

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

No Build Alternative	
Social and Economic Impacts	
Economic Development	Increased congestion limits the potential for economic development in the area and costs motorists through time delays and fuel consumption.
Access and Mobility	No improvements to access and increased congestion may limit mobility.
Mixed Housing	No effect.
Recreation/Open Space/Greenways	No physical or natural resource impacts to existing or proposed greenways, preserves U.S. forest lands. Does not provide the opportunity for enhancements to the proposed greenway systems.
Residential Neighborhoods	No effect.
Business Community	Potential future access impacts to existing or proposed businesses due to traffic congestion. No business relocations required.
Pedestrian/Bicycle Facilities	Does not provide improved pedestrian or bicycle facilities.
Scenic Highways	Existing alignment is part of the Big Bend Scenic Byway.
Emergency Management	Potential future affects due to congestion and increased response time.
Evacuation	Does not provide opportunity to enhance the existing evacuation route.
School	No effect.
Public Comments	
Engineering Impacts	
Construction	No effect.
Construction Cost	None
Road Right-of-Way Cost	None
Road Right-of-Way	None
Number of Business Relocations	None
Number of Residential Relocations	None
Utilities and Railroads	No effect.
Traffic Operations (Level Of Service)	Traffic operations would be strained as demand approaches and exceeds capacity. (LOS F)
Safety	Would likely be diminished as a result of increased congestion.
Stormwater Management	Does not provide improved treatment of stormwater run-off, no retrofitting of the existing system.
Cultural and Historical Resource Impacts	
Historical Sites	No effect.
Archaeological Sites	No effect.
Natural and Physical Impacts	
Outstanding Florida Waters	No effect.
Contamination	No effect.
Essential Fish Habitat	No effect.
Farmlands	No effect.
Floodplains	No effect.
Water Quality (Surface Water Protection)	No additional impact, direct stormwater discharges that currently occur will continue.
Wild and Scenic Rivers	No effect.
Wildlife and Habitat	No effect.
Wetlands	No effect.
4(f)	No effect.
Noise	No noticeable change in noise levels.
Air	Increased traffic congestion may result in negative impacts to air quality.

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Existing/Realignment Alternatives								
	Segment 1 (ties to Segments 2, 3, and 3c)								
	Left			Right			Center		
Social and Economic Impacts									
Segment Length	1.9 miles								
Economic Development	Provides improved access to properties along the existing corridor.								
Access and Mobility	Provides improved access and mobility to those in the area of CCSW between Springhill Road and Crawfordville Road. Fewer access points and major intersections along the existing roadway is expected to decrease congestion and lead to an increase in the level of mobility, when compared with the no build alternative. Fewer intersections and conflict points along the corridor allow for easier movement of heavy vehicles.								
Mixed Housing	Provides improved access to properties along existing corridor, allowing for mixed housing.								
Recreation/Open Space/Greenways	Potential for connectivity to the St. Marks Trail.								
Residential Neighborhoods	Existing alignment currently extends between two neighborhoods. Total relocations are approximately 15% of adjacent neighborhoods			Existing alignment currently extends between two neighborhoods. Total relocations are approximately 10% of the adjacent neighborhoods					
Business Community	Provides improved access to businesses in the area. May impact or require the relocation of some existing business along the corridor.								
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle paths within the right-of-way.								
Scenic Highways	No direct involvement - provides connection to the Big Bend Scenic Byway at Springhill Road.								
Emergency Management	Provides increased roadway capacity and may improve response times.								
Evacuation	Potential reduced evacuation time compared to no build.								
School	No involvement.								
Public Comments	To be included following the Alternatives Meeting.								
Engineering Impacts									
Construction	New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic using existing roadway in initial phases. Would result in an increase of four lanes of impervious area.						Widening/Milling/Resurfacing. Typical construction sequence with phased construction to allow for maintenance of traffic. May require temporary pavement as part of phasing of construction. Would result in an increase of four lanes of impervious area.		
Construction Cost	\$16.7 million			\$16.7 million			\$16.3 million		
Design and CEI Cost	\$4.2 million			\$4.2 million			\$4.1 million		
Road Right-of-Way Cost	\$22.8 million			\$28.2 million			\$35.2 million		
Road Right-of-Way	<u>Land Use</u>	<u>No. of Parcels</u>	<u>Acreage</u>	<u>Land Use</u>	<u>No. of Parcels</u>	<u>Acreage</u>	<u>Land Use</u>	<u>No. of Parcels</u>	<u>Acreage</u>
	Commercial	7	4.61	Commercial	6	6.54	Commercial	12	6.25
	Residential	16	3.43	Residential	15	2.80	Residential	12	2.20
	Unimproved	17	18.5	Unimproved	21	31.7	Unimproved	25	37.2
	Total	40	26.5	Total	42	41.0	Total	49	45.7
	Private Acreage		15.9	Private Acreage		17.7	Private Acreage		17.3
	Public/Government Acreage		10.6	Public/Government Acreage		23.3	Public/Government Acreage		28.4
Pond Right-of-Way Cost	\$6.3 million			\$6.3 million			\$6.3 million		
Pond Acreage	19 acres			19 acres			19 acres		
Number of Business Relocations	6			6			8		
Number of Residential Relocations	18			11			13		
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated, however, a center or right alignment may impact a tower.								
