

Leon County Board of County Commissioners

Cover Sheet for Agenda #15

December 8, 2015

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator
Herbert W.A. Thiele, County Attorney

Title: Adoption of Proposed Resolutions for Acquisition of Property by Eminent Domain for Old Bainbridge at Pullen Road Intersection Improvement Project

County Administrator Review and Approval:	Vincent S. Long, County Administrator
County Attorney Review and Approval:	Herbert W.A. Thiele, County Attorney
Lead Staff/ Project Team:	Daniel J. Rigo, Assistant County Attorney Charles Wu, P.E., Chief of Engineering Design Chris Muehlemann, P.E., Senior Design Engineer

Fiscal Impact:

This item has a fiscal impact. This program has been budgeted through the Capital Improvement budget. Adequate funding for the acquisition of the property interests needed for this project is currently available in the Pullen-Old Bainbridge Intersection budget account.

Staff Recommendation:

Option #1: Adopt the proposed Resolutions for Acquisition of Property by Eminent Domain for the Old Bainbridge at Pullen Road Intersection Improvement Project (Attachments #1, #2, and #3).

Report and Discussion

Background:

This item seeks the Board's adoption of Resolutions (Attachments #1, #2, and #3) authorizing the County Attorney to exercise the Board's eminent domain authority in the acquisition of the property interests needed for the Old Bainbridge at Pullen Road Intersection Improvement Project (the "Old Bainbridge at Pullen Project" or "Project") (Attachment #4). The only property interests needed to be acquired for the Project are associated with the two property owners with parcels located on each side of Pullen Road abutting the Project (Attachment #5), and comprise a combination of fee simple and temporary construction easement interests (collectively, the "Property Interests"). The proposed Property Interests are located adjacent to the Pullen Road frontage of the parcels and will be utilized for the purpose of clearing, excavating, constructing, and maintaining roadway and drainage improvements for the Project.

As of the writing of this agenda item, staff was preparing to deliver the statutorily required Letter of Notification to Fee Owner and Statement of Offer to each property owner which will inform the owners of their rights and responsibilities in an eminent domain acquisition, and will present to them the County's offer of full compensation based on an approved appraisal report. In accordance with Florida law, the County will attempt good-faith negotiations with the owners and will attempt to resolve the acquisitions before proceeding with an eminent domain lawsuit no, sooner than 30 days after the owners receipt of the County's notification letter. If a parcel is not able to be resolved in time to meet the Project construction schedule, it will be included in the lawsuit and will proceed to an Order of Taking hearing. Upon the Court's entry of an Order of Taking, title to the Property Interests will vest in the County upon deposit in the Court Registry of the County's good faith estimates of value.

Analysis:

The Project is located in northern Leon County on Old Bainbridge Road approximately one-quarter mile south of Interstate-10 at the intersection of Pullen Road and Willamette Road. The existing configuration of the Old Bainbridge at Pullen Road and Willamette Road is at an acute angle that impedes visibility and makes a difficult right turn for vehicles traveling north on Old Bainbridge Road. Westbound left turns are significantly impeded during peak travel times, which results in long traffic queues on Pullen Road. In the past five years, 35 traffic accidents have occurred at this intersection.

In 2003, as part of the budget approval process, the Board approved the construction of improvements to the intersection of Old Bainbridge at Pullen Road. During the same time period, the City of Tallahassee initiated the Callaway/Pullen Road Neighborhood Enhancement Project (the "Enhancement Project"), which was to construct improvements along the Callaway/Pullen Road corridor. The County provided engineering data to the City regarding the Old Bainbridge at Pullen Road intersection with an interest to include those improvements in the Enhancement Project. In 2006, the City released a preliminary engineering report for the Enhancement Project that included improvements to the Old Bainbridge at Pullen Road intersection. The County planned to pursue a Joint Project Agreement with the City to share in the costs of the intersection improvements but, due to budget priority shifts by the City, the Enhancement Project became a low priority following the preliminary engineering report.

In 2008, the County decided to continue on its own with further engineering design for the Old Bainbridge at Pullen Road Intersection improvements and, in 2010, it developed three additional design alternatives for a realigned and signalized intersection to reconnect Pullen Road and Old Bainbridge Road at a 90-degree angle. However, those alternatives presented problems due to the Project's location on a designated Canopy Road because the implementation of the minimum Florida Department of Transportation ("FDOT") standards at the intersection would require removal of a significant number of trees along the Canopy Road corridor on Old Bainbridge Road. Additional concerns were raised with the realignment and signalization alternatives because of the significant impact on adjoining properties. In 2011, the Canopy Roads Citizens Committee ("CRCC") recommended to pursue a roundabout design alternative because, in addition to minimizing impacts to the Canopy Road, it would best accommodate bicycle and pedestrian movement, protect and enhance tree-rooting area, reduce vehicular traffic speeds, and create better sidewalk extensions.

With regard to the Willamette Road connection on the westerly side of Old Bainbridge Road, the County's preliminary engineering report considered the alternative of permanently closing the connection. The City, however, rejected the closure alternative and suggested a larger roundabout design that would accommodate larger vehicles and allow for a connection to Willamette Road. Based on the City's comments and CRCC's recommendation, a revised roundabout design was presented to the CRCC in 2013 and was approved in concept. The final roundabout design was approved by the CRCC in 2014 with details on an enhanced stormwater management facility, improved pedestrian features, a more harmonious design to the existing terrain, and landscaping and irrigation to mitigate the Canopy Road impacts (Attachment #6). The final roundabout design for the Project will improve all traffic movements through the Old Bainbridge at Pullen Road Intersection and will enhance the safety for vehicles and pedestrians by calming the traffic through the intersection and reducing congestion during peak traffic hours.

As a part of Project scope, it will be necessary to acquire various fee simple and easement property interests from the two abutting property owners on each side of Pullen Road adjacent to the roundabout. The acquisition of these property interests will allow for the County to design and construct the Project preferred roundabout design. The Old Bainbridge at Pullen Project has been a long recognized need for replacement of the acutely angled intersection that impedes visibility and makes a difficult right turn for vehicles traveling north on Old Bainbridge Road, and for the reduction of traffic accidents at this intersection. The Project is designed to improve all traffic movements through the Old Bainbridge at Pullen Road intersection and will help to enhance the safety for vehicles and pedestrians by calming the traffic and reducing congestion during peak traffic hours. As such, the Old Bainbridge at Pullen Project clearly represents a County public purpose.

Pursuant to Chapter 127, Florida Statutes, counties are granted the power of eminent domain. Pursuant to Section 127.02, Florida Statutes, a county may exercise the power of eminent domain for a county purpose. A county's board of county commissioners exercises its power of eminent domain by adopting a resolution for each of the properties to be acquired. The resolution adopted must set forth the following: (1) the purpose or use for which property is being acquired in sufficient detail to show it is being condemned for a public purpose; (2) an adequate description of the subject property; (3) the estate of interest to be acquired; and (4) a determination and finding that the subject property is reasonably necessary for the stated public purpose. The attached Engineering Memo (Attachment #7) provides supporting background and information for the Board to rely upon in making those findings.

Each of the proposed Resolutions includes the required provisions in accordance with Florida law, including findings that the Old Bainbridge at Pullen Road Intersection Improvement Project represents a valid county public purpose and that the acquisition of the property is necessary to complete the Project. Pursuant to §127.02, Florida Statutes, the Board is required to make the previously-referenced determinations and findings by adopting a resolution for each of the properties being acquired and authorizing the exercise of the power of eminent domain to acquire the property.

Options:

1. Adopt the proposed Resolutions for Acquisition of Property by Eminent Domain for the Old Bainbridge at Pullen Road Intersection Improvement Project (Attachments #1, #2, and #3).
2. Do not adopt the proposed Resolutions for Acquisition of Property by Eminent Domain for the Old Bainbridge at Pullen Road Intersection Improvement Project.
3. Board direction.

Recommendation:

Option #1.

Attachments:

1. Proposed Resolution for Acquisition of Property by Eminent Domain – Parcels 101, 701A, and 701B
2. Proposed Resolution for Acquisition of Property by Eminent Domain – Parcel 702
3. Proposed Resolution for Acquisition of Property by Eminent Domain – Parcel 103
4. Map of Overall Project Area
5. Map of Project Area for Acquisition of Property Interests
6. Final Project Design Views
7. Memorandum from Charles Wu, P.E., Chief of Engineering Design, dated November 23, 2015

RESOLUTION NO. R15-____
(Parcels 101, 701A, and 701B)

RESOLUTION AUTHORIZING LEON COUNTY, FLORIDA TO EXERCISE EMINENT DOMAIN POWER TO ACQUIRE CERTAIN PROPERTY INTERESTS IN LEON COUNTY, FLORIDA, TO CONSTRUCT, OPERATE, AND MAINTAIN EXPANSIONS, IMPROVEMENTS AND/OR OTHER ALTERATIONS CONCERNING THE OLD BAINBRIDGE AT PULLEN ROAD INTERSECTION IMPROVEMENT PROJECT, WITH RESPECT TO PARCELS 101, 701A, AND 701B.

WHEREAS, Leon County, Florida (the “County”) is a charter county and political subdivision of the State of Florida; and

WHEREAS, pursuant to Chapter 127, Florida Statutes, the Board of County Commissioners (the “Board”) is authorized to exercise the power of eminent domain, including the eminent domain power granted to the Department of Transportation by Section 337.27(1), Florida Statutes, the transportation corridor protection provisions of Section 337.273, Florida Statutes, and the right of entry onto property pursuant to Section 337.274, Florida Statutes; and

WHEREAS, in order to reduce the number of traffic crashes in and around the intersection of Old Bainbridge Road at Pullen Road, and to otherwise address the safe and efficient movement of vehicular and pedestrian traffic through the area, the Board approved the Old Bainbridge at Pullen Road Intersection Improvement Project (the “Project”); and

WHEREAS, the Project will improve all traffic movements through the Old Bainbridge at Pullen Road intersection and will enhance the safety for vehicles and pedestrians by calming the traffic through the intersection and reducing congestion during peak traffic hours; and

WHEREAS, it is in the public interest and for the public benefit to provide safe and efficient roadways and intersections which protect the health, welfare, and safety of the general public by reducing the number of traffic crashes and the congestion of traffic during peak hours; and

WHEREAS, the County and its consultants have considered and weighed many factors, including but not limited to the availability of an alternate alignments, long-range planning, safety considerations, environmental factors, and costs; and

WHEREAS, the County has insufficient interests in real property in the Old Bainbridge at Pullen Road area to construct the Project; and

WHEREAS, the estates and interests in the real property described herein are reasonably necessary to adequately accommodate the planned improvements, expansions, and/or alterations concerning the Project; and

WHEREAS, the County and its consultants have prepared property descriptions and surveys which sufficiently describe and identify the property and interests reasonably necessary to be acquired from the property owner for the public purpose of constructing the Project; and

WHEREAS, a fee simple interest in the portion of the real property, which portion is identified in the map of description attached hereto as “Exhibit A,” hereinafter referred to as Parcel 101, is reasonably necessary to construct the Project; and

WHEREAS, additional non-exclusive temporary construction easement interests in other portions of the same real property, which other portions are identified in the maps of description attached hereto as “Composite Exhibit B,” hereinafter referred to as Parcels 701A and 701B, are reasonably necessary to construct the Project; and

WHEREAS, the County’s consultants indicate it is reasonably probable that the County will obtain all necessary approvals for the Project from the appropriate governmental entities, including those charged with protecting the natural resources; and

WHEREAS, the County’s consultants indicate that condemnation of a fee simple interest in Parcel 101, and of non-exclusive temporary construction easement interests in Parcels 701A and 701B will not result in irreparable harm to natural resources or the environment in the unlikely event that such approvals for this Project are not obtained from the appropriate governmental entities charged with protecting the natural resources; and

WHEREAS, the County has otherwise satisfied all applicable conditions precedent; and

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Leon County, Florida, as follows:

1. The Board hereby determines that the construction of the Old Bainbridge at Pullen Road Intersection Improvement Project represents a valid County public purpose.
2. Acquiring a fee simple interest in the real property identified as Parcel 101 as depicted in “Exhibit A” is reasonably necessary for the County public purpose of constructing the Old Bainbridge at Pullen Road Intersection Improvement Project.
3. Acquiring a non-exclusive temporary construction easement interest in the real property identified as Parcels 701A and 701B as depicted in “Composite Exhibit B” is reasonably necessary for the County public purpose of constructing the Old Bainbridge at Pullen Road Intersection Improvement Project.

