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PROGRAMMING PLAN TRANSPORTATION TRAILS NORTH OF CR 466

Community Development District Number Three

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

142202000
December 2009
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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 or trails that are north of CR 466 in Community Development District Number Three 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 Three.

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 Three. **Figure 1** is a map that illustrates the district boundary, major road network, transportation trails, tunnels, and neighborhood access gates.

Within District Three, the transportation trail network mostly consists of a 10-foot concrete trail on the west side of Buena Vista Boulevard, which runs from the District Four boundary on the north end, to the Saddlebrook Country Club on the south end. There are also on-street golf cart lanes on Tally Ridge, Southern Trace, and Woodridge Drive.

There are a few transportation trails that are in the vicinity of District Three, but are maintained by other CDDs. These include the following paths:

- ◆ Glenview Country Club path.
- ◆ CR 101 path.

Recommendations regarding these facilities are provided in a separate report.

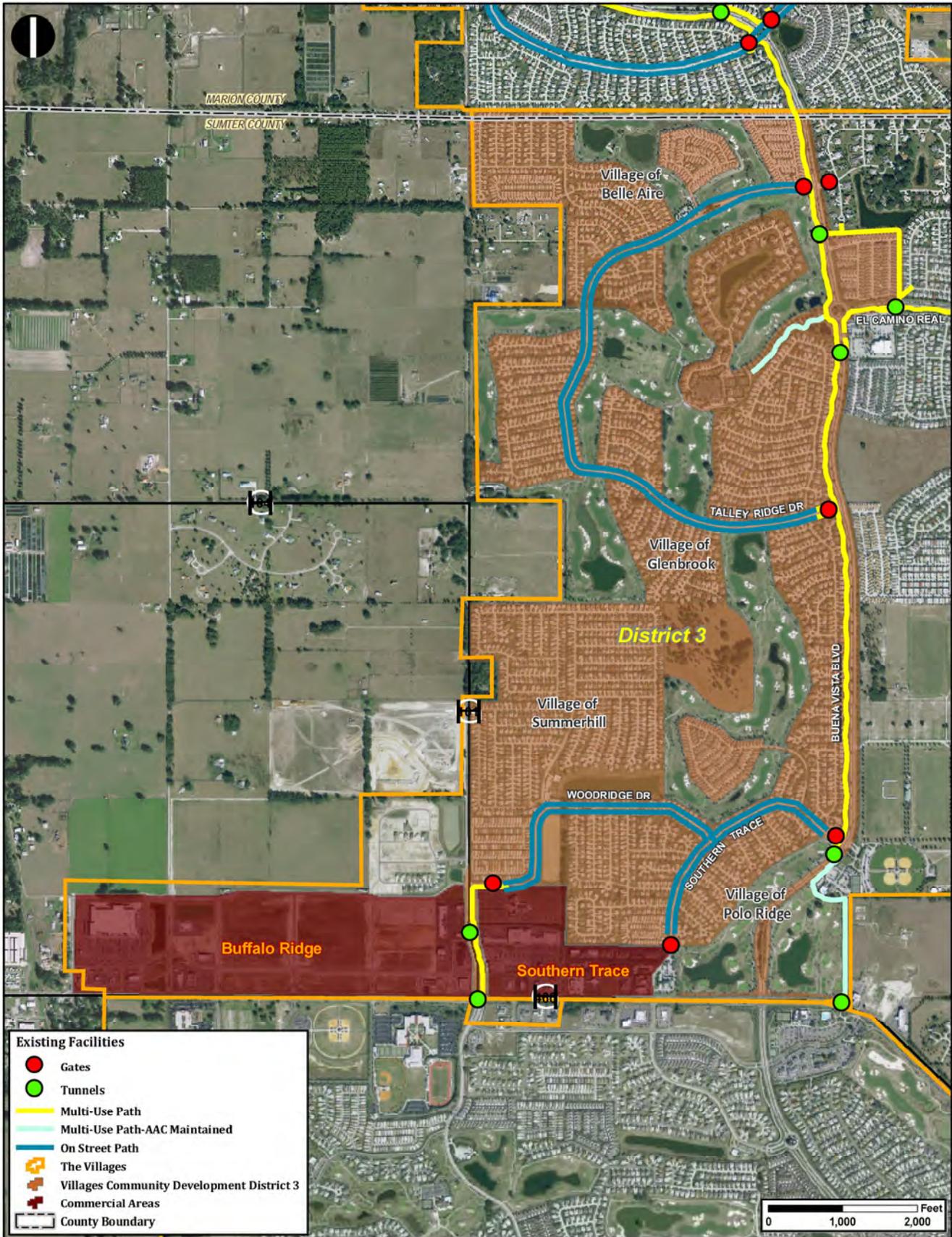


Figure 1
District 3 Map



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 19th with the District Three 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 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 the meeting is 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 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.

