



C-466W Preliminary Engineering Study

from C-475 to US 301
(State Road 35)



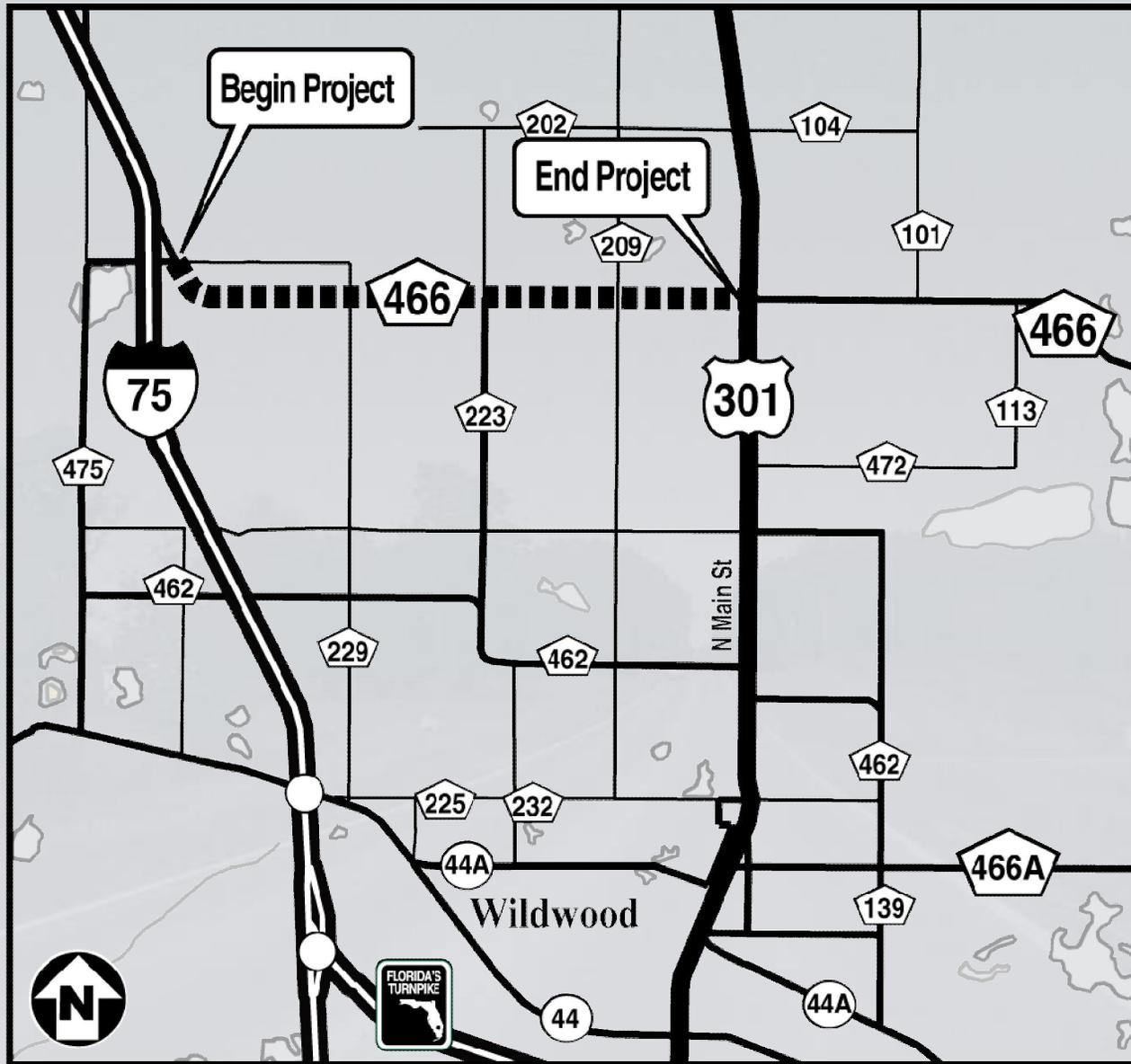
Kimley-Horn and Associates, Inc.