4. The County Attorney, in cooperation with the County Administrator and his designated staff, is authorized and directed to institute such negotiations, eminent domain proceedings pursuant to Chapters 73 and/or 74, Florida Statutes, and other collateral proceedings, so as to allow the County to take title and possession of a fee simple interest in the real property identified as Parcel 101 as depicted in "Exhibit A" and of non-exclusive temporary construction easement interests in Parcels 701A and 701B as depicted in "Composite Exhibit B."

5. This Resolution shall become effective upon being adopted and executed.

DONE AND ADOPTED by the Board of County Commissioners of Leon County, Florida, on this the 8th day of December, 2015.

LEON COUNTY, FLORIDA

By: _____
Bill Proctor, Chairman
Board of County Commissioners

ATTEST:

Bob Inzer, Clerk of the Circuit Court
and Comptroller, Leon County, Florida

By: _____

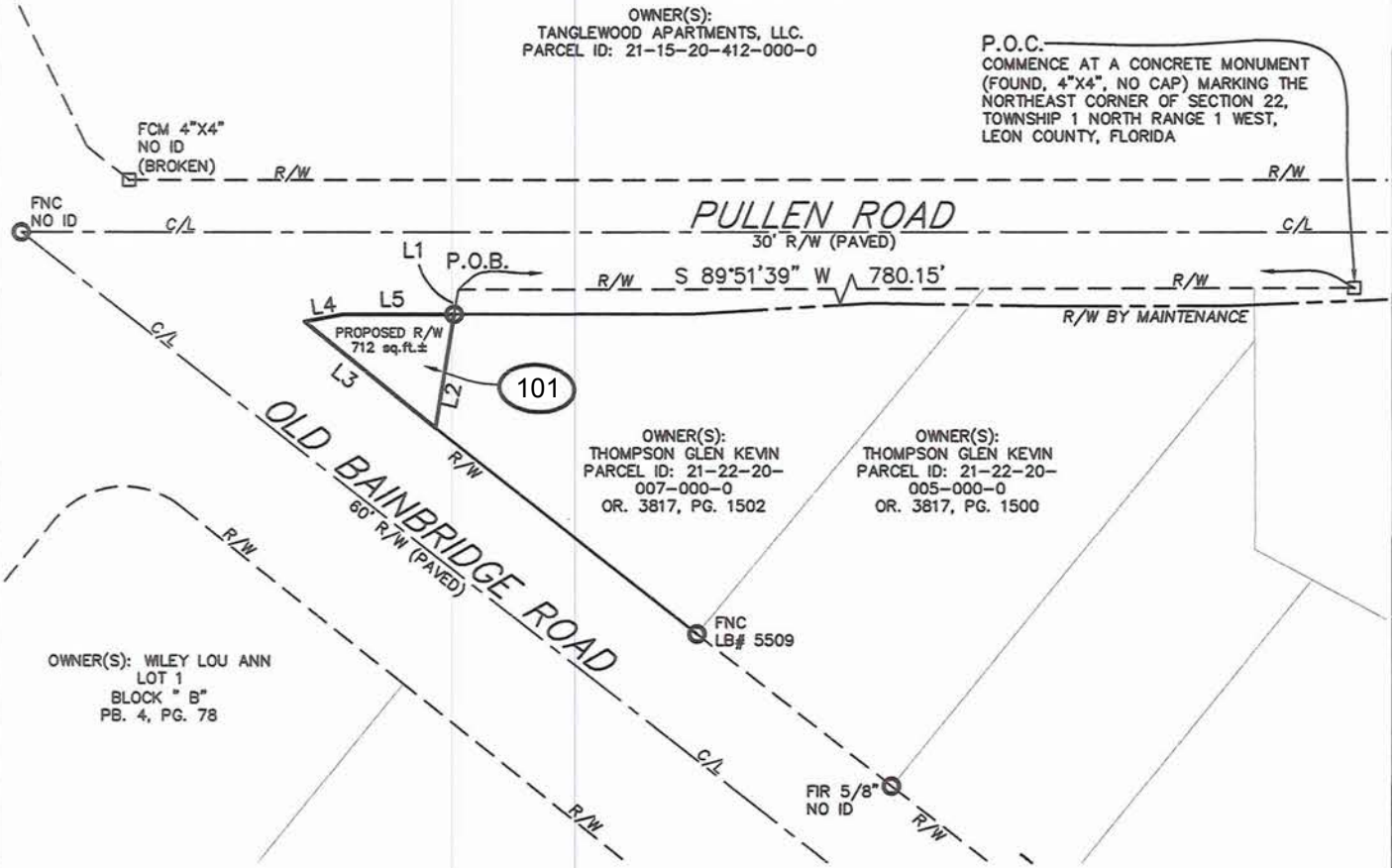
Approved as to Form:

Office of the County Attorney
Leon County, Florida

By: _____
Herbert W. A. Thiele
County Attorney

SKETCH OF DESCRIPTION
PROPOSED R/W
PARCEL 101

Exhibit "A"
Page A1 of 1



LINE TABLE		
LINE	BEARING	LENGTH
L1	S09°11'35\"W	7.12'
L2	S09°11'35\"W	32.85'
L3	N50°42'29\"W	47.86'
L4	N79°05'15\"E	10.83'
L5	N89°52'18\"E	31.65'



PROPERTY DESCRIPTION: (PARCEL 801)

COMMENCE AT A CONCRETE MONUMENT (FOUND, 4"x4", NO CAP) MARKING THE NORTHEAST CORNER OF SECTION 22, TOWNSHIP 1 NORTH RANGE 1 WEST, LEON COUNTY, FLORIDA, AND RUN THENCE SOUTH 89 DEGREES 51 MINUTES 39 SECONDS WEST 780.15 FEET TO A POINT ON THE SOUTHERLY MONUMENTED RIGHT-OF-WAY BOUNDARY OF PULLEN ROAD; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY BOUNDARY RUN S 09°11'35" W A DISTANCE OF 7.12 FEET FOR THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING RUN THENCE SOUTH 09 DEGREES 11 MINUTES 35 SECONDS WEST A DISTANCE OF 32.85 FEET TO THE NORTH RIGHT-OF-WAY BOUNDARY OF OLD BAINBRIDGE ROAD; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY BOUNDARY RUN NORTH 50 DEGREES 42 MINUTES 29 SECONDS WEST A DISTANCE OF 47.86 FEET TO THE SOUTHERLY MAINTAINED RIGHT-OF-WAY BOUNDARY OF PULLEN ROAD; THENCE ALONG SAID SOUTHERLY MAINTAINED RIGHT-OF-WAY BOUNDARY NORTH 79 DEGREES 05 MINUTES 15 SECONDS EAST A DISTANCE OF 10.83 FEET; THENCE N 89°52'18" E A DISTANCE OF 31.65 FEET TO THE POINT OF BEGINNING. CONTAINING 712 SQ. FT. ±

LEGEND

AC.	- ACRES	HWY.	- HIGHWAY	P. O. C.	- POINT OF COMMENCEMENT
ASPH.	- ASPHALT	I. P.	- IRON PIPE	P. T.	- POINT OF TANGENCY
AVE.	- AVENUE	I. R.	- IRON ROD	R	- RADIUS
BLDG.	- BUILDING	M. H.	- MANHOLE	RNG.	- RANGE
BLVD.	- BOULEVARD	MON.	- MONUMENT	RD.	- ROAD
B.M.	- BENCHMARK	N	- NORTH	REF.	- REFERENCE
BRG.	- BEARING	NE	- NORTHEAST	R/R	- RAILROAD
C. G.	- CURB and GUTTER	NGS	- NATIONAL GEODETIC SURVEY	R/W	- RIGHT OF WAY
C. M.	- CONCRETE MONUMENT	NGVD	- NATIONAL GEODETIC VERTICAL DATUM	SEC.	- SECTION
CD.	- COUNTY	N&C	- NAIL and CAP	S. R.	- STATE ROAD
CDNC.	- CONCRETE	NW	- NORTHWEST	S.S.	- SANITARY SEWER
(D)	- DEED / DESIGN INFORMATION	DHU	- OVERHEAD UTILITY LINE	ST.	- STREET
E	- EAST	(P)	- PLAT INFORMATION	STA.	- STATION
ELEC.	- ELECTRIC	P. C.	- POINT OF CURVATURE	TWN.	- TOWNSHIP
ELEV.	- ELEVATION	P. C. C.	- POINT OF COMPOUND CURVATURE	TBM	- TEMPORARY BENCHMARK
F. F. E.	- FINISHED FLOOR ELEVATION	P. C. P.	- PERMANENT CONTROL POINT	T. C.	- TERRA COTTA
F. HYD.	- FIRE HYDRANT	P. I.	- POINT OF INTERSECTION	TELE.	- TELEPHONE
Fnd.	- FOUND	P. O. B.	- POINT OF BEGINNING	USGS	- U. S. GEOLOGICAL SURVEY
FT.	- FEET	PRM	- PERMANENT REFERENCE MONUMENT	W	- WEST

CERTIFY TO:
CITY OF TALLAHASSEE
GENESIS GROUP

I hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Surveyors and Mappers in Chapter 5J-17.050 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

NOTES

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO TITLE OPINION OR ABSTRACT OF MATTERS CONCERNING THIS PROPERTY WAS FURNISHED AT THE TIME OF THIS SURVEY.
3. THE BOUNDARIES SHOWN HEREON ARE BASED ON LEGAL DESCRIPTIONS.
4. NO UNDERGROUND UTILITIES WERE LOCATED EXCEPT AS SHOWN.
5. NO OTHER IMPROVEMENTS WERE LOCATED EXCEPT AS SHOWN.
6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

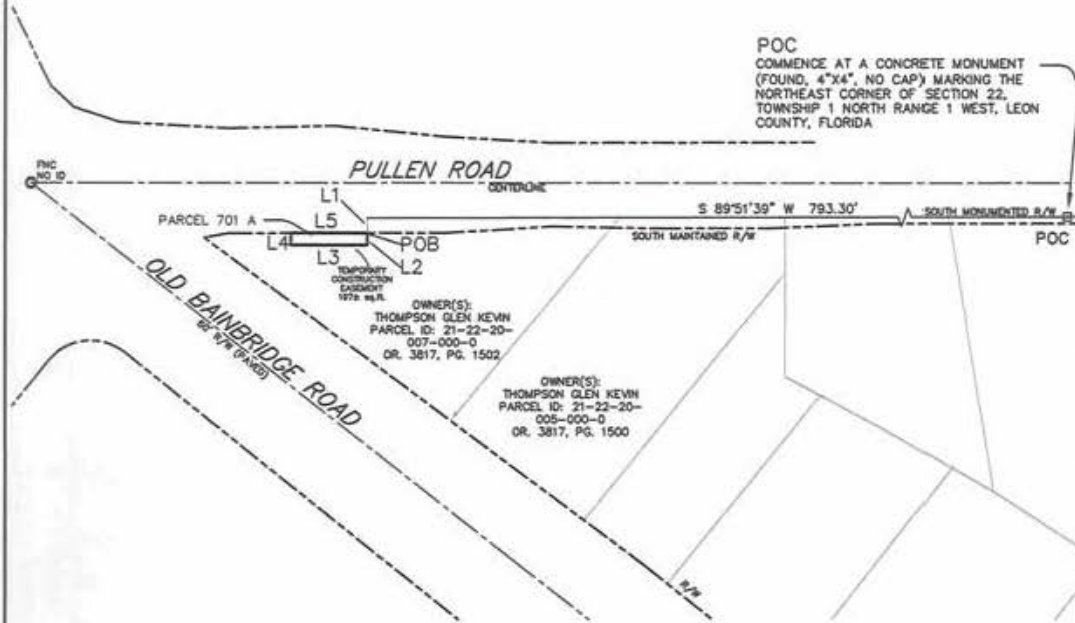
STEVEN W. STINSON
FLORIDA PROFESSIONAL LAND SURVEYOR No. 5457
FLORIDA LICENSED BUSINESS No. 7834