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, on Buena Vista Boulevard, south of El Camino Real, 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 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 one way entrance and exits at 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. At the crest of a hill where the roadside swale capacity is not critical, it may be possible to split the trail around mature vegetation to preserve high-quality existing trees.



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.



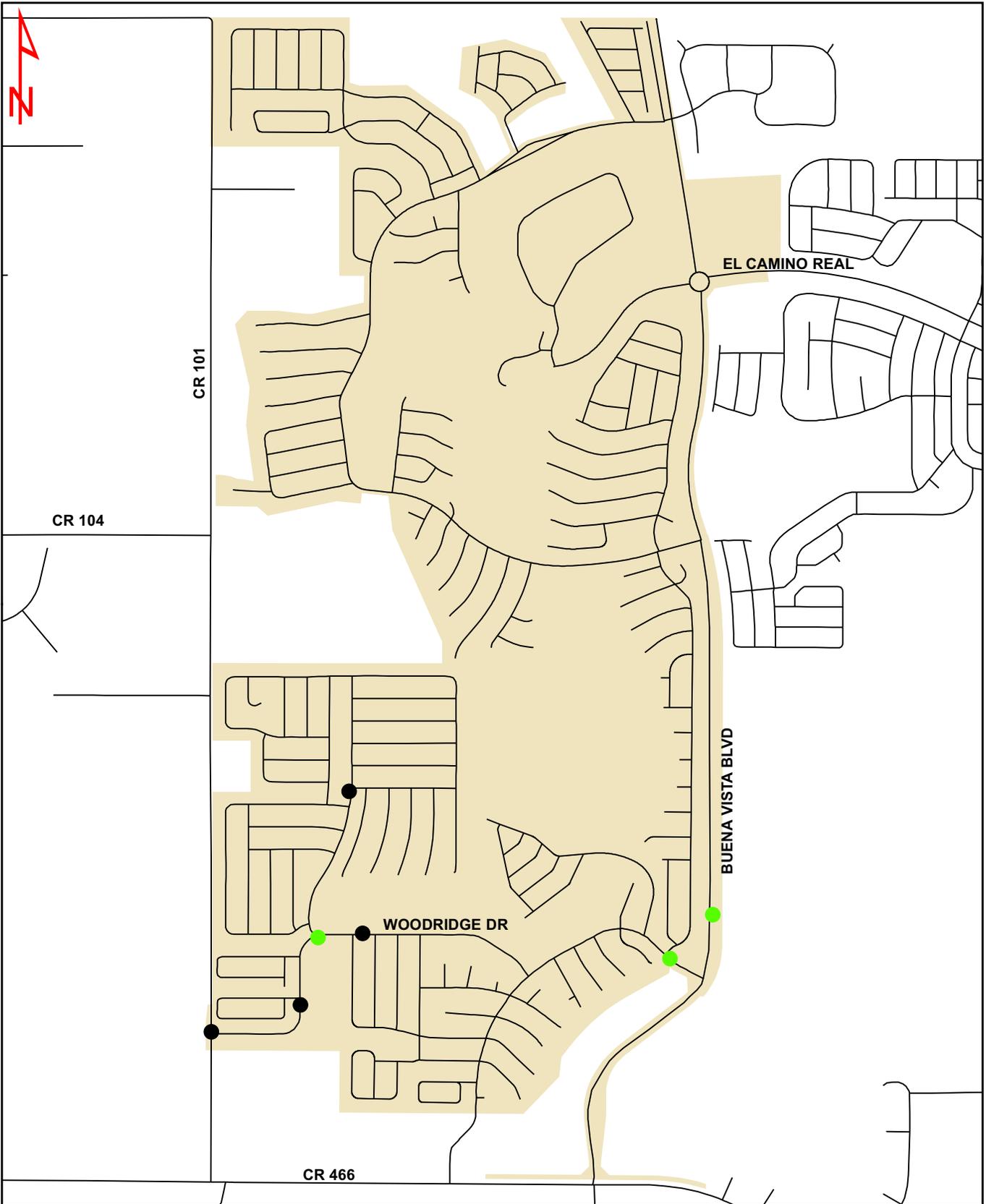


Traffic Control and Crash Data

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 three categories: golf cart with injury, golf cart without injury, and motor vehicle/pedestrian.

