

**Lee County Board Of County Commissioners
Agenda Item Summary**

Blue Sheet No. 20020937

1. REQUESTED MOTION:

ACTION REQUESTED: Approve the revised alignment for the Three Oaks Parkway South Extension from East Terry Street to The Brooks, as approved by the Bonita Springs City Council on April 29, 2002, with an allowance for some slight deviation through the Centex property. Also, amend the proposed FY02/03 – 06/07 transportation Capital Improvement Program (CIP) to provide sufficient funding for the corridor.

WHY ACTION IS NECESSARY: Florida case law dictates that alignment decisions should be made after due consideration of at least 5 particular relevant factors. Also, Board approval of CIP changes is necessary.

WHAT ACTION ACCOMPLISHES: Establishes roadway alignment with a record of factors considered in selection process, consistent with City Council action, and provides necessary funding to complete the project.

**2. DEPARTMENTAL CATEGORY:
COMMISSION DISTRICT # 03**

A9B

3. MEETING DATE:

09-03-2002

4. AGENDA:

CONSENT
 ADMINISTRATIVE
 APPEALS

 PUBLIC
 WALK ON
 TIME REQUIRED:

**5. REQUIREMENT/PURPOSE:
(Specify)**

STATUTE
 ORDINANCE
 ADMIN.
 CODE
 OTHER

 15 Min.

6. REQUESTOR OF INFORMATION:

A. COMMISSIONER
B. DEPARTMENT Transportation
C. DIVISION Administration

BY: Scott M. Gilbertson, Director

7. BACKGROUND:

ALIGNMENT

On January 8, 2002, the BOCC approved an alignment for the Three Oaks Parkway South Extension, primarily affecting the portion through San Carlos Estates, to allow the design phase for the project to move forward. As was noted at that time, the issue of how the project would connect to East Terry Street was subject to further evaluation as part of the design process. The alignment at the time tied into Terry Street generally aligning with Matheson Avenue, requiring through traffic to use East Terry Street to connect to Imperial Street, in order to continue south.

(CONTINUED ON PAGE 2)

8. MANAGEMENT RECOMMENDATIONS:

9. RECOMMENDED APPROVAL:

A Department Director	B Purchasing or Contracts	C Human Resources	D Other	E County Attorney	F Budget Services				G County Manager
<i>8/21/02</i> <i>[Signature]</i>	NA	NA	<i>AD</i> <i>8/21/02</i>	<i>[Signature]</i>	<i>OA</i> <i>[Signature]</i>	<i>OM</i> <i>8/22/02</i>	<i>Risk</i> <i>8/22/02</i>	<i>GC</i> <i>[Signature]</i>	<i>[Signature]</i> <i>8-21-02</i>

10. COMMISSION ACTION:

APPROVED
 DENIED
 DEFERRED
 OTHER

Rec. by CoAtty
Date: 8/22/02
Time: 1140 Am
Forwarded To:
[Signature]
8/22/02

RECEIVED BY
COUNTY ADMIN.
8-22-2002
COUNTY ADMIN.
FORWARDED TO:
[Signature]
8/22/02

BLUE SHEET NO. 20020937 (Continued)

7. BACKGROUND: (CONTINUED)

In February, 2002 the County hired Johnson Engineering as the design consultant, and one of their first tasks was to evaluate options for connecting to East Terry Street. In April, 2002, Johnson Engineering provided a report evaluating the different alignment alternatives. They were basically grouped into three alignments, referred to as the East Alignment, West Alignment, and the Loop Alignment, with variations of each, totaling eleven alternatives in all. The West Alignment reflected the previous alignment, which required the jog on East Terry Street; the other two alignments were attempts to define a more direct connection to Imperial Street and the corridor continuing south. The executive summary of the Johnson report is provided as Attachment A, and a summary newsletter is provided as Attachment B.

Florida case law has provided that a condemning authority should give due consideration to certain relevant factors in determining a roadway alignment, including but not limited to: (1) the availability of alternative routes; (2) costs; (3) environmental factors; (4) long-range area planning; and (5) safety considerations. The attachments demonstrate that these factors have been sufficiently addressed in arriving at the recommended alignment. The Johnson report recommended the East Alignment, because it had better traffic flow, a higher level of safety and minimal environmental impact, even though they acknowledged that it would be comparatively expensive and require the taking of 55 manufactured homes.

