



AGENDA

BPAC

Bicycle Pedestrian Advisory Committee

IN-PERSON MEETING ONLY

Conference Room 609/610 Growth Management Division

Planning & Regulation Building

2800 N Horseshoe Dr, Naples

August 17, 2021

9:00 a.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of the May 18, 2021 Meeting Minutes**
5. **Open to the Public for Comment on Items not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO
7. **Committee Action**
 - A. Review Project Concept Sheet Submittals
 - B. Endorse Lee/Collier MPO Joint Meeting Agenda
 - C. Endorse 2022 Meeting Calendar
8. **Reports & Presentations (May Require Committee Action)**
 - A. Local Roads Safety Plan
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

September 21, 2021 – 9:00 a.m.
In-Person Meeting
12. **Adjournment**

PLEASE NOTE:

This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing, with a description and summary of the item, to the MPO Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. Any person who decides to appeal a decision of this 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 by calling Ms. Anne McLaughlin at (239) 252-5884 or by writing to her 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 N Horseshoe Dr
May 18, 2021 - 9:00 A.M.
Meeting Minutes**

1. **Call to Order**

Mr. Bonness called the meeting to order at 9:02 a.m.

2. **Roll Call**

Ms. McLaughlin called roll and confirmed a quorum was present in the room.

Members Present

Joe Bonness, Chair
Alan Musico
Patty Huff
Larry Smith
Andrea Halman
Anthony Matonti
Larry Smith
George Dondanville
Claudia Keeler [arrived late]

Members Absent

Dayna Fendrick
Kim Jacob
Dr. Mort Friedman

MPO Staff Present

Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner

Others Present

Trinity Scott, Deputy Department Head, GMD
Michael Tisch, GMD, Transportation Planning
Alex Showalter, Collier Area Transit
Tom Robustelli, Lely County Club Property Owners Association

3. **Approval of the Agenda**

Mr. Musico moved to approve the agenda. Second by **Ms. Huff**. Carried unanimously.

4. **Approval of the March 16, 2021 Meeting Minutes**

Mr. Smith moved to approve the April 20, 2021 minutes. Mr. Musico seconded. Carried unanimously.

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

None.

6. Agency Updates

A. FDOT

Ms. McLaughlin read update provided by Deborah Chesna, FDOT District 1 Pedestrian – Bicycle Planning Coordinator, into the record:

FDOT is conducting Speed Management training for FDOT staff and external partners. We have completed workshop for Leadership and one for production folks and to conclude the series will be taking the workshop on the road to invite our local partners. This workshop is where the Department would like to go in terms of bringing down the speeds to match the context of the roadway and land use.

FDOT has initiated a safety campaign that will focus on Human Behavior changes. The Safety office is conducting a root cause analysis for behavior factors contributing to fatal and serious injury crashes. Updates to come.

The Active Transportation Pedestrian Bicycle Master Plan is moving along. The GIS Advanced Safety Tool has been refined to emphasize connectivity and proximity to trails in the rural areas. We were seeing anomalies that were affecting the criteria so it was further analyzed and refined to simulate real conditions. The plan will include prioritized corridors for Pedestrian Bicycle Needs, Speed Management corridors and we are working to take a closer look at mid-block crossings.

B. MPO Executive Director

Ms. McLaughlin – We have hired an Administrative Assistant who is tentatively scheduled to start work on June 7th. We were very close to hiring a new Principal Planner, but that individual declined the position, so we are starting over again posting the vacancy. Have just loaded the Final Draft FY 2022-2026 Transportation Improvement Program (TIP) to the MPO website. Can view it under Latest News and on the TIP page. Please review bike/ped projects for accuracy, particularly regarding the location maps. Corrected map for Wiggins Pass Rd based on a comment from member of the public. Introduced new member, George Dondanville, approved by MPO Board last Friday (May 14th) to switch from Citizens Advisory Committee to BPAC.

Mr. Dondanville – briefly described his background and previous membership on the Pathways Advisory Committee.

7. Committee Action

A. Review Proposed US Bike Route 15 Alignments Through Collier County

Ms. McLaughlin – introduced item, thanked Collier County Transportation Planning for their assistance providing GIS mapping and analysis; noted Ms. Scott recently promoted to Growth Management Department Deputy Department Head in charge of transportation and other divisions.

Ms. Scott – Introduced Mr. Tisch. We have listened to conversations among committee members and prior meetings and pulled together a series GIS overlays showing existing facilities and up-to-date traffic counts – Average Annual Daily Traffic (AADT) - on roads under consideration for US Bike Route 15. [Mr. Tisch displayed map on large screen]. Purpose is to have good conversation and try to come up with final routing.

Ms. Huff – Thanked Ms. Scott for map and information provided. Think we can decide not to do Lely or St. Andrews, take those two routes off the table due to opposition from some of the residents.

Ms. Halman – Would agree with you if we can find something comparable.

Mr. Bonness – Don't see another safe route, to travel on 951, 4' bike lane on 6-lane road with high speeds and heavy traffic. Posted speed recently increased to 50 mph.

Ms. Scott – keep an open mind; US41 is also a high-speed road with narrow shoulders whereas 951 does have a multi-use path.

Mr. Bonness – Consider who will be using it – road bikers - won't be directed to the multi-use path.

Mr. Musico – But the path goes for miles, I would not rule it out. Propose two routes, one down Lely and one along Immokalee Rd connecting to Ave Maria, south down 29 – would be useful for County residents.

Mr. Bonness – USBR is on a national map to get from one end of Collier County to another.

Ms. Huff – cannot designate 2 routes. Purpose is to provide guidance, recommend the best route to take.

Ms. Huff and Mr. Bonness raised possible alternate routes to consider. Discussion ensued. [Ms. Keeler arrived and was seated at the committee table.]

Mr. Bonness invited members of the public to speak.

Mr. Robustelli – President of Lely Country Club Property Owners Association, 709 property owners are members. Association extends along St. Andrews from Rattlesnake Blvd to Forest Hills. Lely Golf Estates extends from Forest Hills to US 41. Not necessarily here to object.

Is a bike rider. St. Andrews has one travel lane in each direction. Bike lanes also serve as road shoulders. Work vans park in bike lane during the day. St. Andrews is a residential street with 50-60 driveways, mailboxes up against the curb. Bit of an obstacle course. 1 Pedestrian death in 2016, distracted driver ran up on sidewalk. Problems with impatient drivers. Posted speed is 25 mph. Most follow but some in a hurry, use bike lanes to pass slower cars. Lely Resort may be missing boat on not putting in bike lanes. See many bikers in travel lane. US41 at end has wide sidewalk to get to Triangle Blvd. If we were to be selected [for USBR 15], residents would insist on some kind of deterrent to vehicles, like a buffered bike lane. Association Board has not taken a position for or against. Here to listen and provide information to support discussion.

Ms. Halman – Would organized tours use the route?

Ms. Huff – No organized tours but Adventure Cycling does organize some tours.

Mr. Robustelli – Rides in bike lane on Collier Blvd – it's a pleasant route to take. Would really like a paved route through Picayune trail.

Ms. Huff – Everglades City Trail Town Committee is looking at off-road trails. Problem with Big Cypress – too wet or too dry with sand.

Mr. Bonness – we have to work off what's existing now.

Ms. Scott – Would like to remind committee of commitment made in prior meetings that route designation does not require any improvements be made. If residents on St. Andrews want to see additional improvements, will pass information on to County Traffic Operations, and have redesignation of route later on. Need to come up with a route that Mr. Tisch and I can take to the Board [of County Commissioners] without having 300 people speak negatively. Wants committee to come up with consensus recommendation that does not put anyone on the spot to make any changes.

Ms. Huff – Some communities want this. Everglades City was designated a Trail Town because we welcome cyclists.

Ms. Scott – There are very active transportation committees in both areas of Lely that have traffic concerns they deal with on a daily basis. They see the bad behavior on part of drivers. On face value, Grand Lely looks like a good choice but high medians create visibility issues that we're working with them on.

Committee members discussed alternate routes.

Ms. Scott – using map projected on screen, described existing facilities, traffic counts, led a discussion of alternative routes. Discussion included Livingston to Radio Rd; Golden Gate Parkway to Santa Barbara; Radio to Davis Blvd to 951; Golden Gate Parkway to Santa Barbara.

Committee members discussed difficulty of crossing 951 at Davis Blvd.

Mr. Bonness – long distance bikers can navigate large intersection at Davis and 951.

Ms. Scott – Summarized the proposed route: Livingston to Golden Gate Parkway to Santa Barbara to Radio Road, merge onto Davis, connect to 951; south to US41; east to Miami. We can re-evaluate the route after it's been in place awhile, she can have Traffic Operations work with residents on St. Andrews.

Mr. Musico – would like to stop route at US41 and SR29 since we don't know what Miami-Dade County is doing. Still wants a second route designated.

Ms. Huff – we need a loop ride in Collier County out on 29.

Ms. Halman – with SR 82 coming in, would be a good route to cycle on – bike lanes and sidewalks are planned.

Mr. Robustelli – Rich King Greenway is an option – has a relatively wide, paved pathway, although it's not particularly scenic and has no shade.

Mr. Dondanville – it took 20 years to get it built, we weren't overly concerned with shade at the time.

Mr. Bonness – called for a motion.

Mr. Matonti – move to endorse route: Livingston to Golden Gate Parkway to Santa Barbara to Radio Road, merge onto Davis, connect to 951; south to US41; east to Miami. Mr. Smith seconded. Passed unanimously.

8. Reports & Presentations (May Require Committee Action)

None.

9. Members Comments

Mr. Bonness – Ride of Silence tomorrow (Wednesday May 19th) at 6pm out of Cambier Park to commemorate all cyclists who have been injured and killed. Two deaths here in Collier County. We need to think how we can stop more from happening. Examples – maintain clear zones at intersections and at parking lot; County's Land Development Code (LDC) contradicts what need to have such as requiring hedge to screen parking lot, blocks views of cyclists/pedestrians at entrances/exits. Major entrances at big box stores, fatalities at Home Depot on Airport Road. Cars don't stop before entering or exiting. Problems with right turns at stop signs and red lights. What's status of Local Roads Safety Plan and Safety Coalition?

Ms. McLaughlin – Board approved the Local Roads Safety Plan at their meeting last Friday (May 14th). Will give a presentation on the Plan at next committee meeting.

Mr. Musico – We looked at that – suggested putting in rumble strips and proposed a prototype installation at [Collier County] Government Center. Never happened. There should be no vegetation within 15’ of an entry/exit.

Mr. Bonness – LDC calls for 30- in each direction, no vegetation above 30”.

Mr. Dondanville – changing the LDC is long-term solution; City of Naples is looking for locations that need fixing now.

Discussion ensued regarding whether the County still has a phone number in place for reporting safety concerns, potholes, etc.

Mr. Tisch - showed County’s 311 phone number and app on the screen, service available to members of public to report safety concerns.

Mr. Bonness – couple of actions for committee – what can be done with sidewalk crossings at entrances and exits and stopping cars at right turn lanes – that’s an enforcement issue for the Sheriff’s Office.

Ms. Halman – and we need more trees for shade.

Mr. Smith – committee should limit LDC review to commercial uses; private citizens do not want rumble strips at residential entrances and exits. Reiterated request made at last two meetings – has not heard from the County yet. Would like this to be on the next agenda for action - Collier County report on extending bike path along Vanderbilt Beach Rd from Vanderbilt Dr to Gulf Shore and Naples One.

Mr. Bonness – invited **Ms. Keeler** to introduce herself as new member – moved from New York/Connecticut area 5 years ago; avid biker; live in Palm River Estates; has degree in Transportation.

Ms. Huff – welcome two new members.

10. Distribution Items

None.

11. Next Meeting Date

August 17, 2021 – 9:00 a.m.
In-Person Only

12. Adjournment

The Chair adjourned the meeting at 10:28 a.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Review Project Concept Sheet Submittals

OBJECTIVE: For the committee to review project concept sheet submittals.

CONSIDERATIONS: Eight (8) projects totaling \$7.4 million were submitted in response to the MPO's Call for Bike-Ped Projects. MPO staff conducted a preliminary eligibility review, summarized in the matrix shown in **Attachment 1**. All 8 submittals meet the eligibility requirements established in the MPO's Bicycle and Pedestrian Master Plan (BPMP).

The 8 project submittals are shown in **Attachment 2**. Project proponents will have the opportunity to present a brief overview of each project and respond to questions and comments from committee members.

The next step in the process is for agencies to submit more detailed project information packets. FDOT has released a new TA Core Application form, shown in **Attachment 3**. This is the form that submitting agencies should use. The Submittal Process & Schedule summary has been revised to reference the new forms. (**Attachment 4**) The TA Core Application forms are due October 30, 2021. The committee will review the information packets, score and rank projects at the November 16, 2021 meeting.

STAFF RECOMMENDATION: For the committee to review project concept sheet submittals.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Eligibility Review Matrix
2. Project Submittals
3. TA Core Application (FDOT)
4. Call for Projects – Process and Timeline

2021/22 CALL FOR BIKE-PED PROJECTS ELIGIBILITY REVIEW MATRIX

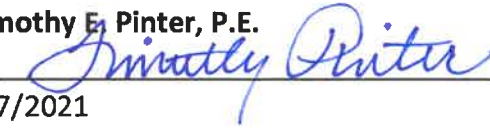
	Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested Funding		Eligibility Review Checklist				LAP	Notes	PD&E, DSN	CST, CEI	
							Phase	Amount	BPMP	Timeliness	Constructability	Funding Availability					
1	Marco Island	Bald Eagle Bike Lanes	Bald Eagle Heathwood	Collier Blvd Heathwood Dr	Heathwood Drive San Marco Rd	1.4	CST	\$ 744,800	✓	✓	✓	✓	✓	in-road 5' bike lanes; see p33, 38, 42 Tier 1 BPMP; 35 mph local contribution Design, PM; #1 priority for Marco Island 2018 Bike Master Plan; Resolution 18-30; letters of endorsement; scoring criteria addressed; very thorough	0	744,800	
2	Everglades City	Phase 4 Bike/Ped Improvements	Datura St	Collier Ave (CR 29)	School Dr	0.2	CST	\$ 544,880	✓	✓	✓	✓	✓	SRTS ASPECT 6' sidewalks both sides 1,110 lf, bike lanes 650 lf (lane width TBD); see also 4370961 & 4482651 Is FDOT willing to manage project?	0	544,880	
			Camellia St	Collier Ave (CR 29)	School Dr	0.2								SRTS ASPECT 6' sidewalks both sides 1,110 lf			
			Collier Ave (CR 29)	Everglades Isle RV Resort	Begonia ST	0.1								6' sidewalk on west side			
			School Dr	Camellia St	Everglades City School	0.1								SRTS ASPECT 6' sidewalk on west side			
3	County District 1	Naples Manor Sidewalks	Confederate Dr	US41	McCarty St	0.4	DSN, CST, CEI	\$ 430,000	✓	✓	✓	✓	BPMP p 4 EJ community; 6' sidewalks, marked crosswalks, ROW confirmed.	59,000	371,000		
			McCarty ST	Florida Ave	Warren St	0.4								\$ 670,000	96,000	574,000	
4	County District 2	Naples Park Sidewalks	106 Ave N	Vanderbilt Dr	US 41	1.0	DSN, CST, CEI	\$ 621,000	✓	✓	✓	✓	✓	BPMP p4 EJ, 6' sidewalk one side, marked crosswalks, drainage improvements, signing, ROW, feasibility confirmed	72,000	549,000	
			108 Ave N			1.0									\$ 627,000	72,000	555,000
			109th Ave N			1.0									\$ 622,000	72,000	550,000
			Vanderbilt Beach Rd	Gulf Shore Dr	US 41	1.2									\$ 703,000	100,000	603,000
5	County District 3	Golden Gate City Sidewalks	23rd PL SW	45th ST SW	43rd Ln SW	0.19	DSN, CST, CEI	\$ 95,505	✓	✓	✓	✓	5' sidewalk one side, ROW & feasibility confirmed; BPMP EJ p4 and adopted Walkable Community Plan p67	10,160	85,345		
			45th St SW	23rd Ave SW	Sunset Rd	0.42								\$ 239,814	25,512	214,302	
6	County District 4	Bayshore CRA Sidewalks	Areca Ave	Bayshore Rd	Domino Ave	0.19	DSN, CST, CEI	\$ 164,698	✓	✓	✓	✓	5' sidewalk one side, ROW & feasibility confirmed; EJ; also in Bayshore CRA Master Plan	17,521	147,177		
			Pineland St	County Water Storage Facility	Francis Ave	0.42								\$ 95,393	10,148	85,245	
7	County District 5	Immokalee Sidewalks	South 2nd St	Colorado Ave	Boston Ave	0.6	DSN, CST, CEI	\$ 1,079,000	✓	✓	✓	✓	✓	5' sidewalk one side, ROW & feasibility confirmed; marked crosswalks, drainage improvements, signage; BPMP p4 EJ & Cmty Walkability Study p67	181,000	898,000	
			South 3rd St	Colorado Ave	Boston Ave												
			South 4th St	Colorado Ave	Boston Ave												
			South 6th St	Colorado Ave	W. Delaware Ave.												
			South 7th St	Colorado Ave	Boston Ave												
8	Collier MPO	Bike-Ped Crossing Safety & Feasibility Study	Golden Gate Parkway	Gordon River Greenway	Freedom Park	0.0	PD&E	\$ 750,000	✓	✓	n/a	✓	study option to Freedom Park Ped Bridge Project 2019 priority; Gordon River Greenway Master Plan calls for ped bridge; see BPMP p31&32; Is FDOT willing to manage project?	750,000	0		
TOTAL								\$ 7,387,090									
PD&E/DESIGN								\$ 1,465,341									
CST/CEI								\$ 5,921,749									
2045 LRTP - CFP, Table 6-7								Available Funds \$ 5,085,000									
														1,465,341	5,921,749		

MARCO ISLAND SUBMITTAL

MPO PROJECT CONCEPT SHEET – NON-MOTORIZED

Part 1 - Determination of Eligibility

Applications must sufficiently respond to the timeliness, constructability, and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction - **City of Marco Island**
2. Name of Applicant - **Timothy E. Pinter, P.E.**
3. Signature of Applicant - 
4. Date of Application - **7/7/2021**
5. Project Title - **Bald Eagle Bike Lanes**
6. Project Category
 - Arterial / Collector Local / Residential
 - Spine / Pathway Complete Streets / Safety Corridor Study

7. Project Location, Termini and Length (*Attach Location Map*)

The proposed bike lanes will be placed in the swales along Bald Eagle Drive, southward beginning at Collier Blvd for 1.2 miles, and then proceed along Heathwood Drive for an additional .2 miles before ending at San Marco Road.

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)

This Project will provide In-Road Bike Lanes along Bald Eagle Drive so that faster Cyclists can safely ride in the roadway and travel in the same direction as vehicle traffic, thus avoiding a major cause of accidents in Collier County. Bald Eagle is the second most heavily traveled roadway on Marco Island, and does not have sufficient roadway at present to safely accommodate both vehicle and in road bicycle traffic. The Project will provide an important connection between the bike lanes previously installed on Bald Eagle (North of Collier Blvd.), and on Heathwood (South of San Marco). It will also provide an important linkage to the major east/west bike lanes currently on San Marco; and to the Sun Trail and Spine Pathways shown on page 33 of the Collier MPO Bicycle/Pedestrian Master Plan (BPMP).

The Project seeks approximately \$744,800 in MPO-SU funds for construction (see Section 10). Marco Island will contribute approximately 10% to 20% of the Total Project Costs in the form of Design Funds and Project Management via a LAP Agreement.

The Project requests that the Construction (CST) phase be programmed in the FDOT 5 Year Plan at the earliest date feasible based on FDOT funding availability. The Project

has been unanimously approved by the Marco Island City Council and supporting documentation (Resolution 18-30) is attached. The proposed routing of this Project is extensively utilized by bicyclists today, has broad public support, it mitigates identified safety issues which resulted in documented crash reports, and is immediately adjacent to an Environmental Justice area as outlined in section 14 following.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

This Project has no timing dependencies on any other activity for programming; and the interconnecting bike lanes on San Marco, Bald Eagle (North of Collier), and Heathwood (South of San Marco) are already in place and in use.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

There is sufficient Right of Way in the swales along the proposed route to accommodate 5' Bike Lanes. The preliminary cost estimate was based the mileage of the proposed route (1.4 miles) multiplied by the generic cost per mile (\$532,000) provided in the BPMP on page 45. A detailed cost estimate update will be provided with supporting documentation in the FDOT Worksheet to follow.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO and by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

Approximately \$744,800 is being requested from the MPO-SU Box funds which will become available in the next funding cycle. This Project is currently the #1 priority and is the last remaining project in the Marco Island Master Plan which is not funded. Marco Island will contribute funds for the Design and Project Management of this project. Funding for Bike Path Projects is provided for in the CIP (Capital Improvement Budget); and Section 3 of Resolution 18-30 states 'The City Council will continue to support funding for additional projects to complete the Master Plan program'.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

This Project will address a Tier 1 Project in the Prioritized Bicycle and Pedestrian Facility needs outlined in Chapter 5 of the BPMP. It is referenced on Page 38 and is depicted on the map displayed on Page 42 of that plan.

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. *(attach pages or documentation if needed.)*

The proposed 5' Bicycle Lanes are consistent with the Design Guidelines specified in Chapter 6, Table 16 for a C5 Urban Center facility with a 35 mph speed limit on Page 51.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. *(Attach additional pages or documentation if needed.)*

Chapter 7 states that 'Locally-adopted Plans and Policies provide a key part of the framework for building a safe, convenient multimodal network'. As stated, this project is the #1 priority in the Marco Island Master Plan which was approved in 2018 (attached) and reviewed with City Council annually since then.

The Bald Eagle Bike Lane Project also has extensive Community support. During the public outreach phase of the Collier MPO - BPMP, over 600 comments were received from the public. Of these, 222 were related to needs on Marco Island, and 190 of those specifically referenced the need to prioritize the Bald Eagle Bike Lane Project. In addition, Letters of Endorsement supporting this Project were received from the following important Community Organizations:

- Marco Island Charter Middle School**
- Marco Island Academy High School**
- City of Marco Island Police Department**
- Marco Island Chamber of Commerce**
- Marco Island Area Association of Realtors**
- Marco Island YMCA**
- Marco Island Civic Association**

Finally, during the annual Public Outreach exercise conducted by the Marco Island Bike Path Committee, another 508 signatures were collected from Residents and Visitors supporting the implementation of this Project. All documentation supporting these comments and endorsements has been provided to the Collier MPO for inclusion in the Appendices of BPMP.

The Tier 1 Walkable Communities Studies shown in Appendix 11 of the BPMP reflects the high priority placed on safety. However, as only data from 2016 and before was available at the time of compilation of the BPMP, Crash Reports available for 2017 thru 2019 were not reviewed when scoring this project. The score for the Bald Eagle Bike Lane Project should be updated to reflect the data currently available as described below.

Of the 4 crashes reported along the proposed route, one accident was serious and required EMS Transport to the Hospital Emergency Room; and subsequent medical Treatment. The Bike Lanes proposed by this project could have avoided this crash. Crash Reports are attached.

The Tier 1 Walkable Communities Studies shown in Appendix 11 of the BPMP reflects the high priority placed on Environmental Justice (EJ). However, the EJ score does not reflect the sizeable Hispanic community in the area immediately adjacent to this Project (census tract 109.02). These residents in our community work in the many Restaurants on Marco, and many commute to work at night via bicycle. EJ Census map is attached.

Chapter 7, Section 3 states that High Priority Complete Streets Corridors will coincide with the CAT Bus Routes. This Project aligns with Route 21 of the Marco Circulator, and is adjacent to 2 stops on that route.

15. Please provide any additional information that may support the project application. *(Attach additional pages or documentation if needed.)*

This Project was previously submitted to the MPO during the 2018 Call for Projects, which was later cancelled by the Collier MPO to allow for the completion of the BPMP.

While the BPMP Scoring Model considers 3 important factors (Environmental Justice, Connectivity, and Safety) for prioritization, one of our goals should be to place the infrastructure facilities where they will have the highest utilization rates. Bald Eagle Drive is heavily traveled by cyclists today, and there are two additional data points which should be considered in the prioritization of this Project.

The Bald Eagle Bike Lane Project is located in an extremely high density area with 2,837 Residential Units located within ½ mile of the proposed route. Many of these are Condominiums, where bicycles are commonly used as a 'second car' for transportation. Supporting data was provided to the MPO in the previous application and is available if needed.

A survey was taken to assess daily cyclist volumes on the route of this project. The methodology used was to log a series of daily 'snapshots' of cyclists observed on the roadway from January through March. Samplings were taken at various times of the day under the random weather conditions that prevailed at the time of the sample. The resulting logs indicated that this route is supporting an average of 936 cyclists per day during peak season. Supporting data was provided to the MPO in the previous application and is available if needed.

When current cyclist utilization volumes are available for a project, it is an important data point and should be considered during prioritization, particularly when evaluating the relative priority of Projects that have equal scores based on the other three prioritization criteria.

Attachments:

Project Map

Resolution 18-30 City Council Approval of Master Plan

Appendix 11 – Tier 1 Segments from Walkable Community Studies

Bicycle / Vehicle Crash Map

Detailed Crash Reports

Environmental Justice Map

Lot and Block Map



Lot and block information for Marco Island

0.3mi

County of Collier, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

Proposed Route for Bike Lanes

- Bald Eagle (Collier Blvd to Heathwood)
- Heathwood (Bald Eagle to San Marco)

RESOLUTION 18-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARCO ISLAND, FLORIDA, ENDORSING THE MARCO ISLAND BIKE PATHWAYS COMMITTEE MASTER BIKE PATH PLAN AND TO CONTINUE TO SUPPORT FUNDING THROUGH THE BUDGET PROCESS, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Marco Island provides for continuous citizen input and advice through a wide variety of boards and committees; and

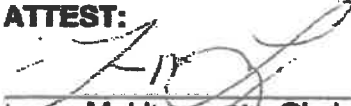
WHEREAS, the Marco Island Bike Pathways (ad-hoc) Committee has worked with staff to create a Bike Pathways Master Plan, which was originally adopted by the City Council in 2009; and

WHEREAS, this Master Plan has identified Bike Lanes and Shared-Use Pathway Projects to allow both expert and novice riders to get around to most parts of the City by bicycle.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marco Island, Florida that:

- Section 1.** The above recitals are true and correct and incorporated herein.
- Section 2.** The Marco Island City Council endorses the 2018 Marco Island Bike Path Master Plan shown in attached "Exhibit A."
- Section 3.** The City Council will continue to support funding for additional projects to complete the Master Plan program.
- Section 4.** This resolution shall take effect immediately upon its adoption.

Passed in open and regular session of the City Council of the City of Marco Island, Florida, this 16th day of April 2018.

ATTEST:


Laura M. Lizan, City Clerk

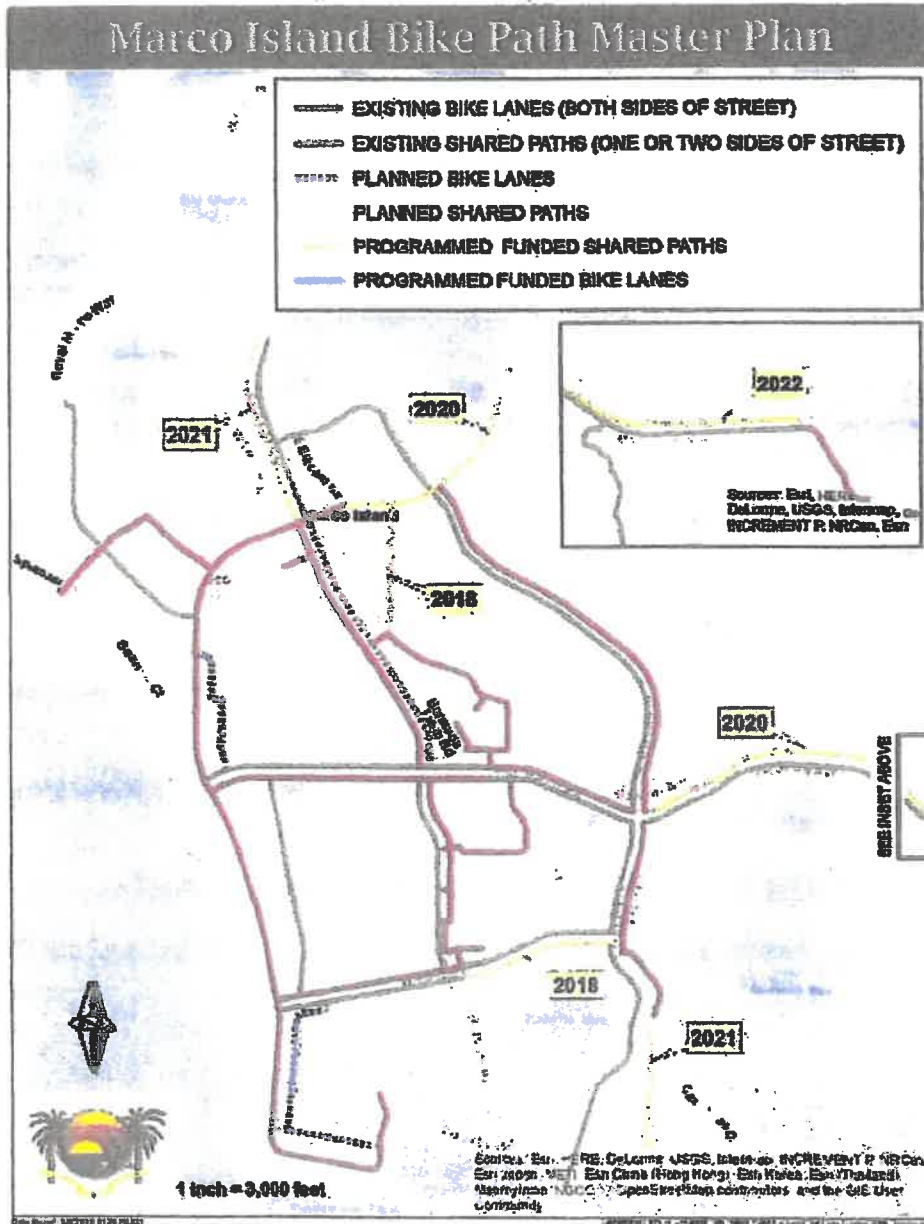
CITY OF MARCO ISLAND, FLORIDA
By: 

Jared Grifoni, Chairman

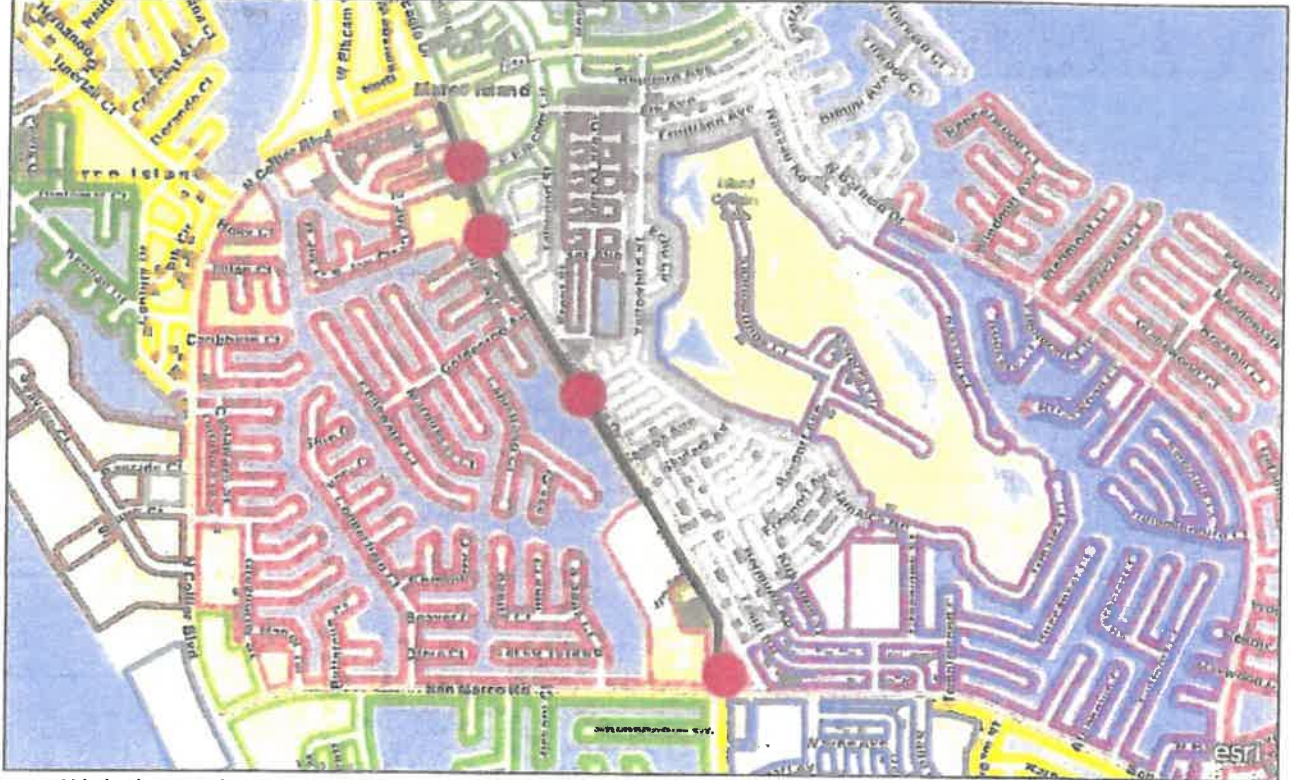
Approved as to form and legal sufficiency:


Alan L. Gabriel, City Attorney

EXHIBIT "A"



Lot and Block Map



Lot and block information for Marco Island

0.3mi

County of Collier, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

Safety

There were 4 vehicle / bicycle crashes along the proposed Project Route at the locations shown above; and Florida Traffic Crash Reports for these are attached.

One of these was serious and required EMC Transport to the Hospital Emergency Room; and required subsequent medical treatment. The Bike Lanes proposed by this Project could have avoided this Crash by providing a facility on which Southbound bicycle traffic would be traveling with the flow of vehicle traffic rather than against it; as was the case with this accident.

FLORIDA TRAFFIC CRASH REPORT

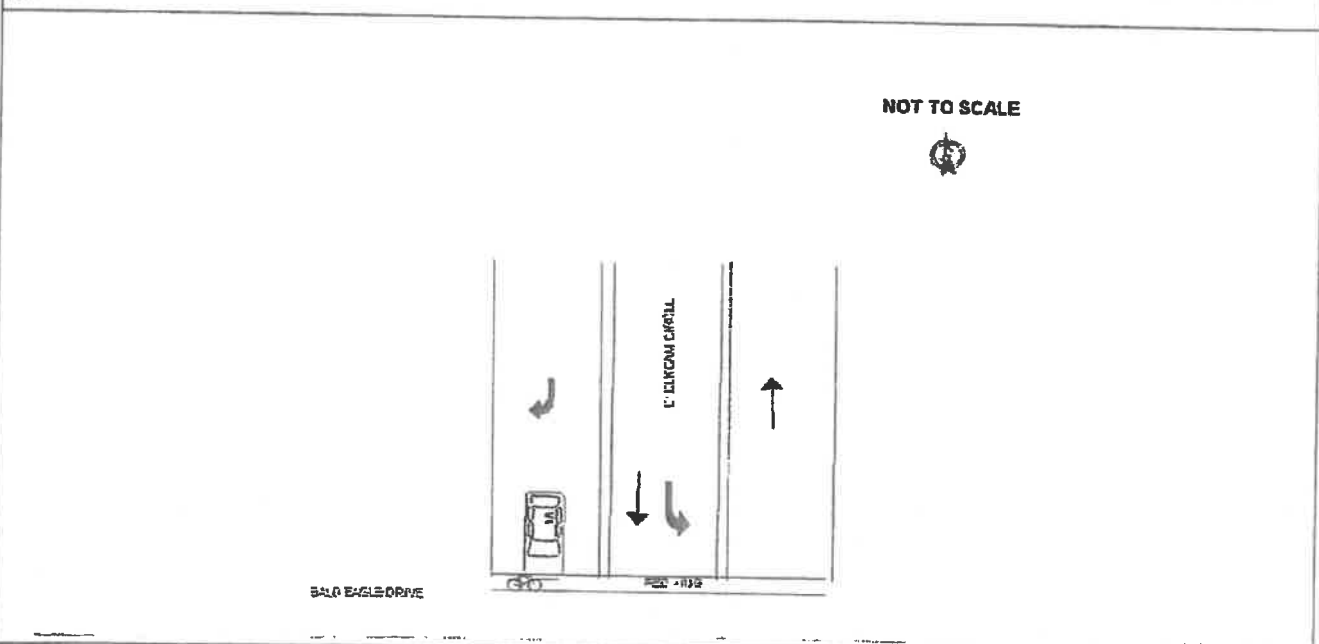
 LONG FORM

 SHORT FORM

 DRIVER EXCHANGE

 UPDATE

# OF WITNESSES 2	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 04/13/2017	TIME OF CRASH 12:39 PM	DATE OF REPORT 04/13/2017	REPORTING AGENCY CASE # LMP17041300012807	FLSMV CRASH REPORT # 5553204
CRASH IDENTIFIERS						
COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 12:44 PM	TIME DISPATCHED 12:44 PM
TIME ON SCENE 12:50 PM	TIME CLEARED SCENE 1:10 PM	COMPLETED YES	REASON (if investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM

NARRATIVE

Officers were dispatched to Bald Eagle Drive/E Elkcam Circle for a report of an injury crash between a motor vehicle and a bicycle. Upon arrival, W#2, Herbert Flores, boyfriend of the bicyclist, Meaghan Fitzpatrick, advised he and Meaghan were riding bicycles eastbound on the sidewalk on the north side of Bald Eagle Drive approaching E. Elkcam Circle. Herbert advised he looked up and saw the traffic signals for Bald Eagle Drive and E. Elkcam Circle vehicular traffic were both red. Herbert advised Meaghan started to ride her bicycle into the marked crosswalk on E. East Elkcam Circle and yelled something to somebody. Herbert advised he could not recall what the crosswalk signal indicated for the right of way when Meaghan began to go through the crosswalk. The next thing Herbert knew, Meaghan was laying on top of a vehicle hood and then rolled off onto the roadway. W#1, William Kalm, advised he was sitting in his vehicle in traffic eastbound in the 600 block of Bald Eagle Drive. William advised he saw the crash and had a recording of it on his in car camera. William advised the bicycles started to travel through the crosswalk on E. Elkcam Circle and did not have a pedestrian right of way signal indicator to cross. William advised when V#1 and Meaghan's bicycle made contact, she fell off of her bicycle onto the hood of V#1, hopped off, and then sat in the middle of the roadway calling out "I'm an attorney". William is going to try to make a copy of the video and provide it to MIPD. Driver#1, Antuan Castillo, advised he had been stopped southbound in the 600 block of E. Elkcam Circle, near the Bald Eagle Drive intersection, waiting to turn right onto Bald Eagle Dr. Driver#1 advised he looked right, left, and right again, as he began to creep up slowly to go into his right turn. The next thing he knew a bicycle was in front of his car. The front end of V#1 then made contact with the bicyclist's front tire. The bicyclist fell onto his hood and then hopped off. Antuan advised he had looked at the pedestrian crossing signal and the bicyclist did not have a right of way signal indicator. The only damage to V#1 were dents on the hood. There was no damage to the Island Bike Rental bicycle that Meaghan was riding. Island Bike Shop came and verified that at the scene and took both bicycles back to their store. Meaghan was transported by Medic Rescue 50 to get checked over. At 1329 hours, I made phone contact with Herbert Flores, who was on his way to see Meaghan at the ER. I asked Herbert if he could have Meaghan call me after she was released or if he could call and update me on her injuries. At approximately 1502 hours, Meaghan and Herbert came to the station. Meaghan advised she had been diagnosed with two sprained ankles and contusions. Photos were taken. Meaghan also provided her own photos taken at the ER. Meaghan advised when she was driving through the crosswalk, the driver of V#1 was distracted from being on his cell phone. Due to conflicting verbal statements from all parties, it is undetermined at this time as to who violated the right of way. Both parties were referred to contact Driver #1's insurance.