Meridian
SURVEYING and MAPPING INC.
3201 Shamrock Street South, Suite #101
Tallahassee, Florida 32309
Office: (850) 668-7641 Fax: (850) 668-7648

DRAWN BY : S. BROWN	SHEET NO.
CHECKED BY : S. STINSON	1
DATE : MARCH 3, 2015	OF 1
REVISED:	JOB NO.
SCALE 1" = N/A	20833.07
FIELD BOOK N/A PAGE N/A	
DATE OF SURVEY: N/A	

Composite
Exhibit "B"
Page B1 of 4

SKETCH OF DESCRIPTION
Temporary Construction Easement
(PARCEL 701 A)



LINE TABLE		
LINE	BEARING	LENGTH
L1	S00°07'42"E	7.03'
L2	S00°07'42"E	5.59'
L3	S89°52'18"W	35.28'
L4	N00°07'42"W	5.59'
L5	N89°52'18"E	35.28'

PROPERTY DESCRIPTION:

(Temporary Construction Easement) Parcel 701 A

COMMENCE AT A CONCRETE MONUMENT (FOUND, 4"x4", NO CAP) MARKING THE NORTHEAST CORNER OF SECTION 22, TOWNSHIP 1 NORTH RANGE 1 WEST, LEON COUNTY, FLORIDA AND THENCE RUN S 89°51'39" W 793.30 FEET ALONG THE SOUTH MONUMENTED RIGHT OF WAY LINE OF PULLEN ROAD; THENCE RUN S 00°07'42" E, A DISTANCE OF 7.03 FEET TO THE MAINTAINED RIGHT OF WAY LINE OF PULLEN ROAD AND THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING RUN S 00°07'42" E A DISTANCE OF 5.59 FEET; THENCE RUN S 89°52'18" W, A DISTANCE OF 35.28 FEET; THENCE RUN N 00°07'42" W, A DISTANCE OF 5.59 FEET; THENCE RUN N 89°52'18" E, A DISTANCE OF 35.28 FEET TO THE POINT OF BEGINNING. CONTAINING 197 SQ. FT. ±.



LEGEND

AC - ACRES
ASPH - ASPHALT
AVE - AVENUE
BLDG - BUILDING
BLVD - BOULEVARD
B.M. - BENCHMARK
BRG - BEARING
C.G. - CURB and GUTTER
C.M. - CONCRETE MONUMENT
CD - COUNTY
CONC. - CONCRETE
(D) - DECS / DESIGN INFORMATION
E - EAST
ELEC - ELECTRIC
ELEV - ELEVATION
F.F.E. - FINISHED FLOOR ELEVATION
F.HYB. - FIRE HYDRANT
Fna - FOUND
FT. - FEET

HVY. - HIGHWAY
I.P. - IRON PIPE
I.R. - IRON ROD
M.H. - MANHOLE
MON. - MONUMENT
N - NORTH
NE - NORTHEAST
NGS - NATIONAL GEODETIC SURVEY
NGVD - NATIONAL GEODETIC VERTICAL DATUM
NO. - NUMBER
N&C - NAIL and CAP
NW - NORTHWEST
OHU - OVERHEAD UTILITY LINE
(PI) - PLAT INFORMATION
P.C. - POINT OF CURVATURE
P.C.C. - POINT OF COMPOUND CURVATURE
P.C.P. - PERMANENT CONTROL POINT
P.I. - POINT OF INTERSECTION
P.O.B. - POINT OF BEGINNING
PRM - PERMANENT REFERENCE MONUMENT

P.O.C. - POINT OF COMMENCEMENT
P.T. - POINT OF TANGENCY
R - RADIUS
RNG. - RANGE
RD. - ROAD
REF. - REFERENCE
R/R - RAILROAD
R/W - RIGHT OF WAY
(SI) - SURVEY INFORMATION
SEC. - SECTION
S.R. - STATE ROAD
S.S. - SANITARY SEWER
ST. - STREET
STA. - STATION
TWN. - TOWNSHIP
TBM - TEMPORARY BENCHMARK
T.C. - TERRA COTTA
TELE. - TELEPHONE
USGS - U.S. GEOLOGICAL SURVEY
W - WEST

CERTIFY TO:
CITY OF TALLAHASSEE
GENESIS GROUP

I hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Surveyors and Mappers in Chapter 53-17.050 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

NOTES

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO TITLE OPINION OR ABSTRACT OF MATTERS CONCERNING THIS PROPERTY WAS FURNISHED AT THE TIME OF THIS SURVEY.
3. THE BOUNDARIES SHOWN HEREON ARE BASED ON LEGAL DESCRIPTIONS.
4. NO UNDERGROUND UTILITIES WERE LOCATED EXCEPT AS SHOWN.
5. NO OTHER IMPROVEMENTS WERE LOCATED EXCEPT AS SHOWN.
6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

STEVEN W. STINSON
FLORIDA PROFESSIONAL LAND SURVEYOR No. 5457
FLORIDA LICENSED BUSINESS No. 7834

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Office: (850) 668-7641 Fax: (850) 668-7648

DRAWN BY: K. SPELL
CHECKED BY: S. STINSON
DATE: MARCH 4, 2015
REVISED:
SCALE: 1" = 50'
FIELD BOOK N/A PAGE N/A
DATE OF SURVEY N/A

SHEET NO.
1
OF 1
JOB NO.
20833.07

(PARCEL 701A)

TEMPORARY CONSTRUCTION EASEMENT – TERM SHEET

A Temporary Construction Easement (“TCE”) over the parcel of land described herein for the purpose of facilitating the harmonization of the subject property’s driveway connection(s) to Pullen Road as a part of Leon County’s Old Bainbridge at Pullen Road Intersection Improvement Project (“Project”), limited to the uses as follows, to wit:

- (a) Leon County and its contractors shall have the right to ingress, egress and use the above described lands to perform all work necessary for the purpose of tying in and harmonizing the remainder property and the improvements thereon to the improvements to be constructed in connection with the Project, including without limitation sloping, grading, clearing, grubbing, storage of materials and equipment, excavation, and restoration, subject to subparagraph (d), below;
- (b) Following completion of construction, Leon County and/or its contractors shall remove its materials and equipment associated with said activities, and shall restore, repair or replace any pre-existing asphalt, curbing, and/or sod within the TCE area disturbed by such activities. Pre-existing sod or landscaping, if any, within the TCE disturbed by the construction shall be replaced with sod or plants of such comparable species and size, as are readily available;
- (c) Leon County and/or its contractors shall have the right to operate vehicles and equipment within the TCE area and to use said easement to park said vehicles and equipment and store materials, subject to subparagraph (d), below;
- (d) The TCE shall be non-exclusive and Leon County and/or its contractor’s use and enjoyment of the rights granted herein shall not interfere with reasonable vehicular or pedestrian access to the remaining property over the TCE area;
- (e) The TCE shall expire upon the final completion of the construction of the Project, but in no event later than three years from the date on which Leon County acquires title to the TCE.

SCALE 1" = 50'

(PARCEL 701B)

TEMPORARY CONSTRUCTION EASEMENT – TERM SHEET

A Temporary Construction Easement (“TCE”) over the parcel of land described herein for the purpose of facilitating the harmonization of the subject property’s driveway connection(s) to Pullen Road as a part of Leon County’s Old Bainbridge at Pullen Road Intersection Improvement Project (“Project”), limited to the uses as follows, to wit:

- (a) Leon County and its contractors shall have the right to ingress, egress and use the above described lands to perform all work necessary for the purpose of tying in and harmonizing the remainder property and the improvements thereon to the improvements to be constructed in connection with the Project, including without limitation sloping, grading, clearing, grubbing, storage of materials and equipment, excavation, and restoration, subject to subparagraph (d), below;
- (b) Following completion of construction, Leon County and/or its contractors shall remove its materials and equipment associated with said activities, and shall restore, repair or replace any pre-existing asphalt, curbing, and/or sod within the TCE area disturbed by such activities. Pre-existing sod or landscaping, if any, within the TCE disturbed by the construction shall be replaced with sod or plants of such comparable species and size, as are readily available;
- (c) Leon County and/or its contractors shall have the right to operate vehicles and equipment within the TCE area and to use said easement to park said vehicles and equipment and store materials, subject to subparagraph (d), below;
- (d) The TCE shall be non-exclusive and Leon County and/or its contractor’s use and enjoyment of the rights granted herein shall not interfere with reasonable vehicular or pedestrian access to the remaining property over the TCE area;
- (e) The TCE shall expire upon the final completion of the construction of the Project, but in no event later than three years from the date on which Leon County acquires title to the TCE.

RESOLUTION NO. R15-____
(Parcel 702)

RESOLUTION AUTHORIZING LEON COUNTY, FLORIDA TO EXERCISE EMINENT DOMAIN POWER TO ACQUIRE CERTAIN PROPERTY INTERESTS IN LEON COUNTY, FLORIDA, TO CONSTRUCT, OPERATE, AND MAINTAIN EXPANSIONS, IMPROVEMENTS AND/OR OTHER ALTERATIONS CONCERNING THE OLD BAINBRIDGE AT PULLEN ROAD INTERSECTION IMPROVEMENT PROJECT, WITH RESPECT TO PARCEL 702.

WHEREAS, Leon County, Florida (the “County”) is a charter county and political subdivision of the State of Florida; and

WHEREAS, pursuant to Chapter 127, Florida Statutes, the Board of County Commissioners (the “Board”) is authorized to exercise the power of eminent domain, including the eminent domain power granted to the Department of Transportation by Section 337.27(1), Florida Statutes, the transportation corridor protection provisions of Section 337.273, Florida Statutes, and the right of entry onto property pursuant to Section 337.274, Florida Statutes; and

WHEREAS, in order to reduce the number of traffic crashes in and around the intersection of Old Bainbridge Road at Pullen Road, and to otherwise address the safe and efficient movement of vehicular and pedestrian traffic through the area, the Board approved the Old Bainbridge at Pullen Road Intersection Improvement Project (the “Project”); and

WHEREAS, the Project will improve all traffic movements through the Old Bainbridge at Pullen Road intersection and will enhance the safety for vehicles and pedestrians by calming the traffic through the intersection and reducing congestion during peak traffic hours; and

WHEREAS, it is in the public interest and for the public benefit to provide safe and efficient roadways and intersections which protect the health, welfare, and safety of the general public by reducing the number of traffic crashes and the congestion of traffic during peak hours; and

WHEREAS, the County and its consultants have considered and weighed many factors, including but not limited to the availability of an alternate alignments, long-range planning, safety considerations, environmental factors, and costs; and

WHEREAS, the County has insufficient interests in real property in the Old Bainbridge at Pullen Road area to construct the Project; and

WHEREAS, the estates and interests in the real property described herein are reasonably necessary to adequately accommodate the planned improvements, expansions, and/or alterations concerning the Project; and

WHEREAS, the County and its consultants have prepared property descriptions and surveys which sufficiently describe and identify the property and interests reasonably necessary to be acquired from the property owner for the public purpose of constructing the Project; and

WHEREAS, a non-exclusive temporary construction easement interest in the portion of the real property, which portion is identified in the map of description attached hereto as “Exhibit A,” hereinafter referred to as Parcel 702, is reasonably necessary to construct the Project; and

WHEREAS, the County’s consultants indicate it is reasonably probable that the County will obtain all necessary approvals for the Project from the appropriate governmental entities, including those charged with protecting the natural resources; and

WHEREAS, the County’s consultants indicate that condemnation of a non-exclusive temporary construction easement interest in Parcel 702 will not result in irreparable harm to natural resources or the environment in the unlikely event that such approvals for this Project are not obtained from the appropriate governmental entities charged with protecting the natural resources; and

WHEREAS, the County has otherwise satisfied all applicable conditions precedent; and

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Leon County, Florida, as follows:

1. The Board hereby determines that the construction of the Old Bainbridge at Pullen Road Intersection Improvement Project represents a valid County public purpose.
2. Acquiring a non-exclusive temporary construction easement interest in the real property identified as Parcel 702 as depicted in “Composite Exhibit A” is reasonably necessary for the County public purpose of constructing the Old Bainbridge at Pullen Road Intersection Improvement Project.
3. The County Attorney, in cooperation with the County Administrator and his designated staff, is authorized and directed to institute such negotiations, eminent domain proceedings pursuant to Chapters 73 and/or 74, Florida Statutes, and other collateral proceedings, so as to allow the County to take title and possession of a non-exclusive temporary construction easement interest in Parcel 702 as depicted in “Composite Exhibit A.”

