



INDIAN TRAIL
DISTRICT - DRAINAGE, PARKS & ROADS

**ROAD PAVING AND IMPROVEMENT PLAN
WATER CONTROL PLAN
INDIAN TRAIL IMPROVEMENT DISTRICT: Unit R-3
December 16, 2020**



Prepared by:
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1855 Indian Road, Suite 202
West Palm Beach, FL 33409

SJE Project #91084.025

ROAD PAVING AND IMPROVEMENT PLAN

(AKA Water Control Plan, FKA Plan of Improvement/Plan of Reclamation)

INDIAN TRAIL IMPROVEMENT DISTRICT: Unit R-3

INTRODUCTION

The Indian Trail Improvement District (ITID or District) is a special taxing district of the State of Florida originally created by Chapter 57-646, Laws of Florida. Chapter 2002-330 Laws of Florida, subsequently codified the special laws relating to ITID. The title to Chapter 2002-330 provides:

“An act relating to Indian Trail Improvement District, Palm Beach County; providing for codification of special laws relating to the Indian Trail Improvement District, a special tax district of the state; providing legislative intent; codifying, reenacting, and amending chapters 57-646, 67-692, 80-89, 82-352, 83-491, 88-501, 89-465, 90-446, 92-261, 97-326, 99-473, Laws of Florida; providing for minimum charter requirements; amending the boundaries of the district to include additional lands; providing for supervisor qualifications, terms of office, election procedures, and compensation; providing for a referendum; providing for provisions of other laws made applicable; providing for ratification of prior actions; repealing chapters 57-646, 67-692, 80-569, 82-352, 83-491, 88-501, 89-465, 90-446, 92-261, 97-326, 99-473, Laws of Florida, relating to the Indian Trail Improvement District; providing for liberal construction; providing for severability; providing an effective date.”

ITID operates according to the provisions of Chapter 2002-330, as amended and supplemented, and the applicable provisions of Chapter 298, Florida Statutes. The District is empowered to construct and maintain public facilities including water and sanitary sewer, drainage, roadways, and parks and recreation.

Section “298.225, F.S. sets forth the requirements to be included in a Water Control Plan (WCP). These requirements are:

“(3) Each water control plan for a district or unit must contain, if applicable:

- (a) Narrative descriptions of the statutory responsibilities and powers of the water control district.
- (b) A map delineating the legal boundary of the water control district and identifying any sub-districts or units within the district.
- (c) Narrative descriptions of land use within the district and all existing district facilities and their purpose and function, and a map depicting their locations.

- (d) Engineering drawings and narrative sufficient to describe each facility's capacity for the management and storage of surface waters and potable water supply, if applicable.
- (e) A description of any environmental or water quality program that the water control district has implemented or plans to implement.
- (f) A map and narrative description of any area outside the water control district's legal boundary for which the district provides services.
- (g) Detailed descriptions of facilities and services that the water control district plans to provide within 5 years.
- (h) A description of the administrative structure of the water control district."

The District is governed by a five member Board of Supervisors. The Board of Supervisors employs an Executive Director who has charge of the day to day operations of the District. The Board of Supervisors also employs a District Attorney who is legal advisor to the Board and handles all legal matters for the District. In addition, the Board of Supervisors employs a District Engineer who has control over the engineering works in the District. The District has four officers; a President; a Vice-President; a Secretary; and a Treasurer.

Geographically, the ITID is broken up into units of development within Palm Beach County. ITID had two road paving Water Control Plans and amendments thereto in the M-1 Basin. The R1 Plan goal was to generally have a paved road within 1 mile of all residential lots. The R2 Plan goal was to generally have a paved road within 1/2 mile of all residential lots. The R1 Plan was initiated in 1980 with amendments through 2000 for the District's name change. The R2 Plan was initiated in 1996 with amendments through 2000 for the District's name change. ITID also had two road paving Water Control Plans and amendments thereto in the M-2 Basin, the M-2A and M-2B. This Water Control Plan (Road Paving and Improvement Plan) addresses a roadway plan for District wide access to schools, parks, ITID facilities, emergency facilities, high use shell/dirt roads, and road improvements needed for safety. On 6/20/18 the Board adopted a resolution to approve and confirm creating, fixing the geographical boundaries, and designating the M-1 and M-2 areas as "Indian Trail Improvement District, Unit of Development R-3". This Road Paving and Improvement Plan includes all of the active Units of Development in the M-1 and M-2 Basins less Unit M-1S plus Las Flores and Dellwood.

Section I. Narrative descriptions of the statutory responsibilities and powers of the water control district.

Indian Trail Improvement District is an independent special district and public corporation of the State of Florida as established and codified in Chapter 2002-330. Included in Chapter 2002-330 are the following sections:

Section 3. Provisions of chapter 298, Florida Statutes, made applicable. The Indian Trail Improvement District shall be a public corporation of this state. The provisions of the general drainage and water control laws of Florida applicable to water control districts which are embodied in chapter 298, Florida Statutes, and all of the laws amendatory thereof, now existing or hereafter enacted, so far as not inconsistent with this act, are declared to be applicable to Indian Trail Improvement District. Indian Trail Improvement District shall have all of the powers and authority mentioned in or conferred by chapter 298, Florida Statutes, and acts amendatory thereof, except as otherwise provided in this act.

Section 4. Provisions of chapter 153, Florida Statutes, made applicable.— The provisions of the County Water System and Sanitary Sewer Financing Law which are embodied in chapter 153, Florida Statutes, and all the laws amendatory thereof, now existing or hereafter enacted, so far as not inconsistent with this act, are declared to be applicable to Indian Trail Improvement District. Indian Trail Improvement District shall have all of the powers and authority mentioned in or conferred by chapter 153, Florida Statutes, and acts amendatory thereof. Where referred to in chapter 153, Florida Statutes, “county” or “counties” shall mean this district; “county commission” or “commission” shall mean the board of supervisors of this district; “engineer” shall mean the engineer for this district; “county tax assessor” shall mean the county tax collector or the treasurer of the district, whoever is collecting the taxes of the district in the discretion of the board of supervisors; and all other words or terms in chapter 153, Florida Statutes, shall be construed so as to refer and be applicable to this district.

Section 5. Powers of the district.

