



Interoffice Memorandum

REAL ESTATE MANAGEMENT ITEM 6

**DATE:** November 30, 2017

**TO:** Mayor Teresa Jacobs  
and the  
Board of County Commissioners

**THROUGH:** Paul Sladek, Manager *PS*  
Real Estate Management Division

**FROM:** Monica Hand, Senior Title Examiner *MH*  
Real Estate Management Division

**CONTACT  
PERSON:** Paul Sladek, Manager

**DIVISION:** Real Estate Management  
Phone: (407) 836-7090

**ACTION  
REQUESTED:** APPROVAL AND EXECUTION OF RESOLUTION AND  
AUTHORIZATION TO INITIATE CONDEMNATION PROCEEDINGS

**PROJECT:** Econlockhatchee Trail (Lake Underhill Road to S.R. 50)  
  
District 3

**PURPOSE:** Acquisition of one fee simple parcel and one perpetual drainage easement  
required for road widening improvements.

**ITEM:** Resolution (Parcels 1075/8075)

**BUDGET:** Account No.: 1023-072-5024-6110

**APPROVALS:** Real Estate Management Division  
Public Works Department

**REMARKS:** This is the eleventh submittal of parcels for this project to be acquired  
through eminent domain.

DEC 19 2017

Upon a motion by Commissioner Emily Bonilla, seconded by Commissioner Pete Clarke, and carried with all members present and voting AYE by voice vote, the Board adopted the following:

### RESOLUTION

WHEREAS, during FY 04/05, the Board approved the project known as Econlockhatchee Trail (Lake Underhill Road to S.R. 50) to improve the existing roadway, add sidewalks, bicycle lanes, and turn lanes, address the drainage problems, and improve the traffic flow as outlined in the staff report attached as Exhibit "A".

WHEREAS, in connection with the construction, repair and maintenance of the Econlockhatchee Trail (Lake Underhill Road to S.R. 50) project by Orange County, a charter county and political subdivision of the State of Florida, it is necessary that said County have the required areas for roadway purposes and it is necessary and in the public interest that there be acquired the required fee simple and drainage easement interests in certain lands for proper construction and maintenance of the above road in the County's Road System; and

WHEREAS, efforts to purchase said lands from the owner of said lands have been unsuccessful to date.

NOW THEREFORE, BE IT RESOLVED by Orange County, a charter county and political subdivision of the State of Florida, by and through the Board of County Commissioners of said County, that the acquisition of the required fee simple and drainage easement interests in the required lands necessary for roadway purposes has been found to be and is hereby found to be necessary, practical, and to the best interest of Orange County, Florida, and the people of said County, and the same is for a County purpose; and be it further

RESOLVED that for the purposes aforesaid, it is necessary, practical, and to the best interest of the public and Orange County and of the people of said County that the fee simple and drainage easement interests for roadway purposes be acquired in the name of said County by gift, purchase, eminent domain proceedings, or otherwise over and upon all those certain pieces, parcels or tracts of land, situate, lying and being in Orange County, Florida, as described in the attached Schedule "A" and Schedule "B",

AND BE IT FURTHER RESOLVED that the property descriptions under parcel numbers 1075/8075 are ratified and confirmed and found necessary for this project to the extent of the estate or interest set forth as a part of the respective parcel descriptions, the above referenced descriptions being attached hereto as Schedule "A" and Schedule "B", and made a part by reference hereof, that Orange County, the Board of County Commissioners of said County, the Deputy Clerk of said Board of County Commissioners, the attorneys of said Board of County Commissioners and County, and all appropriate departments, officers and employees of said County be, and they are hereby authorized and directed to proceed to take necessary steps to institute and prosecute such necessary actions and proceedings as may be proper for the acquisition of the required fee simple and drainage easement interests in said lands by gift, purchase, eminent domain proceedings or otherwise, and to prepare, sign, execute, serve, publish, and file, in the name of the County by its commissioners, all eminent domain papers, affidavits and pleadings, and said attorneys are authorized to have prepared, at said County's expense, such abstract of title search as may be necessary in connection therewith.

ADOPTED THIS \_\_\_\_\_ DAY OF DEC 19 2017, 2017.

