

WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY ALIGNMENT ALTERNATIVES MEETING

CAPITAL CIRCLE TO PAUL RUSSELL ROAD
FINANCIAL PROJECT ID NUMBER: 424009-3

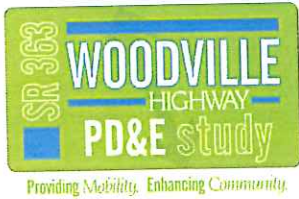
JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Jimmy Richard	9491 Old So Augustine Rd		Woodville property
GARY BROWN	4020 Woodville Hwy		Browns Refrigeration Woodville Hwy
Karl Link	4151 Woodville Hwy		Revels Motel
DAVE CROMBIE			EGS
DEAN RICH	319 Ross Rd. TLH. FL 32305	Dean@AMWATMOVES.com	
Ken Siplin	506 Hampton Ave TLH FL 32310	Kenyatta-Melissa@yahoo.com	AECID / LWOL
Tom Collins	P.O. Box 13945, TLH 32317	jcollins@aol.com	
Jonathan Peterson	4509 Dealin Court TLH 32305	president@oakridgeplacehoa.com	<u>PDF</u> Oak Ridge Place HOA, Inc
Nancy Cummings	4235 Woodville Hwy	madebymom@yahoo.com	Woodville property
BRUCE MEINTJIES	601-602 Novey Circle	B.meintjies@att.net	Saxon Acorns LLC.
Carey Shepherd	5415 John Knox Rd Tall, FL 03	Carey.Shepherd@tal.gov	FHWIT
Steve Hodge	435 N. Macomb St., TLH FL 03	Steve.Hodge@tal.gov	TLC PD
Tom LeDuc	3650 Woodville Hwy	TLeDuc1973@yahoo.com	

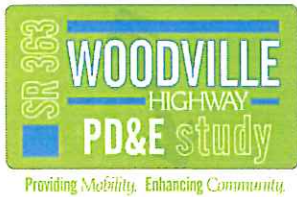


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NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Jack Kostreva	488 N. Adams St. Tallahassee	Jack.Kostreva@Tallahassee.org	CRTPA
BOB SHAKTA	3705 Woodville Hwy	BShakta@comcast.net	
LEON + ALENE ALLEN	722 SHANNON ST. TALLAHASSEE FL 32305		
Hans van Tol	1215 Buckingham Dr	johannvantol@yahoo.com	Capital City Cyclists
MARY REED			CRTPA
Douglas Lee		DouglasLee.Tally@gmail.com	
Harriett L. Brown	2825 W. Orange Ave	harrill14@comcast.net	
Paula DeBros - Johnson	1421 Lola Drive	dpzz1@comcast.net	
Bernard Sanford	2749 BARDWOOD LANE		
LEE G. Sanford			
Charles R. Davidson	3106 Palmer Ave	charich2004@gmail.com	AET Compliance
Don Dietrich	3300 Lakeview Dr TALLAHASSEE FL 32310	ludietrich@yahoo.com	
Ray E. La Jr	FDOT		



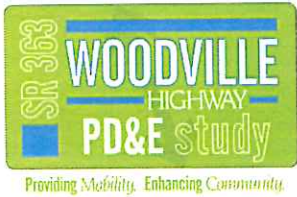
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John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Roger V. Hord	3085 Gail Ct. Dr.	Roger.Sun@bellsouth.net	CCC / CBC
Sue Gambill	509 CURTIS RD. 32305	Suegambill@yahoo.com	Self
Wendell Johnson	1420 N. MEDIAN ST. TALL. 32305	johnsone@fla.fl.edu	LIFE w/o LIMITS CHURCH
KEITH MCCARRON		keith.mccarron@thorpe.com	ARPC
Darrell Wills	P.O. Box 5304 Tall. Fl. 32314	darrell@teamwills.com	ALFM
NATALIE FURMAN	FDOT	natalie.furman@myfloridastate.gov	FDOT
Bone Helm	4173 - Woodville Hwy		
Sad P my	1111		
Scott Brockmeier	435 N. Monroe St.	Brockmeiers@leoncountyfl.gov	DSEM
Rev. Jimmie L. Baker	1533 S. Monroe St. 32301	jimmiebaker17@aol.com	LIFE WITHOUT LIMITS INTERNATIONAL CHURCH
Ryan Culpepper	435 N. Monroe St.	Culpepper@leoncountyfl.gov	DSEM



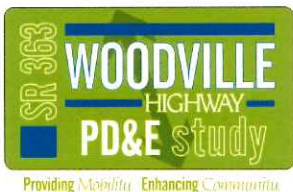
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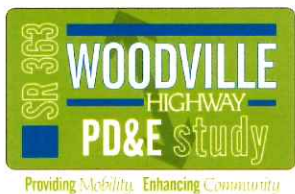
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**WOODVILLE HIGHWAY PD&E PUBLIC HEARING
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FINANCIAL PROJECT ID NUMBER: 424009-3**

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700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301**

MAY 9, 2013: OPEN HOUSE AT 5:30 PM & PRESENTATION AT 6:00 PM

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Gene Nalms	4173 Woodville Hwy		
Sandra Dunning	" "		
Tracy Duval	1835 W. Park Apt. 212	pinkgirl@yahoo1	myself
Alene + Leon Alba	722 SHANNON ST. TALL. 32305		
Jessie Revels	4151 Woodville Hwy. 32305		
Karla Revels	" "		
FRED PIERSON	5330 ST. IVES LN, TALLAHASSEE, FL 32309		MYSELF AND SISTER
Cary Shepherd	545 JOHN KNOX TAL 32303	cary.shepherd@dot.gov	FHWA
Jorge J. Rivera	545 John Knox Tally 32303	jorge.rivera@dot.gov	FHWA
JOSH BOLICK	1909 THOMASVILLE RD 32303	josh@greatbicycle.com	GBS
Allison Deffenbaugh	2313 Haverhill Road		Atkins
Ryan Guffey	435 N Macomb St, 2nd floor 32301	GuffeyR@leoncountyfl.gov	LEONCO



