

FLORIDA DEPARTMENT OF TRANSPORTATION

Environmental Management Study For

S.R. 35 (Baseline Road) and the Belleview Bypass Marion County

238667

STATE PROJECT NUMBER	36009-1501
WORK PROGRAM NUMBER	5113537
FEDERAL AID PROJECT NUMBER	RS-5665(3)



PRELIMINARY ENGINEERING REPORT

Date 4/7/94

**SR 35 (BASELINE ROAD) AND
BELLEVIEW BYPASS
MARION COUNTY**

**STATE PROJECT NO.: 36009-1509
WORK PROGRAM NO.: 5113537**

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I. SUMMARY:

The Florida Department of Transportation recommends the implementation of this project based upon the direction of the Ocala Area Metropolitan Planning Organization and the results of this study.

This report documents the information and identifies the results of the preliminary design concept for the proposed multilane reconstruction and realignment of SR 35 (Baseline Road) to be used as a new radial bypass around the City of Belleview in Marion County, Florida.

This project is an integral part of the proposed Marion County Belt Route which is a circumferential road system with managed access surrounding the Ocala urbanized area.

The Florida Department of Transportation intends to use funds from the United States Department of Transportation Federal Highway Administration in the development and construction of this 14.6 mile project. Figure #1 is a location map showing the study limits. The project schedule is as follows:

<u>Phase</u>	<u>Year</u>	<u>Cost (1990 dollars)</u>
1. Preliminary Engineering (P.D. & E. Study)	1990	\$ 250,000
2. Design: (From SR 464 to SR 40)	1994	\$ 1,500,000
3. Right of Way Acquisition (Roadway and W.R.A.'s)*		\$30,255,000
4. Construction		<u>\$40,251,000</u>
	Total =	<u>\$70,475,060</u>
*W.R.A.'s (Water Retention Areas)		

The segment between SR 464 and SR 40 has funding identified for a design phase to begin in January 1994. The estimated right of way cost based in 1993 dollars for this segment is \$14,308,000. The estimated construction cost based in 1993 dollars for this segment is \$21,703,510. This includes the \$7,825,400 interchange at SR 464.

II. INTRODUCTION AND PROJECT HISTORY:

In 1987, Marion County published the results of their Marion County Belt Route Study. The economics involved with building a limited access freeway around the Ocala Metropolitan area soon proved to be financially unfeasible and the concept moved toward a managed access multilane arterial. A segment of the Ocala Beltway concept identifies a radial route along a new alignment south and east of the City of Belleview connecting CR 484 and SR 35. This creates a bypass of downtown Belleview. The 1987 county belt route study also identified the use of the existing SR 35 (Baseline Road) alignment to be reconstructed and incorporated as a link in the Ocala Beltway. The intent of a Belleview Bypass is to separate regional through traffic from the local Belleview traffic thereby improving existing and future congestion levels in Belleview.

III. EXISTING ROADWAY CHARACTERISTICS:

A. Functional Classification:

SR 35 (Baseline Road) is functionally classified by the State of Florida as a rural minor arterial. The Federal classification from SR 25 to approximately one mile north of CR 464 is a rural major collector. From one mile north of SR 464 to SR 40, it is an urban major collector.

B. Typical Section:

SR 35 consists of two different typical sections. From the beginning of the study at SR 25 (Sta 66+31.37) to Monroe Street (Sta 452+00), Baseline Road is a two lane undivided rural roadway. From Monroe Street to CR 314 (Sta 550+00), Baseline Road is a three lane rural roadway made up of a single 12 foot lane in each direction separated by a continuous 14 foot left turn lane. From CR 314 to SR 40 (Sta 639+00), SR 35 is again a two lane undivided rural roadway.

C. Right of Way:

The existing right of way along SR 35 is symmetrical about the centerline of the roadway. The following is a description of the existing right of way.

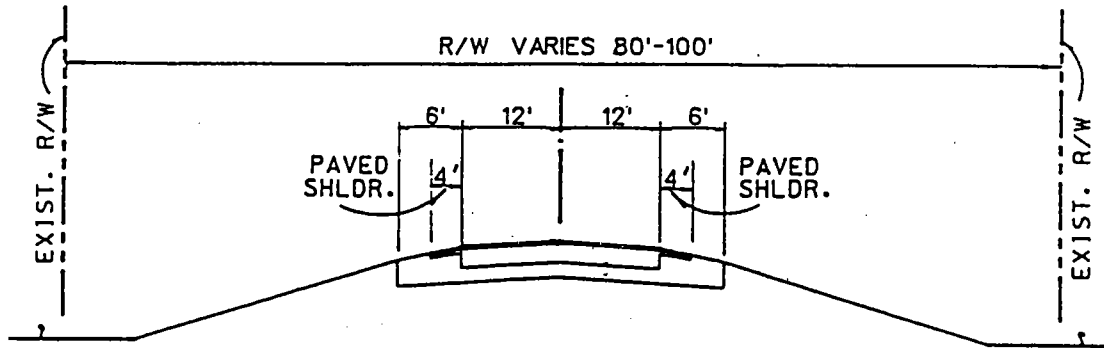
<u>From:</u>	<u>To:</u>	<u>Total Width (ft.)</u>
Sta. 30+00 (SR 25)	Sta. 50+00	80'
Sta. 50+00	Sta. 60+00	100'
Sta. 60+00	Sta. 75+00	80'
Sta. 75+00	Sta. 584+00	100'
Sta. 584+00	Sta. 601+00 (SR 40)	80'

There is no existing right of way along the proposed bypass alignment.

D. Horizontal Alignment:

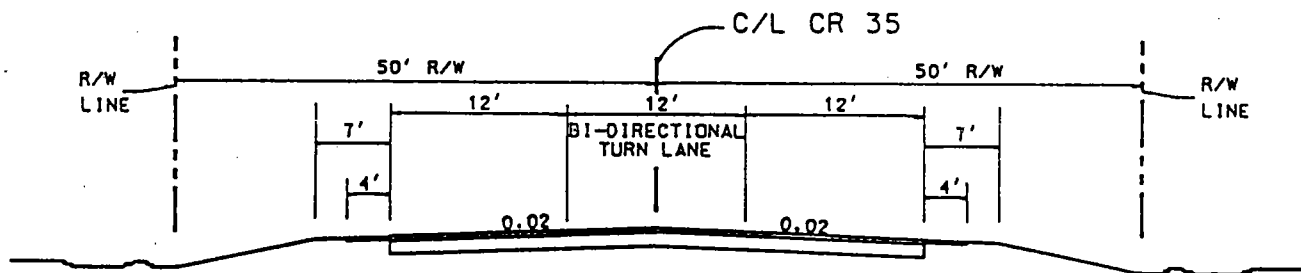
The existing facility has a northwest direction for the first 0.4 miles at which time a 4 degree curve directs the alignment in a northerly course. Near Sta. 106+00 two 3 degree curves form a reverse curve which brings SR 35 back to its northerly course. Over the next 9 miles SR 35 deviates only slightly because of a few points of intersection (P.I.'s) along its alignment. At Sta. 558+00, two 4 degree reverse curves separated by 1075 ft. return SR 35 to its northerly course up to its intersection with SR 40.

EXISTING TYPICAL SECTIONS
SR 35
FROM SR 25 TO SR 40



From: STA. 66 + 31.37
To: STA. 455 + 00

From: STA. 550 + 00
To: STA. 636 + 00



From: STA. 455 + 00
To: STA. 550 + 00

FIGURE 2

E. Vertical Alignment:

The terrain between Belleview and Silver Springs along SR 35 has only minor changes in elevation. The existing profile has no sight distance problems.

F. Utilities:

The following companies and municipalities have been identified as having utilities within the project vicinity. These organizations have been notified of the project.

The following is a list of utilities:

West Florida Gas Company
232 Southwest Third Street
Ocala, Florida 32760
(904) 622-0111

West Florida Gas has a gas line which begins just south of SR 40 approximately 32 feet to the east of the SR 35 centerline and runs south to an area just north of Certified Grocers (sta. 215+00).

Florida Power Corporation
Post Office Box 14041
Mail Code D2D
St. Petersburg, Florida 33733
(813) 866-4214

A major transmission line crosses SR 35 diagonally just north of SR 464. This line is carried on large 4-legged steel towers. A 3-phase distribution primary feeder runs along the east on utility poles between S.E. 20th Street and Almond Road. At Almond Road, this 336 conductor turns into a double circuit south to S.E. 38th Street. At S.E. 38th Street, this circuit splits as one 795 circuit crosses SR 35 to the west side and the 336 circuit remains on the east side. Both lines go south to SR 464. At SR 464, the 795 conductor leaves the right of way but the 336 conductor continues down the east side to SR 25.

United Telephone Systems
Post Office Box 48
Leesburg, Florida 32749-0048

United Telephone has a fiber optic cable on the west side of SR 35 beginning at SR 25 north to SR 464. At SR 464 this cable crosses to the east side northward to Ft. King Road where it changes back to the west side all the way to SR 40.

City of Ocala
Post Office Box 1270
Ocala, Florida 32678

The City of Ocala has power poles along the west right of way line from SR 464 to SR 40. They also have a future effluent transmission main crossing SR 35 diagonally along the Florida Power easement just north of SR 464.

City of Belleview
5343 S.E. Abshier Boulevard
Belleview, Florida 32620
(904) 245-7021

Belleview has an 8" combination gravity-force main sewer line 26 feet inside the west right of way line from the City of Belleview to a point about half way between the bypass tie-in and Certified Grocers. From there it crosses to the east side and goes north in a 10 foot easement just outside State right of way to the railroad crossing. A 12 inch PVC water line runs up from Belleview 10 feet inside the east right of way line which also ends near the railroad crossing north of Certified Grocers.

G. Historic and Existing Traffic Volumes:

Since the existing facility was transferred on to the state road system in 1990, past traffic counts available from Marion County files are limited to the year 1987. The FDOT has since established 4 count stations and data has been collected for the years 1990 and 1991 as follows:

LOCATION	YEAR 1987	YEAR 1990	YEAR 1991
0.114 Mi. N. of SR 25		7,856	7,400
0.35 Mi. N. of SR 25	6,108		
2.6 Mi. N. of SR 25	8,094		
0.224 Mi. S. of SR 464		10,276	10,900
0.189 Mi. N. of SR 464		11,638	12,200
0.5 Mi. N. of SR 464	10,198		
3.0 Mo. N. of SR 464	9,111		
1.0 Mi. S. of SR 40	7,191		
0.161 Mi. S. of SR 40		6,780	8,200

Figure 3 shows traffic counts taken in 1992 that were used as the data base for the design traffic modeling process.

S.R. 35

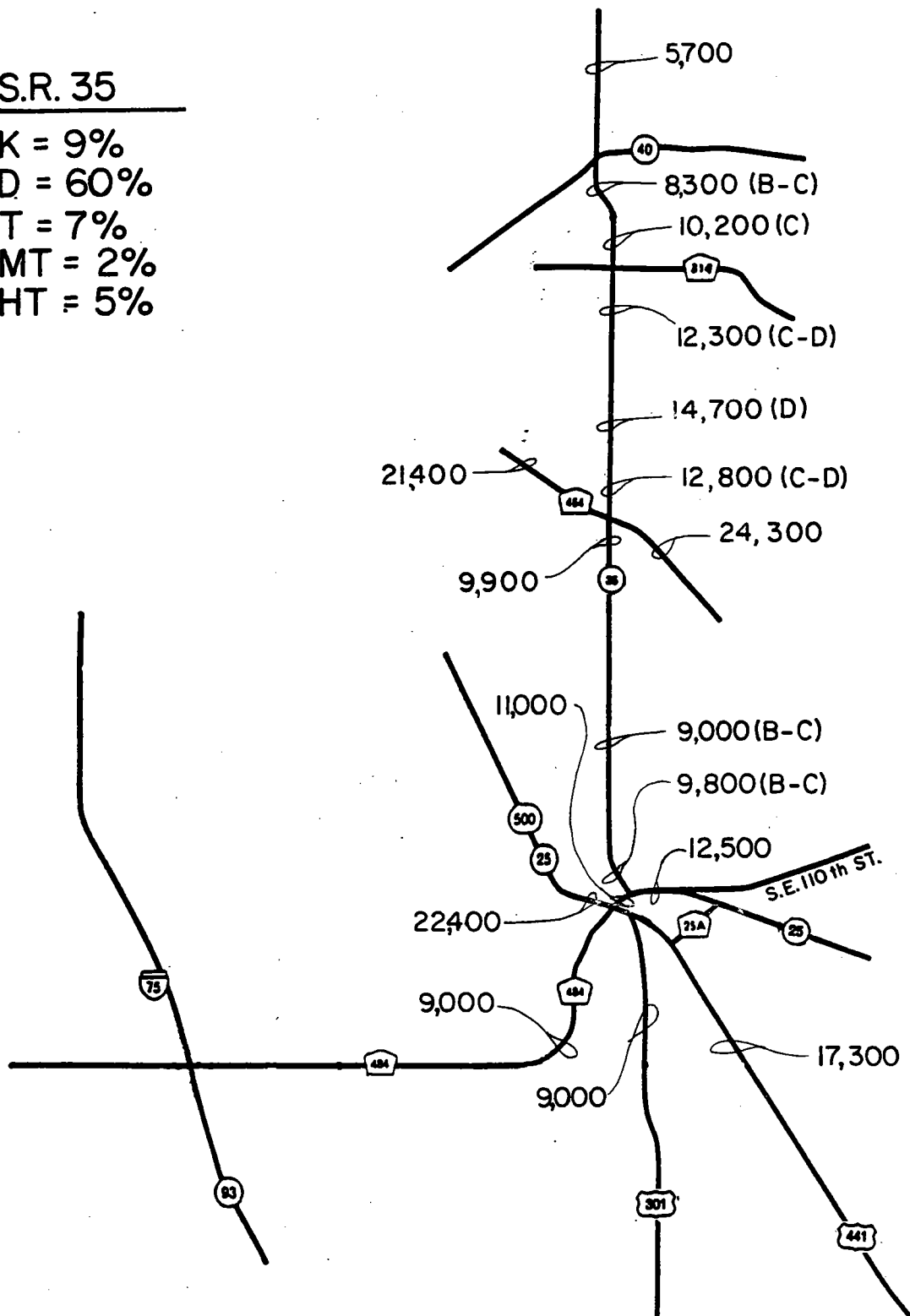
K = 9%

D = 60%

T = 7%

MT = 2%

HT = 5%



**Existing Daily Traffic Volumes (1992)
and Levels of Service**

FIGURE 3

H. Soils:

From the Soil Conservation Service (SCS) general soil maps of Marion County issued 3/79, it can be noted that there are many different types of soils that the project traverses.

MAP SYMBOL	SOIL SERIES	FROM STATION	TO STATION	*LENGTH
AsB	Arredondo-Urban Land Complex	30+00	44+00	1400'
ArB	Arredondo Sand	44+00	96+00	5200'
GaB	Gainesville Loamy Sand	96+00	102+00	600'
ArB	Arredondo Sand	102+00	238+00	1800'
CaB	Candler Sand	120+00	238+00	11,800'
ArB	Arredondo Sand	238+00	240+00	200'
CaB	Candler Sand	240+00	254+00	1400'
ArB	Arredondo Sand	254+00	262+00	1200'
CaB	Candler Sand	262+00	268+00	600'
ArB	Arredondo Sand	268+00	296+00	2800'
CaB	Candler Sand	296+00	312+00	1600'
ArB	Arredondo Sand	312+00	318+00	600'
GaB	Gainesville Loamy Sand	318+00	324+00	600'
ArB	Arredondo Sand	324+00	328+00	400'
GaB	Gainesville Loamy Sand	328+00	338+00	1000'
ArB	Arredondo Sand	338+00	352+00	1400'
CaB	Candler Sand	352+00	362+00	1000'
CaC	Candler Sand	362+00	380+00	1800'
CaC	Candler Sand	380+00	383+00	300'
ArB	Arredondo Sand	383+00	391+00	800'
HaB	Hague Sand	391+00	394+00	300'
ArB	Arredondo Sand	394+00	402+00	800'
CaB	Candler Sand	402+00	406+00	400'
HaB	Hague Sand	406+00	412+00	600'
ArB	Arredondo Sand	412+00	416+00	400'
CaB	Candler Sand	416+00	418+00	200'

MAP SYMBOL	SOIL SERIES	FROM STATION	TO STATION	*LENGTH
ArB	Arredondo Sand	418+00	434+00	1600'
CaB	Candler Sand	434+00	468+00	3400'
ArB	Arredondo Sand	468+00	474+00	600'
CaB	Candler Sand	474+00	490+00	1600'
HaB	Hague Sand	490+00	500+00	1000'
ArB	Arredondo Sand	500+00	506+00	600'
CaB	Candler Sand	506+00	524+00	1800'
CaC	Candler Sand	524+00	527+00	300'
CaB	Candler Sand	527+00	541+00	1400'
TaB	Tavares Sand	541+00	544+00	300'
CaB	Candler Sand	544+00	560+00	1600'
TaB	Tavares Sand	560+00	562+00	200'
CaB	Candler Sand	562+00	574+00	1200'
TaB	Tavares Sand	574+00	578+00	400'
CaB	Candler Sand	578+00	592+00	1400'
TaB	Tavares Sand	592+00	594+00	200'
CaB	Candler Sand	594+00	600+00	600'

Arredondo Series:

The Arredondo series consists of nearly level to sloping, well drained soils that formed in thick beds of sandy and loamy marine material. These soils occur as broad rolling areas of the upland. The water table is at a depth of more than 22 inches.

Suitability for roadway fill - Good

Candler Series:

The Candler series consists of nearly level to strongly sloping, excessively drained soils that formed in thick beds of sandy marine deposits. These soils occur as broad areas of the sandy uplands. The water table is at a depth of more than 60 inches.

Suitability for roadway fill - Good

Gainesville Series:

The Gainesville series consists of nearly level to sloping, well drained soils that formed beds of sandy marine sediments. These soils occur in broad, undulating areas of the upland. They commonly have a uniform texture of loamy sand to a depth of 80 inches or more. The water table is at a depth of more than 72 inches.

Suitability for roadway fill - Good

Hague Series:

The Hague series consists of gently sloping to sloping, well drained soils that formed in thick beds of sandy and loamy deposits influenced by phosphatic material. They occur in small areas in the upland. The water table is at a depth of more than 60 inches.

Suitability for roadway fill - Good

Tavares Series:

The Tavares series consists of nearly level to gently sloping, moderately well drained soils that formed in thick beds of sandy marine deposits. These soils occur in the broad sandy flatwoods and along lower slopes of the sandy uplands. The water table fluctuates between 40 and 60 inches for cumulative periods of 6 months or more during most years. During wet periods it may rise to within 30 to 40 inches of the surface for periods of less than 60 days. During drought periods it recedes to a depth of more than 60 inches.

Suitability for roadway fill - Good

I. Accident Data:

Accident statistics have been compiled only for the years 1990 and 1991. This is because the State monitors accident data along roads under its jurisdiction. Baseline Road (SR 35) transferred from Marion County in 1990.

The State monitors high accident locations by calculating a safety ratio. The rate-quality control method uses accident rates as a criteria for identifying high accident locations and applies a statistical test to determine whether the accident rate is significantly abnormal compared to a predetermined accident rate for segments or locations of like characteristics. The statistical test applied is based on the common assumption that accidents fit the Poisson distribution.

An abnormal (high) accident segment or spot is determined by the following formula:

$$\text{SafetyRatio} = \frac{\text{ActualAccidentRate}}{\text{CriticalAccidentRate}}$$

Only those segments or spots with a safety ratio equal to or greater than 1.0 are considered high accident locations.

<u>Type of Crash</u>	<u>1990</u>	<u>1991</u>
Rear End	1	11
Angle	1	6
Left Turn	1	7
Right Turn	0	2
Collision with Bicycle	0	1
Hit Tree/Shrubbery	1	
TOTAL	4	27
Injuries	7	52
Fatalities	0	0
Actual Rate	0.110	0.692
Critical Rate	2.051	1.564
Safety Ratio	0.053	0.442
Economic Loss	\$153,200	\$1,508,000

When reviewing the accident records, it is worth mentioning that a 2 year history provides an insufficient data base to establish reliable accident tendencies. Existing conditions have not changed enough to reflect the dramatic increase in crashes from 1990 to 1991. The types of accidents which are common to both years are rear end and turning collisions. These crashes are usually associated with a lack of an appropriate number of through lanes and turning provisions. Despite the increase between the two years, SR 35 does not show an abnormal accident rate as compared with roadways with similar characteristics.

J. Drainage:

In general, the project alignment cuts numerous small (less than 200 acres) contributing drainage areas. Although much of the project area can be considered as rural, it is expected in the near future the overall project will be subject to fairly rapid residential development. Thus evaluation of the existing conditions description must take into account, and recognize the changing nature of this area's hydraulic conditions.

Flood Plain Areas: There are none on this project.

Existing Drainage Basins:

1. Basin Description:

Drainage areas and basin boundaries were determined using USGS Quadrangle Maps, FDOT Drainage District Maps, Water Management District information and confirmation made by field investigations. The basins percolate through highly permeable type "A" soils with no standing water even after severe storms. The south 13.4 miles is located within landlocked drainage basins where there are no receiving waters. The northern 4,800 feet drains east to the Silver River, designated as Outstanding Florida Waters. Three water retention/detention areas for the north end of the project will be designed to meet water quality and quantity requirements for Outstanding Florida Waters. In the rural typical section of SR 35 and the Bypass, grassy swales will be used to convey highway runoff to the retention/detention areas. In the urban section of SR 35, curb and gutter and storm sewer systems will be used to convey stormwater runoff.

2. Major Drainage Structures:

The largest existing crossdrain is a single 36" RCP. All of the remaining crossdrains are 24" and 30" pipes.

For a complete evaluation of all drainage characteristics please refer to the Location Hydraulics Report prepared for this project.

K. Pedestrian and Bicycle Facilities:

There are no pedestrian or bicycle facilities along SR 35.

L. Traffic Signals and Location:

The following intersections currently have traffic signals:

	<u>Intersection</u>	<u>Phases</u>	<u>Dist. Bet. Signals</u>
1.	CR/SR 464	3	
2.	Cherry St/SE 20th Street	2	1.98 miles
3.	East Fort King Road	2	1.26 miles
4.	CR 314	3	0.49 miles
5.	SR 40	4	1.67 miles

M. Posted Speed Limits:

From the beginning of SR 35 at the intersection of SR 25 to the Belleview City Limit line, the posted speed is 45 mph. From the city limit to Cherry Street/S.E. 20th Street, the posted speed is 55 mph. At S.E. 20th Street, SR 35 provides a continuous center turn lane up to CR 314. Along this 3-lane section, the posted speed is 50 mph. From CR 314 to SR 40, the posted speed is 55 mph.

N. Highway Lighting:

There is no highway lighting along SR 35.

IV. EXISTING ENVIRONMENTAL INFORMATION:

A. Existing Land Use:

The land use along SR 35 is a mix of agriculture, residential (rural and urban), strip commercial, industrial parks, privately owned recreational and forest lands. Some large areas north of Belleview are now being designated as "urban expansion areas".

B. Cultural Features and Community Services:

Located adjacent to SR 35 are seven churches, one privately owned golf course and the Silver Springs tourist attraction. Emergency services are provided by Marion County. Two ambulance stations serve the project area between Belleview and Silver Springs. An ambulance station located on CR 25 serves the Belleview area and northward up to the Certified Grocers area. The second station located at SR 35 and CR 464 (Merricamp Road) serves the area from Certified Grocers north to SR 40.

Three county fire units serve the project area. South Marion Fire Department located on the corner of US 441 and CR 484 serves the Belleview area and northward up to Certified Grocers. The Shady Fire Department located in the Silver Springs Shores Subdivision responds to the area between Certified Grocers to SR/CR 464. The Rolling Green Fire Department covers the area from SR/CR 464 to SR 40.

There are no schools along SR 35. All the schools that serve the area are located either in Belleview or Ocala.

C. Natural and Biological Features:

There are no wetlands or floodplains involved with this project which includes the realignment section as well as SR 35.

The environmental reports will include information regarding floral and fauna communities, endangered and threatened species, water quality, and agricultural lands.

V. MULTI-MODEL TRANSPORTATION SYSTEM:

SR 35 has no designated public transit service. However, Seaboard Coast Lines has a mainline that runs adjacent to and parallel to SR 35 from the intersection of CR 25 and SR 35 in Belleview north to the general area of the Belleview City limits.

At station 251+00, SR 35 crosses a spur line of Seaboard Coast Lines that serves the industrial park located on the east side of SR 35 and the town of Candler.

VI. NEED FOR IMPROVEMENTS:

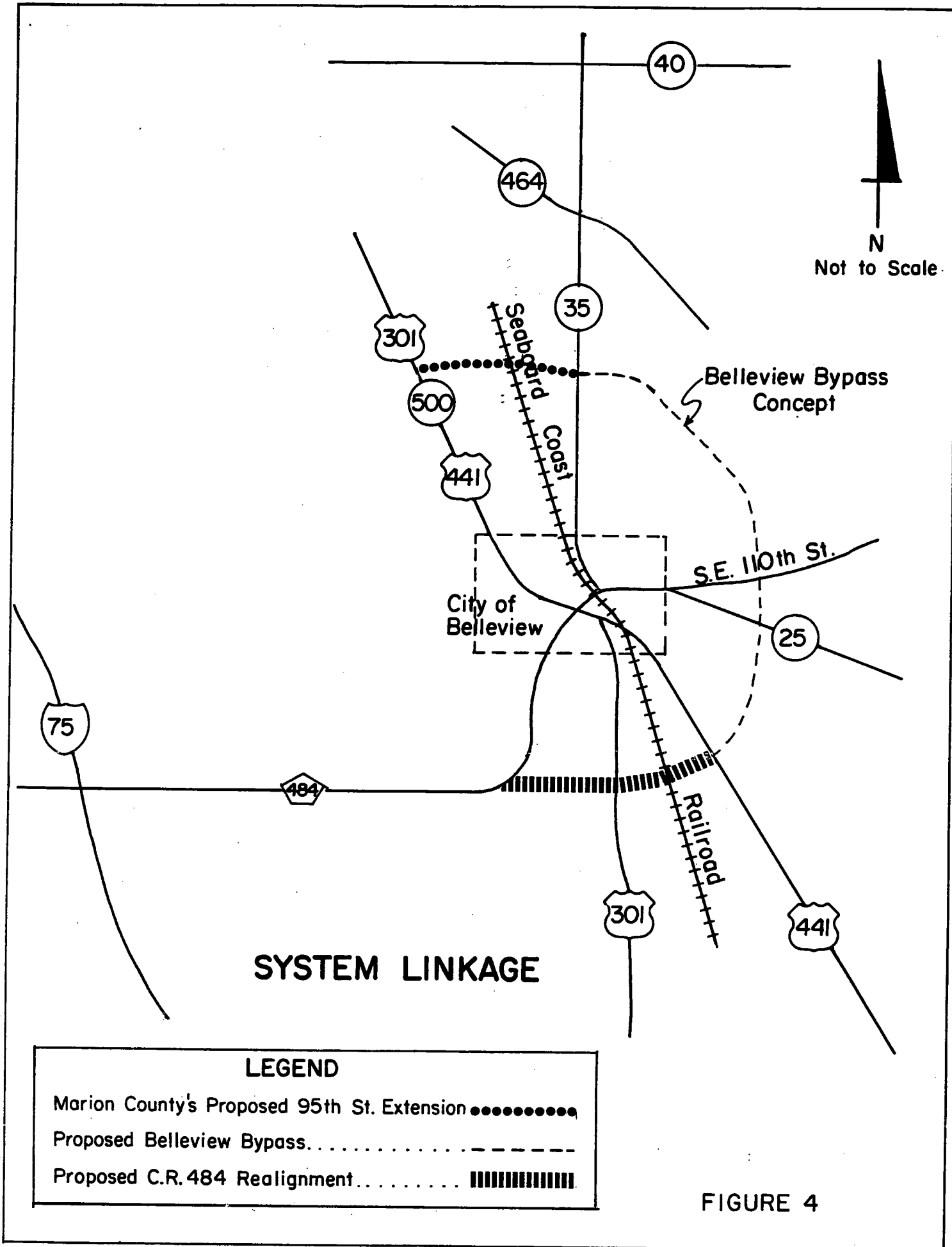
A. System Linkage:

As shown in Figure 4, the network of major arterials and main roadways in the Belleview area all intersect nearly at one point within the City of Belleview. The greatest levels of congestion can be expected by the in-bound traffic along CR 484, US 301, US 441, CR 25, S.E. 110th Street and SR 35. Here, local traffic mixes with through traffic. The bypass concept assumes the realignment of SR 35 to form a radial route around the east side of Belleview which connects CR 484 and SR 35. However, as an added benefit, the bypass facility would cross US 301, fly over the Seaboard Coastline Railroad, cross US 441, CR 25 and S.E. 110th Street thereby enabling inbound through traffic on any of these existing roadways to also be diverted around the City. Separation of the through traffic from the local traffic by diverting it around Belleview will reduce congestion in Belleview and effectively allow the regional through traffic to move freely toward it's intended destination. Again, this study addresses only the section of the bypass from US 441 to SR 35.