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Location Map

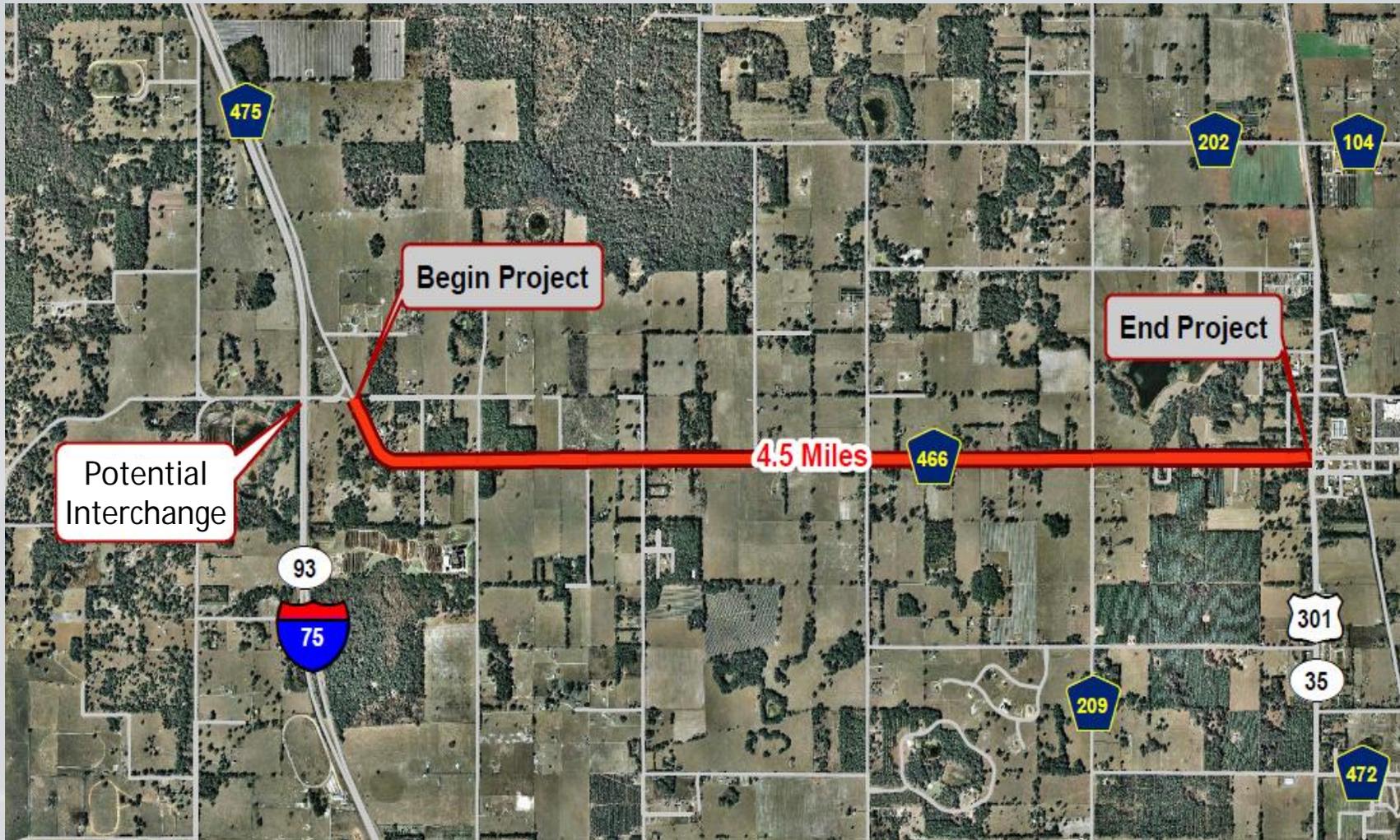


Project Objectives:

- Correct existing roadway deficiencies
- Provide the appropriate roadway typical section for future traffic demand



Location Map





Project Background

- Began as a Project Development and Environment (PD&E Study) seeking potential federal funds
- PD&E study tied to the C-466W / I-75 Interchange
- Interchange construction timeline undefined – Included on the MPO cost feasible plan, but at the lowest priority
- MPO changed their plan to include C-466W as a future two and three lane roadway
- FDOT and County recommended the study move forward as a local Preliminary Engineering Study (PES) instead of a PD&E



Alternatives Considered

- No-Build : Existing roadway section
- Build Alternative 1 (without interchange) :
 - C-475 to CR 209: Rehabilitation of existing two-lane roadway to have 12-foot travel lanes and a two foot paved shoulder
 - CR 209 to US 301: widen to three-lane urban section with bike lanes and sidewalks
- Build Alternative 2 (with interchange):
 - C-475 to CR 209: widen to four-lane urban divided section with bike lanes
 - CR 209 to C-475: widen to five-lane urban section with bike lanes and sidewalks