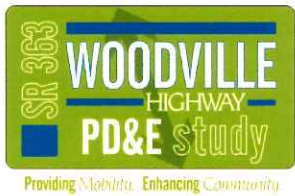
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John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Vernon Paul	534 Tuskegee St., Tallahassee, FL 32305	paulus@embarqmail.com	
Lynn Barr		lynn.barr@telgov.com	CRTPA
C. J. T. Harden	P.O. Box 485	Positiveenergy101@aol.com	
Harriet C. Brown	2825 W. Orange Ave	harri1114@comcast.net	
Deborah Downing	P.O. Box 5571, Tall, FL 32314	coffathwalkers@comcast.net	
Danette Willis	P.O. Box 5304 Tall, FL 32314	danettejwillis.com	
Katharine Rivers	3020 S. Lakeside Tall, FL 32305		
Mark Price		Map101@my.fsu.edu	EGS



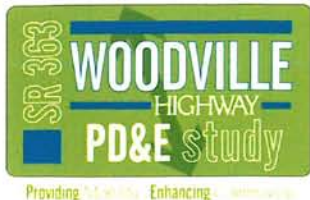
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John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Tracey Hudson-Ybara			FDOT
BRUCE MEINTJES	6018 602 NOVEY CIRCLE	b.meintjes@att.net	
April Williams			FDOT
Geigi Petersen	DOT- Midway - R/W	georgia.petersen@dot.state.fl.us	FDOT
Wayde Lawhon	4185 Woodville Hwy		
TOM COLLINS	3419 Woodville Hwy 3945, 32317	jtoecollins@aol.com	
Jim Patton	3637 Woodville Hwy	Abilitytowing@yahoo.com	
Joe Beckham	605 N. Ride	jbeckham@fsu.edu	Gulfwinds
Ann Floyd-Lucas	266 Oakview Dr	cfloyd1ucas@yahoo.com	Oakridge Neigh. Assoc.
Millie Mathis	611 Paul Russell Rd	mathism@Leonschook.net	Transportation LCS
Ed Ward Cornelius	3686 Woodville Hwy		
HARRY REED			CRTPA



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY

CAPITAL CIRCLE TO PAUL RUSSELL ROAD

PUBLIC HEARING

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FLORIDA 32301

MAY 9, 2013: 5:30 PM

PUBLIC COMMENTS

(PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Jack Kostrzewa at the address listed below. Comments should be postmarked on or before **May 20, 2013**.

THE PIERSON FAMILY HAS OWNED
THE ACRES AT THE INTERSECTION OF TRAM
ROAD AND SOUTH MONROE STREET FOR OVER
SEVENTY-FIVE YEARS.

ALTHOUGH WE ARE VERY PLEASED WITH THE
SEGMENT 1 PLANS, MY SISTER, LEAH STOETZEL, AND
I ARE ON RECORD THAT THE SEGMENT 2 PLANS -
A ONE-WAY LOOP CONCEPT - MAY HAVE THE EFFECT
OF LESSENING OUR TRAFFIC FLOW

A ONE-WAY SOUTH MONROE STREET MIGHT CAUSE
ECONOMIC HARM TO OUR PROPERTIES.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one)

Name

C. FRED PIERSON, III

Address

5330 SAINT IVES LANE

City, State, Zip Code

TALLAHASSEE, FL 32309

Phone Number

850-545-8506

Email Address

Please return comments to:

Mr. Jack Kostrzewa, Planning Manager

300 South Adams Street, A-19

Tallahassee, Florida 32301

Email: john.kostrzewa@talgov.com

(850) 891-6809

Comments postmarked by:

May 20, 2013

General Comments



June 12, 2013

C. Fred Pierson, III
5330 Saint Ives Lane
Tallahassee, FL 32309

Subject: Woodville Highway (SR 363) PD&E Study
From Capital Circle Southeast to Paul Russell Road
FPID Number: 424009-3

Dear Mr. Pierson:

Thank you for your comments concerning the Project Development & Environment (PD&E) study, which is being conducted in relation to proposed improvements to Woodville Highway. Public participation is a vital component of the study process and I appreciate you taking the time to share your thoughts.

In your comments, you expressed your concerns over the potential of reduced traffic flow resulting in economic harm to the value of your properties, which are located at the intersection of Tram Road and South Monroe Street.

From the beginning of the project, our desire was to select the alternative that had the best benefit in regards to traffic flow, yet minimized impacts to the natural and social environments. The PD&E team feels that the proposed improvements (Loop Alternative) in Segment 2 of the project (where your properties are located) meet this objective. In regards to your concerns, the Loop Alternative does not have any direct impact to your property; however, the other build alternative that was considered in Segment 2 would have required Right-of-Way from both your properties.

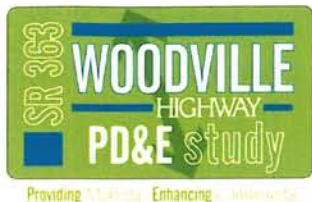
In regards to your specific concern regarding reduced traffic flow, the traffic analysis conducted as part of the PD&E study is predicting significantly higher volumes of traffic with the Loop Alternative compared to today's traffic numbers (Average Annual Daily Traffic of 29,000 in 2035 compared to 15,700 in 2010). However, even with this increase in traffic, the Loop Alternative provides the improvements needed in order to maintain efficient traffic flow for all users.