Traffic Operations (Level Of Service)	Increases capacity along the segment. Allows the segment to operate at an acceptable level of service. (LOS-B/C)								
Safety	Improvements to the roadway geometry and improved access management will likely result in increased safety. Bike/ped facilities will also improve safety along the corridor.								
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.								
Cultural and Historical Resource Impacts									
Historical Sites	No involvement.								
Archaeological Sites	No involvement.								
Natural and Physical Impacts									
Outstanding Florida Waters	No involvement.								
Contamination	Four (4) potential sites - 1 medium risk, 3 low risk.			Eight (8) potential sites - 2 medium risk, 6 low risk.					
Essential Fish Habitat	No involvement.								
Farmlands	No involvement.								
Floodplains	0.8 acres of impact to 100-year floodplain.			0.7 acres of impact to 100-year floodplain.					
Floodplain Mitigation	\$210,000			\$180,000					
Water Quality (Surface Water Protection)	0.18 acres of Munson Slough for bridge construction. Regional pond opportunities can be developed but would be separate from the roadway pond system. Blueprint has committed to address the direct discharge issue at Bradford Brook.			0.71 acres of Munson Slough for bridge construction. Regional pond opportunities can be developed but would be separate from the roadway pond system. Blueprint has committed to address the direct discharge issue at Bradford Brook.			0.15 acres of Munson Slough for bridge construction. Regional pond opportunities can be developed but would be separate from the roadway pond system. Blueprint has committed to address the direct discharge issue at Bradford Brook.		
Wild and Scenic Rivers	No involvement.								
Wildlife and Habitat	13.1 acres of direct impact to native upland habitats; 1.1 acres of direct impact to surface water or wetland habitats; no additional habitat fragmentation effects; low likelihood of listed species occurrence.			14 acres of direct impact to native upland habitats; 0.7 acres of direct impact to surface water or wetland habitats; no additional habitat fragmentation effects; low likelihood of listed species occurrence.					
Wetlands	0.89 acres of impact to low quality wetlands.			0.55 acres of impact to low quality wetlands.			0.16 acres of impact to low quality wetlands.		
Wetland Mitigation	\$26,000			\$16,000			\$5,000		
4(f)	No involvement.								
Noise (prior to mitigation)	Fourteen (14) receptors within the 65 dBA or above zone. Zero (0) receptors with a +15 dBA increase in noise level.			Seventeen (17) receptors within the 65 dBA or above zone. Zero (0) receptors with a +15 dBA increase in noise level.			Fifteen (15) receptors within the 65 dBA or above zone. Zero (0) receptors with a +15 dBA increase in noise level.		
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.								
Cost									
Total Cost	\$50.2 million			\$55.6 million			\$62.1 million		

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Existing Alignment Alternatives								
	Segment 2								
	Left			Right			Center		
Social and Economic Impacts									
Segment Length	4.8 miles								
Economic Development	Provides improved access to the properties along the existing corridor, particularly the Airport and nearby industrial parks, allowing for continued economic growth.								
Access and Mobility	Improved access and mobility for the Airport and nearby businesses. Fewer access points and major intersections along the existing roadway is expected to provide a high level of mobility. Fewer intersections and conflict points along the corridor allow for easier movement of heavy vehicles. Is emerging as a Strategic Intermodal System.								
Mixed Housing	Provides improved access to properties along existing corridor, allows for little or no development of mixed housing as there are very few parcels that could accommodate mixed housing.								
Recreation/Open Space/Greenways	Potential for connectivity to the St. Marks Trail.								
Residential Neighborhoods	Does not impact any residential neighborhoods; no residential relocations required.								
Business Community	Provides improved access. Does require one business relocation due to impacts. Left and Center alignments directly impact the Tallahassee Regional Airport.								
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle paths within the right-of-way.								
Scenic Highways	Existing alignment is along the Big Bend Scenic Byway.								
Emergency Management	Provides increased roadway capacity and may improve response time for emergency vehicles.								
Evacuation	Potential to reduce evacuation time compared to no build.								
School	No involvement.								
Public Comments	To be included following the Alternatives Meeting.								
Engineering Impacts									
Construction	New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic on exiting roadway during initial phases. Would result in an increase of four lanes of impervious area.						Widening/Milling/Resurfacing. Typical construction sequence with phased construction to allow for maintenance of traffic. May require temporary pavement as part of phasing of construction. Would result in an increase of four lanes of impervious area.		
