Capital Region Transportation Planning Agency
CRTPA
• GEMINI BUILDING •
408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 21, 2015 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

1. **AWARDS AND SPECIAL PRESENTATIONS**

   - CRTPA Eleventh Annual Transportation Disadvantaged Awards

2. **AGENDA MODIFICATIONS**

3. **CONSENT AGENDA**

   A. Minutes of the June 29, 2015 CRTPA Board Meeting

   B. 2015 CRTPA Calendar Revision

   Recommended Action: ***Approve consent agenda***

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is # 711.

5. CRTPA DISCUSSION

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Fiscal Year 2016 CRTPA Budget

The CRTPA's FY 2016 budget has been developed reflecting available federal, state and local funding as identified within the CRTPA's Unified Planning Work Program.

Recommended Action: ***For Board Approval***

B. CRTPA General Planning Consultant Contract Extension

This item seeks extension of the CRTPA's General Planning Consultant (GPC) contract as well as approval to initiate the process to begin 2016 solicitation of general planning consultants to serve as the agency's GPC.

Recommended Action: ***For Board Approval***

C. Capital City To the Sea Trails Supplemental Agreement Authorization

The Capital City to the Sea Trails projects requires a supplemental agreement under the Local Agency Program (LAP) that will de-obligate funds from one contract and utilize CRTPA SU funds to complete the project.

Recommended Action: ***For Board Approval***

D. US 27 (Apalachee Parkway) at Magnolia Drive Intersection Safety Study

A presentation on the recently completed intersection safety study of Apalachee Parkway at Magnolia Drive will be provided.

Recommended Action: ***For Board Information***

E. SUNTrails Presentation

A presentation on the Florida SUNTrails ("Shared Use, Non-motorized Trails") initiative will be provided including proposed trail connectors in the CRTPA region.

Recommended Action: ***For Board Information***

F. Florida Arts Trail Project Update

An update on the Florida Arts Trail project in Gadsden County will be presented.

Recommended Action: ***For Board Information***

G. Executive Director Contract Discussion

A discussion associated with whether or not to provide an employment contract for the new Executive Director of the CRTPA will be provided.

Recommended Action: ***For Board Discussion and Possible Action***

H. Orchard Pond Road Trail

A discussion related to a proposed bicycle and pedestrian trail in the vicinity of Orchard Pond Road will be provided.

Recommended Action: ***For Board Information***

6. EXECUTIVE DIRECTOR'S REPORT

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided.

Recommended Action: ***For Board Information***

7. ITEMS FROM MEMBERS

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

8. CITIZEN COMMENT

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

9. INFORMATION

A. Correspondence
B. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
C. FY 2015 – FY 2019 Transportation Improvement Program Administrative Amendments
D. FY 2016 – FY 2020 Transportation Improvement Program Roll Forward Amendments
E. Future Meeting Dates and Agenda Items (Next Meeting: October 19, 2015, 9 – 11:30 am)
F. CRTPA Expense Reports

Recommended Action: ***Information only - No action required***

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 1

CRTPA 11TH ANNUAL TRANSPORTATION DISADVANTAGED AWARDS

Each September, the CRTPA recognizes outstanding efforts in the Transportation Disadvantaged Program.

CRTPA AWARDS

For the last eleven years, nominations have been sought from agencies participating in the Transportation Disadvantaged Programs in Gadsden, Jefferson, Leon and Wakulla counties.

In the last year the Transportation Disadvantaged Program in the CRTPA counties drove **1,768,538** miles and made **260,628** one way trips.

Nominations are sought for outstanding driver and outstanding safety record. Commissioner Mary Ann Lindley, Chair of the Leon County Transportation Disadvantaged Coordinating Board will present the following awards:

11th Annual Capital Region Transportation Planning Agency Transportation Disadvantaged Program Driver of the Year

- **Toney Davis** of Big Bend Transit of Jefferson County. In the past twelve months, Mr. Davis drove over 2340 hours with no accidents or incidents. He received three commendations. He has been employed with Big Bend Transit for 4 years.

11th Annual Capital Region Transportation Planning Agency Edward B. "Ted" Waters Safety Award.

- **Big Bend Transit of Jefferson County.** This is the sixth year that Big Bend Transit of Jefferson County has won the Safety Award. In the past twelve months, 9 drivers and vehicles have provided **16,754** trips, driven **240,463** miles, with no accidents, injuries, or incidents. Ms. Willie Ann Dickey, manager of the Jefferson County operation, will accept the award. In the past six years, Big Bend Transit of Jefferson County has driven **1,562,264** miles without accident or incident.

  This award was renamed in honor and memory of Edward B. "Ted" Waters, founder of Big Bend Transit. Mr. Waters passed away on September 5, 2012 after 33 years of service to the Big Bend region. Mr. Waters was active in the development of the Transportation Disadvantaged Program, and active in youth athletics for decades.

Capital Region
Transportation Planning Agency
CRTPA

September 21, 2015

AGENDA ITEM 2

AGENDA MODIFICATIONS

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 3 A

MINUTES

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM:** Consent

The minutes from the June 29, 2015 CRTPA meeting are provided as ***Attachment 1.***

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 29, 2015 CRTPA Board meeting.

ATTACHMENT

Attachment 1: Minutes of the June 29, 2015 CRTPA Board meeting.

Capital Region Transportation Planning Agency
CRTPA
• GEMINI BUILDING •
408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, JUNE 29, 2015 AT 1:00 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MEETING MINUTES

MEMBERS PRESENT
Commissioner Kristin Dozier, Leon County, Chair
Commissioner Betsy Barfield, Jefferson County, Vice Chair
Commissioner Mary Ann Lindley, Leon County
Commissioner Nick Maddox, Leon County
Commissioner Bryan Desloge, Leon County
Commissioner Bill Proctor, Leon County
Commissioner Nancy Miller, City of Tallahassee
Commissioner Curtis Richardson, City of Tallahassee
Commissioner Randy Merritt, Wakulla County
Commissioner Anthony Viegbesie, Gadsden County
Commissioner Georgia "Joy" Bowen, Leon County Schools

Members Absent:
Commissioner John Dailey, Leon County
Commissioner Jane Sauls, Leon County
Commissioner Scott Maddox, City of Tallahassee
Gadsden Cities

Staff Present: Thornton Williams, CRTPA Attorney; Ivan Maldonado, StarMetro; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Starsky Harrell, FDOT; Jon Sewell, KHA, Nick Arnio, KHA, Cherie Bryant, PLACE

1. **AGENDA MODIFICATIONS**

- Agenda Item 5G: modify item to include a discussion and vote on whether or not to offer the new Executive Director a contract.
- Citizen Comments:

  Rita Bass Prieto, 329 E. King Street, Quincy Florida, expressed concerns regarding the Florida Arts Trail. She stated she was unaware of the proposed trail until last November, when she was notified by a FDOT Engineer. She stated this trail is being brought through one of the oldest established neighborhoods in Florida. She stated 9 1/2 feet would be lost from her front yard and some neighbors are losing more. She noted there are severe drainage problems, with

sensitive wetlands in the area and the designed pathway is not congruent with a historic residential neighborhood.

Margie Sims, 612 Havana Highway, Quincy, FL, expressed concerns regarding the Florida Arts Trail. Mrs. Sims stated she has lived in her home for 52 years, noting neighbors have been in this area longer. The proposed trail would have an adverse effect on her and her neighborhood. She expressed concerns with safety and noise at all times and hours. She stated that all of the properties are owner occupied and noted that there was a petition with over 100 signatures from Gadsden County residents in opposition to this project.

Board Discussion: Commissioner Viegbesie stated upon researching the project and the process, he learned this project has much opposition from the residents. He noted the residents are not necessarily opposed to the project, but the location of the project and the intrusiveness that the neighborhood will experience from this project. Mr. Reed stated the project was a FDOT project and noted PD&E study provides options for the project and there are other opportunities to provide comments.

Board Action: Commissioner Viegbesie made a motion to agenda the item to the September meeting for a formal discussion or decision. Commissioner Proctor seconded the motion. The motion was unanimously passed.

2. CONSENT AGENDA

A. Minutes of the May 19, 2015 CRTPA Board Meeting
B. Fiscal Year 2016 Transportation Disadvantaged Planning Services Grant
C. 2015 CRTPA Calendar Revision

Board Action: Commissioner Lindley made a motion to accept the consent agenda as presented by staff. Commissioner Merritt seconded the motion. The motion was unanimously passed.

3. CONSENT ITEMS PULLED FOR DISCUSSION

4. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2016 – FY 2020 Transportation Improvement Program (TIP) Adoption

The CRTPA FY 2016 – FY 2020 TIP was developed for Board adoption. The TIP contains those projects that have received funding in the Florida Department of Transportation's FY 2016 – FY 2020 Work Program.

Board Action: A roll call vote was taken and the Fiscal Year (FY) 2016 – FY 2020 Transportation Improvement Program (TIP) was unanimously adopted by the board.

5. CRTPA DISCUSSION

A. Connections 2040 Regional Mobility Plan (RMP) Final Bike/Pedestrian and Roadway Cost Feasible Plans

The RMP Final Bike/Pedestrian and Roadway Cost Feasible Plans were developed through the matching of anticipated revenue with the eligible transportation projects that have been previously been scored using the approved prioritization process.

Board Action: Commissioner Desloge made a motion to approve the Connections 2040 Regional Mobility Plan (RMP) Final Bike/Pedestrian and Roadway Cost Feasible Plans. Commissioner Lindley seconded the motion. The motion was unanimously passed.

B. CRTPA Fiscal Year (FY) 2017 – FY 2021 Priority Project Lists

Annually, the CRTPA adopts Priority Project Lists (PPLs) in ranked order to provide the FDOT project funding direction as the state agency proceeds with the annual development of the State Work Program. This year, the following PPLs were developed for CRTPA Board approval:

1. **Regional Mobility Plan (RMP) Roadways Priority Project List**
2. **Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List**
3. **Transportation Systems Management (TSM) Priority Project List**
4. **Regional Mobility Plan (RMP) Strategic Intermodal System (SIS) Priority Project List**
5. **StarMetro Priority Project List**
6. **Tallahassee International Airport Priority Project List**

Board Action: Commissioner Merritt made a motion to approve the CRTPA Fiscal Year (FY) 2017 – FY 2021 Priority Project Lists with modification, removing the word 'flyover' from the Intersection Improvement Project at Mahan and Capital Circle on the Regional Mobility Plan (RMP) Strategic Intermodal System (SIS) Priority Project List. Commissioner Desloge seconded the motion. The motion was unanimously passed.

C. Capital City to the Sea - Coastal Trail Project Development and Environment (PD&E) Study

The Coastal Trail PD&E Study is completed and will be presented along with comments from the public meeting held on June 22, 2015 to CRTPA Board for approval.

Board Action: Commissioner Desloge made a motion to approve the Capital City to the Sea - Coastal Trail Project Development and Environment (PD&E) Study. Commissioner Merritt seconded the motion. The motion was unanimously passed.

D. Jefferson County Transportation Plan Technical Assistance

This item requested approval of funding to assist Jefferson County with development of the County's Transportation Plan.

Board Action: Commissioner Merritt made a motion to approve the Jefferson County Transportation Plan Technical Assistance. Commissioner Lindley seconded the motion. The motion was unanimously passed.

E. 2014 CRTPA Financial Statements

The 2014 CRTPA Financial Statements were developed for CRTPA adoption.

Board Action: Commissioner Desloge made a motion to adopt the 2014 CRTPA Financial Statements. Commissioner Lindley seconded the motion. The motion was unanimously passed.

F. Thomasville Road Planning Study and Welaunee Interchange Update

Florida Department of Transportation (FDOT) consultant staff along with City of Tallahassee consultant staff provided an update on a recently initiated FDOT planning study for Thomasville Road vicinity addressing congestion and its coordination with the Welaunee Interchange development.

Board Action: This item was an informational item therefore, no action was taken.

G. Executive Director Transition Update

An update on actions taken at the June 25, 2015 CRTPA Executive Committee associated with the transition plan for the Executive Director of the CRTPA was provided.

Attorney Williams recommended a contract and outlined reasons for having a contract and for not having a contract.

Board Action: Commissioner Proctor made a motion to provide a contract for the new Executive Director and discuss the details in September at the next Board meeting. Commissioner Merritt seconded the motion. The motion was not passed with Commissioners Richardson, Dozier and Miller in opposition.

6. EXECUTIVE DIRECTOR'S REPORT

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest was provided.

- FDOT – Candidate resurfacing projects in Leon County.

Board Action: This item was an informational item therefore, no action was taken.

7. ITEMS FROM MEMBERS

8. CITIZEN COMMENT

9. INFORMATION

A. Correspondence
B. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
C. Future Meeting Dates and Agenda Items (Next Meeting: August 31, 2015)
D. CRTPA Expense Reports

Board Action: This item was an informational item therefore, no action was taken.

Attested:

Yulonda Mitchell, Recording Secretary **Kristin Dozier, Chair**

CRTPA VOTING RECORD

June 29, 2015

Member Name	Representing	Voting Points	Modifications to Agenda		Trail Agenda Item		Consent		TIP		RMP		Orchard Pond Road		Priority Project Lists		Coastal Trail		Jefferson County Assistance		Financial Statements		ED Contract	
			Total Points		Total Points		Total Points		Total Points		Total Points		Total Points		Total Points		Total Points		Total Points		Total Points		Total Points	
			FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST	FOR	AGST
Commissioner Bowen	LCSB	1.00																					1.00	
Commissioner Betsy Barfield	Jefferson	4.00	4.00		4.00		4.00		4.00		4.00		4.00		4.00		4.00		4.00		4.00		4.00	
Vacant	Gadsden Cities	5.00																						
Commissioner Randy Merritt	Wakulla	8.00	8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00	
Commissioner Dr. Anthony O. Viegbesie	Gadsden	8.00			8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00		8.00			
Commissioner John Dailey	Leon	5.29																						
Commissioner Brian Desloge	Leon	5.29	5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29	
Commissioner Kristen Dozier	Leon	5.29	5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29			5.29
Commisioner Mary Ann Lindley	Leon	5.29	5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29			
Commissioner Nick Maddox	Leon	5.29													5.29		5.29		5.29		5.29		5.29	
Commissioner Bill Proctor	Leon	5.29			5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29		5.29	
Commissioner Jane Sauls	Leon	5.29																						
Commissioner Scott Maddox	Tallahassee	12.33																						
Commissioner Nancy Miller	Tallahassee	12.33	12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33			12.33
Commissioner Curtis Richardson	Tallahassee	12.33	12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33		12.33			12.33
TOTAL		**100**	**52.53**	**0.00**	**65.82**	**0.00**	**65.82**	**0.00**	**65.82**	**0.00**	**65.82**	**0.00**	**65.82**	**0.00**	**71.11**	**0.00**	**71.11**	**0.00**	**71.11**	**0.00**	**71.11**	**0.00**	**28.87**	**29.95**

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 3 B

2015 CRTPA CALENDAR REVISION

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The adopted 2015 CRTPA Calendar is proposed to be revised to change the scheduled meeting on October 19 from a CRTPA Retreat to a CRTPA Board Meeting (the meeting is scheduled to be held from 9 am to 11:30 am in Tallahassee City Commission Chambers). The change will allow for the scheduled presentation of the Draft Fiscal Year 2017 – FY 2021 State Work Program by the Florida Department of Transportation.

RECOMMENDED ACTION

Option 1: Change the CRTPA 2015 Calendar to reflect a Board Meeting on October 19 from 9 am to 11:30 am.

HISTORY AND ANALYSIS

Pursuant to the CRTPA's adopted 2015 calendar, a CRTPA Retreat is scheduled to occur on October 19 from 9 am to 11:30 am. Due to the scheduled presentation of the Draft Fiscal Year 2017 – FY 2021 State Work Program, the retreat is proposed to be changed to a CRTPA Board meeting (to be held at the same time). As a result, the 2015 CRTPA Calendar is proposed to be revised to reflect this change. If approved, the 2015 CRTPA Calendar for the remaining meetings for 2015 will be revised as followed:

2015 CRTPA Calendar (Remaining Meetings)

Meeting Date
October 19 (9 am -11:30 am)
November 16

RECOMMENDED ACTION

Option 1: Change the CRTPA 2015 Calendar to reflect a Board Meeting on October 19 from 9 am to 11:30 am.
(Recommended)

Option 2: Provide other direction.

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 4

CONSENT ITEMS PULLED FOR DISCUSSION

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 5 A

FISCAL YEAR 2016 CRTPA BUDGET

REQUESTED BY: CRTPA	TYPE OF ITEM: Discussion/Approval

STATEMENT OF ISSUE

As required by financial and audit standards, the Fiscal Year 2016 Operating Budget has been developed for CRTPA Board adoption.

RECOMMENDED ACTION

Option 1: Adopt by resolution the Fiscal Year 2016 Operating Budget.

HISTORY AND ANALYSIS

The budget of the CRTPA is based on the tasks and revenues detailed in the Unified Planning Work Program (UPWP), which covers staff operations in a fiscal year from July 1 to June 30. The host government for the CRTPA, the City of Tallahassee, operates on a fiscal year that begins on October 1 and ends on September 30.

There is a three-month gap that always occurs between the end of the CRTPA UPWP funding year and the end of the City fiscal year. This was duly noted in the CRTPA 2005 Financial Statement Audit dated March 1, 2006, and adopted by the CRTPA on March 27, 2006. Adoption of this resolution satisfies the intent of the management letter comment, as it has in previous years.

Budget Issues

The proposed FY 2016 Operating Budget reflects the expenses anticipated to occur when completing the tasks adopted in the Unified Planning Work Program. Details of contents of budget items are provided below:

Total Personnel Expenses include salaries, mandated employer costs for Social Security, Medicaid and health benefits.
Operating costs include the cost of using services provided by the host government, the City of Tallahassee. This includes using human resources, accounting, purchasing, and information systems services. These costs are calculated by the city through a Full Cost Allocation Plan and charged to the CRTPA. It reflects various factors related to CRTPA's utilization of services contracted by CRTPA through Staff Services agreement with the City of Tallahassee executed on May 21, 2012.

Unclassified Contractual Services are for the cost of outside legal counsel, audit services WCOT broadcast services, insurance and retreat facilitators, when needed. General liability and workman's compensation have now been added to this budget line item. This insurance is necessary since CRTPA is no longer included as part of the City of Tallahassee's risk management pool.

The revenue from grant reimbursements is expected to cover the expenses, with the exception of the local matching funds required for the Federal Transit Administration (FTA) Section 5305D grant and expenses not allowed under the grants. In the event that reimbursements do not fully cover the remainder of the costs, the difference will be prorated among member governments in accordance with the adopted CRTPA bylaws.

Significant Changes from the FY 15 Budget

Adjustments have been made in the FY 16 budget in the following line items:

The request for Salary Increases is to provide a 3.5% increase. This is in line with Leon County's performance pay structure of 0% - 5%. Also, this request does not include any pay increase for the current Executive Director for the remainder of his tenure at CRTPA. The recommended effective date of the increase would be October 1.
An increase in Temporary Wages and Other Salary Items are requested to cover possible additional costs related to the transition to a new CRTPA Executive Director.
Health Benefits and Pension categories ranged from a 3% increase in health benefits to an decrease of 17.6% in pension contribution over FY15.
Operating expense categories remain the same as FY 15 except for Travel and Office Rental.
Allocated costs increased 10.6% overall over FY15.

The budget adjustments for FY 16 resulted in a net increase over the FY 15 budget of 2.74% ($21,833). The increased costs will be covered by the grant funding CRTPA is allocated each year by the State and Federal governments. Details of the budget and adjustments are included in ***Attachment 2.***

OPTIONS

Option 1: Adopt by resolution the Fiscal Year 2016 Operating Budget. (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Resolution
Attachment 2: Budget Detail

Attachment 1

Capital Region
Transportation Planning Agency
CRTPA

Resolution 2015-9-5A

A Resolution Adopting the Fiscal Year 2016 Operating Budget
October 1, 2015 through September 30, 2016

WHEREAS, the Capital Region Transportation Planning Agency is required to approve a fiscal year budget for the year from October 1, 2015 through September 30, 2016.

NOW THEREFORE BE IT RESOLVED that the Capital Region Transportation Planning Agency hereby approves and adopts the budget for Fiscal Year 2016 as reflected below, and that all incomplete project balances, requisitions, and encumbrances from prior years will be automatically re-appropriated.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

FY 16-OPERATING BUDGET

Expenses	
Total Personnel Expenses	**$602,583**
Total Operation Expenses	**$162,275**
Total Indirect/Allocated Costs	**$ 54,670**
TOTAL EXPENSES	**$819,528**
Reserve Funds	**$ 43,056**
Total Operating Budget	**$862,584**
Revenue	
Section 5305D FTA Grant	**$143,626**
Transportation Disadvantaged	**$ 86,000**
FHWA Planning Grant	**$617,000**
Local Match FTA Section 5305D	**$ 15,958**
Total Revenue	**$862,584**

DULY PASSED AND ADOPTED THIS 21th DAY OF SEPTEMBER 2015

Capital Region Transportation Planning Agency

By: _____
Kristin Dozier, Chairperson

Attest: _____
Harry D. Reed III,
CRTPA Executive Director

CRTPA
FY 2016 BUDGET
(Proposed)

Account	Account Description	FY-15 CRTPA Adopted Budget	FY-16 CRTPA Proposed Budget	Difference	Percent Increase
Personnel Services					
511000	Salaries	429,189	440,526	11,337	2.64%
511500	Temporary Wages	3,000	7,000	4,000	133.33%
512400	Other Salary Items	3,000	5,000	2,000	66.67%
515000	Pension- Current	45,136	36,622	-8,514	-18.86%
515100	Pension- MAP	17,416	17,637	221	1.27%
515500	Social Security	11,220	11,220	0	0.00%
515600	Mandatory Medicare	6,097	6,143	46	0.75%
516000	Health Benefits	49,705	50,839	1,134	2.28%
516001	Health benefits retirees	10,328	10,328	0	0.00%
516100	Flex Benefits	17,268	17,268	0	0.00%
Total Personnel Services		592,359	602,583	10,224	**1.73%**
Operating Expenses					
521010	Advertising	4,500	4,500	0	0.00%
521030	Reproduction	12,000	12,000	0	0.00%
521100	Equipment Repairs	225	225	0	0.00%
521180	Unclassified Contractual Srvcs	78,500	78,500	0	0.00%
521190	Computer Software	20,000	20,000	0	0.00%
522080	Telephone	1,000	1,000	0	0.00%
523020	Food	1,200	1,200	0	0.00%
523050	Postage	750	750	0	0.00%
523060	Office Supplies	4,500	4,500	0	0.00%
523080	Unclassified Supplies	4,500	4,500	0	0.00%
524010	Travel & Training	13,000	19,000	6,000	46.15%
524020	Journals & Books	600	600	0	0.00%
524030	Memberships	2,500	2,500	0	0.00%
524050	Rent Expense Bldg/Offc	12,626	13,000	374	2.96%
Total Operating Expenses		155,901	162,275	6,374	**4.09%**
Allocated Accounts					
560010	Human Resource Expense	5,808	8,862	3,054	52.58%
560020	Accounting Expense	20,072	19,471	-601	-2.99%
560030	Purchasing Expense	4,267	5,170	903	21.16%
560040	Information Systems Expense	18,196	19,741	1,545	8.49%
560070	Revenue Collection Expense	1,092	1,426	334	30.59%
Total Allocated Accounts		49,435	54,670	5,235	**10.59%**
Total Expenses		797,695	819,528	21,833	**2.74%**

CRTPA
FY 2016 BUDGET
(Proposed)

Personnel Services

511000 The request for Salary Increases is to provide a 3.5% increase. This is in line with Leon County's performance pay structure of 0% - 5%. Also, this request does not include any pay increase for the current Executive Director for the remainder of his tenure at CRTPA. The recommended effective date of the increase would be October 1.

511500
512400 An increase in Temporary Wages and Other Salary Items are requested to cover possible additional costs related to the transition to a new CRTPA Executive Director.

515100
515500
515600
516000 Health Benefits and Pension categories ranged from a 3% increase in health benefits to an decrease of 17.6% in pension contribution over FY15

Operating Expenses

Operating expense categories remain the same as FY 15 except for Travel and Office Rental.

521180 Unclassified Contractual Services remain the the same as FY 15. Services in this budget line item include the following: Legal Services - $40,000, Audit Services - $23,000, WCOT Broadcast Services - $3500, General Liability and Workman's Comprehensive Insurance $12,000

523010 Travel increased by $6000 to cover potential travel costs for interview candidates for the CRTPA Executive Director position. This budget will also allow for at least 2 Board members to attend the MPOAC Institute Training for MPO Board members

524050 Office Rental and Maintenance Expense is programmed to increase $374 or 3% over FY 15.

Allocated Accounts

560000 Allocated costs increased 10.6% overall over FY15. Cost allocation is calculated based on City department expenditures in FY 14.

560010 Human Resource expense increased $3,054 (52.58%). This significant increase is related to the purchase and implementation of a new electronic timesheet system. Cost allocation by FTEs.

560020 Accounting expense decreased by 3%. Accounting expense is calculated based on the number of transactions per department and time spent in audit preparation

560030 Purchasing expense increased by $903 (21.16%). Cost allocation based on number of billings and payments processed.

560040 Information Systems expense increased by $1545 (8.49%). Cost allocation is by FTEs based cost of system operations and equipment upgrades.

560070 Revenue Collection expense increased $334 (30.59%). The City advance funding for CRTPA expenses until reimbursement are received from FDOT. Higher than normal carrying charges were incurred due to reimbursement delays resulting from FDOT changing billing requirements.

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 5 B

CRTPA GENERAL PLANNING CONSULTANT CONTRACT EXTENSION

REQUESTED BY: CRTPA	TYPE OF ITEM: Discussion/Approval

STATEMENT OF ISSUE

GPC Contract Extension

In October of 2011, the CRTPA Executive Director executed three separate contracts with three General Planning Consultants (GPC) to perform work as needed for the CRTPA Board. These contracts had a three-year lifespan with a possible two-year extension in one-year increments, or a single two-year extension. Since these contracts are going to expire in October of this year, CRTPA staff is seeking approval of a final one-year extension for all three GPC's.

New GPC Selection Process

Additionally, since these contracts are scheduled to end in 2016, CRTPA staff is seeking approval to begin the process of selecting GPC's to extend this process beyond October of 2016.

RECOMMENDED ACTION

Option 1: Approve the extension of the CRTPA GPC Contracts for Renaissance Planning Group, Reynolds, Smith and Hills, and URS Corporation Southern to October 2016.

Option 2: Approve CRTPA staff initiation of the GPC Selection process that will carry the program beyond the 2016 time period.

HISTORY AND ANALYSIS

GPC Contract Extension

The CRTPA General Planning Consultant process began in was initiated in 2011 with consultants selected in June and work orders provided in September of 2011, respectively. The three firms that currently serve as CRTPA's GPC include:

- Renaissance Planning Group (RPG)
- Reynolds, Smith and Hills (RSH), and
- URS Corporation Southern (URS)

The projects that the GPC have provided services for include:

Renaissance Planning Group
Development of the Capital City to the Sea Trails Scope-of-Services
CRTPA Retreat Facilitation
Jefferson County Bicycle and Pedestrian Master Plan
Leon County Safe Routes to School Plan

Reynolds Smith and Hills
CRTPA Retreat Facilitation
CRTPA Model Update
Monroe Street Median Feasibility Study

URS Corporation Southern
6th Avenue Sidewalk Feasibility Study
CRTPA Congestion Management Plan Update
CRTPA Webpage Consultation
CRTPA Webpage Development
Jefferson County Prioritization Process

The initial contract with the GPC firms was for a three-year term and included options to extend the contracts for two years utilizing either a single two-year extension or two one-year extensions.

These contracts are scheduled to terminate in October 2015. Therefore, CRTPA staff is seeking approval to extend the GPC contracts for the final one-year extension.

New GPC Selection Process

One of the efforts behind the utilization of the GPC's was to look at future issues and items that come out of the long range transportation plan as well as perform feasibility studies or concept studies that would identify a work product (project). For example, the Capital City to the Seas scope of services component helped move that project into its current status, the City of Tallahassee 6th Avenue project concept plan which is being implemented and constructed project, and the Safe Route to Schools projects which generated a lot of projects to consider in the Connections 2040 Regional Mobility Plan (RMP).

Additional benefits include the opportunity to quickly turn around smaller type initiatives than going through the project consultant selection process.

However, this program has a shelf life and limited funds. Both of which can be replenished if the CRTPA Board is willing to continue the program. The funding for the program ends in June of 2016 with the contracts for the current GPC's ending in October of 2016. Therefore, if the CRTPA Board wants to continue to have the flexibility to have consultants ready to go when they are needed, staff needs to begin the selection process at the beginning of 2016 which will replace the current GPC's in October. This doesn't mean that the current GPC's cannot reapply; it just means that their current contracts will be terminating in October.

The selection process will include the development of a request for proposals, review of proposals, selection committee, recommendations, and approval by the CRTPA Board. The schedule and more details regarding the time periods and process will be provided if the CRTPA Board finds a value to this effort and approves a motion to initiate this process.

If the CTRTPA approves the motion at this meeting (September) it will take until June 2016 to approve the final selection of the GPC firms.

After approval by the CRTPA Board, staff will begin writing the Request for Proposals and setting out a schedule to provide to the Board for major steps in the process and final approval in June of 2016.

OPTIONS

Option 1: Approval the extension of the CRTPA GPC Contracts for Renaissance Planning Group, Reynolds, Smith and Hills, and URS Corporation Southern to October 2015. (Recommended)

Option 2: Approve CRTPA staff initiation of the GPC Selection process that will carry the program beyond the 2016 time period.

Option 3: Provide other direction.

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 C

CAPITAL CITY TO THE SEA TRAILS SUPPLEMENTAL AGREEMENT AUTHORIZATION

REQUESTED BY: CRTPA	TYPE OF ITEM: Discussion/Approval

STATEMENT OF ISSUE

This agenda item is requesting that the CRTPA Board approve the allocation of funds from available SU funding to supplement the FDOT Local Agency Program (LAP) agreement (FPID No. 430146-1-28-01) to complete the funding of the Capital City to the Sea Coastal Trail Project Development and Environment (PD&E) study.

RECOMMENDED ACTION

Option 1: Authorize allocating $144,258.09 to the Capital City to the Sea Trails – Coastal Trail Project Development and Environment Study from the CRTPA's SU funds.

Option 2: Authorize the CRTPA Executive Director to execute the Supplemental Agreement with FDOT on behalf of the CRTPA. (***Attachment 1***)

HISTORY AND ANALYSIS

When the Capital City to the Sea Trails Master Plan project was initiated, the funding was split by FDOT in half into two projects; Leon County and Wakulla County. Each project was funded at the $550,000 level. When the contract was executed with Kimley-Horn and Associates (KHA), the language did not specify which project the funding came from because the project limits included both counties.

As the billings for the projects were paid, the accounts for both projects were rendered specifically for the Master Plan.

Upon the initiation of the Coastal Trail Project Development and Environment (PD&E) Study, the contract, again, did not specify from which LAP agreement account the project was to be paid. Throughout the life of the contract the bills have been submitted and paid until the point where it was determined that the project could not utilize any funds from the Leon County project because the Coastal Trail is exclusively in Wakulla County.

To that end, there is a remaining balance of $144,258.09 that is needed to supplement the Wakulla County LAP agreement to fulfill the contract with KHA. In working with the Florida Department of

Transportation (FDOT) Local Agency Program (LAP) Office a solution was identified that allows the CRTPA to transfer funds to the Wakulla County agreement and get those funds back through a de-obligation process. The process is briefly outlined below:

1. CRTPA has requested that the Leon County project be closed and that the remaining unused funds ($200,274.01) be de-obligated.

2. The CRTPA requests that funds from SU funding category (urban funds) in the amount of ($144,258.09) be placed in the Wakulla County project through a Supplemental Agreement with FDOT.

3. The funds will be transferred and eligible to pay KHA for the remainder of the contract.

4. The de-obligated funds ($220,274.01) will be placed back in the CRTPA's SU funding category.

This process will not cost the CRTPA any funding since it transfers funds from one account to another account.

At the time of the September CRTPA agenda distribution the Supplemental Agreement was not yet developed and provided to CRTPA staff and, therefore, a second option has been added to the agenda that allows for the CRTPA Executive Director to execute the Supplemental Agreement on behalf of the Board.

NEXT STEPS

After approval by the CRTPA Board, staff will work with FDOT to ensure that the funds are transferred from each of the accounts.

OPTIONS

Option 1: Authorize allocating $144,258.09 to the Capital City to the Sea Trails – Coastal Trail Project Development and Environment Study from the CRTPA's SU funds. (Recommended)

Option 2: Authorize the CRTPA Executive Director to execute the Supplemental Agreement on behalf of the CRTPA. (***Attachment 1***) (Recommended)

Option 3: Provide other direction.

ATTACHMENT

Attachment 1: Resolution

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2015-09-5C

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the CRTPA, authorizing the execution of a supplemental to the Local Agency Program (LAP) agreement (FPID No. 430146-1-28-01) between the CRTPA and the Florida Department of Transportation, hereby referred to as FDOT for the development and completion of the Capital City to the Sea Trails Master Plan and Project Development and Environmental (PD&E) Study.

WHEREAS, the CRTPA has executed a LAP agreement with FDOT to conduct the Capital City to the Sea Trails Master Plan and PD&E Study; and

WHEREAS, the FDOT has advised CRTPA that the identified LAP agreement between CRTPA and FDOT for the Capital City to the Sea Trails Master Plan and PD&E Study needs additional funds; and

WHEREAS, payment to the consultant for the project would be jeopardized without the inclusion of the additional funds in the LAP agreement,

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to execute supplemental agreement for the Capital City to the Sea Trails Master Plan and PD&E Study.
2. The CRTPA authorizes the Executive Director to execute the supplemental agreement for the Capital City to the Sea Trails Master Plan and PD&E Study.

DULY PASSED AND ADOPTED THIS 21th DAY OF September, 2015.

Capital Region Transportation Planning Agency

By: _____
Kristin Dozier, Chair

Attest: _____
Harry D. Reed III,
CRTPA Executive Director

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 D

US 27 (APALACHEE PARKWAY) AT MAGNOLIA DRIVE INTERSECTION SAFETY STUDY

REQUESTED BY: FDOT	TYPE OF ITEM: Information

STATEMENT OF ISSUE

An Intersection Safety Study (***Attachment 1***) that includes recommended improvements to the intersection of Apalachee Parkway and Magnolia Drive will be discussed by Florida Department of Transportation (FDOT) consultant staff. Pedestrian safety improvements at this location are identified on the CRTPA's most recent adopted (FY 2017 – FY 2021) Transportation Systems Management (TSM) Priority Project List.