As part of the Design phase, the design team will provide public involvement opportunities for interested parties to share information. Though the scope of work is not defined at this point, it is likely that there would be two public meetings held with interested persons during the Design phase. While all public comments received during the PD&E study will be shared with the design team, I encourage you to continue your participation with this project during the Design phase.

I appreciate your involvement and support of the Woodville Highway project. If you have any questions, please feel free to contact me via email at john.kostrzewa@talgov.com or via telephone at (850) 891-6809.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO PAUL RUSSELL ROAD
PUBLIC HEARING
FINANCIAL PROJECT ID NUMBER: 424009-3

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700 PAUL RUSSELL ROAD
TALLAHASSEE, FLORIDA 32301
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I like the plan that has been presented for the S. Monroe project. I would like to repeat a minor detail that I presented at an earlier meeting, concerning the bike trail. Currently, where roads & driveways cross the trail, at several of those crossings, the surrounding land has sand that washes onto the trail during rain. Over time these drifts of sand can get quite high & cover ^{across} the entire trail, making for safety concerns for cyclists. So I hope when the trail is relocated that this will be taken into consideration. Additionally, as mentioned by someone else at the meeting, shade trees along the trail would be attractive & useful. One last minor detail, which may not be

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms B. SUE GAMBILL
(Circle one) Name
509 CURTIS RD.
Address
TALLAHASSEE, FL 32305
City, State, Zip Code
850.942.6597
Phone Number
Sue Gambill@yahoo.com
Email Address

Please return comments to:

Mr. Jack Kostrzewa, Planning Manager
300 South Adams Street, A-19
Tallahassee, Florida 32301
Email: john.kostrzewa@talgov.com
(850) 891-6809

Comments postmarked by:

May 20, 2013

General Comments

possible due to space, it would be nice if the bike trail could have a few curves here and there (like the trail along Capital Circle SE).

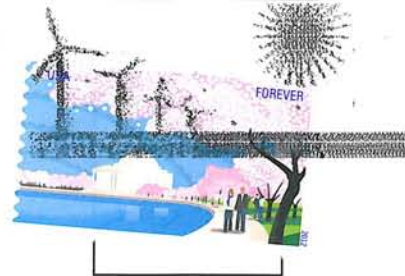
Thanks!

FOLD

Grambill
509 CURTIS RD.
TALLAHASSEE FL
32305

TALLAHASSEE FL 323

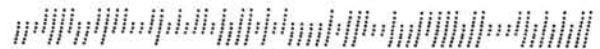
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CRTPA

Attn: Mr. Jack Kostrzewa, Planning Manager
300 South Adams Street, A-19
Tallahassee, Florida 32301

3230131737



FOLD

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



June 12, 2013

Sue Gambill
509 Curtis Road
Tallahassee, FL 32305

Subject: Woodville Highway (SR 363) PD&E Study
From Capital Circle Southeast to Paul Russell Road
FPID Number: 424009-3

Dear Ms. Gambill:

Thank you for your comments concerning the Project Development & Environment (PD&E) study, which is being conducted in relation to proposed improvements to Woodville Highway. Public participation is a vital component of the study process and I appreciate you taking the time to share your thoughts.

In your comments, you expressed your concerns over the potential for sedimentation on the new St. Marks Trail Extension, as well as your support for shade trees and a layout option for the trail that includes some curves, similar to the trail along Capital Circle Southeast.

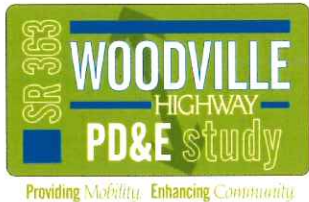
The specifics of these issues are outside the scope of the PD&E phase, which focuses more on the concepts. The Design phase of the project will focus on those details. The Design phase is scheduled to be advertised in September 2013, but it will likely be early 2014 before a design firm is under contract. At this time, the Right-of-Way and Construction phases are not funded and have not been scheduled.

As part of the Design phase, the design team will provide public involvement opportunities for interested parties to share information. Though the scope of work is not defined at this point, it is likely that there would be two, formal public meetings held during the Design phase. In addition, throughout the course of the Design phase, FDOT's Public Information Office can provide updates as requested by interested parties. While all public comments received during the PD&E study will be shared with the design team, I encourage you to continue your participation with this project during the Design phase.

I appreciate your involvement and support of the Woodville Highway project. If you have any questions, please feel free to contact me via email at john.kostrzewa@talgov.com or via telephone at (850) 891-6809.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY

CAPITAL CIRCLE TO PAUL RUSSELL ROAD

PUBLIC HEARING

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

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TALLAHASSEE, FLORIDA 32301

MAY 9, 2013: 5:30 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

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① When is the let date?

② How long will construction last?

