



Interoffice Memorandum

REAL ESTATE MANAGEMENT ITEM 2

**DATE:** August 24, 2017

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

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

**FROM:** Elizabeth Price Jackson, Senior Title Examiner *EPJ*  
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:** Texas Avenue RCA (Oak Ridge Road to Holden Avenue)  
  
District 6

**PURPOSE:** Acquisition of one fee simple parcel for right-of-way required for road  
widening improvements.

**ITEM:** Resolution (Parcel 1017)

**BUDGET:** Account No.: 1023-072-5027-6110

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

**REMARKS:** This is the first submittal of a parcel for this project to be acquired through  
eminent domain.

SEP 19 2017

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

### RESOLUTION

WHEREAS, during FY 03/04, the Board approved the project known as Texas Avenue RCA (Oak Ridge Road to Holden Avenue) to improve the existing roadway, add sidewalks 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 Texas Avenue RCA (Oak Ridge Road to Holden Avenue) 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 road right-of-way 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 road right-of-way 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 1017 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.

SEP 19 2017

ADOPTED



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

BY: *Jessica Vaupel*  
for Deputy Clerk

Jessica Vaupel  
Printed Name

DATE: 9.19.17

/bj

**STAFF REPORT**  
**Texas Avenue**  
**From Oak Ridge Road to Holden Avenue**  
**CIP 5027**

**November 8, 2007**

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**PROJECT HISTORY**

1. In February 2002, Orange County began the Roadway Conceptual Analysis (RCA) for the Texas Avenue project. The Texas Avenue project extends from south of Oak Ridge Road to South of Holden Avenue. The services in this study included preparation of the *Texas Avenue Preliminary Engineering Report*. This report included, but was not limited to, design and analysis, traffic report, stormwater management, utility impacts, community impacts, natural and biological features, environmental audit, public involvement and project construction cost.
2. The Public Kickoff Meeting for the Texas Avenue RCA was held on Thursday, May 16, 2002, at Palmetto Elementary School at 2015 Duskin Avenue, Orlando, Florida and was attended by approximately 30 people. The meeting began at 6:30 PM and lasted until 9:00 PM.

The "open-house" portion of the meeting began at 6:30 PM with members of the study team available to answer questions from residents, business owners and other interested parties. At 7:00 PM, county staff provided a brief presentation that addressed the need for the project, the study process, the project schedule and an overview of the public involvement process that will be used during the entire study phase. Following the presentation, members of the study team again answered project questions one-on-one.

3. The second Public Meeting for the Texas Avenue RCA was held on August 1, 2002 at Orange County Public Works Building, 4200 S. John Young Parkway, Orlando, Florida and was attended by approximately 44 people.

This public meeting was similar to the first one held in May, with an open-house format followed by a formal presentation. It began at 6:30 PM with members of the Project Team available to answer questions from residents and business owners one-on-one. At 7:00 PM, the Project Team gave a formal presentation that described the activities that have been held since the first Public Meeting and the development and evaluation of the alternative alignments that are being considered. Following this presentation, a question & answer period was held to allow the public to ask questions in a formal setting.

4. The third Public Meeting for the Texas Avenue RCA was held on October 24, 2002 at Orange County Public Works Building, 4200 S. John Young Parkway, Orlando, Florida and was attended by approximately 20 people.

This workshop began at 6:30 PM with an open-house format followed by a formal presentation. The open-house portion of the meeting had members of the Project

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Team available to answer questions from residents and business owners one-on-one. At 7:00 PM, the Project Team gave a formal presentation that described the activities that have been held to date. The team presented the proposed design recommendations to the public, specifically the decision to utilize a 91.5 feet wide typical section with 15.5 foot raised median, four 11 foot wide travel lanes, 4-foot wide on road bicycle lanes and 5-foot wide sidewalks. Following this presentation, a question & answer period was held to allow the public to ask questions in a formal setting.

5. The Orange County Local Planning Agency Workshop was held on January 16, 2003. This workshop was held to present the *Texas Avenue Preliminary Engineering Report* results and recommendations as well as solicit comments from the Local Planning Agency.
6. A Local Planning Agency (LPA) Public Hearing was held on October 16, 2003 in the Commissioner Chambers at the Orange County Administration Building located at 201 South Rosalind Avenue, Orlando, Florida. The meeting began at 1:30 p.m. when the Orange County staff presented the roadway improvement concept, which is to widen Texas Avenue to four lanes. There were no objections to the project. The LPA voted to find the *Texas Avenue Preliminary Engineering Report* consistent with the Orange County Comprehensive Transportation Plan.
7. The Board of County Commissioners (BCC) Public Hearing was held on November 11, 2003 in the Commissioner Chambers at the Orange County Administration Building located at 201 South Rosalind Avenue, Orlando, Florida. The meeting began at 3:00 P.M., when at that time the Orange County staff presented the conclusions and recommendations of the Texas Avenue Roadway Conceptual Analysis (RCA) Study to the Orange County Board of County Commissioners (BCC). The proposed improvement concept consisted of widening Texas Avenue between Oak Ridge Road and Holden Avenue to four lanes. The BCC unanimously approved the RCA study and 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**

Texas Avenue is a two-lane roadway with a posted speed limit of 30 miles per hour from Oak Ridge Road to Americana Boulevard, and 35 miles per hour, from Americana

## Exhibit "A"

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Boulevard to Holden Avenue. Properties adjacent to Texas Avenue are mostly classified as residential, and the road is an important element of the Orange County's roadway network. This section describes the physical characteristics of the roadway and the study area.