Within District Three, there were seven crashes reported involving non-automobile modes of transportation in The Villages over the past three years. Three 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 Three



RECOMMENDED DISTRICT THREE PROGRAM

This section provides the scope and program of modifications within District Three. There is one project described (Buena Vista Boulevard trail).

Buena Vista Boulevard, District 3

Recommended Scope:

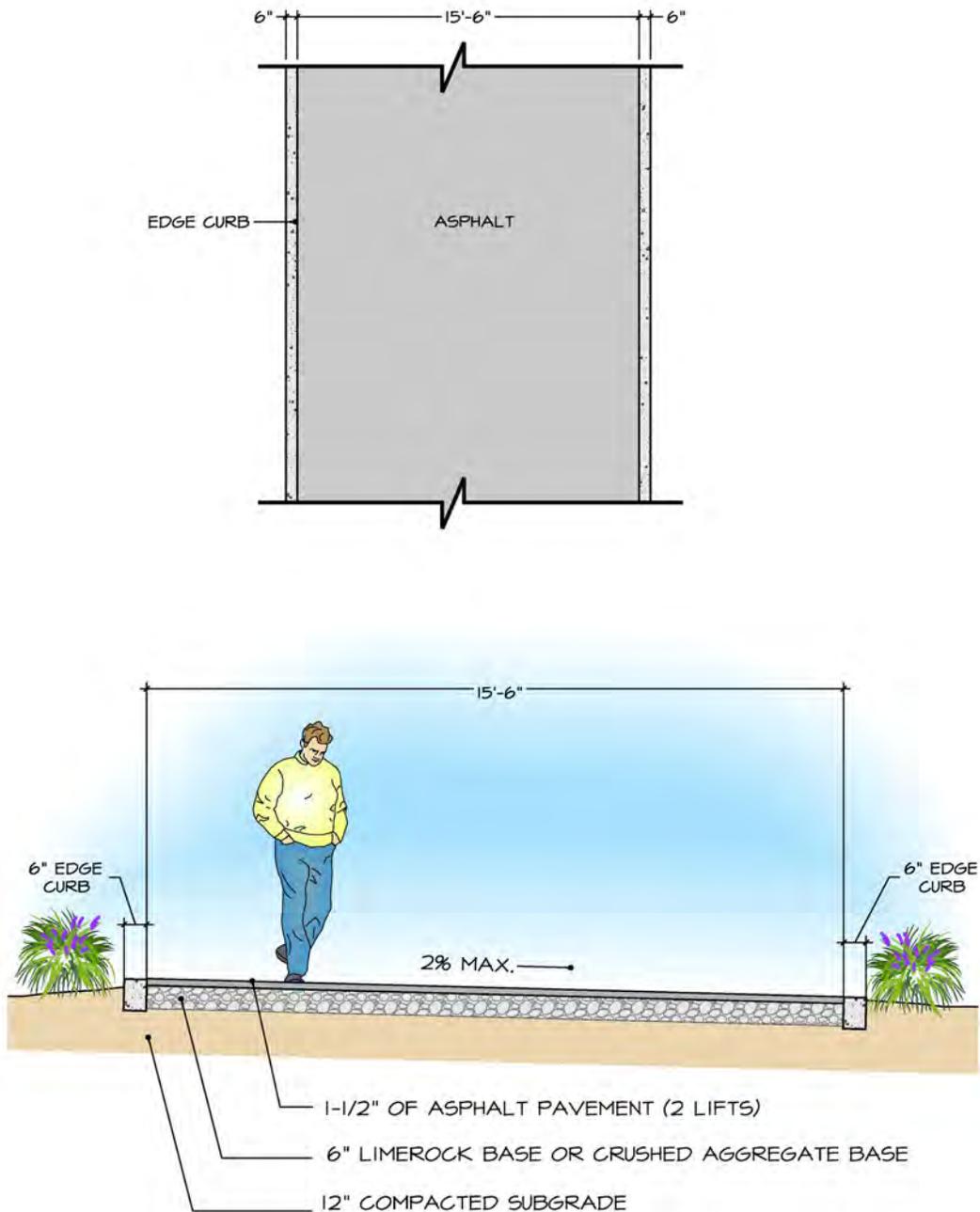
The Buena Vista Boulevard, District 3, transportation trail runs south from the Marion/Sumter County line to the tunnel entrance at the Saddlebrook trail. The total length of the trail is approximately 12,151 feet and is generally 10' wide. The trail intersects with three gated crossings and one ungated crossing on the west side of Buena Vista Boulevard. The trail also intersects with three tunnels, one at the north side of Summerchase trail, one at the Savannah Center, and one at the entrance to Saddlebrook trail.

