

**SUMTER COUNTY BOARD OF COMMISSIONERS
EXECUTIVE SUMMARY**

SUBJECT: Preliminary Engineering Study C-470 - Final Report (Staff recommends acceptance)

REQUESTED ACTION: Board acceptance

Work Session (Report Only) **DATE OF MEETING:** 2/22/2011
 Regular Meeting Special Meeting

CONTRACT: N/A Vendor/Entity: DRMP
Effective Date: 11/19/2008 Termination Date: 2/22/2011
Managing Division / Dept: PublicWorks Division

BUDGET IMPACT: NA
 Annual **FUNDING SOURCE:** _____
 Capital **EXPENDITURE ACCOUNT:** _____
 N/A

HISTORY/FACTS/ISSUES:

The BOCC hired Dyer Riddle Mills and Precourt (DRMP) in November 2008 to conduct a preliminary engineering study for improvements to C-470 from I-75 to the Lake County line. During the course of the study DRMP conducted several public hearings on the alternative alignments. The BOCC voted unanimously for Alternative 1 as the preferred alternative during the regular Board meeting on July 27, 2010.

Alternative 1 consists of improving C-470 along its existing alignment, including some minor realignment just east of the I-75 @ C-470 interchange to accommodate design standards, and widening to 4 lanes on east-west segments and 6 lanes along US 301.

The current estimated total project cost (right of way acquisition, design and construction) for the entire length if the County were to perform all of it, is \$84.8M.

Attached is a study overview. The complete report is available upon request.

Staff recommends the Board accept this final report.



Study Overview

In November 2008, Sumter County partnered with the consulting firm of Dyer Riddle Mills and Precourt (DRMP), Inc to conduct the County Road 470 (C-470) Preliminary Engineering Study. The study was conducted to evaluate the future transportation needs along C-470 from Interstate 75 (I-75) to the Lake County line, a distance of approximately 9.5 miles.

The purpose of this study was to provide for the long-term transportation needs within this regionally-significant corridor. The existing two-lane roadway is not sufficient to meet future capacity and mobility needs due to anticipated growth in the area. The current configuration of C-470, including the offset intersections at US 301, is expected to contribute to significant operational issues as traffic volumes increase. Improvements to C-470 within the study area are anticipated to promote increased mobility by providing better access, improved operations, enhanced safety characteristics, and improved connectivity between I-75 and Florida's Turnpike, two regionally significant Strategic Intermodal System (SIS) facilities.

The primary elements of the study process included roadway concept development, engineering analyses, environmental impact evaluations and public involvement. The study team conducted several stakeholder coordination meetings, two public meetings and a three-part public hearing process throughout the duration of the study. **Table 1** summarizes the major project milestones.

TABLE 1: PROJECT MILESTONES

Meeting	Date
Project Start Date	November 19, 2008
Introductory Public Meeting	March 26, 2009
Alternatives Public Meeting	February 25, 2010
Public Hearing 1	May 11, 2010
Public Hearing 2	June 22, 2010
Public Hearing 3	July 27, 2010
Draft PE Report Submittal	November 8, 2010
Final PE Report Submittal	To be determined

Evaluation Measures

The corridor alternatives were developed to meet the project purpose and need while providing concepts that were technically sound, environmentally sensitive, economically feasible, legally defensible and socially acceptable. The study team developed and evaluated a total of seven corridor alternatives throughout the study. These alternatives were evaluated on criteria such as travel service, community impacts, environmental impacts and project costs.

Corridor Alternatives

The seven improvement alternatives developed during the study were evaluated in terms of their travel service characteristics, right-of-way needs, potential environmental impacts, and various other factors. The results of the comparative evaluation of alternatives were presented to the Sumter County BOCC at a series of public hearings. The initial staff recommendation (Alternative 6) was presented as the option that provided the best balance of impacts, minimal residential relocations, and the greatest potential to establish a direct connection between the two sections of C-470 at a cost that was relatively competitive with other options. This alternative required a realignment of C-470 through the US 301 area and a reconfiguration of the intersection between US 301 and SR 471. While the merits of a realigned C-470 were apparent from a traffic operations and systems continuity standpoint, the resulting impacts to adjacent properties resulted in strong opposition from both Sumter Electric Cooperative (SECO) and Dixie Lime & Stone.

Efforts to mitigate the concerns expressed by property owners related to the initial staff recommendation led to the development of Alternative 7, which avoided impacts to SECO and Dixie Lime property, but resulted in substantial impacts within the Shady Brook Golf and RV Resort. This additional concept was developed and presented to the BOCC, along with the other six alternatives. Upon receiving numerous e-mails and other correspondence expressing opposition to Alternative 7, and hearing from more than 30 members of the public during the public hearing process, the BOCC elected to maintain C-470 on its existing alignment (Alternative 1) and develop the recommended improvements within this corridor to the extent possible. The Board voted unanimously to adopt Alternative 1 as the Preferred Alternative to be recommended by the Preliminary Engineering Study.

As depicted in the figure below, the Preferred Alternative follows the existing C-470 alignment to the extent possible. In order to accommodate the proposed widening, additional right-of-way will be required from adjacent properties throughout the existing roadway corridor. In order to minimize the anticipated right-of-way requirements and associated community impacts, the proposed alignment utilizes a combination of left, center or right alignment orientations within the study corridor. Within the existing curved section just east of the I-75 interchange, some minor realignment is required to adjust the roadway curves and accommodate the appropriate design standards in support of the proposed widening. Additional graphics depicting Alternative 1 are provided at the end of this memorandum.



Alternative 1 – Widen the Existing C-470

In summary Alternative 1:

- Improves the existing roadway
- Does not provide a continuous connection between the western and eastern segments of C-470
- Maintains the offset intersections along US 301
- Requires widening US 301 between the two offset intersections to accommodate future traffic volumes
- Requires approximately 120.4 acres of right-of-way (including off-site stormwater ponds as required)
 - No residential relocations
 - No business displacements
- Involves 3.2 acres of wetland impacts
- \$84.8 Million Approximate Total Project Cost (Lowest of all build options evaluated) (Includes right-of-way acquisition costs, roadway final design, all construction-related costs.

Preferred Alternative



Preferred Alternative in Central Section
 Sumter County, FL
 C-470 Preliminary Engineering Study



FIGURE 1-2

