

Blueprint 2000 & Beyond
1311 Executive Center Dr.
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Tallahassee, FL 32301

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adjoining businesses with a common entrance and exit point, which increases the safety and efficiency of the roadway. Also included is a standard sidewalk on one side and a wider, meandering sidewalk on the other side of Capital Circle. Raised medians that separate various traffic lanes provide "safe areas" or "refuge" for pedestrians, minimizing their exposure to active traffic lanes.

As with all Blueprint 2000 projects, extensive landscaping is included in the proposed improvements, helping to maintain and enhance the natural beauty of our community.

Current Project Cost Estimates (in millions of dollars)

EPD&E Study and Design Plans	...4.2
Right-of-Way Acquisition27.5
Construction32.8

PUBLIC HEARING

Capital Circle NW/SW Expanded Project Development and Environment Study

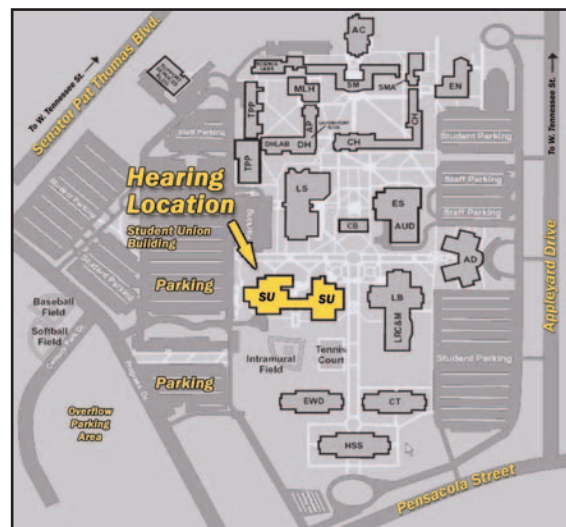
Date
Tuesday, April 4, 2006

Time
Open House: 6:00 to 6:30 pm
Presentation: 6:30 pm
Formal Public Testimony:
7:00 to 8:00 pm

Location
Tallahassee Community College,
Student Union Building (SU)

Parking
Parking is available in any lot marked "Student Parking." A parking permit is not required.

Meeting Accessibility:
In keeping with the requirements of the Americans with Disabilities (ADA) Act of 1990, the meeting site is fully accessible. Any person requiring special assistance under the ADA Act is requested to contact Ms. Bonnie Pfuntner at (850) 891-1880, no later than 7 days prior to the Public Hearing.



This newsletter is the fourth in a series prepared by the staff at Blueprint 2000 to help keep the citizens of Tallahassee and Leon County informed about the Capital Circle NW/SW Expanded Project Development and Environment Study.

For more information:

Blueprint 2000

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Study's Public Hearing Scheduled

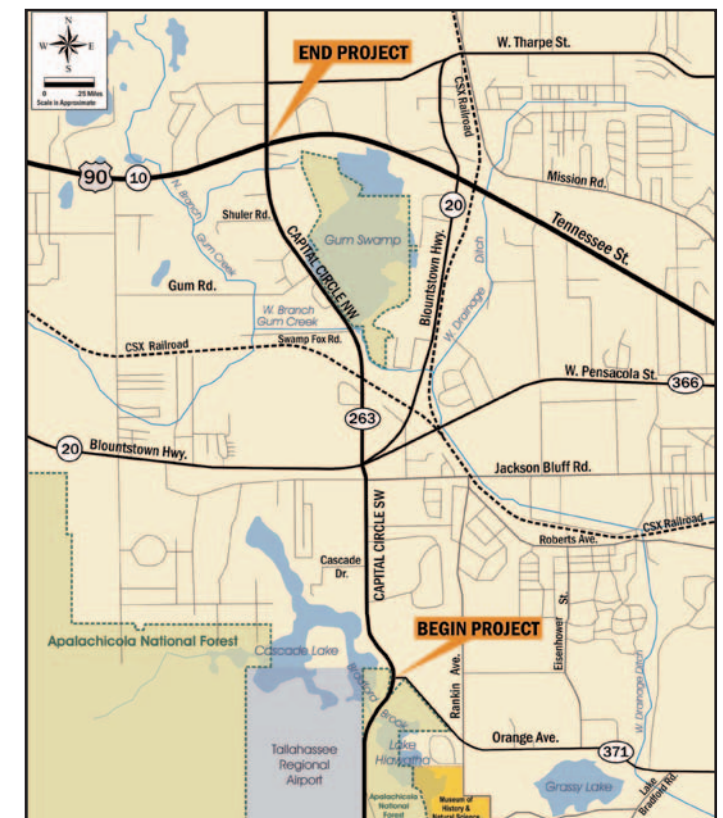
A formal Public Hearing has been scheduled for the Capital Circle NW/SW Expanded Project Development and Environment (EPD&E) Study. The Hearing will take place on Tuesday, April 4, 2006, at Tallahassee Community College (see back page). It will begin at 6:00 p.m. with an informal open house period during which members of the Blueprint 2000 & Beyond project team will be available to discuss the project, and to answer questions. At 6:30, a presentation will be made describing the proposed project and the recommended design concept. A period for formal public testimony will follow the presentation.