(1) The district shall have the power to sue and be sued by its name in any court of law or in equity, to make contracts, to adopt and use a corporate seal and to alter the same at pleasure; to acquire by purchase, gift, or condemnation real and personal property, either or both, within or without the district, and to convey and dispose of such real and personal property, either or both, as may be necessary or convenient to carry out the purposes, or any of the purposes, of this act and chapters 298 and 153, Florida Statutes; to construct, operate, and maintain canals, ditches, drains, levees, and other works for drainage and water control purposes; to acquire, purchase, operate, and maintain pumps, plants, and pumping systems for drainage and water control purposes; to construct, operate, and maintain irrigation works, machinery, and plants; to construct, improve, pave, and maintain roadways and roads necessary and convenient for the exercise of the powers or duties or any of the powers or duties of the district or the supervisors; and, in furtherance of the purposes and intent of this act and chapter 298, Florida Statutes, to construct, improve, pave, and maintain roadways and roads necessary and convenient to provide access to and efficient development of areas made suitable and available for cultivation, settlement, and other beneficial use and development as a result of the drainage and reclamation operations of

the district; included as a component of roads in a water control plan parkways, bridges, landscaping, irrigation, bicycle and jogging paths, street lighting, traffic signals, road striping, and all other customary elements of a modern road system; however, as it relates to traffic signals, the district must obtain authorization from the appropriate state or local government prior to expending funds; to construct, operate, and maintain gas mains and facilities for the distribution of natural gas and to purchase natural gas for distribution in the district; to construct and maintain recreation areas and facilities, including the authority to provide for the construction, operation, and maintenance of such recreation areas and facilities; provide recreation and playground equipment; employ supervisory personnel; organize and sponsor community and athletic teams and events; provide liability insurance to cover such projects; lease recreation areas and facilities to nonprofit community corporations or groups; and provide any other programs and elements of recreation areas and facilities, including trails, the enumeration of the same not being exclusive; to borrow money and issue negotiable or other bonds of the district as provided in this act; to borrow money, from time to time, and issue negotiable or other notes of the district therefore, bearing interest at the rate as provided by law, in anticipation of the collection of taxes, levies, and assessments or revenues of the district, and to pledge or hypothecate such taxes, levies, assessments, and revenues to secure such bonds, notes, or obligations, and to sell, discount, negotiate, and dispose of the same; and to exercise all other powers necessary, convenient, or proper in connection with any of the powers or duties of the district stated in this act. The powers and duties of the district shall be exercised by its board of supervisors, which board shall have the authority to employ engineers, attorneys, agents, employees, and representatives as the board of supervisors from time to time determines, and to fix their compensation and duties.

Section II. A map delineating the legal boundary of the water control district and identifying any sub-districts or units within the district.

Exhibit "A" is a map of ITID's legislative boundaries and all active unit boundaries. Also attached hereto is Exhibit "B", the R-3 Unit Boundaries. The R-3 Unit includes Units 1, 2, 3, 4, 5, 6, 7, 9, 10, 12, 13, 14, 19A(Parcel 2), 19 Parcel 1, 19 Parcel 3, and Contractual Units Las Flores and Dellwood. This WCP excludes Unit M-1S (Bay Hill), Rustic Lakes, Units 11, 17, 18, and the other area of Unit 19.

Section III. Narrative descriptions of land use within the district and all existing district facilities and their purpose and function, and a map depicting their locations.

There are two major basins in ITID: the M-1 Basin and the M-2 Basin. In addition, ITID has two Active Units of Development in the Village of Royal Palm Beach, serves outside

areas by contract, and has an inactive Unit 11 that was purchased by Palm Beach County for environmental restoration purposes. Units 17 and 18 are in the Village of Royal Palm Beach with permitted water management facilities and limited ITID responsibilities but are not described in further detail herein as they are not included in the R-3 Unit. The M-1 Basin includes an ITID roadway network of paved and shellrock roads that serves approximately 28.4 square miles of land not including its Impoundment or the areas that drain through the M-1 Basin. The M-2 Basin is a separate area that includes an ITID roadway network of paved and shellrock roads with 11 small drainage basins each with swale drainage systems and flashboard riser water control structures and one large drainage basin of 2707 acres with the M-2 Impoundment, Pump Station #1, and two major outfall structures. The total area of the twelve M-2 Basins is approximately 4200 acres.

The M-1 Basin is low density single family residential zoned Agricultural Residential with lots from 1.25 acres and up and has a small commercial area of approximately 23 acres and about 10 acres of institutional uses. The M-2 Basin is entirely low density single family residential zoned Agricultural Residential with lots from 1.25 acres and up.

The M-1 Basin is comprised of numerous Activated Units of Development, Units 1, 2, 3, 4, 5, 7, 9, 10, 13, 14, 19, M-1S, and accepts the drainage outfall from Rustic Lakes (FKA Kramer). The M-2 Basin is comprised of Activated Units 6, 12, Dellwood, and Las Flores.

The M-1 Basin is further described as:

M-1 BASIN LOCATION:

The M-1 Basin is in north central Palm Beach County. It is north of the Village of Royal Palm Beach, west of the City of West Palm Beach's Grassy Waters Preserve (FKA the WPB Water Catchment Area); mostly south of the Northlake (Lake Park) Boulevard, and is four to five miles east of the L-8 Canal. The M-1 and M-2 Basins are often referred to as "The Acreage".

M-1 BASIN PHYSIOGRAPHIC FEATURES:

The M-1 Basin is relatively flat, as is most of South Florida. The natural ground slope is approximately one foot per mile. The highest natural ground is just above 22' NGVD in the north central area and gently slopes down to approximately 19' NGVD to the southeast. There are, of course, local high and low spots above and below this generalization. Other than the coastal ridge, this is the highest area in Palm Beach County.

M-1 BASIN ROADWAYS:

There are approximately 336 miles of roads in the M-1 Basin not including those maintained by PBC. Approximately 80 miles are paved, 13.6 miles are millings, and there are 243 miles of dirt/shellrock roads for a total of 336 miles of M-1 Basin Roadways. The roadway system is setup in a matrix fashion with most residents having a paved road within a 1/2 mile of their lot. See attached roadway map, Exhibit "C". PBC is responsible for traffic control such as stop sign locations and traffic signals throughout the District and ITID is responsible for road maintenance and traffic calming for all ITID roadways. ITID has installed rumble strips, roadway humps, medians, flashing warning lights on top of stop signs, and other signage to help protect the health, safety, and welfare of its residents. ITID also has an extensive system of asphalt pedestrian paths and some bridal paths.

Upon formation of the Units of Development all roads were shell/dirt. The first Unit developed Unit 1 funded paving some limited roadways in that Unit. In the early 1990's the first phase of paving roads to generally have all lots within 1 mile of a paved road began. These improvements are generally referred to as the R-1 Plan. In the mid 1990's the R-2 Plan was approved that generally resulted in all lots being within 1/2 mile of a paved road. The lots on the proposed paved roadways in the R-2 Plan were benefit assessed at a higher amount than those roads not on the paved roads. Paved roads were also added through several Municipal Special Taxing Units (MSTUs) and Interlocal Agreements.

