

Arterial Level of Service: NB Adams St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	5	27.8	37.7	0.1	8
Bragg Dr	13	5.1	56.0	0.4	29
Paul Russell Rd	1	11.1	22.8	0.1	17
Total		44.0	116.4	0.6	20

Arterial Level of Service: SB Adams St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Paul Russell Rd	1	8.7	20.3	0.1	17
Bragg Dr	13	3.1	16.2	0.1	25
Ridge Rd	5	76.1	131.6	0.4	12
Total		87.9	168.1	0.7	14

Arterial Level of Service: EB Paul Russell Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Woodville Hwy	2	136.5	162.4	0.2	4
Total		136.5	162.4	0.2	4

Arterial Level of Service: WB Paul Russell Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adams St	1	27.9	49.4	0.2	13
Total		27.9	49.4	0.2	13

Arterial Level of Service: NB Woodville Hwy

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	7	1.5	10.9	0.1	29
Gaile Ave	4	20.3	31.7	0.1	11
Tram Rd	17	20.9	54.1	0.3	19
	2	32.4	57.3	0.2	13
Total		75.1	154.1	0.7	16

Arterial Level of Service: SB Woodville Hwy

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Paul Russell Rd	2	114.5	122.2	0.1	8
Tram Rd	17	13.9	40.0	0.2	19
	4	58.1	93.8	0.3	11
	7	6.7	18.2	0.1	19
Total		193.3	274.1	0.7	13

1: Paul Russell Rd & Adams St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.6	0.1	0.4	0.0	0.1	0.9	2.1
Delay / Veh (s)	34.3	13.2	8.0	1.7	13.1	10.1	11.8
Travel Dist (mi)	11.1	3.6	17.6	1.9	1.8	29.3	65.3
Travel Time (hr)	1.0	0.2	1.0	0.1	0.1	2.0	4.5
Vehicles Entered	64	21	178	19	20	326	628
Vehicles Exited	62	20	177	19	20	337	635
Hourly Exit Rate	372	120	1062	114	120	2022	3810
Input Volume	450	150	1130	165	135	1900	3930
% of Volume	83	80	94	69	89	106	97

2: Paul Russell Rd & Woodville Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.1	0.4	0.0	0.6	0.5	0.1	0.2	0.6	0.1	0.1	1.9	0.1
Delay / Veh (s)	31.6	58.6	2.2	50.1	39.1	17.2	44.1	15.0	14.6	33.7	25.6	21.5
Travel Dist (mi)	1.6	4.2	0.6	3.4	3.8	1.1	3.1	27.2	7.0	0.9	15.8	1.0
Travel Time (hr)	0.1	0.5	0.0	0.8	0.7	0.1	0.3	1.5	0.4	0.2	2.5	0.2
Vehicles Entered	10	26	3	44	48	14	15	139	34	15	278	18
Vehicles Exited	9	21	4	47	50	16	18	129	34	15	259	17
Hourly Exit Rate	54	126	24	282	300	96	108	774	204	90	1554	102
Input Volume	60	190	50	280	330	70	150	980	235	140	1800	120
% of Volume	90	66	48	101	91	137	72	79	87	64	86	85

2: Paul Russell Rd & Woodville Hwy Performance by movement

Movement	All
Total Delay (hr)	4.7
Delay / Veh (s)	27.1
Travel Dist (mi)	69.6
Travel Time (hr)	7.3
Vehicles Entered	644
Vehicles Exited	619
Hourly Exit Rate	3714
Input Volume	4405
% of Volume	84

4: Gaile Ave & Woodville Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.2	0.4	0.3	0.4	1.0	0.4	0.3	0.4	0.0	0.2	5.3	1.6
Delay / Veh (s)	137.7	56.1	54.6	132.9	128.2	162.5	67.3	10.0	9.2	106.3	104.2	101.4
Travel Dist (mi)	3.6	2.8	1.8	0.8	2.0	0.7	1.8	11.7	0.9	1.9	51.9	17.4
Travel Time (hr)	1.4	0.5	0.4	0.5	1.1	0.4	0.4	0.8	0.1	0.2	7.0	2.3
Vehicles Entered	39	30	19	14	32	12	20	128	10	8	201	64
Vehicles Exited	26	24	18	10	25	6	17	132	8	5	164	53
Hourly Exit Rate	156	144	108	60	150	36	102	792	48	30	984	318
Input Volume	220	180	140	100	200	40	100	825	60	70	1380	460
% of Volume	71	80	77	60	75	90	102	96	80	43	71	69

4: Gaile Ave & Woodville Hwy Performance by movement

Movement	All
Total Delay (hr)	11.6
Delay / Veh (s)	78.3
Travel Dist (mi)	97.3
Travel Time (hr)	15.0
Vehicles Entered	577
Vehicles Exited	488
Hourly Exit Rate	2928
Input Volume	3775
% of Volume	78

5: Ridge Rd & Adams St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.7	0.5	0.2	2.1	0.5	0.0	0.1	1.0	0.2	0.3	4.2	0.5
Delay / Veh (s)	83.8	66.1	59.7	136.1	64.0	19.1	36.5	25.0	22.5	40.6	56.6	59.4
Travel Dist (mi)	5.8	4.5	2.8	5.3	2.4	0.3	1.0	10.1	2.4	8.3	84.6	9.0
Travel Time (hr)	0.9	0.6	0.3	2.4	0.6	0.0	0.2	1.3	0.3	0.6	7.1	0.8
Vehicles Entered	31	24	15	65	31	4	13	140	33	28	288	32
Vehicles Exited	26	27	14	48	24	5	13	139	33	28	245	25
Hourly Exit Rate	156	162	84	288	144	30	78	834	198	168	1470	150
Input Volume	150	200	85	515	230	40	75	850	165	175	1820	210
% of Volume	104	81	99	56	63	75	104	98	120	96	81	71

5: Ridge Rd & Adams St Performance by movement

Movement	All
Total Delay (hr)	10.2
Delay / Veh (s)	55.5
Travel Dist (mi)	136.4
Travel Time (hr)	15.2
Vehicles Entered	704
Vehicles Exited	627
Hourly Exit Rate	3762
Input Volume	4515
% of Volume	83

13: Bragg Dr & Adams St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	1.6	0.1	3.8	0.1	0.0	0.2	0.2	0.0	0.0	0.4	0.0	6.6
Delay / Veh (s)	5617.5		3461.0		3.8	80.0	3.0	0.1	13.5	4.4	4.1	38.1
Travel Dist (mi)	0.1	0.0	0.2	0.0	0.4	1.7	26.6	0.1	1.5	39.9	3.0	73.7
Travel Time (hr)	1.6	0.1	3.9	0.1	0.0	0.3	1.1	0.0	0.1	1.9	0.2	9.2
Vehicles Entered	2	0	7	1	17	12	188	1	13	362	27	630
Vehicles Exited	0	0	2	0	17	9	181	1	13	363	27	613
Hourly Exit Rate	0	0	12	0	102	54	1086	6	78	2178	162	3678
Input Volume	60	5	125	5	55	100	1205	5	40	2175	140	3920
% of Volume	0	0	10	0	185	54	90	120	195	100	116	94

17: Tram Rd Ext & Woodville Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.8	0.1	0.1	0.0	1.1	0.1	0.3	0.5	0.0	0.2	3.8	0.2
Delay / Veh (s)	197.4	35.2	21.1	40.7	73.3	8.4	64.1	13.0	12.1	55.1	54.9	12.7
Travel Dist (mi)	2.3	1.0	1.8	0.5	10.1	4.3	5.6	39.3	0.9	2.6	51.5	9.1
Travel Time (hr)	1.9	0.2	0.3	0.1	1.5	0.2	0.5	1.8	0.0	0.3	5.5	0.5
Vehicles Entered	40	15	25	3	58	25	20	140	4	14	249	47
Vehicles Exited	26	14	25	3	52	24	19	138	3	9	243	42
Hourly Exit Rate	156	84	150	18	312	144	114	828	18	54	1458	252
Input Volume	225	140	200	30	300	190	110	950	30	140	1670	320
% of Volume	69	60	75	60	104	76	104	87	60	39	87	79

17: Tram Rd Ext & Woodville Hwy Performance by movement

Movement	All
Total Delay (hr)	8.2
Delay / Veh (s)	47.9
Travel Dist (mi)	129.2
Travel Time (hr)	12.8
Vehicles Entered	640
Vehicles Exited	598
Hourly Exit Rate	3588
Input Volume	4305
% of Volume	83

19: Tram Rd Ext & Adams St Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.6	0.0	0.1	0.6	0.0	0.5	1.5	3.4
Delay / Veh (s)	41.2	2.9	5.6	14.1	7.4	28.6	18.7	19.1
Travel Dist (mi)	3.7	0.0	3.7	46.0	4.4	9.1	41.4	108.3
Travel Time (hr)	0.8	0.0	0.3	2.2	0.2	0.9	2.9	7.2
Vehicles Entered	59	1	53	156	14	67	299	649
Vehicles Exited	48	1	53	148	16	64	296	626
Hourly Exit Rate	288	6	318	888	96	384	1776	3756
Input Volume	350	10	370	950	90	470	1836	4076
% of Volume	82	60	86	93	107	82	97	92

Total Network Performance

Total Delay (hr)	47.6
Delay / Veh (s)	139.3
Travel Dist (mi)	832.2
Travel Time (hr)	77.5
Vehicles Entered	1365
Vehicles Exited	1093
Hourly Exit Rate	6558
Input Volume	41186
% of Volume	16

Arterial Level of Service: NB Adams St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	5	25.0	34.7	0.1	8
Tram Rd Ext	19	14.2	51.9	0.3	22
Bragg Dr	13	3.5	21.6	0.1	23
Paul Russell Rd	1	7.7	19.8	0.1	20
Total		50.5	127.9	0.6	18

Arterial Level of Service: SB Adams St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Paul Russell Rd	1	10.1	21.6	0.1	17
Bragg Dr	13	4.9	18.4	0.1	22
Tram Rd Ext	19	18.7	35.7	0.1	14
Ridge Rd	5	57.5	95.8	0.3	12
Total		91.1	171.6	0.7	14

Arterial Level of Service: EB Paul Russell Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Woodville Hwy	2	71.1	98.4	0.2	7
Total		71.1	98.4	0.2	7

Arterial Level of Service: WB Paul Russell Rd

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adams St	1	32.5	55.7	0.2	12
Total		32.5	55.7	0.2	12

Arterial Level of Service: NB Woodville Hwy

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	7	1.0	10.4	0.1	30
Gaile Ave	4	10.0	20.8	0.1	16
Tram Rd	17	10.4	45.2	0.3	23
	2	13.8	38.5	0.2	19
Total		35.2	114.9	0.7	21

 Arterial Level of Service: SB Woodville Hwy

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Paul Russell Rd	2	25.6	33.5	0.1	9
Tram Rd Ext	17	55.3	80.9	0.2	9
	4	103.9	138.8	0.3	7
	7	5.5	17.3	0.1	20
Total		190.3	270.5	0.7	9

 Arterial Level of Service: EB Tram Rd Ext

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Woodville Hwy	17	15.4	26.0	0.1	11
Total		15.4	26.0	0.1	11