Texas Avenue is classified as a minor arterial roadway. This 1.5-mile segment of roadway connects Oak Ridge Road on the south with Americana Boulevard and Holden Avenue to the north, and is located parallel to John Young Parkway (to the west) and to South Orange Blossom Trail (US 441) (to the east). Both John Young Parkway and US 441 are classified as principal urban arterials, while Oak Ridge Road and Americana Boulevard are classified as minor arterials. Holden Avenue is classified as a minor collector road. It is also worth noting that a study was performed on November 2001, recommending that Holden Avenue be widened. When the Holden Avenue improvements are completed, the classification for Holden Avenue will change from a minor collector to a minor arterial.

The typical section of Texas Avenue consists of two travel lanes, varying from ten to twelve feet in width. Center left turn lanes are located at certain locations, particularly at intersecting side street and neighborhood entrances.

### **Long Range Planning**

The limits of the Texas Avenue RCA are from Oak Ridge Road to Holden Avenue. Using the projected traffic volumes presented in the RCA, the anticipated future year travel conditions along Texas Avenue were analyzed using the appropriate Highway Capacity Software (HCS 2000) modules and the FDOT Generalized Level of Service (LOS) tables. The results of the future year operational analyses for both the build and no-build conditions were analyzed. The operational analyses results clearly show that the projected travel service conditions on Texas Avenue will degrade to unacceptable levels by the mid-year (2015) if no roadway improvements are provided. The analysis results for the design year (2025) concluded that every Texas Avenue link will degrade to LOS-F, as will the major signalized intersections at Oak Ridge Road and Americana Boulevard if capacity enhancements are not provided. The analysis of the build scenario traffic forecasts showed that the roadway will generally be operating at LOS-C in the opening year, LOS-D in the mid-year (2015), and still at an acceptable LOS-E in the design year (2025).

### **Safety Considerations**

As briefly described in Section 2.2 of the Texas Avenue RCA, pedestrians, bicyclists and bus transit users heavily travel the Texas Avenue Corridor. Most of the students attending the Palmetto Elementary School (approximately 98 percent of the school's student population) reach their final destination by either walking or bicycle riding. Furthermore,

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there is a considerable amount of residents walking and bicycle riding from the numerous residential communities to the community commercial centers, the Palmetto Elementary School, and the Lynx bus stops. Although sidewalks are provided along Texas Avenue, there are no designated bicycle facilities. The RCA evaluation, and the comments received from the corridor's residents during the public involvement activities, confirmed the need to enhance the safety parameters of the existing pedestrian and bicycle facilities. The evaluation of the Texas Avenue's accident history showed that a total of 124 accidents occurred within the corridor over the one-year period 2000 to 2001. Further analysis indicated that the most common types of accidents included rear end and turns, angles or sideswipes. Pedestrian and motorists safety is always a primary concern in the development of a project. Some of the safety features incorporated into the Texas Avenue project are: the 15.5-foot raised grassed median dividing the roadway, construction of new sidewalks, reconstruction of some existing sidewalks, addition of bicycle lanes, signalization improvements, and improved access management.

**Environmental Considerations**

The segment of Texas Avenue considered in this report serves a heavily developed corridor within central Orange County. Properties adjacent to Texas Avenue are mostly classified as residential. Due to the large amount of development that has occurred within the corridor, there is little natural environment remaining. Field reviews and record searches concluded that there are no threatened or endangered plant or animal species present in the corridor, nor are there any jurisdictional wetlands. An assessment of the corridor's natural resources was conducted by professional ecologists and biologists during the RCA study. Based on the study performed, no significant adverse impacts are anticipated by this project.

Widening of the existing roadway from two lanes to a four-lane divided roadway will have only minor impacts to several existing drainage ditches that are adjacent to the roadway. On the south side of Wakulla Way there is an existing ditch that runs in an east-west direction and is currently connected under Texas Avenue via an existing 48" Reinforced Concrete Pipe (RCP). As a result of widening the road, this existing pipe will need to be replaced, in order to maintain this connection.

The Americana Canal crosses Texas Avenue immediately south of Myakka Drive. This canal is part of the Shingle Creek Drainage Basin. The canal crosses under the roadway via an existing 84-inch RCP. There will be no wetland impacts associated with the canal crossing improvements; however, there will be some floodplain impacts, which can be mitigated by widening the westbound leg of the canal. Details of this system can be found in the Texas Avenue RCA Pond Siting Report. As a result of the shift in the Texas Avenue alignment to avoid impacts to Hidden Creek Villas (between Duskin and Myakka) modifications to the cross section of the canal are required.