B. SR 35 (Baseline Road):

From a regional view point, the improvements are consistent with the MPO's and County's long range plans to construct a beltway arterial around the Ocala metropolitan area.

On a local level, the functional role of SR 35 in the past was to serve as a rural facility between Belleview and the Silver Springs area at SR 40. Since the 1960's the land use along the SR 35 corridor has changed from agricultural use with large undeveloped areas, to large residential subdivisions and industrial parks. Properties fronting along SR 35 are being developed commercially. A large



company called Certified Grocers has their central Florida distribution center located in an industrial park along SR 35. Marion County's land fill site is located on the west side of SR 35 north of station 250+00. Because of the combination of the land fill site, Certified Grocers and the expanding industrial parks, the truck usage along this facility is becoming high. The Marion County Planning Department identifies most of the area between Belleview and Silver Springs as an urban expansion area and expects to see traffic volumes on SR 35 exceeding 45,000 ADT over the next 25 years. This is evident by sprawling developments like the Silver Springs Shores Subdivision. Now that the Cross Florida Barge Canal has been deauthorized with plans to use this land as a preserved "Greenway", the future prospect of a large, easily accessible public recreation land will compliment the urban sprawl between Ocala and Belleview. See Figure 5 for future land use details.

C. The SR 464 Interchange:

The future traffic projections for the year 2018 shows the need at the intersection of SR 35 and SR 464 for a 6-lane SR 35 crossing a 6-lane SR 464. The Year 2018 level of service for an at-grade intersection here is a poor "D" with the inevitable breakdown soon to follow.

The location of this intersection is situated on lands that were purchased and reserved for the Cross Florida Barge Canal. Since the formal deauthorization of the canal project, the canal lands are now under the management of the Florida Department of Environmental Protection, Office of Greenways. The Office of Greenways is currently working on a plan to sell off surplus former canal right of way and develop a hiking and equestrian trail along the greenway. This surplus land is first being offered for sale to governmental agencies before it is advertised for sale to the general public.

The FDOT is viewing this as an opportunity to acquire this land to develop an interchange which will alleviate traffic problems for many years to come. Commercial developers have wanted to buy this land for many years and if they do, the cost for purchasing this land in the future for roadway improvements will likely be cost prohibitive. Coordination has started early on between FDOT and the Office of Greenways about using this land for transportation purposes. They clearly understand FDOT's need and are offering their full cooperation. They are asking that the land needed be purchased for fair market value and for FDOT's cooperation in providing access across SR 35 and SR 464 for continuity in the hiking-equestrian trail. As of the printing of this report, there are no detailed plans for the greenway trail. Coordination between the agencies is imperative as both projects proceed into design phases.

VII. CORRIDOR ANALYSIS:

A. Corridor Location - SR 35 Realignment/Belleview Bypass:

The corridor being studied for the location of the Belleview Bypass was identified in the "Marion County Belt Route Study" which was published in November

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1987. The Ocala Area MPO has endorsed this corridor and recommended that the Florida Department of Transportation develop alternative alignments within this corridor during the Project Development and Environmental Study.

The corridor begins at US 27 at the location of the proposed extension of CR 484 at its intersection with US 27. At this time S.E. 131st Place intersects from the east with US 27 at the above mentioned location. At this location the corridor is approximately 1/4 mile wide.

US 27 alignment as it approaches the City of Belleview is northwest in direction. Immediately after departing from US 27 in an easterly direction, the corridor alignment takes a northerly turn and becomes approximately 0.7 mile wide.

The corridor continues in a northerly direction and crosses over CR 25 and S.E. 110th Street. After crossing S.E. 110th Street the corridor alignment swings in a northwesterly direction taking advantage of open cattle grazing land and an abandoned peach orchard.

The by-pass corridor ends at SR 35 between the peach orchard packing house and a private nine hole golf course and driving range located on the west side of SR 35. Somewhere in this location, Marion County identifies in their long range plan, the terminus of their 95th Street Extension Project. This new road would come from US 27 eastward over the railroad track and terminate ideally at the same location as the Belleview Bypass. For a location reference of the Bypass corridor, please refer to Figure No. 1.

At the present time, the entire corridor traverses agricultural land and/or residential areas with lots of one acre or more in size. The entire bypass area is rural.

B. Corridor Location - SR 35 (Baseline Road):

It was the conclusion of the corridor evaluation that no alternatives outside of the SR 35 corridor between the bypass tie in and SR 40 are presently found which satisfy the test of comparable service. Alternative corridors along this section of SR 35 have indications of economic, social and environmental costs which likely would exceed substantially the costs of a multilane reconstruction within the existing SR 35 corridor. The MPO's Transportation Element also identifies the need for an improved SR 35 along it's present location. The existing SR 35 corridor has therefore been selected as the corridor for further study and development of alternative alignments and design concepts.

VIII. ALIGNMENT ANALYSIS:

A. The No Project Alternative:

With reference to the Ocala Urban Area Transportation Study (OATS), it is evident that the no-build alternative would cause the roadway network in and around Belleview and Ocala to break down. By not altering the area's traffic patterns by constructing a Belleview Bypass along with major reconstructive widening of SR 35 as proposed, this action would be inconsistent with Florida's minimum level of service standards for transportation facilities. This condition of service below LOS "D" is exemplified by excessive travel delay, traffic stoppage conditions resulting in excessive fuel consumption, air pollution and a growth of serious accidents associated with the congested conditions.

B. Study Alternatives:

Two 200-foot wide alignments were considered for a final selection within the bypass corridor.

1. Belleview Bypass, Alternative "A"

Begins at the proposed CR 484 extension intersection with US 27. As mentioned before this is the same location as the US 27/S.E. 131st Place intersection.

"A" departs from US 27 in a N.E. direction for about 500 feet. At that point, a three degree curve to the left and approximately 1900 feet long projects the alignment in a northerly direction.

At S.E. 123rd. Lane which is approximately 2000 feet north of the previously mentioned curve, a P.I. approximately 00 45' to the right was introduced in order to miss a home on the north side of CR 25.

After crossing CR 25, a two degree curve about 1250 ft. long to the left directs the alignment to cross S.E. 110th Street nearly perpendicular. After crossing S.E. 110th Street, another two degree curve to the left approximately 1250 ft. long is used to project the alignment in a northwesterly direction toward SR 35. From the P.T. of this curve, the alignment extends approximately 12,000 ft. through open area made up of cattle grazing land, the City of Ocala Effluent Spray Field and an old unused peach orchard before tying into a three degree curve 1220 ft. long. This puts the alignment into a westerly direction to intersect perpendicular with SR 35 in the vicinity of SR 35 station 140+00.

Coordination has taken place between the FDOT and the City of Ocala about provisions to allow this roadway to cross their effluent spray field.

2. Belleview Bypass, Alternative "B"

Departs US 27 at the same location of Alternate Alignment "A".

In order to closely follow the alignment recommended in the "Marion County Belt Route Study" that was published in November of 1987, Alternate "B" departs from US 27 using a three degree curve to the north that locates the alignment to the east side and parallel to the existing steel tower high voltage transmission line.

This direction continues north until S.E. 121st Street. At this location two three-degree curves separated by several hundred feet of tangent projects the alignment to the west side of the high voltage transmission line as recommended in the "Marion County Belt Route Study".

Alternate "B" crosses CR25 approximately 600 feet east of the intersection of CR 25 and CR 25A. As the alignment passes over S.E. 110th Street it goes through a farm home and stock pens of the Perry family.

The alignment swings in a northwesterly direction using a three degree curve. At the P.T. of this curve, the alignment is headed west along the southern boundary of the City of Ocala's effluent spray field for approximately 1/4 mile at which time a three degree curve projects the alignment in a northerly direction for an approximate distance of 2000 feet. At the end of this tangent another three degree will extend the alignment in a northwesterly direction that will tie Alternate "B" into Alternate "A".

3. SR 35 Alternative Alignments:

Three alternative alignments were considered for SR 35 from where the Belleview Bypass joins SR 35 north to SR 40 in Silver Springs. These alignments are characterized as all land acquisition off the east side, all off the west side or equal amounts off each side. These three alternatives are shown in a comparative matrix as Figure 7 to evaluate the impacts and costs of each with respect to each other.

C. The Preferred Alternative:

Figures 7 and 8 on pages 23 and 24 respectively shows the comparative matrices which helped decide the preferred concepts. The recommended alignment for the Bypass is Alternative A. The following is a list of additional aspects which helped in recommending Alternative A:

- Provides a more direct alignment that is associated with a high speed, high volume facility.
- Superior sight distance and driver comfort.
- Allows the further expansion of the Belleview urban area.
- The alignment being slightly to the east improves the spacing between major intersections that will exist at CR 25 and S.E. 110th Street.

The recommended alternative for the improvements along existing SR 35 is Alternative E, requiring additional right of way off the east side.

The centered Alternative C is the most expensive and effects almost double the number of parcels caused by Alternative E and W. As development continues in the area, this Alternative will probably become cost prohibitive. The advantage of widening all to the east instead of all to the west is that the west side has more developed parcels. The matrix reflects this by showing a \$2 million increase in right of way cost yet the effect is on 22 less parcels. The impact upon utilities is practically the same for all 3 alignments because each alignment utilizes all 100 feet of existing right of way.

The section of SR 35 from SR 25 to where the bypass ties in will not be upgraded as part of this project. This section will come off the State Highway System and be transferred over to the City of Bellevue or Marion County or possibly both as it will operate and be treated as a local roadway. Please refer to the quadrangle map and aerial photo worksheet in the rear pocket of this report for the Bypass-concept location.

SR 35 ALIGNMENT ANALYSIS

FROM: Bellevue Bypass TO: SR 40
Length is Approximately 9.2 Miles

1990 COST ESTIMATES*

	TYPICAL SECTION TYPE	ACQUISITION	NO. OF EFFECTED PARCELS	NO. OF RESIDENT. RELOCAT.	NO. OF BUSINESS RELOCAT.	RIGHT OF WAY COST	CONST. COST*	TOTAL COST	RECOMMENDED ALTERNATIVE
Alternative C	6 lane urban	12 ft. off each side	325	0	5	20,800,000	22,800,000	43,600,000	
Alternative W	6 lane urban	24 ft. off west side	162	2	5	16,900,000	22,800,000	39,700,000	
Alternative E	6 lane urban	24 ft. off east side	184	5	6	14,900,000	22,800,000	37,800,000	Alternative E

* These estimates are based upon the conditions as they existed when this analysis was performed in 1990 and are used for comparative purposes. No drainage costs considered.

FIGURE 7

BELLEVIEW BYPASS - SR 35 RE-ALIGNMENT ANALYSIS
FROM: US 4/1 (SR 500) TO: SR 35 (Baseline Road)

1990 COST ESTIMATES*

	TYPICAL SECTION	ACQUISITION WIDTH	ALIGN. LENGTH (miles)	EFFECTED PARCELS	NO. OF RESID. RELOCAT	NO. OF BUSINESS RELOCAT	RIGHT OF WAY COST	CONST. COST	TOTAL COST	RECOM. ALT.
Alternative A	4 lane rural	200 ft.	5.2	40	8	0	\$5,269,000	\$8,130,000	\$13,400,000	Alt. A
Alternative B	4 lane rural	200 ft.	4.9	34	16	1	\$6,374,000	\$7,500,000	\$13,874,000	

* These estimates are based upon the conditions as they existed when this analysis was performed in 1990 and are used for comparative purposes. No drainage costs considered.

FIGURE 8

IX. PRELIMINARY DESIGN ANALYSIS:

A. Design Criteria: (SR 35, From Bypass to SR 40)

1. Functional Classification: Urban Principle Arterial
2. Design Speed: 45 MPH
3. Lane Widths: Desirable 12 feet/minimum 11 feet
Curb lanes with bike facility, 16 feet
4. Median Widths: Design speed 45 mph with curb and gutter:
19.5 feet minimum (greater widths desirable
per index 700)
5. Superelevation: $e = 0.02$ - inside two lanes of 6 lane facility
 $e = 0.03$ - outside lane of 6 lane facility
 $e_{max} = 0.05$
6. Clear Zone, CZ
(Urban Arterials): Design speed 45 mph with curb and gutters
= 4 feet from face of curb
7. Access Management
Classification: Type 3 *check w/ T.O.*

Design Criteria: (Bellevue Bypass, from US 441 to SR 35)

1. Design Speed: 65 MPH
2. Lane Widths: Desirable 12 feet/minimum 11 feet
3. Median Widths: 55 MPH and over = 40 feet minimum
4. Superelevation: $e = 0.09$, $e_{max} = 0.10$
5. Clear Zone, CZ: 60 - 70 MPH = 30 feet

Rural design USE

B. Design Traffic Volumes:

26

study area. These data are used in the FSUTMS to simulate future year travel demands on the transportation system, determine potential deficiencies, and test alternative ways to eliminate such deficiencies. The population and employment data sets for 1985 and 2015 were developed by the MPO and provided to the Consultant for utilization in this project. Figures 9 and 10 shows the traffic volumes for both the "build" and "no build" scenarios.

C. Typical Sections:

The rural area of the proposed Bellevue Bypass corridor requires different treatment than the urbanizing area along SR 35. The proposed roadway type for the Bellevue Bypass is typically a rural 4 lane highway consisting of 2-12 foot through lanes in each direction with 10 foot outside shoulders of which 4 feet is paved, 8 foot stabilized inside shoulders and a 46 foot depressed grassed median. The right of way needed will total approximately 200 feet.

The proposed roadway type for SR 35 from where the Bellevue Bypass meets SR 35 to SR 40 is typically an urban 6 lane highway. This consists of 2-12 ft. inside lanes and 16 ft. outside lanes, and 5 ft. sidewalks. This municipal roadway section requires 126 ft. of right of way. Both proposed typical sections can be seen on Figures 12-A and 12-B.

D. Pedestrian and Bicycle Facilities:

The proposed roadway along the existing SR 35 alignment from the Bellevue Bypass to SR 40 provides 5 foot sidewalks on both sides of the roadway to accommodate pedestrians. Marion County at present has no bicycle program. A recommended 16' outside travel lane however will provide for undesignated bicycle usage.

No sidewalks are planned along the Bellevue Bypass, however the 4 foot paved shoulders along the outer lanes will provide for experienced bicyclists.

E. Intersection Concepts:

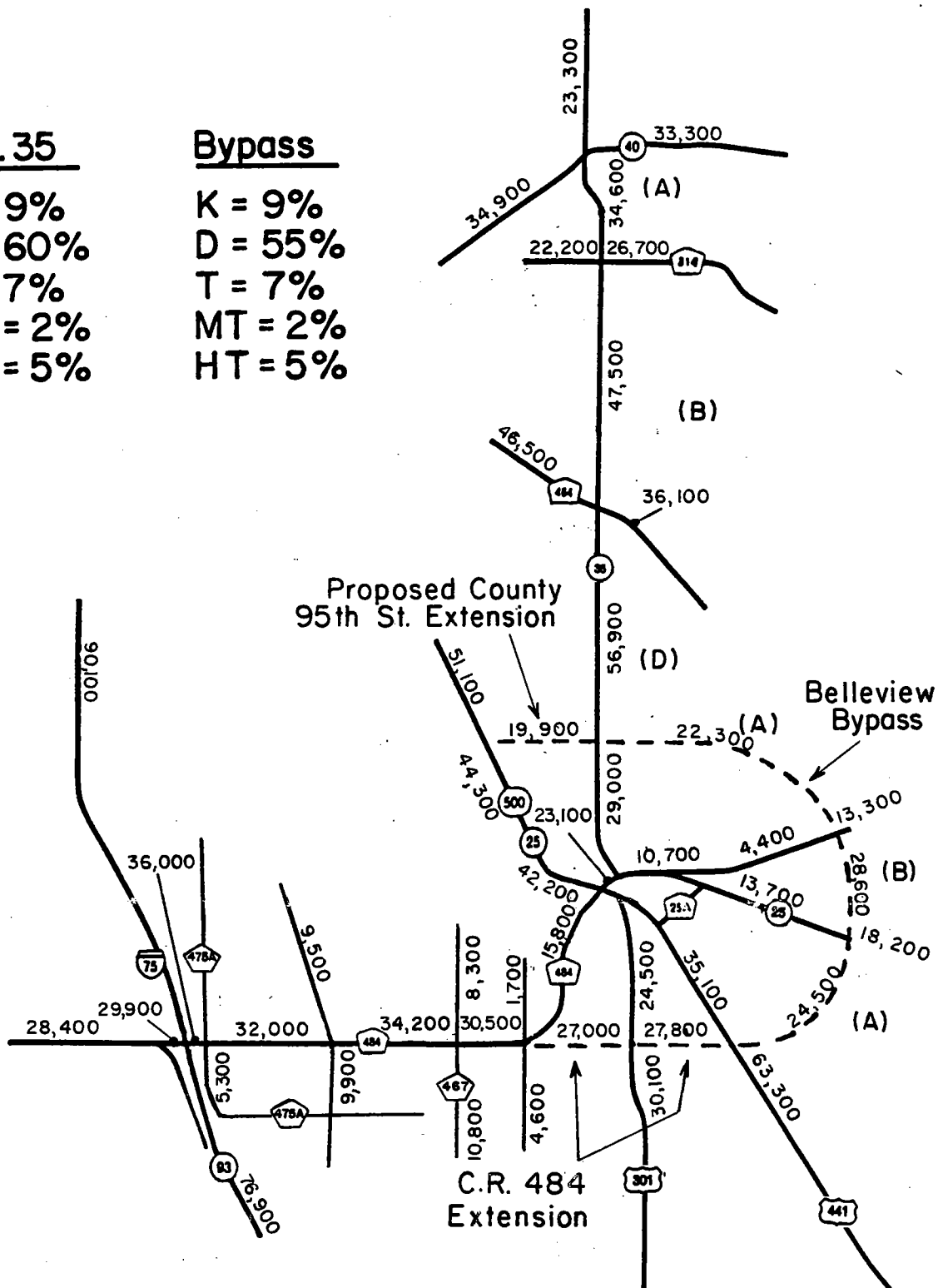
Intersection concepts can be seen in Appendix A along with the corresponding design turning movement counts. The concept for the intersection at US 441 differs from what is shown on the aerial work sheets. The intersection concept is shown as the full build out assuming the CR 484 extension is in place. The aerial blueline shows the interim concept. The same also applies to the terminus of the Bellevue Bypass at SR 35. Here the intersection concept assumes the county has their 95th Street Extension in place prior to or concurrent to the completion of the Bellevue Bypass. The anticipated locations for new traffic signals are at the intersections of the Bypass and US 441, the Bypass and CR 25, the Bypass and S.E. 110th Street and the Bypass and SR 35. The interchange concept for the SR 464 intersection is shown in the appendix with the aerial work

