

SW/NW 80th/70th Avenue Preliminary Engineering Report

Marion County Board of County Commissioners
Workshop – June 7th, 2021

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AGENDA

1. Introduction
2. Preliminary Design
3. Alternate Alignments
4. Typical Sections
5. Pond Siting & Drainage
6. Recommended Alternative
7. Timeline
8. Question and Answer

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INTRODUCTION

Goals and Objectives

1. Inform, Receive Guidance
2. Meet Eminent Domain Requirements

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INTRODUCTION

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INTRODUCTION

EMINENT DOMAIN

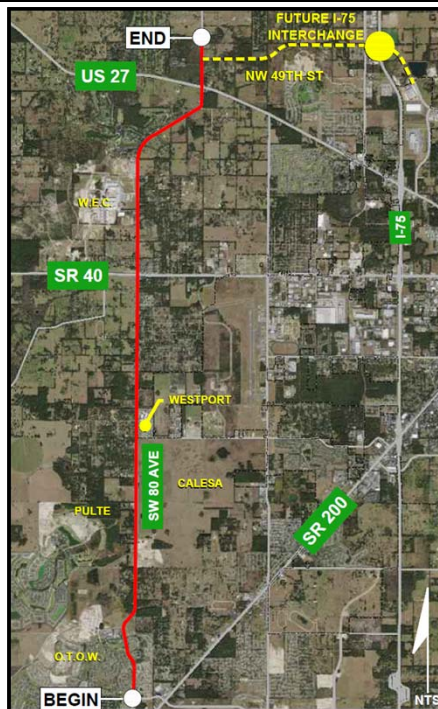
1. Public Purpose
2. Necessity
3. Available Alternatives Considered
4. Environmental Concerns
5. Part of Long-Range Plan
6. Cost
7. Safety

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INTRODUCTION

Location & Description

1. Major Westerly N/S Corridor
2. SW 90TH ST – 0.5-mile N of US 27
3. +10.5 Miles
4. Active Development
5. Future Connectivity
6. Phased Design/Construction



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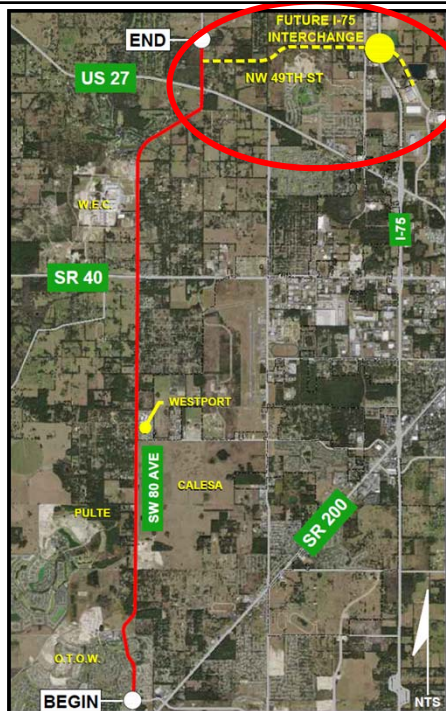


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6. **Phased Design/Construction**



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INTRODUCTION

Purpose and Need – Why?

Growth & Development

- Population Increase
- OTOW, Pulte, WEC, Future Potential

Need for Additional Capacity

- 14,600 to 37,500 AADT

Need to Improve Safety & Traffic Flow

- Access Management & Design

Transportation Planning (TIP/TPO)

- Identified

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Purpose and Need

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Office of
Economic & Demographic Research

Estimates and Projections for Marion County

2019 Estimate	360,421
% change 2010-19	8.8%
2020 Estimate	368,135
% change 2019-20	2.1%
Based on 2019 Estimate	
2025	392,054
2030	414,783
2035	432,814
2040	447,942
2045	460,848
2019 Median Age	50.1



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 OCALA MARION TRANSPORTATION PLANNING ORGANIZATION		 MARION COUNTY 5-YEAR TRANSPORTATION IMPROVEMENT PROGRAM	
C10	SW 49th Ave - South (S128886) (Segments A, B) From: 0.7 mile south of Hwy 484 To: Marion Oaks Trail	New 4 Lane Divided 1.38 mi	PE DES ROW-A CST ST
C11	CR 484 (S128894) From: Marion Oaks Pass To: Marion Oaks Course	Add 2 Lanes 1.5 mi 7,000 VTPD	PE DES ROW-A CST ST
C12	Florida Crossroads Commerce Park Rd From: Southberry Terminus To: Hwy 484	New 2 Lane Road 1.1 mi	PE DES ROW-A CST TM
C13	SW 80th Ave From: SW 90th St To: 1/2 mi N of SW 38th St	Add 2 Lanes 4.5 mi	PE DES DES DES DES GT GT2 GT3 TM CST
C14	SW 60th Ave (South OTOW Segment) From: SW 90th St To: SW 60th St	Add 2 Lanes 0.82 mi	PE DES ROW-A CST TM
C15	NW 80th/70th Ave (S128866) From: SR 40 To: 1/2 mi N of US 27	Add 2 Lanes 4.2 Miles	DES DES DES DES DES IF1 ST ROW-A CST

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PRELIMINARY DESIGN

Preliminary Engineering Report – Study

1. Engineering
2. Environmental
3. Archaeological
4. Public Involvement
5. Conceptual Plans

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PRELIMINARY DESIGN

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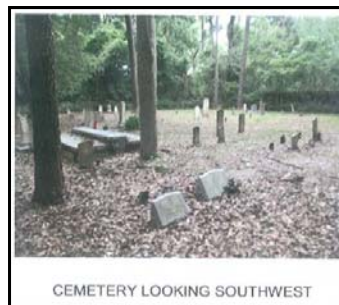


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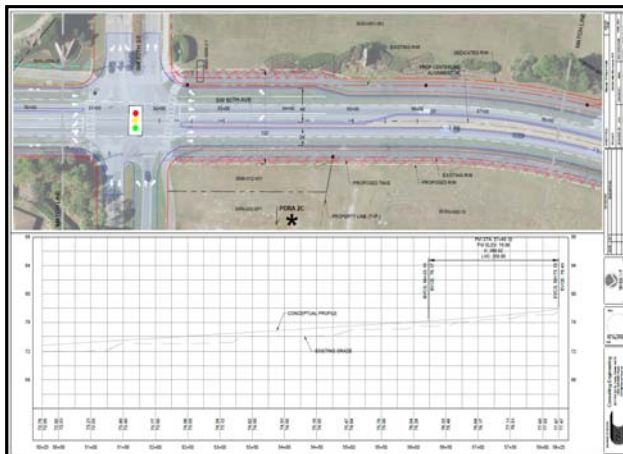