ITID roadways are typically in 60' to 80' easements as indicated in unrecorded plats for the areas by Range, Township, and Section. Perimeter roadways are typically either 40' or 50' easements by the same unrecorded plats. Driveway access onto roadways are typically onto the east west roads but some driveways are existing onto north south roads. Various Plans of Reclamation/Water Management Plans/Water Control Plans have been developed that transformed a system of all shell/dirt roads into what exists today. In addition, some roadways were paved as a result of formation of MSTUs and Interlocal Agreements. The millings roads were developed as an alternate to shell/dirt roads in an attempt to reduce maintenance and increase the level of service to residents in higher traffic and complaint areas.

The roadways are rural sections with swale drainage, typically without the need for inlets and pipes, draining into the closest canal. There are very few curbs and gutters on ITID roadways. Except on perimeter roads the roads are typically flat or crowned in the center and drain to both sides of the road into the grassed swales. Residents are required to apply for and receive driveway permits for their driveways/culverts which cross ITID's swales. ITID has "drop culverts" where the roadway swales discharge the road runoff into the closest canal.

Traffic calming measures were also added in response to the general public's concern for safety and in response to accidents and speeding. Parks and schools have generally been a focus of concern and have been placed by ITID and the County in proximity to roadway service, however there are roadway needs relative to these land uses.

M-1 DRAINAGE BASINS:

As this Plan is specifically for roadway improvements, this section is not included but is published separately as Appendix "A" to Unit R-3. See Appendix "A" for Exhibits "D" & "E", which are not attached hereto.

The M-2 Basin is further described as:

M-2 BASIN LOCATION:

The M-2 Basin is in north central Palm Beach County. It is west of the Town of Loxahatchee Groves, about 0.6 miles north of Southern Boulevard, just west of the City of Westlake, and is 2 miles east of the L-8 Canal. The M-1 and M-2 Basins are often referred to as "The Acreage".

M-2 BASIN PHYSIOGRAPHIC FEATURES:

The M-2 Basin is relatively flat, as is most of South Florida. The natural ground slope is approximately one foot per mile. The highest natural ground is just above 20' NGVD in the northeast area and gently slopes down to approximately 18' NGVD to the south. There are, of course, local high and low spots above and below this generalization.

M-2 BASIN ROADWAYS:

There are approximately 70 miles of roads in the M-2 Basin not including those maintained by PBC. Approximately 14 miles are paved, 3 miles are millings, and there are 53 miles of dirt/shellrock roads for a total of 70 mile. The roadway system is setup in a matrix fashion with most residents having a paved road within a 1/2 mile of their lot. See attached roadway map, Exhibit "C". PBC is responsible for traffic control such as stop sign locations and traffic signals throughout the District and ITID is responsible for road maintenance and traffic calming for all ITID roadways. ITID has installed rumble strips, roadway humps, medians, flashing warning lights on top of stop signs, and other signage to help protect the health, safety, and welfare of its residents. ITID also has an extensive system of asphalt pedestrian paths and some bridal paths.

Upon formation of the Units of Development all roads were shell/dirt. In the mid 1990's the M2-A and M2-B Plans were approved in the M-2 Basin that generally resulted in all lots being within 1/2 mile of a paved road. Paved roads were also added through several Municipal Special Taxing Units (MSTUs) and Interlocal Agreements.

ITID roadways are typically in 60' to 80' easements as indicated in unrecorded plats for the areas by Range, Township, and Section. Perimeter roadways are typically either 40' or 50' easements by the same unrecorded plats. Driveway access onto roadways are typically onto the east west roads but some driveways are existing onto north south roads. Various Plans of Reclamation/Water Management Plans/Water Control Plans have been developed that transformed a system of all shell/dirt roads into what exists today. In addition, some roadways were paved as a result of formation of MSTUs and Interlocal Agreements. The millings roads were developed as an alternate to shell/dirt roads in an attempt to reduce maintenance and increase the level of service to residents in higher traffic and complaint areas.

The roadways are rural sections with swale drainage, typically without the need for inlets and pipes, draining into the closest canal. There are very few curbs and gutters on ITID roadways. Except on perimeter roads the roads are typically flat or crowned in the center and drain to both sides of the road into the grassed swales. Residents are required to apply for and receive driveway permits for their driveways/culverts which cross ITID's swales. ITID has "drop culverts" where the roadway swales discharge the road runoff into the closest canal.

Traffic calming measures were also added in response to the general public's concern for safety and in response to accidents and speeding. Parks and schools have generally been a focus of concern and have been placed by ITID and the County in proximity to roadway service, however there are roadway needs relative to these land uses.

M-2 BASIN EXISTING SURFACE WATER MANAGEMENT FACILITIES:

As the this Plan is specifically for roadway improvements, this section is not included but is published separately as Appendix "B" to Unit R-3. See Appendix "B" for Exhibits "F" & "G", which are not attached hereto.

Section IV. Engineering drawings and narrative sufficient to describe each facility's capacity for the management and storage of surface waters and potable water supply, if applicable.

Unit of Development R-3 was created for the purpose of supplementing the roadway transportation systems and does not affect the existing drainage capacity nor potable water supply.

Section V. A description of any environmental or water quality program that the water control district has implemented or plans to implement.

The SFWMD review and governing agency rules and regulations resulted in identification and preservation, mitigation, or creation of onsite wetlands for all of ITID. The SFWMD includes the regulations that require Best Management Practices for water quality.

In addition, the water quality condition of surface water discharge is checked pursuant to the National Pollutant Discharge Elimination System (NPDES) permit as issued by the Florida Department of Environmental Protection. All permits and annual reports applicable to the above conditions are incorporated herein by reference.

Unit of Development R-3 was created for the purpose of supplementing the roadway transportation systems and does not affect the existing environmental or water quality programs or plans of ITID.

Section VI. A map and narrative description of any area outside the water control district's legal boundary for which the district provides services.

Unit R-3 does not have any facilities nor is it a conveyance for services to any areas outside of the unit. It is noted however that outside traffic is not monitored or prohibited from ITID roads but outside developments are required to apply for and receive a Special Permit for Connection to Works of the District.

ITID does provide a legal positive outfall to several areas outside of its activated Units of Development. A brief description of each follows:

A. J. W. Corbett Wildlife Management Area.

There are two areas of inflow from the JW Corbett Area:

1. An area of approximately 3500 acres in the southeast corner of the JW Corbett Area. This area has control structures in the JW Corbett Area to attenuate flow. This

discharge is to moderate water stages within the natural area. ITID also has a sluice gate that can be shut in rare cases of very high stages to reduce flooding in its active units. The JW Corbett Area discharge is into ITID's "M-O" Canal east of its "L" Canal

2. West of ITID's M-1 Impoundment. There are two overflow structures from the JW Corbett Area into ITID's outfall canal that discharge only in times of flooding conditions in the JW Corbett Area. Discharge from these overflow structures do not affect the residents in any activated unit of development.

These inflows into ITID's facilities are a result of government agency cooperation and are not governed by a contractual agreement.

