



# PROGRAMMING PLAN TRANSPORTATION TRAILS NORTH OF CR 466

## *Community Development District Number Two*

### The Villages, Florida

*Prepared for:*

The Village Center Community Development District

*Prepared by:*

Kimley-Horn and Associates, Inc. in association with  
Farner Barley and Associates Inc. and Michael Pape &  
Associates, PA

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December 2009  
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and Associates, Inc.



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## ***INTRODUCTION***

The Village Center Community Development District (VCCDD) retained a Design Team made up of Kimley-Horn and Associates, Inc. (KHA), Farner Barley and Associates Inc., (FBA) and Michael Pape & Associates, PA (MPA) to develop a Programming Plan that provides recommendations for improving the system of transportation trails that are north of CR 466 in Community Development District Number Two in The Villages, Florida. The Amenity Authority Commission (AAC) and VCCDD Number 1 through 4 Boards, in coordination with their partners and stakeholders, are considering a scope of proposed projects and recommendations for this system of transportation trails north of CR 466. Since the original transportation trails were constructed at The Villages they have served the needs of the community well. As the community has grown and development has increased, it has become necessary to enhance the system of transportation trails to accommodate this growth and the wide variety of users. The purpose of the Programming component of this project is to determine what enhancements to the trails north of CR 466 are necessary to meet the needs of the community as well as address constraints and safety concerns along the paths.

This process has involved an evaluation of the existing facilities, a series of public workshops where input was received, active AAC and CDD Board participation, recommendations on project improvements, and project construction cost forecasting.

Because not all projects may be funded immediately, a strategic implementation plan is important to maximize available resources. A prioritized comprehensive project list for transportation trails north of CR 466 has been prepared for each CDD. This report focuses on the conditions and recommendations within District Two.

This report includes the following:

- ◆ Study considerations: Key factors used in the development of the recommended prioritized enhancement project list.
- ◆ An overview of the public involvement process.
- ◆ Summary of existing conditions.
- ◆ Project recommendations including the preferred typical section, safety enhancements, gate access modifications, landscaping and irrigation modifications, tunnel safety enhancements and other recommendations.
- ◆ Programmatic Plan that outlines the scope for each project and the cost estimates.



### Next Steps

An interlocal agreement between the VCCDD, Districts 1-4, and the AAC will be reached that defines the actual scope of projects to be constructed. Subsequently, construction drawings will be prepared and the necessary regulatory permits will be obtained to implement the projects.

### Study Area

The study area summarized in this report includes the transportation trail network within District Two. **Figure 1** is a map that illustrates the district boundary, major road network, transportation trails, tunnels, and neighborhood access gates.

Within District Two, the transportation trail network mostly consists of a 10-foot concrete trail on the south side of El Camino Real, which runs from Buena Vista Boulevard to the end of District Two boundary. There are also on-street golf cart lanes on Enrique Drive.



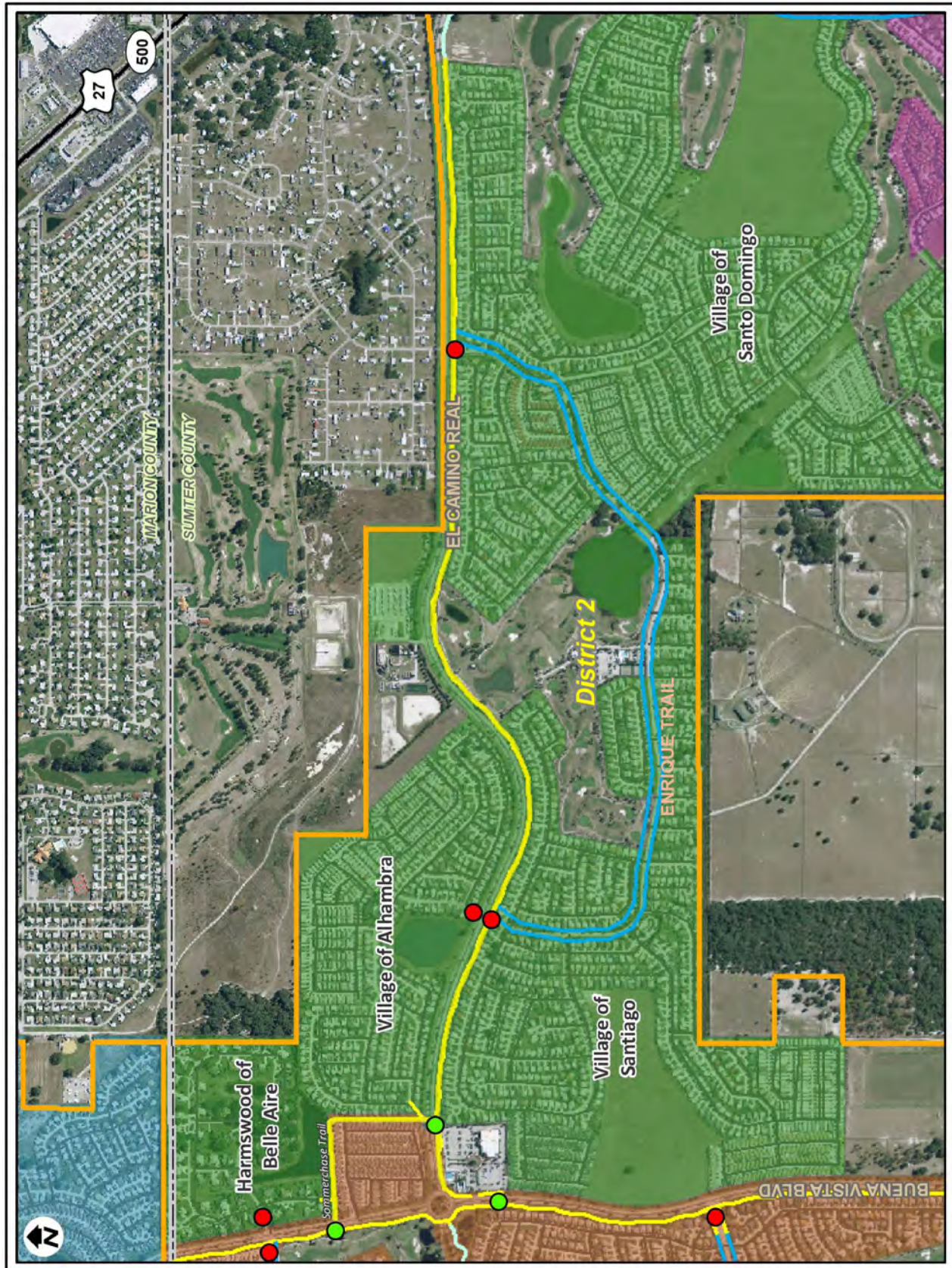


Figure 1  
District Two Map



### Primary Design Considerations

When analyzing both existing conditions and developing facility recommendations, the following factors were considered:

- ♦ **Safety:** The safe provision of multimodal travel is the highest priority. This should be considered in all aspects of this project to ensure that proper facilities are provided. This applies to the retrofit of existing facilities as well as the design of new facilities. To that end, design criteria have been established for designers to implement a safe transportation trail network.
- ♦ **Linkage between Important Destinations:** The Villages provide many key activity centers, recreation centers, parks, commercial areas, and hospitals. The existing and future transportation trails should be designed to connect important destinations while making each trip an enjoyable experience.
- ♦ **Mobility Challenges:** Provisions of enhanced transportation trails would provide multimodal choices for residents with mobility challenges. People who prefer not to drive or are unable to drive will have better travel options. Provision of ADA compliant facilities ensures that people with disabilities will have more mobility options. These are important considerations within the Villages, which is one of the world's largest retirement communities.
- ♦ **Recreation:** Provision of multiuse paths enhances healthy recreation choices for residents. The design should consider the various types of users and their needs including the material type used in the final design.





