

PRELIMINARY ENGINEERING REPORT

For

SR 363 (Woodville Highway)

From SR 263/US 319 (Capital Circle SE) to Paul Russell Road

Leon County, Florida

Project Development and Environment (PD&E) Study

Federal Aid Project Number: Not Applicable

Financial Project ID Number: 424009-3

ETDM Number: 13228

Prepared for:

Capital Region Transportation Planning Agency

In coordination with the Florida Department of Transportation

July 2013

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PROJECT: SR 363/US 319 (WOODVILLE HIGHWAY)
FROM CAPITAL CIRCLE SOUTHEAST TO PAUL RUSSELL ROAD
TALLAHASSEE AND LEON COUNTY, FLORIDA

This preliminary engineering report contains detailed engineering information that fulfills the purpose and need for the SR 363 (Woodville Highway) PD&E Study.



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LIST OF SUPPORT DOCUMENTS

- *A Cultural Resources Assessment of the Woodville Highway PD&E From Paul Russell Road to Capital Circle Southeast Volume I*, Atkins, February 2012
- *Advance Notification*, CRTPA, May 2011
- *Air Quality Analysis for State Road (SR) 363 (Woodville Highway) from SR 263/US 319 (Capital Circle Southeast) to Paul Russell Road, Leon County, FL*, Atkins, May 2012
- *Conceptual Stage Relocation Plan*, Keystone Field Services, Inc., March 2012
- *Contamination Screening Evaluation Report*, Environmental and Geotechnical Specialists, Inc., January 2012
- *Determination of Section 4(f) Applicability for Tallahassee – St. Marks Historic Railroad State Trail*, H.W. Lochner, Inc., July 2002
- *Determination of Section 4(f) Applicability*, Atkins, November 2011
- *ETDM Summary Report*, Florida Department of Transportation (FDOT) District 3, November 2011
- *General Soil Survey*, Environmental and Geotechnical Specialists, Inc., July 2011
- *Listed Species Coordination, Woodville Highway (SR 363)*, Florida Department of Transportation (FDOT) District 3, February 2012
- *Noise Study Report, SR 363 (Woodville Highway)*, Atkins, June 2012
- *Type 2 Categorical Exclusion*, Atkins, October 2012
- *Wetlands Technical Memorandum*, Atkins, March 2012
- *Woodville Highway (SR 363) Design Traffic Technical Report*, Atkins, May 2012

1. EXECUTIVE SUMMARY

The study area of this Project Development and Environment (PD&E) Study is in Leon County, Tallahassee, Florida. This study evaluates capacity adding improvements to State Road 363 (Woodville Highway), between SR 263/US 319 (Capital Circle Southeast) and Paul Russell Road.

Segment 1, from Capital Circle Southeast to Gail Avenue, is approximately 1.6 miles in length and is being considered for widening from two lanes to four lanes and will include the addition of bike lanes, a raised median, reconstruction of the St. Marks Trail Extension on the west side, and a sidewalk along the east side of Woodville Highway.

Segment 2, from Gaile Avenue to Paul Russell Road, approximately 0.5 miles in length, is currently five lanes wide between Gaile Avenue and Tram Road and is being considered for capacity adding operational improvements along with the addition of bike lanes and a sidewalk on both the east and west sides. The operational improvements being considered in this segment also include improvements to Crawfordville Road and Gaile Avenue, and the extension of Tram Road, west to Crawfordville Road. The following is a summary of the improvements on each of the four roadway segments that make up Segment 2.

On the segment of Woodville Highway from Gaile Avenue to Tram Road, the existing five-lane section would be reduced to an urban section with four 12-foot northbound lanes with a bike lane outside of the travel lanes and a sidewalk on both the east and west sides. At the southern end of this segment (Gaile Avenue intersection) two northbound lanes from Woodville Highway south of the intersection and two lanes from Gaile Avenue would merge to form the four-lane northbound section. At Tram Road, the northern end of the segment, the two inside lanes plus an added third left-turn lane diverge onto the Tram Road extension and the two outside lanes continue north through the signalized intersection onto Woodville Highway/South Monroe Street.

The Tram Road extension is created at Woodville Highway by merging the two inside, northbound lanes of Woodville Highway south of the intersection and two southbound lanes on Woodville Highway north of the intersection, which results in the four-lane urban section with 12-foot lanes. A four-foot bike lane is included on the outside of the travel lanes and six-foot sidewalks would be constructed on the north and south sides of the segment at the back of curb. At the Crawfordville Road intersection, the two inside lanes diverge to southbound Crawfordville Road and the two outside lanes turn right, merging on to northbound Crawfordville Road/South Adams Street.

On the segment of Crawfordville Road from Tram Road to Gaile Avenue, the existing six-lane section would be reduced to an urban section with four 12-foot southbound travel lanes. A four-foot bike lane would be constructed on the outside of the travel lanes, and at the back of curb on both the east and west sides a six-foot sidewalk would be constructed. At the northern end of this segment at the intersection with the Tram Road extension, two southbound lanes from Crawfordville Road north of the intersection and the two inside lanes from Tram Road would merge to form the four-lane southbound section. At Gaile Avenue, the southern end of the segment, the two inside lanes diverge onto Gaile

Avenue and the two outside lanes continue south through the signalized intersection, continuing on Crawfordville Road southbound.

The four-lane segment of Gaile Avenue results from three northbound lanes of Crawfordville Road south of the intersection and two southbound lanes plus an added third left-turn lane on Crawfordville Road north of the intersection merging onto the one-way, eastbound, four-lane urban section of Gaile Avenue. A four-foot bike lane is included on the outside of the travel lanes and a six-foot sidewalk would be constructed on the north side of the segment at the back of curb. Along the south side, at the back of curb, the 12-foot St. Marks Trail Extension would be reconstructed. The eastbound and westbound through movement on Gaile Avenue at Woodville Highway is eliminated in this alternative to allow for the signal to be removed and the conflict points to be lessened at this intersection.

2. INTRODUCTION AND NEED SUMMARY

2.1. Purpose and Need of the Project

The purpose of this project is to increase the capacity of SR 363 (Woodville Highway) from SR 263/US 319 (Capital Circle Southeast) to Paul Russell Road. This project is needed in order to increase roadway capacity for people and goods traveling on Woodville Highway between southern Leon and Wakulla counties, and the City of Tallahassee.

2.2. Project Description

The Florida Department of Transportation (FDOT) and the Capital Region Transportation Planning Agency (CRTPA) are conducting a Project Development and Environment (PD&E) Study to evaluate roadway improvements to SR 363 (Woodville Highway) from US 319 (Capital Circle Southeast) to Paul Russell Road. More specifically, the project will include evaluating the potential widening of Woodville Highway from Capital Circle Southeast to Gaile Avenue. Segment 1, from Capital Circle Southeast to Gaile Avenue, is approximately 1.6 miles in length and much of the corridor is a rural two-lane highway with a posted speed limit of 45 miles per hour, and has no sidewalks or bike lanes. It should be noted that the St. Marks Trail Extension parallels Segment 1 of the Woodville Highway corridor on the western side and is within the FDOT's right-of-way.

The segment from Gaile Avenue to Paul Russell Road (Segment 2), approximately 0.5 miles in length, is an urban five-lane highway with sidewalks, bike lanes, and a posted speed limit of 35 miles per hour. Within Segment 2, the St. Marks Trail Extension runs parallel to Gaile Avenue to the west and then continues along Crawfordville Road to the north where it eventually turns to the northwest, just south of Bragg Drive (one street south of Paul Russell Road). The land uses surrounding this segment range from residential and civic uses to commercial and industrial uses. A location map of the study area can be seen in Figure 2.1.

2.3. Need for Improvement

2.3.1. Regional Connectivity

Woodville Highway is a major north-south facility that begins at SR 30/US 98 in Wakulla County to the south and extends north into the City of Tallahassee. North of the Gaile Avenue intersection, Woodville Highway changes names to Monroe Street. From there, the road extends north through downtown Tallahassee and then splits into SR 63/US 27 (also Monroe Street) and SR 61 (Thomasville Road). Capital Circle forms a loop around the City of Tallahassee using I-10 as the top of that loop and is a major intersecting roadway along Woodville Highway. The intersection with Capital Circle is the southern limit of this study and Paul Russell Road serves as the northern limit.

2.3.2. Plan Consistency

The Woodville Highway project is a part of the Capital Legacy Project, which is a joint effort of the CRTPA, the Tallahassee-Leon County Planning Department, and StarMetro (the primary local transit

Figure 2.1: Project Area Location Map



provider). Ultimately, the Capital Legacy Project will result in a Regional Mobility Plan and a Regional Transit Study for Leon, Gadsden, Wakulla, and Jefferson Counties; an updated route system for StarMetro; implementation of the Tallahassee-Leon County Multimodal District through the Community Code and Downtown Overlay; and in a Mobility Element for the Tallahassee-Leon County Comprehensive Plan, which will outline sustainable transportation policies for the next 20 years. This project is also consistent with the local Cost Feasible Plan (CFP), Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Plan (STIP).

2.3.3. Emergency Evacuation

SR 363 (Woodville Highway) is a major north-south facility serving southeast Leon and Wakulla counties. Wakulla County fronts the Apalachee Bay/Gulf of Mexico and evacuation is a major concern for residents of this area. Increasing the capacity of Woodville Highway will serve to improve evacuation efforts in the event of a hurricane or other disaster.

2.3.4. Future Population and Employment Growth

Population Growth

Wakulla County has experienced dramatic growth over the last twenty years as evidenced by the population estimates produced by the US Census. In 1990, the population of the county was measured at 14,202 and increased nearly 61% to 22,863 by 2000. The US Census estimated the 2009 county population to be 32,815, representing a 44% increase in population from the 2000 Census and a 131% increase from the 1990 Census.

Over the same time period, Leon County has also experienced substantial growth. In 1990, the population of the county was measured at 192,493 and increased approximately 24% to 239,452 by 2000. The US Census estimates the 2009 (most recent data available at the time of the study) county population to be 265,714, representing an 11% increase in population from the 2000 Census and a 38% increase from the 1990 Census.

In addition to the Census, the University of Florida's Bureau of Economic and Business Research (BEBR) produces low, medium, and high population projections. For 2030, the population of Leon County is projected to be between 296,500 (low projection) and 444,800 (high projection). The population for Wakulla County is projected to be between 38,400 (low projection) and 64,000 (high projection) for the same time period.

2.3.5. Future Traffic

Development of Future Year Traffic

As a first step in developing future year traffic for the Woodville Highway corridor, the 2035 CRTPA travel demand model was reviewed. This included an initial study of the socioeconomic data, highway network, and daily traffic projections in the model. In addition to using the regional travel demand model, having a keen understanding of the travel patterns in the area is essential to developing future year traffic projections.

CRTPA Travel Demand Model

Socioeconomic data, taken from Traffic Analysis Zones (TAZs) of the CRTPA Existing-plus-Committed (E+C) model, were used to analyze projected changes between 2007 and 2035 in total dwelling units, total population, and total employment. The TAZs were grouped together by location: those surrounding the Woodville Highway corridor study area; those located in the southeastern portion of the City of Tallahassee; those located adjacent to or within the community of Woodville; and those in Wakulla County. Table 2.1 summarizes projected changes in dwelling units, population, and employment between 2007 and 2035.

Table 2.1: Socioeconomic Data in Study Area

Location:	2007	2035	% Change
<i>Woodville Corridor</i>			
Total Dwelling Units	1,435	1,526	6.3%
Total Population	3,467	3,364	-3.0%
Total Employment	1,076	1,424	32.3%
<i>Southeast Tallahassee</i>			
Total Dwelling Units	412	1,777	331.3%
Total Population	1,073	4,498	319.2%
Total Employment	277	4,144	1396.0%
<i>Community of Woodville</i>			
Total Dwelling Units	41	41	0.0%
Total Population	105	105	0.0%
Total Employment	114	272	138.6%
<i>Wakulla County</i>			
Total Dwelling Units	624	648	3.8%
Total Population	1,496	1,568	4.8%
Total Employment	405	452	11.6%
<i>Total Population</i>	6,141	9,535	55.3%
<i>Total Employment</i>	1,872	6,292	236.1%

As shown in Table 2.1, population in the area is expected to grow by more than 50% by 2035, while employment is expected to more than triple in the Southeast Tallahassee area. With the exception of the population along the Woodville Highway corridor, all categories are projected to increase or remain the same between 2007 and 2035. In particular, southeast Tallahassee is expected to have significant increases in dwelling units, population, and particularly total employment.

Using these population and employment projections, the E+C model projects 2035 traffic volumes on Woodville Highway between Capital Circle Southeast and Gaile Avenue will increase to more than an average of 17,000 vehicles daily. The four-lane portion is projected to have over 38,000 vehicles daily

north of Tram Road. This represents growth rates between 2007 and 2035 of approximately 40% on Segment 1, but over 100% on the northern most portion of Segment 2. More information on the travel demand model can be found in Appendix A.

In addition to projecting daily traffic, an analysis was conducted on existing and projected future PM peak hour traffic along the corridor. Since much of the socioeconomic growth predicted is in employment, it is anticipated that peak hour traffic will grow at a faster rate than daily traffic. By 2035, it is expected that peak hour traffic on the Woodville Highway corridor will be 75% higher than existing traffic.

2.3.6. Safety/Crash Rates

The crash data obtained from FDOT for the Woodville Highway corridor showed that the existing four-lane segment from south of Capital Circle to north of Capital Circle exhibited a significantly higher crash rate than the statewide average. Most of the crashes in this segment, and nearly half those along the entire corridor, occurred in the vicinity of the Woodville Highway/Capital Circle intersection. It should be noted that this intersection was reconstructed and widened recently, and more recent data may show a decrease in the number of crashes. Crashes on the other four segments of Woodville Highway were not considered to be abnormal in relation to statewide statistics on similar facilities.

The complete crash and safety analysis can be found in Appendix B.

2.3.7. Transit

Currently there are two StarMetro routes that serve the Segment 1 study area and two additional routes that serve the Segment 2 study area. All of these routes connect in downtown Tallahassee at StarMetro's C.K. Steele Plaza station. In the summer of 2011, StarMetro began implementing their NOVA route decentralization plan which included routes being modified and renamed. The system now includes 12 weekday routes, 10 Saturday routes, and 6 night/Sunday routes. Of the 12 weekday routes, three serve the study area.

These three routes are:

- Big Bend – serving Monroe St and Paul Russell Rd
- Gulf – serving Paul Russell Rd and Bragg St
- Moss – serving Monroe St, Woodville Hwy, Ross Rd, Crawfordville Rd, and Adams St

The Moss route runs every 20 minutes, the Big Bend route runs every 30 minutes, and the Gulf route runs every 35 minutes. All three routes also operate on Saturday, with more limited schedules. On evenings and Sundays, StarMetro operates the N2 and N5 routes within the study area. The N2 serves Paul Russell Road and runs every hour, while the N5 follows the same path as the Moss route within the area and also runs every hour. StarMetro has plans for a new route along Tram Road and express service from the Woodville area to both downtown and the state office complex adjacent to SouthWood. These service enhancements are not currently funded.

2.3.8. Access to Intermodal and Freight Activity Centers

Woodville Highway does not provide direct access to intermodal and freight activity centers. However, it does provide a secondary connection to the Tallahassee Regional Airport and Interstate-10.

2.3.9. Relief to Parallel Facilities

Due to the hub-and-spoke design of the study area, there are few roadways that parallel Woodville Highway. However, the project improvements will likely provide some relief to Crawfordville Road and Capital Circle Southeast.

2.3.10. Bicycle and Pedestrian Facilities

This PD&E follows a corridor master planning effort that examined mode choice and specific mode connections and improvements for this corridor. The study incorporated a number of factors relevant to increasing mode choice in this particular part of the community. The proposed improvements provide dedicated pedestrian and bicycle facilities in addition to the existing St. Marks Trail Extension.

3. COMMITMENTS AND RECOMMENDATIONS

3.1. Commitments

- During the Design Phase, pedestrian safety and connectivity will be maximized to the greatest extent possible due to the project's proximity to the St. Marks Trail Extension.
- All stormwater ponds will be designed and permitted to meet State of Florida requirements for stormwater treatment as per Part IV, Chapter 373, Florida Statutes and Chapter 62-346, Florida Administrative Code (FAC).
- Should any state-listed plant species be positively identified within construction limits, the appropriate state agencies will be contacted and afforded an opportunity to transplant them per Florida Statute 581.185.
- In order to minimize the unavoidable effects of Right of Way (ROW) acquisition and displacement, a ROW and relocation program will be carried out in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646, as amended by Public Law 100-17).
- During construction, there will be no staging or storage, including vehicular parking by construction personnel, on any of the properties listed below and access to these properties will remain open at all times.
 - Campbell Pond Park (Shoreline Drive off Woodville Highway)
 - Capital Park (412 Omega Avenue)
 - Flagg Street Park (723 Flagg Street)
 - Brent Drive Park (812 Brent Drive)
 - Tallahassee – St. Marks Historic Railroad State Trail (along Woodville Highway, south of Capital Circle Southeast)
- Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.
- During construction, the St. Marks Trail Extension will likely be closed within the project limits due to safety concerns for its public users. At least 30 days prior to construction, signs will be placed north and south of the project along the St. Marks Trail Extension to advise users of the closure time period and any potential detours for pedestrian/bicycle traffic.
- Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.
- During construction, a sign providing the name, address, and telephone number of a City of Tallahassee contact person and a Florida Department of Transportation (FDOT) representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

- During the design phase, additional site assessments will be performed at sites determined to have “Medium” contamination levels, and if necessary, to evaluate the options to remediate along with the associated costs. Resolution of problems associated with contamination will be coordinated with appropriate regulatory agencies and prior to ROW acquisition; appropriate action will be taken where applicable. The “Medium” rated sites in the project area are:
 - Allen Plumbing, Inc., 4553-B Woodville Highway
 - Redi-Rock, 4453 Woodville Highway
 - Swift-Mart #157, 4323 Woodville Highway
 - A.M.W.A.T. Moving, 312 Ross Road
 - Pick-n-Pull, 3900 Woodville Highway
 - EZ Serve #4221, 3715 Woodville Highway
 - Sunoco-Four Points, 3601 Woodville Highway
 - The Pantry #3990/Chevron, 3433 Crawfordville Road
 - Raceway #813, 3527 Woodville Highway
 - Thrift Store #4652 – Flowers, 3385 S. Monroe Street

3.2. Recommendations

Based on a comparative evaluation of the No Build and Build Alternatives’ impacts and ability to meet the purpose and need of the project, as well as public input and coordination with the resource agencies, the Recommended Alternative is the combination of Alternative 1 (four-lane, urban section) in Segment 1 (Capital Circle Southeast to Gaile Avenue) and the Loop Alternative in Segment 2 (Gaile Avenue to Paul Russell Road). Final evaluation matrices comparing the Recommended Alternative with the other alternatives are shown in Tables 7.8 and 7.9 and Concept Plans are shown in Appendix C.

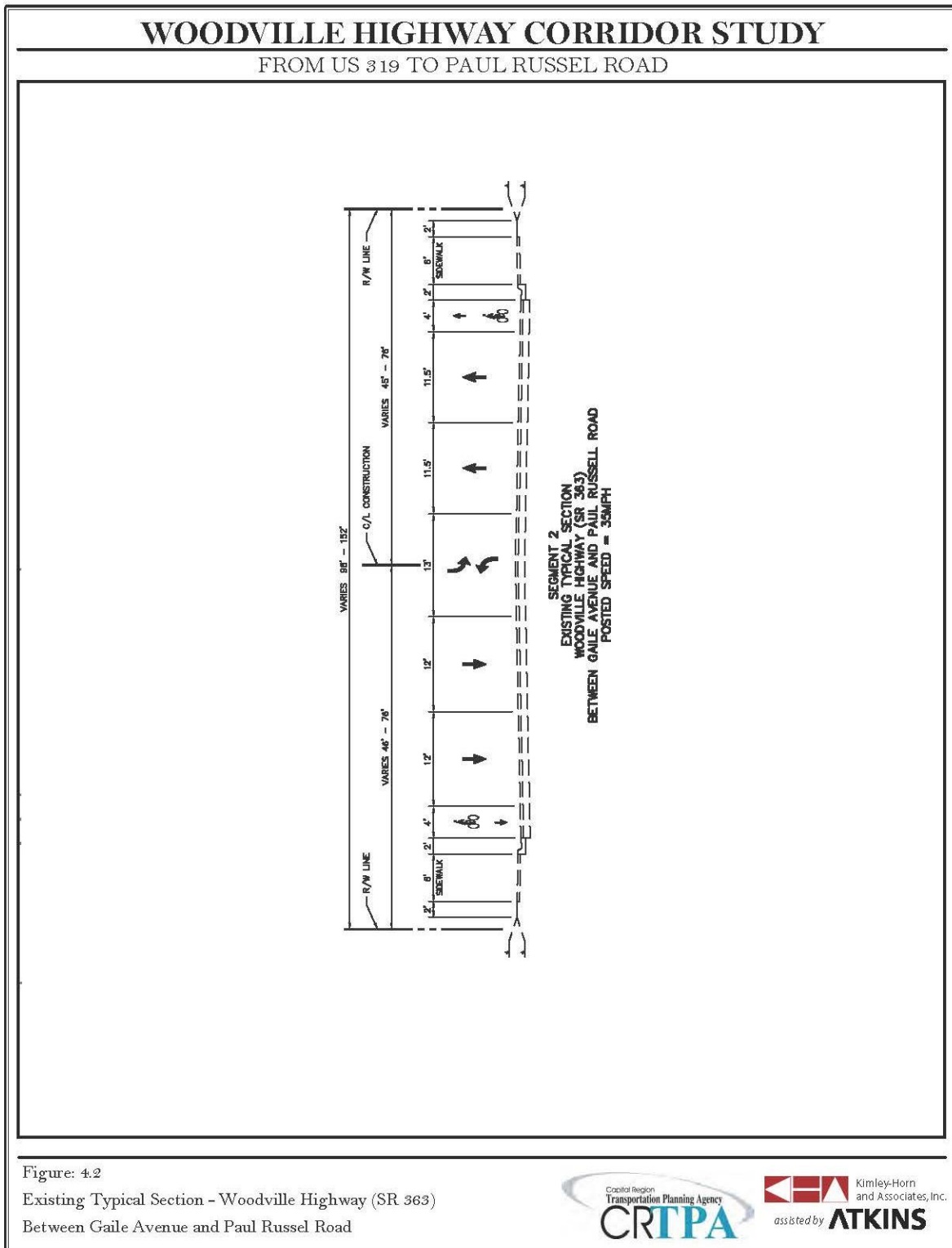
4. EXISTING PHYSICAL FEATURES

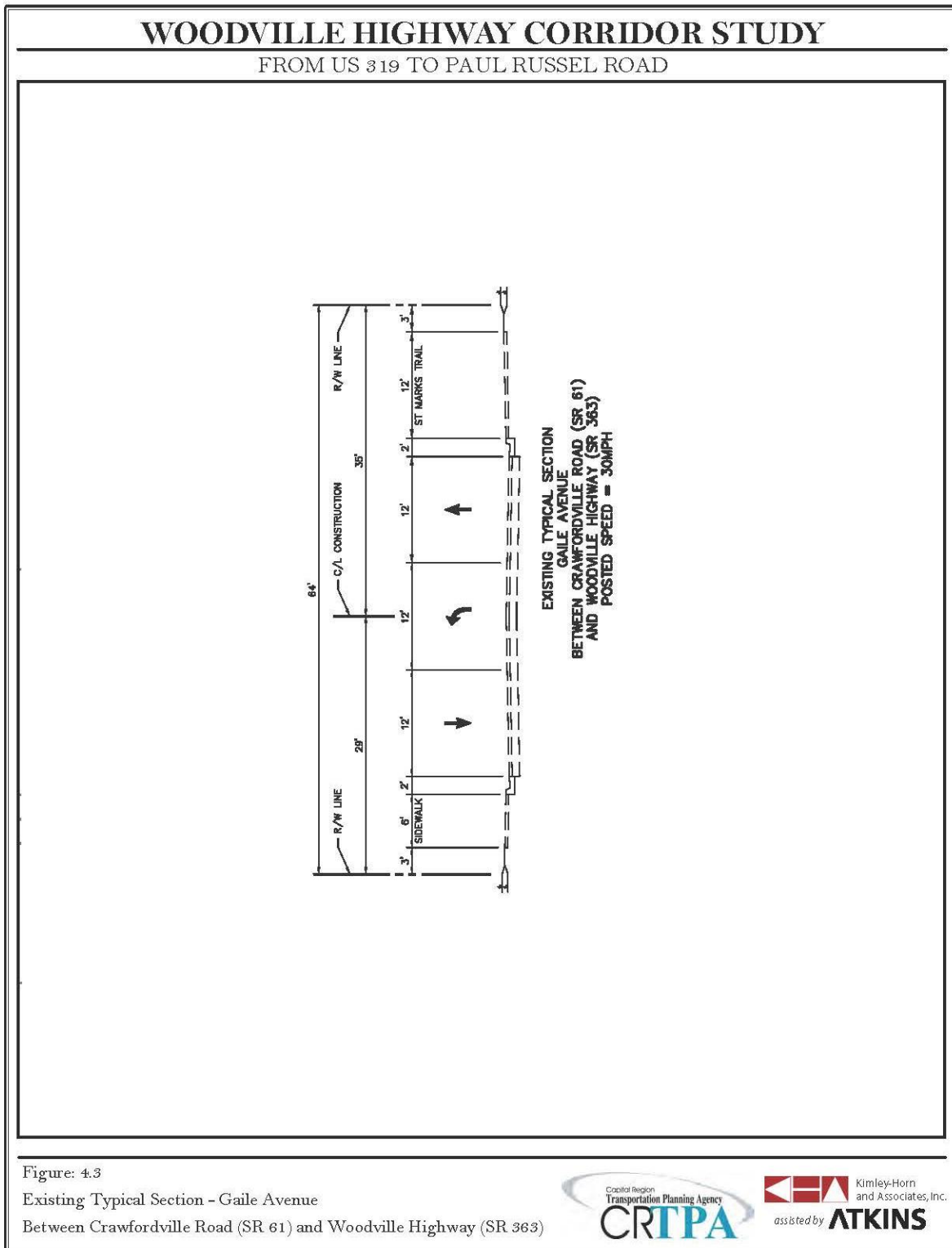
4.1. Typical Section/Existing Roadway ROW

The existing typical section for Segment 1, Woodville Highway from Capital Circle Southeast to Gaile Avenue, consists of 135 feet of right-of-way (ROW) (including the St. Marks Trail ROW) with 12-foot lanes and 4-foot paved shoulders in each direction of travel. Roadside ditches run along both sides of the segment. Parallel along the west side of the roadway is the St. Marks Trail Extension. See Figure 4.1 for the existing typical section for Segment 1.

As seen in Figure 4.2, Segment 2 (Woodville Highway between Gaile Avenue and Paul Russell Road) has a ROW that varies from 98 feet to 152 feet. The typical section includes a two-way left-turn lane with four travel lanes (two in each direction), 4-foot bike lanes, curb and gutter, and 6-foot sidewalk in both directions of travel.

Gaile Avenue, from Crawfordville Road to Woodville Highway, has 64 feet of ROW comprised of a westbound left turn lane, one 12-foot travel lane in each direction, a 6-foot sidewalk along the north side of the segment, and St. Marks Trail Extension parallel to Gaile Avenue on the south side of the road. This typical section is illustrated in Figure 4.3.





The existing typical section of Crawfordville Road/Adams Street between Gaile Avenue and Tram Road consists of a ROW varying from 98 feet to 152 feet. Within this ROW there are two southbound 12-foot travel lanes, a two-way left turn lane, and three northbound 12-foot travel lanes. Both directions of travel include 4-foot bike lanes, curb and gutter, and a 6-foot sidewalk; the St Marks Trail Extension runs along the west side of Crawfordville Road/S Adams Street. This typical section is depicted in Figure 4.4.

4.2. Roadway Classification

Woodville Highway is a rural, two-lane principal arterial that provides access to southern Leon and Wakulla counties, and the City of Tallahassee. The Florida Division of Emergency Management classifies Woodville Highway as a hurricane evacuation route. FDOT does not include Woodville Highway in the Florida Strategic Intermodal System (SIS).

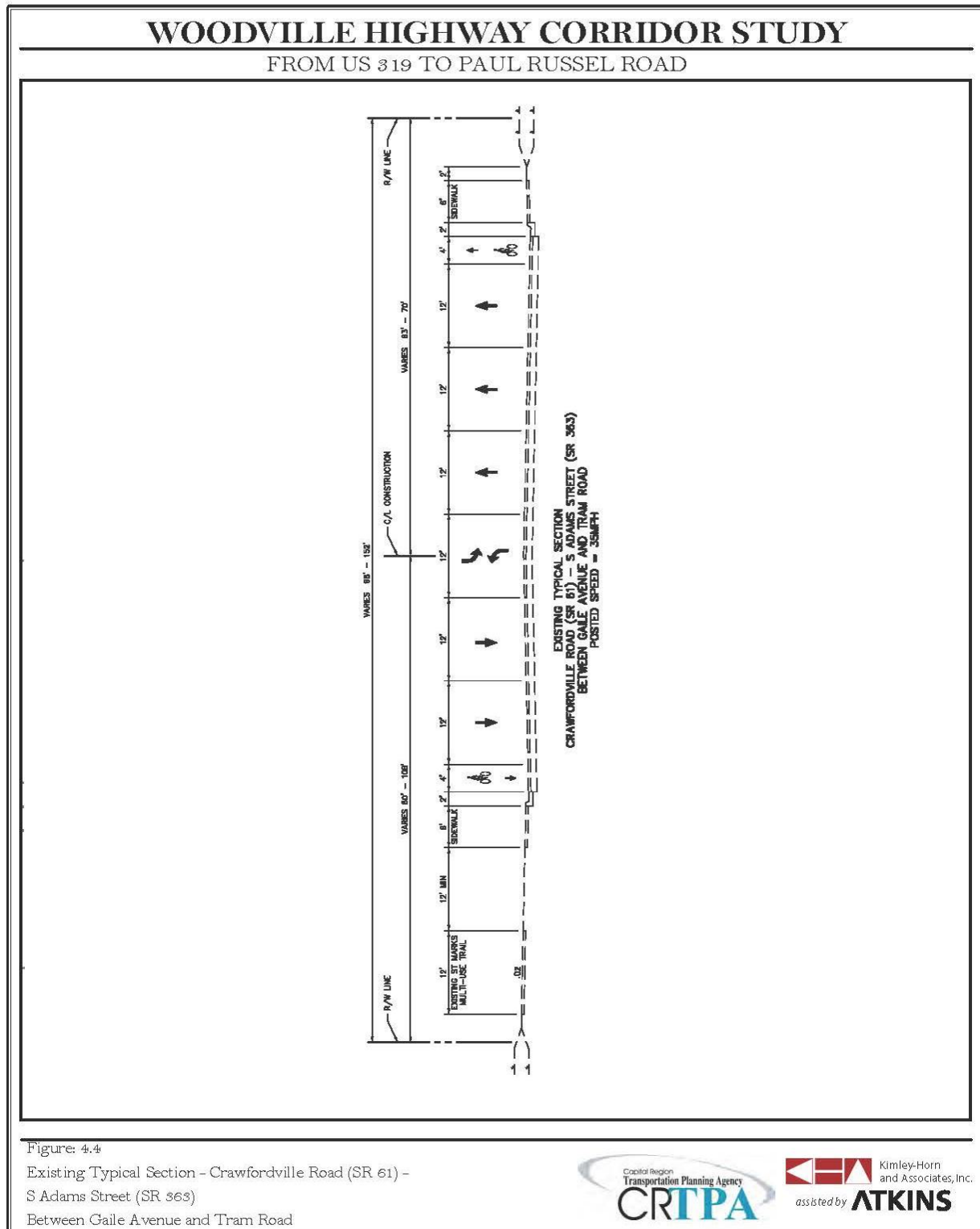
4.3. Existing Property and Land Uses

Existing and future land uses within the project were obtained from the Tallahassee-Leon County Geographic Information System (GIS) Department, through its website, www.tlccgis.org. The Woodville Highway Corridor is comprised primarily of mature development that occurred at a time when this area was on the "outskirts" of the Tallahassee urban core. The area contains a wide mix of uses, including residential neighborhoods; community facilities (Oak Ridge Elementary School and numerous places of worship), recreational amenities (St. Marks Trail Extension and Campbell Pond Park), retail shopping, and businesses that employ the nearby residents. The three most common land uses in the corridor are: Vacant (34.43%), Single Family (22.10%), and Open Space (14.07%). In addition, Warehouse (9.55%) land use is prominent in parcels adjacent to Woodville Highway, as well as properties along Capital Circle Southeast between Crawfordville Road and Woodville Highway. Approximately 94% of land within the study area is privately owned, while 6% is publicly owned. Table 4.1 summarizes the current land use distribution within the corridor study area. Existing and future land use maps are shown in Appendix D. Based on the Future Land Use Map, the majority of the Woodville Highway corridor is designated as Suburban and Industrial.

To the west, Woodville Highway, Capital Circle, and Crawfordville Road create a triangular area that is mixed in character. The St. Marks Trail Extension runs along the west side of Woodville Highway from Capital Circle to Gaile Avenue. Behind the Trail and at the northern and southern parts of the area is a mix of commercial and industrial uses. In the central section of this area are established residential neighborhoods and the Oak Ridge Elementary School. To the east are well established residential areas with churches and businesses fronting Woodville Highway.

This project is shown in the CRTPA's Long Range Transportation Cost Feasible Map and included in the Transportation Improvement Plan. The project is also shown in the Capital Improvements Schedule of the Tallahassee-Leon County Comprehensive Plan.

