



Village of
ESTERO

VILLAGE OF ESTERO
VILLAGE COUNCIL MEETING
PACKET
DECEMBER 7, 2022, 09:30 AM



The Village Council Meeting will be conducted physically in Council Chambers at Village Hall, 9401 Corkscrew Palms Circle, with an opportunity for members to participate virtually. The meeting will be broadcasted live via the Village of Estero website <https://estero-fl.gov/council/watch-meetings-online/>. Please see the [bottom of this agenda](#) for further information and instructions for public participation.

AGENDA
VILLAGE COUNCIL MEETING
9401 Corkscrew Palms Circle, Estero, Florida
December 7, 2022, 09:30 am

1. CALL TO ORDER

INVOCATION

Pastor Charlie Memoli Christ Community Ministries

PLEDGE OF ALLEGIANCE

ROLL CALL

2. APPROVAL OF AGENDA, ADDITIONS, AND DELETIONS

3. PUBLIC COMMENT ON NON-AGENDA ITEMS

4. CONSENT AGENDA

a. November 9, 2022, Special Budget Village Council Meeting Minutes

Attachment: [11092022 minutes.pdf](#)

b. November 16, 2022, Council Meeting Minutes

Attachment: [11162022 minutes.pdf](#)

5. CONSIDERATION OF ITEMS DEFERRED FROM CONSENT AGENDA

6. WORKSHOP

a. Hurricane Ian Update

Attachment: [Hurricane Ian Update.pdf](#)

b. Lee County Metropolitan Planning Organization (MPO) Rail Trail Feasibility Study

Attachment: [MPO RailTrail Workshop.pdf](#)

Attachment: [Briefing-Report.pdf](#)

Attachment: [RailTrail Study.pdf](#)

Attachment: [MPO-Rail-Trail-Presentation.pdf](#)

Attachment: [Revised Lee-MPO-Rail-Trail-Presentation.pdf](#)

7. ACTION ITEMS

a. Village-Initiated rezoning

Recommended Action

Motion to approve initiation of the rezoning process for Village-owned property on the north side of Williams Road.

Financial Impact

No impact at this time other than staff time involved in preparation of application materials and processing.

Attachment: [SS agenda.pdf](#)

Attachment: [2022 Williams Road Rezoning 11.29.2022.pdf](#)

Attachment: [VillageProperty.pdf](#)

b. Contract with Vieste, LLC for Williams Road Mixed-Use Development Project

Recommended Action

Approve the contract with Vieste, LLC for the Williams Road Mixed-Use Development Project.

Authorize the Village Manager to execute the contract documents on behalf of the Village of Estero Council.

Financial Impact

The financial impact of this contract is \$140,000.

Attachment: [SS Vieste LLC agenda sheet.pdf](#)

Attachment: [2022.10.26 Village of Estero PSA 2.v5.las CLIENT DRAFT.pdf](#)

Attachment: [Vendor Disclosure Form.pdf](#)

c. Resolution No. 2022-12 Community Aesthetic Feature Agreement

A Resolution of The Village Council of the Village of Estero, Florida Approving a Community Aesthetic Feature Agreement with the Florida Department of Transportation for a Local Identification Marker Located at the Village of Estero Corporate Limits South of Pelican Colony Boulevard on State Road 45 (U. S. 41) in Lee County, Florida, Providing for Severability, and an Effective Date.

Recommended Action

Approve Resolution No. 2022-12.

Financial Impact

No additional financial impacts are expected due to this resolution.

Attachment: [SS Res No. 2022-12.pdf](#)

Attachment: [Res No. 2022-12.pdf](#)

Attachment: [VOE Preliminary CAF Agreement.pdf](#)

Attachment: [US 41 Civil Plans.pdf](#)

Attachment: [US 41 Landscape Plans.pdf](#)

d. Resolution No. 2022-32 I-75 and Corkscrew Landscape Maintenance Agreement

A Resolution Approving a Landscape Maintenance and Installation Agreement Between the State of Florida Department of Transportation and the Village of Estero for Maintenance of Landscaping for Specialized Landscaping and Irrigation within the Interchange at SR 93 (I-75) and Corkscrew Road; Authorizing the Village Manager and Village Agents to take all Actions Necessary to Execute and Implement the Agreement; and Providing an Effective Date.

Recommended Action

Motion to approve Resolution No. 2022- 32.

Financial Impact

The Village of Estero will incur landscape maintenance costs starting in 2025, after the installation contractor's maintenance period is complete. Costs are expected to be approximately \$216,000 per year.

Attachment: [SS Res 2022-32.pdf](#)

Attachment: [Resolution-LANDSCAPE MAINTENANCE AND INSTALLATION-MOA State.pdf](#)

Attachment: [11-2-22-MOA-406225-7-CORKSCREW-VILLAGE_OF_ESTERO.pdf](#)

e. EC-2022-29 STA-01 Reclaimed Water Feasibility Study

Recommended Action

Motion to approve award of Supplemental Task Authorization 01 to Contract EC 2022-29 to Weston & Sampson to prepare a reclaimed water feasibly study for The Village of Estero for \$70,500.

Approve a \$7,100 contingency (10%) for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Financial Impact

The fiscal impact is \$77,600 for the reclaimed water feasibility study. This includes \$70,500 for the contract approval and a 10% project contingency of \$7,100.

Attachment: [SS EC2022-29 STA01.pdf](#)

Attachment: [Contract EC2022-29 STA01.pdf](#)

Attachment: [Ownership Disclosure.pdf](#)

f. EC-2022-38 STA-02 Village of Estero Water Monitoring Contract**Recommended Action**

Motion to approve award of Supplemental Task Authorization 02 to Contract EC 2022-38 to Johnson Engineering to provide water monitoring services for The Village of Estero for \$91,776.

Approve a \$8,224 contingency for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Financial Impact

The project's financial impact is \$100,000 (\$91,776 plus \$8,224 contingency). This will be funded by the \$100,000 included in the Village's Fiscal Year 2022-2023 Annual Budget for water level & water quality monitoring

Attachment: [SS EC 2022-38.pdf](#)

Attachment: [1 Location Map.pdf](#)

Attachment: [2 Contract EC2022-38 STA02.pdf](#)

Attachment: [3 Ownership Disclosure.pdf](#)

8. PUBLIC COMMENT ON NON-AGENDA ITEMS**9. COUNCIL COMMUNICATIONS / FUTURE AGENDA ITEMS****10.VILLAGE ATTORNEY'S REPORT****11.VILLAGE MANAGER'S REPORT****12.ADJOURNMENT**

General Attachments

[- Transcript.pdf](#)

VILLAGE OF ESTERO COUNCIL MEETING
WEDNESDAY, DECEMBER 7, 2022, 9:30 A.M.

DISCLAIMER:

THIS FILE REPRESENTS AN UNEDITED VERSION OF REALTIME
CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE
ACCURACY NOR USED AS A VERBATIM TRANSCRIPT.

ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE
PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

09:30:20AM [SOUNDING GAVEL]
09:30:23AM >>Mayor Errington: GOOD MORNING.
09:30:26AM >>Jim Wilson: GOOD MORNING.
09:30:28AM >>Mayor Errington: GOOD MORNING.
09:30:30AM AND WELCOME.
09:30:32AM IF YOU HAVE A SEAT, YOU'RE LUCKY.
09:30:36AM IF YOU DON'T HAVE A SEAT, YOU'RE NOT.
09:30:40AM SOMEONE MAY LEAVE AND YOU MAY GET THEIR SEAT, SO THANK
09:30:42AM YOU FOR COMING THIS MORNING.
09:30:44AM WE HOPE THIS WILL BE A GENTLE PROCESS AND ONE THAT WE
09:30:49AM WILL EACH GAIN SOME KNOWLEDGE AND SOME INFORMATION
09:30:53AM THAT'S VERY MUCH NEEDED, AND THANK YOU FOR COMING HERE
09:30:57AM THIS MORNING IN YOUR VESTED COLORS AND WE APPRECIATE
09:31:02AM YOUR SPEAKING UP AND BEING A PART OF THIS AGENDA TODAY.
09:31:06AM SO AT THIS POINT IN TIME I'D LIKE TO REMIND ALL OF YOU
09:31:08AM TO SILENCE YOUR PHONES AND SMART WATCHES, ANYTHING THAT
09:31:17AM MAKES A SOUND THAT WOULD DISRUPT THIS MEETING.
09:31:19AM IT WOULD BE VERY BENEFICIAL.
09:31:21AM AND I WOULD ASK COUNCIL MEMBERS TO PLEASE LEAN INTO THE
09:31:26AM MICROPHONE SO IT CAN BE RECORDED PROPERLY FOR POSTERITY
09:31:31AM AND SO WITH THAT IN MIND, I WILL ASK FOR THE INVOCATION
09:31:35AM TO BE GIVEN, AND THIS MORNING PASTOR CHARLIE MEMOLI,
09:31:40AM CHRIST COMMUNITY MINISTRIES WILL DO THE INVOCATION.
09:31:44AM PASTOR CHARLIE?
09:31:45AM >> YES, MA'AM.
09:31:46AM I'D LIKE TO THANK YOU FOR ALLOWING ME TO BE HERE THIS
09:31:48AM MORNING TO GIVE THIS PRAYER.
09:31:50AM MY NAME IS PASTOR CHARLIE MEMOLI.
09:31:52AM >> GET ON THE MIC, PLEASE.
09:31:54AM >> I'M SORRY.
09:31:55AM I'M FROM CHRIST COMMUNITY MINISTRIES.
09:31:57AM LET US OPEN IN PRAYER THIS MORNING.
09:31:59AM HEAVENLY FATHER, WE HUMBLY COME BEFORE YOU EVEN IN THE
09:32:03AM DIFFICULT TIMES, WE KNOW YOU'RE WORKING ALL THINGS
09:32:05AM ACCORDING TO YOUR WILL AND PURPOSE.
09:32:07AM BRINGING PEOPLE TOGETHER IN UNITY AND LOVE AS WE HAVE
09:32:10AM SEEN SO MANY TIMES OVER THE LAST FEW MONTHS.
09:32:12AM LORD, GIVE US ENCOURAGEMENT, BLESS THIS MEETING TODAY,

09:32:15AM THE VILLAGE OF ESTERO, AND ALL THOSE WHO HAVE HEARD THE
 09:32:19AM CALL TO SERVE.
 09:32:20AM GUIDE US IN YOUR TRUTH, GIVE US YOUR WISDOM AND
 09:32:24AM INSTRUCTION.
 09:32:24AM LORD, MAY YOUR WILL BE DONE, ON EARTH AS IT IS IN
 09:32:29AM HEAVEN, IN YOUR SON JESUS CHRIST'S NAME WE PRAY, AMEN.
 09:32:33AM >>Mayor Errington: AMEN.
 09:32:34AM THANK YOU.
 09:32:34AM IF YOU'RE ABLE TO STAND FOR THE PLEDGE.
 09:32:38AM AND COUNCILMEMBER RIBBLE, WILL YOU LEAD US?
 09:32:42AM [PLEDGE OF ALLEGIANCE]
 09:32:58AM >>Mayor Errington: COUNCILMEMBER WILSON HAS REQUESTED TO
 09:33:01AM BE ON ZOOM THIS MORNING, AND I'LL TURN THIS OVER TO OUR
 09:33:05AM ATTORNEY, BOB PRITT.
 09:33:09AM >>Robert Pritt: THANK YOU, MEMBERS OF COUNCIL.
 09:33:11AM YOU DO HAVE A NEW REMOTE ATTENDANCE POLICY.
 09:33:16AM COUNCIL MAY RECALL THIS IS AS OF JULY 6, 2022.
 09:33:20AM I WILL NOT READ ALL OF IT UNLESS YOU WANT ME TO, BUT
 09:33:25AM THERE -- COUNCIL STILL HAS AUTHORITY TO APPROVE OR
 09:33:31AM DISAPPROVE REMOTE ATTENDANCE.
 09:33:34AM ESSENTIALLY WHEN A MEMBER WISHES TO ATTEND A MEETING
 09:33:37AM REMOTELY, THE COUNCIL WILL APPLY THE FOLLOWING
 09:33:41AM CONSIDERATIONS AND AGAIN, THERE ARE SEVERAL OF THEM THAT
 09:33:45AM WHETHER -- IS WHETHER REMOTE ALLOWS THE MEMBER TO HEAR
 09:33:49AM AND BE HEARD AND WE JUST HAD A SOUND CHECK, AND HE IS
 09:33:51AM ABLE TO BE -- HEAR AND BE HEARD AND THE AUDIENCE.
 09:33:55AM IS THAT CORRECT, MR. WILSON?
 09:33:57AM >>Jim Wilson: YES.
 09:33:58AM THAT'S CORRECT, SIR.
 09:34:00AM >>Robert Pritt: WE CAN HEAR YOU TOO.
 09:34:01AM SO THAT'S ONE.
 09:34:02AM WHETHER THE REQUEST WAS MADE IN A REASONABLE TIME PRIOR
 09:34:05AM TO THE MEETING AND IN THIS CASE, IT WAS -- NOT PRIOR TO
 09:34:10AM THE MEETING THAT IT COULD BE SET UP TO BE DONE, SO IN MY
 09:34:14AM OPINION, THAT'S PROBABLY MET.
 09:34:16AM WHETHER THE REASON STATED IS AN UNUSUAL OR SPECIAL
 09:34:19AM CIRCUMSTANCE AND THEN THERE ARE SEVERAL THINGS.
 09:34:21AM IF IT'S JUST HERE INCONVENIENCE, THAT'S NOT IT.
 09:34:24AM IT'S MY UNDERSTANDING THAT THAT'S NOT THE REASON HERE.
 09:34:29AM ILLNESS OR PHYSICAL CONDITION WOULD BE SOMETHING THAT
 09:34:32AM COULD BE CONSIDERED.
 09:34:33AM WE DON'T DELVE INTO THAT BECAUSE OF HIPAA, IT'S MY
 09:34:38AM UNDERSTANDING THAT WOULD BE THE RATIONALE HERE.
 09:34:41AM AND THE -- THEN WE LOOK TO SEE WHETHER OR NOT IT'S
 09:34:47AM REPETITIOUS AND YOU MAY RECALL THAT A RULE OF THUMB IS
 09:34:51AM THAT A REQUEST TO ATTEND REMOTELY WILL NOT BE GRANTED
 09:34:55AM FOR MORE THAN THREE MEETINGS IN A CALENDAR YEAR.
 09:34:58AM THAT'S A RULE OF THUMB.

09:34:59AM THAT'S NOT A HARD AND FAST RULE.
 09:35:01AM THAT'S JUST A RULE OF THUMB.
 09:35:03AM IT'S MY UNDERSTANDING THAT SINCE THIS WAS ADOPTED IN
 09:35:08AM JULY THIS YEAR, THAT THIS IS EITHER THE FIRST OR
 09:35:12AM POSSIBLY SECOND TIME --
 09:35:16AM >> THERE'S NOT ANY.
 09:35:18AM I JUST CHECKED.
 09:35:19AM >>Robert Pritt: IT'S NOT PAST THE THIRD TIME SO MY
 09:35:22AM RECOMMENDATION IS YOU CONSIDER THIS FAVORABILITY BUT
 09:35:24AM THAT'S UP TO COUNCIL.
 09:35:26AM >>Mayor Errington: I NEED A MOTION.
 09:35:27AM >> I'LL MAKE THE MOTION.
 09:35:29AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER FIESEL
 09:35:32AM AND SECONDED BY McLAIN.
 09:35:34AM CALL THE ROLL.
 09:35:35AM >>Joanne Ribble: AYE.
 09:35:38AM >>Larry Fiesel: AYE.
 09:35:39AM >>Jim Boesch: AYE.
 09:35:42AM >>Jim Wilson: AYE.
 09:35:44AM >>Vice-Mayor McLain: AYE.
 09:35:44AM >>Mayor Errington: AYE.
 09:35:46AM MADAM CLERK, WOULD YOU CALL THE ROLL NOW?
 09:35:50AM >>Joanne Ribble: HERE.
 09:35:52AM >>Larry Fiesel: HERE.
 09:35:53AM >>Jim Boesch: AYE.
 09:35:55AM >>Jim Ward: HERE.
 09:35:56AM >>Jim Wilson: HERE.
 09:35:58AM >>Vice-Mayor McLain: HERE.
 09:35:59AM >>Mayor Errington: HERE.
 09:36:00AM ITEM NUMBER 2 --
 09:36:02AM >> MAYOR, IF I MAY?
 09:36:04AM FOR ALL PURPOSES OF COUNCILMEMBER WILSON IS CONSIDERED
 09:36:08AM PRESENT.
 09:36:09AM FOR VOTING, DISCUSSION AND ALL OF THAT.
 09:36:11AM >>Mayor Errington: OKAY.
 09:36:11AM THANK YOU.
 09:36:12AM THANK YOU VERY MUCH.
 09:36:14AM ITEM NUMBER 2, APPROVAL OF AGENDA, ADDITIONS AND
 09:36:17AM DELETIONS.
 09:36:19AM ANYONE HAVE ANY CHANGES ON COUNCIL TO MAKE?
 09:36:23AM DON'T HAVE ANY.
 09:36:24AM I NEED A MOTION.
 09:36:25AM >> I'LL MAKE A MOTION.
 09:36:26AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER JIM
 09:36:30AM BOESCH AND SECONDED BY COUNCILMEMBER JOANNE RIBBLE.
 09:36:33AM CALL THE ROLL.
 09:36:35AM >>Jim Wilson: AYE.
 09:36:37AM >>Jim Ward: AYE.

09:36:38AM >>Jim Boesch: AYE.
 09:36:40AM >>Larry Fiesel: AYE.
 09:36:43AM >>Joanne Ribble: AYE.
 09:36:45AM >>Vice-Mayor McLain: AYE.
 09:36:46AM >>Mayor Errington: AYE.
 09:36:47AM ITEM NUMBER 3.
 09:36:48AM PUBLIC COMMENT ON NON-AGENDA ITEMS.
 09:36:51AM DO WE HAVE ANYONE WHO SIGNED UP TO SPEAK?
 09:36:54AM >>Carol Sacco: YES, MAYOR.
 09:36:55AM WE HAVE TWO.
 09:36:56AM THE FIRST IS MS. MATIN FROM SBA FEMA.
 09:36:59AM SHE'D LIKE TO GIVE AN UPDATE.
 09:37:04AM >>Mayor Errington: GOOD MORNING, WELCOME.
 09:37:05AM >> GOOD MORNING.
 09:37:05AM THANK YOU FOR ALLOWING ME TO SPEAK THIS MORNING.
 09:37:08AM SO JUST A QUICK UPDATE FROM SBA.
 09:37:11AM I WANT TO MAKE SURE THAT EVERYONE KNOWS THAT OF COURSE
 09:37:13AM WE ARE STILL IN THE AREA MAKING SURE THAT DISASTER
 09:37:16AM RECOVERY IS MOVING ALONG.
 09:37:18AM WE ARE HERE TO HELP HOMEOWNERS, RENTER, BUSINESSES OF
 09:37:22AM ANY SIZE.
 09:37:23AM THE BUSINESS OWNERS, WE REALLY WANT TO ENCOURAGE TO
 09:37:26AM CONTINUE TO SUBMIT THEIR APPLICATION.
 09:37:28AM THEY ARE APPLYING WITH FEMA AND FEMA IS DIRECTLY
 09:37:34AM REFERRING THEM TO THE SBA BUT IS A LITTLE HESITANT
 09:37:37AM BECAUSE IT'S A FEDERAL LOW INTEREST LOAN.
 09:37:39AM RIGHT NOW SBA IN THE STATE OF FLORIDA AND ALL THE
 09:37:42AM HURRICANE IAN COUNTIES HAS APPROVED 1. -- OVER \$1.1
 09:37:46AM BILLION IN LEE COUNTY.
 09:37:49AM IT'S \$625 MILLION SO WE JUST CONTINUED TO ENCOURAGE
 09:37:53AM PEOPLE THAT THOSE RESOURCES ARE THERE.
 09:37:56AM THAT FEMA EXTENDED THE DEADLINE TO JANUARY 12 FOR
 09:37:59AM PHYSICAL DAMAGES, AND THAT'S SB A'S DEADLINE AS WELL.
 09:38:03AM BUSINESS OWNERS HAVE UNTIL JUNE 29th TO APPLY FOR
 09:38:07AM WORKING CAPITAL NEEDS, SO TO CONTINUE TO PAY THEIR
 09:38:11AM BILLS, THEIR TAXES, THEIR LIGHT BILLS, AS IF HURRICANE
 09:38:14AM IAN DID NOT HAPPEN.
 09:38:16AM SO WE JUST CONTINUE TO PUT THAT INFORMATION OUT THERE.
 09:38:20AM MY JOB IS TO MAKE SURE THAT THE STAKEHOLDERS AND
 09:38:22AM COUNTIES AND CITIES ARE GETTING THAT INFORMATION OUT
 09:38:24AM THERE FOR US SO HOPEFULLY THE PEOPLE WATCHING WILL BE
 09:38:28AM ABLE TO UNDERSTAND THAT WE ARE STILL IN THE AREA.
 09:38:31AM THE DISASTER RECOVERY CENTER IS ACTUALLY IN THIS
 09:38:35AM LOCATION, SO THANK YOU FOR ALLOWING US TO BE HERE AS
 09:38:38AM WELL.
 09:38:38AM BUT OF COURSE, YOU KNOW, CLOSED FOR A COUPLE DAYS AND
 09:38:42AM THAT'S IT FROM SBA.
 09:38:43AM THANK YOU FOR ALLOWING ME TO SPEAK.

09:38:47AM >>Mayor Errington: THANK YOU VERY MUCH.
 09:38:48AM WE HAVE ANOTHER ONE?
 09:38:49AM >>Carol Sacco: YES.
 09:38:49AM OUR NEXT IS SUSAN BROCK, COMMUNITY OF BELLA TERRA.
 09:38:55AM >>Mayor Errington: GOOD MORNING.
 09:38:55AM WELCOME.
 09:38:56AM >> GOOD MORNING.
 09:38:57AM GOOD MORNING, EVERYBODY.
 09:38:59AM I'M A VERY PROUD -- FIRST OF ALL I WANT TO THANK YOU FOR
 09:39:01AM ALL YOUR HARD WORK.
 09:39:02AM I KNOW HOW MANY HOURS YOU SPEND ON SO MANY THINGS, AND I
 09:39:05AM APPRECIATE THAT.
 09:39:06AM AND I'M A PROUD ESTERO RESIDENT.
 09:39:08AM I'VE LIVED OUT HERE SINCE 2005, AND I'M REALLY, REALLY
 09:39:13AM CONCERNED BECAUSE I DRIVE MY LITTLE RED SOLERA EVERY DAY
 09:39:18AM ON CORKSCREW ROAD, AND WHAT IS HAPPENING AND I WITNESSED
 09:39:24AM THIS SEVERAL TIMES, I KNOW WHEN WE TURN -- OR GO DOWN
 09:39:27AM ESTERO GOING TOWARDS THE EAST, YOU'RE SUPPOSED TO GET IN
 09:39:30AM THAT LEFT LANE AND GO ON TOWARDS OUR DEVELOPMENTS OUT
 09:39:33AM THAT WAY.
 09:39:34AM WELL, WHAT A LOT OF PEOPLE ARE DOING, ARE THEY'RE
 09:39:36AM GETTING IN THE RIGHT-HAND LANE LIKE THEY'RE GOING TO GO
 09:39:40AM TO PINE WOODS ELEMENTARY BUT THEY GO DOWN THERE VERY
 09:39:43AM FAST AND THEN ESPECIALLY IN RUSH HOUR, THEY'RE CUTTING
 09:39:47AM PEOPLE OFF, IT'S LIKE, YOU KNOW, THE DAYTONA 500.
 09:39:50AM AND I'VE SEEN ALMOST TWO REAL NEAR MISS ACCIDENTS.
 09:39:53AM I MEAN, THAT'S AN ACCIDENT WAITING TO HAPPEN RIGHT THERE
 09:39:56AM AT THE SIGNAL BY PINE WOODS.
 09:39:58AM AND I SEE AND WITNESS VERY LITTLE POLICE PRESENCE OUT
 09:40:01AM THERE.
 09:40:03AM THIS MORNING, I DID NOTICE THAT THERE WAS A CRUISER, A
 09:40:06AM MOTORCYCLE CRUISER, AT THE ENTRANCE OF WILD BLUE AND
 09:40:10AM BELLA TERRA WHICH I'M THRILLED TO DEATH ABOUT, AND THEN
 09:40:14AM THERE IS ALSO A CAR CRUISER NEAR THE ENTRANCE OF
 09:40:17AM PRESERVES.
 09:40:17AM SO I WAS VERY DELIGHTED TO SEE SOME KIND OF PRESENCE OUT
 09:40:20AM THERE.
 09:40:22AM THOSE DUMP TRUCKS THINK THEY'RE JEFF GORDON AND I KNOW
 09:40:25AM HE IS RETIRED, BUT THEY THINK THEY ARE.
 09:40:28AM I MEAN, THEY SPEED THROUGH OUR SIGNAL AT BELLA TERRA.
 09:40:33AM I WON'T GO OUT UNTIL I LOOK TWO OR THREE TIMES.
 09:40:36AM IT'S A SAFETY ISSUE AND ALSO I'VE SEEN MANY REAR END
 09:40:40AM COLLISIONS AND I MEAN, WE'RE TALKING ABOUT EXPENSIVE
 09:40:42AM CARS THAT HAVE BEEN REAR-ENDED AT THE CORNER OF THE MAIN
 09:40:47AM ENTRANCE TO WILD BLUE.
 09:40:48AM PEOPLE ARE TRYING TO TURN LEFT INTO THEIR DEVELOPMENT
 09:40:50AM AND PEOPLE AREN'T WATCHING, AND I'VE SEEN MANY MULTIPLE
 09:40:54AM REAR-END COLLISIONS THERE AND PEOPLE OFF IN THE SAND AT

09:40:57AM THAT NEW DEVELOPMENT AND EVERYTHING ELSE.
 09:40:59AM SO I'M REALLY CONCERNED.
 09:41:01AM I WANT ESTERO TO BE THE NICE COMMUNITY THAT IT'S ALWAYS
 09:41:06AM BEEN AND PEOPLE LOVE TO COME HERE, AND THAT'S REALLY A
 09:41:08AM SAFETY ISSUE SO I WONDERED IF WE COULD ASK FOR MORE
 09:41:12AM POLICE CRUISERS OUT THERE AND MAYBE SIGNS WARNING PEOPLE
 09:41:16AM LEFT TURN AHEAD THERE AT THE MAIN ENTRANCE OF WILD BLUE,
 09:41:19AM BECAUSE IT'S A MAJOR, MAJOR SAFETY ISSUE, AND THEY DRIVE
 09:41:22AM FAST AND TAILGATE AND HONK AND DO OBSCENE GESTURES, AND
 09:41:26AM IT'S JUST A SHOW OUT THERE, BUT NOT A GOOD ONE.
 09:41:29AM SO I THANK YOU FOR YOUR TIME AND IT'S DEFINITELY A
 09:41:32AM SAFETY ISSUE.
 09:41:33AM THANK YOU AND HAPPY HOLIDAYS TO EVERYBODY.
 09:41:35AM >>Mayor Errington: THANK YOU, SUSAN.
 09:41:37AM AND MAY I ASK TOO THAT YOU SEND YOUR SAME COMMENTS TO
 09:41:40AM LEE COUNTY?
 09:41:41AM THAT'S THEIR ROAD.
 09:41:43AM THAT DOES NOT BELONG TO ESTERO.
 09:41:44AM CORKSCREW ROAD BELONGS TO LEE COUNTY.
 09:41:48AM >> OKAY, YEAH.
 09:41:49AM I REALIZE THAT BUT I WANT TO MAKE ALL OF YOU AWARE.
 09:41:52AM >>Mayor Errington: WE'RE AWARE.
 09:41:53AM IT WOULD HELP US IF YOU SENT YOUR COMMENTS TO LEE COUNTY
 09:41:56AM BOARD OF COMMISSIONERS.
 09:41:57AM >> ALL RIGHT.
 09:41:58AM OKAY.
 09:41:58AM THANK YOU.
 09:41:59AM >>Mayor Errington: THANK YOU.
 09:42:01AM >>Carol Sacco: THAT'S IT, MAYOR.
 09:42:04AM >>Mayor Errington: OKAY.
 09:42:04AM ITEM NUMBER 4 IS THE CONSENT AGENDA.
 09:42:08AM ANY COUNCIL MEMBERS HAVE ANY COMMENTS OR QUESTIONS?
 09:42:11AM IF NOT, NEED A MOTION.
 09:42:14AM >> SO MOVED.
 09:42:16AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER WARD AND
 09:42:18AM SECONDED BY COUNCILMEMBER RIBBLE.
 09:42:20AM CALL THE ROLL.
 09:42:21AM >>Joanne Ribble: AYE.
 09:42:23AM >>Larry Fiesel: AYE.
 09:42:24AM >>Jim Boesch: AYE.
 09:42:26AM >>Jim Ward: AYE.
 09:42:28AM >>Jim Wilson: AYE.
 09:42:30AM >>Vice-Mayor McLain: AYE.
 09:42:31AM >>Mayor Errington: AYE.
 09:42:33AM ITEM NUMBER 5, CONSIDERATION OF ITEMS DEFERRED FROM
 09:42:36AM CONSENT AGENDA.
 09:42:37AM WE DIDN'T DEFER ANYTHING, SO WE CAN MOVE ON.
 09:42:40AM AND NOW WE ARE INTO THE WORKSHOP.

09:42:43AM AND WE WILL BEGIN THE WORKSHOP, AND I'LL LET OUR VILLAGE
 09:42:49AM MANAGER EXPLAIN THE WORKSHOP TODAY, THE WAY IT'S SET UP,
 09:42:55AM AND ALSO WE WILL BEGIN THE WORKSHOP WITH A HURRICANE IAN
 09:42:59AM UPDATE.
 09:43:00AM SO, STEVE, IT'S YOURS.
 09:43:02AM >>Steven Sarkozy: THANK YOU, MAYOR.
 09:43:03AM MEMBERS OF COUNCIL, YES, IN CONSIDERATION OF THE NUMBER
 09:43:06AM OF PEOPLE INTERESTED IN THE REAL FEASIBILITY STUDY WE
 09:43:10AM REVERSED OUR AGENDA PUTTING THE WORKSHOP ITEMS UP FRONT
 09:43:13AM SO THE RESIDENTS DIDN'T HAVE TO WAIT FOR US TO GO
 09:43:16AM THROUGH ROUTINE BUSINESS TO GET TO THAT ITEM.
 09:43:19AM WE DO HAVE TWO ITEMS UNDER THIS WORKSHOP WHICH ARE THE
 09:43:23AM WORKSHOP ITEMS ARE INFORMAL, MORE INFORMAL, AND WE
 09:43:26AM REALLY DON'T TAKE ANY ACTION ON AN ITEM AT A WORKSHOP.
 09:43:30AM THE FIRST ITEM ON THE AGENDA FOR THE WORKSHOP IS THE
 09:43:33AM HURRICANE IAN UPDATE.
 09:43:36AM IT'S EASY TO FORGET THAT JUST A FEW SHORT WEEKS AGO, WE
 09:43:40AM HAD A CATEGORY 4 OR 5 HURRICANE BOW THROUGH HERE, AND
 09:43:46AM THAT HAS AFFECTED LITERALLY HUNDREDS OF HOMES IN THE
 09:43:51AM COMMUNITY.
 09:43:52AM AND THAT REMAINS OUR PRIMARY FOCUS RIGHT NOW AS WE TRY
 09:43:56AM TO GET THROUGH THE RECOVERY AND HELP THOSE RESIDENTS.
 09:43:59AM A TOTAL OF 1,400 HOMES WERE SEVERELY IMPACTED BY THE
 09:44:05AM HURRICANE IN THE VILLAGE OF ESTERO.
 09:44:08AM 1,400.
 09:44:10AM WE HAVE A NUMBER OF THOSE THAT ARE TOTALLY DESTROYED AND
 09:44:15AM WE'RE GOING THROUGH THE PROCESS OF ASSISTING THOSE
 09:44:18AM HOMEOWNERS AS MUCH AS POSSIBLE ON THE PERMITTING AND
 09:44:21AM HELPING GUIDE THEM THROUGH THE REBUILDING PROCESS.
 09:44:27AM THE COUNCIL MAY RECALL AT YOUR LAST TWO OR THREE
 09:44:31AM MEETINGS AGO, YOU MODIFIED OUR CODE SO THAT YOU
 09:44:35AM ELIMINATED THE FIVE-YEAR LOOKBACK AS YOU DEVELOP
 09:44:40AM THE -- AS WE LOOK AT THE RECOVERY REQUIREMENTS FOR
 09:44:44AM INDIVIDUAL STRUCTURES.
 09:44:47AM WHAT THAT DID IS INSTEAD OF LOOKING BACK OVER THE LAST
 09:44:51AM FIVE YEARS AND ACCUMULATING ALL OF THE IMPROVEMENTS THAT
 09:44:55AM A PERSON HAD MADE IN THE HOME, WHICH WOULD THEN BE
 09:45:01AM SUBTRACTED FROM THE TOTAL VALUE OF THE HOUSE, THAT MADE
 09:45:04AM IT MORE DIFFICULT FOR PEOPLE TO REBUILD BECAUSE IF YOU
 09:45:08AM EVER HIT 50% DAMAGE ON THAT LOWER NUMBER, YOU COULDN'T
 09:45:12AM REBUILD YOUR HOUSE.
 09:45:13AM YOU HAD TO BUILD IT AT A HIGHER ELEVATION, WHICH OFTEN
 09:45:16AM TIMES MEANT YOU HAD TO TEAR DOWN THE HOUSE AND REBUILD
 09:45:19AM IT HIGHER.
 09:45:20AM YOU ELIMINATED THAT.
 09:45:22AM THERE HAS BEEN A LOT OF DISCUSSION IN THE PRESS IN CAPE
 09:45:25AM CORAL, BUT THE COUNTY, WE DID IT AT THE SAME TIME AND
 09:45:29AM THAT HAS HELPED A NUMBER OF FAMILIES PRESERVE THEIR HOME

09:45:33AM IN ITS CURRENT CONDITION.
 09:45:35AM SO IT GIVES THEM OPTIONS, SO YOUR ACTION AT THE COUNCIL
 09:45:38AM MEETING WAS VERY EFFECTIVE.
 09:45:42AM WE JUST YESTERDAY, WE HAD 100 NEW BUILDING PERMITS COMES
 09:45:48AM IN IN WEST BAY TO REBUILD INDIGO SHORES DOWN THERE
 09:45:56AM THAT'S A TWO-STORY CONDOMINIUM COMPLEX, AND THE ENTIRE
 09:46:00AM FIRST FLOOR OF EVERY ONE OF THOSE BUILDINGS WAS WIPED
 09:46:03AM OUT.
 09:46:04AM SO THEY CAME IN MASS AND RESOLVED THINGS.
 09:46:08AM WE ARE -- WE'VE ALREADY BEEN THROUGH ALL OF THE
 09:46:10AM COMMUNITY, EVERY STREET, AT LEAST THREE OR FOUR TIMES
 09:46:16AM WHERE WE DON'T THINK WE HAVE MUCH LEFT TO PICK UP ALONG
 09:46:19AM THE STREETS, HOWEVER, THERE ARE PEOPLE PARTICULARLY IN
 09:46:28AM SOME OF THE HEAVILY IMPACTED AREAS STILL GOING THROUGH
 09:46:31AM DEMOLITION ON THEIR HOMES AND BRINGING MATERIALS OUT.
 09:46:34AM WE'LL CONTINUE TO THAT, AND WE'LL DO THAT THROUGH THE
 09:46:36AM MONTH OF DECEMBER AT LEAST.
 09:46:40AM BUT THIS IS REALLY -- WE'RE AT THE POINT OF LAST CALL.
 09:46:42AM EVERYONE SHOULD GET THEIR HURRICANE MATERIAL OR DAMAGE
 09:46:45AM OUT ON THE STREETS SO WE CAN PICK IT UP.
 09:46:48AM THE AMOUNT THAT WE'RE PICKING UP IS HUGE.
 09:46:52AM YOU KNOW, THE COUNTY'S AT FOUR MILLION CUBIC YARDS.
 09:46:56AM WE'RE AT 250,000 CUBIC YARDS -- CUBIC YARDS, AND ALL YOU
 09:47:04AM HAVE TO DO A TAKE IS LOOK AT THE PILES AT THE CORNER OF
 09:47:08AM COCONUT AND 41 AND YOU SEE SOME OF THE
 09:47:12AM IMPACT -- COCONUT.
 09:47:13AM SO THE OTHER THING WE'RE DOING, AND IT WAS MENTIONED BY
 09:47:16AM THE FEMA REPRESENTATIVE, WE HAVE OPENED UP THIS ROOM TO
 09:47:20AM BE A DISASTER RECOVERY CENTER.
 09:47:23AM AND THE FEMA AND SMALL BUSINESS ADMINISTRATION TEAMS ARE
 09:47:29AM HERE EVERY DAY MONDAY THROUGH SATURDAY 8:00 TO 6:00 TO
 09:47:37AM SERVE RESIDENTS ON A PERSONAL BASIS, AND WE HAVE SOME
 09:47:41AM GUT WRENCHING STORIES THAT COME OUT OF THIS ROOM, BUT BY
 09:47:43AM AND LARGE, THE PUBLIC IS DEEPLY APPRECIATIVE AND WE
 09:47:49AM HEARD SOME GREAT JUST POSITIVE COMMENTS ABOUT THE
 09:47:52AM PERSONAL ATTENTION THAT SBA AND FEMA ARE ABLE TO GIVE
 09:47:56AM RESIDENTS RIGHT HERE.
 09:47:57AM SO FEMA SHUT DOWN THEIR OPERATION, MOVED ALL THEIR
 09:48:02AM COMPUTERS OUT SO WE COULD HAVE THE MEETING.
 09:48:04AM THERE IS ANOTHER MEETING MONDAY.
 09:48:06AM THEY'LL BE CLEARED OUT.
 09:48:07AM THEN THEY'LL COME RIGHT BACK, AND THIS IS A GOOD
 09:48:10AM LOCATION, CONVENIENT FOR ESTERO RESIDENTS.
 09:48:13AM WE'RE AVERAGING ABOUT 22 PEOPLE A DAY THAT ARE COMING
 09:48:15AM THROUGH HERE THAT ARE DEALING WITH SOME REALLY TOUGH,
 09:48:23AM YOU KNOW, DECISIONS THEY HAVE TO MAKE ON THEIR HOMES.
 09:48:26AM SO THE PEOPLE COORDINATING THAT IS LITERALLY EVERYBODY.
 09:48:30AM CAROL IS TAKING COMMENTS ROUTINELY, YOU KNOW, FROM

09:48:35AM RESIDENTS.
 09:48:36AM MARY GIBBS AND THE COMMUNITY DEVELOPMENT STAFF ARE
 09:48:39AM HELPING ON THE PERMITTING.
 09:48:41AM DAVID WILLEMS IS DOING -- COORDINATING THE CLEANUP AND,
 09:48:46AM YOU KNOW, IT'S ALL HANDS ON FOR THAT PROCESS.
 09:48:51AM SO DAVID WILLEMS IS NOT HERE TODAY AT THE MEETING.
 09:48:55AM DAVID WOULD BE A NORMAL ATTENDER, BUT AS YOU KNOW, WE
 09:48:59AM HAVE A CONFLICT THIS MORNING, AND THAT IS THAT THE
 09:49:01AM LEGISLATIVE DELEGATION IS MEETING TO REVIEW OUR
 09:49:07AM LEGISLATIVE REQUEST FOR 2023 LEGISLATIVE SESSION.
 09:49:12AM AND THAT'S A BIG DEAL BECAUSE THAT'S AN OPPORTUNITY FOR
 09:49:15AM THE VILLAGE AND EVERY OTHER CITY TO GET STATE
 09:49:19AM ASSISTANCE.
 09:49:20AM WE'RE FOCUSING ALL OF OUR ATTENTION IN 2023 ON THE
 09:49:26AM EXTENSION OF OUR UTILITY LINES INTO THOSE AREAS OF THE
 09:49:30AM CITY THAT DO NOT HAVE SEPTIC -- THAT DO NOT HAVE SEWER
 09:49:35AM AND PORTABLE WATER.
 09:49:40AM THEY'RE USING WELLS AND SEPTIC SYSTEMS.
 09:49:42AM OUR REQUEST NEXT YEAR IS \$60 MILLION, AND TO GIVE YOU
 09:49:47AM SOME CONTEXT, WE GOT \$1.7 MILLION LAST YEAR, AND WE WERE
 09:49:52AM WILDLY HAPPY.
 09:49:53AM SO THE 60 MILLION IS A REACH, BUT WE'RE HOPEFUL THAT WE
 09:49:59AM CAN SOMEHOW COBBLE TOGETHER PARTNERSHIPS BETWEEN THE
 09:50:04AM FEMA RECOVERY MONEY THAT'S OUT THERE, PLUS THE STATE
 09:50:07AM APPROPRIATIONS, PLUS LOCAL MONEY, AND HOMEOWNER SPECIAL
 09:50:12AM ASSESSMENTS TO GET THAT PROJECT DONE.
 09:50:16AM THE COUNCIL'S POLICY IS TO ELIMINATE ALL SEPTIC SYSTEMS
 09:50:20AM IN THE VILLAGE AND THEREBY THE POLLUTION THAT GOES INTO
 09:50:23AM THE ESTERO RIVER AND THE BAY.
 09:50:26AM WE WOULD BE ONE OF THE FIRST CITIES AROUND TO BE ABLE
 09:50:28AM TO -- AROUND TO BE ABLE TO DO THAT, BUT WE'RE MAKING A
 09:50:32AM STRONG PUSH, AND DAVID WILLEMS IS PINCH HITTING AT THE
 09:50:35AM LEGISLATIVE SESSION BECAUSE WE HAVE AN IMPORTANT MEETING
 09:50:40AM HERE.
 09:50:41AM SO HE HAS BEEN -- HE IS ON TRACK TO, YOU KNOW, PUT IN A
 09:50:46AM PLUG AND HOPEFULLY COMES HOME WITH A CHECK OF \$60
 09:50:49AM MILLION.
 09:50:51AM [LAUGHTER]
 09:50:52AM ANYWAY, THAT'S THE UPDATE FOR HURRICANE IAN, AND
 09:50:59AM WE'RE -- WE'RE GRADUALLY, YOU KNOW, RECOVERING FROM
 09:51:02AM THAT.
 09:51:03AM THE BIG QUESTION THAT WE ALSO HAVE IS WHEN ARE THOSE
 09:51:06AM PILES GOING TO BE GONE AT COCONUT.
 09:51:10AM WE'RE ALREADY BEGINNING TO MOVE SOME OF OUR PILES OUT OF
 09:51:13AM THERE.
 09:51:14AM OUR PILES ARE ON THE NORTH SIDE OF THAT PROPERTY, AND
 09:51:21AM THE FOLKS AT MARSH LANDING AND, YOU KNOW, THEY WANT ALL
 09:51:26AM THAT STUFF OUT OF THERE.

09:51:27AM WE DO TOO.
 09:51:29AM SO ABOUT THREE WEEKS AGO, WE HAVE SEVEN TRUCKS, SEMIS,
 09:51:35AM THAT ARE WORKING AT THE VILLAGE AND WE HAVE BEGUN TO
 09:51:38AM TRANSITION THOSE ONE BY ONE TO -- INSTEAD OF GOING
 09:51:42AM THROUGH OUR NEIGHBORHOODS, THEY'RE TAKING FROM THAT PILE
 09:51:45AM OUT OF HERE TO THE FINAL DISPOSAL SITE.
 09:51:49AM SO I'M HOPING THAT BY FEBRUARY, WE CAN HAVE MOST OF THAT
 09:51:54AM OUT OF THERE.
 09:51:56AM AT LEAST ON THE NORTH SIDE OF THE PILES.
 09:51:59AM >>Mayor Errington: THANK YOU.
 09:52:00AM COUNCIL, ANY COMMENTS?
 09:52:02AM I HAVE A COMMENT THAT I WOULD LIKE TO MAKE ABOUT THAT.
 09:52:06AM THE ESTERO FOREVER FOUNDATION, A 501C3 STARTED SEVERAL
 09:52:12AM YEARS AGO, STEP IN TO HELP RAISE OVER \$100,000 FOR THE
 09:52:17AM PEOPLE WHO WERE IN NEED WITH THE DISASTER RELIEF
 09:52:23AM FUNDING, AND SO THAT HAS BECOME VERY BENEFICIAL HELPING
 09:52:25AM SOME OF THE FOLKS TO GET BACK A LITTLE BIT ON THEIR
 09:52:30AM FEET, BUT ON BROADWAY WEST, THERE IS A TREMENDOUS NEED.
 09:52:35AM YOU CAN'T SEE IT VISUALLY AS YOU GO DOWN THE ROAD BUT
 09:52:38AM ONCE YOU DRIVE BACK INTO THE DEVELOPMENTS, YOU CAN SEE
 09:52:40AM THE DEVASTATION THAT OCCURRED, SO WE HAVE TO BE MINDFUL
 09:52:45AM OF OUR NEIGHBORS AND WHAT THEY HAVE GONE THROUGH, AND SO
 09:52:48AM THANK YOU, STEVE, FOR THE UPDATE.
 09:52:50AM THAT WAS VERY, VERY GOOD.
 09:52:52AM SO ANYONE?
 09:52:54AM >>Carol Sacco: WE HAVE NO ONE SIGNED UP.
 09:52:56AM >>Mayor Errington: NO ONE SIGNED UP TO SPEAK, AND NOW WE
 09:52:59AM HAVE THE -- STEVE, THIS IS THE WORKSHOP SECTION B PART
 09:53:03AM OF 6B IS THE LEE COUNTY METROPOLITAN PLANNING
 09:53:10AM ORGANIZATION, MPO, RAIL TRAIL FEASIBILITY STUDY.
 09:53:13AM BACK TO YOU, STEVE.
 09:53:19AM >> THANK YOU, MEMBERS OF COUNCIL.
 09:53:21AM THIS IS THE RAIL TRAIL FEASIBILITY STUDY.
 09:53:24AM THIS IS A CONCEPTUAL PLAN AT THIS POINT.
 09:53:26AM THERE IS NO MONEY BEHIND THIS PROJECT TO BUILD IT OR TO
 09:53:29AM BUY THE RAIL.
 09:53:34AM BUT IT IS A STUDY ON HOW THIS TRAIL MIGHT BE
 09:53:36AM ACCOMPLISHED.
 09:53:37AM THIS IS AN IMPORTANT ELEMENT.
 09:53:39AM IT'S INCLUDED IN OUR PARK AND OPEN SPACE PLAN AS WELL AS
 09:53:44AM IN THE BIKE PEDESTRIAN MASTER PLAN.
 09:53:47AM BUT THE REAL QUESTIONS OF COURSE ARE HOW TO MAKE -- HOW
 09:53:50AM TO MAKE IT HAPPEN AND TO THE BENEFIT OF THE COMMUNITY.
 09:53:54AM SO WITH US TODAY IS RON SCOTT WHO IS THE DIRECTOR OF THE
 09:54:00AM METROPOLITAN PLANNING ORGANIZATION AND RON WILL PROVIDE
 09:54:04AM FURTHER CONTEXT AND BACKGROUND FOR THIS AS WE MOVE INTO
 09:54:07AM THE DISCUSSION.
 09:54:09AM >>Mayor Errington: DON SCOTT.

09:54:11AM >> DON SCOTT, BUT I DO HAVE RON HERE FROM OUR OFFICE AND
 09:54:15AM NED BYER FROM VOLKERT WHO WILL MAKE THE PRESENTATION.
 09:54:21AM THANKS FOR HAVING US TODAY.
 09:54:22AM WE WERE HOPING TO BE HERE EARLIER BUT HURRICANE HAD
 09:54:26AM DIFFERENT IDEAS ON THAT.
 09:54:27AM WE'RE HERE TO ESSENTIALLY PRESENT THE STUDY AND THEN
 09:54:31AM JUST HEAR FROM YOU, COMMENTS, ANY QUESTIONS THAT YOU
 09:54:34AM HAVE THAT WE PUT IN TOWARDS THE PUBLIC INVOLVEMENT.
 09:54:37AM WE'RE PLANNING ON GOING TO BONITA'S COUNCIL IN ABOUT TWO
 09:54:42AM WEEKS, AND THEN FOLLOWING THAT UP WITH -- THROUGH OUR
 09:54:45AM COMMITTEES WE USUALLY DO, AND THEN THE MPO BOARD I THINK
 09:54:48AM IN MARCH AT THIS POINT.
 09:54:49AM I SAY I THINK BECAUSE YOU NEVER KNOW WHAT HAPPENS,
 09:54:52AM RIGHT?
 09:54:52AM SO OPEN UP THAT.
 09:54:56AM LET NED GO THROUGH THE PRESENTATION AND WHATEVER
 09:55:02AM QUESTIONS YOU HAVE.
 09:55:03AM >>Mayor Errington: THANK YOU.
 09:55:04AM STATE YOUR NAME FOR THE RECORD.
 09:55:05AM >> GOOD MORNING.
 09:55:06AM NED BYER.
 09:55:07AM I'M WITH VOLKERT ENGINEERING.
 09:55:10AM >>Mayor Errington: WELCOME.
 09:55:11AM >> THANK YOU.
 09:55:11AM AS DON SAID WE'RE HERE TO INFORM AND LISTEN AND THANK
 09:55:16AM YOU, MAYOR, AND COMMISSIONERS, AND THANK YOU IN THE
 09:55:19AM AUDIENCE FOR ATTENDING TODAY.
 09:55:21AM I KNOW THERE IS A LOT OF INTEREST IN THIS PROJECT.
 09:55:25AM DAVID WILLEMS HAS BEEN THE CITY'S -- OR THE VILLAGE'S
 09:55:29AM STAFF REPRESENTATIVE FROM THIS PROJECT FROM THE START,
 09:55:32AM AND I JUST WANT TO MENTION ALSO, I LED THE DEVELOPMENT
 09:55:36AM OF YOUR BICYCLE PEDESTRIAN MASTER PLAN, WHICH I GUESS IS
 09:55:40AM ABOUT FIVE YEARS AGO NOW, SO VERY FAMILIAR WITH ESTERO.
 09:55:43AM SO THANK YOU AGAIN.
 09:55:47AM JUST NEED TO GET THIS -- HERE WE GO.
 09:55:52AM OKAY.
 09:55:53AM SO LIKE ANY OF YOUR CAPITAL IMPROVEMENT PROJECTS, YOU GO
 09:55:58AM THROUGH A PROJECT DEVELOPMENT PHASE, RIGHT?
 09:56:00AM YOU GO THROUGH FEASIBILITY AND PLANNING, ENGINEERING,
 09:56:04AM DESIGN, RIGHT-OF-WAY, CONSTRUCTION.
 09:56:06AM THIS PROJECT IS NO DIFFERENT.
 09:56:09AM THAT'S THE VISION, TURNING THE SEMINOLE GULF RAIL LINE
 09:56:15AM INTO A LINEAR PARK AND COUNTY-WIDE TRAIL.
 09:56:18AM THAT'S PART OF THE GULF COAST TRAIL WHICH IS A TRAIL IN
 09:56:21AM SOUTHWEST FLORIDA RUNNING NORTH AND SOUTH.
 09:56:33AM THANK YOU.
 09:56:33AM AGAIN, THIS IS A FEASIBILITY STUDY SO THIS IS REALLY AT
 09:56:36AM THE 50,000 FOOT LEVEL.

09:56:37AM IF YOU THINK ABOUT AN ENGINEERING STUDY WHICH IS MORE AT
 09:56:40AM THE GROUND FLOOR, IT'S MUCH MORE PRECISE IN TERM OF
 09:56:43AM ALIGNMENTS AND COSTS AND IMPACTS.
 09:56:48AM WE ARE FOLLOWING THE STATE DEPARTMENT OF TRANSPORTATION.
 09:56:53AM THEY HAVE A PROCESS TO QUALIFY FOR STATE FUNDING FOR
 09:56:57AM THIS PROJECT.
 09:56:58AM IT'S CALLED THE SUN TRAIL PROGRAM.
 09:57:00AM THE SHARED USE NON-MOTORIZED TRAIL PROGRAM.
 09:57:07AM WE NEED TO COMPLETE THIS PHASE OF THE STUDY IN ORDER TO
 09:57:10AM GO TO THE NEXT PHASE OF THE STUDY.
 09:57:11AM THEN WE -- WE'RE REALLY -- THE PURPOSE IS TO MAINTAIN
 09:57:14AM ELIGIBILITY FOR STATE FUNDING FOR THIS PROJECT.
 09:57:17AM AND THE STATE FUNDS CAN ACTUALLY BE USED FOR THE DESIGN
 09:57:21AM AND THE CONSTRUCTION OF THE TRAIL, PEDESTRIAN WALKWAYS,
 09:57:27AM OVERPASSES, SAFETY IMPROVEMENTS, REALLY ANYTHING ON THE
 09:57:30AM TRAIL.
 09:57:32AM PARK-LIKE AMENITIES WOULD HAVE TO BE PROVIDED BY OTHER
 09:57:38AM SOURCES, LOCAL GOVERNMENTS, ESTERO AND OTHER LOCAL
 09:57:41AM GOVERNMENTS.
 09:57:47AM SO I'M PART OF THE STUDY TEAM AND YOU MAY RECOGNIZE SOME
 09:57:49AM OF THE FIRMS -- SOME OF THE LOCAL FIRMS THAT HAVE BEEN
 09:57:51AM INVOLVED IN THIS PROJECT, BILL SPIKOWSKI, CELLA MOLNAR,
 09:57:58AM AND SOME OTHERS, AND YOU CAN SEE OUR GOVERNMENTAL
 09:57:59AM PARTNERS.
 09:58:00AM WE HAD MONTHLY MEETINGS FROM THE START OF THIS WITH OUR
 09:58:03AM GOVERNMENTAL PARTNERS WHICH INCLUDE REPRESENTATIVES OF
 09:58:06AM YOUR STAFF.
 09:58:16AM OKAY, SO THIS IS A RAILS TO TRAILS PROJECT.
 09:58:18AM IT'S NATIONWIDE AND IN FLORIDA THERE ARE LITERALLY
 09:58:22AM HUNDREDS OF PROJECTS.
 09:58:23AM I'M NOT GOING TO SPEND TOO MUCH ON THIS SLIDE OTHER THAN
 09:58:25AM IT'S BEEN WIDELY ACCEPTED AROUND THE UNITED STATES, A
 09:58:28AM LOT OF POPULARITY AND THERE IS A COUPLE PROJECTS CLOSE
 09:58:31AM TO HOME.
 09:58:34AM WE LIKE TO THINK THE LEGACY TRAIL IN SARASOTA COUNTY
 09:58:38AM PROBABLY IS THE MODEL WE'RE TRYING TO FOLLOWING, BOTH IN
 09:58:41AM TERMS OF PLANNING AND DEVELOPMENT AND IN PUBLIC
 09:58:45AM INVOLVEMENT.
 09:58:45AM NOW YOU CAN SEE FROM THIS TIMELINE, YOU KNOW, THIS HAS
 09:58:50AM TAKEN THE COMMUNITY OF SARASOTA COUNTY OVER 30, 40 YEARS
 09:58:53AM FOR IT TO HAPPEN, RIGHT?
 09:58:56AM A LOT OF MOVING PARTS.
 09:58:57AM A LOT OF THINGS HAD TO HAPPEN INCLUDING WHEN SARASOTA
 09:59:01AM COUNTY STARTED THIS WHOLE ENDEAVOR, THEY DIDN'T OWN THE
 09:59:04AM RIGHT-OF-WAY, SO VERY SIMILAR CIRCUMSTANCE.
 09:59:08AM SO YOU CAN SEE A -- 2004, THAT WAS A MAJOR MILESTONE
 09:59:14AM WHERE THE SARASOTA COUNTY ACQUIRED THE RIGHT-OF-WAY FROM
 09:59:18AM CSX WAS WHICH PART OF SEMINOLE GULF RAIL LINE AND THEN

09:59:23AM IN 2008, THE TRAIL OPENED.
 09:59:25AM 2017, THERE WAS AN EXTENSION.
 09:59:27AM AND IT'S NEARLY 20 MILES LONG NOW AND GOES FROM DOWNTOWN
 09:59:31AM SARASOTA SOUTHWARD TO VENICE.
 09:59:33AM VERY POPULAR.
 09:59:34AM HEAVILY USED AND THE MODEL I THINK FOR US TO FOLLOW HERE
 09:59:38AM IN LEE COUNTY.
 09:59:40AM SO FOR THE FEASIBILITY STUDY, THIS IS THE STUDY AREA.
 09:59:44AM YOU CAN SEE ON THE MAP RUNNING NORTH TO SOUTH, ALICO
 09:59:51AM ROAD ON THE NORTH AND BONITA BEACH ROAD ON THE SOUTH AND
 09:59:54AM IT'S A 14-MILE CORRIDOR AND MINDFUL OF EXTENSIONS TO THE
 09:59:56AM NORTH EXTENDING TO THE JYLP TRAIL AND TO THE SOUTH.
 09:59:59AM I KNOW COLLIER COUNTY HAS A PARADISE COAST TRAIL ON U.S.
 10:00:06AM 41 SO WE'RE MINDFUL OF THOSE PROJECTS WITH SOME
 10:00:09AM CONNECTIVITY.
 10:00:11AM SO WE HAD AN 18-MONTH SCHEDULE, BUT WE'RE VERY MINDFUL
 10:00:14AM AND SENSITIVE OF COURSE THE HURRICANE SO WE KIND OF
 10:00:17AM SLOWED THINGS DOWN OVER THE LAST COUPLE MONTHS AND WE'RE
 10:00:19AM FINALIZING OUR PRESENTATIONS NOW.
 10:00:22AM MY UNDERSTANDING, THE PRESENTATION TO THE MPO BOARD
 10:00:25AM THAT'S MANAGING THIS PROJECT WILL BE IN MARCH.
 10:00:28AM AND THEN THERE IS SOME OF THE MPO COMMITTEE MEETINGS IN
 10:00:33AM FEBRUARY.
 10:00:35AM SO JUST REALLY QUICKLY IN THE FEASIBILITY STUDY, THE
 10:00:39AM METHODOLOGY, WE HAD A TECHNICAL SCREENING PROCESS WHERE
 10:00:43AM WE LOOKED AT THE PRIMARY ALTERNATIVE WAS THE RAIL LINE.
 10:00:48AM BUT WE DID LOOK AT SOME OTHER OPTIONS INCLUDING AN
 10:00:52AM ON-ROAD OPTION WHICH I'LL GET TO.
 10:00:54AM WE STARTED WITH SEVEN ALTERNATIVES.
 10:00:56AM YOU CAN SEE THE CRITERIA FOR THE SCREENING PROCESS AND
 10:00:59AM THEN THE SCREEN 2 ANALYSIS WAS A LITTLE BIT MORE
 10:01:02AM DETAILED.
 10:01:02AM SOME OF THE OTHER CRITERIA CONNECTED TO CONNECTIVITY,
 10:01:07AM PROJECT READINESS, SERVICE, USER SERVICE.
 10:01:10AM SO WE NARROWED FROM SEVEN ALTERNATIVES TO THESE THREE.
 10:01:17AM TWO OF WHICH WERE ON THE RAIL LINE, AND ONE OF WHICH WAS
 10:01:23AM ON PUBLIC RIGHTS OF WAY ALONG ROADWAYS, GENERALLY
 10:01:27AM FOLLOWING THE SAME 14 MILE NORTH/SOUTH ALIGNMENT.
 10:01:32AM WE ARE FINALIZING THE FINAL REPORT, AND MAKING PUBLIC
 10:01:37AM PRESENTATIONS AND THOSE ARE SOME OF THE COMPLETED TASKS
 10:01:39AM WHICH ARE IN TECH MEMOS AND A FINAL REPORT.
 10:01:43AM BUT LET ME QUICKLY GO THROUGH THE THREE ALTERNATIVES
 10:01:46AM THAT WE SPEND MORE TIME ON AND THIS IS ON THE RAIL LINE.
 10:01:51AM THIS IS THE RAILS TO TRAILS REALLY RIGHT FOLLOWING THE
 10:01:57AM RIGHT OF THE RAIL LINE.
 10:01:59AM MOST IS 100 FEET WIDE.
 10:02:01AM PARTS OF IT ARE 130 FEET WIDE.
 10:02:03AM AND THAT'S A GOOD REPRESENTATION OF THE CORRIDOR.

10:02:06AM IT'S A 12-FOOT WIDE PAVED TRAIL.
 10:02:12AM WE ESTIMATE THE PLANNING LEVEL COST ESTIMATES ARE ABOUT
 10:02:15AM FOUR TO SIX MILLION DOLLARS PER MILE USING D.O.T. COST
 10:02:20AM TABLES FOR DISTRICT 1 IN THIS REGION.
 10:02:25AM WE UNDERSTAND THE RIGHT-OF-WAY WOULD REQUIRE AN
 10:02:27AM AGREEMENT WITH SEMINOLE GULF RAIL.
 10:02:31AM BY THE WAY, THAT NEGOTIATION WITH SEMINOLE GULF, WE'RE
 10:02:35AM NOT PART OF THAT.
 10:02:37AM OUR TEAM IS NOT PART OF IT.
 10:02:38AM IT'S A SEPARATE STUDY AND PROCESS BEING LED BY THE TRUST
 10:02:41AM FOR PUBLIC LANDS.
 10:02:43AM ALTERNATIVE ONE HAS 20 ROAD CROSSINGS.
 10:02:48AM SOME LIKE CORKSCREW, BUSY ROAD, LONGER TERM WOULD
 10:02:51AM REQUIRE A BIKE PED OVERPASS.
 10:02:53AM OTHERS, A LOT OF LOCAL STREETS, STOP SIGN, CROSSWALK,
 10:02:58AM MAYBE FLASHING BEACONS, THINGS LIKE THAT.
 10:03:01AM UTILITY PROVIDERS ON THE CORRIDOR.
 10:03:03AM UTILITIES ARE ALREADY TAKING ADVANTAGE OF THE CORRIDOR
 10:03:07AM TO PROVIDE WHAT THEY NEED.
 10:03:08AM SOME OF THE OPPORTUNITIES AND CHALLENGES, I THINK THE
 10:03:12AM PRIMARY OPPORTUNITY FOR THE RAIL LINE, IT REALLY
 10:03:16AM PROVIDES THE LINEAR PARK EXPERIENCE WHICH IF YOU LOOK AT
 10:03:19AM THE LEGACY TRAIL, PINELLAS TRAIL, OTHERS AROUND FLORIDA,
 10:03:22AM I THINK THAT'S IDEAL WHEN YOU CAN DO IT.
 10:03:25AM MAKE IT LIKE A PARK.
 10:03:28AM SAME SORT OF SAFETY, SECURITY MEASURES, MANAGEMENT.
 10:03:32AM MAKE IT LIKE A PARK.
 10:03:36AM I THINK THE USER EXPERIENCE, ALSO IT'S SAFER A TRAIL
 10:03:39AM THAN BEING ALONGSIDE A ROAD, AND, YOU KNOW, WE'RE
 10:03:42AM MINDFUL OF THAT BECAUSE WE WANT TO BUILD A TRAIL FOR ALL
 10:03:46AM AGES AND ABILITIES, BUT THAT'S MORE OF A DESIGN
 10:03:49AM CONSIDERATION, BUT THAT'S DOWN THE ROAD.
 10:03:51AM AGAIN, I THINK THE CHALLENGES, ESTERO PARKWAY, CORKSCREW
 10:03:55AM AND COCONUT ROAD, THEY MAY BE LOCATIONS FOR BIKE PED
 10:03:58AM OVERPASS BECAUSE OF THAT HEAVY TRAFFIC.
 10:04:05AM OKAY, THE SECOND ALTERNATIVE WAS BASICALLY ON THE RAIL
 10:04:08AM LINE BUT USE A SMALLER FOOTPRINT, SO INSTEAD OF THAT
 10:04:15AM 130-FOOT WIDE FOOTPRINT, YOU NEED ABOUT 30 FOOT TO BUILD
 10:04:20AM A TRAIL, HAVE THE NECESSARY SETBACKS FOR SAFETY, THAT
 10:04:22AM SORT OF THING.
 10:04:23AM THAT COULD EITHER BE ON THE EAST OR WEST SIDE OF THE
 10:04:25AM ALIGNMENT, AND IT'S PARALLEL TO THE RAIL LINE, AND YOU
 10:04:28AM COULD MAINTAIN FREIGHT SERVICE WITH THIS OPTION.
 10:04:32AM THERE ARE EXAMPLES OF PROJECTS WHERE THERE'S A RAIL AND
 10:04:37AM A TRAIL.
 10:04:38AM SO THAT WOULD MAINTAIN THAT OPPORTUNITY.
 10:04:44AM WE THINK IT'S SLIGHTLY MORE EXPENSIVE ON A PER MILE
 10:04:49AM BASIS.

10:04:49AM AGAIN, WE HAVE TO WORK WITH THE SEMINOLE GULF RAIL ON AN
 10:04:54AM AGREEMENT, AND WE'D NOT RECOMMEND A LEASE BECAUSE THE
 10:04:58AM LEASE PROBABLY WOULD NOT QUALIFY FOR STATE FUNDING, SO
 10:05:01AM THAT'S IMPORTANT CONSIDERATION.
 10:05:03AM YOU'VE GOT THE SAME ISSUES WITH ROAD CROSSINGS AND SO
 10:05:10AM FORTH.
 10:05:10AM SOME OF THE SAME OPPORTUNITIES BUT THERE ARE CHALLENGES
 10:05:13AM WITH THAT.
 10:05:16AM AGAIN, IT'S MAYBE NOT AS ACCESSIBLE AND IT WOULD PUT THE
 10:05:20AM TRAIL CLOSER TO PRIVATE PROPERTIES ON ONE SIDE.
 10:05:26AM THAT'S PROBABLY THE MAIN CHALLENGE WITH THAT ONE.
 10:05:31AM THE THIRD ALTERNATIVE, I MENTIONED BEFORE, WE LOOKED AT
 10:05:34AM A ROAD OPTION.
 10:05:36AM IF WE CAN'T NEGOTIATE WITH SEMINOLE GULF RAIL, WHAT CAN
 10:05:42AM WE DO AND KEEP THE PROJECT ALIVE?
 10:05:44AM SO WE LOOKED AT ADJACENT STREETS GENERALLY ON A
 10:05:48AM NORTH/SOUTH ALIGNMENT, PARALLEL TO THE ROAD, AND YOU
 10:05:51AM PROBABLY HAVE HEARD OF THE TERM SIDE PATHS.
 10:05:55AM IT'S KIND OF A D.O.T. TERMINOLOGY THING BUT ALONG A LOT
 10:05:59AM OF STATE ROADWAYS TODAY, THEY'RE BUILDING WIDE SIDEWALKS
 10:06:02AM AND WIDER TRAILS AND THERE'S EXAMPLES IN LEE COUNTY.
 10:06:09AM IT'S A WAY TO MAKE CONNECTIVITY.
 10:06:15AM IT'S CERTAINLY NOT A LINEAR PARK EXPERIENCE SO IT'S A
 10:06:17AM VERY DIFFERENT PROJECT.
 10:06:22AM SURPRISINGLY TO ME, THAT'S PROBABLY THE MORE EXPENSIVE
 10:06:25AM FROM A COST CONSIDERATION BECAUSE OF THE NEED FOR
 10:06:28AM ADDITIONAL RIGHT-OF-WAY ALONG DIFFERENT ROADS, WHICH
 10:06:34AM I'LL POINT OUT HERE IN A MINUTE.
 10:06:36AM THEN THE OTHER REALLY FACTOR, THERE IS A LOT MORE
 10:06:41AM CROSSINGS.
 10:06:42AM YOU SEE 96 CROSSINGS ON THIS 14-MILE CORRIDOR.
 10:06:45AM AGAIN, SOME ARE THE STREETS, RIGHT, SAME STREETS BUT
 10:06:49AM SOME ARE PEOPLE'S DRIVEWAYS, YOU KNOW, BUSINESSES, SO
 10:06:53AM THAT'S A CONCERN.
 10:06:58AM SO JUST VERY QUICKLY, THIS IS ESTERO, SO ALICO ROAD ON
 10:07:04AM THE NORTH AND THEN HAD YOU CAN SEE THE LINE.
 10:07:06AM IT FOLLOWS THREE OAKS PARKWAY RUNNING NORTH/SOUTH DOWN
 10:07:11AM TO BROADWAY, CONNECTING SANDY LANE, AND THEN VIA
 10:07:16AM COCONUT THAT'S BEHIND THE COCONUT CREEK MALL, AND, YOU
 10:07:19AM KNOW, SOME OF THAT RIGHT-OF-WAY IS THERE.
 10:07:22AM OUR TEAM ANALYZED THE WHOLE CORRIDOR.
 10:07:25AM WE HAVE A CATALOG OF PICTURES AND EITHER ROAD OR
 10:07:30AM WALK -- RODE OR WALKED THE CORRIDOR SO WE HAVE A PRETTY
 10:07:34AM GOOD HANDLE ON IT, AND THERE ARE RIGHT-OF-WAY ISSUES ON
 10:07:37AM SEVERAL SPOTS WITH THAT.
 10:07:40AM AND THE CHALLENGES AGAIN, THE 96 CROSSINGS, IT REALLY
 10:07:43AM DOESN'T PROVIDE THE LINEAR PARK EXPERIENCE AND THERE'S
 10:07:49AM SORT OF MIXED -- IT DOESN'T ALWAYS FOLLOW AND ALLOW EASY

10:07:56AM CONNECTIVITY AS MAYBE THE TRAIL WOULD.
 10:08:01AM SO SWITCHING GEARS, I JUST WANT TO TALK ABOUT OUR PUBLIC
 10:08:04AM INVOLVEMENT PROCESS, AND IT WAS DISRUPTED WITH THE
 10:08:08AM HURRICANE, BUT WE WERE ABLE TO HOLD A PUBLIC MEETING ON
 10:08:12AM JUNE 2 AT THIS ESTERO COMMUNITY CENTER.
 10:08:15AM SOME OF YOU IN THE AUDIENCE MAY HAVE BEEN THERE.
 10:08:17AM IT WAS A GREAT TURNOUT.
 10:08:18AM WE HAD OVER 100 PEOPLE -- I THINK 117 PEOPLE SIGN THE
 10:08:23AM SIGN-IN SHEET.
 10:08:24AM THEY LISTENED TO THE PRESENTATION.
 10:08:26AM WE HAD A LOT OF Q&A.
 10:08:29AM WE ALSO HAVE HAD A PROJECT WEBSITE FROM THE START OF
 10:08:31AM THIS, AND THAT'S WHERE MOST OF THE COMMENTS HAVE
 10:08:35AM BEEN -- WE HAVE RECEIVED.
 10:08:36AM WE HAD AN E-MAIL NEWSLETTER.
 10:08:38AM AND MEDIA RELEASES.
 10:08:44AM HERE IS SOME OF THE PICTURES FROM THE MEETING, SO IT'S
 10:08:48AM WELL ATTENDED, AND I JUST WANT TO SHOW REAL QUICKLY
 10:08:51AM HERE -- SORRY, I'M HAVING A HAR TIME WITH
 10:08:57AM THE -- THE -- YEAH.
 10:08:57AM I WANTED TO SHOW YOU THIS.
 10:08:59AM WE HAD ABOUT 1500 COMMENTS RECEIVED, AND THAT WAS AS OF
 10:09:02AM OCTOBER 31.
 10:09:03AM AND PRIMARILY MOST OF THESE COMMENTS WERE RECEIVED ON
 10:09:06AM THE WEBSITE, AND THERE'S A LINK WHERE PEOPLE ARE GIVEN
 10:09:11AM THE OPPORTUNITY TO PROVIDE EITHER COMMENT OR CAN SAY
 10:09:14AM THEY SUPPORT ALTERNATIVE 1, ALTERNATIVE 2, OR
 10:09:18AM ALTERNATIVE 3.
 10:09:19AM YOU CAN SEE THE RESPONSES.
 10:09:20AM THAT WAS AS OF OCTOBER 31.
 10:09:22AM JUST LOOKING AT THE NUMBERS YESTERDAY, IT'S ESSENTIALLY
 10:09:24AM DOUBLED ACROSS THE BOARD.
 10:09:26AM SO THE RAIL TO TRAIL, IT'S CLOSER TO ABOUT 400
 10:09:30AM SUPPORTING.
 10:09:30AM THE ALTERNATIVE 3, THE TRAIL ALIGNMENT ADJACENT TO THE
 10:09:34AM ROAD ESSENTIALLY DOUBLED, I THINK IT'S OVER 800.
 10:09:37AM SO IT'S ANOTHER WAY TO OBTAIN PUBLIC COMMENT.
 10:09:42AM I'D SAY THAT THERE HAS BEEN SOME
 10:09:45AM NEIGHBORS -- NEIGHBORHOODS THAT HAVE BEEN REAL EFFECTIVE
 10:09:47AM IN GETTING THE WORD AND HAVING MASS MAILINGS BACK.
 10:09:51AM SO ONE THING TO THINK ABOUT.
 10:09:55AM SO I'LL JUST MENTION VERY QUICKLY, YOU KNOW, THERE IS
 10:09:59AM SUPPORTERS AND THERE IS PEOPLE THAT HAVE A LOT OF
 10:10:00AM QUESTIONS ABOUT THIS PROJECT.
 10:10:02AM I KNOW THERE IS A GROUP OF SUPPORTERS CALLED BURT.
 10:10:08AM I THINK SOME FOLKS ARE IN THE AUDIENCE.
 10:10:11AM I THINK THEY'RE SUPPORTIVE OF THE PROJECT.
 10:10:13AM I WILL SAY, IF THIS PROJECT ADVANCES, IT'S GOING TO BE

10:10:16AM VERY IMPORTANT TO HAVE A SUPPORTIVE GROUP, FRIENDS OF
 10:10:18AM LEGACY TRAIL, PINELLAS TRAILS INCORPORATED, THEY'VE BEEN
 10:10:22AM WITH THE PROJECT FROM THE START.
 10:10:24AM PINELLAS TRAILS INCORPORATED WAS THERE, LIKE, THE LAST
 10:10:27AM 30 YEARS.
 10:10:28AM THERE'S BEEN A PUBLIC CITIZENS SUPPORT ORGANIZATION KIND
 10:10:31AM OF IN TUNE WITH LOCAL GOVERNMENT, COUNTY GOVERNMENT,
 10:10:35AM STATE GOVERNMENT, AS THIS PROJECT IS IMPLEMENTED AND
 10:10:40AM MATURED.
 10:10:40AM SO THEY'RE HERE TODAY.
 10:10:45AM QUICKLY, THERE'S BEEN A LOT OF QUESTIONS ABOUT SAFETY
 10:10:49AM SECURITY.
 10:10:49AM I'D SAY THAT'S THE NUMBER ONE QUESTION WE HAVE RECEIVED.
 10:10:51AM AND SO I GUESS, A COUPLE POINTS.
 10:10:54AM NUMBER ONE, IDEALLY THERE WOULD BE A LOCAL AGENCY THAT
 10:10:58AM WOULD BE RESPONSIBLE FOR TRAIL MANAGEMENT AND OPERATED
 10:11:01AM LIKE A COUNTY OR CITY PARK.
 10:11:03AM A LOT OF COUNTIES IN FLORIDA, THEY WANT TO BE THAT
 10:11:07AM MANAGEMENT AGENCY.
 10:11:08AM PINELLAS COUNTY, IT'S A COUNTY-WIDE LINEAR TRAIL, EVEN
 10:11:12AM IT GOES THROUGH I THINK SIX OR SEVEN COMMUNITIES IN
 10:11:16AM PINELLAS COUNTY.
 10:11:17AM LEGACY TRAIL GOES THROUGH MORE THAN JUST SARASOTA.
 10:11:20AM IT GOES THROUGH DIFFERENT COMMUNITIES, BUT THE COUNTY
 10:11:23AM WANTED TO HAVE THAT OPERATION AND MAINTENANCE
 10:11:27AM RESPONSIBILITY.
 10:11:27AM YOU CAN SEE FENCING, VEGETATIVE SCREENING, SIGNAGE,
 10:11:32AM SECURITY GATES, CAMERAS, THEY'RE ALL WAYS TO MAKE A
 10:11:37AM TRAIL SAFER, BUT I THINK THE NUMBER ONE WAY TO MAKE IT
 10:11:40AM SAFER IS JUST USAGE, EYES ON THE TRAIL.
 10:11:45AM YOU THINK ABOUT THE RAIL LINE TODAY.
 10:11:47AM IT'S OUT THERE 24/7.
 10:11:49AM IT'S -- ANYBODY CAN GO ON IT RIGHT NOW, AND IT'S NOT
 10:11:54AM MAINTAINED, SO WITH THE TRAIL, THERE WOULD BE
 10:11:58AM MAINTENANCE AND IT WOULD BE OPERATED LIKE A PARK.
 10:12:00AM I JUST HAVE A FEW PICTURES.
 10:12:08AM OF THE TRAIL.
 10:12:09AM HERE IS THE PEDESTRIAN OVERPASS.
 10:12:10AM THIS IS KIND OF INTERESTING BECAUSE THIS IS A PROJECT
 10:12:13AM THAT ACTUALLY RUNS THROUGH A GOLF COURSE, AND THE GOLF
 10:12:17AM COURSE WAS ACTUALLY VERY CLOSE TO THE RIGHT-OF-WAY, SO
 10:12:19AM YOU SEE THEY DID NEED EVEN SOME SCREENING.
 10:12:25AM THIS IS ANOTHER PROJECT THAT RUNS THROUGH A GOLF COURSE.
 10:12:33AM IT'S JUST ONE EXAMPLE.
 10:12:34AM I MEAN, THERE IS LITERALLY HUNDREDS OF PROJECTS AROUND
 10:12:36AM THE COUNTRY THAT CAN BE LOOKED AT.
 10:12:45AM SO JUST VERY QUICKLY, WE'VE BEEN CONTACTED BY
 10:12:48AM REPRESENTATIVES OF THE VINES COMMUNITY.

10:12:50AM I KNOW THEY'RE IN THE AUDIENCE TODAY, AND THEY'VE BEEN
 10:12:53AM REALLY GREAT WITH ME.
 10:12:54AM THEY'VE OFFERED FOR ME AND A COUPLE OF MY TEAM MEMBERS
 10:12:59AM AND GO OUT ON THE VINES PROPERTY.
 10:13:02AM WE DID A COUPLE WEEKS AGO AND SAW FIRST-HAND, YOU KNOW,
 10:13:06AM WHAT THEIR CONCERNS WERE.
 10:13:08AM AND THEY DID OFFER A COUPLE OF ALTERNATIVES, AND I'LL
 10:13:14AM POINT IT OUT.
 10:13:16AM SO THE PINK LINE, WHICH RUNS THROUGH THE VINES
 10:13:19AM COMMUNITY, YOU CAN SEE THE SEMINOLE GULF RAIL LINE TO
 10:13:24AM THE SOUTHERN END OF THE PINK LINE.
 10:13:26AM THEN ON THE PINK LINE, YOU ACTUALLY WOULD ENTER THE
 10:13:29AM VINES COMMUNITY, BUT ON THE PERIMETER OF THE COMMUNITY,
 10:13:35AM ON RIGHT-OF-WAY, THAT'S WITHIN THE VINES, THAT
 10:13:40AM THE -- THAT PINK LINE AND THEN UP THERE, IT WOULD TURN
 10:13:46AM EITHER USING RIGHT-OF-WAY.
 10:13:50AM AGAIN, THIS IS VINES RIGHT-OF-WAY.
 10:13:53AM EITHER CLOSER TO THE ROAD OR PROBABLY -- POSSIBLY A
 10:13:58AM BETTER IDEA WOULD BE THERE'S A DRAINAGE EASEMENT THAT
 10:14:01AM RUNS EAST/WEST AND GOES BACK OVER TO THE SEMINOLE GULF
 10:14:06AM PROPERTY.
 10:14:07AM THE PURPLE LINE IS SOMETHING THAT OUR STUD AY TEAM
 10:14:12AM LOOKED AT -- STUDY TEAM LOOKED AT INITIALLY AND
 10:14:17AM DISMISSED AS AN ALTERNATIVE, FRANKLY BECAUSE OF THE
 10:14:21AM NARROW RIGHT-OF-WAY AND THE IMPACT TO LITERALLY HUNDREDS
 10:14:25AM OF HOMES.
 10:14:26AM YOU CAN SEE IN THE AERIAL ALL THE HOMES THAT WOULD BE
 10:14:29AM DISRUPTED, THAT WOULD HAVE THE TRAIL LITERALLY RIGHT
 10:14:34AM THERE IN THE BACKYARD BECAUSE THE RIGHT-OF-WAY IS SO
 10:14:39AM NARROW IN THE PURPLE LINE, AND THERE WAS A DRAINAGE
 10:14:43AM IMPACT AS WELL.
 10:14:44AM SO AS FAR AS THE PINK ALIGNMENT, YOU KNOW, LIKE ANY
 10:14:47AM ALIGNMENTS THERE IS PLUSES AND MINUSES.
 10:14:49AM IT CERTAINLY CAN BE LOOKED AT IN THE NEXT PHASE OF THIS
 10:14:51AM PROJECT MORE PRECISELY.
 10:14:54AM AND I THINK THAT'S GOING TO BE OUR RECOMMENDATION TO THE
 10:14:58AM MPO, THAT IT'S FURTHER EXAMINED.
 10:15:04AM THAT'S MY PRESENTATION.
 10:15:06AM BE HAPPY TO ANSWER ANY OF YOUR QUESTIONS.
 10:15:08AM THANK YOU SO MUCH.
 10:15:09AM >>Mayor Errington: THANK YOU.
 10:15:10AM THANK YOU.
 10:15:11AM JIM?
 10:15:13AM >> YES, SIR?
 10:15:14AM >> SO I'VE BEEN INVOLVED WITH THIS CONCEPT SINCE 2004 OR
 10:15:22AM FIVE OR -- SERVED ON BOTH THE CCA AND AS AN ELECTED
 10:15:30AM OFFICIAL ON THE PROJECT AS WELL.
 10:15:33AM AND IT SEEMS TO ME THAT BEFORE WE CAN GO OUT AND TALK TO

10:15:38AM THE RESIDENTS ABOUT A CONCEPT LIKE THIS HERE, WHICH
 10:15:43AM CERTAINLY RECREATION IS ESSENTIAL IN THIS WHOLE AREA, SO
 10:15:48AM IT'S NOT -- IT'S NOT THAT IT'S APPROPRIATE BUT YOU'RE
 10:15:55AM PROBABLY LOOKING AT \$100 MILLION TO ACCOMPLISH SOMETHING
 10:15:58AM LIKE THIS HERE ONE WAY OR ANOTHER.
 10:16:01AM AND THAT WOULD BE CONSERVATIVE AS TO MY OPINION.
 10:16:05AM SO ALL THE PEOPLE ARE NOW ALL GETTING ALL EXCITED ABOUT
 10:16:12AM THE PROJECT BUT THE FIRST THING, AND MOST IMPORTANT
 10:16:15AM THING IS, WHERE'S THE MONEY?
 10:16:21AM WHERE ARE WE GOING TO GET \$100 MILLION?
 10:16:23AM AND HERE WE HAVE A BIG, HUGE PROBLEM NOW WITH THE
 10:16:26AM HURRICANE AND ALL THE PRIORITY STUFF IS GOING TO GO
 10:16:31AM THERE, AND IT -- SINCE I'VE BEEN AN ELECTED OFFICIAL,
 10:16:37AM LONG TIME, TOO LONG, WE'RE SORT OF MISLEADING THE PEOPLE
 10:16:45AM THAT THIS IS A GREAT PROJECT AND EVERYTHING ELSE.
 10:16:49AM WHERE IS THE MONEY?
 10:16:51AM THAT'S WHAT I WANT TO KNOW FIRST.
 10:16:53AM SO I'D THINK WE'RE DOING THIS THING BACKWARDS.
 10:16:57AM IF YOU CAME HERE TODAY AND SAID, WELL, WE'VE GOT
 10:17:00AM FOUNDATIONS.
 10:17:01AM WE'VE GOT THE STATE PROMISE.
 10:17:03AM WE'VE GOT LEE COUNTY PROMISE AND EVERYTHING ELSE, AND WE
 10:17:08AM GOT 80 MILLION, WE ONLY NEED 20 MILLION LEFT, THEN I'D
 10:17:14AM SAY, YOU'RE IN THE BALLPARK, YOU CAN BEGIN TALKING.
 10:17:18AM BUT I DON'T HERE ANYBODY VOLUNTEERING BIG SUMS OF MONEY
 10:17:22AM FOR THIS PROJECT, AND THE MONEY -- YOU HAVE TWO
 10:17:29AM COMMUNITIES, BUT WE STARTED -- WE'RE FOR THE PROJECT BUT
 10:17:35AM WE WON'T PUT UP ANY MONEY ON IT.
 10:17:37AM OKAY?
 10:17:37AM AND THIS COUNCIL IS A BRAND NEW COUNCIL.
 10:17:41AM THEY PROBABLY WOULD BE SHOCKED TO FIND OUT HOW MUCH WAS
 10:17:48AM SAID WHEN THEY ORIGINALLY CAME AND TALKED TO US ABOUT
 10:17:51AM THE PROJECT, SO YOU'RE WONDERFUL PEOPLE HERE TODAY AND
 10:17:57AM GETTING PEOPLE IN OTHER COMMUNITIES, BUT YOU FIRST HAVE
 10:18:00AM TO SAY WE HAVE, IN MY OPINION, WE'VE GOT 80% OF THE
 10:18:07AM FUNDS NECESSARY SO LET'S TALK ABOUT HOW WE CAN GO
 10:18:10AM FORWARD AND DO THE PROJECT.
 10:18:12AM THAT'S ONLY MY OPINION BUT WE HAVE --
 10:18:15AM >>Mayor Errington: YOU HAVE A CHANCE TO RESPOND.
 10:18:17AM >> THANK YOU.
 10:18:18AM GREAT QUESTION.
 10:18:19AM THAT'S THE NUMBER ONE QUESTION TYPICALLY.
 10:18:21AM I'D SAY THIS.
 10:18:22AM TO GET TO YOUR POINT ABOUT -- WE'VE BEEN VERY CAREFUL IN
 10:18:27AM OUR PRESENTATIONS ABOUT SAYING, LOOK, THIS IS A
 10:18:31AM VISIONARY PROJECT.
 10:18:32AM EVERYTHING CAN GO RIGHT AND STILL FIVE TO TEN YEARS
 10:18:36AM AWAY.

10:18:36AM SO ANY WORD OUT THERE THAT THIS PROJECT, THE BULLDOZERS
 10:18:40AM ARE COMING DOWN OR ANYTHING LIKE THAT, IT'S NOT FROM US.
 10:18:43AM OKAY?
 10:18:44AM SO WE UNDERSTAND THAT.
 10:18:46AM SO THE OTHER THING ABOUT THE MONEY, IN ORDER TO QUALIFY
 10:18:50AM FOR STATE MONEY, AND THE WHOLE CONCEPT WOULD BE THE
 10:18:54AM STATE WOULD BE THE PRIMARY BUILDERS OF THIS TRAIL LIKE
 10:18:57AM THEY'RE DOING ALL OVER FLORIDA WITH THIS STATE OF
 10:19:01AM FLORIDA D.O.T. SUN TRAIL PROGRAM, THAT WOULD BE THE
 10:19:05AM PRIMARY SOURCE FOR THE CAPITAL CONSTRUCTION WHICH WOULD
 10:19:08AM INCLUDE THE DESIGN.
 10:19:09AM AND THAT WOULD BE FOR THE TRAIL.
 10:19:11AM THE OVERPASSES, THE DRAINAGE, ANY HARD TYPE OF
 10:19:16AM CONSTRUCTION.
 10:19:17AM ANY PARK AMENITIES, FOUNTAINS, PARK BENCHES, YES.
 10:19:23AM FOUNDATIONS COULD BE A PARKS DEPARTMENT.
 10:19:25AM IT COULD BE THE VILLAGE OF ESTERO.
 10:19:29AM YOU KNOW, THOSE ARE RELATIVELY INEXPENSIVE IN THE SCHEME
 10:19:32AM OF THINGS.
 10:19:33AM YOU'RE NOT TALKING ABOUT THE TENS OF MILLIONS OF DOLLARS
 10:19:35AM TO BUILD THE MILES OF TRAIL.
 10:19:38AM SO IT WILL REQUIRE A PARTNERSHIP FOR SURE.
 10:19:42AM LOCAL, STATE, FEDERAL, IF THERE IS PRIVATE MONIES
 10:19:44AM INVOLVED.
 10:19:45AM AND I THINK THAT'S JUST KIND OF THE NATURE OF THESE
 10:19:50AM PUBLIC WORKS PROJECTS, AND I THINK THE DIFFERENCE BEING,
 10:19:54AM YOU KNOW, THIS IS LIKE A MORE VISIONARY THAN SOME
 10:19:58AM PROJECTS.
 10:19:59AM SO IT -- IT'S A GREAT QUESTION.
 10:20:02AM >>Mayor Errington: I THINK DON --
 10:20:04AM >> I WAS GOING TO PROVIDE A LITTLE OF THE HISTORY.
 10:20:06AM WHEN THE SUN TRAIL WAS BEING DEVELOPED, THERE WERE
 10:20:09AM DIFFERENT ALIGNMENTS THAT WE TALKED ABOUT AND BACK AT
 10:20:12AM THAT TIME, MAYOR BATOS AND YOU MAY HAVE BEEN COUNCILMAN
 10:20:18AM OR WHATEVER IT WAS FROM ESTERO AND THEN FROM BONITA, IT
 10:20:21AM WAS PETER O'FLYNN.
 10:20:24AM WE ALL WENT TO TALLAHASSEE AND SAID THIS IS ONE OF THE
 10:20:26AM ALTERNATIVES WE WANTED TO HAVE IN THERE.
 10:20:28AM THAT KIND OF FOLLOWED -- WE HAD DONE A 2013 RAIL
 10:20:31AM FEASIBILITY STUDY, AND IN THOSE DAYS, LET'S SAY THE 100
 10:20:35AM MILLION YOU'RE TALKING ABOUT WAS ACTUALLY TO BUY THE
 10:20:38AM WHOLE CORRIDOR IN LEE COUNTY AND COLLIER COUNTY.
 10:20:41AM WE WERE IN A DIFFERENT MINDSET AT THAT POINT OF LOOKING
 10:20:44AM AT IT.
 10:20:44AM STUFF HAS DEFINITELY CHANGED SINCE THEN, AND OBVIOUSLY
 10:20:49AM EVEN WHEN WE WENT FOR THIS MONEY TO BEGIN WITH, WE
 10:20:53AM DOESN'T KNOW THE TRUST FOR PUBLIC LAND WAS GOING TO DO
 10:20:55AM AN APPRAISAL AS PART OF THE PROCESS.

10:20:57AM NOW IT'S MADE THINGS CLEAR AS PART OF THE PROCESS AND
 10:21:00AM YOU'RE RIGHT, EVEN TO GO TO THE NEXT STEP, WE HAVE TO
 10:21:03AM IDENTIFY IT.
 10:21:03AM WE CAN'T GO TO THE NEXT STEP WITHOUT IDENTIFYING HOW
 10:21:06AM WE'RE PURCHASING THAT.
 10:21:07AM BESIDES DOING JUST THE ALTERNATIVE ALONG THE ROAD, SOME
 10:21:11AM OF THAT'S IN YOUR MASTER PLAN, THAT KIND OF STUFF, WE'D
 10:21:15AM BE DOING ANYWAY BUT TO DO THE NEXT STEP, WE HAVE TO
 10:21:19AM IDENTIFY THAT.
 10:21:20AM >>Mayor Errington: ANY OTHER COMMENTS?
 10:21:21AM JOANNE.
 10:21:23AM >>Joanne Ribble: YEAH.
 10:21:24AM YOU JUST MENTIONED THAT EVERY STREET THAT WE TOUCH AND
 10:21:27AM REDO, WE'RE IMPLEMENTING A BIKE PATH.
 10:21:30AM WE ALREADY STARTED THAT.
 10:21:31AM IT'S IN THE CIP.
 10:21:33AM WE'RE GOING TO CONTINUE TO DO THAT.
 10:21:34AM WE'RE PUTTING IN INFRASTRUCTURE TO MAKE THE VILLAGE A
 10:21:37AM RIDABLE COMMUNITY.
 10:21:40AM WOULDN'T IT BE EASIER TO JUST GO TO OPTION THREE AND
 10:21:44AM MAYBE MAKE THIS WHOLE REALITY A LOT SOONER WITHOUT
 10:21:48AM HAVING TO WORRY ABOUT COMING UP WITH THIS EXTRAORDINARY
 10:21:51AM AMOUNT OF MONEY FOR THE RAILROAD?
 10:21:54AM I KNOW OPTION THREE IS MORE EXPENSIVE, BUT THE
 10:22:00AM SAVINGS -- WE WOULDN'T HAVE TO PURCHASE THE RAIL.
 10:22:03AM I KNOW OPTION ONE IS THE MOST PREFERRED USE FOR THE
 10:22:05AM PARK-LIKE EXPERIENCE, BUT COULDN'T WE MAKE THIS HAPPEN
 10:22:08AM FASTER FOR EVERYONE IF WE JUST LOOKED AT OPTION THREE?
 10:22:12AM >> SO THE -- I WAS LEANING BACK TO RON.
 10:22:15AM I SAID, WE SHOULD HAVE ADDED A SLIDE THAT SHOWED THE
 10:22:17AM WHOLE GULF COAST CORRIDOR.
 10:22:19AM THE THOUGHT BEHIND THE SUN TRAIL SYSTEM IS IT'S A LONG
 10:22:23AM DISTANCE TRAIL THAT GOES -- YOU TRY TO -- FOR THEM TO
 10:22:27AM PAY FOR IT, IT NEEDS TO BE 12-FOOT WIDE ASPHALT.
 10:22:31AM OTHERWISE YOU'RE DOING SOMETHING THAT'S DIFFERENT.
 10:22:33AM IT'S NOT REALLY THE SUN TRAIL.
 10:22:34AM SO THAT WAS HOW THAT ALL GET DEVELOPED.
 10:22:37AM NOW EVERY SECTION IS NOT GOING TO BE LIKE THAT, BUT
 10:22:39AM WE'RE TRYING TO DO THAT AS PART OF THE WHOLE PROCESS
 10:22:42AM THAT GOES ALL THE WAY FROM ST. PETERSBURG DOWN TO SOUTH
 10:22:46AM COLLIER.
 10:22:46AM SO THAT WAS REALLY THE VISION BEHIND IT.
 10:22:50AM I THINK LIKE YOU'RE TALKING ABOUT, SOME OF THE ROAD WILL
 10:22:54AM BE SIDEWALK.
 10:22:55AM SOME -- WE'LL DID KEEP DOING THAT AND FROM THE MPO SIDE,
 10:22:58AM PROVIDE FUNDING TO THE VILLAGE TO DO DIFFERENT
 10:23:01AM IMPROVEMENTS ON YOUR ROADWAYS TO GET THE SYSTEM GOING,
 10:23:04AM BUT THIS WAS A BIGGER PICTURE, LONGER DISTANCE, MORE

10:23:10AM WHAT THEY TRIED TO DO OFF ROAD.
 10:23:12AM IT'S NOT OFF ROAD EVERYWHERE, EVEN IN LEE COUNTY.
 10:23:14AM IT'S JUST WHAT WE CAN TRY TO DO.
 10:23:18AM >>Mayor Errington: WHAT ELSE?
 10:23:19AM JIM?
 10:23:21AM >> YEAH.
 10:23:22AM WITH RESPECT TO OPTION THREE, THE COMMENTS I'VE HEARD
 10:23:27AM FROM THE RESIDENTS IS THEY WANT TO GET OFF THE STREETS.
 10:23:30AM THEY WANT A TRAIL THAT WILL PROTECT THEMSELVES FROM
 10:23:33AM TRAFFIC AND ET CETERA.
 10:23:33AM SO UNLESS OPTION 3 IS DIFFERENT THAN I'D ENVISION IT, I
 10:23:38AM DON'T THINK THAT WOULD MEET THE REQUIREMENTS THAT PEOPLE
 10:23:41AM WHO HAVE COME TO ME HAVE SUGGESTED WOULD BE THE RIGHT
 10:23:45AM THING.
 10:23:46AM HAVING SAID THAT, I FULLY UNDERSTAND THE CONCERNS OF THE
 10:23:48AM PEOPLE IN THE VINES BECAUSE I KNOW IF IT WAS COMING
 10:23:51AM THROUGH MY COMMUNITY, THEY WOULD BE OUT HERE IN MASS AS
 10:23:54AM WELL WITH THEIR CONCERNS ABOUT THE PRIVACY ISSUES AND
 10:23:58AM I'VE HAD THE OPPORTUNITY TO ACTUALLY PLAY THE VINES
 10:24:03AM COURSE, THE ESTERO COURSE, AND I RECOGNIZE THE ISSUES
 10:24:06AM THAT WOULD BE FACED BY HAVING THE TRAIL GO THROUGH THE
 10:24:10AM VINES COMMUNITY AND ACTUALLY THROUGH THE GULF COURSE, SO
 10:24:14AM I TRULY UNDERSTAND THAT PERSPECTIVE, SO WITH RESPECT TO
 10:24:19AM THE VINES ALTERNATIVES YOU PRESENTED HERE, IS THAT
 10:24:22AM SOMETHING THAT'S ACCEPTABLE TO THE VINES COMMUNITY?
 10:24:25AM IS THAT SOMETHING THAT WAS PRESENTED BY THEM?
 10:24:28AM >> WELL, IT WAS PRESENT ED FROM REPRESENTATIVES OF THE
 10:24:31AM VINES COMMUNITY, BUT I'M -- I THINK THERE NEEDS TO BE A
 10:24:36AM WHOLE LOT MORE DIALOGUE WITH THEM AND ANALYSIS OF WHAT
 10:24:40AM IT REALLY MEANS, WHAT THE COSTS ARE, IMPACTS, DOES IT
 10:24:45AM MAKE SENSE.
 10:24:45AM PARTS OF IT MIGHT.
 10:24:46AM PARTS MAY PRESENT OTHER PROBLEMS.
 10:24:48AM I MEAN, I NOTICED ON THE PUBLIC RIGHT OF -- THE VINES
 10:24:54AM RIGHT-OF-WAY, A BUNCH OF TREES.
 10:24:55AM IF I WAS A HOMEOWNER, I WOULDN'T WANT THOSE TREES BEING
 10:24:59AM CUT.
 10:24:59AM FOR EXAMPLE, THAT WAS ONE ISSUE THAT POPPED UP.
 10:25:02AM WHAT ARE THE IMPACTS OF MOVING THE TRAIL?
 10:25:06AM ACTUALLY THE TRAIL IN THE -- ONE OF THE ALTERNATIVES IS
 10:25:10AM ACTUALLY CLOSER TO HOMES THAN ON THE RAIL LINE.
 10:25:14AM SO I MEAN, IF YOU LIVE IN ONE OF THOSE HOMES, I DON'T
 10:25:18AM THINK THAT WOULD BE PROBABLY WELL RECEIVED, SO THERE ARE
 10:25:21AM ALTERNATIVES, AND I GIVE THEM A LOT OF CREDIT THINKING
 10:25:24AM ABOUT IT AND SEEING A WAY TO TRY TO MAKE THIS WORK.
 10:25:28AM I THINK IT NEEDS TO GO TO THE NEXT STEP.
 10:25:30AM >> ONE LAST POINT IF I MIGHT.
 10:25:32AM THERE'S BEEN A DISCUSSION JIM RAISED REGARDING THE

10:25:34AM FUNDING AND THE COST OF DOING IT.
 10:25:38AM WITH RESPECT TO THE COMMUNITIES THAT HAVE DONE IT IN
 10:25:42AM SARASOTA AND OTHER PLACES, HAS THERE BEEN SOME RETURN ON
 10:25:45AM INVESTMENT IN TERMS OF ECONOMIC DEVELOPMENT THAT HAS
 10:25:48AM COME ALONG WITH HAVING THESE TRAILS?
 10:25:51AM >> YES.
 10:25:52AM YOU KNOW, IF YOU'VE BEEN TO VENICE, I'M SURE
 10:25:56AM BEFORE -- IF YOU TALKED TO THE PEOPLE THAT OWN
 10:25:58AM RESTAURANTS AND SHOP OWNERS AND THE INCREASED FOOT
 10:26:01AM TRAFFIC AND ON WEEKENDS ESPECIALLY, I'M MORE FAMILIAR
 10:26:05AM WITH PINELLAS TRAIL.
 10:26:06AM THAT WAS KIND OF MY BACKYARD AND I WAS THE PROJECT
 10:26:10AM MANAGER BACK IN THE DAY.
 10:26:11AM IF YOU SEE WHAT IT'S DONE TO DUNEDIN, UNBELIEVABLE.
 10:26:19AM EMPTY STOREFRONTS AND NOW IT'S THE HOTTEST PLACE IN THAT
 10:26:22AM PART OF PINELLAS COUNTY.
 10:26:24AM RESTAURANTS, SHOP OWNERS, LITERALLY THOUSANDS OF PEOPLE
 10:26:26AM USE THAT TRAIL SUCCESSFULLY AND SAFELY AND JUST IT'S A
 10:26:30AM VERY NICE PUBLIC EXPERIENCE.
 10:26:32AM BUT IT SORT OF DEPENDS WHERE YOU ARE.
 10:26:36AM >> THANK YOU.
 10:26:36AM >> LET ME TOUCH ON THAT FOR A SECOND TOO.
 10:26:38AM THE MONEY FOR THE SUN TRAIL SYSTEM IS STATE MONEY.
 10:26:41AM THAT CAME FROM THE LEGISLATURE.
 10:26:43AM IF THEY DIDN'T THINK IT WAS ECONOMIC DEVELOPMENT BACKED
 10:26:46AM BY THAT, THEY WOULDN'T HAVE PROVIDED IT TO BEGIN WITH.
 10:26:50AM THAT'S THE UNDERSTANDING BEHIND IT.
 10:26:51AM THERE IS CERTAIN PRIORITIES RIGHT NOW THAT THE TOP THREE
 10:26:54AM PRIORITIES, ONE THAT'S ACROSS THE STATE, WHATEVER, WE'RE
 10:26:57AM IN THE THIRD RANKING THERE OF TRYING TO DEVELOP FROM ST.
 10:27:01AM PETERSBURG DOWN.
 10:27:03AM >>Mayor Errington: THANK YOU.
 10:27:06AM JON?
 10:27:07AM >>Vice-Mayor McLain: JUST LOOKING AT THE OPTIONS FOR
 10:27:09AM RAILS TO TRAILS.
 10:27:10AM I LOOKED AT ALL THE BACKGROUND INFORMATION YOU PROVIDED
 10:27:13AM FOR US.
 10:27:14AM I'D LIKE TO GET CLARITY ON THE, ONE, THE COST OF
 10:27:18AM PURCHASE FROM SEMINOLE IS STILL UP IN THE AIR, BUT I
 10:27:21AM BELIEVE THEY TURNED DOWN A \$70 MILLION APPRAISAL SAYING
 10:27:27AM THAT, NO, THAT'S LIKE 30% SHORT OF THE MARK FOR THEM.
 10:27:31AM >> YES.
 10:27:32AM >>Vice-Mayor McLain: SO THAT GETS YOU WELL INTO THE
 10:27:34AM HUNDREDS PLUS ALL THE INFRASTRUCTURE.
 10:27:36AM THEN I KNOW WE'RE STILL NEGOTIATING THAT.
 10:27:38AM I'M NOT -- I'M CONCERNED ABOUT THAT PRICE.
 10:27:41AM BUT ADDITIONALLY IN THE PACKET, THE RAILS TO TRAILS, IF
 10:27:46AM WE WERE TO SPEND, LET'S SAY, \$100 MILLION FOR THE

10:27:50AM PURCHASE OF THE RAIL, IS THAT OWNED OUTRIGHT BY THE
 10:27:56AM TRAIL?
 10:27:56AM OR IS IT SUBJECT TO BEING TRANSFERRED BACK TO A RAILROAD
 10:28:01AM IN A FUTURE DATE FOR EMERGENCIES OR WHATEVER, BECAUSE I
 10:28:06AM WOULD HATE TO HAVE US SPEND \$100 MILLION AND FOR SOME
 10:28:11AM CAUSE, THAT GETS REVERTED BACK --
 10:28:14AM >> RON KNOWS MORE ABOUT THAT.
 10:28:16AM GO AHEAD.
 10:28:18AM >> I THINK THERE IS A PROCESS TO THE PROCESS OF THE
 10:28:21AM RAILROAD AND IT HAS TO GO TO THE FEDERAL SURFACE
 10:28:25AM TRANSPORTATION BOARD.
 10:28:26AM THE RAILS TO TRAILS, WE'RE KIND OF THINKING -- LEANING
 10:28:30AM TOWARDS RAIL BANKING.
 10:28:33AM MEANING, YOU KNOW, WE DO NOT OFFICIALLY -- I MEAN, THEY
 10:28:37AM GO THROUGH A PROCESS WHERE YOU DO NOT DO AN ACTUAL
 10:28:41AM ABANDONMENT, BUT YOU STILL DO A SALE, AND THEN WITH THE
 10:28:45AM HOPE THAT SOMEWHERE IN THE FUTURE AFTER YOU BUILD THE
 10:28:49AM TRAIL IN THERE, AND IF THERE IS AN INTEREST FOR RAIL,
 10:28:53AM THEN, YOU KNOW, THE RAIL PEOPLE, I MEAN, CAN CONTACT
 10:28:59AM THE -- WHOEVER OWNS THE RIGHT-OF-WAY AND THEN TALK ABOUT
 10:29:04AM MAYBE RESTORING THE RAIL OPERATIONS.
 10:29:11AM THE LAST POINT OF GOING THROUGH RAILS TO TRAILS LAND
 10:29:14AM BANKING IS THE FACT THAT THERE MAY BE
 10:29:21AM SOME -- RIGHT-OF-WAYS AND YOU CAN ACTUALLY FIND OUT WHO
 10:29:24AM ACTUALLY OWNS SPECIFIC LOCATIONS OR CORNERS IN THE RAIL
 10:29:28AM RIGHT-OF-WAY WHICH IS, YOU KNOW, LIKE, OWNED BY -- WHICH
 10:29:31AM IS BASICALLY QUESTIONABLE, LIKE SEMINOLE GULF DOESN'T
 10:29:35AM REALLY OWN IT.
 10:29:36AM SO IN THE PAST, WE HAVE SEEN EVEN WITH THE LEGACY TRAIL,
 10:29:42AM THERE WERE SECTIONS OF IT WHERE THEY BOUGHT IT.
 10:29:44AM IT WAS NOT REAL RAIL BANKING, AND THEY HAVE TO GO
 10:29:49AM THROUGH LITIGATIONS AND ALL THAT BECAUSE IT'S
 10:29:53AM THE -- REVERTING CLAUSE BASICALLY WHERE PROPERTY OWNERS
 10:29:58AM MAY COME AND CLAIM SECTIONS OF THOSE QUESTIONABLE
 10:30:03AM RIGHT-OF-WAY AND TRY TO SUE YOU OR SOMETHING LIKE THAT.
 10:30:05AM SO AGAIN, GETTING BACK TO THE WHOLE RAIL TO TRAIL, AND
 10:30:09AM BASICALLY TALKING ABOUT RAIL BANKING, AND I MEAN, I
 10:30:15AM DON'T KNOW WHETHER THAT ANSWERS YOUR QUESTION.
 10:30:19AM >> SO YEAH.
 10:30:19AM THERE IS THE RAIL BANKING PROCESS THAT RON AND DON
 10:30:22AM EXPLAINED.
 10:30:22AM THERE IS ANOTHER WAY TO DO IT.
 10:30:24AM FROM PINELLAS COUNTY, THEIR LEGISLATIVE DELEGATION
 10:30:27AM ACTUALLY STEPPED UP AND MADE A REQUEST TO TALLAHASSEE TO
 10:30:31AM ACQUIRE 35 MILES BETWEEN ST. PETERSBURG AND TARPON
 10:30:34AM SPRINGS FOR OUTRIGHT PURCHASE.
 10:30:36AM AND THEY MADE IT THAT DISTRICT 7 D.O.T. WAS ACTUALLY THE
 10:30:42AM PURCHASER AT THE TIME.

10:30:44AM LATER WAS TRANSFERRED TO PINELLAS COUNTY.
 10:30:49AM SO THERE IS DIFFERENT WAYS TO DO IT.
 10:30:50AM BUT THAT'S A POSSIBILITY.
 10:30:52AM THE RAIL BANKING, YOU KEEP THAT OPTION OF RAIL ALIVE.
 10:30:57AM YOU KNOW, FRANKLY SEMINOLE GULF THAT'S A LITTLE USED
 10:31:04AM FREIGHT LINE, I THINK IT'S USED 14 YEARS, SOMETHING LIKE
 10:31:07AM THAT.
 10:31:07AM PASSENGER RAIL SERVICE IS PROBABLY NOT GOING TO HAPPEN
 10:31:10AM IN MY LIFETIME, I CAN TELL YOU THAT.
 10:31:13AM BUT, YOU KNOW, THAT'S SOMETHING LONGER TERM, BUT THERE
 10:31:16AM IS DIFFERENT WAYS TO DO IT ON EVEN THE ACQUISITION.
 10:31:19AM >>Vice-Mayor McLain: YEAH.
 10:31:20AM I'M JUST CONCERNED ABOUT THE PUBLIC MONEY, TAX MONEY
 10:31:24AM OBVIOUSLY GOING IN THAT.
 10:31:25AM IT'S MAYBE EARLY BUT I DO THINK WE NEED TO KEEP THAT AT
 10:31:30AM LEAST FROM MY PERSPECTIVE TOP OF MIND FOR THIS PROJECT
 10:31:33AM AS IT MOVES FORWARD, IS HOW DO WE SECURE THE INVESTMENTS
 10:31:37AM WE MAKE WITH PUBLIC DOLLARS TO ENSURE THAT WE DON'T
 10:31:43AM SPEND THAT MONEY AND ALL OF A SUDDEN THERE IS A RAILROAD
 10:31:45AM IN THERE, AND WE DON'T GET ANY BENEFIT FROM IT.
 10:31:47AM THE OTHER ITEM IS THE ALTERNATIVES.
 10:31:51AM I DON'T KNOW IF YOU CAN FLIP THAT SCREEN BACK ONE
 10:31:54AM SCREEN.
 10:31:56AM I VERY MUCH AM IN SUPPORT OF ALTERNATIVES.
 10:32:00AM I'VE BEEN WANTING THREE -- THAT WAS THE ONE PROPOSED BY
 10:32:04AM THE VINES COMMUNITY WITH THE TWO OPTIONS WITH THE PINK
 10:32:08AM AND PURPLE.
 10:32:09AM SO MY CONCERN IS THAT WE NEED TO HAVE BETTER EXPLANATION
 10:32:16AM OF THAT AS WE MOVE FORWARD AS -- BEFORE WE MAKE
 10:32:21AM RECOMMENDATIONS FOR MOVING THIS PROJECT FORWARD, BECAUSE
 10:32:24AM WHAT I DON'T WANT TO HAPPEN IS DETERIORATION OF OTHER
 10:32:33AM NEIGHBORHOODS WITH THAT KIND OF A SHIFT IN THERE, AND I
 10:32:35AM CAN'T REALLY TELL WHO IS GOING TO BE IMPACTED BY THE
 10:32:39AM PINK, I THINK IT WAS, IN THERE.
 10:32:41AM YEAH, THERE IT IS.
 10:32:42AM THE PINK GOES THROUGH -- IT LOOKS LIKE THE VINES
 10:32:44AM COMMUNITY ON -- TRACE IS GOING TO BE ACROSS THE STREET
 10:32:50AM ALMOST IN THE TREE LINES BETWEEN THERE AND SAN CARLOS
 10:32:52AM PARK HOMES AND THEN POSSIBLY INFLUENCING SOME HOMES
 10:32:58AM ON -- IN BELLE LAGO.
 10:33:05AM >> THE PINK LINES THAT RUNS ON TOP THROUGH THE
 10:33:08AM VINES -- WHEN IT WAS PRESENTED TO ME, IT COULD EITHER
 10:33:11AM FOLLOW THE RIGHT-OF-WAY IN FRONT OF THE ROADWAY OR
 10:33:14AM ADJACENT TO THE ROADWAY, BUT I THINK THERE WAS SOME
 10:33:17AM SUPPORT FOR BEHIND THE TREE LINE LIKE YOU MENTIONED
 10:33:21AM WHICH GETS INTO LIKE, A DRAINAGE EASEMENT, SO THAT'S
 10:33:24AM KIND OF MORE SHELTERED FROM THE COMMUNITY.
 10:33:30AM >> THE OTHER THING I WANTED TO ADD WAS LOOKING AT THAT

10:33:33AM PARTICULAR PORTION OUT THERE, BECAUSE IT'S A DRAINAGE
 10:33:36AM EASEMENT, THE ELEVATION IS PRETTY LOW SO YOU HAVE TO
 10:33:39AM REALLY BUILD IT UP TO BUILD IT WELL.
 10:33:41AM SO THERE'S GOING TO BE COSTS INVOLVED AND ALSO GOING TO
 10:33:43AM BE IMPACT, LIKE PROBABLY TO THE STORM WATER CAPACITY FOR
 10:33:48AM THAT PARTICULAR STREET OR CORRIDOR.
 10:33:54AM >> SO I THINK PART OF THIS IS GOING TO BE A MUTUAL
 10:33:56AM AGREEMENT BETWEEN VINES AND BELLE LAGO AND I THINK THE
 10:33:59AM VINES COMMUNITY, THOSE PEOPLE THAT HAVE HOMES THAT CLOSE
 10:34:05AM TO THAT RIGHT-OF-WAY, WITHIN THE VINES, COULD HAVE SOME
 10:34:12AM ISSUES WITH THAT JUST OPPOSED TO JUST A RAIL LINE NOT
 10:34:17AM CLOSE TO ANY HOMES.
 10:34:17AM THAT'S A DECISION AND I WELCOME THEIR COMMENTS TO ME AND
 10:34:22AM OBVIOUSLY INVOLVED WITH THE MPO IN FUTURE MEETINGS TO
 10:34:24AM SAY IF THIS HAPPENED TO BE THE QUADRANT OF PREFERRED
 10:34:29AM MOVING FORWARD, LET'S MAKE SURE WE HAVE ALL THE
 10:34:32AM STAKEHOLDERS, THE OPPORTUNITY TO LOOK AT THIS AND THE
 10:34:36AM DETAILS BEHIND THAT.
 10:34:38AM I CAN TELL YOU THAT ON THE PURPLE PORTION, I BELIEVE
 10:34:42AM THAT RUNS THROUGH WHAT'S BEEN FORMALLY CALLED SANDY
 10:34:46AM LANE, YOU KNOW.
 10:34:48AM >> YES, SIR.
 10:34:50AM >>Vice-Mayor McLain: AND I'M NOT SURE IF EVERYBODY IS
 10:34:52AM AWARE OF THIS, BUT WHEN TOLL BROTHERS TRANSFERRED BELLE
 10:34:56AM LAGO DURING THE TRANSITION TO THE HOMEOWNERS THEY
 10:35:06AM ACTUALLY DEEDED OVER THOSE RIGHTS.
 10:35:08AM I'M NOT SURE WHAT THE RIGHT-OF-WAY IS FOR A RAILS TO
 10:35:11AM TRAIL PROJECT IN THERE.
 10:35:18AM BUT I THINK YOU SAID THAT'S NOT PREFERABLE BECAUSE OF
 10:35:21AM THE DRAINAGE IMPACTS.
 10:35:23AM >> AND THE COMMUNITY IMPACTS.
 10:35:24AM WE LOOKED AT THE STUDY TEAM EARLY AND DISCOUNTED IT
 10:35:28AM RIGHT AWAY.
 10:35:28AM IT DIDN'T MAKE SENSE.
 10:35:29AM >>Vice-Mayor McLain: THE OTHER ONE, THE PINK, I THINK
 10:35:32AM THE VINES COMMUNITY NEEDS TO -- I'LL HAVE MEETINGS WITH
 10:35:35AM THEM AND WE'LL FIGURE OUT WHAT WE THINK IS -- WHAT
 10:35:37AM THEY'D LIKE TO SEE.
 10:35:38AM NOT SAYING THAT OPTION IS IT.
 10:35:41AM IT COULD BE THE OPTION NUMBER THREE.
 10:35:44AM SO -- SO WE'RE EARLY IN THE STAGE SO I APPRECIATE YOU
 10:35:47AM ANSWERING MY QUESTIONS.
 10:35:48AM THANK YOU.
 10:35:50AM >>Mayor Errington: JOANNE?
 10:35:51AM >>Joanne Ribble: JON, TO FOLLOW ALONG WITH THAT, I WALK
 10:35:53AM THAT SECTION OF THE PINK ROAD, THE NORTHERN PORTION, AND
 10:35:56AM THERE IS A DRAINAGE DITCH THERE.
 10:35:59AM THERE'S THE HOMES IN THE VINES, THEN THERE'S THE STREET,

10:36:03AM THEN THERE'S A HEDGE AND THEN THE DRAINAGE DITCH THAT
 10:36:06AM BACKS UP TO THE HOMES IN SAN CARLOS.
 10:36:09AM SO I'D LIKE TO KNOW IF THE VINES HAS DISCUSSED ANY OF
 10:36:13AM THIS WITH THE HOMEOWNERS IN SAN CARLOS AND THEY MIGHT
 10:36:17AM NEED TO BE -- IF THIS OPTION IS EVEN CONSIDERED, THEY'D
 10:36:21AM HAVE TO BE BROUGHT INTO THE DISCUSSION ALSO BECAUSE IT
 10:36:24AM IMPACTS THEIR BACKYARDS.
 10:36:26AM >>Vice-Mayor McLain: IT'S PRETTY TIGHT.
 10:36:27AM IT'S A TIGHT AREA THERE FOR SURE.
 10:36:30AM >>Mayor Errington: ANY OTHER QUESTIONS?
 10:36:37AM I HAVE A QUESTION.
 10:36:38AM IN ORDER TO HELP THE RESIDENTS TO DETERMINE WHICH
 10:36:40AM DIRECTION TO CONTINUE TO GO IN, COULD YOU SUMMARIZE HOW
 10:36:46AM MUCH MONEY IS INVOLVED AND HOW MANY YEARS ARE WE LOOKING
 10:36:49AM AT TO DO THIS SO THEY CAN NOT GET FRUSTRATED WITH THINGS
 10:36:55AM NOT HAPPENING SOON.
 10:36:57AM WE NEED TO HAVE -- THIS IS, TO ME, I'VE PLAYED GOLF
 10:37:01AM THERE AT THE VINES AND IT'S A BEAUTIFUL COURSE.
 10:37:05AM WE WANT TO DO WHATEVER IS RIGHT FOR THE RESIDENTS, BUT
 10:37:08AM WE WANT EVERYONE LEAVING HERE TODAY TO FEEL LIKE HOW
 10:37:12AM MANY YEARS ARE WE LOOKING AT AND HOW MUCH MONEY AND WHO
 10:37:15AM IS GOING TO PAY FOR IT.
 10:37:16AM I THINK THAT'S THE BOTTOM LINE, AND HOW THEY CAN STAY
 10:37:19AM CONNECTED AND INVOLVED AND NOT FEEL LIKE THEY'RE BEING
 10:37:24AM DISCOURAGED.
 10:37:25AM YOU'RE NOT -- THERE IS NO DISCOURAGEMENT HERE.
 10:37:28AM YOU'VE GIVEN A BEAUTIFUL PRESENTATION BUT JUST TO HELP
 10:37:30AM US OUT.
 10:37:31AM >> SO THE -- FOR THE RAIL CORRIDOR ITSELF, TO BE ABLE TO
 10:37:37AM ACCESS, YOU KNOW, FUNDS TO DO THE PD&E AND CONSTRUCTION
 10:37:42AM AND WE NEED THE RIGHT-OF-WAY FROM OUTSIDE OF IT, BECAUSE
 10:37:45AM OTHERWISE IT'S NOT WORTH IT.
 10:37:46AM I KNOW NED SAID, YOU KNOW, EASEMENT -- I CAN'T REMEMBER
 10:37:50AM THE WORD HE USED, BUT WE'RE NOT, FROM THE SIDE YOU
 10:37:54AM RAISED, WE CAN'T GET STATE MONEY TO BUILD IT ON AN
 10:37:58AM EASEMENT FOR THE REASONS YOU'RE TALKING ABOUT.
 10:37:59AM YOU KNOW, IF SOMEONE GOES IN AND SAYS I'M TAKING IT
 10:38:04AM BACK, AND THEN YOU WASTED YOUR MONEY.
 10:38:05AM SO THAT IS AT LEAST BY SEMINOLE GULF'S SIDE OF IT \$100
 10:38:09AM MILLION.
 10:38:10AM FOR CONSTRUCTION AND EVERYTHING ELSE, WE'D BE SEEKING
 10:38:13AM FEDERAL, STATE, I KNOW THERE WAS A MENTION ABOUT, I
 10:38:18AM THINK COUNCILMAN BOESCH BROUGHT IT UP, ACTUALLY BONITA
 10:38:22AM DID PUT \$5 MILLION UP FOR THIS ORIGINALLY.
 10:38:26AM NOW IT DOESN'T TOUCH WHAT WE'RE TALKING ABOUT NOW.
 10:38:28AM BUT THE -- WE WOULD BE GOING AFTER THOSE STATE AND
 10:38:32AM FEDERAL FUNDS TO DO IT.
 10:38:33AM REALLY MAINLY THE SUN TRAIL FUNDS IF WE EVER GOT TO THAT

10:38:37AM POINT.
 10:38:44AM WE TALK ABOUT THIS ALL THE TIME FOR ANY OF THE ROAD
 10:38:47AM PROJECTS.
 10:38:48AM IF YOU WANT TO DO IT, AND YOU HAVEN'T DONE ANY OF THE
 10:38:51AM PHASES YET, IT'S TEN YEARS OUT.
 10:38:53AM SO TEN YEARS, YEAH.
 10:38:55AM >> IF I CAN ADD, THE BIGGEST OBSTACLE, DON IS RIGHT, IS
 10:39:00AM THE ACQUISITION OF THE RIGHT-OF-WAY.
 10:39:02AM EVEN THE CONSTRUCTION -- IT'S A LOT OF MONEY BUT A LOT
 10:39:05AM OF THE PROJECTS ARE PHASED IN, IN SEGMENTS, MULTIPLE
 10:39:10AM BITE SIZES.
 10:39:11AM IT TOOK LEGACY TRAIL, WHAT, TEN YEARS TO GET TO WHERE IT
 10:39:16AM IS IN PINELLAS COUNTY?
 10:39:18AM 20 YEARS TO GET TO THE TRAIL OF THEIR SIZE.
 10:39:19AM THEY KEPT BUILDING THREE TO FOUR MILE SEGMENTS EVERY
 10:39:23AM THREE TO FIVE YEARS.
 10:39:25AM THERE IS ANOTHER SEGMENT AND ANOTHER PASS.
 10:39:27AM YOU CAN PHASE IT IN.
 10:39:28AM BUT IT'S THE ACQUISITION OF THE RAIL LINE.
 10:39:31AM >> I WANT TO MAKE ONE LAST COMMENT TO WHAT HE SAID.
 10:39:36AM LIKE DON POINTED OUT, INITIALLY, WE DIDN'T KNOW THAT TPL
 10:39:41AM WAS GOING TO COME AND DO AN APPRAISAL AND WE STARTED A
 10:39:44AM PROCESS.
 10:39:44AM COUNCILMAN BOESCH WAS INVOLVED.
 10:39:46AM I SPOKE TO HIM ABOUT -- THE VILLAGE'S PARTICIPATION IN
 10:39:49AM THE PROCESS AND ALL OF THAT.
 10:39:51AM SO ONE OF THE GOOD THINGS, YOU KNOW, LIKE -- AND WE ALL
 10:39:55AM DECIDED AT THAT PARTICULAR POINT OF TIME THAT THE
 10:39:59AM THREE -- THE TWO LOCAL GOVERNMENTS AND THE LEAD MPO IS
 10:40:02AM GOING TO SUBMIT AN APPLICATION FOR SUN TRAIL FUNDS.
 10:40:05AM NOW SINCE WE HAVE RECEIVED THE SUN TRAIL FUNDS OUR
 10:40:12AM PROJECT IS AT A HIGH PRIORITY BECAUSE THEY'RE ALREADY
 10:40:18AM CONTACTING US FOR THE NEXT PHASE, A PD&E PHASE OR DESIGN
 10:40:22AM PHASE BUT WE CANNOT DO THAT WITHOUT ACQUISITION OF THE
 10:40:26AM RAILROAD.
 10:40:27AM SO THE FACT THAT WHEN IT COMES TO ACTUAL DESIGN AND
 10:40:29AM CONSTRUCTION OF THE TRAIL, BETWEEN MPO FEDERAL DOLLARS
 10:40:34AM AND BETWEEN THE STATE FUNDS, I MEAN, THERE IS PLENTY OUT
 10:40:40AM THERE THAT YOU CAN DO IT BUT THE PROBLEM IS THE
 10:40:42AM RIGHT-OF-WAY AND WHERE THE MONEY IS GOING TO COME.
 10:40:45AM >>Mayor Errington: ANOTHER COMMENT, DON, IS IT'S KIND OF
 10:40:49AM LIKE WHAT THE MPO DOES.
 10:40:51AM GIVE US AN ESTIMATION -- AND THE I-75 INTERCHANGE, HOW
 10:40:56AM MANY YEARS DID IT TAKE TO GET THAT APPROVED TO GET WHAT
 10:40:59AM WE HAVE TODAY?
 10:41:01AM IT WAS ON THE PLAN, MPO PLAN, BUT -- WE'RE TALKING ABOUT
 10:41:06AM YEARS, AREN'T WE?
 10:41:08AM >> YEARS, YEAH.