## ***PUBLIC INVOLVEMENT***

A public meeting was held at the Savannah Regional Recreation Center on October 14<sup>th</sup> with the District Two Board and interested residents. The meeting was noticed in the Villages Daily Sun newspaper and fliers were posted in each District at postal centers.

The meeting was well attended and the public was afforded the opportunity to provide input to the development of the project recommendations. The descriptions below present an overview of this information, and highlight the meeting results.

### Project Newsletter

To inform the public and the various stakeholders about the goal and scope of work for this project a newsletter was developed that provided detailed information including a master schedule. Other information that was provided included the project's purpose, meeting location and dates, a map with the project study area and information about how to get more information from the [www.districtgov.org](http://www.districtgov.org) website.

### Workshop Meeting Format

At the meeting, a presentation was provided that outlined the project's scope of work, details about the various challenges, and some of the potential engineering solutions that were being considered by the project team. The key issue that was addressed was the various typical sections for the transportation trails that were developed by the project team for consideration by participants. These typical sections included a no-build option and others that offered alternatives to the existing design. Additionally, information was also provided that described the various safety issues and other possible enhancements, such as landscaping, for consideration.

At the conclusion of the presentation, the public was provided with an opportunity to ask questions of the project team or the board or to provide comments. At the conclusion of the public comment period, the Board discussed the project and the comments that were provided by the public and provided their own comments. Both the comments from the public and the various board members were recorded by the project team so that they could be considered in the project recommendations. All participants were also provided with comment forms so that they could provide written comments about the project or the discussion at the meeting. The comment forms were collected at the end of each meeting and were included in the overall comment database for each meeting. Written comments and verbal comments were both recorded. A more detailed summary of these comments are provided in the *Appendix*.





### Public Involvement Conclusion

Based on the public comments and the comments and discussions by the various board members, the design recommendations have been greatly enhanced. The public involvement efforts of this project culminated in a series of detailed recommendations from the public. These recommendations are related to safety enhancements, design input, and a variety of other useful information. The project team compiled this information and augmented it with some additional field data collection, and then incorporated this information into the final programmatic recommendations for the transportation trails within the study area.

The public workshop was instrumental in aligning the recommendations with the needs and desires of the existing and future residents for years to come.



## ***EXISTING CONDITIONS***

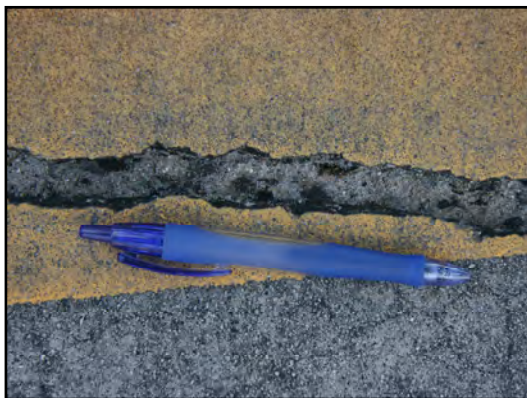
### Base Mapping and Ownership Data Maps

Base mapping, existing facilities inventory, and ownership mapping information within the study area were collected. The mapping and ownership data was important to this project because it determines which entity has authority over the trails throughout the various areas. Acquiring the ownership information required researching the existing plats, amenity surveys, deeds and title searches, and reviewing the property appraiser's tax profiles.

### Field Review

The Design Team conducted numerous field reviews of the project study area. Items investigated during this review included the condition of the existing multi-modal trails, the front slope and back slope of the roadway, entrance and exits to the tunnels, intersection safety, width of multi-modal trails, irrigation and utility infrastructure, existing landscape locations, and drainage patterns.

The condition of the existing multi-modal trail was observed to be quite variable. Concrete pavement cracking was prevalent in many areas but was found to be uniform and still intact in other areas. An example of the cracking is depicted in the following photos.



### *Landscape and Irrigation*

Landscape features and irrigation is prevalent throughout the entire study area. The existing landscape features create a constraint for path widening in some places. For example, there are segments (as illustrated below) where the transportation trail widening will cause significant removal of existing vegetation. Either the trail can remain narrow through each of these occurrences or the segment would be opened up through landscape removal.



Irrigation within the study area that is impacted will most likely need to be fully replaced. In previous meetings, it was discussed that the existing landscape and irrigation was not providing sufficient coverage for the plants and needed to be replaced and/or adjusted. Construction of the widened trail will be challenging in many cases if the irrigation has to remain in place. Construction costs would be higher if extensive work done by hand is required to construct around the existing irrigation lines.

#### *Straightening of Paths*

The existing horizontal curvature of the transportation trails is excessive and unnecessary in some locations. Correcting the alignment to have larger radii and less curves would create a gentler ride and would provide an opportunity to correct the horizontal geometry at the entrance and exits to the tunnels. Correcting this trail condition would give motorists more width and ease the comfort levels at the approach and would increase sight distance at trail intersections.





### *Tunnel Intersections*

Some of the trail intersections at the tunnel approaches provide poor sight distance, or have areas of correctable conflict. By making these intersections closer to a traditional T-configuration, cart drivers will have an easier time predicting the behavior of other cart drivers and reduce conflicts.