We encourage all interested individuals to attend this Hearing and share their suggestions and concerns with Blueprint 2000 Project Team members. Formal public testimony can be communicated to the Project Team in one of three ways: 1) give a statement at the microphone during the public comment period; 2) provide comments to the Hearing's court reporter in a one-on-one setting; or 3) provide comments in writing by completing a comment form.

This Hearing is the fourth and final public meeting to be held for the EPD&E phase of the project. The first meeting, held in July 2004, was a "kickoff" meeting to announce the beginning of the study. The second meeting was a public information workshop, held in June 2005 to present, and receive com-

ments on, the various alternatives that were being developed for the project. A third meeting, held in November 2005, was an Open House to provide the public with an opportunity to review and comment on the revised concepts developed for Blountstown Highway (SR 20) and the proposed locations for the project's stormwater ponds.

Please be aware that this project is separate from the Capital Circle SW project, which is investigating alternatives between Crawfordville Road and SR 20. We request that comments made at the April 4 Public Hearing be specific to this Capital Circle NW/SW EPD&E study for which the limits are from Orange Avenue to Tennessee Street.



Project Location Map



Recommended Design Concept

Blueprint 2000 & Beyond is nearing the end of its Expanded Project Development and Environment (EPD&E) Study for the widening of Capital Circle NW/SW. The portion of Capital Circle being studied begins near Orange Avenue and ends just south of Tennessee Street. The project calls for widening this portion of Capital Circle to six lanes, including intersection improvements, safety improvements, pedestrian and bicycle facilities, and stormwater and environmental enhancements.

Of several study alternatives that have been developed for the project, the design concept shown above has been selected

as the recommended alignment; and will be the focus of the upcoming Public Hearing. This design is known as a “combination” alignment because it proposes widening Capital Circle on the west (or left) side for some sections of the project corridor, and for other sections on the east (or right) side.

Beginning at the south end of the project, the widening would occur on the west side of the road. Heading north, at about the point where the road straightens, the widening would shift to the east side. It would continue on the east side through the Blountstown Highway (SR 20) intersection to where Capital Circle

begins to curve to the west, just beyond the railroad overpass. At this point the alignment would shift back to primarily on the west, although some land would be used on the east as well.

By varying the location of the alignment in this way, impacts have been minimized, avoiding various developments and important natural features along the project corridor.

Additional features of the proposed design include ponds for the detention of stormwater runoff. Ponds are needed to remove pollutants from the runoff before the water is returned to the natural environment. Ponds also regulate the amount and intensity of the discharge to downstream conveyance features.

The EPD&E Study has identified possible locations for the redevelopment of wetland areas to compensate for wetlands that

would be impacted as a result of the project. Because wetlands are an important part of a healthy natural environment, strict requirements are in place to ensure that any damage to wetlands is offset by the creation of new wetlands, or the preservation or enhancement of existing wetland areas. Preserving and enhancing areas that have been damaged by past activities is a good way to provide this compensation and is the primary technique proposed on this project.

In addition to increasing traffic capacity, the recommended design alternative includes safety and pedestrian enhancements. Frontage roads will be built in some locations to provide several

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