

Florida Department of Transportation
PROJECT REEVALUATION

Doc No.	
File No.	N2.807.1
Doc. Desc:	R/W Reevaluation Approval by FDOT FHWA
Date/Time	4-6-09
B.I.C	
Co	Person
Due.	Completed

I. GENERAL INFORMATION (originally approved document)

1. Reevaluation Phase: Design Change and Right of Way
2. Document Type and Date of Approval: Type 2 Categorical Exclusion, 08/16/06
3. Project Numbers: 772 N/A 415782-3
 Blueprint 2000 Federal Aid Financial Project
4. Project Local Name, Location and Limits: Capital Circle Northwest/Southwest (NW/SW) (SR 263), Leon County, South of Orange Avenue (SR 371) to Tennessee Street (SR 10, US 90)
5. Segments of Highway Being Advanced: 415782-3-58-01, SR 263, South of Orange Avenue (SR 371) to Tennessee Street (SR 10, US 90)
6. Name of Analyst(s): Latesa L. Turner, P.E. (Blueprint 2000)

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly impact the quality of the human environment. Therefore, the original Administration Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.

Latesa L. Turner
 Blueprint 2000 Project Manager

2/25/09
 Date

Blair S. Martin
 District 3 Environmental Management Office Engineer

3/23/09
 Date

III. FHWA (or lead federal agency) CONCURRENCE BLOCK

P. D. Smith
 Federal Highway Administration, Division Administrator

4/1/2009
 Date

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ENVIRONMENTAL MANAGEMENT
 OFFICE

IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

	YES / NO		COMMENTS
A. NATURAL ENVIRONMENT			
1. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Coastal and Marine	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Contamination Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See V.M. _____
6. Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Special Designations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
9. Water Quality/Quantity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See V.N. _____
10. Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See V.M. _____
11. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
B. CULTURAL IMPACTS			
1. Historic/Archaeological	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See V.M, V.N. _____
2. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Section 4(f) Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
C. COMMUNITY IMPACTS			
1. Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4. Mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5. Relocation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
D. OTHER IMPACTS			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

The preferred alignment was presented at the Public Hearing on April 4, 2006.

A. DESIGN CHANGE – 10' Sidewalk South of SR 20

Due to the proposed residential development on the east side of Capital Circle south of SR 20 (Blountstown Highway) and the natural/wetland habitat on the Delta Site (Parcel 104 on the east side of Capital Circle), the 10-foot multi-use meandering sidewalk was relocated from the west side of Capital Circle to the east side from SR 371 (Orange Avenue) north to SR 20 (Blountstown Highway). See Attachment A, Sheets 3-12. No additional right-of-way is required as a result of sidewalk relocation.

B. DESIGN CHANGE – Elimination of Southeast (SE) Frontage Road

The SE Frontage Road, which was originally proposed on the east side of Capital Circle between Sta. 154+00 and Sta. 166+00, has been removed from the plans due to lack of support and cooperation from the adjacent property owners. See Attachment A, Sheets 10-11.

C. DESIGN CHANGE – Shuler Road/Northeast (NE) Frontage Road

Shuler Road, a private road located on the west side of Capital Circle, was realigned to create a single median opening and to line up with the proposed NE Frontage Road on the east side of Capital Circle. See Attachment A, Sheet 23.

Blueprint 2000 explored several alternatives to provide improved access to the R&L Carriers terminal. The concept presented at the Public Hearing showed an access road to the back of the R&L Carriers property from the NE Frontage Road. The NE Frontage Road remains (as shown in Attachment A, Sheets 20-23). However, Blueprint had to remove the access road to R&L Carriers because public money can not be spent to benefit a single private business. See Attachment A, Sheets 23-24.

D. DESIGN CHANGE – SR 20 Project Limits

GPI Southeast, Inc. is proposing turn lane improvements to SR 20 (Blountstown Highway) in conjunction with the Star Pointe Subdivision Project (See Attachment B). At the request of the FDOT, the developers for the Star Pointe Subdivision were asked to coordinate their proposed improvements on SR 20 with the Capital Circle NW/SW project improvements. The Star Pointe Subdivision is scheduled to be built first. The limits of the Capital Circle NW/SW project along Highway 20 will be modified to tie into the proposed Star Pointe project improvements. No additional right-of-way is required as a result of this design change. See Attachment A, Sheet 26.

E. DESIGN CHANGE – SR 20 Blountstown Highway

The design along SR 20 has been modified to include curb and gutter on the north side of the roadway, from approximate Sta. 307+94 to Sta. 320+44. This design change minimizes impacts to the properties on the north side of the roadway, and reduces the amount of RIGHT-OF-WAY required in this area. See Attachment A, Sheets 26-30.

F. DESIGN CHANGE – Bridge over CSX Railroad

Blueprint 2000 was notified, by CSX representatives on November 9, 2007, that the proposed bridges over the CSX Railroad would have to be redesigned to accommodate plans for a future track at this location. The bridge span lengths will be increased from 50 feet to approximately 65 feet to accommodate the future track. See Attachment C. No additional right-of-way is required as a result of the bridge re-design.