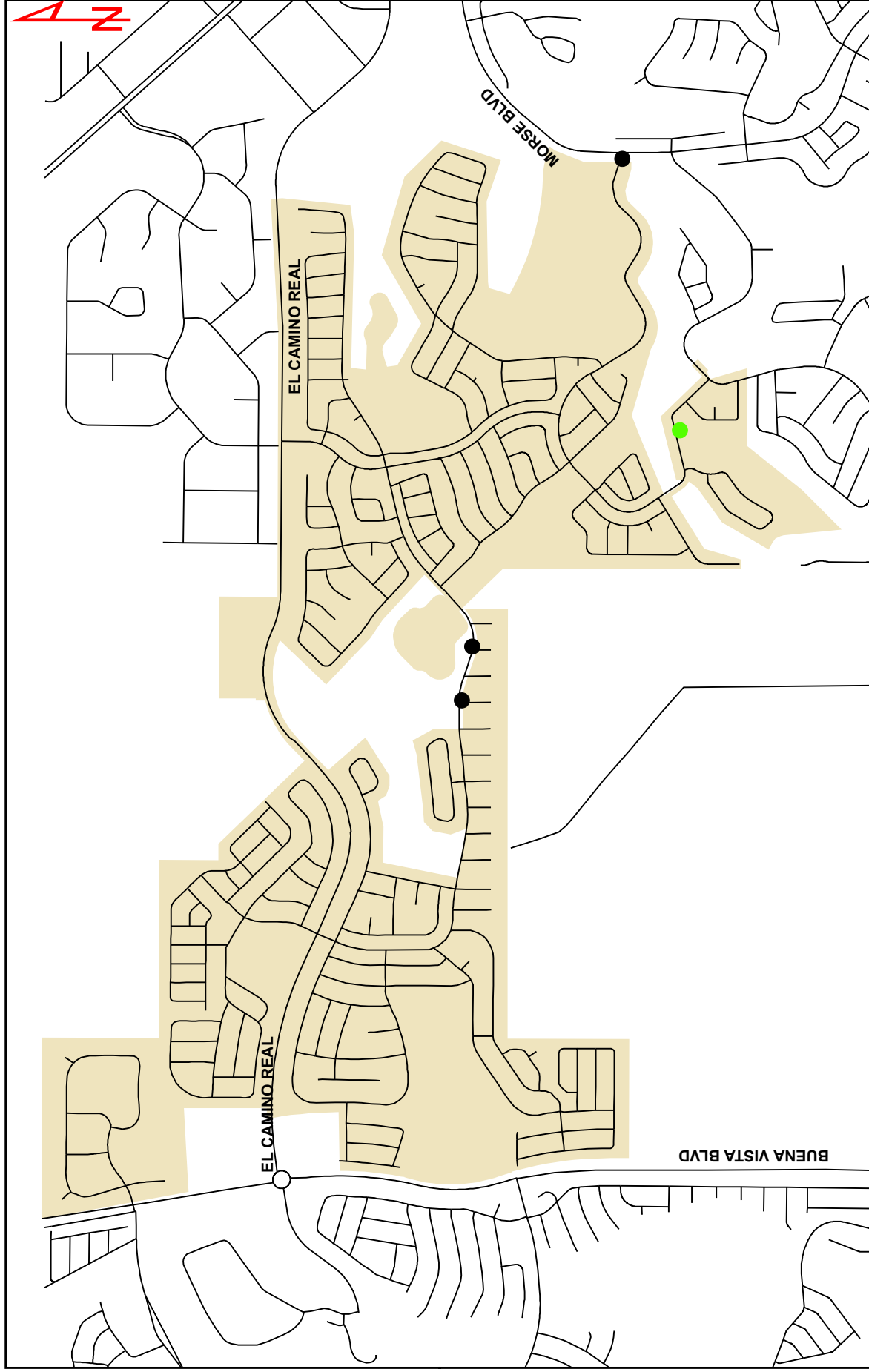


### Traffic Control and Crash Data

Crash data associated with non-automobile modes of transportation over the past three years was collected from the Villages Public Safety Office, the Sumter County Sherriff's Office, and the Lady Lake Police Department. The crash data ranged from July 2006 through July 2009. The crash summary received from the agencies provided a date, location, and type of incident. **Figure 2** provides a graphical summary of the crash data over the last three years. The map separates the type of crash into two categories: golf cart with injury and golf cart without injury.

Within District Two, there were four crashes reported involving non-automobile modes of transportation in The Villages over the past three years. One of the crashes resulted in some sort of injury to the party/parties involved. One clear trend in the crash history is that the majority of the crashes occurred in areas where golf carts and automobiles share the road.

On the transportation trails, establishing a Clear Zone standard, and a Recoverable Terrain standard will be beneficial. Clear zone is the distance from the edge of the travel way to an obstruction. Providing a minimum clear zone and recoverable terrain will give golf cart drivers room to correct their path and reduce the likelihood of a crash.



**CRASH DATA (JULY 2006 - JULY 2009)**

- = Crash Involving a Golf Cart
- = Crash Involving a Golf Cart with Injuries

**Figure 2**  
**Crash Data Summary - District Two**





One clear trend in the crash history is that the vast majority of the crashes occurred in areas where golf carts and automobiles share the road.

On the transportation trails, establishing a Clear Zone standard, and a Recoverable Terrain standard will be beneficial. Clear zone is the distance from the edge of the travel way to an obstruction. Providing a minimum clear zone and recoverable terrain will give golf cart drivers room to correct their path and reduce the likelihood of a crash.



## ***RECOMMENDED DISTRICT TWO PROGRAM***

This section provides the scope and program of modifications within District Two. The projects described within District Two include the following:

- ♦ El Camino Real Trail Widening
- ♦ Santo Domingo Cart Crossing Modifications
- ♦ Sommerchase Trail Reconstruction
- ♦ Enrique Drive Sidewalk

### Cost Calculations

Planning level costs for these projects were calculated based on forecasted construction quantities and knowledge of the corridor. Since the project has not been designed, and construction prices have been exceedingly volatile, actual construction costs will be different. A Cost Summary illustrating the calculation of cost is provided in the *Appendix*.

### El Camino Real Widening, District 2

#### *Background:*

The El Camino Real, District Two transportation trail runs east from Buena Vista Boulevard to the District Two boundary. The trail intersects with two gated crossings on the south side of El Camino Real. The end of the trail also includes one tunnel at the Savannah Center. The total length of the trail is approximately 11,500 feet and is generally 10' wide.

#### *Recommended Scope:*

A new transportation trail should be constructed using the cross section illustrated in *Figure 3*. This cross section, which is used south of CR466, provides 15.5' of asphalt with 6" concrete ribbon curb on both sides for a total width of 16.5'. The existing concrete trail should be removed, and the new trail should generally be constructed in the same location. Modifications to the existing alignment should be adjusted to allow for a safer turning radius and adequate clear zones. Tunnel intersections, in addition to being widened, should be realigned to provide safer merging of through cart traffic with tunnel cart traffic. The new trail should be designed using the design criteria detailed in *Table 1* below.



Table 1 Preliminary Design Criteria		
Item	Criterion	Source/Justification
Trail Surface Material	Asphalt	Villages Typical Detail, R-4
Trail Width, Typical	16' 6"	Villages Typical Detail, R-4
Cross Slope (%)	2% MAX	Villages Typical Detail, R-4
Front Slope Ratio (run:rise)	1:4	Villages Typical Detail, R-40
Back Slope Ratio (run:rise)	1:4	Villages Typical Detail, R-40
Minimum Distance of Trail From Residential Lots	5 ft	Preliminary for designing purposes. Physical constraints need to be identified.
Maximum Grade (%)	7	FDOT Florida Greenbook
Stopping Sight Distance	155 ft	FDOT Florida Greenbook
Maximum Deflection Without Horizontal Curve	2°00'00"	FDOT Plans Preparation Manual, Volume 1
Maximum Change in Grade Without Vertical Curve (%)	1.10%	FDOT Florida Greenbook
Maximum Deflection Through Intersections	11°00'00"	FDOT Plans Preparation Manual, Volume 1



DEMOLISH EXISTING CONCRETE RECREATION TRAIL.  
CONSTRUCT NEW ASPHALT TRAIL WITH ROCK BASE AND  
STABILIZED SUBGRADE.

