



1015 Cultural Park Blvd.  
Cape Coral, FL

## **AGENDA**

### **Transportation Advisory Commission**

**November 14, 2018**

**9:00 AM**

**Conference Room  
220A**

**1. Meeting called to order**

A. Chair Cosden

**2. ROLL CALL**

A. Carioscia, Cosden, Coviello, Gunter, Stokes, and Alternate Williams

**3. APPROVAL OF MINUTES**

A. August 22, 2018 meeting minutes

**4. PUBLIC INPUT**

**5. BUSINESS**

A. Kismet/Littleton Realignment Update- Vincent Miller, P.E. Project Manager Lee County D.O.T.

B. Neighborhood Entry Signs Update- Mark Ridenour, Facilities Manager

**6. OLD BUSINESS**

A. Median Landscape Issues - Stakeholders Group; Coronado Parkway Medians; Cape Coral Parkway East and West Medians Update; Hancock Bridge Parkway Median Landscaping Update; Replacement of 600 Trees Lost in Hurricane Irma; S.E. 47th Terrace Landscape Median Update- Public Works Staff

B. Cape Coral Parkway Tree Lights Update- Mark Ridenour, Facilities Manager

**7. MEMBERS COMMENTS**

**8. Time and Place of Next Meeting**

A. Wednesday, December 19, 2018, 9:00 a.m. Council Chambers

**9. Motion to Adjourn**

In accordance with the Americans with Disabilities Act and Florida Statutes 2.86.26, persons needing a special accommodation to participate in this proceeding should contact the Human Resources Department whose office is located at Cape Coral City Hall, 1015 Cultural Park Boulevard, Cape Coral, Florida; telephone 1-239-574-0530 for assistance, if hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8700 (v) for assistance.

If a person decides to appeal any decision made by the Board/Commission/Committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based.

<b>Item Number:</b>	<b>3.A.</b>
<b>Meeting Date:</b>	<b>11/14/2018</b>
<b>Item Type:</b>	<b>APPROVAL OF MINUTES</b>

**AGENDA REQUEST  
FORM**  
CITY OF CAPE CORAL



**TITLE:**

August 22, 2018 meeting minutes

**SUMMARY:**

**ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

**Description**

▣ August 22, 2018 meeting minutes

**Type**

Backup Material

**MINUTES FROM THE REGULAR MEETING OF THE  
CAPE CORAL TRANSPORTATION ADVISORY COMMISSION (CTAC)**

**Wednesday, August 22, 2018**

**Conference Room 220A**

**9:00 a.m.**

Meeting called to order by Chair Cosden at 9:02 a.m.

ROLL CALL: Carioscia, Cosden, Coviello, Gunter, Stokes, and Alternate Williams were present.

Also Present: John Szerlag, City Manager, left the meeting at 9:09 a.m.  
Paul Clinghan, PW Director  
Persides Zambrano, PW Planning and Permitting Manager  
William Corbett, PW Traffic Engineer  
Stephanie Smith, PW Design and Construction Manager  
Eileen Webster, Lee County DOT Fiscal Manager  
Randy Cerchie, Lee County DOT Director  
John Castle, PW Transportation Senior Project Manager

**APPROVAL OF MINUTES**

**April 18, 2018 meeting minutes**

The minutes of the CTAC meeting of April 18, 2018 were presented for approval.

***Commission Member Coviello moved, seconded by Commission Member Gunter, to approve the minutes from the April 18, 2018 meeting as presented. Voice Poll: All "ayes." Motion carried.***

Chair Cosden gave the floor to the City Manager who presented updated information on the algae situation.

City Manager Szerlag stated he had a discussion recently with County Manager Desjarlais and provided an update on the joint effort in resolving the algae bloom issue.

City Manager Szerlag left the meeting at 9:09 a.m.

**Public Input**

Phil Boller stated he would like to speak after the County presents their information on the tolls. ***There was no objection.***

Pete Brandt asked when the next meeting date was for the MPO and where was it held.



PW Planning and Permitting Manager Zambrano stated it will be on September 21<sup>st</sup> and would pass on this request to the MPO Director to send Mr. Brandt information.

Mr. Brandt asked about the stop sign at Surfside and Beach.

Traffic Engineer Corbett explained why that sign was put there due to the amount of accidents.

## BUSINESS

### **Excess Toll Interlocal Agreement Persides Zambrano, PW Planning and Permitting Manager**

Manager Zambrano discussed the Excess Toll Interlocal Agreement. She reviewed the following slides:

- Excess Toll Interlocal Agreement, City of Cape Coral and Lee County
- History: 1980's – MPO long range plans identified a new east-west roadway through the middle of Cape Coral, somewhere in-between Cape Coral Parkway and Pine island Road – responsibility for construction and maintenance – City; mid-1990's – County agreed to take on responsibility for east-west roadway construction and maintenance (now known as Veterans Memorial Parkway), as part of development of Midpoint Bridge project.
- Interlocal Agreement Original Intent – To pursue the construction and operation of the **Midpoint Bridge** and the construction of **major east-west connector** within the City. Over time, the agreement has been amended at the City's request to add additional improvements beneficial to the movement of traffic in the City.
- "Excess Toll" Definition – **Excess Funds = Gross Revenues Minus:** Operating, Maintenance, Debt Service, Capital Replacement, and "Project" costs
- The "Project" – **Limits are defined as "Midpoint Bridge"** from DeLeon Street in the City of Fort Myers to Del Prado; **"East—West Corridor (Veterans Memorial Parkway)"** from Del Prado to the Lee/Charlotte County Line; **"Colonial Boulevard"** from De Leon to Solomon in the City of Fort Myers
- The "Project" Map
- The "Project" (cont.) - All 23 miles of roadway are under Lee County's maintenance responsibility. 20 miles (87%) are located within the City's boundaries.
- The "Project" 1998-2017 – includes **high cost improvements** 1998-2017; Veterans Parkway extension: \$1,244,016; Toll plazas reconstruction: \$18,536,418; Burnt Store Road widening: \$22,522,868; total of \$42,303,302
- The "Project" 1998-2017 (cont.) – After operating, maintenance, debt service, capital replacement, and "project" costs, there are **no excess tolls available for the City nor the County.**

- Major Improvements Covered with Toll Funding to Date – toll funding has been instrumental in making a reality: Midpoint Bridge, Veterans Parkway extended all the way to SR-78; widening of Burnt Store Road in a timely manner.
- Major Improvements Covered with Toll Funding to Date (cont.) – The Midpoint Bridge, Veterans Parkway Extension and the widening of Burnt Store Road are improvements that were consistently championed by previous City Councils (Resolutions 53-04 and 29-05).
- Future Outlook – the current agreement is in force until **2020**. Per the estimated costs of the widening of the **Burnt Store Road to the County line (\$75 million)** and future “Project” costs, there will be no excess tolls available before the expiration of the current agreement.
- Questions?

Commission Member Coviello asked when the agreement expires.

Manager Zambrano stated the agreement expires on December 31, 2020.

Commission Member Coviello asked when the negotiations start on a new agreement.

Public Works Director Clinghan stated discussions will be starting soon.

Commission Member Coviello asked who makes the decision on how the money is used for projects.

Manager Zambrano stated the Lee County DOT Fiscal Manager will be explaining that in her presentation.

Commission Member Coviello stated when they decided to do the Burnt Store Road project, who made that decision?

Manager Zambrano stated previous City Councils voted on resolutions. Our Council encouraged Lee County to do the four laning on Burnt Store Road. Initially, Lee County only wanted to do the four laning of the roadway within the existing right-of-way. It was Mayor Kempe who pushed the County to buy all the pre-platted land on the east side.

Commission Member Coviello asked when will actual cash come to the City so that we can decide what we want to do with the surplus money as opposed to the County deciding on the projects they want to do?

Manager Zambrano stated with the expiration of the agreement in 2020, there is an opportunity to renegotiate the agreement.

Commission Member Carioscia stated in the future when we go to negotiations we need to look at how other cities within Lee County are addressing County roads within the

confines of those cities. Do they actually pay for any improvements or maintenance? He questioned how this agreement was approved back in Mayor Kempe's days.