HISTORY AND ANALYSIS

An Intersection Safety Study has been performed by the FDOT District 3. The study was conducted "to enhance the safety of the pedestrians and bicyclists crossing at the intersection due to recent sidewalk improvements along US 27/SR 20 (Apalachee Parkway) and to investigate the need for marked crosswalks on all four legs of the signalized intersection at Magnolia Drive (SR 265/CR 265). Additionally, the District is seeking to provide continuity for the County's planned Lafayette Trail located one block south of Apalachee Parkway" (source: Study's Executive Summary).

Project Origin

As a background, on August 1, 2014, the CRTPA sent an email to the Florida Department of Transportation requesting the study of Apalachee Parkway (SR 20) and Magnolia Drive (SR 265) related to potential pedestrian safety improvements. Specifically, the email noted:

> "This intersection provides challenges to pedestrians given the high volume of vehicular traffic, large number of lanes to cross and associated crosswalk distances (including the absence of a marked crosswalk on the east side of intersection). Additionally, the recent completion of Apalachee Parkway sidewalks east of this location (as well as the planned construction of sidewalks beginning approximately .7 miles to the west associated with scheduled resurfacing of the Parkway in 2016) has facilitated improved pedestrian mobility in this regional commercial corridor."

Furthermore, the CRTPA placed this project, ranked #3, on the agency's most recent Transportation Systems Management Priority Project List (FY 2017 – FY 2021) that was adopted on June 29, 2015. Specifically, the agenda item for the TSM PPL noted:

> "PROJECT ADDITION
> Apalachee Parkway (SR 20) and Magnolia Drive (SR 265) Pedestrian Safety Improvements
> The CRTPA has met several times with the FDOT to discuss pedestrian challenges at this location due to the high volume of vehicular traffic, large number of lanes to cross and associated crosswalk distances (including the absence of a marked crosswalk on the east side of intersection). A planning level study was initiated by the FDOT at this location in the spring of 2015.
>
> Additionally, the recent completion of Apalachee Parkway sidewalks east of this location (as well as the planned construction of sidewalks beginning approximately .7 miles to the west associated with scheduled resurfacing of the Parkway in 2016) has facilitated increased pedestrian mobility in this regional commercial corridor. Furthermore, a multiuse trail is planned on the eastside of Magnolia connecting to Apalachee Parkway.
>
> The CRTPA most recently met with the FDOT representatives in May and discussed this proposed project including the CRTPA's TAC recommendation, discussed above, that the study include the Magnolia/Lafayette Street intersection to the south. This project is recommended for ranking as #3 on the TSM PPL."

Additionally, the agency's previous Regional Mobility Plan (adopted in 2010), although it did not specifically note the nature of the improvement, identified Magnolia Drive (Lafayette Street to north of Apalachee Parkway) for intersection improvement.

FDOT Study

In early 2015, the CRTPA meet with the FDOT District 3 Safety Office to discuss the intersection and the study was soon initiated by the District.

As part of the study, pedestrian and bicycle counts were conducted on Thursday, April 16, 2015 from 11 AM to 8 PM. A total of 120 pedestrian crossings and 17 bicycle crossings occurred over the nine hour period. Of these crossings, as noted in the study, "15 crossings (4 bicycles, 11 pedestrian) across the east leg which does not have a crosswalk or pedestrian signals."

A crash analysis was also performed for the five-year period from 2009 – 2013. Although there were no reported pedestrian or bicycle crashes at or in the intersection's vicinity during this period, there were 111 vehicle crashes pursuant to FDOT Crash Analysis Reporting Systems (CAR).

The FDOT Study recommends the installation of a crosswalk along the eastern leg of the intersection (where one currently does not exist). In order to facilitate this installation, the median and service road at the southeast corner of the intersection will need to be reconfigured.

The study provides other recommendations including:

- Replace the non-standard pedestrian signals with countdown signals. Replace the pushbuttons with accessible/audible pedestrian pushbuttons and upgraded signs. Audible speech message signals can benefit the sighted pedestrians at this location to cross with the appropriate phase.
- Install missing detectable warning surface in southeast corner ramp and reduce slope to meet the ADA standards.
- Consider installing high emphasis crosswalks at this intersection due to the unusual geometry which can distract drivers.

The study identifies that the estimated cost for the improvements is approximately $230,000. The next phase of the project would be design.

ATTACHMENTS

Attachment 1: Intersection Safety Report*

*Due to its large size, the report is available for review on the agency's webpage (www.crtpa.org) in the agenda link for this meeting

District Three Safety Office

US27/SR 20 (Apalachee Parkway)

at Magnolia Drive (SR 265/CR 265)

Leon County

Safety Study: Intersection

Prepared by:

Cardno
2420 Lakeshore Drive
Suite 100
Tallahassee, FL 32312

Completion Date: August 2015

US 27/SR 20 (Apalachee Parkway)

at Magnolia Drive (SR 265/CR 265)

Roadway ID: 55080000
Mile Post: 1.143
Leon County

Task Work Order No. 18
District-wide Safety Study and Minor Design
FPN No.: 418439-1-32-17
FDOT Contract No.: C-9B63

prepared for:

The Florida Department of Transportation
District Three
1074 Highway 90 East
Chipley, FL 32428

Prepared by:

Cardno
2420 Lakeshore Drive
Suite 100
Tallahassee, FL 32312



Jeffrey K. Roberts, PE No. 65684

FINAL August 2015

Table of Contents

Executive Summary 1
Introduction 3
Existing Conditions 3
Qualitative Assessment 5
Pedestrian and Bicycle Counts 9
Crash Analysis and Results 9
Recommendations 10
Benefit Cost Analysis 12

List of Appendices

TITLE	APPENDIX
Straight Line Diagram (SLD)	A
Condition Diagram	B
Intersection Photographs	C
Pedestrian/Bicycle Data	D
Crash Data	E
Recommended Options	F
Cost Estimate	G

Executive Summary

This intersection study has been conducted on behalf of FDOT District Three Safety Office to enhance the safety of the pedestrians and bicyclists crossing at the intersection due to recent sidewalk improvements along US 27/SR 20 (Apalachee Parkway) and to investigate the need for marked crosswalks on all four legs of the signalized intersection at Magnolia Drive (SR 265/CR 265). Additionally, the District is seeking to provide continuity for the County's planned Lafayette Multi-Use Trail located one block south of Apalachee Parkway.

The intersection is located east of downtown Tallahassee and is located near the southwestern corner of the Governor's Square Mall property and various other commercial/retail destinations. Preparation of this study included performance of a Qualitative Assessment of the operations of the intersection with emphasis on the pedestrian operations, preparation of a Field Condition Diagram, crash history analysis with emphasis on pedestrian and bicycle crashes and recommendations to address adding a crosswalk and pedestrian signals on the east leg of the intersection.

Crash data for this study was collected for a five-year period from 2009 to 2013 for a 500-foot long section to include the intersection. An overall crash screening was performed for all crashes with a detailed crash analysis performed for pedestrian and bicycle crashes. There were 111 crashes reported with no pedestrian or bicycle crashes during the five-year study period. Wet weather was involved in 12 percent of the crashes and 29 percent occurred during night-time conditions. Of the 111 vehicle crashes, there were 48 injuries and no fatalities and no unusual patterns of crashes for an urban multi-lane intersection of this nature.

A service road runs along the north and south sides of Apalachee Parkway in the vicinity of the intersection with signalized east-west right-turn lanes from the service road at the intersection. Signalized crosswalks are provided across the west, south and north legs of the intersection but a crosswalk is missing across the east leg of Apalachee Parkway. Pedestrian and bicycle counts were conducted at the intersection from 11:00 AM to 8:00 PM in April 2015. Of the 137 crossings that occurred during the nine-hour count period, 15 crossings were across the unmarked/unsignalized east leg.

Based on findings from the Qualitative Assessment, crash history review and requirements from the *Florida Intersection Design Guidelines*, recommendations of this study include installation of a crosswalk with pedestrian signals across the east leg of Apalachee Parkway. Reconstruction of the median and service road in the southeast corner of the intersection is required to install the crosswalk across the east leg as shown in ***Appendix F***. Two options were considered for the service road. ***Option A*** maintains the two-way driveway access for the southeastern parcel (first driveway located on access road), but is modified from the existing right-in, right-out to a left-in, and right-out. This changes the existing eastbound one-way operation to a two-way operation for a short segment of the service road. ***Option B*** maintains the eastbound one-way service road operation by modifying the driveway to a right-out only. Additionally, the following pedestrian and vehicle improvements are recommended for consideration at the study location:

General Intersection Upgrade Recommendations

- Replace the non-standard pedestrian signals with countdown signals. Replace the pushbuttons with accessible/audible pedestrian pushbuttons and upgraded signs. Audible speech message signals can benefit the sighted pedestrians at this location to cross with the appropriate phase.
- Install missing detectable warning surface in southeast corner ramp and reduce slope to meet the ADA standards. See ***Figure 5***.
- Consider installing high emphasis crosswalks at this intersection due to the unusual geometry which can distract drivers. The high emphasis crosswalks can also be seen by approaching motorists further from the intersection. This is a benefit given the ped/bike vulnerability with the long crossing distances.

- To improve signal head visibility for the right-turn signals mounted on the mast arm uprights, install yellow reflective backplates. See ***Figure 7***.
- Trim overgrown landscaping to improve sight distance and remove weeds/grass in concrete joints to eliminate tripping hazards. See ***Figure 4***.

Specific Intersection Recommendations

- Realign the crosswalks across the north and south legs to align with the outside of the intersection and modify the crossing from a two-stage crossing to a single actuated crossing. Placing the crossings outside of the right-turn lanes will accommodate the pedestrians that are currently crossing here without pedestrian signalization as shown in ***Figure 9***. Also, pedestrians are more likely to comply with the pedestrian signals when they do not experience excessive delays in a two-stage crossing.
- Realign the crosswalk across the west leg to provide a direct crossing across Apalachee Parkway and the service road. Modify the crossing from a two-stage crossing to a single actuated crossing.
- In conjunction with the recommendation to add the east leg crosswalk and realign the existing crosswalks shown in ***Appendix F***, provide separate pedestrian signal pedestals at all crossing locations where the 10 foot separation can be met. Well-positioned separated pedestals help provide clarity for pedestrians who are unsure of which pushbutton to press.
- On the service roads replace the 3-section right-turn signals with 4-section flashing yellow arrow signals to provide a yield/flashing yellow operation when a pedestrian/bicyclist is crossing concurrently. The controller may need to be upgraded to implement this improvement.
- On the southbound approach replace the 5-section protected/permitted right turn signal with a 4-section flashing yellow arrow signal.
- Install a Leading Pedestrian Interval (LPI) to increase motorist visibility of pedestrians in the crosswalks as they approach and turn in the intersection.
- Add LED TURNING VEHICLES YIELD TO PEDS (R10-15) signs for all the right-turn movements.
- On northbound approach replace the 5-section left-turn traffic signal with 4-section flashing yellow arrows and replace the LEFT TURN YIELD ON GREEN BALL (R10-12) sign with an LED TURNING VEHICLES YIELD TO PEDESTRIANS (R10-15) sign modified for left-turning vehicles
- On northbound approach install two northbound 3-section signals for the existing three through lanes to meet current MUTCD standards of one signal head per through lane.
- Install advance lane use signs on the east-west approaches due to the unusual through-only requirement in the outside through lane.
- Relocate the NO RIGHT TURN sign on US 27 so it is not facing the right-turn vehicles on the service road as shown in ***Figure 8***.
- Add lighting on the northwest corner of the intersection.

These recommendations are derived for the sole purpose of enhancing pedestrian and bicycle safety for the intersection. These recommendations should therefore be considered in conjunction with other Department needs that include maintaining adequate intersection capacity, signal timing progression and other types of traffic operations issues. Additionally, overall local public support and ability to maintain improvements recommended within this report are also important considerations. To the extent possible, these recommendations have been coordinated with local agency (City of Tallahassee) capabilities to ensure feasible and attainable improvements given the available technology. Improvements to signal equipment have been included in the associated cost estimate to account for these conditions.

In addition to recommendations for improving safety both geometrically and technologically, important to the success of these recommendations are increased enforcement and education components after imprvements are implemented. Enforcement and Education will bring increased awareness to yield to pedestrians and the operation of the new four-section flashing yellow signal head. City of Tallahassee website and Social Media outlets could be potential avenues to aid in the educational outreach component, as well as citation warnings and increased law enforcement presence for the first six months after implementation.

Introduction

This intersection study has been conducted on behalf of FDOT District Three Safety Office to address the safety concerns due to recent sidewalk improvements along Apalachee Parkway and the need for marked crosswalks on all four legs of the signalized intersection at Magnolia Drive and to enhance the pedestrian facilities to maximize the overall safety of the vulnerable users at this major intersection.

A Project Location Map is included as ***Figure 1*** below. The study location is a signalized intersection with dual left-turn lanes eastbound/westbound and southbound with service roads along the north and south sides of Apalachee Parkway which also serves as the east-west right-turn lanes. These right-turn lanes are signalized. Crosswalks are provided on the north, south and west legs of the intersection with pedestrian signals and pushbuttons located at the corners and in the medians for pedestrians to cross the service roads. The study included performance of a Qualitative Assessment of the intersection operations, preparation of a Field Condition Diagram, crash history analysis, pedestrian and bicycle counts and development of recommendations pertaining to the pedestrian crossings.

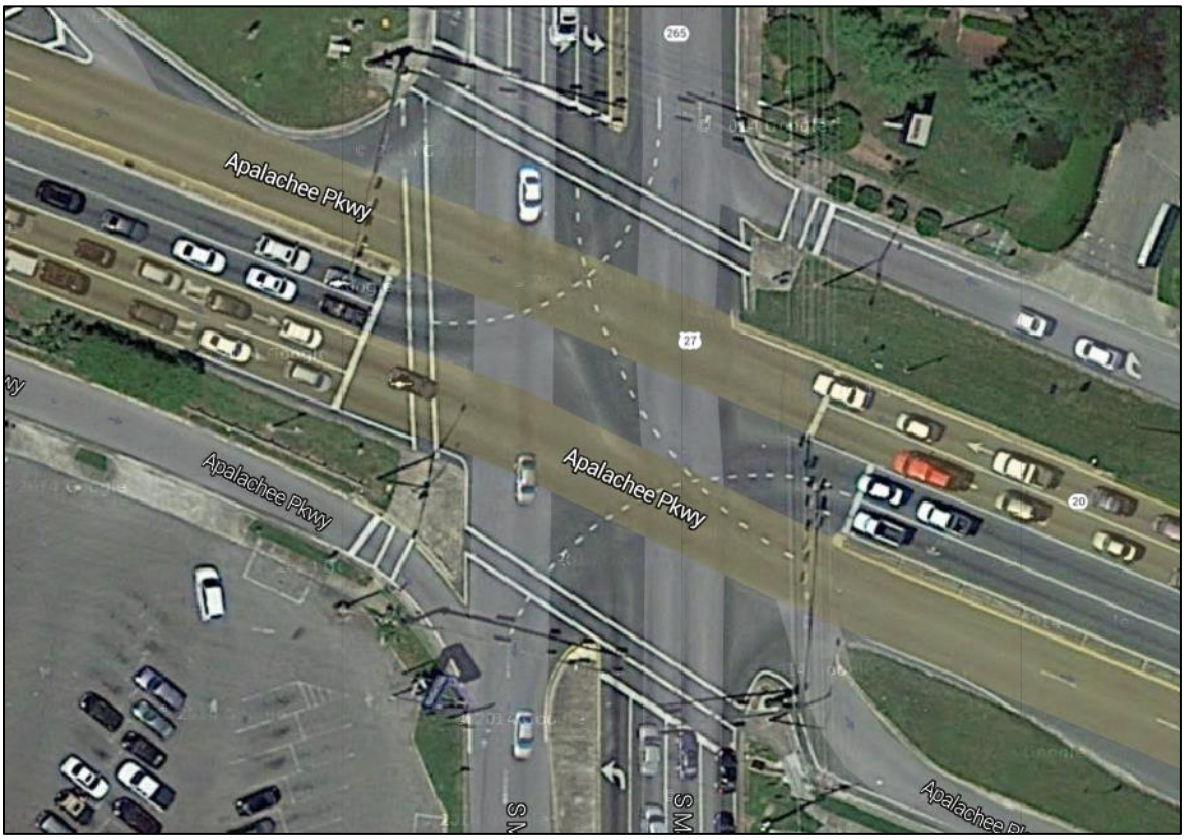


Figure 1 – Study Location

Existing Conditions

Existing Road:

Apalachee Parkway - Four-lane divided (four-lanes plus dual left-turn lanes; signalized right-turn lanes from the service road)

SR 265/Magnolia Drive (north leg) - Six-lane divided (two-lanes through, dual left-turn lanes and right-turn lane at intersection)

	CR 265/Magnolia Drive (south leg) - Two-lane undivided (divided at intersection - 3-lanes, single left-turn lane, two through and a shared through-right lane)
Service Function:	***Apalachee Parkway -*** Urban Other Principal Arterial
	SR 265/Magnolia Drive - Urban Minor Arterial
	CR 265/Magnolia Drive - Urban Minor arterial
AADT:	***Apalachee Parkway -*** 36,000 vpd
	SR 265/Magnolia Drive - 9,500 vpd
Posted Speed Limit:	***Apalachee Parkway EB -*** 45 MPH
	Apalachee Parkway WB - 30 MPH
	SR 265/Magnolia Drive (SB) - 40 MPH
	CR 265/Magnolia Drive (NB) - 30 MPH
Right-of-Way:	***Apalachee Parkway -*** Approximately 200 feet using GIS
Lane Widths:	***Apalachee Parkway –*** 12-foot lanes
	Magnolia Drive – 12-foot lanes
Bike Lanes:	***Apalachee Parkway -*** No; 8-foot lawn shoulder
	SR 265/Magnolia Drive - No; curb and gutter
	CR 265/Magnolia Drive - No; curb and gutter
Sidewalks:	***Apalachee Parkway -*** North-south sides
	SR 265/Magnolia Drive - East-west sides
	CR 265/Magnolia Drive - East side only
Bike Lanes:	***No***
Crosswalks:	***Across all legs except the east leg***
Lighting:	***On all corners except northwest corner***
Bus Service:	***StarMetro –*** Gulf Route on Magnolia Drive, stops at Lafayette Street and Tennessee Street; ***Southwood Express*** on Apalachee Parkway, no stops near Magnolia Drive
Adjacent Land Use:	***Commercial***
Alignment:	***Apalachee Parkway curves, intersection at skew***
Terrain:	***Relatively flat***

The Striaght Line Diagram (SLD) for this intersection is included in ***Appendix A***. Apalachee Parkway has an urban cross-section with two travel lanes in each direction separated by a center concrete median with Type E and F curb and gutter (refer to ***Figure 2***). The outside shoulders are grass except at the service roads which have curb and gutter. The eastbound and westbound approaches have dual left-turn lanes and a NO U-TURN sign for the eastbound movement. The eastbound and westbound outside through lanes have NO RIGHT TURN signs since the right-turns are controlled at the service road with right-turn signals.



Figure 2 – Apalachee Pkwy Looking WB toward Magnolia Dr

The posted speed limit is 45 MPH eastbound and 30 MPH westbound approaching the study location. The westbound service road is signed for 35 MPH.

Although sidewalks exist along Apalachee Parkway and on all but the west side of CR 265/Magnolia Drive, there are no bike lanes or paved shoulders at the intersection.

Magnolia Drive has an urban cross-section with three northbound through travel lanes and two southbound through lanes at the intersection separated by a center concrete median with Type E and F curb and gutter (refer to ***Figure 3***). The outside shoulders are curb and gutter. The southbound approach has dual left-turn lanes and a NO U-TURN sign and a single right-turn lane with right-turn overlap phasing. The northbound approach has a single left-turn lane with a NO U-TURN sign. The northbound left-turn signal control is protected/permitted.



Figure 3 – Magnolia Dr Looking SB Toward Apalachee Pkwy

The posted speed limit on Magnolia Drive is 40 MPH northbound and 30 MPH southbound approaching the study location. A sidewalk project is planned for Magnolia Drive, from Apalachee Parkway to the south and may include both sides of Magnolia Drive and/or a multi-use path. An 8-foot sidewalk was also recently constructed on Lafayette Street, which is located one block south of the study location.

A condition diagram is included in ***Appendix B***. The condition diagram shows existing conditions including the mast arm signals, pedestrian signals and signs in the vicinity of the intersection. The existing lane geometry and plan view features are clearly visible to provide a reference for existing field conditions.

Qualitative Assessment

A qualitative field review was conducted on May 14, 2015 to assess possible deficiencies in the geometric and operational characteristics of the study intersection. The goal is to identify any deficiencies in accordance with ADA and Department standards with possible corrective measures recommended.

Geometry and Sight Distance

The intersection geometry for this four-leg signalized intersection consists of straight tangent segments for both Apalachee Parkway and Magnolia Drive. Sight distance is therefore adequate in all directions as verified through field observation. Notable characteristics related to geometry and sight distance observed during the field assessment include:

Landscaping encroaching into pedestrian's line of sight: For both the northeast and southwest corners, pedestrians crossing the service road to the pedestrian refuge island ("pork chop") are at least partially obscured by encroaching vegetation, as shown in ***Figure 4.*** Field observations indicate eastbound and westbound motorists on the service road approaching the intersection are concentrating on the upcoming intersection and cross-traffic and vegetation that may obscure pedestrians or bicyclists should be eliminated.



Figure 4 – At SW Corner Service Road Crosswalk (Looking West)

ADA Accessibility

Overall, cross slopes appear reasonably flat throughout all marked crosswalk areas and transitions to sidewalks and ramps. Handicap accessible curb ramps are in adequate condition, with only the southeast corner curb ramp missing its detectable warning surface (truncated dome mat). The southeast corner curb ramp (***Figure 5***) has excessive change in grade at the interface between the pavement/gutter and curb ramp (as shown by the red line), which appears to exceed the maximum recommended change in grade of 11 percent over 24-inches, per *FHWA Bicycle and Pedestrian Design Best Practices, Part II of II*, as well as ADA requirements.



Figure 5 – At SE Corner - Change in Grade at ADA Ramp

The pedestrian refuge island on the southwest corner also has areas of excessive weed growth between concrete joints, which may serve to restrict the width of accessible path as well as lead to potential tripping hazards. Addressing this through means of increased regular maintenance inspections will reduce the potential for vegetation and/or weed growth to restrict accessible pathways at the intersection.

Drainage, Signage and Roadside Safety

Existing drainage and roadside features were also observed in the field to document any noticeable drainage concerns or roadside hazards to address. The intersection has an urban cross section with curb and gutter. There were no obvious signs of ponding or other drainage issues that may potentially affect pedestrian or bicycle safety. Since no plans to expand the current intersection footprint are anticipated at this time, the available right-of-way on Apalachee Parkway and CR 265 (Magnolia Drive) was not evaluated as part of this study.

Roadside features such as guardrail are present on the southwest quadrant, separating the eastbound through traffic from the service road. The guardrail is not directly adjacent to any sidewalk or bicycle facilities and has no observable signs of impact damage. Other roadside features such as signage were also noted as part of the field review. Regulatory and route signage is present upstream and downstream of the intersection. All existing signage appears adequately retro-reflective and in good condition.

Pavement Conditions and Pavement Markings

A general review of cross slopes and features including the condition of roadway pavement and pavement markings were noted during the review. The roadway pavement condition for all approaches at the intersection appeared to be in good condition, with no obvious signs of pavement rutting, skidding or poor friction surfaces.

Existing pavement markings appeared adequate with respect to visibility. All marked crosswalks and stop bars were adequately visible at the time of observation with no signs of wearing or fading. The intersection has three out of four legs with marked crosswalks, with only the east side not having available crosswalk markings and ADA ramps for an accessible route.

Since eastbound and westbound right-turns are only permitted from the service roads located to the outside of the through lanes, pavement messages with the wording ONLY and a straight pavement arrow are located upon approach to the intersection for each eastbound and westbound through lane.

During the field observations, several vehicles changed lanes from the outside through lane to the inside as it appeared the arrow was covered by queuing vehicles leaving only the word message ONLY visible, as shown in ***Figure 6***. This may have led to driver confusion with respect to the word message ONLY being typically related to a right-turn only lane. The addition of advance ground-mount lane use signs, eastbound and westbound can assist in notifying motorists of the unusal right-lane condition.



Figure 6 – Queuing Vehicles Covering Pavement Messaging

Intersection Lighting

The intersection has existing lighting on three out of four corners, with the northwest corner being the only quadrant without illumination from a direct source. The other three corners are illuminated by traditional aluminum pole mounted fixtures, some with double arms to illuminate the service roads at the intersection. Existing lighting levels were not measured or analyzed as part of this study; however, noting the existence of illumination at the intersection is an important characteristic for nighttime operations.

Operational Analysis (Signalized Intersection)

An operational analysis was conducted for the signalized intersection during the field review which focused primarily on pedestrian/bicycle operations at the intersection with consideration for traffic characteristics during the afternoon peak travel hours. The intersection was reviewed for features such as crosswalk alignments, pedestrian signal head visibility, crossing times and overall pedestrian experience. The following operational characteristics were noted:

- All crossings require a pedestrian or bicyclist to cross 110 feet or more for each marked crosswalk. This does not include the marked crosswalks for the service roads, which are less than 20 feet of crossing distance.
- All WALK indications are 5 seconds, followed by flashing hand DON'T WALK/DON'T START WALK symbol for 23 to 27 seconds depending on the crossing. The pedestrian crossings are two-stage crossings with pushbuttons and pedestrian signals located in the service road medians.
- Only the pedestrian signal head on the southwest corner is a standard countdown-type, with the remaining pedestrian signal heads at the intersection not meeting current standards (no countdown indications).
- Pedestrian signal heads operate fully actuated (activated only when a pedestrian triggers the sensor).
- All crosswalks are marked using standard 12-inch parallel white lines.
- Left-turn movements:
  - Eastbound/westbound left-turns on Apalachee Parkway operate protected only (separate turn phase) with three-section signal heads and lead-lag operation.
  - Northbound left-turns on CR 265 (Magnolia Drive) operate on protected/permissive operations with southbound protected only with the dual left-turn lanes.
- The northbound approach does not have a minimum of one signal head indication for each approach lane, which does not meet current MUTCD requirements.
- Southbound right-turns have a separate five-section signal head (right-turn overlap) indication that is active with the eastbound left-turns.
- The service road right-turns are operating as right-turn overlap.
- All signal heads have updated reflective yellow backplates meeting MUTCD standards with the exception of the 3-section right-turn signal heads mounted on the northwest and southeast corner mast arm supports. (see ***Figure 7*** next page)

- The NO RIGHT TURN and the RIGHT TURN ONLY signs are both visible to drivers approaching the intersection from the service road as shown in ***Figure 8*** which could create driver confusion.



Figure 7 – No Backplates for EB/WB Right-Turn Signals



Figure 8 – Visibility of Conflicting Signs for Service Road Vehicles

During the field review, left-turn traffic volumes were consistently high for all directions. Timing provided to the left-turn phases appeared adequate to clear all left-turn queues during the observation period. The left-turns for the mainline east- and westbound directions operate on a "lead-lag" timing plan, where the westbound lefts/throughs lead the cycle in the AM peak and the eastbound lefts/throughs lead in the PM peak. The Magnolia Drive operation is lead-lag with southbound lefts/throughs leading. Potential pedestrian conflicts with left- and right-turning vehicles were noted during the field observation period for two separate scenarios as follows (Refer to ***Figure 9***):

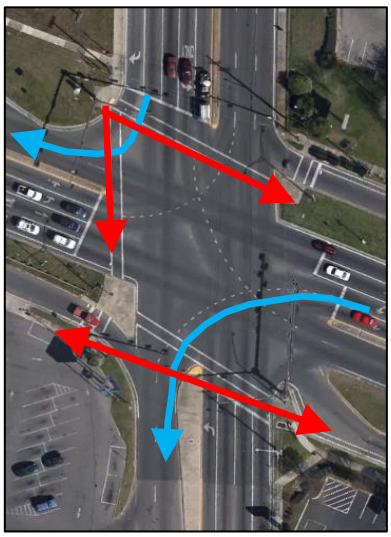


Figure 9 – Conflicts: Turning Vehicles (Blue) and Pedestrian Crossings (Red)

- Pedestrian traffic crossing eastbound on the south side of the road (either from the shopping plaza or along the service road (indicated by red arrow) conflict with westbound left-turn traffic (blue arrow) when pedestrians cross from the corner (or just south of the corner) rather than at the refuge island where the crossing is signalized. Pedestrians were observed crossing on this path while the westbound left-turn protected movement was active. The current operation requires a pedestrian to cross to the island with the north-south through vehicle movement and then press the button to cross the south leg of Magnolia Drive resulting in potentially two full cycles of delay to travel from the southwest corner to the southeast corner.
- Southbound right-turn vehicles failed to yield to pedestrians attempting to cross southbound and/or eastbound from the northwest corner. The southbound exclusive right-turn lane does not have posted signage (either post-mounted or on mast arm) to re-enforce right-turn vehicles must yield to pedestrians.

Other pedestrians observed during the field review utilized the available pedestrian activated push buttons, while some appeared to cross on their own without pushing the button. On at least one occasion, the pedestrian crossing appeared confused by the signal operation, having stepped into the road, then back to look for oncoming vehicles before proceeding across the intersection again. Although the primary

goal of accessible/audible pedestrian signals is for the visually impaired, studies indicate sighted pedestrians can also benefit from the speech messages which aid in designating when to cross the appropriate street.

Overall, it appears the crossing distance across the intersection makes it a more difficult crossing to navigate for the average pedestrian or bicyclist. Pedestrian signals will initiate the WALK symbol then turn quickly to flashing hand DON'T WALK or DON'T START WALK indication, which to most people could be confusing. Additionally, the operation of the signal, which has lead-lag operation for left-turns, also adds to uncertainty when crossing the intersection if one is not familiar with when to expect the pedestrian phase to become active. ***Appendix C*** includes additional photos taken during the field review.

Pedestrian and Bicycle Counts

Pedestrian and bicycle counts were conducted on April 16, 2015 during the hours of 11:00 AM to 8:00 PM at the intersection. The signalized service road crosswalks on the northeast and southwest corners were counted separately. During the nine hours of counts, there were 17 bicycle crossings and 120 pedestrian crossings. There were a total of 15 crossings (4 bicycles, 11 pedestrian) across the east leg which does not have a crosswalk or pedestrian signals. The highest number of crossings occurred across the west leg with 64 during the 9-hour count period. The highest hourly volume occurred from 11:00 AM to NOON with 13 crossings on the west leg crosswalk and 7 across the crosswalk at the service/right-turn lane on the west leg. There were only 7 crossings across the south leg of the intersection during the 9-hour count period. The complete count data is included in ***Appendix D.***

Crash Analysis and Results

The crash data for this analysis was collected for a five-year period from 2009 to 2013. There were no reported pedestrian or bicycle crashes at or in the vicinity of the intersection during the study period. There were 111 vehicle crashes reported from the FDOT Crash Analysis Reporting System (CAR). Although a detailed crash analysis was not performed of the vehicle crashes the CARS data provides the following information regarding the 111 vehicle crashes reported. There was one reported bicycle fatality in 2008, which is just prior to the five-year crash study period. According to the crash report record, the bicyclist crossed against the appropriate phase of traffic and was legally intoxicated at the time of crash.

In the five-year study period from 2009 – 2013, there were 48 injuries and no fatalities. The crashes were collected for a 500-foot segment from MP 1.143, centerline of Apalachee Parkway to 250 feet east (MP 1.157) and 250 feet west at MP 1.095 to include the project intersection. There were 63 rear-end crashes (57 percent), 13 angle crashes (12 percent) and 5 sideswipe crashes (5 percent) representing the three most prevalent types. Seventy-one percent of the crashes occurred during daylight conditions and 88 percent on dry roads. ***Appendix E*** includes the CARS summary of the crashes.

At the time of this study and crash analysis, Red-light-running cameras were located on the eastbound, westbound and southbound approaches. The cameras were installed in August 2010 to reduce the incidence of red-light running and associates crashes. As of August 2015, the City has seen a sharp decrease in red light running offences and has therefore discontinued the use of the red light cameras including at this intersection.

Recommendations

Recommendations for this study intersection are in direct response to the need to address pedestrian and bicycle safety with particular attention to the feasibility of installing a crosswalk with pedestrian signals on the east leg of the intersection. Although the crash data from the 5-year study period did not reveal any crashes occurring with either pedestrians or bicyclists, the following are clear indicators that a crosswalk is needed on the east leg:

- Florida Design Guidelines
- Pedestrian/Bicycle Count Data
- Field Reviews
- Recent Sidewalk Improvements
- Need for Connectivity for Planned Trail Improvements

The addition of a crosswalk on the east leg will require modifications to the existing service road access at the intersection. Closure of the access to the service road on the southeast corner of the intersection will not only benefit for providing pedestrian access but will also remove the vehicle impacts associated with vehicles slowing down directly in the middle of the intersection as they enter the eastbound access road.

Three (3) options were considered for the service road access and are shown in ***Appendix F***. The options are further described as follows:

- **Option A** does not impact the driveway to the southeast parcel (Vitamin Shoppe), however, it does eliminate the one-way service road between Magnolia Drive and the driveway. From the Vitamin Shoppe driveway to the east, the frontage road is converted to two-way for a short segment to allow Vitamin Shoppe traffic to exit from US 27/Apalachee Parkway onto the frontage road and travel westbound into the driveway.

- **Option B** maintains the elimination of the one-way frontage road from Magnolia Drive to the Vitamin Shoppe driveway then continues the eastbound flow on the service road. It changes the Vitamin Shoppe driveway to a right-out only operation since the plaza has cross access from the next driveway to the east. The patrons would be able to access the store via the main driveway next to the Holiday Inn and enter the parking lot from the south side of the store.

- **Option C** maintains the elimination of the one-way frontage road from Magnolia Drive to the Vitamin Shoppe driveway and adds an exclusive right-turn driveway from the right-turn lane on US 27/Apalachee Parkway. The Vitamin Shoppe driveway maintains the right-out only movement onto an eastbound one-way segment of the frontage road.

Option C is an additional design option that was added prior to finalizing this report. Option C was requested by the Capital Region Transportation Planning Agency (CRTPA) as a means to achieve desired safety benefits while avoiding impacts to the Vitimin Shoppe driveway that would require review through the Public Hearing process. Based on coordination with District Safety Office and CRTPA staff, Option C was deemed the preferred option for implementation.

Since there were no documented pedestrian or bicycle crashes, this improvement does not have a positive benefit/cost ratio. Although several of the below recommendations have positive crash modification factors, an in-depth review of the vehicle crashes was not included in the scope of this study. In developing the recommendations, several factors were weighed to address the needs of the vulnerable road users including vehicle and pedestrian volumes, vehicle speeds, lane geometry, crossing distances, and adjacent land uses.

The following additional recommendations are presented for consideration at the study location with the intent of improving pedestrian and bicycle safety and operations. The improvements are separated into two categories, general upgrades and location specific improvements.