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Approximately 1,000 feet of the Americana Canal section from immediately north of Duskin Avenue to just south of Myakka Drive will be reconstructed to include double 7-ft x 7-ft concrete box culvert (CBC) system. This system will connect the canal from upstream of the existing crossing to the southernmost limit of the canal where it turns back to the west again. The details of this concept can be found in the Texas Avenue RCA Pond Siting Report.

The preliminary contamination screening evaluation has been completed for the corridor. The results of the evaluation identified three (3) sites as having the potential for subsurface contamination. The OUC substation located in the southeast quadrant of the Texas Avenue/Holden Avenue intersection and the new gas station/convenience store located on Americana Boulevard east of Texas Avenue were identified as potentially low risk locations. The closed Mobil Gasoline station located in the northeast quadrant of the Texas Avenue/Americana Boulevard intersection was identified as a potentially high-risk location.

Stormwater treatment ponds will be used to treat and attenuate the collected water before discharge into receiving waters.

### **Evaluation of Alternative Alignments**

For the purpose of this analysis, the Texas Avenue corridor was subdivided into three segments based on a variety of key engineering and environmental characteristics common to each segment.

These segments are the following:

- Segment 1 extends from south of the Oak Ridge Rd. intersection to Duskin Av.,
- Segment 2 extends from Duskin Avenue to Americana Boulevard, and
- Segment 3 extends from Americana Boulevard to south of Holden Avenue.

Improvements to the Americana Boulevard - Texas Avenue intersection will be made as part of this project. A number of alternative roadway alignments were developed and analyzed within each segment. These alternative alignments were based on left, right, and center orientations with respect to the existing pavement, and to the right-of-way location. Based upon the results of the engineering and environmental analyses, and the input received from the public and local governments, a preferred alignment was recommended for each of the three segments, as a function of incurring the lowest construction cost, the least residential and business impacts, and the least wetland and floodplain impacts.

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**Engineering Recommendations**

Segment 1: from south of the Oak Ridge Road intersection to Dusking Avenue,

Left, right, and center alignments were evaluated based on impacts to the Oak Ridge Road intersection, business impacts at the Oak Ridge intersection, as well as impacts to multi-family residences and single family residences between Oak Ridge Road and Duskin Avenue.

Based on the projected traffic volumes, the geometric improvements required at the intersection consist of two through travel lanes in each direction, dual left turn lanes for the southbound left turn movements (from southbound Texas Avenue onto eastbound Oak Ridge Road), a single left turn lane for the northbound left turn lane (from northbound Texas Avenue to westbound Oak Ridge Road), as well as dedicated right turn lanes for both north and southbound turning movements from Texas Avenue onto Oak Ridge Road. Based on the number of lanes required, the right of- way width on Texas Avenue at this intersection will be a minimum of 110 feet.

The preferred alignment at the Oak Ridge Road Intersection was set based on maintaining the existing eastern right-of-way to avoid impacts to the King Express restaurant and the Stoneridge Apartments. Widening at the intersection will be provided by constructing the proposed improvements to the west side of the existing roadway. The proposed alignment also minimizes impacts to the Pinehurst Apartments located on the south side of the intersection.

North of the Oak Ridge Road intersection, the roadway narrows down from 110 feet to 91.5 feet, and the proposed alignment transitions to the east immediately north of the Stoneridge Apartments entrance. The easterly shift was necessary to minimize impacts to both Stoneridge Apartments on the east side and The Seasons condominiums on the west side of the roadway just north of the intersection. However, the preferred alignment will impact approximately 17 parking spaces at The Seasons complex.

The proposed easterly alignment does result in the need for right-of-way acquisition of 7 single-family residences and 1 vacant lot between Wakulla Way and Duskin Avenue. Had the proposed 91.5-foot alignment been centered through this area, the resulting alignment would have required acquisition of a greater number of residential homes and properties on both sides of the roadway.

Segment 2 from Duskin Avenue to Americana Boulevard:

North of Duskin Avenue the proposed alignment shifts to the west to avoid impacts to Palmetto Elementary School, and to the apartment and condominium complexes at

Exhibit "A"

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Hidden Creek Villas and Windover Health Club. The alignment through this area maintains the existing eastern right-of-way, and the proposed widening will be to the west side of the road. The existing right-of-way is 80 feet in width and will need to be increased to 91.5 feet. The proposed 91.5-foot roadway width will result in impacts to the Americana Canal between Duskin Avenue and Myakka Drive. Additionally, minor impacts will result in an acquisition of a strip at a single-family residence on the corner of Myakka Drive and Texas Avenue.

North of Myakka Drive, the proposed alignment will maintain the 91.5-foot roadway width and will also maintain the existing eastern right-of-way to approximately 400 feet south of the Americana Boulevard intersection. Along the west side of the alignment, acquisition of an approximately 11.5-foot strip of property from the Citrus Glen apartment complex will be required.