(Official Seal)

ORANGE COUNTY, FLORIDA  
By: Board of County Commissioners

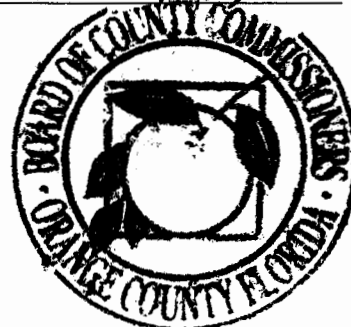
ATTEST: Phil Diamond, CPA,  
County Comptroller  
as Clerk of the Board  
of County Commissioners

BY: *Teresa Jacobs*  
Teresa Jacobs  
Orange County Mayor  
*fu*

BY: *Jessica Vaupel*  
for Deputy Clerk

Jessica Vaupel  
Printed Name

DATE: 12.19.17



October 4, 2005

## EXHIBIT "A"

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### PROJECT HISTORY

1. Orange County began the Roadway Conceptual Analysis (RCA) for the Econlockhatchee Trail Project in January 2002. The *Econlockhatchee Trail Roadway Conceptual Analysis Report* documents the need for improvement, existing conditions, design criteria, traffic analysis, corridor analysis, alternative alignment analysis and preliminary design analysis.
2. The First Public Meeting for the Econlockhatchee Trail RCA was held on April 24, 2002. The purpose of this meeting was to inform the community about the roadway project. The meeting included a formal presentation by Orange County, followed by an informal question and answer period.
3. The Second Public Meeting for the Econlockhatchee Trail RCA was held on September 4, 2002 to discuss the Preliminary Preferred alternative.

The following concerns were discussed and evaluated: right-of-way acquisition necessary to construct the project, speed limit, location of retention ponds, median openings, traffic signals, and placement of turn lanes.

4. The Third Public Meeting for the Econlockhatchee Trail RCA was held on February 26, 2003. The preferred improvement concept and typical sections were discussed and displayed for review and comment.
5. A Local Planning Agency (LPA) Workshop was held on September 16, 2004. A brief project presentation was given to the LPA Board. Orange County and Dyer, Riddle, Mills & Precourt Inc. (DRMP) presented the results and recommendations of the Econlockhatchee Trail RCA to the LPA and solicited comments and ideas.
6. A LPA Public Hearing was held on November 18, 2004. A brief project presentation was given to the LPA Board. The presentation outline was as follows: project needs, public involvement, project elements, property impacts, estimated costs, project schedule, and action requested. The LPA found that the proposed improvements were consistent with the Comprehensive Plan.
7. The Board of County Commissioners (BCC) Public Hearing was held on February 22, 2005. County Staff made a brief presentation. The presentation outline was as follows: project need, public involvement, project elements, estimated costs, project schedule, and action requested. The BCC approved proceeding with the design, right-of-way acquisition, and construction of the project.

**STAFF REPORT****October 4, 2005****Econlockhatchee Trail****From: Lake Underhill Road****To: SR 50****CIP 5024****EXHIBIT "A"****PROJECT CONSIDERATIONS**

Some of the important elements in determining the need for the roadway improvements are existing conditions, long range planning, safety considerations, environmental considerations, evaluation of alternative alignments, engineering recommendations and project cost.

**Existing Conditions**

Econlockhatchee Trail (from 1,075 feet south of Lake Underhill Road to 330 feet north of SR 50) is currently a two-lane, undivided roadway. The road serves residential and commercial developments located adjacent to the roadway. The posted speed limit is 35 mph.

The existing roadway consists of two twelve-foot wide travel lanes (one in each direction) with no paved shoulders or bicycle lanes. Some of the more recent housing or development projects have installed sidewalks along a portion of the roadway, but the majority of the roadway lacks a sidewalk system. The stormwater system collects drainage through open swales.

The right-of-way throughout the project varies. The Econlockhatchee Trail right-of-way is 96 feet wide at the beginning of the project 1,075 feet south of Lake Underhill Road to the intersection of Lake Underhill Road and Econlockhatchee Trail. Between Lake Underhill Road and SR 408, the Econlockhatchee Trail right-of-way varies from 60 feet wide to 100 feet wide. In the vicinity of SR 408, the right-of-way varies extensively, but exceeds 100 feet. North of SR 408 to 330 feet north of SR 50, the right-of-way ranges between 58 feet and 88 feet.