During the development of the Woodville Highway Corridor Master Plan, which occurred prior to this PD&E Study, the CRTPA and the local community decided to work towards a new Flex Tech zoning



district along Woodville Highway. Creation of this new zoning district is anticipated to occur with or without the proposed improvements to Woodville Highway. Therefore, it is not anticipated that the project will initiate any significant changes in land use within the project area; however, it will likely serve as a catalyst to increase the pace of the changes.

Table 4.1: Existing Land Use Distribution within the Woodville Highway Study Area

Existing Land Use	No. of Parcels	Acres	Percent Total
Vacant	573	694.65	34.43%
Single Family	1,192	445.99	22.10%
Open Space	53	283.95	14.07%
Warehouse	71	192.59	9.55%
Multi-Family	62	145.42	7.21%
School	4	63.86	3.17%
Religious	19	48.47	2.40%
Retail	26	47.51	2.35%
Government	5	40.93	2.03%
Office	14	28.39	1.41%
Water	1	24.94	1.24%
Motel/Hospital/Clinic	1	0.71	0.04%
Total:	2,021	2,017.41	100.00%

Source: Tallahassee-Leon County Planning Department, 2010

4.4. Pedestrian and Bicycle Facilities

Segment 1, Woodville Highway from Capital Circle Southeast to Gaile Avenue, has the St. Marks Trail Extension along the west side of the roadway to accommodate pedestrians and bicycles.

Segment 2, Woodville Highway between Gaile Avenue and Paul Russell Road, has 4-foot bike lanes and 6-foot sidewalks in both directions of travel to service pedestrians and bicycles.

On Gaile Avenue, from Crawfordville Road to Woodville Highway, there is a 6-foot sidewalk along the north side of the segment, and the St. Marks Trail Extension on the south side of the road for pedestrian and bicycle use.

On Crawfordville Road/Adams Street, between Gaile Avenue and Tram Road, there are 4-foot bike lanes, and a 6-foot sidewalk in both directions of travel; the St. Marks Trail Extension parallels the west side of Crawfordville Road/Adams Street.

4.5. Lighting

On Woodville Highway, between Capital Circle Southeast and Hannon Mill Road, there is currently no overhead lighting. Continuing north on Woodville Highway, Hannon Mill Road to Gaile Avenue, there are cobra head luminaires attached to existing overhead utility poles along the east side of the roadway. Further up Woodville Highway, Gaile Avenue to Paul Russell Road, cobra head luminaires are attached to existing overhead utility poles but on both sides of the roadway in an alternating fashion.

4.6. Intersection Layout

The current lane configuration of each approach for all intersections in the study area is summarized in Table 4.2 below.

Table 4.2: Intersection Layout Summary

Intersection	Number of Lanes per Approach											
	EB			WB			NB			SB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Segment 1												
Woodville/ San Marcos	1	-	1	-	-	-	1	2	-	-	2	1
Woodville/ Capital Circle	2	2	1	2	2	1	2	2	1	2	2	1
Woodville/ Crossway*	1			-	-	-	-	2	-	-	2	-
Woodville/ Ross	1			-	-	-	1	1	-	-	1	1
Woodville/ Hannon Mill*	1			-	-	-	1		-	-	1	
Segment 2												
Woodville/ Gaile	1	1		1	1		1	2		1	2**	
Woodville/ Tram*	-	-	-	1			-	2**		1	2	-
Woodville/ Paul Russell	1	2**		1	2**		1	2**		1	2**	
Crawfordville/Gaile	1	1		1	1	1	1	3**		1	2**	
Crawfordville/Paul Russell	-	-	-	2	-	1	-	2	1	1	2	-

*Unsignalized Intersection

** One thru lane is shared right

4.7. Traffic Signals

As mentioned in the Design Traffic Technical Report, there are seven signalized intersections within the study area of the project. The intersections within Segment 1 include Woodville/San Marcos, Woodville/Capital Circle, and Woodville/Ross. Those in Segment 2 are Woodville/Gaile, Woodville/Paul Russell, Crawfordville/Gaile, and Crawfordville/Paul Russell.

4.8. Posted Speed

In Table 4.3 below is a summary of the posted speeds for the existing roadways in the project area.

Table 4.3: Posted Speed Summary

Segment	Posted Speed Limit (mph)
Segment 1 (Woodville Highway, between Capital Circle SE and Gaile Avenue)	45
Segment 2 (Woodville Highway between Gaile Avenue and Paul Russell Road)	35
Gaile Avenue (between Crawfordville Road and Woodville Highway)	30
Crawfordville Road/Adams Street (between Gaile Avenue and Tram Road)	35

4.9. Existing Drainage System

The existing drainage system on Segment 1 consists of mainly roadway swales and ditches, with some driveway culverts and limited cross drains. The majority of the swales are located on the west side of the corridor. Segment 2 currently consists of an urban typical section with curb and gutter. There is an existing stormwater facility located on the east side of the corridor in Segment 2.

Most of the project corridor – everything north of Greenleaf Drive – is in the Campbell Pond closed basin within the Woodville Recharge Basin. The portion of the study area south of Greenleaf Drive to the project terminus is in the Three Puddles closed basin, also within the Woodville Recharge basin. A closed basin is defined by the City of Tallahassee Land Development Code as “a naturally depressed portion of the earth's surface for which there is no natural outlet for runoff other than percolation, evaporation, or transpiration, and for which it can be shown by hydrologic analysis that cumulative increases in runoff volume from potential development patterns will cause a significant adverse impact on the frequency, duration, or extent of flooding.” Closed basins have more stringent stormwater control requirements than other areas because a closed basin is considered a conservation area by the City of Tallahassee Land Development Code.

The project corridor also lies in the Primary Springs Protection Zone (PSPZ). This zone identifies the region of the city with elevated aquifer vulnerability so additional regulations may be applied within this zone to minimize the adverse impacts of development on groundwater recharge quality and quantity. The land uses in the PSPZ follow those in the underlying zoning district of the area and the clustering provision defined in section 10-163 of the Tallahassee Land Development Code shall not be permitted.

4.10. Traffic Data

Traffic counts were taken along Woodville Highway to understand the current operating conditions of the corridor within the study area. Below in Table 4.4 is a summary of the existing operating conditions.

Table 4.4: Existing Year Traffic and Roadway Segment LOS

Roadway Segment	Observed AADT	Existing Daily LOS	Existing Two-Way PM Peak	Existing PM Peak LOS
Segment 1				
San Marcos to Capital Circle	17,300	B	1,700	B
Capital Circle to Ross Rd	11,400	C	910	B
Ross Rd to Hannon Mill Rd	12,100	C	1,120	C
Hannon Mill Rd	12,600	C	1,170	C
Segment 2				
Gaile Ave to Tram Rd	15,700	B	1,500	B
Tram Rd to Paul Russell Rd	18,500	B	1,870	B

4.11. Crash Data and Safety Analysis

Crash report data for the section of Woodville Highway within the study area was obtained from FDOT. The most recent five years of available data at the time of the study were analyzed to identify specific crash patterns and locations that may indicate a safety problem within the corridor. As seen in Table 4.5 below, predominant crash types were rear-end crashes (31.0 percent), left-turn crashes (17.6 percent), and angle crashes (16.2 percent).

Table 4.5: Summary of Crashes by Harmful Event

Crash Type	2004	2005	2006	2007	2008	Total	Percent
Rear-End	11	9	9	9	6	44	31.0%
Left-Turn	5	8	1	4	7	25	17.6%
Angle	2	8	3	8	2	23	16.2%
Sideswipe	1	1	4	1	3	10	7.0%
Head-On	2	1	1	0	2	6	4.2%
Fixed Object	0	1	2	1	2	6	4.2%
Right-Turn	0	0	1	2	2	5	3.5%
Backed Into	1	1	1	0	0	3	2.1%
Bicycle	1	0	1	0	0	2	1.4%
Overturned	1	0	0	0	1	2	1.4%
All Others	3	2	1	5	5	16	11.4%
Total	27	31	24	30	30	142	100.0%

Of the total 142 crashes, 67 were classified as having injuries associated with the crash and one crash was fatal. Nearly half of all crashes occurred at the intersection of Woodville Highway and Capital Circle

Southeast, which was recently improved. The improvements may have served to address the contributing factors. For more crash data and a safety analysis see Appendix B.

4.12. Utilities

Through coordination with FDOT and Sunshine State One Call of Florida, five (5) utility providers were identified as having utilities within the project area. Table 4.6 provides a list of the utility providers from that coordination.

Table 4.6: Utility Providers

Utility Provider	Contact	Address
Centurylink	Mr. Bill McCloud	1325 Blair Stone Road Tallahassee, FL 32301
Comcast Cable	Mr. Phil Carter	3760 Hartsfield Road Tallahassee, FL 32303
Level 3 Communications	Ms. Kelli Whitehead	1025 El Dorado Boulevard Bldg. 13C04 Broomfield, CO 80021
Southern Light, LLC	Mr. Andru Bramblett	156 St. Anthony Street Mobile, AL 36603
City of Tallahassee	Mr. Sal Arnaldo	300 S. Adams Street Tallahassee, FL 32304

In accordance with Part 2, Chapter 10 of the *PD&E Manual*, the utility providers listed above were notified of the proposed improvements and submitted files to identify the location of their utilities within the project area.

Most of the utilities are within the existing ROW and will need to be relocated with the proposed improvements. This is especially true from Capital Circle Southeast to Gaile Avenue, as the Recommended Alternative would widen the roadway to four lanes. Although there is involvement with utilities north of Gaile Avenue, it is to a lesser degree as the proposed improvements actually will reduce the travel lanes along Crawfordville Road and Woodville Highway. Coordination with the utility providers will be continued in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

There are no railroads located within the project area.

4.13. Geotechnical Data

A *General Soil Survey* of the Woodville Highway Corridor from Gaile Avenue to Capital Circle Southeast was completed in July 2011 by Environmental and Geotechnical Specialists, Inc. (EGS). Information was taken from the United States Department of Agriculture's (USDA) Soil Survey for Leon County, the United States Geological Survey's (USGS) Topographic Survey, Florida Geological Survey's records and publications, and EGS's own files of past projects conducted in the corridor area.

The mapping and literature review indicated two areas of distinct soil types within the project area. The northern portion of the study area consists of Albany Loamy Sand, Ortega Sand (0 - 5% slopes), Pickney Soils, and water.

Pickney Soils are very poorly drained soils that have a water table at or near the surface for long periods of the year and have a 15-inch surface layer of loamy fine sand followed by a fine sand layer to a depth of 80 inches or more.

Albany Loamy Sand consists of around four feet of loamy sand followed by sandy clay loam and sandy loam to a depth of six feet or more. The seasonal high water table of Albany Loamy Sand is around 1 to 2.5 feet in depth.

Ortega Sand is a moderately well drained soil with a seasonal high water table of 3.5 to 5.0 feet below the ground surface. The surface layer is typically sand about 10 inches thick with an underlying layer of sand and fine sand for eight feet or more.

These lowland soil types are found within the northern corridor regions nearest to Campbell Pond. They are generally found in nearly level to gently sloping terrain, and the seasonal high water table of these soils can be expected to be at or near the surface throughout most of the year.

Within the project limits south of Shoreline Drive is more upland and consists mainly of Kershaw Sand (0 - 5% slopes). This nearly level to gently sloping, excessively drained soil is found on upland areas and has a surface layer of grayish brown sand about seven inches thick followed by underlying layers of sand to a depth of more than 80 inches. Kershaw Sand has a seasonal high water table of greater than six feet.

5. PLANNING PHASE/CORRIDOR ANALYSIS

5.1. Master Plan Process

The objective in the development of the Corridor Master Plan is to create a vision for the corridor and to make sure the vision is consistent with the local comprehensive plan. The development of the Corridor Master Plan is based on the balance of land use, environmental impacts, and transportation needs for the area. The following project approach outline was used in this corridor study and development of the Corridor Master Plan:

1. Engage project management team to help provide objectives and methodology for the Master Plan and provide a foundation and buy-in for the project approach.
2. Define and document previous community and area issues in visioning related to land use, the environment, and transportation.
3. Collect baseline existing corridor data.
4. Obtain input and confirmation of issues and concerns through general public meetings, stakeholder meetings, and interviews.
5. Study and analysis of multimodal alternatives, including what are the future corridor needs and alternative land use scenarios.
6. Determine what types of connections are needed and where are they needed when considering alternative modes and future land uses.
7. Obtain corridor concept ideas in Design Charrette with the Community.
8. Develop alternatives.
9. Evaluate the alternatives.
10. Conduct a community meeting to present recommended alternatives for public input and community buy-in.

5.2. Development of Alternatives

The objective of the Modal Connectivity Alternatives was to expand the transportation grid network, provide modal choices, and create a better connected network by focusing on bicycle, pedestrian, multi-use trail, roadway facilities, and transit service.

The roadway alternatives considered during the Corridor Master Plan study included several different concepts, some of which were not carried forward into the PD&E Study based on an initial screening and review by the Public, CRTPA Staff, and the CRTPA Board. The first alternative uses the existing ROW and the typical section includes a landscaped median, four vehicular travel lanes, bike lanes, curb and gutter on both sides of travel lanes, a five-foot sidewalk on the east side of the roadway and retains the twelve-foot St. Marks Trail on the west side of the roadway. The next alternative was developed to provide ROW for future modes of travel and comprises of similar characteristics, including landscaped median, four vehicular lanes, bike lanes, a five-foot sidewalk, and the St. Marks Trail. This alternative, however, will require an additional 50 feet of ROW for it also includes paved shoulders and swales. Another alternative, very similar to the prior, used the additional ROW for a frontage roadway—this concept was eliminated for further consideration due to lack of support from the community.

The following alternatives analyzed the interaction between Woodville Highway and Crawfordville Road, resulting in three different potential solutions. The first of these concepts included a rotary design, the use of roundabouts at the northern and southern termini of the project area. The next alternative was a one-way loop system, resulting in four northbound lanes on Woodville Highway, four southbound lanes on Crawfordville Road, Gaile Avenue and Tram Road would run east and west, respectively. Lastly, a grade-separated alternative was considered for the corridor. In this concept Woodville Highway would become an overpass (above the intersection of Crawfordville Road and Four Points Way) with an approximate grade separation of 18 feet.

5.3. Evaluation of Alternatives

Through meetings with the community, CRTPA staff, and the CRTPA board, the following alternatives were advanced from the Corridor Master Plan to the PD&E document. At the CRTPA meeting where final direction was given relative to the alternatives to consider, the project team kicked off the PD&E study. All of the developed alternatives were further analyzed based on this input, with the exception of the rotary and overpass concepts.

6. DESIGN CONTROLS AND STANDARDS

Design and construction criteria for the proposed interchange will meet all FDOT standards for the design of such roadways and will comply with recommended standard practices as set forth in the following documents:

- Plans Preparation Manual, Volumes I and II, English, FDOT, January 2009 (Revised January 2012)
- Design Standards, FDOT, Fiscal Year 2012/13
- A Policy on Geometric Design of Highways and Streets, 6th edition, AASHTO, 2011

Tables 6.1 and 6.2 display the design criteria for segments 1 and 2, respectively.

Table 6.1: Design Criteria Matrix – Segment 1

Design Element	Urban Section 45 MPH Design Speed	Source
General		
Roadway Classification	Principal Arterial	FDOT
Access Classification	5	
Design Speed	45 MPH	
Design Year	2035	
Cross Section		
Lane Width	12 ft (4 lane divided)	Table 2.1.1 ₁
Bicycle Accommodation	4 ft (5 ft) ₄	Table 2.1.2 ₁
Horizontal Clearance	4 ft ₅	Table 2.11.9 ₁
Median Width	24 ft	
Sidewalk Width	12 ft Multi-Use Trail, Lt / 5 ft Sidewalk, Rt ₆	
Cross Slope		
Travel Lanes	2 lanes at 0.02, each direction	Figure 2.1.1 ₁
Curb and Gutter (Edge)	Type F	Index 300 ₂
Curb and Gutter (Median)	Type F	Index 300 ₂
Border Width	33 ft Lt, 22 ft Rt ₃	Table 2.5.2 ₁
Front Slopes	1:6 Min, 1:4 Max	Table 2.4.1 ₁
Back Slopes	1:6 Min, 1:2 Max	Table 2.4.1 ₁
Horizontal Alignment		
Minimum Curve Radius	694 ft, N/A	Table 2.9.2 ₁
Maximum Deflection (No Curve)	1° 00' 00"	Table 2.8.1a ₁
Maximum Deflection For Through Lanes Within Intersections	3° 00' 00", N/A	Table 2.8.1b ₁
Minimum Length of Curve	15V, N/A	Table 2.8.2a ₁
Maximum Curvature @ e=NC	2° 45' (R = 2,083'), N/A	Table 2.8.4 ₁

<i>Table 6.1: Design Criteria Matrix – Segment 1 Continued</i>		
Vertical Alignment		
Maximum Grade	6% (Flat Terrain)	Table 2.6.1 ₁
Maximum Change In Grade w/out Vertical Curve	0.70%	Table 2.6.2 ₁
Minimum Distance Between VPI's	250 ft	Table 2.6.4 ₁
Minimum Grade	0.30%	Table 2.6.4 ₁
Base Clearance Above Design High Water	1 ft	Table 2.6.3 ₁
Minimum Stopping Sight Distance	360 ft	Table 2.7.1 ₁
Vertical Curve K Values	K = 98 (Crest)	Table 2.8.5 ₁
	K = 79 (Sag)	Table 2.8.6 ₁
Minimum Length Of Vertical Curves	135 ft (Crest)	Table 2.8.5 ₁
	135 ft (Sag)	Table 2.8.6 ₁
Superelevation		
Superelevation Transitions	80% (Tangent), N/A	Index 511 ₂
	20% (Curve), N/A	Index 511 ₂
Superelevation Slope Ratio	1:150, N/A	Index 511 ₂
Maximum Superelevation	0.05 ft/ft, N/A	Table 2.9.2 ₁

1. Plans Preparation Manual, 2012, Florida Department of Transportation
2. Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System, 2013, Florida Department of Transportation
3. The border width is measured from the lip of the gutter to the right of way line.
4. 4' standard (5' required when adjacent to right turn lanes) per Section 8.4.1, Plans Preparation Manual, 2012, FDOT.
5. 4' measured from the face of Type F curb.
6. 6' Sidewalk when adjacent to curb & gutter

Table 6.2: Design Criteria Matrix – Segment 2

Design Element	Urban Section 30 MPH Design Speed	Source
General		
Roadway Classification	Principal Arterial	FDOT
Access Classification	5	
Design Speed	30 MPH	
Design Year	2035	
Cross Section		
Lane Widths	12 ft	Table 2.1.1 ₁
Bicycle Accommodation	4 ft (5 ft) ₄	Table 2.1.2 ₁
Horizontal Clearance	4 ft ₅	Table 2.11.9 ₁
Median Width	0 ft	
Sidewalk Width	12 ft Multi-Use Trail, 5 ft Sidewalk ₆	
Cross Slope		
Travel Lanes	2 lanes at 0.02, each direction	Figure 2.1.1 ₁
Curb and Gutter (Edge)	Type F	Index 300 ₂
Curb and Gutter (Median)	N/A	Index 300 ₂
Border Width	Varies, 11' - 27.5' Lt & 17' - 35' Rt	Table 2.5.2 ₁
Front Slopes	1:6 Min, 1:4 Max	Table 2.4.1 ₁
Back Slopes	1:6 Min, 1:2 Max	Table 2.4.1 ₁
Horizontal Alignment		
Minimum Curve Radius	819 ft	Table 2.9.2 ₁
Maximum Deflection (No Curve)	2° 00' 00", N/A	Table 2.8.1a ₁
Maximum Deflection For Through Lanes Within Intersections	8° 00' 00", N/A	Table 2.8.1b ₁
Minimum Length of Curve	15V	Table 2.8.2a ₁
Maximum Curvature @ e=NC	7° 00' (R = 819')	Table 2.8.4 ₁
Table 6.2: Design Criteria Matrix – Segment 2 Continued		

Vertical Alignment		
Maximum Grade	8% (Flat Terrain)	Table 2.6.1 ₁
Maximum Change In Grade w/out Vertical Curve	1.00%	Table 2.6.2 ₁
Minimum Distance Between VPI's	250 ft	Table 2.6.4 ₁
Minimum Grade	0.30%	Table 2.6.4 ₁
Base Clearance Above Design High Water	1 ft	Table 2.6.3 ₁
Minimum Stopping Sight Distance	200 ft	Table 2.7.1 ₁
Vertical Curve K Values	K = 31 (Crest)	Table 2.8.5 ₁
	K = 37 (Sag)	Table 2.8.6 ₁
Minimum Length Of Vertical Curves	90 ft (Crest)	Table 2.8.5 ₁
	90 ft (Sag)	Table 2.8.6 ₁
Superelevation		
Superelevation Transitions	80% (Tangent), N/A	Index 511 ₂
	20% (Curve), N/A	Index 511 ₂
Superelevation Slope Ratio	1:100, N/A	Index 511 ₂
Maximum Superelevation	0.05 ft/ft	Table 2.9.2 ₁

1. Plans Preparation Manual, 2012, Florida Department of Transportation
2. Design Standards for Design, Construction, Maintenance and Utility Operations on the State Highway System, 2013, Florida Department of Transportation
3. The border width is measured from the lip of the gutter to the right of way line.
4. 4' standard (5' required when adjacent to right turn lanes) per Section 8.4.1, Plans Preparation Manual, 2012, FDOT.
5. 4' measured from the face of Type F curb.
6. 6' Sidewalk when adjacent to curb & gutter

7. ALTERNATIVES CONSIDERED

7.1. Introduction

In order to address projected roadway and intersection LOS deficiencies, build alternatives were developed for each segment of the Woodville Highway corridor. From a traffic standpoint, there is no difference in the alternatives, as both provide a four-lane divided roadway. Therefore, Segment 1 includes four build alternatives and Segment 2 includes two build alternatives. It is important to note that the build alternative for Segment 1 is not automatically paired with one of the build alternatives for Segment 2. On the other hand, if the no-build alternative for Segment 1 is selected, traffic volumes in Segment 2 are expected to be less due to traffic being diverted to other facilities and therefore major operational improvements to Segment 2 would not be needed.

7.2. Corridor Analysis and Master Plan

From analyses of existing and projected future traffic conditions in the area, and from significant input from stakeholders and the community, roadway alternative concepts were developed in addition to alternatives for the adjacent St. Marks Trail Extension. First, the future need to widen the section of Woodville Highway from just north of Capital Circle Southeast to the existing five-lane section that begins just south of Gaile Avenue to increase capacity along this segment addressing future travel demand was analyzed. To address the future need to widen the roadway, three typical sections were initially developed that followed the "complete street" concept, which includes opportunities for all modes of surface travel. The first proposed typical section (urban option) uses the existing ROW and includes a landscaped median, four vehicular travel lanes, bike lanes, curb and gutter on both sides of travel lanes, a five-foot sidewalk on the east side of the roadway and retains the twelve-foot St. Marks Trail on the west side of the roadway. The second proposed alternative (rural option) was developed to provide ROW for future modes of travel and comprises of similar characteristics, including a landscaped median, four vehicular lanes, bike lanes, a five-foot sidewalk, and the St. Marks Trail. This alternative, however, will require an additional 50 feet of ROW for it also includes paved shoulders and swales. The third alternative, very similar to the second, used the additional ROW for a frontage roadway.

Based upon the analyses of these alternatives, it was determined that the study limits needed to be moved north and operational improvements were needed in Segment 2.

7.3. TSM Alternative

TSM alternatives consider safety and minor operational improvements to the facility that may include construction of additional turn lanes, intersection and traffic signal improvements, improvements to signing and pavement markings and/or intelligent transportation systems (ITS) technology implementation.

Based upon traffic analyses, it was found that no TSM alternative accommodated the design year projected traffic at an acceptable level of service; therefore, there were no TSM options were identified for the study.

7.4. No-Build Alternative

The current LOS standard adopted by the City of Tallahassee and Leon County for this portion of Woodville Highway is "D". Based on the 2009 FDOT Quality/Level of Service Handbook Generalized Tables, the two-lane section from Capital Circle to Gaile Avenue (Segment 1) has a daily capacity of 16,500 vehicles and a peak hour two-way capacity of 1,600 vehicles. The four-lane section from Gaile Avenue to Paul Russell Road (Segment 2), as well as the four-lane section south of Capital Circle, has a daily capacity of 36,700 vehicles and a peak hour two-way capacity of 3,560 vehicles. Table 7.1 summarizes the existing daily LOS and existing PM peak LOS.

Table 7.1: Existing Traffic and Roadway Segment LOS

Roadway Segment	Existing Daily Capacity @ LOS D	Observed AADT	Existing Daily LOS	Observed K Factor	Existing Peak Capacity at LOS D	Existing Two-Way PM Peak Count	Existing PM Peak LOS
Segment 1							
San Marcos Rd to Capital Cir	36,700	17,300	B	0.098	3,560	1,700	B
Capital Cir to Ross Rd	16,500	11,400	C	0.080	1,600	910	B
Ross Rd to Hannon Mill Rd	16,500	12,100	C	0.092	1,600	1,120	C
Hannon Mill Rd to Gaile Ave	16,500	12,600	C	0.093	1,600	1,170	C
Segment 2							
Gaile Ave to Tram Rd	36,700	15,700	B	0.096	3,560	1,500	B
Tram Rd to Paul Russell Rd	36,700	18,500	B	0.101	3,560	1,870	B

Future Year No-Build Roadway Segment Traffic and LOS

Using the CRTPA E+C travel demand model as a guide, future daily and two-way PM peak hour volumes were developed for the Woodville Highway corridor. As the travel demand model includes 2035 as its horizon year, this was also chosen as the design year for this study. The model's network was coded to include projects committed in the CRTPA Transportation Improvement Program (TIP) to be under construction by 2015. The only capacity project expected to be constructed in the vicinity of the Woodville Highway corridor is the widening of Capital Circle to seven lanes between Woodville Highway and Crawfordville Road. Both segments of Woodville Highway were left as is to represent the no-build alternatives.

During the study, it was decided that 2020 would be an appropriate opening year, the traffic volumes for which were interpolated from the existing and 2035 data. It is worth noting that intersection-level volumes and LOS analysis were only conducted for the design year of 2035, not the interim year of 2020. As shown in Table 7.2, the LOS for the projected 2020 AADT and PM peak hour volumes on Woodville Highway vary from "B" in the four-lane sections to "C" in the two-lane sections.

While all of Woodville Highway still functions at an acceptable LOS in 2020, shortly thereafter growth in traffic is expected to yield levels of congestion and delay on the two-lane portion south of Gaile Avenue that results in adopted LOS standards being exceeded. Using a straight-line linear interpolation method, it is likely the portion of Segment 1 from Hannon Mill to Gaile Avenue would be deficient in the PM peak hour by 2022 or 2023, and that the other portions of Segment 1 would be deficient by 2025.

Table 7.2: Year 2020 No-Build Traffic and Roadway Segment LOS

Roadway Segment	Daily Capacity @ LOS D	Two-Way Peak Capacity @ LOS D	2020 AADT	2020 Daily LOS	2020 PM Peak Two-Way Volume	2020 PM Peak LOS
Segment 1						
San Marcos Rd to Capital Cir	36,700	3,560	23,100	B	2,470	B
Capital Cir to Ross Rd	16,500	1,600	13,600	C	1,320	C
Ross Rd to Hannon Mill Rd	16,500	1,600	14,200	C	1,460	C
Hannon Mill Rd to Gaile Ave	16,500	1,600	14,500	C	1,510	C
Segment 2						
Gaile Ave to Tram Rd	36,700	3,560	18,800	B	1,970	B
Tram Rd to Paul Russell Rd	36,700	3,560	26,500	B	2,450	B

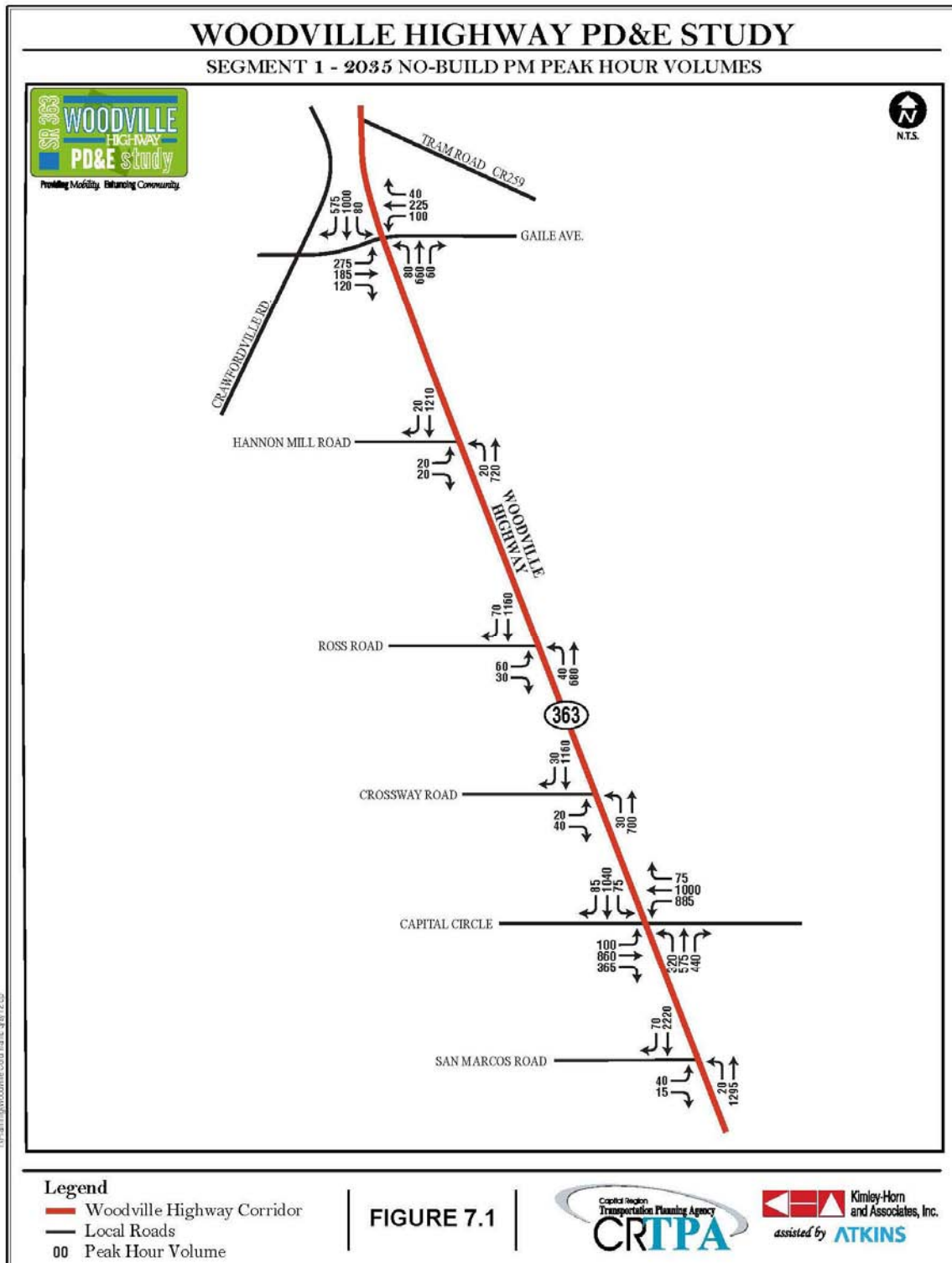
As shown in Table 7.3, the entire two-lane portion of Woodville Highway will be deficient by 2035 in both the daily and PM peak hour conditions. Furthermore, the northern most portion of the corridor is expected to fail on a daily level, but meet acceptable LOS in the PM peak hour. Finally, the four lane section south of Capital Circle (not within the study limits) is also expected to be deficient in the 2035 PM peak hour.

