PROGRAMMING PLAN
TRANSPORTATION TRAILS NORTH OF CR 466

Community Development District
Number One

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

Within District One, the transportation trail network mostly consists of on-street cart paths that share the newly resurfaced Morse Boulevard and a portion of Rio Grande (within District 1). There is one off-street path known as the “Hacienda Trail” that starts near Villa De Laguna and travels through the Los Robles and Los Lagos Golf Courses and then travels along the west side of Morse Boulevard before ending at the Village of Homewood.

Figure 1 illustrates the transportation trail network within District One.
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 14th with the District One 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 study area, especially the trail within the Golf Courses. The existing landscape features create a constraint for path widening in some places. For example, on the Hacienda Trail there are segments (as illustrated below) where the transportation trail widening will cause removal of existing trees or encroachment to property owners. The trail will need to remain narrow through each of these occurrences.

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.

![Image of trail](image1.jpg)

**Tunnel Intersections**

Some of the trail intersections at the tunnel approaches provide poor sight distance, or have areas of correctable conflict. By correcting the tunnel approaches and removing the sidewalks within the tunnels, cart/cart conflicts can be minimized.

![Image of tunnel](image2.jpg)
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 Sheriff’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 One, there were twenty crashes reported involving non-automobile modes of transportation in The Villages over the past three years. Seven 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.
Figure 2
Crash Data Summary - District One

CRASH DATA (JULY 2006 - JULY 2009)

= Crash Involving a Golf Cart
= Crash Involving a Golf Cart with Injuries
RECOMMENDED DISTRICT ONE PROGRAM

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

- Morse Boulevard Off-Street Trail Extension
- Hacienda Trail Widening
- Panama Place-Rio Grande Trail
- Rio Grande Improvements

**Morse Boulevard Off-Street Trail Extension**

*Recommended Scope:*

Construct a new transportation trail from the Morse/El Camino roundabout to the Hacienda Hills existing transportation trail (see Figure 3). Place the trail on the high side of the drainage retention area located on the west side of Morse Boulevard, south of the roundabout. The proposed off-street trail along Morse Boulevard will begin near pond B-14-2, near the Village of Homewood and will extend along the east side of the pond and connect to the El Camino Real/Morse Boulevard roundabout. The length of the proposed trail is approximately 1,200 feet. The scope of the proposed off-street trail will be to construct a new transportation trail using the cross section illustrated in Figure 4 consistent with Design Standards provided in Table 1. 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’

*Analysis:*

The Hacienda Hills transportation trail ends at Morse Boulevard by directing carts into the on-street cart lane on Morse Boulevard. Most carts ride in the road up to the Morse roundabout, then any carts going west on El Camino Real travel around two legs of the Morse roundabout. There is a large natural retention area southwest of El Camino Real and Morse Boulevard (See photo below). The higher ground along the edge of this natural area appears to have sufficient room to provide a transportation trail. The trail would allow carts to travel from Mira Mesa and Hacienda Hills to the western side of the Villages without traveling on the road.
Figure 3
Morse Boulevard Off-Street Trail Extension
DEMOISH EXISTING CONCRETE RECREATION TRAIL.
CONSTRUCT NEW ASPHALT TRAIL WITH ROCK BASE AND
STABILIZED SUBGRADE.

![Diagram of trail section](image)

- 6" Edge Curb
- Asphalt
- 6" Edge Curb

- 15'-6" Width
- 6" Height

- 1-1/2" of asphalt pavement (2 lifts)
- 6" Limerock base or crushed aggregate base
- 12" compacted subgrade

Figure 4
Typical Section
A new transportation trail would significantly decrease the volume of cart traffic crossing the Morse roundabout. It should remove the carts from the roundabout that are traveling from El Camino Real to Morse Boulevard. Carts using Paige Place to access Spanish Springs will continue to need to ride through the roundabout.

Crash data showed the clear trend that there are much fewer crashes resulting in injury on off-road transportation trails in comparison to cart lanes that share the road with automobiles. Getting some cart traffic off of Morse Boulevard should be considered a safety improvement.

The proposed route of the new trail will actually be constructed within two Districts; District 1 and Lady Lake/Lake County. The exact horizontal route of the trail (along with the actual cost to each district) needs to be determined in the design process.