Director Clinghan explained the 40% and how Lee County would not have upgraded it to the standard that the Council at that time wanted it for hurricane evacuation. Forty percent went to a bigger Burnt Store Road project.

Manager Zambrano stated by using the toll revenue, it brought the Burnt Store Road project up the priority list.

Commission Member Carioscia stated he understood the agreement of the contracts in the past, but going forward we will have to take a harder look at what we owe, and what we have to fix and maintain.

Commission Member Coviello questioned the 60%.

Lee County DOT Fiscal Manager Webster stated 100% was going to these roads; Lee County is not taking their 60% and building other roads in the County. All the surplus is going to Burnt Store, 100%.

Lee County DOT Director Cerchie stated the City's 40% holds the County's 60% on these corridor projects.

Director Clinghan reminded the CTAC how improvements will be needed for widening and upgrading the Cape Coral Parkway Bridge and the Midpoint Bridge. That is where the toll money in the future will go. The question is: Will there be a surplus someday where we can get a check?

Commission Member Coviello questioned if the future irrigation pipeline can go along the bridges as opposed to going under the river. This would substantially cut the cost.

Director Cerchie stated in 2028 we plan to replace the Cape West Bound Span. If you can wait until then, it can be attached to the bridge.

Director Clinghan stated the pipeline would be attached along the Midpoint Bridge, not the Cape Coral Bridge.

Commission Member Coviello asked if that was a solution using a 34-inch pipe.

Director Clinghan stated he would check with Utilities Director Jeff Pearson. He questioned if the study looked at that. He explained that connecting the pipeline along the bridge is not always easy due to structural reasons.

Phil Boller stated the agreement that ends in 2020 is the agreement in the event that tolls are taken off the bridge. He referred to the last sentence in a particular paragraph and he had that available if anyone wanted to see it.

Manager Zambrano stated there is a sentence that says that as long as tolls are collected, the agreement is in place. There is another sentence that says the agreement expires in 2020.

Mr. Boller stated his concern has always been that the tolls are paid by the Cape citizens. We also pay gasoline tax. Getting the 40% is the net surplus tolls. He asked the County if the maintenance of this project would be taken from the excess tolls. There is nothing in the agreement that says maintenance. There is supposed to be an R&R fund set up for Renewal and Replacement.

Manager Webster read the definition from the agreement: "for purposes of this agreement, net surplus toll revenue shall mean gross revenues of the bridges, less operating expenses of the bridges, the bridges' debt service, the renewal and replacement costs of the bridges, any payment made by the County to reimburse the City for debt service, any debt service payments made by...." She stated operating and expenses of the bridges as well as the renewal and replacement costs of the bridges is considered the definition of the maintenance.

Manager Zambrano stated resurfacing of Veterans is not used by this money. Director Cerchie confirmed that statement.

Mr. Boller questioned if the Cape Coral Bridge was ever part of this agreement.

Manager Webster responded in the affirmative. The definition of bridges includes Cape and Midpoint Bridges.

Mr. Boller insisted that it did not say that.

Manager Zambrano confirmed that it is in the definition.

Commission Member Gunter questioned when will the Cape Coral Bridge be paid off?

Manager Webster stated in 2021. She noted that she would go over that in her presentation with the estimates on how the surplus will rise once the debt is paid off.

Commission Member Gunter stated we would need to discuss the surplus after the bridge is paid off. We also need to look at this agreement on how it benefits the City for the future. If you distribute that 60/40 or 50/50 or whatever ratio, we should get that money and enter into a partnership with the County but with the City in control of the projects.

Director Clinghan stated the agreement in place was not written as clearly as it could be. In 2021 when the debt service is paid on the Cape Coral Bridge, that would be the time to possibly redo one of the lanes. He discussed how widening the Cape Coral Parkway Bridge would help our citizens get through the traffic, especially if Council agrees to extend the project to upgrade the other side of Fort Myers.

Commission Member Stokes stated when we get closer to this agreement being put together, he would like for the Council to be kept in close contact. The next agreement needs to be clearer.

Manager Zambrano gave praise to the people who worked on this agreement because they were just dreaming of an east-west corridor which is what it is referred to in the agreement. She addressed Mr. Boller's question and referred to page 6 of the agreement which includes the Cape Coral Bridge and Midpoint Bridge; the definition mentions bridges (plural) which refers to both bridges.

### **2017 Surplus Revenue Report – Eileen Webster, Lee County Dot Fiscal Manager**

Manager Webster provided a brief background by reviewing the following slides:

- Excess Bridge Tolls – Cape Coral/Midpoint Bridges, Presentation of 20 Years of Historical Data Net Excess Toll Revenues (the spreadsheet goes back to 1998 which is how far back the City Auditor went when she reviewed our records to see what dollars were spent)
- Gross Revenue as of 9/30/17 - \$30.5 million, Operating Expense were about \$7 million, net revenue of \$23 million.
- Annual Debt Service was about \$9.8 million (continuing to pay off the Midpoint and Cape Coral Bridges)
- Other Debt and Expenses includes the renewal and replacement fund (mentioned by Mr. Boller, which is spelled out in the interlocal agreement, that is a bond covenant that our bond holders require to put cash aside in case of any emergencies on the bridges)
- Junior Lien Debt are bank loans or anything subordinate to a senior pledge
- Excess Revenue for the year was \$12 million
- This document is meant to show you that in 2017 you can see the specific projects that we spent the excess tolls on to a total of \$7.1 million, primarily doing the north segment of Burnt Store Road construction.
- She pointed out that this is just the tolls that are in these projects. We also have gas taxes, Lee County Local Option Gas Taxes that pay for Burnt Store Road. We also have a Transportation Regional Incentive Program (TRIP) grant from FDOT that is not included. This shows what was spent with toll money.

Manager Zambrano stated by this partnership we applied to the TRIP grant through the MPO process, and we almost doubled our money since for every dollar we spend we get a dollar from FDOT.

Manager Webster stated we got \$5.5 million for the north segment and \$2.5 million for this current central segment. We are getting \$1.8 million which is allocated; it will have to be approved by a legislature for the south segment. That is a 50% match to our dollars. She stated the last point on this page \$44.7 million represents the cash we have taken in minus the expenses.

She continued with her presentation:

- Excess Bridge Tolls – Cape Coral/Midpoint Bridges, Cape Coral and Midpoint Bridge Project Budgets from FY 2017/18 to FY 2021/22 in Adopted Capital Improvement Program (unaudited) – The point of this page is to give you a snapshot of our revenues, as well what projects are coming up in our budget.
- This is the adopted budget that our Board of County Commissioners adopted for 2017-2018. We are in the 2018-2019 preparation right now. Next year this will be changed because the budgets are always evolving.
- \$44 million is carried over in excess toll revenue
- Our estimate on what we think our future annual excess will be seems extremely low is a budgeted number; next year the numbers will increase greatly, based on what we think our future surplus will be.
- We have a budget carry forward which is primarily Burnt Store Road.
- This document shows you a flow through of how the money is going to be expended. This is our 5-Year CIP (Capital Improvement Plan).
- Projects: Burnt Store Road, Midpoint and Leeway painting.
- She only charges the Cape and Midpoint Bridges 80%, and Sanibel is charged 20%. Those funds are kept separately.
- The Interoperability Project helps us stay interoperable with our partners on the East Coast.
- Toll System Replacement 80%, this project is going to be pushed out to the year 4 and 5. Since we built Midpoint, we have never done anything inside the lanes in terms of a major overhaul. 20-25 years later we're going to upgrade the lanes, the controllers, all software. That project is going to be pushed out into the 5<sup>th</sup> year.
- Cape Coral West Bound Span – 2028 is our target date for replacement; we have funding to start preliminary design and then design as we try to plan ahead. The design of that bridge is going to be in the transition lanes of the plaza which will be quite an undertaking. We are starting early on that.
- Two projects – the total for the Cape Coral Bridge is going to be about \$73 million
- Burnt Store Road widening from Van Buren to the Charlotte County line – not programmed in our CIP, intent is to show you that if we carry forward this \$55 million after all of our projects in the years 6 through 10, we have \$148 million to \$150 million worth of projects that are still yet to be budgeted.
- This is just a snapshot of the things that are in our opinion part of the agreement that will still be considered part of the project.
- Doing a study at the Summerlin and Colonial intersection with County funds, not using toll funds, do not have a dollar amount, looking at what the options would be,

that would be another candidate project that would be part of this interlocal agreement.