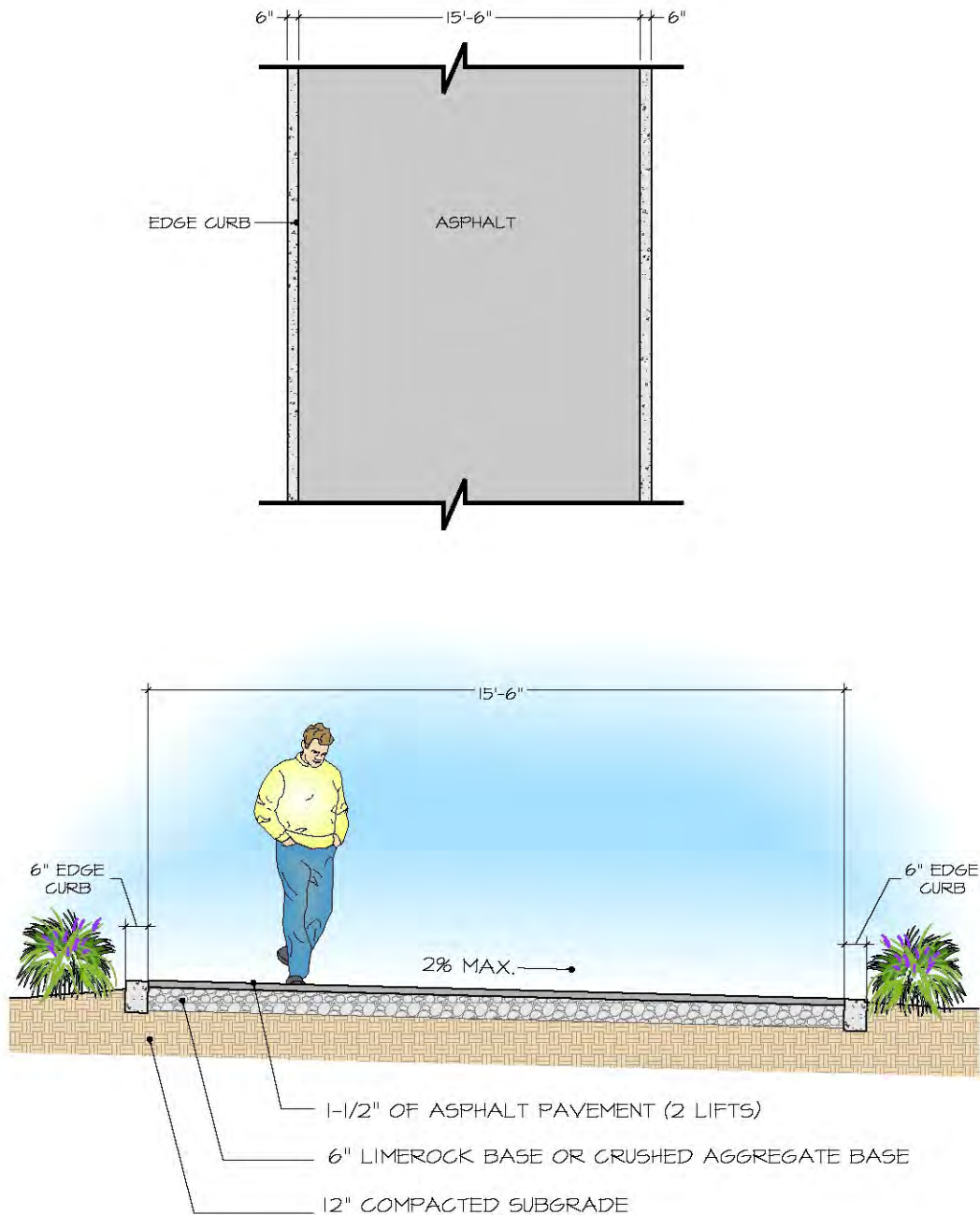


Figure 3  
Typical Section  
December 2009



Sections of this trail have mature landscaping that is directly adjacent to the trail. Every effort should be made to save the mature landscaping; however the final design solution should be a balance of engineering, cost, and aesthetics. Where mature landscaping or landscape screening at the back of the easement prevents adequate space to widen the trail, alternative design solutions should be explored. These solutions may include removing mature landscaping, but only in cases of safety should screening at the back of the easement be encroached upon. In addition to the landscaping and sod directly impacted by the widening of the trail, all low level shrubs and groundcovers that have declined over the years or have reached their effective aesthetic lifespan should be evaluated and replaced as necessary. The irrigation system should also be updated to current Villages specifications that meet or exceed “Florida Friendly” wise water use.