Construction Cost	\$46.6 million			\$46.7 million			\$45.1 million		
Design and CEI Cost	\$11.7 million			\$11.7 million			\$11.3 million		
Road Right-of-Way Cost (Assumes United States Forest Service Easement.)	\$60.5 million			\$25.9 million			\$34.3 million		
Road Right-of-Way	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage
	Commercial	3	3.46	Commercial	4	9.52	Commercial	5	6.75
	Residential	0	0	Residential	0	0	Residential	0	0
	Unimproved	24	64.0	Unimproved	27	62.4	Unimproved	28	66.6
	Total	27	67.5	Total	31	71.9	Total	33	73.4
	Private Acreage		24.5	Private Acreage		16.4	Private Acreage		19.6
	Public/Government Acreage		43.0	Public/Government Acreage		55.5	Public/Government Acreage		53.8
Pond Right-of-Way Cost	\$11.7 million			\$11.7 million			\$11.7 million		
Pond Acreage	27.8 acres			27.8 acres			27.8 acres		
Number of Business Relocations	1								
Number of Residential Relocations	0								
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated.								
Traffic Operations (Level Of Service)	Increases capacity along the segment. Allows the segment to operate at an acceptable level of service. (LOS B)								
Safety	Improvements to the roadway geometry and improved access management will likely result in increased safety.								
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.								
Cultural and Historical Resource Impacts									
Historical Sites	No involvement.								
Archaeological Sites	Eight (8) previously recorded archaeological sites located in the vicinity. One (1) site (historic railroad tram) has been determined potentially eligible for listing on the National Register of Historic Places (NRHP). Three (3) sites have been determined ineligible for listing on the NRHP. The remaining sites have either not been evaluated for eligibility or there is insufficient information available. Cultural Resources Assessment will be conducted following alternative selection.								
Natural and Physical Impacts									
Outstanding Florida Waters	No involvement.								
Contamination	Four (4) potential sites - 1 high risk, 3 low risk.			Three (3) potential sites - 1 high risk, 2 low risk.			Six (6) potential sites - 1 high risk, 5 low risk.		
Essential Fish Habitat	No involvement.								
Farmlands	No involvement.								
Floodplains	13.5 acres of impact to 100-year floodplain.								
Floodplain Mitigation	\$3.5 million								
Water Quality (Surface Water Protection)	0.96 acres of impact to surface waters (Bradford Brook). Opportunity to construct enhanced water management features and to eliminate the existing direct discharge to Bradford Brook. Water Management Pond Alternative is located in area of Karst which could result in impacts to groundwater; however, stormwater features will be designed as required by State and local regulations such that the impacts will be avoided and minimized.			1.03 acres of impact to surface waters (Bradford Brook). Opportunity to construct enhanced water management features and to eliminate the existing direct discharge to Bradford Brook. Water Management Pond Alternative is located in area of Karst which could result in impacts to groundwater; however, stormwater features will be designed as required by State and local regulations such that the impacts will be avoided and minimized.			0.96 acres of impact to surface waters (Bradford Brook). Opportunity to construct enhanced water management features and to eliminate the existing direct discharge to Bradford Brook. Water Management Pond Alternative is located in area of Karst which could result in impacts to groundwater; however, stormwater features will be designed as required by State and local regulations such that the impacts will be avoided and minimized.		
Wild and Scenic Rivers	No involvement.								
Wildlife and Habitat	34.9 acres of direct impact to native upland habitats; 1 acre of direct impact to surface water or wetland habitats; no additional habitat fragmentation effects; moderate likelihood of listed species occurrence.			70.4 acres of direct impact to native upland habitats; 1.3 acres of direct impact to surface water or wetland habitats; no additional habitat fragmentation effects; high likelihood of listed species occurrence.			45.6 acres of direct impact to native upland habitats; 1.3 acres of direct impact to surface water or wetland habitats; no additional habitat fragmentation effects; moderate likelihood of listed species occurrence.		
Wetlands	0.26 acres of impact to high quality wetlands; 0.03 acres of impact to low quality wetlands.								
Wetland Mitigation	\$10,000								
4(f)	Minimal impact to Golden Aster Preserve, proposed Chain of Lakes Greenways and Apalachicola National Forest (ANF) for road widening. Greenways can be incorporated into the design. Impacts to ANF with pond construction.			Widening results in additional encroachment in Golden Aster Preserve and Apalachicola National Forest than Segment 2 Left or Center alternatives. Potential minimal impacts to proposed Chain of Lakes Greenway. Greenways can be incorporated into the design. Stormwater facilities impact ANF.			Same as Segment 2 Left.		
Noise	Two (2) receptor within the 65 dBA or above zone.								
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.								
Cost									
Total Cost	\$134.0 million			\$99.5 million			\$105.9 million		

Note: Segment 2 alternatives avoid impacting the Southside Cemetery and Wastewater Treatment Facility.