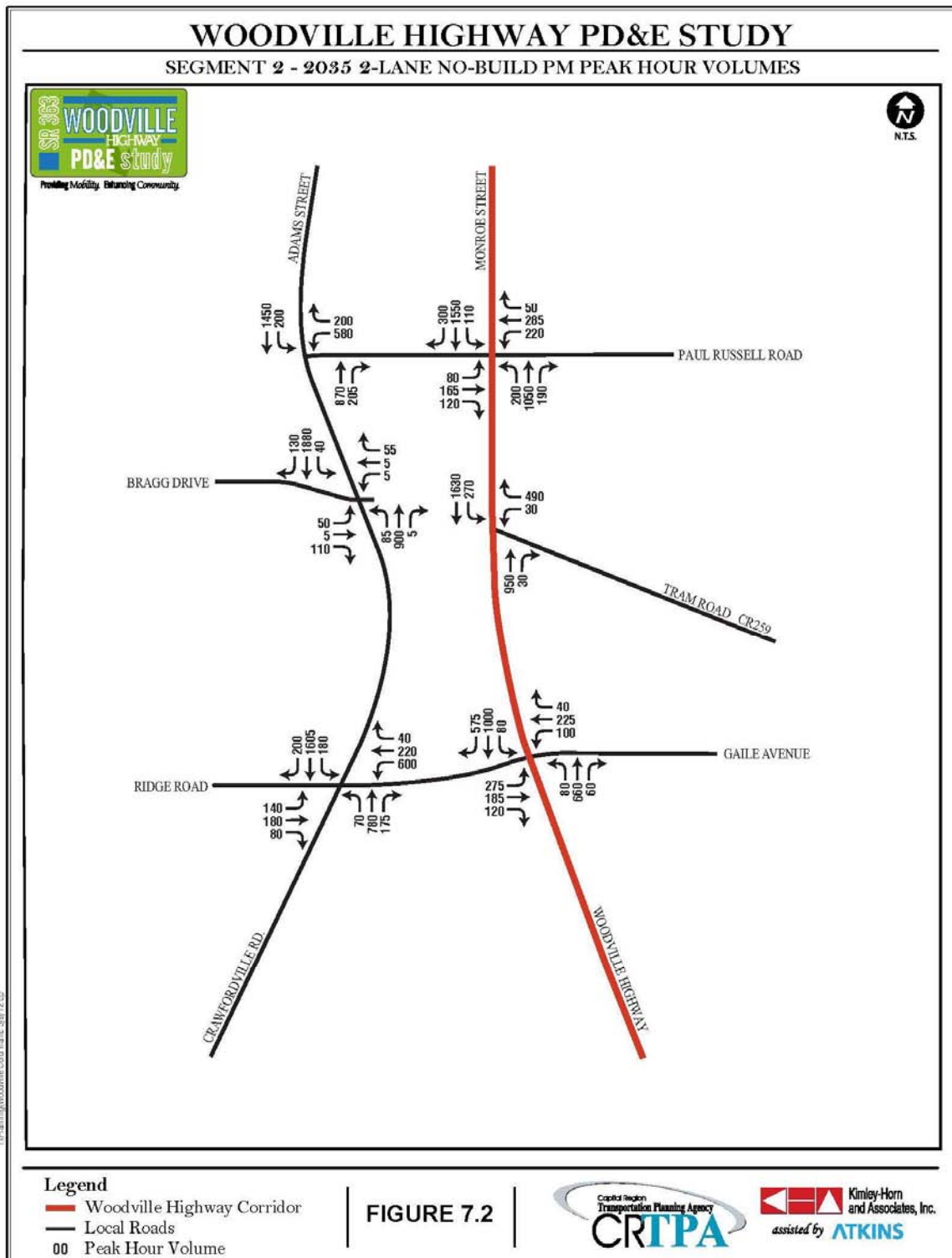
Table 7.3: Year 2035 No-Build Traffic and Roadway Segment LOS

Roadway Segment	Daily Capacity @ LOS D	Two-Way Peak Capacity @ LOS D	2035 AADT	2035 Daily LOS	2035 PM Peak Two-Way Volume	2035 PM Peak LOS
Segment 1						
San Marcos Rd to Capital Cir	36,700	3,560	31,700	C	3,625	F
Capital Cir to Ross Rd	16,500	1,600	17,000	F	1,930	F
Ross Rd to Hannon Mill Rd	16,500	1,600	17,300	F	1,970	F
Hannon Mill Rd to Gaile Ave	16,500	1,600	17,300	F	2,020	F
Segment 2						
Gaile Ave to Tram Rd	36,700	3,560	23,500	B	2,670	B
Tram Rd to Paul Russell Rd	36,700	3,560	38,500	F	3,340	C

Future Year No-Build Intersection Traffic, LOS, and Delay

As with the existing conditions, key intersections within the study corridor were evaluated for the 2035 No-Build scenario. Figure 7.1 depicts year 2035 PM peak hour turning movements for all major intersections in Segment 1, while Figure 7.2 depicts year 2035 turning movements within Segment 2.



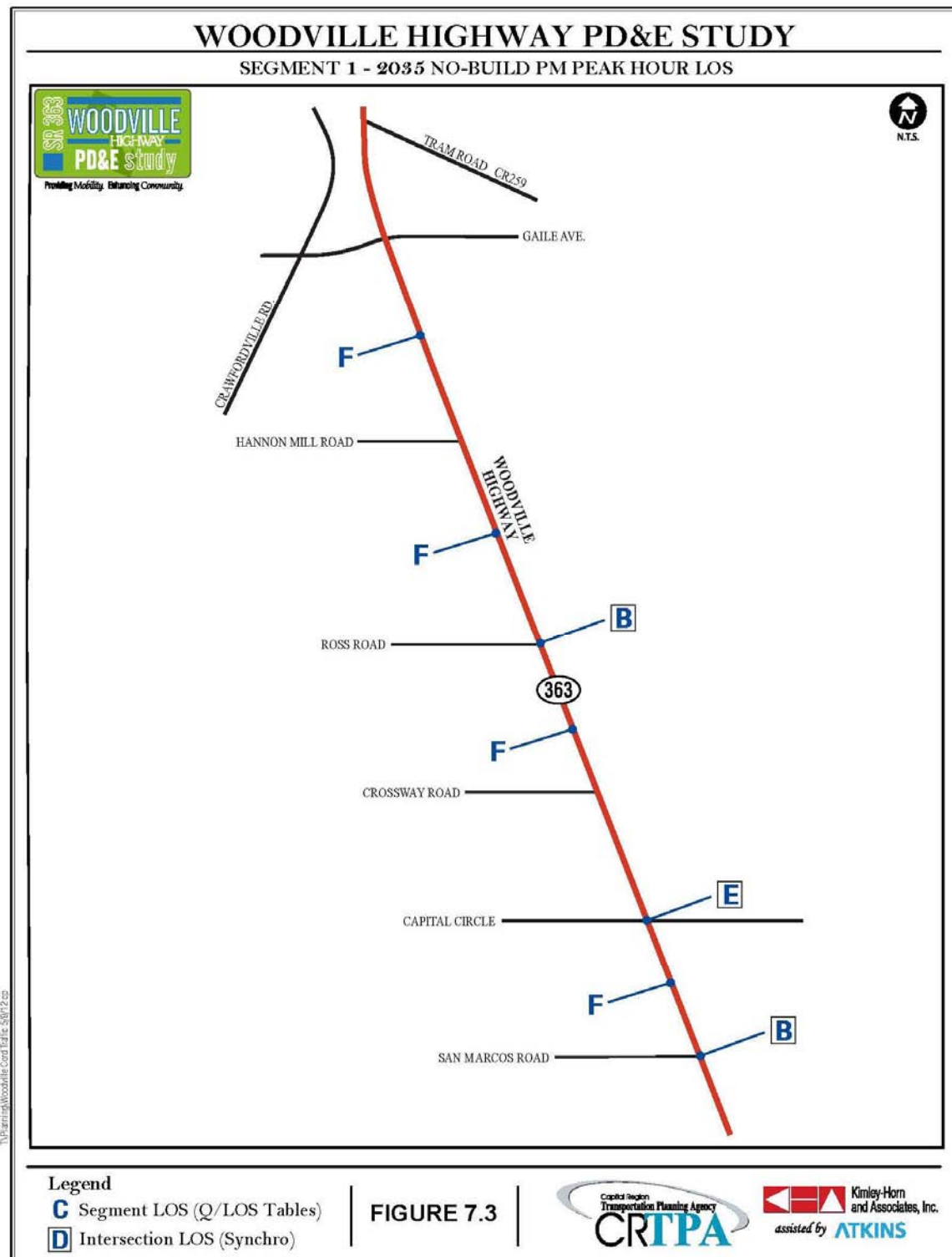


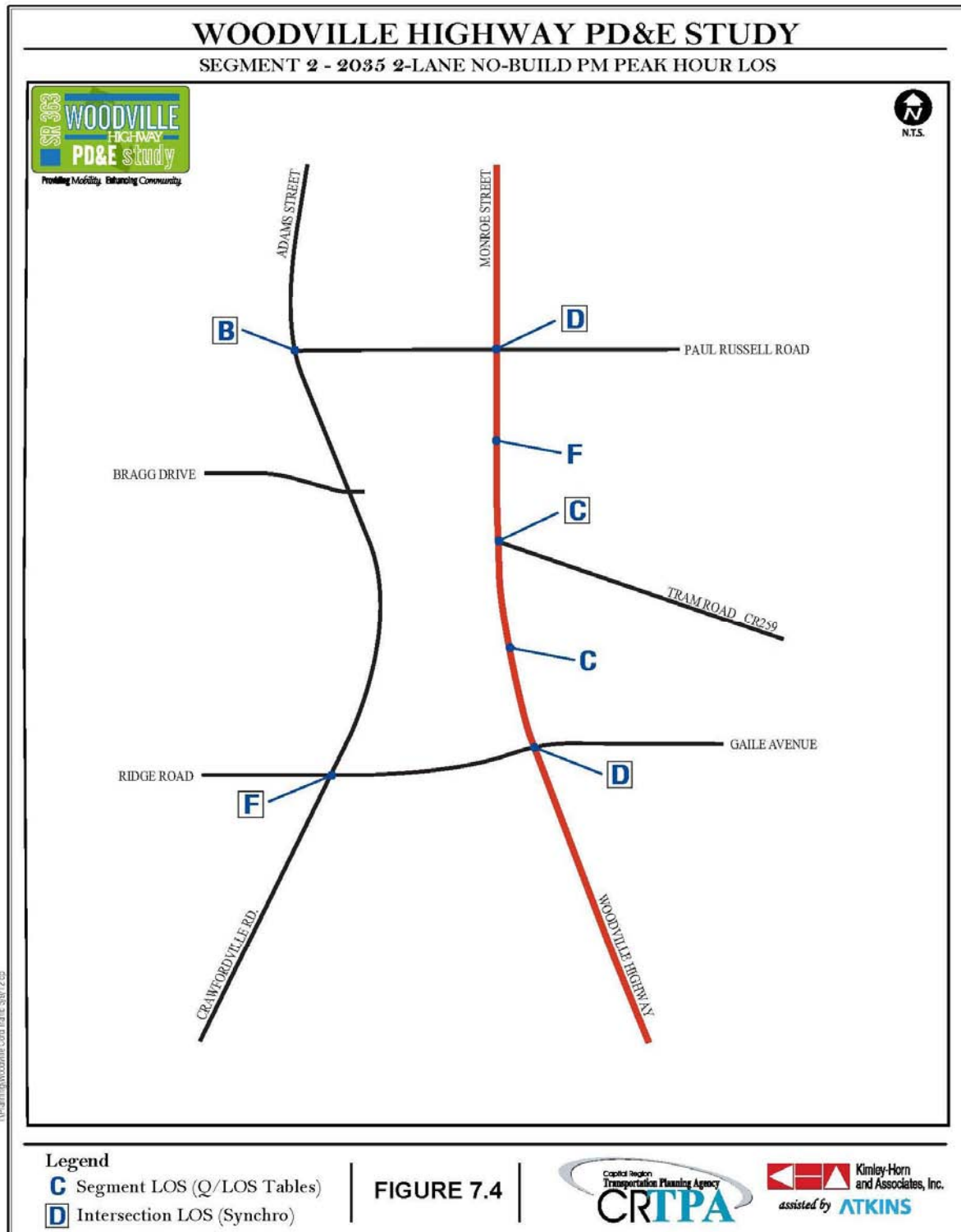
The Synchro network developed for the existing year analysis was also used for the future year no-build alternative for both corridor segments, with one exception. Based on traffic forecasts and considering there are no other improvements in the area (per the cost affordable plan), it is assumed that a traffic signal would be warranted and installed at the Woodville Highway/Tram Road intersection in the near future. As shown in Table 7.4, all of the Segment 1 intersections operate at an acceptable LOS, with the exception of the newly constructed intersection of Woodville Highway and Capital Circle. Due to significant traffic growth, this intersection will operate at LOS E. While not meeting the adopted roadway standard, the intersection still functions and no approaches are failing (LOS F). In Segment 2, the intersection of Crawfordville Road and Gaile Avenue is deficient, with two others at the acceptable LOS standard of "D".

Table 7.4: Existing and Year 2035 No-Build Intersection LOS and Delay

Intersection	Existing PM Peak		2035 No-Build PM Peak	
	Delay (seconds)	LOS	Delay	LOS
Segment 1				
Woodville / San Marcos	5.4	A	10.2	B
Woodville / Capital Circle	21.2	C	62.0	E
Woodville / Crossway	12.9	N/A	35.0	N/A
Woodville / Ross	7.4	A	16.2	B
Woodville / Hannon Mill	18.1	N/A	94.3	N/A
Average Corridor PM Peak Delay - Southbound (Northbound)	70.0 (32.9) seconds		171.3 (93.4) seconds	
Segment 2				
Woodville / Gaile	13.4	B	40.2	D
Woodville / Tram	12.8	N/A	20.6	C
Woodville / Paul Russell	17.6	B	42.4	D
Crawfordville / Gaile	26.8	C	105.2	F
Crawfordville / Paul Russell	8.4	A	12.4	B
Total PM Peak Hour System Delay	8.7 hours		36.7 hours	
Average PM Peak Hour System Delay	40 seconds		119 seconds	

As noted earlier, intersections with an LOS of N/A are unsignalized. The delay reported in the table for those intersections is for the side street. Figure 7.3 depicts both the future roadway segment and intersection LOS for Segment 1, and Figure 7.4 depicts the same information for Segment 2. More information on the intersection analysis, including Synchro output sheets, is included in Appendix E.





There are no costs, disruption due to construction, or environmental impacts associated with the No-Build Alternative. However, it is inconsistent with the Local Comprehensive Plan and the Regional Mobility Plan.

7.5. Build Alternatives

7.5.1. Segment 1 – Capital Circle to Gaile Avenue

As described previously, projected future traffic demand along this corridor indicates that the existing two-lane section will need to be widened to a four-lane section to maintain the adopted LOS standard. Additionally, through the public involvement efforts associated with the development of the Corridor Master Plan, the need to preserve the trail, add bike lanes, and add a sidewalk on the east side were all identified. To address these needs and desires, two typical sections have been developed for evaluation, an urban section with curb and gutter and a rural section with drainage swales. From a traffic standpoint, there is no difference in the alternatives, as both provide a four-lane divided roadway.

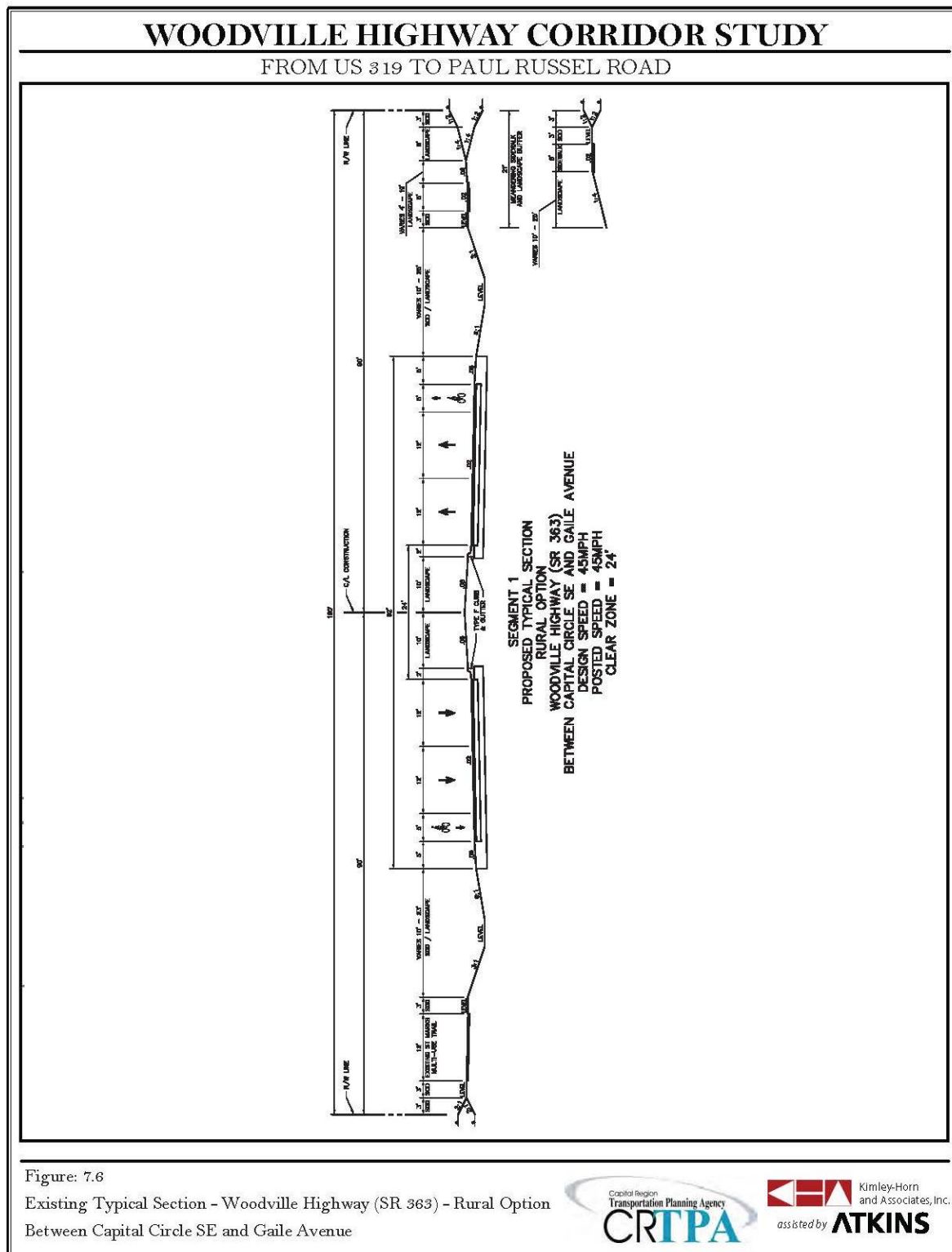
Build Alternatives – Widen to four lanes

The two build alternatives for Segment 1 are an urban section defined as Alternative 1, and a rural section defined as Alternative 2. This urban section maintains the existing right-of-way, includes two 12-foot travel lanes in each direction, a 4-foot bike lane in each direction, a 24-foot raised median, and is bounded by curb and gutter. The 12-foot multi-use St. Marks Trail Extension is reconstructed on the west side and a 5-foot meandering sidewalk is included on the east side. The posted speed limit for this alternative would be 45 mph. The 135 feet of right-of-way associated with this alternative could be reconfigured in the future to accommodate a transit way, bus pull-outs, on-street parking, or an additional through lane of travel in each direction. The rural section requires additional right-of-way for the paved shoulders and drainage swales, but provides all the same modal features as the urban option. See Figures 7.5 and 7.6 for graphical depictions of these alternatives.

7.5.2. Segment 2 – Gaile Avenue to Paul Russell Road

The projected future traffic demand along this corridor indicates that the operations of the signalized intersections at Gaile Avenue and Crawfordville Road will be deficient in the future. Additionally, the short length of the segment of Gaile Avenue between Crawfordville Road and Woodville Highway presents challenges for addressing the operational needs of the two signalized intersections at either end. As a result, the primary focus of the study of alternatives on Segment 2 is to address the operational issues associated with the interaction of traffic between Crawfordville Road and Woodville Highway. Additionally, through the public involvement efforts associated with the development of the Corridor Master Plan, the community showed support for improving the flow of traffic and improving connectivity along this segment. As a result, two alternatives have been developed that address the traffic needs and consider the desires of the citizens and community leaders who voiced ideas during the development of the Corridor Master Plan.





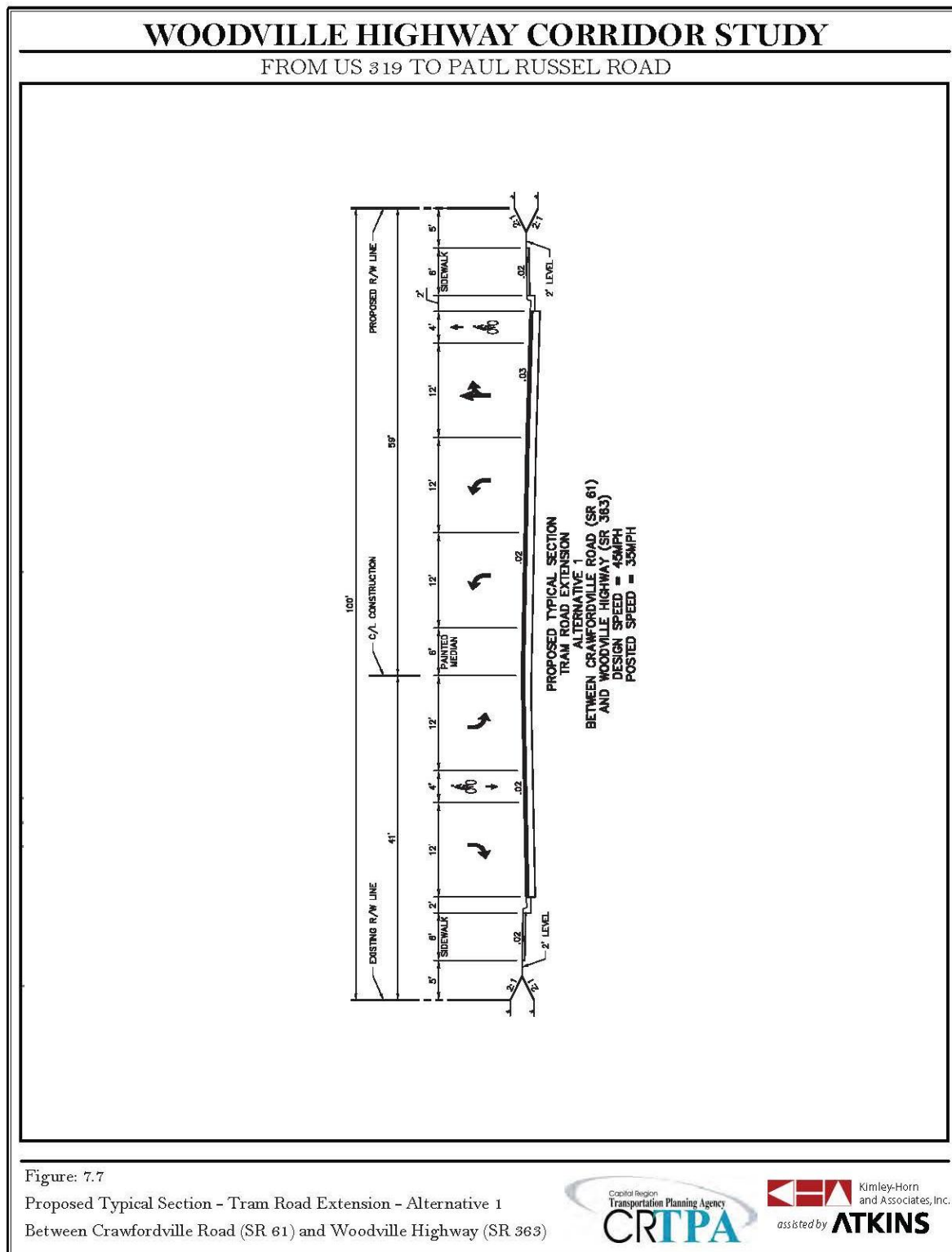
Build Alternative 1 – Tram Road Extension and Gaile Avenue Widening

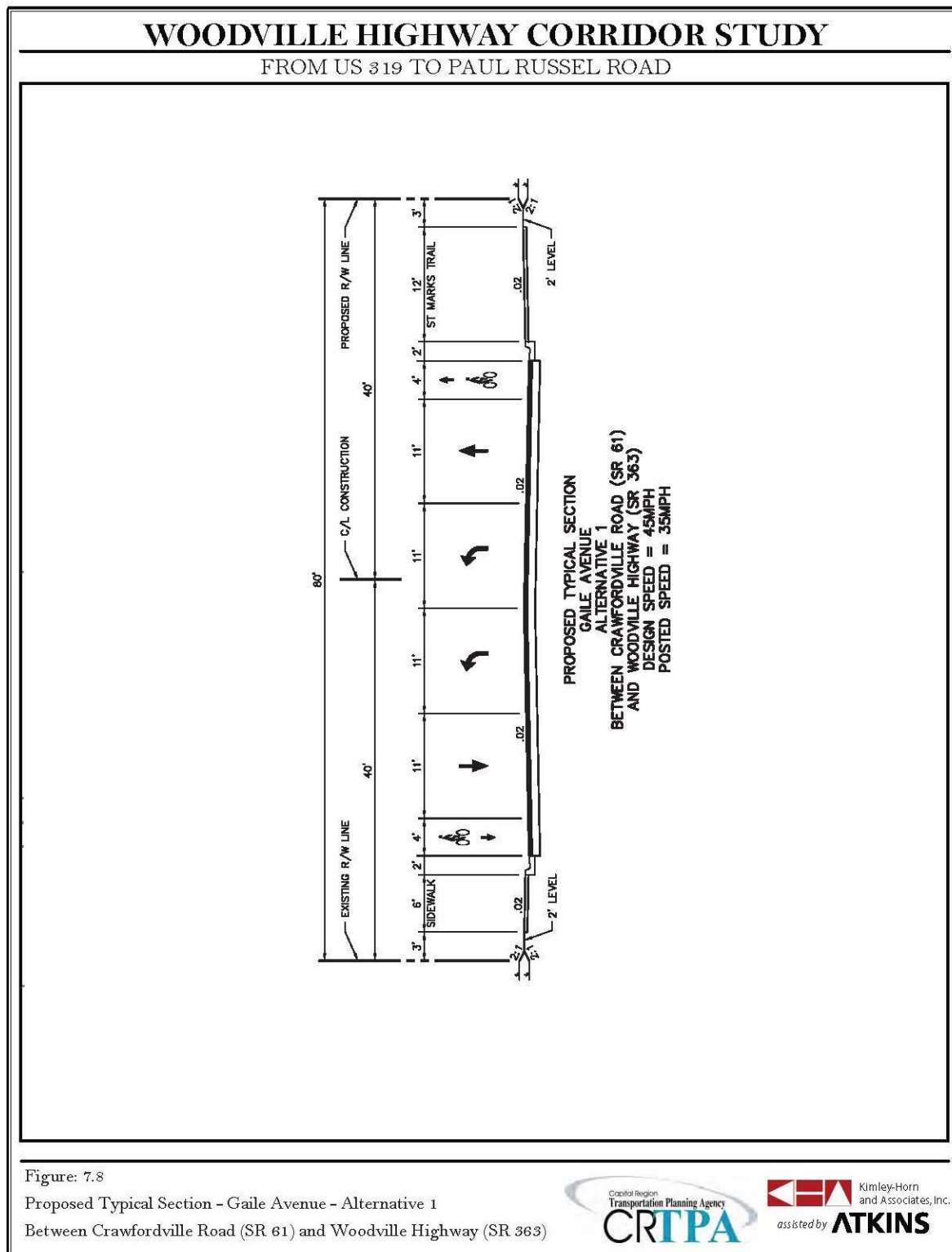
The first of the two alternatives developed includes improvements to Gaile Avenue and the extension of Tram Road from Woodville Highway west to Crawfordville Road. This alternative could be implemented in two stages or at once.

The improvements to Gaile Avenue would widen the existing three-lane, undivided, urban section to a four-lane, undivided, urban section. The section would include one eastbound travel lane, one westbound travel lane, and dual, overlapping center, left-turn lanes. The travel lanes would be reduced to 11 feet and four-foot bike lanes in both directions would be included on the outside of the travel lanes. At the back of curb on the north side, a six-foot sidewalk would be included and on the south side at the back of curb the 12-foot St. Marks Trail Extension would be reconstructed. The widening would result in the need for 16 feet of additional right-of-way to be taken from the vacant parcels on the south side of Gaile Avenue. The posted speed limit along the improved segment of Gaile Avenue would continue to be 35 mph.

The extension of Tram Road would include an urban, five-lane section – two westbound lanes and three eastbound lanes. At the intersection of Tram Road and Crawfordville Road, the westbound approach would include one left-turn lane and one right-turn lane. The eastbound approach at Woodville Highway would include two left-turn lanes and one shared through/right-turn lane. Separating the two directions of travel will be a six-foot painted median. In addition to the vehicle travel lanes, a four-foot bike lane and a six-foot sidewalk at the back of curb are included on both the north and south sides of the roadway. The posted speed limit on the Tram Road extension would be 35 mph. To further accommodate this extension of Tram Road, an additional northbound right-turn lane would be added on Crawfordville Road, a southbound right-turn lane would be added on Woodville Highway, and the westbound approach of Tram Road at Woodville Highway would be improved to include a left-turn lane, a through lane, and a right-turn lane. The intersections of Tram Road with both Woodville Highway and Crawfordville Road would be signalized.

See Figure 7.7 and Figure 7.8 for the proposed typical sections of the Tram Road Extension and Gaile Avenue Widening, respectively.





Build Alternative 2 – The Loop

The second alternative identified in Segment 2 includes improvements to Crawfordville Road, Gaile Avenue, Woodville Highway, and the extension of Tram Road from Woodville Highway to Crawfordville Road. The improvements would create an urban, four-lane, one-way loop that would be posted at 35 mph and would improve the overall flow of traffic that travels between and along Woodville Highway and Crawfordville Road.

On the segment of Woodville Highway from Gaile Avenue to Tram Road, the existing five-lane section would be reduced to an urban section with four 12-foot northbound travel lanes. A four-foot bike lane would be constructed on the outside of the travel lanes and a six-foot sidewalk would be constructed at the back of curb on both the east and west sides. At the southern end of this segment (Gaile Avenue intersection) two northbound lanes from Woodville Highway south of the intersection and two lanes from Gaile Avenue would merge to form the four-lane northbound section. At Tram Road, the northern end of the segment, the two inside lanes diverge onto the Tram Road extension and the two outside lanes continue north through the signalized intersection onto Woodville Highway/South Monroe Street.

The Tram Road extension is created at Woodville Highway by merging the two inside, northbound lanes of Woodville Highway south of the intersection and two southbound lanes on Woodville Highway north of the intersection, which results in the four-lane urban section with 12-foot lanes. A four-foot bike lane is included on the outside of the travel lanes and six-foot sidewalks would be constructed on the north and south sides of the segment at the back of curb. At the Crawfordville Road intersection, the two inside lanes diverge to southbound Crawfordville Road and the two outside lanes turn right, diverging on to northbound Crawfordville Road/South Adams Street.

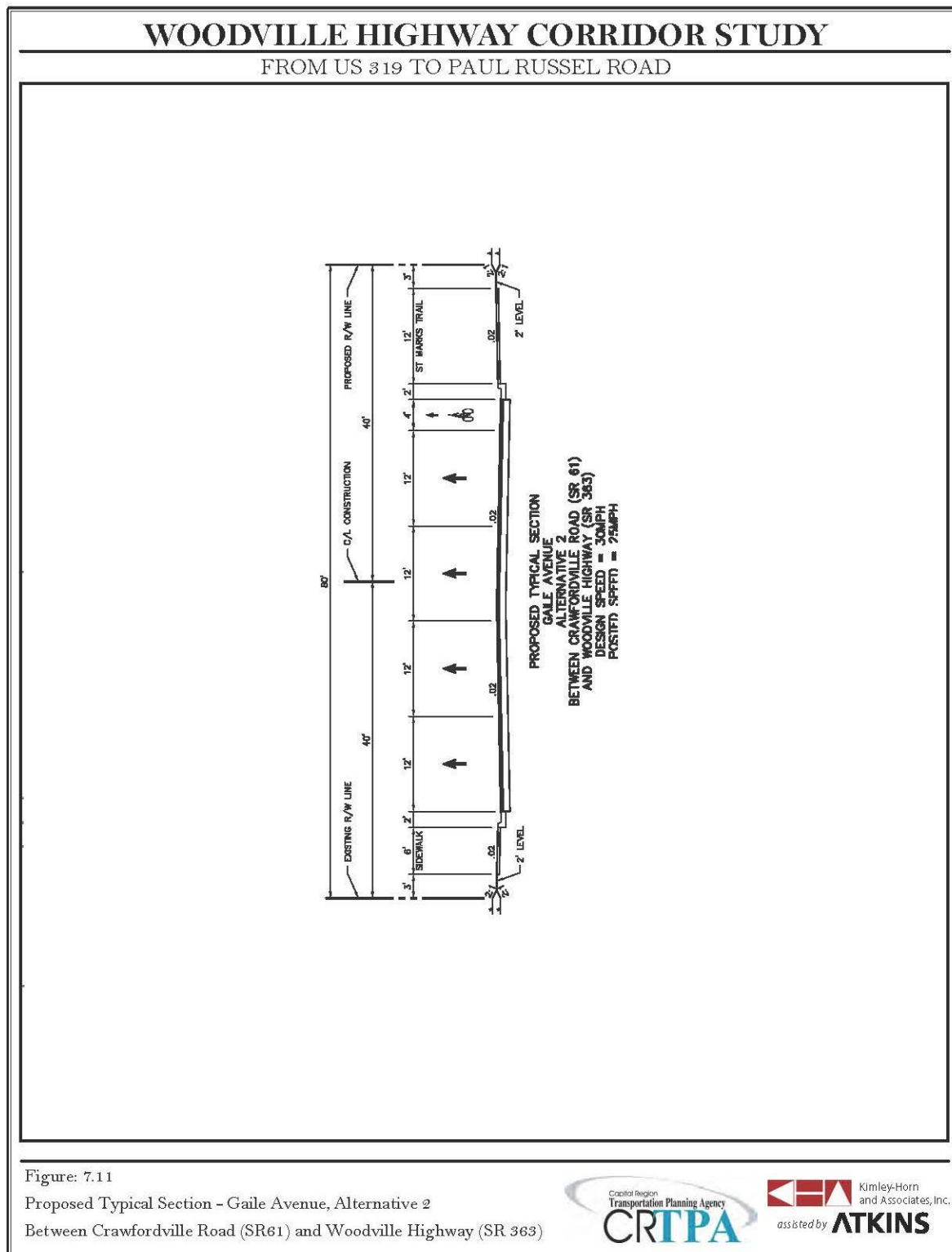
On the segment of Crawfordville Road from Tram Road to Gaile Avenue, the existing six-lane section would be reduced to an urban section with four 12-foot southbound travel lanes. A four-foot bike lane would be constructed on the outside of the travel lanes, and at the back of curb on both the east and west sides a six-foot sidewalk would be constructed. At the northern end of this segment at the intersection with the Tram Road extension, two southbound lanes from Crawfordville Road north of the intersection and the two inside lanes from Tram Road would merge to form the four-lane southbound section. At Gaile Avenue, the southern end of the segment, the two inside lanes diverge onto Gaile Avenue and the two outside lanes continue south through the signalized intersection, continuing on Crawfordville Road southbound. The four-lane segment of Gaile Avenue results from three northbound lanes of Crawfordville Road south of the intersection and two southbound lanes on Crawfordville Road north of the intersection merging onto the one-way, eastbound, four-lane urban section of Gaile Avenue. A four-foot bike lane is included on the outside of the travel lanes and a six-foot sidewalk would be constructed on the north side of the segment at the back of curb. Along the south side, at the back of curb, the 12-foot St. Marks Trail Extension would be reconstructed. The eastbound and westbound through movement on Gaile Avenue at Woodville Highway is eliminated in this alternative to allow for the signal to be removed and the conflict points to be lessened at this intersection.