The scope of this project is to construct a new transportation trail 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 will be adjusted to allow for a safer turning radius and adequate clear zones. Tunnel intersections, in addition to being widened, will 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 I** 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



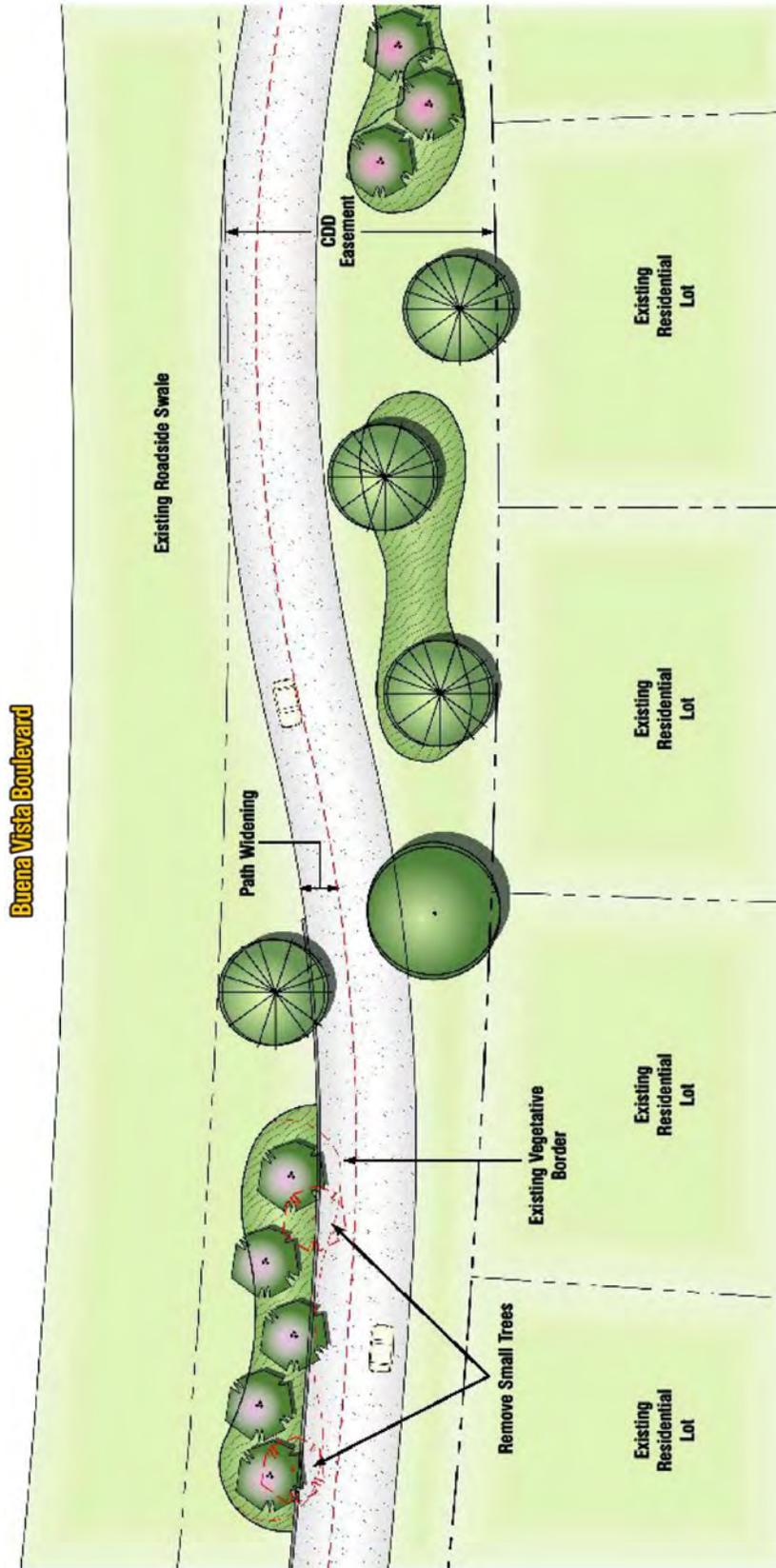
DEMOLISH EXISTING CONCRETE RECREATION TRAIL.
CONSTRUCT NEW ASPHALT TRAIL WITH ROCK BASE AND
STABILIZED SUBGRADE.