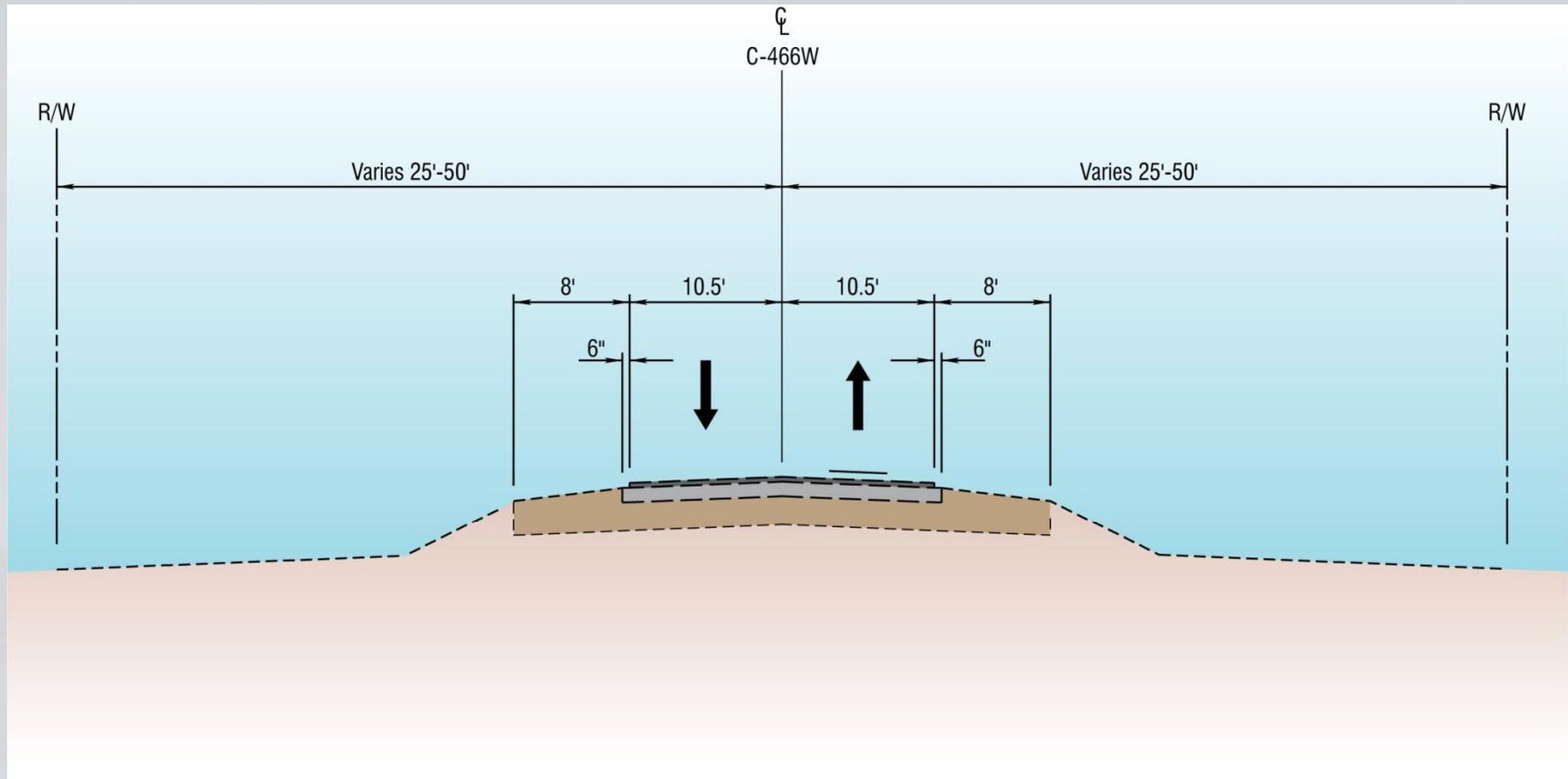


Existing Cross Section





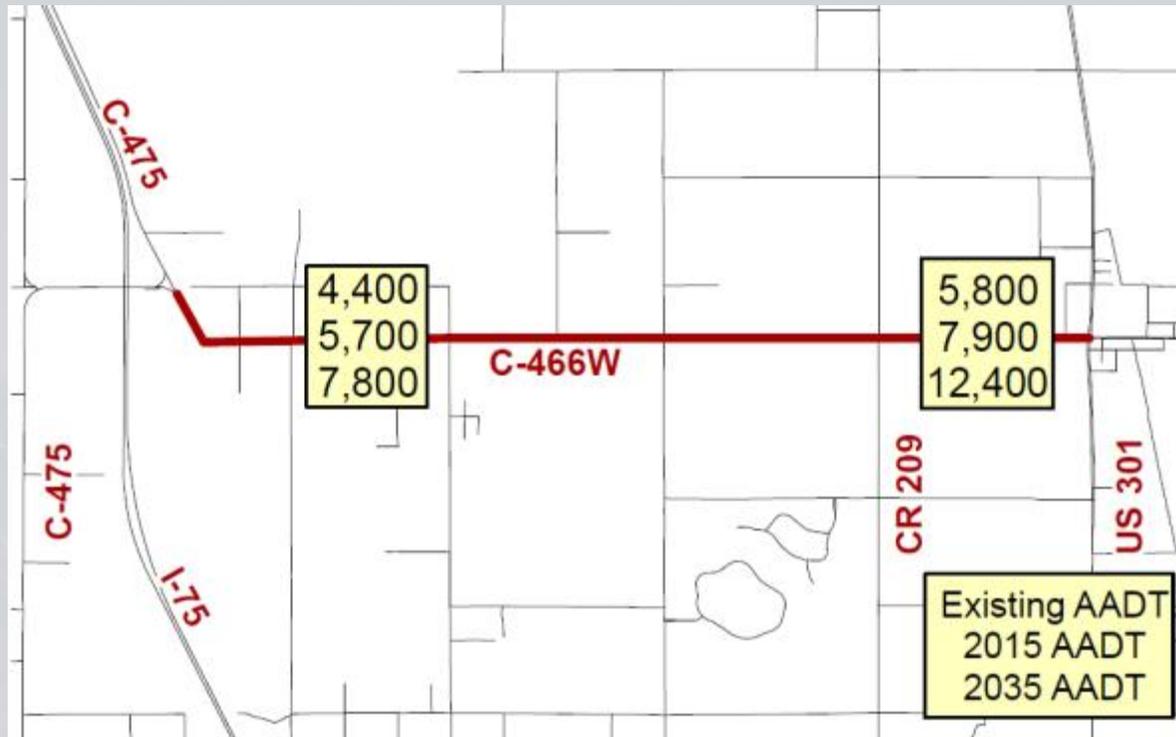
Existing Typical Section



C-466W
from C-475 to US 301 (SR 35)