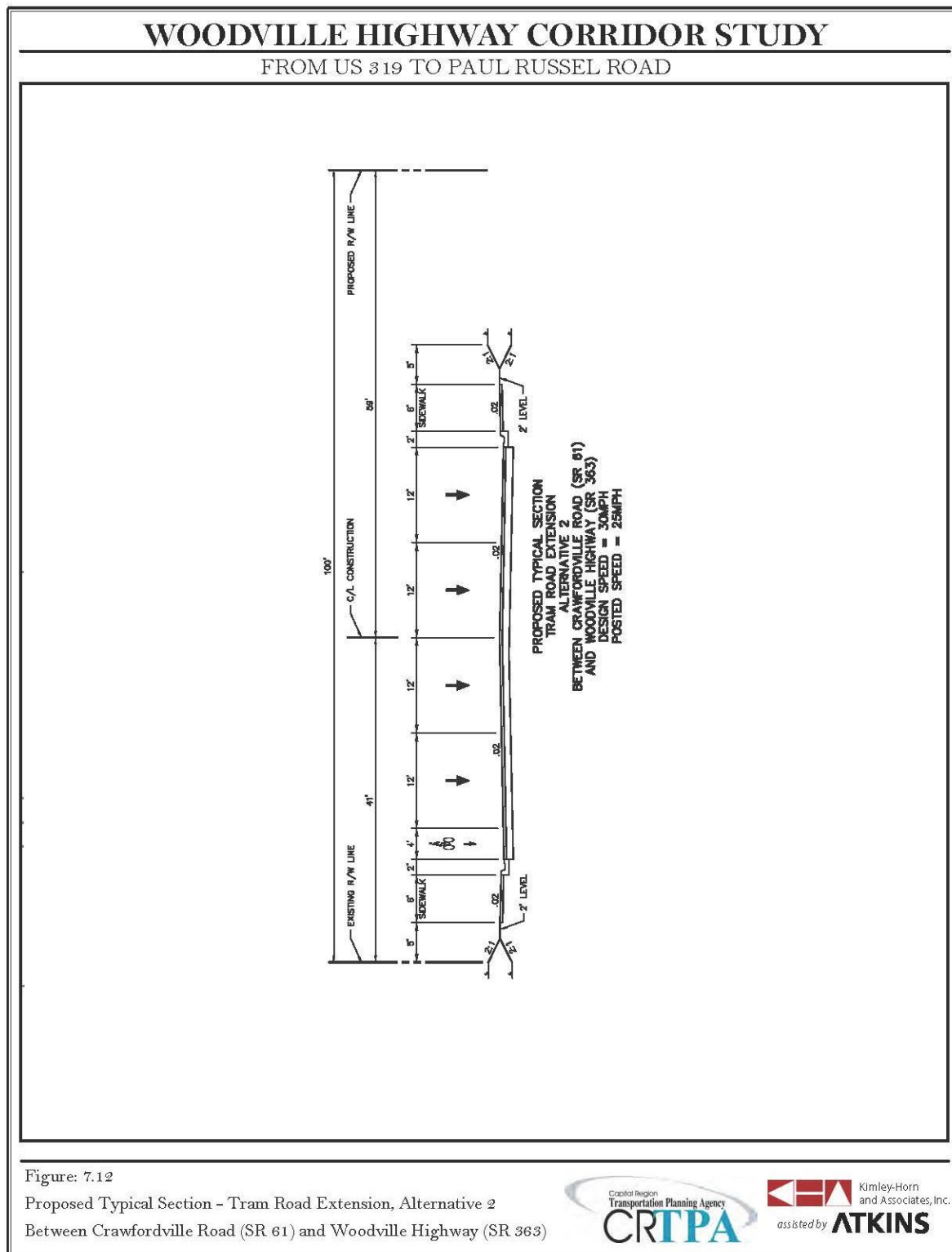
In this loop alternative, the intersections of Crawfordville Road at Gaile Avenue and Woodville Highway at Tram Road are signalized, while the intersections of Gaile Avenue at Woodville Highway and the Tram Road extension at Crawfordville Road are unsignalized.

See Figure 7.9 through 7.12 for the typical sections of each segment in the Loop Alternative.









7.6. Natural Environment

Throughout the study, consideration was given to the natural environment and any potential impacts related to the project. Various environmental analyses were performed within the study area and are discussed in the following section.

7.6.1. Air Quality

An air quality analysis was completed for the evaluation of Woodville Highway in Leon County. None of the predicted concentrations for the alternatives exceeded the carbon monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and 9 ppm for an 8-hour averaging time. Predicted CO concentrations for the 2020 opening year and 2035 design year build conditions can be referenced in Appendix F.

The proposed intersection with the highest CO concentrations was the Crawfordville Road/Gaile Avenue intersection. This intersection was evaluated using the Florida Department of Transportation (FDOT) CO screening model, CO Florida 2004. Meteorological conditions for North Florida and default (i.e., worst-case) receptor locations were used in the analysis. Table 7.5 shows the traffic factors used in the analysis. With a suburban land use, all predictions include a background CO concentration of 3.3 ppm for a 1-hour averaging time and 2.0 ppm for an 8-hour averaging time.

Table 7.5: Traffic Factors

Location: Crawfordville Road/ Gaile Avenue Intersection												
Land Use: Suburban												
Scenario	EB			WB			NB			SB		
	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed
2020 No Build	1	420	30	1	690	30	2	735	45	2	1,770	45
2020 Design Build	4	1,510	30	2	1,595	45	-	-	-	-	-	-
2035 No Build	1	535	30	1	860	30	2	1,025	45	2	1,985	45
2035 Design Year	4	1,475	30	2	3,830	45	-	-	-	-	-	-

Construction activities will cause minor short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

In accordance with the *Clean Air Act*, this project is in an area which has been designated as attainment for all the air quality standards under the criteria provided in the Clean Air Act Amendments of 1990, therefore, conformity does not apply.

The CO Florida 2004 output sheets are included in Appendix F.

7.6.2. Contaminated Sites

A Contamination Screening Evaluation Report (CSER) was conducted in accordance with the *PD&E Manual*, Part 2, Chapter 22 and the results are summarized in the Contamination Screening Evaluation Technical Memorandum, prepared by Environmental and Geotechnical Specialists, Inc. A total of twenty-one (21) sites were reviewed for the potential of environmental impact on or immediately adjacent to Woodville Highway. Eleven (11) of these sites were assigned a ranking of "low". The rating system used for this report indicates that additional assessment activities are not recommended for sites ranking "low".

The ten (10) remaining sites were assigned a rating of "medium" for the potential of contamination impact. These sites include the following:

- Site 3: Allen Plumbing, Inc.
- Site 6: Redi-Rock (Former Southeastern Control and Cable Testing)
- Site 7: Swifty Mart #157
- Site 8: A.M.W.A.T. (Former Capital City Moving and Storage)
- Site 14: Pick-N-Pull
- Site 15: E Z Serve #4221
- Site 18: Sunoco-Four Points
- Site 19: The Pantry #3900/Chevron
- Site 20: Raceway #813
- Site 21: Thrift Store #4652

Additional assessment activities during the Preliminary Engineering phase should be considered for sites ranking "medium."

7.6.3. Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Leon County, Florida were used to identify potential flooding and floodway encroachments associated with this project. According to the FIRMs, portions of the corridor are near Zone A designated areas, areas subject to flooding where a 100-year or base flood elevation has been determined in terms of a flood depth of one to three feet (usually areas of ponding) by the Flood Insurance Study, however, the proposed corridor improvements are not anticipated to impact these areas. The FIRM panels for this corridor are included in Appendix G. Other areas not shaded are Zone X depicting areas of minimal flood hazard. Zone X is determined to be outside of the 500-year flood or protected by levee from the 100-year flood.

7.6.4. Water Quality/Quantity

A review of the of the most recent data for permitted wells provided by the North West Florida Water Management District (NFWFMD) indicated that there are 11 NFWFMD Wells within the 100-foot buffer distance, no NFWFMD Wells within the 100-foot to 200-foot buffer distance, and two additional NFWFMD Wells are within the 200-foot to 500-foot buffer distance.

The United States Environmental Protection Agency (USEPA) and FDOT noted that the PD&E Study should coordinate with the Florida Department of Environmental Protection (FDEP) and include a review of water quality standards in Munson Slough and East Drainage Ditch. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. The FDEP noted that the project is located within a high recharge area of the Munson Slough drainage basin, which connects to Wakulla Springs. The FDEP recommended that an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities be included in the PD&E Study. Retrofitting of stormwater conveyance systems would help reduce impacts to water quality. The NFWFMD noted that the region is mapped in a karst limestone area (limestone near the surface). The NFWFMD also noted that East Drainage Ditch is associated with a sandhill lake, Campbell Pond, to which no direct discharge should be implemented. Best Management Practices (BMPs) will be employed to prevent nonpoint source pollution and other potential secondary or cumulative impacts to watershed resources. The FDOT recommends that the implementing agency take appropriate measures to protect and/or abandon wells as necessary. The FHWA noted that commitments to maintain and upkeep erosion control systems should be specified in plans. The FDOT recommends that the implementing agency identify whether any wells would be impacted by construction. The constructed project will reduce stormwater runoff via stormwater treatment facilities and BMPs. In accordance with Chapters 3 and 5 of the Environmental Resource Permit (ERP) Basis of Review, the FDOT recommends that the implementing agency adequately treat stormwater to state and local stormwater standards to protect adjacent water bodies.

7.6.5. Wetlands

In order to determine the approximate locations and boundaries of potential or existing wetland communities within the proposed corridor area, the following available site-specific data were obtained and reviewed:

- U.S. Department of Agriculture (USDA), NRCS, Soil Survey Geographic (SSURGO) database for Leon County, Florida, 2006, <http://SoilDataMart.nrcs.usda.gov/>
- United States Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) Database
- Northwest Florida Water Management District (NFWFMD), Florida Land Use, Cover and Forms Classification System (FLUCFCS) data (1995)
- FDOT FLUCFCS, Level III, third ed., 1999
- Aerial photographs of the project area from 2010.
- U.S. Geological Survey (USGS) Topographic Quadrangle maps, 7.5 minute series
- Habitat and species-specific information obtained from the USFWS, the Florida Fish and Wildlife Commission (FFWCC), and Florida Natural Areas Inventory (FNAI)

Aerial photos and data from sources outlined above were overlaid and analyzed for potential wetland communities. Analysis of NWI and FLUCFCS data indicates that no wetlands occur within the corridor area.

Additionally, state and federal agencies were coordinated with through the ETDM process in June 2011. On the issue of "Wetlands", the National Marine Fisheries Service gave a "N/A / No Involvement" DOE, while the following agencies gave a DOE of "Minimal": FHWA, the USFWS, the US Army Corps of Engineers, the US Environmental Protection Agency, the Florida Department of Environmental Protection, and the NFWFMD.

On September 7, 2011, the project corridor was surveyed for potential wetland habitat. Wetland field verifications were based upon delineation methods described in the Interim Regional Supplemental to the Corps of Engineers Wetland Delineations Manual: Atlantic and Gulf Coastal Plain Region, October 2008, and Section 62-340, FAC, "Delineation of the Landward Extent of Wetlands and Surface Waters." Results of this field analysis confirmed the lack of wetlands within the project area. Additionally, on September 28, 2011, project staff met with representatives of the NFWFMD to conduct a field review of the project. After completion of the field review, representatives from the NFWFMD agreed that no wetlands are located within the project area.

Because no wetlands are located within the project area (confirmed by analysis of wetlands data and field assessments), it has been determined that this project does not have any involvement with wetlands. Further detail concerning the wetlands analysis conducted for this project can be found in the *Woodville Highway Wetlands Technical Memorandum* located within the project files.

7.6.6. Wildlife and Habitat

Field surveys of the project site were conducted in early September 2011 by project scientists. A second field survey was conducted later that same month accompanied by personnel from the NFWFMD. Several data sources were reviewed to determine occurrence and potential occurrence of federal and state protected animal and plant species within the project corridor area prior to conducting the field surveys, including existing available data from the Florida Natural Areas Inventory (FNAI) database. In addition, to confirm that the existing data utilized in the review was the most current available, an updated Standard Data Request from FNAI was requested and received in December 2011.

The Woodville Highway project is located in a highly urbanized setting where the existing roadway ROW comprises the majority of the immediate project corridor. The surrounding area is dominated by commercial, industrial, and residential development that includes automotive junk yards and industrial complexes. The limited amount of remnant natural habitat occurring around the periphery of the project area is generally highly disturbed and typically lacks ground cover species. Where present, these areas of natural habitat consist of isolated patches of oak dominated hardwood forest community (FLUCFCS Type 420) where the canopy and subcanopy species include a mixture of diamond leaf oak (*Quercus hemisphaerica*), live oak (*Q. virginiana*), longleaf pine (*Pinus palustris*), loblolly pine (*P. taeda*), Carolina cherry (*Prunus caroliniana*), mulberry (*Morus* sp.) and the two invasive exotic species Chinese tallow (*Sapium sebiferum*) and camphor tree (*Cinnamomum camphora*).

According to the FNAI report, the only documented occurrences within one mile of the project were two state listed species: gopher tortoise and Sherman's fox squirrel. Both of these occurrence locations are well outside of the project area and located within suitable habitat areas that exist within the boundary of the Apalachicola National Forest (ANF), which lies approximately 0.5 miles to the southwest of the proposed project. The FNAI report lists a number of documented element occurrences for listed species near the project area (more than a mile away) that match the species lists provided by the agencies in their ETDM comments. However, as with the gopher tortoise and Sherman's fox squirrel occurrences mentioned above, the majority of these occurrences are located in the ANF, which is well outside the project corridor. Due to the distance from the ANF and barriers that include major highways like Capital Circle Southeast and Woodville Highway, it is highly unlikely listed species in the ANF would be directly or indirectly impacted by the project. Moreover, as confirmed by the site review, there is a lack of suitable habitat within and adjacent to the project area and no listed species, or evidence of listed species, were observed.

The determination that the project would have "no effect" on resources protected under the Endangered Species Act of 1973, as amended, or upon any state-listed species was coordinated with the USFWS and the FFWCC in February 2012.

In March 2012, the USFWS determined that the project should have minimal impacts to fish and wildlife resources and is not likely to adversely affect any species under the Endangered Species Act, as amended. In March 2012, the FFWCC concurred with FDOT's findings that the project should have no impact to state-listed wildlife species or resources.

Based on the analysis conducted for the project, and in accordance with Part 2, Chapter 27 of the *PD&E Manual*, a determination of "No Involvement" has been reached in reference to involvement with Wildlife and Habitat.

7.7. Cultural Resources

7.7.1. Historic Sites

In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resources Assessment Survey (CRAS), including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, two resource groups (8LE5801 and 8LE5824), 46 historic structures, and a linear resource (8LE5497) were located and evaluated. Based on the results of the evaluation, only one historic property, the Isaac Smith Resource Group (8LE5824), was determined to be eligible for listing on the National Register of Historic Places (NRHP). Through the application of the Criteria of Adverse Effect, the FHWA in consultation with the SHPO determined that the Recommended Alternative did not constitute an adverse effect on the Isaac Smith Resource Group. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the FHWA has determined that no other National Register properties would be impacted.

7.7.2. Archeological Sites

As a result of the CRAS, one archeological site (8LE2412), was identified in the Area of Potential Effect (APE) in the northwest quadrant of the intersection of South Monroe Street and Paul Russell Road. However, in the time since the site was recorded, a strip mall and supermarket have been built at this location. Additionally, although this location is within the APE for the PD&E Study, it is located over one-quarter mile from the proposed improvements of the Recommended Alternative. No other archeological site is expected to be encountered during subsequent project development. The FHWA, after consultation with the SHPO, has determined that no archeological resources listed or eligible for listing on the NRHP would be impacted.

7.7.3. Recreation Areas

The only public recreational facility located adjacent to the Woodville Highway project limits is the St. Marks Trail Extension, which consists of a 12-foot wide paved path and is used for bicycling, walking, jogging, skating, and dog-walking, and is open year-round. There are no facility specific times for the use of the facility.

The St. Marks Trail Extension is located on a portion of the abandoned alignment of the Tallahassee-St. Marks Railroad which began operations in 1837. The Trail is located within FDOT ROW and runs parallel to and immediately west of Woodville Highway, then shifts to the south side of Gaile Avenue, and finally moves to the west side of Crawfordville Road/South Adams Street heading northwest into Tallahassee. The portion of the St. Marks Trail Extension within the Woodville Highway project limits is 2.1 miles and encompasses an area of 3.05 acres.

Although the St. Marks Trail Extension provides a connection to the Tallahassee-St. Marks Historic Railroad State Trail located south of Capital Circle Southeast, it is considered a separate facility.

Construction of the proposed improvements would have a direct impact on the St. Marks Trail Extension and would require it to be reconstructed approximately 15 feet west of its current location in Segment 1 and south of its current location along Gaile Avenue in Segment 2.

Although the St. Marks Trail Extension would be directly impacted by the proposed improvements, the impact is considered Not Significant and is expected to actually enhance this resource. This is due to the fact that the CRTPA commits to reconstructing the trail to its current width, as well as providing additional amenities (i.e. benches, landscaping) that are not present on the current facility.

The following recreational facilities are located outside the project limits of the Woodville Highway study, but near enough to be examined for potential impacts from the proposed improvements.

- Campbell Pond Park (Shoreline Drive off Woodville Highway)
- Capital Park (412 Omega Avenue)
- Flagg Street Park (723 Flagg Street)
- Brent Drive Park (812 Brent Drive)

- Tallahassee - St. Marks Historic Railroad State Trail (Woodville Highway south of Capital Circle Southeast)

After evaluation of the potential impact of the proposed improvements on each of these five facilities, it has been determined that the project has no direct or indirect impact and will not impair the function, integrity, use, value, or setting of these facilities as a result of the project.

Nevertheless, as a result of this study, a commitment is being made that during construction, there will be no staging or storage, including vehicular parking by construction personnel, on any of the properties listed above and access to these properties will remain open at all times.

7.7.4. Section 4(f) Lands

In accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C., Section 303, in 1983), the project was examined for possible Section 4(f) properties.

The only potential Section 4(f) property within the limits of this project (shown in Figure 8.1) is the St. Marks Trail Extension. The St. Marks Trail Extension is a multi-use trail located on a portion of the abandoned alignment of the Tallahassee - St. Marks Railroad which began operations in 1837. The railroad alignment is located parallel to and immediately west of SR 363 (Woodville Highway).

CFR 774.13 provides exceptions to the requirement for Section 4(f) approval. Of those exceptions there is one that may be applicable to this project. CFR 774.13(f) states that "certain trails, paths, bikeways, and sidewalks" qualify for the exception when the following circumstance applies:

(3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within the right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained.

In February 2012, a *Section 4(f) Determination of Applicability* was prepared for the St. Marks Trail Extension and submitted to the FHWA. In February 2012, the FHWA stated their determination that impacts to the St. Marks Trail Extension is not subject to Section 4(f).

7.8. Community Impacts

7.8.1. Aesthetics

The Woodville Highway corridor is highly urbanized with mostly retail, commercial, and light industrial properties adjacent to the roadway and there are no easily defined aesthetic resources within the project area. Along Woodville Highway, south of Gaile Avenue, the current roadway is a rural typical section with drainage handled by swales or ditches. Some of these drainage systems are well below the roadway creating very steep slopes which are difficult to maintain. These drainage areas and land uses in the area have over time led to an appearance of urban decay.

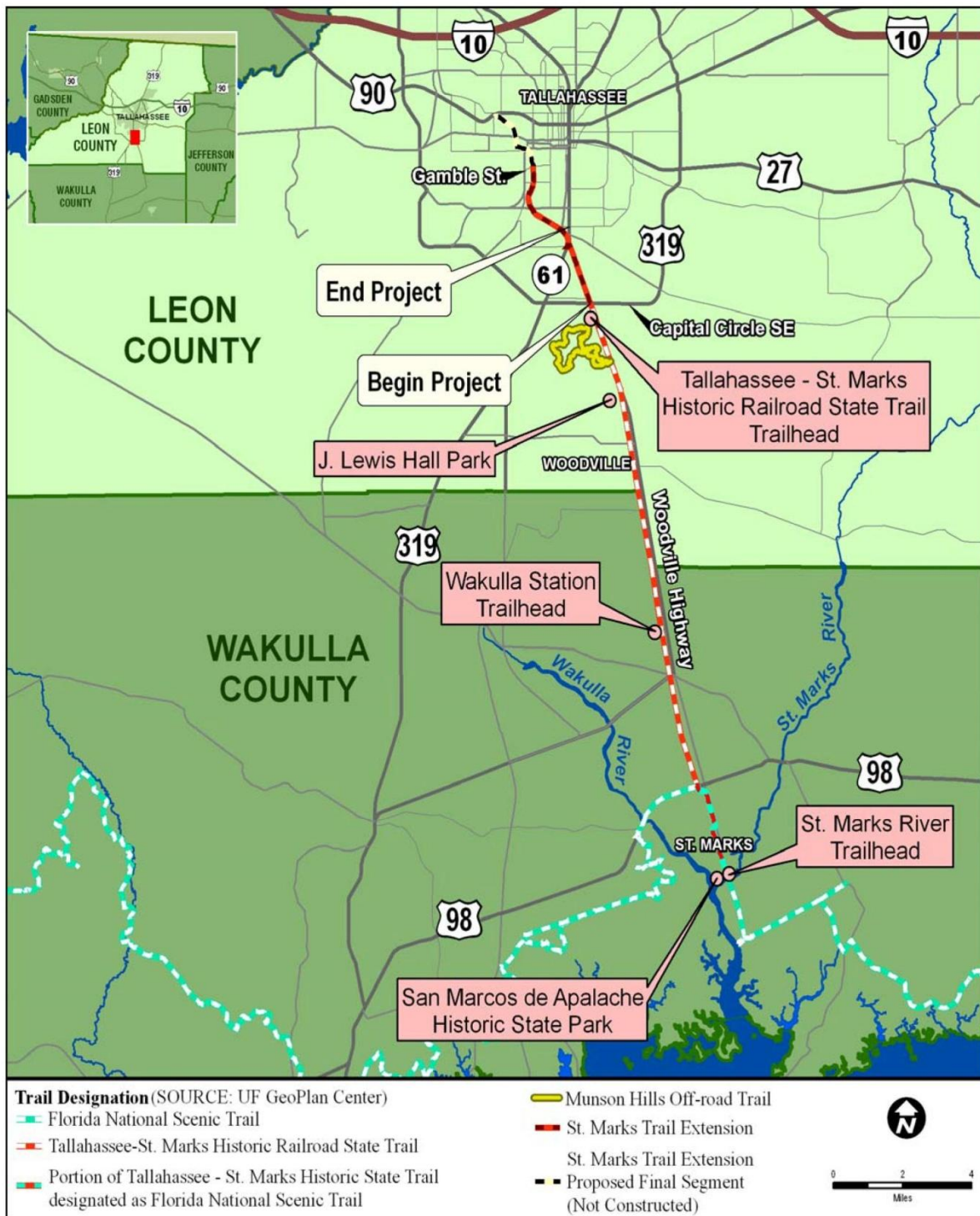
The Recommended Alternative should have a positive effect on the aesthetics of the users of Woodville Highway since the curb and gutter will replace the current swales and ditches. Additionally, the

landscaped median and reconstructed St. Marks Trail Extension, with the amenities (e.g. benches, landscaping) that are currently not present will provide a visual improvement to property owners and users of the roadway and the St. Marks Trail Extension.

7.8.2. Mobility

For this project, mobility improvements are achieved through mode choice considerations, which include the addition of bicycle lanes, sidewalks, and the St. Marks Trail Extension throughout the project area. These multimodal considerations are expected to increase mobility in the area.

Figure 7.13: Location Map Showing the St. Marks Trail Extension and Similarly-Used Lands



Relocations and right-of-way will be required for this project's build alternatives. The *Conceptual Stage Relocation Plan* (CSRP) was prepared in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Federal Regulations 49 CFR, Part 24 and Chapter 339.09, Florida Statutes. The CSRP provides the detailed evaluation of the impacts of the Segment 1 and Segment 2 Alternatives. The project has been designed to avoid and minimize any impacts to residences and businesses to the greatest extent practicable. Table 7.6 provides a summary of the relocation impacts associated with the Segment 1 and 2 Alternatives.

Segment 1 Alternative 1 – Widening to four-lane urban section

The urban section design does not involve the acquisition of right-of-way for the roadway and allows for continuing access to all existing properties along the road segment. Additionally, the potential locations for ponds have been sited on undeveloped parcels. Therefore, this alternative does not have any relocation impacts.

Segment 1 Alternative 2 – Rural left alignment

There are no residential impacts associated with this alternative.

A total of twelve (12) potentially displaced businesses with approximately forty-seven (47) employees have been identified along the study area. These business dislocations will impact the economy of the adjacent community.

Two of the potentially displaced businesses are of special characteristics. The first is an American Tower's cellular tower and the second is the Leon County Treatment Center which serves a specialized clientele. Additionally, there are two (2) houses of worship along this alignment alternative. Otherwise, the remaining businesses identified do not include businesses with special characteristics, services to specialized clientele or cultural orientation.

There are no outdoor advertising sign impacts associated with this alternative.

The rural left alternative necessitates the reconstruction (within the corridor right-of-way) of the 12-foot multi-use St. Marks Trail Extension which is owned by the FDOT. There is no additional federal, state and/or local government owned land that has been identified as potentially impacted along this alignment alternative.

This alternative requires 180 feet of right-of-way, which is an additional 45 feet above what exists today. The potential construction of this alternative is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, or separate residences from community facilities such as places of worship, schools, shopping areas, or civic or cultural facilities. The project will affect numerous businesses located west of Woodville Highway, but is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority, or transient dependents.

Table 7.6: Relocation Impact Summary for Segment 1 and 2 Alternatives

Parcel Type		Segment 1 Alternatives			Segment 2 Alternatives		
		Urban	Rural - Left	Rural – Center	Rural - Right	Tram + Gaile Extension	The Loop
		No. of Parcels	No. of Parcels	No. of Parcels	No. of Parcels	No. of Parcels	No. of Parcels
Residential	Households	0	0	0 (1 Vacant Property)	1 (+3 Vacant Properties)	0	0
	Individuals	0	0	0	2	0	0
Businesses		0	12	16	13	1	1
Signs	Outdoor Advertising (ODA) Signs	0	0	0	1	0	0
	On-Premise / Trade	0	6	10	6	0	0
	Government Owned	0	0	0	1	0	0
Publicly Owned Lands	Federal	0	0	0	0	0	0
	State	0	1 (St. Marks Trail - FDOT*)	1 (St. Marks Trail - FDOT*)	1 (St. Marks Trail - FDOT)	1 (St. Marks Trail - FDOT*)	1 (St. Marks Trail - FDOT*)
	Local	0	0	0	0	0	0
Personal Property Only (PPO)		0	5	10	5	0	0
Special Populations		0	0	0	0	0	0

There were no Special Populations identified along the rural left alignment alternative.

There are five (5) potential Personal Property Only (PPO) move impacts identified within the alternative study area.

Segment 1 Alternative 3 – Rural center alignment

One (1) residence was identified as potentially impacted by this alternative. However, the residence is an abandoned property and is in disrepair. There are currently no occupants in the home.

A total of sixteen (16) potentially displaced businesses with approximately sixty-eight (68) employees have been identified along the alternative study area. These business dislocations will impact the economy of the adjacent community.

Two of the potentially displaced businesses are of special characteristics. The first is an American Towers cellular tower, and the second is the Leon County Treatment Center which serves a specialized clientele. Additionally, there are two (2) houses of worship along this alignment alternative. Otherwise, the remaining businesses identified do not include businesses with special characteristics, services to specialized clientele, or cultural orientation.

There are a total of ten (10) on-premise/trade signs that have been identified along the rural center alignment alternative study area.

This alternative necessitates the reconstruction (within the corridor right-of-way) of the 12-foot multi-use St. Marks Trail Extension which is owned by the FDOT. There is no other federal, state, and local government owned land that has been identified as potentially impacted along the rural center alignment alternative.

This alternative requires 180 feet of right-of-way, which is an additional 45 feet above what exists today. This alignment alternative involves the acquisition of additional right-of-way from both the west and east side of Woodville Highway. The potential construction of this alternative does affect one uninhabited residence but is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, or separate residences from community facilities such as places of worship, schools, shopping areas, or civic or cultural facilities.

The project will affect numerous businesses located on both the west and east sides of Woodville Highway, but is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or transient dependents.

There were no Special Populations identified along the rural center alignment alternative.

Segment 1 Alternative 4 – Rural right alignment

Four (4) developed residential parcels have been identified that are potentially impacted by this alternative. However, only one (1) of the residences is currently occupied. One (1) property is currently being renovated and the other two (2) residences are abandoned and in disrepair. A total of two (2)

individuals in one (1) household have been identified as potentially impacted by the rural right alignment alternative. Secondary data sources indicate the members of this household are a couple in their sixties, and one of the household members utilizes a wheelchair.

A total of thirteen (13) potentially displaced businesses with approximately fifty-four (54) employees have been identified along the rural right alignment study area. These business dislocations will impact the economy of the adjacent community.

There is one (1) house of worship (Abundant Living Faith Ministries) and one (1) day care center associated with the Tallahassee Church of the Living Word along this alignment alternative. Otherwise, the remaining businesses identified do not include businesses with special characteristics, services to specialized clientele or cultural orientation.

A total of one (1) outdoor advertising sign, six (6) on-premise/trade signs and one (1) government owned sign have been identified along the rural right alignment alternative study area.

This alignment necessitates the reconstruction (within the corridor right-of-way) of the 12-foot multi-use St. Marks Trail Extension which is owned by the FDOT. There is no other federal, state, and local government owned land that has been identified as potentially impacted along the rural right alignment alternative.

This alignment alternative requires 180 feet of right-of-way, which is an additional 45 feet above what exists today. This alignment alternative involves the acquisition of additional right-of-way from the east side of Woodville Highway. The potential construction of this alternative does affect four (4) residences but is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, or separate residences from community facilities such as places of worship, schools, shopping areas, or civic or cultural facilities. The project will affect numerous businesses located east of Woodville Highway, but is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority, or transient dependents.

There were no Special Populations identified along this alignment alternative.

Segment 2 Alternative 1 – Tram Road extension and Gaile Avenue widening

There are no residential impacts associated with this alternative.

There is one (1) potentially impacted commercial property that has been identified along the alignment alternative study area. The commercial property is currently vacant and is advertised for sale.

There are no sign impacts associated with this alignment alternative.

This alternative necessitates the reconstruction (within the corridor right-of-way) of the 12-foot multi-use St. Marks Trail Extension which is owned by the FDOT. There is no other federal, state, and local government owned land that has been identified as potentially impacted along the alignment alternative.

This alternative requires improvements to Gaile Avenue that would widen the existing three-lane, undivided, urban section to a four-lane, undivided, urban section. The extension of Tram Road would include an urban, five-lane section including two westbound and three eastbound travel lanes. The potential construction of this alternative is not expected to subdivide neighborhoods, negatively impact residential neighborhood identity, or separate residences from community facilities such as places of worship, schools, shopping areas, or civic or cultural facilities.

Segment 2 Alternative 2 – The Loop

There are no residential impacts associated with this alternative.

There is one (1) potentially impacted commercial property that has been identified within the alternative study area. The commercial property is currently vacant and advertised for sale.

There are no sign impacts associated with the loop alternative.

Reconstruction of the St. Marks Trail Extension along the south side of Gaile Avenue will be required with this alternative.

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the FDOT will carry out a right-of-way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date and no occupant of a residential property will be required to move until decent, safe, and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the FDOT has offered the relocate decent, safe, and sanitary housing which is within their financial means and available for immediate occupancy.

At least one (1) relocation specialist is assigned to each highway project to carry out the relocation assistance and payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant displaces will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4)

moving owner-occupied housing to another location. Financial assistance is available to the eligible relocate to:

- Reimburse the relocate for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project;
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe, and sanitary dwelling available on the private market;
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling;
- Make a payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$22,500 combined total.
- A displaced tenant may be eligible to receive a payment, not to exceed \$5,250, to rent a replacement dwelling or room, or to use as a down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail the Department's relocation assistance program and right-of-way acquisition program are "Your Relocation: Residential", "Your Relocation: Business, Farms, and Nonprofit Organizations", "Your Relocation: Signs" and "The Real Estate Acquisition Process." All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

7.9. Social Impacts

7.9.1. Community Cohesion

The analysis from the initial corridor stage through the selection of the Recommended Alternative avoided impacts to the communities within the Study Area to the greatest extent practicable. Based on the analyses completed to avoid and minimize direct impacts to neighborhoods, existing road access, and impacts to community facilities, the Recommended Alternative, would not divide neighborhoods or negatively impact neighborhood identity. With the exception of the northern portion of "the Loop" connecting Tram Road and Crawfordville Highway, the Recommended Alternative will follow existing roadway and none of the improvements of the Recommended Alternative will split or isolate neighborhoods. Furthermore, the project is not expected to separate residences from community facilities such as places of worship, schools, shopping areas, or civic or cultural facilities. The project is not expected to contribute to the social isolation of any special populations of elderly, handicapped, minority, or transit dependents.