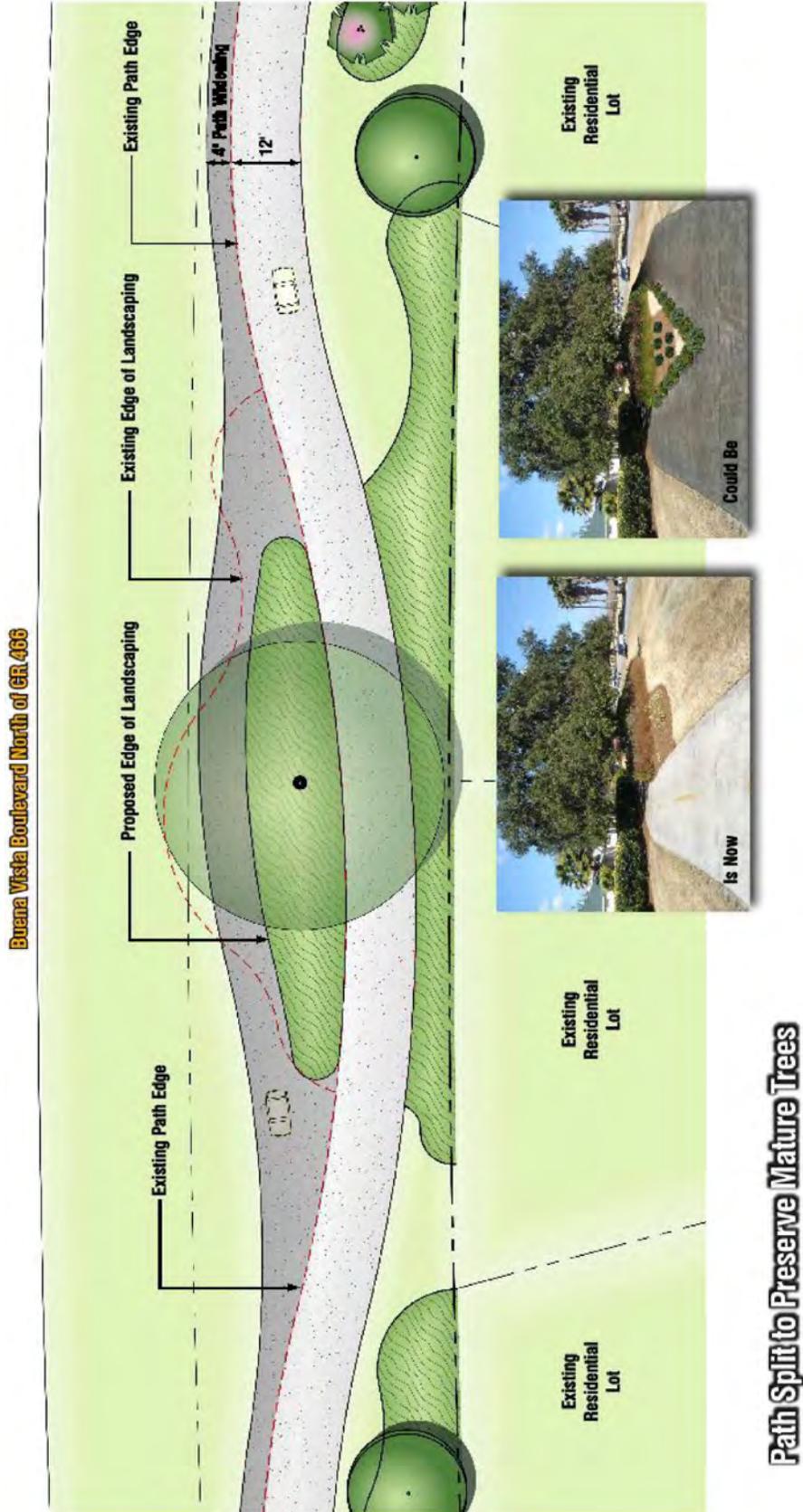




This section of trail has a higher percentage of mature landscaping and landscaping directly adjacent to the trail than most transportation trails in the Villages. Every effort should be made to save this mature landscaping, however the final design solution will be a balance of engineering, cost, and 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 and may include splitting the trail around mature trees or removing mature landscaping. 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 will also be updated, as near as possible, to current Villages specifications, that meet or exceed “Florida Friendly” wise water use.

Figures 4A and 4B illustrate typical widening conditions for the Buena Vista 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.

The two Tally Ridge crossings have existing trails that connect the trail network to the on-street cart lanes on Tally Ridge, and they also have a brick-paved crossing at the intersection with Buena Vista Boulevard. The crossing should be re-located behind the gate. This will provide more separation between the automobile turning movements and cart traffic. Also, carts will be able to cross where speeds are lower and visibility is better. Consideration was given to leave the existing crossing in place for bicycles and pedestrians via bollards or some other physical device that would constrain golf cart usage. However, the bicycles and pedestrians using the trail are doing so mostly for recreational purposes, and the added time to cross behind the gate has no inherent disadvantage to them, while having a safer crossing.

There are two other crossings in the project limits: at Glenview Road and Southern Trace. Both of these crossings should remain where they are currently located. There is no gate to move traffic behind for the Glenview crossing. There are physical and property constraints that restrict the ability to relocate the crossing at Southern Trace.

Anticipated Cost: \$1,450,000.00

Planning level costs for the Buena Vista Boulevard District Three project 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*.



APPENDIX



PUBLIC WORKSHOP SUMMARY

**MINUTES OF MEETING
VILLAGE COMMUNITY DEVELOPMENT
DISTRICT 3**