The stormwater from 1,075 feet south of Lake Underhill Road to the southern end of the bridge embankment over SR 408 is collected in open swales and conveyed to the canal on the south side of Lake Underhill Road. From the bridge over the SR 408 to Millinockett Lane, the stormwater is collected in open swales and treated in ponds that eventually outfall into the Little Econlockhatchee River. From Millinockett Lane to SR 50, the stormwater is collected in shallow ditches through ditch bottom inlets, then conveyed through a 48" reinforced concrete pipe that outfalls to the Little Econlockhatchee River. The stormwater collected from SR 50 to 330 feet north of SR 50 will drain to the north to the E-4 canal. The stormwater retention pond for this area was constructed with the improvements to the Econlockhatchee Trail from SR 50 to Trevarthon Road.

**STAFF REPORT**

October 4, 2005

**Econlockhatchee Trail****From: Lake Underhill Road****To: SR 50****CIP 5024****Long Range Planning**

The limits of the Econlockhatchee Trail RCA are from Lake Underhill Road to SR 50. A future conditions analysis was performed to identify the effects between a build scenario for Econlockhatchee Trail as a 4-lane facility and a no-build scenario, in which no improvements are made to the existing 2-lane facility. The build scenario shows that all roadway segments will operate at a level of service 'D' or better through the year 2027, except for the SR 50 intersection. Level of service 'A' is very good, and a level of service 'F' is failing. Orange County requires that collector roads, such as the Econlockhatchee Trail, maintain a level of service 'E' or better. If the existing Econlockhatchee Trail roadway is not improved, it is expected that traffic volumes will increase and the unimproved facility would not adequately serve the projected traffic demands and the levels of service will continue to deteriorate to an unacceptable level by 2007.

**Safety Considerations**

The widening of Econlockhatchee Trail should provide for both traffic and pedestrian safety. The following are some of the improvements associated with Econlockhatchee Trail: signalization, increased sight distance, raised medians, sidewalks and bicycle lanes. New traffic signals will be installed at Lake Underhill Road, Valencia College Lane, Millinockett Lane and SR 50. The traffic signals at SR 50 will be coordinated with FDOT during the widening project of SR 50. Increased sight distance along the project corridor will provide an increased factor of safety. The raised medians will also provide adequate separation for the two directions of traffic. The installation of sidewalks and bicycle lanes will provide designated areas for pedestrians and bicyclists.

**Environmental Considerations**

The environmental considerations include land use, cultural features and community centers, threatened and endangered species, impacts to wetlands, and contaminated sites.

The predominant land use along the existing Econlockhatchee Trail corridor is residential and multi-family along with sparsely scattered commercial and ranch parcels. There are several businesses along the corridor that include a Progress Energy substation, Econ Golf and Baseball, Palm Gardens Assisted Living Center, Whistle Junction (formerly Ryan's steakhouse), Seven-Eleven Store, Mobil Gas Station, United States Post Office and Shell Service Station. Residential and multi-family developments include Deerwood Village, Valencia Gardens, Sutton Ridge, Rosewalk, Sundance at the Econ and Valencia Trace Apartments. There are three major cultural features, or community centers, which are as follows: Valencia Community College, Hindu University and the Orlando Lutheran Academy.

A survey of threatened and endangered species found that none were within the project area. There were no recorded historical or archaeological sites within the study area.

**STAFF REPORT**

October 4, 2005

**Econlockhatchee Trail****EXHIBIT "A"****From: Lake Underhill Road****To: SR 50****CIP 5024**

Multiple types of wetland systems exist within the study area. They include forested wetlands and the Little Econlockhatchee River. The Little Econlockhatchee River flows parallel to the Econlockhatchee Trail along the entire project corridor from Lake Underhill Road to SR 50, approximately 1000 feet east of the road. The proposed roadway project is expected to impact less than an acre of wetlands. Mitigation for impacts will be determined during permitting with the St. Johns River Water Management District and the US Army Corps of Engineers.

Preliminary investigations indicate that there may be some soil or groundwater contamination near the proposed stormwater retention pond just south of the SR 50 intersection. Further investigation will be done during the design process. Special construction procedures may be required. The stormwater pond will be a joint use pond with FDOT for the SR 50 project.

**Evaluation of Alternative Alignments**

Three roadway alignment alternatives were considered. The alternatives were developed to address several different concerns including: traffic capacity needs of the study area, pedestrian and bicyclists needs, access management and minimization of impacts to residents, planned development, businesses and the environment. The roadway alignments were evaluated based on the recommended typical section. These alternative alignments were based on left, right and center orientations with respect to existing pavement and right-of-way location. Each segment of the road was evaluated for its best alignment. The recommended alignment was a combination of the alignments for each segment.