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ALTERNATIVE ALIGNMENTS Highlights

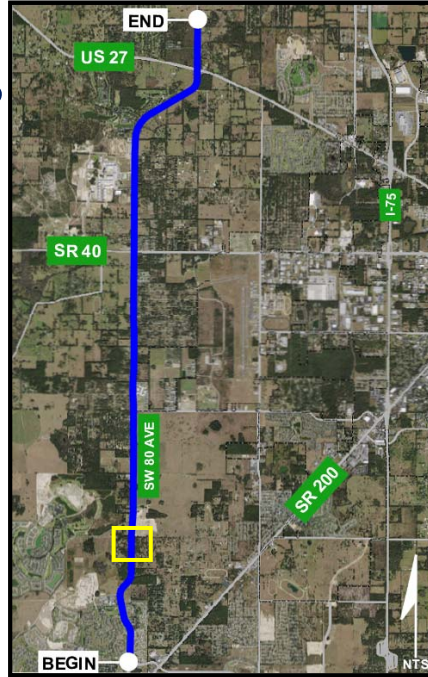
1. **Two Primary Alternatives**
 1. Alternate "A" (Recommended)
 2. Alternate "B"
2. Other Considerations



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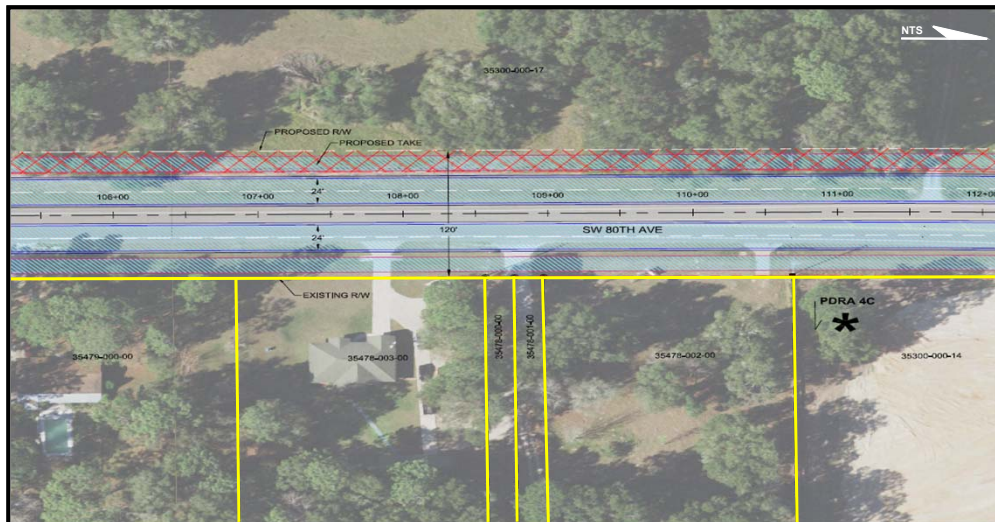
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ALTERNATE - "A" (Recommended) Impacted Properties Shown – 1



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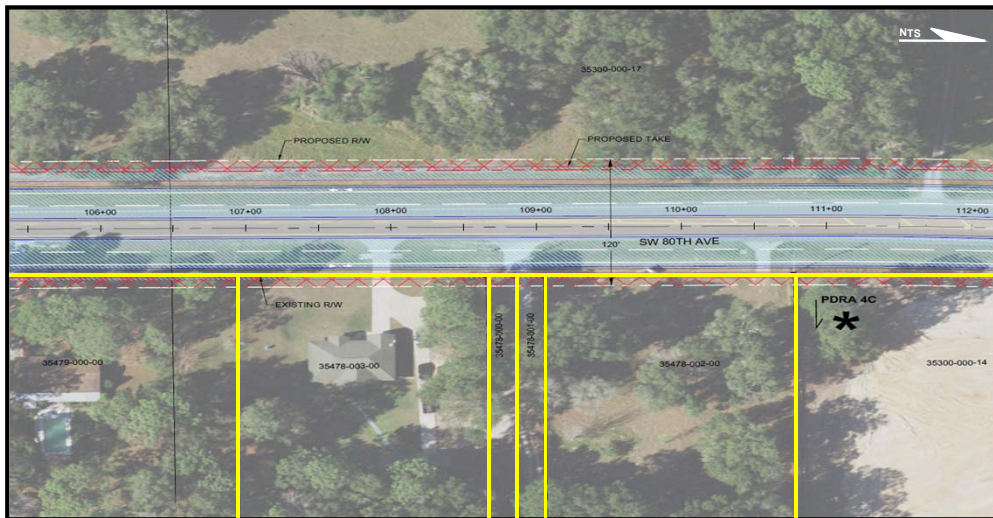
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ALTERNATE – "B" Impacted Properties Shown – 7



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ALTERNATIVE ALIGNMENTS

Summary Comparison Table

Area of Study	Impact Potential	Alternate A	Alternate B
Engineering	Existing Drainage & Flood Plain	Moderate	Moderate
	Existing Water & Sewer	Moderate	Moderate
	Existing Electric & Others	Moderate	Moderate
Environmental	Wetlands	Low	Low
	Listed Species	Low	Low
	Contamination	Low	Low
Cultural	Historical Resources	Low	Moderate
	Archeological Sites	Low	Low
Property Impacts	No. of Parcels	+/- 70	+/- 172
	No. of Structures	+/- 13	+/- 20
	Existing Private Improvements	Low	High
	Consistent w/Agreements	Yes	No