B. Rustic Lakes AKA Kramer Property.

This area is just to the east of Bay Hill Estates and is comprised of approximately 320 acres. ITID accepts this drainage as part of a contractual agreement with the Property Owners Association. Rustic Lakes pumps their discharge at a rate of 24.35 CFS into a drainage ditch that conveys excess runoff to a control structure owned and operated by ITID. This control structure and the pump can be shut off on an as needed basis.

C. Northlake Boulevard.

That portion of Northlake Boulevard that is east of Grapeview Boulevard and west of Bay Hill Estates drains into ITID's surface water management system via a series of conveyance culverts and a stormwater treatment pond with a control structure. This discharge is the result of a permit from ITID to Palm Beach County.

D. Elmore Property.

ITID has an Agreement with Mr. Elmore to accept the discharges from the four Elmore properties. The existing Pierce Hammock Elementary School is one of these four parcels and it currently discharges excess surface water runoff into ITID's facilities via a permit issued by ITID to the School Board of Palm Beach County. Unit 19A is also now an activated Unit of Development and discharges to ITID's M-1 Basin. Unit 19 Parcels 1 and 3 remain, are included in the Agreement, but are not Active Units as of this Water Control Plan.

E. Acreage Pines Elementary School.

ITID accepts the discharge of excess surface water runoff from this school after the runoff is attenuated and treated via Best Management Practices on school grounds.

F. Acreage Community Park.

ITID accepts the discharge of excess surface water runoff from this park via a stormwater collection system that was designed to include a series of stormwater exfiltration trenches and dry detention areas. This park is on land with a long term lease from Palm Beach County to ITID. ITID is responsible for the maintenance and upkeep of all park facilities including an expansion that is currently underway. The discharge from the park is routed through the PBC natural area to the west of the park prior to being discharged to ITID.

G. Royal Pines Natural Area.

ITID accepts the flood water overflow from this area. This occurs infrequently, but can occur for single large rainfall events or in extended periods of excess rainfall.

H. Las Flores / Dellwood

ITID accepts the discharge of excess surface water runoff from this area. This is adjacent to ITID's M-2 Basin as opposed to all of the above drainage connections that are in the M-1 Basin.

Section VII. Detailed descriptions of facilities and services that the water control district plans to provide within 5 years.

The ITID Board directed the District Engineer to address several areas of concern regarding paving roads, turn lanes, and traffic calming in the proposed Road Paving and Improvement for Unit R-3:

1. Access to schools, all through (not dead end) roads within 1/2 mile and major school routes.
2. Access to parks, direct access and routes to major parks.
3. Access to ITID Facilities.
4. Services from emergency facilities.
5. "Other" shell/dirt roads that receive enough traffic that paving/millings should be considered: note this is included in the R-3 WCP but is currently preliminary and may be outside of the 5 year construction horizon.
6. Traffic calming: note this is included for the R-3 WCP. Future plans will expand upon the current pilot programs and be District wide. Although an overall traffic calming plan has not been adopted by the Board, traffic calming plans to address the northwest and north central areas of the District have been presented to the Board and are part of public records.

These facilities and services are assessed to and for the benefit of the District landowners as identified by the boundaries of the Road Paving and Improvement Plan: Unit R-3. The facilities design will be sufficient for the traffic generated by the lands within Unit R-3 that is limited to Agricultural Residential and limited commercial, recreational, schools, and institutional land uses. The facilities designs will not be adequate to service District Legislative boundaries that are not included in Unit R-3 or any areas outside of District boundaries.

All capital roadway improvements in this Water Control Plan are planned to be constructed within 5 years. All improvements include traffic calming. Exhibit "H" depicts the roads in the Capital Improvement Plan (CIP).

Any additions will require modifications to this WCP. Exhibit "I" is a table of the roads depicted in Exhibit "H".

All roads that qualify by the Public Purpose criteria are shown in Exhibit "J" and are listed in Exhibit "K".

Section VIII. A description of the administrative structure of the water control district.

The District is governed by a five member Board of Supervisors. The Board of Supervisors employs an Executive Director who has charge of the day to day operations of the District. The Board of Supervisors also employs a District Attorney who is legal advisor to the Board and handles all legal matters for the District. In addition, the Board of Supervisors employs a District Engineer who has control over the engineering works in the District. The District has four officers; a President; a Vice-President; a Secretary; and a Treasurer.

The Executive Director has the following divisions of personnel:

A. Director of Operations and Maintenance

This person is responsible for all maintenance of District facilities and infrastructure. This includes roadways, drainage, and utilities. This person directs all in house construction projects that ITID staff complete.

B. Director of Parks and Recreation

This person is responsible for directing the recreation programs and for day to day maintenance and scheduling of park facilities.

C. Administrative staff

These people report directly to the Executive Director to support the direction of the Governing Board via the Executive Director. This staff supports the day to day administration and human resources needs of the District.