Chair Cosden questioned the balance carry over.

Director Clinghan stated at the end of 2022 we will have \$55 million cash; but we have to do something with the Cape Bridge. That project alone is \$73 million; so we only have to borrow \$17 million to do that project. They are putting this in the bank to do these big projects since we will have a shortfall of \$92 million that they will have to borrow later on.

Mr. Boller stated one bond issue goes away of \$9 million in 2021, but it is not shown in these numbers.

Manager Webster stated it was only a five-year snapshot. If you look at our estimates of future annual excess, we project what your revenues are going to be. We have a major debt paid off in 2021 and that is why you see it jump to \$17 million on the spreadsheet. She mentioned it was in the last column under long range projects, she did not estimate what the next ten years of revenue will be. That \$92 million will be less than what it is now. She stated five years is what most municipalities do.

Mr. Boller asked if the money was being invested and drawing interest?

Manager Webster stated it was invested in our pooled cash account.

Mr. Boller asked if it was shown in the report.

Manager Webster stated we have not pulled it out of the pooled cash account.

Chair Cosden stated she would like the agency to stay solvent; but she had no problem with this report. She asked what percent of the total budget was for Leeway.

Mr. Boller questioned how much was in our budgeted amount?

Manager Webster stated it was under other debt and expenses.

Director Cerchie stated these questions were answered last year for you.

Mr. Boller insisted the questions were not answered on the R&R. How much is in there? This is for the Renewal and Replacement for the bridges.

Chair Cosden asked that he send that question in writing since some of these questions cannot be answered right now.

Discussion held regarding the negative \$92 million representing the projects that have not been budgeted yet.

Commission Member Carioscia stated if you are only going to give us a budget or estimate for future years to 2021, then we should only have in parentheses which is the negative up until that point. If you want to take it out further, what year does the \$92 million represent?

Manager Webster stated it was to let the CTAC know that there are projects out there outside of the five years.

Commission Member Carioscia stated if you are going to show a \$92 million shortfall guestimate, you should also then bring in all to the year that we are talking about. What year are we talking about?

Manager Webster stated right now the only project that we know of a year would be the Cape West Bound Span. She did not know the year of the Burnt Store Road widening up to the Charlotte County line. It could be ten years.

Director Clinghan questioned if this was a 10-year, 20-year, or 30-year long range plan.

Commission Member Carioscia stated if we're going to do a ten-year plan, then let's deal with hard numbers. If we're going to have a \$92 million deficit to look at because of projects, show us where the amount of money would also project on the positive side.

Manager Webster agreed.

Director Cerchie stated a few years ago the City of Cape Coral's Attorneys asked us to use this format. The reports come right from our tolls to the County Clerk, then Eileen fills the format that you have requested yearly with this information. If you would like a different format and different columns, let us know.

Director Clinghan confirmed that the Cape Coral Bridge is projected to be in 2028. When will the planning and designing start?

Manager Webster stated a preliminary design will be started in 2019/2020.

Director Clinghan stated the long range plan of the Cape Coral Bridge is more immediate and the Burnt Store Road / Buren is further out. This will be updated to show that.

Manager Webster stated the FDOT is starting their PD&E of that corridor next year.

Manager Zambrano confirmed that in 2020.

Manager Webster stated we will have a lot better numbers and concepts after that PD&E.

Director Clinghan stated it is not uncommon for projects of this magnitude to be ten years.



Commission Member Gunter questioned why the issue we have on Cape Coral Parkway was not addressed.

Manager Zambrano stated it was not in the agreement.

Manager Webster stated that is why Director Clinghan was saying that when we widen the Cape Coral Bridge that may be an opportunity to consider.

Commission Member Gunter stated it should be included in the next agreement because that road is definitely in need of being addressed.

Director Clinghan stated Council can agree to extend the project to that side. That would be the project for the Cape Coral Bridge widening and all that money would go towards that.

Commission Member Stokes agreed that Cape Coral Parkway should be included. He agreed that positive and negative numbers should be included so that we can see the full picture. He requested a report to include questions and answers discussed today so that we have it for reference.

Chair Cosden stated most of those questions have already been answered in the past.

Commission Member Stokes stated it would be good to have them all in one place.

Mr. Boller stated the debt payment for all the bonds associated with the funds is \$15.6 million. By 2027, zero; they're all paid off.

Commission Member Coviello stated Cape Coral has invested a lot of money on Cape Coral Parkway and Del Prado Boulevard to Coronado. We're also in the process of having Lamar of redoing that piece around the river. The median when you go over the bridge is the County's responsibility. Can we request that the County take a look at that median for some renovations to complete the rest of the work that the City has done?

Director Clinghan stated we have been in conversations with Lee County and the City Manager as far as what we can and cannot do there. We are trying to work something out to make that stretch better: \$44 million after 20 years is a big one. Gross revenue over that same span was \$543 million. That is 8% that is being held back over the years to set up for these bigger projects that you can cash fund. If you get 40% doing an interlocal, it is a decision that should be clearer in the next agreement. Coming in learning from a 30-year agreement, a lot has been done in Cape Coral with this agreement.

Commission Member Williams stated the bottom line is that the County is not taking any of this money and putting it in their budget.

Commission Member Carioscia stated we should not be spending one dollar on a County or State road.

Commission Member Williams stated we do not pay anything on County roads in Cape Coral other than the Burnt Store corridor which is attached to the Midpoint Bridge. The County is not spending this money to benefit the unincorporated part of Lee County.

Manager Webster cited a few examples where there are stand-alone agreements where cities pay.

Commission Member Carioscia stated we should be vigilant of looking at maintenance and expansion of County roads. We need to make sure that we do not spend any City money in the future.

Director Cerchie stated to keep in mind that when the Midpoint Bridge was contemplated, the County and the City were working together and came to an agreement on bonding. The City and County were going to put up a great amount of money to bond the bridge. The agreement for the toll share was contemplated and crafted at that time. As the project got nearer to construction, the City said no to the bond. The two bridges were built and paid for by the County and maintained by the County. As we look to renew these agreements, those are two bridges that are owned and maintained by the County. It is not necessarily true that the majority of folks that go through the tolls (which is tracked) are Cape residents. He questioned if there should even be a toll share agreement at all.

Director Cerchie and Manager Webster left the meeting at 10:08 a.m.

### **Alley Paving Update – Stephanie Smith, PW Design and Construction Manager**

PW Design and Construction Manager Smith reviewed the following slides:

- City of Cape Coral Alley Resurfacing
- Existing Alley Conditions – There are over 75 miles of platted alleys within the City. Approximately 12 miles of these platted alleys are paved, mostly along Del Prado Boulevard and in the CRA. The majority of the unpaved alleys are located in undeveloped residential areas of the City (i.e. NW Cape Coral)
- In April 2015 CTAC directed the following:
- Resurface the existing alleys in the CRA and Del Prado areas that are paved from cross-street to cross-street
- Staff estimated a preliminary cost of approximately \$1.2 million.
- Council approved a budget of \$500,000 per year for FY 2016, 2017, and 2018.
- CTAC did not authorize resurfacing of alleys needing demolition and reconstruction to complete unimproved gaps because many of the paved alleys were improved as part of the adjacent commercial development.
- Alley Paving Program Update
- The City resurfaced 3.33 miles of alley as part of the 2016-2017 Alley Resurfacing Program at a cost of +/- \$650,000.

