CONCLUSIONS AND RECOMMENDATIONS

The RIDS Master Plan concludes that developing improvements on a sub-regional basis would be the most beneficial way to develop alternative water supply to offset potable water demands. Table 29 presents a summary of the selected alternatives for each sub-region. Figure 34 illustrates the RIDS alternative options for the lower west coast study area.

Table 29
Sub-regional Alternative Summary

Alternatives	Benefit (MGD)	Capital Cost ($)	Unit Cost ($ / 1,000 gal) [1]
Golden Gate Canal ASR – 17th Ave.	20	39,810,000	$1.31
Golden Gate Canal ASR – Airport Road	25	43,400,000	$1.17
Faka Union Canal ASR	25	65,010,000	$1.63
Cocohatchee River ASR	5	12,500,000	$1.58
Kehl Canal ASR	12	23,000,000	$1.27
North Collier \ Bonita Springs Interconnect	10.5	22,850,000	$1.41
Naples \ South Collier Interconnect	12	24,810,000	$1.35
Pelican Bay and Collier County North	8.1	14,040,000	$1.17
Collier County South	6.6	11,800,000	$1.20
Naples	5.4	10,790,000	$1.31
Golden Gate	0.5	3,760,000	$4.28
Bonita Springs Utilities	2.4	6,630,000	$1.72
North Collier / South Collier Interconnect	14.7	22,540,000	$1.06
Golden Gate Mine Pit	1.5	7,440,000	$2.91
Total Benefit or Recovery Capacity	**111.5**	308,380,000	

[1] Unit costs assume grant funding assistance

Implementation of the RIDS will require additional phases to plan, design, finance and construct the improvements. Assuming Phase 1 included the Master Plan, and Phase 2 included the Feasibility Study, subsequent phases include the following:

- **Phase 3 Engineering Design –** Includes design, permitting and bidding of projects.
- **Phase 4 Construction –** Construction and startup of projects.

Project phases will be implemented on a sub-regional basis as developed in the RIDS Master Plan.