FLORIDA TRAFFIC CRASH REPORT

 LONG FORM

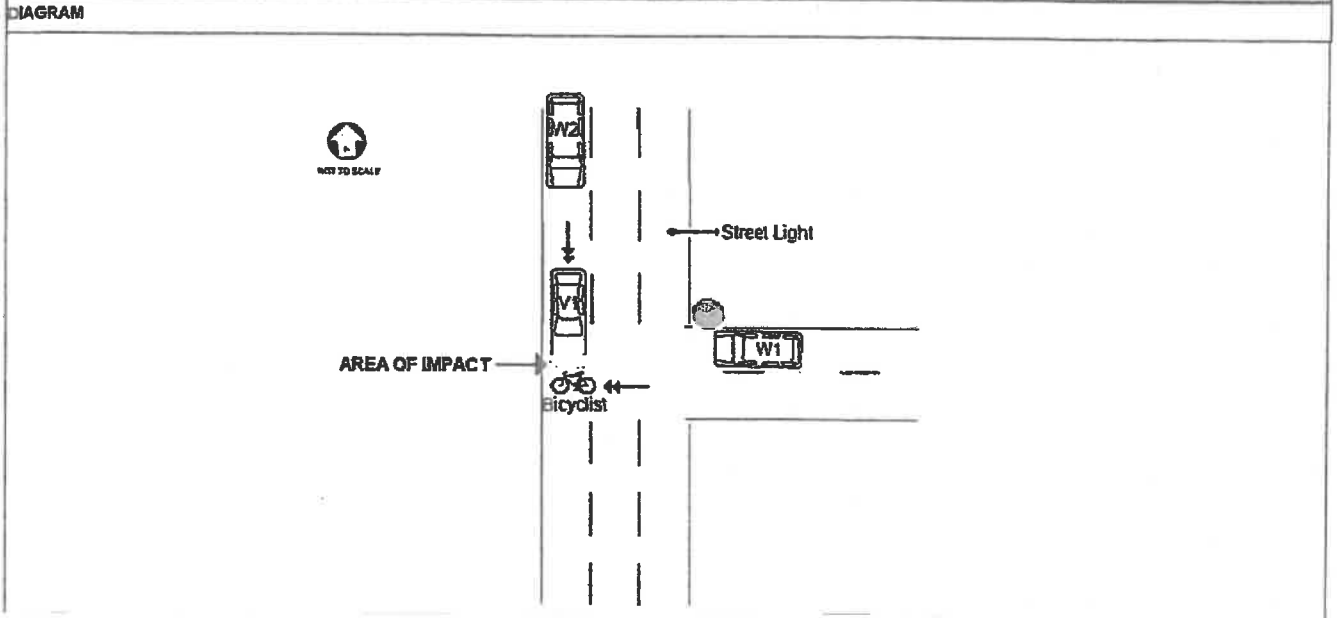
 SHORT FORM

 DRIVER EXCHANGE

 UPDATE

# OF WITNESSES 2	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 04/25/2017	TIME OF CRASH 9:02 PM	DATE OF REPORT 04/25/2017	REPORTING AGENCY CASE # MPD17042500014331	SMV CRASH REPORT # 5853220

CRASH IDENTIFIERS						
COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 9:02 PM	TIME DISPATCHED 9:03 PM
TIME ON SCENE 9:05 PM	TIME CLEARED SCENE 9:40 PM	COMPLETED YES	REASON (If Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT



NARRATIVE

Driver of vehicle 1 (V1) was driving south bound on Bald Eagle Driver at approximately 30 miles per hour when she saw a bicyclist in the roadway wearing all black with no lights. She stated she tried to stop but he was to close and she made contact with the bicyclist. Witness 1 stated she was at the stop sign at Yellow Bird and she saw the bicyclist falling to the ground after the contact was made. The witness stated that the bicyclist was crossing the street and was in the driver's lane. Witness 2 stated that she was following the driver and that she could not see the bicyclist but did see the driver break. I find the bicyclist to be at fault for the crash. The bicyclist crossed over the lanes of traffic without waiting for proper time to cross. The bicyclist had dark clothing and no lights attached to him or the bike in a low lit area.

ROADWAY INFORMATION						
ROAD SYSTEM IDENTIFIER LOCAL			STREET ADDRESS #	CRASH OCCURRED ON STREET, ROAD, HIGHWAY BALD EAGLE DR		
AT FEET	OR MILES	Direction	AT/FROM INTERSECTION WITH STREET, ROAD, HIGHWAY YELLOWBIRD ST	AT LATITUDE	AND LONGITUDE	
STREET LIST USED? Yes	Local Used? No	OR FROM MILEPOST #	TYPE OF SHOULDER UNPAVED	TYPE OF INTERSECTION T-INTERSECTION		

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

SHORT FORM

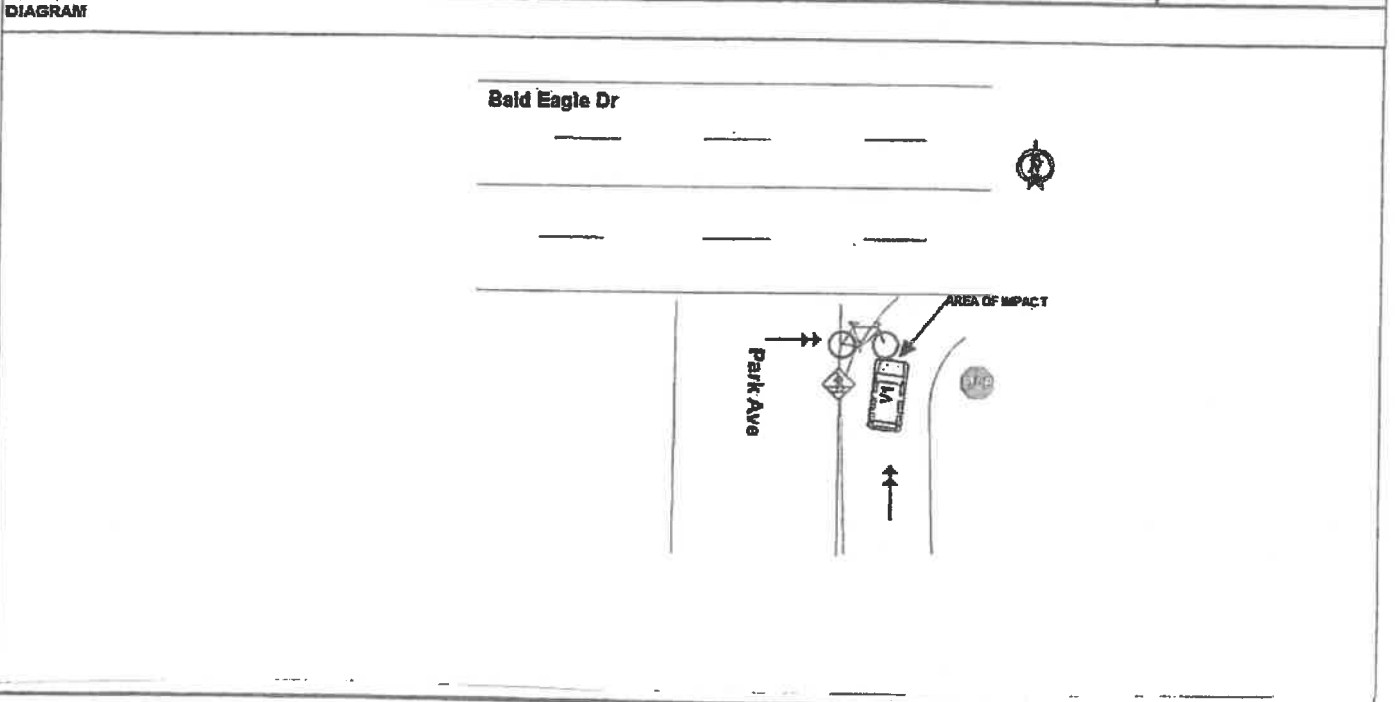
DRIVER EXCHANGE

UPDATE

# OF WITNESSES 1	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 12/13/2019	TIME OF CRASH 6:10 PM	DATE OF REPORT 12/13/2019	REPORTING AGENCY CASE # MP19121300048307	HSMV CRASH REPORT # 65853854

CRASH IDENTIFIERS

COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 6:14 PM	TIME DISPATCHED 6:15 PM
TIME ON SCENE 6:17 PM	TIME CLEARED SCENE 7:06 PM	COMPLETED YES	REASON (if Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT



NARRATIVE

D1 of V1 traveling on Park Ave. Bicyclist traveling on sidewalk of Bald Eagle Dr crossing in crosswalk at Park Ave. D1 of V1 failed to stop prior to crosswalk and contacted front left bumper to Bicyclist center of bike at approximately 5MPH.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM

SHORT FORM

DRIVER EXCHANGE

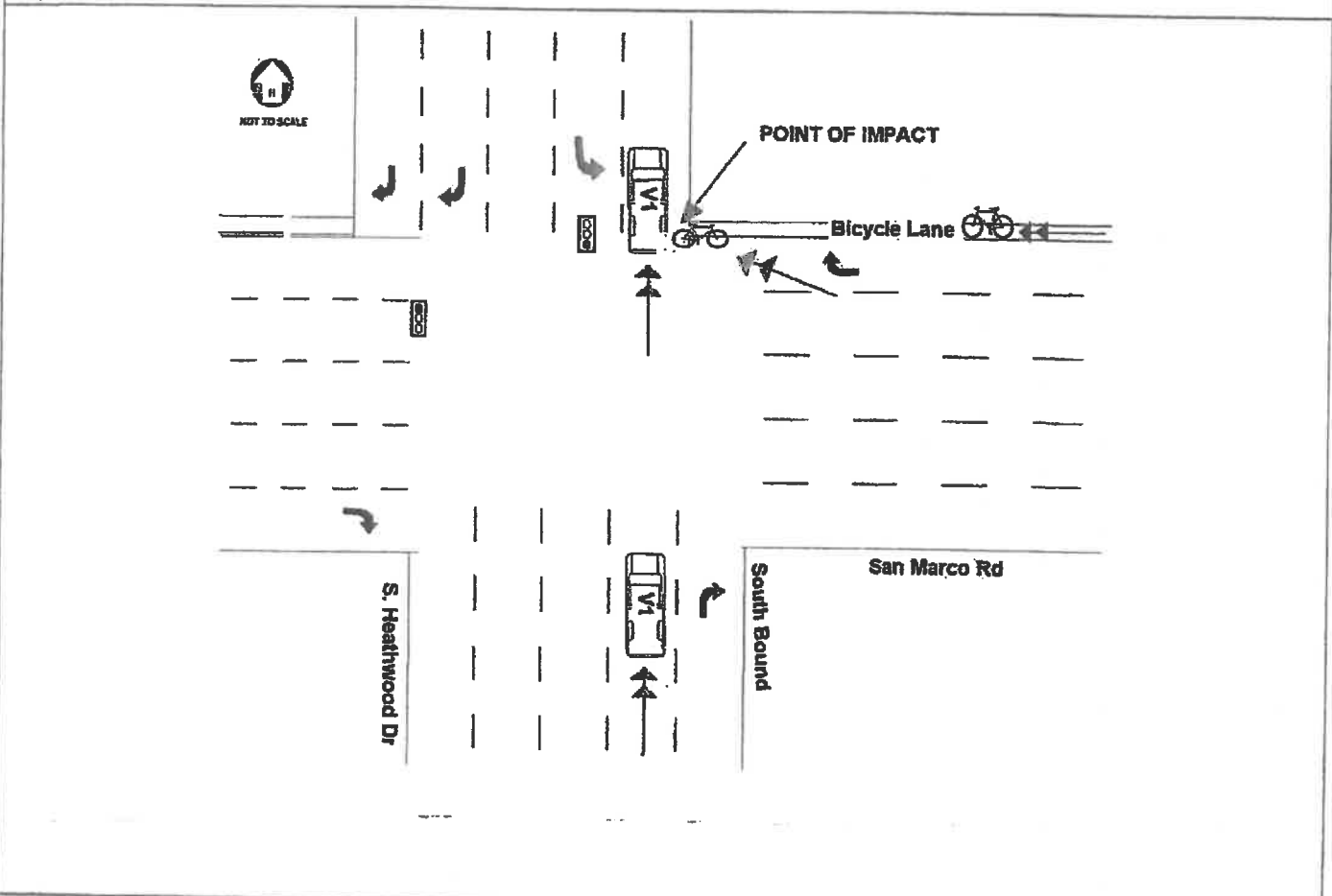
UPDATE

# OF WITNESSES 0	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 04/24/2019	TIME OF CRASH 1:28 AM	DATE OF REPORT 04/24/2019	REPORTING AGENCY CASE # MP20190424-00014427	HSMV CRASH REPORT # 85853727

CRASH IDENTIFIERS

COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 1:30 AM	TIME DISPATCHED 1:31 AM
TIME ON SCENE 1:33 AM	TIME CLEARED SCENE 1:40 PM	COMPLETED YES	REASON (If Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM



NARRATIVE

V1 was driving south bound through the intersection of Heathwood and San Marco. D1 had the right of way with the green light. NM was traveling west on his bicycle on San Marco Road. NM got to the intersection with the red light and continued through hitting V1 on the passenger rear side on the vehicle. v1 was located on the roadway at the north east side of the intersection when contact was made. NM is the person at fault and stated he hit V1 numerous times.

Justice Map: Visualize race and income data for your community and country.

Search

Go

Advanced Mode



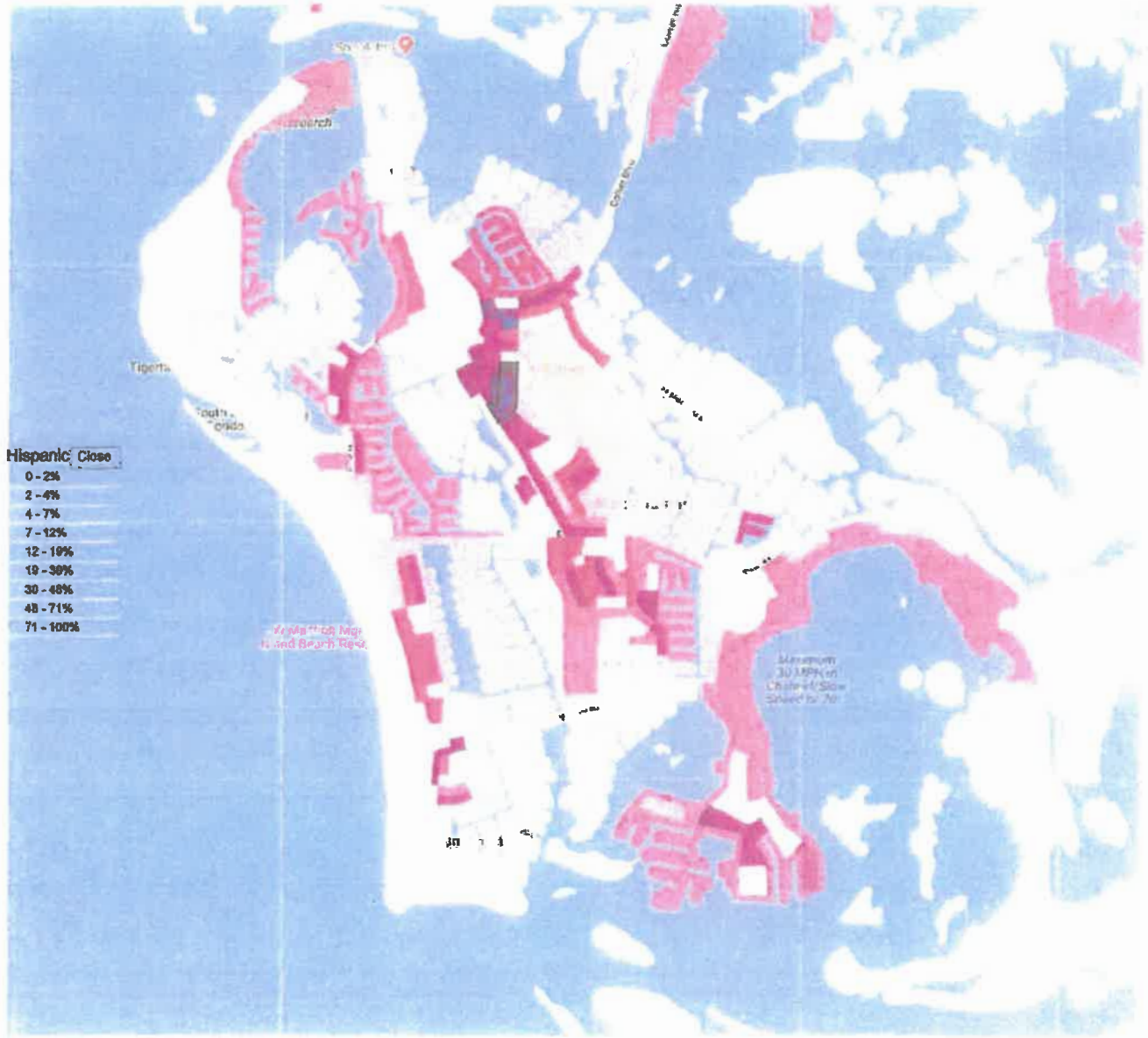
Layers: | American Indian | Asian | Black | Hispanic | Multi-Racial | Nonwhite | White | Plurality |

Income

[Case Map](#)



[Open StreetMap](#)



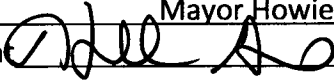
Go

Map data ©2019 INEGI

EVERGLADES CITY SUBMITTAL

Attachment 1 MPO Project Concept Sheet and Determination of Eligibility

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation. Please use additional pages if answers exceed space allocated. Submittal Packets are limited to 15 pages total, including this form.

1. Name of Submitting Jurisdiction City of Everglades City
2. Name of Applicant Mayor Howie Grimm
3. Signature of Applicant 
4. Date of Application 7/7/21
5. Project Title Everglades City Phase 4 Bike/Pedestrian Improvements
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)

Phase 4 (Exhibit B) combines the following four segments to maximize scale for efficiency of management/mobilization costs and will connect to previous projects.

- a. **Datura Street** from Collier Ave (CR 29) to School Drive (1110 lin. ft.)
Sidewalks both sides (1110 lin.ft)
Bike lanes both sides for a portion of the project – Collier Ave to Copeland Ave N. (650 lin. ft.)
 - b. **Camellia Street** from Collier Ave (CR 29) to School Drive (1100 lin. ft.)
Sidewalks both sides)
 - c. **Collier Avenue** from Everglades Isle RV Resort to Begonia St. (400 lin. ft)
Sidewalk on west side to fill gap
 - d. **School Drive** from Camellia St. to sidewalk at Everglades City School (400 lin.ft.)
Sidewalk on west side
8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
Phase 4 of the Everglades City Bicycle / Pedestrian Master Plan (Exhibit A) will provide a safe connection for school children to the Everglades City School and enhance the safety conditions for pedestrians and bicyclists in the northern commercial area of Everglades City.

The project will serve the northern commercial area, where several restaurants, lodging facilities, RV parks, eco-tourism businesses and stone crab operations are located. This project will also provide pedestrian access to the Post Office, two churches and other commercial enterprises. Currently, residents and visitors are using the city streets to walk or ride to these facilities. There is large truck traffic on Camellia Street to service the restaurants and stone crab businesses, so the proposed sidewalks will provide a much safer and more pleasant access to these businesses. These facilities will also connect to the existing sidewalk on Collier Avenue, and to the bike lanes on Copeland Avenue North, both of which provide a link to the central downtown area where many destinations are located, including City Hall and McCleod Park.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. *(Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.)*

This project will build on the framework of previously approved and funded projects, including:

Project #437096-1 which provides a sidewalk along Copeland Avenue South (CR 29) from City Hall to the City limits, with funding phases in FDOT Work Program as follows: design in FY20, Environmental effort in FY 21 and Construction in FY22.

Project # 4482651 which includes sidewalks and bike lanes on Broadway Avenue and bike lanes on Hibiscus Avenue, with funding approved in TIP for design in FY26.

County Maintenance Road Resurfacing project - Copeland Avenue South (CR29) from the Circle south to the City limits, to re-stripe existing traffic lanes as bike lanes as a lane re-purposing project, to be done in FY22.

Once completed, these projects will represent a connected network of bike/ped facilities that will enhance safety and mobility throughout the town.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

See attached **Exhibit C** – Photo sheets

See attached **Exhibit D** – Cost Estimate

Right of Way is available per plats of Everglades City/Collier County Appraiser’s Maps

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

a) Additional Local funding is not available.

b) MPO Pathway Box Funds - \$4.1 million available total. Funding amount requested for this project is \$544,880.00.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

This project connects to previously programmed and constructed projects and is part of the Everglades City Bicycle /Pedestrian Master Plan which is referenced in the BPMP (Chapter 1, page 5 and Chapter 5, page 38). The four (4) projects mentioned on page 38 are shown on the Everglades City Bike/Ped Master Plan. Phase 1 was previously completed, with the sidewalk along Collier Ave (CR 29). Phase 2 is the programmed Project #437096-1 on Copeland Ave South. Broadway Avenue was a part of the Phase 3 application and is included in the 2021 TIP as Project #4482651. Datura St and the small gap on Collier Ave (CR 29) is now a part of this Phase 4 application.

Table 9. on page 30 shows Project #43096-1 Copeland Ave South as a prioritized project.

Appendix 11 on pages 311 and 312 identified Broadway, Copeland Avenue, Datura Street and Collier Ave as Tier 1 Segments from Walkable Community Studies.

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

Figure 24. NACTO Guidance for Selecting Appropriate Bicycle Facilities: For roadways with ≤ 25 mph speeds, and 1500 – 3000 ADT, the acceptable facilities are Conventional or Buffered Bicycle Lanes, or Protected Bicycle Lanes. The proposed Conventional

Bicycle Lanes are consistent with this guideline. We do not have official traffic counts, but generally have low traffic volumes.

Table 15.FDOT Context Classification Guidance for Sidewalks: Everglades City fits the C2T Rural Town context category, with a 25-45 mph range, which shows a 6' sidewalk recommended. The proposed 6' sidewalks are consistent with this guideline.

Table 16.FDOT Context Classification Guidance for Bicycle Facilities: Everglades City fits the C2T Rural Town context category, with 25-45 mph range, which shows a marked bicycle lane as the recommended facility. The proposed marked bicycle lanes are consistent with this guideline; the width of the bike lanes are to be determined according to the existing roadway width and speed.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (Attach additional pages or documentation if needed.)

This project is consistent with the MPO policy in Chapter 7, page 64, as stated:

“The MPO reconfirms Resolution 2010-05 (Appendix 13) which gives walking and bicycling the same priority as is given to other modes of transportation and ensuring that there are transportation choices for people of all ages and abilities.”

It is vital to provide safe facilities for school children to walk or ride their bikes to school. By having facilities in place, it would allow parents to feel more comfortable in letting their kids ride or walk to school rather than dropping them off by car or golf cart. This would encourage the development of healthier habits early in life.

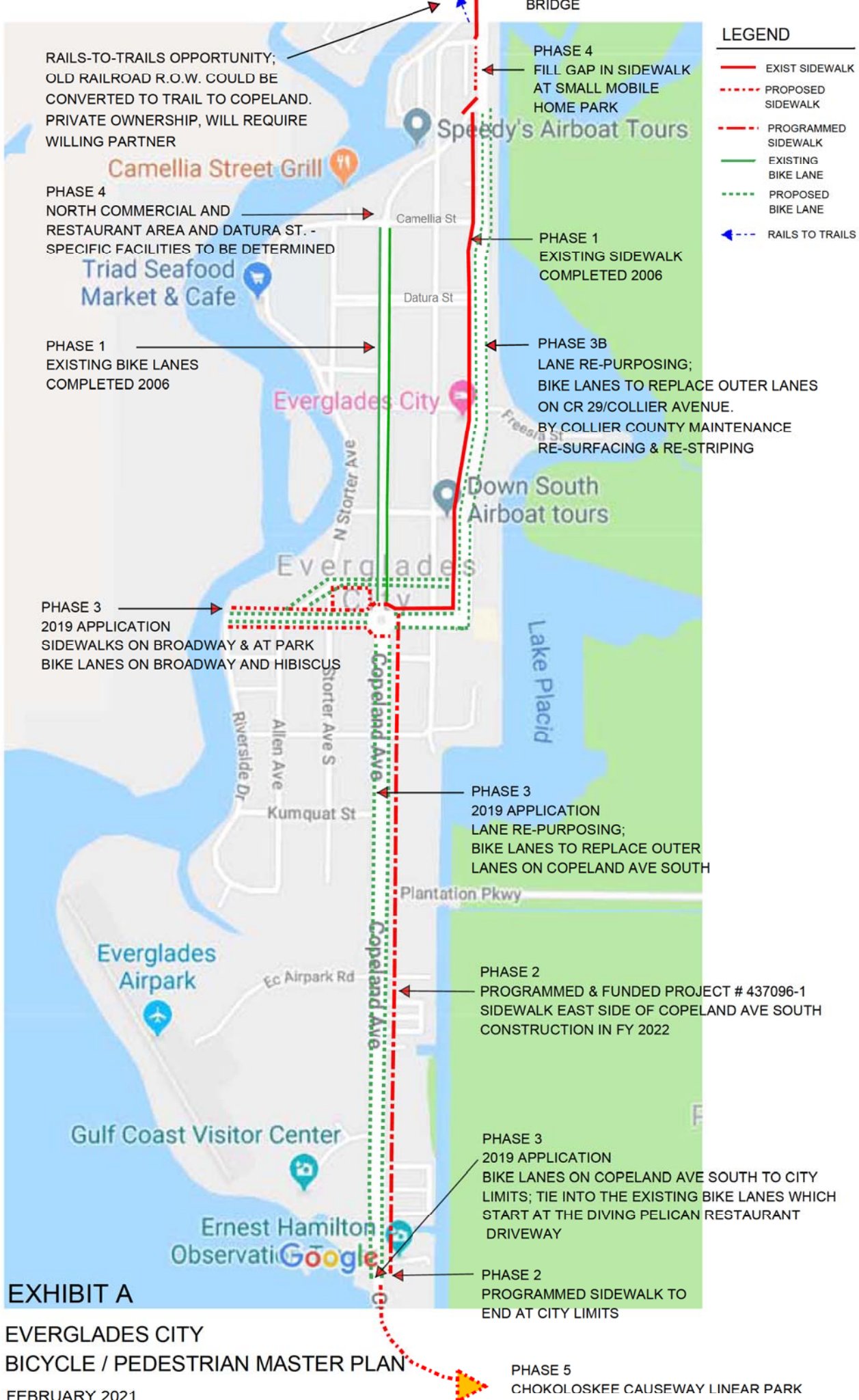
Since Everglades City’s north commercial area is conducive for visitors and residents to walk or bike, it is important to upgrade the streets in this area with appropriate bike/ped facilities. With an estimated number of 500,000 visitors annually to the Everglades National Park located in town, these facilities would serve a population far greater than just the local permanent residents. The addition of sidewalks and bike lanes will provide more transportation choices, enhance safety and implement the Complete Streets Policy which the MPO supports.

-
15. Please provide any additional information that may support the project application. (Attach additional pages or documentation if needed.)

Everglades City is a walkable / bicycle friendly community with little traffic, low speed limits and short distances to public places in the central part of town. The City is a destination for thousands of tourists who visit our national and state parks every year, as well as those who enjoy our historical resources and authentic character. Safety is the

number one concern for our mobility and economy and it is vital that the City provide the necessary infrastructure to ensure the safety of our residents and visitors.

Since being designated a Florida Trail Town in January 2019, Everglades City has made great strides in making improvements to appeal to trail users of all types, including developing maps for the area, installing bike racks at restaurants and public facilities around town and installing a bike repair station in McLeod Park. The sidewalks and bike lanes requested in this application will greatly enhance the safety, comfort and usability of our city streets to create a welcoming and enjoyable experience for our children, visitors and local residents.



RAILS-TO-TRAILS OPPORTUNITY;
 OLD RAILROAD R.O.W. COULD BE
 CONVERTED TO TRAIL TO COPELAND.
 PRIVATE OWNERSHIP, WILL REQUIRE
 WILLING PARTNER

PHASE 4
 NORTH COMMERCIAL AND
 RESTAURANT AREA AND DATURA ST. -
 SPECIFIC FACILITIES TO BE DETERMINED

PHASE 1
 EXISTING BIKE LANES
 COMPLETED 2006

PHASE 3
 2019 APPLICATION
 SIDEWALKS ON BROADWAY & AT PARK
 BIKE LANES ON BROADWAY AND HIBISCUS

PHASE 4
 FILL GAP IN SIDEWALK
 AT SMALL MOBILE
 HOME PARK

PHASE 1
 EXISTING SIDEWALK
 COMPLETED 2006

PHASE 3B
 LANE RE-PURPOSING;
 BIKE LANES TO REPLACE OUTER LANES
 ON CR 29/COLLIER AVENUE.
 BY COLLIER COUNTY MAINTENANCE
 RE-SURFACING & RE-STRIPING

PHASE 3
 2019 APPLICATION
 LANE RE-PURPOSING;
 BIKE LANES TO REPLACE OUTER
 LANES ON COPELAND AVE SOUTH

PHASE 2
 PROGRAMMED & FUNDED PROJECT # 437096-1
 SIDEWALK EAST SIDE OF COPELAND AVE SOUTH
 CONSTRUCTION IN FY 2022

PHASE 3
 2019 APPLICATION
 BIKE LANES ON COPELAND AVE SOUTH TO CITY
 LIMITS; TIE INTO THE EXISTING BIKE LANES WHICH
 START AT THE DIVING PELICAN RESTAURANT
 DRIVEWAY

PHASE 2
 PROGRAMMED SIDEWALK TO
 END AT CITY LIMITS

LEGEND

- EXIST SIDEWALK
- - - PROPOSED SIDEWALK
- · - · - PROGRAMMED SIDEWALK
- EXISTING BIKE LANE
- - - PROPOSED BIKE LANE
- - - RAILS TO TRAILS

EXHIBIT A

**EVERGLADES CITY
PHASE 4 BIKE/PED IMPROVEMENTS
DATURA ST, CAMELLIA ST, SCHOOL DRIVE
7/2/21**

 SIDEWALK
 BIKE LANE

EXHIBIT B

BEGONIA ST - NO FACILITIES
RECOMMENDED UNTIL
ROAD IS RE-CONSTRUCTED

JOG AROUND PALM
TREE CONFLICTS

MAY NEED TO JOG AROUND
STAIRS, PLANTER

JOG AROUND
GARAGE CONFLICT

JOG AROUND DRAINAGE
STRUCTURE

JOG AROUND PALM
TREE CONFLICTS

CHURCH GRASS
PARKING; ADJUST
TO ANGLED

STRIPE OFF EDGES AS
BIKE LANES SIMILAR TO
COPELAND AVE N.

