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PROGRAMMING PLAN TRANSPORTATION TRAILS NORTH OF CR 466

Community Development District Number Four

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
© Kimley-Horn and Associates, Inc.
Suite 101
1321 SE 25th Loop
Ocala, Florida 34471
352/671-9451 TEL
352/671-9439 FAX



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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 Four 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 included an evaluation of the existing facilities, a public workshop where input was received, active AAC and CDD 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 Board. This report focuses on the conditions and recommendations within District Four.

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

Within District Four, the transportation trail network mostly consists of a 12-foot concrete trail on the west side of Buena Vista Boulevard, which runs from the District Three boundary on the south end, to the roundabout at Mulberry Lane on the north end. There are also on-street golf cart lanes on Belle Meade Circle, Legacy Lane, and Kittredge Loop.

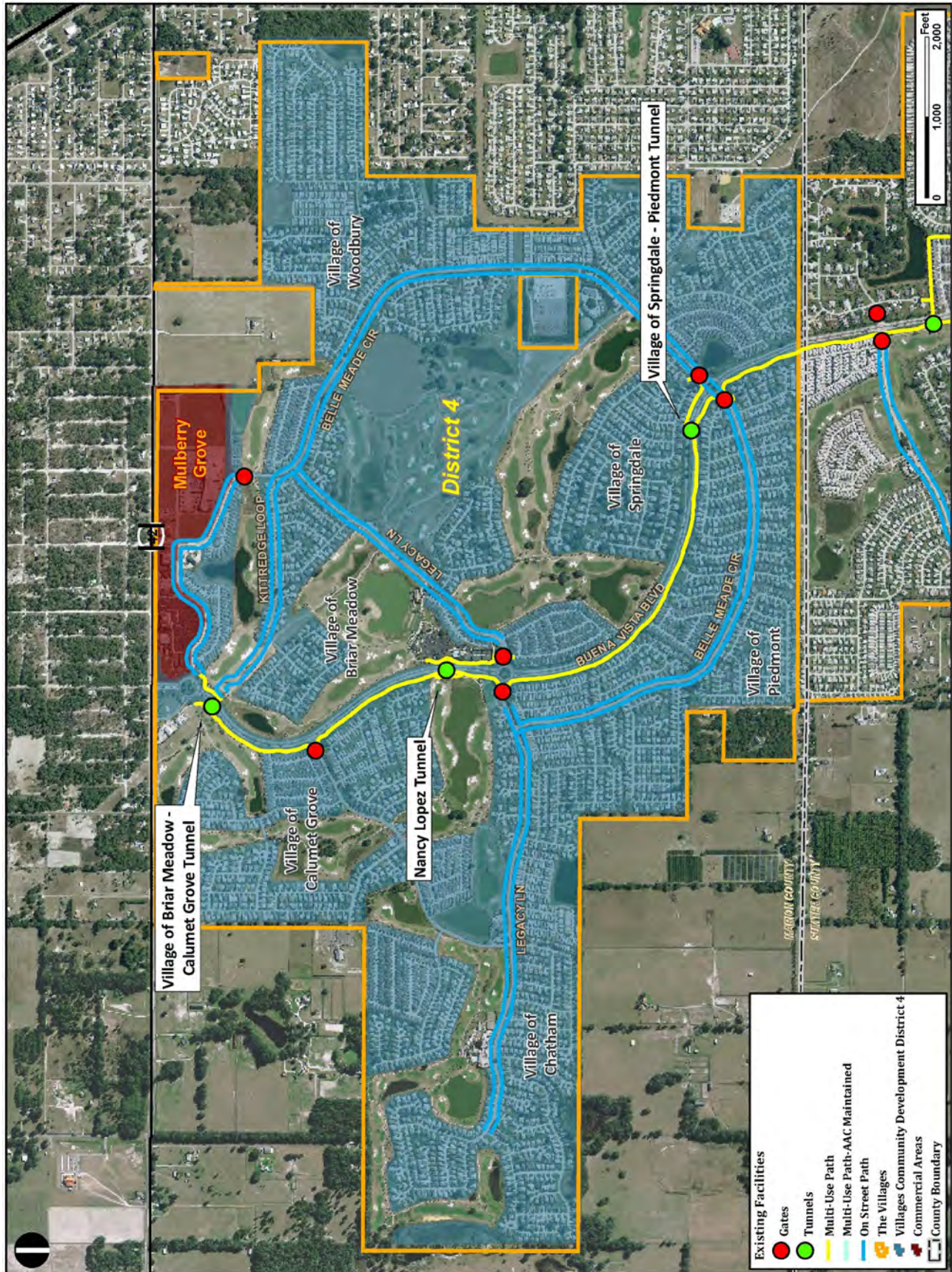


Figure 1
District 4 Map



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 Four 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 by the project team. 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.

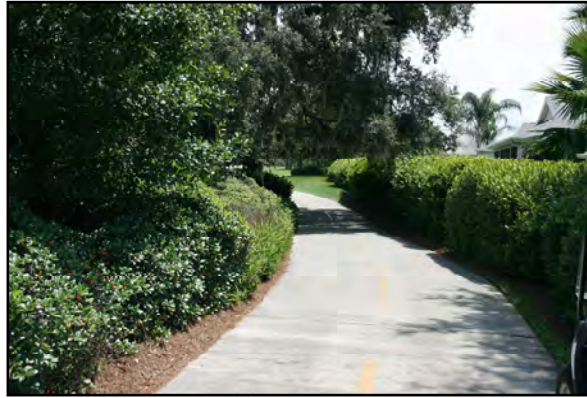
Field Review

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

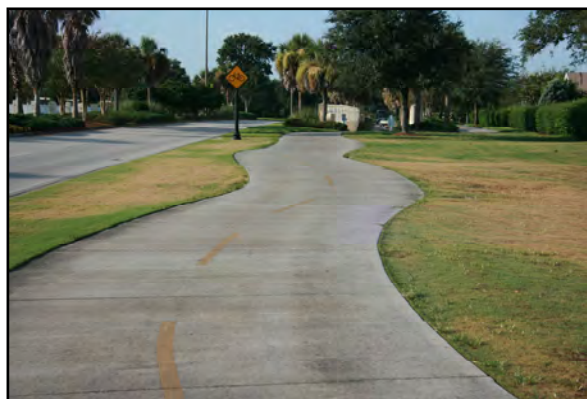
Landscape features and irrigation is prevalent throughout the entire study area. The existing landscape features create a constraint for path widening in some places. For example, on Buena Vista Boulevard, south of El Camino Real, there are segments (as illustrated below) where the transportation trail 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

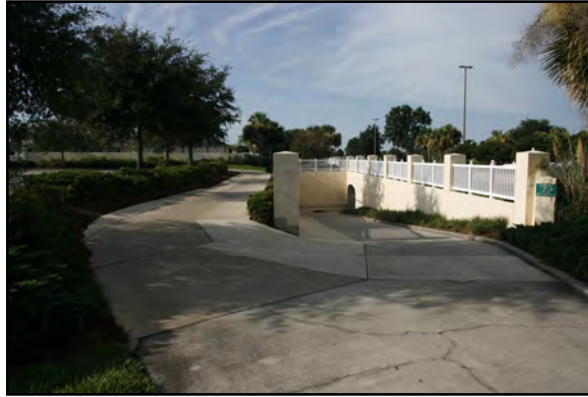
The existing horizontal curvature of the transportation trails is excessive and unnecessary in some locations. Correcting the alignment to have larger radii and less curves would create a gentler ride and would provide an opportunity to correct the horizontal geometry at the one way entrance and exits 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