③ Where is this on the 5 yr & 10 yr. work plan

④ ~~Will the design engineer work~~ will the design engineer work with us to ensure the best placement of the limited access provided in the after condition.
~~Will the design engineer work with us to ensure the best placement of the limited access provided in the after condition.~~

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one)

Name

Address

City, State, Zip Code

Phone Number

Email Address

Karla & Jessie

Jessie Revels

4151 Woodville Hwy

Tallahassee, FL 32305

850-445-4531

notemama@yahoo.com

Please return comments to:

Mr. Jack Kostrzewa, Planning Manager

300 South Adams Street, A-19

Tallahassee, Florida 32301

Email: john.kostrzewa@talgov.com

(850) 891-6809

Comments postmarked by:

May 20, 2013

General Comments



June 12, 2013

Karla and Jessie Revels
4151 Woodville Highway
Tallahassee, FL 32305

**Subject: Woodville Highway (SR 363) PD&E Study
From Capital Circle Southeast to Paul Russell Road
FPID Number: 424009-3**

Dear Mss. Revels:

Thank you for your comments concerning the Project Development & Environment (PD&E) study, which is being conducted in relation to proposed improvements to Woodville Highway. Public participation is a vital component of the study process and I appreciate you taking the time to share your thoughts.

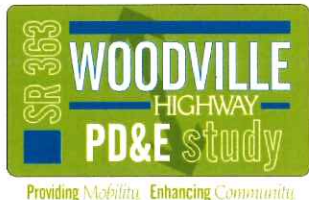
In your comments, you asked several questions regarding the let date, length of construction, status of the project on the five and ten year work plan, and will the design engineer work with you to ensure best placement of access to your property. Each concern is addressed below:

- The Design phase of the project is scheduled to be advertised in September 2013, but it will likely be early 2014 before a design firm is under contract and the notice to proceed has been issued for the design of the project. At this time, the Right-of Way and Construction phases are not funded and have not been scheduled.
- The length of construction is unknown at this time. A better estimate will be known upon completion of the Design phase.
- The Design phase is the only future phase currently funded for this project and is scheduled for Fiscal Year 2014. The Design phase is currently the only project phase shown on the Florida Department of Transportation's Five-Year Work Program.
- As part of the Design phase, the design team will provide public involvement opportunities for interested parties to share information. Though the scope of work is not defined at this point, it is likely that there would be two public meetings with interested persons during the Design phase. Additionally, FDOT's Public Information Office is always available to field questions or concerns about a project along their roadways.

I hope this answers your questions regarding the proposed improvements to Woodville Highway and again I appreciate your participation in the project. If you have additional questions, please feel free to contact me via email at john.kostrzewa@talgov.com or via telephone at (850) 891-6809.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager



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I am with A-1 auto inc my
Main concern is will I have
to close the car dealership during
the construction period if not so
how do customers get to the car
lot? How long is this going to be.
Vincent Adenbury

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one)

Name

Address

City, State, Zip Code

Phone Number

Email Address

Please return comments to:

Mr. Jack Kostrzewa, Planning Manager

300 South Adams Street, A-19

Tallahassee, Florida 32301

Email: john.kostrzewa@talgov.com

(850) 891-6809

Comments postmarked by:

May 20, 2013

General Comments



June 12, 2013

Vincent Adebusuyi
A-1 Auto, Inc.
3613 Woodville Highway
Tallahassee, FL 32305

Subject: Woodville Highway (SR 363) PD&E Study
From Capital Circle Southeast to Paul Russell Road
FPID Number: 424009-3

Dear Mr. Adebusuyi:

Thank you for your comments concerning the Project Development & Environment (PD&E) study, which is being conducted in relation to proposed improvements to Woodville Highway. Public participation is a vital component of the study process and I appreciate you taking the time to share your thoughts.

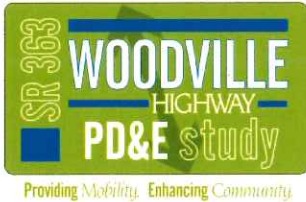
In your comments, you asked several questions regarding the project and its potential impacts to business and access for A-1 Auto, Inc, as well as the length of the construction phase. Each concern is addressed below:

- During the construction of the four-laning of Woodville Highway, access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Typically, during construction, customers will be able to access a business at or near the business's current access point. Additionally, temporary business entrance signs will be placed by the contractor during construction to help motorists identify the temporary access points.
- The Design phase of the project is scheduled to be advertised in September 2013, but it will likely be early 2014 before a design firm is under contract and the notice to proceed has been issued for the design of the project. At this time, the Right-of Way and Construction phases are not funded and have not been scheduled. The length of construction is unknown at this time. A better estimate will be known upon completion of the Design phase. It should be noted that additional public outreach will be conducted during the Design phase.

I hope this answers your questions regarding the proposed improvements to Woodville Highway and again I appreciate your participation in the project. If you have additional questions, please feel free to contact me via email at john.kostrzewa@talgov.com or via telephone at (850) 891-6809.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager



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MAY 9, 2013: 5:30 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Jack Kostrzewa at the address listed below. Comments should be postmarked on or before **May 20, 2013**.

1) How will the Oakridge neighborhood be affected &/or impacted?

2) We have a couple of holding Ponds, will there be any impact? ~~to the~~

(PLEASE PRINT CLEARLY)

Mr./~~Mrs.~~/Ms. Ann Floyd-Lucas
(Circle one) Name
266 OAKVIEW Dr
Address
Talla, FL 32305
City, State, Zip Code
878-5625
Phone Number
CFloydLucas@yahoo.com
Email Address

Please return comments to:

Mr. Jack Kostrzewa, Planning Manager
300 South Adams Street, A-19
Tallahassee, Florida 32301
Email: john.kostrzewa@talgov.com
(850) 891-6809

Comments postmarked by:

May 20, 2013

General Comments



June 12, 2013

Ann Floyd-Lucas
266 Oakview Drive
Tallahassee, FL 32305

Subject: Woodville Highway (SR 363) PD&E Study
From Capital Circle Southeast to Paul Russell Road
FPID Number: 424009-3

Dear Ms. Floyd-Lucas:

Thank you for your comments concerning the Project Development & Environment (PD&E) study, which is being conducted in relation to proposed improvements to Woodville Highway. Public participation is a vital component of the study process and I appreciate you taking the time to share your thoughts.