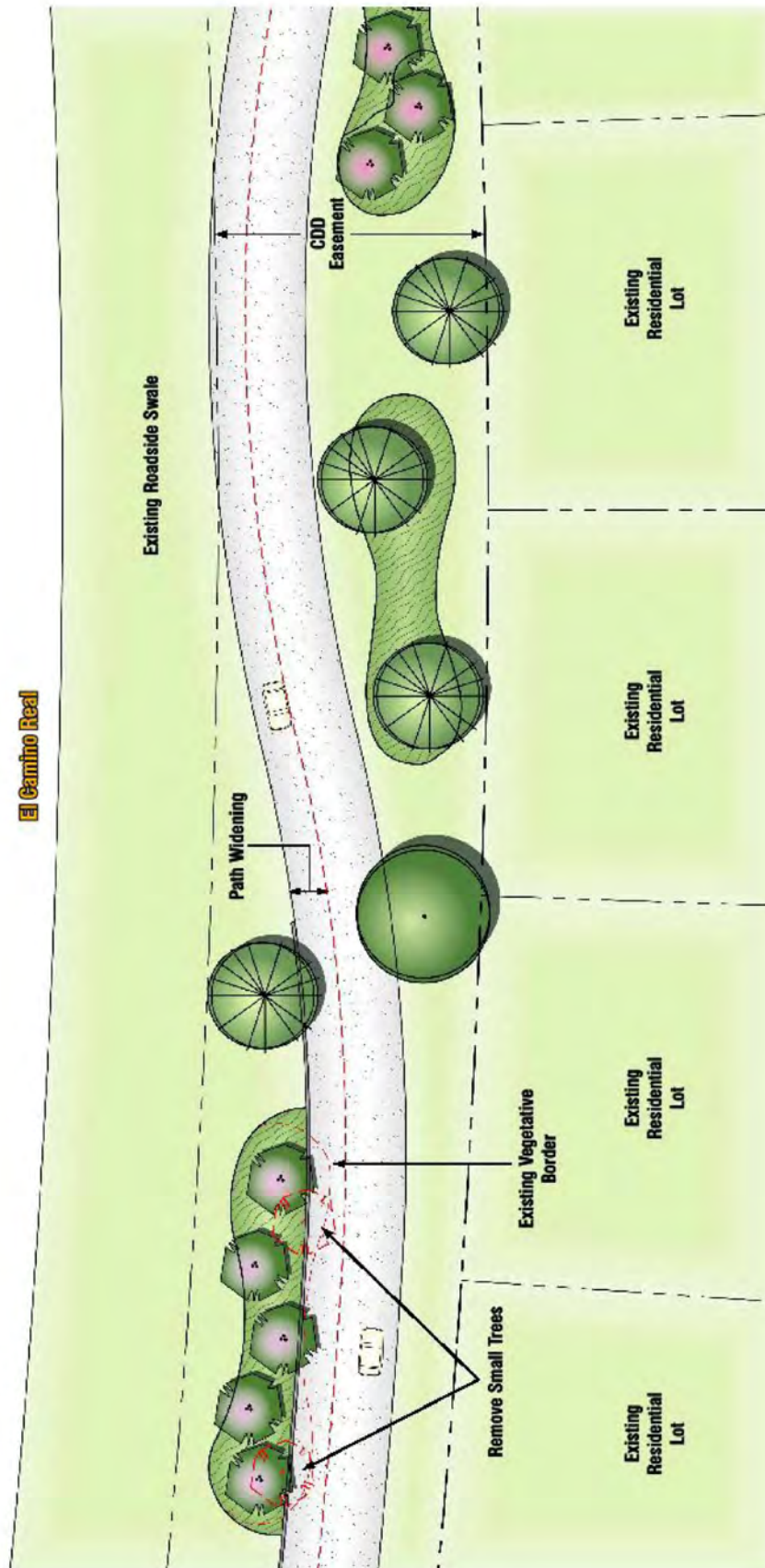
**Figure 4** illustrates typical widening conditions for the El Camino Real trail.

### Analysis

The realigned asphalt trail will provide the same level of treatment that exists on the transportation trails south of CR 466. Intersections with tunnels and crossings will become safer and easier to maneuver with less cart-to-cart conflict at the tunnels and less cart-to-vehicle conflict at the gated crossings. The wider trail will also allow for safe multi-level use for carts, pedestrians, and bicyclists.

Anticipated Cost: \$1,420,000.00 (includes Santo Domingo modifications)







## Santo Domingo Cart Crossing Modification

### *Background:*

The Village of Santo Domingo has a gated entrance on Cazaras Avenue, on the south side of El Camino Real. The intersection is controlled by a traffic signal. The El Camino transportation trail crosses Cazaras Avenue between the traffic signal and the guard gate. The transportation trail currently connects to the on-street golf cart lanes on Cazaras Avenue behind the guard gate.

During the peak season, golf cart traffic queuing is typical during peak times of the day. While the overall delay is not excessive, driver frustration is commonly observed during these peak times. During field reviews, recreational bicycle riders were observed traveling on El Camino Real (a four lane divided collector) to avoid having to share the transportation trail with golf carts. This is an indicator that the trail width on El Camino Real is currently insufficient for cyclists.

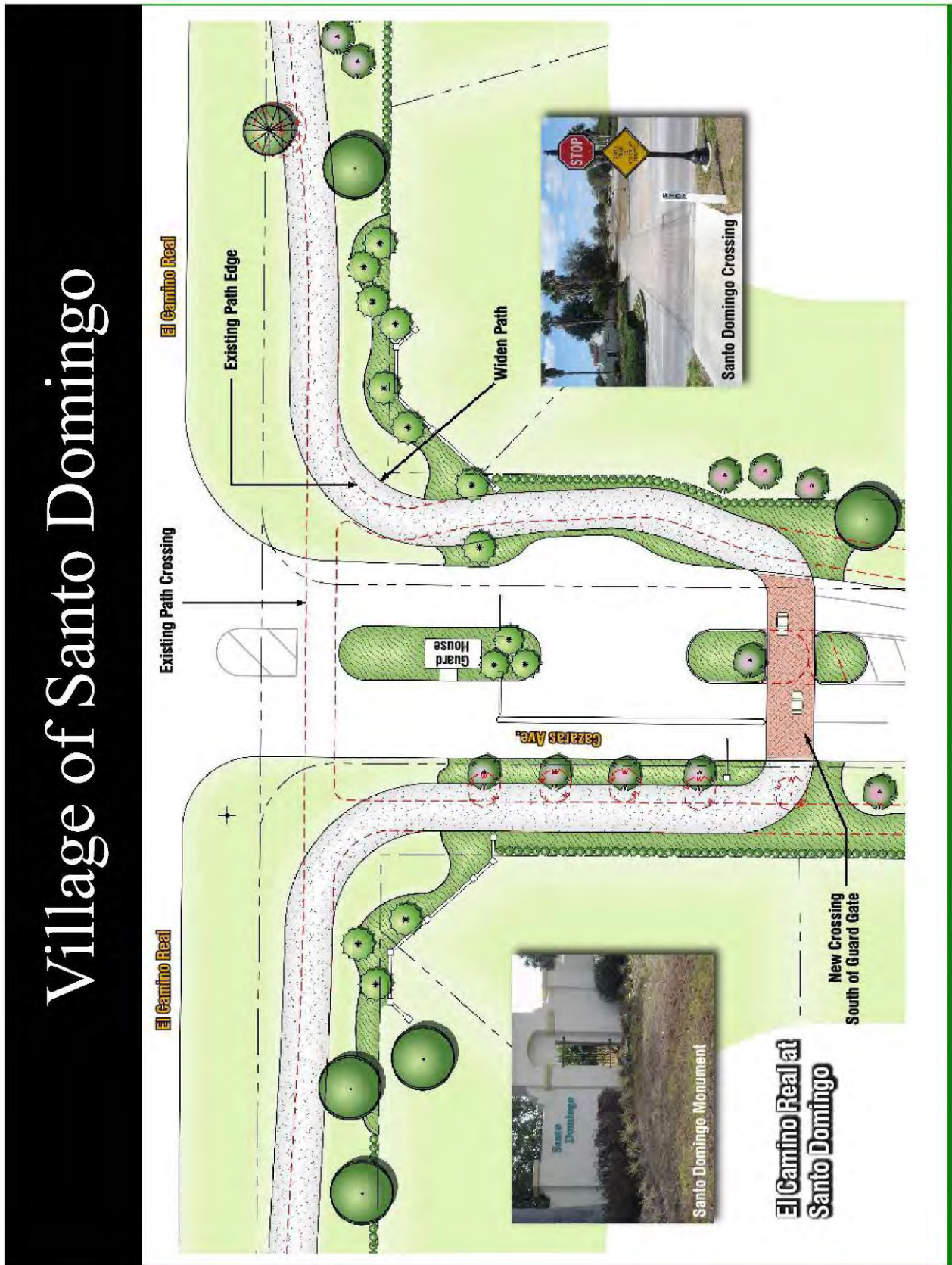
### *Recommended Scope:*

The transportation trail should be moved away from El Camino Real to be placed behind the gate, between the two curbed medians. Brick pavers, appropriate signage, and landscape modifications should all be included in this work to provide a safe and effective crossing. The current and proposed configuration of the cart path at this entrance is illustrated in **Figure 5**.

