104.*

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
609/610 Conference Room, Growth Management Division  
2800 Horseshoe Dr. N, Naples, FL, 34104**

**August 16, 2022 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

Mr. Matonti called the meeting to order at 9:05 a.m.

**2. Roll Call**

Mr. Philips called roll and confirmed a quorum.

**Members Present**

Anthony Matonti, Chair  
Joe Bonness  
Andrea Halman  
Kim Jacob  
Patty Huff  
Dayna Fendrick  
George Dondanville

**Members Absent**

Mark Komanecky  
Claudia Keeler  
Alan Musico

**MPO Staff Present**

Anne McLaughlin, Executive Director (Attended via Zoom)  
Brandy Otero, Principal Planner  
Scott Philips, Principal Planner

**Others Present**

Victoria Peters, FDOT  
Roxann Lake, FDOT D-1 Planning Studio  
Lorraine Lantz, Collier County Transportation Planning  
Michael Tisch, Collier County Transportation Engineering  
Nelson Galeano, Collier County Transportation Planning  
Michelle Avola-Brown, Naples Pathways Coalition (NPC)  
Megan Greer, Blue Zones  
Alison Bickett, City of Naples



3. **Approval of the Agenda**

*Mr. Bonness moved to approve the agenda. Seconded by Ms. Halman. Carried unanimously.*

4. **Approval of the May 17, 2022 Meeting Minutes**

*Mr. Bonness moved to approve the May 17, 2022 minutes. Ms. Huff seconded. Carried unanimously.*

5. **Open to the Public for Comment on Items Not on the Agenda**

None.

6. **Agency Updates**

A. **FDOT:** District is hiring a new Bike/Ped Coordinator; Shared Use Network (“SUN”) Trail Application Period begins September 29, 2022, and closes on December 15, 2022.

B. **MPO:** None.

7. **Committee Action**

None.

8. **Reports & Presentations (May Require Committee Action)**

A. **MPO Report and Discussion Items**

i. **Joint BPAC Meeting**

**Ms. McLaughlin** requested BPAC Chairs to attend each other’s BPAC meetings to discuss shared interests and indicated that Collier MPO is working with Lee MPO to coordinate; inquired as to what the committee would like to share with Lee MPO BPAC and turned the floor over to Chairman Matonti. **Mr. Matonti** inquired whether the committee is agreeable to him representing BPAC at the Lee BPAC meeting and committee members indicated their consent. **Ms. Halman** and **Ms. Huff** inquired whether there will be a recording and an opportunity to attend virtually. **Mr. Philips** the meeting will be recorded, he will inquire whether there is an option to attend the meeting virtually. **Mr. Matonti** requested the committee’s input on topics to discuss with Lee MPO. **Ms. Huff** suggested Paradise Coast Trail (PCT), USBR 15 (U.S. Bike Route), and a progress update on the Old 41 Study. **Mr. Bonness** suggested Gulf Coast Trail to see how the connections fit together. **Ms. Halman** suggested SR 82, inquiring about sidewalk widths and indicating that many bikers come from the Fort Myers area on SR 82. **Ms. Peters** indicated she would investigate what is going on at SR 82. **Mr. Bonness** contended that Bonita

Beach Road needs bike facilities. **Ms. Fendrick** and **Mr. Bonness** discussed the applicability of the Livingston/FPL easement. **Mr. Matonti** requested that Ms. Peters check if there are any joint SUN Trail applications. **Ms. Huff** indicated that the St. John's Alliance involves four or five counties working together. Proposed the following topics to consider for meeting with Lee MPO BPAC: Pacific Coast Trail (PCT); US Bike Route 15; Old 41 Project Development and Environmental (PD&E) Study; Gulf Coast Trail; SR 82; Bonita Beach Road enhancements, PCT/Livingston Road easement and 2022 Bicycle & Pedestrian Priorities.

ii. 2022 Bicycle & Pedestrian Priorities

**Ms. McLaughlin** provided an update on the MPO Board's discussion on two priority projects - Naples Park sidewalk projects and the Bike/Ped Trail Crossing at Golden Gate Parkway, Gordon River and Freedom Park:

a. Naples Park Sidewalks

**Ms. McLaughlin** explained that the MPO Board voted to keep Naples Park sidewalks on the priority list but Board members raised concerns about the dissenting members of the public and whether traffic calming efforts were considered. Board members observed that the county should continue to communicate with Naples Park Area Association and the community. **Ms. Fendrick** inquired whether the MPO Board wants a Naples Park survey. **Ms. McLaughlin** explained that: those in opposition to the sidewalks wanted the MPO to conduct a survey, which is outside of the MPO's responsibility. **Ms. Halman** noted similar concerns expressed about the Immokalee sidewalk project. **Mr. Matonti** indicated that with Commissioner Solis retiring, Commissioners want to hold off on providing input until the new District 2 (D-2) Commissioner is seated. **Ms. Jacob** discussed opposition to sidewalks and inquired as to next steps in that regard. **Ms. McLaughlin** suggested that a discussion with the Commissioners who voted against the sidewalks is the appropriate first step, indicating that opinions were expressed in June and there will be a new Commissioner elected in D-2. **Mr. Matonti** inquired whether the three Naples Park sidewalk projects are being done together or stand-alone and **Mr. Tisch** advised that the projects are stand-alone.

b. Bike/Ped Trail Crossing at Golden Gate Parkway

**Ms. McLaughlin** explained that the MPO Board voted to delete the project from the list after MPO Board Chair Perry raised concerns about the project, stating that the current Naples City Council does not support the pedestrian bridge proposal. **Mr. Dondanville** the MPO Board removed the project due to concerns about study cost and not having an at-grade option.

FDOT is studying the Golden Gate Pkwy/Goodlette-Frank intersection – it could be expanded to include an at-grade crossing at Freedom Park. **Ms. McLaughlin** no studies are currently underway – intersection improvements are identified as an unfunded need in the 2045 Long-Range Transportation Plan. In discussions with County staff, there is potential support for improving the Golden Gate Parkway/Goodlette-Frank crosswalks. **Mr. Dondanville** recommended adding the project back to the priority list with an at-grade option to study at-grade options similar to crosswalks installed on east US 41. **Ms. Huff** inquired whether a motion was necessary in order to add the project to a priority list. **Mr. Matonti** noted that the project was removed by the Board and asked Ms. McLaughlin about next steps to add it to the priority list. **Ms. McLaughlin** there may be some misunderstanding by the Board about the proposed study included an at-grade option; however, the next opportunity to add to priority list is the next call for projects; Board is concerned about the study cost (\$750,000); and it is too high for looking at just an at-grade solution. She could coordinate with County to see if there's support to do a planning level study to determine whether an at-grade solution is feasible. The County's interest in the project needs to be determined. **Mr. Bonness** and **Ms. Fendrick** expressed interest in pursuing a study for an at-grade crossing.

**Ms. McLaughlin** exited the meeting.

iii. Outlook for SU Funding

Item not addressed due to time constraints.

**B. Lee MPO Rail-Trail Feasibility Study Update**

**Mr. Philips** gave a brief presentation based on the attachment included in the agenda packet. **Mr. Bonness** indicated that there is no willing seller. **Ms. Huff** inquired whether the rail line is in use and **Mr. Philips** advised that it is not and further indicated that the community supports the project, the ROW (right-of-way) is not being kept up, and the TPL (Trust for Public Land) is working with stakeholders. The next Lee MPO community meeting is planned for November. He will share meeting information with the committee as it becomes available.

**C. City of Naples Pedestrian and Bicycle Master Plan 2022 Update**

**Ms. Bickett** presented an update on the Naples Pedestrian and Bicycle Plan. A discussion regarding roundabouts ensued. **Ms. Peters** inquired whether roundabouts are in place or needing construction. **Ms. Bickett** indicated the City Council requested that roundabouts be removed from the plan list and that she will have additional conversations with the City Council and the community. The city conducted a survey and over 70% approved of certain roundabouts. **Mr. Matonti** inquired as to who opposes roundabouts and **Ms. Bickett** indicated that the opposition is

general because staff went door-to-door at each location to speak with neighboring property owners. **Ms. Peters** offered to forward FDOT roundabout videos to help educate the community. **Ms. Bickett** advised that the city has a website with roundabout information. **Ms. Halman** commented that the Immokalee roundabouts are working well, after some initial opposition. **Ms. Halman** and **Ms. Bickett** discussed the width of Fleishmann sidewalks (8 ft. narrowing to 6 ft.).

#### **D. Gulf Coast Trail Update**

**Mr. Philips** gave the presentation included in the agenda packet. **Mr. Matonti** commented that: the map is several years old; he led the GCT (Gulf Coast Trail) efforts when he worked for Tampa Bay Regional Transit; GCT was highly supported by the community, political leaders, citizens and businesses at a 2017 meeting; there is a focus on Sarasota/Manatee area right now; and GCT is ranked in the top three on the State's trail priority list.

#### **9. Member Comments**

**Ms. Huff** indicated that many bicyclists are coming to Everglades City and informed the committee that brochures titled "Three Days in the Everglades" and "Bicycling Adventures in the Everglades" provide suggestions for things to do outdoors in the Everglades City area. She encouraged Naples to apply to be a Trail Town.

#### **9. Member Comments**

None.

#### **10. Distribution Items**

None.

#### **11. Next Meeting Date**

*September 20, 2022 – 9:00 a.m. In-Person Only Meeting.*

#### **12. Adjournment**

*The Chair adjourned the meeting at 11:15 a.m.*

**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8A**

**Safe Streets and Roads for All (SS4A) Grant Application**

---

**OBJECTIVE:** For the committee to receive a briefing on the Collier MPO's SS4A Grant Application.

**CONSIDERATIONS:** The SS4A competitive grant program is a US Department of Transportation (USDOT) grant program created by the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). The purpose of SS4A grants is to provide grants to MPOs, cities, counties, and tribal governments to develop and implement roadway safety strategies and improvements for all users.

The SS4A program provides funding for two types of grants: Action Plan Grants and Implementation Grants. Action Plan Grants are used to develop a comprehensive Safety Action Plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan.

The USDOT expects the minimum Action Plan Grant award amount will be \$200,000. The required match to be provided by the applicant is 20%. The Florida Department of Transportation announced that it will not provide matching funds. The MPO has sufficient local funds available to provide \$10,000 towards meeting the match. MPO staff requested assistance from County staff; the Board of County Commissioners (BCC) is scheduled to act on the MPO's request to provide a \$40,000 cash match at their meeting on September 13, 2022.

On September 9<sup>th</sup>, the MPO Board gave approval for the Collier MPO Executive Director to submit an application for an Action Plan Grant as a direct recipient to develop a comprehensive Safety Action Plan (SAP) contingent upon the BCC approving the match amount on September 13<sup>th</sup>. The application is shown in **Attachment 1**. Applications must be submitted by 5:00 PM EDT on Thursday, September 15, 2022.

The MPO Director will provide an overview of the Safety Action Plan components at the meeting.

**STAFF RECOMMENDATION:** That the committee receive a briefing on the Collier MPO SS4A Grant Application.

Prepared By: Anne McLaughlin, Executive Director

**ATTACHMENT(S):**

1. 2022 SS4A Grant Application

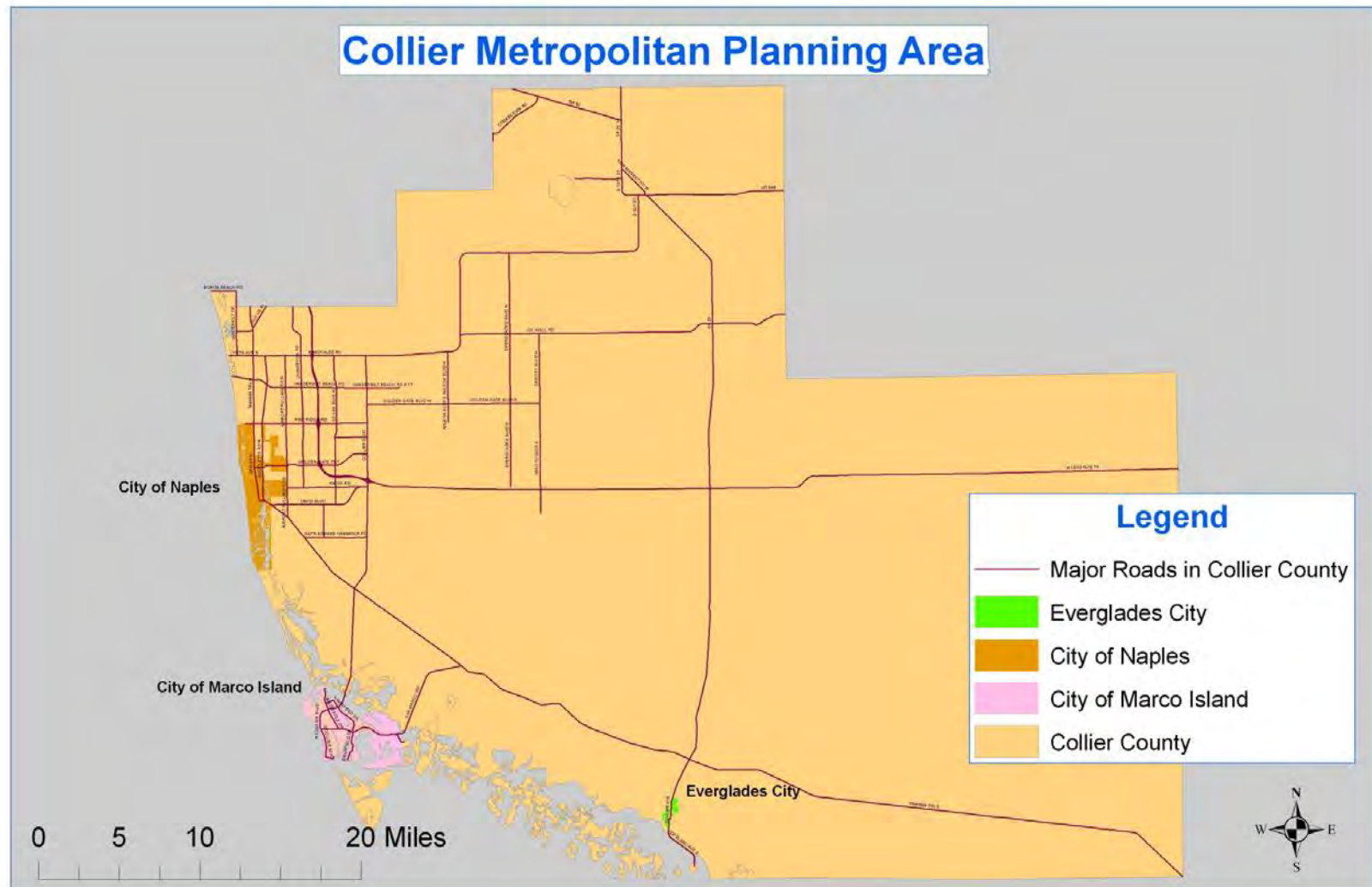
## Collier MPO Comprehensive Safety Action Plan Narrative

The Collier MPO is partnering with its member governments - Collier County and the cities of Naples, Marco Island and Everglades City - to develop a Comprehensive Safety Action Plan (SAP) that supports the MPO's and FDOT's Vision Zero goals, provides a framework to reduce fatalities and serious injuries on roadways, and improves the safety, health, and well-being of residents and visitors. The SAP will address all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

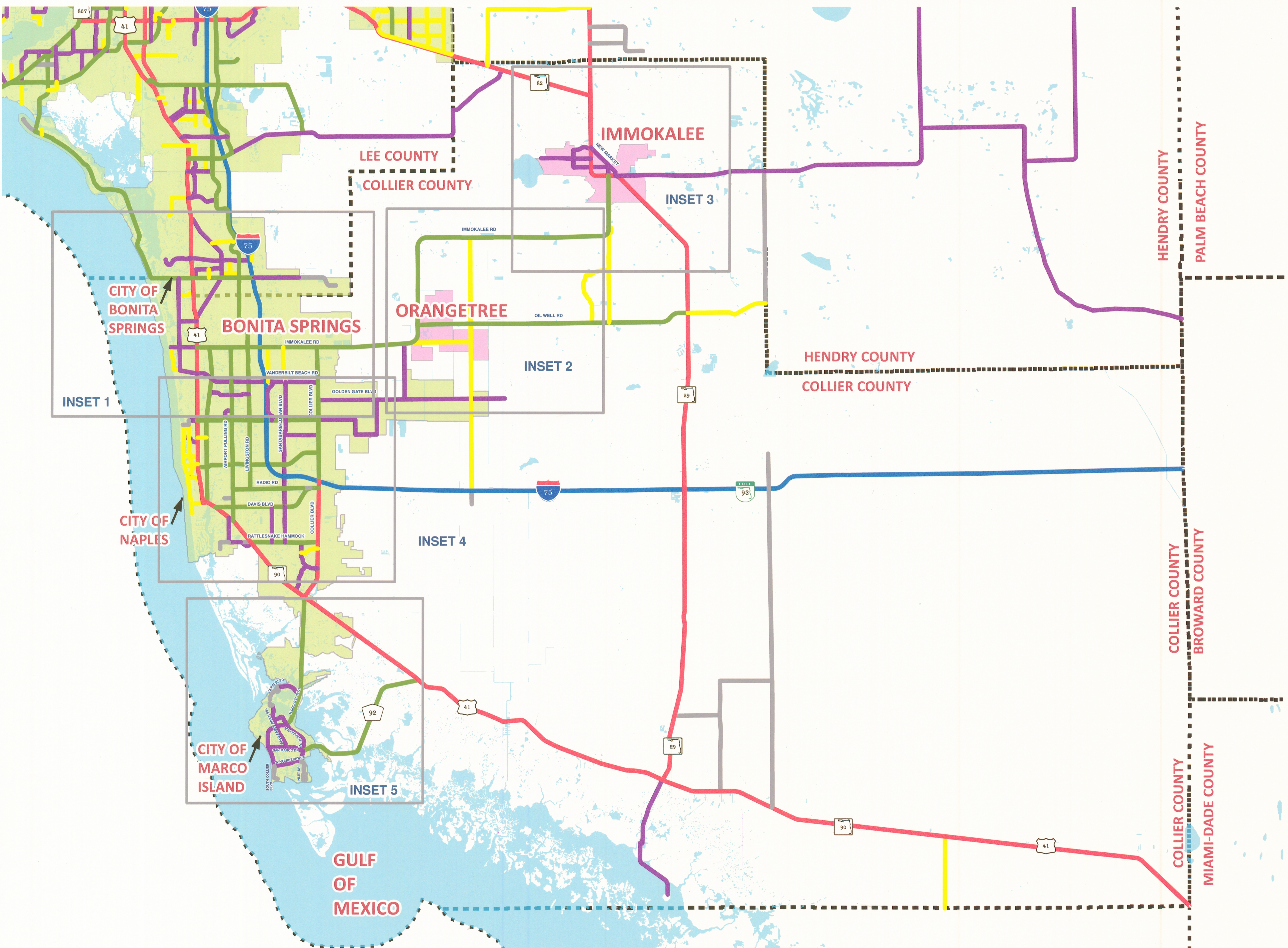
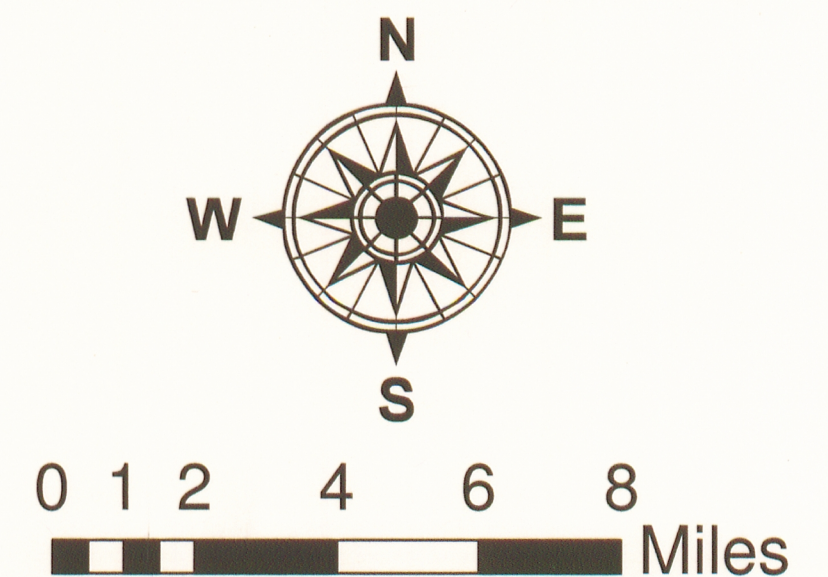
The SAP will include the following components developed in accordance with program guidance:

- Leadership Commitment/Goal Setting – MPO resolution committing to eventual goal of zero roadway fatalities and serious injuries achieved through an ambitious percentage reduction of fatalities and serious injuries by a specific date
- Planning Structure – in addition to MPO's advisory committees and adviser network, the MPO will establish a project steering committee charged with oversight of SAP development, implementation and monitoring
- Safety Analysis – update Local Roads Safety Plan analysis conducted in 2020 based on geospatial identification of higher-risk locations on all public roads
- Engagement/Collaboration – robust engagement with the public and stakeholders
- Equity Considerations – SAP developed in inclusive process; equity considerations included in analysis and impact assessments of proposed projects and strategies
- Policy/Process Changes – assessment of best practices, identify refined and/or new policies, guidelines and/or standards to achieve Vision Zero
- Strategy/Project Selections – comprehensive set of projects and strategies shaped by data and noteworthy practices, stakeholder input and equity considerations, with a focus on Safe System Approach; interventions focused on infrastructure, behavioral, and/or operational safety; inclusion in short- and long-range plans and lists of project priorities
- Progress/Transparency – posting Action Plan online and method to measure progress over time with annual public and accessible reporting

# Collier Metropolitan Planning Area Map







**LEGEND**

- INTERSTATE
- OTHER FREEWAYS AND EXPRESSWAYS
- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL
- 2010 SMOOTHED URBANIZED BOUNDARY
- 2010 SMOOTHED SMALL URBAN BOUNDARY

**RECOMMENDED BY:**

COLLIER COUNTY MPO		1-6-18
		DATE
FLORIDA DEPARTMENT OF TRANSPORTATION		1/10/14
		DATE

**APPROVED BY:**

FEDERAL HIGHWAY ADMINISTRATION		01/03/2014
		DATE



## BUDGET NARRATIVE

The Collier MPO adopted its first Local Roads Safety Plan (LRSP) in May 2021. The LRSP was developed in a collaborative process involving input from a broad range of stakeholders including the MPO's advisory committees, FDOT's Community Traffic Safety Team (CTST), local law enforcement agencies, FDOT and other state and federal planning partners. The LRSP identifies transportation safety issues and prioritizes policies and projects that will improve roadway safety on locally owned and maintained roadways in support of FDOT's and the MPO's Vision Zero goal. The LRSP was developed through:

- Crash data analysis (2014-2018)
- Public outreach and engagement
- Collaboration and coalition building
- Development and Board adoption of recommendations

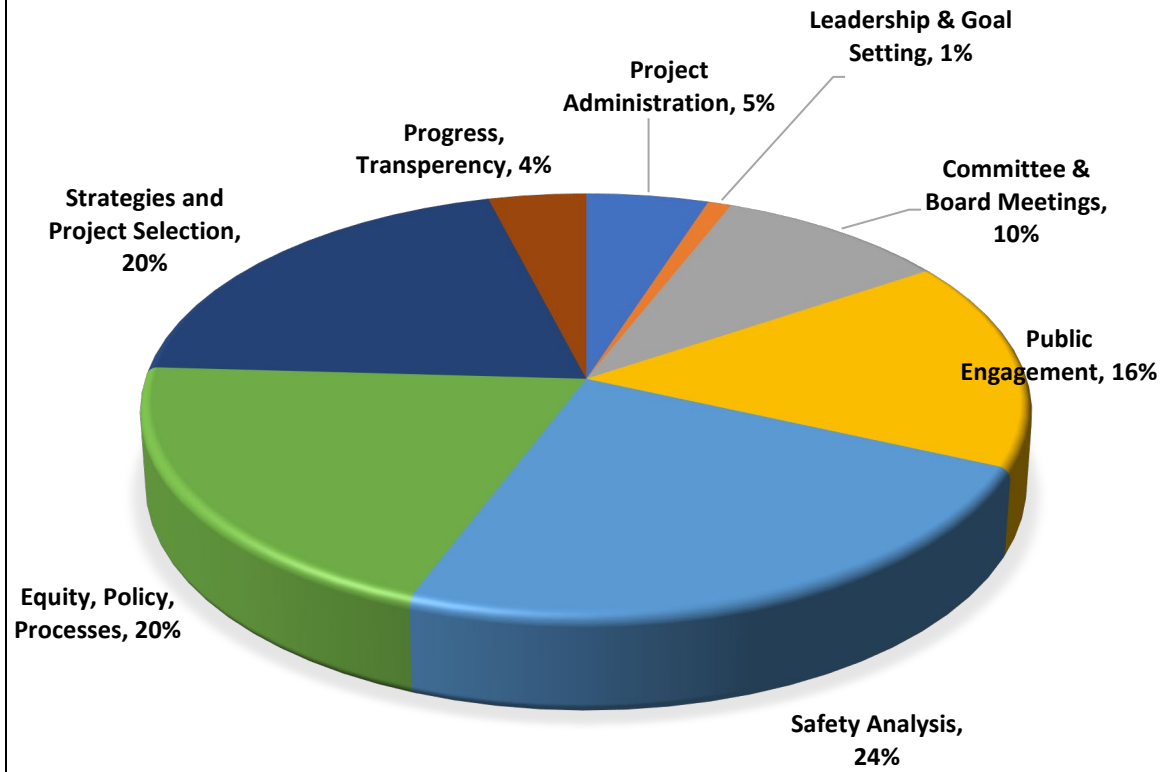
The LRSP can be viewed at the following link on the MPO's website: <https://www.colliermopo.org/wp-content/uploads/2021/10/LRSP-FINAL-APPROVED-5-14-2021-1.pdf>

The MPO will adopt the Comprehensive Safety Action Plan (SAP) and incorporate it into the 2050 Long Range Transportation Plan – Cost Feasible Plan (LRTP-CFP), Lists of Project Priorities (LOPPs) and the Transportation Improvement Program (TIP). The cost of developing the LRSP provided a starting point for estimating the amount of funding required to develop a Comprehensive Safety Action Plan (SAP) that meets all of the requirements of the new program. The MPO will contribute a \$10,000 cash match in addition to personnel hours, copying and supplies. Collier County will contribute a \$40,000 cash match **contingent upon BCC approval on 9/13/22.**

Federal Request	Match		Total	Object Class Categories
	MPO	Local		Contractual - Professional Services
\$200,000	\$ 10,000	\$ 40,000	<b>\$250,000</b>	<b>\$250,000</b>

Safety Action Plan Components	Budget \$ 50,000
Project Administration	\$ 12,500
Leadership Commitment & Goal Setting (Visioning)	\$ 2,400
Planning Structure - Steering Committee Meetings	\$ 12,000
Advisory Committee Mtgs	\$ -
Board Meetings	\$ 12,000
Safety Analysis	\$ 60,000
Public Engagement & Collaboration	\$ 40,000
Equity Considerations - process, analysis, impacts	\$ 20,000
Policy & Process Changes - noteworthy practices	\$ 30,000
Strategies & Project Selection - evaluation criteria	\$ 50,000
Progress & Transparency	\$ 10,000
<b>Total Estimated Cost</b>	<b>\$248,900</b>

## PROJECTED BUDGET BREAKDOWN



S | S

4 | A

# Safe Streets and Roads for All Action Plan Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Lead Applicant: **Collier MPO**

UEI: **CNWJY78LD581**

Funding request:  
(choose one)

☒ **New Action Plan**  
Create a new conforming  
Action Plan

☐ **Complete Action Plan**  
Complete or update components of an existing  
plan(s) to create a conforming Action Plan

☐ **Supplemental Planning Activities**  
Additional planning activities must have a conforming Action Plan  
documented by a Self-Certification Eligibility Worksheet

Applicant(s)	Jurisdiction Population (#)	NOFO Criterion #1			NOFO Criterion #2
		Total Count Motor Vehicle- Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Average Annual Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
	U.S. Census Data	FARS Data			U.S. Census Data
Total Value for Application:		371,453	175	9.4225000000	29.80 %

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:

Collier MPO

Joint Applicant(s):

1					%
2					%
3					%
4					%

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](https://www.transportation.gov/SS4A)  
SS4A Action Plan Application Template | Page 1 of 2



S | S

4 | A

# Safe Streets and Roads for All Action Plan Application Template

**Lead Applicant's State:**

Mark "NA" if a Federally  
recognized Tribal government

FL

Additional State **#1** that this  
Action Plan grant will serve:

Additional State **#2** that this  
Action Plan grant will serve:

**Funding Request for Lead  
Applicant's State (\$):**

Provide total cost if a Federally  
recognized Tribal government

\$ 200,000

Funding request for  
Additional State **#1** (\$):

\$

Funding request for  
Additional State **#2** (\$):

\$

**NOFO Criterion #3**

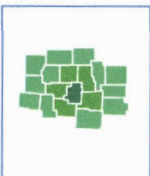
**Narrative:**  
(300-word limit)

The Collier MPO is partnering with its member governments - Collier County and the cities of Naples, Marco Island and Everglades City - to develop a Comprehensive Safety Action Plan (SAP) that supports the MPO's and FDOT's Vision Zero goals, provides a framework to reduce fatalities and serious injuries on roadways, and improves the safety, health, and well-being of residents and visitors. The SAP will address all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The SAP will include the following components developed in accordance with program guidance:

- Leadership Commitment/Goal Setting - MPO resolution committing to eventual goal of zero roadway fatalities and serious injuries achieved through an ambitious percentage reduction of fatalities and serious injuries by a specific date

Remember  
to provide  
separately:

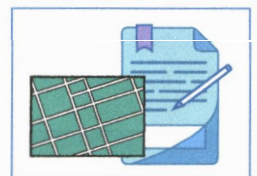
**Map**

**Required Forms**


SF-424 Application for Federal Assistance  
SF-424A Budget Information for Non-Construction Programs  
SF-424B Assurances for Non-Construction Programs  
SF-LLL Disclosure of Lobbying Activities  
Apply to Grants.gov package: PKG00274330

**Self-Certification  
Eligibility Worksheet**  
Only Required for Supplemental  
Planning Activities



**Other Documentation**  
Optional



U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)  
SS4A Action Plan Application Template | Page 2 of 2



**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8B**

**Marco Island Loop Trail Feasibility Study Update**

---

**OBJECTIVE:** For the committee to receive an update and presentation on the Marco Island Loop Trail Feasibility Study.

**CONSIDERATIONS:** The Florida Department of Transportation (FDOT) is the lead agency on the Marco Island Loop Trail Feasibility Study, Financial Project Number (FPN) 4480281. The purpose is to study the feasibility of adding a 12' wide multi-use trail along SR 951 (Collier Blvd) from US 41 to the Jolly Bridge and CR 92 (San Marco Road) from US 41 to the Goodland Bridge. The Loop Trail will connect to Marco Island's bikeway network, the Naples Pathways Coalition's (NPC) Paradise Coast Trail and the MPO's Shared Use Non-motorized (SUN) Trail network.

FDOT has convened a stakeholder's group that includes representatives from the City of Marco Island, Collier County, Collier MPO, and other interested parties to provide technical input and local knowledge. The draft meeting minutes from the first stakeholders group meeting are shown in **Attachment 1**. The presentation given to the stakeholders group on August 30, 2022 is shown in **Attachment 2**.

**STAFF RECOMMENDATION:** That the committee receive an update and presentation on the Marco Island Loop Trail Feasibility Study and have the opportunity to ask questions.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Draft meeting minutes -stakeholders meeting #1
2. Presentation - Marco Island Loop Trail Feasibility Study & Conceptual Design





# Marco Loop Trail Feasibility Study and Conceptual Design

Contract CAF58 Task Work Order No.2

DATE TO BE DETERMINED (Aug 29- Sep 8)

Stakeholder Meeting No. 1

## Agenda

### 1.0 Introductions

Todd Engala, FDOT  
Vu Vu Landis Evans  
Theo Petritsch Landis Evans  
Mat Betancourt Landis Evans  
Cynthia Grizzle, Bridget Steinbeck Group  
Kris Cella – Public Outreach  
Al Musico resident, Marco Loop Trail Committee Chair  
Dan Smith, Community Affairs Marco Island  
Patty Huff  
Mike Tisch, Collier County  
Bessie Reina, FDOT  
Jodi Walborn  
Althea McDavid  
Brandon Walker

### 2.0 Presentation (asked for copy) Reviewed following items:

#### **Project description**

12' multi-use trail SR 951 & CR 92; link to SUN Trail; Spine Trail Network; Land Trail Opportunity/Corridor on FGT system; connects to Marco Island Master plan and PCT

#### **Updated project schedule**

1<sup>st</sup> stakeholder meeting;

#### **Initial field review findings**

- Goodland Dr: recent improvements
- Old Goodland Bridge: possible location for trail facilities
- Makeshift Boat launch on 951 leading to Marco Island, before bridge

#### **General Observations**

- No shoulders
- no destinations along 951; consider periodic facilities on route
- Bear Point Canoe Launch – how to connect to facilities





- Collier Blvd Boating Park – limited space
- Bridge over McIlvane Bay – creates pinch point/bottle neck
- Clogged ditches; school access on east side of Collier Blvd

#### **Engagement Opportunities**

- Booth at a November Marco Island Farmers Market (Al Musico) (Wednesday 8 am – 12 pm)
- Vu to work with Chris Engala to coordinate a 2<sup>nd</sup> public event

#### **3.0 Potential issues and opportunities**

- Canoe landing on 951, what is county's position on landing; how to manage the location; concerned with bridge sight distances when leaving Marco on 951
- No bike counts on 951 or 92
- Patty Huff noted cycling increases during season, would like it to be more safer for users
- Al Musico noted if the facilities were safer there would be more demand
- Landis Evans to use FDOT latent demand value tool/formula to calculate facility demand/use
- How to connect transit stops (4-6 routes) to corridor; mentioned the stop at the Wal-Mart on 41.

#### **4.0 Desires for the corridor**

#### **5.0 Wrap up and Future task items**

- Follow up with Conservancy, Naples Pathway Coalition, and Keith at Rookery Bay
- To share draft existing conditions report (posting report)
- Marco Island City Council is adopting complete streets by resolution at next meeting
- Share presentation with stakeholders
- Meeting minutes to be issued next week





# Marco Island Loop Trail Feasibility Study and Conceptual Design

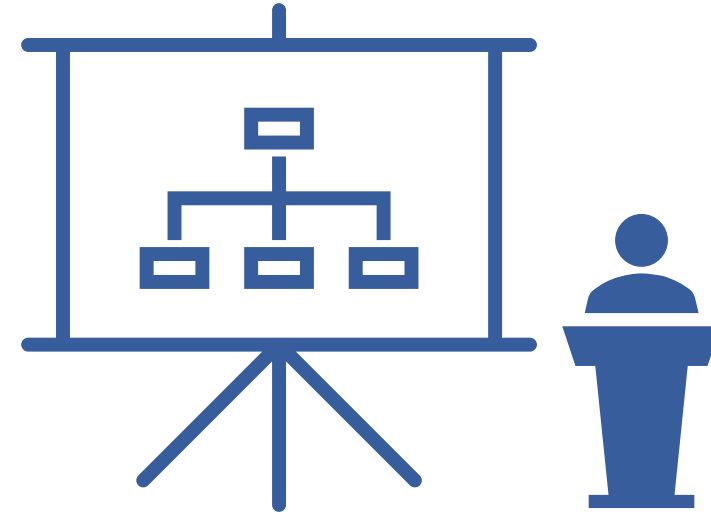
August 30, 2022 | Stakeholder Meeting





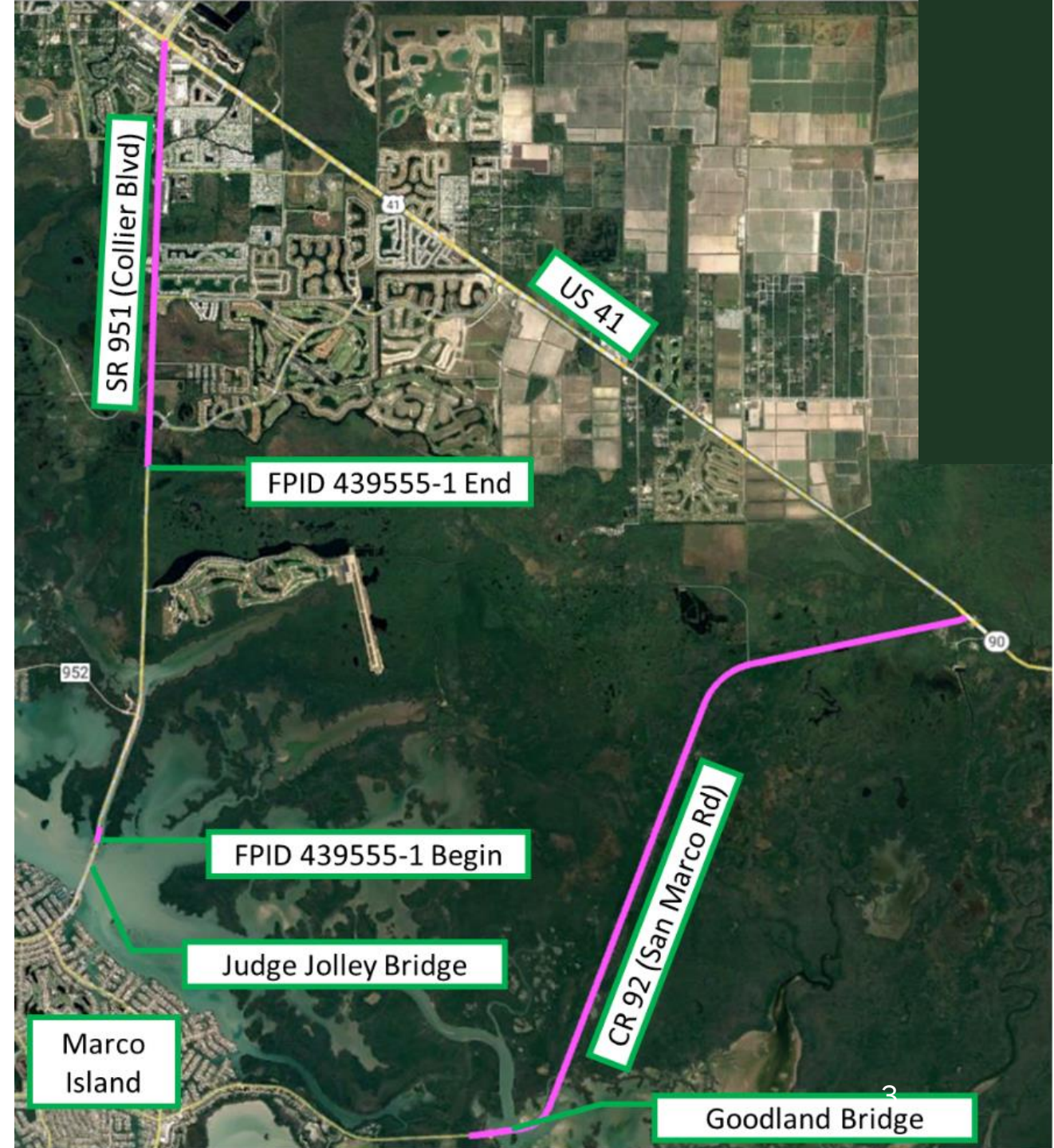
# Presentation Outline

- **Project Description**
- **Schedule**
- **Initial Field Review Findings**
- **Engagement Opportunities**

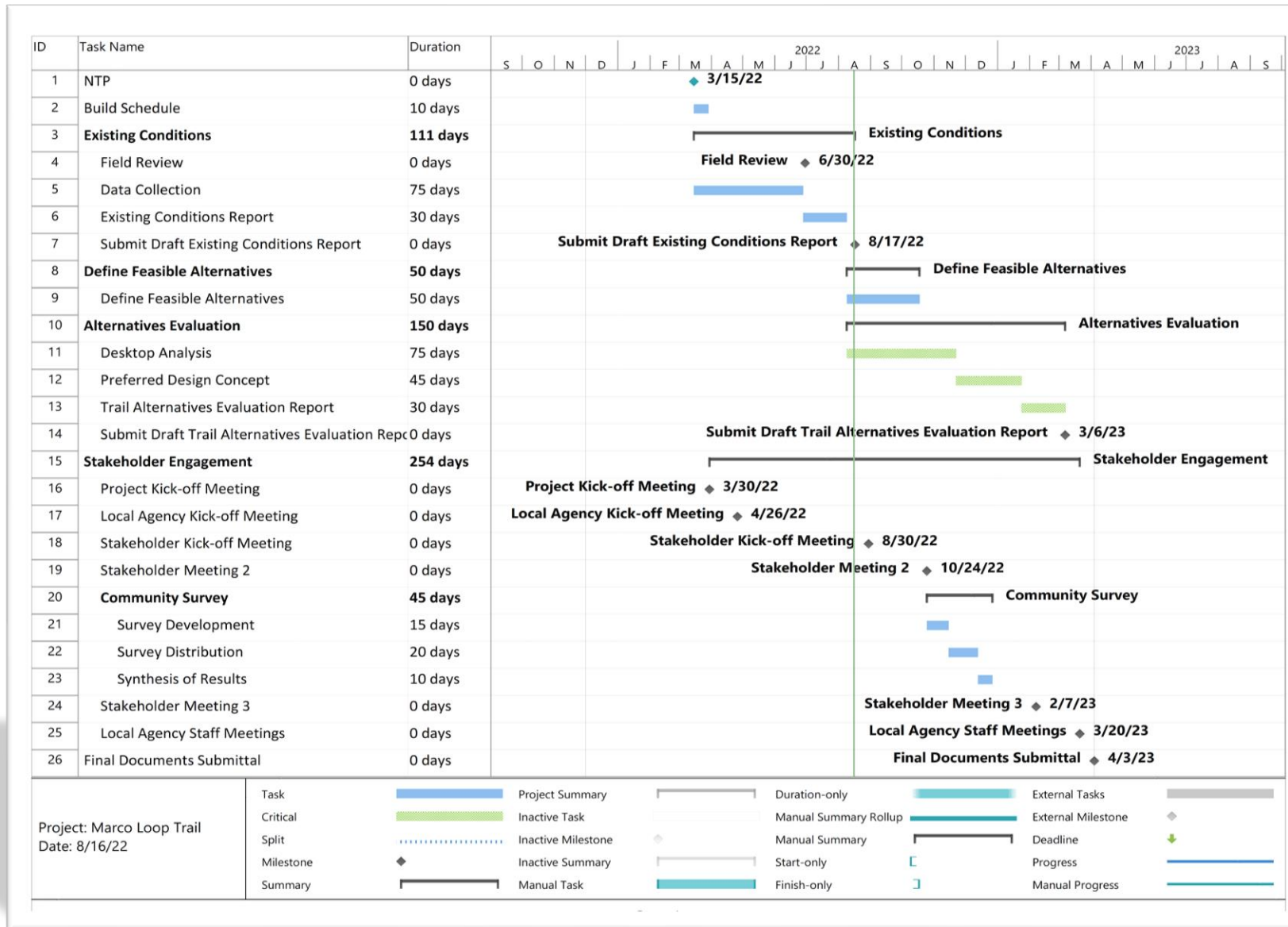


# Project Description

- 12' multi-use trail
  - SR 951 (Collier Boulevard)
  - CR 92 (San Marco Road)
- Marco Loop Trail
  - SUNTrail
  - Spine Trail Network
  - Land Trail Opportunity Trail/Corridor
- Connects to
  - Marco Island Bike Path Master
  - NPC Paradise Coast Trail Vision



# Schedule





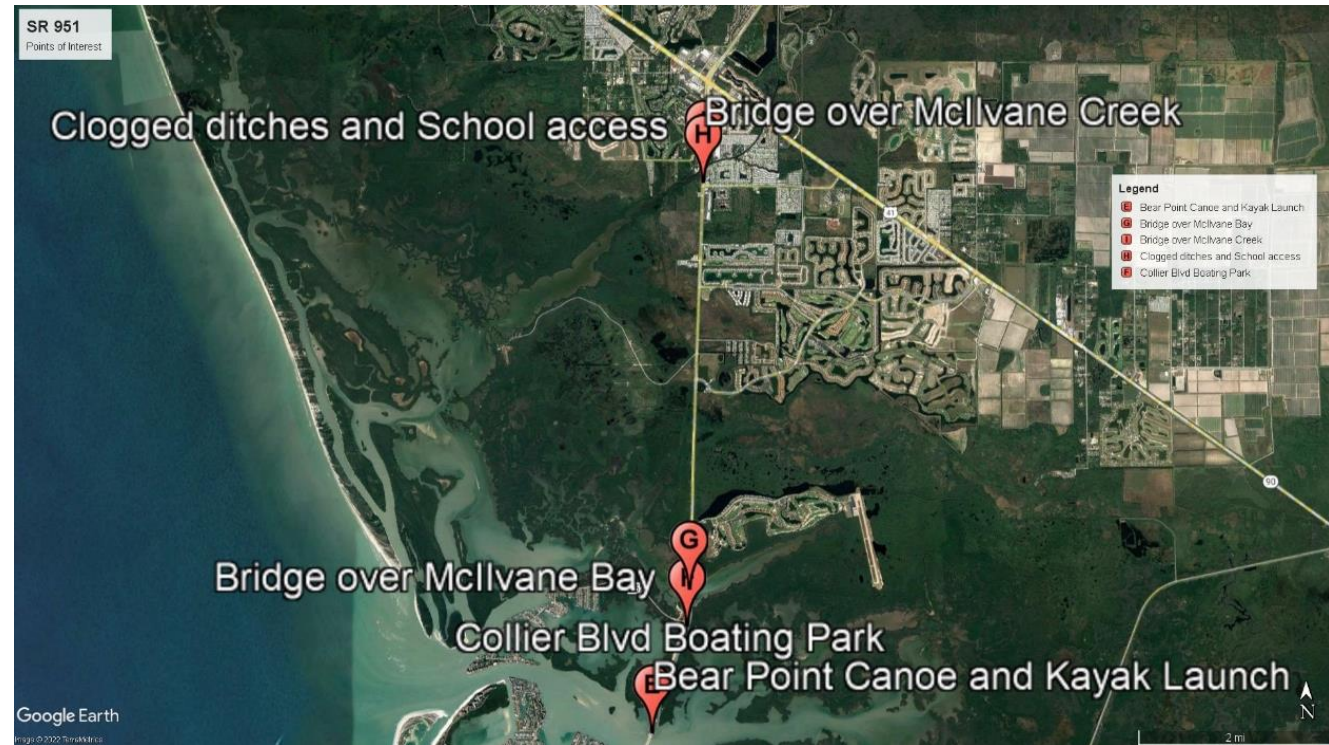
# Initial Field Review Findings – CR 92

- A. Goodland Drive – recent improvements
- B. Old Goodland Bridge – possible location for trail facilities
- C. Makeshift Boat launch - Possible location for county amenities
- D. General observations
  1. No shoulders on the roadway
  2. There are no destination points along this corridor
  3. Consider periodic facilities along this corridor due to the lack of destinations



# Initial Field Review Findings – SR 951

- E. Bear Point Canoe and Kayak Launch – Review connection to facilities
- F. Collier Blvd Boating Park - Very limited space with turn lane and guardrail
- G. Bridge over McIlvane Bay - Pinch point along corridor with dense vegetation and steep slopes leading up to bridge
- H. Clogged ditches and School access
- I. Bridge over McIlvane Creek - Dual bridge with wide outside shoulders





# Engagement Opportunities







# Marco Island Loop Trail

## Feasibility Study and Conceptual Design

August 30, 2022 | Stakeholder Meeting



**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8C**

**Regional Bicycle and Pedestrian Facility Planning**

---

**OBJECTIVE:** To provide updates requested by the committee on regional bicycle and pedestrian facilities.

**CONSIDERATIONS:** Staff is in the process of gathering updates on the following projects:

1. US Bike Route 15
2. SR 82
3. Bonita Beach Road Improvements

**STAFF RECOMMENDATION:** That the committee receive updates on regional bicycle and pedestrian facilities as previously requested.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

None



**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8D**

**Golden Gate Parkway Pedestrian Bridge Crossing Feasibility Study**

---

**OBJECTIVE:** To provide the committee a copy of Collier County's 2015 Pedestrian Bridge Crossing Feasibility Study (Freedom Park to Gordon River Greenway Park over Golden Gate Parkway).