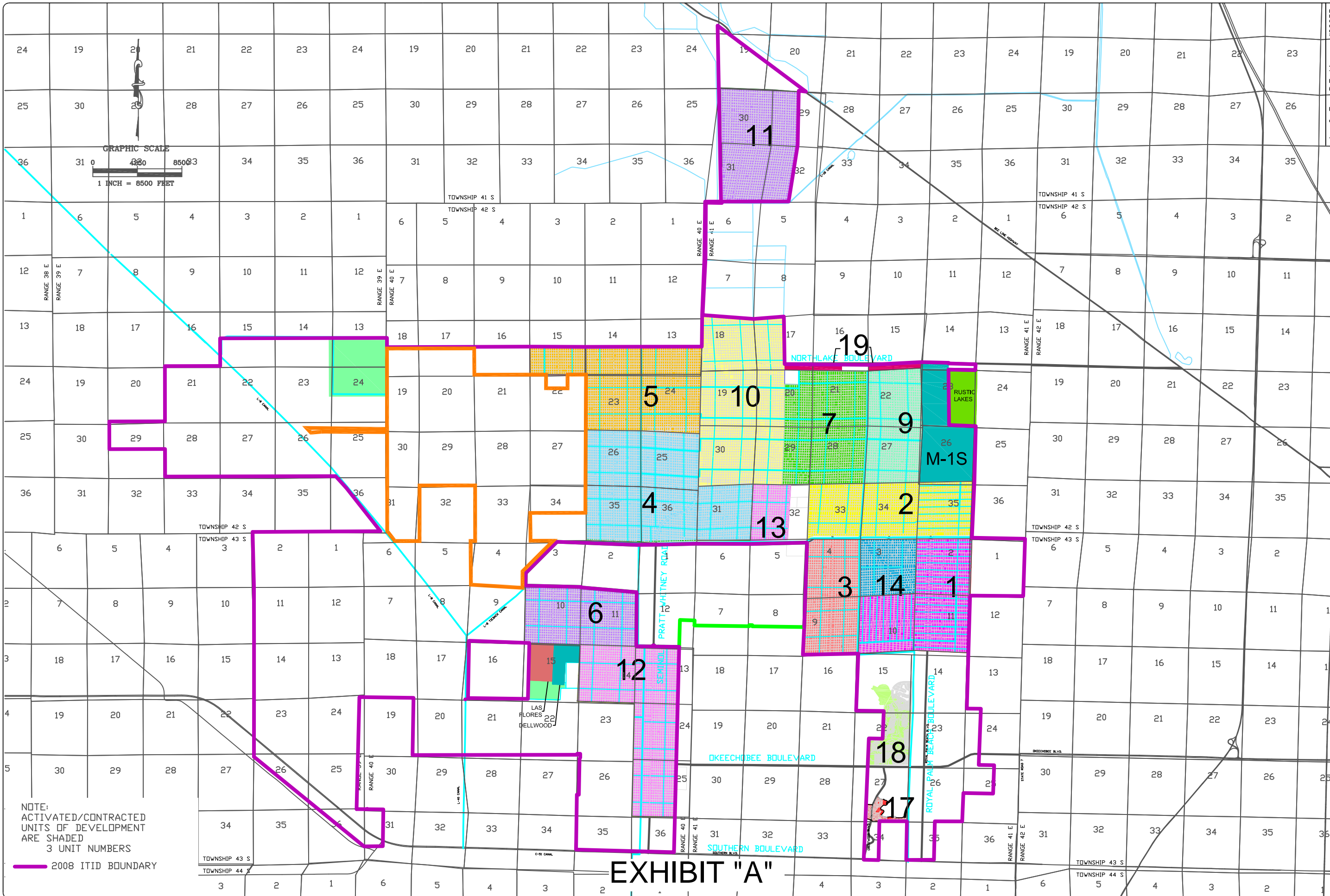
D. Director of Finance

This person reports to the Executive Director, but has specific functions outside of administration and is therefore listed separately.

METHOD OF FINANCING

Several alternative methods of funding the proposed Water Control Plan improvements constructed on existing or Landowner provided public rights-of-way are available to ITID in accordance with District policy and applicable state statutes. These are as follows:

- A.** Donations by the Landowner of the proposed improvements provided such improvements are constructed in accordance with plans and specifications approved by the Engineer of ITID.
- B.** Funding to ITID by the Landowner for construction of required improvements.
- C.** Construction of required improvements utilizing the sale of ITID bonds, with the bonds being repaid from annual assessments to the benefited lands within the Unit until the indebtedness is retired.
- D.** Combination of A, B and C above with advanced funds reimbursed to the Landowner from a bond sale, assessments or loans.



NOTE:
 ACTIVATED/CONTRACTED
 UNITS OF DEVELOPMENT
 ARE SHADED
 3 UNIT NUMBERS

— 2008 ITID BOUNDARY

EXHIBIT "A"

Joy G. Foy, P.E. License #22053



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 Engineer Representing
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 C.A. 00009484

INDIAN TRAIL IMPROVEMENT DISTRICT 2008 LEGISLATIVE BOUNDARIES

SHEET NO.	1
DATE	7/26/19
DRAWN	JGF
CHECKED	JGF
JOB NO.	91084.000

Joy G. Foy, Stormwater Engineering, Inc. 7/26/2019 10:55 AM A2 Leg Boundaries-1957-2008.dwg

Jay G. Foy, P.E. License #22053



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INDIAN TRAIL IMPROVEMENT DISTRICT

Road Paving & Improvement Plan Boundaries

Unit of Development R-3

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DATE	9/12/19
DRAWN	JGF
CHECKED	JGF
JOB NO.	91084.025

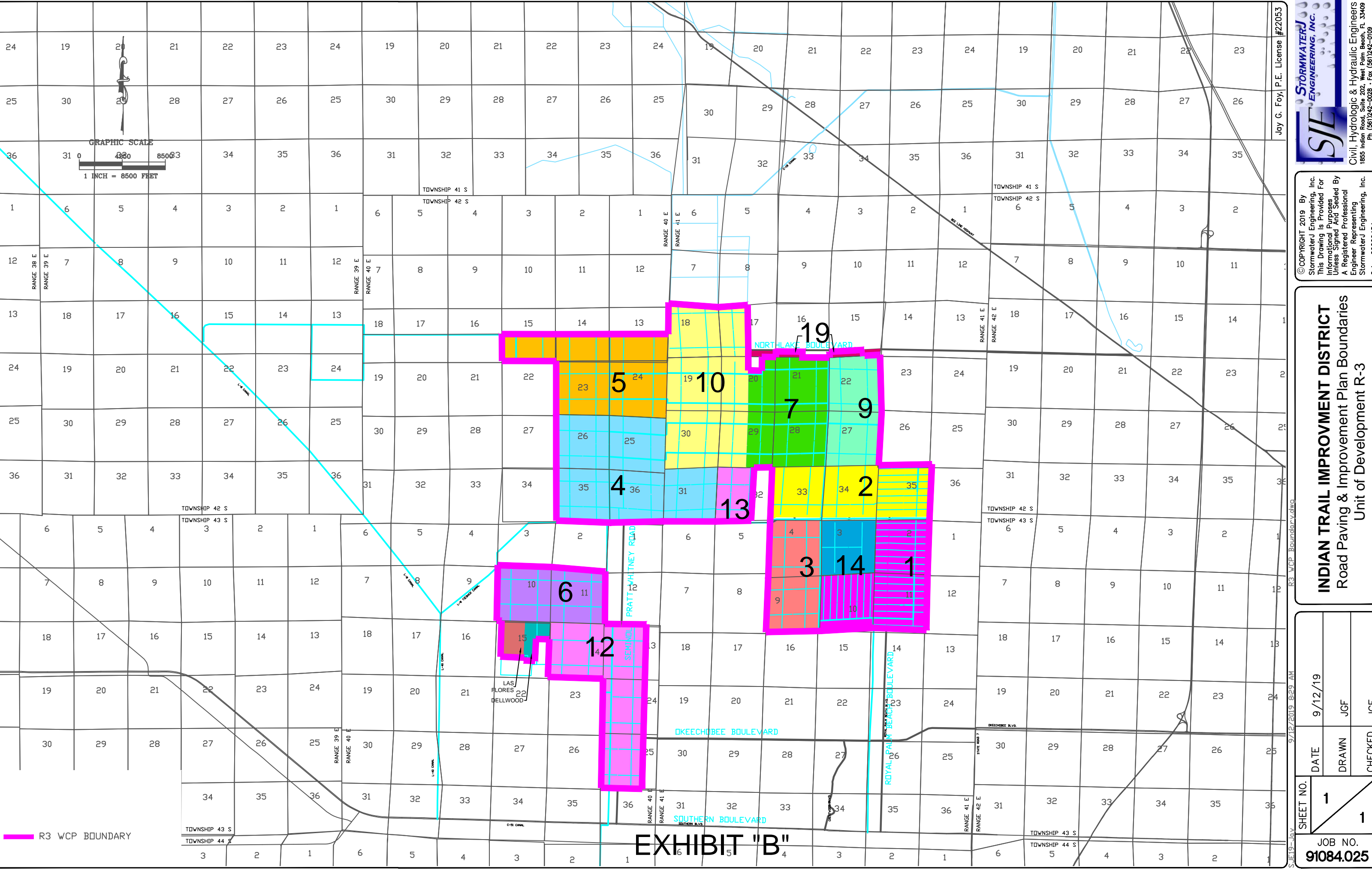
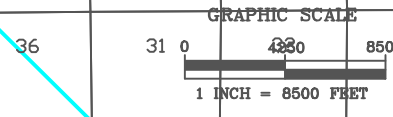


