



Agenda Item Summary

File #: 23-00675

Agenda Date: 10/24/2023

Agenda Item Name:

Solid Waste and Resource Recovery Facilities and County Road 337 Updates

Presenter:

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Description:

Update on options for addressing the existing capacity issues at the Hazardous Collection Facility and the High Springs / Alachua Rural Collection Center and the County Road 337 traffic study.

Recommended Action:

Direct staff to address the existing capacity issues at the Hazardous Collection Facility and the High Springs / Alachua Rural Collection Center using county owned properties and facilities.

Maintain the improvements on CR 337 as approved in the Transportation Capital Improvement Program.

Prior Board Motions:

March 12, 2020 – BoCC Regular Meeting: Approval of construction a new Rural Collection Center and Hazardous Waste Collection Facility in the western part of the County

June 28, 2021 – Joint Meeting with City of Newberry: Directed staff to explore the option of locating the solid waste facilities in the Newberry Environmental Park.

July 10, 2023 – Joint Meeting with City of Newberry: Directed staff to (1) work with the City of Newberry to amend the Interlocal Agreement to add the necessary details to address the safety concerns on CR 337, and (2) move Segment 1 of the road project up on the list so that it is phased appropriately to begin shortly after the completion of the site projects and identify funding.

August 22, 2023 – BoCC Regular Meeting: Directed staff to bring alternative options for the Solid Waste and Resource Recovery facilities and an update on County Road 337.

Fiscal Note:

The department has allocated funds for both facilities under Rural Collection Center Fund account: 403.76.7610.534.62.00=\$1.5M and Waste Alternative Fund account: 405.76.5541.537.62.00=\$1.5M. Additional funding may be required to construct the facilities. The cost of the County Road 337 traffic

study of \$113,380 split between Rural Collection (403) of \$60,092.37, Waste Alternative (405) of \$41,655.63 and Gas Tax (149) of \$11,632.

Strategic Guide:

Environment and Infrastructure

Background:

At the March 12, 2020, BoCC special meeting, staff identified capacity issues at the Hazardous Collection Facility (Leveda Brown Environmental Park) and the High Springs/Alachua Rural Collection Center and recommended the construction of new facilities in the western part of the County. The recommendation was approved by the Board as part of the Solid Waste and Resource Recovery 5-Year Plan.

Staff was not successful in locating a suitable location for the Solid Waste and Resource Recovery facilities, and at the June 28, 2021, Joint Meeting with the City of Newberry, the city offered the possibility of locating the facilities at the proposed Newberry Environmental Park.

At the July 10, 2023, Joint Meeting with the City of Newberry, the Board discussed the option of including the County Road 337 improvements as part of the Interlocal Agreement to locate County facilities at the Newberry Environmental Park.

This presentation will provide the Board with an update on the options to address the capacity issues identified in 2020 and the County Road 337 traffic study.

Solid Waste and Resource Recovery facilities: The presentation will describe the option of using the Archer Rural Collection Center and the closed Northwest facilities as alternatives to reduce current traffic at the High Springs / Alachua Rural Collection Center until permanent improvements can be completed.

County Road 337 traffic study: Based on the 2035 No Build condition operational analysis, higher delays are anticipated on the northbound and southbound approaches of the SR 26 at CR 337 and SR 26 at SW 264th St intersections. Delays at these two intersections are increased in the Build condition with the introduction of the Westone development traffic. The intersection of CR 337 at SW 46th Ave operates acceptably under the No Build and Build conditions. The arterial Level of Service of CR 337 remains adequate for both Build and No Build conditions. Florida Department of Transportation's (FDOT) West Newberry Road Improvements Project (Financial Project ID 207850-2) proposes a roundabout at the intersection of SR 26 and CR 337 and improvements at the SR 26 and SW 264th St intersection. This project will address any operational issues associated with these SR 26 intersections.

The safety analysis used crash data from the University of Florida Signal Four Analytics (UFSFA) crash mapping and analysis system for the 60-month period from January 1, 2018, to December 31, 2022. During this period, twenty-five (25) crashes occurred, of which two (2) of them were fatal crashes. Both fatal crashes occurred on a dry roadway surface while drivers were under alcohol/drug influence in both instances. Crashes related to driver impairment due to drugs and/or alcohol are not considered correctable through the introduction of safety countermeasures. Based on the safety analysis, 7 crashes are anticipated to occur in 2035 under the No Build condition while 13 crashes are anticipated to occur in 2035 under the Build condition. This increase is due to the increase in traffic due to the development.

As a means to minimize future crashes, three (3) safety improvements were considered. The first

evaluated the crash reduction associated with widening the roadway to 22 feet (11-foot lane in each direction), the second considered widening the roadway while also eliminating the curves by converting each to all-way stop-controlled intersections, and the third increased the radius of the curves to accommodate a 50 MPH design speed.

In order to substantiate improvements within the study area, a comprehensive benefit-cost (B/C) analysis was conducted to provide insights into the feasibility and potential advantages of these safety improvements. The construction and improvement costs for safety countermeasures have been evaluated based on FDOT Design Manual KABCO Crash Costs. The benefit of safety countermeasures was estimated by the number of crashes reduced and the associated crash cost. Crashes associated with impaired drivers were removed from the analysis as these are not considered susceptible to correction. A B/C ratio higher than 1.0 suggests benefits outweigh the costs of an improvement and further consideration should be given to implementing the improvement. Based on the B/C ratios associated with each improvement in the No Build and Build conditions, none of the improvements are considered cost - feasible. Therefore, this study does not recommend installing any improvements at this time.