7.9.2. Community Services

Two public schools (Oak Ridge Elementary School and Fairview Middle School) and two private schools (MLC Christian Academy and Sakkara Youth Institute) are located within the study area. The high school that services the study area is James S. Rickards High School, which is located just north of the northern study area limits.

Additionally, there are over 20 churches or religious centers located within the study area. Through community outreach, it was ascertained that these religious centers are also the hub for community activities.

Several of the alignment alternatives may affect community facilities and services. Community services provide a focal point for adjacent neighborhoods and communities, as well as serving the needs of the surrounding areas. For the purpose of this study, community facilities include medical facilities, fire departments, law enforcement, government buildings, libraries, community centers, educational facilities, religious institutions/facilities, cemeteries, parks, and recreation areas. Table 7.7 lists the community services located within 0.5 miles of the study area. For the Build Alternatives, there will be temporary impacts in the form of noise, dust emissions, and traffic disruptions during construction. No ROW will be acquired from any of the properties listed in Table 7.7, so the potential for adverse impacts to any community facility is limited to a change in access or parking. This will primarily impact facilities located south of Gaile Avenue (Segment 1), as this portion of Woodville Highway has flush shoulders and the Recommended Alternative consists of a curb and gutter typical section with designated access points. The only facilities identified in Table 7.7 located in this portion of the project and immediately adjacent to Woodville Highway are four churches (i.e. New Life Baptist Church, Tallahassee Church of the Living Word, Abundant Living Faith Ministries, and Faith Healing & Anointing Temple). However, this should not pose any impact to these facilities as they currently utilize designated ingress/egress points to their properties.

Table 7.7: Community Facilities and Services

Facility Type	Facility Name	Location
Educational Institutions	Oak Ridge Elementary School	4530 Shelfer Road Tallahassee, FL 32305
	Gooden-Russell Center at Wesson	2813 S. Meridian Street Tallahassee, FL 32301
Daycare/Preschools	Kid's Club Preschool	236 Ross Road Tallahassee, FL 32305
	Precious Little Royal Angels	3715 Woodville Highway Tallahassee, FL 32305
Medical Facilities	Leon County Treatment Center	3976-A Woodville Highway Tallahassee, FL 32305
Fire Departments	Tallahassee Fire Department, Station 3	3005 South Monroe Street Tallahassee, FL 32301
Religious Institutions	Masjid Al-Nahl	123 Bragg Drive Tallahassee, FL 32305

Facility Type	Facility Name	Location
	Apostolic Church of Tallahassee	228 Gaile Avenue Tallahassee, FL 32305
	New Life United Methodist Church	2821 South Monroe Street Tallahassee, FL 32301
	Tallahassee Church of the Living Word	3175 Woodville Highway Tallahassee, FL 32305
	New Life Baptist Church	3625 Woodville Highway Tallahassee, FL 32305
	New Hope International Outreach	3426 Crawfordville Road Tallahassee, FL 32305
	Revival Faith Center Ministries	3610 Crawfordville Road Tallahassee, FL 32305
	Faith Christian Family Center	310 Laura Lee Avenue Tallahassee, FL 32301
	Child Evangelism Fellowship	4105 Crawfordville Road Tallahassee, FL 32305
	Powerhouse Church of God in Christ	454 Belair Road Tallahassee, FL 32305
	Abundant Life Foursquare Church	3721 Crawfordville Road Tallahassee, FL 32305
	Restoration and Refuge Center	202 Hazelwood Road Tallahassee, FL 32305
	Bible Based Church	3986 Woodville Highway Tallahassee, FL 32305
	Open Doors Community Church	3960 Woodville Highway Tallahassee, FL 32305
	Abundant Living Faith Ministries	4213 Woodville Highway Tallahassee, FL 32305
	Faith Healing & Anointing Temple	4235 Woodville Highway Tallahassee, FL 32305
Libraries	Dr. B.L. Perry, Jr. Branch	2817 South Adams Street Tallahassee, FL 32301
Cemeteries	Belle Aire Cemetery	West of Woodville Highway and South of Ross Road
Community Centers	Jack L. McLean Jr. Community Center	700 Paul Russell Road Tallahassee, FL 32301
	Boys and Girls Club of the Big Bend	306 Laura Lee Avenue Tallahassee, FL 32301
	North Florida Fairgrounds	441 Paul Russell Road Tallahassee, FL 32301
Postal Services	US Post Office	2800 South Adams Street Tallahassee, FL 32301

Facility Type	Facility Name	Location
Recreation/Trails	Jack L. McLean Jr. Park	700 Paul Russell Road Tallahassee, FL 32301
	Capital Park	412 Omega Avenue Tallahassee, FL 32305
	Campbell Pond Park	3607 Shoreline Drive Tallahassee, FL 32305
	Flagg Street Park	723 Flagg Street Tallahassee, FL 32305
	Brent Drive Park	812 Brent Drive Tallahassee, FL 32305
	Tallahassee – St. Marks Historic Railroad State Trail	Woodville Highway, south of Capital Circle Southeast
	St. Marks Trail Extension	Woodville Highway, north of Capital Circle Southeast
Local Government	Leon County Tax Collector	3477 South Monroe Street Tallahassee, FL 32301

7.9.3. Title VI Considerations

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968. In addition to the Civil Rights Act, the project has been developed in accordance with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households.

To ensure all property owners within the project area were notified of the Alternatives Public Meeting and Public hearing, announcements were sent to property owners with 300 feet of the alternatives (per the *PD&E Manual*) as well as property owners and residents located within the Woodville Highway Corridor Master Plan area. In addition to the 1,500 households notified from the above process, project staff partnered with four local, predominately minority, churches along Woodville Highway to encourage attendance and participation at both Public Meetings. Prior to the Alternatives Public Meeting and the Public Hearing, advertisement flyers were provided for distribution at the aforementioned churches.

7.9.4. Controversy Potential

The project was submitted to state and federal review agencies through FDOT's Efficient Transportation Decision Making (ETDM) process and an Advance Notification (AN) Package was distributed on May 10, 2011. As a result, comments on the project were received from the Environmental Technical Advisory Team (ETAT).

The highest Degree of Effect (DOE) given for any of the issues identified in the ETDM screening only reached the level of "Moderate" and was identified for the following issues: Contaminated Sites, Special Designations, Water Quality and Quantity, Historic and Archaeological Sites, Recreation Areas, Mobility,

and Social. The FHWA issued a Class of Action as a Type 2 Categorical Exclusion (CE) on September 6, 2011 and stated they had reached this determination “based on the review of the project in ETDM, consideration of comments from the ETAT, and meetings with the local project sponsor.” They further stated that the Type 2 CE determination was made based on the indication that the project would have no significant impacts to the human or natural environments.

As a precursor to the PD&E Study, a Corridor Master Plan was conducted for Woodville Highway with the same northern and southern termini as the PD&E study. The purpose of the Corridor Master Plan was to address short and long term goals for the Woodville Highway corridor in respect to land use, recreational features, connectivity, and transportation. One aspect of the Master Plan was the potential for widening Woodville Highway. As part of this visioning plan, a total of 3 public meetings were held, including a 3-day Charrette in October 2010. The roadway concepts from the Corridor Master Plan were displayed at the public meetings held during that study and these concepts were carried into the PD&E study and comprise the alternatives discussed in this report.

A PD&E Alternatives Public Meeting was held April 12, 2012, at the Jack L. McLean Community Center located near the project area. The purpose of the meeting was to present to the public the alternatives developed for the project and obtain feedback to assist in selection of the Recommended Alternative. Over forty people attended the meeting. The meeting was advertised in the *Florida Administrative Weekly* on March 16, 2012 and the local newspaper, the *Tallahassee Democrat*, on March 15, 2012 and April 3, 2012. Notifications to property owners were mailed on March 16, 2012. In addition to these required notifications, please refer to the Public Involvement section for additional steps taken to notify the public of this meeting.

Comment sheets were received at the Alternatives Public Meeting and in the week following the meeting. None of the comments indicated any controversy with the project, with most comments expressing preference for the Urban Alternative in Segment 1 and the Loop Alternative in Segment 2.

Additional details on this process and the other public involvement activities are presented in Section 10.

7.10. Other Impacts

7.10.1. Noise

Noise impact analysis results for Segments 1 and 2 are discussed separately in this section.

Segment 1

For the Design Year (2035) No Build Conditions, two noise sensitive sites are predicted to experience traffic noise levels that approach or exceed the FHWA Noise Abatement Criteria (NAC). In contrast, for the Design Year (2035) Build condition: four noise sensitive sites were impacted by Alternative 1, three noise sensitive sites by Alternative 2L, three noise sensitive sites by Alternative 2C, and four noise sensitive sites by Alternative 2R. No substantial noise increases were identified on all of the alternatives based on the No Build and Build Conditions.

Noise abatement measures were considered for the St. Marks Trail Extension along Segment 1, which is adjacent to the west side of existing Woodville Highway along the entire length of the segment.

A 12-foot high, 400-foot long noise barrier configuration was found to be potentially feasible for abatement of traffic noise impacts attributable to this project based on all of the Build Alternatives for the St. Marks Trail Extension west of Woodville Highway. No reasonability measures were evaluated as FDOT, the land owner of the St. Marks Trail Extension, has decided to forego noise barrier abatement for all of the Build Alternatives for the Trail Extension in Segment 1. Therefore, no further noise abatement will be considered for the St. Marks Trail Extension in Segment 1.

Noise abatement measures were considered for sites predicted to experience traffic noise levels that approach or exceed the FHWA NAC. This is based on not meeting the minimum abatement requirements criteria as all of the following sites were single, isolated receptors, therefore the noise reduction design goal of at least a five decibel reduction at two or more receptors could not be met. Based on the analysis performed to date, there appears to be no apparent solutions available to mitigate the following noise impacts in Segment 1: The Abundant Living Faith Ministry and two single family residences (located at 3815 Woodville Highway and 3637 Woodville Highway) for Alternative 1; two single family residences (located at 3815 Woodville Highway and 3637 Woodville Highway) for Alternatives 2L and 2C; and The Abundant Living Faith Ministry and two single family residences (located at 3815 Woodville Highway and 3637 Woodville Highway) for Alternative 2R.

Segment 2

For the Design Year (2035) No Build conditions, two noise sensitive sites are predicted to experience traffic noise levels that approach or exceed the NAC. In contrast, for the Design Year (2035) Build condition: one noise sensitive site (R6A and R6B) was impacted by the Loop Alternative and one noise sensitive site (R6A) was impacted by the Tram and Gaile Alternative. No substantial noise increases were identified on all of the alternatives based on the No Build and Build Conditions.

Noise barrier analysis could not be provided for abatement south of Gaile Avenue between Crawfordville Road and Woodville Highway because the Trail Extension is directly connected to Gaile Avenue in the proposed typical sections for both the Loop and Tram and Gaile Alternatives. In turn, no right-of-way is available to construct a noise barrier between the Trail Extension and Gaile Avenue so noise barrier analysis was not conducted for that portion.

Noise abatement measures were considered for the St. Marks Trail Extension in Segment 2 for the Loop Alternative. The St. Marks Trail Extension is adjacent to the west side of existing Crawfordville Road along the entire length of Segment 2.

A 12-foot high, 400-foot long noise barrier configuration was found to be potentially feasible for abatement of traffic noise impacts attributable to this project based on the Loop Alternative for the St. Marks Trail Extension west of Crawfordville Road. No reasonability measures were evaluated as FDOT, the land owner of the St. Marks Trail Extension, has decided to forego noise barrier abatement for the

Loop Alternative for the Trail Extension in Segment 2. Therefore, no further noise abatement will be considered for the St. Marks Trail Extension in Segment 2.

Noise barrier analysis for abatement could not be provided for the St. Marks Trail Extension portion south of Gaile Avenue between Crawfordville Road and Woodville Highway because the Trail Extension is directly connected to Gaile Avenue in the proposed typical section for both the Loop and Tram and Gaile Alternatives. In turn, no Right-of-Way (ROW) is available to construct a noise barrier between the Trail Extension and Gaile Avenue so no noise barrier analysis was conducted for that portion of the Trail Extension. Therefore, noise abatement was found to be not feasible for the St. Marks Trail Extension for the portion south of Gaile Avenue.

Noise abatement measures were considered for the sites predicted to experience traffic noise levels that approach or exceed the FHWA Noise Abatement Criteria. Based on the analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts for the St. Marks Trail Extension for the portion south of Gaile Avenue for the Loop Alternative and the Tram and Gaile Alternative in Segment 2.

7.10.2. Construction Impacts

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*, as directed by the FDOT Project Engineer.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City contact person and a FDOT representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the greatest extent practical through controlled construction scheduling. Traffic delays will be controlled to the greatest extent possible where many construction operations are in progress at the same time.

7.11. Evaluation of Alternatives

Once all alternatives were established, they were compared based on criteria such as right-of-way requirements, relocations, cultural resource and noise impacts, potential contaminated parcels, and project costs. The results are shown in Tables 7.8 and 7.9.

Table 7.8: Segment 1 Alternatives Comparison

PD&E Considerations	Urban	Rural (Left)	Rural (Right)	Rural (Center)	No Build
Potential ROW Acquisition (parcels)	0	26	29	55	0
Major Relocations (Residential/Business)	0/0	0/12	4/13	1/16	0/0
Minor Relocations (Signs and Personal Property Only)	0	11	13	20	0
Cultural Resources Impact?	No	No	Yes	Yes	No
Traffic Noise Impacts (Noise receptor taken for ROW Acquisition)	5 1	3 1	5 5	3 2	0 0
Potential Contamination Parcels for ROW	0	2	3	4	0
Total Project Cost	\$17.8M	\$25.1M	\$27.6M	\$31.6M	\$0

For Segment 1, the urban alternative was chosen over the rural alternatives. The urban alternative was selected because it was determined to be the least impactful to the community with regards to right-of-way and relocations. The urban alternative was also preferred by those who attended the April 12th public meeting. Finally, the urban alternative was the least expensive of the Segment 1 alternatives.

Table 7.9: Segment 2 Alternatives Comparison

PD&E Considerations	Tram + Gaile	Loop	4 Lane No Build
Potential ROW Acquisition (parcels)	6	6	0
Major Relocations (Residential/Business)	0/1	0/1	0/0
Potential Contamination Parcels for ROW	0	1	0
Estimated Delay in Peak Hours (all users)	95 hours	76 hours	95 hours
Estimated Annual Delay in Peak Hours (all users)	23,750 hours	19,000 hours	23,750 hours
Total Project Cost	\$6.0M	\$8.4M	\$0

For Segment 2, it was determined that the loop alternative would provide much better traffic flow benefits for a longer period than the other Segment 2 alternatives.

8. RECOMMENDED ALTERNATIVE

8.1. Alignment

The Recommended Alternative is the combination of Alternative 1 (four-lane, urban section) in Segment 1 (Capital Circle Southeast to Gaile Avenue) and the Loop Alternative (Alternative 2) in Segment 2 (Gaile Avenue to Paul Russell Road). For both Segments 1 and 2 of the Recommended Alternative, the improvements will follow the existing alignment within the current right-of-way boundaries except for the extension of Tram Road in Segment 2.

8.2. Typical Section

Segment 1 consists of two 12-foot travel lanes in each direction, a 4-foot bike lane in each direction, a 24-foot raised median, and is bounded by curb and gutter. The 12-foot multi-use St. Marks Trail Extension is reconstructed on the west side and a 5-foot meandering sidewalk is included on the east side.

Segment 2 is an existing five-lane segment along Woodville Highway from Gaile Avenue to Tram Road and would be reduced to four 12-foot northbound travel lanes. A four-foot bike lane would be

constructed on the outside of the travel lanes and a six-foot sidewalk would be added at the back of curb on both the east and west sides.

The Tram Road extension is created at Woodville Highway by merging the two inside, northbound lanes of Woodville Highway south of the intersection and two southbound lanes on Woodville Highway north of the intersection resulting in a four-lane urban section with 12-foot lanes. A four-foot bike lane is included on the outside of the travel lanes and six-foot sidewalks would be constructed on the north and south sides of the segment at the back of curb.

The segment of Crawfordville Road from Tram Road to Gaile Avenue is an existing six-lane section that would be reduced to an urban section with four 12-foot southbound travel lanes. A four-foot bike lane would be constructed on the outside of the travel lanes, and a six-foot sidewalk would be constructed at the back of curb on both the east and west sides.

Included in the 80 feet of ROW in the segment of Gaile Avenue from Woodville Highway to Crawfordville Road is a one-way, eastbound, four-lane urban section. Four-foot bike lanes are included on the outside of the travel lanes and a six-foot sidewalk would be constructed on the north side of the segment at the back of curb. Along the south side, at the back of curb, the 12-foot St. Marks Trail Extension would be reconstructed.

The design speed of each section, ROW limits, and proposed geometry can be seen in typical sections presented in Section 7.

8.3. Stormwater Management

Stormwater within the project area will be conveyed by proposed curb and gutter additions to each segment of the project to the recommended pond sites. All stormwater will be treated and attenuated on-site and no stormwater will leave the closed basins.

8.4. Design Traffic Volumes

Future Year Build Roadway Segment Traffic and LOS

Year 2020 traffic volumes for the build alternatives were developed using linear interpolation between existing and 2035 traffic volumes. The 2020 forecasts were then adjusted slightly to account for the reduced effect the improvements would have on traffic and travel patterns in the initial years after completion. As shown in Table 8.1, all segments are expected to operate at LOS B in 2020.

Table 8.1: Year 2020 Build Traffic and Roadway Segment LOS

Roadway Segment	Daily Capacity @ LOS D	Two-Way Peak Capacity @ LOS D	2020 Build AADT	2020 Build Daily LOS	2020 Build (with improvements) PM Peak Two-Way Volume	2020 Build PM Peak LOS
Segment 1 – Alternative 1						
San Marcos Rd to Capital Cir	36,700	3,560	22,200	B	2,370	B
Capital Cir to Ross Rd	36,700	3,560	15,400	B	1,550	B
Ross Rd to Hannon Mill Rd	36,700	3,560	16,300	B	1,710	B
Hannon Mill Rd to Gaile Ave	36,700	3,560	17,000	B	1,700	B
Segment 2 – Alternative 2						
Gaile Ave to Tram Rd	44,280	4,295	22,600	B	1,740	B
Tram Rd to Paul Russell Rd	36,700	3,560	28,700	B	2,590	B

Based on the travel demand model, the widening of Woodville Highway to four lanes is expected to create some travel pattern shifts in the area. Traffic growth on Tram Road will be slower than predicted in the base 2035 E+C model, with vehicles instead opting to use Capital Circle and Woodville Highway. In addition, growth in traffic created by the widening, often called latent demand, will put increased pressure on the existing four-lane segment of Woodville Highway north of Gaile Avenue. Finally, the congestion and delay issues on Gaile Avenue between Woodville Highway and Crawfordville Highway are exacerbated.

As shown in Table 8.2, Segment 1 will operate at LOS B or C in 2035 as a four-lane facility, as will the portion of Segment 2 between Gaile Avenue and Tram Road. However, traffic volumes north of Tram Road are forecasted to increase considerably, leading to LOS deficiencies in each of the build alternatives.

Table 8.2: Year 2035 Build Traffic and Roadway Segment LOS

Roadway Segment	Daily Capacity @ LOS D	Two-Way Peak Capacity @ LOS D	2035 Build AADT	2035 Build Daily LOS	2035 Build PM Peak Two-Way Volume	2035 Build PM Peak LOS
Segment 1						
San Marcos Rd to Capital Cir	36,700	3,560	29,600	C	3,380	C
Capital Cir to Ross Rd	36,700	3,560	22,200	B	2,520	B
Ross Rd to Hannon Mill Rd	36,700	3,560	22,800	B	2,600	B
Hannon Mill Rd to Gaile Ave	36,700	3,560	22,800	B	2,595	B
Segment 2 – Alternative 2						
Gaile Ave to Tram Rd	44,280	4,295	29,000	B	2,105	B
Tram Rd to Paul Russell Rd	36,700	3,560	39,300	F	3,665	F

The FDOT Q/LOS tables are generalized and the projected peak hour volumes (3,665 in Alternative 2) are only slightly above the capacity of 3,560 vehicles per hour. Peak hour traffic conditions can be more accurately measured using Synchro software, which evaluates the roadway and intersections as a coordinated system. Synchro can be utilized in Segment 1, where coordinated signal timing would allow for better progression and traffic flow on the corridor. But, it is even more useful for the analysis of Segment 2, where traffic operations on Woodville Highway are affected by operations on adjacent roadways, including Crawfordville Road, Gaile Avenue, Tram Road, and Paul Russell Road.

Future Year Build Intersection Traffic, LOS, and Delay

In order to utilize Synchro for the build alternatives, Year 2035 PM peak hour turning movement volumes were developed. These forecasts were developed based on the CRTPA travel demand forecasts and calculated peak hour two-way volumes shown on Table 8.3. From there, adjustments were made to reflect the changes in travel patterns that would be expected in each of the Segment 2 build alternatives. This is especially important for the loop option (Alternative 2), where vehicles will circulate through the system using one-way roads. Figure 8.1 depicts year 2035 PM peak hour turning movements for all major intersections in Segment 1.

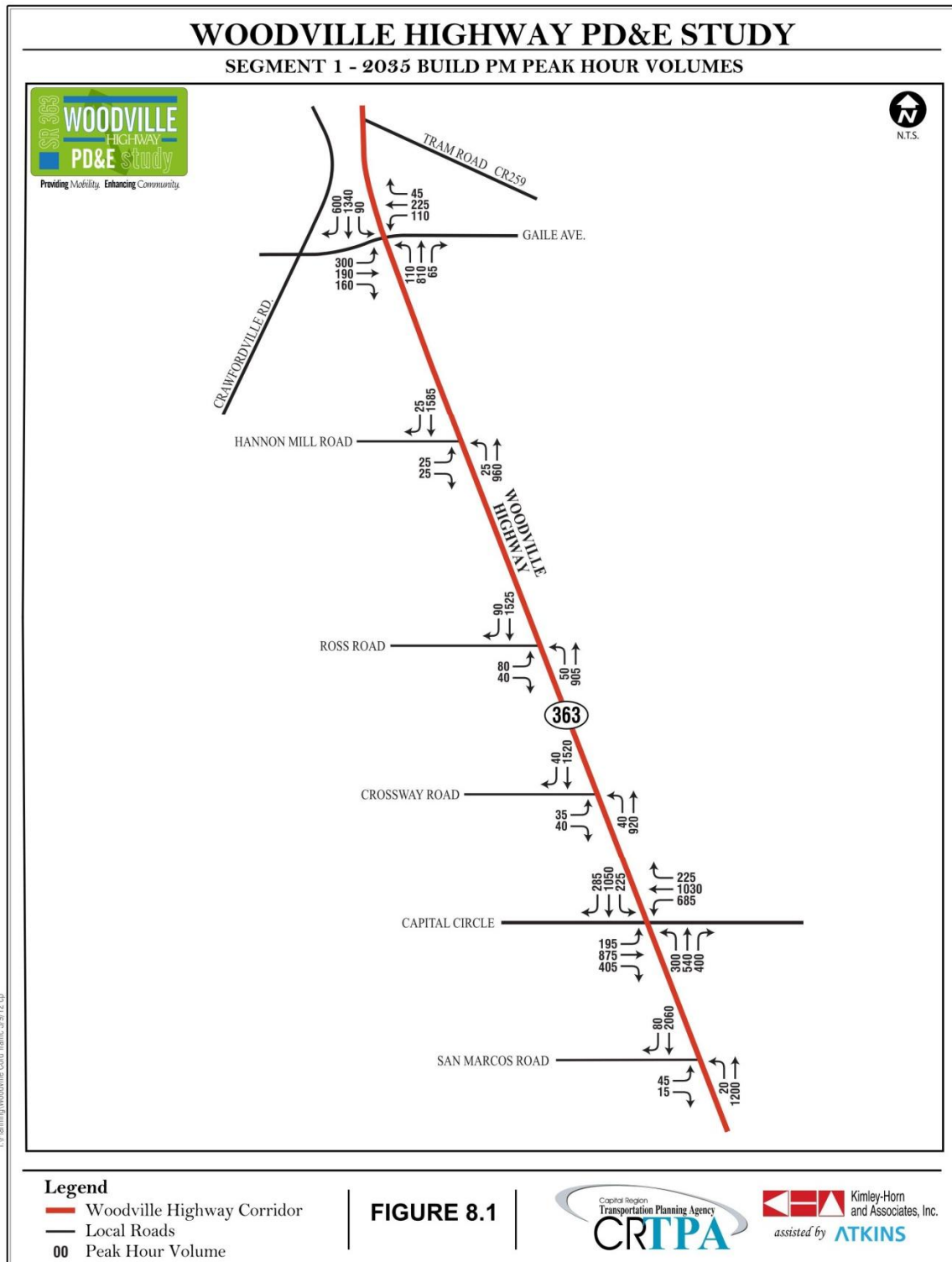
As shown on Table 8.3 and Figure 8.2, all of the Segment 1 intersections operate at an acceptable LOS. Note that this includes better LOS and less delay at the intersection of Woodville Highway and Capital Circle, even though no improvements are proposed there. This is primarily related to travel pattern shifts and the ability to operate the entire corridor as a coordinated system. On the other hand, the side street approaches to Woodville Highway from Crossway and Hannon Mill encounter significant delays, which likely warrants further study for possible signalization.

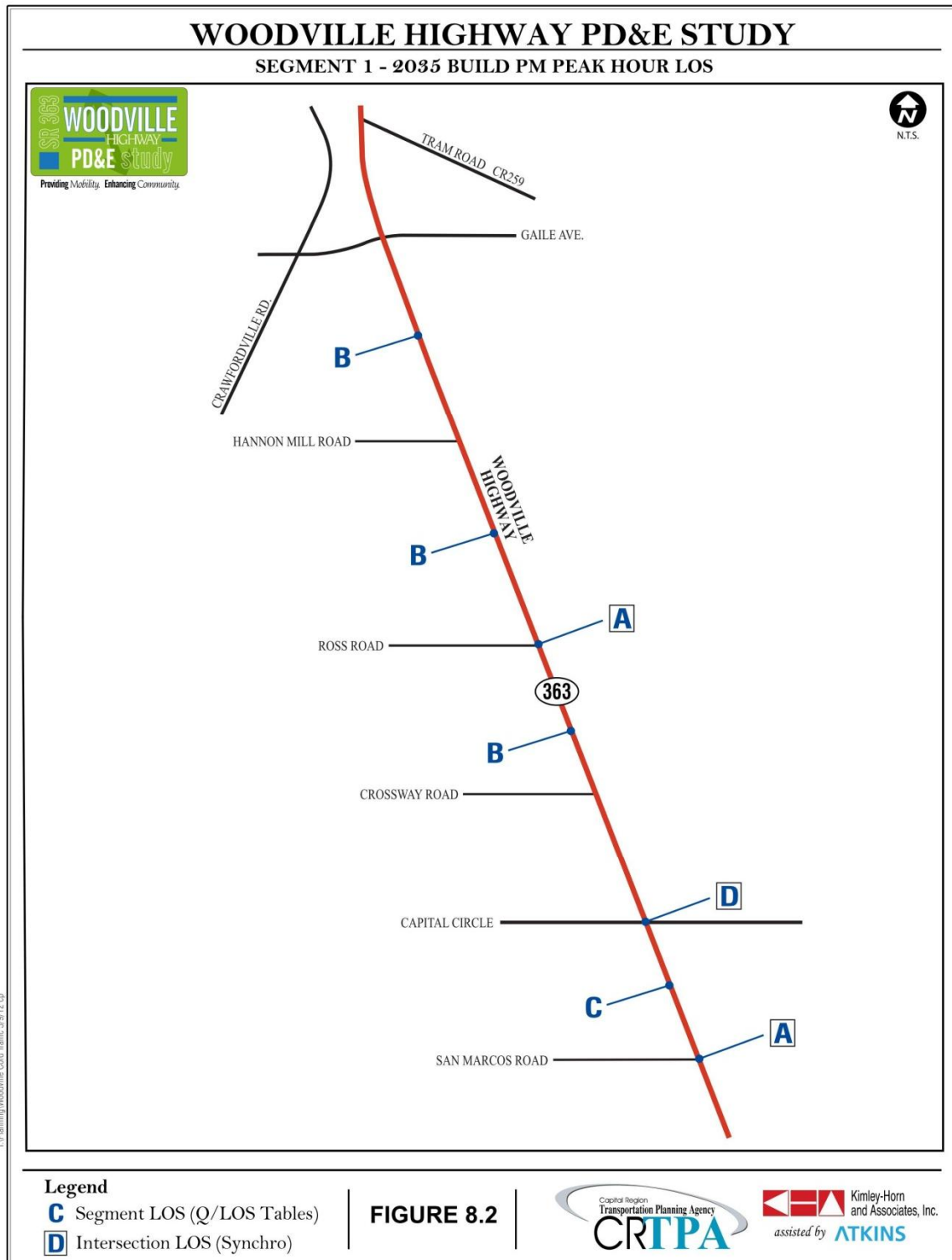
Table 8.3: Segment 1 Year 2035 Intersection LOS and Delay

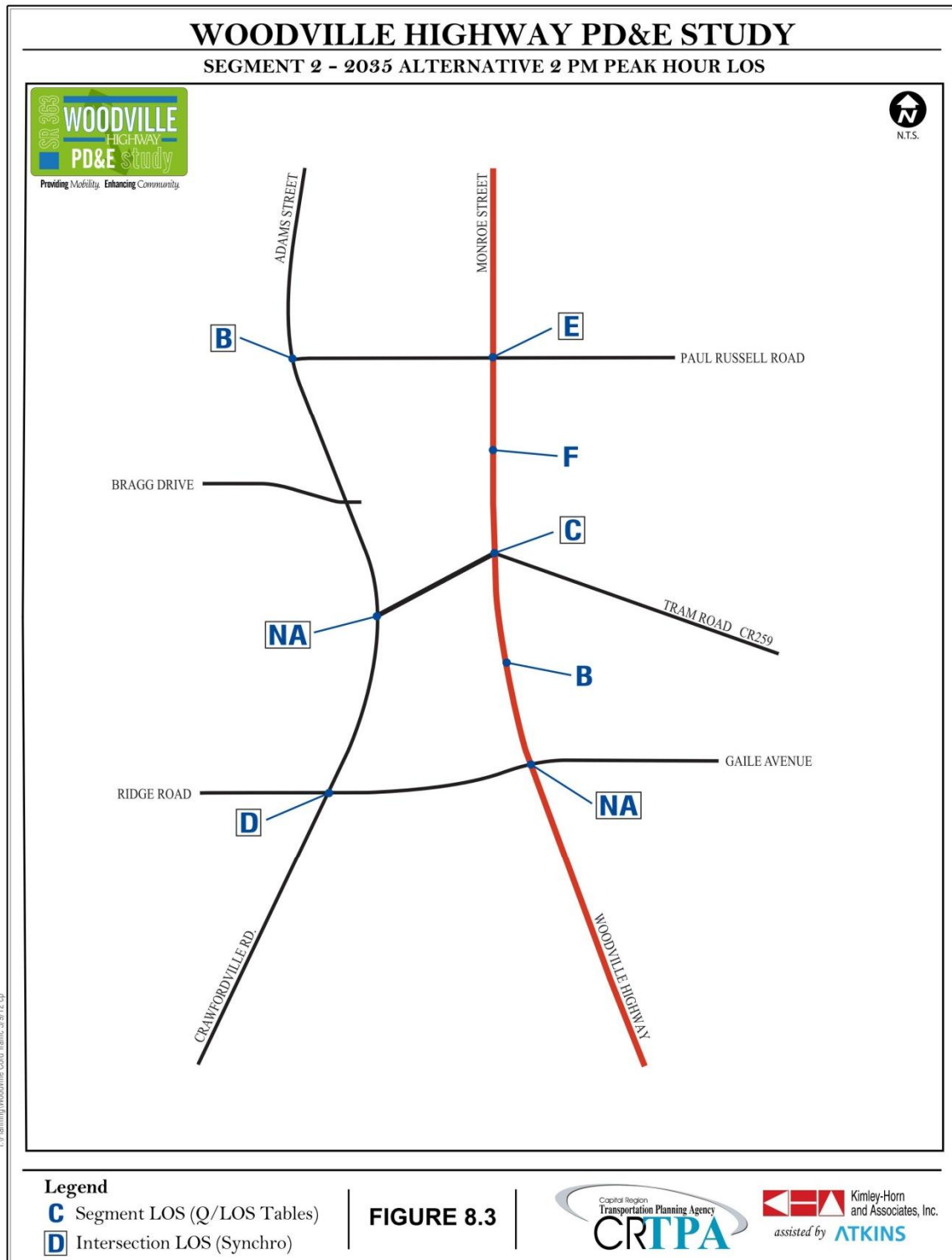
Intersection	2035 No-Build PM Peak		2035 Build PM Peak	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Woodville / San Marcos	10.2	B	6.7	A
Woodville / Capital Circle	62.0	E	49.9	D
Woodville / Crossway	35.0	N/A	349.5	N/A
Woodville / Ross	16.2	B	9.3	A
Woodville / Hannon Mill	94.3	N/A	251.2	N/A
Average Corridor PM Peak Delay - Southbound (Northbound)	171.3 (93.4) seconds		100.3 (83.8) seconds	

The loop alternative shows a dramatic improvement in LOS and delay over the No-Build Alternative. The signalized intersections at Woodville Highway at Gaile Avenue and Crawfordville Highway at Tram Road would be removed, as traffic movements in the one-way loop would not require them. Coupled with the increased capacity afforded by one-way traffic flow, delays for the average user are reduced by roughly 15%, and for the overall system by more than 20%.

