Agenda Item #: (1)

PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS

AGENDA ITEM SUMMARY

Motion and Title: Staff recalternatives to provide equestrithe west leg of the C-18 Canal	nvironmental Resources nvironmental Resources I. EXECUTIVE Bl commends motion to a ans in East Caloosa wit to access the proposed County construction en	Ordinance (Management Management RIEF authorize: staff to the ability to cross NENA trail (Pântan hancement of the ex	s to the north side of to Trail): (1) SR 710
Submitted By: E Submitted For: E Motion and Title: Staff rec alternatives to provide equestri the west leg of the C-18 Canal	I. EXECUTIVE BI commends motion to a ans in East Caloosa wit to access the proposed County construction en	Management Management RIEF authorize: staff to the ability to crost NENA trail (Pântan hancement of the ex	pursue the following s to the north side of to Trail): (1) SR 710
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and (3) construction of a ne Municipal Service Taxing Unit		funded by Caloosa	
Summary: At the Board of Cothe BCC directed staff to invest taken to provide equestrians frolleg of the C-18 Canal to access canal. Staff has identified five approval from other government one that requires no outright exover \$1.3 million, and one that that directly benefits from the priority based on what staff be first ranked alternative, the Co (FDOT) to encourage FDOT improvements to SR 710 to acc County will work with FDOT 710 bridge to provide a more Under the third ranked alternative, the Construction of a new bridge or by Caloosa residents through a alternative, the County will inswest leg of the C-18 Canal in the across the South Florida Water Canal immediately east of the continued on Page 3)	tigate the feasibility and om the small East Calod the proposed NENA tra (5) alternatives, all but stal entities. The alternatives by the Count imposes the cost of a new bridge. Staff has randlieves is both feasible as bunty will work with the to enlarge the SR 710 commodate equestrians. To obtain permits to play protected accessway for native, the County will work with the MSTU to be established the Loxahatchee Slough Management District rights and the County will we will be considered to the Loxahatchee Slough Management District rights and the Loxahatchee Slough Management Distr	costs of alternative osa development a valid (Pântano Trail) or one of which will a tives provide a rangery, one that requires we bridge on the East ked the five (5) alternative and affordable for the Florida Department of bridge when it a Under the second rece temporary barries or equestrians when all oversee the design the Caloosa area, and for Caloosa. Under the second registration of way on the second registration of way on the second registration of the Natural Area and registration of the second	measures that may be way to cross the west in the north side of the require the support or e of options including the County to expend it Caloosa community ternatives in order of e County. Under the ent of Transportation andertakes scheduled ranked alternative, the rs on the existing SR crossing that bridge ign, permitting, and which will be funded der the fourth ranked he right of way of the estrictive access gates buth bank of the C-18
Attachments: 1. Alternatives Package			
Recommended by: Departm	ian E-Walud nent Director	3/3	3/20/0 Date
Approved by:	Administrator	7	le // L

II. FISCAL IMPACT ANALYSIS

A.	Five Year Summary	y of Fiscal L	mpact:			
Capi	l Years tal Expenditures ating Costs	2010	2011	2012	2013	2014
Prog	rnal Revenues ram Income (County) ind Match (County)					
NE	T FISCAL IMPACT			·		
	DDITIONAL FTE ITIONS (Cumulative)					
Is Iten Budg	m Included in Current let Account No.: Fund_	Budget?Ager	Yes Or	No <u>X</u> g Obje	ect	
	Repor	ting Categor	ry			
B.	Recommended Source	ces of Funds	/Summary of I	Fiscal Impact:		
C.	There is no fiscal in additional direction. Department Fiscal 1		P		time as the BO	
A.	OFMB Fiscal and /		EVIEW COM Administrato			
В.	OFMB 6338 Legal Sufficiency:	Co Co	ntract Admin	istrator	Australia	3/14/1
	Assistant County A		3-16-10			
C.	Other Department	Review:				
	Department Directo	or				

(Summary continued from Page 1)

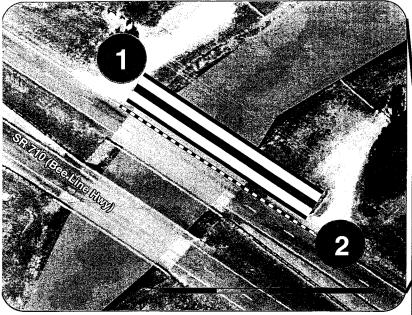
Under the fifth alternative, the County will install fencing adjacent to those portions of the Loxahatchee Slough Natural Area bordering the southern and western edges of the west and south legs of the C-18 Canal. The first four alternatives will require approval from a non-County governmental entity, thus making the success of completing these alternatives uncertain. Only the fifth and most expensive alternative will not require such approvals.

