

**CITY OF BELLEVIEW  
WORKSHOP MEETING  
AGENDA**

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**BELLEVIEW CITY HALL  
COMMISSION CHAMBERS**

**January 24, 2007**

**6:00 PM**

Mayor TAMMY MOORE  
Seat 1 MICHAEL GOLDMAN  
Seat 2 KENNETH R. NADEAU  
Seat 3 WILMA LOAR  
Seat 4 CHRISTINE C. DOBKOWSKI

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*IF A PERSON SHOULD DESIRE TO APPEAL ANY DECISION MADE BY THE BOARD OR COMMISSION A VERBATIM RECORD OF THE PROCEEDINGS WHICH INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED MAY BE NEEDED. IT IS YOUR RESPONSIBILITY TO HIRE A COURT REPORTER TO MAKE A VERBATIM TRANSCRIPT, OR A TAPE OF THE MEETING CAN BE PURCHASED FOR \$5.00/TAPE AT THE CITY CLERK'S OFFICE. THE CITY IS NOT RESPONSIBLE FOR ANY MECHANICAL FAILURE OF RECORDING EQUIPMENT.*

This meeting has been properly noticed *PD*

**AGENDA**

**SR 25 RECONSTRUCTION AND FUTURE ROADWAY NEEDS**

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PRESENT: MAYOR MOORE; COMMISSIONERS: DOBKOWSKI, GOLDMAN, LOAR;  
NADEAU; PWD MONROE; LAND DEVELOPMENT COORDINATOR  
SHRUM; CITY CLERK MC KAMEY; DEPUTY CITY CLERK DeGENNARO

**AGENDA: SR 25 RECONSTRUCTION AND FUTURE ROADWAY NEEDS**

Jeff Shrum, Land Development Coordinator, stated that this workshop was to discuss the SR 25 reconstruction project that was coming up to bid early this summer. Greg Slay, Transportation Planning Organization Director (TPO) was here tonight to discuss that project and other future issues and needs of the COB with the Commission.

One of the issues was going from 4 lanes to 3 lanes. Mr. Slay stated he wanted to have some options from DOT before he came tonight, but he was not able to obtain any updated information. DOT had \$1.8 million budgeted this year for construction. He had some concerns from a traffic standpoint going from 4 lanes to 3 lanes between Baseline and 441. The 2005 traffic count was 15700 east of Baseline and 15600 west of Baseline so they were virtually identical. One thought was to use the money on additional design and right of way acquisition between Baseline and 441 and then look for construction money further in the future. At this point, we would probably leave it up to the Commission either to wait or go ahead and get the 3 lanes done. They would let that project June or July 2007 which means construction would start in August or September 2007.

Some issues two large developments on C-25 that Marion County was dealing with County Commission put up \$10 million dollars for the expansion of CR 25 baseline back to the east and the two developers would be responsible for the rest. County capped their share at the \$10 million. The fruition timeframe would be a minimum of 3-4 years before construction actually began because design would take at least 18 months and there was also some acquisition involved.

Mr. Shrum asked how far out they would go and Mr. Slay stated out to the Spruce Creek entrance but not much further than that. Mr. Shrum stated that they had no information from DOT at this point. This was coming up quickly for bid so we wanted to put this option out for the Commission to think about which way to go. Mr. Slay stated it was up to the COB, you could delay doing the 3 lanes and look for additional 4 lanes; DOT would probably go along with that.

Mayor Moore stated if we went with the three lanes now then they would come back later on to make it 4 lanes. Mr. Slay stated you could build the 3 lanes now and then build the 4 lanes in 3-5 years. If you could live with it as it was and then later build the 4 lanes because he felt the City

would have more problems with Baseline Rd. with 4 lanes on one side and 3 lanes on the other side. There have not been any traffic counts since the Belleview shortcut down to 441. He would like to see what the traffic was doing there now because on C-25 going north there were a lot of left hand turns off of Baseline Road.

