

CR 437 REALIGNMENT & MULTI-MODAL STUDY

PREPARED FOR:

LAKE COUNTY BOARD
OF COUNTY COMMISSIONERS
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PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Griffey Engineering, Inc., a corporation authorized to operate as an engineering business, CA # 8082, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusion, or technical advice attached hereto for:

PROJECT: CR 437 Realignment & Multi-Modal Study

LOCATION: Sorrento, Lake County

CLIENT: Lake County Board of County Commissioners

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

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CR 437 REALIGNMENT & MULTI-MODAL STUDY

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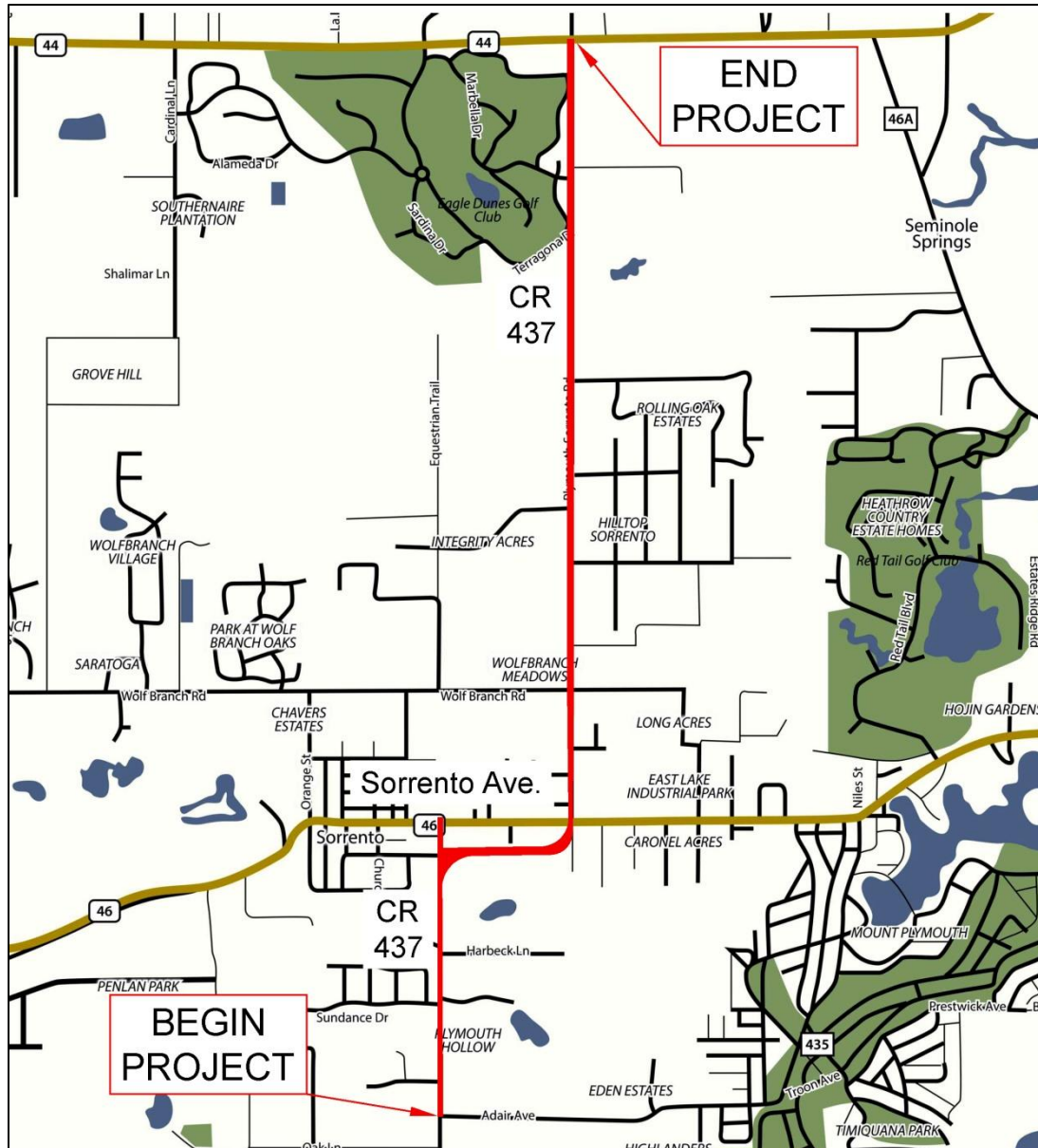
INTRODUCTION

Purpose

This study is to provide corridor planning, preliminary engineering and environmental analysis services for CR 437 from Adair Avenue to SR44, which covers approximately 4.7 miles. The objective of the study is to provide a planning document for the corridor that will be the basis of future road improvements as well as a framework for future development along the corridor. The study will address the following project elements:

- CR 437 realignment – A preferred realignment plan will be developed from multiple options based on public input, design feasibility, and compatibility with community goals.
- Multi-modal improvements – Recommended multi-modal facilities (bike lanes, sidewalks, trails, etc.) along the corridor will be determined. Also included will be general planning recommendations for multi-modal improvements within the study area.
- Short-term improvements – The study will identify and recommend safety improvements along the corridor. This will include short-term fixes that can be addressed sooner as well as longer-term improvements that can be incorporated into future designs.

Figure 1 is a map of the study area.



• Figure 1 – Study Area

Project Description

The project has two main components. The first is a study to determine the preferred route and configuration for the realignment of the offset legs of CR 437 at SR 46. The second component is a study of the needed improvements along

the corridor to provide adequate facilities for multi-modal users. The study period considers a future year of 2040.

The character of the roadway varies through the corridor. Portions have a typical rural road condition. Other portions are suburban or transitioning. Also, in the area near SR 46, it is expected to change to a more urban type of environment. Because of this varying nature, the project corridor was divided into different sections, based upon the roadway character. The sections, running from south to north, were established as follows:

South Section 1 - From Adair Avenue to Central Avenue - This is a rural section that is expected to remain rural through the study period.

South Section 2- From Central Avenue to SR 46 (Sorrento Avenue) - This is a transition area that is expected to become more urbanized through the study period.

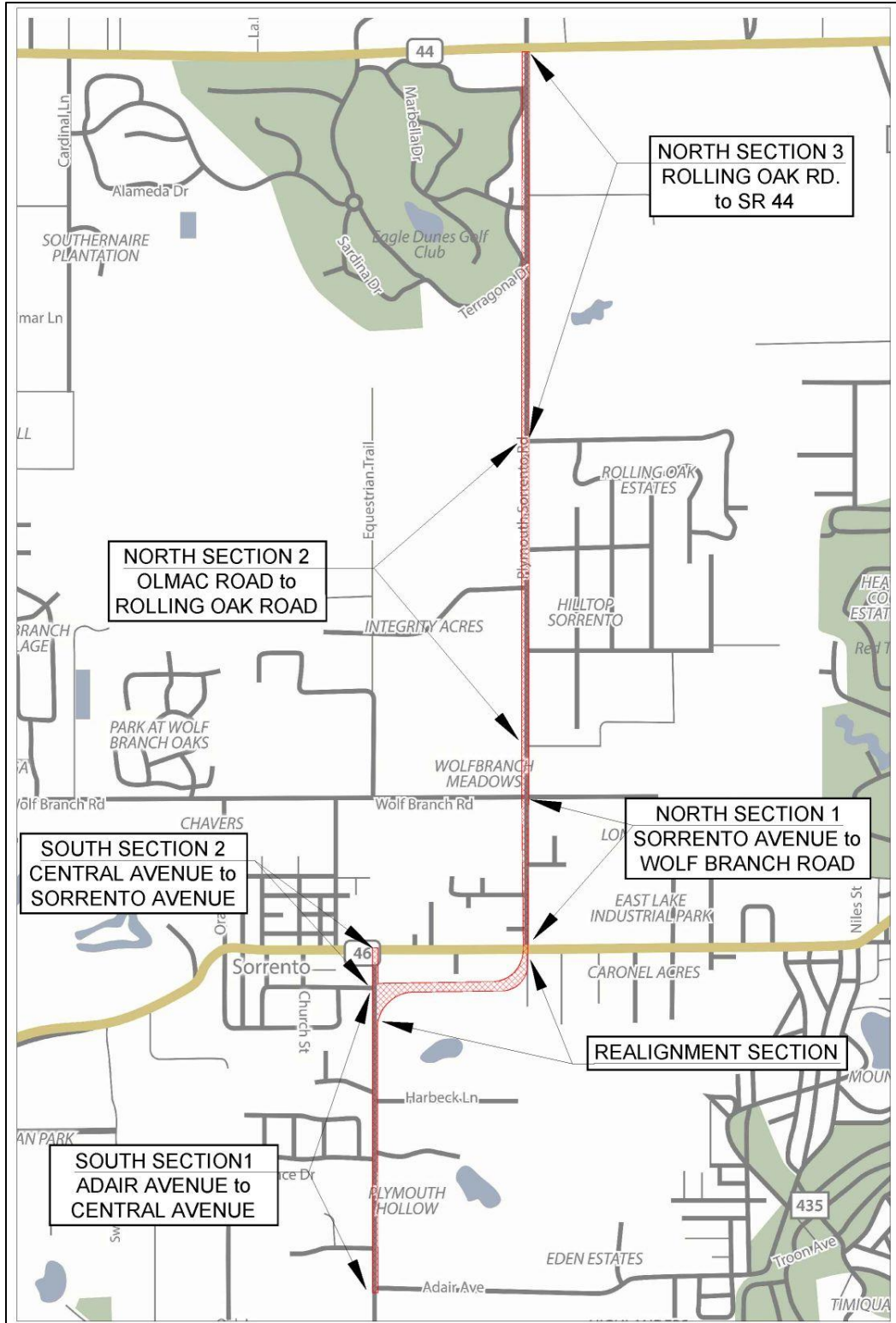
Realignment Section - The area considered for the realignment is currently rural, undeveloped land. It is expected that with the construction of the realignment, the area will become urbanized.

North Section 1 – From SR 46 (Sorrento Avenue) to Wolf Branch Road/Wallick Road - This is a transition area that is expected to become more urbanized through the study period.

North Section 2 – From Olmac Road to Rolling Oaks Road - This is a rural section that is expected to remain rural through the study period. However, there are numerous, closely spaced residential driveways along this section that affects traffic differently than a typical rural road.

North Section 3 – From Rolling Oaks Road to SR 44 - This is a rural section that is expected to remain rural through the study period.

Figure 2 is a map of the project Sections.



• Figure 2 - Project Sections

NEED FOR IMPROVEMENT

Deficiencies

CR 437 is currently operating at an acceptable level of service with the exception of one intersection. The intersection of SR 46 & CR 437 (W) fails during the PM peak hour condition. This is due to a large volume of northbound right turns. Additionally, the traffic analysis indicates that in the future condition SR 46 and its intersections with CR 437 will fail.

Regarding bicycle and pedestrian users, the study area is largely deficient with a few exceptions. There are paved shoulders on portions of the corridor, but they are substandard for safe bicycle use. There are also some sidewalks near the intersections of SR 46 & CR 437 (W) and CR 437 & Wolf Branch Rd., but they are limited and provide no interconnectivity.

Safety

There are no readily apparent vehicle safety issues within the study area. The majority of vehicle crashes were rear end collisions. These can be reduced by the addition of turn lanes at busy intersections.

There is a definite need for bicycle and pedestrian safety improvements throughout the corridor. There were two crashes within the study area involving pedestrians. These could be reduced by providing safe facilities for those users.

Consistency with Transportation Plans

Proposed improvements for the study area are guided by established policies and transportation plans. The following portions of Lake County and Lake-Sumter MPO plans and policies are those that are applicable to the project. The improvements recommended in this study are consistent with those criteria.

Lake County 2030 Comprehensive Plan - Long Range Transportation Plan:

CR 437 realignment identified in plan.

Lake County 2030 Comprehensive Plan – Mt. Plymouth-Sorrento Community Redevelopment Area:

Policy 1-2.1.12 Transportation Network in the Mount Plymouth-Sorrento Community - It shall be a priority of Lake County to preserve two lane roads while improving connectivity within and through the Mount Plymouth-Sorrento Community. In order to accomplish this effort and meet the needs of current and future residents, the County shall require new developments to reserve land for transportation routes that connect to existing and planned roads in the network. Provisions shall also be made for roads, bicycling, walking, equestrian, or golf cart trails, if feasible.

Policy 1-2.1.14 Traffic Calming - The use of traffic calming measures such as round-a-bouts, speed tables, bulb outs, chicanes, and similar measures shall be encouraged to reduce the speed of traffic within all districts within the Mount Plymouth and Sorrento Planning Area.

Lake-Sumter MPO Complete Streets Policy 2016-3:

The policy objective is to “...enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets.”

Lake-Sumter MPO Sidewalk Policy 2016-6:

The policy objective is to “...enhance safety, mobility, accessibility and convenience for users of all ages and abilities, including children, and seniors by inclusion of sidewalks on all roadway plans and projects.”

Lake-Sumter MPO Safe Schools Emphasis Program Policy 2016-7:

“...this program addresses the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school, on any public road or any bicycle or pedestrian pathway or trail within approximately two miles of a school.”

Lake-Sumter MPO Transportation 2040 Plan:

Corridor Constraint Policy - CR 437 limited to two lanes.

Roadway Needs Plan - CR 437 realignment identified in plan.

Lake-Sumter MPO 2017 List of Priority Projects (April 26, 2017):

CR 437 realignment identified as 5th ranked priority project for design in FY 2018/19.

Social/Economic Demands

The study area is within a community in the midst of transition. Concurrent with this study, construction of SR 429/Wekiva Parkway and SR 453 is underway. All segments are scheduled to be complete by 2021, with some portions affecting this area opening in 2018. This will result in changes to current traffic patterns and volumes. It will also increase development potential. Improved access to metropolitan Orlando will trigger land development changes in the area which also will change traffic patterns and volumes.

In addition to the beltway construction, the study area goes through the middle of the Mt. Plymouth-Sorrento Community Redevelopment Area. The CRA was established in 2012 in anticipation of the coming changes to the area. The County has prepared a CRA Redevelopment Plan to guide the growth and development within its boundaries. It includes goals and objectives for economic development, community image, housing, and redevelopment as well as a capital improvement plan.

EXISTING CONDITIONS

Existing Roadway Characteristics

CR 437 was part of the old state secondary road system. It was transferred to the County 40-50 years ago. The roadway characteristics of the sections follow:

South Section 1 - From Adair Avenue to Central Avenue. This section has two 12' travel lanes along with 3' paved shoulders. There are additional stabilized shoulders and roadside swales beyond the edge of pavement. There are no sidewalks or curb & gutter in this section.

South Section 2- From Central Avenue to SR 46 (Sorrento Avenue). This section has two 12' travel lanes along with 3' paved shoulders. There are additional stabilized shoulders and roadside swales beyond the edge of pavement. There is no curb & gutter in the section, but there is a 5' wide sidewalk on the west side of the road.

North Section 1 – From SR 46 (Sorrento Avenue) to Wolf Branch Road/Wallick Road - This section has two 12' travel lanes along with 3' paved shoulders. There are additional stabilized shoulders and roadside swales beyond the edge of pavement. At the north end of the section there is curb & gutter and a 5' wide sidewalk on the both sides of the road.

North Section 2 – From Olmac Road to Rolling Oaks Road. This section has two 12' travel lanes with no paved shoulders. There are stabilized shoulders and roadside swales beyond the edge of pavement. There are no sidewalks or curb & gutter in this section.

North Section 3 – From Rolling Oaks Road to SR 44. This section has two 12' travel lanes with no paved shoulders. There are stabilized shoulders and roadside swales beyond the edge of pavement. At the north end of the section

there are some pave shoulders associated with development access improvements. There are no sidewalks or curb & gutter in this section.

Survey

As part of the data collection effort, a record survey of the corridor was prepared. The primary intent of the survey was to establish right-of-way/property lines throughout the corridor. A copy of the survey is included in Appendix A.

Geotechnical

As part of the data collection effort, a detailed geotechnical investigation was performed. The work entailed both road corings and pond auger borings. This work is needed for both the pavement evaluation and the stormwater analysis. A copy of the geotechnical report is included in Appendix B.