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Realignment Alternatives																																																																	
	Segment 3 Lake Bradford Estates East			Segment 3 Lake Bradford Estates West			Segment 3 Lake Bradford Estates Center																																																											
	Segment 3 (ties to Segments 4a, 4b, and 1)																																																																	
Social and Economic Impacts																																																																		
Segment Length	1.7 miles																																																																	
Economic Development	Provides access to undeveloped and developing properties near Lake Bradford Road and Orange Avenue.																																																																	
Access and Mobility	Potentially will improve access to Innovation Park and Florida State University's Southwest Campus and will improve mobility to points south and east of Orange Avenue.																																																																	
Mixed Housing	Provides access to residential and undeveloped properties allowing for the development of mixed housing.																																																																	
Recreation/Open Space/Greenways	Proposed corridor crosses two proposed greenways and provides opportunity for enhancements along these greenways. No impact to Apalachicola State Forest or other parks and recreation facilities in the study area.																																																																	
Residential Neighborhoods	Alignment impacts the fringe of Paradise Cove. Approximately 20% of the overall community is directly effected by the roadway and pond.	Alignment directly affects Lake Bradford Estates. Due to the roadway and pond location, relocation of the neighborhood is required.			Alignment impacts the fringe of Lake Bradford Estates. Approximately 50% of the overall community is directly effected by the roadway and pond.																																																													
Business Community	Impacts proposed on existing industrial developments.																																																																	
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle paths within the right-of-way.																																																																	
Scenic Highways	Connects to the Big Bend Scenic Byway on the south end. The realignment may be re-designated as the Scenic Byway should a realignment option be chosen.																																																																	
Emergency Management	Provides increased roadway capacity and may improve emergency response times in the area.																																																																	
Evacuation	Potential reduced evacuation time compared to no build.																																																																	
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Public Comments	<i>To be included following the Alternatives Meeting.</i>																																																																	
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Construction	New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic. Would result in an increase of six lanes of impervious area.																																																																	
Construction Cost	\$21.3 million				\$21.1 million				\$21.4 million																																																									
Design and CEI Cost	\$5.3 million				\$5.3 million				\$5.3 million																																																									
Road Right-of-Way Cost	\$17.5 million				\$41.8 million				\$19.4 million																																																									
Road Right-of-Way	<table border="1"> <thead> <tr> <th>Land Use</th> <th>No. of Parcels</th> <th>Acreage</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td>2</td> <td>0.55</td> </tr> <tr> <td>Residential</td> <td>3</td> <td>0.32</td> </tr> <tr> <td>Unimproved</td> <td>14</td> <td>35.7</td> </tr> <tr> <td>Total</td> <td>19</td> <td>36.6</td> </tr> <tr> <td>Private Acreage</td> <td></td> <td>21.9</td> </tr> <tr> <td>Public/Government Acreage</td> <td></td> <td>14.7</td> </tr> </tbody> </table>	Land Use	No. of Parcels	Acreage	Commercial	2	0.55	Residential	3	0.32	Unimproved	14	35.7	Total	19	36.6	Private Acreage		21.9	Public/Government Acreage		14.7	<table border="1"> <thead> <tr> <th>Land Use</th> <th>No. of Parcels</th> <th>Acreage</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td>2</td> <td>6.53</td> </tr> <tr> <td>Residential</td> <td>5</td> <td>0.63</td> </tr> <tr> <td>Unimproved</td> <td>16</td> <td>34.5</td> </tr> <tr> <td>Total</td> <td>23</td> <td>41.6</td> </tr> <tr> <td>Private Acreage</td> <td></td> <td>26.4</td> </tr> <tr> <td>Public/Government Acreage</td> <td></td> <td>15.2</td> </tr> </tbody> </table>	Land Use	No. of Parcels	Acreage	Commercial	2	6.53	Residential	5	0.63	Unimproved	16	34.5	Total	23	41.6	Private Acreage		26.4	Public/Government Acreage		15.2	<table border="1"> <thead> <tr> <th>Land Use</th> <th>No. of Parcels</th> <th>Acreage</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td>2</td> <td>2.46</td> </tr> <tr> <td>Residential</td> <td>3</td> <td>0.32</td> </tr> <tr> <td>Unimproved</td> <td>14</td> <td>35.8</td> </tr> <tr> <td>Total</td> <td>19</td> <td>38.6</td> </tr> <tr> <td>Private Acreage</td> <td></td> <td>23.9</td> </tr> <tr> <td>Public/Government Acreage</td> <td></td> <td>14.7</td> </tr> </tbody> </table>	Land Use	No. of Parcels	Acreage	Commercial	2	2.46	Residential	3	0.32	Unimproved	14	35.8	Total	19	38.6	Private Acreage		23.9	Public/Government Acreage		14.7
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Pond Right-of-Way Cost	\$7.9 million				\$4.7 million				\$7.9 million																																																									
Pond Acreage	16.2 acres				16.2 acres				16.2 acres																																																									
Number of Business Relocations	0				1				0																																																									
Number of Residential Relocations (Includes relocations for pond site)	42				83				46																																																									
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated.																																																																	
Traffic Operations (Level Of Service)	Increases capacity along the segment. Allows the segment to operate at an acceptable level of service. (LOS B/C)																																																																	
Safety	Increased capacity in the area and improved access will likely result in improved safety.																																																																	
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.																																																																	
Cultural and Historical Resource Impacts																																																																		
Historical Sites	No involvement.																																																																	