In your comments, you asked how the Oak Ridge neighborhood will be affected by the proposed improvements and whether or not the holding ponds within the neighborhood will be impacted. Each concern is addressed below:

- The proposed improvements to widen Woodville Highway from Capital Circle Southeast to Gaile Avenue will be constructed within the existing Right-of-Way and, as a result, will not have any direct impact to the Oak Ridge neighborhood. Access Management measures and a raised median are proposed as part of the improvements to Woodville Highway; however, the signalized intersection at Ross Road and Woodville Highway will still be available for access to the Oak Ridge neighborhood.
- New stormwater ponds will be required as part of the widening of Woodville Highway. Preferred stormwater pond locations have been determined and final selection will be made during the Design phase of the project, currently scheduled to begin in the spring of 2014. None of the potential pond locations are within the Oak Ridge neighborhood, so the existing holding ponds within the Oak Ridge neighborhood should not be impacted.

I hope this answers your questions regarding the proposed improvements to Woodville Highway and again I appreciate your participation in the project. If you have additional questions, please feel free to contact me via email at john.kostrzewa@talgov.com or via telephone at (850) 891-6809.

Sincerely,

Jack Kostrzewa
CRTPA Project Manager

605 North Ride Street
Tallahassee, FL 32303

Jack Kostrzewa
CRTPA
300 South Adams Street A-19
Tallahassee, FL 32301

Dear Mr. Kostrzewa:

I am unable to attend the May 9, 2013 hearing on the proposed improvements to Woodville Highway, but I have reviewed the materials made available to the public at the B.L. Perry Branch Library and wish to comment on the project draft documents.

Because I drive this roadway to and from Tallahassee to St. Marks and use the St. Marks Trail three to four times a week for cycling, I am particularly interested in this development. My view of the project draft is that your engineers have designed an important expansion of the highway and improvements to borders of the highway that are meritorious. I applaud the efforts to enhance and reconstruct the St. Marks Trail in this area, particularly the amenities that involve additional shade trees and control potential flooding.

The plan which maximizes the distance between the trail and the highway would be the one I favor, but I can accept that limitations may restrict this option. I also hope that the crossings over the trail to access commercial and residential areas will be reinforced to protect against damage from traffic and that signage will continue to provide safety for trail users.

I agree that this project, if it lives up to expectations, will be vital to this community and make a unique contribution to the cultural, recreational and commercial vitality of our area.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Beckham", written over the printed name.

Joseph Beckham

1 PUBLIC HEARING FOR PROJECT DEVELOPMENT (PD&E) STUDY
2 WOODVILLE HIGHWAY (SR 363) CORRIDOR MASTER PLAN
3 TALLAHASSEE, FLORIDA
4 LEON COUNTY, FLORIDA
5 FINANCIAL PROJECT ID NO: 424009-3
6 OPEN HOUSE 5:30 WITH PRESENTATION AT 6:00

7 TRANSCRIPT OF PROCEEDINGS

8 DATE TAKEN: May 9th, 2013
9 TIME: 6:01:48 - 6:35:32 P.M. (EST)
10 PLACE: Jack L. McLean Community Center
11 700 Paul Russell Road
12 Tallahassee, Florida

13 This public meeting was held at the time and place
14 aforesaid, when and where the following proceedings
15 were reported by:

16
17 TRACY A. LEFEBVRE, Court Reporter
18 For the Record Reporting, Inc.
19 1500 Mahan Drive - Suite 140
20 Tallahassee, Florida 32308

21
22 ORIGINAL
23
24
25

1 MR. BARR: Today is May 9th, 2013. Hi, my
2 name's Richard Barr with Kimley-Horn & Associates,
3 and welcome to the Woodville Highway, State Road
4 363, PD&E study public hearing, PD&E project
5 development and environment study.

6 I want to first introduce some folks. We're
7 going to have a presentation that's probably about
8 20 minutes followed by a public comment period.
9 Ryan Wetherell from Kimley-Horn and Greg Vaughn
10 from Atkins Group will be assisting in the
11 presentation and giving all the details of the
12 project and where we are.

13 But I also want to recognize some folks that
14 are here: Harry Reed, the director of Capital
15 Region Transportation Planning Agency, the CRTPA,
16 is here. Also with the CRTPA, Lynn Barr; from
17 DOT, CRTPA's partner on this and this is also a
18 DOT road is represented by Ray LaFontaine; from
19 District 3, April Williams; Gigi Petersen from DOT
20 and Tracey Ybarra from DOT. Also from the Federal
21 Highway Administration, FHWA, Joe Sullivan, and
22 from Leon County, Ryan Guffey is here.

23 Did I miss anybody? Officials? Public
24 agency staff? Okay.

25 First a few slides I have -- Ryan, are you

1 covering that -- as part of the formal public
2 hearing process, so I'm going to be reading a few
3 slides for the -- we have a court reporter here,
4 so bear with me with some of these things.

5 This public hearing is being held in
6 accordance with the Federal Aid Highway Act of
7 1968, amended 23 USC 128, 40 CFR 15-1508 -- 1500-
8 1508, 23 CFR 771, Section 339.155 Florida Statute,
9 and Executive Order 11988, Flood Plain Management,
10 and Executive Order 11990, Protection of Wetlands
11 of the Constitution of the United States of
12 America.