 Arterial Level of Service: WB Tram Rd Ext

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Adams St	19	34.0	43.7	0.1	6
Total		34.0	43.7	0.1	6

1: Paul Russell Rd & Adams St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	26.5	4.1	7.4	2.1	14.0	7.6	10.6
Travel Dist (mi)	12.2	3.5	9.8	1.7	2.7	19.3	49.1
Travel Time (hr)	1.0	0.2	0.5	0.1	0.2	1.1	3.2
Avg Speed (mph)	12	20	18	20	12	17	16
Vehicles Entered	72	20	98	18	30	214	452
Vehicles Exited	71	19	98	17	30	219	454
Hourly Exit Rate	426	114	588	102	180	1314	2724
Input Volume	525	200	790	155	205	1385	3261
% of Volume	81	57	74	66	88	95	84

2: Paul Russell Rd & Woodville Hwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	77.9	82.4	16.0	89.7	58.3	59.0	75.0	12.4	7.1	128.0	163.1	172.8
Travel Dist (mi)	2.2	3.1	3.0	1.4	2.2	0.4	2.2	11.6	1.0	0.6	12.7	1.9
Travel Time (hr)	0.4	0.5	0.2	0.5	0.5	0.1	0.8	1.0	0.1	0.4	10.2	1.6
Avg Speed (mph)	6	6	14	3	4	3	3	11	13	6	5	6
Vehicles Entered	13	17	17	18	28	5	37	188	17	10	215	33
Vehicles Exited	11	17	18	14	26	6	34	183	16	10	216	32
Hourly Exit Rate	66	102	108	84	156	36	204	1098	96	60	1296	192
Input Volume	85	160	115	165	200	50	215	1185	105	80	1880	310
% of Volume	78	64	94	51	78	72	95	93	91	75	69	62

2: Paul Russell Rd & Woodville Hwy Performance by movement

Movement	All
Delay / Veh (s)	89.9
Travel Dist (mi)	42.3
Travel Time (hr)	16.3
Avg Speed (mph)	6
Vehicles Entered	598
Vehicles Exited	583
Hourly Exit Rate	3498
Input Volume	4550
% of Volume	77

4: Woodville Hwy & Performance by movement

Movement	EBR	WBR	NBT	NBR	All
Delay / Veh (s)	1.4	34.3	0.9	0.3	5.2
Travel Dist (mi)	2.8	4.2	16.3	0.4	23.7
Travel Time (hr)	0.2	0.7	0.6	0.0	1.6
Avg Speed (mph)	12	6	27	24	15
Vehicles Entered	233	61	174	4	472
Vehicles Exited	232	54	173	4	463
Hourly Exit Rate	1392	324	1038	24	2778
Input Volume	1610	340	925	60	2935
% of Volume	86	95	112	40	95

5: Ridge Rd & Adams St Performance by movement

Movement	EBT	EBR	NBL	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	323.3	293.9	34.8	15.6	20.1	9.5	4.1	34.8
Travel Dist (mi)	8.4	1.4	1.0	11.9	38.2	71.4	11.9	144.1
Travel Time (hr)	4.2	0.8	0.2	1.3	2.2	3.2	0.5	12.4
Avg Speed (mph)	2	2	7	9	17	22	23	12
Vehicles Entered	58	13	14	170	159	299	49	762
Vehicles Exited	29	6	12	169	159	301	50	726
Hourly Exit Rate	174	36	72	1014	954	1806	300	4356
Input Volume	310	75	70	1020	1100	2345	385	5305
% of Volume	56	48	103	99	87	77	78	82

13: Bragg Dr & Adams St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Delay / Veh (s)	292.2	311.1	91.4	55.3	3.9	16.9	2.3	1.8	4.6	2.8	3.1	22.6
Travel Dist (mi)	0.9	1.4	0.1	0.0	0.2	1.1	13.3	0.1	0.5	28.7	2.9	49.3
Travel Time (hr)	0.9	1.5	0.0	0.0	0.0	0.1	0.6	0.0	0.0	1.2	0.2	4.6
Avg Speed (mph)	1	1	2	2	9	13	23	20	21	23	19	11
Vehicles Entered	13	24	2	1	8	8	97	1	5	259	26	444
Vehicles Exited	9	10	1	1	8	8	100	1	5	261	27	431
Hourly Exit Rate	54	60	6	6	48	48	600	6	30	1566	162	2586
Input Volume	65	135	5	5	55	105	830	5	40	1711	160	3121
% of Volume	83	44	120	120	87	46	72	120	75	92	101	83

17: Tram Rd Ext & Woodville Hwy Performance by movement

Movement	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Delay / Veh (s)	134.8	12.1	28.3	14.6	15.0	74.0	63.4	44.5
Travel Dist (mi)	5.3	2.3	9.7	21.7	2.7	4.1	26.0	71.9
Travel Time (hr)	2.4	0.2	1.2	1.7	0.2	0.8	4.5	11.0
Avg Speed (mph)	2	12	8	13	12	6	6	7
Vehicles Entered	66	28	101	231	29	34	216	705
Vehicles Exited	55	24	96	224	27	28	183	637
Hourly Exit Rate	330	144	576	1344	162	168	1098	3822
Input Volume	380	180	610	1315	195	285	1895	4860
% of Volume	87	80	94	102	83	59	58	79

19: Tram Rd Ext & Performance by movement

Movement	WBR	SBT	All
Delay / Veh (s)	0.5	2.0	1.6
Travel Dist (mi)	1.1	39.0	40.1
Travel Time (hr)	0.1	1.5	1.6
Avg Speed (mph)	12	26	25
Vehicles Entered	106	272	378
Vehicles Exited	106	274	380
Hourly Exit Rate	636	1644	2280
Input Volume	940	1850	2790
% of Volume	68	89	82

22: Int Performance by movement

Movement	EBL	EBT	All
Delay / Veh (s)	1.2	3.9	2.9
Travel Dist (mi)	9.3	17.5	26.7
Travel Time (hr)	0.5	1.0	1.6
Avg Speed (mph)	17	17	17
Vehicles Entered	128	236	364
Vehicles Exited	121	233	354
Hourly Exit Rate	726	1398	2124
Input Volume	840	1610	2450
% of Volume	86	87	87

23: Woodville Hwy & Performance by movement

Movement	NBT	NEL	All
Delay / Veh (s)	0.7	0.3	0.5
Travel Dist (mi)	6.0	4.0	9.9
Travel Time (hr)	0.3	0.2	0.5
Avg Speed (mph)	20	17	19
Vehicles Entered	228	121	349
Vehicles Exited	228	122	350
Hourly Exit Rate	1368	732	2100
Input Volume	1266	840	2106
% of Volume	108	87	100

24: Tram Rd Ext & Performance by movement

Movement	WBL	WBT	All
Delay / Veh (s)	0.9	1.9	1.2
Travel Dist (mi)	9.7	4.4	14.1
Travel Time (hr)	0.5	0.2	0.7
Avg Speed (mph)	19	19	19
Vehicles Entered	235	103	338
Vehicles Exited	233	106	339
Hourly Exit Rate	1398	636	2034
Input Volume	1975	940	2915
% of Volume	71	68	70

25: Adams St & Performance by movement

Movement	SBL	SET	All
Delay / Veh (s)	0.7	1.6	1.2
Travel Dist (mi)	7.2	8.4	15.6
Travel Time (hr)	0.5	0.4	0.9
Avg Speed (mph)	16	20	18
Vehicles Entered	233	274	507
Vehicles Exited	234	275	509
Hourly Exit Rate	1404	1650	3054
Input Volume	1975	1850	3825
% of Volume	71	89	80

Total Network Performance

Delay / Veh (s)	121.6
Travel Dist (mi)	777.7
Travel Time (hr)	67.5
Avg Speed (mph)	13
Vehicles Entered	1212
Vehicles Exited	1050
Hourly Exit Rate	6300
Input Volume	62983
% of Volume	10

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intvl	1
Vehs Entered	1212
Vehs Exited	1050
Starting Vehs	246
Ending Vehs	408
Denied Entry Before	1
Denied Entry After	157
Travel Distance (mi)	778
Travel Time (hr)	67.5
Total Delay (hr)	38.2
Total Stops	2089
Fuel Used (gal)	37.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	1212
Vehs Exited	1050
Starting Vehs	246
Ending Vehs	408
Denied Entry Before	1
Denied Entry After	157
Travel Distance (mi)	778
Travel Time (hr)	67.5
Total Delay (hr)	38.2
Total Stops	2089
Fuel Used (gal)	37.7

Appendix F

Air Quality Tables

Table 1: Traffic Factors

Year	2020 No Build											
Intersection:	Crawfordville Road/Gaile Avenue Intersection											
Land Use:	Suburban											
	EB			WB			NB			SB		
	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed
Crawfordville Road							2	735	45	2	1,770	45
Gaile Avenue	1	420	30	1	690	30						
Year	2020 Design Build											
Intersection:	Crawfordville Road/Gaile Avenue Intersection											
Land Use:	Suburban											
	EB			SB								
	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed						
Crawfordville Road				2	1,595	45						
Gaile Avenue	4	1510	30									
Year	2035 No Build											
Intersection:	Crawfordville Road/Gaile Avenue Intersection											
Land Use:	Suburban											
	EB			WB			NB			SB		
	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed
Crawfordville Road							2	1,025	45	2	1,985	45
Gaile Avenue	1	535	30	1	860	30						
Year	2035 Design Build											
Intersection:	Crawfordville Road/Gaile Avenue Intersection											
Land Use:	Suburban											
	EB			SB								
	No of Lanes	VPH	Speed	No of Lanes	VPH	Speed						
Crawfordville Road				2	3,830	45						
Gaile Avenue	4	1475	30									

Table 2: Year 2020 Opening Year No Build Conditions

Crawfordville Road/Gaile Avenue Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	East/West Distance from Intersection	North/South Distance from Intersection	1-hr ppm	8-hr ppm
Default Rec 1	1,770	45	10	150	7.1	4.3
Default Rec 2	1,770	45	10	50	7.6	4.6
Default Rec 3	1,770	45	50	10	7.7	4.6
Default Rec 4	1,770	45	150	10	7.5	4.5
Default Rec 5	1,770	45	50	50	6.7	4.0
Default Rec 6	1,770	45	10	-150	7.5	4.5
Default Rec 7	1,770	45	10	-50	7.7	4.6
Default Rec 8	1,770	45	50	-10	7.6	4.6
Default Rec 9	1,770	45	150	-10	7.1	4.3
Default Rec 10	1,770	45	50	-50	6.7	4.0

Table 3: Year 2020 Opening Year Build Conditions

Crawfordville Road/Gaile Avenue Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	East/West Distance from Intersection	North/South Distance from Intersection	1-hr ppm	8-hr ppm
Default Rec 1	1,595	45	10	150	6.7	4.0
Default Rec 2	1,595	45	10	50	7.2	4.3
Default Rec 3	1,595	45	50	10	7.4	4.5
Default Rec 4	1,595	45	150	10	7.3	4.4
Default Rec 5	1,595	45	50	50	6.4	3.9
Default Rec 6	1,595	45	10	-150	7.3	4.4
Default Rec 7	1,595	45	10	-50	7.4	4.5
Default Rec 8	1,595	45	50	-10	7.2	4.3
Default Rec 9	1,595	45	150	-10	6.7	4.0
Default Rec 10	1,595	45	50	-50	6.4	3.9