G. DESIGN CHANGE – Typical Section through Gum Swamp

In order to minimize impacts to the adjacent wetlands, the roadway typical section was revised. The revised typical section was approved by the District on 12/26/07. No additional right-of-way is required as a result of the revised typical section through Gum Swamp. See Attachment D.

H. DESIGN CHANGE – Access Management Classification

The section of Capital Circle (SR 263) from I-10 to the Airport entrance has been designated as an Emerging Strategic Intermodal System (SIS) connector. As a result, the Access Management Classification for this project was changed from access class 5 to access class 3. Previously, seven full median openings and two directional median openings were proposed per the access class 5 criteria. Four full median openings (three meeting access class 3 criteria and one requiring a variance) and four directional median openings are currently proposed in the plans. See Attachment A, Sheets 1-33, for locations. A fifth southbound directional, not currently shown in the plans, will be added at approximate Sta. 248+00 to provide improved access to R&L Carriers (see Section V.C). The Public Hearing for the Access Management Classification change on this project was held on May 12, 2008.

I. DESIGN CHANGE – Median Opening Variance

A Design Variance was submitted and approved on 7/9/08 for the full median opening approximately 1000' south of the SR 20 (Blountstown Highway)/Capital Circle intersection, at the north entrance of the SW Frontage Road. See Attachment E.

J. DESIGN CHANGE – Design Speed Variance

A Design Variance to reduce the design speed from the required 50 MPH (Emerging SIS/FIHS Criteria) to 45 MPH was approved on 2/20/07. See Attachment F.

K. DESIGN CHANGE – Lane Convergence Variance

A Design Variance was requested to use a lane convergence of 765 feet for eastbound traffic on W. Pensacola Street (in lieu of the required 1080 feet) in order to avoid reconstruction of the bridge over the CSX Railroad. The design variance was approved on 10/24/07. See Attachment G, Sheets.

L. RIGHT OF WAY STATUS

Blueprint 2000 has begun the right-of-way acquisition process for the project using its adopted guidelines which are consistent with the *FDOT Right of Way Acquisition and Relocation Manual (575-000-000)* and the Federal Uniform Act Acquisition and Relocation (49 CFR Part 24). During the PD&E phase of project development, approximately 46.18 acres were identified for right-of-way acquisition: approximately 44.31 acres for SR 263 and approximately 1.87 acres for SR 20. The current Right-of-Way Maps (See Attachment H) now show that approximately 234.49 acres are required for acquisition: approximately 187.60 acres for pond and mitigation areas, approximately 45.35 acres for SR 263 and approximately 1.54 acres for SR 20. A number of parcels have been acquired to date, including Parcels 104, 107, 112, 113, 121, 122, 123, 124, 127, 133, 140, 141, 142, 143, 144, 145, 147, 148, 153, 155, 157, 158, 165, 169, 240, 249, 248, 250, 251, and 252.

M. RIGHT OF WAY CHANGES – Floodplain/Wetland Mitigation Sites

Five floodplain and wetland mitigation sites have been identified for acquisition: (1) the Delta Industrial Park site (Parcel 104 – Acquired 12/29/06); (2) the Zenz property (Parcel 130); (3) the Hill property (Parcels 241, 242); (4) the Gum Road site (Parcel 244); and (5) The Hollon property (Parcels 248, 249, 250, 251 and 252. The Tanglewood site (Parcels

175-177, 185-188, 193-196, 201-204, 209-211, 217-220, and 224-233) and the Auto Salvage site (Parcels 245 and 246) were initially identified during the PD&E study for potential floodplain and wetland mitigation. However, it has been determined that acquisition of these parcels will not be necessary. There is one potential business relocate on the Hollon parcels, which will probably be a voluntary relocate. See Attachment I for the proposed mitigation site locations. A Cultural Resource Assessment Survey for the Delta, Gum Road, Zenz, Hill, and Auto Salvage mitigation sites was completed in June 2007. A supplemental Cultural Resource Assessment Survey for the Hollon site was completed in March 2008. Both assessments have been reviewed and approved. See Attachment J.

N. RIGHT OF WAY CHANGES – Stormwater Pond Locations

Stormwater Management will be accomplished by utilizing reserved capacity in the Regional Pond located adjacent to SR10/US 90 (Tennessee Street) and construction of several stormwater ponds at the following locations: (1) Orange Avenue (Parcel 103); (2) the Delta Industrial Site (Parcel 104); (3) the Broadmoor Site (Parcel 240); and (4) Nina Road (located within FDOT Right-of-Way) and (5) an existing FDOT pond located within the City of Tallahassee powerline easement, south of SR 20, west of Capital Circle. Two additional ponds are proposed to provide treatment of a portion of the roadway through Gum Swamp prior to discharge to the swamp. These ponds are located at the Gum Road mitigation site (Parcel 244) and within the proposed right-of-way at Swamp Fox Road. See Attachment K, for Retention Pond locations. A Cultural Resource Assessment Survey covering the proposed pond sites was completed in June 2007, and has been reviewed and approved. See Attachment J.