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ALTERNATIVE ALIGNMENTS

Highlights

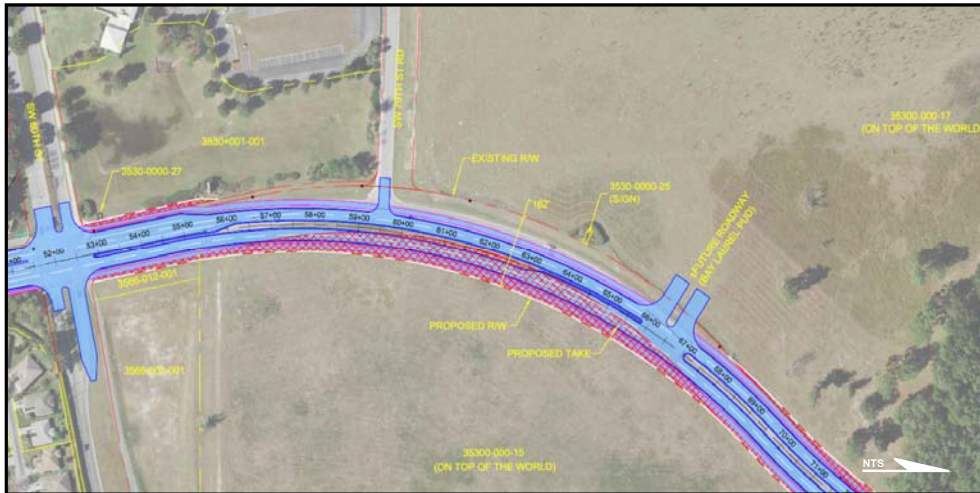
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ALTERNATIVE ALIGNMENTS

Other Considerations – Larger Curves



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ALTERNATIVE ALIGNMENTS

Highlights

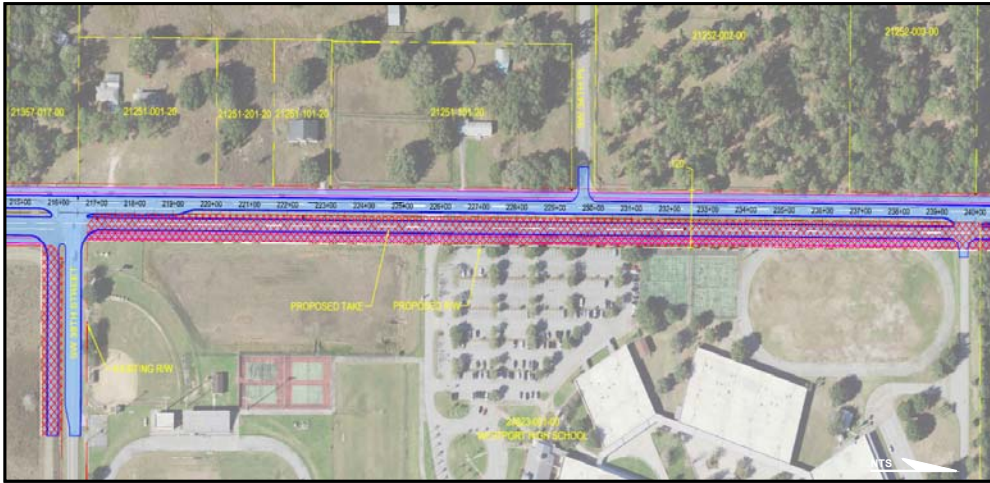
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ALTERNATIVE ALIGNMENTS

Other Considerations – Westport H.S.



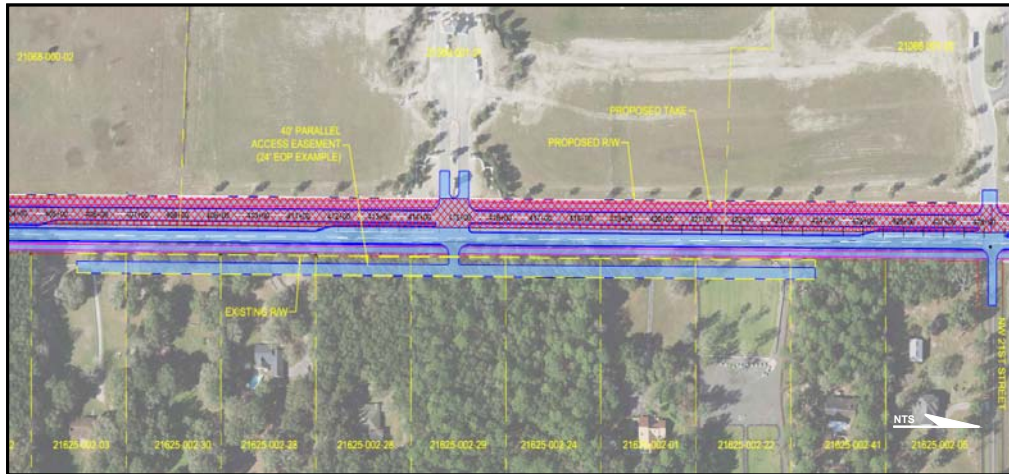
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ALTERNATIVE ALIGNMENTS

Other Considerations – **Parallel Access**



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ALTERNATIVE ALIGNMENTS

Highlights

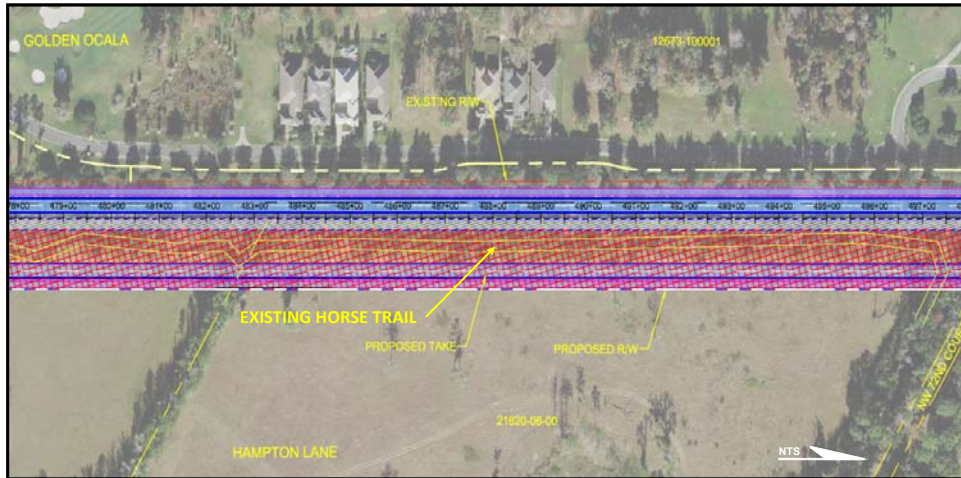
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ALTERNATIVE ALIGNMENTS