EXHIBIT "B"

S:\E19-Jay 9/12/2019 8:29 AM R3 WCP Boundary.dwg

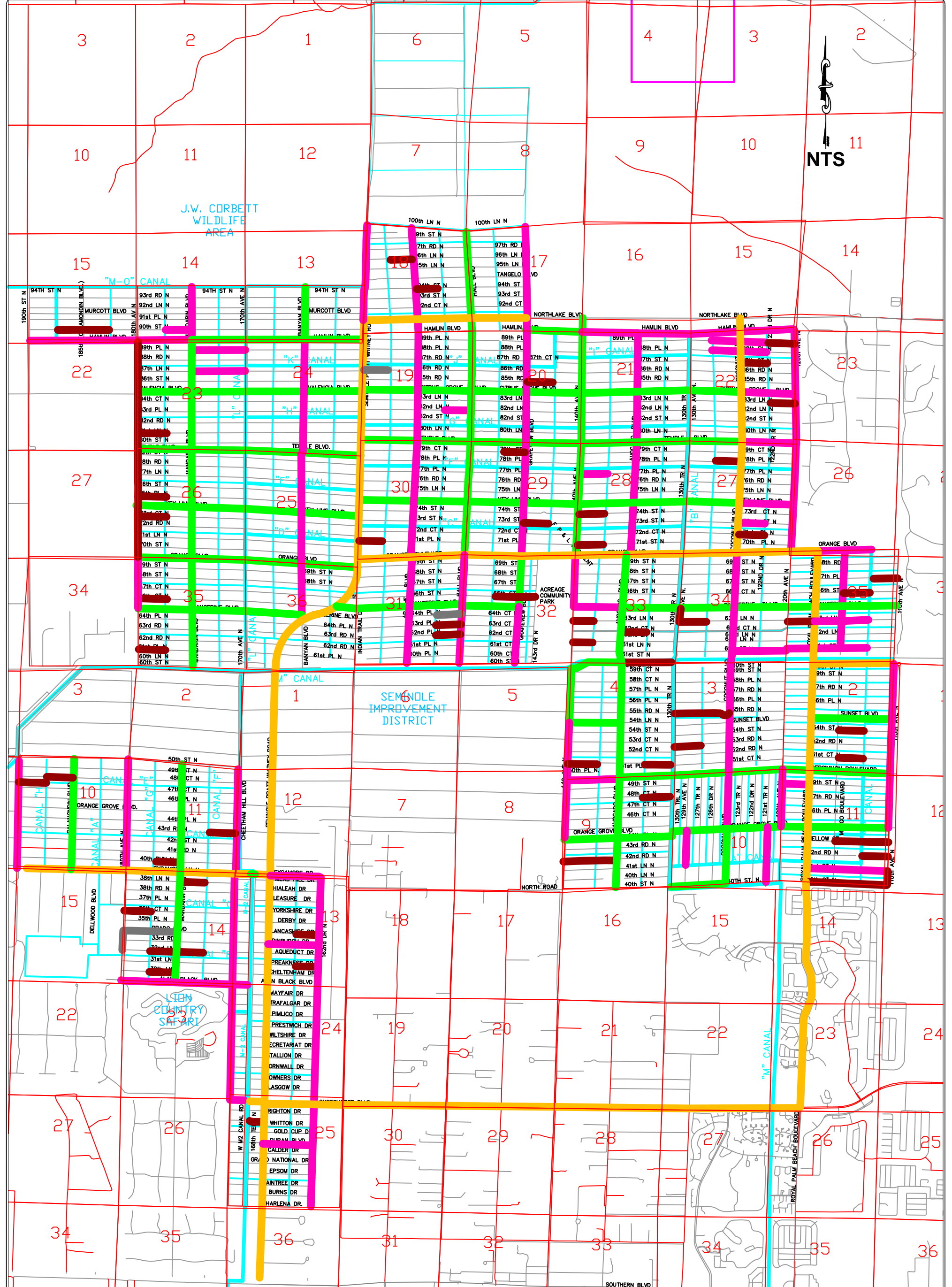
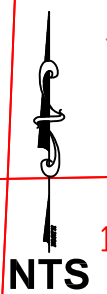


EXHIBIT "C"

(Informational Only, Not Part of Plan)

Joy G. Foy, P.E. License #22053

SHEET NO. 1	DATE	5/30/18 Mellow
	DRAWN	STAFF
	CHECKED	JGF
	JOB NO. 91084.025	

INDIAN TRAIL IMPROVEMENT DISTRICT

ACSC ROADS AS OF 5/9/07

(ASPHALT ROADS)