General Intersection Upgrade Recommendations

- Replace the non-standard pedestrian signals with countdown signals. Replace the pushbuttons with accessible/audible pedestrian pushbuttons and upgraded signs. Audible speech message signals can benefit the sighted pedestrians at this location to cross with the appropriate phase.
- Install missing detectable warning surface in southeast corner ramp and reduce ramp slope to meet the ADA standards. See ***Figure 5***.

- Consider installing high emphasis crosswalks at this intersection due to the unusual geometry which can distract drivers. The high emphasis crosswalks can also be seen by approaching motorists further from the intersection. This is a benefit given the ped/bike vulnerability with the long crossing distances.
- To improve signal head visibility, install yellow reflective back plates for the right-turn signals mounted on the mast arm uprights. See ***Figure 7***.
- Trim overgrown landscaping to improve sight distance and remove weeds/grass in concrete joints to eliminate tripping hazards. See ***Figure 4***.

Specific Intersection Recommendations

- Realign the crosswalks across the north and south legs to align with the outside of the intersection and modify the crossing from a two-stage crossing to a single actuated crossing. Placing the crossings outside of the right-turn lanes will accommodate the pedestrians that are currently crossing here without pedestrian signalization as shown in ***Figure 9***. Also, pedestrians are more likely to comply with the pedestrian signals when they do not experience excessive delays in a two-stage crossing.
- Realign the crosswalk across the west leg to provide a direct crossing across Apalachee Parkway and the service road. Modify the crossing from a two-stage crossing to a single actuated crossing.
- In conjunction with the recommendation to add the east leg crosswalk and realign the existing crosswalks as shown in ***Appendix F***, provide separate pedestrian signal pedestals at all crossing locations where the 10 foot separation can be met. Well-positioned separate pedestals help provide clarity for pedestrians who are unsure of which pushbutton to press.
- On the service roads replace the 3-section right-turn signals with 4-section flashing yellow arrows to provide a yield/flashing yellow operation when a pedestrian/bicyclist is crossing concurrently. The controller may need to be upgraded to implement this improvement.
- On the southbound approach replace the 5-section protected/permitted right turn signal with a 4-section flashing yellow arrow signal.
- Install a Leading Pedestrian Interval (LPI) to increase motorist visibility of pedestrians in the crosswalks as they approach and turn in the intersection.
- Add LED TURNING VEHICLES YIELD TO PEDS (R10-15) signs for all the right-turn movements.
- On northbound approach replace the 5-section left-turn traffic signal with a 4-section flashing yellow arrow and replace the LEFT TURN YIELD ON GREEN BALL (R10-12) sign with an LED TURNING VEHICLES YIELD TO PEDESTRIANS (R10-15) sign modified for left-turning vehicles
- On northbound approach install two northbound 3-section signals for the existing three through lanes to meet current MUTCD standards of one signal head per through lane.
- Install advance lane use signs on the east-west approaches due to the unusual through-only requirement in the outside through lane.
- Relocate the NO RIGHT TURN sign on US 27 so it is not facing the right-turn vehicles on the service road as shown in ***Figure 8***.
- Add lighting on the northwest corner of the intersection.

These recommendations are derived for the sole purpose of enhancing pedestrian and bicycle safety for the intersection. These recommendations should therefore be considered in conjunction with other Department needs that include maintaining adequate intersection capacity, signal timing progression and other types of traffic operations issues. Additionally, overall local public support and ability to maintain improvements recommended within this report are also important considerations. To the extent possible, these recommendations have been coordinated with local agency (City of Tallahassee) capabilities to ensure feasible and attainable improvements given the available technology. Improvements to signal equipment have been included in the associated cost estimate to account for these conditions.

In addition to recommendations for improving safety both geometrically and technologically, important to the success of these recommendations are increased enforcement and education components after imprvements are implemented. Enforcement and Education will bring increased awareness to yield to

pedestrians and the operation of the new four-section flashing yellow signal head. City of Tallahassee website and Social Media outlets could be potential avenues to aid in the educational outreach component, as well as citation warnings and increased law enforcement presence for the first six months after implementation.

Benefit Cost Analysis

Since there are no Crash Reduction Factors (CRF) provided in the Crash Modification Clearinghouse for adding a crosswalk and pedestrian signal at a signalized location, a Benefit Cost (B/C) was not calculated for the installation of a crosswalk and signals on the east leg. Although there were no pedestrian or bicycle crashes at this intersection during the five-year study period, the Crash Modification Clearinghouse indicates that the installation of pedestrian countdown signals has a 70 percent reduction for vehicle/pedestrian crashes and the Leading Pedestrian Interval has up to a 37 percent crash reduction for both vehicle/pedestrian and vehicle/bicycle crashes. Although a detailed vehicle crash analysis was not included in this study, installing yellow reflective backplates for the right-turn signals has the potential for up to 15 percent reduction in all related crashes for that movement. The crash reduction for changing a protected-permitted left-turn to a flashing yellow arrow is 19 percent. The estimated construction cost for each of the three improvement options is approximately $230,000 each. (***Appendix G***).

APPENDIX A

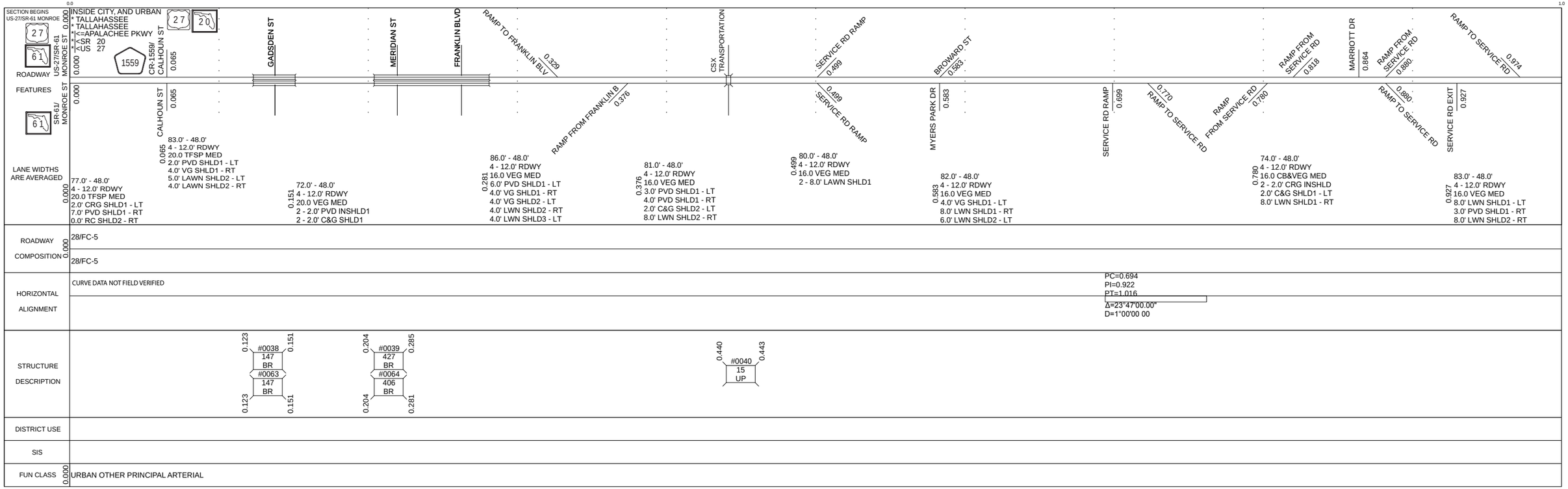
STRAIGHT LINE DIAGRAM (SLD)

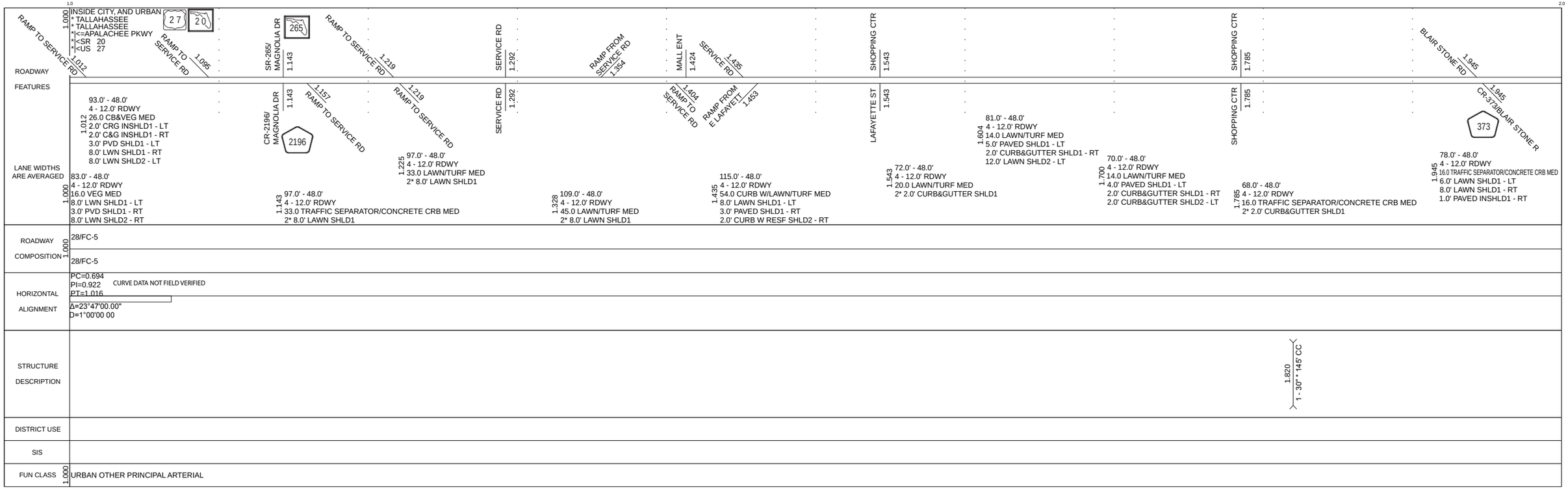
INTERIM REVISIONS						
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	04/23/2013	04/29/2013	0.000	1.143	02/04/2014 HSA/DB/TF	02/06/2014 HSA/DB
BY	NCG	NCG				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	US 27	SR 20	LEON	03	55080000	1 OF 7



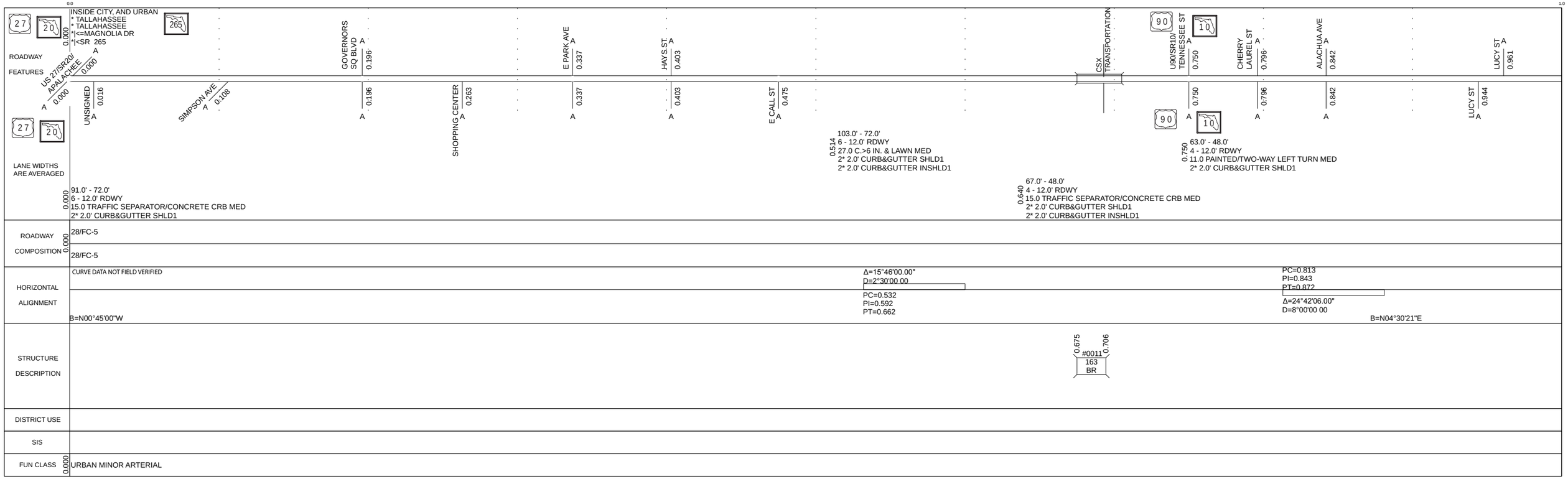


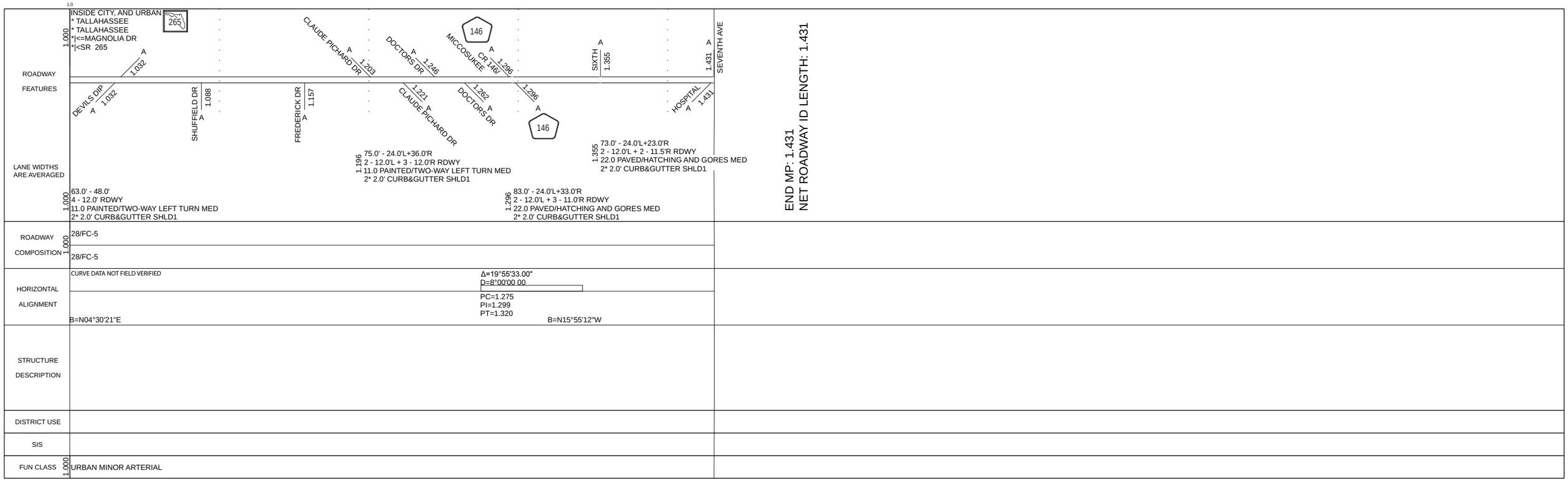
	5 YR INV	SLD REV	INTERIM REVISIONS BMP	EMP	INV	SLD REV
DATE	02/15/2012	02/24/2012				
BY	NCG	NCG				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

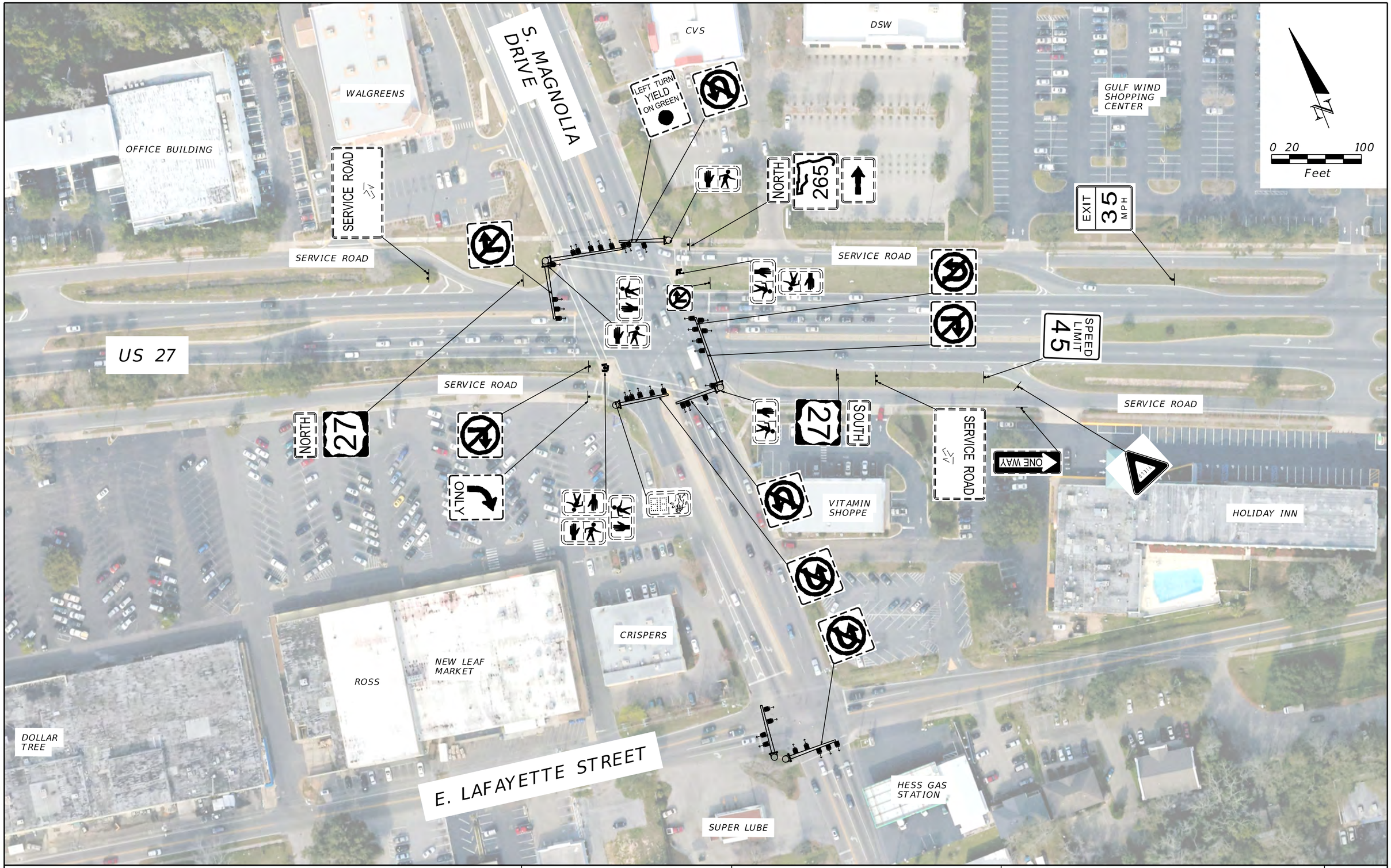
SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 265	LEON	03	55005000	1 OF 1





APPENDIX B

CONDITION DIAGRAM



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US 27	LEON	

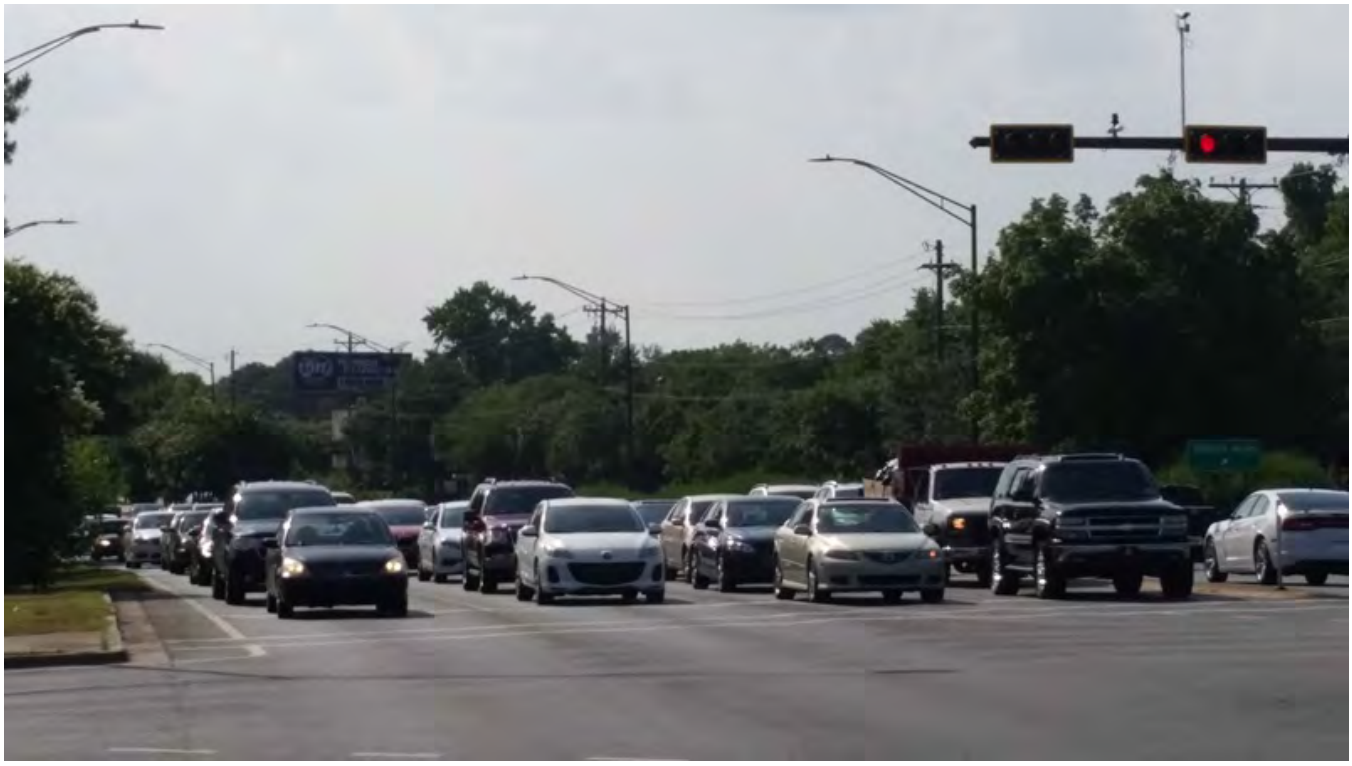
CONDITION DIAGRAM

SHEET NO.

David.Allen 6/10/2015 11:21:58 AM \\Dfs1\projects\00195\00195401.18\DOC\Reports\Microstation\condiag.dgn

APPENDIX C

INTERSECTION PHOTOGRAPHS



Eastbound Approach Looking West



Northbound Approach Looking South



Southbound Approach Looking North



Westbound Approach Looking East



Southeast Access Road Looking North



Southeast Access Road Looking West



Southwest Access Road Looking East

APPENDIX D

PEDESTRIAN/BICYCLE DATA

PEDESTRIAN MOVEMENTS

Intersection of SR 20 (Apalachee Pkwy) at SR 265 (Magnolia Drive)
Leon County, FL
Thursday, April 16, 2015
11:00 AM - 4:00 PM Eastern Time

START				
PEDS	BIKES	TIME	PEDS	BIKES
		11:00		
		11:15		
		11:30		
1		11:45		
1		12:00	2	
1		12:15		
3		12:30		
		12:45		
2		13:00		
		13:15		
		13:30	2	1
		13:45		
		14:00		
		14:15		
		14:30		
		14:45		
	2	15:00		
2		15:15		
		15:30		
		15:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY WESTBOUND SERVICE ROAD
NORTHEAST CORNER OF INTERSECTION

BIKES																	2			
PEDS					2		1												1	
START TIME	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS				1	1	1			2		1									
BIKES																	1			

EAST /WEST PEDESTRIAN TRAFFIC CROSSING SR 265 (MAGNOLIA DRIVE) NORTH SIDE OF SR 20 (APALACHEE PKWY)

START				
PEDS	BIKES	TIME	PEDS	BIKES
2	1	11:00		
1		11:15		
4		11:30	2	
1		11:45	2	
		12:00		
		12:15	1	
		12:30	5	
2		12:45	1	
2		13:00		
1		13:15	2	
1		13:30		
		13:45	2	
1		14:00		
3		14:15		
		14:30		
		14:45		
	2	15:00	1	
1		15:15	2	
1		15:30	2	
		15:45	1	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SR 20 (APALACHEE PKWY) WEST SIDE OF MAGNOLIA

START				
PEDS	BIKES	TIME	PEDS	BIKES
		11:00		
		11:15		
		11:30		
		11:45		
		12:00		
		12:15		
3	1	12:30		
		12:45		
		13:00		
		13:15		
		13:30	2	1
		13:45		
		14:00		
		14:15		
		14:30		
		14:45		
	1	15:00		
2		15:15		
1		15:30		
		15:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SR 20 (APALACHEE PKWY) EAST SIDE OF MAGNOLIA

BIKES								1									1			
PEDS			2	1	1		1				2							1		
START TIME	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
PEDS	1		1		1													1		
BIKES																				

EAST /WEST PEDESTRIAN TRAFFIC CROSSING SR 265 (MAGNOLIA DRIVE) SOUTH SIDE OF SR 20 (APALACHEE PKWY)

START				
PEDS	BIKES	TIME	PEDS	BIKES
1	1	11:00		
1		11:15		
3		11:30		
1		11:45		
1		12:00	1	
		12:15	1	
		12:30	2	
2		12:45	1	
2		13:00		
1		13:15	2	
1		13:30	2	
		13:45	2	
1		14:00		
3		14:15		
		14:30		
		14:45		
	1	15:00	1	
1		15:15	2	1
		15:30	2	
		15:45	1	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY EASTBOUND SERVICE ROAD
SOUTHWEST CORNER OF INTERSECTION

START				
PEDS	BIKES	TIME	PEDS	BIKES
		11:00		
		11:15		
		11:30		
		11:45		
		12:00		
		12:15		
		12:30		
		12:45		
		13:00		
		13:15		
		13:30		
		13:45		
		14:00		
		14:15		
		14:30		
		14:45		
		15:00		
		15:15		
		15:30		
		15:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY EASTBOUND SERVICE ROAD
SOUTHEAST CORNER OF INTERSECTION

PEDESTRIAN MOVEMENTS
Intersection of SR 20 (Apalachee Pkwy) at SR 265 (Magnolia Drive)
Leon County, FL
Thursday, April 16, 2015
4:00 PM - 8:00 PM Eastern Time

BIKES															
PEDS											1				1
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45
PEDS		2				1	1									
BIKES	1					1						1				

EAST /WEST PEDESTRIAN TRAFFIC CROSSING SR 265 (MAGNOLIA DRIVE) NORTH SIDE OF SR 20 (APALACHEE PKWY)

START				
PEDS	BIKES	TIME	PEDS	BIKES
		16:00		
		16:15	1	
		16:30	2	
		16:45		
	1	17:00		
1		17:15		
1		17:30		
		17:45		
		18:00		
		18:15		
		18:30		
	1	18:45	1	
		19:00		
		19:15		
		19:30		
		19:45	1	

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY WESTBOUND SERVICE ROAD
NORTHEAST CORNER OF INTERSECTION

START				
PEDS	BIKES	TIME	PEDS	BIKES
		16:00		
		16:15	1	
		16:30		
2		16:45		1
1		17:00	1	
2		17:15		1
	2	17:30		
3		17:45		
1		18:00		
		18:15		
1		18:30		
1		18:45		
	1	19:00		
		19:15	1	
1		19:30		
		19:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SR 20 (APALACHEE PKWY) WEST SIDE OF MAGNOLIA

START				
PEDS	BIKES	TIME	PEDS	BIKES
		16:00	1	
		16:15	2	
		16:30		
		16:45		
	1	17:00		
		17:15		
		17:30		
		17:45		
		18:00		
		18:15		
		18:30		
		18:45		
		19:00		
		19:15		
		19:30		
		19:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
SR 20 (APALACHEE PKWY) EAST SIDE OF MAGNOLIA

BIKES															
PEDS											1				
START TIME	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45
PEDS																
BIKES																

EAST /WEST PEDESTRIAN TRAFFIC CROSSING SR 265 (MAGNOLIA DRIVE) SOUTH SIDE OF SR 20 (APALACHEE PKWY)

START				
PEDS	BIKES	TIME	PEDS	BIKES
		16:00	1	
		16:15		
		16:30		
2		16:45		
1		17:00	1	
1		17:15		1
	2	17:30		
3		17:45		
		18:00		
1		18:15	1	
		18:30		
1		18:45		
	1	19:00		
		19:15	1	
1		19:30		
		19:45		

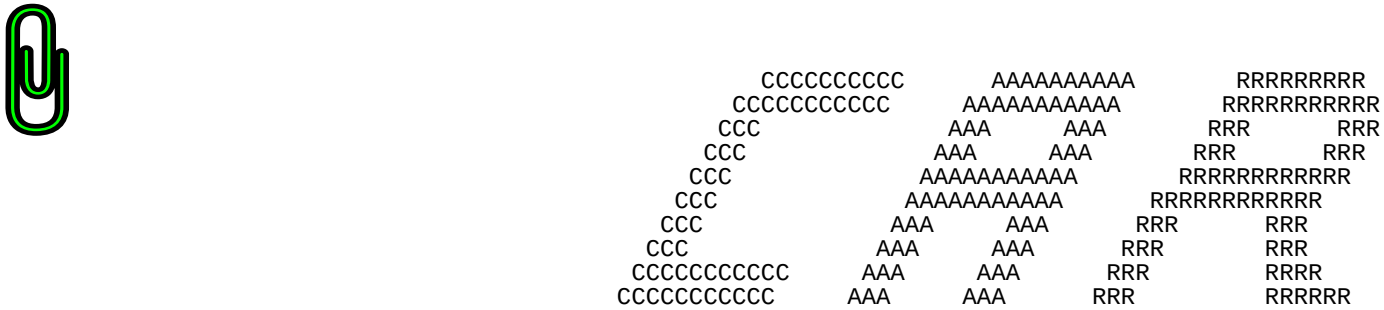
NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY EASTBOUND SERVICE ROAD
SOUTHWEST CORNER OF INTERSECTION

START				
PEDS	BIKES	TIME	PEDS	BIKES
		16:00		
		16:15		
		16:30		
		16:45		
		17:00		
		17:15		
		17:30		
		17:45		
		18:00		
		18:15		
		18:30		
		18:45		
		19:00		
		19:15		
		19:30		
		19:45		