## Analysis

Along major collector roads, golf cart crossings are safer when they occur on the resident side of the guard gate. This increased safety is due to slower traffic and less conflicting turning movements within a given area. All of the crossings south of CR 466 occur behind guard gates. Due to the delay experienced at peak times with the current configuration, moving the crossing to the south of the guard gate will not likely result in additional travel time, but it will improve the safety and comfort of the crossing.

Anticipated Cost: \$95,000.00







## Sommerchase Trail Widening, District 2

### *Background:*

The Sommerchase Trail runs adjacent to Harmswood of Belle Aire and the Village of Alhambra. **Figure 6** illustrates the extents of the Sommerchase Trail. The trail is generally 10' wide and is in close proximity to an existing privacy wall on one side and a vegetative or hardscape screen on the other side. The trail makes a sharp 90-degree turn with very little sight distance at the turn.



Figure 6  
Sommerchase Trail Extents



*Recommended Scope:*

The existing concrete trail should be replaced with a 12'-14' asphalt trail constructed with the same standards as illustrated in **Figure 3** on page 14. The final trail width is dependent on the exact location of the hardscape walls and mature trees. The existing trees should be saved; however, any low level shrubbery may be trimmed back or completely removed. However, screening the trail from adjacent residences is necessary, so vegetation should be replaced that is thinner in width, but just as effective at screening adjoining residences.

In addition to the trail reconstruction, low level bollard lighting and a mirror should be installed to improve visibility.

Anticipated Cost: \$330,000.00





## Enrique Drive Sidewalk

### *Background:*

Enrique Drive begins at the entrance to the Village of Santiago and ends at the intersection of Cazaras Avenue (which is the entrance to the Village of Santo Domingo). Enrique Drive is a curb-and-gutter roadway with approximately 24 feet of asphalt within a 60 foot right-of-way. While most of the roadside within the right-of-way is relatively flat terrain with sod, there are some VCCDD tracts that contain mature landscape and slopes/berms. During the public involvement, some District Two residents pointed out that they are not comfortable walking on the road within the on-street cart path lanes.



The proposed route for the sidewalk is illustrated in **Figure 7**.

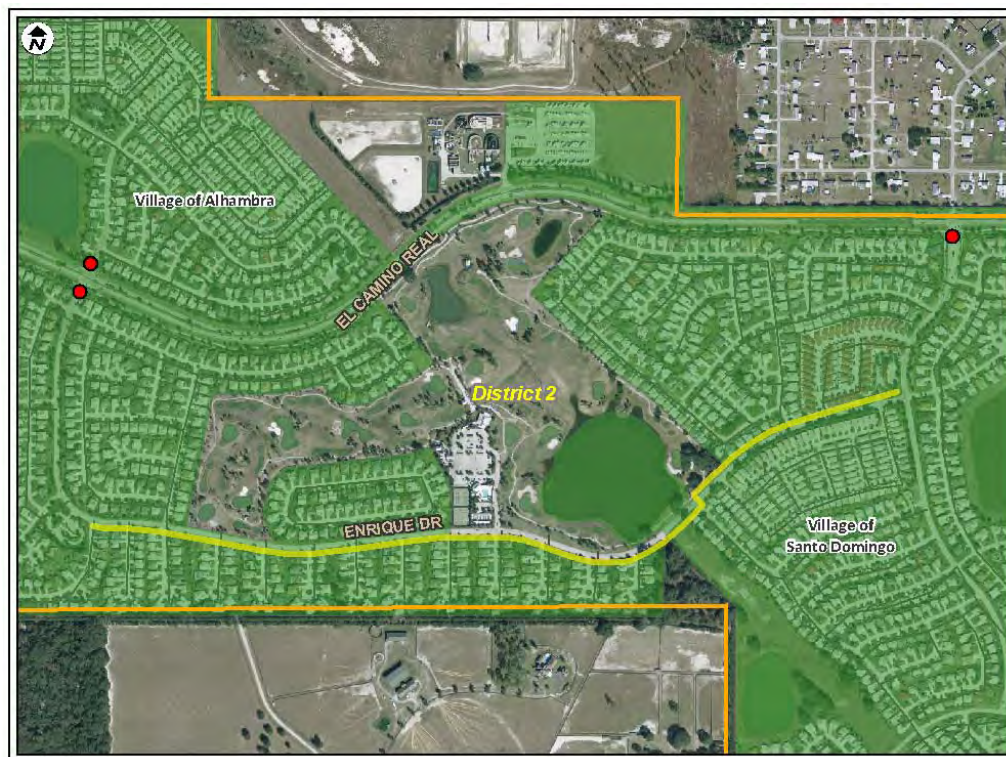


Figure 7  
Enrique Trail Proposed Sidewalk Route



*Recommended Scope:*

A 4.5' wide sidewalk should be installed at the existing back of curb from Carvello Drive to Margarita Drive and be constructed consistent with Villages standards. The sidewalk should be installed on the south side of Enrique Drive, from Carvello Drive to Chaparral Drive. At Chaparral Drive, a crossing should be installed, and the sidewalk should then run along the north sides of Enrique Drive from Chaparral Drive to Margarita Drive.

*Analysis:*

Constructing the sidewalk allows pedestrians to walk along Enrique Drive without being in conflict with the on-street golf carts. Because of the VCCDD tracts at the entrance to Santiago, the proposed sidewalk shouldn't begin until Carvello Drive. At Chaparral Drive, VCCDD tracts begin on the south side, requiring the sidewalk to cross to the north. Major landscape and grading impacts would occur from Margarita Drive to Cazaras Avenue; therefore the sidewalk should end at Margarita Drive. Refer to the picture below for the major landscape impacts that would be necessary to install a sidewalk between Margarita Drive and Cazaras Avenue.



Anticipated Cost: \$172,000.00



### ***OTHER PROJECTS CONSIDERED***

#### Transportation Trail Crossing at Village of Santiago

At the entrance to the Village of Santiago, the transportation trail crosses Enrique Drive between El Camino Real and the guard gate. Unfortunately the Santiago crossing would be extremely costly to modify because there is no right of way available to bring the crossing behind the gate. Moving the crossing behind the Santiago gate would require land acquisition, guard house modifications, and entry wall modifications, all of which are extremely costly.