On April 10, 2002, the alternatives were presented for public consideration at a workshop in Bonita Springs, followed by a public hearing by the Bonita Springs City Council. The City Council eliminated the four Loop Alignment alternatives, but did not make a final recommendation. They reconsidered the remaining options on April 29, 2002 and ultimately selected the East Alignment. The Board of County Commissioners is asked to concur with that alignment. A map of the complete alignment is provided as Attachment C.

One other minor alignment issue remains for the corridor. North of Leitner Creck Manor and Rosemary Park, the corridor passes as a straight line through a large tract of undeveloped land, previously referred to as the Tesone property. A development plan is now in the works for that property by Centex, and they are proposing some curving of the alignment through the property. The Board is asked to allow some flexibility in the alignment approval as it crosses this one particular parcel, to allow staff to work out the ultimate alignment with Centex.

CIP CHANGES

The Three Oaks Parkway South Extension project as originally budgeted assumed a much different alignment than was ultimately selected, utilizing the existing public rights-of-way along Stillwell Parkway, Cockleshell Drive and Old 41 to get to East Terry Street. The final alignment is much longer and requires all new right-of-way, which has led to a significant increase in the expected costs. The County has already committed to funding the on-going design phase, with \$1.792 million budgeted in the current year. In the transportation CIP update presented to the BOCC in workshops in June and July, staff was estimating that the right-of-way acquisition and construction phases would cost an additional \$17.335 million in future years, for a total cost of \$19.127 million. Staff was negotiating with the City of Bonita Springs for them to pay approximately half, or \$9.528 million, with them advancing the funds for construction in FY 03/04 and partial County payback the following year.

With the new alignments at the north and south ends of the corridor, Johnson Engineering has estimated the overall project cost at \$28.457 million, a \$9.330 million increase. With the separate accounting of the landscaping phase (which had previously been lumped in with the construction phase), the difference is \$10.327 million. The City of Bonita Springs has proposed to pay an additional \$3 million toward that increase, for a total of \$12.535 million. In order to fund the balance, staff is proposing some adjustments to the draft transportation CIP, dropping the design phase for the CR 951 Extension as proposed in FY 06/07 and reducing the scope of the Ortiz Avenue widening to the previous limits between Colonial Boulevard and SR 82 to free up funds. We are also proposing to spread the right-of-way phase for the Three Oaks Parkway South Extension over two years (FY's 02/03 and 03/04) and move the construction phase back two years to FY 05/06, to fit the available cash flow. The total County contribution would be \$16.919 million. The proposed CIP changes are identified in Attachment D. A Joint Supplemental Interlocal Agreement with the City to formalize the budgetary commitments is under negotiation.

PROPOSED REVISIONS TO FY 02/03-06/07 TRANSPORTATION CIP TO ACCOMMODATE THREE OAKS SOUTH COST INCREASES

(Shading identifies changes)

FUND SOURCE	CURRENT BUDGET FY 01/02	CIP BUDGET FY 02/03	CIP BUDGET FY 03/04	CIP BUDGET FY 04/05	CIP BUDGET FY 05/06	CIP BUDGET FY 06/07	CIP BUDGET FY 02/03-06/07	CIP BUDGET YEARS 6-10	TOTAL PROJECTED COST	FUNDING RATIO
CURRENT 204043 THREE OAKS PWKY EXTENSION, SOUTH COUNTY *	1,792,368	3,343,000	0	4,464,000 **	0	0	7,807,000	0	9,599,368 ***	50%
CITY	1,000,000	715,000	12,277,000 **	0	0	0	8,528,000	0	9,528,000	50%
									19,127,368	
*County funds include District 8 road impact fees and ad valorem funds (for landscaping phase)										
**City was advancing funds for construction in FY 03/04, with County partial repayment in FY 04/05.										
***Excludes \$3.7 million prior year expenditures that were actually for Old 41 improvements and FTE corridor study.										
REVISION 204043 THREE OAKS PWKY EXTENSION, SOUTH COUNTY *	1,792,368	3,169,000	0	0	10,961,000 **	997,000	15,127,000	0	16,919,368 ***	57%
CITY	1,000,000	889,000	6,864,000 **	0	3,782,000 **	0	11,535,000	0	12,535,000	43%
									29,454,368	
*County funds include gas taxes, District 8 road impact fees and ad valorem funds (for landscaping phase)										
*Eliminating advancement by City for construction phase. phase moves back to FY 05/06.										
**Excludes \$3.7 million prior year expenditures that were actually for Old 41 improvements and FTE corridor study.										
<hr/>										
CURRENT 204072 ORTIZ AVENUE NORTH*	I-1/3,A,GT	75,000	0	1,646,000	1,580,000	0	6,925,000	10,151,000	639,000	10,865,000
*Original limits from Colonial to SR 82, proposed to be expanded north to Ballard Rd.										
REVISION 204072 ORTIZ AVENUE NORTH*	I-1/3,A,GT	75,000	0	0	1,101,000	0	4,433,000	5,534,000	639,000	6,248,000
*Limits returned to Colonial to SR 82.										
<hr/>										
CURRENT 204078 COUNTY ROAD 951 EXTENSION	GT,I-8	2,547,947 *	0	0	0	0	4,250,000 **	4,250,000	0	6,797,947
*Current year budget will be increased by \$250,000 contribution from Collier County.										
**Design phase.										
REVISION 204078 COUNTY ROAD 951 EXTENSION	GT,I-8	2,547,947 *	0	0	0	0	0	0	4,250,000 **	6,797,947
*Current year budget will be increased by \$250,000 contribution from Collier County.										
**Design phase delayed beyond 5 years.										