The meeting of the Board of Supervisors of the Village Community Development District No. 3 was held on Monday, October 19, 2009 at 10:00 a.m. at the Savannah Center Recreation Center, 1545 Buena Vista Boulevard, The Villages Florida, 32162.

Board members present and constituting a quorum:

Dick Belles	Chairman
Charlie Cook	Vice-Chairman
Tilman Dean	Supervisor
Bill Ray	Supervisor
Gail Lazenby	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 Belles called the multi-modal path public meeting to order at 10:00 a.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 about 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 3. Mr. Thigpen advised there is opportunity for the paths along Buena Vista Boulevard to be straightened and widened from the existing 10 feet to approximately 16 feet and consideration in some locations of utilizing landscape islands which would mimic the cart paths south of CR 466. Review of how the paths could be expanded include three (3) options: the installation of concrete to the existing trails to widen the paths; installation of concrete to the existing paths with an asphalt overlay or demolition of the existing paths to be replaced with new asphalt trails utilizing a lime rock sub-grade and a six-inch concrete curb along the edge. The third option is the most expensive to construct but will provide the best overall results and is the Engineer's recommendation for the reconstruction of the paths. Mr. Thigpen advised Sumter County performed a traffic study in 2008 which determined approximately 60% of traffic travelling on Oak Forest Drive is cut-through traffic. The Engineers do not believe the reconstruction of the paths will be a solution to the traffic issues along Oak Forest and requested resident

feedback pertaining to Oak Forest Avenue. Mr. Thigpen advised along the boundaries of Districts 2 and 3 is the path which runs along the Cottages of Summerchase. This path connects golf cart traffic from El Camino Real to Buena Vista Boulevard and is a constrained area due to visibility and width. Significant comment was received pertaining to this portion of path during the District 2 meeting and Mr. Thigpen advised the Engineers are requesting feedback from residents pertaining to this portion of cart paths.