On February 19, 2010, the five alternatives were presented to the Natural Areas Management Advisory Committee (NAMAC) because some of these alternatives could potentially impact management strategies for the Loxahatchee Slough Natural Area. NAMAC voted unanimously to recommend the first three alternatives for consideration by the BCC. Staff concurs with that recommendation. <u>District 1</u> (SF)

Background and Policy Issues: In developing these alternatives, staff looked at basically four alternative methods to get equestrians across the C-18 Canal from East Caloosa to the Pântano Trail. They include: 1) working with FDOT to widen the C-18 Canal bridge at SR 710 concurrent with FDOT's proposed road improvement project ["SR 710 Bridge widening" alternative]; 2) modifying the existing bridge across the canal at SR 710 by adding barriers; 3) building a new bridge in the Caloosa area; and 4) using the existing Ocean to Lake Trail bridge within the Loxahatchee Slough Natural Area and fencing the southern border of the C-18 Canal right of way within the natural area and placing restrictive access gates just east of the bridge. A fifth alternative, involving additional fencing being required along the C-18 Canal right of way, was developed as a variation of the fourth method described above to account for potential obstacles from the South Florida Water Management District (SFWMD) relative to placement of restrictive access gates on SFWMD's right of way. ERM staff has enumerated the pros and cons of each alternative and compiled the costs for each alternative investigated. Staff then analyzed the results and prioritized the alternatives based on the feasibility of each option and cost to the County. This analysis fulfills the BCC's directive to ERM staff to bring alternatives back to the BCC within 6-8 weeks of the January 26, 2010 workshop.

C-18 CANAL CROSSING ALTERNATIVES FOR EQUESTRIANS WITHIN SOUTH CALOOSA

Alternative	County Cost	Cost to South Caloosa	Pros	Cons
#1 No County Initiated Construction — Work with Florida Department Of Transportation (FDOT) to Include Trail Crossing Improvements to the Bee Line Highway and Wait for FDOT to Build the Equestrian Crossing to Connect South Caloosa to the Pântano Trail (see Attached Map and Photos 1 & 2).	\$0 Assumes all costs borne by FDOT Improvement Project	\$0 Assumes all costs borne by FDOT Improvement Project	This alternative is the least costly alternative to both the County and the residents of South Caloosa.	This alternative does not immediately address concerns of equestrians in South Caloosa. The study of improvements to the Bee Line Highway adjoining the C-18 Canal West Leg is expected to be completed in 2012. Construction of any improvements is currently unfunded, therefore actual construction could occur several years later, possibly within the next 5-7 years.
#2 Work with FDOT to Create Barricades and Equestrian/Pedestrian Crossing Signage within the Bee Line Highway Right-of-Way (see Photos 3 & 4).	\$2,750-\$12,500 For signage, minikiosks, mounting blocks and installed barriers. Price range varies for type of barrier employed.	\$0	This alternative would provide "quick" results. Costs would likely be low enough to be assumed by the County. County would pursue concrete barriers (more expensive option) as the preferred barrier. Flexible Delineation Posts (FDPs) along edge of road is the least expensive option.	Would have to work within FDOT guidelines and requirements. The time lines for decisions from FDOT could be lengthy. This alternative would only provide sufficient space for single file passage of equestrians. Based on the existing width of the road shoulder on the bridge, this alternative may be unable to provide a solid barrier between traffic and equestrians. Possibly, only FDPs could be installed to keep motorists off shoulder of the road, which would be the area used by equestrians.
#3 Construct an Equestrian Bridge and Install a New Restrictive Access Gate on SFWMD Right-of-Way within Caloosa Boundary Using Funds from a Municipal Service Taxing Unit (MSTU) (see Photos 5 & 6)	\$0	\$250,000 For Bridge, Gate, Permits, and Potential Title Work	Would provide potentially quicker results than Alternative #1. Would provide a separate bridge away from the Bee Line Highway right-of-way and sufficient space for two equestrians to cross at the same time. This alternative would also avoid the area of the C-18 Canal berm posted as a construction zone for up to the next 5 years. However, truck traffic for that construction may still be using the south bank of the C-18 Canal for access to the Loxahatchee Slough Natural Area.	Approval for the proposed work would have to be obtained from South Florida Water Management District (SFWMD) and would have to meet their right of way guidelines and requirements. SFWMD may not approve the placement of an internal restrictive access gate along the canal right of way because it will reduce efficiency by increasing their staff time to open and close gates. Title work may need to be done to verify owner of canal right-of-way (possible underlying landowner). Truck traffic from construction in the Loxahatchee Slough may conflict with equestrians for up to the next 5 years. Estimated cost of the bridge and gate may be too high for one-time assessment to Caloosa property owners and would likely result in creation of a MSTU to spread the cost over several years.
#4 Open Existing Ocean to Lake Trail (OTL) Bridge for Equestrian/Bicycle Use, Install 2.9 Miles of Chain Link Fence to Protect the Central Portion of the Loxahatchee Slough Natural Area from Unauthorized Access and Install New Restrictive Access Gate Just East of the Existing Bridge (see Photos 7-9)	\$487,370 For Surveying, Permitting, Construction Oversight and cost of fence installation.	\$0	This alternative may appear to provide the quickest solution to concerns of the equestrians of South Caloosa, but on-going restoration construction in the Loxahatchee Slough will keep the southern canal berm as a construction zone for up to the next 5 years and therefore, delay access to the bridge. This option would provide sufficient space for two equestrians to cross the canal at the same time on a shared equestrian/pedestrian/maintenance vehicle access bridge that is separated from the Bee Line Highway right of way by a great distance.	The existing bridge is located approximately 1.8 miles east of the existing central trail in the Northwest portion of the Loxahatchee Slough. This would require a South Caloosa equestrian to ride approximately 5.5 miles to reach the equestrian riding trails in the Loxahatchee Slough and would add an additional 3.6 miles to both the outbound and return trips. The same "Con" items for the SFWMD mentioned in #3 would apply, except for the potential Title work. The County has no money set aside for trail amenities, fences or gates on the south side of the C-18 Canal. Pântano Trail amenities are on the north side. Area will be a posted construction area for up to the next 5 years.
#5 Open Existing OTL Bridge for Equestrian/Bicycle Use, Install 8.4 Miles of Chain Link Fence Along the Northern and Eastern Boundaries of the Central Portion of the Loxahatchee Slough Natural Area to Protect that Area from Unauthorized Access (see photos 7 & 8)	\$1,374,795 For Surveying, Permitting, Construction Oversight and cost of fence installation	\$0	This alternative may appear to provide the quickest solution to concerns of the equestrians of South Caloosa, but on-going restoration construction in the Loxahatchee Slough will keep the southern canal berm as a construction zone for up to the next 5 years and therefore, delay access to the bridge. This option would provide sufficient space for two equestrians to cross the canal at the same time on a shared equestrian/pedestrian/maintenance vehicle access bridge that is separated from the Bee Line Highway right of way by a great distance.	The existing bridge is located approximately 1.8 miles east of the existing central trail in the Northwest portion of the Loxahatchee Slough. This would require a South Caloosa equestrian to ride approximately 5.5 miles to reach the equestrian riding trails in the Loxahatchee Slough and would add an additional 3.6 miles to both the outbound and return trips. This is the most expensive alternative for the County which has no money set aside for trail amenities, fences or gates on the south side of the C-18 Canal. Pântano Trail amenities are on the north side. Area will be a posted construction area for up to the next 5 years.