THREE OAKS PARKWAY

SOUTHERLY ALIGNMENT ALTERNATIVES

NEWSLETTER

April 2002

PUBLIC WORKSHOP & PUBLIC HEARING

The Lee County Department of Transportation will conduct a Public Workshop between 5:00 PM and 6:30 PM and the City of Bonita Springs will conduct a Public Hearing at 6:30 PM on April 10, 2002 at the Bonita Springs Community Center at 10520 Reynolds Street, Bonita Springs, Florida. The purpose of the Public Workshop is to present the southerly alignment alternatives for the Three Oaks Parkway Study, receive public comment and answer questions about the project. Informational displays about the study will be available for review and representatives from the Lee County Department of Transportation will be there to answer questions. The Public Workshop will be followed by a City of Bonita Springs City Council Public Hearing to discuss the alternatives and receive public comment.

PROJECT INFORMATION

The Public Workshop and Hearing will focus on the study area for the southerly alignment alternatives from north of Wagon Trail to south of East Terry Street and west of Matheson Avenue to east of Imperial Street. The proposed four-lane roadway design includes a 150-foot right-of-way which will have two curbed 11-foot travel lanes and a 4-foot bike lane in each direction with a landscaped median. The roadway will also include sidewalks and landscaping. The design speed for the roadway is 45 miles per hour.

The alignments are referred to as the East Alignment, the West Alignment and the Loop Alignment. There are eleven total alternatives within these alignments. The objectives of the Three Oaks Parkway corridor is to move traffic north and south, serve as a north-south alternative to Interstate 75 and provide neighborhood access to Bonita Springs. Several factors were used to evaluate the alternative alignments including costs, environmental factors, safety considerations and social impacts based on costs for acquiring properties. The following factors were used to evaluate each of the alignment alternatives:

- * Cost of construction
- * Cost of environmental mitigation including water quality
- * Review of archaeological conditions
- * Cost of right-of-way which includes, duplexes, manufactured homes, residences, a church, a recreation center, a doctor's office, vacant land/lots
- * Safety

SOUTHERLY ALTERNATIVE ALIGNMENTS SUMMARY MATRIX

<i>Alternative</i>	<i>Operation & Safety</i>	<i>Residences/Vacant Lots Impacted</i>	<i>Construction Costs</i>	<i>Right-of-Way Cost Including Pond Areas</i>	<i>Wetland Impact</i>	<i>Comparative Cost</i>
East	Better	56 residences/8 lots	\$4,524,000	\$5,351,000	Minimal	\$9,875,000
West One	Fair	Recreation Hall	\$5,415,000	\$1,390,000	\$63,000	\$6,868,000
West Two	Good	Church/Eye Clinic	\$5,415,000	\$1,903,000	\$62,000	\$7,380,000
West Three	Good	Church/Eye Clinic	\$5,541,000	\$1,900,000	\$104,000	\$7,545,000
West Four	Fair	23 residences/4 lots	\$5,415,000	\$3,774,000	\$62,000	\$9,251,000
West Five	Good	16 residences/5 lots	\$5,415,000	\$3,394,000	\$100,000	\$8,909,000
West Six	Good	16 residences/5 lots	\$5,541,000	\$3,394,000	\$78,000	\$9,013,000
Loop One	Poor	12 residences/11 lots Church/Eye Clinic	\$7,703,000	\$5,295,000	\$140,000	\$13,138,000
Loop Two	Poor	12 residences/11 lots Church/Eye Clinic	\$7,703,000	\$5,161,000	\$126,000	\$12,990,000
Loop Three	Fair	29 residences/20 lots Church/Eye Clinic	\$7,703,000	\$8,543,000	\$133,000	\$16,379,000
Loop Four	Fair	45 residences/25 lots Church/Eye Clinic	\$7,703,000	\$10,601,000	\$94,000	\$18,398,000