Environmental

Detailed environmental surveys were conducted as part of the project's data collection. This task included the following studies:

- Environmental Assessment
- Preliminary Contamination Assessment
- Archeological & Cultural Resource Impact Analysis
- Important Farmland Assessment

The Environmental Assessment did not find gopher tortoises or gopher tortoise burrows within the project area. It did note that the area contains suitable G.T. habitat and that further evaluation will be needed at the time of design and construction. Current regulations require that, prior to construction, a state permit must be secured and relocation efforts undertaken. Since gopher tortoise permitting and relocation is time sensitive, it is recommended that this activity wait until shortly before construction. The assessment also determined that the project area is a suitable habitat for sand skinks. A future formal survey will need to be implemented during the appropriate timeframe (March 1 – May 15). The study additionally noted that the road realignment section will impact a jurisdictional wetland. This will need to be identified and mitigated during the

design and permitting phase. A copy of the Environmental Assessment is included in Appendix C.

The Preliminary Contamination Assessment determined that there were no potential sources of contamination identified within the project area. A copy of the Preliminary Contamination Assessment is included in Appendix D.

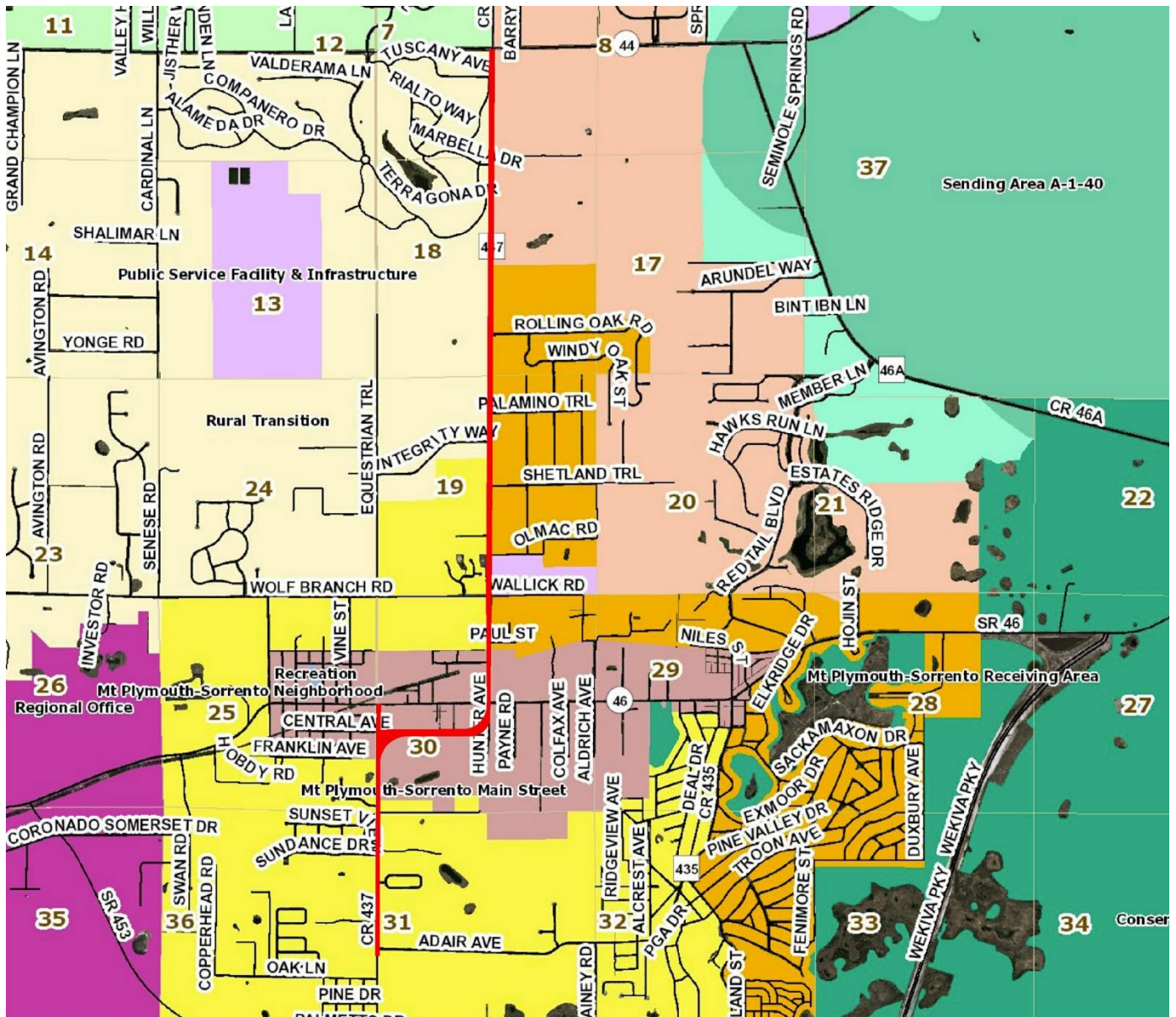
The Archeological & Cultural Resource Impact Analysis identified that the project area has not been surveyed for archeological or historical properties. Also, the State Historic Preservation Office (SHPO) indicated that the area was favorable for those resources. They recommend that the project area be subject to a professional cultural resources assessment survey. This should be done as part of the design process. A copy of the Archeological & Cultural Resource Impact Analysis is included in Appendix E.

The Important Farmland Assessment identified that the proposed project will have a small impact to important farmland soils. An impact rating of 31 (out of a possible 260) was determined by the USDA Natural Resource Conservation Service (NRCS). A copy of the Important Farmland Assessment is included in Appendix F.

Land Use

The primary land use within the study area is associated with Mt. Plymouth-Sorrento (Main Street District, Proper, or Receiving Area). The other land uses are Public Service Facility & Infrastructure, Rural Transition, and Receiving Area A-1-20. A copy of the future land use map is shown in figure 3.

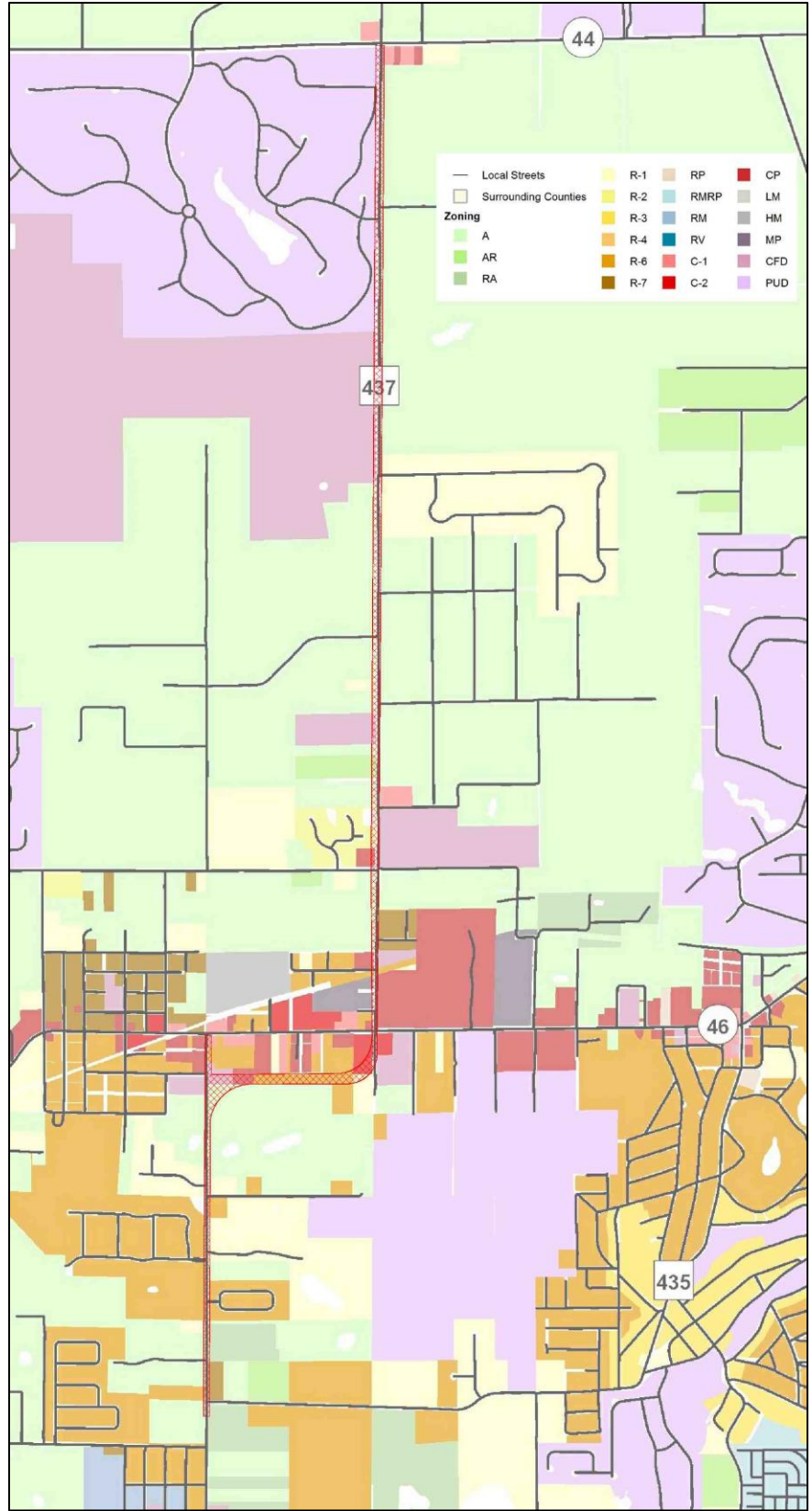
The zoning within the study area includes Agriculture, Residential (low to medium density), Planned Unit Development, Community Facilities District, Commercial, and Manufacturing. Copies of the zoning map are shown in figures 4 & 5.



Future Land Use 2030

- | | | | |
|-----------------------|----------------------------------|---|------------------------|
| — Highways | ■ Bella Collina | ■ Mt Plymouth - Sorrento Main Street District | ■ Rural |
| — Street Names | ■ Cagans Crossing | ■ Mt Plymouth - Sorrento Proper | ■ Rural Transition |
| — Local Streets | ■ Conservation | ■ Mt Plymouth - Sorrento Receiving Area | ■ Sending Area A-1-20 |
| — Township/Range Grid | ■ Green Swamp Core Conservation | ■ Office | ■ Sending Area A-1-40 |
| — Section Grid | ■ Green Swamp Ridge | ■ Public Service Facility and Infrastructure | ■ Urban High Density |
| — FLU Codes | ■ Green Swamp Rural | ■ Receiving Area A-1-20 | ■ Urban Low Density |
| | ■ Green Swamp Rural Conservation | ■ Recreation | ■ Urban Medium Density |
| | ■ Heavy Industrial | ■ Regional Commercial | |

• Figure 3 – Future Land Use Map



• Figure 4 – Zoning Map



• Figure 5 – Zoning Map – Realignment Area

Multi-Modal

Existing facilities for multi-modal users are very limited in the study area. There are some 3' paved shoulders on parts of the corridor along with sidewalks in some areas. There are also some existing facilities associated with Sorrento Elementary School and East Lake Community Park, including a portion of the Wekiva Trail. These represent the construction of the first piece of the puzzle, but currently they are isolated and need interconnectivity with the community.

DESIGN CRITERIA

Geometric Design Criteria

The design and construction criteria for the project will adhere to FDOT and Lake County standards. The sources for the design standards are the following:

A Policy on Geometric Design of Highways and Streets, 6th Ed., AASHTO
Highway Safety Manual, 1st Ed., 2010, AASHTO
Manual on Uniform Traffic Control Devices, 2009 Ed., FHA
Florida Green Book, 2013 Ed., FDOT
Design Standards, 2016 Ed., FDOT
Transportation Planning, Design, and Construction Standards, Lake
County

The design speed for the project will be 40 MPH.

Drainage Design Criteria

The drainage design criteria for the project will adhere to St. Johns River Water Management District (SJRWMD) and Lake County standards.

TRAFFIC

Traffic Analysis

CR 437 is classified as a Major Collector and is currently operating below its adopted Level of Service (LOS D) with the exception of one intersection. The intersection of SR 46 & CR 437 (W) fails during the PM peak hour condition. In order to assess current and future traffic conditions a traffic operational analysis was performed. The study considered both existing (2016) and future (2040) conditions. The analysis supports the need for the realignment of CR 437. The no-build scenario shows that SR 46 and its intersections with CR 437 will fail in the future condition. A summary of the results of the analysis is shown in Table 1. A copy of the traffic study is included in Appendix G.

• Table 1 - Current & Future Conditions – Road Segments

Road Segment	Peak Hour, 2-Way Traffic - Existing Conditions				
	Service Vol.	AM		PM	
		Volume	V/C	Volume	V/C
CR 437					
Adair Ave. to SR 46	1,360	743	0.55	884	0.65
SR 46 to Wolf Branch Rd.	1,520	954	0.63	1,089	0.72
Wolf Branch Rd. to SR 44	1,520	809	0.53	871	0.57
SR 46 (Sorrento Ave.)					
CR 437 (W) to CR 437 (E)	1,680	920	0.55	1,088	0.65

Road Segment	Peak Hour, 2-Way Traffic - 2040 No-Build				
	Service Vol.	AM		PM	
		Volume	V/C	Volume	V/C
CR 437					
Adair Ave. to SR 46	1,360	1,005	0.74	1,208	0.89
SR 46 to Wolf Branch Rd.	1,520	1,696	1.12	1,843	1.21
Wolf Branch Rd. to SR 44	1,520	1,440	0.95	1,485	0.98
SR 46 (Sorrento Ave.)					
CR 437 (W) to CR 437 (E)	1,680	1,825	1.09	2,017	1.20

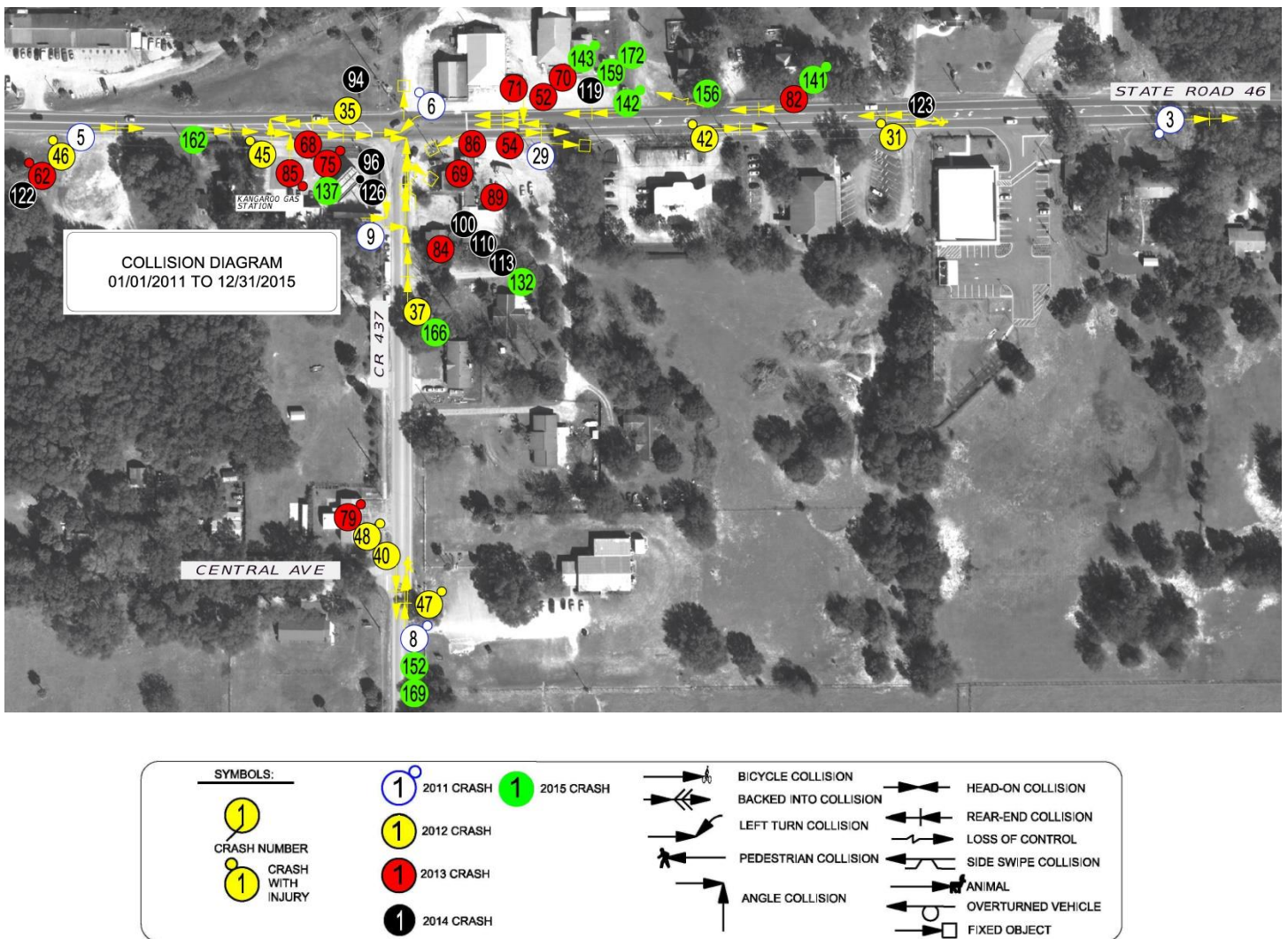
Road Segment	Peak Hour, 2-Way Traffic - 2040 w/ Realignment				
	Service Vol.	AM		PM	
		Volume	V/C	Volume	V/C
CR 437					
Adair Ave. to Realignment	1,360	1,091	0.80	1,248	0.92
Realignment	1,520	986	0.65	1,195	0.79
SR 46 to Wolf Branch Rd.	1,520	1,696	1.12	1,843	1.21
Wolf Branch Rd. to SR 44	1,520	1,440	0.95	1,485	0.98
SR 46 (Sorrento Ave.)					
CR 437 (W) to CR 437 (E)	1,680	1,086	0.65	1,269	0.76

