



TREBILCOCK
CONSULTING SOLUTIONS

Fair-Share Mitigation for Operational Impacts

Town of Big Cypress Stewardship Receiving Area (SRA)

Collier County, Florida
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Fair-Share Mitigation

1. The proposed Town of Big Cypress development is located in eastern Collier County in Sections 3, 14, 22, 23, 26, 27, 34 and 35, Townships 48 South and 49 South, and Range 28 East.

The Town of Big Cypress will be developed as a Stewardship Receiving Area (SRA) and is a proposed master planned mixed use residential community.

2. The landowner is responsible to pay an appropriate fee required by the County's Road Impact Fee Ordinance, as building permits are issued for the proposed project.
3. Proposed internal roads, driveways, internal alleys, internal sidewalks/pathways and interconnections to adjacent developments are site related improvements and are not subject to impact fee credits.

In addition, the landowner is required to provide appropriate turn lanes at project entrances as required at the time of site development approval. These improvements are considered site related. It is noted that if turn lane improvements require the use of County's Right-of-Way (ROW) or easements, compensating ROW along the development frontage may need to be provided without cost to Collier County as a consequence of such improvement.

4. Operational impacts of the development project traffic are mitigated for those intersections failing to achieve acceptable performance characteristics.

Consistent with the information illustrated in the adopted Collier County Traffic Impact Study guidelines, mitigation improvements are considered acceptable if capacity is added that restores or improves the delay and v/c (volume/capacity) ratio to the levels provided in the base scenario.

Base scenario is defined as the analysis of existing traffic plus background traffic for the estimated build-out year 2042 on the E + C (existing plus committed) significantly impacted roadway network.

As illustrated in the Traffic Impact Statement Section 2 associated with the zoning application for the subject development, Synchro 11 software was used to perform intersection Level of Service (LOS) analysis at specific locations.

Based on the results of the intersection analyses, the following roadway improvements may be necessary to address project related traffic impacts:

- Desoto Blvd and Randall Blvd intersection – signalization; add one westbound left-turn lane on Randall Blvd; add one northbound right-turn lane on Desoto Blvd.
 - Desoto Blvd and 18th Ave NE intersection – signalization; add one westbound right-turn lane on 18th Ave N; add dual southbound left-turn lane on Desoto Blvd; add transition area from two eastbound through lanes to one eastbound through lane on 18th Ave NE, east of Desoto Blvd.
 - Desoto Blvd and Golden Gate Blvd intersection – signalization; add one southbound left-turn lane on Desoto Blvd.
 - Desoto Blvd and 6th Ave SE intersection – add one westbound left-turn lane on 6th Ave SE; add one northbound right-turn lane on Desoto Blvd.
 - Everglades Blvd and 6th Ave SE intersection – add dual westbound left-turn lanes on 6th Ave SE
 - Camp Keais Rd and Oil Well Rd intersection – signalization.
 - Collier Blvd and Golden Gate Blvd intersection – add one northbound right-turn lane; add transition area from three eastbound through lanes to two eastbound through lanes on Golden Gate Blvd, east of Collier Blvd.
5. A proportionate share cost estimate was developed for each intersection that fails to achieve the minimum acceptable operating conditions due to the proposed development’s traffic. The fair share percentage is based on the traffic impacts in the AM and PM peak periods and it is illustrated in Figure 1.

For the subject impacted intersections, the project share of improvement cost is the sum of the AM and PM peak hour project traffic entering volumes divided by the sum of the 2042 AM and PM peak hour total entering volumes.