Figure 8.3 depicts the PM peak hour roadway segment and intersection LOS for the Segment 2 Loop Alternative (Alternative 2). More information on the intersection analyses for the Recommended Alternative, including Synchro output sheets, is included in Appendix E.







8.5. Access Management

FDOT access management standards indicate the desired spacing of access points along a roadway. SR 363 (Woodville Highway) in the Study Area has an access management classification of five (5). Access classification five (5) spacing standards include minimum driveway spacing of 400 feet with 1/8-mile spacing for directional median openings and quarter-mile spacing for full median openings. Figure 8.4 shows a conceptual depiction of where median openings may be appropriate with class 5 requirements considered. The location of the median openings considered existing school bus routes, access needs for adjacent businesses, and the connectivity of the network side streets.

8.6. Bicycle and Pedestrian Facilities

The Recommended Alternative will include four-foot bicycle lanes outside of the travel lanes in Segments 1 and 2. Additionally, Segment 1 of the Recommended Alternative will include the St. Marks Trail Extension along the west side of the road, as well as a five-foot sidewalk along the east side of the road, both of which are located within the existing right-of-way. Furthermore, within the existing ROW of Segment 2 there are six-foot sidewalks on both the east and west sides of the roadway.

The Concept Plans were developed to maximize bicycle and pedestrian connectivity, consistent with the CRTPA's goal of complete mobility across the region. Consistent with the PD&E's commitments, it will be up to the design engineer, during Final Design, to determine where specifically crossings and connections can most safely be made, and what signing and marking should accompany these crossings.

8.7. Right-of-Way Requirements

For Segment 1, the improvements will be constructed within the existing 135-feet of right-of-way; therefore, no parcels are required for roadway right-of-way. However, 0.96 acres of ROW will be needed for drainage ponds. Within Segment 2, six parcels are required for additional right-of-way along the improvements.

8.8. Utilities and Lighting

The community expressed interest in increased lighting along Woodville Highway and St. Marks Trail Extension for increased safety. The St. Marks Trail Extension is used not only for recreational purposes in this area, but also mobility. FDOT will not installing lighting without justification, therefore, a Light Justification Report (LJR) is recommended during the design phase of the project. FDOT may require the County or City to assist with maintenance of lighting if installed. Any required utility relocations will be coordinated during the design and construction phase with the appropriate authorities.

8.9. Landscaping

The Recommended Alternative includes landscaping within the project area to create an aesthetically pleasing environment for all users. The specific landscaping features will be determined during the final project design process in accordance with established environmental requirements. Additionally, it may be the desire of the City to locate a reuse water line in the corridor to support irrigation of landscaping and expand the network of reuse services.



8.10. Project Cost Estimate

The estimated cost within Segment 1 is \$17.8 million. The improvements in Segment 2 are estimated to cost \$8.4 million. Therefore, the total project cost is estimated to be approximately \$26.2 million. These costs include design, right-of-way, drainage, maintenance of traffic (MOT), environmental impacts, exceptions/exceptions, construction engineering and inspection, and construction costs estimated using FDOT cost information. Utility related costs are not included in these cost estimates.

9. PERMITS AND MITIGATION SUMMARY

To be completed following Public Hearing.

9.1. Permitting and Review Agencies

To be completed following Public Hearing.

9.2. Avoidance, Minimization, and Mitigation

To be completed following Public Hearing.

9.2.1. Avoidance and Minimization

To be completed following Public Hearing.

9.2.2. Mitigation

To be completed following Public Hearing.

10. PUBLIC INVOLVEMENT SUMMARY

10.1. Public Involvement

Since the initiation of the project, CRTPA staff has worked with the consultant team to complete analyses of the study area's existing and projected future (year 2035) conditions and complete effective public involvement activities. An important element of the project development was involvement of the public to obtain input on their perceptions, issues, ideas, and vision for the corridor.

10.1.1. Corridor Master Plan

Prior to the PD&E study, CRTPA staff and the consultant team lead an effective public involvement process to engage the public at appropriate steps in the project to ensure an inclusive process in identifying opportunities and alternatives for the corridor. Throughout the public involvement process there were various public meetings held to seek the interests of the community and provide an opportunity for the input of the community to be incorporated into the Corridor Master Plan. During the study, the following public involvement activities occurred to help build consensus and shape the Corridor Master Plan:

- Project Team Meetings
- Kick-off Meeting with Public
- Stakeholder Interviews
 - St. Joe Company (Jorge Gonzalez)

- Commissioner Andrew Gillum
- Commissioner Bill Proctor
- Oak Ridge Elementary School (Taka Mays (Principle), Mattie Freeman and Vincent Mokwenye (members of School Advisory Council))
- Tallahassee-Leon County Planning Department, Leon County Growth Management, City of Tallahassee Growth Management (Steve Hodges, David McDevitt, Ryan Guffey, Scott Brockmeir, Ryan Culpepper)
- Economic Development Council (Kim Williams, Jay Townsend, Beth Kirkland, Roxanne Manning, Michael Parker, Rick McGraw, Tom Lewis)
- Leon County Stormwater (Theresa Heiker)
- Leon County Schools –Transportation Division (Becky Temples, Fred Johnson, Michael R. Moore, Debbie Burger)
- Capital City Cyclists (Hans Van Tol)
- City of Tallahassee Stormwater (David Henry)
- Neighborhood Association/Resident Meeting (Laurie Tenace, Mattie Freeman, Sue Gambill, Leon and Alene Allen, Jonathan Peterson, Earnestine Johnson, Anne Glass)
- Corridor Design Charrette/Workshop
- Corridor Alternatives Workshop
- CRTPA Committees and Board

For more detailed information, see the comments from each meeting, interview, and workshop in Appendix H.

10.1.2. Master Plan Kick-off Meeting

A public kick-off meeting was held on July 15, 2010 at the Jack L. McLean, Jr. Community Center to familiarize the community with the project, the master planning process, and begin to get public input into the development of the Master Plan. This meeting provided the public and agency officials with the opportunity to learn about the upcoming efforts, ask questions of the project team, and begin to provide input into the planning process. The meeting included a presentation which introduced the project team, identified the study area, provided an overview of the project objectives and schedule, and gave contact information for the project team. Following the presentation, those in attendance were given the opportunity to talk with the project team, provide comments, and review materials prepared for the meeting by the project team.

Comments received following the public kick-off meeting displayed an overall concern for future bicycle and pedestrian safety by providing appropriate facilities. In conjunction with the need of enhanced bicycle and pedestrian facilities is the overall improvement and beautification of the roadway to provide an overall improved corridor. See Appendix H for the comments received and a list of attendees at this meeting.

10.1.3. Master Plan Charrette

The CRTPA hosted a Charrette open to the public to provide an opportunity for the community to provide input and express concerns for the development of the Woodville Highway corridor. The two public sessions were held at the Jack McLean, Jr. Community Center on September 30, 2010 and October 2, 2010, the project team had an additional meeting on October 1, 2010. There were 29 and 26 participants at each public session, respectively.

The community provided input regarding various aspects of the project: parks and amenities, drainage and utilities, land use and zoning, trail and trail amenities, bicycle and pedestrian connectivity, transit services, and roadway typical sections. A summary of the comments received at the Charrette and list of attendees can be found in Appendix H.

10.1.4. Corridor Alternatives Meeting

A corridor alternatives meeting was held on February 28, 2011 at the Jack McLean, Jr. Community Center to offer the community an opportunity to provide input on the various corridor options that were developed for consideration. There were a total of 20 participants at the corridor alternatives meetings. In addition to general comments received, there were four stations set up for specific components of each corridor alternative: (1) Modal Connectivity, (2) Parks and Amenities, (3) Land Use and Zoning, and (4) Roadway and Trail Concepts. A summary of the comments received and list of attendees at the corridor alternatives meeting can be found in Appendix H.

10.1.5. Presentation of Master Plan and PD&E Kick-off

The Master Plan was first presented in March 2012 and included a review of the corridor study process, Public Involvement activities, Master Plan refinement, and an overview of the PD&E. Subsequently, in May 2012, a PD&E kick-off meeting was held to review the alternatives developed, present the alternatives recommended by the project team, respond to the prior meeting, and discuss the project schedule.

10.1.6. PD&E Alignment Alternatives Meeting

A public alternatives meeting was held on April 12, 2012 at the Jack L. McLean, Jr. Community Center. The purpose of the meeting was to allow the public the opportunity to refine the design concepts. The meeting included a presentation made by the project team where the project activities to-date were reviewed, the concepts that resulted from the Charrette were presented, and the next steps were discussed. Following the presentation by the project team, the concepts in graphic form were depicted on boards throughout the meeting room and the workshop transitioned into an open-house format where the community could review the concepts at each station, ask questions of the project team members, and make comments or suggestions for refinement on their comment forms and to the project team members at the station. Following the meeting, the community's comments were summarized and final adjustments were made to the concepts.

A majority of the comments received following the public alignment alternatives meeting concluded the urban option as the preferred alternative for Segment 1. For Segment 2, most of the public comments

showed a preference for the loop alternative. Overall, there was a desire of increased bicycle and pedestrian facilities and accessibility. See Appendix H for the comments received and a list of attendees at this meeting.

10.2. Efficient Transportation Decision Making (ETDM) Programming Screening

The ETDM Programming Screening evaluated alternatives based on different combinations of existing and realignment segment alternatives as described in Section 7. The alternatives did not differentiate between left, right or center alignment and consisted of various combinations of the alternatives through Segments 1 and 2. For the most part the comments for the re-alignment alternatives were the same for each resource category.

Based on the ETDM Programming Screen, the following resources are not applicable to this project: Coastal and Marine and Navigation. The project effects with at least a moderate degree of effect are summarized in Table 10.1 below.

Table 10.1: Summary of Project Effects Overview

Issue	Degree of Effect	Organization
Natural		
Contaminated Sites	Moderate	FL Department of Environmental Protection
Special Designations	Moderate	US Environmental Protection Agency
Special Designations	Moderate	Federal Highway Administration
Water Quality and Quantity	Moderate	US Environmental Protection Agency
Water Quality and Quantity	Moderate	FL Department of Environmental Protection
Water Quality and Quantity	Moderate	Northwest Florida Water Management District
Water Quality and Quantity	Moderate	Federal Highway Administration
Cultural		
Historic and Archaeological Sites	Moderate	Federal Highway Administration
Historic and Archaeological Sites	Moderate	FL Department of State
Recreation Sites	Moderate	US Environmental Protection Agency
Recreation Sites	Moderate	FL Department of Environmental Protection
Recreation Sites	Moderate	Federal Highway Administration
Community		
Mobility	Moderate	Federal Highway Administration
Social	Moderate	Federal Highway Administration

The comments of each agency that addresses these effects are provided in the Efficient Transportation Decision Making (ETDM) Summary Report in Appendix I.

10.3. Advance Notification

The AN was published on May 10, 2011 and republished as part of the ETDM screening. The AN is provided in Appendix J.

10.4. Website

CRTPA and the project team developed a project website at the start of the project and maintained the site throughout the project process. The website provided background information on the project and was continuously updated throughout the project with information regarding evaluation criteria, alternatives considered, and studies performed. Public involvement materials and CR materials were also available on the website. The website provided information on the upcoming events of the project to keep the public apprised of the project process.

The website is found at: http://www.crtpa.org/Woodville_Highway_South.html.

10.5. Public Hearing

A Public Hearing was held at the Jack McLean Community Center on May 9, 2013 in order to present the findings of the study and to obtain public comments. There were forty people in attendance at the meeting. The Public Hearing was advertised in the Florida Administrative Register on April 26, 2013 and the local newspaper, the Tallahassee Democrat, on April 10, 2013 and May 1, 2013. Notifications to property owners were mailed on April 15, 2013. Draft project documents were made available to the public from April 10, 2013 through May 20, 2013 at the Dr. B.L. Perry, Jr. Branch Library.

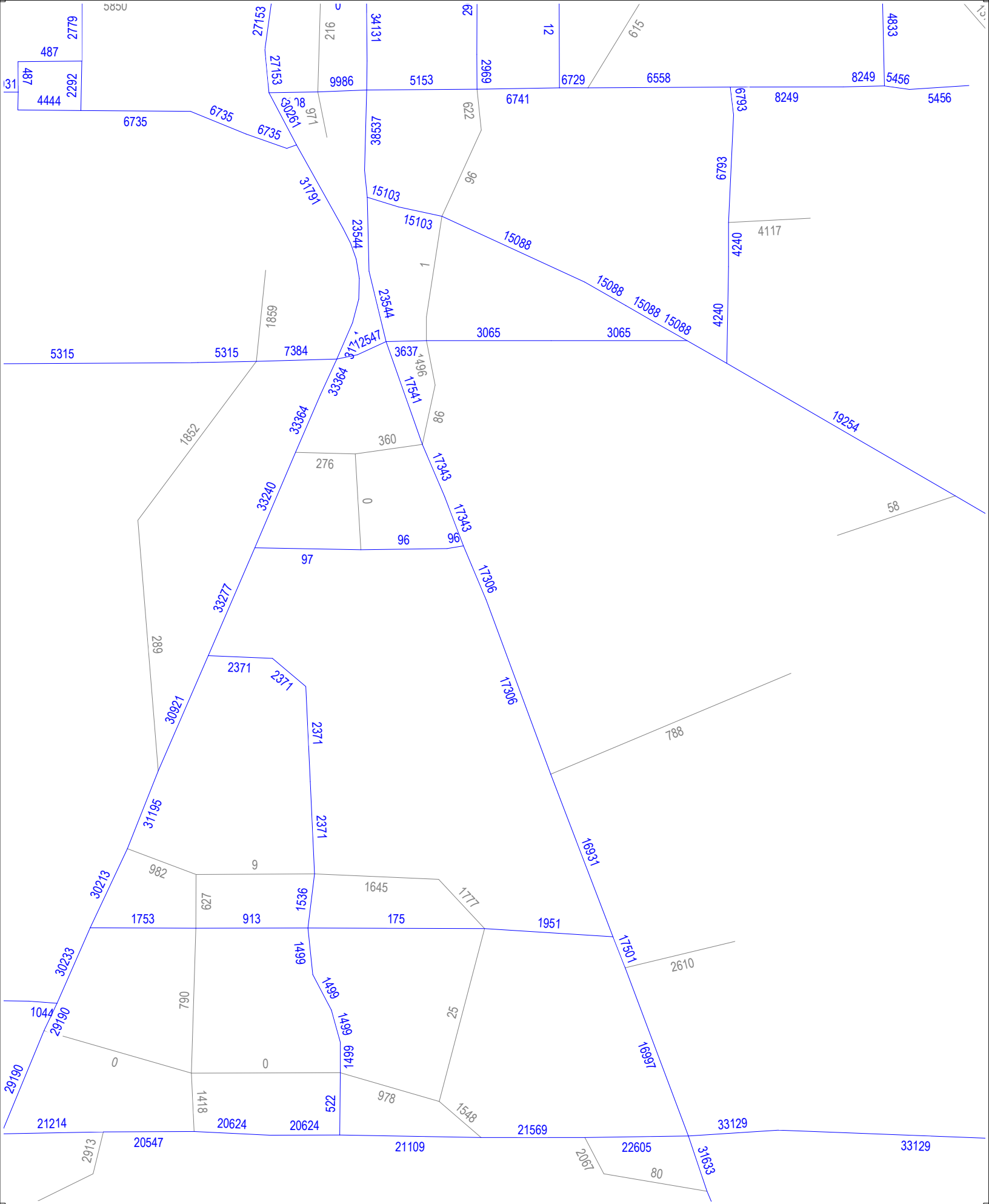
The format of the hearing consisted of an initial open house followed by a formal presentation and opportunity for public comment. Throughout the open house portion of the hearing, comments from attendees on the proposed improvements were generally positive and included questions concerning the schedule for completion. During the official public comment period, two persons provided comments. One commenter spoke in favor of the project and suggested increased stability of the reconstructed St. Marks Trail Extension at intersections with side roads/business driveways. The other commenter asked questions concerning the construction let date, length of construction, status of the project in the five- and ten-year work plan, and whether or not FDOT would work with affected property owners on the locations of driveways. After the Public Hearing (and during the 11-day public comment period), six written comments were received. These comments covered the following topics: improvements to the St. Marks Trail Extension and overall construction concerns (e.g. construction length, access to businesses, potential impacts to the Oak Ridge neighborhood). A copy of the verbatim transcript from the Public Hearing, as well as copies of the written comments received after the Public Hearing and written responses, is provided in Appendix H.

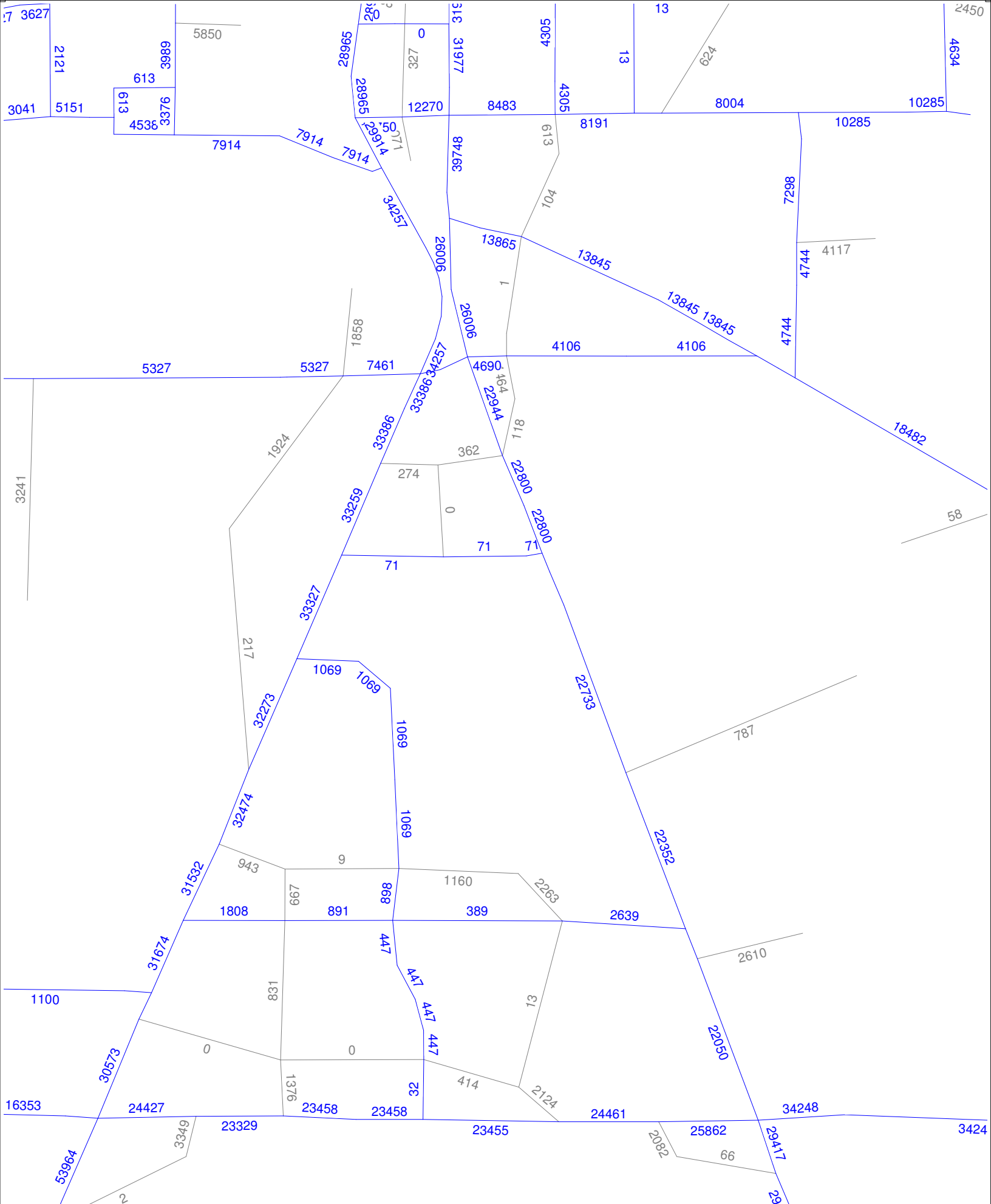
APPENDICES

Appendix A

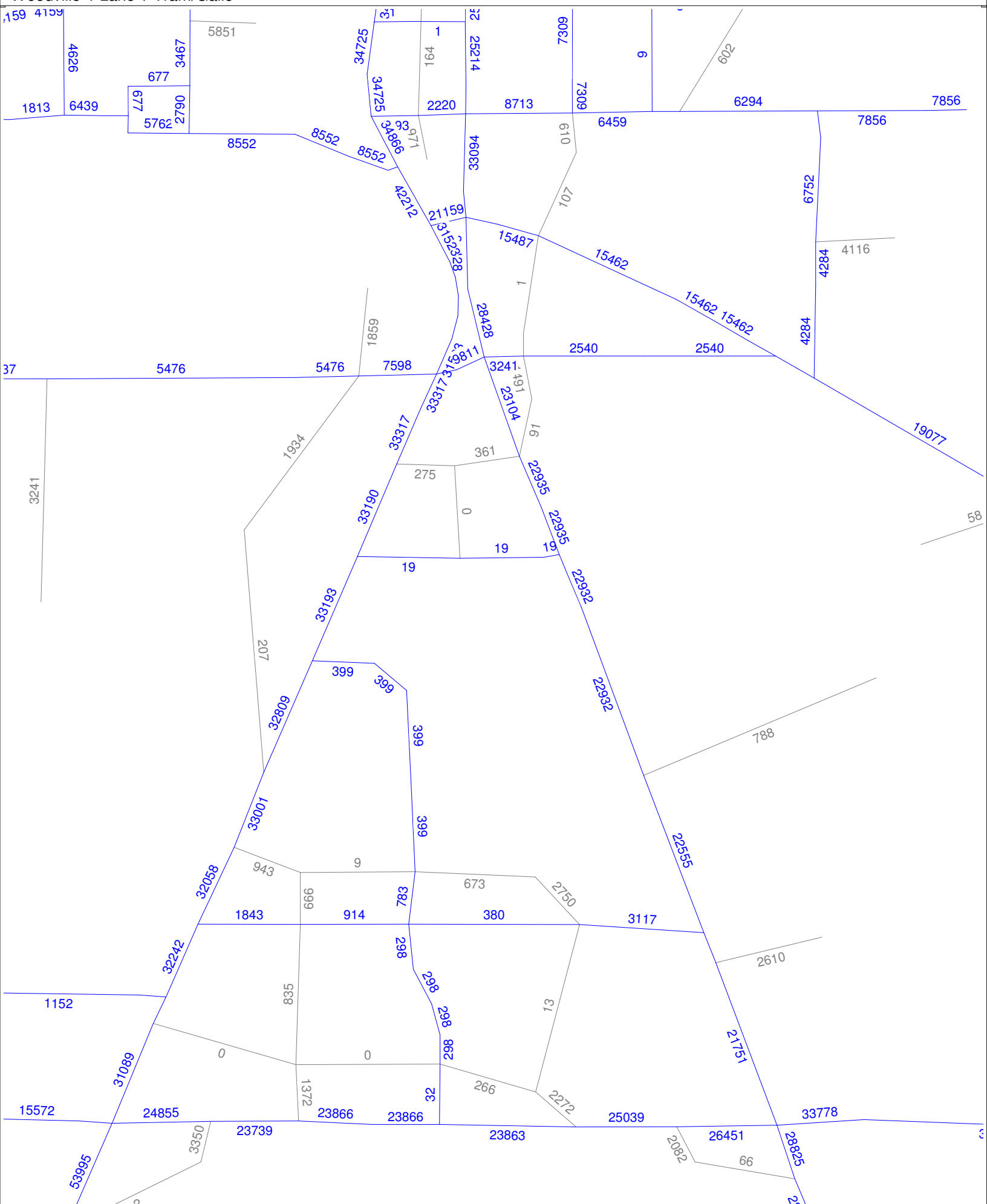
2035 CRTPA Models

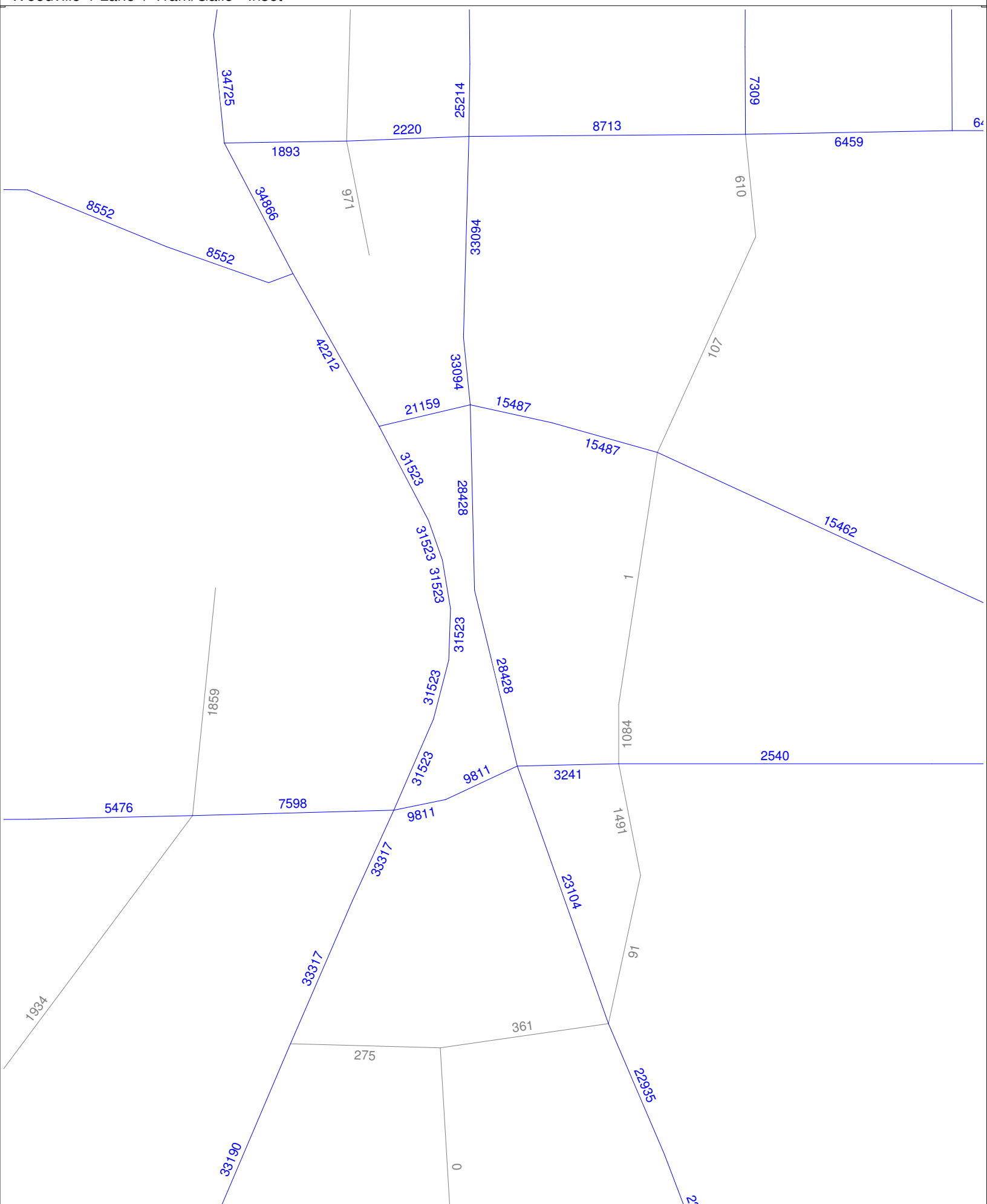
2035 CRTPA Model
Woodville Highway No Build



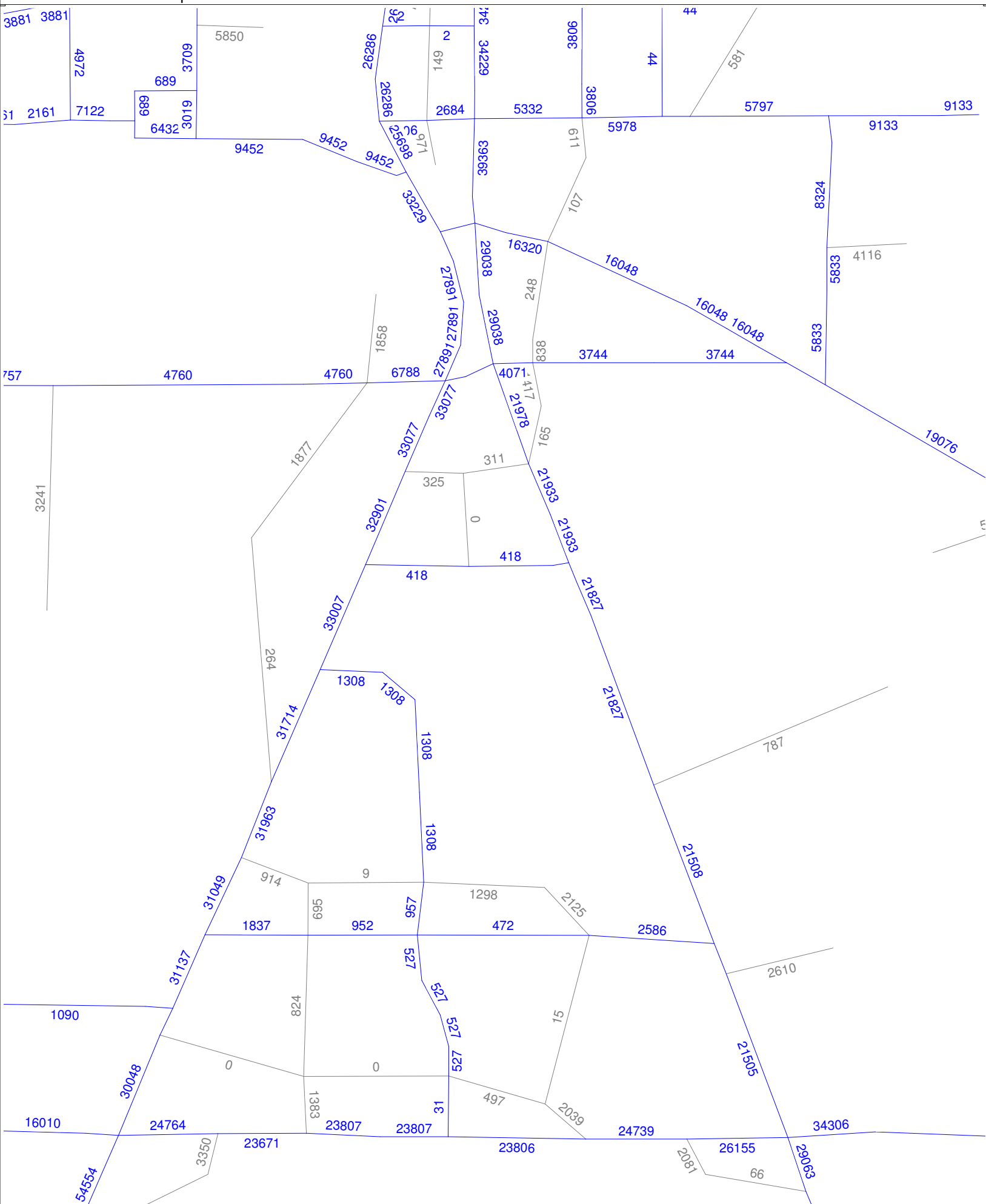


2035 CRTPA Model Woodville 4-Lane + Tram/Gaile





2035 CRTPA Model
Woodville 4-Lane + Loop



Appendix B

Safety and Crash Analysis

Woodville Highway Safety and Crash Analysis

Crash report data were obtained from the Florida Department of Transportation for Woodville Highway (SR 363) within the project limits. The most recent five years of certified available crash data were analyzed to identify specific crash patterns and locations that may indicate a safety problem within the corridor. A total of 142 crashes, including 67 injury crashes and 1 fatal crash, were reported over the five-year period from January 1, 2004 to December 31, 2008. The number of crashes per year decreased in 2006 but has remained relatively consistent overall. Table 1 summarizes the total number of crashes that occurred on Woodville Highway along the 1.648 miles within the study area.

Table 1. Summary of Crashes by Year						
Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Dark Crashes	Number of Wet Crashes	Number of Truck Crashes
2004	27	17	1	5	5	2
2005	31	13	0	4	5	3
2006	24	8	0	7	5	2
2007	30	16	0	11	6	2
2008	30	13	0	4	4	3
Total	142	67	1	31	25	12
Average per Year	28.4	13.4	0.2	6.2	5.0	2.4
Percent		47.2%	0.7%	21.8%	17.6%	8.5%

Several parameters were used to analyze the crash data to determine trends in the circumstances involved in the crashes. Approximately 22 percent of all the crashes within the study limits occurred on a Friday. The peak period for crash frequency occurred between the hours of 4:00 PM to 7:00 PM and smaller peaks in frequency occurred between the hours of 7:00 AM to 9:00 AM and 2:00 PM to 3:00 PM. The leading contributing causes of crashes within the study limits were documented in the crash data as careless driving (38.7 percent) and failure to yield right-of-way (26.1 percent). A crash type analysis was also conducted for the corridor. The predominant crash types were rear-end crashes (31.0 percent), left-turn crashes (17.6 percent), and angle crashes (16.2 percent). Table 2 summarizes the number of crashes that occurred by harmful event.