Other Considerations – **Wooded Boulevard**



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AGENDA

1. Introduction
2. Background
3. Alternate Alignments
4. **Typical Sections**
5. Pond Siting & Drainage
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TYPICAL SECTIONS

Existing Section

1. Existing +/-60' ROW – Limited

Two Primary

1. Major Typical Section #1 – 120' ROW- Dual Multiuse
2. Major Typical Section #2 – 120' ROW- Multiuse & Sidewalk

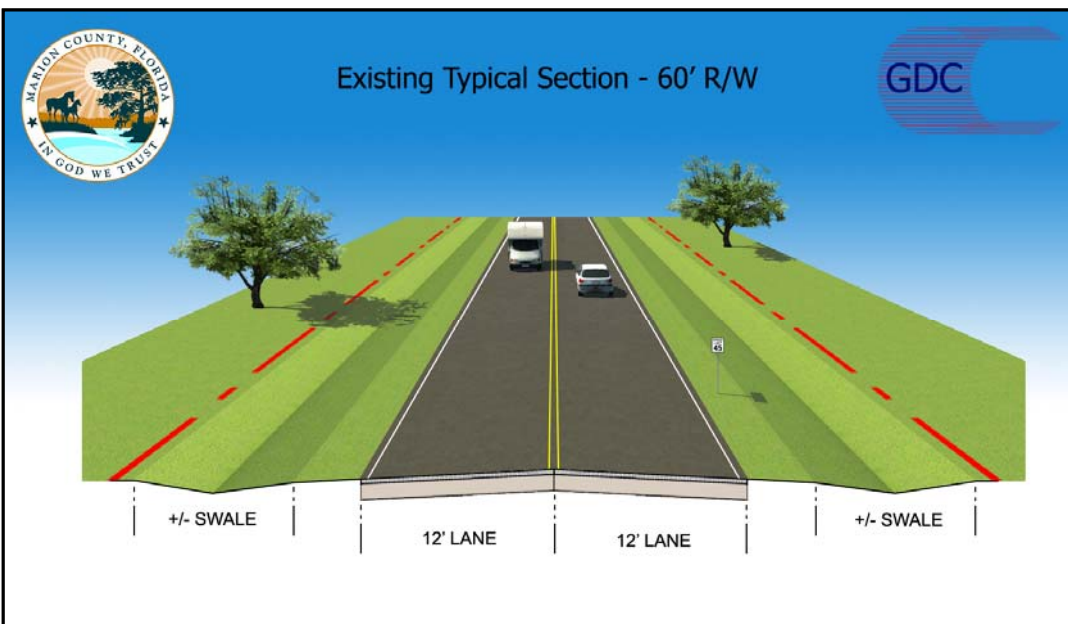
Special Cases

- 1) Minor Typical Section #1 – 100' ROW with Easement
- 2) Minor Typical Section #2 – 124' ROW
- 3) Minor Typical Section #10 – ROW Varies- Intersections of SR 40 & US 27

Alternatives Considered

- 1) Minor Typical Section #3 – 120' ROW with Impacts
- 2) Minor Typical Section #8 – 120' ROW with Wall