**Engineering Recommendations**

From Lake Underhill Road north the recommended alignment is generally centered on the existing right-of-way. Near SR 50, the alignment shifts to west to accommodate turn lanes for the intersection and connection to the bridge north of SR 50. The alignment discussed above was selected because of its less significant impacts to the local community. According to the Joint Participation Agreement, FDOT will be constructing the intersection with SR 50.

The recommended typical section for this project is as follows:

- Four lanes (two, each direction)
- Raised landscaped median
- Bicycle lanes (one, each direction)
- Sidewalks (one, each direction)
- Curb and gutter stormwater drainage system with retention ponds
- 110 feet-wide minimum proposed right-of-way
- Landscaping
- Roadway Lighting

**STAFF REPORT**  
**Econlockhatchee Trail**  
**From: Lake Underhill Road**  
**To: SR 50**  
**CIP 5024**

**October 4, 2005**

**EXHIBIT "A"**

### **Project Costs**

The right-of-way costs include land, attorney fees and expert costs were estimated for each individual parcel. The total right-of-way cost for the recommended alignment is approximately \$4,836,650.

The Engineering Design cost for the recommended alignment is approximately \$2,000,000.

The estimated construction cost for the recommended alignment is approximately \$17,600,000.

Therefore, the total project cost is approximately \$24,436,650.

### **Conclusion**

In accordance with the Econlockhatchee Trail Roadway Conceptual Analysis, the Econlockhatchee Trail project from Lake Underhill Road to SR 50 should be designed and constructed as a four lane urban, divided facility. This project is needed to increase the traffic operation capacity of the existing two-lane roadway. Also, the improvements are required in order to accommodate the increased transportation demands resulting from current and future growth in the area.



# LEGAL DESCRIPTION

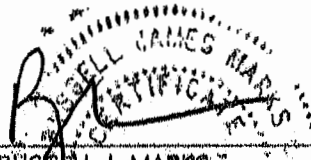
SCHEDULE "A"  
PARCEL: 1075


A TRACT OR PARCEL OF LAND BEING A PORTION OF TRACT "C",  
DEERWOOD UNIT 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN  
PLAT BOOK 8, PAGE 150 OF THE PUBLIC RECORDS OF ORANGE COUNTY,  
FLORIDA, LYING IN THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 22  
SOUTH, RANGE 31 EAST, ORANGE COUNTY, FLORIDA AND BEING MORE  
PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID  
SECTION 31 (A 3/16 INCH IRON ROD IN A WELL BOX AS NOW EXISTS);  
THENCE SOUTH 89°31'52" WEST, ALONG THE NORTH LINE OF SAID  
NORTHWEST 1/4, A DISTANCE OF 397.24 FEET; THENCE DEPARTING SAID  
NORTH LINE, SOUTH 00°28'08" EAST, A DISTANCE OF 50.00 FEET TO A POINT  
ON THE EXISTING SOUTH RIGHT OF WAY LINE OF LAKE UNDERHILL ROAD, SAID  
POINT BEING THE NORTHWEST CORNER OF THE AFOREMENTIONED TRACT  
"C" AND THE POINT OF BEGINNING; THENCE ALONG SAID EXISTING SOUTH  
RIGHT OF WAY LINE, NORTH 89°31'52" EAST A DISTANCE OF 349.36 FEET TO  
THE NORTHEAST CORNER OF SAID TRACT "C" AND THE INTERSECTION WITH  
THE EXISTING WEST RIGHT OF WAY LINE OF ECONLOCKHATCHEE TRAIL;  
THENCE DEPARTING SAID EXISTING SOUTH RIGHT OF WAY, ALONG SAID  
EXISTING WEST RIGHT OF WAY, SOUTH 00°36'41" EAST A DISTANCE OF 54.93  
FEET; THENCE DEPARTING SAID EXISTING WEST RIGHT OF WAY, NORTH  
50°58'27" WEST A DISTANCE OF 65.14 FEET; THENCE SOUTH 89°31'52" WEST A  
DISTANCE OF 299.22 FEET TO THE WEST LINE OF SAID TRACT "C"; THENCE  
ALONG SAID WEST LINE, NORTH 00°29'42" WEST A DISTANCE OF 13.50 FEET  
TO THE POINT OF BEGINNING.