• Table 2 - Current & Future LOS – Intersections

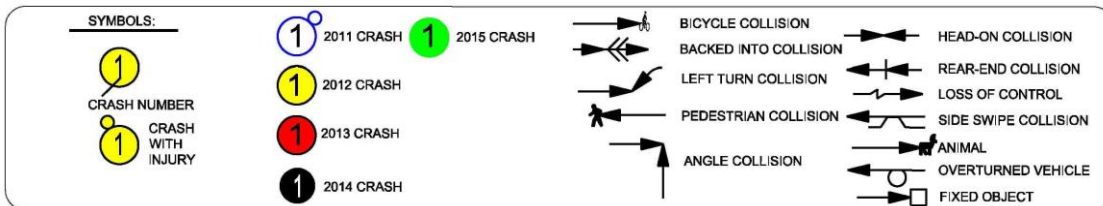
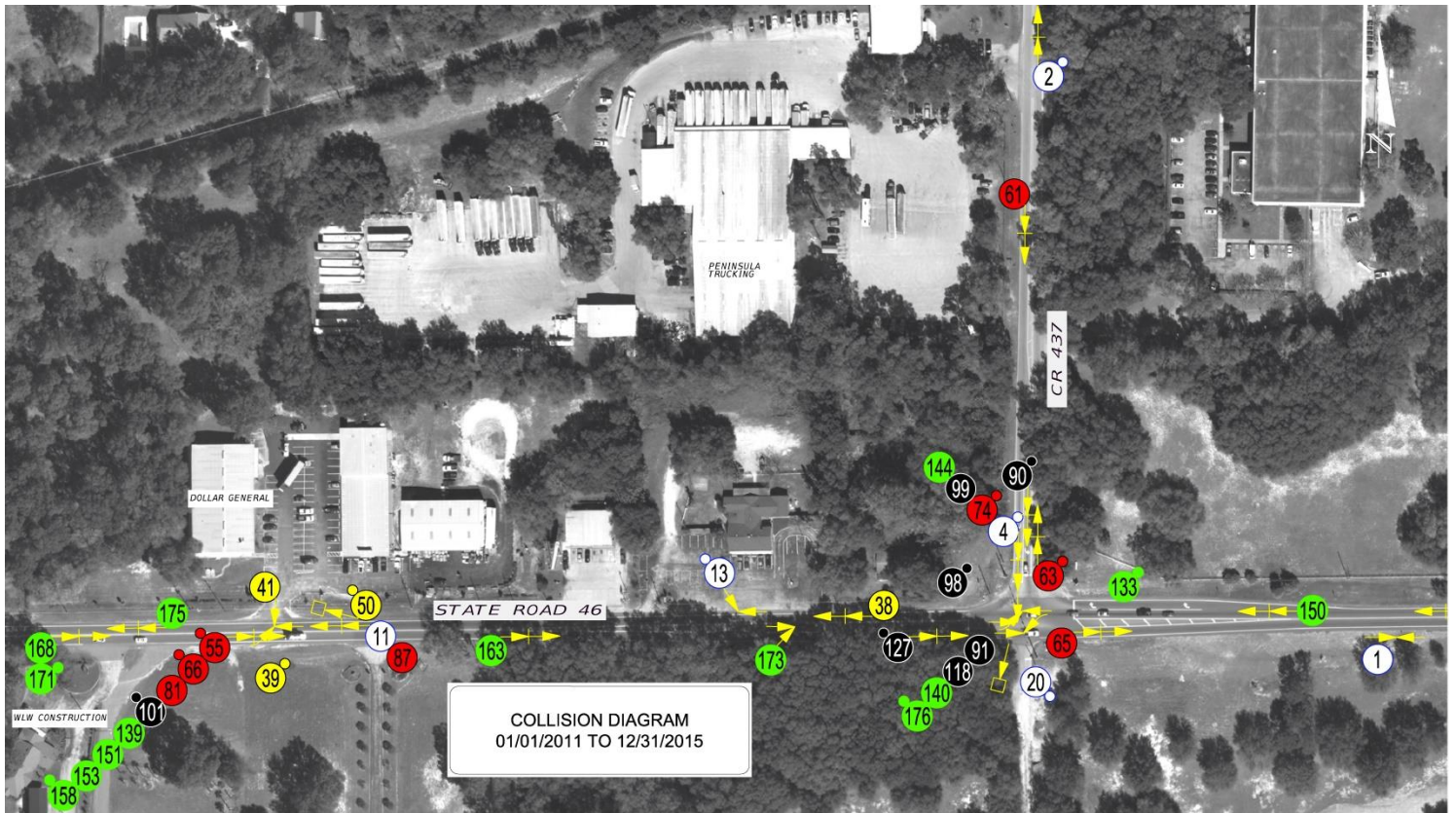
Intersection	Existing Condition		2040 Condition No-Build		2040 Condition Realign. Alt. 1		2040 Condition Realign. Alt. 2A	
	AM	PM	AM	PM	AM	PM	AM	PM
CR 437/Realignment (W End)	-	-	-	-	C	C	B	A
SR 46/CR 437 (W)	C	E	F	F	B	C	B	C
Realignment/Hunter Ave.	-	-	-	-	B	C	A	C
SR 46/CR 437 (E)	C	C	F	F	C	D	C	D
CR 437/Wolf Branch Rd.	C	C	D	D	D	D	D	D
SR 44/CR 437	C	C	F	E	F	E	F	E

Crash Analysis

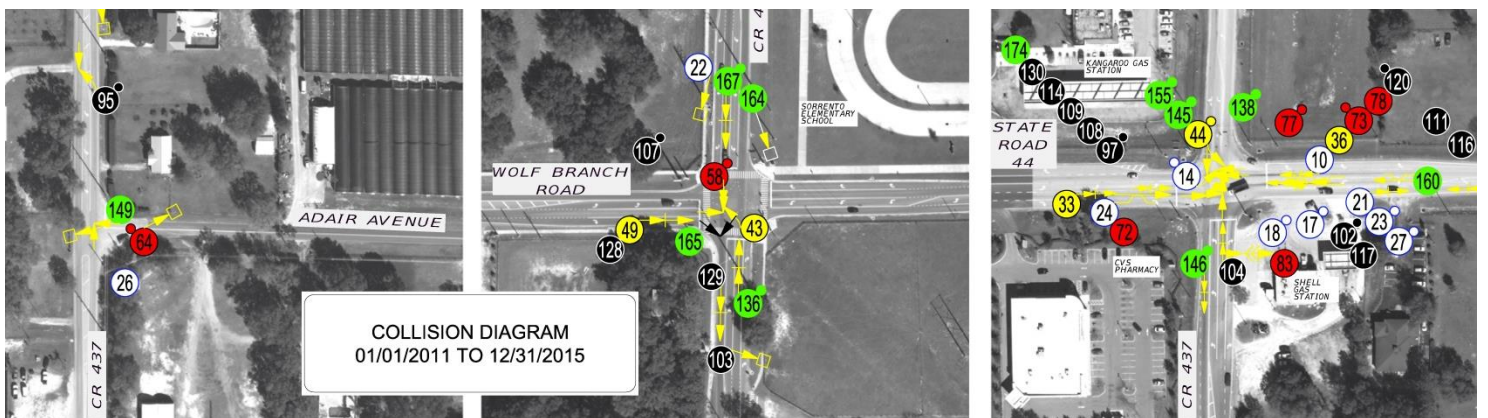
An evaluation of the vehicle crash record was performed for the period of 2011-2015. A total of 177 crashes were identified for the study period. Eighty two (46%) of the crashes involved injuries, none involved a fatality. Most of the crashes were rear-end (55%). Two of the crashes involved pedestrians. One of the pedestrian crashes was on CR 437 near the library, the other was on SR 46 near the Post Office. Collision diagrams are provided in Figures 6-8. A collision summary is provided in Figure 9.



• Figure 6 - Collision Diagram 1



• Figure 7 - Collision Diagram 2



• Figure 8 - Collision Diagram 3

COLLISION SUMMARY												
Section: From Adair Avenue to SR 44				Road: CR 437				County: LAKE				
Intersecting route:				Milepost:				Data by: VP/AJP				
Study period: 1/1/2011 to 12/31/2015				Date: 7/1/2016								
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
TOTAL				0	150		\$939,222					
TOTAL NO.	Fatal	Injury	Property Damage Only	Pedestrian	Left-Turn	Rear-End	Overturn	Fixed-Object	Angle	Side-Swipe	Right-Turn	
177	0	82	95	2	16	98	2	21	22	9	1	
Percent	0%	46%	54%	1%	9%	55%	1%	12%	12%	5%	1%	
				Right Angle	Backed-Into	Head-On	Off Road	Other				
				1	2	1	1	1				
				1%	1%	1%	1%	1%				
CONTRIB-CAUSE	Day	Night (Dark)	Pavement Condition			FTYRW	Improper Backing	Improper Lane Change	Ran Stop Sign	Fleeing Police	Careless Driving	Driver Distraction
			Wet	Dry	?							
Total	132	45	27	150	0	26	2	3	1	1	80	9
Percent	75%	25%	15%	85%	0%	15%	1%	2%	1%	1%	45%	5%
Improper Passing	DUI	Ran Red Light	Disregarded Traffic Signal	Unknown	Animal in Roadway	Followed Too Closely	Improper Turn	Lost Control	Improper Crossing	Max Height Exceeded	Too Fast For Conditions	
2	7	2	2	7	1	4	9	15	1	1	4	
1%	4%	1%	1%	4%	1%	2%	5%	8%	1%	1%	2%	

• Figure 9 - Collision Summary

PUBLIC INVOLVEMENT & COMMUNITY INPUT

Public Involvement

The project includes a public involvement element. This part of the project provides outreach and communication with the community. The program included newsletter mailings, an active website, and community meetings to provide project information and solicit public comment and concerns. The following community meetings were held for the project:

July 12, 2016: Presentation to CRA Advisory Committee

July 28, 2016: 1st Community Meeting at Sorrento Elementary School

November 15, 2016: Presentation to CRA Advisory Committee

November 17, 2016: 2nd Community Meeting at Sorrento Elementary School

December 20, 2016: Presentation to Board of County Commissioners

January 10, 2017: Presentation to CRA Advisory Committee

April 27, 2017: 3rd Community Meeting at Sorrento Elementary School

June 6, 2017: Board of County Commissioners Public Hearing/Plan Adoption

The documentation of the public involvement program is included in Appendix H.

CORRIDOR ANALYSIS

The objective of the corridor analysis process is to select a viable corridor in which to provide technically and environmentally sound alignment alternatives that are cost effective and acceptable to the community.

The design team, in conjunction with Lake County staff developed several alternative corridors for the realignment portion of the project. The alignments were developed to limit the number of property parcels impacted. Two primary configurations were considered. Alternative 1 utilizes large sweeping curves. This alternative gives priority to the movement of vehicles. It would maintain a higher travel speed and minimize delays for through traffic. Alternative 2 is a more traditional grid pattern configuration with modern roundabouts at the main intersections. This alternative handles the realignment traffic volume but will operate at a slower speed and would result in greater travel time for through traffic than Alternative 1. Alternative 2 does, however, provide better opportunities for safer bicycle/pedestrian facilities, and would conform more closely to the CRA goals and objectives for the community. Alternative 1A is a hybrid of Alternatives 1 and 2. It replaces the standard stop condition intersections with modern roundabouts. Alternative 2A is the same as Alternative 2 but with the addition of right turn bypass lanes. These will benefit the through traffic by reducing some of the intersection delay. The realignments are shown in figures 11-14 below.



• Figure 10 - Realignment Alternative 1



• Figure 11 - Realignment Alternative 1A



• Figure 12 - Realignment Alternative 2



• Figure 13 - Realignment Alternative 2A

PRELIMINARY DESIGN ANALYSIS

Pavement Evaluation

The geotechnical study for the project included several road corings. These were taken to ascertain the structural strength of the existing road and to determine if it was a viable candidate for widening and resurfacing as opposed to total reconstruction. The road cores revealed that the existing road is structurally sufficient and will not require reconstruction. Any of the proposed improvements, with the exception of the realignment, would be a widening and resurfacing activity.

Roadway Alignment

South Sections 1 & 2 and North Sections 1, 2 & 3 will not have any changes to their horizontal or vertical alignment. The realignment section of the project will entail a new road design. The horizontal and vertical alignments to that section will follow the established geometric design criteria with a design speed of 40 MPH. Additionally, the vertical alignment must comply with County design standards for a road within a flood prone area. CR 437 is a Major Collector road. The County standards require that the centerline be at least 2.5 feet above the flood elevation.

Multi-Modal Transportation

A detailed Multi-Modal study was prepared as part of this project. It looked at current and future needs for the various sections of the project. The recommendations from that evaluation were incorporated into the improvement plans for the project. A copy of the Multi-Modal study is included in Appendix I. The following are the general recommendations from the study.

Road Crossings: should be provided at such a frequency to allow convenience for the sidewalk/trail user and located to optimize motorist awareness. Where possible, refuge islands should be utilized and enhanced features such as

wider crosswalks, advanced pavement markings, lighting and signage should be incorporated into the design. Where feasible, traffic calming methods should be used near crossings, including lower posted speed limits. Additionally, the use of staggered crosswalks at medians may be beneficial.

Trails/Wide Sidewalks: The recommendations for this project are 8' wide sidewalks on both sides of CR 437 along the entire corridor. The alignment that is co-located with the future Wekiva Trail should be 12' wide. Trails and wider sidewalks provide opportunities for people of all ages and abilities. Most bike riders are uncomfortable riding on a paved shoulder or bicycle lane and prefer a trail or wider sidewalk. Wider facilities also increase safety for multiple users.

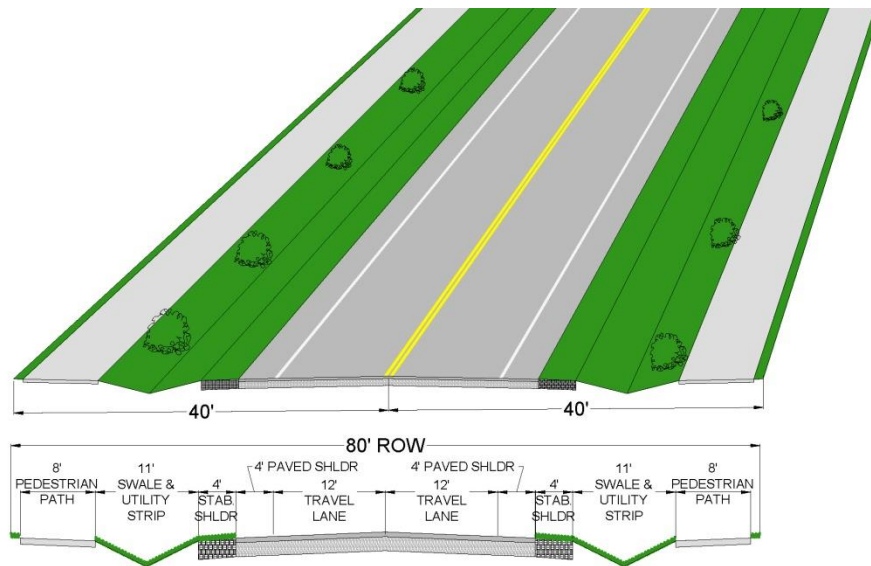
Aesthetics Treatment: Increased aesthetic treatment of planned facilities reflects the desires of the residents and stakeholders and attracts quality development. Trails and wide sidewalks designed with wide sweeping curves, landscaping (especially shade trees) and lighting will attract recreational trail users, better serve residents and will increase property values.