4. This Resolution shall become effective upon being adopted and executed.

DONE AND ADOPTED by the Board of County Commissioners of Leon County, Florida, on this the 8th day of December, 2015.

LEON COUNTY, FLORIDA

By: _____
Bill Proctor, Chairman
Board of County Commissioners

ATTEST:

Bob Inzer, Clerk of the Circuit Court
and Comptroller, Leon County, Florida

By: _____

Approved as to Form:

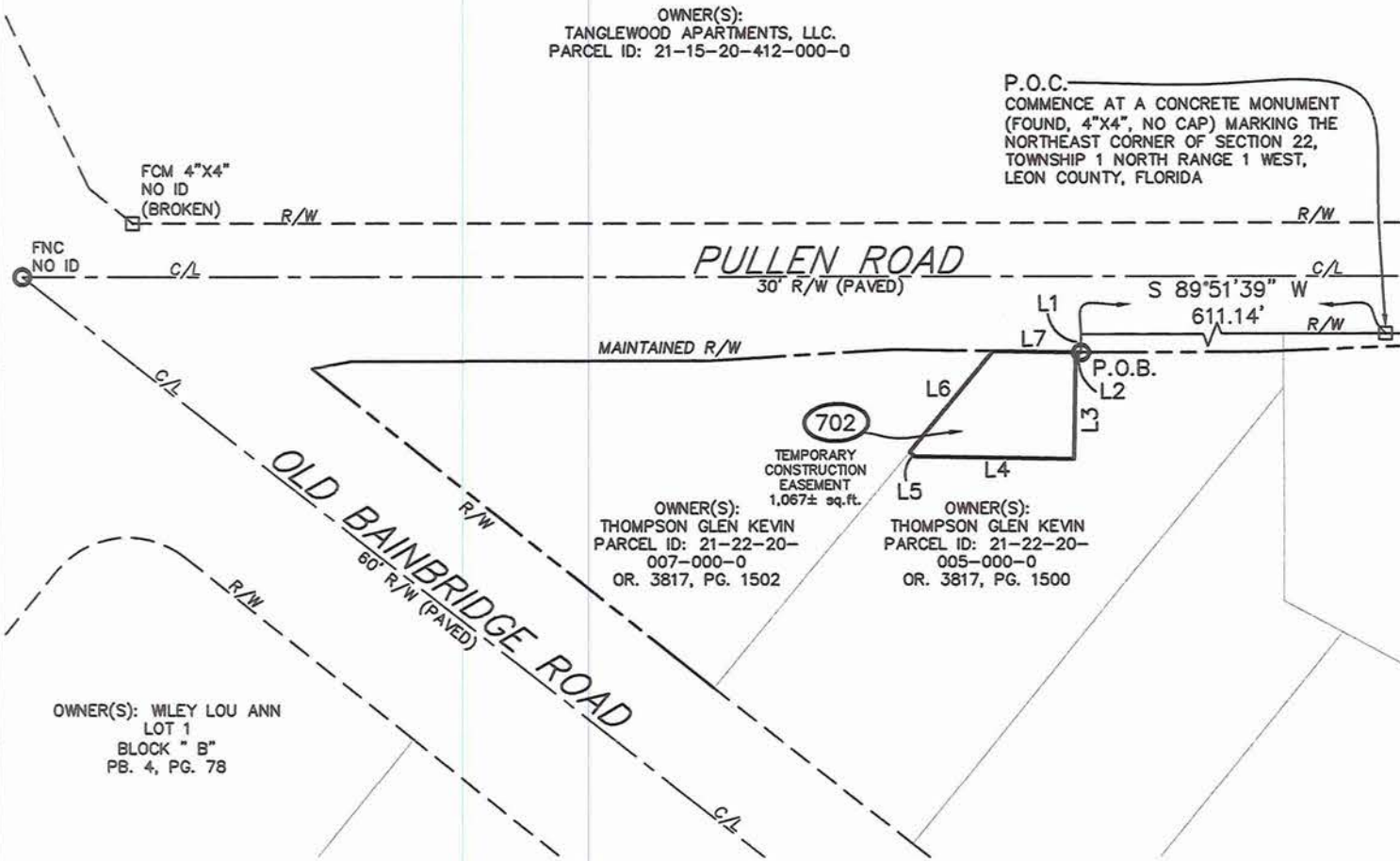
Office of the County Attorney
Leon County, Florida

By: _____
Herbert W. A. Thiele
County Attorney

SKETCH OF DESCRIPTION
Temporary Construction Easement
(Parcel 702)

OWNER(S):
TANGLEWOOD APARTMENTS, LLC.
PARCEL ID: 21-15-20-412-000-0

P.O.C.
COMMENCE AT A CONCRETE MONUMENT
(FOUND, 4"x4", NO CAP) MARKING THE
NORTHEAST CORNER OF SECTION 22,
TOWNSHIP 1 NORTH RANGE 1 WEST,
LEON COUNTY, FLORIDA

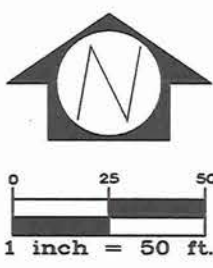


LINE TABLE		
LINE	BEARING	LENGTH
L1	S00°08'25"E	5.06'
L2	S89°52'18"W	1.48'
L3	S01°01'03"W	29.65'
L4	N88°58'57"W	43.93'
L5	N49°38'51"W	1.90'
L6	N39°22'34"E	36.26'
L7	S88°59'58"E	22.90'

PROPERTY DESCRIPTION:

(Temporary Construction Easement) Parcel 702

COMMENCE AT A CONCRETE MONUMENT (FOUND, 4"x4", NO CAP) MARKING THE NORTHEAST CORNER OF SECTION 22, TOWNSHIP 1 NORTH RANGE 1 WEST, LEON COUNTY, FLORIDA, AND RUN THENCE SOUTH 89 DEGREES 51 MINUTES 39 SECONDS WEST 611.14 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY BOUNDARY OF PULLEN ROAD; THENCE RUN SOUTH 00 DEGREES 08 MINUTES 25 SECONDS EAST, A DISTANCE OF 5.06' TO A POINT ON THE MAINTAINED RIGHT OF WAY OF PULLEN ROAD; THENCE RUN SOUTH 89 DEGREES 52 MINUTES 18 SECONDS WEST, A DISTANCE OF 1.48 FEET TO THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING AND LEAVING SAID SOUTHERLY MAINTAINED RIGHT-OF-WAY RUN SOUTH 01 DEGREES 01 MINUTES 03 SECONDS WEST A DISTANCE OF 29.65 FEET; THENCE NORTH 88 DEGREES 58 MINUTES 57 SECONDS WEST A DISTANCE OF 43.93 FEET; THENCE NORTH 49 DEGREES 38 MINUTES 51 SECONDS WEST A DISTANCE OF 1.90 FEET; THENCE NORTH 39 DEGREES 22 MINUTES 34 SECONDS EAST, A DISTANCE OF 36.26 FEET TO THE SOUTHERLY MAINTAINED RIGHT-OF-WAY BOUNDARY OF PULLEN ROAD; THENCE ALONG SAID SOUTHERLY MAINTAINED RIGHT-OF-WAY BOUNDARY SOUTH 88 DEGREES 59 MINUTES 58 SECONDS EAST A DISTANCE OF 22.90 FEET TO THE POINT OF BEGINNING. CONTAINING 1,067± SQ. FT.



LEGEND					
AC.	- ACRES	HWY.	- HIGHWAY	P. D. C.	- POINT OF COMMENCEMENT
ASPH.	- ASPHALT	I. P.	- IRON PIPE	P. T.	- POINT OF TANGENCY
AVE.	- AVENUE	I. R.	- IRON ROD	R	- RADIUS
BLDG.	- BUILDING	M. H.	- MANHOLE	RNG.	- RANGE
BLVD.	- BOULEVARD	MON.	- MONUMENT	RD.	- ROAD
B. M.	- BENCHMARK	N	- NORTH	REF.	- REFERENCE
BRG.	- BEARING	NE	- NORTHEAST	R/R	- RAILROAD
C. G.	- CURB and GUTTER	NGS	- NATIONAL GEODETIC SURVEY	R/W	- RIGHT OF WAY
C. M.	- CONCRETE MONUMENT	NGVD	- NATIONAL GEODETIC VERTICAL DATUM	(S)	- SURVEY INFORMATION
CD.	- COUNTY	NQ.	- NUMBER	SEC.	- SECTION
CONC.	- CONCRETE	N&C	- NAIL and CAP	S. R.	- STATE ROAD
(D)	- DEED / DESIGN INFORMATION	NV	- NORTHWEST	S. S.	- SANITARY SEWER
E	- EAST	OHU	- OVERHEAD UTILITY LINE	ST.	- STREET
ELEC	- ELECTRIC	(P)	- PLAT INFORMATION	STA.	- STATION
ELEV.	- ELEVATION	P. C.	- POINT OF CURVATURE	TWN.	- TOWNSHIP
F. F. E.	- FINISHED FLOOR ELEVATION	P. C. C.	- POINT OF COMPOUND CURVATURE	TBM	- TEMPORARY BENCHMARK
F. F. E.	- FINISHED FLOOR ELEVATION	P. C. P.	- PERMANENT CONTROL POINT	T. C.	- TERRA COTTA
F. HYD.	- FIRE HYDRANT	P. I.	- POINT OF INTERSECTION	TELE.	- TELEPHONE
Fnd.	- FOUND	P. Q. B.	- POINT OF BEGINNING	USGS	- U. S. GEOLOGICAL SURVEY
FT.	- FEET	PRM	- PERMANENT REFERENCE MONUMENT	W	- WEST

CERTIFY TO:
CITY OF TALLAHASSEE
GENESIS GROUP

I hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Surveyors and Mappers in Chapter 5J-17.050 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

STEVEN W. STINSON
FLORIDA PROFESSIONAL LAND SURVEYOR No. 5457
FLORIDA LICENSED BUSINESS No. 7834

- NOTES**
1. THIS IS NOT A BOUNDARY SURVEY.
 2. NO TITLE OPINION OR ABSTRACT OF MATTERS CONCERNING THIS PROPERTY WAS FURNISHED AT THE TIME OF THIS SURVEY.
 3. THE BOUNDARIES SHOWN HEREON ARE BASED ON LEGAL DESCRIPTIONS.
 4. NO UNDERGROUND UTILITIES WERE LOCATED EXCEPT AS SHOWN.
 5. NO OTHER IMPROVEMENTS WERE LOCATED EXCEPT AS SHOWN.
 6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

Meridian
SURVEYING and MAPPING INC.
3201 Shamrock Street South, Suite #101
Tallahassee, Florida 32309
Office: (850) 668-7641 Fax: (850) 668-7648

DRAWN BY : K.SPELL	SHEET NO.
CHECKED BY : S.STINSON	1
DATE : FEBRUARY 11, 2014	OF 1
REVISED: MARCH 4, 2015	
SCALE 1" = 50'	JOB NO.
FIELD BOOK N/A PAGE N/A	20833.07
DATE OF SURVEY: N/A	

(PARCEL 702)

TEMPORARY CONSTRUCTION EASEMENT – TERM SHEET

A Temporary Construction Easement (“TCE”) over the parcel of land described herein for the purpose of facilitating the harmonization of the subject property’s driveway connection(s) to Pullen Road as a part of Leon County’s Old Bainbridge at Pullen Road Intersection Improvement Project (“Project”), limited to the uses as follows, to wit:

- (a) Leon County and its contractors shall have the right to ingress, egress and use the above described lands to perform all work necessary for the purpose of tying in and harmonizing the remainder property and the improvements thereon to the improvements to be constructed in connection with the Project, including without limitation sloping, grading, clearing, grubbing, storage of materials and equipment, excavation, and restoration, subject to subparagraph (d), below;
- (b) Following completion of construction, Leon County and/or its contractors shall remove its materials and equipment associated with said activities, and shall restore, repair or replace any pre-existing asphalt, curbing, and/or sod within the TCE area disturbed by such activities. Pre-existing sod or landscaping, if any, within the TCE disturbed by the construction shall be replaced with sod or plants of such comparable species and size, as are readily available;
- (c) Leon County and/or its contractors shall have the right to operate vehicles and equipment within the TCE area and to use said easement to park said vehicles and equipment and store materials, subject to subparagraph (d), below;
- (d) The TCE shall be non-exclusive and Leon County and/or its contractor’s use and enjoyment of the rights granted herein shall not interfere with reasonable vehicular or pedestrian access to the remaining property over the TCE area;
- (e) The TCE shall expire upon the final completion of the construction of the Project, but in no event later than three years from the date on which Leon County acquires title to the TCE.

