

RESOLUTION

WHEREAS, during Fiscal Year 2017/2018-2021-2022, the Board approved the project known as Ream Road to widening of existing roadway to four lanes, closed stormwater management system, curb and gutter, signalization, raised medians, a five-foot sidewalk on one side and a 14 feet wide multipurpose path/trail on the other as outlined in the staff report attached as Exhibit "A"; and

WHEREAS, in connection with the construction, repair and maintenance of the Reams Road project by Orange County, a charter county and political subdivision of the State of Florida, it is necessary that said County have the required area for roadway purposes and it is necessary and in the public interest that there be acquired the required fee simple interest in certain land for proper construction and maintenance of the above road in the County's Road System; and

WHEREAS, efforts to purchase said land from the owner of said land 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 interest in the required land 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 interest for roadway purposes be acquired in the name of said County by gift, purchase, eminent domain proceedings, or otherwise over and upon all that certain piece parcel, or tract 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 description under parcel number 9004 is ratified and confirmed and found necessary for this project to the extent of the estate or interest set forth as a part of the parcel description, the above referenced description 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 interest in said land 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 _____.

(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: _____
Jerry L. Demings
Orange County Mayor

BY: _____
Deputy Clerk

Printed Name

DATE: _____

STAFF REPORT

January 8, 2024

Reams Road

From south of Summerlake Park Boulevard. to Taborfield Avenue

CIP 5139

Project History

1. In April 2017, Orange County began the Roadway Conceptual Analysis (RCA) for the Reams Road Project. The Reams Road project extends from south of Summerlake Park Boulevard to Taborfield Avenue. The Reams Road 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 Reams Road RCA was held on October 5, 2017. This meeting was an Introductory/ Alternative Information Public Meeting 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. Alternative improvements concepts were also presented to the public for their review and comment.
3. The Second Public Meeting for the Reams Road RCA was held on December 13, 2017 to discuss the Preliminary Preferred Alternative.
4. The Board of County Commissioners (BCC) Public Hearing was held on April 24, 2018. County staff made a brief presentation. The presentation outline was as follows: project location, project need, public involvement, project elements, estimated project costs, project schedule, and action requested. The BCC approved proceeding with the final design, right-of-way acquisition, and construction of the project.

PROJECT CONSIDERATIONS

Among 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

Reams Road, within the project limits, is a two-lane undivided roadway. The Lakeside Village Specific Area Plan, adopted May 20, 1997 by Orange County, identifies Reams Road as a major urban collector from Summerlake Park Boulevard/Ficquette Road at the west end of the study limits to west of Jayme Drive, as minor collector from west of Jayme Drive to Via Trieste Drive, and as a neighborhood circulator from Via Trieste Drive to Taborfield Avenue. Reams Road has a posted speed limit of 45 miles per hour (mph).

Reams Road**South of Summerlake Park Blvd. and Taborfield Avenue****CIP 5139**

Sidewalk improvements have been made along Reams Road as developments have been constructed. However, extended distances along Reams Road do not have pedestrian features. The existing right-of-way along Reams Road varies throughout the project corridor. When originally constructed, the existing right-of-way was typically 60 feet in width. As new development has occurred along the corridor, additional right-of-way has been acquired.

Floridian Place is the only signalized intersection within the study limits. The existing transportation network within the study corridor is comprised mainly of the current roadway system. LYNX Transit routes 56 and 302 service the area south of Reams Road along Center Drive with stops at Disney University and the Magic Kingdom Bus Station. These routes access the stops from the south and do not utilize Reams Road. The LYNX Vision 2030 Plan does not include any future routes in the vicinity of Reams Road.

Street lighting is limited along Reams Road. Thirteen Utility Agency/Owners (UAO) have been identified within the project area through a Sunshine 811 Design Ticket and utility coordination efforts. The Reams Road project area is located in the Reedy Creek drainage basin within the jurisdiction of the South Florida Water Management District (SFWMD). The entire project area is a tributary of the Reedy Creek Improvement District (RCID) L-407 and L-107 Canals. Stormwater runoff from the existing roadway is collected in roadside swales and then discharged into adjacent wetlands and drainage systems.