Archaeological Sites	Three (3) previously recorded archaeological sites in vicinity. Two (2) sites (historic railroad tram and Florida State Golf Course) have been determined potentially eligible for listing on the National Register of Historic Places (NRHP). One (1) site (Black Swamp South) has been determined ineligible for listing on the NRHP. Cultural Resources Assessment Survey will be conducted following alternative selection.	Two (2) previously recorded archaeological sites in the vicinity (Historic railroad tram and Black Swamp South). Cultural Resources Assessment Survey will be conducted following alternative selection.																																																																
Natural and Physical Impacts																																																																		
Outstanding Florida Waters	No involvement.																																																																	
Contamination	Four (4) potential sites - 1 medium risk, 3 low risk.																																																																	
Essential Fish Habitat	No involvement.																																																																	
Farmlands	No involvement.																																																																	
Floodplains	11.7 acres of impact to 100-year floodplain.	7.6 acres of impact to 100-year floodplain.			10.5 acres of impact to 100-year floodplain.																																																													
Floodplain Mitigation	\$4.2 million	No additional cost.			\$3.7 million																																																													
Water Quality (Surface Water Protection)	0.53 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.	0.61 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.			0.67 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.																																																													
Wild and Scenic Rivers	No involvement.																																																																	
Wildlife and Habitat	35.6 acres of direct impact to native upland habitats; 9.9 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence is higher than other alternatives.	32.2 acres of direct impact to native upland habitats; 4.6 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence is higher than other alternatives.			34.8 acres of direct impact to native upland habitats; 7.7 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence is higher than other alternatives.																																																													
Wetlands	9.47 acres of impact to moderate quality wetlands.	4.03 acres of impact to moderate quality wetlands.			7.09 acres of impact to moderate quality wetlands.																																																													
Wetland Mitigation	\$300,000	\$100,000			\$200,000																																																													
4(f)	Minimal impact to Chain of Lakes. Greenways can be incorporated into design.																																																																	
Noise (prior to mitigation)	Two (2) receptors within the 65 dBA or above zone. Three (3) receptors with a +15 dBA increase in noise level.																																																																	
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.																																																																	
Cost																																																																		
Total Cost	\$56.5 million				\$73.0 million				\$57.9 million																																																									

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Realignment Alternatives								
	Segment 3c (ties to Segments 4a, 4b1, 4c, and 1)								
	Segment 3c Lake Bradford Estates East			Segment 3c Lake Bradford Estates West			Segment 3c Lake Bradford Estates Center		
Social and Economic Impacts									
Segment Length	1.7 miles								
Economic Development	Provides improved access to undeveloped and developing properties near Lake Bradford Road and Orange Avenue.								
Access and Mobility	Potentially will improve access to Innovation Park and Florida State University's Southwest Campus.								
Mixed Housing	Provides access to residential and undeveloped properties allowing for the development of mixed housing.								
Recreation/Open Space/Greenways	Proposed corridor crosses two proposed greenways and provides opportunity for enhancements along these greenways.								
Residential Neighborhoods	Alignment impacts the fringe of Paradise Cove. Approximately 5% of the overall community is directly effected.			Alignment impacts the edge of Paradise Cove and causes the taking of Lake Bradford Estates. Approximately 5% and 75%, respectively, of the overall community is directly effected.			Alignment impacts the edge of Paradise Cove and Lake Bradford Estates. Approximately 5% of each are directly effected.		
Business Community	Impacts proposed or existing industrial developments.								
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle paths within the right-of-way.								
Scenic Highways	Connects to the Big Bend Scenic Byway on the south end. The realignment may be re-designated as the Scenic Byway should a realignment option be chosen.								
Emergency Management	Provides increased roadway capacity and may improve emergency response times in the area.								
Evacuation	Potential reduced evacuation time compared to no build.								
School	No involvement.								
Public Comments	<i>To be included following the Alternatives Meeting.</i>								
Engineering Impacts									
Construction	New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic. Would result in an increase of six lanes of impervious area.								
Construction Cost	\$22.4 million			\$21.6 million			\$21.8 million		
Design and CEI Cost	\$5.5 million			\$5.4 million			\$5.4 million		
Road Right-of-Way Cost	\$17.5 million			\$41.8 million			\$19.4 million		
Road Right-of-Way	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage
	Commercial	2	0.28	Commercial	2	6.53	Commercial	2	1.84
	Residential	3	0.32	Residential	5	0.60	Residential	5	0.58
	Unimproved	15	36.3	Unimproved	16	34.5	Unimproved	15	36.0
	Total	19	36.9	Total	23	41.6	Total	21	38.4
	Private Acreage		22.2	Private Acreage		26.4	Private Acreage		23.7
	Public/Government Acreage		14.7	Public/Government Acreage		15.2	Public/Government Acreage		14.7
Pond Right-of-Way Cost	\$7.9 million			\$4.7 million			\$7.9 million		
Pond Acreage	16.2 acres			16.2 acres			16.2 acres		
Number of Business Relocations	0			1			1		
Number of Residential Relocations (Includes relocations for pond site)	42			83			46		
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated.								
Traffic Operations (Level Of Service)	Increases capacity along the segment. Allows the segment to operate at an acceptable level of service. (LOS-B/C)								
Safety	Increased capacity in the area and improved access will likely result in improved safety.								
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.								
