

**Capital Circle Southwest
Community Representative (CR) Meeting 9
October 11, 2007
5:30-7:30**

Meeting Attendees

Community Representatives – Chris Dinklage, Linda Sims-Davis, Laurie Thomas, Scott Hannahs, Rick Grant, Linda Nichol森, Russell Daws, Mike Clow and Alice Simmons
Blueprint 2000 – Latesa Turner, Steve Nichols and Carlana Hoffman
KHA Team – Raymond Ashe, Ryan Wetherell and Steve Godfrey

Notes

The meeting began at 5:30 PM. Raymond began with introductions and asked Steve Nichols, the new GEC Manager for Blueprint 2000, to introduce his new staff. Steve introduced Latesa Turner who will be taking Paul Hiers place as Project Manager for the Capital Circle Southwest (CCSW) project.

Steve Godfrey announced that he has recently retired and that Raymond Ashe will serve as the new CCSW Project Manager for Kimley Horn. Steve, however, will remain involved with the CCSW project in a limited capacity.

Steve asked for input from the CR members as to whether or not we were getting the message out to the community. Positive feedback was received from several members. Raymond passed the sign in sheet and asked the attendees to initial it. Meeting minutes will be mailed out to people who were unable to attend.

Evaluation Criteria – IA Approval

Discussion ensued regarding the recommended evaluation criteria weighting which was presented to the IA for approval at the September 11th meeting. The weighting for vegetation and wildlife (criteria #3) and wetlands (criteria #4) were both increased from 2 to 3. The recommended evaluation criteria which included four #1 weights, four #2 weights and five #3 weights, was approved by the IA. There was a printing error on some of the matrix pages in the CR handouts, the matrix will be reprinted and mailed out to all the CR members.

CCSW Connections Newsletter #3

Raymond directed attention to the CCSW Connections Newsletter which will be mailed out to announce the upcoming public meeting on November 6, 2007. The purpose of this interim public meeting is to maintain continuity since the last meeting and to update the public on the status of the alignment corridor refinements from the Concepts Charrette back in May.

Preliminary Intersection Concepts

Next, discussion shifted to the preliminary intersection layouts at Springhill Road, Orange Avenue and Orange Avenue West. Raymond directed attention to the aerials provided in the meeting handouts.

Preliminary CCSW at Springhill Road Intersection

- The proposed new CCSW realignment comes up to the old Springhill Road intersection (four lanes to Orange Avenue) new alignment.
- The blue hatching on the aerials represent areas where existing roadway pavement will be removed.
- This intersection concept provides an opportunity to make Springhill Road a “Gateway” from the airport into the south side of town.
- Reconstruction of Springhill Road is not part of the CCSW project. However, it is being evaluated from a cost perspective as a 4-lane facility up to Orange Avenue.
- Access to the waste water treatment plant will be provided by the existing CCSW.
- Mike Clow responded that this is feasible. Airport owns both parcels in the vicinity of the proposed intersection realignment.
- Steve stated that the proposed realignment was initially moved to avoid all residential impacts; then moved back to minimize commercial impacts.
- Affects 3-4 residential parcels in the Paradise Village community. Possibly two relocations will be necessary.
- The proposed corridor alignments and potential impacts are currently being evaluated.

Preliminary CCSW at Orange Avenue West Intersection

- Raymond explained that Capital Circle has been designated as an emerging Strategic Intermodal System (SIS) from I-10 to the airport.
- The proposed realignment corridor ties into the existing CCSW roadway north of where the Bradford Brook crossing.
- Rankin Avenue to be realigned to provide 90 degree intersection at the Capital Circle realignment. Existing roadway pavement on Orange Avenue will be removed from Rankin Avenue to the existing CCSW intersection.
- Russell asked how access would be provided to businesses with Orange Avenue removed.
- Linda asked if there would be any opportunity for development in this area.
- Steve responded that the adjacent properties were Government owned. If they wanted to sell those parcels, development could be possible.
- It was noted that the Sand mine was COT owned.
- Russell stated that signalization of Rankin Road was very important.
- Steve stated that with the FSU development in the area, it is very likely that this intersection would be warranted for signalization in the future.

Preliminary CCSW at Orange Avenue Intersection Concept 1

- This concept maintains the Orange Avenue intersection with the new alignment.
- Paul Dirac would be realigned to tie into the proposed new alignment with right in, right out access.
- Innovation Park to Airport – Possible on the FSU Master Plan there would be another connection. This access scenario reduces accessibility, reduces cut through traffic.
- Linda commented that this scenario poses a problem for traffic wanting to turn left. People will use Pottsdamer Road. She noted that Innovation Park & FSU are separate entities.
- Laurie stated that there would not be any classes out there.

Preliminary CCSW at Orange Avenue Intersection Concept 2

- Maintains Lake Bradford intersection with Orange Ave. and Lake Bradford.
- Raymond asked if there was any reason for Lake Bradford to go all the way through.
- Scott commented that it made more sense to sever the Lake Bradford connection to Orange Avenue as in Concept 1.
- Raymond suggested making it (Lake Bradford Road) a local street. The blue hatched areas would be removed. Travel back and forth to the city would be no different.
- Mike asked if there was a plan to make Orange Avenue an east-west connector.
- Steve responded that the realignment of CCSW would replace that.
- Mike commented that the businesses along Orange Avenue depend on visual traffic. Raymond replied that any concept creates some issue.
- The suggestion was made to combine Concept 1 and 2. Under this scenario, a T-intersection would be provided at Orange Avenue and the new alignment. A left turn would not be allowed from Lake Bradford Road.
- Linda asked if this concept allowed for both left and right turns out of Innovation Park. Raymond responded yes.

Raymond stated that all of these intersection concepts would be refined and completed by the Alternatives Meeting. .

Public Information Meeting

Raymond explained that they would use a Smart Board at the upcoming public meeting. This would allow them to display each of the corridor and intersection alternatives, zoom in on specific areas and answer questions.

Raymond mentioned a preliminary outline for the November 6th meeting:

- Brief history of the project.
- Power Point Presentation showing the proposed alignment corridors.
- Open House format

- Smart board – One on one discussion.
- 20-25 people can get around the smart board at one time.

Other Known Community Concerns

Linda talked about community hub and what the community wanted. She asked if land use changes would be identified for economic development.

Next meeting

The next CR meeting is scheduled for January 10, 2008. There is a possibility that a meeting will be held on February 7, 2007.

Meeting adjourned at 7:30 p.m.