10:41:09AM THAT'S WHY I SAY, HERE AT CORKSCREW ROAD, YOU WANT TO GO
 10:41:12AM OUT AND DO IT, WELL, IT DOESN'T HAVE DESIGN AND THE
 10:41:15AM MONEY YET.
 10:41:16AM TAKES ABOUT TEN YEARS.
 10:41:17AM IF ALL THAT LINES UP.
 10:41:19AM AND A LOT OF TIMES ALL THAT DOESN'T LINE UP.
 10:41:21AM >>Mayor Errington: OKAY.
 10:41:22AM JOANNE?
 10:41:23AM >>Joanne Ribble: ALL SAID AND DONE, TRAIL COMPLETE, PART
 10:41:26AM OF THE SUN TRAIL SYSTEM, IS THIS STATE-OWNED?
 10:41:29AM COUNTY-OWNED?
 10:41:32AM >> NO.
 10:41:33AM IF YOU'RE TALK -- SOME OF IT'S WITHIN ROAD RIGHT-OF-WAY.
 10:41:36AM IT'S WHOEVER THE ROAD RIGHT-OF-WAY.
 10:41:38AM FOR INSTANCE THERE IS A PORTION IN CAPE CORAL.
 10:41:40AM THAT'S THE CITY OF CAPE CORAL'S RIGHT-OF-WAY.
 10:41:43AM FOR SOMETHING LIKE THIS WHERE IT'S NOT, YOU KNOW, YOU'D
 10:41:45AM BE PURCHASING IT, IT COULD BE, LIKE, COUNTY PARKS.
 10:41:49AM IT COULD BE A GROUP OF THE COMMUNITIES TOGETHER.
 10:41:54AM IN MOST OF THESE AREAS IT'S LIKE A COUNTY-PARK TYPE
 10:41:57AM THING.
 10:41:58AM IT'S IN THE OWN RIGHT-OF-WAY AND KEEP IT CLEAN AND ALL
 10:42:00AM THAT KIND OF STUFF.
 10:42:03AM >>Joanne Ribble: COUNTY MAINTAINED THEN?
 10:42:05AM >> YEAH.
 10:42:05AM SOME ENTITY MAINTAINING IT.
 10:42:07AM >>Mayor Errington: SO WE NEED A RIGHT-OF-WAY EASEMENT OF
 10:42:09AM \$100 MILLION.
 10:42:12AM I THINK I HEARD YOU SAY.
 10:42:13AM AND THEN --
 10:42:14AM >> THAT'S WHAT THEY WANT RIGHT NOW.
 10:42:15AM BUT LET ME -- LET ME JUST GO BACK UP.
 10:42:18AM YOU HAD AN APPRAISAL IT WAS DONE BY THAT TRUST FOR
 10:42:21AM PUBLIC LAND THAT SAYS WE THINK IT'S WORTH WHATEVER.
 10:42:24AM I THINK IT WAS A LITTLE LESS THAN 70 MILLION.
 10:42:27AM YOU AS A GOVERNMENT -- WHATEVER GOVERNMENTS ARE BUYING
 10:42:29AM IT, YOU CAN'T SAY, WELL, I'M GOING TO PAY MORE MONEY
 10:42:33AM EVEN THOUGH THEY APPRAISED THAT AMOUNT.
 10:42:35AM THAT'S PART OF THE PROBLEM OUT THERE TOO.
 10:42:38AM NOW WHEN WE STARTED THIS, AND I MENTIONED THE STUDY
 10:42:41AM BEFORE IN 2013, WE HAD \$100 MILLION FOR THE WHOLE THING
 10:42:44AM SO WE'D BE TALKING ABOUT \$30 MILLION FOR THE SECTION
 10:42:47AM RIGHT NOW.
 10:42:47AM WE'RE NOT TALKING \$30 MILLION RIGHT NOW.
 10:42:50AM >>Mayor Errington: SO YOUR FEDERAL AND STATE FUNDING,
 10:42:53AM SUN TRAIL --
 10:42:54AM >> SUN TRAIL STATE MONEY.
 10:42:55AM >>Mayor Errington: HOW MUCH ARE WE TALKING ABOUT WITH

10:42:57AM THAT?
 10:42:58AM >> THEY HAVE A CERTAIN AMOUNT OF MONEY -- DO YOU KNOW
 10:43:00AM THE TOTAL?
 10:43:04AM >>Mayor Errington: HOW MUCH?
 10:43:05AM 35?
 10:43:05AM >> 25 MILLION EACH YEAR.
 10:43:07AM >> [OFF MICROPHONE]
 10:43:08AM >>Mayor Errington: OH, OUCH.
 10:43:10AM >> THEIR PRIORITY NOW IS THE WHOLE ACROSS FLORIDA NORTH
 10:43:14AM OF THE ORLANDO AREA DOWN TO PINELLAS AND OUT.
 10:43:17AM A LOT OF THAT'S GETTING COMPLETING AND I CAN'T REMEMBER
 10:43:21AM WHAT THE SECOND PRIORITY IS.
 10:43:22AM BUT THEY'RE KIND OF -- HAVE THOSE PRIORITY ONES.
 10:43:25AM THE THIRD PRIORITY IS TRYING TO GET THE SEGMENTS FROM
 10:43:28AM TAMPA DOWN.
 10:43:30AM >> BUT THE MPO HAS DONE A REALLY GOOD JOB ON THE RADAR
 10:43:33AM SCREEN AND GOTTEN MONEY, DESIGN AND CONSTRUCTION MONEY
 10:43:35AM FOR A CITY OF CAPE CORAL FOR THE SUN TRAIL SEGMENT AND
 10:43:40AM CITY OF FORT MYERS FOR THE STUDY AND BRIDGE OVER
 10:43:43AM COLONIAL BOULEVARD.
 10:43:44AM THERE IS A PEDESTRIAN BRIDGE FUNDED THROUGH THE MPO
 10:43:47AM PROCESS.
 10:43:47AM I THINK IT'S SIX OR SEVEN MILLION DOLLARS, SOMETHING
 10:43:49AM LIKE THAT.
 10:43:50AM SO THEY'VE BEEN ON THE RADAR SCREEN AND GETTING MONEY.
 10:43:54AM FROM LEE COUNTY.
 10:43:55AM >> I THINK THE TOTAL AMOUNT OF MONEY THAT THE LEE MPO
 10:43:59AM WAS ABLE TO GET ALONG WITH THE PARTNERS FROM THE STATE
 10:44:02AM FOR THIS PARTICULAR PROGRAM GOES BEYOND \$26 MILLION.
 10:44:06AM >>Mayor Errington: OKAY.
 10:44:08AM FOR THOSE IN THE AUDIENCE, FOR THE LAST TWO YEARS, I'VE
 10:44:11AM SAT ON THE MPO BOARD, AND THE EXPERIENCE THAT YOU GET IS
 10:44:17AM WHEN YOU GO THERE, EVERYTHING'S WAY OFF IN THE DISTANCE.
 10:44:21AM LIKE, WE'RE SITTING THERE TALKING ABOUT TEN YEARS FROM
 10:44:24AM NOW, AND IT'S EXCITING WHEN YOU GET SOMETHING THAT'S
 10:44:27AM FIVE YEARS FROM NOW.
 10:44:28AM BUT THAT'S THE WHOLE PLANNING PROCESS.
 10:44:31AM SO I WANT EVERYONE HERE TODAY TO UNDERSTAND THAT YOU ARE
 10:44:36AM IN THE RIGHT PLACE TO BEGIN THE PROCESS OF GOING THROUGH
 10:44:40AM THE FUNDING AND EVERYTHING THAT HAS TO HAPPEN, THE
 10:44:45AM DESIGN AND SO FORTH, AND IT WILL TAKE PLACE.
 10:44:50AM IT WON'T HAPPEN TOMORROW.
 10:44:51AM BUT IT'S JUST A PROCESS AND YOU HAVE TO GO THROUGH IT.
 10:44:55AM >> AND I APPRECIATE THOSE COMMENTS.
 10:44:58AM I KNOW WHEN A BOARD MEMBER COMES ON, THEY HAVE A
 10:45:00AM FOUR-YEAR TERM AND YOU ALREADY HAVE THINGS PROGRAMMED
 10:45:02AM OUT FIVE YEARS.
 10:45:03AM IT'S DISCOURAGING.

10:45:04AM >>Mayor Errington: YES, IT IS.
 10:45:06AM JIM?
 10:45:06AM >> JUST A QUICK QUESTION.
 10:45:07AM ARE THERE ANY ENVIRONMENTAL ISSUES THAT YOU SEE IN THE
 10:45:11AM PROGRESS OF THIS THAT WOULD BE A SIGNIFICANT ROAD BLOCK.
 10:45:16AM >> WELL, THAT'S ONE OF THE THINGS THAT WE WANTED TO DO,
 10:45:19AM IS GET ON THE CORRIDOR ITSELF BUT THE OWNER DIDN'T ALLOW
 10:45:22AM THAT TO HAPPEN, AND THAT'S ONE OF THE THINGS YOU'D BE
 10:45:24AM LOOKING AT CLOSER IN THE PD&E STUDY BUT GO AHEAD, NED.
 10:45:28AM >> I WILL SAY, BECAUSE OF THE NATURE OF THAT RAIL LINE,
 10:45:32AM IT'S MOSTLY RESIDENTIAL.
 10:45:33AM IF YOU THINK ABOUT IT.
 10:45:35AM THAT THERE IS NOT THE TYPICAL CONTAMINATION ISSUES YOU
 10:45:38AM FIND ON A LOT OF RAIL LINES.
 10:45:40AM THE DRAINAGE ISSUES ARE -- THERE'S A FEW.
 10:45:47AM MORE IN BONITA.
 10:45:48AM THERE IS SOME BUT NOT TO THE EXTENT WE THOUGHT WERE
 10:45:52AM MAJOR HANG UPS.
 10:45:53AM IT WOULD BE LOOKED AT IN MORE DETAIL IN THE NEXT PHASE.
 10:45:56AM >> THANKS YOU.
 10:45:56AM >>Mayor Errington: THANK YOU.
 10:45:57AM JON?
 10:45:58AM >>Vice-Mayor McLain: I KNOW YOU CAME TO GET INFORMATION
 10:46:00AM AND HOPEFULLY HEAR FROM THE PUBLIC ALSO.
 10:46:02AM AT LEAST FROM MY PERSPECTIVE, I WANT TO SEE THIS THING
 10:46:06AM MOVE FORWARD.
 10:46:07AM OUR MASTER PLAN HAS BIKE PATHS THE LIKE.
 10:46:12AM SOMETIMES IF YOU HAVE A RIGHT-OF-WAY ISSUE LIKE THE
 10:46:15AM RAILROAD SEEMS TO BE A BLOCK THAT'S NOT GOING TO MOVE
 10:46:18AM AND TRY TO FLEECE THIS, I GUESS I'D SAY, I WANT TO SEE
 10:46:23AM US IMPROVE OUR ABILITY TO USE BICYCLES IN A -- AS PART
 10:46:29AM OF OUR CULTURE MOVING FORWARD.
 10:46:30AM IF WE CAN'T GET A WILLING PARTNER, THEN LET'S LOOK AT
 10:46:33AM THE OPTIONS.
 10:46:34AM I GUESS OPTION NUMBER THREE, BECAUSE I DON'T
 10:46:38AM THINK -- TERMS AREN'T, LIKE YOU SAY, FOUR YEARS, WE
 10:46:42AM WON'T BE HERE WHEN THE RAILROAD IS DONE BUT I HOPE MAYBE
 10:46:45AM THE PUBLIC CAN MAKE COMMENTS THAT IF WE CAN'T GET THAT
 10:46:48AM RIGHT-OF-WAY FROM THE RAILROAD, LET'S LOOK AT THE OTHER
 10:46:51AM OPTIONS AND AT LEAST KEEP BIKING ALIVE WITHIN OUR
 10:46:53AM COMMUNITY.
 10:46:55AM I KNOW IT CREATES SOME RISK FROM A SAFETY STANDPOINT BUT
 10:46:59AM DONE PROPERLY, LIKE I THINK ESTERO PARKWAY IS, I THINK
 10:47:04AM BIKING CAN BE MUCH SAFER.
 10:47:07AM ON THE ROADWAY.
 10:47:09AM >>Mayor Errington: OKAY.
 10:47:10AM IS THAT IT?
 10:47:11AM THANK YOU.

10:47:11AM THANK YOU VERY MUCH.
 10:47:12AM NOW WE HAVE -- APPRECIATE YOUR COMMENTS AND YOUR
 10:47:17AM PRESENTATION.
 10:47:18AM NOW WE GO TO OUR PUBLIC COMMENT.
 10:47:21AM IF WE HAVE ANY.
 10:47:24AM >>Carol Sacco: YES, WE DO.
 10:47:25AM WE HAD E-COMMENTS SENT OUT YESTERDAY
 10:47:28AM MORNING -- YESTERDAY AFTERNOON AFTER 12:00 WHEN THE
 10:47:30AM DEADLINE WAS.
 10:47:31AM THEY WERE SENT TO THE VILLAGE.
 10:47:33AM WE GOT THREE MORE AFTER THAT AND SENT THIS MORNING.
 10:47:36AM WE DO HAVE PUBLIC COMMENT.
 10:47:37AM THE FIRST ONE IS DEB ORTON, FRIENDS OF BERT.
 10:47:47AM >>Mayor Errington: GOOD MORNING.
 10:47:48AM WELCOME.
 10:47:48AM STATE YOUR NAME AND ADDRESS FOR THE RECORD.
 10:47:50AM >> YES.
 10:47:50AM I'M DEB ORTON.
 10:47:52AM I LIVE IN CEDAR CREEK WHICH IS BONITA SPRINGS SO I'M
 10:47:57AM HERE TO REPRESENT FRIENDS OF THE BONITA ESTERO RAIL
 10:48:00AM TRAIL.
 10:48:00AM AND WE -- I'M CO-FOUNDER, I'M PRESIDENT, AND WE LAUNCHED
 10:48:09AM FRIENDS -- WHAT WE AFFECTIONATELY CALL FRIENDS OF BERT,
 10:48:13AM BONITA ESTERO RAIL TRAIL.
 10:48:15AM WE LAUNCHED THAT BACK IN SEPTEMBER.
 10:48:18AM AND TOOK SOME TIME TO PUT TOGETHER A WEBSITE, ET CETERA,
 10:48:23AM AND WHAT WE NOTICED IS -- SO OUR VERY FIRST MEMBER WAS
 10:48:29AM SEPTEMBER 21.
 10:48:29AM THIS MORNING, AS I WAS PROCESSING NEW MEMBERS, I HAD TO
 10:48:33AM SCRATCH OUT THE NUMBER HERE AND IT'S NOW AT 1,074.
 10:48:38AM SO EVERY DAY, WE'RE GETTING AT LEAST 20 NEW FRIENDS OF
 10:48:48AM BERT TO YOUR POINT, ARE EXCITED ABOUT A RAIL TRAIL.
 10:48:50AM MAYBE IT DOESN'T HAPPEN AS QUICKLY AS ALL OF US THAT ARE
 10:48:53AM CYCLISTS AND WALKERS AND HIKERS AND PEOPLE IN
 10:48:55AM WHEELCHAIRS WOULD LIKE, BUT WE WANT TO MOVE IT FORWARD.
 10:49:00AM I HAVE ONE COMMENT THAT ISN'T IN MY NOTES, BUT I'LL MAKE
 10:49:04AM IT.
 10:49:06AM I DON'T -- I HOPE PEOPLE DON'T LEAVE HERE THINKING THAT
 10:49:08AM WE'RE GOING TO SPEND \$100 MILLION FOR THAT RAIL LINE,
 10:49:14AM BECAUSE WE CAN'T.
 10:49:14AM AS A GOVERNMENT, WE CAN'T SPEND MORE THAN WHAT IT'S
 10:49:18AM APPRAISED FOR, AND AS DON SCOTT SAID, THE APPRAISAL WAS
 10:49:22AM JUST UNDER 70 MILLION.
 10:49:24AM SO I JUST DON'T WANT PEOPLE TO LEAVE HERE HACKING MY
 10:49:28AM BANK ACCOUNT, 30 MILLION -- YOU KNOW, IT'S NOT AROUND IN
 10:49:33AM HERE BUT IT IS SIGNIFICANT.
 10:49:34AM THE OTHER THING THAT THEY TALKED ABOUT WAS THE FRIENDS
 10:49:37AM OF THE LEGACY TRAIL AND HOW THE FRIENDS OF THE LEGACY

10:49:41AM TRAIL WAS ACTUALLY ABLE TO ACCELERATE WHAT HAPPENED IN
 10:49:45AM SARASOTA COUNTY.
 10:49:46AM WE ARE GOOD FRIENDS WITH THE FRIENDS OF THE LEGACY
 10:49:48AM TRAIL.
 10:49:48AM WE ARE USING THEIR GUIDANCE AND THEIR ROAD MAP FOR
 10:49:52AM FRIENDS OF BERT, AND IN FACT, THE PRESIDENT AND VICE
 10:49:57AM PRESIDENT CAME AND SPOKE ON DECEMBER 1 TO OUR KICKOFF
 10:50:01AM MEETING FOR WHICH WE HAD ABOUT 200 ATTENDEES.
 10:50:04AM WE WERE AT MAXIMUM CAPACITY.
 10:50:06AM I CAN'T SAY WE HAD MORE BECAUSE THAT WAS CAPACITY OF THE
 10:50:09AM ROOM, RIGHT?
 10:50:10AM SO AS EVIDENCED BY THIS RAPID GROWTH, FRIENDS OF BERT,
 10:50:15AM THE PEOPLE, ARE PASSIONATE ABOUT GETTING THE RAIL TRAIL
 10:50:18AM DONE.
 10:50:19AM AS I HEAR YOU ARE AS WELL.
 10:50:21AM THEY ASKED ME TO STAND UP FOR THEM AND LET THEIR VILLAGE
 10:50:24AM REPRESENTATIVES KNOW THAT THEY WANT TO REPLACE THE
 10:50:27AM DISINTEGRATING RAIL LINE WITH A LINEAR PARK.
 10:50:32AM THAT INCLUDES A MULTI-USE TRAIL.
 10:50:35AM THEY'VE TOLD US THEY WANT A SAFE PLACE TO WALK, TO RUN,
 10:50:40AM RIDE THEIR BIKE AND GET OUTDOORS.
 10:50:44AM FRIENDS OF BURT IS AN ALL VOLUNTEER GROUP.
 10:50:47AM WE'RE GOING THROUGH THE PROCESS TO BECOME A 501C3.
 10:50:50AM WE PLAN TO CONTINUE TO GROW AND WORK TOWARD THE MISSION
 10:50:52AM OF GETTING THIS 14-MILE RAIL TRAIL COMPLETED.
 10:50:56AM >>Mayor Errington: TIME IS UP.
 10:50:58AM >> THANK YOU.
 10:50:58AM >>Mayor Errington: THANK YOU VERY MUCH.
 10:50:59AM APPRECIATE IT.
 10:51:00AM >> THE ONLY THING I'D ADD IS WE WANT THIS PROCESS TO
 10:51:02AM KEEP MOVING FORWARD WHICH IS WHAT'S ALREADY SAID.
 10:51:05AM >>Mayor Errington: THANK YOU.
 10:51:07AM THANK YOU VERY MUCH.
 10:51:08AM >>Carol Sacco: OUR NEXT IS EMILY PORTER FOR THE SAME
 10:51:11AM BONITA ESTERO RAIL TRAILS.
 10:51:15AM >>Mayor Errington: I WILL REMIND YOU, YOU HAVE THREE
 10:51:19AM MINUTES.
 10:51:19AM >> I'M LONG WINDED.
 10:51:20AM I'M GOING TO SPEAK REALLY FAST.
 10:51:23AM HELLO VILLAGE OF ESTERO COUNCIL MEMBERS.
 10:51:24AM THANK YOU FOR YOUR TIME.
 10:51:25AM I'M EMILY PORTER AND TOO WITH THE FRIENDS OF BONITA
 10:51:30AM ESTERO RAIL TRAIL.
 10:51:31AM AS DEB SAID, WE KEEP GROWING EXPONENTIALLY AND AN
 10:51:34AM IMPORTANT POINT, THEY BROUGHT UP THE FACT THAT THERE IS
 10:51:36AM SO MANY VOTES FOR ALTERNATIVE THREE.
 10:51:39AM WE HAVEN'T EVEN VOTED -- WE'RE FOR ALTERNATIVE ONE AND
 10:51:44AM HAVEN'T HAD A CHANCE TO VOTE ON IT.

10:51:45AM SO JUST ADD OVER 1,000 VOTES TO ALTERNATIVE ONE, SO
 10:51:49AM PLEASE KEEP THAT IN MIND.
 10:51:50AM THERE IS MORE SUPPORT FOR ONE THAN THERE IS FOR THREE
 10:51:53AM RIGHT NOW, AND WE CONTINUE TO GROW.
 10:51:56AM THERE ARE MANY GOOD REASONS THIS TRAIL SHOULD BE ADDED
 10:51:59AM TO THE COMMUNITY BUT THE BIGGEST ONE IS SAFETY, I'M A
 10:52:02AM CYCLIST AND WHENEVER I GO OUT IN THE COMMUNITY WHERE
 10:52:05AM AM -- I'M ON GUARD.
 10:52:06AM IT'S LIKE, I'M TAKING MY LIFE INTO MY OWN HANDS.
 10:52:09AM IT'S VERY DANGEROUS OUT THERE, AND, YOU KNOW, MY FRIENDS
 10:52:12AM AND I USUALLY END UP PUTTING OUR BIKES ON MY CAR AND WE
 10:52:15AM EITHER DRIVE SOUTH OR DRIVE ALL THE WAY UP TO THE LEGACY
 10:52:17AM TRAIL, YOU KNOW, BETWEEN SARASOTA AND VENICE BECAUSE
 10:52:21AM IT'S SAFE UP THERE AND IT'S A SHAME THAT WE HAVE TO GO
 10:52:24AM THAT FAR.
 10:52:25AM I HAVE SOME STATISTICS FOR YOU, AND THE FIRST ONE
 10:52:28AM IS -- THIS IS A FOX NEWS REPORT THAT CAME OUT THIS
 10:52:30AM SUMMER.
 10:52:31AM SOUTHWEST FLORIDA'S ONE OF THE MOST DANGEROUS PLACES IN
 10:52:33AM THE COUNTRY FOR PEDESTRIANS AND CYCLISTS.
 10:52:36AM YOU'VE PROBABLY HEARD THAT BEFORE.
 10:52:37AM SMART GROWTH AMERICA CAME UP WITH THEIR RESEARCH.
 10:52:40AM THEIR STATISTICS SHOW THAT FLORIDA IS RANKED NUMBER ONE
 10:52:45AM IN CYCLING DEATHS AND NUMBER TWO IN PEDESTRIAN DEATHS.
 10:52:49AM 182 CYCLISTS WERE KILLED IN FLORIDA LAST YEAR.
 10:52:52AM THIS SHOULDN'T BE HAPPENING.
 10:52:53AM WE TALKED TO A LOT OF CYCLISTS IN THE NEIGHBORHOOD.
 10:52:57AM YOU PROBABLY DO AS WELL.
 10:52:58AM WE ALL KNOW SOMEBODY WHO HAS BEEN KILLED ON LEE COUNTY
 10:53:00AM ROADS AND YES, THIS -- THANK YOU.
 10:53:03AM AND THIS IS VERY -- THIS IS AN EXPENSIVE PROJECT.
 10:53:06AM THERE IS NO DOUBT ABOUT THAT.
 10:53:08AM BUT PLEASE KEEP IN MIND HOW MUCH IS ONE LIFE WORTH?
 10:53:10AM WE'RE LOSING OUR CITIZENS.
 10:53:12AM SO PLEASE KEEP THAT IN MINDS.
 10:53:14AM LEE COUNTY IS EXPERIENCING EXPONENTIAL GROWTH.
 10:53:17AM WE KNOW THAT.
 10:53:18AM WE HAVE -- WE'RE GOING TO HAVE MORE CARS.
 10:53:21AM WE'LL HAVE MORE PEOPLE.
 10:53:22AM THAT'S A GIVEN.
 10:53:22AM WE REALLY HAVE TO PROJECT TO THE FUTURE AND THINK WHAT
 10:53:25AM IS BEST AND WHAT IS BEST IS ALTERNATIVE ONE WHERE WE
 10:53:28AM HAVE A LINEAR PARK BASICALLY AWAY FROM TRAFFIC.
 10:53:32AM IT'S GOT TO BE AWAY FROM TRAFFIC.
 10:53:34AM I KNOW THAT'S A BIT OF A CONTROVERSY BUT IF YOU WANT TO
 10:53:37AM KEEP PEOPLE SAFE, IT NEEDS TO BE ON THE -- IT NEEDS TO
 10:53:41AM TAKE PLACE OVER THE SEMINOLE GULF RAIL LINE.
 10:53:43AM IT REALLY DOES.

10:53:44AM AND IF YOU'VE EVER BEEN UP TO THE LEGACY TRAIL YOU'LL
 10:53:47AM KNOW HOW WONDERFUL IT IS.
 10:53:49AM IT'S AN AMAZING PLACE.
 10:53:50AM IF WE CAN DUPLICATE THAT IN OUR AREA WE SHOULD TAKE THAT
 10:53:54AM OPPORTUNITY.
 10:53:54AM WE HAVE A VERY -- WE'VE GOT A GOLDEN OPPORTUNITY.
 10:53:57AM ONCE THE TRAIL STARTS MONEY WILL COME.
 10:53:59AM IT HAPPENS ALL THE TIME.
 10:54:00AM NED, YOU EVEN BROUGHT THAT UP.
 10:54:02AM PEOPLE GET EXCITED.
 10:54:03AM ONCE THE FIRST PART OF THE TRAIL GOES IN, MONEY WILL
 10:54:05AM START TO FLOW INTO THIS PROJECT SO DON'T GET CAUGHT UP
 10:54:09AM IN THAT.
 10:54:10AM I HAVE ONE MORE POINT.
 10:54:11AM PEOPLE THAT LIVE NEXT TO MULTI USE TRAILS AND WE KNOW A
 10:54:15AM LOT OF THEM, THEY'RE TALKING TO THEM, THEY LOVE IT
 10:54:19AM BECAUSE IT'S A BUILT IN HOME WATCH PROGRAM.
 10:54:21AM THEY BASICALLY HAVE EYES AND EARS ON THE NEIGHBORHOOD.
 10:54:24AM PEOPLE -- OKAY, SORRY.
 10:54:25AM AM I ABOUT TO --
 10:54:26AM >>Mayor Errington: THANK YOU.
 10:54:28AM >> ALL RIGHT.
 10:54:28AM SURE.
 10:54:29AM THANK YOU.
 10:54:29AM IF THERE IS ANYTHING WE CAN DO TO HELP SUPPORT THIS AND
 10:54:31AM MOVE IT FORWARD, WE'RE HAPPY TO DO THAT.
 10:54:35AM >>Mayor Errington: JUST BE PATIENT.
 10:54:36AM THANK YOU.
 10:54:37AM >>Carol Sacco: OUR NEXT IS MR. STEVE GUNTHER FROM
 10:54:40AM PELICAN LANDING.
 10:54:50AM >>Mayor Errington: GOOD MORNING AND WELCOME.
 10:54:51AM >> GOOD MORNING.
 10:54:52AM HOW ARE YOU FOLKS?
 10:54:53AM >>Mayor Errington: FINE, THANK YOU.
 10:54:56AM >> GOOD MORNING.
 10:54:57AM MY NAME IS STEVE GUNTHER, AND I LIVE IN PELICAN LANDING
 10:55:00AM WHICH IS A 3300 HOME COMMUNITY THAT STRADDLES ESTERO AND
 10:55:05AM BONITA SPRINGS.
 10:55:07AM YESTERDAY YOU RECEIVED AN E-MAIL FROM LINDA BELADO WHICH
 10:55:11AM IS THE BOARD OF DIRECTORS PRESIDENT FOR THE COMMUNITY
 10:55:13AM ASSOCIATION, AND THE BOARD HAS OFFERED THEIR ENDORSEMENT
 10:55:16AM IN SUPPORT OF THE RAIL TO TRAIL CONVERSION AND URGED YOU
 10:55:19AM TO DO THE SAME.
 10:55:20AM WE RECOGNIZE THE MANY BENEFITS THAT THIS PAVED TRAIL
 10:55:24AM WILL OFFER THE VILLAGE OF ESTERO, ITS RESIDENTS AND
 10:55:28AM GUESTS.
 10:55:29AM FROM HEALTH IMPROVEMENTS TO SOCIAL CONNECTIONS, FROM A
 10:55:32AM COMMUNITY PATHWAY FOR WORKERS TO NEW BUSINESS

10:55:37AM OPPORTUNITIES, FROM SAFE CAR FREE WALKING AND BIKING TO
 10:55:40AM INCREASED PROPERTY VALUES.
 10:55:43AM THIS PROJECT HAS VERY BROAD APPEAL.
 10:55:47AM THESE PATHWAYS ARE EVERYWHERE IN MINNESOTA WHERE I SPEND
 10:55:50AM FOUR OR FIVE MONTHS A YEAR.
 10:55:53AM AND MY EXPERIENCE THERE CONVINCES ME THAT THIS IS AN
 10:55:57AM EXCITING OPPORTUNITY THAT WE ALL SHOULD SUPPORT.
 10:56:01AM ON THE PERSONAL FRONT I'M AN ACTIVE BIKER AND BIKE ABOUT
 10:56:04AM 1600 MILES A YEAR IN FLORIDA AND 1400 OR 1500 IN
 10:56:09AM MINNESOTA.
 10:56:10AM I'M THE FAST BIKERS AND IF WE HAD THIS TRAIL TODAY, I
 10:56:13AM PROBABLY WOULD NOT BE USING IT.
 10:56:15AM BUT 10 YEARS FROM NOW, WHEN I'M 75 AND MY AGE HAS CAUGHT
 10:56:19AM UP TO MY CYCLING ABILITY, THIS IS WHAT I'LL BE LOOKING
 10:56:23AM FOR TO BIKE ON.
 10:56:24AM ON A PERSONAL FRONT, AT LEAST THREE TIMES A WEEK, OUR
 10:56:27AM PELICAN LANDING CYCLING CLUB BIKES ALONG COCONUT ROAD
 10:56:31AM AND NORTH TO 3 THREE OAK -- THREE OAKS AND THEN BEYOND.
 10:56:37AM OUR HISTORY.
 10:56:38AM TWO MEMBERS WERE STRUCK BY A CAR THAT RAN A STOP SIGN AS
 10:56:41AM THEY PEDALED SOUTH ON BEND HILL GRIFFIN.
 10:56:44AM THE ACCIDENT CAUSED SERIOUS INJURIES TO BOTH OF THEM,
 10:56:47AM NEARLY PARALYZING ONE OF THEM.
 10:56:50AM IN A SEPARATE INCIDENT NOT TOO MUCH FURTHER IN THE
 10:56:52AM FUTURE, ONE OF THEM, A GOOD FRIEND OF MINE, JIM STEIGER
 10:56:58AM DIED ON OUR ROADS AS HE HIT A METAL -- SOME METAL DEBRIS
 10:57:03AM WHICH WAS IN THE BIKE LANE AS HE WAS RIDING BY.
 10:57:06AM JUST SIX MONTHS AGO, A THIRD MEMBER OF OUR CYCLING CLUB
 10:57:09AM WAS REAR ENDED ON HER BIKE AND SPENT SIX WEEKS IN THE
 10:57:13AM HOSPITAL.
 10:57:15AM SO SHE'S NOW RECOVERING AND HAS PURCHASED AN E-BIKE AND
 10:57:18AM IS READY TO GET BACK IN IT, BUT SHE'S DEATHLY AFRAID OF
 10:57:21AM THE ROADS OUT THERE.
 10:57:22AM MANY OF OUR CYCLING CLUB MEMBERS HAVE SIMPLY STOPPED
 10:57:24AM BIKING BECAUSE OUR ROADS ARE TOO DANGEROUS.
 10:57:29AM BIKING IS A PHENOMENAL NON-WEIGHT BEARING EXERCISE THAT
 10:57:35AM CAN IMPROVE OUR LIFE SPAN AND QUALITY OF LIFE.
 10:57:37AM BUT IN LEE COUNTY, AS WAS PREVIOUSLY SAID, IT'S
 10:57:44AM NEEDLESSLY HAZARDOUS TO OUR HEALTH.
 10:57:46AM PROVIDING A SAFE ALTERNATIVE FOR CYCLISTS TO GET
 10:57:49AM EXERCISE IS ABSOLUTELY NEEDED.
 10:57:50AM CONVERTING THE ABANDONED RAILWAY TO A MULTIUSE PAVED
 10:57:53AM PATHWAY --
 10:57:55AM >>Mayor Errington: SORRY YOUR TIME IS UP.
 10:57:58AM THANK YOU.
 10:57:59AM >> THANK YOU.
 10:58:00AM I APPRECIATE YOUR SUPPORT.
 10:58:02AM >>Carol Sacco: NEXT IS MR. LOU FRATTARELLI FROM CSSO

10:58:10AM SAFETY COUNCIL.
 10:58:11AM >> THANK YOU, MAYOR AND COUNCIL MEMBERS.
 10:58:14AM I'M HERE -- I WAS HERE INTENTIONALLY TO READ ONE OF THE
 10:58:17AM E-CARDS BUT I DECIDED NOT TO DO THAT BECAUSE LISTENING
 10:58:21AM TO EVERYTHING THAT I HAVE THIS MORNING, I'M WELL AWARE
 10:58:25AM THAT THE COUNCIL IS REALLY INVOLVED IN THIS DECISION AND
 10:58:30AM HOPEFULLY YOU'LL MAKE THAT IN THE FUTURE.
 10:58:37AM THE SAFETY COUNCIL AND ITS SUBCOMMITTEE ON BIKE PED AND
 10:58:41AM CONNECTIVITY, WE'RE ASKING THE COUNCIL TO FOCUS ON
 10:58:46AM ALTERNATIVES ONE AND TWO.
 10:58:49AM ALTERNATIVE THREE, WE'RE WORKING CLOSELY, THE COMMITTEE,
 10:58:55AM WITH THE PUBLIC WORKS IN THE VILLAGE TO MAKE OUR STREETS
 10:59:01AM AND BIKE PATHS SAFE AS WE CAN MAKE THEM.
 10:59:03AM HOWEVER, WE DON'T CONSIDER THAT AN ALTERNATIVE AS FAR AS
 10:59:09AM WHAT WE'RE TALKING ABOUT TODAY.
 10:59:12AM WE SUPPORT ALTERNATIVE AND WE SUPPORT ALTERNATIVE TWO IN
 10:59:17AM THE LONG-TERM BECAUSE WE BELIEVE -- I JUST TURNED 80 AND
 10:59:21AM I'M NOT REALLY A BIKER ANYMORE.
 10:59:24AM SO WE THINK WE NEED THIS RAIL TO TRAIL.
 10:59:30AM WE THINK THE COUNCIL SHOULD CONSIDER THE NEGOTIATION
 10:59:35AM TEAM WITH OTHER COMMUNITIES TO GET -- TO PURCHASE THE
 10:59:39AM SEMINOLE GULF RAIL LINE.
 10:59:41AM IT'S NECESSARY FOR THE FUTURE PLEASURE AND -- FOR BIKE
 10:59:47AM PEDESTRIANS AND THEIR SAFETY TO HAVE THIS.
 10:59:50AM SO HOPEFULLY YOU'LL CONTINUE THIS TO GET THE ACQUISITION
 10:59:58AM BECAUSE THAT'S THE KEY TO ALL OF THIS.
 11:00:00AM IF YOU DON'T OWN IT, YOU'RE NOT GOING TO DO IT.
 11:00:03AM THANK YOU.
 11:00:03AM >>Mayor Errington: THANK YOU.
 11:00:08AM >>Carol Sacco: OUR NEXT IS JERRY BOMAY.
 11:00:13AM RAILS TO TRAILS.
 11:00:14AM HE IS DECLINING.
 11:00:16AM >>Mayor Errington: HOW MANY MORE DO WE HAVE, CAROL?
 11:00:20AM >>Carol Sacco: THREE MORE.
 11:00:22AM OUR NEXT IS NOEL DAVIES.
 11:00:28AM >>Mayor Errington: GOOD MORNING.
 11:00:28AM WELCOME.
 11:00:29AM >> GOOD MORNING, MAYOR AND COUNCIL.
 11:00:30AM FOR THE RECORD, NOEL DAVIES WITH THE LAW FIRM OF DAVIES
 11:00:34AM DUKE.
 11:00:35AM I'M HERE ON BEHALF OF -- EXCUSE ME, MY CLIENT'S DIVINE
 11:00:40AM COMMUNITY ASSOCIATION INC AND ESTERO COUNTRY CLUB INC.
 11:00:45AM SO AS WE DISCUSSED OR HAS BEEN PRESENTED, SOME OF THE
 11:00:49AM PROPOSED ROUTES TRAVERSE THROUGH MY CLIENTS' PROPERTY.
 11:00:55AM THERE'S BEEN SOME DISCUSSION ABOUT SOME PRESENTATIONS
 11:00:59AM THAT REPRESENTATIVES OF THE BOARDS OF MY CLIENTS HAVE
 11:01:03AM HAD WITH THE ENGINEER AND WITH THE MPO, AND I BELIEVE
 11:01:08AM VARIOUS MEMBERS OF COUNCIL REALLY TO TRY TO CLARIFY THE

11:01:15AM VINES POSITION BUT ALSO TO TRY TO WORK WITH THE VILLAGE,
 11:01:19AM WITH THE MPO, WITH ALL OF THE STAKEHOLDERS ON SOMETHING
 11:01:23AM THAT MAKES SENSE FOR EVERYONE.
 11:01:26AM MY CLIENT DOES OBJECT TO ANY ROUTING THAT TRAVERSES
 11:01:30AM THROUGH THEIR PROPERTY.
 11:01:33AM THE PRIMARY REASON BEING SAFETY, AND THERE ARE A NUMBER
 11:01:36AM OF CONCERNS INCIDENT TO THE ROUTING THROUGH THE
 11:01:42AM PROPERTY.
 11:01:42AM IT'S A PRIVATE, GATED GOLF COURSE COMMUNITY AS FAR AS I
 11:01:46AM UNDERSTAND, IT'S THE ONLY COMMUNITY THAT IS SORT OF AT
 11:01:49AM ISSUE THAT IS A PRIVATE GATED ONE WITHIN THE PROPOSED
 11:01:54AM ROUTINGS, BUT THE POINT I WANT TO SHARE WITH YOU, MAYOR
 11:01:57AM AND COUNCIL, IS THAT MY CLIENT SUPPORTS THE RAIL TRAIL
 11:02:01AM INITIATIVE.
 11:02:01AM MY CLIENT IS SUPPORTIVE OF ALTERNATIVE MODES OF
 11:02:06AM TRANSPORTATION.
 11:02:07AM I DON'T KNOW THAT THIS NEEDS TO BE THIS TYPE OF BACK AND
 11:02:11AM FORTH BINARY WIN/LOSS SCENARIO.
 11:02:15AM THE POINT OF MY COMMENTS TODAY IS TO SHARE WITH YOU THAT
 11:02:17AM THE VINES COMMUNITY AND ESTERO COUNTRY CLUB WANT TO WORK
 11:02:21AM WITH YOU ALL AND VARIOUS STAKEHOLDERS AND THE MPO FOR A
 11:02:26AM ROUTING THAT IS SAFE, THAT MAKES SENSE FOR EVERYONE, AND
 11:02:31AM IT'S OUR POSITION THAT ANY ROUTING THAT TRAVERSES
 11:02:34AM THROUGH THE PRIVATE GULF COURSE GATED COMMUNITY IS NOT
 11:02:38AM SOMETHING THAT SHOULD BE SUPPORTED BY THIS COUNCIL.
 11:02:43AM WITH THAT, I DO HAVE FOR THE CLERK A COPY OF A PROPOSED
 11:02:49AM RESOLUTION.
 11:02:52AM THE RESOLUTION STATES -- I KNOW YOU'RE NOT MAKING ANY
 11:02:55AM DECISION BUT I'D ASK THE CLERK PLEASE INCLUDE THE
 11:02:58AM PROPOSED RESOLUTION IN THE MINUTES AND SIMPLY
 11:03:02AM MEMORIALIZES OUR REQUEST THAT ANY ROUTING FOR THE RAIL
 11:03:04AM TRAIL STUDY ENDS AT ITS NORTHERLY TERMINUS AT ESTERO
 11:03:09AM PARKWAY AND DOES NOT ENTER AND PASS THROUGH THE VINES
 11:03:12AM AND ESTERO COUNTRY CLUB COMMUNITY.
 11:03:15AM WE CERTAINLY ARE HAPPY TO AND FOR THE RECORD, I'LL PASS
 11:03:19AM THIS TO THE CLERK.
 11:03:25AM WE WANT TO CONTINUE TO WORK WITH COUNCIL ON THIS.
 11:03:27AM THERE ARE A NUMBER OF DIFFERENT POTENTIAL ALTERNATIVES,
 11:03:30AM NOT JUST THE ONES PRESENTED.
 11:03:31AM THANK YOU, MAYOR.
 11:03:34AM >>Mayor Errington: THANK YOU.
 11:03:35AM >>Carol Sacco: OUR NEXT IS PATTY WHITEHEAD ON RAIL TO
 11:03:44AM TRAILS.
 11:03:45AM >> GOOD MORNING, COUNCIL.
 11:03:46AM >>Mayor Errington: WELCOME.
 11:03:47AM >> THANK YOU.
 11:03:49AM THE ISSUE IS WE HAVE THIS EASEMENT IN THE MIDST OF OUR
 11:03:52AM COMMUNITY WHICH IS A DERELICT NEGLECTED STRIP OF LAND.

11:03:58AM SERVES NO VALUE TO THE COMMUNITY, ADDS NO VALUE TO THE
 11:04:02AM COMMUNITY, AND HERE IS AN OPPORTUNITY TO REALLY, REALLY
 11:04:05AM INJECT SOMETHING WONDERFUL BACK INTO THE COMMUNITY BY
 11:04:08AM IMPROVING THAT EASEMENT AND MAKING IT A RECREATIONAL
 11:04:13AM CORRIDOR.
 11:04:13AM LET ME ASK THE VINES PEOPLE THIS.
 11:04:15AM LET'S JUST ASSUME WE BYPASS YOUR COMMUNITY.
 11:04:18AM WHAT HAPPENS TO THE SECTION THAT RUNS THROUGH YOUR
 11:04:20AM COMMUNITY?
 11:04:21AM DO YOU PLAN ON IMPROVING IT YOURSELF OR DOES IT JUST
 11:04:24AM REMAIN CLOGGED MELALEUCA AND THE MELALEUCAS COME BACK
 11:04:27AM AND REPOPULATE THE SECTIONS IMPROVED BY THE GOVERNMENTS
 11:04:31AM BY THE MUNICIPAL AND FEDERAL AUTHORITIES AND THEN WE END
 11:04:38AM UP WITH ANOTHER CHALLENGE ON OUR HANDS TO REHABILITATE
 11:04:40AM THOSE LANDS.
 11:04:45AM WHAT IS YOUR PLAN WITH THAT SECTION OF YOUR EASEMENT.
 11:04:48AM ASK YOURSELVES THAT.
 11:04:48AM THE GENTLEMAN HERE GAVE YOU AN ALTERNATIVE TO FENCE 12,
 11:04:53AM 14 FEET HIGH TO ARCH IT OVER THE ENTIRE EASEMENT AND
 11:04:57AM PROTECT THAT EASEMENT, TO PROTECT THE EASEMENT FROM GOLF
 11:05:00AM BALLS AND PROTECT YOU FROM -- I MEAN, I GUESS THE THREAT
 11:05:04AM OF RECREATIONALISTS.
 11:05:06AM RIGHT NOW HOMELESS PEOPLE CAN STROLL ON THAT EASEMENT AS
 11:05:09AM IT IS.
 11:05:09AM NO DOUBT YOU HAVE HOMELESS PEOPLE STROLLING FROM ESTERO
 11:05:13AM PARKWAY BACK INTO SAN CARLOS.
 11:05:16AM WE DON'T KNOW THAT.
 11:05:17AM 67 ACRES I SEE HOMELESS PEOPLE CAMPING OUT AT THE 67
 11:05:20AM ACRES.
 11:05:20AM I SAW THE POLICE THERE JUST THE OTHER DAY.
 11:05:24AM YOU KNOW, I KNOW \$100 MILLION IS A LOT OF MONEY BUT YOU
 11:05:27AM CAN TAX ME.
 11:05:28AM I'M HAPPY TO BE TAXED TO ACQUIRE THAT LAND RIGHT NOW
 11:05:31AM BECAUSE I KNOW MY PROPERTY VALUES IN THE LONG RUN WILL
 11:05:34AM GO UP IF THAT'S A BEAUTIFUL RECREATIONAL TRAIL IF ALL
 11:05:38AM THOSE MELALEUCA AND BRAZILIAN PEPPERS AND WILLOWS ARE
 11:05:50AM REMOVED AND IF WE HAVE A NATIVE LANDSCAPE AND WE HAVE A
 11:05:52AM BEAUTIFUL STRIP OF ASPHALT FOR BICYCLES, FOR PEOPLE IN
 11:05:53AM WHEELCHAIRS, FOR STROLLERS AND PEOPLE HANDICAPPED TO USE
 11:05:57AM IT.
 11:05:57AM SO THE VALUE IS SO BUILT INTO THE IDEA, HOW CAN IT BE
 11:06:01AM IGNORED.
 11:06:02AM THE GENTLEMAN WHO SPOKE FROM PELICAN LANDING ABOUT
 11:06:06AM FRIENDS WHO DIED ON THE ROADWAY, THIS IS AN EVERYDAY
 11:06:08AM OCCURRENCE.
 11:06:09AM PEOPLE COME OUT OF THEIR DRIVEWAYS.
 11:06:11AM PEOPLE COME OUT OF EASEMENTS FROM SHOPPING CENTERS.
 11:06:14AM IF THEY'RE MAKING A RIGHT-HAND TURN, THEY DON'T EVEN

11:06:17AM BOTHER LOOKING THE OTHER WAY TO SEE IF THERE IS A
 11:06:20AM PEDESTRIAN OR BICYCLIST COMING.
 11:06:27AM SO THE THREAT OF FURTHER INJURY IF THE SUN TRAIL WERE
 11:06:30AM PUT ON THE ROADWAY IS -- WILL BE JUST MAGNIFIED.
 11:06:41AM YOU DON'T EVEN HAVE TO GO TO PINELLAS IF YOU WANT TO SEE
 11:06:45AM THIS IDEA IMPLEMENTED.
 11:06:45AM GO TO CHARLOTTE COUNTY.
 11:06:46AM GO TO THE PIONEER CAPE HAYES TRAIL.
 11:06:48AM >>Mayor Errington: TIME IS UP.
 11:06:48AM THANK YOU.
 11:06:49AM >>Carol Sacco: OUR LAST IS MR. TERRY FLANAGAN
 11:06:52AM REPRESENTING ECCL, RAILS TO TRAILS.
 11:07:04AM >> GOOD MORNING.
 11:07:05AM THANK YOU.
 11:07:05AM IT'S TIME TO CONSIDER ESTERO AS A GREATER CONNECTED
 11:07:08AM VILLAGE.
 11:07:08AM ECCL HAS A HISTORY OF ADVISING THE VILLAGE COUNCIL AND
 11:07:13AM COMMUNITY RESIDENTS ON MATTERS WHERE OVERSIGHT AND
 11:07:15AM GUIDANCE ARE REQUIRED.
 11:07:17AM GREATER ESTERO IS BLOSSOMING.
 11:07:21AM CONTROLLED GROWTH IS COMPLEX.
 11:07:23AM SINCE ITS INCEPTION IN 2015, NEW DEVELOPMENTS ARE
 11:07:28AM SURFACING, ACTIVITY AROUND BUILDING NEW PARKS AND
 11:07:32AM UPGRADING THE EXISTING ONES IS STARTING.
 11:07:37AM PLANS ARE IN PLACE FOR SEWER SYSTEM INSTALLATIONS AND
 11:07:40AM WATER DRAINAGE SYSTEMS AND DESIGNS ARE MOVING FORWARD.
 11:07:44AM HURRICANE IAN HAS BEEN DISRUPTIVE RESULTING IN DESIGN
 11:07:54AM DELAY -- DESIGN -- AND PRIORITY RECONSTRUCTION PROJECTS.
 11:07:59AM ANY CHANGE TO ROADWAYS MAY INTRODUCE NEW TRAFFIC
 11:08:02AM PATTERNS AND INCREASE THE NUMBER OF VEHICLES OUT ON THE
 11:08:07AM ROADS.
 11:08:07AM LIKEWISE PEDESTRIAN AND BICYCLE MOVEMENT THROUGHOUT THE
 11:08:10AM VILLAGE WILL BE IMPACTED.
 11:08:12AM INSTEAD OF VIEWING THESE CHANGES TO THE VILLAGE AS
 11:08:16AM INDEPENDENT INITIATIVES, WE NEED TO CONSIDER HOW THESE
 11:08:20AM INITIATIVE IMPACT THE CONNECTED VILLAGE.
 11:08:23AM WITH ALL THE NEW INVESTMENTS AND STREETS, VENUES AND
 11:08:27AM LOCAL STATE PARKS, THE COMMUNITY MUST START THINKING
 11:08:31AM ABOUT COMPLETE STREETS AND CONNECTED VENUES.
 11:08:34AM BOTH OUR VILLAGE COMPREHENSIVE PLANS AND THE MASTER
 11:08:38AM BICYCLE PEDESTRIAN PLANS OUTLINE BLUEPRINTS AND ROAD
 11:08:44AM MAPS FOR THE INTERCONNECTED VILLAGE.
 11:08:47AM WE MUST CONSIDER HOW WE USE BICYCLE PATHS, WALKWAYS, AND
 11:08:50AM WATERWAYS -- WATER ROUTES TO MAKE THESE PATHWAYS
 11:08:54AM AVAILABLE FOR ALL AGES AND ABILITIES.
 11:08:58AM THIS APPROACH WILL BENEFIT RESIDENTS, THEIR GUESTS AND
 11:09:01AM VISITORS TO THE VILLAGE BY HELPING THEM GET AROUND
 11:09:04AM WITHOUT A VEHICLE.

11:09:07AM THE PEOPLE OF THE VILLAGE HAVE SPOKEN TODAY IN THIS
 11:09:10AM WORKSHOP.
 11:09:12AM THE MPO HAS PRESENTED ITS RECOMMENDED ALTERNATIVES BASED
 11:09:15AM ON ITS 18-MONTH STUDY.
 11:09:17AM WE STRONGLY RECOMMEND THAT THE VILLAGE COUNCIL TAKES THE
 11:09:21AM INITIATIVE INDEPENDENT OF OUTSIDE INFLUENCE TO ADDRESS
 11:09:26AM SEVERAL MAJOR QUESTIONS WHICH WILL PRODUCE OUTCOMES TO
 11:09:30AM MOVE RAILS TO TRAILS FORWARD.
 11:09:34AM WILL THE VILLAGE ESTABLISH A SMALL DECISION-MAKING
 11:09:38AM LEADERSHIP TEAM ACROSS THE AFFECTED CITIES TO MEET WITH
 11:09:43AM THE FAYE FAMILY TO ACQUIRE THE 14-MILE PROPERTY TO
 11:09:48AM CONTINUE THE CONVERSION WITH THEM AND TO UNDERSTAND THE
 11:09:52AM OPPORTUNITIES AND THE OBSTACLES.
 11:09:55AM WE NEED TO KNOW THAT WHAT THE FAYE FAMILY WANTED TO DO
 11:10:02AM NOW --
 11:10:03AM >>Mayor Errington: SORRY.
 11:10:04AM YOUR TIME IS UP.
 11:10:06AM THANK YOU.
 11:10:06AM >>Carol Sacco: THAT IS IT, MAYOR.
 11:10:08AM >>Mayor Errington: THAT'S IT?
 11:10:09AM NO MORE COMMENTS.
 11:10:10AM SO AT THIS POINT IN TIME, THIS ENDS THE WORKSHOP.
 11:10:13AM BEFORE WE END IT AND TAKE -- WE'LL TAKE A BREAK SO THAT
 11:10:17AM YOU CAN DEPART.
 11:10:18AM THANK YOU.
 11:10:18AM THANK YOU FOR COMING.
 11:10:19AM THANK YOU FOR BEING HERE.
 11:10:23AM [SOUNDING GAVEL]
 11:10:23AM TEN MINUTES.
 11:23:27AM >>Mayor Errington: STEVE, ARE WE READY?
 11:23:30AM THANK YOU AGAIN:
 11:24:09AM >>Mayor Errington: OKAY.
 11:24:10AM WE ARE BEGINNING THE ACTION PART OF THIS.
 11:24:15AM ARE WE HERE?
 11:24:17AM ARE YOU HERE?
 11:24:18AM ARE YOU HERE?
 11:24:22AM >> IT'S BEGINNING TO LOOK A LOT LIKE CHRISTMAS.
 11:24:25AM >>Mayor Errington: OKAY.
 11:24:25AM WE CLOSED THE WORKSHOP.
 11:24:27AM WE'RE GOING TO BEGIN THE REGULAR MEETING, AND WITH THE
 11:24:30AM ONES THAT REQUIRE VOTES WITH THE ACTION ITEMS.
 11:24:33AM SO THE FIRST ONE IS 7A.
 11:24:38AM IT'S THE NEXT ITEM ON THE AGENDA, THE VILLAGE-INITIATED
 11:24:42AM REZONING.
 11:24:43AM STEVE?
 11:24:44AM WOULD YOU INTRODUCE THIS, PLEASE.
 11:24:46AM >>Steven Sarkozy: THANK YOU, MAYOR AND MEMBERS OF
 11:24:49AM COUNCIL.

11:24:49AM AS WE BUY PROPERTY, ONE OF THE FIRST ACTION S WE NEED TO
 11:24:53AM LOOK AT AS THE OWNER OF PROPERTY IS HOW TO PROPERLY ZONE
 11:24:58AM THE PROPERTY FOR OUR INTENDED USE.
 11:25:02AM WE DID THIS SAME VERY THING ON THE 62 ACRES THAT WE
 11:25:07AM BOUGHT AT THE CORNER OF CORKSCREW AND U.S. 41.
 11:25:11AM THE COUNCIL IN THAT CASE CARVED OUT THE SOUTH PROPERTY,
 11:25:16AM SOUTH OF THE RIVER, DOWN TO CORKSCREW.
 11:25:18AM THAT'S APPROXIMATE 30 ACRES AND YOU INITIATED A
 11:25:24AM VILLAGE-INITIATED REZONING OF THAT PROPERTY WHERE YOU
 11:25:27AM CREATED A PARK ON THAT PROPERTY TO CONTROL ITS FUTURE
 11:25:32AM USE.
 11:25:33AM IN THIS CASE, THE PROPERTY THAT'S INVOLVED IS THE 20
 11:25:37AM ACRES OF PROPERTY THAT WE RECENTLY PURCHASED OVER THE
 11:25:42AM PAST YEAR OR SO ON WILLIAMS ROAD JUST WEST OF THE HIGH
 11:25:46AM SCHOOL.
 11:25:47AM THIS CAME IN THE FORM OF TWO ACQUISITIONS.
 11:25:51AM THE CHURCH PROPERTY ON THE WEST SIDE THAT ABUTS THE RAIL
 11:25:55AM LINE AND THEN THE DRIVING RANGE ADJACENT TO IT.
 11:26:01AM YOU'RE NOW IN COMPLETE CONTROL OF THAT, AND WHAT IS
 11:26:05AM PROPOSED IS A REZONING OF ALL THAT 20 ACRES FOR FUTURE
 11:26:11AM RECREATIONAL USE.
 11:26:14AM THE TIMELINE HAS BEEN OUTLINED HERE.
 11:26:18AM THIS ACTION TODAY SIMPLY STARTS THE PROCESS.
 11:26:21AM THE FIRST PUBLIC HEARING ON THIS WOULD BE THE MIDDLE OF
 11:26:26AM JANUARY, BUT AS A VILLAGE-INITIATED PROCESS, IT REQUIRES
 11:26:33AM FORMAL ACTION OF THE COUNCIL TO START THE PROCESS.
 11:26:36AM >>Mayor Errington: OKAY, THANK YOU.
 11:26:37AM SO COUNCIL?
 11:26:42AM DO YOU HAVE ANY QUESTIONS?
 11:26:44AM >> I DO.
 11:26:45AM SO ARE WE -- WE HAVE RECENTLY REZONED FOR PARK AND
 11:26:52AM RECREATION, RIGHT?
 11:26:54AM >>Steven Sarkozy: CORRECT.
 11:26:55AM >> AND WOULDN'T THESE PROPERTIES BE PUT INTO THAT
 11:27:00AM CATEGORY?
 11:27:02AM >>Steven Sarkozy: YES.
 11:27:02AM >> IS THAT WHAT WE'RE DOING IT ON?
 11:27:04AM >>Steven Sarkozy: YES.
 11:27:04AM >> MAKES SENSE.
 11:27:07AM >>Mayor Errington: OKAY.
 11:27:09AM ANYONE ELSE ON COUNCIL HAVE ANY COMMENTS?
 11:27:15AM MARY.
 11:27:16AM >>Mary Gibbs: CAN I CLARIFY ONE SLIGHT DIFFERENCE WITH
 11:27:18AM THIS PROPERTY, BECAUSE THIS PROPERTY IS IN OUR VILLAGE
 11:27:21AM CENTER LAND USE CATEGORY.
 11:27:23AM WE'RE NOT CHANGING THE LAND USE CATEGORY.
 11:27:25AM WHEN WE DID THE OTHER PROPERTY AT 41 AND CORKSCREW, WE
 11:27:28AM HAD TO DO A COMPREHENSIVE PLAN AMENDMENT AND REZONING.

11:27:31AM IN THIS CASE THE COMPREHENSIVE PLAN DESIGNATION IS FINE.
 11:27:34AM BUT BECAUSE IT'S IN VILLAGE CENTER, YOU HAVE TO REZONE
 11:27:37AM IT TO WHAT WE CALL ESTERO PLAN DEVELOPMENT SO IT'S A
 11:27:40AM SLIGHTLY DIFFERENT ZONING CATEGORY BUT THAT'S WHAT OUR
 11:27:43AM CODE REQUIRES.
 11:27:44AM THAT GIVES US THE FLEXIBILITY TO DO ALL THOSE RECREATION
 11:27:47AM USES.
 11:27:47AM SO IT'S JUST A SLIGHT -- IT'S NOT GOING TO BE REZONED TO
 11:27:51AM PARKS AND RECREATION CATEGORY.
 11:27:53AM IT WILL BE REZONED TO ESTERO PLAN DEVELOPMENT BUT WE PUT
 11:27:57AM IN THE RECREATION USES AND USES WE WANT.
 11:28:00AM IT'S JUST A SLIGHT DIFFERENCE.
 11:28:02AM >> AND THE CENTER -- REC CENTER IS IN THAT CATEGORY,
 11:28:06AM RIGHT?
 11:28:07AM THE REC CENTER.
 11:28:09AM >>Mary Gibbs: WELL, THE REC CENTER IS IN PARKS AND
 11:28:12AM RECREATION CATEGORY.
 11:28:14AM YEAH.
 11:28:15AM THAT'S A LITTLE BIT DIFFERENT.
 11:28:16AM THAT WAS REZONED YEARS AGO.
 11:28:18AM >> BUT IT'S IN THAT --
 11:28:19AM >>Mary Gibbs: IT'S IN -- IT WOULD BE VERY COMPATIBLE
 11:28:22AM TYPE USES.
 11:28:24AM >>Mayor Errington: OTHER COMMENTS?
 11:28:28AM DO YOU HAVE ANY COMMENTS FROM THE PUBLIC?
 11:28:31AM >>Carol Sacco: NO, MAYOR.
 11:28:32AM NO E-COMMENTS EITHER.
 11:28:35AM >>Mayor Errington: IT'S SO QUIET IN HERE.
 11:28:36AM OKAY.
 11:28:37AM I NEED A MOTION THEN.
 11:28:38AM >> SO MOVED.
 11:28:41AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER JOANNE
 11:28:44AM RIBBLE AND SECONDED BY COUNCILMEMBER FIESEL.
 11:28:47AM CALL THE ROLL.
 11:28:47AM >>Joanne Ribble: AYE.
 11:28:49AM >>Larry Fiesel: AYE.
 11:28:51AM >>Jim Boesch: YES.
 11:28:52AM >>Jim Ward: AYE.
 11:28:55AM >>Jim Wilson: AYE.
 11:28:56AM >>Vice-Mayor McLain: AYE.
 11:28:57AM >>Mayor Errington: AYE.
 11:28:59AM ITEM NUMBER 7B IS A CONTRACT WITH VIESTE, LLC FOR
 11:29:06AM WILLIAMS ROAD MIXED USE DEVELOPMENT PROJECT.
 11:29:09AM STEVE?
 11:29:09AM IT'S BACK TO YOU TO INTRODUCE THIS ITEM PLEASE.
 11:29:11AM >>Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL.
 11:29:14AM THIS IS A PROPOSED CONTRACT WITH VIESTE AND MICHAEL
 11:29:18AM COMPARTO WHO IS HERE TO REPRESENT THE FIRM.

11:29:22AM WE HAD A GREAT SUCCESS IN WORKING WITH VIESTE AND THE
 11:29:26AM INITIAL PROCESS OF IDENTIFYING POSSIBLE MIXED USE
 11:29:32AM PROJECTS ON THE WILLIAMS ROAD SITE.
 11:29:34AM THIS WILL TAKE US THROUGH THE SOLICITATION AND
 11:29:41AM NEGOTIATION PROCESS SHOULD WE COME UP WITH OTHER
 11:29:45AM PARTNERS FOR THE DEVELOPMENT OF THIS SITE.
 11:29:48AM SO THIS COMES TO YOU WITH A RECOMMENDATION FOR APPROVAL
 11:29:51AM AND THE VIESTE GROUP WILL WORK AS ESSENTIALLY AN
 11:29:55AM EXTENSION OF STAFF.
 11:29:57AM >>Mayor Errington: THANK YOU.
 11:29:59AM DO WE HAVE ANY PRESENTATIONS?
 11:30:02AM >>Steven Sarkozy: NO.
 11:30:03AM >>Mayor Errington: COUNCIL, ANY COMMENTS, QUESTIONS?
 11:30:06AM ANYTHING?
 11:30:07AM >>Jim Wilson: MADAM MAYOR?
 11:30:09AM >>Mayor Errington: YES.
 11:30:10AM COUNCILMEMBER WILSON.
 11:30:12AM >>Jim Wilson: THANK YOU.
 11:30:12AM I WANT TO BE SURE THAT IT'S A PART OF VIESTE'S
 11:30:17AM INVESTIGATION WITH ALL OF THESE VENDORS THAT WE LEARN
 11:30:21AM EXACTLY WHAT PICKLEBALL USE BONITA SPRINGS RECENTLY HAS
 11:30:27AM APPROVED BECAUSE IT'S MY UNDERSTANDING FROM NEWS REPORTS
 11:30:31AM THAT THEY WERE GOING TO HAVE A 10-ACRE SITE WITH PICKLE
 11:30:35AM BALL ON IT, AND I STILL CAN'T FIND ANYWHERE ON THE
 11:30:40AM INTERNET EXACTLY WHAT WAS APPROVED BUT IT WILL BE GOOD
 11:30:43AM TO KNOW WHAT WE'LL BE COMPETING AGAINST IF WE WERE TO GO
 11:30:48AM WITH A PICKLEBALL SITE.
 11:30:50AM THANK YOU.
 11:30:50AM >>Mayor Errington: THANK YOU.
 11:30:51AM ANY OTHER COMMENTS?
 11:30:52AM >>Carol Sacco: WE HAVE NO COMMENTS AND NO E-COMMENTS.
 11:30:56AM >>Mayor Errington: OKAY.
 11:30:56AM SO THEN WE NEED A MOTION TO CONTINUE -- MOTION MADE BY
 11:31:02AM VICE MAYOR McLAIN AND SECONDED BY COUNCILMEMBER WARD.
 11:31:06AM PLEASE CALL THE ROLL.
 11:31:08AM >>Jim Wilson: AYE.
 11:31:09AM >>Jim Ward: AYE.
 11:31:11AM >>Jim Boesch: AYE.
 11:31:12AM >>Larry Fiesel: AYE.
 11:31:13AM >>Joanne Ribble: AYE.
 11:31:15AM >>Vice-Mayor McLain: AYE.
 11:31:16AM >>Mayor Errington: AYE.
 11:31:18AM ITEM NUMBER 7C IS RESOLUTION NUMBER 2022-12 COMMUNITY
 11:31:26AM AESTHETIC FEATURE AGREEMENT.
 11:31:29AM MADAM CLERK, WILL YOU PLEASE READ THE RESOLUTION?
 11:31:33AM >>Carol Sacco: RESOLUTION 2022-12.
 11:31:35AM A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF
 11:31:38AM ESTERO, FLORIDA, APPROVING A COMMUNITY AESTHETIC FEATURE

11:31:41AM AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION
 11:31:44AM FOR A LOCAL IDENTIFICATION MARKER LOCATED AT THE VILLAGE
 11:31:47AM OF ESTERO CORPORATE LIMITS SOUTH OF PELICAN COUNTY
 11:31:50AM BOULEVARD ON STATE ROAD 45, U.S. 41, IN LEE COUNTY,
 11:31:55AM FLORIDA, PROVIDING FOR SEVERABILITY AND AN EFFECTIVE
 11:31:57AM DATE.
 11:31:59AM >>Mayor Errington: THANK YOU.
 11:31:59AM STEVE?
 11:32:00AM WILL YOU INTRODUCE THIS ITEM PLEASE?
 11:32:02AM >>Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL.
 11:32:04AM AS YOU KNOW WE HAVE BEEN ON A VERY LONG PROCESS TO
 11:32:06AM PROVIDE COMMUNITY IDENTIFICATION MARKERS AT THE
 11:32:12AM PERIMETER OF THE VILLAGE OF ESTERO.
 11:32:14AM IMPORTANT GATEWAY INTO THE COMMUNITY IS THE ACCESS ALONG
 11:32:20AM U.S. 41.
 11:32:21AM PROPOSED HERE IS AN AGREEMENT WITH THE FLORIDA
 11:32:25AM DEPARTMENT OF TRANSPORTATION TO LOCATE A MONUMENT MARKER
 11:32:30AM AND RELATED LANDSCAPING IN THE PUBLIC RIGHT-OF-WAY
 11:32:35AM WORKING WITH D.O.T.
 11:32:38AM IT'S A COMPLICATED PROCESS BUT THEY HAVE TO CONTROL
 11:32:40AM WHAT'S IN THE RIGHT-OF-WAY FOR OBVIOUS REASONS FOR
 11:32:44AM SAFETY AND CONSISTENCY.
 11:32:44AM AND THIS PROVIDES THE AGREEMENT TO DO THAT.
 11:32:50AM WITH THIS APPROVAL, WE'LL BE ABLE TO GET INTO THE
 11:32:53AM CONSTRUCTION OF THAT MONUMENT SIGN IN 2023 AND PROBABLY
 11:32:58AM HAVE THAT FINISHED BY JULY OF '23 OR THEREABOUTS.
 11:33:04AM SO THIS COMES TO YOU WITH A RECOMMENDATION FOR APPROVAL.
 11:33:07AM THE TIMELINE IS OUTLINED AND SO IS THE SCOPE OF WORK AND
 11:33:10AM THE AGREEMENT.
 11:33:12AM >>Mayor Errington: COUNCIL?
 11:33:13AM JOANNE.
 11:33:14AM >>Joanne Ribble: DO WE HAVE TO DO THIS WITH EACH ONE OF
 11:33:16AM THE OTHER THREE OR IS THIS BECAUSE THIS IS ON 41?
 11:33:20AM >>Steven Sarkozy: DEPENDING UPON THE EXACT LOCATION OF
 11:33:22AM THE OTHER SITES IN ALL LIKELIHOOD WILL REQUIRE THE SAME
 11:33:26AM THING WITH THE OTHER THREE.
 11:33:28AM >>Joanne Ribble: THANK YOU.
 11:33:29AM >>Mayor Errington: ANY OTHER DISCUSSION?
 11:33:30AM COMMENTS?
 11:33:32AM >>Carol Sacco: NO E-COMMENTS AND NO COMMENTS.
 11:33:34AM >>Mayor Errington: THANK YOU.
 11:33:35AM I NEED A MOTION.
 11:33:37AM >>I'LL MAKE A MOTION.
 11:33:38AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER JIM
 11:33:41AM BOESCH AND SECONDED BY COUNCILMEMBER JOANNE RIBBLE.
 11:33:45AM CALL THE ROLL.
 11:33:46AM >>Joanne Ribble: AYE.
 11:33:47AM >>Larry Fiesel: AYE.

11:33:49AM >>Jim Boesch: AYE.
 11:33:50AM >>Jim Ward: AYE.
 11:33:52AM >>Jim Wilson: AYE.
 11:33:54AM >>Vice-Mayor McLain: AYE.
 11:33:55AM >>Mayor Errington: AYE.
 11:33:57AM ITEM NUMBER 7D, RESOLUTION NUMBER 2022-32 I-75 AND
 11:34:07AM CORKSCREW LANDSCAPE MAINTENANCE AGREEMENT.
 11:34:10AM MADAM CLERK, WILL YOU PLEASE READ THE RESOLUTION?
 11:34:13AM >>Carol Sacco: RESOLUTION 2022-32.
 11:34:16AM A RESOLUTION APPROVING A LANDSCAPE MAINTENANCE AND
 11:34:19AM INSTALLATION AGREEMENT BETWEEN THE STATE OF FLORIDA
 11:34:22AM DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF ESTERO
 11:34:24AM FOR MAINTENANCE OF LANDSCAPING FOR SPECIALIZED
 11:34:26AM LANDSCAPING AND IRRIGATION WITHIN THE INTERSTATE AT SR93
 11:34:31AM WHICH IS I-75 AND CORKSCREW ROAD, AUTHORIZING THE
 11:34:34AM VILLAGE MANAGER AND VILLAGE AGENTS TO TAKE ALL ACTIONS
 11:34:37AM NECESSARY TO EXECUTE AND IMPLEMENT THE AGREEMENT AND
 11:34:40AM PROVIDING AN EFFECTIVE DATE.
 11:34:43AM >>Mayor Errington: THANK YOU.
 11:34:43AM STEVE?
 11:34:44AM YOU'RE VERY POPULAR TODAY.
 11:34:45AM BACK TO YOU.
 11:34:46AM >>Steven Sarkozy: WE'RE TRYING TO MOVE PROJECTS FORWARD
 11:34:50AM AND THIS IS ANOTHER ONE AND THIS IS THE LONG AWAITED
 11:34:54AM LANDSCAPING AT I-75 AND CORKSCREW.
 11:34:57AM YOU RECALL WHEN THIS PROJECT WAS INITIATED TO ADD AN
 11:35:02AM ADDITIONAL TURN LANE, EXCUSE ME, FROM CORKSCREW ON TO
 11:35:06AM NORTH AND SOUTHBOUND I-75, WE HAD WORKED OUT AN
 11:35:10AM AGREEMENT WITH D.O.T. TO PROVIDE ADDITIONAL LANDSCAPING.
 11:35:18AM D.O.T. REQUIRES A CONTRACT TO DO ANY OF THE WORK IN THE
 11:35:21AM RIGHT-OF-WAY BUT THEY DO HAVE A BUDGET FOR A LOT OF THIS
 11:35:26AM WITH THE REQUIREMENT THAT WE MAINTAIN WHAT THEY BUILT.
 11:35:29AM SO PREVIOUSLY WE'VE HAD THE DESIGN COME FORWARD TO THE
 11:35:35AM COUNCIL.
 11:35:36AM WE HAD BRUCE HOWARD WHO IS ONE OF THE CONTRACT DESIGN
 11:35:40AM LANDSCAPE DESIGNERS THAT WE WORK WITH PRETTY REGULARLY
 11:35:43AM REVIEW AND COMMENT AND SUPPLEMENT THE D.O.T. PLANS.
 11:35:48AM THAT WAS APPROVED BY D.O.T. AND THEIR DESIGNERS.
 11:35:53AM WE NOW REQUIRE AN AGREEMENT AS WE MOVE FORWARD WHEREBY
 11:35:57AM THE VILLAGE WILL DO THE MAINTENANCE OF THIS WORK ON
 11:36:01AM D.O.T. LAND ONCE BUILT.
 11:36:03AM SO THE PROJECT WAS ACTUALLY PUSHED BACK A BIT BECAUSE OF
 11:36:07AM HURRICANE IAN BUT IT'S SCHEDULED TO MOVE FORWARD
 11:36:11AM HOPEFULLY SOON ALTHOUGH THE LANDSCAPE PRICES HAVE JUST
 11:36:15AM SKYROCKETED, BUT THEN WE'LL GO IN AND DO THE
 11:36:20AM MAINTENANCE.
 11:36:20AM THE MAINTENANCE IS ESTIMATED SOMEWHERE BETWEEN 200 AND
 11:36:24AM 250,000 A YEAR.

11:36:26AM WE HAVE THAT IN THE BUDGET OF COURSE.
 11:36:29AM AS WE INITIATE PROJECTS THAT REQUIRE MAINTENANCE, WE PUT
 11:36:33AM THAT MAINTENANCE COST INTO THE BUDGET SO THAT WE'RE
 11:36:36AM NEVER SHORT, YOU KNOW, IN TERMS OF BUDGET ALLOCATIONS.
 11:36:41AM THIS COMES TO YOU WITH A RECOMMENDATION FOR APPROVAL AS
 11:36:44AM IT IS A MAJOR GATEWAY INTO THE COMMUNITY AND SHOULD, YOU
 11:36:48AM KNOW, MAKE IT A WHOLE LOT MORE AESTHETICALLY PLEASING.
 11:36:54AM >> WILL RESIDENTS BE ABLE TO PLANT IN THIS AREA?
 11:37:00AM >>Steven Sarkozy: NO.
 11:37:00AM EVERYTHING IN THE D.O.T. RIGHT-OF-WAY REQUIRES A D.O.T.
 11:37:05AM CONTRACT.
 11:37:09AM >>Joanne Ribble: YOU KNOW I'VE BEEN ANXIOUSLY WAITING
 11:37:12AM FOR THIS.
 11:37:13AM IT'S IN THE 2023 BUDGET.
 11:37:15AM IS IT GOING TO BE INSTALLED IN 2023?
 11:37:19AM >>Steven Sarkozy: I CAN ONLY HOPE.
 11:37:22AM I CAN'T -- I COULDN'T SAY.
 11:37:25AM >> TO SAY THAT THIS WHOLE PROJECT HAS MADE ME CRAZY IS
 11:37:29AM AN UNDERSTATEMENT.
 11:37:30AM WE WAITED FOR WHAT SEEMED LIKE A LIFETIME TO GET THE
 11:37:35AM INTERSECTION COMPLETED.
 11:37:37AM THEY WERE GOING TO HAVE THE INSTALLATION OF THE
 11:37:40AM LANDSCAPING IN OCTOBER OF THIS YEAR, BUT I THINK I
 11:37:45AM REMEMBER CORRECTLY IT SHOULD HAVE BEEN DONE OCTOBER A
 11:37:49AM YEAR AGO.
 11:37:49AM NOW WE'RE PLANNING ON PASSING A RESOLUTION TO MAINTAIN
 11:37:52AM SOMETHING THAT WE DON'T HAVE ANY IDEA WHEN IT'S GOING TO
 11:37:58AM ACTUALLY GET INSTALLED.
 11:37:59AM I KNOW WE'RE SUPPOSED TO TAKE OVER MAINTENANCE AFTER THE
 11:38:01AM MAINTENANCE PERIOD OF THE ORIGINAL CONTRACTOR ENDS.
 11:38:05AM WHAT IS THAT PERIOD OF TIME?
 11:38:06AM IS THAT A TWO-YEAR PERIOD OF TIME?
 11:38:09AM DO THEY HAVE 24 MONTHS AFTER THEY PUT IT IN TO MAINTAIN
 11:38:11AM IT?
 11:38:12AM >>Steven Sarkozy: IT WILL BE, I BELIEVE, A 12-MONTH
 11:38:14AM PERIOD AND THAT -- THE CONTRACTOR HAS TO MAINTAIN IT,
 11:38:20AM MOST OF THE PLANTINGS, AND THEN WE'LL KICK IN.
 11:38:22AM >> IT SAYS HERE WE'RE GOING TO TAKE OVER THE
 11:38:26AM MAINTENANCE, BUT THE RESOLUTION DOESN'T REALLY GIVE ANY
 11:38:28AM TIMEFRAME.
 11:38:30AM IT SOUNDS LIKE WE'RE ALMOST GOING TO TAKE OVER IT
 11:38:32AM IMMEDIATELY.
 11:38:32AM >>Steven Sarkozy: NO.
 11:38:34AM WE HAVE -- IN THE PROCESS WE NEED -- D.O.T. NEEDS US TO
 11:38:38AM GUARANTEE WE'LL DO THE MAINTENANCE BEFORE THEY DO THE
 11:38:40AM CONSTRUCTION.
 11:38:42AM SO WE'RE HOPEFUL THIS CAN HAPPEN IN 2023.
 11:38:50AM >> I'M STILL TRYING TO GET ON THIS TRAIN WHERE THE

11:38:53AM GOVERNMENT MAKES EVERYTHING GET BUILT UPSIDE DOWN.
 11:38:58AM JUST -- I THINK THIS JUST GETS US -- KEEPING A THING
 11:39:02AM MOVING.
 11:39:03AM EVEN THOUGH IT'S MOVING AT A WORM'S PACE OR MAYBE LESS.
 11:39:07AM THEY WANT US TO ASSURE THEM BEFORE THEY EVEN GET IT.
 11:39:10AM SO WE DON'T DO THIS, IT'S NOT GOING ANYWHERE, SO I
 11:39:14AM THINK, YOU KNOW, IT'S -- SUPPOSED TO BE THE MOST
 11:39:17AM BEAUTIFUL INTERCHANGE ON 75, SO I'M SAYING, LET'S GET IT
 11:39:20AM DONE.
 11:39:22AM >> SO THIS IS AN EXTRA 750,000.
 11:39:26AM DO THEY GIVE US MORE THAN WHAT WE WERE -- THE
 11:39:29AM REGULAR --
 11:39:32AM >>Steven Sarkozy: YES.
 11:39:33AM THEY AGREED TO THE ADDITIONAL COST OF THE NEW
 11:39:35AM LANDSCAPING THAT CAME FROM OUR CONSULTANTS.
 11:39:42AM >> IT WILL BE THE MOST BEAUTIFUL --
 11:39:45AM >> BETTER BE.
 11:39:45AM THE TREES ARE GROWING.
 11:39:47AM >> IT'S GOING TO BE FINISHED THE SAME TIME THE RAILS TO
 11:39:50AM TRAIL GETS FINISHED IT SOUNDS LIKE.
 11:39:53AM >>Mayor Errington: THAT'S RIGHT.
 11:39:54AM I WISH THE RAILS TO TRAILS FOLKS COULD BE HERE BECAUSE
 11:39:58AM WE'VE TALKED ABOUT THIS FOR ABOUT FOUR YEARS, I THINK.
 11:40:02AM OR MORE.
 11:40:03AM AND I CAN REMEMBER THE EXCITEMENT I HAD WHEN BRUCE
 11:40:07AM HOWARD PRESENTED THIS BEAUTIFUL DESIGN AND THE GUYS WERE
 11:40:12AM HERE.
 11:40:13AM THEY WERE READY TO START PLANTING.
 11:40:15AM AND WHAT -- WHERE WAS THE BREAKDOWN?
 11:40:18AM THEY WERE READY?
 11:40:20AM SO -- WELL -- SOMEDAY WE'LL DRIVE BY THERE AND PLANTS
 11:40:25AM WILL BE INSTALLED AND WE'LL SAY, WHEN DID THAT HAPPEN?
 11:40:31AM >> DON'T FORGET THE STOPLIGHT IN FRONT OF LOWE'S.
 11:40:35AM SPEAKING OF TIME.
 11:40:35AM >> AND A STOPLIGHT THAT DOESN'T EXIST.
 11:40:37AM >> WE DON'T HAVE THAT STOPLIGHT YET.
 11:40:40AM >>Mayor Errington: DAVID, YOU MAY WANT TO LEAVE THE
 11:40:42AM ROOM.
 11:40:43AM >>Joanne Ribble: ON PELICAN COLONY BOULEVARD.
 11:40:45AM GOT TO GET IT OUT THERE.
 11:40:47AM >>Mayor Errington: DAVID IS BACK.
 11:40:49AM >> I'LL MAKE A MOTION.
 11:40:51AM >>Mayor Errington: LET'S SEE IF -- WE MAY HAVE SOMEBODY
 11:40:53AM THAT WANTS AN E-COMMENT.
 11:40:55AM >>Carol Sacco: THERE IS NO E-COMMENTS AND NO COMMENTS.
 11:40:58AM >>Mayor Errington: OH, REALLY?
 11:40:59AM OKAY.
 11:40:59AM SO YOU MAKE A MOTION.

11:41:00AM >> APPROVE IT.
 11:41:03AM >> SECOND THAT MOTION.
 11:41:04AM >>Mayor Errington: MOTION MADE BY --
 11:41:06AM >> VICE MAYOR McLAIN AND FIESEL.
 11:41:09AM >>Mayor Errington: SECONDED.
 11:41:10AM CALL THE ROLL.
 11:41:11AM >>Jim Wilson: AYE.
 11:41:13AM >>Jim Ward: AYE.
 11:41:15AM >>Jim Boesch: AYE.
 11:41:17AM >>Larry Fiesel: AYE.
 11:41:19AM >>Joanne Ribble: AYE.
 11:41:20AM >>Vice-Mayor McLain: AYE.
 11:41:21AM >>Mayor Errington: AYE.
 11:41:24AM ITEM NUMBER 7E IS EC-2022-29 STA-01 RECLAIMED WATER
 11:41:37AM FEASIBILITY STUDY.
 11:41:39AM STEVE?
 11:41:40AM >>Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL.
 11:41:43AM PROPOSED IS A -- AN ADDITIONAL SCOPE OF WORK WITH THE
 11:41:48AM FIRM OF WESTON AND SAMPSON TO PREPARE A RECLAIMED WATER
 11:41:53AM FEASIBILITY STUDY FOR THE VILLAGE OF ESTERO.
 11:41:57AM AS YOU ARE PROBABLY AWARE, THE HOMEOWNERS AND GATED
 11:42:01AM COMMUNITIES HAVE THE OPTION OF USING IN SOME CASES WELL
 11:42:06AM WATER, WHICH IS THE CHEAPEST OPTION.
 11:42:08AM IF THAT'S NOT AVAILABLE, THEY USE POTABLE WATER.
 11:42:12AM AND IN MANY PARTS OF THE VILLAGE, RECLAIMED WATER IS AN
 11:42:19AM OPTION THAT'S LESS EXPENSIVE THAN POTABLE WATER BUT
 11:42:22AM STILL MORE EXPENSIVE THAN WELL WATER.
 11:42:26AM WHAT WE'RE FINDING THROUGHOUT THE VILLAGE IS THAT DURING
 11:42:31AM THE TURF SEASON, WE'RE RUNNING OUT OF WELL WATER BECAUSE
 11:42:36AM WE'RE SUCKING DOWN THE AQUIFERS AND A GOOD SOLUTION IS
 11:42:41AM TO PROVIDE RECLAIMED WATER ALTERNATIVES TO AS MANY PARTS
 11:42:46AM OF THE VILLAGE AS WE CAN.
 11:42:48AM SO SOME OF OUR COMMUNITIES HAVE COME TO US AND ASKED THE
 11:42:52AM VILLAGE TO HELP EXTEND THE PURPLE PIPES OR THE RECLAIMED
 11:42:58AM WATER SYSTEM THROUGHOUT THE VILLAGE AND THAT'S WHAT THIS
 11:43:03AM ALLOWS US TO DO, CREATE A STUDY ON HOW WE MIGHT DO THE
 11:43:07AM CONSTRUCTION AND FINANCING OF THE EXTENSIONS OF THE LINE
 11:43:11AM WILL BE SOMETHING THAT COMES BACK TO YOU AS A RESULT OF
 11:43:13AM THE STUDY.
 11:43:14AM SO THIS IS AN IMPORTANT PIECE TO PROVIDE RECLAIMED WATER
 11:43:25AM FOR IRRIGATION PURPOSES ONLY.
 11:43:28AM IT'S JUST THE FIRST STEP IN THE PROCESS BUT AN IMPORTANT
 11:43:31AM STEP.
 11:43:35AM >>Mayor Errington: COUNCIL, ANY COMMENTS, QUESTIONS?
 11:43:36AM >> I'VE GOT TWO QUESTIONS.
 11:43:38AM ONE PROBABLY FOR DAVID.
 11:43:39AM IF THIS IS A FEASIBILITY, BUT OBVIOUSLY, WE DON'T WANT
 11:43:42AM TO DAMAGE ESTERO PARKWAY'S LANDSCAPING WE'VE ALREADY GOT

11:43:51AM SO HOPEFULLY WE CAN WORK AROUND THAT.
 11:43:53AM WE CONTINUE TO HAVE RUST ISSUES FOR THE WATER ON ESTERO
 11:43:55AM PARKWAY.
 11:43:56AM IS ESTERO PARKWAY INCLUDED AS -- AVAILABILITY OF THIS
 11:44:01AM WHERE NEEDED?
 11:44:03AM OR IS IT JUST THE NEIGHBORHOODS THAT HAVE THE
 11:44:05AM AVAILABILITY TO GET RECLAIMED WATER?
 11:44:08AM >>Steven Sarkozy: DAVID, DID YOU WANT TO SPEAK TO THAT
 11:44:10AM ONE?
 11:44:13AM >>David Willems: GOOD MORNING.
 11:44:13AM JUST REAL QUICKLY, THE STUDY IS REALLY -- I CAN SEE IT
 11:44:18AM AS A PARTNERSHIP.
 11:44:19AM IT'S THE VILLAGE TRYING TO GET OUR NEEDS FOR REUSE AND
 11:44:27AM RECLAIMED WATER ON ALL THE ROADWAYS WE LANDSCAPE IN THE
 11:44:29AM FUTURE AND COMMUNITIES.
 11:44:30AM ESTERO PARKWAY IS ACTUALLY NOT INCLUDED AND THE ONLY
 11:44:33AM REASON IS WE HAVE ALREADY DONE A STUDY ON ESTERO PARKWAY
 11:44:36AM SO WE ALREADY HAVE A JOHNSON ENGINEERING WORKED WITH US
 11:44:39AM AND THE COMMUNITIES AROUND THERE TO COME UP WITH WHAT
 11:44:42AM WOULD BE REQUIRED TO HOOK THAT UP TO RECLAIMED WATER.
 11:44:45AM >>Mayor Errington: OKAY.
 11:44:46AM THANK YOU, DAVID.
 11:44:47AM OKAY.
 11:44:47AM ANY COMMENTS FROM THE PUBLIC?
 11:44:50AM >>Carol Sacco: NO COMMENTS AND NO E-COMMENTS.
 11:44:52AM >>Mayor Errington: NEED A MOTION.
 11:44:54AM >>Joanne Ribble: SO MOVED.
 11:44:55AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER RIBBLE
 11:44:58AM AND SECONDED BY COUNCILMEMBER FIESEL.
 11:45:01AM PLEASE CALL THE ROLL.
 11:45:02AM >>Joanne Ribble: AYE.
 11:45:04AM >>Larry Fiesel: AYE.
 11:45:05AM >>Jim Boesch: AYE.
 11:45:06AM >>Jim Ward: AYE.
 11:45:09AM >>Jim Wilson: AYE.
 11:45:11AM >>Vice-Mayor McLain: AYE.
 11:45:13AM >>Mayor Errington: AYE.
 11:45:18AM ITEM NUMBER 7F IS EC-2022-38 STA-02 VILLAGE OF ESTERO
 11:45:27AM WATER MONITORING CONTRACT.
 11:45:29AM STEVE?
 11:45:30AM >>Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL.
 11:45:35AM THIS ITEM IS KIND OF THREE PARTS HERE.
 11:45:40AM FIRST IS TO AUTHORIZE THE SUPPLEMENTAL AUTHORIZATION FOR
 11:45:43AM JOHNSON ENGINEERING TO PROVIDE WATER MONITORING SERVICES
 11:45:46AM THROUGHOUT THE VILLAGE.
 11:45:48AM SECONDLY TO APPROVE A CONTINGENCY TO ADD TO THAT
 11:45:52AM AGREEMENT TO REQUIRE THE -- COMPLETE THE PROJECT AND
 11:45:57AM ALSO THEN AUTHORIZING THE MANAGER TO SIGN THE

11:46:00AM AGREEMENTS.
 11:46:00AM WHAT WE'RE DOING HERE IS CONTINUING THE EFFORT TO
 11:46:03AM PROVIDE WATER MONITORING ALONG BOTH THE NORTH AND SOUTH
 11:46:09AM BRANCH AND MAIN BRANCH OF THE ESTERO RIVER.
 11:46:10AM THE SAMPLING SERVICES AS WELL AS THE MONITORING RESULTS
 11:46:16AM HAVE PROVEN TO BE VERY BENEFICIAL FOR OUR STORM WATER
 11:46:22AM MODELING THAT IS PART OF THE STORM WATER MASTER PLAN AND
 11:46:25AM CONTINUING THAT EFFORT SO THAT WE HAVE A CONTINUOUS DATA
 11:46:32AM THAT WILL HELP US DEFINE HOW BEST TO CONTROL WATER FLOWS
 11:46:37AM IS IMPORTANT.
 11:46:39AM SO THIS COMES TO YOU WITH A RECOMMENDATION FOR APPROVAL.
 11:46:42AM AND IT JUST ADDS TO THE ROBUST NATURE OF OUR STORM WATER
 11:46:51AM MASTER PLAN EFFORT.
 11:46:52AM >>Mayor Errington: THANK YOU.
 11:46:52AM MADAM CLERK, ANY --
 11:46:54AM >>Carol Sacco: NO --
 11:46:56AM >> I HAVE A QUESTION.
 11:46:57AM >>Mayor Errington: SORRY, YOU HAVE A COMMENT.
 11:46:59AM I'M SORRY.
 11:47:00AM >> STEVE, YOU KNOW, WE SUPPLY WATER TO THE PLANT AND
 11:47:09AM THAT'S NOTHING TO DO WITH US, RIGHT?
 11:47:11AM >>Steven Sarkozy: THIS IS NOT ABOUT THAT.
 11:47:14AM THIS IS ABOUT THE SURFACE WATER MONITORING ON THE
 11:47:17AM RIVERS.
 11:47:19AM >>Mayor Errington: GOOD?
 11:47:21AM OKAY.
 11:47:22AM >>Carol Sacco: OKAY.
 11:47:23AM >> QUICK QUESTION.
 11:47:24AM >>Mayor Errington: OKAY.
 11:47:25AM >> DO WE HAVE JOHNSON ENGINEERING COMMITTED TO DO A
 11:47:29AM PRESENTATION ANNUALLY ON THE QUALITY OF WATER THAT
 11:47:32AM THEY'RE TESTING AT THIS POINT?
 11:47:33AM >>Steven Sarkozy: WE CAN DO THAT.
 11:47:38AM IT'S REALLY BASE DATA BUT WE CAN HAVE THEM COME IN AT
 11:47:41AM THIS POINT TO PROVIDE A REPORT.
 11:47:42AM >> THE CDD USES JOHNSON ENGINEERING TO DO THE SAME THING
 11:47:47AM AND THEY'LL COME IN ON AN ANNUAL BASIS AND UPDATE ON
 11:47:53AM THE QUALITY OF WATER AND IF WE'RE MEETING CERTAIN
 11:47:56AM REQUIREMENTS.
 11:47:56AM I'M CURIOUS WHETHER WE'VE DONE THAT HERE.
 11:47:58AM >> SO JOHNSON ENGINEERING DOES PROVIDE AN ANNUAL REPORT
 11:48:01AM THAT SUMMARIZES THEIR FINDINGS.
 11:48:03AM ESPECIALLY WITH THE WATER QUALITY DATA SOMETIMES IT'S
 11:48:06AM GOOD TO GET A COUPLE YEARS OF DATA SO YOU CAN REALLY
 11:48:09AM TELL WHAT TRENDS ARE.
 11:48:10AM AND I THINK WITH THIS, THIS WILL BE OUR SECOND OR THIRD
 11:48:13AM YEAR, SO EVEN IF JOHNSON ENGINEERING DOESN'T COME IN, I
 11:48:17AM THINK VILLAGE STAFF WOULD BE ABLE TO PRESENT THAT DATA

11:48:19AM AND WHAT IT SAYS AND COMPARE THAT TO THE COUNTY'S DATA
 11:48:22AM AND EVERYTHING ELSE WE HAD.
 11:48:24AM >> GOING BACK TO THE BROOKS CDD, THEY DO IT AS PART OF
 11:48:30AM THE CONTRACT.
 11:48:31AM THEY'LL COME IN ON A PERIODIC BASIS AND UPDATE US.
 11:48:35AM >>Mayor Errington: WE'VE HEARD OVER THE YEARS THAT
 11:48:37AM BONITA SPRINGS WATER IS SWEETER THAN THE LEE COUNTY
 11:48:39AM WATER.
 11:48:40AM IS THAT TRUE?
 11:48:42AM WELL, WHATEVER.
 11:48:44AM >> BLENDED WITH VODKA?
 11:48:46AM >>Mayor Errington: (LAUGHTER)
 11:48:48AM OKAY.
 11:48:49AM WE'RE DETERIORATING NOW.
 11:48:51AM OKAY.
 11:48:51AM >>Carol Sacco: WE HAVE NO COMMENTS AND NO E-COMMENTS.
 11:48:55AM >>Mayor Errington: I NEED A MOTION.
 11:48:56AM >> SO MOVED.
 11:48:57AM >> SO MOVED.
 11:48:58AM >>Mayor Errington: SORRY, OKAY.
 11:48:59AM YES.
 11:49:01AM YES, COUNCILMEMBER?
 11:49:05AM >>Jim Wilson: MOVED BY WILSON.
 11:49:06AM >>Mayor Errington: YOU MAKE A MOTION?
 11:49:08AM >>Jim Wilson: YES, I DO.
 11:49:09AM >>Mayor Errington: MOTION MADE BY COUNCILMEMBER JIM
 11:49:13AM WILSON AND SECONDED BY COUNCILMEMBER FIESEL.
 11:49:16AM PLEASE CALL THE ROLL.
 11:49:18AM >>Jim Wilson: AYE.
 11:49:20AM >>Jim Ward: AYE.
 11:49:22AM >>Jim Boesch: AYE.
 11:49:23AM >>Larry Fiesel: AYE.
 11:49:24AM >>Joanne Ribble: AYE.
 11:49:26AM >>Vice-Mayor McLain: AYE.
 11:49:27AM >>Mayor Errington: AYE.
 11:49:30AM ITEM NUMBER 8, PUBLIC COMON NON-AGENDA ITEMS.
 11:49:35AM >>Carol Sacco: WE HAVE NONE, MAYOR.
 11:49:38AM >>Mayor Errington: NOW WE ARE MOVING TOWARD THE END.
 11:49:43AM COUNCIL COMMUNICATIONS.
 11:49:45AM FIRST OFF, BEFORE WE START WITH THAT, I'D LIKE TO THANK
 11:49:49AM DAVID WILLEMS FOR GOING TO FORT MYERS TODAY AND
 11:49:53AM PRESENTING FOR US FOR THE LEGISLATIVE DELEGATION.
 11:49:56AM AND ALSO, I THINK SOMEBODY SAID IT'S HIS BIRTHDAY TODAY.
 11:50:01AM SO HAPPY BIRTHDAY.
 11:50:03AM >>Joanne Ribble: HAPPY BIRTHDAY.
 11:50:04AM >> 39 TODAY?
 11:50:07AM >> STEVE SAID YOU'RE BRINGING A CHECK DOWN FOR 60
 11:50:09AM MILLION BUCKS.

11:50:10AM DID YOU BRING THAT BY CHANCE?
 11:50:12AM HOW DID YOU DO, DAVID?
 11:50:16AM >>Mayor Errington: OKAY.
 11:50:16AM WE'LL START WITH YOU, JIM WILSON.
 11:50:19AM WHAT WOULD YOU LIKE TO REPORT TODAY?
 11:50:23AM >>Jim Wilson: I HAVE NO REPORT, MADAM MAYOR.
 11:50:25AM >>Mayor Errington: OKAY.
 11:50:26AM THAT'S FINE.
 11:50:27AM COUNCILMEMBER JIM WARD?
 11:50:31AM >>Jim Ward: I'LL CONTINUE WITH THE THEME OF THANKING
 11:50:33AM DAVID.
 11:50:33AM I HAD A NUMBER OF CONCERNS AND QUESTIONS ABOUT FEMA
 11:50:38AM PICKUPS AND DIFFERENT THINGS AS IT RELATES TO HOW IT WAS
 11:50:41AM HANDLED ON IRMA AND IAN AND DAVID HAS TYPICALLY BEEN
 11:50:47AM RESPONSIVE WITHIN 24 HOURS TO MY REQUEST, WHICH I
 11:50:53AM IMMEDIATELY GO BACK TO THE COMMUNITY AND PROVIDE THEM
 11:50:55AM WITH ADDITIONAL INFORMATION, SO THANK YOU FOR THE TIMELY
 11:50:58AM RESPONSES.
 11:50:59AM SECOND THING, LAST WEEKEND I HAD THE OPPORTUNITY TO GO
 11:51:02AM UP TO DUNBAR TO THE WITNESS THE FOOTBALL GAME THAT WAS
 11:51:06AM PART OF THE STATE FINALS PROCESS AND IT WAS REALLY
 11:51:10AM EXCITING.
 11:51:11AM I REALLY HAD A GOOD TIME.
 11:51:13AM GOT AN OPPORTUNITY TO MEET PEOPLE FROM THE FORT MYERS
 11:51:15AM COUNCIL, FORT MYERS MAYOR AS WELL AS SANIBEL PEOPLE
 11:51:20AM REPRESENTED UP THERE AS WELL AS THE -- ALL THE SCHOOL
 11:51:23AM BOARD MEMBERS, SO IT WAS A NEAT OPPORTUNITY TO MEET SOME
 11:51:27AM PEOPLE, BUT ALSO TO ENJOY WHAT TURN OUT TO BE A VERY
 11:51:31AM COMPETITIVE FOOTBALL.
 11:51:32AM UNFORTUNATELY DUNBAR LOST AS DID SOME OF THE OTHER LEE
 11:51:36AM COUNTY REPRESENTATIVES IN THE STATE FINALS, BUT AGAIN, A
 11:51:39AM NICE OPPORTUNITY.
 11:51:40AM LAST POINT.
 11:51:40AM I WANT TO UPDATE THE COUNCIL ON THE CHAMBER OF COMMERCE.
 11:51:45AM COUPLE WEEKS AGO WE DID HAVE AN OPPORTUNITY TO PROVIDE
 11:51:51AM THEM FUNDING.
 11:51:52AM I WANT TO GIVE YOU AN UPDATE.
 11:51:54AM THE -- PROVIDE THEM SOME FUNDING.
 11:51:57AM BUT I WANT TO UPDATE THAT MUELLER RESIGNED THAT POSITION
 11:52:01AM SO THE BOARD OF DIRECTORS OF THE CHAMBER OF COMMERCE HAD
 11:52:04AM A MEETING MONDAY AND WE'RE TAKING STEPS TO ENSURE WE
 11:52:08AM KEEP THE CHAMBER MEMBERSHIP INVOLVED AND CONTINUE TO DO
 11:52:14AM GOOD WORK THAT THE CHAMBER HAS DONE.
 11:52:17AM WE'RE ALSO HAVING A MEETING FRIDAY TO GO FORWARD WITH
 11:52:21AM DISCUSSIONS ON HOW WE'LL CONTINUE TO PROVIDE LEADERSHIP
 11:52:24AM AT THE ESTERO CHAMBER OF COMMERCE, SO GIVEN THE FACT
 11:52:28AM THAT WE HAVE SUPPORTED THE CHAMBER, I WANTED TO UPDATE
 11:52:33AM THE COUNCIL ON THAT LATEST INFORMATION.

11:52:38AM >>Mayor Errington: YOU'RE GOING TO PASS.
 11:52:40AM OKAY.
 11:52:41AM JOANNE?
 11:52:41AM >>Joanne Ribble: I JUST WANT TO CONGRATULATE THE ROTARY
 11:52:45AM AND ALL THEIR VOLUNTEERS AND ALL THE STAFF MEMBERS WHO
 11:52:49AM PARTICIPATED IN THE LINE UP ESTERO.
 11:52:52AM IT WAS VERY WELL DONE.
 11:52:53AM THE VENUE WAS EXTRAORDINARY THIS YEAR.
 11:52:55AM THE STAGE WAS PERFECT.
 11:52:57AM ESPECIALLY FOR THE FAMILY MEMBERS THAT CAME WITH ALL THE
 11:53:01AM LITTLE CHILDREN.
 11:53:01AM THEY COULD GET UP THERE AND REALLY GET CLOSE AND TAKE
 11:53:04AM PICTURES.
 11:53:04AM AND I JUST WANT TO WISH EVERYBODY A VERY HAPPY AND
 11:53:08AM HEALTHY CHRISTMAS AND NEW YEAR, BECAUSE WE WON'T BE
 11:53:12AM SEEING EACH OTHER UNTIL AFTER THE HOLIDAYS, SO EVERYBODY
 11:53:17AM ENJOY THEIR HOLIDAYS AND HAVE A NICE, RESTFUL TIME.
 11:53:20AM INCLUDING THE STAFF.
 11:53:22AM TAKE SOME TIME.
 11:53:23AM >>Mayor Errington: LARRY?
 11:53:27AM >>Larry Fiesel: TOMORROW THE TOURIST DEVELOPMENT COUNCIL
 11:53:29AM WILL HOLD THEIR FIRST MEETING SINCE BEFORE IAN, AND I'M
 11:53:33AM SURE WE'LL BE GIVEN THE NUMBERS OF TOURISM FOR THIS
 11:53:40AM AREA.
 11:53:40AM REVISED NUMBERS.
 11:53:42AM DON'T THINK THEY'RE GOING TO LOOK VERY GOOD.
 11:53:45AM BUT IN SPITE OF WHAT WE WENT THROUGH, IT'S STILL AN AREA
 11:53:48AM OF THE COUNTRY THAT PEOPLE ARE COMING DOWN TO VISIT AND
 11:53:53AM JUST FINDING OTHER ALTERNATIVES TO GO TO, SO I'LL BE
 11:53:57AM ABLE TO BRING YOU NEW NUMBERS AFTER THAT MEETING BUT WE
 11:53:59AM DON'T MEET AGAIN UNTIL AFTER THE FIRST OF THE YEAR, BUT
 11:54:03AM I TOO WOULD LIKE TO WISH EVERYONE A MERRY CHRISTMAS AND
 11:54:07AM HAPPY NEW YEAR AND HAVE EVERYONE TRAVELING, HAVE A SAFE
 11:54:10AM JOURNEY AS YOU TRAVEL.
 11:54:12AM >>Mayor Errington: JON?
 11:54:13AM >>Vice-Mayor McLain: I WANT TO CONGRATULATE KATIE WITH
 11:54:16AM HER LEADERSHIP AND THE ROTARY FOR AN EXCELLENT LINEUP
 11:54:19AM ESTERO.
 11:54:19AM AND ECHOING OTHERS.
 11:54:24AM I'M WISHING EVERYONE A HAPPY CHRISTMAS AND NEW YEARS AND
 11:54:28AM BE SAFE OVER THIS LONG PERIOD BECAUSE I THINK WHEN WE
 11:54:30AM GET BACK IN JANUARY, WE WILL BE FULLY PACKED AGAIN WITH
 11:54:34AM A LOT OF AGENDA ITEMS, SO THAT'S ALL I HAVE.
 11:54:37AM >> MAY I?
 11:54:38AM ONE ADDITIONAL POINT IF I MAY.
 11:54:42AM I WANT TO CONGRATULATE YOU ON THE ESTERO LIGHT THE TREE
 11:54:44AM LAST WEEK.
 11:54:45AM IT WAS EXTREMELY SUCCESSFUL.

11:54:47AM WAY DONE.
 11:54:49AM I UNDERSTAND WE HAD 600 PARTICIPANTS.
 11:54:52AM IT WAS VERY ENJOYABLE.
 11:54:53AM >>Mayor Errington: THANK YOU.
 11:54:54AM THANK YOU.
 11:54:57AM WHEN THAT WAS DECIDED TO BE PUT TOGETHER, IT HAPPENED IN
 11:55:02AM A PERIOD OF PROBABLY LESS THAN FOUR WEEKS, AND IT CAME
 11:55:09AM TOGETHER AND IT WORKED, AND I WILL SHARE WITH YOU A
 11:55:13AM STORY THAT I HAD ONCE UPON A TIME WHEN I WAS A CLASSROOM
 11:55:17AM TEACHER, AND I HAD OVER 100 STUDENTS, AND WE DECIDED TO
 11:55:21AM DO A PROJECT FOR A -- IT WAS SOMETHING FOR NATIONAL
 11:55:27AM COMPETITION, AND SO WE DECIDED TO DO A WORLD
 11:55:30AM CHAMPIONSHIP RODEO BRINGING IN COWBOYS ON HORSES THAT
 11:55:36AM GOT POINTS TO RIDE THE BULLS AND SO FORTH AND GET POINTS
 11:55:42AM FOR NATIONAL CHAMPIONSHIP AWARDS.
 11:55:44AM AND I WORKED WITH THE STUDENTS FOR SIX WEEKS, WE DID IT.
 11:55:49AM SIX WEEKS WE GOT IT OFF THE GROUND, HAD SOMEONE TO COME
 11:55:52AM IN AND BRING THE ANIMALS, WORKED WITH THE HIGH SCHOOL TO
 11:55:56AM USE THE HIGH SCHOOL FOOTBALL FIELD, BOOSTERS, BAND BOOST
 11:56:00AM ERS AND SO FORTH TRYING TO MAKE THIS A WAY TO EARN MONEY
 11:56:04AM AND TO DO NATIONAL COMPETITION.
 11:56:08AM I TELL YOU THIS BECAUSE PUTTING IT TOGETHER WITH HIGH
 11:56:13AM SCHOOL STUDENTS AND ONE PERSON, IT WAS A CHALLENGE.
 11:56:17AM YOU AS A TEACHER WOULD KNOW THAT.
 11:56:18AM IT WAS A CHALLENGE TRYING TO WORK WITH ALL THESE KIDS,
 11:56:21AM AND I CAN REMEMBER TO THIS DAY TRYING TO PAY THE OWNER
 11:56:26AM OF THE MAN WHO BROUGHT IN HIS ANIMALS TO BE USED IN THE
 11:56:30AM CHAMPIONSHIP RODEO, HE ADVERTISED A -- BULL CALLED
 11:56:40AM CAPTAIN CRUNCH, AND CAPTAIN CRUNCH HAD FALLEN IN THE
 11:56:43AM TRUCK AND SOME OTHER ANIMAL STEPPED ON HIS THROAT AND
 11:56:47AM KILLED CAPTAIN CRUNCH, AND I'M TRYING TO PAY THIS MAN
 11:56:52AM AND HE'S CRYING IN THE CAB, AND HE SAID I RAISED THIS
 11:56:55AM BULL FROM A CALF, AND I COULDN'T GET HIM OUT OF THE
 11:56:58AM TRUCK TO PAY HIM HIS BILL.
 11:57:01AM SO, YOU KNOW, IT'S JUST -- I WAS -- I THOUGHT OVER AND
 11:57:04AM OVER ABOUT THIS.
 11:57:05AM YOU CAN DO SOMETHING.
 11:57:06AM PEOPLE SAID YOU CAN'T DO ANYTHING IN SIX WEEKS, BUT YOU
 11:57:09AM CAN.
 11:57:09AM SO WE DID.
 11:57:12AM SO IT BROUGHT BACK A LOT OF MEMORIES.
 11:57:14AM BUT THANK YOU.
 11:57:15AM I THINK IT WAS WELL RECEIVED BY THE COMMUNITY, AND I'M
 11:57:20AM JUST SO -- THE WHOLE EVENING WAS NICE.
 11:57:23AM IT WAS JUST, LIKE, REALLY NICE.
 11:57:26AM AND I APPRECIATE ALL OF YOU COMING OUT AND APPRECIATE
 11:57:30AM WHAT YOU DID.
 11:57:31AM YES?

11:57:32AM >> I THOUGHT THE FLYOVER WAS A GREAT TREAT TO --
 11:57:35AM >>Mayor Errington: I'M GLAD THEY DIDN'T SPRAY US WITH
 11:57:38AM MOSQUITO SPRAY.
 11:57:41AM SO THAT'S ALL I HAVE.
 11:57:44AM AND OTHER THAN -- BOB, WE'RE GOING TO MISS YOU WHEN
 11:57:49AM YOU'RE GONE.
 11:57:50AM YOU HAVE ANY PARTING COMMENTS TO MAKE?
 11:57:54AM >> NOT IN KEEPING WITH MY USUAL LACK OF ANY COMMENT,
 11:57:57AM I'LL SAY THIS.
 11:57:58AM THIS IS MY LAST MEETING.
 11:58:01AM THE NEW PERMANENT VILLAGE ATTORNEY STARTS ON THE 19th OF
 11:58:07AM DECEMBER, AND I'VE ALREADY BEEN BRIEFING HIM, WORKING
 11:58:11AM WITH HIM ON SOME OF THE MATTERS THAT ARE PENDING AND
 11:58:15AM GOING ON.
 11:58:16AM I WILL SAY THAT IT'S BEEN A, JUST, A WONDERFUL HONOR TO
 11:58:21AM BE ABLE TO WORK WITH THE STAFF.
 11:58:25AM THEY'RE SO COMPETENT AND SO -- WORK SO HARD AND THE
 11:58:32AM COUNCIL IS SOMEWHAT UNIQUE IN THAT YOU MAINTAIN YOUR
 11:58:39AM CIVILITY WITH EACH OTHER NO MATTER WHETHER YOU AGREE OR
 11:58:43AM DISAGREE.
 11:58:44AM I'VE BEEN AT THIS FOR 42 YEARS IN LOCAL GOVERNMENT, AND
 11:58:49AM WITH SEVERAL LOCAL GOVERNMENTS, I'VE NEVER SEEN ANYTHING
 11:58:52AM QUITE LIKE IT.
 11:58:53AM AND I DON'T KNOW IF YOUR RESIDENTS REALLY KNOW THAT, BUT
 11:58:58AM THEY OUGHT TO KNOW THAT.
 11:59:00AM SO THIS IS A WONDERFUL PLACE TO BE AND THE LAST EIGHT
 11:59:04AM MONTHS HAVE REALLY BEEN FUN AND WORTHWHILE.
 11:59:09AM WE GOT SOME KIND OF COOL THINGS DONE.
 11:59:11AM REDISTRICTING, PAYING OFF THE \$20 MILLION LOAN WITHOUT
 11:59:17AM PENALTY.
 11:59:17AM WE HAD TO WORK ON THAT.
 11:59:18AM GETTING THE GAS FRANCHISE OFF AND GETTING THAT IN PLACE.
 11:59:24AM PURCHASE OF RIVER OAKS AND PURCHASE OF THE WILLIAMS ROAD
 11:59:31AM PROPERTY, AND JUST A LOT OF THINGS HAVE BEEN DONE.
 11:59:36AM BUDGETING OF COURSE AND DEALING WITH HURRICANE IAN AND
 11:59:40AM IN THEIR SPARE TIME, THE STAFF WAS -- DOING THE USUAL
 11:59:45AM 100% WORK THEY NEED TO DO.
 11:59:46AM SO IT'S BEEN JUST VERY, VERY GOOD TO SEE FOR ME, TO SEE
 11:59:56AM HOW WELL A GOVERNMENTAL ENTITY, A LOCAL GOVERNMENTAL
 12:00:01PM ENTITY IS FUNCTIONING AND I HOPE IT STAYS THAT WAY.
 12:00:05PM I APPRECIATE IT.
 12:00:07PM >> GREAT JOB.
 12:00:08PM >>Mayor Errington: THANK YOU.
 12:00:09PM [APPLAUSE]
 12:00:12PM >>Carol Sacco: MAYOR, MAY I?
 12:00:14PM WE ARE HAVING A LUNCHEON FOR BOB THIS AFTERNOON AFTER
 12:00:19PM THE MEETING, SO IMMEDIATELY FOLLOWING IN THE EXECUTIVE
 12:00:22PM CONFERENCE ROOM.

12:00:23PM >>Mayor Errington: THANK YOU.
 12:00:24PM STEVE?
 12:00:24PM >>Steven Sarkozy: THANK YOU, MAYOR.
 12:00:25PM I DO HAVE A COUPLE ITEMS.
 12:00:27PM FIRST ON BEHALF OF ALL OF STAFF, MERRY CHRISTMAS, HAPPY
 12:00:33PM HOLIDAYS AND HAPPY NEW YEAR TO ALL THE COUNCIL MEMBERS
 12:00:35PM AND COMMUNITY.
 12:00:36PM THIS IS A HARDWORKING STAFF, AND -- BUT THEY ARE DOING
 12:00:41PM IT IN A -- WITH A WILLING HEART WORKING WITH THE
 12:00:44PM COUNCIL.
 12:00:44PM SECONDLY, I'D LIKE TO ADD ALL OF STAFF AND PARTICULARLY
 12:00:48PM MY APPRECIATE TO BOB PRITT FOR HIS WORK HERE.
 12:00:53PM BOB IS THE CONSUMMATE PROFESSIONAL AND DID A FABULOUS
 12:00:57PM JOB.
 12:00:57PM HE STEPPED IN AND JUST PICKED UP THE CHARGE AND, YOU
 12:01:00PM KNOW, CARRIED FORWARD.
 12:01:02PM AND THAT'S BEEN DEEPLY APPRECIATED.
 12:01:04PM SO THIS IS A TRANSITION SINCE BURT SAUNDERS LEFT THAT
 12:01:10PM WE'RE CONTINUING ON PER THE COUNCIL DIRECTION.
 12:01:14PM SO THANK YOU TO BOB PRITT.
 12:01:16PM AND HE'S NOT GOING TO GO VERY FAR, SO IF WE'RE -- WE'RE
 12:01:20PM HOPEFUL WE CAN PICK UP THE PHONE AND CALL HIM FOR THE
 12:01:24PM NEXT ASSIGNMENT.
 12:01:26PM ALSO YOU KNOW THAT DAVID WILLEMS WAS DOWN AT THE
 12:01:29PM LEGISLATIVE DELEGATION.
 12:01:31PM DAVID MADE IT BACK IN TIME.
 12:01:33PM SO MAYBE WE CAN HAVE DAVID COME UP AND GIVE US A LITTLE
 12:01:37PM HEAD'S UP ON WHAT HAPPENED.
 12:01:39PM >>Mayor Errington: WHERE IS THE CHECK?
 12:01:41PM >>Steven Sarkozy: WHERE'S THE CHECK?
 12:01:46PM >>David Willems: SO YEAH.
 12:01:47PM I WENT TO THE LEGISLATIVE DELEGATION MEETING.
 12:01:49PM THAT'S THE FIRST TIME I'VE BEEN TO THAT.
 12:01:51PM I WAS REALLY IMPRESSED WITH THE DELEGATION THAT WE HAVE.
 12:01:55PM THE RAPPORT THEY SEEM TO HAVE TOGETHER HAS TO BODE WELL
 12:01:58PM FOR OUR AREA AS FAR AS THE LEGISLATURE IS CONCERNED.
 12:02:03PM KIND OF THE FLAVOR OF WHAT WAS GOING ON.
 12:02:06PM OBVIOUSLY A LOT OF THE FOCUS WAS ON IAN RECOVERY, YOU
 12:02:10PM KNOW, LEE COUNTY IS HAVING SOME PROBLEMS WITH FUNDING.
 12:02:14PM A LOT OF IT WAS BASED ON -- A LOT OF THE REQUESTS WERE
 12:02:17PM TO TRY TO REPLENISH THE FUNDING THEY HAD LOST BECAUSE OF
 12:02:21PM TAX BREAKS AND PROPERTY -- YOU KNOW, PEOPLE ARE GOING TO
 12:02:24PM GET PROPERTY TAX BREAKS, SO THE GOVERNMENTS ARE GOING TO
 12:02:28PM BE HIT REALLY HARD WITH THAT.
 12:02:30PM THEY'VE ALSO -- THEY ASKED FOR JUST, YOU KNOW, PROJECTS,
 12:02:35PM RECOVERY PROJECTS, MOST OF THE REQUESTS WERE GENERALLY
 12:02:41PM NOT FOR NEW TYPES OF PROJECTS.
 12:02:43PM WE WERE -- I DIDN'T REALLY FOCUS ON THIS BEFORE THE

12:02:45PM MEETING BUT WE WERE ACTUALLY -- OUR POSITION WAS REALLY
 12:02:48PM IN A TOUGH SPOT AS FAR AS OUR PRESENTATION BECAUSE WE
 12:02:50PM DIRECTLY FOLLOWED FORT MYERS BEACH AND SANIBEL.
 12:02:56PM SO OBVIOUSLY, I MEAN, BOTH OF THEM HAVE SO MANY ISSUES
 12:02:59PM THEY'RE DEALING WITH, AND THEIR FOCUS REALLY WAS ON
 12:03:03PM RECOVERY.
 12:03:04PM YOU KNOW, THE MAYOR OF THE TOWN OF FORT MYERS BEACH IS
 12:03:06PM JUST TRYING TO GET A TOWN HALL.
 12:03:09PM HE KIND OF BROKE DOWN AT THE MIC, YOU KNOW, TALKING
 12:03:12PM ABOUT HOW HE CAN'T REALLY MEET WITH HIS RESIDENTS.
 12:03:16PM HE DOESN'T HAVE A PLACE TO MEET WITH HIS RESIDENTS.
 12:03:19PM SO THEY HAVE A LOT OF BIG ISSUES, AND I TRIED TO EXPRESS
 12:03:22PM THAT THANKFULLY THE VILLAGE MADE IT THROUGH PRETTY WELL,
 12:03:25PM BUT WE DO HAVE A LOT OF RESIDENTS HIT JUST AS HARD AS
 12:03:28PM ANYBODY ELSE AND THE ONE PROJECT -- AND WE'RE ONLY
 12:03:31PM REQUESTING FUNDING FOR ONE PROJECT, IS TO HELP THE
 12:03:34PM RESIDENTS THAT WE'RE GOING TO BE PUTTING ON THE CENTRAL
 12:03:37PM SHORE, HELP THEM BE ABLE TO AFFORD TO REBUILD AND ALSO
 12:03:41PM AFFORD TO BE ABLE TO BE HOOKED UP TO CENTRAL SEWER.
 12:03:47PM >>Mayor Errington: OKAY, GOOD.
 12:03:48PM THANK YOU, DAVID.
 12:03:50PM GREATLY APPRECIATED.
 12:03:52PM IS THERE ANYTHING ELSE?
 12:03:53PM HAVE I LEFT OUT ANYTHING?
 12:03:56PM WOULD YOU LIKE TO ADJOURN AND GO UPSTAIRS AND --
 12:04:00PM >> MOVE WE ADJOURN.
 12:04:01PM >>Mayor Errington: OKAY.
 12:04:03PM [SOUNDING GAVEL]
 12:04:04PM MEETING ADJOURNED.

DISCLAIMER:

THIS FILE REPRESENTS AN UNEDITED VERSION OF REALTIME
 CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE
 ACCURACY NOR USED AS A VERBATIM TRANSCRIPT.
 ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE
 PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

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DRAFT MINUTES

VILLAGE COUNCIL MEETING

**Village of Estero Council Chambers
9401 Corkscrew Palms Circle
Estero, FL 33928**

November 9, 2022 5:05 p.m.

1. CALL TO ORDER

INVOCATION

Reverend Kevin Morris, The Estero Community Church

PLEDGE OF ALLEGIANCE

Councilmember Boesch

ROLL CALL

Present: Mayor Katy Errington - District 4, Vice Mayor Jon McLain (via Zoom) - District 3, Councilmember Joanne Ribble - District 1, Councilmember Larry Fiesel - District 2, Councilmember Jim Boesch - District 5, Councilmember Jim Ward - District 6, and Councilmember Jim Wilson (via Zoom)- District 7.

Also present

Village Manager Steve Sarkozy, Interim Village Attorney Robert Pritt, Community Development Director Mary Gibbs, Finance Director Kevin Greenville, Deputy Village Clerk Tammy Duran, and Village Clerk Carol Sacco.

2. APPROVAL OF AGENDA, ADDITIONS, AND DELETIONS

Motion: Motion to permit Councilmember Wilson and Vice Mayor McLain to participate remotely in Zoom Presentation.

Motion by: Councilmember Fiesel

Seconded by: Councilmember Boesch

Action: Approved motion to permit Councilmember Wilson and Vice Mayor McLain to participate remotely in Zoom Presentation.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Wilson, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

Motion: Motion to approve agenda with the addition of a couple of Workshop items.

Motion by: Councilmember Ribble

Seconded by: Councilmember Ward

Action: Approved agenda with the addition of a couple of Workshop items.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Ward, Wilson, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

3. PUBLIC COMMENT ON NON-AGENDA ITEMS

None.

4. CONSIDERATION OF ITEMS DEFERRED FROM CONSENT AGENDA

None.

5. ACTION ITEM

(a) Resolution No. 2022-33

A Resolution of the Village Council of the Village of Estero, Lee County, Florida, Adopting the Final Millage Rate for the Levying of Ad Valorem Taxes for the Village of Estero, Lee County, Florida, for Fiscal Year 2022-2023; and Providing an Effective Date.

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Robert Pritt, Interim Village Attorney

Council Questions or Comments

None.