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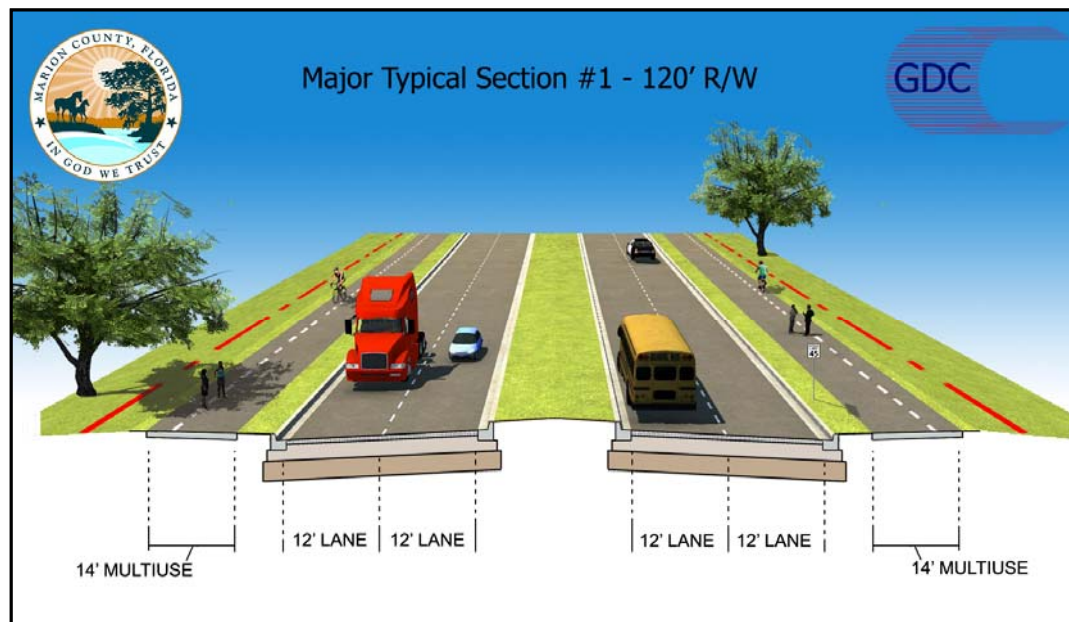
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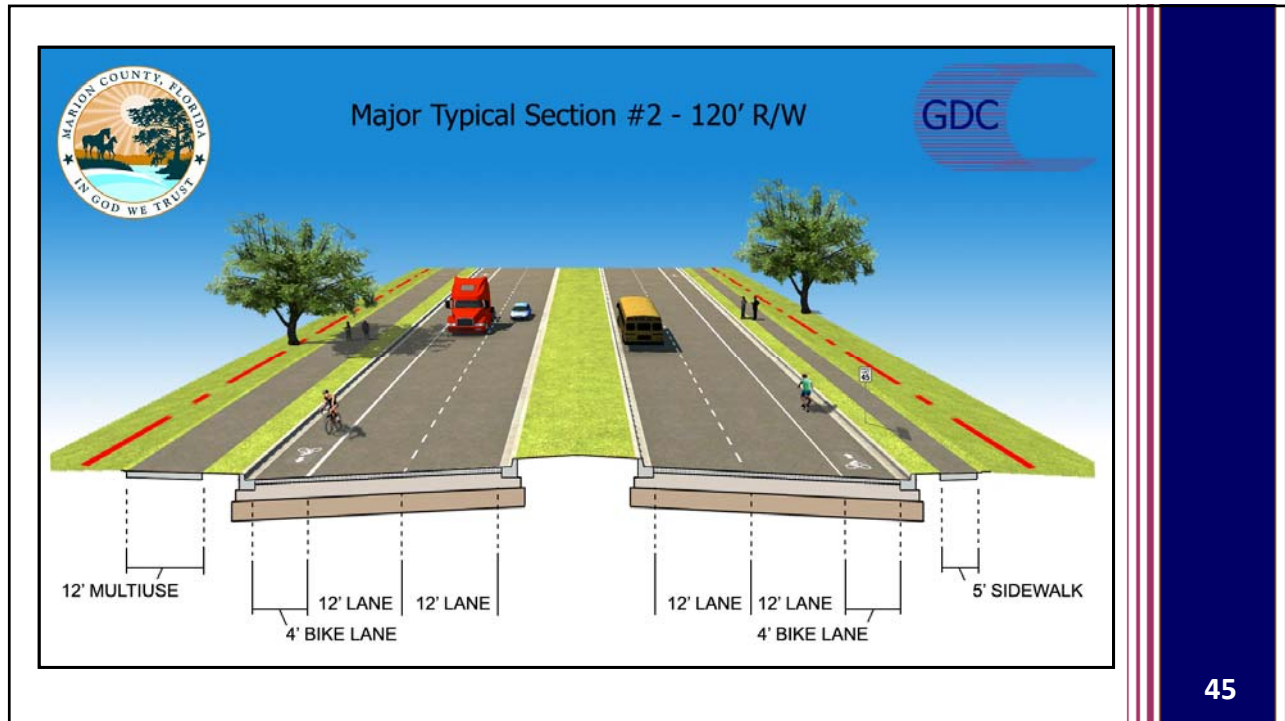
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