**CONSIDERATIONS:** The topic of conducting an informal feasibility study for an at-grade crossing of Golden Gate Pkwy at Freedom Park and the Gordon River Greenway was raised at the MPO Board meeting last Friday (9/9/22). The County's Transportation Management Services Department Head, Trinity Scott, informed the Board that the County had previously evaluated three options - overpass, underpass or signalized on-street crossing - and had determined that a pedestrian overpass was preferable. The 2015 "Pedestrian Bridge Crossing Feasibility Study" is provided in **Attachment 1**. The on-street pedestrian crossing option is described on page 16 (page 21 of the PDF), the location is shown in Exhibit 5 (PDF p30), and a construction cost estimate of \$200,000 is shown on PDF page 76.

**STAFF RECOMMENDATION:** That the committee have an opportunity to review the Feasibility Study and discuss.

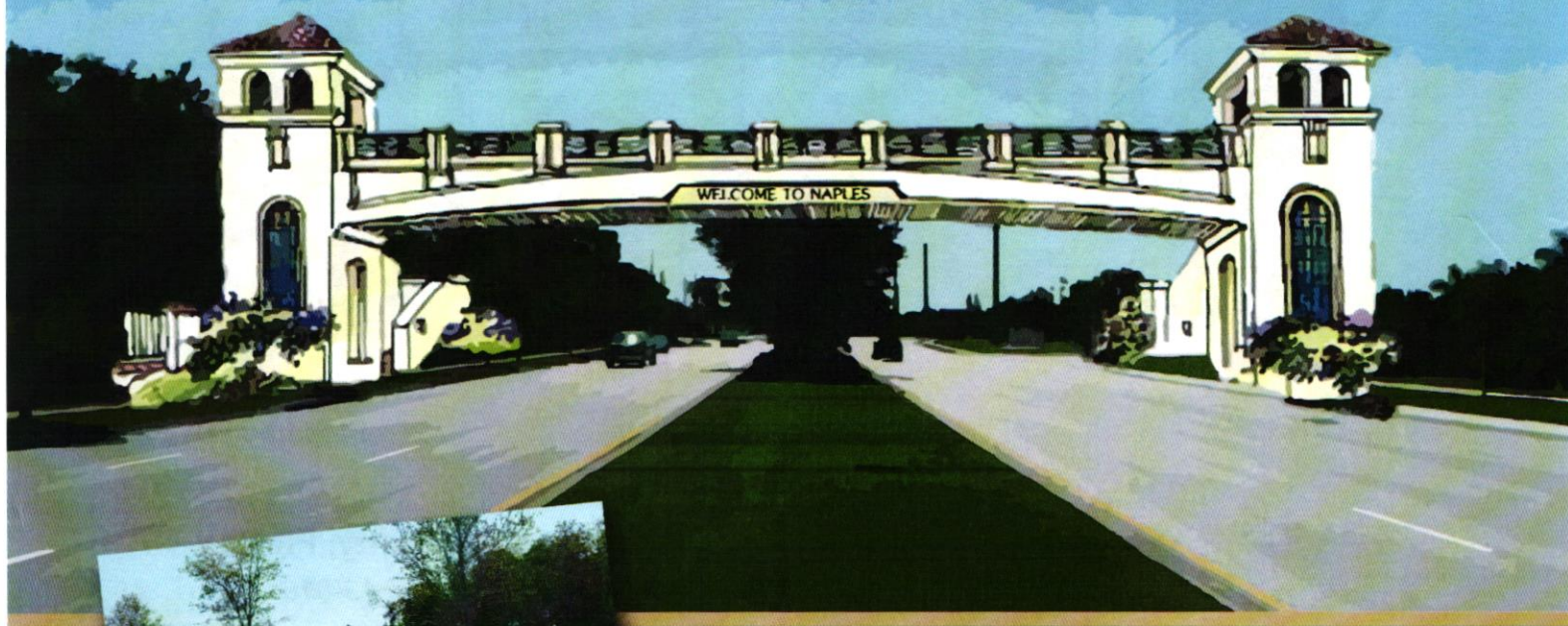
Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. 2015 Pedestrian Bridge Crossing Feasibility Study Freedom Park to Gordon River Greenway

# PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY

**Freedom Park to Gordon River Greenway Park  
Over Golden Gate Parkway**



Prepared for  
**Collier County, Florida**  
Project No. 60109.2

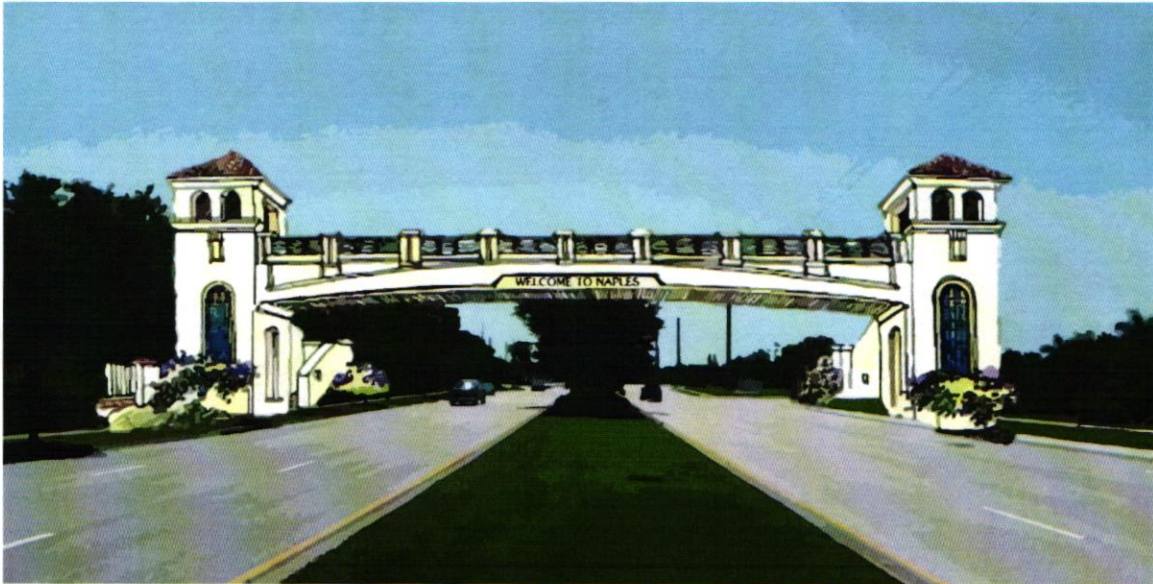


**ch2m.**  
September 2015



---

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
OVER GOLDEN GATE PARKWAY**



Prepared for

**Collier County, Florida**

*Contract No: 13-6164 (ST)*

September 2015

**ch2m.**



## Table of Contents

Sections	Page
EXECUTIVE SUMMARY	1
1.0 PROJECT DESCRIPTION	2
1.1 Project Location	2
1.2 Project Objectives	3
1.2.1 Background, Justification and Benefits	3
1.2.2 Feasibility Study Objectives	4
2.0 EXISTING CONDITIONS	5
2.1 Golden Gate Parkway	5
2.2 Public Transit	6
2.3 Pedestrian/Sidewalk Characteristics	7
2.4 Geotechnical Conditions	7
2.5 Drainage	7
2.6 Utilities	8
3.0 DESIGN CRITERIA	10
3.1 Horizontal Clearances	10
3.2 Vertical Clearances	10
3.3 Stopping Line of Sight Distance	11
3.4 Accessibility	11
3.5 Elevators	11
3.6 Aesthetics	11
4.0 Alternatives Analysis	
4.1 Location Alternatives	12
4.2 Crossing Alternatives	13
4.2.1 Pedestrian Overpass	13
4.2.2 Pedestrian Underpass	15

4.2.3	On-Street Crossing	16
4.3	Other Considerations	17
4.3.1	Constructability & MOT	17
4.3.2	Impacts	17
4.4	Alternative Crossings Comparison	18
4.5	Probable Construction Costs	19

### **LIST OF TABLES**

TABLE 1: Location Alternatives	12
TABLE 2: Alternative Crossings Comparison	18
TABLE 3: Estimate of Probable Construction Cost	19

### **LIST OF FIGURES**

FIG. 1 - Project Location & Vicinity Map	2
FIG. 2 - Project Vicinity Aerial View	3
FIG. 3 - Looking West towards Freedom Park	5
FIG. 4 - Looking East towards Gordon River Greenway	5
FIG. 5 - Bridge Culvert # 030172	5
FIG. 6 - Control Structure to the South	5
FIG. 7 - Collier Area Transit (CAT) Bus Route	6
FIG. 8 - South Sidewalk	7
FIG. 9 - North Sidewalk	7
FIG. 10 - Powerlines	8
FIG. 11 - Observed Utility Marker	9
FIG. 12 - Eastbound Speed Limit Sign	10
FIG. 13 - Westbound Speed Limit Sign	10
FIG. 14 - Nighttime View of Dana Point Bridge, CA	11
FIG. 15 - Example of Hawk Treatment	16

### LIST OF EXHIBITS

- EXHIBIT 1 - Alternative Crossing Locations
- EXHIBIT 2 - Alternative Conceptual Bridge Sections
- EXHIBIT 3 - Overpass Option Layout
- EXHIBIT 4 - Underpass Option Layout
- EXHIBIT 5 - On-Street Option Layout
- EXHIBIT 6 - Overpass Rendering - Utilitarian Aesthetics
- EXHIBIT 7 - Overpass Rendering - Mid-level Aesthetics
- EXHIBIT 8 - Overpass Rendering - Signature Aesthetics (Concrete)
- EXHIBIT 9 - Overpass Rendering - Signature Aesthetics (Tied Arch)

### LIST OF APPENDICES:

- APPENDIX A - Exhibits
- APPENDIX B - Site Photos
- APPENDIX C - Reference Photos of Other Pedestrian Crossings
- APPENDIX D - Miscellaneous Backup Data



## EXECUTIVE SUMMARY

The Collier County Growth Management Department, Transportation Engineering Division has initiated a feasibility study for a pedestrian crossing across Golden Gate Parkway in Naples, Florida. The proposed crossing will provide pedestrians with a convenient, safe route to traverse between Freedom Park, located on the north side of Golden Gate Parkway and Gordon River Greenway Park located on the south side of Golden Gate Parkway, just east of Freedom Park. The main objective of the study is to identify potential crossing locations, evaluate pedestrian crossing alternatives, define site constraints (geometry, utilities, environmental, etc.), within the project vicinity and prepare preliminary cost data. This report will be used by the county staff to evaluate crossing options and identify funding needs to advance the project to the next stage.

Justification of the selected crossing option in the subsequent phase will need to carefully weigh the benefit and cost, combined with the level of anticipated use and potential safety considerations. The proposed location shall also address any safety and sight distance issues for vehicular traffic on Golden Gate Parkway.

The primary benefit of the project will be to provide a safe crossing of Golden Gate Parkway. Four different location alternatives were compared for the purpose of this study (Ref. Exhibit 1). Alternative location 3 is midway between Freedom Park and Gordon River Greenway and is considered as the best possible location for further consideration.

The focus of this study was to evaluate overpass, underpass and on-street crossing alternatives. The overpass option considered varying levels of aesthetics and pedestrian access features at each end (Ref. Exhibit 2). The potential layout consists of a stair and/or switch-back ramp access at the north terminus and a stair/elevator tower at the south terminus to minimize environmental impacts (Ref. Exhibit 3). Constructability & Maintenance of Traffic (MOT) is greatly simplified due to clear spanning of Golden Gate Parkway. Powerlines along the north side of Golden Gate Parkway will be impacted and three transmission poles will potentially need to be relocated further north to accommodate an overpass alternative.

Due to drainage, geometric, functional, constructability, MOT, cost/benefit and a safety concern an underpass will need to be thoroughly scrutinized as part of subsequent phase of the project in conjunction with all the stakeholders (Ref. Exhibit 4).

An on-street pedestrian crossing option (signal and crosswalk) provides an economical solution and one location was explored at Freedom Park as part of this study. (Ref. Exhibit 5)

An overpass concept shall be carefully evaluated in conjunction with the on-street alternative based on anticipated level of pedestrian characteristics, use and available resources. Three varying degrees of aesthetics and accessibility options for an overpass alternative have been shown in Exhibits 6 thru 8. The probable construction cost for the overpass options range from 2.0 M to 5.0 M, whereas the on-street crossing provides the most economical solution at approx. 200K.

## 1.0 PROJECT DESCRIPTION

The project site is located along the stretch of Golden Gate Parkway between Freedom Park (north side) and Gordon River Greenway (south side) in Naples, Florida. Golden Gate Parkway is owned and maintained by Collier County. The adjacent parcel to the south was recently purchased by Moorings, Inc. in April of 2014. The parcel to the north is owned by Collier County. Additional stakeholders include the City of Naples, which owns the sewer and water and Florida Power and Light (FPL) which owns the overhead electric in the vicinity of the project. Teco Gas, Century Link Cable, Summit Broadband, Comcast, FPL Fibernet, and Collier County own various utilities in the area.

Potential wetlands exist along the southern and northern edge of Golden Gate Parkway. Bridge Culvert No. 030172 is also in close proximity of the proposed project. The Naples Zoo at Caribbean Gardens is immediately south of Gordon River Greenway. Naples High School and Coastland Mall are located just west of the project location. Figures 1 & 2 provide location map and vicinity details.

### 1.1 Project Location

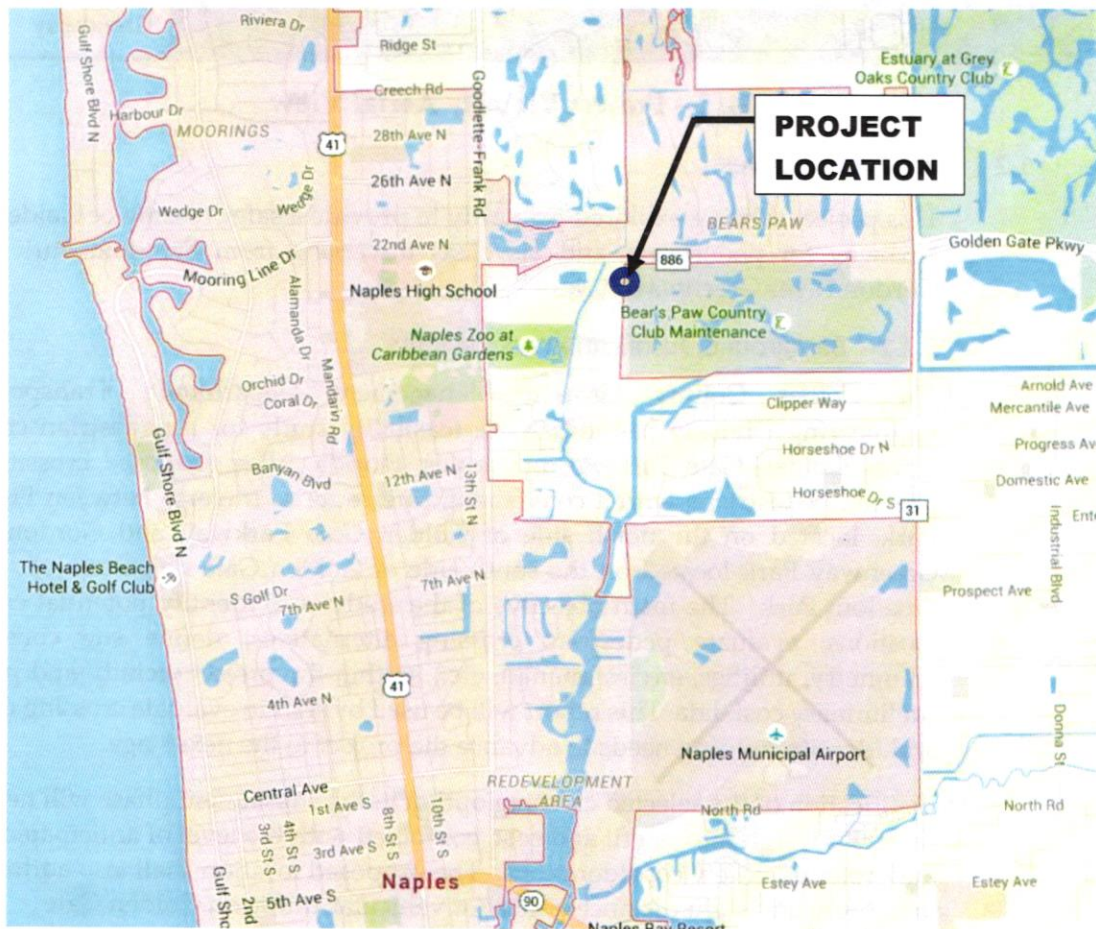


FIG. 1 – Project Location & Vicinity Map





FIG. 2 – Project Vicinity Aerial View

## 1.2 Project Objectives

This project is being explored primarily to provide a safe crossing of Golden Gate Parkway for pedestrians and bicyclists traversing from Freedom Park to the Gordon River Greenway Park.

### 1.2.1 Background, Justification and Benefits

The Collier County Growth Management Department, Transportation Engineering Division has initiated a feasibility study for a pedestrian crossing across Golden Gate Parkway in Naples, Florida. The proposed crossing will provide pedestrians with a convenient, safe route to traverse between Freedom Park, located on the north side of Golden Gate Parkway and Gordon River Greenway Park located on the south side of Golden Gate Parkway, just east of Freedom Park. The main objective of the study is to identify potential crossing locations, evaluate pedestrian crossing alternatives, define site constraints (geometry, utilities, environmental, etc.), within the project vicinity and prepare preliminary cost data. This report will be used by staff to evaluate crossing options and identify funding needs to advance the project to the next stage.

Justification of the selected crossing option in the subsequent phase will need to carefully weigh the benefit and cost, combined with the level of anticipated use and potential safety considerations. The proposed location shall also address any safety and sight distance issues for vehicular traffic on Golden Gate Parkway.

### 1.2.2 Feasibility Study Objectives

The objective of this feasibility study is to identify the opportunities and obstacles related to constructing a pedestrian/bicycle crossing of Golden Gate Parkway between Freedom Park and Gordon River Greenway Park. The study will focus on a pedestrian overpass (bridge), pedestrian underpass (tunnel) and an "on-street" crossing (pedestrian signal). The feasibility study provides a cursory review of the existing conditions and features within the study limits. The feasibility study developed preliminary construction costs for the viable alternatives for budget purposes.

This feasibility study and alternatives analysis provided will form the basis for further refinement and development of alternatives during the subsequent phases of the project.



## 2.0 EXISTING CONDITIONS

### 2.1 Golden Gate Parkway

The segment of Golden Gate Parkway between Freedom Park and Gordon River Greenway is a 6-lane facility classified as a divided urban arterial Class 1a based on Collier County's 2035 Needs Plan Level of Service (Table 10-4). The level of services is designated as "C" with an average annual daily traffic count (AADT) of 52,773. The roadway is posted 35 mph for westbound traffic and 45 mph for eastbound traffic. The Typical Section consists of three 12 foot wide travel lanes in each direction and a 12 foot auxiliary lane with right turn movement into Freedom Park as well as Gordon River Greenway Park and a 22 foot raised median. The raised median accommodates directional left turn lanes into the Parks. Stormwater runoff is conveyed by curb and gutter into a closed drainage system.



FIG. 3 - Looking West towards Freedom Park



FIG. 4 - Looking East towards  
Gordon River Greenway



FIG. 5 -Bridge Culvert #030172



FIG. 6 - Control Structure to the South

Bridge Culvert No. 030172 conveys Gordon River flow under Golden Gate Parkway at an approximate 29 degree skew. According to the available data, it is a 49.5 feet long multi-cell concrete box culvert structure constructed in 1963. It is listed as structurally adequate, has a sufficiency rating of 72.3 and is not posted for any load restrictions. A water control structure with Amil-gates exists on the south side. A guardrail exists at the approach end of this structure along Golden Gate Parkway for vehicular protection. Any proposed pedestrian crossing will need to minimize any impacts to this structure.



