

**Capital Circle Southwest  
Community Representative (CR) Meeting 14  
January 15, 2009 5:30 p.m. – 8:15 p.m.**

**Meeting Attendees**

**Community Representatives** –Laurie Thomas, Mike Clow, Scott Hannahs, Russell Daws, Bill Peebles, Alice Simmons

**KHA Team** – Steve Godfrey, P.E., Ryan Wetherell, P.E. and Will Mitchell

**Blueprint 2000** – Latesa Turner, P.E., Mellisa McColley, David Bright

**Community Members** – Jeff Cortemache

**TLCDP** – Steve Hodges

**Meeting summary**

The meeting began at 5:30 p.m. Steve Godfrey explained that the meeting would discuss the results of the Alternatives Meeting and conclusions and recommendations for the best solutions within each of the four segments. These segment solutions will be put together to form the best existing alignment alternative and the best realignment alternative, which will go through the final detailed evaluation based on the IA approved criteria.

Segment 1 – Steve discussed a slight adjustment that was made to the costs for the Segment 1 alternatives following the Alternatives Meeting. The adjustment did not affect the relative cost differential between the alternatives or the recommended solution. The widen-right alternative was determined to be the best solution, which is also what the small group at the Alternatives Meeting concluded.

Segment 2 – Steve discussed the small group recommendation from the Alternatives Meeting, which was to widen to the left to avoid and minimize impacts the uplands on the US Forest side and at Springhill Road on the Airport property, despite the extraordinary cost associated with impacting the Airport. Steve explained that while the IA criteria weighted impacts to uplands as more important than costs, applying the criteria to the left alignment actually suggests that the left alignment was the least favorable of the alternatives. Recognizing that minimizing the impacts to the uplands was the major concern, with costs still being a consideration, the consultant team developed a hybrid solution. The hybrid alignment essentially:

- Widens to the right in the vicinity of the wastewater treatment plant, maintaining the left right-of-way line; reduces impacts to the uplands on the right side of the road; visual vegetative buffer will be created within the right-of-way.
- Widen to the right on the US Forest side in front of the Airport Terminal area. The footprint of the roadway would be pushed closer to the Airport within the right-of-way, and the median reduced to 22 feet,

allowing a 50-foot undisturbed area to be maintained on the US Forest property.

- Switch to center-widening north of the Airport Terminal Area; maintain 22-foot median and 50-foot buffer on the Forest side.

Bill Peebles clarified that the small group at the Alternatives Meetings was fully aware of the cost implications associated with their widen-left recommendation. They placed a higher value on the upland impacts. After significant discussion, the group settled on a further refined hybrid solution which shifted the alignment to the left side, north of the General Aviation facilities to reduce the impacts to the uplands on the right side of the road in the US Forest. Several CR members indicated they believed the northern portion of the Lake Bradford Tract is of a higher quality than the remainder of the Tract.

Segment 3 – Steve explained that the small group at the Alternatives meeting differed in what they recommended for segment 3 and segment 3c, despite the fact that both segments have very similar impacts. The small group recommended a center alignment for segment 3, but a west alignment for 3c. It was clear however, that the small group was concerned about minimizing impacts to the wetlands in Black Swamp to the east, while also minimizing the impacts to the residences in Lake Bradford Estates to the west. For this reason, the center alignment was determined to be the best, which is consistent with the small recommendation for segment 3c.

Segment 4 – The impact to the wetlands at the Delta property made the Segment 4a and 4a1 alternatives less desirable, leaving the 4b, 4b1, and 4c alternatives. The 4b alternative impacts the first phase of the approved FSU Masterplan development, which will more than likely occur prior to construction of Capital Circle SW. This left 4b1 and 4c for comparison. Steve discussed noise impacts along 4c and impacts to Juvenile Justice Center on the 4b1 alternative. The consultant was asked to go back and look specifically at economic development potential along the 4b1 and 4c alternatives prior to making a final recommendation. There was a lengthy discussion among the CR members regarding the specific opportunities for economic development along 4b1 and 4c, with the majority thinking that 4b1 presented better opportunities.

Steve briefly discussed several intersection concepts that were currently being evaluated. Ryan discussed the remaining study milestones and a tentative schedule.

**Next Community Representative Meeting # 15** – Thursday, March 19, 2009 from 5:30 p.m. to 7:30 p.m. at the Tallahassee Museum's Trail Break Café.

**Meeting adjourned** – 8:15 p.m.