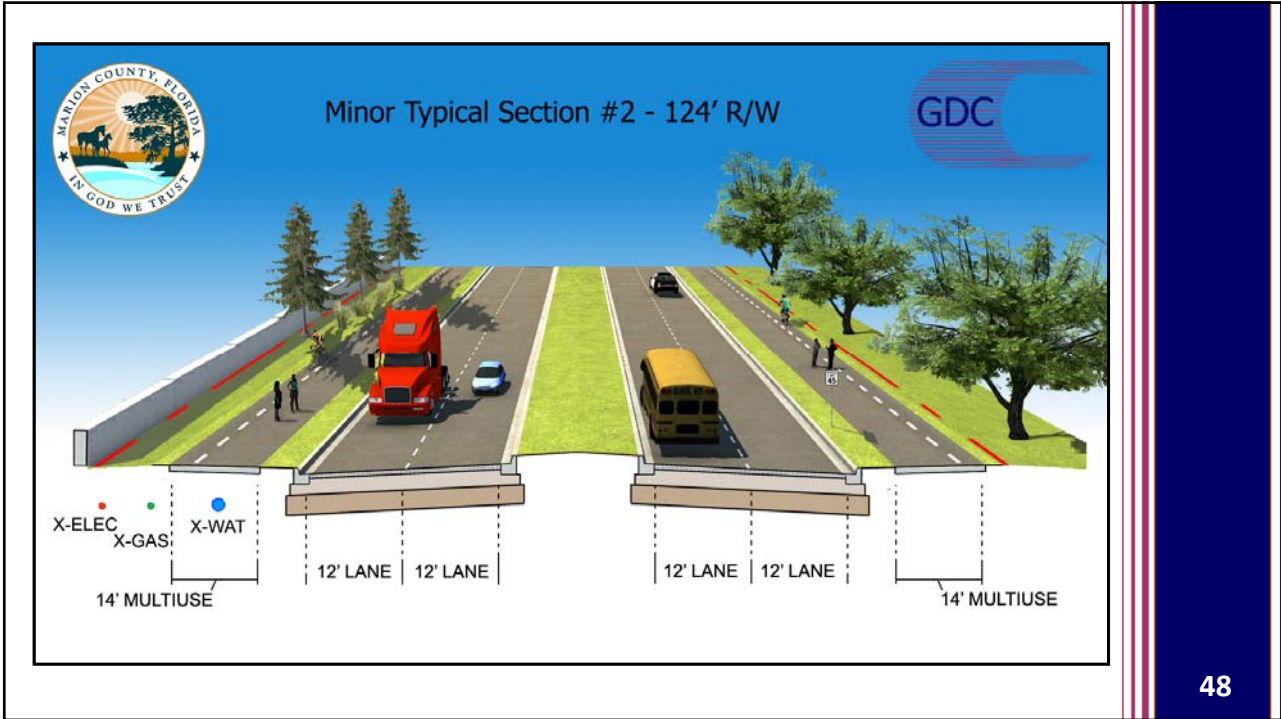
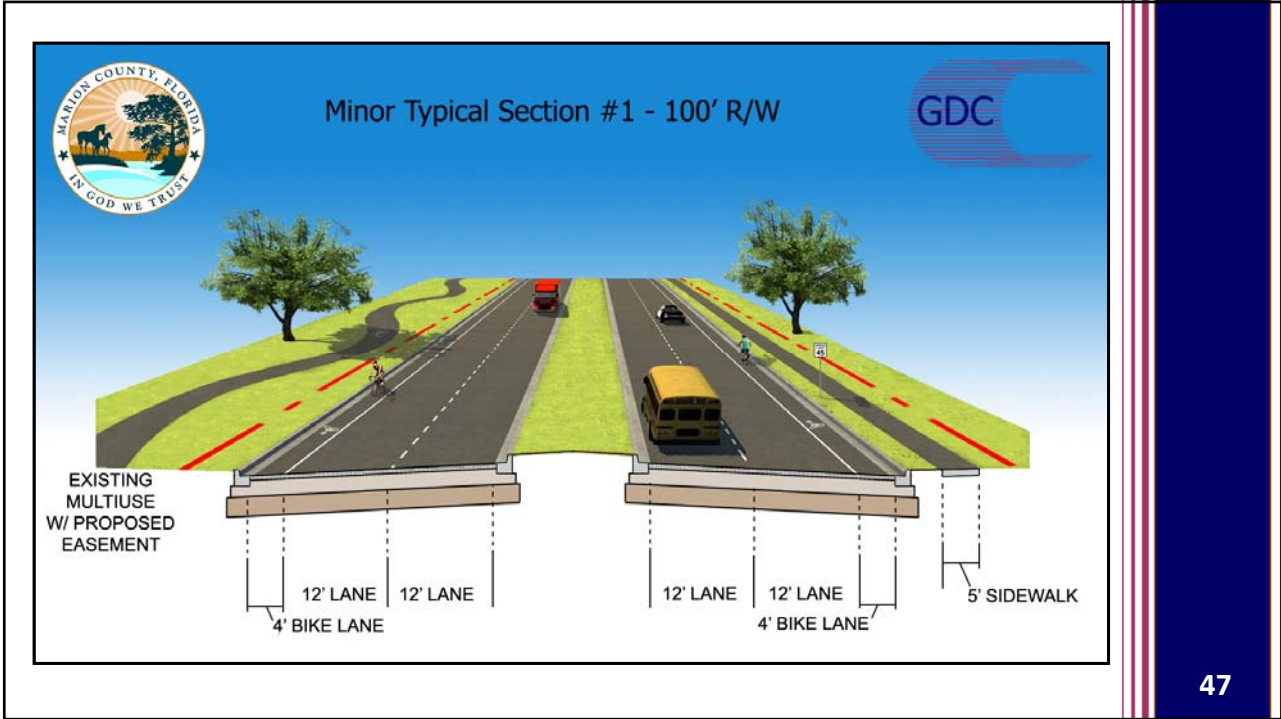
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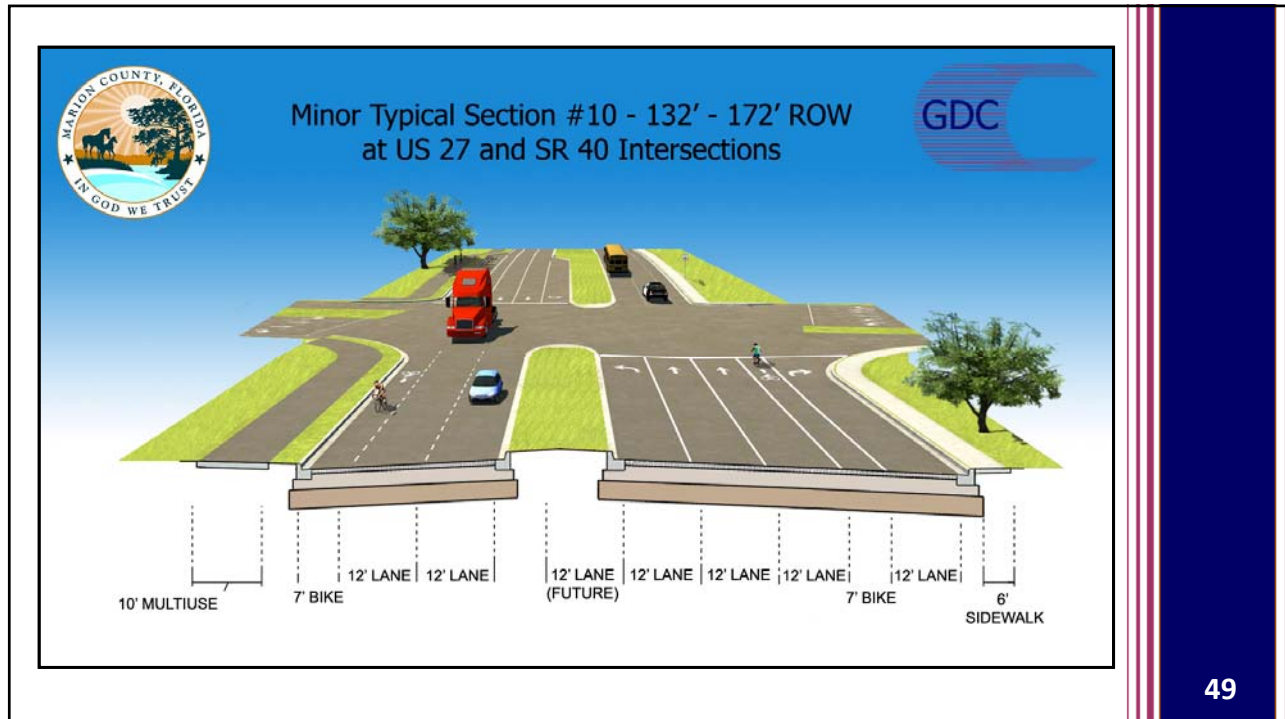
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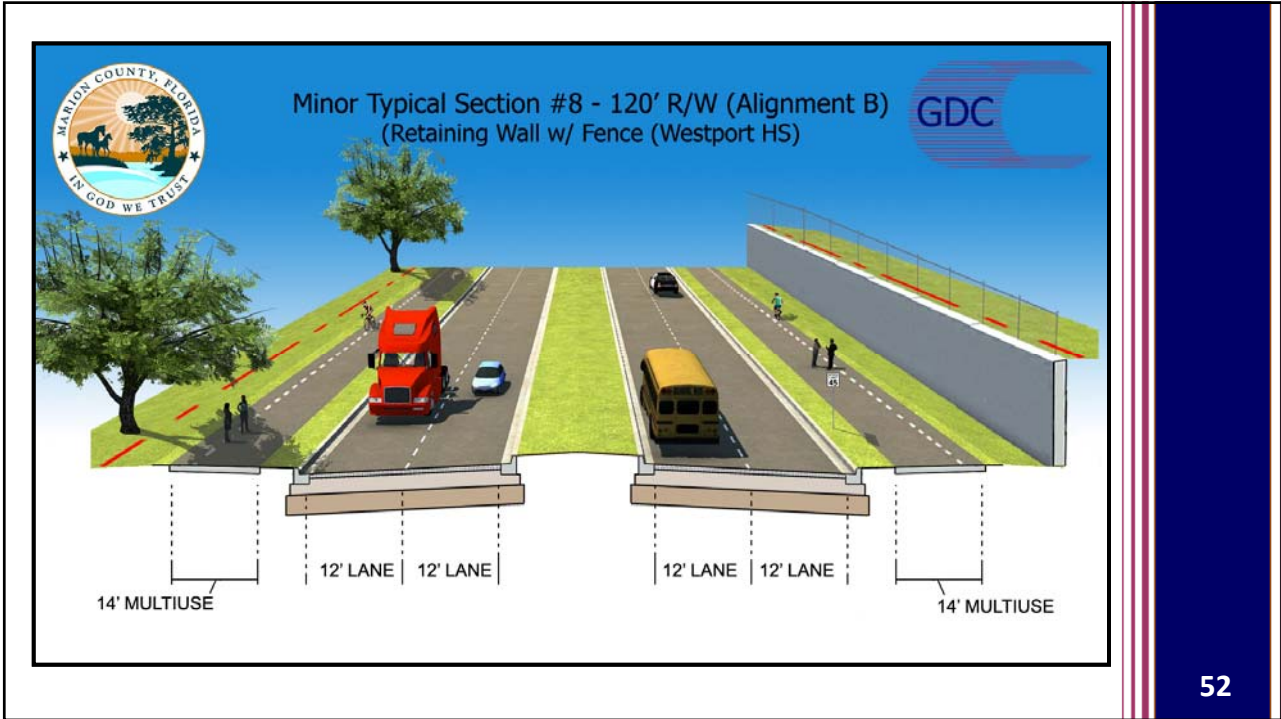