13 This public hearing was advertised consistent
14 with the federal and state requirements and is
15 being conducted consistent with the American With
16 Disabilities Act of 1990.

17 This public hearing is being held relative to
18 State Project Number 424009-3-28-01. The proposed
19 improvements involve widening SR 363, which is
20 Woodville Highway, to four lanes from Capital
21 Circle to Gaile Avenue and providing circulation
22 improvements from Gaile Avenue to Paul Russell
23 Road.

24 In addition to new travel lanes, the
25 improvements will provide for access management

1 measures, pedestrian and bicycle facilities,
2 relocation of the St. Mark's Trail within FDOT
3 right-of-way, as well as aesthetic improvements.

4 This project meets the maximum air quality
5 standards established by the US Environmental
6 Protection Agency, the EPA.

7 This hearing is being held to give all
8 interested persons the right to understand the
9 project and comment on their concerns to the
10 Capital Region Transportation Planning Agency and
11 the Florida Department of Transportation.

12 Public participation at this hearing is
13 encouraged and solicited without regard to race,
14 color, creed, religion, sex, age, national origin,
15 disability or family status. This information is
16 also provided in the project brochure and on a
17 sign displayed at this hearing.

18 Okay. We want to discuss tonight a little
19 bit of where we have been and where we are right
20 now in the process in the PD&E stage that we're in
21 with this public hearing.

22 We're going to -- Ryan and Greg are going to
23 cover the -- give details on the alternatives that
24 we've considered to date and will be presenting
25 the recommended alternative. And at the end, we

1 will be taking public comment.

2 A little bit of a project timeline, we
3 started with a corridor master plan about three
4 years ago, March of 2010. During that process, we
5 got a lot of input from the public. I see a few
6 folks that were -- that attended some of those
7 meetings. We had stakeholder meetings and a
8 two-day charette or workshop with the public. A
9 lot of good information came out of that.

10 The PD&E study actually began May of 2011.
11 We had a public alternatives meeting where we
12 presented the different alternatives that we've
13 been looking at in April of 2012, and then we're
14 here tonight for the final public hearing for this
15 PD&E process.

16 And then approximately in the fall of this --
17 later this year, we're anticipating FHWA, federal
18 highway approval of the PD&E.

19 Ryan is going to come up and start -- or give
20 you some details on the alternative.

21 MR. WETHERELL: Thank you, Richard. For
22 those that have been to the previous meetings,
23 you'll recall that the project was split into two
24 segments. The needs of the different segments and
25 the type of improvements that were needed resulted

1 in us making this decision to segment the project
2 at Gaile Avenue. Segment 1 is from Capital Circle
3 up to Gaile Avenue, and Segment 2 is from Gaile
4 Avenue to Paul Russell Road.

5 In Segment 1, we were looking at traditional
6 capacity, adding improvements for the entire
7 corridor; while in Segment 2, we're looking at
8 more of operational improvements.

9 I'd like to take a couple of minutes here and
10 review the four alternatives that were considered
11 for Segment 1 and then I'll turn it over to Greg
12 to look at Segment 2.

13 The first of the alternatives was a four-lane
14 urban section. A hundred thirty-five feet of
15 right-of-way exists out there today, and we were
16 able to incorporate these improvements within that
17 existing right-of-way that included adding four
18 travel -- or adding two more additional travel
19 lanes for a total of four travel lanes, two in
20 each direction separated by a raised median.

21 Bike lanes were included on the street in
22 both directions. The St. Mark's Trail is
23 reconstructed within the corridor, and stormwater
24 is captured and conveyed through an urban
25 curb-and-gutter system to stormwater management

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facilities.

The other three alternatives were a left, right and center evaluation of the rural typical section. The rural section has all of the same transportation characteristics, including four travel lanes, bicycle facilities, a raised median, the St. Mark's trail and a sidewalk; however, it captures and conveys stormwater in a different fashion by capturing it in swales on either side of the travel way and conveying to stormwater treatment facilities.

We looked at this both -- or in all three cases of the left, widening to the left side, widening to the right or widening symmetrically about the center lane, taking right-of-way on each side of the road. Approximately 45 feet of right-of-way would be needed because this is a 180-foot typical section. And as I mentioned before, we have 135 feet of right-of-way today.

In addition to the transportation improvements, we considered the stormwater needs that would go along with these improvements and the additional impervious.

We evaluated 13 sites along the length of the project and determined that those were suitable

1 for treating stormwater. After further
2 evaluation, we limited that to four sites, one
3 within Segment 2 at the north end that is an
4 expansion of the existing facility and three
5 others along Segment 1.

6 The analysis determined that approximately
7 .45 acres are needed in Segment 1 and .329
8 acres -- .29 acres are needed in Segment 2 for
9 treatment.

10 Further evaluation of the stormwater needs
11 will be conducted during the design phase, and
12 this is preliminary for the evaluation of a PD&E.

13 Following the evaluation of the alternatives,
14 we developed an evaluation matrix to compare those
15 items which differentiated the alternatives from
16 one another. Here you can see a comparison of the
17 three rural alternatives along with the urban
18 option and the no-build. The no-build is carried
19 forward as the baseline of comparison throughout
20 the PD&E study.

21 As you will note, the urban option has fewer
22 impacts to property, fewer relocations, no impacts
23 to contamination -- contaminated sites or cultural
24 resources. When you compare that to the no-build,
25 it is the only one of the options that meets the

1 purpose and need of the project, adding capacity
2 to accommodate future needs and was selected as
3 the preferred alternative within Segment 1.