Public Comments

None.

Motion: Motion to approve Resolution No. 2022-33 with the Mill rate 0.7500.

Motion by: Councilmember Fiesel

Seconded by: Councilmember Ribble

Action: Approved Resolution No. 2022-33 with the Mill rate 0.7500.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Ward, Wilson, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

(b) Resolution No. 2022-34

A Resolution of the Village Council of the Village of Estero, Lee County, Florida, Adopting the Final Budget for Fiscal Year 2022-2023; and Providing an Effective Date.

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Robert Pritt, Interim Village Attorney

Council Questions or Comments

None.

Public Comments

None.

Motion: Motion to approve Resolution No. 2022-34.

Motion by: Councilmember Boesch

Seconded by: Councilmember Ward

Action: Approved Resolution No. 2022-34.

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

6. PUBLIC COMMENT ON NON-AGENDA ITEMS

None.

7. COUNCIL COMMUNICATIONS / FUTURE AGENDA ITEMS

Councilmember Ribble and Mayor Errington.

8. VILLAGE ATTORNEY'S REPORT

None.

9. VILLAGE MANAGER'S REPORT

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Carol Sacco, Village Clerk

Council Questions or Comments

Councilmembers Ward, Boesch, and Mayor Errington.

Workshop Items

(a) New Flood Maps

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Mary Gibbs, Community Development Director

Council Questions or Comments

None.

(b) FEMA Reimbursements

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Mary Gibbs, Community Development Director

Council Questions or Comments

Councilmember Ward

(c) Planning Zoning and Design Board Updates

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Mary Gibbs, Community Development Director

Council Questions or Comments

Councilmembers Ribble, Fiesel, and Vice Mayor McLain

10. ADJOURNMENT at 5:49 pm

ATTEST:

VILLAGE OF ESTERO, FLORIDA

By: _____
Carol Sacco, Village Clerk

By: _____
Katy Errington, Mayor

(td/CS)

For an official copy of the signed minutes, please submit a [Public Record Request](#).

Village Council Minutes – November 9, 2022

Page 4 of 4

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DRAFT MINUTES

VILLAGE COUNCIL MEETING

**Village of Estero Council Chambers
9401 Corkscrew Palms Circle
Estero, FL 33928**

November 16, 2022 9:30 a.m.

1. CALL TO ORDER

INVOCATION

Pastor Phil McMillan, Ocean Church

PLEDGE OF ALLEGIANCE

Councilmember Ward

ROLL CALL

Present: Mayor Katy Errington - District 4, Vice Mayor Jon McLain - District 3, Councilmember Joanne Ribble - District 1, Councilmember Larry Fiesel - District 2, Councilmember Jim Boesch - District 5, Councilmember Jim Ward - District 6, and Councilmember Jim Wilson - District 7.

Also present

Village Manager Steve Sarkozy, Interim Village Attorney Robert Pritt, Community Development Director Mary Gibbs, Land Use Attorney Nancy Stroud, Public Works Director David Willems, Finance Director Kevin Greenville, Deputy Village Clerk Tammy Duran, and Village Clerk Carol Sacco.

2. APPROVAL OF AGENDA, ADDITIONS, AND DELETIONS

Motion: Motion to approve.

Motion by: Councilmember Ward

Seconded by: Councilmember Ribble

Action: Approved agenda.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Ward, Wilson, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

3. RECOGNITION

- (a) Howard Levitan – Florida Chapter American Planning Association
Outstanding Local Elected Official

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Mary Gibbs, Community Development Director
Nancy Stroud, Land Use Attorney

Council Questions or Comments

Councilmember Boesch and Vice Mayor McLain.

4. PUBLIC COMMENT ON NON-AGENDA ITEMS

In person

Michael Throme, Meadowbrook

5. CONSENT AGENDA

- (a) November 2, 2022 Village Council Meeting Minutes
(b) Financial Report for Month ended September 2022

Council Questions or Comments

Councilmember Wilson

Motion: Motion to approve the Consent Agenda.

Motion by: Councilmember Wilson

Seconded by: Councilmember Fiesel

Action: Approved the Consent Agenda.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Ward, Wilson, Ribble, Vice Mayor
McLain, and Mayor Errington.

Nay:

Abstentions:

6. CONSIDERATION OF ITEMS DEFERRED FROM CONSENT AGENDA

None.

7. ACTION ITEM

- (a) Greater Estero Chamber of Commerce approval of financial support for Strategic
Plans for Future Growth and Impact.

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Presentation/Information by

Pamela Mueller, President of the Greater Estero Chamber of Commerce
Sharon Van Rite, Chairman of the Greater Estero Chamber of Commerce

Council Questions or Comments

Councilmembers Ward, Boesch, Ribble, Vice Mayor McLain, and Mayor Errington

Public Comments

None.

Motion: Motion to approve Greater Estero Chamber of Commerce approval of financial support of \$12,500 remaining balance for Strategic Plans for Future Growth and Impact.

Motion by: Councilmember Ward

Seconded by: Councilmember Boesch

Action: Approved Greater Estero Chamber of Commerce approval of financial support of \$12,500 remaining balance for Strategic Plans for Future Growth and Impact.

Vote: (Roll Call)

Aye: Councilmembers Boesch, Fiesel, Ward, Wilson, Vice Mayor McLain, and Mayor Errington.

Nay: Councilmember Ribble

Abstentions:

(b) Resolution No. 2022-35 Confirming the Appointment of Robert M. Eschenfelder, Esq., as Village Attorney

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Council Questions or Comments

Councilmember Wilson.

Public Comments

None.

Motion: Motion to approve Resolution No. 2022-35.

Motion by: Councilmember Wilson

Seconded by: Councilmember Ribble

Action: Approved Resolution No. 2022-35.

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

- (c) Resolution 2022-36 Approving the Final Budget Amendment for Fiscal Year 2021- 2022

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Council Questions or Comments

Mayor Errington.

Public Comments

None.

Motion: Motion to approve Resolution No. 2022-36.

Motion by: Councilmember Fiesel

Seconded by: Councilmember Boesch

Action: Approved Resolution No. 2022-36.

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

8. SECOND READING AND PUBLIC HEARING

Village Land Use Counsel Stroud provided information regarding Board business and quasi-judicial hearings. All audience members and staff providing testimony for the hearing were sworn in by Village Clerk Sacco

- (a) Second Reading of Ordinance 2022-11, Milan Villas Rezoning

No ex parte communication or conflicts of interest were noted.

Ordinance 2022-11 An Ordinance of the Village Council of the Village of Estero, Florida, Rezoning a 10 Acre Property at the Northwest Corner of Three Oaks Parkway and Williams Road from Commercial Planned Development (CPD) to Residential Planned Development (RPD); Providing for Severability; Providing for Conflicts; and Providing an Effective Date.

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Mary Gibbs, Community Development Director

Nancy Stroud, Land Use Attorney

Robert Pritt, Interim Village Attorney

Presentation/Information by

Dan DeLisi, DeLisi, Inc.
Kristen Petry, Pergola Landscape Architecture
Neale Montgomery, Pavese Law Firm
Wayne Everett, Representative of applicant, DR Horton

Council Questions or Comments

Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Public Comments

None.

Motion: Motion to approve Ordinance No. 2022-11 with conditions including the revision to condition 13 for Option 1.

Motion by: Vice Mayor McLain
Seconded by: Councilmember Ribble

Action: Approved Ordinance No. 2022-11 with conditions including the revision to condition 13 for Option 1.

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:
Abstentions:

Recess 11:42 a.m. and convene at 11:54 a.m.

(b) Second Reading and Public Hearing of Ordinance No. 2022-13, Land Development Code Amendment Flood Hazard Reduction Standards

An Ordinance of the Village Council of the Village Of Estero, Florida, Amending Land Development Code Section 7-3 "Flood Hazard Reduction Standards" to Update the Effective Flood Insurance Study Applicable to the Village, Amend the Process for Determining Substantial Improvement and Substantial Damage Determinations, Update Reference to the Florida Building Code Historic Buildings Chapter, Specify Elevation of and Foundations for Manufactured Homes in Flood Hazard Areas, Provide Standards for Non-Elevated Accessory Structures in Flood Areas, and Amend Definitions; Clarifying and Reenacting the Repeal of Ordinance 2015-16; Providing for Severability; Providing for Conflicts; and Providing for an Effective Date

Staff Presentation/Comments

Steve Sarkozy, Village Manager
Mary Gibbs, Community Development Director
Robert Pritt, Interim Village Attorney
Nancy Stroud, Land Use Attorney

Council Questions or Comments

Councilmembers Ward, Ribble, Boesch, Vice Mayor McLain, and Mayor Errington.

Public Comments

None.

Motion: Motion to adopt Ordinance No. 2022-13 as amended by the “Revised Option” language in handout dated November 15, 2022.

Motion by: Councilmember Ribble

Seconded by: Councilmember Ward

Action: Adopted Ordinance No. 2022-13 as amended by the “Revised Option” language in handout dated November 15, 2022

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

(c) Second Reading and Public Hearing of Ordinance No. 2022-17 Adopting Flood Maps

An Ordinance of the Village Council of the Village of Estero, Florida, Adopting New Flood Insurance Rate Maps (FIRM) for Flood Zones in the Village of Estero; Providing for Severability; and Providing for an Effective Date.

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Council Questions or Comments

None.

Public Comments

None.

Motion: Motion to adopt Ordinance No. 2022-17.

Motion by: Councilmember Fiesel

Seconded by: Vice Mayor McLain

Action: Adopted Ordinance No. 2022-17.

Vote: (Roll Call)

Aye: Councilmembers Fiesel, Wilson, Boesch, Ward, Ribble, Vice Mayor McLain, and Mayor Errington.

Nay:

Abstentions:

9. PUBLIC COMMENT ON NON-AGENDA ITEMS

None.

10. COUNCIL COMMUNICATIONS / FUTURE AGENDA ITEMS

Councilmembers Wilson, Ward, Ribble, Fiesel, Vice Mayor McLain, and Mayor Errington.

Consensus for Councilmember Larry Fiesel for the renewal to serve on Horizon Council

Consensus for the Village to use the shopping bags that were purchased for Veteran's Day event with an information document to give out at "Light Up Estero".

11. VILLAGE ATTORNEY'S REPORT

None.

12. VILLAGE MANAGER'S REPORT

Staff Presentation/Comments

Steve Sarkozy, Village Manager

Council Questions or Comments

Councilmember Ribble and Mayor Errington.

Consensus for Legislative Agenda to focus on Septic to Sewer.

Adjourn Regular Session at 12:34 pm and Convene Workshop Item at 12:34 pm.

13. WORKSHOP

(a) Village of Estero Utility Expansion Projects Update

Staff Presentation/Comments

Steve Sarkozy, Village Manager
David Willems, Public Works Director

Council Questions or Comments

Councilmembers Boesch, Ward, Ribble, Fiesel, and Mayor Errington.

14. ADJOURNMENT at 12:53 pm

ATTEST:

VILLAGE OF ESTERO, FLORIDA

By: _____
Carol Sacco, Village Clerk

By: _____
Katy Errington, Mayor

(td/CS)

For an official copy of the signed minutes, please submit a [Public Record Request](#).

Village Council Minutes – November 16, 2022

Page 7 of 7

Hurricane Ian Update

WORKSHOP ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Lee County Metropolitan Planning Organization (MPO) Rail Trail Feasibility Study

Description:

Lee County MPO Staff will present the initial draft of the Lee County MPO Rail Trail Feasibility Study to Village Council, including its recommendations and public comments received.

MPO Staff will share question and comments received from Village Council and the Public with the Joint Lee & Collier County MPO Board Meeting scheduled for November 18, 2022.

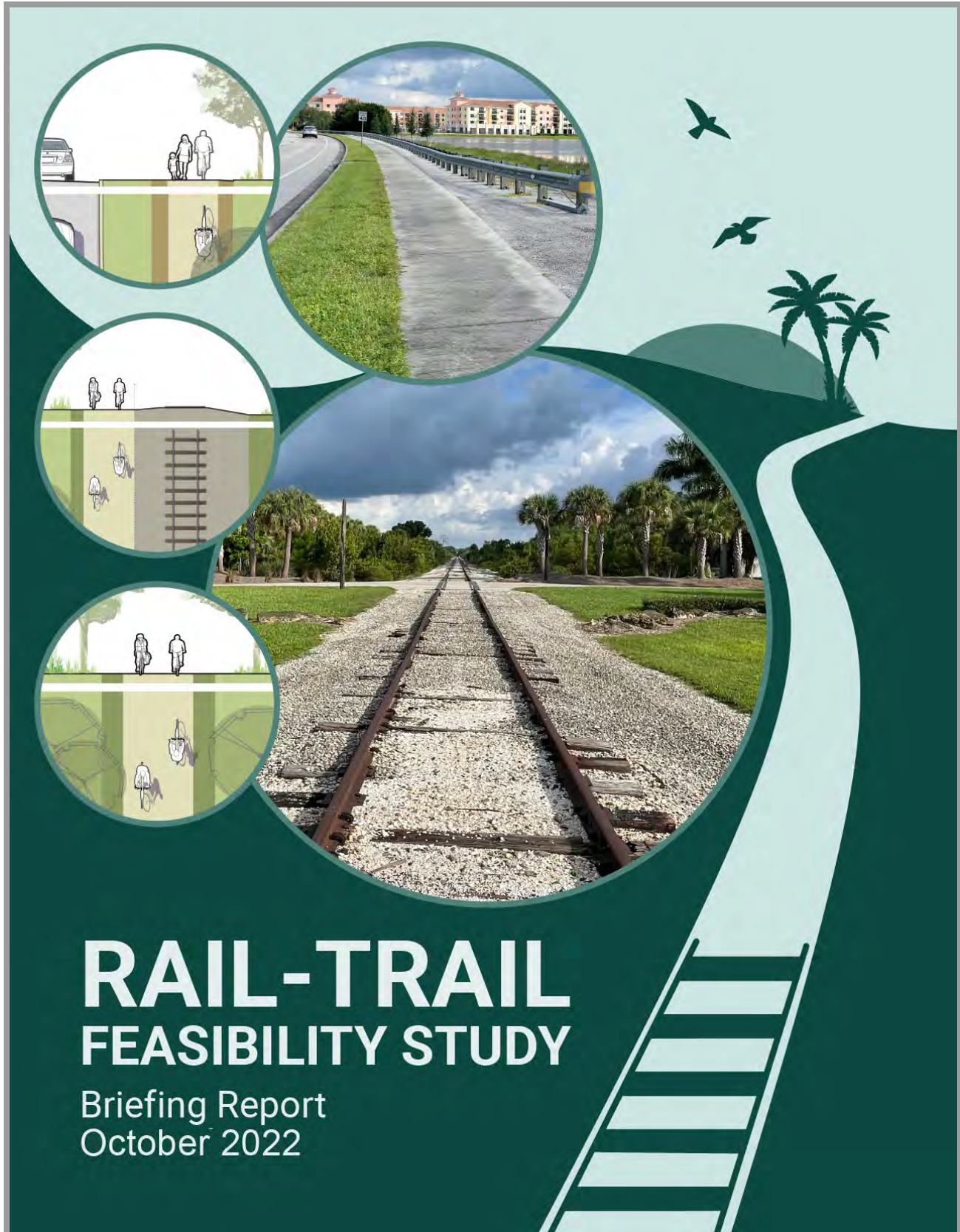
Financial Impact:

There are no financial impacts to the Village from the feasibility study.

Prepared by: David Willems, P.E.

Attachments:

1. Briefing Report
2. Lee County MPO Rail Trail Feasibility Study
3. Presentation



ACKNOWLEDGMENTS

Lee County MPO Staff

Ron Gogoi | Project Manager
Don Scott | Executive Director

Municipal & County Staff

City of Bonita Springs
Matt Feeney | Assistant City Manager
Nicole Perino | Parks and Recreation Director

Collier County
Michael Tisch | Growth Management
Trinity Scott | Growth Management Deputy Director

Lee County
Jesse Lavender | Parks & Recreation Director

Village of Estero
David Willems | Public Works Director

FDOT Staff

D'Juan Harris | LAP/JPA Project Manager
Deborah Chesna | District 1 Pedestrian Bicycle
Planning Coordinator

Consultant Team

Volkert, Inc.
Alta Planning + Design, Inc.
Cardno, Inc.
Cella Molnar & Associates, Inc.
RMI Valuation
Spikowski Planning Associates
Tierra South Florida, Inc.



A trail adjacent to the roadway in New York City.
Pedbikeimages / NYCDOT

TABLE OF CONTENTS

Project Introduction 3

Study Area Map 6

Project Schedule 7

Alternative 1: Rail-to-Trail Alignment 8

Alternative 2: Rail-with-Trail Alignment 10

Alternative 3: Trail Alignment Adjacent to Road 12

Glossary of Terms 15

Appendix: Map Enlargements 18



The Delaware and Lehigh National Heritage Trail in Lehighton, Pennsylvania.
Pedbikeimages / Laura Sandt

PROJECT INTRODUCTION

ABOUT THIS FEASIBILITY STUDY

This briefing report is an update to the Lee County Rail-Trail Feasibility Study. Lee County Metropolitan Planning Organization (MPO) is working with a consultant team and local governments to study if it is feasible to build a rail-trail within the Seminole Gulf Railway (SGLR) rail corridor between Alico Road and Bonita Beach Road. The study, which began in March 2021, is also evaluating if it is feasible to build a trail next to a road as one of three alternatives.

The three alternatives under study include the following:

- Alternative 1: A rail-to-trail alignment within the SGL corridor
- Alternative 2: A rail-with-trail alignment within the SGL corridor
- Alternative 3: A trail alignment within the road right-of-way (ROW)

The preliminary analysis evaluated trail connectivity, project readiness, service, and the user experience. The study also collected data on ROW, planning-level costs, rail-trail crossings, and existing utilities. This study is being conducted to be consistent with Florida Department of Transportation's (FDOT) Shared-Use Non-Motorized (SUN) Trail program. FDOT is funding the study with a match from local governments. When the study is complete, it will recommend a preferred alternative to advance to the next phase of project development.

RAIL-TRAILS A Quick Glance



1965

Elroy-Sparta State Trail opened, the first rail-trail in the U.S.

1988

Tallahassee-St. Marks Historic Railroad State Trail opened, the first rail-trail in Florida

2,270

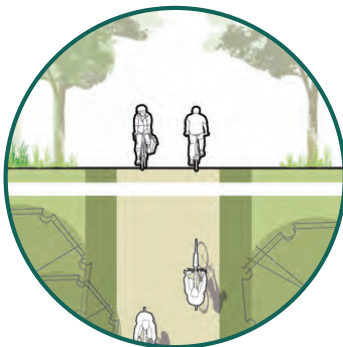
Number of completed rail-trail projects in the U.S.

65

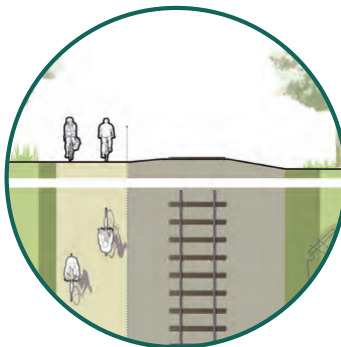
Number of completed rail-trail projects in Florida

Source: Rails to Trails Conservancy

Alternative 1



Alternative 2



Alternative 3



HISTORY OF THIS STUDY

The Rail-Trail Feasibility Study is the culmination of nearly a decade of planning efforts and public discussions to select a public transportation option for the corridor. This section of the briefing report explains the history that leads up to the current Rail-Trail Feasibility study. It begins with a feasibility study that evaluated multiple public transportation modes for the corridor.

LEE COUNTY RAIL FEASIBILITY STUDY

In 2013, the Lee MPO had assessed the long-term feasibility of adding public transportation options within the existing Seminole Gulf Railway (SGLR) corridor across all of Lee County. The rail corridor at that time was owned by CSX but under a long-term lease to Seminole Gulf Railway. The study examined several alternatives that could co-exist with freight rail including Light Rail, Commuter Rail, Bus Rapid Transit and a Multi-use Trail. The study stressed the need for coordinated actions by Florida Department of Transportation (FDOT) and all local governments along the corridor to keep the feasible public options viable until further steps could be taken.

RAIL CORRIDOR ACQUISITION IN STATE PLANS

FDOT had also recognized the significance of the SGLR corridor in Southwest Florida by identifying \$40 million in its 2040 Strategic Intermodal System (SIS) Multi-Modal Unfunded Needs Plan to acquire the rail corridor from Arcadia in DeSoto County to Lee County. A SIS 5 Year Adopted Plan had also included a project to preserve the rail Right of Way. However, owing to a change in FDOT's policy direction on rail line acquisitions in Florida, these projects were not sustained in subsequent plans.

RAIL TO TRAIL

The rail corridor continued to remain a high priority multi use corridor in the Lee County MPO Transportation Plan. Local government comprehensive plans in Lee County calls for preservation of the corridor consistent with the recommendation from the 2013 Feasibility Study. A Priority Land Trail along the rail corridor south of

Alico Road is identified in the Florida Greenways and Trail (FGT) Master Plan and FDOT's Shared Use Non-motorized (SUN) Trail Network. SGLR does not currently operate freight services in this segment and has expressed its willingness to lease or sell the segment. Conversion of this segment to a multi-use trail has popular support in Lee County.

LOCAL ADVOCACY

Joint Workshop of Village of Estero and City of Bonita Springs

On March 15, 2017, the City of Bonita Springs and the Village of Estero held a Joint Workshop to explore the possibility of acquiring the rail corridor within their jurisdictions and converting it to a multi-use trail. Council members also listened to a presentation from the Executive Director of the Florida Greenways and Trails Foundation on the SUN Trail Program and examples of Rails to Trail projects in Florida. A presentation was also provided by the Lee County MPO Executive Director on the co-relationship of trails identified in the FGT Master Plan and the SUN Trail Network, Lee MPO SUN Trail Priorities, and successful applications for SUN Trail funds in Lee County. Both Mayor Nick Batos of the Village of Estero and Deputy Mayor Peter O'Flinn with the City of Bonita Springs believed that a trail on the SGLR corridor could become a first class, multimodal use path connecting Estero and Bonita Springs. *They noted that the imprint of SUN Trail in the Estero-Bonita Springs area is on Seminole Gulf Railway tracks, with focus from Estero Parkway to Bonita Beach Road.* There were also discussions by Council members on trail maintenance, recommendations from the 2013 MPO Rail Feasibility Study, and SGL's support for a rail trail. Members from the public also spoke in support of a rails to trail in the SGL corridor.

Florida Greenways and Trails Council Meeting

Later In the same year (2017), the staff of the Office of Greenways and Trails, Florida Department of Environmental Protection, made a recommendation to remove the rail corridor from the FGT Master Plan during an ongoing update of the Plan. The proposal was met with strong opposition in Lee County.

A Lee County MPO delegation comprising of Mayor Nick Batos of the Village of Estero, Deputy Mayor Peter O'Flinn of the City of Bonita Springs,

4 | Lee County Rail-Trail Feasibility Study: Briefing Report

MPO Executive Director Donald Scott, and MPO Transportation Planning Administrator Ron Gogoi, attended the January 2018 Florida Greenways and Trails Council Meeting in Tallahassee, and successfully lobbied to keep the SGL line as an alignment for a Priority Land Trail in the Updated Plan. The effort also led to an automatic retention of the alignment in the FDOT SUN Trail Network.

Dialogue with Trust for Public Lands

During 2017, the City of Bonita Springs and the Village of Estero also held separate discussions with the Trust for Public Lands, the Rails to Trails Conservancy, and the Conservation Fund to find a way to move forward for multi-use purposing the rail corridor and laying the groundwork for a Rails to Trails facility.

SUN TRAIL APPLICATION FOR RAILS TO TRAILS

To facilitate the Rails to Trails effort by the two jurisdictions, the Lee MPO submitted an application to FDOT in 2018 for SUN Trail Program funds in the amount of \$400,000 for conducting a Rails to Trails Feasibility Study. The City of Bonita Springs and the Village of Estero were co-applicants, with each committing \$25,000 as a local match to fund the study. FDOT awarded the grant and funded the study in Fiscal Year 2020/21.

TRANSFER OF RAIL OWNERSHIP

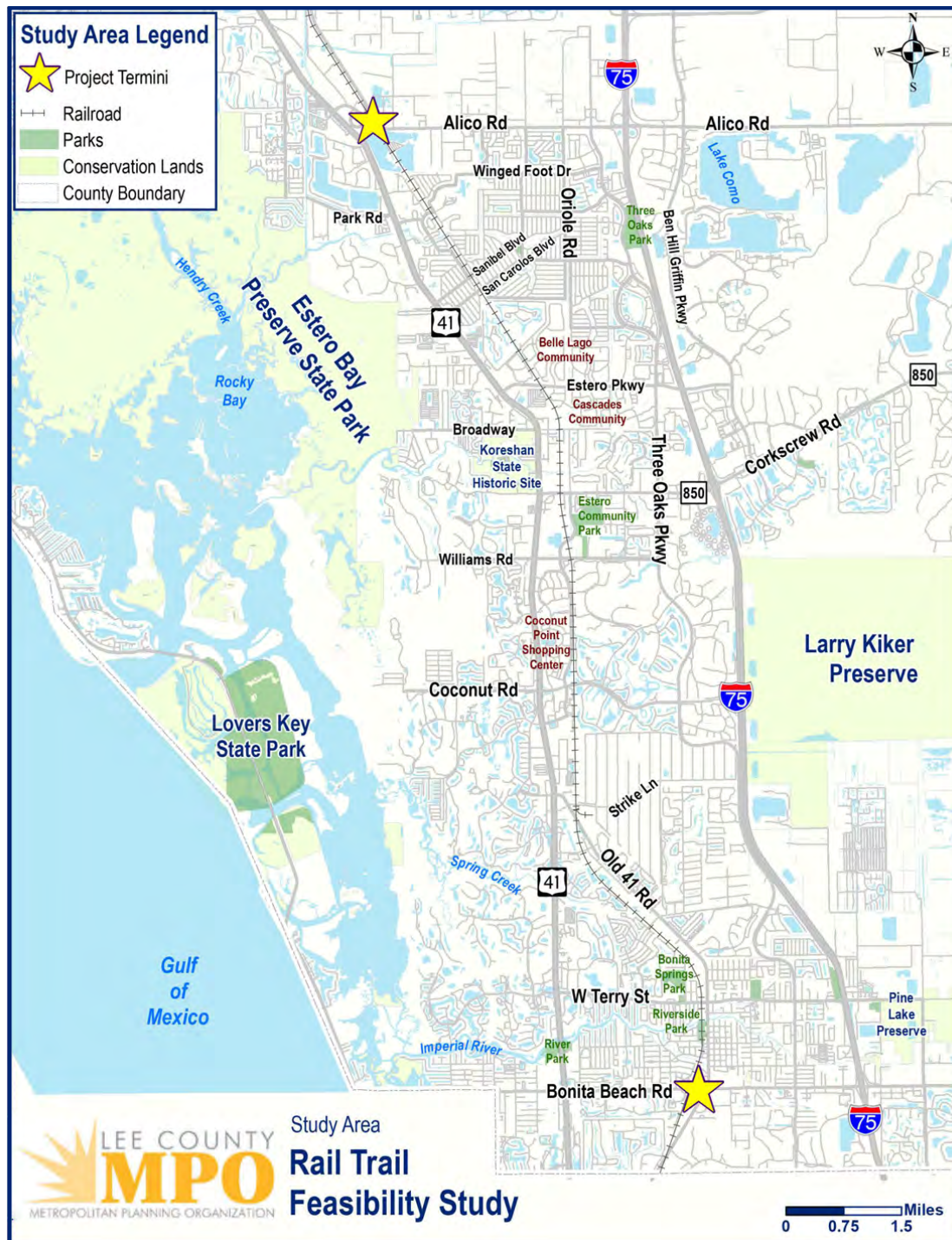
In November 2018, CSX transferred its interest in the real estate under the rail corridor to its operating lessee, the Seminole Gulf.

APPRAISAL OF RAIL CORRIDOR

In July 2020, the Trust for Public Lands (TPL) retained the real estate firm of Maxwell-Hendry-Simmons to appraise the real property of the SGLR line between Alico Road in South Lee County and the end of the line in North Naples, a distance of about 14.9 miles encompassing 235.40± acres. As of September 2020, the market value was appraised at \$70,465,000. In a letter to TPL, dated February 8, 2021, SGLR rejected the appraisal valuation citing that it was at least 30% under fair market value. SGLR also verbally asked TPL to pause purchase negotiation, and evaluate market conditions in a year and resume the negotiations.

COMMENCEMENT OF RAIL TRAIL FEASIBILITY STUDY

The Rails to Trails Feasibility Study finally commenced in March 2021 after completion of the appraisal and initial purchase negotiations. The new study would evaluate a multi-use trail on the rail corridor from Alico Road to downtown Bonita Springs, then running along Old US 41 and Bonita Beach Road to connect to a trail network in northern Collier County.

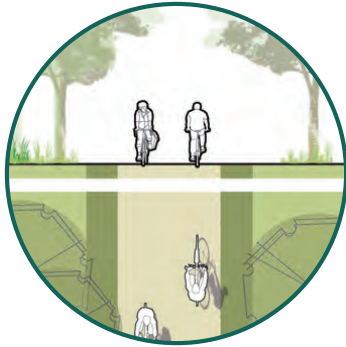


The off-rail alignment runs within the roadway corridor and the rail-with-trail and rail-to-trail run within the Seminole Gulf Railway corridor between Alico Road and Bonita Beach Road.

6 | Lee County Rail-Trail Feasibility Study: Briefing Report

PROJECT SCHEDULE

★ = Project Milestone ● = Progress Item	2021												2022							
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug		
Notice to Proceed	★																			
Task Management (Progress and Management Meetings)		●	●	●	●		●	●	●	●	●	●	●	●	●					
Task 1 (Kickoff Meeting)		★																		
Task 2 (Data Collection)																				
Task 3 (Title Search)																				
Task 4 (Survey)																				
Task 5 (Trail Corridor Review and Mapping)																				
Task 6 (Environmental Assessment)																				
Task 7 (Geotechnical)																				
Task 8 (Stormwater Analysis)																				
Task 9 (Utility Impacts)																				
Tasks 10 and 11 (Roadway Crossings/Bridges)																				
Tasks 12, 13, 14 (Trail Concept Planning and Analysis)																				
Task 15 (Public Involvement and Consensus Building)																				



ALTERNATIVE 1 Rail-to-Trail Alignment

A rail-to-trail is a multi-use path that is converted to a trail from an inactive rail line. The rails and ties are removed so a path can be built on top of the track bed. Rail-trails go through a process referred to as railbanking, which includes the full purchase of the rail right-of-way between the railroad company and trail agency. Railbanking preserves an out-of-service rail line as a trail corridor until the corridor may be needed again for rail service.

QUICK FACTS

Planning Level Construction Costs *: \$4-6 Million (Does not include cost of bike/ped overpasses)

Right-of-way: Requires agreement with railroad for fee simple purchase

Road-Trail Crossings: 20

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



West Fork Trail in West Virginia
West Virginia Rails-to-Trails Council

OPPORTUNITIES

CHALLENGES



CONNECTIVITY

- This alignment creates connections to local businesses, parks, schools, and other civic spaces

- Additional bike/ped overpasses may be required for greater connectivity going south into Collier County and going north beyond Allico Rd.



PROJECT READINESS

- Existing bridges may be used

- May require utility relocation and retrofit existing bridges
- Will require agreement with railroad for fee simple purchase of right-of-way
- Will require new pedestrian overpasses at Coconut Rd, Corkscrew Rd, and Estero Pkwy



SERVICE

- Provides equal access opportunities to residents from both the east and west side of the corridor



USER EXPERIENCE

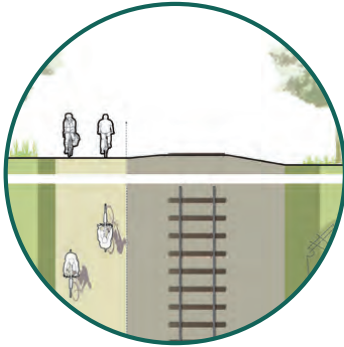
- Creates more of a linear park opportunity and is a low-stress facility completely separate from the roadway

* The planning level cost is based on the FDOT cost per mile model

8 | Lee County Rail-Trail Feasibility Study: Briefing Report



This proposed alignment would replace the existing tracks, within Seminole Gulf Railway corridor, from Alico Road to Bonita Beach Road.



ALTERNATIVE 2 Rail-with-Trail Alignment

A Rail-with-Trail alignment is parallel to the rail line. The path would be built within the railroad right-of-way on one side of the rail line. This allows the rail to continue to be operational. A Rail-with-Trail will require an agreement from the railroad company to authorize public use along the parallel path, and may require safety and security fencing between the rail and trail.

QUICK FACTS

Planning Level Construction Costs *: \$7-10 Million (Does not include cost of bike/ped overpasses)

Right-of-way: Requires agreement with railroad for fee simple purchase or lease** for partial corridor

Road-Trail Crossings: 20

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



A rail-with-trail in Cambridge, MA
Adam Coppola Photography

OPPORTUNITIES

CHALLENGES



CONNECTIVITY

- This alignment will require selecting either the east or west side of the rail, which could limit connectivity for secondary access points
- Additional bike/ped overpasses may be required for greater connectivity going south into Collier County and going north beyond Alico Rd.



PROJECT READINESS

- May require utility relocation, new bridges next to existing rail trestles, and modification to stormwater features.
- Will require new pedestrian overpasses at Coconut Rd, Corkscrew Rd, and Estero Pkwy
- May require fee simple purchase or lease agreement of a 30' right of way



SERVICE

- Since the rail is still considered active in this alignment, it is not as accessible from all directions



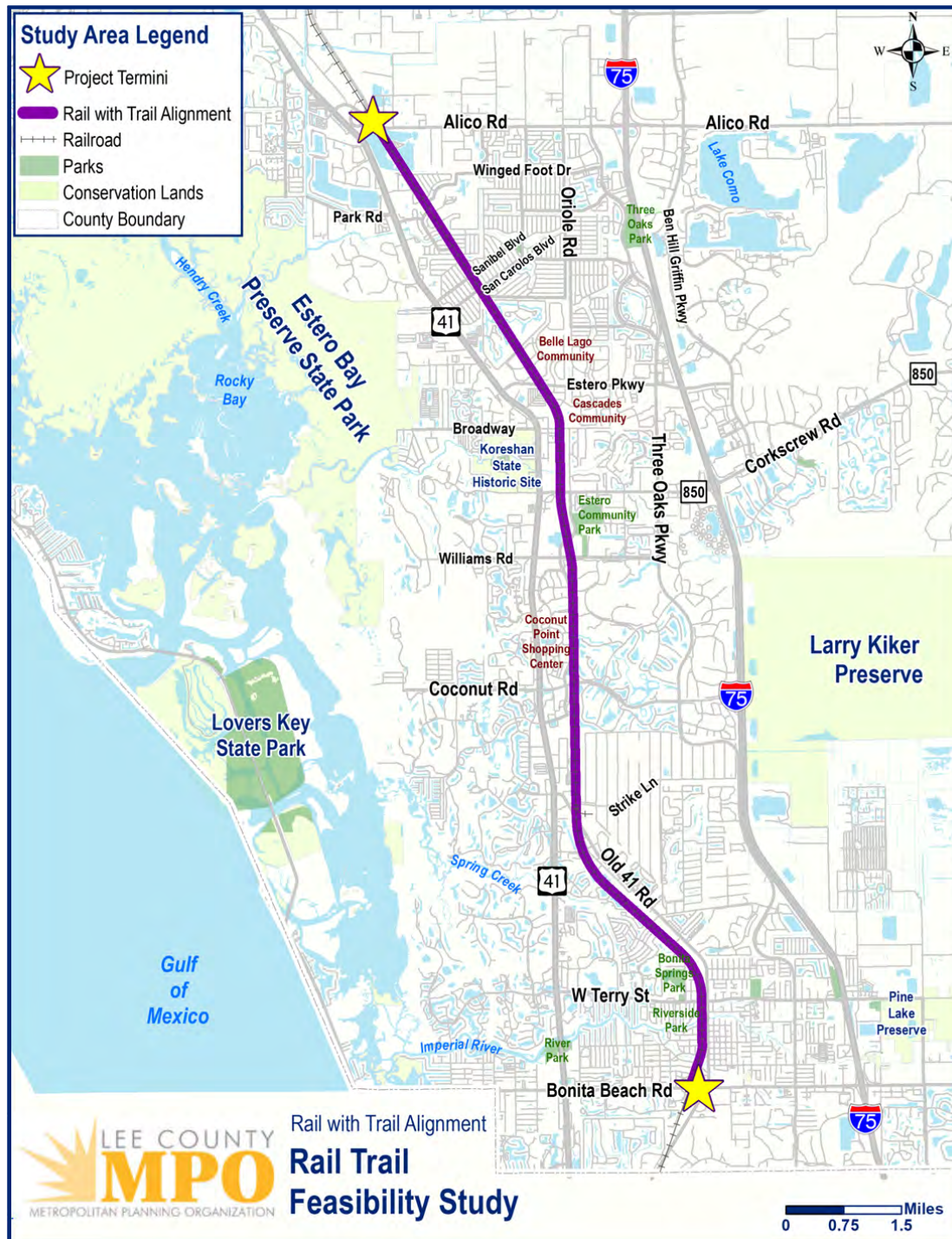
USER EXPERIENCE

- This alignment is a low-stress facility completely separate from the roadway

* The planning level cost is based on the FDOT cost per mile model

** With lease option, Alternative #2 capital improvements will not be eligible for SUN Trail funding

10 | Lee County Rail-Trail Feasibility Study: Briefing Report



This proposed alignment runs adjacent to the existing tracks within the Seminole Gulf Rail corridor, from Alico Road to Bonita Beach Road.



ALTERNATIVE 3

Trail Alignment Adjacent to Road

A trail alignment that runs parallel to the roadway and is typically within the road right-of-way. Also referred to as a sidepath, these types of trails require ample space between the road and path for people to comfortably and safely use it.

QUICK FACTS

Planning Level Construction Costs *: \$13-18 Million (Does not include cost of bike/ped overpasses)

Right-of-way: The alignment cannot be built entirely within existing roadway ROW and will require acquisition of property.

Road and Driveway Crossings: 96

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility throughout the corridor



A trail adjacent the road in Austin, TX
Adam Coppola Photography

OPPORTUNITIES



CONNECTIVITY

- Parts of corridor are ready for construction



PROJECT READINESS



SERVICE



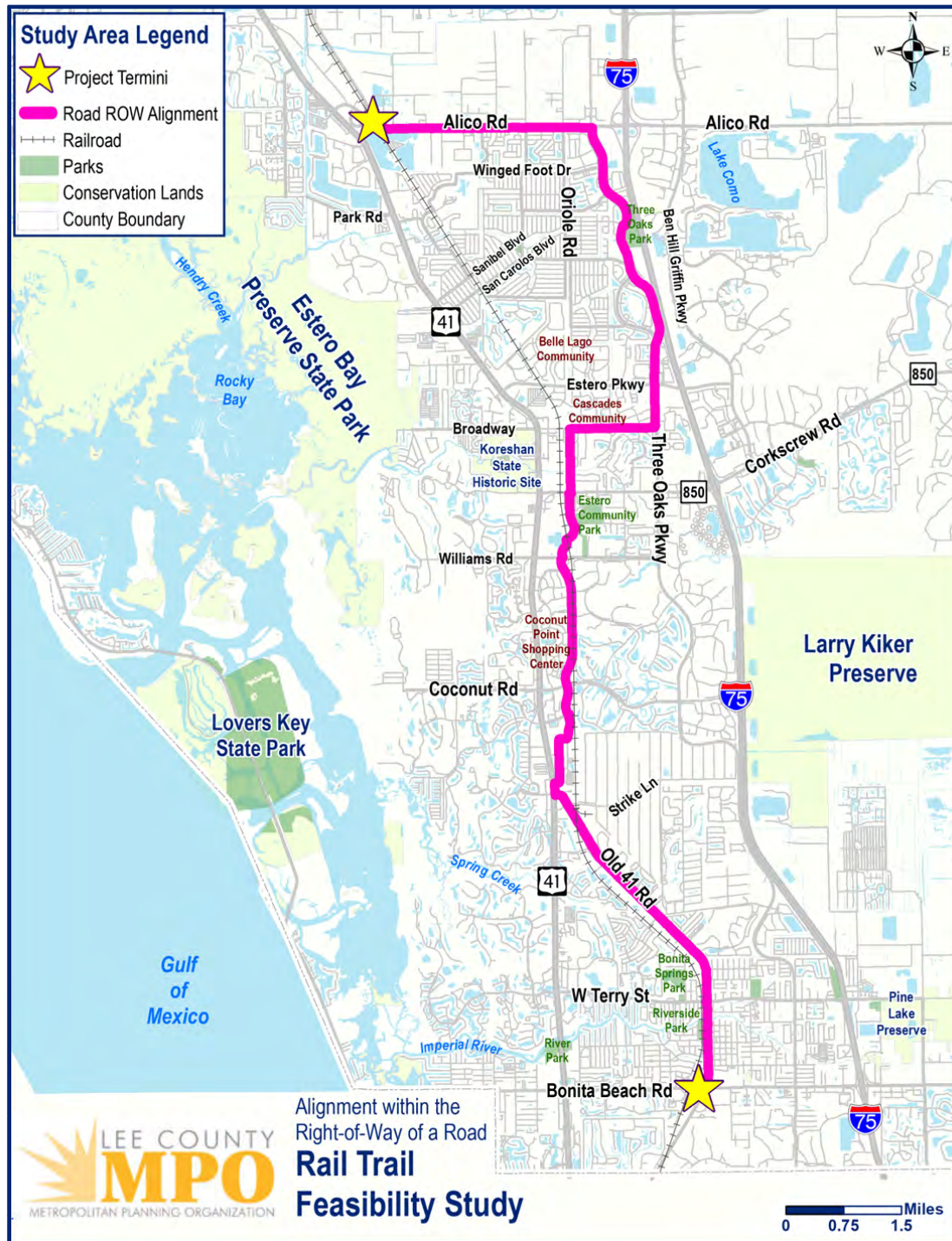
USER EXPERIENCE

CHALLENGES

- This alignment has less connectivity at the north part of the project because it is further from 41 and closer to I-75
- This alignment will require additional purchase of ROW
- Installation of new bicycle and pedestrian bridges, and upgrades to 96 crossings. Estero Parkway, Corkscrew Road, and Coconut Road are potential pedestrian overpass locations
- This alignment is not as centrally located and as a result does not provide as much accessibility
- This alignment is a high stress facility along a high volume multi-lane road, with many driveway and roadway crossings (Alico Rd)

* The planning level cost is based on the FDOT cost per mile model

12 | Lee County Rail-Trail Feasibility Study: Briefing Report



A majority of this proposed alignment runs adjacent to the roadway, using Alico Road, Three Oaks Parkway, Broadway East, Sandy Lane, Via Coconut Point, Production Circle, and Old 41 Road.

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GLOSSARY OF TERMS

The study uses terminology that may not be familiar to most people. This glossary defines the primary terminology that will be used throughout the study.

A

Active Transportation

Human-powered transportation, such as biking, walking, skating, and jogging.

Alignment

The location of and type of project within the corridor. A rail-to-trail alignment replaces the existing train tracks. A rail-with-trail means a trail is built next to the train tracks. A trail alignment within the ROW of road means a multi-use trail is built next to the road.

Alternative

The corridor and alignment under study.

B

Bridges and Structures Inventory

Number of and existing data on bridges and structures within the rail corridor.

C

Connectivity

This evaluation criteria explores a project's ability to connect people to the places they live, work, play, pray, and shop. It also measures the alignment's ability to create a connection with the local and regional trail network plan.

Corridor

Land area that a the federal, state, county, or local government designates to be used as a transportation facility to move goods, people, and services between geographic locations. Transportation facilities can include aviation, bike lanes, multi-use trails, rails, roads, sidewalks, rail, paratransit, and water. The land area can include areas for managing access to the facility and getting proper permits and approvals for use.

E

Evaluation Criteria

The standards used to rank alternatives for the study.

F

Feasibility Study

A transportation study that determines if it is possible to build the alternative. This study will evaluate available right-of-way (ROW), impacts to the environment and utilities, costs to build the project, demographics served,

and safety issues of each alternative.

M

Multi-Use Trail

A path that can be used for human-powered transportation, such as biking, walking, skating, and jogging.

P

Planning Level Construction Costs

An order-of-magnitude estimate of cost to build a trail.

Preferred Alternative

The alternative that the study recommends moving to the next step of designing and building the trail.

Project Readiness

One of the evaluation criteria that measures the level of adaptation to the existing alternative corridor necessary to build the project. These changes include roadway crossings, utilities, stormwater, structures, and available ROW.

R

Right-of-Way (ROW)

Land in which the state, the department, a county, or local government is allowed to use for a transportation facility.

Rail Banking

An agreement between the rail company and trail agency that allows the rail corridor to be used as a trail until the rail company needs the corridor again. Allowed under the 1983 National Trails Systems Act, rail banking is a desirable alternative to rail abandonment, an issue that resulted in the 1983 law because railroad companies abandoned unprofitable railroad corridors.

Rail-to-Trail, or Rail-Trail

One of two alignments being evaluated for this feasibility study within the SGLR rail corridor. A rail-to-trail alignment would replace the existing train tracks.

Rail-with-Trail

One of two alignments being evaluated for this feasibility study within the SGLR rail corridor. A rail-with-trail alignment would be next to the existing train tracks.

Road Alignment within the ROW of a Road

One of the alternatives in which a multi-use trail is built next to a road within its ROW.

Road-Trail Crossings

Where a trail user needs to cross the road or other facility to continue using a trail. Examples include a railroad, river, another trail, and a utility easement.

S

Seminole Gulf Railway (SGLR)

The railroad company that owns the land within the rail corridor.

Service

An evaluation criteria that measures the number of people who live within ½ mile of the proposed project and improvements and ease of access to the alternative.

SUN Trail Program

A statewide system of paved trails for pedestrians and cyclists. SUN is the abbreviated version of Shared-Used Non-Motorized.

U

User Experience

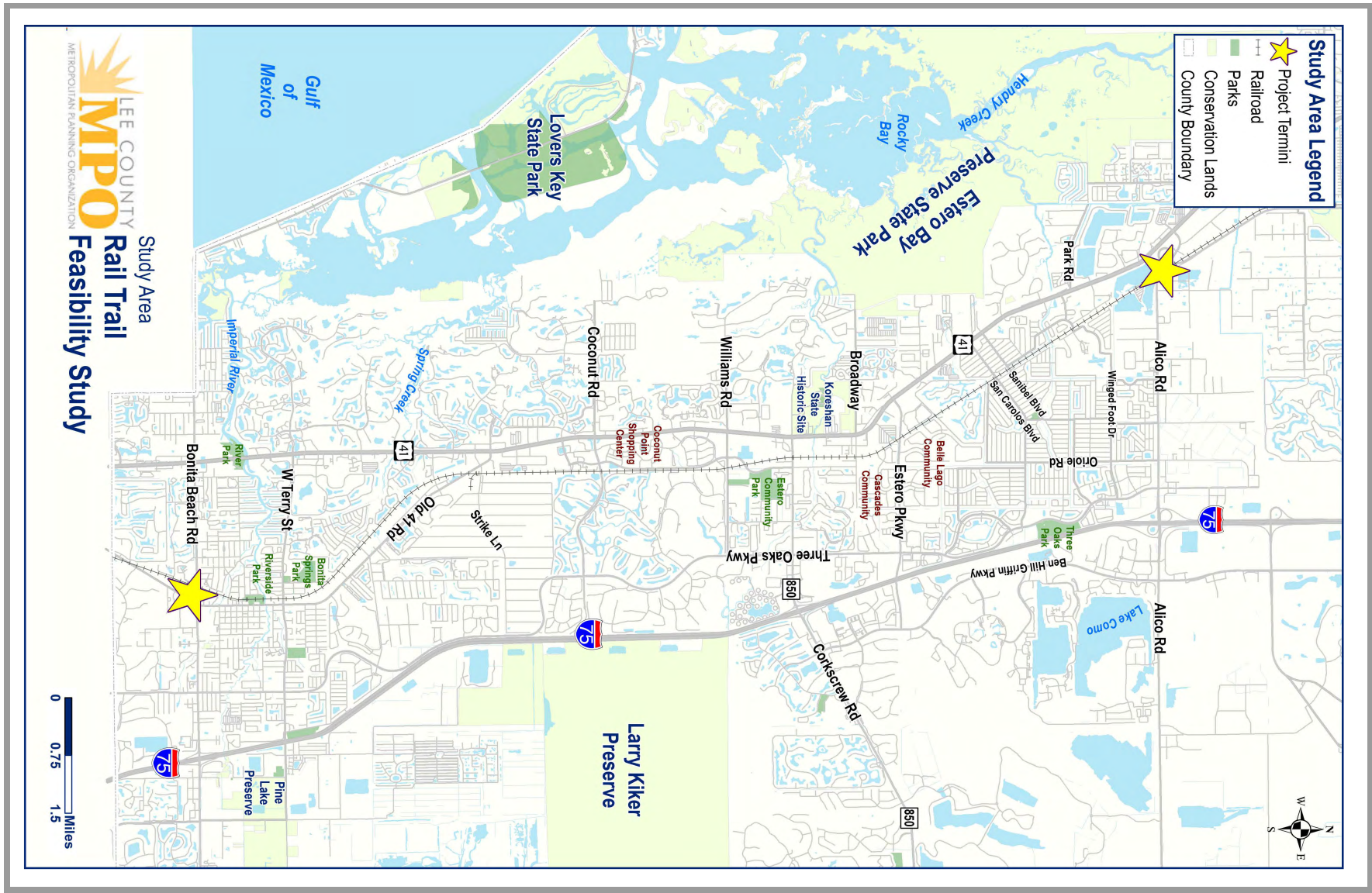
An evaluation criteria that measures the potential impact that the proposed project and improvements may have on the people who use it. These impacts include ease of navigation/ travel, offered amenities, and support for a diverse range of users.

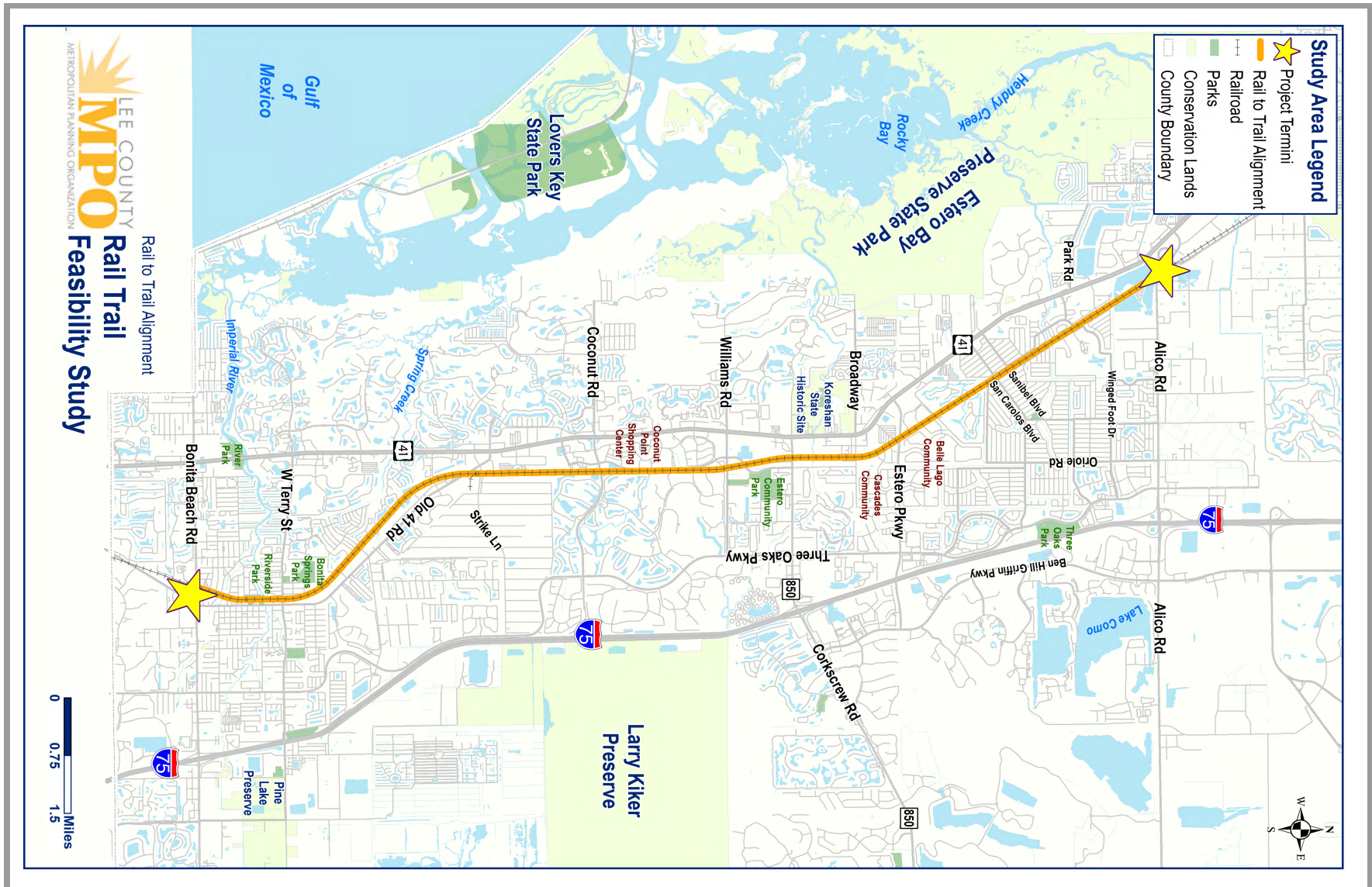
Utilities Inventory

The public utilities such as power lines that are present on the corridor.

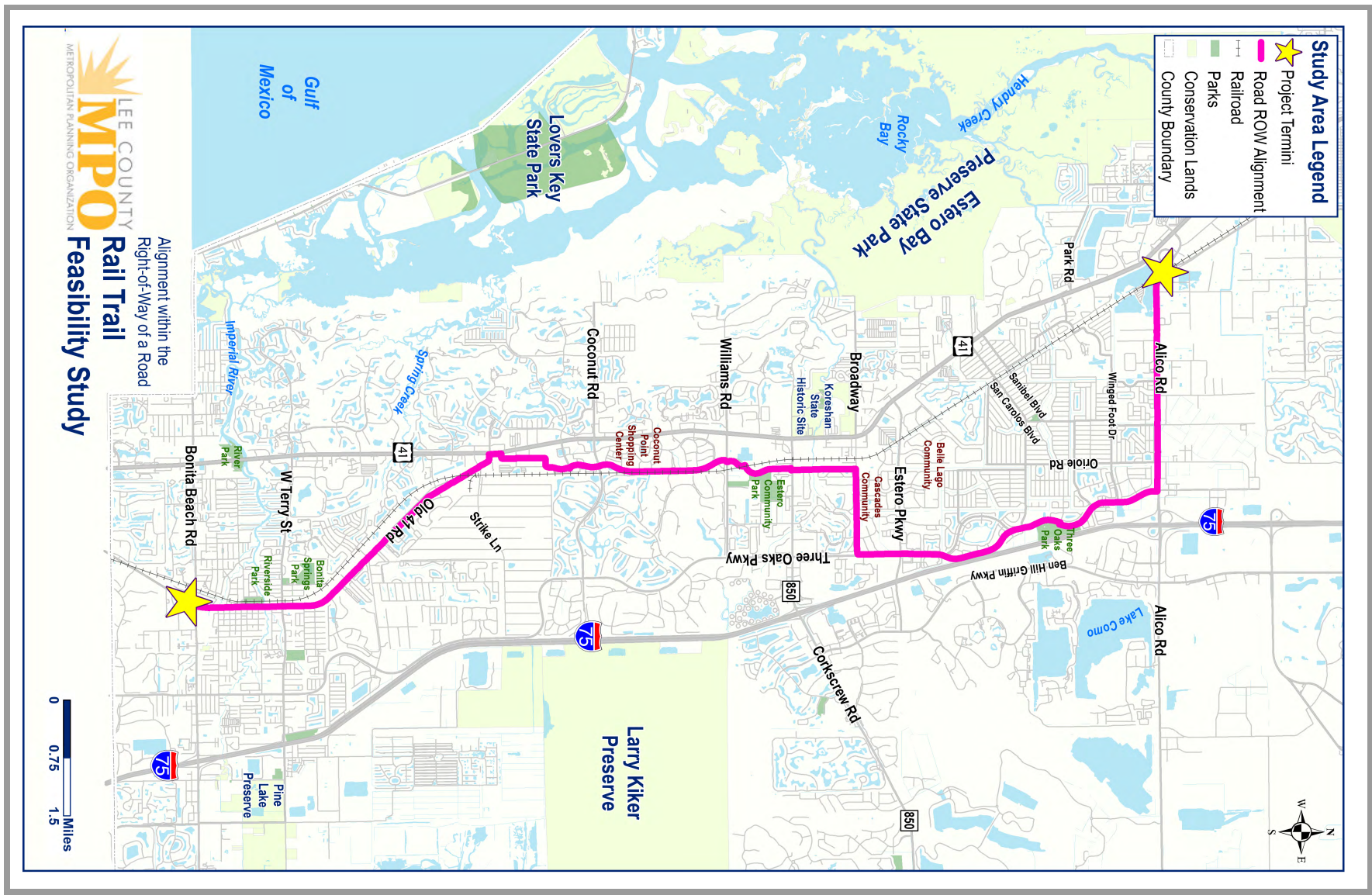
APPENDIX

18 | Lee County Rail-Trail Feasibility Study: Briefing Report











ACKNOWLEDGMENTS

Lee County MPO Staff

Ron Gogoi | Project Manager
Don Scott | Executive Director

Municipal & County Staff

City of Bonita Springs

Matt Feeney | Assistant City Manager
Nicole Perino | Parks and Recreation Director

Collier County

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RMI Valuation
Spikowski Planning Associates
Tierra South Florida, Inc.

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Deborah Chesna | District 1 Pedestrian Bicycle Planning Coordinator



*A trail adjacent to the roadway in New York City.
Pedbikeimages / NYCDOT*

TABLE OF CONTENTS



Trail in Denver, Colorado
Pedbikeimages / Toole Design Group

01

INTRODUCTION 4

Rail Line Description
Trail Location Map
Study Background

02

PUBLIC INVOLVEMENT 8

Summary of Process

03

ALTERNATIVES ANALYSIS 10

Screening Methodology
Level 1 Screening
Level 2 Screening

04

ENVIRONMENTAL ASSESSMENT 58

Wetlands
Protected Species
Cultural Resources
Historical Resources
Soil Investigation for Contaminants

05

STORMWATER MANAGEMENT ASSESSMENT 80

Existing Waterways and Drainage
Conceptual Stormwater Plan
Conceptual Floodplain Impacts

06

UTILITY IMPACT ASSESSMENT 86

- Ground Utilities
- Existing Easements
- Financials

07

ROADWAY CROSSINGS 96

- Nearby Roads and Paths
- Corridor Crossings

08

BRIDGES AND STRUCTURES 112

- Locations and Structure Types
- Cost Estimates

09

TRAIL DESIGN BEST PRACTICE 120

- Overview
- Design Needs of Trail Users
- Shared Use Path Design Practices
- Neighborhood Accessways
- Boardwalks
- Marked Crossings

10

RECOMMENDATIONS 132

- Trail Concepts
- Typical Sections
- Cost Estimates

11

TRAIL OPERATION,
MAINTENANCE, SAFETY AND
SECURITY 134

- O&M Agreements
- O&M Strategies and Actions
- Background Safety and Security
- Crime Prevention Through
- Environmental Design
- Trail Design
- Funding for O&M
- Local Jurisdiction Interviews

APPENDIX

1

INTRODUCTION

ABOUT THIS FEASIBILITY STUDY

This briefing report is an update to the Lee County Rail-Trail Feasibility Study. Lee County Metropolitan Planning Organization (MPO) is working with a consultant team and local governments to study if it is feasible to build a rail-trail within the Seminole Gulf Railway (SGLR) rail corridor between Alico Road and Bonita Beach Road. The study, which began in March 2021, is also evaluating if it is feasible to build a trail next to a road as one of three alternatives. The three alternatives under study include the following:

- Alternative 1: A rail-to-trail alignment within the SGL corridor
- Alternative 2: A rail-with-trail alignment within the SGL corridor
- Alternative 3: A trail alignment within the road right-of-way (ROW)

The preliminary analysis evaluated trail connectivity, project readiness, service, and the user experience. The study also collected data on ROW, planning-level costs, rail-trail crossings, and existing utilities. This study is being conducted to be consistent with Florida Department of Transportation's (FDOT) Shared-Use Non-Motorized (SUN) Trail program. FDOT is funding the study with a match from local governments. When the study is complete, it will recommend a preferred alternative to advance to the next phase of project development.

RAIL-TRAILS A Quick Glance



1965

Elroy-Sparta State Trail opened, the first rail-trail in the U.S.

1988

Tallahassee-St. Marks Historic Railroad State Trail opened, the first rail-trail in Florida



2,270

Number of completed rail-trail projects in the U.S.



65

Number of completed rail-trail projects in Florida

Source: Rails to Trails Conservancy

HISTORY OF THIS STUDY

The Rail-Trail Feasibility Study is the culmination of nearly a decade of planning efforts and public discussions to select a public transportation option for the corridor. This section of the briefing report explains the history that leads up to the current Rail-Trail Feasibility study. It begins with a feasibility study that evaluated multiple public transportation modes for the corridor.

LEE COUNTY RAIL FEASIBILITY STUDY

In 2013, the Lee MPO had assessed the long-term feasibility of adding public transportation options within the existing Seminole Gulf Railway (SGLR) corridor across all of Lee County. The rail corridor at that time was owned by CSX but under a long-term lease to Seminole Gulf Railway. The study examined several alternatives that could co-exist with freight rail including Light Rail, Commuter Rail, Bus Rapid Transit and a Multi-use Trail. The study stressed the need for coordinated actions by Florida Department of Transportation (FDOT) and all local governments along the corridor to keep the feasible public options viable until further steps could be taken.

RAIL CORRIDOR ACQUISITION IN STATE PLANS

FDOT had also recognized the significance of the SGLR corridor in Southwest Florida by identifying \$40 million in its 2040 Strategic Intermodal System (SIS) Multi-Modal Unfunded Needs Plan to acquire the rail corridor from Arcadia in DeSoto County to Lee County. A SIS 5 Year Adopted Plan had also included a project to preserve the rail Right of Way. However, owing to a change in FDOT's policy direction on rail line acquisitions in Florida, these projects were not sustained in subsequent plans.

RAIL TO TRAIL

The rail corridor continued to remain a high priority multi use corridor in the Lee County MPO Transportation Plan. Local government comprehensive plans in Lee County calls for preservation of the corridor consistent with the recommendation from the 2013 Feasibility Study. A Priority Land Trail along the rail corridor south of Alico Road is identified in the Florida Greenways and Trail (FGT) Master Plan and FDOT's Shared Use Non-motorized (SUN) Trail Network. SGLR does not

currently operate freight services in this segment and has expressed its willingness to lease or sell the segment. Conversion of this segment to a multi-use trail has popular support in Lee County.

LOCAL ADVOCACY

Joint Workshop of Village of Estero and City of Bonita Springs

On March 15, 2017, the City of Bonita Springs and the Village of Estero held a Joint Workshop to explore the possibility of acquiring the rail corridor within their jurisdictions and converting it to a multi-use trail. Council members also listened to a presentation from the Executive Director of the Florida Greenways and Trails Foundation on the SUN Trail Program and examples of Rails to Trail projects in Florida. A presentation was also provided by the Lee County MPO Executive Director on the co-relationship of trails identified in the FGT Master Plan and the SUN Trail Network, Lee MPO SUN Trail Priorities, and successful applications for SUN Trail funds in Lee County. Both Mayor Nick Batos of the Village of Estero and Deputy Mayor Peter O'Flinn with the City of Bonita Springs believed that a trail on the SGLR corridor could become a first class, multimodal use path connecting Estero and Bonita Springs. *They noted that the imprint of SUN Trail in the Estero-Bonita Springs area is on Seminole Gulf Railway tracks, with focus from Estero Parkway to Bonita Beach Road.* There were also discussions by Council members on trail maintenance, recommendations from the 2013 MPO Rail Feasibility Study, and SGL's support for a rail trail. Members from the public also spoke in support of a rails to trail in the SGL corridor.

Florida Greenways and Trails Council Meeting

Later In the same year (2017), the staff of the Office of Greenways and Trails, Florida Department of Environmental Protection, made a recommendation to remove the rail corridor from the FGT Master Plan during an ongoing update of the Plan. The proposal was met with strong opposition in Lee County. A Lee County MPO delegation comprising of Mayor Nick Batos of the Village of Estero, Deputy Mayor Peter O'Flinn of the City of Bonita Springs, MPO Executive Director Donald Scott, and MPO Transportation Planning Administrator Ron Gogoi, attended the January 2018 Florida Greenways and Trails Council Meeting in Tallahassee, and successfully lobbied to keep the SGL line as an

alignment for a Priority Land Trail in the Updated Plan. The effort also led to an automatic retention of the alignment in the FDOT SUN Trail Network.

Dialogue with Trust for Public Lands

During 2017, the City of Bonita Springs and the Village of Estero also held separate discussions with the Trust for Public Lands, the Rails to Trails Conservancy, and the Conservation Fund to find a way to move forward for multi-use purposing the rail corridor and laying the groundwork for a Rails to Trails facility.

SUN TRAIL APPLICATION FOR RAILS TO TRAILS

To facilitate the Rails to Trails effort by the two jurisdictions, the Lee MPO submitted an application to FDOT in 2018 for SUN Trail Program funds in the amount of \$400,000 for conducting a Rails to Trails Feasibility Study. The City of Bonita Springs and the Village of Estero were co-applicants, with each committing \$25,000 as a local match to fund the study. FDOT awarded the grant and funded the study in Fiscal Year 2020/21.

TRANSFER OF RAIL OWNERSHIP

In November 2018, CSX transferred its interest in the real estate under the rail corridor to its operating lessee, the Seminole Gulf.

APPRAISAL OF RAIL CORRIDOR

In July 2020, the Trust for Public Lands (TPL) retained the real estate firm of Maxwell-Hendry-Simmons to appraise the real property of the SGLR line between Alico Road in South Lee County and the end of the line in North Naples, a distance of about 14.9 miles encompassing 235.40± acres. As of September 2020, the market value was appraised at \$70,465,000. In a letter to TPL, dated February 8, 2021, SGLR rejected the appraisal valuation citing that it was at least 30% under fair market value. SGLR also verbally asked TPL to pause purchase negotiation, and evaluate market conditions in a year and resume the negotiations.

COMMENCEMENT OF RAIL TRAIL FEASIBILITY STUDY

The Rails to Trails Feasibility Study finally commenced in March 2021 after completion of the appraisal and initial purchase negotiations. The

new study would evaluate a multi-use trail on the rail corridor from Alico Road to downtown Bonita Springs, then running along Old US 41 and Bonita Beach Road to connect to a trail network in northern Collier County.



The off-rail alignment runs within the roadway corridor and the rail-with-trail and rail-to-trail run within the Seminole Gulf Railway corridor between Alico Road and Bonita Beach Road.

2

PUBLIC INVOLVEMENT



3

TRAIL ALTERNATIVES ANALYSIS

SCREENING METHODOLOGY

During site analysis, seven trail alternatives were identified to connect the north and south Lee County Rail Trail. Screening criteria was developed based on project goals communicated by the MPO. The seven alternatives were screened at two tiers to reveal the top alternatives that met the project goals. The level 1 screening criteria was more simple than the level 2 screening process to eliminate the number of alternatives. The level 1 screening criteria evaluated the alternatives based on qualifications for the SUN Trail funding, ROW availability, user experience, and potential trail development challenges. Level 2 criteria evaluated alternatives based on service, connectivity, user experience, and project readiness.

LEVEL 1 SCREENING

Seven initial alternatives were proposed based on available public right-of-way and recommendations from the The Village of Estero Bicycle and Pedestrian Master Plan from 2019. A majority of the alternatives were composed of sidepaths, shared streets, drainage/ utility corridors, and routing on the rail corridor. The proposed alternatives for the level 1 screening are further described on the following pages.



*The Delaware and Lehigh National Heritage Trail in Lehigh, Pennsylvania.
Pedbikeimages / Laura Sandt*

LEVEL 1 EVALUATION CRITERIA

The level 1 screening process ranked the alignments based on the following criteria:

- SUN Trail Funding Eligibility
- Public Right-of-Way (ROW)
- User Experience
- Development Challenges

Each criteria has a scoring system of zero to three, zero being the lowest score an alternative can receive and three being the highest score an alternative can receive. More details for each criteria and the proposed alignments performance in each are discussed in the following pages.

Table 3.1. Example of criteria scoring system

Trail Alignment	Category	Score
1	SUN Trail Funding Eligibility	0
	Project in Public Right-of-Way	2
	Level of Stress	1
	Development Challenges	2
	Total	5
	Rank	2

SUN TRAIL FUNDING ELIGIBILITY

This criteria was evaluated on the basis of The SUN Trail legislation, Section 339.81, F.S., the development of a non-motorized trail network will increase mobility and recreational alternatives for Florida's residents and visitors, enhance economic prosperity, enrich quality of life, enhance safety, and reflect responsible environmental stewardship. In line with this legislation, projects are not eligible for SUN Trail funding if they include the following conditions in their proposal:

- Sidewalks
- Nature trails; loop trails wholly within a single park or natural area
- On-road facilities, such as bicycle lanes of routes other than on-road facilities that are no longer than one-half mile connecting two or more non-motorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for non-motorized use; an exception is made for on-road components of the Florida Keys Overseas Heritage Trail.

The zero to three scoring was divided into the following:

- ① The Project would require on-street bicycle facilities
- ① The Project may require a trail width narrower than 12-feet
- ② The Project will be a separated, shared-use trail
- ③ The Project is separated and has a 12-feet minimum width

PROJECT IN PUBLIC RIGHT-OF-WAY (ROW)

This criteria evaluated the amount of each proposed alternatives' alignments within the public right-of-way versus private right-of-way. The data studied to obtain the final results for this criteria was parcel and property data.

The scores were divided into the following:

- ① Less than 20% of corridor within public right-of-way (ROW)
- ① Between 20% and 60% if corridor within public right-of-way (ROW)
- ② 60% or more of corridor within public right-of-way (ROW)

LEVEL OF STRESS/ USER EXPERIENCE

This criteria evaluated the alternatives' level of comfort based on various roadway classifications that majority of their alignments run along. Roadway classifications include major arterial, minor, collector, and off-road.

The scores were divided into the following:

- ① Trail is located along a major arterial roadway
- ② Trail is located along minor or collector roadway
- ③ Trail is located off-road

DEVELOPMENT CHALLENGES

This criteria evaluated the amount of infrastructural modifications or removals that would be needed in order to implement each alternative. The permitting and approval processes to make these modifications were also taken into consideration when evaluating each alternative.

The scores were divided into the following:

- ① Requires significant structures such as new bridges or stormwater modifications
- ② Will require state or federal approvals due to modifications to local or U.S. waters
- ③ Does not include major trail development interventions
- ④ Does not intersect U.S. jurisdictional waters or require new approvals



The seven alternatives studied in the level 1 screening

LEVEL 1 ALTERNATIVES SCREENED

The following alternatives were evaluated in the level 1 screening process

ALTERNATIVE 1

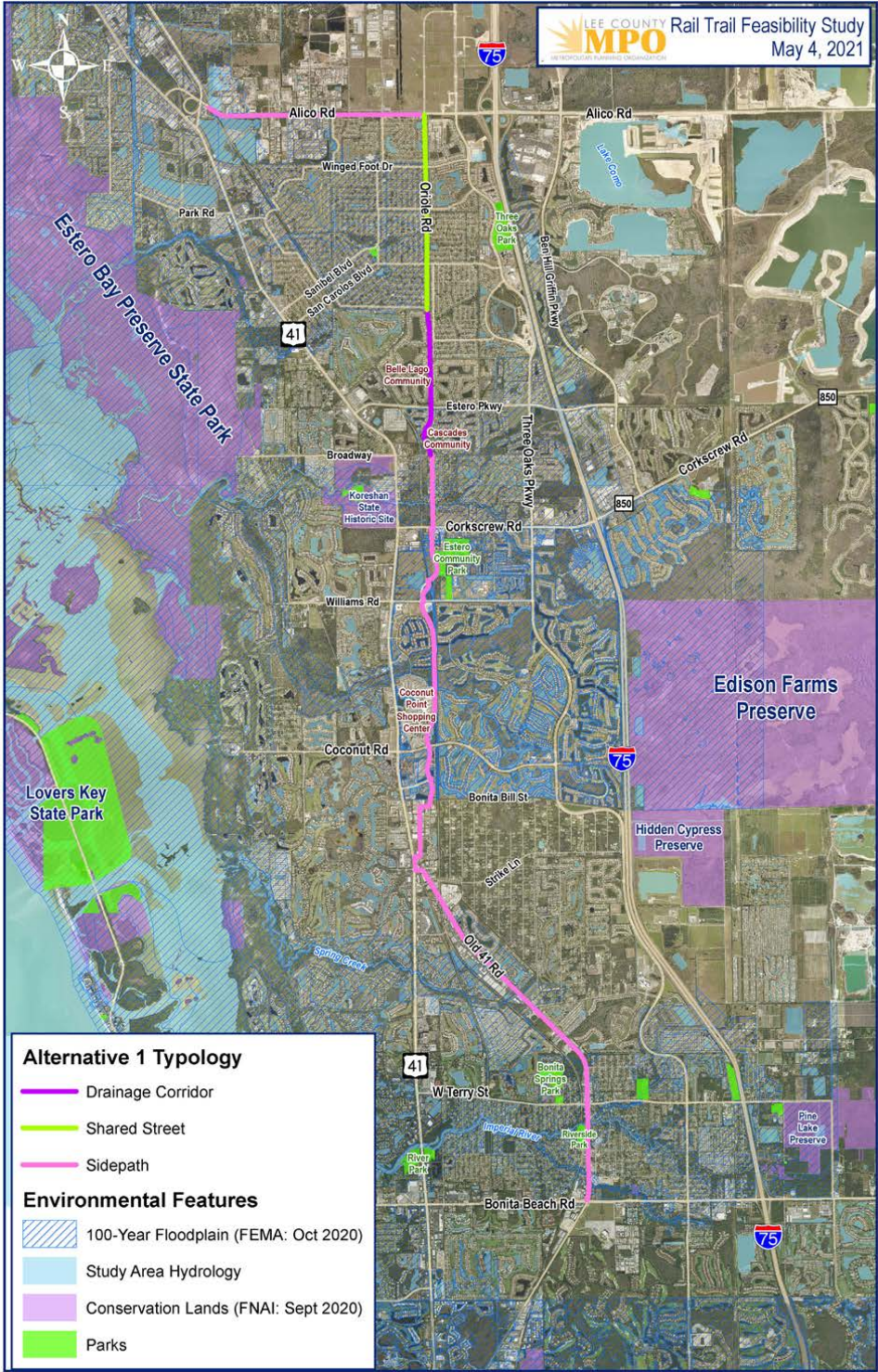
Alternative 1 starts at Bonita Beach Road and Old 41 Road. It runs north along Old 41 Road to Highway 41. The alignment heads east onto Production Boulevard/ Circle and continues north on Via Coconut Point. From Coconut Point, the alignment takes Sandy Lane to a drainage corridor through the Cascades Neighborhood. The drainage corridor leads to a shared street on Oriole Road. Finally the alignment heads west on Alico Road to tie into John Yarbrough Linear Park Trail. A majority of the alignment's typology is a sidepath and changes to a drainage corridor and shared street condition as it heads north. Alternative 1 has the potential to directly connect Riverside Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community and The Belle Lago Community.



Old 41 Road looking south in Bonita Spring



Sandy Lane looking South



ALTERNATIVE 2

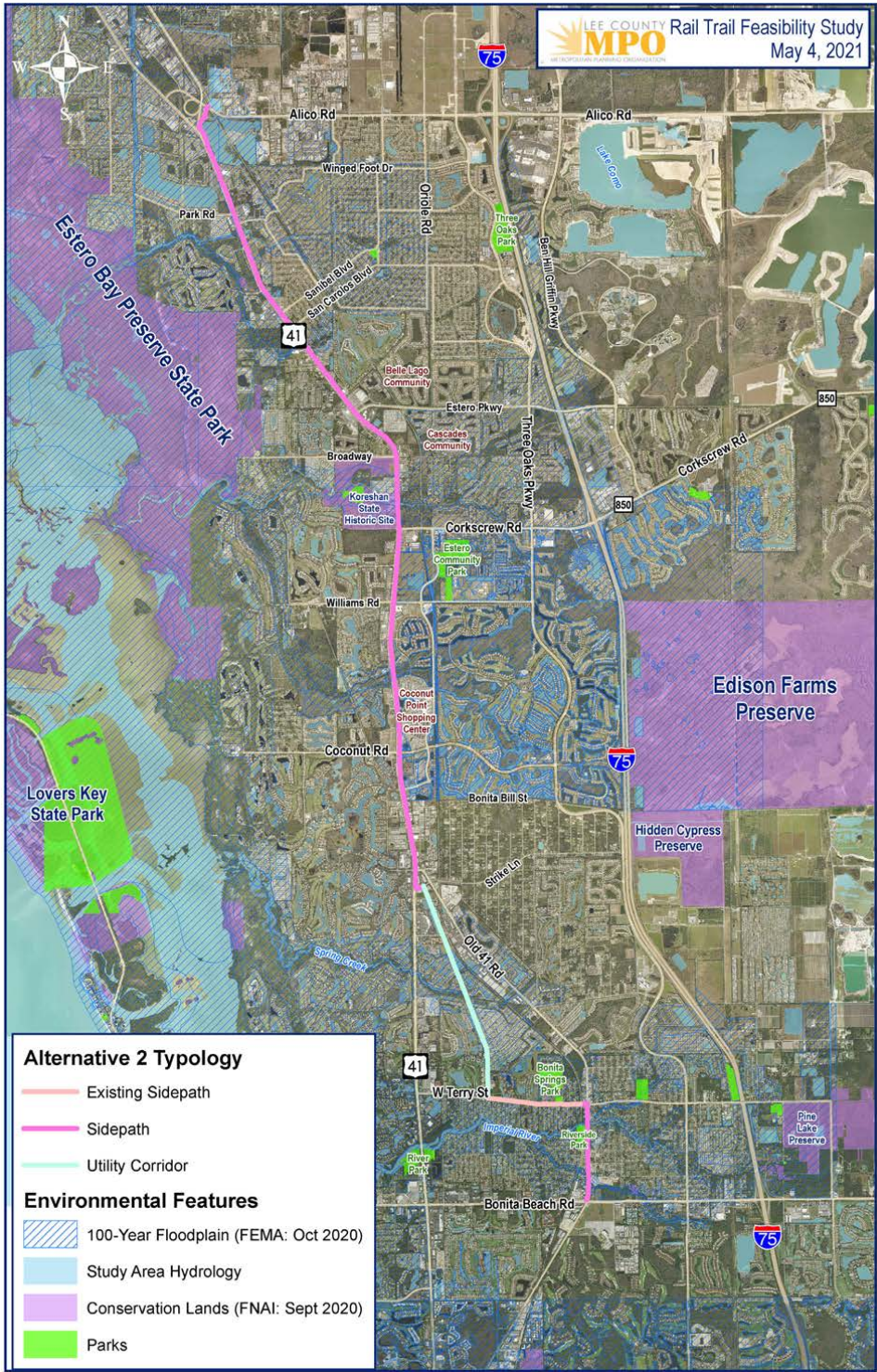
Alternative 2 starts on Bonita Beach Road towards West Terry Street. The alignment heads west on West Terry Street and takes a utility corridor between the Imperial Harbor and Highland Woods residential neighborhoods. The alignment continues north on Highway 41 towards the Alico Road and the John Yarbrough Linear Park Trail. The proposed alignment would utilize an existing sidepath along Highway 41. This alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, and Koreshan State Historic Site.



US Highway 41 looking south at Old 41 Road



Old 41 Road looking south at Bonita Beach Road



ALTERNATIVE 3

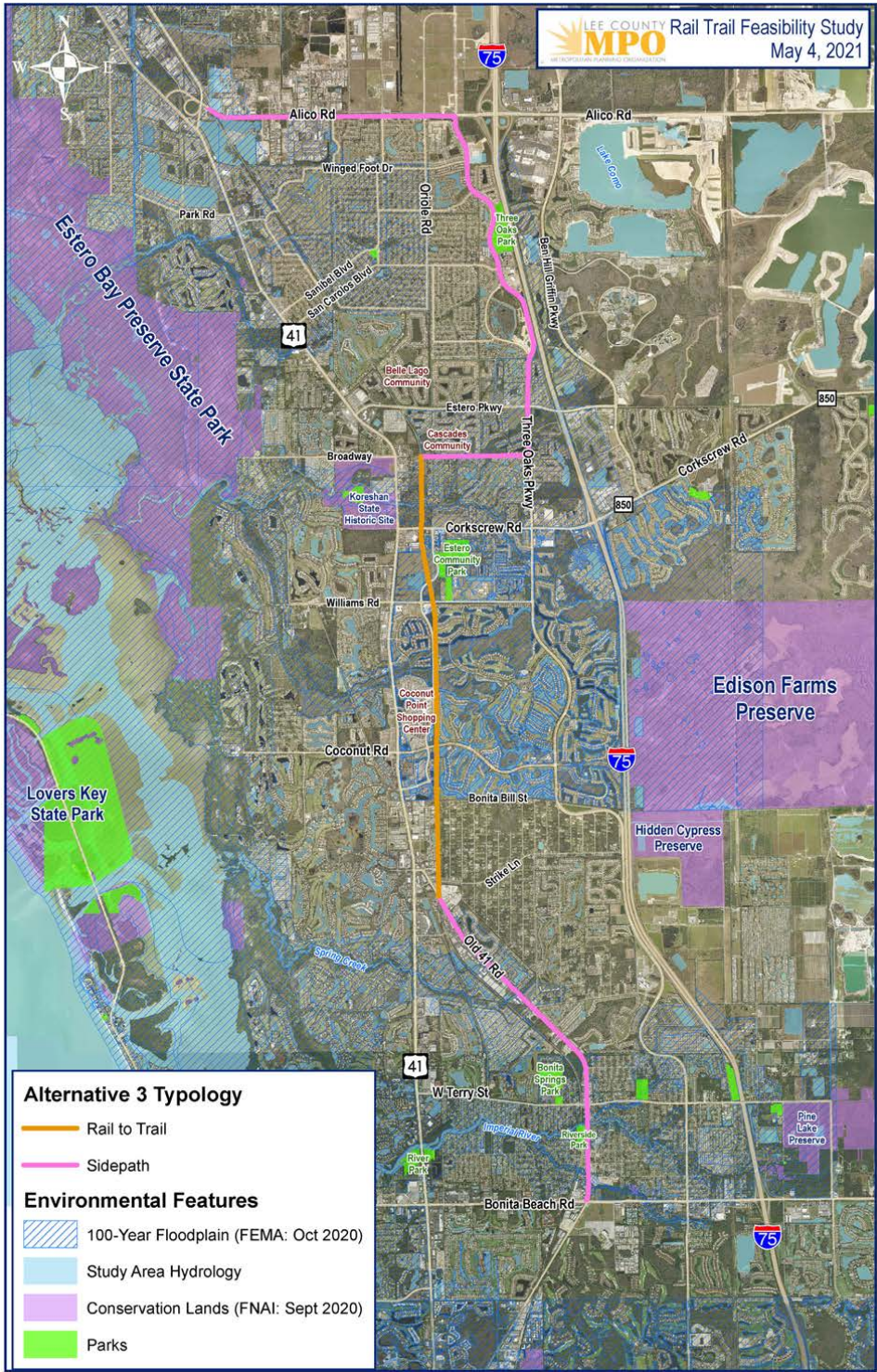
Alternative 3 takes Old 41 Road north to the Seminole Gulf Rail corridor. The alignment continues north to Broadway East. Then the alignment heads east on Broadway East and north on Three Oaks Parkway towards Alico Road. Finally, it runs west along Alico Road to tie into the John Yarbrough Linear Park Trail. Majority of the alignment's typology is a sidepath and changes to a rail-to-trail to connect the side path conditions north and south. Alternative 3 has the potential to directly connect Riverside Park, Coconut Point Shopping Center, The Cascades Community, and Three Oaks Park.



Old 41 Road crossing Imperial River



South of Estero Road on Three Oaks Parkway looking South



ALTERNATIVE 4

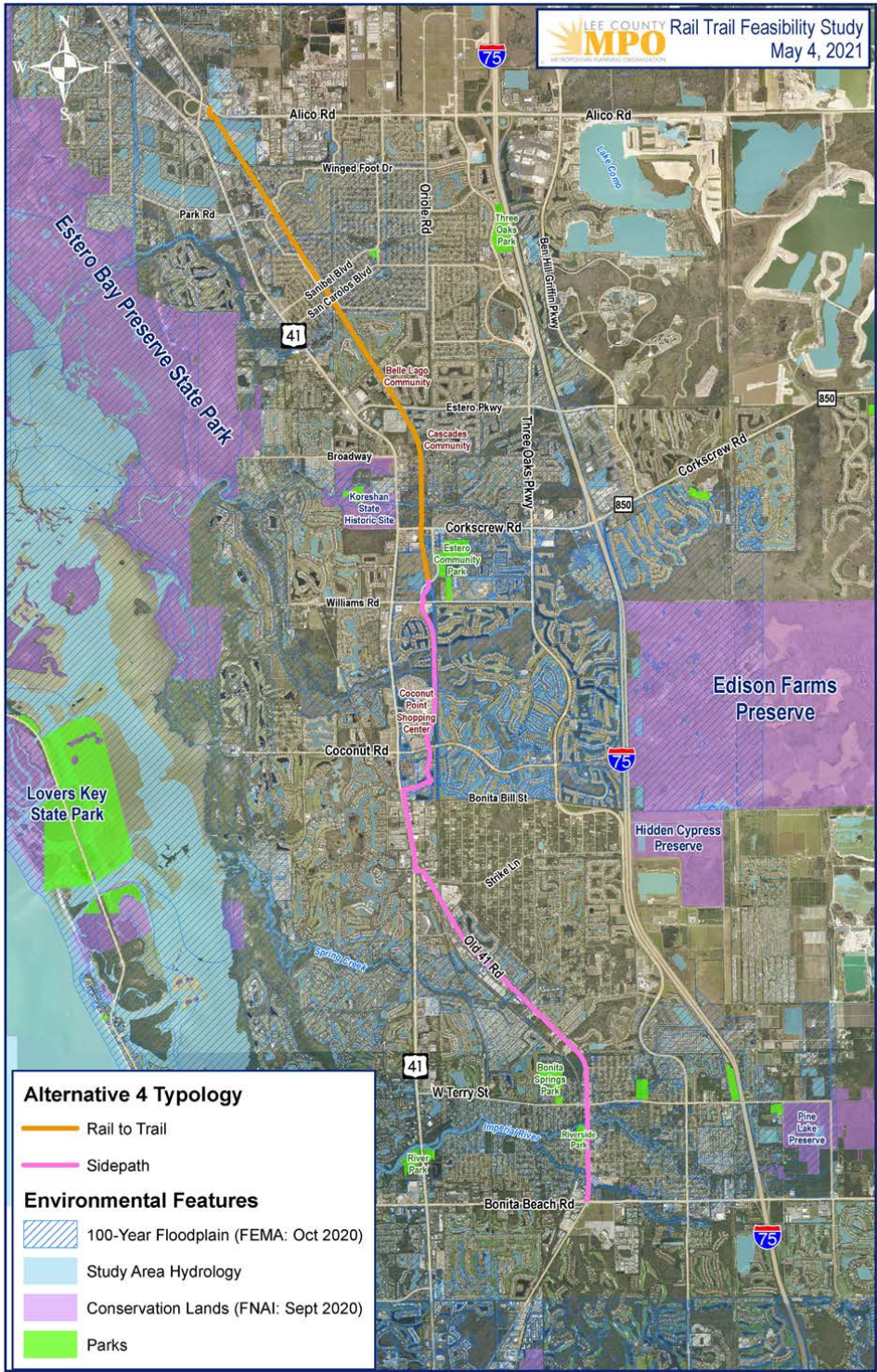
Alternative 4 starts at Bonita Beach and Old 41 Road. It runs north along Old 41 Road towards Pelican Colony Boulevard and Via Coconut Point. The alignment continues north on Via Coconut Point and transitions to The Seminole Gulf rail corridor at about .2 miles north of Williams Road. It takes the rail corridor north to tie into the John Yarbrough Linear Park Trail. The typology alternative 4 starts as a sidepath on the southern stretch of the alignment and changes to a rail-to-trail on the northern stretch of the alignment. Alternative 4 has the potential to directly connect Riverside Park, Coconut Point Shopping Center, Cascades Community, and Belle Lago Community.



The beginning of Old 41 Road looking south



Via Coconut Road looking north

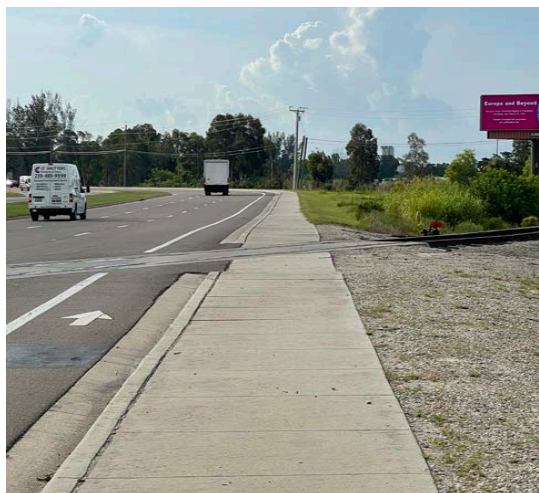


ALTERNATIVE 5

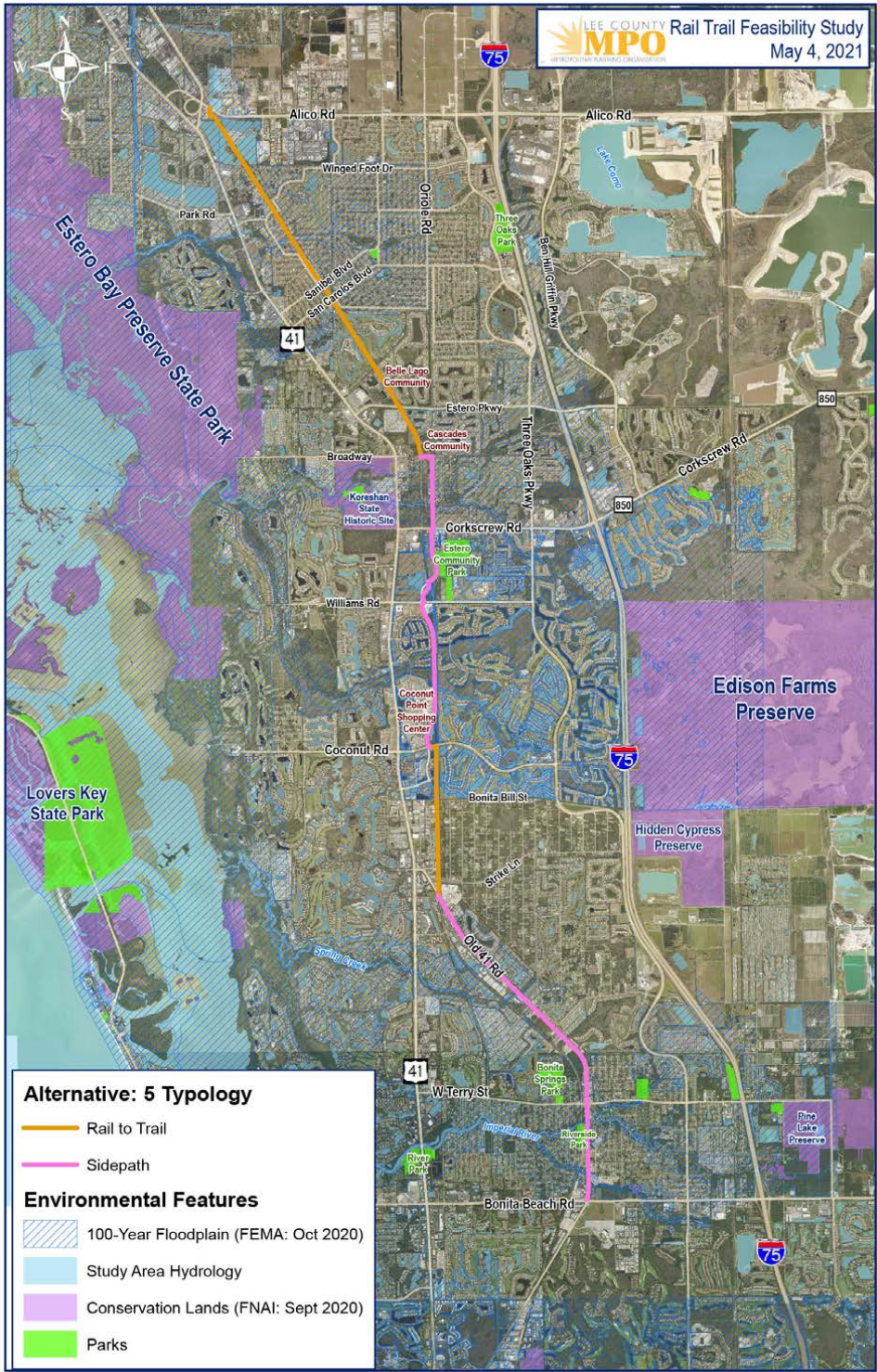
Alternative 5 heads north from Bonita Beach Road on Old 41 Road. The alignment transitions to the Seminole Gulf Rail corridor towards Coconut Road. From Coconut Road, the alignment continues north on Via Coconut Point and Sand Lane towards Broadway East. The alignment finally transitions back to the Seminole Gulf Rail corridor to Alico Road and John Yarbrough Linear Park Trail. The Alternative 5 typologies switch between a rail-to-trail and sidepath condition throughout the entire alignment. This alternative has the potential to directly connect Riverside Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community, and The Belle Lago Community.



Via Coconut Road roundabout looking south toward Production Boulevard



Rail tie-in at Alico Road looking east



ALTERNATIVE 6

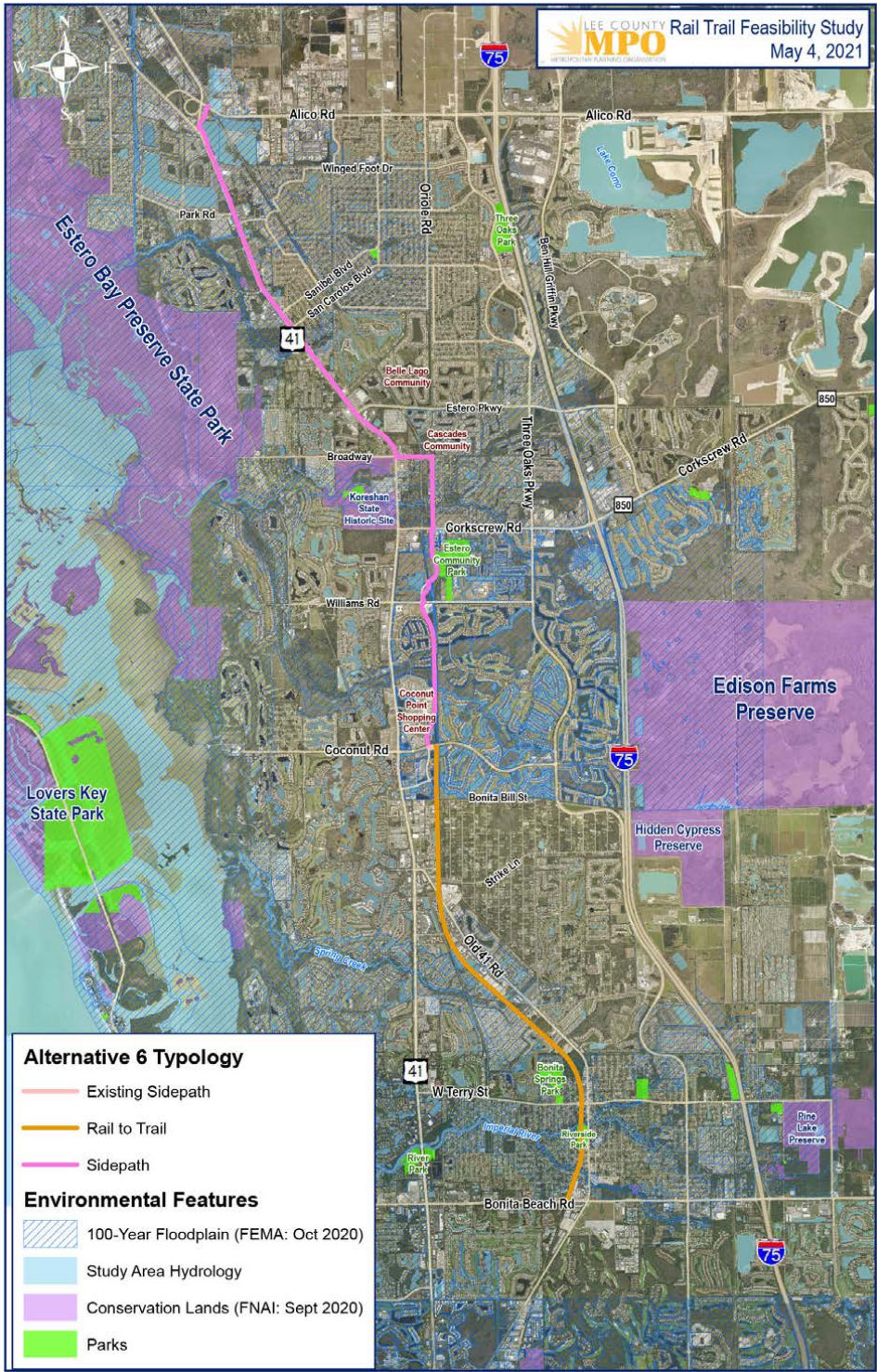
Alternative 6 starts at Bonita Beach Road on the Seminole Gulf Rail corridor. The alignment transitions to Via Coconut Point at Coconut Road. The alignment continues north along Via Coconut Point to Sandy Lane, and to Highway 41. Finally, the alignment takes Highway 41 to Alico Road to tie into John Yarbrough Linear Park Trail. The southern stretch of the alignment's typology is a rail-to-trail condition and the northern stretch of the alignment's typology is a sidepath condition. The alignment would utilize an existing sidepath on Coconut Road. This alternative has the potential to directly connect Riverside Park, Coconut Point Shopping Center, Estero Community Park, and The Cascades Community.



Highway 41 looking south at Old 41 Road



Highway 41 near Coconut Point Mall



ALTERNATIVE 7

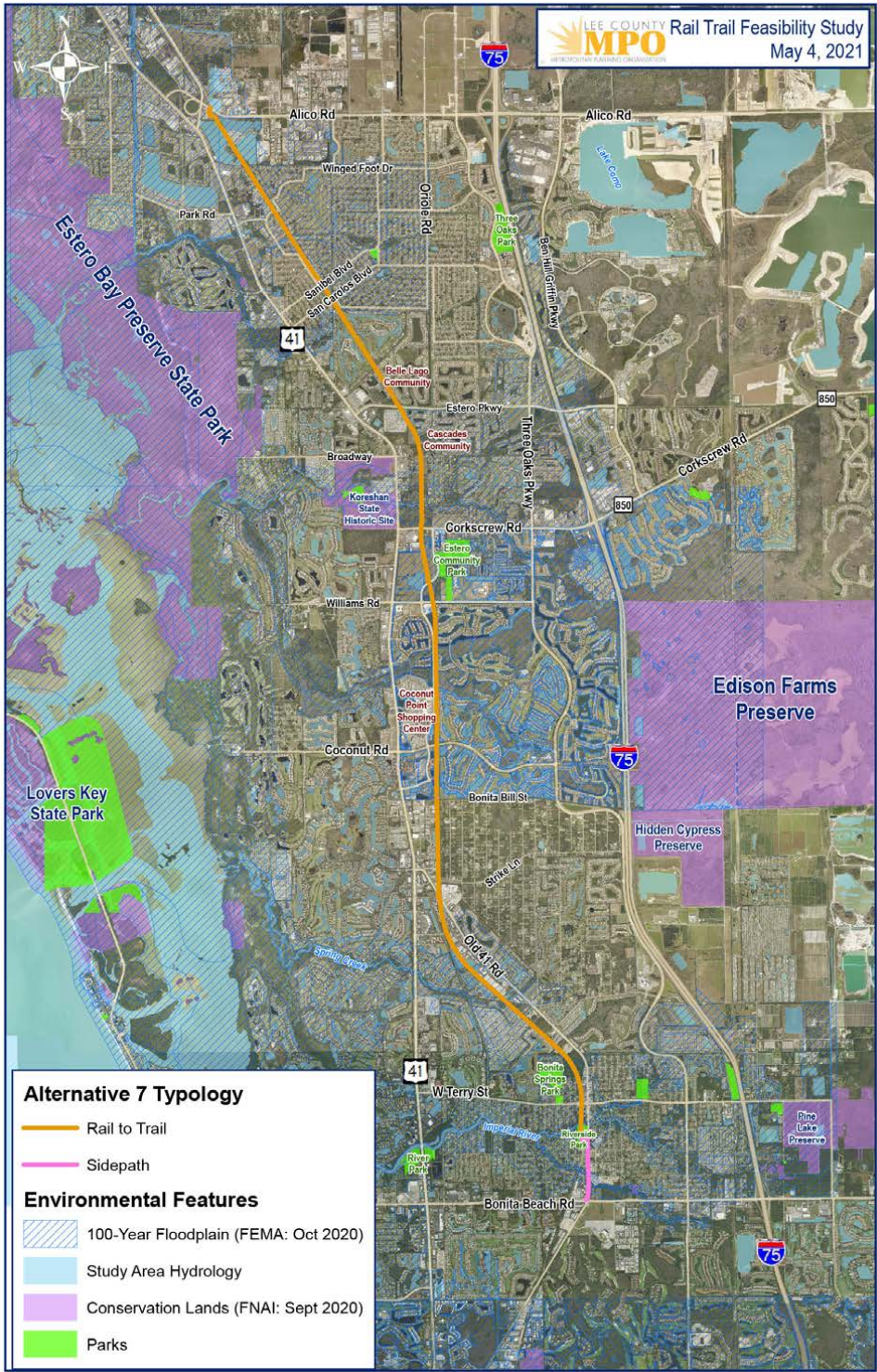
Alternative 7 starts at Bonita Beach Road and heads north along Old 41 Road. The alignment transitions to the Seminole Gulf Rail corridor at Riverside Park. The alignment continues north on the rail corridor towards Alico Road to tie into The John Yarbrough Linear Park Trail. Majority of the alignment's typology is a rail-to-trail condition and briefly begins as a sidepath between Bonita Beach Road and Riverside Park. This alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community, and The Bella Lago Community.



Riverside and Depot Park in Bonita Springs



Bonita Springs looking south

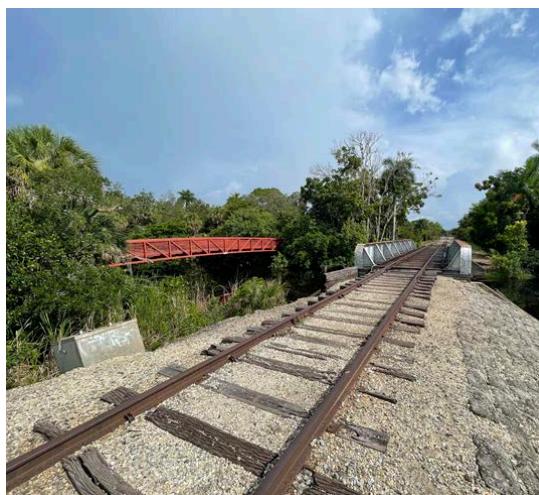


RAIL-TO-TRAIL

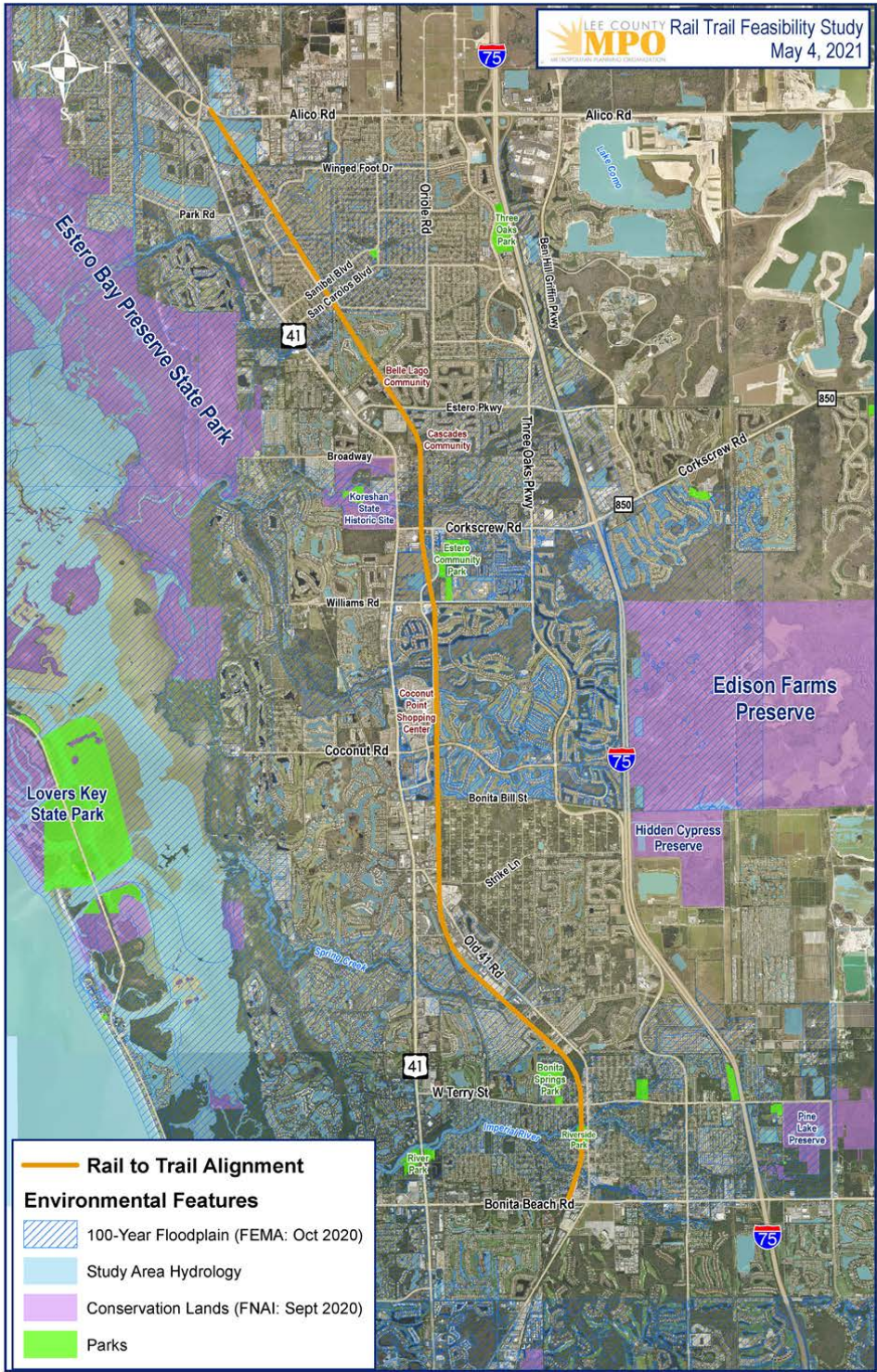
The rail-to-trail alternative uses the entire Seminole Gulf Rail corridor from Bonita Beach Road to Alico Road, tying into The John Yarbrough Linear Park Trail. The rail-to-trail alignment would replace the existing railway tracks and run along the center of the right-of-way (ROW). The Rail-to-Trail alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, The Cascades Community, and The Bella Lago Community.



Rail spur on Alico Road looking west



Rail pedestrian crossing at Imperial River

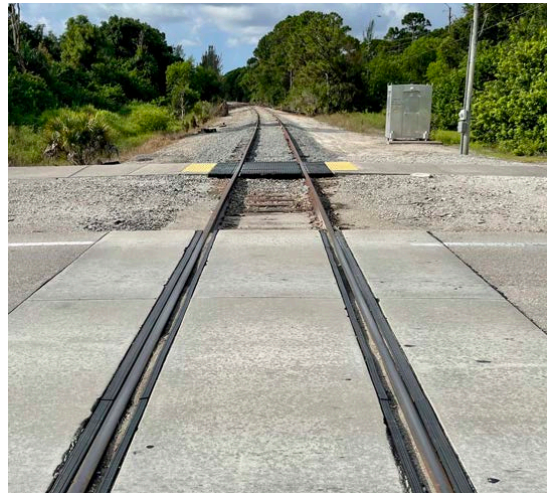


RAIL-WITH-TRAIL

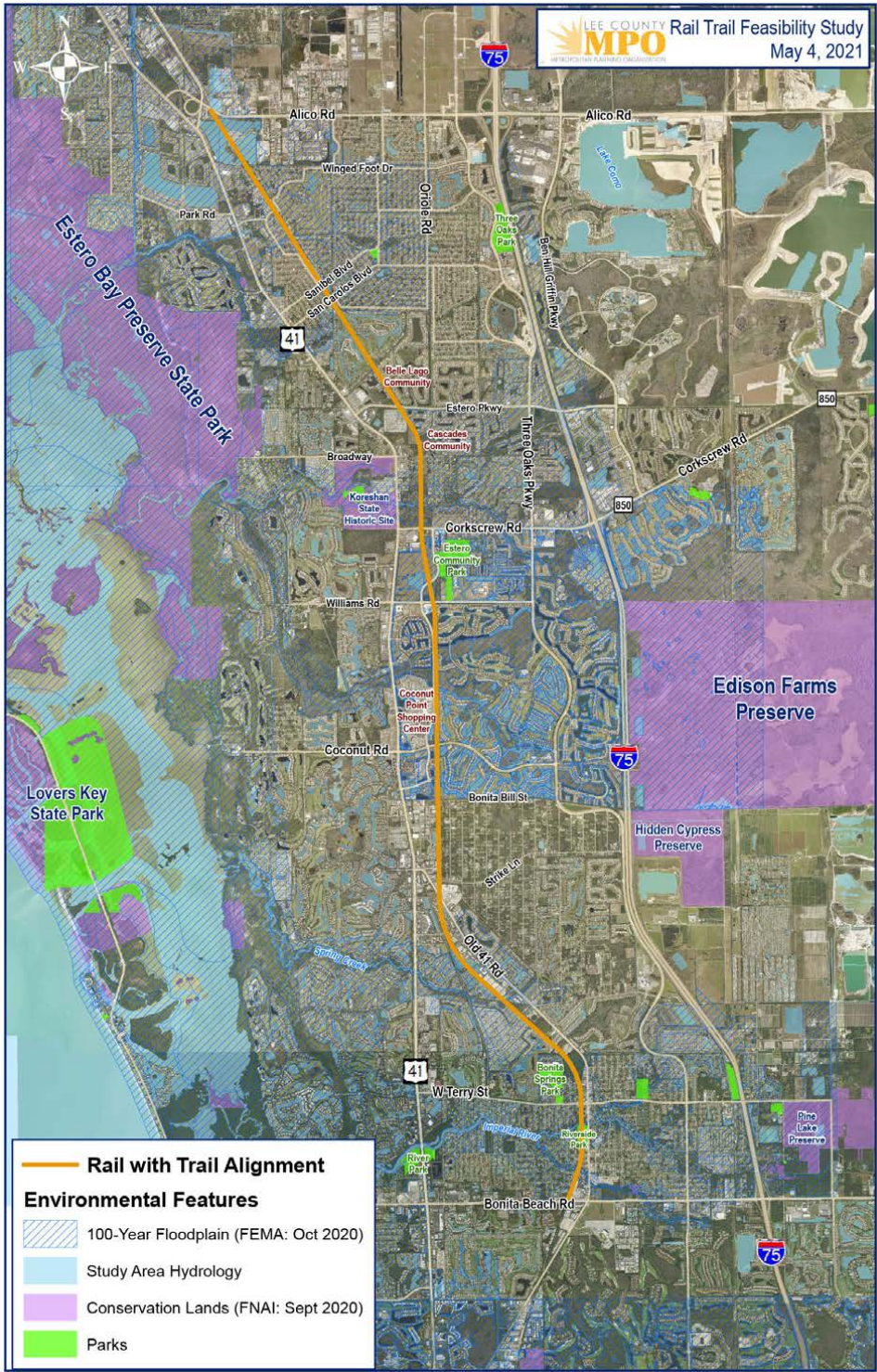
The rail-with-trail alternative uses the entire Seminole Gulf Rail corridor from Bonita Beach Road to Alico Road, tying into The John Yarbrough Linear Park Trail. The rail-with-trail alignment would run parallel and adjacent to the railway tracks in the rail right-of-way (ROW). The Rail-with-Trail alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, The Cascades Community, and The Bella Lago Community.



Rail crossing at Coconut Road looking southwest



Rail crossing at Corkscrew Road looking north



LEVEL 1 SCREENING RESULTS

The results for how each alternative performed for each criteria is described below

SUN TRAIL FUNDING ELIGIBILITY EVALUATION RESULTS

According to the final results, the rail-to-trail alternative scored the highest in qualifying for SUN Trail funding. The rail-to trails centerline alignment allows for a 12-foot minimum width trail. In contrast, alternative 1 received the lowest score, due to the need for on-street bicycle facilities throughout it's alignment.

PROJECT IN PUBLIC RIGHT-OF-WAY (ROW) EVALUATION RESULTS

Based on the results, alternatives 1 and 2 were the highest scoring alternatives. Alternatives 1 and 2 alignments are predominantly sidepath conditions that are located within the public right-of-way. Alternative 7, the Rail-to-Trail Alternative, and the Rail-with-Trail Alternative were the lowest scoring alternatives. Their alignments are predominantly located in the Seminole Gulf Railway right-of-way.

Table 3.2. SUN Trail Funding Evaluation Results

Alternatives	Score
Alternative 1	0
Alternative 2	1
Alternative 3	1
Alternative 4	1
Alternative 5	1
Alternative 6	1
Alternative 7	1
Rail-to-Trail	3
Rail-with-Trail	2

Table 3.3. Public Right-of-Way Evaluation Results

Alternatives	Score
Alternative 1	2
Alternative 2	2
Alternative 3	1
Alternative 4	1
Alternative 5	1
Alternative 6	1
Alternative 7	0
Rail-to-Trail	0
Rail-with-Trail	0

LEVEL OF STRESS/ USER EXPERIENCE EVALUATION RESULTS

The results show that the Rail-to-Trail and Rail-with-Trail alternatives received the highest scores in this criteria. The Rail-to-Trail and Rail-with-Trail alternative alignments run along the railway corridor and are classified as off-road facilities. Alternative 2 and Alternative 6 received the lowest scores. A majority of the alternatives' alignments run along a major arterial roadway. Arterial roadways typically have high volumes of vehicular traffic and create high stress conditions for bicyclists and pedestrians.

DEVELOPMENT CHALLENGES EVALUATION RESULTS

Based on the results, Alternative 3 received the highest score in this category. Alternative 6 and 7, The Rail-to-Trail, and Rail-with-Trail received the lowest scores. These alternatives would need significant infrastructural modifications in order to be constructed.

Table 3.4. Level of Stress Evaluation Results

Alternatives	Score
Alternative 1	1
Alternative 2	0
Alternative 3	1
Alternative 4	1
Alternative 5	1
Alternative 6	0
Alternative 7	1
Rail-to-Trail	3
Rail-with-Trail	3

Table 3.5. Development Challenges Evaluation Results

Alternatives	Score
Alternative 1	2
Alternative 2	2
Alternative 3	3
Alternative 4	1
Alternative 5	1
Alternative 6	0
Alternative 7	0
Rail-to-Trail	0
Rail-with-Trail	0

LEVEL 1 SCREENING SUMMARY

The results of the level 1 screening shows that Alternative 3 and the Rail-to-Trail Alternative ranked number 1 out of the nine alternatives evaluated. Alternative 1, Alternative 2, and the Rail-with-Trail Alternative ranked number 2. Alternative 3 received high scores in development challenges and the level of stress category. The Rail-to-Trail received a high score in the development challenges category, while receiving moderate scores in the SUN Trail funding eligibility, public right-of-way (ROW), and the level of stress categories. The Rail-to-Trail, Rail-with-Trail, and Alternative 3 progressed to the level 2 screening process. A west and east side alignment was studied

for the Rail-with-Trail Alternative. A variation of Alternative 3 was further evaluated and represented the Off Rail Alternative amongst the four alternatives progressing to the level 2 screening process. To summarize, the following alternatives were evaluated in the level 2 screening process:

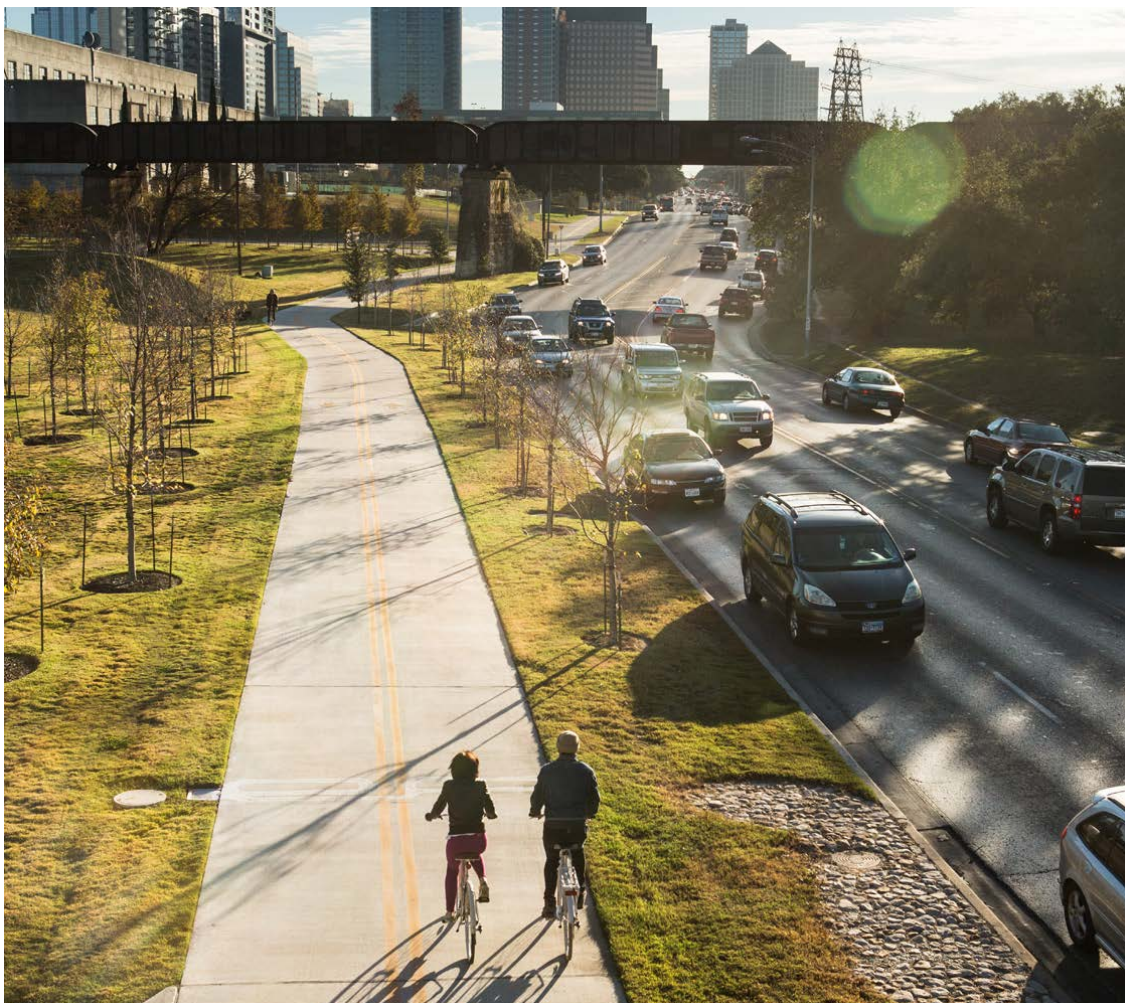
- Rail-to-Trail
- Rail-with-Trail (West Side Alignment)
- Rail-with-Trail (East Side Alignment)
- Off Rail / Trail Alignment Adjacent to the Roadway

Table 3.6. Summary of Evaluation Results

Alternatives	SUN Trail Funding Eligibility	In Public Right-of-Way (ROW)	Level of Stress	Development Challenges	Total Score	Rank
Alternative 3	1	1	1	3	6	1
Rail-to-Trail	3	0	3	0	6	1
Alternative 1	0	2	1	2	5	2
Rail-with-Trail	2	0	3	0	5	2
Alternative 2	1	2	0	2	5	2
Alternative 4	1	1	1	1	4	3
Alternative 5	1	1	1	1	4	3
Alternative 6	1	1	0	0	2	4
Alternative 7	1	0	1	0	2	4

LEVEL 2 SCREENING

Rail-to-Trail, Rail-with-Trail (west side alignment), Rail-with-Trail (east side alignment), and the Off Rail alternative were the top performing alternatives in the level 1 screening process. These alternatives were further studied in the level 2 screening process as follows.



*A trail adjacent the road in Austin, TX
Adam Coppola Photography*

LEVEL 2 EVALUATION CRITERIA

The level 2 screening process ranked the alignments based on the following criteria:

- Service
- Connectivity
- User Experience
- Project Readiness

Each criteria has a scoring system of zero to two, zero being the lowest score an alternative can receive and two being the highest score an alternative can receive. A definition of each criteria and the proposed alignments performance in each are discussed on the following pages.