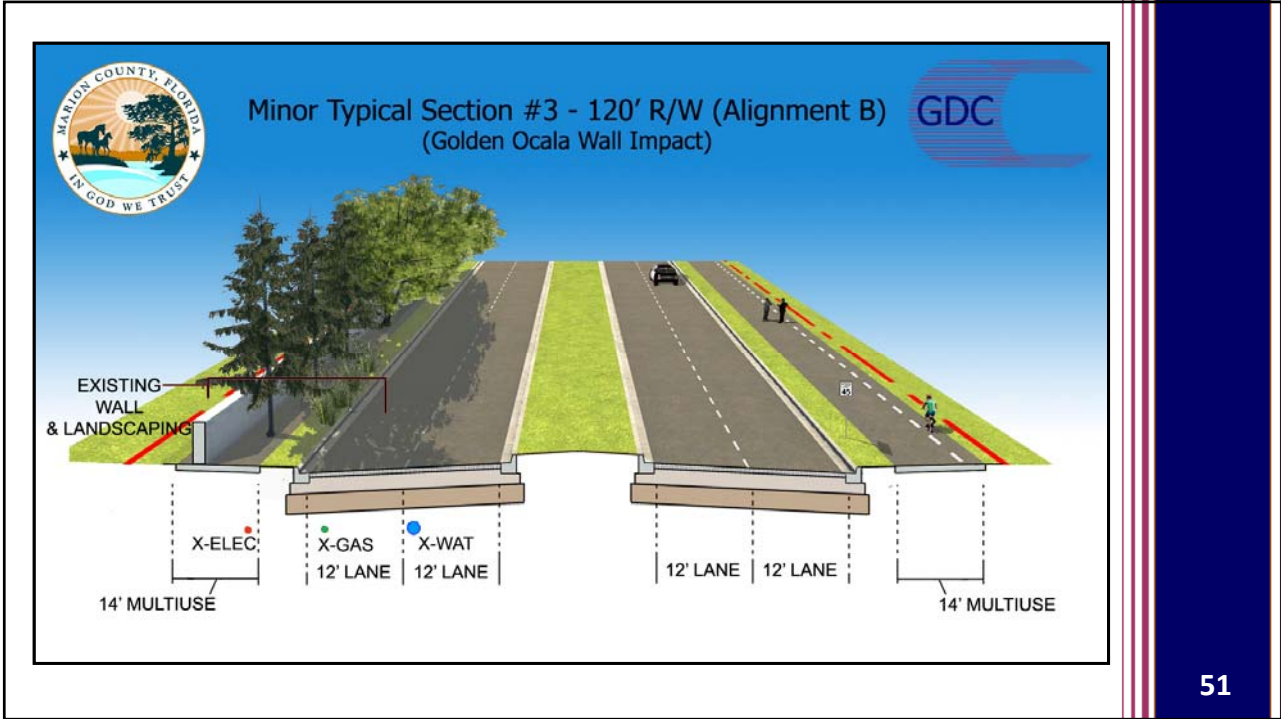
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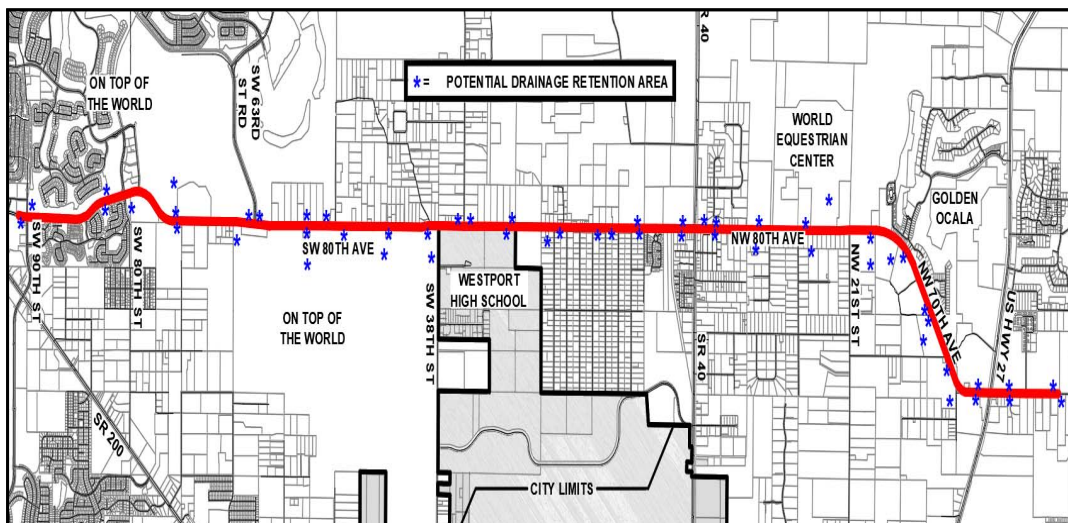
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POND SITING REPORT