S.R. 35

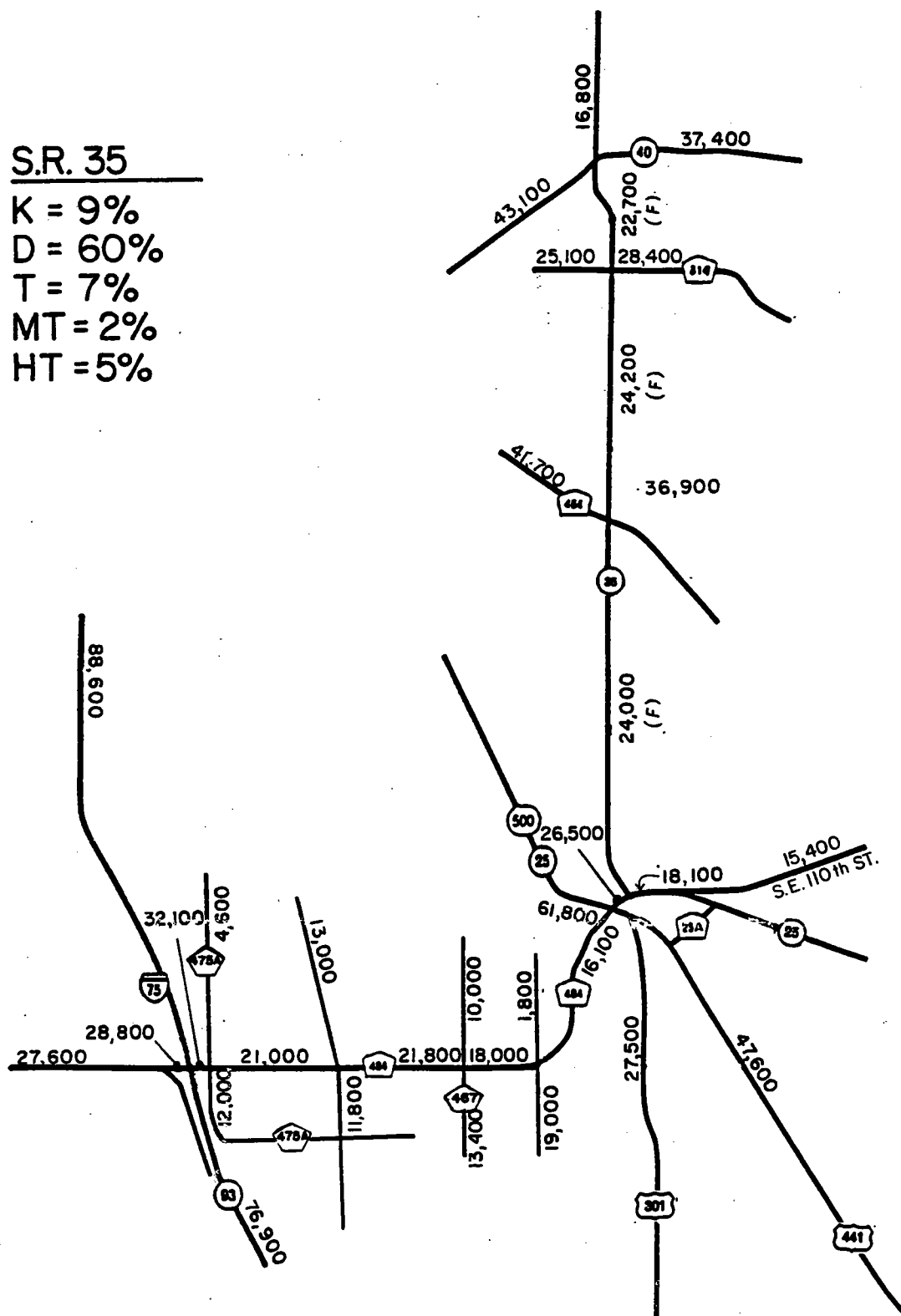
K = 9%
D = 60%
T = 7%
MT = 2%
HT = 5%

Bypass

K = 9%
D = 55%
T = 7%
MT = 2%
HT = 5%



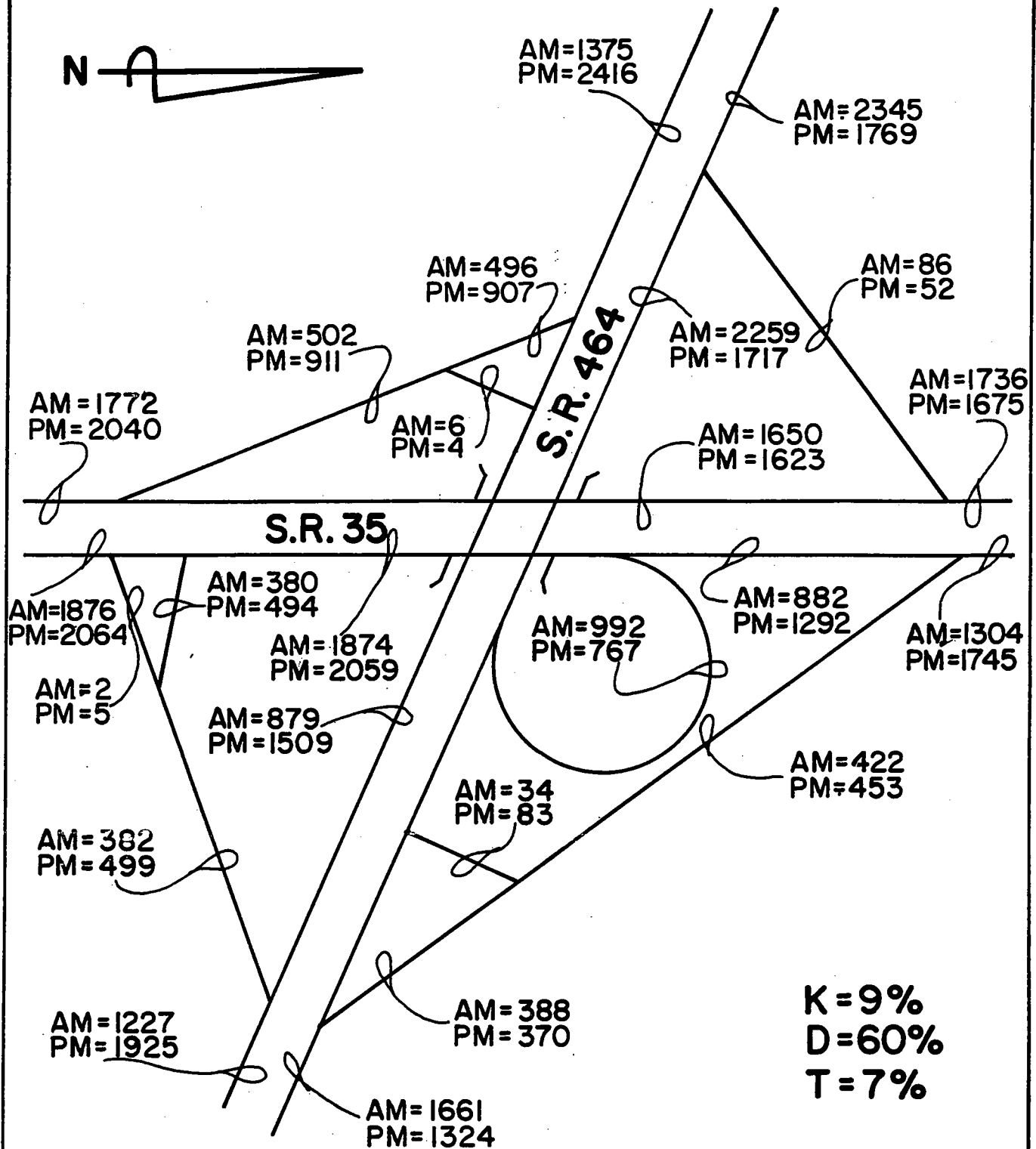
K = 9%
D = 60%
T = 7%
MT = 2%
HT = 5%



Year 2018 Daily Traffic Volumes and Levels of Service

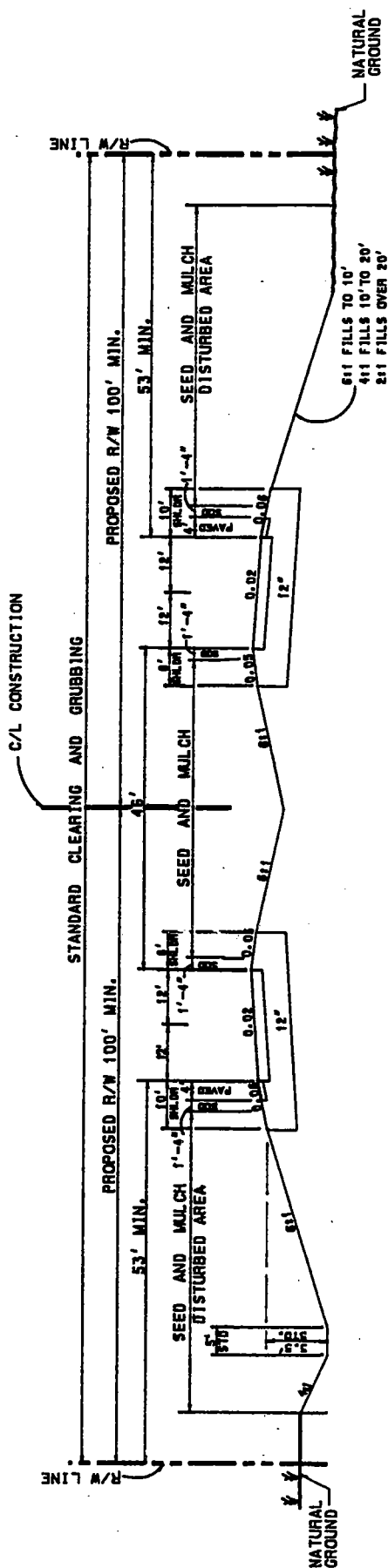
No - Build Alternative

FIGURE 10



**YEAR 2018 DESIGN HOUR TRAFFIC
FOR INTERCHANGE AT S.R. 464**

FIGURE II

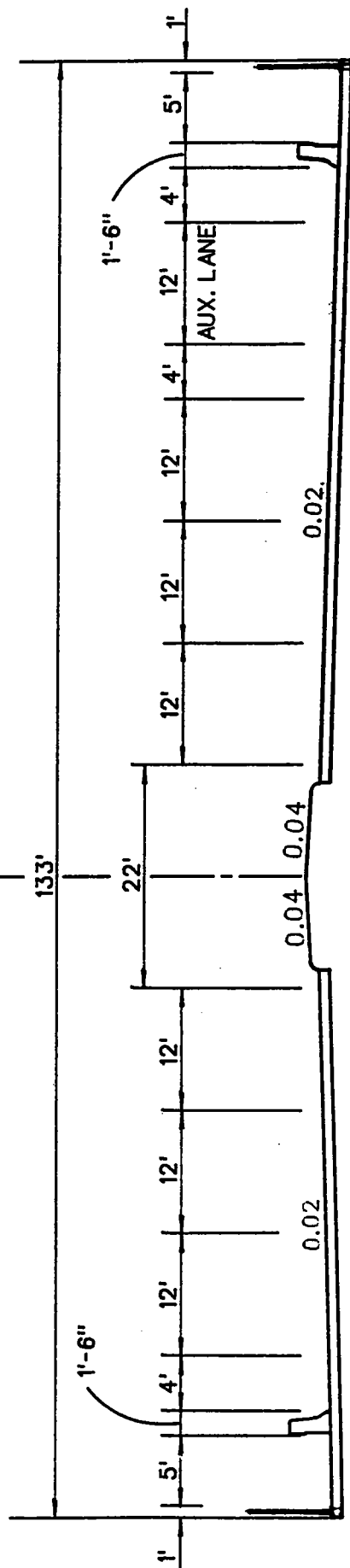


SR 35 REALIGNMENT/BELLEVUE BYPASS

FROM US 441 TO SR 35
STA 10+00 TO STA 280+00

FIGURE 12-A

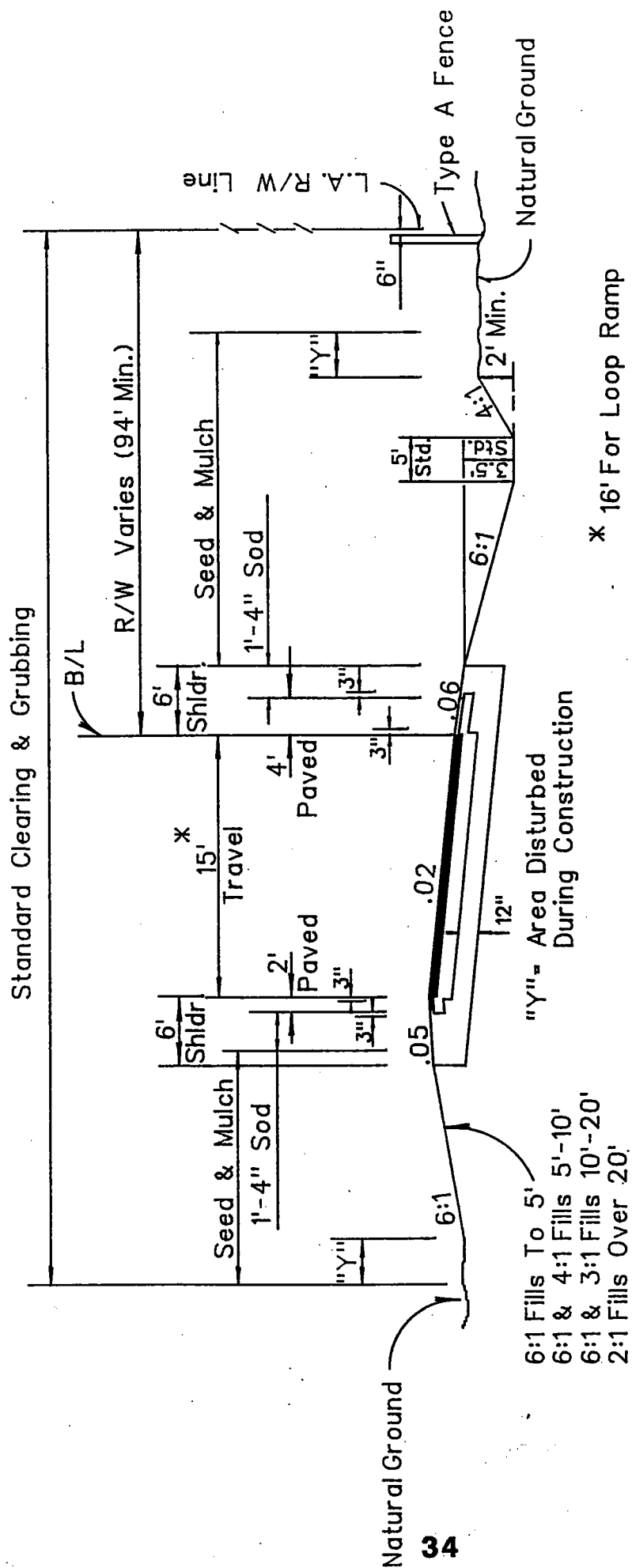
C/L CONSTRUCTION



BRIDGE SECTION
(1 STRUCTURE)

SR 35 BRIDGE OVER SR 464
STA 156+00 TO STA 639+00

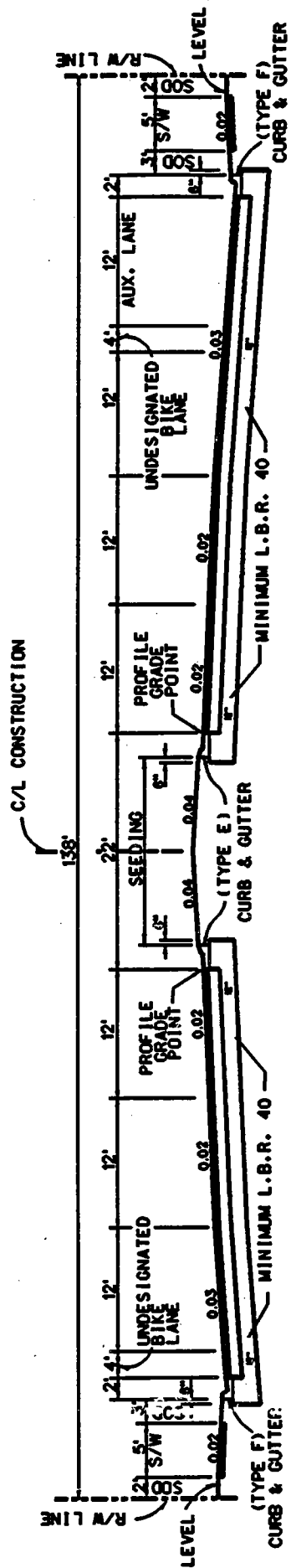
FIGURE 12-C



Ramps For SR 35 Interchange
at SR 464

Sta 156+00 to Sta 639+00

FIGURE 12-D



SR 464
AT SR 35 INTERCHANGE
STA 156+00 TO STA 639+00

FIGURE 12-E

sheets. The location of the new interchange at SR 464 is on lands that were reserved for the Cross Florida Barge Canal. Since the formal deauthorization of the canal project in November of 1990, the land has transferred under the management of the Florida Department of Environmental Protection, Office of Greenways. Early coordination has taken place with the development of this interchange on the Greenway property.

The Seaboard Coast Line Railroad crossing will require a Type 4 - Class 3 Signal with Cantilever, flashing lights and gates.

F. Economic and Community Development:

The Ocala Area MPO recognizes this project as a major link in their regional plans for an Ocala circumferential route. Locally, the area's economic and community development will depend upon upgrading the transportation infrastructure to enhance proper traffic circulation patterns. Interregional through traffic needs to be rerouted around the City of Belleview to relieve the choked local traffic. Without the improvement, the local and regional mobility will be stifled.

G. Safety:

Implementing this proposed action will provide relief from dangerous situations caused by the existing roadway operating near or at capacity. Additional through lanes and turn lanes will help lower rear end and turning collisions. The raised median will provide channelization and refuge for motorists and pedestrians. Sidewalks along both sides of the road will provide the safe separation pedestrians need from traffic. Bicycles will be provided adequate pavement width between the travel lane and curb. Regional through traffic including heavy trucks will be able to avoid the dangerous intersection at SR 35, SR 25 and the Seaboard Coastline Railroad located in downtown Belleview. As through traffic shifts on to the Bypass, US 441 should notice a reduction in traffic accidents. Overall, the new facility will be a safer transportation system to accommodate the future needs for the increasing travel demand.

H. Utility Impacts:

There are no impacts to major public utilities along the proposed SR 35 realignment/Belleview Bypass. Impacts here will be limited to individual residential applications which happen to be within the proposed alignment.

Since the reconstruction of existing SR 35 will involve upgrading to 6 lanes, all of the 100 feet of existing right of way will be utilized. This increases the likelihood of having to relocate all utilities within the existing right of way. The Florida Power Corp. and the City of Belleview have major utilities along SR 35 as described on page 5 that will be hard to avoid. Florida Power has a large

steel tower supporting a major transmission line approximately 30 feet beyond the east right of way line just north of SR 464. The widening of SR 35 should not effect this tower's location. Since the location of these utilities are situated on state owned land by maintenance permits, they will be relocated at the owners expense. The final design of this project will be coordinated with utility owners in such a manner as to minimize disruption of service to the public.

I. Environmental Impacts:

For complete details of the environmental impacts from this project, refer to the environmental assessment kept on file in the FDOT, Fifth District Office in DeLand.

J. Drainage:

A Location Hydraulics Report was prepared by the FDOT District Five Drainage Department. Along with this report were recommended sites for water retention areas (WRA's). These WRA's were sized and located based upon the recommended proposed roadway concept. They can be seen on the aerial concept sheets located in the appendix of this report. The Location Hydraulics Report is kept on file in the District Five Drainage Department and District Environmental Management Office in DeLand, Florida.

The roadway drainage for this project will be designed in accordance with current Florida Department of Transportation criteria as outlined in the following publications:

- FDOT Drainage Manual - 1987
- FDOT Roadway and Traffic Design Standards - 1990
- FDOT Standard Specifications for
Road & Bridge Construction-1991
- FDOT Design Memorandums
- FDOT 14-86

In addition to designing to this criteria, the drainage system must also conform to the design criteria for any State or Local Agencies which have permitting jurisdiction in the area. The project lies within the water quality/water quantity and wetland impact permitting control boundaries of the St. Johns River Water Management District (SJRWMD).

St. Johns River Water Management District

(a) **Water Quality** - retain the first 1" of runoff from the overall project area or 2.5 inches times impervious area (for pollution abatement).

(b) **Water Quantity** - The post development runoff from the project must be equal to or less than the pre-development runoff for a 25 year/96 hour design storm. Additionally, compensating storage must be provided if any encroachments occur that effect the 100-year floodplain levels.

(c) There are no wetlands on this project, therefore no dredge and fill permits are required.

(d) Sensitive karst area basin must have 3 feet of clean sand fill over lime rock layer and no direct discharge to sink holes.

There are no regulatory floodways on this project.

K. Relocation:

The entire project which includes the 4-lane bypass realignment and the 6 laning of existing SR 35 identifies 13 residential and 6 business relocations. Since the segment of this study from SR 464 to SR 40 will proceed into a design phase, relocations for this portion are identified as 2 residential and 6 business.

L. Right of Way Costs:

Right of way cost for the entire project estimate at \$30,255,000. Right of way for the segment from SR 464 to SR 40 estimates at \$14,308,000.

M. Construction Costs:

The construction cost for the entire project is \$40,250,000. The segment from SR 464 to SR 40 estimates at \$21,703,510. This includes the \$7,825,000 for the interchange at SR 464.

N. Recycling of Salvageable Materials:

This project may be able to reuse the asphalt on existing SR 35. Core testing will have to be performed at the proper time to make this determination.

O. Access Management:

The controlled access facility classification for SR 35 is Class 3. The facility design features are restrictive with minimum connection spacing of 440 feet. Minimum median open spacing for directional crossovers is 1320 feet and full crossovers is 2640 feet. Minimum signal spacing is one half mile.

P. Structures:

The only roadway structure involved on this project is the overpass in the interchange at SR 464. To accommodate the approximate 18 degree skew of the SR 464 crossing, a clear span of 145 feet was estimated for the 138 feet SR 464 cross section.

Q. Special Features:

Noise abatement measures as defined in FHWA Program Manual 7-7-3, such as shifting of alignment, traffic management, acquisition of property for buffer zones and construction of noise barriers were considered for a particular noise sensitive site. This site, referred to as site no. 37 in the Environmental Assessment, represents 11 single family homes in the HiCliff Heights Subdivision. This subdivision located between stations 511+00 and 524+00, does not access directly to SR 35. The preliminary noise analysis indicates that a 10-ft. high barrier wall 1,300 ft. in length would provide a 10 decibel reduction in noise levels for the 2018 design year. The total estimated cost is \$209,560 or \$19,051 per receptor.

During the final design phase, it will be determined if noise abatement is feasible at this site.

R. Maintenance of Traffic:

The Belleview Bypass section of the project is a new roadway. Traffic will not be allowed to use the road until after it is completed. Provisions however will have to be made for access to properties affected by the construction. This can be accomplished by keeping the existing roadway network operational.

Maintaining traffic along SR 35 during reconstruction can be accomplished by constructing the new northbound lanes first while keeping traffic on the existing road. After the northbound lanes are complete, temporary striping can be used to delineate existing two-way traffic along the new construction. The southbound lanes can now be constructed.

S. Value Engineering:

A V.E. review was completed in August 1992. Team deliberations resulted in one recommendation and several design observations. The one recommendation was to design for ditch retention rather than water retention areas. This proposal was forwarded to the FDOT District Five Drainage Department for a comparative evaluation. The results were to keep the retention area concept based upon the right of way cost. The recommended design observations were evaluated and incorporated into the project.

APPENDIX A

○ **STRAIGHT LINE DIAGRAM OF ROAD INVENTORY**

○ **INTERSECTION CONCEPTS**

SHEET 1
NO. 2
OF 2

SHEET
NO. 1

ROADWAY COMPOSITION	28/7'C-0	
	28/7'C-0	
0.000	28/7'C-0	
HORIZONTAL	B+C=12.00' P=C=0.000 P=C=0.000 P=C=0.501 B=0.000 P=C=0.000 P=C=0.501 B=0.000 P=C=0.000 B=0.033' P=C=0.751 B=0.033' P=C=0.751 P=C=0.501 P=C=0.751 P=C=0.501 P=C=0.751 Δ=0.025511.00" Δ=0.00003100.00" Δ=0.00001000.30" Δ=0.00001000.00" Δ=0.00004000.00" Δ=0.00004000.00"	
	P=C=0.501 P=C=0.751 P=C=0.501 P=C=0.751 P=C=0.501 P=C=0.751 Δ=0.025511.00" Δ=0.00003100.00" Δ=0.00001000.30" Δ=0.00001000.00" Δ=0.00004000.00" Δ=0.00004000.00"	
ALIGNMENT	P=C=0.501 P=C=0.751 P=C=0.501 P=C=0.751 P=C=0.501 P=C=0.751 Δ=0.025511.00" Δ=0.00003100.00" Δ=0.00001000.30" Δ=0.00001000.00" Δ=0.00004000.00" Δ=0.00004000.00"	
STRUCTURE		
DESCRIPTION	0.036' CC 0.51' CC 1.25' CC 1.19' CC 2.97' CC 2.89' CC 1-24.0' X 56.0' 1-24.0' X 8.0' 1-24.0' X 8.0' 1-30.0' X 11.0' 1-24.0' X 2.0' 1-24.0' X 1.0'	
SEPARATE SIDEWALK HOUSE BOUNDARIES		
FUNCTIONAL CLASSIFICATION	RURAL MAJOR OR MINOR COLLECTOR	

ROADWAY FEATURES	3	4	5
CHESTNUT RD 3.012			
3.284			
3.304			
3.774			
3.948			
4.021			
SE 66TH ST 6272230			
4.196			
DOCWOOD RD 4.535			
DOCWOOD TRAIL CSE 4.684			
NW RD 4.741			
DOCWOOD TRAIL PASS 4.788			
NW RD 4.855			
SW 66TH AVE/CAMP RD 5.150			
5.583			
5.506			
44.0' - 24.0' ROW 2 - 12.0' ROW 2 - 6.0' LWN SHOUL			
44.0' - 24.0' ROW 2 - 12.0' ROW 2 - 6.0' LWN SHOUL			
ROADWAY COMPOSITION 28/TC-0			
HORIZONTAL ALIGNMENT B-0070300.00' P= 3.167 A-0070130.00' P= 3.349 A-0070130.00' P= 5.156 A-0071230.00' P= 5.558			
STRUCTURE DESCRIPTION 2.150 1-24.0' X 30.0' CC 3.156 1-24.0' X 2.0' CC 4.157 1-24.0' X 2.0' CC 4.405 1-24.0' X 2.0' CC 4.441 1-24.0' X 1.0' CC 5.28 1-24.0' X 2.0' CC			
SIGNAGE AND ROAD MARKINGS			
FUNCTIONAL CLASSIFICATION			

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

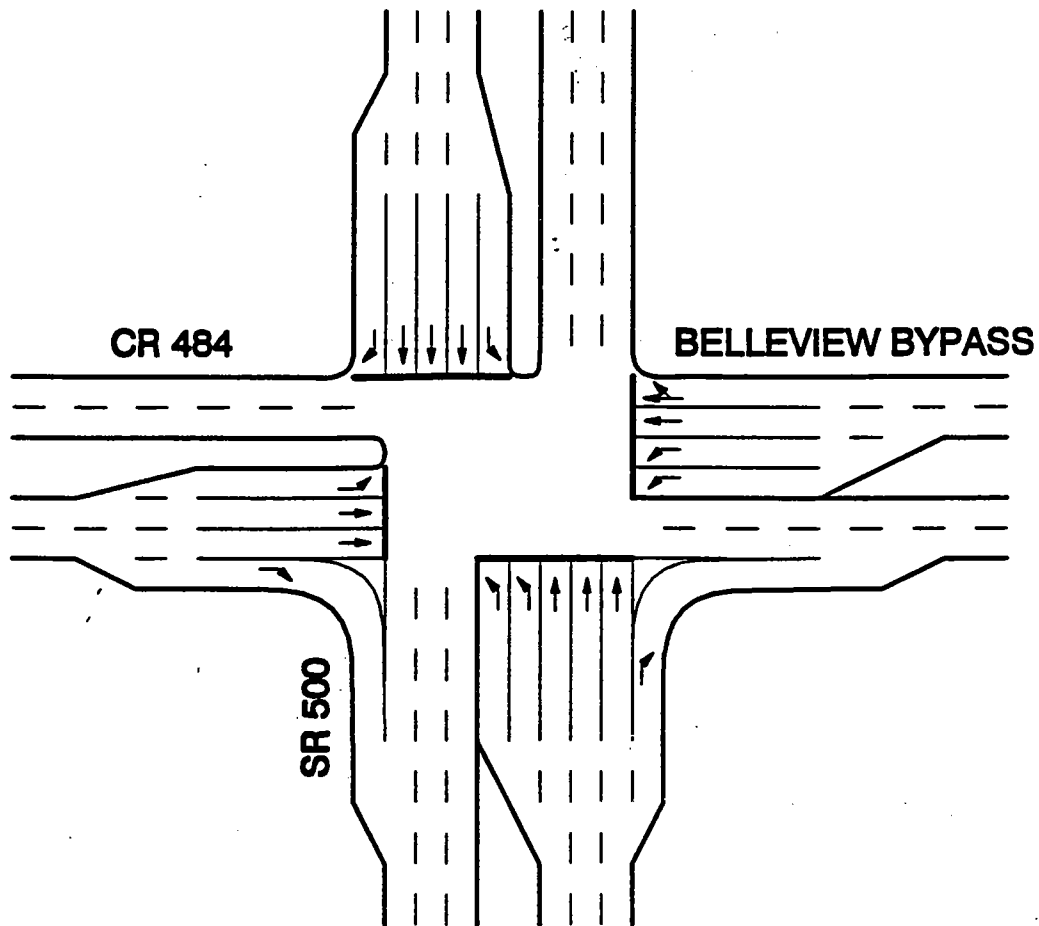
FLORIDA DEPARTMENT OF TRANSPORTATION

DATE 7-18-80 BY L.L.T. DESIGNED 8-18-81 CHECKED 8-18-81
INT. or U.S. ROUTE NO. SR 35 STATE ROAD NO. COUNTY MARION SECTION 36009000 SHEET NO. 2

ROADWAY FEATURES		INSIDE LANE, OUTSIDE CITY	
ALMOND DR RUN	6.088	SE 24TH ST	7.175
SE 18TH ST	6.137	SE 23RD LN	7.224
SE 18TH ST	6.169	SE 22ND PL	7.274
ALMOND DR PASS	6.308	SE 21ST LN	7.325
ALMOND RD	6.444	SE 20TH ST	7.376
BANYAN DR	6.504	SE 17TH ST	7.428
BANYAN PASS	6.554	SE 12TH ST	7.561
BANYAN TRK	6.704	SE 4TH CT	8.439
BANYAN RD	6.882	SE 1TH PL	8.481
SE 24TH ST	6.874	FLYING AV	8.687
SE 24TH ST	6.874	SE 3RD PL	8.734
44.0' - 34.0'			
2 - 12.0' ROW			
2 - 4.0' SHOUL			
2 - 6.0' LWN SHOUL			
28/7C-4		41.0' - 34.0'	
		2 - 12.0' ROW	
		11.0' PTD SHOUL	
		2 - 4.0' PWD SHOUL	
		2 - 2.0' LWN SHOUL	
28/7C-4		44.0' - 34.0'	
		2 - 12.0' ROW	
		2 - 4.0' PWD SHOUL	
		2 - 2.0' LWN SHOUL	
28/7C-4		50.0' - 34.0'	
		2 - 12.0' ROW	
		2 - 4.0' PWD SHOUL	
		2 - 2.0' LWN SHOUL	
Δ=000'01'00.00"		Δ=000'01'00.00"	
P= 6.160		P= 7.185	
Δ=000'01'00.00"		Δ=000'01'30.00"	
P= 6.160		P= 7.668	
Δ=000'01'00.00"		Δ=000'01'00.00"	
P= 6.171		P= 8.171	
Δ=000'01'30.00"		Δ=000'01'30.00"	
P= 6.573		P= 8.573	
8.975		7.368	
1-24.0' X 14.0' CC		2-30.0' X 19.0' CC	
8.417		8.742	
1-24.0' X 14.0' CC		1-30.0' X 6.0' CC	
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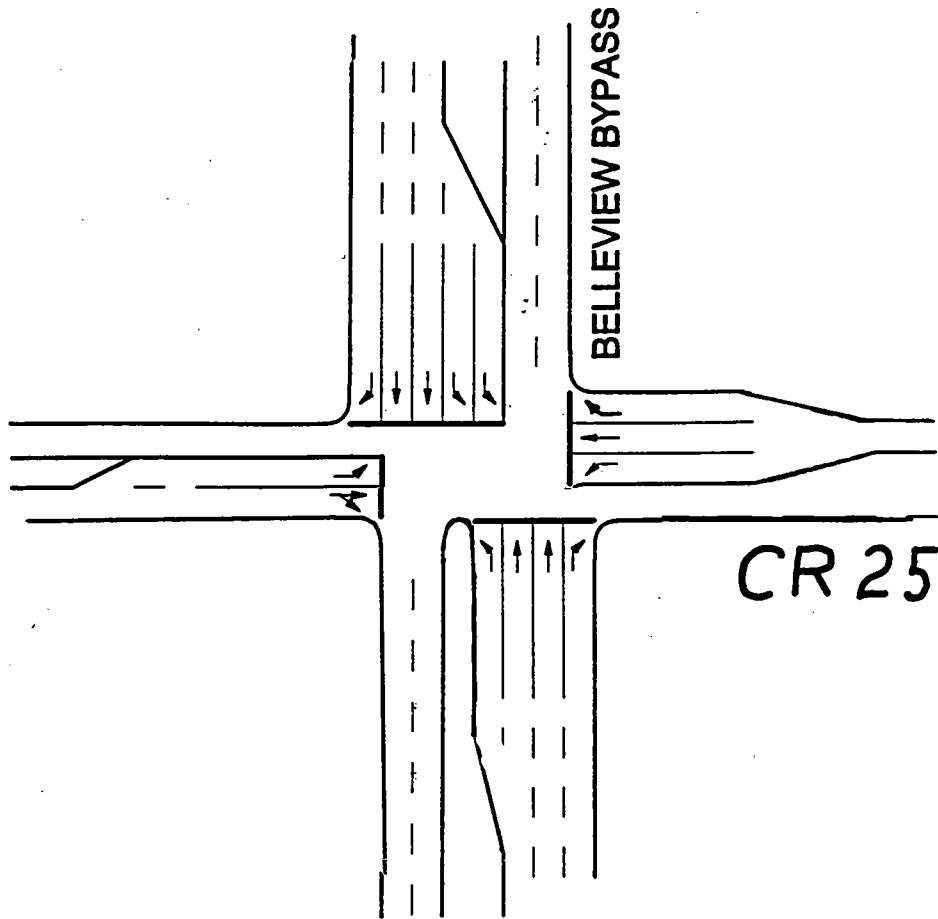
NOT TO SCALE