CONTAINING 5,756 SQUARE FEET, MORE OR LESS.

THIS IS NOT A BOUNDARY SURVEY, NOR HAS ANY  
FIELD WORK BEEN PERFORMED IN ACCORDANCE WITH  
5J-17, FLORIDA ADMINISTRATIVE CODE FOR  
PREPARATION OF THIS DRAWING.

  
RUSSELL J. MARKS  
PROFESSIONAL SURVEYOR AND MAPPER  
STATE OF FLORIDA LICENSE NO. 5623

PREPARED FOR: ORANGE COUNTY, FLORIDA		ECONLOCKHATCHEE TRAIL	
DESIGNED BY: RJM	DATE: 1/26/10	 URS CORPORATION 315 E. ROBINSON STREET SUITE 245 ORLANDO, FL 32801-1949 PH (407) 422-0353 LICENSED BUSINESS NO. 6889	SURVEY DIVISION:  SHEET: 1 OF 2
DRAWN BY: SLH	JOB NO:		
APPROVED BY: RJM	COUNTY PROJECT NO: C.I.P. 5024		

# SKETCH OF DESCRIPTION

SCHEDULE "A"

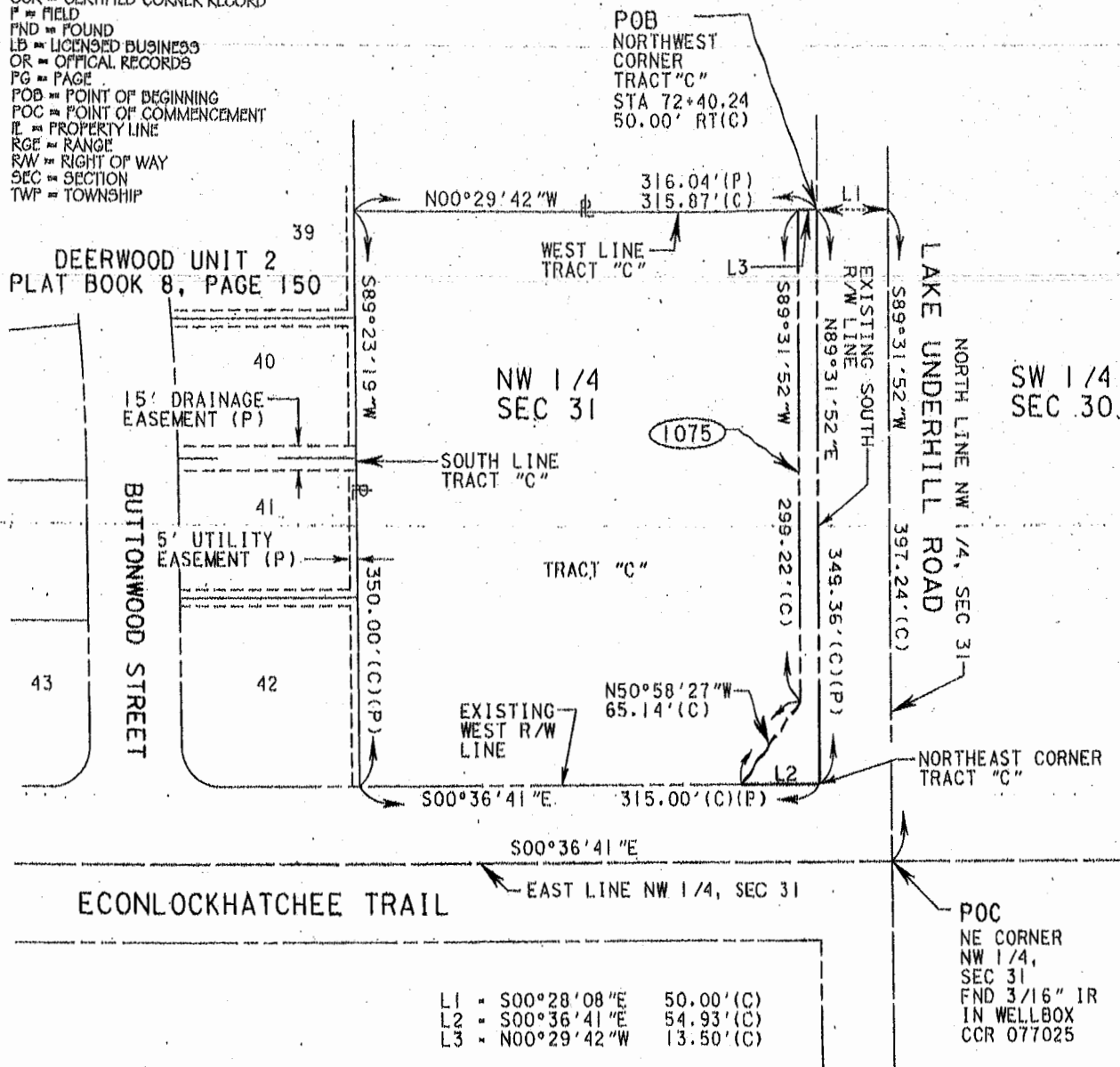
PARCEL: 1075

SCALE: 1" = 100'

## LEGEND

C = CALCULATED  
 COR = CERTIFIED CORNER RECORD  
 F = FIELD  
 FND = FOUND  
 LB = LICENSED BUSINESS  
 OR = OFFICIAL RECORDS  
 PG = PAGE  
 POB = POINT OF BEGINNING  
 POC = POINT OF COMMENCEMENT  
 PL = PROPERTY LINE  
 RGE = RANGE  
 RW = RIGHT OF WAY  
 SEC = SECTION  
 TWP = TOWNSHIP

DEERWOOD UNIT 2  
 PLAT BOOK 8, PAGE 150