- Remaining funds from the FY 2016-2017 Alley Resurfacing Program is +/- \$850,000.
- Approximately .71 miles of alley remaining to be resurfaced that meet the initial criteria of completely paved from cross-street to cross-street. Estimated cost is \$100,000. Original estimate of .62, cost remains same.
- Alley Paving Program Update (continued)
- Initially, approximately 2.1 miles of alleys along Del Prado and in the CRA could not be resurfaced because of .51 miles of unimproved gaps between paved sections.
- During staff field observations, two alleys were found to be omitted from the GIS data base. Both included unimproved gaps between paved sections. Staff must determine if the alleys are vacated or still City owned.
- The two alleys are approximately 1.4 miles long with .69 miles of gaps.
- Therefore, there is approximately 3.5 miles in total with 1.2 miles of gaps.
- Alley Paving Program Update (continued) Initial/Added/Total/Resurface Miles/Gaps/Total
- Alley Paving Program Update – The estimated cost includes plan design and survey on the entire 3.5 miles. It also includes reconstruction on a portion of the 2.3 miles to facilitate drainage and surface water management storage on the 1.2 miles to meet permitting criteria.
- Alley Paving Program Update - Estimated costs – Resurface miles/gaps/total
- Alley Paving: Completed and future
- Funding
- Available from FY 2016-2018: \$1,350,000
- Proposed budget for FY 2019: \$520,000
- Proposed budget for FY 2020: \$520,000
- Estimated costs to complete .71 miles of alleys currently meeting alley paving criteria and 3.5 miles of alleys with 1.2 miles of gaps: \$2,650,000.
- Options for Work Program FY 2019-2021
- FY 2019: Pave the remaining .71 miles, prepare plans and obtain permit for the 3.5 miles of remaining alleys.
- FY 2020: Depending on estimated costs, build all or a portion of the remaining 3.5 miles of alleys.
- Options for funding the construction of the remaining 3.5 miles
- City fund the paving and drainage work required to construct the 1.2 miles of unimproved portions of the alleys.
- Create a Special Assessment Program for all the properties adjacent to the 1.2 miles of unimproved portions of the alleys.
- Alley paving: Example of unimproved section – Del Prado Properties Adjacent to Unimproved Alley Sections
- Questions?

Manager Smith asked for direction from the CTAC. Staff proposed and recommended that we go ahead and pave the remaining .71 miles and obtain a permit for the remaining

3.5 miles. At that point we will have a better idea of what the actual costs are and can come back to CTAC with that estimate and a suggestion on how to proceed. Currently to fund that work there are two options. 1) We can take the General Fund money and the Transportation Funds and go ahead with the \$2.65 million; over time use the funds that we already have to go ahead and pave everything. or 2) We could create a Special Assessment to do the 1.2 miles. Special Assessment goes back to a discussion three years ago. The businesses that are along those sections of alleys that are paved were required to pave that as part of their development of their site. We talked this past April about looking at a Special Assessment. She displayed one of the worst sections on Del Prado south of 36<sup>th</sup> which is a fairly long alley with significant gaps. A rough estimate was \$330 per foot of frontage. 80 feet would be approximately \$35,000.

Commission Member Carioscia asked where are the impact fees?

Director Clinghan stated it goes for capacity issues; right now it is going for the bond for Del Prado and Santa Barbara.

Discussion held regarding it going for capacity improvement; money goes city wide, not district specific.

Commission Member Carioscia asked for history on the bond; what is the balance and when is the approximate time that it will be paid off.

Manager Smith recalled it may not be paid off until 2027/2028 for the widening of Del Prado and Santa Barbara.

Discussion held regarding what does the gas tax pay for and that gas tax was predictable; a loan is obtained based on that revenue; there is no loan on impact fee revenues.

Commission Member Carioscia asked how much are we getting from that tax?

Manager Zambrano stated we get about \$8 million.

Director Clinghan stated the annual debt service is about \$7 million per year until 2030. Then it drops to a million until 2036. Any impact fees are put towards debt first. If there is additional impact fee money, we can use it for capacity-type projects. Keep in mind that the six-cent gas tax can be used for almost anything. The five-cent gas tax can be used for capital, repaving, but no maintenance. The impact is the most restrictive.

Manager Smith stated we pledge the gas tax because it is required by the bond, but we actually pay it with the impact fees. They have been working on revising our CIP to fund our paving and alleys with our Transportation Fund.

Commission Member Carioscia stated he would not support a Special Assessment, maybe cut back on paving or find the money elsewhere.

Director Clinghan stated there is \$24 million for transportation funding in 2019 which is a mix of impact fees and six-cent gas tax. Paving will be done by the Transportation Fund. There is almost \$10 million to maintain the streets, not out of the General Fund. He went over amounts for projects planned and how it gets eaten up very quickly.

Commission Member Carioscia asked about grants.

Manager Zambrano stated we tried for this particular project a few years ago, and this is difficult to get a grant since alleys are viewed differently.

Commission Member Coviello stated the dollars are going to be there in the next few years but questioned why is alley paving so expensive?

Manager Smith explained it is a difference between resurfacing and building a road essentially; there are over two miles to rebuild and more expensive.

Director Clinghan explained how we have to build it up, add the drainage, and extend the storm drain system, the part over the gaps are much more expensive.

Commission Member Coviello stated if we start to do the contract now and get a price, it will be less than if we wait two years.

Director Clinghan stated it will take a year to get an engineer to design this. What we were asking: pave what we can and get an engineer on board to design it, get a better estimate, and if you're going to do some kind of assessment, you need to bill.

Commission Member Williams left the meeting at 10:30 a.m.

Commission Member Gunter agreed we should move forward, bid the whole project, and get it done. He questioned the stormwater.

Manager Smith explained the difference between drainage and stormwater. She stated in this instance we will have to go to the South Florida Water Management District and discuss with them what kind of treatment they are going to require. She hoped they would agree that this is not adding capacity, we are just paving a dirt road. If water quality treatment is requested, maybe we can just put in a smart box which is easier to maintain and cheaper.

Director Clinghan stated the problem over the years is that it has been piece mealed. With this final stretch, we want to design it, master plan it, and come back with better numbers so that CTAC can make the decision as to whether or not to have a Special Assessment. Assessment by the footage from the frontage is about 40 parcels. Those that are on Del Prado that did not provide the initial pavement would get pulled in. There

is also the discussion about the other side of the alley. Do we pull them into the assessment?

Commission Member Coviello asked when was the last time someone paid an assessment?

Manager Smith stated as they develop those lots that person is paying to pave their portion of the alley.

Discussion held regarding that there has never been an assessment except for the CRA.

Manager Smith explained the following timeline from 1995 to 2000:

- Prior to 2000 if a business came in along those alleys they were not required to pave; they may have, but they were not required
- After 2000, we changed our Engineering Design Standards and part of it said that if you develop on one of those parcels adjacent to an alley, you have to pave the alley

Commission Member Coviello questioned at \$330 per foot and a cost of \$105,000 how can we ask business to pay that. However, even if it is next to a parcel, it is still benefiting them.

Director Clinghan stated those that have gaps cost more per foot, and we would assess them for that which would be the highest number. We discussed the project as a whole; then it would average out, take that average per foot and bring the cost down. The people would pay an assessment for the gap. You could even take that whole section and assess everyone because everyone benefits. The other choice is for the City to just pave it.

Commission Member Gunter asked if they needed a motion or just a consensus.

Director Clinghan stated if CTAC was okay, we could do another \$450,000 and do the ones that we can, get the design going, and then we'll come back with a better estimate and have more details on the options for the assessments. How much it will be per parcel? Per footage? Pull the other side of the right of way?

Commission Member Gunter stated based on the numbers given today we're almost there; he stated the City should just pay for it. As far as the legal ramifications for the people who have already paid, that is something that Legal has to work out.