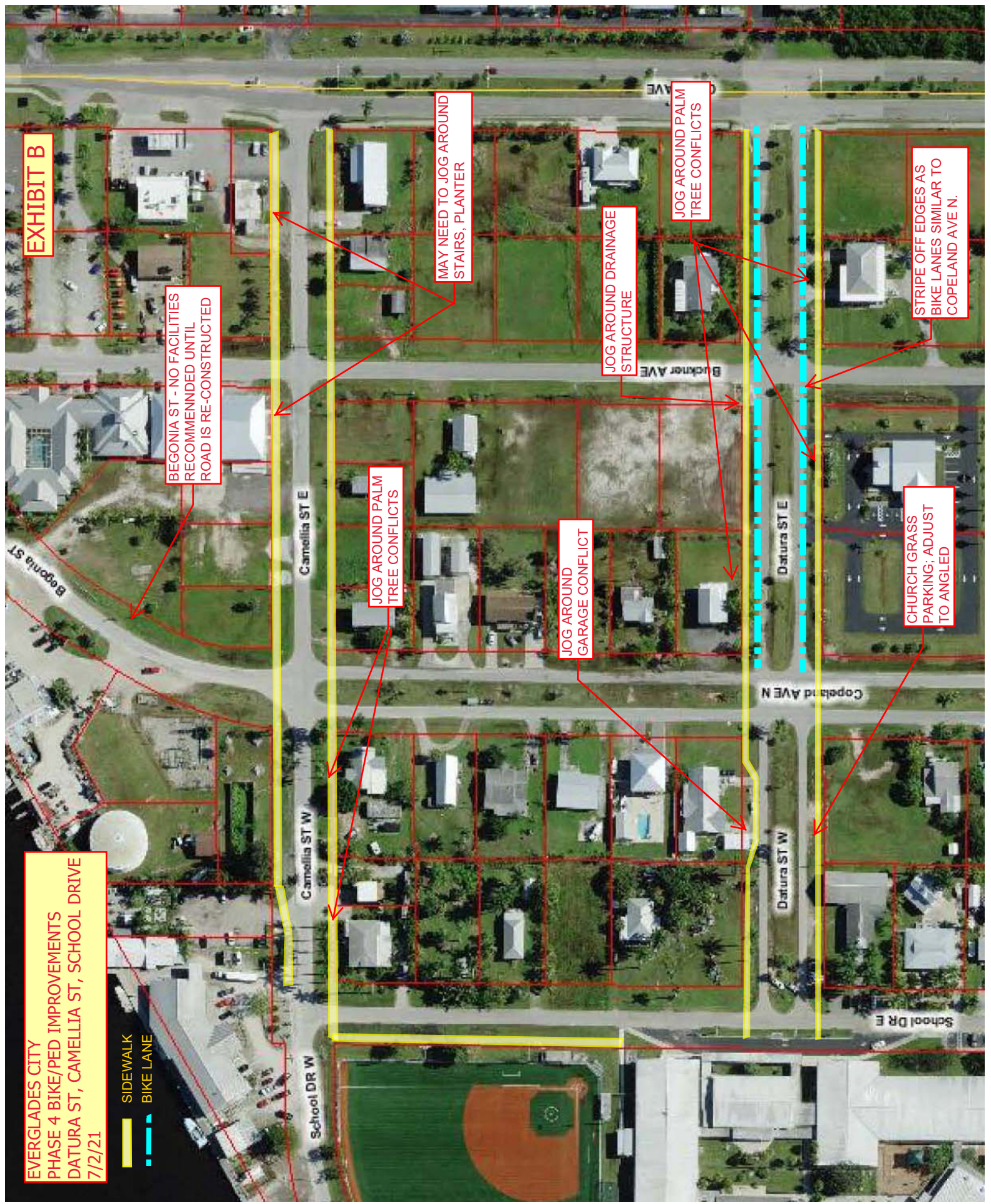


EXHIBIT B

EVERGLADES CITY
PHASE 4 BIKE/PED IMPROVEMENTS
COLLIER AVE GAP AREA 7/2/21

SIDEWALK



DATURA STREET

July 2021

Sidewalks ———
 Bike Lanes - - - -



DATURA STREET – 100’ ROW, 2-LANE DIVIDED, SWALES ON SIDES



SOUTH LANE LOOKING WEST TOWARDS SCHOOL

View from mid-block

10’ roadway lanes in this block

6’ Sidewalks proposed each side

Grass parking for Church – 26’ to curb stops, may convert to angled spaces



SOUTH LANE LOOKING EAST AT FIRST BAPTIST CHURCH

10’ roadway lanes in this block

6’ Sidewalks proposed each side

Grass Parking for Church – 26’ to curb stops

North side Residential garage encroaches into ROW – jog around



LOOKING WEST TOWARDS COPELAND AVENUE

15’ roadway lanes in two eastern blocks

Stripe off edges as bike lanes

6’ sidewalks proposed each side




LOOKING EAST FROM BUCKNER AVENUE

15’ roadway lanes in two eastern blocks

Stripe off edges as bike lanes

6’ sidewalks proposed each side

Sidewalks 



CAMELLIA STREET 75' ROW, 20' 2-LANE ROADWAY, SWALES ON SIDES



LOOKING EAST, POST OFFICE ON LEFT

6' Sidewalks proposed each side



LOOKING WEST, IVEY HOUSE ON RIGHT

6' Sidewalks proposed each side



LOOKING WEST TOWARDS CAMELLIA STREET GRILL

6' Sidewalks proposed each side

Jog around sign & landscape

Shift walk around Royal Palms on left

EVERGLADES CITY PHASE 4 BIKE/PED PROJECT PHOTOS

EXHIBIT C

SCHOOL DRIVE EAST & COLLIER AVENUE GAP AREA

July 2021

Sidewalks 



SCHOOL DRIVE EAST LOOKING SOUTH

6' Sidewalk on west side by ballfield



COLLIER AVENUE AT BEGONIA STREET LOOKING NORTH

6' sidewalk proposed to complete gap

ENGINEERS COST ESTIMATE
Project Title: PHASE 4 Everglades City Bike Lane/Sidewalk Expansion (Datura Street-Camellia Street- Collier Avenue (CR29)-East School Drive)
 Date: July 7, 2021

EXHIBIT D

Number	FOOT PAY ITEM NUMBER	FOOT Pay Item Description	Datura Street			Camellia Street			Collier Ave (CR29) / East School Drive			FHWA Participating			FHWA non-participating (Local Funds)			Total Quantity	Total Engineer's Cost	
			Quantity	Unit	Cost	Quantity	Unit	Cost	Quantity	Unit	Cost	Quantity	Unit	Cost	Quantity	Unit	Cost			
Roadway																				
1	110.1.1	CLEARING AND GRUBBING	2.30	Ac.	\$5,000.00	0.50	Ac.	1.77	Ac.	\$14,750.00										
2	120.1	REGULAR EXCAVATION	266.00	CY	\$15.00	651.00	CY	177.00	CY	\$16,410.00										
3	120.6	EMBANKMENT	100.00	CY	\$19.00	75.00	CY	266.00	CY	\$4,275.00										
5	570.1.2	SODDING	771.00	SF	\$3.00	733.00	SF	266.00	SF	\$5,316.00										
7	327.70.5	MILL * EX ASPHALT (TRAVEL LANE)	1,444.00	SF	\$2.50	0.00	SF	0.00	SF	\$3,610.00										
8	327.70.5	MILL * EX ASPHALT (TRAVEL LANE)	0.00	SF	\$4.50	0.00	SF	0.00	SF	\$0.00										
9	327.70.8	ASPHALT CONC. FC TRAFFIC C-0.5 (1619-22)	0.00	TON	\$146.00	0.00	TON	0.00	TON	\$0.00										
10	324.1.12	TYPE 3 ASPHALT TRAFFIC LEVEL B	85.00	TON	\$90.00	0.00	TON	0.00	TON	\$7,290.00										
11	324.1.13	TYPE 3 ASPHALT TRAFFIC LEVEL C	0.00	TON	\$100.00	0.00	TON	0.00	TON	\$0.00										
12	160.4	TYPE 3 STABILIZATION (Below sidewalk addition)	600.00	SF	\$5.00	733.00	SF	86.00	SF	\$8,526.00										
14	592.2	6" CONCRETE SIDEWALK	1200.00	SF	\$60.00	1,467.00	SF	533.00	SF	\$192,000.00										
Pavement Marking and Signage (Reflective Thermoplastic Markings)																				
15	711.15101	6" THERMOPLASTIC WHITE SOLID	0.00	GM	\$4,400.00	0.00	GM	0.00	GM	\$0.00										
16	711.15201	6" THERMOPLASTIC WHITE YELLOW	0.00	GM	\$4,400.00	0.00	GM	0.00	GM	\$0.00										
17	711.16101	6" THERMOPLASTIC WHITE SOLID	0.56	GM	\$4,400.00	0.00	GM	0.00	GM	\$2,688.00										
18	711.16201	6" THERMOPLASTIC WHITE YELLOW	0.56	GM	\$4,400.00	0.00	GM	0.00	GM	\$2,688.00										
19	711.1125	THERMOPLASTIC STANDARD WHITE SOLID 24" FOR STOP LINE AND CROSSWALK	70.00	LF	\$5.00	0.00	LF	0.00	LF	\$420.00										
20	711.1125	THERMOPLASTIC STANDARD WHITE SOLID 24" FOR STOP LINE AND CROSSWALK	0.00	LF	\$2.00	0.00	LF	0.00	LF	\$0.00										
21	711.14180	THERMOPLASTIC STANDARD YELLOW SOLID 18" FOR DIAGONAL OR CURB ROW	4.00	EA	\$120.00	0.00	EA	0.00	EA	\$480.00										
22	N/A	FOOT INDEX 17347 BICYCLE MARKINGS (THERMOPLASTIC, PREFORMED, WHITE, MESSAGE)	0.00	EA	\$500.00	0.00	EA	0.00	EA	\$2,000.00										
23	711.14170	FOOT INDEX 17347 BICYCLE MARKINGS (THERMOPLASTIC, PREFORMED, WHITE, ARROW)	2.00	EA	\$100.00	0.00	EA	0.00	EA	\$800.00										
24	700.1.11	BICYCLE LANE SIGNS	2.00	AS	\$400.00	0.00	AS	0.00	AS	\$800.00										
25	708.3	RETRO-REFLECTIVE PAVEMENT MARKERS	50.00	EA	\$3.50	0.00	EA	0.00	EA	\$175.00										
26	NA	TEMPORARY STRIPING (6% TOTAL TPS COST)	4%	LS	\$2,310.00		LS		LS	\$2,310.00										
27	425.1.1	MODIFY EXISTING DRAINAGE STRUCTURE	5.00	EA	\$7,000.00	4.00	EA	3.00	EA	\$84,000.00										
GENERAL CONDITIONS																				
28	101-1	EROSION CONTROL				1%	(of project total)		LS	\$3,480.00										
29	102-1	MAINTENANCE OF TRAFFIC				8%	(of project total)		LS	\$27,840.00										
30	NA	MOBILIZATION				8%	(of CONST. cost + MOT cost)		LS	\$30,067.00										
Funds for Construction																				
													Local Funds for Construction	\$ 0.00	Subtotal	\$ 409,685.00				
31	NA	FOOT IN-HOUSE and CONSULTANT DESIGN SUPPORT (Phase 31 & 32)																	FOOT In-House Support must be included as an FHWA Participating Item	\$ 73,743.00
32	NA	FOOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)																	FOOT In-House Support must be included as an FHWA Participating Item	\$ 12,290.00
34	NA	FOOT OVERSIGHT CEE (12% OF TOTAL CONSTRUCTION COST ESTIMATE) (Phase 62)																	FOOT In-House Support must be included as an FHWA Participating Item	\$ 49,462.00
																	Total PROJECT Cost	\$ 544,880.00		

COLLIER COUNTY SUBMITTALS

MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 1 Projects**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Manor – McCarty Street – Florida Ave to Warren Street
Project Length: 0.44 Miles Design: \$96,000, Const: \$478,000, CEI: \$96,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on McCarty Street in Naples Manor includes a 6-foot wide concrete sidewalk
along the south side of the road. The sidewalk will connect to the existing sidewalk on
Florida Ave and end at Warren Street. Other improvements and safety features include
crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be
approximately 5 years into the future. Once fully funded, the design and construction is
feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Sidewalks are lacking in this community.

3.0 LOCATION 2 - MCCARTY STREET FROM FLORIDAN AVENUE TO CAROLINA AVENUE

Located in Naples Manor, McCarty Street serves as a connection from Floridan Avenue up to Warren Street, serving access to St. Andrews Boulevard to the north. The addition of sidewalk facilities along McCarty Street will help to improve the mobility and safety of pedestrians. Existing pedestrian facilities are located at the intersections of Floridan Avenue, Georgia Avenue, and Carolina Avenue at Warren Street. The addition of a sidewalk along the roadway will establish connectivity amongst these existing facilities and promote walkability along the corridor.

3.1 Site Conditions

Corridor Description

Classified as a local roadway in Naples Manor, McCarty Street is a southwest/northeast roadway that begins at Floridan Avenue to the southwest and curves into Carolina Avenue at the northeast, see **Exhibit 3-1**. Within the project limits, McCarty Street is a two-lane undivided road with open swales and residential homes on either side. Currently, there are no existing pedestrian facilities along this corridor.

McCarty Street, southeast of Georgia Avenue, has existing multi-family parking along the northern side of the roadway along with roadside swales and culverted driveways. Along the southern side of the roadway, there are open swales with culverted driveway crossings. Based on visual inspection only along this section of the roadway, it is recommended that a 6-ft sidewalk be placed along the southern side of the roadway to avoid impacts to existing parking facilities (see **Figure 3-1**). To place the sidewalk along the southern side, some piping of swales will be necessary with the addition of ditch bottom inlets. This sidewalk can tie into the existing sidewalk connections and crossings at Georgia Avenue.



Figure 3-1: McCarty Street South Side

McCarty Street, northwest of Georgia Avenue, has single family homes along both sides of the roadway with a higher number of homes having culverted driveway crossings along the southern side. Along this segment, it is recommended to add a sidewalk along the northern side of the roadway which would continue along the outside of the curve into Carolina Avenue where it can tie into the existing sidewalk along the northern edge of Carolina Avenue (see **Figure 3-2**). Switching the sidewalk from the southern side of McCarty Street to the northern side at the Georgia Avenue intersection would allow pedestrians to utilize an existing crosswalk to connect to the northern side. A crosswalk would need to be installed across Georgia Avenue to continue the connection. An additional crosswalk would also be needed at Confederate Drive and Dixie Drive.



Figure 3-2: McCarty Street North Side

For the safety of pedestrians at the curve into Carolina Avenue, it is recommended to raise the sidewalk with a d-curb along the outside of the travel way. The roadway is superelevated and adding the raised sidewalk would provide safer accommodations while not impeding drainage. A handrail should be added along the back of the sidewalk due to the drop off to the waterbody to the north (see **Figure 3-3**).



Figure 3-3: McCarty Street Northern Curve into Carolina Avenue

3.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 3-1**.

Table 3-1: Location 2 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

From Floridan Avenue to Georgia Avenue, the recommended sidewalk design consists of a 6-ft sidewalk to be placed along the southern side of the roadway. Once at Georgia Avenue, it is proposed to place the sidewalk along the northern side of roadway to tie into the existing sidewalk at Carolina Avenue. Additionally, at the curve along McCarty Street into Carolina Avenue, it is suggested to raise the sidewalk by using d-curb to protect pedestrian along the superelevated curve. As an added safety measure, a pedestrian handrail should be installed along the back of sidewalk throughout the limits of the curve.

CAT does not have any current bus stops or routes along McCarty Street. In the design of pedestrian facilities, it is important to hold the safety of all users paramount. The design of all proposed sidewalks and curb ramps within the project limits should conform to the ADA standards.

3.3 Utilities

The utilities within this corridor include electrical, fiber, irrigation, potable water, sewer, CATV, and telecommunication lines. This project may result in impacts to existing utilities within McCarty Street right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 3-2** and **Appendix A**.

Table 3-2: Location 2 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone

3.4 Constructability

Throughout the southwestern portion of the project, southwest of Georgia Avenue, it is anticipated to have drainage impacts requiring filling in ditches and adding pipe and ditch bottom inlets throughout a majority of the segment. On the portion northeast of Georgia Avenue, it is also anticipated to have drainage impacts but only requiring filling in ditches and adding pipe and ditch bottom inlets for certain areas of the segment. This segment may require some landscape removal.

To continue the connectivity to the Carolina Avenue sidewalk, it is recommended to construct a raised sidewalk along the curve by using d-curb to protect pedestrians along the superelevated portion of the curve. As an added safety measure, a pedestrian handrail should be installed along

the back of sidewalk throughout the limits of the curve. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

3.5 Project Cost Estimation

Conceptual planning level cost estimates for the proposed sidewalk along McCarty Street are shown in **Table 3-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 20% of the construction cost. Supporting documentation of cost analysis is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 3-3: Location 2 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 96,000
Sidewalk Construction	\$ 478,000
Administration / CEI**	\$ 96,000
Total	\$670,000

***Assumed Approximately 20% of Construction Related Cost*

3.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include driveway culverts and existing mitered end sections, however all drainage patterns would be maintained. The sidewalk should be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches. Some areas may require the piping of the ditches with the use of ditch bottom inlets.

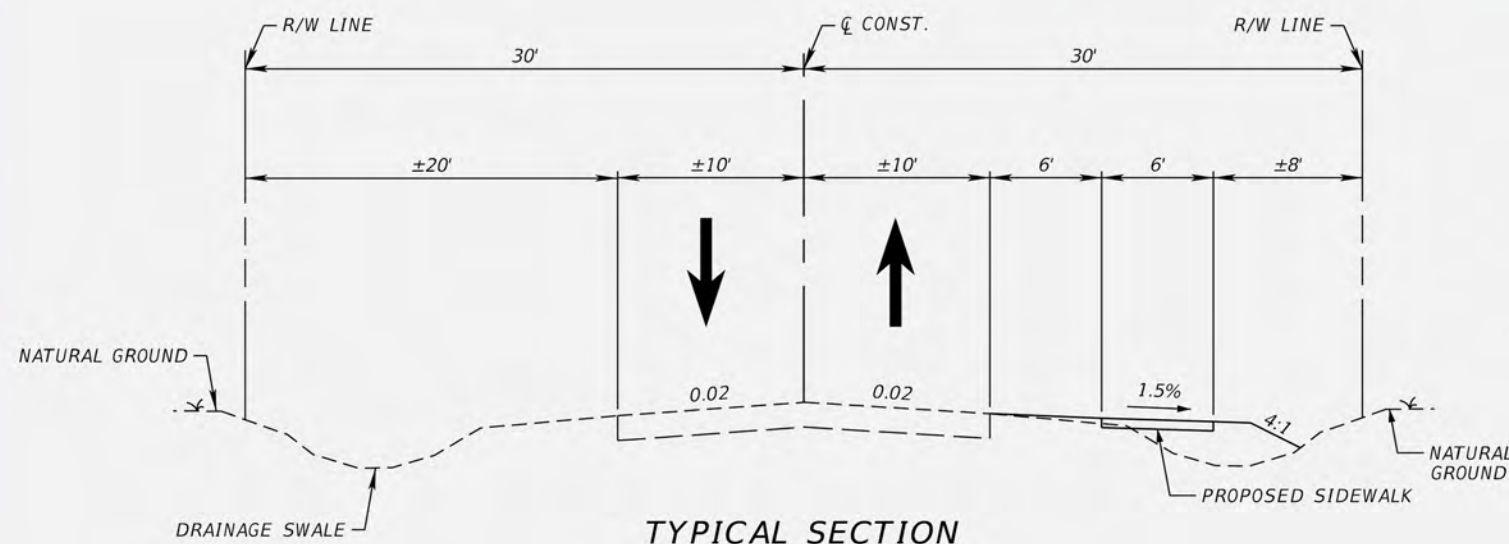
There are existing permits within the area of the project, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

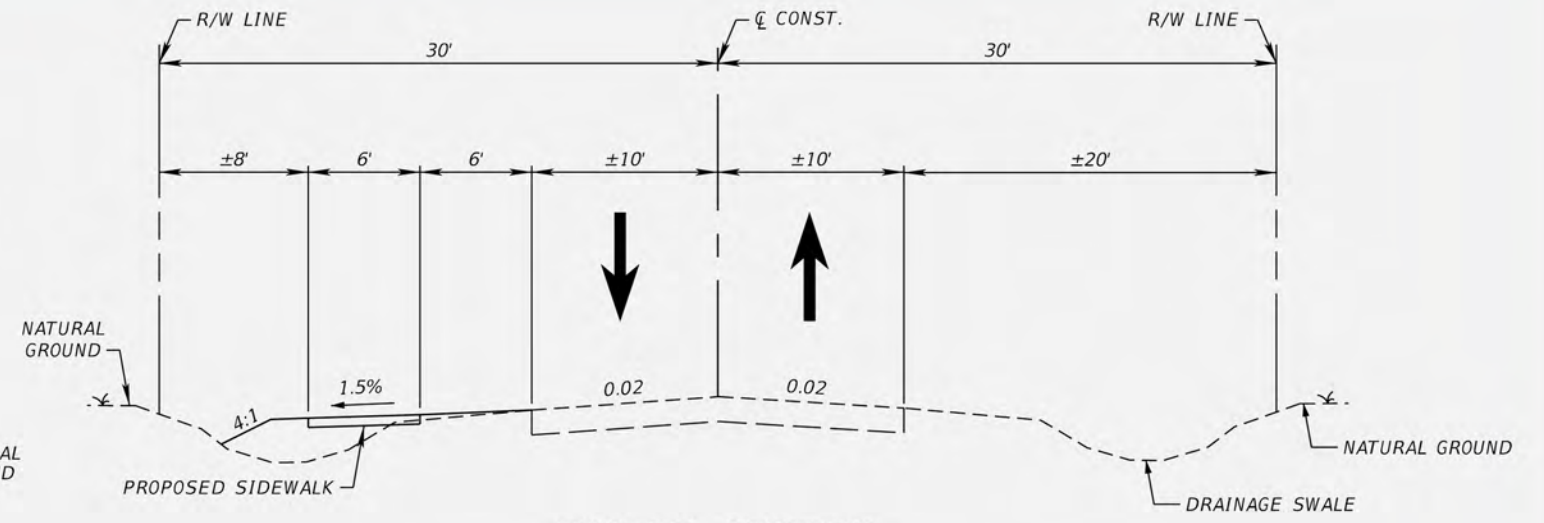
The McCarty Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

3.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5-year CIP, no future improvements have been planned for McCarty Street from Floridan Avenue to Carolina Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



TYPICAL SECTION
MCCARTY STREET
(FLORIDAN AVE. TO GEORGIA AVE.)



TYPICAL SECTION
MCCARTY STREET
(GEORGIA AVE. TO CAROLINA AVE.)

POSTED SPEED = 25 MPH



McCarty Street

LOCATION No. 2: From Floridan Avenue to Dixie Drive

EXHIBIT 3-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 1 Projects**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Manor – Confederate Drive – US 41 to McCarty Street
Project Length: 0.37 Miles Design: \$59,000, Const: \$297,000, CEI: \$74,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on Confederate Drive in Naples Manor includes a 6-foot wide concrete sidewalk along the south side of the road. The sidewalk will connect to the existing sidewalk on US 41 and end at McCarty St. A sidewalk is also proposed on McCarty Street. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Sidewalks are lacking in this community.

2.0 LOCATION 1 - CONFEDERATE DRIVE FROM U.S. 41 TO MCCARTY STREET

Located in Naples Manor, Confederate Drive serves as a direct route through an existing residential neighborhood. Connecting to U.S. 41, this roadway provides access to businesses and shopping centers. The addition of sidewalk facilities along the south side of Confederate Drive will help to improve the mobility and safety of pedestrians. Existing pedestrian facilities are located at the intersection of Confederate Drive and Floridan Avenue as well as along Georgia Avenue. The addition of a sidewalk along the south side of the roadway will establish connectivity amongst these existing facilities and promote walkability along the corridor.

2.1 Site Conditions

Corridor Description

Classified as a local roadway, Confederate Drive is an east-west roadway that begins at U.S. 41 to the west and ends at McCarty Street to the east, see **Exhibit 2-1**. Within the project limits, Confederate Drive is a two-lane undivided road with open swales and residential homes on either side. Currently, there are no existing pedestrian facilities along this corridor.

Typical items observed, as seen in **Figure 2-1**, reveal the following existing conditions along the corridor during the May 18, 2021 site visit:

- Roadside drainage swales
- Mailboxes
- Driveways
- Culverts
- Landscaping

Mailboxes along Confederate Drive exist along the south side of the roadway. After the intersection with Georgia Avenue and Johns Street, the mailboxes switch to the north side of Confederate Drive. The placement of the sidewalk will need to be adjusted for the mailboxes accordingly. Depending on the sidewalk alignment, coordination will be necessary with some or all of the utility owners during the design process to avoid or minimize conflicts, delays and/or service disruption.



Figure 2-1: Existing Typical Roadside Ditch (Looking West)

Per the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (commonly known as the “Florida Greenbook”), the typical section for a local roadway with flush shoulders requires a 6-ft section adjacent to the roadway for the recovery of errant vehicles (also known as the clear zone). It is recommended that the clear zone be taken into account during the design of the sidewalk and the front of the sidewalk be offset from the travel lane as close to the right-of-way as possible (see **Figure 2-2**).



Figure 2-2: Confederate Drive Looking East Towards McCarty Street

Due to the higher number of residential houses along the north side of Confederate Drive and increased drainage work, it is recommended to construct the sidewalk along the south side of the corridor. At the intersection of Confederate Drive with Johns Street / Georgia Avenue is a skewed intersection with yield signs, that intersects to the south. It is recommended that along this section of roadway to construct pedestrian crossings with enhanced stop sign conditions (see **Figure 2-3**).

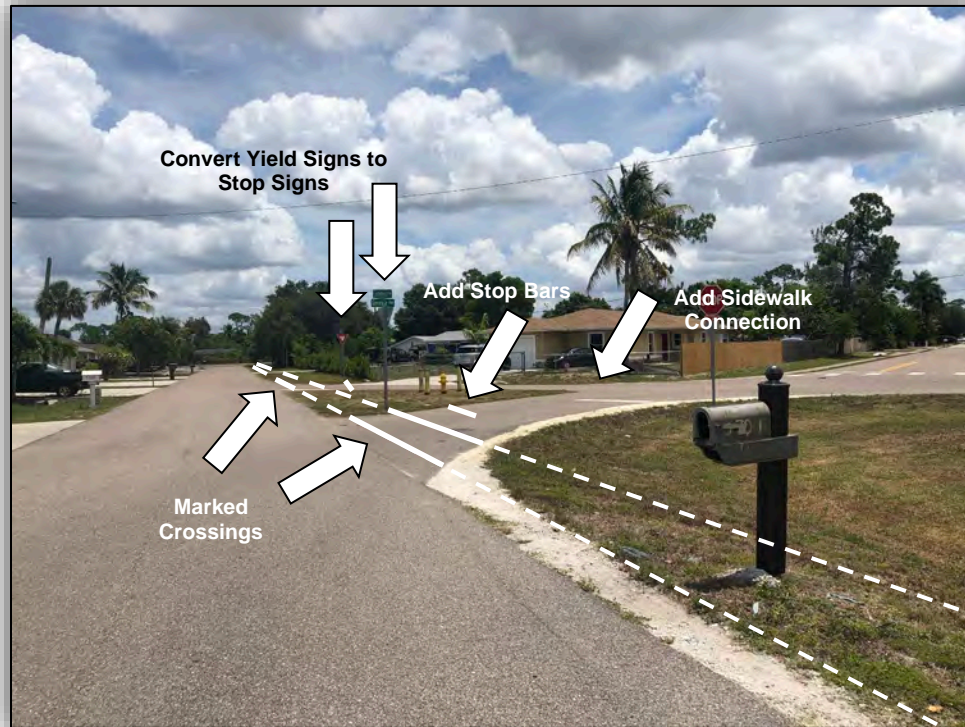


Figure 2-3: Confederate Drive and Johns Street / Georgia Avenue Intersection

2.2 Design Parameters

The design criterion for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 2-1**.

Table 2-1: Location 1 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The proposed construction includes the addition of a 6-ft sidewalk along the south side of Confederate Drive.

Collier Area Transit (CAT) does not have any current bus stops or routes along Confederate Drive. In the design of pedestrian facilities, it is important to hold the safety of all users paramount. The design of all proposed sidewalks and curb ramps within the project limits should conform to the Americans with Disabilities Act (ADA) standards.

2.3 Utilities

The utilities within this corridor include electrical, fiber, sewer, potable water, CATV, irrigation, gas, and telecommunication lines. This project may result in impacts to existing utilities within the Confederate Drive right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 2-2** and **Appendix A**.

Table 2-2: Location 1 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

2.4 Constructability

Throughout the majority of the project limits, the placement of the sidewalk should have minimal impacts to the existing drainage facilities and utility infrastructure. Primary areas of concern may be limited to some piping and ditch bottom inlets towards the western end of Confederate Drive from Floridan Avenue to Johns Street / Georgia Avenue. Additionally, crosswalks will be needed across Collins Street and Johns Street / Georgia Avenue. To continue the connectivity to the Georgia Avenue sidewalk, it is recommended to construct approximately 65-ft of sidewalk between the two landings (see **Figure 2-3**). Maintenance of traffic (MOT) should be accommodated for and maintained in accordance with the most current edition of the *Manual of Uniform Traffic Control Devices* (MUTCD) and the FDOT Design Standards.

2.5 Project Cost Estimation

Conceptual planning level cost estimates for the proposed sidewalk along Confederate Drive are shown in **Table 2-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / construction engineering inspection (CEI). Design / permitting costs are assumed to be 20% of the construction cost. Supporting documentation of cost analysis is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 2-3: Location 1 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting*	\$ 59,000
Sidewalk Construction	\$297,000
Administration / CEI**	\$ 74,000
Total	\$430,000

*Assumed Approximately 20% of Construction Related Cost

**Assumed Approximately 25% of Construction Related Cost

2.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include driveway culverts and existing mitered end sections, however all drainage patterns would be maintained. The sidewalk should be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches. Some areas may require the piping of the ditches with the use of ditch bottom inlets.

There are existing permits within the area of the project, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

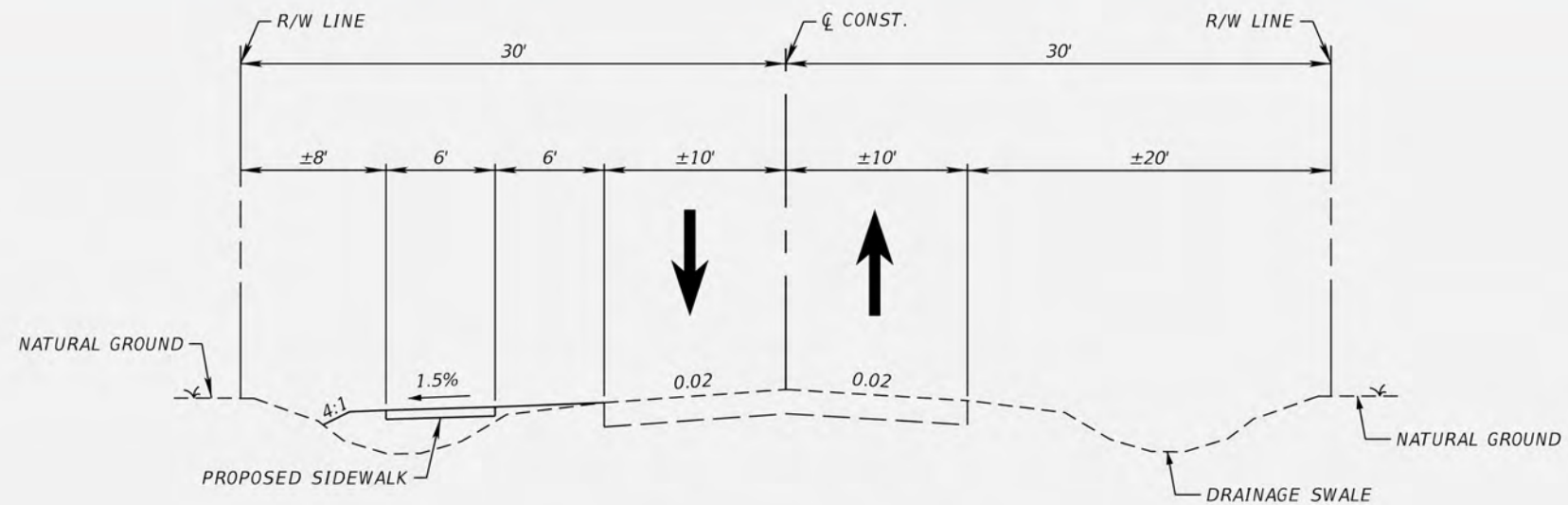
Environmental

The Confederate Drive corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland

permitting with the SFWMD and U.S. Army Corps of Engineers (USACE) is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the Florida Fish and Wildlife Conservation Commission (FWC) Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

2.7 Long Range Transportation Planning

Based on review of the Collier County 2045 Long Range Transportation Plan (LRTP) and 5-year Capital Improvement Plan (CIP), no future improvements have been planned for Confederate Drive from U.S. 41 to McCarty Street. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



TYPICAL SECTION
CONFEDERATE DRIVE

POSTED SPEED = 25 MPH



Confederate Drive

LOCATION No. 1: From Tamiami Trail N/ U.S. 41 to McCarty Street

EXHIBIT 2-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 2 Projects – 106th Ave**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Park – 106th Ave North – Vanderbilt Drive to US 41
Project Length: 1.0 Mile Design: \$72,000 Const: \$477,000 CEI: \$72,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on 106th Ave North in Naples Park includes a 6-foot wide concrete sidewalk along the one side of the road. The sidewalk will connect to the existing sidewalk on Vanderbilt Drive and end at US 41. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Sidewalks are lacking in this community.

6.0 LOCATION 5 - 106TH AVENUE NORTH FROM VANDERBILT DRIVE TO U.S. 41

Located within Naples Park, 106th Avenue North serves as a residential connector between Vanderbilt Drive and U.S. 41, see **Exhibit 6-1**. With beaches located to the west and commercial to the east, providing safe walkable routes is ideal. Providing a sidewalk along one side of the corridor will increase the safety of both pedestrian and bicycle traffic.

6.1 Site Conditions

Corridor Description

Classified as a local roadway, 106th Avenue North is an east-west roadway that begins at Vanderbilt Drive to the west and terminates at U.S. 41 to the east. Within the project limits, the corridor consists of a two-lane roadway with no existing sidewalks along the roadway. There are existing sidewalk connections at Vanderbilt Drive, 6th Street North, 7th Street North, 8th Street North, and U.S. 41.

Collier County has ongoing stormwater, water, and wastewater projects within the Naples Park neighborhood. The design for the stormwater, water, and wastewater improvements along 106th Avenue North will take into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along one side of the roadway will be incorporated into the design for a future sidewalk.

As seen in **Figure 6-1** and **Figure 6-2**, the field inspection on May 12, 2021 revealed the following existing conditions along 106th Avenue North:

- Existing mailboxes along north side
- Drainage swales along north and south side
- Culverted driveways along north and south side
- Existing landscaping within the right-of-way
- Existing sidewalk connections

Based on the visual inspection performed and the planned stormwater improvement projects, a 6-ft sidewalk should be placed along the planned 7-ft to 8-ft flat shoulder on 106th Avenue North. An ADA compliant crosswalk with detectable warning surfaces should be placed along 6th Street North, 7th Street North, and 8th Street North. The crosswalk should consist of two 12-in white lines placed no less than 6-ft apart. During design of the sidewalk, it is recommended to perform a four way stop analysis at these intersections to allow safe crossings at the crosswalks. The crosswalk should also be placed no less than 4-ft in front of the stop bar. Any existing stop bars should be inspected at the time of construction and replaced if severely faded or worn. Depending on the final sidewalk alignment, coordination will be necessary with some or all of the utility owners during the design process to avoid or minimize conflicts, delays and/or service disruptions.



Figure 6-1: 106th Avenue North

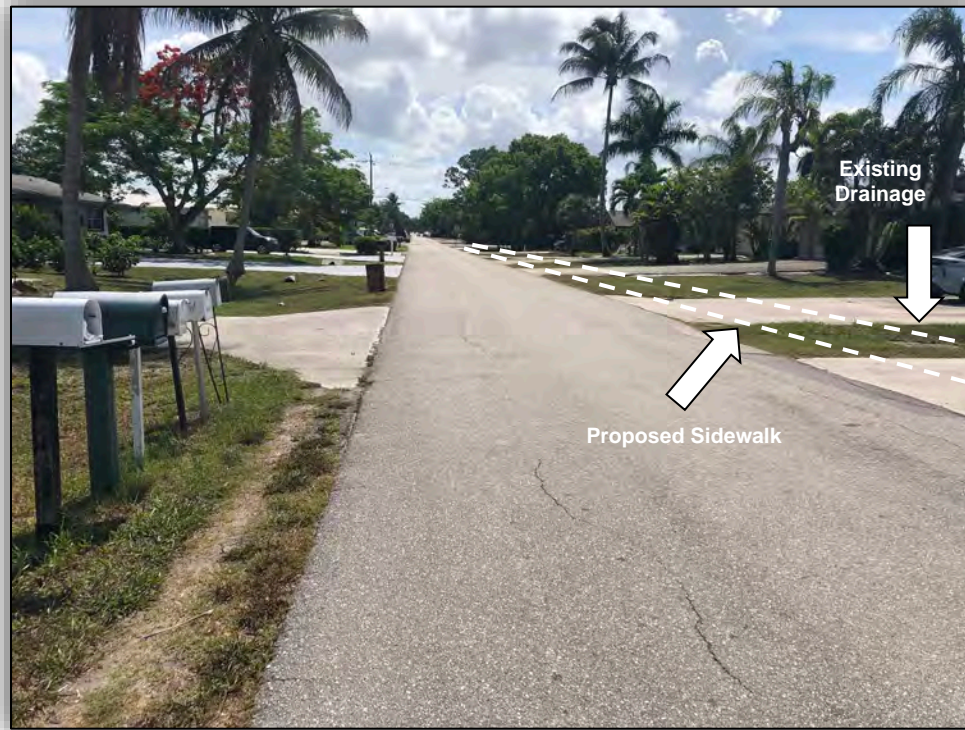


Figure 6-2: Proposed Sidewalk at 106th Avenue North

6.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 6-1**.

Table 6-1: Location 5 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along one side of the corridor. This will require ADA compliant sidewalk connections at 6th Street North, 7th Street North, and 8th Street North.

CAT Route 11 provides service along U.S. 41 in the project area. Coordination with CAT is not necessary, however the proposed sidewalk will add connectivity to this route.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

6.3 Utilities

The utilities within this corridor include electrical, fiber, irrigation, sewer, potable water, CATV, gas, and telecommunication lines. This project may result in impacts to existing utilities within the 106th Avenue North right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 6-2** and **Appendix A**.

Table 6-2: Location 5 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Crown Castle NG	Fiberdig Team	(888) 632-0931 x2	Fiber
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

6.4 Constructability

It is anticipated the proposed sidewalk will impact the existing drainage, landscaping, and mailboxes; however sufficient right-of-way exists to restore existing conveyance and, in some cases, piping with the addition of ditch bottom inlets. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

6.5 Project Cost Estimation

A conceptual planning level cost estimate along 106th Avenue North is provided in **Table 6-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 15% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 6-3: Location 5 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 72,000
Pathway Construction	\$477,000
Administration / CEI**	\$ 72,000
Total	\$621,000

**Assumed Approximately 15% of Construction Related Cost

6.6 Permitting

South Florida Water Management District (SFWMD)

The design for the stormwater, water, and wastewater improvements along 106th Avenue North will take into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the roadway will be incorporated into the design for a future sidewalk, therefore there are no anticipated drainage impacts.

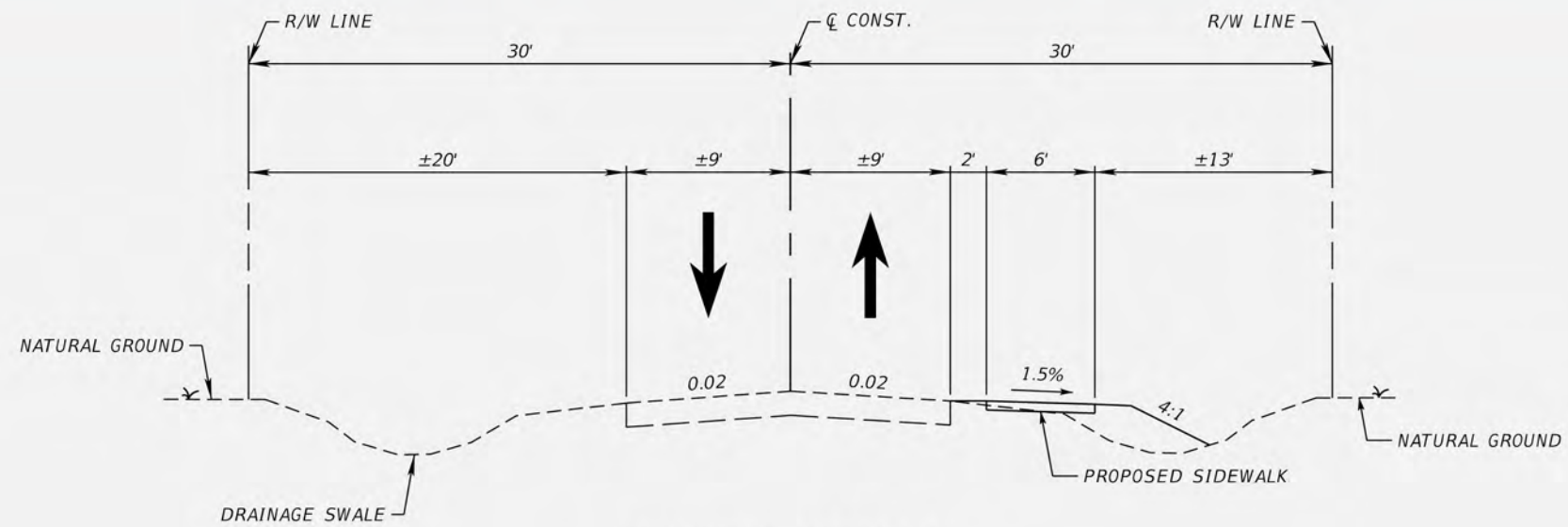
As there is an existing permit covering all of Naples Park, permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

The 106th Avenue North corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

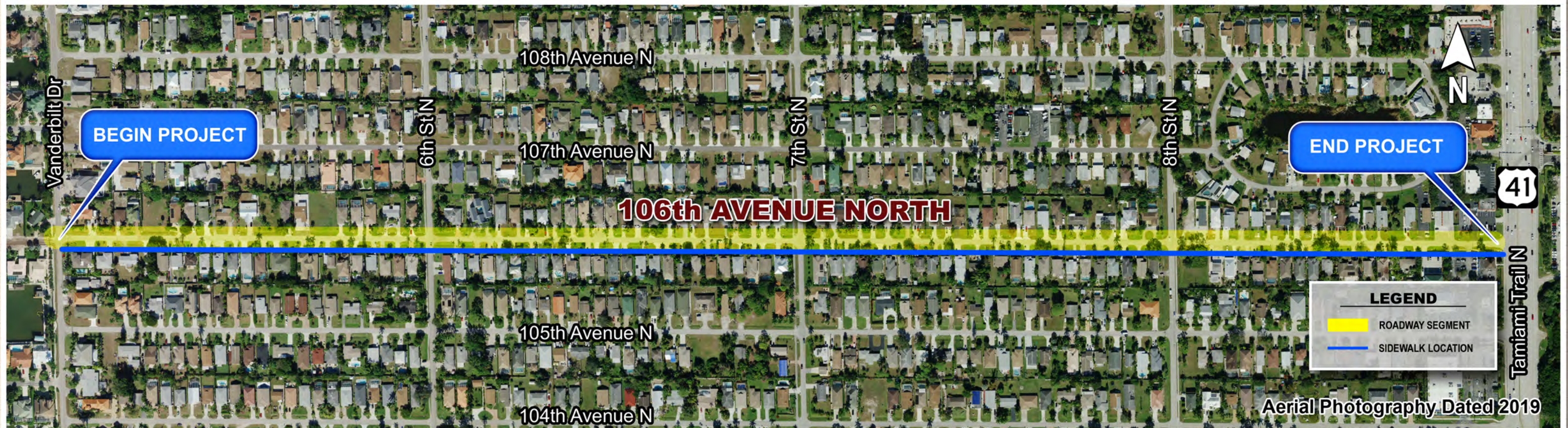
6.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for 106th Avenue North from Vanderbilt Drive to U.S. 41. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits. However, there are planned improvements consisting of stormwater, water, and wastewater by Collier County. These improvements are incorporating space for a future planned sidewalk.