Mr. Shrum asked do you want to go forward with the 3 lanes now which would take at least a year to construct and then come back in 4-5 years and do it all over again. One concern was about the money being guaranteed was a valid concern.

Commissioner Dobkowski asked if there was any way to know what the chances were for having the funding for this in 4-5 years. Mr. Shrum stated he was trying to get a generalized response from DOT i.e. delay this and reconsider the 4 lane project how much time and additional money they were talking about to 4 lane the road so the Commission could make better informed decisions. Mr. Slay stated there was a fair amount of development coming in and going on around the City and the developers could be a source to help somewhat with that. Mayor if they don't use the money to do this project what happens to it. Mr. Slay stated if they would take the money and use it elsewhere then we would definitely say go ahead and do the road now. His thought was to use the \$1.8 million for both design and right of way acquisition to further the project but not necessarily for construction.

Mr. Shrum stated for capacity purposes there was not much capacity coming out of a 3 lane compared to a 4 lane. Traffic goes going through there but there were no active businesses; in this case, there was no difference from 3 lanes to 2 lanes in that section.

Commissioner Nadeau stated SR 25 from 441 to Baseline Rd was State road and then east of there it was a County road. Mr. Slay stated that was correct. County paid \$10 million towards the cost from CR25 Baseline eastward which was 2-3 ½ miles. The developer would pay everything above that. Commissioner Nadeau asked how much would it cost to 4 lane Baseline Road and the Mr. Slay stated \$9.5 million just for construction. The County road cost \$4.5 million per mile and the State Road cost \$7-9 million per mile.

Commissioner Nadeau asked if the road could escalate so that the developer could not afford to pay their share of County road 25 and the Mr. Slay stated that was possible. DOT needs from 3-5 bids so it was at the mercy of the contractors but lately they have seen more contractors bidding on their projects so the private sector must be slowing down for the contractors.

The Commissioner asked if it would be possible to use that money for the right of way or to fix state road 25 west bound towards 441 and build turn lanes. The Mr. Slay stated he would look at that but you would even with 3 lanes have cars stacked up all the way down the middle of the road. Mr. Shrum stated to look at southern side of 484 so it would flow better as well. Mr. Slay stated to look at the conditions with the big trucks and if you could eliminate as much of them as possible that would help the problem. Commissioner Nadeau stated we could try and petition the State to 4 lane SR 25 by using our State Representatives and lobbyist. Mr. Slay stated they got more funds from Congressional rather than the State delegation.

Commissioner Loar asked what the \$1.8 million would be used for and Mr. Slay stated for design and the right of way on Haines Rd and the State would do that. Mr. Shrum stated they had already spent \$1.2million on the right of way acquisition and design for this project and it was only ¼ mile project. PWD Monroe stated that the design work was finished on that portion for the 3 lane road. If we decide to go with a four lane road, it would need more right of way but they would not have to scrape the designs totally just widen the road out to two more lanes, one for the center turn lane.

Commissioner Goldman stated he wanted to deal with certainties. They were projecting 4 lanes with the County throwing in \$10 million and the developers would put money in. Mr. Slay stated they would put in \$2-5 million. They had \$10 million budgeted for the 464 project and gave it to County Rd. 25 project so some portion would be done in the next 5-6 years. This time next year there could be a new 3 lane corridor there and it would help. If we scrape the 3 lane idea and start going with the 4 lane idea, then DOT would take away buildings i.e. Seminole Feed, Video Vault Production and the First Baptist Church.

Mr. Shrum stated we have to look at that entire area for drainage and offsite parking and the ability to allow some development on those tight parcels and still meet our regulations. We would have to look at a master drainage and community parking lots because these were all on the original plat of the City.