#### Golf Cart Cut-Through Traffic through Villa Escandido on Azteca Loop

Residents that live on Azteca Loop provided information supporting their concern about the volume of golf cart traffic using Azteca Loop to cut through to Buena Vista Boulevard or the Savannah Center. There was a recommendation from the residents to provide a key card gate that would only be of use to certain residents. In general, the Design Team does not recommend any change that would increase golf cart traffic at the already-congested Enrique/El Camino Real intersection.



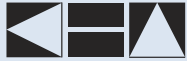
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# *APPENDIX*

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## PUBLIC WORKSHOP SUMMARY

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**MINUTES OF MEETING  
VILLAGE COMMUNITY DEVELOPMENT  
DISTRICT 2**

The meeting of the Board of Supervisors of the Village Community Development District No. 2 was held on Wednesday, October 14, 2009 at 1:00 p.m. at the Savannah Center Recreation Center, 1545 Buena Vista Boulevard, The Villages Florida, 32162.

Board members present and constituting a quorum:

Art Terrill	Chairman
Bob Gilmartin	Vice-Chairman
Chico Mir	Supervisor
Ed Nowe	Supervisor
Nick Jones	Supervisor

Staff Present:

Janet Tutt	District Manager
Sam Wartinbee	District Property Management Director
Eva Rey	Purchasing/Support Services Director
Barbara Kays	Budget Director
Candy Dennis	Executive Assistant
Virginia Johnston	Administrative Assistant
Jennifer McQueary	District Clerk

**FIRST ORDER OF BUSINESS:**

**Call to Order:**

A. Roll Call

Chairman Terrill called the multi-modal path public meeting to order at 1:00 p.m. and stated for the record that all Supervisors were present representing a quorum.

B. Pledge of Allegiance

The Chairman led the Pledge of Allegiance.

**SECOND ORDER OF BUSINESS:**

**Introduction**

Jon Sewell, Engineer with Kimley-Horn and Associates introduced himself, Jonathan Thigpen an Engineer with Kimley-Horn and Associates and John Olters of Michael Pape & Associates advising the audience the purpose of the meeting is to communicate to the Board and residents the scope of the project, answer all inquiries and receive public comment pertaining to the multi-modal path reconstruction project. Mr. Sewell advised all public input received will be considered during the engineering and design portion of the project. Comment forms were provided to all residents and residents were encouraged to provide their comments.

**THIRD ORDER OF BUSINESS:                      Project Presentation**

Mr. Sewell reviewed the PowerPoint presentation which included a historical overview of how the multi-modal paths within The Villages have progressed and become utilized by residents as a major mode for transportation throughout The Villages by golf cart operators, bicyclists, rollerbladers, walkers, etc. Mr. Sewell stated the goal of the multi-modal path project is to modify and improve the existing design of the paths by widening the paths where possible and to improve safety of the paths by redesigning and replacing existing mature landscaping with Florida-friendly landscaping. An Engineering Memorandum has been completed utilizing the data collected and a timeline of the reconstruction project was provided estimating the reconstruction of the paths to begin in Summer 2010.

Jonathan Thigpen reviewed the design considerations and constraints of portions of paths within District 2 such as drainage swales, district easements, and buffer landscaping. A major concern for residents of District 2 is the cart path along El Camino Real which receives a tremendous amount of traffic and requests have been received to make the path easier to navigate. Mr. Thigpen stated the Engineers are going to recommend widening the multi-modal paths to 16 feet, similar to the paths south of 466, and review moving the cart path cross traffic behind the gates for safety purposes. Mr. Thigpen stated moving the cart paths crossover cannot be accomplished at the intersection of El Santiago because of the proximity of the homes; however, there is an opportunity to move the cart path behind the gate at Santo Domingo. Additionally, the Engineers are reviewing addressing the grade at the exit tunnels; create a larger radius for turning, smooth out the hard angles and eliminate sight distance obstructions and split the paths where trees currently exist. Mr. Thigpen advised that 10 foot trail which runs along

the northeast corner of El Camino Real and Buena Vista Boulevard, behind Summer Chase Cottages, has been reviewed but there is not sufficient space available to widen the existing path.

Mr. Thigpen introduced John Olters with Michael Pape & Associates, the Landscape Engineer who will be reviewing the existing landscape and irrigation and providing recommendations of what landscape changes could be made as part of the reconstruction project. Mr. Olters stated two (2) approaches have been developed for the landscape portion of the project. The minimum approach would repair or replace landscape and irrigation that is directly impacted by the path widening, all hydraulics would remain the same with a “don’t fix it if it isn’t broken” process. The maximum approach would update the current irrigation system to meet and/or exceed “Florida Friendly” wise water use standards in addition to replacing all shrub and groundcovers which have reached their aesthetic lifespan.

Mr. Sewell concluded the presentation requesting the Board and residents provide feed back of how they would like the cart paths to look and function and how the paths can best fit the residents’ needs.

#### **FOURTH ORDER OF BUSINESS:            Question and Answer**

Residents provided input and comments to the Engineers on the following items: a request to review adding a golf cart lane on Enrique Drive for carts crossing over El Camino to avoid traffic congestion; widening of the cart path behind the Cottages of Summerchase, even minimally, by removing landscape to increase safety; straightening of the cart paths, addressing the use of path from Savannah into Azteca Loop which carts use as a short cut instead of the cart path; careful consideration at the Buenos Aires and El Camino cart path intersection, address landscaping growth along the cart path; suggestion to make cart path lanes for one way traffic; suggestion to add a pedestrian path to cross traffic at intersection of Buenos Aires and El Camino Real; move “yield” sign from tunnel exit to cart path for greater safety and easier stopping ability; consideration to install a cart path along the power line corridor between Enrique Drive and Madero Drive to remove cart path traffic from Chaparral; address congestion concern at Tierra del Sol postal facility; installation of round mirrors for approaching traffic near Village of Harneswood; maintain landscaping between cart path and homes to reduce sound and maintain privacy.

A resident questioned how bids would be issued for the cart path reconstruction project. Ms. Tutt stated the entire project will be issued as one bid.

Ms. Tutt responded to an inquiry pertaining to the procedure and funding of the reconstruction project and advised multiple steps will need to occur prior to the final determination of the cart path reconstruction. Funding of the cart path reconstruction project is a result of the legal action which involved the Developer and District, in which funds were provided to the Village Center Community Development District (VCDD) to be managed by the Amenity Authority Committee (AAC). Ms. Tutt advised the AAC has committed to fund the cart path improvement of Buena Vista Boulevard and El Camino Real and any additional paths improvements will be reviewed by the numbered District Boards and additional funding will be negotiated with the AAC. A joint meeting was held between the AAC and numbered District Boards 1-4 to review and discuss the reconstruction project and all indicated their support to move forward with the reconstruction of Buena Vista Boulevard and El Camino Real, which are arterial paths within The Villages. Ms. Tutt stated the engineers will compile resident input received and provide a final report to the AAC, inclusive of costs. The recommendations will be identified and prioritized to determine what can be achieved with the available funds. Ms. Tutt clarified many of the issues addressed today fall under the numbered District Board's responsibility and do not fall under the purview of the AAC.