SERVICE

Service evaluated the size of population and the amount of people with low income that the alternatives could potentially serve. This criteria was evaluated based on two categories:

S.1 - Persons with Low Income

- This category identifies the density of persons with income below the poverty level within ½ mile of the corridor
- The alternative with the highest population of persons with low income receives the highest ranking score

The scores were divided into the following:

- ① Less than 12 people per every 5 acres
- ② More than 12 people per every 5 acres

S.2 - Population Served

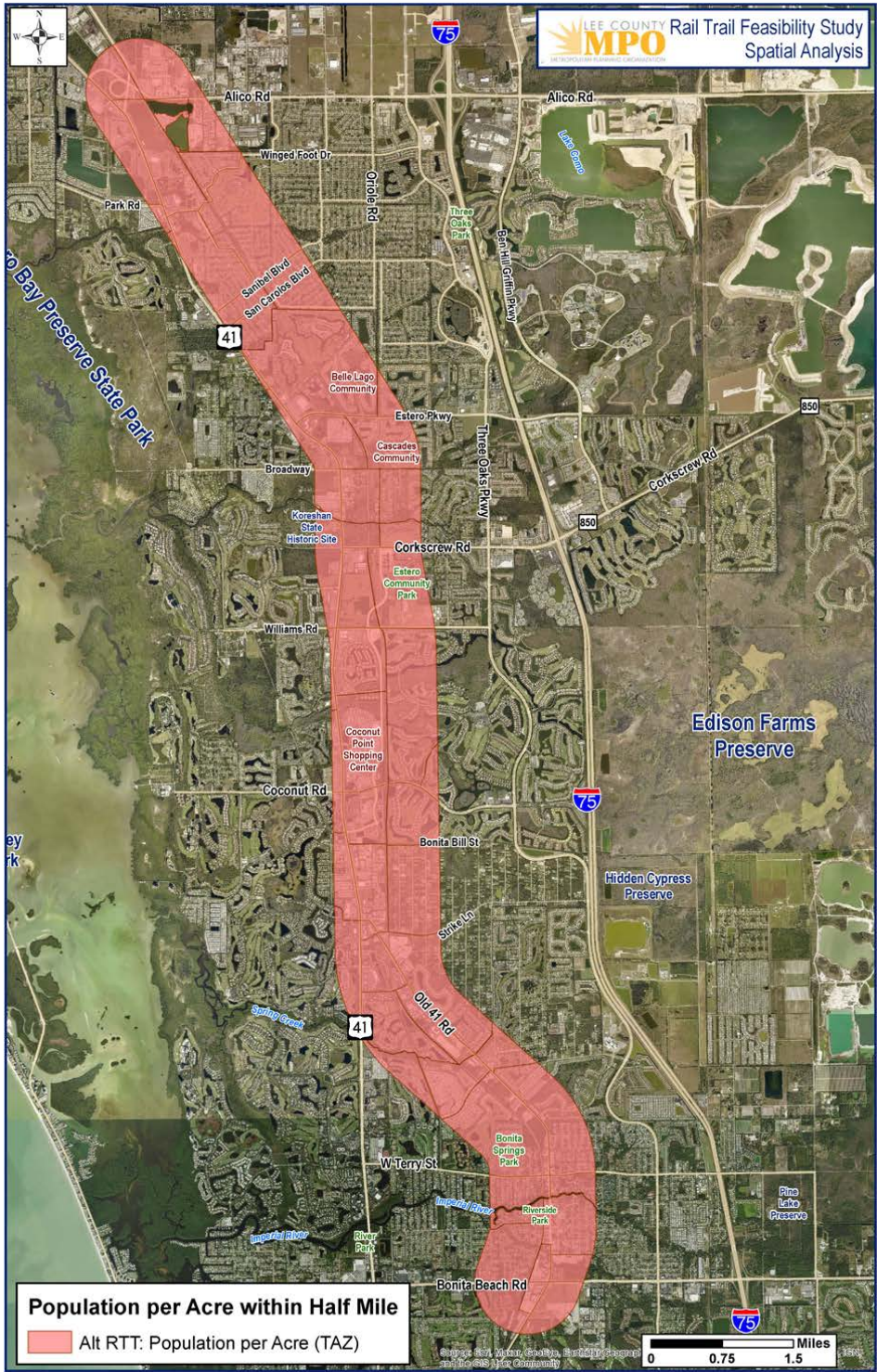
- Population served identifies the population density within ½ mile of the corridor
- The alternative with the highest population served receives the highest ranking score

The scores were divided into the following:

- ① Less than one person per every 5 acres
- ② One or more people per every 5 acres



Example of the results for population per acre within a half mile radius of the off-rail alternative (above) and the rail-to-trail alternative (on next page).



CONNECTIVITY

Connectivity evaluated the alternatives' proximity to essential services, parks, and public transportation. This criteria was evaluated based on the four categories listed below.

C.1 - Proximity to Essentials

- Proximity to essentials identifies essential businesses/services (e.g., supermarkets, hospitals) within ½ mile of the corridor
- The alternative in proximity to the greatest amount of essential business/services receives the highest ranking score

The scores were divided into the following:

- ① Less than 50 essential businesses
- ② Up to 100 essential businesses
- ③ More than 100 essential businesses

C.2 - Proximity to Parks

- Identifies parks within ½ mile of the corridor
- The alternative in proximity to the greatest amount of parks receives the highest ranking score

The scores were divided into the following:

- ① No parks
- ② Up to three parks
- ③ More than three parks

C.3 - Proximity to Schools

- Identifies schools within ½ mile of the corridor
- The alternative in proximity to the greatest amount of schools receives the highest ranking score

The scores were divided into the following:

- ① Less than 5 schools
- ② Between 5 - 10 schools
- ③ More than 10 schools

C.4 - Connectivity to Transit

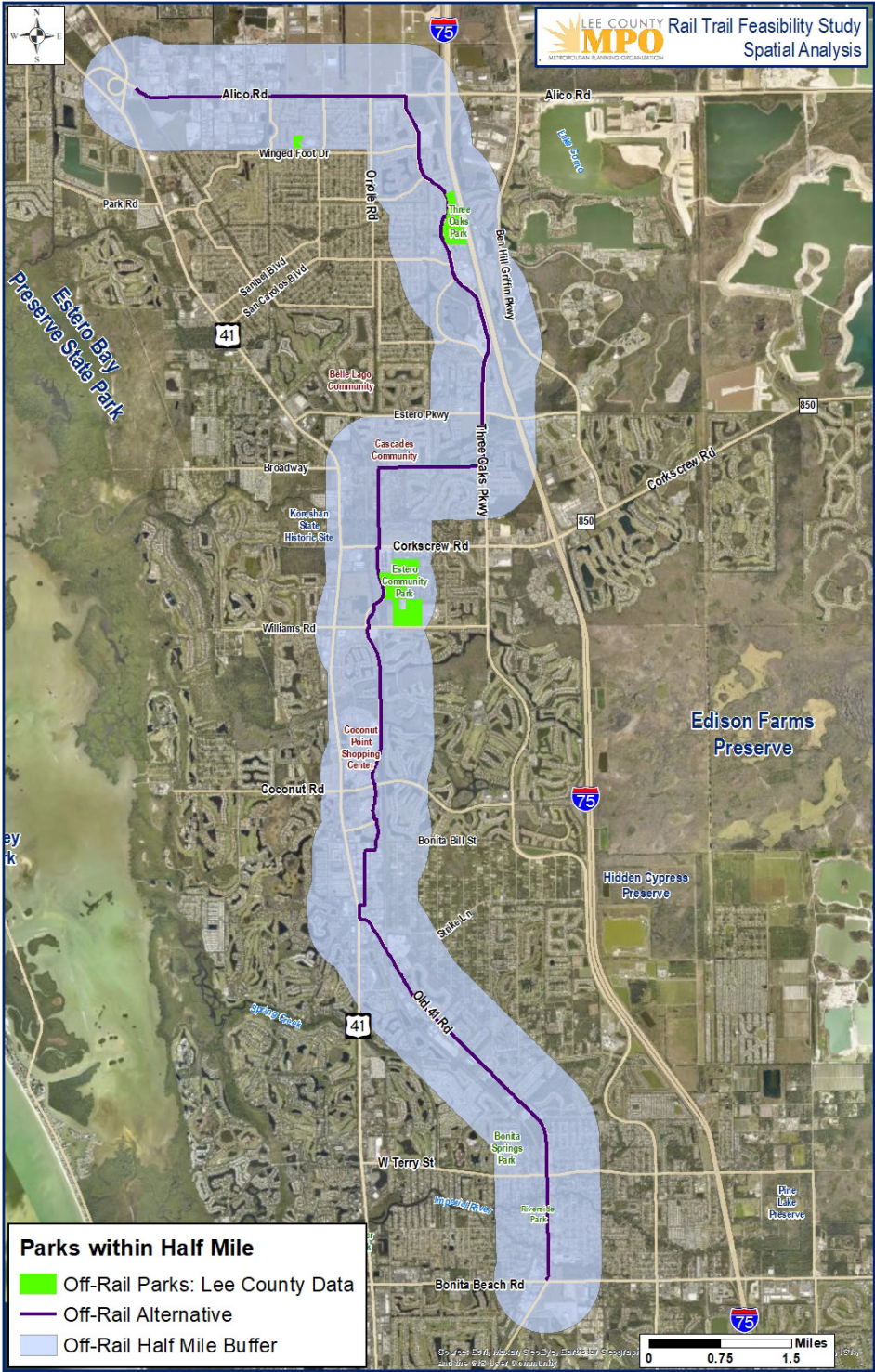
- Identifies opportunities for enhanced connections to existing transit routes
- Bus stops with direct access, within the half mile buffer were inventoried
- The alternative that generates the greatest amount of enhanced connections receives the highest ranking score

The scores were divided into the following:

- ① Less than 20 enhanced connections
- ② Between 20 - 25 enhanced connections
- ③ More than 25 enhanced connections



Example of the results for the number of parks located within a half mile radius of the rail-to-trail alternative (above) and the off rail alternative (on the next page).



USER EXPERIENCE

User experience evaluated the alternatives' level of comfort and ease of navigability for users. This criteria was evaluated based on two categories:

U.1 - Level of Stress

- Determined upon the location of the trail in proximity to roadways and the ability to support a comfortable width for a bi-directional path
- The closer the alternative is to a roadway, the lower the ranking score that it receives

The scores were divided into the following:

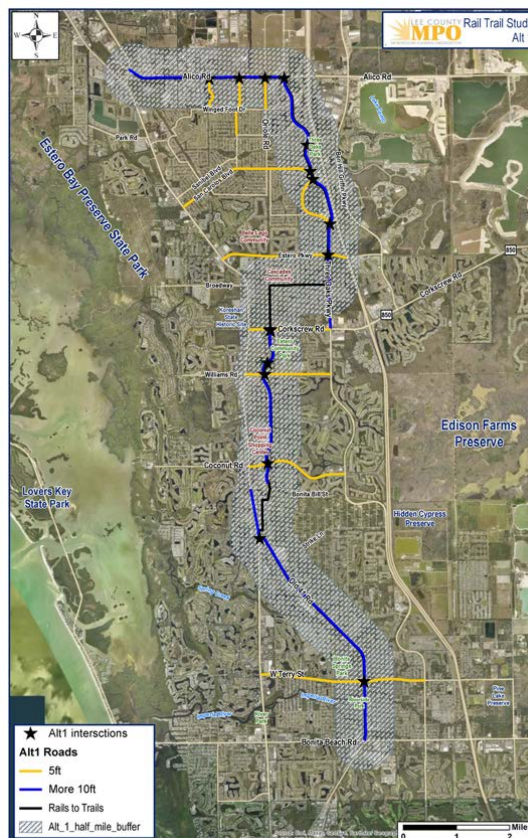
- ① Trail is within 5-10 ft of roadway
- ② Trail is completely separated from the roadway

U.2 - Navigation

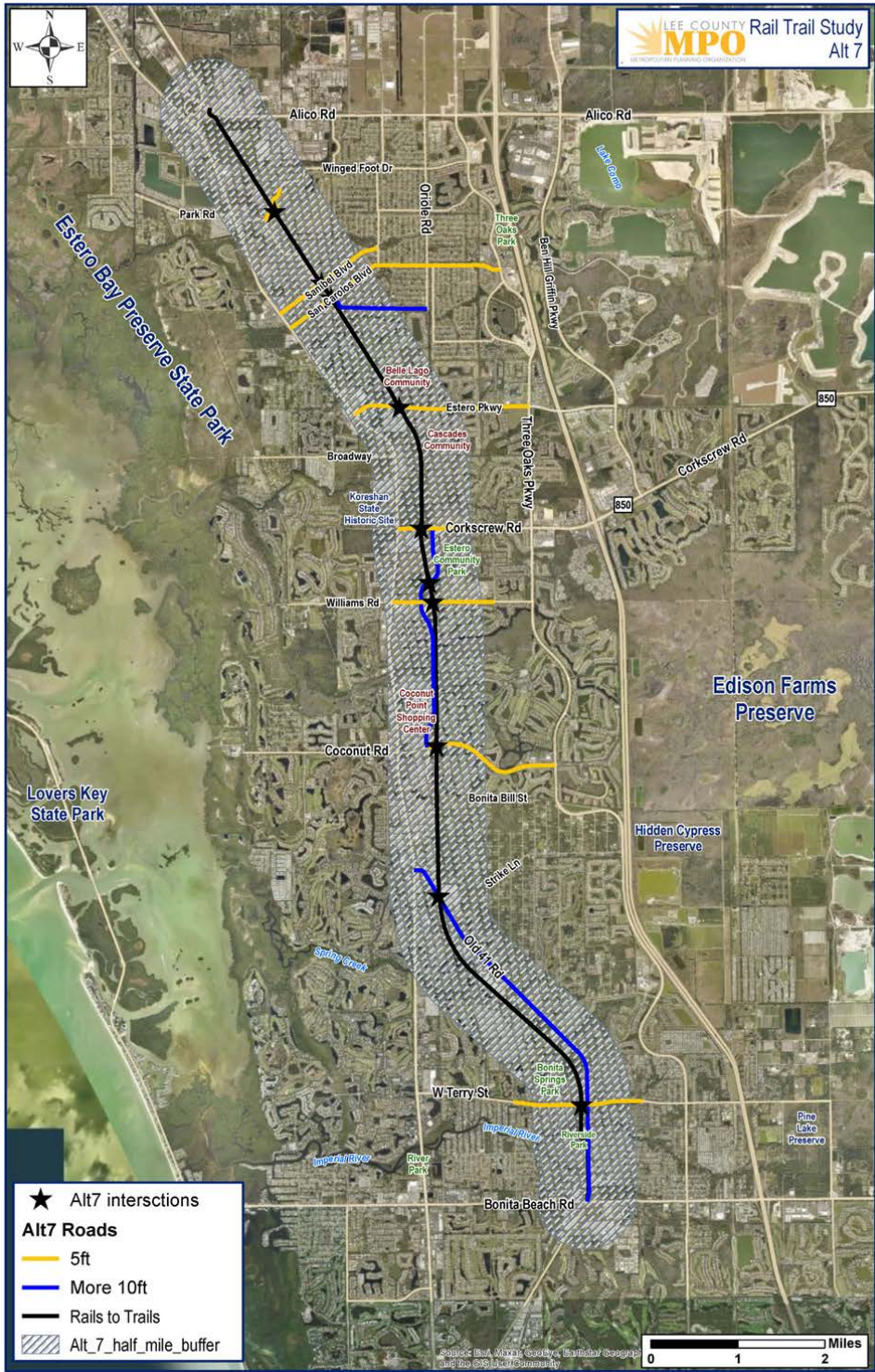
- Determined upon the ease of navigation through the corridor
- The fewer turns per alternative, the higher ranking score it receives

The scores were divided into the following:

- ① Trail alignment is indirect and has many required turns
- ② Trail alignment is fairly consistent with minimal turns
- ③ Trail alignment is consistent and direct with no turns



Studies of roadway and intersections that the off-rail alternative (above) and the rail-to-trail alternative (on the next page) run along or cross.



PROJECT READINESS

Project readiness evaluated the amount of improvements and interventions needed in order for the alternatives. This criteria was evaluated based on three categories:

P.1 - Availability of Public Right-of-Way (ROW)

- Determined upon percentage of easements or land acquisition required outside of public right-of-way (ROW)
- The alternative requiring the least amount of additional easements or land acquisition receives the highest score

The scores were divided into the following:

- ① More than 50% of the corridor requires additional easements or land acquisition
- ② Between 25 – 50% of the corridor requires additional easements or land acquisition
- ③ Less than 25% of the corridor requires additional easements or land acquisition

P.2 - Roadway Crossings

- Determined upon ease percentage of project requiring easements or acquisition outside of public right-of-way (ROW)
- The alternative requiring the least amount of additional easements or land acquisition receives the highest score

The scores were divided into the following:

- ① More than 50% of crossings travel across multi-lane arterial roadways with existing pedestrian infrastructure
- ② More than 50% of crossings travel across 2 lane local streets with existing pedestrian infrastructure

P.3 - Infrastructure

- This criteria includes evaluations of utilities, stormwater, and structures
- Alternatives that require the least amount of impact to infrastructure receive the highest ranking
- This criteria includes utilities, stormwater, and structures

P.3.1 - Utilities

- Existing utility impediments that need to be removed or relocated within the trail corridor

The scores were divided into the following:

- ① Utilities need relocation
- ② Utilities need adjustment

P.3.2 - Stormwater

- Existing stormwater impediments that need to be relocated or significantly modified within the trail corridor (such as existing swales)

The scores were divided into the following:

- ① Over 50% of existing stormwater infrastructure requires relocation or must be significantly modified to accommodate the trail alignment
- ② Less than 50% of stormwater infrastructure requires relocation or must be significantly modified to accommodate the trail alignment
- ③ Stormwater infrastructure can remain

P.3.3 - Structures

- Trail alignment requires a new bridge, bridge upgrades, or retaining walls

The scores were divided into the following:

- ① Requires structure replacement or new structure, such as a bridge
- ② Requires existing structure upgrade/modification
- ③ No new structures required



LEVEL 2 ALTERNATIVES SCREENED

The following alternatives were evaluated in the level 2 screening process

RAIL-TO-TRAIL

The rail-to-trail alternative uses the entire Seminole Gulf Rail corridor from Bonita Beach Road to Alico Road, tying into The John Yarbrough Linear Park Trail. The rail-to-trail alignment would replace the existing railway tracks and run along the center of the right-of-way (ROW). The Rail-to-Trail alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community, and The Bella Lago Community.

QUICK FACTS

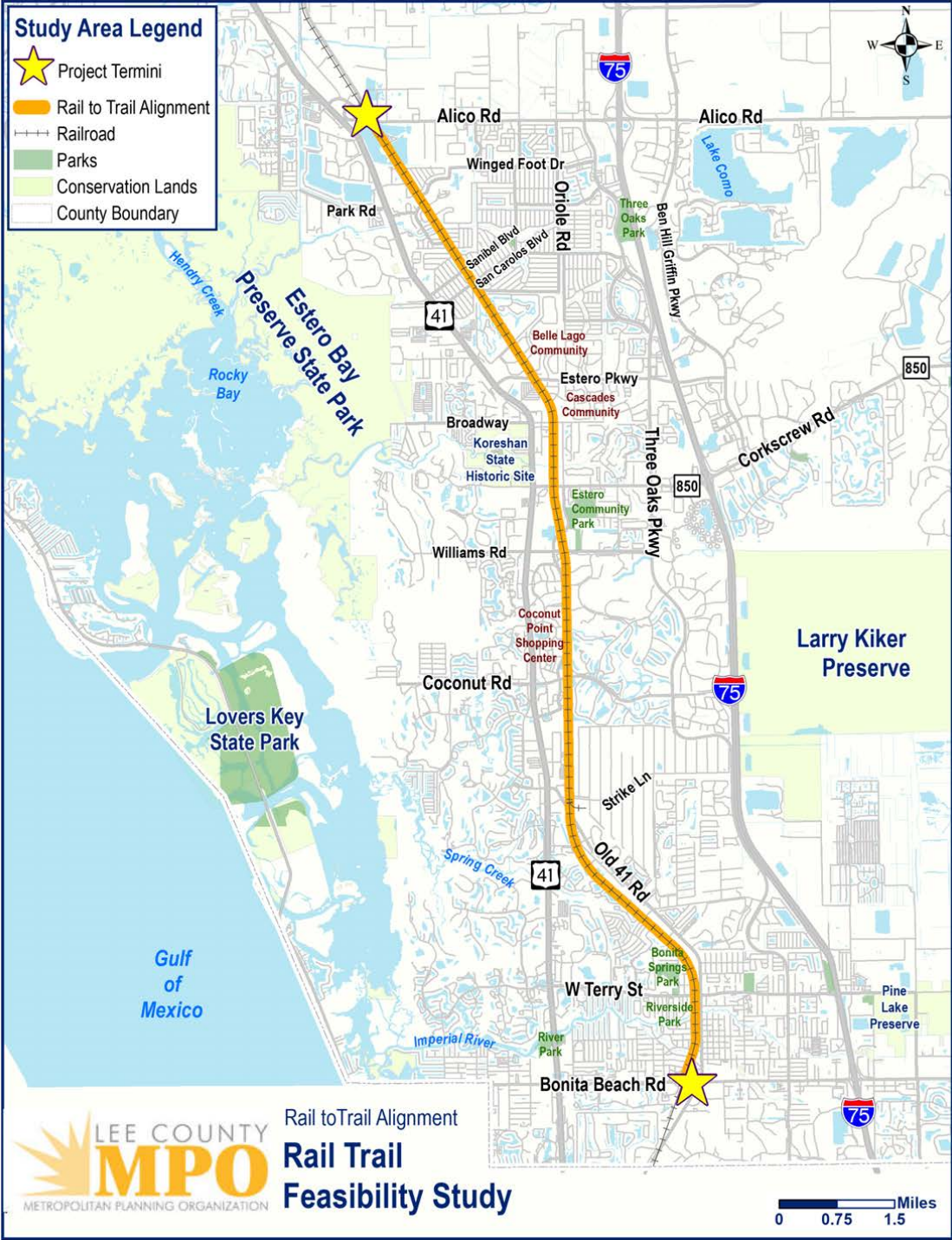
Right-of-way: Requires agreement with railroad for fee simple purchase

Road-Trail Crossings: 20

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



Rail crossing at Corkscrew Road looking north



RAIL WITH TRAIL (WEST SIDE)

This rail-with-trail alternative would run within Seminole Gulf Rail corridor from Bonita Beach Road to Alico Road, to tie into The John Yarbrough Linear Park Trail. This alignment would run along the west side railway tracks in the rail right-of-way (ROW). This allows the rail to continue to be operational. This alternative will require an agreement from the railroad company to authorize public use along the parallel path, and may require safety and security fencing between the rail and trail. The Rail-with-Trail alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community, and The Bella Lago Community.

QUICK FACTS

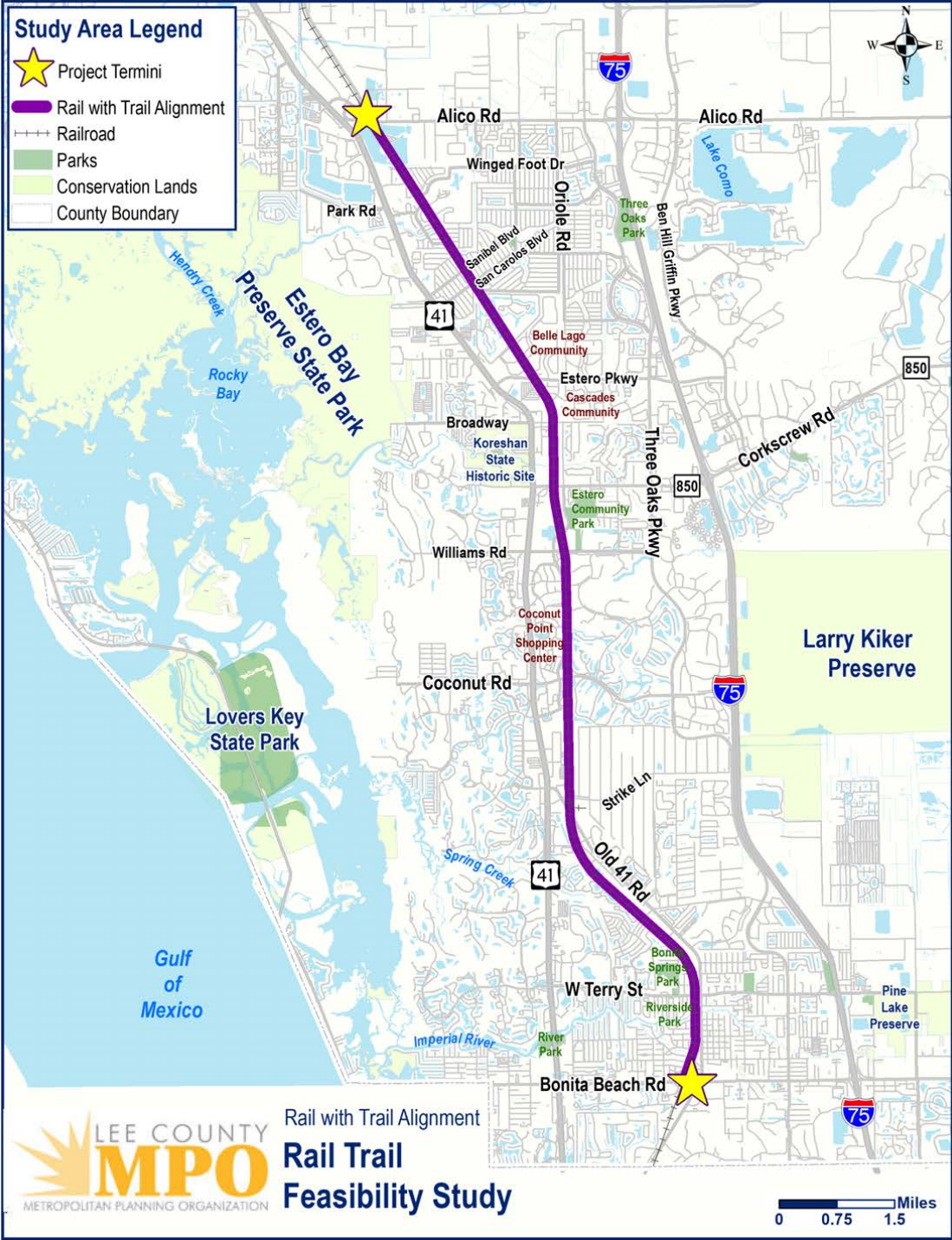
Right-of-way: Requires agreement with railroad for fee simple purchase or lease for partial corridor

Road-Trail Crossings: 20

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



Rail crossing East Terry Street



RAIL WITH TRAIL (EAST SIDE)

This rail-with-trail alternative would run within Seminole Gulf Rail corridor from Bonita Beach Road to Alico Road, to tie into The John Yarbrough Linear Park Trail. However, it would run along the east side of the railway tracks in the rail right-of-way (ROW). This allows the rail to continue to be operational. This alternative will require an agreement from the railroad company to authorize public use along the parallel path, and may require safety and security fencing between the rail and trail. The Rail-with-Trail alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, Estero Community Park, The Cascades Community, Estero Community Park, and The Bella Lago Community.

QUICK FACTS

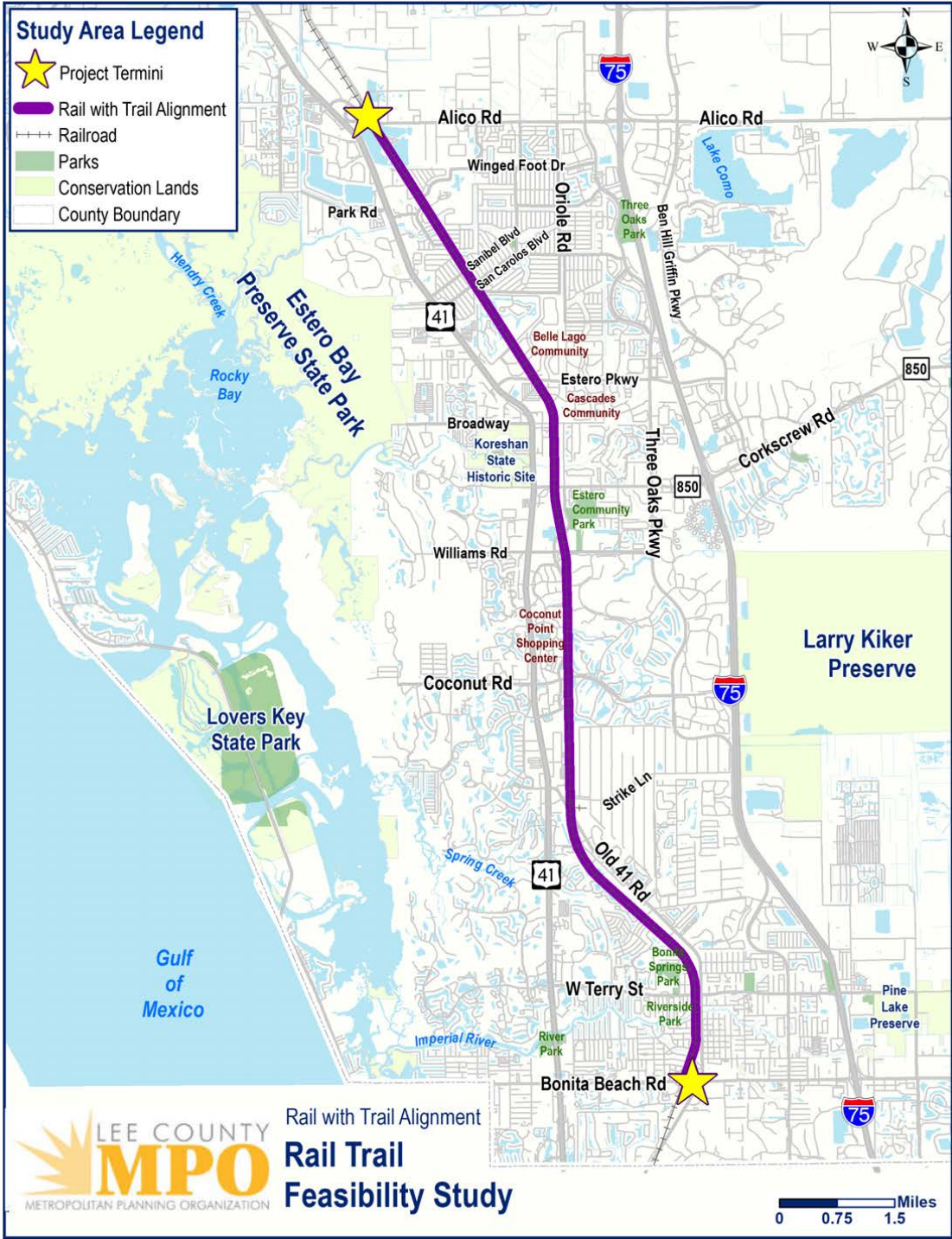
Right-of-way: Requires agreement with railroad for fee simple purchase or lease for partial corridor

Road-Trail Crossings: 20

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



Rail entering Estero Country Club



OFF RAIL / TRAIL ADJACENT TO THE ROADWAY

The off rail alternative is an adaptation of the alternative 3 alignment from the level 1 screening process. It is located completely outside of the rail right-of-way. It is primarily a side path that runs along the west side of Old 41 road to Production Circle to Via Coconut Point. The alignment continues north on the east side of Sandy Lane then heads east on East Broadway East towards Three Oaks Parkway. It continues north in Three Oaks Parkway and heads west on Alico Road to tie into the John Yarbrough Linear Park Trail. This alternative has the potential to directly connect Riverside Park, Bonita Springs Park, Coconut Point Shopping Center, The Cascades Community, Estero Community Park, and Three Oaks Park.

QUICK FACTS

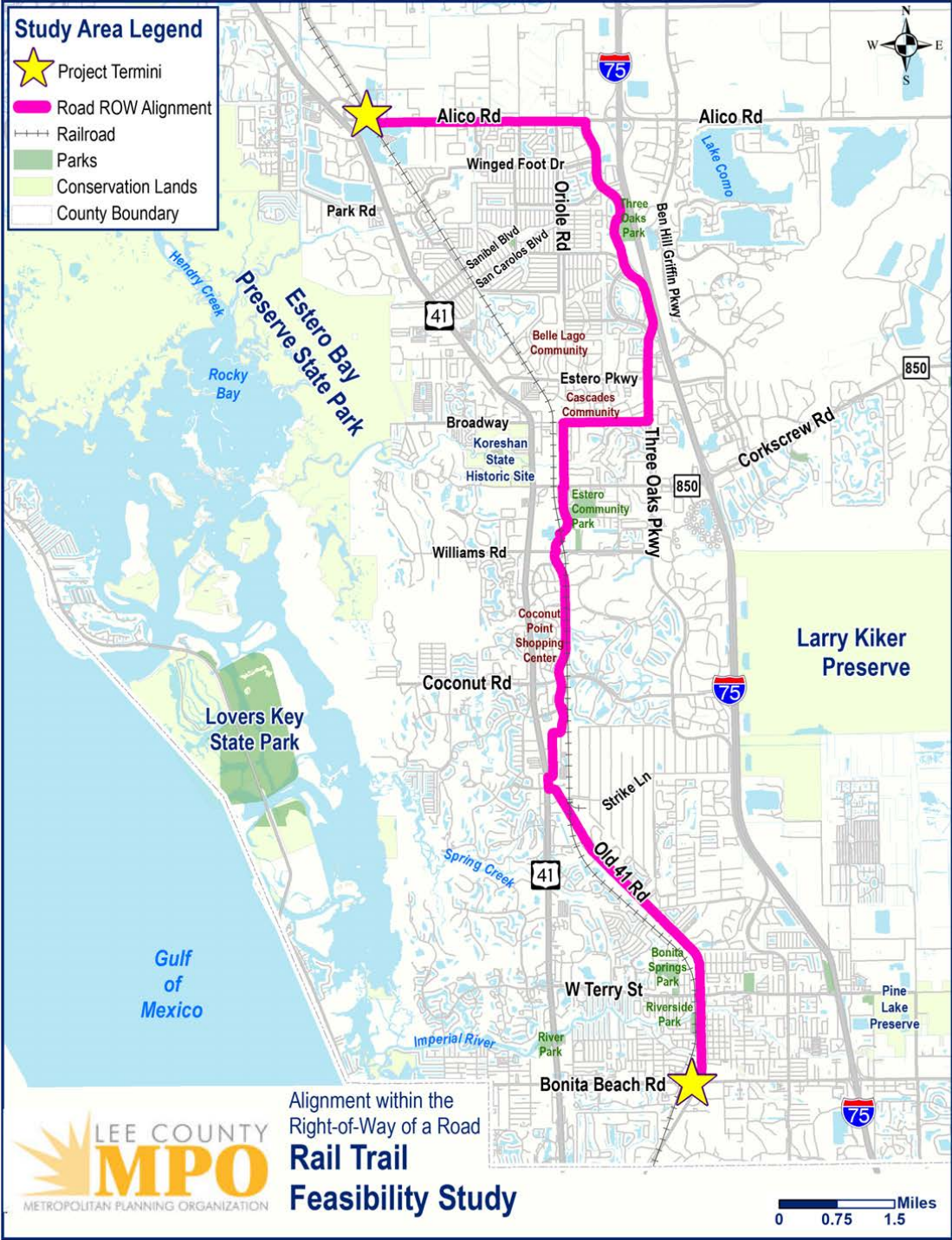
Right-of-way: The alignment cannot be built entirely within existing roadway ROW and will require acquisition of property.

Road and Driveway Crossings: 96

Utility Providers: Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility throughout the corridor



Three Oaks Parkway looking south



LEVEL 2 SCREENING RESULTS

The results for how each alternative performed for each criteria is described below

SERVICE EVALUATION RESULTS

The data studied in order to obtain the results for this criteria was GIS data that defined the population density and income status of the population in the study area. Based on the results, the Rail-to-Trail and the Rail with Trail alternatives scored equally in this criteria. Rail with Trail alignments run through or adjacent to more residential areas and neighborhoods. The Off Rail/ Adjacent to Roadway alternative received the lowest score overall. However, it received a high score in the “persons with low income” category.



Three Oaks Parkway looking north toward Alico Road

Table 3.7. Service Evaluation Results

Alternatives	Persons with Low Income	Population Served	Total Score
Rail-to-Trail	2	2	4
Rail-with-Trail (West Side)	2	2	4
Rail-with-Trail (East Side)	2	2	4
Off Rail	2	0	2

CONNECTIVITY EVALUATION RESULTS

The data used in order to obtain the final evaluation results for this criteria included GIS data that provided the location of parks, schools, and essential businesses in the study area. Bus stops and routes were also studied for this criteria. Based on the results of the data studied, the Off Rail / Adjacent to Roadway alternative scored the highest in connectivity. It's alignment provides more opportunities to connect to essential services, parks, schools, and other alternative modes of transportation. The Rail-Trail and Rail with Trail alternatives scored equally in connectivity.



Bonita Springs looking south

Table 3.8. Connectivity Evaluation Results

Alternatives	Proximity to Essentials	Proximity to Parks	Proximity to Schools	Connectivity to Transit	Total Score
Rail-to-Trail	1	1	1	1	4
Rail-with-Trail (West Side)	1	1	1	1	4
Rail-with-Trail (East Side)	1	1	1	1	4
Off Rail	2	2	2	2	8

USER EXPERIENCE EVALUATION RESULTS

The data used to obtain the evaluation results for this criteria include GIS data for roadways and right-of way information within the study area. Based on the results of the data studied, the Rail-Trail, and Rail with Trail alternatives equally received high scores in this criteria. The Off Rail/ Adjacent to Roadway alternative received a significantly low score in this criteria. The results indicate that the use of the rail corridor allows for lower levels of stress and provides an easier route for navigation for users.



End of East Broadway looking towards Three Oaks Parkway

Table 3.9. User Experience Evaluation Results

Alternatives	Level of Stress	Navigation	Total Score
Rail-to-Trail	2	2	4
Rail-with-Trail (West Side)	2	2	4
Rail-with-Trail (East Side)	2	2	4
Off Rail	0	1	1

PROJECT READINESS EVALUATION RESULTS

The data used to obtain the evaluation results for this criteria include GIS data for roadways and right-of way information within the study area. The locations and conditions of existing utilities, stormwater infrastructure, and structures were also analysed. Based on the results of the data studied, the Rail-Trail alternative scored higher in project readiness. The Off Rail/Adjacent to Roadway alternative received the lowest score in project readiness. The Off Rail alternative will require a significant amount of right-of-way acquisition and crosses a significant amount of roadway crossings.



Estero Parkway at Three Oaks Parkway

Table 3.10. Project Readiness Evaluation Results

Alternatives	Availability of Right-of-Way	Roadway Crossings	Infrastructure*	Total Score
Rail-to-Trail	2	2	4	8
Rail-with-Trail (West Side)	2	2	1	5
Rail-with-Trail (East Side)	1	2	0	3
Off Rail	0	0	2	2

** The Infrastructure category includes utilities, stormwater, and structures scores*

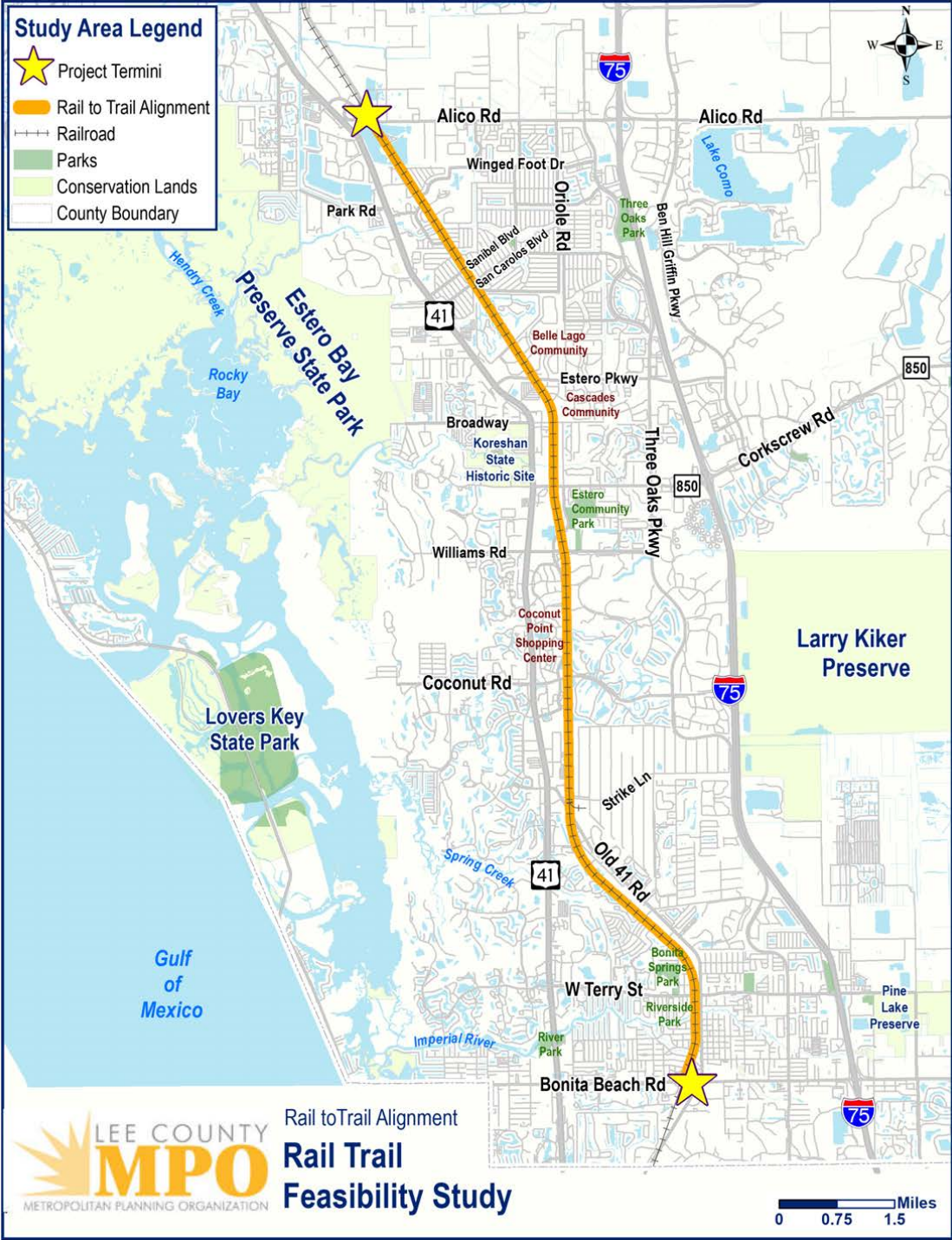
LEVEL 2 SCREENING SUMMARY

The results of the level 2 screening shows that the Rail-to-Trail alternative ranked number 1 out of the four alternatives evaluated. The Rail-to-Trail alternative received high scores in service, user experience, and project readiness. The project readiness category was the Rail-to-Trail's highest scoring category. The Rail-with-Trail (west side) alternative ranked 2nd and the Rail-with-Trail (east side) alternative ranked 3rd. Both Rail-with-Trail alternatives performed the same in all categories, except for the project readiness category. Finally,

the Off Rail alternative ranked last out of the four alternatives. While the Off Rail alternative received a high score in connectivity, it received low scores in service, user experience, and project readiness. To conclude, the overall screening process has identified the Rail-to-Trail alternative as the alternative that best meets the projects goals.

Table 3.11. Summary of Evaluation Results

Alternatives	Service	Connectivity	User Experience	Project Readiness	Total Score	Rank
Rail-to-Trail	4	4	4	8	20	1
Rail-with-Trail (West Side)	4	4	4	5	17	2
Rail-with-Trail (East Side)	4	4	4	3	15	3
Off Rail	2	8	1	2	13	4



4

ENVIRONMENTAL ASSESSMENT

OVERVIEW

The Lee County Metropolitan Planning Organization (MPO) is working with a consultant team and local governments to evaluate if a shared-use path (path) is feasible between Alico Road and Bonita Beach Road in Lee County, Florida. The feasibility study evaluates three alternatives. Two of the alternatives are within the existing Seminole Gulf Railway (SGLR) corridor and one alternative is within the right-of-way (ROW) of existing roadways. This study is being conducted to be consistent with Florida Department of Transportation's (FDOT) Shared-Use Non-Motorized (SUN) Trail program. When the study is complete, it will recommend a preferred alternative to advance to the next phase of project development. This report identifies federal and state listed species, other protected species, and wetlands and other surface waters (OSW) within the study area.

LOCATION AND STUDY AREA

The project is located in Lee County, Florida. The proposed project begins at Alico Road and terminates at Bonita Beach Road (Figure 4.1). Alternatives 1 and 2 are located within the 130-foot (ft.) existing SGLR corridor and are approximately 12 miles in length. Alternative 3 is located within existing road ROW along Alico Road, Three Oaks Parkway, Broadway East, Sandy Lane, Via Coconut Point, Production Circle, and Old 41 Road, and is approximately 15 miles in length. The study area for the assessment of potential impacts for Alternatives 1 and 2 is limited to the existing corridor, which is 130 ft. wide. For consistency, the study area for Alternative 3 was also set at 130 ft. wide.

PROPOSED IMPROVEMENTS

There are three project alternatives being evaluated. A description for each alternative is provided below.

Alternative : SGLR Corridor

Alternative 1 will consist of the conversion of an inactive rail line to a shared use path. The rails and ties would be removed, and the path would be built on top of the existing track bed. This proposed alignment would replace the existing tracks, within the SGLR corridor, from Alico Road to Bonita Beach Road. The proposed path has a distance of approximately 12 miles..

Alternative 2: SGLR Corridor

Alternative 2 will consist of the construction of a shared use path that runs parallel to the rail line. The path would be built within the existing railroad ROW on the west side of the rail line. This proposed alignment runs adjacent to the existing tracks within the SGLR corridor, from Alico Road to Bonita Beach Road. The proposed path has a distance of approximately 12 miles.

Alternative 3: Existing Road ROW

Alternative 3 will run parallel to multiple existing roadways, typically within the existing ROW, with potential acquisition of property outside of the existing ROW. A majority of this proposed alignment runs adjacent to the existing roadway, using Alico Road, Three Oaks Parkway, Broadway East, Sandy Lane, Via Coconut Point, Production Circle, and Old 41 Road. The proposed path has a distance of approximately 15 miles.

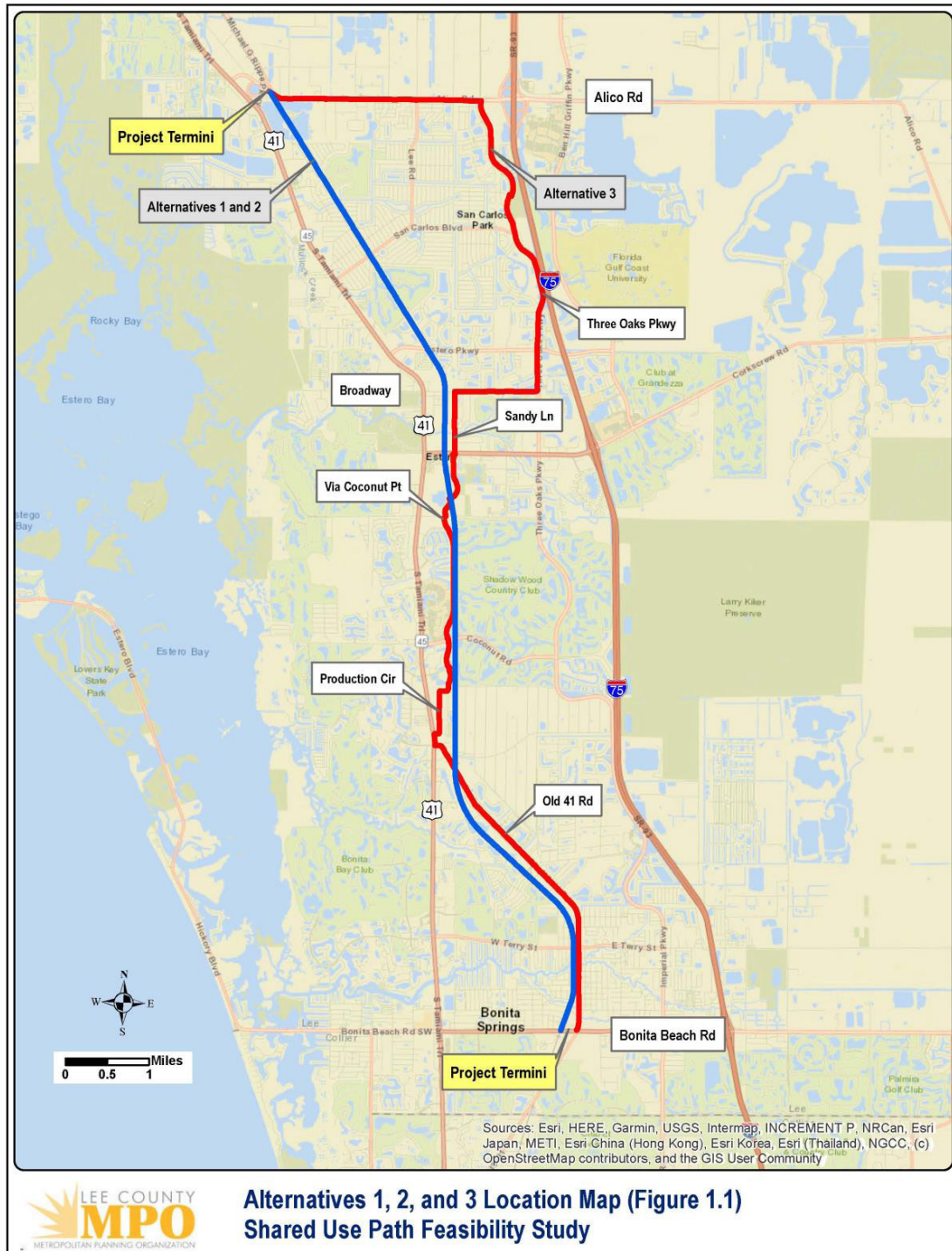


Figure 4.1 Project Location Map

60 | Lee County Rail-Trail Feasibility Study

EXISTING CONDITIONS

EXISTING FACILITY

Alternatives 1 and 2 are proposed within the existing SGLR corridor. The SGLR corridor includes forested and non-forested natural areas, OSW, and developed areas. OSW include Estero River, Imperial River, ponds, and ditches. Developed areas include the rail corridor (tracks, railroad ties, gravel, open sandy and sodded areas), residential and commercial areas, bridge crossings, parking lots, and sidewalks. The corridor intersects the following roads:

- Constitution Circle
- Sanibel Boulevard
- San Carlos Boulevard
- Vintage Trace Circle
- Estero Parkway
- Broadway East
- Corkscrew Road
- Via Coconut Point
- William Road
- Coconut Road
- Strike Lane
- Bernwood Parkway
- Imperial Harbor Boulevard
- Terry Street
- Pennsylvania Avenue
- Kentucky Street

Alternative 3 is proposed predominantly within existing road ROW (Alico Road, Three Oaks Parkway, Broadway East, Sandy Lane, Via Coconut Point, Production Circle, and Old 41 Road), with potential acquisition of property outside of the ROW. The study area for Alternative 3 is 130 ft. wide. The study area includes forested and non-forested natural areas, OSW, and developed areas. OSW include Estero River, Imperial River, ponds, and ditches. Developed areas include existing road ROW (sodded, open sandy areas, landscaped areas, and sidewalks), rail, residential and commercial areas, bridge crossings, parking lots, and sidewalks. The ROW intersects the following roads:

- Strike Lane
- Bernwood Parkway
- Imperial Harbor Boulevard
- Terry Street
- Childers Street

- Pennsylvania Avenue

LAND USE

The land use in the study area for Alternatives 1, 2, and 3 is provided according to the Water Management District's Statewide Land Use Land Cover (land use) data and utilizes Florida Land Use, Cover and Forms Classification System (FLUCCS) codes. The land use in the study area for Alternatives 1 and 2 is predominantly an existing railway corridor with adjacent land use consisting of urban and built-up (62%), agricultural (1.5%), barren land (2.64%), and transportation, communication, and utilities (1.89%). The land use in the study area for Alternative 3 is predominantly an existing road ROW with adjacent land use consisting of urban and built-up (61%), agricultural (0.75%), and transportation, communication, and utilities (19.4%). See Table 4.1 for a breakdown of land use categories related to urban and built-up, agricultural, barren land, and transportation, communication, and utilities. Land Use Land Cover Maps for all alternatives are found in Appendix B. See Section 1.3.4 for land use categories for upland habitats and Section 3.3 for land use categories for wetlands and OSW.

SOILS

Lee County Soils in the study area for Alternatives 1, 2, and 3 can be found in Table 4.2 and in the Soil Maps in Appendix C. Lee County soil map units with hydric ratings account for 88% of the study area for Alternatives 1 and 2. Lee County soil map units with hydric ratings account for 94% of the study area for Alternative 3.

Table 4.1. Land Use Mapped in the Study Area

Land Use (1)	Description	Alternatives 1 and 2 (%)	Alternative 3 (%)
Urban and Built-Up			
1110	Low Density, Fixed Single Family Units	3.26	2.41
1180	Residential, rural - one unit on 2 or more acres	3.47	0.05
1210	Medium Density, Fixed Single Family Units	17.47	13.57
1220	Medium Density, Mobile Home Units	1.45	0.00
1320	High Density, Mobile Home Units	0.83	0.18
1330	High Density, Multiple Dwelling Units, Low Rise	0.22	3.48
1340	High Density, Multiple Dwelling Units, High Rise	2.83	0.001
1400	Commercial and Services	9.42	16.12
1411	Shopping Centers	0.73	2.29
1423	Junk Yards	0.50	0.89
1490	Commercial and Services Under Construction	0.001	3.85
1550	Other Light Industrial	2.21	3.62
1700	Institutional	1.12	1.73
1710	Educational Facilities	0.00	1.85
1820	Golf Courses	5.50	0.00
1850	Parks and Zoos	1.67	1.36
1900	Open Land (Urban)	11.74	8.17
1920	Inactive Land with Street Pattern	0.00	1.48
Agriculture		1.5%	0.75%
2110	Improved Pastures	0.00	0.70
2120	Unimproved Pastures	1.09	0.00
2130	Woodland Pastures	0.00	0.04

Table 4.1. Land Use Mapped in the Study Area (Continued)

Land Use (1)	Description	Alternatives 1 and 2 (%)	Alternative 3 (%)
Agriculture		1.5%	0.75%
2240	Abandoned Tree Crops	0.41	0.00
Barren Land		2.64%	0%
7430	Spoil Areas	2.64	0.00
Transportation, Communication and Utilities		1.89%	19.4%
8140	Roads and Highways	1.38	19.34
8330	Water Supply Plants (including pumping stations)	0.001	0.00
8340	Sewage Treatment	0.51	0.05

(1) Land uses related to urban and built-up, agricultural, barren land, and transportation, communication, and utilities. See Section 1.4.5 for land use categories for upland habitats and Section 3.3 for land use categories for wetlands and water.

Table 4.2. Lee County Soils Mapped in the Study Areas

Map Unit	Soil Map	Description (1)	Hydric Rating (2)	Alternatives 1 and 2 (%)	Alternative 3 (%)
6	Hallandale fine sand	Poorly drained soil found in flatwood areas	Hydric	0.00	0.50
7	Matlacha-Urban land complex	Gravelly fine sand and urban land	Hydric	9.84	3.23
10	Pompano fine sand	Poorly drained soil found in sloughs	Hydric	0.00	1.36
13	Boca fine sand	Poorly drained soil found in flatwoods	Hydric	0.00	0.82
26	Pineda fine sand	Poorly drained soil found in sloughs	Hydric	0.00	1.96
27	Pompano fine sand, depressional	Poorly drained soil found in depressions	Hydric	0.00	0.53
28	Immokalee sand	Poorly drained soil found in flatwoods	Hydric	0.00	0.28
33	Oldsmar sand	Poorly drained soil found in low flatwoods	Hydric	0.00	1.01
36	Immokalee-Urban land complex	Fine sand and urban land	Hydric	26.50	23.30
49	Felda fine sand, depressional	Poorly drained soil found in depressions	Hydric	0.32	0.18
51	Floridana sand, depressional	Poorly drained soil found in depressions	Hydric	0.24	0.16
59	Urban land	85% of land is covered areas (buildings, streets, parking lots, sidewalks)	Hydric	0.00	0.04
64	Hallandale-Urban complex	Fine sand and urban land	Hydric	10.03	10.32
73	Pineda fine sand, depressional	Very poorly drained soil found in depressions	Hydric	0.01	0.45
99	Water	N/A	N/A	0.00	0.00
100	Waters of the Gulf of Mexico	N/A	N/A	0.22	0.08
102	Boca fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found in drainageways and flatwoods on marine terraces	Hydric	5.28	8.44

Table 4.2. Lee County Soils Mapped in the Study Areas (Continued)

Map Unit	Soil Map	Description (1)	Hydric Rating (2)	Alternatives 1 and 2 (%)	Alternative 3 (%)
105	Copeland fine sandy loam, ponded-Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	0.03	0.00
110	Felda fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found in drainageways and flatwoods on marine terraces	Hydric	0.00	1.42
111	Felda fine sand, ponded- Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions and on flats on marine terraces	Hydric	0.67	0.48
116	Isles fine sand, ponded- Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	0.42	0.47
119	Malabar fine sand- Urban land complex, 0 to 2 percent slopes	Poorly drained soil found in flatwoods on marine terraces	Hydric	3.95	6.07
120	Malabar fine sand- ponded-Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	0.00	0.13
122	Matlacha gravelly fine sand, limestone substratum-Urban land complex, 0 to 2 percent slopes	Somewhat poorly drained soil found on flats on marine terraces	Hydric	0.00	0.40
123	Myakka fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found in drainageways on flatwoods on marine terraces	Hydric	1.69	1.56
125	Oldsmar sand-Urban land, 0 to 2 percent slopes	Poorly drained soil found in flatwoods on marine terraces	Hydric	0.00	1.45
127	Orsino find sand-Urban land complex, 0 to 5 percent slopes	Moderately well drained soil found on knolls and ridges on marine terraces	Non-hydric	1.59	1.71
129	Pineda fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found on drainageways and flats on marine terraces	Hydric	8.78	5.56

Table 4.2. Lee County Soils Mapped in the Study Areas (Continued)

Map Unit	Soil Map	Description (1)	Hydric Rating (2)	Alternatives 1 and 2 (%)	Alternative 3 (%)
130	Pineda fine sand, ponded-Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	0.25	0.64
131	Pompano fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found on flats on marine terraces	Hydric	7.03	4.08
132	Pompano fine sand, ponded-Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	5.49	1.29
134	Satellite fine sand-Urban land complex, 0 to 2 percent slopes	Somewhat poorly drained soil found in flatwoods and on rises on marine terraces	Hydric	0.06	0.82
136	Valkaria fine sand-Urban land complex, 0 to 2 percent slopes	Poorly drained soil found in drainageways on flats on marine terraces	Hydric	12.24	12.55
141	Cocoa fine sand-Urban land complex, 0 to 2 percent slopes	Moderately well drained soil found in flatwoods and on rises on marine terraces	Hydric	4.76	0.58
146	Valkaria fine sand-ponded-Urban land complex, 0 to 1 percent slopes	Poorly drained soil found in flatwoods in drainageways and marine terraces	Hydric	0.74	0.58
149	Valkaria fine sand-ponded-Urban land complex, 0 to 1 percent slopes	Very poorly drained soil found in depressions on marine terraces	Hydric	0.00	0.56
Hydric Soils				88%	94%
Non-Hydric Soils				12%	6%

(1) Soil Survey of Lee County, Florida and the Web Soil Survey. (2) NRCS State Hydric Soils List for Florida.

UPLAND HABITATS

Upland habitats in the study area are based on land use and habitats referenced as likely in the Florida Natural Areas (FNAI) Standard Data Report. Upland habitats include both forested and non-forested systems. Land uses pertaining to upland communities in the study area for all alternatives can be found in Table 4.3. The FNAI Report references mesic flatwoods and scrub habitats as likely occurring in the study area for Alternatives 1, 2, and 3.

OTHER NATURAL FEATURES

Estero Bay Tributaries, which are listed as Outstanding Florida Waters (OFWs), are located in the study area for Alternatives 1, 2, and 3 (Figure 4.2). OFW's are waterbodies within the state which are worthy of special protection because of their natural attributes (62-302.700 F.A.C.). Managed lands located near the study area include the Koreshan Preserve and Koreshan State Park, which are located approximately one-quarter of a mile from Alternatives 1 and 2 (Figure 4.3). In addition

Table 4.3. Land Use Categories for Uplands Mapped in the Study Area

Land Use	Description	Alternatives 1 and 2 (% Study Area)	Alternatives 3 (% Study Area)
Uplands		26.88%	10.58%
3100	Herbaceous (Dry Prairie)	0.11	2.55
4100	Pine Flatwoods	6.55	3.67
200	Upland Hardwood Forests	1.42	0.22
4220	Brazilian Pepper	7.62	2.10
4240	Melaleuca	6.33	1.00
4340	Upland Mixed - Coniferous/Hardwood	4.84	1.04

1) Land uses related to upland habitats.

to managed lands, Strategic Habitat Conservation Areas (SHCA) are located in the study area for Alternatives 1, 2, and 3 (Figure 4.3). Strategic Habitat Conservation is an interagency approach to conservation that focuses on identifying habitats that need protection to support various species. SHCA are lands that have not yet been placed in conservation but have been identified as needing protection to maintain the State's biodiversity.

Areas classified as Conservation land use on the Village of Estero Future Land Use Map 2040 are located adjacent to Alternatives 1, 2, and 3. Two Conservation land use areas are located north of Broadway, one east of the proposed path for Alternatives 1 and 2, and the other north and

west of the proposed path for Alternative 3. Other Conservation land use areas are located adjacent to the proposed path Alternatives 1, 2, and 3 on the east and west sides of the path, near the Imperial River. No areas zoned as Environmentally Critical are shown on the Official Zoning Map for the Village of Estero in the vicinity of the study area for Alternatives 1, 2, or 3. See <https://estero-fl.gov/village-comprehensive-plan/> for a copy of the Village of Estero Future Land Use Map 2040 and <https://estero-fl.gov/ldcoverlay/> for a copy of the Official Zoning Map for the Village of Estero.

Environmentally Critical land use areas (wetlands) on the Lee County Future Land Use Map are located adjacent to Alternative 3, along Three Oaks Parkway.

No Conservation Lands – Upland or Conservation Lands – Wetland are shown on the Lee County Future Land Use Map for the study area for Alternatives 1, 2, or 3. No areas zoned as Environmentally Critical are shown on the Lee County Zoning application in the vicinity of the study area for Alternatives 1, 2, or 3. See <https://www.leegov.com/dcd/planning/flum> for a copy of the Lee County Future Land Use Map and the Find My Zoning App for Lee County at <https://experience.arcgis.com/experience/c68539d38ac14bc7beb192c951f85b4e>.

No Conservation, Conservation Fringe, or Resource Protection land use areas are shown on the City of Bonita Springs Future Land Use Map 2040. No areas zoned as Environmentally Critical are shown on the City of Bonita Springs Zoning Districts map in the vicinity of the study area for Alternatives 1, 2, or 3. See https://cityofbonitaspringscd.org/forms/FLUM_2040_20210119_final.pdf for a copy the Future Land Use Map 2040 and https://cityofbonitaspringscd.org/forms/Zoning_22x39.pdf for a copy of the City of Bonita Springs Zoning Districts map.

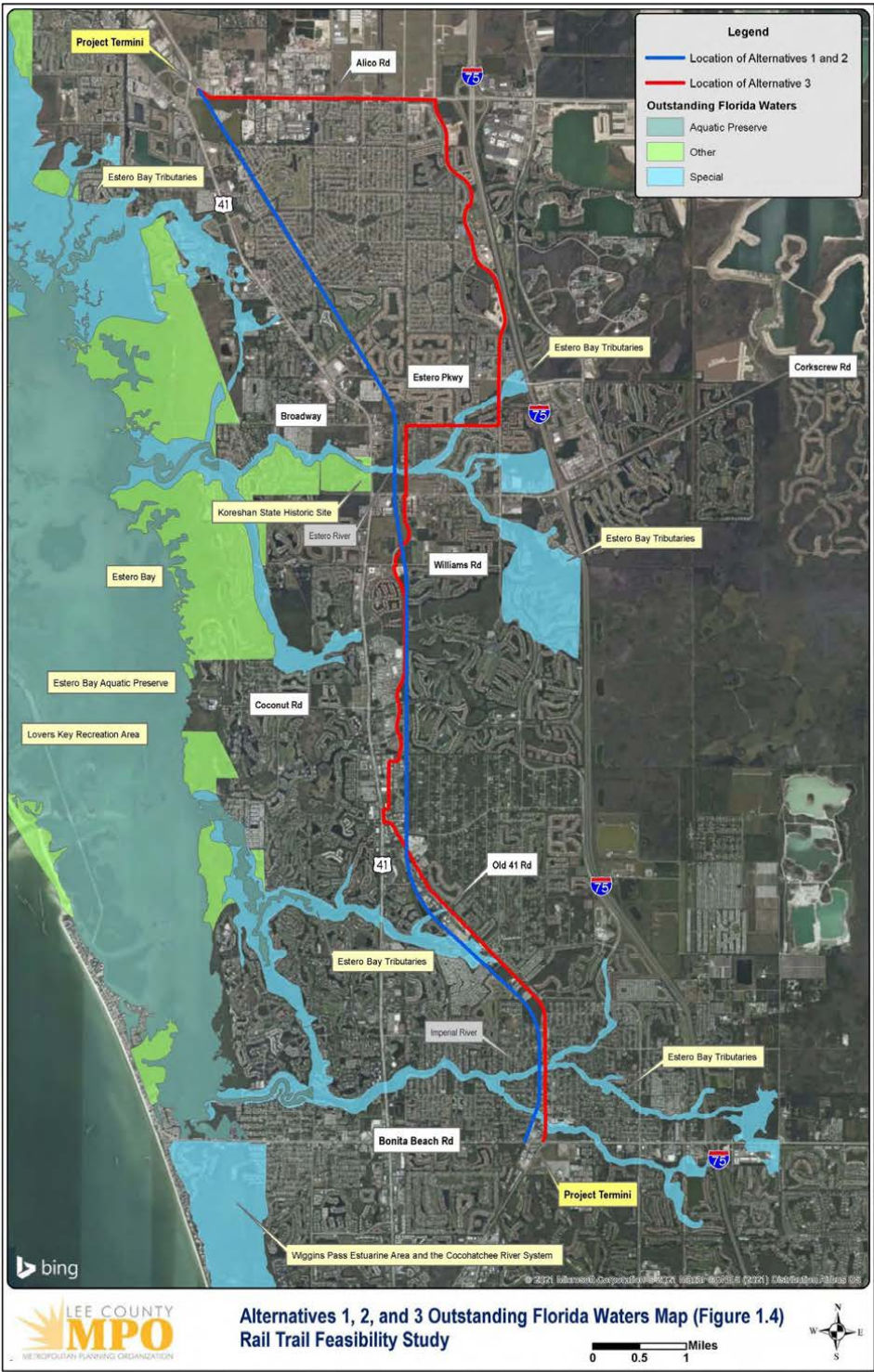


Figure 4.2 Outstanding Florida Waters Map

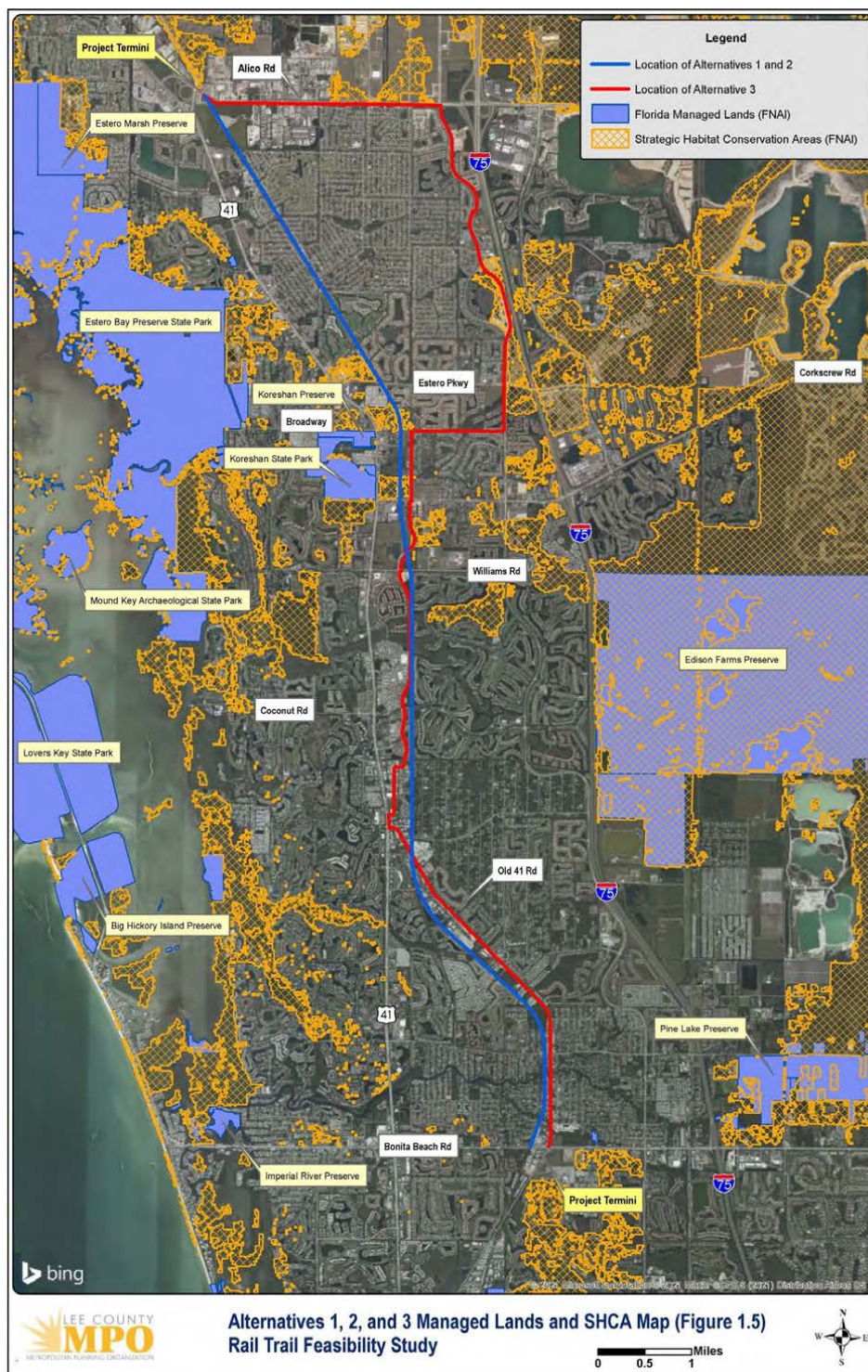


Figure 4.3 Florida Managed Lands and Strategic Habitat Conservation Areas Map
 70 | Lee County Rail-Trail Feasibility Study

PROTECTED SPECIES AND HABITAT

INTRODUCTION

This section of the report evaluates the potential for state and federally listed species and other protected species to occur in the study area. This includes species that may inhabit, forage, nest, or otherwise utilize the study area. Federally listed species are those species that have been designated as Endangered or Threatened at the federal level. Federally listed species are protected under the Endangered Species Act (ESA) of 1973, as amended. The U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) have jurisdiction over federally listed species. State listed species are those species that have been designated as Endangered or Threatened at the state level. State listed species are protected under the Florida Endangered and Threatened Species Act of 1977, Chapter 379 Section 2291 and Florida Statutes and Chapter 68A-27, Florida Administrative Code (FAC). The Florida Fish and Wildlife Conservation Commission (FWC) has jurisdiction over state listed species. Other protected species are those species that are not State or Federally listed but that are protected according to management plans, acts, or by local government regulations. Acts that provide species protection include the Bald and Golden Eagle Protection Act, amended in 1942, the Migratory Bird Treaty Act, and the Marine Mammal Protection Act of 1972. Local government regulations that provide species protection include the Lee County land development regulations, which provide protection to Southern bald eagles, sea turtles, and other animal and plant species.

METHODOLOGY

Agency data searches and literature reviews were conducted to determine the presence of federally and state listed species and critical habitat (CH) for federally listed species within the study area. This analysis included an informal FWS Information for Planning and Consultation (IPaC) report (Appendix C), a Florida Natural Areas Inventory FNAI Standard Data Report (Appendix E), and an FNAI Tracking list for Lee County. The Lee County Protected Species List (Lee County Land Development Code), FWS critical habitat GIS data, and FWC species

observations and occurrences GIS data was also reviewed. A 65-ft. buffer from the centerline of the proposed path was used for the informal IPaC report to correspond with the 130 ft. study area for each alignment. Bears and bird species were considered even if they were documented outside of the 130-ft. study area.

FEDERAL AND STATE LISTED WILDLIFE SPECIES

Federal and state listed species potentially occurring in the study area or that may be affected by the project can be found in Table 4.1. The list was compiled from the results of the informal IPaC report (Appendix C), the Florida Natural Areas Inventory FNAI Standard Data Report (Appendix E), and an FNAI Tracking list for Lee County. Table 4.1 represents species that may be found in the study area based on factors such as a species range, habitat, vegetation, soils, climate, land use, or other factors. In some cases, a species has been recorded in the vicinity of the study area and it is possible that the species may utilize the study area, even if it has not been observed or documented.

The following terms from FNAI are used in this report: Documented species are species that have been documented on or near the site. Potential species are those species within a known or predicted range or habitat based on expert knowledge and environmental variables such as climate, soils, topography, and landcover (based on a one square mile area). Likely species are those species likely to occur on the site based on suitable habitats and/or known occurrences in the area.

The following species status abbreviations are used in the species tables: Candidate (C), Endangered (E), Federal Designated Endangered (FE), Federal Designated Threatened (FT), Federal Threatened due to similarity of appearance (FT/SA), Treated as threatened due to similarity of appearance to a species which is federally listed (SAT), State population listed as Threatened by the FWC (ST), and Threatened (T).

Table 4.4. Federal and State Listed Wildlife Species Potentially Located in Study Areas

Scientific Name	Common Name	Federal Status	State Status	Critical Habitat Present in the Study Area (3)
Birds				
<i>Antigone canadensis pratensis</i>	Florida sandhill crane (2)		ST	N/A
<i>Aphelocoma coerulescens</i>	Florida scrub-jay (1, 2)	T	FT	N/A (5)
<i>Caracara cheriway</i>	Crested Caracara (2)	T	FT	N/A (5)
<i>Charadrius melodus</i>	Piping plover (2)	T	FT	No
<i>Calidris canutus rufa</i>	Red knot (1)	T		N/A (5)
<i>Calidris nivosus</i>	Snowy plover (2)		ST	N/A
<i>Egretta caerulea</i>	Little blue heron (2)		ST	N/A
<i>Egretta rufescens</i>	Reddish egret (2)		ST	N/A
<i>Egretta tricolor</i>	Tricolored heron (2)		ST	N/A
<i>Falco sparverius paulus</i>	Southeastern American kestrel (2)		ST	N/A
<i>Haematopus palliatus</i>	American oystercatcher (2)		ST	N/A
<i>Haliaeetus leucocephalus</i>	Bald Eagle (1,2)	(4)		N/A
<i>Mycteria Americana</i>	Wood stork (1)	T	FT	N/A (5)
<i>Picoides borealis</i>	Red-cockaded woodpecker (1,2)	E	FE	N/A (5)
<i>Platalea ajaja</i>	Roseate spoonbill (2)		ST	N/A
<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite (1,2)	E	FE	No
<i>Rynchops niger</i>	Black skimmer (2)		ST	N/A
<i>Sternula antillarum</i>	Least tern (2)		ST	N/A

Table 4.4. Federal and State Listed Wildlife Species Potentially Located in Study Areas (Continued)

Scientific Name	Common Name	Federal Status	State Status	Critical Habitat Present in the Study Area (3)
Fish				
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	T	FT	No
Mammals				
<i>Blarina shermani</i>	Sherman's Short-tailed Shrew (2)		ST	N/A
<i>Eumops floridanus</i>	Florida Bonneted Bat (1,2)	E	FE	N/A (6)
<i>Oryzomys palustris sanibeli</i>	Sanibel Island Rive Rat (2)		ST	N/A
<i>Puma concolor coryi</i>	Florida Panther (1,2)	E		N/A (5)
<i>Puma concolor</i> (all subsp. Except <i>coryi</i>)	Puma (1)	SAT		N/A
<i>Scirus niger avicennia</i>	Mangrove fox squirrel		ST	N/A
<i>Trichechus manatus</i>	West Indian manatee (1,2)	F		No
<i>Ursus americanus floridanus</i>	Florida black bear (2)		(4)	N/A
Reptiles				
<i>Alligator mississippiensis</i>	American alligator (1,2)	SAT	FT/S/A	N/A
<i>Crocodylus acutus</i>	American crocodile (1)	T		No
<i>Caretta caretta</i>	Loggerhead sea turtle (1)	T	FT	No
<i>Chelonia mydas</i>	Green sea turtle (2)	T	FT	N/A (5)
<i>Dermochelys coriacea</i>	Leatherback sea turtle (2)	E	FE	No
<i>Drymarchon couperi</i>	Eastern indigo snake (1,2)	T	FT	N/A (5)
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle (2)	E	FE	No
<i>Gopherus polyphemus</i>	Gopher tortoise (2)	C	ST	N/A
<i>Lepidochelys kempii</i>	Kemp's Ridley sea turtle (1)	E		(5)

Notes: (1) Source: USFWS Informal IPaC, (2) Source: FNAI Tracking List for Lee County and/or FNAI Standard Data Report, (3) Source: FWS GIS files and final critical habitat published in the federal register, (4) Other protections, including the Golden and Bald Eagle Act and the Bear Management Plan, (5) No critical habitat has been designated, and (6) Critical habitat is proposed but it does not include Lee County.

Table 4.5. Land Use Categories (Lee County Protected Species List) in the Study Area

Land Use	Description	Alternatives 1 and 2	Alternatives 3
3100	Herbaceous (Dry Prairie)	X	X
4100	Pine Flatwoods	X	
5110	Natural River, Stream, Waterway	X	X
5120	Channelized Waterway	X	
5300	Reservoirs	X	X
6170	Mixed Wetlands Hardwoods	X	X
6300	Wetland Forested Mixed	X	X

The Lee County Land Development Code includes a Protected Species List, which provides land use categories that may provide support to protected species. See Table 4.5 for the land use categories referenced in the Lee County Protected Species List that are found in the study area.

According to the FNAI report, one federally protected and one state protected wildlife species are likely to occur in the study area for Alternatives 1 and 2 (Table 4.6). Four federally listed and one state listed wildlife species are documented or likely to occur in the study area for Alternative 3 (Table 4.7). The study area for Alternatives 1, 2, and 3 are located within a wood stork core foraging area.

Table 4.6. Federal and State Listed Wildlife Species Documented or Likely (Alternative 1 and 2)

Scientific Name	Common Name	Federal Status	State Status	Documented or Likely to Occur (3)
<i>Mycteria americana</i>	Wood Stork	T	FT	Likely
<i>Sciurus niger avicennia</i>	Mangrove Fox Squirrel		ST	Likely

Source: (1) FNAI Tracking List for Lee County and/or FNAI Standard Data Report.

Table 4.7. Federal and State Listed Wildlife Species Documented or Likely (Alternative 3)

Scientific Name	Common Name	Federal Status	State Status	Documented or Likely to Occur (3)
<i>Drymarchon couperi</i>	Eastern Indigo Snake	T	FT	Likely
<i>Gopherus poluphemus</i>	Gopher Tortoise	C	ST	Likely
<i>Mycteria americana</i>	Wood Stork	T	FT	Likely
<i>Puma concolor coryi</i>	Florida Panther	E		Documented
<i>Sciurus niger avicennia</i>	Mangrove Fox Squirrel		ST	Likely

Source: (1) FNAI Tracking List for Lee County and/or FNAI Standard Data Report.

FEDERAL AND STATE LISTED PLANT SPECIES

A list of federal and state listed plant species that have the potential to occur in the study area according to FNAI can be found in Table 4.8.

Table 4.8. Listed Plant Species Potentially Located in the Study Area

Scientific Name	Common Name	Federal Status	State Status
<i>Acrostichum aureum</i>	Golden leather fern (2)		T
<i>Asplenium serratum</i>	American bird's nest fern (2)		E
<i>Celtis iguanaea</i>	Iguana hackberry (2)		E
<i>Celtis pallida</i>	Spiny hackberry (2)		E
<i>Chamaesyce cumulicola</i>	Sand-dune spurge (2)		E
<i>Deeringothamnus pulchellus</i>	Beautiful pawpaw (1,2)	E	E
<i>Dendrophylax lindenii</i>	Ghost orchid (2)		E
<i>Eragrostis pectinacea</i> var. <i>tracyi</i>	Sanibel lovegrass (2)		E
<i>Eugenia confusa</i>	Tropical ironwood (2)		E
<i>Eugenia rhombea</i>	Red stopper (2)		E
<i>Glandularia tampensis</i>	Tampa vervain (2)		E

Table 4.8. Listed Plant Species Potentially Located in the Study Areas (Continued)

Scientific Name	Common Name	Federal Status	State Status
<i>Harrisia aboriginum</i>	Aboriginal prickly apple (1,2)	E	E
<i>Lantana depressa</i> var. <i>sanibelensis</i>	Gulf Coast Florida lantana (2)		E
<i>Lythrum agellare</i>	Lowland loosestrife (2)		E
<i>Nolina atopocarpa</i>	Florida beargrass (2)		T
<i>Nymphaea jamesoniana</i>	Sleeping beauty waterlily (2)		E
<i>Ophioglossum palmatum</i>	Hand fern (2)		E
<i>Pteroglossaspis ecristata</i>	Giant orchid (2)		T
<i>Schizaea pennula</i>	Ray fern (2)		E
<i>Stylisma abdita</i>	Scrub stylisma (2)		E
<i>Tillandsia exuosa</i>	Banded wild-pine (2)		T
<i>Zephyranthes simpsonii</i>	Redmargin zephyrlily (2)		T

Sources: (1) USFWS Informal IPaC and (2) FNAI Tracking List for Lee County.

According to the FNAI report, one state listed plant species is likely to occur in the study area for Alternatives 1, 2, and 3 (Table 4.9).

Table 4.9. Federal and State Listed Plant Species Documented or Likely in the Study Area

Scientific Name	Common Name	Federal Status	State Status	Documented or Likely to Occur (1)
<i>Stylisma abdita</i>	Scrub stylisma		E	Likely

Source: (1) FNAI Tracking List for Lee County and/or FNAI Standard Data Report

OTHER PROTECTED SPECIES

Other protected species evaluated for their potential to occur in the study area for the alternatives include: The Bald Eagle (*Haliaeetus leucocephalus*) and the Florida Black Bear (*Ursus americanus floridanus*). The bald eagle is protected under the Bald and Golden Eagle Protection Act, amended in 1942. The Florida black bear is protected under Chapter 68A-4.009, F.A.C. A bald eagle nest was documented within 660 ft. of the study area for Alternative 3 in a past survey (Appendix G). According to the data accessed from the FWC Eagle Nest Locator in December 2021, the nest was last active in 2013.

The study area for Alternatives 1, 2, and 3 are located in the South Black Bear Management Unit. Black bear mortalities and black bear related calls to FWC have been documented adjacent to the study area for Alternatives 1, 2, and 3 in Appendix F. The FNAI report also showed the Florida black bear as being likely to occur in the study area for Alternatives 1, 2, and 3.

This evaluation was based on a desktop analysis. A survey of the proposed path project for the potential for listed and other protected species will be required prior to or during the design phase. Efforts to avoid or minimize impacts to species and protective species measures will be evaluated during project design. Impacts to species (and/or species habitat) will require permits from the regulatory agencies (including but not limited to the USFWS and FWC).

WETLANDS AND OTHER SURFACE WATERS

INTRODUCTION

This section of the report evaluates the potential for state and federally jurisdictional wetlands to occur in the study area. The USACE has jurisdiction over waters of the U.S at a federal level, with the support of the EPA (Section 404 of the CWA and Section 10 of the Rivers and Harbors Act). In Florida, the FDEP and the Water Management Districts (WMD) have jurisdiction over wetlands and OSW at the state level. The FDEP also regulates activities occurring on sovereign submerged lands. This analysis was based on a desktop analysis for the presence of wetlands and OSW that have the potential to be impacted. Once an alternative is selected, a wetland delineation will be required in accordance with the USACE 1987 Wetland Delineation Manual and 2010 Regional Supplement and the FDEP Wetland Delineation Manual. Impacts to jurisdictional wetlands and OSW require permits from the regulatory agencies that have jurisdiction.

METHODOLOGY

Existing data from the FWS National Wetlands Inventory (NWI), the USDA NRCS Soil Survey for Lee County, land use, US Geological Survey (USGS) topographic maps, and aerial photographs was reviewed to identify potential wetlands and OSW that occur in the study area for each alternative. Wetlands and OSW were based (and classified) primarily on the mapped National Wetlands Inventory (NWI), with adjustments made for existing roads and development. Land uses corresponding to wetlands and OSW were also provided.

WETLANDS AND OTHER SURFACE WATERS

Alternatives were evaluated for the presence of wetlands and OSW in the study area. Wetland habitats include both forested and non-forested systems. Based on desktop analysis of NWI data, there are approximately 6.6 acres of wetlands and OSW in the study area for Alternatives 1 and 2. Based on desktop analysis of NWI data, there are approximately 8.8 acres of wetlands and OSW in the study area for Alternatives 3. NWI wetlands and OSW types that correspond to wetlands and OSW can be found in Table 4.10 for all alternatives. See Appendix G for NWI Maps. Land uses corresponding to wetlands and OSW can be found in Table 4.11. See Appendix B for Land Use Land Cover Maps.

Table 4.10. Wetlands and Other Surface Waters Mapped in the Study Area

NWI Type	Land Use	Alternatives 1 and 2 (ac.)	Alternative 3 (ac.)
Freshwater Forested and Shrub Wetlands	6250, 6300, 6170, & 6191	2.54	5.11
Freshwater Emergent	None cross-referenced	0.28	0.17
Estuarine and Marine Wetlands, Freshwater Ponds, Lakes, and Riverine	5110, 5120, & 5300	3.77	3.50
Estimated NWI Wetlands and OSW		6.6	8.8

Source: Mapped National Wetlands Inventory (NWI), with adjustments made for existing roads and development.

Table 4.11. Land Use Categories for Wetlands and Other Surface Waters Mapped in the Study Area

Land Use (1)	Description	Alternatives 1 and 2 (% Study Area)	Alternative 3 (% Study Area)
Wetlands and Other Surface Waters		4.67%	8.21%
5110	Natural River, Stream, Waterway	0.09	0.06
5120	Natural River, Stream, Waterway	0.06	0.00
5300	Reservoirs	0.07	1.16
6170	Mixed Wetland Hardwoods	0.00	0.00
6191	Wet Melaleuca	0.00	0.11
6250	Hydric Pine Flatwoods	4.45	6.18
6300	Wetland Forested Mixed	0.00	0.47

(1) Land uses related to wetlands and OSW.

Based on the desktop analysis using existing NWI data, Alternative 3 has a larger acreage of wetland and OSW in the study area than Alternatives 1 and 2. A wetland delineation to determine the limits of wetlands and OSW for the proposed path will be conducted prior to design. Additionally, efforts to avoid or minimize impacts to wetlands and OSW will be performed during project design. Impacts to jurisdictional wetlands and OSW that cannot be avoided will require permits from the regulatory agencies (including but not limited to the USACE, FDEP and the South Florida Water Management District).

5

STORMWATER MANAGEMENT ANALYSIS

OVERVIEW

The study area is within multiple drainage basins including Mullock Creek [WBID 3258C2], Estero River [WBID 3258D3], Halfway Creek [WBID 3258D4], Spring Creek [WBID 3258H3], Imperial River [WBID 3258EA], Imperial River (Marine Segment) [WBID 3258EB], Oak Creek [WBID 3258F] with indirect outfall to Estero Bay. The drainage basins are displayed on the drainage map. Information contained within this report is based on the best available information. Information in this report should be field verified prior to final design.

The stormwater drainage system consists of open ditches along the route of the study area. Stormwater runoff from existing impervious areas is collected within ditches/swales and convey runoff to stormwater management facilities and indirectly to Estero Bay through rivers and creeks. There are five crossing in Alternative 1&2 four discharge stormwater into the Oak Creek, Imperial River, Estero River and Mullock Creek respectively. Alternative 3 will also cross the rivers and creeks with runoff from ditches as well.

FLOODPLAINS

There are [10] Flood Insurance Rate Maps [FIRM] within the study limits for Federal Emergency Management Agency [FEMA]. The panel numbers associated with these maps are 12071C0577G, 12071C0581F, 12071C0579F, 12071C0583F, 12071C0591G, 12071C0593G, 12071C0656F, 12071C0657F, 12071C0659F, and 12071C0658F, refer to appendix A. The FEMA FIRMs indicate existing flood zones A, AE, AH, and X within the study area. The flood zones show AE throughout with AH generally from the Estero Community Park south to Coconut Road adjacent to Coconut Point Shopping Center, X along Alico Road and A along all other roads crossing the project corridor, see 100-Year Floodplain Map. Zone AE and AH are considered 100-year floodplains with base flood elevations while zone A has no base flood elevation determined.

Alternative 1, Rail to Trail, sits above the floodplain except for approximately 1 ac of impervious area between Constitution Circle and Alico Road. Alternative 2, Rail with Trail, would have the trail run adjacent to the rail which will have floodplain

Impacts since there are swales graded below floodplain base elevations. Alternative 3, trail adjacent to roadway, will have floodplain impacts as well in areas graded below base elevations with drainage features impacted. Based on this existing information there will likely be floodplain mitigation required. Existing information provided from the Village of Estero stated in 2017 there was a flooding issue in communities located upstream of the railroad ditch between Estero Parkway and the Estero river. A lack of routine maintenance was the cause and preventive maintenance as called for in the stormwater masterplan will alleviate this problem.

EXISTING PERMITS

According to the South Florida Water Management District (SFWMD) online permitting portal the Seminole Gulf Rail Corridor from south of Alico Road to Bonita Beach Road has adjacent businesses land development projects to crossing roadway drainage improvement projects. Alternative 3, off rail/adjacent to the roadway, has permits under Old 41, Sandy Lane, Broadway, Three Oaks parkway and Alico Road.

PERMITTING REQUIREMENTS

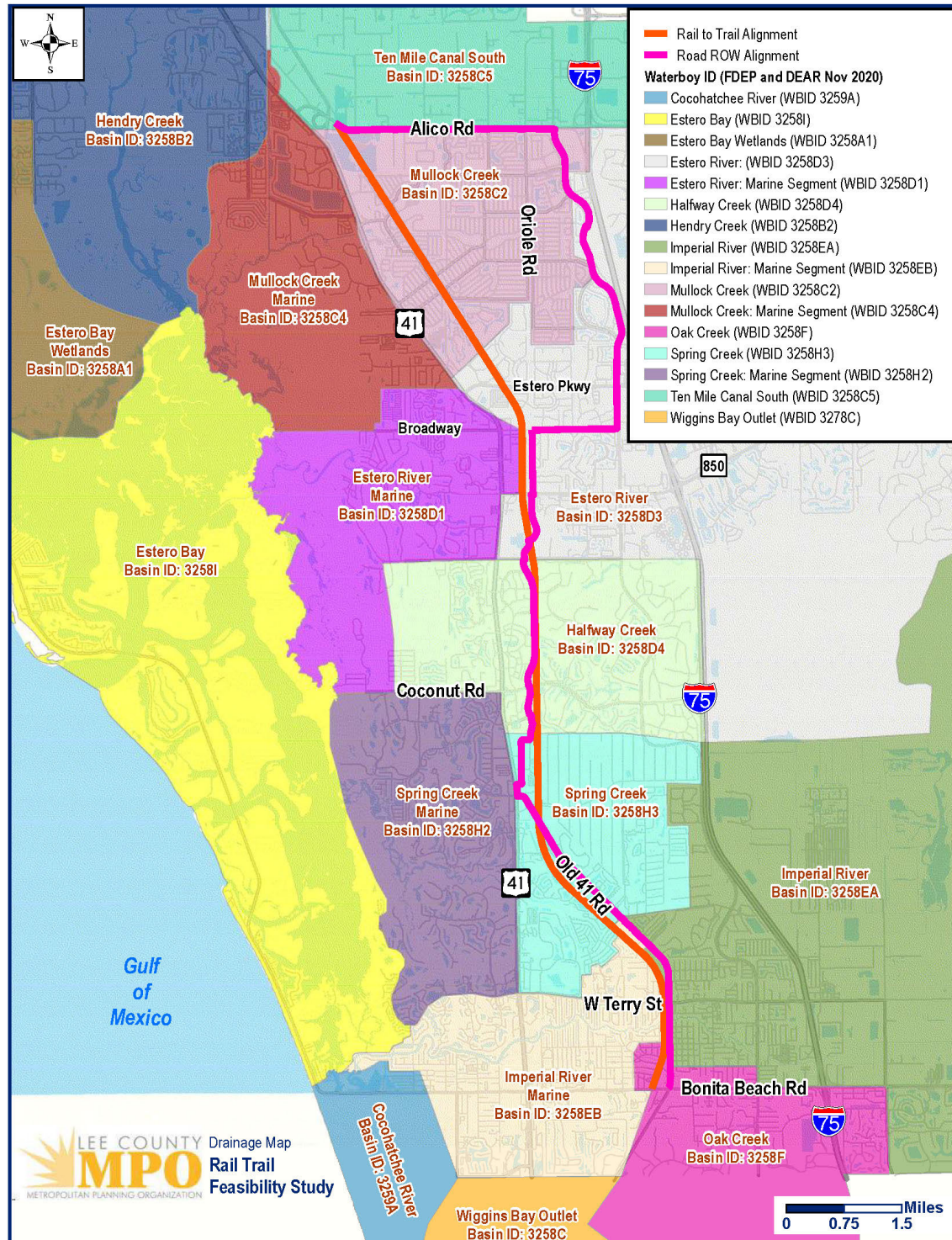
In general, trail projects are exempt from permitting pursuant to Rule 62.330.051[10] of the Florida Administrative Code, as long as:

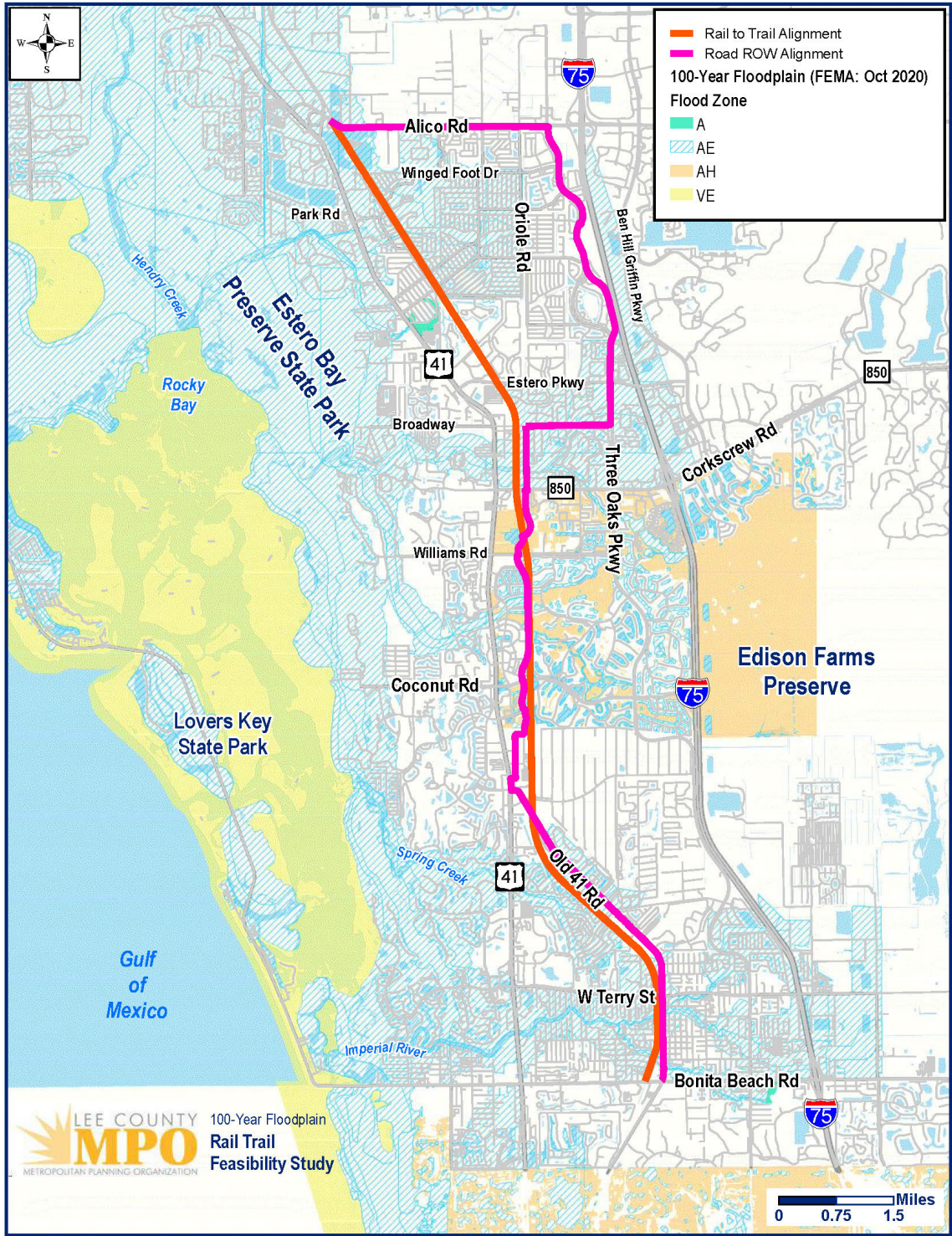
- They are not located in, on, or over wetlands or other surface waters
- There is no reduction in the capacity of existing swales, ditches, or other stormwater management systems legally in existence under chapter 403 or part IV of chapter 373, F.S.;
- Have a width of eight feet or less for pedestrian paths, and 14 feet or less for multi-use recreational paths
- Are not intended for use by motorized vehicles powered by internal combustion engines or electric powered roadway vehicles, exempt when needed for maintenance or emergency purposes
- The paths comply with the limitations and restrictions in subsection 62-330.050(9), F.A.C.

If a trail would not qualify for an exemption due to other surface water impacts, an individual permit would be required for Alt 1 and 2. The trail

impervious area would still be exempt from treatment and attenuation requirements; however, floodplain impacts would need to be addressed. All 3 alternatives impact previously permitted stormwater management systems and may require separate permit modifications. Permitting needs should be reassessed during each phase of the project (PDE/ Final Design).

The following local governments may require some form of permitting for this project: Village of Estro, City of Bonita Springs and Lee County.





84 | Lee County Rail-Trail Feasibility Study



6

UTILITY IMPACTS

OVERVIEW

As part of the final screening process for this study, Cardno, Inc. (Cardno) conducted an inventory of existing above- and below-ground utilities within the corridors of the final three alternatives. The inventory includes existing utilities such as power and cable lines, telephone service, and pipes that are located within the public right-of-way (ROW) of the road corridors and the ROW of the SGLR corridor. Cardo also conducted an inventory of identified existing ROW for the three alternatives, which is called ROW considerations.

The utilities inventory and ROW identification are key steps for evaluating an alignment's feasibility. For example, a proposed alignment is not feasible if there is not enough ROW for a multi-use trail, especially if a corridor is constrained by existing utilities, roads, and buildings. Typically, relocating a utility is cost-prohibitive for a multi-use trail, and an adequate buffer should be present between an existing utility, existing infrastructure, and multi-use trail for people to safely use the trail. In areas where above-ground utilities are not present, there still needs to be ample ROW to design and build a multi-use trail that is consistent with national best practices.

This chapter summarizes the methodology and findings for the existing utilities inventory and ROW identification. For identification of right of way needs based upon the trail typical section geometry, refer to SECTION XX. Table 8.1 provides an inventory of the existing utilities that Cardno was able to identify using available data sources. Note SGRL was contacted in this process however they chose not to participate.

METHODOLOGY

To identify existing utilities present in the corridors, Cardno acquired the utility data by various means. Cardno executed a design ticket via Sunshine Utility Locates to confirm the various utilities within the rail corridor. The identified UAOs were contacted directly through email and phone conversations. The UAOs supplied available record information via plan mark ups and CADD files. This information was then transferred into working documents so the information could be more readily managed.

Refer to Table 6.1. Additionally, Cardno performed field observations along the road ROW and only the publicly accessible railroad ROW to supplement and confirm the data provided. While there was correspondence between Cardno and SGLR, SGLR did not provide data for the utility's assessment. As noted the utility information is based upon record data and visual observations only. No subsurface utility engineering (SUE) has been performed to verify underground utility types, sizes and locations. In addition, the inventory is supported via the Lee County Property Appraisers and Lee County GIS. Their ROW CADD files and currently available aerials were utilized in the base files to evaluate the corridors. This data is very reliable for planning purposes. Actual surveys of the corridor ROWs were not available for the assessment procedures. This content is also represented in an attached plan exhibits. Again, SGLR did not supply any of the data obtained.

LIST OF UTILITY AGENT/OWNERS WITHIN STUDY AREA

1. AT&T
2. City of Bonita Springs Utility (BSU)
3. CenturyLink Communications
(CenturyLink)
4. Comcast Communications
(Comcast)
5. Florida Power & Light (FPL)
6. Hotwire Communications
7. Lee Memorial Health
8. Lee County Signal (LCDOT)
9. Lee County Utility (LCU)
10. Crown Castle Communications
(Crown Castle)
11. Summit Broadband Communications
(Summit)
12. TECO Peoples Gas (TECO)
13. Resource Conservation Systems

UTILITIES ASSESSMENT

There are at least 12 different utility agency owners (UAOs) within the various corridors. Along the rail corridor the majority of the utilities are found within the road ROW at the rail crossings. The alignment along the road corridor utilities are observed mostly paralleling the roadways. It is extremely difficult to determine which if any utilities will be required to be relocated at this juncture in the trail analysis. This can only be determined when a final design is completed and ROW needs are specifically identified. Separate utility easements were not identified by the utility agency owners however title searches have not been performed. Also inquires we made with the utility owners in regards to agreements with the SGRL and initial or reoccurring costs/fee/payments for crossing or paralleling the rail ROW. None were identified by the UAOs.

SEMINOLE GULF RAILWAY CORRIDOR

Rail-to-Trail Alignment and Rail with Trail Alignment

Utilities Considerations

A Fiber Optic Cable was documented along the majority of the corridor and is located approximately 10 feet from the edge of the rail track along the West side of the Rail ROW. The majority of the utilities within Lee County, the Village of Estero and the City of Bonita Springs limits are located primarily at intersection crossings where typical infrastructure utilities and within the ROW (ie...water, sewer, gas, buried and overhead electric, drainage, transportation, communications, etc.). Florida Power & Light, TECO Gas, Lee County Trans, Lee County Utility, Bonita Springs Utility, Sprint and CenturyLink Communications (Utility Agency/Owners) were noted at the road and rail intersections.

No separate utility easements within or crossing the SGLR corridor were identified by the utility agency owners.

ROAD CORRIDORS

Trail Within Roadway ROW Alignment

Utilities Considerations

The utilities were visually noted within Florida Department of Transportation, Village of Estero, Lee County, and the City of Bonita Springs ROW throughout the Trail alignment. The majority of the roads had infrastructure utilities within the ROW (ie...water, sewer, gas, buried & overhead electric, drainage, transportation, communications, etc...) and may require relocation to construct the Shared Use Path Trail. Several aboveground utilities were observed in the ROW (i.e... power poles, light traffic controls, utility controls, etc...) throughout the majority of the road segments; however, some local road segments in the middle section of the alignment, mostly in the Village of Estero, may have the width to construct the Shared Use Path Trail with minimal utility impact. Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility, Sprint and CenturyLink Communications Utility Agency/ Owner(s) were predominantly in the North and South segments and sporadically observed throughout the middle segment of this Trail within the noted Roadway ROW. Detailed coordination with the UAOs and a detailed summary of the utilities within the road corridor was not performed similar to rail corridor due to the extensive anticipate ROW needs and uncertainties associated with those needs at this time.

RIGHT-OF-WAY CONSIDERATIONS

Right of way widths within the rail corridor appear to be adequate to accommodate a trail facility. Right of way widths along the roadway corridor are highly congested and it appears additional right of way will be needed for trail facilities utilizing this alignment.

SEMINOLE GULF RAILWAY CORRIDOR

Rail-to-Trail Alignment

The SGLR R/W varies in width from approximately 100 feet to 200 feet throughout this segment. The SGLR Rail corridor consists of approximately 130' ROW width for the majority of the alignment with exception of the following small segments; 100' ROW width North of Terry Street, 165' ROW width between Corkscrew Road and Broadway Ave and 200' ROW width at the Alico Road and Rail intersection. No ROW constraints were observed along the alignment; however, some engineering and construction challenges (i.e...crossing over existing Oak Creek and Imperial River water bodies) need to be considered.

Rail-with-Trail Alignment

As noted in the Rail to Trail Alignment section above, the SGLR ROW consists of approximately 130' width for the majority of the alignment with exception of the following small segments; 100' ROW width North of Terry Street, 165' ROW between Corkscrew Road and Broadway Ave and 200' ROW width at Alico Road and Rail intersection. The Rail with Trail alignment will have similar engineering and construction challenges for crossing over Oak Creek and Imperial River water bodies; as well as the need to provide the width for the additional drainage facilities in the existing ditches and for security and safety measures. In addition, the 100' ROW segment, North of Terry Street, presents a challenge due to a width constraint. The need to adequately provide a safe distance from the centerline of the Rail and the Shared Use Path Trail needs to be considered along with the required drainage features.

ROAD CORRIDORS

Trail Within Roadway ROW Alignment

Additional ROW width is required to construct the Shared Use Path Trail for the majority of this alignment. From Bonita Beach Road to US 41, the ROW width varies from approximately 60' to 240' and fluctuates from a 6-lane divided roadway to a 2-lane undivided road with a sidewalk and no bike lane. Some small segments of this alignment provide for adequate width for the Share Use Path; however, most segments require additional ROW. Some modifications to the existing bridges and pedestrian facilities may be needed in the City of Bonita Springs segment. The main center segment, from Production Circle to East Broadway Road, is mostly a mix of developed and undeveloped residential, commercial and light industrial areas and vary from a 4-lane divided roadway to a 2-lane undivided roadway with a ROW consisting of 45' to 120'. Some of these roadway segments have an existing bike lane and a sidewalk and may have the ROW width to construct the Share Use Path Trail, but will need to be evaluated further. Three Oaks Parkway roadway is mainly residential, has an approximate 150' ROW, and is a 4-lane divided roadway with a bike lane and sidewalk on each side. Most of Three Oaks Parkway ROW has limited ROW available and has engineering and construction challenges. Alico Road consists of approximately 125' to 225' ROW, is a 6-lane divided roadway with limited ROW width outside the roadway travel lanes that includes a bike lane and sidewalk. This segment appears to require ROW to construct the Share Use Path Trail.

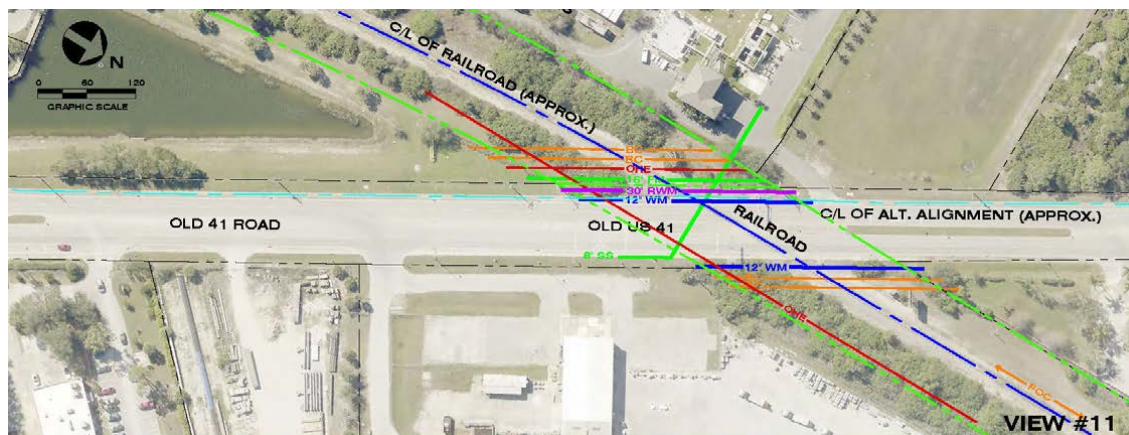
OVERVIEW

Cardno, Inc. (Cardno) performed an above and below ground existing utility assessment within of the Seminole Gulf Railway (SGLR) and Rights-of-Way (ROW) width determination from Alico Road to Bonita Beach Road in Lee County Florida. Cardno's research included coordinating with all applicable

the inventory is supported via the Lee County Property Appraisers, Lee County GIS and/or direct documentation provided by the UAO(s). This content is also represented in an attached plan exhibit. SGLR did not supply any of the data obtained.

RAIL CORRIDOR ROW

The SGLR R/W varies in width from approximately 100 feet to 200 feet throughout this segment. The R/W consists of approximately 130' width for the majority of the alignment with exception of the following segments; 100' ROW width North of Terry



Location of utilities at Old 41 Road and the rail corridor

Utility Agent/Owners (UAOs), the SGLR, and performing in-field observations along the Railroad corridor. Key elements, such as, utility components, utility markers, bike paths/ road crossings, Railroad components and/or additional miscellaneous items were documented and compiled in a matrix provided as an attached exhibit. Exhibit(s) are provided in the appendix of the report. Separate utility agreements between the UAOs and SGLR were not identified as existing and have not been provided to Cardno for review.

DATA COLLECTION

Cardno acquired the utility data from UAOs, Sunshine Utility Locates and field observations along the road and railroad right-of-way (ROW). In addition,

Street, 165' ROW between Corkscrew Road and Broadway Avenue and 200' ROW width at Alico Road and Railroad intersection.

The following is a general summary of each UAO Utility that was documented on either the North and/ or South side of each road centerline.

This list reflects each Rail/Roadway intersections along this SGLR corridor that an underground and/ or aerial utility that was field observed and/ or documented by Cardno or provided by the UAOs.

- Alico Road
 - a. North: None
 - b. South: LCU, CenturyLink, TECO, Crown Castle,

FPL, LCDOT, Comcast

- Constitution Circle
 - a. North: LCU, CenturyLink, FPL, Comcast
 - b. South: None
- Sanibel Blvd
 - a. North: CenturyLink, FPL, Comcast
 - b. South: LCU
- San Carlos Blvd
 - a. North: LCU, CenturyLink, FPL
 - b. South: LCU, CenturyLink
- Vintage Trace Circle
 - a. North: LCU, CenturyLink, FPL, Comcast
 - b. South: LCU, CenturyLink
- Estero Parkway
 - a. North: LCU, CenturyLink, FPL, Comcast
 - b. South: LCU
- Broadway E Road
 - a. North: Crown Castle, FPL
 - b. South: LCU, CenturyLink
- Corkscrew Road
 - a. North: LCU, TECO
 - b. South: LCU, CenturyLink, FPL, Hotwire Communications, LCDOT, Comcast
- Via Coconut Point
 - a. North: FPL
 - b. South: None
- Williams Road
 - a. North: FPL
 - b. South: BSU, TECO
- Coconut Road
 - a. North: BSU, CenturyLink, FPL, Summit, Comcast
 - b. South: BSU, Hotwire Communications, RCS
- Strike Lane
 - a. North: BSU
 - b. South: BSU, CenturyLink
- Old 41 Road
 - a. North: BSU, CenturyLink, Comcast

b. South: BSU, FPL, Summit, Comcast

- Bernwood Parkway
 - a. North: FPL
 - b. South: FPL
- Imperial Harbor Road
 - a. North: BSU, FPL, Comcast
 - b. South: BSU, CenturyLink
- Terry Street
 - a. North: BSU, CenturyLink, FPL, LCDOT, Comcast
 - b. South: BSU
- Pennsylvania Street
 - a. North: None
 - b. South: BSU, Comcast, FPL
- Kentucky Street
 - a. North: None
 - b. South: None
- Bonita Beach Road
 - a. North: BSU, FPL, Comcast
 - b. South: BSU, CenturyLink, TECO, Summit

(Table 8.1 provides a detailed inventory of existing utilities for the alternatives that were studied.)

AT&T confirmed that a previously AT&T transmission facility had been deactivated approximately a decade ago along the West side of the railroad ROW and they had no other facilities crossing or parallel along this Rail segment. SGLR also identified that there is a facility within their corridor throughout the majority of Lee County; unfortunately, As-Built plans were not available to confirm the size and type of this utility. Cardno performed a field visit and measured the location base on the Railroad tracks and identification markers for an underground facility along this segment. It should be noted, that the facility was measured to be approximately 10 feet along the West side of the Railroad R/W from the edge of the Rail tracks. It is more probable than not that the unidentified facility stated by SGLR and referenced by AT&T are the same facility; however, further subsurface utility exploration will be required to verify.

No other utilities were found or documented buried

Table 6.1. The Rail-Trail Utility Inventory

Road Crossing Rail	Side of Road	Bonita Springs Utilities	Lee County Utilities
Alico Road	North	X	X
	South	X	36" DIP water main on the south side
Constitution Circle	North	X	8" PVC water main on north side
	South	X	X
Sanibel Blvd	North	X	X
	South	X	12" HDPE water main about 150ft SW of tracks
San Carlos Blvd	North	X	15" gravity main crosses coming off Coolidge Rd near old San Carlos WWTP
	South	X	8" PVC (from 1979) water main on the south side
Vintage Trace Circle	North	X	10" DIP water main on the north side. (1/2 mile North) => 8" PVC reclaim on the north side. 6" PVC force main on the north side. (1500 ft North) => 12" PVC water main near Grand Palm Dr (The Vines)
	South	X	8" DIP water main on the south side
Estero Blvd	North	X	12" DIP force main on the north side. 12" PVC water main with a hydrant about 100 ft just west of the tracks on the north side
	South	X	10" DIP water main about 250 ft south of Estero Pkwy crossing the track
Broadway E Road	North	X	X
	South	X	10" DIP water main on the south side
Corkscrew Rd	North	X	12" DIP reuse main on the north side. 12" DIP force main on the north side
	South	X	12" PVC water main on the south side
Via Coconut Point	North	X	X
	South	X	X
Williams Rd	North	X	X
	South	10" HDPE potable water main	X
Coconut Rd	North	16" PVC potable water main	X
	South	16" sewer force main	X
Strike Ln	North	12" potable water main	X
	South	24" sewer force main	X
Old 41 Rd	North	12" PVC potable water main.	X
	South	12" PVC potable water main. 8" HDPE sewer main. 30" HDPE reuse force main. 16" HDPE sewer force main	X
Bernwood Pkwy	North	X	X
	South	X	X
Imperial Harbor Rd	North	8" PVC potable water main	X
	South	4" Sewer force main	X
Terry St	North	8" PVC force main. Abandon water main.	X
	South	12" DIP potable water main	X
Pennsylvania Ave	North	X	X
	South	12" PVC potable water main	X
Kentucky St	North	X	X
	South	X	X
Bonita Beach Rd	North	12" DIP potable water main	X
	South	abandon water main. 6" HDPE force main	X

92 | Lee County Rail-Trail Feasibility Study

Table 6.1. The Rail-Trail Utility Inventory (Continued)

Road Crossing Rail	Side of Road	CentryLink	TECO	Crown Castle
Alico Road	North	X	X	X
	South	cables are crossing in a duct system on the south side of Alico heading east from a remote office below ground just west of the Railroad Tracks.	underground gas line crossing tracks	Overhead
Constitution Circle	North	cables crossing on the north side of the road	X	X
	South	X	X	X
Sanibel Blvd	North	cables crossing on the north side of the road	X	X
	South	X	X	X
San Carlos Blvd	North	cables crossing the tracks	X	X
	South	cables crossing the tracks	X	X
Vintage Trace Circle	North	cable crossing the golf course and track to a pedestal in the maintenance yard for the golf course.	X	X
	South	cable crossing the golf course and track to a pedestal in the maintenance yard for the golf course.	X	X
Estero Blvd	North	cables crossing on the north side	X	X
	South	X	X	X
Broadway E Road	North	X	X	Overhead
	South	cables cross on the south side of Broadway Rd.	X	X
Corkscrew Rd	North	X	underground gas line crossing tracks	X
	South	cables are on the south side of the road.	X	X
Via Coconut Point	North	X	X	X
	South	X	X	X
Williams Rd	North	X	X	X
	South	X	underground gas line crossing tracks	X
Coconut Rd	North	cables are crossing the tracks on the north side of the road.	X	X
	South	X		X
Strike Ln	North	X	X	X
	South	cables are on the south side of the crossing.	X	X
Old 41 Rd	North	duct system crossing Old 41 on the northeast side of the road. It does not show any cables in it in our records but they may not be 100%.	X	X
	South	X	X	X
Bernwood Pkwy	North	X	X	X
	South	X	X	X
Imperial Harbor Rd	North	X	X	X
	South	cables crossing on the south side of the road.	X	X
Terry St	North	cables are crossing on the north side of Terry St.	X	X
	South	X	X	X
Pennsylvania Ave	North	X	X	X
	South	X	X	X
Kentucky St	North	X	X	X
	South	X	X	X
Bonita Beach Rd	North	X	X	X
	South	cable are crossing on the south side of Bonita Beach	underground gas line crossing tracks	X

Table 6.1. The Rail-Trail Utility Inventory (Continued)

Road Crossing Rail	Side of Road	Florida Power & Light	Summit	Hotwire Communications
Alico Road	North	X	X	X
	South	Overhead 3-#568 ACAR 22.9 KV #3/0 T-N	X	X
Constitution Circle	North	Overhead 3-#568 ACAR	X	X
	South	X	X	X
Sanibel Blvd	North	Overhead 3-#568 ACAR 22.9 KV #3/0 T-N	X	X
	South	X	X	X
San Carlos Blvd	North	Overhead 3-#568 ACAR	X	X
	South	X	X	X
Vintage Trace Circle	North	1PN1C	X	X
	South	X	X	X
Estero Blvd	North	Overhead 3-#568 ACAR 22.9 KV #3/0 T-N	X	X
	South	X	X	X
Broadway E Road	North	Overhead 3-#568 ACAR 22.9 KV #3/0 T-N	X	X
	South	X	X	X
Corkscrew Rd	North	X	X	X
	South	Overhead 3-#343 ACAR	X	CATV
Via Coconut Point	North	C 1/0 T (East of tracks)	X	X
	South	X	X	X
Williams Rd	North	Overhead 50/2 2099	X	X
	South	X	X	X
Coconut Rd	North	FNOC & 1PN1C	underground 144ct FOC	X
	South	X	X	2" FOC HDPE
Strike Ln	North	X	X	X
	South	X	X	X
Old 41 Rd	North	X	X	X
	South	Overhead 3 #568 ACAR 22 9KVA #310 T-N	underground 144ct FOC)	X
Bernwood Pkwy	North	Overhead 3-1000 CU 25KV XLPE - FNC (crosses from South to North)	X	X
	South		X	X
Imperial Harbor Rd	North	Overhead 568 ACAR	X	X
	South	X	X	X
Terry St	North	568 ACAR	X	X
	South	X	X	X
Pennsylvania Ave	North	X	X	X
	South	Overhead AB #1/0	X	X
Kentucky St	North	X	X	X
	South	X	X	X
Bonita Beach Rd	North	Overhead 6ACAR	X	X
	South	X	underground 288ct FOC	X

Table 6.1. The Rail-Trail Utility Inventory (Continued)

Road Crossing Rail	Side of Road	Lee County Signal - LCDOT	Comcast	Lee Memorial Health	Resource Conservation
Alico Road	North	X	X	X	X
	South	Street lighting east of rail crossing at MJR on-ramp and overhead on overcrossing	underground facilities	X	X
Constitution Circle	North	X	underground facilities	X	X
	South	X	X	X	X
Sanibel Blvd	North	X	underground facilities	X	X
	South	X	X	X	X
San Carlos Blvd	North	X	X	X	X
	South	X	X	X	X
Vintage Trace Circle	North	X	underground facilities	X	X
	South	X	X	X	X
Estero Blvd	North	X	underground facilities	X	X
	South	X	X	X	X
Broadway E Road	North	X	X	X	X
	South	X	X	X	X
Corkscrew Rd	North	X	X	X	X
	South	Fiber Optic Cable crossing underground on south side of Corkscrew rd.	underground facilities	X	X
Via Coconut Point	North	X	X	X	X
	South	X	X	X	X
Williams Rd	North	X	X	X	X
	South	X	X	X	X
Coconut Rd	North	X	underground facilities	X	X
	South	X	X	X	16" Reuse main
Strike Ln	North	X	X	X	X
	South	X	X	X	X
Old 41 Rd	North	X	underground facilities	X	X
	South	X	underground facilities	X	X
Bernwood Pkwy	North	X	X	X	X
	South	X	X	X	X
Imperial Harbor Rd	North	X	underground facilities	X	X
	South	X	X	X	X
Terry St	North	Traffic signal conduit crossing underground on north side of West Terry St	underground facilities	X	X
	South	X	X	X	X
Pennsylvania Ave	North	X	X	X	X
	South	X	underground facilities (south & West)	X	X
Kentucky St	North	X	X	X	X
	South	X	X	X	X
Bonita Beach Rd	North	X	underground facilities	X	X
	South	X	X	X	X

7

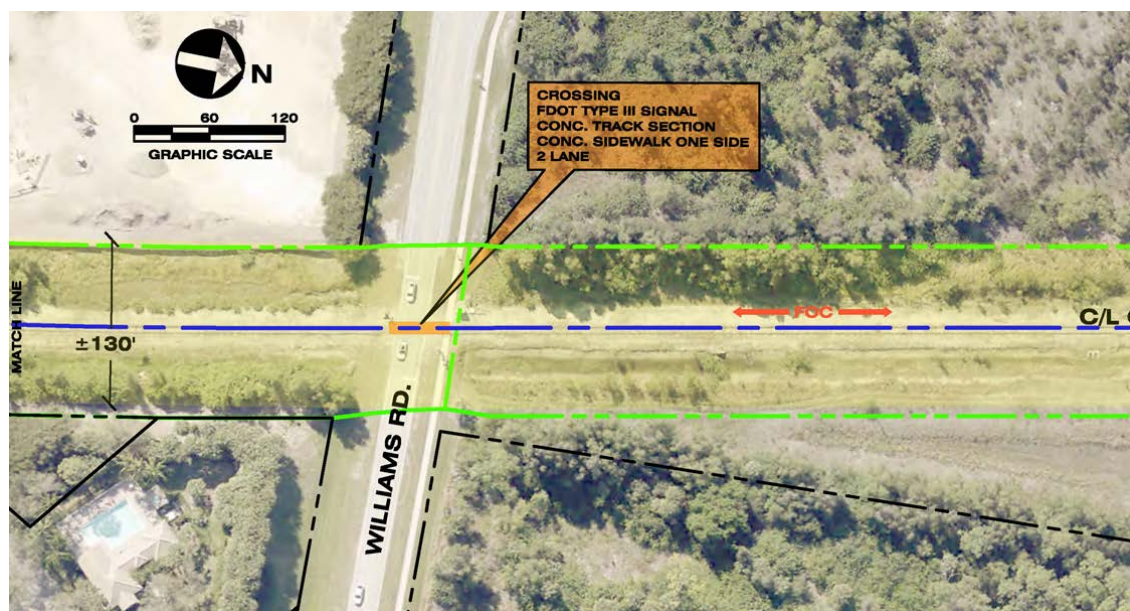
ROADWAY CROSSINGS

EXISTING CROSSINGS INVENTORY

EXISTING ROADWAYS

A comparison of the Rail and roadway alternatives indicates that both trail options have differing number of potential crossings. The two rail options have a significantly lesser number of crossings when compared to the roadway option. Table 7.1 provides a summary of the crossings resulting from the rail with the roadway Annual Average Daily Traffic (AADT) where applicable. Along the rail options the trail is anticipated to cross 5 four lane divided roadways, 12 two lane undivided, 1 two lane divided, 1 two lane with two way left turn roadway, and 1 golf cart path. In total there would be 20 crossings.

In contrast to the rail option the roadway option consists of a lot more crossings. As this option follows several major corridors there are many potential driveway and side streets crossings associated with this alignment. Table 7.1 provides a summary of the crossings resulting from the roadway option with the roadway Annual Average Daily Traffic (AADT) where applicable. Along the roadway option the trail is anticipated to cross 8 four lane divided roadways, 42 two lane undivided, 6 two lane divided, 1 two lane with two way left turn, 3 rail crossings, and 36 driveway crossings. It is important to note that the driveway crossings number could be higher as the 36 does not include parcels with multiple driveways.