Desoto Blvd and Randall Blvd Intersection

Estimated Improvement Cost – \$1,180,000

Project Proportionate Share Percentage – 69.7%

Project Proportionate Share Cost – \$1,180,000 x 69.7% = **\$822,500**

Desoto Blvd and 18th Ave NE Intersection

Estimated Improvement Cost – \$2,250,000

Project Proportionate Share Percentage – 80.4%

Project Proportionate Share Cost – \$2,250,000 x 80.4% = **\$1,809,000**

Desoto Blvd and Golden Gate Blvd Intersection

Estimated Improvement Cost – \$735,000

Project Proportionate Share Percentage – 77.2%

Project Proportionate Share Cost – \$735,000x 77.2% = **\$567,500**

Desoto Blvd and 6th Ave SE Intersection

Estimated Improvement Cost – \$430,000

Project Proportionate Share Percentage – 84.9%

Project Proportionate Share Cost – \$430,000 x 84.9% = **\$365,500**

Everglades Blvd and 6th Ave SE Intersection

Estimated Improvement Cost – \$700,000

Project Proportionate Share Percentage – 35.4%

Project Proportionate Share Cost – \$700,000 x 35.4% = **\$247,800**

Camp Keais Rd and Oil Well Rd Intersection

Estimated Improvement Cost – \$400,000

Project Proportionate Share Percentage – 29.6%

Project Proportionate Share Cost – \$400,000 x 29.6% = **\$118,500**

Collier Blvd and Golden Gate Blvd Intersection

Estimated Improvement Cost – \$1,600,000

Project Proportionate Share Percentage – 7.9%

Project Proportionate Share Cost – \$1,600,000 x 7.9% = **\$126,500**

6. Contribution requirements for operational transportation related impacts total **\$4,057,300**. Prior commitments for some of the same intersections in CC Resolutions 2021-119 and 2021-220 equal \$622,000 and \$2,221,800, respectively total **\$2,843,800**. Net additional contributions = **\$1,213,500**.

Figure 1 –Project Proportionate Share Percentage

Intersection		Period	Total Project Entering	Total Entering	Prop Share
#	Name				
1	Golden Gate Blvd./Collier Blvd.	AM	456	5870	7.8%
1	Golden Gate Blvd./Collier Blvd.	PM	523	6486	8.1%
1	Golden Gate Blvd./Collier Blvd.	Total	979	12356	7.9%
2	Immokalee Rd./Camp Keais Rd.	AM	329	1960	16.8%
2	Immokalee Rd./Camp Keais Rd.	PM	385	2326	16.6%
2	Immokalee Rd./Camp Keais Rd.	Total	714	4286	16.7%
3	Camp Keais Rd./Oil Well Rd.	AM	404	1460	27.7%
3	Camp Keais Rd./Oil Well Rd.	PM	474	1507	31.5%
3	Camp Keais Rd./Oil Well Rd.	Total	878	2967	29.6%
4	Everglades Blvd./Oil Well Rd.	AM	1462	3819	38.3%
4	Everglades Blvd./Oil Well Rd.	PM	1818	4200	43.3%
4	Everglades Blvd./Oil Well Rd.	Total	3280	8019	40.9%

Intersection		Period	Total Project Entering	Total Entering	Prop Share
#	Name				
5	Desoto Blvd./Oil Well Rd.	AM	1739	4040	43.0%
5	Desoto Blvd./Oil Well Rd.	PM	2147	4693	45.7%
5	Desoto Blvd./Oil Well Rd.	Total	3886	8733	44.5%
6	Everglades Blvd./Randall Blvd.	AM	1500	4010	37.4%
6	Everglades Blvd./Randall Blvd.	PM	1781	4577	38.9%
6	Everglades Blvd./Randall Blvd.	Total	3281	8587	38.2%
7	Desoto Blvd./Randall Blvd.	AM	1364	1988	68.6%
7	Desoto Blvd./Randall Blvd.	PM	1546	2190	70.6%
7	Desoto Blvd./Randall Blvd.	Total	2910	4178	69.7%
8	Everglades Blvd./18th Ave NE	AM	1212	3693	32.8%
8	Everglades Blvd./18th Ave NE	PM	1412	3680	38.4%
8	Everglades Blvd./18th Ave NE	Total	2624	7373	35.6%

Intersection		Period	Total Project Entering	Total Entering	Prop Share
#	Name				
9	Desoto Blvd./18th Ave. NE.	AM	2124	2747	77.3%
9	Desoto Blvd./18th Ave. NE.	PM	2363	2832	83.4%
9	Desoto Blvd./18th Ave. NE.	Total	4487	5579	80.4%
10	Everglades Blvd./Golden Gate Blvd.	AM	1683	4364	38.6%
10	Everglades Blvd./Golden Gate Blvd.	PM	1921	4672	41.1%
10	Everglades Blvd./Golden Gate Blvd.	Total	3604	9036	39.9%
11	Desoto Blvd./Golden Gate Blvd.	AM	1153	1500	76.9%
11	Desoto Blvd./Golden Gate Blvd.	PM	1280	1651	77.5%
11	Desoto Blvd./Golden Gate Blvd.	Total	2433	3151	77.2%
12	Everglades Blvd./6th Ave SE	AM	1198	3746	32.0%
12	Everglades Blvd./6th Ave SE	PM	1375	3513	39.1%
12	Everglades Blvd./6th Ave SE	Total	2573	7259	35.4%
13	Desoto Blvd./6th Ave SE	AM	931	1091	85.3%
13	Desoto Blvd./6th Ave SE	PM	1056	1249	84.5%
13	Desoto Blvd./6th Ave SE	Total	1987	2340	84.9%