Partnerships with adjacent property owners: Improvement of the public right of way should be coordinated with adjacent property owners to enhance bicycle and pedestrian connectivity, to plan for future transit and to improve the curb appeal. This corridor currently includes several areas of "massphalt" where the entire property and right of way are paved with no delineation for motorists, bicyclists or pedestrians. The pavement can be painted to outline access drives and pedestrian zones to provide a direct sidewalk/marked pavement connection to the business entrance. Optimally, improvements will include a reduction of asphalt and the addition of landscaping. Additional private improvements could include:

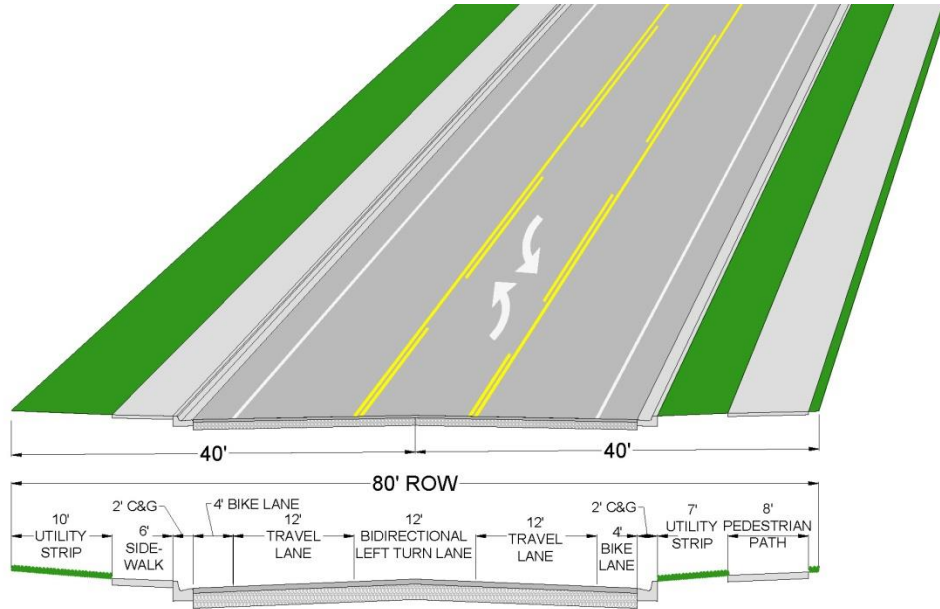
- Connect to sidewalk/trail/bike lane
- Locate potential transit stops for future transit opportunities
- Consolidate and minimize entrance points

- Consolidate signage
- Provide bike racks, seating, drinking fountains and other amenities to welcome bicyclists and pedestrians.
- Align connecting sidewalks and amenities to showcase scenic views. Screen blighted views with landscaping while providing clear sight distance views from business entrance points.
- Add shade trees
- Add lighting

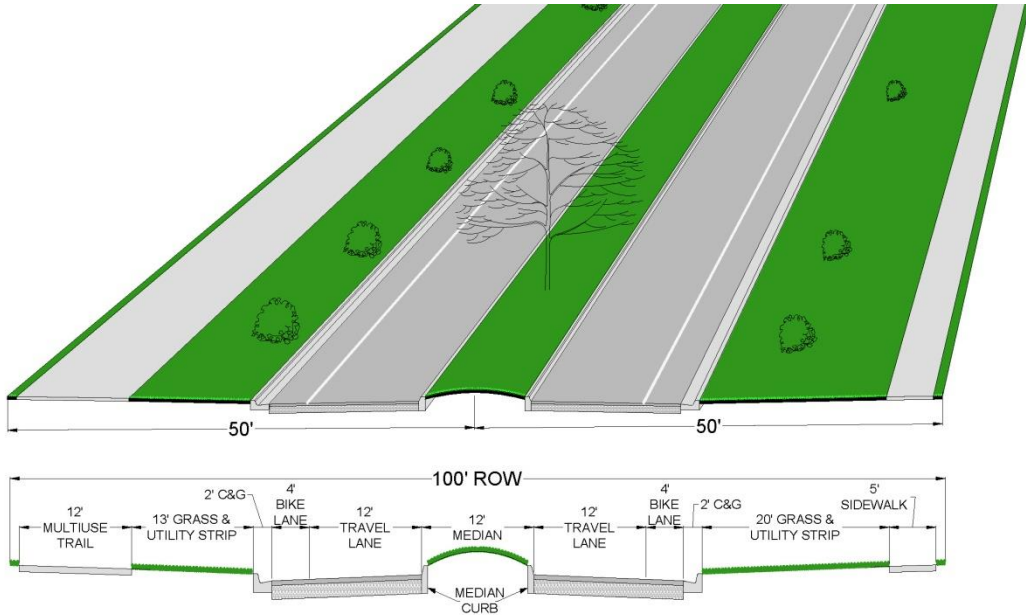
The following exhibits show the proposed improvements for the different sections of the project, incorporating the recommended multi-modal features.



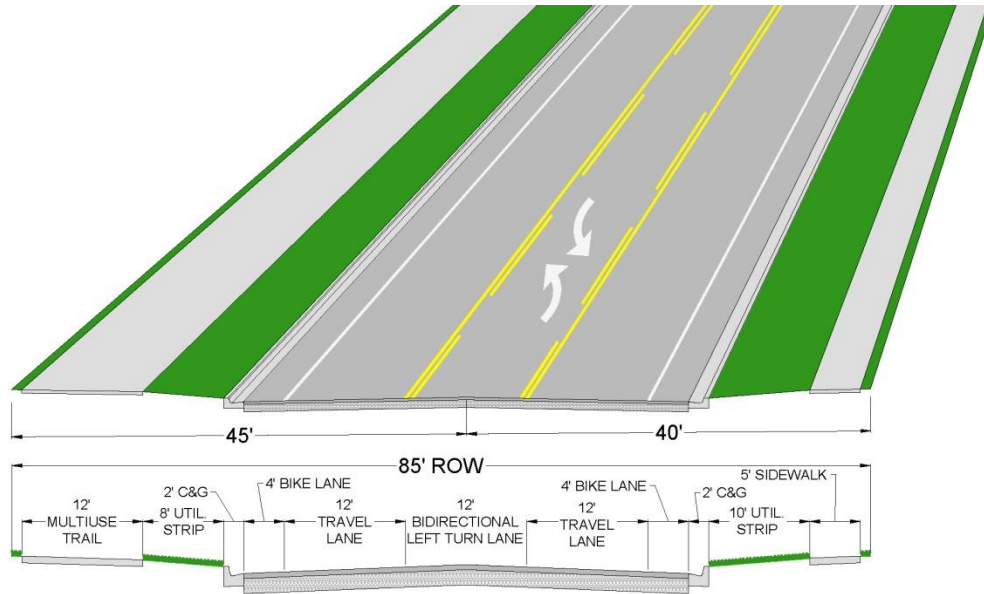
SOUTH SECTION 1 ADAIR AVENUE to CENTRAL AVENUE



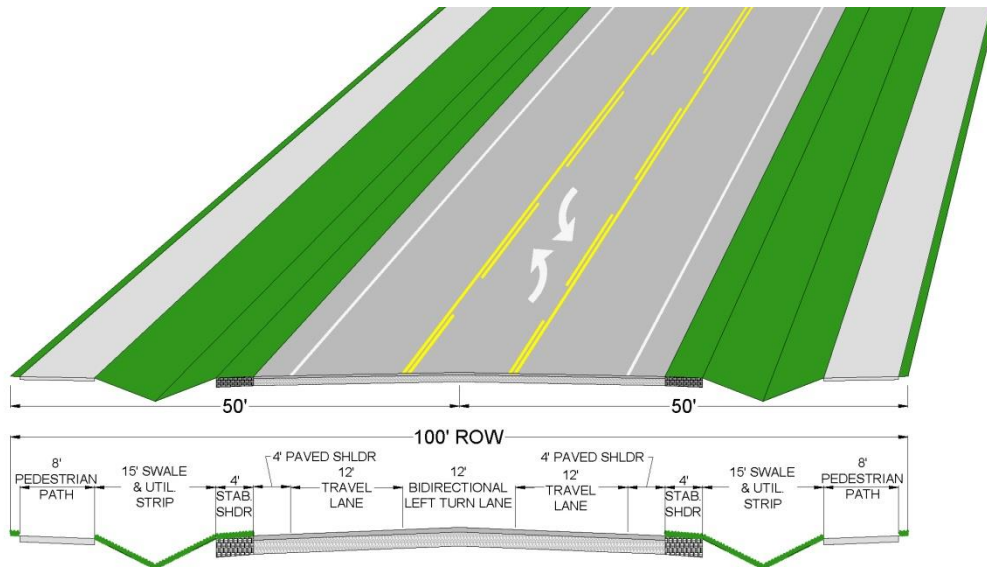
SOUTH SECTION 2 CENTRAL AVENUE to SORRENTO AVENUE



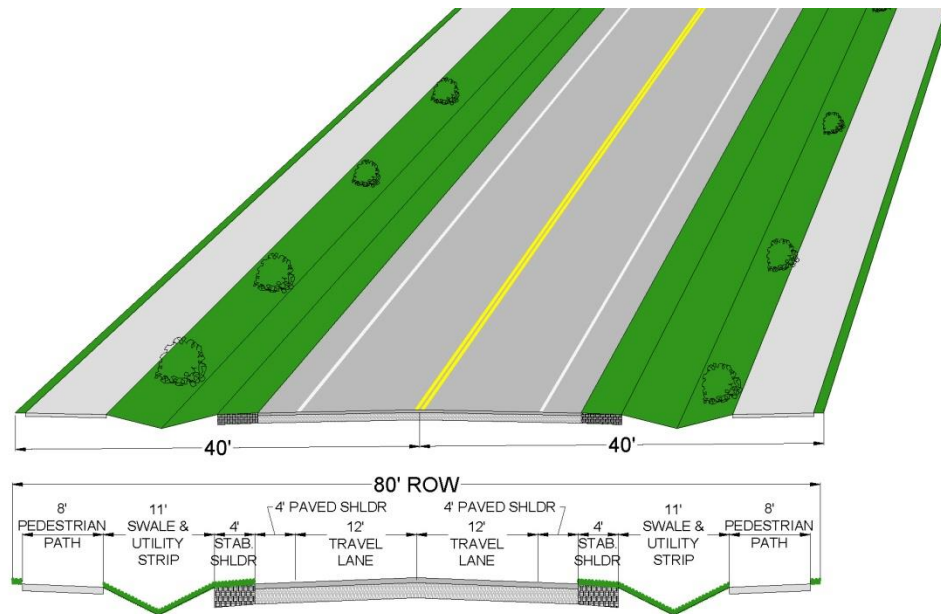
REALIGNMENT SECTION



NORTH SECTION 1 SORRENTO AVENUE to WOLF BRANCH ROAD



NORTH SECTION 2 OLMAC ROAD to ROLLING OAK ROAD

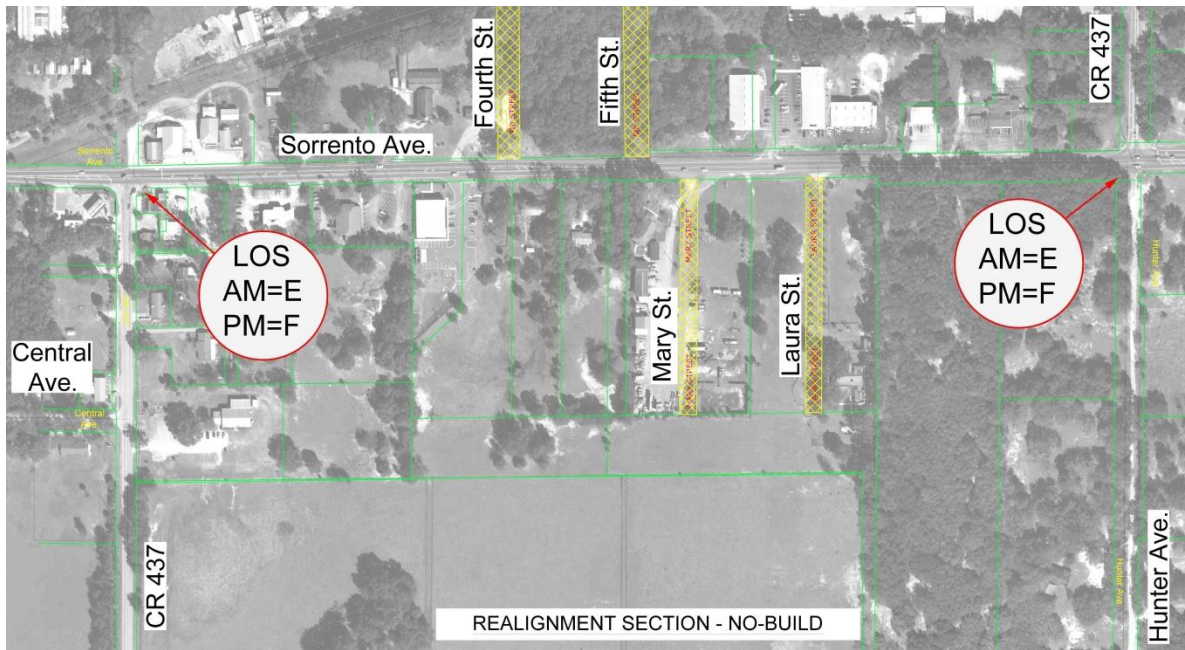


NORTH SECTION 3 ROLLING OAK ROAD to SR 44

REALIGNMENT ALTERNATIVES ANALYSIS

At the second community meeting the project team gave a detailed presentation reviewing factors affecting the project, the public input previously received, proposed project improvements, and the four alternative configurations for the realignment portion. The team members discussed them with the attendees and asked for their ideas and opinions. The public also marked ballots identifying their preferred alternative. Based on the input at the meeting, and the comment forms received, the team determined that Alternatives 1 and 2A warranted further evaluation. To provide a comparative analysis, a detailed stormwater evaluation was prepared for each alternative. A preliminary construction cost estimate along with a property impact and right-of-way acquisition cost estimate was also prepared.

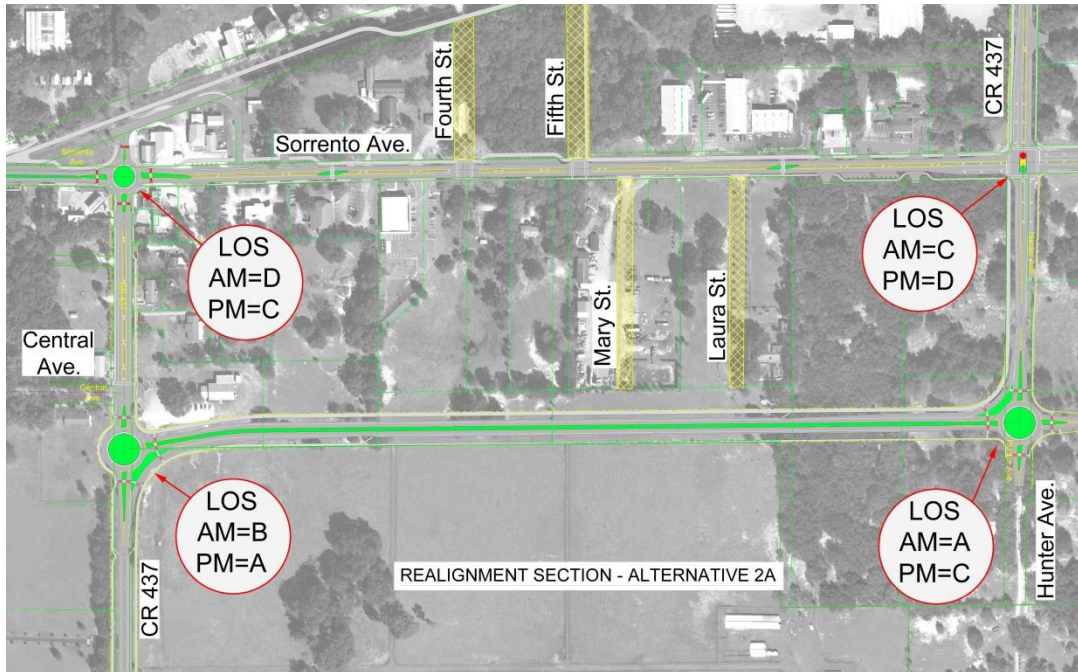
The following figures show the future 2040 level of service for the intersections in the realignment options plus a no-build option.