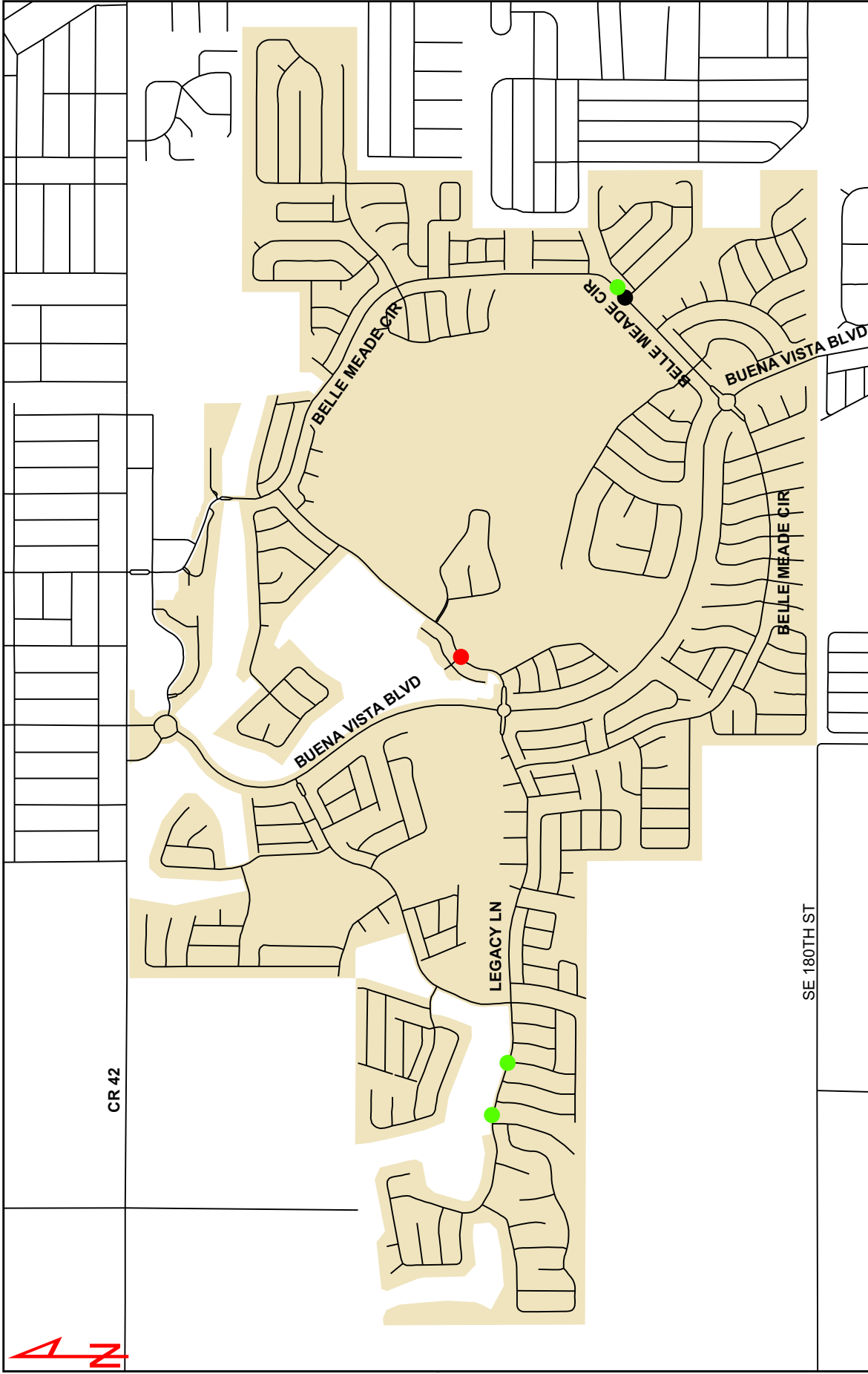
Crash data associated with non-automobile modes of transportation over the past three years was collected from the Villages Public Safety Office, the Sumter County Sherriff's Office, and the Lady Lake Police Department. The crash data ranged from July 2006 through July 2009. The crash summary received from the agencies provided a date, location, and type of incident. **Figure 2** provides a graphical summary of the crash data within District Four 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. Following is a summary of the crash experience:

- ◆ There were 122 crashes reported involving non-automobile modes of transportation in The Villages, north of CR 466 over the past three years. Fifty-five of the crashes resulted in some sort of injury to the party/parties involved. Twenty-four of the crashes involved pedestrians / motor vehicles. There were no reported fatalities.
- ◆ There were two reported crashes on Legacy Lane that involved a golf cart with injuries as well as +/- 1 crash that involved a pedestrian.
- ◆ There were two reported crashes on Belle Meade Circle, both involving a golf cart (one with injuries and one without injuries).