RESOLUTION NO. R15-____
(Parcel 103)

RESOLUTION AUTHORIZING LEON COUNTY, FLORIDA TO EXERCISE EMINENT DOMAIN POWER TO ACQUIRE CERTAIN PROPERTY INTERESTS IN LEON COUNTY, FLORIDA, TO CONSTRUCT, OPERATE, AND MAINTAIN EXPANSIONS, IMPROVEMENTS AND/OR OTHER ALTERATIONS CONCERNING THE OLD BAINBRIDGE AT PULLEN ROAD INTERSECTION IMPROVEMENT PROJECT, WITH RESPECT TO PARCEL 103.

WHEREAS, Leon County, Florida (the “County”) is a charter county and political subdivision of the State of Florida; and

WHEREAS, pursuant to Chapter 127, Florida Statutes, the Board of County Commissioners (the “Board”) is authorized to exercise the power of eminent domain, including the eminent domain power granted to the Department of Transportation by Section 337.27(1), Florida Statutes, the transportation corridor protection provisions of Section 337.273, Florida Statutes, and the right of entry onto property pursuant to Section 337.274, Florida Statutes; and

WHEREAS, in order to reduce the number of traffic crashes in and around the intersection of Old Bainbridge Road at Pullen Road, and to otherwise address the safe and efficient movement of vehicular and pedestrian traffic through the area, the Board approved the Old Bainbridge at Pullen Road Intersection Improvement Project (the “Project”); and

WHEREAS, the Project will improve all traffic movements through the Old Bainbridge at Pullen Road intersection and will enhance the safety for vehicles and pedestrians by calming the traffic through the intersection and reducing congestion during peak traffic hours; and

WHEREAS, it is in the public interest and for the public benefit to provide safe and efficient roadways and intersections which protect the health, welfare, and safety of the general public by reducing the number of traffic crashes and the congestion of traffic during peak hours; and

WHEREAS, the County and its consultants have considered and weighed many factors, including but not limited to the availability of an alternate alignments, long-range planning, safety considerations, environmental factors, and costs; and

WHEREAS, the County has insufficient interests in real property in the Old Bainbridge at Pullen Road area to construct the Project; and

WHEREAS, the estates and interests in the real property described herein are reasonably necessary to adequately accommodate the planned improvements, expansions, and/or alterations concerning the Project; and

WHEREAS, the County and its consultants have prepared property descriptions and surveys which sufficiently describe and identify the property and interests reasonably necessary to be acquired from the property owner for the public purpose of constructing the Project; and

WHEREAS, a fee simple interest in the portion of the real property, which portion is identified in the map of description attached hereto as "Exhibit A," hereinafter referred to as Parcel 103, is reasonably necessary to construct the Project; and

WHEREAS, the County's consultants indicate it is reasonably probable that the County will obtain all necessary approvals for the Project from the appropriate governmental entities, including those charged with protecting the natural resources; and

WHEREAS, the County's consultants indicate that condemnation of a fee simple interest in Parcel 103 will not result in irreparable harm to natural resources or the environment in the unlikely event that such approvals for this Project are not obtained from the appropriate governmental entities charged with protecting the natural resources; and

WHEREAS, the County has otherwise satisfied all applicable conditions precedent; and

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Leon County, Florida, as follows:

1. The Board hereby determines that the construction of the Old Bainbridge at Pullen Road Intersection Improvement Project represents a valid County public purpose.
2. Acquiring a fee simple interest in the real property identified as Parcel 103 as depicted in "Exhibit A" is reasonably necessary for the County public purpose of constructing the Old Bainbridge at Pullen Road Intersection Improvement Project.
3. The County Attorney, in cooperation with the County Administrator and his designated staff, is authorized and directed to institute such negotiations, eminent domain proceedings pursuant to Chapters 73 and/or 74, Florida Statutes, and other collateral proceedings, so as to allow the County to take title and possession of a fee simple interest in the real property identified as Parcel 103 as depicted in "Exhibit A."

4. This Resolution shall become effective upon being adopted and executed.

DONE AND ADOPTED by the Board of County Commissioners of Leon County, Florida, on this the 8th day of December, 2015.

LEON COUNTY, FLORIDA

By: _____
Bill Proctor, Chairman
Board of County Commissioners

ATTEST:

Bob Inzer, Clerk of the Circuit Court
and Comptroller, Leon County, Florida

By: _____

Approved as to Form:

Office of the County Attorney
Leon County, Florida

By: _____
Herbert W. A. Thiele
County Attorney

SKETCH OF DESCRIPTION
PARCEL 103

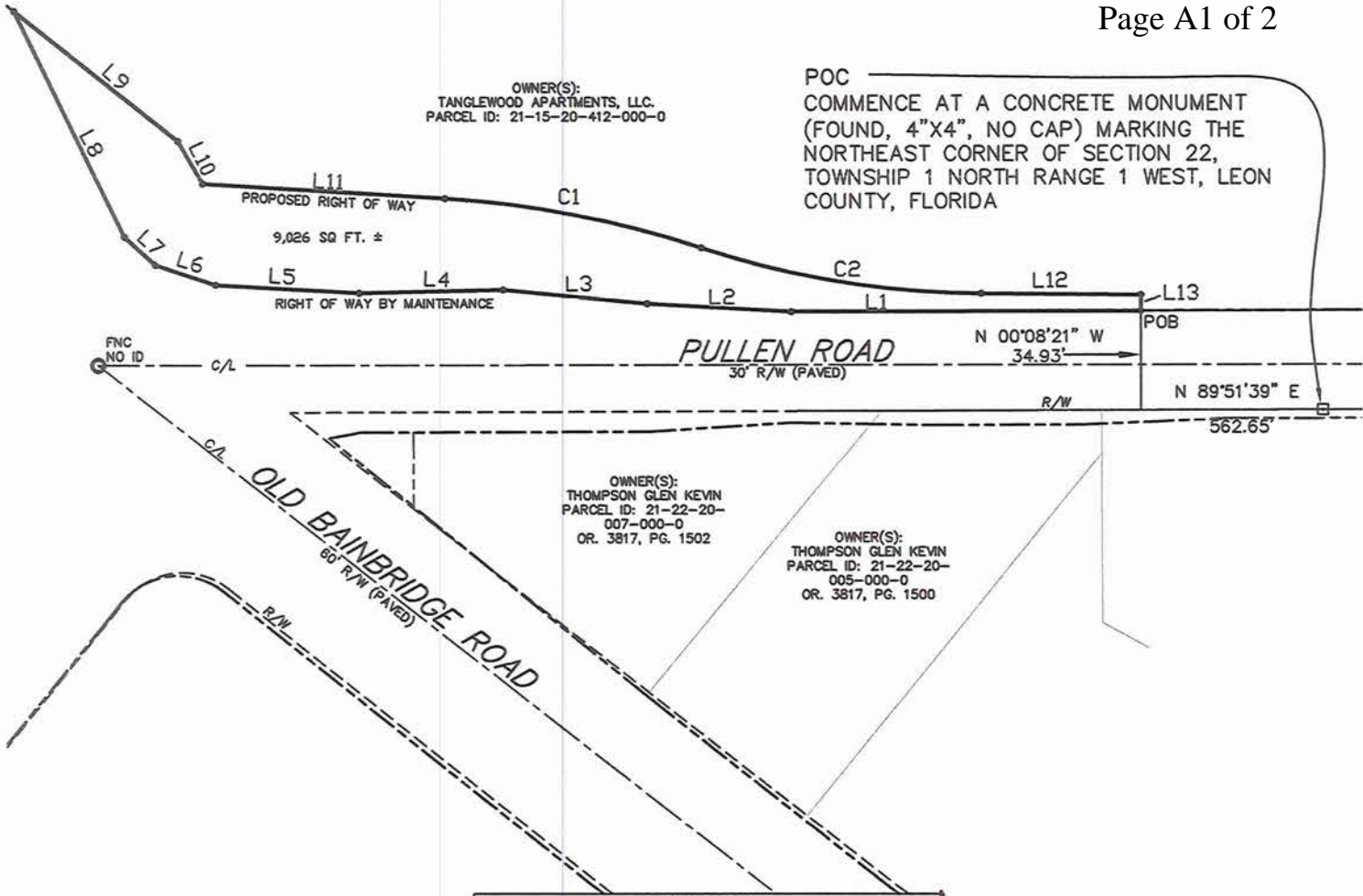
Exhibit "A"



NOT TO SCALE
Page A1 of 2

OWNER(S):
TANGLEWOOD APARTMENTS, LLC.
PARCEL ID: 21-15-20-412-000-0

POC
COMMENCE AT A CONCRETE MONUMENT
(FOUND, 4"x4", NO CAP) MARKING THE
NORTHEAST CORNER OF SECTION 22,
TOWNSHIP 1 NORTH RANGE 1 WEST, LEON
COUNTY, FLORIDA



OWNER(S):
THOMPSON GLEN KEVIN
PARCEL ID: 21-22-20-007-000-0
OR. 3817, PG. 1502

OWNER(S):
THOMPSON GLEN KEVIN
PARCEL ID: 21-22-20-005-000-0
OR. 3817, PG. 1500

LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°52'18"W	121.41'
L2	N86°41'41"W	50.09'
L3	N84°25'04"W	50.25'
L4	S88°43'33"W	50.01'
L5	N86°41'41"W	50.09'
L6	N71°41'08"W	22.13'
L7	N47°36'59"W	14.58'
L8	N25°58'45"W	87.92'
L9	S51°30'33"E	73.00'
L10	S30°01'57"E	17.22'
L11	S86°28'41"E	84.35'
L12	S89°26'24"E	55.44'
L13	S00°33'36"W	5.57'

CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C1	348.04'	Δ=14°59'16"	91.04'	S78°58'24"E	90.78'
C2	311.02'	Δ=18°14'29"	99.02'	S80°36'01"E	98.60'