• Figure 14 – 2040 Intersection LOS – No-Build



• Figure 15 – 2040 Intersection LOS – Alternative 1

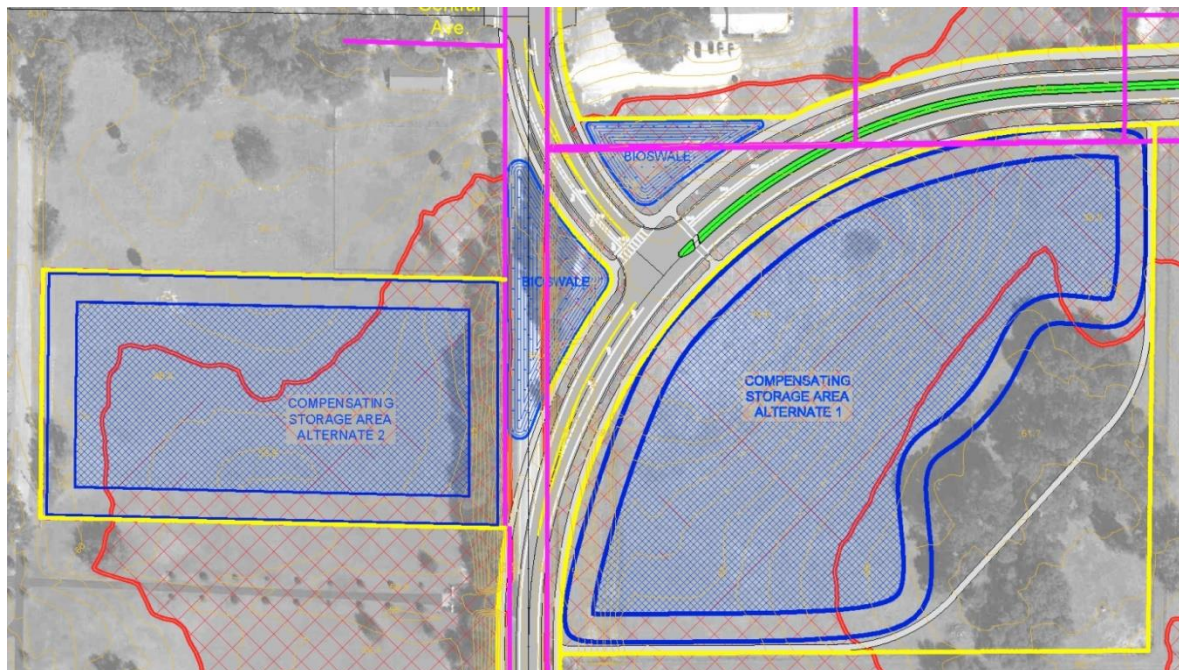


• Figure 16 – 2040 Intersection LOS – Alternative 2A

Stormwater Management

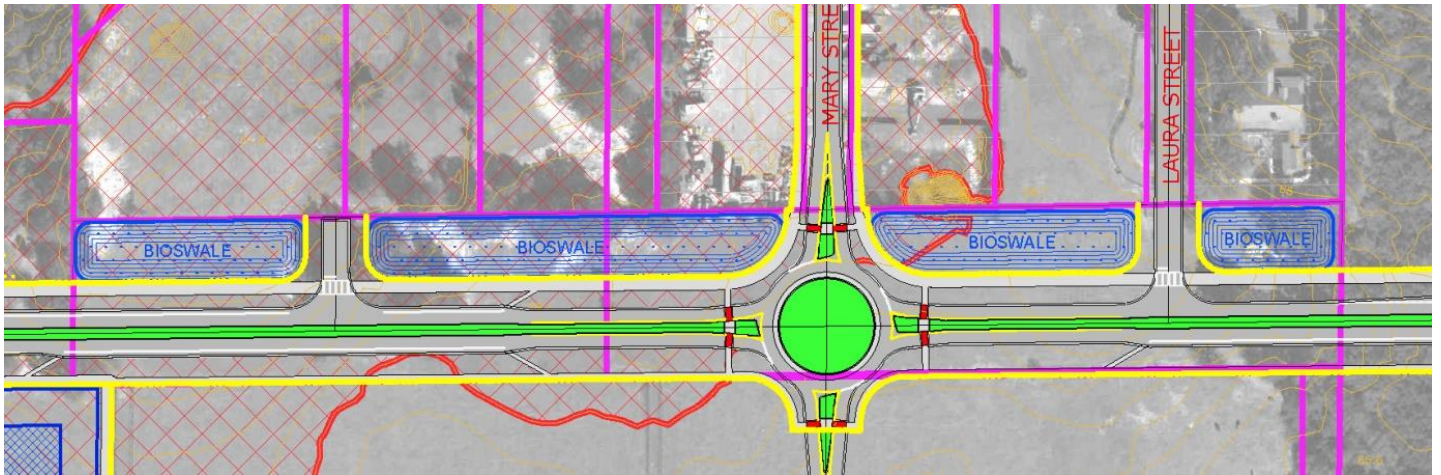
A detailed stormwater management analysis was prepared for the project. It is included in Appendix J. The evaluation looked at the stormwater requirements for all of the sections of the project. South Section 1 and North Sections 2 & 3 will utilize roadside swales to handle stormwater runoff. The proposed swales are sized according to the required volume identified in the analysis. The other sections of the project will require stormwater retention facilities. The following describes those sections.

Realignment Alternative 1: This will be a new roadway over currently undeveloped land. The road will have an urban section with curb & gutter and closed drainage. Stormwater will be directed to dry retention ponds. The stormwater system will also handle runoff from South Section 2. Additionally, the system will need to provide compensating storage to offset needed filling within a flood prone area. The following figure shows the proposed ponds (bioswales) and two alternative compensating storage sites.

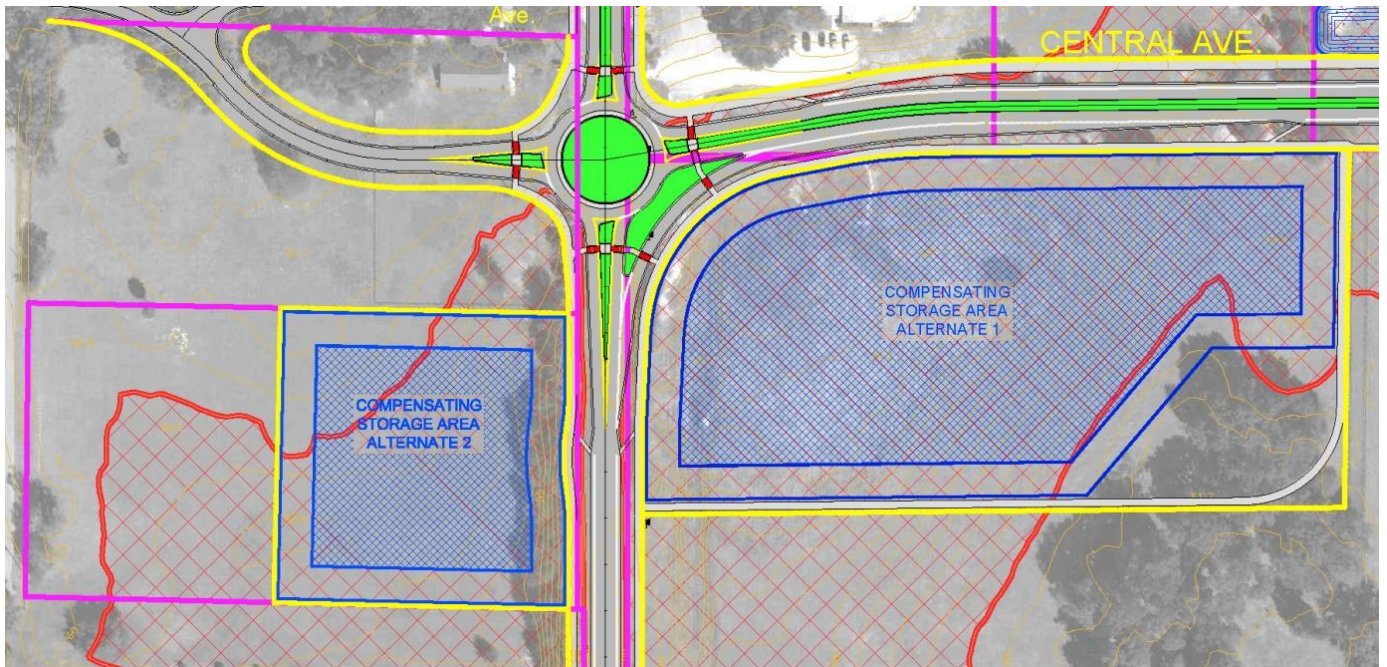


• Figure 17 – Alternative 1 – Treatment Pond & Compensating Storage Areas

Realignment Alternative 2A: The stormwater requirements for this section are the same as Alternative 1. The following figures show the proposed ponds (bioswales) and two alternative compensating storage sites for this realignment configuration.

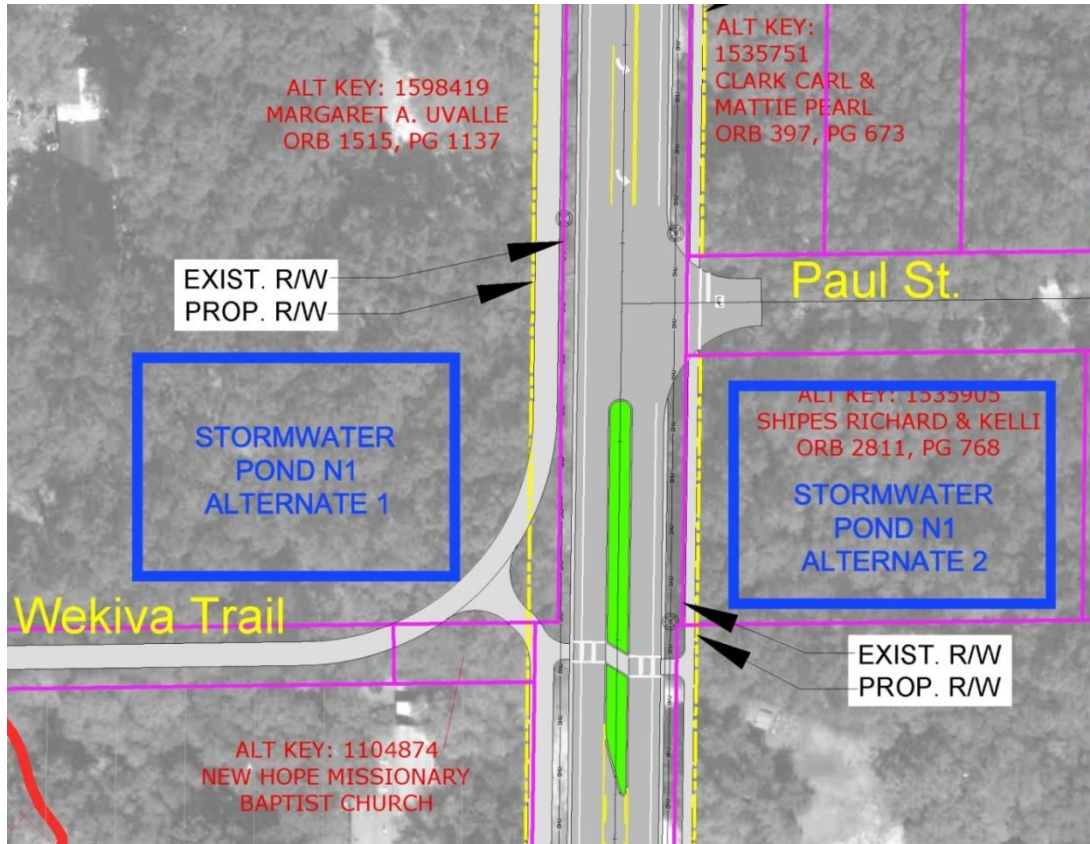


• Figure 18 – Alternative 2A – Treatment Pond Areas



• Figure 19 – Alternative 2A –Compensating Storage Areas

North Section 1: This portion of the project will change from a rural section road with drainage swales to an urban section road with curb & gutter and closed drainage. Stormwater will be directed to a dry retention pond. Two alternative sites have been identified for the proposed ponds. They are shown below.



• Figure 20 – North Section1 – Treatment Pond Areas

Construction Cost Estimate

Estimates of the anticipated construction were prepared for all of the sections in the project. Those detailed estimates are show below.

• Table 3 - Estimated Construction Costs

SOUTH SECTION 1

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$140,000	\$140,000
EROSION CONTROL	LF	4,710	\$3	\$14,130
SURVEY, LAYOUT & AS-BUILTS	LF	4,710	\$5	\$23,550
DEMOLITION AND CLEARING	LF	4,710	\$10	\$47,100
EARTHWORK	LF	4,710	\$36	\$169,560
ROAD CONSTRUCTION & RESURFACE	LF	4,710	\$115	\$541,650
ADAIR AVENUE IMPROVEMENTS	LS	1	\$65,000	\$65,000
DRIVEWAY APRONS	LS	1	\$40,000	\$40,000
8' PEDESTRIAN PATHS	LF	9,420	\$40	\$376,800
R/W RESTORATION	LF	4,710	\$24	\$113,040
			TOTAL	\$1,530,830

SOUTH SECTION 2 - ALTERNATIVE 1

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$30,000	\$30,000
EROSION CONTROL	LF	650	\$3	\$1,950
SURVEY, LAYOUT & AS-BUILTS	LF	650	\$10	\$6,500
DEMOLITION AND CLEARING	LF	650	\$20	\$13,000
EARTHWORK	LF	650	\$35	\$22,750
ROAD CONSTRUCT AND RESURFACING	LF	650	\$190	\$123,500
TRAFFIC SIGNAL MODIFICATIONS	LS	1	\$25,000	\$25,000
CURBING	LF	1,280	\$25	\$32,000
DRIVEWAY APRONS	LS	1	\$13,000	\$13,000
6' SIDEWALK	LF	580	\$30	\$17,400
8' PEDESTRIAN PATHS	LF	560	\$40	\$22,400
R/W RESTORATION	LF	650	\$24	\$15,600
			TOTAL	\$323,100

SOUTH SECTION 2 - ALTERNATIVE 2A

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$30,000.00	\$30,000.00
EROSION CONTROL	LF	650	\$3.00	\$1,950.00
SURVEY, LAYOUT & AS-BUILTS	LF	650	\$10.00	\$6,500.00
DEMOLITION AND CLEARING	LF	650	\$20.00	\$13,000.00
EARTHWORK	LF	650	\$35.00	\$22,750.00
ROAD CONSTRUCTION & RESURFACING	LF	650	\$190.00	\$123,500.00
TRAFFIC SIGNAL MODIFICATIONS	LS	1	\$25,000.00	\$25,000.00
CURBING	LF	1,280	\$25.00	\$32,000.00
DRIVEWAY APRONS	LS	1	\$13,000.00	\$13,000.00
6' SIDEWALK	LF	580	\$30.00	\$17,400.00
8' PEDESTRIAN PATHS	LF	560	\$40.00	\$22,400.00
R/W RESTORATION	LF	650	\$24.00	\$15,600.00
ROUND-ABOUT (SORRENTO AVE.)	1	LS	\$300,000.00	\$300,000.00
			TOTAL	\$623,100.00

REALIGNMENT SECTION - ALTERNATIVE 1

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$220,000	\$220,000
EROSION CONTROL	LF	3,960	\$3	\$11,880
SURVEY, LAYOUT & AS-BUILTS	LF	3,960	\$5	\$19,800
DEMOLITION AND CLEARING	LF	3,960	\$7.50	\$29,700
EARTHWORK	LF	3,960	\$125	\$495,000
ROAD CONSTRUCTION & RESURFACE	LF	3,960	\$190	\$752,400
INTERSECTION IMPROVEMENTS (SR 46)	LS	1	\$160,000	\$160,000
CURBING	LF	11,900	\$25	\$297,500
5' SIDEWALKS	LF	3,570	\$25	\$89,250
8' PEDESTRIAN PATHS	LF	2,350	\$40	\$94,000
12' MULTI-USE PATHS	LF	3,040	\$60	\$182,400
R/W RESTORATION	LF	3,960	\$16	\$63,360
POND GRASSING	LS	1	\$36,000	\$36,000
TOTAL				\$2,451,290

