SUMTER COUNTY BOARD OF COMMISSIONERS
EXECUTIVE SUMMARY

SUBJECT: Public Hearing for C 470 from I-75 to the Lake County Line Project Development and Environment Study (Staff recommends approval).

REQUESTED ACTION: **Board Approval of Option 6**

☐ Work Session (Report Only) **DATE OF MEETING:** 5/11/2010
☒ Regular Meeting ☐ Special Meeting

CONTRACT: ☒ N/A Vendor/Entity: _____
Effective Date: _____ Termination Date: _____
Managing Division / Dept: _____

BUDGET IMPACT: Varies upon alignment selected
☐ Annual **FUNDING SOURCE:** Varies (Public and Private Funding)
☒ Capital **EXPENDITURE ACCOUNT:** N/A
☐ N/A

HISTORY/FACTS/ISSUES:
On July 22, 2008, the Board of County Commissioners authorized the selection of the firm Dyer, Riddle, Mills & Precourt, Inc. (DRMP) to conduct a Project Development & Environment (PD&E) Study for C-470 from I-75 to the Lake County Line. The official Notice to Proceed was received on November 19, 2008. DRMP has conducted two public meetings to inform the public of the project and to obtain comment regarding the possible re-alignment which would eliminate the jog that currently exist at the intersection with US 301 (SR 35). These public meetings were conducted by DRMP with Board Members, Public Works, FDOT and MPO staff in attendance on March 26, 2009 and February 25, 2010.

The Board will hear the final public meeting / hearing during which DRMP will present their analysis regarding alternative alignments, accommodation of storm water runoff, and the typical section(s). To complete the PD&E Study, it is necessary that the final alignment be chosen and typical section(s) be selected. During the study process DRMP and Public Works have formulated an opinion of which option will best serve the future needs of the County as well as be the "best fit". It is recommended that the Board approve the Alternative 6 alignment. This option accomplishes the following:

1. Eliminates the existing jog/offset intersections at US 301.
2. Improves the intersection of SR 471, US 301, and C-470.
3. Minimizes impact to adjacent property and structures.
4. Increases the potential for both industrial and commercial development along this corridor.
5. Provides for a safe curvilinear roadway designed to current standards in proximity to I-75.
6. Requires the minimum amount of additional right-of-way to accommodate the projected 2035 traffic volumes.
7. Allows the flexibility to expand the number of through lanes from 4 to 6 lanes without additional right-of-way acquisition.
8. Provides a more direction connection between the Florida Turnpike and I-75.
9. Facilitates planned and future developments.
10. Allows for a varying typical section, which mitigates and further minimizes the impact to adjacent properties and structures.