

Blueprint 2000 TCC Meeting Minutes

Thursday, February 10, 2011
SunTrust Bank Building
2727 Apalachee Parkway, Suite 200

Attendees: (TCC Members in Bold) (TCC Member Substitutes In Bold Italics)

Phil Maher	Jim Shepherd	Bill Little
Gabe Menendez	Gary Phillips	Alicia Wetherell
Wayne Tedder	Angela Richardson	George Roland
John Buss	Marek Romanowski	Steve Galloway
Rodney Cassidy	Debra Schiro	Kyle Dickey
Theresa Heiker	Margie Quillman	Echo Gates
Dave Bright	Claire Forbes	
Dave Snyder	Ed Ringe	

Phil Maher called the meeting to order at 1:11 pm.

I. Agenda Modifications

There were no Agenda Modifications

II. Information Items

Item #1: Capital Circle NW/SW Contract Authority

This item was informational only.

Theresa Heiker questioned when the County could expect to receive a response to their comments on 100% design plans. Jim Shepherd stated that Lochner was working through them. And any questions or concerns they had were being addressed individually. The one regarding a driveway to Broadmore pond had been an issue. Blueprint was working with Lochner to resolve it though. Ms. Heiker stated that she had only received responses on the park issues but nothing about structural concerns or the pond design. Mr. Shepherd stated that typically, if they had no comments they did not respond but he would follow up on it.

Wayne Tedder questioned how much of the Delta park remained, after this. Jim Shepherd stated that the main portion of it would remain as wetlands.

III. Consent

Item #2: TCC Minutes December 3, 2010

There were no comments regarding the December 3, 2010 minutes.

IV. Presentations/Discussions

Item #3: Cascade Park Update

Gary Phillips stated that Blueprint had recently received new aerials of the project (and noted that was what was being shown on the presentation). The project was approximately 27% complete with time and budget. Due to the utility duct bank conflict under Gadsden Street (which was relocated) as well as karst and contaminations conflicts Sandco had deviated from the schedule to continue construction. They moved into the middle part of the park and more than 1000 linear feet of the boxed culvert had been installed. The base course for Cascade Park Lane had been installed as well as the multi-use trail, in some places. Retaining walls had also been constructed as well as some parking areas. The parking areas themselves would be eco-stone pavers. They would be aesthetically pleasing and provide some relief for stormwater. Also, the sanitary sewer had been installed in several places along Cascade Park Lane and Suwannee Street as well as telecommunication systems with Century Link.

Mr. Phillips stated that the conflicts they had encountered were no longer there. They had also completed tweaking the design of the box culvert and bypass box culvert. They could install the remaining 8x3.5, 12x5, and 12x8 boxed culverts and work from downstream up to the middle part of the park. That would be the focus over the next few months; in addition to paving of Cascade Park Lane and the parking area along Gaines Street. The parking area would be alternative parking for FDOT employees. Gaines Street would be temporarily re-opened again as well to assist with detours from Phase 2 construction. Signage would be used to inform the public that the re-opening of Gaines would only be temporary for the purpose of Phase 2 construction.

Phase 2 would be the installation of the boxed culvert beginning at the area at Apalachee Parkway and Franklin Boulevard. It would last six-months, and would include a whole MOT scheme for the temporary but multiple road closures. During Phase 2 construction there would be no connection between Franklin Boulevard, Suwannee Street, or Lafayette Street. Mr. Phillips stated that it was an agenda item for the Board of County Commissioners and received their approval. Gabe Menendez expressed concern over the timing of closures (during Session) and stressed the importance of informing the public well in advance of the closures.

Margie Quillman outlined the lengths that Blueprint's Public Involvement Officers went to, to inform the public of such events. She also stated that they were working with Michelle Bono at the City to help get the word out as well. Mr. Menendez was also concern by the increased traffic at the North Monroe intersection because of the closure of the off ramp from Apalachee Parkway to Franklin. Mr. Phillips stated that an alternative was to route traffic down Calhoun to Gaines. Mr. Menendez agreed and reiterated the necessity for signage. He was more concern with traffic issues east of that.

Mr. Phillips and Dave Snyder stated that the schedule had always been to move to Phase 2 near April 2011. Dave Bright suggested using variable message boards at Apalachee and Franklin as well as on Lafayette, well in advance of the closure, with multiple press releases. Mr. Phillips stated that Blueprint had coordinated well with FDOT but would include the other agencies and Legislators and their aides as well. Also, the MOT plan had been reviewed and accepted.

Item #4: Capital Cascade Trail – Segment 3 & 4 Update

Mr. Phillips stated that the Figg contract would be executed within the next couple weeks; they had agreed on the scope and fee. It was a nine-month schedule for design. One of the first things they would do under the contract would be to hold a community charrette to present the four concepts from the RFP proposal and collect feedback. At the following IA meeting, the final concept would be determined by the Board and based on public input.