TYPICAL SECTION
106TH AVENUE NORTH

POSTED SPEED = 25 MPH



106th Avenue North

LOCATION No. 5: From Vanderbilt Drive to Tamiami Trail N/ U.S. 41

EXHIBIT 6-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 2 Projects – 108th Ave**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Park – 108th Ave North – Vanderbilt Drive to US 41
Project Length: 1.0 Mile Design: \$72,000 Const: \$483,000 CEI: \$72,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on 108th Ave North in Naples Park includes a 6-foot wide concrete sidewalk along the south side of the road. The sidewalk will connect to the existing sidewalk on Vanderbilt Drive and end at US 41. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Sidewalks are lacking in this community.

5.0 LOCATION 4 - 108TH AVENUE NORTH FROM VANDERBILT DRIVE TO U.S. 41

Located within Naples Park, 108th Avenue North serves as a residential connector between Vanderbilt Drive and U.S. 41. With beaches located to the west and commercial to the east, providing a sidewalk along one side of the corridor will increase the safety of both pedestrian and bicycle traffic.

5.1 Site Conditions

Corridor Description

Classified as a local roadway, 108th Avenue North is an east-west roadway that begins at Vanderbilt Drive to the west and terminates at U.S. 41 to the east, see **Exhibit 5-1**. Within the project limits, the corridor consists of a two-lane roadway with no existing sidewalks. There are existing sidewalk connections at Vanderbilt Drive, 6th Street North, 7th Street North, 8th Street North, and U.S. 41.

Collier County has ongoing stormwater, water, and wastewater projects within the Naples Park neighborhood. The design for the stormwater, water, and wastewater improvements along 108th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk.

Based on the visual inspection performed on May 12, 2021, it is recommended that a 6-ft sidewalk be placed along the south side of 108th Avenue North. Also, an ADA compliant crosswalk with detectable warning surfaces should be placed along 6th Street North, 7th Street North, and 8th Street North. The crosswalk should consist of two 12-in white lines placed no less than 6-ft apart. During design of the sidewalk, it is recommended to perform a four way stop analysis at these intersections to allow safe crossings at the crosswalks. The crosswalk should be placed no less than 4-ft in front of the stop bar. Any existing stop bars should be inspected at the time of construction and replaced if severely faded or worn. Depending on the final sidewalk alignment, coordination will be necessary with some or all of the utility owners during the design process to avoid or minimize conflicts, delays and/or service disruptions.



Figure 5-1: Proposed Sidewalk along 108th Avenue North (South Side)

Some areas of landscaping within the right-of-way will need to be removed and/or trimmed to allow room for the sidewalk to be added (see **Figure 5-2**).

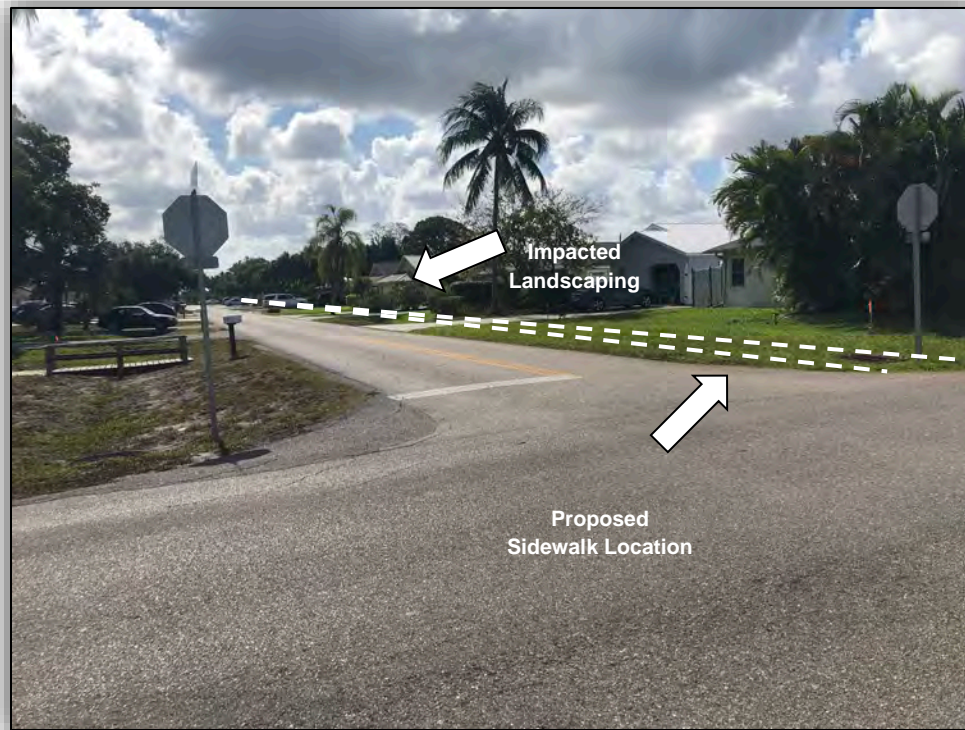


Figure 5-2: Proposed Sidewalk and Impacted Landscaping

To promote pedestrian connectivity along 108th Avenue North, it is recommended to create ADA crosswalks and landings at the existing connecting roadways (see **Figure 5-3**).



Figure 5-3: Proposed Landings and Crosswalk

5.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 5-1**.

Table 5-1: Location 4 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along the south side of the corridor. This will require ADA compliant sidewalk connections at 6th Street North, 7th Street North, and 8th Street North.

CAT Route 11 provides service along U.S. 41 in the project area. Coordination with CAT is not necessary, however the proposed sidewalk will add connectivity to this route.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

5.3 Utilities

The utilities within this corridor include electrical, fiber, irrigation, sewer, potable water, CATV, gas, and telecommunication lines. This project may result in impacts to existing utilities within 108th Avenue North right-of-way. Coordination with the respective utility providers will be required for future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 5-2** and **Appendix A**.

Table 5-2: Location 4 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Crown Castle NG	Fiberdig Team	(888) 632-0931 x2	Fiber
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

5.4 Constructability

Collier County’s design for the stormwater, water, and wastewater improvements along 108th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk.

It is anticipated that the proposed sidewalk will not impact the planned drainage improvements. Landscaping and mailboxes may need to be adjusted accordingly to account for the final sidewalk alignment. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

5.5 Project Cost Estimation

A conceptual planning level cost estimate along 108th Avenue North is provided in **Table 5-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and

administration / CEI. Design / permitting costs are assumed to be 15% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 5-3: Location 4 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 72,000
Pathway Construction	\$483,000
Administration / CEI**	\$ 72,000
Total	\$627,000

**Assumed Approximately 15% of Construction Related Cost

5.6 Permitting

South Florida Water Management District (SFWMD)

The design for the stormwater, water, and wastewater improvements along 108th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk, therefore no drainage impacts are anticipated.

Permit modifications may be necessary as there is an existing permit covering all of Naples Park. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

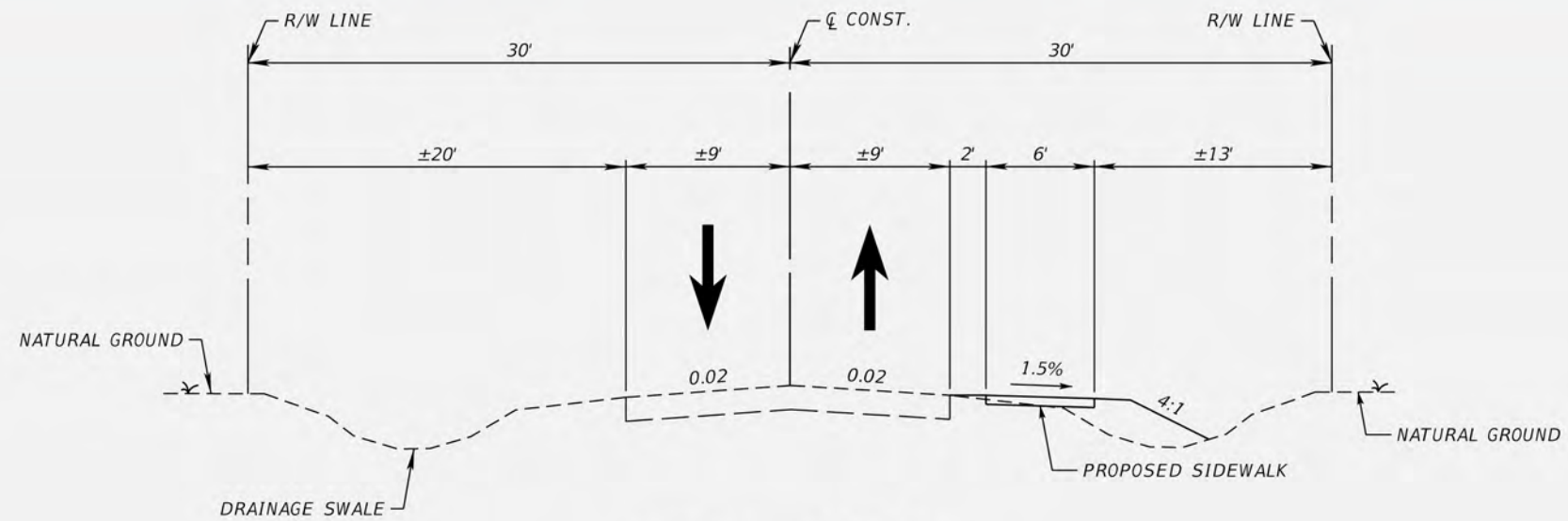
Environmental

The 108th Avenue North corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of

listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

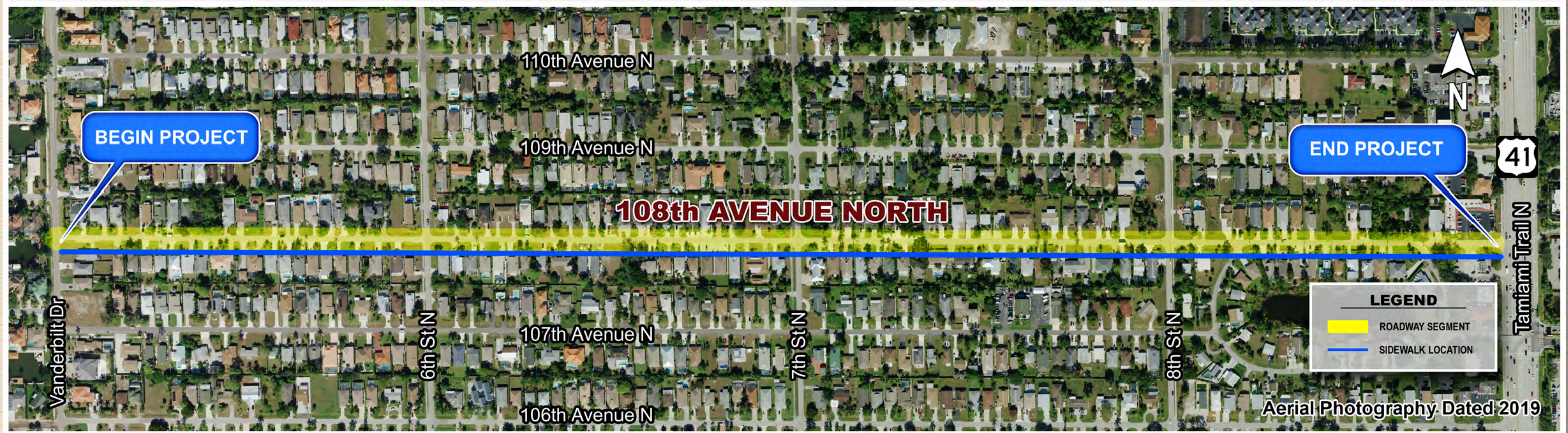
5.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for 108th Avenue North from Vanderbilt Drive to U.S. 41. There are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits. However, there are planned improvements for stormwater, water, and wastewater by Collier County within this corridor. These improvements are incorporating space for a future planned sidewalk.



TYPICAL SECTION
108TH AVENUE NORTH

POSTED SPEED = 25 MPH



108th Avenue North

LOCATION No. 4: From Vanderbilt Drive to Tamiami Trail N/ U.S. 41

EXHIBIT 5-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 2 Projects – 109th Ave**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Park – 109th Ave North – Vanderbilt Drive to US 41
Project Length: 1.0 Mile Design: \$72,000 Const: \$478,000 CEI: \$72,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on 109th Ave North in Naples Park includes a 6-foot wide concrete sidewalk along the south side of the road. The sidewalk will connect to the existing sidewalk on Vanderbilt Drive and end at US 41. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Sidewalks are lacking in this community.

4.0 LOCATION 3 - 109TH AVENUE NORTH FROM VANDERBILT DRIVE TO U.S. 41

Located within Naples Park, 109th Avenue North serves as a residential connector between Vanderbilt Drive and U.S. 41. With beaches located to the west and commercial to the east, providing safe walkable routes is ideal. Providing a sidewalk along one side of the corridor will increase the safety of both pedestrian and bicycle traffic.

4.1 Site Conditions

Corridor Description

Classified as a local roadway, 109th Avenue North is an east-west roadway that begins at Vanderbilt Drive to the west and terminates at U.S. 41 to the east, see **Exhibit 4-1**. Within the project limits, the corridor consists of a two-lane roadway with no existing sidewalks. There are existing sidewalk connections at Vanderbilt Drive, 6th Street North, 7th Street North, 8th Street North, and U.S. 41.

A site visit on May 12, 2021 along 109th Avenue North revealed the following existing features (see **Figure 4-1**):

- Periodic 15-in cross drains
- Mailboxes along south side of roadway
- Decorative grasses
- Existing sidewalk connections at intersection streets
- Existing ditch bottom inlets

There are existing large swales along the north edge of the roadway and driveway cross culverts to maintain conveyance. Collier County has ongoing stormwater, water, and wastewater projects within the Naples Park neighborhood. The design for the stormwater, water, and wastewater improvements along 109th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk.



Figure 4-1: 109th Avenue North Proposed Sidewalk

In order to promote pedestrian connectivity along 109th Avenue North, it is recommended to create ADA crosswalks and landings at the existing connecting roadways (see **Figure 4-2**).



Figure 4-2: Southwest Corner of 109th Avenue North and 7th Street North

4.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 4-1**.

Table 4-1: Location 3 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The proposed construction includes the addition of a 6-ft sidewalk along the south side of 109th Avenue North. This will require ADA compliant sidewalk connections at 6th Street North, 7th Street North, and 8th Street North.

CAT Route 11 provides service along U.S. 41 in the project area. Coordination with CAT is not necessary, however the proposed sidewalk will add connectivity to this route.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

4.3 Utilities

The utilities within this corridor include electrical, fiber, irrigation, sewer, potable water, CATV, gas, and telecommunication lines. This project may result in impacts to existing utilities within 109th Avenue North right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 4-2** and **Appendix A**.

Table 4-2: Location 3 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Crown Castle NG	Fiberdig Team	(888) 632-0931 x2	Fiber
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

4.4 Constructability

Collier County’s design for the stormwater, water, and wastewater improvements along 109th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk.

It is anticipated the proposed sidewalk will not impact the planned drainage improvements. Landscaping and mailboxes may need to be adjusted accordingly to account for the final sidewalk alignment. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

4.5 Project Cost Estimation

A conceptual planning level cost estimate along 109th Avenue North is provided in **Table 4-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 15% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 4-3: Location 3 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 72,000
Pathway Construction	\$478,000
Administration / CEI**	\$ 72,000
Total	\$622,000

***Assumed Approximately 15% of Construction Related Cost*

4.6 Permitting

South Florida Water Management District (SFWMD)

The design for the stormwater, water, and wastewater improvements along 109th Avenue North has taken into account a future planned sidewalk along one side of the corridor. A 7-ft to 8-ft flat shoulder along the south side of the roadway has been incorporated into the design for a future sidewalk, therefore, there are no drainage impacts being anticipated.

There is an existing permit covering all of Naples Park, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

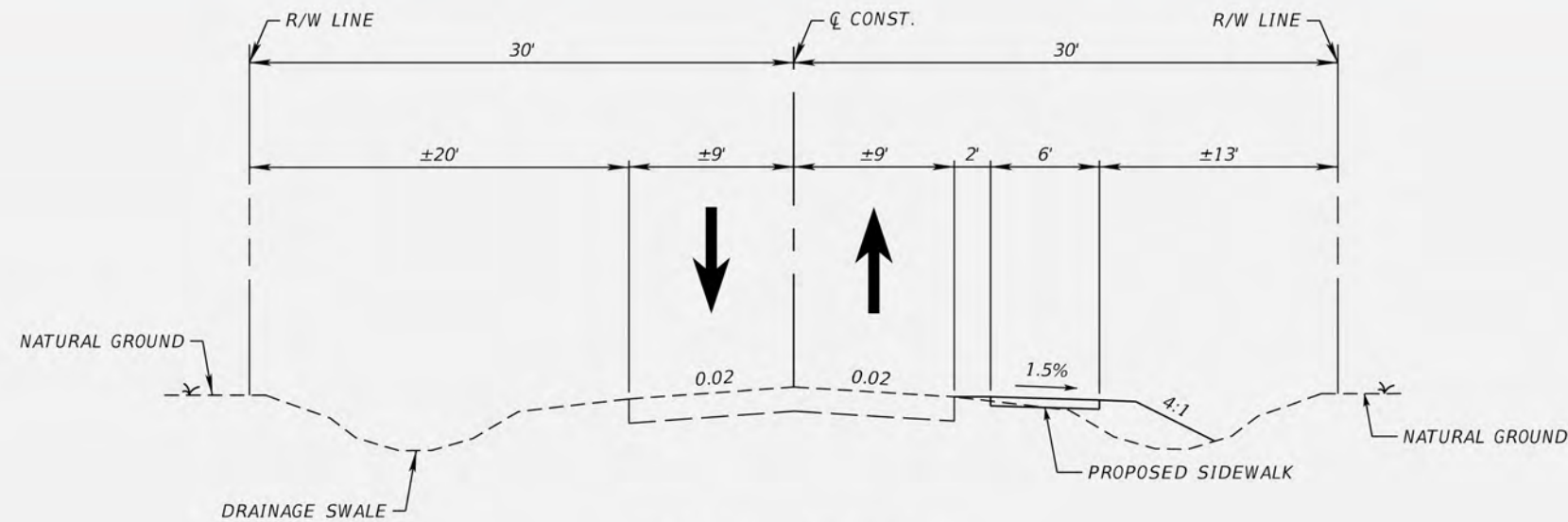
Environmental

The 109th Avenue North corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained

right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

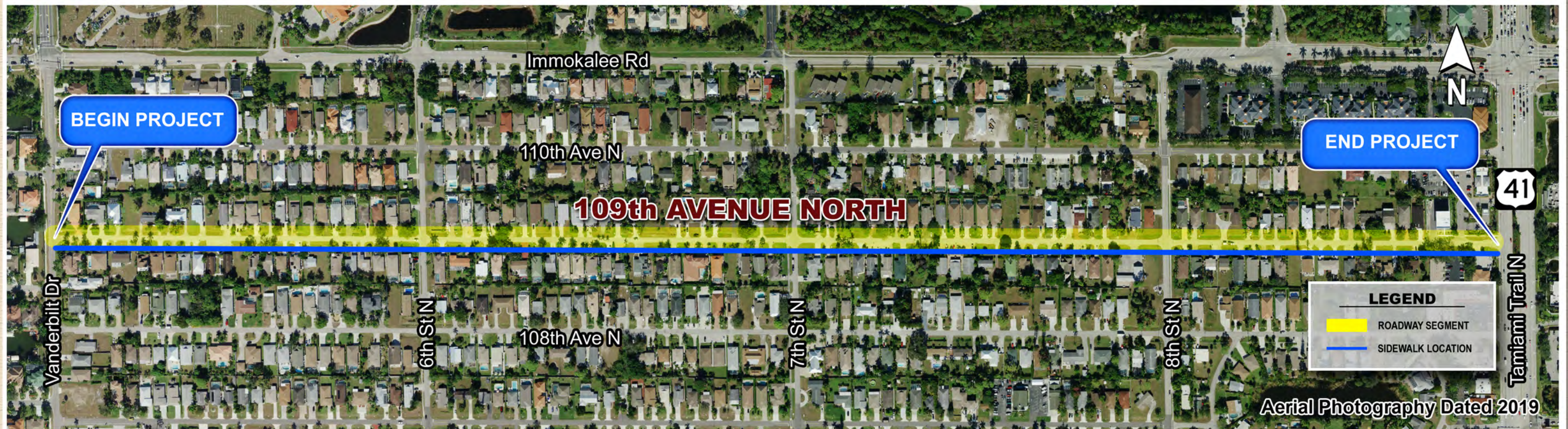
4.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5-year CIP, no future improvements have been planned for 109th Avenue North from Vanderbilt Drive to U.S. 41. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits. However, there are planned improvements consisting of stormwater, water, and wastewater by Collier County. These improvements are incorporating space for a future planned sidewalk.



TYPICAL SECTION
109TH AVENUE NORTH

POSTED SPEED = 25 MPH



109th Avenue North

LOCATION No. 3: From Vanderbilt Drive to Tamiami Trail N/ U.S. 41

EXHIBIT 4-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 2 Projects – Vanderbilt Beach Road**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Naples Park – Vanderbilt Beach Road – Southbay Drive to US 41
Project Length: 1.18 Mile Design: \$100,000 Const: \$502,000 CEI: \$101,000

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on Vanderbilt Beach Road in Naples Park includes a 10-foot wide asphalt path along the north side of the road. The multi-use path will be widened to 10-feet on from Southbay Drive to US 41. This facility has one of the highest pedestrian utilization rates in the County. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

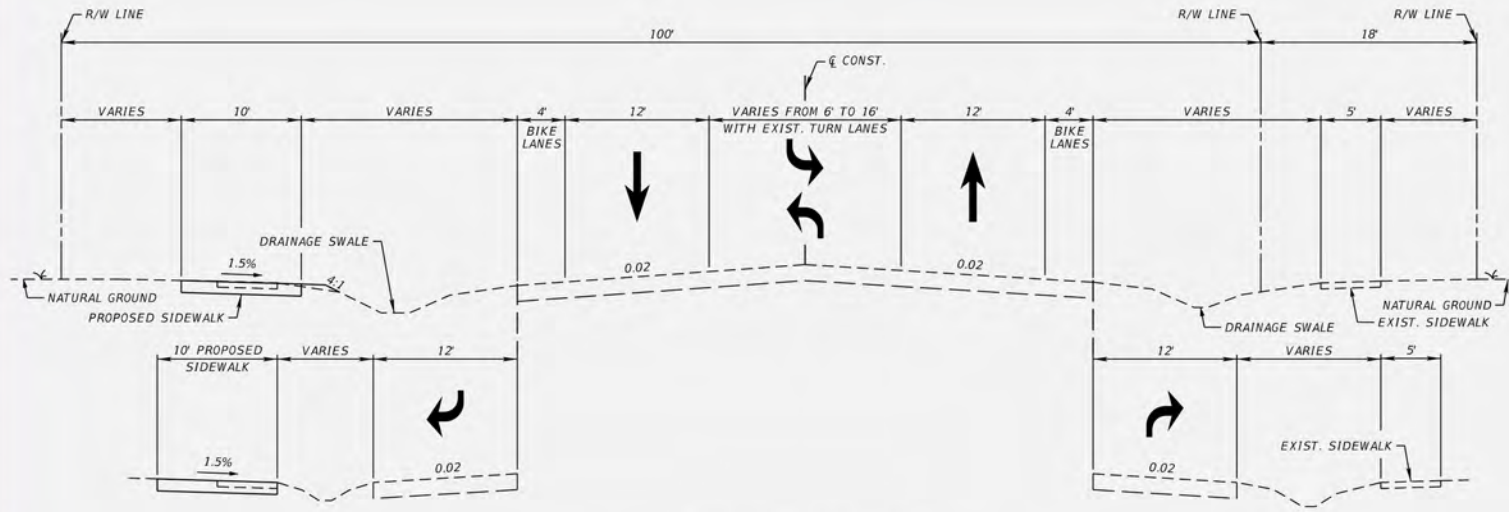
This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

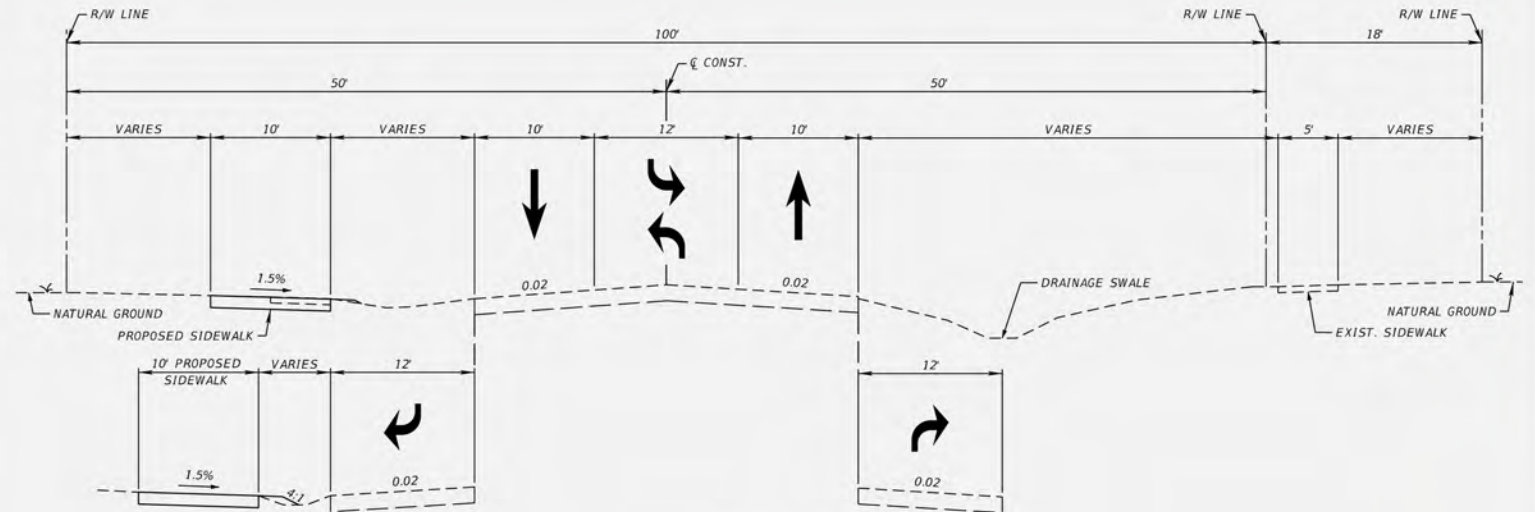
This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

Very high pedestrian usage.

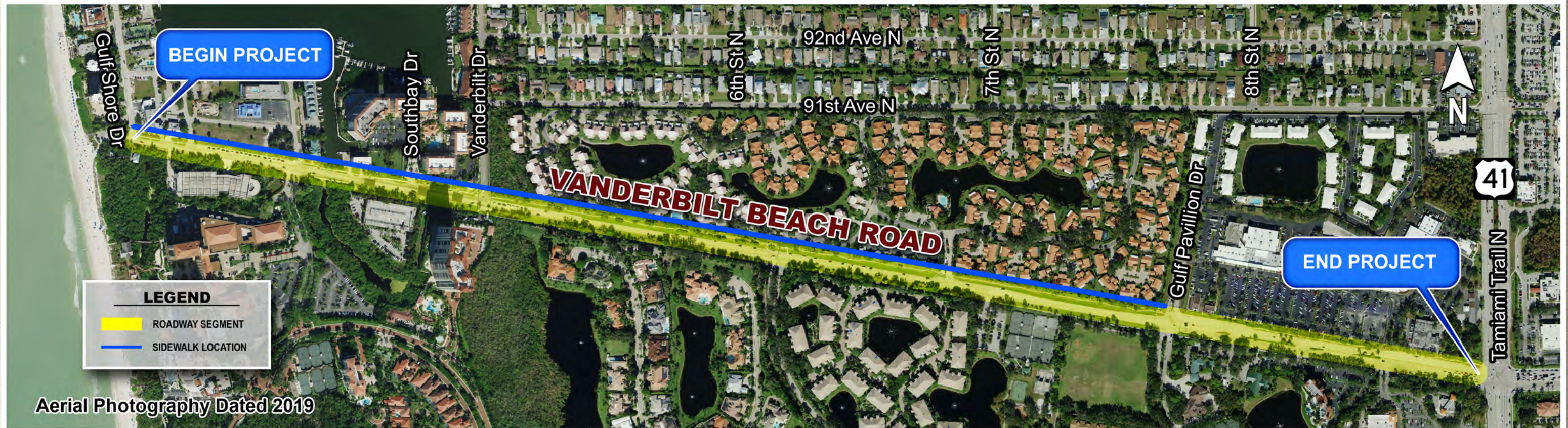


TYPICAL SECTION
VANDERBILT BEACH ROAD
(VANDERBILT DR. TO GULF PAVILLION DR.)



TYPICAL SECTION
VANDERBILT BEACH ROAD
(SOUTHBAY DR. TO VANDERBILT DR.)

POSTED SPEED = 35 MPH



Vanderbilt Beach Road

LOCATION No. 6: From Gulf Shore Drive to Tamiami Trail N/ U.S. 41

EXHIBIT 7-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



7.0 LOCATION 6 - VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO U.S. 41

Bicycling provides an economic and healthy means of reaching your destination. Providing cyclists with safe, convenient, and assessable facilities is essential to promoting use. The Vanderbilt Beach Road corridor contains a 5-ft wide sidewalk on the south side of the corridor, a 5-ft wide pathway on the north side of the corridor, and 4-ft wide bicycle lanes on the shoulders. While existing facilities are in place, Vanderbilt Beach Road serves as the connector to Vanderbilt Beach and the associated parking areas. This segment sees high volumes of pedestrian and bicycle traffic along with high volumes of vehicles. Upgrading these facilities to convert the 5-ft pathway along the north side to a 10-ft pathway would increase the mobility along this corridor.

7.1 Site Conditions

Corridor Description

Classified as a major collector, Vanderbilt Beach Road is an east-west undivided two-lane roadway that begins at Gulf Shore Drive to the west, ties in at Tamiami Trail (U.S. 41) to the east, and continues east where it terminates just east of Collier Boulevard. The project limits consist of the segment from Gulf Shore Drive to Tamiami Trail, see **Exhibit 7-1**. The posted speed limit within the project area is 35-mph.

Along Vanderbilt Beach Road, the following existing conditions were observed during the site visit performed on May 12, 2021:

- 5-ft asphalt pathway along the north (see **Figure 7-1**)
- 5-ft concrete sidewalk along the south
- 4-ft shoulder / bicycle lanes
- Drainage swales on the north and south side of the corridor
- Overhead electric

With a 5-ft concrete sidewalk along the south, and an existing 5-ft asphalt pathway along the north, it is recommended to widen the existing asphalt pathway to 10-ft to increase the mobility along the corridor.



Figure 7-1: Vanderbilt Beach Road Multi Use Path

The current 5-ft asphalt pathway along Vanderbilt Beach Road also includes signalized pedestrian crossings at Gulf Pavillion Drive, North Pointe Drive, and Vanderbilt Drive. Potential pedestrian signal relocations may be needed for the widening of the pathway (see **Figure 7-2**).

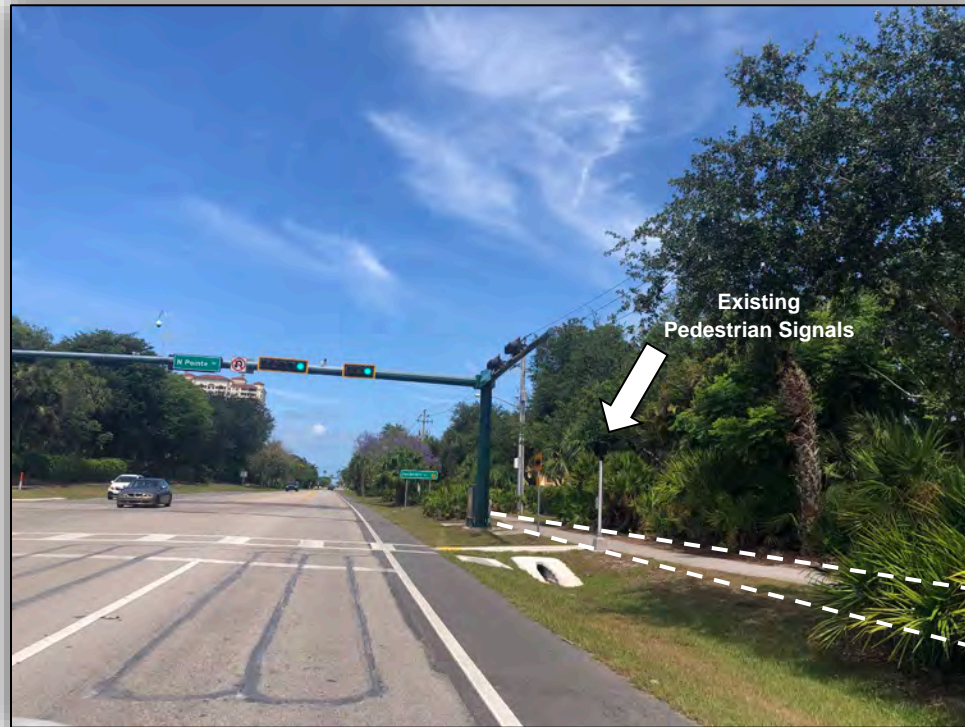


Figure 7-2: Vanderbilt Beach Road Existing Signals

It is recommended that crosswalks be placed across all intersecting side streets (see **Figure 7-3**) along with ADA compliant crosswalk landings and detectable warning surfaces. The crosswalk should consist of two 12-in white lines placed no less than 6-ft apart. The crosswalk should be placed no less than 4-ft in front of the existing stop bar. Existing stop bars should be inspected at the time of construction and replaced if severely faded and/or worn.



Figure 7-3: Vanderbilt Beach Road West End

7.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 7-1**.

Table 7-1: Location 6 - Design Criteria

Design Element	Value Designation
Roadway Classification	Major Collector
Sidewalk Width	6 Feet
Clear Zone	10 Feet (35 mph)
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

It is recommended to widen the existing asphalt pathway to 10-ft to increase the mobility along the corridor. This widening will require ADA compliant sidewalk connections at all side streets within the segment.

CAT Route 11 provides service along Tamiami Trail (U.S. 41) in the project area. Coordination with CAT is not necessary, however the proposed widening of the pathway will add connectivity to this route.

ADA compliance should be verified during the final design phase not only for the construction of new sidewalks and curb ramps, but for those that are existing as well. It is recommended that the surrounding sidewalks be inspected for ADA compliance, as the proposed sidewalk will adjoin to these facilities.

7.3 Utilities

The utilities within this corridor include electrical, fiber, irrigation, sewer, potable water, CATV, gas, and telecommunication lines. This project may result in impacts to the existing utilities within the Vanderbilt Beach Road right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 7-2** and **Appendix A**.

Table 7-2: Location 6 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Traffic Operations Sections	Pam Wilson	(239) 252-8260	Electric and Fiber
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
Collier County BCC Road Maintenance	Pamela Lulich	(239) 252-8924	Irrigation
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Collier County Stake & Locates	Eric Fey	(239) 252-1037	Sewer and Water
Comcast	Josh Davis	(239) 253-7642	CATV
Florida Power & Light- Collier	Joel Bray	(386) 586-6403	Electric
Crown Castle NG	Fiberdig Team	(888) 632-0931 x2	Fiber
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

7.4 Constructability

The widening of the 5-ft asphalt pathway to 10-ft may require potential pedestrian signal modifications and slight swale reshaping. Only minor piping or drainage structures are anticipated. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

7.5 Project Cost Estimation

A conceptual planning level cost estimate along Vanderbilt Beach Road is provided in **Table 7-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 20% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 7-3: Location 6 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$100,000
Pathway Construction	\$502,000
Administration / CEI**	\$101,000
Total	\$703,000

***Assumed Approximately 20% of Construction Related Cost*

7.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Minimal drainage impacts are anticipated with the widening of the pathway and existing drainage patterns would be maintained.