SEE SHEET 2 OF 2
FOR LEGAL DESCRIPTION

LEGEND

AC.	- ACRES	HWY.	- HIGHWAY	P. D. C.	- POINT OF COMMENCEMENT
ASPH.	- ASPHALT	I. P.	- IRON PIPE	P. T.	- POINT OF TANGENCY
AVE.	- AVENUE	I. R.	- IRON ROD	R	- RADIUS
BLDG.	- BUILDING	M. H.	- MANHOLE	RNG.	- RANGE
BLVD.	- BOULEVARD	MON.	- MONUMENT	RD.	- ROAD
B.M.	- BENCHMARK	N	- NORTH	REF.	- REFERENCE
BRG.	- BEARING	NE	- NORTHEAST	R/R	- RAILROAD
C. G.	- CURB and GUTTER	NGS	- NATIONAL GEODETIC SURVEY	R/W	- RIGHT OF WAY
C. M.	- CONCRETE MONUMENT	NGVD	- NATIONAL GEODETIC VERTICAL DATUM	(S)	- SURVEY INFORMATION
CD.	- COUNTY	NO.	- NUMBER	SEC.	- SECTION
CONC.	- CONCRETE	N&C	- NAIL and CAP	S. R.	- STATE ROAD
(D)	- DEED / DESIGN INFORMATION	NW	- NORTHWEST	S. S.	- SANITARY SEWER
E	- EAST	DHU	- OVERHEAD UTILITY LINE	ST.	- STREET
ELEC.	- ELECTRIC	(P)	- PLAT INFORMATION	STA.	- STATION
ELEV.	- ELEVATION	P. C.	- POINT OF CURVATURE	TWN.	- TOWNSHIP
F. F. E.	- FINISHED FLOOR ELEVATION	P. C. C.	- POINT OF COMPOUND CURVATURE	TBM	- TEMPORARY BENCHMARK
F. HYD.	- FIRE HYDRANT	P. C. P.	- PERMANENT CONTROL POINT	T. C.	- TERRA COTTA
Fnd.	- FOUND	P. I.	- POINT OF INTERSECTION	TELE.	- TELEPHONE
FT.	- FEET	P. D. B.	- POINT OF BEGINNING	USGS	- U. S. GEOLOGICAL SURVEY
		PRM	- PERMANENT REFERENCE MONUMENT	W	- WEST

CERTIFY TO:
CITY OF TALLAHASSEE
GENESIS GROUP

I hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Surveyors and Mappers in Chapter 5J-17.050 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

STEVEN W. STINSON
FLORIDA PROFESSIONAL LAND SURVEYOR No. 5457
FLORIDA LICENSED BUSINESS No. 7834

DATE

NOTES

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO TITLE OPINION OR ABSTRACT OF MATTERS CONCERNING THIS PROPERTY WAS FURNISHED AT THE TIME OF THIS SURVEY.
3. THE BOUNDARIES SHOWN HEREON ARE BASED ON LEGAL DESCRIPTIONS.
4. NO UNDERGROUND UTILITIES WERE LOCATED EXCEPT AS SHOWN.
5. NO OTHER IMPROVEMENTS WERE LOCATED EXCEPT AS SHOWN.
6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.



DRAWN BY : S. BROWN	SHEET NO.
CHECKED BY : S. STINSON	1
DATE : MARCH 25, 2015	OF 2
REVISED:	
NOT TO SCALE	JOB NO.
FIELD BOOK N/A	20833.07
DATE OF SURVEY: N/A	

Posted at 8:30 p.m. on November 30, 2015

DESCRIPTION
PROPOSED RIGHT-OF-WAY



COMMENCE AT A CONCRETE MONUMENT (FOUND, 4"x4", NO CAP) MARKING THE NORTHEAST CORNER OF SECTION 22, TOWNSHIP 1 NORTH RANGE 1 WEST, LEON COUNTY, FLORIDA AND RUN N 89°51'39" E ALONG THE SOUTH RIGHT OF WAY LINE OF PULLEN ROAD A DISTANCE OF 562.65 FEET; THENCE LEAVING SAID SOUTH RIGHT OF WAY RUN N 00°08'21" W A DISTANCE OF 34.93 FEET TO THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING RUN THENCE S 89°52'18" W, A DISTANCE OF 121.41 FEET; THENCE N 86°41'41" W, A DISTANCE OF 50.09 FEET; THENCE N 84°25'04" W, A DISTANCE OF 50.25 FEET; THENCE S 88°43'33" W, A DISTANCE OF 50.01 FEET; THENCE N 86°41'41" W, A DISTANCE OF 50.09 FEET; THENCE N 71°41'08" W, A DISTANCE OF 22.13 FEET; THENCE N 47°36'59" W, A DISTANCE OF 14.58 FEET; THENCE N 25°58'45" W, A DISTANCE OF 87.92 FEET; THENCE S 51°30'33" E, A DISTANCE OF 73.00 FEET; THENCE S 30°01'57" E, A DISTANCE OF 17.22 FEET; THENCE S 86°28'41" E, A DISTANCE OF 84.35 FEET; TO A POINT OF CURVATURE TO THE RIGHT; THENCE ALONG SAID CURVE, WITH A RADIUS OF 348.04 FEET, THROUGH A CENTRAL ANGLE OF 14°59'16" FOR AN ARC LENGTH OF 91.04 FEET (HAVING A CHORD BEARING AND DISTANCE OF N78°58'24"W, 90.78 FEET) TO A POINT OF REVERSE CURVATURE; THENCE ALONG SAID CURVE WITH A RADIUS OF 311.02 FEET, THROUGH A CENTRAL ANGLE OF 18°14'29" FOR AN ARC LENGTH OF 99.02 FEET (HAVING A CHORD BEARING AND DISTANCE OF S80°36'01"E, 98.60'); THENCE S 89°26'24" E, A DISTANCE OF 55.44 FEET; THENCE S 00°33'36" W, A DISTANCE OF 5.57 FEET TO THE POINT OF BEGINNING. CONTAINING 9,026 SQ FT. ±.

SEE SHEET 1 OF 2
FOR SKETCH OF DESCRIPTION

LEGEND

AC.	- ACRES	HWY.	- HIGHWAY	P. D. C.	- POINT OF COMMENCEMENT
ASPH.	- ASPHALT	I. P.	- IRON PIPE	P. T.	- POINT OF TANGENCY
AVE.	- AVENUE	I. R.	- IRON ROD	R	- RADIUS
BLDG.	- BUILDING	M. H.	- MANHOLE	RNG.	- RANGE
BLVD.	- BOULEVARD	MON.	- MONUMENT	RD.	- ROAD
B. M.	- BENCHMARK	N	- NORTH	REF.	- REFERENCE
BRG.	- BEARING	NE	- NORTHEAST	R/R	- RAILROAD
C. G.	- CURB and GUTTER	NGS	- NATIONAL GEODETIC SURVEY	R/W	- RIGHT OF WAY
C. M.	- CONCRETE MONUMENT	NGVD	- NATIONAL GEODETIC VERTICAL DATUM	(S)	- SURVEY INFORMATION
CD.	- COUNTY	NO.	- NUMBER	SEC.	- SECTION
CONC.	- CONCRETE	N&C	- NAIL and CAP	S. R.	- STATE ROAD
(D)	- DEED / DESIGN INFORMATION	NW	- NORTHWEST	S. S.	- SANITARY SEWER
E	- EAST	OHU	- OVERHEAD UTILITY LINE	ST.	- STREET
ELEC.	- ELECTRIC	(P)	- PLAT INFORMATION	STA.	- STATION
ELEV.	- ELEVATION	P. C.	- POINT OF CURVATURE	TWN.	- TOWNSHIP
F. F. E.	- FINISHED FLOOR ELEVATION	P. C. C.	- POINT OF COMPOUND CURVATURE	TBM	- TEMPORARY BENCHMARK
F. HYD.	- FIRE HYDRANT	P. C. P.	- PERMANENT CONTROL POINT	T. C.	- TERRA COTTA
Fnd.	- FOUND	P. I.	- POINT OF INTERSECTION	TELE.	- TELEPHONE
FT.	- FEET	P. O. B.	- POINT OF BEGINNING	USGS	- U. S. GEOLOGICAL SURVEY
		PRM	- PERMANENT REFERENCE MONUMENT	W	- WEST

CERTIFY TO:
CITY OF TALLAHASSEE
GENESIS GROUP

I hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Surveyors and Mappers in Chapter 5J-17.050 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

NOTES

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO TITLE OPINION OR ABSTRACT OF MATTERS CONCERNING THIS PROPERTY WAS FURNISHED AT THE TIME OF THIS SURVEY.
3. THE BOUNDARIES SHOWN HEREON ARE BASED ON LEGAL DESCRIPTIONS.
4. NO UNDERGROUND UTILITIES WERE LOCATED EXCEPT AS SHOWN.
5. NO OTHER IMPROVEMENTS WERE LOCATED EXCEPT AS SHOWN.
6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.



DRAWN BY : S. BROWN	SHEET NO.
CHECKED BY : S. STINSON	2
DATE : FEBRUARY 23, 2015	OF 2
REVISED:	
SCALE 1" = 50'	JOB NO.
DATE OF SURVEY: N/A	20833.07

STEVEN W. STINSON DATE
FLORIDA PROFESSIONAL LAND SURVEYOR No. 5457
FLORIDA LICENSED BUSINESS No. 7834

Overall Project Area



Project Area for Acquisition of Property Interests

This is an aerial map of a residential area in Tallahassee, Florida. A large, irregularly shaped property is outlined with a dashed black line. A yellow line highlights a road, labeled "Old Bainbridge Rd", which runs diagonally from the top left towards the bottom right. The map shows various houses with their addresses, including 2641, 2631, 2629, 2621, 2617, 2613, 2609, 2610, 2606, 2602, 2542, 2538, 2532, 2526, 2533, 2529, 2530, 2526, 2522, 2518, 2517, 2541, 2539, 2537, 2535, 2533, 2531, 2525, 1549, 1547, 1543, 1527, 1540, 1515, 1551, 1547, 1550, 1554, and 1520. Other landmarks include "Astoria Park" in two locations, "Green Park At Graves Condominium", "Merry Oaks Townhomes Unrecorded", "Merry Oaks Ct", and "Bainbridge Villas Unrecorded". The map also shows "Willamette Rd" and "Mayfair Rd". In the top left corner, there is contact information for Bert Hartsfield, CFA, Leon County Property Appraiser, including his phone number (850) 606-6200 and website www.leonpa.org. A small photo of Bert Hartsfield is also present.

315 S. Calhoun St
Tallahassee, FL 32301

Bert Hartsfield, CFA
Leon County Property Appraiser

Phone - (850) 606-6200
www.leonpa.org

2641

2631

2629

2621

2617

2613

2609

2610

2606

2602

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2530

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2533

2531

2525

1549

1547

1543

1527

1540

1515

1551

1547

1550

1554

1520

Old Bainbridge Rd

Portland Ave

Astoria Park

Mayfair Rd

Willamette Rd

Pullen Rd

Graves Rd

Green Park At Graves Condominium

Merry Oaks Townhomes Unrecorded

Merry Oaks Ct

Bainbridge Villas Unrecorded

■ Parcels Subject to Acquisition of Property Interests

Project Rendering Aerial View



BOARD OF COUNTY COMMISSIONERS

INTER-OFFICE MEMORANDUM

To: Herbert W. A. Thiele, Esq.
County Attorney

From: Charles Wu, P.E.
Chief of Engineering Design, Engineering Services Division
Leon County Department of Public Works

Date: November 23, 2015

Subject: Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road Intersection Improvement Project

I. INTRODUCTION

The following information is submitted for consideration by the Board of County Commissioners (“Board”) in approving the Resolution of public purpose and necessity for the acquisition of property interests associated with the construction of roadway improvements at the intersection of Old Bainbridge Road and Pullen Road (“Old Bainbridge at Pullen Road Intersection” or “Subject Intersection”). The Old Bainbridge at Pullen Road Intersection Improvement Project (the “Old Bainbridge at Pullen Project” or “Project”) will improve the Subject Intersection with the construction of a roundabout that will provide a safe connection of Old Bainbridge Road with Pullen Road and Willamette Road (Attachment #1).

In my capacity as Chief of Engineering Design, I have knowledge of the factors considered in recommending that the Board: (a) select the alternative for the proposed improvements as set forth in the current construction plans and map of survey for the Project; and (b) authorize eminent domain to acquire the property interests necessary for the public purpose of constructing the Project.