## 2.2 Public Transit

The Golden Gate Parkway - Goodlette Frank Road area is currently being served by Collier Rapid Transit (CAT) Route 25, shown in Lime Green, in Figure 5. A bus stop is located next to the westbound auxiliary lane into Freedom Park and will have to be accommodated as part of proposed improvements. Any proposed changes to the current bus stop location will have to be coordinated.

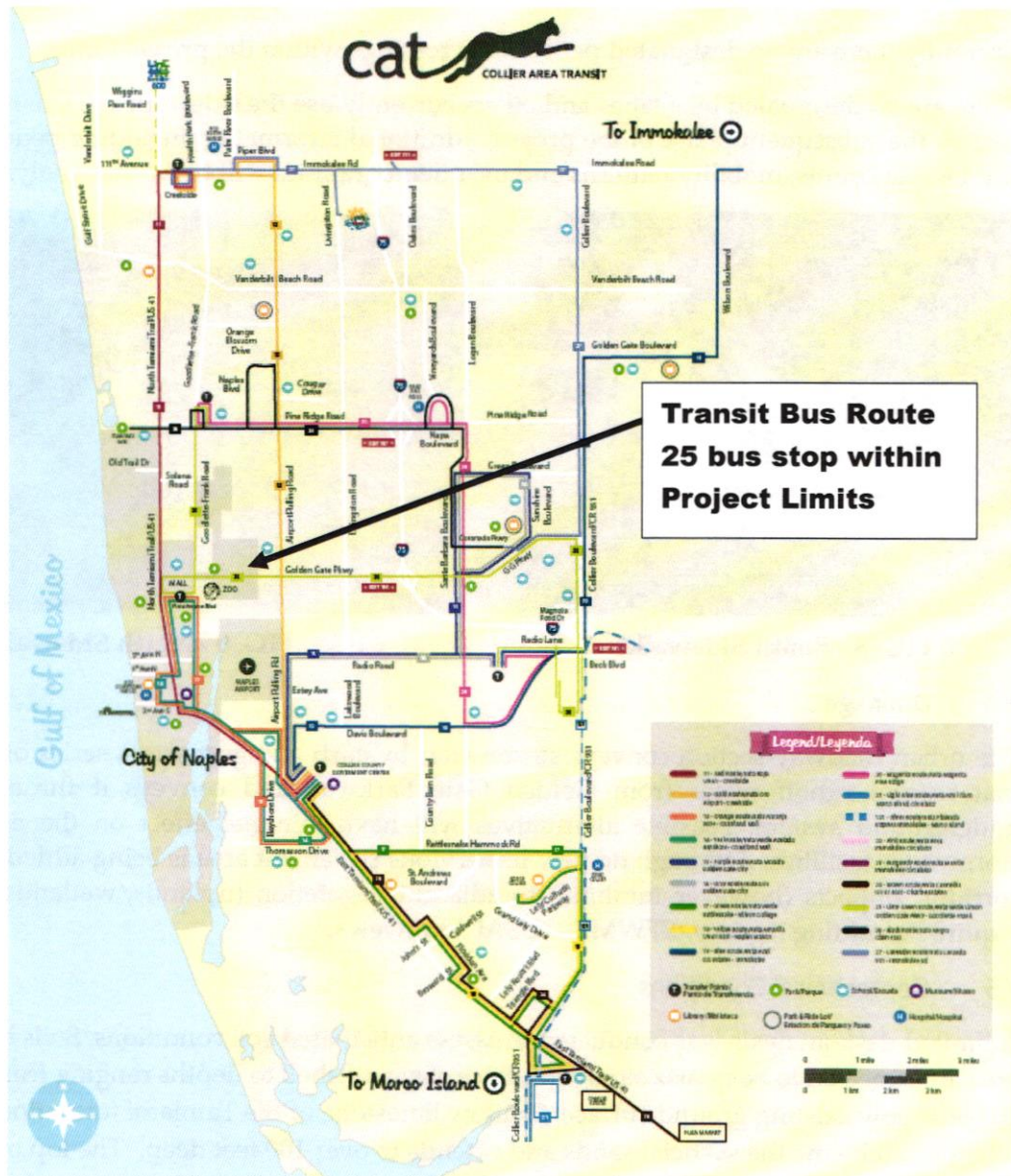


FIG. 7 - Collier Area Transit (CAT) Bus Route Map

### 2.3 Pedestrian/Sidewalk Characteristics

A five (5) foot sidewalk and eight (8) foot buffer area exists adjacent to the south side of Golden Gate Blvd as shown in Fig. 8, while a six (6) foot sidewalk exists adjacent to the north side of Golden Gate Parkway as shown in Fig 9. Pedestrian use can be characterized as moderate.

Currently there are no designated pedestrian crossings within the project limits.

There are no designated bike lanes and bikers currently use the sidewalk as seen in Fig 8. During the subsequent phase of the project, additional information including pedestrian and bicycle counts, mobility patterns and user demographics will be further analyzed.



**FIG. 8 - South Sidewalk**



**FIG. 9 - North Sidewalk**

### 2.4 Drainage

The urban roadway section conveys stormwater by curb and gutter to a series of inlets that receive runoff water from Golden Gate Parkway and conveys it through an underground system. Feasible alternatives will have minimal effect on the existing stormwater facilities. Although no new impervious pavement area is being added to the corridor, impacts (however minimal) to adjacent vegetation (uplands/wetlands) may require Permitting Agency (SFWMD – USACE) reviews.

### 2.5 Geotechnical Conditions

A limited desk-analysis was conducted to assess anticipated soil conditions. Soils in this area are expected to be quartz sand with trace clay and shell to depths ranging from 5 to 10 feet below existing ground surface. Shallow limestone of the Tamiami formation can be expected below the surficial sands and extends to over 100 feet deep. The top of the limestone is very dense and locally referred to as caprock. Seasonal high ground water is assumed to be 2-3 feet below existing pavement subbase.



For purposes of this report, the following assumptions were made in order to develop "Order of Magnitude" costs.

- The shallow limestone caprock may/will require pre-drilling but underlying limestone layers are suitable for conventional driven pile foundations or drilled shafts.
- Caprock is difficult and costly to excavate which makes an underpass option less viable.

A full geotechnical investigation will be performed during subsequent phases of the project.

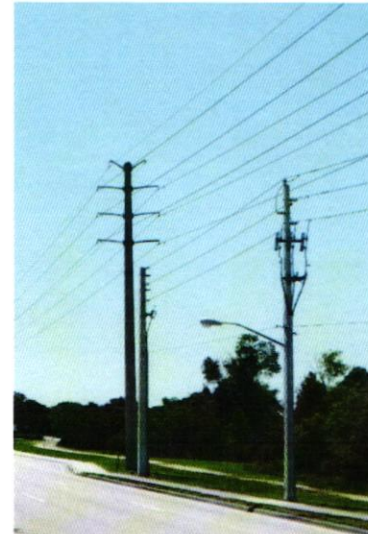
## 2.6 Utilities

A limited site review was conducted to identify utilities readily visible within the project area. In addition, a Sunshine State One Call of Florida (SSOCOF), design ticket was placed to identify members of SSOCOF within the vicinity of the design project. (See Appendix D).

Potentially Impacted Utilities:

- Florida Power and Light (Fig. 10)

High voltage Transmission lines exist along the north side of Golden Gate Parkway. Additionally, a distribution line is also present with a lower vertical clearance. The distribution line pole discontinues at the start of the Freedom Park auxiliary lane and appears to go underground further west. Any overpass option will require relocations. Potential signal poles will need to be coordinated with FPL to ensure proper OSHA clearance is maintained.



**FIG. 10 - Powerlines**

Other utilities within project area include:

- Florida Power and Light Fibernet LLC Fiber (High speed fiber optic network to provide telecommunication support.)
- Collier County Traffic Operations Section (Electrical and Fiber)
- City of Naples (Sewer and Water)
- Comcast (CATV)
- Summit Broadband Inc. (Fiber Optic)
- Teco Peoples Gas (Gas)
- Century Link Naples (Phone & Fiber Optic)





**FIG. 11 – Observed Utility Marker**

More detailed investigations, field surveys and utility locations will need to be accomplished during the next phase of the project.

### 3.0 DESIGN CRITERIA

The proposed pedestrian overpass will be considered as a shared used path and will be 12 ft wide as required by FDOT PPM Section 8.7.1

#### 3.1 Horizontal Clearances

This segment of Golden Gate Parkway has a posted speed of 45 miles per hour (mph) eastbound and 35 mph westbound relative to the potential pedestrian crossing location.

According to FDOT PPM Table 2.11.6, for design speed  $\leq 45$  mph, a minimum lateral offset of 16 feet is required from the edge of the outside travel lane to any bridge pier or abutment and 6 feet minimum from the traffic (auxiliary) lane. The existing median width (approx. 22 feet) is not sufficient to meet the lateral offset requirements, therefore vehicular protection will be required for any piers constructed within the median.



FIG. 12 - Eastbound speed limit Sign



FIG. 13- Westbound speed limit Sign (heading into the left curve ahead)

#### 3.2 Vertical Clearances

According to FDOT PPM Table 2.10.1, the minimum required vertical clearance for a pedestrian overpass is 17'-6". Additionally according to FDOT PPM Figure 8.7.1, the minimum headroom/under clearance for pedestrians shall be 8'-0".



### 3.3 Stopping Line of Sight Distance

There is no signal in the immediate vicinity of the proposed pedestrian crossing, therefore the proposed improvement is not anticipated to adversely impact stopping sight distance with the exception of Alternate Location 1.

### 3.4 Accessibility

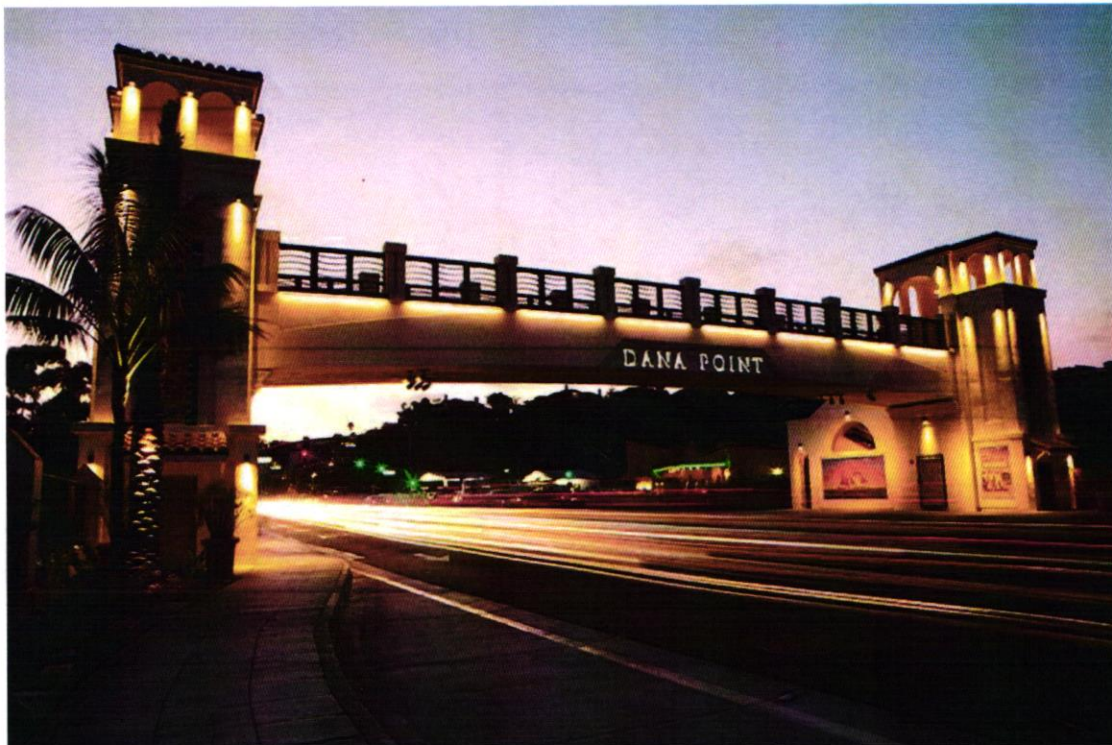
All features must comply with the Americans with Disability Act (ADA) requirements for accessibility per FDOT Structures Manual.

### 3.5 Elevators

Elevators must comply with ADA and ASME A17.1-latest safety code for Elevators and Escalators subject to further analysis in the subsequent phase of the project.

### 3.6 Aesthetics

Various levels of aesthetics will be explored as the potential project progresses. This will include structure type and integration of various elements for enhanced aesthetics. Landscaping and lighting can also provide significant enhancements and will have to be incorporated as desired. Aesthetic lighting can have a dramatic effect as shown below.



*Figure 14 Nighttime View of Dana Point Bridge, CA*



## 4.0 Alternatives Analysis

### 4.1 Location Alternatives

Four potential locations were considered for the purpose of this feasibility study and are depicted in Exhibit 1. A variety of factors were considered in determining these location alternatives.

These four pedestrian crossing locations provide varying degrees of access points and have differing benefits/impacts based on constructability, environmental impact, functionality and projected visual impact to pedestrians, bicyclist and the traveling public.

**Table 1: Alternative Locations Comparison**

Location Alternative	Advantages	Disadvantages	Remark
Alt. 1	Close to Freedom Park.	Sight distance issues due to curve to the west and also existing Freedom Park. Farthest from Gordon River Greenway. Wetland impacts.	
Alt. 2	Close to Freedom Park. Improved sight conditions relative to Alt. 1	Distance from Gordon River Greenway Park. Wetland impacts.	
Alt. 3	Splits the distance between Freedom Park and Gordon River Greenway Park. Provides opportunity to connect crossing pedestrian traffic to the Freedom Park boardwalk network. Provides minimal crossing distance to traverse the roadway section. Equal distance between parks. Aesthetic placement for landmark crossing.	Proximity to the existing Bridge Culvert and water control structure to the south. Wetland impact.	<b>Recommended Location</b>
Alt. 4	Proximity to Gordon River Greenway Park.	Farthest from Freedom Park. Connection to Gordon River Boardwalk will require crossing Gordon River. Sight issue for westbound traffic exiting from Gordon River Greenway. Wetland Impacts.	

Based on the preliminary comparison Alternative Location 3 will be considered for the purposes of this feasibility study.

## 4.2 Crossing Alternatives

The focus of this feasibility study was to compare the following three crossing alternatives

- Pedestrian Overpass (Ref. to Exhibit 3)
- Pedestrian Underpass (Ref. Exhibit 4)
- On-Street Crossing (Ref. Exhibit 5)

The Pedestrian Overpass and Underpass were considered at Location 3 discussed above, whereas the on-street crossing alternatives were considered near the entrances to Freedom Park and Gordon River Greenway. The following is a discussion of these various options.

### 4.2.1 Pedestrian Overpass

#### Access/Approach Configuration

The Overpass Alternative at location 3 has adequate room to place ADA compliant switch-back access ramps at the north approach but a stair/elevator tower will be needed at the south approach, to minimize wetland impacts.

Stairs - Cast-in-place or precast concrete stairs contained within an access tower with a roof are envisioned for the proposed project. Use of steel stairs is not considered desirable due to the outdoor nature of the project.

Elevator - An elevator shaft with a lift to the overpass level. This structure would require a mechanical room for housing the elevator hydraulic and electrical equipment in conjunction with the elevator and elevator shaft structure. The mechanical room would be located directly under the end platform and its roof would serve as the landing for the elevator and stair terminus. The use of elevators does introduce some maintenance needs. Additionally, stairs would provide access from ground level in the event of power failure or for access for those wishing to walk.

Ramps - These are commonly constructed with concrete pier columns and cap with concrete walkway, with handrail and fencing. This option for a ramp is a more traditional access for pedestrian overpasses. The decking is formed and poured in place. MSE wall can be utilized for ramps but creates edifices which tend to block the open view and do not appear desirable at the proposed crossing.

Three different Construction Types have been evaluated for the pedestrian bridge crossing, based on review of similar pedestrian crossings, which satisfy varying

degree of aesthetic needs for the proposed structure. (Ref. to Exhibit 2 and 6 thru 9)

*Utilitarian Aesthetics (FDOT Level 1).*

This type of bridge will consist of conventional prestressed concrete girder type structure such as Florida I-Beams. A single as well as two span structure is possible. A two-span span structure will allow use of shallower beams but will introduce a median pier which will be in the clear zone and will require vehicular protection. The concrete deck would be poured in place with curbing, fencing, and railing system. The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south.

This option will be consistent with FDOT Aesthetic level 1 which is defined as,

Level One: Consists of cosmetic improvements to conventional Department bridge types, such as the use of color pigments in the concrete, texturing the surfaces, modifications to fascia walls, beams, and surfaces, or more pleasing shapes for columns and/or caps.

*Mid-level Aesthetics (FDOT Level 2)*

This type of bridge will consist of a prefabricated or custom designed Steel truss type structure. A poured in place concrete deck with railing and fencing will be placed within the through box-type truss. This structure would be single span and will not require a pier in the median.

The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south. The access tower to the north will be slightly different than the utilitarian option in that it will also have a stair option and both the towers at each end will have consistent looks with a similar footprint and roof structure for enhanced aesthetics. Steel truss can be painted based on the selected aesthetic theme.

This option will be consistent with FDOT Aesthetic level 2 which is defined as,

Level Two: The emphasis is on full integration of efficiency, economy and elegance in all bridge components and the structure as a whole. Consideration should be given to structural systems that are inherently more pleasing, such as hammerhead or "T" shaped piers, oval or polygonal shaped columns, integral caps, piers in lieu of bents, smooth transitions at superstructure depth change locations, box-type superstructures, concealed drain pipes, conduits and utilities, etc.

*Signature Aesthetics (FDOT Level 3)*

This alternative will involve architectural input for carefully integrating the entire theme with careful attention to the neighborhood and an overall fit in the



surroundings including use of landscaping and lighting. This type of bridge can consist of a signature concrete option or some iconic structure using a combination of arch shape and cable supported structure. This structure would be single span and will not require a pier in the median.

The approach ramp to the north will provide ADA compliant accessibility, whereas the stair/elevator tower will provide ADA compliant access to the south. The access tower will serve similar purpose as the Mid-level option but will complement the finish treatments on the overpass superstructure while the entire overpass will showcase an integrated theme and will provide highest level of aesthetic appeal.

This option will be consistent with FDOT Aesthetic level 3 which is defined as,

Level Three: The emphasis in this level applies more to the overall aesthetics when passing through or under an interchange or at other sites such as historic or highly urbanized areas where landscaping or unique neighborhood features must be considered. The bridge itself shall comply with Level Two requirements. This level of work may require, at the County's option, a subconsultant (architect to consider adjacent building styles, and landscape themes) with the necessary expertise and credentials to perform the desired work

#### 4.2.2 Pedestrian Underpass

The desirable size of an underpass is 14 ft wide and 10 ft high as per FDOT Plans Preparation Manual Section 8.6.6. The seasonal high groundwater is likely 2 or 3 feet below the pavement sub-base and is subject to verification of assumptions from the original roadway design and groundwater data. The underpass will have to be partially depressed below the seasonal high groundwater table in order to minimize raising of Golden Gate Boulevard. An underdrain and pumping system will be required to keep the structure dry and functional at all times. This raises a pedestrian safety and maintenance concern. It is envisioned that Golden Gate Parkway profile will have to be raised approximately 10 ft with a crest vertical curve to accommodate placement of an FDOT cast-in-place concrete box culvert sections with considerations for waterstops (Ref. to Exhibit 2).

Given the fact that the roadway profile will need to be raised, locating the underpass near alternative location 3 will necessitate reconstructing the at-grade connections at access drives to Freedom Park and Gordon River Greenway Entrances. This may also necessitate the replacement of Bridge Culvert No. 030172 which conveys the Gordon River under Golden Gate Parkway.

Moving the underpass to location 4 will help with the connection to Freedom Park but will be too close to Gordon River Greenway.

*According to FDOT PPM Section 8.7.1, Pedestrian underpasses are generally undesirable for safety reasons. Local law enforcement personnel should also be consulted to assure public safety, emergency accessibility in the case of an underpass option.*

A conceptual underpass layout which was evaluated is shown in Exhibit 4.

#### 4.2.3 On-Street Pedestrian Crossing

FDOT provides special signals to indicate when pedestrians may safely cross. These may be "ped-heads" attached to conventional traffic signals or pedestrian-only signals such as the "Rapid Rectangular Flashing Beacon" or "HAWK" signals." Rapid Rectangular Flashing Beacons may be inappropriate for this situation because the location near a curve, number of lanes and traffic volume. Coordination with the County to investigate opportunities to employ Pedestrian Hybrid Beacon "HAWK" signals or additional traffic signal options should be considered.

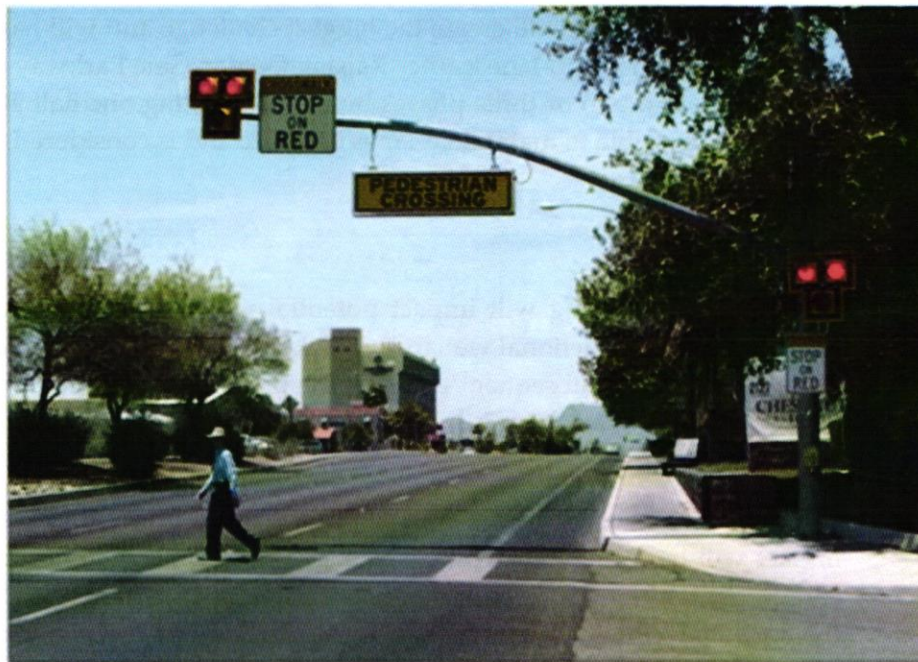


FIG. 15- Example of Hawk Treatment



#### 4.3 Other Considerations

##### 4.3.1 Constructability & Maintenance of Traffic (MOT)

The study included a limited analysis of MOT requirements for each option. The overpass option primarily involves construction of the access towers and ramps and bridge abutments which are outside of the Golden Gate Parkway typical section. There appears to be adequate room near each access to position a conventional crawler crane for any necessary pile driving and foundation work. Hydraulic cranes can be subsequently used to finish the poured in place ramp and tower construction. Bridge superstructure erection can be accomplished by delivering the beams along Golden Gate Parkway and using two cranes to pick the superstructure with nighttime closures. Any need for detour for this limited closure and associated traffic impact will have to be evaluated in the subsequent phase of the project.