There is an existing permit along Vanderbilt Beach Road, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

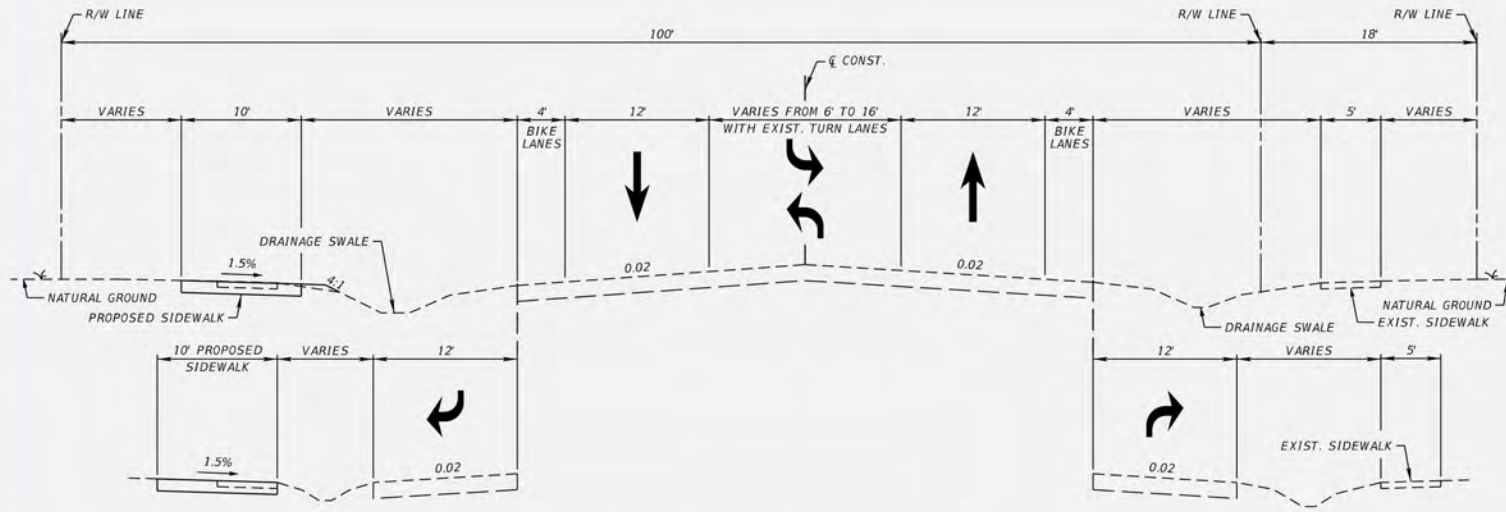
Environmental

The Vanderbilt Beach Road corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this

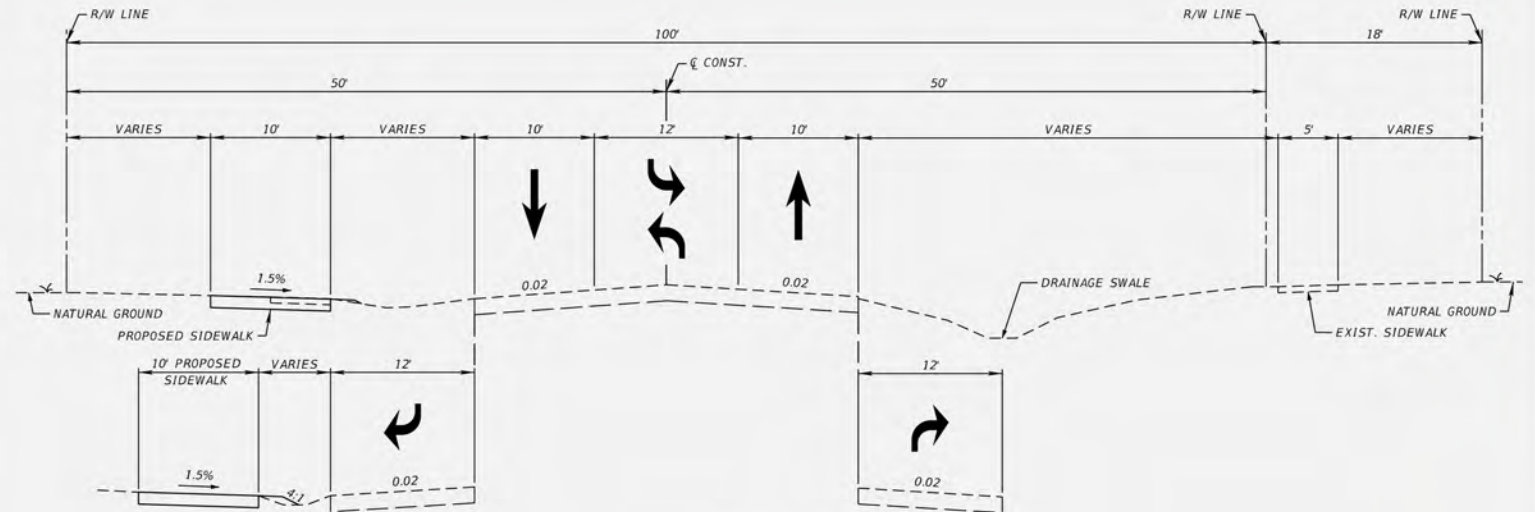
time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

7.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, intersection improvements are listed on the 2045 Needs Plan for the intersection of Vanderbilt Beach Road and Tamiami Trail. Intersection improvements are listed as major intersection improvements. This should be further reviewed during the design process.

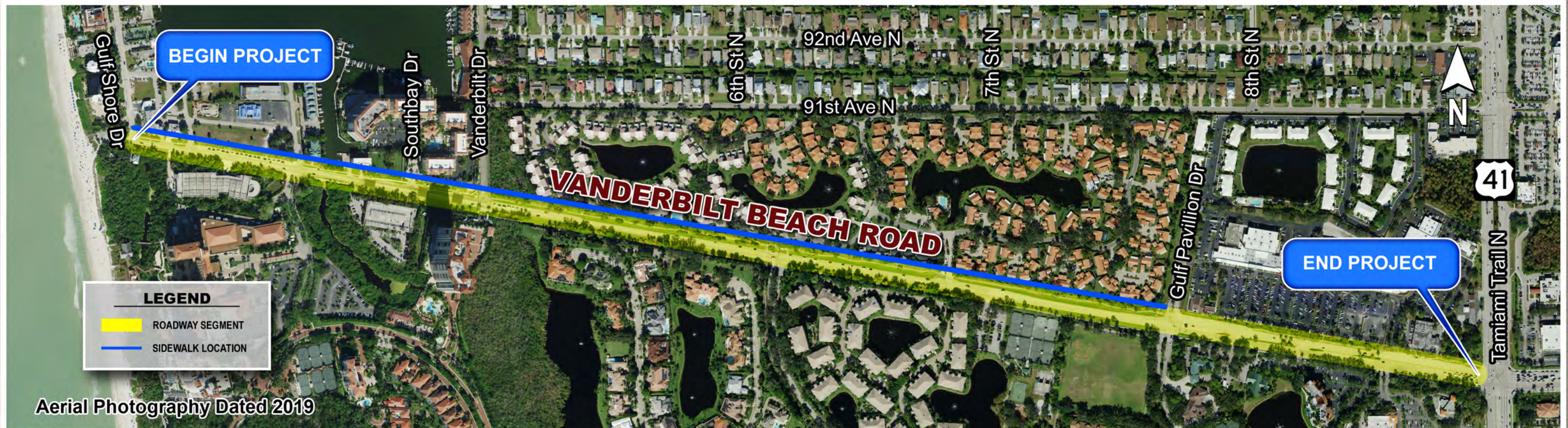


TYPICAL SECTION
VANDERBILT BEACH ROAD
(VANDERBILT DR. TO GULF PAVILLION DR.)



TYPICAL SECTION
VANDERBILT BEACH ROAD
(SOUTHBAY DR. TO VANDERBILT DR.)

POSTED SPEED = 35 MPH



Vanderbilt Beach Road

LOCATION No. 6: From Gulf Shore Drive to Tamiami Trail N/ U.S. 41

EXHIBIT 7-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: 23rd PL SW(45th St SW to 43rd Ln SW) and 45th St SW(23rd Ave SW to Sunset Rd.)

6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study

7. Project Location, Termini and Length (*Attach Location Map*)

Golden Gate – 23rd PL SW – 45th St SW to 43rd Ln SW

Project Length: 0.19 Miles Design: \$10,160, Const: \$75,185, CEI: \$10,160

Golden Gate – 45th St. SW – 23rd Ave SW to Sunset Rd

Project Length: 0.42 miles Design: \$25,512, Const: \$188,790, CEI: \$25,512

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)

The project on 23rd Place SW in Golden Gate includes a 5-foot wide concrete sidewalk along the north side. The sidewalk will connect the existing sidewalk between 45th St SW and 43rd Ln SW. The project on 45th St SW includes a 5-foot wide concrete sidewalk along the north side, between 23rd Ave SW and Sunset Road. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4) and in an adopted Community Walkability study (Funding Priorities p67 item1.)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

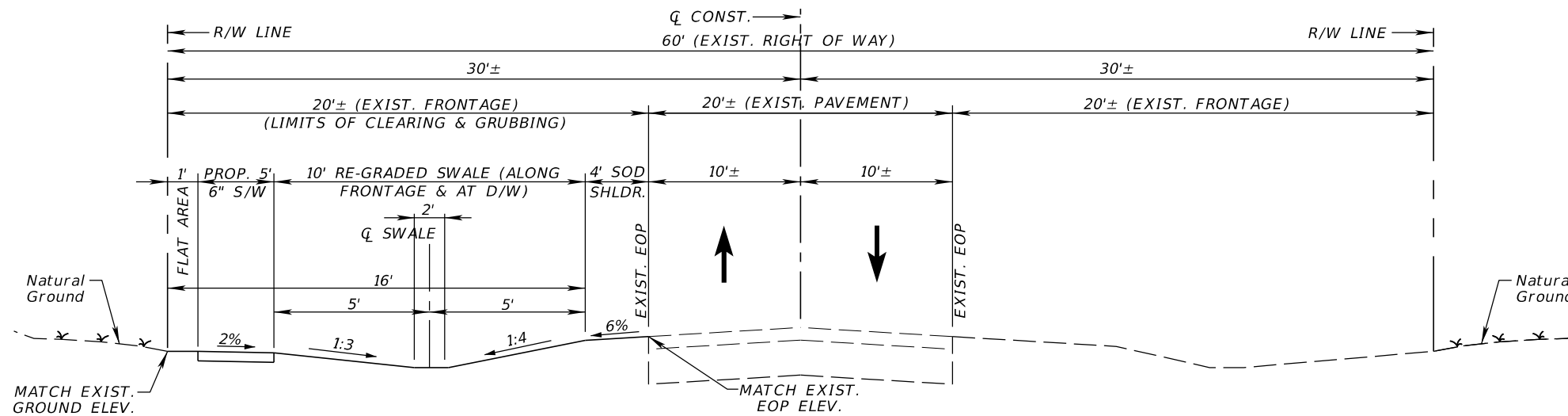
This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

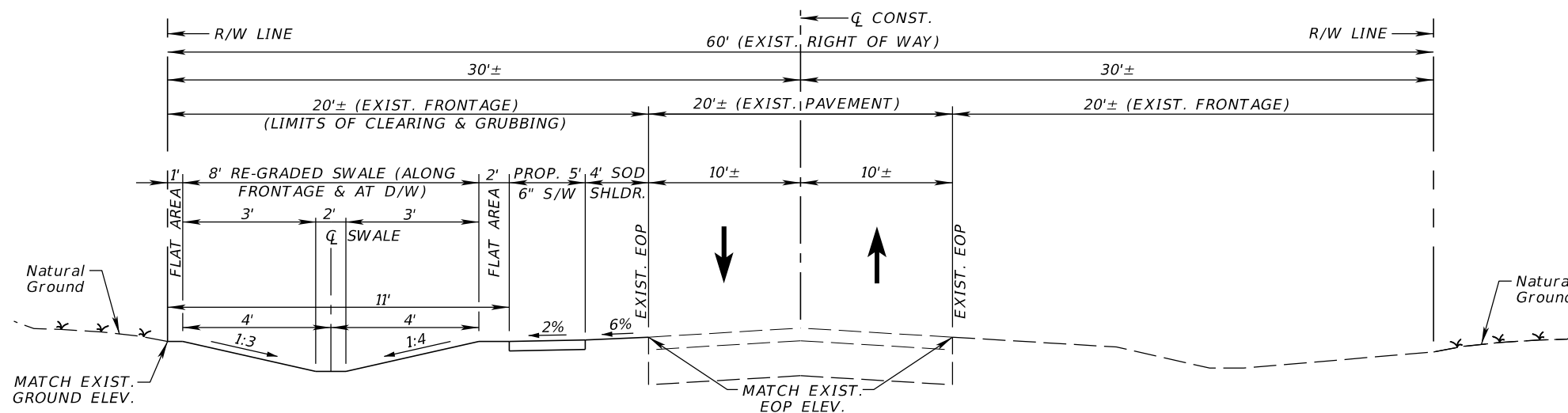
15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

This project will provide sidewalk connectivity and safe walking conditions in a community
that lacks sidewalks.



NOTE: SIMILAR DIMENSIONS AND GRADING FOR 'SWALED' DRIVEWAY RECONSTRUCTION.

TYPICAL SECTION - 23RD PLACE SW (LEFT SIDE)
FROM 45th ST SW TO 43rd LN SW
N.T.S



NOTE: SIMILAR DIMENSIONS AND GRADING FOR 'SWALED' DRIVEWAY RECONSTRUCTION.

TYPICAL SECTION - 45TH ST. SW (LEFT SIDE)
FROM 23RD AVE SW TO SUNSET RD
N.T.S

FOOTNOTES:

1. SCOPE OF WORK VARIES FOR EACH STREET BASED ON SITE CONDITIONS, FIELD CONSTRAINTS AND INTERSECTING STREETS.
2. SEE PLAN SHEETS FOR SIDEWALK, DRIVEWAY, SWALE GRADING, SIDE DRAINS, AND MAILBOX LOCATIONS.
3. CONTRACTOR TO REFERENCE GENERAL NOTES & SITE DETAIL SHEETS FOR ADDITIONAL DETAILS, SPECIFICATIONS AND INCIDENTAL WORK ITEMS AS PART OF THE WORK SCOPE. SPECIFIC ELEMENTS INCLUDE EROSION CONTROL MEASURES, SIDEWALK & DRIVEWAY ADA CRITERIA, DRAINAGE INFRASTRUCTURE RETROFITTING, FINISH GRADING TO ASSURE POSITIVE DRAINAGE, UNDERGROUND/SURFACE UTILITY ADJUSTMENTS, SIGNING & STRIPING INSTALLATION, AND MAINTENANCE OF TRAFFIC.

NOTES:

CAPITAL CONSULTING SOLUTIONS
9010 STRADA STELL CT., STE 108
NAPLES, FL 34109
PHONE: 239.273.8894
ADAM AHMAD, P.E. NO. 72472



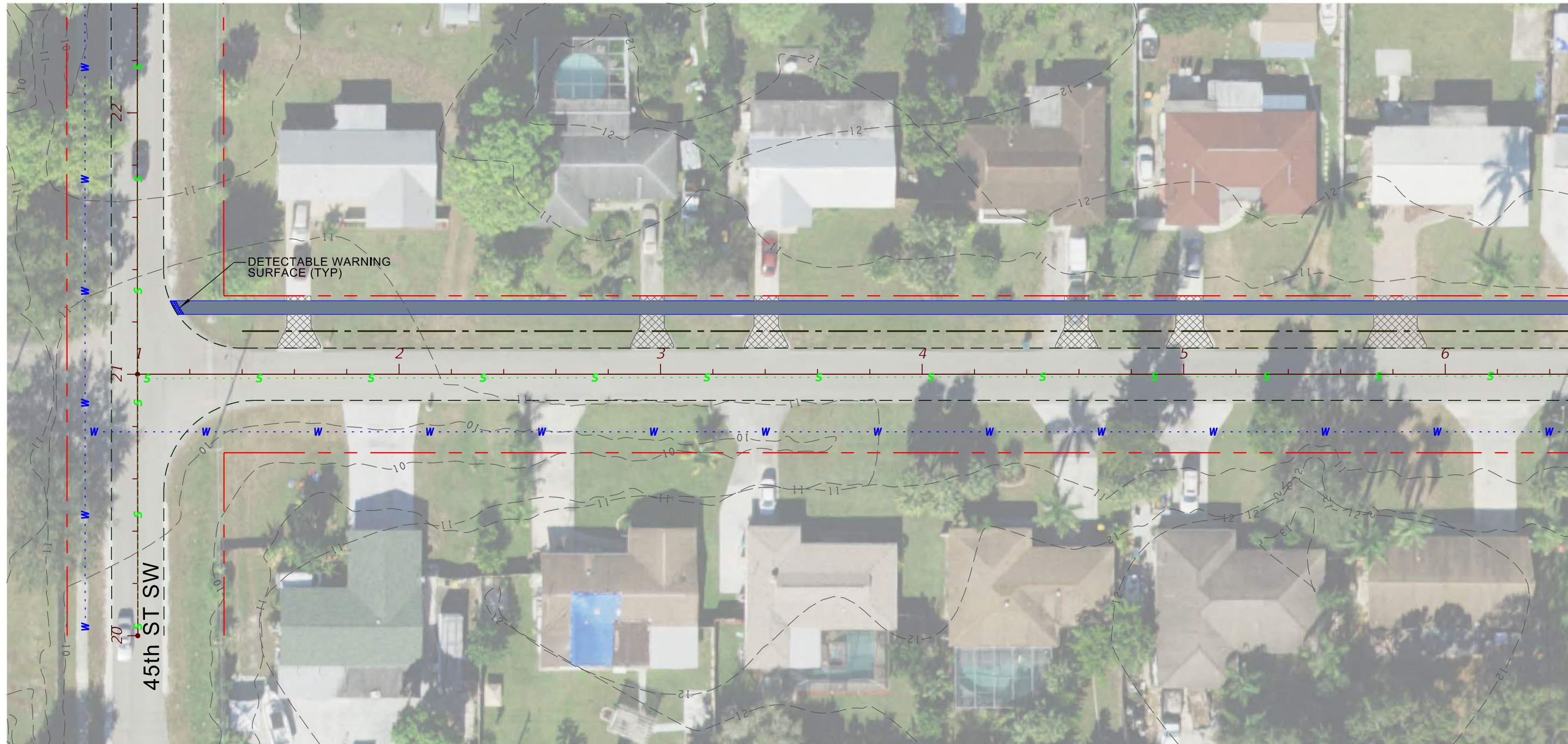
COLLIER COUNTY
BOARD OF COUNTY COMMISSIONERS

PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
TYPICAL SECTIONS (2)
45TH ST SW, 23RD PLACE SW

SHEET
NO.

4



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
					MITERED END
					MAILBOX

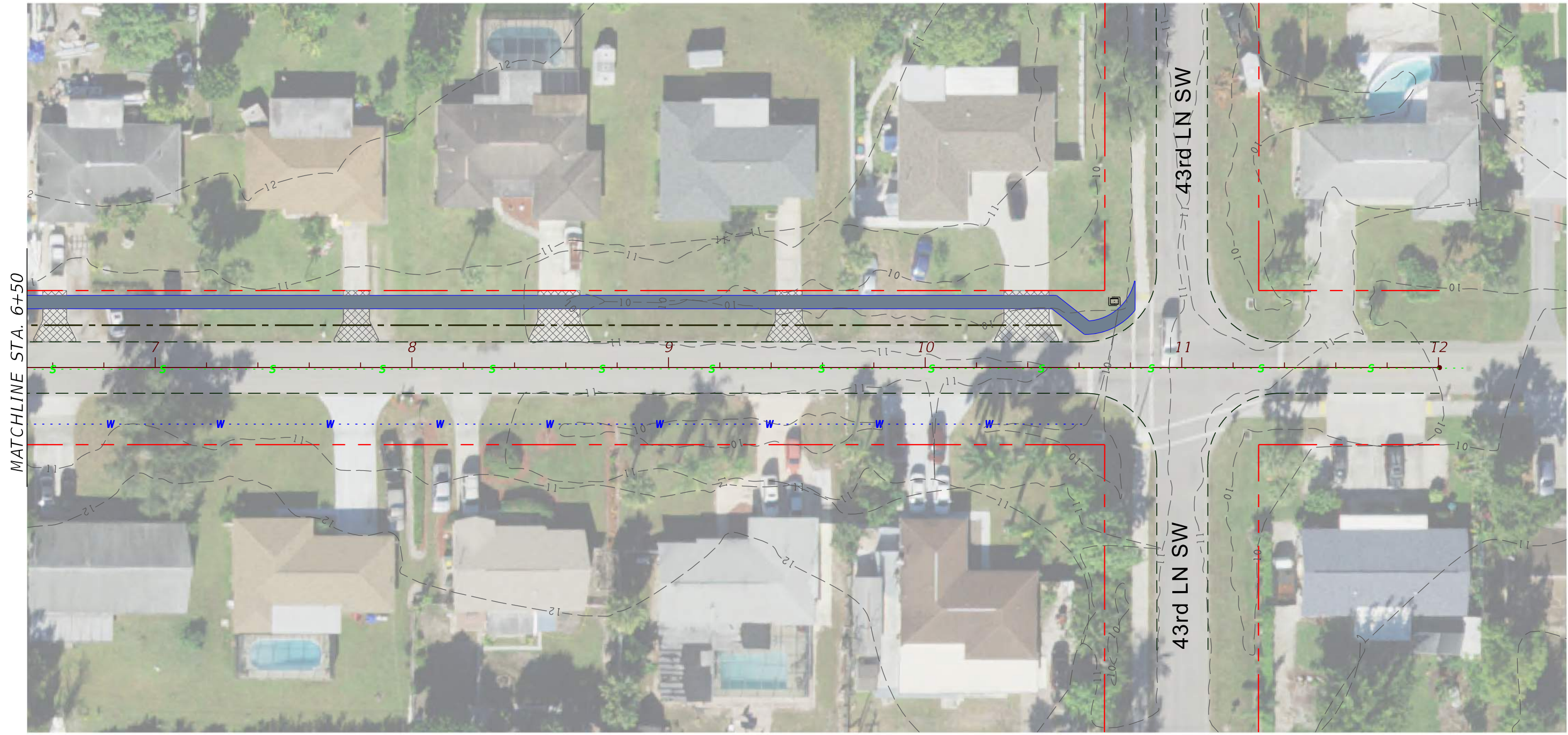


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 9010 STRADA STELL CT., STE 108
 NAPLES, FL 34109
 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

<i>COLLIER COUNTY</i> BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
23RD PL. SW (1)
(45TH ST SW TO 43RD LN SW)

SHEET NO.
11



LEGEND:

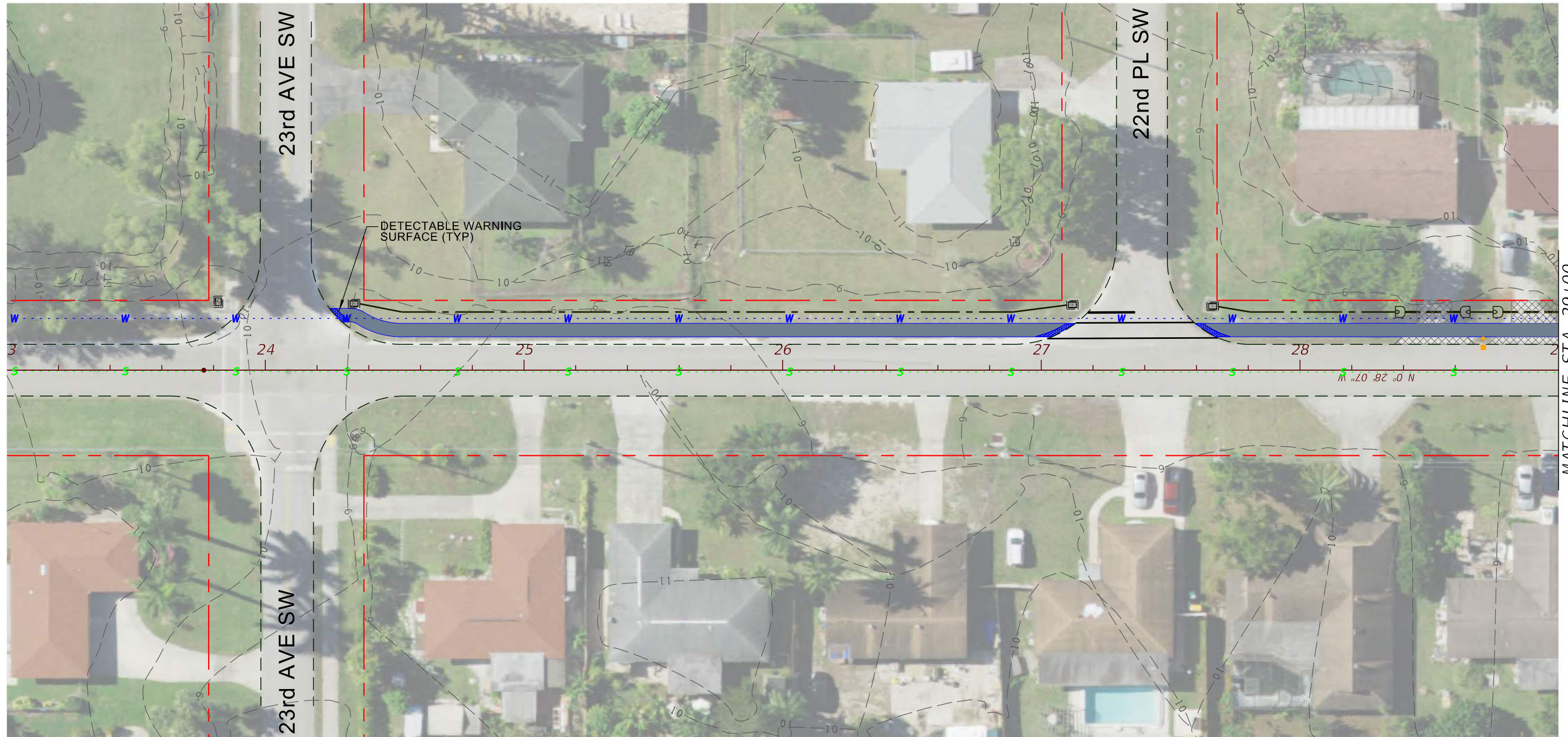
	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6" CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
					MAILBOX
					MITERED END

CAPITAL
 CAPITAL CONSULTING SOLUTIONS
 9010 STRADA STELL CT., STE 108
 NAPLES, FL 34109
 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

<i>COLLIER COUNTY</i> BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS 23RD PL. SW (2) (45TH ST SW TO 43RD LN SW)

SHEET NO.
12



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6" CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MAILBOX		MITERED END

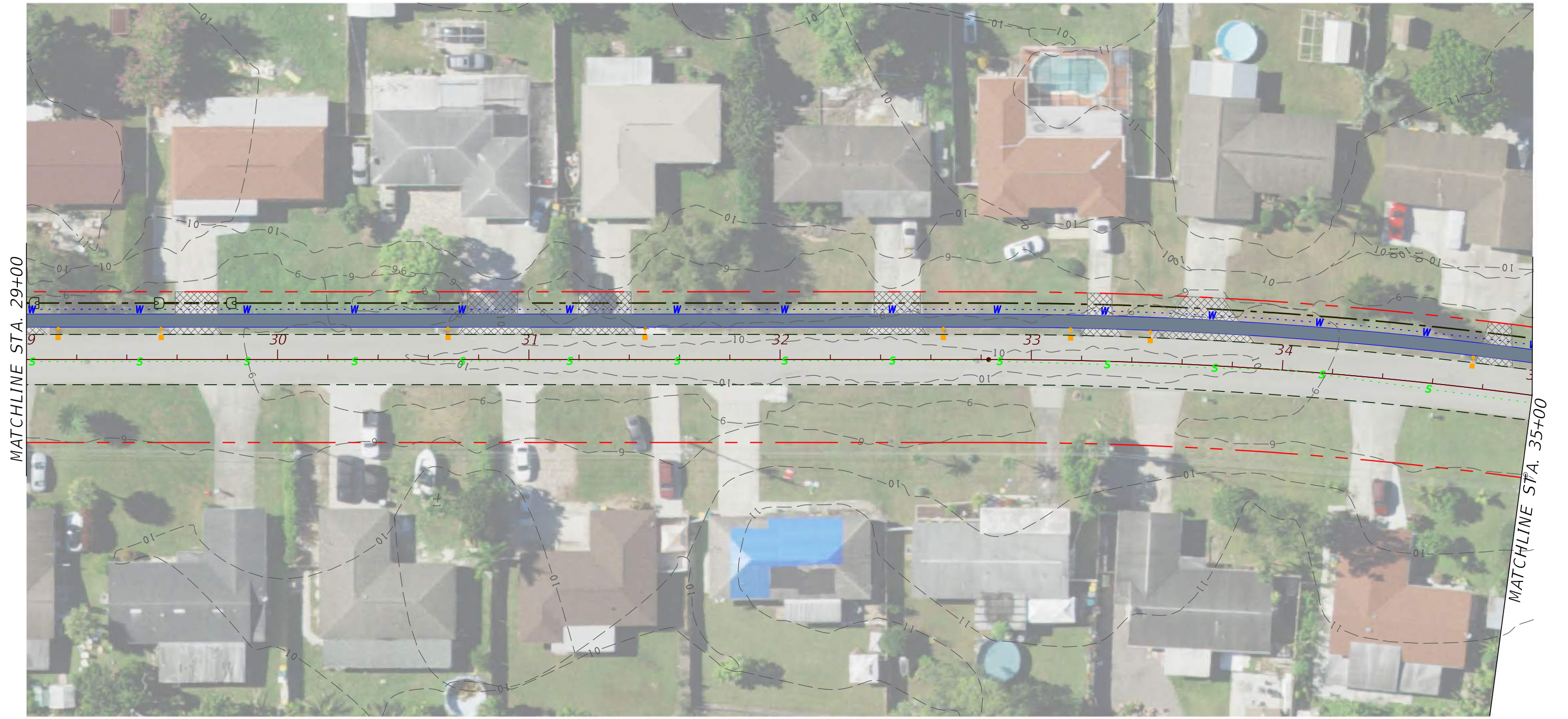
CAPITAL
 CAPITAL CONSULTING SOLUTIONS
 9010 STRADA STELL CT., STE 108
 NAPLES, FL 34109
 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS

PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
45TH ST. SW (1)
(23RD AVE SW TO SUNSET RD)

SHEET NO.
13



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6" CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MAILBOX		MITERED END

CAPITAL
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 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS

PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
45TH ST. SW (2)
 (23RD AVE SW TO SUNSET RD)

SHEET NO.
 14



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
					MITERED END
					MAILBOX



CAPITAL CONSULTING SOLUTIONS
 9010 STRADA STELL CT., STE 108
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 ADAM AHMAD, P.E. NO. 72472

<i>COLLIER COUNTY</i> BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS 45TH ST. SW (3) (23RD AVE SW TO SUNSET RD)

SHEET NO. 15

SCALE: 1"=40'



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
					MITERED END
					MAILBOX

CAPITAL
 CAPITAL CONSULTING SOLUTIONS
 9010 STRADA STELL CT., STE 108
 NAPLES, FL 34109
 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS 45TH ST. SW (4) (23RD AVE SW TO SUNSET RD)
SHEET NO. 16

**ENGINEER'S OPINION OF PROBABLE COST
COLLIER COUNTY
DISTRICT 3**

PAY ITEM SPEC YEAR	2021
SUBMITTAL TYPE	ENGINEERS ESTIMATE
COUNTY	COLLIER
DATE	July 16, 2021
ENGINEERING CONSULTING FIRM	CAPITAL CONSULTING SOLUTIONS
COST ESTIMATOR	ADAM AHMAD, PE #72472, AICP
PHONE NUMBER	239-273.8894
LOCATION:	23RD PL SW (45TH ST SW-43RD LN SW)
PAGE NUMBER:	1 OF 1

Summary of Pay Items

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0102 1	MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	\$5,000.00
0104 10 3	SEDIMENT BARRIER	LF	1000	\$1.50	\$1,500.00
0110 1 1	CLEARING & GRUBBING	AC	0	\$2,000.00	\$920.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	440	\$21.50	\$9,460.00
0110 7 1	MAILBOX, FURNISH & INSTALL	EA		\$160.00	
0120 1	REGULAR EXCAVATION (SWALE REGRADING)	LS	1	\$3,000.00	\$3,000.00
0522 1	CONCRETE SIDEWALK, 6" THICK	SY	542	\$52.00	\$28,184.00
0522 2	CONCRETE DRIVEWAY, 6" THICK	SY	342	\$52.00	\$17,784.00
0527 2	DETECTABLE WARNINGS	SF	10	\$23.00	\$230.00
0570 1 2	PERFORMANCE TURF, SOD	SY	662	\$2.50	\$1,655.00
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWAL	LF		\$7.00	
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWAL	LF		\$14.00	
Summary Pay Items				COMPONENT TOTAL	\$67,733.00

		COMPONENT SUB-TOTAL	\$67,733.00
(102-1) MOT (Maintenance of Traffic)		4%	\$2,709.32
(101-1) MOB (Mobilization)		7%	\$4,741.31
Design (15% of Total)		15%	\$10,159.95
CEI (15% of Total)		15%	\$10,159.95
PROJECT GRAND TOTAL			\$95,503.53

ENGINEER'S OPINION OF PROBABLE COST
COLLIER COUNTY
DISTRICT 3

PAY ITEM SPEC YEAR	2021
SUBMITTAL TYPE	ENGINEERS ESTIMATE
COUNTY	COLLIER
DATE	July 16, 2021
ENGINEERING CONSULTING FIRM	CAPITAL CONSULTING SOLUTIONS
COST ESTIMATOR	ADAM AHMAD, PE #72472, AICP
PHONE NUMBER	239-273-8894
LOCATION:	45TH ST. SW (23RD AVE SW-SUNSET RD.)
PAGE NUMBER:	1 OF 1

Summary of Pay Items

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0102 1	MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	\$5,000.00
0104 10 3	SEDIMENT BARRIER	LF	2,000	\$1.50	\$3,000.00
0110 1 1	CLEARING & GRUBBING	AC	0.92	\$3,000.00	\$2,760.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	788	\$21.50	\$16,942.00
0110 7 1	MAILBOX, FURNISH & INSTALL	EA	22	\$160.00	\$3,520.00
0120 1	REGULAR EXCAVATION (SWALE REGRADING)	LS	1	\$6,000.00	\$6,000.00
430 175 118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	LF	100	\$82.00	\$8,200.00
430 984 125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	8	\$1,500.00	\$12,000.00
0522 1	CONCRETE SIDEWALK, 6" THICK	SY	930	\$52.00	\$48,360.00
0522 2	CONCRETE DRIVEWAY, 6" THICK	SY	1,039	\$52.00	\$54,028.00
0527 2	DETECTABLE WARNINGS	SF	50	\$23.00	\$1,150.00
0570 1 2	PERFORMANCE TURF, SOD	SY	2,925	\$2.50	\$7,312.50
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	200	\$7.00	\$1,400.00
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK OR STOP BAR	LF	24	\$17.00	\$408.00
Summary Pay Items			COMPONENT TOTAL		\$170,080.50

	COMPONENT SUB-TOTAL	\$170,080.50
(102-1) MOT (Maintenance of Traffic)	4%	\$6,803.22
(101-1) MOB (Mobilization)	7%	\$11,905.64
Design (15% of Total)	15%	\$25,512.08
CEI (15% of Total)	15%	\$25,512.08
PROJECT GRAND TOTAL		\$239,813.51

MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 4 Projects – Bayshore CRA**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Bayshore CRA – Areca Ave – Bayshore Rd to Domino Ave.
Project Length: 0.19 Miles Design: \$17,521, Const: \$129,656, CEI: \$17,521

Bayshore CRA – Pineland St. – County Water Storage Facility to Francis Ave.
Project Length: 0.42 miles Design: \$10,148, Const: \$75,097, CEI: \$10,148

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
The project on Areca Ave in the Bayshore CRA includes a 5-foot wide concrete sidewalk along the north side of the road. The sidewalk will connect the existing sidewalk Bayshore Drive.
The project on Pineland Street includes a 5-foot wide concrete sidewalk along the east side, between US 41 and Frances Ave. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4); and in Bayshore CRA Master Plan

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

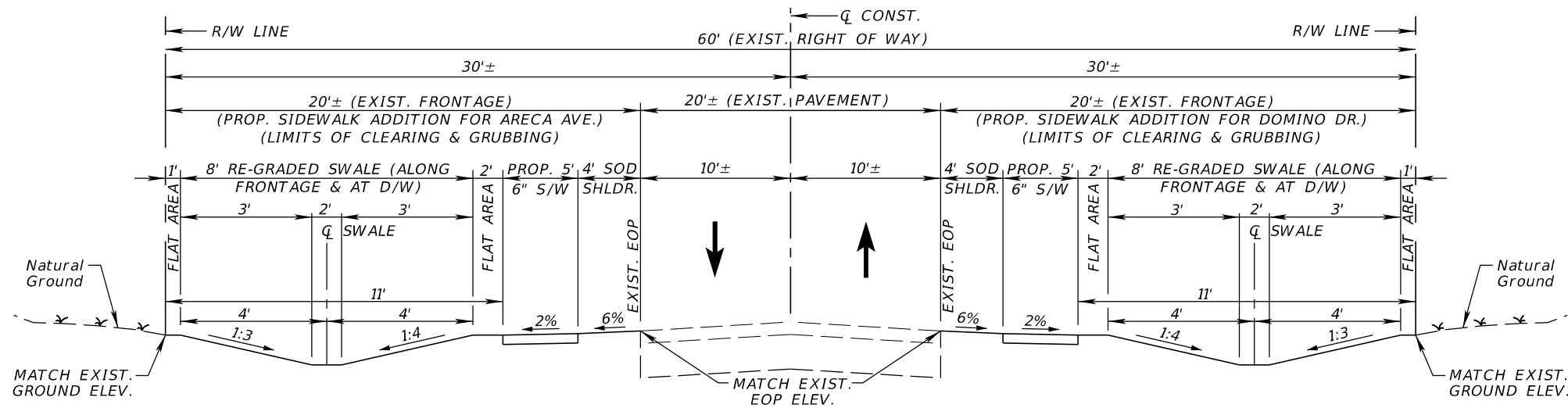
This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

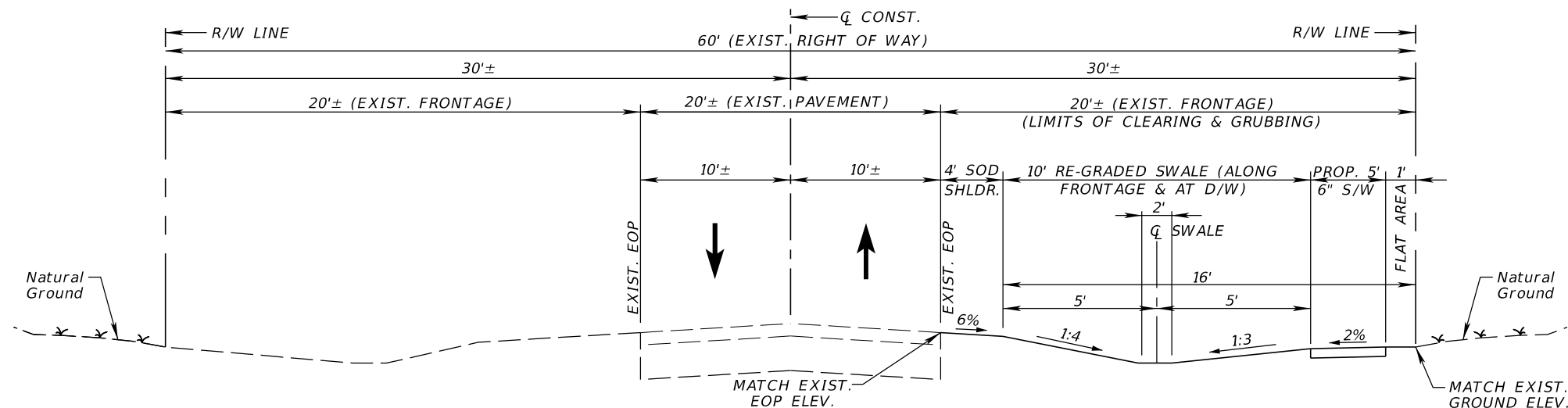
This project was identified and requested by the Bayshore CRA staff members.