REALIGNMENT SECTION - ALTERNATIVE 2A

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$250,000	\$250,000
EROSION CONTROL	LF	5,470	\$3	\$16,410
SURVEY, LAYOUT & AS-BUILTS	LF	5,470	\$5	\$27,350
DEMOLITION AND CLEARING	LF	5,470	\$6	\$32,820
EARTHWORK	LF	5,470	\$76	\$415,720
ROAD CONSTRUCTION & RESURFACE	LF	5,470	\$162	\$886,140
INTERSECTION IMPROVEMENTS (SR 46)	LS	1	\$160,000	\$160,000
CURBING	LF	18,330	\$25	\$458,250
5' SIDEWALKS	LF	2,000	\$25	\$50,000
8' PEDESTRIAN PATHS	LF	3,700	\$40	\$148,000
12' MULTI-USE PATHS	LF	3,250	\$60	\$195,000
R/W RESTORATION	LF	5,470	\$16	\$87,520
POND GRASSING	SY	25,500	\$1.50	\$38,250
TOTAL				\$2,765,460

NORTH SECTION 1

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$90,000	\$90,000
EROSION CONTROL	LF	2,270	\$3	\$6,810
SURVEY, LAYOUT & AS-BUILTS	LF	2,270	\$7.50	\$17,025
DEMOLITION AND CLEARING	LF	2,270	\$15	\$34,050
EARTHWORK	LF	2,270	\$50	\$113,500
ROAD CONSTRUCTION & RESURFACE	LF	2,270	\$175	\$397,250
CURBING	LF	4,100	\$25	\$102,500
DRIVEWAY APRONS	LS	1	\$16,200	\$16,200
12' MULTI-USE PATH	LF	2,450	\$60	\$147,000
R/W RESTORATION	LF	2,270	\$20	\$45,400
TOTAL				\$969,735

NORTH SECTION 2

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$210,000	\$210,000
EROSION CONTROL	LF	6,390	\$3	\$19,170
SURVEY, LAYOUT & AS-BUILTS	LF	6,390	\$5	\$31,950
DEMOLITION AND CLEARING	LF	6,390	\$8	\$51,120
EARTHWORK	LF	6,390	\$42	\$268,380
ROAD CONSTRUCTION & RESURFACE	LF	6,390	\$150	\$958,500
CURBING	LF	4,100	\$25	\$102,500
DRIVEWAY APRONS	LS	1	\$104,400	\$104,400
8' PEDESTRIAN PATHS	LF	11,500	\$40	\$460,000
R/W RESTORATION	LF	6,390	\$24	\$153,360
TOTAL				\$2,359,380

NORTH SECTION 2

ITEM DESCRIPTION	UNIT	QNTY	UNIT COST	COST
GENERAL CONDITIONS	LS	1	\$200,000	\$200,000
EROSION CONTROL	LF	6,890	\$3	\$20,670
SURVEY, LAYOUT & AS-BUILTS	LF	6,890	\$5	\$34,450
DEMOLITION AND CLEARING	LF	6,890	\$7	\$48,230
EARTHWORK	LF	6,890	\$42	\$289,380
ROAD CONSTRUCTION	LF	6,890	\$100	\$689,000
SR 44 INTERSECTION IMPROVEMENTS	LS	1	\$200,000	\$200,000
CURBING	LF	600	\$25	\$15,000
DRIVEWAY APRONS	LS	1	\$16,200	\$16,200
8' PEDESTRIAN PATHS	LF	13,700	\$40	\$548,000
R/W RESTORATION	LF	6,890	\$24	\$165,360
TOTAL				\$2,226,290

Right-of-Way

All sections of the project will require the acquisition of additional right-of-way. A detailed evaluation of each section was prepared for the study. It identifies the affected tax parcel, the estimated land value from the Property Appraiser information, the land area to be acquired, and an estimated right-of-way acquisition cost. It should be noted that for the realignment section, the estimate is based commercial property with an anticipated unit value of \$200,000/acre. This was used to provide a conservative estimate for the cost of acquisition. The following tables provide the breakdown for each section.

• Table 4 - Right-of-Way Acquisition Areas & Estimated Costs

SOUTH SECTION 1										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1753961	BODIFORD CECIL & DYANNE	VACANT RESIDENTIAL (0000)	0.64	\$2,340	\$4,680	\$7,312.50	504	0.012	\$85	\$211.52
1510791	BODIFORD CECIL & DYANNE	ORNAMENTAL NURSERY (6900)	5	\$10,000	\$20,000	\$4,000.00	8,826	0.203	\$810	\$2,026.17
1510791	BODIFORD CECIL & DYANNE	AGRICULTURAL IMPROVED (5000)	4.5	\$78,750	\$157,500	\$35,000.00	2,795	0.064	\$2,246	\$5,614.38
2731982	STUTZMAN MICHELLE	SFR DRY LOT (0100)	5.42	\$107,966	\$215,932	\$39,839.85	10,169	0.233	\$9,301	\$23,251.35
1709334	ANDERSON OLIVEE R & CAROLY	SFR DRY LOT (0100)	5	\$41,250	\$82,500	\$16,500.00	3,689	0.085	\$1,397	\$3,493.37
2664819	LEE PILL H	ORNAMENTAL NURSERY (6900)	5	\$10,000	\$20,000	\$4,000.00	26,128	0.600	\$2,399	\$5,998.16
2664819	LEE PILL H	AGRICULTURAL IMPROVED (5000)	1	\$20,000	\$40,000	\$40,000.00	1,303	0.030	\$1,197	\$2,991.28
1598451	MYONG SUN AN & DAE SUNG C	SFR DRY LOT (0100)	0.89	\$25,632	\$51,264	\$57,600.00	7,418	0.170	\$9,809	\$24,522.31
1598516	B J ORCHID LLC	ORNAMENTAL NURSERY (6900)	5.08	\$10,160	\$20,320	\$4,000.00	2,291	0.053	\$210	\$525.94
1598508	THOMSON THOMAS D & MELVA	SFR DRY LOT (0100)	0.89	\$25,632	\$51,264	\$57,600.00	2,520	0.058	\$3,332	\$8,330.58
1598583	WINDHAM SCOTT G &	SFR DRY LOT (0100)	0.89	\$25,632	\$51,264	\$57,600.00	2,520	0.058	\$3,332	\$8,330.58
1071071	KUJA PAUL J TRUSTEE	SFR DRY LOT (0100)	0.89	\$25,632	\$51,264	\$57,600.00	2,720	0.062	\$3,597	\$8,991.74
2545691	JRE ENTERPRISES L C	ORNAMENTAL NURSERY (6900)	11.8	\$23,600	\$47,200	\$4,000.00	7,354	0.169	\$675	\$1,688.25
2720735	LOPEZ REMI JR &	SFR DRY LOT (0100)	2	\$23,750	\$47,500	\$23,750.00	3,200	0.073	\$1,745	\$4,361.80
1598478	FINDLEY ROBERT	MOBILE HOME DRY LOT (0230)	4.9	\$88,200	\$176,400	\$36,000.00	2,992	0.069	\$2,473	\$6,181.82
1745365	THOMSON THOMAS D	SFR DRY LOT (0100)	5	\$90,000	\$180,000	\$36,000.00	3,200	0.073	\$2,645	\$6,611.57
1598460	KRICHBAUM KARL & ALICIA A	SFR DRY LOT (0100)	5	\$90,000	\$180,000	\$36,000.00	3,200	0.073	\$2,645	\$6,611.57
1598486	KOOLHAAS CORNELIS	ORNAMENTAL NURSERY (6900)	6	\$12,000	\$24,000	\$4,000.00	953	0.022	\$88	\$218.78
1510805	BROSCH R GLENN	SFR DRY LOT (0100)	3	\$21,375	\$42,750	\$14,250.00	1,383	0.032	\$452	\$1,131.07
1510805	BROSCH R GLENN	NON AGRICULTURAL ACREAGE (9	17	\$103,275	\$206,550	\$12,150.00	9,161	0.210	\$2,555	\$6,388.09
3900674	NELLE S JULIA M ET AL	VACANT RESIDENTIAL UNBUILDA	1	\$100	\$200	\$200.00	229	0.005	\$1	\$2.63
1814715	KIRBY PHILLIP L & DEBORAH P	ORNAMENTAL NURSERY (6900)	4	\$8,000	\$16,000	\$4,000.00	4,752	0.109	\$436	\$1,090.91
1802741	L D PLANTE INC	PASTURE IMPROVED GOOD (6200)	42.23	\$67,304	\$134,608	\$3,187.50	4,723	0.108	\$346	\$864.01
3286138	JORDAN ROBIN R ET AL	AGRICULTURAL IMPROVED (5000)	2.36	\$42,480	\$84,960	\$36,000.00	4,736	0.109	\$3,914	\$9,785.12
3305825	HARMONY FOLIAGE INC ET AL	VACANT RESIDENTIAL (0000)	4.39	\$52,680	\$105,360	\$24,000.00	1,600	0.037	\$882	\$2,203.86
1711185	CLANCY WILLIAM B & BEVERLY	SFR DRY LOT (0100)	2	\$36,000	\$72,000	\$36,000.00	5,278	0.121	\$4,362	\$10,904.96
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$285,114	\$4,100.00	322	0.007	\$30	\$75.77
1598320	SWEENEY LAUREN E	SFR DRY LOT (0100)	3.33	\$59,940	\$119,880	\$36,000.00	4,810	0.110	\$3,975	\$9,938.02
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$285,114	\$4,100.00	13,347	0.306	\$1,256	\$3,140.65
1708851	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200)	9.93	\$12,661	\$25,322	\$2,550.05	10,576	0.243	\$619	\$1,547.83
										\$167,034

SOUTH SECTION 2										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1598061	EAST LAKE COUNTY CHAMBER	CLUB/LODGE/UNION HALL (7700)	2.5	\$25,000	\$50,000	\$20,000.00	2,607	0.060	\$1,197	\$2,992.42
1708869	BODIFORD CECIL & DYANNE	VACANT RESIDENTIAL (0000)	1.07	\$58,410	\$116,820	\$109,177.57	2,592	0.060	\$6,497	\$16,241.29
1185513	BOYD GORDON E & JUDITH M	SFR DRY LOT (0100)	0.48	\$19,079	\$38,158	\$79,495.83	945	0.022	\$1,725	\$4,311.50
1745357	JONES STEVEN C	SFR DRY LOT (0100)	0.28	\$13,703	\$27,406	\$97,878.57	1,680	0.039	\$3,775	\$9,437.33
3799465	ELEMENTAL INVESTMENT CO-IP	SFR DRY LOT (0100)	1	\$12,000	\$24,000	\$24,000.00	1,456	0.033	\$802	\$2,005.51
2612240	MASSAR MARC	DRIVE-IN RESTAURANT (2200)	0.13	\$16,758	\$33,516	\$257,815.38	588	0.013	\$3,480	\$8,700.38
1598265	CATES BILLY DON	SERVICE SHOP (2500)	0.12	\$21,092	\$42,184	\$351,533.33	331	0.008	\$2,671	\$6,678.00
								0.23		\$50,366

REALIGNMENT SECTION - ALTERNATIVE 1										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1708851	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200	9.93	\$12,661	\$1,986,000	\$200,000	2,187	0.050	\$10,041	\$10,041
1127807	TENNEY JAMES N & BARBARA J	CHURCH (7100)	1.48	\$22,394	\$296,000	\$200,000	252	0.006	\$1,157	\$1,157
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$13,908,000	\$200,000	89,343	2.051	\$410,207	\$410,207
1598061	EAST LAKE COUNTY CHAMBER	CLUB/LODGE/UNION HALL (7700)	2.5	\$25,000	\$500,000	\$200,000	19,030	0.437	\$87,374	\$87,374
3347561	EAST LAKE COUNTY CHAMBER	VACANT INSTITUTIONAL (7000)	1.91	\$4,298	\$382,000	\$200,000	35,852	0.823	\$164,610	\$164,610
2584173	HUSSEY JOSEPH M JR	VACANT RESIDENTIAL (0000)	2.06	\$13,184	\$412,000	\$200,000	85,299	1.958	\$391,639	\$391,639
3244231	NORMAN MARY ANN	VACANT RESIDENTIAL (0000)	2.56	\$16,384	\$512,000	\$200,000	117,548	2.699	\$539,706	\$539,706
1117992	LAKE INVESTMENT & REAL ESTA	VACANT COMMERCIAL (1000)	10	\$180,000	\$2,000,000	\$200,000	33,175	0.762	\$152,319	\$152,319
1598087	ARIAS ANTONIO	SFR DRY LOT (0100)	4.58	\$82,440	\$916,000	\$200,000	22,066	0.507	\$101,313	\$101,313
1789150	CHRIST COMMUNITY FELLOWS	CHURCH (7100)	9.33	\$373,200	\$1,866,000	\$200,000	264	0.006	\$1,212	\$1,212
3519221	PAYNE ROAD PROPERTIES LLC	VACANT COMMERCIAL (1000)	4.23	\$184,258	\$846,000	\$200,000	32,361	0.743	\$148,581	\$148,581
2856742	AHUJA RATAN K TRUSTEE	VACANT COMMERCIAL (1000)	2	\$261,360	\$400,000	\$200,000	9,853	0.226	\$45,239	\$45,239
							10.27		\$2,053,398	

REALIGNMENT SECTION - ALTERNATIVE 1 - COMPENSATING STORAGE ALTERNATIVES										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$13,908,000	\$200,000	413,985	9.504	\$1,900,758	\$1,900,758
1734959	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200	4.37	\$5,572	\$874,000	\$200,000	189,367	4.347	\$869,454	\$869,454

REALIGNMENT SECTION - ALTERNATIVE 2A										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1708851	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200	9.93	\$12,661	\$1,986,000	\$200,000	2,708	0.062	\$12,433	\$12,433
1734959	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200	4.37	\$5,572	\$874,000	\$200,000	3,556	0.082	\$16,327	\$16,327
1127807	TENNEY JAMES N & BARBARA J	CHURCH (7100)	1.48	\$22,394	\$296,000	\$200,000	36,805	0.845	\$168,985	\$168,985
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$13,908,000	\$200,000	21,298	0.489	\$97,787	\$97,787
1598061	EAST LAKE COUNTY CHAMBER	CLUB/LODGE/UNION HALL (7700)	2.5	\$25,000	\$500,000	\$200,000	32,967	0.757	\$151,364	\$151,364
3347561	EAST LAKE COUNTY CHAMBER	VACANT INSTITUTIONAL (7000)	1.91	\$4,298	\$382,000	\$200,000	34,503	0.792	\$158,416	\$158,416
2584173	HUSSEY JOSEPH M JR	VACANT RESIDENTIAL (0000)	2.06	\$13,184	\$412,000	\$200,000	85,299	1.958	\$391,639	\$391,639
3244231	NORMAN MARY ANN	VACANT RESIDENTIAL (0000)	2.56	\$16,384	\$512,000	\$200,000	117,548	2.699	\$539,706	\$539,706
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$13,908,000	\$200,000	4,402	0.101	\$20,211	\$20,211
1117992	LAKE INVESTMENT & REAL ESTA	VACANT COMMERCIAL (1000)	10	\$180,000	\$2,000,000	\$200,000	32,982	0.757	\$151,433	\$151,433
1598087	ARIAS ANTONIO	SFR DRY LOT (0100)	4.58	\$82,440	\$916,000	\$200,000	34,957	0.803	\$160,500	\$160,500
1789150	CHRIST COMMUNITY FELLOWS	CHURCH (7100)	9.33	\$373,200	\$1,866,000	\$200,000	16,730	0.384	\$76,814	\$76,814
3519221	PAYNE ROAD PROPERTIES LLC	VACANT COMMERCIAL (1000)	4.23	\$184,258	\$846,000	\$200,000	225	0.005	\$1,033	\$1,033
2856742	AHUJA RATAN K TRUSTEE	VACANT COMMERCIAL (1000)	2	\$261,360	\$400,000	\$200,000	10,206	0.234	\$46,860	\$46,860
							9.97		\$1,993,508	