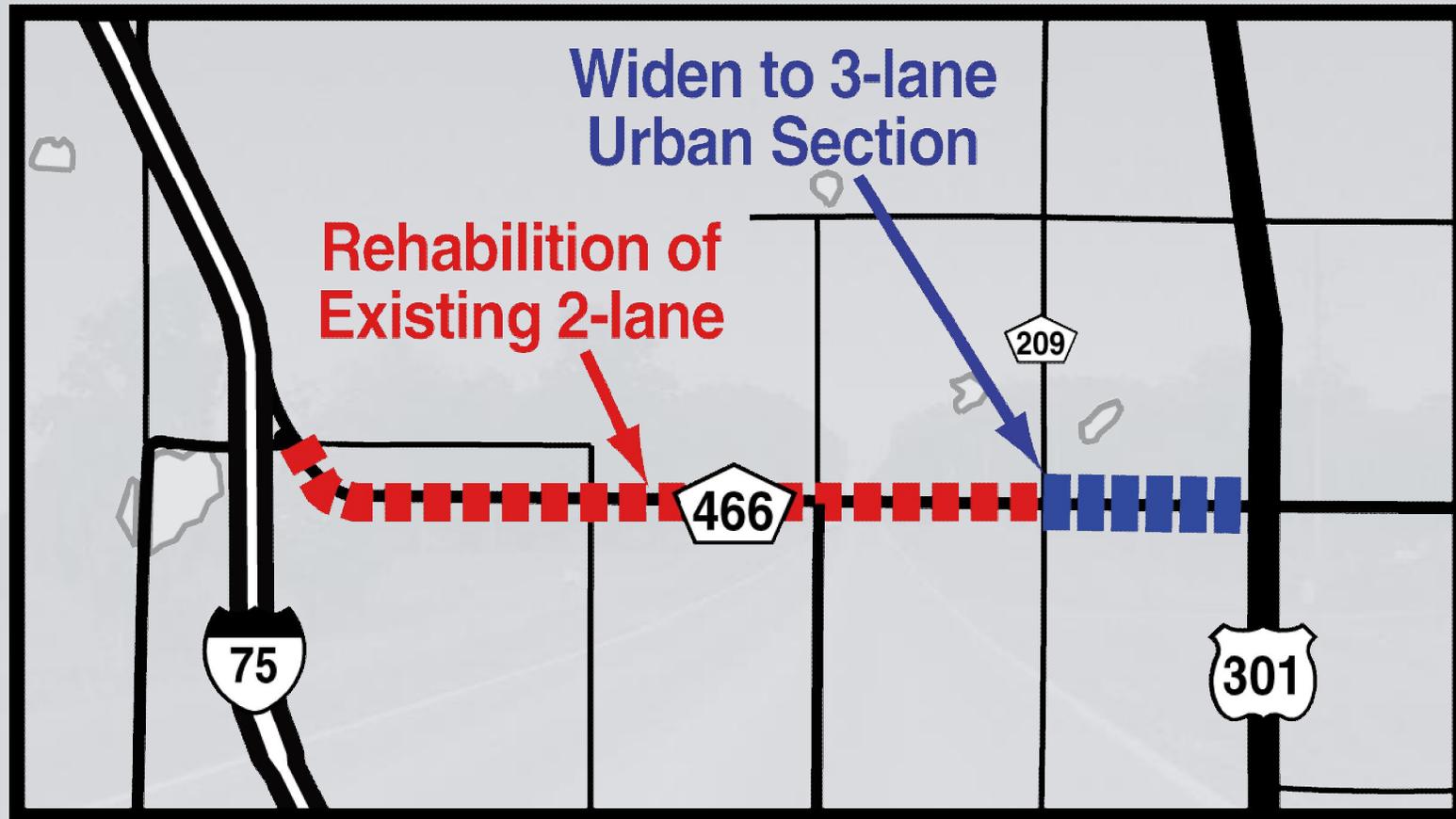
Daily Traffic Volumes



Roadway Segment	Existing Capacity	Existing AADT	2015 AADT	2035 AADT	2-Lane/3-Lane Capacity
C-475 to CR 209	11,400	4,400	5,700	7,800	11,400
CR 209 to US 301	10,900	5,800	7,900	12,400	14,400