NOTE: SIMILAR DIMENSIONS AND GRADING FOR 'SWALED' DRIVEWAY RECONSTRUCTION.

TYPICAL SECTION - ARECA AVE. (LEFT SIDE)
 TYPICAL SECTION - DOMINO DR (RIGHT SIDE)
 FROM BAYSHORE DR. TO DOMINO DR.
 N.T.S

NOTE: SIMILAR DIMENSIONS AND GRADING FOR 'SWALED' DRIVEWAY RECONSTRUCTION.



TYPICAL SECTION - PINELAND ST. (RIGHT SIDE)
 FROM CC WTP TO FRANCIS AVE.
 N.T.S

NOTE: SIMILAR DIMENSIONS AND GRADING FOR 'SWALED' DRIVEWAY RECONSTRUCTION.

FOOTNOTES:

1. SCOPE OF WORK VARIES FOR EACH STREET BASED ON SITE CONDITIONS, FIELD CONSTRAINTS AND INTERSECTING STREETS.
2. SEE PLAN SHEETS FOR SIDEWALK, DRIVEWAY, SWALE GRADING, SIDE DRAINS, AND MAILBOX LOCATIONS.
3. CONTRACTOR TO REFERENCE GENERAL NOTES & SITE DETAIL SHEETS FOR ADDITIONAL DETAILS, SPECIFICATIONS AND INCIDENTAL WORK ITEMS AS PART OF THE WORK SCOPE. SPECIFIC ELEMENTS INCLUDE EROSION CONTROL MEASURES, SIDEWALK & DRIVEWAY ADA CRITERIA, DRAINAGE INFRASTRUCTURE RETROFITTING, FINISH GRADING TO ASSURE POSITIVE DRAINAGE, UNDERGROUND/SURFACE UTILITY ADJUSTMENTS, SIGNING & STRIPING INSTALLATION, AND MAINTENANCE OF TRAFFIC.

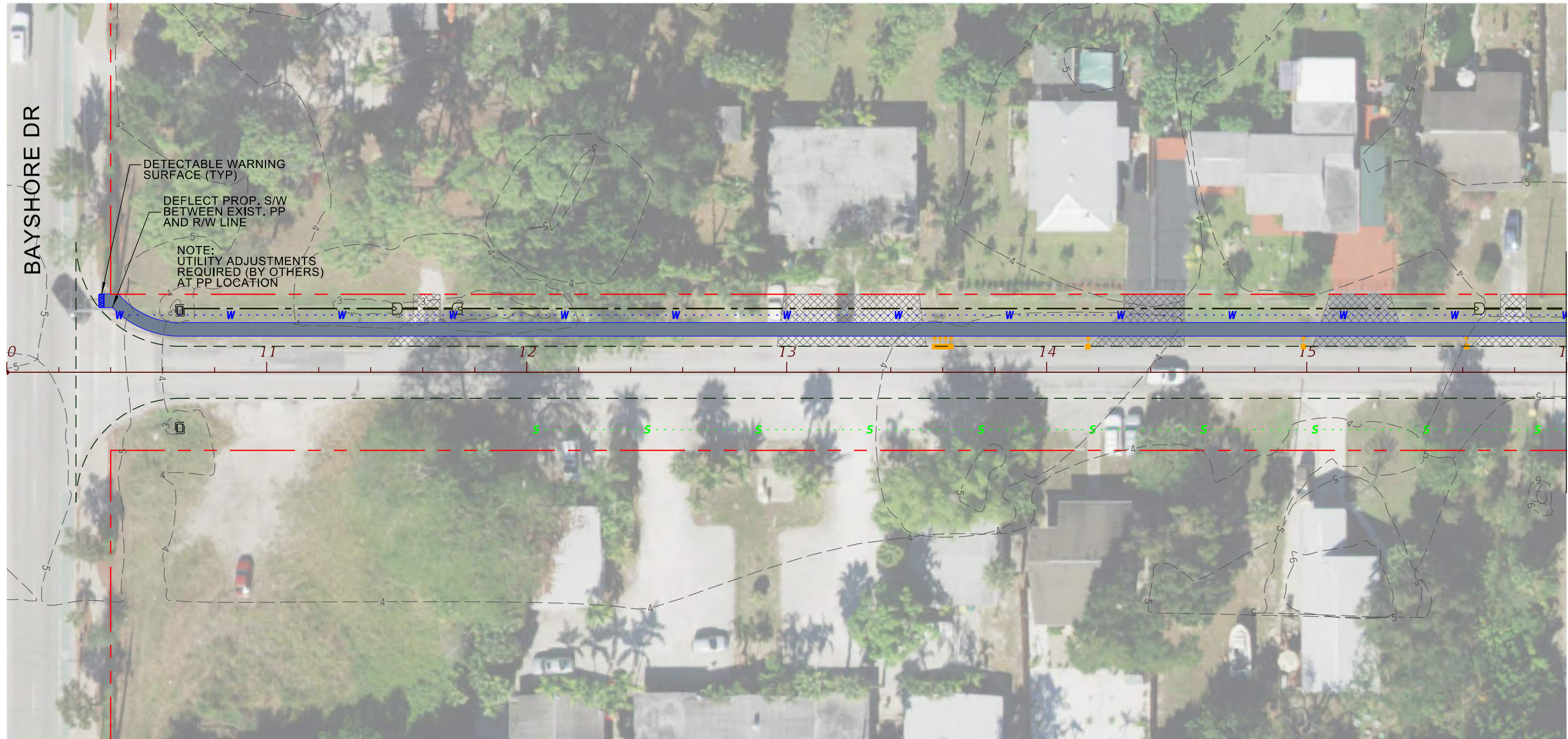
NOTES:

CAPITAL
 CAPITAL CONSULTING SOLUTIONS
 9010 STRADA STELL CT., STE 108
 NAPLES, FL 34109
 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS
 PROJECT NAME: FDOT LAP PROJECT SIDEWALK IMPROVEMENTS
 DATE: JULY 14, 2021

CONCEPTUAL PLANS
 TYPICAL SECTIONS (1)
 PINELAND ST, ARECA AVE, DOMINO DR

SHEET NO.
 3



LEGEND:

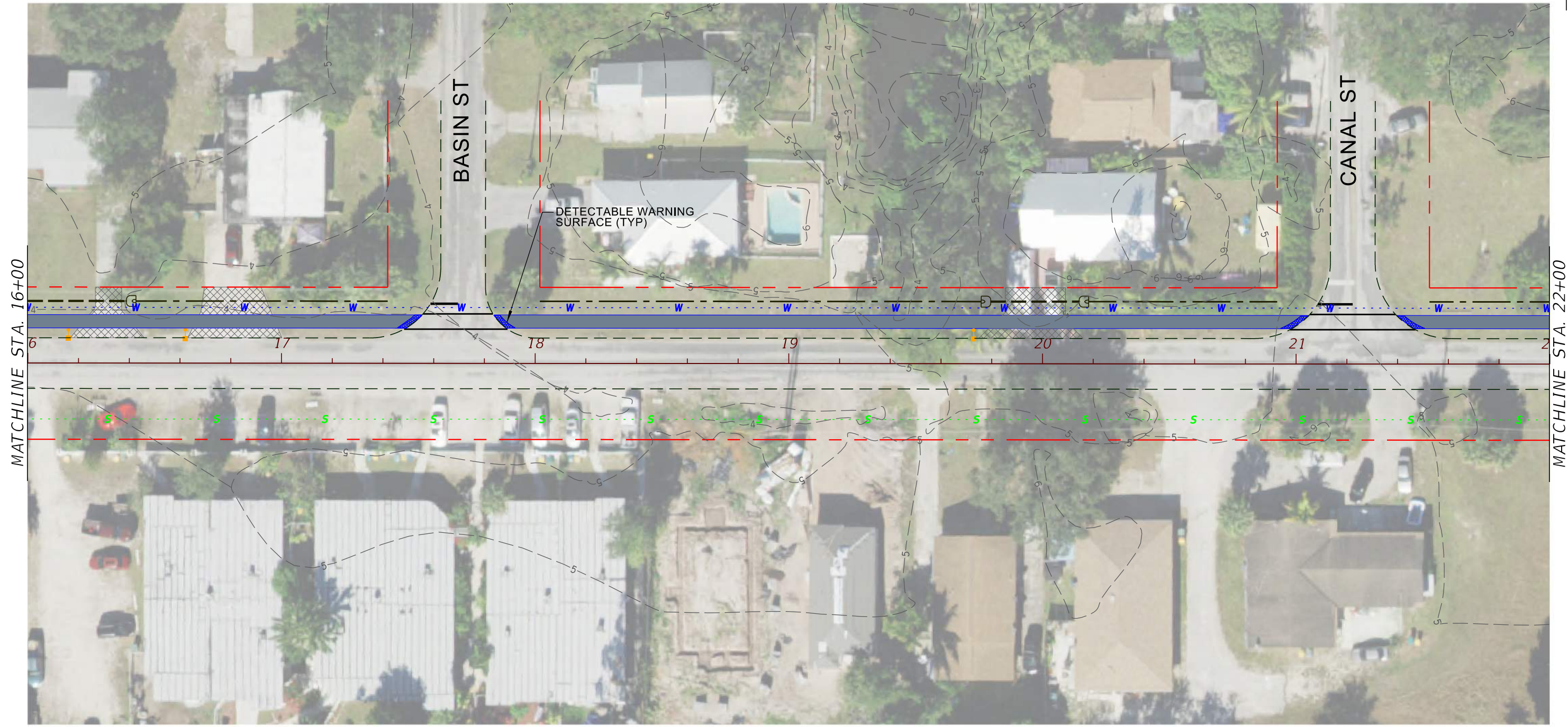
	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6" CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MAILBOX		MITERED END

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 ADAM AHMAD, P.E. NO. 72472

<i>COLLIER COUNTY</i> BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 12, 2021

CONCEPTUAL PLANS
ARECA AVE (1)
(BAYSHORE DR. TO DOMINO DR.)

SHEET NO.
6



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MITERED END		MAILBOX

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 ADAM AHMAD, P.E. NO. 72472

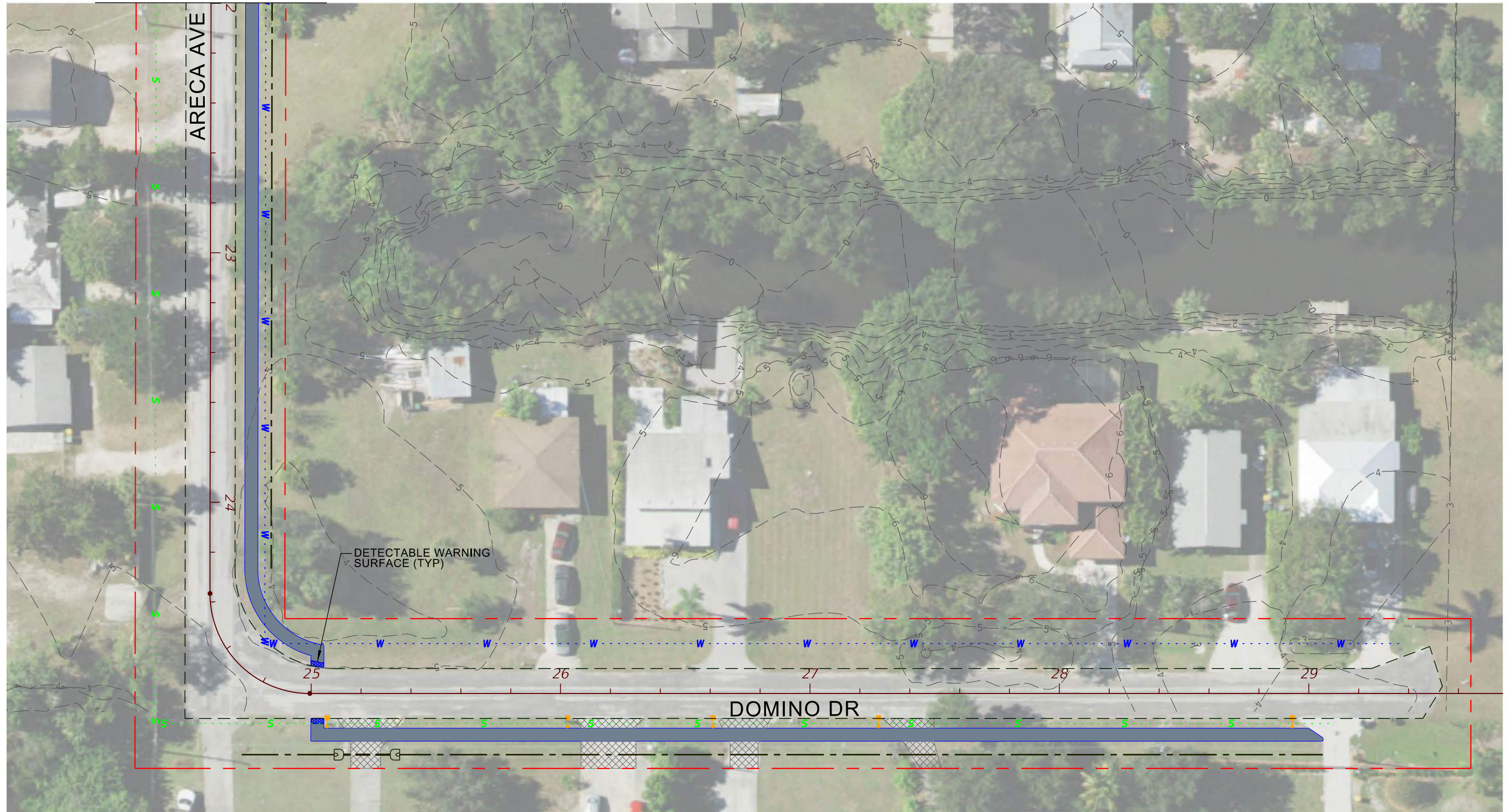
COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS

PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
ARECA AVE (2)
 (BAYSHORE DR. TO DOMINO DR.)

SHEET NO.	7
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MATCHLINE STA. 22+00



LEGEND:

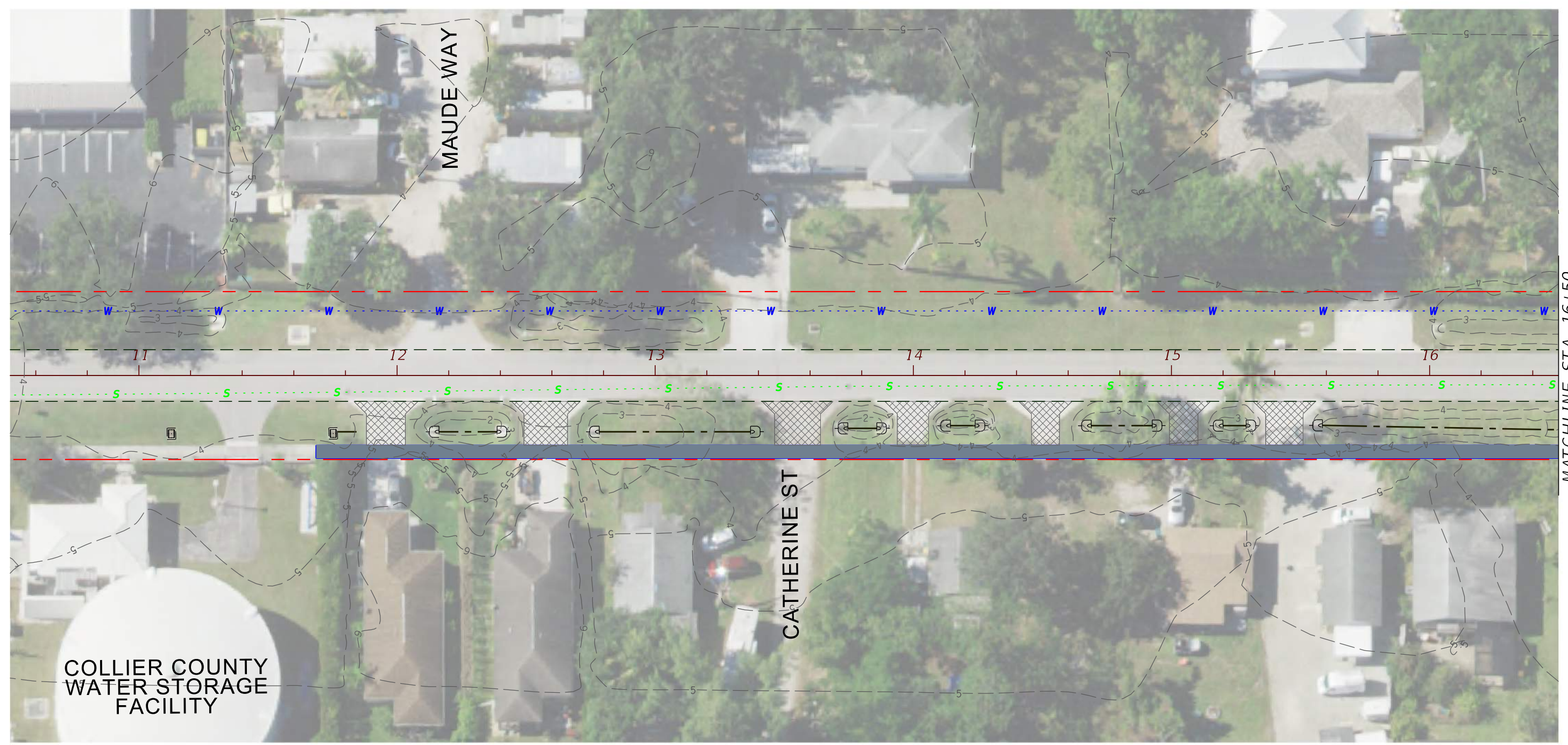
	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MAILBOX		MITERED END

CAPITAL
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 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS ARECA AVE (3) (BAYSHORE DR. TO DOMINO DR.)

SHEET NO. 8



LEGEND:

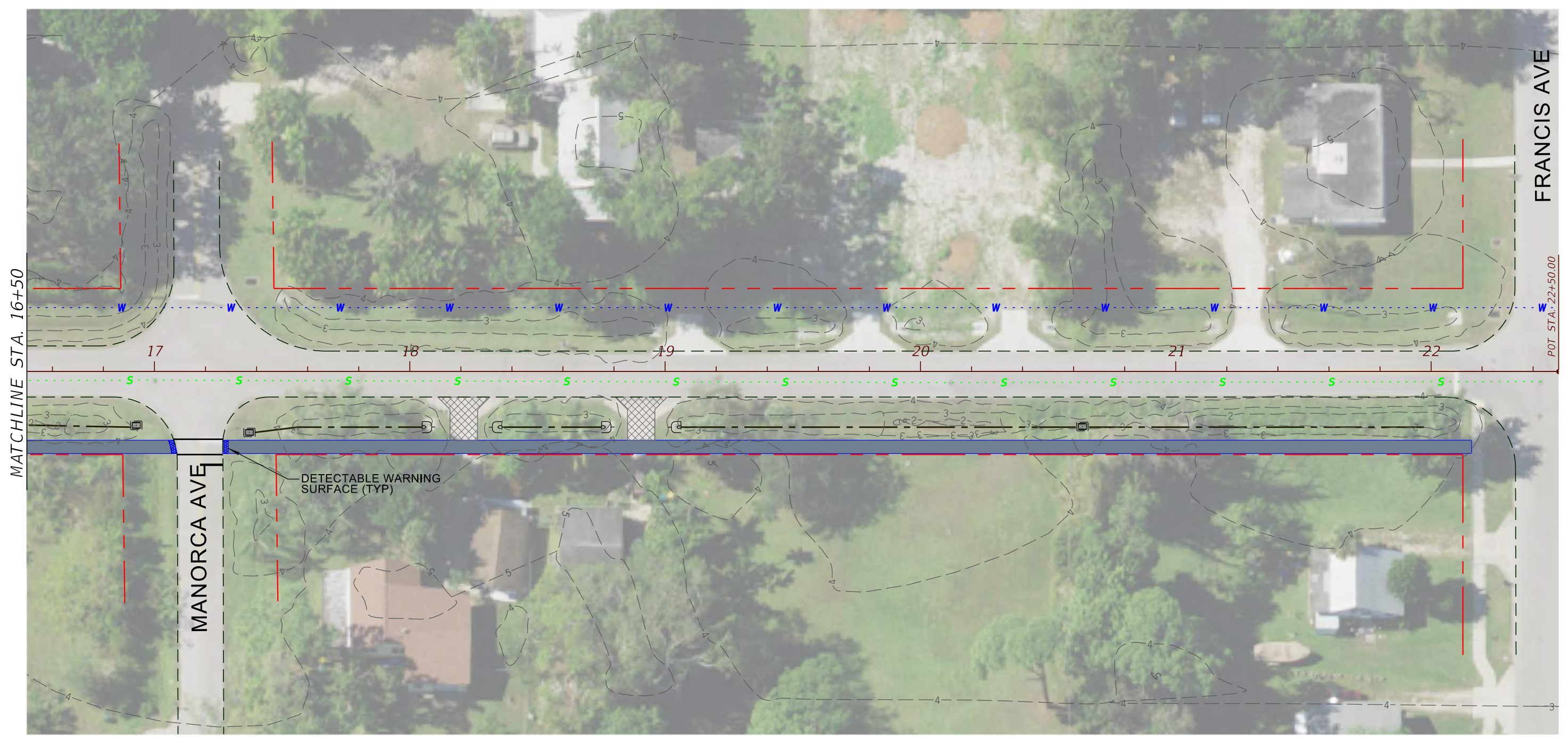
	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6" CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MITERED END		MAILBOX

CAPITAL
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 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS PINELAND ST (1) (CC WTP TO FRANCIS AVE.)
--

SHEET NO. 9



LEGEND:

	PROPOSED 5' SIDEWALK (SEE TYPICAL SECTIONS)		RIGHT OF WAY LINE		C/L REGRADED SWALE
	PROPOSED DRIVEWAY RESTORATION LIMITS		EDGE OF PAVEMENT		RCP (18" MIN.)
	C/L OF CONSTRUCTION		SANITARY SEWER		MANHOLE
	6' CROSSWALK (2 - 12" WHITE) W/ 24" STOP BAR PER PLANS		POTABLE WATER		DRAIN INLET
			MITERED END		MAILBOX

CAPITAL
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 PHONE: 239.273.8894
 ADAM AHMAD, P.E. NO. 72472

COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS	
PROJECT NAME	DATE
FDOT LAP PROJECT SIDEWALK IMPROVEMENTS	JULY 14, 2021

CONCEPTUAL PLANS
PINELAND ST (2)
 (CC WTP TO FRANCIS AVE.)

SHEET NO.
10

**ENGINEER'S OPINION OF PROBABLE COST
COLLIER COUNTY
DISTRICT 4**

PAY ITEM SPEC YEAR	2021
SUBMITTAL TYPE	ENGINEERS ESTIMATE
COUNTY	COLLIER
DATE	July 16, 2021
ENGINEERING CONSULTING FIRM	CAPITAL CONSULTING SOLUTIONS
COST ESTIMATOR	ADAM AHMAD, PE #72472, AICP
PHONE NUMBER	239-273-8894
LOCATION:	ARECA AVE (BAYSHORE RD - DOMINO AVE)
PAGE NUMBER:	1 OF 1

Summary of Pay Items

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0102 1	MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	\$5,000.00
0104 10 3	SEDIMENT BARRIER	LF	2,000	\$1.50	\$3,000.00
0110 1 1	CLEARING & GRUBBING	AC	0.92	\$3,000.00	\$2,760.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	599	\$21.50	\$12,878.50
0110 7 1	MAILBOX, FURNISH & INSTALL	EA	15	\$160.00	\$2,400.00
0120 1	REGULAR EXCAVATION (SWALE REGRADING)	LS	1	\$6,000.00	\$6,000.00
0522 1	CONCRETE SIDEWALK, 6" THICK	SY	997	\$52.00	\$51,844.00
0522 2	CONCRETE DRIVEWAY, 6" THICK	SY	430	\$52.00	\$22,360.00
0527 2	DETECTABLE WARNINGS	SF	70	\$23.00	\$1,610.00
0570 1 2	PERFORMANCE TURF, SOD	SY	3,033	\$2.50	\$7,582.50
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	148	\$7.00	\$1,036.00
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK OR STOP BAR	LF	24	\$14.00	\$336.00
Summary Pay Items				COMPONENT TOTAL	\$116,807.00

	COMPONENT SUB-TOTAL	\$116,807.00
(102-1) MOT (Maintenance of Traffic)	4%	\$4,672.28
(101-1) MOB (Mobilization)	7%	\$8,176.49
Design (15% of Total)	15%	\$17,521.05
CEI (15% of Total)	15%	\$17,521.05
PROJECT GRAND TOTAL		\$164,697.87

ENGINEER'S OPINION OF PROBABLE COST
COLLIER COUNTY
DISTRICT 4

PAY ITEM SPEC YEAR	2021
SUBMITTAL TYPE	ENGINEERS ESTIMATE
COUNTY	COLLIER
DATE	July 16, 2021
ENGINEERING CONSULTING FIRM	CAPITAL CONSULTING SOLUTIONS
COST ESTIMATOR	ADAM AHMAD, PE #72472, AICP
PHONE NUMBER	239-273-8894
LOCATION:	PINELAND ST (COUNTY WATER FACILITY - FRANCIS AVE)
PAGE NUMBER:	1 OF 1

Summary of Pay Items

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0102 1	MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	\$5,000.00
0104 10 3	SEDIMENT BARRIER	LF	1,000	\$1.50	\$1,500.00
0110 1 1	CLEARING & GRUBBING	AC	0.46	\$2,000.00	\$920.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	350	\$21.50	\$7,525.00
0110 7 1	MAILBOX, FURNISH & INSTALL	EA		\$160.00	
0120 1	REGULAR EXCAVATION (SWALE REGRADING)	LS	1	\$3,000.00	\$3,000.00
0522 1	CONCRETE SIDEWALK, 6" THICK	SY	571	\$52.00	\$29,692.00
0522 2	CONCRETE DRIVEWAY, 6" THICK	SY	280	\$52.00	\$14,560.00
0527 2	DETECTABLE WARNINGS	SF	20	\$23.00	\$460.00
0570 1 2	PERFORMANCE TURF, SOD	SY	1,820	\$2.50	\$4,550.00
0711 14123	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK	LF	40	\$7.00	\$280.00
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK OR STOP BAR	LF	12	\$14.00	\$168.00
Summary Pay Items				COMPONENT TOTAL	\$67,655.00

	COMPONENT SUB-TOTAL	
(102-1) MOT (Maintenance of Traffic)	4%	\$2,706.20
(101-1) MOB (Mobilization)	7%	\$4,735.85
Design (15% of Total)	15%	\$10,148.25
CEI (15% of Total)	15%	\$10,148.25
PROJECT GRAND TOTAL		\$95,393.55

MPO Project Concept Sheet – NON-MOTORIZED

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: Collier County
2. Name of Applicant: Michael Tisch
3. Signature of Applicant: _____
4. Date of Application: 7/20/21
5. Project Title: **District 5 Projects – Various Locations 2021**
6. Project Category
 Arterial / Collector Local / Residential
 Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Immokalee – Various Locations – South 2nd, 3rd, 4th, 6th, and 7th Street
Project Length: 0.60 Mile Design: \$181,000 Const: \$718,000 CEI: \$180,000
South 2nd St. – Colorado Ave to Boston Ave., South 3rd St. - Colorado Ave to Boston Ave.,
South 4th St. - Colorado Ave to Boston Ave., South 6th St. - Colorado Ave to W. Delaware Ave.,
South 7th St. - Colorado Ave to Boston Ave.,

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)
. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)
If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available cost data. See attached cost estimate for design and construction of the project.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this applicant.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

Project area is a listed EJ area. (Page 4) and in an adopted Community Walkability study (Funding Priorities p67 item1.)

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

This design of this project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

This project focuses on building a convenient multimodal network, public safety, and connectivity.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

High pedestrian usage, very few pedestrian facilities.

8.0 LOCATION 7 - SOUTH 7TH STREET FROM COLORADO AVENUE TO BOSTON AVENUE

Located in Immokalee, South 7th Street serves the residential community south of Main Street and just west of South 1st Street. This area sees high volumes of pedestrian traffic, yet no pedestrian facilities exist. With no continuity connecting South 7th Street to the surrounding roadways, pedestrians are forced onto the shoulder, so much so, dirt pathways have emerged. With such high volumes of pedestrians along the roadway, the addition of a sidewalk along the corridor will promote connectivity and increase the safety of the pedestrians.

8.1 Site Conditions

Corridor Description

Classified as a local roadway, South 7th Street from Colorado Avenue to Boston Avenue is a north-south undivided two-lane roadway with no existing pedestrian facilities, see **Exhibit 8-1**. Both sides of the corridor have residential buildings.

During the site visit on May 19, 2021, it was observed that a high volume of pedestrians walked along the South 7th Street corridor. Dirt pathways were visible on the east side of the roadway. It is recommended the sidewalk be constructed along the east side which is currently being utilized by the pedestrians (see **Figure 8-1**).



Figure 8-1: South 7th Street Looking North

There are several existing ditch bottom inlets along this stretch of roadway. It is recommended the tops of inlets be raised accordingly with the construction of the sidewalk (see **Figure 8-2**).



Figure 8-2: Proposed Sidewalk and Existing Drainage

South 7th Street ties into Colorado Avenue to the south and Boston Avenue to the north. Both Colorado Avenue and Boston Avenue have existing sidewalk facilities. This will require ADA compliant landings at each connection (see **Figure 8-3**).



Figure 8-3: Sidewalk Landing at South 7th Street and Boston Avenue

8.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 8-1**.

Table 8-1: Location 7 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along the east side of the corridor. This will require ADA compliant sidewalk landings at all side street connections.

There are currently no CAT route stops along this segment of roadway. Coordination with CAT is not anticipated.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

8.3 Utilities

The utilities within this corridor include electrical, streetlight, potable water, sewer, CATV, fiber, and telecommunication lines. This project may result in impacts to existing utilities within the South 7th Street right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 8-2** and **Appendix A**.

Table 8-2: Location 7 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Comcast	Josh Davis	(239) 253-7642	CATV
Immokalee Water & Sewer District	Joann Ramey	(239) 658-3630 x112	Sewer and Water
Lee County Electric Co-Op	Tom Bailey	(239) 656-2414	Electric and Street Lights

8.4 Constructability

It is anticipated that the proposed sidewalk along the east side of the roadway will have minimal impacts on the existing drainage, requiring the adjustment / raising of two existing ditch bottom inlet tops. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

8.5 Project Cost Estimation

A conceptual planning level cost estimate along South 7th Street is provided in **Table 8-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 25% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 8-3: Location 7 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 28,000
Pathway Construction	\$110,000
Administration / CEI**	\$ 28,000
Total	\$166,000

**Assumed Approximately 25% of Construction Related Cost

8.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include two ditch bottom inlets. It is recommended to adjust the existing inlets; however, all drainage patterns would be maintained. The sidewalk will be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches.

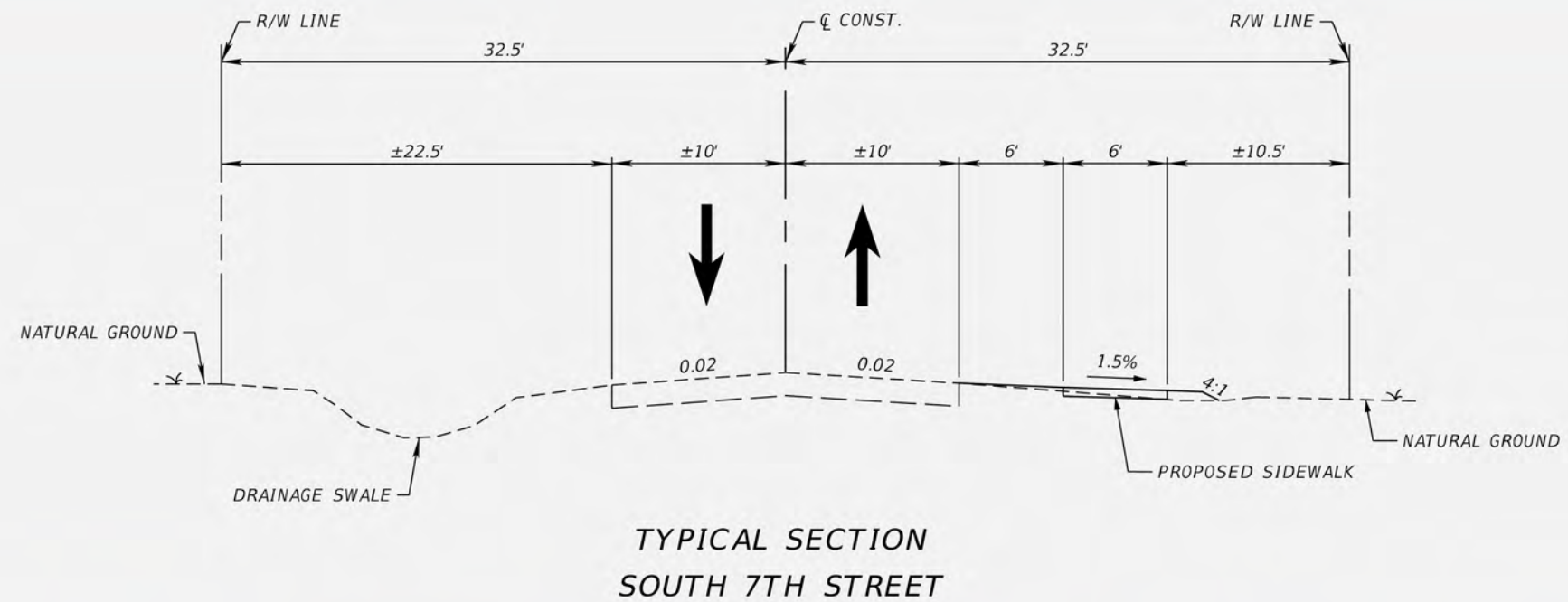
There is an existing permit covering this area of downtown Immokalee, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

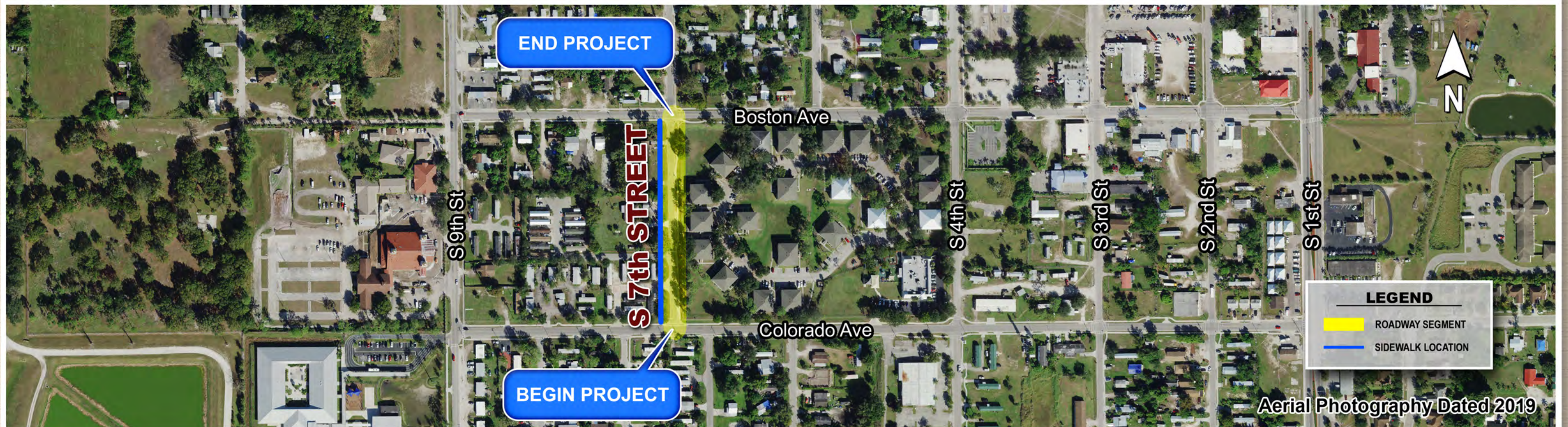
The South 7th Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

8.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for South 7th Street from Colorado Avenue to Boston Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



POSTED SPEED = 30 MPH



South 7th Street

LOCATION No. 7: From Colorado Avenue to Boston Avenue

EXHIBIT 8-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



9.0 LOCATION 8 - SOUTH 6TH STREET FROM WEST DELAWARE AVENUE TO COLORADO AVENUE

Located in Immokalee, South 6th Street serves the residential community south of Main Street and just west of South 1st Street. This area sees high volumes of pedestrian traffic, yet no pedestrian facilities exist. With no continuity connecting South 6th Street to the surrounding roadways, pedestrian using this roadway are forced onto the shoulder. With such high volumes of pedestrians along the roadway, the addition of a sidewalk along the corridor will promote connectivity and increase the safety of the pedestrians.