REALIGNMENT SECTION - ALTERNATIVE 2A - COMPENSATING STORAGE ALTERNATIVES										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1598192	JONES J DONELSON II & BREND	PASTURE IMPROVED AVERAGE (63	69.54	\$142,557	\$13,908,000	\$200,000	281,299	6.458	\$1,291,547	\$1,291,547
1734959	TENNEY JAMES N & BARBARA J	PASTURE IMPROVED GOOD (6200	4.37	\$5,572	\$874,000	\$200,000	99,814	2.291	\$458,283	\$458,283

NORTH SECTION 1										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1681626	GREAT CORNERS LLC	VACANT COMMERCIAL (1000)	0.4	\$52,260	\$104,520	\$261,300.00	2,417	0.055	\$14,499	\$36,246.68
1681634	GREAT CORNERS LLC	VACANT COMMERCIAL (1000)	0.53	\$27,733	\$55,466	\$104,652.83	1,450	0.033	\$3,484	\$8,709.06
3845080	SORRENTO DOWNTOWN PROP	VACANT COMMERCIAL (1000)	3.37	\$293,594	\$587,188	\$174,239.76	250	0.006	\$1,000	\$2,500.00
1734991	GOSSETT DUANE H &	VACANT INDUSTRIAL (4000)	1.51	\$30,200	\$60,400	\$40,000.00	824	0.019	\$757	\$1,891.64
1754402	GOSSETT DUANE H &	LIGHT MANUFACTURING (4100)	8.39	\$151,020	\$302,040	\$36,000.00	674	0.015	\$557	\$1,392.56
3020006	DUKE ENERGY CENTER	VACANT COMMERCIAL (1000)	1.82	\$10,920	\$21,840	\$12,000.00	5,061	0.116	\$1,394	\$3,485.54
1681715	MELONEY DAVID P & VALERIE N	LIGHT MANUFACTURING (4100)	0.86	\$37,520	\$75,040	\$87,255.81	875	0.020	\$1,753	\$4,381.82
1598281	NEW HOPE BAPTIST CHURCH	CHURCH (7100)	2.4	\$14,400	\$28,800	\$12,000.00	8,784	0.202	\$2,420	\$6,049.59
1104874	NEW HOPE MISSIONARY BAPTIS	VACANT INSTITUTIONAL (7000)	0.05	\$500	\$1,000	\$20,000.00	101	0.002	\$46	\$115.93
1598419	UVALLE MARGARET A	MULTI FAMILY >4 AND <10 UNITS	10	\$150,000	\$300,000	\$30,000.00	9,784	0.225	\$6,738	\$16,845.73
1535905	SHIPES RICHARD & KELLI	VACANT RESIDENTIAL (0000)	0.63	\$22,500	\$45,000	\$71,428.57	985	0.023	\$1,615	\$4,037.94
1535751	CLARK CARL & MATTIE PEARL	SFR DRY LOT (0100)	0.22	\$7,500	\$15,000	\$68,181.82	1,026	0.024	\$1,606	\$4,014.84
1598036	BANNER BOBBY LEE	MOBILE HOME DRY LOT (0230)	0.69	\$8,000	\$16,000	\$23,188.41	1,214	0.028	\$646	\$1,615.63
2612258	PERRY GEORGE JR & VANESSA E	SFR DRY LOT (0100)	0.49	\$8,000	\$16,000	\$32,653.06	750	0.017	\$562	\$1,405.52
2568623	JENKINS VERNASTINE	VACANT RESIDENTIAL (0000)	0.46	\$8,000	\$16,000	\$34,782.61	574	0.013	\$458	\$1,145.85
2856840	JENKINS VERNASTINE P	SFR DRY LOT (0100)	0.48	\$9,600	\$19,200	\$40,000.00	749	0.017	\$688	\$1,719.47
1598389	MIDWOOD RICHARD G	MOBILE HOME DRY LOT (0230)	5	\$75,000	\$150,000	\$30,000.00	4,352	0.100	\$2,997	\$7,493.11
1598168	OH JIN KWON & SUN CHA	ORNAMENTAL NURSERY (6900)	4	\$8,000	\$16,000	\$4,000.00	2,979	0.068	\$274	\$683.88
1598150	RODRIGUEZ CLEMENTE &	SFR DRY LOT (0100)	0.34	\$21,750	\$43,500	\$127,941.18	1,172	0.027	\$3,442	\$8,605.78
1114675	NILES GRETA I	MOBILE HOME DRY LOT (0230)	0.29	\$13,221	\$26,442	\$91,179.31	1,164	0.027	\$2,436	\$6,091.18
										\$118,432

NORTH SECTION 1 - RETENTION POND ALTERNATIVES										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1598419	UVALLE MARGARET A	MULTI FAMILY >4 AND <10 UNITS	10	\$150,000	\$300,000	\$30,000.00	18,738	0.430	\$12,905	\$32,262.40
1535905	SHIPES RICHARD & KELLI	VACANT RESIDENTIAL (0000)	0.63	\$22,500	\$45,000	\$71,428.57	18,738	0.430	\$30,726	\$76,815.23

NORTH SECTION 3										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
2723530	SORRENTO PINES LLC	PASTURE IMPROVED HAY AVERAG	170.97	\$213,713	\$427,426	\$2,500.01	26,692	0.613	\$1,532	\$3,829.78
1711070	MILLER CARL S & SHIRLEY R	SFR DRY LOT (0100)	4.7	\$56,988	\$113,976	\$24,250.21	1,379	0.032	\$768	\$1,919.25
1597102	NORTH THOMAS L	SFR DRY LOT (0100)	4.67	\$53,324	\$106,648	\$22,836.83	1,159	0.027	\$608	\$1,519.05
1597226	EDLEN MARY R TRUSTEE	AGRICULTURAL IMPROVED (5000)	2	\$40,000	\$80,000	\$40,000.00	2,318	0.053	\$2,129	\$5,321.40
2568241	EDLEN JEFFREY L & MARY R TRU	SFR DRY LOT (0100)	4.56	\$53,078	\$106,156	\$23,279.82	1,159	0.027	\$619	\$1,548.51
2732229	LESBAR ENTERPRISES INC	AGRICULTURAL IMPROVED (5000)	5.5	\$55,000	\$110,000	\$20,000.00	7,780	0.179	\$3,572	\$8,930.21
3349962	KALMANSON MITCHEL TRUSTEE	SFR DRY LOT (0100)	7.28	\$87,360	\$174,720	\$24,000.00	2,427	0.056	\$1,337	\$3,342.98
3813884	CENTRAL FLORIDA GOLF PROPE	STORE/RESIDENCE COMBO (1200)	3.22	\$32,200	\$64,400	\$20,000.00	2,346	0.054	\$1,077	\$2,692.84
2732229	LESBAR ENTERPRISES INC	AGRICULTURAL IMPROVED (5000)	5.5	\$55,000	\$110,000	\$20,000.00	7,550	0.173	\$3,466	\$8,666.21
3813905	COUNTRY GREENS CDD	RESIDENTIAL COMMON ELEMENT	1.84	\$1,000	\$2,000	\$1,086.96	11,630	0.267	\$290	\$725.51
1597161	ROBINSON JUDY LYNN	MOBILE HOME DRY LOT (0230)	4.29	\$41,613	\$83,226	\$19,400.00	2,974	0.068	\$1,325	\$3,311.27
1597153	CANFIELD COURTNEY TRUSTEE	MOBILE HOME DRY LOT (0230)	4.6	\$44,620	\$89,240	\$19,400.00	3,297	0.076	\$1,468	\$3,670.90
1597099	CANFIELD COURTNEY TRUSTEE	MOBILE HOME DRY LOT (0230)	2.98	\$28,906	\$57,812	\$19,400.00	2,200	0.051	\$980	\$2,449.49
1597081	CANFIELD COURTNEY TRUSTEE	SFR DRY LOT (0100)	3.9	\$37,830	\$75,660	\$19,400.00	2,929	0.067	\$1,304	\$3,261.17
2731761	TOM WEST INC	NON AGRICULTURAL ACREAGE (9	4.16	\$10,067	\$20,134	\$4,839.90	771	0.018	\$86	\$214.16
3778225	GAINOUS STEVE A & JANICE D	PASTURE IMPROVED GOOD (6200)	24.17	\$30,817	\$61,634	\$2,550.02	5,672	0.130	\$332	\$830.10
3813876	COUNTRY GREENS CDD	RESIDENTIAL COMMON ELEMENT	1.86	\$1,000	\$2,000	\$1,075.27	22,467	0.516	\$555	\$1,386.48
3839434	GAINOUS STEVE A & JANICE D	PASTURE IMPROVED GOOD (6200)	4	\$5,100	\$10,200	\$2,550.00	3,034	0.070	\$178	\$444.03
1711061	LEE PILL HYANG	AGRICULTURAL IMPROVED (5000)	3.71	\$55,650	\$111,300	\$30,000.00	3,271	0.075	\$2,253	\$5,631.89
1711061	LEE PILL HYANG	ORNAMENTAL NURSERY (6900)	5.62	\$11,240	\$22,480	\$4,000.00	3,156	0.072	\$290	\$724.52
1745152	HAMLETT JUDITH A	PASTURE IMPROVED GOOD (6200)	15.4	\$19,362	\$38,724	\$2,514.55	4,191	0.096	\$242	\$604.82
3813874	SORRENTO PBX LLC	SHOPPING CENTER COMM. ANCH	10.47	\$1,368,219	\$2,736,438	\$261,359.89	922	0.021	\$5,532	\$13,829.99
3871998	CVS 75616 FL LLC	DEPARTMENT STORE (1300)	1.8	\$564,538	\$1,129,076	\$627,264.44	2,595	0.060	\$37,368	\$93,420.07
1596840	DBNCH CIRCLE LLC	CONVENIENCE STORE WITH FUEL	1.23	\$267,000	\$534,000	\$434,146.34	3,296	0.076	\$32,850	\$82,125.02
										\$250,400

NORTH SECTION 2										
PROPERTY APPRAISER INFORMATION					ESTIMATED LAND VALUE		ESTIMATED R/W ACQUISITION COST			
ALT KEY#	OWNER	LAND USE	AREA (ac)	ASSESSED LAND VALUE	ESTIMATED LAND VALUE	UNIT VALUE (\$/ac)	NEW R/W AREA		ESTIMATED R/W VALUE	COST OF ACQUISITION
							(sf)	(ac)		
1511461	KEIKES JOANNE L	MOBILE HOME DRY LOT (0230)	5	\$60,625	\$121,250	\$24,250.00	714	0.016	\$397	\$993.72
2776579	KENNEDY STACY	MOBILE HOME DRY LOT (0230)	1.9	\$25,992	\$51,984	\$27,360.00	3,595	0.083	\$2,258	\$5,645.04
1644852	CAIRO LLC	OFFICE 1 STORY (1700)	3.92	\$54,880	\$109,760	\$28,000.00	5,561	0.128	\$3,575	\$8,936.41
1597242	TINKER SHANE J	ORNAMENTAL NURSERY (6900)	2.5	\$3,000	\$6,000	\$2,400.00	3,533	0.081	\$195	\$486.64
1644844	BOGGS DOLORES R	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644836	DANN MICHAEL GERHARD	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
2984660	MASTROGIACOMO JOEL & SHE	VACANT RESIDENTIAL (0000)	2.88	\$34,560	\$69,120	\$24,000.00	1,978	0.045	\$1,090	\$2,724.52
1644828	FARRIS DEBORAH A	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644810	POWELL KEIKO LIFE ESTATE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644801	RIEHM JOHN R & ANGELA G	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,981	0.045	\$2,035	\$5,087.31
3338413	ROWLAND HEATHER K & EDOU	SFR DRY LOT (0100)	5	\$68,400	\$136,800	\$27,360.00	2,853	0.065	\$1,792	\$4,479.92
2910259	SANDERS AMANDA	SFR DRY LOT (0100)	2.5	\$34,200	\$68,400	\$27,360.00	2,845	0.065	\$1,787	\$4,467.36
1644798	GRIFFITH JOHN LARRY & PAULI	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,142	0.049	\$2,200	\$5,500.77
1644780	FUENTES JORGE & EVELYN	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,009	0.046	\$2,064	\$5,159.22
1644771	NICOL FRANK & PAMELA G	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,159	0.050	\$2,218	\$5,544.43
3801593	SORRENTO CHRISTIAN CENTER	VACANT RESIDENTIAL (0000)	10	\$120,000	\$240,000	\$24,000.00	5,376	0.123	\$2,962	\$7,404.96
1644763	LOWE KEITH	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,963	0.045	\$2,016	\$5,041.09
1644755	BEAM CHARLOTTE E	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,061	0.047	\$2,117	\$5,292.76
1644747	BEAM CHARLOTTE E	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,984	0.046	\$2,038	\$5,095.02
1644739	LAKE RC INC	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,046	0.047	\$2,102	\$5,254.24
1644721	RODRIGUEZ JUAN C VINAJA	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,524	0.035	\$1,565	\$3,913.71
2864401	SORRENTO CHRISTIAN CENTER	CHURCH (7100)	5.39	\$91,630	\$183,260	\$34,000.00	1,823	0.042	\$1,423	\$3,557.28
2776561	HURLEY ROBERT V TRUSTEE	SFR DRY LOT (0100)	5.4	\$73,872	\$147,744	\$27,360.00	3,118	0.072	\$1,958	\$4,896.03
2856823	TEETER KINSEY L	ORNAMENTAL NURSERY (6900)	4.4	\$8,800	\$17,600	\$4,000.00	3,098	0.071	\$284	\$711.20
2788658	VAN HORN JOHN & CAROLINE	PASTURE IMPROVED HAY AVERAG	6.5	\$8,125	\$16,250	\$2,500.00	4,590	0.105	\$263	\$658.57
1644712	JONES JOAN A LIFE ESTATE	MOBILE HOME DRY LOT (0230)	3	\$59,400	\$118,800	\$39,600.00	7,067	0.162	\$6,425	\$16,061.36
1644704	FIELDS DAVID W & ROSEMARY	MOBILE HOME DRY LOT (0230)	2	\$44,880	\$89,760	\$44,880.00	3,897	0.089	\$4,015	\$10,037.73
3801602	WICHROWSKI GARY S & JANICE	ORNAMENTAL NURSERY (6900)	5.98	\$11,960	\$23,920	\$4,000.00	3,316	0.076	\$304	\$761.25
1644691	O'NEILL JANET L	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,911	0.044	\$1,963	\$4,907.55
1644682	J & S MOBILE HOME SERVICES I	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,931	0.044	\$1,984	\$4,958.91
1644674	COOPER KURT & ELIZABETH M	MOBILE HOME DRY LOT (0230)	1.18	\$26,250	\$52,500	\$44,491.53	1,901	0.044	\$1,942	\$4,854.13
1644666	RODRIGUEZ SONIA	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,862	0.043	\$1,913	\$4,781.72
1644658	BROWER JOAN A	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,875	0.043	\$1,926	\$4,815.10
2925540	VINES DUSTIN C ET AL	VACANT RESIDENTIAL (0000)	5	\$78,750	\$157,500	\$31,500.00	3,315	0.076	\$2,397	\$5,993.03
1722284	POOLE MANNING LAMAR ESTA	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,830	0.042	\$1,880	\$4,699.54
1644640	CZIFRAK ROBERT M	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,783	0.041	\$1,832	\$4,578.84
2935081	BARTLETT PATRICIA	VACANT RESIDENTIAL (0000)	5	\$85,000	\$170,000	\$34,000.00	2,045	0.047	\$1,596	\$3,990.47
1722276	RODRIGUEZ SONIA & SILVIA PE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,821	0.042	\$1,871	\$4,676.43
1511437	SHERMAN DEBRA J	SFR DRY LOT (0100)	5	\$57,000	\$114,000	\$22,800.00	5,617	0.129	\$2,940	\$7,350.07
1644631	CHRISTIAN TIMOTHY ET AL	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,820	0.042	\$1,870	\$4,673.86
1644623	DURDEN DAVID & JENNIFER J	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,765	0.041	\$1,813	\$4,532.61
1644615	SCHWEINBERG KAREN V	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,755	0.040	\$1,803	\$4,506.93
1644607	RICHENBERG MARK A & TAMM	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,695	0.039	\$1,741	\$4,352.85
1597251	LAWSON JIMMIE BENSON & BE	MOBILE HOME DRY LOT (0230)	12.5	\$142,500	\$285,000	\$22,800.00	8,415	0.193	\$4,405	\$11,011.36
1644593	LE PORTE CEASAR & DEBORAH	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,296	0.053	\$2,359	\$5,896.25
1644585	SMITH TIMOTHY C & RACHEL J	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644577	STEELE ELIZABETH G OR KENNE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644569	GRANT KENNETH A OR ELIZABE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
1644551	PETERSON LARRY TRUSTEE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
3778986	SHAFFER WANDA LAWSON	MOBILE HOME DRY LOT (0230)	5	\$58,140	\$116,280	\$23,256.00	2,814	0.065	\$1,502	\$3,755.88
3298713	WICHROWSKI GARY & JANICE	MOBILE HOME DRY LOT (0230)	5	\$57,000	\$114,000	\$22,800.00	3,064	0.070	\$1,604	\$4,009.37
1722268	KILFOYLE CRYSTAL MARIE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	1,700	0.039	\$1,746	\$4,365.69
3801322	WAHL WANDA F	MOBILE HOME DRY LOT (0230)	1.18	\$23,760	\$47,520	\$40,271.19	1,700	0.039	\$1,572	\$3,929.12
1644542	MANNIS KATIE	MOBILE HOME DRY LOT (0230)	1.18	\$26,400	\$52,800	\$44,745.76	2,288	0.053	\$2,350	\$5,875.71
1784891	WHITE CAROL D	MOBILE HOME DRY LOT (0230)	5	\$57,000	\$114,000	\$22,800.00	2,552	0.059	\$1,336	\$3,339.39
1745179	DUKE ENERGY CENTER	UTILITY (9100)	10	\$49,500	\$99,000	\$9,900.00	9,860	0.226	\$2,241	\$5,602.27
1784859	BLANCHARD CHERYL L	SFR DRY LOT (0100)	8.35	\$161,990	\$323,980	\$38,800.00	11,241	0.258	\$10,013	\$25,031.61
3819002	SUMTER ELECTRIC CO-OP INC	VACANT COMMERCIAL (1000)	3.03	\$45,450	\$90,900	\$30,000.00	5,100	0.117	\$3,512	\$8,780.99
										\$307,906

Realignment Alternatives Evaluation Matrix

In order to provide a basis for comparison of the realignment alternatives, an evaluation matrix was prepared. It considers property impacts, community & cultural impacts, environmental impacts, right-of-way costs, and construction costs. The table below is the evaluation matrix for the project.