***Director Clinghan stated he would get with Legal about that. They were not looking for any commitment on the assessment, just an approval in a sense to continue and finish what we can pave, do the design, and then come back with all the options related to assessments.***

***Consensus Agreed.***

**Median Landscape Stakeholders Group (includes Adopt-a-Median)**  
**William Corbett, PW Traffic Engineer**

PW Traffic Engineer Corbett displayed the following slides:

- City of Cape Coral Median Landscape Design
- In This Presentation
- Median Landscaping Design, Template Development
- Challenges
- Current Priority list
- Future Priorities
- Adopt-a-Median Program
- Template Development
- Staff is working closely with the Median Landscape Design Stakeholders Group to identify the characteristics across the City which should be considered in the development of median landscaping design, including: Roadway Category, Landscape Theme, Landscape “intensity”
- Median Landscaping Roadway Categories
- Median Landscaping Design Themes
- Median Landscaping Intensity Levels
- Challenges
- For all median landscaping projects, the City of Cape Coral is required to meet the criteria of the Florida Green Book and the City Engineering Design Standards pertaining to intersection sight distance and roadside clear zone.
- Challenges
- Challenges – Staff has revised the City of Cape Coral Engineering Design Standards to minimize the dimensions of the sight triangles in order to maximize the landscape area.
- Challenges (continued)
- Challenges, Table 3-15 Minimum Width of Clear Zone
- The average median width along the major roadways is 20’. The maximum roadside clear zone which can be maintained is 10’, which does not meet the minimum 18’ for uncurbed roadways per the Florida Green Book. This scenario only allows planting of ground cover or shrubs. For trees to be installed a median width of 36’ is required.
- A curbed median significantly reduces the roadside clear zone requirement.
- Current Priority List
- Prior to landscaping a median, the following improvements should be made to address safety and congestion concerns:
  - Access Management up to \$180,000 per mile (varies based on existing median openings)
  - Median Curbing: \$380,000 per mile (includes full median curbing, both directions and fill)
  - Irrigation (only where service available): \$90,000 per mile

- Up to \$650,000 per mile for construction before median landscaping can be completed. Design and permitting costs estimated at approximately 10-15% of construction costs.
- Net cost: up to \$750,000 per mile
- Once safety and congestion are addressed, median landscaping installation currently costs approximately \$200,000 per mile (high intensity). Design and permitting costs estimated at approximately 10-15% of construction costs.
- Current Priority List
- As a result, future median projects were prioritized based on:
  - Daily traffic volumes
  - Future access management/curbing projects
  - Existing median curbing
  - Availability of irrigation
  - Percentage of improved lots local to the median
- These projects were established and endorsed by the City Transportation Advisory Commission.
- Figure 3 – Major Roads Median Curbing Status (Irrigation Available)
- Median Landscape Priority List
- Future Priorities Adopt-a-Median
- Staff has received concerns from residents regarding the stipulations attached to the “Adopt-a-Median” program
- Currently, it is required for the individual who improves the median to perform routine maintenance in perpetuity.
- Future Priorities Adopt-a-Median
- Maintenance: Once any landscape materials are installed in a median, the materials are the property of the City. Except when the City determines that it is in its best interest to maintain portions of landscaping in medians permitted in accordance with this subsection, the permittee shall be responsible for maintaining any and all landscaping permitted by this subsection in accordance with 5.2.15.

Discussion held regarding the space criteria on curbing versus non-curbing; it is a minimum requirement from the Florida Green Book.

Discussion held regarding particular projects on El Dorado; clearance was different.

Commission Member Gunter asked if this template was close to being complete.

Engineer Corbett stated there is a meeting next week to discuss with the Stakeholders Group and hope to get the template final.

Commission Member Gunter asked staff to forward information to him on where to find the information on the requirements in the Green Book.

Discussion held regarding the Stakeholders Group.



Discussion held regarding the Access Management Priority List established several years ago. (Manager Smith will provide this.)

Commission Member Carioscia commented on #5 and #8 Viscaya Parkway on the priority list. He noted those were industrial areas and preferred to have residential higher up on the list.

Manager Smith stated that would not be a problem to change the list, noting that #8 is residential.

Chair Cosden left the meeting at 11:13 a.m.

Manager Smith stated this list was probably established in 2011 with traffic being the number one criteria.

Commission Member Carioscia recalled why aren't we going into the neighborhoods first and enhance the main arteries going into our residential areas.

Manager Smith stated the Stakeholders Group may actually reorder this list.

Chair Cosden returned to the meeting at 11:15 a.m.

Commission Member Stokes agreed about #5, but #8 (Del Prado to SE 24<sup>th</sup>) is residential which is an entrance to the City. He suggested curbing it to cut down on people parking on the medians.

Director Clinghan stated out of the \$312,000 put aside out of the General Fund gives you \$200,000 per mile. He questioned if you want to do more in landscaping or curbing?

Commission Member Carioscia stated do it right the first time: curbing, irrigation, and landscaping and then move on.

Discussion held regarding how much was in the budget for turn lane improvements, curbing projects, and access management.

Commission Member Gunter stated the criteria for Adopt-A-Median may be different from when the priority list was established and may need to be reconsidered. He suggested taking a look at the curbing budget and prioritize certain projects in related areas.

Commission Member Stokes asked if there were business owners interested in having an entrance such as Savona and Cornwallis and if we could ask them to provide funding.

Discussion held regarding looking at the traffic counts in the UEP North 2 area and reconsider the priority list after the templates are completed.

Discussion held regarding the entrance to the City by Del Prado.

Commission Member Gunter stated it should be on the top of the list to work on the median to the entrance to the City on Cape Coral Parkway. He suggested a three-year list for the alley paving.

Discussion held regarding the funding available.

Discussion held regarding a request for bid going out for replacement trees.

PW Transportation Project Manager Castle stated they were working with the Stakeholders Group as far as their recommendations.

Commission Member Carioscia asked when Cape Coral Parkway would be done as far as the lighting. Director Clinghan stated they were getting the RFP back soon.

Engineer Corbett summarized his presentation:

- Future Priorities Adopt-a-Median
- If endorsed by the CTAC and approved by City Council, Public Works will take over the routine maintenance of medians improved by others.
- The cost associated with the additional maintenance is approximately \$10,000-\$25,000 per mile dependent upon the theme intensity of the improvement. Based on the current maintenance practices, this includes replacement of trees lost due to accident, disease, or natural disaster.
- Future Priorities Adopt-a-Median
- Staff recommends the Median Landscape Design Stakeholders Group works to review the remaining language of the full ordinance and provides feedback to staff on the current criteria and suggested changes.
- Staff will review the feedback and bring forth recommendations to the CTAC.

### **OLD BUSINESS**

None.

### **MEMBER COMMENTS**

None.

### **Time and Place of Next Meeting**

The next regular meeting was scheduled for Wednesday, September 19, 2018, at 9:00 a.m. in Conference Room 220A.

**Motion to Adjourn**

There being no further business, the meeting was adjourned at 11:35 a.m.

Submitted by,

Barbara Kerr  
Recording Secretary

Subject to approval

<b>Item Number:</b>	<b>5.A.</b>
<b>Meeting Date:</b>	<b>11/14/2018</b>
<b>Item Type:</b>	<b>BUSINESS</b>

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Kismet/Littleton Realignment Update- Vincent Miller, P.E. Project Manager Lee County D.O.T.