EXECUTIVE SUMMARY

This report provides analyses of three alignments for Three Oaks Parkway from East Terry Street to approximately 4,000 feet north. The alignments are named the East Alignment, West Alignment, and the Loop Alignment. In all, there are eleven alternatives involved with the three alignments.



Common information was used to analyze each alternative. Florida Department of Transportation costs were used for the comparative construction costs. The Lee County Property Appraiser's Tax Assessment plus an additional 60% were used to calculate the value of the right-of-way. An environmental assessment indicates that monetary impacts would range from nothing on the East Alignment to \$189,375 on the Loop Alternative Three Alignment. A review of archaeological records did not reveal any findings that should be considered at this early stage.

Detailed construction costs were not prepared and the costs presented are meant to be considered only for comparative purposes. Social impacts were addressed from a technical perspective through right-of-way acquisition costs. This report is intended to provide policy makers the information necessary to make the final alignment selection.

The recommended typical section for the roadway is a four lane urban section with space for widening to six lanes probably after the 2026 Study range. This is the same section utilized in The Brooks and north to Corkscrew Road. Design speed is 45 mph.

The East Alignment is the recommended route. This alignment has better traffic flow, a higher level of safety and minimal environmental impact. However, this alignment is moderately expensive, comparatively, and has major impacts on Leitner Creek Manor requiring approximately 55 mobile home takings.

The West Alignment Alternative Two provides another choice, if social impacts of the East Alignment are unmanageable. Traffic operations are not as good as the East Alignment because of significant turning movements, merging and storage lane requirements. This alternative takes Manna Christian Covenant Church but impacts on residents are minimal requiring

only some takings for side street access. West Alternative Three is a close second, the only difference being it passes through the west side of the City's Park Land instead of the center. If the church taking is overly problematic, there are four other alternatives of the West Alignment, but these alternatives impact individual residences.

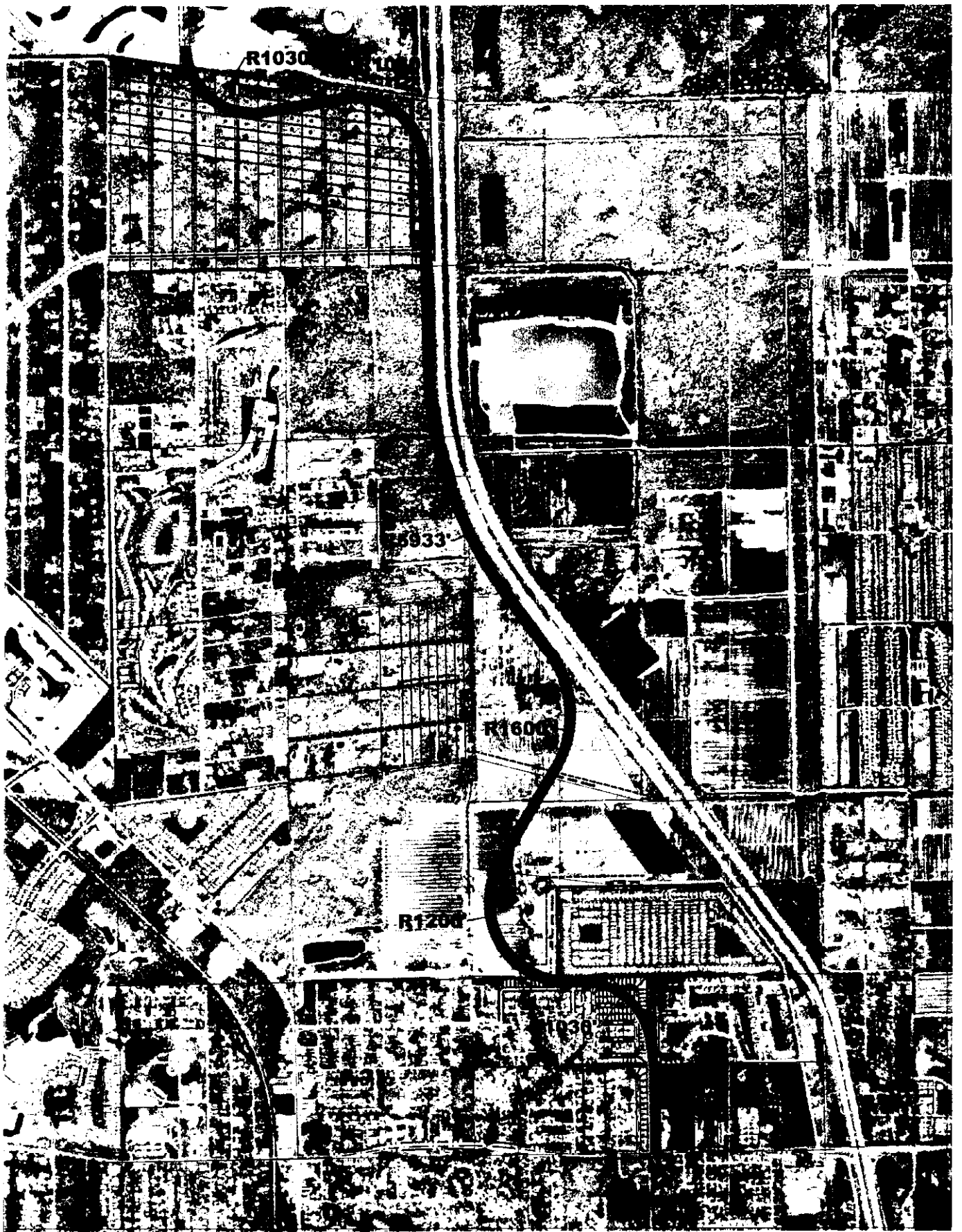
None of the Loop Alignments are recommended because of comparatively high costs, significant social impact, and operational concerns.