**RECOMMENDED IMPROVEMENTS,
CR 484 AT SR 500/BELLEVIEW BYPASS**
Marion County



NOT TO SCALE



**RECOMMENDED IMPROVEMENTS,
SR 35— BELLEVIEW BYPASS AT CR 25**
Marion County



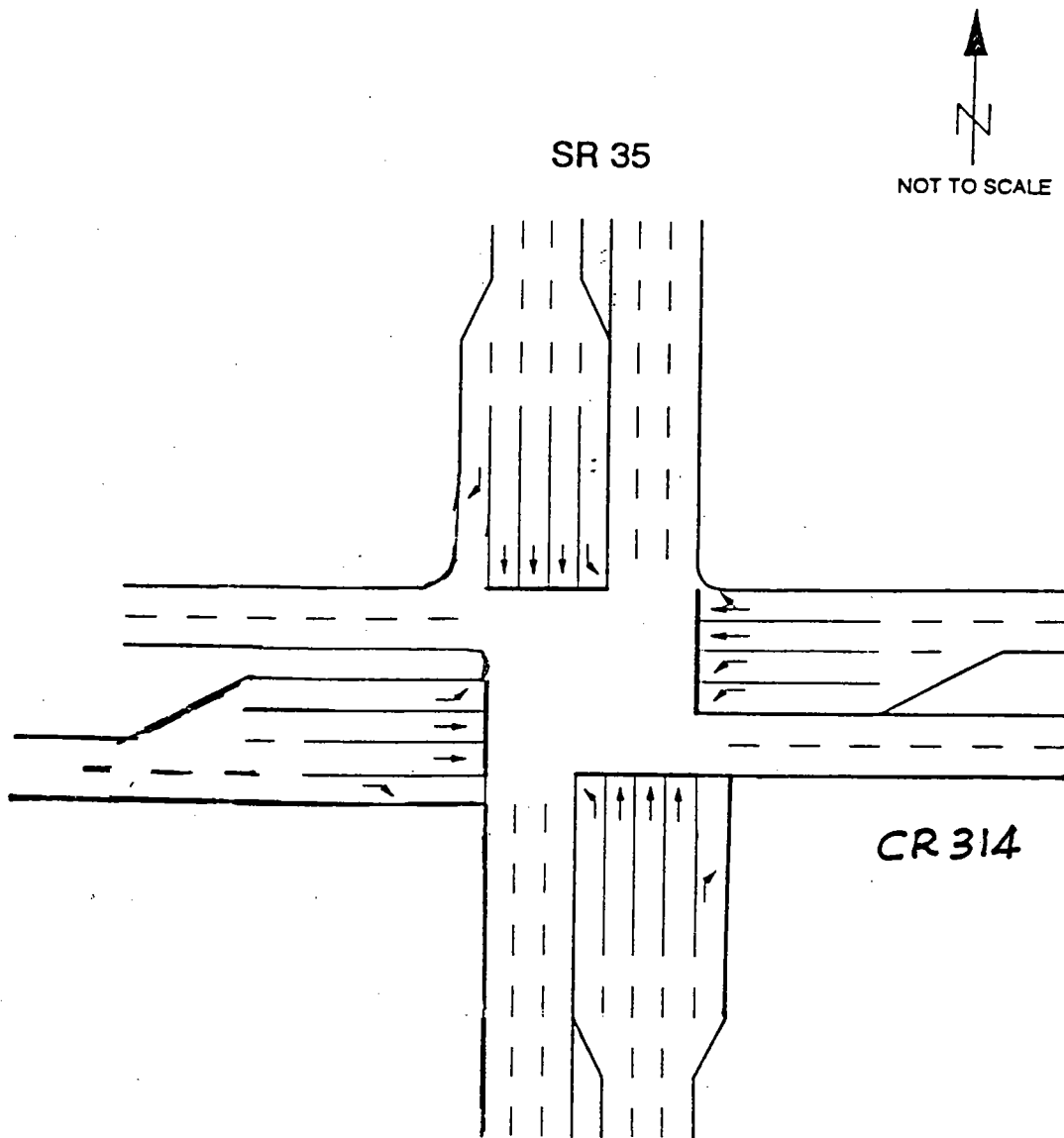
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**MARION COUNTY'S
PROPOSED 95th ST.
EXTENSION**

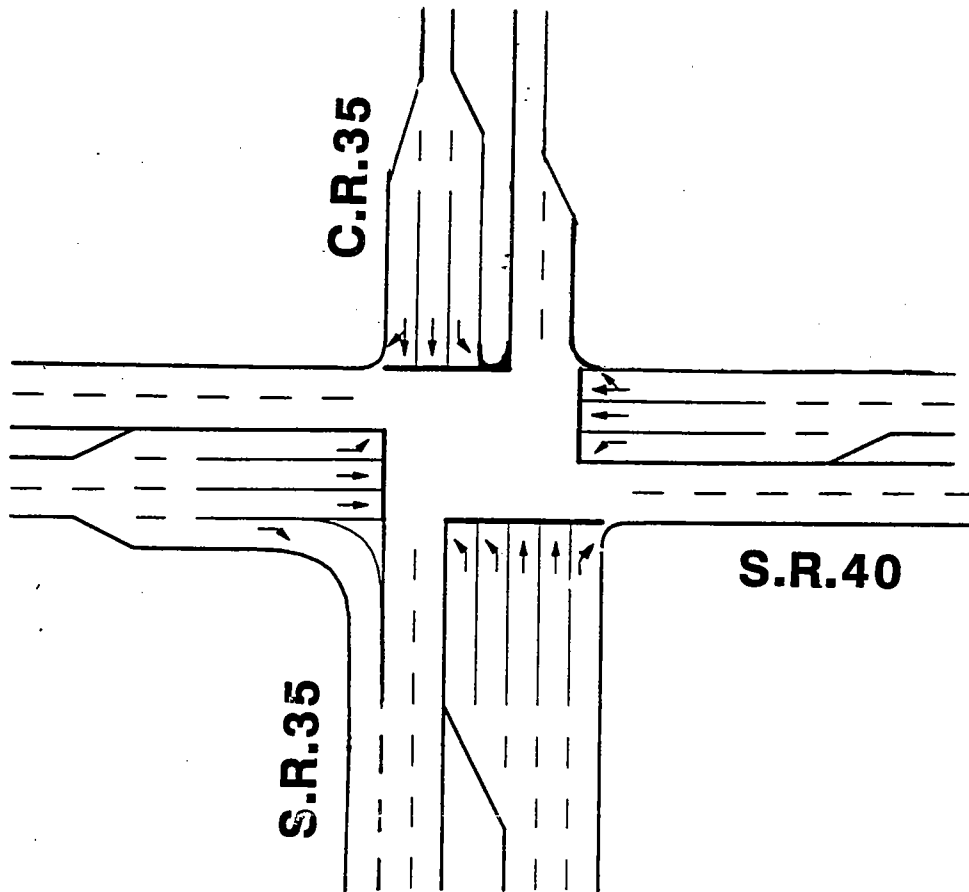
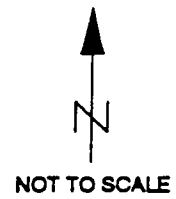
SR 35

BELLEVIEW BYPASS

**RECOMMENDED IMPROVEMENTS,
SR 35 AT BELLEVIEW BYPASS**
Marion County



RECOMMENDED IMPROVEMENTS,
SR 35 AT CR 314
Marion County



**RECOMMENDED IMPROVEMENTS,
SR 35 AT SR 40**
Marion County

APPENDIX B

○PROJECT CORRESPONDENCE

MPO

OCALA
MARION COUNTY

p.o. box 1270
ocala, fl. 32678-1270
(904) 629-8529
suncom 654-8529
fax (904) 629-8391

METROPOLITAN PLANNING ORGANIZATION

June 23, 1993

Mr. William Sloup
SR 35/Belleview Bypass Project Manager
Florida Department of Transportation
719 South Woodland Boulevard
Deland, Florida 32720

Dear Mr. Sloup ,

At its June 22, 1993 meeting, the Ocala/Marion County Metropolitan Planning Organization voted to endorse the SR 35/Belleview Bypass project, WPI No. 5113537. This project includes six-laning of SR 35 from SR 40 south to approximately SE 95th Street and construction of the Belleview Bypass from SR 35 southeasterly to US 441/27. The Belleview Bypass will be constructed as a four-lane, rural typical section facility. This endorsement by the MPO was a majority vote, with one dissenting vote.

The MPO staff would like to extend our thanks to you for your continued cooperation. Your willingness to make a second presentation to the MPO was greatly appreciated. We look forward to the progression of this project to design, acquisition of right-of-way, and finally construction in the future. Your hard work on this project will be a great benefit to the citizens of Marion County.

Sincerely,



Paul K. Nugent, AICP
MPO Administrator

KCP



ENGINEERING DEPARTMENT
P. O. BOX 1270, OCALA, FLORIDA 32678

City of Ocala

August 24, 1990

Harold Webb, P.M.
State of Florida
Department of Transportation
1450 S. Woodland Blvd., Suite 400
NCNB Building
Deland, FL 32720

SUBJECT: Ocala Belt Route and Ocala Effluent Spray Site

Dear Harold:

At the meeting held in your office August 15, 1990 concerning the subject matter, the following is my understanding of how the City would proceed with the construction of the spray field at the Perry property.

1. The City would proceed with the construction as originally planned.
2. The full circle center pivot would be so constructed and arranged that two 1/2 circle pivots could be placed on either side of the right of way for the Belt Route.
3. Additional acreage, consistent with that lost, would be replaced when the Belt Route was constructed.

The City of Ocala is willing to cooperate with the D.O.T. in the planning of the Belt Route.

If you have any questions, please call.

Sincerely,

CITY OF OCALA

B. William Ten Broeck, P.E., P.L.S.
City Engineer

BWT:ar
xc: Scotty J. Andrews, City Manager
Charles H. Lynn, Assistant City Manager

RECEIVED

AUG 30 1990

Dept. of Trans. & Highways
P. D. & E.

Leeward Air Ranch
Property Owners' Association, Inc.
A Corporation Not-for-Profit
7801 S.E. 58th Ave.
Ocala, Florida 34480
(904) 245-7007 • FAX 245-1144

February 4, 1994

Department of Transportation
C/O Frederick R. Birnie, P.E.
District Environmental Management Engineer
719 South Woodland Boulevard
DeLand, Florida 32720

CERTIFIED P126 100 983

Return Receipt Request

RE: State Project Number: 36009-1501
Work Program Number: 5113537
Federal Aid Number: RS-5665(3)

Dear Mr. Birnie:

This is to serve as our official notice of our intent to submit a formal intervention as to the alignment of the proposed Belleview Bypass as it crosses the sprayfield to the south of the Leeward Air Ranch.

Our intervention will be forthcoming from our legal representation and consultants.

Sincerely,
LEEWARD AIR RANCH
PROPERTY OWNERS' ASSN., INC.



James K. Leeward, Secretary



Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, Florida 32720

March 28, 1994

Mr. James K. Leeward
Leeward Air Ranch
Property Owner's Association, Inc.
7801 S.E. 58th Avenue
Ocala, Florida 34480

Subject: Leeward Air Ranch proposal for the Belleview Bypass
State Project No.: 36009-1501
Work Program No.: 5113537
Marion County, Florida

Dear Mr. Leeward:

On January 31, 1994, a Public Hearing for the above mentioned project was held at the First Baptist Church Fellowship Hall in Belleview. A spokesperson representing the Leeward Air Ranch (LAR) Homeowners Associate went on record requesting the Department to look into shifting a portion of the preferred alignment for the Belleview Bypass, known as Alternate "A", farther southward. A rough sketch showing an approximate location for this proposal was included with this request. The reasoning behind the shift was to increase the approximate 500 feet separation between the proposed right of way and the LAR property; specifically Mr. Millers house which is the last residence on LAR's southwest corner. In response to the request, FDOT overlaid the LAR proposal on to aerial worksheets depicting property boundaries as described by Marion County tax assessment maps. This includes the City of Ocala's effluent spray field at the Perry Site. The location of the LAR proposal had to be modified slightly to follow proper design criteria for horizontal highway geometry. This resulted in creating two alternative alignments that satisfy the intent of the LAR proposal. The alternatives are referred to as LAR 1 and LAR 2.

An evaluation was performed on the segment of the Belleview Bypass Corridor between S.E. 110th Street and SR 35 (Baseline Road). This segment was chosen because all of the viable alternative alignments in the area of the LAR proposal have a common begin point at S.E. 110th St. and a common end point at SR 35. The following is a description of each of the four alternatives for this segment, and they are shown on the attached aerial worksheet.

1. Alternate "A", which was presented at the Public Hearing as the "preferred" alternative, crosses S.E. 110th Street at a location common to the other alternatives approximately 2000 feet east of Florida Power's major electric transmission line.

James K. Leeward
Leeward Air Ranch Property Owner's Association, Inc.
March 28, 1994

Approximately 600 feet north of the intersection with S.E. 110th Street, a 2° curve to the left directs Alternate A on to a straight, approximate 9400 foot long tangent which crosses the effluent spray field diagonally. This alignment passes the big spray gun center pivot immediately to the south effectively bisecting the spray circle in half. As Alternate A exits the spray field continuing on its northwest direction, it passes the LAR property and Mr. Miller's house at it's closest point. The distance between the proposed right of way line and Mr. Miller's house is approximately 700 feet. At the end of the approximate 9400 foot tangent, a 3° curve to the left brings the alignment westerly where it intersects with SR 35 slightly north of the abandoned peach orchard packing house located on the west side of SR 35.

2. **Alternate LAR 1** follows Alternate "A" identically from S.E. 110th Street to a point approximately 1000 feet before the spray head's center pivot. At this point a 2° curve to the left puts the alignment in a westerly direction that skirts the south side of a turkey oak-sandpine preservation area which was set aside by the City of Ocala. Approximately 1000 feet past the 2° curve, a 3° curve to the right brings the alignment back to a northwest direction that passes a small lake on it's southwest side. After approximately 1800 feet past the 3° curve, another 3° to the left blends this alignment with Alternative "A" to intersect SR 35.

3. **Alternate LAR 2** begins again at S.E. 110th Street. Approximately 600 feet north of S.E. 110th Street, a long sweeping 2° curve to the left directs the alignment westerly where it bisects the lower half of the spray fields' southern semicircle. After an approximate 3700 foot long tangent, another long sweeping 2° curve to the right brings the alignment back to a northwest direction where again it blends into Alternative "A" to intersect at SR 35.

4. **Alternate A-A1-B** is an alternative that avoids encroachment to the spray field. It begins again at S.E. 110th Street. About 800 feet north of S.E. 110th Street Alternate A-A1-B introduces a 3° curve to the left that puts the alignment into a westerly direction that borders the southern boundary of the spray field. A 3° curve to the right clips the southwest corner of the spray field and directs this alignment on a northwest path that eventually blends again into Alternative "A" to intersect with SR 35.

In Table No. 1 each alternative was analyzed by weighing each alternative against a set of criteria. A numerical ranking was used to weigh each alternative with it's effect on each criteria. The numerical ranking used was 4=Excellent, 3=Good, 2=Fair and 1=Poor. A weight factor was given to each criteria. Weights from 1 to 3 were assigned with the greatest number being given to the criteria with the greater influence on the final decision. The alternate with the highest final total will be the preferred. The criteria used was "Optimum Highway Geometry", "Minimize Disruption to Spray Field Operation" and "Protected From Future Development". Since the total cost for each alternative is relatively close, costs were assumed equal and not considered as part of the selection criteria. The following is a description of each criteria and an analysis of each alternate under each of the criteria.

James K. Leeward
Leeward Air Ranch Property Owner's Association, Inc.
March 28, 1994

"Minimize Disruption to the Spray Field Operation".

In 1990, the City of Ocala began planning their effluent spray field fully aware that the Belleview Bypass was to some day be constructed in the same area. An agreement was reached between the City and the Department that the least disruptive approach would be to locate the highway close to the full circle center spray pivot so that two half circle spray pivots could be placed on either side of the right of way for the Belt Route. Implementing two half circle pivots requires minimum piping revisions to the existing system and restores the original circular spray pattern of the full circle spray pivot.

Alternate "A" was the planned route that the City agreed to accommodate and, of the four alternatives, encroached on the least amount of area of all the alternates that could be effectively used as a spray field because of its proximity to the center of the full circle spray pivot. It received a rating of 3.

Alternate LAR 1 attempts to keep it's alignment close to the full circle pivot to minimize revisions to the spray system, but it still caused a greater loss to the area that could be effectively used as a spray field as compared to Alternate A. It does this by traversing the effective spray area with most of the width of the proposed 200 foot wide right of way. It received a rating of 2.

Alternate LAR 2 bisects the southern half-circle of the spray field. A highway in this location would alter the half circle geometry of the effective spray area which would cause the City to change irrigation systems from a single fixed gun irrigation system to a multi-fixed gun irrigation system. A multi-fixed gun system would require the addition of a water pipe network to supply many smaller spray heads instead of adding one pipe to supply one large spray head. This is the most disruptive alternative and was given a rating of 1.

Alternate A-A1-B encroaches on the southwest corner of the spray field property which is outside of the effective spray radius. This would cause very little disruption, if any, to the spray field operation. It got a rating of 4.

"Optimum Highway Geometry".

When evaluating a new highway alignment, a few general controls for highway geometry are important for efficient and smooth-flowing highways. Excessive curvature or poor combination of curvature compromises safety, limits capacity, causes economic losses because of increased travel time and operating costs and detracts from a pleasing appearance. Curves should generally be as flat as possible avoiding minimum design criteria. The alignment should be consistent with well spaced curves to provide balance along the route. Abrupt reversals should be avoided from a safety standpoint. Although the aesthetic qualities of a curving alignment are important, a winding alignment should be avoided because it usually is a cause of erratic operation.

James K. Leeward
Leeward Air Ranch Property Owner's Association, Inc.
March 28, 1994

Alternate "A" clearly offers the shortest, most direct alignment suited for a rural high-type roadway. Because it is the shortest, most direct route, Alternate A will have the lowest road user cost of all the alternates. **Alternate "A"** received a ranking of 4.

Alternate "LAR 1" was intended to cause a minimum disruption to the spray field by keeping it's alignment as close as possible to the center pivot spray head and the edge of the spray radius. However, this creates a winding, forced alignment with reverse curves separated by a minimum tangent length to allow for superelevation runoff. For a new roadway, this alignment represents a less desirable highway geometry and received a ranking of 1.

Alternate "LAR 2" makes use of flatter, more desirable 2° horizontal curves which have adequate spacing between them. This is a good alignment and gets a rating of 3.

Alternate A-A1-B, is obviously the least direct and longest in length which will have the highest road user cost of all of the alternatives. However, since all of Alternative A-A1-B's curves are spaced adequately, it represents a safe and predictable alignment. It received a rating of 2.

"Protected From Future Development".

Because this beltway is planned for construction perhaps 10 years into the future, development trends will definitely have an impact on its feasibility and could possibly render this project cost unfeasible. The Marion County Comprehensive Plan identifies the entire area surrounding Belleview as an "transitioning urbanized area". The land along SR 35 between Belleview and Silver Springs is changing from agricultural zoning to residential, commercial and industrial zoning. Several of the large tracts of land between the spray field and SR 35 are already being planned for residential subdivisions. The City of Belleview has placed their utility infrastructure along SR 35 from CR 25 to the railroad crossing on the north side of town to help accommodate growth. Since the spray field use will remain consistent, the Beltway within the spray field is somewhat protected from development. The revisions to the spray field to accommodate the highway will remain the same into the future. Nobody can predict exactly what level the development around the spray field will reach over the next decade, but past and current trends tell us that it is developing. Avoiding alignments that will run through areas more likely to experience intense development is the best option for the Department, the developers and the public.

Alternate "A" diagonally bisects a large tract of land between the spray field and SR 35 that is presently being planned as a residential subdivision. The developer is willing to coordinate the design of this subdivision with the highway design. The location of Alternate "A" through the spray field combined with the continued cooperation with the developer, helps preserve the integrity of this alignment and avoids most impacts on development. Alternate A traverses a total of 6 parcels. **Alternate "A"** gets a rating of 3.

James K. Leeward
Leeward Air Ranch Property Owner's Association, Inc.
March 28, 1994

Alternate LAR 1 traverses a total of eight parcels. The two additional large tracts of land that Alternate LAR 1 crosses, as compared to Alternate A, are located between the spray field's west border and SR 35. These two large parcels are on Bellevue's urbanizing fringe. According to the Marion County Comprehensive Plan, this area is designated as a "Transitioning Urbanized Area". It is likely that these large parcels will someday be subdivided and developed. Alternate LAR 1 crosses the planned residential subdivision where the developer is willing to coordinate the design of the subdivision with the highway. It bisects this parcel at a more critical angle than Alternate A which leaves less open land between the proposed right of way and the property border. This effectively limits the developer's flexibility as he chooses the subdivision's parcel and local road locations. Alternate LAR 1 received a rating of 2.

Alternate LAR 2 traverses the same eight parcels as Alternate LAR 1. The area to the west of the spray field which Alternate LAR 2 traverses is identified in the Marion County Comprehensive Plan as a "Transitioning Urbanized Area" and is likely to become developed. Alternate LAR 2 also crosses the planned residential subdivision where the developer is willing to coordinate the design of the subdivision and the highway along the same alignment as Alternate LAR 1. Alternate LAR 2 received a rating of 2.

Alternate A-A1-B offers no refuge from development as it winds around the outside of the spray field. It traverses across a total of thirteen parcels on the south and west side of the spray field. It relocates one home of a developing residential subdivision along the spray field's south side. The proximity of Alternate A-A1-B to downtown Bellevue offers the least separation between the proposed highway and the urbanizing area. The parcels are in an area that is identified in the Marion County Comprehensive Plan as a "Transitioning Urbanized Area". Development is already occurring on some of these parcels and is very likely to occur on the undeveloped parcels. Alternate A-A1-B received a rating of 1.

CONCLUSIONS

When totaling the numerical rating for each alternative against each criteria, Alternative "A" ranks the highest. (See Table # 1.)

There were some specific concerns expressed by the Leeward Air Ranch Homeowner's Association. The LAR residents expressed concern that the proximity of the Alternate "A" alignment will cause a decrease in their property values. Alternate "A" right of way is at least 500 feet from the southwest corner of the LAR property requiring no land acquisition from them. The distance between the proposed driving lanes and the closest house within Leeward is about 700 feet. A noise impact analysis determined that highway noise levels at the LAR will not approach noise abatement criteria of 67 dBA and therefore noise abatement is not warranted. Any assumption that properties within the Leeward Air Ranch will decrease in value just because of the location of a highway over 500 feet away is speculative. Although the Department is sensitive to these concerns, they do not have a financial impact on the

James K. Leeward
Leeward Air Ranch Property Owner's Association, Inc.
March 28, 1994

project and cannot outweigh the overwhelming preference for Alternate A under the other criteria.

Several of the LAR residents are concerned that the proposed highway will disturb burrowing owl and kestrel nesting areas. The owl burrows are outside of the large gun spray area, thus avoiding the wetter part of the spray field. The roadway alignment, as now proposed as Alternate A, would avoid the burrows. However, the nesting sites may change and new colonies may be established over the next few years prior to roadway construction. During the permitting phase of the project, the FDOT will coordinate with the Florida Game and Fresh Water Fish Commission (FGFWFC) and obtain a permit for taking of any owl burrows. All practical measures will be taken during construction to insure that the owls are not harmed. Considering the use of such measures, this concern cannot overcome the other factors that indicate Alternate A is preferable.

A kestrel box in the sandhill habitat preserve needs a 500-foot radius buffer zone. Depending on the final roadway design, the kestrel box might have to be relocated. FDOT will coordinate with FGFWFC during the permitting phase to determine what steps are necessary to reduce human disturbances in the area during the kestrel nesting season. This should not be a significant detriment that would cause the Department to reconsider Alternate A.

Another concern was that tax money is being used to build a road through the spray field that was previously built with tax money. The land needed for the Bypass will have to be purchased regardless of who owns it or how it was paid for. The FDOT will purchase the land from the City of Ocala and the City will then use the money to purchase adjacent land to replace what the roadway would displace thereby causing no net loss of the tax dollars originally spent on the spray field. Accordingly, the only area where there is a risk of spending extra tax dollars is in the Department's expenditures. The cost of revising the spray field operation disrupted by the roadway was coordinated as the spray field was being planned and designed to minimize the impact. The spray field was constructed with the future roadway in mind. These types of revisions to the spray field will remain fairly consistent over time where as the cost to a highway alignment sensitive to future development will clearly increase over time. A comparison of the total tax dollars that would be expended to have a fully functional spray field and the new roadway going through the spray fields as opposed to not going through the spray fields shows that going through the spray fields reduces the overall expenditure of tax dollars.

Based on the above analysis, the Department recommends Alternative "A".

Sincerely,



William F. Sloup, P.E.
Project Manager

WFS:mg
Enclosures

TABLE •1

ALTERNATIVE EVALUATION MATRIX		CRITERIA			TOTAL
4 : EXCELLENT 3 : GOOD 2 : FAIR 1 : POOR		MINIMIZE DISRUPTION OF SPRAY FIELD	OPTIMUM HIGHWAY GEOMETRY	PROTECTED FROM FUTURE DEVELOPMENT	
ALTERNATIVES	WEIGHT	1	3	2	
ALTERNATIVE A		3	4	3	21
ALTERNATIVE LAR 1		2	1	2	9
ALTERNATIVE LAR 2		1	3	2	14
ALTERNATIVE A-A1-B		4	2	1	12

LEGEND

RATING	WEIGHTED RATING
--------	--------------------

City of Belleview



February 9, 1994

Department of Transportation
c/o Frederick R. Birnie, P.E.
District Environmental Management Engineer
719 South Woodland Boulevard
Deland, Florida 32720

Re: SR 35 from SR 25 to SR 40
Marion County, Florida

Dear Mr. Birnie,

On Monday, January 31, 1994 representatives of the City of Belleview attended the Public Hearing regarding SR 35 from SR 25 to SR 40 located in Marion County, Florida. At this meeting, I was approached regarding moving the City of Belleview's water and sewer lines from their present location along SR 35.

Please be advised that the water and sewer lines in question were installed pursuant to a local agreement with Marion County. This project for water, sewer and fire protection was funded by a Federal Grant of approximately 1.2 million dollars.

Further, Marion County endorsed this grant application and approved placement of our water and sewer lines. The project was planned, agreed upon and completed while SR 35 was a county road. In view of these circumstances, any request for the City of Belleview to relocate these lines at our expense is unacceptable.

Very Truly Yours,

Gary N. Wine
Gary N. Wine
Mayor

RECEIVED

FEB 10 1994



Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, Florida 32720

March 11, 1994

Honorable Gary N. Wine, Mayor
City of Belleview
5343 S.E. Abshier Boulevard
Belleview, Florida 34420

Subject: SR 35 - Belleview Bypass Study
Work Program No.: 5113537
State Project No.: 36009-1501
Marion County, Florida

Dear Mayor Wine:

In response to your comments at the SR 35 public hearing on January 31, 1994 and your follow up letter, the Florida Department of Transportation (FDOT) reviewed the utility permits issued to the City of Belleview by Marion County in 1986 when the water and sewer lines were installed within the right of way of then County Road 35. No special stipulations were addressed about the location of the utilities in question which means they are subject to regulation under F.S. 337.403. If or when the FDOT begins design on this section of SR 35, the designers will attempt to avoid conflict with existing utilities. Unfortunately the utility relocation question cannot be specific until a detailed investigation is performed during a design phase. However, the FDOT will be responsible for the cost of relocating any conflicting utilities outside of the State right of way which includes restoring service lines branching off the main line along SR 35 at local side streets.