Based on the projected traffic volumes for the intersection of Texas Avenue and Americana Boulevard, the geometric improvements required at the intersection consist of two through travel lanes in each direction, as well as single left turn and right turn lanes for both the northbound and southbound turning movements (from Texas Avenue on to Americana Boulevard). The right-of-way width required along Texas Avenue to accommodate the proposed intersection geometry will be a minimum of 102.5 feet. Acquisition of the additional right-of-way will result in impacts to the Pointe Vista apartment complex, where approximately 100 linear feet of the existing wall will need to be reconstructed, and to the property located on the southeast corner of the intersection.

Segment 3 from Americana Boulevard to south of Holden Avenue:

Immediately north of the Americana Boulevard intersection, the alignment will maintain the existing eastern right-of-way, and will require right-of-way acquisition from the Huntington on the Green condominium complex, which will result in the loss of 20 parking spaces located in the southeasterly quadrant of this property. Approximately 500 feet north of the Americana Boulevard intersection, beyond the intersection turn lanes, the roadway width will narrow down back to a 91.5-foot section.

From the south entrance of Huntington on the Green to approximately 400' south of Holden Avenue, the alignment remains shifted to the east. In order to provide for the 91.5-foot roadway width, an approximately 11.5-foot strip of right-of-way from the vacant parcel north of Honour is required. Immediately north of the vacant parcel lies Buchanan Bay, here an approximately 11.5-foot strip of right-of-way will be required. The impacts to the south and north entrances of Buchanan Bay will be minor. Alhambra Court condominiums are located between the south and north entrances to Buchanan Bay, acquisition of an approximately 11.5-foot right-of-way strip will be required. Impacts to Buchanan Bay include of the impact to approximately 20 parking spaces north of the entrance, and the impact to 2 spaces south of the entrance. As a result of the

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easterly shift of the alignment from Huntington on the Green to approximately 400' south of Holden Avenue, the Park Central apartment complex property is not impacted.

The proposed Texas Avenue RCA improvements end approximately 300 feet south of the intersection of Texas Avenue and Holden Avenue where the proposed Texas Avenue ties into the roadway and intersection improvements shown in the Holden Avenue RCA project.

The four-lane typical section includes the following:

- Four 11-foot travel lanes;
- 4-foot bike lanes;
- 15.5-foot raised median;
- 5-foot sidewalks (6-foot sidewalks where needed);
- 91.5-foot right-of-way width (except at intersections)

### **Project Costs**

The total Right-of-Way cost for the project is approximately \$11,200,000

The Engineering Design cost for the project is approximately \$1,200,000

The estimated construction cost for the project is approximately \$8,400,000

Therefore, the total project cost is approximately \$ 20,800,000

### **Conclusion**

In accordance with the Texas Avenue Roadway Conceptual Analysis, the Texas Avenue project from Oak Ridge Road to Holden Avenue should be designed and constructed as a four lane urban, divided facility in order to increase the traffic operation capacity of the existing two-lane roadway, to accommodate the current and future transportation demands resulting from urban growth in the area, and to provide safer pedestrian and bicycle facilities. This project will provide a continuous multi-lane minor arterial route, allowing an alternate link for motorists traveling north and south within central Orange County.

# LEGAL DESCRIPTION

SCHEDULE "A"

PARCEL NUMBER: 1017

A PORTION OF AN EXISTING DRAINAGE EASEMENT DESCRIBED IN OFFICIAL RECORDS BOOK 2701, PAGE 95, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 1-1/4" IRON PIPE WITH NO IDENTIFICATION MARKING THE SOUTHEAST CORNER OF SECTION 16, TOWNSHIP 23 SOUTH, RANGE 29 EAST, ORANGE COUNTY, FLORIDA; THENCE RUN SOUTH 89°45'51" WEST, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 16, A DISTANCE OF 40.00 FEET TO A POINT ON THE EXISTING WEST RIGHT OF WAY LINE OF TEXAS AVENUE AS DESCRIBED IN OFFICIAL RECORDS BOOK 2701, PAGE 95, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA; THENCE, DEPARTING SAID SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 16, RUN NORTH 00°15'05" WEST, ALONG SAID EXISTING WEST RIGHT OF WAY LINE, A DISTANCE OF 89.37 FEET TO THE POINT OF BEGINNING; THENCE, DEPARTING SAID EXISTING WEST RIGHT OF WAY LINE, RUN SOUTH 87°01'45" WEST, A DISTANCE OF 1.00 FEET TO A POINT ON A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 7,702.75 FEET, A CHORD BEARING OF NORTH 01°53'01" WEST AND A CHORD DISTANCE OF 438.86 FEET; THENCE, FROM A TANGENT BEARING OF NORTH 03°30'58" WEST, RUN NORTHERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°15'53", A DISTANCE OF 438.91 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ON A LINE PARALLEL WITH AND 53.50 FEET WESTERLY OF, WHEN MEASURED PERPENDICULAR TO, THE EAST LINE OF THE AFORESAID SOUTHEAST QUARTER OF SECTION 16; THENCE, DEPARTING SAID CURVE, RUN NORTH 00°15'05" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 558.00 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH 1086.00 FEET OF THE AFORESAID SOUTHEAST QUARTER OF SECTION 16; THENCE, DEPARTING SAID PARALLEL LINE, RUN NORTH 89°45'51" EAST, ALONG SAID NORTH LINE OF THE SOUTH 1086.00 FEET, A DISTANCE OF 13.50 FEET TO A POINT ON THE AFOREMENTIONED EXISTING WEST RIGHT OF WAY LINE OF TEXAS AVENUE AS DEPICTED ON THE PLAT OF AMERICANA UNIT TWO, RECORDED IN PLAT BOOK 5, PAGE 24, OF SAID PUBLIC RECORDS; THENCE, DEPARTING SAID NORTH LINE OF THE SOUTH 1086.00 FEET, RUN SOUTH 00°15'05" EAST, ALONG SAID EXISTING WEST RIGHT OF WAY LINE, A DISTANCE OF 996.63 FEET TO THE POINT OF BEGINNING.