Commissioner Goldman stated for the right of way purchase for the four lanes, DOT would buy into buildings in the right of way and the cost would escalate. The Commissioner stated he did not see DOT buying up the buildings. Mr. Slay stated DOT would not stop a road project because of buildings. Commissioner Goldman asked if it was feasible for DOT to spend more money for a right of way then what they would spend on construction. Mr. Slay stated you were right you have money waiting to be used on a project. Commissioner Goldman stated that DOT would not work on the project if they did not think it would relieve some of the problems.

Mr. Shrum stated this project when it was initiated years back would probably be a 4 lane road. Mr. Shrum stated it would be on the City's side if the Commission wanted to take those businesses out of the community. Mr. Slay stated that was what happened before they decided to leave it alone because it was all occupied. Mayor Moore stated they had never talked about a four lane the rest of C25.

Commissioner Goldman stated with a new 3 lane on C-25 had there been complaints about its capacity. He drives that road quite a bit and he asked if there had been any issues about getting into CALS or getting out. Commissioner Nadeau stated that stretch of road was only 3 years old and they were now talking about tearing it up. Mr. Slay stated you still have to allow for left turn lanes going south because you would 3 lane it for the traffic that stacks up waiting to make a left hand turn; folks cut through neighborhoods which was a problem.

Mayor Moore stated the County was talking 4 lanes, but why couldn't they do it 3 lanes all the way down with a turn lane. Mr. Slay stated the 3 lane roads were for less than 10,000 cars a day they work fine with that amount of traffic and DOT does not build continuous left hand turn lanes any longer we know them as suicide lanes; this portion of State Rd 25 was an exception.

Mr. Shrum stated the four lanes were for all the future projects being proposed there; prove and maintain concurrency. Mr. Slay stated 15,000 – 20,000 cars/day on that road and generally when they get to 14,000 to 16,000 cars/day the road need serious consideration for 4 lanes.

Commissioner Goldman stated were we going to be remiss by not putting in 4 lanes right now. Mr. Slay stated 3 lanes would create some problems for the City, but not as bad as it was right now. The 3 lane road would temporarily take care of your problems.

Mayor Moore stated put curbs and gutters on the 3 lane and when the 4 lane comes in then they tear up the curbs and gutters to put the extra lane in. The citizens would say that the City did that not the State.

Mr. Slay stated when 484 gets done then ban truck traffic which would help matters; if half of the trucks were removed, that would help. When the 3 lanes get blocked you would then have 3 lanes stacked up.

Mr. Slay stated if you want to delay it, have DOT look at a right of way estimate because they pay more for the right of way then they do for the construction and that was how it had been going. We could have that information in the next few weeks. Commissioner Goldman stated we need to get an idea if this would come to fruition and find out from the State if it was a workable idea. If it looks like it would not happen for 7 years, then we should go forward.

Mr. Shrum stated that was why he wanted the Commission to have the opportunity to discuss this.

Commissioner Nadeau stated bridges over railroad tracks on state roads and county roads in the City limits, which pays for them. Mr. Slay stated we look at the State to fund something like that. DOT proposed the concept plan for NE 36<sup>th</sup> Ave. and NE 25<sup>th</sup> Ave and will construct an identical one on 17<sup>th</sup> St. Baseline and C-25 would have a tremendous impact on that area and would wipe out everything to get that bridge there. On 17<sup>th</sup> St, three businesses would be impacted and maybe more; this was the only bridge that was funded. On C-25 it might not fit because they would have to shift Baseline further to the east and would cause a tremendous community impact to do a bridge.

Mr. Shrum stated that for future plans there were no other road plans in the TPO's 25 year plan in our area and asked if there were other projects that the Commission was thinking about. Mr. Shrum stated our Comprehensive Plan Amendment mandates that we update our capital improvement plan every year so we would be looking at our 5 year plan as well. Mr. Slay stated there was a lot of new development on your drawing board and that needs to be addressed sooner than later. Public pressure or resistance to new roads was the biggest hurdle in getting new roads.

