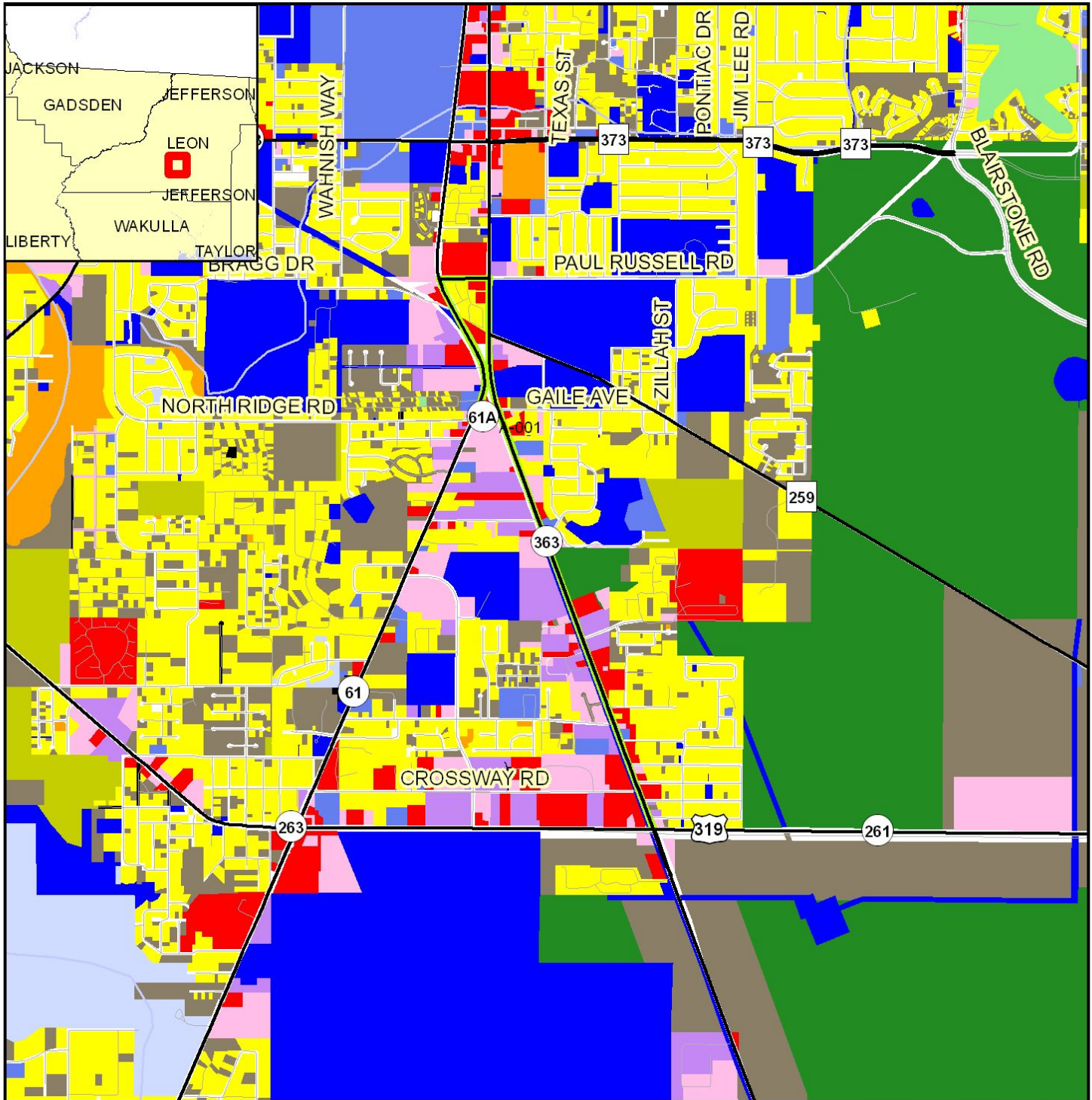


13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.25 Miles



Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

Land Use Map

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |

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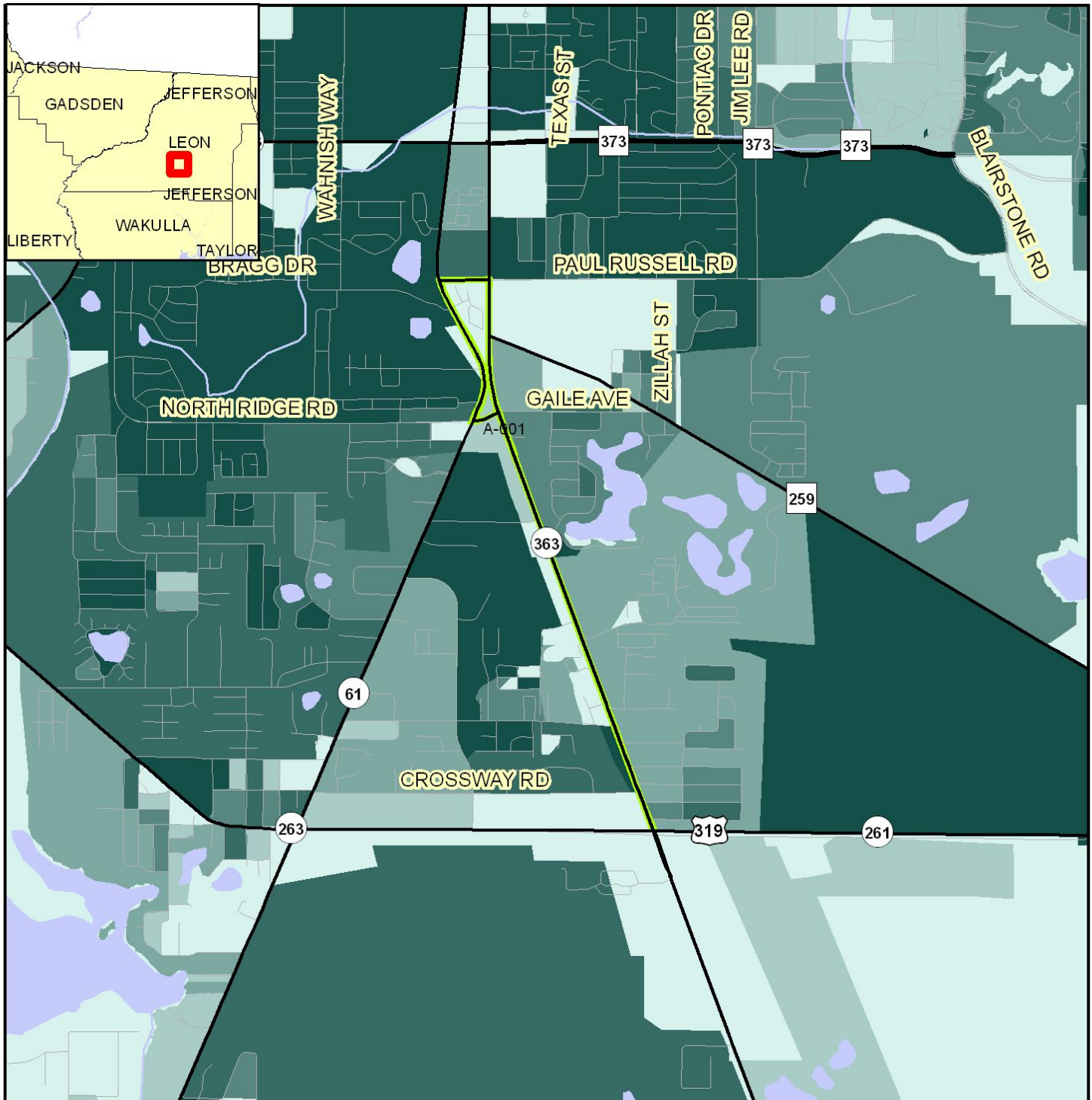
etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 5/10/2011