NORTH/SOUTH PEDESTRIAN TRAFFIC CROSSING
APALACHEE PKWY EASTBOUND SERVICE ROAD
SOUTHEAST CORNER OF INTERSECTION

APPENDIX E

CRASH DATA



C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```
I/O NAME: ..............  CARO112
PROGRAM ID: ............  CARPJ12
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  A
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  9986001
SUBMIT W/HOLD? .........  N
USERID: ................  KNCARWP
DETAIL SORT ORDER: .....  1 - COUNTY, ON-ROAD, INTERSECTING ROAD, DIR,DIST, DATE, CRASH RPT#
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ...  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  99
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: ............
```

COMMENT: *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 99
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
03	55	080	000	1.095	1.157	SR 20	0.062	23	111	34990	28.021	1.506	99.99	0	48	71	$ 21,215,208
03	55	080	000	1.095	1.157	SR 20	0.062	23	111	34990	28.021	1.506	99.99	0	48	71	$ 21,215,208

COMMENT: *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 99
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
03	55	080	000	1.095	1.157	SR 20	0.062	23	111	34990	28.021	1.506	99.99	0	48	71	$ 21,215,208

CRASHES PER MONTH

9	JANUARY	8	FEBRUARY	10	MARCH	5	APRIL	9	MAY	13	JUNE		
6	JULY	8	AUGUST	12	SEPTEMBER	12	OCTOBER	8	NOVEMBER	11	DECEMBER		

NUMBER OF CRASHES PER HARMFUL EVENT

1ST #	%	CATEGORY DESCRIPTION
3	2.70	UNKNOWN/NOT CODED
63	56.75	COLL. W/MV IN TRANS. REAR-END
	0.00	COLL. W/MV IN TRANS. HEAD-ON
13	11.71	COLL. W/MV IN TRANS. ANGLE
4	3.60	COLL. W/MV IN TRANS. LFT-TURN
3	2.70	COLL. W/MV IN TRANS. RGT-TURN
5	4.50	COLL. W/MV IN TRANS. SIDESWIP
1	0.90	COLL. W/MV IN TRANS. BAKD INTO
	0.00	COLL. W/PARKED CAR
9	8.10	COLLISION WITH MV ON ROADWAY
	0.00	COLL. W/ PEDESTRIAN
	0.00	COLL. W/ BICYCLE
	0.00	COLL. W/ BICYCLE (BIKE LANE)
	0.00	COLL. W/ MOPED
	0.00	COLL. W/ TRAIN
	0.00	COLL. W/ ANIMAL
1	0.90	MV HIT SIGN/SIGN POST
1	0.90	MV HIT UTILITY POLE/LIGHT POLE
	0.00	MV HIT GUARDRAIL
	0.00	MV HIT FENCE
	0.00	MV HIT CONCRETE BARRIER WALL
	0.00	MV HIT BRDGE/PIER/ABUTMNT/RAIL
1	0.90	MV HIT TREE/SHRUBBERY
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN
	0.00	COLL. W/TRAFFIC GATE
	0.00	COLL. W/CRASH ATTENUATORS
	0.00	COLL. W/FIXED OBJCT ABOVE ROAD
	0.00	MV HIT OTHER FIXED OBJECT
	0.00	COLL. W/MOVEABLE OBJCT ON ROAD
	0.00	MV RAN INTO DITCH/CULVERT
	0.00	RAN OFF ROAD INTO WATER
	0.00	OVERTURNED
	0.00	OCCUPANT FELL FROM VEHICLE
	0.00	TRACTOR/TRAILER JACKNIFED
1	0.90	FIRE
	0.00	EXPLOSION
	0.00	DOWNHILL RUNAWAY
	0.00	CARGO LOSS OR SHIFT
	0.00	SEPARATION OF UNITS
	0.00	MEDIAN CROSSOVER
6	5.40	ALL OTHER (EXPLAIN)

CRASHES PER DAY AND HOUR

	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
** AM **									
MIDNT - 1:59	1	1	1	2				5	4.50
2:00 - 3:59			1	2	1		2	6	5.40
4:00 - 5:59									0.00
6:00 - 7:59	1		1	1	1			4	3.60
8:00 - 9:59			1	2				3	2.70
10:00 - 11:59	3	2	5	1	2	1		14	12.61
AM TOTAL	5	3	9	8	4	1	2	32	28.82
** PM **									
NOON - 1:59	1	2		4	1	2	3	13	11.71
2:00 - 3:59	1	3		4	4	2	3	17	15.31
4:00 - 5:59	4	4	2	9	7	2		28	25.22
6:00 - 7:59				3	2	3	2	10	9.00
8:00 - 9:59	1	1			3		1	6	5.40
10:00 - 11:59	1				1	2	1	5	4.50
PM TOTAL	8	10	2	20	18	11	10	79	71.17
UNKNOWN									0.00
** TOTAL **	13	13	11	28	22	12	12	111	100.00
** % **	11.71	11.71	9.90	25.22	19.81	10.81	10.81	100.00	

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
79	71.17	DAYLIGHT	25	22.52	DARK (STREET LIGHT)
6	5.40	DUSK	0	0.00	DARK (NO STREET LIGHT)
1	0.90	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
98	88.28	DRY	12	10.81	WET
0	0.00	SLIPPERY	0	0.00	ICY
1	0.90	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
80	72.07	CLEAR	26	23.42	CLOUDY
4	3.60	RAIN	1	0.90	FOG
0	0.00	ALL OTHER	0	0.00	UNKNOWN

COMMENT: *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 99
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
03	55	080	000	1.095	1.157	SR	20	0.062	23	111	34990	28.021	1.506	99.99	0	48	71	$ 21,215,208

TRAFFICWAY CHARACTER (PER CRASH)

TOTAL	%	DESCRIPTION
87	78.37	STRAIGHT-LEVEL
17	15.31	STRAIGHT-UPGRADE/DOWNGRADE
0	0.00	CURVE-LEVEL
0	0.00	CURVE-UPGRADE/DOWNGRADE

DIRECTION OF TRAVEL (PER VEHICLE)

TOTAL	%	DESCRIPTION	%	DESCRIPTION
65	28.38	EAST	39	17.03 NORTH
0	0.00	OFF-ROAD	53	23.14 SOUTH
1	0.43	UNNWN		

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
0	0.00	110	99.09	UNKNOWN/NOT CODED
106	95.49	1	0.90	NO DEFECTS
0	0.00	0	0.00	OBSTRUCTION WITH WARNING
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING
0	0.00	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI
0	0.00	0	0.00	LOOSE SURFACE MATERIALS
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE
3	2.70	0	0.00	STANDING WATER
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE
2	1.80	0	0.00	ALL OTHER(EXPLAIN)

VISION OBSTRUCTED (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
10	9.00	53	47.74	UNKNOWN/NOT CODED
94	84.68	58	52.25	VISION NOT OBSCURED
0	0.00	0	0.00	INCLEMENT WEATHER
1	0.90	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	BUILDING/FIXED OBJECT
1	0.90	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	FOG
0	0.00	0	0.00	SMOKE
1	0.90	0	0.00	GLARE
4	3.60	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)

TOTAL	%	DESCRIPTION
14	12.61	NOT AT INTERSECTION/RRX/BRIDGE
76	68.46	AT INTERSECTION
19	17.11	INFLUENCED BY INTERSECTION
2	1.80	DRIVEWAY ACCESS
0	0.00	RAILROAD CROSSING
0	0.00	BRIDGE
0	0.00	ENTRANCE RAMP
0	0.00	EXIT RAMP
0	0.00	PARKING LOT/TRAFFIC WAY
0	0.00	PARKING LOT AISLE OR STALL
0	0.00	PRIVATE PROPERTY
0	0.00	TOLL BOOTH
0	0.00	PUBLIC BUS STOP ZONE
0	0.00	ALL OTHER

TRAFFIC CONTROL (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
9	8.10	41	36.93	NOT APPLICABLE
22	19.81	13	11.71	NO CONTROL
0	0.00	0	0.00	SPECIAL SPEED ZONE
7	6.30	2	1.80	SPEED CONTROL SIGN
0	0.00	0	0.00	SCHOOL ZONE
68	61.26	50	45.04	TRAFFIC SIGNAL
3	2.70	0	0.00	STOP SIGN
0	0.00	2	1.80	YIELD SIGN
0	0.00	0	0.00	FLASHING LIGHT
0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	0	0.00	OFFICER/GUARD/FLAGMAN
0	0.00	0	0.00	POSTED NO U-TURN
0	0.00	0	0.00	NO PASSING ZONE
2	1.80	3	2.70	ALL OTHER

SIDE OF ROAD (PER CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	1	0.90	INTERSECTION
40	36.03	LEFT	1	0.90	MEDIAN
0	0.00	PARKING LOT/	59	53.15	RIGHT
9	8.10	SIDE RD RIGH	1	0.90	SIDE RD LEFT

ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)

TOTAL	%	DESCRIPTION
132	57.64	UNKNOWN/NOT CODED
86	37.55	NOT DRINKING OR USING DRUGS
0	0.00	ALCOHOL-UNDER INFLUENCE
0	0.00	DRUGS-UNDER INFLUENCE
0	0.00	ALCOHOL & DRUGS-UNDER INFLUEN
0	0.00	HAD BEEN DRINKING
1	0.43	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
219	95.63	NONE	0	0.00	NEARBY
0	0.00	ENTERED			

COMMENT: *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 99
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
03	55	080	000	1.095	1.157	SR	20	0.062	23	111	34990	28.021	1.506	99.99	0	48	71 $ 21,215,208

VEHICLE MOVEMENT (PER VEHICLE)

TOTAL	%	DESCRIPTION
93	40.61	STRAIGHT AHEAD
77	33.62	SLOWING/STOPPED/STALLED
12	5.24	MAKING LEFT TURN
1	0.43	BACKING
8	3.49	MAKING RIGHT TURN
11	4.80	CHANGING LANES
0	0.00	ENTERING/LEAVING PARKING SPACE
0	0.00	PROPERLY PARKED
0	0.00	IMPROPERLY PARKED
0	0.00	MAKING U-TURN
0	0.00	PASSING
0	0.00	DRIVERLESS OR RUNAWAY VEH.
0	0.00	NOT IN TRANSPORT
15	6.55	ALL OTHERS

CONTRIBUTING CAUSES - VEHICLE

1ST	%	2ND	%	DESCRIPTION
199	86.89	0	0.00	NO DEFECTS
0	0.00	0	0.00	DEFECTIVE BRAKES
0	0.00	0	0.00	WORN/SMOOTH TIRES
0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
0	0.00	0	0.00	PUNCTURE/BLOWOUT
0	0.00	0	0.00	STEERING MECH.
0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
11	4.80	0	0.00	ALL OTHER
0	0.00	0	0.00	UNKNOWN

VEHICLE SPEED (BEFORE CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
24	10.48	UNKNOWN	11	4.80	41-50
64	27.94	STOPPED	0	0.00	51-60
25	10.91	0-5	0	0.00	61-70
23	10.04	6-10	0	0.00	71-80
12	5.24	11-15	0	0.00	81-90
11	4.80	16-20	0	0.00	91-100
26	11.35	21-30	0	0.00	100+
23	10.04	31-40	0	0.00	PARKED

CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN

1ST	2ND	3RD	DESCRIPTION
8	215	219	UNKNOWN/NOT CODED
110	1	0	NO IMPROPER DRIVING/ACTION
35	2	0	CARELESS DRIVING
10	0	0	FAILED TO YEILD RIGHT OF WAY
1	0	0	IMPROPER BACKING
4	1	0	IMPROPER LANE CHANGE
3	0	0	IMPROPER TURN
0	0	0	ALCOHOL-UNDER INFLUENCE
0	0	0	DRUGS-UNDER INFLUENCE
0	0	0	ALCOHOL DRUGS-UNDER INFLUENC
17	0	0	FOLLOWED TOO CLOSELY
3	0	0	DISREGARDED TRAFFIC SIGNAL
1	0	0	EXCEEDED SAFE SPEED LIMIT
0	0	0	DISREGARDED STOP SIGN
0	0	0	FAILED TO MAINTAIN EQUIP/VEH
0	0	0	IMPROPER PASSING
0	0	0	DROVE LEFT OF CENTER
0	0	0	EXCEEDED STATED SPEED LIMIT
0	0	0	OBSTRUCTING TRAFFIC
0	0	0	IMPROPER LOAD
1	0	0	DISREGARDED OTHER TRAFFIC CO
0	0	0	DRIVING WRONG SIDE/WAY
0	0	0	FLEEING POLICE
0	0	0	VEHICLE MODIFIED
0	0	0	DRIVER DISTRACTION
26	0	0	ALL OTHER (EXPLAIN)

RESIDENCE (DRIVER AND PEDESTRIAN)

TOTAL	%	DESCRIPTION
68	31.19	CNTY OF CR
10	4.58	ELSEWHERE
4	1.83	NON-RES
0	0.00	FOREIGN
136	62.38	UNKNOWN

SAFETY EQUIPMENT IN USE (PER PERSON)

1ST	%	2ND	%	DESCRIPTION
15	5.03	130	43.62	UNKNOWN
1	0.33	0	0.00	NOT IN USE
273	91.61	0	0.00	SEAT BELT/SHOULDER HARNESS
8	2.68	0	0.00	CHILD RESTRAINT
0	0.00	19	6.37	AIR BAG - DEPLOYED
1	0.33	149	50.00	AIR BAG - NOT DEPLOYED
0	0.00	0	0.00	SAFETY HELMENT
0	0.00	0	0.00	EYE PROTECTION
0	0.00	0	0.00	OTHER

TOTAL # OF VEHICLES: 229 TOTAL # OF DRIVERS: 218 TOTAL # OF PEDESTRIANS: 0
TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 298

COMMENT:
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	5	6	15	20	0	6	6	2
2010	0	0	0	9	10	16	25	0	10	10	2
2011	0	0	0	9	11	17	26	0	11	4	0
2012	0	0	0	7	9	10	17	0	9	7	3
2013	0	0	0	10	12	13	23	0	12	16	2
TOTAL	0	0	0	40	48	71	111	0	48	43	9

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	5	6	15	20	0	6	6	2
2010	0	0	0	9	10	16	25	0	10	10	2
2011	0	0	0	9	11	17	26	0	11	4	0
2012	0	0	0	7	9	10	17	0	9	7	3
2013	0	0	0	10	12	13	23	0	12	16	2
TOTAL	0	0	0	40	48	71	111	0	48	43	9

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.



```
          CCCCCCCCCC      AAAAAAAAAA       RRRRRRRRR
        CCCCCCCCCCCC     AAAAAAAAAAAA      RRRRRRRRRRR
       CCC              AAA     AAA       RRR      RRR
      CCC              AAA     AAA        RRR      RRR
     CCC              AAAAAAAAAAA        RRRRRRRRRRR
    CCC              AAAAAAAAAAAA       RRRRRRRRRRR
   CCC              AAA     AAA       RRR      RRR
  CCC              AAA     AAA       RRR       RRR
 CCCCCCCCCCC      AAA     AAA       RRR        RRRR
CCCCCCCCCCC      AAA     AAA       RRR         RRRRRR
```

C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```
I/O NAME: ..............  CARI113
PROGRAM ID: ............  CARPJ13
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  A
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  9986001
SUBMIT W/HOLD? .........  N
USERID: ................  KNCARWP
DETAIL SORT ORDER: .....  1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ...  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  99
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: ............
```

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	M I L E P O S T	N E A R D E E D	S T A T E	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE H SG	A L C	H AE RV ME FN UT N	I E G H T I E R F	W R A T H U FT IR CO	R OC AO FN T D L	SL IO TC EA D T I N	R A C	V ET HY IE CE C L1 LT E E1	V EU HS IE C L2 L2 E E	VM EO HV IM CN E1 E2	V E H	PI OM IP NA TS CE C L2 I O F1	CC OA NU TS RE I B1 B2	D RA VE / P1 P2 E E	#	#	N UI MN BJ EU RR E D
718830170	55005000	00.000	0304	265	024500	09	05	21	16	U-6DR 0	01	1	2	1	01	01	03	L	2	01	01	01	S	02	02	52	01	01	02	S	09	00	16	2	0	00
718867160	55005000	00.000	0304	265	024500	09	10	16	14	U-6DR 0	77	1	1	1	05	01	02	L	1	00	00	77		00	77	00	01	01	01	S	08	00	22	2	0	00
718885130	55005000	00.000	0304	265	024500	09	12	20	18	U-6DR 0	04	2	1	1	05	01	02	L	2	01	01	03	W	03	77	20	01	01	01	S	01	00	33	2	0	00
718886390	55005000	00.000	0304	265	024500	09	12	29	16	U-6DR 0	01	1	1	1	05	01	02	L	2	01	01	01	W	01	02	20	01	01	02	W	08	00	20	2	0	00
718895210	55005000	00.000	0304	265	029000	10	02	03	16	U-6DR 0	07	1	1	1	01	01	03	R	1	01	01	04	S	08	04	24	01	01	02	N	01	00	46	2	0	00
718954270	55005000	00.000	0304	265	029000	10	09	18	11	U-6DR 0	03	1	1	1	05	01	02	L	2	01	01	05	E	04	06	42	01	01	05	S	14	00	59	2	0	00
718956230	55005000	00.000	0304	265	029000	10	09	25	13	U-6DR 0	03	1	1	1	01	01	03	R	3	01	01	06	N	02	03	00	01	01	01	N	12	00	22	2	0	00
718977180	55005000	00.000	0304	265	029000	10	12	08	11	U-6DR 0	77	1	1	7	77	77	02	R	1	03	01	77	N	04	77	61	03	11	77		12	00	53	2	0	00
718978130	55005000	00.000	0304	265	029000	10	12	11	18	U-6DR 0	05	4	1	1	05	01	04	L	2	01	01	05	E	10	03	63	01	01	01	S	02	00	19	2	0	01
718997690	55005000	00.000	0304	265	028000	11	03	14	17	U-6DR 0	09	1	1	1	05	01	02	L	2	01	00	06	S	02	01	56	01	00	01	S	11	00	27	2	0	00
719054930	55005000	00.000	0304	265	029500	12	03	02	19	U-6DR 0		4	1	1	00	01	02	L	2							00	01	01	02	S	01		20	2	0	00
836319830	55005000	00.000	0304	265	029500	13	01	01	21	U-6DR 0		4	1	1	05	01	02	R	2							00	01	01	02	E	08		36	2	0	00
836322840	55005000	00.000	0304	265	029500	13	01	17	01	U-6DR 0	03	4	2	2	05	01	02	L	1	01	01	03	W	06	03	20	01	01	01	S	03	00	38	2	0	03
841471950	55005000	00.000	0304	265	029500	13	09	10	14	U-6DR 0	01	1	1	1	05	01	02	R	1	01	01	01	N	00	02	22	01	01	02	N	08	00	58	2	0	01
843121400	55005000	00.000	0304	265	029500	13	11	05	12	U-6DR 0	01	1	1	1	05	01	02	R	L	01	01	01	N	01	02	36	01	01	02	N	08	00	31	2	0	01
841992360	55005000	00.000	0304	265	029500	13	12	13	16	U-6DR 0	01	1	1	1	05	01	01	S	L	03	01	01	N	01	77	20	01	01	01	N	08	00	47	2	0	00
835915680	55005000	00.002	0304	265	029500	12	10	22	17	U-6DR 0	03	1	1	1	05	01	02	L	R	00	01	77	S	00	02	00	03	01	02	S	13	00	51	2	0	00
718921960	55005000	00.005	0304	265	029000	10	05	13	17	U-6DR 0	01	1	1	1	05	01	02	R	L	01	01	01	N	01	10	22	01	01	02	N	08	02	25	2	0	01
719781880	55005000	00.005	0304	265	028000	11	07	27	11	U-6DR 0	01	1	2	1	05	01	02	L	1	03	01	01	S	01	77	23	03	01	02	S	08	00	55	2	0	01
120149550	55005000	00.005	0304	265	029500	12	04	06	17	U-6DR 0	01	1	2	1	05	01	02	L	1	01	01	01	S	01	77	20	01	01	02	S	00	00	29	2	0	00
841468810	55005000	00.005	0304	265	029500	13	08	27	15	U-6DR 0	01	1	1	1	05	01	02	L	2	01	01	02	S	01	77	72	01	01	02	S	08	00	53	2	0	01
719001090	55005000	00.006	0304	265	028000	11	03	28	16	U-6DR 0	09	1	1	1	05	01	02	L	2	03	01	01	S	02	77	23	01	01	01	S	14	00	64	2	0	01
836311590	55005000	00.006	0304	265	029500	12	11	16	17	U-6DR 0	01	4	1	1	05	01	02	L	2	03	01	01	S	01	02	46	03	01	02	S	08	00	23	4	0	00
835910120Y	55005000	00.014	1989	265	029500	12	09	28	16	U-6DR 0	01	1	1	1	05	01	03	L	1	01	01	01	S	01	02	44	03	01	02	S	08	00	46	3	0	01
718809930Y	55005000	00.019	0304	265	024500	09	03	06	14	U-6DR 0	06	1	1	1	01	01	03	L	2	00	00	06	S	13	05	00	01	01	01	S	02	02	21	2	0	00
835909270Y	55005000	00.019	1989	265	029500	12	09	25	00	U-6DR 0	01	1	1	1	05	01	03	L	1	01	01	01	S	01	02	21	01	01	02	S	08	00	30	3	0	01
719049160Y	55005000	00.028	1989	265	029500	12	01	19	16	U-6DR 0	03	1	1	1	01	01	01	L	2	01	01	03	N	03	03	26	01	01	01	S	01	00	18	2	0	01
718882710Y	55005000	00.038	1989	265	024500	09	12	10	17	U-6DR 0	01	2	1	1	05	01	03	R	3	01	01	01	N	01	77	21	01	01	02	N	08	00	29	2	0	01
718929410Y	55005000	00.038	1989	265	029000	10	06	15	12	U-6DR 0	06	1	1	1	03	01	03	L	1	01	01	77	S	03	05	77	03	01	02	S	11	00	37	2	0	00
718937320Y	55005000	00.039	1989	265	029000	10	07	16	13	U-6DR 0	03	1	1	1	06	01	04	L	R	01	01	05	S	13	03	81	01	01	01	S	02	00	70	2	0	00
843129760Y	55080043	00.248	0304	20	000000	13	12	12	13	U1WAY 0	09	1	1	1	01	01	01	L	1	01	01	01	W	01	02	42							00	00	1	0	00
719753090	55080043	00.273	0304	20	000000	11	08	12	20	U1WAY 0	01	4	1	1	06	01	02	R	1	01	01	01	W	01	02	57	01	01	02	W	07	00	28	2	0	00
843124090	55080030	00.621	0304	20	000000	13	11	16	19	U1WAY 0	01	4	2	1	01	01	02	R	1	03	01	01		01	02	38	03	01	01	E	08	00	49	2	0	00
718831560	55080030	00.630	0304	20	000000	09	05	28	06	U1WAY 0	34	3	4	1	01	01	02	S	3	01	01	01	N	18	01	19							00	00	1	0	00
718944910	55080030	00.630	0304	20	000000	10	08	17	11	U1WAY 0	05	1	1	1	01	01	01	R	3	01	01	05	N	05	02	19	01	01	01	N	13	05	61	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

| C R N A U S M H B E R | ROADWYID C S E C T I O N | M I L E P O S T | N E A R D E E D | S T R A T A | ADT VAR EIA RLF AYF | Y E A R | M O N T H | D A Y | H O U R | CRCC RALA ATAT SESE H SG | A L C | H AE RV ME I FN UT N | I E G H T H U E R F | L W R T R SL R A V V VM V PI CC D V V V V PI CC D # # N
G A AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
FN DN EA D IP IE IM NA TS VE IP IE IV NA TS VE E I BJ
FT D T L CE C CN D TC RE / CE C C D TC RE / H L EU
IR T I S N L L1 LT I T I P1 L L2 L2 I T I P2 C L RR
CO N O D E1 E E R O B1 E E E R O B2 E L E E
L S N # 1 1 F1 D 2 F2 D S D D |
|---|---|---

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	M I L E P O S T	N E A R D E S	S T R A T A	ADT VAR EIA RLF AYF	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA ATAT SESE S G O R	A L C	H AE RV ME I N V	I E G H T L	E D A T S	R T RC OC AO FN IR CO L	R OC AO DN T D	SL IO EA T I N O	R A C D S N D	V ET HY IP L CE L	V EU HS IE C L1 E1	VM EO HV IM CN LT E	V E H I D I	PI OM NU NA TC RE T I F1	CC OA IG TS VE / P1 E	D RA HY IE IV CE L E2	V ET EU HS HO C L2 E	V EM IO NU VE C L2 E	V E H I D I	PI OM NU NA TC RE T I F2	CC OA IG TS VE / P2 E	D RA V E I D	# # N UI MN BJ EU RR E D
836328610	55080000	01.141	0304	20	033000	13	02	13	02	S-4DR	0	01	4	3	2	01	01	02	S	3	01	01	01	N	01	10	30	03	01	02	N	08	00	26	2	0	00
841465520	55080000	01.141	0304	20	033000	13	08	11	19	S-4DR	0	00	1	2	2	00	01	02	R	1	00	00	88		00	00	00	01	01	02	E	08	00	25	2	0	00
719020270	55080000	01.142	0304	20	035000	11	06	29	10	S-4DR	0	01	1	1	1	05	01	02	R	2	02	01	01	E	01	77	46	03	01	02	E	08	00	64	2	0	01
718931660	55080000	01.143	0304	20	036500	10	06	24	02	S-4DR	0	01	4	1	1	05	01	02	R	K	01	01	02	E	01	02	19	01	01	02	E	08	00	27	2	0	01
718933140	55080000	01.143	0304	20	036500	10	06	30	11	S-4DR	0	01	1	2	1	05	01	02	R	R	03	01	05	E	01	02	64	01	01	02	E	08	00	36	2	0	00
718953740	55080000	01.143	0304	20	036500	10	09	16	09	S-4DR	0	77	1	1	1	05	01	02	R	1	00	00	77		08	77	00	01	01	02	E	08	00	29	2	0	00
718964490	55080000	01.143	0304	20	036500	10	10	23	19	S-4DR	0	01	4	1	1	05	01	02	R	1	01	01	01	E	01	10	43	01	01	02	E	08	00	68	3	0	00
718966830	55080000	01.143	0304	20	036500	10	10	30	14	S-4DR	0	77	1	1	1	05	01	02	L	L	00	00	77		00	77	00	01	01	02		08	00	20	2	0	00
718967220	55080000	01.143	0304	20	036500	10	10	30	22	S-4DR	0	01	4	1	1	05	01	02	L	1	01	01	01	W	01	02	21	03	01	02	W	08	00	20	2	0	00
718979840	55080000	01.143	0304	20	036500	10	12	17	18	S-4DR	0	01	4	3	2	05	01	02	L	1	01	01	01	W	01	02	22	01	01	02	W	08	00	22	2	0	01
718992920	55080000	01.143	0304	20	035000	11	02	17	18	S-4DR	0	01	2	1	1	05	01	02	R	2	01	01	01	E	14	10	23	01	01	01	E	08	00	36	4	0	02
718997190	55080000	01.143	0304	20	035000	11	03	11	15	S-4DR	0	01	1	1	1	05	01	02	L	1	01	01	01	W	01	10	23	01	01	02	W	08	00	56	2	0	01
718998870	55080000	01.143	0304	20	035000	11	03	18	16	S-4DR	0	01	1	1	1	00	01	02	R	L	01	00	01	E	01	77	47	03	00	02	E	08	00	46	2	0	01
719007600	55080000	01.143	0304	20	035000	11	04	25	11	S-4DR	0	01	1	1	1	01	01	03	R	1	03	01	01	E	01	02	26							00	00	2	0	00
719008870	55080000	01.143	0304	20	035000	11	05	01	02	S-4DR	0	03	4	1	1	05	01	02	R	L	01	01	06		14	03	21	03	01	01	E	06	00	35	2	0	00
719022870	55080000	01.143	0304	20	035000	11	07	14	13	S-4DR	0		1	2	1	00	01	02	R	H							00	01	01	02	E	09		27	2	0	00
719034310	55080000	01.143	0304	20	035000	11	09	16	17	S-4DR	0	01	1	2	1	05	01	03	R	3	01	01	02	N	01	10	32	01	01	02	N	08	00	26	2	0	00
719036020	55080000	01.143	0304	20	035000	11	09	29	17	S-4DR	0	01	1	1	1	05	01	02	I	M	03	00	03	W	01	10	44	03	00	03	W	01	00	28	3	0	00
719037730	55080000	01.143	0304	20	035000	11	10	09	23	S-4DR	0		4	2	1	05	01	02	R	2							00	01	00	02	N	08		27	2	0	00
719043780	55080000	01.143	0304	20	035000	11	11	29	17	S-4DR	0	01	4	1	1	01	01	01	R	1	01	00	01	E	01	10	34	00	00	77	E	08	00	35	2	0	01
719051090	55080000	01.143	0304	20	034500	12	02	02	18	S-4DR	0	03	1	2	1	05	01	02	R	1	01	01	03	N	01	03	60	01	01	01	S	14	00	22	2	0	02
834430610	55080000	01.143	0304	20	034500	12	03	19	11	S-4DR	0	01	1	1	1	05	01	02	L	1	03	01	01	W	01	77	00	01	00	02		08	00	54	2	0	00
719058290	55080000	01.143	0304	20	034500	12	03	30	07	S-4DR	0	01	1	1	1	00	01	02	R	2	03	00	02	N	01	00	42	01	00	02	N	08	00	30	2	0	01
719058900	55080000	01.143	0304	20	034500	12	04	02	23	S-4DR	0	04	4	1	1	05	01	02	R	3	02	01	03	W	03	11	22	01	01	01	E	02	00	23	2	0	02
719066360	55080000	01.143	0304	20	034500	12	06	07	18	S-4DR	0	01	1	2	1	05	01	02	R	1	03	01	01	E	02	02	27	01	01	02	E	08	00	67	2	0	01
835918040	55080000	01.143	0304	20	034500	12	11	02	02	S-4DR	0	00	4	1	1	00	01	02	R	2	00	00	88	E	00	00	00	03	01	01	E	08	00	25	2	0	00
835918820	55080000	01.143	0304	20	034500	12	11	05	00	S-4DR	0		4	1	1	05	01	02	R	1							00	01	01	02	E	07		20	2	0	00
836316450	55080000	01.143	0304	20	034500	12	12	11	15	S-4DR	0	01	1	3	2	05	08	02	T	L	01	01	01	S	01	12	67	01	01	02	S	08	00	41	2	0	00
834625690	55080000	01.143	0304	20	033000	13	03	21	00	S-4DR	0	01	1	1	1	05	01	02	R	2	01	01	01	E	01	10	19	01	01	01	S	08	00	32	2	0	00
841467510	55080000	01.143	0304	20	033000	13	08	21	16	S-4DR	0	01	1	1	1	05	01	02	R	2	03	01	01	W	01	02	45	01	01	02	W	08	00	20	2	0	00
841468050	55080000	01.143	0304	20	033000	13	08	23	20	S-4DR	0	01	4	1	2	05	01	02	L	3	03	01	01	W	01	02	46	01	01	01	W	08	00	21	2	0	01
841475320	55080000	01.143	0304	20	033000	13	09	22	13	S-4DR	0	01	1	2	1	01	01	01	R	L	01	01	01	E	01	02	21	01	01	02	E	08	00	39	2	0	01
843116360Y	55080000	01.143	0304	20	033000	13	10	17	17	S-4DR	0	09	1	1	1	01	01	01	S	2	01	01	06	N	12	02	35	03	01	02	N	06	00	51	2	0	00
843130550	55080000	01.143	0304	20	033000	13	12	15	20	S-4DR	0	04	4	1	1	05	01	01	L	L	01	01	03	S	14	01	31	01	01	03	S	10	00	24	2	0	00
719779200	55080000	01.148	0304	20	035500	11	06	09	10	S-4DR	0	09	1	1	1	05	01	02	L	1	01	00	06	W	02	03	22	01	01	01	W	11	00	22	2	0	00
839652120	55080000	01.148	0304	20	036000	13	05	30	12	S-4DR	0	01	1	2	1	01	01	02	L	2	03	01	01	W	01	02	44	03	01	02	W	08	00	67	2	0	00
718990130	55080000	01.150	0304	20	035500	11	02	05	22	S-4DR	0	01	4	2	2	05	01	02	L	R	01	01	77	W	01	02	24	01	01	02		08	00	00	2	0	00

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

C R N A U S M H B E R	ROADWYID C S E C T I O N	M I L E P O S T	N E A R	S T A T E	ADT V A R I A T I O N	Y E A R	M O N T H	D A Y	H O U R	CRCC RALA SESE SG	A L C	H AE RV ME	I G H	E A T	D	W R T RC IR CO	R OC N	T IO T I	O N D	A C S N	V ET HY IP L	V EU HS IE L1	VM EO HV IM LT	V E H I	PI OM IP NA P1	CC OA NU TS L	D RA IG VE E1	V ET HY IP E	V EU HS IE L2	V EM HO IV L2	V E H I	PI OM IP NA I	CC OA NU TS P2	D RA IG VE C	# V K I	# MN BJ EU RR
718841210	55080000	01.152	1509	20	037000	09	07	09	14	S-4DR	0	06	1	2	1	06	01	03	R	1	01	01	01	W	11	03	19	01	01	77	02	00	51	2	0	00
718930970	55080000	01.157	1509	20	032500	10	06	21	20	S-4DR	0	16	1	2	1	03	01	01	R	S	03	01	77	W	01	77	46				00	00	1	0	01
718940500	55080000	01.157	1509	20	032500	10	07	30	17	S-4DR	0	01	1	1	1	05	01	03	R	2	03	01	01	E	01	10	22	03	01	02	E	08	00	57	2	0	01

COMMENT: 1 - SORT BY ROADWAY, MILE POINT
FROM: 01/01/2009 TO 12/31/2013 RAMPS INCL
FROM CO/SEC/SUB: 55 080 000 MP: 001.095 INFL INCL
TO CO/SEC/SUB: 55 080 000 MP: 001.157 CR/OS INCL

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	5	6	15	20	0	6	6	2
2010	0	0	0	9	10	16	25	0	10	10	2
2011	0	0	0	9	11	17	26	0	11	4	0
2012	0	0	0	7	9	10	17	0	9	7	3
2013	0	0	0	10	12	13	23	0	12	16	2
TOTAL	0	0	0	40	48	71	111	0	48	43	9

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

*** REPORT TOTALS ***

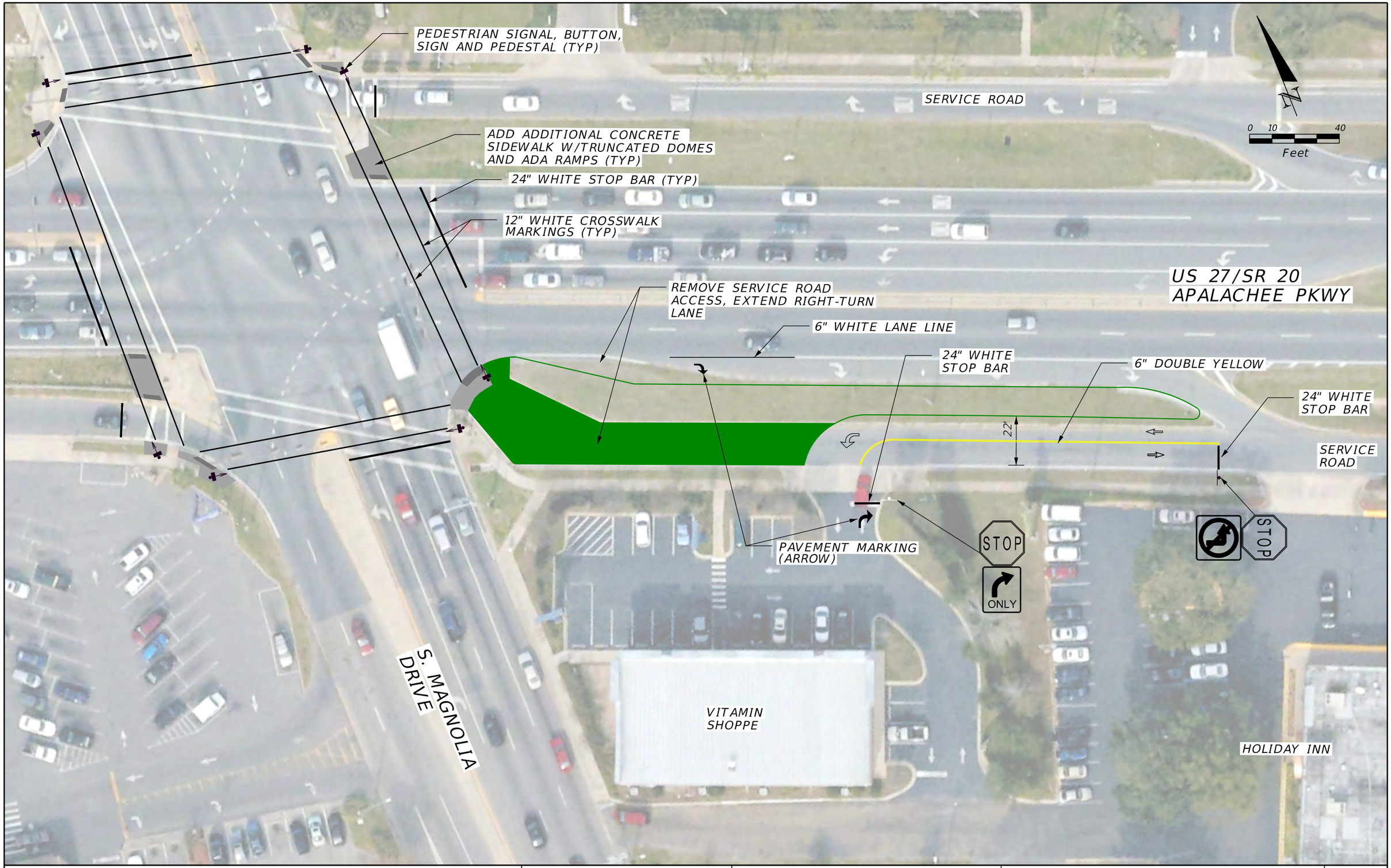
CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2009	0	0	0	5	6	15	20	0	6	6	2
2010	0	0	0	9	10	16	25	0	10	10	2
2011	0	0	0	9	11	17	26	0	11	4	0
2012	0	0	0	7	9	10	17	0	9	7	3
2013	0	0	0	10	12	13	23	0	12	16	2
TOTAL	0	0	0	40	48	71	111	0	48	43	9

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

APPENDIX F

RECOMMENDED OPTIONS



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
2420 LAKESHORE DR., SUITE 100
TALLAHASSEE, FL 32312
(850) 385-8232

