

CAPITAL CIRCLE SOUTHWEST ANALYSIS SUMMARY REPORT

	Realignment Alternative	Widening Alternative	No Build Alternative
Length	6.0 miles	6.7 miles	0.0 miles
Public Comments	<i>To be included following the Preferred Alternative Meeting</i>	<i>To be included following the Preferred Alternative Meeting</i>	<i>To be included following the Preferred Alternative Meeting</i>
1. Floodplains			
Floodplains	40.8 acres. Impacts can be reduced to 37 acres by preserving 50 feet of right-of-way. All impacts are to be eliminated with compensating storage.	16.0 acres. All impacts are to be eliminated with compensating storage.	No Involvement
2. Surface Water Protection			
Water Quality (Surface Water Protection)	Right-of-Way encompasses 1.9 acres of surface waters. The existing bridge which has direct discharge into Munson Slough will be replaced and direct discharge will be eliminated. Additionally direct discharge at Black Swamp/West Drainage Ditch will also be addressed. Blueprint has committed to addressing the direct discharge at Bradford Brook should the realignment be chosen. Surface water will not be substantially altered, hence minimal effects on surface water are anticipated.	Right-of-Way encompasses 1.7 acres of surface waters. The existing bridge which has direct discharge into Munson Slough will be replaced and direct discharge will be eliminated. Existing direct discharge at Bradford Brook will also be eliminated. Surface water will not be substantially altered, hence minimal effects on surface water are anticipated.	No additional impact, direct discharge that currently occurs will continue.
Wild and Scenic Rivers	No Involvement	No Involvement	No Involvement
Outstanding Florida Waters	No Involvement	No Involvement	No Involvement
Essential Fish Habitat	No Involvement	No Involvement	No Involvement
3. Vegetation and Wildlife			
Wildlife and Habitat	136.4 acres 90.3 acres for the roadway and 46.1 for the ponds. No adverse effects on federal or state listed species are anticipated.	114.2 acres 73.6 acres for the roadway and 40.6 acres for the ponds. No adverse effects on federal or state listed species are anticipated.	No Involvement
Contamination Potential (Sites)	4 Medium, 3 High	5 Medium, 4 High	No Involvement
Farmlands	No Involvement	No Involvement	No Involvement
4. Wetlands			
Wetlands	7.1 acres (2 acres preserved with 50-foot buffer at Black Swamp) (0.38 are High Quality, 6.15 are Medium Quality, and 0.57 are Low Quality)	0.5 acres (0.35 are High Quality and 0.15 are Low Quality)	No Involvement
5. Stormwater Management			
Stormwater Management	Provides or exceeds all requirements for stormwater quality and quantity such that there is no substantial effect from this project and likely a net benefit to water management in the area.	Provides or exceeds all requirements for stormwater quality and quantity such that there is no substantial effect from this project and likely a net benefit to water management in the area.	Does not provide improved treatment of stormwater run-off, no retrofitting of the existing system.
Construction	A combination of new construction and milling/resurfacing/widening. Typical construction sequence with phased construction to allow for maintenance of traffic on the existing alignment at the beginning and end of the project limits. May require temporary pavement for maintenance of traffic. Would result in an additional four to six lanes of impervious pavement. Limited Maintenance of Traffic on the realignment section results in less disruption of traffic than for the widening alternative. The Realignment Alternative requires increased erosion control at the Delta Parcel, Munson Slough, West Drainage Ditch, Grassy Lake, and Black Swamp crossings.	Milling/Resurfacing/Widening. Typical construction sequences with phased construction to allow for maintenance of traffic. May require temporary pavement as part of construction phasing. Would result in an increase of four lanes of impervious area. Requires increased erosion control efforts at the Delta Parcel, Bradford Brook, and Munson Slough crossings.	No Involvement
Ponds Acreage	63.2 acres (40.2 acres - Government and 23.0 acres - Private)	56.1 acres (36.9 acres - Government and 19.2 acres - Private)	No Involvement
6. Cost			
Floodplain Mitigation	\$1.5 million	Floodplain mitigation is possible on the Delta Parcel, which is owned by Blueprint 2000.	No Involvement
Wetland Mitigation	\$521,490	\$51,127	No Involvement
Construction Cost	\$51.9 million	\$49.9 million	No Involvement
Design and CEI Cost	\$12.9 million	\$12.5 million	No Involvement