The underpass option will create the biggest challenge and will have the greatest impact on the existing 6-lane traffic. Raising Golden Gate Parkway will have to be accomplished in two or three phases by re-constructing one half at a time which makes it impossible to maintain 6-lanes of traffic and is considered prohibitive.

##### 4.3.2 Impacts

The proposed crossing will impact potential wetlands to the south. The exact delineation of jurisdictional wetlands is unknown at this time and will need to be investigated in the subsequent phase of the project. Use of an elevator tower in-lieu of a switch-back ramp aims to minimize these impacts to the south as discussed earlier.

The proposed crossing will also have drainage and utility impacts. The biggest impact will be to the high voltage transmission lines to the north, as discussed earlier. At a minimum three of the transmission poles will need to be relocated to the north to facilitate construction of the north end of the bridge crossing. Impact to the lower voltage distribution lines can be minimized at the selected location. Detailed analyses and refinement of ramp, elevator and stair tower footprints will need to be conducted after more complete utility information is collected in the subsequent phase of the project.



#### 4.5 Probable Construction Costs

The focus of this feasibility study was to compare order of magnitude budgetary costs for viable crossing alternatives. Cost data was also compared with available historical data from completed similar projects. Pedestrian overpass costs reflect the cost of access features and the bridge crossing. General contingency has been used to account for Mobilization, MOT and any site/civil work pertaining to the overpass alternatives. The cost estimates cover construction only and do not include costs of Right-of-way acquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included. Refer to Appendix D for preliminary cost backup information.

**TABLE 3: Estimate of Probable Construction Cost**

<b>Crossing Option</b>	<b>Description</b>	<b>Probable Cost</b>
Overpass	Utilitarian Aesthetics (FDOT Level 1)	\$ 2 to \$ 3 M
	Mid-level Aesthetics (FDOT Level 2)	\$ 3 to \$ 4 M
	Signature Aesthetics (FDOT Level 3)	\$ 4 to \$ 5 M
Underpass	Golden Gate Parkway Elevated with phased construction	\$ 8 M
On-Street	Across from Freedom Park	\$ 200 K
	Across from Gordon River Greenway	\$ 200 K

K=Thousands ; M=Millions

#### 4.4 Alternative Crossings Comparison

The following table provides a comparison of the three crossing options using a qualitative grading criteria described below. It is evident that the Underpass option is not desirable. The overpass option provides an aesthetic and safer crossing alternative than the on-street crossing. In the subsequent project phase, the construction cost, utility and environmental impact needs to be carefully weighed against the on-street option with the level of anticipated use of the proposed crossing.

**TABLE 2: Alternatives Comparison**

Issue	Proposed Improvement		
	Overpass Option	Underpass Option	On-Street Option
Roadside Safety	B	C	B
	Bridge Towers/Ramps will be located outside Clear Zone	Guardrail needed to protect users from MSE wall drop-off(s)	Vehicle/Pedestrian Conflict Point
Pedestrian Safety	B	C	C
	Climb/Fall Concerns	Crime, Flood, Illumination, Railing Fall Concern	Vehicle/Pedestrian Conflict Point
Future Accommodations	B	D/F	A
	Can add future lane if needed by using barrier wall	Relocate MSE Walls, MOT, Significant cost	Minor costs
Constructability and MOT	B	D/F	A
	Minor Lane closures	Significant Issues - Lane Closures/Phased Construction	Minor Issues
Environmental Impacts	B/C	C/D	A
	Ramp vs. Stair/Elevator Evaluation will Determine	Wetland, Groundwater Pumping, Raised Profile - Noise Impacts	No Issues
Utility Impacts	C	C/D	A
	FPL Transmission/Distribution Impact(s) Isolated location(s)	Underground Utility Impacts 1800 LF N/S sides, Potential FPL	No/Minor Impacts
Ease of Use	C	B	A
	Ramps Inconvenient/Circuitous	Ramps Inconvenient/Circuitous	Push Button - No Issues
Aesthetics	A/B	D	B/C
	Dependant on Type of Structure selected - "Landmark Consideration"	No signature appeal, MSE Walls, Railings, Guardrails	Typical Application
Construction Cost	C/D	D/F	A
	Dependant on Type of Structure selected - "Landmark Consideration"	Initial Construction and Long Term Maintenance Costs Significant	Minimal Costs
Maintenance	B/C	D/F	A
	Routine Inspection, Painting, Elevator/Ramp/Railing Maintenance	Routine Inspection, Painting, Ramp/Railing Maintenance, Pumping System, Lighting, MSE Walls	Minor - Typical Maintenance
<b>Grading Scale:</b>			
A = Most Desirable	B = Desirable	C = Satisfactory	
D = Less Desirable	F = Unacceptable		

---

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
OVER GOLDEN GATE PARKWAY**

**APPENDIX A – EXHIBITS**

---

---



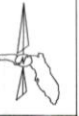
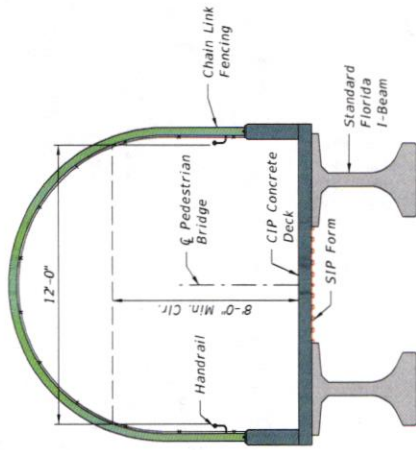
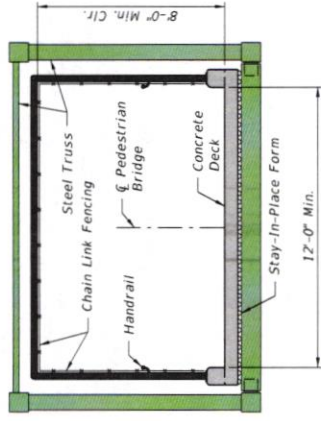


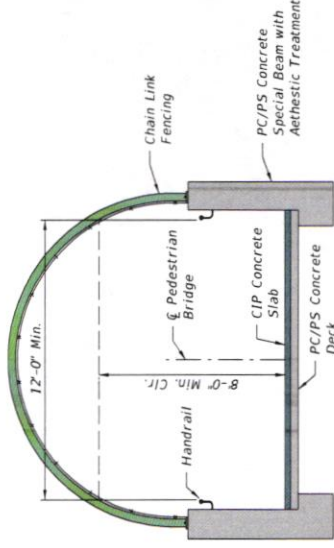
EXHIBIT 1  
ALTERNATIVE CROSSING LOCATIONS



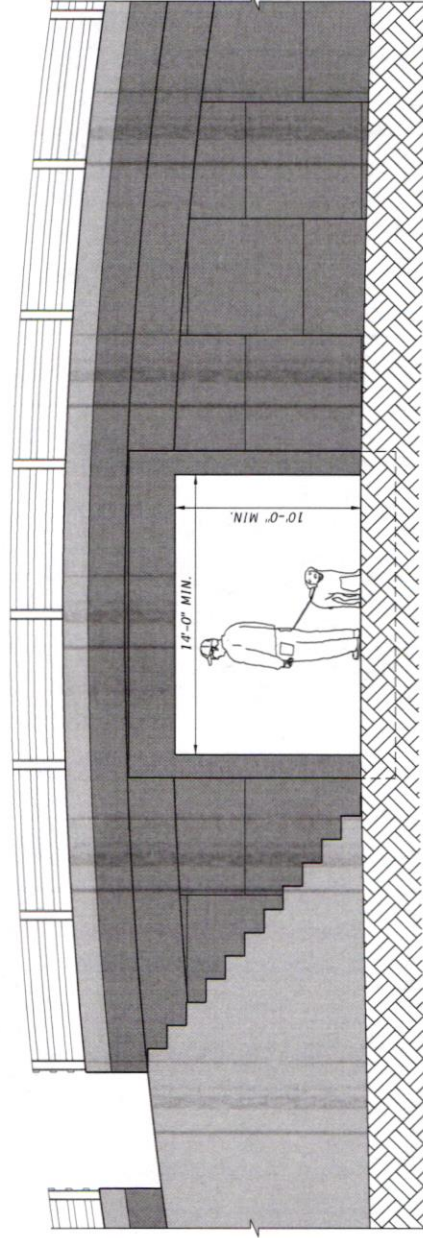
TYPICAL SECTION  
UTILITARIAN AESTHETICS  
(CONCRETE BEAM OPTION)



TYPICAL SECTION  
MID-LEVEL AESTHETICS  
(STEEL BOX TRUSS OPTION)



TYPICAL SECTION  
SIGNATURE AESTHETICS  
(SPECIAL CONCRETE BEAM OPTION)



UNDERPASS OPTION  
TYPICAL SECTION



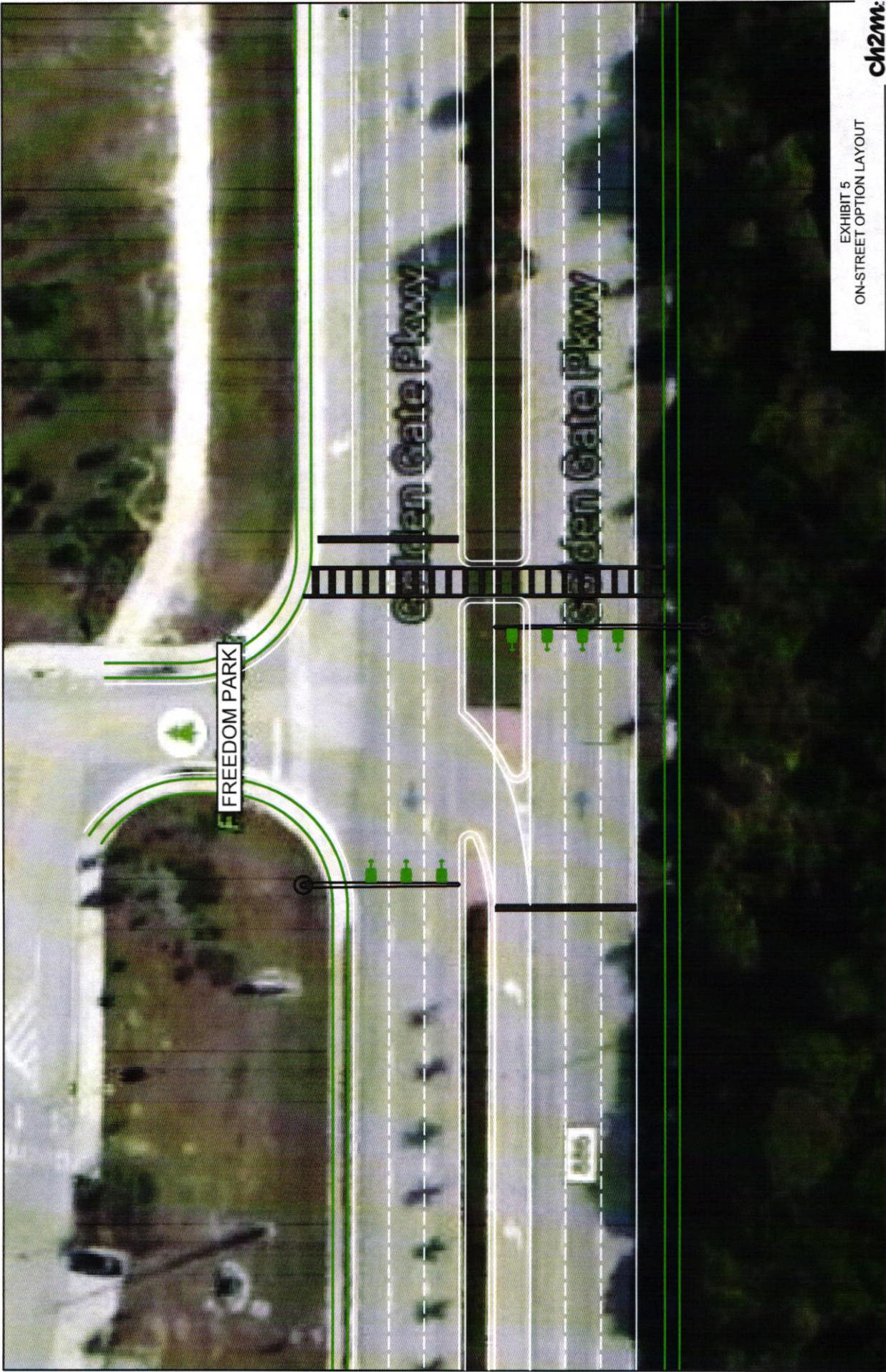


EXHIBIT 3  
OVERPASS OPTION LAYOUT











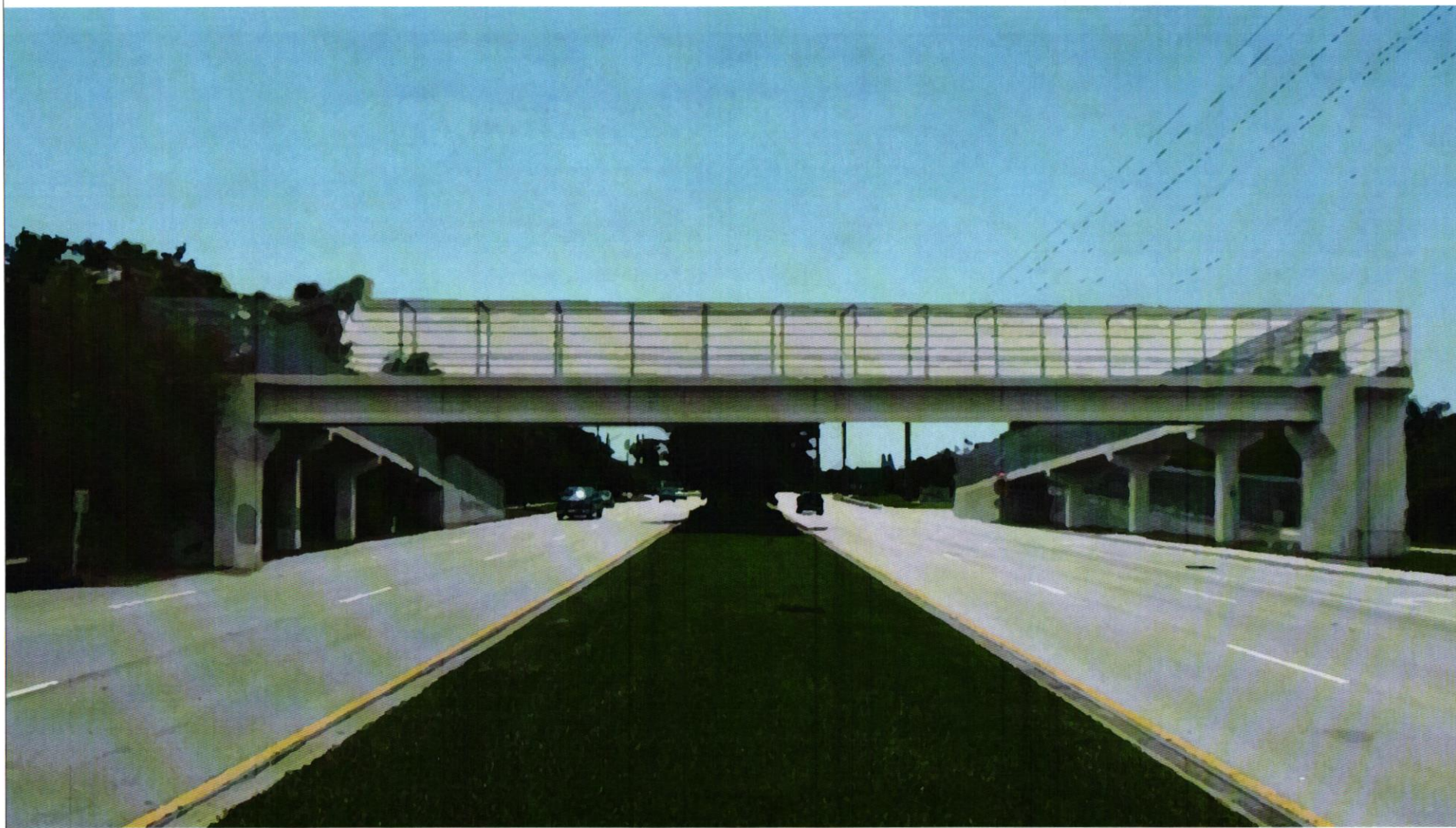


EXHIBIT 6  
OVERPASS RENDERING - UTILITARIAN AESTHETICS  
**ch2m**



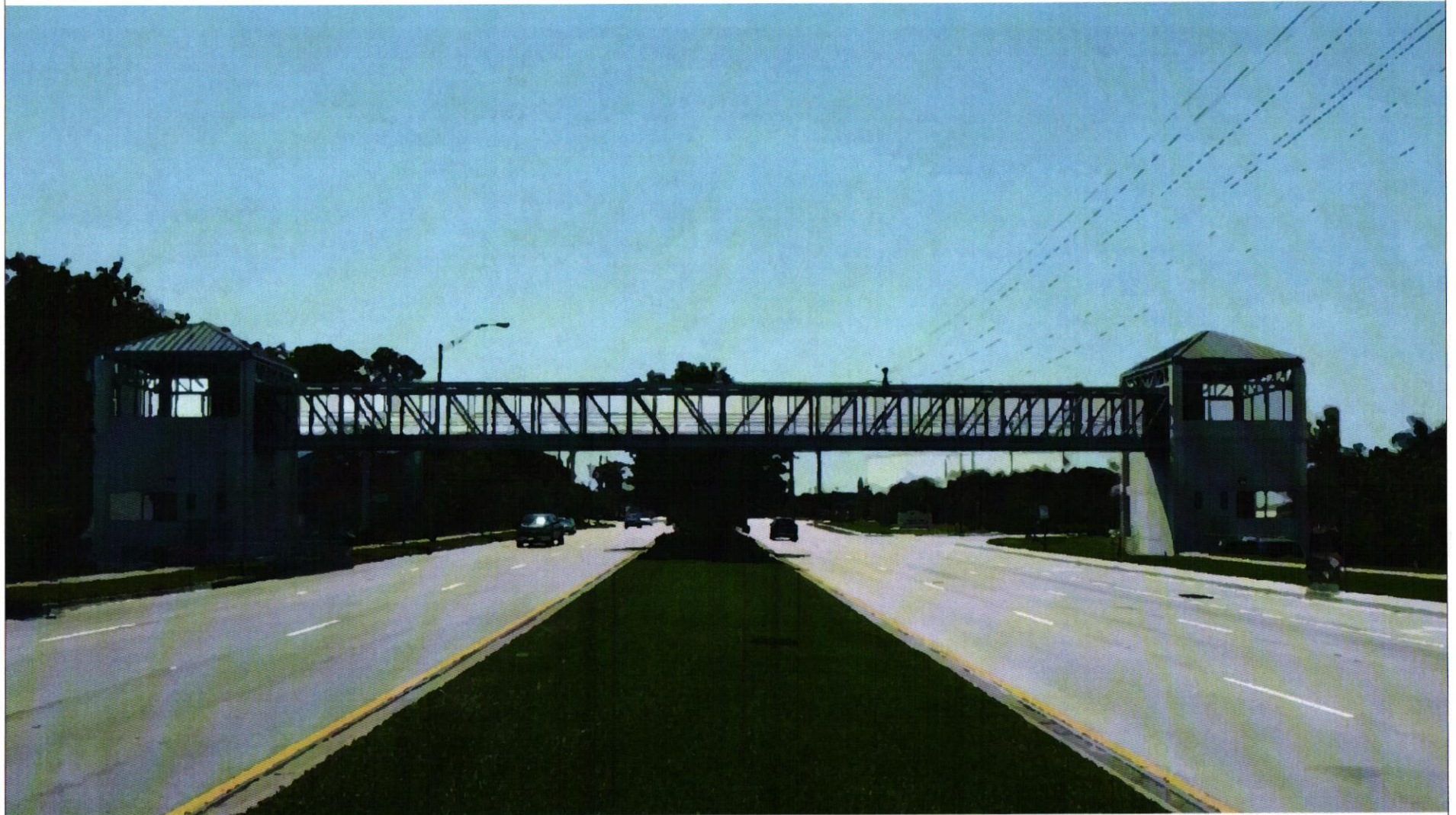


EXHIBIT 7  
OVERPASS RENDERING - MID-LEVEL AESTHETICS  
**ch2m.**



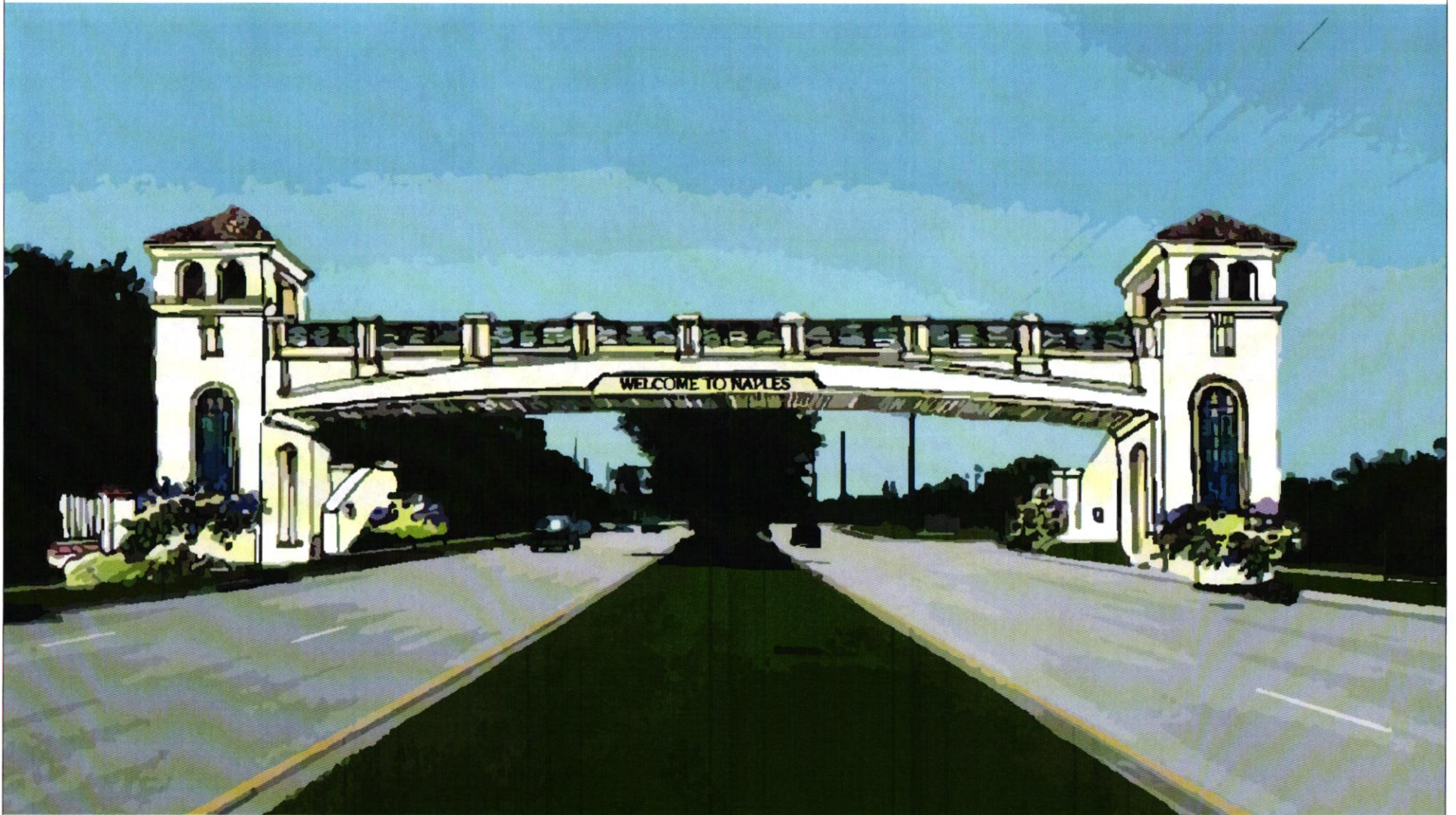


EXHIBIT 8  
OVERPASS RENDERING - SIGNATURE AESTHETICS (CONCRETE)