CONTAINING 11,628 SQUARE FEET OR 0.267 ACRES, MORE OR LESS

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

*William E. Byrd* 1/24/11  
 WILLIAM E. BYRD DATE  
 FLORIDA PROFESSIONAL SURVEYOR AND MAPPER  
 LICENSE NUMBER 5442  
 520 SOUTH MAGNOLIA AVENUE  
 ORLANDO, FLORIDA 32801

NOTE: BEARING STRUCTURE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 23 SOUTH, RANGE 29 EAST, ORANGE COUNTY, FLORIDA, BEING NORTH 00°15'05" WEST, ASSUMED.

NOT VALID WITHOUT SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

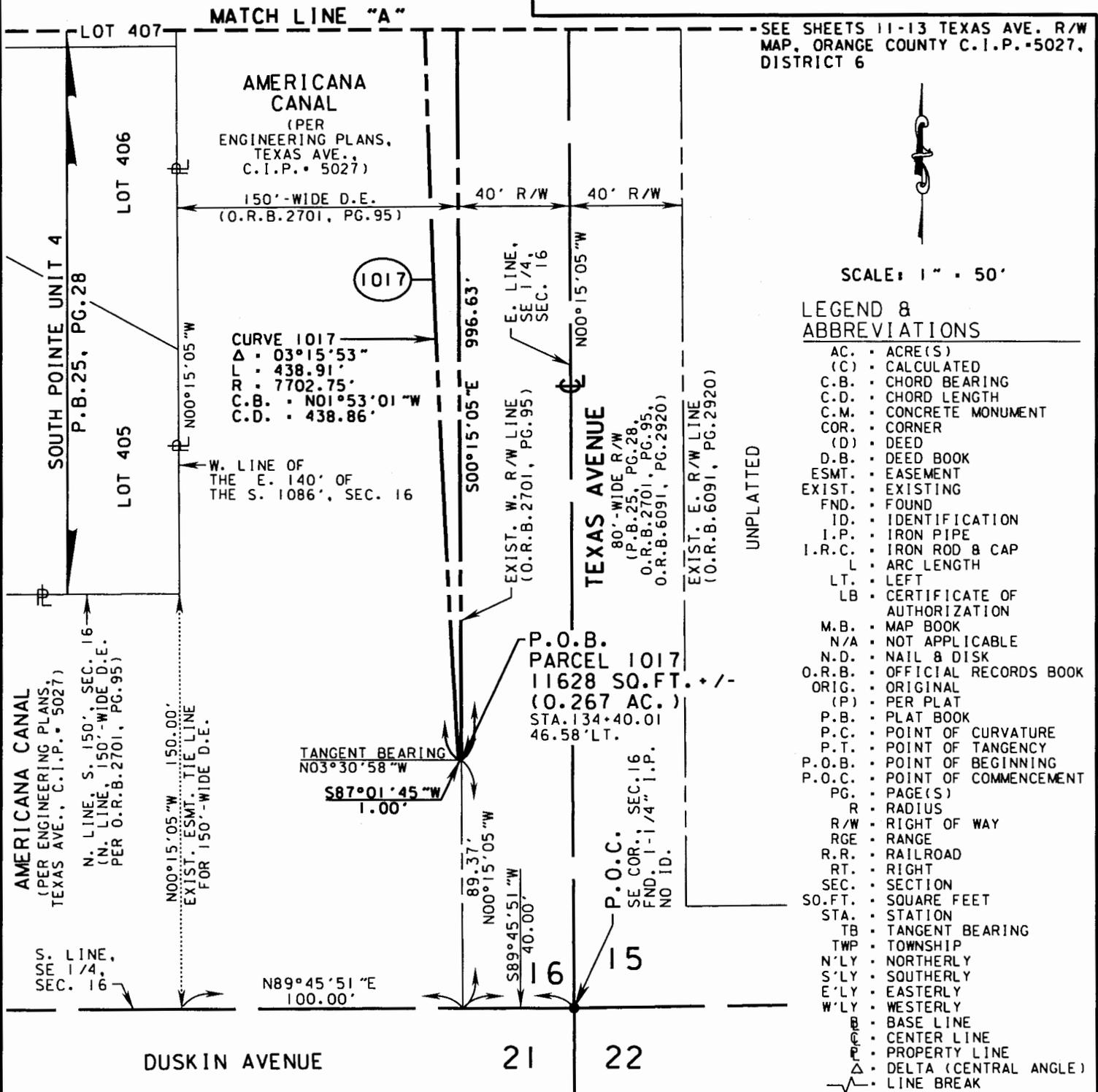
CERTIFICATE OF AUTHORIZATION NUMBER LB 1221