Wayne Tedder questioned if the bridge was actually funded. Mr. Philips stated that there was a FDOT grant of \$850,000 in 2014 with Blueprint coming up with the remainder of the cost; which was estimated at \$2M. If constructed prior to 2014, FDOT was amenable to reimburse Blueprint in 2014. Phil Maher stated that the possibility existed for funding to be available early due to the close out and transfer of older projects. There would be a large influx of money in 2013, which actually would begin in October 2012. It was a matter of priorities once they were at that point.

Mr. Tedder stated that the Planning Department was working, with Mr. Menendez and the Public Works Department, on the City Commission's Sense of Place for South Monroe and South Adams streets. They could potentially provide the consultant the list of folks they were working with to show all the commitment the City/County has in that area. They were not yet sure what the over all Sense of Place project would be as it was a grassroots effort involving input from the citizens.

Mr. Phillips stated that the boxed culvert from Monroe to Adams was under design by Kimley-Horn and Associates (KHA). It was in the fast track permitting and expected to be completed by June 2011. It had to happen either before or concurrent with the pedestrian bridge because the ped bridge design assumed that the boxed culvert was in place and the area filled in on the west side of South Monroe.

Regarding Coal Chute Pond, Blueprint staff was in contact with Railroad Square owners about a potential donation of land to expand the pond. Kimley Horn and Associates were working on an expanded design however that could delay the project by a couple of months. They anticipated completing the design by June 2011 with it going to construction later in the year. Mr. Tedder questioned if the donation would result in all of Railroad Square's stormwater needs for future development of their parcel. Mr. Phillips confirmed that it would be for the whole parcel at 90%. Which was the maximum allowed, stated Alicia Wetherell.

Steve Galloway with KHA updated the committee on the stormwater model of Segment 3. They were updating that model with on-ground survey information giving more detail to Segment 3 and developing hydrology for every outfall that would come into the channel. Once complete they would move forward including an open posed condition, detention facilities for additional storage along side the channel, replacement of some segments of the channel, as well as Coal Chute Pond. They would also be coordinating with the FAMU Way construction to ensure their stormwater would be included and have their tie-ins in proper locations.

Mr. Phillips stated that 30% design was beginning for the overall Capital Cascade Trail Segment 3 with June 2011 as the deadline. Also, Blueprint staff was meeting monthly with City Public Works to share information on the design progress for the FAMU Way extension and Segment 3 design. Furthermore, Ray Youmans with Blueprint was acquiring right of way for both projects.

Pond 5 in Segment 4 had been put on hold, stated Mr. Phillips, until the Master Plan model was updated and could be used to analyze alternatives for Pond 5. Blueprint staff was in the process of acquiring the Birdwell parcel, which was an 11 acre parcel adjacent to Pond 5. That would allow them to expand that pond design, size, footprint, and also to look at having access off Springhill Road.

Item #5: Design & Permitting of Franklin Boulevard Flood Relief Program

Gary Phillips stated that the Genesis Group was the designer on the project. It had begun in June 2010 with the notice of the \$1.7M HUD grant. In August 2010 Blueprint was granted a \$2.5M grant which brought the total to \$4.2M in federal grant funding. Staff believed that was sufficient to replace the open water conveyance with the boxed culvert system from Capital Cascade Trail Segment 2 (Pensacola Street) to East Tennessee Street. They were also looking at a connection underneath East Tennessee to Leon High School (LHS). HUD required NEPA documentation prior to the release of funds. Staff had to do an environmental assessment even though some work had already been completed. Because of that funding was not released until December 21, 2010.

Mr. Phillips stated that the schedule was approximately nine-months on design. There was a two-year time frame for design and construction associated with the grants. Any place staff could accelerate it they would. It would potentially be another fast-track project to expedite the advertisement process. The deadline for funds was June 2012 however, based on the outlined schedule staff was already pursuing an extension. They anticipated needing an additional three to four months.

Staff opted not to pursue a Design/Build option because it was not allowed under the terms of the grants. Time constraints and the approval process by HUD also prevented Design/Build. It took five-months to get the sole-source approval from DCA/HUD.

Wayne Tedder questioned the MOT. Mr. Phillips stated that they would most likely close one half of the road, making the (south bound) one way into a two way street; with

work occurring on the east side of the roadway. Gabe Menendez was concerned with the narrow road width and suggested that it would be better to work from crossing to crossing rather than close the whole segment.

V. Citizens to be Heard

There were none.

VI. Items from Members of the Committee

There were none.

VII. Adjournment

There being no further business, the meeting adjourned at 1:44 pm.