Ms. Tutt urged residents go to the District's website, [www.districtgov.org](http://www.districtgov.org), to sign up to receive e-mail notification and updates about the multi-modal path reconstruction project and to read "Our Place" articles which will be addressing the status of the project.

Residents thanked Staff for providing the opportunity to provide their input and feedback pertaining to the reconstruction project.

#### **Board Member Comments:**

Supervisor Gilmartin requested the engineers review the Santo Domingo entrance to ensure if the cart path crossing is moved behind the gate that the crossing will not interfere with traffic from a side street.

Supervisor Jones inquired if the District utilizes irrigation well for the landscaping on El Camino Real. Sam Wartinbee, District Property Management advised the District can utilize a deep irrigation

well if excess storm water is not available. Supervisor Jones inquired if the Bahia grass along El Camino Real would be replaced with Zoysia grass. Mr. Wartinbee stated Bahia grass is the most drought-resistant and it is not the intent to replace it with Zoysia.

Supervisor Jones suggested the Engineers consider installing a cart path around the circumference of the Savannah Center parking lot onto the El Camino cart path to eliminate the cart path traffic through the Villa Escondido area.

Supervisor Nowe expressed concern about the intersection near Freedom Point and suggested a portion of property could be secured by the District which would enable the installation of cart path which would bypass the tunnel and offset traffic congestion issues. Mr. Wartinbee advised the Engineers are reviewing all options. The Supervisors further discussed the safety concerns at the El Camino Real/El Santiago intersection and requested additional review occur at this location to address ongoing safety concerns.

Chairman Terrill stated approximately three (3) feet of space on the fence side of the cart path near the Cottages of Summerchase could be utilizing to address residents' safety concerns. Supervisor Nowe noted an ongoing issue with the cart path near Summerchase and Harmeswood is due to tree roots uprooting the existing concrete.

**FIFTH ORDER OF BUSINESS:                      Adjourn**

The meeting was adjourned at 2:46 p.m.

<b>On MOTION by Nick Jones, seconded by Ed Nowe, with all in favor, the Board adjourned the meeting.</b>
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Janet Y. Tutt  
Secretary

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Arthur Terrill  
Chairman



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## SUMMARY OF CONSTRUCTION COSTS

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# OPINION OF PROBABLE CONSTRUCTION COSTS

## El Camino Real Transportation Trail

(Within District 2 Only)

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<b>15' - 6" Trail cost per linear foot</b>				
	Demo existing concrete trail	1	L.F.	\$5.00	\$5.00
	Misc demo and finished grading	1.00	L.S.	\$5.68	\$5.68
	12" compacted subgrade	1.83	S.Y.	\$2.30	\$4.21
	6" limerock base	1.72	S.Y.	\$7.55	\$12.99
	1.5" Type III Asphalt	1.72	S.Y.	\$8.10	\$13.93
	Concrete edge curb	2.00	L.F.	\$8.95	\$17.90
	<u>Prime Coat</u>	<u>1.72</u>	<u>S.Y.</u>	<u>\$0.45</u>	<u>\$0.77</u>
	Subtotal:	1	L.F.	\$60.48	\$60.48
1	Transportation Trail from Buena Vista Blvd to D2 boundary	11,500	L.F.	\$60.48	\$695,531.50
2	Landscape/ Irrigation	11,500	L.F.	\$35.00	\$402,500.00
3	Santo Domingo Crossing	1	L.S.	\$95,000.00	\$95,000.00
				<b>TOTAL</b>	<b>\$1,193,091.98</b>

MAINTENANCE OF TRAFFIC @ 6% OF TRAIL

\$41,731.89

SIGNAGE AND STRIPING @ 2% OF TRAIL

\$13,910.63

TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL

\$34,776.58

SUB TOTAL

\$1,283,511.08

CONTINGENCY 10%

\$128,351.11

<b>TOTAL</b>	<b>\$1,411,862.18</b>
<b>ESTIMATE</b>	<b>\$1,420,000</b>

# OPINION OF PROBABLE CONSTRUCTION COSTS

## Sommerchase Trail

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<b><u>13' Trail cost per linear foot</u></b>				
	Demo existing concrete trail	1	L.F.	\$5.00	\$5.00
	Misc demo and finished grading	1.00	L.S.	\$5.68	\$5.68
	12" compacted subgrade	1.56	S.Y.	\$2.30	\$3.58
	6" limerock base	1.44	S.Y.	\$7.55	\$10.91
	1.5" Type III Asphalt	1.44	S.Y.	\$8.10	\$11.70
	Concrete edge curb	2.00	L.F.	\$8.95	\$17.90
	<u>Prime Coat</u>	<u>1.44</u>	<u>S.Y.</u>	<u>\$0.45</u>	<u>\$0.65</u>
	Subtotal:	1	L.F.	\$55.41	\$55.41
1	Transportation Trail from BVB tunnel to El Camino Real tunnel	2,000	L.F.	\$55.41	\$110,826.67
2	Landscaping/Irrigation, Screening	2,000	L.F.	\$48.00	\$96,000.00
3	Pedestrian Lighting	50	E.A.	\$1,500.00	\$75,000.00
				<b>TOTAL</b>	<b>\$281,826.67</b>

MAINTENANCE OF TRAFFIC @ 6% OF TRAIL	\$6,649.60
SIGNAGE AND STRIPING @ 2% OF TRAIL	\$2,216.53
TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL	<u>\$5,541.33</u>
SUB TOTAL	\$296,234.13

CONTINGENCY 10%	<u>\$29,623.41</u>
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<b>TOTAL</b>	<b>\$325,857.55</b>
<b>ESTIMATE</b>	<b>\$330,000</b>

# OPINION OF PROBABLE CONSTRUCTION COSTS

## Enrique Drive Sidewalk

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	<b>Enrique Drive Sidewalk</b>				
	Misc. Demolition and Finish Grading	4,978	S.Y.	\$4.00	\$19,911.11
	4.5' Concrete Sidewalk	2,800	S.Y.	\$30.00	\$84,000.00
	Curb Ramps	38	E.A.	\$650.00	\$24,700.00
	Sod	2,489	S.Y.	\$2.70	\$6,720.00
				<b>TOTAL</b>	<b>\$135,331.11</b>

<b>SIGNAGE AND STRIPING @ 5%</b>	\$6,766.56
<b>TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 10% OF TOTAL</b>	<u>\$13,533.11</u>
<b>SUB TOTAL</b>	\$155,630.78
 <b>CONTINGENCY 10%</b>	 <u>\$15,563.08</u>

<b>TOTAL</b>	<b>\$171,193.86</b>
	<b>ESTIMATE      \$172,000</b>