WRITTEN BY: RRC	DATE: 11/01/10	SECTION: 16	TEXAS AVENUE - ORANGE COUNTY, FLORIDA	
DRAWN BY: RRC	REV.:	TOWNSHIP: 23S	Bowyer-Singleton & Assoc., Inc. 520 SOUTH MAGNOLIA AVENUE ORLANDO, FLORIDA 32801 TELEPHONE: 407-843-5120	DRAWING SCALE: N/A
APPROVED BY:	REV.:	RANGE: 29E		SHEET 1 OF 4
	REV.:			C.I.P. - 5027

# SKETCH OF DESCRIPTION

SCHEDULE "A"

PARCEL NUMBER: 1017



NOTE: BEARING STRUCTURE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 23 SOUTH, RANGE 29 EAST, ORANGE COUNTY, FLORIDA, BEING NORTH  $00^\circ 15' 05''$  WEST, ASSUMED.

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

DESIGNED BY: INWOOD	DATE: 11/01/10	SECTION: 16	TEXAS AVENUE-ORANGE COUNTY, FLORIDA	
DRAWN BY: RRC	REV.:	TOWNSHIP: 23S	Bowyer-Singleton & Assoc., Inc. 520 SOUTH MAGNOLIA AVENUE ORLANDO, FLORIDA 32801 TELEPHONE: 407-843-5120	DRAWING SCALE: 1" = 50'
APPROVED BY:	REV.:	RANGE: 29E		SHEET 2 OF 4
	REV.:			C.I.P. 5027

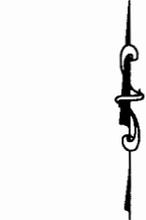
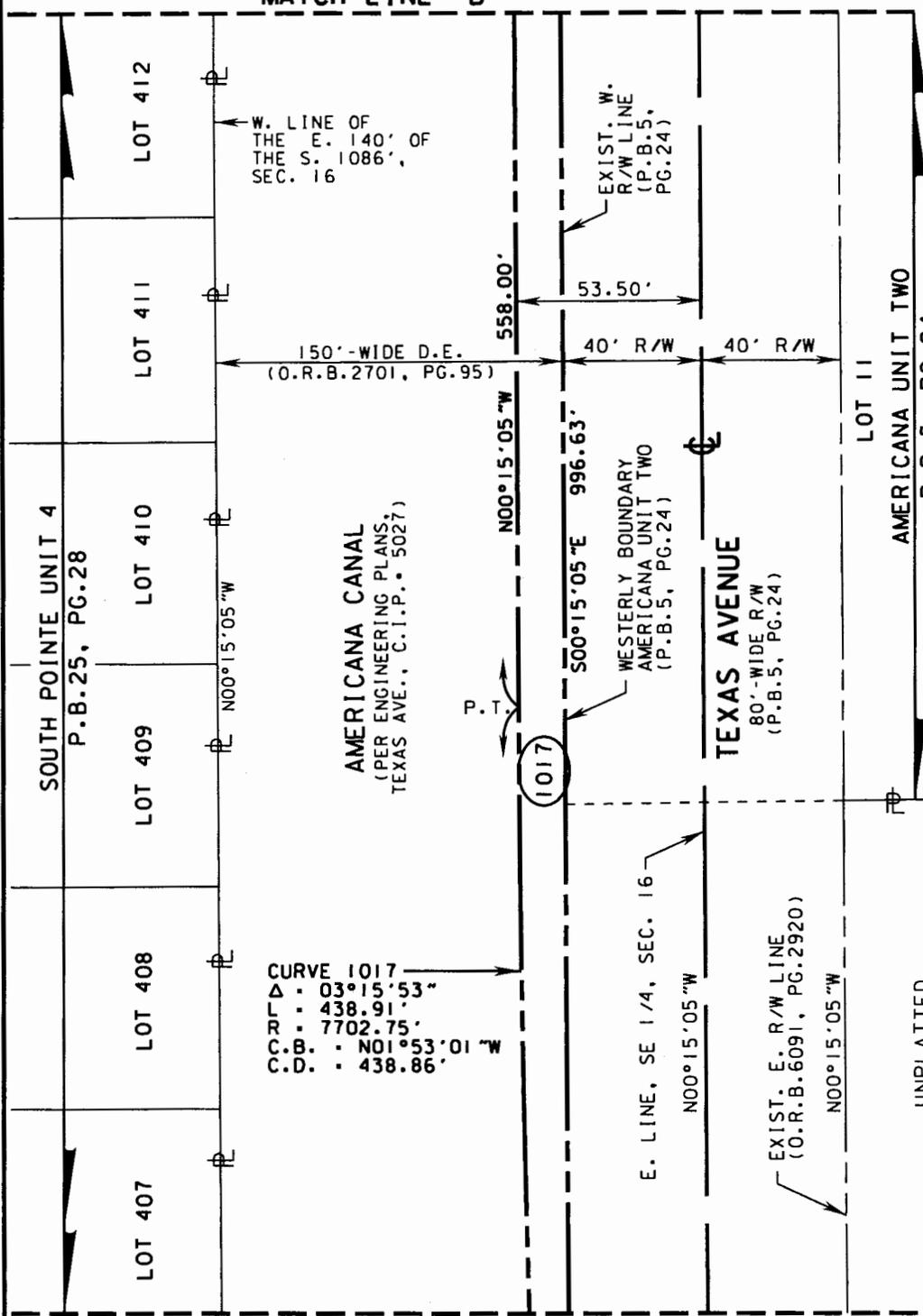
# SKETCH OF DESCRIPTION

