

**CR 951 PD&E STUDY
CONSENSUS BUILDING QUESTIONS
MARCH 27, 2003 SMALL GROUP MEETING**

- Could road be set-up so that only local traffic is allowed to use?
- How would a road in the study area facilitate the flow of surface water?
- Are there ways to set-up the alternate road as an express route?
- Want more details on road alignment, construction type & environmental issues.?
- I agree there is a need to relieve traffic on I-75, provide for hurricane evacuation and provide for local traffic but I question if the road to do that needs to be East of I-75 through sensitive lands.
- What route has least environmental impact and cost?
- What route has least impact on existing development?
- What north-south road or roads may be built before CR 951?
- What more details on layout of developments golf coursed or homes.
- Why can't they build CR 951 further east?
- Why aren't we building all of I-75 out?
- How much influence will special interest groups have in the alternatives?
- How many alternatives will be evaluated and who makes that decision?
- Are you going to evaluate neighborhood needs such as Golden Gate residents attempting to get to Fort Myers? Also, mining operations are east, forces a lot of traffic back to the interstate.
- Why is there no regional or joint Collier/Lee MPO?
- What percent of the future traffic would be handled by a north-south road alignment with SR 29? Seems to be too far east. What percent of the future traffic would be handled by a north-south road no more than 3 miles east of I-75? Compare the cost of the above two alternatives and compare to their benefits.

- If CR 951 was a toll road, could toll revenues go to environmental land acquisition?
- SR 29/82 is another road issue that will serve as commerce for Immokalee growth and by-pass for I-75.
- The 951 study is for additional north-south route between Lee/Collier County and to allow the travel of our citizens in every day activities.
- Build road within 2020 plan year.
- Want more details on regional hurricane evacuation scenarios.
- What are the demographic forecasts to 2030.
- What are the funding sources for transport options.
- Want more details on affordable housing forecast/needs.
- Some believe that we should widen I-75 to 12 lanes. How can you upgrade all of the crossroads with interchanges, all of the interchanges, and all of the signalized intersections near the interchanges, so that they can handle all the traffic drawn to this one 12-lane freeway?
- Would additional right-of-way be needed to widen I-75 to 12 lanes? If so, about how much would it cost?
- What are the 2030 demographic projections for Lee & Collier.
- Want details on revenue projections for road construction.
- What are the LOS projections for US 41 and I-75 to 2030 with and without CR 951 (based on planned improvements)?
- What are the authorized RPD, IPD, and CPD east of I-75?
- Will land around road be protected not developed? Do not want it to provide urban sprawl.
- Will endangered species be protected with underground?
- Do not want 951 extension.
- Want I-75 expanded.
- Do not want urban sprawl. Nature and air quality and water quality.

- How much traffic from Beach Road and south is forecasted to go north to Teco Arena, FGCU, the airport and beyond and from north of Corkscrew Road south in 2010, 2020, and 2030?
- What percentage of traffic on I-75 is local between Immokalee and Daniels Road?
- Dave L – please expand on your comments to extend east/west roads to meet I-75 by-pass as currently proposed.
- Want to see the Arnold Report on need for 951 extension.
- Can the road become self-funded.
- Environmentally friendly.
- Limited access.
- CREW friendly.
- Why can't we talk about toll road as a method of funding and saving of time regards construction?
- What is the projected use of extension 951 and how soon before another relief project is needed (another road)?
- Why are we moving the project study to 82/29, it is a different kind of road, a good road but it does not meet the same needs as the proposed study area, I believe this will delay the project as well as make the study more expensive.
- I am very pro build, and if so why not build it along SWFWM land as that would serve to limit access as the public already owns the land, the straight north line (an eastern alignment) would achieve this goal as well as be safer for evacuation and disaster management, and save lives from not bending the road with two 90 degree turns to Bonita Grande.
- Obviously, the environmentalists feel there is some sort of plot to expand the urban boundary that is unique to this area. Instead, I would consider it unique that an area would not grow, however that does not change the fact that the road can be built to serve the water flow and animal crossings, limit access and still move traffic. Many areas in this country have tried to limit growth in their area by under servicing the area in roads and have paid the price later, California is full of bottleneck towns.

- I still feel there is one area that this road should not address, and by the sheets from the tables I think most agree, this road should not be used to answer land use questions, that is truly a separate issue and there are laws, regulations and governing bodies to deal with land use.