Rail crossing at Williams Road

Table 7.1. Rail Option Crossings

Crossing	Roadway	Type	AADT
1	N/A	Two Lane Undivided	—
2	Constitution Circle	Two Lane Undivided	6900
3	Sanibel Boulevard	Two Lane Undivided	9400
4	San Carlos Boulevard	Two Lane Undivided	5100
5	N/A	Golf Cart Path	—
6	Village Trace Circle	Two Lane Undivided	—
7	Estero Parkway	Four Lane Divided	15700
8	Cypress Bend Drive	Two Lane Undivided	—
9	Broadway East	Two Lane Undivided	6300
10	Corkscrew Road	Four Lane Divided	20000
11	Via Coconut Point	Four Lane Divided	—
12	Williams Road	Two Lane Undivided	5800
13	Coconut Road	Four Lane Divided	14300
14	Strike Lane	Two Lane Undivided	—
15	Old 41 Road	Four Lane Divided	17800
16	Bernwood Parkway	Two Lane with Two Way Left Turn Lane	—
17	Imperial Harbor Boulevard	Two Lane Undivided	—
18	West Terry Street	Two Lane Undivided	13800
19	Stonehaven Drive	Two Lane Divided	5100
20	Kentucky Drive	Two Lane Undivided	—

Table 7.2. Roadway Option Crossings

Crossing	Roadway	Type	AADT
1	N/A	Rail Crossing	
2	Quaker Lane	Two Lane Undivided	
3	Alico Center Road	Two Lane Undivided	
4	Rail Crossing	Rail Crossing	
5	Jean Street	Two Lane Undivided	
8	Cam Court	Two Lane Undivided	
9	Alico Commerce Court	Two Lane Undivided	
10	Phlox Drive	Two Lane Undivided	
12	Haitian Drive	Two Lane Undivided	
13	Capri Drive	Two Lane Undivided	
14	Bear Hollow Circle	Two Lane Undivided	
15	Lee Road	Two Lane Undivided	5900
23	Three Oaks Parkway	Four Lane Divided	13600
26	Private Road	Private Road	
27	Private Road	Private Road	
29	Private Road	Private Road	
31	Three Oaks Parkway	Four Lane Divided	
32	School Entrance	Private Road	
34	San Carlos Boulevard	Two Lane Undivided	5100
35	Pine Chase Road	Two Lane Undivided	
37	Pine Chase Road	Two Lane Undivided	
38	Country Oaks Drive	Two Lane Undivided	
39	Tuscany Park Drive	Two Lane Undivided	
40	Calista Way	Two Lane Undivided	

Table 7.2. Roadway Option Crossings (Continued)

Crossing	Roadway	Type	AADT
41	Estero Parkway	Four Lane Undivided	18000
42	Rookery Drive	Two Lane Undivided	
43	Tanglewood Lane	Two Lane Divided	
44	Groveline Court	Two Lane Undivided	
45	Sandline Court	Two Lane Undivided	
46	Estero River Circle	Two Lane Undivided	
47	Corkscrew Road	Four Lane Divided	30500
48	Via Coconut Point	Four Lane Divided	
50	Rail Crossing	Rail Crossing	
51	Via Coconut Point	Four Lane Divided	
52	William Road	Two Lane Undivided	5800
54	Coconut Road	Four Lane Divided	14300
55	Clementis Boulevard	Private Road	
56	Pelican Colony Boulevard	Private Road	
57	Production Boulevard	Two Lane Undivided	58600
59	Pelican Landing Parkway	Four Lane Divided	17800
60	Strike Lane	Two Lane Undivided	
62	Bernwood Drive North	Two Lane Divided	
63	Bernwood Parkway	Two Lane wih Two Way Left Turn Lane	
64	Bernwood Lane	Two Lane Divided	
65	Bernwood Lane South	Two Lane Divided	
66	Sablewood Court	Two Lane Divided	
67	Bernpine Court	Two Lane Divided	
70	Imperial Harbor Boulevard	Two Lane Undivided	

Table 7.2. Roadway Option Crossings (Continued)

Crossing	Roadway	Type	AADT
71	Rosemount Arms Lane	Two Lane Undivided	18400
85	Terry Street	Two Lane Undivided	13800
87	Wilson Street	Two Lane Undivided	
88	Reynolds Street	Two Lane Undivided	
89	Childers Street	Two Lane Undivided	
90	Ragsdale Street	Two Lane Undivided	5100
91	Abernathy Street	Two Lane Undivided	19300
92	Hampton Street	Two Lane Undivided	
93	Kentucky Street	Two Lane Undivided	
94	Tennessee Street	Two Lane Undivided	
95	Packinghouse Lane	Two Lane Undivided	
96	Southland Drive	Two Lane Undivided	

All rail crossings are documented in *Appendix __* as part of the Aerial Inventory Map of the project corridor. In this document the rail corridor is highlighted with all the identified locations shown.

CROSSING OPTIONS

There are various options when it comes to traffic control devices that can be utilized at trail crossings. Many of these options depend on pedestrian volumes, crossing facility type, and context of roadway. Some of these include: Marked crosswalks, pedestrian beacons (ex. RRFB), Pedestrian Hybrid Signals (ex. HAWK Signal), Midblock Traffic Control Signal, and pedestrian overpass. Each of these treatments have differing criteria for applicability and require review of existing field conditions.

MARKED CROSSWALKS



PEDESTRIAN BEACON (RECTANGULAR RAPID FLASHING BEACONS - RRFB)



PEDESTRIAN HYBRID SIGNAL (HIGH INTENSITY ACTIVATED CROSSWALK – HAWK)



MIDBLOCK TRAFFIC CONTROL SIGNAL



PEDESTRIAN OVERPASS



APPLICABILITY

Each of the different control types have different context for applicability. For lower volume two lane roadways a marked crosswalk should be sufficient. As vehicular traffic volumes increase the amount of traffic control needed also expands. The next step can be a pedestrian beacon (i.e. RRFB) where traffic is now alerted when pedestrians are within the crosswalk and motorists are able to yield to pedestrians. Following an RRFB a Pedestrian Hybrid Signal such as a HAWK signal can be utilized where traffic is not only alerted of pedestrians in the crosswalk but also consist of red indications that require traffic to stop. Another form of control similar to a HAWK is a midblock traffic control signal which operates a regular traffic signal without any cross-street traffic. The last option that completely removes the pedestrian vehicular conflict would be a pedestrian overpass. The use of pedestrian overpasses is limited to high volume corridors where the operational impacts of an at grade crossing would be detrimental to the corridor. This benefit also comes at a higher cost because a bridge structure is required.

PEDESTRIAN SAFETY

IMPACTS OF CROSSING TYPES

The introduction of pedestrian crossings throughout the area corridor will have an impact to the existing flow of surrounding traffic. While there are multiple crossing types each will introduce a different element of impact to traffic flow and pedestrian safety. Any crossing excluding the pedestrian overpass will also create an at grade conflict with vehicular and pedestrian traffic. Each crossing type has a specific cost and benefit associated with the application. While a pedestrian overpass accomplishes the safest pedestrian environment this type of crossing is not feasible at all locations. In contrast to a pedestrian overpass a marked crosswalk adequately meets the requirements of a low volume two lane road in most instances. .

INITIAL CROSSING RECOMMENDATIONS

INITIAL TYPICAL CROSSING

Initial recommendations have been proposed for all crossings as a result of the three different alternatives. It is important to note that while there are two rail options, they both result in the same twenty crossings. These crossing would share the same recommendations for both rail alternatives. Table 7.3 provides a summary of the initial crossing recommendations for the two rail option alternatives.

Table 7.3. Rail Option Crossing Recommendations

Crossing	Roadway	Type	Crossing Recommendation
1	N/A	Two Lane Undivided	Marked Crosswalk
2	Constitution Circle	Two Lane Undivided	Marked Crosswalk
3	Sanibel Boulevard	Two Lane Undivided	Marked Crosswalk
4	San Carlos Boulevard	Two Lane Undivided	Marked Crosswalk
5	N/A	Golf Cart Path	Marked Crosswalk
6	Village Trace Circle	Two Lane Undivided	Marked Crosswalk
7	Estero Parkway	Four Lane Divided	Pedestrian Overpass
8	Cypress Bend Drive	Two Lane Undivided	Marked Crosswalk
9	Broadway East	Two Lane Undivided	Marked Crosswalk
10	Corkscrew Road	Four Lane Divided	Pedestrian Overpass
11	Via Coconut Point	Four Lane Divided	Pedestrian Hybrid Signal
12	Williams Road	Two Lane Undivided	Marked Crosswalk
13	Coconut Road	Four Lane Divided	Pedestrian Hybrid Signal
14	Strike Lane	Two Lane Undivided	Marked Crosswalk
15	Old 41 Road	Four Lane Divided	Pedestrian Hybrid Signal
16	Bernwood Parkway	Two Lane with Two Way Left Turn Lane	Pedestrian Beacon
17	Imperial Harbor Boulevard	Two Lane Undivided	Marked Crosswalk
18	West Terry Street	Two Lane Undivided	Marked Crosswalk
19	Stonehaven Drive	Two Lane Divided	Pedestrian Beacon
20	Kentucky Drive	Two Lane Undivided	Marked Crosswalk

105

The majority of crossing can be addressed with a marked crosswalk. This is due to the context of the crossing roadway and the level of traffic on those roadways. At four locations the recommended crossing would be a Pedestrian Hybrid Signal. These locations consist primarily of multi lane highways. A pedestrian overpass is proposed at Corkscrew Road given the higher traffic volumes and number of lanes crossing at this location. Table 7.4 provides a summary of the initial crossing recommendations for the road option alternatives.

Table 7.4. Roadway Option Crossing Recommendations

Crossing	Roadway	Type	Crossing Recommendation
1	N/A	Rail Crossing	Marked Crosswalk
2	Quaker Lane	Two Lane Undivided	Marked Crosswalk
3	Alico Center Road	Two Lane Undivided	Marked Crosswalk
4	Rail Crossing	Rail Crossing	Marked Crosswalk
5	Jean Street	Two Lane Undivided	Marked Crosswalk
8	Cam Court	Two Lane Undivided	Marked Crosswalk
9	Alico Commerce Court	Two Lane Undivided	Marked Crosswalk
10	Phlox Drive	Two Lane Undivided	Marked Crosswalk
12	Haitian Drive	Two Lane Undivided	Marked Crosswalk
13	Capri Drive	Two Lane Undivided	Marked Crosswalk
14	Bear Hollow Circle	Two Lane Undivided	Marked Crosswalk
15	Lee Road	Two Lane Undivided	Marked Crosswalk
23	Three Oaks Parkway	Four Lane Divided	Marked Crosswalk
26	Private Road	Private Road	Marked Crosswalk
27	Private Road	Private Road	Marked Crosswalk
29	Private Road	Private Road	Marked Crosswalk
31	Three Oaks Parkway	Four Lane Divided	Pedestrian Hybrid Signal
32	School Entrance	Private Road	Marked Crosswalk
34	San Carlos Boulevard	Two Lane Undivided	Marked Crosswalk
35	Pine Chase Road	Two Lane Undivided	Marked Crosswalk

Table 7.4. Roadway Option Crossing Recommendations (Continued)

Crossing	Roadway	Type	Crossing Recommendations
37	Pine Chase Road	Two Lane Undivided	Marked Crosswalk
38	Country Oaks Drive	Two Lane Undivided	Marked Crosswalk
39	Tuscany Park Drive	Two Lane Undivided	Marked Crosswalk
40	Calista Way	Two Lane Undivided	Marked Crosswalk
41	Estero Parkway	Four Lane Undivided	Marked Crosswalk
42	Rookery Drive	Two Lane Undivided	Marked Crosswalk
43	Tanglewood Lane	Two Lane Divided	Marked Crosswalk
44	Groveline Court	Two Lane Undivided	Marked Crosswalk
45	Sandline Court	Two Lane Undivided	Marked Crosswalk
46	Estero River Circle	Two Lane Undivided	Marked Crosswalk
47	Corkscrew Road	Four Lane Divided	Marked Crosswalk
48	Via Coconut Point	Four Lane Divided	Marked Crosswalk
50	Rail Crossing	Rail Crossing	Marked Crosswalk
51	Via Coconut Point	Four Lane Divided	Pedestrian Hybrid Signal
52	William Road	Two Lane Undivided	Marked Crosswalk
54	Coconut Road	Four Lane Divided	Marked Crosswalk
55	Clementis Boulevard	Private Road	Marked Crosswalk
56	Pelican Colony Boulevard	Private Road	Marked Crosswalk
57	Production Boulevard	Two Lane Undivided	Marked Crosswalk
59	Pelican Landing Parkway	Four Lane Divided	Marked Crosswalk
60	Strike Lane	Two Lane Undivided	Marked Crosswalk
62	Bernwood Drive North	Two Lane Divided	Marked Crosswalk
63	Bernwood Parkway	Two Lane with Two Way Left Turn Lane	Marked Crosswalk
64	Bernwood Lane	Two Lane Divided	Marked Crosswalk

Table 7.4. Roadway Option Crossing Recommendations (Continued)

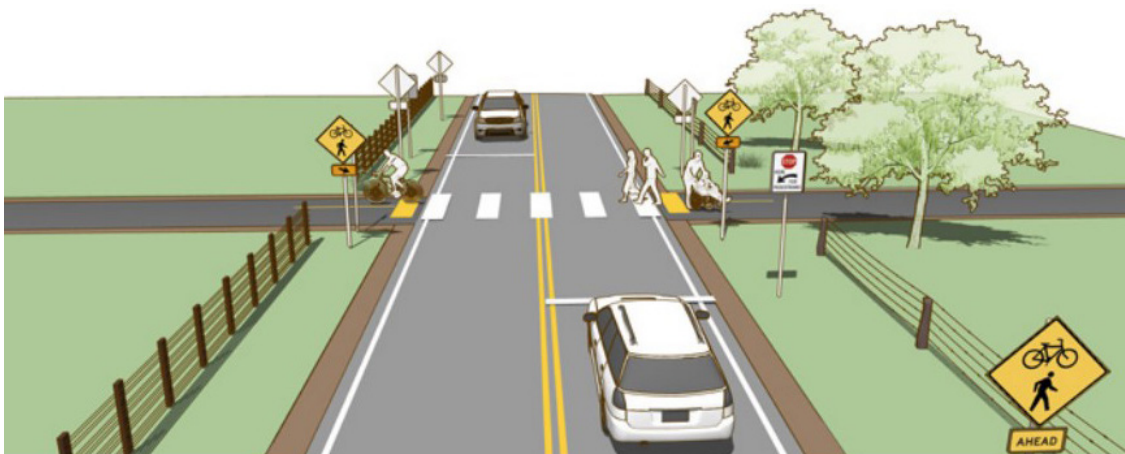
Crossing	Roadway	Type	Crossing Recommendations
65	Bernwood Lane South	Two Lane Divided	Marked Crosswalk
66	Sablewood Court	Two Lane Divided	Marked Crosswalk
67	Bernpine Court	Two Lane Divided	Marked Crosswalk
70	Imperial Harbor Boulevard	Two Lane Undivided	Marked Crosswalk
71	Rosemount Arms Lane	Two Lane Undivided	Marked Crosswalk
85	Terry Street	Two Lane Undivided	Marked Crosswalk
87	Wilson Street	Two Lane Undivided	Marked Crosswalk
88	Reynolds Street	Two Lane Undivided	Marked Crosswalk
89	Childers Street	Two Lane Undivided	Marked Crosswalk
90	Ragdale Street	Two Lane Undivided	Marked Crosswalk
91	Abernathy Street	Two Lane Undivided	Marked Crosswalk
92	Hampton Street	Two Lane Undivided	Marked Crosswalk
93	Kentucky Street	Two Lane Undivided	Marked Crosswalk
94	Tennessee Street	Two Lane Undivided	Marked Crosswalk
95	Packinghouse Lane	Two Lane Undivided	Marked Crosswalk
96	Southland Drive	Two Lane Undivided	Marked Crosswalk

The majority of crossing as part of the roadway option consist of marked crosswalks. The is primarily due to most crossing with the roadway option occurring at existing stop controlled and signalized intersections. It is important to note that recommended crossing type at all the commercial driveways would also be a marked crosswalk. At two locations the recommended crossing would be a Pedestrian Hybrid Signal due to these crossings occurring at multi lane highways.

TYPICAL SECTIONS

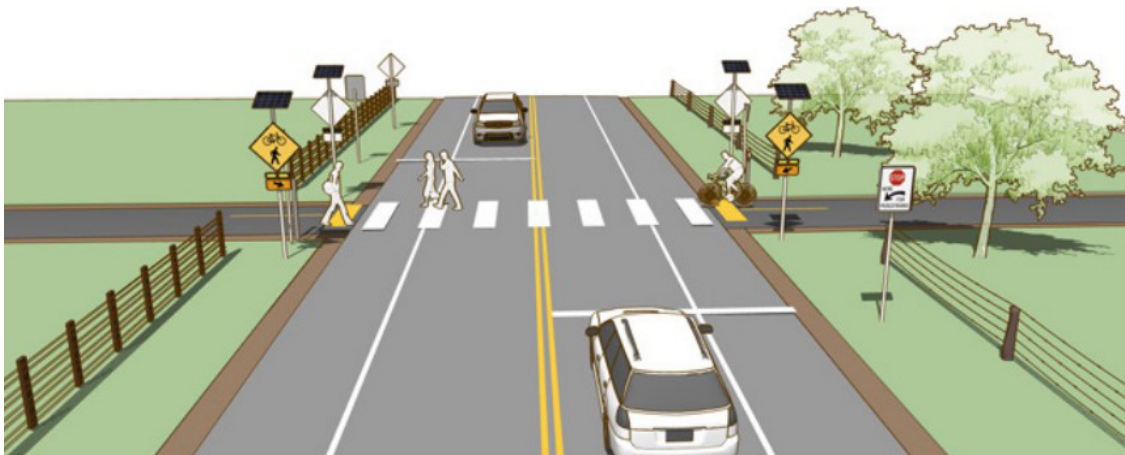
Graphical typical section imagery of the different recommended crossings are provided. These show a visual interpretation of typical layouts of the different recommended crossing types that were evaluated as part of the analysis. Some of the associated signing and pavement markings are also depicted in the different images.

MARKED CROSSWALK



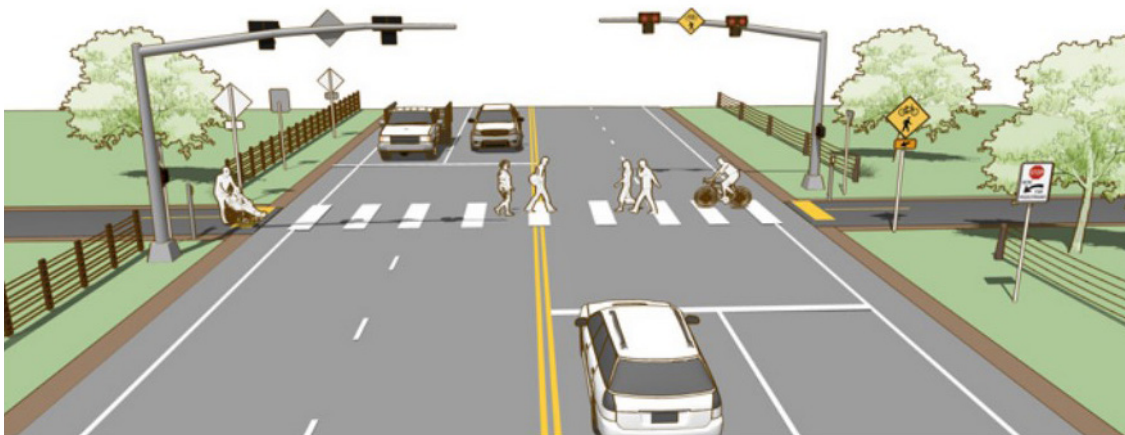
Source: FHWA - Small Town and Rural Multimodal Networks

PEDESTRIAN BEACON (RECTANGULAR RAPID FLASHING BEACONS - RRFB)



Source: FHWA - Small Town and Rural Multimodal Networks

PEDESTRIAN HYBRID SIGNAL (HIGH INTENSITY ACTIVATED CROSSWALK - HAWK)



Source: FHWA - Small Town and Rural Multimodal Networks



8

BRIDGES AND STRUCTURES

OVERVIEW

This chapter evaluates structure types for pedestrian bridges at locations along the three trail alignment alternatives listed below. Proposed trail limits are from south of Alico Road to Bonita Beach Road.

- Alternative 1: Rail Trail Centerline (trail on rail alignment)
- Alternative 2: Rail with Trail (trail alignment adjacent to rail alignment, but within SGLR right-of-way)
- Alternative 3: Trail Along Roadway (trail alignment adjacent to roadway and with roadway right-of-way)

STRUCTURE LOCATIONS

ALTERNATIVE 1: RAIL TRAIL CENTERLINE

This alternative is for the conversion of the Seminole Gulf Railway (SGLR) line to a shared use trail. Five existing SGLR structures may be considered for potential conversion to pedestrian bridges along this alignment. Structure lengths were estimated using Google Earth measurement tool.

- Structure 1: Crosses Mullock Creek and appears to be a timber trestle structure (Approximate Length = 40 feet)
- Structure 2: Located within boundaries of Estero Country Club and appears to be a timber trestle structure (Approximate Length = 52 feet)
- Structure 3: Crosses Estero River and appears to be a deck plate girder bridge (Approximate Length = 72 feet)
- Structure 4: Crosses Oak Creek and appears to be a timber trestle structure (Approximate Length = 80 feet)
- Structure 5: Crosses Imperial River and appears to be a Thru-Girder structure (Approximate Length = 73 feet)

ALTERNATIVE 2: RAIL WITH TRAIL

Will require five new structures at the following locations:

- Structure 1: Crossing Mullock Creek. (Approximate Length = 40 feet)
- Structure 2: Located within boundaries of Estero Country Club (Approximate Length = 52 feet)
- Structure 3: over Estero River (Approximate Length = 72 feet)
- Structure 4: over Oak Creek (Approximate Length = 80 feet)
- Structure 5: over Imperial River (Approximate Length = 73 feet)

ALTERNATIVE 3: TRAIL ALONG ROADWAY

Will require two new structures at the following locations:

- Structure 1: New boardwalk adjacent to Via Coconut north of Williams Road (Approximate Length = 1,040 feet)
- Structure 2: New pedestrian bridge across the Imperial River. The existing Imperial River roadway bridge (No. 124088) was built in 1994 and reconstructed in 2017. It is a 4-span structure with an overall length of 150. The superstructure is comprised of post-tensioned prestressed concrete T-Beams. According to the most recent inspection report dated July 7th, 2021, this bridge is classified as functionally obsolete therefore a stand-alone pedestrian bridge is recommended adjacent to the existing Imperial River roadway bridge.

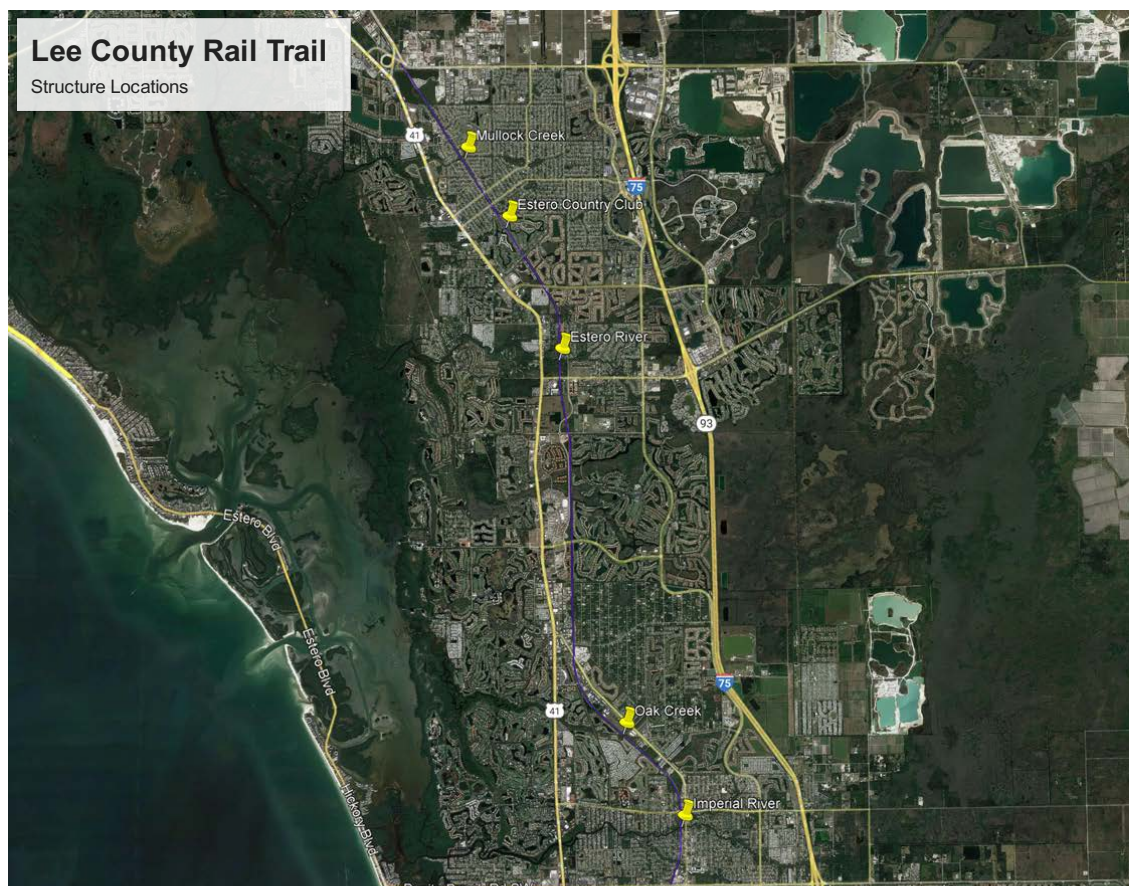
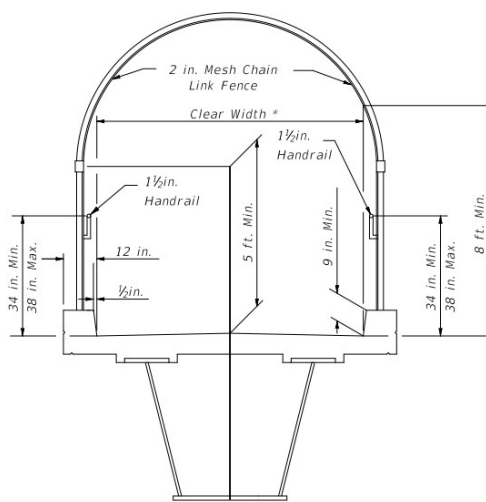


Figure 8.1. Structure Location Map for Alternative 1

TYPICAL SECTION

A representative typical section of a pedestrian/shared use path bridge is shown below in Figure 8.1 which is based on geometric parameters taken from Chapter 266 of the FDOT Design Manual (FDM). It is noted that Chapter 10 of the FDOT Structures Design Guidelines (SDG) recommends limiting the overall width of prefabricated steel truss bridges to 12 feet because anything wider typically requires the truss to be transported in multiple pieces and spliced together in the field



* Clear width in compliance with FDM 266.2.

1. Pedestrian Handrails may be required. Handrails must be installed per the requirements of the Americans with Disabilities Act (ADA) Standards for Transportation Facilities.
2. Other Superstructure Configurations may be used provided an 8 ft. minimum headroom is maintained.

Figure 8.2. Pedestrian/Shared Use Path Bridge Typical Section

STRUCTURE ALTERNATIVES

This section discusses viable structure types for the pedestrian bridges along each alignment alternative.

SUPERSTRUCTURE

ALTERNATIVE 1: RAIL TRAIL CENTERLINE

An evaluation of the existing rail structures for potential conversion to pedestrian use is not possible at the time of this study because SGLR has not provide any existing bridge plans or inspection reports nor has SGLR granted the project team access within their right-of-way (ROW) to view the existing structures. However, given the age of this rail, it is likely the existing timber structures were coated with creosote for preservation. This is a hazardous material that may require treatment and removal in some areas if the existing bridges are to be considered for pedestrian traffic. Also, the existing steel structures may contain lead-based coating systems which also is a hazardous material requiring treatment and removal.

ALTERNATIVE 2: RAIL WITH TRAIL

Prefabricated steel truss pedestrian bridges (adjacent to the SGLR bridges) are recommended for all five locations in Alternative 2. This structure type is typically more advantages for pedestrian bridge applications vs traditional cast-in-place concrete structures for the following reasons:

- Significantly reduces onsite construction time because the structure is prefabricated offsite and delivered ready to install.
- Shallower structure depth below the bridge deck which allows for a lower approach profile with gradual slopes.

ALTERNATIVE 3: TRAIL ALONG ROADWAY

A stand-alone prefabricated steel truss is recommended for the Imperial River crossing for Alternative 3. Prefabricated structures are more economical than a traditional cast-in-place structure and can significantly reduce construction time because the structure can be fabricated offsite and delivered when ready to install.

A boardwalk is recommended for the area adjacent to Via Coconut, north of Williams Road, because it is a designated floodway that will require an elevated structure. Timber is the recommended construction material which is cost effective and efficient for boardwalk structures.

SUBSTRUCTURE

A substructure consists of all bridge elements that support the superstructure (e.g., abutments and piles).

ALTERNATIVE 1: RAIL TRAIL CENTERLINE

At the time of this study no existing bridge plans or inspection reports have been obtained nor has access been granted onto SGLR right-of-way (ROW). Therefore, an evaluation of the existing rail structures is not possible for Alternative 1. However, there is a possibility that the existing timber structures were coated with creosote for preservation purposes. This is a hazardous material that would require treatment and removal in some areas. Also, the existing steel structures may contain lead-based coating systems which also is a hazardous material requiring treatment and removal.

ALTERNATIVE 2: RAIL WITH TRAIL

New concrete abutments founded on 14" or 18" square precast prestressed concrete (PPC) piles are recommended for all five pedestrian bridges in Alternative 2. PPC piles are a prevalent deep foundation option in Florida with historically lower costs per ton of capacity than other pile types such as steel.

ALTERNATIVE 3: TRAIL ALONG ROADWAY

New concrete abutments founded on 14" or 18" square precast concrete piles are recommended for the stand-alone pedestrian bridge over the Imperial River for the same reasons noted under Alternative 2. The boardwalk along Via Coconut is recommended to be supported on timber piling. Timber piles are a cost-effective and common foundation type for boardwalk structures.

AESTHETICS

There are several aspects of a prefabricated steel truss bridge that can be customized to achieve a particular aesthetic. These components include:

- Truss Configuration
- Steel Shapes
- Truss Cross Section
- Color

Truss Configuration: Chapter 266 of the FDM recommends prefabricated steel pedestrian bridges to have one of five truss configuration types shown below in Figure 3, all of which are applicable for this project.

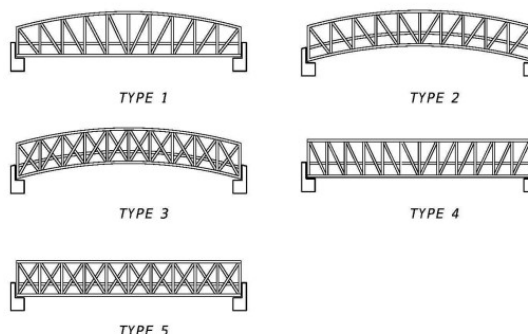


Figure 8.3. Prefabricated Pedestrian Bridge Standard Truss Configurations

Steel Shapes: Figure 4 below shows two types of steel shapes typically used in the fabrication of pedestrian truss bridges. The structural tube is most common, but either type is applicable with selection based on the desired aesthetic.

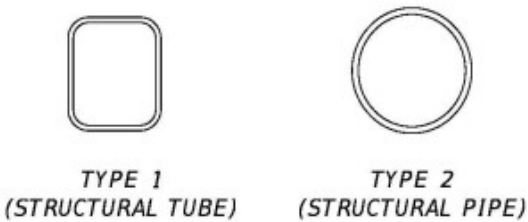


Figure 8.4. Prefabricated Pedestrian Bridge Standard Truss Member Shapes

Truss Cross Section: Figure 5 shows two types of truss cross section figurations n views of a typical prefabricated truss which can be configured as an open top (through truss) or fully closed (Box truss). Both cross sections are applicable for this project; therefore, selection would be based on the desired

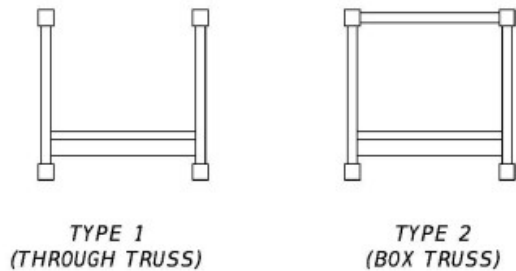


Figure 8.5. Prefabricated Pedestrian Bridge Cross Sections

aesthetic.

Color: Steel trusses can be fabricated using either standard structural steel or weathering steel. Standard structural steel requires a protective coating system that offers a broad palette of color options but increases the life cycle cost of the structure because it must be repainted every 15 to 20 years on average. Weathering steel is uncoated and develops a protective rust layer or “patina” over time which does not require painting and provides a more rustic aesthetic. See Photo 1 below for an example of a prefabricated truss with weathering steel.



Figure 8.6. Example of Prefabricated Pedestrian Bridge w/ Weathering Steel

COST ESTIMATES

ALTERNATIVE 1: RAIL TRAIL CENTERLINE

Recommendations regarding the potential conversion of existing SGLR structures to pedestrian bridges, and any associated rehabilitation costs, cannot be determined at this time due to lack of existing structural plans and bridge inspection reports.

ALTERNATIVE 2: RAIL WITH TRAIL

The FDOT Statewide average unit cost for a prefabricated steel pedestrian bridge was used as the basis to estimate the total cost for all recommended structures in Alternative 2. This unit rate is \$436.32 per square foot for the period from 11/01/2020 to 10/30/2021. The cost of substructures/foundations is not included in the FDOT unit rate so 20% was added to the cost estimate to account for those elements.

ALTERNATIVE 3: TRAIL ALONG ROADWAY

The FDOT Statewide average unit cost for a timber pedestrian bridge was used as the basis to estimate the total cost for the board walk structure in Alternative 3. This unit rate is \$240.00 per square foot for the period from 11/01/2020 to 10/30/2021.

The FDOT Statewide average unit cost of \$436.32 per square foot for a prefabricated steel pedestrian bridge was used as the basis to estimate the total cost for the proposed structure at the Imperial River location. Similar to the cost estimate for Alternative 2, 20% was added to account for substructure elements.

Table 8.1. Structures Cost Estimate for Alternative 2

Bridge Location	Trail Width (ft)	Bridge Length (ft)	Unit Cost (\$/SF)	Substructure (20% Increase)	Total Cost
Mullock Creek	12	40	\$436.32	1.2	\$251,320.32
Estero Country Club	12	52	\$436.32	1.2	\$326,716.42
Estero River	12	72	\$436.32	1.2	\$452,376.58
Oak Creek	12	80	\$436.32	1.2	\$502,640.64
Imperial River	12	73	\$436.32	1.2	\$458,659.58

Table 8.2. Structures Cost Estimate for Alternative 3

Bridge Location	Trail Width (ft)	Bridge Length (ft)	Unit Cost (\$/SF)	Substructure (20% Increase)	Total Cost
Timber Ped. Bridge	12	1040	\$240.00	N/A	\$2,995,200.00
Imperial River	12	73	\$436.32	1.2	\$458,659.58

9

TRAIL DESIGN BEST PRACTICES

OVERVIEW

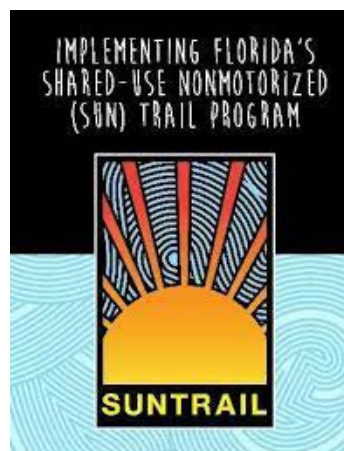
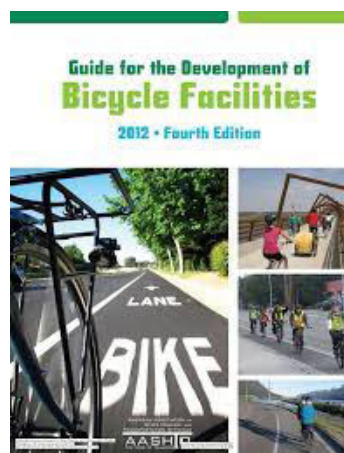
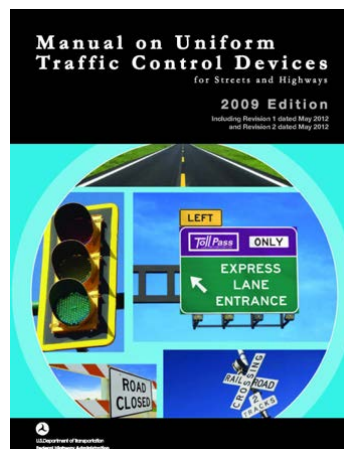
Both National and local guidelines were used to provide guidance for the preferred trail alternative facility design. These guidelines were also used to ensure that the proposed trail project qualifies for the state funding opportunities (i.e.; The Sun Trail Program).

NATIONAL GUIDELINES

The **Manual on Uniform Traffic Control Devices (MUTCD)** are used nationally by road managers to install and maintain all traffic control devices on public streets, highways, bikeways, and private roads that are open to public travel. Additional guidance on various bicycle facilities' dimensions, use, and configurations is provided by **The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities 2012**. The **Guide for the Planning, Design and Operation of Pedestrian Facilities 2004** offers guidance for pedestrian facilities. **The National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide 2012** provides guidance on the present state of the design practice in urban areas. **The United State's Access Board's Proposed Right-of-Way Accessibility Guidelines (PROWAG)** provides guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. These guidelines also ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other pedestrian facilities and amenities that are constructed by state and local governments, are readily accessible to pedestrians with disabilities.

STATE GUIDELINES

FDOT's SUN Trail program provides funding for new shared use paths, with a goal of developing a well-connected statewide trail network. In order to qualify for state funding, new trails need to be designed and built using the guidance given in the SUN Trail Program Handbook. The Handbook provides guidance on trail design and facilities. The Handbook also includes information about how trail projects are funded, programmed into the work program, and selected for implementation. Key contacts and resources are listed in the Handbook



DESIGN NEEDS OF TRAIL USERS

The Lee County Rail Trail will serve various types of users. The specific user types may vary based on the different neighborhoods and communities the trail runs through. The most common user types and the key design considerations that are needed to serve each type is described in the following pages:

PEDESTRIANS

Pedestrians have a variety of characteristics and the proposed facilities should accommodate the various needs, abilities and impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

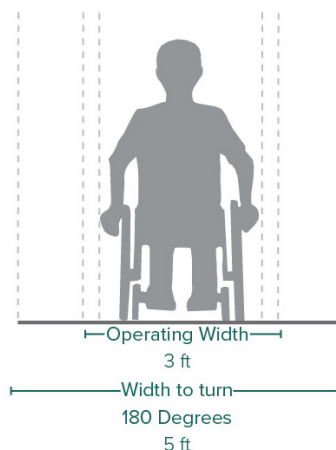


Design Considerations

Facilities in the network are wide enough to provide a sense of comfort for all pedestrian users. The preferred width of all facilities should be no less than 5 feet.

MOBILITY DEVICES

Mobility devices assist people with movement, such as walking and scooting. Examples of a mobility device includes wheelchairs, walkers, and scooters.

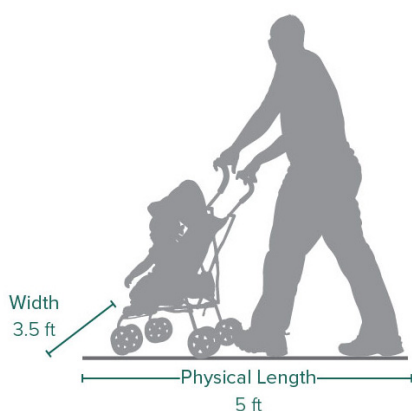


Design Considerations

Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is a required element for accessible design.

STROLLER

Strollers are wheeled devices pushed by pedestrians to transport babies or small children. Stroller models vary greatly in their design and capacity. Some strollers are designed to accommodate a single child, others can carry three or more. The design needs of strollers depend on the wheel size, geometry, and ability of the adult who is pushing the stroller.



Design Considerations

Strollers commonly have small pivoting front wheels for easy maneuverability, but these wheels may limit their use on unpaved surfaces or rough pavement. Curb ramps are valuable to these users. Lateral overturning is one main safety concern for strollers.

BICYCLISTS

Bicyclists will vary in age and experience, and their bicycles will come in all shapes and sizes. Some people who ride a bike on a trail just want leisurely ride with the family, while others may be experienced cyclists who want a place for long rides. The trail design should consider all the possible types of cyclists who could use a trail.



Design Considerations

The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths. The trail width should be a minimum of 5 feet.

FOUR TYPES OF BICYCLISTS

Developed by planners in Portland, Oregon, and supported by research, the graphic below defines the four types of varying attitudes towards bicycling in the United States.



1-3%

STRONG & FEARLESS



5-10%

ENTHUSIASTIC & CONFIDENT



50-60%

INTERESTED BUT CONCERNED

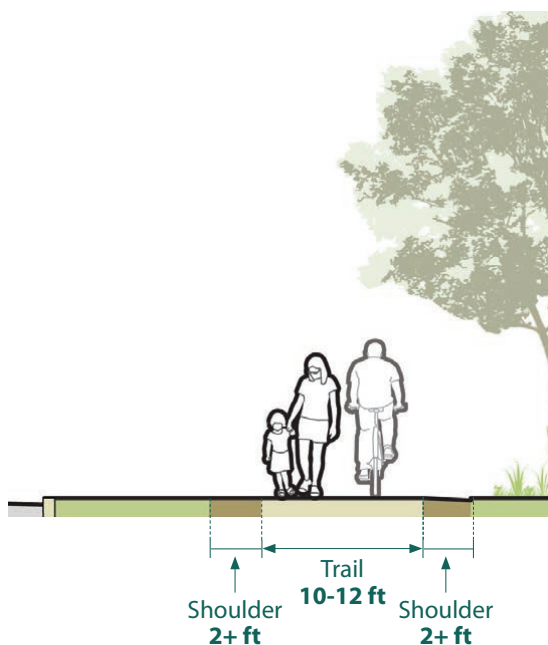


30%

NOT CURRENTLY INTERESTED

SHARED USE PATH DESIGN PRACTICES

A shared use path is a pedestrian and bicycle facility that is physically separated from vehicular traffic. This separation is either created by a grass buffer or pedestrian amenity zone. Most shared-use paths are designed for two-way travel for multiple modes of non-motorized travel. Shared use paths are also referred to as “trails” or “sidepaths”.



Typical Application

Shared use paths are generally located in independent rights of way, separate from roadways.

Design Features

- Standard shared use path width is 12 ft (3.6 m), which is suitable for heavy-use with high concentrations of multiple user types. This width is needed to enable a bicyclist to pass another path user going the same direction, while another path user is approaching from the opposite direction. Where volumes are extremely high, a separate path of 5 ft (1.5 m) can be provided to separate pedestrian circulation.

- The minimum width of a two-way shared use path is 10 ft (3.0 m), which is adequate for moderate use, or a low level of mixing between bicyclists and pedestrians (AASHTO Bike Guide Section 5.2.1).
- In rare circumstances a constrained minimum width of 8 feet may be used. This should only be considered in constrained conditions, for short distances (AASHTO Bike Guide Section 5.2.1).
- A 2 ft (0.6 m) or greater shoulder on both sides of the path should be provided free of obstacles.
- MUTCD requires 2 ft (0.6 m) lateral clearance from the edge of path for post mounted sign faces or other traffic control devices. Standard clearance of overhead signs and traffic control devices should be 8 ft (2.4 m).

Maintenance

Maintenance vehicle access is typically influenced by the trail width. Concrete paths are more durable than asphalt paths, which makes them more suitable for long term trail applications. The use of saw cut concrete joints rather than troweled joints improve the experience for path users.

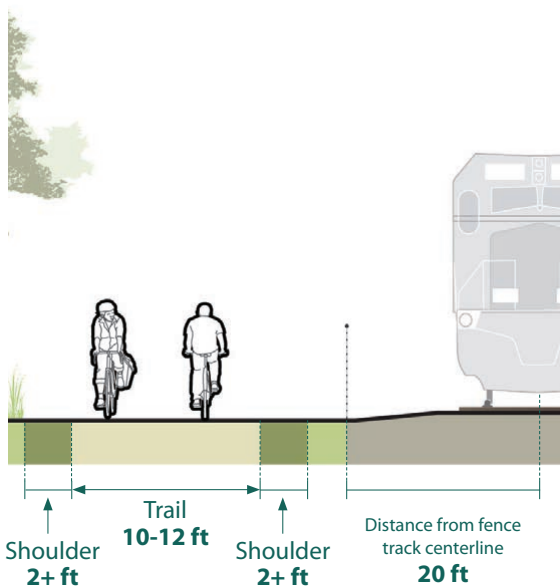


People walking a shared use path in Golden Valley, Minnesota.

Pedbikeimages / Toole Design Group

SHARED USE PATHS IN ACTIVE RAIL CORRIDORS

Shared use paths in active rail corridors are also known as “rail-with-trails”. A Rail-with-trail is a shared use path that is located on or next to an active railroad or rail transit corridor. Rail corridors can be private freight railroads, publicly-owned passenger railroads (e.g., Amtrak), state departments of transportation, and private tourist/excursion railroads.



Typical Application

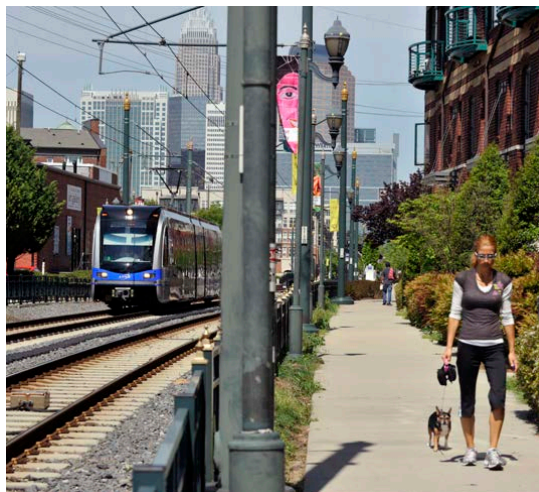
A majority of rails-with-trails are located within 30 feet of active railroad tracks. In some cases, space needs to be preserved for future freight, transit or commuter rail service.

Design Features

- Shared use paths along rail corridors should meet or exceed general design standards. If there is available ROW, wider paths and landscaping are desirable.
- Barriers placed between trails and railroad tracks include fencing, vegetation, grade separation, ditches, and concrete walls. Fencing should be a

minimum of 5 feet in height with higher fencing than usual next to sensitive areas (e.g., switching yards).

- In most cases where the rail-with-trail is constructed within the railroad ROW, the railroad's planning and engineering guidelines will dictate minimum setback distance or the railroad will determine setback as part of the acquisition agreement. At an absolute minimum, trail users must be kept outside the “dynamic envelope” of the track; that is, the space needed for the train to operate (Rails With Trails: Best Practices and Lessons Learned).



Charlotte Trolley Trail in Charlotte, North Carolina
North Carolina Rail-Trails / Nancy Pierce

NEIGHBORHOOD ACCESSWAYS

Neighborhood Accessways are short sidewalks or shared use paths that provide direct pedestrian and bicycle connections to destinations that would otherwise require out-of-the-way travel in the surrounding street system. These destinations include, but are not limited to, parks, greenspaces, and other recreational areas. Accessways are used to minimize the travel distance for pedestrians and

bicyclists in areas that have a street system with limited pedestrian and bicycle connectivity.

Typical Application

Accessways are used to create connections between local streets, residential streets, and trails. Accessways can also be used to connect cul-de-sacs to the surrounding street network.



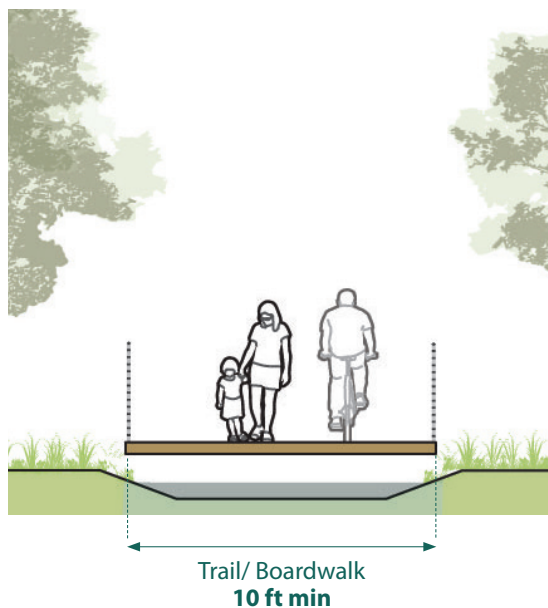
*A neighborhood accessway in a residential area
Pedbikeimages / Dan Burden*

Design Features

- Neighborhood Accessways should be open to the public
- A Trail pavement should be a minimum of 8' to accommodate emergency and maintenance vehicles. They should also meet ADA requirements and be designed for multi-use.
- Trail widths should be designed to be less than 8' only in instances to protect large mature trees with 18" or more calipers, wetlands, or other ecologically sensitive areas.
- Access trails should slightly meander whenever possible.

BOARDWALKS

A boardwalk is a constructed pathway, slightly elevated over a natural surface that would be unsuitable or inappropriate for at grade construction. They are typically constructed of wooden planks or recycled material that form the top layer of the boardwalk.



Typical Application

Boardwalks are typically used when crossing streams, rivers, creeks. They are also used for crossing through wetlands and other poorly drained areas.

Design Features

- Boardwalk width should be a minimum of 10 feet when no rail is used. A 12-foot width is preferred in areas with average anticipated use and whenever rails are used.
- A 6" curb rail is recommended. However, a 42" guiderail is required at locations where there is a 30" or greater difference in the low water bridge elevation and the ground elevation below (AASHTO 2012).
- To support vehicle access, boardwalks should be

designed to structurally support the weight of a small truck or a light-weight vehicle.

Maintenance

Decking should be non-toxic treated wood or recycled plastic. Cable rails are attractive and more visually transparent but may require maintenance to tighten the cables if the trail has snow storage requirements.

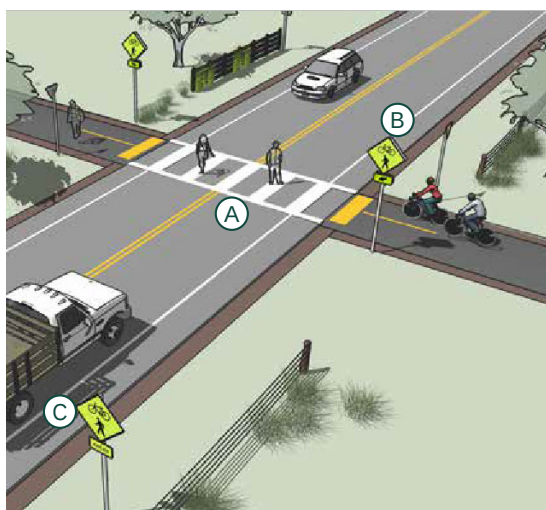


*A pedestrian and bicyclist boardwalk in Missoula, MT
Pedbikeimages / Eloisa Raynault*

MARKED CROSSING

MARKED AND SIGNED CROSSING

Markings must be used to create a legal crosswalk, when a shared use path crosses a roadway at a midblock location. The most simple marked crossing type uses high visibility crosswalk markings with crossing warning signs.



Typical Application

Marked and signed crosswalks are typically used where shared use paths intersect with collector or minor arterial roadways. Midblock path crossings should not be placed within 250 feet of an existing signalized intersection. Align the path directly to the existing signalized intersection if it is the closest crossing available.

Design Features

- (A) High visibility crosswalk markings
- (B) Bicycle/Pedestrian warning sign (W11-15) with downward arrow plaque (W16-7P) at the crossing, on both sides. Bicycle and Pedestrian figures on the sign should always face toward the crosswalk.

- (C) A Bicycle/Pedestrian warning sign (W11-15) with "ahead" plaque (W16-9) before the crossing.

Maintenance

Maintaining marked crossings should be a high priority, because markings need to be visible to be effective. Thermoplastic or epoxy markings offer increased durability over conventional paint.

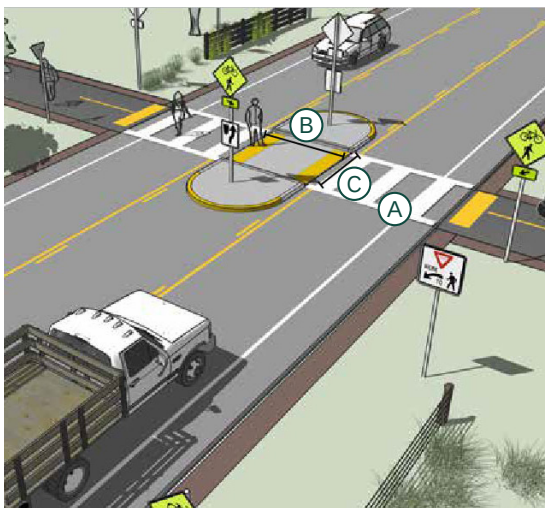


Marked and signed crossing in Cornelius, North Carolina

Pedbikeimages / Dan Burden

MEDIAN ISLAND REFUGE CROSSING

Median island refuges help improve pedestrian safety by allowing pedestrians to safely cross one direction of traffic at a time. They reduce pedestrian's exposure to vehicular traffic by shortening the crossing distance. Median island refuges are typically located at the midpoint of the crossing.



Typical Application

Median island refuges can be applied on any roadway with a left turn center lane or 8' wide or more median. They can also be applied on roadways that have wide lanes or shoulders that can be reduced to provide an 8 ft space for an island.

Design Features

- (A)** Median island refuges should be paired with a Marked Crosswalk and Advanced Yield Line crossing treatment package.
 - Design the island with an at-grade space through the island rather than using ramps and landings. Detectable warning strips should be a full length of the through space and 2 ft wide to provide indication for people with vision disabilities.
- (B)** The standard refuge area depth should be 10 ft, 8 ft minimum to accommodate bicyclists

- (C)** The path through the median should be the same width of the crosswalk and the connecting shared use path.

Maintenance

Trees and plantings near the island refuge should be maintained in order to maintain visibility of the refuge. During winter seasons refuge islands should be visible to snow plow crews and should be kept free of snow piles that may block access.



*A median island refuge in Charlotte, North Carolina
Pedbikeimages / Dan Burden*

RAISED CROSSWALK

Raised crosswalks are a combination of a raised speed-table and a marking crosswalk to increase vehicular yielding rates. It is also used to highlight road user priority with it's geometric design.



Typical Application

Raised crosswalks may be used at mid-block or intersection crossings on local, collector and, in limited circumstances, arterial streets. They are also applicable on streets with speeds at or below 30 mph- 35 mph in locations with high pedestrian traffic and maximum traffic volumes of 3,500-4,000 vehicles per day.

Design Features

- A** Median island refuges should be paired with a Marked Crosswalk and Advanced Yield Line crossing treatment package.
- Where parking lanes exist, curb extensions should be used to shorten crossing distance and position users in a visible location. Parking should be prohibited between the yield line and marked crosswalk.

Maintenance

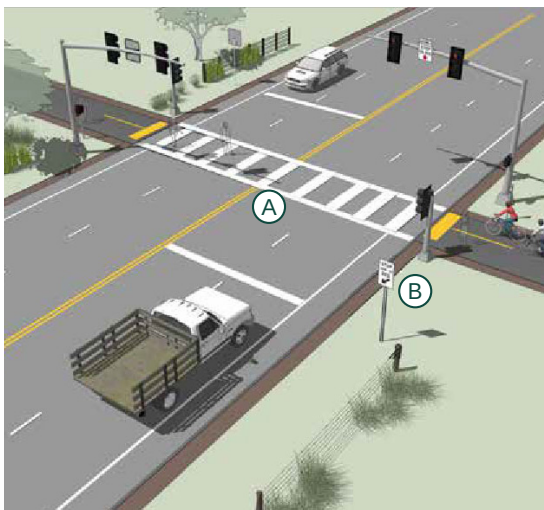
The raised crosswalk should have a smooth curve profile in order for snow plows to operate on the streets that they are applied on.



*A raised crosswalk in a residential area
Pedbikeimages / Dan Burden*

FULL TRAFFIC SIGNAL CROSSING

Signalized crossings are considered the most protected crossings for pedestrians. The use of a full traffic signal provides standard red, yellow, and green traffic signal heads for all four legs of the intersection. This allows pedestrians to safely cross the intersection on the legs that vehicular traffic is stopped by the red signal head.



Maintenance

Traffic control signals should be regularly maintained to ensure that all lights and detection hardware are functional



*A signalized crossing Minneapolis, Minnesota
Pedbikeimages / Adam Lyons*

Typical Application

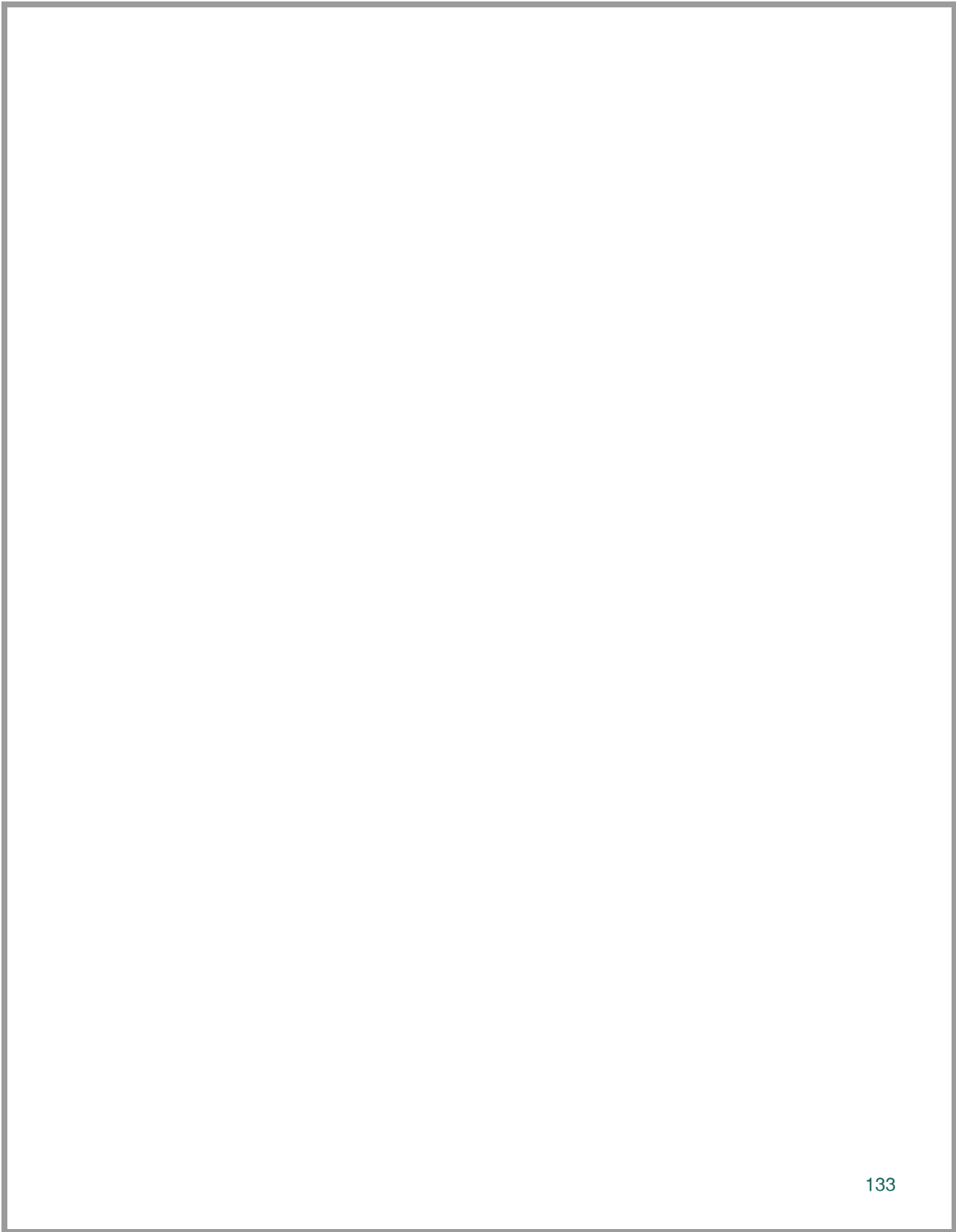
Traffic signal installations must meet MUTCD warrants

Design Features

- A** Full Traffic Signal should be paired with a Marked Crosswalk and Advance Stop Bar crossing treatment package.
- B** Push buttons should be easy to identify and located on the right-hand side of the path. They should be positioned so that bicyclists do not have to dismount to activate.
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 ft (6 m) beyond the marked crosswalk to provide adequate sight distance.

10

RECOMMENDATIONS



11

TRAIL OPERATIONS, MAINTENANCE, SAFETY AND SECURITY

OVERVIEW

The following guiding principles will help assure the operation of a first-class trail:

1. Good maintenance begins with sound planning and design.
2. Foremost protect life, human dignity, property, and the environment.
3. Promote and maintain a quality outdoor recreation and transportation experience for users of all abilities.
4. Maintain quality control and standards and conduct regular inspections.
5. Develop a management plan that is reviewed and updated annually with tasks, operational policies, standards, and routine and remedial maintenance goals.
6. Conduct regular inspections and keep complete records.
7. Maintain an effective, responsive public feedback system and promote public participation.
8. Respectful of boundaries to adjacent properties.
9. Operate a cost-effective program with sustainable funding sources.
10. Establish, adopt, and implement a uniform plan and level of quality amongst all of respective agencies and jurisdictions along the entire trail.

OPERATIONS AND MAINTENANCE AGREEMENTS

Trail segments or phases are typically not managed by one agency or organization. Often, trail segments are managed by multiple entities. This will mostly be the case with any of the alternatives selected, as the trail will be multi-jurisdictional, extending through unincorporated Lee County, the City of Bonita Springs, Collier County, and the Village of Estero. Wider coordination with the Lee and Collier

Metropolitan Planning Organization will also likely be necessary. It is possible that management of the trail could involve the Florida Greenways and Trails Foundation or other partners, and then is transferred over to the appropriate jurisdictions at the appropriate time, depending on what works best for implementation. It will be necessary to execute management agreements for each segment or phase of the future trail. An example Operations and Maintenance (O&M) Interagency Agreement is included in the Appendix of this report.

O&M STRATEGIES AND ACTIONS

An O&M Plan should be in place prior to trail construction to keep a well-maintained, safe, secure and pleasant-to-use trail that is inclusive to all. O&M plans describe tasks of work to be performed, along with policies and programs that will be undertaken by responsible partners to operate, manage, and maintain the trail. The term operations and maintenance refers to day-to-day tasks, long-term remedial tasks and programs performed to assure resources and facilities of the trail are kept in a usable condition. This begins with sound design, durable construction, and a comprehensive O&M Plan. Community groups, residents, business owners, developers, and other stakeholders will continue to be stakeholders in the long-term stewardship of the resources preserved and enhanced by the trail.

ROUTINE MAINTENANCE

Routine maintenance refers to the normal regime of trail sweeping, trash and debris removal, sign replacement, weed control, tree and shrub trimming, and other regularly scheduled activities. Routine maintenance also includes minor repairs and replacement such as fixing cracks and potholes or repairing broken furniture and furnishings.

REMEDIAL MAINTENANCE

Remedial maintenance refers to correcting significant defects as well as repairing, replacing, or restoring major components that have been destroyed, damaged, or significantly deteriorated during the life of the project. Some items ("minor repairs") may occur on a five-to-ten-year cycle such as repainting, seal coating asphalt pavement, or replacing signage. Major reconstruction items will

occur over a longer period or after an event such as a significant storm event. Examples of major reconstruction remedial maintenance include: stabilization of a severely eroded hillside, repaving portions of the trail surface, repaving a street used for biking, or replacing a bicycle and pedestrian bridge. Remedial maintenance should be part of a long-term capital improvement plan.

SEASONAL MAINTENANCE

Seasonal maintenance is in addition to the routine and remedial categories and includes seasonal tasks

that should be performed on an as needed basis. Designated maintenance crews should remove leaf debris, sediment from flood events, etc. from all trail facilities as soon as possible. Leaf debris is hazardous when wet and special attention should be given to facilities with heavier usage.

Life Cycle of Built Facilities

Constructed trail facilities will have a limited life cycle, or useful life. The life cycle varies based on environmental impact, use, and care of the resource. The following chart offers a typical life cycle for major trail elements.

Table 11.1. Trail Component Life Cycle Replace Costs

Trail Component	Life Cycle (Years)	Cost
Trail Materials		
Asphalt Trails	10-15	\$1.5 million/mile
Concrete Trails	25-35	\$2 million/mile
Gravel Trails	5-7	\$500 K/mile
Wood Bark Trails	2-3	\$750 K/mile
Wood Boardwalk Trails	7-10	\$2 million/mile
Amenities and Supporting Infrastructure		
Greenway Signage	7-10	\$5 K/sign
Park Bench	7-10	\$4.5 K/bench
Trash Receptacles	7-10	\$2 K/trash can
Wood Bollards	5-7	\$750/bollard
Metal Bollards	15-20	\$2.5 K/bollard
Crosswalks	3-5	\$7.5 K/crosswalk
Asphalt Parking Lot	10-12	\$10 K/space
Street Bicycle and Pedestrian Bridge	15-20	\$75 K/foot

Source: Greenways Incorporated (2022)

SAFETY AND SECURITY ON TRAILS

There is little evidence that supports trails as unsafe, insecure spaces. In fact, some research has found that crime rates remain generally unchanged or decrease near trails after they open, as in the case with a study that focused on trails in Indianapolis, Indiana¹. However, there is no evidence to support that trails increase safety issues.

DEFINITION OF SAFETY AND SECURITY

Safety is the prevention of accidents and user conflicts by reducing the likelihood of danger or risk. This is typically addressed through design criteria to prevent accidents and user conflicts. For the purposes of this report, safety will focus on environmental conditions and perceived safety through Crime Prevention Through Environmental Design principles.

Security is the protection of property and people from intentional acts that could result in injury or harm. This includes crime prevention and law enforcement (See Crime Prevention Through Environmental Design Section).

PERCEIVED SAFETY AND SECURITY

Perceived safety and security are essential to an individual's perception of risk. It is important to understand the influence of risk perception on a user's decision to use the planned Lee County trail and while using the trail. When visitors of all ages, backgrounds, and abilities feel secure and welcome on the trail, it empowers the community to take pride and ownership of the space. Community ownership of space can help reduce perceived security concerns. Interpreting personal security in public space can be subjective; however, key physical attributes in the landscape can promote a greater sense of security and user confidence.

¹ Ottensmann, John. (2020). The Development of an Urban Greenway Trail System and Levels of Crime.

SAFETY AND SECURITY CONCERNS FOR LEE COUNTY TRAILS

Some members of the public express concerns regarding a multi-use trail in the rail corridor operating through the Vines, a gated community and golf course in Estero.

Specific concerns included:

- Creating a potential conflict point with at grade trail crossing at Vintage Tree Parkway when accessing club house and/or exiting and entering community
- Bringing many people walking through a gated community, viewed as detrimental to the essence of a gated community
- Irreversibly negatively altering the Vines Community, a community with more than 30 years of history
- Impacting trees and foliage planted after Hurricane Irma at significant expense
- Endangering trail users with flying golf balls and thereby creating liability issues
- Negatively affecting golf course users
- Increasing safety and security concerns; community was gated for security reasons
- Lowering home values and affecting saleability
- Creating potential conflict points with grade trail crossing at Vintage Tree Parkway

The concerns reflected by members of the Vines Community are common when communities initially are considering the opportunity to have improved access to a public amenity. Auspiciously, substantial design strategies have been developed to address similar concerns and can be applied to the Lee County Rail Trail.

The following sections seek to take the Vine Community's concerns into thoughtful consideration, while presenting mitigation efforts to ensure that the proposed trail is a beneficial asset to all of its stakeholders and neighbors.

The following sections discuss the following:

- Strategies that particularly respond to concerns about increased criminal activity
- Strategies that specifically address unique issues due to proximity to golf courses.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention Through Environmental Design (CPTED) is a proactive technique in which the design and effective use of the built environment can lead to a reduction in the fear of and incidents of crime and asocial behavior. CPTED strategies rely upon the psychological design of space to influence user decisions that affect the built, social, and administrative environment rather than addressing crime concerns by implementing visually affronting security or target-hardening measures. CPTED promotes high quality and visually pleasing solutions as first responses that aim to enhance the legitimate use of space. CPTED interventions can be applied without interfering with the original design program of a space. It can be economical to implement, especially if it is done early at the planning and design stages of a project. The five principles of CPTED include:

- Natural Surveillance
- Natural Access Control
- Territorial Reinforcement

While CPTED originates as a community-driven application, it is subject to individual practitioner biases, especially in law enforcement. If applied improperly or in a vacuum, CPTED can rely too heavily on enforcement and may result in disproportionate policing of space and bias against specific groups of individuals, including people of color and youth. CPTED strategies are successful when multiple sectors of the community are involved and the project maintains the goal of providing public space that is safe, secure and welcome to all users.

NATURAL SURVEILLANCE

Natural surveillance helps reduce criminal activity by increasing the perception that people can be seen while using a trail. Natural surveillance occurs by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among all users of public space. It is important that natural surveillance design does not support the

reinforcement of negative stereotypes among all users. Natural surveillance design features include:

- Use adjacent roadways and the passing vehicular traffic as a surveillance asset.
- Create landscape designs that provide surveillance, especially in proximity to designated points of entry and opportunistic points of entry.
- Use the shortest, least sight-limiting fence appropriate for the situation.
- When creating lighting design, avoid poorly placed lights that create blind-spots for potential observers and miss critical areas. Ensure potential problem areas are well-lit: pathways, stairs, entrances/exits, parking areas, children's play areas, recreation areas, storage areas, dumpster and recycling areas, etc.
- Avoid too-bright security lighting that creates blinding glare and/or deep shadows, hindering the view for potential observers. Eyes adapt to night lighting and have trouble adjusting to severe lighting disparities. Using lower intensity lights often require more fixtures, resulting in blinding glare and/or deep shadows, hindering the view for potential observers.
- Place adequate lighting along the trail and other pedestrian-use areas so that they are well-lit.
- Natural surveillance measures can be complemented by mechanical and organizational measures. For example, closed-circuit television (CCTV) cameras could be utilized.

NATURAL ACCESS CONTROL

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. Natural access control occurs by selectively placing entrances and exits, fencing, lighting, and landscape to limit access or control flow.

- Use a single, clearly identifiable, point of entry.
- Use low, thorny bushes to keep people out of sensitive areas.
- Use waist-level, picket-type fencing to control access and encourage surveillance.
- Use natural access control to complement mechanical and operational access control measures, such as target hardening. Target hardening involves applying locks, physical

barriers, security gates, etc.

NATURAL TERRITORIAL REINFORCEMENT

This is the process of establishing a sense of ownership, responsibility, and accountability for the public trail, and to impress upon visitors that a space is cherished by its neighbors. Territorial reinforcement measures, which may be physical or symbolic, tell people they are in a defined public space. Territorial reinforcement along trails can use color, texture, and hardscape variations to signify that the trail is public. Branding techniques used by the The Village of Estero, The City of Bonita Springs and Lee County are also successful strategies, such as signage and wayfinding systems. Public art on trails is also a positive method of territorial reinforcement, as it provides a message of public or civic space to users.

Natural territorial reinforcement occurs by using



*Bicycle Art on the MoPac Trail in Nebraska
Alta Planning + Design*

buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

- Maintain premises and landscaping such that it communicates an alert and active presence occupying the space.
- Provide trees in residential areas. Research indicates that, contrary to traditional views within the law enforcement community, outdoor residential spaces with more trees are seen as significantly more attractive, safer, and more likely to be used than similar spaces without trees.
- Restrict private activities to defined private areas.
- Scheduling activities in common areas increases proper use, attracts more people, and increases the perception that these areas are safe.

Specific Mitigation Strategies for Trail Impact on

Neighboring Golf Courses and Gated Communities
Golf courses are developed and designed for a specific user group and activity (golfers and golf). Golf courses are not public areas like parks or open green space. Managers of private and public golf courses operate these facilities to make a profit, and are concerned with a golfer's appreciation and enjoyment of the course.

Golf course developers and operators plan, design, and operate their facilities assuming there will be no general public access. There typically are not corridors preserved for trails or bikeways, nor is there consideration given for allowing the general public to traverse the greens or tee areas. Any trail that is being considered for an area with an existing or proposed golf course should work very closely with the course managers and designers before basic feasibility can be determined.

Design Considerations

When considering any route that is close to a fairway or tee, or a route that bisects a golf course, it is important to consider direction of the tees, fairway, greens, and golf cart circulation. On tees, any trail located within a 180-degree arc of the tee orientation and within 200 yards or less in distance, will need

to be buffered by berms, fencing and/or trees and shrubs. It is recommended that tees be oriented as far away from the trail as feasible. On fairways, any trail located within 50 feet of the fairway would also need to be buffered by berms, trees and/or shrubs, similar to a public roadway. Any trail located closer than 50 feet from the backside of a green would need similar protection.

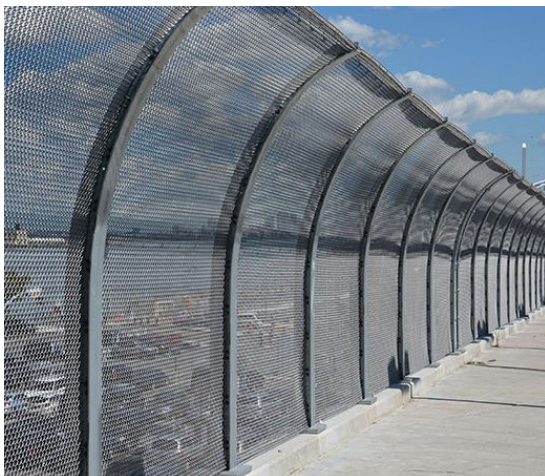
There are various fencing and barrier types that can be used to create the buffer recommendations previously.

FENCING STRATEGIES:

Fencing Types – At some point given proximity to active course areas, fencing will be necessary to protect trail users from errant golf balls. Below is a compilation of fencing types.

The high curved fences are typically a minimum

High Curved Fences



Curved fencing near the Staten Island Ferry Eagle Fence

of 12 feet in height and curved at the top. The photograph above shows an example where the fence is painted black to blend with the landscape. Below, is an example of utilizing trees as a form of visual as well as protective screening for trail users. In many cases no fencing is needed due to golf course configuration and thorough understanding of

possible golf ball trajectories.

Limited information from existing case studies

Vegetation



*Vegetation buffer along a paved trail
Alta Planning + Design*

indicates that safety, security, and liability have not been major problems on existing trails. If properly designed and managed, a trail would have roughly the same safety conditions as a home or public road located next to a golf course—both common conditions. The following sections outline how a trail can maximize safety and security along golf courses while minimizing liability.

Above are examples of more extensive as well as

Cage



*Chain link cage over trail
Presidio Custom Metalworks*

SIGNAGE



*No Trespassing signage
Viewpoint Vancouver*

Netting



*Netting between a golf course and Horse Creek Trail
TrailLink*

necessary for delineating the point of entry to private golf course property. Trail users should be made aware of the Estero Golf Course hours of operation and given reminders on ways to ensure respectful conduct. Simple and legible signage with text printed against a contrasting background color is ideal.

Signage – Signs can help manage trail users in golf course areas. Some trails post a sign at the trail entry reading: “Active Golf Course. Stay on the trail surface, no stopping, and please be quiet. Flying golf balls may cross the trail: use at your own risk.”

costlier methods of protecting trail users. The cage fencing fully encloses trail users which would be appropriate for trail alignments that pass under driving ranges. Netting allows for intercepting higher flying golf balls and while the initial cost of materials is low compared to metal fencing, long-term maintenance and replacement should always be considered when choosing this material. When building a trail along a golf course, signage is

TRAIL DESIGN

In order to maximize safety and function for users, and to minimize liability exposure for the project developer/operators, the trail design should meet all mandatory and advisory standards as identified by the local agency, FDOT, and other relevant agencies and documents. A Design Exception process should be completed with appropriate documentation on (a) the need for any non-standard design, (b) any remedial actions needed to address potential problems, and (c) an analysis on the potential for safety problems.

Maintenance Costs

1. Provide an adequate pavement structural section (3") to support maintenance vehicles
2. Minimize the extent of retaining walls and slope disruption
3. Provide adequate access to the path to prevent trespassing
4. Provide adequate fencing where needed

Properly designing and managing a trail should achieve a reasonable level of safety and security. Studies by the Rails-to-Trails Conservancy indicate that crime and other problems on bike paths generally is the same as the adjoining communities. These studies have also shown that the best and most effective method of enhancing safety and security is to design a functional facility that is well used by the general public. Bike paths in isolated locations exist around the country and have generally not experienced significant safety problems. The approach to safety and security outlined in this plan is to provide reasonable security features and be prepared to enhance those efforts in the future if safety and security prove to be problems.

Preventing Trespassing

In order to minimize the risk of trespassing across the golf course, a higher security type of fencing shall be installed. This may include hardened steel or wrought iron.

A summary of key security and safety measures is presented below.

1. The golf course will be posted "No Trespassing" to keep trail users out of restricted areas. Appropriate fencing that discourages scaling by potential trespassers will be provided as needed. No Trespassing signs will be posted with maximum fines supported by local ordinance.
2. The Trail Manager will provide local fire and police departments with a map of the system, along with access points and keys/combinations to gates/bollards.
3. The local agencies will enforce rules of the road and other standard recreational guidelines.

ADOPT-A-TRAIL

An Adopt-a-Trail program is one method for maintaining the environmental and aesthetic quality of the trail by generating a strong sense of ownership among citizens. Through the Adopt-a-Trail program, residents, businesses, trail users, and various community groups can have an active role in maintaining the lands and facilities of the trail. Volunteers work with local agency staff to participate in various projects, which may include:

- Litter pickup
- Leaf raking
- Graffiti removal
- Spreading of mulch, gravel
- Sweeping of paved trails
- Removal of exotic invasive plants
- Reporting of safety hazards, illegal dumping, injured or dead animals, storm damage, and other issues
- An example Adopt-a-Trail form is included in the Appendix of this report.

TRAIL AMBASSADOR PROGRAMS

Trail Ambassadors differ from those who participate in Adopt-a-Trail services. Ambassadors are an additional set of eyes and ears on the trail. They promote goodwill, help trail users with minor needs (such as directions) and promote safety and authorized use of the trail. Ambassadors often work

in pairs and are usually given clothing to signify their status. Ambassadors are typically volunteers who provide services to an entire trail corridor. Some communities may deputize Ambassadors and provide them with telecommunications equipment. Ambassadors are skilled in first aid, they are very knowledgeable about the trail and location of services and facilities, and they are also knowledgeable about natural and cultural resources. As with Adopt-a-Trail programs, Trail Ambassadors will undergo orientation and training. This training should include Diversity, Equity and Inclusion (DEI) training to prevent biases while volunteering. They are asked to work specific dates and times. Some local governments will ask that they sign waiver of liability forms. Often times, Ambassadors make use of a bike to complete their service. An example Trail Ambassador program is included in the Appendix of this report.

TRAIL WATCH PROGRAM

A Trail Watch program for the trail will help to promote safety and appropriate trail use by providing information and assistance to all trail users. Trail Watch Volunteers observe and document safety issues requiring attention, serve as a positive presence on the trail and would assist the local governments and law enforcement agencies with keeping the trail safe and well maintained.

FUNDING FOR O&M

Several types of funding sources can be identified and it is likely that a combination will offer the best solution. Following are potential funding sources:

- Budget Allocation Commitments
- Partnerships
- Dedicated Tax
- Creating an Endowment
- Earned Income and User Fees
- Outside Funding Sources
- In-Kind Services

BUDGET ALLOCATIONS

These funds come directly from annual budget allocations by the respective municipalities and regional partners. Typically, this is the most reliable revenue source for project management, operations, and maintenance. This is the most common and likely source of O&M funding. Note that on most projects around the nation, private donors or other potential partners will want to see a strong long-term public commitment to management as a condition of awarding grants for capital trail improvements and management programs.

PARTNERSHIPS

Some the elements of the program serve multiple public and private benefits including access for floodway and stream bank upkeep, promotion of local businesses, utility access, school facilities, road maintenance, and enhancement of adjacent private properties. This may provide a number of opportunities for task sharing and cost sharing among the various beneficiaries. These options should be vigorously and creatively explored. In addition, area businesses may have a vested interest in sponsoring and participating in trail maintenance along segments of the corridor.

DEDICATED TAX

A number of communities have specific dedicated tax programs in place such as open space sales tax or special districts with property tax based funding. To implement such a program, it will be important to have a specific visionary plan in place and build broad-based public support and partnerships

with park, recreation, and open space advocacy groups. Pursuing this process should begin with an examination of the potential property, sales, lodging, and other potential tax bases.

For example, Johnson County Park and Recreation District in Shawnee Mission, KS raises approximately \$1 million annually through a mill levy with 50% going to construction and maintenance of trail and open space facilities. Jefferson County, CO passed a ½ cent Open Space Tax in the late 1970's. This tax generates over \$14 Million annual for acquisition and maintenance of open spaces, trails, and local park facilities. Voters in the St. Louis area approved a bi-state regional park district effort. They created the multi-county Metropolitan Park and Recreation District on the Missouri side and the Metro East District on the Illinois side. With a 1/10-cent sales tax allocation the two districts raise approximately \$10 million annually (\$9 million on Missouri side and \$1.5 million on the Illinois side). A portion of the funds will go toward building and maintaining an extensive regional trail and greenway system.

CREATING AN ENDOWMENT

An endowment is a set-aside account held strictly to generate revenue from investment earnings. The endowment could be held by a non-profit, such as the Florida Greenway and Trails Foundation. Funding of the endowment could come from a percent of capital grants and from an endowment campaign. The endowment could also be funded by bequests and deferred giving such as donations of present or future interests in stock or real estate. To have an effective impact the endowment should have several million dollars in its "corpus" (asset holdings). This endowment could be built up gradually in tandem with project development. Some private organizations, such as the Yakima River trail system Foundation in Washington State, earn funds through bingo and special events.

EARNED INCOME AND USER FEES

This is a revenue stream created by the use of the amenities such as a user permit for trails and open space facilities. This might be an annual pass that can be purchased online or at grocery stores, community centers, etc. Cannon Falls, MN raises funds through a "Wheel Pass" program where users

18 and older must purchase a user permit providing funds for trails maintenance. Another community near Saratoga, NY, a \$35/year membership fee subsidizes trail maintenance. In an option would be leasing trail rights-of-way for fiber-optic and other utility corridors. The Niagara River Trail (Canadian side) and the W&OD Trail Corridor in Virginia (Northern Virginia Regional Park Authority) receive several hundred thousand dollars annually in lease revenue for telecommunications cable license fees.

In most cases, however, earned income revenue streams are not likely to fund more than a fraction of the total management costs, though the fraction could be substantial. Note that these programs have an administrative cost. Furthermore, it is also important to avoid compromising or commercializing the quality of the trail.

OUTSIDE FUNDING SOURCES

Outside contributions include outside public and private sector grants that can be applied toward management including routine and remedial maintenance. Presently the Federal ARRA "Stimulus" program has funded trail replacement projects in a number of locations, though availability of such programs in the future are hard to predict. Private contributors might help fund seasonal youth "trail ranger" programs or purchase equipment such as a sweeper. Creation of a trail advocacy/land conservancy non-profit might offer a way to raise money through "membership" donations. Note that, with the exception of remedial projects, generally, private donors are not interested in funding operations and maintenance. Many forms of outside funding may be unpredictable year after year and therefore is "uncontrollable income."

IN-KIND SERVICES

Management services might be supported and enhanced by available non-cash resources such as volunteers, youth, student labor, user groups (such as cyclist associations), correctional services, and seniors. In-kind support may also include donations of materials and equipment. Groups may be encouraged to "adopt" a park or a trail and hold annual fundraisers. The corridor might also be eligible for youth programs such as AmeriCorps.

Note, however, that volunteer and in-kind participation will likely meet only a fraction of the operations and maintenance needs and funding of these programs may be sporadic. The management program will still need a base of trained professionals and proper equipment. These programs require staff time to coordinate.

Volunteers offer a cost-effective method for maintaining certain aspects of the trail. For example, local Eagle Scouts can work with local government staff to build or repair bridges and help with other small construction projects. The Federal Volunteer Protection Act of 1997 protects the volunteer worker. This act protects volunteers of nonprofit organizations or governmental entities. The Act states that such volunteers are not liable for harm caused by their acts of commission or omission provided the acts are in good faith.

TRAIL PROGRAMMING

A trail is an ideal landscape for programming and hosting of events. Some of these events can generate additional revenue for local governments to help offset the costs associated with operation, maintenance, and management of the trail. The trail can also serve as an outdoor classroom where the young and the elderly alike can learn about the wonders of nature and visit important cultural landscapes that are part of our community. Local governments can work with schools such as Bonita Springs Charter School, Estero High School, Island Park High School among others, colleges and universities such as, Florida Gulf Coast University, organizations, and groups on a case-by-case basis, to make the trail areas available for ecological and environmental study. Typically, a local government will review and approve curricula and programs that include access and use of trail to ensure that these programs are compatible with other non-programmed uses.

PERFORMANCE EVALUATION

Once the trail is opened for public use, the lead agency should work with local governments such as the Village of Estero and the City of Bonita Springs to evaluate its use and performance and safety. For example, if transportation funds were used, how effective is the trail segment at providing alternatives to the use of cars for a specific trip? If environmental

education was a primary emphasis of a particular segment, how effective has the segment been in serving the educational needs of school groups? Evaluations can be completed starting within one year of the official public opening of a given segment.

LOCAL JURISDICTION INTERVIEWS

OVERVIEW

There are numerous governance structures often used for managing and maintaining multi-use paths across the United States. They include single governmental organizations such as state or local agencies, multi-agency collaborations such as cooperative arrangements or commissions, or new entities such as joint powers authorities or special districts. In some cases, nonprofit organizations are responsible for path operations and maintenance.

The Lee County Rail Trail will exist within a multi-jurisdictional landscape, and will require a governance structure capable of coordinating among several stakeholders, including local governments, nonprofit organizations, and the public. Key to the smooth management of the Lee County Rail Trail is an understanding of the level of available resources and commitment of local governments to maintain and operate the trail as a public facility.

STAFF INTERVIEWS

Staff from Lee County, Village of Estero, and City of Bonita Springs were interviewed by the planning team to discuss existing maintenance and operation structures in their communities as well as future capacity to take on more inventory. Expectedly, the size of each municipality is contingent on the availability of resources. Some government agencies can contribute available staff resources to support maintenance; others provide monetary resources and contract the labor required to manage segments of trail within their respective jurisdictions. Topics of discussion included routine and remedial maintenance responsibilities for the trail; safety and emergency response, and patrolling.

A summary of discussion points is listed below:

Controlling Access

Once the rail corridor is acquired, either through purchase of an easement or through railbanking, it becomes public right-of-way. Roadway crossings at the former rail corridor are also public rights-of-way so it will be challenging to control or limit access along the adjacent properties at these areas, should control be desired. Fencing, grade-separated crossings, and vegetation were discussed as potential buffers or barriers where there are proximate single-family homes.

Public Safety

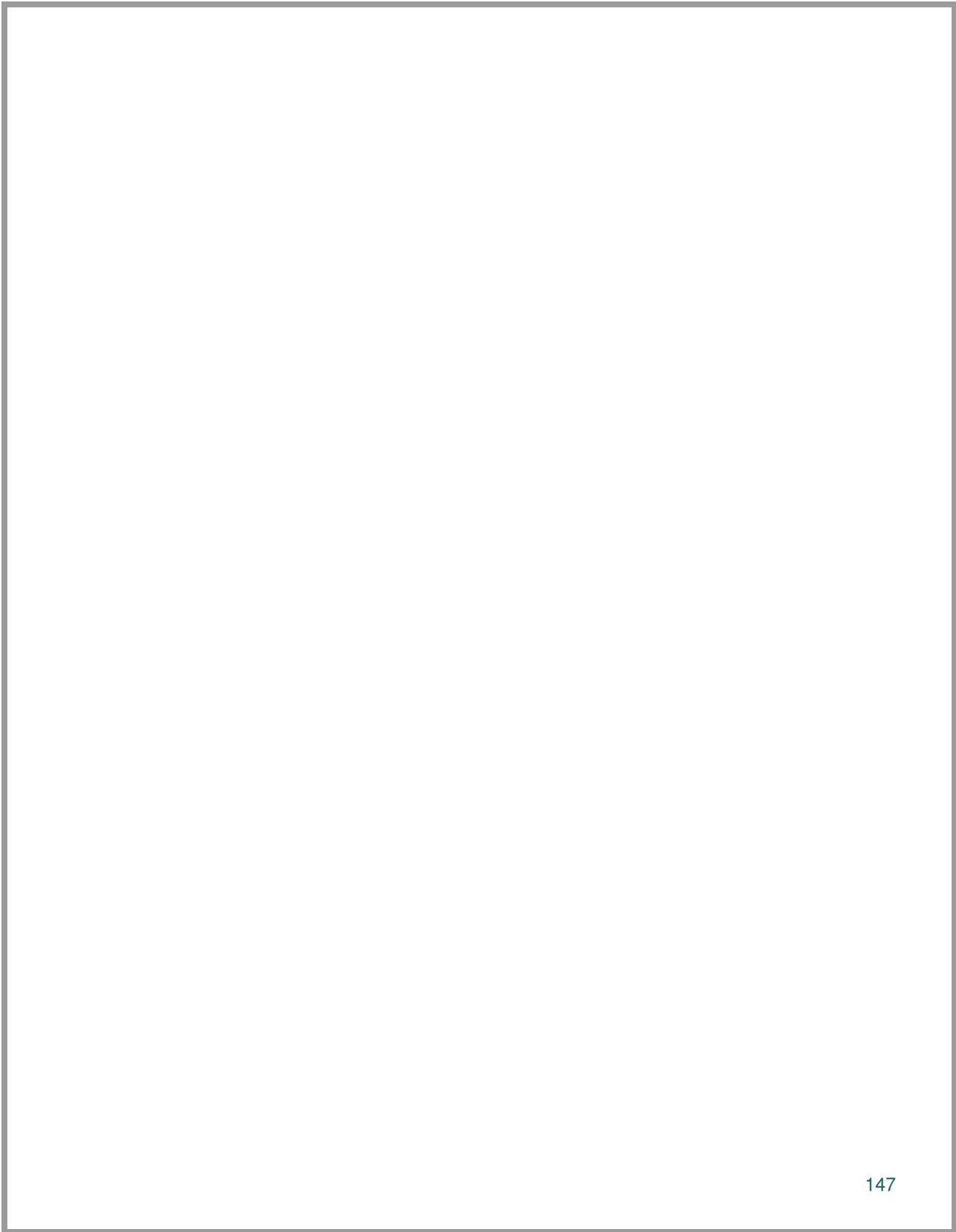
Lee County is the prevailing authority for public safety in the study area, and provides community policing for the local governments. The County Sheriff's office will be responsible for emergency and incident response. This structure will continue once the trail is built.

Maintenance Expectations

Routine and remedial maintenance duties are understood by all those interviewed for the trail. There was some concern regarding areas adjacent to the trail easement or maintenance easement. Future maintenance agreements will need to be clarity on private/public boundaries and level of service since local governments do not have the resources or capacity to maintain areas adjacent to the trail, even those that have been improved as part of the trail project. Introducing a project of this scale would require Lee County to hire at least two additional maintenance staff. The expectation would be that in areas of Bonita Springs and Estero, those communities would provide cost contribution to offset maintenance demands. Mowing and other landscape maintenance would be contracted out to a private service.

Special Considerations

Other items to be considered during trail management include homeless encampments. While not pervasive along the corridor, it has been observed. Alligators during mating season can also be a safety issue along canals.



Lee MPO Rail-Trail Feasibility Study



STUDY PURPOSE

Purpose

- To study the feasibility of a rail-trail within or near the Seminole Gulf Railway (SGL) corridor
- To meet the requirements of the Florida Shared-Use Nonmotorized (SUN) Trail Network Program
- To maintain eligibility for SUN Trail funding
- Recommend a Preferred Alternative(s) using:
 - Technical analysis
 - Public and stakeholder input

Key Study Terms

- Rail-to-Trail: Rail corridor converted to a multi-use trail
- Alignment: The location and type of project within a corridor
- Alternative: The corridor and alignment under study

STUDY TEAM

Consultant Team



Government Partners



ABOUT RAIL-TO-TRAILS

U.S.



1965

Elroy-Sparta State Trail opened,
the first in the U.S.

2,270

Number of completed
rail-to-trail projects in the U.S.

FLORIDA



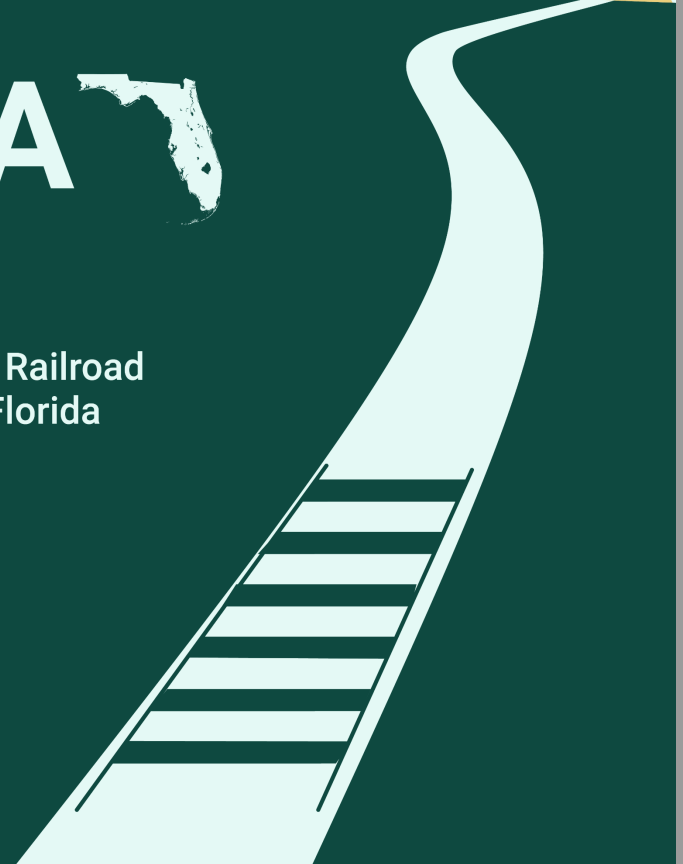
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Tallahassee-St. Marks Historic Railroad
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Number of completed
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Source: Rails to Trails Conservancy as of 2021



LEGACY TRAIL, FLORIDA

Trail Timeline:

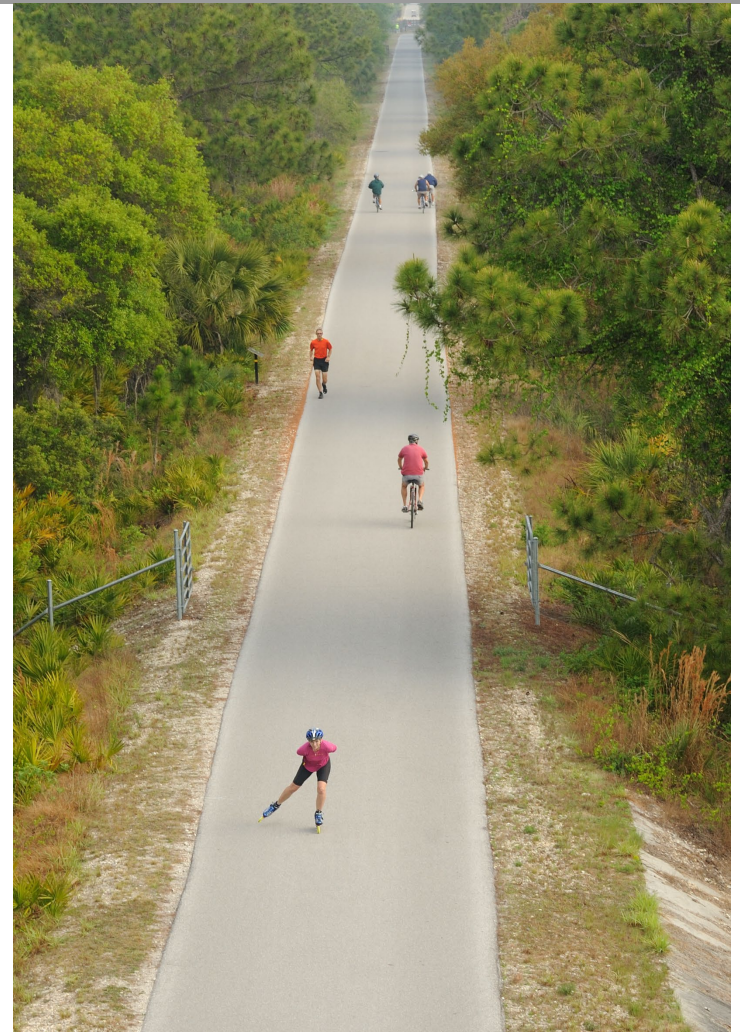
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- 2004: Sarasota County purchases corridor
- 2008: Trail opens
- 2017: Voters approve funding for extension

Trail Length:

- ~18.5 miles
 - Fruitville Road (north)
 - Venice Train Depot (south)
- Connects to a wider trail network

Trail Demand:

- ~475K people used the trail in 2021
- ~305K as of April 2022



Legacy Trail, Florida

STUDY AREA

Boundaries:

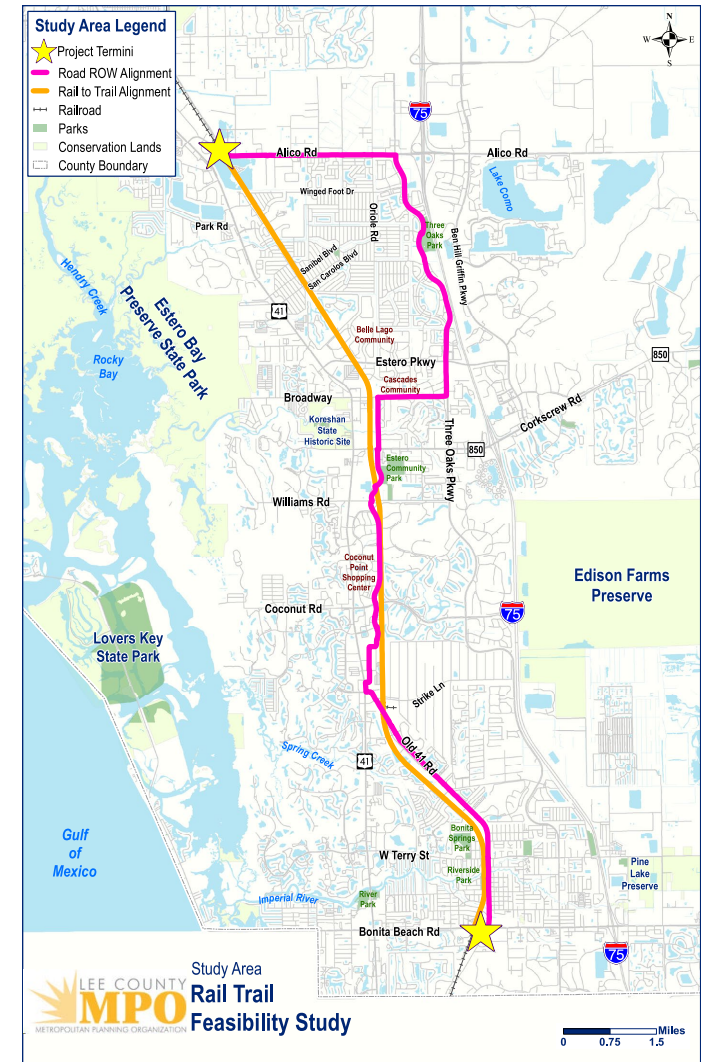
- Alico Road (north) and Bonita Beach Road (south)
- I-75 (east) and US 41 (west)

Collier County Segment:

- Extends 1.5-miles into Collier County
- Not evaluated for this study

Future Study:

- Explore connection to:
 - Paradise Coast Trail
 - ✓ Via Old US 41: Widening includes shared-use path on west side of the road and bike lanes
 - SUN Trail Network
 - ✓ Via Rail Corridor and Veterans Memorial Boulevard Extension
 - ✓ Via Imperial Boulevard/Livingston
 - ✓ Via Old 41 as part of 4-lane widening



STUDY SCHEDULE

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STUDY METHODOLOGY

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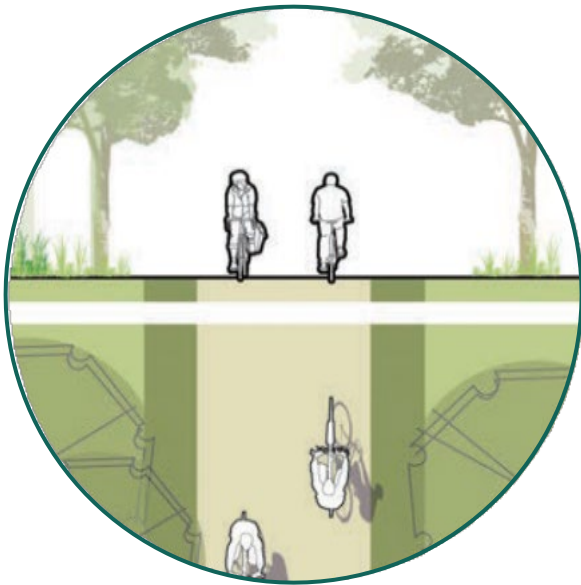
- Evaluated 7 alternatives
- Used the following evaluation criteria:
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 2. Available ROW
 3. User Experience
 4. Development Challenges



SCREEN 2 ANALYSIS

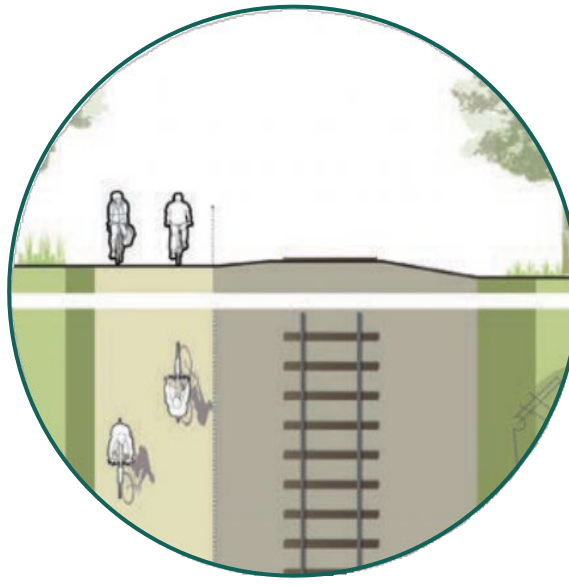
- Evaluated 3 alternatives
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 2. Project Readiness
 3. Service
 4. User Experience

ALTERNATIVES



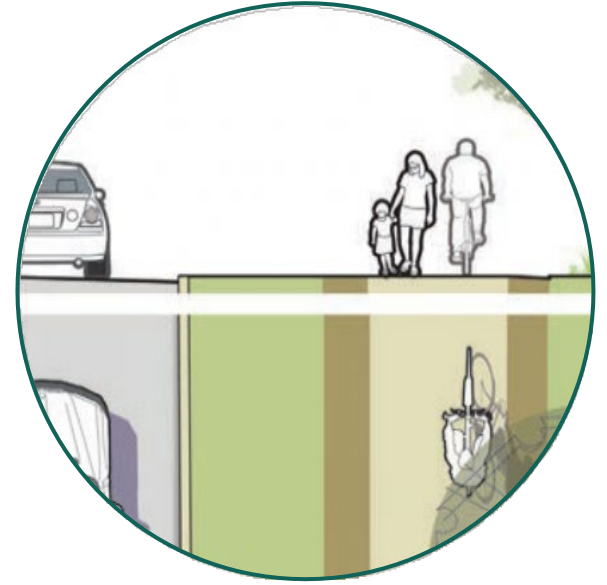
Alternative 1

Rail-to-trail alignment
within the SGL corridor



Alternative 2

A rail-with-trail alignment
within the SGL corridor



Alternative 3

A trail alignment within the
road right-of-way (ROW)

FEASIBILITY STUDY PROGRESS



The Delaware and Lehigh National Heritage Trail in Lehigh, Pennsylvania

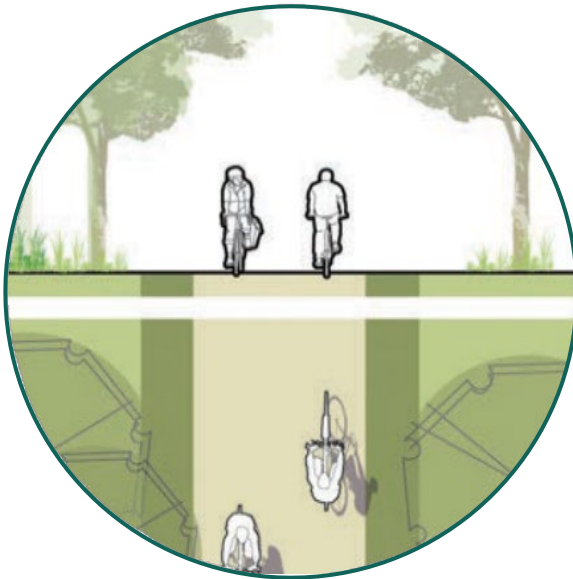
Tasks that are In Progress:

- Documentation/Tech Memos
- Public Presentations
- Monthly Progress Meetings
 - MPO and Municipal Staff

Completed Tasks:

- Bridge Inventory Analysis
- Environmental Assessment
- Kickoff meeting (April 6)
- Data collection and Mapping
- Utilities Inventory
- Roadway Crossing Inventory
- Alternatives Evaluated
- Briefing Report

ALTERNATIVE #1: RAIL-TO-TRAIL



A Rail-to-Trail is a multiuse path that is converted to a trail from an inactive rail line.



The Michigan Airline Trail in Wixom, Michigan

ALTERNATIVE #1: RAIL-TO-TRAIL

Planning Level Construction Costs:

- \$4-6 Million per mile

Right-of-way:

- Requires agreement with railroad for fee simple purchase

Road-Trail Crossings:

- 20

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)



ALTERNATIVE #1: RAIL-TO-TRAIL



Connectivity



Project Readiness



Service



User Experience

OPPORTUNITIES

- Creates connections to local businesses, parks, schools, and other civic spaces
- Could use existing bridges
- Provides equal access opportunities to residents from both the east and west side of the corridor
- Creates more of a linear park opportunity and is a low-stress facility completely separate from the roadway

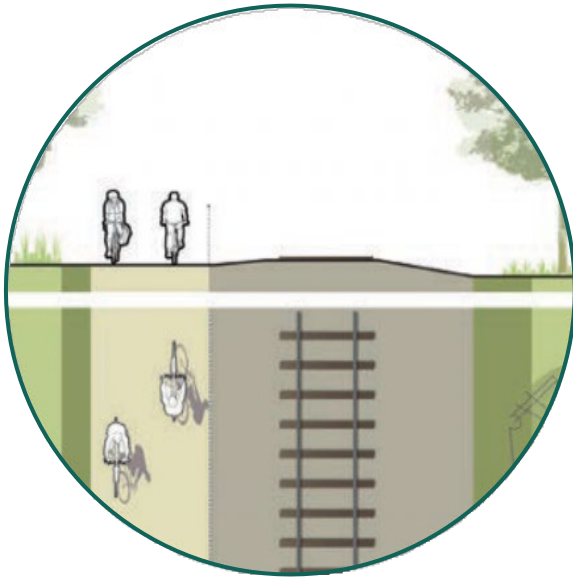
CHALLENGES

- May require relocation of utilities and retrofit of existing bridges.
- Will require agreement with railroad for fee simple purchase of right-of-way
- Estero Parkway, Corkscrew Road, and Coconut Road are potential locations for overpass crossings

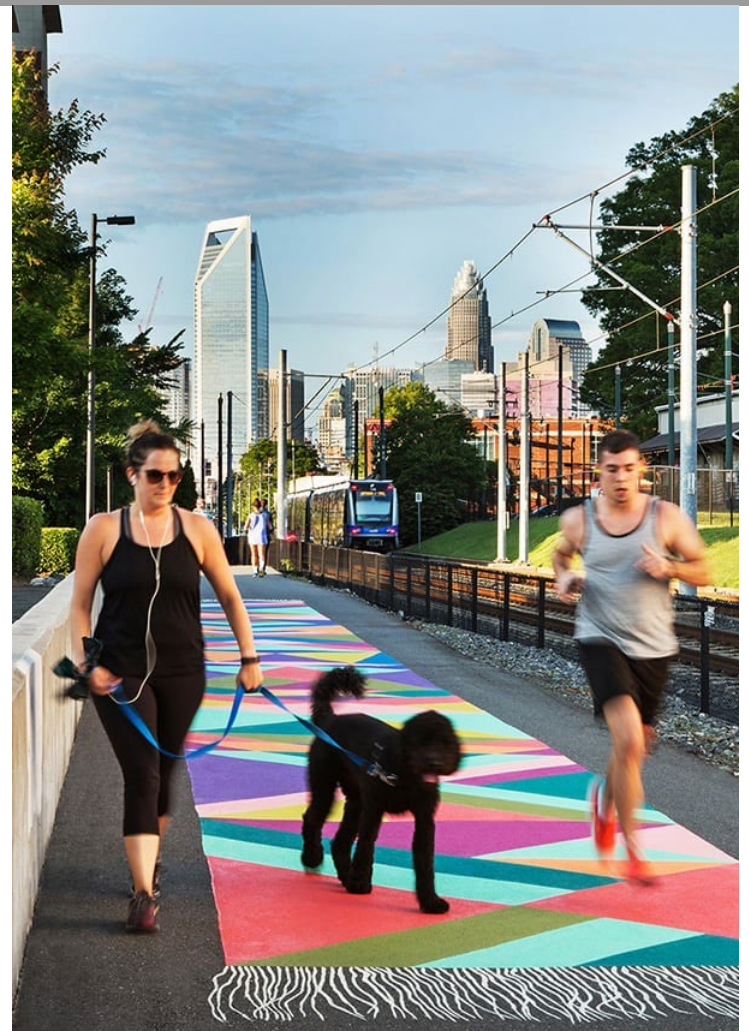


West Fork Trail in West Virginia

ALTERNATIVE #2: RAIL-WITH-TRAIL



A Rail-with-Trail alignment is parallel to the rail line. The path would be built within the railroad right-of-way on one side of the rail line. This allows the rail to continue to be operational.



A Rail-with-Trail in Charlotte, NC

ALTERNATIVE #2: RAIL-WITH-TRAIL

Planning Level Construction Costs:

- \$7-10 Million per mile

Right-of-way:

- Requires agreement with railroad for fee simple purchase or lease* with SGLR for partial corridor

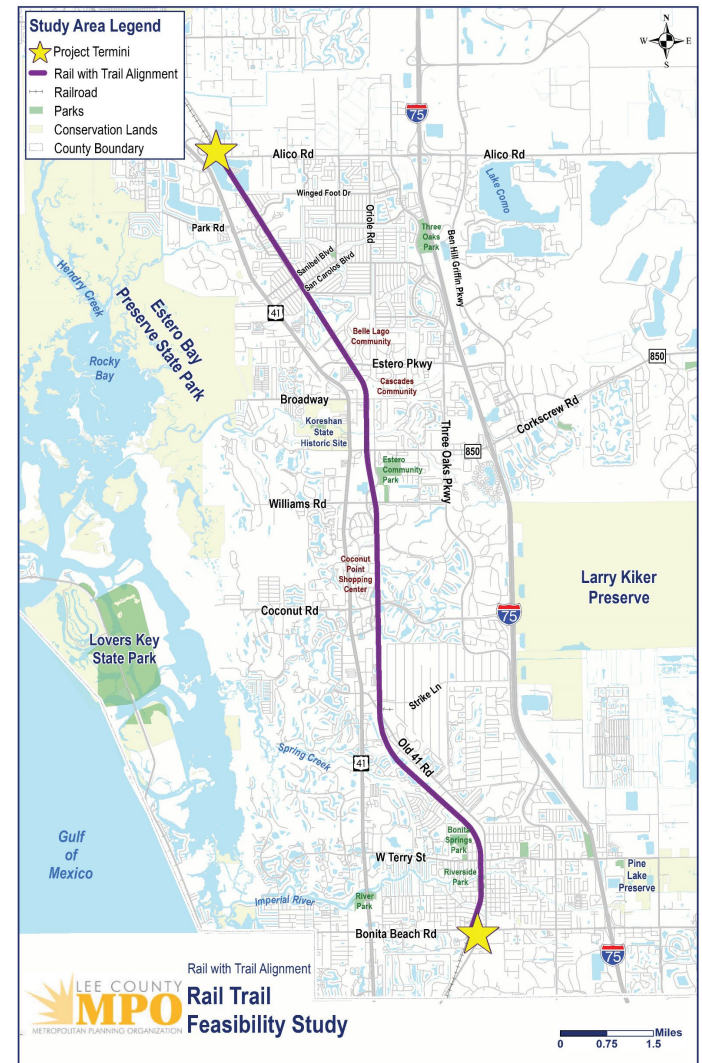
Road-Trail Crossings:

- 20

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)

*With lease option, Alternative #2 capital improvements will not be eligible for SUN Trail funding



ALTERNATIVE #2: RAIL-WITH-TRAIL



Connectivity



Project Readiness



Service



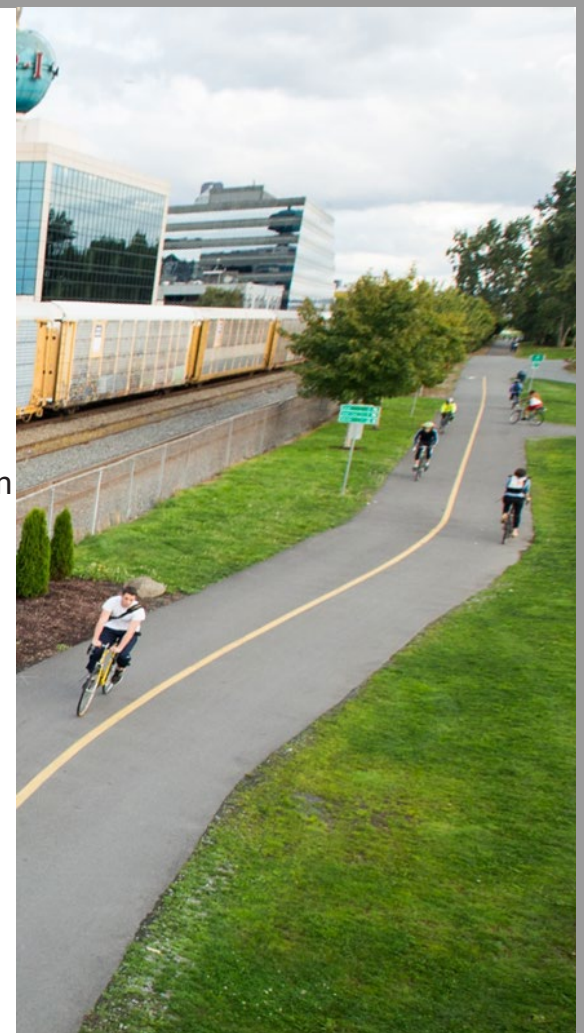
User Experience

OPPORTUNITIES

- Is a low-stress facility because it would be separate from the road

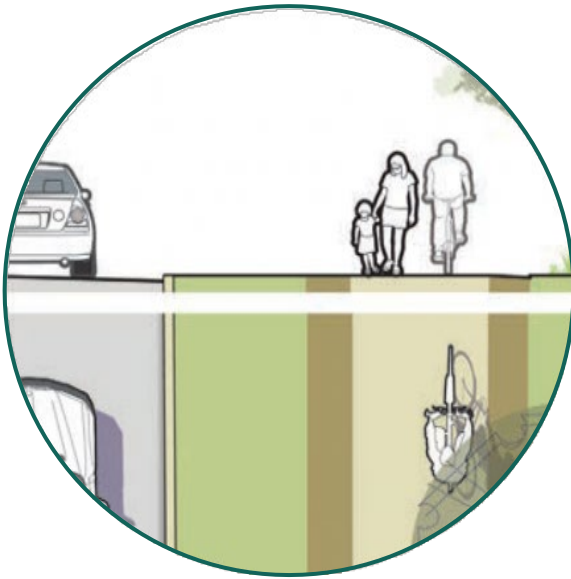
CHALLENGES

- Requires selection of east or west side of the rail, which will limit connectivity to secondary access points
- May require utility relocation, new bridges, and modification to stormwater features.
- May require pedestrian overpasses at Estero Parkway, Corkscrew Road, and Coconut Road.
- May require purchase of partial rail corridor or a lease with Seminole Gulf Rair
- Because of the rail line, it will not be accessible from all directions



A rail-with-trail in Cambridge, MA

ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD



A trail alignment that runs parallel to the road within the road's ROW. Also named sidepath, they require ample space between the road and path for people to comfortably and safely use it.



A trail adjacent to the roadway in Fort Myers Beach, FL

ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD

Planning Level Construction Costs:

- \$13-18 Million per mile

Right-of-way:

- Cannot be built entirely within existing roadway ROW
- Will require acquisition of property

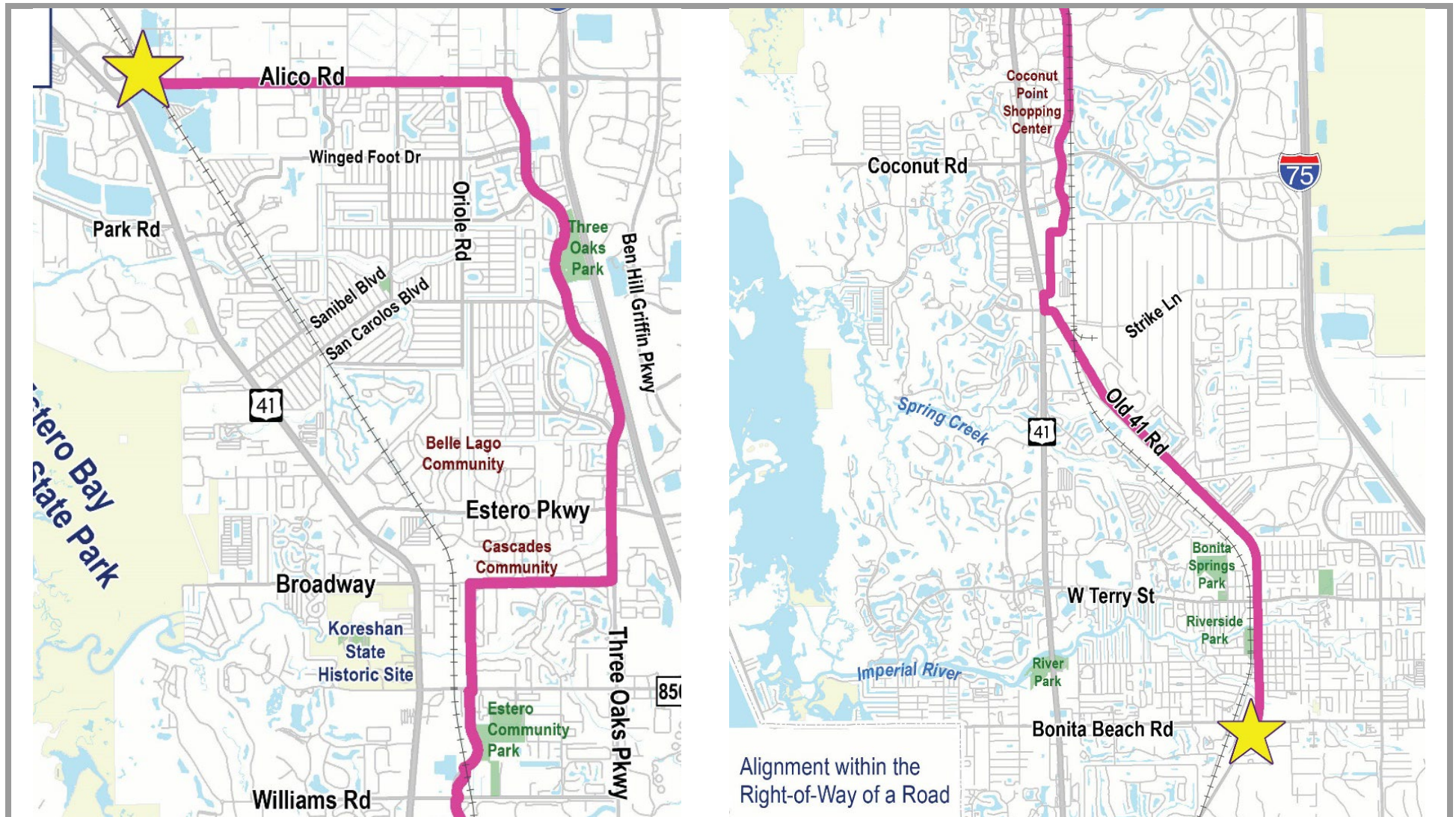
Road-Trail Crossings:

- 96 (includes roadway/ driveway crossings)

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility throughout the corridor





ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD



Connectivity



Project Readiness



Service



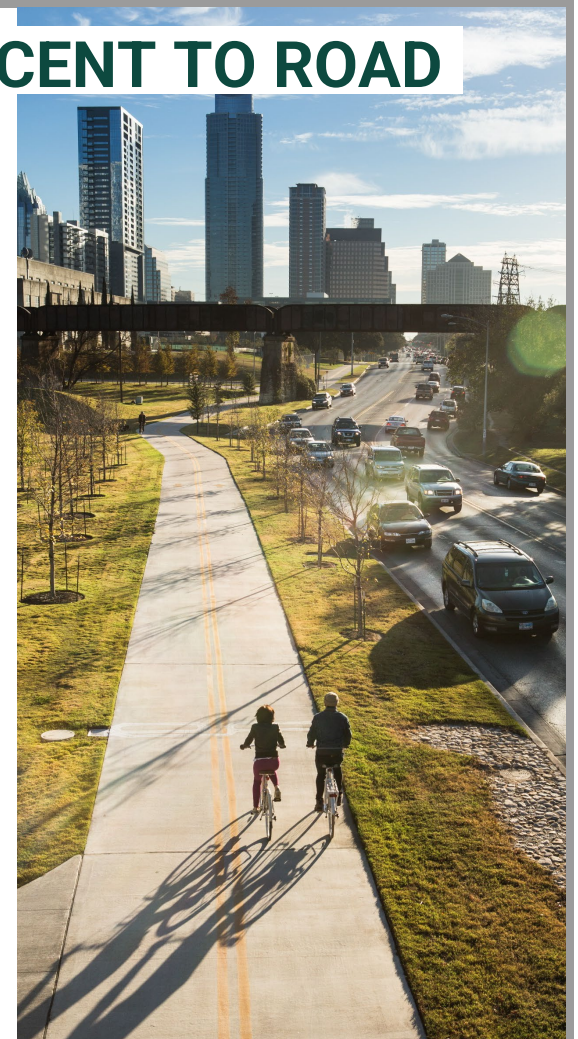
User Experience

OPPORTUNITIES

- Portions ready for construction (e.g., Sandy Lane shared-use path; Broadway East to Three Oaks and/or Broadway North to Estero Parkway)
- This alignment is a low-stress facility separate from the roadway

CHALLENGES

- Does not directly connect to the existing SUN Trail Network because the it is farther from US 41 and closer to I-75
- Requires purchase of ROW
- Requires new bicycle and pedestrian bridges, and upgrades to 96 crossings.
- Does not provide as much accessibility
- Is a high stress facility next to high-volume multi-lane road, with many driveway and roadway crossings



A trail adjacent to the road in Austin, TX



Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

- Project Stakeholder Meetings
- Lee MPO Rail Trail Feasibility Study Coordinating Meeting
- Project Website
 - <http://leecollierrailtrail.com/>
 - About the study – 3 Alternatives and Schedule
 - Public Meeting Materials
 - Comment Form
 - Contact Us
- Public Meeting
- Lee MPO Rail Trail Feasibility Study Coordination Meeting



Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

Public Meeting

The Lee County MPO held a public meeting on June 2, 2022, at the Estero Recreation Center for the Rail Trail Feasibility Study. The project representatives were in attendance to answer questions and discuss the study. There was a Presentation about the study, followed by a Q&A session.