II. PROJECT PURPOSE AND CHRONOLOGY

The Project is located in northern Leon County on Old Bainbridge Road approximately one-quarter mile south of Interstate-10 at the intersection of Pullen Road and Willamette Road. The existing configuration of the Old Bainbridge at Pullen Road and Willamette Road is at an acute angle that impedes visibility and makes a difficult right turn for vehicles traveling north on Old Bainbridge Road. Westbound left turns are significantly impeded during peak travel times which results in long traffic queues on Pullen Road. In the past five years, 35 traffic crashes have occurred at this intersection.

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 2

In 2003, as part of the budget approval process, the Board approved the construction of improvements to the Subject Intersection. In 2005, the County received its preliminary engineering report prepared by Kimley-Horn and Associates which studied the conditions at the Subject Intersection and developed three conceptual design alternatives for improvement. During the same time period, the City of Tallahassee initiated the Callaway/Pullen Road Neighborhood Enhancement Project (the "Enhancement Project"), which was to construct improvements along the adjacent Callaway/Pullen Road corridor. The County provided engineering data to the City regarding the Old Bainbridge at Pullen Road Intersection with an interest to include those improvements in the Enhancement Project. In 2006, the City released a preliminary engineering report for the Enhancement Project which included improvements to the Subject Intersection, and the County planned to pursue a Joint Project Agreement with the City to share in the costs of the intersection improvements but, due to budget priority shifts by the City, the Enhancement Project became a low priority following the preliminary engineering report.

In 2008, the County decided to continue on its own with further engineering design for the Old Bainbridge at Pullen Road Intersection improvements and, in 2010, it developed three additional design alternatives for a realigned and signalized intersection to reconnect Pullen Road and Old Bainbridge Road at a 90-degree angle. However, those alternatives presented problems due to the Project's location on a designated Canopy Road because the implementation of the minimum Florida Department of Transportation ("FDOT") standards at the intersection would require removal of a significant number of trees along the Canopy Road corridor on Old Bainbridge Road. Additional concerns were raised with the realignment and signalization alternatives because of the significant impact on adjoining properties. In 2011, the Canopy Roads Citizens Committee ("CRCC") recommended to pursue a roundabout design alternative because, in addition to minimizing impacts to the Canopy Road, it would best accommodate bicycle and pedestrian movement, protect and enhance tree rooting area, reduce vehicular traffic speeds, and create better sidewalk extensions.

With regard to the Willamette Road connection on the westerly side of Old Bainbridge Road, the County's preliminary engineering report considered the alternative of permanently closing the connection. The City, however, rejected the closure alternative and suggested a larger roundabout design that would accommodate larger vehicles and allow for a connection to Willamette Road when the roundabout is moved further north. Based on the City's comments and CRCC's recommendation, a revised roundabout design was presented to the CRCC in 2013 and was approved in concept. The final roundabout design was approved by the CRCC in 2014 with details on an enhanced stormwater management facility, improved pedestrian features, a more harmonious design to the existing terrain, and landscaping and irrigation to mitigate the Canopy Road impacts. The final roundabout design for the Project will improve all traffic movements through the Old Bainbridge at Pullen Road Intersection and will enhance the safety for vehicles and pedestrians by calming the traffic through the intersection and reducing congestion during peak traffic hours.

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 3

As a part of Project scope, it will be necessary to acquire various fee simple and easement property interests from the two abutting property owners on each side of Pullen Road adjacent to the roundabout. The acquisition of these property interests will allow for the County to design and construct the Project preferred roundabout design. The Old Bainbridge at Pullen Project has been a long recognized need for replacement of the acutely angled intersection that impedes visibility and makes a difficult right turn for vehicles traveling north on Old Bainbridge Road, and for the reduction of traffic crashes at this intersection. The Project is designed to improve all traffic movements through the Old Bainbridge at Pullen Road intersection and will help to enhance the safety for vehicles and pedestrians by calming the traffic and reducing congestion during peak traffic hours. As such, the Old Bainbridge at Pullen Project clearly represents a County public purpose.

III. FIVE (5) NECESSITY FACTOR CONSIDERATIONS FOR OLD BAINBRIDGE AT PULLEN ROAD PROJECT

A. ALTERNATE ALIGNMENTS

The purpose of the Project is to improve all traffic movements through the Old Bainbridge at Pullen Road intersection, enhance the safety for vehicles and pedestrians, and reduce the number of traffic crashes at the intersection. Several design alternatives were considered for the Project (Attachment #2), all of which included signalization except for the roundabout alternative. The design alternatives were as follows:

Alternative 1: No Realignment; Lane Additions; Willamette Open

Alternative 1 would provide the addition of a southbound left turn lane, a northbound right turn lane, and a westbound left turn lane. With these improvements, signalization would be added. The level of service (LOS) would be improved to meet local service criteria and the Willamette Road intersection would continue to be maintained. However, safety deficiencies related to the acute angle of the intersection would not be improved and stormwater treatment would be required. In addition, additional right-of-way would be required and the loss of 30 trees would need to be mitigated.

Alternative 2: Slight Realignment; Lane Additions; Willamette Closed

Alternative 2 would provide the same lane additions as in Alternative 1, with an improvement to the skew angle of the intersection by introducing a tight curve at the intersection on Pullen Road. This slight realignment would create a more normal intersection angle without impacting any adjacent structures. The LOS would be improved to meet local service criteria and the safety deficiencies related to the acute angle of the intersection would be improved. However, because the intersection point of Old Bainbridge at Pullen Road would be shifted to the south, the Willamette Road leg of the intersection would need to be closed to traffic. In addition, the

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 4

amount of stormwater treatment and right-of-way acquisition required in Alternative 1 would be increased and the loss of 35 trees would need to be mitigated.

Alternative 3a: Realignment to 90 Degrees; Lane Additions; Willamette Closed

Alternative 3a would provide the same lane additions as in Alternative 1, with an improvement to the skew angle of the intersection by introducing a right angle intersection between Pullen Road and Old Bainbridge Road. This right-angle realignment would significantly improve the safety deficiencies related to the existing skewed-angle intersection, but would require the whole acquisition of one abutting residential property and the additional acquisition of right-of-way in the southeast corner of the intersection. The LOS would be improved to meet local service criteria. As with Alternative 2, because the intersection point of Old Bainbridge at Pullen Road would be shifted to the south, the Willamette Road leg of the intersection would need to be closed to traffic. Although the amount of stormwater treatment and right-of-way acquisition required in Alternative 2 would be increased, the right-angle alignment would create the opportunity a stormwater treatment area in the northwest corner of the intersection. In addition, the number of lost trees in Alternative 2 needed to be mitigated would increase from 35 to 55.

Alternative 3b: Realignment to 90 Degrees; Lane Additions; Willamette Open

Alternative 3b would provide the same lane additions as in Alternative 1 with an improvement to the skew angle of the intersection by introducing a right angle intersection between Pullen Road and Old Bainbridge Road. As with Alternative 3a, the right-angle realignment would significantly improve the safety deficiencies related to the existing skewed-angle intersection and would improve the LOS to meet local service criteria, but would require additional right-of-way acquisition including the whole acquisition of one abutting residential property. However, this Alternative 3b proposes to keep Willamette Road open and reduces the project scope to lessen the impact to Canopy Road trees and negate the need for additional stormwater treatment, thereby providing a greater opportunity for reforestation within the project area. The number of trees lost to construction activity in Alternative 3b would be reduced to five, with an additional seven trees required to be removed because of disease and decay.

Alternative 4a: Roundabout Three-Leg Realignment; Willamette Open

Alternative 4a would provide a roundabout connecting Old Bainbridge Road and Pullen Road a short distance south of Willamette Road. As with Alternatives 3a and 3b, the roundabout realignment would significantly improve the safety deficiencies related to the existing skewed-angle intersection. Although it would improve the LOS to meet local service criteria, it would introduce additional traffic congestion when compared to Alternatives 3a and 3b. Alternative 4a would require

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 5

additional right-of-way acquisition including the whole acquisition of one abutting residential property, but it proposes to keep Willamette Road open and reduces the project scope to lessen the impact to Canopy Road trees and negate the need for additional stormwater treatment, thereby providing a greater opportunity for reforestation within the project area. The number of trees lost to construction activity in Alternative 4a would be reduced to four, with an additional seven trees required to be removed because of disease and decay.

Alternative 4b: Roundabout Four-Leg Realignment; Willamette Open

Alternative 4b would provide a roundabout shifted slightly north of its location proposed in Alternative 4a, thereby providing a four-way connection between Old Bainbridge Road, Pullen Road, and Willamette Road. As with Alternative 4a, the four-leg roundabout realignment would significantly improve the safety deficiencies related to the existing skewed-angle intersection. It would improve the LOS to meet local service criteria and provide for better operations and a higher level of safety when compared to Alternative 4a. By shifting the Pullen Road alignment slightly northward, Alternative 4b avoids the whole acquisition of the abutting property as proposed in Alternative 4a. Additional stormwater treatment area would be provided within the existing Old Bainbridge right-of-way adjacent and to the north of the roundabout. When compared to Alternative 4a, the number of trees lost to construction activity in Alternative 4b would be increased to 13 trees within the Canopy Protection Zone, with additional tree removals proposed for outside of the Canopy Protection Zone. However, the increased number of tree removals would be mitigated with a substantial landscape plan as presented and approved by the Canopy Road Citizens Committee.

Alternative 5: No Build

The No Build Alternative would propose no constructed improvements. Continuing maintenance activities and occasional resurfacing activities would be undertaken to keep the roadway clear of obstructions and to prevent deterioration of the roadway surface. Under this alternative, the capacity deficiencies and safety concerns will not be addressed. The intersection will continue to operate with the indicated traffic concerns and will be exacerbated as traffic grows, however, there would be no traffic interruptions due to construction nor would there be any right-of-way acquisition or construction costs. While it would not result in any impact to the Canopy Road, the No Build Alternative would not improve the traffic movement through the intersection, enhance the safety for vehicles and pedestrians, nor reduce the number of traffic crashes at the intersection.

B. LONG-RANGE PLANNING

The Tallahassee-Leon County Comprehensive Plan, adopted in July 1990 and revised in July 2014 (the “Comp Plan”), contains the long range goals, objectives, and policies for the County through the year 2030. The goals, objectives, and policies regarding the adequacy of local arterial and collector roadways, bikeways, sidewalks and other such public facilities are contained within the Capital Improvements Element of the Comp Plan, with Goal 1 providing that sound fiscal policies be used to, “... provide adequate public facilities concurrent with, or prior to, development in order to achieve and maintain adopted standards for level of service, and to exceed the adopted standards, when possible.” In addition, the Mobility Element of the Comp Plan addresses the need for a safe transportation system that provides mobility for pedestrians and bicyclists, among others.

Goal 1 of the Capital Improvements Element (“[CI]”) addresses such public facilities needs with Objective 1.1 [CI] seeking to, “[d]efine types of public facilities, establish standards for levels of service for each type of public facility, and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.” In addition, Objective 1.3 [CI] seeks to, “[p]rovide needed capital improvements for repair or replacement of obsolete or worn out facilities, eliminating existing deficiencies, and meeting the needs of future development ...”

With regard to the levels of service (LOS) required for the County’s arterial and collector roadways such as Old Bainbridge Road and Pullen Road, Policy 1.1.3 [CI] establishes a standard of minimum levels of service for peak hour at LOS “D”. According to the 2004 Kimley-Horn report, the Old Bainbridge at Pullen Road Intersection at that time operated at substandard levels of service. With no improvements being made since then to the Subject Intersection, and the increased development that has occurred in the surrounding area, the resulting impact has been increased traffic congestion along with increased traffic crashes.

Goal 1 of the Mobility Element (“[M]”) seeks to, “[e]stablish a safe, energy efficient multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County.”