## NOTE:

1. BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 22, SOUTH, RANGE 31 EAST ORANGE COUNTY, FLORIDA, AS HAVING AN ASSUMED BEARING OF SOUTH 00°36'41" EAST.
2. THIS SKETCH OF DESCRIPTION AND LEGAL DESCRIPTION WAS PREPARED BY URS CORPORATION ORLANDO, FLORIDA.
3. THERE MAY BE OTHER RECORDED DOCUMENTS FOUND IN ORANGE COUNTY RECORDS AFFECTING THIS PROPERTY THAT ARE NOT SHOWN ON THIS SKETCH OF DESCRIPTION.

SOUTH SEGMENT RW SHEETS 3, 7, 16 & 17

THIS IS NOT A BOUNDARY SURVEY, NOR HAS ANY FIELD WORK BEEN PERFORMED IN ACCORDANCE WITH 5J-17, FLORIDA ADMINISTRATIVE CODE FOR PREPARATION OF THIS DRAWING.

PREPARED FOR: ORANGE COUNTY, FLORIDA

ECONLOCKHATCHEE TRAIL

DESIGNED BY: RJM

DATE: 1/26/10

**URS**

URS CORPORATION  
 315 E. ROBINSON STREET  
 SUITE 245  
 ORLANDO, FL 32801-1949  
 PH (407) 422-0353  
 LICENSED BUSINESS NO. 6039

REVISIONS:  
 REV ADDED NORTHEAST CORNER  
 CALLOUT 4/07/16

DRAWN BY: DJK

JOB NO:

APPROVED BY: RJM

COUNTY PROJECT NO: C.I.P. 5024

SHEET: 2 OF 2

**SCHEDULE "B"**

**5024 ECONLOCKHATCHEE TRAIL PARCEL 1075**

**FEE SIMPLE**

Parcel 1075: the interest being acquired is fee simple.

# LEGAL DESCRIPTION

SCHEDULE "A"