CERTIFICATE OF AUTHORIZATION NO. 29915
JEFFREY K. ROBERTS, PE NO. 32312

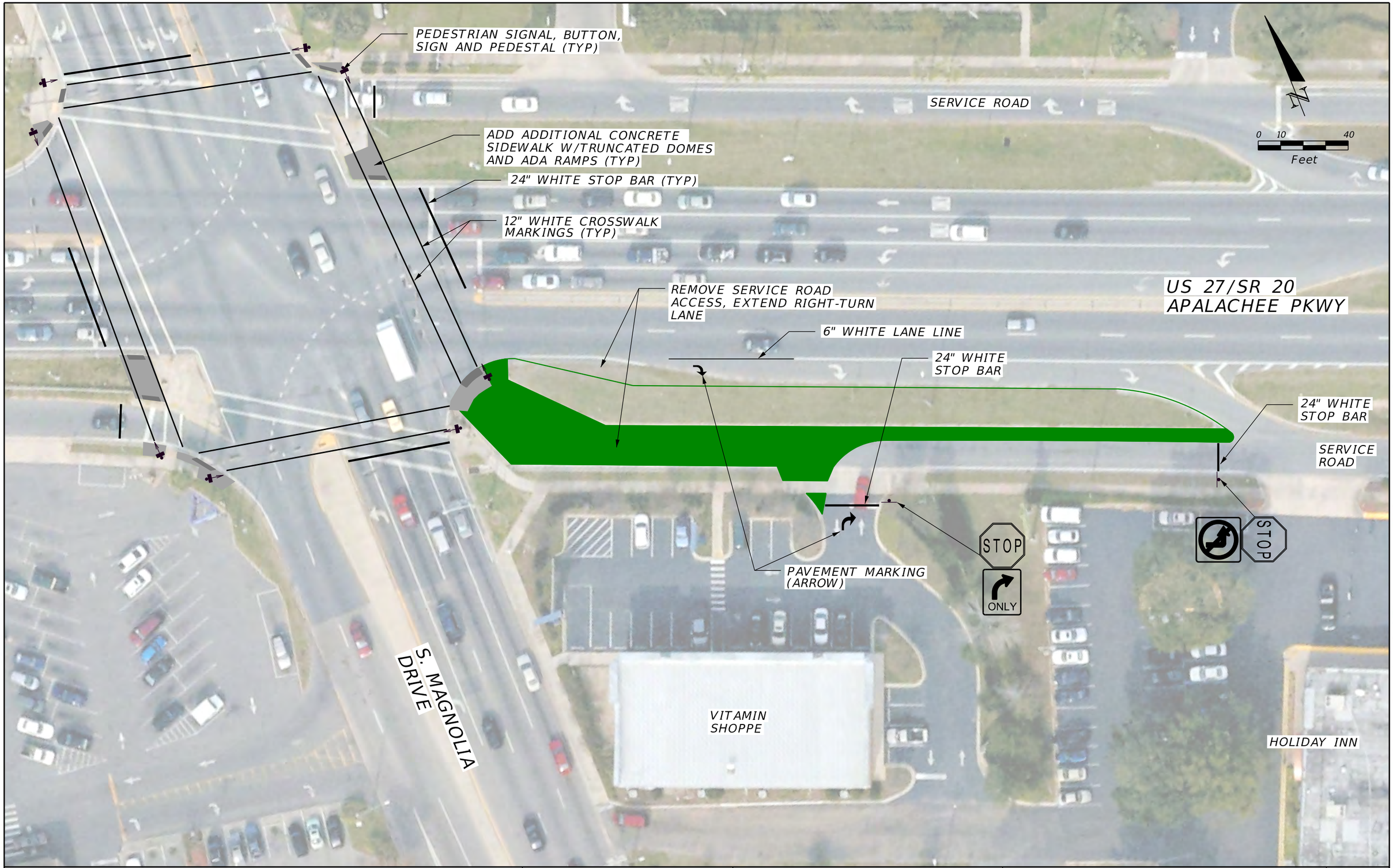
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
20	LEON	

US 27 AND S. MAGNOLIA DR
OPTION A

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
2420 LAKESHORE DR., SUITE 100
TALLAHASSEE, FL 32312
(850) 385-8232

CERTIFICATE OF AUTHORIZATION NO. 29915
JEFFREY K. ROBERTS, PE NO. 32312

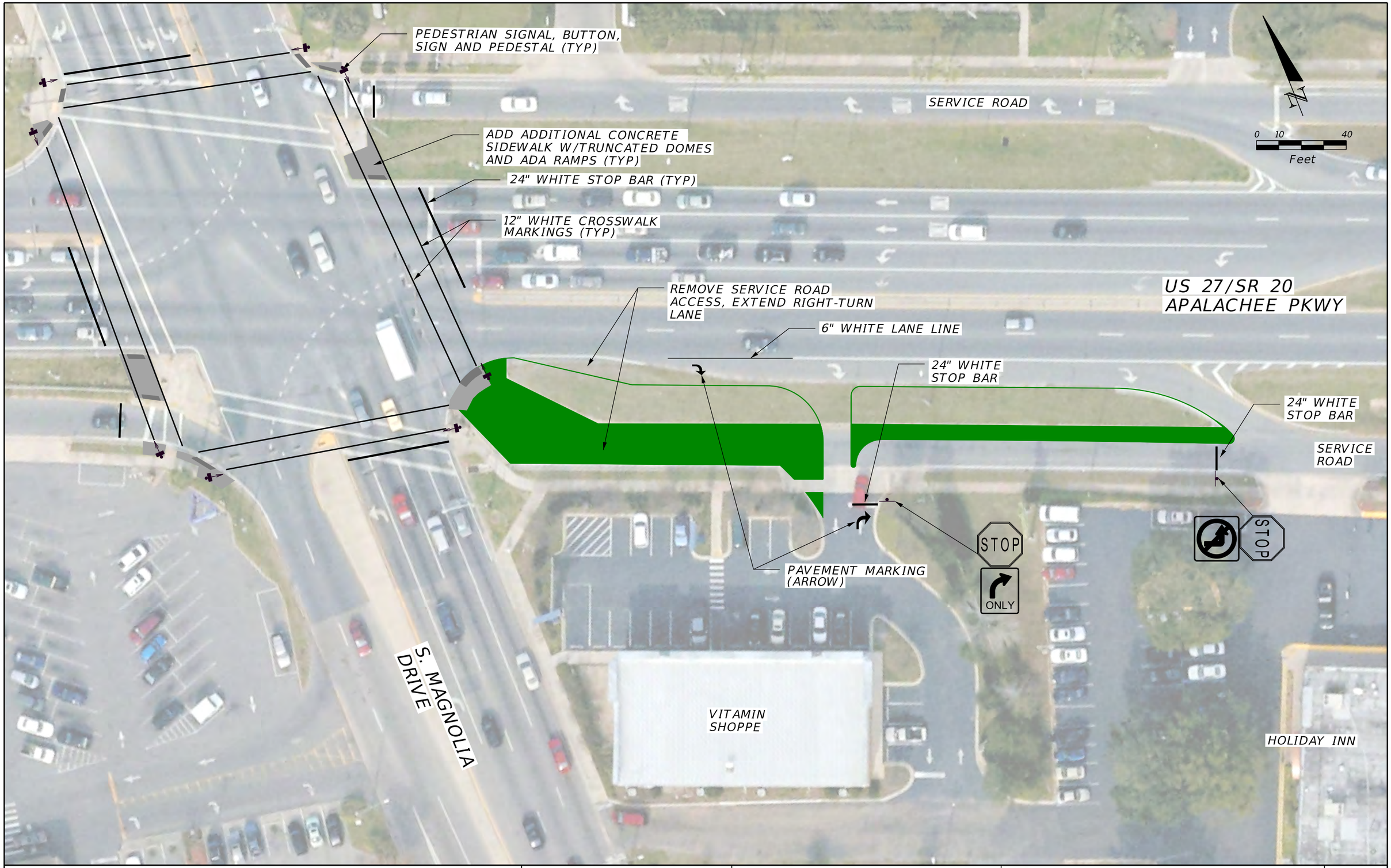
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
20	LEON	

US 27 AND S. MAGNOLIA DR OPTION B

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CARDNO
2420 LAKESHORE DR., SUITE 100
TALLAHASSEE, FL 32312
(850) 385-8232

CERTIFICATE OF AUTHORIZATION NO. 29915
JEFFREY K. ROBERTS, PE NO. 32312

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
20	LEON	

US 27 AND S. MAGNOLIA DR OPTION C

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$

APPENDIX G

COST ESTIMATE

Engineer's Probable Cost of Construction

Date: rev 8/12/15 Prepared by: Cardno, Inc.

County: 55 - Leon

Location: US 27/SR 20 (Apalachee Parkway) at Magnolia Drive (CR 265)

Item No.	Unit Price	Unit	Description	Quantity	Amount
101-1	$15,000.00	LS	MOBILIZATION	1	$ 15,000.00
101-2	$15,000.00	LS	MAINTENANCE OF TRAFFIC	1	$ 15,000.00
104-18	$200.00	EA	INLET PROTECTION SYSTEM	4	$ 800.00
110-1-1	$10,000.00	LS	CLEARING & GRUBBING	1	$ 10,000.00
120-1	$12.00	CY	REGULAR EXCAVATION	15	$ 180.00
160-4	$8.00	SY	TYPE B STABILIZATION	180	$ 1,440.00
162-1-11	$0.75	SY	PREPARED SOIL LAYER, FINISH SOIL, 6"	900	$ 675.00
285-70-6	$20.00	SY	OPTIONAL BASE GROUP 6	175	$ 3,500.00
286-1	$18.00	SY	TURNOUT CONSTRUCTION	5	$ 90.00
334-1-12	$95.00	TN	SUPERPAVE ASPHALTIC CONC, TRAFFIC B (2.5" THICK)	22	$ 2,090.00
339-1	$160.00	TN	MISC. ASPHALT PAVEMENT	5	$ 800.00
425-1-351	$4,500.00	EA	INLETS, CURB, TYPE P-5, <10'	1	$ 4,500.00
430-175-124	$80.00	LF	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24" SD	80	$ 6,400.00
520-1-10	$23.00	LF	CONCRETE CURB & GUTTER, TYPE F	575	$ 13,225.00
522-1	$55.00	SY	CONC SIDEWALK AND DRIVEWAYS, 4" THICK	196	$ 10,780.00
527-2	$35.00	SF	DETECTABLE WARNING	144	$ 5,040.00
570-1-2	$3.50	SY	PERFORMANCE TURF, SOD	900	$ 3,150.00
630-2-11	$8.00	LF	CONDUIT, OPEN TRENCH	100	$ 800.00
632-7-1	$3,200.00	PI	SIGNAL CABLE, NEW OR RECO, F&I	1	$ 3,200.00
635-2-11	$500.00	EA	PULLBOX	9	$ 4,500.00
646-1-11	$1,100.00	EA	ALUMINUM SIGNAL POLES, (F&I) PEDESTAL	10	$ 11,000.00
646-1-60	$75.00	EA	ALUMINUM SIGNAL POLES, REMOVE	2	$ 150.00
650-1-60	$60.00	AS	TRAFFIC SIGNAL, REMOVE	4	$ 240.00
650-1-14	$1,000.00	AS	TRAFFIC SIGNAL, 12" (F&I) (3-SECT 1 WAY) (ALUM) (LED)	1	$ 1,000.00
650-1-16	$1,350.00	AS	TRAFFIC SIGNAL, 12" (F&I) (4-SECT 1 WAY) (ALUM) (LED)	4	$ 5,400.00
653-1-11	$850.00	AS	PED SIGNALS (F&I) (LED COUNTDOWN) (1 WAY)	8	$ 6,800.00
653-1-60	$55.00	AS	PED SIGNALS (REMOVE)	11	$ 605.00
663-1-111	$4,000.00	EA	SIGNAL PRIORITY AND PREEMPTION SYSTEM, F&I, OPTICAL, CABINET ELECTRONICS	1	$ 4,000.00
665-1-11	$175.00	EA	PEDESTRIAN DETECTOR (F&I) (STANDARD)	8	$ 1,400.00
665-1-60	$35.00	EA	PEDESTRIAN DETECTOR (F&I) (REMOVE)	11	$ 385.00
670-5-122	$25,000.00	AS	TRAF CNTL ASSEM, F&I, 170, 2 PREEM PLANS	1	$ 25,000.00
670-5-600	$600.00	AS	TRAFFIC CONTROLLER ASSEMBLY, REMOVE	1	$ 600.00
684-1-1	$3,000.00	EA	MANAGED FIELD ETHERNET SWITCH (F&I)	1	$ 3,000.00
685-106	$8,000.00	EA	SYSTEM AUXILIARIES (F&I) UPS	1	$ 8,000.00
700-1-11	$300.00	AS	SINGLE POST SIGN (F&I) (GROUNDMOUNT) (UP TO 12 SF)	2	$ 600.00
700-3-601	$55.00	AS	SIGN PANEL (REMOVE) (UP TO 12 SF)	1	$ 55.00
700-5-21	$2,800.00	EA	INTERNALLY ILLUMINATED SIGN (F&I OVHD) (UP TO 12 SF)	5	$ 14,000.00
710-11-290	$4.00	SF	PAINTED, YELLOW ISLAND NOSE, YELLOW	100	$ 400.00
711-11-123	$3.00	LF	THERMO, SOLID WHITE, 12 "	1012	$ 3,036.00
711-11-125	$6.50	LF	THERMO, SOLID WHITE, 24 "	227	$ 1,475.50
711-14-170	$100.00	EA	THERMO, PREFORMED. WHITE ARROW	2	$ 200.00
711-15-111	$4,000.00	NM	THERMO, SOLID WHITE, 6 "	0.01	$ 40.00
711-17	$3.00	SF	REMOVE THERMO	1215	$ 3,645.00
715-1-12	$2.00	LF	LIGHTING CONDUCTORS, (F&I), (NO.6)	20	$ 40.00
715-4-131	$5,500.00	EA	LIGHT POLE COMPLETE (F&I) (110 MPH (40')	1	$ 5,500.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Estimated Sub-Total Construction Cost: $ 197,741.50

Contingency (%): 15% $ 29,661.23

Estimated Total: $ 227,402.73

ROUNDED FINAL TOTAL: $ 230,000.00

The estimated may be adjusted for inflation if programmed

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 5 E

SUNTRAILS PRESENTATION

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM:** Information

STATEMENT OF ISSUE

A presentation on the Florida SUNTrails ("**S**hared -**U**se, **N**on-motorized Trails") initiative will be provided including proposed trail connectors in the CRTPA region.

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 5 F

FLORIDA ARTS TRAIL PROJECT UPDATE

REQUESTED BY: CRTPA	TYPE OF ITEM: Presentation

STATEMENT OF ISSUE

At the June 29, 2015 CRTPA Board meeting, members requested that additional information be provided regarding the Florida Arts Trail. Specifically, members requested a presentation that responds to concerns that citizens have expressed regarding the project at the CRTPA Board meeting and at the Public Hearing that was held on May 14, 2015.

HISTORY AND ANALYSIS

Background

In 1997, the Florida Legislature designated this corridor The Florida Arts Trail in honor of the many regional artists that practice their craft in the area. In 2012, Gadsden County completed a Bicycle and Pedestrian Facilities Master Plan and based on public input, the Florida Arts Trail was identified as the highest priority for a shared use path. The Florida Arts Trail begins at Corry Street in Quincy, Florida and terminates at US 27 in Havana, Florida—a distance of approximately 11 miles, shown on ***Attachment 1***. Following the completion of the Gadsden County Bicycle-Pedestrian Master Plan, Gadsden County completed a Florida Arts Trail Feasibility Study that assessed the corridor for fatal flaws that would stop the project from proceeding.

The Florida Arts Trail western terminus connects to the historic areas of Quincy as well as provides for an on-street connection to a trailhead that the Quincy Community Redevelopment Agency (CRA) has planned for a vacant lot on the southwest corner of N. Adams Street and W. Franklin Street. At the eastern end, in Havana, the trail connects to US 27 in the heart of Havana's downtown business district. These termini were selected to meet the logical termini criteria associated with Project Development and Environment (PD&E) study as outlined in the National Environmental Policy Act (NEPA) process administered by the Federal Highway Administration (FHWA).

Through the completion of the Gadsden County Bicycle-Pedestrian Master Plan and Florida Arts Trail Feasibility Study, the project was identified by Gadsden County and the Capital Region Transportation Planning Agency (CRTPA) as the number one priority in the area and, as such, the CRTPA provided a portion of the federal funding allotment to FDOT District 3 to move forward with this PD&E study.

Project Purpose

The purpose of the project is to create a shared-use path connection between the cities of Quincy and Havana that parallels the SR 12 corridor. This facility would accommodate bicyclists, joggers, and persons with disabilities who frequent the area for recreation and leisure. Additionally, this will serve as a safer connection between Quincy and Havana for those travelers who do not have access to or own a vehicle. Based upon the results of the Gadsden County Bicycle-Pedestrian Master Plan (2012) and the Florida Arts Trail Feasibility Study (2012), it is anticipated that the existing right-of-way (ROW) and typical section will need to be expanded to accommodate the addition of the trail for a majority of the corridor. The additional ROW that is potentially needed varies along the length of the project as existing utilities, drainage needs, required clear zone, and topography are all controlling the location of the trail and the need for additional ROW.

Florida Arts Trail PD&E Study

The PD&E was kicked off with the public at the September 3, 2013 Gadsden County Commission meeting. The project team was introduced and the PD&E process was reviewed with Commissioners and citizens in attendance. Following the kick-off with the public on September 3, 2013, the project team met with CRTPA staff on September 17, 2013 with additional briefings provided on August 13, 2014, and June 17, 2015.

Public Hearing

The PD&E process requires that a Public Hearing be held to provide citizens an opportunity to comment on the study. The public hearing for this project was scheduled for the evening of March 12, 2015 at the Gadsden Arts Center. Less than a week before the Public Hearing was to be held, the Gadsden Arts Center informed the project team they were no longer willing to allow FDOT to conduct the hearing in their facility due to concerns that the name of the project and the name of their facility would suggest some sort of connection between the two entities. This was a cause for concern since some of the Gadsden Arts Center patrons, including some of their more significant donors, expressed opposition to the project. A new location and date for the meeting had to be arranged and after a two month delay the Public Hearing was successfully held on May 14, 2015 at the William A. McGill Library in Quincy.

At the Public Hearing, the project team presented the "concept plan", which is a multi-use path located on the south side of SR 12, and runs from Quincy to Havana. The project team compared the "concept plan" to the no-build (no-action) alternative, a requirement of the PD&E process. The "concept plan" was developed with the **Project Purpose** in mind and with the intention of remaining as consistent as possible with the previously completed Gadsden County Bicycle-Pedestrian Master Plan and Florida Arts Trail Feasibility Study.

The NEPA process requires alternatives be evaluated for their impacts to the natural and built environments and that the public be provided opportunities for input. To be consistent with the NEPA process the study identified and evaluated potential impacts to the built and natural environment and has documented those in accordance with State of Florida and federal requirements. Additionally, and keeping in-line with the NEPA process, input from the public was received and included in the project record.

It should be noted that the Public Hearing was not the only time that residents and officials were provided an opportunity to discuss the trail with the project team. Over the course of the project, the team met with and spoke to any and all residents and officials that contacted the team regarding their interests and concerns.

Public Hearing Summary

The following is a summary of topics for which citizens expressed concerns during and following the Public Hearing. The FDOT has provided a brief response for each of the areas of concern. It should be noted that FDOT did receive correspondence in support of the project in addition to comments and concerns that were expressed.

Impacts to stormwater drainage: The Florida Department of Environmental Protection provides a stormwater exemption for projects such as these, so long as the project meets criteria related to avoiding impoundment of water, minimizing impacts to wetlands through bridging or board walking, and that the facility will be used only by non-motorized vehicles. The "concept plan" meets these requirements; however, further review and refinement of the "concept plan" will occur in the **Design Phase** and permitting of the project will be required for any wetland impacts. It is expected that the project will remain exempt from stormwater drainage requirements.

Access to private properties: Trails such as the proposed Florida Arts Trail exist in many locations where driveway conflicts occur. In the Capital Region, the St. Marks Trail for many years has successful accommodated non-motorized users while providing connection from Woodville Highway across the trail to properties located on the west side of the trail. For example, one of the most active properties along the St. Marks Trail is the Marpan Recycling Center, which is located just south of the trailhead on Woodville Highway. The Florida Arts Trail "concept plan" was developed with the intention of continuing to accommodate safe driveway connections to SR 12 from properties located to the south.

Impact to private property and location proximate to residences: The "concept plan" for the Florida Arts Trail was developed as a worst case concept from the perspective of impacts to private properties. This is a requirement of the PD&E process, as this process seeks to understand the greatest reasonable impacts the project may have on the natural, social, and built environment. As such, the "concept plan" presented at the public hearing would impact a total of 36 parcels and would require 3.1 acres of right-of-way over the approximately 11-mile corridor.

During the **Design Phase**, with better survey information, new guidance regarding the trail width, which will limit the width of the trail to be no greater than 10 feet, possible variances in clear zone, and further coordination with property owners, it is likely that the requirement for 3.1 acres of right-of-way will be reduced or even possibly eliminated. This will allow the entire trail to be built within existing FDOT right-of-way.

For reference, ***Attachment 2*** is the "concept plan" presented at the public hearing. It should be noted, in the areas where the concept shows the potential need for additional right-of-way, the path is expected to extend no more than 12 to 15 feet outside of the existing right-of-way and is never closer than 30 feet to any structure, though there are areas along the corridor where the existing right-of-way is within 20 feet of a structure.

Much of the need for additional right-of-way is a result of a need to tie the improvements associated with the trail back into the natural ground line. This will result in a grassed or landscaped slope from the trail back into the natural grades in the area.

Safety concerns/increase in crime: Data does not suggest that trails inherently introduce increased crime or result in unsafe conditions any more than the extension of any other public facility, such as roadways. Certainly there may be some criminals who choose to bike or walk along the trail to access businesses or residences, but the trail concept was developed such that the alignment would be located immediately adjacent to the roadway in an open, visible area that does not provide some sort of increased protection for those looking to access adjacent properties for nefarious reasons. The intent of the trail is to provide additional mobility options for those in the area, as well as recreational users a safe facility adjacent to SR 12.

Environmental impacts: The PD&E study evaluated environmental impacts and found that the "concept plan" will have limited impacts to the natural, social and built environment. Other alternatives initially consider were deemed to have greater impacts with environmental features. Further review of environmental impacts will occur during the **Design Phase** and permitting phase. The project is anticipated to impact less than 0.25 acres of wetland habitat. Additionally, no right-of-way is needed from contaminated sites, and the project is anticipated to have minimal or no involvement with wildlife habitat, water quality, floodplains, or cultural resources.

Utilities impacts: Utilities located within or adjacent to the SR 12 right-of-way have been determined as part of the PD&E study. During the **Design Phase**, impacts to these utilities will be further defined and plans relocated impacted utilities will be coordinated with the owners.

Quincy Historic District: The project team sought to provide connection and enhancement to the Quincy Historic District and facilitate further connections to points in downtown Quincy. Through this effort, and in discussions with community members, the project team modified the "concept plan" in the vicinity of Corry Street to locate the trail within the existing FDOT right-of-way. This modification will allow the "trail" to look like a widened sidewalk. While the project terminates at Corry Street, it also ties into the existing sidewalk network that extends west into downtown Quincy and continues the connection for non-motorized users.

Impact to property values: The intent of this project, building on the work of the Gadsden County Bicycle-Pedestrian Master Plan and Florida Arts Trail Feasibility Study, is not to negatively impact property values, but rather to provide an expansion of the SR 12 corridor, in most cases within FDOT's existing right-of-way, to further accommodate non-motorized users.

Project Funding

Current, there are no additional phases funded for this project. However, the recent approval of the Connections 2040 Regional Mobility Plan - Cost Feasible Plan, included this project as a top priority. Should the **Design Phase** be programmed, additional public involvement will be required for the project which will provide for further comments from citizens and elected officials.

Additionally, the funding for this sort of transportation project, typically viewed as an enhancement type project, has limited portability, i.e., if this project is canceled these funds would be absorbed by other CRTPA regional priorities and not necessarily in Gadsden County.

NEXT STEPS

At this point in time, the Bike and Pedestrian Priority Project List (submitted in August 2015) included the Florida Arts Trail as a top priority. The Draft FDOT Work Program will be distributed in October and, until that time, it is unknown if the **Design Phase** will be funded.

In terms of the PD&E Study, evaluation of additional corridors can be completed, but would require support and additional funding from the CRTPA. Should the project move to the **Design Phase**, which is the current recommendation of the PD&E study, further refinements to the "concept plan" will be evaluated and further consideration will be given to the concerns expressed by the public; these will include opportunities to reduce right-of-way impacts, bring the trail closer to the roadway and away from individuals' personal property, and ensure that stormwater from the roadway and the trail do not negatively impact adjacent property owners.

ATTACHMENTS

Attachment 1: Florida Arts Trail Project Limits
Attachment 2: Florida Arts Trail Concept Plan*

*Note – Due to its large size, Attachment 2 is available for review in the agenda's online version at www.crtpa.org

ATTACHMENT 1

STATE ROAD (S.R.) 12 PD&E STUDY

Multi-Use Path from Corry Street (Quincy, FL) to U.S. 27 (Havana, FL)



Legend

Study Corridor — U.S. Highway — Quincy — Havana

Centennial FDOT 1915 ★ 2015

COMPONENTS OF CONTRACT PLANS SET

CONCEPT PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF CONCEPT PLANS

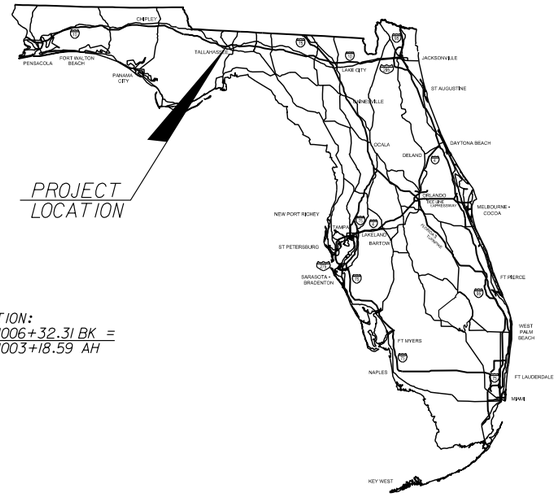
SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-4	TYPICAL SECTIONS
5-28	CONCEPT PLAN SHEET

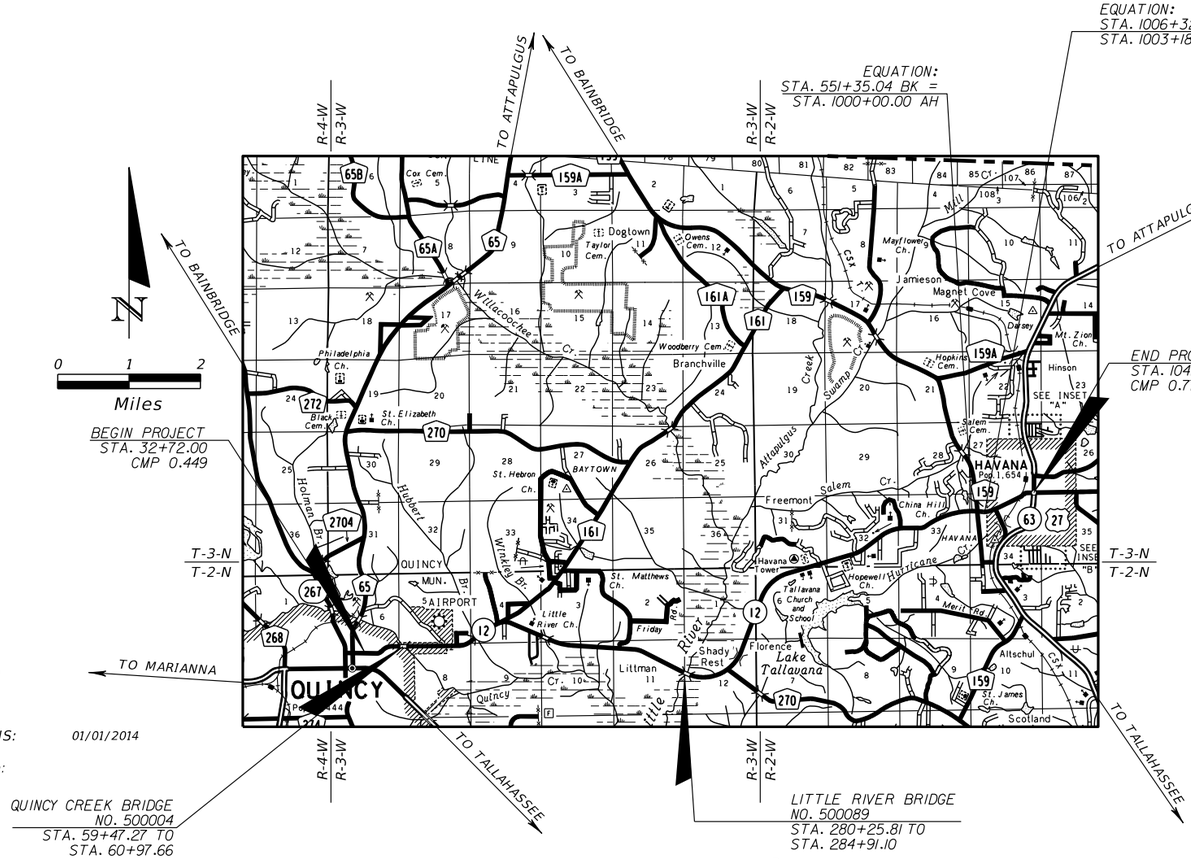
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

PRELIMINARY CONCEPT PLANS

FINANCIAL PROJECT ID 433380-1-32-01
GADSDEN COUNTY (50020000 & 50040027)

STATE ROAD NO. 12 MULTI-USE PATH





GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS DATED 2014/2015.
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED 2010,
AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS REVISIONS: 01/01/2014
For Design Standards revisions click on
"Design Standards" at the following web site:
http://www.dot.state.fl.us/rddesign/

PROJECT LENGTH IS BASED ON ℄ SURVEY

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	56,276.76	10.658
BRIDGES	681.77	0.129
NET LENGTH OF PROJECT	55,594.99	10.529
EXCEPTIONS	0.00	0.000
GROSS LENGTH OF PROJECT	55,594.99	10.529

FDOT PROJECT MANAGER: SHERRY ALAGHEMAND, P.E.

KEY SHEET REVISIONS

DATE	DESCRIPTION

PLANS PREPARED BY:

H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
TELEPHONE NO. (850) 656-9027
CONTRACT NO. C-8W16
VENDOR NO. 36-2338811
FBPR CERTIFICATE OF AUTH. #894

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

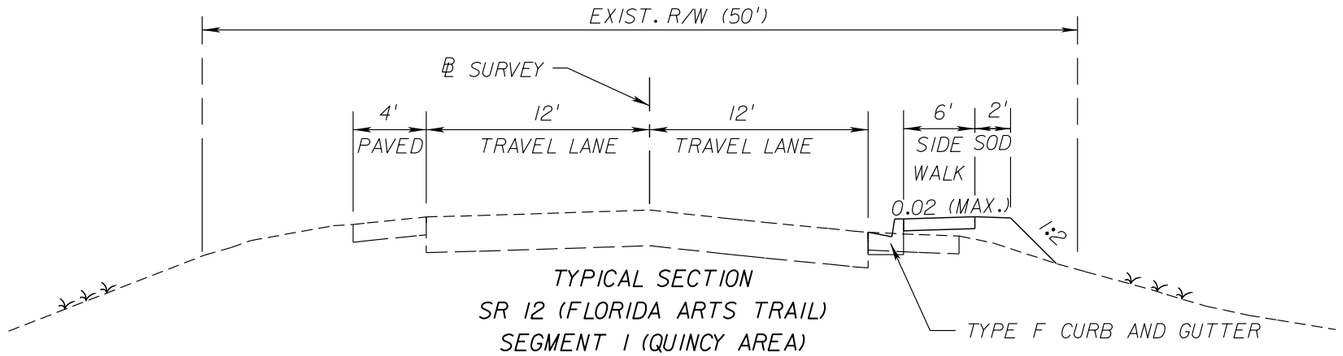
CONCEPT PLANS
ENGINEER OF RECORD: DAVID A. FRENI, P.E.