4 As depicted in the graphic on the slide,
5 access management is the balance of providing
6 access to intersecting roadways and adjacent
7 properties while maintaining a level of mobility
8 along the corridor.

9 As part of the PD&E process, we completed a
10 preliminary access management evaluation. Because
11 the improvements to the corridor in Segment 1
12 included restricted median, which is a change from
13 what exists out there today, the access
14 classification of the corridor will be changing in
15 the future.

16 We began the process of evaluating these
17 alternatives and determining locations where
18 median openings, full and directional, might exist
19 in the future. Final evaluation of these
20 alternatives will be conducted during the design
21 phase.

22 The change in access class will be from an
23 unrestricted class of Class 4 to a Class 5 as
24 defined by Rule 14-97.

25 This is a snapshot of the table from 14-97

1 that depicts those access standards for Class 4 as
2 it exists today and the proposed Class 5 in the
3 future.

4 As you will note with the Class 5 restrictive
5 median, access can be accommodated at full
6 locations every quarter of a mile with directional
7 openings every eighth of a mile along this
8 segment.

9 At this point, I'm going to turn it over to
10 Greg Vaughn to talk about Segment 2.

11 MR. VAUGHN: Good evening. Thanks, Ryan. As
12 we stated earlier, the project was split into two
13 segments, Segment 1 and Segment 2. Segment 2 is
14 at the north end of the project and runs from
15 Gaile Avenue, north up to Paul Russell Road.

16 In Segment 2, we considered several options
17 previously from the corridor master plan, but two
18 of those options that came forward that were
19 carried into the PD&E I'll be discussing with you
20 tonight. And you can see it in the back on the
21 boards, and these options were presented to you
22 back in April of last year at the alternatives
23 public meeting.

24 The first option is what we refer to as Tram
25 and Gaile. All this would do would extend Tram

1 Road over to Crawfordville Road, Adams and
2 construct additional left-turn lanes on Gaile
3 Avenue. These next few graphics will depict the
4 Tram Road portion as well as the Gaile Avenue.

5 You can see here this is the Tram Road
6 portion (indicating). There would be a light that
7 would be installed at the Tram and Woodville
8 Highway intersection, as well the Tram Extension
9 and Crawfordville Road intersection. And so that
10 would be the option there for the north side for
11 Tram.

12 The south's improvements would be adding an
13 additional left-hand turn lane to Gaile Avenue.
14 And this would be a left-hand turn lane, an
15 additional left-hand turn lane onto Woodville
16 Highway, as well as onto Crawfordville Road.

17 The second option that we considered was what
18 we refer to as the loop alternative. And this
19 would have the same improvements in general to
20 Tram and Gaile with the elimination of a travel
21 lane on Woodville Highway and Crawfordville Road
22 and conversion of the traffic to a one-way traffic
23 flow, very similar to what you have downtown in
24 Downtown Tallahassee with one-way pairs. And what
25 we'll do is we'll highlight the north and south

1 options here.

2 This is at the north end, so you would have
3 an extension, if you will, of Tram Road that would
4 go there, but the traffic would be flowing around
5 in a counterclockwise option.

6 So you could come up Woodville highway and if
7 you wanted to go to the main post office off of
8 South Adams, then you would get in the left-hand
9 turn lane. There would be a light at the
10 intersection of Tram and Woodville Highway. The
11 benefits of having a light there is that would
12 help to meter the traffic flow so they wouldn't
13 have any conflicts and so forth as far as any
14 weaving issues. And then you'd just turn left and
15 then stay in those lanes and then head north onto
16 South Adams.

17 The south end would be kind of a reverse. In
18 the corner of Ridge, Gaile, and Crawfordville,
19 there would be a signal as there is today, but we
20 would remove the signal at Gaile and Woodville
21 Highway. But the traffic would be able to flow in
22 a loop option there for that portion of the
23 roadway.

24 And we were able to show -- and a lot of this
25 was, again, presented -- this has been presented

1 at previous meetings, but at the last meeting that
2 we had back in April, we were able to show -- and
3 there's a board back there that shows the travel
4 times in the future with the different options,
5 and the fact that the loop option actually does
6 handle traffic and moves traffic faster than the
7 Tram and Gaile option by itself.

8 This is the alternatives comparison between
9 the Tram and Gaile alternative, as well as with
10 the loop option with the addition of the no-build.
11 And as you can see there, the loop option is our
12 recommended alternative for Segment 2. It has six
13 parcels where right-of-way will be required, but
14 of those six, only one of them will be needing to
15 be relocated. It's a business.

16 There is one potential contamination site
17 where right-of-way will need to be required. And
18 you can see the delay there. The delay -- and
19 that's the future delay. Basically, are you stuck
20 in traffic in the future, and if so, we kind of
21 combined all of the users in the future during the
22 peak hour, so, let's say, five o'clock rush hour,
23 and so you can see there in that traffic
24 comparison that the loop option does move the
25 traffic better and the total cost is there.

1 Now, what this is, this is the recommended
2 alternative -- the overall recommended
3 alternative. And all this table does, basically,
4 is it combines the recommended alternative in
5 Segment 1, which is the option that Ryan explained
6 earlier, the urban option from Segment 1, and it
7 combines that with the loop option in Segment 2,
8 combines those impacts as well the costs to
9 develop an overall recommended alternative.

10 And, again, this is the overall recommended
11 alternative that we will be recommending to
12 Federal Highway for consideration to eventually be
13 approved by them and be considered what is called
14 the "preferred alternative" that comes out of the
15 PD&E study.