**Anticipated Cost: $250,000.00 (split between District One and Lady Lake/Lake County)**

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<tr>
<th><strong>Table 1</strong></th>
<th><strong>Preliminary Design Criteria</strong></th>
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<tbody>
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<tr>
<td>Back Slope Ratio (run:rise)</td>
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</tr>
<tr>
<td>Maximum Deflection Through Intersections</td>
<td>11°00'00&quot;</td>
</tr>
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</table>
**Hacienda Trail Widening, District 1**

*Recommended Scope:*

The Hacienda Trail runs from The Village of Homewood then travels along Morse Boulevard through Hacienda Villas and Hacienda Hills Golf Course to the Sumter County/Lake County line. The approximate length of this trail is 8,407 feet. The Hacienda trail is approximately 10’ wide and the scope of this project is to construct a new transportation trail replacing the existing trail using the same typical section as described in *Figure 4* on page 13. The trail will be widened to the 16.5’ typical section as illustrated in *Figure 4* where possible; however, the actual constructed trail width will vary due to existing obstructions, close proximity to residential lots, and existing vegetation.

The pictures below show the varying landscape constraints along the Hacienda corridor.

![Images showing varying landscape constraints along the Hacienda corridor.](image1.png) [Image 2](image2.png) [Image 3](image3.png)

*Anticipated Cost: $710,000.00*
Panama Place-Rio Grande Transportation Trail

Background:
The Panama Place-Rio Grande trail runs along the interface of the Sumter County/Lake County line and is actually a portion of what is named the “Hacienda Trail”. The trail extends on the north end from the Villa de Laguna to the south along the Sumter County/Lake County interface and ends at Rio Grande. This trail is approximately 10’ in width and contains Villa walls on one side and mature shrubs on the other as illustrated in the following photos:

![Trail Background Image 1](image1)

![Trail Background Image 2](image2)

Recommended Scope:
The recommended scope of this project is to replace the existing path with an asphalt path as illustrated in Figure 4 on page 13. The width of the newly constructed asphalt path will be 12’ wide with 6” of concrete ribbon curb on the east side. The hedge will need to be replaced with a smaller hedge of the same opacity. All of this work will be within the existing VCDD tracts that extend along this corridor.

Anticipated Cost: $320,000.00
**Rio Grande Improvements, District One**

*Recommended Scope:*

The existing Rio Grande roadway consists of a 22’ wide two lane road section with a 4’ wide golf cart lane on each side of the roadway. The roadway should be widened to include a 22’ wide two lane roadway section and increase the golf cart lanes to 6’ wide on each side of the roadway. In addition, a 4.5’ wide sidewalk should be constructed at the back of curb along the south side of Rio Grande. The roadway should be widened to the north to accommodate the proposed improvements and this would require a 2’ to 3’ high retaining wall on the North side of Rio Grande, within the VCDD landscaped/bermed tracts.

Only 1,740 feet of Rio Grande Avenue is within the District 1 limits, therefore the roadway was broken down into two sections, a District 1 section and a Lady Lake/Lake County section. The magenta area in **Figure 5** illustrates the District One area.

![Figure 5](image-url)

**Figure 5**
Rio Grande Improvements, District One

*Anticipated Cost: $760,000.00*
PUBLIC WORKSHOP SUMMARY
MINUTES OF MEETING
VILLAGE COMMUNITY DEVELOPMENT
DISTRICT 1

The meeting of the Board of Supervisors of the Village Community Development District No. 1 was held on Wednesday, October 14, 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:

Charlie Dunlap  Chairman
Sy Rosenblatt   Vice-Chairman
Charlie Decker  Supervisor
Allie DeBenedittis  Supervisor
Bill Mapel   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 Dunlap called the multi-modal path public meeting to order at 10:02 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 1. The Chula Vista Trial will be unable to be widened due to the physical constraints which would be cost prohibitive. Existing golf cart lanes along Morse Boulevard are currently six (6) feet wide on either side of two (2) 12-foot automobile lanes. Following a thorough review of Morse Boulevard by the Sumter County Board of County Commissioners (SCBOCC), Sumter County is currently in the process of reconstructing Morse Boulevard adding turning lanes and a traffic signal to assist with the flow of traffic and the golf cart lanes will provide two (2) seven 7-foot golf cart traffic lanes and two (2) eleven-foot automobile lanes in addition to the installation of reflective markings along the lane lines. Mr. Thigpen advised inquiries have been made about providing off-road paths along Morse Boulevard but, because of the limited capacity for stormwater drainage, it is not possible to provide off-road paths. Construction of the Morse Boulevard project is scheduled to be completed in November 2010.
Thorough review of the Morse Boulevard/El Camino Real roundabout is being completed to review navigation of the area.