Please keep in mind that this project is in the long range plan and would be at least 5 years before widening could ever become a reality. If you have any questions, please call me at (904)943-5406.

Sincerely,

William F. Sloup, P.E.
Project Manager

WFS:mg
wine.ws



**DRAKE PROPERTIES
& INVESTMENTS, INC., REALTOR**

2345 S.E. 17th St., Ocala, FL 32671 (904) 867-8138

February 2, 1994

Department of Transportation
c/o Frederick R. Birnie, P.E.
District Environmental Management Engineer
719 South Woodland Blvd.
Deland, Florida 32720

Re: State Project Number: 36009-1501
Work Program Number: 5113537
Federal Aid Number: RS-5665 (3)

Dear D.O.T.,

As your study indicates, the Belleview By-Pass will be a much needed highway by the time it is constructed. Meanwhile, a connection of Highway 441/27 and Baseline Road (SR35) would provide a cost effective interim by-pass route. This could be accomplished with an extension of Baseline Road south along the railroad to State Road 441/27. The attached maps give some detail on this proposal which I call the "Baseline Short-Cut".

I am a native of South Marion County and travel the 441/Baseline Route on a daily basis. The traffic increase on these roads in recent years has been tremendous and development trends will likely accelerate these traffic counts. There is already congestion at the Baseline/C-25 intersection.

I believe a two lane (at minimum) extension of Baseline and a traffic light at the Baseline/C-25 intersection (allowing through traffic on Baseline) would significantly reduce congestion in Belleview. Furthermore, a minimum amount of property (1/2 mile) would be needed for the proposed road right-of-way.

I would greatly appreciate any time you might dedicate towards a closer look at the feasibility of this proposal. I also intend to present this idea to the City of Belleview and the Marion County Metropolitan Planning Organization (MPO).

If I can be of any assistance, feel free to call and I will be looking forward to your correspondence.

Sincerely,

David G. Cope



Environmental Management Office MS 3-501
719 South Woodland Boulevard
DeLand, Florida 32720

February 22, 1994

Mr. Dennis Cope
Drake Properties & Investments, Inc.
2345 S.E. 17th Street
Ocala, Florida 32671

Subject: SR 35 Multilane Widening Study
State Project No.: 36009-1501
Work Program No.: 5113537
Marion County

Dear Mr. Cope:

The Department of Transportation has reviewed your proposal for a Baseline "short cut". A few years ago when the Belleview Bypass Study began, the Department looked into the possibility of extending SR 35 southward to connect to US 441. This idea did not satisfy the need to handle large volumes of interregional traffic for many years into the future as does the belt-route concept to the east and north of downtown Belleview. However this "short cut" concept has also been looked at by both the City of Belleview and Marion County for many years as an improvement to the local traffic pattern. I spoke to Mr. Monroe, Belleview's Director of Public Works about this and he agrees that it could help downtown congestion. He said Marion County is looking at this improvement. Try contacting Marion County's engineering staff for a status report on their efforts. Be sure to mention the right of way cooperation you spoke of at the SR 35 public hearing. Thank you for sharing your idea on a logical roadway alternative.

Sincerely,

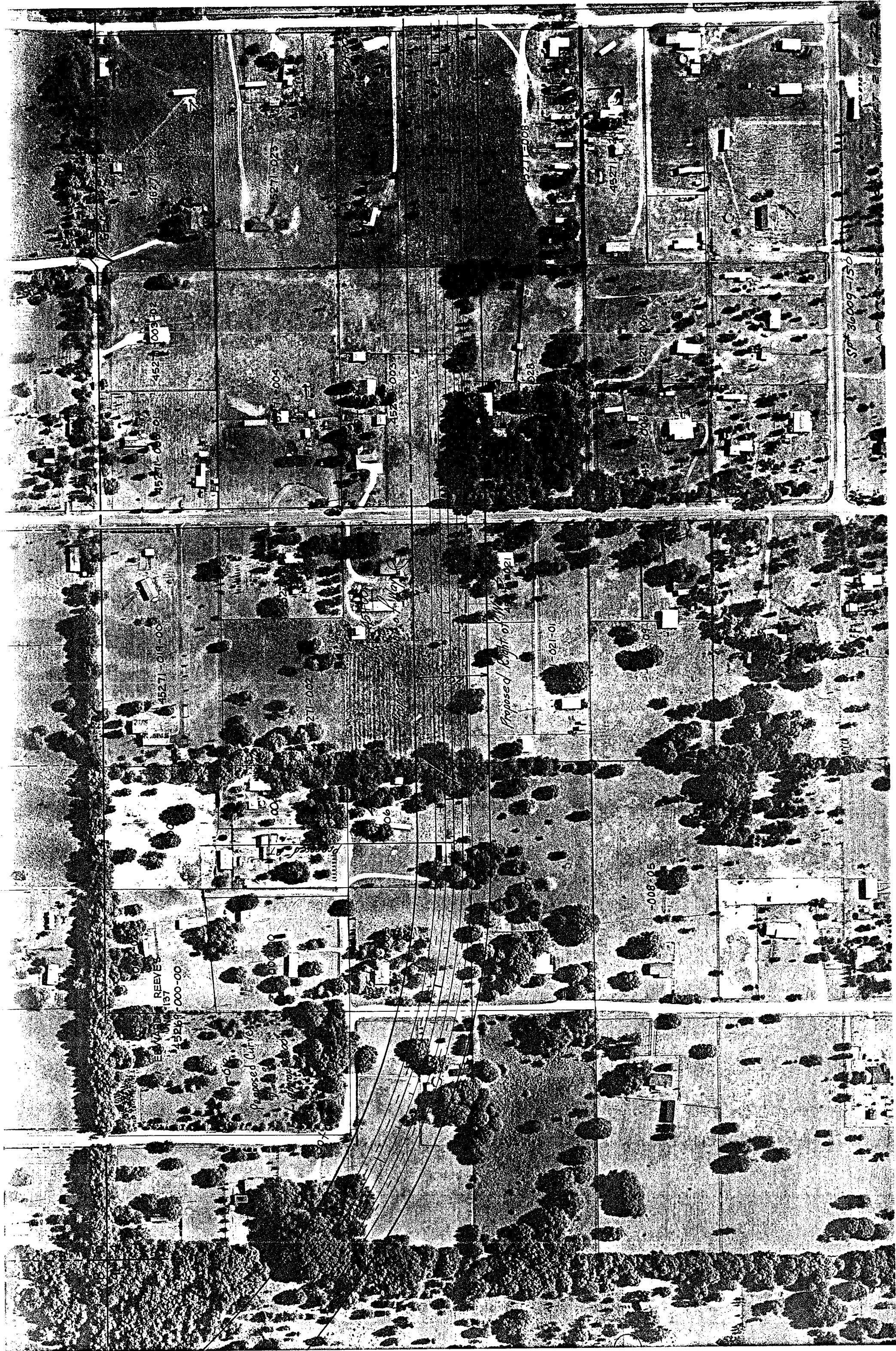
William F. Sloup, P.E.
Project Manager

WFS/ps

APPENDIX C

○PROPOSED CONCEPT ON AERIAL WORKSHEETS





EDWARD REEVES
15268-000-00

Proposed Curves
15268-000-00

15268-000-00

15271-002

15268-000-00

15268-000-00

Proposed Right of Way
15271-002

15271-001

15268-000-00

15271-003-00

15271-003-00

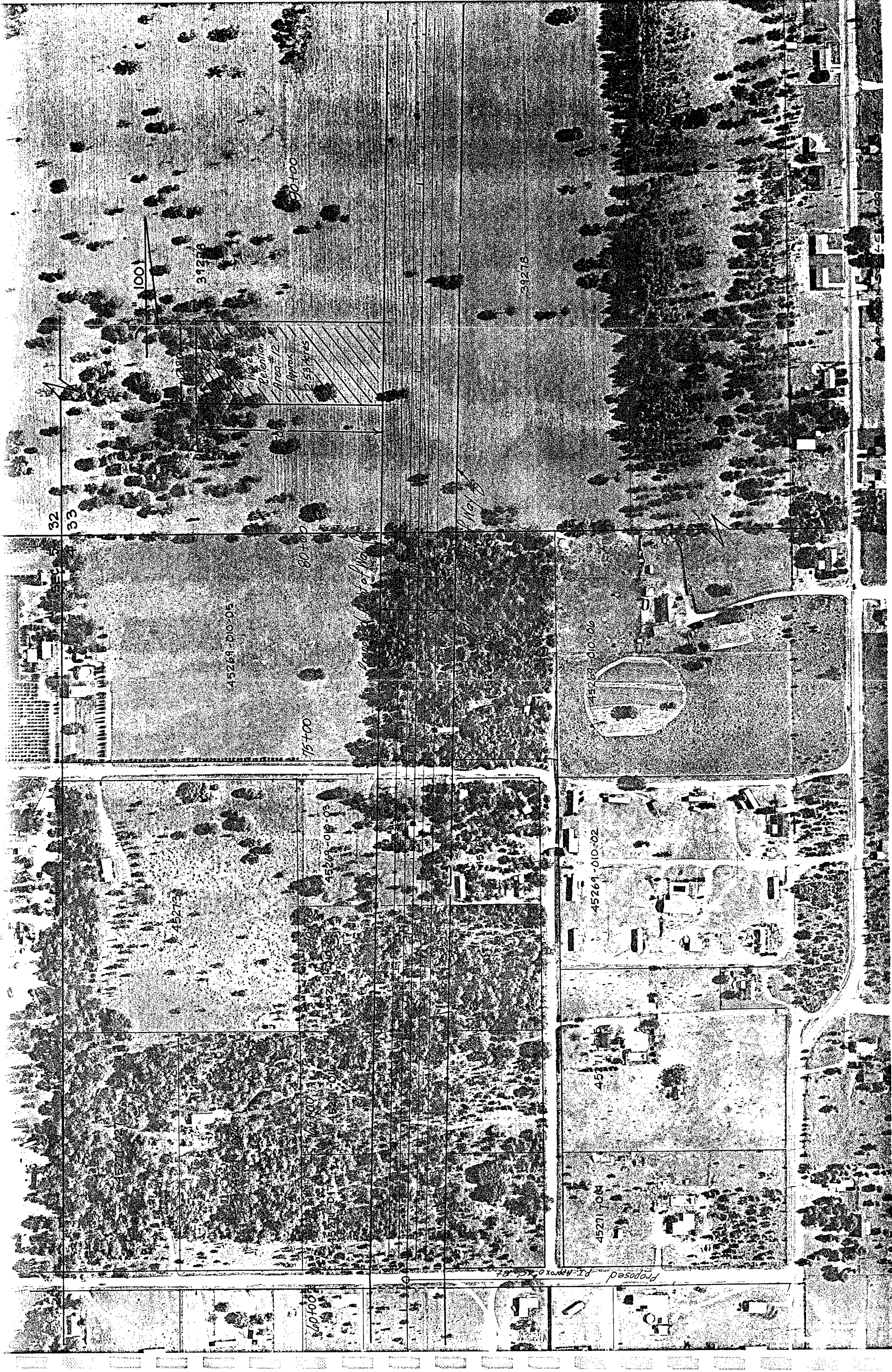
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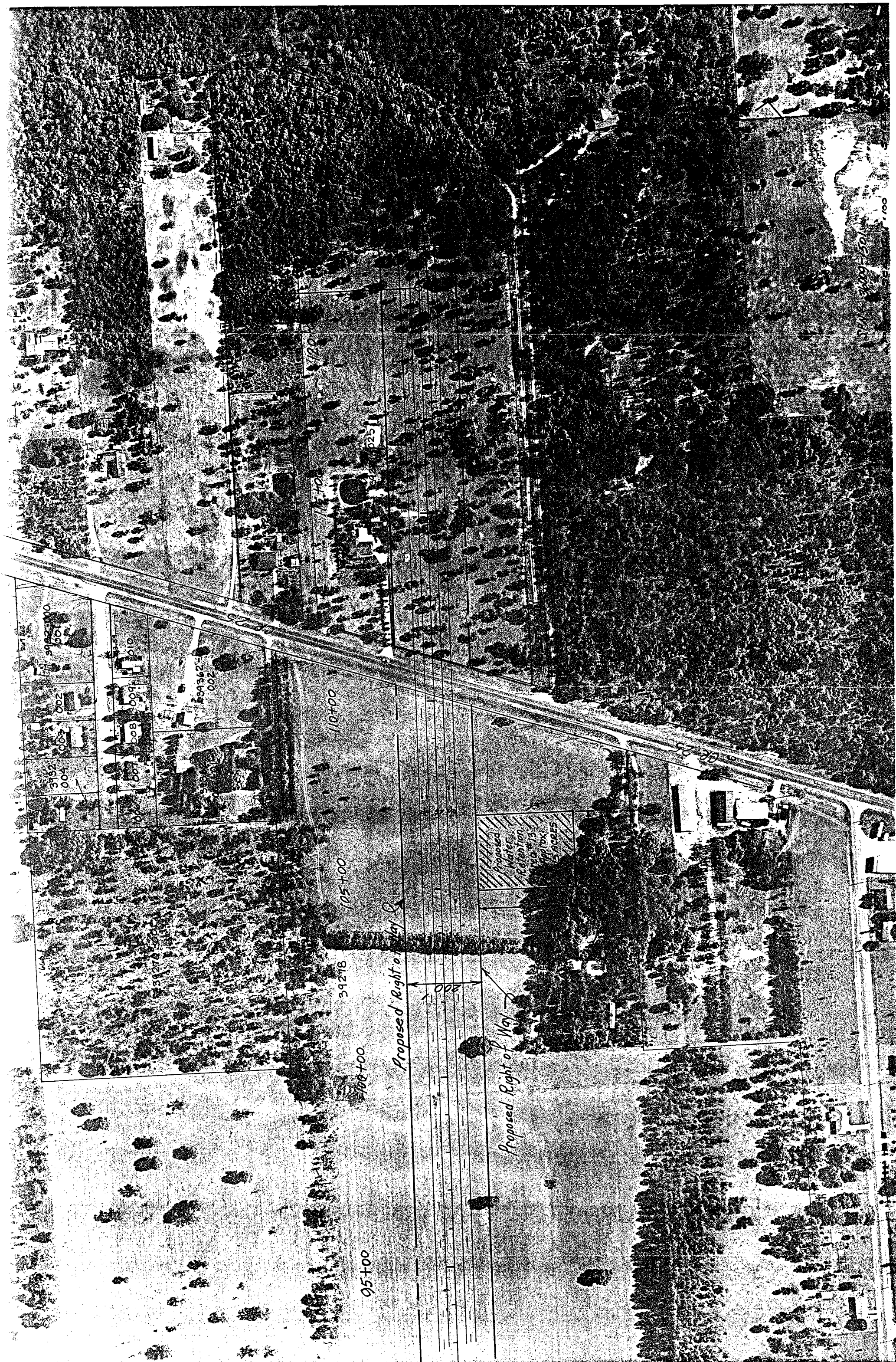
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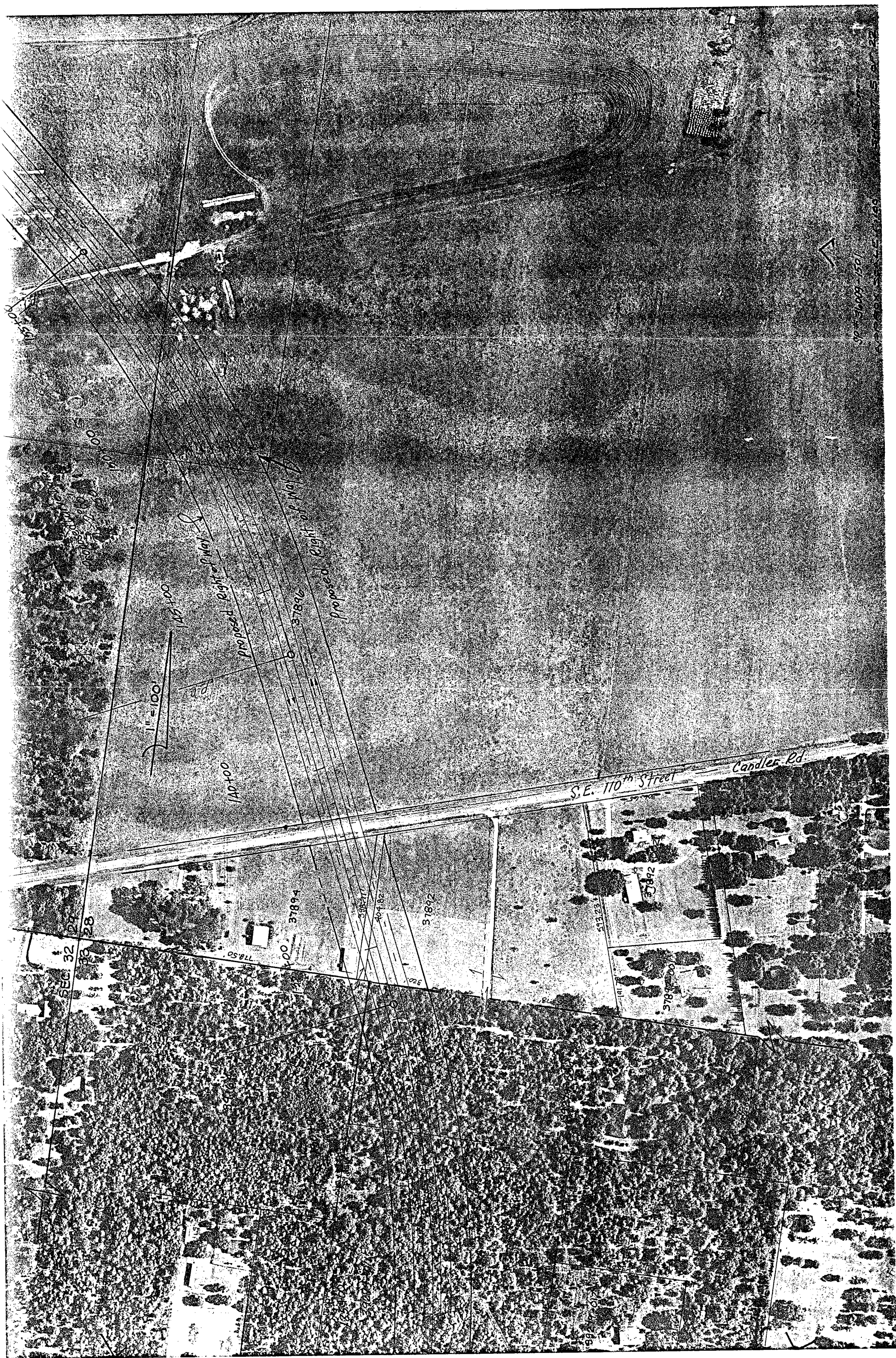
15271-008

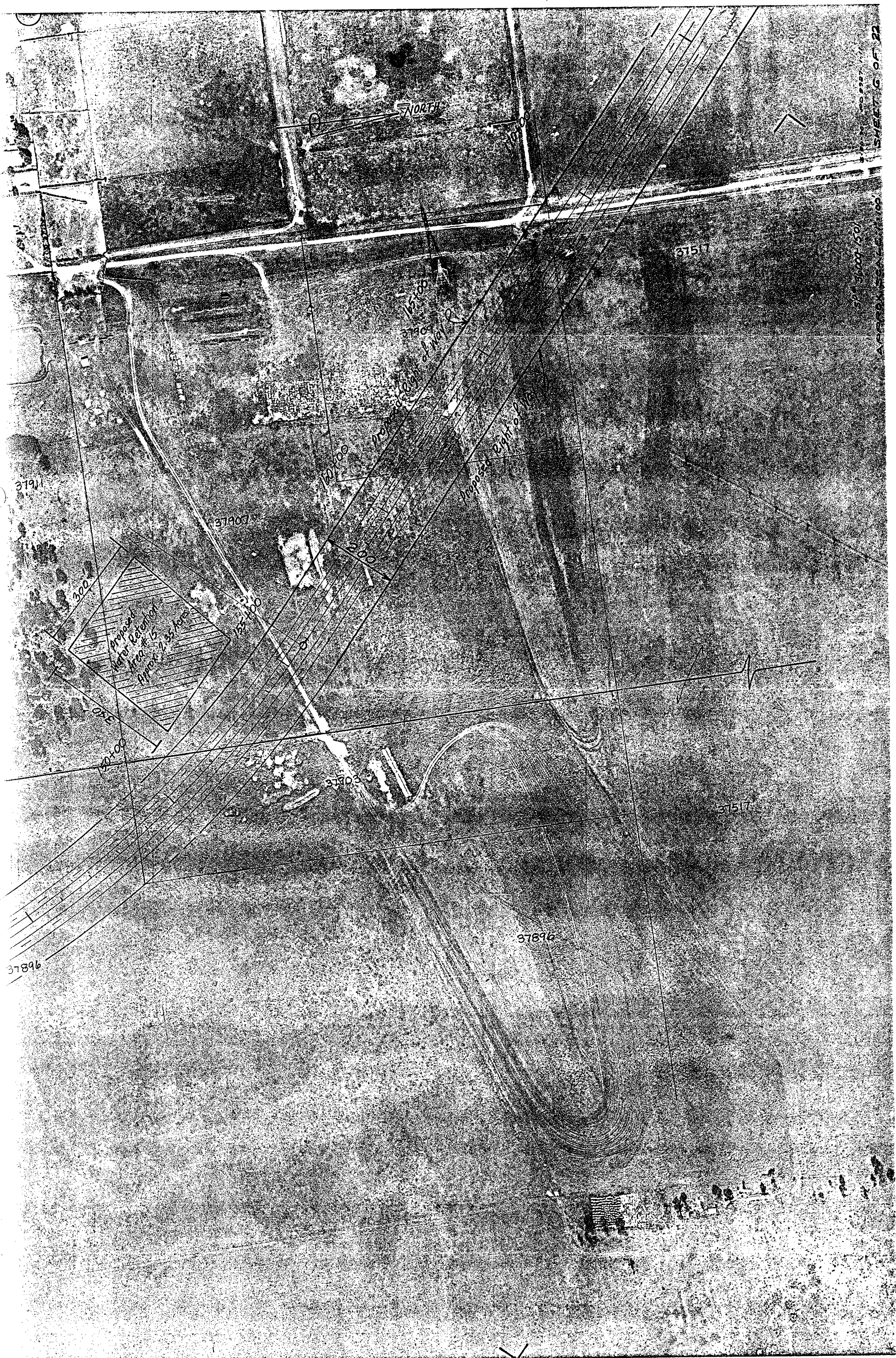
15271-009

SP 36009-150











37905-001

37905-005

37907

37908

37517

37511

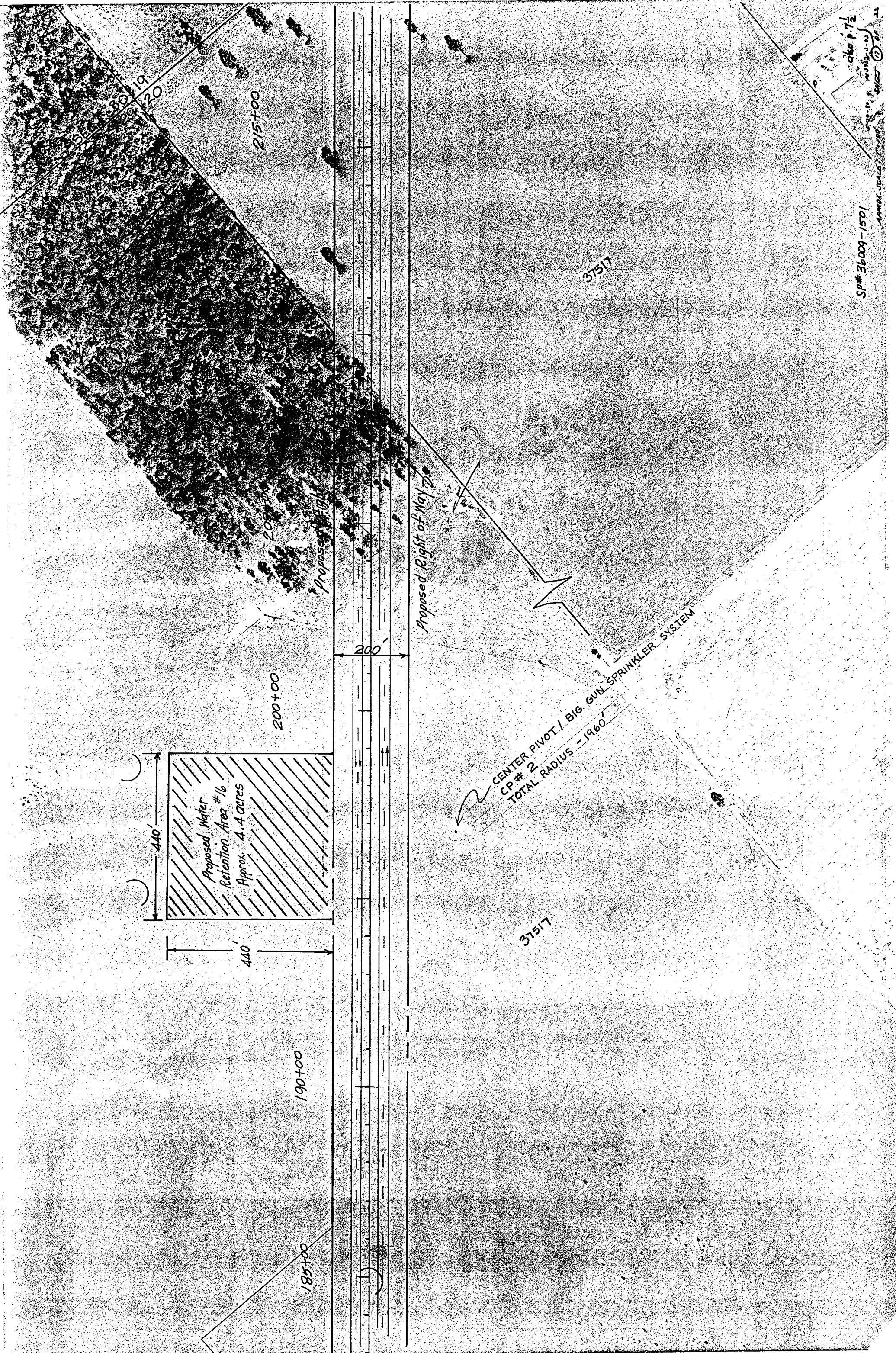
1" = 100'

175+00

180+00

Proposed Right of Way

Proposed Right of Way



440'

440'

Proposed Water Retention Area #16
Approx. 4.4 acres

190+00

185+00

200+00

215+00

200'

Proposed Right of Way

CENTER PIVOT / BIG GUN SPRINKLER SYSTEM
CP # 2
TOTAL RADIUS - 1960'