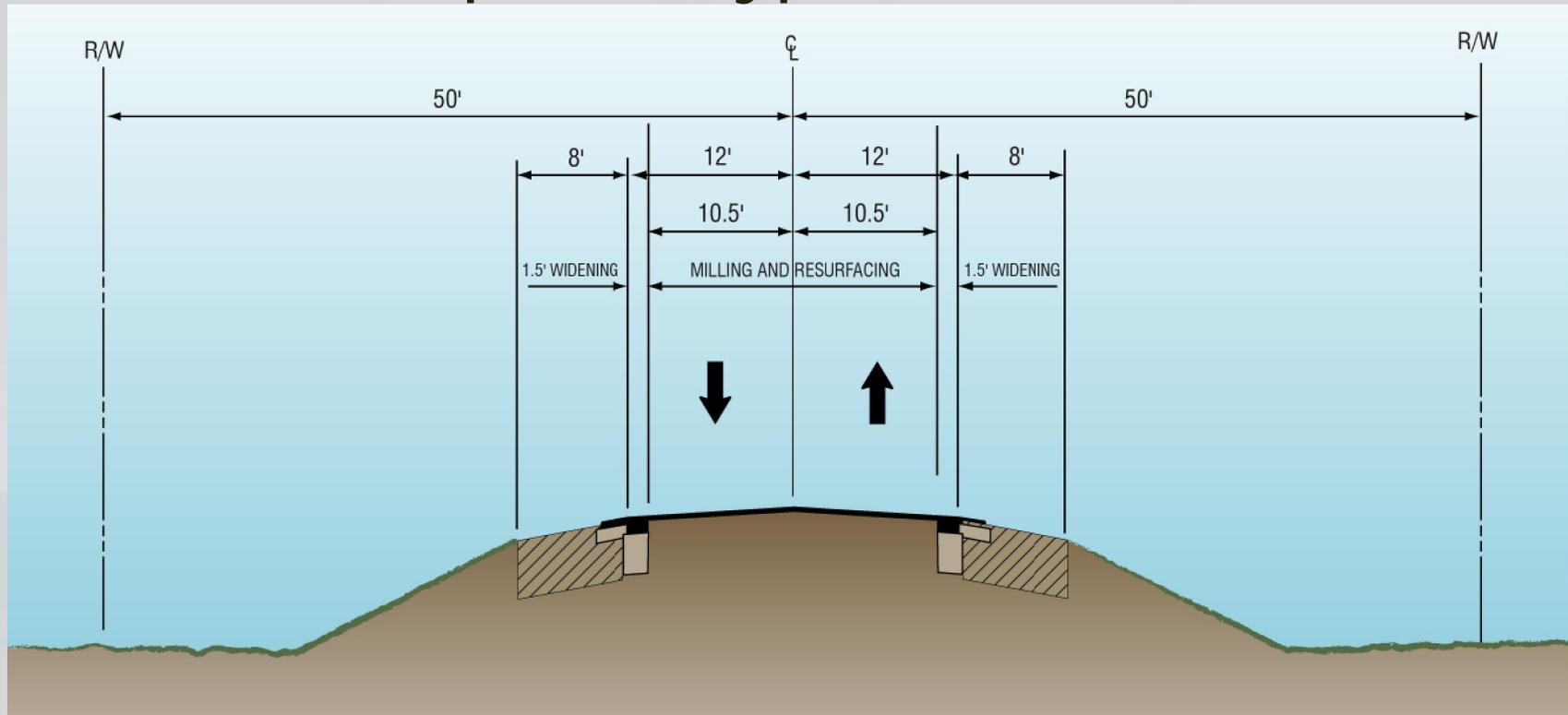


Recommended Alternative





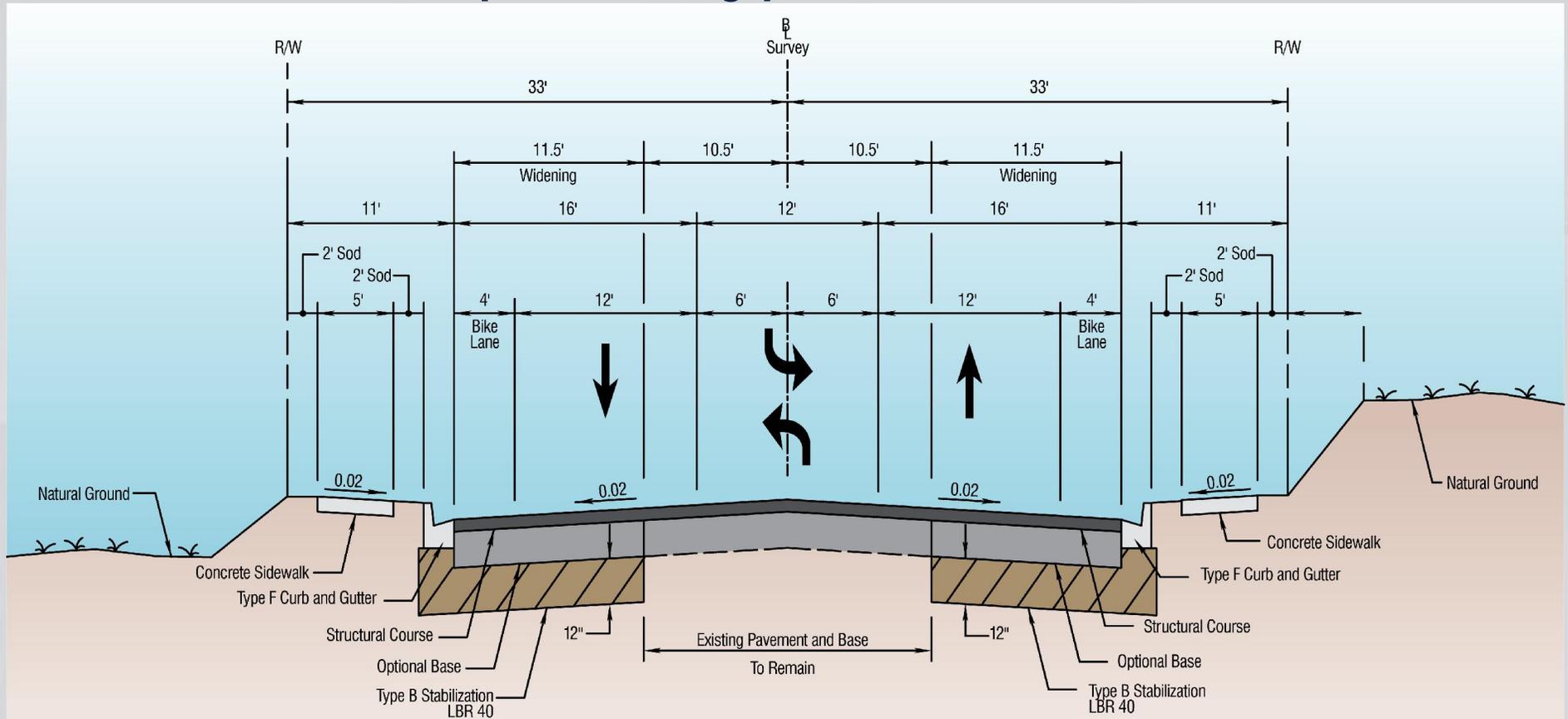
Alternative 1 Proposed Typical Section



C-466W
from C-475 to CR 209



Alternative 1 Proposed Typical Section



C-466W from CR 209 to US 301

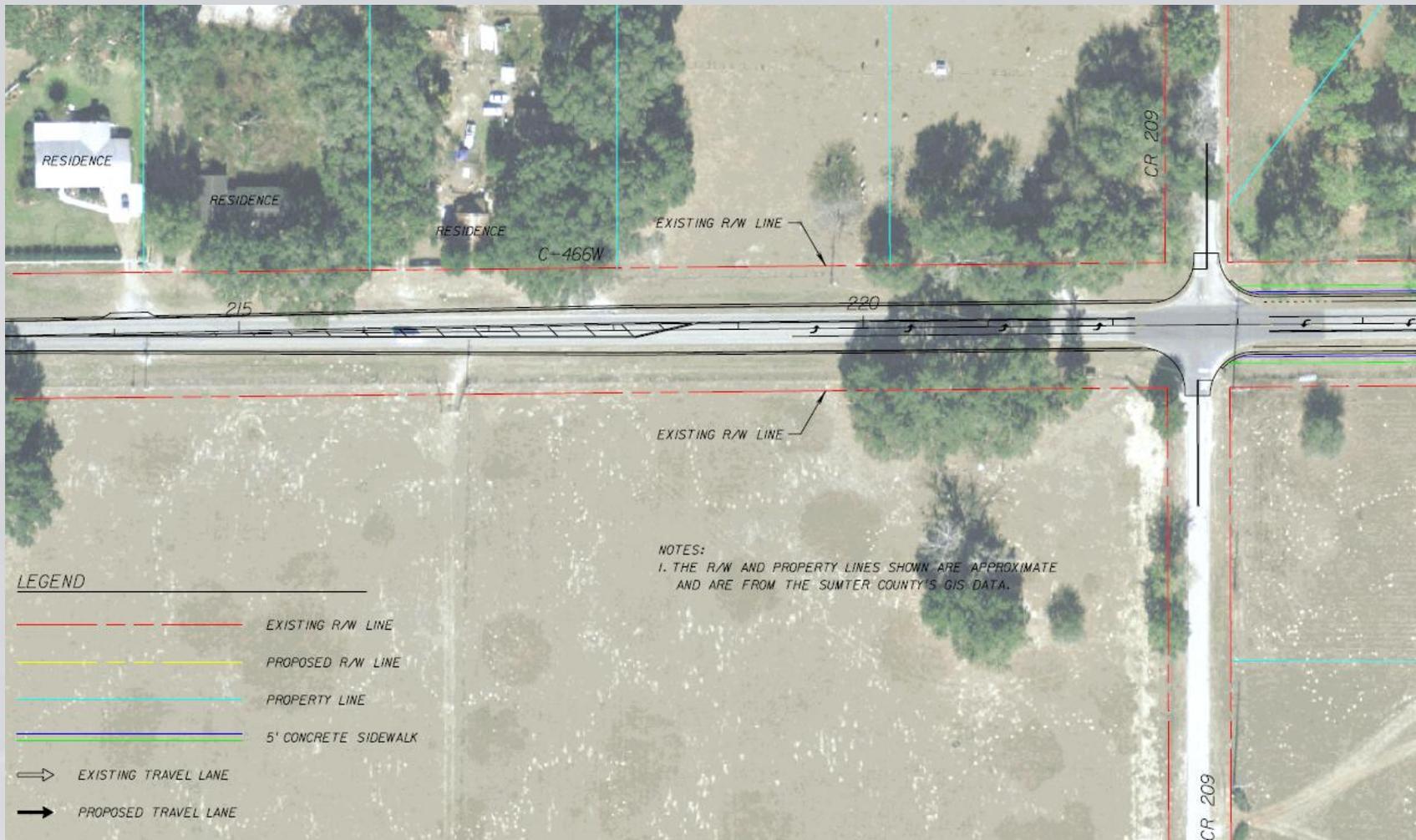


Proposed Cross Section



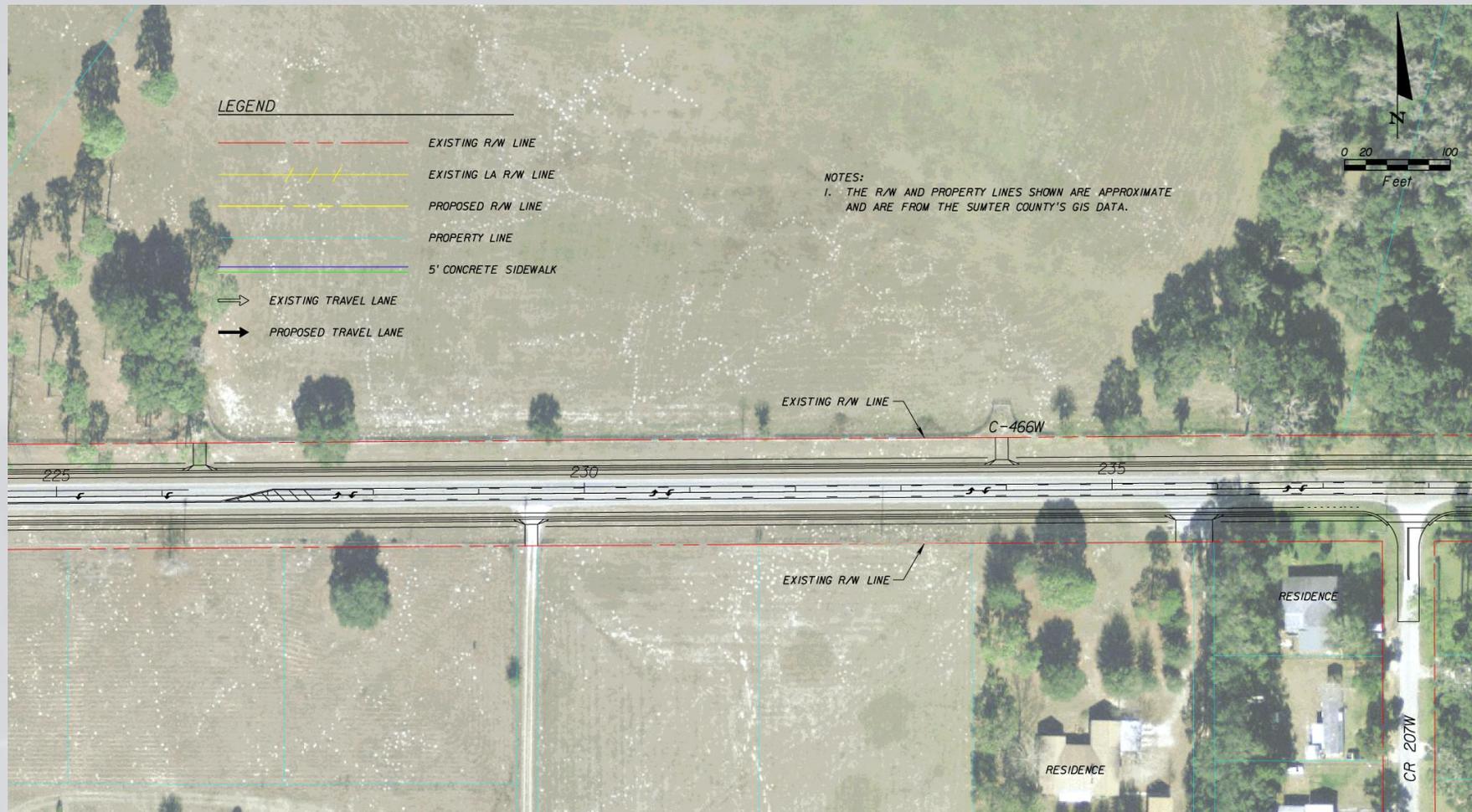


Recommended Alternative – CR 209 to US 301





Recommended Alternative – CR 209 to US 301 (cont.)



Recommended Alternative – CR 209 to US 301 (cont.)



Recommended Alternative – CR 209 to US 301 (cont.)



Public Involvement



- Public Alternatives Meeting October 13th 2010 at the Wildwood Community Center.
- Attendance was 143 people.
- 33 comments were submitted, with several in favor of roadway widening.