Table 4: Year 2035 Design Year No Build Conditions**Crawfordville Road/Gaile Avenue Intersection**

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	East/West Distance from Intersection	North/South Distance from Intersection	1-hr ppm	8-hr ppm
Default Rec 1	1,985	45	10	150	7.1	4.3
Default Rec 2	1,985	45	10	50	7.6	4.6
Default Rec 3	1,985	45	50	10	7.6	4.6
Default Rec 4	1,985	45	150	10	7.6	4.6
Default Rec 5	1,985	45	50	50	6.8	4.1
Default Rec 6	1,985	45	10	-150	7.6	4.6
Default Rec 7	1,985	45	10	-50	7.6	4.6
Default Rec 8	1,985	45	50	-10	7.6	4.6
Default Rec 9	1,985	45	150	-10	7.1	4.3
Default Rec 10	1,985	45	50	-50	6.8	4.1

Table 5: Year 2035 Design Year Build Conditions

Crawfordville Road/Gaile Avenue Intersection

Receptor	Peak Hour Traffic Volume	Average Speed (MPH)	East/West Distance from Intersection	North/South Distance from Intersection	1-hr ppm	8-hr ppm
Default Rec 1	3,830	45	10	150	9.7	5.8
Default Rec 2	3,830	45	10	50	10.5	6.3
Default Rec 3	3,830	45	50	10	10.6	6.4
Default Rec 4	3,830	45	150	10	10.1	6.1
Default Rec 5	3,830	45	50	50	8.4	5.1
Default Rec 6	3,830	45	10	-150	10.1	6.1
Default Rec 7	3,830	45	10	-50	10.6	6.4
Default Rec 8	3,830	45	50	-10	10.5	6.3
Default Rec 9	3,830	45	150	-10	9.7	5.8
Default Rec 10	3,830	45	50	-50	8.4	5.1

Table 6: Year 2020 Opening Year No Build Conditions CO Florida 2004 Output Sheets

04-19-2012

CO Florida 2004

Project: Woodville Highway 2020 No Build
 Facility: Crawfordville Road/Gaile Avenue Intersection
 Analyst: Bryant Brantley

Environmental Data:
 Temperature: 41 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:
 Region: 1: North Florida
 Year: 2020
 Intersection Type: 4 x 4 Intersection
 Max Approach Traffic Volume: 1770 veh/hour
 Speed: 45

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	7.1	4.3
Default Rec 2	7.6	4.6
Default Rec 3	7.7	4.6
Default Rec 4	7.5	4.5
Default Rec 5	6.7	4.0
Default Rec 6	7.5	4.5
Default Rec 7	7.7	4.6
Default Rec 8	7.6	4.6
Default Rec 9	7.1	4.3
Default Rec 10	6.7	4.0

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

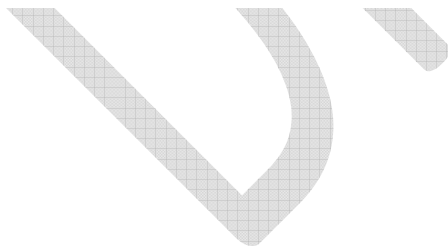


Table 7: Year 2020 Opening Year Build Conditions CO Florida 2004 Output Sheets

04-19-2012

CO Florida 2004

Project: Woodville Highway 2020 Build
 Facility: Crawfordville Road/Gaile Avenue Intersection
 Analyst: Bryant Brantley

Environmental Data:
 Temperature: 41 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:
 Region: 1: North Florida
 Year: 2020
 Intersection Type: 4 x 4 Intersection
 Max Approach Traffic Volume: 1595 veh/hour
 Speed: 45

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	6.7	4.0
Default Rec 2	7.2	4.3
Default Rec 3	7.4	4.5
Default Rec 4	7.3	4.4
Default Rec 5	6.4	3.9
Default Rec 6	7.3	4.4
Default Rec 7	7.4	4.5
Default Rec 8	7.2	4.3
Default Rec 9	6.7	4.0
Default Rec 10	6.4	3.9

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

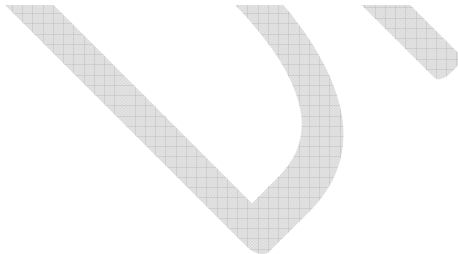


Table 8: Year 2035 Build Year No Build Conditions CO Florida 2004 Output Sheets

04-09-2012

CO Florida 2004

Project: 2035 Design Year No Build
 Facility: Crawfordville Highway/Gaile Avenue Intersection
 Analyst: Bryant Brantley

Environmental Data:

Temperature: 41 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 1: North Florida
 Year: 2035
 Intersection Type: 4 x 4 Intersection
 Max Approach Traffic Volume: 1985 veh/hour
 Speed: 45

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	7.1	4.3
Default Rec 2	7.6	4.6
Default Rec 3	7.6	4.6
Default Rec 4	7.6	4.6
Default Rec 5	6.8	4.1
Default Rec 6	7.6	4.6
Default Rec 7	7.6	4.6
Default Rec 8	7.6	4.6
Default Rec 9	7.1	4.3
Default Rec 10	6.8	4.1

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

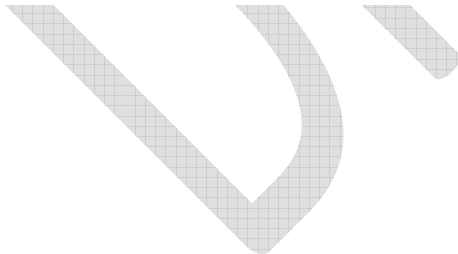


Table 9: Year 2035 Build Year Build Conditions CO Florida 2004 Output Sheets

04-19-2012

CO Florida 2004

Project: Woodville Highway 2035 Build
 Facility: Crawfordville Road/Gaile Avenue Intersection
 Analyst: Bryant Brantley

Environmental Data:

Temperature: 41 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 1: North Florida
 Year: 2035
 Intersection Type: 4 x 4 Intersection
 Max Approach Traffic Volume: 3830 veh/hour
 Speed: 45

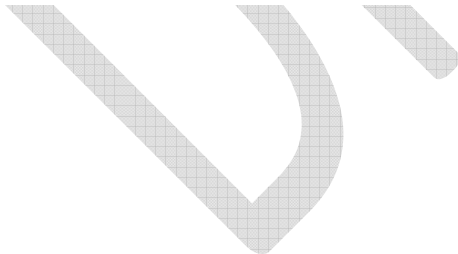
Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	10	150	6
Default Rec 2	10	50	6
Default Rec 3	50	10	6
Default Rec 4	150	10	6
Default Rec 5	50	50	6
Default Rec 6	10	-150	6
Default Rec 7	10	-50	6
Default Rec 8	50	-10	6
Default Rec 9	150	-10	6
Default Rec 10	50	-50	6

RESULTS (including background CO):

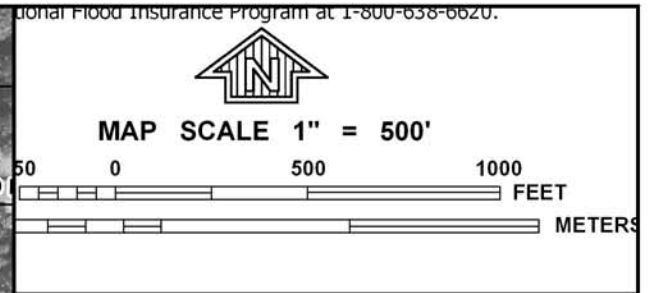
Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	9.7	5.8
Default Rec 2	10.5	6.3
Default Rec 3	10.6	6.4
Default Rec 4	10.1	6.1
Default Rec 5	8.4	5.1
Default Rec 6	10.1	6.1
Default Rec 7	10.6	6.4
Default Rec 8	10.5	6.3
Default Rec 9	9.7	5.8
Default Rec 10	8.4	5.1

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED



Appendix G

FEMA FIRM Panels



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0294F

FIRM

FLOOD INSURANCE RATE MAP

LEON COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 294 OF 490

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LEON COUNTY	120143	0294	F
TALLAHASSEE, CITY OF	120144	0294	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

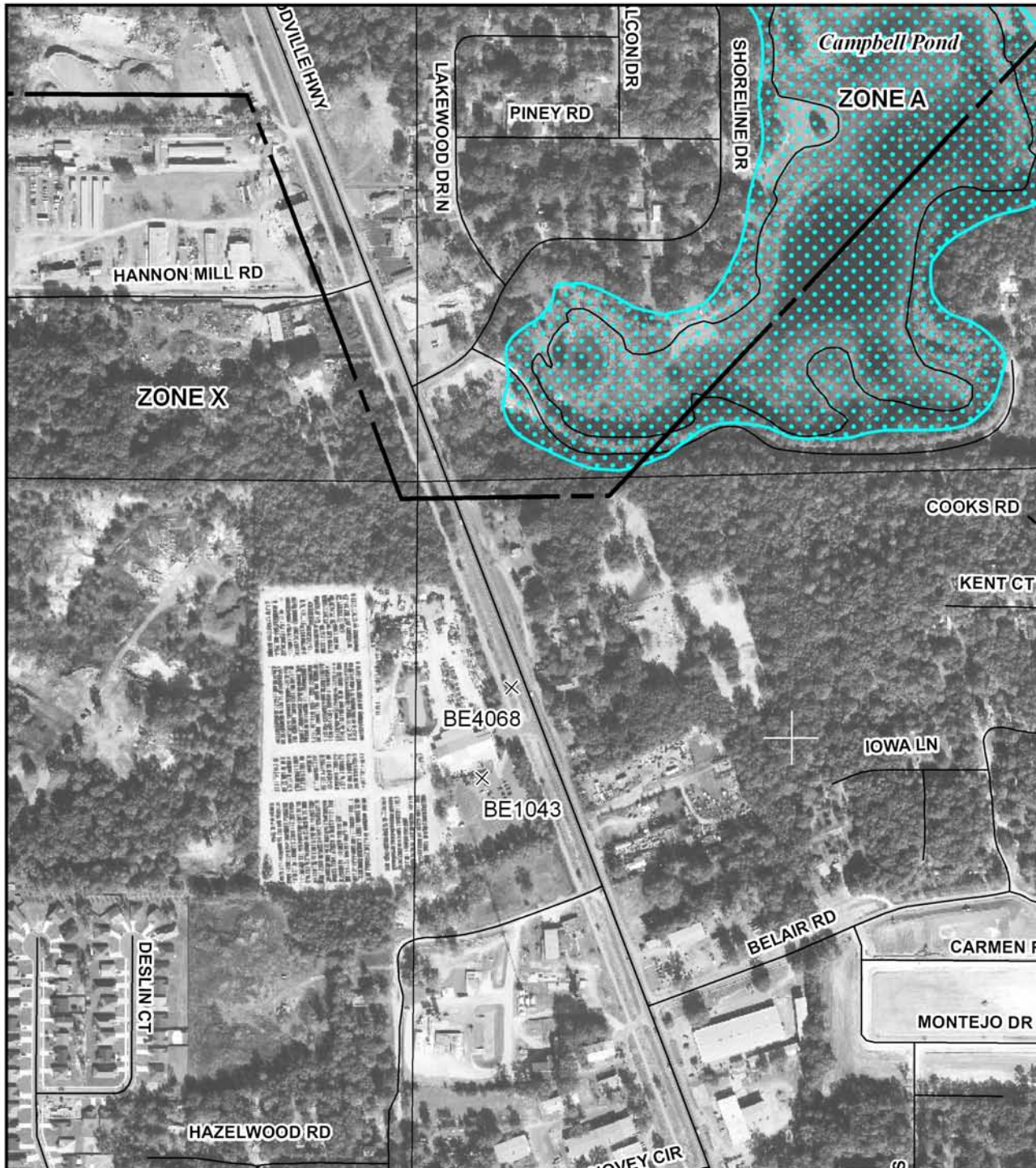


MAP NUMBER
12073C0294F

MAP REVISED
AUGUST 18, 2009

Federal Emergency Management Agency

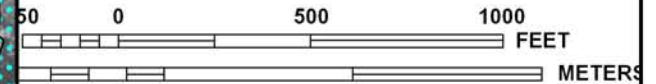
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



National Flood Insurance Program at 1-800-638-6620.