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.



CRASH DATA (JULY 2006 - JULY 2009)
● = Crash Involving a Golf Cart
● = Crash Involving a Golf Cart with Injuries
● = Crash Involving a Pedestrian

Figure 2
Crash Data Summary - District Four



RECOMMENDED DISTRICT FOUR PROGRAM

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

- ◆ Buena Vista Boulevard District Four Transportation Trail Widening.
- ◆ Nancy Lopez, Village of Briar Meadow – Calumet Grove and Village of Springdale-Piedmont Tunnel Modifications.

Figure 1 illustrates the project locations.

Buena Vista Boulevard, District Four

Background:

The Buena Vista Boulevard, District Four transportation trail runs south from the roundabout of Mulberry Lane to the Marion/Sumter County line. The trail intersects with three gated crossings to the west. The trail also includes three tunnels, one just south of CR 42, one at Nancy’s Legacy Country Club, and one just north of Belle Meade Circle at The Village of Springdale. The total length of the trail is approximately 14,048 feet and is currently 12’ 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.

There is some amount of mature landscaping and landscaping directly adjacent to the trail. Every effort should be made to save this 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 and may include splitting the trail around mature trees or 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

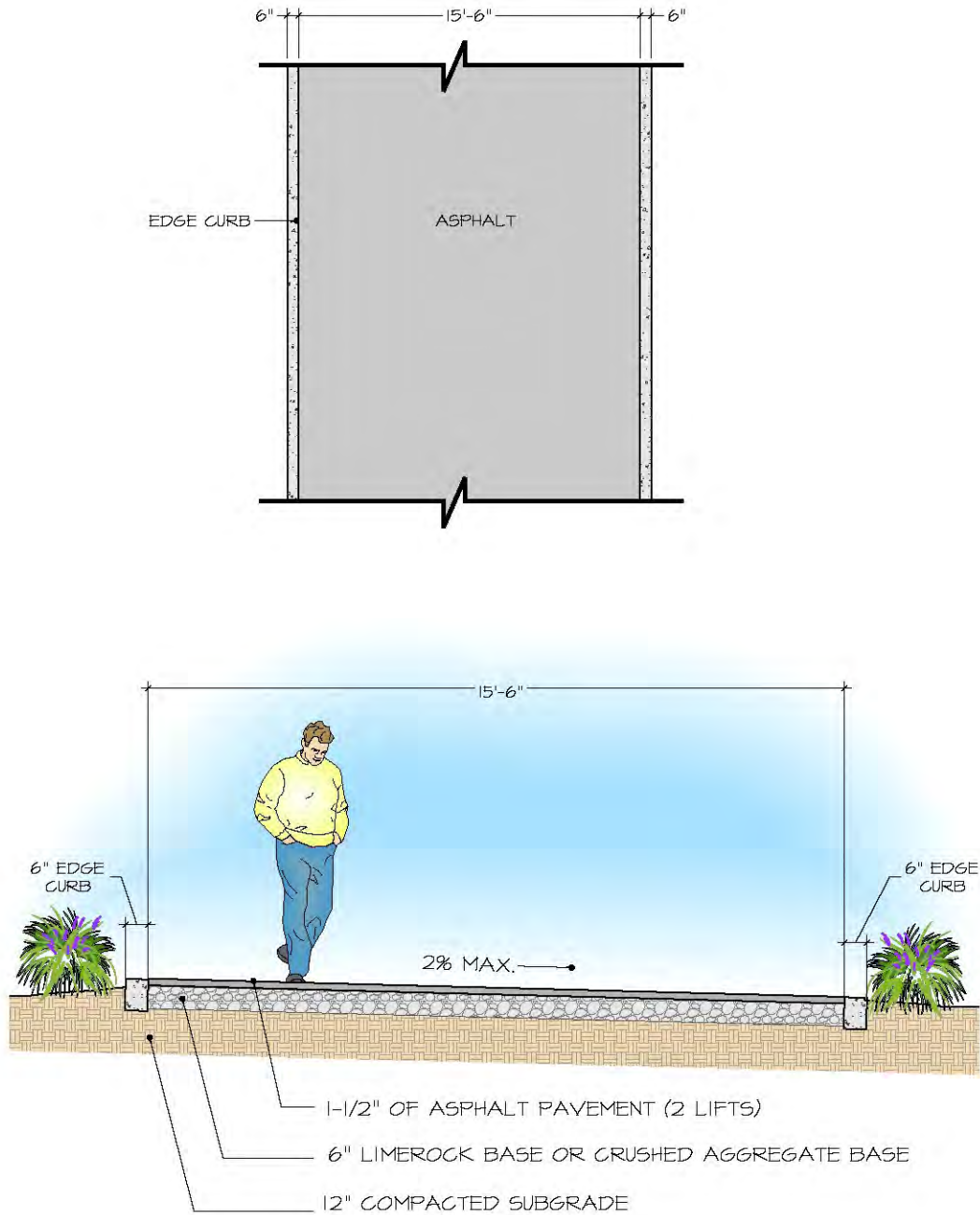


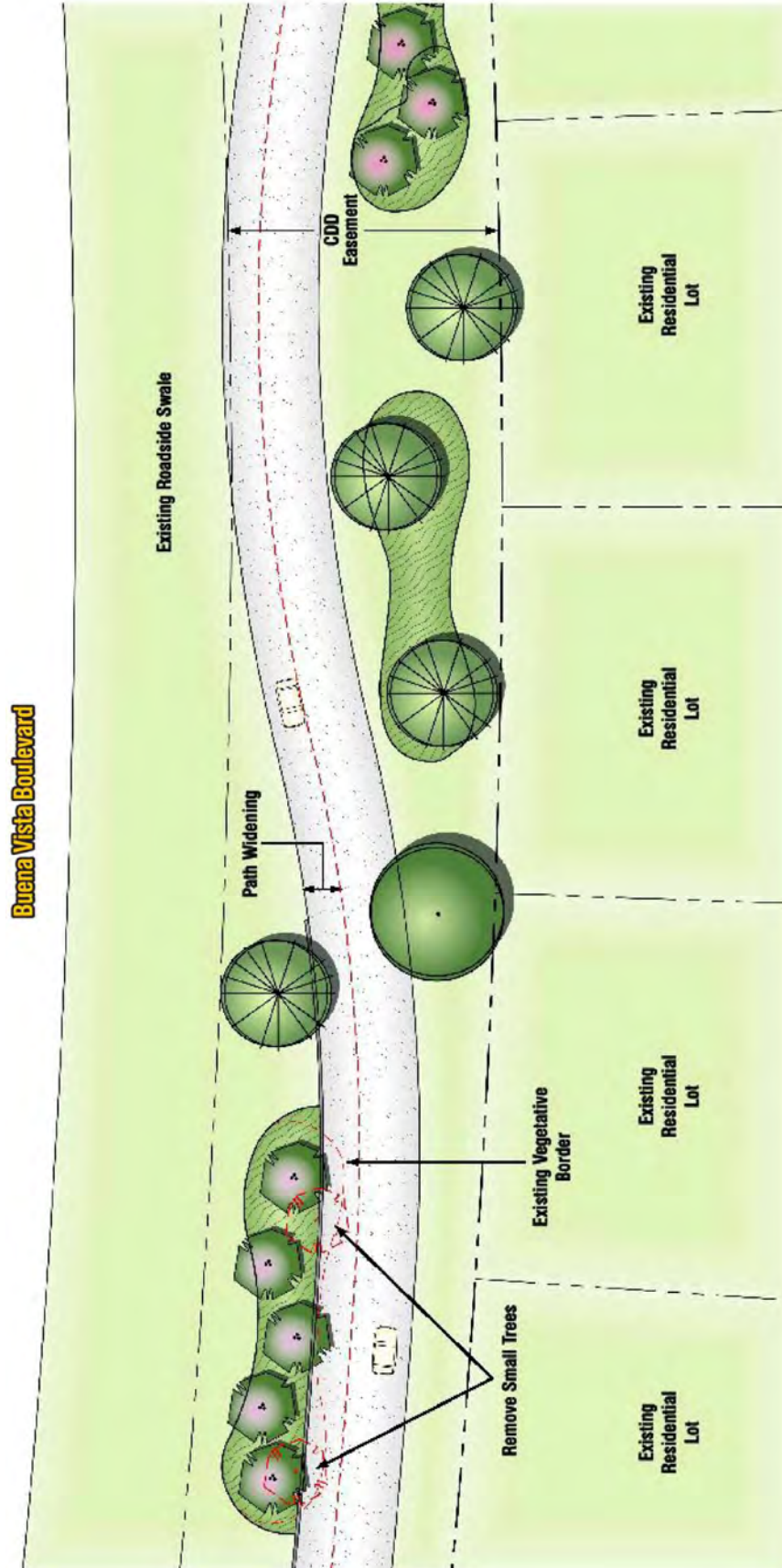
declined over the years or have reached their effective aesthetic lifespan should be evaluated and replaced as necessary. The irrigation system should also be updated, as near as possible, to current Villages specifications, that meet or exceed “Florida Friendly” wise water use. **Figure 4** illustrates typical widening conditions for the Buena Vista trail.