37517

37517

SP# 36009-1501

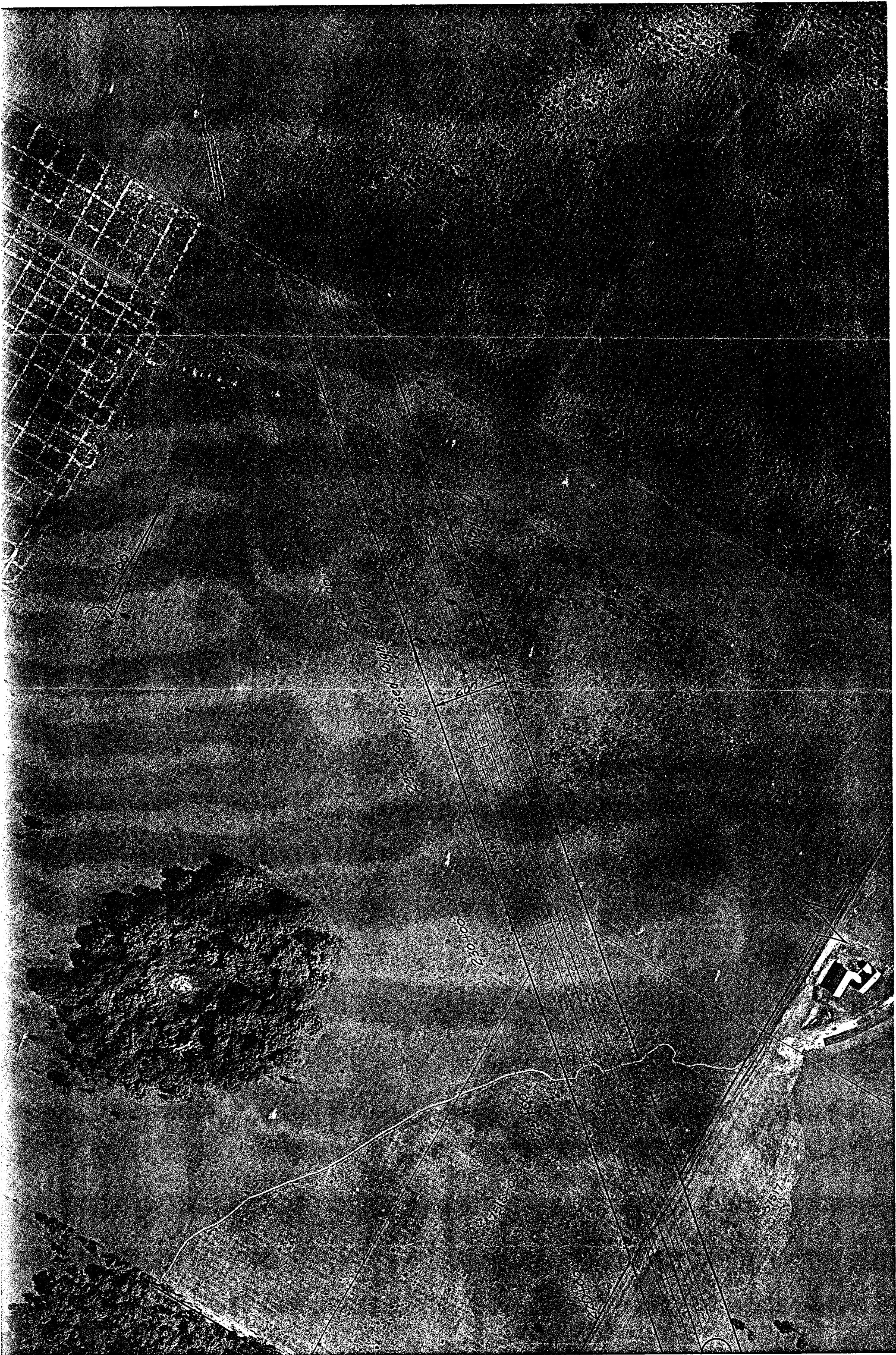
also p. 7 1/2

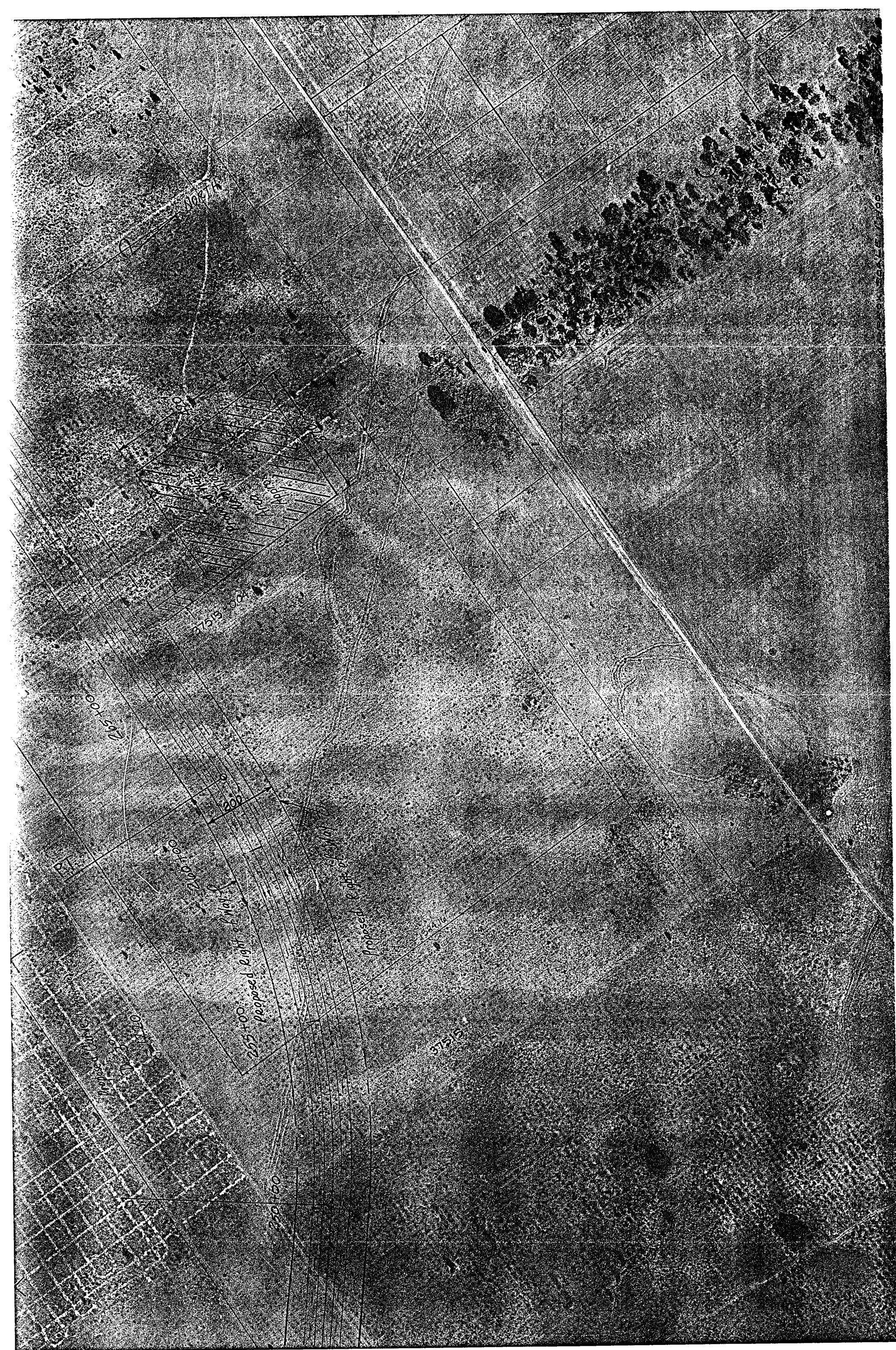
379/3

37905-00

37517

37905-00
37905-00
37905-00
37905-00





BASELINE RD. - SR 35

EXISTING R/W

1" = 100'

End Bellevue Bypass

37515

260+00

265+00

270+00

275+00

280+00

Proposed Right of Way Line

P.T.

50'

Proposed Water Retention Area #17 Approx. 3.6 Acres

120'

370'

13.24.16

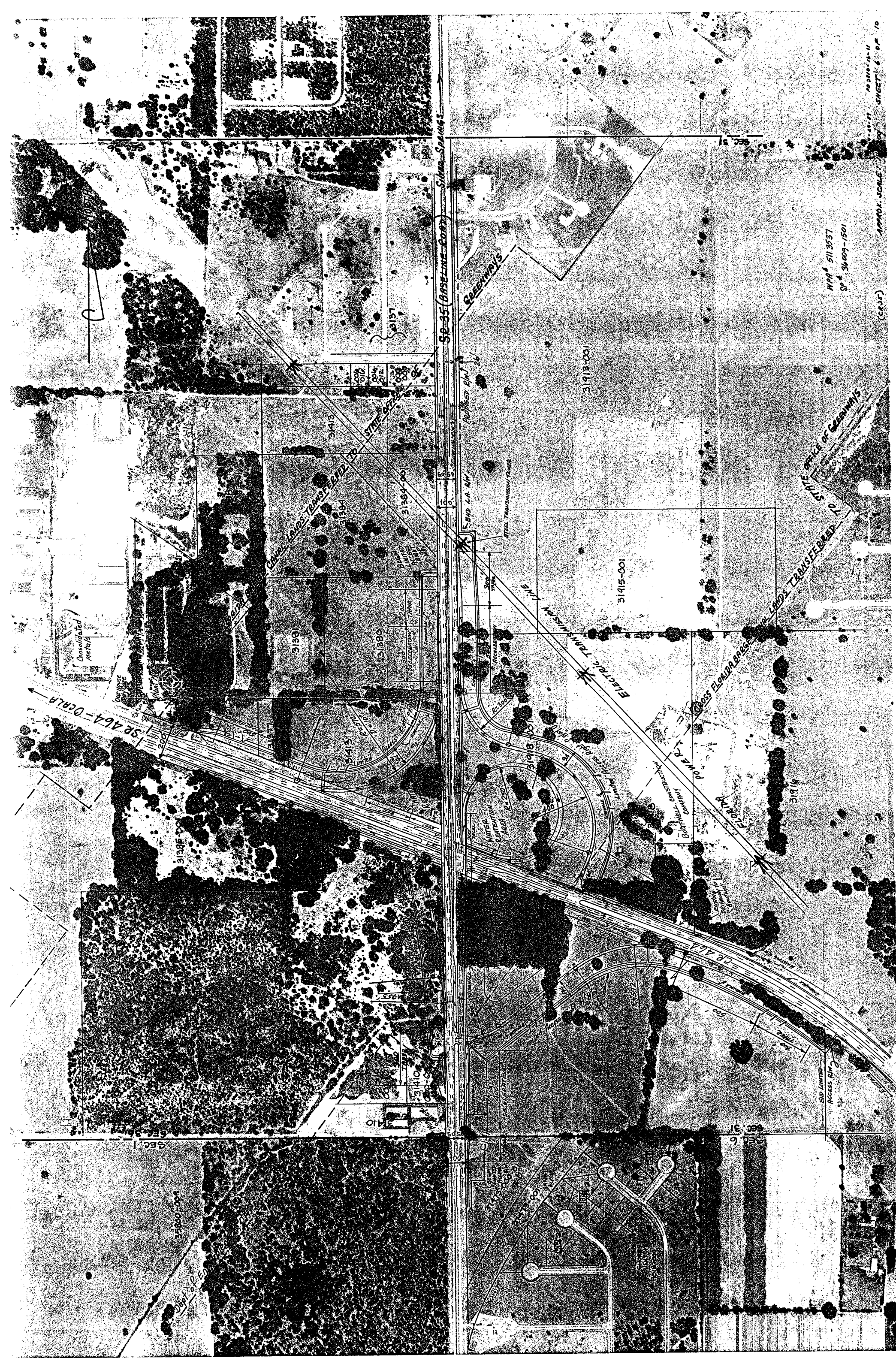
OLD PACKERS HOUSE FOUNDATION

Marion County Proposed 95' driveway Extension

EXISTING

R/W

Also 11



NORTH

SEC. 24
SEC. 13

175+00

36624 -

165+00

36966

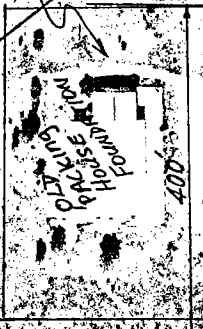
160+00

PROPOSED 95th STREET EXTENSION
MARION COUNTY

155+00

END BELLEVUE SWISS

150+00



TRANSITION PER INDEX 526
A-309.8

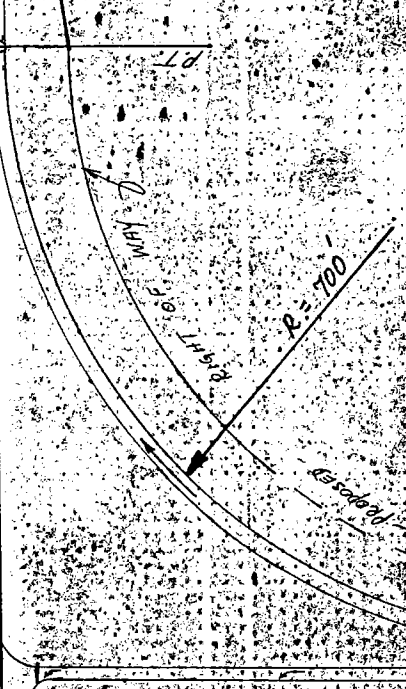
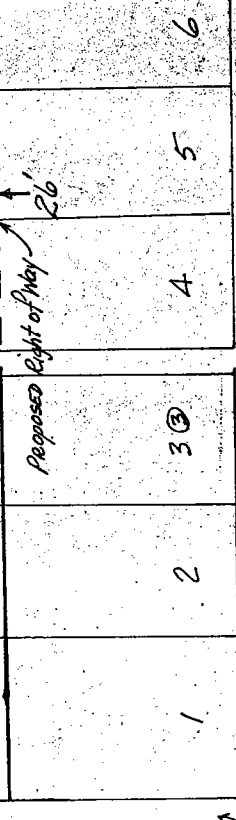
SR 35

EXISTING R/W

EXISTING R/W

EXISTING R/W

PROPOSED Right of Way



(PED. ST.)

SE 92nd ST.

PROPOSED e/w

280+00

275+00

SEC. 18
SEC. 19

SP # 36009 - 1501

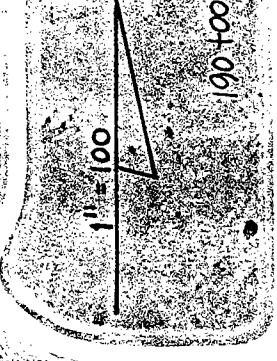
APPROX SCALE: 1" = 100'

EQ. 3906 (99.905, 5000) C.R. 35, MARION CO.

SHEET 5 OF 24

SEC. 24 T.16 R.22
SEC. 13 T.16 R.22

PT. Sta. 179+41.28
 $\Delta = 00^{\circ} 01' 47''$



180+00

185+00

190+00

195+00

200+00

SILVER SPRINGS SHORES
NO. 55

(1727)

(1728)

(1731)

LARCH COARSE		
2	3	4
1	2	1
12.5'	11.5'	11.5'

LARCH TRACK		
6	5	4
115'	115'	115'
1	2	1

LARCH ROAD		
5	4	3
115'	115'	115'
1	2	1

LARCH RADIAL COARSE		
7	8	9
115'	115'	115'
1	2	1

LARCH COARSE		
9	10	11
125'	125'	125'
1	2	1

190 195

Existing 30.35 Center Line

22' Median

SEC. 19 T.16 R.23 S.E. 90th ST.
SEC. 18 T.16 R.23 S.E. (DEDICATED)

Existing R/W		
5	4	3
235'	235'	235'
1	2	1

Proposed R/W		
7	6	5
295'	295'	295'
1	2	1

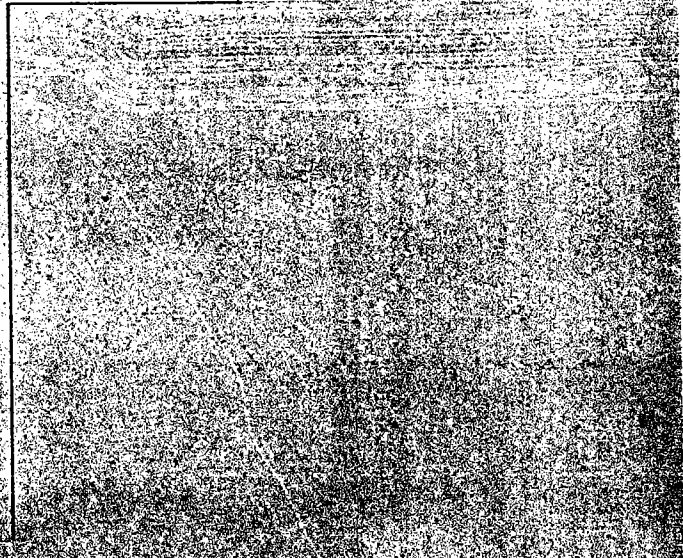
Proposed R/W		
7	6	5
295'	295'	295'
1	2	1

(DED. ST.)

S.E. 59th AVE.

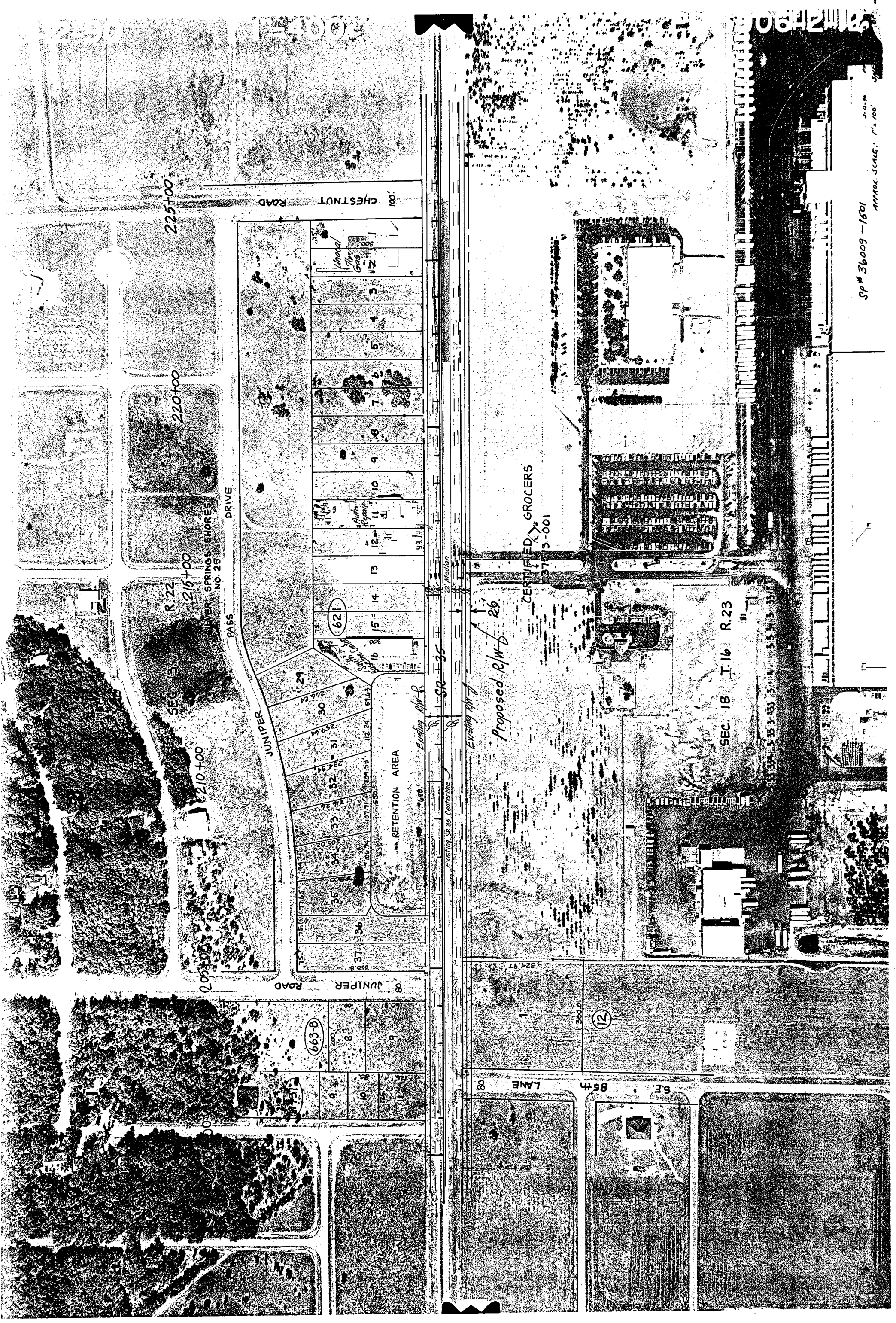
S.E. 59th AVE.

S.E. 85th LANE



SP # 36009-1501

APPROX. SCALE 1" = 100'



SP # 36009 - 1501
APPROX. SCALE: 1" = 100'

3-A-10
JAN 1960

06A21125

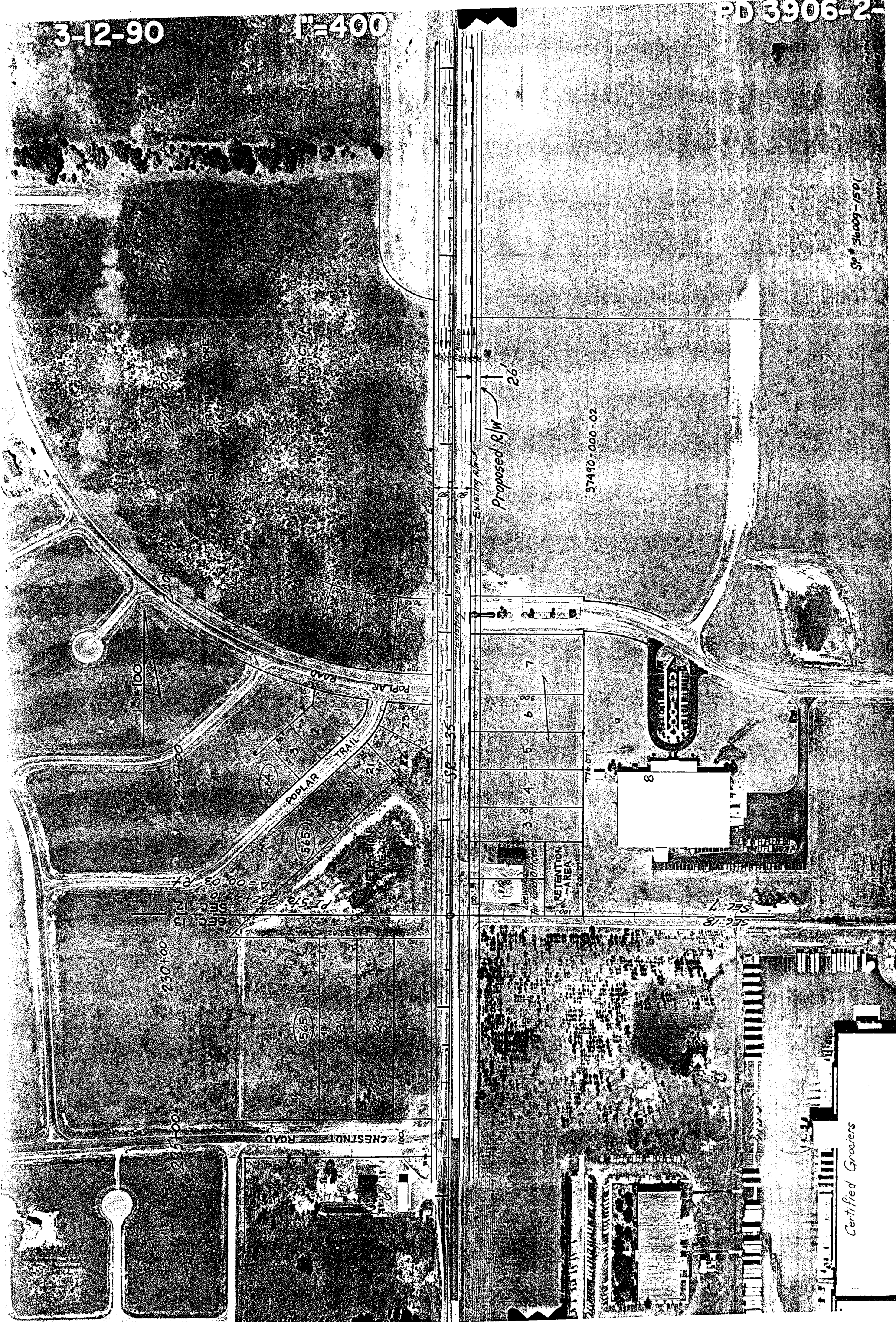
3-12-90

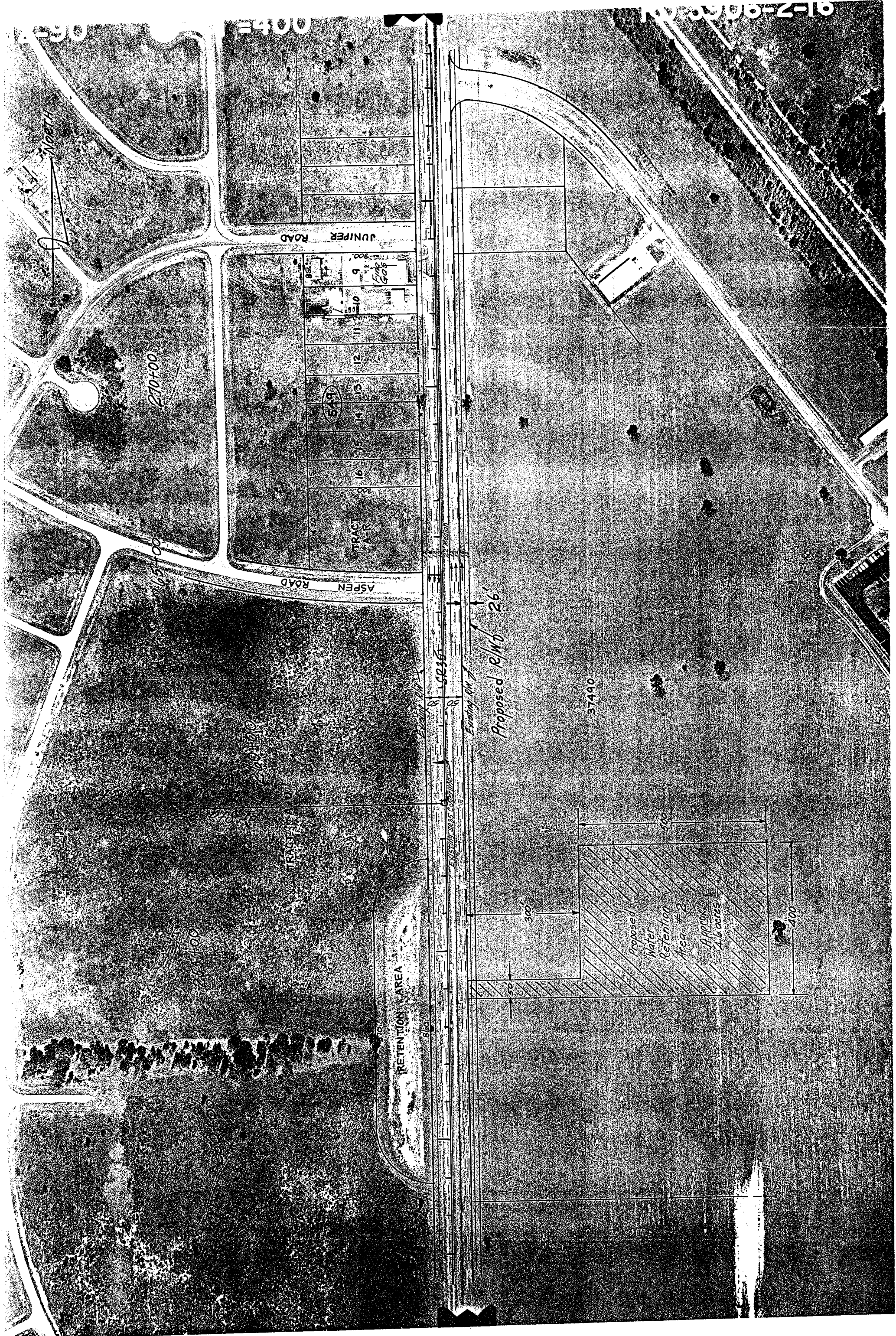
$P=400$

PD 3906-2-

1051-6009E #ds

Certified Grocers





JUNIPER ROAD

ASPEN ROAD

TRACT A-R

RETENTION AREA

Proposed R/W 26'

Proposed Water Retention Area #2
Approx. 16 acres

500

300

200

37490

210400

265400

260400

265400

231400

400

15-2-16

3-12-90

1"=400'

Marion County Land Fill

295+00

290+00

285+00

280+00

275+00

SILVER SPRINGS SHORES

UNIT NO. 65

9024-000-000

LAUREL ROAD

S.S.S.