MAP SCALE 1" = 500'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0294F

FIRM

FLOOD INSURANCE RATE MAP

LEON COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 294 OF 490

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LEON COUNTY	120143	0294	F
TALLAHASSEE, CITY OF	120144	0294	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

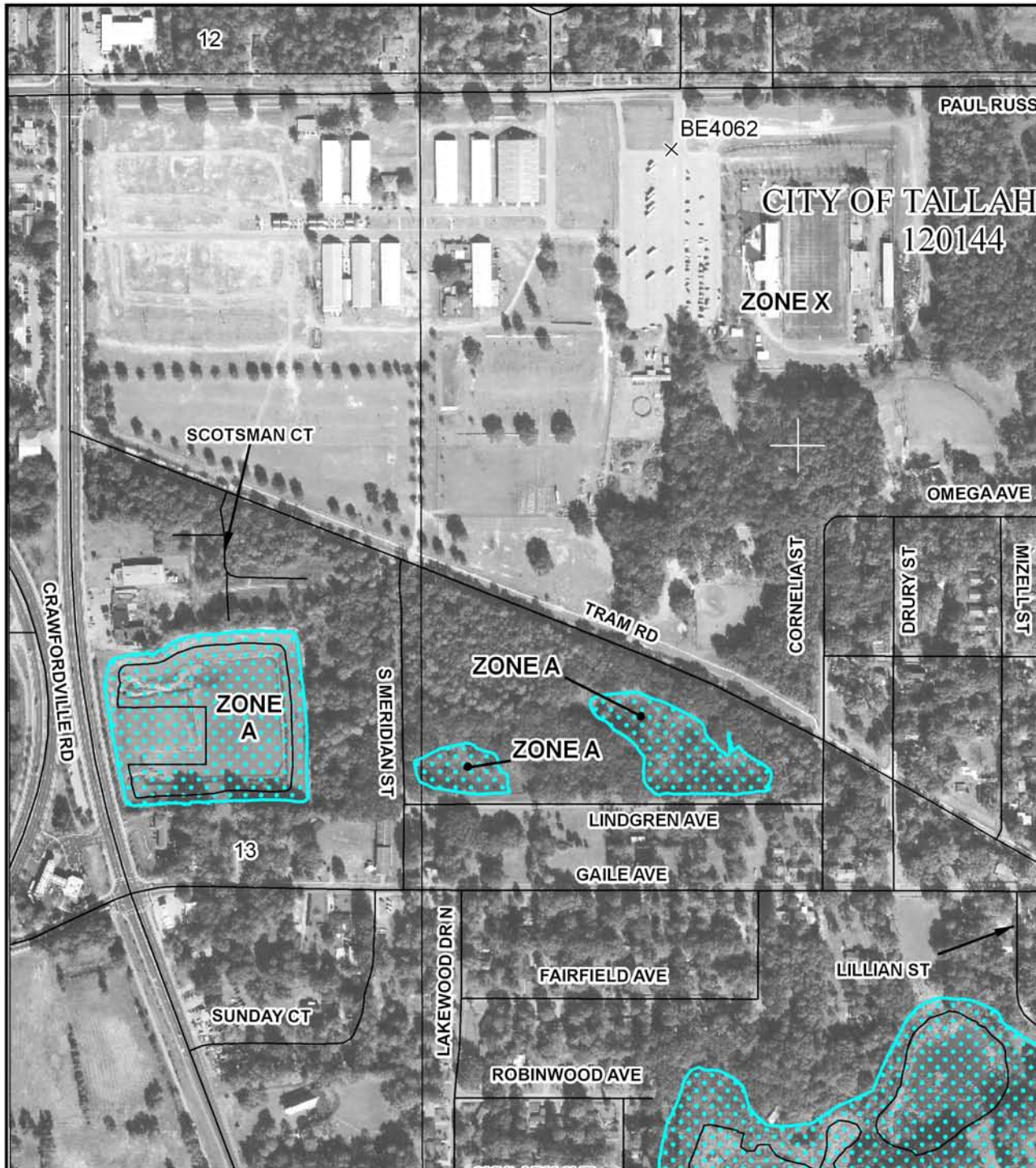


MAP NUMBER
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MAP REVISED
AUGUST 18, 2009

Federal Emergency Management Agency

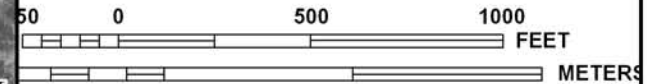
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



National Flood Insurance Program at 1-800-638-6620.



MAP SCALE 1" = 500'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0294F

FIRM

FLOOD INSURANCE RATE MAP

LEON COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 294 OF 490

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LEON COUNTY	120143	0294	F
TALLAHASSEE, CITY OF	120144	0294	F

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MAP NUMBER
12073C0294F

MAP REVISED
AUGUST 18, 2009

Federal Emergency Management Agency

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*Appendix **H***

Public Involvement Materials



June 25, 2010

RE: Woodville Highway (SR 363) Corridor Study Kick-off Meeting
Capital Circle Southeast to Gaile Avenue

Dear Property Owner/Resident,

The Capital Region Transportation Planning Agency (CRTPA) is beginning the process of developing a Corridor Master Plan for the Woodville Highway Corridor from Capital Circle Southeast to Gaile Avenue. A Kick-off Meeting is scheduled for July 15, 2010, from 6:00 p.m. to 7:30 p.m. at The Jack McLean, Jr. Community Recreation Center at 700 Paul Russell Road, Tallahassee, Florida 32301 to familiarize the community with the project, the master planning process, and begin to get public input into the development of the Master Plan. The map on the reverse of this shows the study area for this project, the Woodville Highway Corridor, and the meeting location.

This Kick-off Meeting will be an opportunity for the CRTPA and its consultant Kimley-Horn and Associates, Inc. to introduce the project; discuss the schedule and opportunities for public input into the Corridor Master Plan; and for the community to share information about the area, provide comments, and ask questions of the project team. The schedule for the meeting is as follows:

- 6:00 p.m. – Informal gathering and discussion with project team
- 6:30 p.m. – Presentation by project team, followed by comment and question period
- 7:30 p.m. – Meeting is concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact me by email at jack.kostrzewa@talgov.com or at (850) 891-6809 at least seven (7) days prior to the meeting.

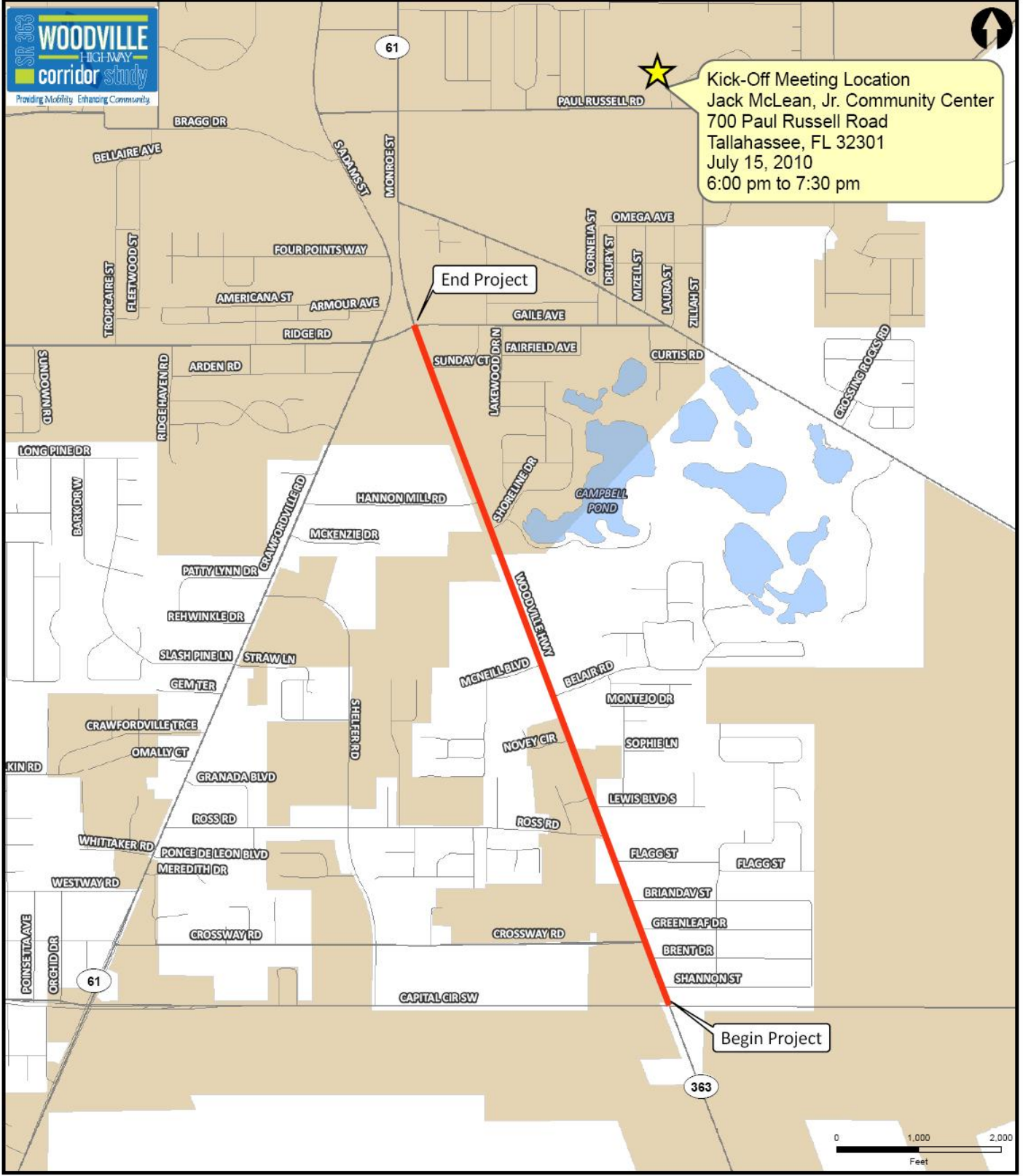
If you have any questions about the project or scheduled Kick-off Meeting, please contact me by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager

WOODVILLE HIGHWAY CORRIDOR STUDY

CAPITAL CIRCLE TO GAILE AVENUE



- Woodville Highway Corridor Study Limits
- City Limits
- Local Roads
- Water



Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Kick-off Meeting Agenda

July 15, 2010

Jack McLean, Jr. Community Recreation Center

700 Paul Russell Road

Tallahassee, Florida 32301

- I. 6:00 p.m. – Informal Gathering and Discussion with Project Team
- II. 6:30 p.m. – Presentation by Project Team, Followed by Comment and Question Period
- III. 7:30 p.m. – Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.





WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING

CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
JULY 15, 2010 - 6:00 P.M. - 7:30 P.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Sandra Wilton	3562 Jim Lee Rd. Tallahassee 32301	sandra_wilton@yahoo.com	resident
Slas Lewis	2929 Municipal Way Tallahassee, FL 32304	lewis.s@lewiscountyfl.gov	-
Bobbie Turner	3615 Woodville Hwy 32305	Southbeachchicks@comcast.net	-
Chuck Turner	3615 Woodville Hwy 32305		-
Jim Olmstead	1008 Shadowland Dr 32312	kapolm@netally.com	-
Kap Olmstead			-
Dan Lucas		dan.lucas@talgov.com	TLC PD
Jessie Revels	4151 Woodville Hwy 32305	nolemana@yahoo.com	
Johan van Tol	1215 Buckingham Dr FLORIDA STATE UNIV	johanvantol@yahoo.com	Capital City Cyclists
Laurie Thomas	969 Learning Way Suite 109, Talla 32306	LRthomas@admin.fsu.edu	F.S.U. Facilities
E. Sweeting	202 Hazelwood Rd Talla 32305		
Gene Nelson	4173 Woodview		



WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING

CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

JULY 15, 2010 - 6:00 P.M. - 7:30 P.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Lynn Barr	CRTPA	lynn.barr@talga.com	CRTPA
Dell Green	197 Hazelwood Rd.	dellgreen24@aol.com	
Rose V. Hernandez	3005 Gov. Ct. Dr	RoseVHernandez66@yahoo.com	MAC
Scott Brinkman	1135 N. Macomb St	brinkm@rsclancountyfl.gov	Leon Co.
Kathy & Art Terwilliger	719 Briandaw St	Art@terwilliger.com	MA
Robert Paulke	3917-C Woodville Highway Pk Tallahassee	robpaulke@autocycle.comcastbiz.net	
Anne Glass	715 Lewis Blvd So, 32305	Anne2588@msn.com	Resident
Harriet C. Brown	2825 W. Orange Ave 32310-5911	hepbrown@comcast.net	Brown's Paint & Body Shop
Louis Gibson	813 Briandaw St. Tallahassee 32305		A. Gibson Saw Repair
BRYANT PAULKE	FDOT	bryant.paulke@dot.state.fl.us	FDOT
Sue Gambill	509 CURTIS RD. Tally 32305		Resident
Edward Cornetius	3686 Woodville Hwy.		Business
Karlos Revels	4151 Woodville Hwy		Business



WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING

CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

JULY 15, 2010 - 6:00 P.M. - 7:30 P.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Mary Reynolds	1519 Wyoming Ave NW Lynn Haven, FLA	mary.reynolds@fda.hhs.gov	personal
Tyrone Proctor	3919 Woodville Hwy	Missionary Mary @ Christian.net	
Bob Fulford	231 Wehrhage Dr.	bobfulford@att.net	self
Dr. Wofford	2100 Mahan Dr Tall, FL 32308		FH
Doug Rodriguez	5249 Capital Circle SW.	douglrodriguez@BSCAmerica.com	BSC America
Dr. JB Williams	4213 Woodville Hwy	ALFMENTAL@GMAIL.COM	ABUNDANT LIVING FAITH
Ryan Culpepper	435 N. Macomb St 2nd Fl, Tall, FL 32301	culpepper@leoncountyfl.gov	Leon County GEM
Tom Collins	P.O. Box 13945 Tall 32317	tomcollins@aol.com	landowner
Laurie Tenace	319 Gault Ave	Laurie.Tenace@gmail.com	home owner
Leon & Allen Allen	722 SHANNON ST.		
Leigh Brooks	81 Waterfront Dr Havana FL		NWFWMA
Wayde Lawton	4185 Woodville Hwy		Land Owner

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Public/Agency Kick-off Meeting

July 2010

Comments from Hans Van Tol:

- Consider separable pedestrian and bike trail – this section is used by a lot of walkers, joggers and cyclist, and will be used more heavily in the future
- Bicycle facilities at intersections need great attention
- Consider bike/ped overpass/underpass at Capital Circle
- Use common sense when designing intersections- Gaines and Monroe is a bad example.

Comments from sticky notes off of study boards:

Positives:

- Widen
- Beatification
- Stimulate economy on Southside

Negatives:

- None

Other Comments

- Speeding control
- East/west bike lanes e.g., Paul Russell or Tram
- Plan for sidewalk connections from Zillah to Fairview
- Open ditch
- Speed issues on Gaile Avenue need for traffic calming and speed enforcement
- No truck enforcement
- Cycle crossing at Capital Circle
- Southern chicks 3 lanes converting to 2 lanes. How would transition affect property 5 years?
- Need more parking for existing business
- Would like to see more retail
- Zoning of art studio
- Noise barrier on Capital Circle SW adjacent Woodside Heights Subdivision
- Bike/ped facilities needed down Tram Road

Comments from Mr. Dell Green:

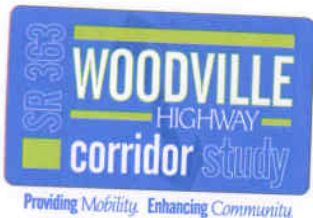
- Right-hand turn lane on Gaile Ave. at Woodville Highway like the right-hand turn lane on Gaile Ave. at S. Adams St.

Comments from Ms. Sue Gambill:

- Concerning the bike trail along the corridor
 - Sand spreads across the trail after it rains, mainly at the driveways and roads that cross the trail making unsafe passage for skinny bike tires- can this be corrected during this project?
- Bike lane added on Tram Rd. it would enhance bike traffic and mobility.
 - Something like the off-road bike land on the S.E. Capital Circle Project
 - Not safe for cyclists & pedestrians in its current condition

Comments from Mr. Jim Olmstead:

- How will bike trail users get across the 6-lane truck route? Safely? Flyover? Tunnel? Transporter beam?
- Can the new road be designed with trees and a nice turn lane?
- How about a center median to break-up asphalt?
- Keep the speed low
- Expect growth in the area so don't give design to the industrial needs of the current status.



COMMENT FORM

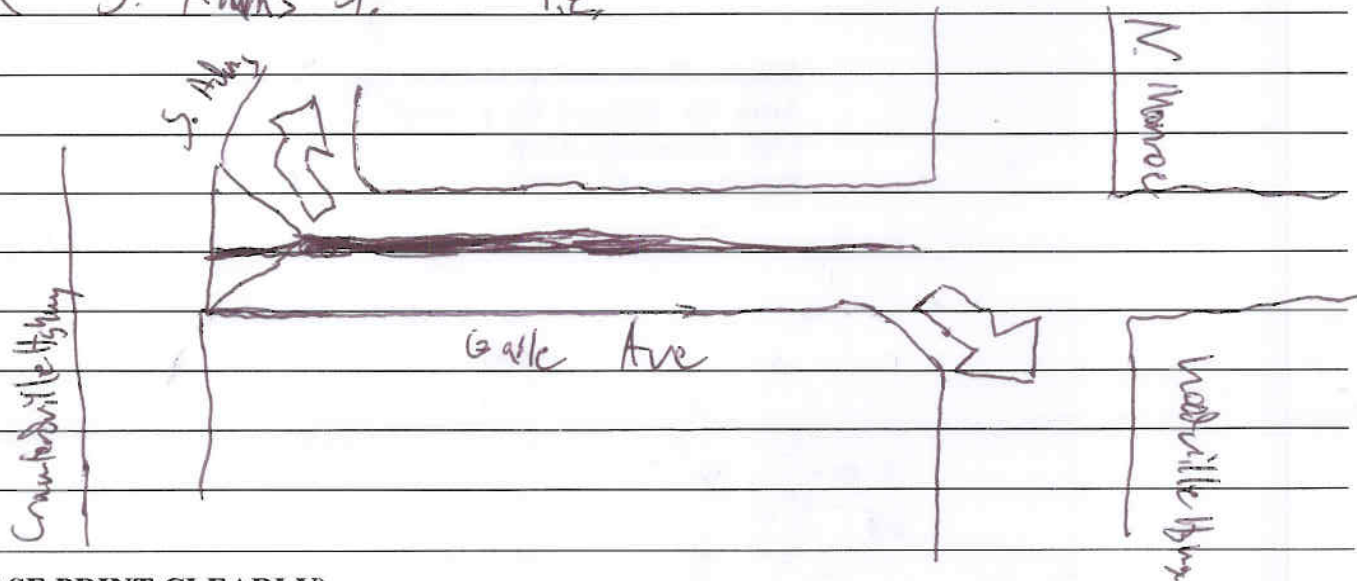
WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITL CIRCLE TO GAILE AVENUE
PROJECT KICK-OFF MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
JULY 15, 2010 - 6:00 P.M. - 7:30 P.M.

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **July 22, 2010**.

Are you guys planning on putting a right hand turning lane on the intersection of Gaile Ave and Woodville Hwy. It's like the right hand turning lane on Gaile Ave and S. Adams St. i.e.



(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Dell Green

(Circle one) Name

197 Hazelwood Rd.

Address

Tallahassee, FL 32305

City, State, Zip Code

(850) 345-0568

Phone Number

dellgreen29@aol.com

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by

July 22, 2010.



COMMENT FORM

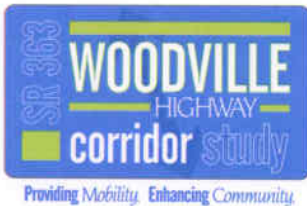
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- ① Concerning bike trail along this corridor - the way it's currently designed the driveways & roads that cross it often result in large swaths of sand spreading across the trail after a rain (particularly some driveways), making for unsafe passage on skinny tires. wonder if this could be corrected during this project.
- ② As I suggested to someone at the meeting (and he said he took note of it since it falls within the area of study) - while tram Road expansion is not on the funding list yet I assume that will happen at some future point. In the mean time if a bike lane could be added on Tram it would enhance bike traffic & mobility. It would be great if something like the ~~off~~ road ^{bike} lane on the S.E. Capital Circle project could be added to Tram Road in the near future rather than years from now. People bike that road a lot & it's not safe in it's current condition (for cyclists & pedestrians) and more housing is being added along Tram.
- (PLEASE PRINT CLEARLY)
- | | | |
|---------------------------|----------------------|---|
| Mr./Mrs./Ms. (Circle one) | Name | <p>Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500</p> <p>Comments postmarked by
July 22, 2010.</p> |
| | Sue Gambill | |
| | 509 CURTIS RD. | |
| Address | TALLAHASSEE FL 32305 | |
| City, State, Zip Code | 850-942-6597 | |
| Phone Number | | |
| Email Address | | |



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
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- How will bike trail users get across the 6-lane truck route? safely? flyover? tunnel? transporter beam?
- Can the new road be designed with trees & a nice turn lanes?
- How about a center median to break-up the asphalt.
- Keep the speed low
- Expect growth in the area so don't give design to the industrial needs of the current status.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Jim Olmstead

(Circle one) Name

Address

City, State, Zip Code

Phone Number

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

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Consider separate pedestrian and bike trail - this section is used by a lot of walkers, joggers, and cyclists, and will be used more heavily in the future

Bicycle facilities at intersections need great attention

Consider bike/ped overpass/underpass at Cap Circle

Use common sense when designing intersections - Gaile and Monroe is a bad example.