Mayor Moore stated the growth was here and we were stuck with it and they were putting another railroad track in town. Mr. Slay stated they wanted to reroute what was already there by taking CSX main line to a point south of Ocala. You should be looking to build roads that would alleviate the problem on Baseline and State Rd. 25 somewhere else such as 102<sup>nd</sup> traffic.

Commissioner Dobkowski stated there was a community of people who live on the east side of the railroad tracks and they were County residents and many were adamantly against being uprooted from their homes. It bothers the Commissioner that this would happen so other people could live there in the future by throwing people out of their homes; choosing one group of people for another group of people. Mr. Slay stated they talked about this 15 years ago. Mayor Moore stated to put an intersection across there and close some cross sections down that road.

Mr. Slay stated that 92<sup>nd</sup> was conceived as a continuation of the bypass and there were no additional resources for money for roads. The Sales Tax failed in November and Ocala had to pull money from the Heath Brook project to complete another project. Mr. Shrum stated we need direction from the Commission before spending the money.

Mayor Moore stated the City needs another red light for people to get from the left side of town to the right side in a safe capacity. Mr. Slay from a traffic standpoint the more signals you have the more traffic flow problems. Mayor Moore stated there were 32 red lights between here and Leesburg and that was only 21 miles from here. Commissioner Nadeau stated it was time to talk about a toll road system from Ocala to Orlando and connect to the Greenway, but first we need the Belleview Expressway.

Commissioner Goldman stated on 100<sup>th</sup> St. that road gets a lot of traffic from the high school traffic and neighborhoods. The Commissioner stated that Mr. Shrum told him that they would never cut straight across because of the sight distances but the sight distance around the Moose Lodge and Publix was considerably less than what it would be at 100<sup>th</sup> Street. That would alleviate a tremendous amount of traffic. Mr. Slay stated there was not enough room to put a median there. The road separates and it was not big enough to put a full median in there; they would have to refigure the road which was extremely difficult to do

Commissioner Nadeau stated that Mr. Boone would encourage people to go up to 95<sup>th</sup> St and the PWD stated they show a road coming across 102 PL all the way across to Baseline. Mr. Slay stated they need to put in the overpass and Mr. Shrum stated that would automatically eliminate 3 crossings. Clerk McKamey stated Robinson Road goes straight through. Commissioner Nadeau stated that 110<sup>th</sup> St. connects to 475B so the County could find a way to do that.

Commissioner Dobkowski stated to go with the 3 lanes instead of 4 lanes. It was a dangerous road condition to dump a road from 3 lanes into 4 lanes. Mr. Slay stated if it was designed properly, it would be safe. Mr. Slay asked what the Commission wants to do on 102<sup>nd</sup> because they would have to put that in the long range plan or else leave it alone. Commissioner Dobkowski stated she would consider pursuing it but they would have to meet with the citizens that live there.

Mr. Slay identify stated the project meetings don't start until the design gets started. Once we get into the design phase then we talk about the actual road. Mr. Slay stated they could not build a new road without impacting people. The County would take 25-30 homes on that project and we try to minimize the impact. Commissioner Dobkowski stated try to design with the least amount of impact. Mr. Shrum stated we would hold public hearings to get comments. Mr. Slay stated we do not at this time have enough details to know what the impact would be.

Commissioner Goldman stated he did not want to have a workshop with the community unless we know what would be done; have DOT look at it but he did not see how they could put an overpass there. Mr. Slay stated they want to design roads to discourage traffic. Mayor Moore and Commissioner Goldman stated using 100<sup>th</sup> St. across 102<sup>nd</sup> was the most feasible and would have the least impact on homes.

Mr. Shrum stated 4 lanes on State Rd. 25 was not on the TPO's long range plan and we would need to put it on the plan. Mr. Slay stated the funding was on the State level so he had no idea when it would get funded. The 4 lanes on the Baseline Road project going north was pushed out 3 years so this would probably be 20 years out.

The meeting adjourned at 7:45 PM.

ATTEST:

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Sandi McKamey, MMC, CPM  
City Clerk/Administrator