Cultural and Historical Resource Impacts									
Historical Sites	No involvement.								
Archaeological Sites	Two (2) previously recorded archaeological sites in the vicinity (Historic railroad tram and Black Swamp South). One (1) site (historic railroad tram) has been determined potentially eligible for listing on the National Register of Historic Places (NRHP). One (1) site (Black Swamp South) has been determined ineligible for listing on the NRHP. Cultural Resources Assessment Survey will be conducted following alternative selection.								
Natural and Physical Impacts									
Outstanding Florida Waters	No involvement.								
Contamination	Four (4) potential sites - 1 medium risk, 3 low risk								
Essential Fish Habitat	No involvement.								
Farmlands	No involvement.								
Floodplains	12.2 acres of impact to 100-year floodplain.			7.5 acres of impact to 100-year floodplain.			10.6 acres of impact to 100-year floodplain.		
Floodplain Mitigation	\$4.4 million			No additional cost.			\$3.8 million		
Water Quality (Surface Water Protection)	0.91 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.			0.71 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.			0.53 acres of impact to surface waters (West Drainage Ditch). Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.		
Wild and Scenic Rivers	No involvement.								
Wildlife and Habitat	36.1 acres of direct impact to native upland habitats; 10.2 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence higher than existing alignment or no build alternatives.			32.1 acres of direct impact to native upland habitats; 4.4 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence higher than existing alignment or no build alternatives			34.4 acres of direct impact to native upland habitats; 6.2 acres of direct impact to surface water or wetland habitats; habitat fragmentation effects likely; likelihood of listed species occurrence higher than existing alignment or no build alternatives.		
Wetlands	9.29 acres of impact to moderate quality wetlands.			3.71 acres of impact to moderate quality wetlands.			5.74 acres of impact to moderate quality wetlands.		
Wetland Mitigation	\$300,000			\$100,000			\$200,000		
4(f)	Minimal impact to Chain of Lakes. Greenways can be incorporated into design.								
Noise (prior to mitigation)	Two (2) receptors within the 65 dBA or above zone. Three (3) receptors with a +15 dBA increase in noise level.								
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.								
Cost									
Total Cost	\$58.0 million			\$73.6 million			\$58.5 million		

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Realignment Alternatives Segments 4a1, 4b1 (ties to Segment 3c)																	
	Segment 4a1 South			Segment 4a1 North			Segment 4a1 Center			Segment 4b1 South			Segment 4b1 North			Segment 4b1 Center		
	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage	Land Use	No. of Parcels	Acreage
Social and Economic Impacts																		
Segment Length	2.5 miles																	
Economic Development	Provides improved access to developing areas including Innovation Park and Florida State University's Southwest Campus. Bypasses businesses along Orange Avenue.																	
Access and Mobility	Provides improved access and mobility for those in the area of Orange Avenue and Tyson Road. Provides improved bicycle and pedestrian connectivity to attractions in the area.																	
Mixed Housing	The improved access to undeveloped properties will provide the opportunity for mixed housing.																	
Recreation/Open Space/Greenways	No impact. Provides improved access to Florida State University Intramural Fields, the Tallahassee Museum, and a portion of the National Forest adjacent to Orange Avenue.																	
Residential Neighborhoods	Alignment impacts the edge of a residential cluster along Eisenhower Road. Approximately 10% of the cluster is directly effected.																	
Business Community	Direct impacts to existing businesses.																	
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle paths within the right-of-way.																	
Scenic Highways	Connects to the Big Bend Scenic Byway on the north end. The realignment could be re-designated as the Scenic Byway.																	
Emergency Management	Provides increased roadway capacity and may improve emergency response times in the area.																	
Evacuation	Potential reduced evacuation time compared to no build.																	
School	No direct impacts to schools. Potentially provides improved pedestrian access to schools located in proximity to the study area in Mabry/Seminole Manor.																	
Public Comments	To be included following the Alternatives Meeting.																	
Engineering Impacts																		
Construction	New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic. Would result in an increase of six lanes of impervious area.																	
Construction Cost	\$25.6 million			\$25.8 million			\$25.8 million			\$26.4 million			\$26.6 million			\$26.5 million		
Design and CEI Cost	\$6.4 million			\$6.5 million			\$6.5 million			\$6.6 million			\$6.7 million			\$6.6 million		
Road Right-of-Way Cost	\$18.6 million			\$23.1 million			\$21.6 million			\$16.1 million			\$20.5 million			\$21.6 million		
Road Right-of-Way	Commercial	12	0.77	Commercial	2	0.77	Commercial	2	0.32	Commercial	2	0.84	Commercial	3	0.84	Commercial	3	0.87
	Residential	10	7.42	Residential	8	3.50	Residential	10	6.97	Residential	10	7.42	Residential	8	3.33	Residential	10	5.03
	Unimproved	14	35.3	Unimproved	18	38.2	Unimproved	16	24.3	Unimproved	13	23.2	Unimproved	17	25.9	Unimproved	16	24.3
	Total	26	43.5	Total	28	42.5	Total	29	31.6	Total	26	31.5	Total	28	30.1	Total	29	30.2
	Private Acreage		22.1	Private Acreage		16.2	Private Acreage		17.0	Private Acreage		17.3	Private Acreage		11.0	Private Acreage		16.6
	Public/Government Acreage		21.4	Public/Government Acreage		26.3	Public/Government Acreage		14.6	Public/Government Acreage		14.2	Public/Government Acreage		19.1	Public/Government Acreage		14.6
Pond Right-of-Way Cost	\$5.4 million			\$5.4 million			\$5.4 million			\$5.4 million			\$5.4 million			\$5.4 million		
Pond Acreage	20.9 acres			20.9 acres			20.9 acres			20.9 acres			20.9 acres			20.9 acres		
Number of Business Relocations	1			1			2			1			1			2		
Number of Residential Relocations	2			3			2			2			3			2		
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated.																	