(PLEASE PRINT CLEARLY)

☒ Mr./Mrs./Ms. Hans van Tol

(Circle one) Name

1215 Buckingham Dr

Address

Tallahassee, FL 32308

City, State, Zip Code

850 765 8050

Phone Number

johannantal@yahoo.com

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by

July 22, 2010.

Woodville Highway Corridor Study

Northern Section – Capital Circle Southeast to Gaile Avenue

Stakeholder Questions

August 19, 2010

- What is the function of Woodville Highway now and what should it be in the future?
- What is the greatest asset in the Woodville Highway corridor?
- What is the greatest need in the Woodville Highway corridor?
- What type of strategies could be used to enhance the economic viability of the Woodville Highway corridor?
- What role should Woodville Highway play in the context of a regional transportation network; specifically connectivity with parallel corridors, greenways, and transit?
- How should the St. Marks Trail be incorporated into an enhanced Woodville Highway corridor?
- What land use strategies (including past sector plans, economic plans, and identified goals, objectives, and strategies) should be incorporated into the Woodville Highway Corridor Master Plan?
- What improvements would you like to see made to the Woodville Highway corridor?
- Is there anything else that should be considered during the development of this plan?
- What is your 50-year vision for the Woodville Highway corridor and this portion of the community?

WOODVILLE HIGHWAY CORRIDOR STUDY – CAPITAL CIRCLE TO GAILE AVENUE

STAKEHOLDER COMMENTS

Parks and Amenities

We need more community centers and parks in the area

Add neighborhood entrance features like Eastgate

Consider greenways

Campbell Pond can be an asset to this area and growth in the corridor; add trail connection

Trail and Trail Amenities

St. Marks Trail – Greatest asset of the Corridor and should be protected and preserved

The trail aesthetics could be improved

Need better maintenance of the St. Marks Trail

Let's integrate the trail into existing land uses and future development

St. Marks Trail needs shade, water fountains, benches, lighting

Trail crossing at old 4 Points intersection is a problem

Trail can be form of economic development – part of an Iron Man type of event

Consider separating cyclists and walkers; striping of Trail

Land Use and Zoning

Preserve the nice, family-friendly, and walkable neighborhoods in the area

Want to keep affordable housing and convenient work locations in the area

Changes to land uses are needed. We need to have more retail and services (restaurants, hotels, banks, big box along with “mom and pop” businesses, veterinarians, and medical facilities)

Don't want land uses targeted to more students (i.e. no more apartments)

Need police and Post Office sub-stations

We have code enforcement concerns – residential and commercial properties

We have non-conforming uses along the corridor; zoning needs to be reviewed

We need to incentivize development inside Urban Service Area

Fairgrounds are underutilized; consider mixed-use development

Create a commercial node along this corridor

Redevelop west side of study area into housing

Protect existing neighborhoods

We need to preserve the jobs of the existing businesses along the corridor

Identify locations for additional affordable housing

New commercial development should require the buildings near the street and parking in the rear

Need to keep industrial and commercial uses on Woodville Highway

Allow existing industrial uses to remain and be allowed to expand. Over time, economics may move some of these uses out

Change land uses to eliminate some industrial uses

Favor growth in the area – area needs jobs

Drainage and Utilities

Area lacks central sewer- will limit development and redevelopment

Woodville Highway needs curb and gutter

Consider multiple, shallow ponds – area prone to sinkholes

Area is prone to flooding – need a real drainage system for the area

Bicycle and Pedestrian Connectivity

New Campbell Connector is good idea – need connections to Campbell Park and to universities

Want sidewalks on both sides of Woodville Highway

Need to maintain crosswalk at Ross Road when road is widened

Bicycling needs to be a prominent feature of the corridor

Bicycle usage/safety at Capital Circle/Woodville Highway needs to be addressed; also at Gaile Avenue

Woodville Highway needs sidewalks

Transit Service

Transit may be helpful in the future if the routes are faster than my car

Need for transit service south of Capital Circle – apartment complex, elderly needs

Consider transit

The only road widening should be done as transit/HOV lanes

Roadway and Intersections

New road should look like Blair Stone Road; landscaped but need to consider maintenance

Need improved road capacity

Too much cut-through traffic on Gaile Avenue

Existing and any future curb cuts create a problem for the Trail – look at policies to protect and enhance Trail

Trucks in/out of businesses need to be able to stop safely out of roadway; cyclists need to yield to trucks

Consider parallel corridors

Consider parallel access/frontage road west of trail

Woodville Highway should be the City's gateway to nature and the coast

Improvements to the corridor should consider all users and modes

We need a good access management plan

Concern over increases in speed if road is widened

Median size needs to consider school buses and trucks in the area

Would like to see a 4-laned road and/or safety upgrades; traffic is heavy at times

Keep Trail and roadway separate

Add bicycle lanes when Woodville Highway is widened in addition to the Trail

Add landscaping between Trail and road

**WOODVILLE HIGHWAY CORRIDOR STUDY STAKEHOLDER MEETING:
St. Joe Company – Jorge Gonzalez
OCTOBER 8, 2010**

ATTENDEES:

Richard Barr

Jorge Gonzalez

Development plans are on hold for the Southside DRI. The DRI was almost complete before things stalled out because of the economy. He says this project will eventually move forward and statements said to Commissioners earlier are still true regarding their plans.

He doesn't see a significant traffic impact on Woodville Highway from the Southside DRI or Southwood, mainly because of the existing network in the area and plans for the Paul Russell/Jim Lee Road extension.

He said the big box projects on the Sembler-owned parcels on the north side of Capital Circle were very close to moving forward until the economy went bad.

In addition, there will be approximately 1,000,000 new square feet of non-residential area in this southeast Capital Circle area, as proposed by the Southside DRI, and will serve the residential areas along Woodville Highway.

He thought the previously-mentioned east-west road connecting Tram to approximately Belair Road would be a good connection for the area.

A previously-mentioned VA hospital is not going on St. Joe property in this area.

He would like to have Bill Weir be St. Joe's contact person. He said to send Bill future notices of meetings and get him information on what's been done so far.

**WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING:
COMMISSIONER ANDREW GILLUM
AUGUST 25, 2010**

ATTENDEES:

Ryan Wetherell

Wendy Grey

Function of Woodville Highway

- High level of commuting from Gadsden, Wakulla Counties to Leon County
- Provide alternative forms of transportation – bike lanes, HOV lanes. Harry Reed has mentioned light rail.
- With 120 foot ROW, should allocate lanes for other modes.

Be bold about the vision

- Find out about “City by the Sea” or City to the Sea” proposal for trail from coast. Woodville Highway is an important connector.
- Trail can be form of economic development e.g., part of an Iron Man type of event.
- Corridor is immersed in the environment - that should be basis for economic development. Contrast this image with the function of Capital Circle.
- Woodville Highway should be “the City” (Tallahassee’s) gateway to nature and the coast.

Housing

- City had looked at flipping trailers to site built housing. Reach moderate income families (80 – 120% of AMI).

Economic Development

- There is a problem with part of the area being inside the City and part outside. Can there be an “honest broker,” like Blueprint, that can take the lead in promoting economic development?
- Lack of central sewer limits development.
- Need a careful, strategic plan for corridor – not just canoe rentals and horseback riding.
- Ball fields may be good to promote economic development, but does not really see the area as suited for clear cutting.
- What role can St. Joe play?
- How can the lakes in the Campbell Pond area be promoted?
- Ryan discussed the Campbell connector.
- Create connection to nature, transition from City to forest, and provide economic development and a concrete land use plan to support this.

Priorities

- Change uses to eliminate some industrial uses.
- Wants to know what neighborhoods would like to see.

Follow up:

- Send neighborhood stakeholder report.
- Find out about “City by the Sea” or City to the Sea” proposal for trail from coast. Woodville Highway is an important connector.

**WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING:
COMMISSIONER BILL PROCTOR
AUGUST 26, 2010**

ATTENDEES:

Richard Barr

Wendy Grey

Regina, Aide to Commissioner Proctor

Aaron, Aide to Commissioner Proctor

There is greater demand for improvements in the northern section of Woodville Highway (Capital Circle to Gaile).

- Redevelopment of this area is consistent with Comprehensive Plan policies on urban infill and the USA line.

Road should be widened on the east side- the trail side has a deep ditch.

Vision: Sees Capital Circle NE as the long term model

- Commercial uses like restaurants, retail stores, entertainment. Likes the variety of uses along Capital Circle NE. Alternatively, start by creating a commercial node, e.g., by Revels Market. Level of commercial services in study area is inadequate. Need to create more convenient shopping opportunities.
- Neighborhood entrances like Eastgate.
- West side of study area – redevelop vacant area into housing. Need a lot of money to buy out trailers and redevelop and not in favor of that.
- Does not see industrial uses relocating.
- Protect existing neighborhoods.

Economic Development – challenges to generating more commercial activity

- People in this area don't have cars, so need to preserve jobs.
- Lack of central sewer inhibits redevelopment.
- City/county line creates awkward jurisdictional situation.

Has heard that Rickards is going to be relocated into study area. If so, development in the area around the school needs to be planned carefully.

Need to look at this area within the broader Southside context.

- What is status of English property?
- St. Joe property development will have an influence on Woodville Highway
 - Need to have the Jim Lee/Paul Russell extension tie into Tram and possibly Woodville Highway
 - Proposed Target and Lowes on Capital Circle Southeast
- Property south of Capital Circle needs to be opened for development – larger lots, higher end development. *(Advised Commissioner that this segment is within the southern section scope.)*

Priorities:

- Get money for road widening.
- Get central sewer – these residents are close to treatment plant, but don't have service.
- Get zoning in place to promote vision.
- Identify locations for affordable housing.

Follow Up:

Check on possible relocation of Rickards.

Woodville Highway Corridor- Stakeholder Meeting

Oak Ridge Elementary School

August 31, 2010

Attendees:

Taka Mays, Principal of Oak Ridge Elementary

Mattie Freeman, member of School Advisory Council

Vincent Mokwenye, member of School Advisory Council

Greg Vaughn, PBS&J

Bryant Brantley, PBS&J

Summary of Comments

- All were in favor of the project.
- The greatest asset to the area is the St. Marks Trail and preservation of the trail is a priority.
- Everyone expressed a desire for economic revitalization within the corridor and would like to see more retail move into the area.

How is Woodville Highway currently utilized? Main utilization would be for commuting from communities to the south such as Woodville and Crawfordville.