O. RIGHT OF WAY CHANGES – SR 20 (Blountstown Highway)

In 1998, FDOT conducted a PD&E Study to widen SR 20 from Aeon Church Road to Appleyard Drive (State Project No. 55070-1518, 55070-1519, 55070-1534). The proposed roadway from that study was an urban 4-lane divided section within 128 feet of right-of-way and a 46 foot median to provide for future ultimate build out to six lanes. See Appendix L for Typical Section. During the Capital Circle NW/SW PD&E Study, the portion of SR 20 within the project limits was reevaluated and the right-of-way determined based on the Capital Circle NW/SW project needs and incorporation of FDOT's typical section. It was proposed that in areas on SR 20 where it was necessary for Blueprint to acquire right-of-way to build the improvements associated with the Capital Circle NW/SW project, Blueprint would also purchase additional right-of-way to accommodate the ultimate build out to 6-lanes by FDOT in the future. To date, seven parcels (Parcels 113, 153, 155, 157, 158, 165, and 169) have been acquired with sufficient area to accommodate both the Capital Circle NW/SW project and FDOT's future improvements. Only the right-of-way necessary for the Capital Circle NW/SW project improvements will be acquired from the remaining parcels (Parcels 161, 163, 166 and 170). The right-of-way required from these parcels has been reduced, based on the design changes discussed in Section V.E. See Attachment H, Sheets 14-15.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

There have been no additions to the commitments made during the Expanded Project Development and Environment (EPD&E) Study process. The status of these commitments is as follows:

1. Minimize the impacts of construction at the Gum Swamp crossing by incorporating the following features into design: use of special retaining walls to minimize the roadway footprint through the swamp; provide several wildlife crossing culverts; replace the existing box culvert with a bridge structure; provide stormwater treatment prior to discharging into the swamp; and the purchase of nearby properties for wetland and floodplain preservation, restoration, and enhancement. **Update: MSE walls, wildlife crossing culverts, and a bridge structure replacing the existing box culvert at Gum Creek, have been incorporated into the design plans. Additional stormwater management facilities at Swamp Fox Road and Gum Road have been incorporated into the design to provide treatment of a portion of the roadway through Gum Swamp. Stormwater treatment of the remaining roadway through Gum Swamp will be provided via Stormceptors. The Gum Road, Hill, Zenz, and Hollon properties will be acquired for wetland and flood plain mitigation in the Gum Swamp drainage basin.**
2. Develop a highly effective erosion control plan that will provide protection for the lakes and wetlands adjacent to the roadway corridor. The plans and specifications will reflect state of the art construction means and methods to achieve maximum protection against erosion where construction activities are occurring and prevent pollutants from mixing with stormwater. In addition, the amount of disturbed area will be minimized in sensitive areas, thereby reducing erosion potential. Evaluation and selection of the controls implemented shall exceed Best Management Practices, as defined by the Department of Environmental Protection. **Update: A project specific erosion control plan is currently being developed for this project.**
3. Conduct signal warrant analyses at the intersection of the frontage roads with Capital Circle where full median openings are proposed. Signals will be installed at these locations, if warranted. **Update: A signal warrant analysis was completed during the PD&E study for each of the frontage road intersections. Based on the results of that study, signals were not warranted at any of the proposed frontage road locations. See Attachment M, Signal Warrant Study Executive Summary.**
4. Provide bicycle lanes, sidewalks (both five foot parallel and ten foot multi-use), and pedestrian refuges at signalized intersections. **Update: These features have been included in the design.**
5. Develop a landscaping plan that will use vegetation that is appropriate for the area; will complement the natural areas along the project; and will minimize future maintenance needs. **Update: Landscaping plans are currently being developed for the project.**
6. Purchase sufficient right-of-way on SR 20 that will accommodate the proposed future improvements by FDOT. **Update: To date, seven parcels have been acquired along SR 20 with sufficient right-of-way to accommodate FDOT's future improvements. (See Section V.O. above for more details.) Due to the recent downturn in sales tax revenues, reductions to the Blueprint 2000 fiscal year 08/09 Master Plan were necessary which affect the construction and r/w budgets for the Capital Circle NW/SW project. As a cost savings measure, the decision was made, with FDOT District 3 concurrence, to acquire only the right-of-way needed for the Capital Circle NW/SW improvements from the remaining parcels on SR 20.**

VII. PERMITS STATUS

- Florida Department of Environmental Protection (FDEP) – Regulation of Stormwater Discharge Permit – Permit Issued 10/18/07
- Florida Department of Environmental Protection (FDEP) Wetland Resource Permit – In Process
- U.S. Army Corps of Engineers Wetland Resource/Dredge and Fill Permit – In Process
- Environmental Protection Agency National Pollutant Discharge Elimination System (NPDES) Permit – Not Yet Applied For, Anticipated Mid 2009
- City of Tallahassee/Leon County Environmental Management Permit – Not Yet Applied For, Anticipated Early 2009
- City of Tallahassee/Leon County Stormwater Permit – Not Yet Applied For, Anticipated Early 2009
- City of Tallahassee/Leon County Tree Removal Permit – Not Yet Applied For, Anticipated Early 2009