Public Meeting Summary

- The public, elected officials, local agencies, stakeholders and interested parties were invited by a **Newsletter** via email.
- Meeting **Advertised** in the News-Press and **Media Release** sent out to local media.
- A total of **117 attendees** including members of the public, elected officials, City of Bonita Springs, The Village of Estero, Lee MPO, Collier MPO, and the project team.
- A **meeting handout** and **comment form** was provided upon arrival.
- **Displays of the Study** were available for review and comment.
- Received over **60 comments** during the meeting.
- Article by BikeWalkLee displayed in The News-Press Go Coastal Section.





Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

Public Comment

The public was asked to provide input on three alternatives for a north/south public multi-use trail through south Lee County and into north Collier County. The study team will use public input to help select a Preferred Alternative(s) to advance to the next project phase.

Comment Summary

As of September 21, there has been a total of **731 comments** received. The comment period ends October 31, 2022.

- **69 comments** received at the June 2, public meeting or mailed in
- **23 comments** received by email
- **67 comments** received through the website
- **572 comments** received through the survey form

Alternative #3 – Trail Alignment Adjacent to Road: A trail alignment that runs parallel to the road within the existing ROW. This alignment, sometimes called a side-path, requires ample space between the road the path for people to comfortably and safely use it.

Alternative Chosen	
Alternative #1 – Rail to Trail	180
Alternative #2 – Rail with Trail	26
Alternative #3 – Trail Alignment Adjacent to Road	427
Alternative #1 or #2	20
N/A	78

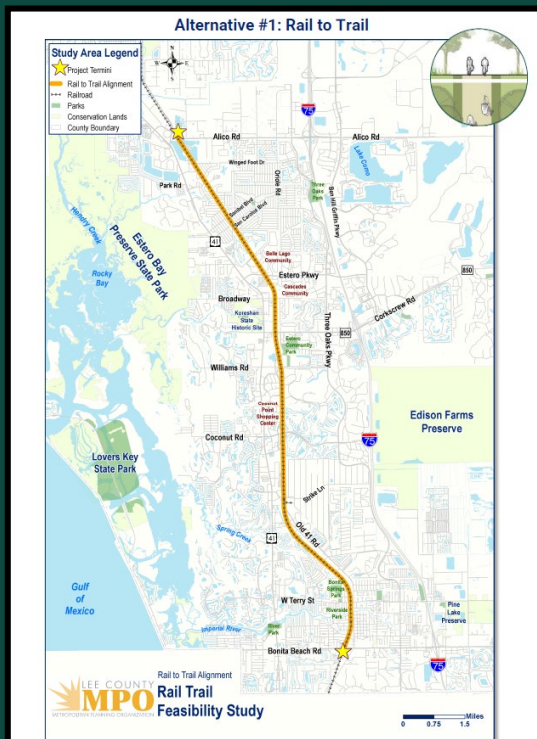


Rail Trail Feasibility Study

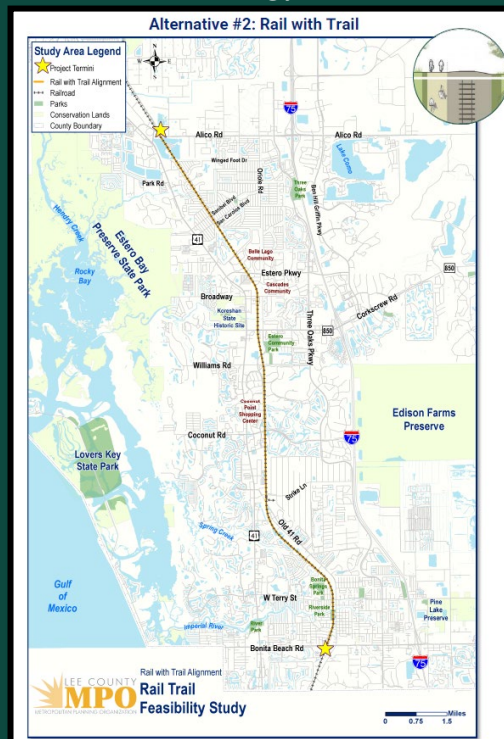
PUBLIC INVOLVEMENT

Rankings of the *Alternatives*

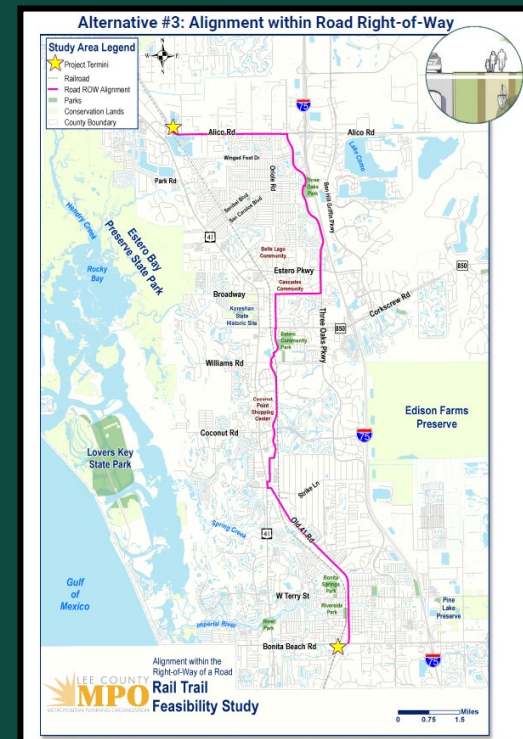
74%



23%



3%





Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

Public Meeting Photos





Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

Public Meeting Photos





Rail Trail Feasibility Study

PUBLIC INVOLVEMENT

Public Meeting Photos





Lee MPO Rail-Trail Feasibility Study

Estero Village Council Meeting | December 7, 2022



STUDY PURPOSE

Purpose

- To study the feasibility of a rail-trail within or near the Seminole Gulf Railway (SGL) corridor
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Consultant Team



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Elroy-Sparta State Trail opened,
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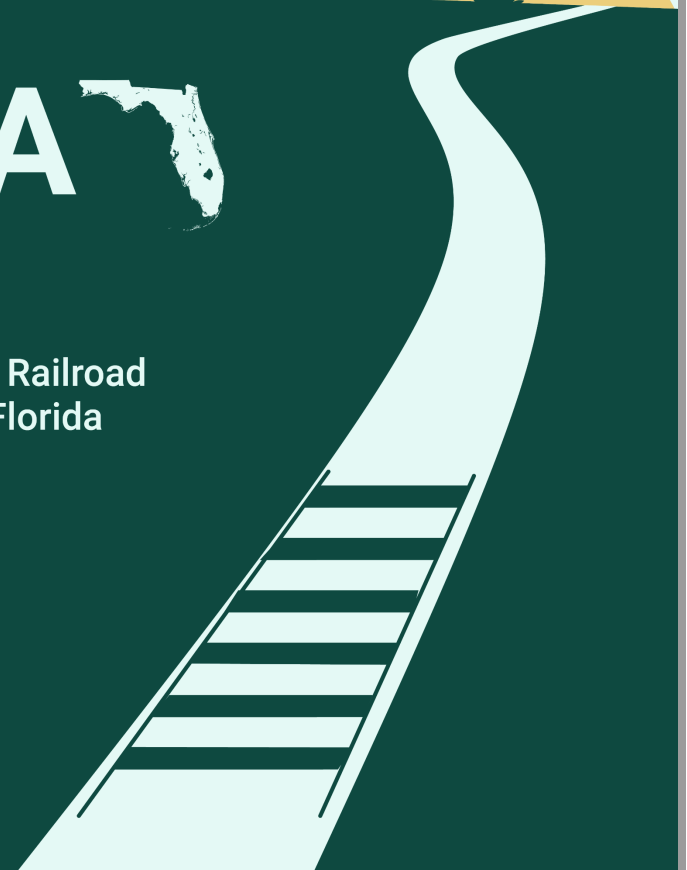
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LEGACY TRAIL, FLORIDA

Trail Timeline:

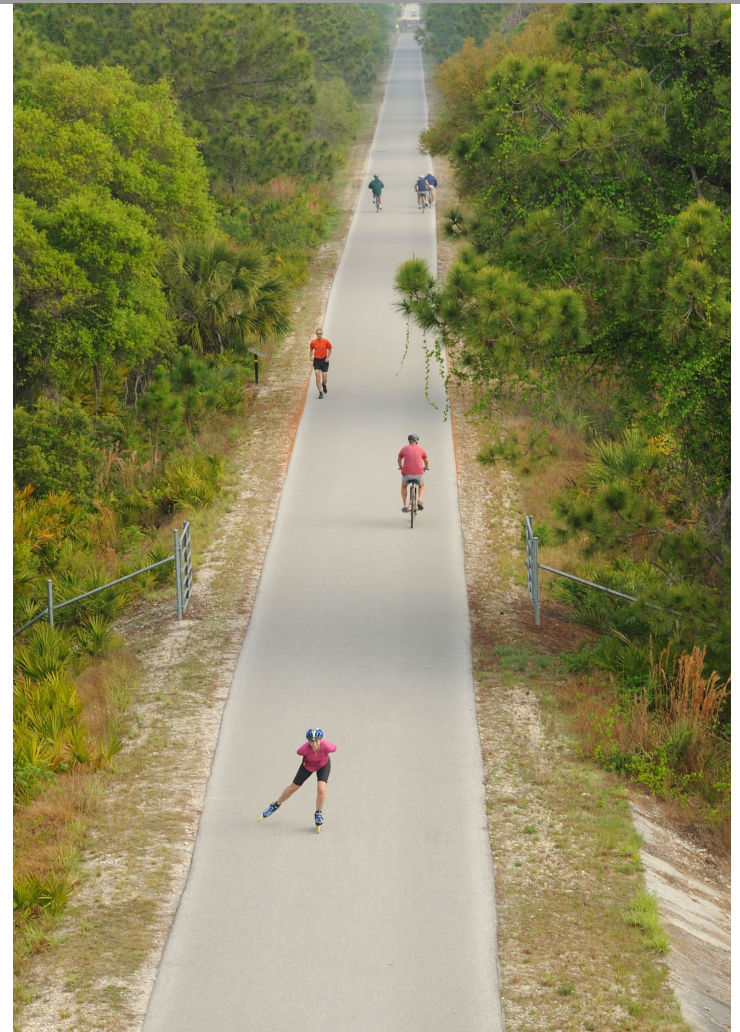
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- ~18.5 miles
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 - Venice Train Depot (south)
- Connects to a wider trail network

Trail Demand:

- ~475K people used the trail in 2021
- ~544K as of October 2022



Legacy Trail, Florida

STUDY AREA

Boundaries:

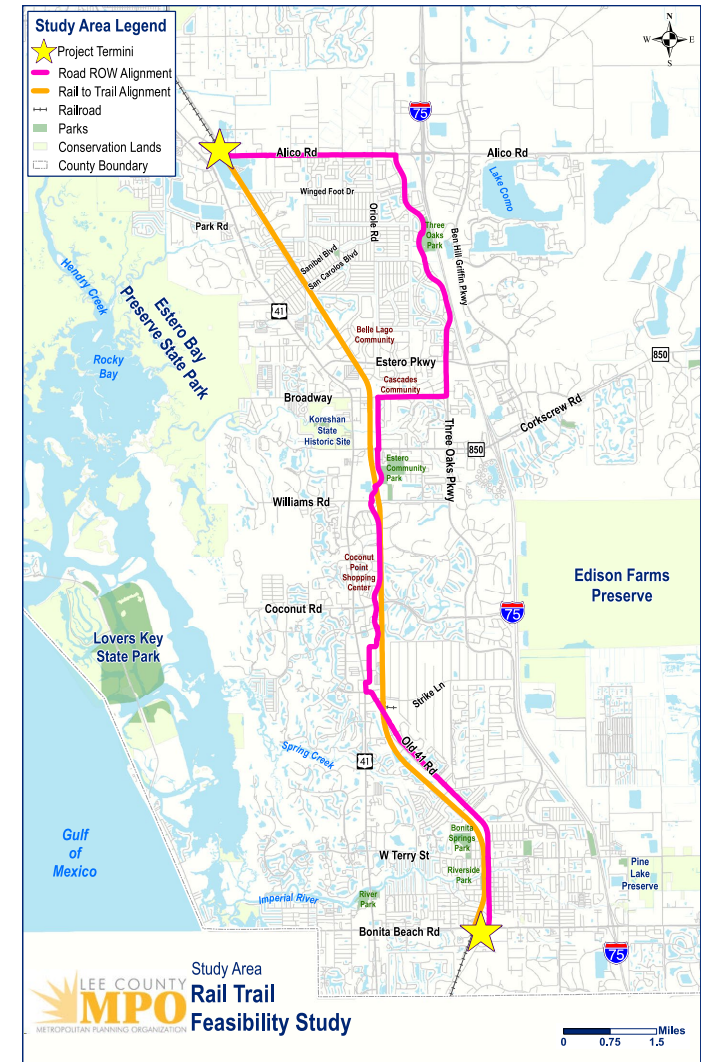
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STUDY METHODOLOGY

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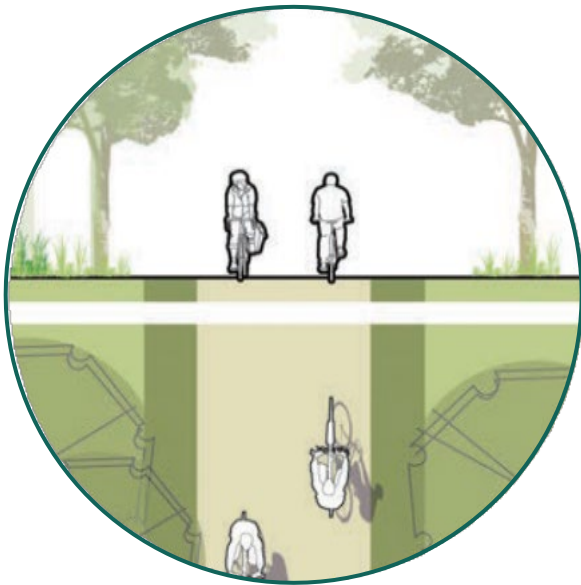
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SCREEN 2 ANALYSIS

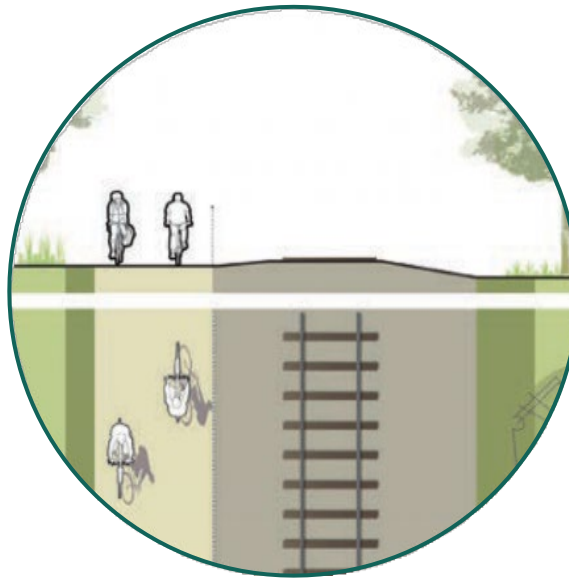
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ALTERNATIVES



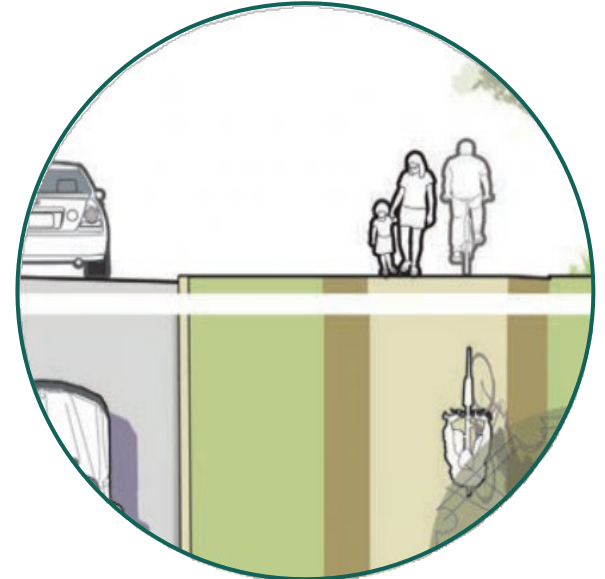
Alternative 1

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within the SGL corridor



Alternative 2

A rail-with-trail alignment
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Alternative 3

A trail alignment within the
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FEASIBILITY STUDY PROGRESS



The Delaware and Lehigh National Heritage Trail in Lehigh, Pennsylvania

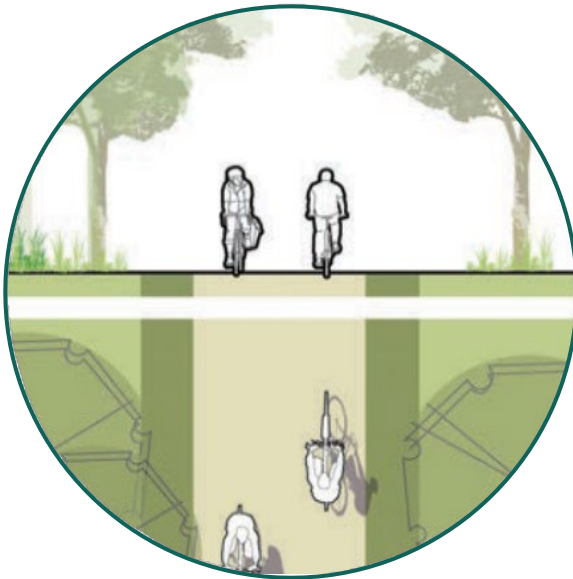
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- Environmental Assessment
- Kickoff meeting (April 6)
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Road-Trail Crossings:

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ALTERNATIVE #1: RAIL-TO-TRAIL



Connectivity



Project Readiness



Service



User Experience

OPPORTUNITIES

- Creates connections to local businesses, parks, schools, and other civic spaces
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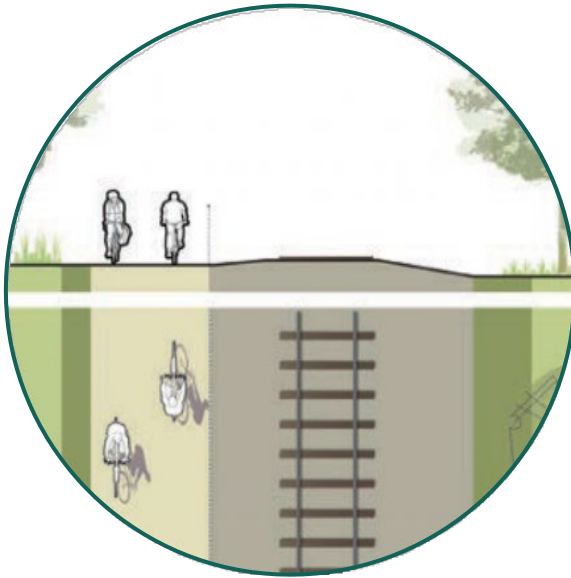
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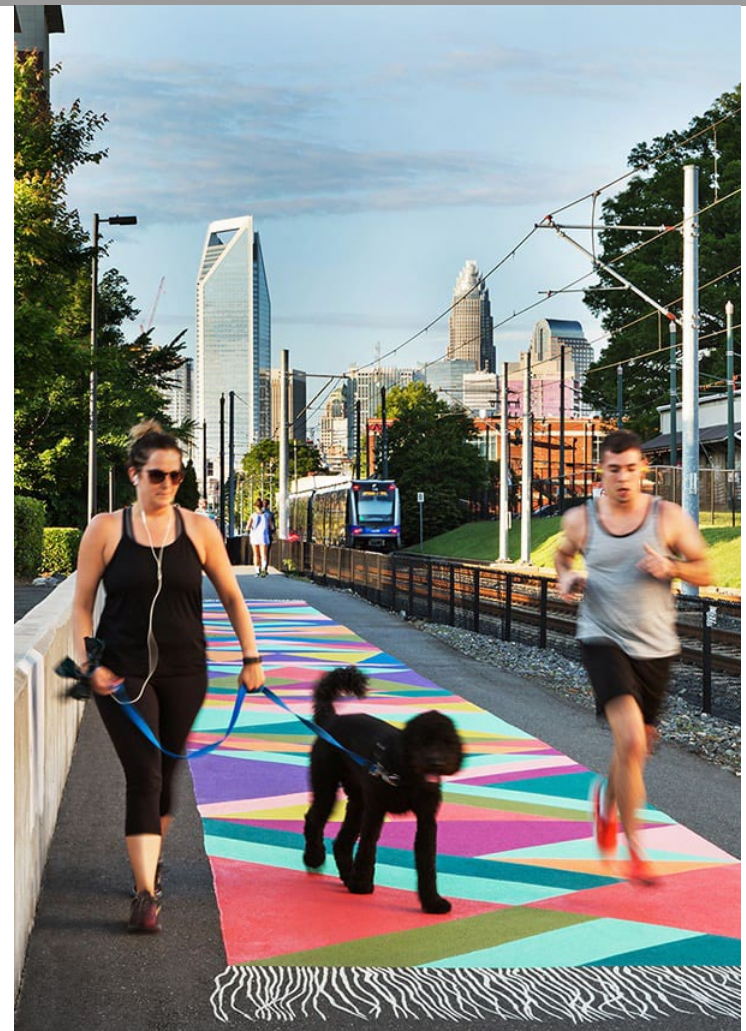


West Fork Trail in West Virginia

ALTERNATIVE #2: RAIL-WITH-TRAIL



A Rail-with-Trail alignment is parallel to the rail line. The path would be built within the railroad right-of-way on one side of the rail line. This allows the rail to continue to be operational.



A Rail-with-Trail in Charlotte, NC

ALTERNATIVE #2: RAIL-WITH-TRAIL

Planning Level Construction Costs:

- \$7-10 Million per mile

Right-of-way:

- Requires agreement with railroad for fee simple purchase or lease* with SGLR for partial corridor

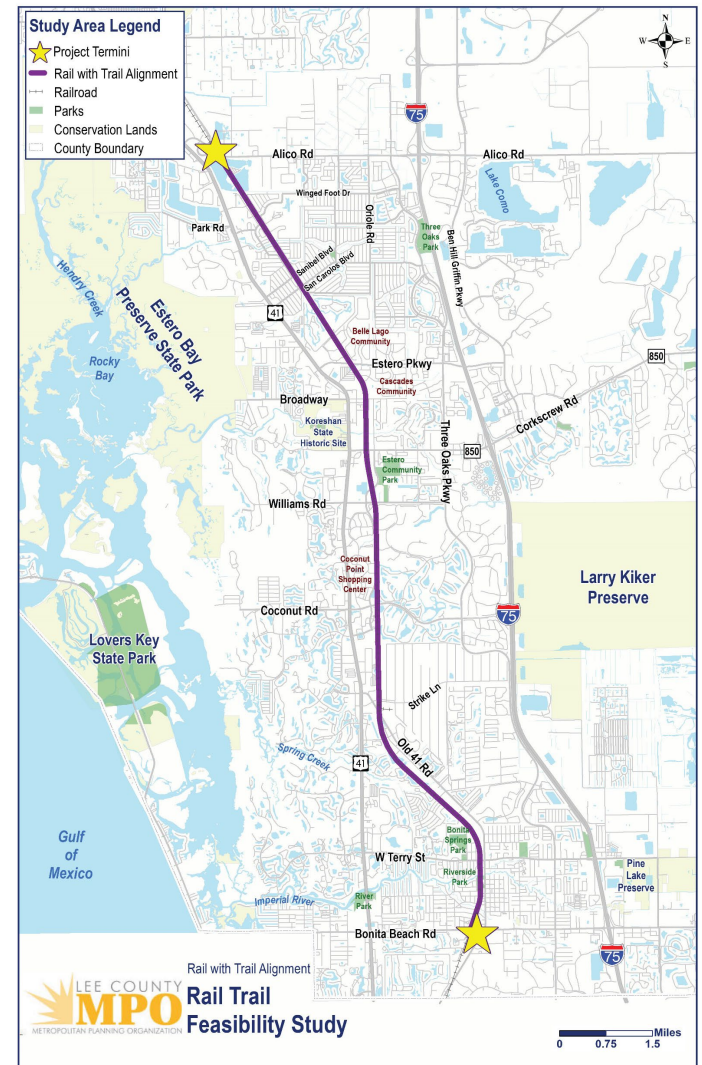
Road-Trail Crossings:

- 20

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)

*With lease option, Alternative #2 capital improvements will not be eligible for SUN Trail funding



ALTERNATIVE #2: RAIL-WITH-TRAIL



Connectivity



Project Readiness



Service



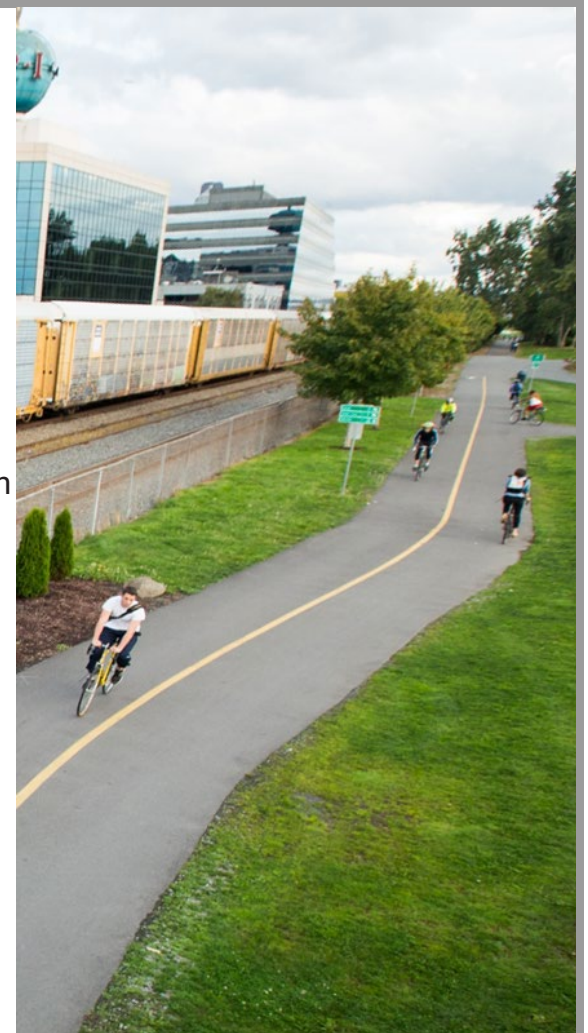
User Experience

OPPORTUNITIES

- Is a low-stress facility because it would be separate from the road

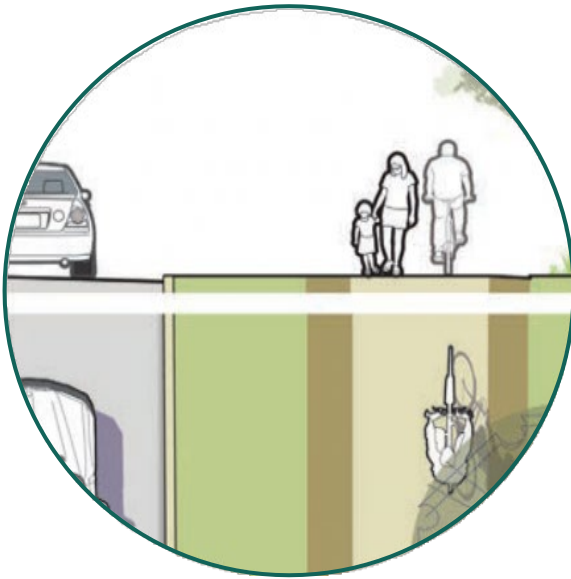
CHALLENGES

- Requires selection of east or west side of the rail, which will limit connectivity to secondary access points
- May require utility relocation, new bridges, and modification to stormwater features.
- May require pedestrian overpasses at Estero Parkway, Corkscrew Road, and Coconut Road.
- May require purchase of partial rail corridor or a lease with Seminole Gulf Rail
- Because of the rail line, it will not be accessible from all directions



A rail-with-trail in Cambridge, MA

ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD



A trail alignment that runs parallel to the road within the road's ROW. Also named sidepath, they require ample space between the road and path for people to comfortably and safely use it.



A trail adjacent to the roadway in St. Petersburg, FL

ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD

Planning Level Construction Costs:

- \$13-18 Million per mile

Right-of-way:

- Cannot be built entirely within existing roadway ROW
- Will require acquisition of property

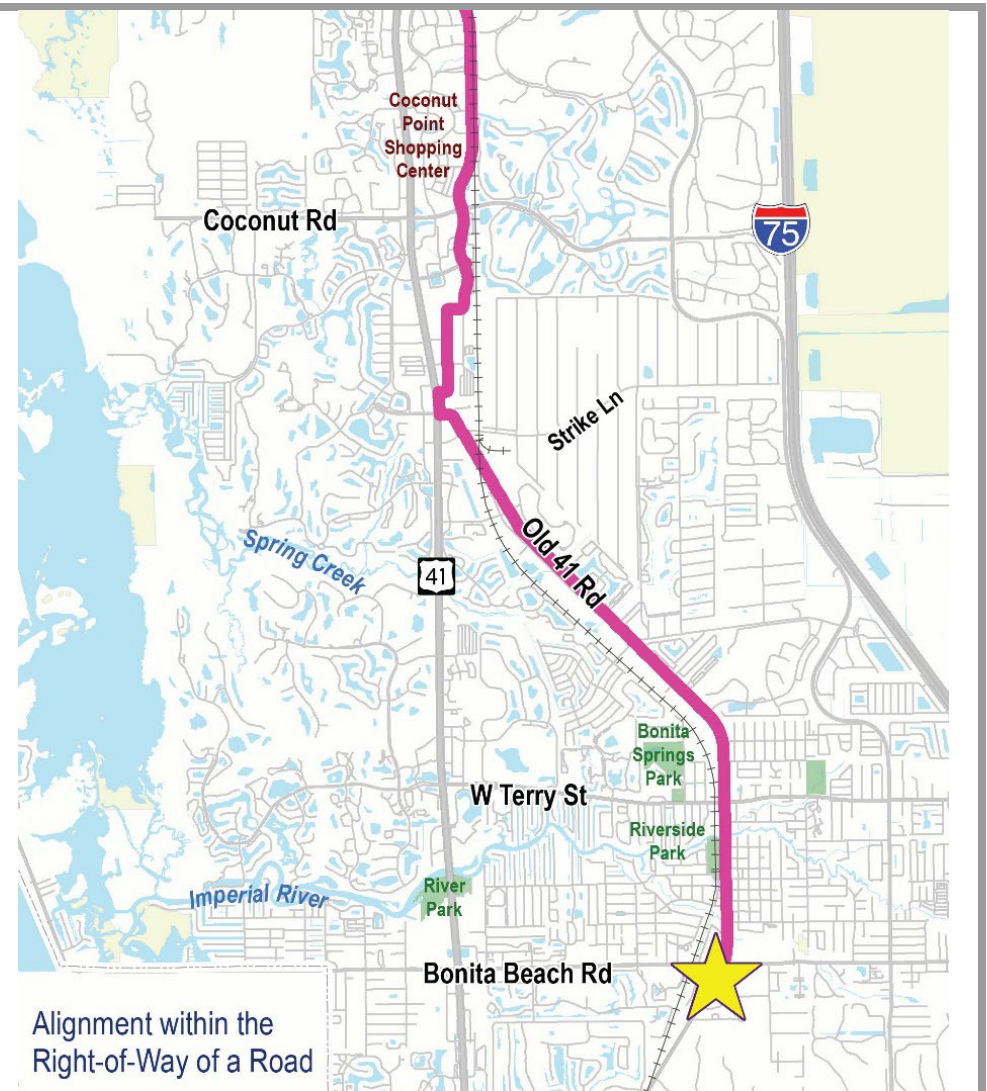
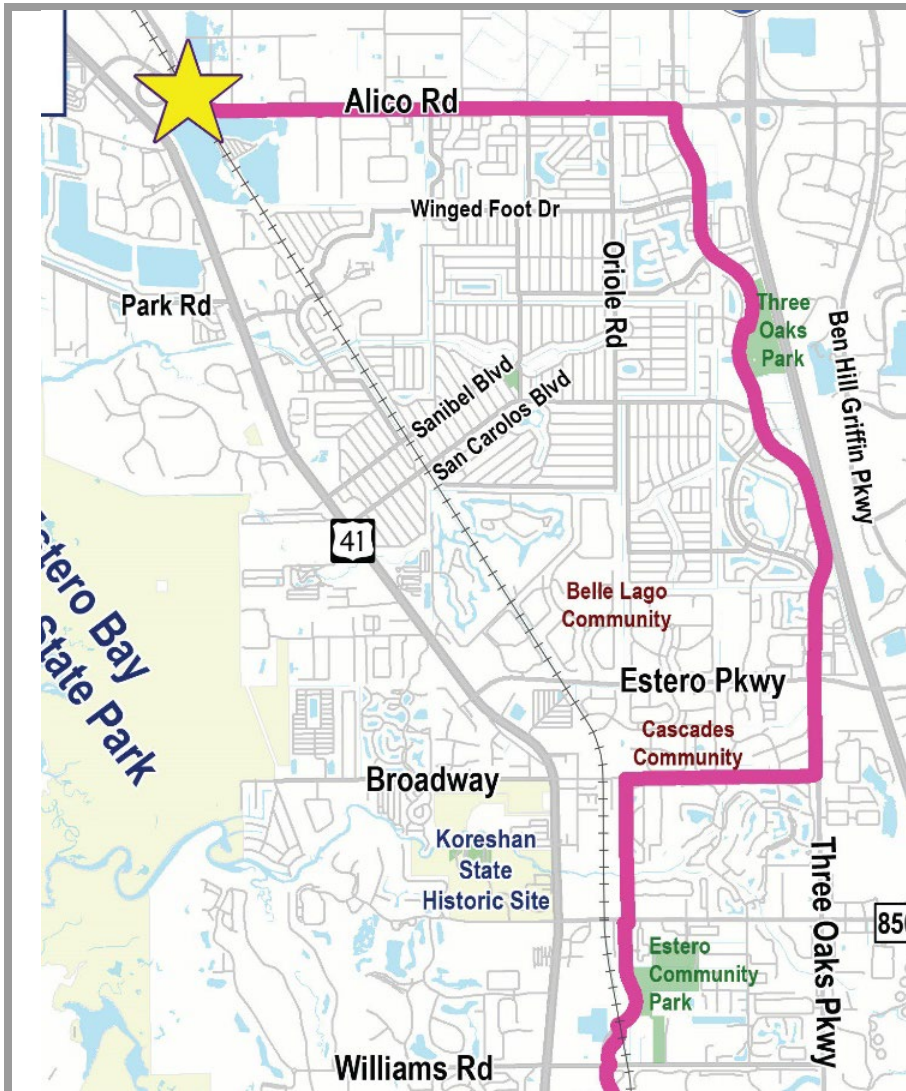
Road-Trail Crossings:

- 96 (includes roadway/ driveway crossings)

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility throughout the corridor





Alignment within the
Right-of-Way of a Road

ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD



Connectivity



Project Readiness



Service



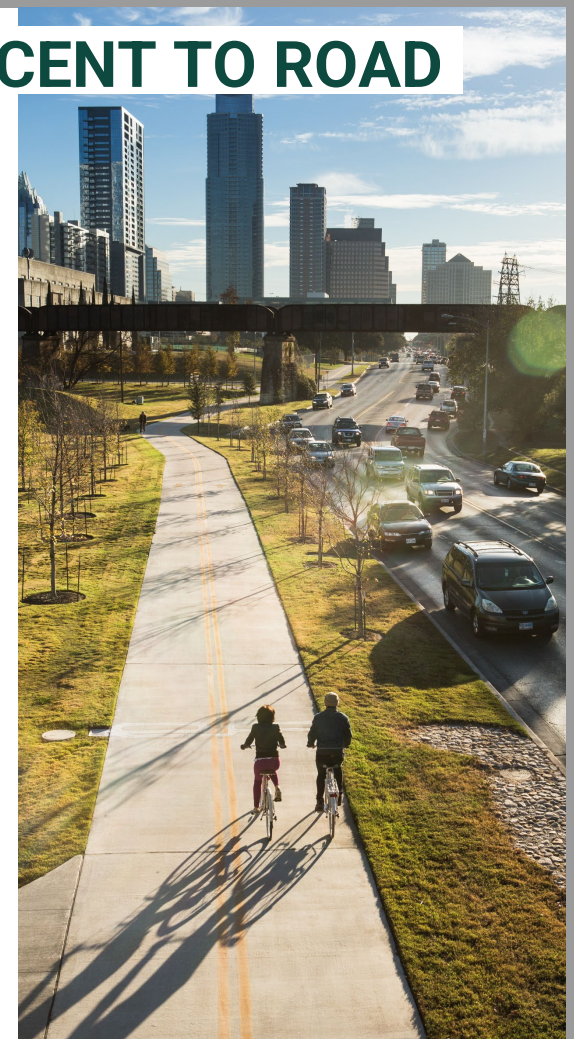
User Experience

OPPORTUNITIES

- Portions ready for construction (e.g., Sandy Lane shared-use path; Broadway East to Three Oaks and/or Broadway North to Estero Parkway)
- This alignment is a low-stress facility separate from the roadway

CHALLENGES

- Has less connectivity at the north part of the project because it is further from US 41 and closer to I-75
- Requires purchase of ROW
- Requires new bicycle and pedestrian bridges, and upgrades to 96 crossings.
- Does not provide as much accessibility
- Is a high stress facility next to high-volume multi-lane road, with many driveway and roadway crossings



A trail adjacent to the road in Austin, TX

PUBLIC INVOLVEMENT

- **Project Stakeholder Meetings**
- **Public Meeting**
 - June 2, 2022
 - Estero Recreation Center
- **Project Website**
 - <http://leecollierrailtrail.com/>
 - ✓ About the study
 - ✓ 3 Alternatives
 - ✓ Schedule
 - ✓ Public Meeting Materials
 - ✓ Comment Form
 - ✓ Contact Us
 - ✓ Public Meeting



LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Lee County MPO
Rail-Trail Feasibility Study

View Public Meeting Materials

[Learn more](#)

About This Feasibility Study

In March 2021, the Lee County MPO in partnership with the City of Bonita Springs and the Village of Estero began the Study to analyze the long-term feasibility of a public multi-use trail within the Seminole Road or alternatively in the adjacent surrounding areas. The Study is funded by a grant from the Sun Trail Program with local matches from the City of Bonita Springs and the Village of Estero.

PUBLIC INVOLVEMENT

- **Public Meeting Summary**
 - Notice to Public
 - ✓ Email **newsletter**
 - ✓ **Advertisement** in the News-Press
 - ✓ **Media Release** to local media
 - **117 attendees**
 - Handout and comment form provided
 - **Displays of the Study** were available for review and comment.
 - Over **60 comments received**
 - Article by BikeWalkLee in *The News-Press* Go Coastal Section



PUBLIC INVOLVEMENT



PUBLIC INVOLVEMENT

- Comment Summary
 - **Over 1,472** *comments received*
 - ✓ **69 comments** received at the public meeting or by mail
 - ✓ **25 comments** received by email
 - ✓ **104 comments** received through the website
 - ✓ **1,274 comments** received through the survey form

Alternative	Comments in Support
Alternative #1 – Rail to Trail	180
Alternative #2 – Rail with Trail	26
Alternative #3 – Trail Alignment Adjacent to Road	427
Alternative #1 or #2	20
No Opinion	78



Friends of Bonita Estero Rail Trail
(BERT) is a community-based
advocacy group

Group's Mission is to: *Support efforts to add
a multiuse trail on the unused Seminole Gulf
Rail Line for walking/running/biking*

Group has **900+** members

A Friends of BERT Kickoff Meeting was held
at the Estero Church on December 1st

Meeting was attended by 200 people



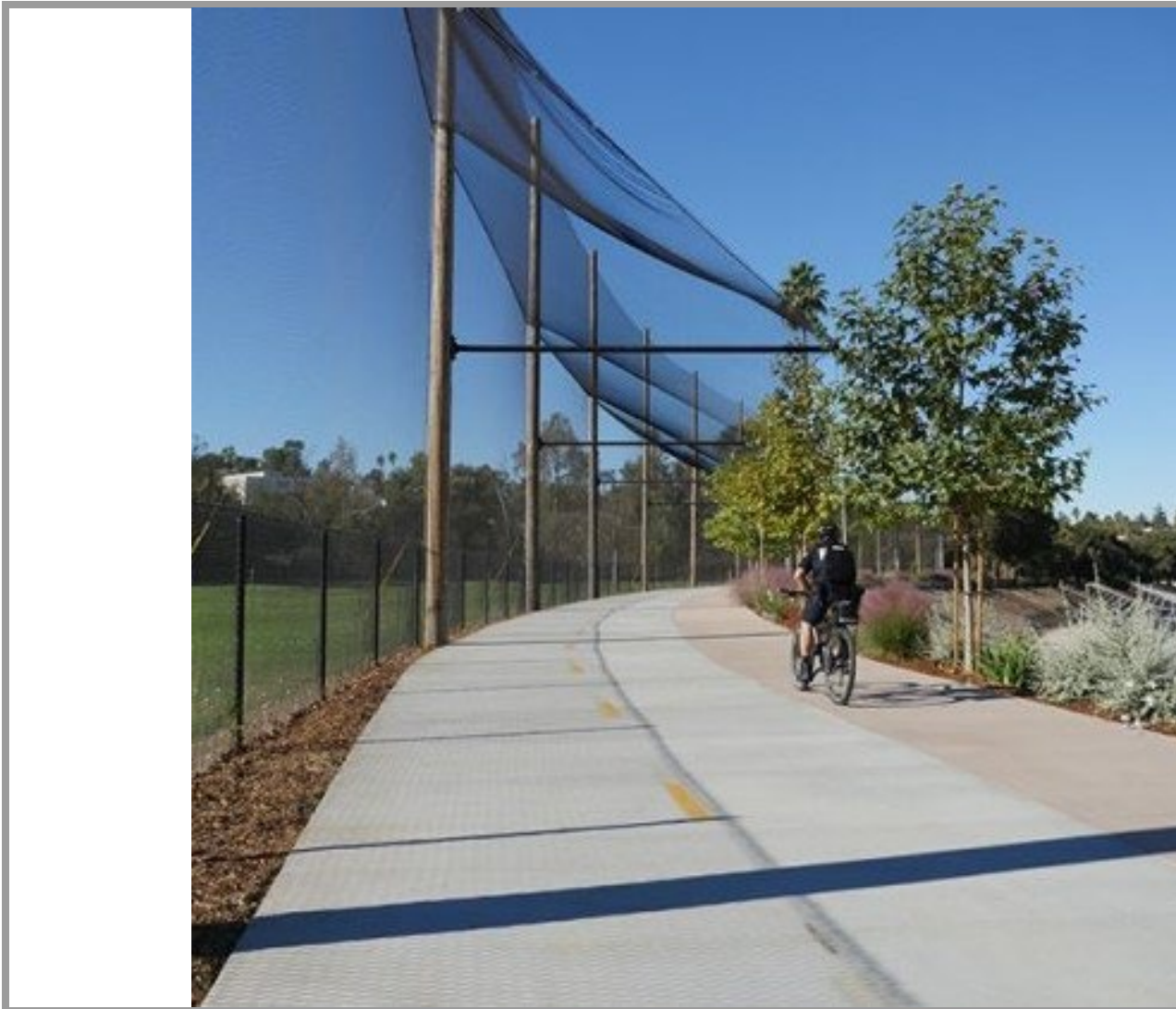
SAFETY AND SECURITY

- Ideally, a local agency would be responsible for trail management
- Fencing, vegetative screening, and signage are key solutions to trail and private property disputes
- A security gate with locked access at the golf path crossing. Golf cart users could swipe a fob for convenience to cross the trail.
- Signage and pavement markings on the trail itself, warning users of the upcoming intersection, and of adjacent private property.
- Implement Trail Patrol Programs (can be volunteer-based)
- Install Lighting and Security Cameras
 - Live Video Feed to Vines

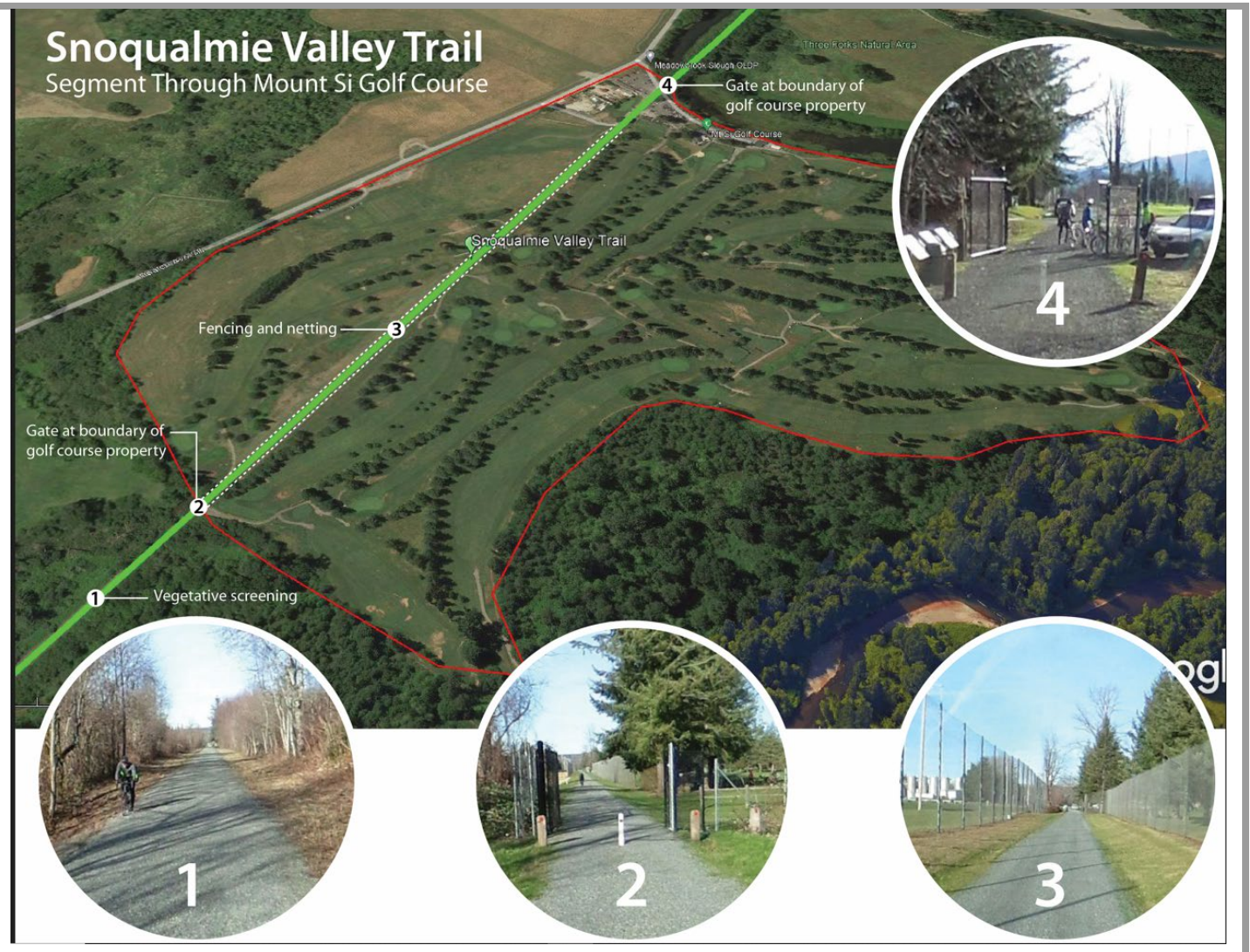
SAFETY AND SECURITY







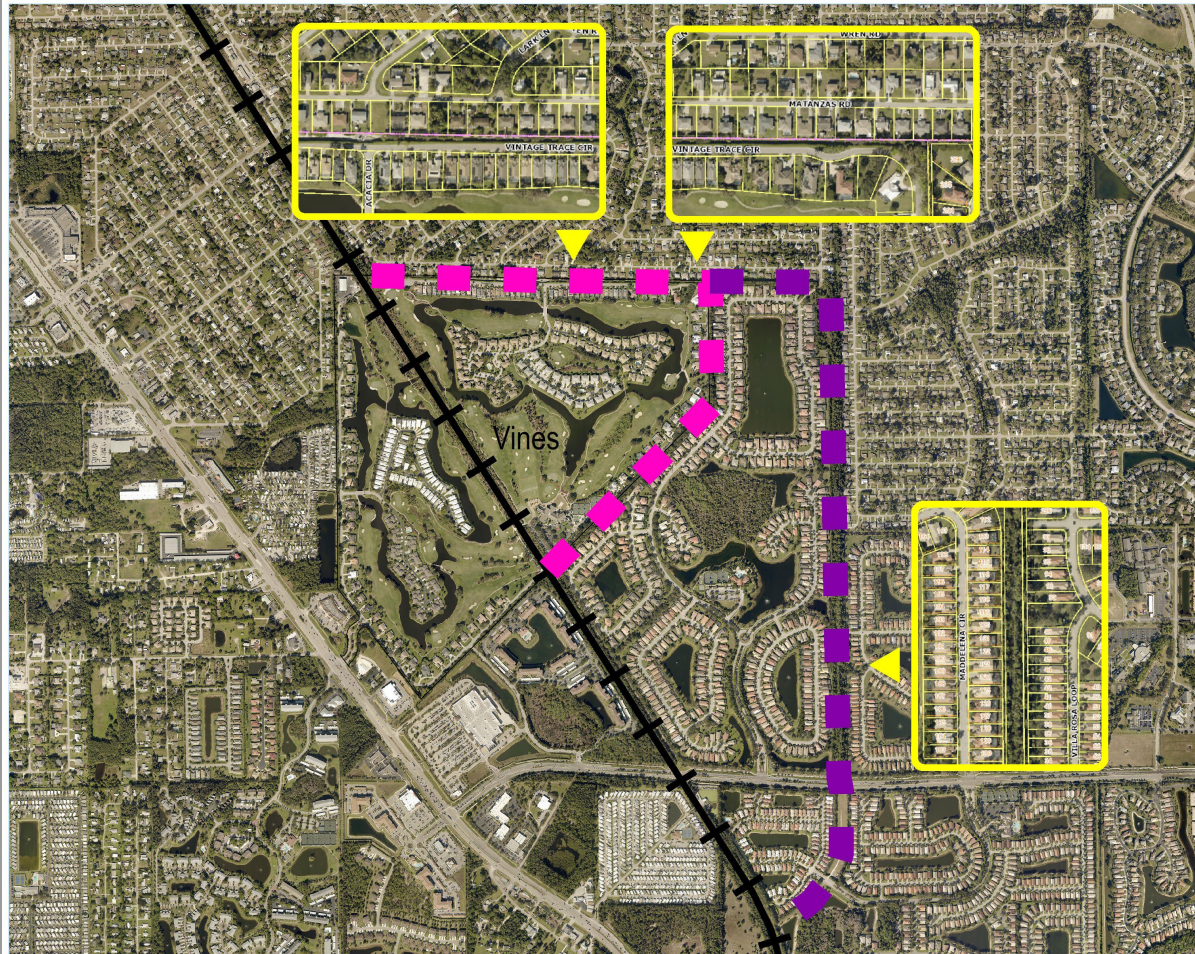
A MODEL THAT CAN BE
IMPLEMENTED IN
GOLF COURSES





**Snoqualmie Valley Trail Model
Security Gate at Boundary**

VINES ALTERNATIVES





AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Village-initiated rezoning

Motion to approve initiation of the rezoning process for Village-owned property on the north side of Williams Road.

Background:

The Village purchased two parcels of property on the north side of Williams Road, south and west of the Estero Community Park. The parcels total approximately 19 acres. The parcel to the east is the site of Golf Coast Driving Range, and the vacant parcel to the west was obtained through a land swap and purchase from a church. The church was never developed on the site. Staff has been evaluating future plans for the property, which may include recreation type uses. The property would need to be rezoned to accommodate these uses.

Description:

Current Zoning of Property: (see attached map)

- East Parcel (driving range) – Commercial Planned Development (limited to driving range)
- West parcel (vacant) – Agriculture

Comprehensive Plan category: Village Center

Rezoning is needed because the AG Agricultural zoning district does not allow the types of uses contemplated. Additionally, the zoning for the golf driving range parcel is limited to the driving range commercial recreation use. According to the Land Development Code, any rezoning or zoning amendment in the Village Center Area must be rezoned to Estero Planned Development or Compact Community Planned Development.

A Comprehensive Plan Amendment is not necessary as Village Center allows various types of uses. The types of uses contemplated could include parks, indoor and outdoor

recreational facilities such as pickleball, commercial recreation facilities, as well as restaurants and bars.

Staff recommends a rezoning to Estero Planned Development, which will provide for the flexibility needed for this site. This will require a site plan to be approved as part of the rezoning.

The property is identified as STRAP Numbers 34-46-25-E4-0100C.0150 and 34-46-25-E4-0100C.0160.

Action Requested:

Motion to approve initiation of the rezoning process for Village-owned property on the north side of Williams Road.

Process and Timeline:

An approximate timeline for the rezoning is listed below.

December, 2022	Staff prepares application for rezoning
December 7, 2022	Council meeting - vote to initiate rezoning
December 13, 2022	Public Information Meeting at Planning Zoning and Design Board
January 10, 2023	Public Hearing at Planning Zoning and Design Board
January 18, 2023	Council First Reading
February 1, 2023	Second Reading and Public Hearing

Financial Impact:

No impact at this time other than staff time involved in preparation of application materials and processing.

Prepared by: Mary Gibbs

Attachments:

1. PowerPoint
2. Location Map



Village Initiated Rezoning Williams Road Property

Council Meeting
December 7, 2022





Property Location

Approximately 19 acres

- East half is Golf Coast Driving Range
- West half is vacant

Slide 2



Zoning:

**East half is CPD (Commercial
Planned Development)**

West half is AG (Agricultural)

**Comprehensive Land Use
Designation:**

Village Center



Proposed Use:

- * Recreational
- * Mixed Use
- * Sports Related Uses
- * Entertainment
- * Restaurant

Proposed Zoning: Estero Planned Development

This category is required for any rezoning or amendment in “Village Center” area.

Slide 4



Village-Initiated Rezoning Steps

1. Village owns property
2. Village Council votes to begin rezoning process
3. Staff prepares application
4. Public Information Meeting held at Planning, Zoning & Design Board
5. Staff prepares staff report & recommendation
6. Public Hearing at Planning, Zoning and Design Board
(PZDB makes recommendation to Council)
7. Village Council reviews in two advertised public hearings
8. If approved, zoning map is changed

Slide 5



Tentative Schedule

Dec. 7	Vote to initiate rezoning
Dec. 13	Public Info. Meeting at PZDB
Jan. 10, 2023	Public Hearing at PZDB
Jan. 18	1st Council Meeting
Feb. 1	2nd Council Meeting

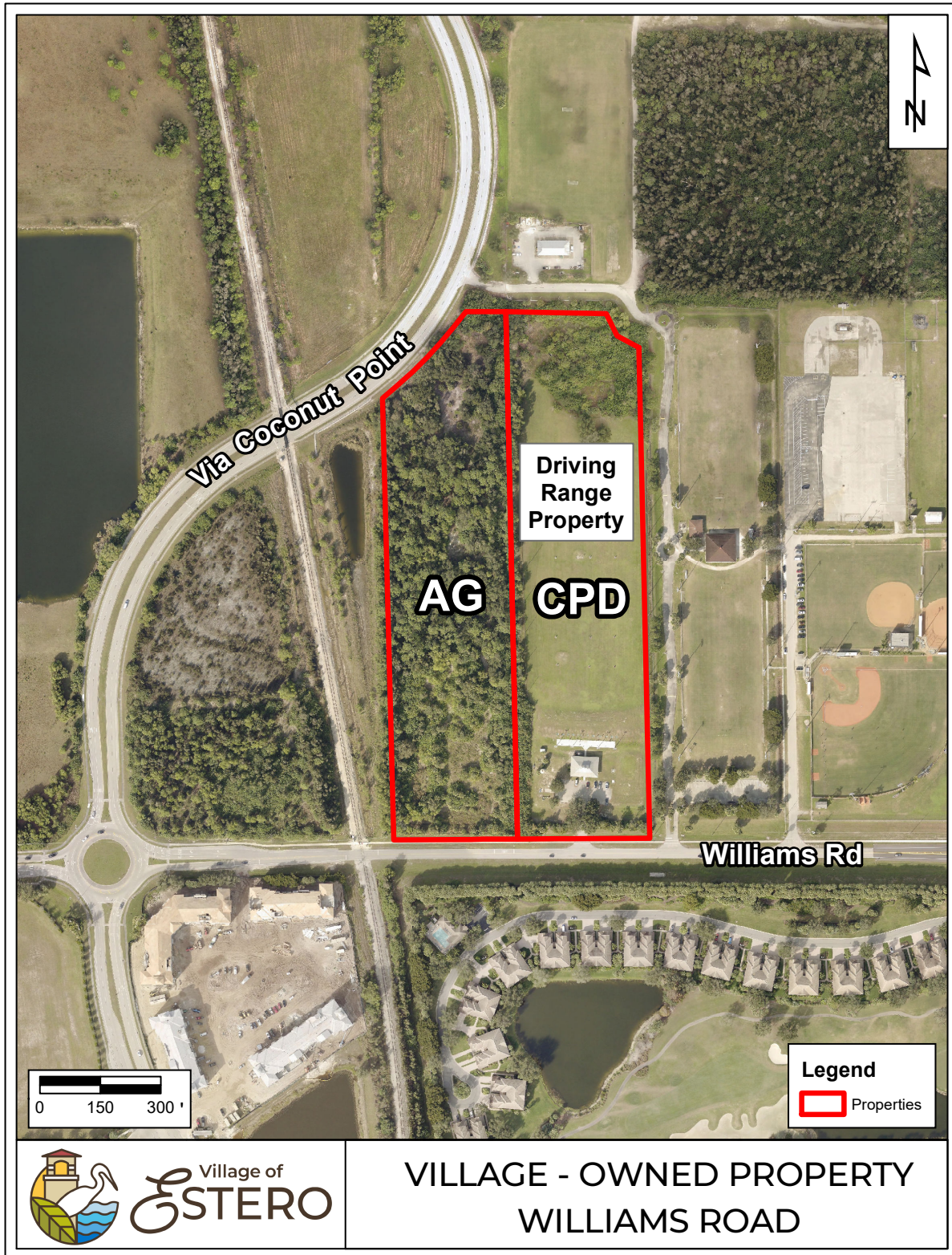
Expected Timeframe: 2 Months



Slide 6



Questions?



AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Contract with Vieste, LLC for Williams Road Mixed-Use Development Project

Motion to approve the contract with Vieste, LLC for the Williams Road Mixed-Use Development Project.

Authorize the Village Manager to execute the contract documents on behalf of the Village of Estero Council.

Background:

Council has directed staff to explore the possibility of implementing a mixed-use development project using Village-owned properties on Williams Road.

Description:

Vieste will be responsible for the execution, oversight, and assistance in executing a marketing process whereby the Village will seek qualified private sports, recreation, and entertainment providers for the Williams Road mixed-use development project. Vieste will provide oversight of the solicitation and procurement process, preparation of solicitation documents, negotiations with interested parties, production of definitive agreements and assisting the Village Manager and staff throughout the process.

Staff has attached firm ownership disclosure of greater than 5% as recommended by the Village Attorney.

Action Requested:

Approve the contract with Vieste, LLC for the Williams Road Mixed-Use Development Project.

Authorize the Village Manager to execute the contract documents on behalf of the Village of Estero Council.

Process and Timeline:

Page 1 of 2

Following the receipt of Council direction to research the viability of a mixed-use development project for Williams Road; Vieste, LLC is engaged on July 28, 2022, to gauge market/industry interest. With positive feedback from this effort, a decision was made to retain Vieste's services for the next steps in the process.

Financial Impact:

The financial impact of this contract is \$140,000.

Prepared by: Steve Sarkozy

Attachments:

1. Contract (Professional Services Agreement)
2. Vendor Disclosure Form

PROFESSIONAL SERVICES AGREEMENT

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement"), effective as of the ___ day of December 2022 ("Effective Date"), by and between The Village of Estero (hereinafter referred to as "CLIENT") and VIESTE, LLC, an Indiana Limited Liability Company, (hereinafter referred to as "PROGRAM MANAGER"), with offices at 27299 Riverview Center Boulevard, Suite 200, Bonita Springs, FL 34134.

WITNESSETH

WHEREAS, CLIENT has chosen to undertake one or more projects that require additional staff support to execute (hereinafter referred to as "PROJECT");

WHEREAS, CLIENT does not have staff expertise or availability to execute the PROJECT and prefers not to hire such staff,

WHEREAS, CLIENT desires instead to hire VIESTE, LLC as its exclusive Program Manager and extension of staff to provide such execution, oversight and assistance in executing a solicitation process in which the Village will seek qualified private sports, recreation and entertainment providers for a mixed-use development project contemplated by the Village on Williams Road, among other tasks as desired by CLIENT for the PROJECT,

WHEREAS, PROGRAM MANAGER and its affiliates constitute an organization of professional personnel who are experienced and fully qualified to perform the various functions with respect to the project management of the PROJECT; and

WHEREAS, CLIENT desires to engage PROGRAM MANAGER to provide the professional expertise required by it with respect to project management of the PROJECT, and PROGRAM MANAGER desires to be so engaged by CLIENT for this purpose; and

NOW, THEREFORE, in consideration of the premises aforesaid and of the mutual covenants and undertakings hereinafter provided, the parties hereto agree as follows:

I. SERVICES

PROGRAM MANAGER will represent CLIENT and assist CLIENT in the Development of the PROJECT with tasks described on the Menu of Services in **Attachment A**. The Menu of Services may be adjusted from time to time with mutual consent of CLIENT AND PROGRAM MANAGER. Specifically required services will be addressed by this Agreement and an addenda to it that may be agreed by the parties.

II. PROJECT

The PROJECT being contemplated under this Agreement is identified and described on **Attachment B** and may contain multiple task projects as directed by CLIENT.

III. PROGRAM MANAGER'S RESPONSIBILITIES

PROGRAM MANAGER shall, subject to the terms and provisions of this AGREEMENT:

- Appoint one or more individuals who shall be authorized to act on behalf of PROGRAM MANAGER and with whom CLIENT may consult at all reasonable times and whose instructions, requests and decisions will be binding upon PROGRAM MANAGER as to all matters pertaining to this Agreement and the performance of the parties hereunder.
- Use all reasonable efforts to complete the services within the time period mutually agreed upon, except for reasons beyond its control.
- Perform the services in accordance with generally accepted standards in existence at the time of performance of services.

IV. CLIENT'S RESPONSIBILITIES

CLIENT shall at such times as may be required for the successful and expeditious completion of the services:

- Provide all criteria and information as to CLIENT'S requirements and designate a person with authority to act on CLIENT'S behalf on all matters concerning the services.
- Furnish the PROGRAM MANAGER all existing studies, reports, and other available data pertaining to the services and obtain additional reports, data and services as may be required for the project. PROGRAM MANAGER may be entitled to rely upon all such information, data, and the results of such other services in performing the Services hereunder.
- Engage any and all third-party professional resources required to advance PROJECT.
- Provide all required capital resources to fund fees, expenses and costs related to the advancement of PROJECT.

V. COMPENSATION AND TERMS OF PAYMENT

The terms of compensation and payment are as follows:

CLIENT will pay PROGRAM MANAGER a Program Management Fee payable monthly pursuant to the Fee Matrix as depicted in **Attachment D**. All invoices will be due and payable on or before the 10th of each month for the prior months' work.

Reimbursable Expenses will be billed monthly at actual expense in addition to the Program Management Fee. Expenses will include, but not be limited to, travel, entertainment, document delivery, technology

expenses directly related to the services rendered under this agreement. No expenses will be incurred or billed without prior consent from CLIENT.

VI. TERMINATION

The term of this contract shall not exceed 150 days from the Effective Date, which is reflected in the Project Schedule depicted in **Attachment C**, unless required by CLIENT or CLIENT'S procurement process.

In the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party, it may be terminated upon 10 days' notice. In either case, PROGRAM MANAGER shall be paid for all expenses incurred and invoice value to the date of the termination. Specific projects that are undertaken by virtue of an addendum to this Agreement may survive this termination provision.

VII. INDEPENDENT CONTRACTOR

PROGRAM MANAGER shall be an independent contractor with respect to the services to be performed hereunder. Neither PROGRAM MANAGER nor any of its sub-PROGRAM MANAGERS, nor the employees of either, shall be deemed to the servants, employees, or agents of CLIENT. It will be solely responsible for providing compensation and benefits to its employees.

VIII. MISCELLANEOUS

This agreement constitutes the entire agreement between the parties hereto and supersedes any oral or written representations, understandings, proposals, or communications heretofore entered into by or on account of the parties and may not be changed, modified, or amended except in writing signed by the parties hereto. In the event of any conflict between this contract document and any of the exhibits hereto, the terms of and provisions of this contract document shall control. In the event of any conflict among the exhibits, the exhibit of the latest date shall control.

CLIENT represents that its engagement of PROGRAM MANAGER to perform the services is not in breach of, or otherwise in violation of, any known contract, restriction, or covenant between CLIENT and any third party.

This Agreement shall be governed by the laws of the State of Florida.

In no event shall either party be liable to the other for indirect or consequential damages, including, but not limited to, loss of use, loss of profit or interruption of business, whether arising in contract, tort (including negligence), statute or strict liability.

In the event CLIENT uses a purchase order form to administer this Agreement, the use of such form shall be for convenience purposes only, and any typed provision in conflict with the terms of this Agreement and all preprinted terms and conditions contained in or on such forms shall be deemed stricken and null and void.

This Agreement gives no rights or benefits to anyone other than CLIENT and PROGRAM MANAGER and does not create any third-party beneficiaries to the AGREEMENT.

IV. CONFIDENTIALITY AND PROPRIETARY INFORMATION

The parties understand that they may work with others to concurrently pursue similar PROJECT outside of this Agreement. No non-public information regarding PROJECT contemplated under this agreement will be shared with those other third parties unless expressly disclosed and approved in advance, in writing.

CLIENT represents that its engagement of PROGRAM MANAGER to perform the Services does not infringe upon, or otherwise in violation of, any intellectual property right held by any third party.

CLIENT is a local government under the laws of the State of Florida. Therefore, if any provision of this Agreement would be inconsistent with state law or the Charter, it will not apply.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the day and year first above written.

**CLIENT:
NAME**

**PROGRAM MANAGER:
VIESTE, LLC**

DATE: _____

DATE: _____

ATTACHMENT A
MENU OF SERVICES

MENU OF SERVICES
FORMAL SOLICITATION PROCESS
Receipt and review of proposals
Facilitation and oversight of publishing and opportunity periods
Communication with interested parties
Coordinate and attend meetings with Village staff and interested parties
Lead negotiations with interested parties on behalf of the Village
Lead drafting process of interim (if applicable) and definitive agreements on behalf of the Village
Work with Village Manager and attorney to create definitive agreements to execution
Attend all required meetings as directed by Village Manager
DEVELOPMENT PLANNING
Prepare Preliminary CAM Program & Budget
Assist the Village on Branding, Marketing & Visibility of the Estero "Village Center Hub"

ATTACHMENT B
PROJECT DESCRIPTION

In this scope of work VIESTE LLC will be responsible for the execution, oversight, and assistance in executing a formal solicitation process in which the Village will seek qualified private sports, recreation and entertainment providers for a mixed-use development project contemplated by the Village on Williams Road. In summary, this scope will include oversight of the solicitation and procurement process, , negotiations with interested parties, production of definitive agreements and assisting the Village Manager throughout.

VIESTE LLC will also prepare preliminary common area maintenance program and budget, and work with the Village on branding, marketing, and visibility of the Estero "Village Center Hub".

ATTACHMENT C PROJECT SCHEDULE

TASKS	NOVEMBER 2022	DECEMBER 2022	JANUARY 2023	FEBRUARY 2023	MARCH 2023
SOLICITATION					
Continued prospect recruitment					
Transaction structuring concepts					
Solicitation #1					
Unsolicited proposal received					
Two week publishing period					
21 day opportunity period					
Interim Agreement (if applicable)					
Comprehensive Agreement					
Council approvals					
Solicitation #2					
Unsolicited Proposal received					
Two week publishing period					
21 day opportunity period					
Interim Agreement (if applicable)					
Comprehensive Agreement					
Council approvals					
DEVELOPMENT PLANNING					
Boundary survey					
Topo survey					
Utilities Locate					
Scaled site plan - Existing Conditions Map					
PLANNING, ZONING & ENTITLEMENT					

ATTACHMENT D
FEE SCHEDULE

ROLE	RATE	FEE	STAFF
Senior Executive	\$ 300	\$ 72,000	MAC
Project Management	\$ 250	\$ 25,000	DWC
Associate Project Management	\$ 150	\$ 30,000	LAS
Administration/Communication Support	\$ 100	\$ 10,000	JKC
Administration/Project Accounting	\$ 100	\$ 3,000	LP
TOTAL		\$ 140,000	

VILLAGE OF ESTERO, FLORIDA
VENDOR DISCLOSURE FORM

Project No.: _____

Project Name: Estero "Village Center Hub"

Please check as appropriate:

_____ I am the sole proprietor/owner. The company is not publicly held.

X _____ The company is not publicly held.
The names and addresses of the owners having a greater than 5% interest is attached.

_____ The company is publicly held.
The names and addresses of the owners having a greater than 5% interest is attached.

I do hereby certify that to the best of my knowledge and belief certify that the information above and attached is true and correct.

Signed: [Signature]
Vendor

Printed Name MICHAEL A. COMPAGNON

Company Name: VIESTE, LLC

Date: OCTOBER 28, 2022

NAMES & ADDRESSES OF OWNERS

NOTE: Please list individuals; the listing of a corporation(s) is **NOT** acceptable.

Michael Comparato
21731 Sound Way Unit 201
Estero, FL 33928

Don Currise
15837 Bethpage Way
Carmel, IN 46033

AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Resolution No. 2022-12 Community Aesthetic Feature Agreement

A resolution of the Village Council of the Village of Estero, Florida approving a community aesthetic feature agreement with The Florida Department of Transportation for a local identification marker located at the Village of Estero Corporate limits south of Pelican Colony Boulevard of State Road 41 (U.S. 41) in Lee County, Florida, providing for severability and an effective date.

Motion to approve Resolution No. 2022-12

Background:

The Village of Estero's consultant DRMP, Inc. is pursuing a right of way permit from the Florida Department of Transportation (FDOT) to install a monument sign at the Village's southern municipal boundary. To obtain a permit, FDOT requires the local municipality to adopt a resolution that approves a community aesthetic feature (CAF) agreement.

Description:

The approval of resolution No. 2022-12 is required to obtain a FDOT right of way permit. This resolution provided the following

1. Approve FDOT Community Aesthetic Feature Agreement No. 2022-M-192-00002.
2. Village agrees to fund all costs for the design, installation, and maintenance of the project.
3. Village Manager is authorized to apply for required permits
4. Mayor is authorized to execute the Community Aesthetic Feature Agreement
5. Village Manager is authorized to execute amend, extend, terminate and novation changes to the agreement as necessary on behalf of the Village.

Action Requested:

Approve Resolution No. 2022-12.

Process and Timeline:

The preparation and adoption of this resolution has added an approximately 1-month delay to the overall project schedule for the US 41 monument sign. Following is an updated project schedule

Permitting	1/15/2023
Construction Plans	1/15/2023
Bidding	3/15/2023
Construction	4/2023 – 7/2023

Financial Impact:

No additional financial impacts are expected due to this resolution.

Prepared by: David Willems, P.E.

Attachments:

1. Resolution No. 2022-12
2. Community Aesthetic Feature Agreement No. 2022-M-192-00002
3. Monument Sign Civil Plans
4. Monument Sign Landscape Plans

VILLAGE OF ESTERO, FLORIDA

RESOLUTION NO. 2022 - 12

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA APPROVING A COMMUNITY AESTHETIC FEATURE AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR A LOCAL IDENTIFICATION MARKER LOCATED AT THE VILLAGE OF ESTERO CORPORATE LIMITS SOUTH OF PELICAN COLONY BOULEVARD ON STATE ROAD 45 (U.S. 41) IN LEE COUNTY, FLORIDA, PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the Florida Constitution and Florida Statutes provide that municipalities shall have the governmental, corporate, and proprietary powers to enable them to conduct municipal government, perform municipal functions, and render municipal service, and exercise any power for municipal purposes, except when expressly prohibited by law; and

WHEREAS, Sections 2 and 4 of the Village Charter of the Village of Estero ("Village") and Section 166.041, Florida Statutes, empower the Village to adopt, amend, or repeal such ordinances and resolutions as may be required for the proper governing of the Village; and

WHEREAS, the Village has the opportunity to design, install and maintain a stand-alone local identification marker community aesthetic feature ("Project") on a certain right of way owned by the Florida Department of Transportation ("FDOT"), which is located at the Village's southern corporate boundary south of Pelican Colony Blvd. on State Road 41 (U.S. 41) in Lee County, Florida; and

WHEREAS, installation of such a community identification and aesthetic feature would serve a valid public purpose; and

WHEREAS, FDOT is requesting that the Village, approve, execute and deliver to FDOT a Community Aesthetic Feature Agreement to implement the Project in accordance with the terms and conditions of the agreement.

NOW, THEREFORE, BE IT HEREBY RESOLVED, BY THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA AS FOLLOWS:

Section 1. The above recitals are true and correct, and incorporated herein by this reference and are hereby adopted as the legislative and administrative findings of the Village Council.

Section 2. The Agreement designated by FDOT as Community Aesthetic Feature Agreement No. 2022-M-192-00002, between the Florida Department of Transportation and

Resolution No. 2022-12

Page 1 of 2

the Village of Estero for the Project is hereby approved by the Village Council of the Village of Estero, and the Village agrees to fund all costs for the design, installation, and maintenance of the Project in accordance with the terms of the Agreement.

Section 3. The Village Manager, or his designee, is hereby authorized to apply for any necessary FDOT permits to implement the Project.

Section 4. The mayor is hereby authorized to execute the above referenced Agreement for the Project on behalf of the Village of Estero.

Section 5. The Village Manager, or his designee, is hereby authorized to execute amendments, extensions, terminations, and novation changes to the Agreement as necessary on behalf of the Village of Estero.

Section 5. If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or part of this Resolution.

Section 6. This resolution shall take effect immediately upon its adoption.

The foregoing Resolution was adopted by the Village Council upon a motion by _____ and seconded by _____, and upon being put to a vote, the result was as follows:

ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida this 7th day of December 2022.

Attest: **VILLAGE OF ESTERO, FLORIDA**

By: _____
Carol Sacco, Village Clerk

By: _____
Katy Errington, Mayor

Reviewed for legal sufficiency:

By: _____
Robert D. Pritt, J.D., B.C.S., Interim Village Attorney

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
COMMUNITY AESTHETIC FEATURE AGREEMENT

625-010-10
 ROADWAY DESIGN
 OGC - 12/12
 Page 1 of 12

Section No. 12010 CAFA No. 2022-M-192-00002

This Community Aesthetic Feature Agreement ("Agreement") is entered into this _____ day of _____, between the State of Florida, Department of Transportation ("FDOT") and Village of Estero ("Agency"). FDOT and the Agency are sometimes referred to in this Agreement as a "Party" and collectively as the "Parties."

RECITALS

- A. The Agency has requested permission from FDOT to install a [CHOOSE ONE: ☐Public Art – Standalone, ☐Public Art – Add On/affixed, ☒Local Identification Marker – Standalone, ☐Local Identification Marker – Add On/affixed] community aesthetic feature on that certain right-of-way owned by FDOT which is located at US 41 - South Tamiami Trail in Lee County, Florida ("Project").
- B. FDOT agrees that transportation facilities enhanced by community aesthetic features can benefit the public, result in positive economic development, and increase tourism both locally and throughout Florida.
- C. The Parties agree to the installation and maintenance of the Project, subject to the terms and conditions in this Agreement.

AGREEMENT

1. TERM. The term of this Agreement shall commence upon full execution of this Agreement ("Effective Date") and continue through 12/31/2045, which is determined as the lifespan of the Project, unless terminated at an earlier date as provided in this Agreement. If the Agency does not complete the installation of the Project within Three hundred sixty five (365) days of the Effective Date of this Agreement, FDOT may immediately terminate this Agreement. This Agreement may only be renewed for a term no longer than the original term of this Agreement upon a writing executed by both Parties to this Agreement.

2. PROJECT DESCRIPTION. The Project is a [CHOOSE ONE: ☐Public Art – Standalone, ☐Public Art – Add On/affixed, ☒Local Identification Marker – Standalone, ☐Local Identification Marker – Add On/affixed], as more fully described in the plans in Exhibit "A", attached and incorporated in this Agreement.

3. FUNDING OF THE PROJECT. The Agency has agreed by resolution to approve the Project and to fund all costs for the design, installation, and maintenance of the Project, and such resolution is attached and incorporated in this Agreement as Exhibit "D". FDOT shall not be responsible for any costs associated with the Project. All improvements funded, constructed, and installed by the Agency shall remain the Agency's property. However, this permissive use of FDOT's right-of-way where the Project is located does not vest any property right, title, or interest in or to the Agency for FDOT's right-of-way.

4. DESIGN AND CONSTRUCTION STANDARDS AND REQUIRED APPROVALS.

- a. The Agency is responsible for the design, construction, and maintenance of the Project in accordance with all applicable federal, state and local statutes, rules and regulations, including FDOT standards and specifications. A professional engineer, registered in Florida, shall provide the certification that all design and construction for the Project meets the minimum construction standards established by FDOT and applicable Florida Building Code construction standards. The Agency shall submit all plans or related construction documents, cost estimates, project schedule, and applicable third party agreements to FDOT for review and approval prior to installation of the Project. The Agency is responsible for the preparation of all design plans for the Project, suitable for reproduction on 11 inch by 17 inch sheets, together with a complete set of specifications covering all construction requirements for the Project. Six (6) copies of the design plans shall be provided to FDOT's District Design Engineer, at 801 N. Broadway Ave Bartow, Florida 33830. FDOT will review the plans for conformance to FDOT's requirements and feasibility. FDOT's review shall not be considered an adoption of the plans nor a substitution for the engineer's responsibility for the plans. By review of the plans, FDOT signifies only that such plans and improvements satisfies FDOT's requirements, and FDOT expressly disclaims all other representations and warranties in connection with the plans, including, but not limited to the

Section No. 12010 CAFA No. 2022-M-192-00002

integrity, suitability, or fitness for the intended purpose or whether the improvements are constructed in accordance with the plans. FDOT's review of the plans does not relieve the Agency, its consultants or contractors of any professional or other liability for the plans. All changes required by FDOT shall be made by the Agency and final corrected plans shall be provided to FDOT within thirty (30) days.

- b. The Agency shall be responsible for locating all existing utilities, both aerial and underground, and for ensuring that all utility locations be accurately documented on the construction plans. All utility conflicts shall be fully resolved directly with the applicable utility. Section 337.403, Florida Statutes, shall determine whether the utility bears the costs of utility work. The Agency shall bear the costs of utility work not required to be borne by the utility by Section 337.403, Florida Statutes.
- c. The Agency shall be responsible for monitoring construction operations and the maintenance of traffic ("MOT") throughout the course of the Project in accordance with the latest edition of FDOT Standard Specifications, Section 102. The Agency is responsible for the development of a MOT plan and making any changes to that plan as necessary. The MOT plan shall be in accordance with the latest version of FDOT Design Standards, Index 600 series. Any MOT plan developed by the Agency that deviates from FDOT Design Standards must be signed and sealed by a professional engineer. MOT plans will require approval by FDOT prior to implementation.
- d. The Agency is responsible for obtaining all permits that may be required by any federal, state, or local agency.
- e. Prior to commencing the Project, the Agency shall request a Notice to Proceed from FDOT's Construction Project Manager, Ed Giddens, at (239) 985-7807 ext. _____ or from an appointed designee.
- f. The Agency is authorized, subject to the conditions in this Agreement, to enter FDOT's right-of-way to install the Project (see attached Exhibit "B" Special Provisions). The Parties agree that this Agreement creates a permissive use only. Neither the granting of permission to use FDOT's right-of-way nor the placing of facilities upon FDOT's right-of-way shall operate to create or vest any property right in or to the Agency. The Agency shall not acquire any right, title, interest, or estate in FDOT right-of-way, of any nature or kind whatsoever, by virtue of the execution, operation, effect, or performance of this Agreement including, but not limited to, the Agency's use, occupancy or possession of FDOT right-of-way.
- g. FDOT shall have the right, but not the obligation, to perform independent assurance testing during the course of construction and throughout the maintenance term of the Project. If FDOT determines that a condition exists which threatens the public's safety, FDOT may, at its discretion, cause the Project to cease and/or immediately have any potential hazards removed from its right-of-way at the sole cost, expense, and effort of the Agency. Should the Agency fail to remove the safety hazard within thirty (30) days, FDOT may remove the safety hazard at the Agency's sole cost, expense, and effort.
- h. The Agency shall be responsible to ensure that construction of the Project is performed in accordance with the approved construction documents, and that it will meet all applicable federal, state, and local standards and that the work is performed in accord with the Terms and Conditions contained in Exhibit "C".
- i. The Agency shall notify FDOT a minimum of forty eight (48) hours before beginning the Project within FDOT right-of-way. The Agency shall notify FDOT should installation be suspended for more than five (5) working days.
- j. Upon completion of the Project, the Agency shall notify FDOT in writing of the completion of the installation of the Project. For all design work that originally required certification by a Professional Engineer, the notification shall contain a Responsible Professional's Certification of Compliance, signed and sealed by the Responsible Professional for the Project, the form of which is attached to this Agreement as Exhibit "E". The certification shall state that work has been completed in compliance with the Project construction plans and specifications. If any deviations are found from the approved plans,

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 3 of 12

Section No. 12010 CAFA No. 2022-M-192-00002

the certification shall include a list of all deviations along with an explanation that justifies the reason to accept each deviation. The Agency and its contractors shall remove their presence, including, but not limited to, all of the Agency or its contractor's/ subcontractor's/ consultant's/ subconsultant's property, machinery, and equipment from FDOT right-of-way and shall restore those portions of FDOT right-of-way disturbed or otherwise altered by the Project to substantially the same condition that existed immediately prior to the commencement of the Project, at Agency's sole cost and expense.

- k. If FDOT determines that the Project is not completed in accordance with the provisions of this Agreement, FDOT shall deliver written notification to the Agency. The Agency shall have thirty (30) days from the date of receipt of FDOT's written notice to complete the Project and provide FDOT with written notice of the same ("Notice of Completion"). If the Agency fails to timely deliver the Notice of Completion, or if it is determined that the Project is not properly completed after receipt of the Notice of Completion, FDOT may: 1) provide the Agency with written authorization granting additional time as FDOT deems appropriate to correct the deficiency(ies); or 2) correct the deficiency(ies) at the Agency's sole cost and expense, without FDOT liability to the Agency for any resulting loss or damage to property, including but not limited to machinery and equipment. If FDOT elects to correct the deficiency(ies), FDOT shall provide the Agency with an invoice for the costs incurred by FDOT and the Agency shall pay the invoice within thirty (30) days of the date of the invoice.
- l. Upon completion of the Project, the Agency shall be responsible for the perpetual maintenance of the Project, including all costs. The Maintenance schedule shall include Initial Defect, Instantaneous Damage and Deterioration components. The Initial Defect Maintenance inspection should be conducted, and any required repairs performed during the Construction Phase. The Instantaneous Damage Maintenance inspection should be conducted sixty (60) to ninety (90) days after placement and is intended to identify short term damage that does not develop over longer time periods. The Deterioration Maintenance inspection shall be conducted on regular, longer term intervals and is intended to identify defects and damages that occur by naturally occurring chemical, physical or biological actions, repeated actions such as those causing fatigues, normal or severe environmental influences, abuse or damage due to other causes. Deterioration Maintenance shall include, but is not limited to, the following services:
 - a. Landscaping, irrigation, repair of sign, structure, lighting and electrical systems
- m. The Agency shall, within thirty (30) days after expiration or termination of this Agreement, remove the Project and restore the right-of-way to its original condition prior to the Project. The Agency shall secure its obligation to remove the Project and restore the right-of-way by providing a removal and restoration deposit, letter of credit, or performance bond in the amount of \$ 57069.96.
- n. FDOT reserves its right to cause the Agency to relocate or remove the Project, in FDOT's sole discretion, and at the Agency's sole cost.

5. INDEMNITY AND INSURANCE.

- a. The Agency agrees to include the following indemnification in all contracts with contractors, subcontractors, consultants, and subconsultants, who perform work in connection with this Agreement:

"The contractor/ subcontractor/ consultant/ subconsultant shall indemnify, defend, save and hold harmless the State of Florida, Department of Transportation and all of its officers, agents or employees from all suits, actions, claims, demands, liability of any nature whatsoever arising out of, because of, or due to any negligent act or occurrence of omission or commission of the contractor/ subcontractor/ consultant/ subconsultant, its officers, agents or employees."

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 4 of 12

Section No. 12010 CAFA No. 2022-M-192-00002

- b. The Agency shall carry or cause its contractor/ subcontractor/ consultant/ subconsultant to carry and keep in force during the period of this Agreement a general liability insurance policy or policies with a company or companies authorized to do business in Florida, affording public liability insurance with combined bodily injury limits of at least \$1,000,000 per person and \$5,000,000 each occurrence, and property damage insurance of at least \$100,000 each occurrence, for the services to be rendered in accordance with this Agreement. Additionally, the Agency or its contractor/ subcontractor/ consultant/subconsultant shall cause FDOT to be an additional insured party on the policy or policies, and shall provide FDOT with certificates documenting that the required insurance coverage is in place and effective. In addition to any other forms of insurance or bonds required under the terms of the Agreement, when it includes construction within the limits of a railroad right-of-way, the Agency must provide or cause its contractor to obtain the appropriate rail permits and provide insurance coverage in accordance with Section 7-13 of FDOT's Standard Specifications for Road and Bridge Construction (2010), as amended.
- c. The Agency shall also carry or cause its contractor/ subcontractor/ consultant/ subconsultant to carry and keep in force Worker's Compensation insurance as required by the State of Florida under the Worker's Compensation Law.

6. NOTICES. All notices pertaining to this Agreement are in effect upon receipt by either Party, shall be in writing, and shall be transmitted either by personal hand delivery; United States Post Office, return receipt requested; or, overnight express mail delivery. E-mail and facsimile may be used if the notice is also transmitted by one of the preceding forms of delivery. The addresses set forth below for the respective parties shall be the places where notices shall be sent, unless prior written notice of change of address is given.

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

DISTRICT ^{District 1} PROGRAM MANAGER

Jimmy Vilce

801 N. Broadway Ave, Bartow, Florida 33830

Phone: (863) 519-2311 ext. _____

Fax: _____

Village of Estero COUNTY [OR CITY], FLORIDA

Steve Sarkozy

9401 Corkscrew Palms Circle

Estero, FL 33928

Phone: 239-221-5035

Fax: 239-494-5343

7. TERMINATION OF AGREEMENT. FDOT may terminate this Agreement upon no less than thirty (30) days notice in writing delivered by certified mail, return receipt requested, or in person with proof of delivery. The Agency waives any equitable claims or defenses in connection with termination of the Agreement by FDOT pursuant to this Paragraph 7.

8. LEGAL REQUIREMENTS.

- a. This Agreement is executed and entered into in the State of Florida and will be construed, performed, and enforced in all respects in strict conformity with local, state, and federal laws, rules, and regulations. Any

Section No. _____ CAFA No. _____

and all litigation arising under this Agreement shall be brought in a state court of appropriate jurisdiction in Leon County, Florida, applying Florida law.

- b. If any term or provision of the Agreement is found to be illegal or unenforceable, the remainder of the Agreement will remain in full force and effect and such term or provision will be deemed stricken.
- c. The Agency shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the Agency in conjunction with this Agreement. Failure by the Agency to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by FDOT.
- d. The Agency and FDOT agree that the Agency, its employees, contractors, subcontractors, consultants, and subconsultants are not agents of FDOT as a result of this Agreement.
- e. The Agency shall not cause any liens or encumbrances to attach to any portion of FDOT right-of-way.

9. PUBLIC ENTITY CRIME. The Agency affirms that it is aware of the provisions of Section 287.133(2)(a), Florida Statutes. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of thirty six (36) months from the date of being placed on the convicted vendor list. The Agency agrees that it shall not violate Section 287.133(2)(a), Florida Statutes, and further acknowledges and agrees that any conviction during the term of this Agreement may result in the termination of this Agreement.

10. UNAUTHORIZED ALIENS. FDOT will consider the employment of unauthorized aliens, by any contractor or subcontractor, as described by Section 274A(e) of the Immigration and Nationalization Act, cause for termination of this Agreement.

11. NON-DISCRIMINATION. The Agency will not discriminate against any employee employed in the performance of this Agreement, or against any applicant for employment because of age, ethnicity, race, religious belief, disability, national origin, or sex. The Agency shall provide a harassment-free workplace, with any allegation of harassment given priority attention and action by management. The Agency shall insert similar provisions in all contracts and subcontracts for services by this Agreement.

12. DISCRIMINATORY VENDOR LIST. The Agency affirms that it is aware of the provisions of Section 287.134(2)(a), Florida Statutes. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity. The Agency further agrees that it shall not violate Section 287.134(2)(a), Florida Statutes, and acknowledges and agrees that placement on the list during the term of this Agreement may result in the termination of this Agreement.

13. ATTORNEY FEES. Each Party shall bear its own attorney's fees and costs.

14. TRAVEL. There shall be no reimbursement for travel expenses under this Agreement.

15. PRESERVATION OF REMEDIES. No delay or omission to exercise any right, power, or remedy accruing to either Party upon breach or default by either Party under this Agreement, will impair any such right, power or

Section No. _____ CAFA No. _____

remedy of either party; nor will such delay or omission be construed as a waiver of any breach or default or any similar breach or default.

16. MODIFICATION. This Agreement may not be modified unless done so in a writing executed by both Parties to this Agreement.

17. NON-ASSIGNMENT. The Agency may not assign, sublicense, or otherwise transfer its rights, duties, or obligations under this Agreement without the prior written consent of FDOT. Any assignment, sublicense, or transfer occurring without the required prior written approval of FDOT will be null and void. FDOT will at all times be entitled to assign or transfer its rights, duties, or obligations under this Agreement to another governmental agency in the State of Florida, upon giving prior written notice to the Agency. In the event that FDOT approves transfer of the Agency's obligations, the Agency remains responsible for all work performed and all expenses incurred in connection with this Agreement.

18. BINDING AGREEMENT. This Agreement is binding upon and inures to the benefit of the Parties and their respective successors and assigns. Nothing in this Agreement is intended to confer any rights, privileges, benefits, obligations, or remedies upon any other person or entity except as expressly provided for in this Agreement.

19. INTERPRETATION. No term or provision of this Agreement shall be interpreted for or against any party because that party or that party's legal representative drafted the provision.

20. ENTIRE AGREEMENT. This Agreement, together with the attached exhibits and documents made a part by reference, embodies the entire agreement of the Parties. There are no provisions, terms, conditions, or obligations other than those contained in this Agreement. This Agreement supersedes all previous communication, representation, or agreement, either verbal or written, between the Parties. No amendment will be effective unless reduced to writing and signed by an authorized officer of the Agency and the authorized officer of FDOT or his/her delegate.

21. DUPLICATE ORIGINALS. This Agreement may be executed in duplicate originals.

The remainder of this page is intentionally left blank.

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 7 of 12

Section No. _____ CAFA No. _____

AGENCY

By: _____

Print Name: _____

Title: _____

As approved by the Council, Board, or

Commission on: _____

Attest: _____

Legal Review:

City or County Attorney

FDOT

State of Florida, Department of Transportation

By: _____

Print Name: _____

Title: _____

Date: _____

Legal Review:

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 8 of 12

Section No. _____ CAFA No. _____

EXHIBIT "A"

PROJECT DESCRIPTION

I. SCOPE OF SERVICES

Install a monument sign, landscaping and irrigation along the east side of US 41 south of Pelican Colony Blvd. near the Village's corporate boundary.

II. PROJECT PLANS

The Agency is authorized to install the Project in accordance with the attached plans prepared by Steven Wallace, P.E./R.L.A./Architect and dated _____. Any revisions to these plans must be approved by FDOT in writing.

See attached upload for Exhibit A

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 9 of 12

Section No. _____ CAFA No. _____

EXHIBIT "B"

SPECIAL PROVISIONS

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 10 of 12

Section No. _____ CAFA No. _____

EXHIBIT "C"

TERMS AND CONDITIONS FOR INSTALLATION OF THE PROJECT

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 11 of 12

Section No. _____ CAFA No. _____

EXHIBIT "D"

AGENCY RESOLUTION

See attached upload for Exhibit D

625-010-10
ROADWAY DESIGN
OGC - 12/12
Page 12 of 12

Section No. _____ CAFA No. _____

EXHIBIT "E"

NOTICE OF COMPLETION AND RESPONSIBLE PROFESSIONAL'S
CERTIFICATE OF COMPLIANCE

NOTICE OF COMPLETION

COMMUNITY AESTHETIC FEATURE AGREEMENT

Between

THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION
and Village of Estero

PROJECT DESCRIPTION: _____

In accordance with the Terms and Conditions of the Community Aesthetic Feature Agreement, the undersigned provides notification that the work authorized by this Agreement is complete as of _____, 20_____.

By: _____

Name: _____

Title: _____

RESPONSIBLE PROFESSIONAL'S CERTIFICATION OF COMPLIANCE

In accordance with the Terms and Conditions of the Community Aesthetic Feature Agreement, the undersigned certifies that all work which originally required certification by a Professional Engineer has been completed in compliance with the Project construction plans and specifications. If any deviations have been made from the approved plans, a list of all deviations, along with an explanation that justifies the reason to accept each deviation, will be attached to this Certification. Also, with submittal of this certification, the Agency shall furnish FDOT a set of "as-built" plans certified by the Engineer of Record.

By: _____

SEAL:

Name: _____

Date: _____

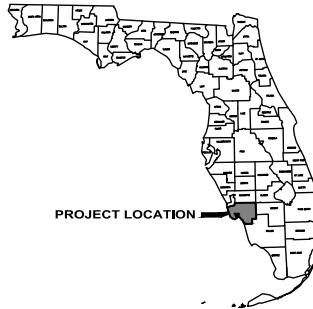
RIGHT-OF-WAY PERMIT PLANS

for

MONUMENT SIGNS IN THE VILLAGE OF ESTERO

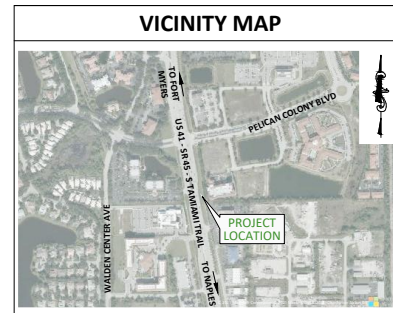
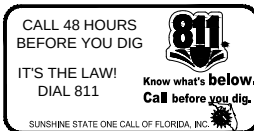
LEE COUNTY, FLORIDA

EXHIBIT 'A'
PAGE 1 OF 8



PROJECT LOCATION

NOTE:
ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS
MAY HAVE BEEN ALTERED IN SIZE BY REPRODUCTION.
THIS MUST BE CONSIDERED WHEN OBTAINING SCALED
DATA.



SCALE: 1" = 1000'

PROJECT SHEET INDEX

- C01 COVER SHEET
- C02 SIGNATURE PAGE
- C03 GENERAL NOTES
- C04 AERIAL PLAN
- C05 SITE PLAN
- C06 CROSS SECTIONS
- LP1 LANDSCAPE PLAN
- LI1 IRRIGATION PLAN

FDOT INFORMATION

ROAD INFO: US 41, SR 45, ROADWAY ID 12010000, MILE POST 5.372
PERMIT NO: 2022-M-192-00002 (CAF)

GOVERNING STANDARD PLANS:

FLORIDA DEPARTMENT OF TRANSPORTATION, FY 2022-2023 STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION AND APPLICABLE INTERIM REVISIONS (IRs)

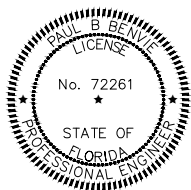
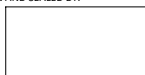
STANDARD PLANS FOR ROAD CONSTRUCTION AND ASSOCIATED IRs ARE AVAILABLE AT THE FOLLOWING WEBSITE: <http://www.fdot.gov/design/standardplans>

GOVERNING STANDARD SPECIFICATIONS:

FLORIDA DEPARTMENT OF TRANSPORTATION, JULY 2021 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AT THE FOLLOWING WEBSITE
<http://www.fdot.gov/programmanagement/implemented/specbooks>



1404 DEAN STREET, FORT MYERS, FL 33901
DRMP PROJECT NO. 20-0344.001

EXHIBIT 'A'
 PAGE 2 OF 8

 THIS ITEM HAS BEEN DIGITALLY
 SIGN AND SEALED BY:


ON THE DATE ADJACENT TO THE SEAL

 PRINTED COPIES OF THIS DOCUMENT ARE
 NOT CONSIDERED SIGNED AND SEALED
 AND THE SIGNATURE MUST BE VERIFIED
 ON ANY ELECTRONIC COPIES.

 1404 Dean Street Suite 101
 Fort, Myers, Florida 33901
 Phone: 239,206,5093
 WWW.DRMP.COM

 PAUL B. BENVIE, P.E.
 LICENSE NO. 72261

 THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE
 FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

SHEET NO.	SHEET DESCRIPTION
C1	COVER SHEET
C2	SIGNATURE SHEET
C3	GENERAL NOTES
C4	AERIAL PLAN
C5	SITE PLAN
C6	CROSS SECTION

A:\Projects\2020\20-0344\01 - Monument Sign Northbound at Bayham Village_Look Up - CAD\Drawn\DOT\02 - Signature.dwg Printed: Oct 11, 2022 - 12:28pm by a44444

NO.	DATE	REVISIONS	DESIGNED BY	SW	CHECKED BY	SW	APPROVED BY	SW	OWNER / DEVELOPER:	ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS	SITE IMPROVEMENT PLANS FOR	SIGNATURE PLAN	PROJECT NO.
1	9.16.22	CULVERT SIZING	SF						VILLAGE OF ESTERO		VILLAGE OF ESTERO		20-0344.001
2	10.10.22	PER CAF REVIEW DATED 10.6.22	SF						ATTN: DAVID WILLEMS		MONUMENT SIGN		DATE
									9401 CORKSCREW PALMS CIRCLE		VILLAGE OF ESTERO, LEE COUNTY, FLORIDA		FEBRUARY 2022
									ESTERO, FL 33928				SCALE
									(239) 221-5036				N/A
													SHEET
													C02


 1404 Dean Street Suite 101 - Fort, Myers, Florida 33901
 Phone: 239,206,5093 WWW.DRMP.COM

DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFFERENCE

EXHIBIT 'A'
PAGE 3 OF 8

1. LOCATION, ELEVATION, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES ARE SHOWN IN ACCORDANCE WITH THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE PLANS BUT DO NOT PURPORT TO BE ABSOLUTELY CORRECT. THERE MAY BE OTHER IMPROVEMENTS, UTILITIES, ETC. WITHIN THE PROJECT AREA WHICH MAY HAVE BEEN INSTALLED OR CONSTRUCTED SINCE THE PREPARATION OF THESE PLANS.
 2. THE INFORMATION PROVIDED IN THESE PLANS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF THE CONDITIONS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF THIS WORK. ALL CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSIONS REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH THEIR BIDS WILL BE BASED.
 3. THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATION, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES AFFECTING THEIR WORK AND SHALL COMPLY WITH ALL STATE, COUNTY, AND LOCAL ORDINANCES AND OBTAIN ANY NECESSARY WORK PERMITS THAT MAY BE REQUIRED PRIOR TO CONSTRUCTION.
 4. THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS UTILITIES COMPANIES, AS ESTABLISHED BY THE UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION, AS ESTABLISHED BY THE "UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY ACT."
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OF THE COORDINATION OF CONSTRUCTION SCHEDULING BETWEEN THE CONTRACTOR AND ALL UTILITY AGENCIES.
- NOTE: THIS INCLUDES MEETING WITH UTILITY AGENCIES PRIOR TO THE PRE-CONSTRUCTION CONFERENCE TO ADJUST THEIR SCHEDULES TO COINCIDE WITH THE CONTRACTOR'S CONSTRUCTION SCHEDULE. (REFERENCE CONTRACT DOCUMENTS.)
6. THE COUNTY RESERVES THE RIGHT TO PERFORM QUALITY ASSURANCE TESTING ON ALL MATERIALS DELIVERED TO THE PROJECT AND TO REJECT ALL MATERIALS NOT MEETING ACCEPTABLE STANDARDS.
 7. ALL PROPOSED STORM SEWER PIPES SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED ON THE PLANS.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE STAKE-OUT OF THE PROJECT, I.E., LINE, GRADE, SLOPE STAKE, UTILITY RELOCATIONS OR ANY OTHER STAKE-OUT THAT MAY BE REQUIRED TO COMPLETE THE PROJECT ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, ANY AND ALL EXPENSES INCURRED FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THIS WORK.
 9. OVERALL CLEAN-UP SHALL BE ACCOMPLISHED BY THE CONTRACTOR IN ACCORDANCE WITH COUNTY STANDARDS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL EXPENSES INCURRED FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.
 10. THE CONTRACTOR SHALL ENDEAVOR TO PROTECT PRIVATE PROPERTY, ANY DAMAGE CAUSED BY THE CONTRACTOR IN THE PERFORMANCE OF HIS WORK SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER. PAYMENT SHALL NOT BE MADE FOR THIS WORK.
 11. ANY DAMAGE TO STATE, COUNTY, OR LOCAL ROADS CAUSED BY THE CONTRACTOR'S HAULING OR EXCAVATION EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
 12. ALL EROSION CONTROL FENCES AND BARRIERS SHALL BE ERECTED PRIOR TO ANY LAND ALTERATIONS, MAINTAINED DURING CONSTRUCTION, AND REMOVED FOLLOWING SOIL STABILIZATION AND FINAL DRESSING. EROSION CONTROL MEASURES SHALL BE MONITORED AND ADJUSTED AS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE PROJECT SITE.
 13. ALL WORK INSIDE FDOT RIGHT OF WAY SHALL BE REFERENCED UNDER THESE NOTES.
 14. THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE FDOT FLORIDA DESIGN MANUAL (FDM) AND ARE GOVERNED BY THE MOST CURRENT VERSION OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE MOST CURRENT VERSION OF THE FDOT STANDARD PLANS.
 15. AT THE END OF EACH DAY, THE RIGHT OF WAY (INCLUDING ALL TRAVEL LANES) SHALL BE RESTORED FOR SAFE VEHICULAR TRAFFIC. NO DROP-OFF CONDITIONS ARE ALLOWED TO REMAIN. NO MATERIALS, EQUIPMENT, ETC. SHALL BE STORED WITHIN THE RIGHT OF WAY WHILE THE WORK ZONE IS INACTIVE.
 16. IT IS THE RESPONSIBILITY OF THE PERMITTEE TO DETERMIN AND COMPLY WITH ALL APPLICABLE COUNTY AND MUNICIPAL ORDINANCES THAT ARE MORE STRINGENT THAN THE DEPARTMENT'S REQUIREMENTS.
 17. THE PERMITTEE SHALL NOT DURING OR AFTER CONSTRUCTION INTRODUCE ANY FORM OF UNPERMITTED STORM WATER DISCHARGE INTO THE DEPARTMENT'S RIGHT OF WAY OR EASEMENTS.
 18. ALL WORK INSIDE FDOT RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE MOST CURRENT VERSION OF FDOT DESIGN MANUAL AND STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION.
 19. THE PERMITTEE IS RESPONSIBLE FOR RESOLVING ANY UTILITY CONFLICTS BEFORE CONSTRUCTION BEGINS. ALL CONFLICTING UTILITIES MUST BE ADJUSTED AT THE PERMITTEE'S EXPENSE. A SEPARATE UTILITY PERMIT MUST BE OBTAINED FOR ANY UTILITY WORK WITHIN THE DEPARTMENT'S RIGHT OF WAY.
 20. AN ON-SITE PRE-CONSTRUCTION MEETING SHALL BE HELD PRIOR TO ANY CONSTRUCTION BEING PERFORMED IN FDOT RIGHT OF WAY. PLEASE CONTACT FORT MYERS OPERATIONS CENTER AT 239-985-7800 (TO COORDINATE THE PRE-CONSTRUCTION MEETING AND ALL INSPECTIONS).
 21. THE PERMITTEE OR CONTRACTOR IS REQUIRED TO CONTACT FORT MYERS OPERATIONS CENTER (239) 985-7800, AT LEAST 48 HOURS PRIOR TO WORKING WITHIN THE FDOT'S RIGHT OF WAY.
 22. THE PERMITTEE SHALL BE RESPONSIBLE FOR PROVIDING FINAL CERTIFICATION FROM A PROFESSIONAL ENGINEER THAT ALL CONSTRUCTION WITHIN FDOT RIGHT OF WAY HAS BEEN CONSTRUCTED ACCORDING TO THE MOST CURRENT VERSION OF FDOT DESIGN MANUAL AND STANDARD PLANS. TWO SETS OF 11"x17" AS-BUILT PLANS, RECORD DRAWING REPORTS, ENGINEER'S CERTIFICATION, DELIVERY TICKETS OF ALL MATERIALS USED INSIDE FDOT RIGHT OF WAY AND ANY TESTING RESULTS WILL BE REQUIRED FOR THE FINAL ACCEPTANCE OF THIS PERMIT.
 23. THE CONTRACTOR MUST PROVIDE PROOF OF COVERAGE UNDER A LIABILITY INSURANCE POLICY IN ACCORDANCE WITH FLORIDA ADMINISTRATIVE CODE 14-96.007(5) PRIOR TO THE COMMENCEMENT OF CONSTRUCTION WITHIN THE DEPARTMENT'S RIGHT OF WAY. THE PERMIT NUMBER AND PERMIT NAME SHALL BE SHOWN ON THE CERTIFICATE OF LIABILITY INSURANCE POLICY.
 24. THE DEPARTMENT WILL NOT RELEASE OUR HOLD ON THE CERTIFICATE OF OCCUPANCY UNTIL AFTER ALL WORK HAS BEEN COMPLETED AND APPROVED.
 25. ALL MAINTENANCE OF TRAFFIC WITHIN FDOT RIGHT OF WAY MUST CONFORM TO THE MOST CURRENT VERSION OF FDOT STANDARD PLANS 102-600 SERIES.
 26. PEDESTRIAN CONTROL FOR CLOSURE OF SIDEWALKS MUST CONFORM TO THE MOST CURRENT VERSION OF FDOT STANDARD PLANS No. 102-660.
 27. SOD ALL DISTURBED AREAS WITHIN THE FDOT RIGHT OF WAY.
 28. THE FDOT IS NOT RESPONSIBLE FOR DESIGN AND/OR PLAN ERRORS. ALL CONSTRUCTION IN FDOT RIGHT OF WAY SHALL BE IN ACCORDANCE WITH FDOT STANDARDS AND SPECIFICATIONS.

UTILITY CONTACTS:**TELEPHONE**

CentryLink
2820 Cargo St
Fort Myers, FL 33916
239-336-2008

ELECTRIC

Florida Power & Light
2425 Thompson St
Fort Myers, FL 33901
239-332-9154

SEWER, WATER

Bonita Springs Utilities
11900 E Terry Street
Bonita Springs, FL 34135
239-992-0711

CONSULTANT CONTACTS:**CIVIL ENGINEERING**

DRMP, INC.
1404 DEAN STREET, SUITE 101
FORT MYERS, FL 33901
STEVE WALLACE, P.E.
813-321-5782

SURVEY

DA GOSTINO GEOSPATIAL LAND
SURVEY SERVICES
10981 BONITA BEACH ROAD SE
BONITA SPRINGS, FL 34134
DON MILLER, PSM, PLS
239-352-6085

GAS

TECO Peoples Gas
5901 Enterprise Pkwy
Fort Myers, FL 33905
239-690-5508

CABLE TV

Comcast Cable
12641 Corporate Lakes Dr.
Fort Myers, FL 33913
239-432-1805

LANDSCAPE ARCHITECT
BRUCE HOWARD & ASSOCIATES
4872 SW 72nd AVENUE
MIAMI, FL 33155
BRUCE HOWARD
305-668-3196

GEOTECHNICAL
ECS FLORIDA, LLC
13850 TRELINE AVENUE, SUITE 4
FORT MYERS, FL 33913
DAVID BEARCE, PE
239-236-7511

NO.	DATE	REVISIONS	REVISED BY
1	9.16.22	CULVERT SIZING	SF
2	10.10.22	PER CAF REVIEW DATED 10.6.22	SF

DESIGNED BY	SF
DRAWN BY	SF
CHECKED BY	SW
APPROVED BY	SW

OWNER / DEVELOPER:
VILLAGE OF ESTERO
ATTN: DAVID WILLEMS
9401 CORKSCREW PALMS CIRCLE
ESTERO, FL 33928
(239) 221-5036



1404 Dean Street Suite 101 - Fort Myers, Florida 33901
Phone: 239.206.8083 WWW.DRMP.COM

SITE IMPROVEMENT PLANS FOR

**VILLAGE OF ESTERO
MONUMENT SIGN**

VILLAGE OF ESTERO, LEE COUNTY, FLORIDA

GENERAL NOTES

DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PRECEDENCE

PROJECT NO.:

20-0344.001

DATE:

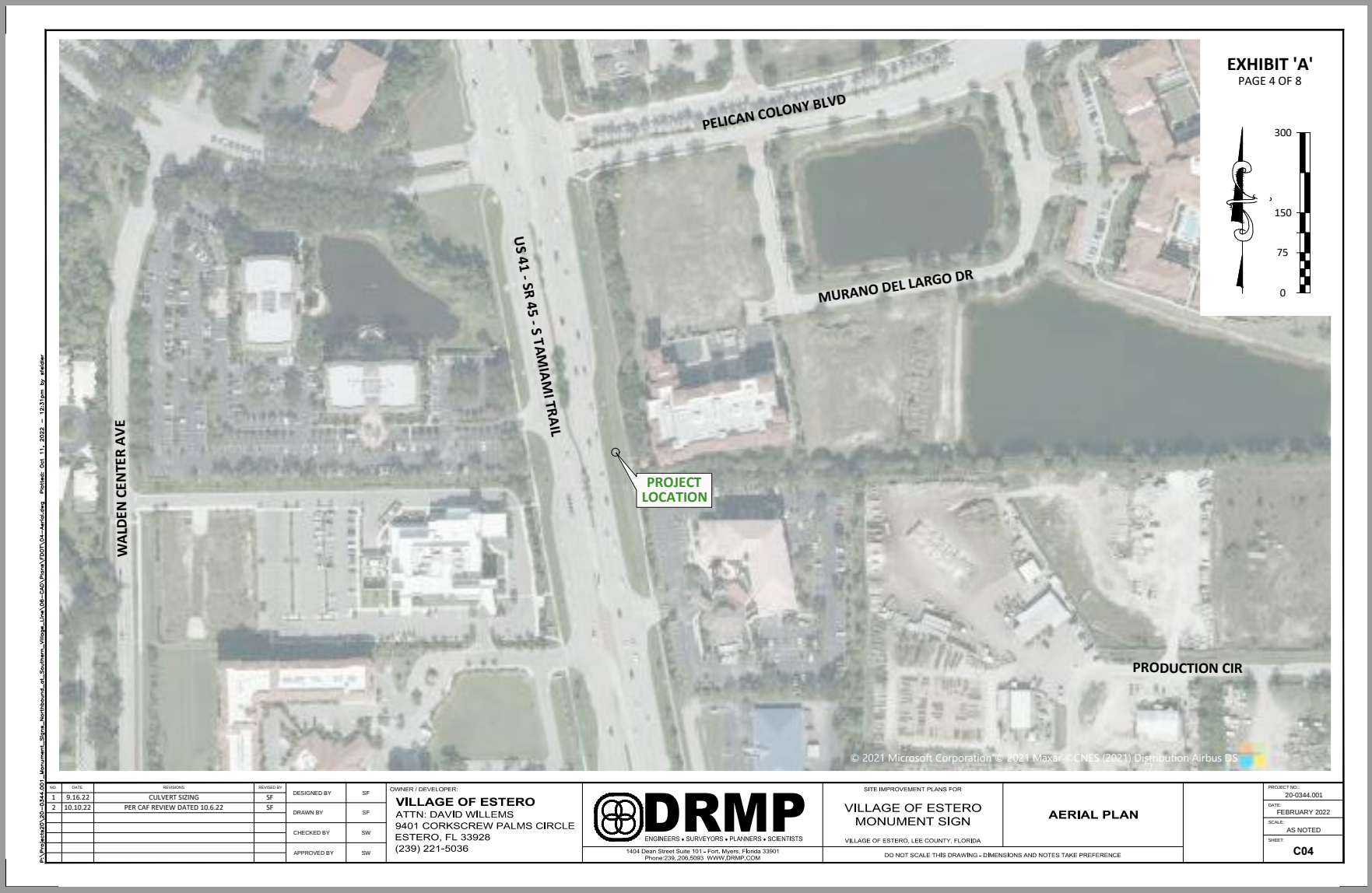
FEBRUARY 2022

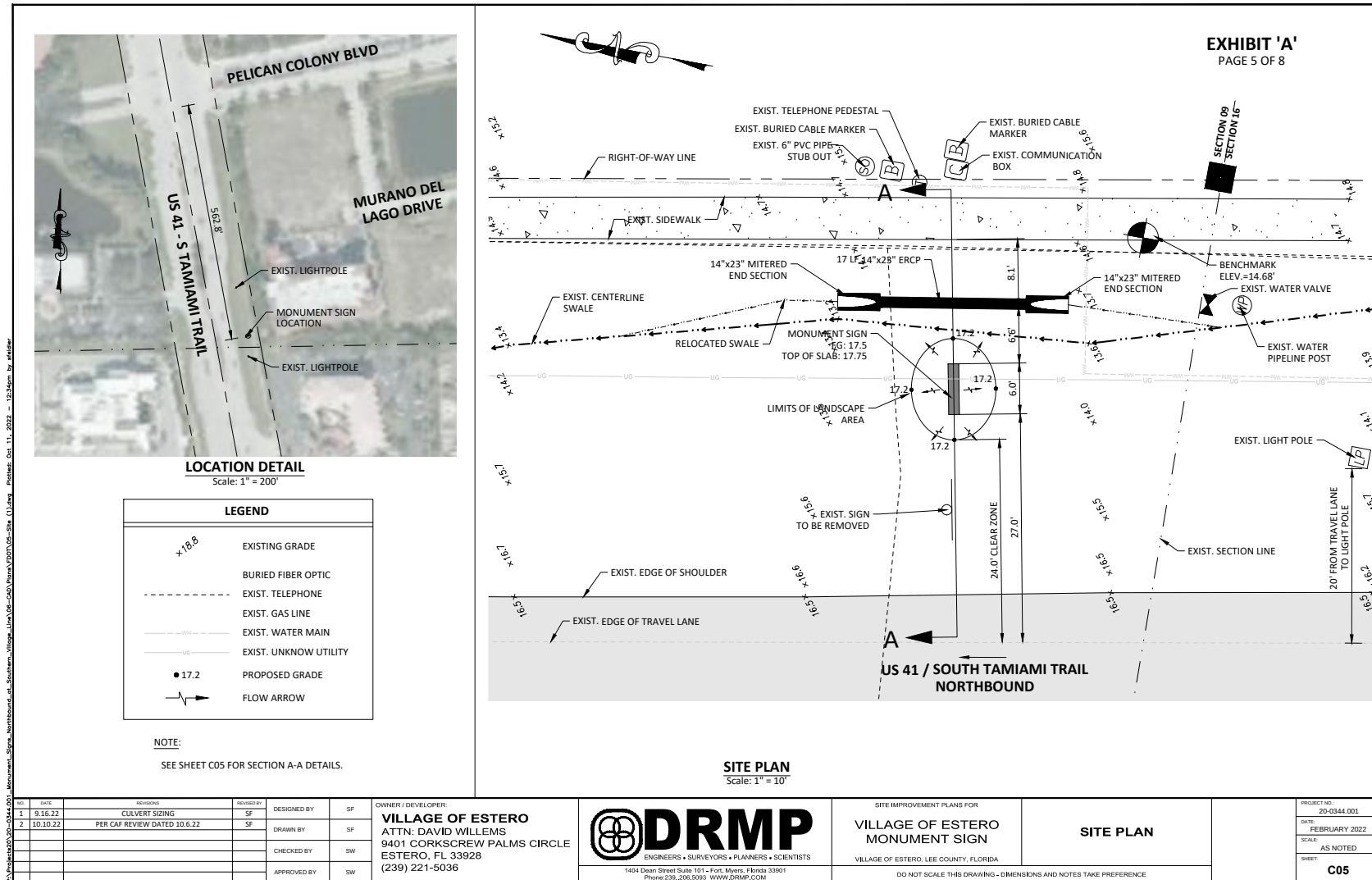
SCALE:

N/A

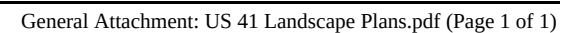
SHEET:

C03









AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Resolution No. 2022-32 I-75 and Corkscrew Landscape Maintenance Agreement

A resolution approved a landscape maintenance and installation agreement between the State of Florida Department of Transportation and the Village of Estero for maintenance of landscaping for specialized landscaping and irrigation within the interchange at SR 96 (I-75) and Corkscrew Road; Authorizing the village Manager and Village agents to take all actions necessary to execute and implement the agreement; and providing an effective date.

Motion to approve Resolution No. 2022- 32

Background:

The Florida Department of Transportation (FDOT) is funding the design, permitting and construction of landscaping improvements within the I-75 & Corkscrew Road Interchange with the understanding the Village of Estero will maintain the landscaping after construction is complete.

Description:

Resolution No. 2022- 32 formalizes the agreement for the Village of Estero to maintain the landscaping after construction is complete.

Action Requested:

Motion to approve Resolution No. 2022- 32

Process and Timeline:

The project was originally scheduled to start construction on or before October 17, 2022, and installation completed by February 19, 2023. Due to Hurricane Ian the project has been delayed. The Village has not yet been provided an updated project schedule.

Financial Impact:

The Village of Estero will incur landscape maintenance costs starting in 2025, after the installation contractor's maintenance period is complete. Costs are expected to be approximately \$216,000 per year.

Prepared by: David Willems, P.E.

Attachments:

1. Resolution No. 2022-32
2. Landscape Maintenance Agreement

VILLAGE OF ESTERO, FLORIDA

RESOLUTION NO. 2022 -32

A RESOLUTION APPROVING A LANDSCAPE MAINTENANCE AND INSTALLATION AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF ESTERO FOR MAINTENANCE OF LANDSCAPING FOR SPECIALIZED LANDSCAPING AND IRRIGATION WITHIN THE INTERCHANGE AT SR 93 (I-75) AND CORKSCREW ROAD; AUTHORIZING THE VILLAGE MANAGER AND VILLAGE AGENTS TO TAKE ALL ACTIONS NECESSARY TO EXECUTE AND IMPLEMENT THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Constitution and Charter of the Village of Estero, permit the Village to provide for the health, safety, and welfare of its citizenry: and

WHEREAS, State and Village objectives both include the provision of especially aesthetically pleasing vegetation along roadways within the Village; and

WHEREAS, the State is providing installation of landscaping and irrigation at the intersection of SR 93 (I-75) and Corkscrew Road within the Village and is seeking an agreement with the Village for the Village to take responsibility for maintenance of the specialized landscaping and irrigation at the intersection;

NOW, THEREFORE, be it resolved by the Village Council of the Village of Estero, Florida:

Section 1. The Village Council for the Village of Estero, Lee County, Florida hereby approves A LANDSCAPE MAINTENANCE AND INSTALLATION AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF ESTERO FOR MAINTENANCE OF LANDSCAPING FOR SPECIALIZED LANDSCAPING AND IRRIGATION WITHIN THE INTERCHANGE AT SR 93 (I-75) AND CORKSCREW ROAD, a copy of which accompanies this Resolution, and which will be kept on file with the Village.

Section 2. The Village Manager is hereby authorized to execute the Agreement and through staff and/or agents of the Village, is hereby authorized to take all actions necessary to implement its requirements.

Section 3. This Resolution shall take effect immediately upon adoption.

THIS SPACE INTENTIONALLY LEFT BLANK

ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida this 7th
day of December 2022.

Attest:

VILLAGE OF ESTERO, FLORIDA

By: _____
Carol Sacco, Village Clerk

By: _____
Katy Errington, Mayor

Reviewed for legal sufficiency:

By: _____
Robert D. Pritt, Interim Village Attorney

Resolution No. 2022-32

Page 2 of 2

DocuSign Envelope ID: 8366E1B1-EB13-4F02-8D88-F66435497035

FPID 406225-7-52-01
Contract #: E1T57
LOCAL AGENCY: Village of Estero
ROADWAY: SR 93 (I-75) @ Corkscrew Rd.

**LANDSCAPE MAINTENANCE
AGREEMENT BETWEEN
THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AND
THE VILLAGE OF ESTERO**

THIS Agreement, made and entered into this ____ day of _____, **2022**, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, (hereinafter, "DEPARTMENT") and, the VILLAGE OF ESTERO (hereinafter, "AGENCY") for the AGENCY to maintain, at the AGENCY'S expense, landscaping within the area specified below.

W I T N E S S E T H

1. WHEREAS, the DEPARTMENT has jurisdiction over and maintains **State Road 93 (Interstate 75)** as part of the State Highway System; and
2. WHEREAS, the DEPARTMENT, will install specialized landscape and irrigation improvements, at the request of the AGENCY, within the interchange at **SR 93 (I-75) and Corkscrew Road** (hereinafter, "PROJECT") and the AGENCY has agreed, at its expense, to maintain the landscaping and irrigation within the interchange upon completion of the PROJECT.
3. WHEREAS, the AGENCY, by Resolution No. _____, dated _____, **2022** and attached hereto as **Exhibit A**, attached hereto and incorporated into this Agreement, accepted this obligation and authorized its Chairman or Designee to execute this Agreement on its behalf.

NOW THEREFORE, for and in consideration of the mutual benefits to flow each to the other, the parties covenant and agree as follows:

Rest of this page intentionally left blank.

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FPID 406225-7-52-01

Contract #: E1U57

LOCAL AGENCY: Village of Estero

ROADWAY: SR 93 (I-75) @ Corkscrew Rd.