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.







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 and the wider trail should better accommodate the multiple modes of carts, pedestrians, and bicyclists.

Anticipated Cost: \$1,600,000

Planning level costs were calculated based on forecasted construction quantities and knowledge of the corridor. Unit prices were applied for the various cross-sectional items to calculate a trail cost per linear foot then multiplied by the length of the project. Landscape/irrigation costs, maintenance of traffic, signage/stripping and other administrative costs were added to arrive at an estimated construction cost. 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*.

District 4 Tunnels

Background:

There are three existing tunnels for the transportation trails in District Four (The Nancy Lopez Clubhouse, Village of Briar Meadow-Calumet Grove, and the Village of Springdale-Piedmont). The lane geometry inside the tunnels generally consists of two +/- 7' wide golf cart lanes separated by a 5' wide raised median. (Refer to the left picture below) This raised median keeps golf carts from crossing into the opposing lane, but they cause maneuvers in the cart lane to be difficult to manage due to the lower height of the tunnel near the sides. Due to the raised median, pedestrians or bicyclists traveling on the cart lane are noticeably concerned about having insufficient room to maneuver around golf carts traveling in the tunnel. Pedestrians solve this concern by walking on the raised median. The geometry is not very favorable for cyclists, both due to the restricted space available for the turns into and out of the tunnel, as well as having no room to get out of a golf cart's travel path.





Recommended Scope:

The raised median should be removed and replaced by double yellow thermoplastic lines with Reflective Pavement Markers (RPMs). Bulb-out median noses should still be provided at the tunnel entrances/exits but in a modified layout that provides more room for all modes to turn into and out of the tunnels.

Analysis:

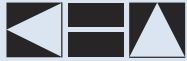
By removing the separator, multiple modes within the tunnel will have more room to maneuver near each other. The thermoplastic and RPMs should be highly reflective off of golf cart headlights during low-light conditions.

Consideration was given to provide permanent lighting in all three of the tunnels in District Four. Permanent lighting is not recommended as a part of this project. There was not sufficient crash history to support the need for permanent lighting. There is an increase in construction costs, but more importantly, a new constant maintenance cost that would be introduced. While it would be a nice feature to have all lighted tunnels, traffic volumes on the trails decrease significantly during low light conditions, and there is not a reported history of incidents to warrant the added costs. In addition, the decision on whether or not to provide illuminated tunnels should be made for all tunnels across all districts within The Villages for consistency.