16 One of the unavoidable consequences on a
17 project such as this is the necessary relocation
18 of families or businesses. While right-of-way
19 will be needed from six parcels with construction
20 of the recommended alternative, we are fortunate
21 that we are not anticipating any relocation of
22 families; however, there is one business that will
23 need to be relocated. This business is located in
24 Segment 2 of the project at Tram Road and
25 Woodville Highway.

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If you are required to make any type of move as a result of the Florida Department of Transportation project, you can expect to be treated in a fair and helpful manner in compliance with the Uniform Relocation Assistance Act.

The next phase of the project is design, and the right-of-way acquisition phase typically follows that portion of the project.

If your project -- or if your property is impacted by the project, you will be contacted by an appraiser, who will inspect your property. We encourage you at that time to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution: If you move before you receive notification of the relocation

1 benefits that you might be entitled to, your
2 benefits may be jeopardized. But, again, let me
3 just reassure everyone, we're only showing and
4 we're only expecting one business impact from a
5 relocation standpoint, and we have already reached
6 out to that business.

7 At tonight's public hearing, we have Gigi
8 Petersen from the Florida Department of
9 Transportation Right-of-Way Acquisition office,
10 who will be available after the presentation to
11 answer any questions and will also be able to
12 furnish you with copies of the relocation
13 assistance brochures from DOT.

14 Gigi, will you please turn around. There she
15 is. She's up front. So that way if you want to
16 talk with her after the presentation, she will be
17 available.

18 At this time, I'd like to turn the
19 presentation back over to Richard.

20 MR. BARR: Thank you. So what's left to do
21 with this PD&E study? We have a public comment
22 period from now until -- or through May 20th of
23 2013, and then we have the documentation, which is
24 Type 2 CE, categorical exclusion document
25 submitted to Federal Highway Administration in

1 July of this year. And then we have, hopefully,
2 acceptance, location design and concept acceptance
3 later this year, fall of 2013.

4 So right now we're going to take a quick
5 two-minute break. We're going to take -- I want
6 to be able to -- and then we'll have public
7 comment after that.

8 If you wish to speak, please complete a
9 speaker's card. You may have gotten one when you
10 came in the room. We've got more that Ryan has --
11 and turn them into the front desk here with Diane
12 and Mark.

13 Also as a reminder, project staff will be
14 available after the meeting after the comment
15 period to answer any questions you may have.

16 Keep in mind there are three ways in which
17 you can provide your comments and have them become
18 part of the public record: Complete a speaker's
19 card and speak in the upcoming public comment
20 period; provide verbal comments directly to the
21 court reporter after this. She'll be here after
22 we close the public hearing. Or you can submit
23 written comments through mail or e-mail.

24 We have comments forms that -- when you
25 walked in and there are more up there. And we

1 need to have those received by May 20th of this
2 year. If they're mailed, then they need to be
3 post-marked by May 20th. The information, contact
4 information and where to mail it is on the form,
5 and we'll be posting that on the screen here in a
6 little while.

7 So we will begin the public comment period in
8 two minutes, so if you need a form, come get one.
9 Thank you.

10 (Break.)

11 MR. BARR: Okay. I'm going to repeat some of
12 the things I just said to give us all a chance to
13 get it in the record. Anyone desiring to make a
14 statement or present written views and exhibits
15 regarding the location conceptual design,
16 socio-economic and environmental effects of
17 improvements will now have an opportunity to do
18 so.

19 If you're holding a speaker card, please give
20 them to Ryan right here. And if you did not
21 receive a card and wish to speak, raise your hand
22 and we'll get you a card. Anybody?

23 (No response from audience.)

24 MR. BARR: Okay. Written statements and
25 exhibits may be presented in lieu of or in

1 addition to oral statements. All written
2 materials received at this public hearing and at
3 the CRTPA office post-marked no later than May
4 20th, 2013 will become part of the public record
5 for this hearing. The e-mail and mailing address
6 is on your form, and we'll be showing that in a
7 moment.

8 We will now call upon those who have turned
9 in speaker cards. When you come forward, please
10 state your name and address. If you represent an
11 organization, municipality, or other public body,
12 please provide that information as well. And we
13 ask that you please limit your comments to three
14 minutes. If you will, please come to the
15 microphone so the court reporter will be able to
16 get a complete record of your comments.

17 With that being said, I've got one form and
18 that is Joe Beckham.

19 MR. BECKHAM: Do you want me to use that
20 microphone or --

21 MR. BARR: You've got -- I need you to use
22 this one.

23 MR. BECKHAM: This should take about a
24 minute. My name is Joe Beckham. I live at 605
25 North Ride Street in Tallahassee, Florida. I

1 maintain a property in Wakulla County. I drive
2 this road about five days a week back and forth.
3 I also commute regularly on St. Mark's Trail.

4 I have no input on the design, but I wanted
5 to commend the planning agency and the engineers
6 for preserving the unique cultural heritage that
7 we have in the community here, which is the St.
8 Mark's trail extension.

9 I'd also like to note that maintaining the
10 trail -- protecting the trail from being a staging
11 area for construction of this project is an
12 important feature to allow users to continue to
13 use the trail.

14 And I'd like to, again, commend the engineers
15 and planners for the highway enhancements -- or
16 the trail enhancements that are proposed. And I
17 hope they won't drop out of the financing of this
18 project.

19 People who use the trail, particularly in
20 this location -- and I see lot of them on a
21 regular basis -- are pedestrian walkers doing so
22 for their health and bicyclists and occasional
23 roller-bladers. And I would simply say that one
24 of the biggest enhancements that I believe you can
25 provide for many of us would be shade trees along