UNIT 24

Juniper Road

Existing RM

EXISTING 38.35' CARRIAGE

22' Median

Proposed RM

2 (M)

145'

20'

165'

110'

105'

100'

95'

90'

85'

80'

75'

70'

65'

60'

55'

50'

45'

40'

35'

30'

25'

20'

15'

10'

5'

0'

119'-32"

110'-12"

100'-12"

90'-12"

80'-12"

70'-12"

60'-12"

50'-12"

40'-12"

30'-12"

20'-12"

10'-12"

0'-12"

119'-32"

110'-12"

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90'-12"

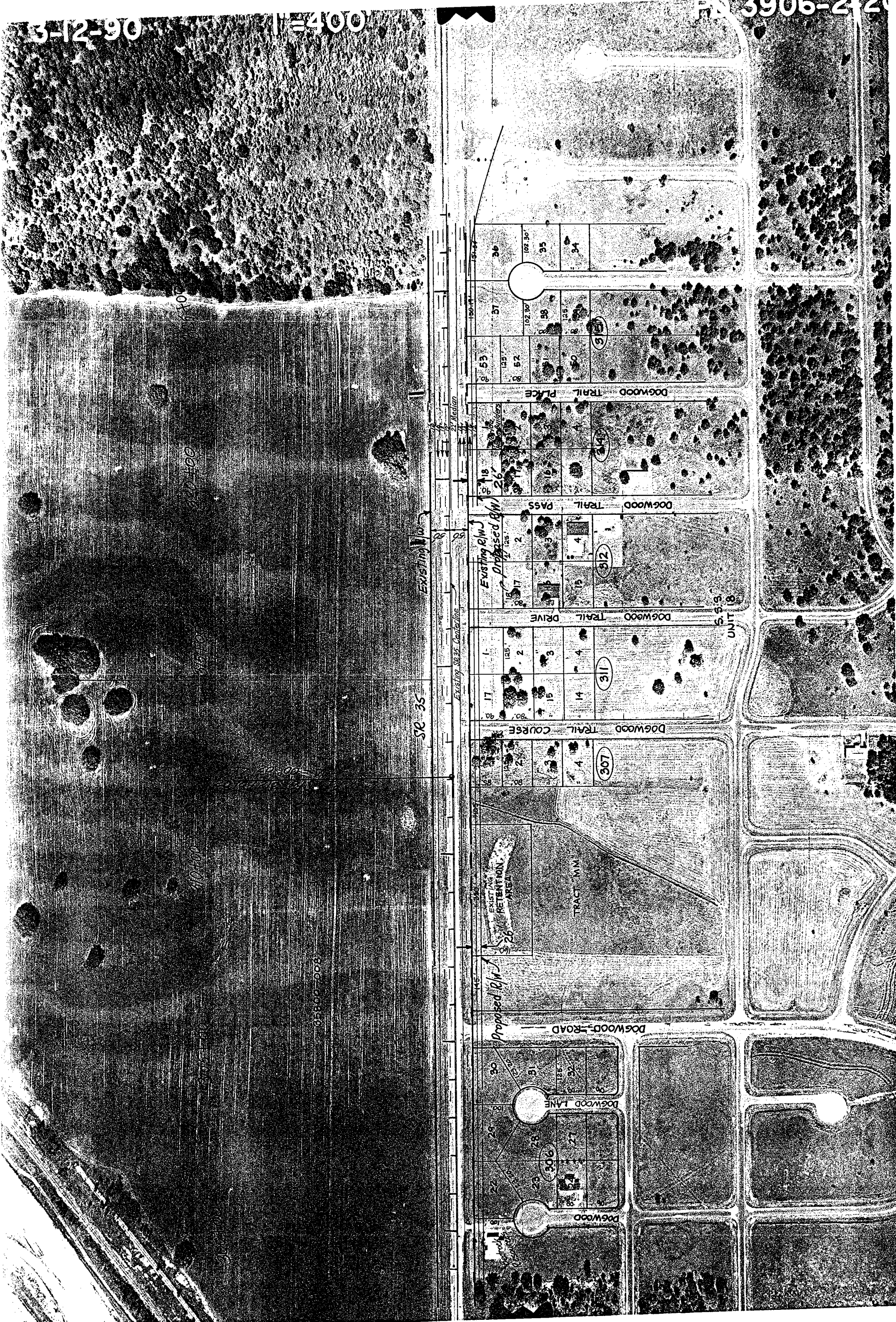
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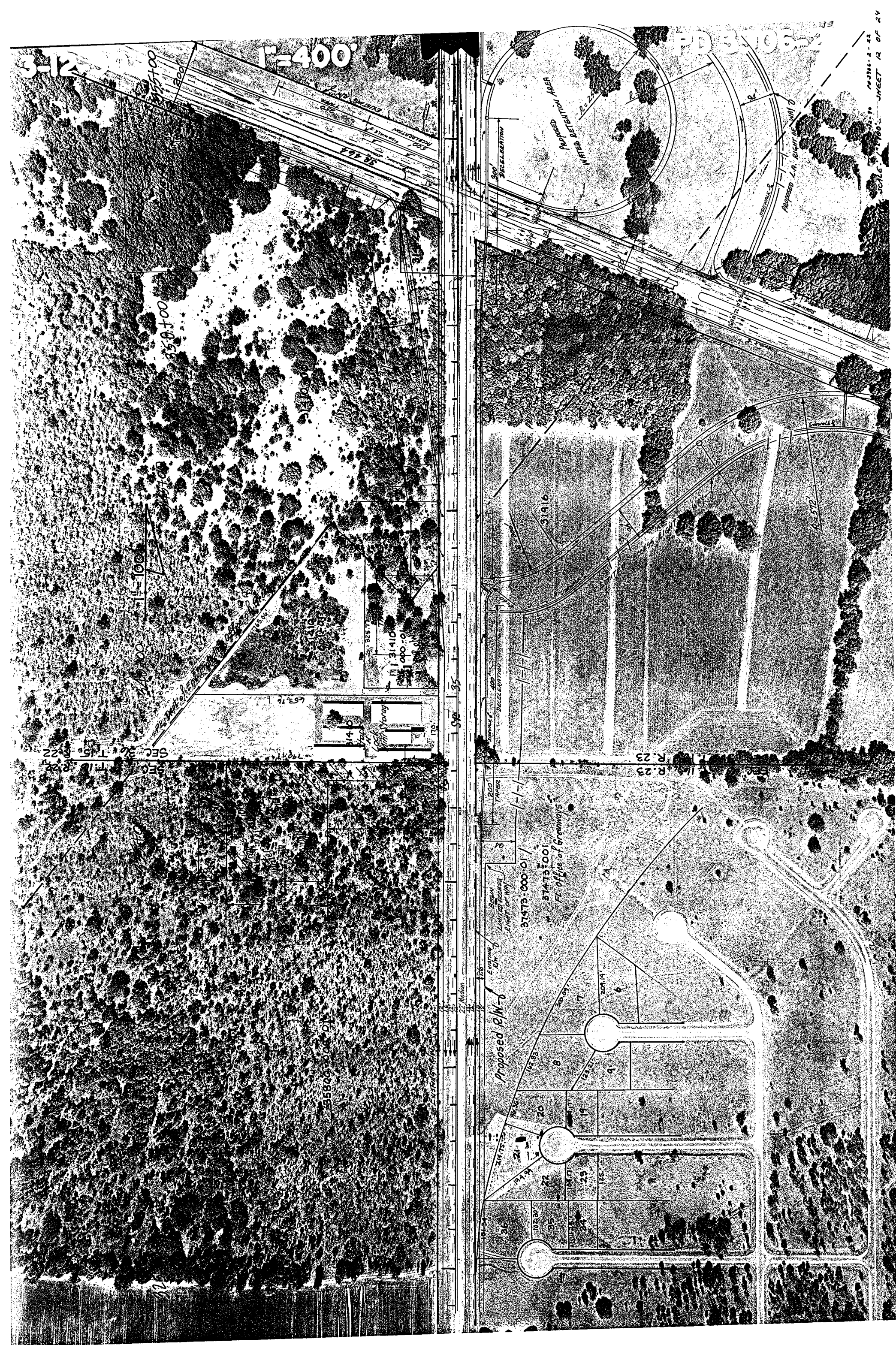
70'-12"

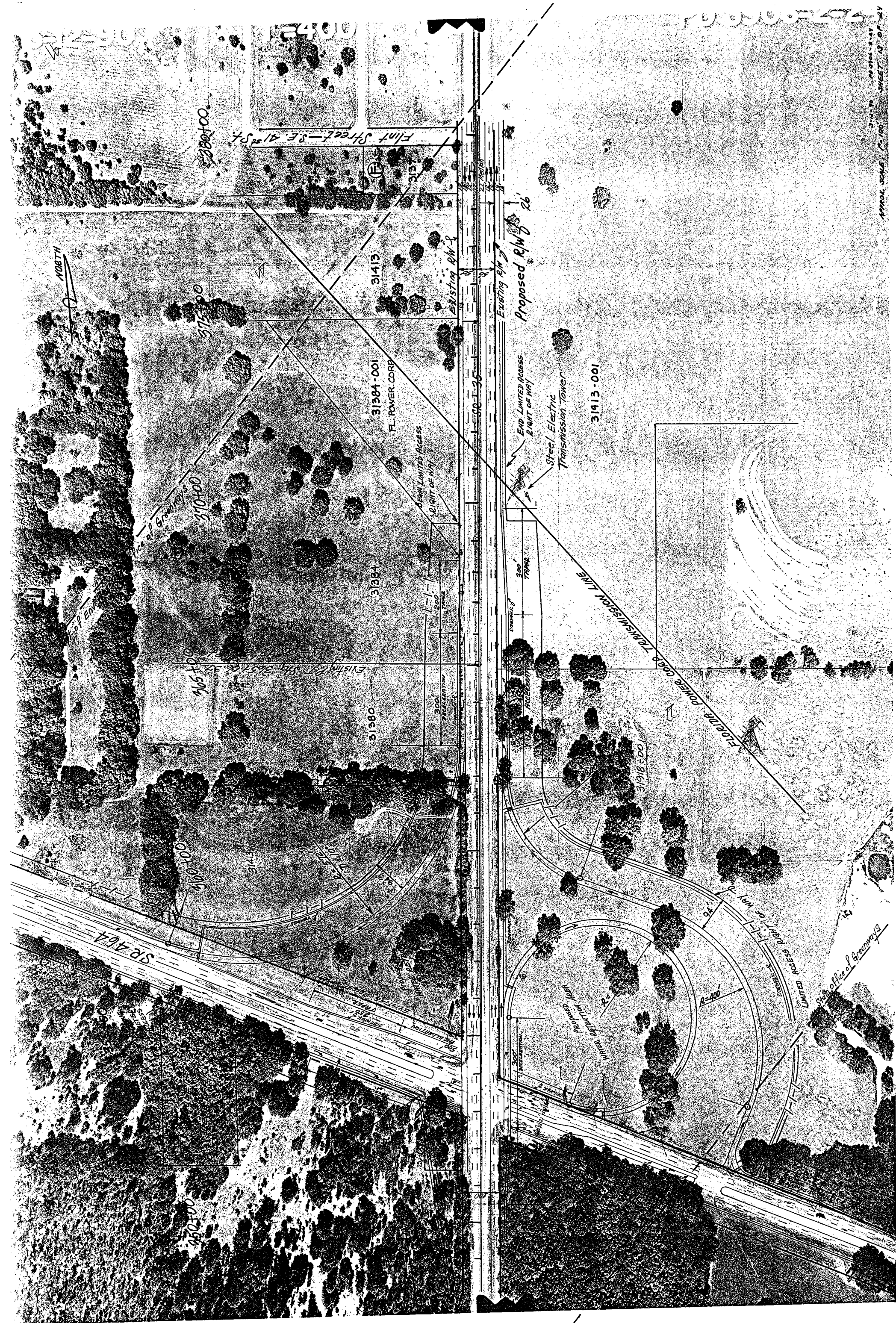
60'-12"

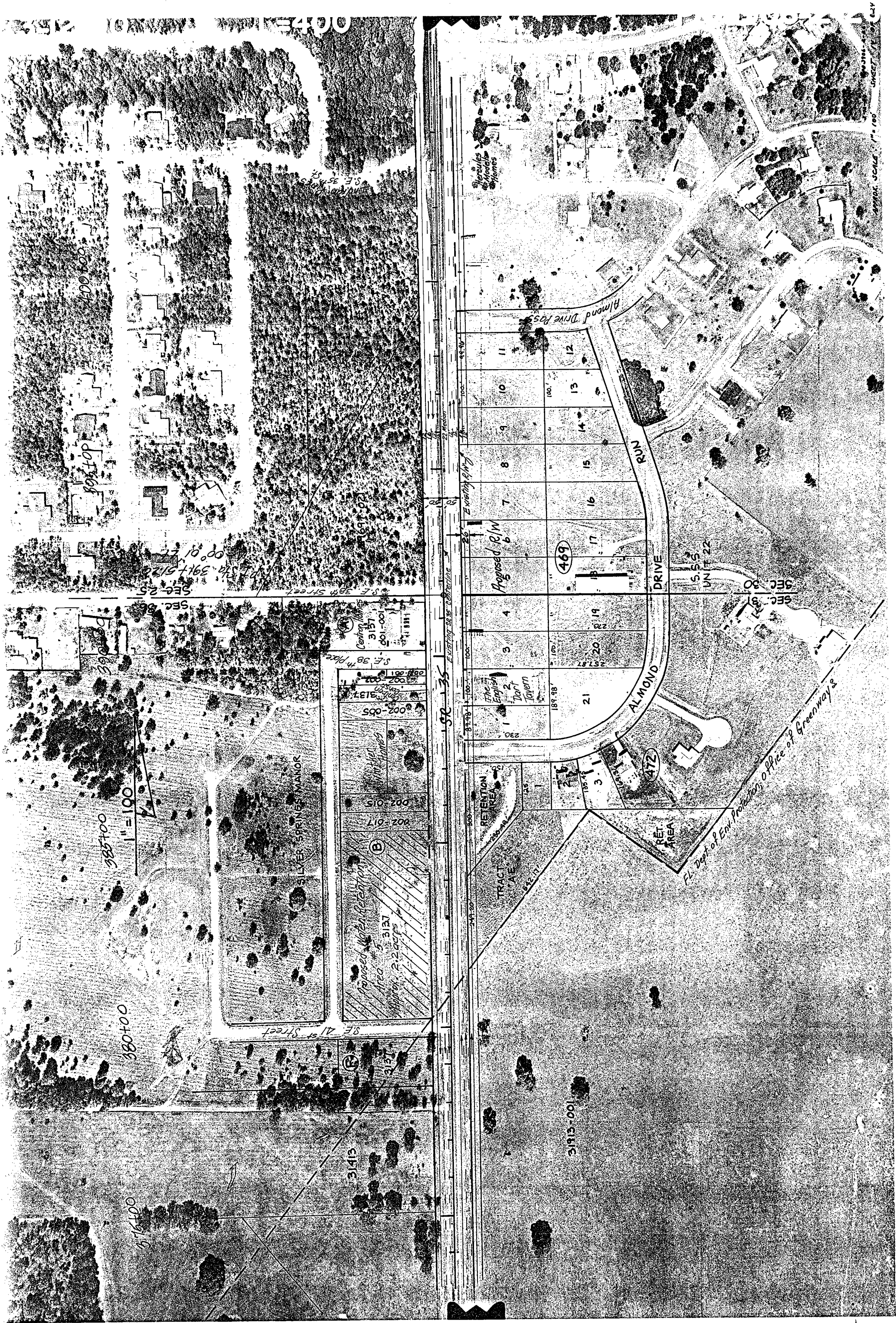
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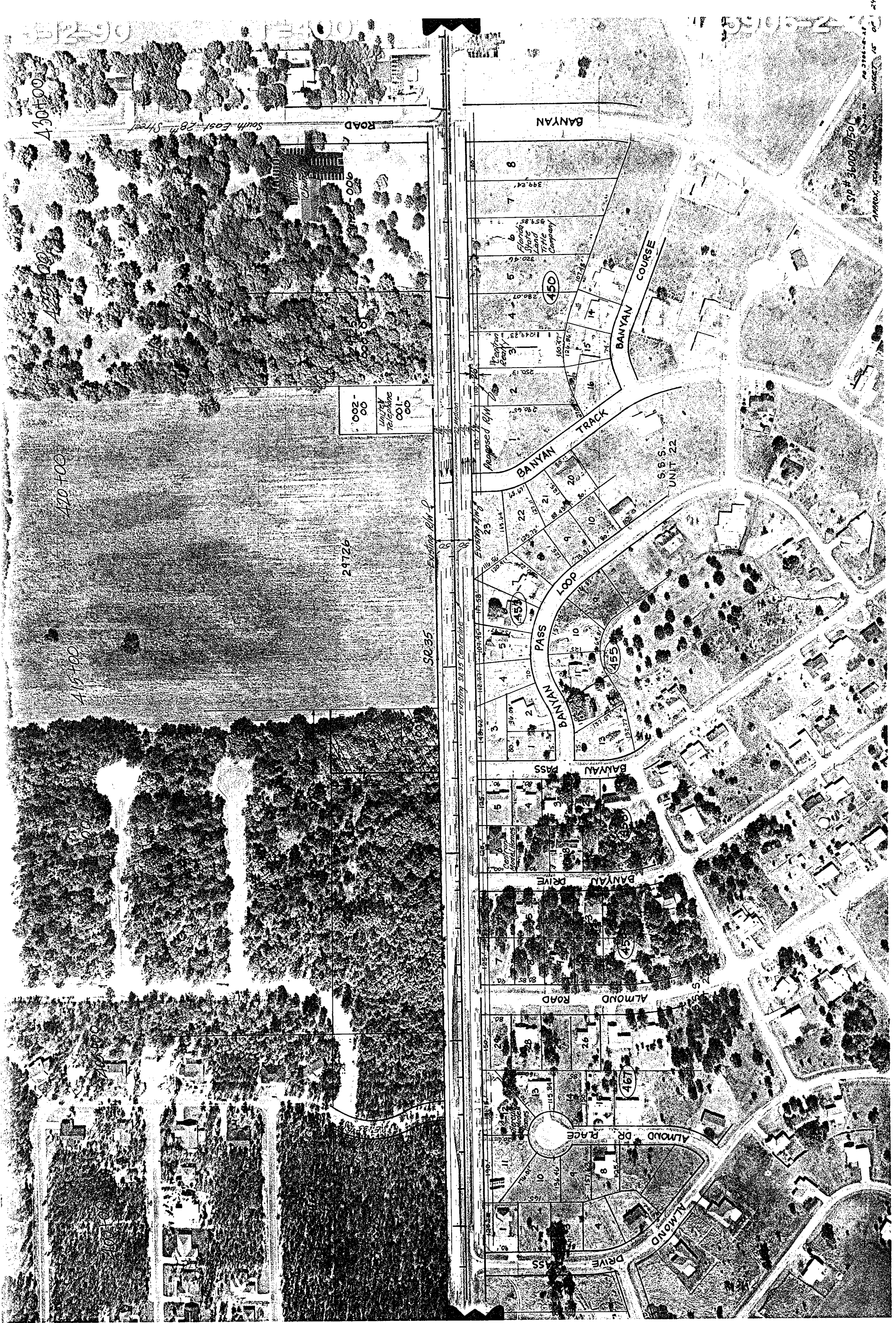
3906-242



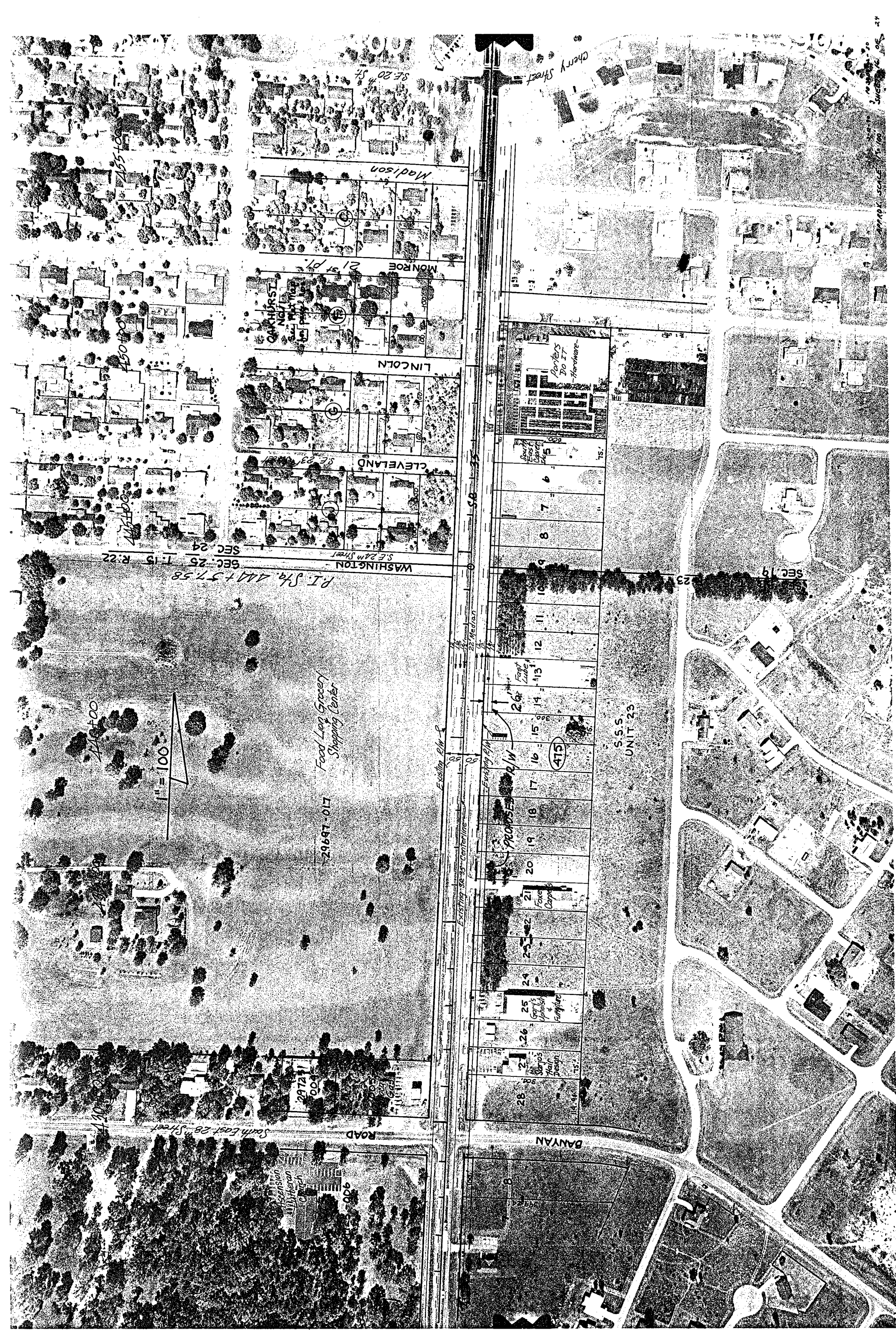








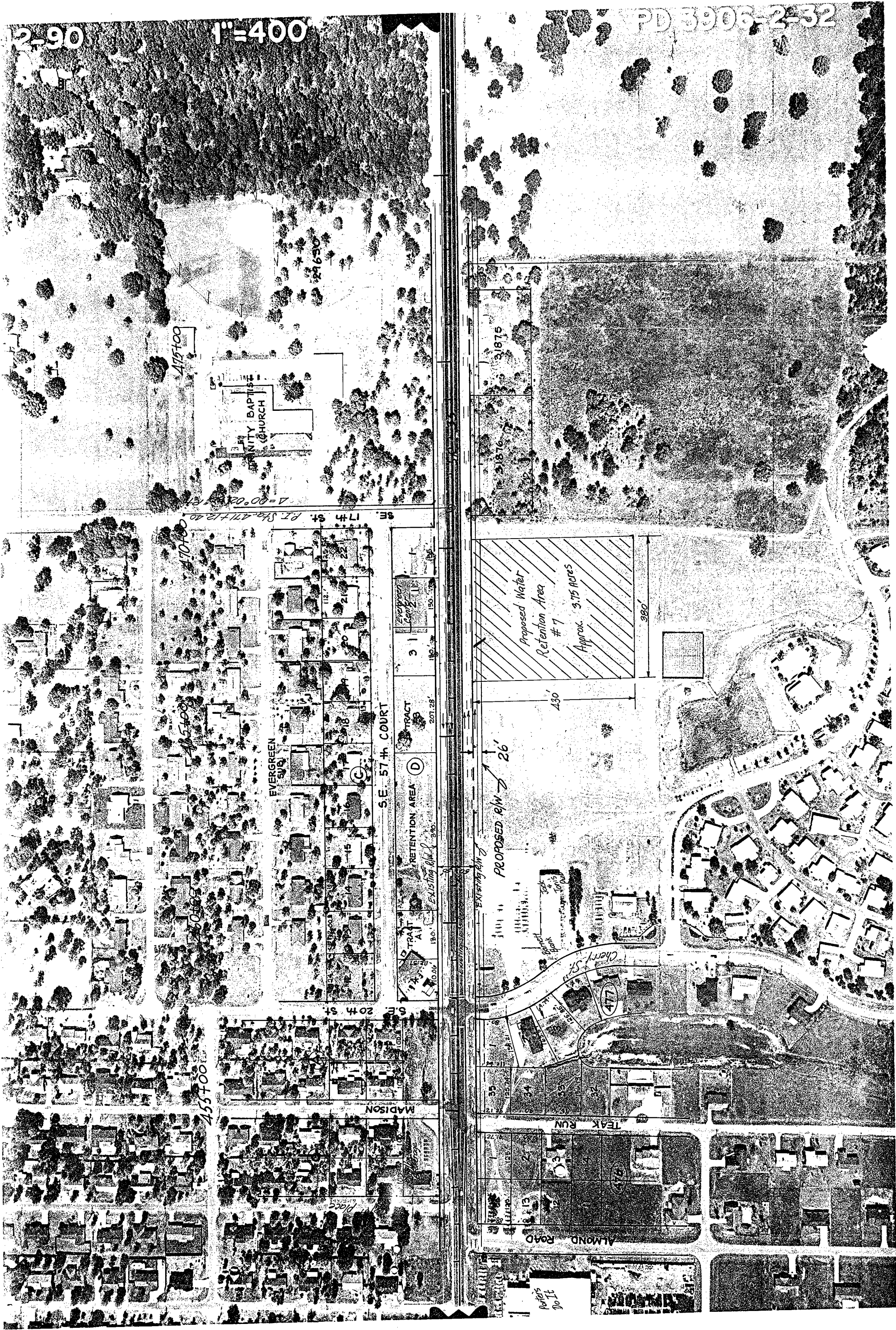
SP # 3009-1501
APPROX. SCALE
SHEET 15 OF 24