13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



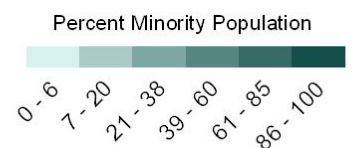
0 0.25 Miles



Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau

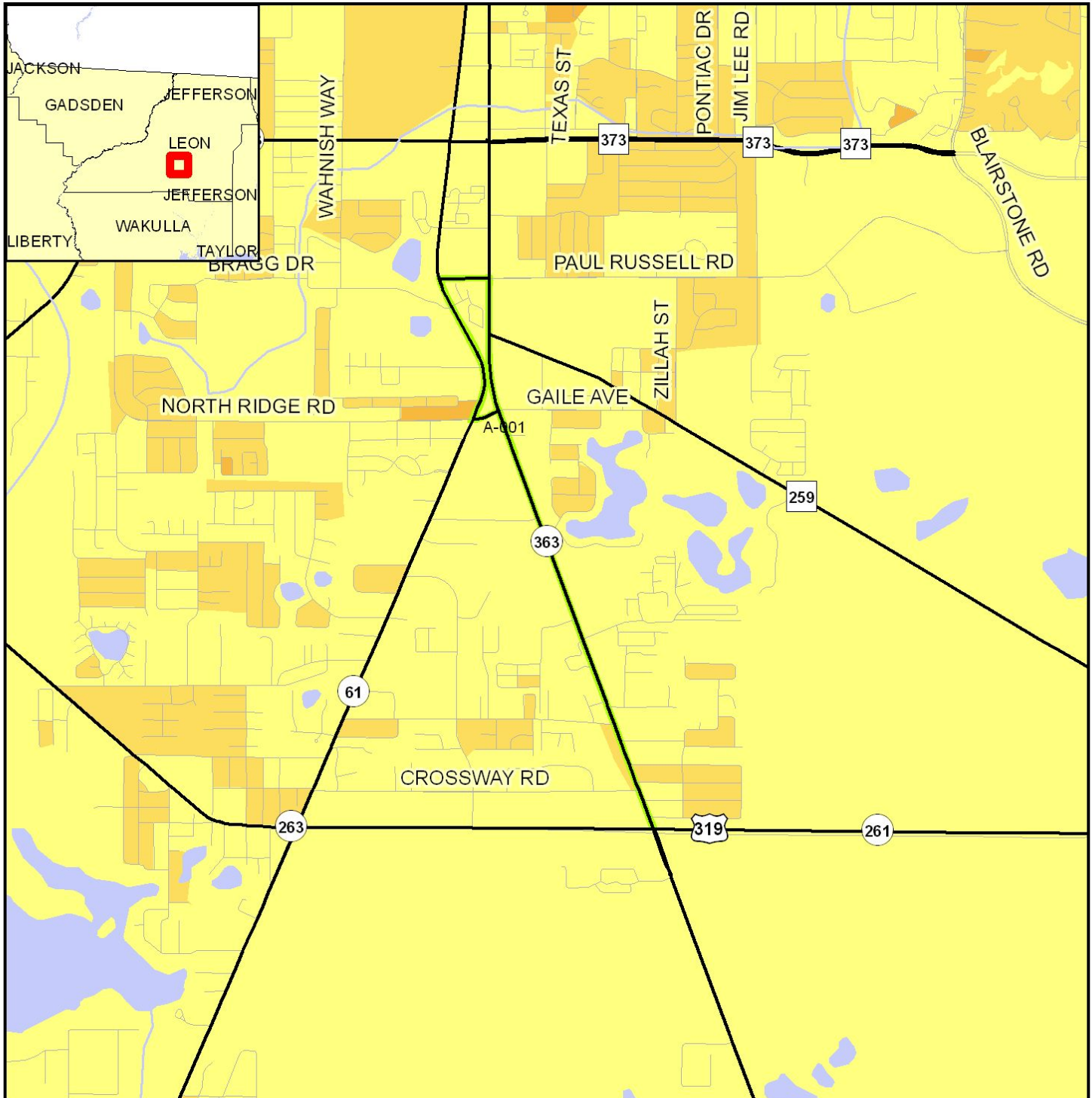
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Minority Population Distribution Map



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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



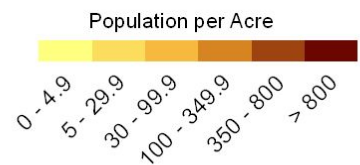
Population Density Map

0 0.25 Miles



Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau

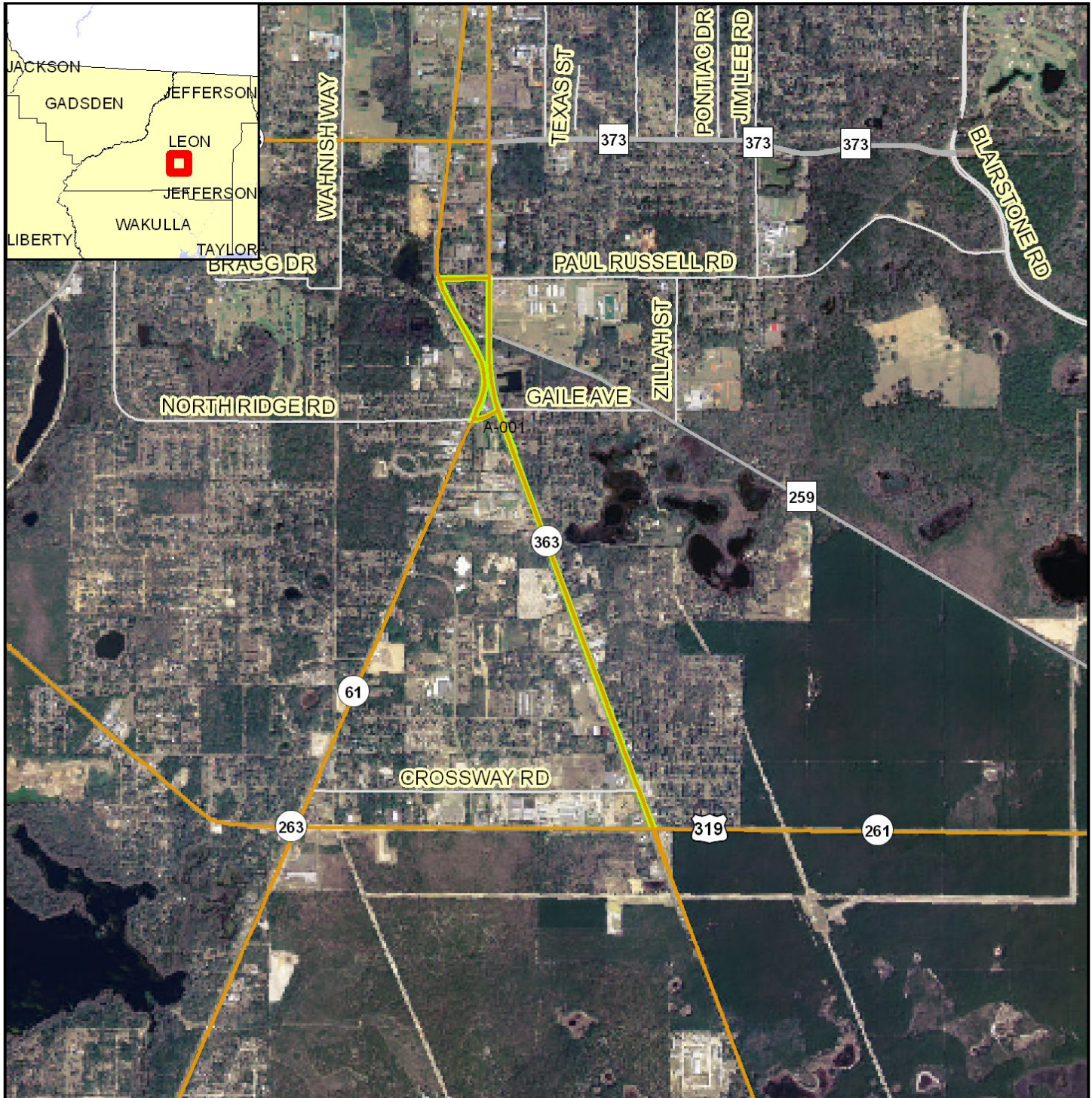
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.9 Miles