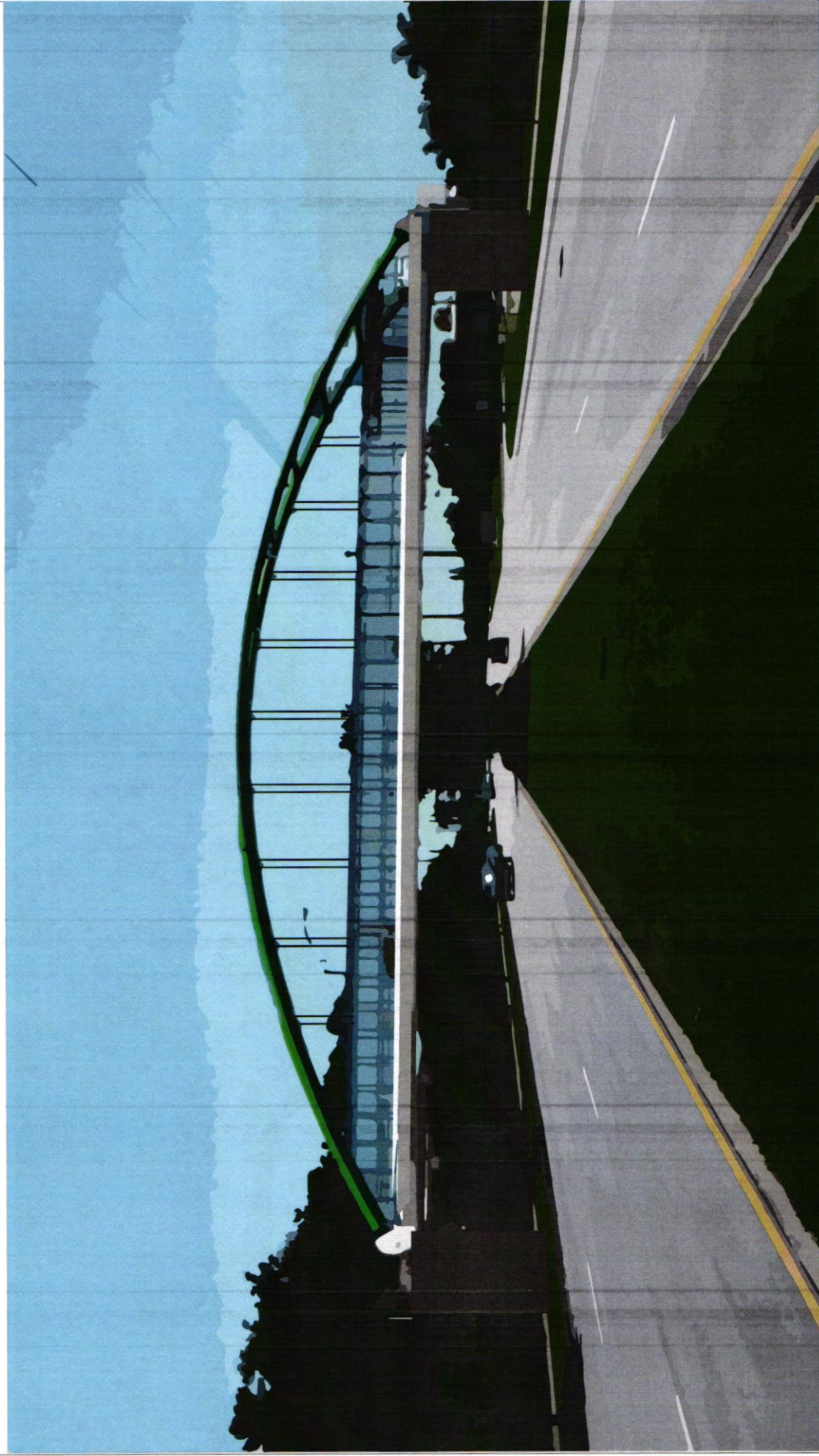


EXHIBIT 9

Overpass Rendering – Signature Aesthetics (Tied Arch)



---

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
OVER GOLDEN GATE PARKWAY**

**APPENDIX B – SITE PHOTOS**

---



**Entrance to Gordon River Greenway**



**Entrance to Freedom Park**



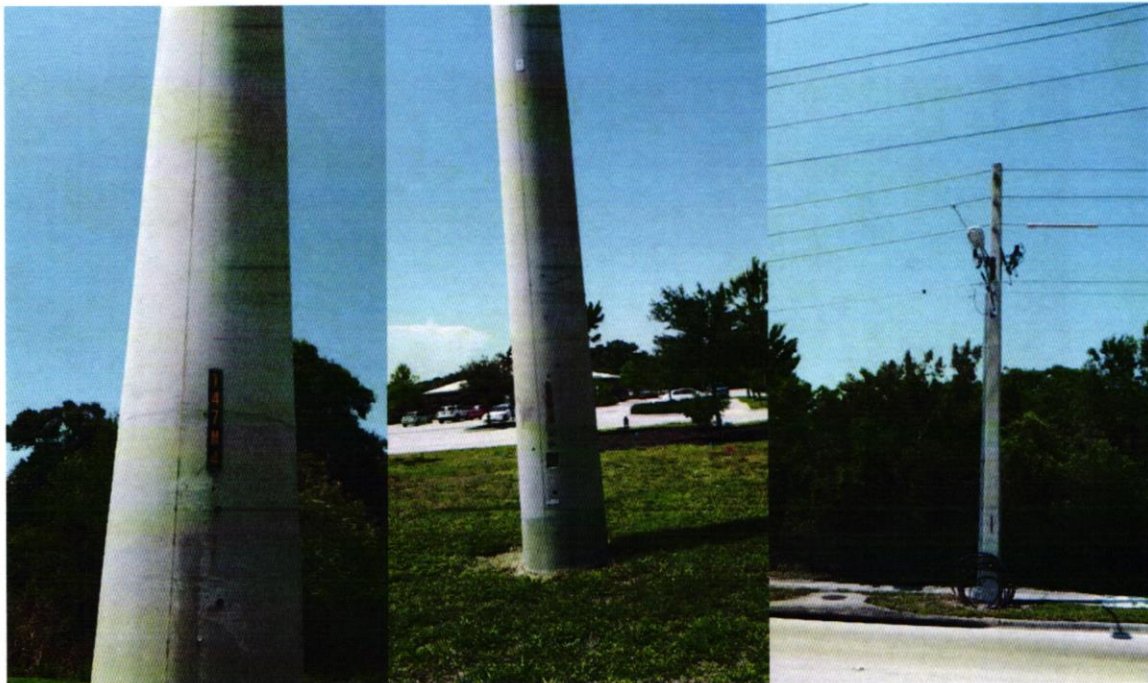


**Vegetation near Gordon River Greenway**



**Vegetation along Golden Gate Parkway South Edge**





**View of Powerlines**





**Collier Area Transit Route 25 Stop**



**Curve West of Freedom Park Entrance (Above)**

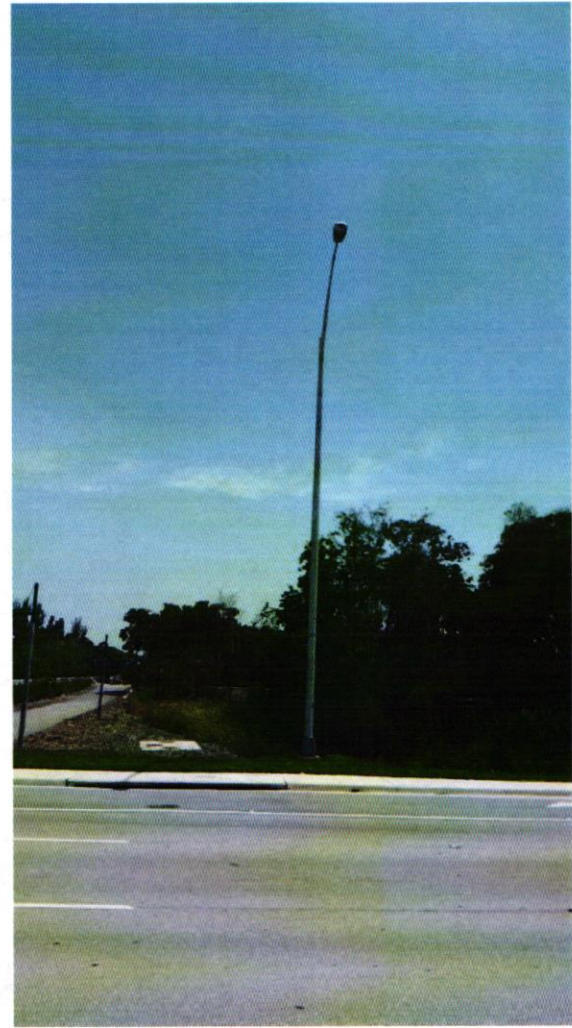


**Freedom Park Entrance looking East on GG Parkway**





**Buried Fiberoptic Line**



**Existing Roadway Lighting**





**Wetland Vegetation South of Golden Gate Parkway**



---

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
OVER GOLDEN GATE PARKWAY**

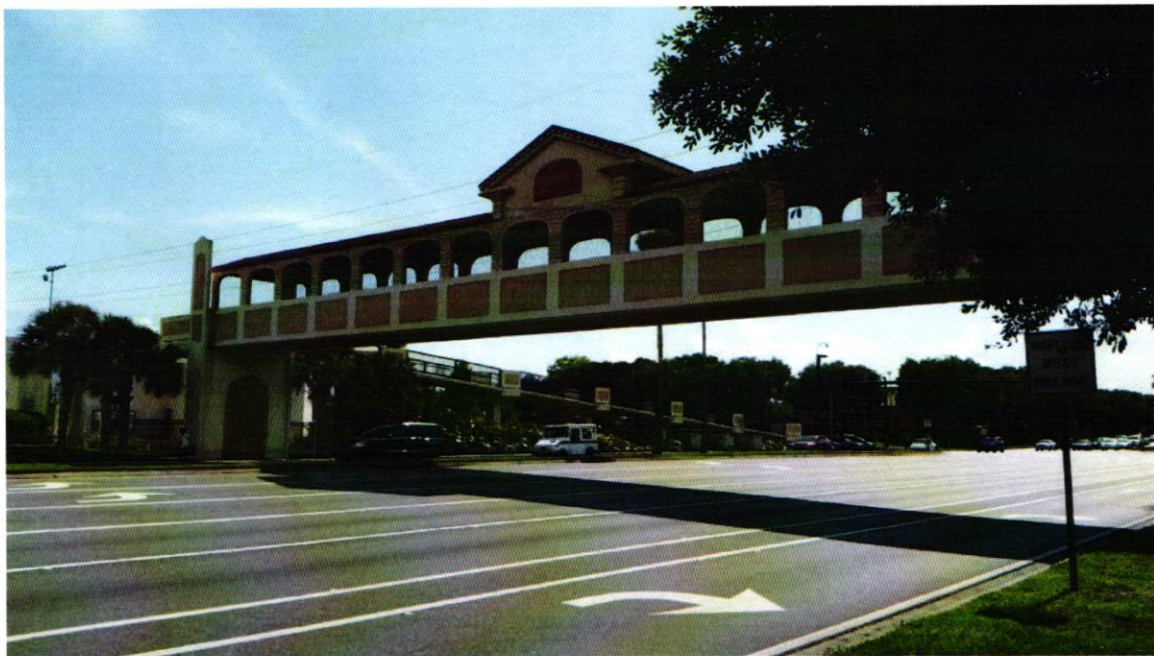
---

**APPENDIX C – REFERENCE PHOTOS OF  
OTHER PEDESTRIAN CROSSINGS**

---



## **1. Lake Mary Pedestrian Overpass, Orlando, FL**











**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK**  
Collier County Project No. 60109.2





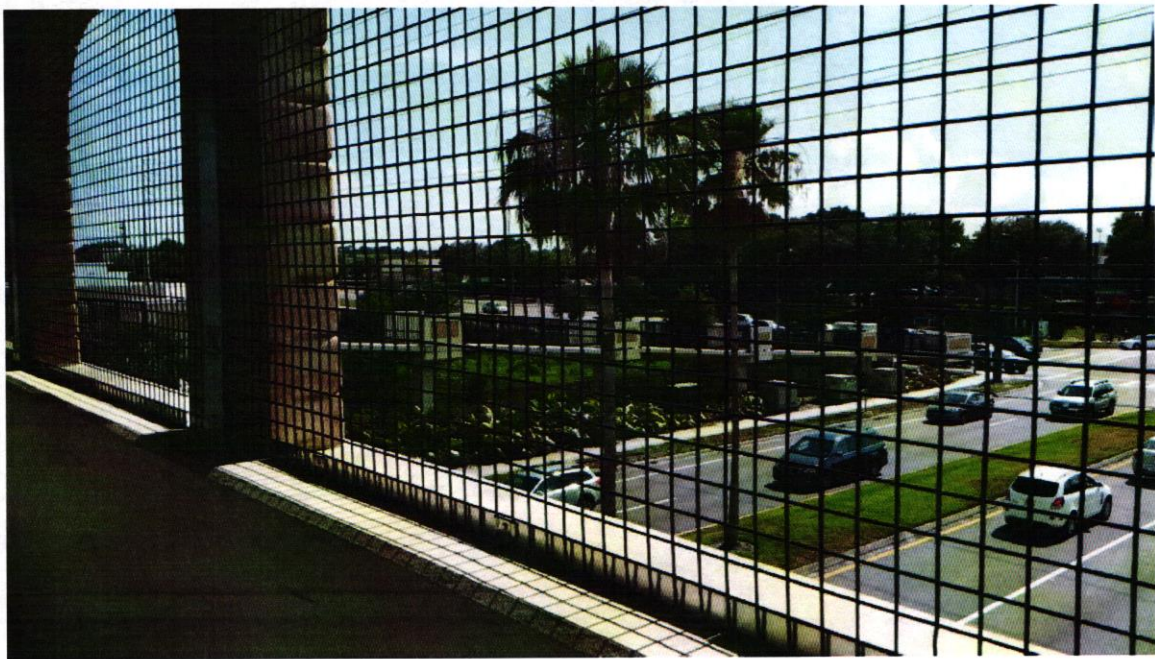






**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK**  
Collier County Project No. 60109.2

---



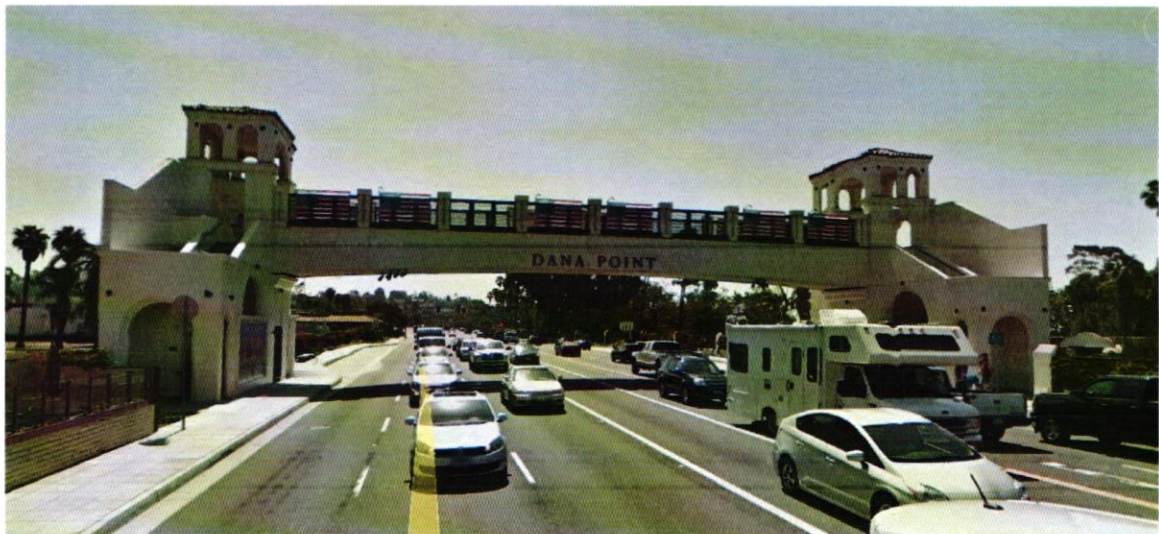






## **2. Pacific Coast Highway Overpass, Dana Point, CA**







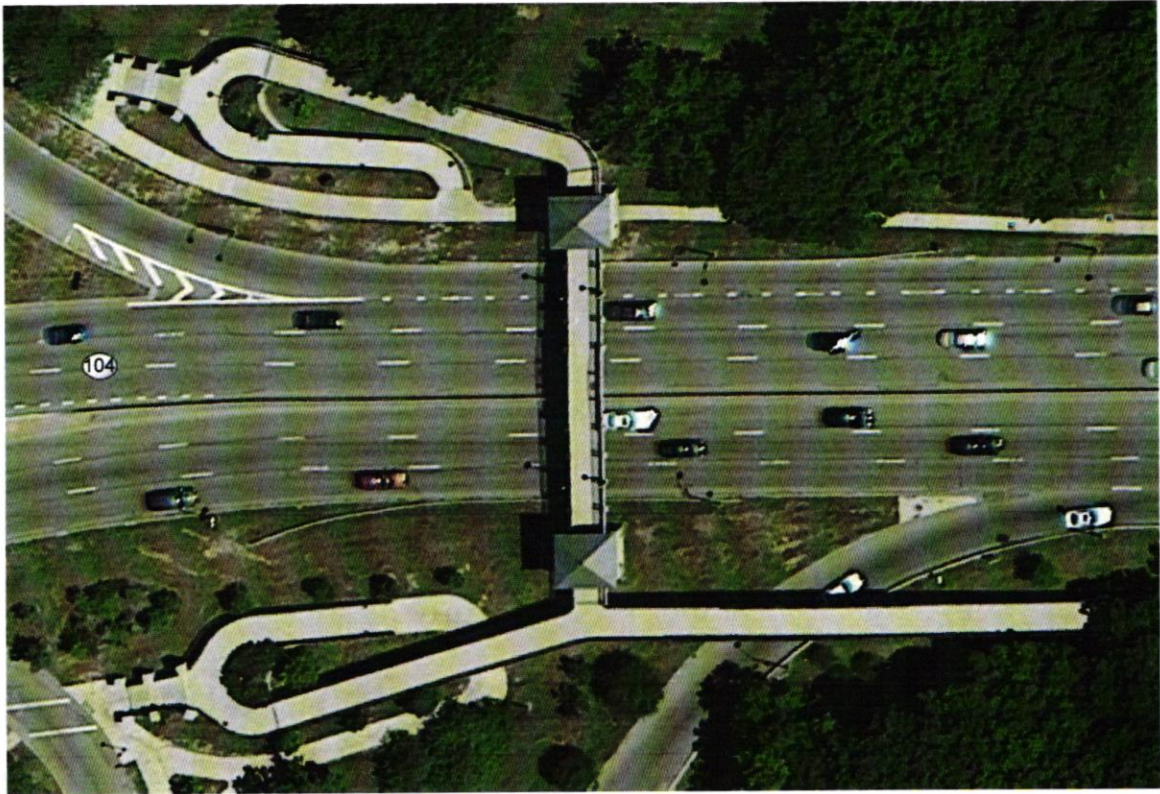
**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2**