From a long-range planning perspective, Alternatives 3a, 3b, 4a, and 4b are all designed to toward accomplishing those goals, objectives, and policies contained in the Comp Plan with regard to the adequacy of local arterial and collector roadways and associated public facilities, while Alternatives 1 and 2 would also accomplish those goals but to a lesser degree. The no-build Alternative 5 would not accomplish those goals. Alternative 4b is the preferable alternative in that, while designed toward best

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 7

accomplishing those Comp Plan goals, objectives, and policies, it avoids the impact of a whole acquisition of an abutting property, provides for stormwater treatment within adjacent right-of-way, and proposes a desirable landscape plan as approved by the Canopy Road Citizens Committee that offsets any environmental impact resulting from the loss of trees to construction.

C. SAFETY CONSIDERATIONS

Based on a signal warrant evaluation performed as part of the Kimley-Horn preliminary engineering report, the Subject Intersection met the necessary warranting criteria for a traffic control signal. Combined with the anticipated growth at this location, it appears that the justification for signalization has been demonstrated for present and future conditions to sufficiently control traffic at the Old Bainbridge Road at Pullen Road intersection. However, when compared to a signalized intersection, a roundabout is considered the safer alternative due to a reduction in crash severity. According to the Federal Highway Administration, roundabouts improve safety by reducing the number of crash fatalities by 90%, reducing the number of crash injuries by 76%, and reducing the number of all crashes by 35%. In addition, the slower traffic speeds attributable to a roundabout are safer for pedestrians.

With the exception of the no-build Alternative 5, all the Alternatives 2 through 4 were developed to address these safety concerns, while the roundabout Alternatives 4a and 4b are considered to provide the most safety. Alternative 4b is preferable to Alternative 4a in that it results in less impact to adjacent properties and provides for better stormwater treatment and mitigation of tree loss.

D. ENVIRONMENTAL IMPACTS

The primary environmental impacts resulting from the proposed Project involve the need for increased stormwater treatment and the loss of trees within the Canopy Protection Zone. With the exception of the no-build Alternative 5, all the proposed Alternatives result in these environmental impacts in varying degrees. However, Alternative 4b is the preferred Alternative because of its proposed mitigating landscape plan and stormwater treatment within existing adjacent right-of-way.

E. COSTS

The no-build Alternative 5 is the least expensive alternative; however, it does nothing to reduce or otherwise address the capacity deficiencies and safety concerns in the Subject Intersection. The 90-degree signalized realignment designs in Alternatives 2, 3a, and 3b are less costly to construct than the roundabout designs in Alternative 4a and 4b, but the existence of traffic signal equipment make those Alternatives more costly to maintain in the long run. The roundabout design in Alternatives 4a and 4b are the

Public Purpose and Necessity of Property to be Acquired for Old Bainbridge at Pullen Road
Intersection Improvement Project
November 23, 2015
Page 8

preferred Alternatives, with Alternative 4b the most preferred because it requires less costly right-of-way acquisition.

IV. RECOMMENDATION

Alternative 4b, Roundabout Four-Leg Realignment; Willamette Open, is the recommended alternative because, of all the Alternatives, it best accomplishes the Project purpose of improving all traffic movements through the Old Bainbridge at Pullen Road intersection, enhancing the safety for vehicles and pedestrians, and reducing the number of traffic crashes at the Subject Intersection. It also results least amount of impact to adjacent properties and avoids the need for a whole acquisition of the abutting residential property. Alternative 4b will also result in a benefit to the natural Canopy Road environment with a mitigating landscape plan to offset the loss of trees and stormwater treatment within the existing right-of-way.

In order to proceed with Alternative 4b, it will be necessary to acquire various fee simple and easement property interests from the two abutting property owners on each side of Pullen Road adjacent to the roundabout. The acquisition of these property interests will allow for the County to design and construct the preferred roundabout design.

For these reasons, it is recommended that the Board approve the Resolution of public purpose and necessity authorizing the acquisition of the property interests needed for the public purpose of constructing the Old Bainbridge at Pullen Road Intersection Improvement Project as described above.

Project Rendering Aerial View



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Alternative 1: No Realignment; Lane Additions; Signalization



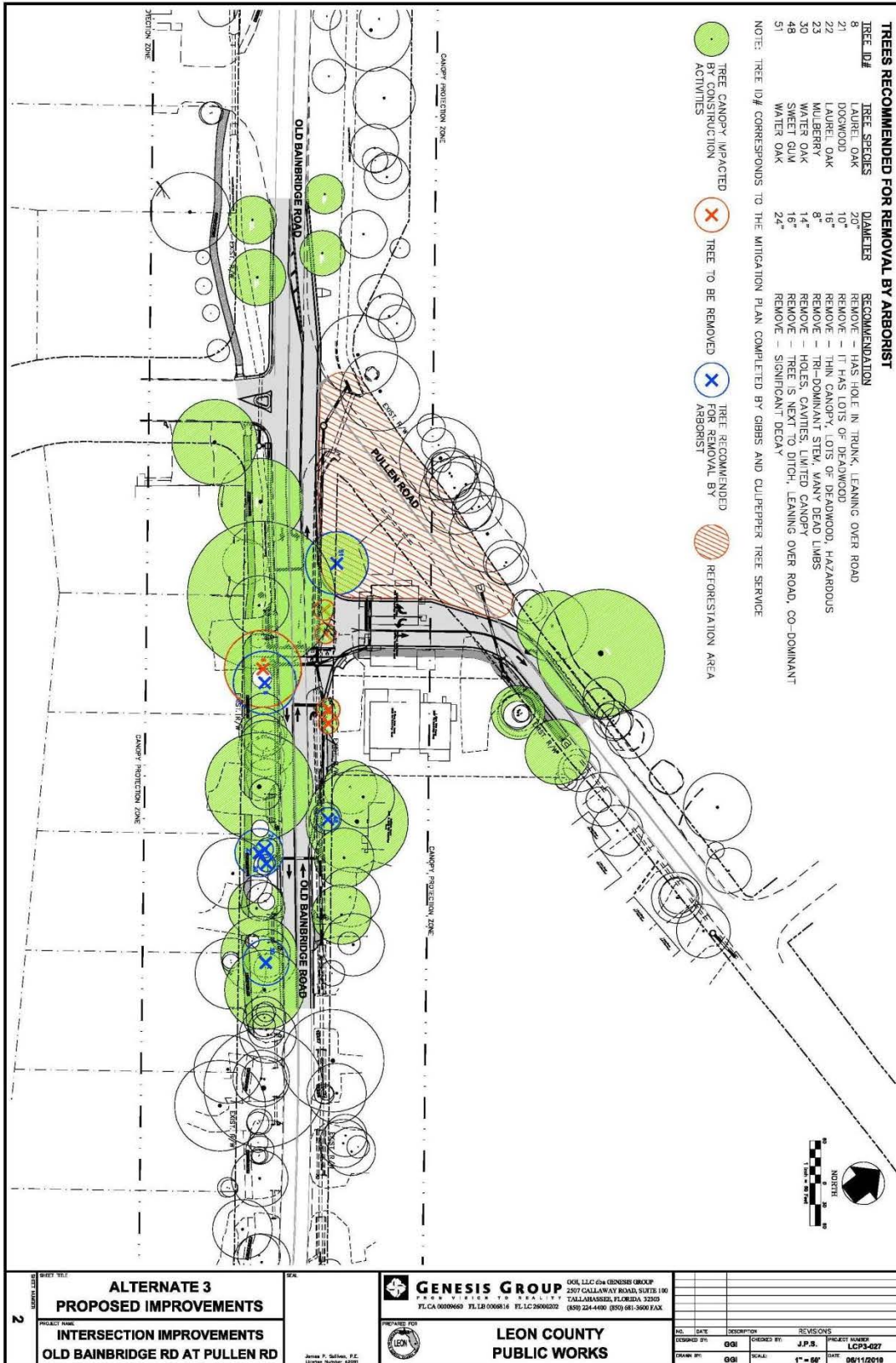
Alternative 2: Slight Realignment; Lane Additions; Willamette Closed



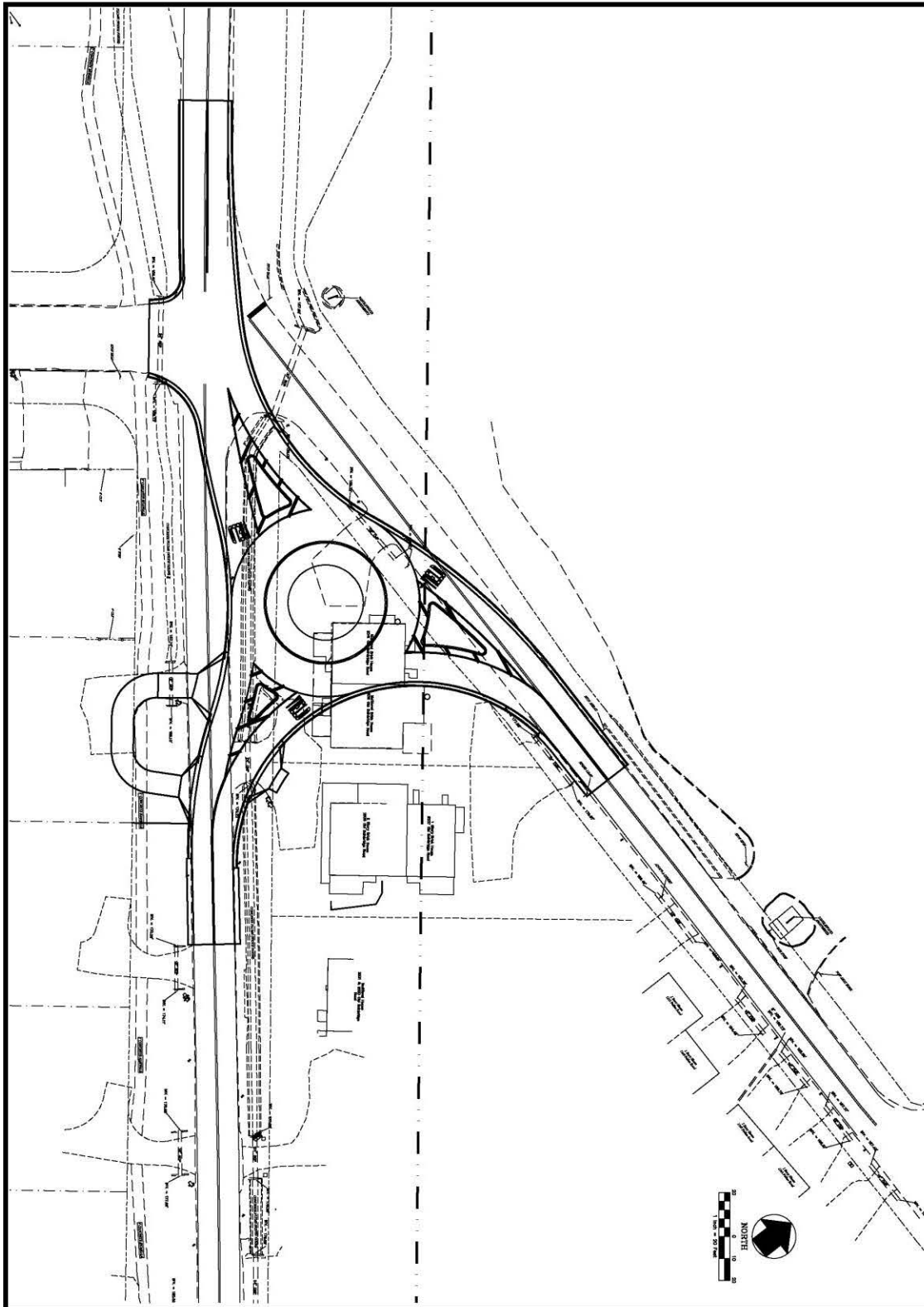
Alternative 3a: Realignment to 90 Degrees; Lane Additions; Willamette Closed



Alternative 3b: Realignment to 90 Degrees; Lane Additions; Willamette Open



Alternative 4a: Roundabout Three-Leg Realignment; Willamette Open



Alternative 4b: Roundabout Four-Leg Realignment; Willamette Open