P.E. NO.: 51367

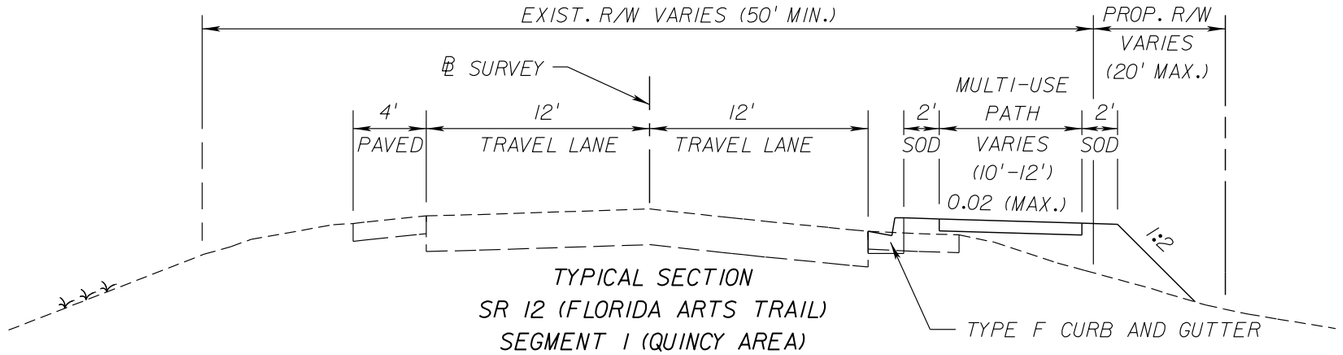
FISCAL YEAR	SHEET NO.
	1

STATE ROAD NO. 12 MULTI-USE PATH
FROM NORTH CORRY STREET
TO SR 63 (US27)

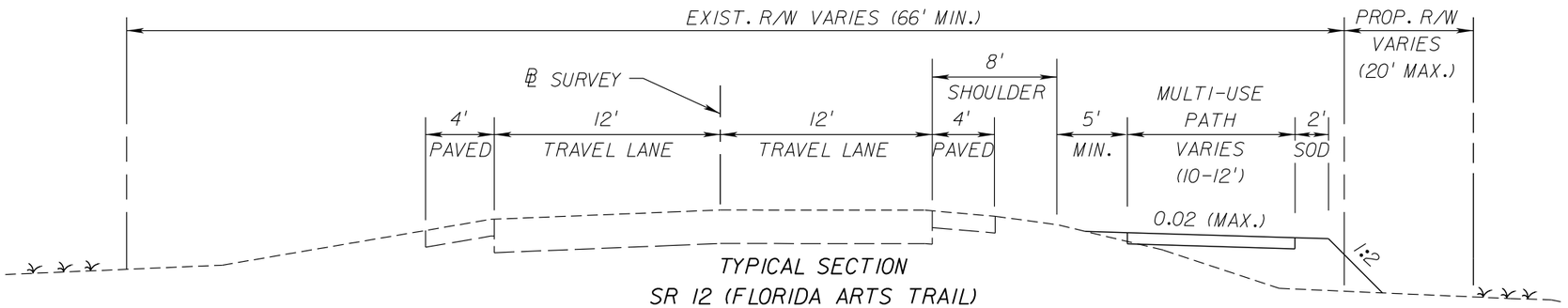
NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
SEGMENT 1 (QUINCY AREA)
CORRY STREET TO CAMELLIA DRIVE
(STA. 32+72.20 TO STA. 33+88.23)



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
SEGMENT 1 (QUINCY AREA)
CORRY STREET TO CAMELLIA DRIVE
(STA. 33+88.23 TO STA. 58+37.52)



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
SEGMENT 2 (RURAL SECTION)
CAMELLIA DRIVE TO SR 159
(STA. 58+32.52 TO STA. 1011+27.14)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

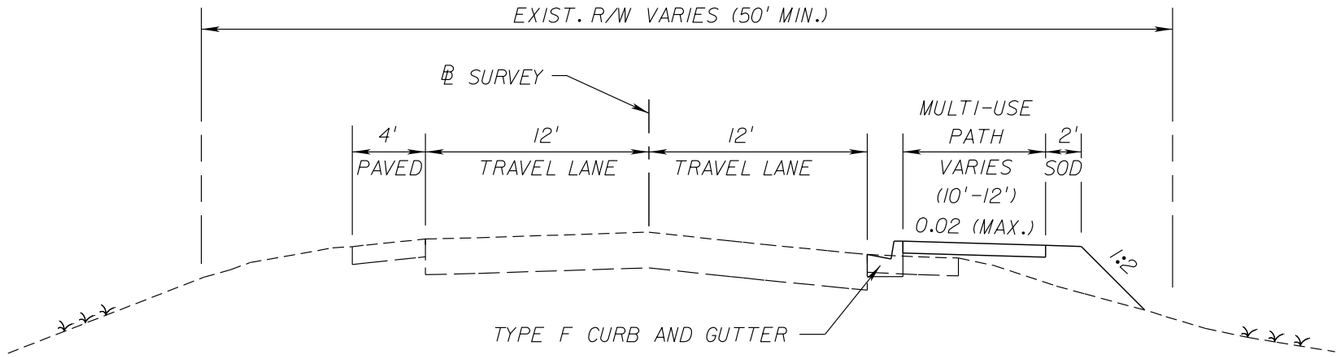
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

TYPICAL SECTIONS

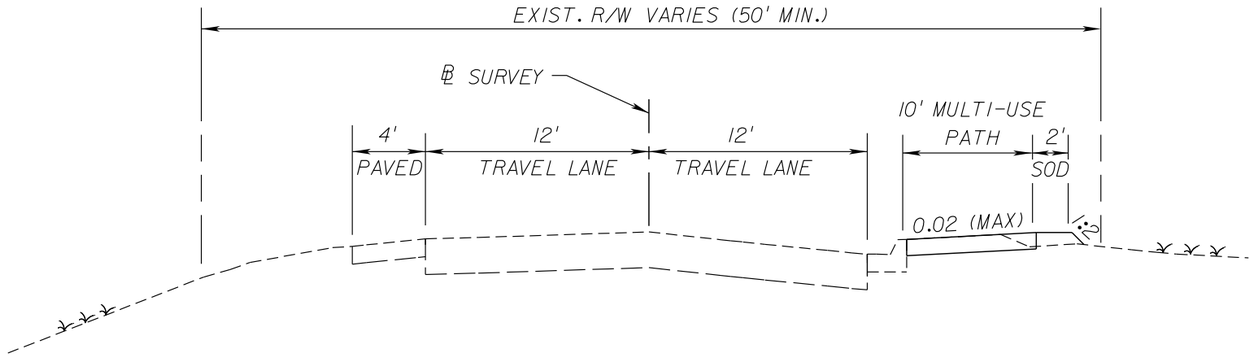
SHEET NO. 2

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 9:03:03 AM H:\Projects_XM\8538\43338013201\roadway\TYPSRD01.DGN



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
SEGMENT 3A (HAVANA AREA)
SR 159 TO CSX RR
(STA. 1011+27.14 TO STA. 1031+81.69)



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
SEGMENT 3B (HAVANA AREA)
CSX RR TO SR 63 (US 27)
(STA. 1031+81.69 TO STA. 1041+00.00)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

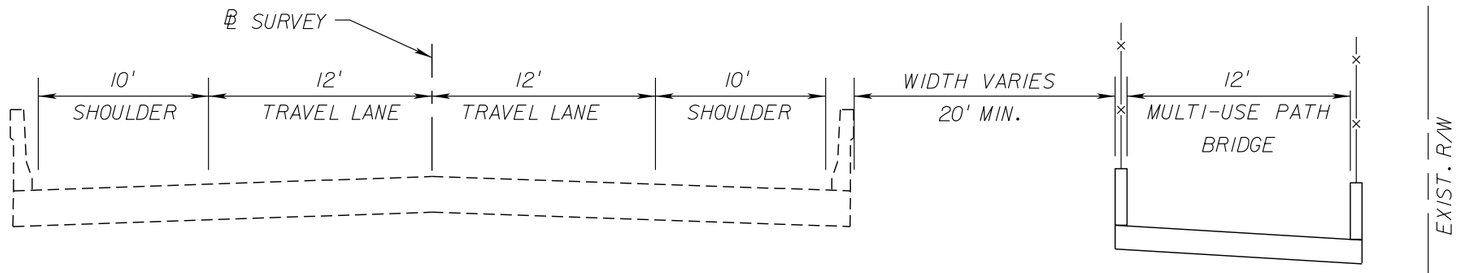
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

TYPICAL SECTIONS

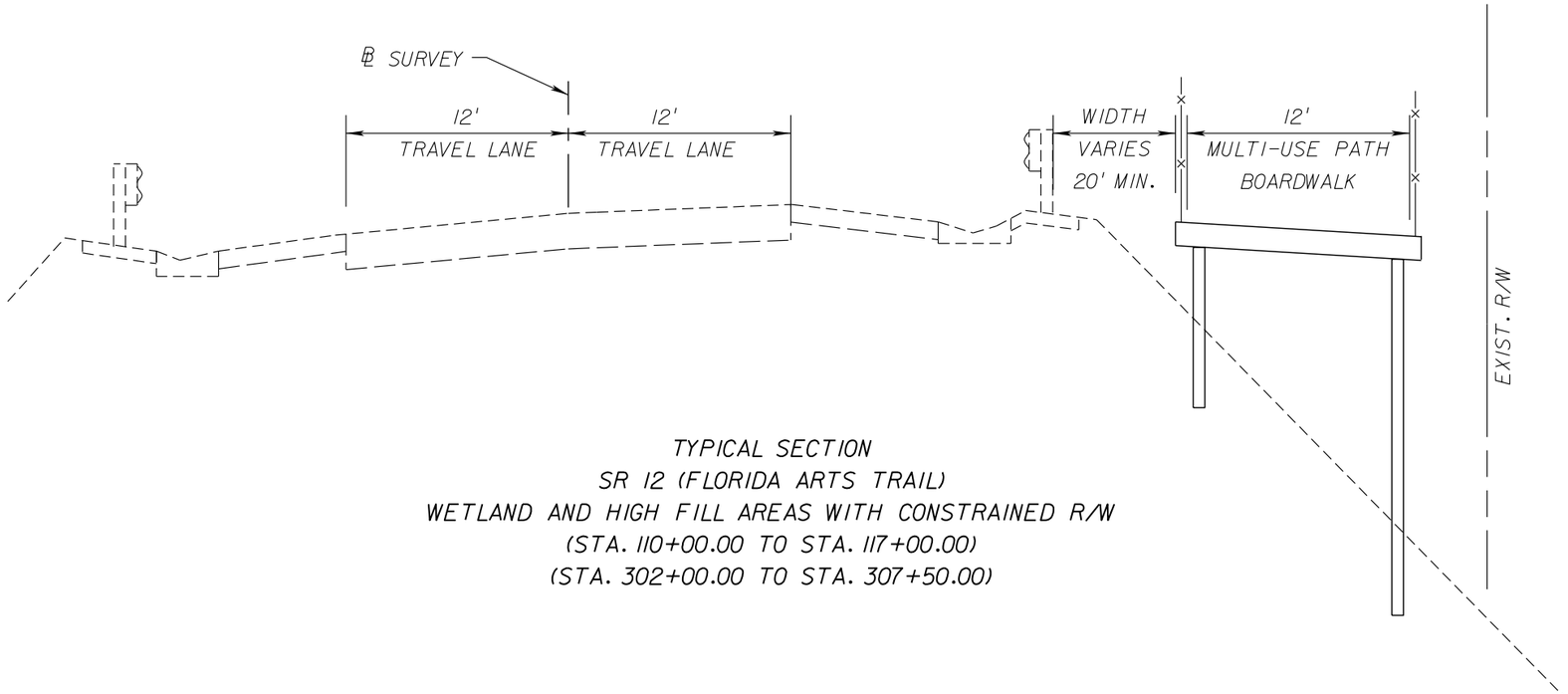
SHEET NO. 3

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 9:03:04 AM H:\Projects_XM\8538\43338013201\roadway\TYPSRD01.DGN



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
BRIDGE OVER QUINCY CREEK
(STA. 59+48.28 TO STA. 61+48.28)
BRIDGE OVER LITTLE RIVER
(STA. 280+39.51 TO STA. 284+89.51)



TYPICAL SECTION
SR 12 (FLORIDA ARTS TRAIL)
WETLAND AND HIGH FILL AREAS WITH CONSTRAINED R/W
(STA. 110+00.00 TO STA. 117+00.00)
(STA. 302+00.00 TO STA. 307+50.00)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

TYPICAL SECTIONS

SHEET NO. 4

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 9:03:04 AM H:\Projects_XM\8538\43338013201\roadway\TYPSRD01.DGN



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 5

jdefrancisco 1/7/2015 8:53:22 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD05.DGN



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

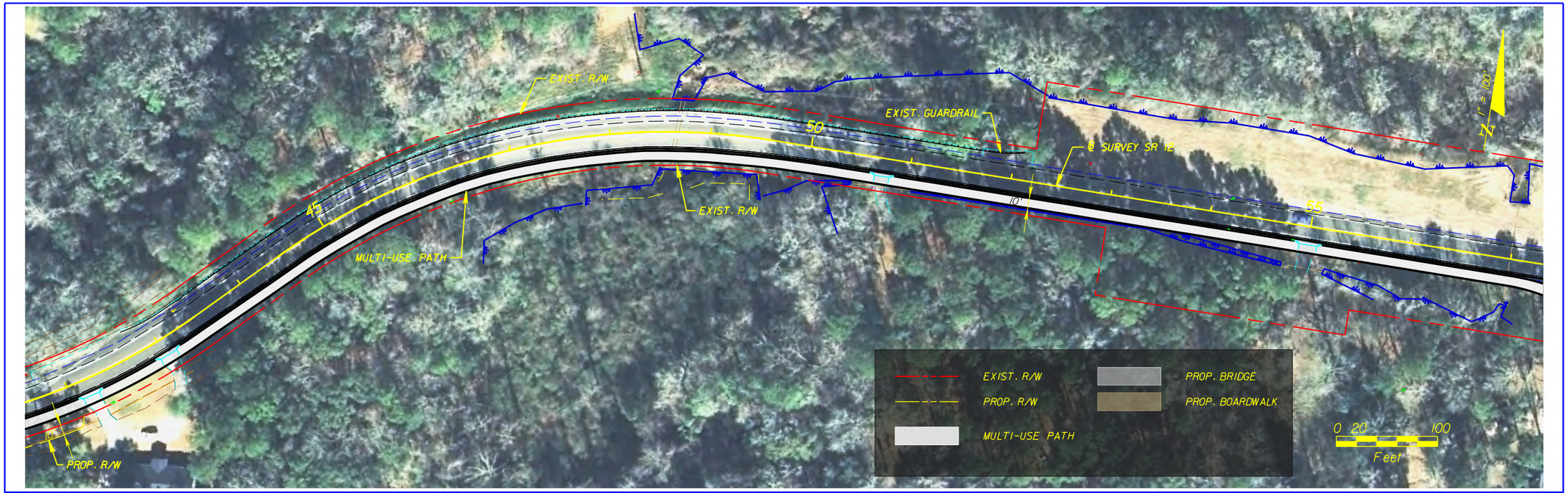
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

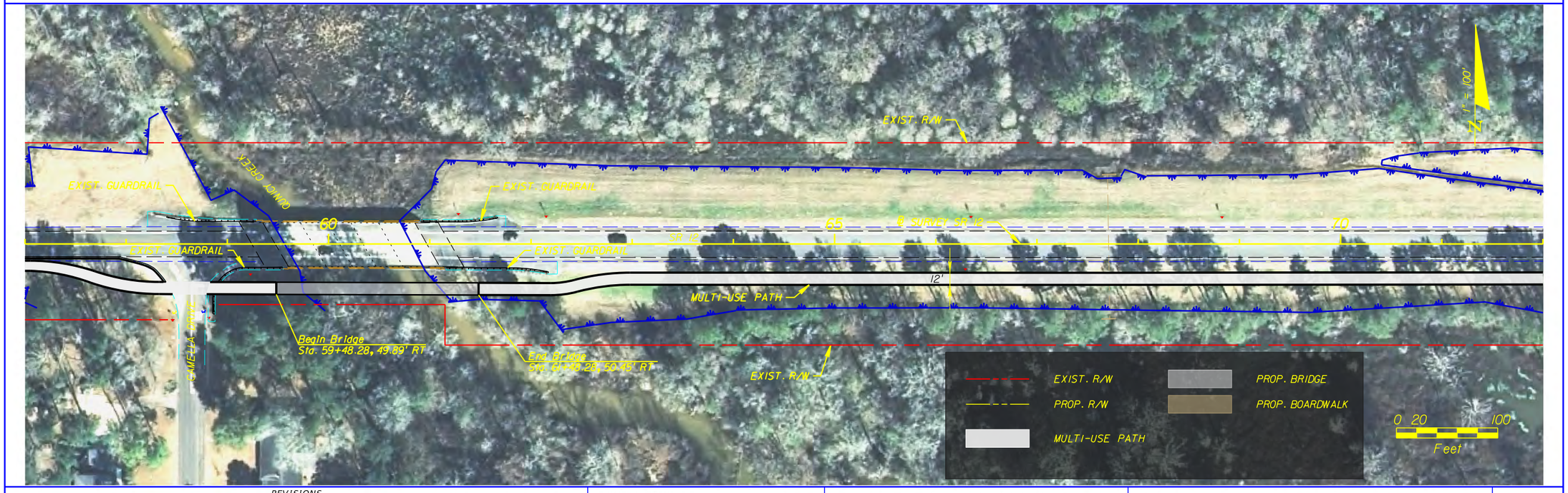
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 6

jdefrancisco 1/7/2015 8:53:24 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD06.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

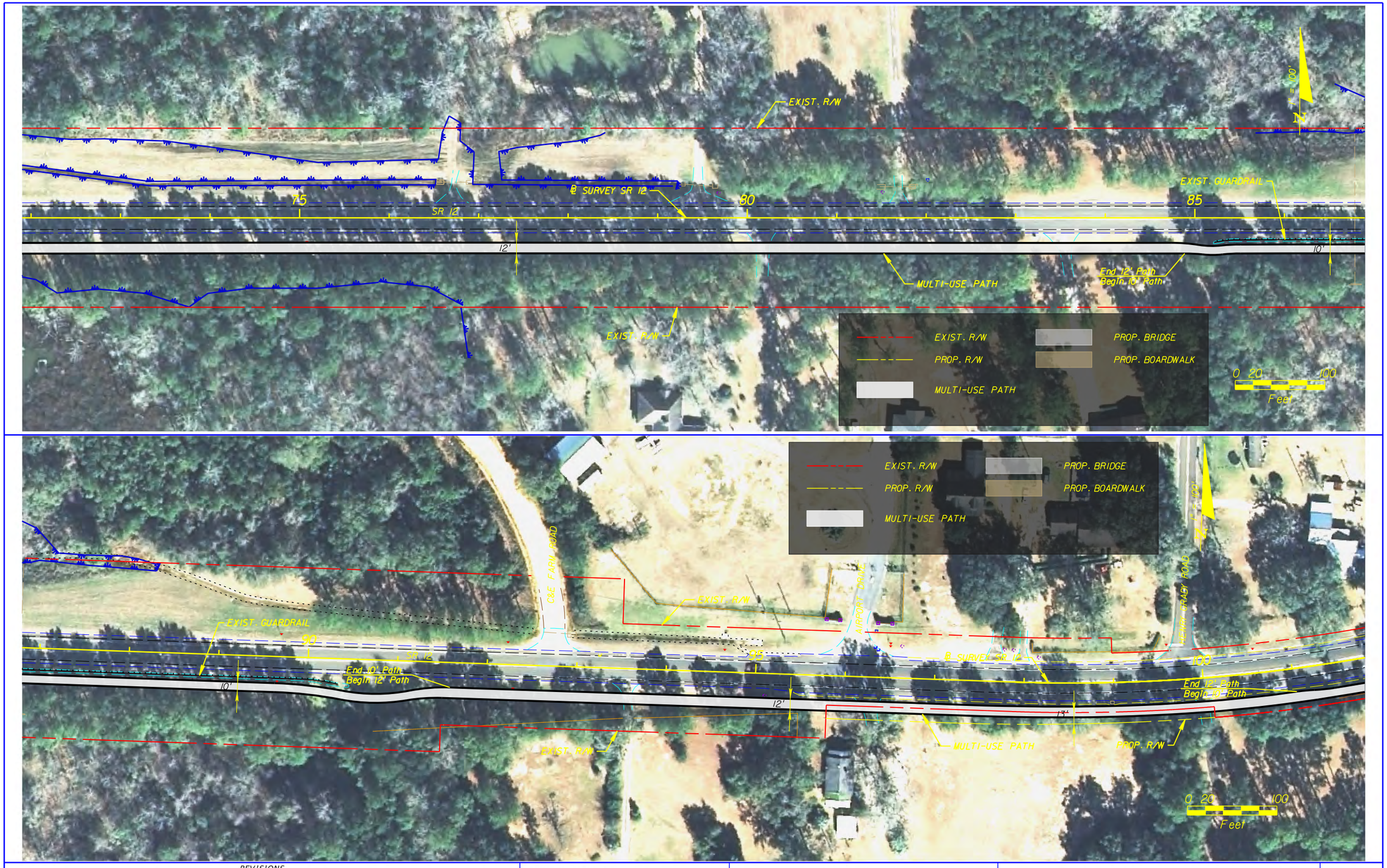
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 7

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 8

jdefrancisco 1/7/2015 8:53:32 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD08.dgn

Attachment 2





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

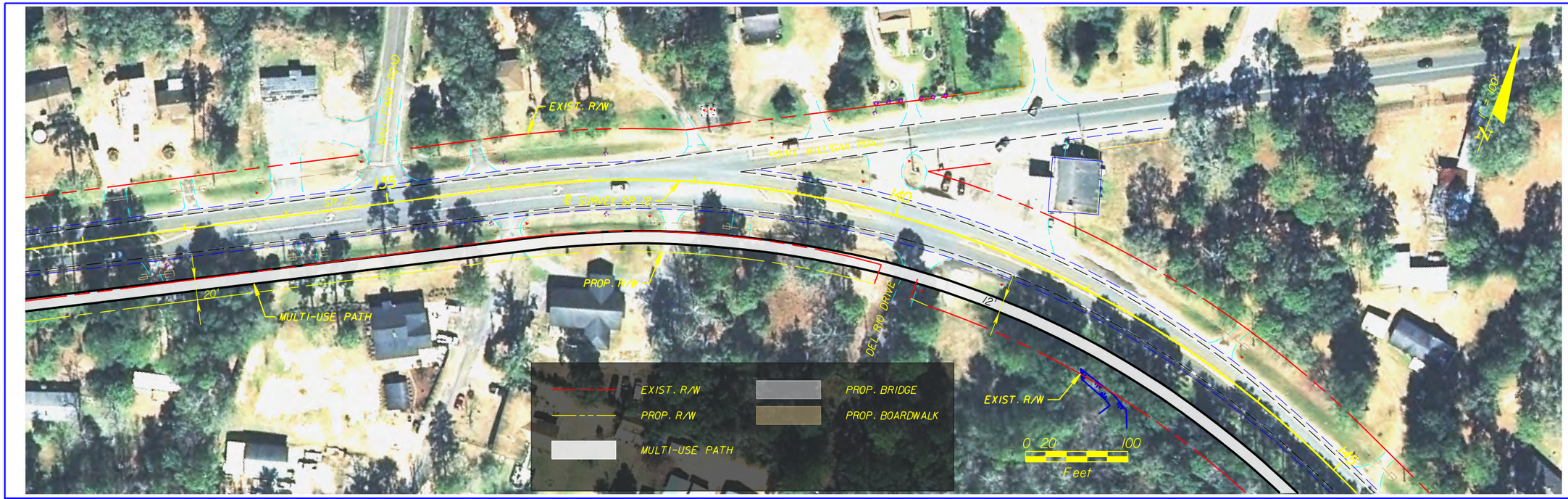
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 9

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:53:38 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD09.dgn

Attachment 2





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

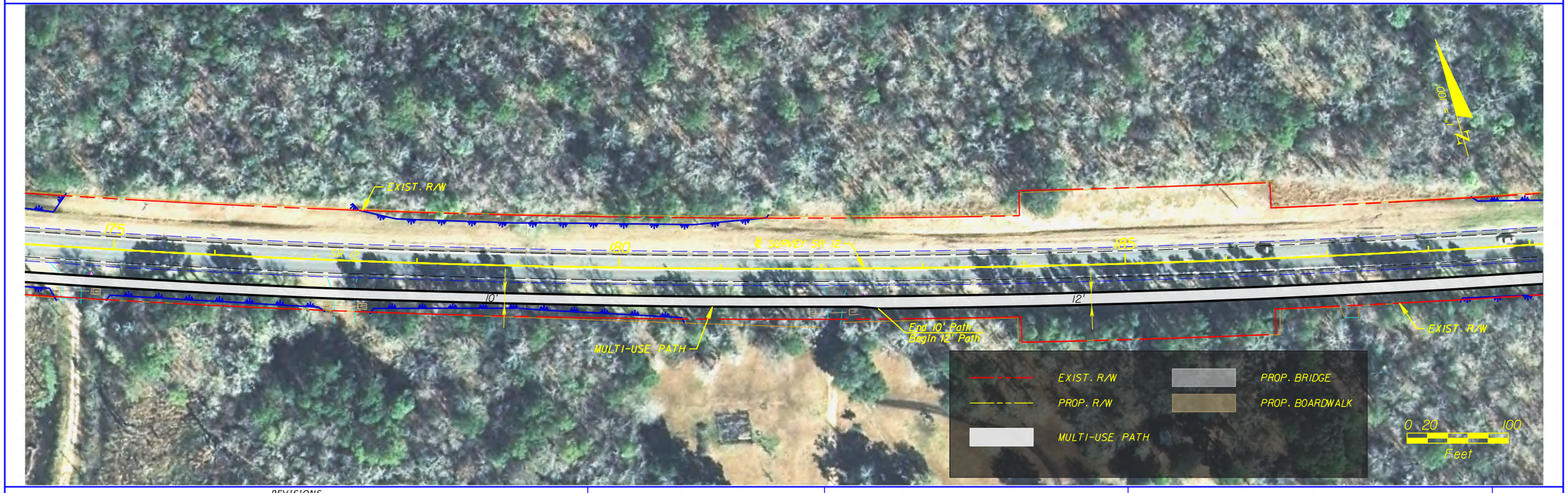
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 10

jdefrancisco 1/7/2015 8:53:45 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD10.dgn





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

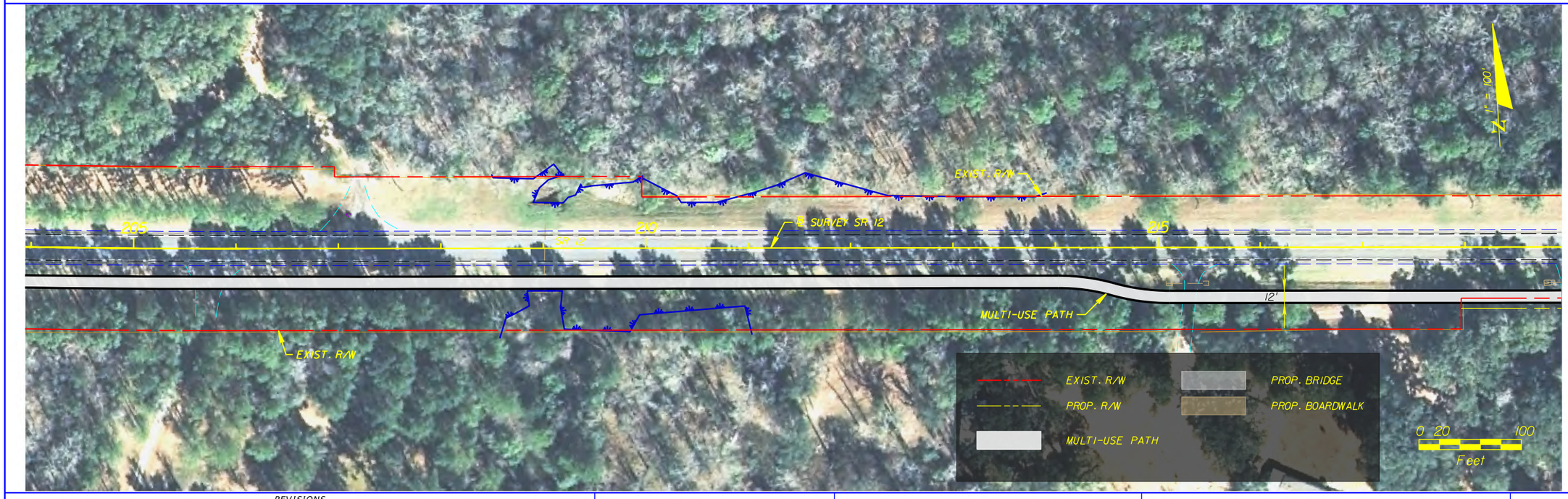
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 11

jdefrancisco 1/7/2015 8:53:50 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD11.dgn

Attachment 2





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 12

jdefrancisco 1/7/2015 8:53:57 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD12.dgn

Attachment 2





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

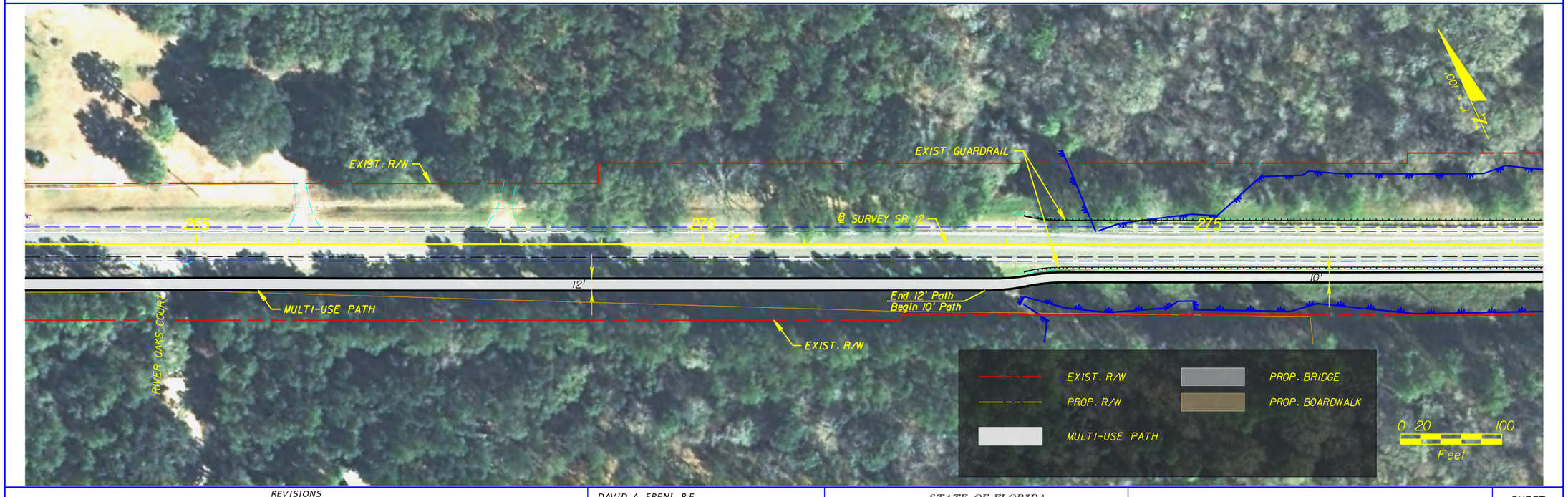
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 13

jdefrancisco 1/7/2015 8:54:04 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD13.dgn

Attachment 2





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

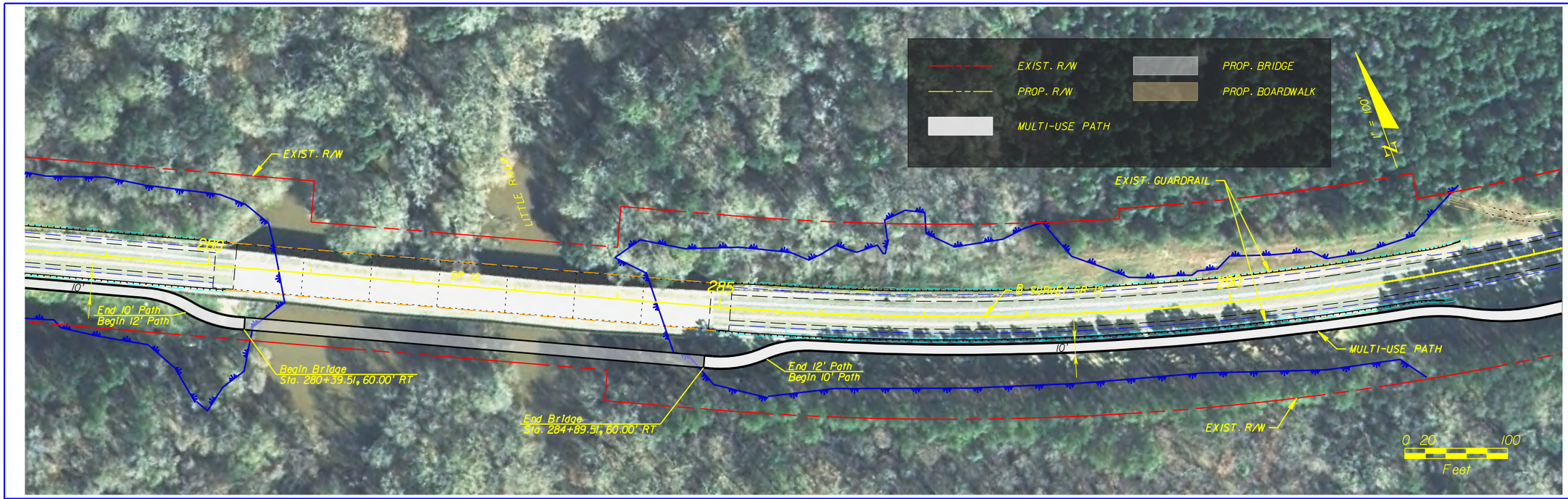
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

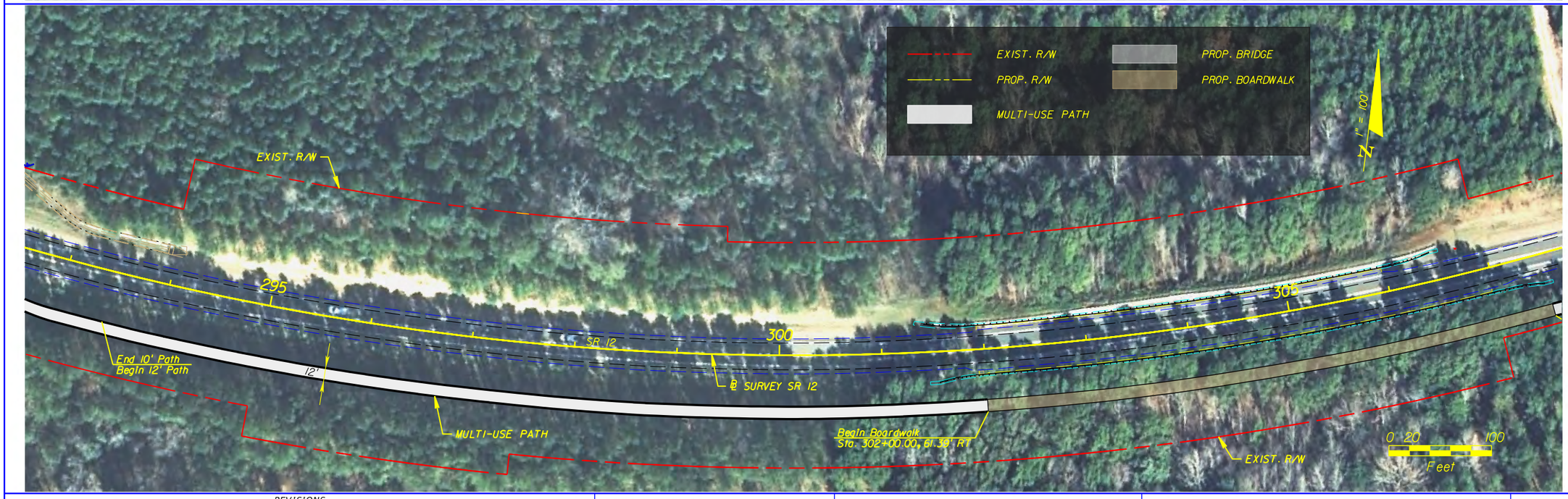
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 14

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:54:11 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD14.dgn