Mr. Thigpen introduced John Olters with Michael Paper & 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: safety concerns of the cart paths along Rio Grande Boulevard due to the limited width and curbing; consider constructing an off road golf cart path along Tierra Del Sol holes 16, 17 and 18 to reduce Morse Boulevard golf cart traffic; copy the construction of the cart paths south of CR 466 for the reconstruction project north of CR 466; replace existing paths utilizing asphalt instead of concrete for the reconstruction project; improve ingress and egress to tunnels; utilize mirrors in tunnels; widen Buena Vista Boulevard and El Camino Real paths to 16 feet; address golf cart crossing near Freedom Point to improve safety; install reflectors along golf cart path line along Morse Boulevard; do not completely straighten the paths to address speed on the paths and an audience member requested mature oak trees not be removed during path reconstruction project.

Chairman Dunlap provided clarification for residents that Morse Boulevard and a portion of Rio Grande Boulevard are the maintenance responsibility of Sumer County and any requests for changes would have to be approved by the SCBOCC. Ms. Tutt advised Staff will communicate to both Sumter
County and Town of Lady Lake the safety concerns addressed by residents pertaining to Rio Grande Boulevard.

A resident inquired if funds are available to complete the reconstruction project and provide uniformity of the paths. Mr. Sewell stated the Engineers are working closely to achieve uniformity of the paths north and south of CR 466, and to improve sight distance and design speed issues to address existing safety concerns. Ms. Tutt stated, as a result of the legal action which involved the Developer and District, certain funds were provided to the Village Center Community Development District (VCDD) to be managed by the Amenity Authority Committee (AAC). The AAC has met and verbally committed to the concept of reconstructing Buena Vista Boulevard and El Camino Real. A joint meeting was held between the AAC and numbered District Boards 1-4 to review and discuss the reconstruction project and all were supportive to move forward with the reconstruction of Buena Vista Boulevard and El Camino Real, which are the arterial paths within The Villages. Ms. Tutt advised the AAC has committed to fund the improvement of Buena Vista Boulevard and El Camino Real and any additional paths will be reviewed by the numbered District Boards to consider reconstruction and possibly request additional funding from the AAC through future negotiations.

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

Board Member Comments:

Supervisor Mapel thanked the residents for attending the public meeting and suggested residents utilize courtesy when maneuvering the paths.

Supervisor DeBenedittis requested the portion of the cart path from the La Hacienda Golf Course to Soledad Way be reconstructed to address the current condition of the path.

Supervisor Decker requested yellow striping replace the existing white striping along the cart path on Buena Vista Boulevard and Rio Grande.

Vice-Chairman Rosenblatt reiterated the need to construct the cart paths to reduce the speed golf carts can travel along El Camino Real.

Chairman Dunlap stated once the reconstruction of the paths has been completed District 1 will retain maintenance responsibility for 10.6 miles of paths while other Districts’ percentages will decrease
significantly and would like this concern addressed during the District’s negotiations with the AAC. Chairman Dunlap summarized items he would like reviewed during the reconstruction project within District 1: provide for repair/change of irrigation and drainage, determine what repairs need to be made on District 1 paths; widening of paths to 12 feet when possible and overlay all paths with asphalt. Additionally, consider installing an off-road path to address golf cart traffic from La Hacienda North through to the Morse Boulevard roundabout and include a more direct route from Rio Grande Boulevard to Buena Vista Boulevard through portions of property which are not developed and reduce a large amount of traffic on El Camino Real path.

FIFTH ORDER OF BUSINESS: Adjourn

The meeting was adjourned at 11:35 a.m.

On MOTION by Sy Rosenblatt, seconded by Bill Mapel, with all in favor, the Board adjourned the meeting.

Janet Y. Tutt
Secretary

Charles Dunlap
Chairman
SUMMARY OF CONSTRUCTION COSTS
OPINION OF PROBABLE CONSTRUCTION COSTS
Morse Boulevard Off-Street Trail Extension

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SIGNAGE AND STRIPING @ 2% OF TRAIL $4,094.71
TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL $10,236.78
SUB TOTAL $219,067.19