Project Aerial Map

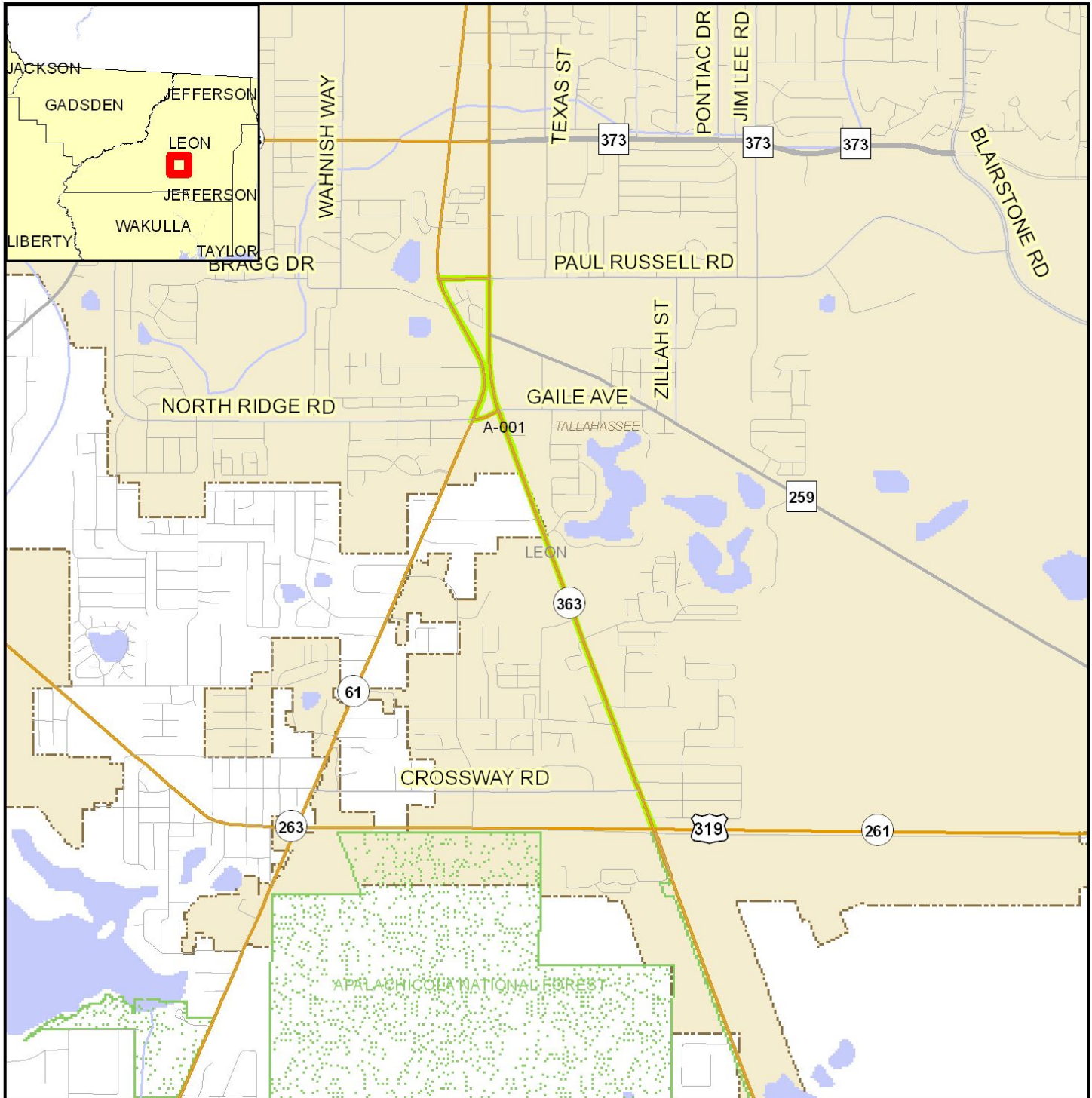


Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

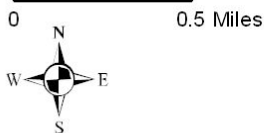
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Project Location Map

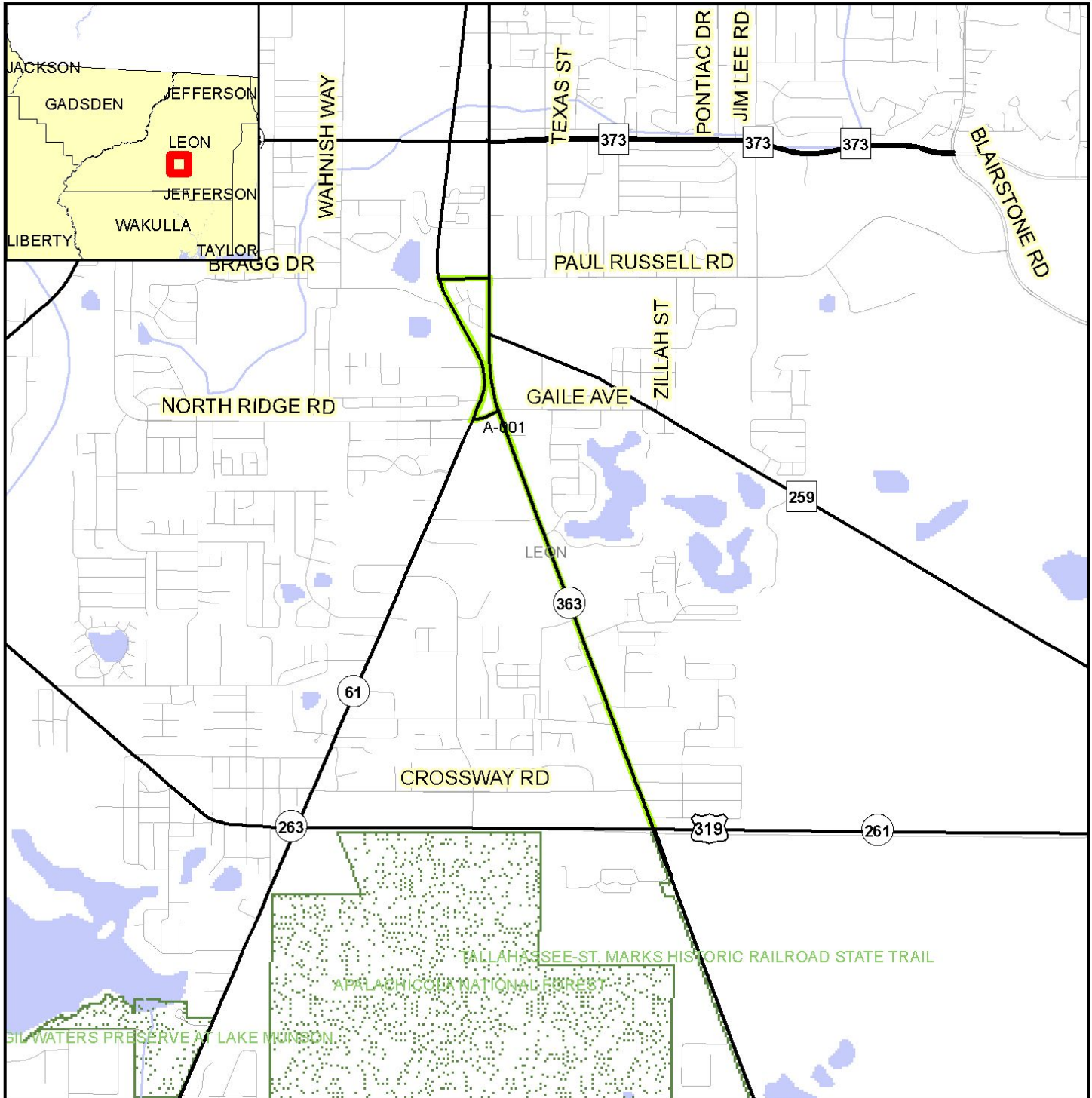


Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- City Limits
- County Boundaries

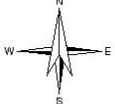
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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.8 Miles

Conservation and Recreation Area Map

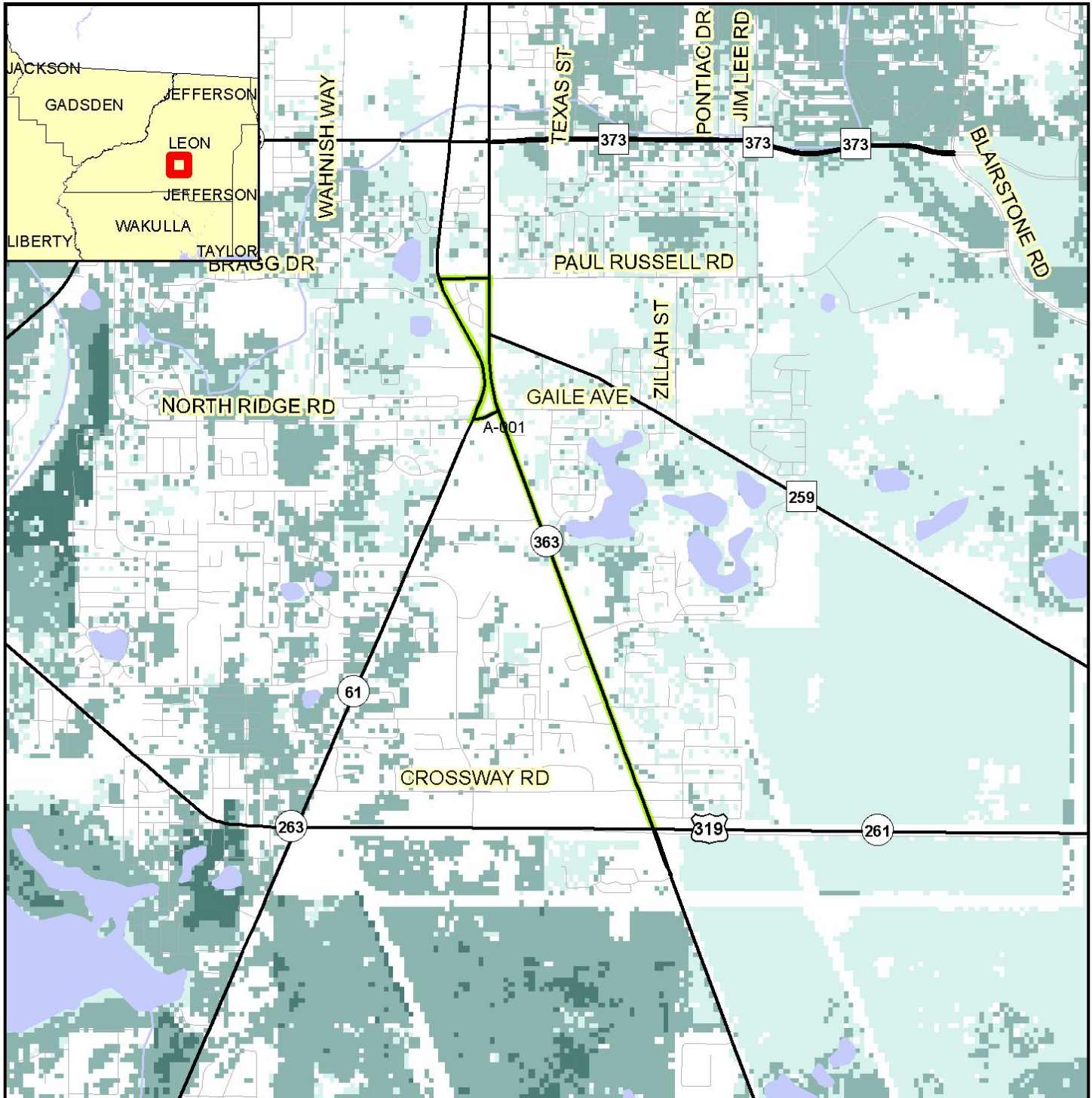


Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

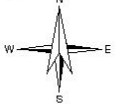
- ETDM Alternative Point
- ETDM Alternative Segment
- ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Conservation or Recreation Area
- Railroad
- County Boundary

