

**Capital Circle Southwest
Community Representative (CR) Meeting 10
January 10, 2008
5:30-7:30**

Meeting Attendees

Community Representatives – Linda Sims-Davis, Laurie Thomas, Scott Hannahs, Russell Daws, Mike Clow, Darrin Taylor, Bill Peebles and Alice Simmons
Blueprint 2000 – Latesa Turner and Carlana Hoffman
KHA Team – Raymond Ashe

Notes

The meeting began at 5:30 PM. Raymond Ashe started the meeting by explaining that the meeting tonight would focus on preparation for the Alternatives Meeting in April.

Scott Hannahs asked about reports and when they will be available.

Raymond advised that several had been submitted to Blueprint for review including the Traffic Volumes Memorandum, the Draft Development of Corridor Alternatives Report, the Draft Wetland Evaluation Report, the Water Quality and TMDL Memorandum, and the Cultural Resource Overview Screening Memorandum. The Endangered Species Biological Assessment is currently being finalized and will be submitted in the near future.

The question was asked if the traffic analysis took into consideration the future improvements to be built under the Capital Circle NW/SW project.

The question was also asked if Scenic Highways & Byways would have the opportunity to review the project; and how the FDOT and FHWA would be involved in this process.

Raymond stated that Scenic Highways & Byways would probably review the project through FDEP. He also explained that all documents/reports generated would have to go through the review process with FDOT and FHWA and that the study had to conform to their procedures.

Segmentation of Alternatives

The CR members were directed to the information packet provided at the beginning of the meeting which contained the descriptions and maps of the alternative alignment segments.

Raymond Ashe began the discussion by explaining that the project is divided into four segments and within each segment, alternative alignments have been developed based on the corridor alignments identified from the design charrette. Raymond described the

limits of and the number of alternative alignments being evaluated for each of the four segments. The most favorable alternatives from segments 1, 3, and 4, will be combined to identify the best realignment alternative. Similarly, the most favorable alternatives from segment 1 and segment 2 will be combined to identify the best existing alignment alternative.

Segment Alignment Alternatives

Raymond directed attention to the maps provided in the information packet and discussed each individual segment alternative, beginning with segment 4.

Segment 4a and 4b alternatives tie into segment 3. The segment 4a South realignment would be located south of cell tower. The Segment 4a North realignment would be located north of cell tower. Segment 4a Center would be located through the cell tower. Segment 4b north would be realigned north of cell tower. Segment 4b South would be realigned south of cell tower. Segment 4b Center would be located through the cell tower.

The segment 4a1, 4b1, and 4c alternatives tie into segment 3c. Similar to the 4a and 4b south, north and center alternatives, segments 4a1 and 4b1 each have south, north and center alignment alternatives which are located south, north and through the cell tower, respectively.

Segment 4c is a realignment along the existing Orange Avenue. Due to the potential impacts to existing residences along the south (left) side of Orange Avenue as well as Black Swamp, only widening to the north (right) will be considered for this alternative.

Segment 3 ties to segment 4a and 4b alternatives. The segment 3 LBE West realignment avoids the Lake Bradford Estates wastewater treatment plant by locating the roadway west of the plant. The segment 3 LBE East realignment avoids the Lake Bradford estates wastewater treatment plant by locating the roadway east of the plant. The segment 3 LBE Center realignment does not avoid the Lake Bradford Estates wastewater treatment plant.

Segment 3c ties to the segment 4a1, 4b1, and 4c alternatives. Segment 3c LBE West avoids the Lake Bradford Estates wastewater treatment plant by locating the roadway west of the plant. The segment 3c LBE East realignment avoids the Lake Bradford Estates wastewater treatment plant by locating the roadway east of the plant. The segment 3c LBE Center realignment does not avoid the Lake Bradford Estates wastewater treatment plant.

Segment 1 ties into segments 2 and 3 and is common to both the existing and realignment alternatives. Segment 1 Left – all widening is to the south along the existing right-of-way. Segment 1 Right – all widening is to the north along the existing right-of-way. Segment 1 Center – all widening is equal distance from the centerline of the right-of-way.

Segment 2 is along the existing Capital Circle SW and runs by the Tallahassee Airport. Segment 2 Left alternative – All widening is to the south or west along the existing right-of-way except in the vicinity of the wastewater treatment plant and cemetery. Segment 2 Right alternative – all widening is to the north or east along the existing right-of-way. Segment 2 Center – all widening is equal distance from the centerline of the right-of-way except in the vicinity of the wastewater treatment plant and the cemetery.

Next, Raymond discussed the Alternatives Analysis Matrix included in the information packet. This evaluation matrix will be used to summarize and document the specific effects of each alignment alternative within each segment. A sample alternative analysis matrix from a different project was provided in the information packet as an example. The results of this analysis, along with each of the segment alignment alternatives, will be presented to the public at the Alternatives Meeting.

The results of the evaluations along with the input received from the public at the Alternatives Meeting will be utilized to select a preferred realignment alternative and a preferred existing alignment alternative. These two “build” alternatives, combined with a “no-build” alternative will be carried forward for further study and final evaluation.

Bill Peebles asked when looking at the no-build alignment are you looking at the roads as they exist now.

Next Meeting

There will not be a February CR meeting. The March CR meeting may be moved closer to the April Alternatives Meeting so that the information to be presented to the public at that meeting can be presented to the CR beforehand for review and input.

The meeting was adjourned at 7:30.