



TINDALE-OLIVER AND ASSOCIATES, INC.

PUBLIC MEETING SUMMARY

DATE: Thursday August 28, 2008

TIME: 5:30 PM to 7:30 PM

LOCATION: Wildwood Community Center, 6500 CR 139, Wildwood FL 34785

ATTENDEES:

Tom Burke, P.E., AICP, Senior Transportation Planner, LSMPO
Robert Smith, Development Services Director, City of Wildwood
Brad Cornelius, Planning Manager, Sumter County
Bill Stevens, P.E., Engineer Manager, Sumter County Public Works
Gary Kuhl, Direct of Public Works, Sumter County
Bill Oliver, PE, Senior Vice President, Tindale-Oliver & Associates, Inc.
W.T. Bowman, Project Manager, Tindale-Oliver & Associates, Inc.

PRESENTATION:

The Lake-Sumter Metropolitan Planning Organization (LSMPO) is preparing a Project Development and Environmental (PD&E) Feasibility Study investigating alternative traffic improvements for the one-mile section of C-466A(Cleveland Ave) between US-301 and CR-139. The purpose of this public meeting was to inform the public of the results of the analysis. Prior to the presentation there was an opportunity to view several exhibits and ask some questions. A presentation was then made by W. T. Bowman, providing a summary of some of the key completed tasks as well as the results.

The presentation included a description of the study area, a brief discussion of background information (future Villages developments and future improvements along C-466A), and an outline of the completed tasks of the study; identify roadway capacity needs, identify the desired/needed cross section, preparation of conceptual alignments, review of potential impacts (historical, archaeological, wildlife, floodplain), review of potential impacts to land and buildings. The presentation closed by laying out the remaining tasks which include soliciting and reviewing public feedback and a joint meeting of the City and County Commissions to present the results.

Several aerial exhibits were presented. These exhibits showed the proposed cross section of the roadway, the analyzed roadway alignments (to the north, to the south, on center), existing and proposed right-of-way, and the buildings (commercial and residential) that are estimated to be impacted by the right-of-way for the analyzed options.

The public was advised of the following tentative public meeting:



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- September/October 2008 – Public Meeting #3 where the LSMPO will present final recommendations to the joint members of the Sumter County BOCC, and the City of Wildwood Commission.

DISCUSSION:

The key item that was discussed at the meeting was the potential future impacts of the alignments to private land and buildings. The analysis was broken into 3 sections of roadway. The first section is from US-301 to Warfield Drive, east of Wildwood Middle School. This section of roadway currently has 60' of right-of-way. As the school is effectively considered a fixed object, the alignment in this area is dictated by the school and only one scenario was reviewed and the impacts of this alignment were presented. The second section of roadway is from Warfield Drive to ¼ mile east of Pleasantdale Drive (where the curb and gutter ends, approximately). The section of roadway currently has 60' of right-of-way. For this project, up to 86' of right-of-way (exclusive of any sidewalk easements) will be required. Within this segment scenarios of widening to the north (holding the existing right-of-way on the south), widening to the south (holding the existing right-of-way on the north), and widening on center (widening symmetrical about the existing center of the right-of-way) were analyzed. Exhibits were presented showing the impacts of each of these. The third section that was analyzed was from the end of section 2 to CR-139. This portion of roadway currently has a 100' right-of-way, therefore all 3 widening scenarios can occur within the existing right-of-way.

Prior to and at the conclusion of this presentation, the public was encouraged to make comments and ask questions. Public comment forms were provided at the meeting; however, no comment forms were completed and returned to the consultant on the night of the public meeting.

A summary of public questions and answers or discussion follows below:

- What is the time frame of this widening of C-466A to the east?
 - The widening will be tied to the roadway capacity need. The roadway currently is operating at level of service B/C. It is estimated that traffic volumes would justify the widening need within the next 4-10 years. It was pointed out that this improvement is NOT within any Capital Improvement Plan and is not funded or committed. This analysis was done to determine the potential need for, and feasibility of the improvement.
- My house/business is shown on your exhibits as being blue, what does this mean?
 - If your home is shown in blue, it indicates that based on the information we have, that the particular widening option you are reviewing is expected to encroach on



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your home/business. If the roadway is to be built, and that option is selected, it is likely that your home/business would need to be taken.

- My house is NOT shown on your exhibits as being blue but I think it is very close, what does this mean?
 - This feasibility analysis was done using recent aerial photography and historical roadway plans in order to estimate right-of-way, building locations, future alignments, etc. There was no actual field survey done for this project. Therefore, there is room for +/- some error within the estimates, but these serve as the best estimates. Should design go forward, a full survey will be done and actual impacts will be better identified.
 - Additionally, on the exhibits that were presented, several people pointed out that there was a line going through their home but it wasn't shown as being impacted. The line that was being observed was the future sidewalk easement line, not the right-of-way line. The future easement line is for an sidewalk easement that will be required with redevelopment of the parcel and is not an impact on existing lane/buildings.

- Your exhibits (and your presentation) talked about a sidewalk easement. Does this mean I have to build a sidewalk on my property? What if the future sidewalk would impact my land/building?
 - The sidewalk easement is for future development. What this means is that it would be mandated upon redevelopment of the property. It would not be a requirement of existing property owners.

- Each of the options you analyzed in Segment 2 has different impacts. For instance, if you widen to the north you have different building impacts than if you widen to the south, etc. Is there a way the road could be designed to have no impacts to buildings.
 - The design of a road that has subtle shifts through Segment 2 in order to minimize all impacts may be feasible. However, this level of analysis was done to review three "typical" widening scenarios (to the north, to the south, on center). A hybrid scenario may be possible and potentially could be reviewed closer to the design phase but was not part of the scope of this study.

- How much of this construction would the Villages pay for?
 - None is anticipated at this time



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- How much of my land would you need to take?
 - In Section 2 (existing 60' of right-of-way) a total of 86' of right-of-way would be required for the widening options. Therefore, likely on a worse case, if the widening were completely to one side, it could result in up to 26' of land taking beyond the existing right-of way. If the "symmetrical" option were chosen then it could be approximately 13' of land taking on each side of the roadway. This does not include the 10' sidewalk easement that will be required as the land gets redeveloped.

SUMMARY

The key concerns voiced, pertaining to the presentation and results were;

- How much land will need to be taken from adjacent property owners?
- If my land is impacted, to what degree can my land be impacted or how close can the right-of-way get to my house without my entire house needing to be taken?
- What are the legal logistics of land/building takings?
- What is the timing of the improvement

The public meeting concluded at approximately 7:00 PM.

PREPARED BY: W. T. Bowman

DATE: September 3, 2008

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