Anticipated Cost for the Tunnel Modifications: \$45,000.00 (\$15,000 per tunnel)



APPENDIX



PUBLIC WORKSHOP SUMMARY

**MINUTES OF MEETING
VILLAGE COMMUNITY DEVELOPMENT
DISTRICT 4**

The meeting of the Board of Supervisors of the Village Community Development District No. 4 was held on Monday, October 19, 2009 at 2:00 p.m. at the Savannah Center Recreation Center, 1545 Buena Vista Boulevard, The Villages Florida, 32162.

Board members present and constituting a quorum:

Jim Murphy	Chairman
Paul Kelly	Vice-Chairman
Chuck Kazlo	Supervisor
Rich Lambrecht	Supervisor
Don Deakin	Supervisor

Staff Present:

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

FIRST ORDER OF BUSINESS:

Call to Order:

A. Roll Call

Chairman Murphy called the multi-modal path public meeting to order at 2:00 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

Supervisor Lambrecht, District 4's AAC Representative, welcomed the residents and advised the Amenity Authority Committee (AAC) has discretionary funds that can be utilized for improvements to the Buena Vista Boulevard and El Camino Real cart paths. The AAC hired Kimley-Horn & Associates to review the existing cart paths' constraints and opportunities for reconstruction. Supervisor Lambrecht stated once the reconstruction of the Buena Vista Boulevard and El Camino Real cart paths has been completed the AAC anticipates future maintenance of those paths to be completed from existing amenity fees and stated the meeting today will be to receive resident feedback regarding the cart path reconstruction project.

Jon Sewell, Engineer with Kimley-Horn and Associates introduced himself, Jonathan Thigpen an Engineer with Kimley-Horn and Associates and Michael Pape 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 4. Mr. Thigpen advised there is an opportunity to widen the paths along Buena Vista Boulevard from the existing 12 feet to approximately 16 feet. 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 path to be replaced with new asphalt trails with rock base and stabilize sub-grade and a six-inch concrete curb along the edge. The third option is most expensive to construct but the maintenance and life cycle will not be a greater cost to the Districts and the Engineer's recommendation for the reconstruction of the paths.

Mr. Thigpen introduced Michael Pape 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. Pape stated two (2) approaches have been developed for the landscape portion of the project and the Engineers are aware of existing irrigation issues which need to be updated or corrected. 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: request to remove the sidewalk within the Springdale tunnel be removed; request to not install speed bumps along the cart path trail; address the curvature of the paths; install a 10-foot cart path on the east side of Buena Vista Boulevard to allow one way traffic only on the paths; upgrade of the irrigation system; reconstruct the paths north of CR466 like those south of CR466; address landscape along the cart path trails so that the landscaping does not encroach on the trails; comments were made for and against the utilization of center striping on the paths once the reconstruction project has been completed; address the cart paths at the tunnel entrances and exits; address the cart path behind the Cottages of Summerchase; utilize flexible bollards for maintenance and safety purposes; smooth out the transitions from the roadways to the cart paths; address the intersection and curbing of the cart paths near Freedom Point; improve the signage along the cart paths for better viewing during day and night; address rutting along the cart paths;

install reflectors along the paths to assist drivers at night and requested drainage issues within the tunnels be addressed.

Jim Stickle, Village of Green Briar, inquired if the recreation trail along Belle Meade Circle would be part of the reconstruction project. Sam Wartinbee, District Property Management (DPM) Director, advised any decision pertaining to the reconstruction of that recreation trail would be at the discretion of the AAC, working in conjunction with the Developer. Ms. Tutt clarified a portion of the trail is owned the Village Center Community Development District (VCCDD), and under the purview of the AAC, and a portion of the trail is owned by the Developer. Ms. Tutt advised Interlocal Agreements will exist between the numbered District and AAC for those portions of paths owned by the numbered Districts and the would not impact other Districts' reconstruction project. Mr. Stickle inquired if once the construction project is completed would maintenance standards be implemented to ensure the continued maintenance of the paths. Ms. Tutt stated negotiations pertaining to the ongoing maintenance of the paths are still to occur.