C18 CANAL CROSSING ALTERNATIVES FOR EQUESTRANS WITHIN SOUTH CALOOSA

No County Initiated Construction – Work with Florida Department Of Transportation (FDOT) to Include Trail Crossing Improvements to the Bee Line Highway and Wait for FDOT to Build the Equestrian Crossing to Connect South Caloosa to the Pântano Trail

Work with FDOT to Create Barricades and Equestrian/Pedestrian Crossing Signage within the Bee Line Highway Right-of-Way

Construct an Equestrian Bridge and Install a New Restrictive Access Gate on SFWMD Right-of-Way within Caloosa Boundary Using Funds from a Municipal Service Taxing Unit (MSTU)

Open Existing Ocean to Lake Trail (OTL) Bridge for Equestrian/Bicycle Use, Install 2.9 Miles of Chain Link Fence to Protect the Central Portion of the Loxahatchee Slough Natural Area from Unauthorized Access and Install New Restrictive Access Gate Just East of the Existing Bridge

Open Existing OTL Bridge for Equestrian/Bicycle Use, Install 8.4 Miles of Chain Link Fence Along the Northern and Eastern Boundaries of the Central Portion of the Loxahatchee Slough Natural Area to Protect that Area from Unauthorized Access



C-18 CANAL CROSSING ALTERNATIVES FOR EQUESTRIANS WITHIN SOUTH CALOOSA -PHOTOPAGE



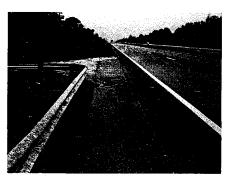
1) SR 710 Right of Way for Alternative #1



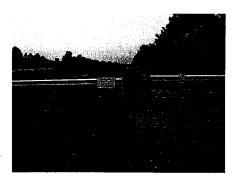
2) SR 710 Right of Way for Alternative #1



3) Looking North at SR 710 Bridge Crossing Alternative #2



4) Looking South at SR 710 Bridge Crossing Alternative #2



5) C-18 Canal R-O-W in Caloosa Alternative #3



6) Potential Caloosa Crossing Alternative #3



7) C-18 Canal R-O-W along Natural Area Boundary Fencing Needed --Alternatives 4 & 5



8) C-18 Canal R-O-W along Natural Area Boundary Fencing Needed --Alternatives 4 & 5



9) Location of New C-18 Canal R-O-W Restriction Gate near Existing Bridge - - Alternative #4



GIS calculation from Asriol photo of Bridge on 5R710