POND SITING REPORT

Pond Siting Report
SW/NW 80TH/70TH Avenue PER

3.3 POTENTIAL DRAINAGE RETENTION AREA SUMMARY MATRIX

Basin	PDRA	Existing Land Use (As of 12/2020)	Future Land Use (As of 12/2020)	Zoning	Consistent w/Agreement	Hydro. Soil Group	Flooding Condition	Environmental Impact Potential	Cultural Impact Potential	Ownership Type	Existing Capacity (AF)	DRA ROW Estimated (AC)	Generalized Estimated Cost	Alternative Recommendation
1	1A	Vacant/DRA	Employment Center/Drainage	B-4/A-2	Yes	D	Uncontrolled	Moderate	Low	Shared	0	1.42	5	
	1B	Vacant/DRA	Multi-Family/Drainage	PUD	Yes					red	0			
2	2A	D			Yes					red	15			
	2B	Golf Co			Yes					red	1			
	2C (Part)	Vacat			Yes					red	1			
3	3A	Vacat			Yes					nty	0			
	3B (>)	Vacant	Drainage	PUD	Yes					red	0.00	3.33	22	
	3C	Vacant	Commercial	PUD	N/A		Uncontrolled	Low	Low	County	0			
4	4A	Vacant/DRA	Residential/Drainage	PUD/A-1	Yes	A	Controlled	Low	Low	County	2			
	4B	Vacant/DRA	Drainage	PUD	Yes	A	Controlled	Moderate	Low	Shared	1			
	4C (Part)(>)	DRA	Residential/Drainage	PUD	Yes	A	Controlled	Low	Low	Shared	1			
	SA1	Vacant/DRA	Residential/Drainage	PUD/A-2	Yes	A	Controlled	Low	Low	County	0			
SA	SA2 (vac)	Vacant	Residential/Drainage	PUD	Yes	A	None	Low	Low	Shared	20.28	3.42	6	

Multiple Potential Drainage Retention Area locations provided per basin.

POND SITING REPORT

Dry Retention Ponds- Primary



POND SITING REPORT

Wet Drainage Retention Ponds



POND SITING REPORT

Wet Drainage Retention Ponds



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RECOMMENDED ALTERNATIVE

Alternate "A"

1. Minimizes Parcel and Structure Impacts
2. Enhanced Safety for Pedestrian and Bicycle users
3. Appropriate Typical Section
4. Consistent with Current Agreements
5. Lower Cost
6. Meets Project's Goals and Objectives

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RECOMMENDED ALTERNATIVE

Alternate “A”

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ALTERNATIVE ALIGNMENTS

Summary Comparison Table

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	Consistent w/Agreements	Yes	No

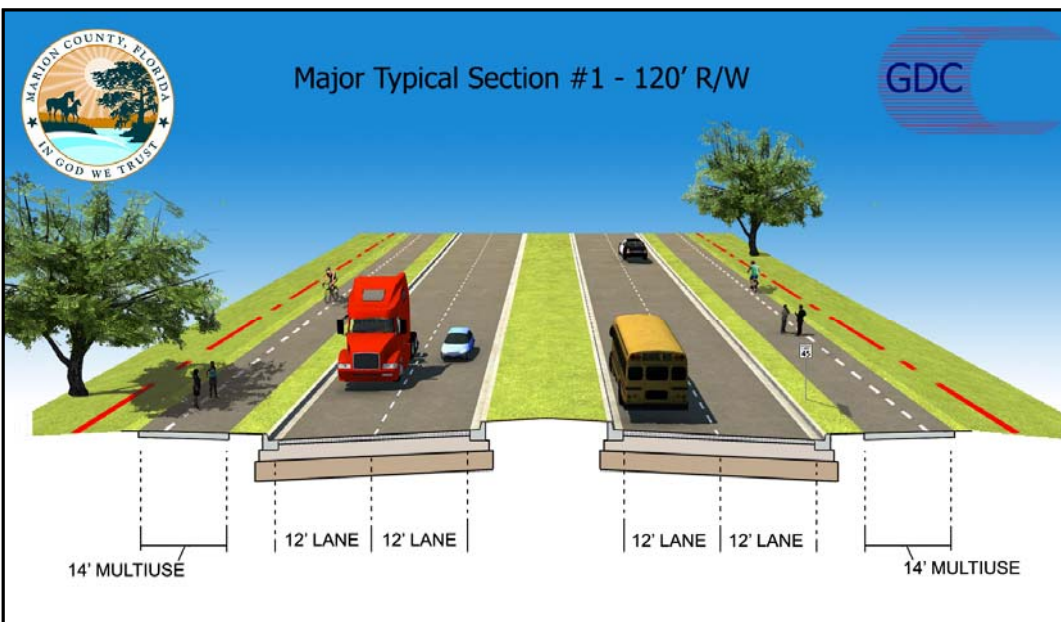
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RECOMMENDED ALTERNATIVE

Alternate "A"

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RECOMMENDED ALTERNATIVE

Alternate “A”

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3. **Appropriate Typical Section**
4. Consistent with Current Agreements
5. Lower Cost
6. Meets Project’s Goals and Objectives

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RECOMMENDED ALTERNATIVE

Alternate “A”

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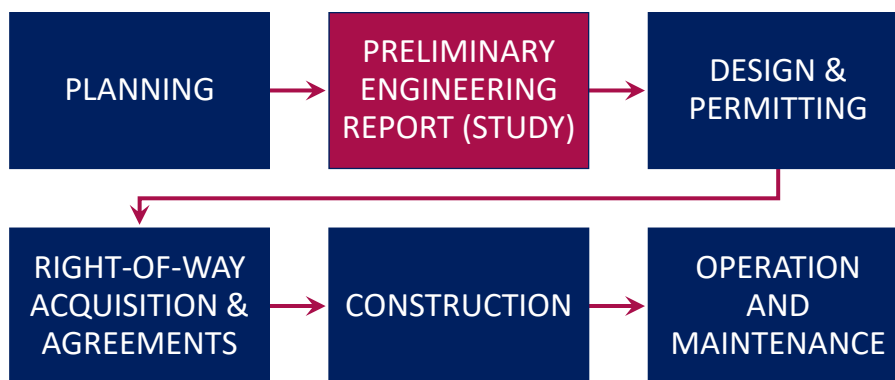
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TIMELINE



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QUESTIONS AND ANSWERS