Mr. Thigpen advised the Engineers will be recommending the curves of the cart paths be smoothed out so golf carts travelling 19.6 miles per hour will be better able to maneuver the paths; however, the paths will not be straightened completely.

Richard Armstrong, Village of Calumet Grove, inquired how the Engineers will address the manhole covers in the cart paths. Mr. Sewell advised the cart paths will either be reconstructed so the manhole covers are not included as part of the paths or, where necessary, current manhole covers will be upgraded to a stronger cover.

John Wittison, Village of Piedmont, requested clarification of who will be funding the reconstruction project. Supervisor Lambrecht stated as a result of the lawsuit settlement, the AAC was provided some discretionary funds, which the AAC has chosen to utilize for the reconstruction of the cart paths along Buena Vista Boulevard and El Camino Real. The expectation is that ongoing maintenance of the cart paths along Buena Vista Boulevard and El Camino Real will be maintained through the amenity fees. Ms. Tutt clarified the cart paths were originally constructed by the numbered Districts through bond funds and are the ownership and maintenance responsibility of the numbered Districts.

Connie LaChan, Village of Calumet Grove, inquired if “street legal” carts could be restricted from the paths. Ms. Tutt stated street legal carts are not restricted from the paths; however, the Boards and residents have expressed their safety concerns, pertaining to speed and size of vehicles. In conjunction with the reconstruction project the District Counsel for the numbered Districts is reviewing the Development Orders in place to determine what types of vehicles are allowed to utilize the paths.

Audience members thanked the Board and Engineers for providing residents with the opportunity to provide their input regarding the cart path project.

Board Member Comments:

Supervisor Lambrecht thanked the Engineers for the work they are completing for the cart path reconstruction project and requested the residents go to the District’s website, www.districtgov.org to sign-up to receive e-mail notifications and updates during the reconstruction project.

Supervisor Deakin and the Board thanked the residents for attending the meeting and providing their feedback. Supervisor Deakin pointed out that the Engineers working on the reconstruction project designed the cart paths south of CR466.

Supervisor Deakin stated he would like to see landscape islands utilized to maintain existing trees.

Supervisor Kazlo requested residents reduce their speed along the cart paths to improve safety for all residents.

Vice-Chairman Kelly requested the Engineers review line-of-sight issues along the cart paths, install limited, but necessary signage near the tunnels and smooth the transitions between the golf cart paths and roadways.

Chairman Murphy requested consideration be taken by the Engineers to address safety of cart crossing at the village entrances.

FIFTH ORDER OF BUSINESS: Adjourn

The meeting was adjourned at 3:39 p.m.

On MOTION by Chuck Kazlo, seconded by Rich Lambrecht, with all in favor, the Board adjourned the meeting.

Janet Y. Tutt
Secretary

James Murphy
Chairman

DRAFT



SUMMARY OF CONSTRUCTION COSTS

OPINION OF PROBABLE CONSTRUCTION COSTS
Buena Vista Boulevard Trail Widening: District 4

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 Mulberry Lane	14,048	L.F.	\$60.48	\$849,637.09
2	Landscape/ Irrigation	14,048	L.F.	\$35.00	\$491,680.00
3	Remove Tunnel Traffic Seperators	3	E.A.	\$15,000.00	\$45,000.00
				TOTAL	\$1,386,317.09

MAINTENANCE OF TRAFFIC @ 6% OF TRAIL	\$50,978.23
SIGNAGE AND STRIPING @ 2% OF TRAIL	\$16,992.74
TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL	<u>\$42,481.85</u>
SUB TOTAL	\$1,496,769.91

CONTINGENCY 10%	<u>\$149,676.99</u>
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TOTAL	\$1,646,446.90
	ESTIMATE \$1,650,000