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.7 Miles



Data Sources:

NAVTEQ

US Geological Survey

Florida Department of Transportation

Florida Fish & Wildlife Conservation Commission

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail

- Railroad
- River, Stream or Canal
- Water Body

Species Potential Habitat Model Map

Potential Habitat Richness

- 1 - 2 Species
- 3 - 5 Species
- 6 - 8 Species
- 9 - 10 Species
- 11 - 13 Species

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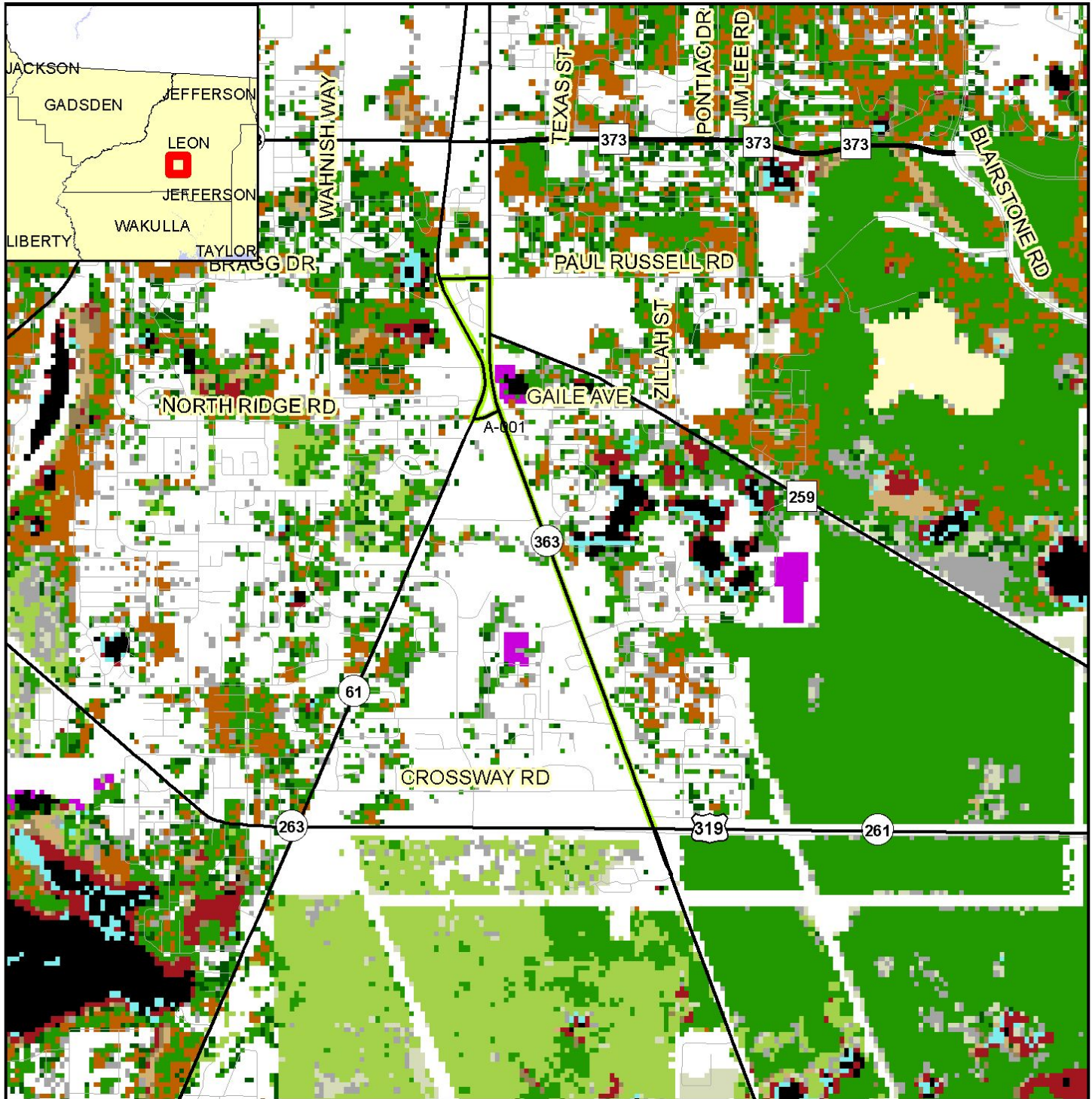
etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 5/10/2011



13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Vegetation and Land Cover Map

ETDM Alternative Polygon	Not Classified	Hardwood Hammocks and Forests	Bay Swamp	Mangrove Swamp	Unimproved Pasture	Brazilian Pepper
ETDM Alternative Segment	Coastal Strand	Pinelands	Cypress Swamp	Scrub Mangrove	Sugarcane	High Impact Urban
ETDM Alternative Terminus	Sand/Beach	Cabbage Palm-live Oak Hammock	Cypress/Pine/Cabbage Palm	Tidal Flats	Citrus	Low Impact Urban
ETDM Alternative Point	Xeric Oak Scrub	Tropical Hardwood Hammock	Mixed Wetland Forest	Open Water	Row and Field Crops	Extractive
Major Road	Sand Pine Scrub	Freshwater Marsh and Wet Prairie	Hardwood Swamp	Shrub and Brushland	Other Agriculture	
Local Road or Trail	Sandhill	Sawgrass Marsh	Hydric Hammock	Grassland	Australian Pine	
	Dry Prairie	Cattail Marsh	Bottomland Hardwood Forest	Bare Soil/Clearcut	Melaleuca	
	Mixed Hardwood-pine Forest	Shrub Swamp	Salt Marsh	Improved Pasture		