9.1 Site Conditions

Corridor Description

Classified as a local roadway, South 6th Street from West Delaware Avenue to Colorado Avenue is a north-south undivided two-lane roadway with no existing pedestrian facilities, see **Exhibit 9-1**. At the intersection of South 6th Street and West Delaware Avenue, the western leg of Delaware Avenue is a pedestrian only pathway. Both sides of the corridor have residential buildings.

Along South 6th Street, the following existing features were observed (see **Figure 9-1**):

- Existing 18-in trunkline drainage along west side
- Culverted driveways along west side
- Crosswalks on West Delaware Avenue and Colorado Avenue

To accommodate the existing pedestrian traffic’s desired route and to tie into existing facilities, it is recommended that a 6-ft sidewalk be placed along both sides of the corridor. This will require the existing landings and crosswalks at West Delaware Avenue and Colorado Avenue be upgraded to ADA compliant landings with new painted crosswalks consisting of two 12-in white lines no less than 6-ft apart.

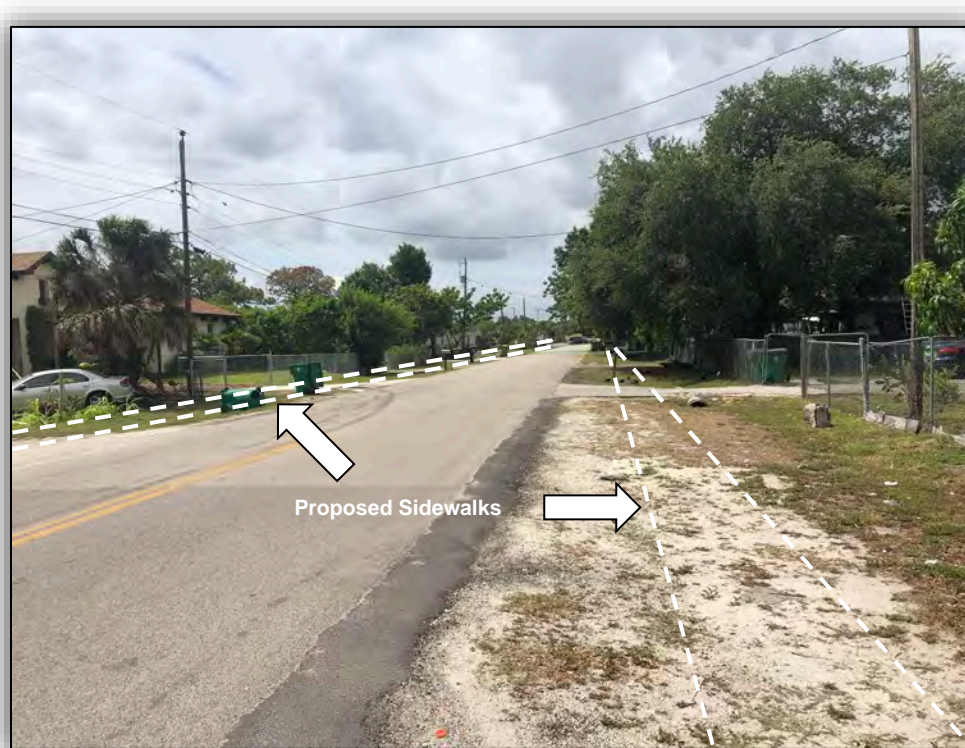


Figure 9-1: South 6th Street Proposed Sidewalks

To establish connectivity amongst the existing pedestrian facilities, it is recommended the proposed sidewalk tie into the existing pedestrian pathway at West Delaware Avenue. Since sidewalks are proposed along both sides of South 6th Street, both landings and the crosswalk will need to be upgraded to achieve ADA compliance. Some drainage modifications to existing inlets are anticipated at the landings (see **Figure 9-2** and **Figure 9-3**).



Figure 9-2: South 6th Street and West Delaware Avenue Pedestrian Pathway



Figure 9-3: Proposed Sidewalk Connection / Landing at West Delaware Avenue

9.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 9-1**.

Table 9-1: Location 8 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along both sides of the corridor. This will require ADA compliant sidewalk connections at all side streets.

There are currently no CAT route stops along this segment of roadway. Coordination with CAT is not anticipated.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps, but for those that are existing as well.

9.3 Utilities

The utilities within this corridor include fiber, CATV, potable water, sewer, electrical, streetlight, and telecommunication lines. This project may result in impacts to existing utilities within the South 6th Street right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 9-2** and **Appendix A**.

Table 9-2: Location 8 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Comcast	Josh Davis	(239) 253-7642	CATV
Immokalee Water & Sewer District	Joann Ramey	(239) 658-3630 x112	Sewer and Water
Lee County Electric Co-Op	Tom Bailey	(239) 656-2414	Electric and Street Lights

9.4 Constructability

A primary area of concern will likely be limited to the existing drainage features near the landings. Adjustment of the inlet and associated pipes may be necessary. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

9.5 Project Cost Estimation

A conceptual planning level cost estimate along South 7th Street is provided in **Table 9-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 25% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 9-3: Location 8 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 45,000
Pathway Construction	\$180,000
Administration / CEI**	\$ 45,000
Total	\$270,000

**Assumed Approximately 25% of Construction Related Cost

9.6 Permitting

South Florida Water Management District

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include three ditch bottom inlets. It is recommended to adjust the existing inlets; however, all drainage patterns would be maintained. The sidewalks will be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches.

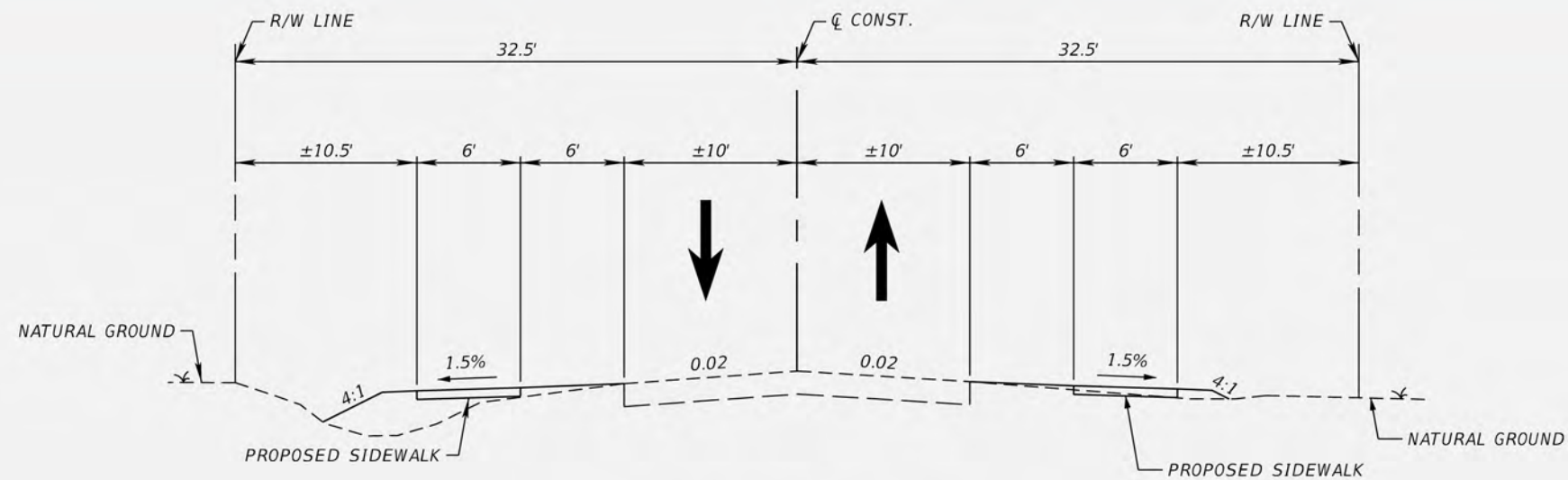
Permit modifications may be necessary as there is an existing permit covering this area of downtown Immokalee. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

The South 6th Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

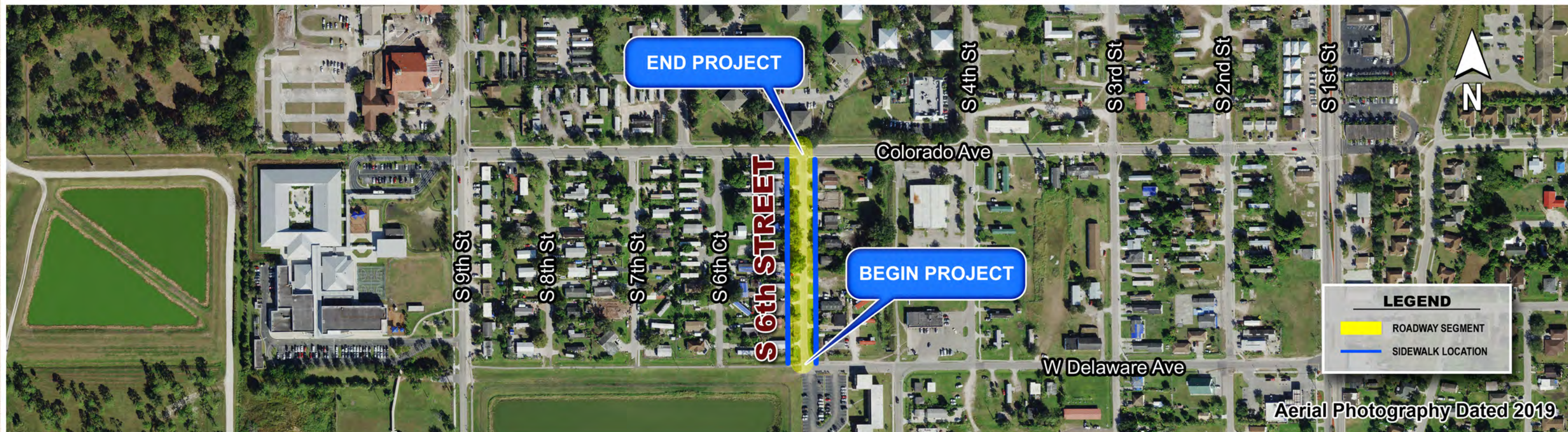
9.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for South 6th Street from West Delaware Avenue to Colorado Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



TYPICAL SECTION
SOUTH 6TH STREET

POSTED SPEED = 30 MPH



South 6th Street

LOCATION No. 8: From West Delaware Avenue to Colorado Avenue

EXHIBIT 9-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



10.0 LOCATION 9 - SOUTH 2ND STREET FROM COLORADO AVENUE TO BOSTON AVENUE

Located in Immokalee, South 2nd Street serves the residential community south of Main Street and just west of South 1st Street. This area sees high volumes of pedestrian traffic walking to the commercial plazas at the north end of South 2nd Street. With no continuity connecting South 2nd Street to the surrounding roadways, pedestrian using this roadway are forced onto the shoulder, so much so, dirt pathways have emerged. With such high volumes of pedestrians along the roadway, the addition of a sidewalk along the corridor will promote connectivity and increase the safety of the pedestrians.

10.1 Site Conditions

Corridor Description

Classified as a local roadway, South 2nd Street from Colorado Avenue to Boston Avenue is a north-south undivided two-lane roadway with no existing pedestrian facilities along the roadway, see **Exhibit 10-1**. Both sides of the corridor have residential buildings and there are commercial buildings at the northern end of South 2nd Street.

At the intersection of South 2nd Street and Boston Avenue, the following existing conditions were observed during the site visit performed on May 19, 2021 (see **Figure 10-1**):

- Existing sidewalk along Boston Avenue
- Faded crosswalks
- Existing utilities
- Pedestrians utilizing shoulder of roadway to walk

It is recommended a 6-ft sidewalk be connected to the existing sidewalk located on Boston Avenue. The existing crosswalk markings should be updated along with ADA approved landings on both sides of the corridor. The construction of the sidewalk along the west side of the roadway will likely require utility adjustments and potential drainage adjustments.



Figure 10-1: Sidewalk Connection / Crosswalk at Boston Avenue

Along South 2nd Street, an abundance of pedestrian traffic along the roadway has created dirt pathways along the west side. It is recommended the 6-ft sidewalk should be constructed along the west side of the roadway (see **Figure 10-2**).

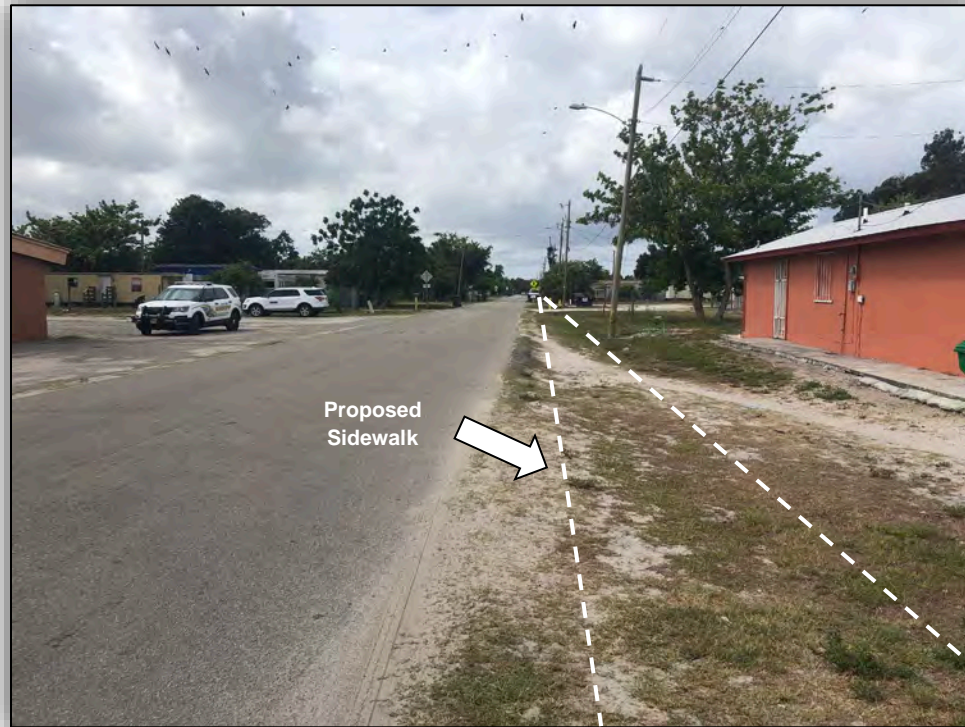


Figure 10-2: South 2nd Street Looking South

The addition of a 6-ft sidewalk along South 2nd Street would require the adjustment of existing utilities along with the removal of two concrete bollards (see **Figure 10-3**).



Figure 10-3: South 2nd Street Utilities

The 18-in drainage structures along the west side of the roadway underneath existing driveway accesses along with an existing swale between the driveways would need to be piped and ditch bottom inlets incorporated (see **Figure 10-4**).



Figure 10-4: South 2nd Street Drainage

It is recommended a 6-ft sidewalk be connected to the existing sidewalk located on Colorado Avenue and the existing crosswalk markings be updated along with ADA approved landings on both sides of the corridor. The construction of the sidewalk along the west side of the roadway will likely require utility adjustments, signage adjustments, and potential drainage adjustments (see **Figure 10-5**).



Figure 10-5: South 2nd Street Sidewalk Connection

10.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 10-1**.

Table 10-1: Location 9 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along the west side of the corridor. This will require ADA compliant sidewalk connections at all side street connections.

There are currently no CAT route stops along this segment of roadway. Coordination with CAT is not anticipated.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

10.3 Utilities

The utilities within this corridor include fiber, sewer, potable water, electrical, streetlight, gas, and telecommunication lines. This project may result in impacts to existing utilities within the South 2nd Street right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 10-2** and **Appendix A**.

Table 10-2: Location 9 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
Collier County Information Technology (IT)	Joe Oliver	(239) 252-6205	Fiber
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Immokalee Water & Sewer District	Joann Ramey	(239) 658-3630 x112	Sewer and Water
Lee County Electric CO-OP	Tom Bailey	(239) 656-2414	Electric and Street Lights
Summit Broadband	Lester Guthrie	(407) 722-2300	Fiber and Telephone
TECO Peoples Gas- Ft. Myers	Joan Domning	(813) 275-3783	Gas

10.4 Constructability

It is anticipated the proposed sidewalks should have minimal effects on the existing drainage and utility features throughout a majority of the project limits with the exception of the utility adjustments at the intersections of Boston Avenue and Colorado Avenue, and adjustment to the bollards midway down South 2nd Street. Drainage adjustments are anticipated to be minor at the intersections of Boston Avenue and Colorado Avenue and at the existing driveway connections. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

10.5 Project Cost Estimation

A conceptual planning level cost estimate along South 2nd Street is provided in **Table 10-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 25% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 10-3: Location 9 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$39,000
Pathway Construction	\$154,000
Administration / CEI**	\$38,000
Total	\$118,500

***Assumed Approximately 25% of Construction Related Cost*

10.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include driveway culverts and mitered ends, along with one ditch bottom inlet at the northwest corner of South 2nd Street and Colorado Avenue. Some areas of swale at the existing driveway locations may need additional piping and ditch bottom inlet. It is recommended to adjust the existing inlets; however, all drainage patterns would be maintained. The sidewalk will be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches.

There is an existing permit covering this area of downtown Immokalee, therefore permit modifications may be necessary. However, depending on the extent of the existing permits,

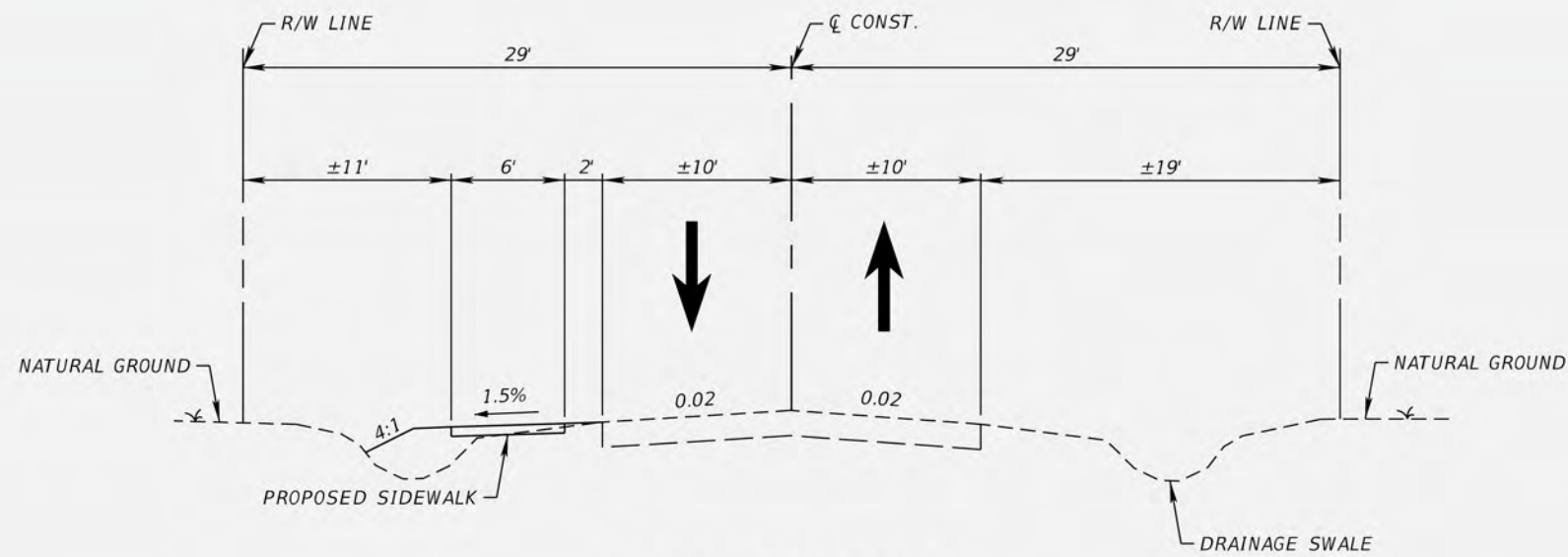
requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

The South 2nd Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

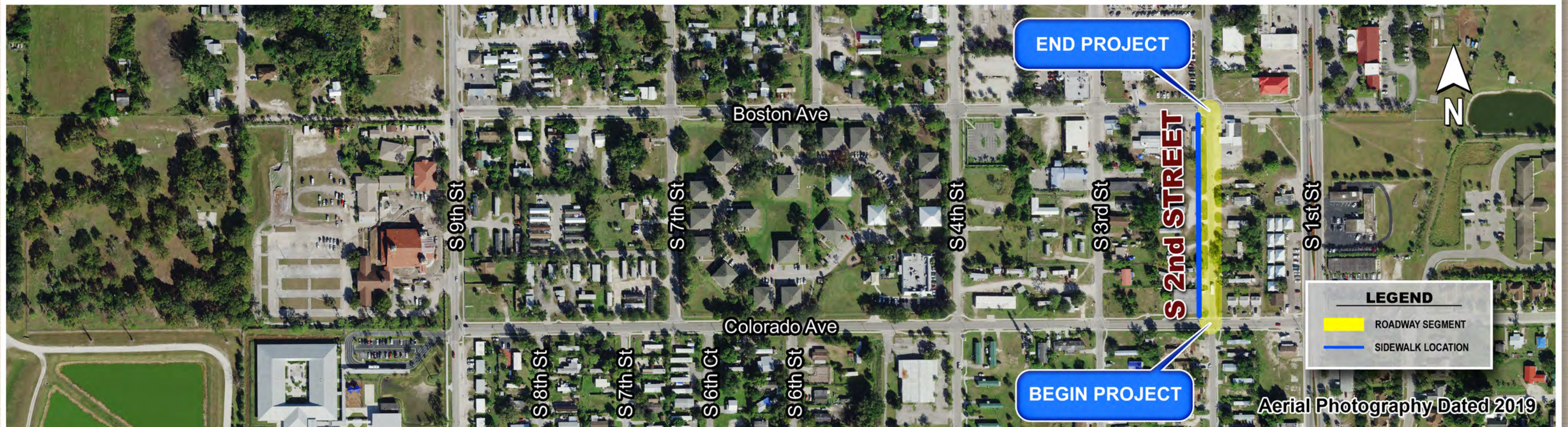
10.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for South 2nd Street from Colorado Avenue to Boston Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



TYPICAL SECTION
SOUTH 2ND STREET

POSTED SPEED = 30 MPH



South 2nd Street

LOCATION No. 9: From Colorado Avenue to Boston Avenue

EXHIBIT 10-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



11.0 LOCATION 10 - SOUTH 3RD STREET FROM COLORADO AVENUE TO BOSTON AVENUE

Located in Immokalee, South 3rd Street serves the residential community south of Main Street and just west of South 1st Street. This area sees high volumes of pedestrian traffic, walking to the commercial plazas at the north end of South 3rd Street. With no continuity connecting South 3rd Street to the surrounding roadways, pedestrians are forced onto the shoulder where dirt pathways have emerged. With such high volumes of pedestrians along the roadway, the addition of a sidewalk along the corridor will promote connectivity and increase the safety of the pedestrians.

11.1 Site Conditions

Corridor Description

Classified as a local roadway, South 3rd Street from Colorado Avenue to Boston Avenue is a north-south undivided two-lane roadway with no existing pedestrian facilities along the roadway, see **Exhibit 11-1**. Both sides of the corridor have residential buildings, with commercial buildings at the northern end of South 3rd Street.

At the intersection of South 3rd Street and Colorado Avenue, the following existing conditions were observed during the site visit performed on May 19, 2021 (see **Figure 11-1**):

- Existing sidewalk / crosswalk along Colorado Avenue
- Existing drainage structures
- Signage

A 6-ft sidewalk is recommended on South 3rd Street to connect to the existing sidewalk landing located at the northwest corner of Colorado Avenue. It is also recommended to restripe the existing crosswalk and provide ADA approved landings on both sides of the corridor.



Figure 11-1: Sidewalk Connection / Crosswalk at South 3rd Street and Colorado Avenue

Along South 3rd Street, a 6-ft sidewalk is constructable along the west side of the roadway at the southern end. Along this segment, there is additional asphalt that was added along the edge of pavement (**Figure 11-2**).



Figure 11-2: South 3rd Street Proposed Sidewalk

It is recommended the asphalt be removed and replaced with a 2-ft grass strip to act as a buffer between the sidewalk and roadway (**Figure 11-3**).



Figure 11-3: South 3rd Street Shoulder

When approaching the northern end of the project limits, a mid-block crossing is recommended to switch the sidewalk to the eastern side of the roadway to avoid impacts to existing parking areas (Figure 11-4).



Figure 11-4: South 3rd Street Mid-Block Crossing

At the intersection of South 3rd Street and Boston Avenue, the proposed sidewalk should tie into the existing landing at the southeast corner of the intersection (see **Figure 11-5**). It is also recommended to restripe the existing crosswalk and provide ADA approved landings on both sides of the corridor.



Figure 11-5: South 3rd Street at Boston Avenue

11.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 11-1**.

Table 11-1: Location 10 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along both sides of the corridor through the use of a mid-block crossing. This will require ADA compliant sidewalk connections at all side streets.

There are currently no CAT route stops along this segment of roadway. Coordination with CAT is not anticipated.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

11.3 Utilities

The utilities within this corridor include electrical, streetlight, CATV, sewer, potable water, fiber, and telecommunication lines. This project may result in impacts to existing utilities within South 3rd Street right-of-way. Coordination with the respective utility providers will be required for future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 11-2** and **Appendix A**.

Table 11-2: Location 10 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Comcast	Josh Davis	(239) 253-7642	CATV
Immokalee Water & Sewer District	Joann Ramey	(239) 658-3630 x112	Sewer and Water
Lee County Electric Co-Op	Tom Bailey	(239) 656-2414	Electric and Street Lights

11.4 Constructability

It is anticipated the proposed sidewalks should have minimal effects on the existing drainage and utility features throughout a majority of the project limits with the exception of the intersection of South 3rd Street and Colorado Avenue due to the existing drainage conflicts. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

11.5 Project Cost Estimation

A conceptual planning level cost estimate along South 3rd Street is provided in **Table 11-3**. Costs are broken down into three categories: design / permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 25% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 11-3: Location 10 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$ 44,000
Pathway Construction	\$176,000
Administration / CEI**	\$ 44,000
Total	\$118,500

***Assumed Approximately 25% of Construction Related Cost*

11.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include one ditch bottom inlet. It is recommended to adjust the existing inlet; however, all drainage patterns would be maintained. The sidewalk will be constructed to allow runoff from the roadway to continue to sheet flow into the adjacent swales and ditches.

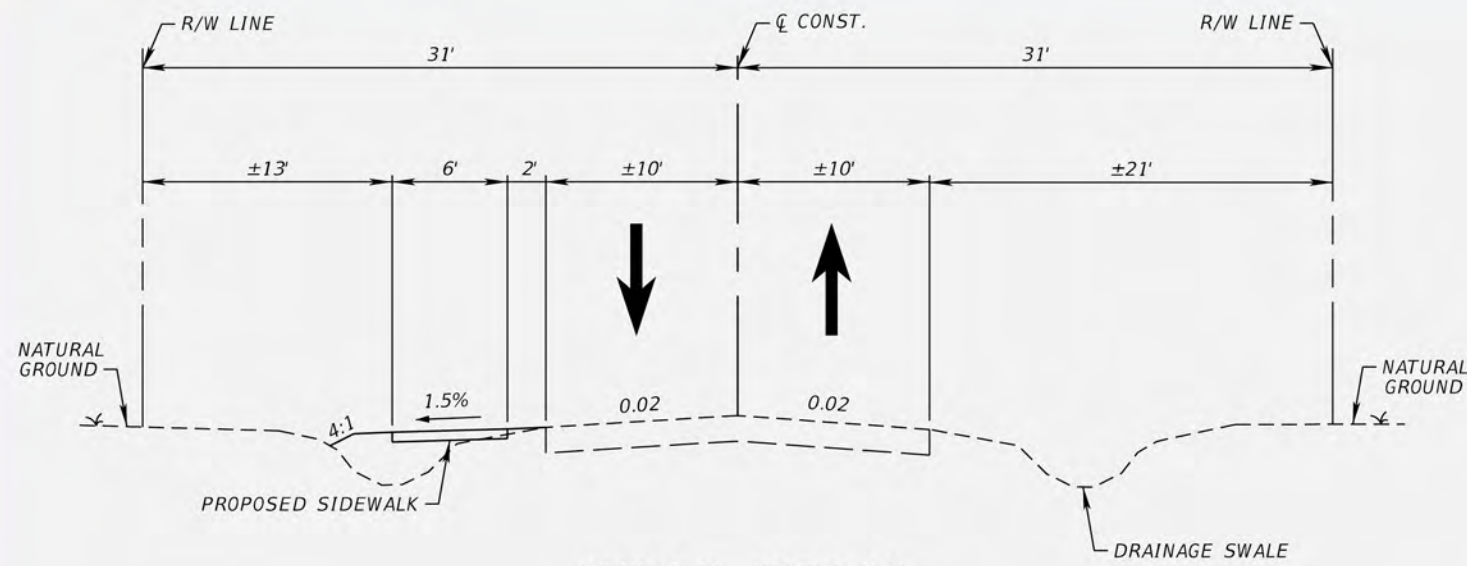
There is an existing permit covering this area of downtown Immokalee, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

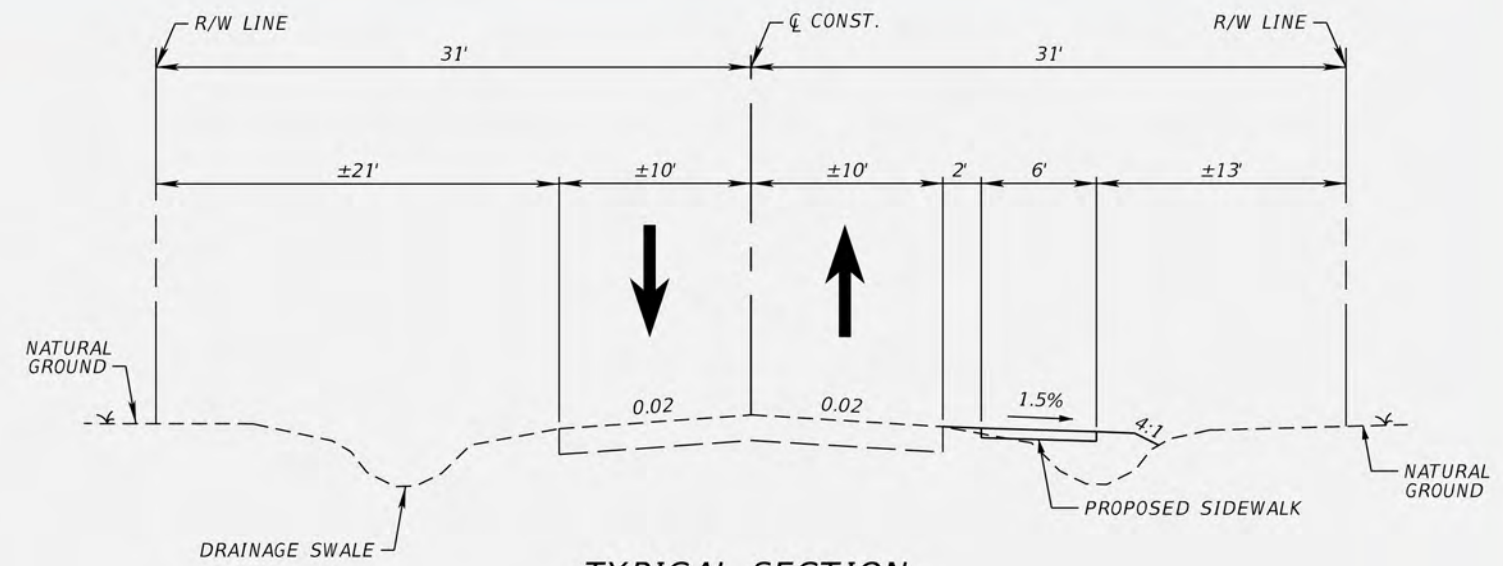
The South 3rd Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

11.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for South 3rd Street from Colorado Avenue to Boston Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.

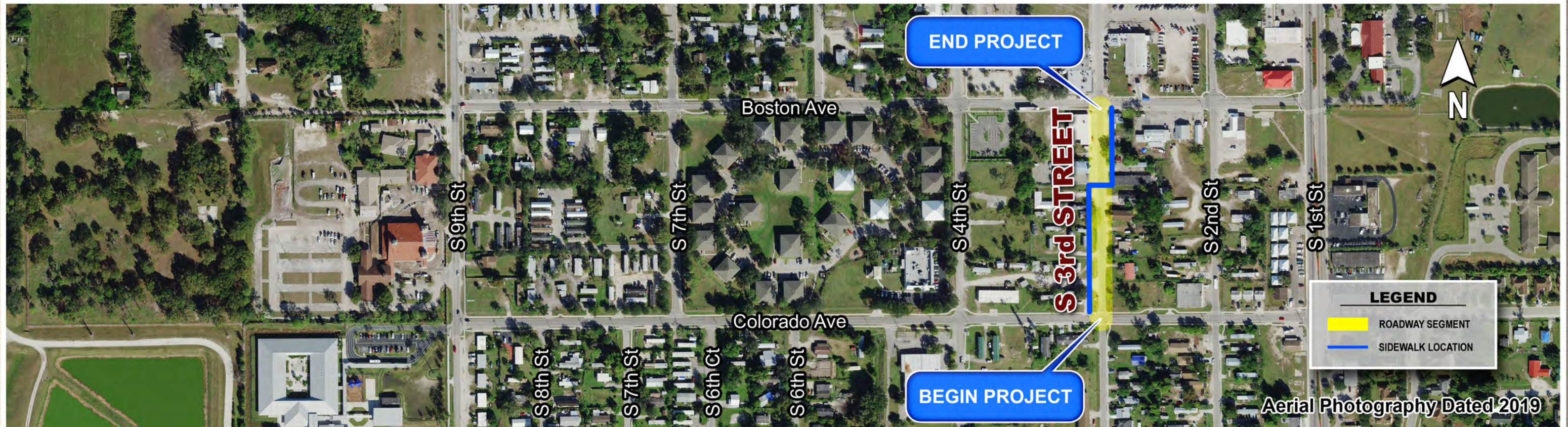


TYPICAL SECTION
SOUTH 3RD STREET
(WEST SIDE)



TYPICAL SECTION
SOUTH 3RD STREET
(EAST SIDE)

POSTED SPEED = 30 MPH



South 3rd Street

LOCATION No. 10: From Colorado Avenue to Boston Avenue

EXHIBIT 11-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



12.0 LOCATION 11 - SOUTH 4TH STREET FROM COLORADO AVENUE TO BOSTON AVENUE

Located in Immokalee, South 4th Street serves the residential community south of Main Street and just west of South 1st Street. This area sees high volumes of pedestrian traffic, walking to the commercial plazas located to the north and the Early Education Center located at the northwest corner of South 4th Street and Colorado Avenue. With no continuity connecting South 4th Street to the surrounding roadways, pedestrians using this roadway are forced onto the shoulder where dirt pathways have emerged. With such high volumes of pedestrians along the roadway, the addition of a sidewalk along the corridor will promote connectivity and increase the safety of the pedestrians.

12.1 Site Conditions

Corridor Description

Classified as a local roadway, South 4th Street from Colorado Avenue to Boston Avenue is a north-south undivided two-lane roadway with no existing pedestrian facilities along the roadway, see **Exhibit 12-1**. Both sides of the corridor have residential buildings and the Early Education Center is located at the northwest corner of South 4th Street and Colorado Avenue. Located on the east side of the roadway at South 4th Street and Boston Avenue, an existing sidewalk extends approximately 150-ft and then terminates.

Along the east side of South 4th Street are a series of existing ditch bottom inlets (**Figure 12-1**). It is recommended a 6-ft sidewalk be connected to the existing sidewalk that terminates along the east side of South 4th Street and provide a mid-block crossing to the west side of the roadway. After the mid-block crossing, the 6-ft sidewalk should continue south to Colorado Avenue (see **Figure 12-2** and **Figure 12-3**).