Table 2. Summary of Crashes by Harmful Event							
Type	2004	2005	2006	2007	2008	Total	Percent
Rear-End	11	9	9	9	6	44	31.0%
Left-Turn	5	8	1	4	7	25	17.6%
Angle	2	8	3	8	2	23	16.2%
Sideswipe	1	1	4	1	3	10	7.0%
Head-On	2	1	1	0	2	6	4.2%
Fixed Object	0	1	2	1	2	6	4.2%
Right-Turn	0	0	1	2	2	5	3.5%
Backed Into	1	1	1	0	0	3	2.1%
Bicycle	1	0	1	0	0	2	1.4%
Overturned	1	0	0	0	1	2	1.4%
All Others	3	2	1	5	5	16	11.4%
Total	27	31	24	30	30	142	100.0%

The study corridor is divided into five separate crash rate categories based on roadway cross section:

- Urban, 4-lane, divided, raised median (U-4DR) from milepost 7.297 to milepost 7.489
- Suburban, 4-lane, divided, paved median (S-4DP) from milepost 7.489 to milepost 7.561
- Suburban, 2-lane, divided, paved median (S-2DP) from milepost 7.561 to milepost 7.793
- Suburban, 2-lane, undivided (S-2UN) from milepost 7.793 to milepost 8.838
- Urban, 4-lane, divided, paved median (U-4DP) from milepost 8.838 to milepost 8.945

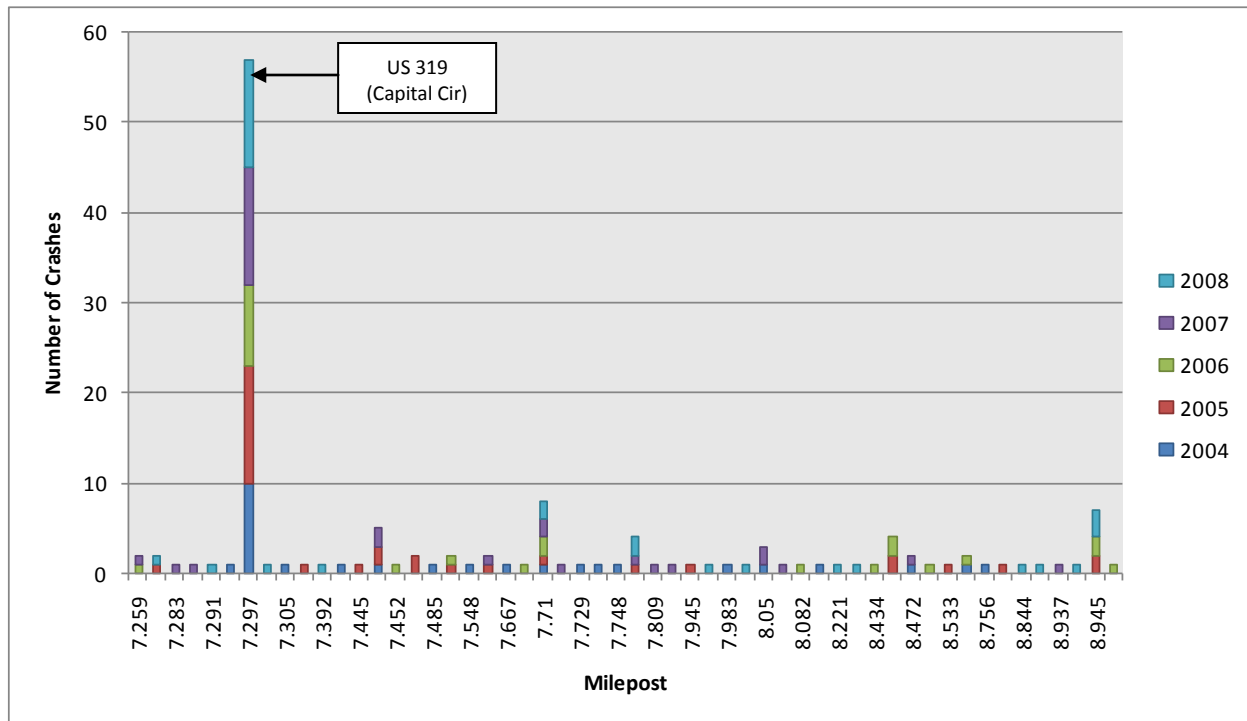
These crash rate categories were used to compare the actual crash rate of each of the categorized segment of the corridor to the statewide average crash rate for similar facilities from 2004 to 2008. The confidence level, which is a measure of the statistical significance of the comparison, was also calculated when the actual crash rate was greater than the statewide average crash rate. A confidence level above 99.50% for a suburban section and 99.95% for an urban section is considered significant.

The analysis revealed that the first categorized segment of the corridor from milepost 7.297 to milepost 7.489 has experienced abnormally high crash rates at the 99.99% confidence level as compared to similar locations statewide each year from 2004 to 2008. Table 3 summarizes the results of the crash rate analysis for the five segments.

Table 3. Summary of Segment Crash Rates (number of crashes per million vehicle miles)						
		2004	2005	2006	2007	2008
U-4DR	Actual Crash Rate	10.483	14.240	8.414	13.677	11.762
	Statewide Average	2.669	2.692	2.547	2.429	2.309
	Confidence Level	99.99%	99.99%	99.99%	99.99%	99.99%
S-4DP	Actual Crash Rate	3.020	5.475	3.069	3.145	N/A
	Statewide Average	2.176	2.136	2.035	1.916	N/A
	Confidence Level	82.12%	97.44%	84.85%	87.29%	N/A
S-2DP	Actual Crash Rate	4.686	1.699	2.857	3.904	3.662
	Statewide Average	2.489	2.419	2.253	2.118	2.066
	Confidence Level	95.99%	N/A%	77.04%	94.29%	93.19%
S-2UN	Actual Crash Rate	1.248	0.943	1.269	1.300	0.813
	Statewide Average	1.117	1.027	0.972	0.928	0.847
	Confidence Level	68.79%	50.80%	81.33%	85.77%	56.36%
U-4DP	Actual Crash Rate	N/A	2.154	3.212	1.141	6.669
	Statewide Average	N/A	3.717	3.650	3.684	3.497
	Confidence Level	N/A	N/A	51.99%	N/A	97.06%

The crash data were additionally analyzed to determine the prominent spot locations where crashes occurred during the five-year period. The criterion used to define a high crash location was a location experiencing more than 8 crashes per year, or 40 crashes over the analysis period. The limits of each intersection were taken to be 0.05 mile in each direction of the intersection milepost. Figure 1 illustrates the number of crashes by milepost for the corridor.

Figure 1. Summary of Crashes by Milepost



The only crash concentration occurred at the intersection of Woodville Highway and US 319 (Capital Circle) within the limits of the U-4DR crash rate category. Approximately 48 percent (68 crashes) of all the crashes in the study area occurred at this intersection. The actual crash rate for the intersection was calculated and compared to the statewide average crash rate for similar facilities from 2004 to 2008. The analysis revealed that the intersection has experienced abnormally high crash rates above the 99.95% confidence level as compared to similar locations statewide each year except 2005. Table 4 summarizes the results of the crash rate analysis for the intersection.

		2003	2004	2005	2006	2007
Capital Circle Signalized Intersection	Actual Crash Rate	1.071	1.330	0.910	1.447	1.343
	Statewide Average	0.453	0.457	0.420	0.422	0.394
	Confidence Level	99.95%	99.99%	99.69%	99.99%	99.99%

The crash data were further analyzed at Capital Circle and several crash trends were noted. The most common crash types were rear-end (29 percent), left-turn (19 percent), and angle (19 percent). Nearly 18 percent of the crashes occurred during wet conditions and 25 percent of the crashes occurred during dark conditions. The highest frequency of crashes occurred from 5:00 PM to 6:00 PM during the typical

PM peak period. The majority of the rear-end crashes were in the westbound direction. The predominant direction of travel for the at-fault vehicle in the left-turn and angle crashes was southbound. The single fatality in the study corridor occurred at the intersection of Capital Circle in 2004. The crash resulted from a southbound-westbound angle collision at 12:30 PM on a Friday during dry conditions. The listed contributing cause was disregarding the traffic signal.

The FDOT High Crash Segment List and High Crash Intersection List were reviewed to determine if the study corridor was associated with any high crash areas during the years 2004 to 2008. The U-4DR segment and the intersection of Capital Circle were classified as high crash each year. The segment was classified under two different milepost limits from 2004 to 2006 and from 2007 to 2008. The intersection of Shannon Street was also classified as a high crash intersection; however, the classification is actually a false positive, which is a common issue when looking at very closely spaced intersections. The crashes occurring at Capital Circle are being flagged at both intersections by the methodology used to create the high crash list. Table 5 summarizes the high crash locations by year within the study limits.

Table 5. Summary of FDOT High Crash Segments and Intersections								
Location	Type	Begin Milepost	End Milepost	2004	2005	2006	2007	2008
U-4DR	Segment	7.098	7.387	-	-	-	X	X
U-4DR	Segment	7.106	7.385	X	X	X	-	-
Capital Circle	Intersection	7.297		X	X	-	X	X
Shannon St	Intersection	7.344		X	X	X	X	X

In summary, the portion of Woodville Highway under study is comprised of five distinct segments based on crash rate category. Crash report data were compiled and reviewed for the five-year period from 2004 to 2008 and compared to statewide average data. The segment classified as urban, four-lane, divided, raised median from milepost 7.297 to milepost 7.489 has experienced crash rates that are significantly higher than similar facilities statewide. Additionally, the intersection of Woodville Highway at Capital Circle, which falls within the limits of this segment at milepost 7.297, has also experienced statistically significant crash rates. This segment and the intersection have appeared on the FDOT High Crash Lists each year of the crash analysis. The predominant crash type at the intersection is a rear-end crash and the predominant crash period is the PM peak hour. Based on this, it can be concluded that traffic congestion is a significant contributing factor to the high crash rates. The second and third most predominant crash types at the intersection are left-turn and angle crashes, and one fatal angle crash was reported in 2004. It is recommended to evaluate the existing protected-permissive left-turn phasing for conversion to protected-only left-turn phasing as a possible improvement to reduce left-turn crashes. It is also recommended to investigate red-light running and evaluate the clearance intervals to prevent future angle crashes.

Appendix C

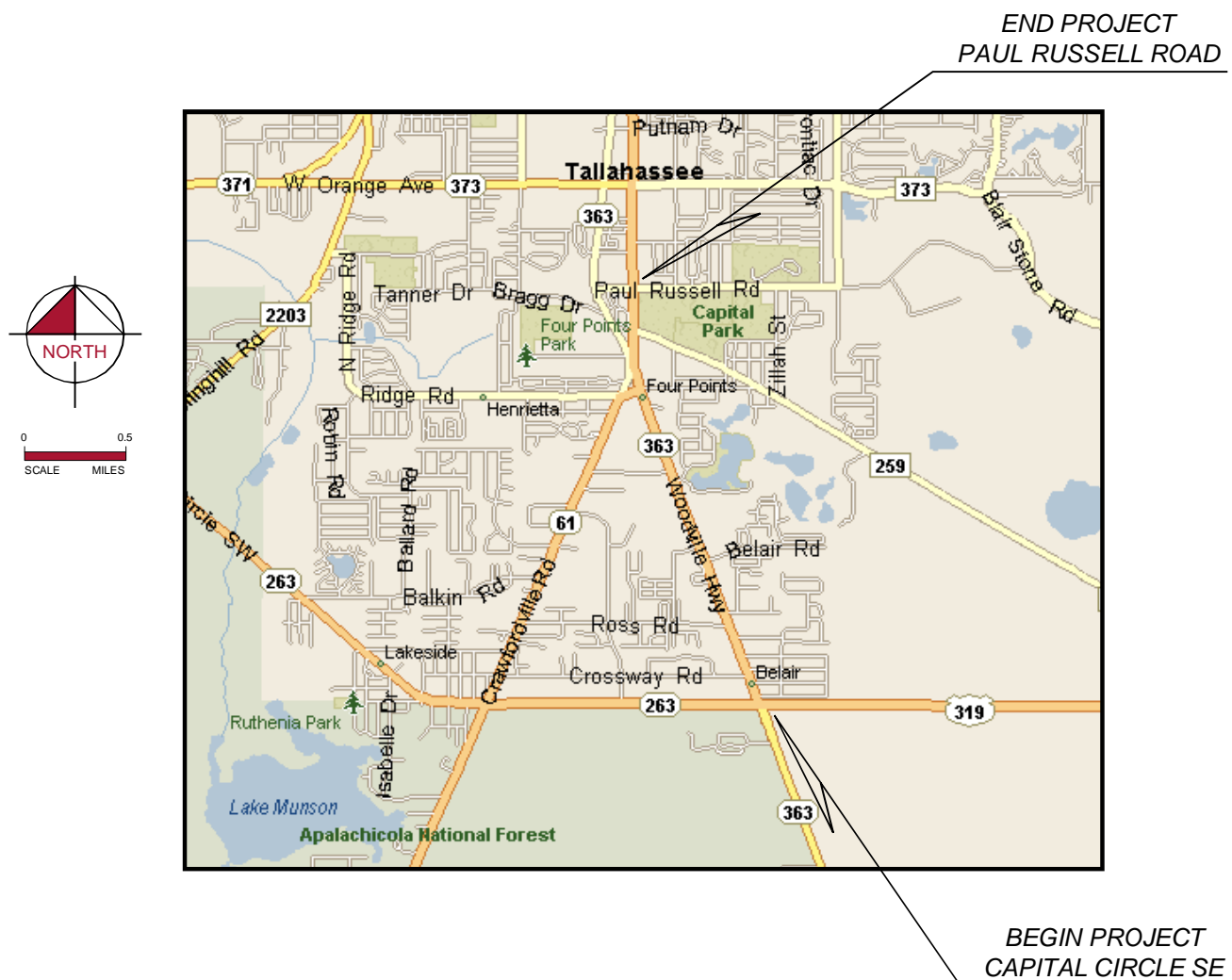
Typical Section Package

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

WOODVILLE HIGHWAY (SR 363) PD&E

PREPARED FOR
CAPITAL REGION TRANSPORTATION PLANNING AGENCY



PREPARED BY



Kimley-Horn and Associates, Inc.

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WWW.KIMLEY-HORN.COM CA 00000696

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 424009-2 COUNTY (SECTION) LEON (55040)
PROJECT DESCRIPTION PD&E FOR SR 363 – FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS

PROJECT CONTROLS

FUNCTIONAL CLASSIFICATION

- ☐ RURAL
☒ URBAN
☐ FREEWAY/EXPWY. ☐ MAJOR COLL.
☒ PRINCIPAL ART. ☐ MINOR COLL.
☐ MINOR ART. ☐ LOCAL

HIGHWAY SYSTEM

- Yes No
☐ ☒ NATIONAL HIGHWAY SYSTEM
☐ ☒ FLORIDA INTRASTATE HIGHWAY SYSTEM
☐ ☒ STRATEGIC INTERMODAL SYSTEM

☒ ☐ STATE HIGHWAY SYSTEM
☐ ☒ OFF STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ☐ 1 – FREEWAY
☐ 2 – RESTRICTIVE w/Service Roads
☐ 3 – RESTRICTIVE w/660 ft. Connection Spacing
☐ 4 – NON-RESTRICTIVE w/2640 ft. Signal Spacing
☒ 5 – RESTRICTIVE w/440 ft. Connection Spacing
☐ 6 – NON-RESTRICTIVE w/1320 ft. Signal Spacing
☐ 7 – BOTH MEDIAN TYPES

TRAFFIC

	YEAR	AADT
CURRENT	<u>2009</u>	<u>15,700</u>
OPENING	<u>2020</u>	<u>20,900</u>
DESIGN	<u>2035</u>	<u>28,000</u>

DISTRIBUTION

DESIGN SPEED	<u>45/30</u>	K	11.3%
POSTED SPEED	<u>45/25</u>	D	64.0%
		T ₂₄	4.92%

CRITERIA

- ☒ NEW CONSTRUCTION / RECONSTRUCTION
☐ RRR INTERSTATE / FREEWAY
☐ RRR NON-INTERSTATE / FREEWAY
☐ TDLC / NEW CONSTRUCTION / RECONSTRUCTION
☐ TDLC / RRR
☐ MANUAL OF UNIFORM MINIMUM STANDARDS
(FLORIDA GREENBOOK) (OFF-STATE HIGHWAY SYSTEM ONLY)

DESIGN SPEED APPROVALS

_____ DISTRICT DESIGN ENGINEER	_____ DATE
_____ DISTRICT TRAFFIC OPERATIONS ENGINEER	_____ DATE

LIST ANY POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION ELEMENTS:

- 1.) ACCESS MANAGEMENT AND MEDIAN OPENING SPACING LESS THAN REQUIRED.
- 2.) 12' ST MARKS TRAIL WIDTH DESIGN USED IN LIEU OF REVISED FDOT MINIMUM OF 10'

LIST MAJOR STRUCTURES LOCATION/DESCRIPTION – REQUIRING INDEPENDENT STRUCTURE DESIGN:
NONE

LIST MAJOR UTILITIES WITHIN PROJECT CORRIDOR:

CENTURYLINK
COMCAST CABLE COMMUNICATIONS, INC.
LEVEL 3 COMMUNICATIONS

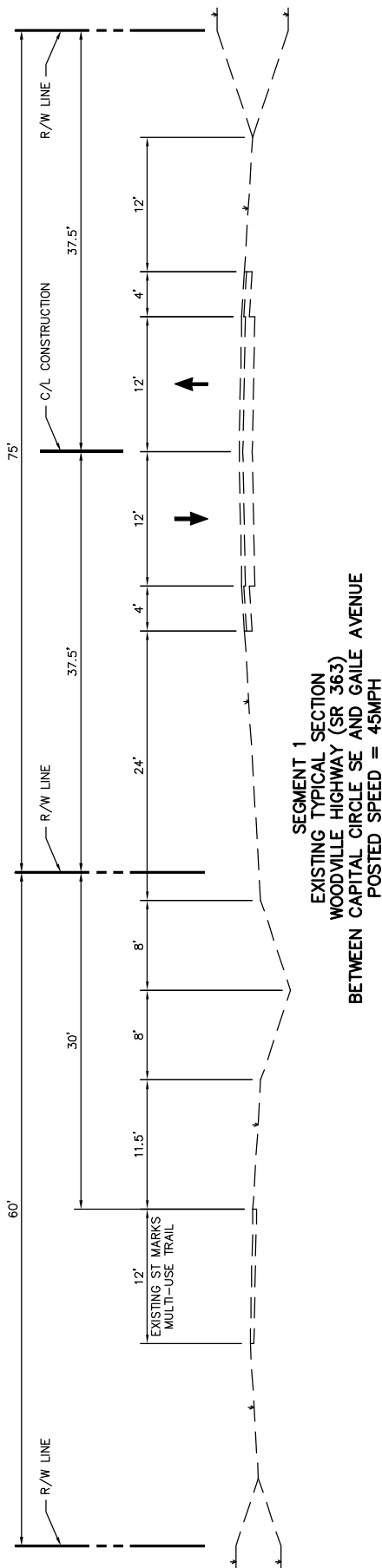
SOUTHERN LIGHT, LLC
CITY OF TALLAHASSEE

LIST OTHER INFORMATION PERTINENT TO DESIGN OF PROJECT:

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID	424009-2	FEDERAL AID PROJECT NO.	N/A	COUNTY NAME	LEON
SECTION NO.	55040	ROAD DESIGNATION	SR 363	LIMITS/MILEPOST	MP 5.279 – MP 7.483
PROJECT DESCRIPTION	PD&E FOR SR 363 – FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS				

PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

Scott Golden, P.E.
FDOT District 3 Engineer

Date

PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 424009-2

FEDERAL AID PROJECT NO. N/A

COUNTY NAME

LEON

SECTION NO. 55040

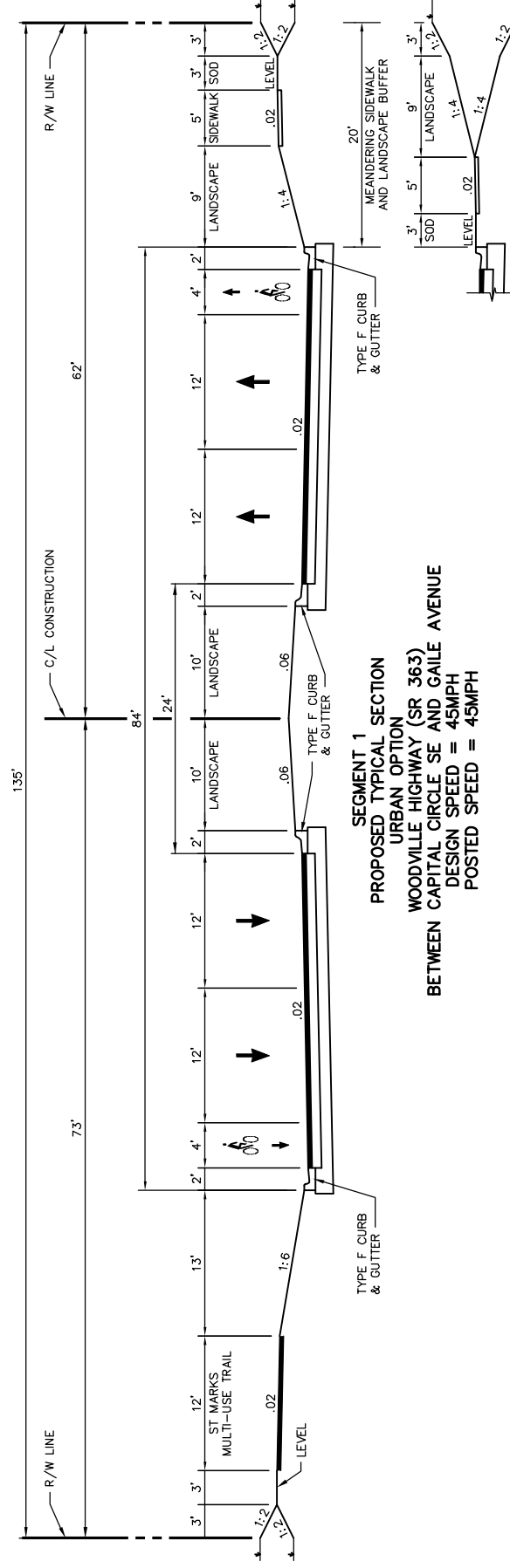
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7	8
9	10
11	12
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81	82
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85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

MP 5.279 – MP 7.483

PROJECT DESCRIPTION

PD&E FOR SR 363 – FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS

PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY:

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Engineer Of Record

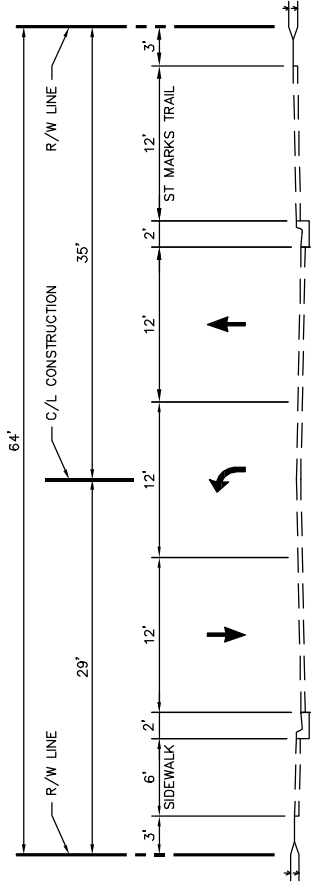
Scott Golden, P.E.
FDOT District 3 Engineer

Date _____

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PROJECT DESCRIPTION	PD&E FOR SR 363 – FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS				

PROPOSED ROADWAY TYPICAL SECTION



EXISTING TYPICAL SECTION
GAILE AVENUE
BETWEEN CRAWFORDVILLE ROAD (SR 61)
AND WOODVILLE HIGHWAY (SR 363)
POSTED SPEED = 30MPH

APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

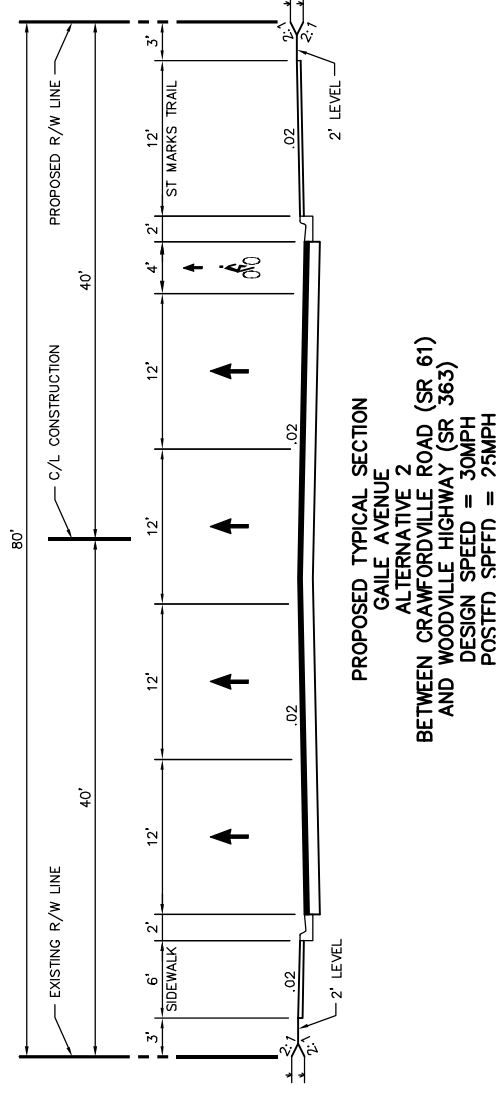
Scott Golden, P.E.
FDOT District 3 Engineer

Date

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SECTION NO. 55040 ROAD DESIGNATION SR 363 LIMITS/MILEPOST MP 5.279 - MP 7.483
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PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

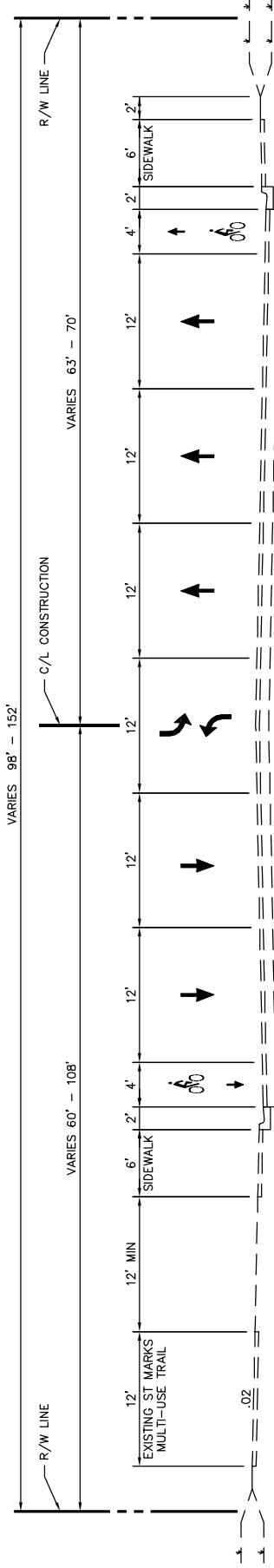
Scott Golden, P.E.
FDOT District 3 Engineer

Date

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SECTION NO.	55040	ROAD DESIGNATION	SR 363	LIMITS/MILEPOST	MP 5.279 - MP 7.483
PROJECT DESCRIPTION	PD&E FOR SR 363 - FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS				

PROPOSED ROADWAY TYPICAL SECTION



EXISTING TYPICAL SECTION
CRAWFORDVILLE ROAD (SR 61) - S ADAMS STREET (SR 363)
BETWEEN GALE AVENUE AND TRAM ROAD
POSTED SPEED = 35MPH

APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

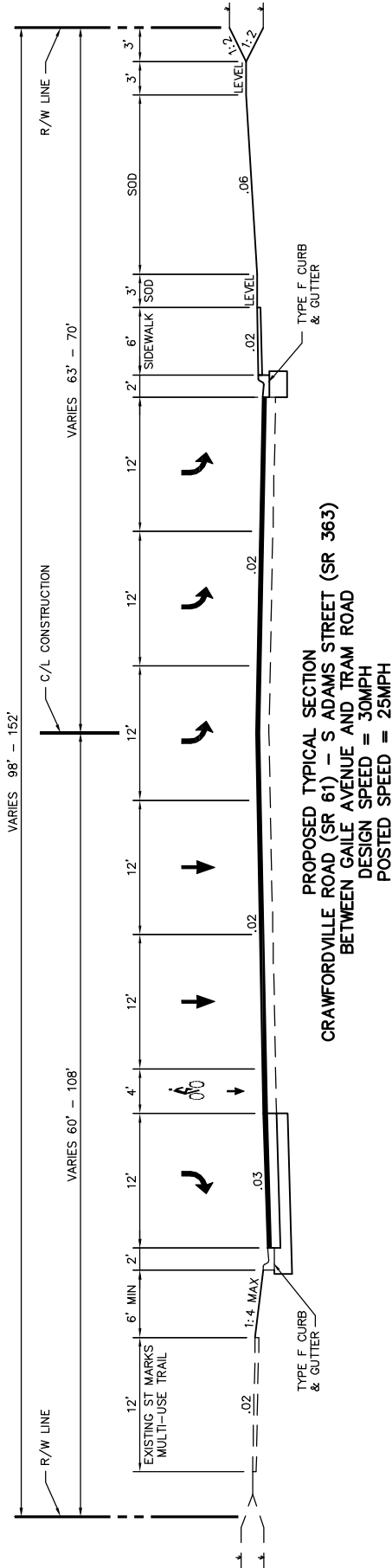
Scott Golden, P.E.
FDOT District 3 Engineer

Date

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PROJECT DESCRIPTION	PD&E FOR SR 363 - FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS				

PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

Scott Golden, P.E.
FDOT District 3 Engineer

Date

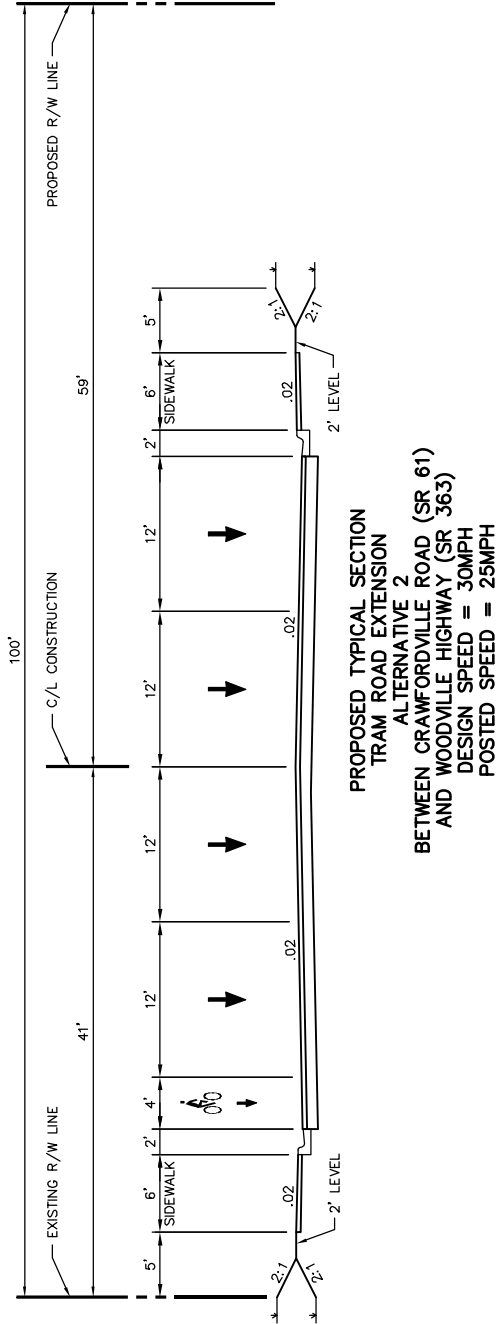
PROJECT IDENTIFICATION

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SECTION NO. 55040 ROAD DESIGNATION SR 363 LIMITS/MILEPOST MP 5.279 - MP 7.483

PROJECT DESCRIPTION PD&E FOR SR 363 - FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS

PROPOSED ROADWAY TYPICAL SECTION



APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

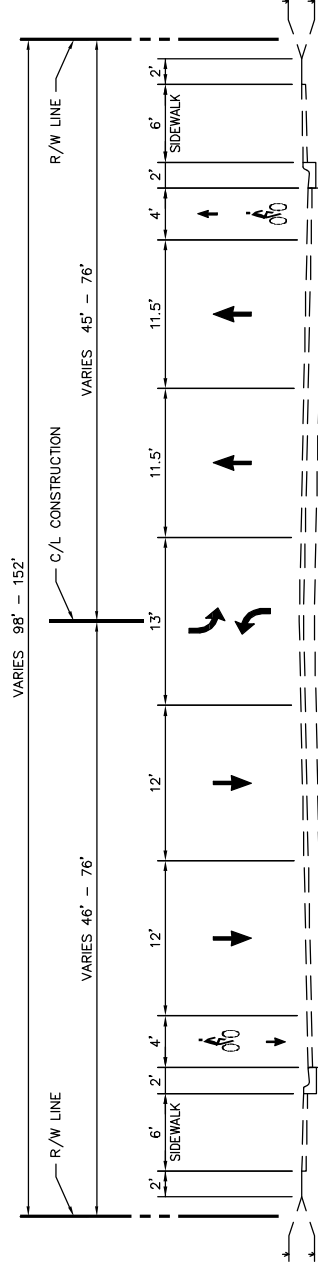
Scott Golden, P.E.
FDOT District 3 Engineer