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

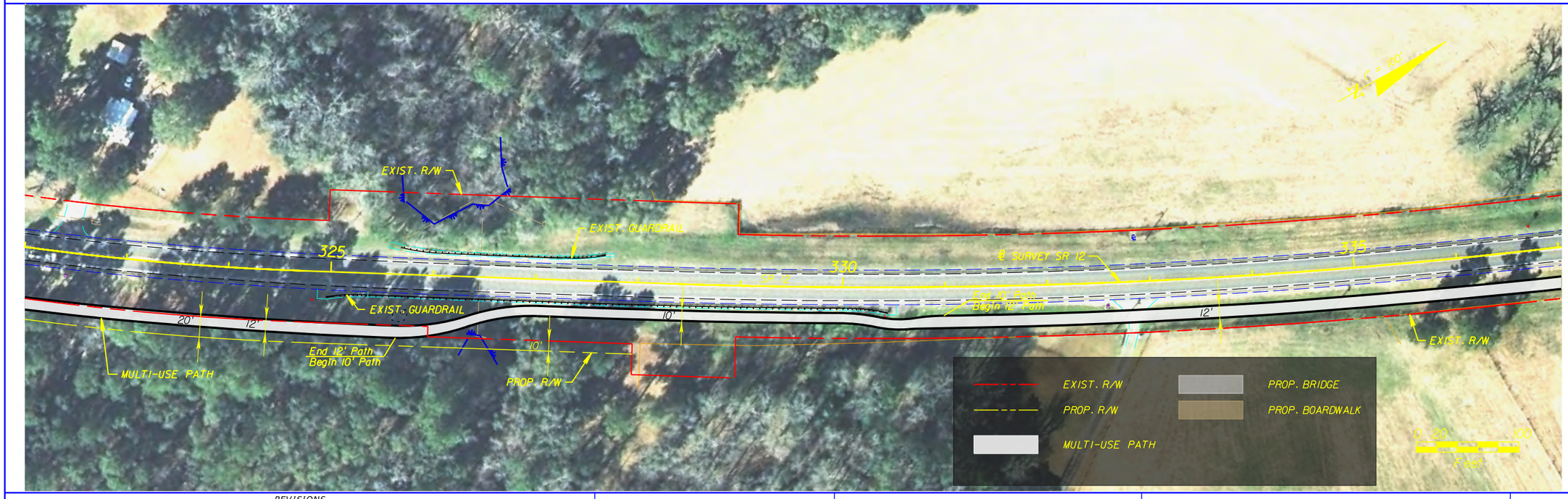
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 15

jdefrancisco 1/7/2015 8:54:18 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD15.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

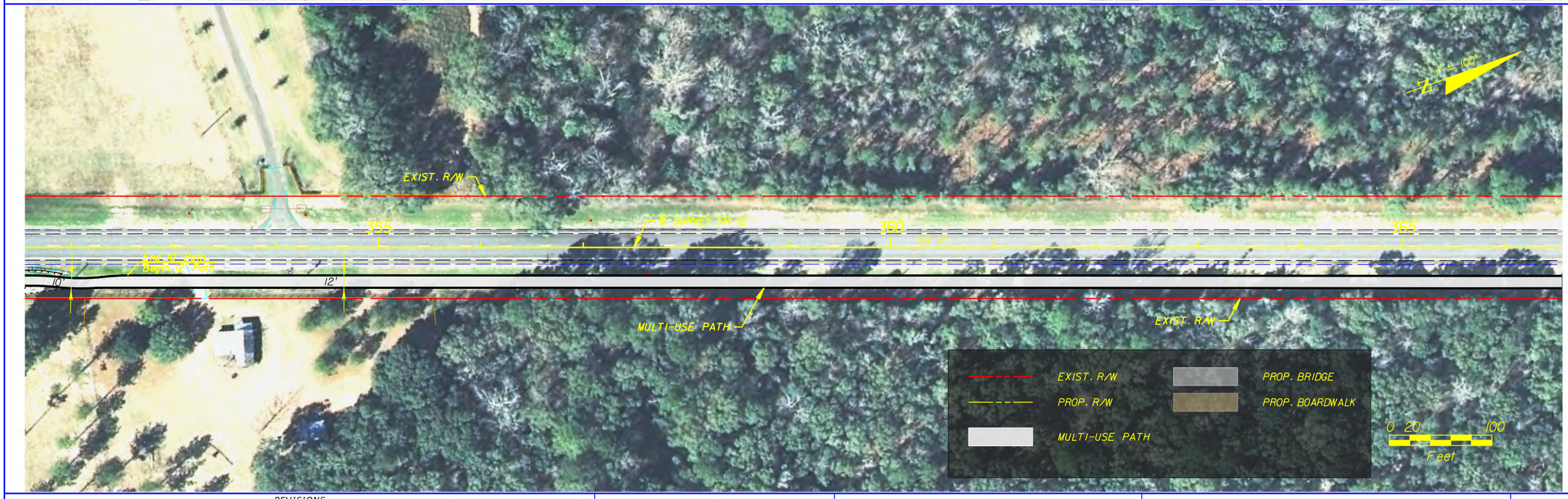
SHEET NO. 16

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:54:25 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD16.dgn

Attachment 2





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 17

jdefrancisco 1/7/2015 8:54:32 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD17.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

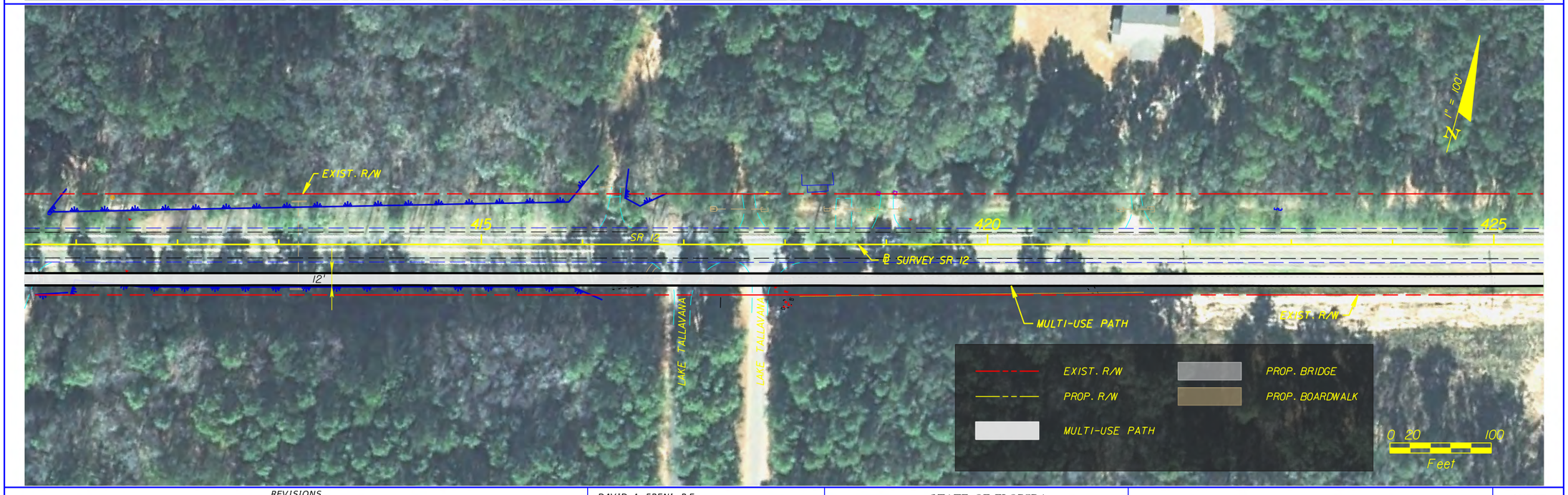
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 18

jdefrancisco 1/7/2015 8:54:39 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD18.dgn

Attachment 2





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH PREFERRED ALTERNATIVE

SHEET NO. 19

jdefrancisco 1/7/2015 8:54:45 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD19.dgn

Attachment 2





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

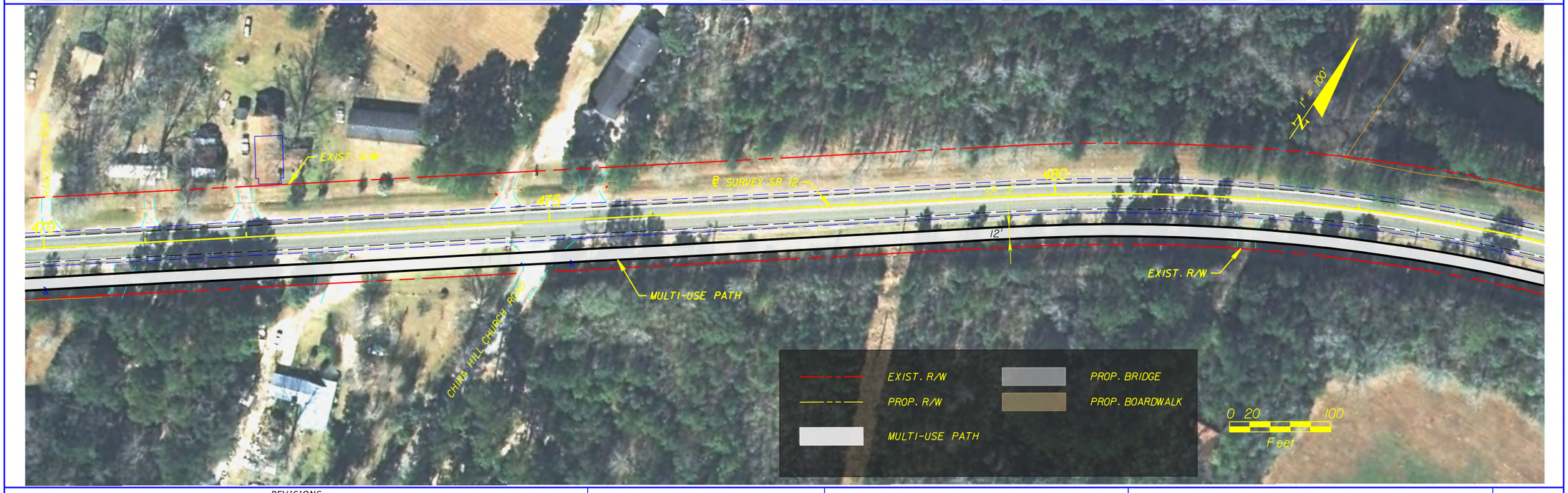
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 20

jdefrancisco 1/7/2015 8:54:52 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD20.dgn





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 21

jdefrancisco 1/7/2015 8:54:58 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD21.dgn

Attachment 2





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

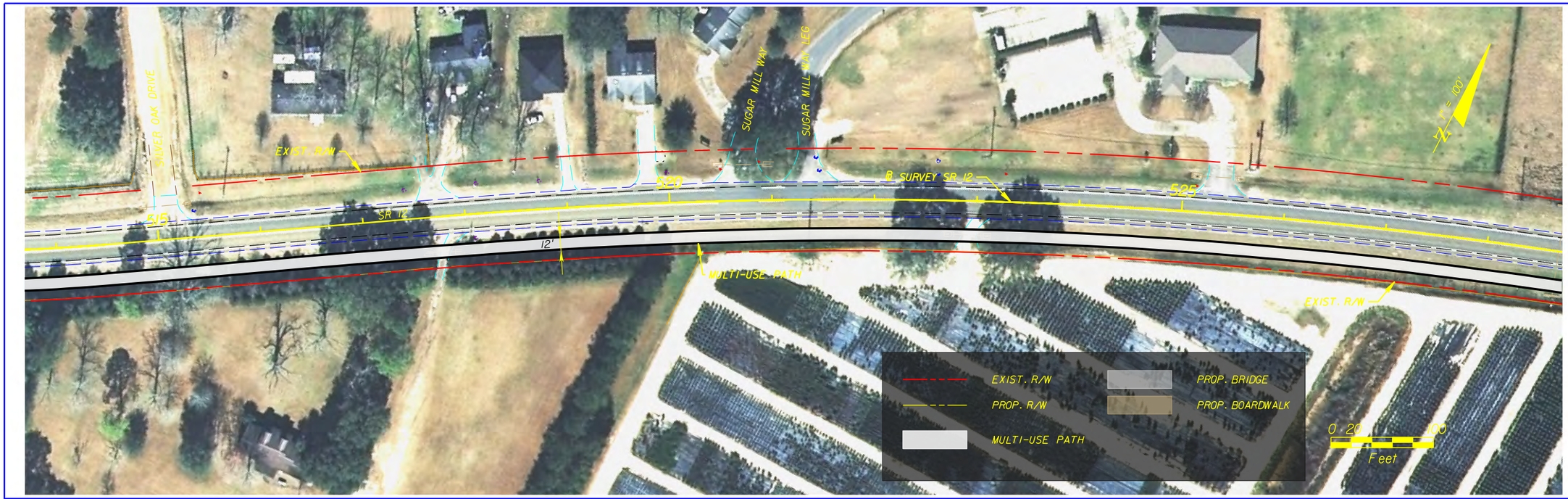
SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 22

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:55:05 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD22.dgn

Attachment 2





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH PREFERRED ALTERNATIVE

SHEET NO. 23

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:55:12 AM H:\Projects_XM\8538\433380132O1\roadway\PLANRD23.dgn





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 24

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

jdefrancisco 1/7/2015 8:55:19 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD24.dgn

Attachment 2



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 25

jdefrancisco 1/7/2015 8:55:26 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD25.dgn



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 26

jdefrancisco 1/7/2015 8:55:28 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD26.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

Attachment 2



NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 27

jdefrancisco 1/7/2015 8:55:30 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD27.dgn

Attachment 2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DAVID A. FRENI, P.E.
P.E. LICENSE NUMBER 51367
H.W. LOCHNER, INC.
900 CAPITAL CIRCLE SE, SUITE 6
TALLAHASSEE, FL 32301
CERTIFICATE OF AUTHORIZATION 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12	GADSDEN	433380-1-32-01

SR 12 MULTI-USE PATH
PREFERRED ALTERNATIVE

SHEET NO. 28

jdefrancisco 1/7/2015 8:55:32 AM H:\Projects_XM\8538\43338013201\roadway\PLANRD28.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15, F.A.C.

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 G

EXECUTIVE DIRECTOR CONTRACT DISCUSSION

REQUESTED BY: Staff	TYPE OF ITEM: Discussion/Action

STATEMENT OF ISSUE

At June 29, 2015 CRTPA Board meeting, members discussed whether or not to have an employment contract with the next CRTPA Executive Director. The Board requested that the contract issue be an agenda item for the September 21, 2015 meeting for further discussion.

RECOMMENDED ACTION

Option 1: Provide the new CRTPA Executive Director with an employment contract that stipulates the terms and conditions of employment as the CRTPA Executive Director.

or

Option 2: Do not provide the new CRTPA Executive Director with an employment contract that stipulates the terms and conditions of employment as the CRTPA Executive Director.

HISTORY AND ANALYSIS

During the discussions of the June 29th agenda item on the Executive Director Transition Update, the issue of whether or not to provide an employment contract was discussed. Thornton Williams, CRTPA's General Counsel, discussed the pros and cons of having an employment contract. While the contract can cover benefits and salary items, the primary matter that would be covered in an employment contract would be the terms and condition of termination of employment for the Executive Director. Additional discussion on the matter was related to the City of Tallahassee personnel policies and what potential impact they may have in determining whether or not a contract would be applicable.

The current CRTPA Executive Director does not have an employment contract. However, it should be pointed out that the current Director was hired when CRTPA was under a different Interlocal Agreement and set of By-Laws. The current Interlocal Agreement and By-Laws clearly establish the CRTPA as an independent organization from City or County oversight. A staff services agreement with the City of Tallahassee has been executed to provide selected administrative services also states this in several of the sections of the agreement (***Attachment 1***). The staff services agreement also addresses the relationship between the City and CRTPA regarding CRTPA personnel policies. The sections of the agreement that is applicable to the Executive Director contract issue and the question regarding the conflict with City of Tallahassee personnel policies are noted below.

- Section 2.0 – Pages 2 & 3 – last two paragraphs
- Section 3.0 c & d. –pages 3 & 4
- Section 4.0 d. – page 5

CRTPA staff has been working on the development of policies related to the administration and operation of the agency. They will be presented to the board for consideration later this year. For the most part, the intent is to follow current City of Tallahassee policies for personnel, purchasing, accounting, financial services and computer services to the extent they are in line with CRTPA state and federal compliance requirements.

RECOMMENDED ACTION

Option 1: Provide the new CRTPA Executive Director with an employment contract that stipulates the terms and conditions of employment as the CRTPA Executive Director.

or

Option 2: Do not provide the new CRTPA Executive Director with an employment contract that stipulates the terms and conditions of employment as the CRTPA Executive Director.

Option 3: Provide other direction.

ATTACHMENT

Attachment 1: CRTPA Staff Services Agreement

Attachment 1

STAFF SERVICES AGREEMENT BETWEEN THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY AND THE CITY OF TALLAHASSEE

THIS STAFF **SERVICES AGREEMENT** ("Agreement"), is made and entered into on the date specified herein, by and between the Capital Region Transportation Planning Agency, the region's Metropolitan Planning Organization ("CRTPA") and the City of Tallahassee, a Florida municipal corporation ("CITY").

WITNESSETH:

WHEREAS, Section 339.175, Florida Statutes, provides for the designation of a Metropolitan Planning Organization ("MPO") for each urbanized area of the state and the creation and operation of such metropolitan planning organizations pursuant to an Interlocal Agreement entered into pursuant to Section 163.01, Florida Statues; and

WHEREAS, the CRTPA is designated as the MPO for Leon, Gadsden, Jefferson and Wakulla Counties; and

WHEREAS, the CRTPA as the MPO is duly created and operated pursuant to that certain Amended Interlocal Agreement between the Florida Department of Transportation, the Counties of Leon, Gadsden, Jefferson, and Wakulla, the Cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee, the Towns of Greensboro and Havana, and the Leon County School Board; and

WHEREAS, Section 339.175, Florida Statutes specifies that the CRTPA as the MPO shall be considered separate from the state or the governing body of the local government that is represented on the governing board of the CRTPA or that is a signatory to the Interlocal Agreement creating the CRPTA and shall have such powers and privileges that are provided under Sections 163.01 and 339.175, Florida Statutes, including the authority to contract with other governmental entities for the provision and exchange of certain services; and

WHEREAS, pursuant to Section 339.175 (2) (b), Florida Statutes, the CRTPA as the MPO is a legally independent governmental entity distinct from CITY government; and

WHEREAS, pursuant to Section 339.175(6)(g), Florida Statutes, the CRTPA as the MPO has the authority to contract with the CITY and other governmental entities for the provision and exchange of certain services; and

WHEREAS, the CRTPA as the MPO wishes to obtain certain administrative support services from the CITY to assist the CRTPA staff in managing the continuing, cooperative and comprehensive transportation planning process mandated by state and

federal law and is authorized to enter into said Agreement with the CITY for the same; and

WHERAS, the CITY has the authority to enter into said Agreement and to provide the administrative services hereinafter described; and

WHEREAS, the provision of such services will mutually benefit the parties hereto and its citizens;

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representations herein, the parties agree as follows:

1.0 PURPOSE

For the reasons recited in the preamble, which are hereby adopted as part hereof, the purpose of this Agreement is to define the services to be provided by the CITY; to provide for the professional services deemed necessary to carry out the terms of the Interlocal Agreement and any other related agreement to which the CRTPA is a party; to provide the staff services necessary for the administration of the CRTPA and to provide for compensation for such services from the CRTPA to the CITY. This Agreement embodies the entire understanding of the parties.

2.0 CRTPA GOVERNING BOARD, EXECUTIVE DIRECTOR, AND STAFF

The governing board of the CRTPA shall be the policy-making body of CRTPA as defined by Section 339.175, Florida Statutes, responsible for cooperative decision-making actions taken by CRTPA. As provided in Section 339.175, Florida Statutes, the CRTPA may employ personnel, and may enter into contracts with local or state agencies to utilize the staff resources of local and/or state agencies.

The Executive Director of the CRTPA serves under the direction, supervision and control of the CRTPA governing board. The Executive Director serves as the principal administrator for the day-to-day administration of the CRTPA's operations, supervision of the CRTPA's staff, consultants and contractors, establishment of procedures and operational policies governing the CRTPA's administration and staff, and such other responsibilities as set forth in the CRTPA's bylaws.

The Executive Director, with the consent of the CRTPA governing board, employs such personnel as may be necessary and authorized by the CRTPA governing board to perform adequately the functions of the CRTPA within the CRTPA's budgetary limitations. Pursuant to this Agreement, the CRTPA's staff shall receive certain benefits and administrative support services from the CITY, but shall otherwise function independently of the control, supervision and direction of the CITY. The CITY shall have no management or control over, or

responsibility for the CRTPA personnel, employees, staff or the Executive Director.

As an independent legal entity, the CRTPA shall have the authority to add or delete staff and staff's positions from time to time, adjust salaries and benefits for its staff, and determine when and if to hire, terminate, discipline, layoff, furlough or suspend personnel working for the CRTPA.

The CRTPA Executive Director and staff may receive certain CITY employment related benefits as set forth in 3.0 below, but shall otherwise not be considered or regarded as agents, employees, or representatives of the CITY and shall operate independently of the control, supervision and direction of the CITY.

3.0 ADMINISTRATIVE SUPPORT SERVICES

The CRTPA shall operate as an independent governmental entity, employ its own staff, and enter into any contracts necessary or convenient for its operations and administration.

The CITY will provide the following administrative support services to the CRTPA and CRTPA's staff to assist in managing the continuing, cooperative and comprehensive transportation planning process for the CRTPA region. Cost of these services shall be expensed at the rates determined by the CITY's cost allocation plan for such services unless noted otherwise herein.

a. **Accounts.** The CITY shall establish a cost center with the budgetary system of the CITY for the CRTPA and provide financial management of federal, state and local monies granted to the CRTPA in accordance with general accepted accounting procedures. Notwithstanding the foregoing, the parties agree that the CRTPA, as a distinct governmental entity, shall bear the ultimate responsibility to ensure that all required financial reporting, including the filing of applicable tax returns, has been done, regardless of whether such functions are performed by the CITY's Clerk and Auditor, or privately.

b. **Annual Funding and Audit.** The CITY will include the CRTPA's revenues and expenditures in the CITY's accounting system, and will pay the CRTPA's expenses from appropriated funds subject to reimbursement at the agreed rate. The CITY will provide an option to include CRTPA in its annual audit as performed by the City Auditor. The parties agree to provide to each other and any other third party all information necessary to complete said audit. The CRTPA also has the option to outsource for the performance of its annual audit to an auditing firm. The cost of the audit will be separate from the CITY's cost allocation plan.

c. **Personnel Expenditures.** Subject to the availability of funds from the CRTPA, the CRTPA's staff shall have the option to receive the same benefits

and services as similarly-classified CITY employees, including health, life, dental, long term disability, wellness program, unemployment compensation benefits and leave accruals. However, Leon County shall administer the CRTPA staff's participation in the Florida Retirement System ("FRS") through a separate agreement, as the CITY maintains a different retirement system from the FRS. Additionally, the CITY shall not provide social security benefits to the CRTPA employees as it does not provide such benefits to CITY employees. The CRTPA understands and agrees that the employee benefits programs which the CITY may offer will change from time to time. If programs are added or removed, the CITY will advise or notify the CRTPA when changes are contemplated and/or implemented at the same time the CITY's employees are advised or notified.

d. **Human Resources.** The CRTPA may utilize all personnel services offered by the CITY's Human Resources Department or Office. Such personnel services include, but not limited to the recruitment, hiring, screening, background and/or credit examination, and applicable pre-employment physical and drug testing of the CRTPA employees or prospective employees. The CITY shall permit the CRTPA employees, at no cost difference than what is charged to CITY employees, to participate in personnel-related training courses and programs.

e. **Central Services.** The CITY shall provide support services in the same manner as provided to CITY departments such as procurement, technical support, vehicle maintenance, communications, mail services, central stores and building maintenance, as requested by the CRTPA. The CRTPA procurement requirements must adhere to all Federal and State of Florida laws regarding procurement of services. The CRTPA must also be in compliance with the Federal Highway Administration ("FHWA"), the Federal Transit Administration ("FTA") and the Florida Department of Transportation ("FDOT"), rules and regulations as applicable.

f. **Facilities.** The CITY shall provide office space and meeting facilities sufficient to adequately support the functions of the CRTPA as mandated by federal and state law. Any charges for the office and meeting space, as well as the location and hours of use of the office and meeting space, shall be covered under the CITY cost allocation plan as agreed to by the CITY and CRTPA.

1. **Office Space.** The CITY shall provide the CRTPA with office space suitable to conduct the CRTPA's business. The CRTPA shall pay the building maintenance expenses based on the CITY's cost allocation plan.

2. **Meeting Space.** The CITY shall provide suitable meeting space (as reasonably determined by the CRTPA) for the CRTPA to conduct its advisory and governing board meetings. The CRTPA shall coordinate

with the CITY to reserve such meeting and conference rooms. The CITY in accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, shall provide assistance to persons with disabilities needing special accommodations to participate in meetings held on the CITY's property.

4.0 MPO Duties.

All administrative support of the CRTPA's functions not delineated in Section 3 of this Agreement shall be provided by the CRTPA staff. Such duties include, but are not limited to:

a. **Legal Services.** The CRTPA may employ a general counsel, who shall serve under contract and at the pleasure of the CRTPA governing board ("Board"), providing legal counsel and services to the CRTPA and its Executive Director at the direction of the Board, the Board Chairperson and the Executive Director.

b. **Budget.** The CRTPA shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program ("UPWP"). The CRTPA shall annually prepare a budget necessary to perform adequately the functions of the CRTPA as mandated by federal and state law. The budget shall be written so as to cover all of the costs to the CITY for all support services provided to the CRTPA pursuant to this Agreement. The CRTPA's Board shall approve the CRTPA's annual operating budget and UPWP as well as any changes needed. The CITY shall have no authority in reviewing or approving the budget, budget changes or the UPWP. It is the responsibility of the CRTPA to ensure that all appropriate Federal and State of Florida budget rules and regulations are followed in preparing their annual budget.

c. **Reimbursement of Fund Advances.** Upon receipt of quarterly spending reports from the CITY, the CRTPA shall calculate and submit bills to the appropriate federal, state and local grantors for program expenditures and forward reimbursement payments to the CITY upon receipt from such federal, state and local grantors. Other than providing basic cost information to the CRTPA, the CITY shall have no authority over the approval of the CRTPA's budget, which shall instead be approved by the CRTPA's Board.

d. **Personnel Policy.** The CRTPA will adopt and implement personnel policies for the recruitment, retention, promotion, supervision, discipline and evaluation the CRTPA employees. The CITY shall have no say regarding the adoption of this policy. While the CRTPA may adopt the CITY's personnel policies for its day-to-day operation, the CRTPA shall as a separate and independent governmental entity structure all its policies to meet its immediate needs and to comply with all state and federal guidelines. The

CRTPA shall be permitted to participate in personnel related training courses or programs, including drug testing, offered by the CITY. All Personnel Policies shall be in compliance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, *et seq.*

e. **Professional Services.** So as to facilitate the CITY's provision of the purchasing function of the CRTPA, the CRTPA shall adopt and implement the provisions of Section 287.055, Florida Statutes ("The Consultants' Competitive Negotiation Act"), as well as compliance with the federal and FDOT procurement requirements for the procurement of professional services.

f. **Insurance.** Any person who performs services for remuneration and who is employed full-time by the CRTPA, while acting within the course and scope of his or her employment, shall be covered by the CRTPA's insurance for automobile, general liability and worker's compensation. Such coverage is not provided by the CITY to the CRTPA.

5.0 COMPENSATION

In consideration for the administrative support services to be provided herein by the CITY, the CRTPA shall annually budget the amounts sufficient to reimburse the CITY for all costs incurred by the CITY for administrative support, and other direct and indirect costs associated with the CRTPA operations. Actual cost estimates shall be used with the exception of indirect costs, which cost estimates, shall be calculated in accordance with the Comprehensive Annual Financial report, which is in compliance with the federal OMB Circular A-87.

6.0 TRAVEL AND TRAVEL EXPENSES

All travel by the CRTPA's personnel and Board members shall be approved by the CRTPA's Executive Director, and travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. All travel by the CRTPA's Executive Director shall be approved by the Chairperson of the Board or his designee and travel expenses shall be paid consistent with the provisions of Section 112.061, Florida Statutes. The CITY shall have no function or responsibility with respect to the travel of any CRTPA staff or Board members.

7.0 DURATION AND TERMINATION PROCEDURE

This Agreement shall remain in effect for seven (7) years or until terminated by the parties in accordance to the terms of this Agreement.

TERMINATION FOR CONVENIENCE

If either party fails or refuses to perform any of the provisions of this Agreement or otherwise fails to timely satisfy the provisions of this Agreement, either party may notify the other party in writing of the nonperformance and terminate this Agreement or such part of the Agreement as to which there has been delay or failure to properly perform after six (6) months from the date of the notification if performance still has not been completed.

TERMINATION FOR DEFAULT

If either party is in default of the Agreement, termination may be made thirty (30) calendar days after receipt of the written notice to the defaulting party of the default and the default is not cured. Upon notification of the default, the defaulting party will have thirty days (30) to cure upon receipt of written notice of the default unless a different term is agreed to by the parties. Failure to comply with any of the terms of this Agreement will constitute a default within the meaning of this section.

The parties agree that neither party waived any of its rights to seek damages of any kind against the other party. In the event of substantial breach or default of any of the terms hereunder. After termination, this Agreement shall be of no further continuing effect, and the parties have no obligations to each other hereunder, except those noted as surviving termination, those duties and responsibilities to be carried out upon or after termination, and those duties or responsibilities arising on or before the date of termination.

8.0 RECORD KEEPING AND RETENTION

The CRTPA and the CITY shall prepare and retain all books, papers, records and accounts related to this Agreement in accordance with generally accepted accounting procedures and with federal requirements, including but not limited to, 23 CFR Part 420, 49 CFR Part 18, and 49 CFR 18.42. All books, papers, records and accounts made in connection with this Agreement are open to inspection and shall be retained by both parties for a period of five (5) years after termination of this Agreement. All books, papers, records and accounts related to the performance of this Agreement shall be subject to the applicable provisions of the Florida Public Records Act, Chapter 119, Florida Statutes, and appropriate records retention requirements as may be implemented by the State of Florida from time to time. Notwithstanding the foregoing provisions, all books, papers, records and accounts made in connection with this Agreement or otherwise by the CRTPA and the CITY shall not be open to inspection or disclosure pursuant to this Agreement or otherwise when said books, papers, records and accounts are confidential or exempt from open and public records law pursuant to Federal or Florida law.

9.0 SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law. In turn, should any section, sentence or clause of this Agreement be deemed unlawful by a court of competent jurisdiction, no other provision hereof shall be affected and all other provisions of this Agreement shall continue in full force and effect.

10.0 CONSTITUTIONAL OR STATUTORY DUTIES AND RESPONSIBILITIES OF PARTIES

This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

11.0 AMENDMENT OF AGREEMENT

The CRTPA and the CITY may, upon initiation of either party, amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement subject to formal approval by resolution of each party. Amendments or modifications to this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement. However, no amendment may alter the apportionment or jurisdictional boundaries of the CRTPA without approval by the Governor.

12.0 CONFIRMATION OF AGREEMENT

The Agreement shall be reviewed annually by the CRTPA and the CITY to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

13.0 NOTICES

All notices and other communications required hereunder shall be in writing and shall be delivered personally, or by registered or certified mail, return receipt requested, postage prepaid, or by Federal Express, Airborne Express Mail, or other nationally recognized overnight commercial delivery service, fees prepaid for next day delivery. Such notices shall be deemed to have been received (i) upon delivery, if personally delivered; (ii) upon the earlier of actual receipt or the

second day after mailing, if mailed by registered or certified United States mail, return receipt requested, postage prepaid; and (iii) upon the earlier of actual receipt or the next business day if sent by Federal Express, Airborne Express, or other nationally recognized overnight commercial delivery service, if fees prepaid for next day delivery. The addresses for delivery of such notices shall be as follows:

(a) CRPTA

To:

Mr. Harry Reed
Executive Director
Capital Region Transportation Planning Agency
Mailing Address:
City Hall
300 S. Adams Street A-19
Tallahassee, FL 32301

Office Location:
408 N. Adams Street, 4th Floor
Tallahassee, FL

With a copy to:

Mr. Thornton Williams
CRTPA General Counsel
Mailing Address:
Williams McMillian P.A.
P.O. Box 10109
Tallahassee, Florida 32302

Office Location:
Alliance Center, Suite 200
119 South Monroe Street
Tallahassee, Florida 32301

(b) CITY

To:

Mayor John Marks
City Hall
300 S. Adams Street
Tallahassee, Florida 32301

With a copy to:

Mr. James R. English
City Attorney
Office of the City Attorney
City Hall
300 S. Adams Street
Tallahassee, Florida 32301

or to such other address as any party hereto shall from time to time designate to the other party by notice in writing as herein provided.

14.0 RULES OF CONSTRUCTION

All words used herein in the singular form shall extend to and include the plural. All used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

15.0 EXECUTION OF AGREEMENT; COUNTERPARTS

This Agreement may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument. The parties hereby further agree that each party shall execute and deliver all other appropriate supplemental agreements and other instruments, and take any other action necessary to make this Agreement fully and legally effective, binding, and enforceable as between them and as against third parties.

16.0 GOOD FAITH

In order to facilitate the success of the Agreement, the MPO and the CITY shall enter into this Agreement in good faith and with mutual trust.

17.0 AUTHORITY

Each party represents and warrants, with respect to itself, that the execution and delivery of this Agreement has been authorized by all necessary action of each party, and that this Agreement constitutes the legal, valid, and binding agreement of each party, enforceable in accordance with its terms.

18.0 GOVERNING LAW; VENUE

This Agreement shall be construed, interpreted, enforced, and governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this Agreement shall be in Leon County, Florida.

19.0 BINDING EFFECT

This Agreement shall be binding upon and shall inure to the benefit of the respective successors, heirs, assigns, representatives, subsidiaries, affiliates, joint venturers, officers, directors, and members of the parties hereto.

20.0 NON-WAIVER

Failure by the CRTPA and the CITY to insist upon the strict performance of any of the terms, conditions, or provisions of this Agreement shall not be deemed to be a waiver of such terms, conditions, and provisions, and the CRTPA and the CITY notwithstanding such failure, shall have the right hereafter to insist upon the strict performance of any or all such terms and conditions of this Agreement as set forth herein.

21.0 INTERPRETATIONS; HEADINGS

All parties hereto acknowledge that they participated in the negotiation and drafting of the terms of this Agreement and acknowledge that no provision shall be strictly construed against one party or the other based solely on draftsmanship. The parties have entered into this Agreement without duress, coercion, or under undue influence of any kind, and are motivated by a desire to avoid the costs and time associated with litigation and to arrive at a fair and reasonable agreement with regard to the parties' dispute. All parties hereto acknowledge that they have been represented by counsel in connection with the negotiation of the terms of this Agreement and that they enter into this Agreement freely and voluntarily, and only after consultation with their respective counsel. All sections and descriptive headings in this Agreement are inserted for convenience only, and shall neither affect the construction or interpretation hereof, nor add or subtract from the meaning of the contents of each section.

22.0 ENTIRE AGREEMENT

This Agreement represents the entire understanding and agreement between the parties with respect to the subject matter hereof. No representations have been made, either express or implied by the parties, other than those expressly set forth in this Agreement.

23.0 ENFORCEMENT; REMEDIES

The parties hereto shall have all equitable and legal remedies available under Florida law to enforce the terms and conditions of this Agreement, and the terms of this Agreement shall be specifically enforceable in Circuit Court.