What is the greatest asset of the area? The St. Marks Trail

What are the greatest needs of the area? Economic needs such as retail. Other facilities needed in the area are transit services, medical facilities, community centers, parks with recreational opportunities (basketball, tennis). Zoning amendments to the community are looked upon as needed. The participants would like to see more retail without industrial use. Strip mall type areas with stores such as Publix, Target, Walmart, etc. in combination with “mom and pop” type businesses. When informed about land use plans and potential changes that could occur to the zoning to help foster this growth, they all agreed that those changes were needed. Another concern of the participants was the transit needs to reach further south towards Woodville and provide transportation opportunities to the elderly south of Capital Circle.

How can we enhance the St. Marks Trail? The Trail aesthetics could be improved. One participant mentioned that in its current state, you cannot tell it's a trail.

Does the community utilize Jack Mclean Park? Some do. The main reason is that it is the only park within the area.

Is there anything else to add? Participants would like to see more security in the area (ex. Police substations) and see a presence of law enforcement. There would be an overall calming effect to the area. An area post office was mentioned by one of the participants.

Participants requested questions posed and information on the upcoming Charrette .

Summary of participant feedback: Desire to be involved and informed, want economic (retail) growth and landscape beautification in the area, as well as the widening of Woodville Highway with protection of the St. Marks Trail.

**WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING:
TLC PD, LC GROWTH MANAGEMENT, COT GROWTH MANAGEMENT
SEPTEMBER 7, 2010**

ATTENDEES:

Steve Hodges
David McDevitt
Ryan Guffey
Scott Brockmeir
Ryan Culpepper
Wiatt Bowers
Ryan Wetherell
Wendy Grey

Function of Woodville Highway

- Hurricane evacuation route
- Limited permitting activity over the past three years
- Been some shift in land uses from industrial to commercial, including contractor services and auto salvage
- Road is gateway, with terminus at fairground
- South of Capital Circle see four lanes
- North of Capital Circle consider four lanes and other modes, coordinated with Star Metro and more intense development
- Interconnectivity to west of Highway is good, but not to the east

Land use Issues

- There are issues of code compliance for residential and commercial
- Some commercial uses are non-conforming uses –uses changed from industrial, but there was no zoning change. Zoning needs to be reviewed
- Review Southeast Sector Plan for consistency with land use for this area

Economic Development

- Area lacks central sewer
- Even with lower level of service and the proportionate share process,, transportation concurrency is a problem. Projected costs of road improvements have resulted in high prop share costs
- Incentivize development inside Urban Service Area

Assets

- Trail opportunities have not been exploited. Integrate trail into land uses
- Fairground is underutilized. Has full urban services, Consider mixed use development as catalyst
- Campbell Pond – government wanted to buy – good habitat. Consider using as mitigation for four laning.

St. Marks Trail

- Treat trail as trunk line with connections to Campbell Park and to universities.
- Need better connection to west (toward universities)
- Need more shade on trail
- There is no data on trail usage
- Trail crossing at old Four Points intersection is problematic
- Office of Greenways and Trails is resurfacing and widening – may increase usage
- Used mostly for recreation. Can it be better integrated as part of multimodal approach?
- What is policy for new curb cuts along the trail? Consider Comp Plan policies to protect and enhance the trail
- Some residents object to trail. This could be because it is not integrated into the corridor

Road Design

- Need to address access management and interconnections as part of road widening
- Median planting is nice (e.g. Blair Stone) but need to consider maintenance and watering demands
- Integrate trail as part of multimodal approach.

Other issues:

- Schools are not considered best
- Comp plan proposes to allow more intensity in Woodville community
- Annexation issue is fractious
- Code enforcement issue is fractious- some oppose code enforcement as government interference
- Identify major property owners and involve them e.g. Novey and Collins (Mr. Collins was at kick off meeting)

Follow Up

- Review SESP
- ID major land owners
- Make sure all City and County staff get notice of charette.

**WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING:
ECONOMIC DEVELOPMENT
SEPTEMBER 7, 2010**

ATTENDEES:

Kim Williams
Jay Townsend
Beth Kirkland
Roxanne Manning
Michael Parker
Rick McCraw
Tom Lewis
Richard Barr
Rosemary Woods
Wiatt Bowers
Wendy Grey

Function of Highway

- Commuter traffic to/from Wakulla and South Leon County
- Truck traffic – sand and material recovery
- Access to industrial park
- Highway is regional connector leading to downtown

Land use Issues

- There has been loss of industrial zoned property
- Residents on southside need nearby access to jobs, need to keep industrial and commercial on frontage/also noted that industrial doesn't have need for frontage that commercial does.
- Long term change in land use at fairgrounds?
- Redevelopment of Gaines and South Monroe may push some uses further south into this area
- Impacts of Southwood and Southside DRIs may have affect on land uses and traffic on this corridor.
- Benefits to having an area that is affordable for small businesses
- Types of business include distribution, machine shops, cabinet making, manufacturing, material recycling, defense contractor. Retain these uses in future.
- Can non-conforming uses be retained? There is a desire to allow the existing industrial uses to remain and be allowed to expand. Over time, economics may move some of these uses out, but that's okay.

Road Design

- Use utility ROW for 2 lane road through St. Joe (?)
- Option of integrating trail into the road cross section

St. Marks Trail

- 20% of Kim William's workforce uses trail to bike to work
- Trail needs shade
- Conflicts between cyclists with cars and especially trucks with trailers. Cyclists need to yield to trucks; trucks need to be able to stop safely out of roadway.
- Need access management
- Need water fountains and benches on trail
- Improve lighting on trail
- Consider parallel access road west of trail

Strategies

- Opportunities for land aggregation?
- Get trail to interface with commercial campuses
- Incorporate way finding into road design
- Identify brownfield sites
- Consider aquifer vulnerability
 - Businesses need to comply with environmental regulations
 - Consider regional stormwater facility
- If central sewer is not available, needs to be provided

Follow Up

- Models of industrial/residential compatibility from Roxanne (US 1 in West Palm Beach and Lake Worth)
- Confirm location of central sewer.

Woodville Corridor – Stakeholder Interview

***Theresa Heiker, Leon County Stormwater
September 1, 2010***

Alisha Wetherell (Kimley-Horn) and I met with Ms. Heiker to discuss the project and gain input concerning issues related to stormwater and flooding within the Woodville Highway Corridor.

General Comments:

- Ms. Heiker expressed concerns with drainage and flooding within the Corridor, specifically severe flooding over Tram Road as well as flooding in the Capital Park area off Tram Road, along Crossway Road (flash flooding), and the streets in the northeast corner of the Woodville Highway/Capital Circle intersection (Shannon Street to Briandav Street).
- General concerns in the area revolve around old developments constructed at flat grades with undersized facilities and conveyance, and the lack of a real drainage system for the area, which contribute to flooding.
- While flooding issues have not been particularly bad in recent years, this could be attributed to our drought conditions. As the normal rainfall has returned this year, there have been more flooding issues and complaints from property owners.
- Coordination with the City of Tallahassee needs to occur to determine the flooding that may/may not be occurring around Campbell Pond. Additionally, the City may have purchased property in the area for flood control that may be potential sites for joint projects to relieve flooding.
- Our team will want to coordinate with Blueprint 2000 on the Capital Circle projects at the intersection of Woodville Highway since Ms. Heiker commented about commitments that have been made for the Capital Circle project concerning drainage. She was particularly concerned about the commitments made in the process of transferring water from basins on the west side of Woodville Highway to the east side.
- Additionally, we may be able to obtain information concerning the Karst conditions of the area from the NFWMD and the Wakulla Springs Working Group. They have done extensive research into the underground hydrology of this area associated with study of the Tram Road spray fields and the Wakulla Springs contributing basin.
- Greatest needs concerning drainage in the Corridor:
 - Historic lack of conveyance from Paul Russell Road
 - Improvements for Tram Road (however, Leon County does not have improvements currently planned)
 - Flooding south of Gaile Avenue and Tram Road
 - Managing expectations from the public from the standpoint of the utilization of swales and how that is possibly the best solution due to the Karst conditions

- Overall education of the public concerning drainage within the corridor due to the topography of the area. This is a real opportunity to provide educational monuments in the area of the Cody Scarp about that element of our unique topography of the area.

Woodville Highway Corridor- Stakeholder Meeting

Leon County Schools – Transportation Division

September 13, 2010

Attendees:

Becky Temples, Leon County Schools Transportation Supervisor, *TemplesB@leonschools.net*

Fred Johnson, Leon County Schools Transportation, *JohnsonsF@leonschools.net*

Michael R. Moore, Leon County Schools Transportation Director, *MooreM@leonschools.net*

Debbie Burger, Leon County Schools Transportation, *BurgerD@leonschools.net*

Greg Vaughn, Bryant Brantley, PBS&J

Summary of Comments

- Current school bus stops along Woodville Highway and the following streets:
 - Greenleaf Drive
 - Flagg Street
 - Belair Road
 - McNeil Boulevard
 - Shoreline Drive
- Need to maintain the crosswalk at Ross Road and Woodville Highway for children walking to Oak Ridge Elementary.
- Median size and speed limit considerations will be critical to school transportation.
- The buses need either a median opening with a “transition lane” or a traffic light at the Belair Road intersection to allow buses to turn south onto Woodville Highway from Belair Road. Also something similar at Greenleaf Drive.
- The group wants the traffic light at Ross Road to remain.
- Gaile Avenue is the biggest concern in reference to backed-up traffic.

What are the greatest needs of the area? The group would like to keep Woodville Highway flowing correctly. The roads need better marking and sidewalks need to be included on both sides of Woodville, as with the existing footprint. Access management is needed for school buses.

Is there anything else to add? Speed should be an important factor when analyzing Woodville Highway. The staff recommends nothing higher than the current posted 45 mph, as traffic tends to speed up when a road is widened which will cause concerns for school buses which will need to cross traffic. With a median, most likely school buses will need to pick up riders along one side of the roadway and then u-turn to pick up those on the other side. Also on a side note, the timing of the construction would be important (construction during morning rush-hour will make the school bus driver’s job more difficult, especially in making left turns).

Woodville Highway Stakeholder Interview

Hans Van Tol, Chair of Bicycle Advocacy Committee, Capital City Cyclists

1. Four lanes on Woodville Highway makes sense; traffic is fairly heavy at times.
For cyclists, this will be a crucial connection: CCSW Trail, St. Marks Trail, Connector Trail
Bicycling needs to be prominent feature of the corridor:
 - May make sense to separate cyclists and walkers/hikers
 - North of the St. Marks Trailhead, are they widening more than 12 ft? Could this justify widening the trail north of CCSW?
 - Likes striping in the middle of the trail.
2. Greatest asset is the separation between the trail and the roadway.
3. When widening to four lanes, need to keep the bicycle lanes; do not deviate from the standards.
Bike lanes in addition to the trail. This is in case laws requires use of the trail instead of the road in the future.

Landscaping is preferred between trail and road instead of in the median.

Landscaping should include canopy trees, but ensure sight distance is adequate at intersections.

Additional bicycle amenities would be nice to have, but are not crucial.

This could be more necessary if connections are made to the Capital Cascades Trail.

Intersection at CCSW and Woodville Highway: Bicycle lane just ends. "This is annoying."