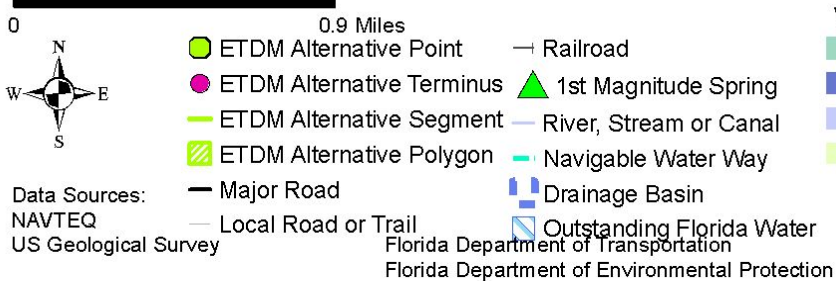
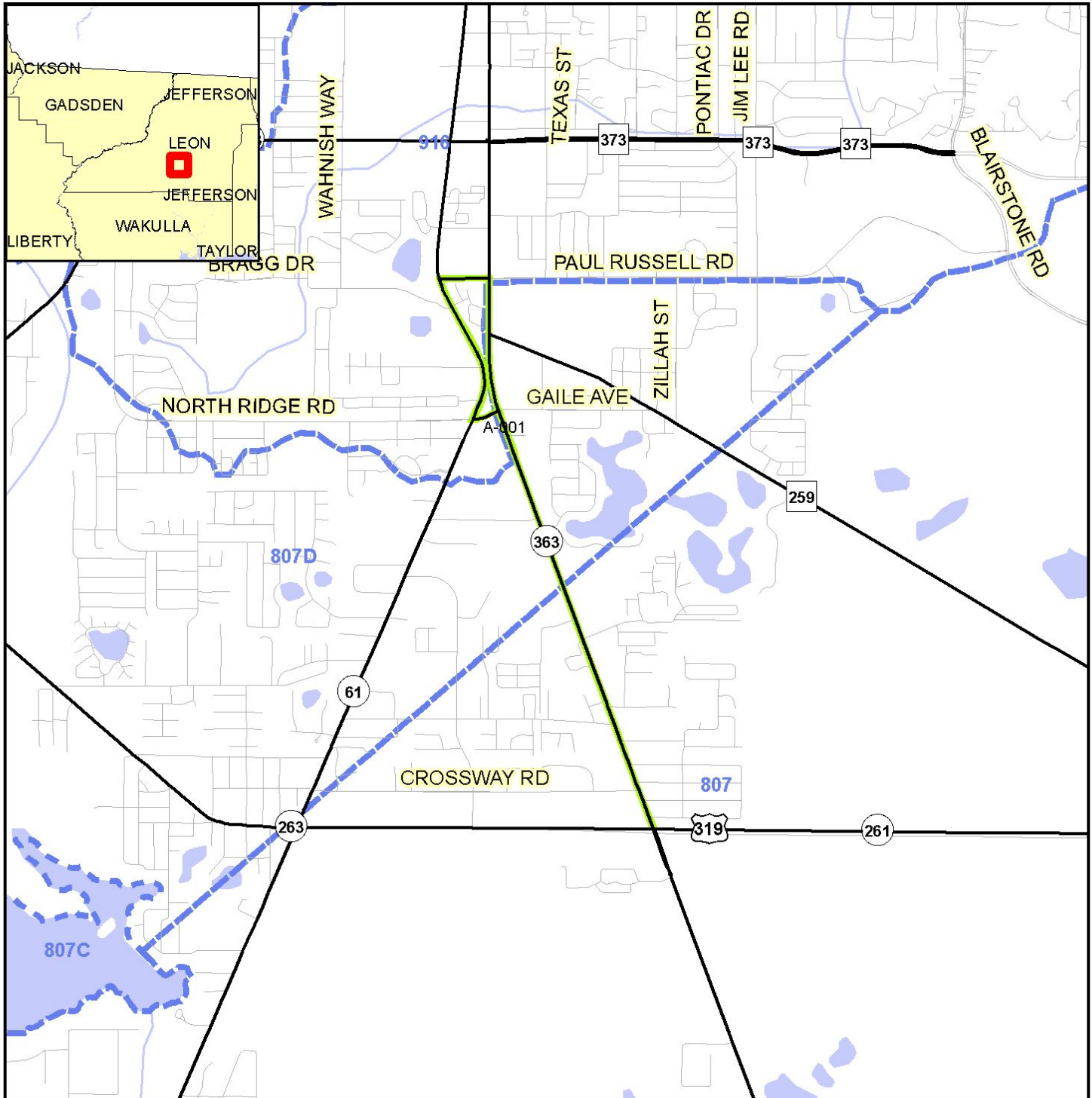
Data Sources:

NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

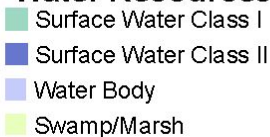
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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road

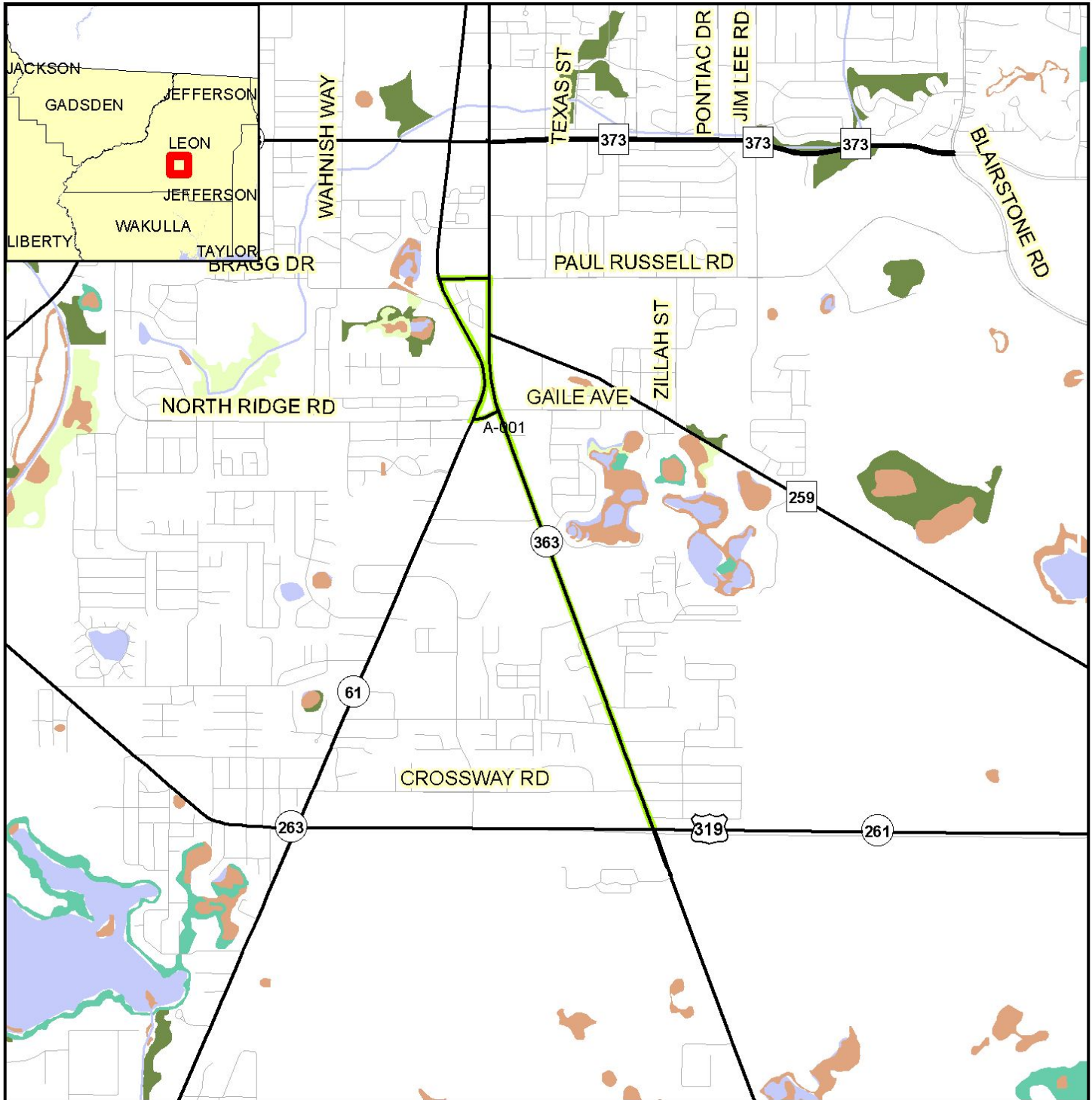


Water Resources Map



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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



0 0.5 Miles

Wetland Resource Map



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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Appendices

Degree of Effect Legend

Legend			
Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

GIS Analyses

Since there are so many GIS Analyses available for Project #13228 - SR 363 (Woodville Highway), they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl-a-etat.org/est/index.jsp?tpID=13228&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 11/09/2011 by Peggy Kelley Milestone** is selected. GIS Analyses snapshots have been taken for Project #13228 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Appendix J

Advance Notification



May 6, 2011

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

RE: Advance Notification
Woodville Highway PD&E Study
ETDM # 13228
From Capital Circle SE to Paul Russell Road
Financial Project ID Number: 424009-3
Leon County, Florida

Dear Ms. Milligan:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct Federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. We are also distributing the AN Package to local and Federal agencies. Although we will request specific comments during the permitting process, we are asking that permitting and permit reviewing agencies (consistency reviewers) review the attached information and provide us with their comments.

This is a Federal-aid action and the Florida Department of Transportation (FDOT) District 3, in consultation with the Federal Highway Administration, will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments from other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review the project's consistency, to the maximum extent feasible, with the approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

FDOT District 3 is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as #13228 – SR 363 (Woodville Highway). A Planning Screen was conducted for Woodville Highway from Tram Road to Capital Circle SE (ETDM #3415) in 2004, which included a portion of this project. Tram Road to Paul Russell Road was not evaluated during the 2004 Planning Screen. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM website. Non-ETAT agencies can review this project at the public access website located at: <http://etdmpub.flas-etat.org/>.

Ms. Milligan
ETDM #13228
May 6, 2011
Page 2

We are looking forward to receiving your comments on the project. Consistency reviewers have 45 days from the Programming Screen Notification to provide their comments. Once you have received their comments, you will supply a summary and consistency determination for your agency within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 days comment period.

Your comments should be addressed to:

Greg Vaughn
Project Manager
Atkins
2639 N. Monroe Street, Bldg. C
Tallahassee, Florida 32303

Your expeditious handling of this notice will be appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Harry D. Reed", with a stylized flourish at the end.