SCHEDULE "A"

PARCEL NUMBER: 1017

MATCH LINE "B"

SEE SHEETS 11-13 TEXAS AVE. R/W  
MAP, ORANGE COUNTY C.I.P. 5027,  
DISTRICT 6



SCALE: 1" = 50'

- LEGEND & ABBREVIATIONS**
- AC. • ACRE(S)
  - (C) • CALCULATED
  - C.B. • CHORD BEARING
  - C.D. • CHORD LENGTH
  - C.M. • CONCRETE MONUMENT
  - COR. • CORNER
  - (D) • DEED
  - D.B. • DEED BOOK
  - ESMT. • EASEMENT
  - EXIST. • EXISTING
  - FND. • FOUND
  - ID. • IDENTIFICATION
  - I.P. • IRON PIPE
  - I.R.C. • IRON ROD & CAP
  - L • ARC LENGTH
  - LT. • LEFT
  - LB • CERTIFICATE OF AUTHORIZATION
  - M.B. • MAP BOOK
  - N/A • NOT APPLICABLE
  - N.D. • NAIL & DISK
  - O.R.B. • OFFICIAL RECORDS BOOK
  - ORIG. • ORIGINAL
  - (P) • PER PLAT
  - P.B. • PLAT BOOK
  - P.C. • POINT OF CURVATURE
  - P.T. • POINT OF TANGENCY
  - P.O.B. • POINT OF BEGINNING
  - P.O.C. • POINT OF COMMENCEMENT
  - PG. • PAGE(S)
  - R • RADIUS
  - R/W • RIGHT OF WAY
  - RGE • RANGE
  - R.R. • RAILROAD
  - RT. • RIGHT
  - SEC. • SECTION
  - SO.FT. • SQUARE FEET
  - STA. • STATION
  - TB • TANGENT BEARING
  - TWP • TOWNSHIP
  - N'LY • NORTHERLY
  - S'LY • SOUTHERLY
  - E'LY • EASTERLY
  - W'LY • WESTERLY
  - BASE LINE
  - CENTER LINE
  - PROPERTY LINE
  - Δ • DELTA (CENTRAL ANGLE)
  - LINE BREAK

MATCH LINE "A"

NOTE: BEARING STRUCTURE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 23 SOUTH, RANGE 29 EAST, ORANGE COUNTY, FLORIDA, BEING NORTH 00°15'05" WEST, ASSUMED.