1. The AGENCY agrees to maintain the landscape and irrigation improvements in accordance with the **Technical Maintenance Plan** included as **Exhibit B** attached hereto and by this reference made a part hereof. The AGENCY agrees, at the AGENCY'S expense, to maintain all landscaping and irrigation within the SR 93(I-75) @ Corkscrew Road Interchange pursuant to the **Landscape Plan(s)** included as **Exhibit C**, attached hereto and incorporated into this Agreement, and Rule 14-40.003, Florida Administrative Code, as it may be amended from time to time the AGENCY shall maintain all landscape and irrigation areas within the SR 93 (I-75) @ Corkscrew Rd. Interchange from MP 8.082 to MP 8.667 along State Road 93 (Roadway ID: 12075000) so that the landscaping areas meet or exceed minimum Maintenance Rating Performance Standards (MRP) as defined by the DEPARTMENT.
2. The landscaping duties to be performed by the AGENCY shall be subject to periodic inspections by the DEPARTMENT. The AGENCY shall not change or deviate from said plan(s) without written approval of the DEPARTMENT.
3. All landscape and irrigation installation and maintenance activities undertaken by AGENCY shall be pursuant to the Work Zone Traffic Control Plan(s) using the FDOT Standard Plans Index 102, and incorporated into this Agreement, and Rule 14-40.003, Florida Administrative Code.
4. The AGENCY may utilize its employees or third parties to accomplish its obligations under this Agreement. However, the AGENCY remains responsible for proper performance under this Agreement and shall take all steps necessary to ensure that its employees or third parties perform as required under this Agreement.
5. It is understood between the parties hereto that the landscaping and irrigation covered by this Agreement may be removed, relocated or adjusted by the DEPARTMENT at any time in the future as determined to be necessary by the DEPARTMENT in order to widen, alter or otherwise change the state road to meet with future criteria or planning of the DEPARTMENT. The AGENCY shall be given sixty (60) calendar days notice to remove said landscaping and irrigation which time the DEPARTMENT may remove the same.
6. Designated personnel as directed by the District Secretary or his designee may inspect and evaluate this PROJECT. If at any time after the AGENCY has assumed landscaping and irrigation maintenance responsibility it shall come to the attention of the DEPARTMENT that the limits or a part thereof is not properly maintained pursuant to the terms of this Agreement, the District Secretary or his designee may issue a written notice to the AGENCY that a deficiency or deficiencies exist(s). Upon receipt of the notice, the AGENCY shall have a period of thirty (30) calendar days within which to correct the cited deficiencies. If said deficiencies are not corrected within this time period, the DEPARTMENT may at its option, proceed as follows:
 - a) The DEPARTMENT may take action to maintain the landscaping and irrigation or a part thereof, with DEPARTMENT or its Contractor's personnel and invoice the AGENCY for expenses incurred and the AGENCY shall promptly reimburse the DEPARTMENT for the costs, or
 - b) The DEPARTMENT may terminate the Agreement, in which case the AGENCY shall at its own expense and within sixty (60) days after written notice by the DEPARTMENT, remove all of the landscaping and irrigation that the DEPARTMENT directs be removed

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FPID 406225-7-52-01**Contract #: E1U57****LOCAL AGENCY: Village of Estero****ROADWAY: SR 93 (I-75) @ Corkscrew Rd.**

and return the right-of-way to its original condition.

7. This Agreement shall take effect upon execution by both parties.
8. This Agreement shall remain in effect until such time the AGENCY or DEPARTMENT wishes to terminate this Agreement. Termination shall be done in writing giving the other party thirty (30) days notice. Upon notice of termination by either party, all landscape and irrigation improvements shall be removed by the AGENCY and the DEPARTMENT'S right-of-way returned to its original condition. If, after thirty (30) days, the landscape and irrigation improvements have not been removed, the DEPARTMENT may, at its option, proceed as follows:
 - a) Maintain the landscape and irrigation improvements within the limits of said project with DEPARTMENT'S contractor or personnel and the AGENCY shall promptly reimburse the DEPARTMENT upon receipt of an invoice for the reasonable values of such work; or
 - b) Remove all landscape and irrigation improvements; return the right-of-way to its original condition with the DEPARTMENT'S contractor or personnel and the AGENCY shall promptly reimburse the DEPARTMENT upon receipt of an invoice for the reasonable values of such work.
9. The AGENCY shall keep in force during the period of this Agreement public liability insurance, property damage insurance and worker's compensation insurance through an insurance policy(ies) or the AGENCY'S self insurance program.
10. When the DEPARTMENT receives a notice of claim for damages that may have been caused by the AGENCY in the performance of services pursuant to this Agreement, the DEPARTMENT will immediately forward the claim to AGENCY, and the DEPARTMENT will evaluate the claim and report their findings to each other within seven working days and will jointly discuss options in defending the claim. After reviewing the claim, the DEPARTMENT will determine whether to require the participation of the AGENCY in the defense of the claim or to require that the AGENCY defend the DEPARTMENT in such claim pursuant to this section. The DEPARTMENT'S failure to notify the AGENCY of a claim shall not release the AGENCY from any of the requirements of this section. The DEPARTMENT and the AGENCY will pay their own costs for the evaluation, settlement negotiations, and trial, if any. However, if only one party participates in the defense of the claim at trial, that party is responsible for all costs, but if the verdict determines that there is joint responsibility, the costs and liability for damages will be shared in the same percentage as that judicially established.
11. To the extent permitted by law, AGENCY shall indemnify, defend and hold harmless DEPARTMENT against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of AGENCY, or any of its officers, agents or employees, acting within the scope of their office or employment, in connection with the obligations and rights granted to or exercised by AGENCY hereunder, to the extent and within the limitations of Section 768.28, Florida Statutes. The foregoing indemnification shall not constitute a waiver of sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28, nor shall the same be construed to constitute agreement by AGENCY to indemnify DEPARTMENT for the negligent acts or omissions of DEPARTMENT, its officers, agents or employees, or for the acts of third parties. Nothing herein shall be construed as consent by AGENCY to be sued by

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Contract #: E1U57

LOCAL AGENCY: Village of Estero

ROADWAY: SR 93 (I-75) @ Corkscrew Rd.

third parties in any manner arising out of this agreement. The AGENCY shall also require all contractors and subcontractors who conduct operations within the Project to indemnify and hold DEPARTMENT harmless against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of said Contractor or Subcontractor or any of their officers, agents or employees, acting within the scope of their office or employment. The indemnities assumed by the AGENCY shall survive termination of this agreement.

12. This writing embodies the entire Agreement and understanding between the parties hereto and there are no other agreements and understanding, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.
13. This Agreement may not be assigned or transferred by the AGENCY in whole or part without the consent of the DEPARTMENT.
14. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.
15. All notices under this Agreement shall be directed to the following addresses:

TO DEPARTMENT:

Mr. Darryl Richard
District Landscape Architect
801 North Broadway (MS 1-28)
Bartow, FL 33830-1249

STATE OF FLORIDA AUDITOR GENERAL:

Room 401, Pepper Building
111 West Madison Street
Tallahassee, Florida 32399-1450

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FPID 406225-7-52-01

Contract #: E1U57

LOCAL AGENCY: Village of Estero

ROADWAY: SR 93 (I-75) @ Corkscrew Rd.

IN WITNESS WHEREOF, **Village of Estero**; has caused this Agreement to be executed in its behalf, by the Mayor or its designee, as authorized by Resolution No.

_____ and the FLORIDA DEPARTMENT OF TRANSPORTATION has caused this Agreement to be executed in its behalf through its District Secretary or authorized designee. This Agreement shall become effective on:

Department to enter date.

VILLAGE OF ESTERO:

ATTEST

CLERK

(Seal)

MAYOR OR DESIGNEE

DATE_____
PRINT NAME_____
DATE**VILLAGE OF ESTERO** LEGAL REVIEW:

BY: _____

DATE**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**

ATTEST

EXECUTIVE SECRETARY (Seal)

BY: _____

DISTRICT SECRETARY OR DESIGNEE
DISTRICT ONE_____
PRINT NAME_____
DATE_____
PRINT NAME_____
DATE

REVIEW & APPROVAL

FLA. DEPT. OF TRANS. LEGAL REVIEW:

BY _____

BY: _____

DISTRICT LANDSCAPE ARCHITECT _____

DATE

DATE
DS
JC

DocuSign Envelope ID: 8366E1B1-EB13-4F02-8D88-F66435497035

EXHIBIT B

LANDSCAPE TECHNICAL MAINTENANCE PLAN

THE ACTIVITIES AND FREQUENCIES SHOWN REPRESENT THE MINIMUM REQUIREMENTS

GRADE NO. 1. ALL PLANT MATERIAL IS TO BE MAINTAINED AT FLORIDA GRADES AND STANDARDS NO. 1 THROUGHOUT BOTH INSTALLATION AND ESTABLISHMENT PERIOD.

MOWING:

NOW WITHIN THE ENTIRE PROJECT LIMITS FROM RIGHT-OF-WAY TO RIGHT-OF-WAY. MOWING FREQUENCY WILL BE BASED ON MAINTAINING THE TURF AND VEGETATION HEIGHT BETWEEN 5 INCHES AND 12 INCHES. THE ESTIMATED ACREAGE FOR MOWING IS 10.750 ACRES.

WATERING:

AS PART OF THE ESTABLISHMENT PLAN REQUIRED PER SUPPLEMENTAL SPECIFICATION SR0, SUBMIT A DETAILED WATERING SCHEDULE INCLUDING A PLAN TO REDUCE WATERING AMOUNTS AND CYCLES AS PLANTS ARE ESTABLISHED. SUBMIT DOCUMENTATION QUARTERLY TO THE ENGINEER FOR EACH WATERING APPLICATION IN AN EXCEL SPREADSHEET OR COMPATIBLE VERSION TO INCLUDE DATE OF APPLICATION, COVERAGE, NUMBER OF GALLONS, AND HOW APPLIED (WATER TRUCK OR IRRIGATION SYSTEM).

LITTER REMOVAL:

PERFORM LITTER REMOVAL WITHIN THE ENTIRE PROJECT LIMITS FROM RIGHT-OF-WAY TO RIGHT-OF-WAY PRIOR TO AND IN CONJUNCTION WITH THE MOWING. PERFORM LITTER REMOVAL BETWEEN MOWING CYCLES TO ENSURE THE VOLUME OF LITTER DOES NOT EXCEED 2 CUBIC FEET PER ACRE. PROVIDE THE LANDFILL RECEIPTS AND/OR THE ESTIMATED LITTER AMOUNT COLLECTED FOR THE INVOICE PERIOD WITH SUBMISSION OF THE INVOICE.

EDGING:

EDGE EACH MOWING CYCLE. MECHANICAL EDGING SHALL BE USED FOR TURF ADJACENT TO PAVEMENT. CHEMICAL HERBICIDE EDGING CAN BE USED ON TREE RINGS AND PLANTING BEDS.

WEEDING:

MAINTAIN TREE RINGS AND BEDS 99% WEED FREE AT ALL TIMES. HAND-REMOVE ANY WEEDS ABOVE TWELVE (12) INCH HEIGHT PRIOR TO APPLYING HERBICIDE SPRAY. PERFORM FINAL WEEDING WITHIN TEN (10) DAYS PRIOR TO FINAL INSPECTION. COMPLETE HERBICIDE REPORTS ON THE FORMS PROVIDED BY THE DEPARTMENT FOR EACH LOCATION WHERE WEED AND GRASS CONTROL IS TAKING PLACE. SUBMIT COMPLETED FORMS TO THE ENGINEER WITH EACH INVOICE OR AS DIRECTED BY THE ENGINEER.

CHEMICAL APPLICATIONS:

ERADICATE FLORIDA EXOTIC PEST PLANT COUNCIL CATEGORY ONE INVASIVE PLANT SPECIES AND THEIR SEEDS, AND VINES. DOCUMENT AND MAINTAIN IN WRITING THE LOCATION OF COAGRASS AND TROPICAL SODA APPLE SITES. THE AMOUNT OF THE AREA INFESTED AT EACH SITE, DATE, AND TYPE (PERCENTAGE OF PRODUCT/METHOD USED) AND LAST TREATMENT. AND SUBMIT TO THE ENGINEER WITH THE MONTHLY INVOICE.

WATER SAUCERS, STAKES AND GUY:

INSPECT ALL PALMS AND TREES FOR PEST INFESTATION AND DISEASE ON A MONTHLY BASIS. CHECKING FOR THE PRESENCE FOR INSECTS, GRUBS, MITES, FUNGUS, MOLD, ETC. APPLY FUNGICIDE AND PESTICIDES PER MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION METHODS AND RATES AS REQUIRED. SUBMIT DOCUMENTATION IN WRITING TO THE ENGINEER FOR EACH CHEMICAL TYPE APPLIED, RATES OF APPLICATIONS, LOCATIONS DATES OF APPLICATION AND TARGET PEST OR DISEASE WITH EACH INVOICE OR AS DIRECTED BY THE ENGINEER.

FERTILIZATION OF TREES, PALMS AND OTHER PLANTS AND VEGETATION

CONTINUOUSLY MONITOR AND REPAIR WATER SAUCERS. MAINTAIN TREES AND PALMS UPRIGHT, WITH STAKES/GUYS. INSPECT AND ADJUST STAKES AND GUYS TO ENSURE STABILITY AND PLUMB CONDITION OF TREES AND PALMS.

MULCH

FERTILIZE TREES AND PALMS AS NEEDED TO PREVENT NUTRITIONAL DEFICIENCIES, TO PROMOTE GROWTH, AND MAINTAIN A HEALTHY APPEARANCE. FERTILIZER SHALL CONTAIN MACRONUTRIENTS AND MICRONUTRIENTS IN A CONTROLLED RELEASED FORM APPLIED AS PER MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION METHODS AND RATES.

PRUNING:

MAINTAIN A MINIMUM OF THREE (3) INCHES DEPTH OF MULCH MATERIAL FOR ALL PLANT AREAS AS SHOWN IN THE PLANS. MULCH THREE (3) FEET AROUND THE TRUNK OF ALL TREES AND PALMS. INSPECT SLOPES AFTER MAJOR RAIN EVENTS AND CORRECT MULCH DEFICIENCIES. MAINTAIN MULCH TO NOT EXCEED FOUR (4) INCHES IN DEPTH. SEE LANDSCAPE PLANS FOR LOCATIONS OF APPLICATIONS.

TURF:

PRUNE AS REQUIRED TO MAINTAIN HORIZONTAL CLEARANCE (FOOT SPECIFICATION 700), AND TO MAINTAIN STRUCTURAL INTEGRITY. MAINTAIN CLEARANCE SO THERE IS NO ENCROACHMENT OF TREES, PALMS, TREE LIMBS, PALM FRONDS OR VEGETATION IN OR OVER THE TRAVEL WAY, GUARDRAIL OR CLEAR ZONE. LOWER THAN 14.5 FEET OR LOWER THAN 10 FEET OVER SIDEWALKS, BIKE, OR MULTITUDE PATHS. NO VEGETATION SHALL VIOLATE THE CLEARANCE REQUIREMENT. TREES: REMOVE ALL SUCKERS, DEAD, DISEASED OR BROKEN BRANCHES. PALMS: PRUNE AS REQUIRED TO REMOVE BROKEN OR DEAD FRONDS AND ALL FLOWER/SEED STALKS. FLOWER/SEED STALKS SHALL BE REMOVED PRIOR TO DROPPING OF SEEDS, NUTS, OR PRODUCTION OF FRUIT. WOODY SHRUBS: DURING THE ESTABLISHMENT PERIOD, PRUNE WOODY SHRUBS A MINIMUM OF 2 TIMES PER YEAR TO PROMOTE A DENSE HORIZONTAL BRANCHING. MAINTAIN MAX HEIGHT PER PLANT SCHEDULE. NATIVE GRASSES: PERFORM ANNUAL MAINTENANCE DURING LATE WINTER. CUT ALL FOLIAGE FLUSH AT 6" ABOVE GRADE. ALL LANDSCAPE MATERIAL SHALL BE INSTALLED AND MAINTAINED IN A MANNER WHEREBY TRAFFIC CONTROL SIGNAGE, CAMERAS AND DEVICES ARE VISIBLE TO MOTORISTS AND PEDESTRIANS AT ALL TIMES. MAINTAIN TURF AREAS TO THE CURRENT EDITION OF THE MAINTENANCE RATING PROGRAM (MRP). REPAIR ALL AREAS DAMAGED BY EROSION. ENSURE THE PROJECT MEETS MRP TURF STANDARDS THROUGHOUT THE DURATION OF THE ESTABLISHMENT PERIOD.

NOTE: THE LANDSCAPE TECHNICAL MAINTENANCE PLAN APPLIES TO BOTH THE INSTALLATION PERIOD AND 2 YR. ESTABLISHMENT PERIOD.

EXHIBIT B

Michael C. Schulte, RLA
CAP 6666683
SECOM Technical Services Inc
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.
SR 93

COUNTY
LEE

FINANCIAL PROJECT ID
406225-7-52-01

LANDSCAPE TECHNICAL MAINTENANCE PLAN

SHEET NO.
11

Printed: December 10, 2021 2:30pm

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Village Council Meeting - PACKET - (Page 364 of 439)

Page 6 of 57

General Attachment: 11-2-22- ... KSCREW-VILLAGE_OF_ESTERO.pdf (Page 6 of 57)

EXHIBIT C

CONTRACT PLANS COMPONENTS
LANDSCAPE PLANS

INDEX OF LANDSCAPE PLANS

SHEET NO	SHEET DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3	SUMMARY OF PAY ITEMS
4	GENERAL AND LANDSCAPE NOTES
5	LANDSCAPE SETBACKS
6	PLANT SCHEDULE
7	LANDSCAPE LEGEND
8	PROJECT LAYOUT
9	DIRECTIONAL BORE LAYOUT
10	MAINTENANCE AREA LIMITS
11	LANDSCAPE TECHNICAL MAINTENANCE PLAN
12	SELECTIVE CLEARING AND GRUBBING PLAN
13	SELECTIVE CLEARING AND GRUBBING DETAIL SHEET
14 - 24	LANDSCAPE PLANS
25	LANDSCAPE DETAILS
26	IRRIGATION NOTES AND LEGEND
27 - 37	IRRIGATION PLANS
38 - 42	IRRIGATION DETAILS
43	TEMPORARY TRAFFIC CONTROL PLAN
44 - 45	STORMWATER POLLUTION PREVENTION PLANS
46 - 47	LANDSCAPE TABULATION OF QUANTITIES
48	IRRIGATION TABULATION OF QUANTITIES
50-I - 50-3	SUMMARY OF QUANTITIES

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2021-22 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the at the following website: <http://www.fdot.gov/design/standardplans>

APPLICABLE IRS:

EXHIBIT C

SPECIFICATIONS:

ation, January 2022 Standard Specifications
at the following website:
gement/Implemented/Spec8books

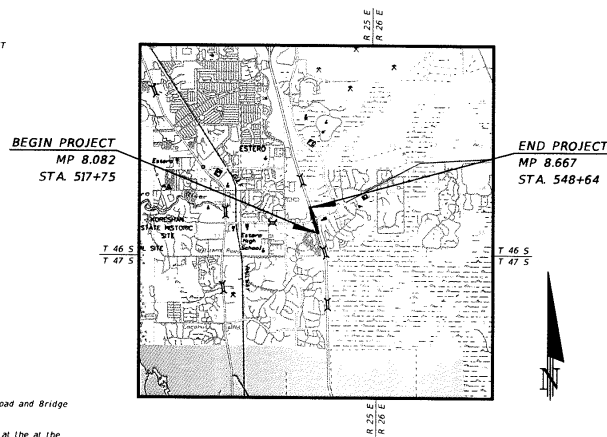
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 406225-7-52-01

LEE COUNTY (12075)

I-75 (SR 93) AT CORKSCREW ROAD INTERCHANGE LANDSCAPE



Page 1 of 51

FINAL PLANS
12/13/2021

LANDSCAPE PLANS
LANDSCAPE ARCHITECT OF RECORD:

MICHAEL C. SCHULTE, RLA NO.: 6666683
7650 W COURTNEY CAMPBELL CSWY.
TAMPA, FL. 33607-1462
(813) 286-1711
CONTRACT NO.: C9Z1B
VENDOR NO.: F952661922

FDOT PROJECT MANAGER:

DARRYL RICHARD, RLA

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
E1U57	22	1

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EXHIBIT C

					12/01/2021 14:45:43 PM	
FLORIDA DEPARTMENT OF TRANSPORTATION						
PROJECT SUMMARY OF PAY ITEMS						
FOR PROJECT: 406225-7-52-01						
LEAD PROJECT : 406225-7-52-01			DISTRICT : 01		COUNTY/SECTION : 12075000	
PROJECT(S) : 40622575201			COUNTY : LEE			
0600 SUMMARY OF LANDSCAPE / PERIPHERAL						
SPC	ALT	ITEM NUMBER	ITEM DESCRIPTION		UNIT	40622575201 QUANTITY TOTAL
		0999- 2-	LUMP SUM CONTRACT, ALTERNATIVE BIDDING 40622575201		LS	1.000 1.000
		0999- 25-	INITIAL CONTINGENCY AMOUNT, DO NOT BID 40622575201		LS	1.000 N 1.000

NOTE: 999-2 LUMP SUM CONTRACT. ALL OTHER PAY ITEM NUMBERS SHOWN IN CONTRACT PLANS ARE PROVIDED ONLY FOR THE PURPOSE OF DESCRIBING THE WORK TO BE PERFORMED. PAY ITEM DESCRIPTIONS ARE FOUND IN THE DEPARTMENT'S BASIS OF ESTIMATES MANUAL.

Page 3 of 51

EXHIBIT C

REVISIONS		Michael C. Schulte, RLA LAP 6686683 JECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF PAY ITEMS	SHEET NO. 3
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			SR 93	LEE	406225-7-52-01		

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GENERAL NOTES:

1. THE EXACT LOCATION OF ALL EXISTING STRUCTURES, UNDERGROUND UTILITIES, DRAINAGE STRUCTURES, EXISTING UNDERGROUND SPRINKLERS, AND PIPE MAY NOT BE AS INDICATED ON DRAWINGS. BASE FILES AND BACKGROUND INFORMATION DEPICTED ON THE PLAN SHEETS ARE TAKEN FROM VARIOUS SOURCES. A PROJECT-SPECIFIC TOPOGRAPHIC AND RIGHT-OF-WAY SURVEY HAS NOT BEEN PERFORMED. CONTACT SUNSHINE STATE ONE-CALL AS REQUIRED BY CHAPTER 556 OF THE FLORIDA STATUTES PRIOR TO ANY EXCAVATION ACTIVITY. UNDERGROUND ELECTRIC FACILITIES FOR HIGH-VOLTAGE LIGHTING IN THIS AREA ARE NOT PART OF FLORIDA'S ONE-CALL SYSTEM. ITS SYSTEMS ARE NOT LOCATED BY FLORIDA'S ONE-CALL SYSTEM. FIELD LOCATE ALL UTILITIES, BILLBOARDS, DRAINAGE STRUCTURES, LIGHT POLES, SIGNS, AND OTHER VISIBLE STRUCTURES PRIOR TO INSTALLATION OF ALL PROPOSED IMPROVEMENTS CONTAINED WITHIN THE CONTRACT DOCUMENTS. NOTIFY THE ENGINEER IMMEDIATELY OF ANY POSSIBLE CONFLICTS BETWEEN PROPOSED IMPROVEMENTS AND UTILITIES, BILLBOARDS, SIGNS, AND/OR OTHER STRUCTURES.
2. ALL EXISTING FACILITIES NOTED ON PLANS ARE BASED ON AERIAL IMAGERY AND FIELD INVESTIGATION. AS A RESULT, THESE FACILITIES ARE SHOWN AS CLOSE TO ACTUAL LOCATIONS AS FEASIBLE AND LOCATIONS SHOULD BE CONSIDERED APPROXIMATE.
3. THE APPROXIMATE LOCATION OF UTILITIES ARE SHOWN FOR INFORMATION PURPOSES ONLY. DEPTH OF UTILITIES ARE UNKNOWN. FIELD VERIFY EXACT LOCATIONS AND DEPTHS OF UTILITIES PRIOR TO BEGINNING ANY DIRECTIONAL DRILLING, IRRIGATION PIPE TRENCHING, OR EXCAVATION ACTIVITIES. NOTIFY THE ENGINEER A MINIMUM OF 48 HOURS PRIOR TO DRILLING OF EACH DIRECTIONAL BORE.
4. ALL EXISTING UTILITIES ARE TO REMAIN IN PLACE.
5. CONTRACT JUSTIN MERRITT, ITS OPERATIONS SUPPORT MANAGER, AT 863-640-1150 PRIOR TO COMMENCEMENT OF WORK UNDER CONTRACT.
6. THE CONTRACTOR IS RESPONSIBLE TO LOCATE ALL UNDERGROUND ITS FACILITIES, AT THE PRE-WORK MEETING IDENTIFY PERSON AND COMPANY PERFORMING ITS LOCATES. ITS FACILITIES INCLUDE ALL ASSOCIATED ELECTRICAL & FIBER OPTIC FACILITIES.
7. CONTACT DBI SERVICES AT 570-459-1312 FOR ALL HIGH MAST LIGHTING SYSTEM LOCATES.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL ELECTRICAL PERMITS, PERMIT FEES, ELECTRICAL WOOD-UP, CONNECTION FEES, AND SERVICE CHARGES, AND ALL MONTHLY ELECTRICAL USAGE FEES DURING INSTALLATION AND THE TWO-YEAR CONTRACT ESTABLISHMENT PERIOD. ELECTRICAL SERVICE CHARGES WILL BE TURNED OVER TO FOOT AT THE CONCLUSION OF THE ESTABLISHMENT PERIOD.
9. CONTRACTOR TO CONTACT FERNONIAL SERVICES FOR HIGHWAY LIGHTING LOCATES. CONTACT TOM BODELL AT 863-529-0529.
10. UTILITY OWNER'S CONTACT INFORMATION:

UTILITY OWNERS CONTACT INFORMATION			
BONITA SPRINGS UTILITIES, INC.	ANDREW KOEHL	239-590-4820	
CENTURYLINK	BILL MCCLEND	850-599-1444	
COMCAST	JOSH DAVIS	239-253-7642	
FLORIDA POWER & LIGHT	JOEL BRAY	386-596-6403	
LEE COUNTY SIGNAL	CHINA ABRAMS	239-533-9500	
LEE COUNTY UTILITIES	DAVID REYCRAT	239-533-8150	
CROWN CASTLE, NC	PIRENOIC TEAM	888-632-0931 EXT. 2	
SUMMIT BROADBAND	LESTER GUTHRIE	407-722-2900	
TECO PEOPLE'S GAS	JOAN DOMINING	813-225-3783	
FOOT CONTACT INFORMATION			
FOOT ASSET MANAGEMENT	SCOTT ELLIS	863-519-2464	
FLORIDA DEPARTMENT OF TRANSPORTATION - ITS	JUSTIN MERRITT	863-640-1150	

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL SHALL HAVE NO LICHENS, ALGAE, OR FUNGI ATTACHED ON MORE THAN 10% OF PLANT. SPANISH MOSS (TILLANDSIA USNEOIDES) ON OR WITHIN PLANT CANOPY.
2. PROTECT PLANT MATERIAL FROM SUN, WIND, AND OTHER DAMAGE DURING TRANSPORT AND DELIVERY.
3. RESTORE ALL LANDSCAPE AREAS TO THE ORIGINAL GRADES AND SLOPES. ANY EXPOSED SOIL AND DISTURBED AREAS CREATED AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE SOODED. ALL SOD TO BE ARGENTINE BAHIA (PASPALUM NOTATUM 'ARGENTINE').
4. REMOVE FROM THE PROJECT SITE ALL EXCESS SOIL RESULTING FROM THE INSTALLATION OF PLANT MATERIALS AND DISPOSE OF THIS SOIL IN ACCORDANCE WITH LOCAL REGULATIONS.
5. MULCH TO BE INSTALLED IN LOCATIONS AS SHOWN ON PLANS. MULCH TO BE MIXED HARDWOOD MULCH FROM SHREDDED HARDWOODS. ALL MULCH MATERIAL SHALL BE CERTIFIED AS 100% STERILIZED AND WEED FREE, SO THAT THERE ARE NO LIVE SEEDS WITHIN THE MATERIAL. USE OF CYPRESS MULCH IS PROHIBITED. COST OF MULCH IS INCIDENTAL TO THE COST OF INSTALLED PLANT MATERIAL.
6. CONTRACTOR TO PERFORM ALL WORK NECESSARY, INCLUDING WATERING AND FERTILIZING, TO SUSTAIN AN ESTABLISHED TURF UNTIL FINAL ACCEPTANCE AT THE END OF THE TWO-YEAR ESTABLISHMENT PERIOD, AT NO ADDITIONAL EXPENSE TO THE DEPARTMENT. PROVIDE THE FILLING, LEVELING, AND REPAIRING OF ANY WASHED OR ERODED AREAS, AS MAY BE NECESSARY. ESTABLISHED TURF IS DEFINED AS FOLLOWS:
- A. A HEALTHY, DENSE, UNIFORM, AND VIGOROUS STAND OF TURF. CONTRACTOR TO TREAT OR REMOVE AND REPLACE UNHEALTHY SOD AT NO COST TO THE DEPARTMENT.
- B. AN ESTABLISHED ROOT SYSTEM (LEAF BLADES BREAK BEFORE SEEDLINGS OR SOD CAN BE PULLED FROM THE SOIL BY HAND).
- C. NO BARE SPOTS LARGER THAN ONE SQUARE FOOT. NO BARE AREAS COMPRISING MORE THAN 1% OF ANY GIVEN 1,000 SQUARE FOOT AREA.
- D. NO CONTINUOUS SOD SEAMS RUNNING PERPENDICULAR TO THE FACE OF THE SLOPE.
- E. NO DEFORMATION OF THE TURF AREAS CAUSED BY MOWING OR OTHER CONTRACTOR EQUIPMENT.
- F. NO EXPOSED SOD NETTING.
7. MONITOR TURF AREAS AND REMOVE ALL COMPETING VEGETATION, PEST PLANTS, AND NOXIOUS WEEDS (AS LISTED BY THE FLORIDA EXOTIC PEST PLANT COUNCIL, CATEGORY 1 - LIST OF INVASIVE SPECIES, CURRENT EDITION, [HTTP://WWW.FLORIDAPSC.ORG](http://www.floridapsc.org)). COMPETING VEGETATION, PEST PLANTS, AND NOXIOUS WEEDS SHALL NOT OCCUR IN EXCESS OF 5% OF ANY GIVEN 1,000 SQUARE FOOT AREA. REMOVE SUCH VEGETATION REGULARLY BY MANUAL, MECHANICAL, OR CHEMICAL MEANS AS NECESSARY. WHEN SELECTING HERBICIDES, PAY PARTICULAR ATTENTION TO ENSURE USE OF CHEMICALS THAT WILL NOT HARM DESIRED TURF SPECIES. USE HERBICIDES IN ACCORDANCE WITH SPEC 7.1.7.
8. SUPPLY THE FOLLOWING ITEMS AND SUBMIT TO THE ENGINEER FOR REVIEW:
- A. SAMPLE OF MULCH MATERIAL WITH DOCUMENTATION VERIFYING THE SOURCE OF THE MATERIAL.
- B. PLANT PHOTO SUBMITTALS SHALL BE PROVIDED AND SUBMITTED TO THE ENGINEER FOR APPROVAL. PHOTOS SHALL INCLUDE ALL PLANT MATERIALS, CLEARLY DEPICT THE HEIGHT/SPREAD, AND ROOT BALL MEASUREMENTS. PHOTOS SHALL ALSO INCLUDE THE SOURCE/LOCATION, DATE TAKEN, AND HAVE A LEGIBLE SCALE IN VIEW IN ORDER TO DETERMINE THE HEIGHT/SPREAD. A PHOTO WILL BE SUBMITTED FOR EACH SPECIES AND WILL SHOW THE MINIMUM ACCEPTABLE CHARACTERISTICS OF EACH SPECIES.
- C. SUBMIT CERTIFIED AS-BUILT PLANS WITHIN 14 DAYS PRIOR TO THE END OF THE INSTALLATION PERIOD.
- D. SUBMIT CERTIFIED AS-BUILT PLANS TO THE ENGINEER WITHIN 7 DAYS PRIOR TO THE END OF THE ESTABLISHMENT PERIOD. AS-BUILT PLANS ARE TO INCORPORATE ANY CHANGES MADE DURING THE ESTABLISHMENT PERIOD RELATED TO BOTH LANDSCAPING AND IRRIGATION.
9. BACKFILL SOIL.
- A. MIXTURE FOR TREES, PALMS, SHRUBS, GRASSES, AND GROUNDCOVERS SHALL CONSIST OF 1/3 COMPOST, 1/3 COARSE SAND, AND 1/3 EXISTING SOIL, THOROUGHLY MIXED.
- B. COMPOST SHALL CONSIST OF 1/2 PEAT AND 1/2 COMPOSTED COW MANURE.

EXHIBIT C

Page 4 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	DATE	Michael C. Schulte, RLA LAP 6666683 AECOM Technical Services Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			GENERAL AND LANDSCAPE NOTES	SHEET NO. 4
NO.	DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 93	LEE	406225-7-52-01		

Printed: December 10, 2021 2:26pm

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LANDSCAPE SETBACKS

EXHIBIT C

LATERAL OFFSETS / CLEAR ZONES

ROAD/RAMP	DESIGN SPEED	LATERAL OFFSETS / CLEAR ZONES (MIN.)
SR 93 (1.75)	≥60 MPH	36'
RAMPS (SINGLE-LANE, STRAIGHT)	≥60 MPH	24'
RAMPS (SINGLE-LANE, CURVED)	≥55 MPH	18'
CORKSCREW RD	≤35 MPH	4' *

* URBAN SECTION

LANDSCAPE SETBACKS

TREE/PALM SPECIES	BACK OF GUARDRAIL ASPHALT PAD	SIGNS	LIGHT POLES	ITS POLES	UNDERGROUND UTILITIES	OVERHEAD UTILITIES	DRAINAGE STRUCTURES	BOTTOM OF SWALES	R/W FENCE
CANOPY TREES LONGLEAF PINE GREEN BUTTNWOOD VERAWOOD APPLE BLOSSOM CASSIA ROYAL POINICANA PALMS	15'	20'	25'	30'	15'	25'	15'	8'	15'
NITIOA PALM KING ALEXANDER PALM ROYAL PALM SABAL PALM FLORIDA THATCH PALM	15'	20'	15'	30'	15'	25'	15'	8'	15'
SHRUBS DWARF BOUGAINVILLEA AMERICAN BEAUTYBERRY DWARF CARISSA HORIZONTAL COCOPLUM DWARF CLUSIA CRINUM LILY DORNY JASMINE PINK MUHLY GRASS PANAMA RDSE SILVER SAW PALMETTO ORANGE BIRD OF PARADISE DWARF FAKHATCHEE GRASS WALTER'S VIBURNUM COONTIE	15'	2'	15'	30'	10'	15'	15'	8'	15'

NOTES:

1. CONFIRMATION OF DESIGN SPEEDS ARE UNAVAILABLE FROM FOOT D1. CURVED RAMPS WERE ASSUMED TO BE ≤55 MPH. FOR ALL OTHER FACILITIES, THE MOST CONSERVATIVE CLEAR ZONES/LATERAL OFFSETS WERE USED.
2. LATERAL OFFSETS / CLEAR ZONES ARE MEASURED FROM THE EDGE OF TRAVEL LANE.
3. OFFSET DISTANCES INDICATED FOR BOTTOM OF SWALE ARE TO BE MEASURED FROM BOTTOM OF SWALE TO NEAREST EDGE OF PLANTING BED OR TREE.
4. OFFSET DISTANCES INDICATED FOR ALL OTHER FACILITIES ARE TO BE MEASURED FROM FACILITY TO THE NEAREST EDGE OF PLANTING BED OR TREE TRUNK.

Page 5 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	Michael C. Schulte, RLA LA# 6666683 ACCUM Technical Services, Inc 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE SETBACKS	SHEET NO. 5
DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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PLANT SCHEDULE								
PAY ITEM NO.	PAY SIZE	SYM	BOTANICAL NAME	COMMON NAME	INSTALLED SIZE	MAX MAINTAINED HEIGHT	SPACING	REMARKS
STD 1-2		PN	PASPALLUM NOTATUM 'ARGENTINE'	ARGENTINE BANJA GRASS	12" X 24" RECTANGLES			
SBD 1-1	SMALL	AG	ANACHIS GLABRA 'ECOLIUM'	ECOLIUM PERENNIAL PLANT *	8" HT X 12" SPR	12"	18" OC	GRASS FOLIAGE, 5 RUNNERS MIN.
		BH	BOUGAINVILLEA 'HELEN JOHNSON'	DWARF BOUGAINVILLEA	12" HT X 12" SPR	36"	36" OC	DENSE FOLIAGE
		CM	CARISSA MACROCARPA 'EMERALD BLANKET'	DWARF CARISSA	10" HT X 14" SPR	36"	30" OC	DENSE FOLIAGE
		CI	CHYTOSOLABUS 'ICADO HORIZONTALIS'	HORIZONTAL COCCOPLUM *	18" HT X 18" SPR	48"	36" OC	DENSE FOLIAGE
		CN	CLUSIA ROSEA 'NANA'	DWARF CLUSIA *	16" HT X 18" SPR	48"	30" OC	DENSE FOLIAGE, LOW BRANCHED
		JM	JASMIMUM MULTIFLORUM	DOWNY JASMINE	12" HT X 16" SPR	36"	36" OC	DENSE FOLIAGE
		MC	MULLENBERGIA CAPILLARIS	PINK MUHLY GRASS *	36" HT X 36" SPR		36" OC	FULL CLUMP
		HL	HEMIPHYSALIS LUSCIPHYLLA	PANAMA HUSB	24" HT X 24" SPR	48"	88" OC	DENSE FOLIAGE
		TF	TRIPSACUM FLORIDANUM	DWARF FAIRHATCHEE GRASS *	24" HT X 24" SPR	48"	30" OC	FULL CLUMP
		ZF	ZAMIA FLORIDANA	COONTIE *	24" HT X 24" SPR		36" OC	DENSE FOLIAGE
SBD 1-2	LARGE	AAX	ARCHONTOPHOENIX ALEXANDRAE	KING ALEXANDER PALM	10' 18" OAH		AS SHOWN	SINGLE TRUNK
		BA	BULNESA ARBOREA	VERAWOOD	12' 14" HT X 5'-6" SPR, 2" CAL		AS SHOWN	
		CL	CALICARPA AMERICANA	AMERICAN BEAUTYBERRY *	30" HT X 30" SPR	72"	AS SHOWN	LOW BRANCHED
		CB	CASSIA BAKERIANA	APPLE BLOSSOM CASSIA	10'-12" HT X 6'-8" SPR, 2.5" CAL		AS SHOWN	
		CE	CONDICARPUS ERECTUS	GREEN BUTTWOOD *	10'-12" HT X 4'-5" SPR, 3" CAL		AS SHOWN	STANDARD
		CA	CRINUM ASIATICUM	CRINUM LILY	30" HT X 30" SPR		AS SHOWN	SINGLE-STEM
		DP	DELOXIS REGIA	ROYAL RHINCLANDIA	14'-16" HT X 8'-8" SPR, 4" CAL		AS SHOWN	
		LNX	LIVISTONA NITIDA	NITIDA PALM	10' CT		AS SHOWN	SINGLE TRUNK, STRAIGHT TRUNK, DIAMOND CUT
		PP	PINUS PALUSTRIS	LONGLEAF PINE *	8' 10' HT X 3' 4" SPR, 2.5" CAL		AS SHOWN	
		RRX	ROYSTONIA REGIA	ROYAL PALM *	10' 18" OAH		AS SHOWN	STRAIGHT TRUNK, FREE OF CONSTRUCTIONS IN THE TOP 2/3 OF TRUNK, NO SIGNS OF STRAP MARKS, NO VERTICAL FISSURES
		SPX	SABAL PALMETTO	SABAL PALM *	10' 18" CT		AS SHOWN	REGENERATED ROOTS & LEAVES, STRAIGHT TRUNKS, NO ROOTS
		SC	SERENDIA REPENS 'CINEREA'	SILVER SAW PALMETTO *	18" HT X 20" SPR	48"	48" OC	DENSE FOLIAGE
		SR	STRELITZIA REGINAE 'ORANGE'	ORANGE BIRD OF PARADISE	30" HT X 24" SPR		AS SHOWN	FULL CLUMP, 5 PPP
		TRX	THIRINAK RADIATA	FLORIDA THATCH PALM *	5'-10' OAH		AS SHOWN	SINGLE TRUNK
		VO	VIBURNUM OBovatum	WALTER'S VIBURNUM *	30" HT X 30" SPR	72"	AS SHOWN	DENSE FOLIAGE

EXHIBIT C

ABBREVIATIONS:
AC = ACRE
CAL = CALIPER
CONT = CONTAINER
CT = CLEAR TRUNK
FG = FIELD GROWN
GAL = GALLOW
GW = GREY WOOD
HT = HEIGHT
OAH = OVERALL HEIGHT
OC = ON CENTER
PPP = PLANTS PER POT
SPR = SPREAD
TYP = TYPICAL

Page 6 of 51

EXHIBIT C

REVISIONS		DATE	DESCRIPTION	Michael C. Schulte, RLA LAW 6666683 JECOM Technical Services, Inc 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLANT SCHEDULE	SHEET NO. 6
NO.	DESCRIPTION				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
SR 93	LEE						406225-7-52-01		

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EXHIBIT C

PLANT SYMBOLS:

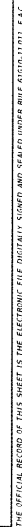
	BULNESIA ARBOREA VERAWOOD (BA)		BOUGAINVILLEA X 'HELEN JOHNSON' DWARF BOUGAINVILLEA (BH)		TRIPSACUM FLORIDANUM DWARF FAKAHATCHEE GRASS (TF)
	CASSIA BAKERIANA APPLE BLOSSOM CASSIA (CB)		CARISSA MACROCARPA 'EMERALD BLANKET' DWARF CARISSA (CM)		ZAMIA FLORIDANA COONTIE (ZF)
	CONOCARPUS ERECTUS GREEN BUTTWOOD (CE)		CHRYSOBALANUS ICACO 'HORIZONTALIS' HORIZONTAL COCOPLUM (CI)		PASPALUM NOTATUM 'ARGENTINE' ARGENTINE BAHIA GRASS (PN)
	DELONIX REGIA ROYAL POINCIANA (DP)		CLUSIA ROSEA 'NANA' DWARF CLUSIA (CN)		
	PINUS PALUSTRIS LONGLEAF PINE (PP)		JASMINUM MULTIFLORUM DWARF JASMINE (JM)		
	ARCHONTOPHOENIX ALEXANDRAE KING ALEXANDER PALM (AAX) DENOTES OVERALL HEIGHT		MUHLENBERGIA CAPILLARIS PINK RUHLI GRASS (MC)		
	LIVISTONA NITIDA NITIDA PALM (LNK) DENOTES CLEAR TRUNK HEIGHT		RONDELETIA LEUCOPHYLLA PANAMA ROSE (RL)		
	ROYSTONIA REGIA ROYAL PALM (PR)		SERENGETI REPENS 'CINEREA' SILVER SAW PALMETTO (SC)		
	SABAL PALMETTO SABAL PALM (SPX) DENOTES GREY WOOD HEIGHT				
	THRINAX RADIATA FLORIDA THATCH PALM (TRX) DENOTES CLEAR TRUNK HEIGHT				
	CALLICARPA AMERICANA AMERICAN BEAUTYBERRY (CL)				
	CRINUM ASIATICUM CRINUM LILY (CA)				
	STRELITZIA REGINAE 'ORANGE' ORANGE BIRD OF PARADISE (SR)				
	VIBURNUM COCCINEUM WALTER S. VIBURNUM (VD)				
	ARACHIS GLABRATA 'ECOTUN' ECOTUNE PERENNIAL PEANUT (AG)				

Page 7 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	Michael C. Schulte, RLA LAP 6856683 JECOM Technical Services, Inc 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE LEGEND	SHEET NO. 7
DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

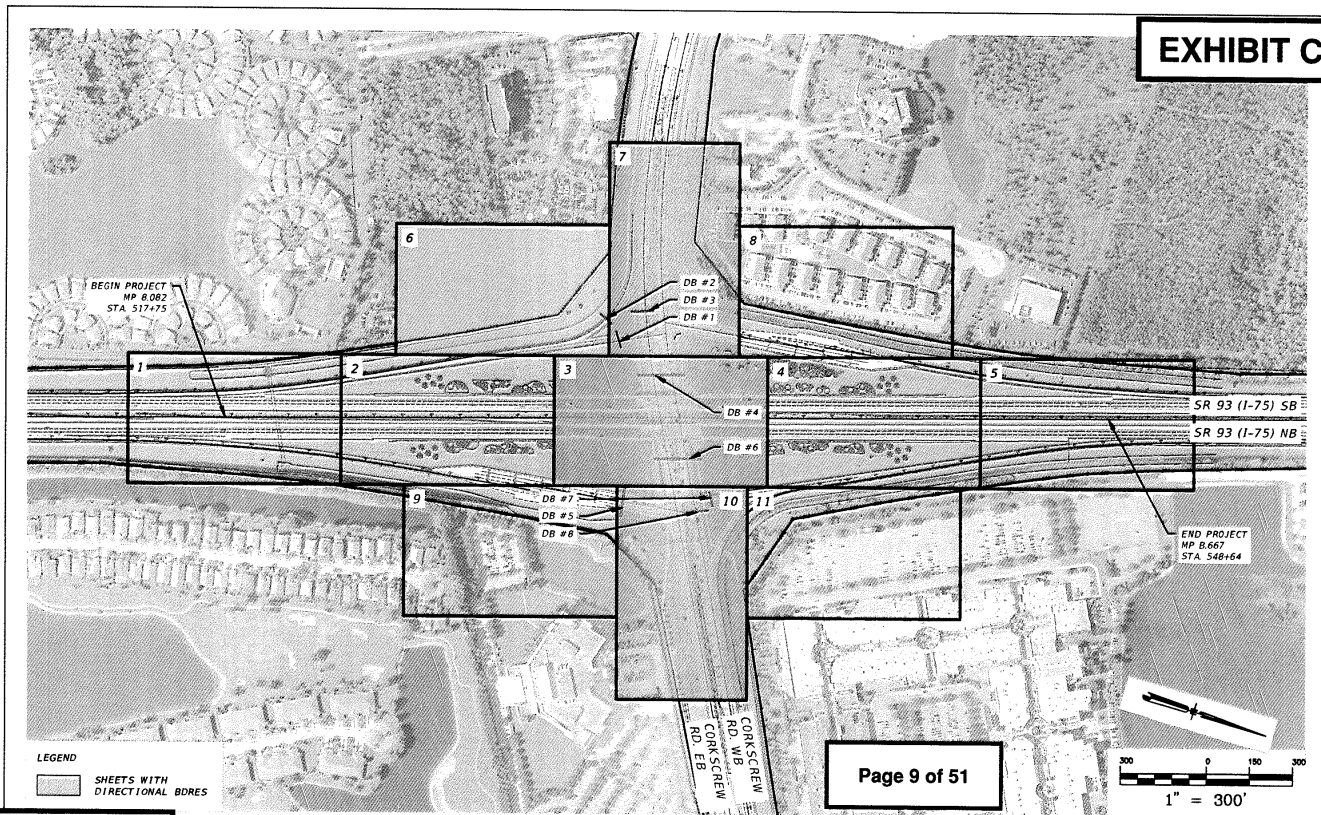
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Page 8 of 51

Friday, December 10, 2021	2:29pm	L:\DCS\Projects\Legacy\LANDUSE\Projects\Iad d1 i-75_corkscrew rd_4218 two 13x600-cap_pos\410-cap_arm\DSIGN\CDOT_Corkscrew.d
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EXHIBIT C

REVISIONS		Eugene W. Colborn, Jr., RLA L49 1484 Colborn Design Group, Inc 11628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		DIRECTIONAL BORE LAYOUT	SHEET NO. 9
	DATE	DESCRIPTION	ROAD NO.	COUNTY		
			SR 93	LEE		
				FINANCIAL PROJECT ID		
				406225-7-52-01		

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Friday, December 10, 2021 2:30pm L:\DCS\Projects\Legacy LANDUSE\Projects\road at w-75 corkscrew rd, q-18 two 12x800-rad bus@10-rad hlm\DSGN\LD02 Corkscrew bus

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EXHIBIT C

LANDSCAPE TECHNICAL MAINTENANCE PLAN

THE ACTIVITIES AND FREQUENCIES SHOWN REPRESENT THE MINIMUM REQUIREMENTS.

GRADE NO. 1: ALL PLANT MATERIAL IS TO BE MAINTAINED AT FLORIDA GRADES AND STANDARDS NO. 1 THROUGHOUT BOTH INSTALLATION AND ESTABLISHMENT PERIOD.

MOWING:	MOW WITHIN THE ENTIRE PROJECT LIMITS FROM RIGHT-OF-WAY TO RIGHT-OF-WAY. MOWING FREQUENCY WILL BE BASED ON MAINTAINING THE TURF AND VEGETATION HEIGHT BETWEEN 5 INCHES AND 12 INCHES. THE ESTIMATED ACREAGE FOR MOWING IS 10.750 ACRES.
WATERING:	AS PART OF THE ESTABLISHMENT PLAN REQUIRED PER SUPPLEMENTAL SPECIFICATION 580, SUBMIT A DETAILED WATERING SCHEDULE INCLUDING A PLAN TO REDUCE WATERING AMOUNTS AND CYCLES AS PLANTS ARE ESTABLISHED. SUBMIT DOCUMENTATION QUARTERLY TO THE ENGINEER FOR EACH WATERING APPLICATION IN AN EXCEL SPREADSHEET OR COMPATIBLE VERSION TO INCLUDE DATE OF APPLICATION, COVERAGE, NUMBER OF GALLONS, AND HOW APPLIED (WATER TRUCK OR IRRIGATION SYSTEM).
LITTER REMOVAL:	PERFORM LITTER REMOVAL WITHIN THE ENTIRE PROJECT LIMITS FROM RIGHT-OF-WAY TO RIGHT-OF-WAY PRIOR TO AND IN CONJUNCTION WITH THE MOWING. PERFORM LITTER REMOVAL BETWEEN MOWING CYCLES TO ENSURE THE VOLUME OF LITTER DOES NOT EXCEED 2 CUBIC FEET PER ACRE. PROVIDE THE LANDFILL RECEIPTS AND/OR THE ESTIMATED LITTER AMOUNT COLLECTED FOR THE INVOICE PERIOD WITH SUBMISSION OF THE INVOICE.
EDGING:	EDGE EACH MOWING CYCLE. MECHANICAL EDGING SHALL BE USED FOR TURF ADJACENT TO PAVEMENT. CHEMICAL HERBICIDE EDGING CAN BE USED ON TREE RINGS AND PLANTING BEDS.
WEEDING:	MAINTAIN TREE RINGS AND BEDS 99% WEED FREE AT ALL TIMES. HAND-REMOVE ANY WEEDS ABOVE TWELVE (12) INCH HEIGHT PRIOR TO APPLYING HERBICIDE SPRAY. PERFORM FINAL WEEDING WITHIN TEN (10) DAYS PRIOR TO FINAL INSPECTION. COMPLETE HERBICIDE REPORTS ON THE FORMS PROVIDED BY THE DEPARTMENT FOR EACH LOCATION WHERE WEED AND GRASS CONTROL IS TAKING PLACE. SUBMIT COMPLETED FORMS TO THE ENGINEER WITH EACH INVOICE OR AS DIRECTED BY THE ENGINEER. ERADICATE FLORIDA EXOTIC PEST COUNCIL CATEGORY ONE INVASIVE PLANT SPECIES AND THEIR SEEDS, AND VINES. DOCUMENT AND MAINTAIN IN WRITING THE LOCATION OF COGAGRASS AND TROPICAL SODA APPLE SITES, THE AMOUNT OF THE AREA INFESTED AT EACH SITE, DATE, AND TYPE (PERCENTAGE OF PRODUCT/METHOD USED) AND LAST TREATMENT, AND SUBMIT TO THE ENGINEER WITH THE MONTHLY INVOICE.
CHEMICAL APPLICATIONS:	INSPECT ALL PALMS AND TREES FOR PEST INFESTATION AND DISEASE ON A MONTHLY BASIS, CHECKING FOR THE PRESENCE FOR INSECTS, GRUBS, MITES, FUNGUS, MOLD, ETC. APPLY FUNGICIDE AND PESTICIDES PER MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION METHODS AND RATES AS REQUIRED. SUBMIT DOCUMENTATION IN WRITING TO THE ENGINEER FOR EACH CHEMICAL TYPE APPLIED, RATES OF APPLICATIONS, LOCATIONS DATES OF APPLICATION AND TARGET PEST OR DISEASE WITH EACH INVOICE OR AS DIRECTED BY THE ENGINEER.
WATER SAUCERS, STAKES AND GUYS:	CONTINUOUSLY MONITOR AND REPAIR WATER SAUCERS. MAINTAIN TREES AND PALMS UPRIGHT, WITH STAKES/GUYS. INSPECT AND ADJUST STAKES AND GUYS TO ENSURE STABILITY AND PLUMB CONDITION OF TREES AND PALMS.
FERTILIZATION OF TREES, PALMS AND OTHER PLANTS AND VEGETATION	FERTILIZE TREES AND PALMS AS NEEDED TO PREVENT NUTRITIONAL DEFICIENCIES, TO PROMOTE GROWTH, AND MAINTAIN A HEALTHY APPEARANCE. FERTILIZER SHALL CONTAIN MACRONUTRIENTS AND MICRONUTRIENTS IN A CONTROLLED RELEASED FORM APPLIED AS PER MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION METHODS AND RATES.
MULCH:	MAINTAIN A MINIMUM OF THREE (3) INCHES DEPTH OF MULCH MATERIAL FOR ALL PLANT AREAS AS SHOWN IN THE PLANS. MULCH THREE (3) FEET AROUND THE TRUNK OF ALL TREES AND PALMS. INSPECT SLOPES AFTER MAJOR RAIN EVENTS AND CORRECT MULCH DEFICIENCIES. MAINTAIN MULCH TO NOT EXCEED FOUR (4) INCHES IN DEPTH. SEE LANDSCAPE PLANS FOR LOCATIONS OF APPLICATIONS.
PRUNING:	PRUNE AS REQUIRED TO MAINTAIN HORIZONTAL CLEARANCE (FDOT SPECIFICATION 700), AND TO MAINTAIN STRUCTURAL INTEGRITY. MAINTAIN CLEARANCE SO THERE IS NO ENCRoACHMENT OF TREES, PALMS, TREE LIMBS, PALM FRONDS OR VEGETATION IN OR OVER THE TRAVEL WAY, GUARDRAIL OR CLEAR ZONE, LOWER THAN 14.5 FEET OR LOWER THAN 10 FEET OVER SIDEWALKS, BIKE, OR MULTIPLE PATHS. NO VEGETATION SHALL VIOLATE THE CLEARANCE REQUIREMENT. TREES: REMOVE ALL SUCKERS, DEAD, DISEASED OR BROKEN BRANCHES. PALMS: PRUNE AS REQUIRED TO REMOVE BROKEN OR DEAD FRONDS AND ALL FLOWER/SEED STALKS. FLOWER/SEED STALKS SHALL BE REMOVED PRIOR TO DROPPING OF SEEDS, NUTS, OR PRODUCTION OF FRUIT. WOODY SHRUBS: DURING THE ESTABLISHMENT PERIOD, PRUNE WOODY SHRUBS A MINIMUM OF 2 TIMES PER YEAR TO PROMOTE A DENSE HORIZONTAL BRANCHING. MAINTAIN MAX HEIGHT PER PLANT SCHEDULE. NATIVE GRASSES: PERFORM ANNUAL MAINTENANCE DURING LATE WINTER. CUT ALL FOLIAGE FLUSH AT 6" ABOVE GRADE. ALL LANDSCAPE MATERIAL SHALL BE INSTALLED AND MAINTAINED IN A MANNER WHEREBY TRAFFIC CONTROL SIGNAGE, CAMERAS AND DEVICES ARE VISIBLE TO MOTORISTS AND PEDESTRIANS AT ALL TIMES.
TURF:	MAINTAIN TURF AREAS TO THE CURRENT EDITION OF THE MAINTENANCE RATING PROGRAM (MRP). REPAIR ALL AREAS DAMAGED BY EROSION. ENSURE THE PROJECT MEETS MRP TURF STANDARDS THROUGHOUT THE DURATION OF THE ESTABLISHMENT PERIOD.

NOTE: THE LANDSCAPE TECHNICAL MAINTENANCE PLAN APPLIES TO BOTH THE INSTALLATION PERIOD AND 2 YR. ESTABLISHMENT PERIOD.

EXHIBIT C

Michael C. Schulte, RLA
LAP 6666683
JECOM Technical Services, Inc
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. COUNTY FINANCIAL PROJECT ID
SR 93 LEE 406225-7-52-01

LANDSCAPE TECHNICAL
MAINTENANCE PLAN

SHEET NO.
11

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Village Council Meeting - PACKET - (Page 375 of 439)

Page 17 of 57

General Attachment: 11-2-22- ... KSCREW-VILLAGE_OF_ESTERO.pdf (Page 17 of 57)

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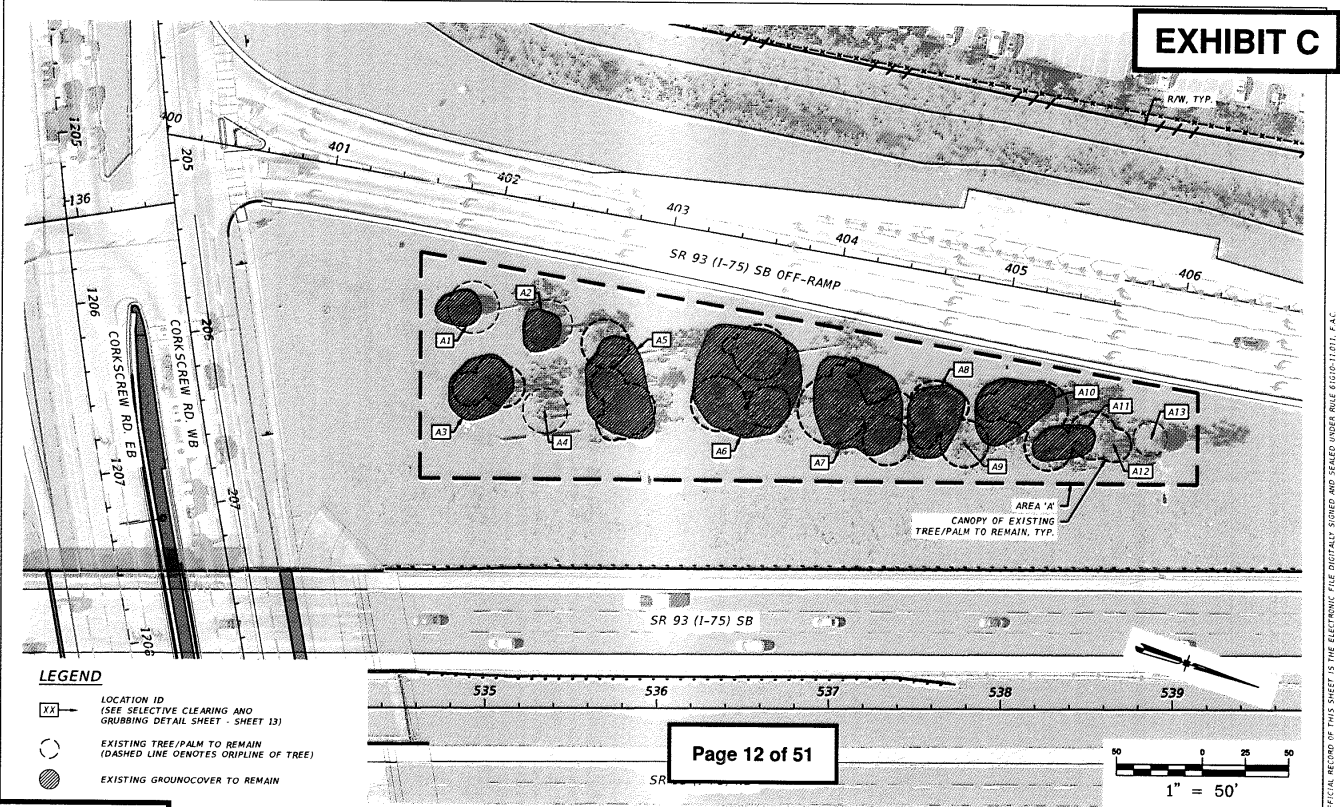


EXHIBIT C

REVISIONS			Michael C. Schulte, RLA LAP 6666683 AECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 12
DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				SR 93	LEE	406225-7-52-01	

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SELECTIVE CLEARING AND GRUBBING WORK TABLE					
AREA ID	GENERAL DESCRIPTION OF WORK TYPE	LOCATION ID & ID	PRIMARY SPECIES TO TARGET	PRIMARY SPECIES TO PRESERVE	ADDITIONAL INFORMATION
DESIGNATES AREAS WHERE CATEGORY 1 & 2 INVASIVE, EXOTIC VEGETATION AND NATIVE UNDERSTORY WILL BE SELECTIVELY REMOVED FROM LARGE DESIRABLE TREES/PALMS TO REHAB. IN ADDITION, EXISTING TREES WILL BE PRUNED TO ELIMINATE THE CANOPY AND UNDERSTORY WILL BE PRUNED OR REMOVED TO INCREASE VISIBILITY.		A1	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (1) EXISTING PALMS, PRUNE (1) EXISTING PINE TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A2	FA, PO, TR, VR, ST	Psp, SP	PRUNE (9) EXISTING PALMS, PRUNE (1) EXISTING PINE TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, AND PALMS.
		A3	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (5) EXISTING PALMS, PRUNE (4) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A4	FA, PO, TR, VR, ST	Psp	PRUNE (1) EXISTING PINE TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE.
		A5	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (9) EXISTING PALMS, PRUNE (6) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A6	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (10) EXISTING PALMS, PRUNE (10) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A7	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (7) EXISTING PALMS, PRUNE (10) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A8	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (6) EXISTING PALMS, PRUNE (3) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A9	FA, PO, TR, VR, ST	Psp	PRUNE (1) EXISTING PINE TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE.
		A10	FA, PO, TR, VR, ST	Psp, SP	PRUNE (3) EXISTING PALMS, PRUNE (6) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A11	FA, PO, TR, VR, ST	MC, Psp, SP	PRUNE (2) EXISTING PALMS, PRUNE (5) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, PALMS, AND WAX MYRTLES
		A12	FA, PO, TR, VR, ST	Psp	PRUNE (2) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE.
		A13	FA, PO, TR, VR, ST	Psp, SP	PRUNE (1) EXISTING PALM, PRUNE (2) EXISTING PINES TO 8' CLEAR TRUNK, REMOVE VINES AND BRUSH FROM BASE OF PINE, AND PALMS

WORK TABLE NOTES

1. "PRIMARY" SPECIES TO TARGET OR SPECIES TO PRESERVE ARE THOSE TO BE MOST PREVALENT IN THAT AREA AND ARE NOT INTENDED TO OCCUR.
- THE FOLLOWING ADDITIONAL UNDESIRABLE NATIVE SPECIES WILL BE TARGETED FOR REMOVAL IN ALL AREAS LISTED IN THE WORK TABLE UNLESS OTHERWISE NOTED IN SELECTIVE CLEARING AND GRUBBING PLAN:
- BOTANICAL NAME (COMMON NAME)
FICUS AUREA (STRANGLER FIG)
PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER)
TOXICODENORON RADICANS (POISON IVY)
VITIS ROTUNDFOLIA (GRAPE VINE)
2. IDENTIFIED INVASIVE EXOTIC VEGETATION IS BASED ON FIELD OBSERVATIONS.
3. TARGETED SPECIES INCLUDE THE FLORIDA EXOTIC PEST PLANT COUNCIL'S (FEPPC) LATEST LIST OF INVASIVE PLANT SPECIES (CATEGORY 1 & 2).
4. ALL PLANT MATERIAL TO BE REMOVED SHALL BE CUT FLUSH TO GRADE, THE REMAINING STUMPS SHALL BE TREATED WITH HERBICIDE TO PREVENT RE-SPROUTING.
5. ALL VINES SHALL BE REMOVED COMPLETELY FROM TREES TO REMAIN. ROOT SYSTEM OF VINES SHALL BE TREATED WITH HERBICIDE OR MANUALLY REMOVED FROM GROUND.

SPECIES LEGEND

SYM	BOTANICAL NAME	COMMON NAME
AA	ACACIA AUICULIFORMIS	EARLEAF ACACIA
FA	FICUS AUREA	STRANGLER FIG
MC	MYRTICA CERIFERA	WAX MYRTLE
MO	MELALEUCA QUINQUEFOLIA	MELALEUCA
PO	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER
PSpp	PINUS SPP	PINE TREES
OSpp	QUERCUS SPP	OAK TREES
SA	SCHETFLERIA ACTINOPHYLLA	SCHETFLERIA
SP	SABAL PALMETTO	SABAL PALM
ST	SCHINUS TERESINTHIFOLIA	BRAZILIAN PEPPER TREE
TR	TOXICODENORON RADICANS	POISON IVY
VR	VITIS ROTUNDFOLIA	GRAPE VINE

Page 13 of 51

EXHIBIT C

EXHIBIT C		REVISIONS		Michael C. Schulte, PLA LA# 6666683 ACCION Technical Services, Inc 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR 93	LEE	406225-7-52-01	13

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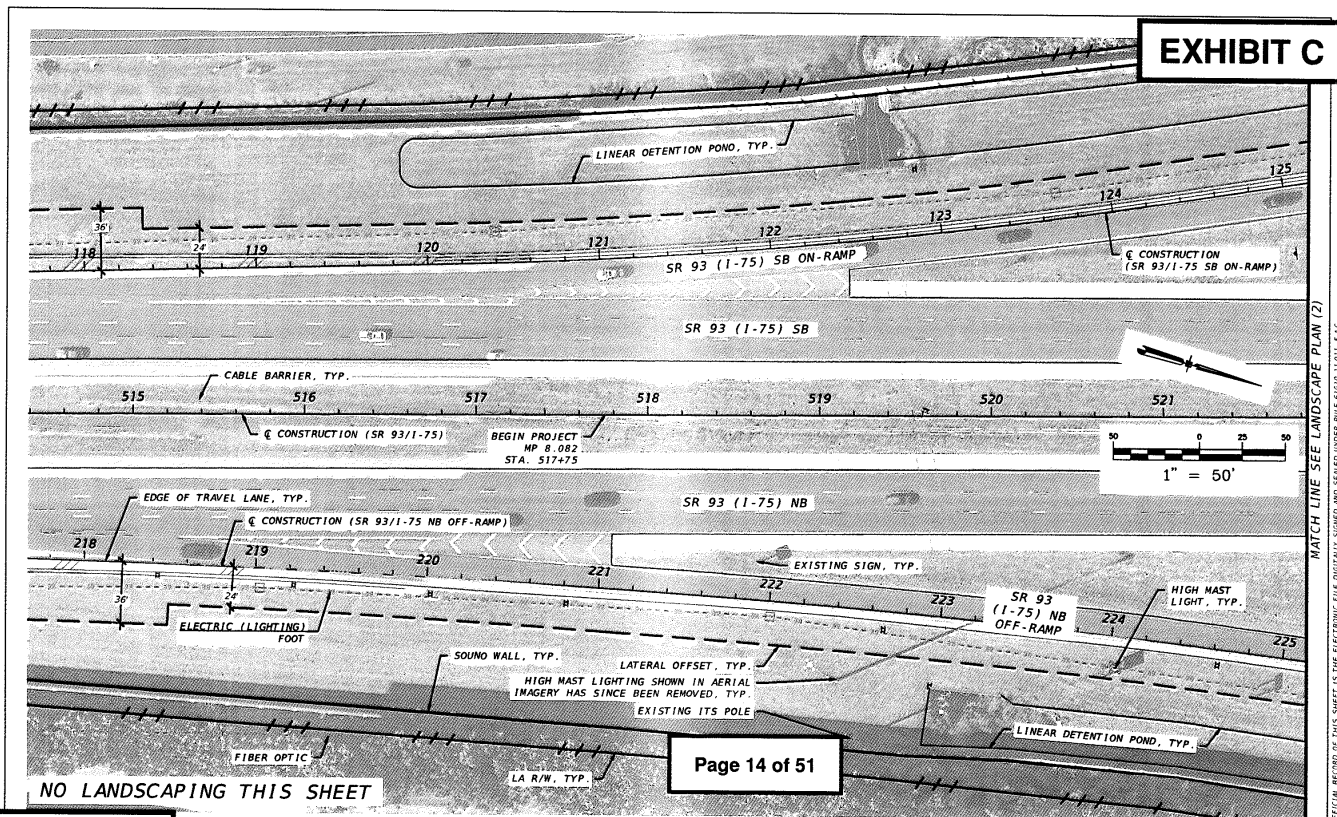


EXHIBIT C

EXHIBIT C	REVISIONS		Michael C. Schulte, RLA LAR 6666883 AECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (1)	SHEET NO.
	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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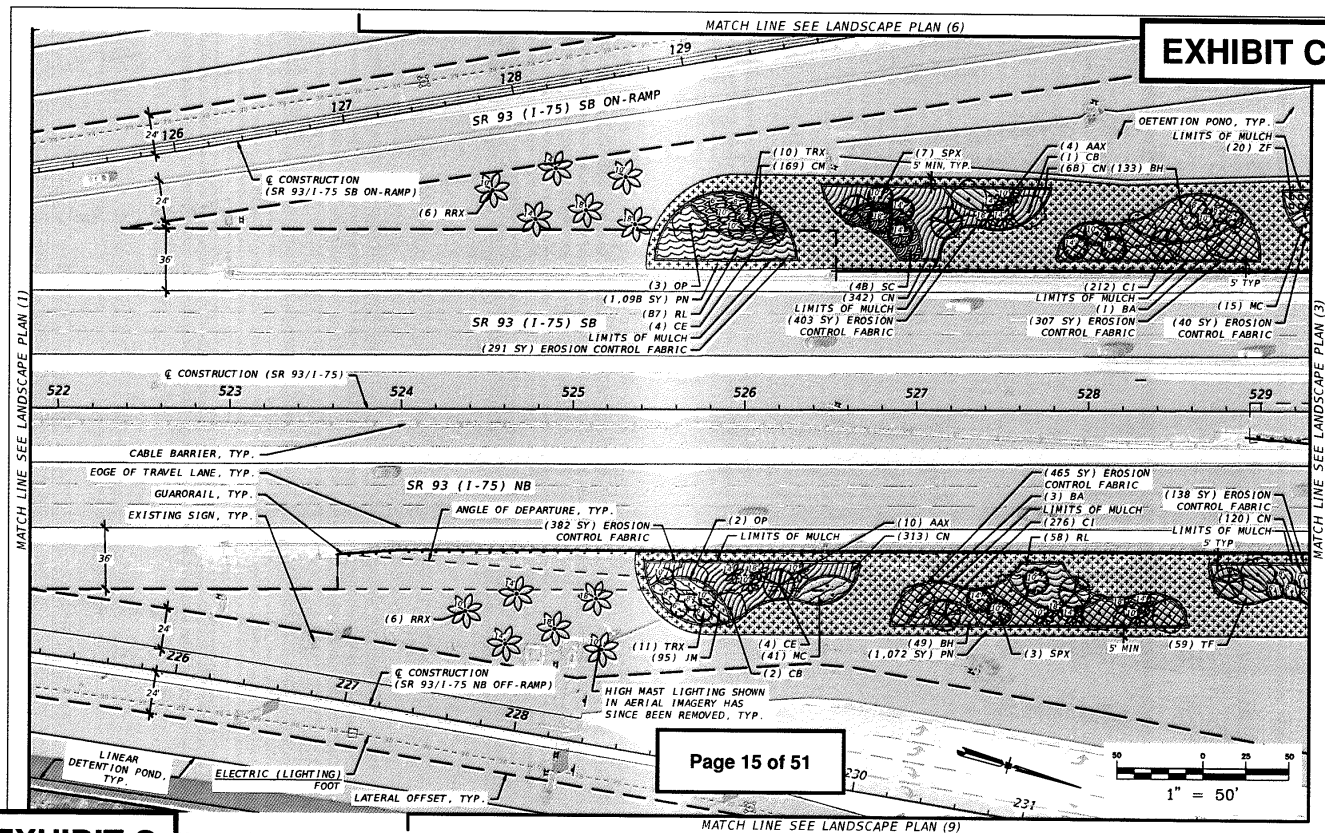


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Page 15 of 51

REVISIONS		Michael C. Schulte, RLA L&P 6666683 AECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>LANDSCAPE PLAN (2)</i>	SHEET NO.
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			SR 93	LEE	406225-7-52-01		

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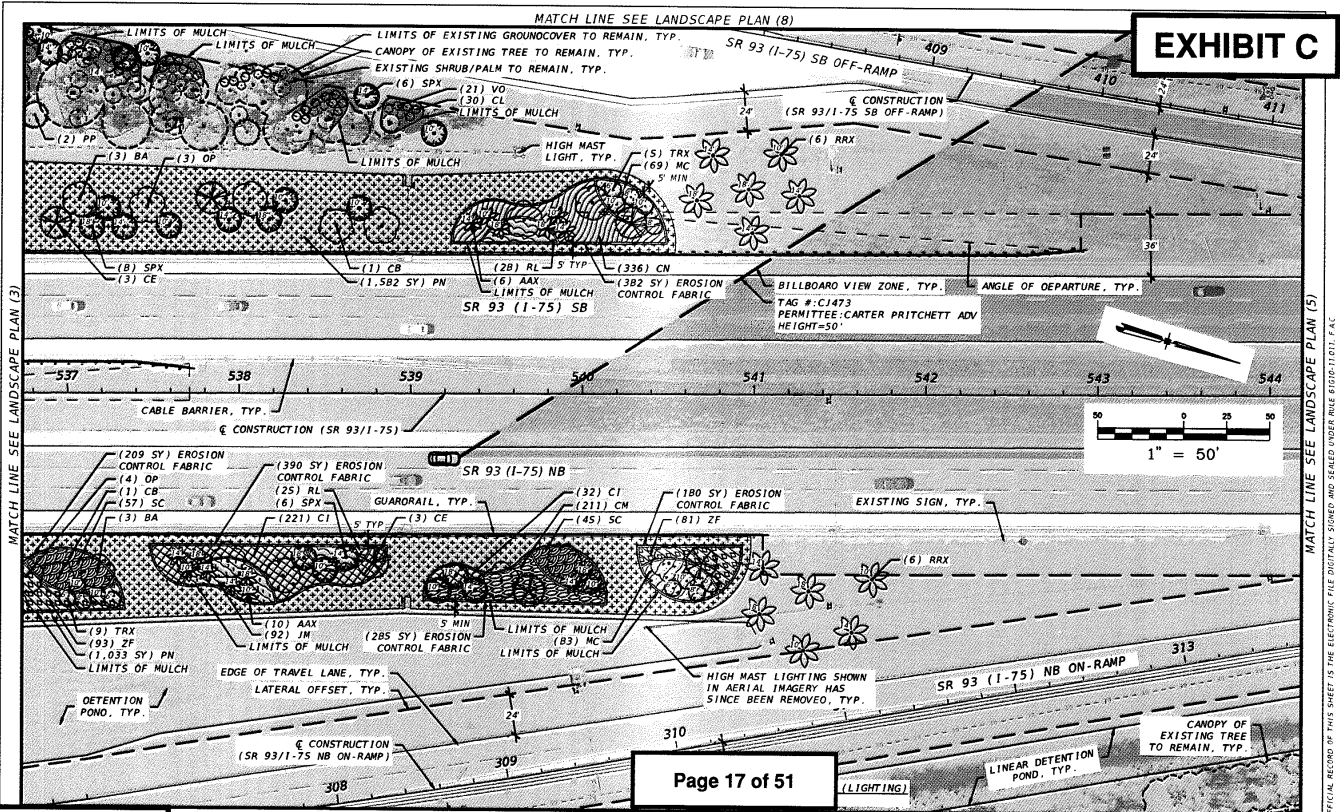


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REVISIONS			Michael C. Schulte, RLA LAP 0686683 AECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (4)	SHEET NO. 17
DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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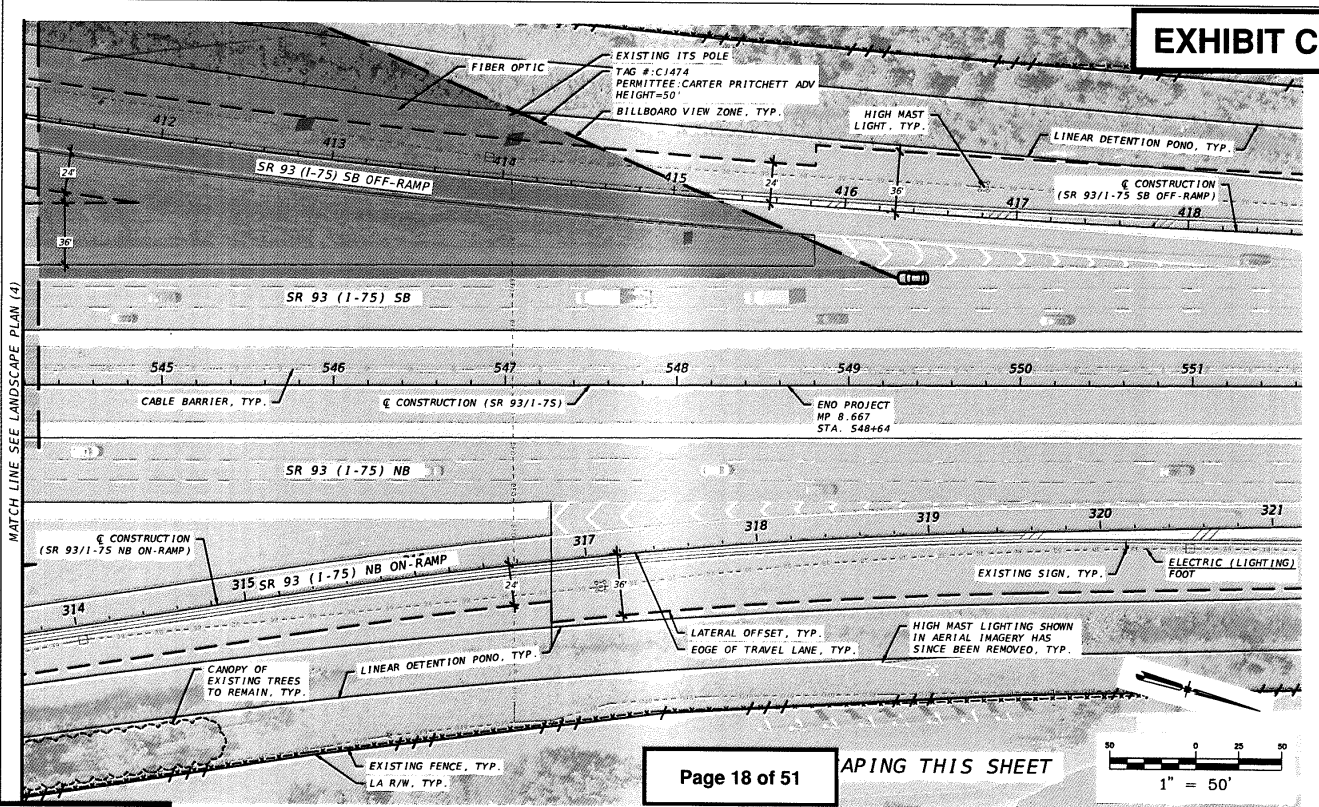
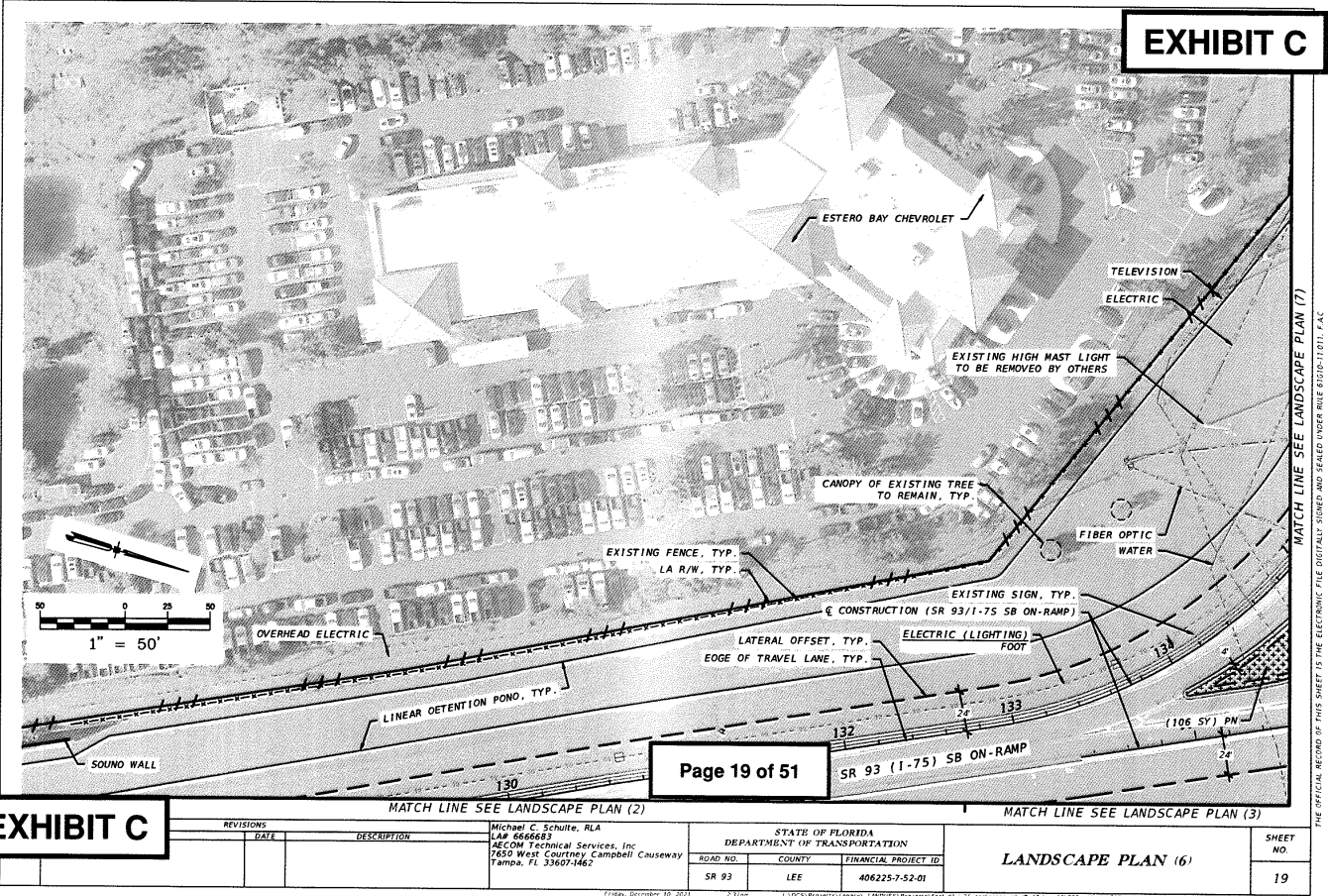


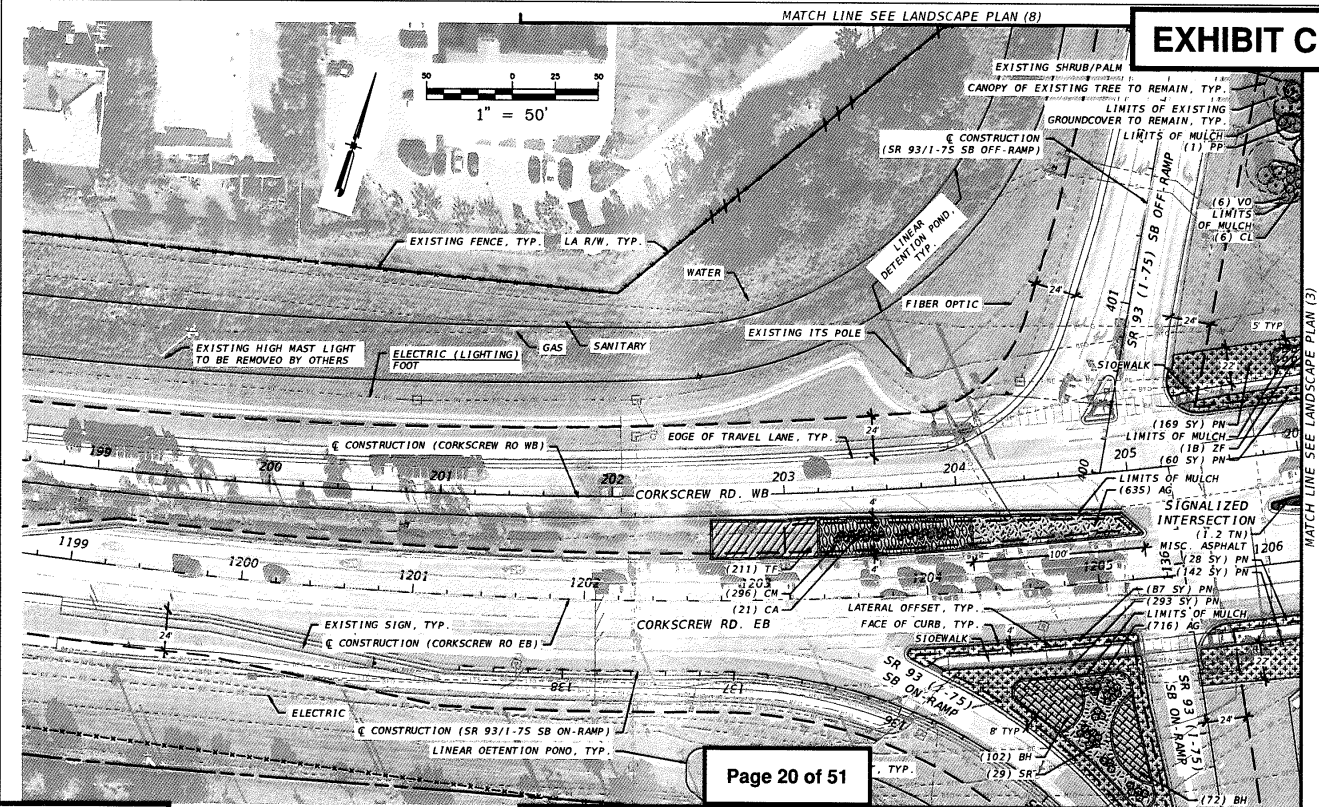
EXHIBIT C

REVISIONS		DESCRIPTION	DATE	Michael C. Schulte, RLA LAP 666683 JACOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
NO.	DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
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REVISIONS			Michael C. Schulte, RLA LA# 6666683 AECOM Technical Services, Inc 1650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (7)	SHEET NO.
DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		20
				SR 93	LEE	406225-7-52-01		

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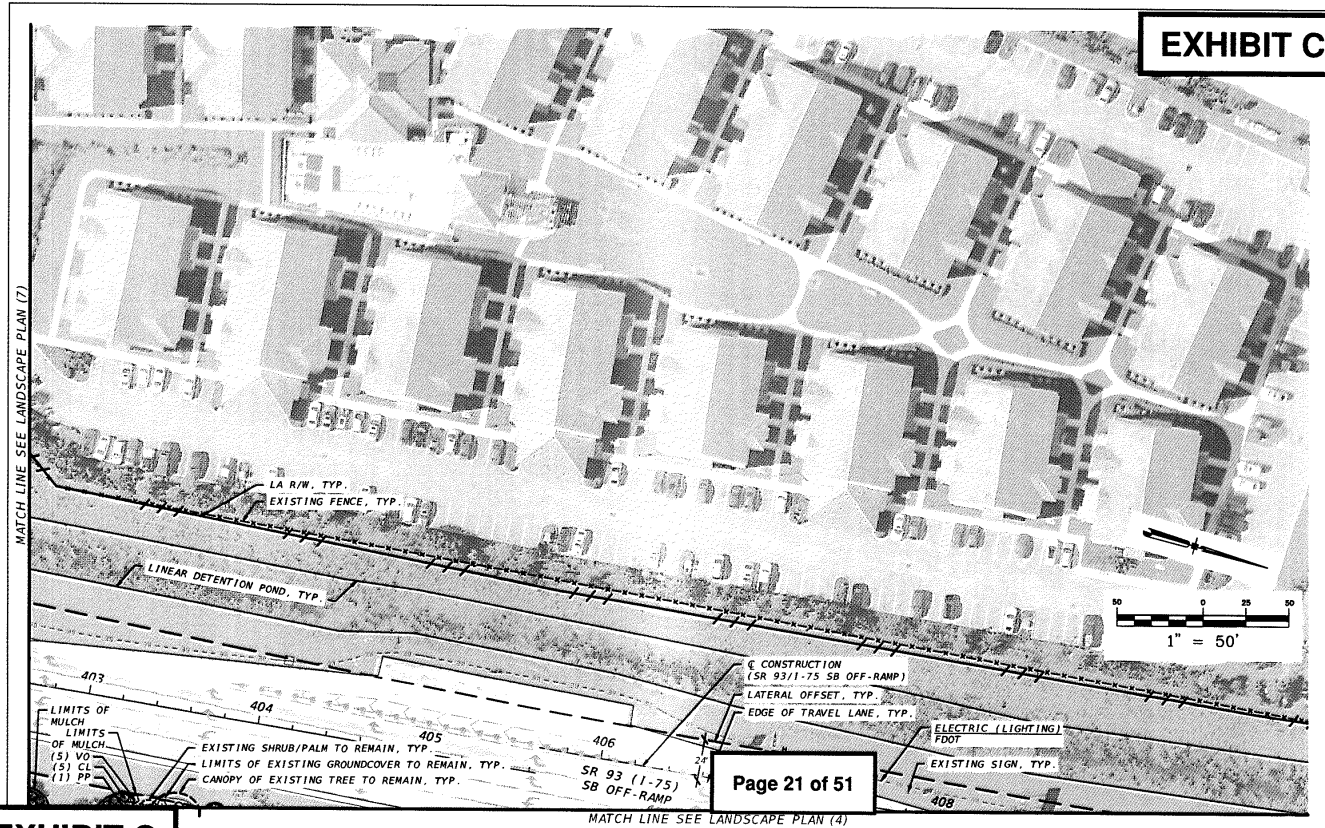


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Page 21 of 51

EXHIBIT C	REVISIONS		Michael C. Schulte, RLA LA# 6666683 AECOM Technical Services, Inc. 7550 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		LANDSCAPE PLAN (8)	SHEET NO. 21
	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			SR 93	LEE	406225-7-52-01		

Figure 1. The effect of the number of nodes on the accuracy of the proposed method. The accuracy of the proposed method increases as the number of nodes increases. The accuracy of the proposed method is higher than that of the other methods.

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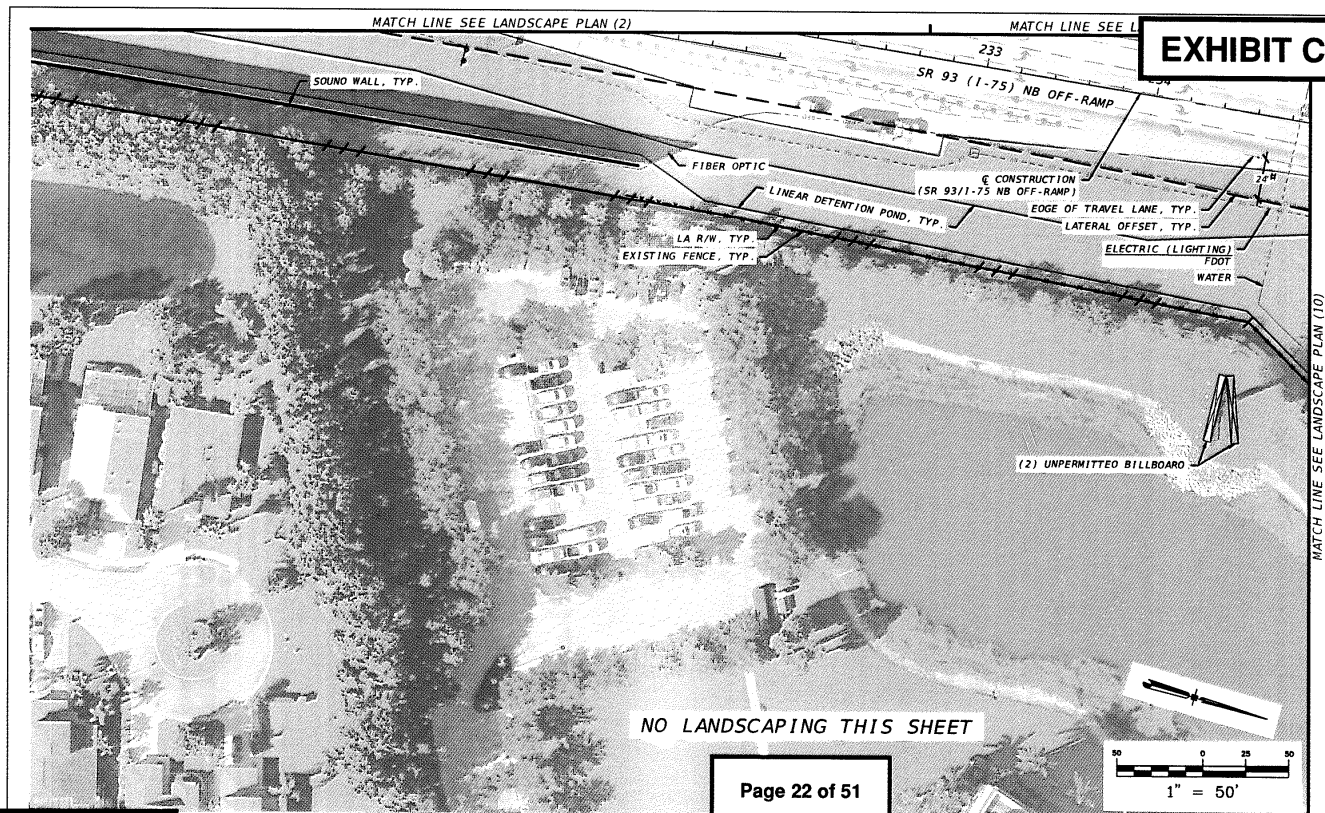


EXHIBIT C

Page 22 of 51

REVISIONS		Michael C. Schulte, RLA (LA# 60666) AECOM Technical Services, Inc 1650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (9)	SHEET NO. 22
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			SR 93	LEE	406225-7-52-01		

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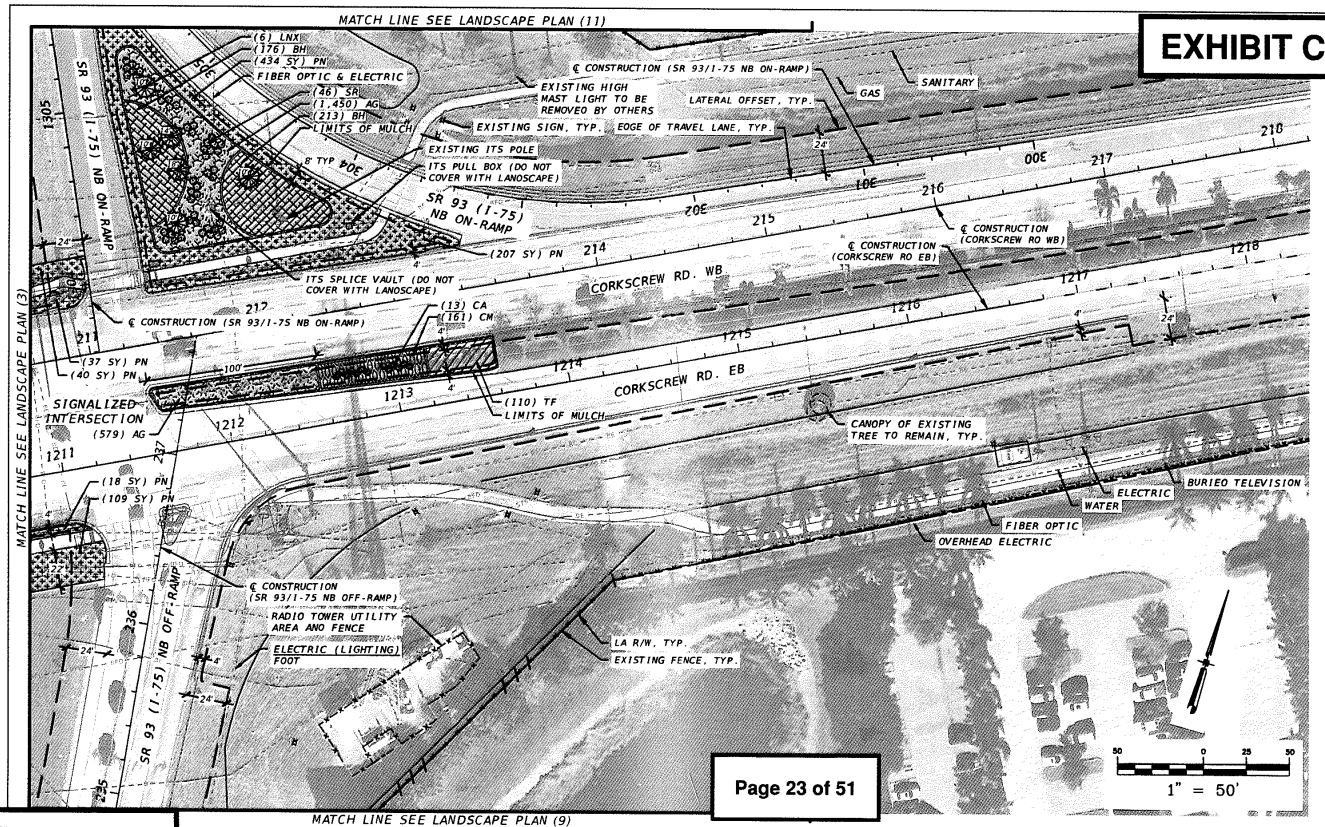


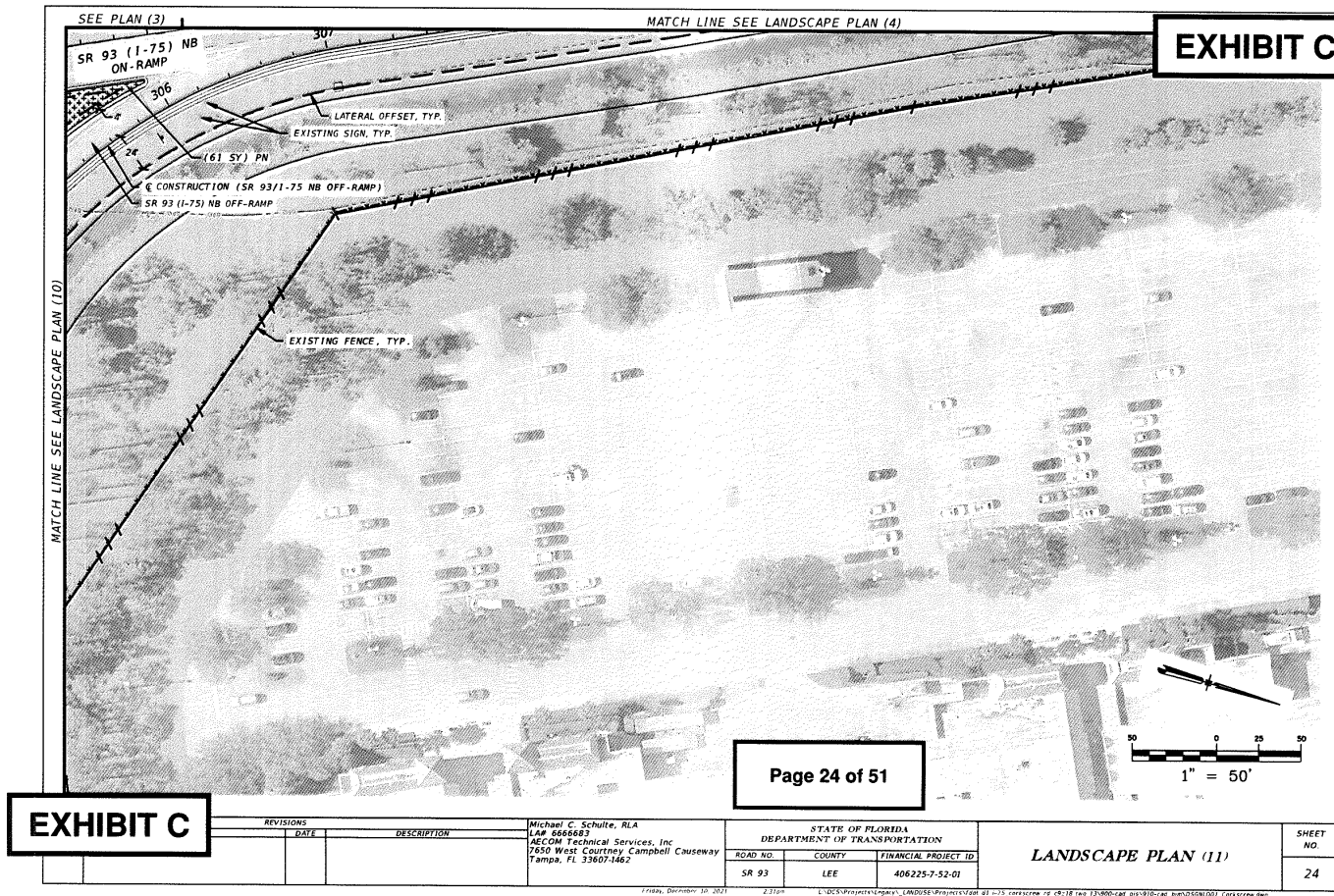
EXHIBIT C

Page 23 of 51

EXHIBIT C	REVISONS		Michael C. Schulte, RLA LA# 6666883 AECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (10)	SHEET NO. 23
	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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NOTES:

1. APPLY A MINIMUM OF 2 TREATMENTS OF HERBICIDE 14 DAYS APART TO ACHIEVE A 100% MORTALITY RATE FOR TURTLEWEEDS. LEAVE KILLED TURTLE IN PLACE (MINIMUM 2" IN HEIGHT).
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE ROLLED EROSION CONTROL PRODUCTS (RECPs) IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF RECPs EXTENDING BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECPs WITH A ROW OF STAPLES/STAPLES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. FOLD THE REMAINING 12" PORTION OF RECPs BACK OVER THE COMPACTED SOIL. SECURE RECPs OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAPLES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE RECPs.
3. ROLL THE RECPs DOWN THE SLOPE. RECPs WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECPs MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAPLES ON APPROPRIATE LOCATIONS AT A MAXIMUM OF 24" ON CENTER.
4. THE EDGES OF PARALLEL RECPs MUST BE STAPLED WITH APPROXIMATELY 3" OVERLAP. MAX 24" OC.
5. CONSECUTIVE RECPs SPICED DOWN THE SLOPE MUST BE END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA. APPROXIMATELY 12" APART ACROSS ENTIRE RECPs WIDTH.
6. USE 12" MINIMUM STAPLE OR STAKE LENGTHS.
7. RECPs TO MEET REQUIREMENTS OF FEDERAL HIGHWAY ADMINISTRATION'S (FHWA) FH-33 SECTION 713.12 TYPE 2 OR TYPE 4. THE MATERIAL MUST HAVE A 24 MONTH TYPICAL FUNCTIONAL LONGEVITY AND BE DESIGNED FOR USE ON GEOTECHNICALLY STABLE SLOPES WITH GRADIENTS UP TO 2V:1SH AND CHANNELS WITH SHEAR STRESSES UP TO 2.00 POUNDS PER SQUARE FOOT. RECPs TO BE ONE OF THE FOLLOWING MATERIALS:
 - A. AN EROSION CONTROL BLANKET COMPOSED OF PROCESSED SLOW DEGRADING NATURAL FIBER NETTINGS TO FORM A CONTINUOUS MATTRESS.
 - B. OR AN OPEN WEAVE TEXTILE COMPOSED OF PROCESSED SLOW DEGRADING NATURAL FIBERS WOVEN INTO A CONTINUOUS MATTRESS.
8. SUBMIT SAMPLE OF RECPs TO ENGINEER FOR PRODUCT AND COLOR APPROVAL.
9. INSTALL EROSION CONTROL FABRIC BENEATH MULCH BEDS AS NOTED ON PLANS.

EXHIBIT C

UNDISTURBED SOIL REVEALS EROSION CONTROL FABRIC, TYP.
SHRUB ON PALM ROAD (APPROX.)
FOOT LINE
TEMPORARILY FOLD BACK LANDSCAPE FABRIC, TYP.
6" STAPLE, TYP.
REMOVE STAPLES WITHIN CUT AREA AND FOLD BACK LINES TEMPORARILY STAPLE TO ALLOW EXCAVATION. PLACE EXCAVATED SOIL ON TARP TO AVOID DAMAGING EROSION CONTROL FABRIC. AFTER PLANTING, REMOVE EXCESS SOIL FROM TOP OF FABRIC. RE STAPLE FABRIC OVER PLANT HOLE.

1 EROSION CONTROL FABRIC - FOR USE ON ALL SHRUBS ON SLOPES

NTS

- ◆ SHRUBS & GROUNDCOVERS ADJACENT TO STRAIGHT EDGES SHALL BE TRIANGULAR SPACES IN ROWS PARALLEL TO THE STRAIGHT EDGE.
- ◆ SHRUBS & GROUNDCOVERS ADJACENT TO CURVED EDGES SHALL BE PLANTED IN ROWS PARALLEL TO THE CURVED EDGE.
- ◆ DISTANCE SHALL BE THE ON-CENTER SPACING AS INDICATED IN THE PLANT SCHEDULE FOR THE SHRUB OR GROUNDCOVER.
- ◆ MULCH TO COVER 100% OF PLANT BED AREA WITHIN LIMITS OF MULCH.

2 EROSION CONTROL FABRIC PLANTING PIT - PLAN VIEW

NTS

3 SHRUB LAYOUT DETAIL

NTS

4 SOD DETAIL FOR PLANTINGS ON SLOPES

NTS

5 ASPHALT PAVEMENT

NTS

6 SHRUB PLANTING DETAIL

NTS

NOTES:

STAKE TREES PER FOOT STANDARD PLANS SR0-001 WITH THE FOLLOWING MODIFICATIONS:

A. USE APPROVED PLANTING BACKFILL FOR TREES.

B. FOR SLOPED PLANTING, STABILIZE THE SLOPE WITH NEW SOD, PER DETAIL 3 OF THIS SHEET.

NEW SOD TO MATCH EXISTING
EXISTING SOD
MULCH
NEW SOD TO MATCH EXISTING
EXISTING SOD
FOR SOD USE (UPPER 12" ONLY) IN PLACE WITH ESTABLISHED PLANTING
ROOTBALL
PLANTING SPILL BACKFILL
EXISTING SOIL
LINE OF ORIGINAL GRADE (SLOPE VARIES)

SHRUB
BACKFILL MIXTURE
ROOTBALL TO BE 12" X 12" X 12" (MINIMUM)
3" MULCH DEPTH (DO NOT FILL MULCH AGAINST TRUNK)
FINISH GRADE
EXISTING SOIL
SHRUB PIT TO BE 24" WIDTH OF ROOTBALL

NOTE: MULCH TO BE INSTALLED TO COVER 100% OF PLANT BED WITHIN LIMITS OF MULCH

EXHIBIT C

REVISIONS	DATE	DESCRIPTION

Michael C. Schulte, RLA
LAP 0606683
JACOM Technical Services, Inc.
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	406225-7-52-01

LANDSCAPE DETAILS

SHEET NO.
25

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Village Council Meeting - PACKET - (Page 389 of 439)

Page 31 of 57

General Attachment: 11-2-22- ... KSCREW-VILLAGE_OF_ESTERO.pdf (Page 31 of 57)

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IRRIGATION NOTES

1) VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. MAINLINE SHALL NOT BE LOCATED WITHOUT PRIOR APPROVAL OF THE ENGINEER. ALL UTILITIES AND STRUCTURES MAY NOT BE SHOWN ON THESE PLANS. CONTRACTOR SHALL VERIFY.

2) ALL PRESSURE MAINLINES UNDER ROADWAY PAVEMENT SHALL BE WITHIN HOPE DIRECTIONAL BORE SLEEVES AS NOTED. CONTROL WIRING IN CONDUIT MAY SHARE HOPE SLEEVES WHERE SHOWN ON THE PLANS.

3) MAINLINE AND VALVES ARE SHOWN IN SCHEMATIC FORM. LOCATE AS NOTED ON PLANS.

4) LOCATE ALL VALVES A MINIMUM OF 24" FROM BACK OF CURB OR EDGE OF PAVEMENT, UNLESS NOTED OTHERWISE.

5) ALL UNSIZED PIPE SHALL BE 3/4" UNLESS OTHERWISE NOTED.

6) ALL VALVES SHALL BE INSTALLED IN A HIGH DENSITY TIER B RATED VALVE BOX WITH LOCKING LID.

7) VERIFY ELECTRICAL SUPPLY CONNECTIONS AT PROJECT SITE WITH PROJECT ENGINEER AND PPLG.

8) ELECTRIC SERVICE TO THE PUMP STATION ASSEMBLY AND DISCONNECT PANEL SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. VERIFY WELL/PUMP LOCATION AT PROJECT SITE WITH ENGINEER.

9) COMMUNICATION CABLE FOR DECODERS SHALL BE 14-2 AWG COMMUNICATION CABLE TO BE LAID ALONG SIDE OF IRRIGATION MAINLINE. A 3/4" CONDUIT SHALL BE UTILIZED WHEN ROUTED IN A DIRECTIONAL BORE WITH THE IRRIGATION MAINLINE.

10) ALL CONNECTIONS TO THE FIELD DECODERS ALONG THE 2-WIRE PIPES SHALL BE ACCOMPLISHED VIA THE USE OF THE 3/8 ORB-6 OR OR APPROVED EQUAL WIRE CONNECTORS. THIS ALSO INCLUDES ALL GROUND RODS AND THE CONNECTION TO THE CONTROLLER. CONTRACTOR SHALL FOLLOW MANUFACTURER'S INSTALLATION RECOMMENDATIONS.

11) DURING INSTALLATION AND UPON COMPLETION OF THE IRRIGATION SYSTEM, VALVES SHALL BE WIRED TO THE CONTROLLER STATIONS AS PER THE IRRIGATION ZONE NUMBERS.

12) INSTALL METALIZED IDENTIFICATION TAPE ABOVE ALL IRRIGATION MAINLINES AS SHOWN ON TRENCHING DETAIL.

13) PRIOR TO DIRECTIONAL BORING AND IRRIGATION PIPE TRENCHING, VERIFY THE LOCATION AND DEPTH FOR ALL UTILITIES WITHIN THE PROJECT AREA. NOTIFY THE PROJECT ENGINEER PRIOR TO DRILLING EACH DIRECTIONAL BORE.

IRRIGATION LEGEND

12" POP-UP 30 PSI PRESSURE REGULATED SPRINKLERS WITH MPR SPRAY NOZZLES, PLANT ZONES

6" POP-UP 30 PSI PRESSURE REGULATED SPRINKLERS WITH MPR SPRAY NOZZLES, TURF ZONES

15-D 30" TRAJECTORY

15-H 30" TRAJECTORY

15-F 30" TRAJECTORY

12-D 30" TRAJECTORY

12-H 30" TRAJECTORY

12-F 30" TRAJECTORY

10-D 15" TRAJECTORY

10-H 15" TRAJECTORY

10-F 15" TRAJECTORY

8-D 10" TRAJECTORY

8-H 10" TRAJECTORY

8-F 10" TRAJECTORY

15EST END STRIP

15SST SIDE STRIP

SHRUB ROTOR WITH 30" RADIUS 90° ANGLE 1.4 GPM AT 40 PSI MPR NOZZLE

SHRUB ROTOR WITH 30" RADIUS 180° ANGLE 3.0 GPM AT 40 PSI MPR NOZZLE

SHRUB ROTOR WITH 25" RADIUS 90° ANGLE 1.0 GPM AT 40 PSI MPR NOZZLE

SHRUB ROTOR WITH 25" RADIUS 180° ANGLE 2.0 GPM AT 40 PSI MPR NOZZLE

6" TURF ROTOR WITH 30" RADIUS 90° ANGLE 1.4 GPM AT 40 PSI MPR NOZZLE

6" TURF ROTOR WITH 30" RADIUS 180° ANGLE 3.0 GPM AT 40 PSI MPR NOZZLE

6" TURF ROTOR WITH 25" RADIUS 90° ANGLE 1.0 GPM AT 40 PSI MPR NOZZLE

6" TURF ROTOR WITH 25" RADIUS 180° ANGLE 2.0 GPM AT 40 PSI MPR NOZZLE

6" TURF ROTOR WITH 25" RADIUS 360° FULL CIRCLE 3.8 GPM AT 40 PSI MPR NOZZLE

ELECTRICAL METER AND DISCONNECT PANEL

HAND HOLE FOR ELECTRICAL CONNECTION

ELECTRICAL PANEL MOUNTED ON PUMP ENCLOSURE

5" WELL WITH 5 HP VFD SUBMERSIBLE PUMP STATION PACKAGE

IRRIGATION DECODER CONTROLLER SUPPLIED WITH AND MOUNTED ON PUMP ENCLOSURE

RAIN SENSOR MOUNTED ON PUMP ENCLOSURE

GROUNDING PLATE AND ROD AT CONTROLLER

PRESSURE COMPENSATING FLOOD BUBBLER

0.25 GPM (2 PER TREE/PALM WHERE SHOWN ON PLAN)

PRESSURE COMPENSATING FLOOD BUBBLER

0.25 GPM (1 PER TREE/PALM WHERE SHOWN ON PLAN)

SINGLE ADDRESS FIELD DECODER

TWO ADDRESS FIELD DECODER

GROUNDING ROD

ELECTRIC JAY SERIES CONTROL VALVE

ISOLATION GATE VALVE PER MAINLINE SIZE

CL 200 PVC MAINLINE, SOLVENT WELD

CL 200 PVC LATERAL LINE, SOLVENT WELD

HOPE DIRECTIONAL BORE SLEEVE

ELECTRICAL POWER SUPPLY WIRING IN 2" CONDUIT

GENERAL ELECTRICAL NOTES

1) ELECTRICAL INSTALLATIONS SHALL CONFORM WITH ALL APPLICABLE CODES, LAWS, AND STATUTES, ANSI C2 "NATIONAL ELECTRICAL SAFETY CODE", NFPA 70 "NATIONAL ELECTRICAL CODE", AND THE AUTHORITY HAVING JURISDICTION (A.H.J.).

2) ALL ELECTRICAL EQUIPMENT AND MATERIALS SHALL BE UL LISTED AND LABELED OR LISTED AND LABELED BY A NATIONALLY RECOGNIZED TESTING LABORATORY (NRTL).

3) ARRANGE, COORDINATE, SCHEDULE AND PAY FOR THE SERVICES OF PPLG TO PROVIDE A 120/240V SINGLE PHASE, 60A ELECTRICAL SERVICE.

4) PROVIDE 240V SINGLE PHASE ELECTRICAL POWER DROP TO ELECTRICAL METER AND DISCONNECT PANEL, INCLUDING 2" CONDUIT AND SUPPORT ASSEMBLY.

5) PROVIDE 240V SINGLE PHASE ELECTRICAL POWER FROM DISCONNECT PANEL TO PUMP CONTROL PANEL, INCLUDING 2" CONDUIT.

CONTROLLER/ZONE LIST
WEST IRRIGATION SYSTEM

ZONE	GPM	VALVE SIZE	TYPE
W1	36.4	1 1/2"	ROTOR PLANTS
W2	39.1	1 1/2"	SPRINKLER TURF
W3	41.6	1 1/2"	ROTOR TURF
W4	32.4	1 1/2"	ROTOR PLANTS
W5	32.5	1 1/2"	BUBBLER
W6	43.3	1 1/2"	SPRINKLER TURF
W7	45.4	1 1/2"	ROTOR PLANTS
W8	38.0	1 1/2"	ROTOR TURF
W9	31.9	1 1/2"	SPRINKLER TURF
W10	26.7	1 1/2"	SPRINKLER TURF
W10B	21.9	1 1/2"	SPRINKLER TURF
	48.6		
W11A	17.4	1"	ROTOR PLANTS
W11B	24.4	1 1/2"	ROTOR PLANTS
	41.8		
W12	39.2	1 1/2"	SPRINKLER TURF
W13	24.8	1 1/2"	SPRINKLER PLANTS
W14	49.2	1 1/2"	SPRINKLER PLANTS
W15	14.4	1"	SPRINKLER PLANTS
W16	45.9	1 1/2"	SPRINKLER TURF
W17	39.3	1 1/2"	SPRINKLER TURF
W18	41.8	1 1/2"	ROTOR PLANTS
W19	36.0	1 1/2"	BUBBLER
W20	31.6	1 1/2"	SPRINKLER PLANTS
W21	42.0	1 1/2"	ROTOR TURF
W22	43.0	1 1/2"	ROTOR TURF
W23	42.0	1 1/2"	ROTOR TURF
W24	31.6	1 1/2"	SPRINKLER TURF

CONTROLLER/ ZONE LIST
EAST IRRIGATION SYSTEM

ZONE	GPM	VALVE SIZE	TYPE
E1	29.8	1 1/2"	SPRINKLER TURF
E2	30.2	1 1/2"	ROTOR PLANTS
E3	30.2	1 1/2"	SPRINKLER TURF
E4	30.4	1 1/2"	ROTOR PLANTS
E5	44.8	1 1/2"	ROTOR TURF
E6	33.5	1 1/2"	BUBBLER
E7	35.4	1 1/2"	ROTOR PLANTS
E8	26.1	1 1/2"	SPRINKLER TURF
E9	49.5	1 1/2"	SPRINKLER TURF
E10	39.8	1 1/2"	ROTOR PLANTS
E11	49.1	1 1/2"	SPRINKLER TURF
E12	19.6	1"	SPRINKLER PLANTS
E13	41.1	1 1/2"	SPRINKLER TURF
E14	41.5	1 1/2"	SPRINKLER PLANTS
E15	45.9	1 1/2"	SPRINKLER TURF
E16	43.4	1 1/2"	SPRINKLER TURF
E17	31.2	1 1/2"	ROTOR PLANTS
E18	40.5	1 1/2"	SPRINKLER PLANTS
E19	27.4	1 1/2"	ROTOR PLANTS
E20	27.0	1 1/2"	ROTOR TURF
E21	42.0	1 1/2"	ROTOR PLANTS
E22	30.5	1 1/2"	BUBBLER
E23	34.2	1 1/2"	SPRINKLER TURF
E24	24.0	1 1/2"	ROTOR TURF
E25	29.4	1 1/2"	ROTOR PLANTS
E26	36.0	1 1/2"	SPRINKLER TURF

Page 26 of 51

THE GPM FOR EACH ZONE IS AN ESTIMATE BASED ON THE PROPOSED LAYOUT FOR EACH IRRIGATION ZONE.