2-90

1"=400'

PD 3906-2-32



R=400'

505+00

500+00

495+00

490+00

485+00

480+00

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27419
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29675

29676

29677

SE 1/4 12.5 St

8th St

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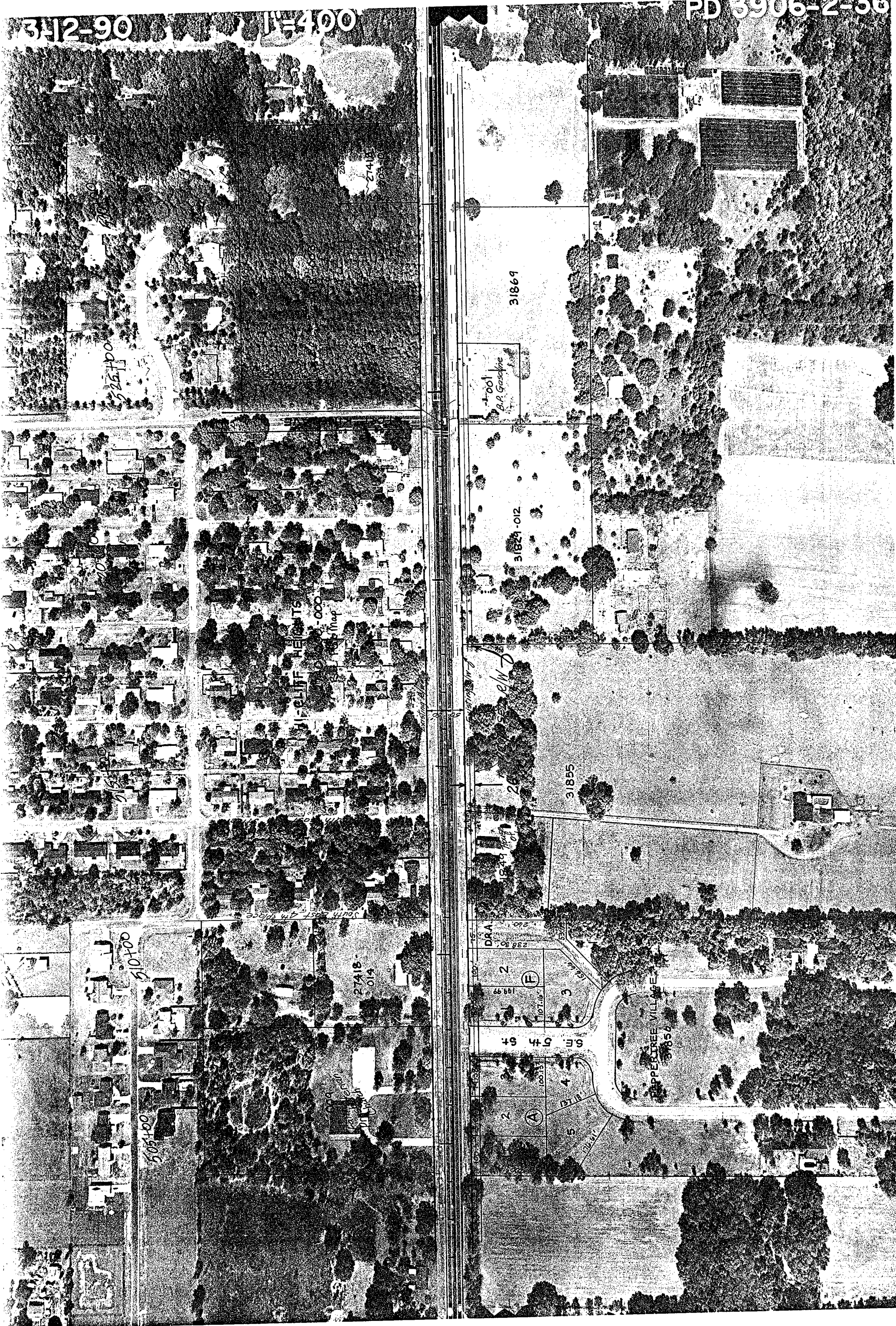
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11=400

PD 5906-2-36





5-12-90

D-3906-2-

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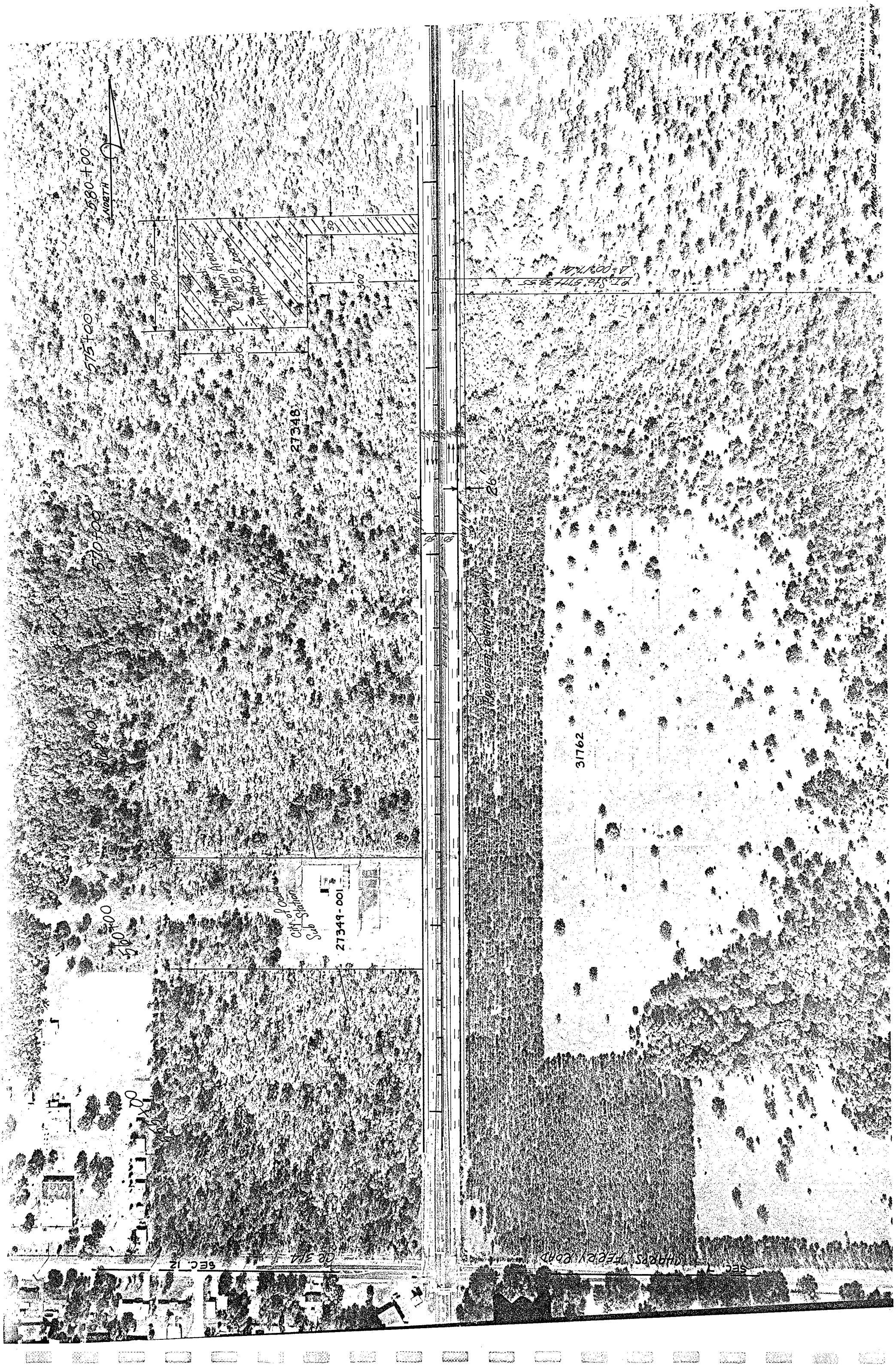
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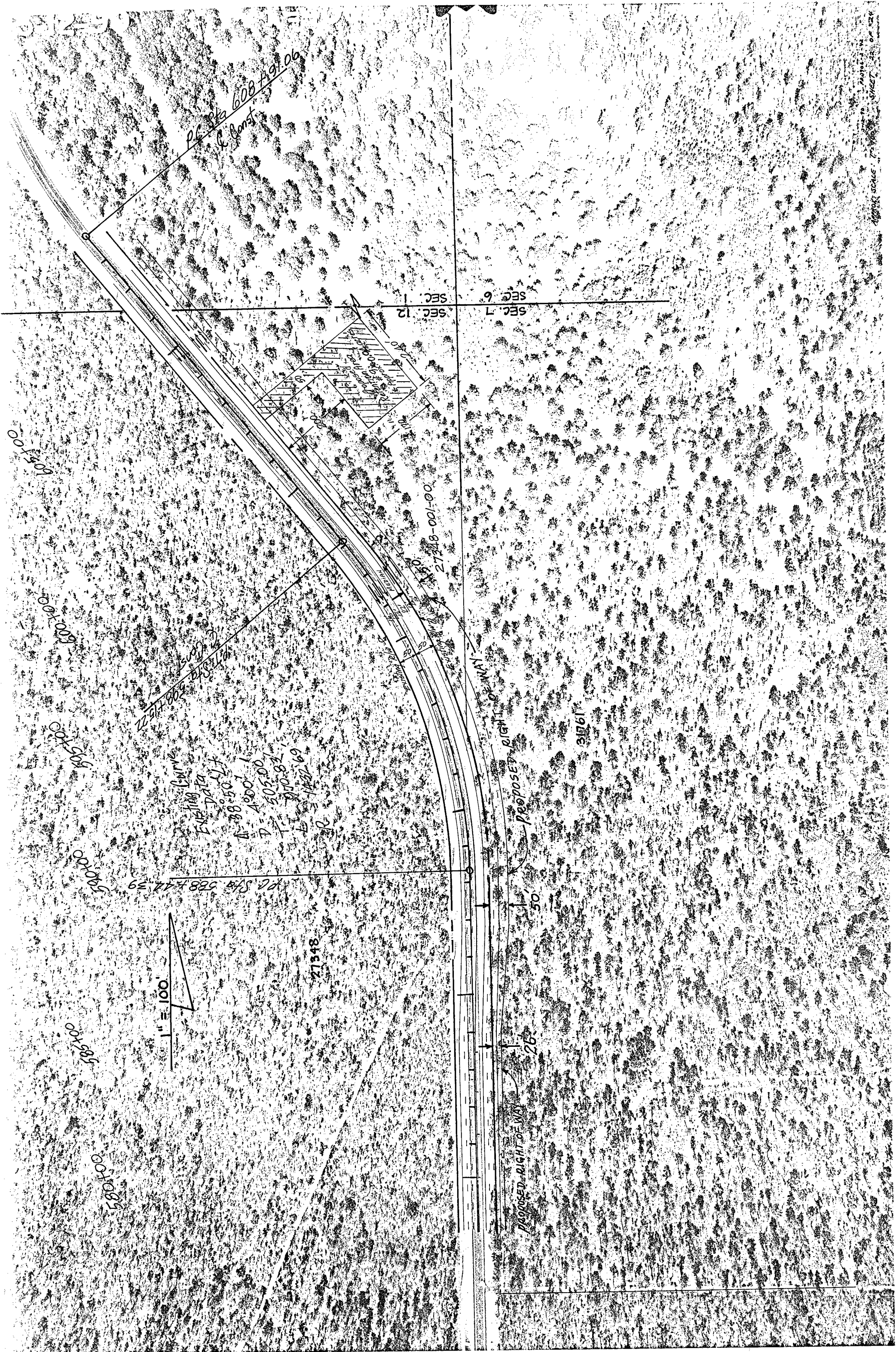
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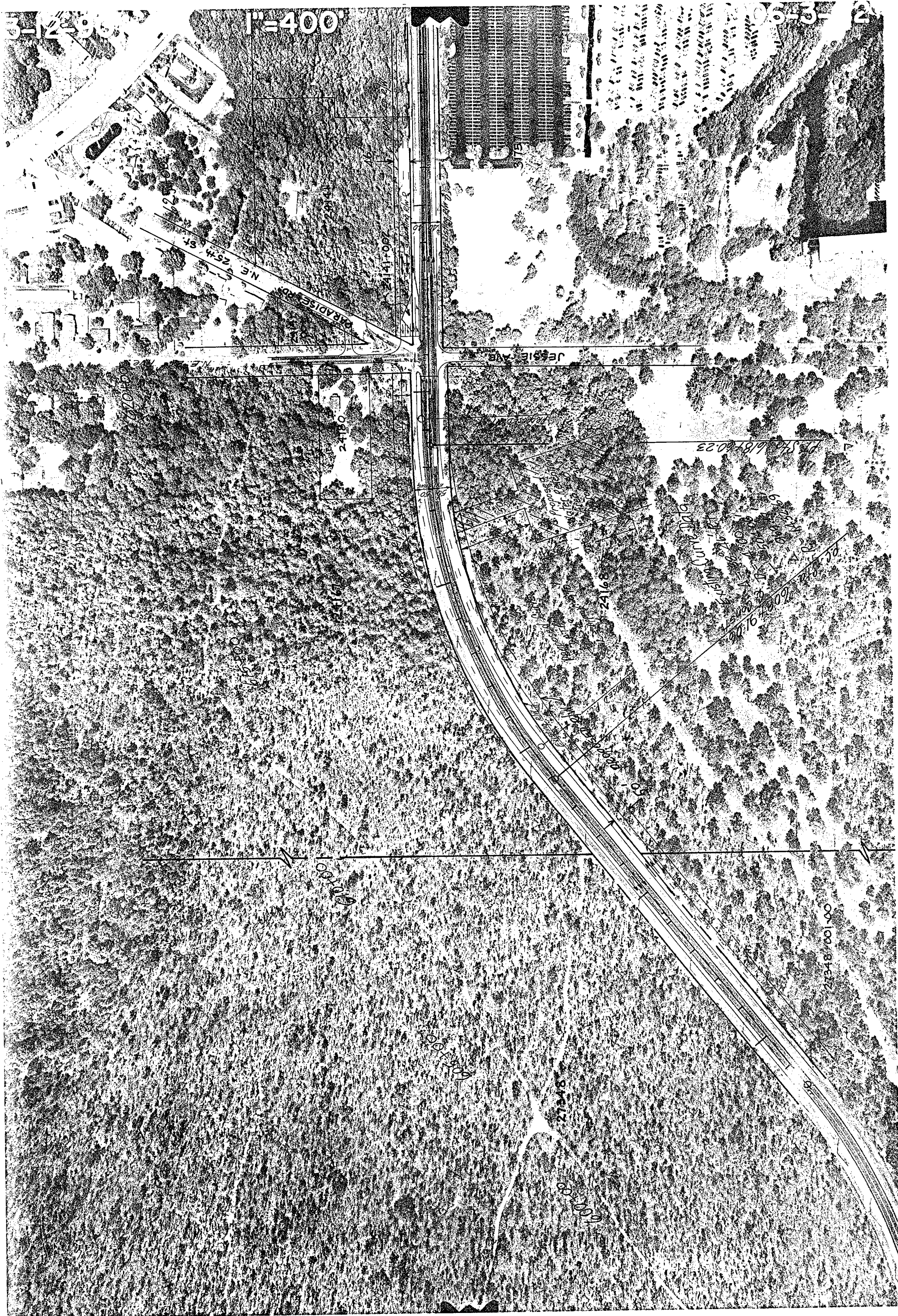
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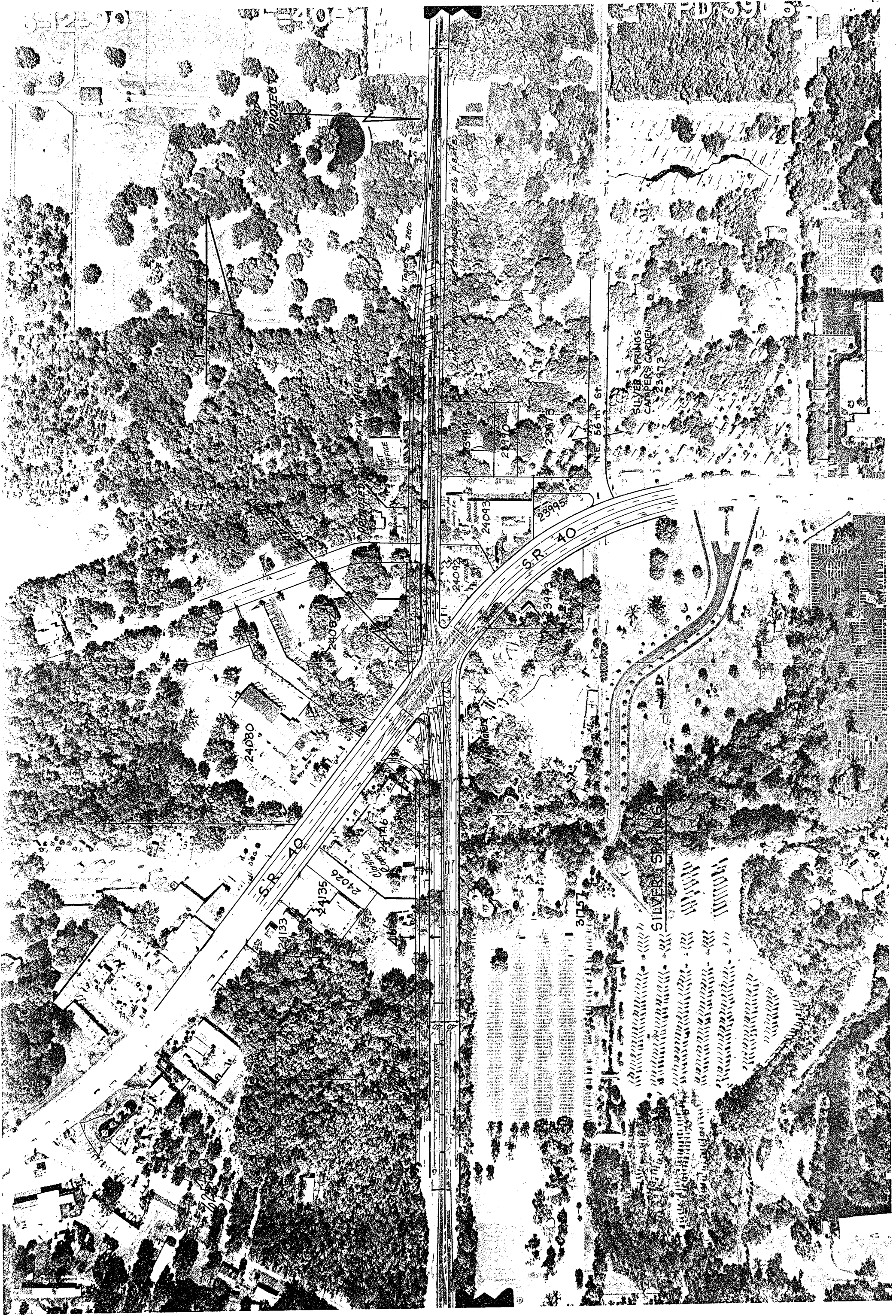
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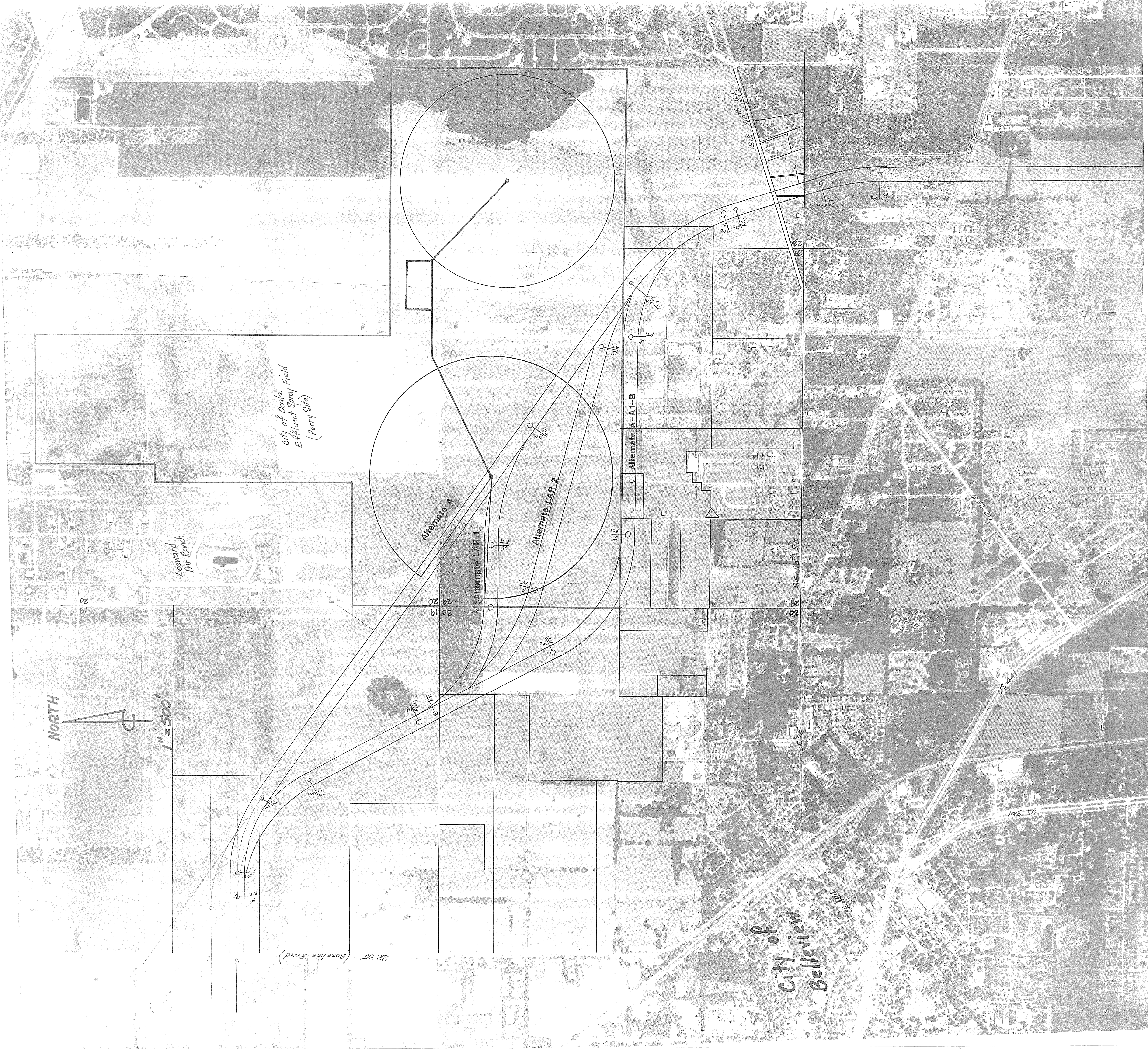
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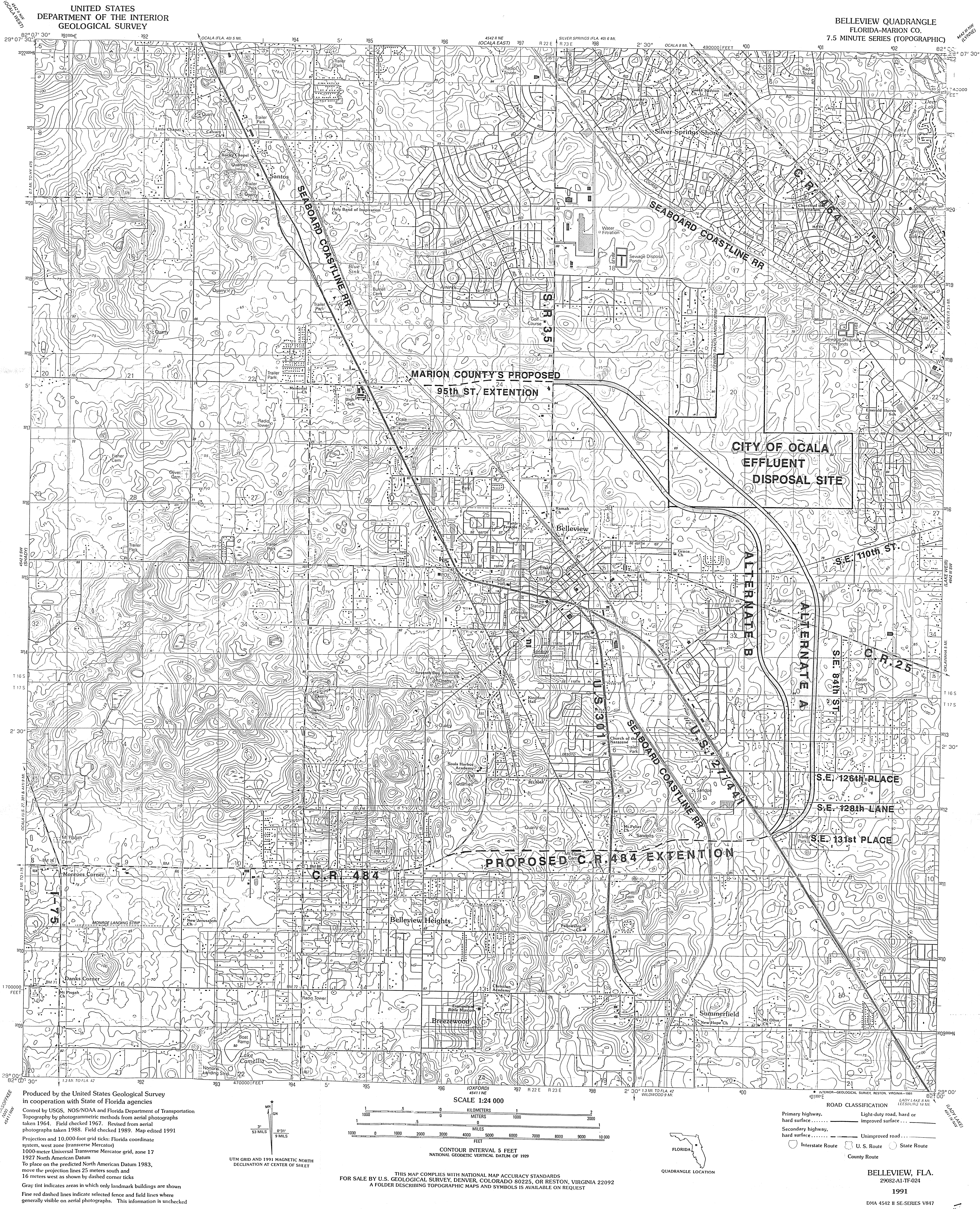












UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BELLEVUE QUADRANGLE
FLORIDA-MARION CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

Produced by the United States Geological Survey
in cooperation with State of Florida agencies

Control by USGS, NOS/NOAA and Florida Department of Transportation
Topography by photogrammetric methods from aerial photographs
taken 1964. Field checked 1967. Revised from aerial
photographs taken 1988. Field checked 1989. Map edited 1991

Projection and 10,000-foot grid ticks: Florida coordinate
system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid, zone 17
1927 North American Datum
To place on the predicted North American Datum 1983,
move the projection lines 25 meters south and
16 meters west as shown by dashed corner ticks

Gray tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

SCALE 1:24 000

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION

Primary highway, hard surface Light-duty road, hard or improved surface

Secondary highway, hard surface Unimproved road

Interstate Route U. S. Route State Route County Route

QUADRANGLE LOCATION

BELLEVUE, FLA.
29082-A1-TF-024
1991

DMA 4542 II SE-SERIES W847