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 feedback 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: increased signage for the Summerchase Cottages; address the turn from Summerchase Loop near the Village of Harmeswood; requested the portion of cart path in front of Freedom Point entering the tunnel; requested drainage in the Saddlebrook tunnel be reviewed to eliminate flooding; reconfigure signage and installation of additional mirrors at the Savannah Center tunnel; re-design the approach for the cart path which by-passes the Savannah Center tunnel; safety concerns with golf cart and vehicular traffic along CR 101; expansion of cart paths along Rio Grande Boulevard; rerouting of golf cart paths on the inside of the gates and a request to review cost effectiveness of recycling existing concrete to be used as a sub-grade base.

Mitchell Smith, Cottages of Summerchase, thanked the Engineers for review completed on the cart paths thus far and inquired if the paths will be widened to 16 feet regardless or will there be adjustments made to accommodate for landscape buffers near homes. Mr. Sewell advised the goal is to construct the paths at a consistent width; however, the Engineers will address those areas where the cart paths are not able to maintain the consistent width and stripe the paths to alert the user of area where narrowing may occur.

Joann Kerns, Cottages of Summerchase, would like assistance to address the tunnel entrances and cart paths near Summerchase Trail and Alhambra.

Mr. Thigpen advised the Engineers will work with Freedom Point to address that portion of cart path and will review the possibility of installing better signage and asphalt to help cart operators maneuver more effectively.

Bradley Costowey, Village of Belle Aire, inquired why six (6) inches of aggregate under the asphalt base would be utilized. Mr. Thigpen stated construction of the cart paths south of CR 466 include 12 inches of compacted sub-grade; approximately 10 inches of lime rock, and two (2) lifts of asphalt approximately totaling one and half inches of asphalt across the top with the two (2) six-inch curbs of concrete along the sides. Mr. Thigpen stated the Federal Department of Transportation (FDOT) roads standard would accommodate tractor trailer traffic and advised the cart paths will be built to accommodate its specific use, such as golf cart traffic. Mr. Sewell clarified the standards utilized for the cart path reconstruction project exceeds those standards for a multi-use trail which are designed to accommodate maintenance vehicles.

Larry Lewman, Village of Summerhill, inquired why construction would not begin until summer 2010 and if cart paths within the Buffalo Ridge shopping area could be constructed. Ms. Tutt stated the goal is to have the construction completed during the summer months to reduce the amount of disruption to the residents. Additionally, the roadways east of CR 101 are not the purview of the District.

Phil Marks, Village of Glenbrook, requested clarification of how the reconstruction of the cart paths would be paid for or will the residents' amenity fees be increased. Ms. Tutt clarified amenity fees cannot be increased except for the CPI adjustment and stated regarding the costs of the reconstruction project, the Amenity Authority Committee (AAC) has funds at their discretion and have prioritized and

committed settlement agreement funds for the Buena Vista Boulevard and El Camino Real cart path for reconstruction. Additional retrofitting or reconstruction of cart paths within the numbered Districts will be reviewed during negotiations between the numbered Districts and AAC. Ongoing maintenance will also be included in those negotiations.

David Dingee, Villa Valdosta, inquired if the paths will be completely straightened or if curvatures in the paths will be utilized. Mr. Sewell advised the Engineers will not provide reconstruction plans that include complete straightening of the paths. Mr. Thigpen stated curvature of the paths will be addressed utilizing engineering standards consistent with a golf cart travelling approximately 19.6 miles per hour.

Bill Laver, Village of Polo Ridge, inquired if landscape buffers along the backside of the homes near the cart paths will remain. Mr. Olters stated the screening along the backside of the residents' homes will remain; however, if modifications are necessary the screening will be replaced with adequate plantings.

Lynn Ratford, Village of Polo Ridge, inquired if maintenance of the paths will continue until the reconstruction project begins. Ms. Tutt advised Staff will address specific areas along the path that have begun to rut.

George Helfner, Cottages of Summerchase, requested clarification of the following: what considerations would determine which landscape approach is utilized; are cost estimates for the reconstruction project available and how will design consistency of the paths among the Districts be achieved. Mr. Sewell stated the Engineers will complete their recommendations based on the feedback received from the residents and prepare cost estimates. Realistic cost estimates are not available because previous costs were not based on the current economy and the Engineers anticipate the bids received will be less than cost estimates may have been figured. Ms. Tutt advised the AAC and the numbered Districts have expressed their consensus for the reconstruction and widening of the cart paths along Buena Vista Boulevard and El Camino Real. Negotiations pertaining to what approach is utilized for the replacement of irrigation and landscaping will be completed during negotiations held between the AAC and numbered Districts.