PARCEL: 8075

A TRACT OR PARCEL OF LAND BEING A PORTION OF TRACT "C",  
DEERWOOD UNIT 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN  
PLAT BOOK 8, PAGE 150 OF THE PUBLIC RECORDS OF ORANGE COUNTY,  
FLORIDA, LYING IN THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 22  
SOUTH, RANGE 31 EAST, ORANGE COUNTY, FLORIDA AND BEING MORE  
PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID  
SECTION 31 (A 3/16 INCH IRON ROD IN A WELL BOX AS NOW EXISTS);  
THENCE SOUTH 00°36'41" EAST, ALONG THE EAST LINE THEREOF, A  
DISTANCE OF 364.88 FEET; THENCE DEPARTING SAID EAST LINE, SOUTH  
89°23'19" WEST, A DISTANCE OF 48.00 FEET TO A POINT ON THE  
EXISTING WEST RIGHT OF WAY LINE OF ECONLOCKHATCHEE TRAIL BEING  
THE SOUTHEAST CORNER OF THE AFOREMENTIONED TRACT "C" AND THE  
POINT OF BEGINNING; THENCE SOUTH 89°23'19" WEST, ALONG THE SOUTH  
LINE OF SAID TRACT "C", A DISTANCE OF 350.00 FEET TO THE SOUTHWEST  
CORNER OF SAID TRACT "C"; THENCE DEPARTING SAID SOUTH LINE, NORTH  
00°29'42" WEST ALONG THE WEST LINE OF SAID TRACT "C", A DISTANCE OF  
22.00 FEET; THENCE DEPARTING SAID WEST LINE, NORTH 89°23'19" EAST  
A DISTANCE OF 349.96 FEET TO THE EAST LINE OF SAID TRACT "C" AND  
SAID EXISTING WEST RIGHT OF WAY LINE; THENCE SOUTH 00°36'41" EAST,  
ALONG THE EAST LINE OF SAID TRACT "C" AND SAID EXISTING WEST RIGHT  
OF WAY LINE, A DISTANCE OF 22.00 FEET TO THE AFOREMENTIONED  
SOUTHEAST CORNER OF SAID TRACT "C" AND THE POINT OF BEGINNING.

CONTAINING 7700 SQUARE FEET, MORE OR LESS.

THIS IS NOT A BOUNDARY SURVEY, NOR HAS ANY  
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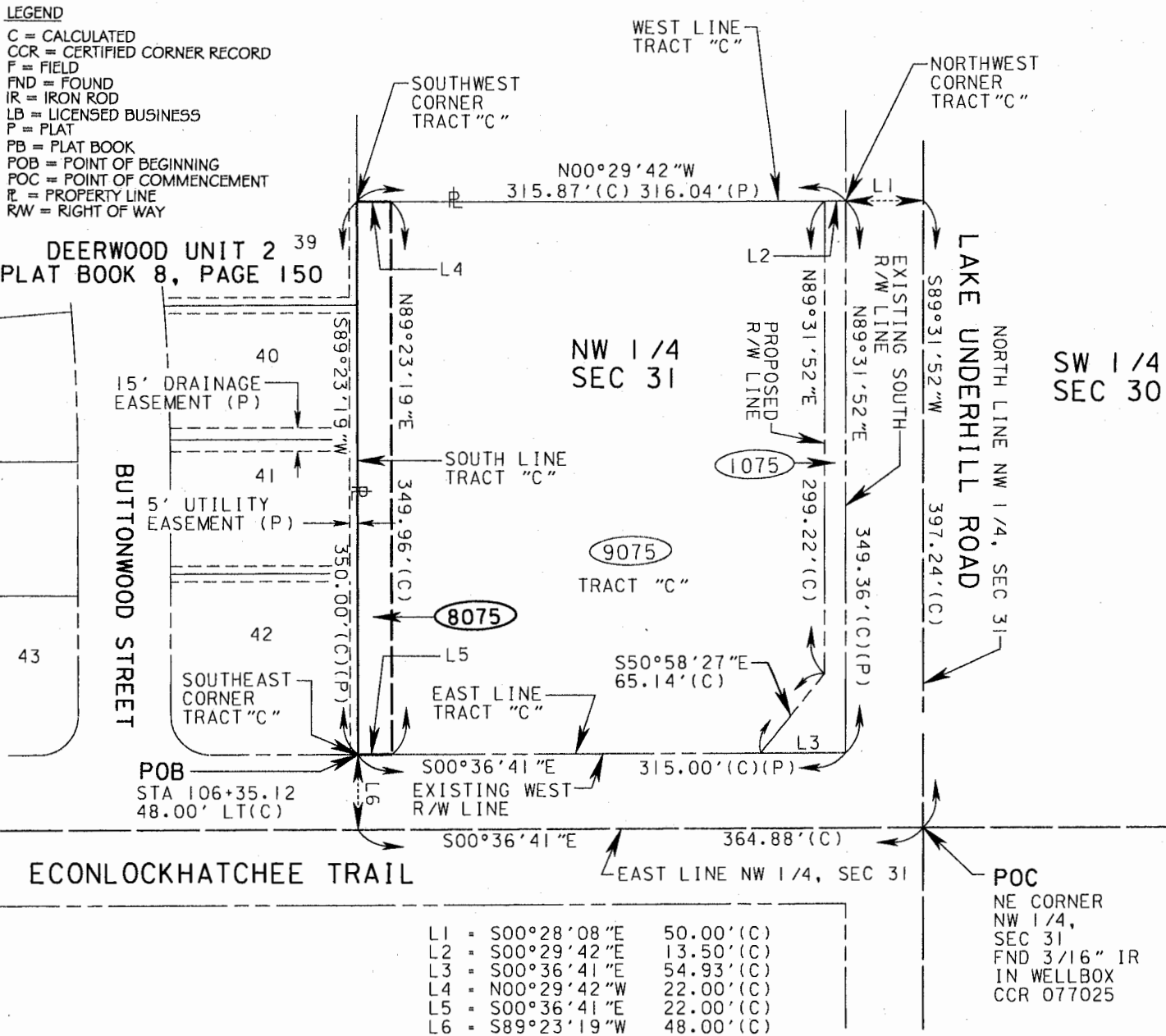
  