---

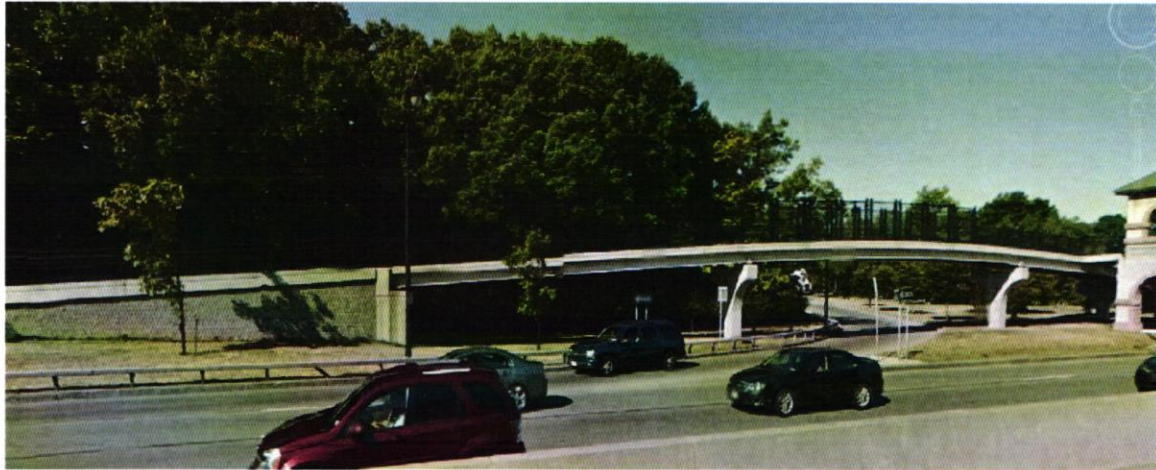




### **3. W. Ridge Road Pedestrian Bridge, Rochester, NY**



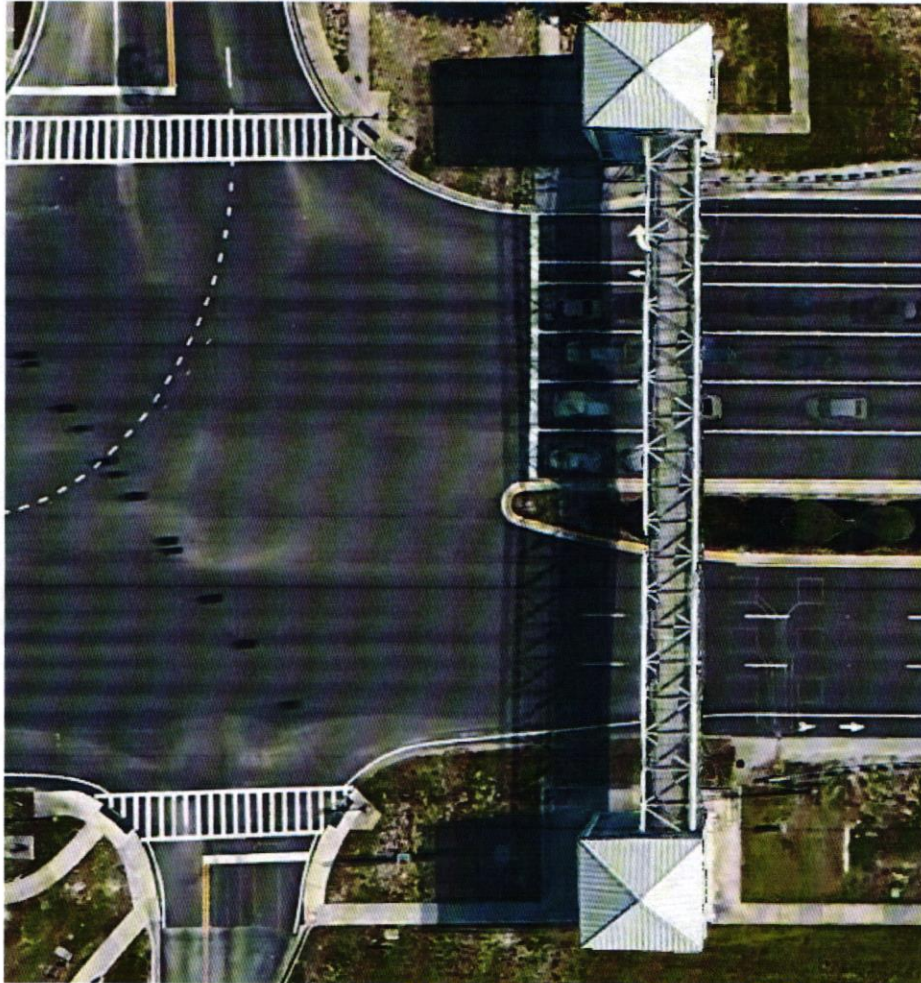




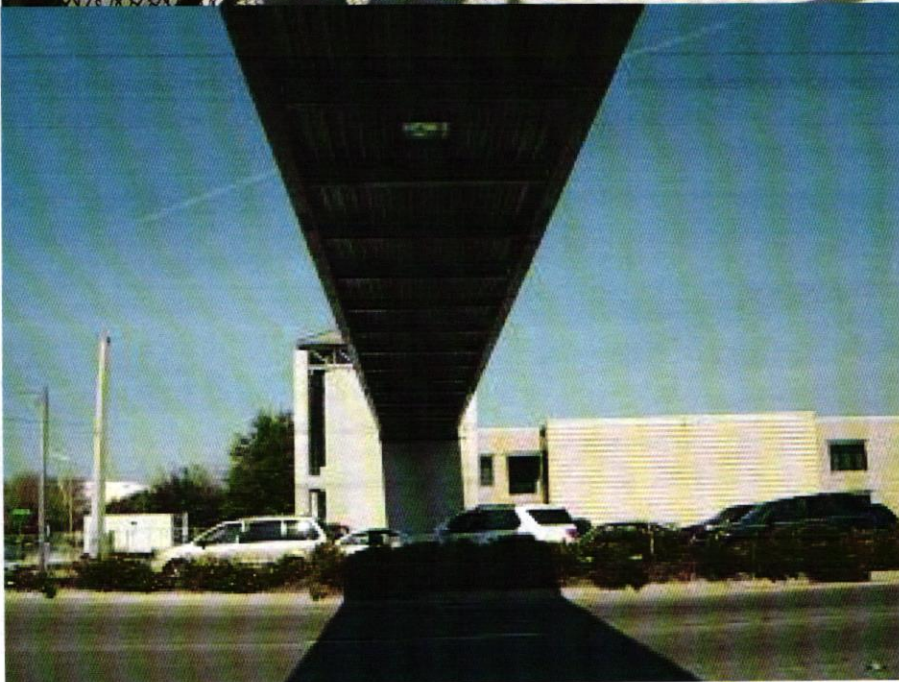


## **4. MOSI Pedestrian Overpass, Tampa, FL**













## **5. Curlew Road Pedestrian Bridge, Clearwater, FL**

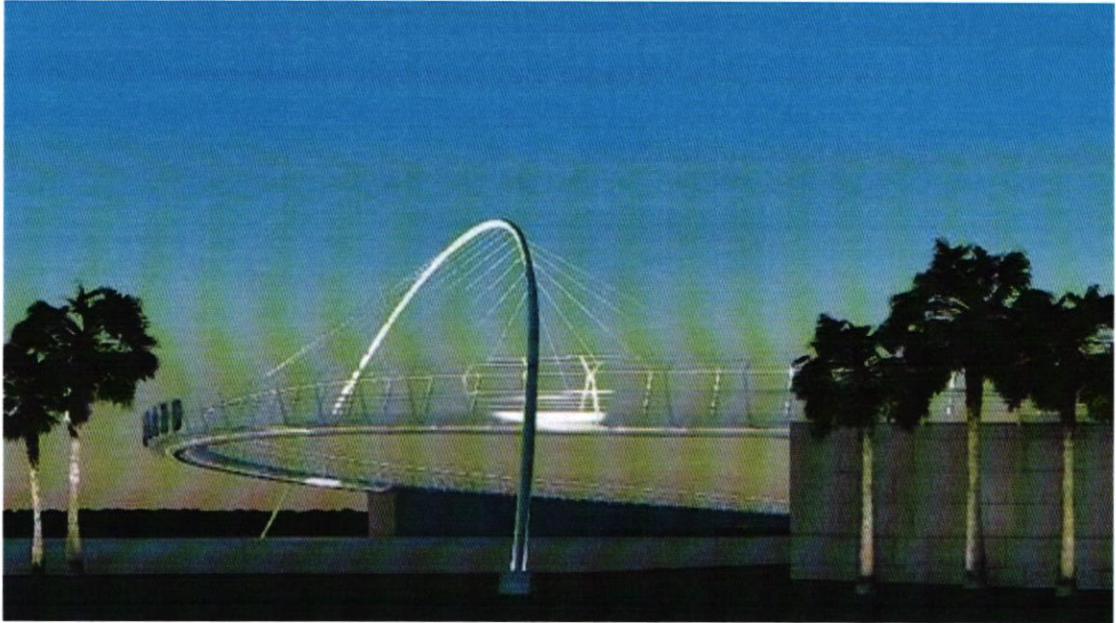






## **6. Sample Info on Variety of Other Pedestrian Bridge Options**

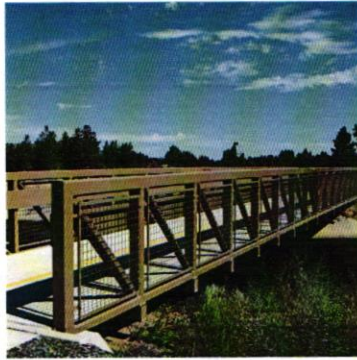




Maitland pedestrian bridge over I-4  
(Proposed as part of I-4 Reconstruction under  
construction)

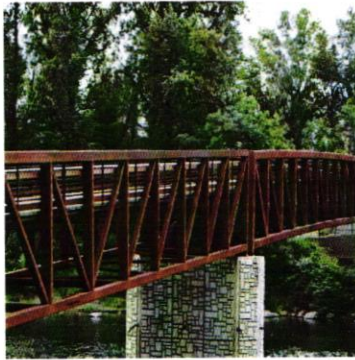
### **Under hung Floor Beam**

When clearance below the bridge is critical, this parallel chord style offers the shortest superstructure depth. An Under hung truss has its floor beams welded to the bottom of the bottom chords. It's best suited for pedestrian bridges with spans up to 70', but is available in spans up to 120'.



### **H-Section Floor Beam**

For spans up to 240', the H-Section is often selected for the most efficient superstructure. This parallel chord truss design has its floor beams welded to vertical members of the side trusses. As with all styles, the H-Section can be created with additional camber for a more graceful look.



### **Bowstring**

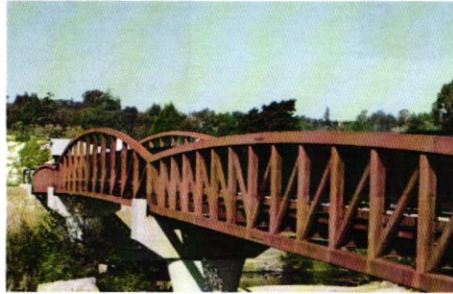
With elegant top chords arching up from its base, the Bowstring is the perfect combination of visual appeal and design efficiency. Bowstring is available with spans up to 100' in an Underhung configuration and up to 200' as an H-Section.





### **Modified Bowstring**

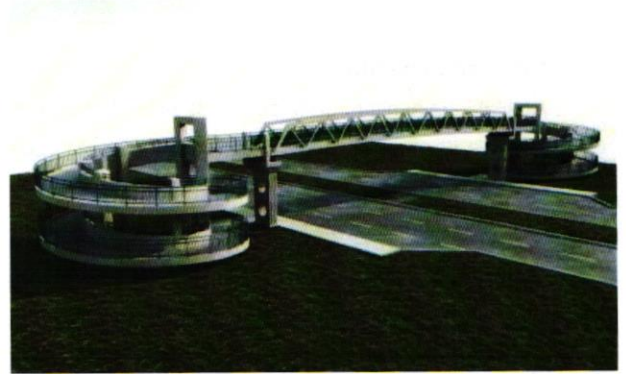
Available in similar spans as the Bowstring, the Modified Bowstring is a more economical choice when an arched top chord is desired. The less-pronounced arch still adds some beauty to the superstructure, while keeping the budget in check.



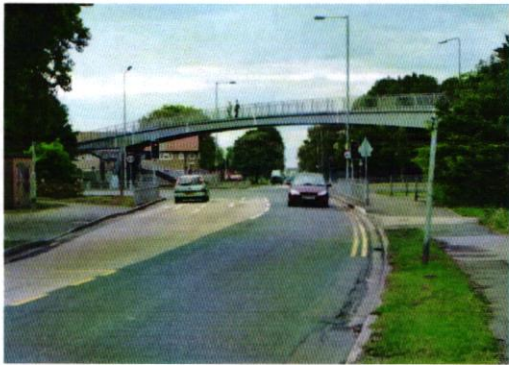
### **Box**

For grade separations and enclosed walkways, the Box style is the preferred choice as it allows easy attachment of fencing or glazing on the sides and/or top, when required. Numerous architectural screen, roofing and branding options can also be incorporated

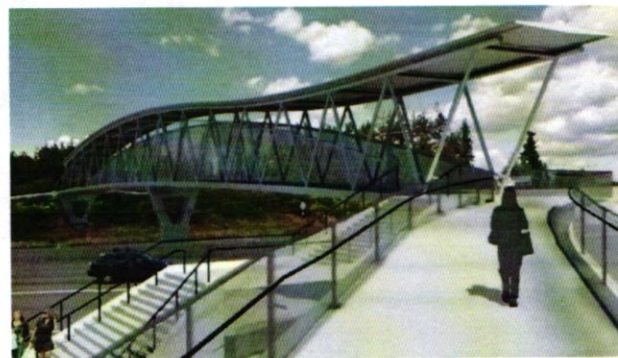
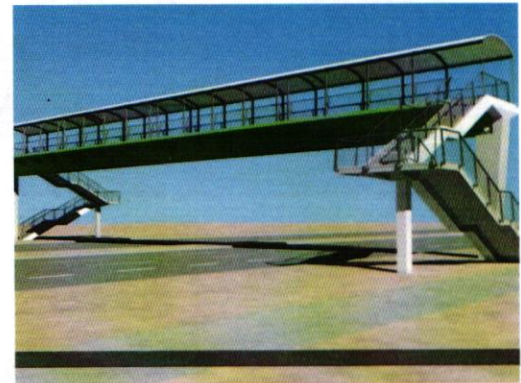




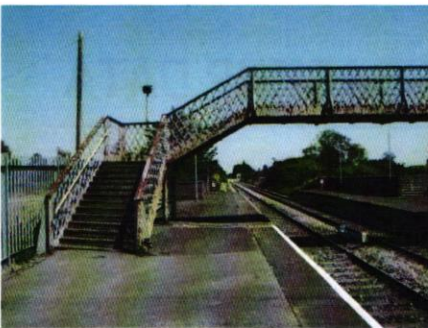
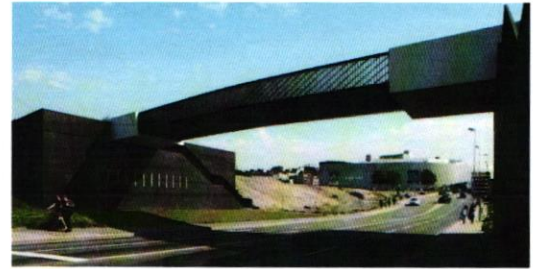
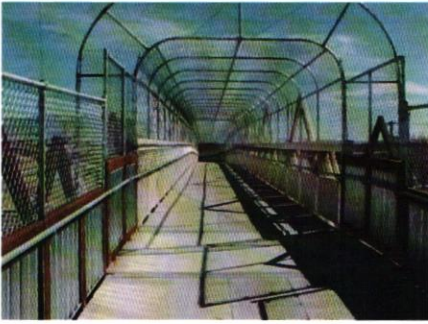












---

**PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
OVER GOLDEN GATE PARKWAY**

**APPENDIX D – MISCELLANEOUS BACKUP DATA**

---





PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2

By  
Date

BAG  
6/5/2015

**Order of Magnitude Estimated Probable Cost - Overpass (Utilitarian Aesthetics)**

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide <u>Single</u> Span Overpass	Florida I-beam superstructure with conventional concrete deck on SIP forms, Rail, Vinyl Fence	SF	1602	\$150	\$240,300
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$150	\$562,500
3	South Towers including foundations	Approx. size 25 ft x 25 ft	EA	1	\$200,000	\$200,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$150,000	\$150,000
7	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
8	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$177,780	\$177,780
9	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$195,558	\$195,558.00
10	Mobilization (10%)		LS	1	\$215,114	\$215,113.80
					<b>Total</b>	<b>\$2,366,252</b>
		<b>Approx. Order of Magnitude Probable Cost</b>			<b>-----&gt;</b>	<b>Say 2-3 M</b>

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.



PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2

By BAG  
Date 6/5/2015

**Order of Magnitude Estimated Probable Cost - Overpass (Mid-level Aesthetics)**

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide <u>Single</u> Span Overpass	Painted Steel Structure, Rail, Vinyl Fence, metal deck pan, Lightweight Concrete Deck	SF	1602	\$300	\$480,600
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$175	\$656,250
3	North & South Towers including foundations, Aesthetic treatment	Approx. size 25 ft x 25 ft	EA	2	\$250,000	\$500,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$150,000	\$150,000
7	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
8	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$241,185	\$241,185
9	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$265,304	\$265,303.50
10	Mobilization (10%)		LS	1	\$291,834	\$291,833.85
					<b>Total</b>	<b>\$3,210,172</b>
		<b>Approx. Order of Magnitude Probable Cost</b>			<b>-----&gt;</b>	<b>Say 3-4 M</b>

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.





PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2

By BAG  
Date 6/5/2015

**Order of Magnitude Estimated Probable Cost - Overpass (Signature Aesthetics)**

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	133.5 Foot Long-, 12 Foot Wide <u>Single</u> Span Overpass	Special Concrete beams with deck supported near the bottom flange on precast deck panels, Rail, Vinyl Fence,	SF	1602	\$500	\$801,000
2	North Approach Ramp	Approx. 150 long by 25 ft wide	SF	3750	\$225	\$843,750
3	North & South Towers including foundations, Aesthetic treatment	Approx. size 25 ft x 25 ft	EA	2	\$300,000	\$600,000
4	Elevator	Elevator and Equipment with power	EA	1	\$75,000	\$75,000
5	Utility Relocations	3 Transmission poles	LS	1	\$500,000	\$500,000
6	Site/Civil	Grading, sidewalk, drainage, signing	LS	1	\$200,000	\$200,000
7	Landscaping	Enhancements	LS	1	\$75,000	\$75,000
8	MOT	Maintenance of Traffic	LS	1	\$50,000	\$50,000
9	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$314,475	\$314,475
10	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$345,923	\$345,922.50
11	Mobilization (10%)		LS	1	\$380,515	\$380,514.75
					<b>Total</b>	<b>\$4,185,662</b>
		<b>Approx. Order of Magnitude Probable Cost</b>				<b>Say 4-5 M</b>

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.



PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2

By  
Date

BG  
6/5/2015

### Order of Magnitude Estimated Probable Cost - On-Street Crossing option

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	Signal Mast Arms	Two installations	EA	2	\$40,000	\$80,000
2	Site/Civil	Grading, sidewalk, drainage, signing, striping	LS	1	\$40,000	\$40,000
3	MOT	Maintenance of Traffic	LS	1	\$15,000	\$15,000
4	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$13,500	\$13,500
5	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$14,850	\$14,850.00
6	Mobilization (10%)		LS	1	\$16,335	\$16,335.00
					<b>Total</b>	<b>\$179,685</b>
		<b>Approx. Order of Magnitude Probable Cost</b>			<b>-----&gt;</b>	<b>Say 200 K</b>

Note: The cost estimates cover construction only and do not include Right-of-way aquisition, subsequent design and construction engineering services or annual operating and maintenance expenses for the project. The costs of special safety and security features such as emergency call stations, closed circuit TV, audio surveillance, central station monitoring etc. are not included.





PEDESTRIAN BRIDGE CROSSING FEASIBILITY STUDY:  
FREEDOM PARK TO GORDON RIVER GREENWAY PARK  
Collier County Project No. 60109.2

By  
Date

BG  
9/23/2015

### Order of Magnitude Estimated Probable Cost - Underpass

Item	Description	Remark	Units	Quantity	Cost/Unit	Cost/Item
1	CONCRETE BOX	14'x10' inside opening	LF	122	\$3,000	\$364,500
2	APPROACH RAMPS/STAIRS	Access at each end	SF	4200	\$80.00	\$336,000
3	BRIDGE #030172 REPLACEMENT	Due to added height of fill, existing structure may need to be replaced	SF	6014	\$200	\$1,202,850
4	SITE/CIVIL	1800 LF of roadway reconstruction with driveway connections	LS	1	\$2,000,000	\$2,000,000
5	PUMPING STATION - DRAINAGE	Tunnel grade will likely be depressed in the water table to minimize raising GG Pkwy	LS	1	\$1,000,000	\$1,000,000
6	PERMANENT MSE WALLS	Required on each side of Golden Gate Parkway	SF	18000	\$26	\$468,000
7	TEMPORARY MSE WALLS	Required for phased construction	SF	10800	\$10.00	\$108,000
8	TEMPORARY-SHEET PILING	Required for cofferdams for dewatering and box construction	SF	6250	\$15.00	\$93,750
9	MOT	Phased construction required	LS	1	\$500,000.00	\$500,000
10	Miscellaneous Items (10%)	Additional Items not specifically listed	LS	1	\$607,310.00	\$607,310
11	Contingency (10%)	Unforeseen conditions and changes in scope of work	LS	1	\$668,041.00	\$668,041
12	Mobilization (10%)		LS	1	\$734,845	\$734,845
					<b>Total</b>	<b>\$8,083,296</b>

Note: Assume raising Golden Gate Parkway profile by 10 ft. requiring walls on each side approx. 900 ft to allow reasonable grades. Connections to Freedom park and Gordon River Greenway will have to be elevated.







## Godbole, Bhushan/JAX

**From:** Ahmad, Adam/SWF  
**Sent:** Friday, June 05, 2015 12:14 PM  
**To:** Godbole, Bhushan/JAX  
**Cc:** Gramer, Bill/SWF  
**Subject:** RE: 2014 Parcel Data

The screenshot displays the Collier County Property Appraiser website. On the left is a navigation menu with links: Introduction, Search for Parcels by, Search Results, Map, Layers, Legend, Print, Home Page, and Help. The main area features an aerial map of a parcel. To the right of the map is a 'Property Summary' section with the following details:

- Parcel No. 13805000140
- Site Adr. (blank)
- Name / Address: MOORINGS INC, 120 MOORINGS PARK DR
- City: NAPLES
- State: FL
- Map No. 4A27
- Strap No. 093700 009 24A27
- Section 27
- Township 49
- Legal: N I C L F THAT PORTION OF LOT 9 LYING S OF GOLDEN GATE PARK WAY C
- Millage Area: 207
- Sub./Condo: 93700 - NAPLES IMP CO LITTLE FARMS #2
- Use Code: 0 - VACANT RESIDENTIAL

Below the summary is a 'Latest Sales History' table with the following data:

Date	Book-Page	Amount	Land Value
04/04/14	5025-2391	\$ 12,000,000	(+) Improved Value
12/27/13	5001-2183	\$ 0	(+) Market Value
07/23/12	4819-1683	\$ 0	(+) Assessed Value
12/21/05	3951-1725	\$ 22,000,000	(+) School Taxable Value
12/19/05	3950-2522	\$ 17,006,700	(+) Taxable Value
12/19/05	3950-2563	\$ 50,493,400	
08/17/05	3870-2111	\$ 0	
05/17/95	2060-417	\$ 0	
10/21/83	1047-1206	\$ 0	

At the bottom right of the sales history table, it states: 'If all Values shown above equal 0 this p'.

It appears that the parcel to the south was sold to Moorings Inc in April of last year.

**Adam Ahmad P.E.**  
Civil Engineer  
Licensed General Contractor

## Godbole, Bhushan/JAX

---

**From:** Ahmad, Adam/SWF  
**Sent:** Friday, June 05, 2015 12:17 PM  
**To:** Godbole, Bhushan/JAX  
**Cc:** Gramer, Bill/SWF  
**Subject:** FW: Emailing: IRTH One Call.htm

See below for the one call.