Instead of overpass, money would be better spent elsewhere. This depends on what the cost actually is though. Tunnel at LaFayette and Railroad is a waste of money. A stop light would have been sufficient in this case. There is currently no consensus for an overpass at this intersection.

Park area around Campbell Pond with trails that connect to Southwood would be nice. This would be a good place to kids to ride their bikes. Not as helpful for commuters. Would be nice to create a loop with other connectors.

Crossing at Gaile Ave is tricky. Cross on wrong side of the road. Sharp turns. Would be a good idea to extend trail north of Gaile Ave and cross over to the Trail north of Gaile Ave. A traffic light may be needed.

Woodville Corridor – Stakeholder Interview

***David Henry, City of Tallahassee Stormwater
September 17, 2010***

Alisha Wetherell (Kimley-Horn) and Greg Vaughn (PBS&J) met with Mr. Henry to discuss the project and gain input concerning issues related to stormwater and flooding within the Woodville Highway Corridor.

Notes:

- Mr. Henry suggested a review of the closed basin requirements for both Leon County and the City of Tallahassee to gain a thorough understanding of design requirements.
- At this time, there are no apparent unmet needs concerning flooding within the city limits of the project area, nor are there any known stormwater improvements planned for the area.
- Structural flooding issues seem to have been resolved with the construction of the FDOT pond near Gaile Avenue/Woodville Highway and the purchase by the City of flood prone parcels between Gaile Avenue and Lindgren Avenue.
- Suggested the consideration of multiple, shallow ponds to avoid the development of sinkholes (which are prone to occur with large, deep ponds). Also suggested coordination with Rob Baker (RMBaker, LLC), who has done geotechnical work for St. Joe in Southwood.
- Was not familiar with any proposed recreational enhancements with Campbell Pond. Suggested coordination with Susan Tanski at the City's Parks and Recreation Department.
- Mentioned the existence of a shallow, large City gas transmission line along Woodville Highway and suggested further discussions for existing utilities with Sal Arnaldo, City Water & Sewer, and Stephen Mayfield, City Gas.

Woodville Corridor – Stakeholder Interview

Neighborhood Association/Resident Meeting September 9, 2010

Wendy Grey and Greg Vaughn met with the persons listed below to discuss the Woodville Highway Corridor Study.

Attendees:

Laurie Tenace (319 Gaile Avenue)

Mattie Freeman (261 Ross Road)

Sue Gambill (509 Curtis Road)

Phone Interview by Wendy Grey :

Leon & Alene Allen (722 Shannon Street)

Jonathan Peterson (4509 Deslin Court)

Earnestine Johnson (285 Oakview Drive)

Anne Glass (715 Lewis Boulevard)

Summary

Greatest assets of the Woodville Highway Corridor

- St. Marks Trail
- Nice, family-friendly, and walkable neighborhoods
- Natural areas (positive comments concerning the new Campbell Connector)
- Affordable housing and convenient to work locations
- Overall good traffic flow (referenced the widening of Crawfordville Highway)
- Unique shops along Woodville Highway
- Jack McLean Park

Greatest needs of the Woodville Highway Corridor

- Better maintenance of the St. Marks Trail north of Capital Circle (e.g. trash, sand/loose piles of sand on the trail)
- Sidewalks on both sides of Woodville Highway
- Landscaping (more of a look like Blair Stone Road versus Orange Avenue)
- Improved capacity along Woodville Highway
- Land Use changes to promote the introduction of commercial and retail, including restaurants, hotels, banks, veterinarians, medical facilities, and “Big Box” stores and protection against the development of apartment complexes (which would be targeted towards student housing) in single family neighborhoods
- Removal of some of the “eye-sores” within the corridor
- Standardize development to create visual consistency along Woodville Highway
- Introduction of Police and Post Office sub-stations
- City and County code enforcement concerns (both residential and commercial)
- Introduction of a Leon County garbage collection facility within the corridor
- Central sewer

General Comments

- One attendee lives on Gaile Avenue and expressed concerns over the amount and speed of traffic currently using Gaile Avenue as a cut-through from Tram Road to Woodville Highway. Also expressed concern about noise from nearby nightclub.

- The attendees expressed some interest in transit services, but most would only use it the routes were faster than their personal vehicles
- Some expressed the need for transit services south of Capital Circle (i.e. Lakes at San Marcos Apartment Complex)
- Even with the widening of Woodville Highway, the crosswalk at Ross Road would need to be maintained for school children
- Some interest was expressed about possibly moving the Fairgrounds and developing the existing Fairground parcel
- Mentioned difference in maintenance of owner versus rental units. Some landlords in County do not pay for curbside collection, so trash accumulates.
- There are always plans being made for the south side but nothing seems to materialize.
- New road may help improve pride and help promote land acquisition and redevelopment.
- The intersection at Revel's Meat Market is dangerous. Hard to see when turning north bound onto Woodville Highway.
- Provide better internet connection to residents (e.g., digital canopy). Many residents cannot afford internet connection.
- South side does not have the same quality infrastructure as north side.
- Redevelopment of the fairgrounds sounds like a good idea, but other redevelopment efforts have failed and existing commercial centers (Winn Dixie, Harvey's, etc.) have not thrived.

Charrette Location

The CRTPA will host a Charrette at the Jack McLean, Jr. Community Center located at 700 Paul Russell Road. You are highly encouraged to attend both days.

Session 1

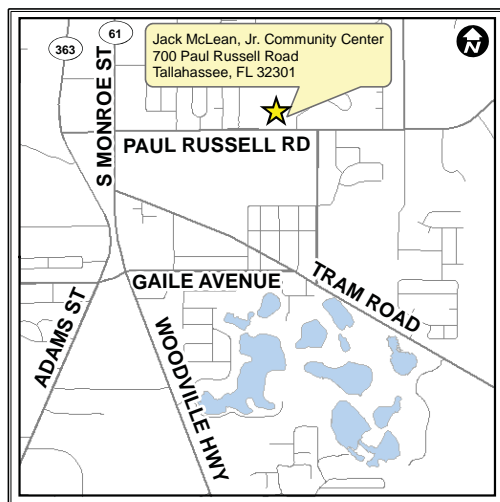
Thursday, September 30th

5:30 pm to 8:00 pm

Session 2

Saturday, October 2nd

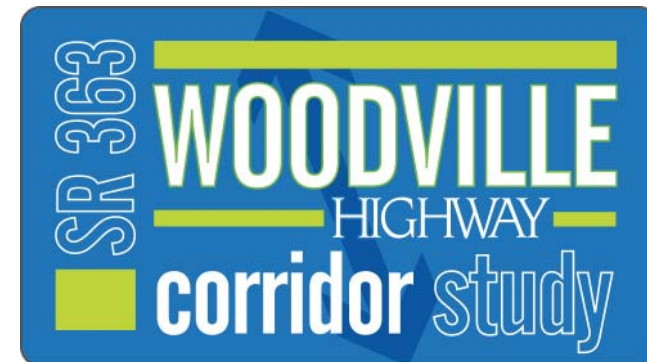
9:00 am to 11:30 am



300 S. ADAMS STREET, BOX A-19
TALLAHASSEE, FL 32301



Mark Your Calendar Now...



Providing Mobility. Enhancing Community.

For the Woodville Highway Corridor Study Charrette

Thursday, September 30th

5:30 pm to 8:00 pm

&

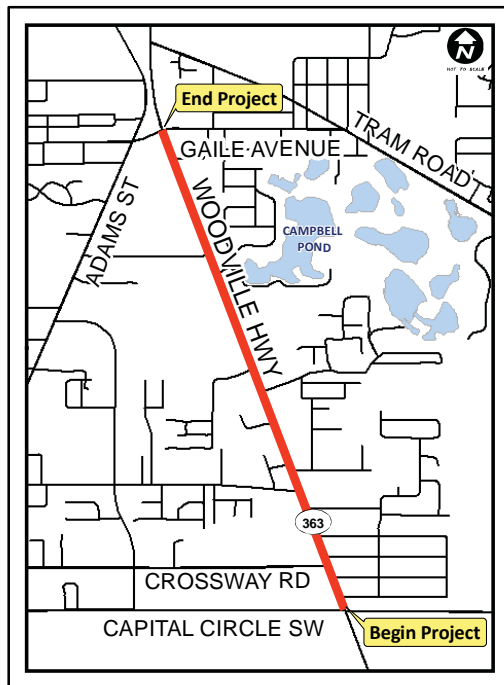
Saturday, October 2nd

9:00 am to 11:30 am



Project Description

The CRTPA, assisted by Kimley-Horn and Associates, has begun the process of developing a Corridor Master Plan for the segment of Woodville Highway from Capital Circle Southeast to Gaile Avenue.



The Corridor Master Plan will include the study of land uses, environmental features, community and social features, and general engineering constraints that will drive the current and future transportation needs of the corridor. The CRTPA's project team will involve the community at several stages during the development of the Master Plan, so that community needs and concerns can best be captured. The Corridor Master Plan is anticipated to require approximately one-year to complete.

Charrette

The charrette will be broken into two sessions. The first session will be on Thursday, September 30th from 5:30 pm to 8:00 pm and the second session will be on Saturday, October 2nd from 9:00 am to 11:30 am. These sessions are your opportunity to express your community's needs and concerns. At the charrette, you will not only learn more about the project, but you will have an opportunity to share ideas, identify problems, and help shape the plan for the Woodville Highway corridor.



What's A Charrette?

"A French word that describes a brief but intense workshop in which stakeholders and interested citizens are invited to contribute to the work of an interdisciplinary team of planners during the earliest stages of design and planning."

For more information please contact

Jack Kostrzewa, CRTPA
Jack.Kostrzewa@talgov.com
(850) 891-6809

Richard Barr, Kimley-Horn and Associates, Inc.
Richard.Barr@kimley-horn.com
(850) 553-3500

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Jack Kostrzewa by email at jack.kostrzewa@talgov.com or at (850) 891-6809 at least seven (7) days prior to the meeting.

Visit us online at:

www.crtpa.org
www.capitallegacyproject.org

Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Design Charrette

Thursday, September 30, 2010
5:30 p.m. – 8:00 p.m.

Jack McLean, Jr. Community Recreation Center
700 Paul Russell Road
Tallahassee, Florida 32301

- I. Open House
- II. Presentation by Project Team
- III. Small Group Exercises
- IV. Report Out and Conclude Meeting

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.

REMINDER

Remember to come back Saturday at 9 a.m.
for session 2 and a wrap up of the Charrette.



Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Design Charrette

Saturday, October 2, 2010

9:00 a.m. – 11:30 a.m.

Jack McLean, Jr. Community Recreation Center
700 Paul Russell Road
Tallahassee, Florida 32301

- I. Open House
- II. Summary Presentation by Project Team
- III. Open House/Station Review
- IV. Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.

Thank you for your participation!





WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE – DAY 1

CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

SEPTEMBER 30, 2010 - 5:30 P.M. – 8:00 P.M.

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John Lewis	"	"	"
Cherelle Hone	3005 Adams Tall, FL	cheriehone@tallgov.com	Tall Leon Plann



WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE – DAY 1
CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

SEPTEMBER 30, 2010 - 5:30 P.M. – 8:00 P.M.

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+1

+1