Traffic Operations (Level Of Service)	Controlled access of increased capacity will likely improve the traffic operations. (LOS-B/C)																	
Safety	The increase in capacity and controlled access will likely improve the safety for the travelling public in the area.																	
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.																	
Cultural/Historical Resource Impacts																		
Historical Sites	No involvement																	
Archaeological Sites	Seven (7) sites in vicinity. Two (2) sites determined potentially eligible for listing on the National Register of Historic Places (NRHP). Remaining sites determined ineligible by the State Historic Preservation Officer (SHPO). Cultural Resources Assessment Survey (CRAS) will be conducted following alternative selection.																	
Natural and Physical Impacts																		
Outstanding Florida Waters	No involvement.																	
Contamination	One (1) potential medium risk site.																	
Essential Fish Habitat	No involvement.																	
Farmlands	No involvement.																	
Floodplains	15.8 acres of impact to 100-year floodplain.												8.2 acres of impact to 100-year floodplain.					
Floodplain Mitigation	\$3.4 million												\$1.5 million					
Water Quality (Surface Water Protection)	0.96 acres of impact to surface waters. Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.						1.16 acres of impact to surface waters. Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.						1.05 acres of impact to surface waters. Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.					
Wild and Scenic Rivers	No involvement.																	
Wildlife and Habitat	34.3 acres of direct impact to native upland habitats; 4.3 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.			33.7 acres of direct impact to native upland habitats; 3.2 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.			32.6 acres of direct impact to native upland habitats; 3.8 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.			25 acres of direct impact to native upland habitats; 3.3 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.			24.8 acres of direct impact to native upland habitats; 1.2 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.			25 acres of direct impact to native upland habitats; 2.6 acres of direct impact to surface water or wetland habitats; moderate habitat fragmentation effects; moderate likelihood of listed species occurrence.		
Wetlands	0.99 acres of impact to high quality wetlands; 0.81 acres of impact to moderate quality wetlands; 1.55 acres of impact to low quality wetlands.			0.99 acres of impact to high quality wetlands; 0.81 acres of impact to moderate quality wetlands; 0.42 acres of impact to low quality wetlands.			0.99 acres of impact to high quality wetlands; 0.81 acres of impact to moderate quality wetlands; 0.85 acres of impact to low quality wetlands.			0.81 acres of impact to moderate quality wetlands; 1.55 acres of impact to low quality wetlands.			0.81 acres of impact to moderate quality wetlands; 0.42 acres of impact to low quality wetlands.			0.81 acres of impact to moderate quality wetlands; 0.85 acres of impact to low quality wetlands.		
Wetland Mitigation 4(f)	\$100,000			\$70,000			\$80,000			\$70,000			\$40,000			\$50,000		
Noise (prior to mitigation)	Six (6) receptors within the 65 dBA or above zone. Five (5) receptor with a +15 dBA increase in noise level.			Six (6) receptor within the 65 dBA or above zone. Four (4) receptor with a +15 dBA increase in noise level.			Seven (7) receptors within the 65 dBA or above zone. Four (4) receptors with a +15 dBA increase in noise level.			Seven (7) receptors within the 65 dBA or above zone. Four (4) receptors with a +15 dBA increase in noise level.			Six (6) receptors within the 65 dBA or above zone. Three (3) receptors with a +15 dBA increase in noise level.			Seven (7) receptors within the 65 dBA or above zone. Four (4) receptors with a +15 dBA increase in noise level.		
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.																	
Cost																		
Total Cost	\$59.5 million			\$64.3 million			\$62.8 million			\$56.1 million			\$60.7 million			\$61.7 million		

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

Realignment Alternatives																						
Segment 4c (ties to Segment 3c)																						
Social and Economic Impacts																						
Segment Length	2.7 miles																					
Economic Development	Provides improved access to Innovation Park, Florida State University's Southwest Campus, and the Tallahassee Museum. However, it may have negative impacts to the businesses along Orange Avenue because of required relocations.																					
Access and Mobility	Provides improved access and mobility for those in the area of Orange Avenue and Tyson Road. Provides improved bicycle and pedestrian connectivity to destinations in the area.																					
Mixed Housing	The improved access to undeveloped properties will provide the opportunity for mixed housing.																					
