



**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

<b>Fiscal Years</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Capital Expenditures</b>	_____	_____	_____	_____	_____
<b>Operating Costs</b>	_____	_____	_____	_____	_____
<b>External Revenues</b>	_____	_____	_____	_____	_____
<b>Program Income (County)</b>	_____	_____	_____	_____	_____
<b>In-Kind Match (County)</b>	_____	_____	_____	_____	_____
<b>NET FISCAL IMPACT</b>	_____	_____	_____	_____	_____
<b># ADDITIONAL FTE POSITIONS (Cumulative)</b>	_____	_____	_____	_____	_____

Is Item Included in Current Budget? Yes \_\_\_\_\_ No X  
 Budget Account No.: Fund \_\_\_\_\_ Agency \_\_\_\_\_ Org. \_\_\_\_\_ Object \_\_\_\_\_

Reporting Category \_\_\_\_\_

**B. Recommended Sources of Funds/Summary of Fiscal Impact:**

There is no fiscal impact associated with this item until such time as the BCC provides additional direction.

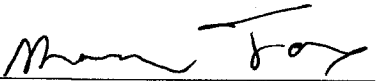
**C. Department Fiscal Review:** JP

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and /or Contract Administrator Comments:**

  
 \_\_\_\_\_ OFMB *SW 3/18/10*  
  
 \_\_\_\_\_ Contract Administrator *3/18/10*

**B. Legal Sufficiency:** *3/18/10*

  
 \_\_\_\_\_ Assistant County Attorney *3-16-10*

**C. Other Department Review:**

\_\_\_\_\_  
 Department Director

**(Summary continued from Page 1)**

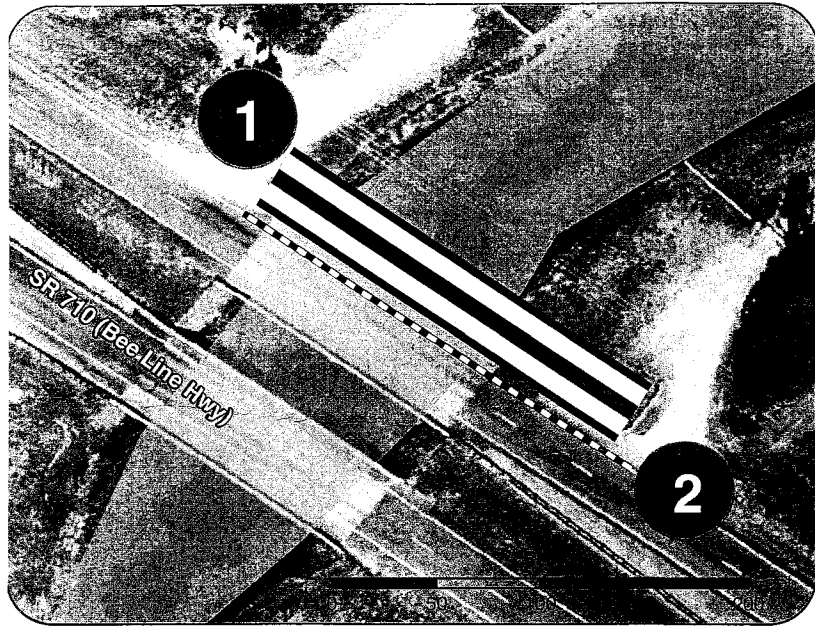
Under the fifth alternative, the County will install fencing adjacent to those portions of the Loxahatchee Slough Natural Area bordering the southern and western edges of the west and south legs of the C-18 Canal. The first four alternatives will require approval from a non-County governmental entity, 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. District 1 (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).	<b>\$0</b> Assumes all costs borne by FDOT Improvement Project	<b>\$0</b> 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).	<b>\$2,750-\$12,500</b> For signage, mini-kiosks, mounting blocks and installed barriers. Price range varies for type of barrier employed.	<b>\$0</b>	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)	<b>\$0</b>	<b>\$250,000</b> 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)	<b>\$487,370</b> For Surveying, Permitting, Construction Oversight and cost of fence installation.	<b>\$0</b>	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)	<b>\$1,374,795</b> For Surveying, Permitting, Construction Oversight and cost of fence installation	<b>\$0</b>	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 EQUESTRIANS WITHIN SOUTH CALOOSA**

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



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 Aerial photo of Bridge on SR 710