THREE OAKS PARKWAY
SOUTH FROM WITHIN THE BROOKS TO IMPERIAL STREET

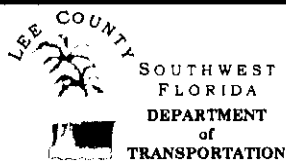
Figure ES-2

SOUTHERLY ALIGNMENT ALTERNATIVES SUMMARY MATRIX						
Alternative	Operation and Safety	Homes/Vacant Lots Impacted	Construction Costs	Right-of-Way Cost Including Pond Areas	Wetland Impact	Comparative Cost
East	Better	56/8	\$ 4,524,000.00	\$ 5,351,000.00	\$ -	\$ 9,875,000.00
West One	Fair	Recreation Hall	\$ 5,415,000.00	\$ 1,390,000.00	\$ 63,000.00	\$ 6,868,000.00
West Two	Good	Church/Eye Clinic	\$ 5,415,000.00	\$ 1,903,000.00	\$ 62,000.00	\$ 7,380,000.00
West Three	Good	Church/Eye Clinic	\$ 5,541,000.00	\$ 1,900,000.00	\$ 104,000.00	\$ 7,545,000.00
West Four	Fair	23/4	\$ 5,415,000.00	\$ 3,774,000.00	\$ 62,000.00	\$ 9,251,000.00
West Five	Good	16/5	\$ 5,415,000.00	\$ 3,394,000.00	\$ 100,000.00	\$ 8,909,000.00
West Six	Good	16/5	\$ 5,541,000.00	\$ 3,394,000.00	\$ 78,000.00	\$ 9,013,000.00
Loop One	Poor	12/11 Church/Eye Clinic	\$ 7,703,000.00	\$ 5,295,000.00	\$ 140,000.00	\$ 13,138,000.00
Loop Two	Poor	12/11 Church/Eye Clinic	\$ 7,703,000.00	\$ 5,161,000.00	\$ 126,000.00	\$ 12,990,000.00
Loop Three	Fair	29/20 Church/Eye Clinic	\$ 7,703,000.00	\$ 8,543,000.00	\$ 133,000.00	\$ 16,379,000.00
Loop Four	Fair	45/25 Church/Eye Clinic	\$ 7,703,000.00	\$ 10,601,000.00	\$ 94,000.00	\$ 18,398,000.00

N:\2001\3033\Eng\final alignment base 072202.dwg 8x11P



JOHNSON
ENGINEERING



PRELIMINARY ALIGNMENT
THREE OAKS PARKWAY

DATE	PROJECT NO.	COUNTY NO.	SCALE	EXHIBIT
08/2002	20013033	4043	As Shown	