**SUMMARY:**

**ADDITIONAL INFORMATION:**

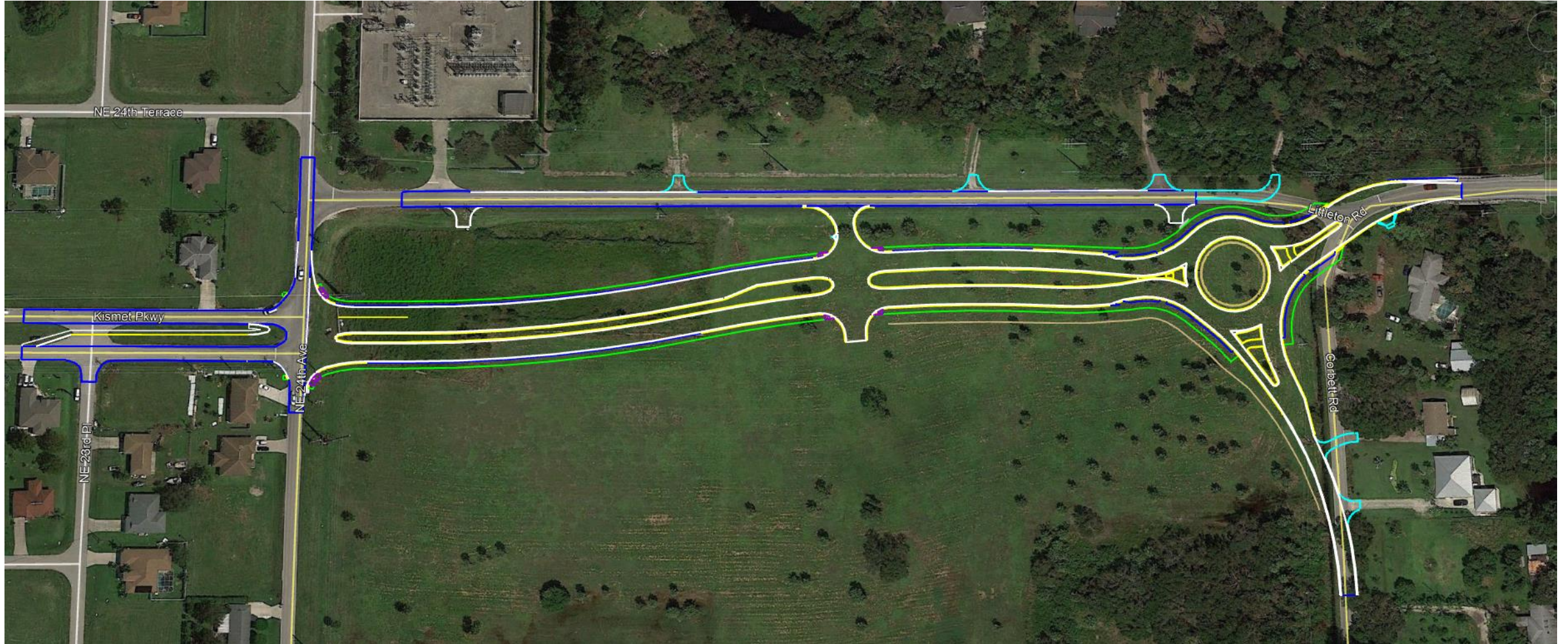
**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
▣ Kismet/Littleton Realignment	Backup Material



# KISMET PKWY- LITTLETON RD REALIGNMENT

## 60% UPDATE



# KISMET PKWY- LITTLETON RD REALIGNMENT

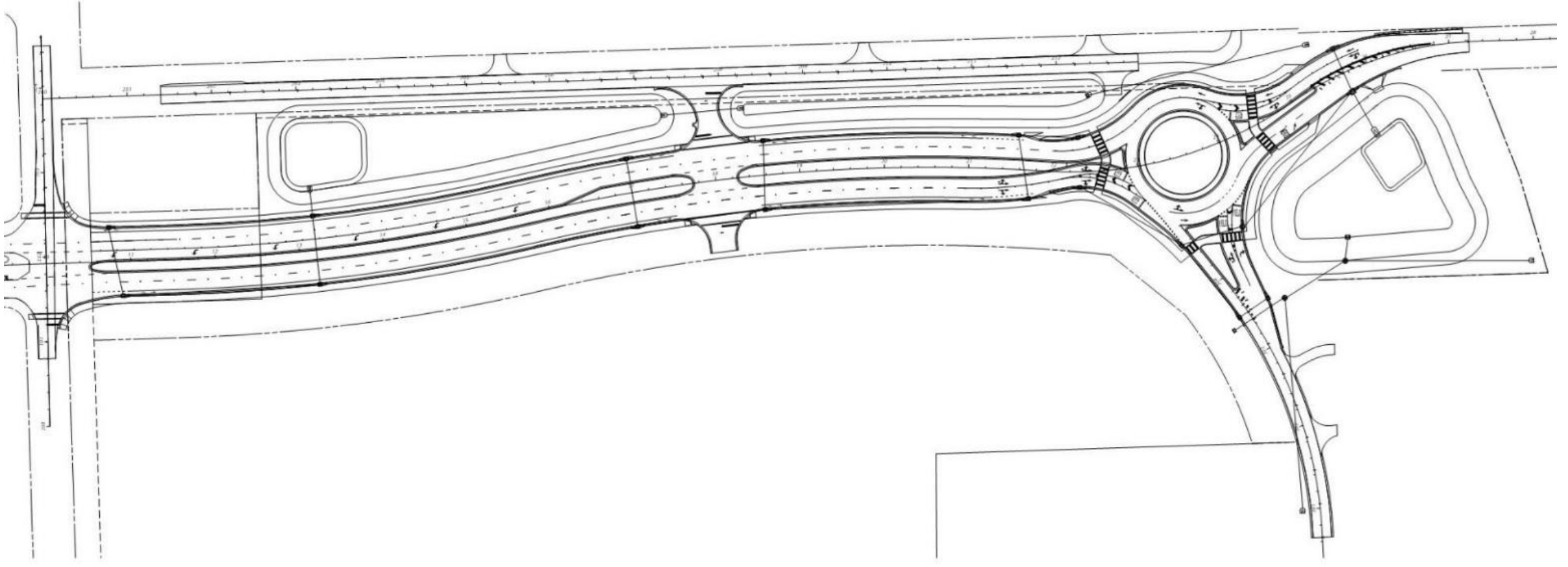
## 60% UPDATE

- PLAN STATUS 60% PLANS REVIEWED AND COMMENTED BY STAFF
- US ARMY CORP OF ENGINEER'S PERMIT APPLICATION SUBMITTED
- SOUTH FLORIDA WATER MANAGEMENT DISTRICT PERMIT APPLICATION SCHEDULED TO BE SUBMITTED 11/16/2018
- LAND ACQUISITION IN PROGRESS
- BID PACKAGE SCHEDULED TO BE COMPLETED AND SUBMITTED FOR BID AT THE END OF 2<sup>ND</sup> QUARTER 2019 (CALENDAR)
- ANTICIPATED CONSTRUCTION COMMENCEMENT END OF 2019.



# KISMET PKWY- LITTLETON RD REALIGNMENT

## 60% Design



<b>Item Number:</b>	<b>5.B.</b>
<b>Meeting Date:</b>	<b>11/14/2018</b>
<b>Item Type:</b>	<b>BUSINESS</b>

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Neighborhood Entry Signs Update- Mark Ridenour, Facilities Manager

**SUMMARY:**

**ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
▣ Presentation	Backup Material



# City of Cape Coral

## Neighborhood Association

### Signage in Medians

# Hancock Bridge Pkwy. and SE 12<sup>th</sup> Ave

Median Sign with no lights working for the sign or flag pole as of 10-19-18. Damaged conduit and boxes need repaired.



City provided electric meter and service to power the lights.





# Del Prado Blvd. & Four Mile Cove Pkwy.

Both signs have lights. Not City Maintained. No lights working as of 10-19-18.





## Del Prado Blvd. & Everest Pkwy.

City maintained electric service to provide power for lighting only. Equipment defective and needs replaced. Estimated cost \$2,000.00





# Del Prado Blvd. & Cornwallis Pkwy.

Sign is back lit with internal lighting. Flag pole also illuminated. Currently working ok.



## Del Prado Blvd. & Palaco Grande Pkwy.

Sign is internally lit and working well. Flag pole and trees in median also illuminated. Electric service needs repairs, transformers need replaced.





# Del Prado Blvd. & Savona Pkwy.

Sign has internal lighting and is working well. Flag pole also illuminated with two lights and working ok.



# Del Prado Blvd. & Beach Pkwy.

Sign illuminated well with ground mounted light fixtures. Electric service in need of replacement. Flag pole lighting not working as of 10-19-22





## Del Prado Blvd. & Orchid Blvd.

Temporary solar lights in place as electric service providing power to lights is defective, no longer working and needs replaced.



Cost for new electric service is \$2,000.00 plus monthly meter fee of \$17.00 per month, plus power usage.



## Orchid Blvd. & SE 46<sup>th</sup> Street

Temporary solar lights in place as electric service providing power to lights is defective, no longer working and needs replaced.



Cost for new electric service is \$2,000.00 plus monthly meter fee of \$17.00 per month, plus power usage.