Harry D. Reed, AICP
Executive Director

gv/hr
Attachments

Ms. Milligan
ETDM #13228
May 6, 2011
Page 3

ADVANCE NOTIFICATION MAILING LIST

cc:

Federal Highway Administration, Division Administrator
Federal Highway Administration – **ETAT Representative**
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration
Federal Transit Administrator – **ETAT Representative**
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - **ETAT Representative**
U.S. Department of Interior-U.S. Fish and Wildlife Service - **ETAT Representative**
U.S. Army Corps of Engineers-Regulatory Branch - **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service- Southeast
U.S. Department of Commerce-National Marine Fisheries Service - Southeast Regional Superintendent
Conservation Division - **ETAT Representative**
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – **ETAT Representative**
Federal Aviation Administration, Airports District Office
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Eight District – Commander (obr) – **ETAT Representative**
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Mississippi Band of Choctaw Indians
Florida Fish and Wildlife Conservation Commission - **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Florida Department of Environmental Protection - **ETAT Representative**
Florida Department of Environmental Protection – **State Clearinghouse**
Florida Department of State - **ETAT Representative**
Florida Department of Community Affairs - **ETAT Representative**
Florida Department of Agriculture and Consumer Services - **ETAT Representative**
Federal Transit Administrator - **ETAT Representative**
Apalachee Regional Planning Council
Northwest Florida Water Management District - **ETAT Representative**
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials

Advance Notification Package

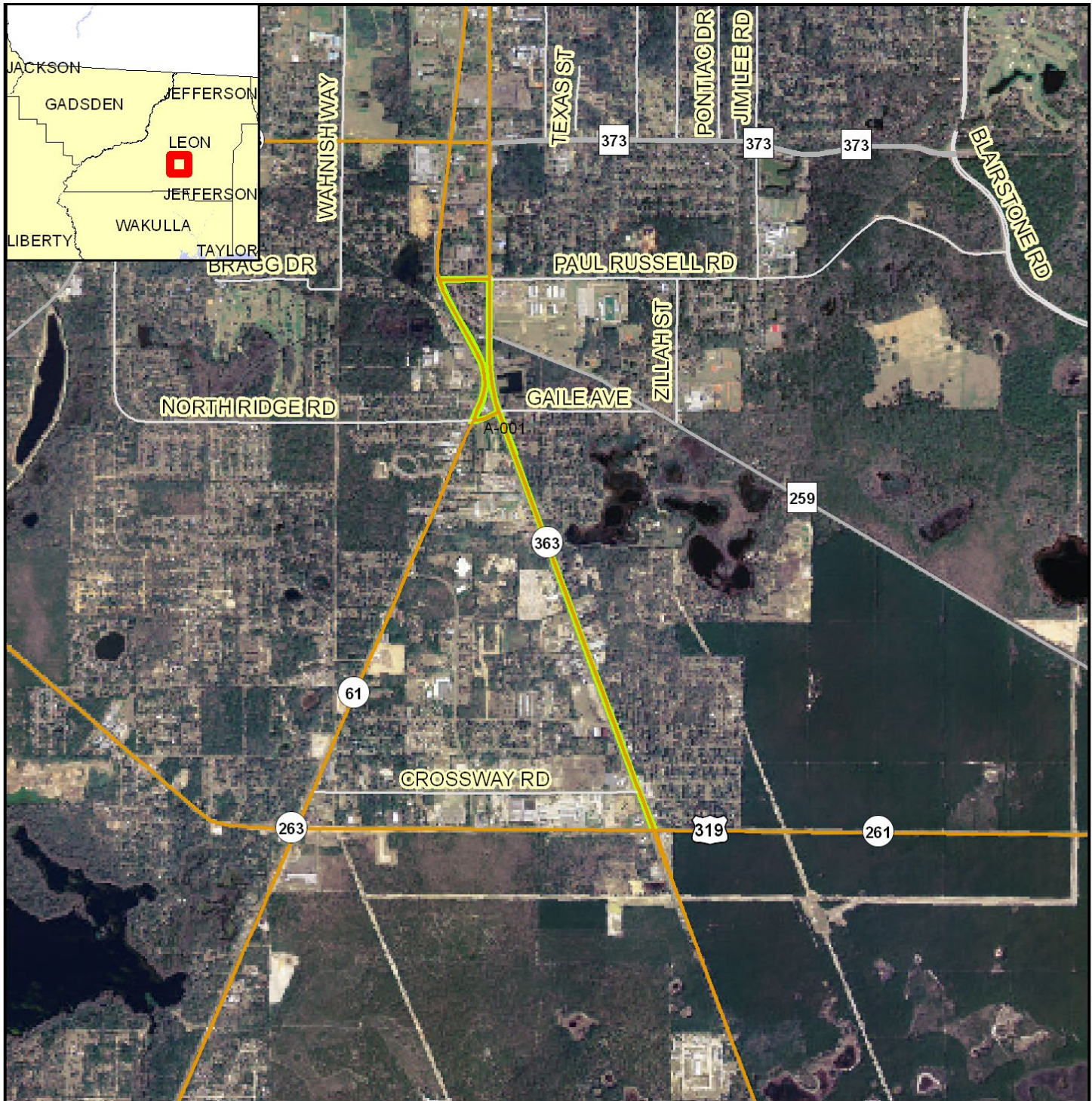
**Project #13228 - SR 363 (Woodville Highway)
Programming Screen - Published on 05/10/2011
Printed on: 5/10/2011**

Table of Contents

Location Maps	1
Fact Sheet	4
Disclaimer	4
Project Description	4
Community-Desired Features (No Data Available)	7
Purpose and Need Reviews (Not Applicable)	7
Environmental Information	8
Permits Required	16
Technical Studies Required	16
Commitments (No Data Available)	16
Screening Summary Overview (Not Applicable)	16
Agency Comments and Summary Degrees of Effect (Not Applicable)	16
Resource Maps	16
Class of Action (No Data Available)	16
Dispute Resolution Activity Log (No Data Available)	16
Ancillary Documentation (No Data Available)	16
Transmittal List	17
Form SF-424: Application for Federal Assistance	19

Location Maps

13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Project Aerial Map

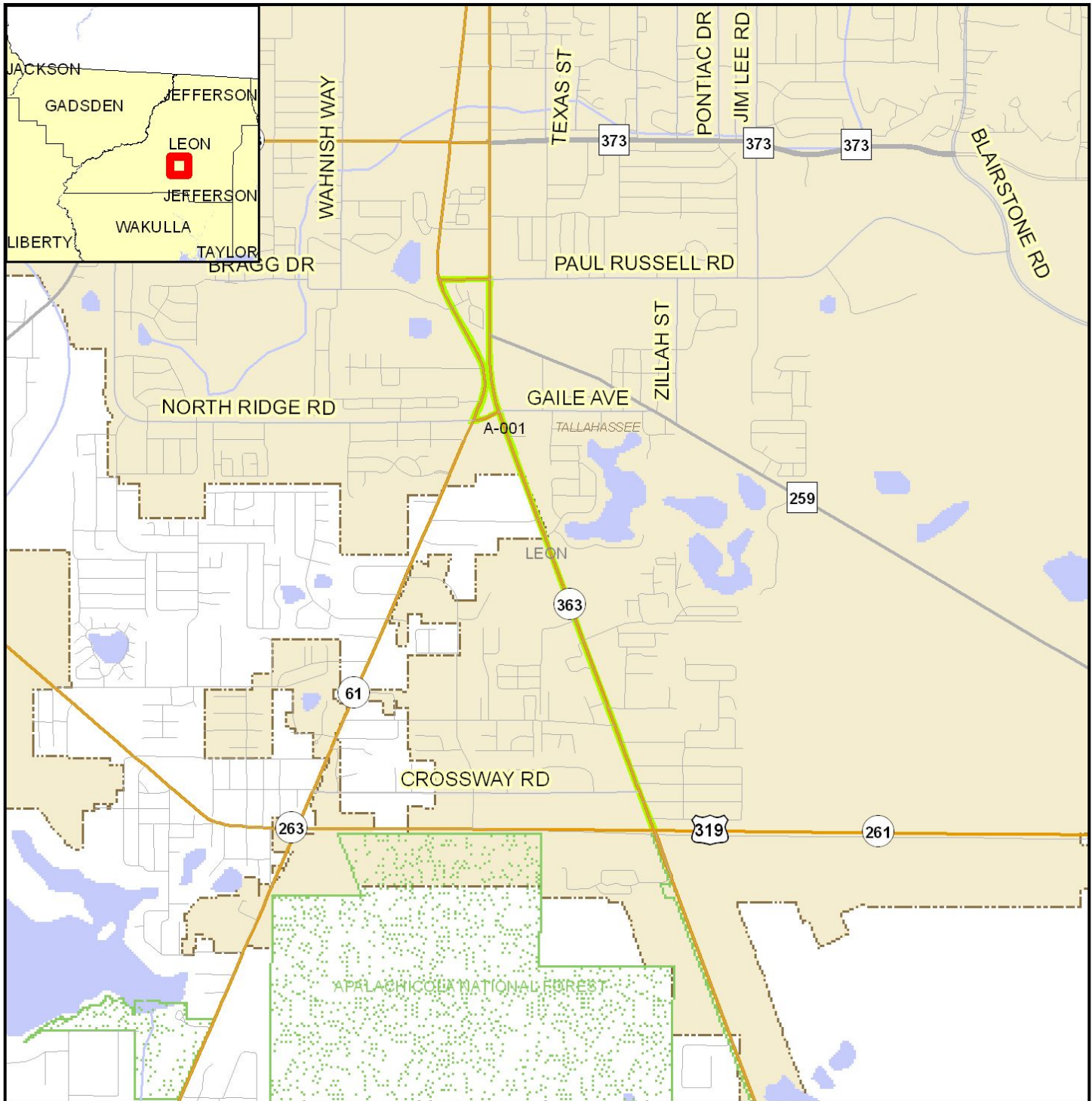


Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

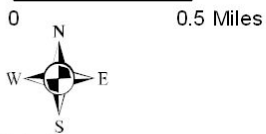
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