• Table 5 – Realignment Alternatives Evaluation Matrix

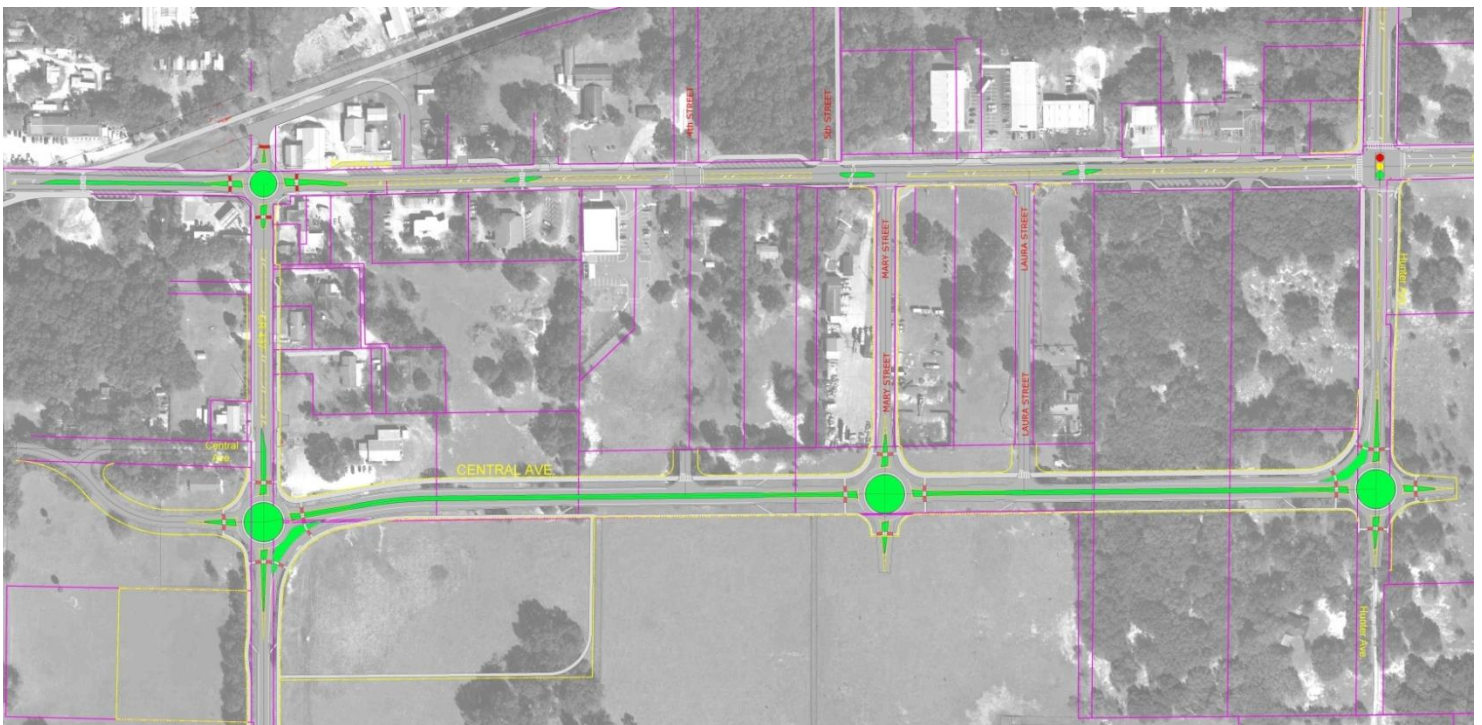
	No-Build	Alternative 1	Alternative 2A
Number of Parcels Impacted			
Business/Non-Residential	0	10	11
Residential	0	7	7
Unimproved	0	3	3
Number of Potential Relocations			
Business/Non-Residential	0	0	0
Residential	0	0	0
Community and Cultural Resource Impact			
Historic Structures (acres)	0	0	0
Archaeological Sites (acres)	0	0	0
Parks (acres)	0	0	0
Church Property (acres)	0	0.01	1.23
School Property (acres)	0	0	0
Natural/Physical Environmental Impacts			
Wetland Impacts (acres)	0	3.07	2.60
T&E Species Areas (acres)	0	0	0
Flood Prone Areas (acres)	0	5.24	4.29
Potential Contamination Sites (acres)	0	0	0
Right-of-Way Acquisition			
Roadway & Retention (acres)	0	10.50	10.20
Compensating Storage Sites (acres)	0	9.50	6.46
Project Costs			
Right-of-Way Cost			
Roadway & Retention	\$0	\$2,103,764	\$2,043,874
Compensating Storage Sites	\$0	\$1,900,758	\$1,291,547
Construction Cost	\$0	\$2,774,390	\$3,388,560
Engineering Design Cost	\$0	\$277,439	\$338,856
CEI Cost	\$0	\$277,439	\$338,856
Total Costs	\$0	\$7,333,790	\$7,401,694

Amounts for Alternatives 1 & 2A include South Segment 2

On March 20, 2017 a Right-of-way Team meeting was held to consider the realignment options. The team consisted of legal, planning and engineering staff from the County. Also included were the project engineer and the County's consulting property appraiser. The team reviewed in detail both of the alternative layouts and the evaluation matrix. They determined that Alternative 2A was the best option to handle the future traffic as well as meet the needs and the vision of the community.

Recommended Realignment

Based on the preceding analysis, community input, and the Right-of-way Team evaluation, the recommended realignment configuration is Alternative 2A. The figure below shows the final preferred configuration.



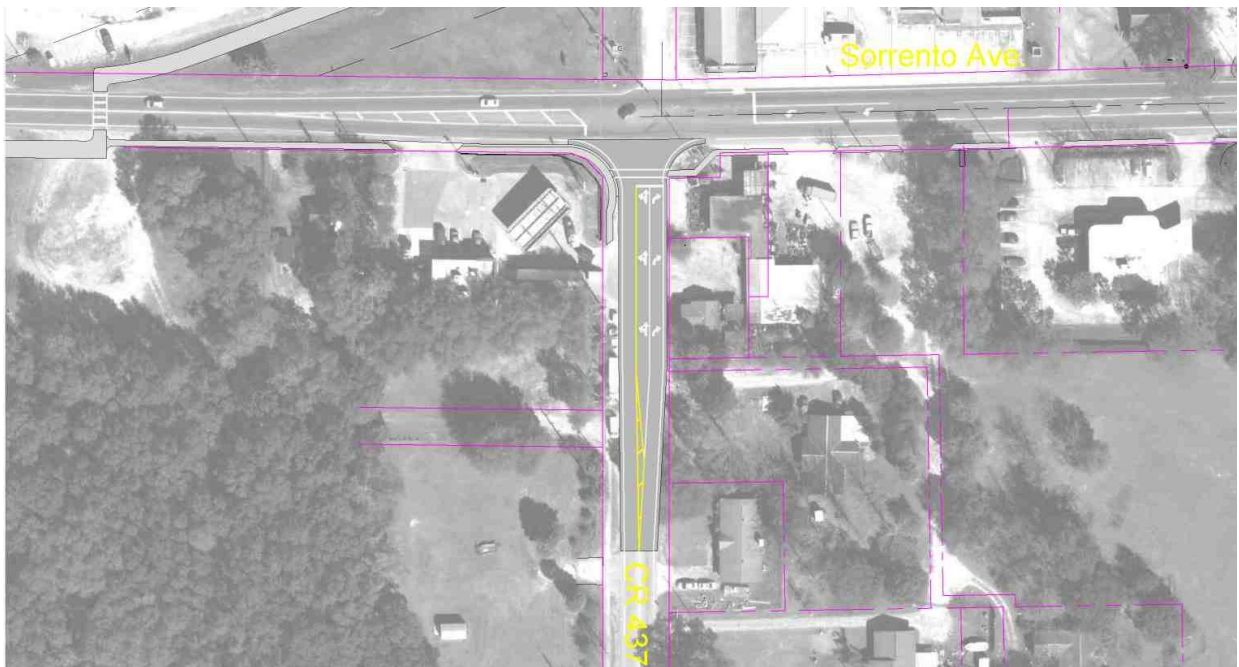
• Figure 21 – Recommended Realignment

SHORT-TERM IMPROVEMENTS

The study also looks at existing conditions and needs with the intent of identifying short-term improvements that can be implemented sooner. The following is a description of the recommended short-term improvements.

SR 46 / CR 437 (W) Intersection

The intersection of SR 46 and CR 437 (W) currently fails during the PM Peak Hour period. This is due to a high volume of northbound right turns from CR 437 onto SR 46. The right turn movement (466 vph) is roughly equivalent to the SR 46 through movements (420 vph eastbound / 482 vph westbound). The current configuration of the CR 437 leg has a single lane for left, through, and right movements. The figure below shows how the intersection could be modified to provide a separate right turn lane. Also, it is highly recommended that the current signal timings be evaluated to optimize them for the existing configuration and volumes. This could help to reduce back-ups prior to the turn lane improvement.



• Figure 22 – Short-Term Improvement – SR 46 / CR 437 Turn Lane

Sorrento Avenue Sidewalk

There is a current need for a sidewalk along Sorrento Avenue. There are existing pedestrian users but there are no adequate accommodations for them. Additionally, the crash analysis reported a pedestrian related vehicle crash in this area. A sidewalk along this corridor should be undertaken as a short-term improvement. At a minimum it should run from the proposed Wekiva Trail on the west end to the intersection of CR 437 (E) on the east end. The figure below shows the recommended configuration. It is from the Sorrento Avenue concept plan.



• Figure 23 - Short-Term Improvement – Sorrento Avenue Sidewalk

CR 437 Sidewalk to Wekiva Trail

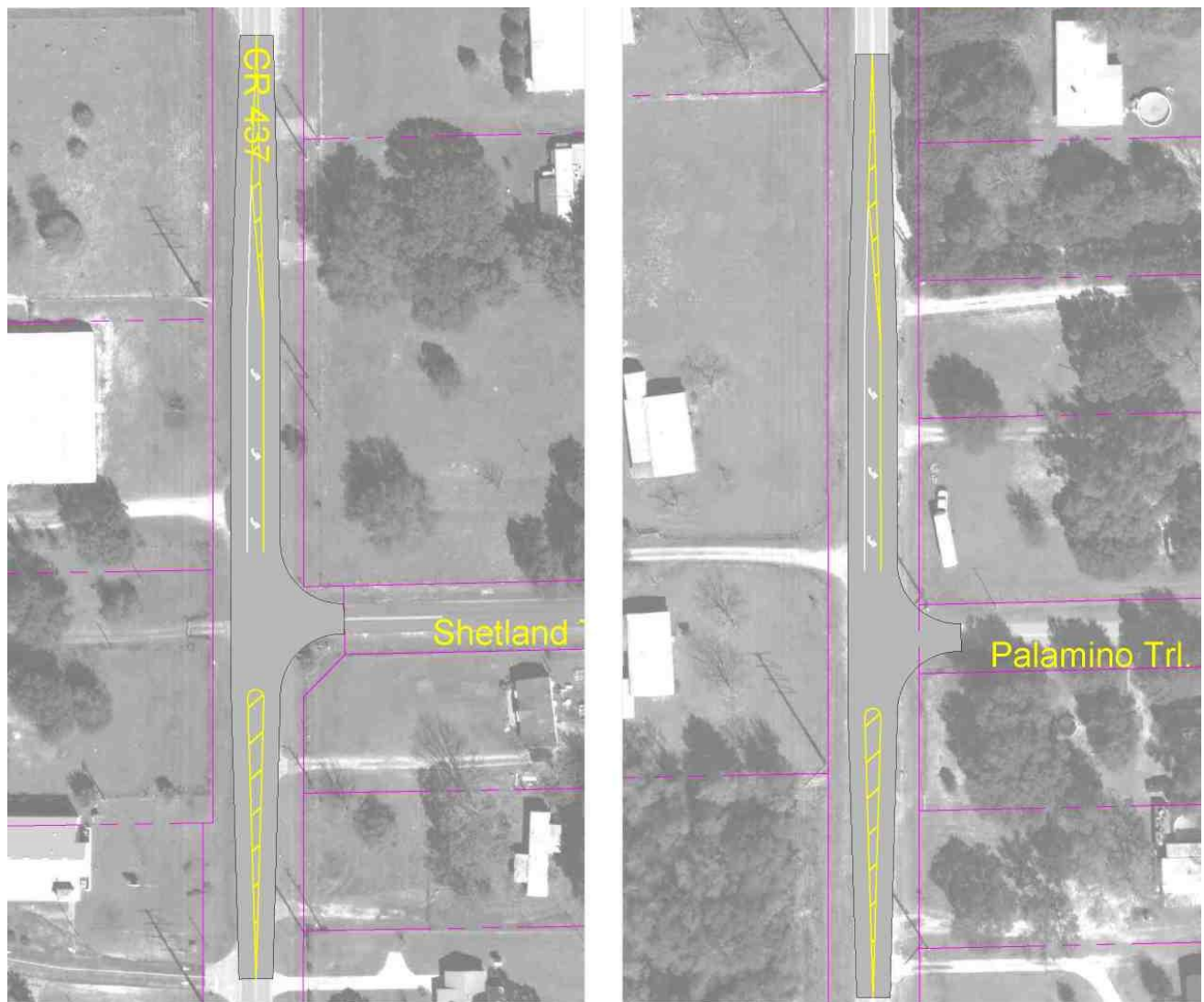
When the Wekiva Trail is constructed, the sidewalk on the east side of North Section 1 should be constructed. At a minimum it should run from the intersection of Sorrento Avenue (SR 46) on the south end to the connection with the Wekiva Trail on the north end. The figure below shows the recommended configuration.



• Figure 24 – Short-Term Improvement - Sidewalk to Wekiva Trail

Turn lanes at Shetland Trail & Palamino Trail

Approximately 94 home sites in the Hilltop-Sorrento rural subdivision access CR 437 from either Shetland Trail or Palamino Trail. Currently there are no turn lanes on CR 437 to accommodate the turning movements for this residential traffic. In order to improve traffic flow and reduce the potential for rear-end crashes, it is recommended that left turn lanes be constructed at these intersections. This would be consistent with current standards for new subdivisions. The figure below shows the recommended improvements.



• Figure 25 - Short-Term Improvement – Turn Lanes at Shetland Trail. & Palamino Trail.