Long Range Planning

The widening of Reams Road, from Summerlake Park Boulevard to CR 535 (Winter Garden Vineland Road), is included in the MetroPlan Orlando 2040 Long Range Transportation Plan (Blueprint 2040) as an Orange County Unfunded Need. The plan has the project listed in two segments, from Summerlake Park Boulevard to Center Drive, and from Center Drive to CR 535 (Winter Garden Vineland Road). Reams Road from Summerlake Park Boulevard to Taborfield Avenue is included in the FY 2017/18-2021-22 Orlando Urban Area Transportation Improvement Program as a locally funded highway project by Orange County.

The Orange County Comprehensive Plan, Capital Improvements Element, includes improvements to Reams Road, from Summerlake Park Boulevard to Taborfield as part of the 10-year schedule of capital improvements.

Reams Road is included as a four-lane roadway in Map 1C: Transportation Element Future Conditions Number of Lanes 2030. The project is consistent with the Orange County Comprehensive Plan, the MetroPlan Orlando 2040 LRTP Unfunded Needs Plan, and the MetroPlan Orlando FY 2017/18-2021-22 Orlando Urban Area Transportation Improvement Program.

Reams Road**South of Summerlake Park Blvd. and Taborfield Avenue****CIP 5139****Safety Consideration**

The purpose and need for the project is based on several factors. These are to provide traffic capacity, to meet social/economic demands, to be consistent with transportation plans, and to enhance safety. Portions of Reams Road within the project limits are currently operating at an unacceptable Level of Service (LOS) F. By the design year 2045, all of Reams Road, within the project limits, will operate at an unacceptable LOS F. Roadway improvement are needed to provide an acceptable level of service.

The widening of Reams Road should provide for both traffic and pedestrian safety. The following are some of the improvements associated with Reams Road: widening of existing roadway to four lanes, closed stormwater management system, curb and gutter, signalization, raised medians, a five-foot sidewalk on one side and a 14 feet wide multi-purpose path/trail on the other. New traffic signals will be installed at Torcello Isle Drive, Floridian Place, Center Drive, Newmarket Drive and Taborfield Avenue. The raised medians will also provide adequate separation for the two directions of traffic. The installation of sidewalk and the multi-purpose path/trail lanes will provide designated areas for pedestrians and bicyclists. Dedicated turn lanes reduce the potential for rear end collisions. Sidewalks, pedestrian crosswalks, pedestrian signals and streetlights increase the safety of the intersection for vehicles and pedestrians.

Environmental Considerations

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

Detailed studies and evaluations were conducted to determine the potential for adverse environmental impacts that may result from the proposed project. Baseline data, evaluation procedures, and analysis of results are contained in the project files and in the following reports:

- Cultural Resource Assessment Survey
- Contamination Screening Evaluation Report (CSER)
- Ecological Summary Report

The project is anticipated to impact approximately 6.8 acres of wetlands (roadway and ponds). Federal, state, and local government agencies with regulatory authority over wetland and/or other surface waters generally require mitigation to offset unavoidable impacts as a condition of the permit. Mitigation requirements are based on a compilation

of wetland parameters including quality, type, function, and size. Impacts to wetlands and/or other surface waters will be avoided and minimized to the maximum extent possible while maintaining safe and sound engineering and construction practices. Primarily, avoidance and minimization efforts are related to the proposed stormwater management pond locations.

A mitigation plan that adequately offsets adverse impacts will be developed and implemented during the design phase. Adverse wetland impacts that may result from the construction of this project will be mitigated, satisfying the requirements of Part IV, Chapter 373, F.S. and 33 U.S.C.S.1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and/or any other mitigation options that satisfy federal and state requirements.

Based on the analysis conducted on the RCA, there are no cultural resources listed, determined eligible, or appear to be potentially eligible for listing in the NRHP. As such, historic resources will not be a critical issue.

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 proposed alignment for the north portion of Segment G was determined through the Fishback Planned Development (PD). Segments H-1 and H-2 generally follow the existing Ficquette Road alignment. The alignment of the south portion of Segment G and Segment H-1 occurs with the alignment proposed in the Signature Lakes PD. 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

The recommended alignment is generally centered on the existing right-of-way. Near Summerlake Boulevard, the alignment shifts southwest to realign the Summerlake Boulevard /Reams Road and Ficquette Road intersection. The alignment recommendation was based on the evaluation of project costs, right-of-way requirements, conceptual drainage analysis, socio-economic impact analysis and environmental impact analysis. The recommended typical section for this project is as follows:

- Four lanes (two, each direction)
- Raised landscaped median
- Sidewalks
- 10-14 feet multi-purpose path/trail

STAFF REPORT

January 8, 2024

Reams Road

South of Summerlake Park Blvd. and Taborfield Avenue

CIP 5139

- Curb and gutter stormwater drainage system with retention ponds
- 120 feet-wide minimum proposed right-of-way
- Landscaping
- Roadway Lighting

Costs

The estimated project costs are as follows:

Engineering design cost	\$ 4,000,000
Right-of-way cost	\$ 15,000,000
Construction cost	\$ 80,200,000
Total project cost	\$ 99,200,000

Conclusion

In accordance with the Reams Road Roadway Conceptual Analysis (RCA), the Reams Road project from Summerlake Park Boulevard to Taborfield Avenue 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.

SCHEDULE "A" LEGAL DESCRIPTION

REAMS ROAD
PARCEL NO. 9004

A portion of Section 34, Township 23 South, Range 27 East, more particularly described in Official Records Book 7827, Page 2808, Public Records of Orange County, Florida and more particularly described as follows:

COMMENCE at the Southwest corner of the Northwest 1/4 of Section 34, Township 23 South, Range 27 East, Orange County, Florida; thence North 89°39'54" East, a distance of 3955.72 feet along the North line of the South 1/2 of Section 34, Township 23 South, Range 27 East, Orange County, Florida, to the POINT OF BEGINNING; thence South 45°49'17" West, a distance of 591.63 feet; thence North 43°24'50" West, a distance of 456.10 feet; thence South 61°37'38" West, a distance of 270.81 feet; thence South 39°07'26" West, a distance of 440.72 feet; thence South 53°03'35" East, a distance of 534.83 feet to the Westerly most line of Windermere Isle, as recorded in Plat Book 91, Pages 135 through 143, Public Records of Orange County, Florida; thence North 45°49'17" East along said Westerly line of Windermere Isle, a distance of 1431.55 feet, to a point on the existing Right of Way line of Reams Road, and a point on a curve concave Northeasterly and having a radius of 437.17 feet; thence run Northwesterly, a distance of 50.42 feet along the arc of said curve and said existing Right of Way line, through a central angle of 06°36'30"; a chord bearing of North 51°20'55" West, and a chord distance of 50.39 feet; thence departing said curve and said existing Right of Way line South 45°49'17" West, a distance of 224.00 feet to the POINT OF BEGINNING.

Said Parcel containing 9.215 Acres, more or less.

NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO CORNERS WERE SET AS PART OF THIS SKETCH OF DESCRIPTION.
3. THIS SKETCH OF DESCRIPTION IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. BEARINGS SHOWN HEREON ARE BASED ON THE NORTH LINE OF THE NORTHEAST ¼ OF SECTION 34 TOWNSHIP 23 SOUTH, RANGE 27 EAST, BEING N89°55'33"E.

SYMBOLS AND ABBREVIATION LEGEND:

N = NORTH	DOC# = DOCUMENT NUMBER	P.O.T. = POINT ON TANGENT
S = SOUTH	ID. = IDENTIFICATION	PRM = PERMANENT REFERENCE
E = EAST	L = ARC LENGTH	MONUMENT
W = WEST	L1 = LINE NUMBER	PROP. = PROPOSED
CL = CENTERLINE	LB = LICENSED BUSINESS	P.T. = POINT OF TANGENCY
C1 = CURVE NUMBER	LT. = LEFT	R = RADIUS
(C) = CALCULATED	O.R.B. = OFFICIAL RECORDS BOOK	RT. = RIGHT
CB = CHORD BEARING	P.B. = PLAT BOOK	R/W = RIGHT OF WAY
CCR = CERTIFIED CORNER RECORD	P.C. = POINT OF CURVATURE	STA. = STATION
CH = CHORD LENGTH	P.O.C. = POINT ON CURVE	T = TANGENT
CM = CONCRETE MONUMENT	PG(S) = PAGE(S)	TCE = TEMPORARY CONSTRUCTION
Δ = DELTA ANGLE	P.I. = POINT OF INTERSECTION	EASEMENT
(D) = DEEDED	PL = PROPERTY LINE	(XXXX) = PARCEL NUMBER

SHEET 1 OF 2
SEE SHEET 2
FOR SKETCH

CERTIFIED TO:

1. ORANGE COUNTY, FLORIDA
- 2.
- 3.
- 4.

PROJECT NAME: REAMS ROAD
PROJECT NO.: CIP 5139

PROJECT No.	190244	DRAWN DATE	2022.07.22
SURVEY BY	N/A	REVIEWED BY	SM
SURVEY DATE	N/A	APPROVED BY	SM
DRAWN BY	CBvG	CLIENT FILE No.	N/A

No.	DATE	BY	DESCRIPTION
1	04/20/2022	CBvG	REV. PER OC COMMENTS
2	02/28/2023	BS	REV. PER L&S QA / QC

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THE SKETCH AND LEGAL DESCRIPTION REPRESENTED HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF. IT HAS BEEN PREPARED IN ACCORDANCE WITH THE STANDARDS SET FORTH IN CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO CHAPTERS 177 AND 472 OF THE FLORIDA STATUTES.

Sherry L. Manor

SHERRY L. MANOR, PSM - LS# 6961

THIS SKETCH AND LEGAL DESCRIPTION AND/OR REPORT IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF THE ABOVE.



ORANGE COUNTY PUBLIC WORKS
ENGINEERING DIVISION
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PROFESSIONAL SURVEYOR & MAPPER BUSINESS LICENSE | LB#7829

T.P. 11/7/24

SKETCH OF DESCRIPTION

REAMS ROAD
PARCEL NO. 9004

NORTHWEST 1/4
SECTION 34
TOWNSHIP 23
RANGE 27

NORTHEAST 1/4
SECTION 34
TOWNSHIP 23
RANGE 27

POINT OF COMMENCEMENT

SOUTHWEST CORNER
NORTHWEST 1/4
SECTION 34-23-27
FOUND 6"x6" CONCRETE MONUMENT
WITH 1" IRON PIPE
NO IDENTIFICATION
CCR# 074867

1004

EXISTING R/W LINE PER
O.R.B. 6100, PG. 1748

NORTHEAST 1/4
SECTION 34
TOWNSHIP 23
RANGE 27

POINT OF BEGINNING

STA. 375+49.06
286.77' RT.

N89°39'54"E 3955.72'
NORTH LINE OF THE
SOUTH 1/2 SECTION 34

PARENT TRACT
34-23-27-000-00-026

S45°49'17"W
224.00'(C)

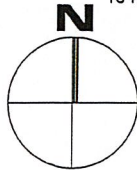
S45°49'17"W
591.63'(C)

STA. 375+91.57
874.59' RT.

CURVE CL2
P.I. STA. 374+38.96
Δ=54°31'02"(LT.)
R=954.93'
T=492.00'
L=908.62'
P.C. STA. 369+46.96
P.T. STA. 378+55.58

SOUTHWEST 1/4
SECTION 34
TOWNSHIP 23
RANGE 27

STA. 374+39.50
1641.29' RT.



NOT PLATTED

SOUTHEAST 1/4
SECTION 34
TOWNSHIP 23
RANGE 27

9004

RETENTION
POND 2B

STA. 376+33.45
1479.22' RT.

WINDERMERE ISLE
PLAT BOOK 91, PAGES 135-143

100.00' FLORIDA POWER
CORPORATION EASEMENT
O.R.B. 1950, PG. 862
O.R.B. 2084, PG. 861

CURVE TABLE

CURVE NO.	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	437.17'	50.42'	6°36'30"	50.39'	N51°20'55"W

SHEET 2 OF 2
SEE SHEET 1
FOR LEGAL DESCRIPTION
SKETCH IS NOT A SURVEY

CERTIFIED TO:

- ORANGE COUNTY, FLORIDA
-
-
-

PROJECT NAME: REAMS ROAD
PROJECT NO.: CIP 5139

PROJECT No. 190244 | DRAWN DATE 2022.07.22
SURVEY BY N/A | REVIEWED BY SM
SURVEY DATE N/A | APPROVED BY SM
DRAWN BY CBVG | CLIENT FILE No. N/A

No.	DATE	BY	DESCRIPTION
1	04/20/2022	CBVG	REV. PER OC COMMENTS
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ORANGE COUNTY PUBLIC WORKS
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0 300 600 Feet



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T.P. 11/7/24

SCHEDULE "B"

5139 REAMS RD PARCEL 9004

FEE SIMPLE

Parcel 9004: the interest being acquired is fee simple.