RUSSELL J. MARKS  
PROFESSIONAL SURVEYOR AND MAPPER  
STATE OF FLORIDA LICENSE NO. 5823

PREPARED FOR: ORANGE COUNTY, FLORIDA			ECONLOCKHATCHEE TRAIL	
DESIGNED BY: RJM	DATE: 4/03/17		<b>URS</b> URS CORPORATION 315 E. ROBINSON STREET SUITE 245 ORLANDO, FL 32801-1949 PH (407) 422-0353 LICENSED BUSINESS NO. 6839	REVISIONS:
DRAWN BY: DJK	JOB NO:			
APPROVED BY: RJM	COUNTY PROJECT NO: C.I.P. 5024			SHEET: 1 OF 2

SCALE: 1" = 100'

**LEGEND**  
C = CALCULATED  
CCR = CERTIFIED CORNER RECORD  
F = FIELD  
FND = FOUND  
IR = IRON ROD  
LB = LICENSED BUSINESS  
P = PLAT  
PB = PLAT BOOK  
POB = POINT OF BEGINNING  
POC = POINT OF COMMENCEMENT  
PL = PROPERTY LINE  
RW = RIGHT OF WAY

DEERWOOD UNIT 2 39  
PLAT BOOK 8, PAGE 150



TOWNSHIP 22 SOUTH, RANGE 31 EAST

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SOUTH SEGMENT RW SHEETS 3, 7, 16 &amp; 17

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WORK BEEN PERFORMED IN ACCORDANCE WITH 5J-17,  
FLORIDA ADMINISTRATIVE CODE FOR PREPARATION OF THIS  
DRAWING.

PREPARED FOR: ORANGE COUNTY, FLORIDA			ECONLOCKHATCHEE TRAIL		
DESIGNED BY: RJM	DATE: 4/03/17		 URS CORPORATION 315 E. ROBINSON STREET SUITE 245 ORLANDO, FL 32801-1949 PH (407) 422-0353 LICENSED BUSINESS NO. 6839	REVISIONS:	
DRAWN BY: DJK	JOB NO:				
APPROVED BY: RJM	COUNTY PROJECT NO: C.I.P. 5024			SHEET: 2 OF 2	

## **SCHEDULE "B"**

### **5024 ECONLOCKHATCHEE TRAIL PARCEL 8075**

#### **DRAINAGE EASEMENT**

Parcel 8075 is being acquired as a permanent non-exclusive easement for drainage purposes, with full authority to enter upon, construct, operate, and maintain, as the GRANTEE and its assigns may deem necessary, an underground pipe and appurtenant facilities over, under, and upon the following lands as described in Schedule "A".

THE GRANTEE and its assigns shall have the right to clear and keep clear all trees, undergrowth, and other obstructions that may interfere with normal operation or maintenance of the an underground pipe and appurtenant facilities out of and away from the granted easement, and the GRANTORS and their heirs, successors and assigns shall not build, construct, or create, nor permit others to build, construct, or create any building, utilities, or other structures on the granted easement that may interfere with the normal operation or maintenance of the underground pipe and appurtenant facilities.

THE GRANTOR may use the granted easement for any use not inconsistent with the GRANTEE'S intended use of the granted easement including, but not limited to, open space, or any activity that will not adversely affect the operation, functionality and structural integrity of the drainage facilities.

This easement is for the purposes noted herein and does not obligate the GRANTEE to perform any right-of-way maintenance or other duties.