**Adam Ahmad P.E.**

*Civil Engineer*

*Licensed General Contractor*

*Transportation Business Group*

**D** 1 239 431 9212

**M** 1 239 273 8894

**CH2M**

5801 Pelican Bay Blvd

Naples, FL 34119



[www.ch2m.com](http://www.ch2m.com) | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

---

**From:** Chandler, Donna/WPB  
**Sent:** Friday, June 05, 2015 12:16 PM  
**To:** Ahmad, Adam/SWF  
**Subject:** Emailing: IRTH One Call.htm

Ticket : 156503361 Rev:000 Taken: 06/05/15 10:58ET

State: FL Cnty: COLLIER GeoPlace: NAPLES  
CallerPlace: NAPLES  
Subdivision:

Address :  
Street : GOLDEN GATE PKWY  
Cross 1 : GOODLETTE FRANK RD N  
Within 1/4 mile: Y

Locat: STARTING APPROX 1/2 MILE E OF THE INTER OF GOODLETTE FRANK RD N FOR  
DESIGN COVER A 500FT RADIUS AROUND THE CENTER LINE OF GOLDEN GATE PKWY

:  
Remarks : IN RESPONSE TO RECEIPT OF A DESIGN TICKET, SSOCOF PROVIDES THE  
ORIGINATOR OF THE DESIGN TICKET WITH A LIST OF SSOCOF MEMBERS IN THE  
VICINITY OF THE DESIGN PROJECT. SSOCOF DOES NOT NOTIFY SSOCOF MEMBERS OF  
THE RECEIPT BY SSOCOF OF A DESIGN TICKET. IT IS THE SOLE RESPONSIBILITY  
OF THE DESIGN ENGINEER TO CONTACT SSOCOF MEMBERS TO REQUEST INFORMATION  
ABOUT THE LOCATION OF SSOCOF MEMBERS' UNDERGROUND FACILITIES. SUBMISSION  
OF A DESIGN TICKET WILL NOT SATISFY THE REQUIREMENT OF CHAPTER 556,  
FLORIDA STATUTES, TO NOTIFY SSOCOF OF AN INTENT TO EXCAVATE OR DEMOLISH.  
THAT INTENT MUST BE MADE KNOWN SPECIFICALLY TO SSOCOF IN THE MANNER  
REQUIRED BY LAW. IN AN EFFORT TO SAVE TIME ON FUTURE CALLS, SAVE YOUR  
DESIGN TICKET NUMBER IF YOU INTEND TO BEGIN EXCAVATION WITHIN 90 DAYS OF



YOUR DESIGN REQUEST. THE DESIGN TICKET CAN BE REFERENCED , AND THE INFORMATION ON IT CAN BE USED TO SAVE TIME WHEN YOU CALL IN THE EXCAVATION REQUEST.

\*\*\* LOOKUP BY MANUAL \*\*\*

:

Grids : 2610B8146A 2610B8147D 2610C8146A 2610C8147D

Work date: 06/05/15 Time: 10:59ET Hrs notc: 000 Category: 6 Duration: UNKNOWN

Due Date : 06/09/15 Time: 23:59ET Exp Date : 07/06/15 Time: 23:59ET

Work type: DESIGN Boring: N White-lined: N

Ug/Oh/Both: U Machinery: N Depth: UNK Permits: N N/A

Done for : DESIGN

Company : CH2M HILL Type: CONT

Co addr : 3001 PGA BLVD

Co addr2: SUITE 201A

City : PALM BEACH GARDENS State: FL Zip: 33410

Caller : DONNA CHANDLER Phone: 561-904-7400

Contact : DESIGN Phone:

BestTime: 8-6

Fax : 561-904-7401

Email : [DONNA.CHANDLER@CH2M.COM](mailto:DONNA.CHANDLER@CH2M.COM)

Submitted: 06/05/15 10:58ET Oper: PRI

Mbrs : CC1255 CN1745 CON762 CPW592 CTV413 FPLCLR FPLFOW KC1538 LS1104 PGSSW

Mbrs : UTI303

Service Area Code	Service Area Name	Contact	Phone Numbers	Utility Type
CC1255	COLLIER COUNTY TRAFFIC OPERATIONS SECTION	PAM WILSON	Day: (239) 252 - 8260	ELEC & FIBER
CN1745	CITY OF NAPLES-SEWER	ALICIA ACEVEDO	Day: (239) 213 - 4712	SEWER
CON762	CITY OF NAPLES-WATER	ALICIA ACEVEDO	Day: (239) 213 - 4712	WATER
CPW592	COLLIER COUNTY STAKE & LOCATES	NATHAN BEALS	Day: (239) 252 - 2583	ELEC AND SEWER
CTV413	COMCAST	WILLIAM STANTON	Day: (239) 432 - 1861 Alt: (239) 707 - 4168	CATV
FPLCLR	FLORIDA POWER & LIGHT--COLLIER	TRACY STERN	Day: (800) 868 - 9554 Alt: (386) 329 - 5152	ELECTRIC
FPLFOW	FPL FIBERNET LLC	DANNY HASKETT**	Day: (305) 552 - 2931 Alt: (786) 246 - 7827	FIBER
KC1538	SUMMIT BROADBAND INC.	MIKE REBER	Day: (239) 325 - 4105 x261 Alt: (239) 631 - 9251	FIBER

PGSSW	TECO PEOPLES GAS - FT MYERS	BROCK DANIELS	Day: (239) 690 - 5517 Alt: (239) 896 - 0812	GAS
UTI303	CENTURYLINK-NAPLES	JIGS SLIANG	Day: (239) 263 - 6234	PHONE & FIBER OPTIC





Existing Bridge  
Culvert No. 030172  
over Gordon River

30172

Water control  
structure

Golden Gate Pkwy



# GOLDEN GATE PKWY over GORDON RIVER

[Collier County, Florida](#)

[Enlarge map](#)

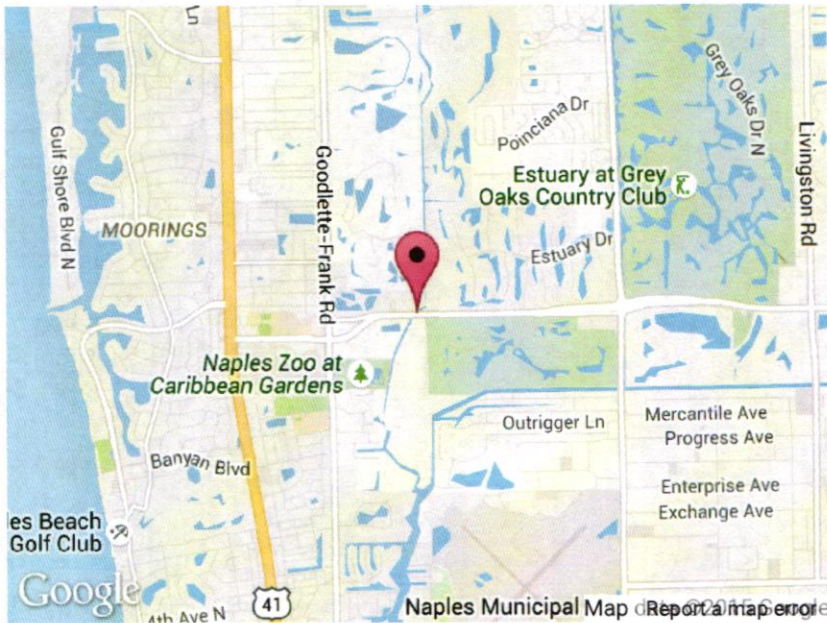
## Map

- [Google Maps](#)
- [Yahoo! Maps](#)
- [Bing Maps](#)
- [MSR Maps](#)
- [OpenStreetMap](#)

### Coordinates:

+26.17361, -81.78417

26°10'25" N, 81°47'03" W



Source: National Bridge Inventory  
Information not verified. Use at your own risk.

## Facts

Name:	GOLDEN GATE PKWY over GORDON RIVER
Structure number:	030172
Location:	1.18MI WEST OF CR-31
Purpose:	Carries highway and pedestrian walkway over waterway
Route classification:	Local (Urban) [19]
Length of largest span:	11.5 ft. [3.5 m]
Total length:	49.5 ft. [15.1 m]
Skew angle:	29°
Owner:	County Highway Agency [02]
Year built:	1963



Historic significance: Bridge is not eligible for the National Register of Historic Places [5]  
 Design load: MS 18 / HS 20 [5]  
 Number of main spans: 4  
 Main spans material: Concrete [1]  
 Main spans design: Culvert [19]  
 Deck type: Not applicable [N]

## Latest Available Inspection: March 2012

Status: Open, no restriction [A]  
 Average daily traffic: 27,904 [as of 2012]  
 Truck traffic: 5% of total traffic  
 Structural appraisal: Better than present minimum criteria [7]  
 Water adequacy appraisal: Equal to present minimum criteria [6]  
 Roadway alignment appraisal: Better than present minimum criteria [7]  
 Channel protection: Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]  
 Culvert condition: Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting. [7]  
 Scour condition: Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]  
 Operating rating: 87.7 tons [79.7 metric tons]  
 Inventory rating: 52.5 tons [47.7 metric tons]  
 Sufficiency rating: 72.3

## Previous Inspections

Date	Suff. rating	Evaluation	Deck	Super.	Sub.	ADT
March 2012	72.3	Not deficient	-	-	-	27904
March 2010	72.3	Not deficient	-	-	-	27904
March 2008	72.3	Not deficient	-	-	-	27904
March 2006	80.1	Not deficient	-	-	-	10800
March 2004	78.1	Not deficient	-	-	-	10800
January 2003	78.1	Not deficient	-	-	-	10800

January 2001	78.1	Not deficient	-	-	-	10800
January 1999	69.2	Not deficient	-	-	-	10800
January 1997	70.2	Not deficient	-	-	-	10800
January 1995	71.3	Not deficient	-	-	-	10000
January 1993	66.5	Functionally obsolete	-	-	-	10000
December 1990	88.7	Not deficient	-	-	-	10000

[Uglybridges.com: National Bridge Inventory data](#)

[ [Locations](#) | [Search](#) | [Cities](#) | [Forum](#) | [About](#) | [Bridgehunter.com](#) ]

© Copyright 2012-14, [James Baughn](#)

Disclaimer: All data is taken from the National Bridge Inventory and has **not** been verified.

This page's URL is <http://uglybridges.com/1078088>



DISTRICT	COUNTY	OWNER	BRIDGE	STRUCTURE NAME	ROADWAY	ADT	FACILITY CROSSED	YEAR BUILT	RECONSTRUCTED	LAST INSPECTION	SUFFICIENCY RATING	HEALTH INDEX	NBI RATING
Southwest Florida	Collier	County Highway Agency	030147	CR-841 OVER HALFWAY CREEK	BIRDON RD - CR-841	100	HALFWAY CREEK	1971		1/6/2015	83.5	87.39	
Southwest Florida	Collier	State Highway Agency	030148	JUDGE JOLLY MEMORIAL	SR-951 NB(COLLIER)	14,250	BIG MARCO PASS	1969		4/12/2013	92.3	90.37	
Southwest Florida	Collier	County Highway Agency	030149	BLUEBILL AVE / NAPLES PARK CANAL	BLUEBILL AVE CR#46	5,000	NAPLES PARK CANAL	1969		2/4/2015	81.1	95.30	FO
Southwest Florida	Collier	County Highway Agency	030150	CR-850FAKA UNION CANAL	CR-858	2,880	FAKA UNION CANAL	1966		3/12/2013	73.6	94.98	
Southwest Florida	Collier	County Highway Agency	030153	CR-850KALACOCOCHEE SLOUGH	CR-858	1,070	OKALACOCOCHEE SLOUGH	1951		3/12/2013	68.1	94.53	
Southwest Florida	Collier	County Highway Agency	030154	CR-850KALACOCOCHEE SLOUGH	CR-858	1,440	OKALACOCOCHEE SLOUGH	1951		3/12/2013	67.2	90.64	
Southwest Florida	Collier	County Highway Agency	030155	CR-850KALACOCOCHEE SLOUGH	CR-858	1,000	OKALACOCOCHEE SLOUGH	1951		3/12/2013	68.1	96.29	
Southwest Florida	Collier	County Highway Agency	030156	CR-858 / OKALACOCOCHEE SLOUGH	CR-858	1,000	OKALACOCOCHEE SLOUGH	1951		3/12/2013	68.1	99.25	
Southwest Florida	Collier	County Highway Agency	030157	CR-837 OVER FAKAHATCHEE STRAND	CR-837	1,500	FAKAHATCHEE STRAND	1955		1/7/2015	62.6	91.18	
Southwest Florida	Collier	County Highway Agency	030158	CR-858 OVER OBIE CANAL	CR-858	110	OBIE CANAL	1953		3/12/2015	79.2	90.49	
Southwest Florida	Collier	County Highway Agency	030160	CR-846 OVER GATOR CANAL	CR-846	5,777	GATOR CANAL	1977		4/25/2013	87.7	72.83	
Southwest Florida	Collier	County Highway Agency	030161	CR-29 OVER CHOKLOSKEE BAY	CR-29 / COPELAND AV	2,500	CHOKLOSKEE BAY	1955		1/6/2015	45.9	83.84	FO
Southwest Florida	Collier	County Highway Agency	030165	CR-837 / DEEP LAKE STRAND	CR-837	200	DEEP LAKE STRAND	1959		4/17/2013	74.5	84.54	
Southwest Florida	Collier	County Highway Agency	030166	CR-839 / COPELAND PRAIRIE	TURNER RIVER ROAD	20	COPELAND PRAIRIE	1960		4/17/2013	80.7	77.20	
Southwest Florida	Collier	County Highway Agency	030168	CR-839 / EAST HINSON MARSH	CR-839	20	EAST HINSON MARSH	1962		4/17/2013	78.3	90.86	
Southwest Florida	Collier	County Highway Agency	030169	CR-839 / EAST HINSON MARSH	CR-839	20	EAST HINSON MARSH	1962		4/17/2013	78.3	87.01	
Southwest Florida	Collier	County Highway Agency	030172	GOLDEN GATE PKWY / GORDON RIVER	GOLDEN GATE PKWY	27,904	GORDON RIVER	1963		3/5/2014	72.3	80.07	
Southwest Florida	Collier	County Highway Agency	030174	CR-951 / BIG CYPRESS BASIN CANAL	CR-951 / COLLIER BLVD	10,000	BIG CYPRESS BASIN CANAL	1973		3/4/2014	81.8	88.50	
Southwest Florida	Collier	County Highway Agency	030175	VANDERBILT DR / LITTLE HORSE PASS	VANDERBILT DR	11,500	LITTLE HORSE PASS	1964	1984	2/4/2015	56.7	86.76	FO
Southwest Florida	Collier	County Highway Agency	030178	VANDERBILT DR / CR-901 OVER CANAL	VANDERBILT DR	15,000	CANAL	1964		2/4/2015	81.2	70.89	
Southwest Florida	Collier	State Highway Agency	030181	US-41 OVER DUNRUSS CREEK	US-41 (SR-45)	35,500	DUNRUSS CREEK	1974		4/19/2013	70	99.76	
Southwest Florida	Collier	State Highway Agency	030183	US-41 NB OVER HALDEMAN RIVER	US-41 NB / TAMIAHI TR	16,500	HALDEMAN RIVER	1976	1999	3/17/2015	82	95.50	
Southwest Florida	Collier	County Highway Agency	030184	GOODLAND BRIDGE / STAN GOBER MEMORI	CR-32 SAN MARCO RD	3,000	MARCO CHANNEL	1975		2/11/2015	96	86.64	FO
Southwest Florida	Collier	County Highway Agency	030185	AIRPORT PULLING ROAD / BIG CYPRESS BAS	AIRPORT PULLING RD	53,363	BIG CYPRESS BASIN CANAL	1978		3/5/2014	63.8	99.52	FO
Southwest Florida	Collier	County Highway Agency	030186	CR-31 OVER ROCK CREEK	AIRPORT RD (CR-31)	45,473	ROCK CREEK	1979		3/5/2014	65.3	85.35	FO
Southwest Florida	Collier	County Highway Agency	030189	I-75 SB OVER ROCK CANAL	I-75 SB (SR-93)	43,500	ROCK CANAL	1980	2009	4/10/2013	96.3	92.71	
Southwest Florida	Collier	State Highway Agency	030190	I-75 NB OVER ROCK CANAL	I-75 NB (SR-93)	43,500	ROCK CANAL	1980	2009	4/10/2013	96.3	96.20	
Southwest Florida	Collier	State Highway Agency	030193	US-41 SB / TAYLOR GLEAM CANAL	US-41 SB / TAMIAHI TR	17,250	TAYLOR GLEAM CANAL	1976	2002	4/23/2013	98.2	98.60	
Southwest Florida	Collier	State Highway Agency	030194	US-41 OVER GATOR HOLE	US-41 (SR-90)	2,400	GATOR HOLE	1976		3/27/2014	91.2	66.67	
Southwest Florida	Collier	State Highway Agency	030195	I-75 NB OVER SR-951	I-75 NB (SR-93)	10,111	SR-951	1984		3/4/2015	94	99.73	FO
Southwest Florida	Collier	State Highway Agency	030196	I-75 SB OVER SR-951	I-75 SB (SR-93)	10,111	SR-951	1984		3/4/2015	93	99.87	FO
Southwest Florida	Collier	State Highway Agency	030197	I-75 SB / GOLDEN GATE CANAL	I-75 SB (SR-93)	17,250	GOLDEN GATE CANAL	1984		3/5/2015	91.6	92.45	
Southwest Florida	Collier	State Highway Agency	030198	I-75 NB / GOLDEN GATE CANAL	I-75 NB (SR-93)	17,250	GOLDEN GATE CANAL	1984		3/5/2015	92.6	93.01	
Southwest Florida	Collier	State Highway Agency	030199	GOLDEN GATE PKWY OVER I-75	CR-886 / GLEN GT PKY	40,500	I-75 AND CANAL C-1	1984	2006	3/10/2015	88.5	99.48	
Southwest Florida	Collier	State Highway Agency	030200	I-75 SB over CR-896	I-75 SB (SR-93)	29,000	CR-896 / PINE RIDGE RD	1983	2009	3/3/2015	94	99.95	
Southwest Florida	Collier	State Highway Agency	030201	I-75 NB OVER CR-896	I-75 NB (SR-93)	29,000	CR-896 / PINE RIDGE RD	1983	2010	3/2/2015	94	99.84	
Southwest Florida	Collier	State Highway Agency	030202	I-75 SB OVER CR-862	I-75 SB (SR-93)	32,712	CR-862 / VANDERBILT BCH RD	1983	2008	3/3/2015	91.4	99.90	
Southwest Florida	Collier	State Highway Agency	030203	I-75 NB OVER CR-862	I-75 NB (SR-93)	32,712	CR-862 / VANDERBILT BCH RD	1983	2009	3/12/2013	83	99.96	
Southwest Florida	Collier	State Highway Agency	030205	SANTA BARBARA BLVD / I-75	N COLIER BLVD	32,000	I-75 (SR-93)	1984	2009	3/13/2013	73.6	99.99	
Southwest Florida	Collier	City or Municipal Highway Agency	030207	N COLIER BLVD OVER CLAM BAY	N COLIER BLVD	15,800	CLAM BAY	1979		1/14/2015	95.8	97.88	FO
Southwest Florida	Collier	City or Municipal Highway Agency	030209	N COLIER BLVD OVER SMOKEHOUSE BAY	N COLIER BLVD	9,800	SMOKEHOUSE BAY	1971		1/29/2015	57.1	96.79	
Southwest Florida	Collier	County Highway Agency	030210	W PLANTATION PKWY OVER EVERGLADES	SR-29	673	EVERGLADES DRAIN CANAL	1965		1/6/2015	88.1	99.22	
Southwest Florida	Collier	County Highway Agency	030211	SR-29 / WERE OUTA DOUGH CANAL	SR-29	2,200	WERE OUTA DOUGH CANAL	1986		3/12/2014	94.3	98.36	
Southwest Florida	Collier	State Highway Agency	030212	SR-29 OVER GRASSY POND	SR-29	2,200	GRASSY POND	1986		3/12/2014	93.2	97.24	
Southwest Florida	Collier	State Highway Agency	030213	SR-29 OVER ZLOTY CANAL	SR-29	2,200	ZLOTY CANAL	1986		3/11/2014	94.3	98.10	
Southwest Florida	Collier	State Highway Agency	030214	I-75 NB / GOLDEN GATE CANAL	I-75 SB (SR-93)	10,111	GOLDEN GATE CANAL	1990		3/14/2013	96.2	96.12	
Southwest Florida	Collier	State Highway Agency	030215	I-75 SB / STUMPY STRAND	I-75 SB (SR-93)	10,111	STUMPY STRAND W/L X-ING	1990		3/11/2015	96.2	100.00	
Southwest Florida	Collier	State Highway Agency	030216	I-75 SB / WILDLIFE XING	I-75 SB (SR-93)	10,111	TURNBACK SLOUGH	1990		5/21/2013	97.2	100.00	
Southwest Florida	Collier	State Highway Agency	030217	I-75 NB / FAKA UNION CANAL	I-75 SB (SR-93)	10,111	FAKA UNION CANAL	1990		3/5/2013	96.2	99.96	
Southwest Florida	Collier	State Highway Agency	030218	I-75 NB / LUCKY LADY STRAND	I-75 NB (SR-93)	10,111	LUCKY LADY STRAND	1990		3/11/2015	96.2	84.07	
Southwest Florida	Collier	State Highway Agency	030219	I-75 NB / STUMPY STRAND W/L X-ING	I-75 NB (SR-93)	10,111	STUMPY STRAND W/L X-ING	1990		3/5/2013	96.2	99.89	
Southwest Florida	Collier	State Highway Agency	030220	I-75 NB / WILDLIFE XING	I-75 NB (SR-93)	10,111	TURNBACK SLOUGH	1990		5/21/2013	97.2	99.96	
Southwest Florida	Collier	State Highway Agency	030221	I-75 SB / PENNINGTON CAMP	I-75 SB (SR-93)	10,111	PENNINGTON CAMP WC X 4	1989		5/21/2013	80.5	98.87	
Southwest Florida	Collier	State Highway Agency	030222	I-75 NB / PENNINGTON CAMP	I-75 SB (SR-93)	10,111	PENNINGTON CAMP WC X 4	1989		5/21/2013	80.5	100.00	
Southwest Florida	Collier	State Highway Agency	030223	I-75 NB OVER KOJAK CREEK	I-75 SB (SR-93)	10,111	KOJAK CREEK	1989		5/21/2013	86	99.65	
Southwest Florida	Collier	State Highway Agency	030224	I-75 SB OVER WEST HINTON	I-75 SB (SR-93)	10,111	WILDLIFE CROSSING NO-6	1989		5/30/2013	86.3	98.73	