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13228 SR 363 (Woodville Highway) SR 263/US 319 (Capital Circle) to Paul Russell Road



Project Location Map



Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- ▨ Managed Conservation Lands
- Toll Road
- Railroad
- Airport
- ▨ City Limits
- ▨ County Boundaries

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DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #13228 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Project Description

#13228 SR 363 (Woodville Highway)

District	District 3	Phase	Programming Screen
County	Leon	From	SR 263/US 319 (Capital Circle)
Planning Organization	FDOT District 3	To	Paul Russell Road
Plan ID		Financial Management No.	42400932801
Federal Involvement	Potential Future Federal Funding Federal Action		
Contact Information	Name: Peggy Kelley Phone: (850) 415-9517 E-mail: peggy.kelley@dot.state.fl.us		
Project Web Site	https://www.communicationsmgr.com/projects/1347/woodvillecorridor.asp		

Project Description Data

Description Statement

The Florida Department of Transportation (FDOT) and the Capital Region Transportation Planning Agency (CRTPA) are conducting a Project Development and Environment (PD&E) Study to evaluate roadway improvements to SR 363/Woodville Highway from US 319/Capital Circle Southeast to Paul Russell Road. More specifically, the project will include evaluating the potential widening of Woodville Highway from Capital Circle to Gaile Avenue. A Planning Screen was conducted for Woodville Highway from Tram Road to Capital Circle SE (ETDM #3415) in 2004, which included a portion of this project. Tram Road to Paul Russell Road was not evaluated during the 2004 Planning Screen.

The segment from Capital Circle to Gaile Avenue is approximately 1.6 miles in length and much of the corridor is a rural two-lane highway with a posted speed limit of 45 miles per hour, and has no sidewalks or bike lanes.

The segment from Gaile Avenue to Paul Russell Road, approximately 0.5 miles in length, is an urban four-lane highway with sidewalks, bike lanes, and a posted speed limit of 35 miles per hour. Within this segment, potential intersection and/or circulation improvements will be evaluated (this is explained further in the Project Background section).

It should be noted that the St. Marks Trail parallels both segments of the roadway on the western side and is within the Florida Department of Transportation's right-of-way. The land uses surrounding this segment range from residential and civic uses to commercial and industrial uses.

This project is in the Urban Service Area and out of the Transportation Concurrency Exception Area. The preliminary funding information for this project includes \$250,000 from Federal, \$10,000 from State, and \$1,012,000 from County.

PROJECT BACKGROUND

Roadway improvements to SR 363/Woodville Highway are included in the CRTPA 2035 Long Range Transportation Plan (LRTP). The project is noted as widening of Woodville Highway from Capital Circle Southeast to Gaile Avenue from 2 to 4 lanes, with funding projected to come from private sources such as developer contributions.

As a precursor to the PD&E study, the CRTPA initiated a Corridor Master Plan (CMP) for the corridor and surrounding area. The CMP will be completed in the second quarter of 2011, and information from it will be utilized in the PD&E Study. The CMP includes the study of land uses, environmental features, community and social features, and general engineering constraints that drive the current and future transportation needs of the corridor.

As part of the CMP, it was determined that there is a need for additional circulation improvements on SR 363/Woodville Highway between Gaile Avenue and Paul Russell Road. While this section of Woodville Highway already has four lanes, there is significant traffic interaction with the adjacent SR 61/Crawfordville Highway. This interaction, which involves motorists diverting from SR 61/Crawfordville Highway to Woodville Highway (and vice versa), yields higher traffic volumes on Woodville Highway north of Gaile Avenue. As such, potential intersection and/or circulation improvements will be evaluated from Gaile Avenue to Paul Russell Road to relieve the additional traffic.

Some of the conceptual improvements developed as part of the CMP include modifications to intersecting roads such as Tram Road and Gaile Avenue as well as a portion of the adjacent SR 61/Crawfordville Highway. Several of these ideas and concepts will be carried forward into the PD&E study for further evaluation north of Gaile Avenue (one example is shown in the "Project Documents" section of the EST). In addition, the CMP study identified additional transportation projects within the area that would enhance mobility on Woodville Highway. These include additional roadway connections, expanded transit service, and bicycle/pedestrian improvements.

Purpose and Need Statement

The purpose of this project is to increase the capacity of SR 363/Woodville Highway from US 319/ Capital Circle Southeast to Gaile Avenue by adding two travel lanes to the existing two travel lanes. This widening will be supplemented by intersection and/or other circulation improvements to the north, specifically from Gaile Avenue to Paul Russell Road.

This project is needed in order to increase roadway capacity for people and goods travelling on SR 363 between southern Leon and Wakulla Counties, and the City of Tallahassee.

Population Growth

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

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

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

Employment and Housing Differential

The unincorporated community of Woodville and Wakulla County in general has a reputation for offering affordable work-force housing and a different, more rural lifestyle than what is available in the City of Tallahassee. Combining this perception with the reality that the location of jobs for many workers who live in Woodville / Wakulla County is the City of Tallahassee, and the result is a longer commute to employment and other amenities not available in the Wakulla County. This reality is shown in the 2006-2008 American Community Survey Economic Characteristics collected by the Census Bureau, which shows a mean travel time to work of 29.5 minutes.

Increased Mode Choice

As stated in the Project Description, this PD&E follows a corridor master planning effort that will examine mode choice and specific mode connections and improvements for this corridor. This study incorporates a number of factors relevant to increasing mode choice is this particular location. This PD&E will follow up with the results of the CMP and integrate increased mode choice.

SYSTEM LINKAGE

SR 363/Woodville Highway is a major north-south facility that begins at SR 30/US 98 in Wakulla County to the south and extends north into the City of Tallahassee. At the Gaile Avenue intersection, SR 363 switches over to Adams Street and Monroe Street becomes SR 61. From there, the road extends through downtown Tallahassee and then splits into SR 63/US 27 (also Monroe Street) and SR 61/Thomasville Road. Capital Circle forms a loop around the City of Tallahassee and is a major intersecting roadway along the Woodville Highway corridor.

PLAN CONSISTENCY

The Woodville Highway project is a part of the Capital Legacy Project, which is a joint effort of the CRTPA, the Tallahassee-Leon County Planning Department, and StarMetro (the primary local transit provider). Ultimately, the Capital Legacy Project will result in a Regional Mobility Plan and a Regional Transit Study for Leon, Gadsden, Wakulla, and Jefferson Counties; an updated route system for StarMetro; implementation of the Tallahassee-Leon County Multimodal District through the Community Code and Downtown Overlay; and in a Mobility Element for the Tallahassee-Leon County Comprehensive Plan which will outline sustainable transportation policies for the next 20 years.

CAPACITY

The current level of service (LOS) standard adopted for this roadway is "D". The two-lane section from Capital Circle to Gaile Avenue has a daily capacity of 16,500, while the four-lane section from Gaile Avenue to Paul Russell Road has a daily capacity of 36,700.

TRANSPORTATION DEMAND

Socioeconomic data, taken from Traffic Analysis Zones (TAZs) of the CRTPA travel demand model, was used to analyze projected changes between 2007 and 2035 in total dwelling units, total population, and total employment. The TAZs were grouped together by location: those surrounding the Woodville Corridor study area; those located in the southeastern portion of the City of Tallahassee; those located adjacent to / within the community of Woodville; and those in Wakulla County.

The table below summarizes the projected change in dwelling units, population, and employment between 2007 and 2035 for these areas:

Forecasted Socioeconomic Change by TAZ location

Location: 2007 2035 % Change

Woodville Corridor

Total Dwelling Units	1,435	1,526	6.3%
Total Population	3,467	3,364	-3.0%
Total Employment	1,076	1,424	32.3%

Southeast Tallahassee

Total Dwelling Units	412	1,777	331.3%
Total Population	1,073	4,498	319.2%
Total Employment	277	4,144	1396.0%

Community of Woodville

Total Dwelling Units	41	41	0.0%
Total Population	105	105	0.0%
Total Employment	114	272	138.6%

Wakulla County

Total Dwelling Units	624	648	3.8%
Total Population	1,496	1,568	4.8%

Total Employment 405 452 11.6%

As shown in the above, with the exception of the population along the Woodville corridor, all categories are projected to increase between 2007 and 2035. In particular, southeast Tallahassee is expected to have significant increases in dwelling units, population, and especially total employment.