Figure 12-1: Existing Drainage on East Side of South 4th Street

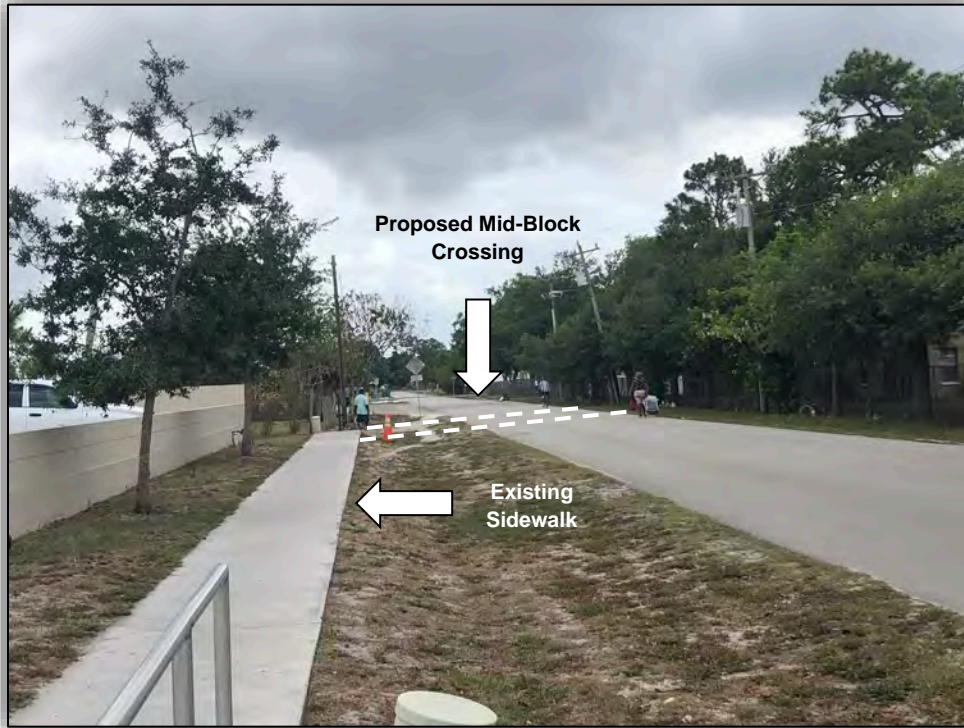


Figure 12-2: South 4th Street Mid-Block Crossing



Figure 12-3: Proposed Sidewalk on West Side of South 4th Street

The existing sidewalk runs along the north side of Colorado Avenue. It is recommended to tie the proposed sidewalk at South 4th Street into the existing landing in the northwest corner of the intersection with Colorado Avenue (see **Figure 12-4**).

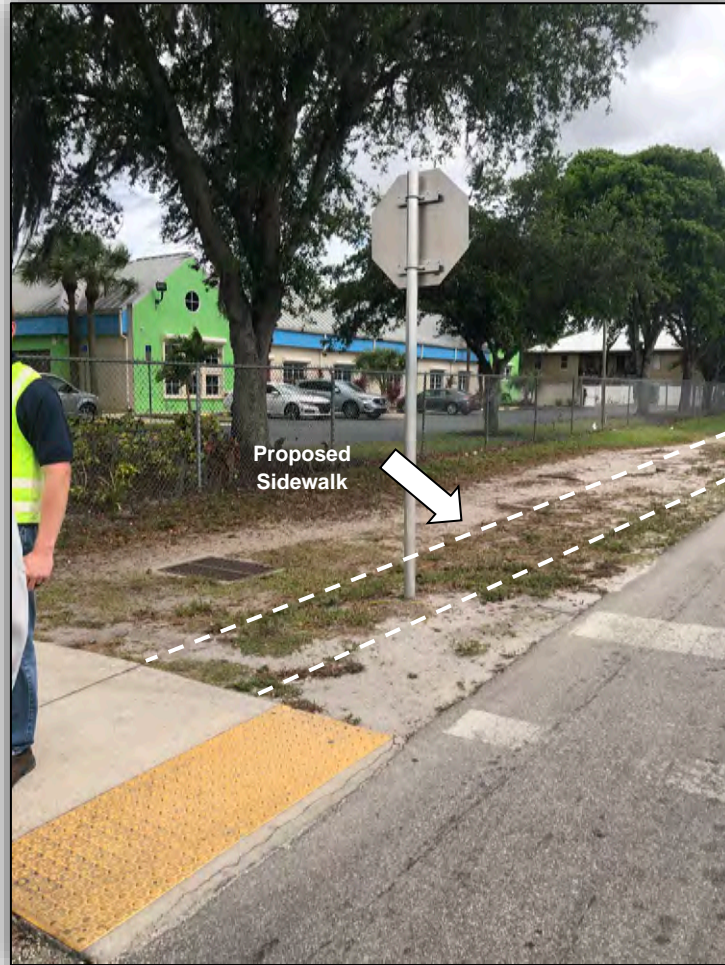


Figure 12-4: Proposed Sidewalk Landing at Colorado Avenue

12.2 Design Parameters

The design criteria for this conceptual design analysis was based on the Collier County engineering design standards and the Florida Greenbook. A summary of the design criteria for the proposed improvements is provided in **Table 12-1**.

Table 12-1: Location 11 - Design Criteria

Design Element	Value Designation
Roadway Classification	Local
Sidewalk Width	6 Feet
Clear Zone	6 Feet
Sidewalk Cross Slope	2% Max
Sidewalk Grade	5% Max

The recommended sidewalk design consists of a 6-ft sidewalk along both sides of the corridor through the use of a mid-block crossing. This will require ADA compliant sidewalk connections at all side streets.

There are currently no CAT route stops along this segment of roadway. Coordination with CAT is not anticipated.

ADA compliance should be verified during the final design phase, not only for the construction of new sidewalks and curb ramps but for those that are existing as well.

12.3 Utilities

The utilities within this corridor include fiber, CATV, sewer, potable water, electrical, streetlight, and telecommunication lines. This project may result in impacts to the existing utilities within the South 4th Street right-of-way. Coordination with the respective utility providers will be required for the future design and construction phase of the project. The potential utility providers within the immediate vicinity of the project, provided by Sunshine State One Call of Florida, are listed in **Table 12-2** and **Appendix A**.

Table 12-2: Location 11 - Potential Utilities within Project Corridor

Service Area Name	Contact	Phone Number	Utility Type
CenturyLink	Bill McCloud	(239) 599-1444	Fiber and Telephone
Comcast	Josh Davis	(239) 253-7642	CATV
Immokalee Water & Sewer District	Joann Ramey	(239) 658-3630 x112	Sewer and Water
Lee County Electric Co-Op	Tom Bailey	(239) 656-2414	Electric and Street Lights

12.4 Constructability

It is anticipated the proposed sidewalks should have minimal effects on the existing drainage and utility features throughout a majority of the project limits. MOT should be accommodated for and maintained in accordance with the most current edition of the MUTCD and the FDOT Design Standards.

12.5 Project Cost Estimation

A conceptual planning level cost estimate along South 4th Street is provided in **Table 12-3**. Costs are broken down into three categories: design/permitting, sidewalk construction, and administration / CEI. Design / permitting costs are assumed to be 25% of the construction cost. Supporting documentation of the conceptual planning level estimate is provided in **Appendix B**.

Reasonable and professional judgment was exercised in the development of this opinion of cost. However, since Johnson Engineering has no control over the cost of labor and materials or over the competitive bidding procedures, the accuracy of this opinion cannot be guaranteed.

Table 12-3: Location 11 - Conceptual Planning Level Cost Estimate

Item	Cost
Design / Permitting**	\$25,000
Pathway Construction	\$98,000
Administration / CEI**	\$25,000
Total	\$148,000

***Assumed Approximately 25% of Construction Related Cost*

12.6 Permitting

South Florida Water Management District (SFWMD)

The existing drainage for this location consists of sheet flow across the grassed shoulder into the adjacent ditch.

Impacted existing drainage facilities include two ditch bottom inlets. It is recommended to adjust the existing inlets; however, all drainage patterns would be maintained. The sidewalk will be constructed to allow the runoff from the roadway to continue to sheet flow into the adjacent swales and ditches.

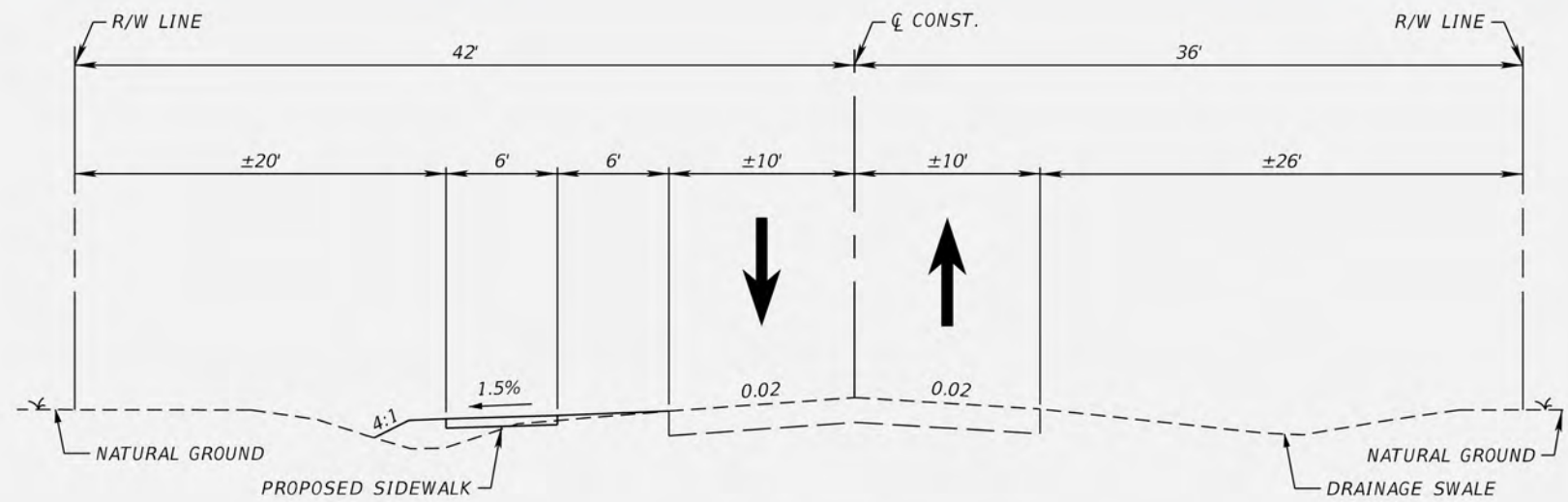
There is an existing permit covering this area of downtown Immokalee, therefore permit modifications may be necessary. However, depending on the extent of the existing permits, requests for exemption verifications could be submitted to the SFWMD regarding the project qualifying for a SFWMD exemption under F.A.C. Rule 62.330-051(4)(c) for the proposed sidewalk. It is highly recommended that verification of qualification to conduct an exempt activity is received from SFWMD as described in F.A.C. Rule 62-330.050(2).

Environmental

The South 4th Street corridor is confined to the existing cleared and maintained right-of-way. No wetlands were identified within the alignment corridor during the site review. As such, wetland permitting with the SFWMD and USACE is not anticipated for the proposed alignment. No listed species utilization was observed within the proposed sidewalk corridor during the preliminary site review. Additionally, review of the FWC Eagle Nest Locator indicates there is currently no known bald eagle (*Haliaeetus leucocephalus*) nests located within 660-ft of the proposed alignment, so permitting to address listed species considerations is not anticipated at this time. The maintained right-of-way generally does not provide optimal habitat for listed species utilization. However, species such as the gopher tortoise (*Gopherus polyphemus*) have been known to utilize disturbed areas such as a road right-of-way. In order to avoid any taking of listed species that may move into the project area in the future, it is recommended that pre-construction surveys for the presence of listed species be conducted within 30-days of construction-related activities. Should it become necessary to move listed species from the project area, appropriate permits will need to be obtained from the applicable wildlife agencies to conduct required relocations.

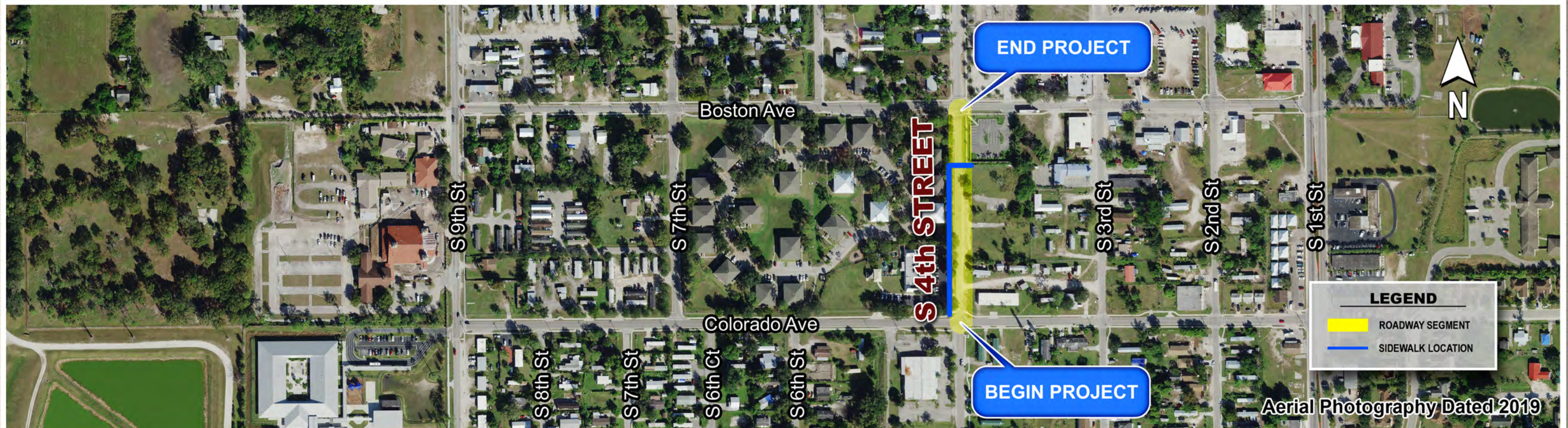
12.7 Long Range Transportation Planning

Based on review of the Collier County 2045 LRTP and 5- year CIP, no future improvements have been planned for South 4th Street from Colorado Avenue to Boston Avenue. Therefore, there are currently no short-term accommodations planned to provide pedestrian sidewalk facilities along the corridor within the project limits.



TYPICAL SECTION
SOUTH 4TH STREET

POSTED SPEED = 30 MPH



South 4th Street

LOCATION No. 11: From Colorado Avenue to Boston Avenue

EXHIBIT 12-1
COLLIER COUNTY, FLORIDA
JULY 2021
PROJECT No. 60118



MPO SUBMITTAL

MPO PROJECT CONCEPT SHEET – NON-MOTORIZED

Part 1 – Determination of Eligibility –

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: **Collier MPO**
2. Name of Applicant: Anne McLaughlin
3. Signature of Applicant: McLaughlin Anne Digitally signed by McLaughlin Anne
Date: 2021.07.22 13:57:03 -0400
4. Date of Application: **7/20/2021**
5. Project Title: **Bike/Ped Trail Crossing at Freedom Park**
6. Project Category
 - Arterial / Collector Local / Residential
 - Spine / Pathway Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Golden Gate Parkway at Freedom Park and Gordon River Greenway



Project Location

8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)

Phase: PD&E

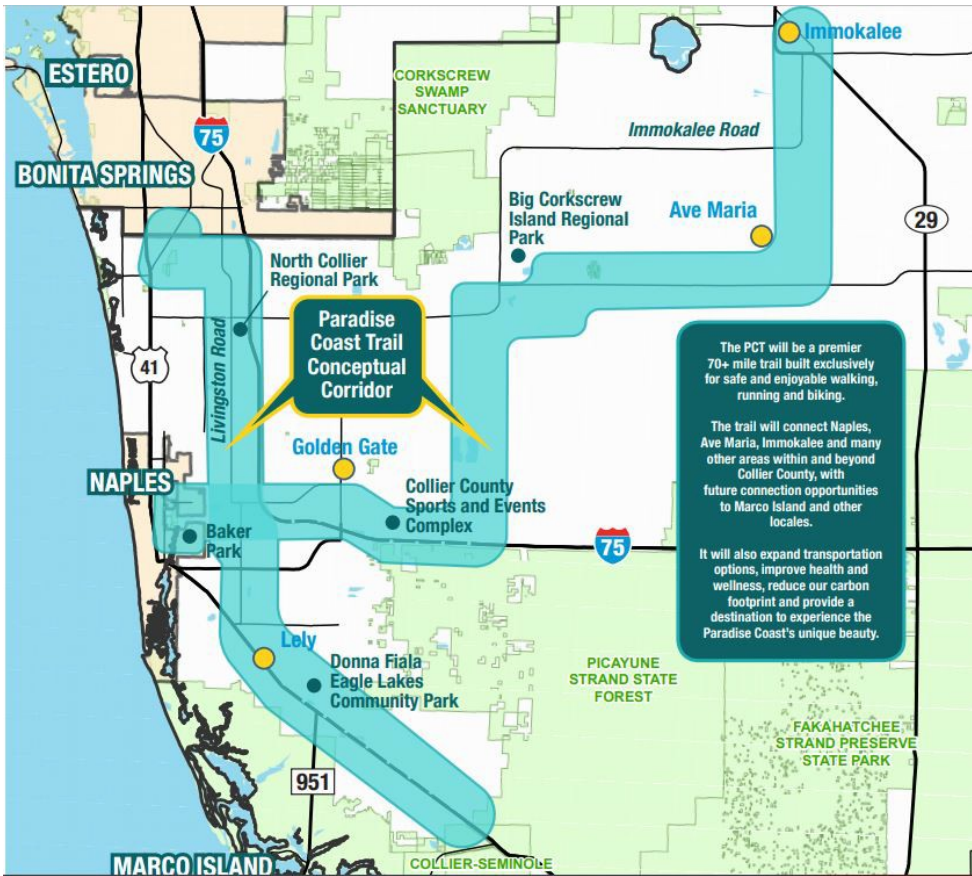
Estimated Cost: \$750,000 (provided by FDOT in July 2020)

The MPO proposes revising the original project description for the Freedom Park Pedestrian Overpass 2020 Priority Project to include the analysis of an at-grade crossing:

Conduct a NEPA analysis of two alternatives: 1) a typical pedestrian bridge and 2) an at-grade crossing (including Rectangular Flashing Beacons (RFB's) and/or HAWK signals). The cost estimate includes a public workshop and hearing and the environmental documentation required due to the presence of two parks.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

The BPMP identifies the pedestrian bridge as an MPO priority in order to make a strong connection between the Gordon River Greenway and Freedom Park. However, MPO staff recommended delaying programming the proposed pedestrian overpass (prioritized in 2020) to allow for more public outreach before committing a large sum of money on a project without considering less expensive alternatives first, and the potential that the overpass might draw substantial opposition due to potential environmental impacts and change in visual character. The change in the project description addresses these concerns. The project would begin after the completion of the Naples Pathways Coalition-led Feasibility Study for the Paradise Coast Trail Conceptual Corridor and provide a more-detailed analysis of alternative ways to safely cross a major arterial roadway.



Pacific Coast Trail Conceptual Corridor

- 10. Constructability** – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The project phase is PD&E, which will determine the availability of ROW and assess the project’s feasibility. The cost estimate was provided by FDOT in 2020.

- 11. Funding Availability** – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

The targeted funding is the MPO’s FY 2028 SU Box. Having this project on the priority list will allow the MPO to seek other funding that may become available.

- 12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP)** (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table,*

map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan)

The Freedom Park Overpass is identified in Chapter 5 Needs Analysis, Table 10 page 32: Prioritized Spine Pathway Projects, ranked #2 out of 8.

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
2	Freedom Park Overpass	Golden Gate Pkwy	Gordon River Greenway	Pedestrian overpass estimated at \$5million
3	Wilson Road Connection to New Sports Stadium	Immokalee Road	New frontage road N of I/75	Shared Use Paths & bike lanes
4	Lake Trafford Rd	Endpoint of FPN 4433573 & 574	Lake Trafford	TBD through further study
5	Golden Gate Canal Greenway	Airport Rd	Oil Well Rd	Shared Use Path – paved
6	FPL Greenway along Livingston Rd	South of Golden Gate Pkwy	Lee County Line	Shared Use Path – paved
7	Golden Gate Pkwy	Livingston Rd	Gordon River Greenway	Shared Use Path – paved
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. *(attach pages or documentation if needed.)*

n/a

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. *(Attach additional pages or documentation if needed.)*

The project is identified in the Network Needs analysis in Chapter 5, thus making it eligible for funding. (Chapter 7, page 67, policy #1.)

Funding Priorities

The MPO Board establishes policy by which it allocates Surface Transportation-Urban (SU) funds for 1) congestion management, 2) new bridge construction, and 3) bicycle and pedestrian projects. MPO staff issues a Call for Projects based on the Board's established allocation policy and schedule, which is currently on a five year rotation among the three categories. MPO member entities submit bicycle and pedestrian infrastructure projects that implement the current, adopted Bicycle and Pedestrian Master Plan, which is, or will be, incorporated by reference into the current, adopted LRTP. Bicycle and pedestrian projects range from locations on local, collector, and arterial roads to greenway connections, RSAs, and special studies.

- 1) The Network Needs analysis (Chapter 5) identifies the MPO's priorities for funding projects based on safety, equity, and connectivity. In addition, the MPO's priorities include the projects recommended in adopted Community Walkability studies and the current adopted bicycle and/or pedestrian master plans of the cities of Marco Island, Naples, and Everglades City and CRAs in Collier County, all of which are incorporated by reference.

According to the Evaluation Criteria #2 on p68, MPO staff may submit 1 project "of regional significance." Improved Gordon River Greenway Connections, including the pedestrian overpass connection to Freedom Park, are identified as being regionally significant in the BPMP. See Figure 16 on p35, as shown below.

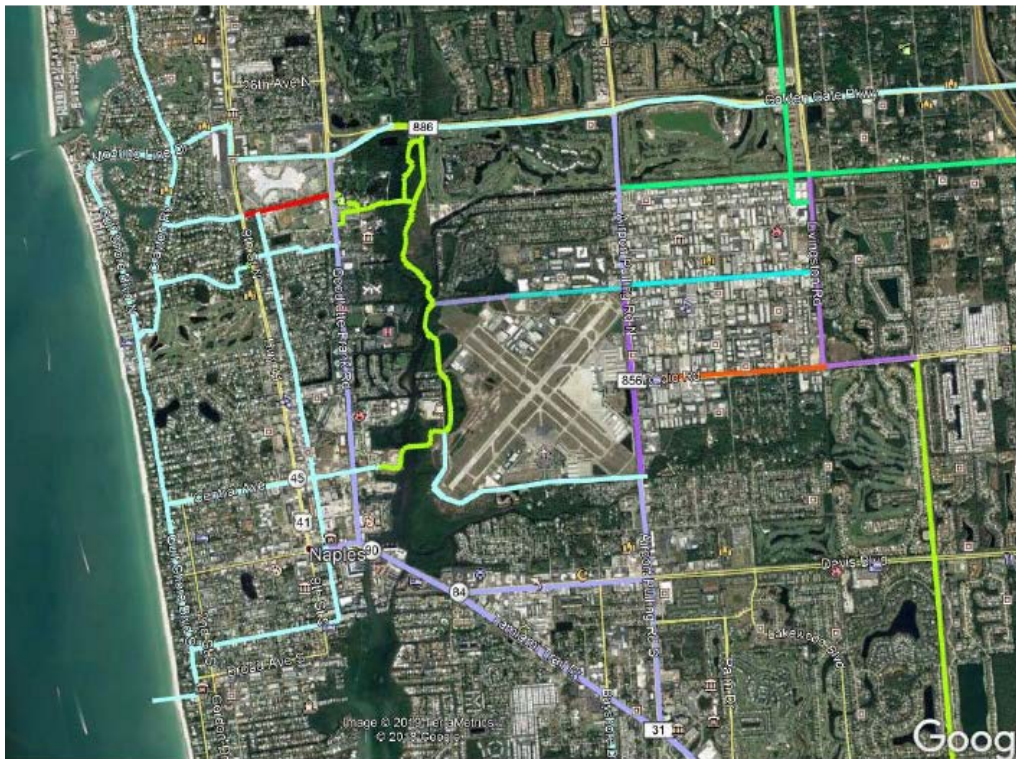


Figure 16. Gordon River Greenway – Regional Significance

15. Optional - attach additional information that will aid in understanding the project.



FLORIDA DEPARTMENT OF TRANSPORTATION
[YEAR] TRANSPORTATION ALTERNATIVES PROGRAM
 FUNDING APPLICATION FOR FISCAL YEAR [dates]

APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
County:		MPO/TPO (if applicable):	
Telephone:		Email Address:	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

PROJECT TYPE: Infrastructure Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- Currently fully LAP Certified / Year of Certification:
- Not LAP Certified but will seek project-specific certification
- Not LAP Certified but project will be administered by the FDOT District
- Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
Telephone:		Email Address:	

PROJECT INFORMATION

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

- 1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
- 2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
- 3. Conversion and use of abandoned railroad corridors for non-motorized use
- 4. Construction of turnouts, overlooks, and viewing areas
- 5. Inventory, control or removal of outdoor advertising
- 6. Historic preservation and rehabilitation of historic transportation facilities
- 7. Vegetation management practices in transportation rights of way
- 8. Archaeological activities related to impacts from transportation projects
- 9. Environmental mitigation activities
- 10. Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:*		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <i>Click here to enter text.</i> <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: <small>Street Name/Mile Post/Other</small>	North or East Termini: <small>Street Name/Mile Post/Other</small>
Project Length (in miles):	
Attachment included? <input type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input type="checkbox"/> Yes <i>(Required)</i> <i>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</i>	

PROJECT DESCRIPTION:

Brief Description:

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe:	<input type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support):	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Provide any additional project specific information that should be considered:	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- Planning activities
- Project Development and Environment Study (PD&E)
- Preliminary Engineering/Final Design
- Right-of-Way (ROW)
- Construction
- Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff

<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT’s 5-year Work Program?

Yes No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Is there a proposed maintenance plan for when the project is complete? Yes No

If yes, please provide a brief description and attach supporting documentation as appropriate:

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Yes No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

Will temporary construction easements be required? Yes No

If Yes, please describe:

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$

Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe) <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST		%	%
			100%

**COLLIER MPO
2021 CALL FOR BIKE/PED
PROJECTS**

Revised 8/2/21

SUBMITTAL PROCESS AND SCHEDULE

Chapter 7 – Policies and Implementation, of the Bicycle and Pedestrian Master Plan (BPMP) establishes the process the MPO follows in issuing a Call for Projects. The relevant sections are Funding Priorities and Evaluation Criteria, on pages 67-69.

According to the MPO's SU allocation and projected revenues established in the 2045 Long Range Transportation Plan – Cost Feasible Plan, approximately \$5 million will be available for programming bike/ped priority projects in FY 2028. See Bicycle Pedestrian Box Funds on Table 6-7 p 6-15. The **submittal process and timeline are summarized below:**

- **February 1, 2021** MPO distributes Call for Projects & application materials
- **July 20, 2021** Agencies submit Project Concept Sheets
- **August 17, 2021 BPAC Meeting** Review Project Concept Sheets
- **October 30, 2021** Agencies submit FDOT **TA Core Application** Packets and MPO Scoring Sheets
- **November 16, 2021 BPAC Meeting** – preliminary review of FDOT **TA Core Application** Packets, project scoring and ranking
- **November 29, 2021 CAC/TAC Meeting** – preliminary review and comment on FDOT Project information Packets, BPAC scoring and ranking
- **December 30, 2021** – agencies submit revised and supplemental information in response to comments
- **January 2022 BPAC Meeting** – final review, scoring and ranking of project applications
- **January 2022 CAC/TAC Meeting** – review and endorse BPAC project priority listing
- **February 2022** - MPO staff transmits project application forms to FDOT to begin constructability reviews
- **February 2022 – April 2022** - FDOT conducts constructability reviews
- **May 2022 BPAC Meeting** – Update committee on constructability review; opportunity to reaffirm or adjust priorities based on new information
- **May 2022 Board Meeting** – Board previews draft project priority lists
- **June 2022 Board Meeting** – MPO Board approves project priorities

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Endorse Lee/Collier MPOs Joint Meeting Agenda

OBJECTIVE: For the committee to endorse a Draft Agenda for Lee/Collier MPO joint meeting.

CONSIDERATIONS: A joint Lee/Collier MPO BPAC meeting is scheduled for October 26, 2021. (See revised 2021 calendar, **Attachment 1.**) Staff is seeking the committee's input on potential agenda topics as shown in **Attachment 2.**

STAFF RECOMMENDATION: For the committee to review and endorse a Draft Lee/Collier MPO joint meeting agenda.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Revised 2021 MPO Calendar
2. Draft Joint Meeting Agenda - BPAC



2021 Meeting Schedule

Collier Metropolitan Planning Organization (MPO)
2885 S. Horseshoe Drive, Naples, FL 34104
www.CollierMPO.com
(239) 252-5814

STRIKETHROUGH = CANCELLED MEETING
DATES IN RED = ADDED MEETING

UPDATED 7/27/21

Metropolitan Planning Organization (MPO) – Monthly at 9:00 a.m.

All MPO Board Meetings are held on the second Friday of the month. MPO Board Meetings will be held at the Board of County Commissioners Chambers, 3299 E. Tamiami Trail, Naples, unless otherwise noted.

February 12, 2021	March 12, 2021	April 9, 2021	May 14, 2021
June 11, 2021	September 10, 2021	October 8, 2021	October 15, 2021**
November 12, 2021	December 10, 2021		

** This a JOINT MEETING with Lee MPO, location TBD

Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

All TAC Meetings are held on the last Monday of the month. TAC Meetings will be held at the Collier Growth Management Department, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 25, 2021	February 22, 2021	March 29, 2021	April 26, 2021
May 24, 2021	August 30, 2021	September 27, 2021	October 25, 2021
** October 7, 2021	November 29, 2021		

** This a JOINT MEETING with Lee TAC, location will be the Estero Rec Center 9200 Corkscrew Palms Blvd, Estero, FL 33928 at 10:00 am to 12:00 pm

Citizen Advisory Committee (CAC) – Monthly at 2:00 p.m.

All CAC Meetings are held on the last Monday of the month. CAC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below..

January 25, 2021	February 22, 2021	March 29, 2021	April 26, 2021
May 24, 2021	August 30, 2021	September 27, 2021	October 25, 2021
** October 7, 2021	November 29, 2021		

**This is a JOINT MEETING with Lee CAC, location will be the Estero Rec Center 9200 Corkscrew Palms Blvd, Estero, FL 33928 at 1:00 pm to 3:00 pm

Bicycle/Pedestrian Advisory Committee (BPAC) – Monthly at 9:00 a.m.

All BPAC Meetings are held on the third Tuesday of the month. BPAC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 19, 2021	February 16, 2021	March 16, 2021	April 20, 2021
May 18, 2021	August 17, 2021	September 21, 2021	October 19, 2021
**October 26, 2021	November 16, 2021		

**This is a JOINT MEETING with Lee BPCC, location will be: The Collaboratory, 2031 Jackson Street, Ft. Myers, FL 33901 at 10:00 am

Congestion Management Committee (CMC) – Bi-Monthly at 2:00 p.m.

All CMC Meetings are held on the third Wednesday of every other month. CMC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 20, 2021	March 17, 2021	May 19, 2021	July 21, 2021
*September 15, 2021	November 17, 2021		

*Location for this meeting will be held at the Collier Growth Management Department Construction and Maintenance Building, Main Conference Room, 2885 South Horseshoe Drive, Naples

Local Coordinating Board (LCB) for the Transportation Disadvantaged – Quarterly at 1:30 p.m.

All LCB Meetings are held quarterly on the first Wednesday of the corresponding month. LCB Meetings will be held will be held at the Board of County Commissioners Chambers, 3299 E. Tamiami Trail, Naples, unless otherwise noted.

March 3, 2021	May 5, 2021	September 1, 2021*	December 1, 2021*
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*Location for this meeting will be held at the Collier County Government Center Building B, Human Resources Training Room., 3303 Tamiami Trail East Naples



DRAFT AGENDA

Joint Lee County MPO Bicycle Pedestrian Coordinating Committee and Collier MPO Bicycle & Pedestrian Advisory Committee Meeting

The Collaboratory
2031 Jackson Street
Ft. Myers, Fl 33901
October 26, 2021
10:00 a.m.

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. <u>Call to Order</u> 2. <u>Roll Call</u> 3. <u>Election of a Chairperson</u> 4. <u>Approval of Agenda</u> 5. <u>Approval of Meeting Minutes</u> 6. <u>Open to the Public for Comment on Items not on the Agenda</u> 7. <u>Agency Updates</u> <ol style="list-style-type: none"> A. FDOT B. MPO 8. <u>Committee Action</u> <p style="margin-left: 20px;">None.</p> | <ol style="list-style-type: none"> 9. <u>Reports & Presentations (May Require Committee Action)</u> <ol style="list-style-type: none"> A. Regional Bikeways B. USBR 15 C. Old US 41 PD&E 10. <u>Member Comments</u> 11. <u>Distribution Items</u> <p style="margin-left: 20px;">None.</p> <u>Next Meeting Date</u> <p style="margin-left: 20px;">TDB – To Be Determined</p> 12. <u>Adjournment</u> |
|---|---|

PLEASE NOTE:

This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing, with a description and summary of the item, to the MPO Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. Any person who decides to appeal a decision of this 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 by calling Ms. Anne McLaughlin at (239) 252-5884 or by writing to her at 2885 South Horseshoe Dr., Naples, FL 34104.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7C

Endorse Draft 2022 MPO Calendar

OBJECTIVE: For the committee to endorse the draft 2022 MPO Calendar.

CONSIDERATIONS: MPO staff has prepared a draft 2022 MPO Calendar for review and endorsement by the advisory committees.

STAFF RECOMMENDATION: For the committee to endorse the draft 2022 MPO Calendar.

Prepared By: Anne McLaughlin, MPO Director

Attachment:

1. Draft 2022 MPO Calendar



2022 Meeting Schedule

Collier Metropolitan Planning Organization (MPO)
 2885 S. Horseshoe Drive, Naples, FL 34104
www.CollierMPO.com
 (239) 252-5814

STRIKETHROUGH = CANCELLED MEETING
DATES IN RED = ADDED MEETING

DRAFT

Metropolitan Planning Organization (MPO) – Monthly at 9:00 a.m.

All MPO Board Meetings are held on the second Friday of the month. MPO Board Meetings will be held at the Board of County Commissioners Chambers, 3299 E. Tamiami Trail, Naples, unless otherwise noted.

February 11, 2022	March 11, 2022	April 8, 2022	May 13, 2022
June 10, 2022	September 9, 2022	October 14, 2022	**October XX, 2022
November XXX, 2022 (11 th is a holiday)	December 9, 2022		
* This a JOINT MEETING with Lee MPO, location and date TBD			

Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

All TAC Meetings are held on the **fourth** Monday of the month. TAC Meetings will be held at the Collier Growth Management Department, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 24, 2022	February 28, 2022	March 28, 2022	April 25, 2022
May 23, 2022	*August 22, 2022	September 26, 2022	October 24, 2022
* October XX, 2022	November 28, 2022		
*Location for this meeting will be Collier County Growth Management Division, Construction and Maintenance Building, South Conference Room, 2885 South Horseshoe Drive, Naples			
**This a JOINT MEETING with Lee MPO, location TBD			

Citizen Advisory Committee (CAC) – Monthly at 2:00 p.m.

All CAC Meetings are held on the **fourth** Monday of the month. CAC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below..

January 24, 2022	February 28, 2022	March 28, 2022	April 25, 2022
May 23, 2022	August 22, 2022	September 26, 2022	October 24, 2022
** October XX, 2022	November 28, 2022		
*This is a JOINT MEETING with Lee CAC, location and date TBD			

Bicycle/Pedestrian Advisory Committee (BPAC) – Monthly at 9:00 a.m.

All BPAC Meetings are held on the third Tuesday of the month. BPAC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 18, 2022	February 15, 2022	March 15, 2022	April 19, 2022
May 17, 2022	August 16, 2022	*August XX, 2022	September 20, 2022
October 18, 2022	November 15, 2022		
*This is a JOINT MEETING with Lee BPCC, location and date TBD			

Congestion Management Committee (CMC) – Bi-Monthly at 2:00 p.m.

All CMC Meetings are held on the third Wednesday of every other month. CMC Meetings will be held at the Collier County Growth Management Division, Construction and Maintenance Building, South Conference Room, 2885 South Horseshoe Drive, Naples, unless noted below.

January 19, 2022	March 16, 2022	May 18, 2022	July 20, 2022
September 21, 2022	November 16, 2022		

Local Coordinating Board (LCB) for the Transportation Disadvantaged – Quarterly at 1:30 p.m.

All LCB Meetings are held quarterly on the first Wednesday of the corresponding month. LCB Meetings will be held will be held at the Collier County Government Center Building B, Human Resources Training Room., 3303 Tamiami Trail East Naples unless otherwise noted.

March 2, 2022	May 4, 2022	September 7, 2022	*December 7, 2022
*Location for this meeting will be			

EXECUTIVE SUMMARY
Reports & Presentations
Item 8A

Local Roads Safety Plan

OBJECTIVE: For the committee to receive a presentation on the Local Roads Safety Plan.

CONSIDERATIONS: MPO staff will provide a brief presentation on the Local Roads Safety Plan at the August meeting.

STAFF RECOMMENDATION: That the committee receive a presentation on the Local Roads Safety Plan.

Prepared By: Brandy Otero, Principal Planner

Attachment: None