Ray Palowak inquired if the types of vehicles allowed are the multi-modal paths have been determined. Ms. Tutt advised each of the cart paths exist based on the Developmental Order for the

County and State. Staff has provided the documentation to the District Counsel for the numbered Districts for review and will address concurrently with the reconstruction project what types of policies the Districts can institute.

Mr. Olters advised the Engineers are attempting to retrofit the paths and irrigation to closely mirror what has been constructed south of CR 466 and advised when the cart paths along Buena Vista Boulevard were constructed irrigation was reviewed differently than it is today. Separating irrigation for turf, shrubs and trees and being able to irrigate in specific zones for the appropriate time has become much more important now that water restrictions have become so restrictive.

Several residents expressed their appreciation for providing residents with an overview of the reconstruction project and the opportunity for residents to provide their feedback.

Ms. Tutt suggested each of the residents log on to the Districts' website www.districtgov.org and sign-up to receive e-mail notifications and updates pertaining to the multi-modal path reconstruction project.

Board Member Comments:

Supervisor Dean inquired if the portion of cart path on east side of Buena Vista Boulevard from the Saddlebrook tunnel to the tunnel to cross CR 466 would be addressed during the reconstruction project. Mr. Thigpen stated the Engineers have reviewed the path and noted the constraint the row of trees along the west side of the path might cause. Supervisor Dean stated he believes that portion of path should be considered an extension of Buena Vista Boulevard because residents utilize the trail to access south of CR 466.

Supervisor Lazenby concurred with Supervisor Dean's suggestion and believes accommodations can be made to widen the path to accommodate the golf cart traffic travelling south of CR 466.

Supervisor Ray requested line-of-sight and visibility be considered when landscape is being reviewed for the cart paths. Mr. Sewell stated landscaping will be reviewed for sight distance.

Supervisor Ray inquired if the cart path could cross behind the guard house at Southern Trace and Buena Vista Boulevard. Mr. Thigpen stated the preference is to have the carts pass behind the guard house but each intersection is being reviewed for appropriate space.

Supervisor Ray inquired if the Engineers were going to address the cart path at the Morse Boulevard Circle. Mr. Thigpen stated the Morse Boulevard Circle is the only roundabout within The Villages that has traffic travelling around the entire outside of the roundabout and the Engineers have identified the constraints and are reviewing possible solutions, inclusive of adding an off-road trail along Morse Boulevard to relieve some of the golf cart traffic.

Vice-Chairman Cook thanked the residents for attending the public meeting and providing their feedback because the safety of the residents is most important. Vice-Chairman Cook stated he would like to see as many trees as possible remain along the paths and believes it is important to upgrade the irrigation system.

Chairman Belles expressed the importance of widening the portion of the cart path from Saddlebrook to CR466.

FIFTH ORDER OF BUSINESS:

Adjourn

The meeting was adjourned at 11:48 a.m.

On MOTION by Tilman Dean, seconded by Charlie Cook, with all in favor, the Board adjourned the meeting.

Janet Y. Tutt
Secretary

Richard Belles
Chairman



SUMMARY OF CONSTRUCTION COSTS

OPINION OF PROBABLE CONSTRUCTION COSTS

Buena Vista Boulevard Trail Widening: District 3

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<u>15' - 6" Trail cost per linear foot</u>				
	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 County Line to Saddlebrook	12,151	L.F.	\$60.48	\$734,904.63
2	Landscape/ Irrigation	12,151	L.F.	\$35.00	\$425,285.00
3	Roadway Crossings	2	L.S.	\$30,000.00	\$60,000.00
				TOTAL	\$1,220,189.63

MAINTENANCE OF TRAFFIC @ 6% OF TRAIL	\$44,094.28
SIGNAGE AND STRIPING @ 2% OF TRAIL	\$14,698.09
TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL	<u>\$36,745.23</u>
SUB TOTAL	\$1,315,727.23

CONTINGENCY 10%	<u>\$131,572.72</u>
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TOTAL	\$1,447,299.96
	ESTIMATE \$1,450,000