EXHIBIT C

REVISIONS		Eugene W. Colborn, Jr., RLA LAP 1484 Colborn Design Group, Inc 11628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		IRRIGATION NOTES & LEGEND	SHEET NO. 26
DATE	DESCRIPTION		ROAD NO.	COUNTY		
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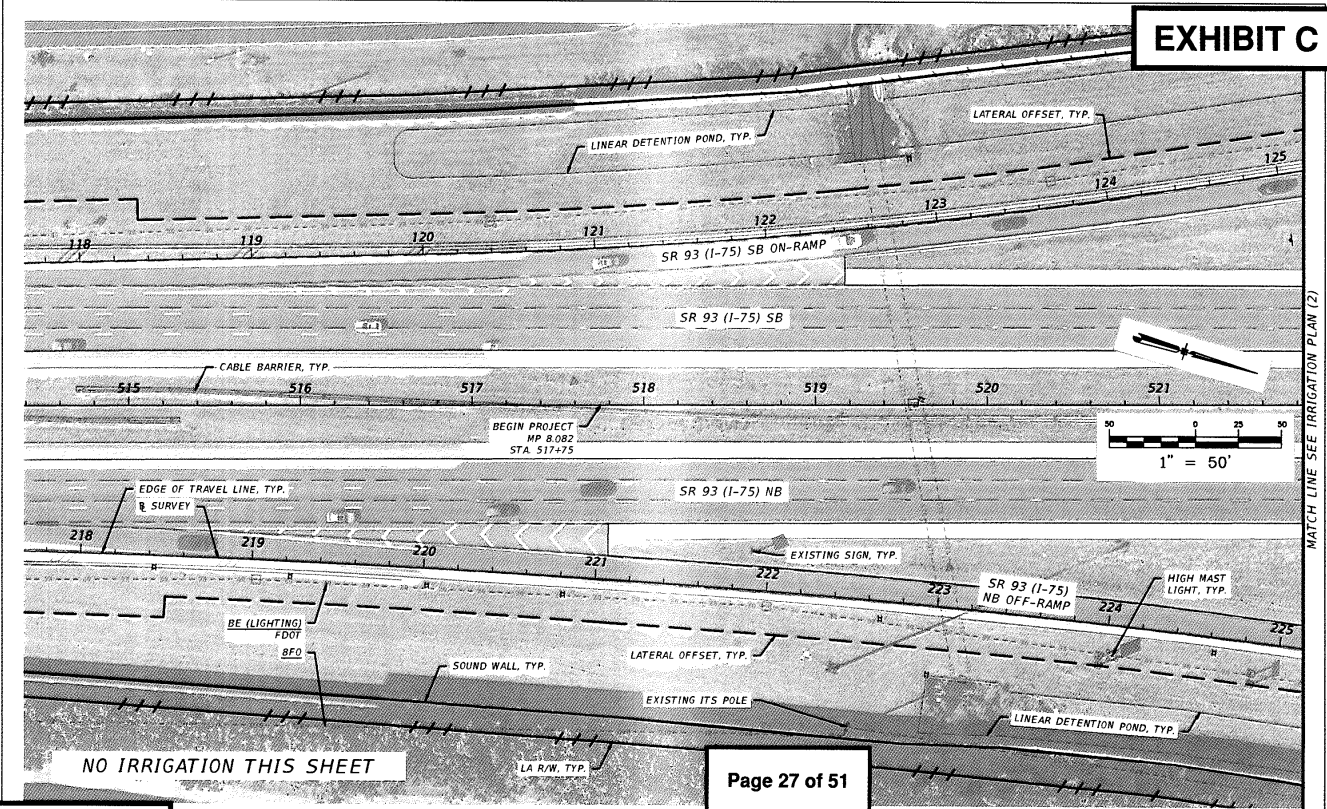


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				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01	IRRIGATION PLAN (1)	27

Eugene W. Colborn, Jr., RLA
LAP 1484
Colborn Design Group, Inc
11628 Somerset Avenue
Princess Anne, MD 21853

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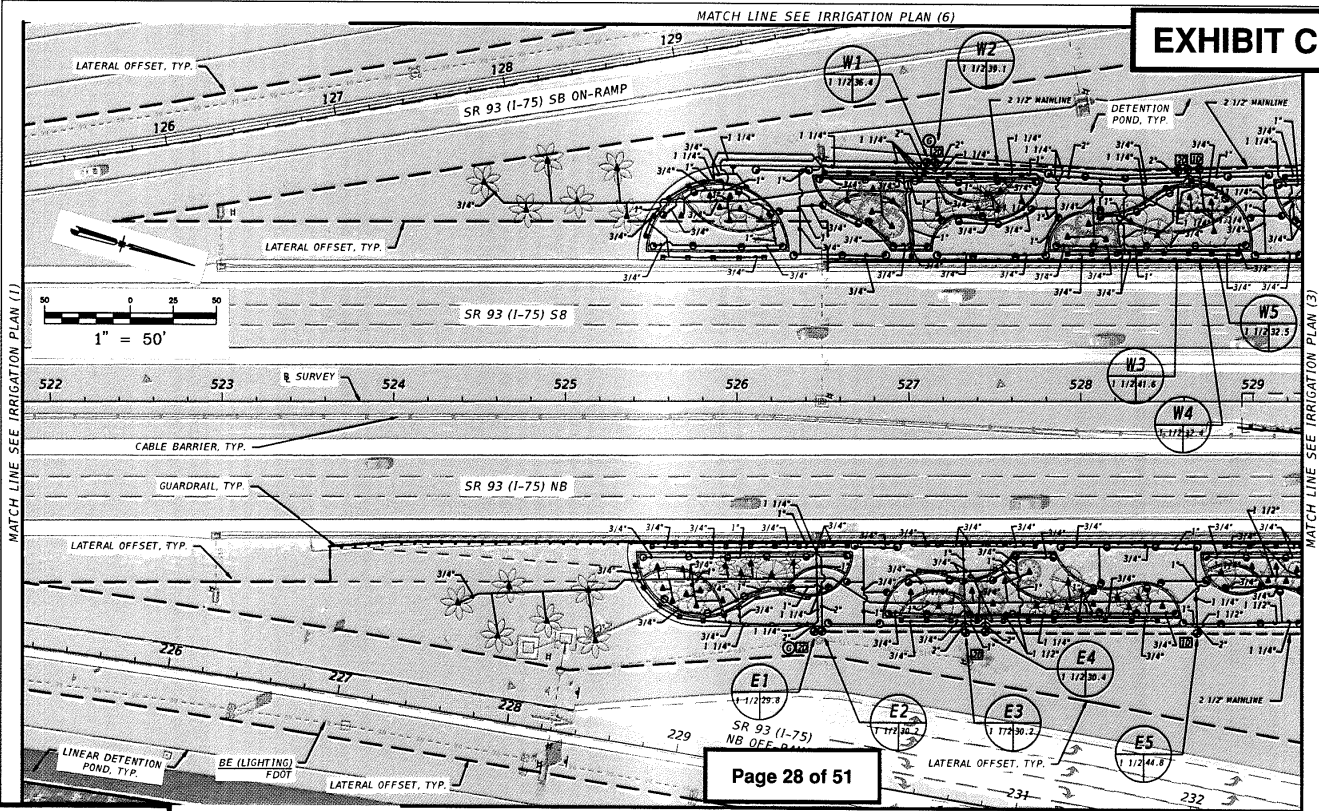


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Page 28 of 51

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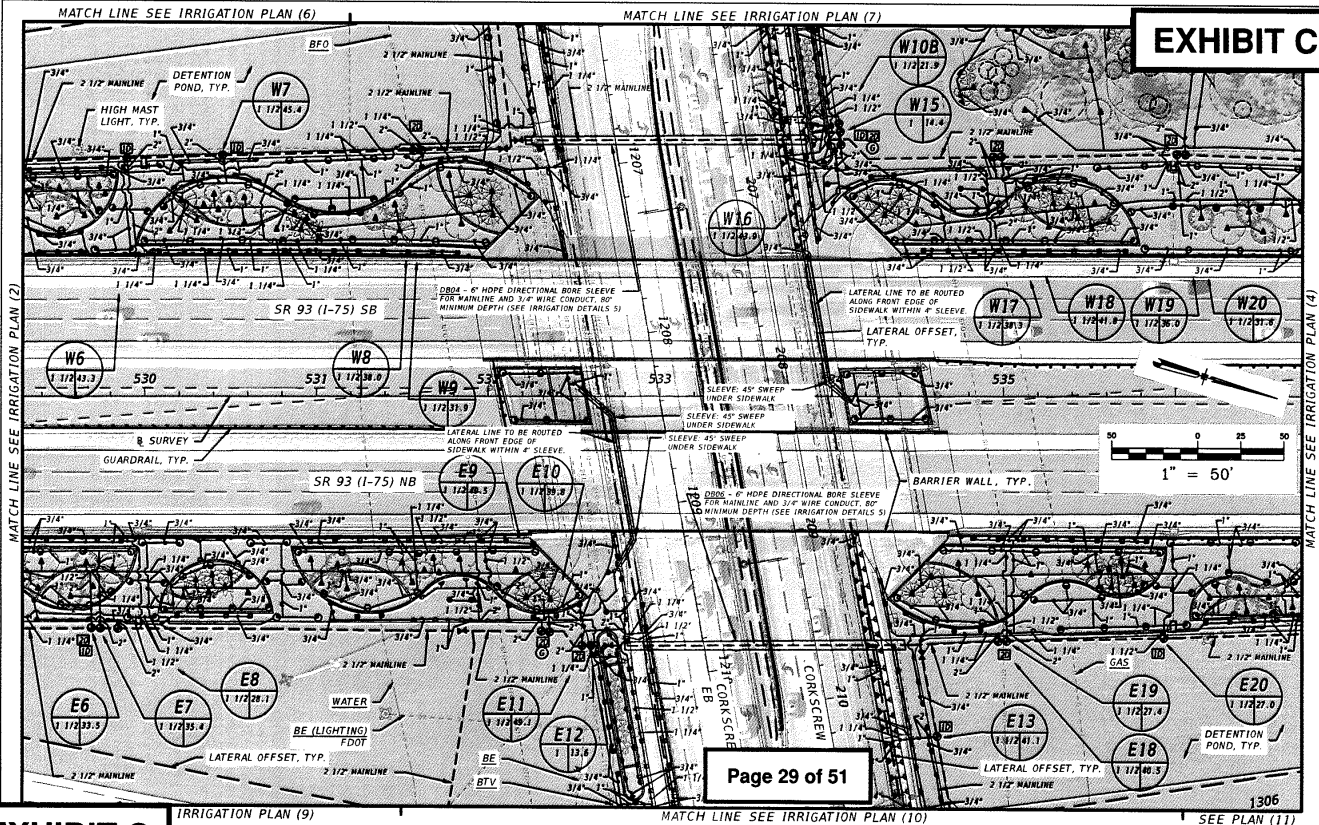


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DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				SR 93	LEE	406225-7-52-01	

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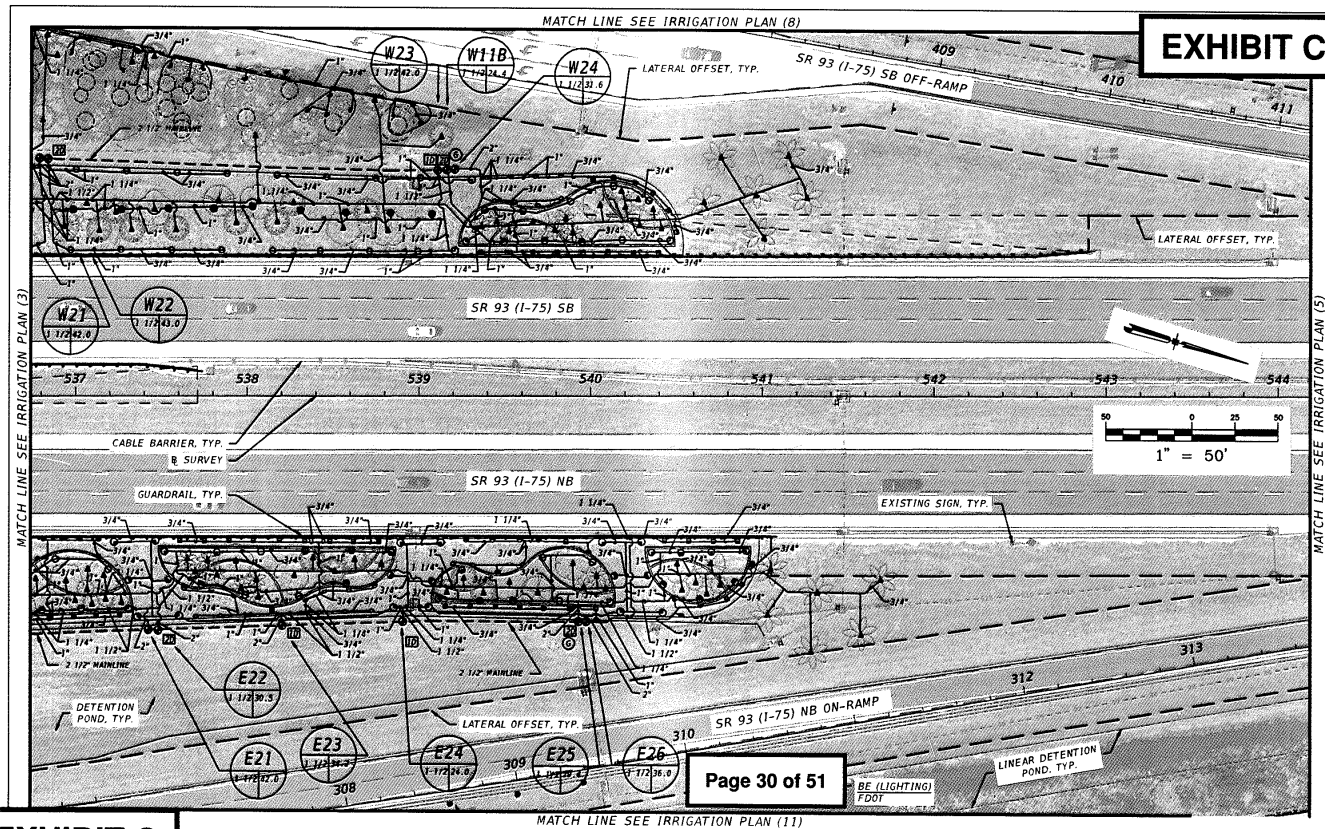


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Page 30 of 51

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DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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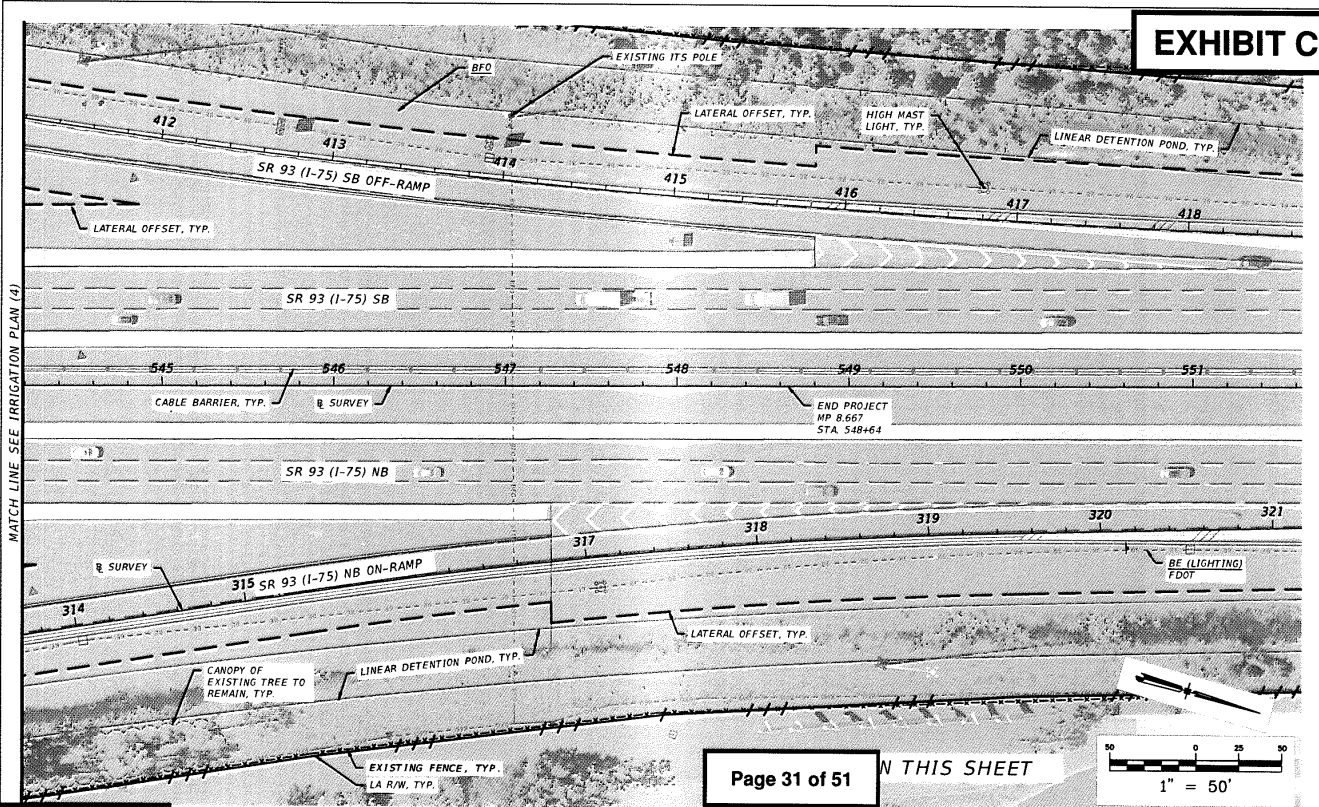


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REVISIONS			Eugene W. Colborn, Jr., RLA LA# 1484 Colborn Design Group, Inc 10220 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 31
DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
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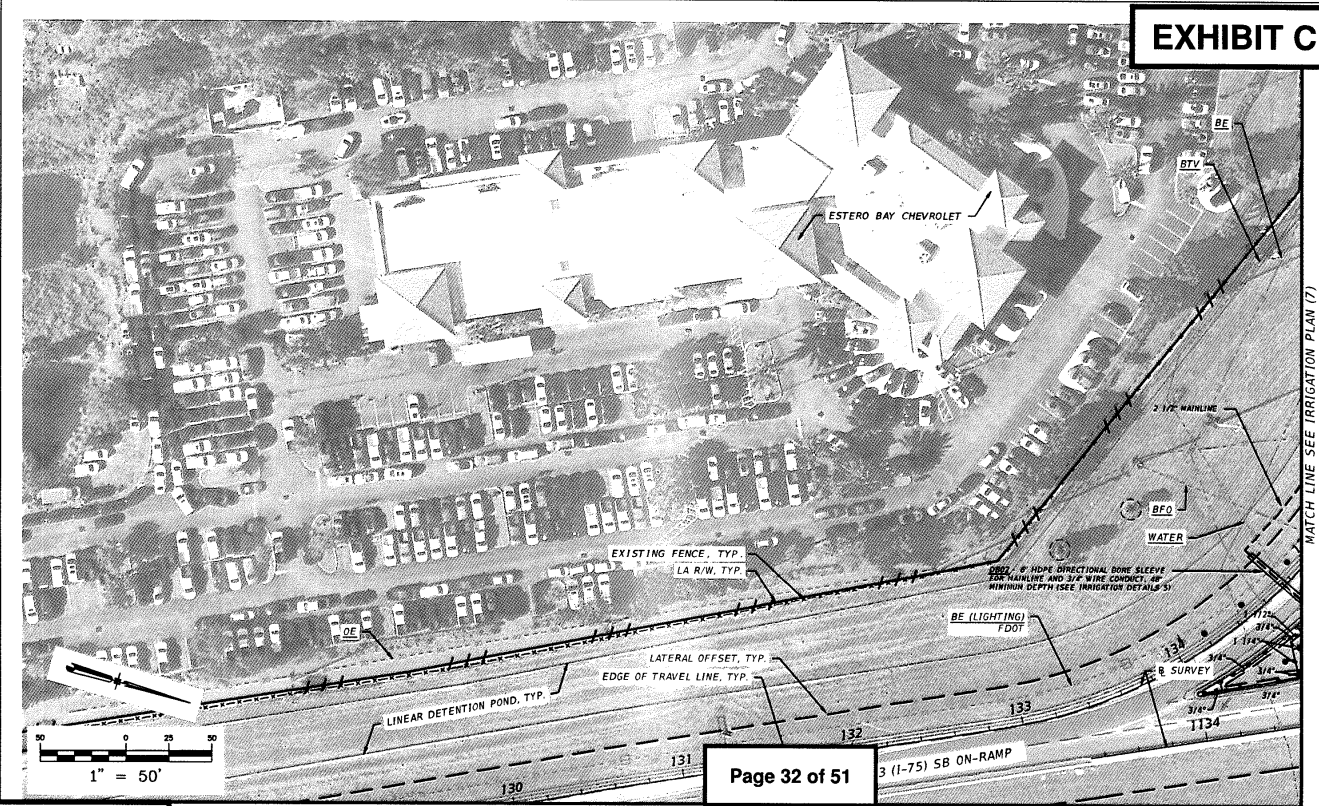
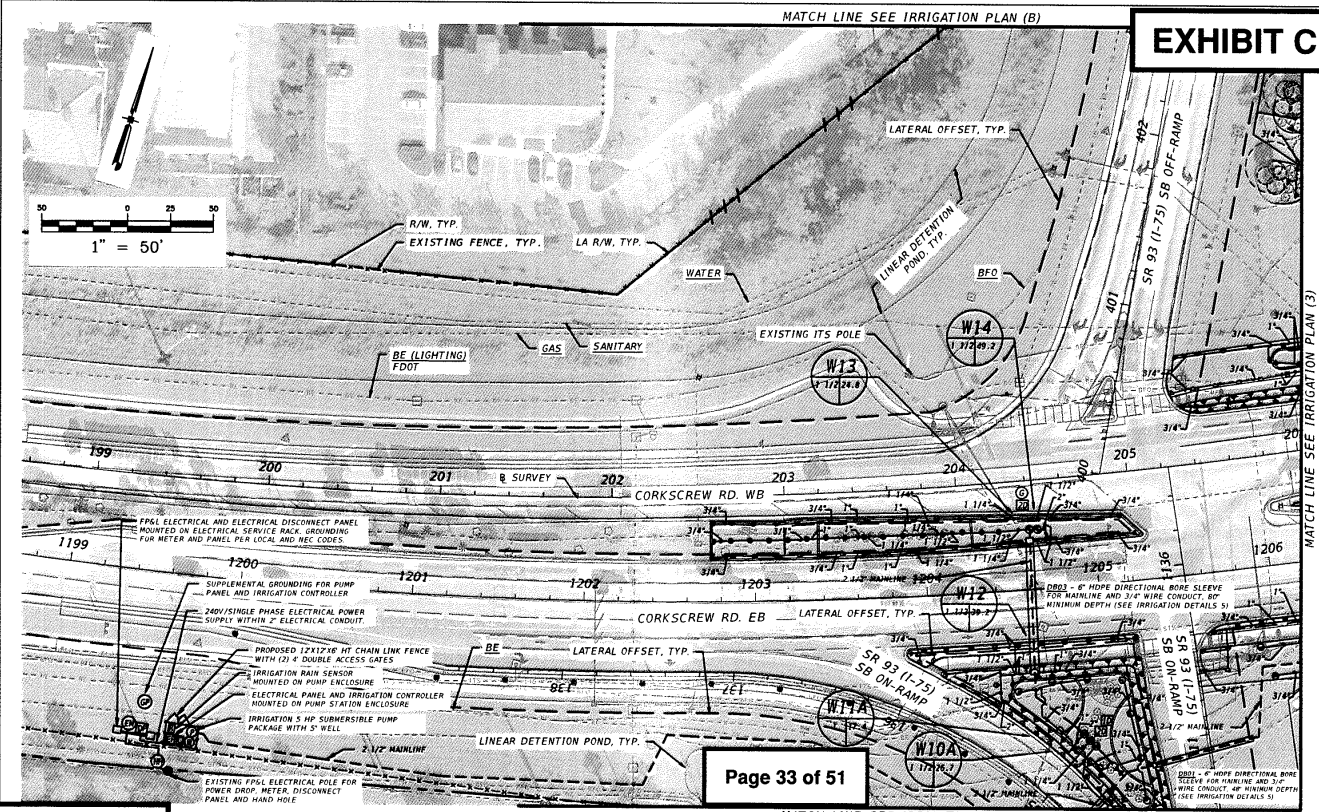


EXHIBIT C			Page 32 of 51			IRRIGATION PLAN (6)		SHEET NO.
REVISIONS			STATE OF FLORIDA			DEPARTMENT OF TRANSPORTATION		32
DATE			ROAD NO.			COUNTY		
DESCRIPTION			SR 93			LEE		
						FINANCIAL PROJECT ID		
						406225-7-52-01		

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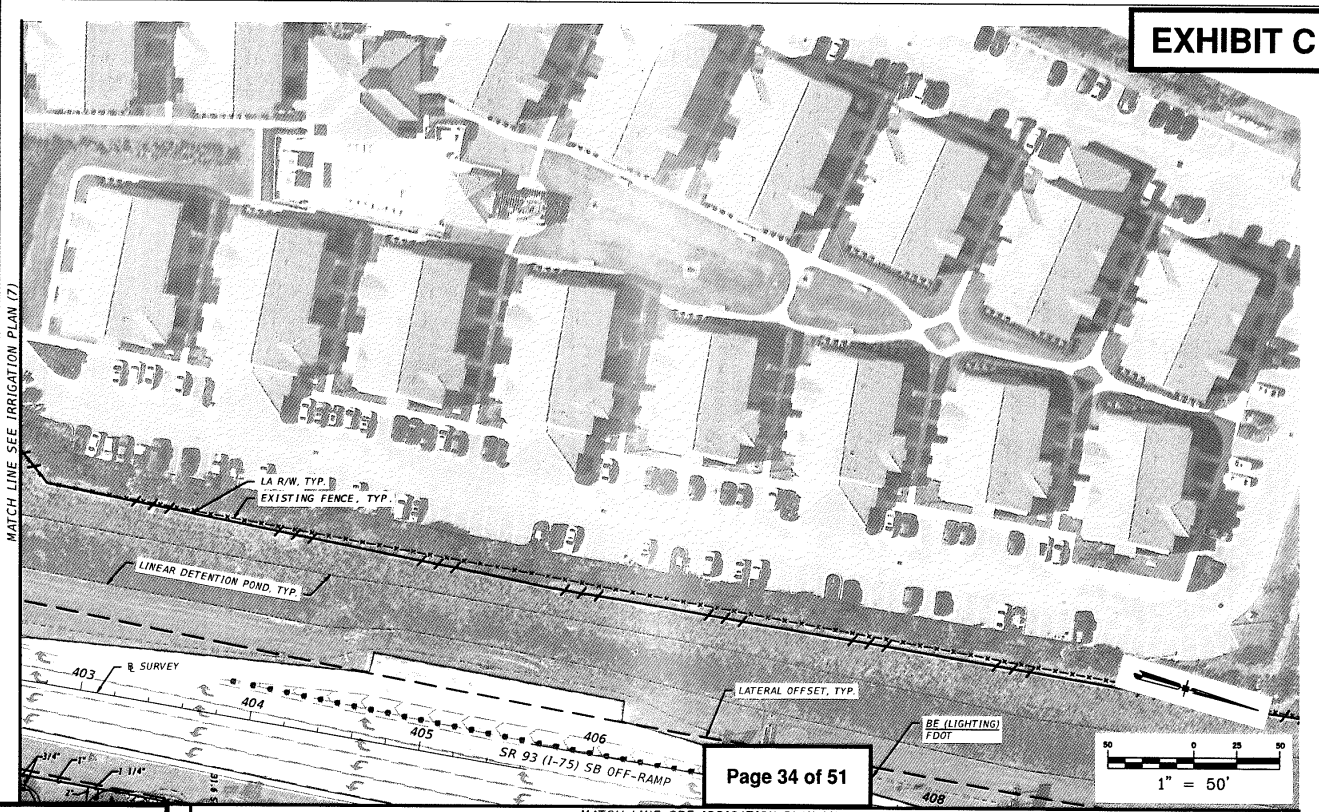


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DATE	DESCRIPTION			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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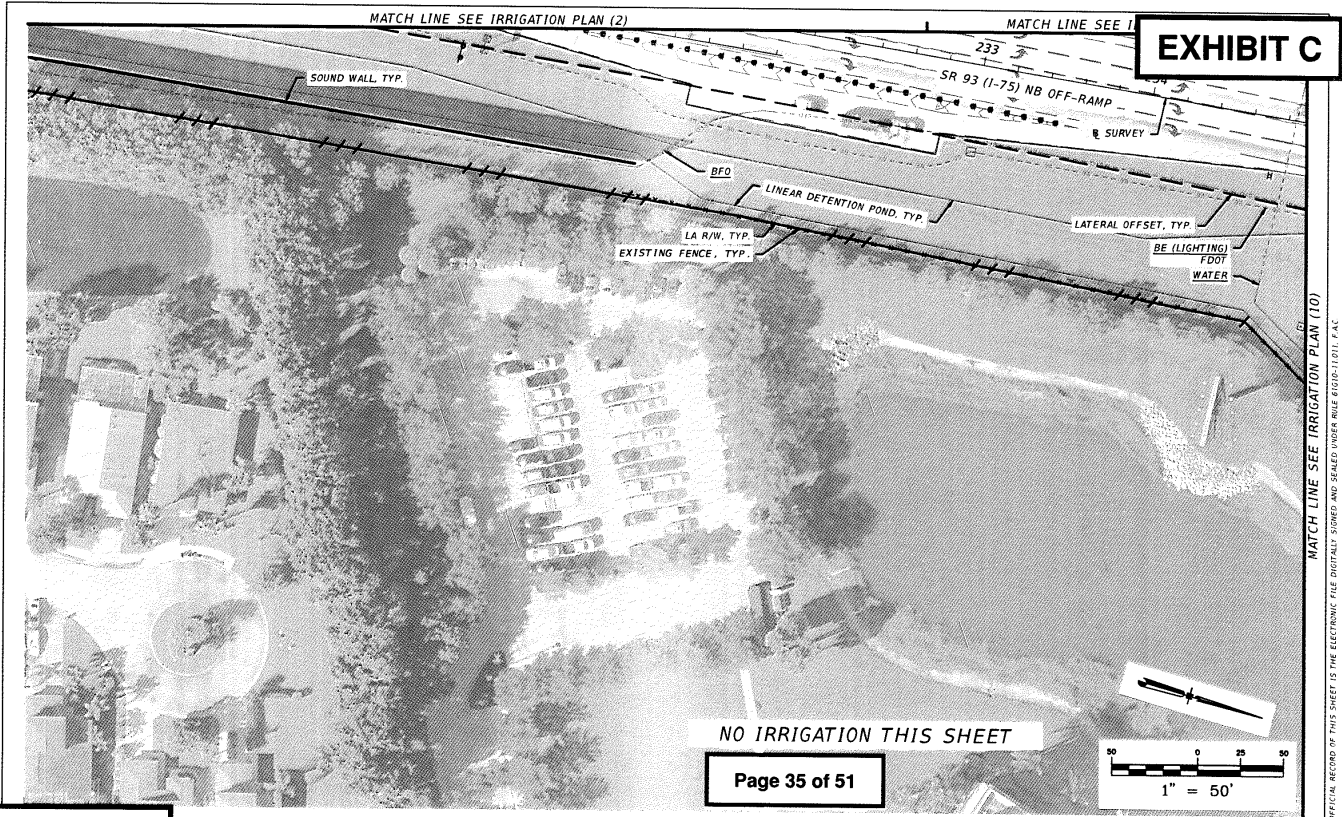


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REVISIONS		Eugene W. Colborn, Jr., RLA LAP 1484 Colborn Design Group, Inc. 11628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			IRRIGATION PLAN (9)	SHEET NO.
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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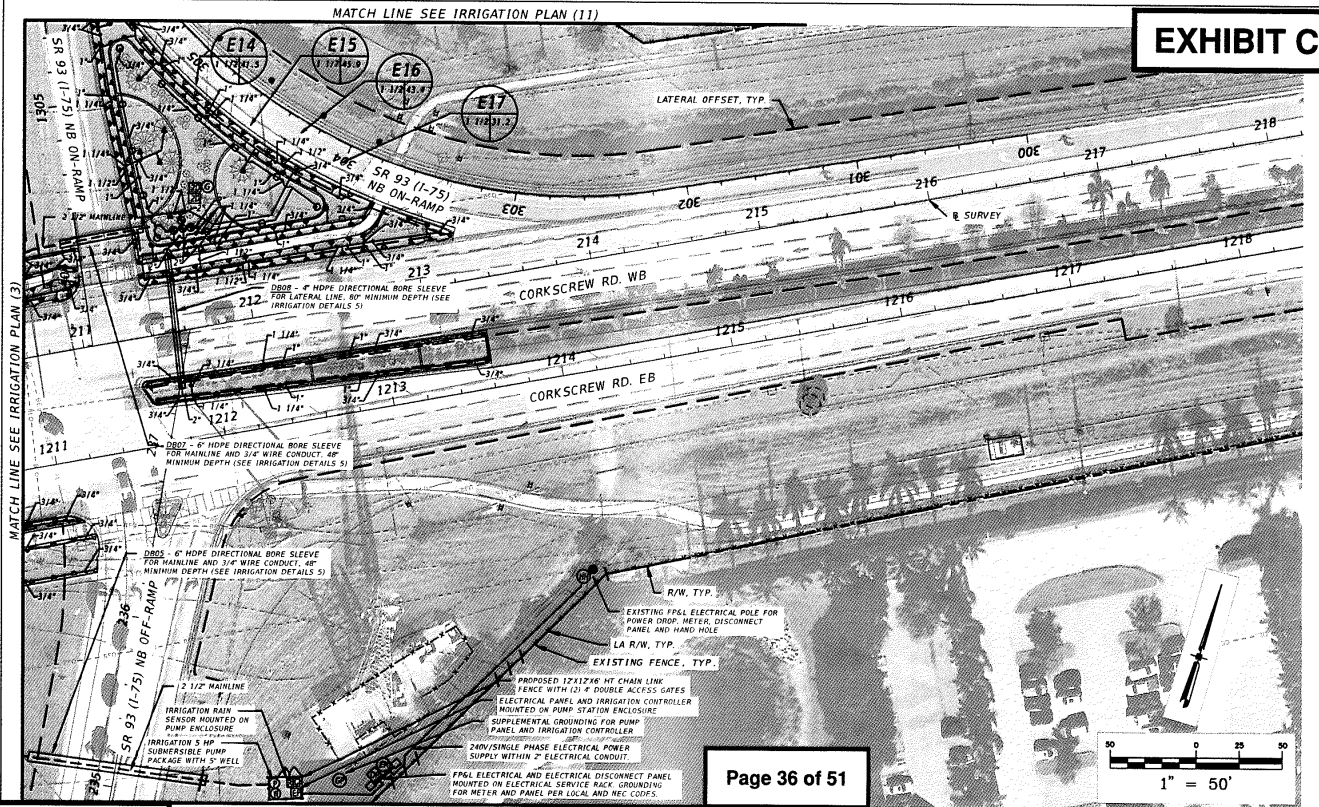


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Page 36 of 51

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NO.	DATE				ROAD NO.	COUNTY			
1	12/21/2021				SR 93	LEE	406225-7-52-01		36

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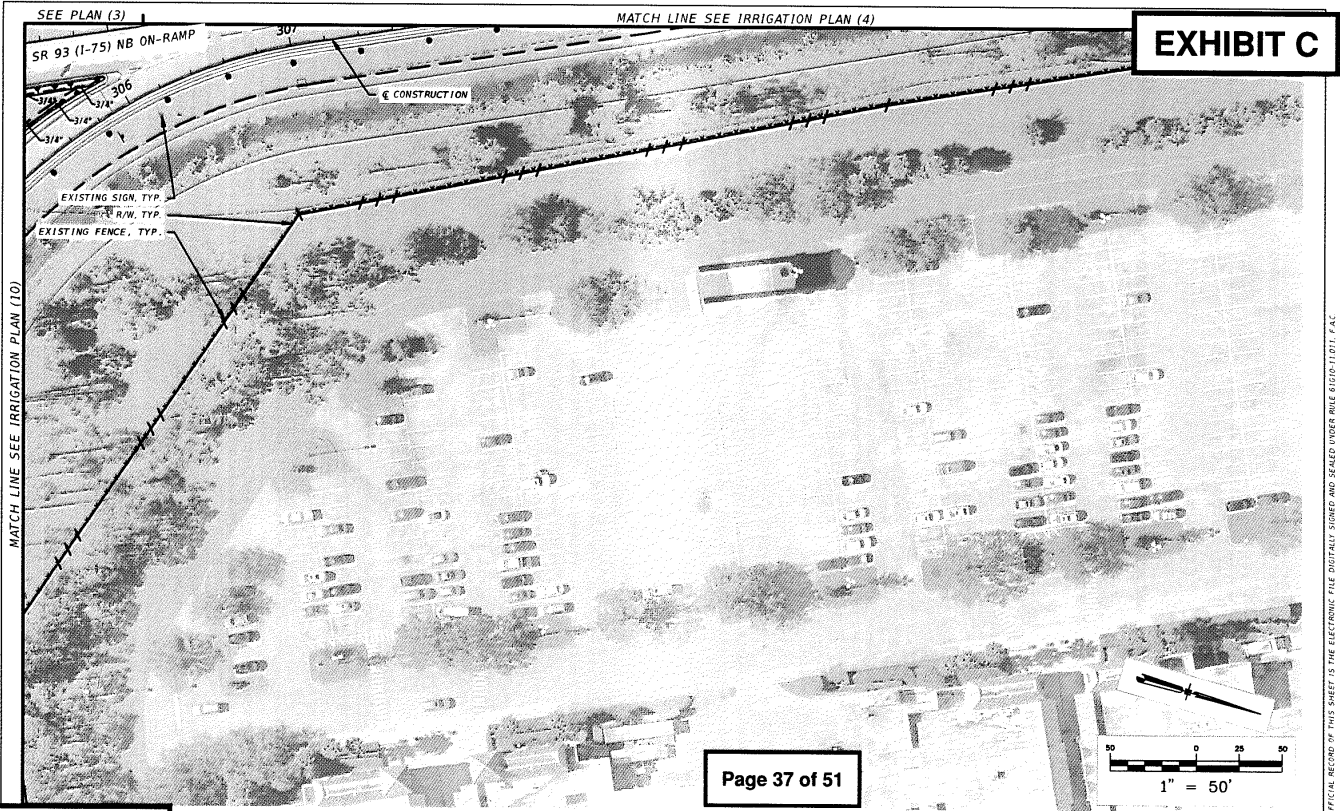


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Page 37 of 51

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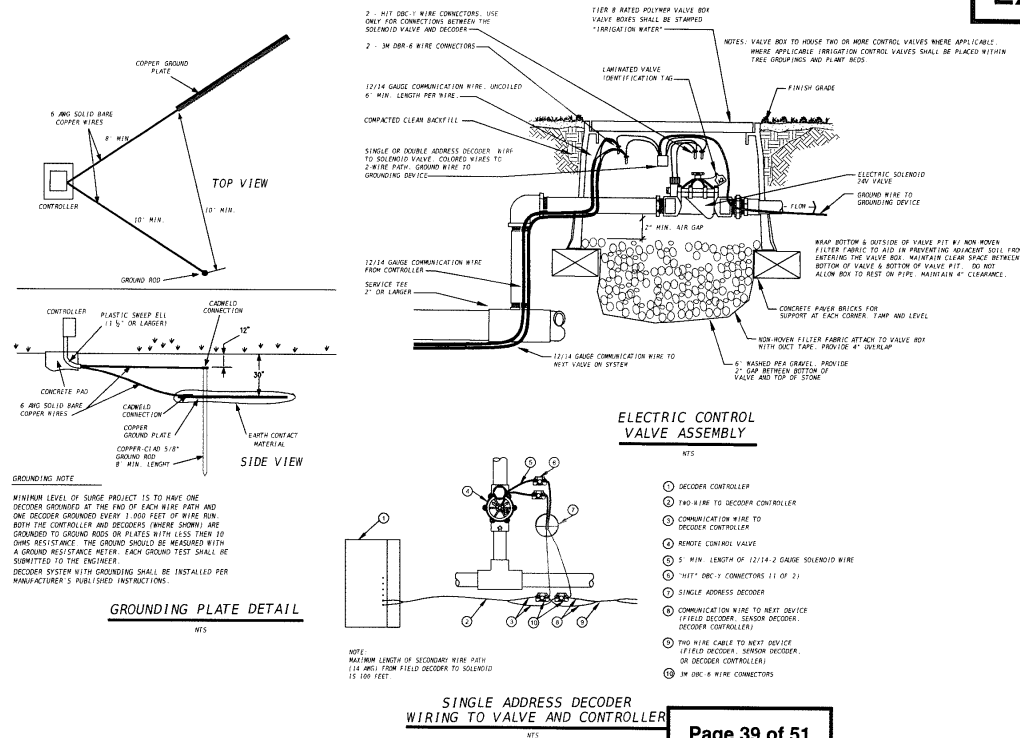


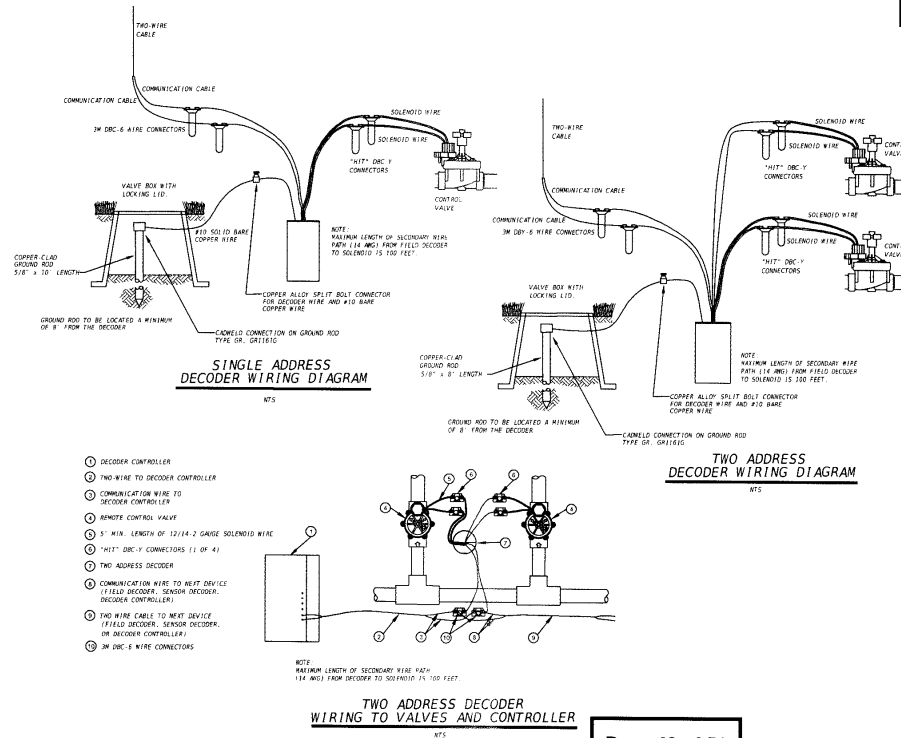
EXHIBIT C

REVISIONS Eugene W. Colborn, Jr., RLA LA# 1484 Colborn Design Group, Inc. 1628 Somerset Avenue Princess Anne, MD 21853			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			IRRIGATION DETAILS (2)	SHEET NO. 39
DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
			SR 93	LEE	406225-7-52-01		

THE OCCASIONAL ACCORD OF YOUR GUIDES TO THE FIRMEST AND MOST ASSURED OF ALL

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EXHIBIT C



Page 40 of 51

EXHIBIT C

REVISIONS		Eugene W. Colborn, Jr., RLA LA# 1484 Colborn Design Group, Inc. 1628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		IRRIGATION DETAILS (3)	SHEET NO.
DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		40
		SR 93	LEE	406225-F-52-01		

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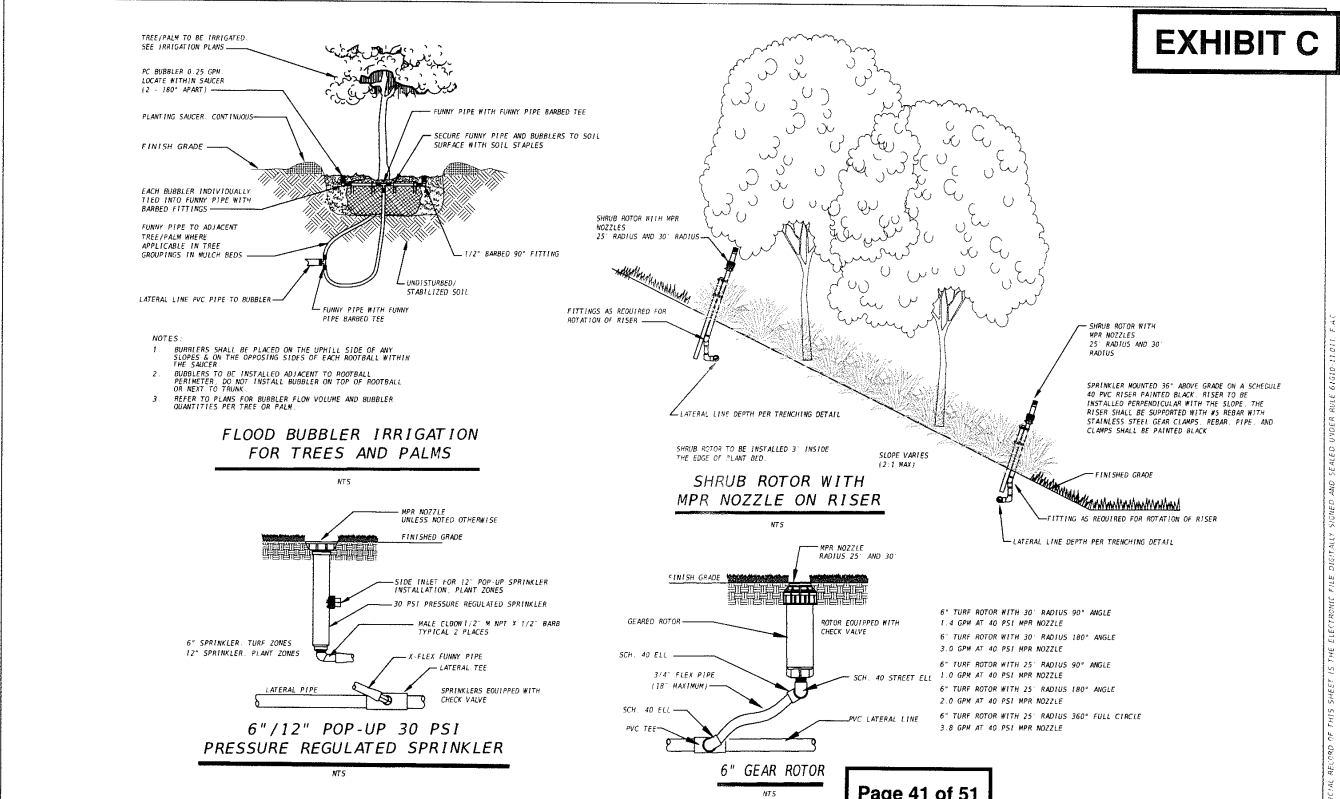
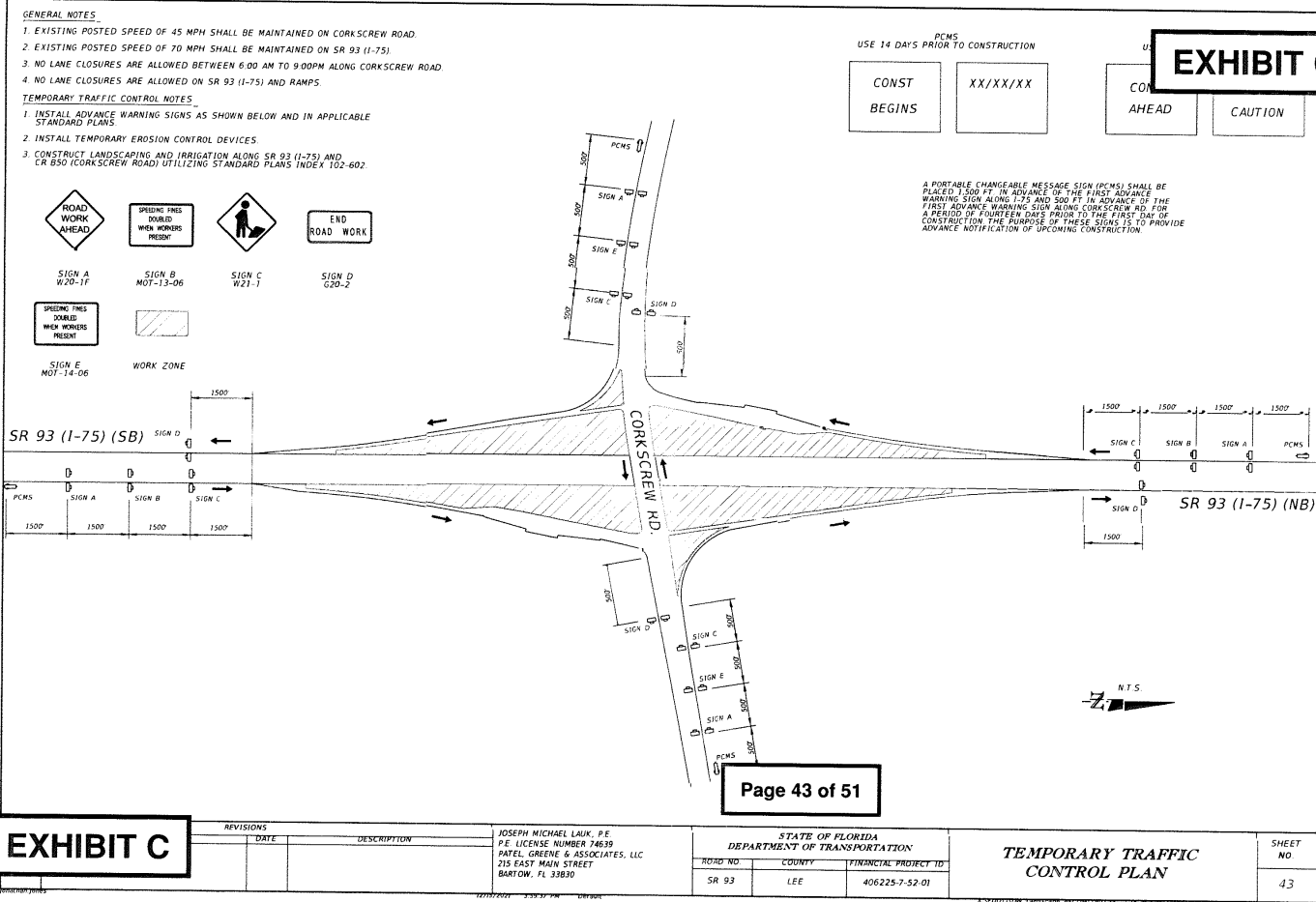


EXHIBIT C			Revisions		Eugene W. Colborn, Jr., RLA LAF 1484 Colborn Design Group, Inc. 10620 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		IRRIGATION DETAILS (4)	SHEET NO 41
			DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
						SR 93	LEE	406225-7-52-01	

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THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS PROVIDED TO ASSIST THE CONTRACTOR IN DEVELOPING THE REQUIRED SITE SPECIFIC EROSION CONTROL PLAN AND OTHER ITEMS NECESSARY TO OBTAIN COVERAGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION GENERIC PERMIT (CGP). REFER TO THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL FOR ADDITIONAL REQUIREMENTS.

1.0 SITE DESCRIPTION:

(1.A.) NATURE OF CONSTRUCTION ACTIVITY:

THE PROJECT IS FOR THE INSTALLATION OF LANDSCAPING AT THE INTERCHANGE OF SR 93 (I-75) AND CORKSCREW ROAD IN LEE COUNTY. THE PROJECT EXTENDS FOR A TOTAL DISTANCE OF APPROXIMATELY 0.75 MILES.

(1.B.) INTENDED SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES:

IN THE CONTRACTOR'S SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN, PREPARE A DETAILED CONSTRUCTION SCHEDULE TO INDICATE DATES OF MAJOR GRADING ACTIVITIES AND SEQUENCES OF TEMPORARY AND PERMANENT SOIL DISTURBING ACTIVITIES ON ALL PORTIONS OF THE PROJECT. FOR ADDITIONAL INFORMATION, REFER TO SECTION 4.7 OF THE NPDES CGP.

LIST OF INTENDED ACTIVITIES:

(1.B.1.) FOR EACH CONSTRUCTION PHASE, INSTALL PERIMETER CONTROLS PRIOR TO CLEARING AND GRUBBING OR ANY OTHER CONSTRUCTION ACTIVITIES. REMOVE PERIMETER CONTROLS ONLY AFTER ALL UPSTREAM AREAS ARE STABILIZED AND PERMANENT VEGETATION IS ESTABLISHED.

(1.B.2.) TIME CONSTRUCTION ACTIVITIES TO LIMIT IMPACT FROM SEASONAL CHANGES OR WEATHER EVENTS.

(1.B.3.) THE CONTRACTOR WILL PROVIDE POLLUTION CONTROL BY IMPLEMENTING DUST CONTROL DURING ALL PHASES OF CONSTRUCTION.

(1.B.4.) OFFSITE RUNOFF SHOULD BE DIVERTED AWAY OR THROUGH THE CONSTRUCTION AREA, IF POSSIBLE. THIS ADDITIONAL FLOW, IF NOT DIVERTED, CAN ADD VOLUME AND SIZE TO STRUCTURAL PRACTICES, REQUIRING MORE FREQUENT MAINTENANCE AND LIMITING EFFECTIVENESS OF EROSION AND SEDIMENT CONTROLS.

(1.C.) PROJECT AREA ESTIMATES:

TOTAL SITE AREA: 34.47 ACRES.
TOTAL AREA TO BE DISTURBED: 2.01 ACRES.

(1.D.) RUNOFF DATA:

RUNOFF COEFFICIENTS BEFORE Cw (B), DURING Cw (D) AND AFTER Cw (A) CONSTRUCTION.

RUNOFF COEFFICIENTS FOR:
GRASSED AREAS ADJACENT TO ROADWAY: C=0.35
IMPERVIOUS ROADWAYS AND PAVED SHOULDER: C=0.95
DISTURBED AREAS, EXPOSED SOIL, ETC., DURING CONSTRUCTION: C=0.40

WEIGHTED RUN-OFF COEFFICIENT:
BEFORE: Cw (B) = 0.55 DURING: Cw (D) = 0.55 AFTER: Cw (A) = 0.55

THE RUN-OFF COEFFICIENT Cw (D), IS CALCULATED ASSUMING THAT THE MAXIMUM ALLOWABLE AREA OF SOIL IS DISTURBED DURING CONSTRUCTION AND THE REMAINING AMOUNT IS THE EXISTING IMPERVIOUS AND GRASSED AREAS.

SOIL DATA:

MAJOR SOIL TYPE	HYDROLOGIC GROUP	DEPTH TO SHWE
64 - HALLANDALE FINE SAND, WET-URBAN LAND COMPLEX (57.2%)	B/D	0.5'
129 - PINEDA FINE SAND - URBAN LAND COMPLEX (27.6%)	A/D	1.0'
130 - PINEDA FINE SAND, POUNDED - URBAN LAND COMPLEX (15.2%)	A/D	0.0'

REFERENCE: NRCS SOIL SURVEY OF LEE COUNTY FLORIDA

OUTFALL INFORMATION:

THERE ARE TWO (2) OUTFALLS.

THE OUTFALLS DISCHARGE INTO THE FOLLOWING BASINS:

BASIN:	WBID:	PARAMETER(S) OF CONCERN FOR 303(d) LISTING:
ESTERO RIVER	325803	IRON

OUTFALL LOCATIONS: (TEMPORARY AND PERMANENT)

DESCRIPTION	DRN. AREA	LATITUDE	LONGITUDE	RECEIVING WATERBODY
(a) BRIDGE CULVERT #0152	27.30 AC	N 26°26'19"	W 81°46'48"	ESTERO RIVER
(b) 10' x 6' CULVERT	27.17 AC	N 26°25'44"	W 81°46'36"	ESTERO RIVER

THIS FACILITY DOES NOT DISCHARGE TO WATERS LISTED ON THE ADOPTED FDEP VERIFIED LIST OR ADOPTED TMDL FOR IMPAIRMENT DUE TO TOTAL SUSPENDED SOLID, TURBIDITY, NUTRIENTS, DISSOLVED OXYGEN, OR FECAL COLIFORM.

WETLAND AND/OR SURFACE WATER IMPACTS SHALL BE LIMITED TO THE AREAS DESCRIBED IN THE APPROVED PERMITS FOR THE PROJECT.

(1.E.) SITE MAP:

THE SITE MAP SHALL BE COMPRISED OF THE CONSTRUCTION PLANS AND THE CONTRACTOR'S SITE-SPECIFIC EROSION AND SEDIMENT CONTROL PLAN.

(1.F.) STORMWATER MANAGEMENT (EXISTING/PROPOSED)

(1.F.1.) THE LANDSCAPE SHEETS PROVIDE THE APPROXIMATE AREAS OF SOIL DISTURBANCE AND AREAS TO BE STABILIZED. UNLESS OTHERWISE APPROVED BY THE PERMITS, THE CONSTRUCTION ACTIVITIES SHALL NOT MODIFY OR AFFECT THE EXISTING OFFSITE FLOW PATTERNS.

(1.F.2.) THE PROPOSED SEDIMENT BASINS, CONTAINMENT SYSTEMS AND/OR STORMWATER MANAGEMENT FACILITIES SHALL BE CONSTRUCTED DURING THE INITIAL PHASE OF CONSTRUCTION AND USED DURING CONSTRUCTION OF THE ROADWAY. THE OUTFALL STRUCTURES ARE TO BE PROTECTED WHEN TEMPORARY SEDIMENT BASINS, CONTAINMENT SYSTEMS OR PERMANENT STORMWATER MANAGEMENT FACILITIES ARE USED FOR EROSION AND SEDIMENT CONTROL TO PREVENT DOWNSTREAM SEDIMENTATION.

2.0 CONTROLS:

(2.A.) SEDIMENT AND EROSION CONTROLS

(2.A.1.) PER SECTION 5.4 OF THE NPDES CGP, STABILIZATION SHALL TAKE PLACE AS SOON AS PRACTICAL IN PORTIONS OF THE PROJECT WHERE CONSTRUCTION ACTIVITIES HAVE CEASED, BUT NO LATER THAN 7 DAYS AFTER ANY CONSTRUCTION ACTIVITY CEASES EITHER TEMPORARILY OR PERMANENTLY.

(2.A.2.) SEDIMENT BARRIERS SHALL BE USED AROUND THE PERIMETER OF STOCKPILE AREAS.

EXHIBIT C

Page 44 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	JOSEPH MICHAEL LAUK, P.E. P.E. LICENSE NUMBER 74639 PATEL, GREENE & ASSOCIATES, LLC 215 EAST MAIN STREET BARTOW, FL 33830	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		STORMWATER POLLUTION PREVENTION PLAN (1)	SHEET NO. 44
DATE				ROAD NO.	COUNTY		
				SR 93	LEE	406225-7-52-01	

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(2.A.3.) STRUCTURAL PRACTICES IN THE CONTRACTOR'S SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN, DESCRIBE THE PROPOSED STRUCTURAL PRACTICES TO CONTROL OR TRAP SEDIMENT AND OTHERWISE PREVENT THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SEDIMENT CONTROLS SHALL BE IN PLACE BEFORE DISTURBING SOIL UPSTREAM OF THE CONTROL. THE STRUCTURAL PRACTICES MAY INCLUDE THE FOLLOWING AS APPROVED BY THE ENGINEER: TEMPORARY DEVICES: * SEDIMENT BARRIER (2.B.) WATER QUALITY MONITORING (2.B.1.) WATER QUALITY MONITORING SHALL BE CONDUCTED IN ACCORDANCE WITH THE SPECIAL CONDITIONS OF ANY ENVIRONMENTAL PERMIT, OR BY THE CONTRACTOR UPON THE OBSERVATION THAT WATER QUALITY STANDARDS MAY BE VIOLATED BY THE CONTRACTOR'S ACTIVITIES. MONITORING LOCATIONS MAY BE SPECIFIED IN THE ENVIRONMENTAL PERMIT OR MAY BE DESIGNATED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. (2.B.2.) THE ENGINEER WILL BE RESPONSIBLE FOR MONITORING ANY ACTIVITIES FOR VIOLATION OF WATER QUALITY STANDARDS AS THEY RELATE TO TURBIDITY (NO GREATER THAN 29 NEPHELOMETRIC TURBIDITY UNITS (NTUs) ABOVE BACKGROUND OR GREATER THAN 0 NTUs ABOVE BACKGROUND FOR DIRECT DISCHARGES TO OUTSTANDING FLORIDA WATERS (OFWs)). (2.B.3.) IF WATER QUALITY STANDARDS ARE VIOLATED, CONSTRUCTION SHALL BE STOPPED IMMEDIATELY. THE ENVIRONMENTAL PERMIT CONDITIONS FOLLOWED AND EROSION AND SEDIMENT CONTROL DEVICES REEVALUATED AND APPROVED BY THE ENGINEER PRIOR TO ANY CONTINUATION OF ACTIVITY. MONITORING ACTIVITIES AND TURBIDITY READINGS SHALL BE RECORDED ON THE CONSTRUCTION INSPECTION REPORT AND CONTINUED UNTIL TURBIDITY READINGS FALL BELOW AN ACCEPTABLE LEVEL (LESS THAN 29 NTUs ABOVE BACKGROUND OR LESS THAN 0 NTUs ABOVE BACKGROUND FOR DIRECT DISCHARGES TO OFWs). (2.B.4.) WATER QUALITY MONITORING MAY BE CONDUCTED DURING ANY PHASE OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. (2.C.) DEWATERING CONTROLS THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN SHALL INCLUDE A DESCRIPTION OF THE BMPs THAT WILL BE USED TO ENSURE THAT DISCHARGES OF NONCONTAMINATED GROUND WATER FROM DEWATERING OPERATIONS DO NOT CAUSE OR CONTRIBUTE TO VIOLATIONS OF STATE WATER QUALITY STANDARDS. (2.D.) OTHER CONTROLS (2.D.1.) THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN SHALL IDENTIFY CHEMICAL AND FUEL STORAGE AREAS, MEANS OF MINIMIZING EXPOSURE TO STORMWATER, AND SPILL PREVENTION. (2.D.2.) OFFSITE VEHICLE TRACKING & GENERATION OF DUST IN THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN, DESCRIBE THE PROPOSED METHODS FOR MINIMIZING OFFSITE VEHICLE TRACKING OF SEDIMENTS AND GENERATING DUST. THE PROPOSED METHODS SHALL INCLUDE AT LEAST THE FOLLOWING, UNLESS OTHERWISE APPROVED BY THE ENGINEER. (2.D.2.a.) LOADED HAUL TRUCKS ARE TO BE COVERED BY A TARPAULIN. (2.D.2.b.) REMOVING EXCESS DIRT FROM ROADS DAILY. (2.D.2.c.) USING WATER TRUCKS DURING DUST-GENERATING ACTIVITIES. (2.D.2.d.) SEDIMENT CONTROL MAY BE ACCOMPLISHED BY USING STREET OR VACUUM SWEEPERS.		3.0 MAINTENANCE MAINTAIN AND REPAIR ALL EROSION AND SEDIMENT CONTROL DEVICES AND REMOVE CONTROL DEVICES WHEN NOTICE OF TERMINATION IS MAILED. REMOVE AND PROPER BUILDUP THROUGH THE LIFE OF THE INSTALLED EROSION AND SEDIMENT CONTROL. (3.A.) IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF NOTICE. (3.B.) SEDIMENT BARRIERS SHALL BE REPLACED WHEN IT IS NO LONGER EFFECTIVE OR AS DIRECTED BY THE ENGINEER. (3.C.) STABILIZED CONSTRUCTION ENTRANCES SHALL BE MAINTAINED TO PREVENT CLOGGING OF ROCK BEDDING WHICH MAY IMPEDE THE USEFULNESS OF THE STRUCTURE. (3.D.) REMOVE SEDIMENT FROM SEDIMENT BASINS WHEN IT BECOMES MORE THAN HALF THE AVAILABLE VOLUME. 4.0 INSPECTION, TRACKING, AND REPORTING INSTALL AND MAINTAIN RAIN GAUGES ON THE PROJECT SITE AND RECORD RAINFALL. (4.A.) SUBMIT A WEEKLY REPORT TO THE DEPARTMENT DOCUMENTING THE DAILY INSPECTIONS AND MAINTENANCE OR REPAIRS TO THE EROSION AND SEDIMENT CONTROL DEVICES. MAINTAIN ALL REQUIRED REPORTS AND COMPLETE ALL SWPPP INSPECTION FORMS. PROVIDE A QUALIFIED INSPECTOR TO INSPECT THE SITE AND REPORT AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT THAT IS 0.50 INCHES OR GREATER (EVEN IF THE RAIN EVENT IS ON A WEEKEND OR HOLIDAY). (4.B.) PREPARATION OF ALL THE CONTRACTOR'S REPORTS OF INSPECTION, MAINTENANCE AND REPAIRS REQUIRED FOR THE CONTROL AND ABATEMENT OF EROSION AND WATER POLLUTION, SHALL BE INCLUDED IN THE INDIVIDUAL COSTS OF THE EROSION AND SEDIMENT CONTROL DEVICES. (4.C.) USE THE SWPPP CONSTRUCTION INSPECTION REPORT FORM # 650-040-03. FOR DAILY INSPECTIONS. 5.0 NON-STORMWATER DISCHARGES THE SITE SPECIFIC EROSION AND SEDIMENT CONTROL PLAN SHALL IDENTIFY ALL ANTICIPATED NON-STORMWATER DISCHARGES AND DESCRIBE THE PROPOSED MEASURES TO PREVENT POLLUTION. THE PLAN SHALL INCLUDE PROCEDURES FOR SPILL CONTAINMENT, REPORTING AND RESPONSES. THE PLAN SHALL SPECIFY WHAT MANAGEMENT PRACTICES AND CONTAINMENT METHODS WILL BE USED TO PREVENT POTENTIAL POLLUTANTS (FUEL, LUBRICANTS, HERBICIDES, ETC.) FROM SPILLING ONTO THE SOIL OR INTO THE SURFACE WATERS. IF A SPILL DOES OCCUR OR IF CONTAMINATED SOIL OR GROUNDWATER IS ENCOUNTERED, CONTACT THE DISTRICT CONTAMINATION IMPACT COORDINATOR AT 863-519-2300 AND THE ENGINEER. IF A RELEASE CONTAINING HAZARDOUS SUBSTANCES OCCURS, CONTACT THE FLORIDA STATE WATCH OFFICE AT 800-320-0519 OR 850-413-9911 PER SECTION 9.2 OF THE CGP.							
EXHIBIT C		EXHIBIT C							
Page 45 of 51		Page 45 of 51							
REVISIONS <table border="1"> <thead> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>		DATE	DESCRIPTION			JOSEPH MICHAEL LAUK, P.E. P.E. LICENSE NUMBER 74639 PAUL GREENE & ASSOCIATES, LLC 215 EAST MAIN STREET BARTOW, FL 33830			
DATE	DESCRIPTION								
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>SR 93</td> <td>LEE</td> <td>406225-7-52-01</td> </tr> </tbody> </table>		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 93	LEE	406225-7-52-01	STORMWATER POLLUTION PREVENTION PLAN (2)	
ROAD NO.	COUNTY	FINANCIAL PROJECT ID							
SR 93	LEE	406225-7-52-01							
SHEET NO.		45							

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LANDSCAPE TABULATION OF QUANTITIES

EXHIBIT C

PAY ITEM NO.	PAY SIZE	SYN	BOTANICAL NAME	COMMON NAME	UNIT	LANDSCAPE PLAN NUMBERS														TOTAL THIS SHEET			
						1		2		3		4		5		6		7		8		PLAN	FINAL
						PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL				
104-1			EROSION CONTROL FABRIC		SY																		
570-1-2		PN	PASPALUM NOTATUM 'ARGENTINE'	ARGENTINE BAHIA GRASS	SY	0		2170		4327	2615	0		106	779	0		9997					
580-1-1	SMALL	AG	ARACHIS GLABRATA 'ECOTURF'	ECOTURF PERENNIAL PEANUT	EA	0	0	0	0	0	0	0	0	1351	0		1351						
		RH	BOUGAINVILLEA 'HELEN JOHNSON'	DWARF BOUGAINVILLEA	EA	0	182	345	0	0	0	0	0	174	0		701						
		CM	CARISSA MACROCARPA 'EMERALD BLANKET'	DWARF CARISSA	EA	0	169	198	211	0	0	0	0	296	0		874						
		CI	CHRYSOBALANUS ICACO 'HORIZONTALIS'	HORIZONTAL COCOPLUM*	EA	0	488	680	253	0	0	0	0	0	0		1421						
		CN	CLUSIA ROSEA 'NANA'	DWARF CLUSIA*	EA	0	843	1288	338	0	0	0	0	0	0		2485						
		JM	JASMINUM MULTIFLORUM	DWARF JASMINE	EA	0	95	439	92	0	0	0	0	0	0		626						
		MC	MOHLENBERGIA CAPILLARIS	PINK MOHLY GRASS*	EA	0	56	414	152	0	0	0	0	0	0		622						
		RL	RONDELETIA LEUCOPHYLLA	PANAMA ROSE	EA	0	145	0	53	0	0	0	0	0	0		190						
		TF	TRIPSACUM FLORIDANUM	DWARF FAKAHATCHEE GRASS*	EA	0	59	434	0	0	0	0	0	211	0		704						
		ZF	ZAMIA FLORIDANA	COOPIE*	EA	0	20	321	174	0	0	0	0	18	0		543						
580-1-2	LARGE	AAX	ARCHONTOPHENIX ALEXANDRAE	KING ALEXANDER PALM	EA	0	14	21	16	0	0	0	0	0	0		51						
		BA	BULNESA ARBorea	VERAWOOD	EA	0	4	9	6	0	0	0	0	0	0		19						
		CL	CALICARPA AMERICANA	AMERICAN BEAUTYBERRY*	EA	0	0	17	30	0	0	0	0	6	5		58						
		LB	CASSIA BAKERIANA	APPLE BLOSSOM CASSIA	EA	0	3	5	2	0	0	0	0	0	0		10						
		CE	CONDICARPUS ERECTUS	GREEN BUTTWOOD*	EA	0	8	8	6	0	0	0	0	0	0		22						
		CA	CRinum ASIATICUM	CRinum LILY	EA	0	0	28	0	0	0	0	0	21	0		49						
		DP	DELONIX REGIA	ROYAL POINCIANA	EA	0	5	8	7	0	0	0	0	0	0		20						
		LNX	LIVISTONA NITIDA	NITIDA PALM	EA	0	0	12	0	0	0	0	0	0	0		12						
		PP	PINUS PALUSTRIS	LONGLEAF PINE	EA	0	0	4	2	0	0	0	0	1	1		8						
		RKX	ROYSTONIA REGIA	ROYAL PALM*	EA	0	12	8	12	0	0	0	0	0	0		24						
		SPX	SABAL PALMETTO	SABAL PALM*	EA	0	10	21	20	0	0	0	0	0	0		51						
		SC	SERENDIPA REPENS 'CINEREA'	SILVER SAW PALMETTO*	EA	0	48	0	102	0	0	0	0	0	0		150						
		SR	STRELITZIA REGINAE 'ORANGE'	ORANGE BIRD OF PARADISE	EA	0	0	0	0	0	0	0	0	29	0		29						
		TRY	THRIANAX RADIATA	FLORIDA THATCH PALM*	EA	0	21	11	14	0	0	0	0	0	0		46						
		VO	VIBURNUM OBOVATUM	WALTER'S VIBURNUM*	EA	0	0	14	21	0	0	0	0	5	5		46						

Page 46 of 51

EXHIBIT C

REVISIONS

DATE

DESCRIPTION

Michael C. Schulte, RLA
LAP #666683
AECOM Technical Services, Inc.
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

ROAD NO.

COUNTY

FINANCIAL PROJECT ID

SR 93

LEE

406225-7-52-01

LANDSCAPE TABULATION
OF QUANTITIES (1)

SHEET
NO.

46

DocuSign Envelope ID: 8366E1B1-EB13-4F02-8D88-F66435497035

LANDSCAPE TABULATION OF QUANTITIES

EXHIBIT C

PAY ITEM NO.	PAY SIZE	SYM	BOTANICAL NAME	COMMON NAME	UNIT	LANDSCAPE PLAN NUMBERS														TOTAL THIS SHEET		GRAND TOTAL	
						9		10		11		12		13		14		15		PLAN	FINAL	PLAN	FINAL
104-1			EROSION CONTROL FABRIC		SY	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL
STO-1-2		PN	PASPALUM NOTATUM 'ARGENTINE'	ARGENTINE BAHIA GRASS	SY	0		845		61										906		10903	
SBO-1-1	SMALL	AG	ARACHIS GLABRATA 'ECOTURE'	ECOTURE PERENNIAL PEANUT	EA	0		2029		0										2029		3380	
		BH	BOUGAINVILLEA 'HELEN JOHNSON'	DWARF BOUGAINVILLEA	EA	0		389		0										389		1090	
		CM	CARISSA MACROCARPA 'EMERALD BLANKET'	DWARF CARISSA	EA	0		161		0										161		1035	
		CI	CHRYSOBALANUS ICARD 'HORIZONTALIS'	HORIZONTAL COCOPLUM*	EA	0		0		0										0		1421	
		CN	CLUSIA ROSEA 'NANA'	DWARF CLUSTIA*	EA	0		0		0										0		2465	
		JM	JASMINUM MULTIFLORUM	DONNY JASMINE	EA	0		0		0										0		626	
		MC	MULEBBERGIA CAPILLARIS	PINK MULEY GRASS*	EA	0		0		0										0		622	
		RL	RONDELETIA LEUCOPHYLLA	PANAMA ROSE	EA	0		0		0										0		199	
		TF	TRIPSACUM FLORIDANUM	DWARF FARRARCHEE GRASS*	EA	0		110		0										110		814	
		ZF	ZANIA FLORIDIANA	COONTIE*	EA	0		0		0										0		543	
SBO-1-2	LARGE	AAX	ARCHONTOPODIUM ALEXANDRAE	KING ALEXANDER PALM	EA	0		0		0										0		51	
		BA	BULNESA ARBOREA	VERAWOOD	EA	0		0		0										0		19	
		CL	CALLICARPA AMERICANA	AMERICAN BEAUTYBERRY*	EA	0		0		0										0		58	
		CB	CASSIA BARBIANA	APPLE BLOSSOM CASSIA	EA	0		0		0										0		10	
		CE	CONOCARPUS ERECTUS	GREEN BUTTWOOD*	EA	0		0		0										0		22	
		CA	CRINUM ASIATICUM	CRINUM LILY	EA	0		13		0										13		62	
		DP	DELONIX REGIA	ROYAL POINCIANA	EA	0		0		0										0		20	
		LNK	LIVISTONA NITIDA	NITIDA PALM	EA	0		5		0										6		18	
		PP	PINUS PALAUSTRAIS	LONGLEAF PINE	EA	0		0		0										0		8	
		RRX	ROYSTONIA REGIA	ROYAL PALM*	EA	0		0		0										0		24	
		SPX	SABAL PALMETTO	SABAL PALM*	EA	0		0		0										0		51	
		SC	SERENOA REPENS 'CINEREA'	SILVER SAW PALMETTO*	EA	0		0		0										0		150	
		SR	STRELITZIA REGINAL ORANGE	ORANGE BIRD OF PARADISE	EA	0		46		0										46		75	
		TXK	THRINAX PARVIFLORA	FLORIDA THATCH PALM*	EA	0		0		0										0		46	
		VO	VIBURNUM OBOVATUM	WALTER'S VIBURNUM*	EA	0		0		0										0		46	

Page 47 of 51

EXHIBIT C

REVISIONS

DATE

DESCRIPTION

Michael C. Schulte, RLA
LAP 6666683
AECOM Technical Services, Inc
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.

COUNTY

FINANCIAL PROJECT ID

SR 93

LEE

406225-7-52-01

LANDSCAPE TABULATION
OF QUANTITIES (2)

SHEET NO.

47

DocuSign Envelope ID: 8366E1B1-EB13-4F02-8D88-F66435497035

EXHIBIT C

NOTE: QUANTITIES ARE APPROXIMATE

IRRIGATION TABULATION OF QUANTITIES				
DESCRIPTION	UNIT	EAST TOTAL	WEST TOTAL	GRAND TOTAL
IRRIGATION PUMP STATION PACKAGE, INCLUDES 5" WELL WITH 5 HP VFD SUBMERSIBLE PUMP CAPABLE OF 50 GPM AT 65 PSI, PUMP DISCHARGE, IRRIGATION CONTROLLER, RAIN SENSOR, CONCRETE PAD AND CHAIN LINK FENCE. REFER TO PUMP DETAIL FOR REQUIRED COMPONENTS.	EA.	1	1	2
240V SINGLE PHASE ELECTRICAL POWER DROP TO ELECTRICAL METER AND DISCONNECT PANEL, INCLUDES 2" CONDUIT AND SUPPORT ASSEMBLY	EA.	1	1	2
240V SINGLE PHASE ELECTRICAL POWER FROM DISCONNECT PANEL TO PUMP CONTROL PANEL, INCLUDES 2" CONDUIT	EA.	1	1	2
2 1/2" BRONZE THREADED GATE VALVE WITH TIER B VALVE BOX	EA.	3	3	6
1 1/2" ELECTRIC CONTROL VALVE 24V SOLENOID WITH TIER VALVE BOX	EA.	25	24	49
1" ELECTRIC CONTROL VALVE 24V SOLENOID WITH TIER VALVE BOX	EA.	1	2	3
14-2 AWG JACKET COMMUNICATION CABLE WITH WATER PROOF CONNECTORS	LF.	2,000	2,415	4,415
SINGLE ADDRESS DECODER WITH WIRE CONNECTORS	EA.	6	6	12
DOUBLE ADDRESS DECODER WITH WIRE CONNECTORS	EA.	10	10	20
5/8" X 8' COPPER GROUNDING ROD WITH 10 SOLID BARE COPPER WIRE AND CADWELD	EA.	4	4	8
SHRUB RTDOR WITH MPR NOZZLE, PVC SCH 40 RISER, AND #5 REBAR SUPPORT	EA.	122	94	216
6" TURF RTDOR WITH MPR NOZZLE, CHECK VALVE, AND 3/4" K-FLEX PIPE @ 5' LONG	EA.	57	87	144
6" POP-UP 30 PSI PRESSURE REGULATING SPRINKLER W/ CHECK VALVE & 1/2" K-FLEX PIPE @ 5' LONG	EA.	413	307	720
12" POP-UP 30 PSI PRESSURE REGULATING SPRINKLER W/ CHECK VALVE & 1/2" K-FLEX PIPE @ 5' LONG	EA.	52	114	166
0.25 GPM PC FLOOD BUBBLER W/ 1/2" K-FLEX PIPE @ 5' LONG	EA.	268	274	542
2 1/2" PVC CL 200 MAINLINE, SOLVENT WELD WITH THRUST BLOCKS	LF.	1,815	2,195	4,010
2" PVC CL 200 LATERAL LINE, SOLVENT WELD	LF.	445	610	1,055
1 1/2" PVC CL 200 LATERAL LINE, SOLVENT WELD	LF.	600	535	1,135
1 1/4" PVC CL 200 LATERAL LINE, SOLVENT WELD	LF.	1,795	1,975	3,770
1" PVC CL 200 LATERAL LINE, SOLVENT WELD	LF.	2,925	2,935	5,860
3/4" PVC CL 200 LATERAL LINE, SOLVENT WELD	LF.	7,080	7,150	14,230
3/4" PLASTIC CONDUIT FOR COMMUNICATION CABLE WITHIN HOPE BORE	LF.	320	380	700
6" HDPE PE 3608/3408 IPS DR 11 DIRECTIONAL BORE SLEEVE	LF.	320	380	700
4" HDPE PE 3608/3408 IPS DR 11 DIRECTIONAL BORE SLEEVE	LF.	80		80
4" SCHEDULE 40 PVC SLEEVE	LF.	125	100	225
FP&L ELECTRICAL POWER FEES AND SERVICE CHARGES DURING THE CONTRACT PERIOD	EA.	1	1	2

DIRECTIONAL BORE INFORMATION

BORE NUMBER	STATION	ROADWAY LOCATION	DETAILS
DB-01	1134+92	I-75 SOUTH BOUND ON-RAMP	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-02	134+75	I-75 SOUTH BOUND ON-RAMP	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-03	1204+65	CORKSCREW ROAD EB	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-04	1206+85	CORKSCREW ROAD EB & WB	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-05	235+10	I-75 NORTH BOUND ON-RAMP	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-06	1209+83	CORKSCREW ROAD EB & WB	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-07	1304+20	I-75 NORTH BOUND ON-RAMP	6" HPDE DR11 DIRECTIONAL BORE FOR 2 1/2" MAINLINE & 3/4" WIRE CONDUIT
DB-08	211+55	CORKSCREW ROAD WB	4" HPDE DR11 DIRECTIONAL BORE FOR LATERAL LINE

Page 48 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	Eugene W. Colborn, Jr., RLA LAF 1484 Colborn Design Group, Inc 11628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				SR 93	LEE	406225-7-52-01	48

THIS OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE FULLY SIGNED AND SEALED UNDER RULE 61D10-1.0(1), F.A.C.

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EXHIBIT C

SUMMARY OF LUMP SUM ITEMS					
PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY		DESIGN NOTES	CONSTRUCTION REMARKS
		P	F		
0101 1	MOBILIZATION	1			

SUMMARY OF TEMPORARY TRAFFIC CONTROL PLAN ITEMS								
PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	PHASE 1		GRAND TOTAL		DESIGN REMARKS	CONSTRUCTION REMARKS
			DURATION	QUANTITY	TOTAL			
			OAYS	P	P	P	F	
0102 1	MAINTENANCE OF TRAFFIC	LS				1		125 CONSTRUCTION DAYS
0102 60	WORK ZONE SIGNS	EO	125	32				
0102 99	PORTABLE CHANGEABLE MESSAGE SIGN - TEMPORARY	EO	139	4				14 DAYS PRIOR TO CONSTRUCTION

SUMMARY OF EROSION AND SEDIMENT CONTROL DEVICES						
LOCATION		SIDE	SEIOIMENT BARRIER	DESIGN NOTES		CONSTRUCTION REMARKS
STA. TO STA.			0104 10 3			
			LF			
			P F			
525+00 TO 533+00	RT	925			SR 93 (1-75) NB OFF-RAMP (SE QUADRANT)	
534+00 TO 541+00	RT	800			SR 93 (1-75) NB ON-RAMP (NE QUADRANT)	
534+00 TO 541+00	LT	875			SR 93 (1-75) SB OFF-RAMP (NW QUADRANT)	
525+00 TO 533+00	LT	825			SR 93 (1-75) SB ON-RAMP (SW QUADRANT)	
303+00 TO 306+00	LT	575			SR 93 (1-75) NB ON-RAMP GORE	
134+00 TO 136+00	RT	475			SR 93 (1-75) SB ON-RAMP GORE	
202+60 TO 202+60	RT	25			CORKSCREW RD. MEDIAN	
207+40 TO 207+40	RT	10			CORKSCREW RD. MEDIAN	
207+90 TO 208+25	RT	35			SR 93 (1-75) BRIDGE TIE-DOWNS ALONG CORKSCREW RD.	
208+15 TO 208+50	LT	35			SR 93 (1-75) BRIDGE TIE-DOWNS ALONG CORKSCREW RD.	
209+00 TO 209+00	RT	10			CORKSCREW RD. MEDIAN	
213+40 TO 213+40	RT	25			CORKSCREW RD. MEDIAN	
TOTAL						

Page 49 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	JOSEPH MICHAEL LAUK, P.E. P.E. LICENSE NUMBER 74639 HATEL GREENE & ASSOCIATES, LLC 215 EAST MAIN STREET BARTOW, FL 33830	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES	SHEET NO. SQ-1
DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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EXHIBIT C

SUMMARY OF LITTER REMOVAL AND MOWING										
LOCATION STA. TO STA.	DURATION (DAYS)	FREQUENCY (DAYS)	LITTER REMOVAL				MOWING			
			0107 1				0107 2			
			CYCLES	AREA		TOTAL (AC)	CYCLES	AREA		TOTAL (AC)
				AC/CYCLE	P	F		AC/CYCLE	P	F
517+75 TO 548+64	120	20	4	13.270	53.080		4	10.750	43.000	
SUB-TOTAL:							TOTAL:			

SUMMARY OF MISCELLANEOUS ASPHALT PAVEMENT							
LOCATION	SIDE	AREA ID	MEDIAN PAVEMENT			DESIGN NOTES	CONSTRUCTION REMARKS
STA. TO STA.			THICK (IN)	0339 1 (TN)			
				P	F		
1206+00.00 TO 1210+90.00	LT	1	3	84.15			
SUB-TOTAL:							
PLAN TOTAL:							
FINAL TOTAL:							

Page 50 of 51

EXHIBIT C

REVISIONS		DATE	DESCRIPTION	Michael C. Schulte, RLA LAP 6666683 JECOM Technical Services, Inc. 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES	SHEET NO.
NO.	DESCRIPTION				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 93	LEE	406225-7-52 01		50-2

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EXHIBIT C

SUMMARY OF LUMP SUM ITEMS					
PAY ITEM NO.	PAY ITEM DESCRIPTION	QUANTITY		DESIGN NOTES	CONSTRUCTION REMARKS
		P	F		
590-70	IRRIGATION SYSTEM	1			

Page 51 of 51

EXHIBIT C

REVISIONS		DESCRIPTION	Eugene W. Colborn, Jr., RLA LAW 1484 Colborn Design Group, Inc 11628 Somerset Avenue Princess Anne, MD 21853	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES	SHEET NO. 50-3
DATE				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	406225-7-52-01		

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AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Reclaimed Water Feasibility Study

Motion to approve award of Supplemental Task Authorization 01 to Contract EC 2022-29 to Weston & Sampson to prepare a reclaimed water feasibility study for The Village of Estero for \$70,500.

Approve a \$7,100 contingency (10%) for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Background:

The Village of Estero and its residents have experienced challenges regarding the availability and quality of groundwater for both irrigation and potable water. As development continues within the Southwest Florida region these challenges will likely worsen over the next several years. Planning for and transition off groundwater sources will be important in addressing future water needs.

Description:

A potential alternative water sources for landscape irrigation is reclaimed water from the utility providers within Estero. Several communities within Estero and some of the Village's existing landscape projects (two sections of US 41) already use reclaimed water for irrigation. Expanding the use of reclaimed water for both Village of Estero roadway projects and resident irrigation would reduce some of the pressure on the limited groundwater resources.

A first step toward expanding reclaimed water use is to prepare a reclaimed water feasibility study to better understand how reclaimed water could be expanded within Estero.

The Village of Estero Staff has negotiated a contract (as allowed under CN 2022-06 Miscellaneous Professional Services) with Weston & Sampson Engineers, Inc. to prepare a reclaimed water feasibility study. The services include, but not limited to, the following.

1. Gathering Information (Irrigation Needs and Timeframe; Identify Available Reclaimed Water Lines/Potential Private Partners; Private Stakeholder Outreach).
2. Conceptual Master Planning (Preliminary Conceptual Master Planning; Preliminary Review Meeting with Village; Review Meetings with Public/Private Stakeholders; Draft Conceptual Master Plan Report; Final Conceptual Master Plan Report).

Action Requested:

Motion to approve award of Supplemental Task Authorization 01 to Contract EC 2022-29 to Weston & Sampson to prepare a reclaimed water feasibility study for The Village of Estero for \$70,500.

Approve a \$7,100 contingency (10%) for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Process and Timeline:

The project is expected to be completed in approximately 7 months after the contract is fully executed.

Financial Impact:

The fiscal impact is \$77,600 for the reclaimed water feasibility study. This includes \$70,500 for the contract approval and a 10% project contingency of \$7,100.

Prepared by: David Willems, P.E.

Attachments:

1. Weston & Sampson Engineers, Inc. Contract (STA -01)
2. Weston & Sampson Engineers, Inc. Ownership Disclosure



Misc. Professional Services

EC 2022-29

STA No. 01

Project Name: Reclaimed Water Feasibility Study

Consultant: Weston and Sampson

Village of Estero Contract No.: EC-2022-29

Brief Description: Research the feasibility of extending reclaimed water mains throughout Estero to allow reclaimed water to replace groundwater for landscape irrigation.

Total Fees: \$ 70,500

The Consultant shall perform the services outlined in the attached Exhibit A – Scope of Services and Fees, under the terms and conditions outlined in the above referenced Village of Estero Contract No. EC2022-29.

Consultant: Weston & Sampson

Village of Estero

By: _____

By: _____

Name: _____

Name: Steve Sarkozy

Title: _____

Title: Village Manager

Date: _____

Date: _____

Attachments:

Exhibit A – Scope of Services and fees



November 15, 2022

Mr. Steve Sarkozy
Village Manager
Village of Estero
9401 Corkscrew Palms Circle
Estero, Florida 33928

Re: **Reclaimed Water Feasibility Study**
Supplemental Task Authorization: EC 2022-29 STA 1

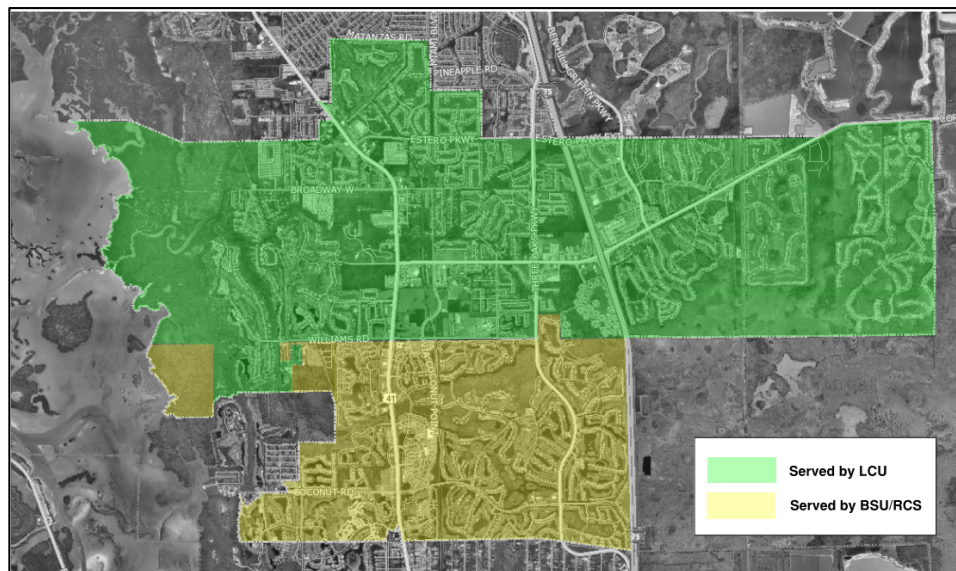
Dear Mr. Sarkozy:

Weston & Sampson is pleased to present the Village of Estero the following Supplemental Task Authorization EC 2022-29 STA 1 for a Reclaimed Water Feasibility Study through our existing Miscellaneous Professional Services Agreement with the Village.

PROJECT UNDERSTANDING

The Village of Estero would like to investigate expanding reclaimed water for irrigation throughout the Village. Reclaimed water is currently only available along several of the main roadways including portions of Three Oaks Parkway, Corkscrew Road, US 41, and Williams Road.

The Village currently does not own any utility infrastructure but relies on Lee County Utilities (LCU) for water, sewer, and reclaimed water for the areas generally north of Williams Road and relies on Bonita Springs Utilities (BSU) for water and sewer and Resource Conservation Services (RCS) for reclaimed water for the areas generally south of Williams Road.



westonandsampson.com

The Village has plans to construct additional landscape projects within the following roadways and would like to use reclaimed water for irrigation of these spaces:

- River Ranch Road
- Ben Hill Griffin
- Corkscrew Road
- Via Coconut Point
- Broadway Ave.
- Williams Road
- Coconut Road
- US 41
- Three Oaks Parkway

The Village desires to explore the possibility of extending reclaimed water mains from Lee County and/or RCS to serve the needs for the existing and future landscape projects as well as explore the possibility of partnering with residential communities on reclaimed water infrastructure.

The Village is also interested in exploring grant opportunities, such as Alternative Water Supply (AWS) grants through South Florida Water Management District to fund these improvements. Therefore, Weston & Sampson is pleased to present the following scope of services:

SCOPE OF SERVICES

TASK 1.0 OBTAIN INFORMATION

- A. Irrigation Needs and Timeframe
 1. Determine the following irrigation needs for each existing and proposed landscape improvement:
 - a. Desired Pressure range
 - b. Flow volume/desired meter sizes for each project area
 - c. Work with Village staff to develop a tentative time frame for completion of landscape improvements
- B. Identify Available Reclaimed Water Lines/Potential Private Partners
 1. Conduct one (1) meeting with LCU to obtain the following information:
 - a. Request GIS mapping showing locations and sizes of existing reclaimed water mains
 - b. GIS mapping of current LCU reclaimed water system customers that have on-site reclaimed water storage
 - c. Historic Customer metered flow data (if available)
 - d. System operating pressure range
 - e. Identify the quantity/supply of reclaimed water that is currently available for additional customers from LCU, and private developments. Review how utilizing infrastructure from private developments could help the Village to extend reclaimed utilities to the project areas
 - f. Deliverable will be one PDF copy of the meeting minutes
 2. Conduct one (1) meeting with BSU/RCS to obtain the following information:
 - a. GIS mapping showing locations and sizes of existing reclaimed water mains
 - b. GIS mapping of current BSU/RCS reclaimed water system customers that have on-site reclaimed water storage
 - c. Historic Customer metered flow data (if available)
 - d. System operating pressure range
 - e. Identify the quantity/supply of reclaimed water that is currently available for additional customers from BSU/RCS, and private developments. Review how utilizing infrastructure from private developments could help the Village to extend reclaimed utilities to the project areas
 - f. Deliverable will be one PDF copy of the meeting minutes
 3. Conduct one (1) meeting with South Florida Water Management District (SFWMD) to obtain the following information:
 - a. Identify potential groundwater and alternative water sources for irrigation water

- b. Determine quantity and quality of groundwater available as well as treatment requirements for irrigation
 - c. Determine Consumptive Use Permit (CUP) requirements for the Village of Estero
 - d. Discuss potential Aquifer Storage and Recovery (ASR) for reclaimed water
 - e. Deliverable will be one PDF copy of the meeting minutes
- 4. Preliminary Planning
 - a. Prepare a composite map showing the following features:
 - 1. Village of Estero boundary
 - 2. Major Roadways
 - 3. Village of Estero Irrigated Landscape areas
 - i. Existing
 - ii. Proposed
 - iii. Future
 - 4. LCU Reclaimed Water Mains
 - 5. BSU/RCS Reclaimed Water Mains
 - 6. LCU Reclaimed Water Customers having on-site reclaimed water storage
 - 7. BSU/RCS Reclaimed Water Customers having on-site reclaimed water storage
 - 8. Locations of potential groundwater sources
 - b. Prepare a brief written technical memorandum (anticipated to be 3-5 pages in length) to include the following:
 - 1. Summarize available sources of reclaimed water supply.
 - 2. Identify how/if utilizing private infrastructure could be beneficial to the Village
 - 3. Determine needs for increasing or supplementing water supply
 - c. Deliverable will be one PDF copy of the Preliminary Composite Map and one PDF copy of the written technical memorandum
- C. Private Stakeholder Outreach
 - 1. The Village of Estero will conduct the preliminary meetings with HOAs located near proposed landscape projects. W&S has budgeted an allowance of 72 hours for involvement during these preliminary meetings on an as-needed basis.
 - 2. W&S will assist and provide supporting information for Village Staff to contact and meet with HOAs to discuss opportunities to partner on reclaimed water infrastructure (i.e. pipes and storage facilities).
 - 3. Conduct up to five (5) follow-up meetings (virtual or in-person) with Village Staff and groups (HOAs) to discuss potential partnering.
 - 4. Deliverable will be one PDF copy of a written memorandum summarizing the results of the Private Stakeholder Outreach task

TASK 2.0 CONCEPTUAL MASTER PLANNING

- A. Preliminary Conceptual Master Planning
 - 1. Build upon the Composite map developed under Task 1 to develop preliminary pipeline routes to provide reclaimed water to each of the Village of Estero's existing, proposed, and future landscape areas as well as for communities interested in becoming reclaimed water customers. Up to two (2) routes per area.
 - 2. Develop preliminary construction cost opinion for each pipeline route
 - 3. Provide brief written memorandum summarizing potential funding sources, requirements, and application timing, including:
 - a. SFWMD Alternative Water Supply (AWS) grant
 - b. State Revolving Fund (SRF) loan
 - c. Potential cost share with public and/or private entities

4. Deliverables will be one PDF copy of preliminary pipeline routes maps along with preliminary construction cost opinions and written memo
- B. Preliminary Review Meeting with Village of Estero
 1. Conduct a review meeting with the Village of Estero to review the preliminary pipeline routes and construction cost opinions
 - a. Identify which pipeline routes will not be considered further, if any
 - b. Receive feedback comments from the Village
 2. Incorporate comments received into updated preliminary scenarios and construction cost opinions
 3. Deliverables will be one PDF copy of the review meeting minutes, along with updated preliminary pipeline routes maps and associated updated preliminary construction cost opinions
- C. Review Meetings with Public/Private Stakeholders
 1. Conduct review meetings with public and private stakeholders as described below.:
 - a. one (1) review meeting with LCU
 - b. one (1) review meeting with BSU/RCS
 - c. up to a total of five (5) review meetings (virtual or in-person) with groups of private stakeholders (interested customers that have currently reclaimed water storage or could potentially add reclaimed water storage)
 2. The objective of these meetings is to discuss the following topics related to CIP planning for the Village:
 - a. Potential cost splits for construction of the pipelines
 - b. Potential funding sources for the construction of the pipelines
 - c. Ownership and maintenance points of demarcation for each entity of the pipelines (i.e., LCU/Village, BSU/RCS/Village, or HOA/Village)
 - d. Develop a prioritized list for construction of the improvements
 3. Deliverables will be one PDF copy of each review meeting minutes
- D. Draft Conceptual Master Plan Report
 1. Build upon the written technical memorandum completed under Task 1.B.3.b to prepare a draft written report summarizing the above tasks and conceptual plans, cost opinions, and recommendations
 2. Draft report is anticipated to be approximately 20 – 25 pages in length including exhibits and graphics.
 3. Submit one hard copy plus one PDF copy to the Village of Estero for review
 4. Conduct one (1) review meeting with the Village of Estero to receive comments and discuss the report
- E. Final Conceptual Master Plan Report
 1. Incorporate review comments received from the Village of Estero on the Draft version of the report
 2. Finalize the report
 3. Deliverables will be two hard copies plus one PDF copy of the Final Report signed & sealed by a registered Florida Professional Engineer

PROJECT FEE

Weston & Sampson proposes to conduct the work described above for a Not-to-Exceed contract value of \$70,500. Work shall be billed in accordance with our approved rate schedule within our existing Miscellaneous Professional Services Agreement with the Village. The proposed estimated fee includes all labor, equipment, materials, and expenses required to complete the scope of work as outlined above.

PAYMENT

Weston & Sampson understands the following:

- Project compensation will be invoiced on an hourly rate basis plus expenses per our approved May 2022-May 2025 rate schedule.
- All expenses, including travel, communication, and reproduction costs are included in the estimated fees provided above.
- Additional expenses beyond the estimated not-to-exceed will not be billed to the Village without prior written authorization.

PERFORMANCE SCHEDULE

Weston & Sampson is prepared to proceed with work immediately upon execution of an agreement and receipt of written notice to proceed. We anticipate completing the work within 210 days of notice to proceed, assuming timely responses and coordination with regulatory authorities.

GENERAL TERMS & CONDITIONS

Weston & Sampson's services will be provided as described herein and in accordance with our previously approved Term's & Conditions under our current Miscellaneous Professional Services Agreement. To accept this proposal, please sign below. Once signed, return a copy of each to this office.

We look forward to working with you on this assignment. Please feel free to call 518-375-2109 if you have any questions.

Very truly yours,

WESTON & SAMPSON ENGINEERS, INC.



Joseph M. Zongol, PE
Regional Manager | Senior Associate

ACCEPTED FOR:

Village of Estero

Accepted by: _____

Title: _____

Date: _____

\\wse03.local\WSE\Projects\FL\Estero\Reclaimed Water Study\20221115 Reclaimed Water Study.docx

CN No.: CN 2022-06

VILLAGE OF ESTERO, FLORIDA
VENDOR DISCLOSURE FORM

Project No.: CN 2022-06

Project Name: Miscellaneous Professional Services

Please check as appropriate:

 I am the sole proprietor/owner. The company is not publicly held.

✓ The company is not publicly held.
The names and addresses of the owners having a greater than 5% interest is attached.

 The company is publicly held.
The names and addresses of the owners having a greater than 5% interest is attached.

I do hereby certify that to the best of my knowledge and belief certify that the information above and attached is true and correct.

Signed: 
Vendor

Printed Name Joseph Zongol, PE, NICET III

Company Name: Weston & Sampson Engineers, Inc.

Date: April 5, 2022

CN No.: CN 2022-06

NAMES & ADDRESSES OF OWNERS

NOTE: Please list individuals; the listing of a corporation(s) is **NOT** acceptable.

Weston & Sampson's individual owners own less than 5% of our corporation.

AGENDA ITEM SUMMARY SHEET
VILLAGE COUNCIL MEETING
December 7, 2022

Agenda Item:

Village of Estero Water Monitoring Contract

Motion to approve award of Supplemental Task Authorization 02 to Contract EC 2022-38 to Johnson Engineering to provide water monitoring services for The Village of Estero for \$91,776.

Approve a \$8,224 contingency for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Background:

The Village's Stormwater Master Plan includes recommendations to obtain additional water monitoring data to better understand water levels and water quality around Estero and improve the accuracy of stormwater models.

The Village Council previously approved contracts for water monitoring in Fiscal Years 2020-2021 and 2021-2022. To continue water monitoring, a new contract is required for Fiscal Year 2022-2023.

Description:

The attached contract with Johnson Engineering, Inc. will continue the monitoring which includes; five water quality monitoring sites, four flow measurement sites, relocate one flow measurement site, downloading data from seven surface water monitoring wells, download data for two United States Geological Survey sites, and preparation of an annual monitoring report.

Action Requested:

Page 1 of 2

Approve award of Supplemental Task Authorization 02 to Contract EC 2022-38 to Johnson Engineering to provide water monitoring services for The Village of Estero for \$91,776.

Approve a \$8,224 contingency for additional services that may be required to complete the project.

Authorize the Village Manager to sign the STA and other additional implementing documents within the scope of the STA on behalf of the Village of Estero Council.

Process and Timeline:

Johnson Engineering will continue monitoring throughout the Village throughout Fiscal Year 2022-2023

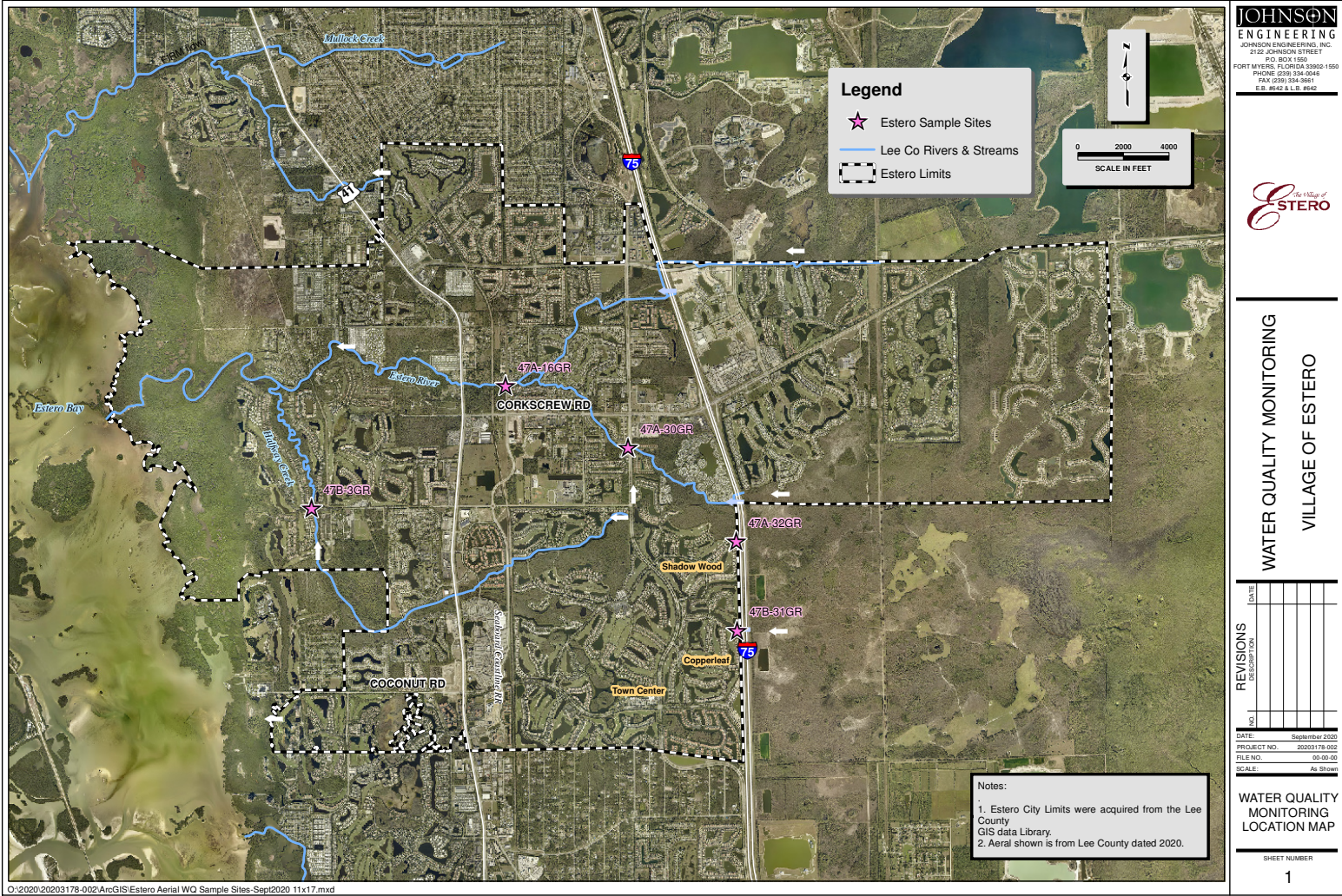
Financial Impact:

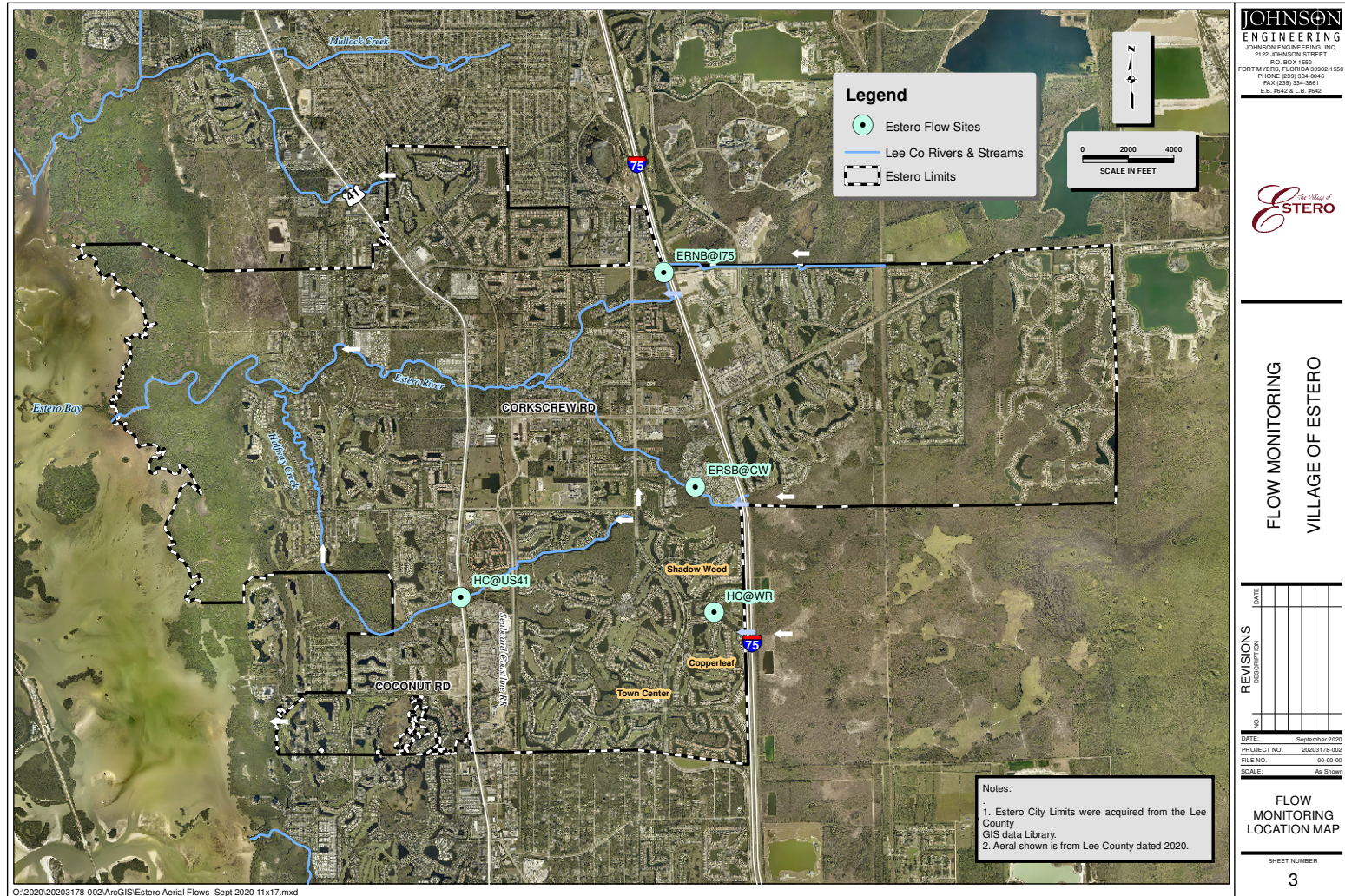
The project's financial impact is \$100,000 (\$91,776 plus \$8,224 contingency). This will be funded by the \$100,000 included in the Village's Fiscal Year 2022-2023 Annual Budget for water level & water quality monitoring.

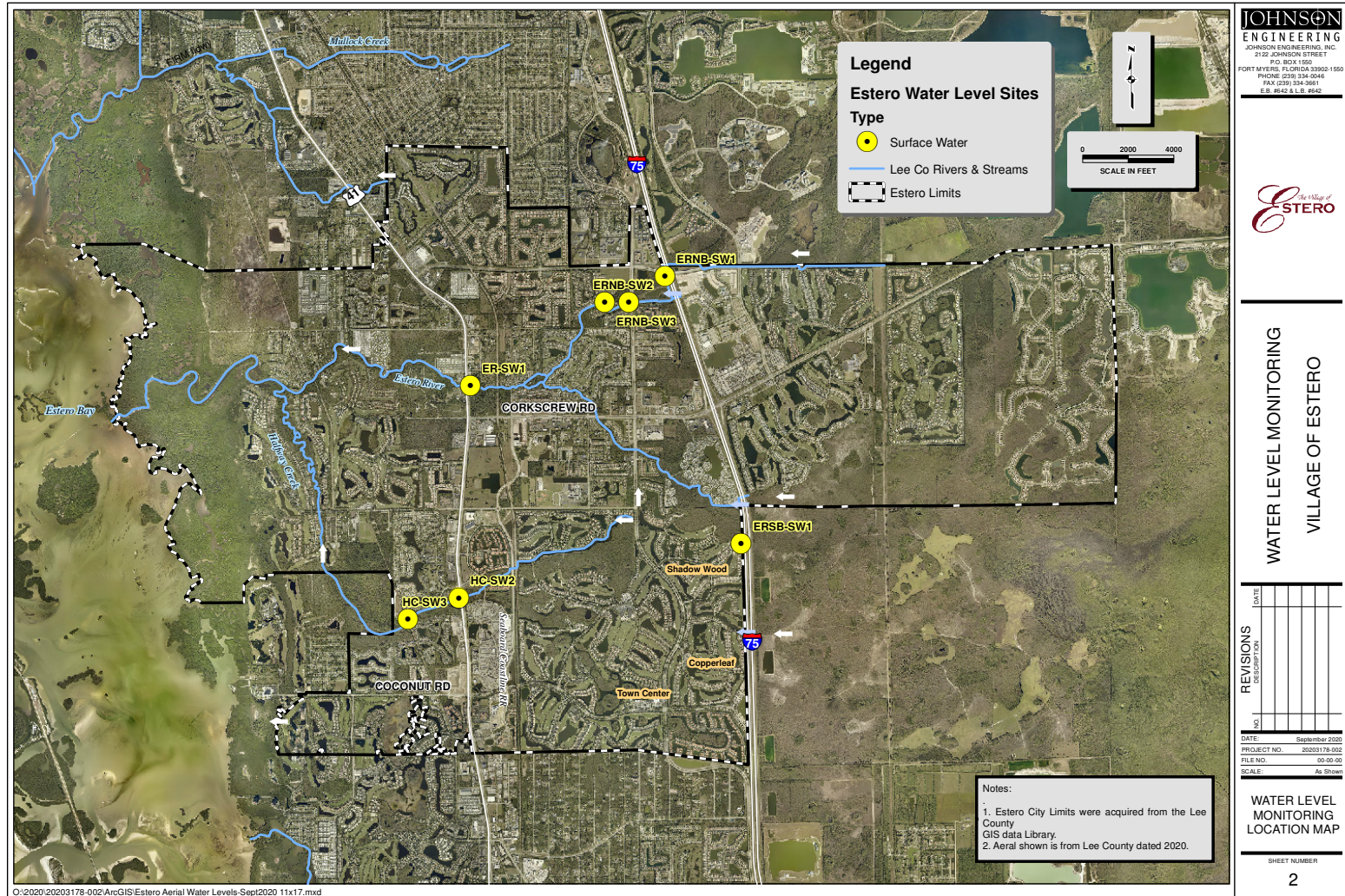
Prepared by: David Willems, P.E.

Attachments:

1. Location Maps
2. Contract
3. Ownership Disclosure









Misc. Professional Services

EC 2022-38

STA No. 02

Project Name: Village of Estero Water Monitoring

Consultant: Johnson Engineering, Inc.

Village of Estero Contract No.: EC-2022-38

Village of Estero Account Number: 001-260-5373105

Brief Description: Monitoring water quality, flow and water level throughout the Village of Estero

Total Fees: \$91,776.00

The Consultant shall perform the services outlined in the attached Exhibit A – Scope of Services and Fees, under the terms and conditions outlined in the above referenced Village of Estero Contract No. EC2022-38.

Consultant: Johnson Engineering, Inc.

By: _____

Name: _____

Title: _____

Date: _____

Village of Estero

By: _____

Name: Steve Sarkozy

Title: Village Manager

Date: _____

Attachments:
Exhibit A – Scope of Services and fees

EXHIBIT A**CN 2020-01 MISCELLANEOUS PROFESSIONAL
SUPPLEMENTAL TASK AUTHORIZATION NO. 14****SCOPE OF SERVICES****September 15, 2022****FOR: WATER QUALITY MONITORING ASSISTANCE 2022-2023**

A. PROJECT OVERVIEW

Johnson Engineering, Inc. ("CONSULTANT") shall provide water monitoring assistance to The Village of Estero (Village). The Village desires to implement a water resource monitoring program. The program will improve the Village's understanding of its water resources. The data can be used to help guide future actions/programs by the Village. The water quality parameters follow those measured by Lee County to allow direct comparisons.

B. SCOPE OF SERVICES**TASK 1: Doppler Flowmeter Relocation**

CONSULTANT will relocate the flowmeter labeled as HC@WR on the Flow Monitoring Location Map, *Attachment III*. The Doppler flowmeter will be removed from below the Whispering Creek bridge and re-installed downstream in a pipe below Knollview Blvd. The Flow Monitoring Location Map will be updated with the new location. CONSULTANT will measure and record water level above flowmeter and dimensions for each pipe below the road. CONSULTANT will use a level rod and velocity meter to verify water level and velocity measurements displayed by the flowmeter at the time of installation.

TASK 2: Monthly Water Quality and Flow Monitoring

CONSULTANT will conduct monthly surface water sampling at five (5) water quality monitoring locations shown on the Water Quality Monitoring Location Map, *Attachment I*, from October 1, 2022, through September 30, 2023. The sampling will be conducted on the same day that Lee County will be sampling nearby locations. Sampling will be conducted at each location where water is at least a foot deep. One (1) field blank sample will also be collected each quarter. CONSULTANT will record field measurements of temperature, pH, specific conductance, dissolved oxygen, and turbidity at each location. CONSULTANT will collect the samples in accordance with proper Florida Department of Environmental Protection (FDEP) Standard Operating Procedures (SOP). CONSULTANT will prepare a Chain-Of-Custody (COC) for the samples and deliver them to a state certified laboratory following proper COC procedures in adherence to established hold times. The samples will be laboratory analyzed for bacteria, nutrients, metals, and other parameters. Velocity measurements will be recorded at each sample location where applicable. In addition, CONSULTANT will record surface water velocity, water depth, and channel area as needed to calculate flow at the four (4) sites labeled on the updated Flow Monitoring Location Map. Velocity and level data recorded by the Doppler flowmeter relocated from Whispering Creek bridge (HC@WR) to below Knollview Blvd. will be recorded hourly and downloaded monthly.

TASK 3: Quarterly Surface Water Level Downloading

CONSULTANT will download the seven (7) surface water monitor wells shown on the Water Level Monitoring Location map, *Attachment II*. CONSULTANT will also download the BaroTroll as part of this task. Flow data from two (2) United States Geological Society (USGS) sites shown on the Flow Monitoring Location Map, *Attachment III*, will be downloaded from USGS. Water level, flow, and water quality data from Lee County sites in Village will be downloaded from Lee County. CONSULTANT will manage and prepare charts of the data in Excel quarterly.

TASK 4: Annual Water Monitoring Report

CONSULTANT will prepare a short monitoring report covering data collected from October 2022 through September 2023. The report will summarize the data collected using tables and charts. It will also provide a comparison of the Village water quality data to the nearby Lee County water quality data. The report will be provided on or before January 31, 2024.

C. SCHEDULE

Upon notice to proceed by Village, monitoring will be for the period beginning October 1, 2022 through September 30, 2023.

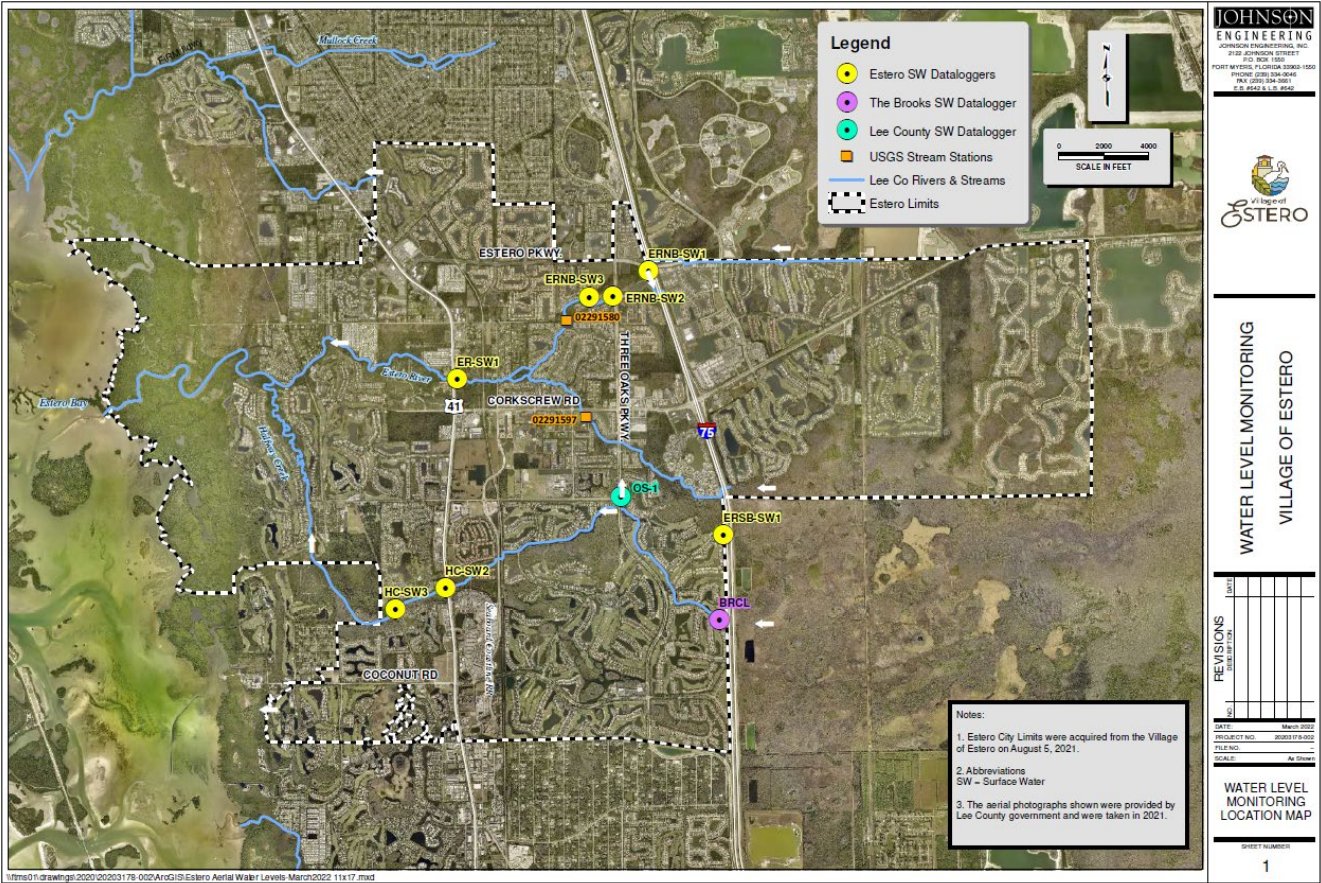
SUB-CONSULTANT SERVICES:**LAB: Laboratory Testing**

Benchmark EnviroAnalytical, Inc. for laboratory testing.

Attachment I to Exhibit A



Attachment II to Exhibit A



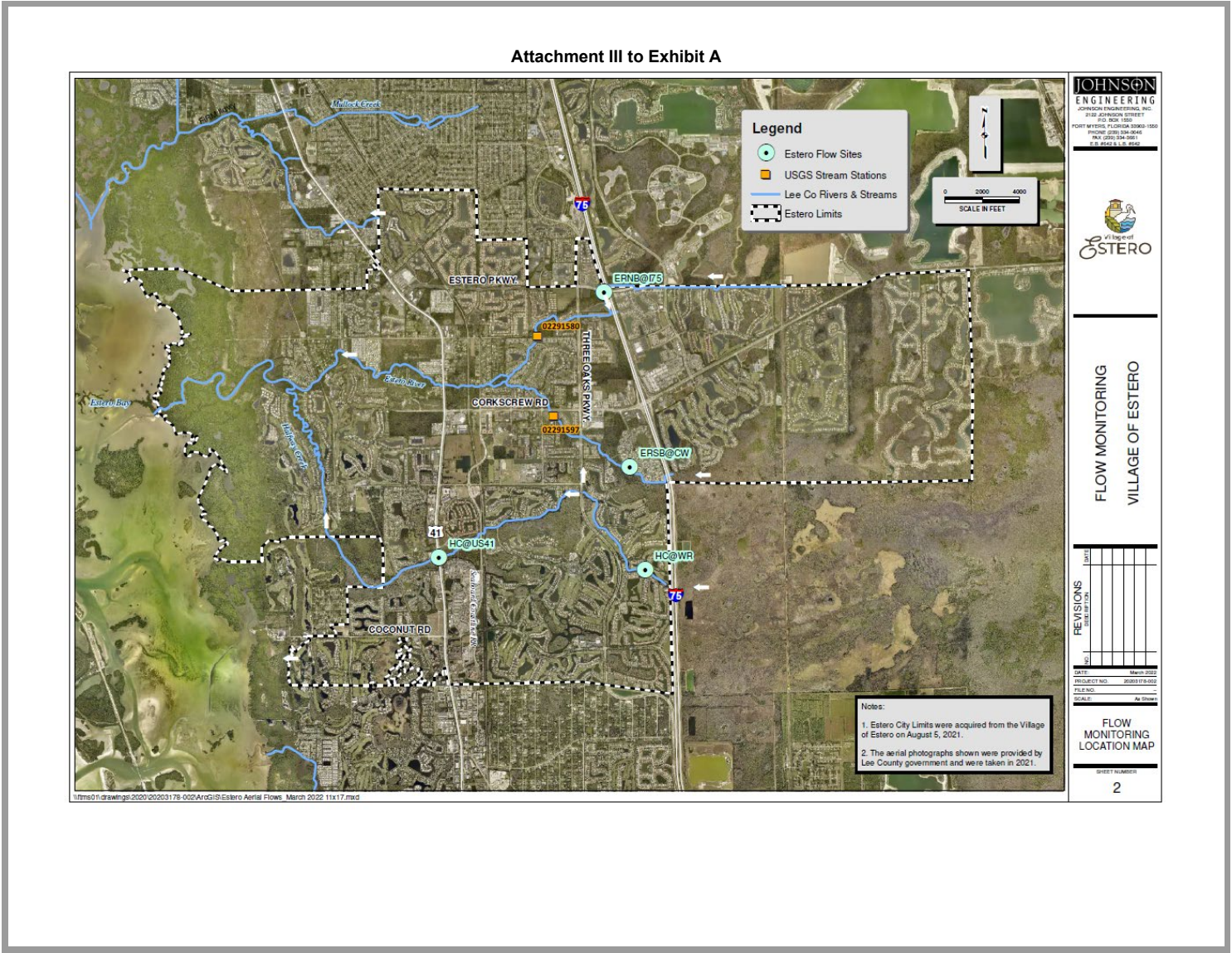


EXHIBIT B**CN 2020-01 MISCELLANEOUS PROFESSIONAL
SUPPLEMENTAL TASK AUTHORIZATION NO. 14****COMPENSATION****September 15, 2022****FOR: WATER QUALITY MONITORING ASSISTANCE 2022-2023**

The fees for Task 1 through 4 will be Lump Sum and the Subconsultant will be billed on a Time & Materials basis. Total not to exceed **\$ 91,776.00**.

For services provided and performed by CONSULTANT for providing and performing the Task(s) set forth and enumerated in Exhibit A entitled "Scope of Services", the VILLAGE shall compensate the CONSULTANT as follows:

TASK	ITEM	AMOUNT (Estimated if T&M)	FEE TYPE (LS; T&M)
1	Doppler Flowmeter Relocation	\$2,200.00	LS
2	Monthly Water Quality and Flow Monitoring (Oct 2022 through Sept 2023)*	\$37,500.00	LS
3	Quarterly Water level Downloading (4 quarters)**	\$9,500.00	LS
4	Annual Report (1 year)	\$6,600.00	LS
TOTAL COMPENSATION FOR CONSULTANT'S SERVICES:		\$55,800.00	LS

* Task 2: To be billed at approximately \$3,125 per month.

** Task 3: To be billed at approximately \$2,375 per quarter.

For services of CONSULTANT's Sub-Consultants engaged to perform or furnish services, the VILLAGE shall compensate the CONSULTANT as follows:

TASK	SUB-CONSULTANT	AMOUNT (Estimated if T&M)	FEE TYPE (LS; T&M)
LAB	Cost for lab analysis of the samples is estimated at \$600 per sample x 5 samples for 12 monthly events including quarterly field blanks	\$35,976.00	T&M
TOTAL COMPENSATION FOR SUB-CONSULTANT'S SERVICES:		\$35,976.00	T&M
TOTAL COMPENSATION, INCLUDING SUB-CONSULTANTS:		\$91,776.00	LS; T&M

CN No.: CN 2022-06

**VILLAGE OF ESTERO, FLORIDA
VENDOR DISCLOSURE FORM**

Project No.: CN 2022-06

Project Name: Village of Estero Miscellaneous Professional Services

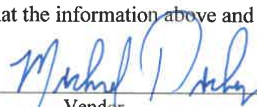
Please check as appropriate:

 I am the sole proprietor/owner. The company is not publicly held.

 X The company is not publicly held.
The names and addresses of the owners having a greater than 5%
interest is attached.

 The company is publicly held.
The names and addresses of the owners having a greater than 5%
interest is attached.

I do hereby certify that to the best of my knowledge and belief certify that the information above and attached
is true and correct.

Signed: 

Vendor
Printed Name Michael Dickey, PE

Company Name: Johnson Engineering, Inc.

Date: April 5, 2022

NOTE: Please list individuals; the listing of a corporation(s) is **NOT** acceptable.

[illegible]