Date

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PROPOSED ROADWAY TYPICAL SECTION



SEGMENT 2
EXISTING TYPICAL SECTION
WOODVILLE HIGHWAY (SR 363)
BETWEEN GAILE AVENUE AND PAUL RUSSELL ROAD
POSTED SPEED = 35MPH

APPROVED BY:

FDOT CONCURRENCE

GEORGE E. ROLAND
Engineer Of Record

Date

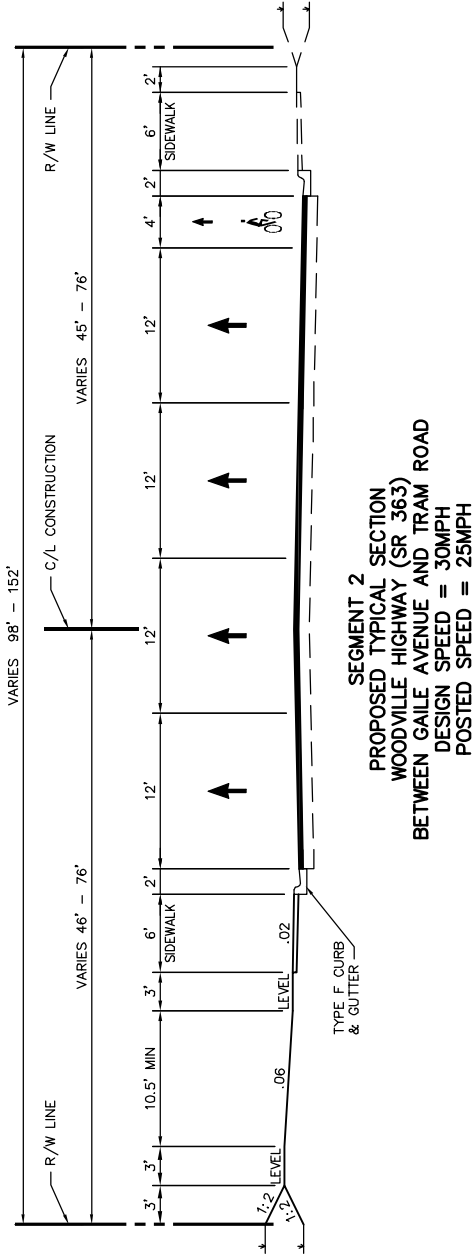
Scott Golden, P.E.
FDOT District 3 Engineer

Date

PROJECT IDENTIFICATION

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PROJECT DESCRIPTION	PD&E FOR SR 363 - FROM US 319 TO PAUL RUSSELL ROAD, ADDING CAPACITY AND ALTERING OPERATIONS				

PROPOSED ROADWAY TYPICAL SECTION



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FDOT CONCURRENCE

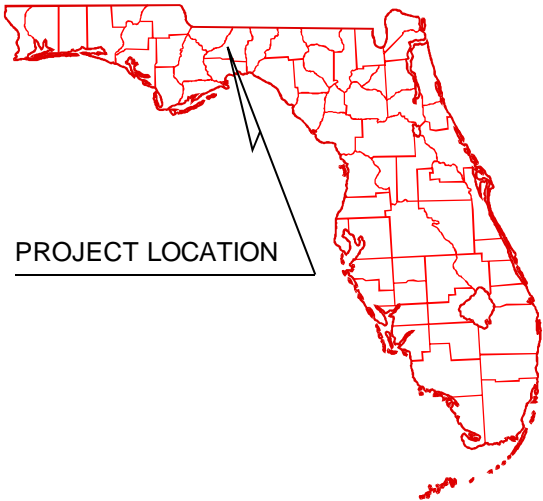
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Engineer Of Record

Date

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FDOT District 3 Engineer

Date

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PROJECT LOCATION

CONCEPT PLANS

FOR

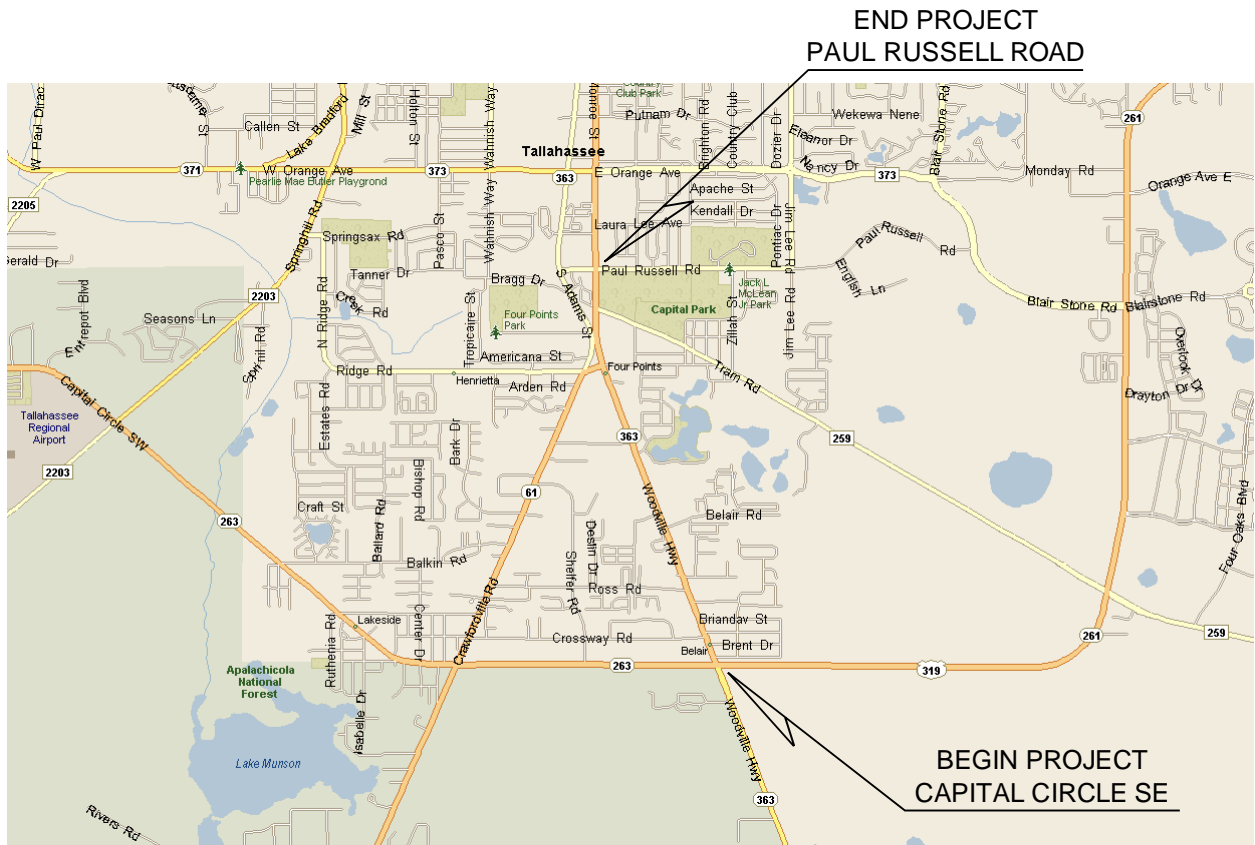
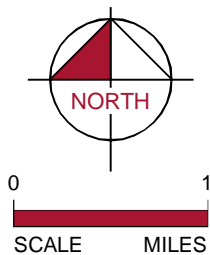
WOODVILLE HIGHWAY (SR 363)

FROM CAPITAL CIRCLE SE TO PAUL RUSSELL ROAD



PREPARED FOR


CAPITAL REGION TRANSPORTATION PLANNING AGENCY



VICINITY MAP

INDEX OF SHEETS

Sheet Number	Sheet Title
C-1	COVER SHEET
K-1	KEY SHEET
1-1	CONCEPT PLAN
1-2	CONCEPT PLAN
1-3	CONCEPT PLAN
1-4	CONCEPT PLAN
1-5	CONCEPT PLAN
1-6	CONCEPT PLAN
1-7	CONCEPT PLAN
1-8	CONCEPT PLAN
1-9	CONCEPT PLAN

				 <div>Kimley-Horn and Associates, Inc.</div> <div>© 2012 KIMLEY-HORN AND ASSOCIATES, INC. 1725 HERMITAGE BOULEVARD, TALLAHASSEE, FL 32308 PHONE: 850-553-3500 FAX: 850-309-0055 WWW.KIMLEY-HORN.COM CA 00000696</div>	KHA PROJECT 142224000	WOODVILLE HWY (SR 363) PD&E PREPARED FOR CAPITAL REGION TRANSPORTATION PLANNING AGENCY TALLAHASSEE, FLORIDA	LICENSED PROFESSIONAL	COVER SHEET	SHEET NUMBER C-1
			DATE 05-15-2012		_____				
			SCALE AS SHOWN		FLORIDA LICENSE NUMBER				
			DESIGNED BY WJL		_____				
			DRAWN BY BL		DATE: _____				
			CHECKED BY GER						
No.	REVISIONS	DATE	BY						

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KHA PROJECT 142224000	DATE 05-15-2012
SCALE AS SHOWN	DESIGNED BY WJL
DRAWN BY BL	CHECKED BY GER

WOODVILLE HWY (SR 363) PD&E
PREPARED FOR
**CAPITAL REGION TRANSPORTATION
PLANNING AGENCY**
TALLAHASSEE, FLORIDA

LICENSED PROFESSIONAL

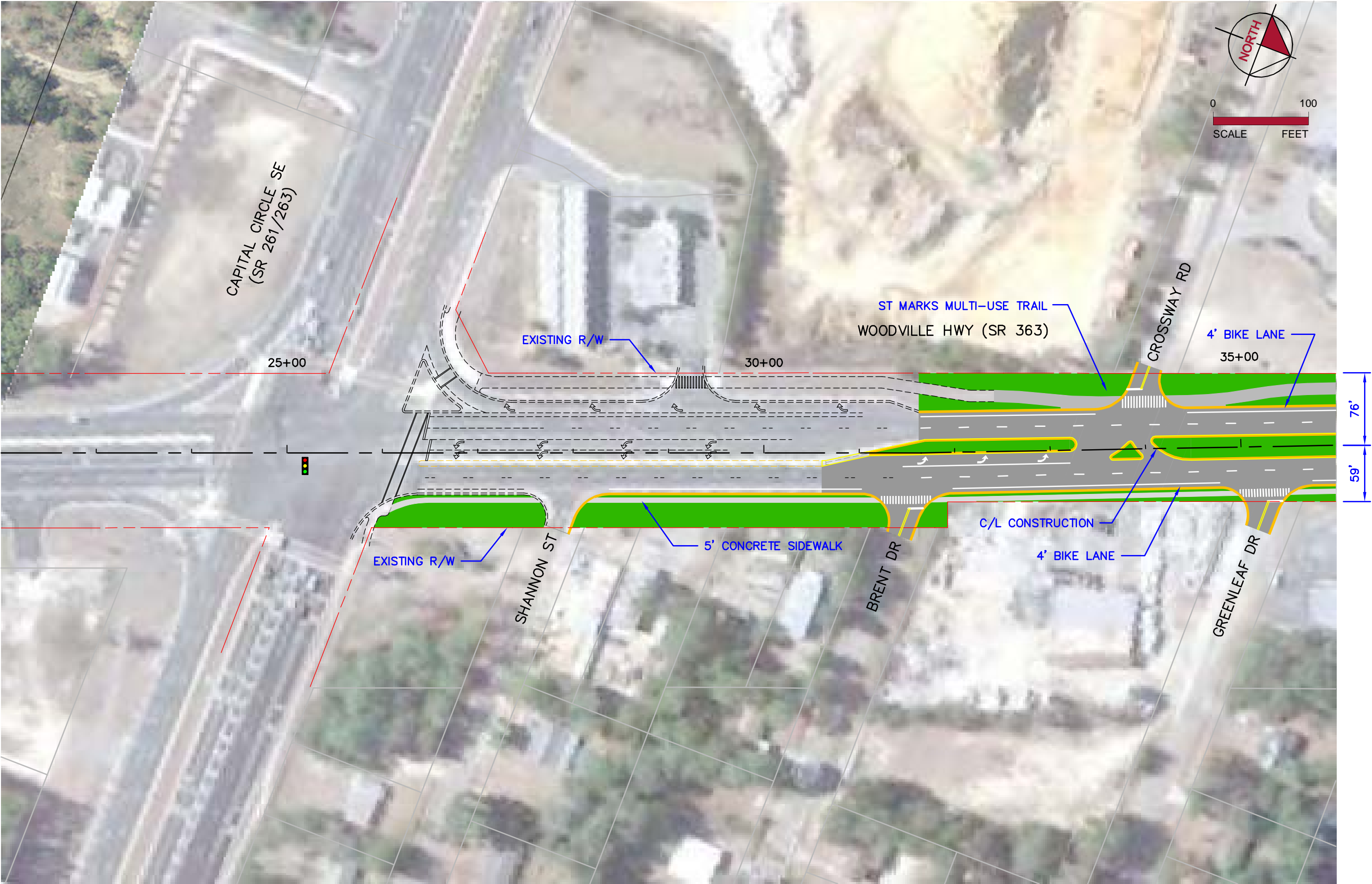
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KEY SHEET

SHEET NUMBER
K-1

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PREPARED FOR
**CAPITAL REGION TRANSPORTATION
PLANNING AGENCY**
TALLAHASSEE, FLORIDA

LICENSED PROFESSIONAL

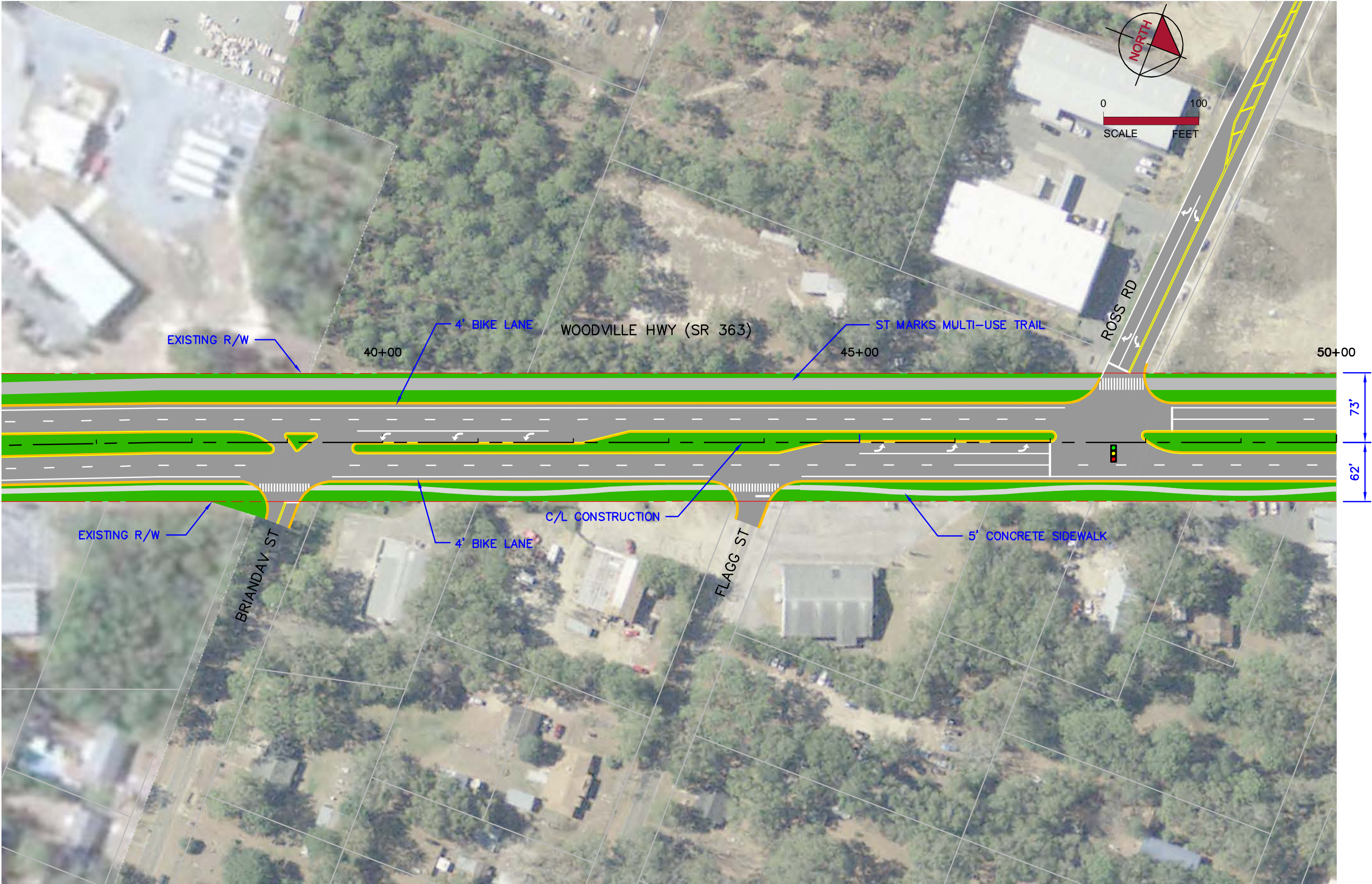
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CONCEPT PLAN

SHEET NUMBER
1-1

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KHA PROJECT	142224000
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SCALE	AS SHOWN
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WOODVILLE HWY (SR 363) PD&E
PREPARED FOR
**CAPITAL REGION TRANSPORTATION
PLANNING AGENCY**

TALLAHASSEE,

FLORIDA

LICENSED PROFESSIONAL

FLORIDA LICENSE NUMBER

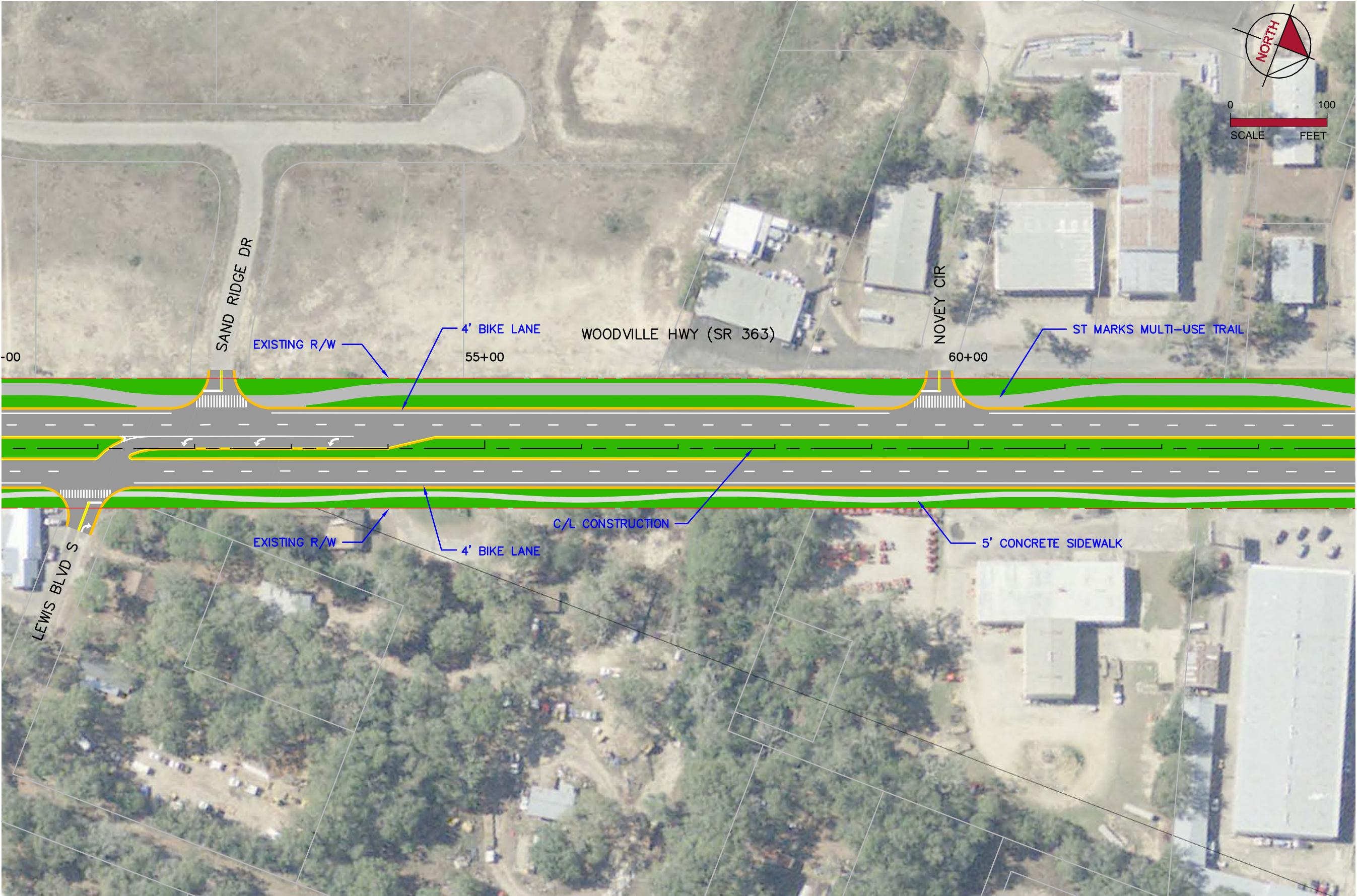
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CONCEPT PLAN

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1-2

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73'
62'

No.	REVISIONS	DATE	BY



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PREPARED FOR
**CAPITAL REGION TRANSPORTATION
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TALLAHASSEE, FLORIDA

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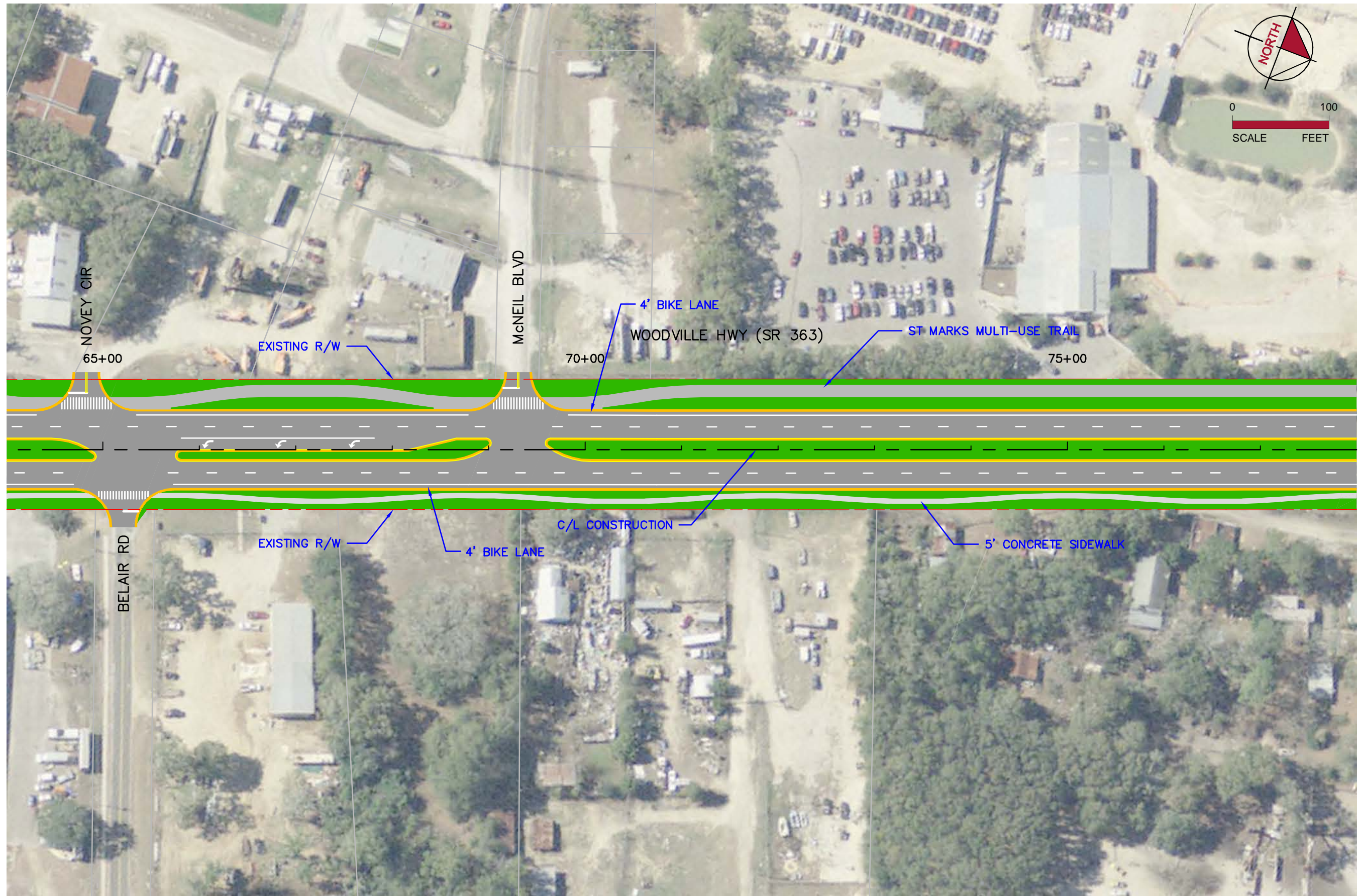
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CONCEPT PLAN

SHEET NUMBER
1-3

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TALLAHASSEE, FLORIDA

LICENSED PROFESSIONAL

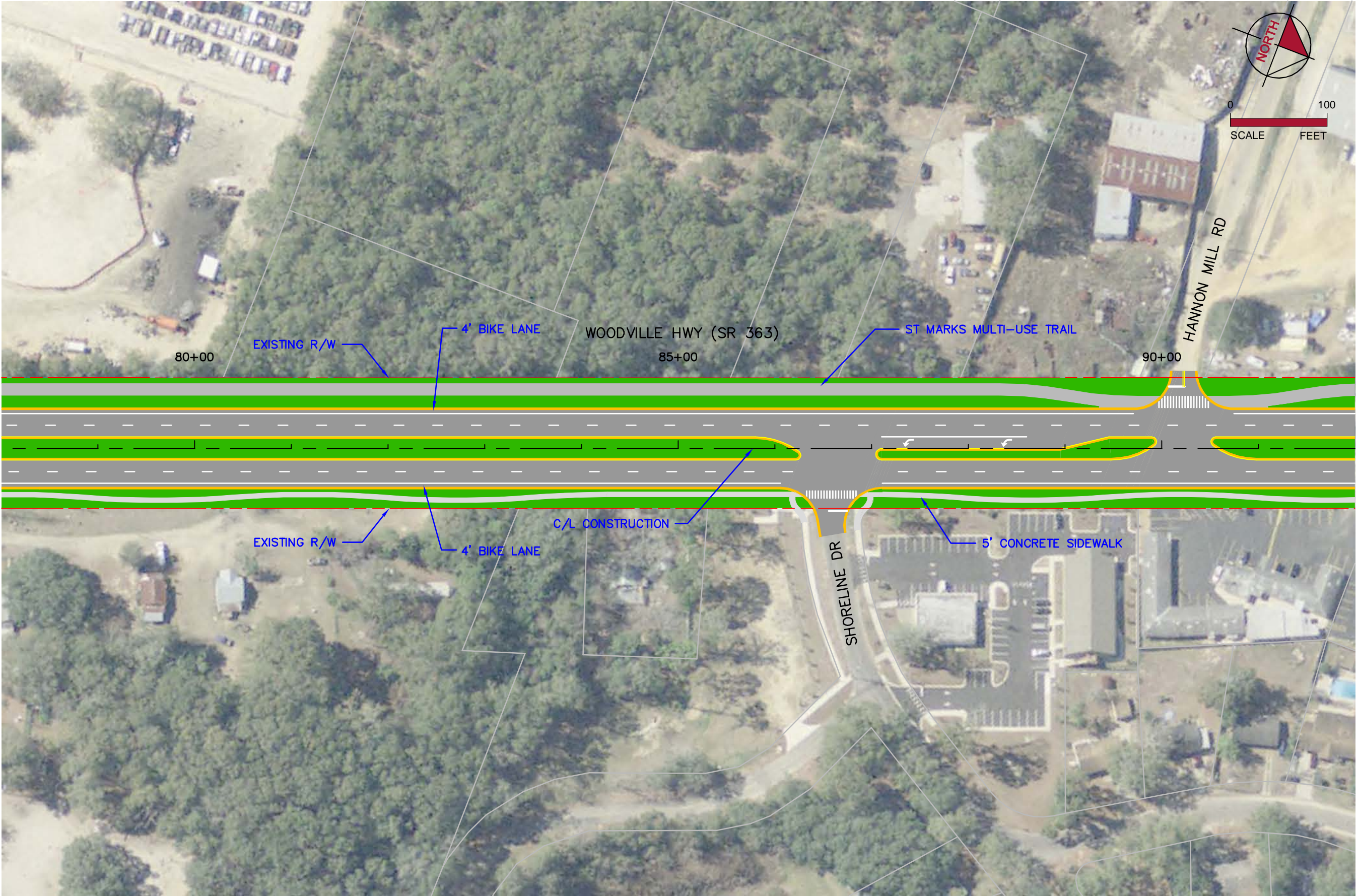
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DATE: ----

CONCEPT PLAN

SHEET NUMBER
1-4

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73'
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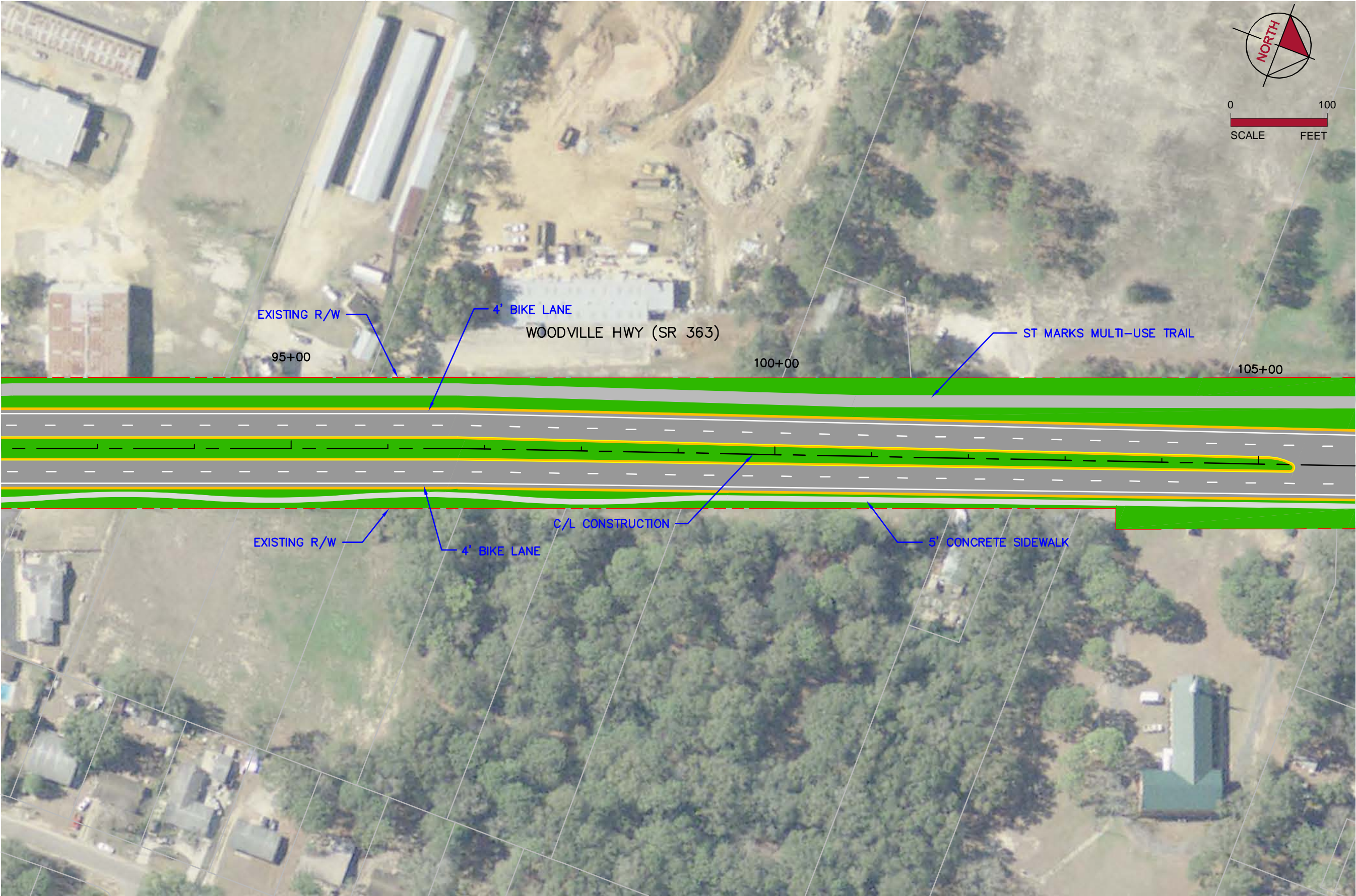
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DATE: ----

CONCEPT PLAN

SHEET NUMBER
1-5

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KHA PROJECT	142224000
DATE	05-15-2012
SCALE	AS SHOWN
DESIGNED BY	WJL
DRAWN BY	BL
CHECKED BY	GER

WOODVILLE HWY (SR 363) PD&E
PREPARED FOR
**CAPITAL REGION TRANSPORTATION
PLANNING AGENCY**
TALLAHASSEE, FLORIDA

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DATE: ----

CONCEPT PLAN

SHEET NUMBER
1-6