**Item Number: 6.A.**  
**Meeting Date: 11/14/2018**  
**Item Type: OLD BUSINESS**

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Median Landscape Issues - Stakeholders Group; Coronado Parkway Medians; Cape Coral Parkway East and West Medians Update; Hancock Bridge Parkway Median Landscaping Update; Replacement of 600 Trees Lost in Hurricane Irma; S.E. 47th Terrace Landscape Median Update- Public Works Staff

**SUMMARY:**

**ADDITIONAL INFORMATION:**

**ATTACHMENTS:**

Description	Type
☐ Median Landscape Projects	Backup Material

# Median Landscape Projects

Progress and Status

# Median Landscape Design Stakeholders Group

- Completed to date:
  - Review of tree replacements on Cape Coral Parkway.
  - Review of modifications to Coronado Parkway medians.
  - Review of new landscaping on Hancock Bridge Parkway.
  - Review of new landscaping on S.E. 47<sup>th</sup> Terrace.
  - Development of median landscape design templates (Xeriscape, Tropical, Shade, Mixed).



# Median Landscape Design Stakeholders Group

- Upcoming Tasks for the group:
  - Review of the adopt-a-median program and the ordinance pertaining to planting in medians including recognition signage and maintenance obligations.
  - Review of City median maintenance practices.
- Upcoming Tasks for Public Works:
  - Work with a consultant to prepare standard exhibits for landscape, irrigation and maintenance of median landscaping.
  - Develop cost estimates for each of the median templates.
  - Provide recommendations to the City Transportation Advisory Commission (CTAC) and City Council for the final approval of the changes to the ordinances and adoption of the standards.

# Coronado Parkway Medians

- This project includes the installation of additional palms along the Coronado Parkway medians on the following roadways:
  - Driftwood Parkway
  - Lucerne Parkway
  - Coronado Parkway
- The project limits include the first median just north of the Coronado Parkway to the last median before Cape Coral Parkway.
- Adjustments to sight distance criteria allows the addition of trees.
- Installation beginning January 2019.
- Installation completion March 2019.



# Coronado Parkway Medians Tree and Palm Examples





# Coronado Parkway Medians

## Tree and Palm Schedule

Item Description	Size	Spread	Caliber	Quantity	Unit
Carpentaria Palm ( <i>Carpenteria acuminata</i> ) Triple Trunk	10'-12' OA	14' max	11" max	12	EA
Florida Thatch Palm ( <i>Thrinax radiata</i> ) Single Trunk	10'-12' OA	14' max	11" max	7	EA
Florida Thatch Palm ( <i>Thrinax radiata</i> ) Double Trunk	10'-12' OA	14' max	11" max	23	EA
Latania Palm-Blue ( <i>Latania loddigesii</i> ) Single Trunk	5'-8' OA	14' max	11" max	1	EA
Montgomery Palm ( <i>Veitchia montgomeryana</i> ) Triple Trunk	10'-12' OA	14' max	11" max	8	EA
Sabal Palm ( <i>Sabal palmetto</i> ) Single Trunk	12'-14' OA	N/A	11" max	6	EA
Sabal Palm ( <i>Sabal palmetto</i> ) Single Trunk	16'-18' OA	N/A	11" max	22	EA
Spindle Palm ( <i>Hyophorbe verschaffeltii</i> ) Single Trunk	8' CT	N/A	11" max	1	EA
Crape Myrtle ( <i>Lagerstroemia indica</i> )	25 gal	14' max	N/A	4	EA
		Total Trees		84	EA

# Cape Coral Parkway East of Del Prado Median Landscaping

- Staff met with Lee County Department of Transportation to discuss opportunities to enhance the landscaping in the median on Cape Coral Parkway E. which contains the fountain.
- County staff was receptive to allowing the City to enhance this median.
- The County is currently working on a project to replace trees from Hurricane Irma within this median.
- There are multiple options being explored for enhancement.
- Any work completed within this median will require an interlocal agreement between the City and Lee County for installation and maintenance.





CAPE CORAL PARKWAY – ROADSIDE AT BRIDGE





CAPE CORAL PARKWAY – ROADSIDE OWNERSHIP AT BRIDGE





EASTBOUND CAPE CORAL PARKWAY





WESTBOUND CAPE CORAL PARKWAY





CAPE CORAL PARKWAY E. MEDIAN





CAPE CORAL PARKWAY E. MEDIAN (EAST END)





CAPE CORAL PARKWAY E. MEDIAN (CENTER)





CAPE CORAL PARKWAY E. MEDIAN (WEST END)



# Cape Coral Parkway west of Del Prado Palm Additions

- LCEC recently removed two abandoned electric service poles. A Royal Palm and Sylvester Palm will be installed nearby to fill the void in the landscaping and maintain the aesthetic balance of the existing median landscaping.
- The installation is anticipated to be complete by the end of November 2018.



# Hancock Bridge Parkway Medians

- This project includes the installation of landscaping and irrigation.
  - Project design completed by Johnson Engineering.
  - Survey collecting data related to existing median elevations and cross slopes.
  - Final construction specifications base on existing elevations/cross slopes.
  - Project submitted to Procurement for the bid process in December 2018.
- The project limits extend between Del Prado Blvd. and Santa Barbara Blvd.

# Replacement of trees lost in Hurricane Irma

- Approximately 600 trees lost on medians in the City.
- Include those maintained by contract services and City staff.
- Anticipated cost to replace \$500,000.
- Funding source: General fund for new median landscaping, current balance +/- \$900,000.



# Del Prado ROW and Medians

- Two phases to the project to replace trees and palms lost following Hurricane Irma.
  - Phase 1: replace trees and palms located along parallel right of way areas outside sight distance triangles.
    - Phase 1 currently in Procurement undergoing the bid process.
  - Phase 2 replace trees and palms located within the medians
    - Phase 2 currently in design and engineering review for compliance with intersection sight distance triangle requirements.
- The project limits extend between Pine Island Road and Kismet Parkway.

# Del Prado ROW and Medians

- Phase 1 Installation beginning March/April 2019
  - There is an active underground utility project currently under construction scheduled for completion in February 2019.
- Phase 1 Installation completion Summer 2019
  - Completion during summer allows seasonal rains to assist in the establishment of the planted trees and palms.
- Phase 2 Design completion Spring 2019, installation beginning Summer/Fall 2019.
- Phase 2 Completion Winter/Spring 2020