Road Right-of-Way Cost	\$64.0 million	\$45.4 million	No Involvement
Pond Right-of-Way Cost	\$29.6 million	\$22.5 million	No Involvement
Noise Mitigation Cost	\$347,160 (plus possible enhancements totaling \$137,000) Noise impacts to existing residential subdivisions On Orange Avenue will be substantially reduced.	\$106,000 Noise impacts to existing residential subdivisions on Orange Avenue will continue.	No Involvement
Total Cost	\$161 million	\$130 million	No Involvement
7. Access and Mobility			
Access and Mobility	Provides improved access to developing areas in the southwest portion of the community, including Innovation Park, FSU's Southwest Campus, and the Tallahassee Museum. Secondary effects result in improved access to the airport. Increased capacity and decreased congestion will result in increased mobility. Maintains a two lane facility for approximately two miles of the SIS connector; volume forecasts support the two lane configuration.	Provides a multi-lane facility to serve the SIS connector from I-10 to the Tallahassee Regional Airport entrance and provides increased capacity in front of the Tallahassee Airport. Additionally, it improves mobility to and from the industrial developments around the Tallahassee Airport.	No improvements to access and increased congestion may limit mobility.
Traffic Operations (Level Of Service)	Development of the realignment will result in an improved level of service along the existing corridor, when compared with the no-build and will also provide additional, needed capacity in this part of the community. However, additional future capacity improvements will be needed to address future, projected deficiencies in the area, including deficiencies (year 2025) along Orange Avenue. The realignment Alternative eliminates the future need to four-lane Orange Avenue west of Lake Bradford Road.	Improvements to the existing alignment will result in an improved level of service along the corridor. However, additional future capacity improvements will be needed to address future, projected deficiencies in the area, including deficiencies (year 2025) along Orange Avenue.	Traffic operations would be strained as demand approaches and exceeds capacity. (LOS F)
Safety	Safety will potentially be enhanced by the realignment on the portions of the improved existing alignment included in the realignment alternative, as well as on the remaining, unimproved existing alignment. An alternative route for through traffic will help reduce safety issues on the existing alignment, as it can be expected that through traffic will use the multilane facility. This will result in an improved ability to access both the airport and the commercial and industrial developments along the unimproved existing alignment.	The widening of the existing alignment provides additional through and turn lanes along with future signalization. This will provide increased capacity and better passing opportunities for through traffic. This can be expected to enhance safety along the corridor.	Would likely be diminished as a result of increased congestion.
Emergency Management	Through an increase in roadway capacity, response times could be expected to decrease.	Through an increase in roadway capacity, response times could be expected to decrease.	Potential future affects due to congestion and reduced response time.
Evacuation	Additional capacity on a north/south corridor that connects low-lying coastal areas to the interstate and points north, will improve evacuation.	Additional capacity on a north/south corridor that connects low-lying coastal areas to the interstate and points north, will improve evacuation.	Does not provide opportunity to enhance the existing evacuation routes.
8. Economic Development			
Economic Development	Provides direct access to approximately 600 acres of developable or redevelopable property, while also improving access to Innovation Park. Additionally, it reduces congestion and through traffic along the existing alignment allowing for approximately 150 acres of property along the existing alignment to have improved access to a two lane facility. Retains development opportunity along the existing alignment and provides for a planned integrated business/educational development area, especially north of Orange Avenue.	Provides direct access to approximately 650 acres of developable or redevelopable property, including developable property owned by the Tallahassee Airport.	Increased congestion limits the potential for economic development in the area and costs motorists through time delays and fuel consumption.