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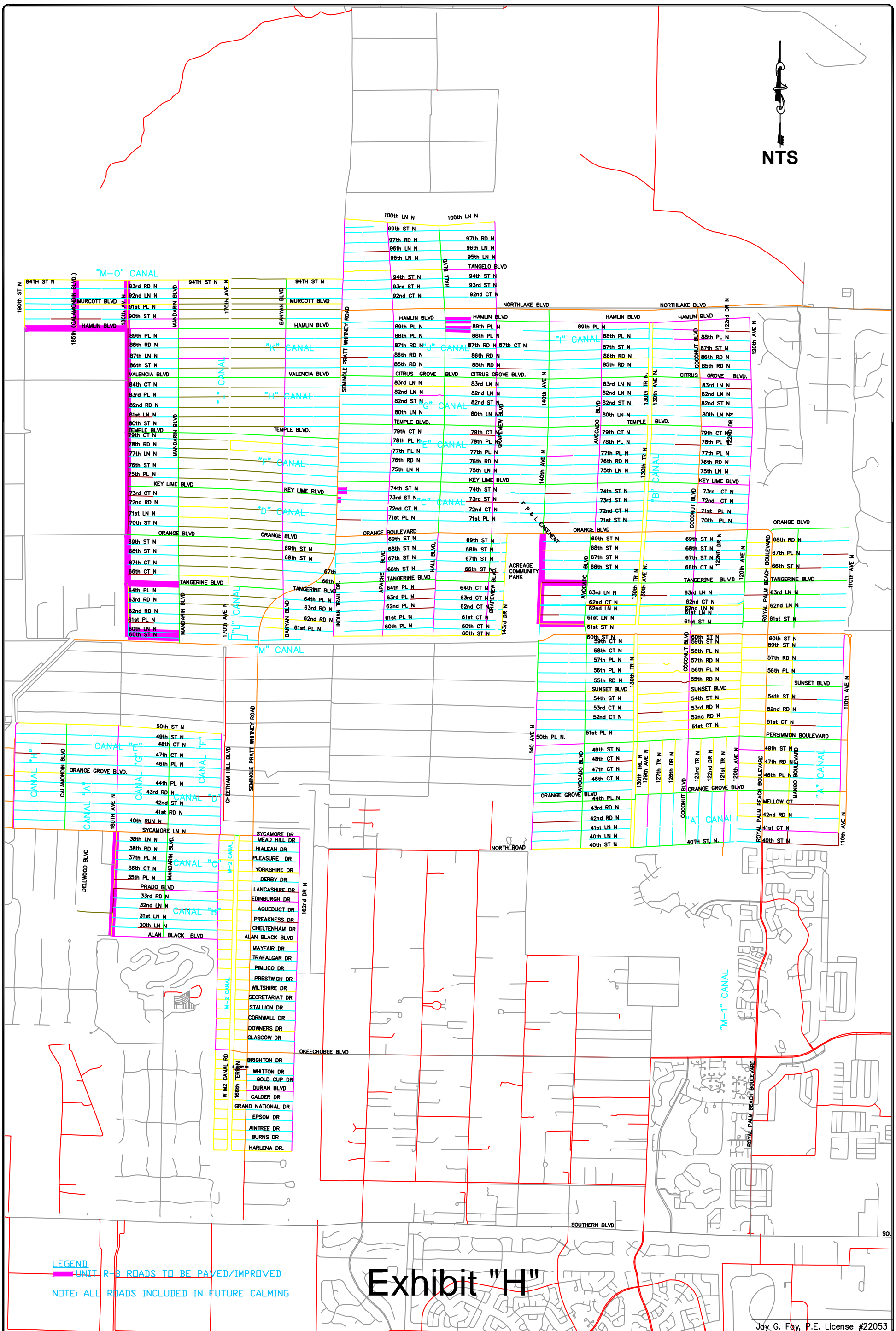


Exhibit "H"

Jay G. Foy, P.E. License #22053

JOB NO. 91084.025	SHEET NO.	DATE	Rev 2/21/20
	1	DRAWN	JGF
	1	CHECKED	JGF

INDIAN TRAIL IMPROVEMENT DISTRICT

Road Paving & Improvement Plan Roads

Unit of Development R-3 - Capital Improvement Roads

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Unit R-3 Roads

Capital Improvements

Road	Length-ft	Qualifier(s)	Comment	Millings	Paved
Calamondin - Hamlin to 94th	2,491	Park, Traffic	Dust & Rd Condition Complaints	X	
Hamlin - 190th to Calamondin	2,640	Park, Traffic	Not in R-2, Bad Condition		X
Hamlin - Calamondin to 180th	2,640	Park, Traffic	In R-2 Plan		X
180th - Hamlin to 94th	2,491	Park, Traffic	Qualifies within 1/2 mile of a paved road	X	
180th - Hamlin to Tangerine	13,104	Park, School Traffic Issues	Problematic Millings, High Traffic		X
Tangerine - 180th to Mandarin	2,620	School Traffic Issues	Turn Lanes for Access Group*		X
Note: Tangerine turn lanes at 180th and/or the Circulation and Access Groups below address School Traffic Issues					
180th - Tangerine to 60th	2,714	School, Traffic	Access* and Circulation** Groups		X
60 th St N or 60 th Ln N - 180th to Mandarin	2,643	School, Traffic	Access* and Circulation** Groups		X
89th - Hall to Hamlin Park	1,290	Park	DrWay to Hamlin House & Trailer Parking		X
Hamlin - Hall to Hamlin Park	1,290	Park	Driveway to Trailer Parking	X	
73rd - SPW to Kidscape Park	122	Park		X	
74th - SPW to Kidscape Park	352	Park		X	
140th - Orange to 61st St N	4,652	Park, ITID, Fire Rescue	Required by PBC		X
61st -140th to Avocado	2,317	Park, ITID, Fire Rescue	Qualifies within 1/2 mile of a paved road		X
Tangerine - 140th to Avocado	2,363	Park, ITID	Qualifies within 1/2 mi, in R-2 but not to ITID Stds		X
180th - Alan Black to Sycamore	5,380	ITID	Millings	X	

Notes revised 8/28/19, Correction 10/7/19, BOS revised 10/23/19

Paved Roads are typically 1-1/2 to 1-3/4 inches of asphalt on 6 to 8 inches of compacted shell or lime rock with a 12 inch compacted subgrade. Paved roadways are for higher traffic areas and can include traffic calming.

Millings Roads are approximately 6 inches of compacted asphalt millings on a compacted base. Millings roads are utilized for low traffic areas.

*Access Group refers to ingress and egress to the 60 lots in the southwest corner of Unit 4.

**Circulation Group refers to traffic circulation to and from Frontier Elementary and Oseloa Creek Middle Schools.

Original Adoption 6/19/19, Amended 10/23/19 (89th Millings to Paving), Final Adoption 4/15/20

Exhibit "I"