# Del Prado ROW and Medians

## Typical Phase Replacement Locations





# Del Prado ROW and Medians Tree and Palm Examples





# Del Prado ROW and Medians

## Phase 1

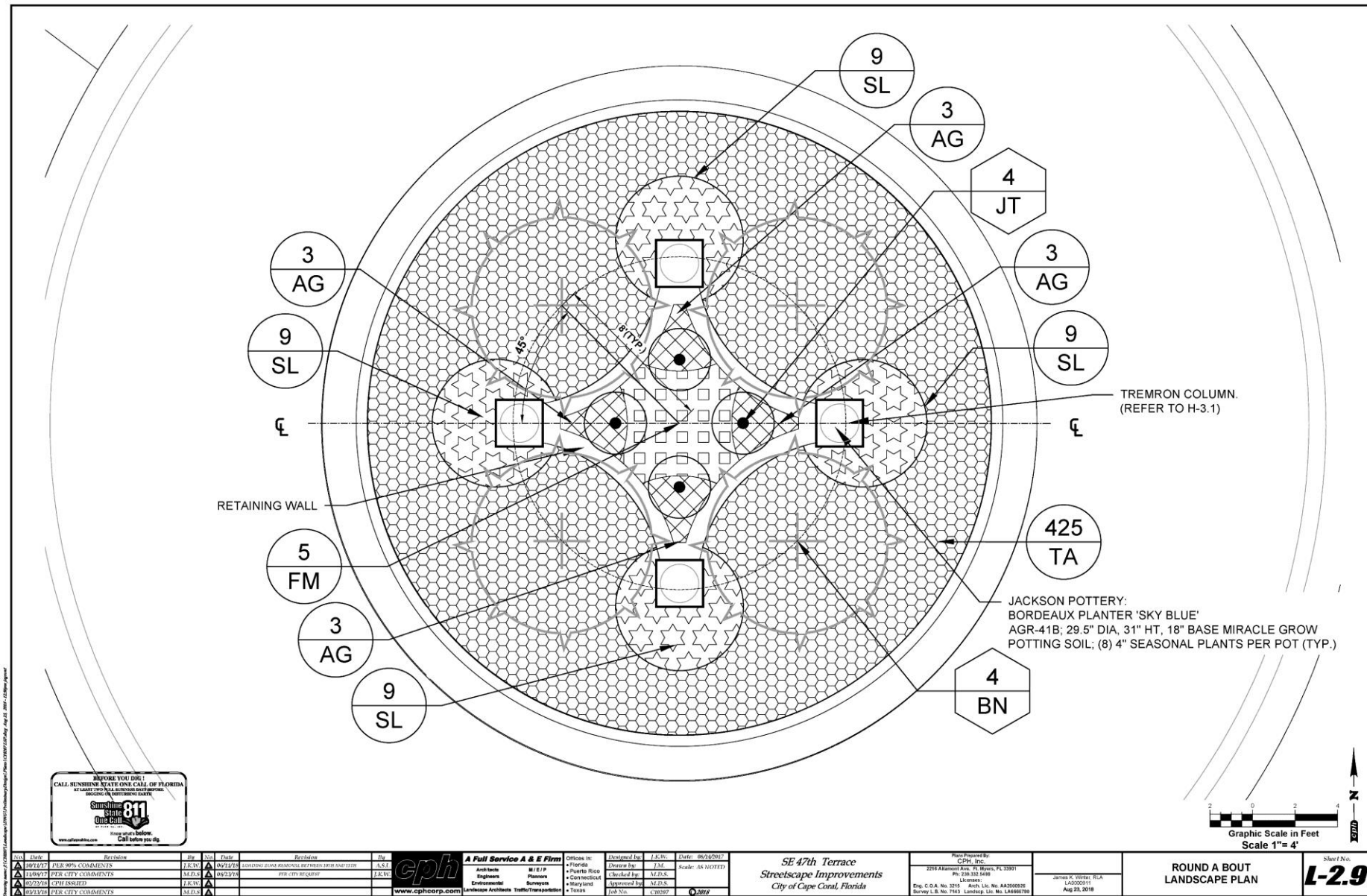
COMMON NAME	SCIENTIFIC NAME	CALIBER	HEIGHT	SPREAD	Quantity	Units
Cathedral Live Oak	<i>Quercus virginiana 'Cathedral'</i>	4" min.	14'-16' OA	6'-8'	17	EA
Palm-Buccaneer	<i>Psuedophoenix sargentii</i>	Not less than 10" & not to Exceed 18"	5' OA	5'-10'	18	EA
Slash Pine	<i>Pinus Elliottii</i>		20'-22' OA	15'-20'	48	EA
Palm-Sabal	<i>Sabal palmetto</i>	Not less than 10" & not to Exceed 18"	14'-16' OA	10'-15'	14	EA
Black Olive Tree	<i>Bucida buceras</i>	4" min.	14'-16' OA	10'-15'	7	EA
Swamp Apple	<i>Annona glabra</i>	4" min.	10'-12'		3	EA
Red Maple	<i>Acer rubrum L.</i>	4" min.	14'-16' OA	10'-15'	2	EA
Gumbo Limbo	<i>Bursera simaruba</i>	4" min.	10'-12'	10'-15'	11	EA
Palm-Royal	<i>Roystonea regia</i>	24" min.	6'-8' GW & 20'-22' OA	15'-20'	9	EA
				Total	129	

# Other City Medians

- Staff reviewing locations to determine sight distance requirements for both contractor and City maintained medians.
- Anticipate completion of location review in March 2019.
- Anticipate beginning installation in Fall 2019.

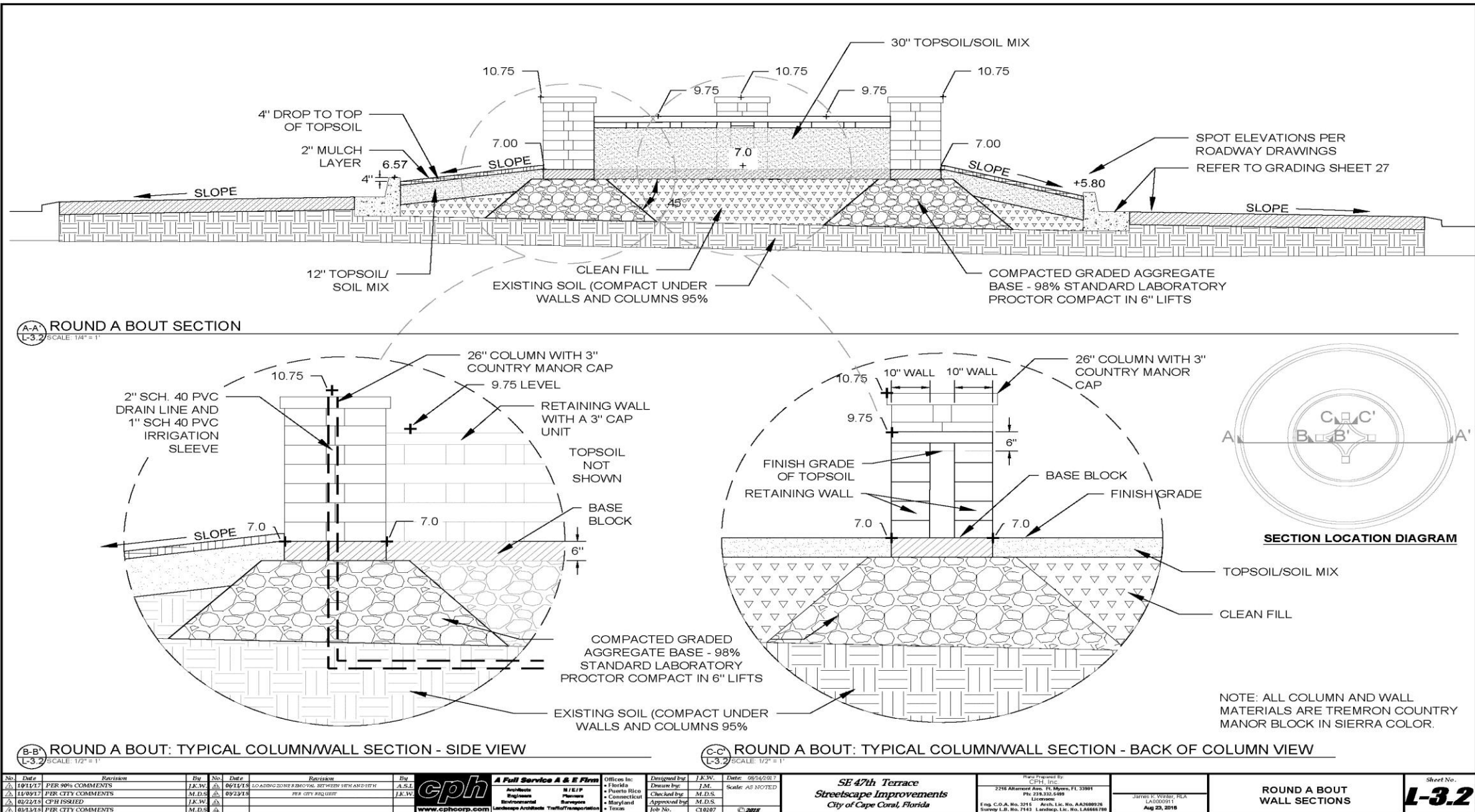


# SE 47<sup>th</sup> Terrace Roundabout Landscaping





# SE 47<sup>th</sup> Terrace Roundabout Landscaping





**Item Number: 6.B.**  
**Meeting Date: 11/14/2018**  
**Item Type: OLD BUSINESS**

**AGENDA REQUEST FORM**  
CITY OF CAPE CORAL



**TITLE:**

Cape Coral Parkway Tree Lights Update- Mark Ridenour, Facilities Manager

**SUMMARY:**

**ADDITIONAL INFORMATION:**