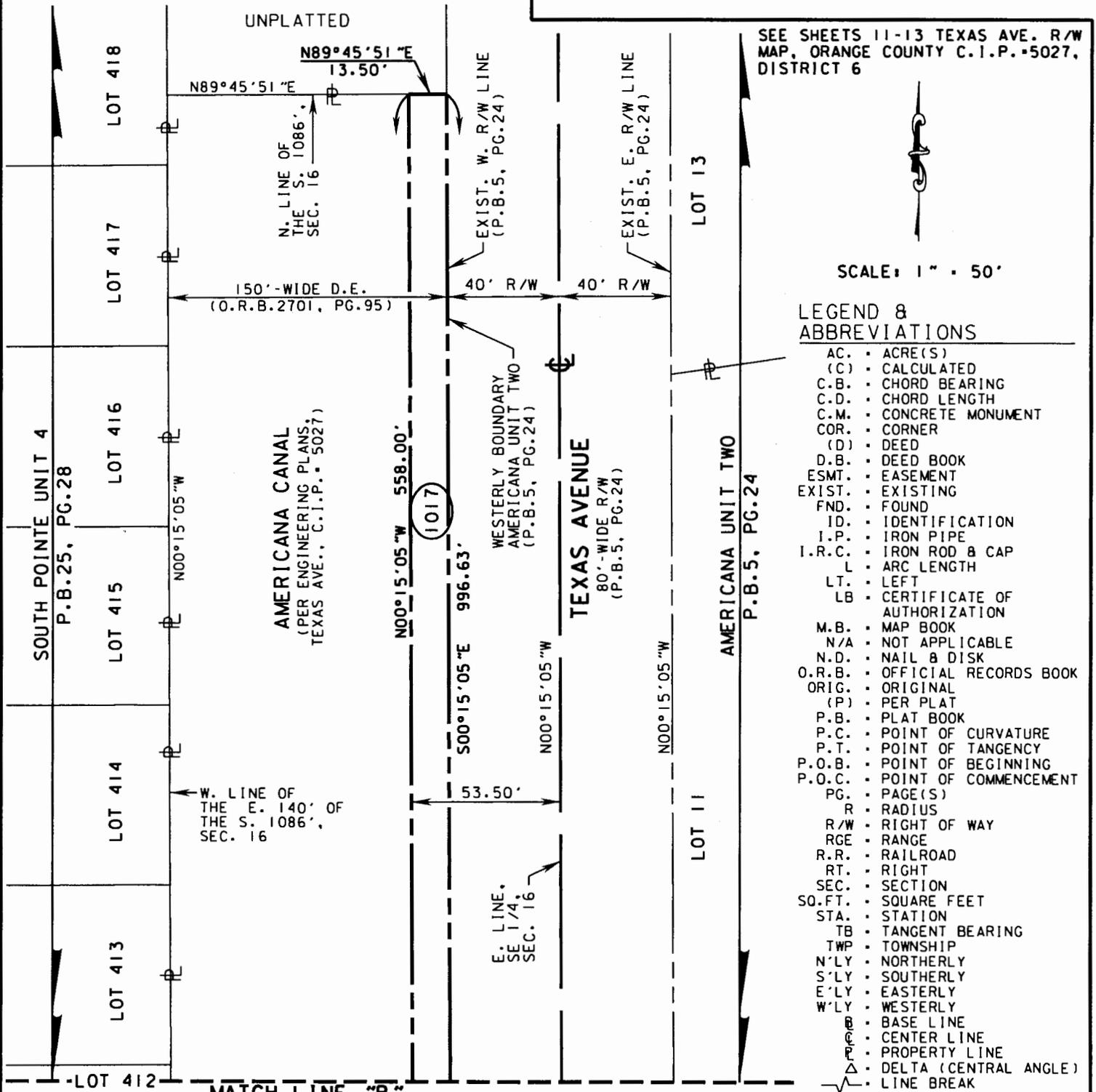
THIS IS NOT A BOUNDARY SURVEY, NOR HAS FIELD WORK BEEN PERFORMED IN ACCORDANCE WITH 5J-17, FLORIDA ADMINISTRATIVE CODE FOR PREPARATION OF THIS SKETCH OF DESCRIPTION.

DESIGNED BY: INWOOD	DATE: 11/01/10	SECTION: 16	TEXAS AVENUE-ORANGE COUNTY, FLORIDA	
DRAWN BY: RRC	REV.:	TOWNSHIP: 23S	Bowyer-Singleton & Assoc., Inc.	
APPROVED BY:	REV.:	RANGE: 29E	520 SOUTH MAGNOLIA AVENUE	
	REV.:		ORLANDO, FLORIDA 32801	
			TELEPHONE: 407-843-5120	
			DRAWING SCALE: 1" = 50'	
			SHEET 3 OF 4	
			C.I.P. • 5027	

# SKETCH OF DESCRIPTION

SCHEDULE "A"

PARCEL NUMBER: 1017



NOTE: BEARING STRUCTURE BASED ON THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 23 SOUTH, RANGE 29 EAST, ORANGE COUNTY, FLORIDA, BEING NORTH 00°15'05" WEST, ASSUMED.

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

DESIGNED BY: INWOOD	DATE: 11/01/10	SECTION: 16	TEXAS AVENUE-ORANGE COUNTY, FLORIDA	
DRAWN BY: RRC	REV.:	TOWNSHIP: 23S	Bowyer-Singleton & Assoc., Inc.	DRAWING SCALE: 1" = 50'
APPROVED BY:	REV.:	RANGE: 29E		SHEET 4 OF 4
	REV.:			C.I.P. • 5027
			520 SOUTH MAGNOLIA AVENUE ORLANDO, FLORIDA 32801 TELEPHONE: 407-843-5120	

**SCHEDULE "B"**

**5027 TEXAS AVENUE PARCEL 1017**

**FEE SIMPLE**

Parcel 1017: the interest being acquired is fee simple.