Recreation/Open Space/Greenways	Provides improved access to Florida State University Intramural Fields, the Tallahassee Museum, and a portion of the National Forest adjacent to Orange Avenue.																					
Residential Neighborhoods	Alignment impacts the edge of a cluster of homes in the Eisenhower area. Approximately 10% of the overall community is directly effected.																					
Business Community	Provides improved access to businesses along the existing Capitol Circle Southwest . Relocates one church along Orange Avenue.																					
Pedestrian/Bicycle Facilities	Provides pedestrian and bicycle facilities within the right-of-way. Could provide an enhanced link between the Florida State University recreation facilities located north and south of Orange Avenue.																					
Scenic Highways	Connects to the Big Bend Scenic Byway on the north end. The realignment could be re-designated as the Scenic Byway.																					
Emergency Management	Provides increased roadway capacity and may improve emergency response times in the area.																					
Evacuation	Potential reduced evacuation time compared to no build.																					
School	No direct impacts to schools. Potentially provides improved pedestrian access to schools located in proximity to the study area in Mabry/Seminole Manor.																					
Public Comments	<i>To be included following the Alternatives Meeting.</i>																					
Engineering Impacts																						
Construction	Widening/New Construction. Typical construction sequence with phased construction to allow for maintenance of traffic. May require temporary pavement as part of phasing of construction. Would result in an increase of four lanes of impervious area.																					
Construction Cost	\$27.0 million																					
Design and CEI Cost	\$6.7 million																					
Road Right-of-Way Cost	\$16.9 million																					
Road Right-of-Way	<table border="1"> <thead> <tr> <th>Land Use</th> <th>No. of Parcels</th> <th>Acreage</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td align="center">4</td> <td align="center">0.84</td> </tr> <tr> <td>Residential</td> <td align="center">6</td> <td align="center">3.33</td> </tr> <tr> <td>Unimproved</td> <td align="center">14</td> <td align="center">24.7</td> </tr> <tr> <td>Total</td> <td align="center">24</td> <td align="center">28.6</td> </tr> <tr> <td>Private Acreage</td> <td></td> <td align="center">10.9</td> </tr> <tr> <td>Public/Government Acreage</td> <td></td> <td align="center">17.7</td> </tr> </tbody> </table>	Land Use	No. of Parcels	Acreage	Commercial	4	0.84	Residential	6	3.33	Unimproved	14	24.7	Total	24	28.6	Private Acreage		10.9	Public/Government Acreage		17.7
Land Use	No. of Parcels	Acreage																				
Commercial	4	0.84																				
Residential	6	3.33																				
Unimproved	14	24.7																				
Total	24	28.6																				
Private Acreage		10.9																				
Public/Government Acreage		17.7																				
Pond Right-of-Way Cost	\$5.2 million																					
Pond Acreage	20.9 acres																					
Number of Business Relocations	3																					
Number of Residential Relocations	1																					
Utilities and Railroads	Potential impact to buried telephone lines, water lines, sanitary sewer and overhead electric. No major utility impacts to transmission lines are anticipated.																					
Traffic Operations (Level Of Service)	Controlled access of increased capacity will likely improve the traffic operations. (LOS B/C)																					
Safety	The increase in capacity and controlled access will likely improve the safety for the travelling public in the area.																					
Stormwater Management	Opportunities for regional and enhanced treatment of stormwater.																					
Cultural/Historical Resource Impacts																						
Historical Sites	No involvement.																					
Archaeological Sites	Seven (7) Sites in the vicinity. One (1) site determined potentially eligible for listing on the National Register of Historic Places (NRHP). Remaining sites determined ineligible or have not been evaluated by the State Historic Preservation Officer (SHPO). Cultural Resources Assessment Survey (CRAS) will be conducted following alternative selection.																					
Natural and Physical Impacts																						
Outstanding Florida Waters	No involvement.																					
Contamination	One (1) medium risk site.																					
Essential Fish Habitat	No involvement.																					
Farmlands	No involvement.																					
Floodplains	6.2 acres of impact to 100-year floodplain.																					
Floodplain Mitigation	\$1.0 million																					
Water Quality (Surface Water Protection)	1.69 acres of impact to surface waters. Opportunities exist to provide enhanced or regional stormwater facilities. Blueprint has committed to address the direct discharge issue at Bradford Brook.																					
Wild and Scenic Rivers	No involvement.																					
Wildlife and Habitat	12.8 acres of direct impact to native upland habitats; 2.4 acres of direct impact to surface water or wetland habitats; minimal habitat fragmentation effects; low likelihood of listed species occurrence.																					
Wetlands	0.81 acres of impact to moderate quality wetlands.																					
Wetland Mitigation	\$25,000																					
4(f)	Florida State University's Golf Course is a 4(f) property, however, alternatives will have no impact.																					
Noise (prior to mitigation)	Twenty-one (21) receptors within the 65 dBA or above zone. Zero (0) receptors with a +15 dBA increase in noise level.																					
Air	Anticipate no effect on air quality. Capacity improvements should minimize congestion; thus, reducing potential air quality impacts.																					
Cost																						
Total Cost	\$56.8 million																					