CONTINGENCY 10% $21,906.72

TOTAL-SPLIT BETWEEN DISTRICT ONE AND LADY LAKE/LAKE COUNTY $240,973.91

ESTIMATE $250,000
OPINION OF PROBABLE CONSTRUCTION COSTS
Hacienda Trail
(Village of Homewood to Lake/Sumter County Line)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>15' - 6&quot; Trail cost per linear foot</td>
<td>Demo existing concrete trail</td>
<td>1</td>
<td>L.F.</td>
<td>$5.00</td>
<td>$5.00</td>
</tr>
<tr>
<td></td>
<td>Misc demo and finished grading</td>
<td>1.00</td>
<td>L.S.</td>
<td>$5.68</td>
<td>$5.68</td>
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<tr>
<td></td>
<td>12&quot; compacted subgrade</td>
<td>1.83</td>
<td>S.Y.</td>
<td>$2.30</td>
<td>$4.14</td>
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<tr>
<td></td>
<td>6&quot; limerock base</td>
<td>1.72</td>
<td>S.Y.</td>
<td>$7.55</td>
<td>$12.99</td>
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<tr>
<td></td>
<td>1.5&quot; Type III Asphalt</td>
<td>1.72</td>
<td>S.Y.</td>
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<td>$13.93</td>
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<tr>
<td></td>
<td>Concrete edge curb</td>
<td>2.00</td>
<td>L.F.</td>
<td>$9.95</td>
<td>$19.90</td>
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<tr>
<td></td>
<td>Prime Coat</td>
<td>1.72</td>
<td>S.Y.</td>
<td>$0.45</td>
<td>$0.77</td>
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<tr>
<td></td>
<td><strong>Subtotal:</strong></td>
<td>1</td>
<td>L.F.</td>
<td><strong>$60.48</strong></td>
<td><strong>$60.48</strong></td>
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<tr>
<td></td>
<td><strong>1 Hacienda Trail</strong></td>
<td>8,407</td>
<td>L.F.</td>
<td><strong>$60.48</strong></td>
<td><strong>$508,463.77</strong></td>
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<tr>
<td></td>
<td><strong>2 Landscape and Irrigation</strong></td>
<td>8,407.00</td>
<td>L.F.</td>
<td><strong>$8.00</strong></td>
<td><strong>$67,256.00</strong></td>
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<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$575,719.77</strong></td>
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</table>

MAINTENANCE OF TRAFFIC @ 6% OF TRAIL $30,507.83
SIGNAGE AND STRIPING @ 2% OF TRAIL $10,169.28
TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL $25,423.19
SUB TOTAL $641,820.06

CONTINGENCY 10% $64,182.01

TOTAL $706,002.06

ESTIMATE $710,000
## OPINION OF PROBABLE CONSTRUCTION COSTS
Panama Place-Rio Grande Transportation Trail

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>11' Asphalt Trail cost per linear foot</td>
<td>Demo existing concrete trail</td>
<td>1</td>
<td>L.F.</td>
<td>$5.00</td>
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<tr>
<td></td>
<td>Misc demo and finished grading</td>
<td>1.00</td>
<td>L.S.</td>
<td>$5.68</td>
<td>$5.68</td>
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<td>12&quot; compacted subgrade</td>
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<td>1.5&quot; Type III Asphalt</td>
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<td>S.Y.</td>
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<td>Concrete edge curb</td>
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<td>L.F.</td>
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<td>$17.90</td>
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<td>$0.55</td>
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<td>Subtotal:</td>
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<td>L.F.</td>
<td>$51.32</td>
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<tr>
<td>1</td>
<td>Reconstruct trail from Villa de Laguna to Rio Grande</td>
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<td>L.F.</td>
<td>$51.32</td>
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<td>2</td>
<td>Landscape/ Irrigation</td>
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<td>TOTAL</td>
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<td>$268,176.00</td>
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- **MAINTENANCE OF TRAFFIC @ 6% OF TRAIL**: $8,314.56
- **SIGNAGE AND STRIPING @ 2% OF TRAIL**: $2,771.52
- **TESTING, SURVEY, AS-BUILTS, EROSION CONTROL @ 5% OF TRAIL**: $6,928.80
- **SUB TOTAL**: $286,190.88

**CONTINGENCY 10%**: $28,619.09

**TOTAL**: $314,809.97

**ESTIMATE**: $320,000
OPINION OF PROBABLE CONSTRUCTION COSTS
Rio Grande Roadway Improvements

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rio Grande Improvements</td>
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<tr>
<td>1</td>
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<td>TOTAL</td>
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<td>ESTIMATE</td>
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<td>$760,000</td>
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DISTRICT 1 TOTAL: $190,000.00
LADY LAKE/LAKE COUNTY TOTAL: $570,000.00