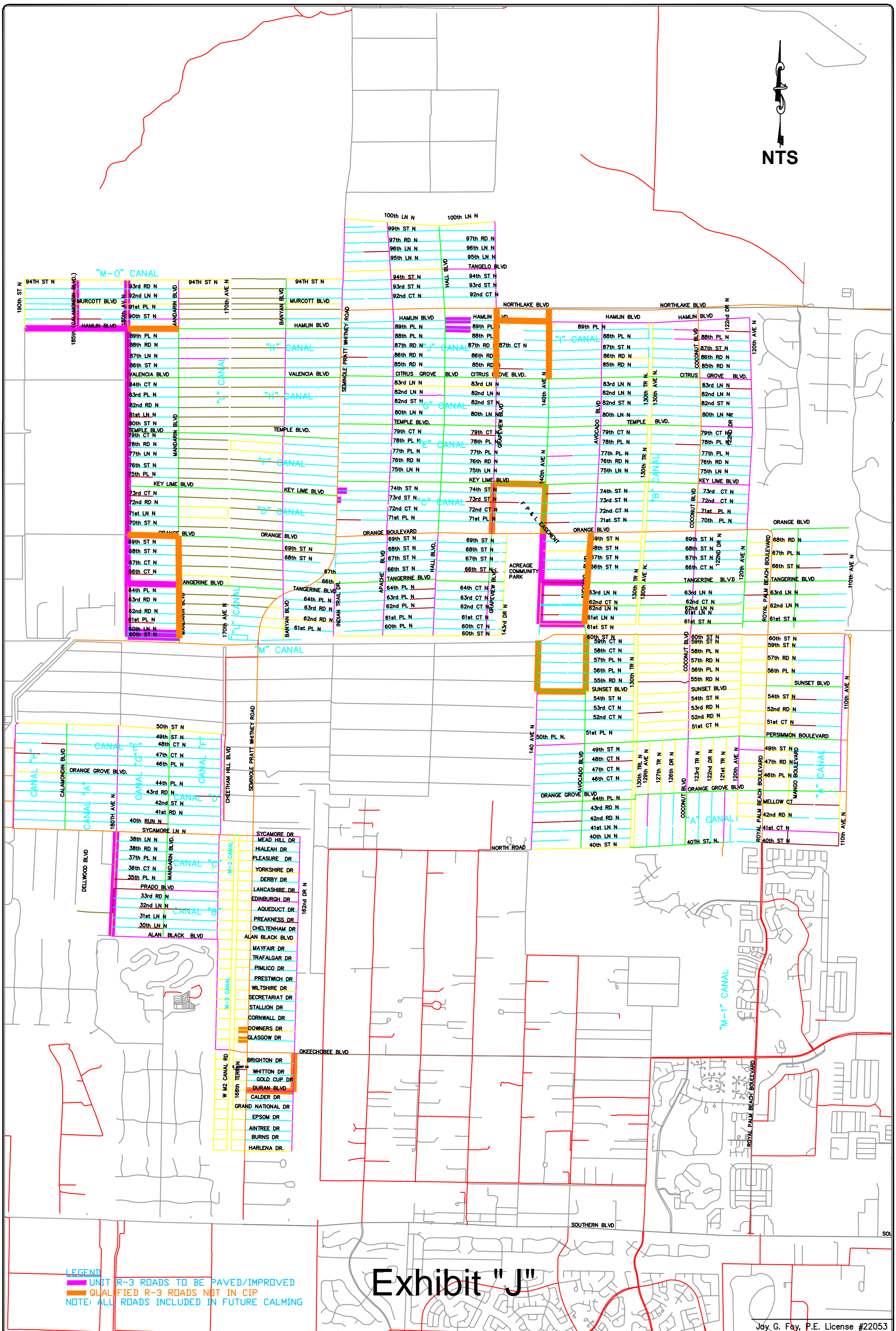


Exhibit "J"

Jay G. Foy, P.E. License #22053

JOB NO. 91084.025	SHEET NO.	DATE	Rev 2/21/20
	1	DRAWN	JGF
	1	CHECKED	JGF

INDIAN TRAIL IMPROVEMENT DISTRICT

Road Paving & Improvement Plan Roads

Unit of Development R-3 All Qualified Roads

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Unit R-3 Roads 6/19/19

Full List - Qualified Public Purpose Roads

Road	Length-ft	Qualifier(s)	Comment
Calamondin - Hamlin to 94th	2,491	Park, Traffic	Dust & Rd Condition Complaints
Hamlin - 190th to Calamondin	2,640	Park, Traffic	Not in R-2, Bad Condition
Hamlin - Calamondin to 180th	2,640	Park, Traffic	In R-2 Plan
Hamlin - 180th to Mandarin	2,620	Park, Traffic	In R-2 Plan
180th - Hamlin to 94th	2,491	Park, Traffic	Qualifies within 1/2 mile
180th - Hamlin to Tangerine	13,104	Park, School Traffic Issues	Problematic Millings, High Traffic
Orange - 180th to Mandarin	2,620	School, Traffic	Qualifies within 1/2 mile
Mandarin - Orange to Tangerine	2,494	School, Traffic	Qualifies within 1/2 mile
Tangerine - 180th to Mandarin	2,620	School Traffic Issues	Turn Lanes or Access Group
Note: Tangerine turn lanes at 180th and/or the Circulation and Access Groups below address School Traffic Issues			
180th - Tangerine to 60th	2,714	School, Traffic	Access* and Circulation** Groups
60th St N or 60th Ln N - 180th to Mandarin	2,643	School, Traffic	Access* and Circulation** Groups
Mandarin - 60th or 61st to Tangerine	2,494	School, Traffic	Access* and Circulation** Groups
89th - Hall to Hamlin Park	1,290	Park	DrWay to Hamlin House & Trailer Parking
Hamlin - Hall to Hamlin Park	1,290	Park	Driveway to Trailer Parking
Hamlin - Grapeview to 140th	2,705	School	Qualifies within 1/2 mile
Grapeview - Hamlin to Northlake	641	School	Qualifies within 1/2 mile
Grapeview - Citrus Grove to Hamlin	2,955	School	Qualifies within 1/2 mile
140th - Hamlin to Northlake	641	School	Qualifies within 1/2 mile
140th - Citrus Grove to Hamlin	2,955	School	Qualifies within 1/2 mile
73rd - SPW to Kidscape Park	122	Park	Millings or ACSC, Condition PBC
74th - SPW to Kidscape Park	352	Park	Millings or ACSC, Condition PBC
140th - Orange to 61st St N	4,652	Park, ITID, Fire Rescue	Required by PBC
61st -140th to Avocado	2,317	Park, ITID, Fire Rescue	Qualifies within 1/2 mile
Tangerine - 140th to Avocado	2,363	Park, ITID	Qualifies within 1/2 mi, R-2 not to ITID Stds
Avocado - 61st to Tangerine	2,132	Park, ITID, Fire Rescue	Qualifies within 1/2 mile
Avocado - Tangerine to Orange	2,577	Park, ITID, Fire Rescue	Qualifies within 1/2 mile
140th - Orange to Key Lime	2,524	School	Qualifies within 1/2 mile
Key Lime - 140th to Grapeview	2,657	School	Qualifies within 1/2 mile
Grapeview - Key Lime to Orange	2,598	School	Qualifies within 1/2 mile
140th - 60th to Sunset	2,616	School	Qualifies within 1/2 mile
Sunset - 140th to Avocado	2,490	School	Qualifies within 1/2 mile
Avocado - Sunset to 60th	2,598	School	Qualifies within 1/2 mile
180th - Alan Black to Sycamore	5,380	ITID	Millings or ACSC
Glasgow - SPW to Downers Park	342	Park	Millings or ACSC
Downers - SPW to Downers Park	150	Park	Millings or ACSC
162nd - Okeechobee to Duran	1,970	School	Qualifies within 1/2 mile
Duran - SPW Rd to 162nd	2,380	School, Traffic	Qualifiers within 1/2 mile

Notes added & Correction 10/7/19

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Exhibit "K"