- Presentations to the Lake-Sumter MPO Technical Advisory Committee and Bicycle-Pedestrian Committee in February 2011.
- No major concerns raised by committee members.



Environmental Impacts

- Low to Moderate likelihood of endangered, threatened, and species of special concern.
- No recorded archaeological sites within corridor.
- A portion of the project is located within the 100-year flood plain. The pond siting /drainage analysis takes this into consideration.
- Potential soil contamination from the former Hilltop Grocery Store , located 0.19 miles south of the project.



Drainage / Pond Siting

- Existing roadway section has rural open drainage.
- C-475 to CR 209 proposed typical section accommodated by existing roadside swales.
- CR 209 to US 301 proposed roadway section has closed drainage system conveyed to dry retention ponds.

Drainage / Pond Siting (cont.)

- Four basins delineated.
- 0.89 acres for Basin 3.
- 3.24 acres for Basin 4.
- 3 alternative pond sites identified for Basin 4.
- Two additional ponds required for Alternative 2 – with interchange.





Cost Estimate – Recommended Alternative

Item	Estimated Cost
Survey, Design, Permitting, Construction Administration	\$450,000
Right-of-Way Acquisition (total of 5 Acres from 19 parcels)	\$1,100,000
Construction	\$2,850,000
Total	\$4,350,000

- Cost estimate for Build Alternative 2 approximately \$18.1 Million
- ROW needed for Build Alternative 2 totals 22 acres from 37 properties



Summary of Recommended Alternative

Disadvantages

- Inconvenience to traveling public during construction
- Cost associated with design and construction
- Right-of-way needed for roadway widening and pond locations

Advantages

- Provides safer roadway for the traveling public
- Meets anticipated traffic demand and reduces congestion
- Provides bicycle and pedestrian facilities
- Consistent with the Lake-Sumter MPO 2035 LRTP
- Less cost and community impacts compared to the four-lane alternative



Construction Timeline

- Resurfacing project (CR 209 to C-475) out to bid in Sept/Oct 2011 – FDOT SCRAP funds
- Design, ROW, Construction from CR 209 to US 301 by Sumter County Impact Fees and SCRAP funds FY 2015
- Design programmed for FY 2011-2012
- Alternative 2 construction (four-laning from C-475 to US 301) tied to an interchange, if constructed



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