Traffic Projections

Year 2009 AADT daily traffic volumes on the two-lane portion of SR 363/Woodville Highway between Capital Circle and Gaile Avenue range from a low of 10,500 to 12,600, yielding a LOS of C. Year 2009 AADT on the four-lane section between Gaile Avenue and Paul Russell Road ranges from 15,800 to 18,500, which yields LOS B.

The CRTPA's travel demand model used for the 2035 LRTP projects 2035 traffic volumes on the two-lane portion to increase to between 16,900 to 17,300 average daily vehicles for this corridor, which yields a LOS of F. The four-lane portion is projected to have up to 38,500 vehicles north of Tram Road, also yielding an LOS of F.

In addition to projecting daily traffic, an analysis was conducted on existing and projected future PM peak hour traffic along the corridor. As illustrated in the tables below, peak hour traffic is projected to grow by 3-4% each year from 2009 to 2035, yielding total growth rates of 73-113%.

Two-Way Peak Hour Traffic Comparison, Existing & No Build Scenarios

Roadway Segment Existing Capacity 2009 Traffic LOS 2035 No-Build Traffic LOS

San Marcos Rd to Capital Circle 3,560 1,697 B 3,625 F

Capital Circle to Ross Road 1,600 911 B 1,930 F

Ross Road to Hannon Mill Road 1,600 1,117 C 1,970 F

Hannon Mill Road to Gaile Ave. 1,600 1,172 C 2,030 F

Gaile Ave. to Tram Road 3,560 1,481 B 2,885 C

Tram Road to Paul Russell Road 3,560 2,055 B 3,930 F

As shown above, without the 4-laning improvement, Woodville Highway is projected to operate at a LOS of F by 2035.

The CRTPA's travel demand model was also used to estimate 2035 traffic under the build scenario, assuming that Woodville Highway is widened to four lanes from Capital Circle to Gaile Avenue. Widening of roads often yields additional growth, as compared to no-build scenarios, as users shift travel patterns, times, and/or modes. As shown below, 2035 traffic on Woodville Highway is projected to grow by as much as 176%, or almost 7% per year, under the build scenario.

Two-Way Peak Hour Traffic Comparison, Build Scenario

Roadway Segment 2035 Build Traffic Build Capacity LOS

San Marcos Rd to Capital Circle 3,380 3,560 C

Capital Circle to Ross Road 2,520 3,560 B

Ross Road to Hannon Mill Road 2,600 3,560 B

Hannon Mill Road to Gaile Ave. 2,595 3,560 B

Gaile Ave. to Tram Road 3,185 3,560 C

Tram Road to Paul Russell Road 4,053 3,560 F

It should be noted that the build scenario shows traffic operating at an acceptable level of service along the majority of the corridor, even with the significant increase in projected traffic. The one exception is the Woodville Highway segment from Tram Road to Paul Russell Road, which is why additional intersection and circulation improvements may be needed in this area.

MODAL INTERRELATIONSHIPS

StarMetro Route 2 (and Night Route 32) serves the SR 363/Woodville Highway Corridor. The route turns off Woodville Highway to the west at Ross Road. In addition, Routes 5 & 7 also serve portions of the corridor. As previously mentioned, this PD&E will incorporate bicycle and pedestrian facilities, in conjunction with the findings of the CMP.

SAFETY

SR 363/Woodville Highway is a major north-south facility serving southeast Leon and Wakulla counties. Wakulla County fronts the Apalachee Bay/Gulf of Mexico and evacuation is a major issue for resident of this area. Increasing the capacity of SR 363/Woodville Highway will facilitate a faster evacuation in the event of a hurricane or other disaster.

Summary of Public Comments

Prior to the start of the PD&E Study, a Corridor Master Plan (which addressed the need and options for widening Woodville Highway) was initiated and several public meetings were held as part of this process. A two-day Charrette was held on September 30 and October 2, 2010. Another Corridor Master Plan public meeting was held on February 28, 2011. All meetings were held at the Jack McLean Community Center near the project area.

At both meetings, there was support from those in attendance for Woodville Highway to be widened to four lanes. When presented with two possible typical sections (a) divided, urban roadway with curb & gutter, and b) divided, rural roadway with swales), the overwhelming majority of those in attendance supported the rural roadway, even with the understanding that there would be additional Right-of-Way acquisition required. The other major concern from attendees was the importance of the St. Mark's Trail and preserving this facility for future use.

Consistency

- Consistent with Air Quality Conformity.
- Consistency information for Coastal Zone Management Program is not available.
- Consistent with Local Government Comp Plan.
- Consistent with MPO Goals and Objectives.

Potential Lead Agencies

- Federal Highway Administration

Exempted Agencies		
Agency Name	Justification	Date
US Coast Guard	No navigable waterways within the project.	05/05/2011
US Forest Service	No USFS resources within project area.	05/09/2011
National Park Service	No NPS resources within project area.	05/09/2011
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	05/10/2011

Project Attachments			
Date	Type	Size	Link / Description
05/09/2011	Form SF-424: Application for Federal Assistance	2.66 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11016 Form SF-424: Application for Federal Assistance: Form SF-424: Application for Federal Assistance
05/05/2011	Ancillary Project Documentation	1.89 MB	http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=11000 Woodville Highway Rotaries: Woodville Highway Rotaries

Alternative #1

Alternative Description

From:	SR 263/US 319 (Capital Circle)	To:	Paul Russell Road
Type:	Widening	Status:	ETDM QA/QC
Total Length:	2.1 mi.	Cost:	\$15,000,000.00
Modes:	Roadway Transit Bicycle Pedestrian	SIS:	N

Polygon Description(s)

Location and Length							
Polygon No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP

A-001

Jurisdiction and Class			
Polygon No.	Jurisdiction	Urban Service Area	Functional Class

A-001

Base Conditions				
Polygon No.	Year	AADT	Lanes	Config

A-001

Interim Plan				
Polygon No.	Year	AADT	Lanes	Config

A-001

Needs Plan				
Polygon No.	Year	AADT	Lanes	Config

A-001

Cost Feasible Plan				
Polygon No.	Year	AADT	Lanes	Config

A-001

Funding Sources

No funding sources found.

Eliminated Alternatives

No eliminated alternatives present.

Community-Desired Features

No Data Available

Purpose and Need Reviews

Not Applicable

Environmental Information

The following tables show results of standard data analyses that compare the locations of the project alternatives with locations of various environmental resources, as recorded in the ETDM Geographic Information System database. This report provides results for various resources within 500 feet from the center of the planned corridor. Results for additional types of resources and buffer distances may be viewed on the ETDM Environmental Screening Tool web site, or may be requested from the project contact as indicated on the Advance Notification cover letter. Public access to the ETDM Environmental Screening Tool is provided by the Florida Department of Transportation at the following web address: <http://etdmpub.fl.a-etat.org>

Coastal Zone Consistency Review Is Required?

YES

Potential Navigable Waterway Crossing Features Found?

NO

Alternative #1 Summary

		0 ft.	500 ft.		1320 ft.	
Analysis Type	Date Run	Count	Count	Acres	Count	Acres
Land Uses						
District 3 Generalized Landuse	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Wetlands						
NWFWMD Wetlands 1995	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
NWFWMD Wetlands 2004	05/05/2011	Not Analyzed	7	1.3	Not Analyzed	
National Wetlands Inventory	05/05/2011	Not Analyzed	3	2.95	Not Analyzed	
Floodplains						
DFIRM Flood Hazard Zones	05/05/2011	Not Analyzed	6	349.74	Not Analyzed	
FEMA Flood Insurance Rate Maps 1996	05/05/2011	Not Analyzed	7	349.74	Not Analyzed	
Wildlife and Habitat						
1995 NWFWMD FL Land Use and Land Cover	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
2003 FFWCC Habitat and Landcover GRID	05/05/2011	Not Analyzed	N/A	349.73	Not Analyzed	
2004 NWFWMD FL Land Use and Land Cover	05/05/2011	Not Analyzed	60	349.74	Not Analyzed	
Florida Managed Areas	05/05/2011	Not Analyzed	1	0.69	Not Analyzed	
Florida Natural Areas Inventory Managed Lands	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Strategic Habitat and Conservation Areas 2000	Not Analyzed	Not Analyzed	Not Analyzed		Not Analyzed	
Outstanding Florida Waters						
Other Outstanding Florida Waters	05/05/2011	Not Analyzed	0	0.0	Not Analyzed	
Aquatic Preserves						
List of Aquatic Preserves	05/05/2011	Not Analyzed	0	0.0	Not Analyzed	
Cultural Resources						
Field Survey Project Boundaries	05/05/2011	Not Analyzed	6	38.27	Not Analyzed	
Florida Site File Cemeteries	05/05/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Bridges	05/05/2011	Not Analyzed	0	0.0	Not Analyzed	
Florida Site File Historic Standing Structures	05/05/2011	Not Analyzed	4	0.0	Not Analyzed	
Resource Groups	05/05/2011	Not Analyzed	1	11.04	Not Analyzed	
Coastal Barrier Resources						
Coastal Barrier Resource System	05/05/2011	Not Analyzed	0	0.0	Not Analyzed	