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Utilities and Railroads	No railroad involvement. Impacts to buried telephone lines, water lines, sanitary sewer lines and/or overhead electric utilities are anticipated. However, impacts are expected to be minor compared with the overall magnitude of the project.	No railroad involvement. Impacts to buried telephone lines, water lines, sanitary sewer lines and/or overhead electric utilities are anticipated. However, impacts are expected to be minor compared with the overall magnitude of the project.	No Involvement																																										
9. Historical and Archaeological Sites																																													
Historical Sites	No sites listed or eligible for listing on the National Register of Historic Places are anticipated.	No sites listed or eligible for listing on the National Register of Historic Places are anticipated.	No Involvement																																										
Archaeological Sites	No adverse effects anticipated	No adverse effects anticipated	No Involvement																																										
10. Mixed Housing																																													
Mixed Housing	A variety of residential densities could be developed on vacant properties southeast of Munson Slough. In addition there are new and redevelopment opportunities along and near the realignment segments outside of environmentally sensitive lands. Opportunities exist along Orange Avenue where it will become a local road and along the realignment north of Orange Avenue. There are 426 total acres of available lands that could contain mixed housing.	A variety of residential densities could be developed on vacant properties southeast of Munson Slough. The majority of the alignment is not supportive of residential due to forest land, airport noise, or natural environment limitations. There are 294 acres of available lands that could contain mixed housing.	No Involvement There are 294 acres of available lands that could contain mixed housing, the same acres as the Widening alternative.																																										
11. Recreation/Open Space/Greenways																																													
Recreation/Open Space/Greenways	Enhances planned trail system by providing an additional recreational opportunity that connects to numerous neighborhoods via local streets and sidewalks and is centrally located to many potential facility users.	Good opportunity to connect to future planned greenways and integrate these with the Tallahassee Museum. In addition, some neighborhoods can access the bicycle and pedestrian system provided by CCSW, providing opportunities for recreation and commuting.	No physical or natural resource impacts to existing or proposed greenways, preserves state forest limits. Does not provide the opportunity for enhancements to the proposed greenway systems.																																										
Pedestrian/Bicycle Facilities	Provides excellent bicycle and pedestrian access to numerous residential communities, office development and the FSU Southwest campus.	Provides excellent bicycle and pedestrian access to primarily residential uses south of Munson Slough and Industrial uses north of the Slough.	Does not provide improved pedestrian or bicycle facilities.																																										
Scenic Highways	The realignment alternative would afford the opportunity for the Scenic Highway designation to remain on the existing alignment or to be changed to the realignment. Either alignment can provide access to the same intrinsic resources in the Capital Circle Southwest area.	The widening alternative will not significantly impact the Big Bend Scenic Byway. The intrinsic resources in the Capital Circle Southwest area include the Apalachicola National Forest, Tallahassee Regional Airport, the Tallahassee Museum, and historic Bellevue. Potential streetscape projects and improved access to intrinsic resources could be positive for the scenic byway.	No Involvement																																										
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Air	No decrease in air quality is anticipated. Provides increased capacity in the area; thus, reducing congestion and potential air quality impacts.	No decrease in air quality is anticipated. Capacity improvements along the alignment should minimize congestion; thus, reducing potential air quality impacts.	Increase traffic congestion may result in negative impacts to air quality.																																										
4(f)	One potential Section 4(f) property could be affected. Based on preliminary discussions with FHWA, impacts to Section 4(f) properties may be de minimis. This finding is subject to FHWA's review of the Determination of Applicability and the potential effects to the resources.	Three potential Section 4(f) properties could be affected. Based on preliminary discussions with FHWA, impacts to Section 4(f) properties may be de minimis. This finding is subject to FHWA's review of the Determination of Applicability and the potential effects to the resources.	No Involvement																																										
12. Residential Neighborhoods																																													
Residential Neighborhoods	No substantial effect on neighborhood cohesiveness. Does not split any neighborhoods.	No substantial effect on neighborhood cohesiveness. Does not split any neighborhoods.	No Involvement																																										
Number of Household Relocations	28	14	No Involvement																																										
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Noise	40 receivers impacted, mitigation possible for 12 receivers (an additional 11 receivers can be mitigated with a \$137,000 enhancement added to the max cost allowable per receiver). Additionally, there are 21 receivers along Orange Avenue that won't receive future noise impacts due to growth.	16 receivers impacted, mitigation possible for 4 receivers.	Existing noise levels will continue with no mitigation.																																										
School	No Involvement	No Involvement	No Involvement																																										
13. Business Community																																													
Business Community	No substantial enhancements or impacts on overall business community.	No substantial enhancements or impacts on overall business community.	Potential future access impacts to existing or proposed businesses due to traffic congestion.																																										
Number of Business Relocations	13	11	No Involvement																																										
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