24.0 ATTORNEYS FEES

In the event of any dispute hereunder or any action to interpret or enforce this Agreement, any provision hereof, or any matter arising herefrom, the prevailing party shall be paid by the non-prevailing party the reasonable attorneys' fees and costs incurred in enforcing its rights and remedies, whether incurred at the pretrial, trial, or appellate levels.

25.0 DISCLAIMER OF THIRD PARTY BENEFICIARIES

This Agreement is solely for the benefit of the formal parties hereto and no right or cause of action shall accrue by reason hereof to or for the benefit of any third party not a formal party hereto. Nothing in this Agreement, expressed or implied, is intended or shall be construed to confer upon or give any person or entity any right, remedy, or claim under or by reason of this Agreement or any provisions or conditions hereof, other than the parties hereto.

26.0 EFFECTIVE DATE

This Agreement shall become effective upon the date of execution by the last of the parties hereto.

IN WITNESS WHEREOF, the undersigned parties have caused this Agreement to be duly executed in their behalf.

CITY OF TALLAHASSEE

Mayor John R. Marks, III
City of Tallahassee

Date: 5-16-12

ATTEST:

James O. Cooke, IV
City Treasurer-Clerk

Approved as to Form:

James R. English
City Attorney

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

Jane G. Sauls, Board Chair, Capital Region Transportation Planning Agency

Date: 5-21-12

ATTEST:

Harry D. Reed, III
Executive Director

Approved as to Form:

Thornton Williams
CRTPA Attorney

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 5 H

ORCHARD POND ROAD TRAIL

REQUESTED BY: CRTPA Board	**TYPE OF ITEM:** Information

This item provides information requested by the Board related to a proposed bicycle and pedestrian trail in the vicinity of Orchard Pond Road which is currently under construction. The Orchard Pond Greenway concept is a 5.5 mile shared use trail corridor mostly located within the original corridor of Orchard Pond Road. The trail will have a paved surface.

Information requested by the Board includes questions about why funding for the trail was vetoed by the Governor, was it considered as part of the CRTPA 2040 Connections Regional Mobility Plan and any other information related to its status.

The Governor's veto of the funding for the "Orchard Pond Parkway Trail" was part of several other requests for trail funding. The reason for the veto was "...because these projects circumvent the Transportation Work Program process" (**Attachment 1**).

The Orchard Pond Trail was considered and evaluated as part of the CRTPA 2040 Connections Regional Mobility Plan. When ranked along with other identified future trail projects competing for the limited future funding available through 2040, it did not make it into the cost feasible plan adopted by the CRTPA Board in June. It is, however, identified in the Needs Plan.

The Orchard Pond Trail is identified in the 2015 Update to the Tallahassee-Leon County Greenways Master Plan adopted in July 2015 (**Attachment 2**). Details of the project phasing, costs and prioritization criteria can be seen in the attachment. The understanding is that because it is identified in the Greenways Master Plan it should be eligible for the Greenways funding set aside in the Blueprint sales tax.

The Department of Transportation will coordinate and work closely with local, state, and federal agencies to provide technical support to local agencies in the development of quiet zone plans. Local agencies may apply for grant funds after its quiet zone plan is approved by the department.

The Department of Transportation will monitor crossing incidents at approved quiet zone locations and have the right to revoke the quiet zone(s) at any time if a significant deterioration in safety results from quiet zone implementation."

The following is vetoed because the project circumvents the Transportation Work Program process.

Specific Appropriation 1906
Page 269

"From the funds in Specific Appropriation 1906, $250,000 of nonrecurring funds from the State Transportation Trust Fund is appropriated for a pilot program for a pre-combustion contact catalyst to be utilized on off-road equipment utilized for projects conducted during Fiscal Year 2015-2016 within a district selected by the department. The pre-combustion contact catalyst pilot program must establish protocols with the company selected to provide the pre-combustion contact catalyst. The department shall submit an interim report on the pilot program to the Governor, President of the Senate, and Speaker of the House of Representatives no later than January 31, 2016, and a final report is due no later than June 30, 2016."

The following are vetoed because these projects circumvent the Transportation Work Program process.

Specific Appropriation 1916
Page 270

"From the funds in Specific Appropriation 1916, a portion of the funds shall be allocated as follows:

The Underline Linear Park and Urban Trail - Miami-Dade	2,000,000
Ludlam Trail Corridor Improvements Phase 2 - Miami-Dade	3,000,000
Winter Garden Franklin Street Trail - Orange	250,000
Village of Tequesta Transportation Alternatives - Palm Bch	200,000
Black Creek Trail Segment B - Miami-Dade	200,000
James E. King Jr. Recreational Trail - Putnam	200,000

Terry Street Bicycle & Pedestrian Improvements - Bonita Springs..... 200,000
Biscayne-Everglades Park-to-Park Greenway Trail..... 1,500,000
Orchard Pond Parkway Trail - Leon..... 400,000"

The following are vetoed because the projects circumvent the Economic Development Transportation - Road Fund evaluation process.

Specific Appropriation 1927
Pages 271 and 272

"City of Fernandina Beach - N. Fletcher Road - Nassau..... 1,000,000
Lake Worth Park of Commerce - Palm Beach..... 3,500,000"

"Williamson Blvd Road - Volusia..... 2,500,000"

"City of Sebring US 27 Lighting - Highlands..... 1,000,000"

The following is vetoed because this project circumvents the Florida Seaport Transportation and Economic Development evaluation process.

"Port of Panama City Industrial Basin Improvements - Bay..... 1,000,000"

The following are vetoed because the projects circumvent the Economic Development Transportation - Road Fund evaluation process.

"Burnt Store Road Charlotte..... 1,000,000"

"NE 163rd Str/NE 35th Ave Texas U Turn - City of North Miami Beach..... 1,000,000
174th Street Pedestrian Bridge, Sunny Isles - Miami-Dade.... 1,000,000
Clearwater SR 60 Alternative Water Transportation - Pinellas 300,000
Britt Road Bridge Replacement Project - Martin..... 1,500,000"

The following is vetoed because this project circumvents the Florida Seaport Transportation and Economic Development evaluation process. One million dollars in state revenue has already been provided for this project to help it transition to greater economic viability.

"St. Johns River Ferry Phase II - Duval..... 1,000,000"

The following are vetoed because the projects circumvent the Economic Development Transportation - Road Fund evaluation process.

"Southwest Ranches Guardrail Improvements - Broward..... 362,250
Broadway Corridor/15th Street Infrastructure/Beautification, Riviera Beach..... 500,000



2015 Update
TALLAHASSEE-LEON COUNTY
GREENWAYS MASTER PLAN



Adopted
Board of County Commissioners, July 7, 2015
Tallahassee City Commission, July 8, 2015

Tallahassee - Leon County
Greenways Program

PLANNING DEPARTMENT

TALLAHASSEE

LEON

TABLE OF CONTENTS

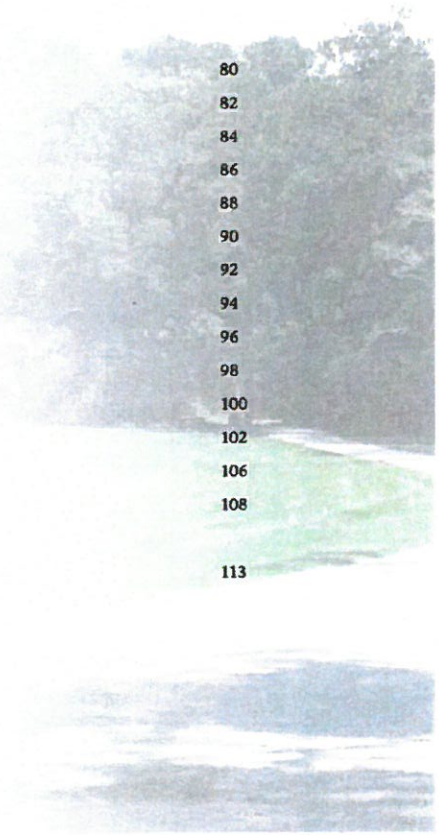
Acknowledgments 1
Executive Summary 5
Vision and Approach 7
What are Greenways? 9
History of the Greenways Program 13
Accomplishments 17
Definitions 21
Action Plan 26

Greenway Projects

1. N.E. Connector Corridor Greenway - Bannerman Trail 28
2. Lake Jackson Greenway (Okeeheepkee Trail) 30
3. Northwest Greenway 32
4. University Greenway 36
5. Pine Flats Greenway 40
6. Lafayette Greenway 44
7. Timberlane Greenway 48
8. Dr. Charles Billings Greenway 52
9. Southwood Greenway 54
10. Buck Lake Greenway 58
11. Centerville Greenway 60
12. I-10 Greenway 62
13. Killearn Greenway 64
14. St. Marks Connector Trail 68
15. San Luis Greenway 70
16. Lake Ella Connector Trail 74
17. Tram Road Greenway 76
18. Bradford Brook Chain of Lakes Greenway 78
19. Fern Trail Greenway 80
20. Goose Pond Trail 82
21. Capital Circle SW Greenway 84
22. Campbell Pond Greenway 86
23. Black Swamp Greenway 88
24. Southwest Sector Greenway 90
25. Meridian Greenway 92
26. Phipps Greenway 94
27. Ft. Braden Greenway 96
28. Thomasville Road Trail 98
29. FAMU Greenway 100
30. Welaunee Greenway 102
31. Orchard Pond Greenway 106
32. Lake Jackson South Greenway 108

Other

1. Red Hills – Cody Scarp Scenic Byway 113
2. Capital City to the Sea Trail
3. Capital Cascades Greenway



Project #31: Orchard Pond Greenway

Description

The Orchard Pond Greenway project is intended to expand regional bike/ped mobility and to provide connectivity from residential areas east of Meridian Road and along Bannerman Road to Old Bainbridge Road and the Ochlockonee River. It will parallel the proposed Orchard Pond Toll Road, connecting Meridian Road to Old Bainbridge Road.

The Orchard Pond Greenway is an 5.5 mile shared use trail corridor mostly located within the original corridor of Orchard Pond Road. The trail will have a paved surface.

Existing Improvements

Orchard Pond Road is a 4.6 mile dirt road that has been privately owned, and maintained as a public road by Leon County. It has a clay and sand surface. As of July 9, 2013, an agreement between the property owner and Leon County was adopted by the Leon County Board of County Commissioners to transfer a majority portion of Orchard Pond Road to the County for a greenway trail, and to take possession of a recreation trail along a new portion of the proposed Orchard Pond Road, which is currently under construction.

Future Improvements

The Greenway trail will have three segments. Phase I of this project will convert an approximately 3.6 mile segment of Orchard Pond Road to a 12' wide, paved pedestrian and bicycle (bike-ped) trail. The eastern end of this segment will begin at a trailhead located approximately 1,000' east of Old Bainbridge Road next to Orchard Pond Road. This trail segment will extend 3.6 miles east to the intersection of the Orchard Pond Toll Road with the existing Orchard Pond Road.

Phase II of the Greenway will be a 12' paved, bike-ped trail approximately 1.4 miles long that will parallel the proposed Orchard Pond east to Meridian Road. The western end of the trail will cross Meridian Road east to connect to the Bannerman Road bike-ped trail planned to extend east to Thomasville Road.

As part of Phase II, another 0.5 mile trail will extend from the trailhead near Old Bainbridge Road west to this road, and then north to the Ochlockonee River. This will be called the Riverwalk Trail. It will be a 12' wide paved trail. If constructions costs, stormwater requirements, or environmental feasibility become an issue, other trail surface treatments may be considered.

Cost Estimates

According to the Federal Highway Administration, the estimated construction cost of one mile of 10-foot-wide asphalt paved path with signs, minor drainage, and limited urban road crossings is approximately $250,000 per mile. This is also consistent with the Florida Department of Transportation estimates for similar paths. The estimated cost for one mile of 10-foot-wide granular/crushed rock trail is $100,000.

The Leon County Department of Public Works has estimated the cost to pave a 12' wide trail approximately 4.2 miles long within the right of way of Orchard Pond Road as $850,000 to $900,000. The Planning Department estimates the total length of trail within the original corridor of Orchard Pond Road and the new section together as 5.0 miles. The following estimated costs have been prepared using the per mile figures used by Public Works.

Greenway Project	Improvement	Length	Total Units	Cost Per Unit	Estimated Total Cost
Orchard Pond Greenway	Phase I Trail	3.6 miles	1	n/a	$790,000
Orchard Pond Greenway	Phase II Trail	1.4 miles	1	n/a	$300,000
Orchard Pond Greenway	Riverwalk Trail	0.5 mile	1	n/a	$107,500
Orchard Pond Greenway	Riverwalk Trailhead	n/a	1	$20,000	$20,000
	TOTAL				$1,217,500

Total estimated cost = $1,217,500.

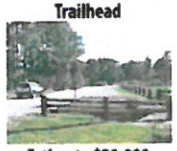


Orchard Pond Trail

ORCHARD POND RD

Riverwalk Trail
Estimate $107,500

Trailhead



Estimate $20,000

Phase #1 Trail



Estimate $790,000

Phase #2 Trail



Estimate $300,000

Greenways Program

PRIORITIZATION

Given that the 2020 One Cent Sales Tax extension was approved by the voters of Leon Count in November 2014, and there is a large number of proposed greenway and trail projects, it is necessary to try to prioritize these projects for the sake of planning, budgeting, design, and construction. As part of the 2020 Sales Tax extension prioritization process approved by the Blueprint Intergovernmental Agency on April 1, 2015, an estimated $790,000 will be allocated to greenways connectivity projects annually. This allocation will start at the beginning of 2020 and will run for 20 years. Prior to this allocation, Blueprint will complete a prioritization process by the summer of 2016. The below criteria will be utilized as part of this prioritization process.

Connectivity to Existing Conservation Areas

Existing conservation areas include City, County, State, or Federal parks, greenways, forests, wildlife management areas, and other similar conservation holdings.

Connectivity to Existing Trails

Existing trails include shared use paths or multi-use trails such as the St. Marks Trail, or the Goose Pond Trail. These do not include single-use trails in parks or greenways.

Connectivity to Existing Bicycle Facilities

Existing bicycle facilities include on-street bike lanes, shared rights of way (sharrows), and wide shoulders suitable for bicyclists.

Connectivity to Existing Sidewalks

Existing sidewalks include all publicly-owned sidewalks maintained by local or state government.

Connectivity to Existing Schools

Growing state and local efforts to increase the proportion of children who walk and bike to school will be supported by trails that connect neighborhoods to schools. Additionally, funding options like the state's Safe Routes to School grant program may be available for these trails.

Connectivity from Existing Residential to Commercial or Employment Areas

Providing choices for residents to access nearby commercial or areas with offices, warehouses, or other employment areas is a priority, and trails is a byproduct of connectivity. Many people cannot or will not drive, and mass transit is not accessible everywhere. Healthy, active living is also facilitated by trails where residents can walk or bicycle to go shopping or to or from work.

Connectivity to the Mobility District

The Mobility District is an 18-square mile area centered around the downtown area of Tallahassee where primary emphasis is placed on pedestrian, bicycle and transit mobility and secondary emphasis is placed on automobile mobility. The Mobility District has special standards for development to mitigate its impacts on the transportation system - when new development occurs within the District, it must enhance the pedestrian, bicycle, and transit facilities rather than widening roadways. Local government spending must also support this goal. Funding may be available for trails within or connecting to the Mobility District.

Connectivity to Existing or Proposed Regional Trails

The State of Florida's Office of Greenways and Trails (OGT) implements the Florida Greenways and Trails System (FGTS) Plan. This Plan establishes priorities and describes the role of the FGTS in advancing Florida's economy, tourism, health, alternative transportation, recreation, conservation and quality of life. OGT oversees the priority and opportunity maps that define the FGTS. These are existing or proposed regional trails that are multi-jurisdictional (e.g., two or more counties or cities).

OGT works in partnership with communities, agencies and organizations to c lose gaps in the in the system. OGT expands the FGTS through the acquisition of eligible projects under the Greenways and Trails portion of the Florida Forever programs, and has partnerships with nearly 30 communities that develop and manage state acquired greenways and trails on behalf of OGT. Leon County and the City of Tallahassee are committed through the Capital Regional Transportation Planning Agency's Regional Trails Plan to developing a regional trail network through cooperation with neighboring counties and municipalities. Segments that provide a link to existing or planned trails should be prioritized to meet this goal.

Connectivity to Mass Transit

This includes the City of Tallahassee's StarMetro system. Many, if not all, City buses have bicycle racks mounted on the front, and a bicyclist could ride a bus to or from a trail.

Projects Referenced in Other Plans

Recognizing projects that are referenced in other plans such as the CRTPA's Regional Trails Plan or their Mobility Plan, or proposals that have been brought forward by other department s in other plans, adds additional weight to proposed projects through consistency of plans and policies.

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 6

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: Staff	TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided.

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 7

ITEMS FROM MEMBERS

Capital Region
Transportation Planning Agency
CRTPA

September 21, 2015

AGENDA ITEM 8

CITIZEN COMMENT

September 21, 2015

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 9 A

CORRESPONDENCE

REQUESTED BY: CRTPA	**TYPE OF ITEM:** Information

The following correspondence has been received since the last CRTPA meeting:

- From James T. Barfield, District Secretary of the Florida Department of Transportation (FDOT) District 3 to Harry Reed, Executive Director of the CRTPA regarding the Public Hearing of the Tentative Work Program, dated July 9, 2015.

- From James T. Barfield, District Secretary of the Florida Department of Transportation (FDOT) District 3 to Kristen Dozier, Chair of the CRTPA regarding the Public Hearing of the Tentative Work Program, dated July 9, 2015.

- From Ana Richmond, Chief the Florida Department of Economic Opportunity Bureau of Community Planning to Kristen Dozier, Chair of the CRTPA regarding the review of the Transportation Improvement Program, dated June 24, 2015.

- From Kerrie Harrell, P.E. District Consultant Project Management Engineer for the FDOT District 3 to Harry Reed, Executive Director of the CRTPA regarding the US 27/North Monroe Street Median Implementation Project, dated June 26, 2015.

- From Greg Burke, AICP of the CRTPA to Susan and Tony Rizzo regarding a traffic light at Spring Creek Highway, dated July 10, 2015.

- From Starsky Harrell, Urban Liaison FDOT District 3 to Harry Reed, Executive Director of the CRTPA regarding the FY2016 PL Allocation Authorization.

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

July 9, 2015

Mr. Harry Reed, Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

Re: Public Hearing Invitation – District Three Presentation of the Tentative Work Program

Dear Mr. Reed:

I would like to cordially invite you to attend a Public Hearing presented by the Florida Department of Transportation on the 2016/2017 - 2020/2021 Tentative Work Program for District Three counties on October 6, 2015.

The hearing sessions will be held in the Florida Department of Transportation District Three Design Conference Room and broadcast live to the following locations:

- FDOT Midway Operations Center
- FDOT Milton Operations Center
- FDOT Panama City Operations Center
- FDOT Ponce de Leon Operations Center

For your reference, I have attached an advanced copy of the legal advertisement which will provide specific information regarding the Hearing.

Should you have any questions regarding the Public Hearing, please contact Regina Battles, P.E., Program Manager, toll free at 1-888-638-0250 extension 1270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,

James T. Barfield, P.E.
District Secretary

attachment

cc: Regina Battles, FDOT
Starsky Harrell, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION

NOTICE OF PUBLIC HEARING

Tentative Program of Work for Fiscal Years July 1, 2016 through June 30, 2021

The **Florida Department of Transportation District 3** hereby announces a public hearing to which all persons are invited. The hearing sessions will be held October 6, 2015 in the Florida Department of Transportation District Three Design Conference Room, 1074 Highway 90, Chipley, FL 32428, and broadcast live to the following locations:

FDOT Midway Operations Center Conference Room, 17 Commerce Blvd, Midway, FL 32343

FDOT Milton Operations Center Conference Room, 6025 Old Bagdad Highway, Milton, FL 32583

FDOT Panama City Operations Center Conference Room, 3633 Highway 390, Panama City, FL 32405

FDOT Ponce de Leon Operations Center Conference Room, 1723 Sunrise Circle, Ponce de Leon, FL 32455

The hearing will cover the following counties at the scheduled session times, and we anticipate beginning the public comment time approximately 45 minutes after the beginning of each session.

8:00 a.m. (CST)	Escambia, Santa Rosa, Okaloosa, and Walton Counties
10:30 a.m. (CST)	Bay, Calhoun, Gulf, Holmes, Jackson, and Washington Counties
1:30 p.m. (CST)	Franklin, Gadsden, Jefferson, Liberty, Leon and Wakulla Counties

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express concerns about Title VI may do so by contacting: Florida Department of Transportation District 3 Title VI Coordinator, John Smith 1074 Highway 90, Chipley, Florida 32428, (888) 638-0250 john.smith@dot.state.fl.us or FDOT, Statewide Title VI Administrator, Jacqueline Paramore, 605 Suwannee Street , Tallahassee, Florida 32399-0450 (850) 414-4753 Jacqueline.Paramore@dot.state.fl.us . Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Regina Battles at (888) 638-0250 at least seven days prior to the hearing.

PURPOSE: This Public Hearing is being conducted pursuant to Section 339.135(4)(c), Florida Statutes. The purpose of the public hearing is to consider the Department's Tentative Work Program for District Three, for the period 2016/2017 through 2020/2021, and to consider the necessity of making any changes to the program.

Written comments from TPOs/TPAs and other interested parties will be received by the Department at the public hearing and within 10 days thereafter. Comments should be addressed to:

Mr. James T. Barfield, P.E., District Secretary

FDOT, District Three

Post Office Box 607

Chipley, FL 32428

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

July 9, 2015

The Honorable Kristen Dozier, Chairperson
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

Re: Public Hearing Invitation – District Three Presentation of the Tentative Work Program

Dear Chairperson Dozier:

I would like to cordially invite you to attend a Public Hearing presented by the Florida Department of Transportation on the 2016/2017 - 2020/2021 Tentative Work Program for District Three counties on October 6, 2015.

The hearing sessions will be held in the Florida Department of Transportation District Three Design Conference Room and broadcast live to the following locations:

- FDOT Midway Operations Center
- FDOT Milton Operations Center
- FDOT Panama City Operations Center
- FDOT Ponce de Leon Operations Center

For your reference, I have attached an advanced copy of the legal advertisement which will provide specific information regarding the Hearing.

Should you have any questions regarding the Public Hearing, please contact Regina Battles, P.E., Program Manager, toll free at 1-888-638-0250 extension 1270 or via e-mail at regina.battles@dot.state.fl.us.

Sincerely,

James T. Barfield, P.E.
District Secretary

attachment

cc: Regina Battles, FDOT
Starsky Harrell, FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION

NOTICE OF PUBLIC HEARING

Tentative Program of Work for Fiscal Years July 1, 2016 through June 30, 2021

The **Florida Department of Transportation District 3** hereby announces a public hearing to which all persons are invited. The hearing sessions will be held October 6, 2015 in the Florida Department of Transportation District Three Design Conference Room, 1074 Highway 90, Chipley, FL 32428, and broadcast live to the following locations:

FDOT Midway Operations Center Conference Room, 17 Commerce Blvd, Midway, FL 32343

FDOT Milton Operations Center Conference Room, 6025 Old Bagdad Highway, Milton, FL 32583

FDOT Panama City Operations Center Conference Room, 3633 Highway 390, Panama City, FL 32405

FDOT Ponce de Leon Operations Center Conference Room, 1723 Sunrise Circle, Ponce de Leon, FL 32455

The hearing will cover the following counties at the scheduled session times, and we anticipate beginning the public comment time approximately 45 minutes after the beginning of each session.

8:00 a.m. (CST)	Escambia, Santa Rosa, Okaloosa, and Walton Counties
10:30 a.m. (CST)	Bay, Calhoun, Gulf, Holmes, Jackson, and Washington Counties
~~1:30 p.m. (CST)~~ 2:30 p.m. (EST)	Franklin, Gadsden, Jefferson, Liberty, Leon and Wakulla Counties

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express concerns about Title VI may do so by contacting: Florida Department of Transportation District 3 Title VI Coordinator, John Smith 1074 Highway 90, Chipley, Florida 32428, (888) 638-0250 john.smith@dot.state.fl.us or FDOT, Statewide Title VI Administrator, Jacqueline Paramore, 605 Suwannee Street , Tallahassee, Florida 32399-0450 (850) 414-4753 Jacqueline.Paramore@dot.state.fl.us . Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Regina Battles at (888) 638-0250 at least seven days prior to the hearing.

PURPOSE: This Public Hearing is being conducted pursuant to Section 339.135(4)(c), Florida Statutes. The purpose of the public hearing is to consider the Department's Tentative Work Program for District Three, for the period 2016/2017 through 2020/2021, and to consider the necessity of making any changes to the program.

Written comments from TPOs/TPAs and other interested parties will be received by the Department at the public hearing and within 10 days thereafter. Comments should be addressed to:

Mr. James T. Barfield, P.E., District Secretary

FDOT, District Three

Post Office Box 607

Chipley, FL 32428

Rick Scott
GOVERNOR

FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Jesse Panuccio
EXECUTIVE DIRECTOR

June 24, 2015

The Honorable Kristen Dozier, Chair
Capital Regional Transportation Planning Organization
City Hall
300 South Adams Street
4th Floor, Mail Stop A19
Tallahassee, Florida 32301

Dear Chairman Dozier:

Thank you for submitting the Capital Regional Transportation Planning Agency (CRTPA) Transportation Improvement Program (TIP) for fiscal years 2015/2016 through 2019/2020. In accordance with Section 339.175(8)(g), Florida Statutes, the Department of Economic Opportunity (Department) reviews each Metropolitan Planning Organization's annual TIP for consistency with the comprehensive plans of affected local governments for the purpose of identifying projects that are inconsistent with those plans.

Consistency between the TIP and local government comprehensive plans is important: transportation projects developed with federal aid require consistency with local plans to the extent feasible; and, inclusion of TIP projects in local government comprehensive plans serves as an acknowledgement of those local governments' support for the projects.

Our review determined that the TIP is consistent with the comprehensive plans of all of the CRTPA's member local governments. During the course of our review, we obtained additional information relating to some specific TIP projects within Wakulla County that may be of value to the CRTPA as you move forward on implementing the TIP. We are providing this information to you for the purposes of enhancing communications between the affected local governments and the CRTPA, and ultimately, to facilitate coordinated planning efforts on these projects. The information is included separately within the enclosure.

We appreciate your ongoing commitment to coordinate with your member local governments to ensure that the transportation projects in your TIP are consistent with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Matt Preston at (850) 717-8490.

Sincerely,

Ana Richmond, Chief
Bureau of Community Planning

AR/mrp

Enclosure: Additional information pertaining to TIP projects in Wakulla County

cc: Harry Reed, Executive Director, Capital Regional Transportation Planning Agency (electronic copy)
The Honorable Ralph Thomas, Chairman, Wakulla County Board of County Commissioners (electronic copy)
Starsky Harrell, Urban Liaison, Florida DOT District 3 (electronic copy)
Luis Serna, Planning and Community Development Director, Wakulla County (electronic copy)
Sean Santalla, MPO Statewide Coordinator, Florida DOT (electronic copy)
Greg Burke, Transportation Specialist, Capital Regional Transportation Planning Agency (electronic copy)

Enclosure: Additional Information Regarding CRTPA 2016-2020 TIP Projects Determined Consistent With Wakulla County's Comprehensive Plan

The following information relates to TIP projects that were determined consistent with Wakulla County's Comprehensive Plan, but where, during the course of review, additional issues or contingencies were noted. The information is provided for the purposes of enhancing communications between the affected local government and the MPO and facilitating coordinated planning efforts on these projects. By providing this information to all affected parties, it is the Department's intent to provide the opportunity for the timely resolution of any potential concerns. We appreciate your ongoing efforts to ensure that the transportation projects listed in the MPO's annual TIP remain consistent with applicable local government comprehensive plans.

FPN #: 2204953, SR 61 & 369 (US 319), Right of Way – Future Capacity, from Lost Creek Bridge to South of East Ivan Road: Wakulla County's current Comprehensive Plan does not specifically include this new capacity-adding project for US 319/Crawfordville Highway. The Comprehensive Plan does adopt by reference the County's Infrastructure Plan, which includes improvements to the major intersections on Crawfordville Highway. The County is currently working to update its Infrastructure Plan and Capital Improvements Element of the Comprehensive Plan; this update will include specific references to this capacity-adding project for Crawfordville Highway.

FPN #: 2204954, SR 61 US 319), Preliminary Engineering for Future Capacity, from SR 30 (US 98) to Lost Creek Bridge: Wakulla County's current Comprehensive Plan does not specifically include this new capacity-adding project for US 319/Crawfordville Highway. The Comprehensive Plan does adopt by reference the County's Infrastructure Plan, which includes improvements to the major intersections on Crawfordville Highway. The County is currently working to update its Infrastructure Plan and Capital Improvements Element of the Comprehensive Plan; this update will include specific references to this capacity-adding project for Crawfordville Highway.

Enclosure: Additional Information Regarding CRTPA 2016-2020 TIP Projects Determined Consistent With Wakulla County's Comprehensive Plan

The following information relates to TIP projects that were determined consistent with Wakulla County's Comprehensive Plan, but where, during the course of review, additional issues or contingencies were noted. The information is provided for the purposes of enhancing communications between the affected local government and the MPO and facilitating coordinated planning efforts on these projects. By providing this information to all affected parties, it is the Department's intent to provide the opportunity for the timely resolution of any potential concerns. We appreciate your ongoing efforts to ensure that the transportation projects listed in the MPO's annual TIP remain consistent with applicable local government comprehensive plans.

FPN #: 2204953, SR 61 & 369 (US 319), Right of Way – Future Capacity, from Lost Creek Bridge to South of East Ivan Road: Wakulla County's current Comprehensive Plan does not specifically include this new capacity-adding project for US 319/Crawfordville Highway. The Comprehensive Plan does adopt by reference the County's Infrastructure Plan, which includes improvements to the major intersections on Crawfordville Highway. The County is currently working to update its Infrastructure Plan and Capital Improvements Element of the Comprehensive Plan; this update will include specific references to this capacity-adding project for Crawfordville Highway.

FPN #: 2204954, SR 61 US 319), Preliminary Engineering for Future Capacity, from SR 30 (US 98) to Lost Creek Bridge: Wakulla County's current Comprehensive Plan does not specifically include this new capacity-adding project for US 319/Crawfordville Highway. The Comprehensive Plan does adopt by reference the County's Infrastructure Plan, which includes improvements to the major intersections on Crawfordville Highway. The County is currently working to update its Infrastructure Plan and Capital Improvements Element of the Comprehensive Plan; this update will include specific references to this capacity-adding project for Crawfordville Highway.

Burke, Greg

From: Burke, Greg
Sent: Friday, July 10, 2015 8:50 AM
To: 'Susie and Tony'
Cc: mike.lewis@dot.state.fl.us; Reed, Harry (Harry.Reed@talgov.com)
Subject: RE: RE: Traffic light at Hwy. 98 & Spring Creek Hwy
Attachments: Wakulla County - US 98 and Spring Creek Highway

Dear Ms. Rizzo, the purpose of this message is to inform you that the Florida Department of Transportation (FDOT) District 3 Traffic Safety Program recently conducted a field review of the above intersection based upon your recent email messages to the CRTPA.

The findings of the review are included in the attached email and note the recent installation of rumble strips on the northbound Spring Creek Highway approach by Wakulla County. Although the FDOT did not identify the need for further action at this time, they will continue to monitor the intersection.

Thank you for bringing your concerns related to this location to the CRTPA's attention.

Sincerely,

Greg T. Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.6802 Fax/891.6832
Email: greg.burke@talgov.com
web site: www.crtpa.org

Mailing Address:
300 S. Adams Street, M.S. A-19
Tallahassee, FL 32301

From: Burke, Greg
Sent: Tuesday, June 23, 2015 1:21 PM
To: 'Susie and Tony'
Subject: RE: RE: Traffic light at Hwy. 98 & Spring Creek Hwy

Thank you again. We will share this information with the Florida Department of Transportation.

Greg T. Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.6802 Fax/891.6832
Email: greg.burke@talgov.com
web site: www.crtpa.org

Ms. Rizzo, thank you for your email message regarding the US 98/Spring Creek Highway intersection. The CRTPA meets with the Florida Department of Transportation (FDOT) District 3 Safety Office every few months to discuss potential safety concerns within the CRTPA region. Our agency will share your concerns regarding this intersection with the FDOT at our next scheduled meeting.

Sincerely,

Greg T. Burke, AICP

Transportation Planner

Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.6802 Fax/891.6832
Email: greg.burke@talgov.com
web site: www.crtpa.org

Mailing Address:

300 S. Adams Street, M.S. A-19

Tallahassee, FL 32301

From: Susie and Tony [mailto:tonysusie@yahoo.com]
Sent: Friday, June 12, 2015 2:57 PM
To: Burke, Greg
Cc: Tony and Susie Rizzo
Subject: Traffic light at Hwy. 98 & Spring Creek Hwy

Dear Mr. Burke,

We live just south of Hwy. 98 on Spring Creek Hwy. I have lived here for thirty plus years. During that time I have seen numerous fatal accidents and even more accidents that caused victims a lifetime of disabilities and

Burke, Greg

From: Lewis, Michael <Mike.Lewis@dot.state.fl.us>
Sent: Thursday, July 09, 2015 4:53 PM
To: Burke, Greg
Cc: King, Jordan Matt; White, Andrew; Roberts, Jeffrey
Subject: Wakulla County - US 98 and Spring Creek Highway

Greg:

Thank you for forwarding the citizen concerns of the intersection at US 98 and Spring Creek Highway in Wakulla County. While any serious injury or fatality occurring on our road system is upsetting, one that involves an intoxicated driver is especially disconcerting. FDOT has conducted a field review of the intersection with a focus on the northbound approach of Spring Creek Highway. The following is a summary of our findings.

We researched crash history at the intersection and identified generally 1 to 3 crashes per year with 90% of them involving the northbound Spring Creek Highway approach. Some were injury crashes but there were no fatalities going back to 2009.

The signing on the northbound approach of Spring Creek Highway is proper for the conditions observed. Rumble strips in the pavement approaching the intersection provide advance warning of the intersection and the Stop sign is fully visible. There is also a flashing beacon at the intersection. It should be noted that we checked with Wakulla County who informed us that the rumble strips and approach signing was last installed approximately one year ago.

There is more than adequate sight distance looking in both directions on US 98. It was reported that there is a hill on US 98 to the east of the intersection that caused some concern. It was observed that there is a slight upgrade on US 98 east of the intersection. There is approximately 1,000 feet of sight distance from the stop bar on northbound Spring Creek Highway. That gives adequate sight distance for side street movements from a stop condition.

Based on all of these factors, there is no further action from those that Wakulla County took last year on the northbound approach. As part of our systemic approach to monitoring crash locations in FDOT District 3, we will continue to monitor this location along with others for any change in the crash patterns that would warrant further safety enhancements.

Best Regards,

Michael J. Lewis, P.E.
Traffic Safety Program Engineer
Florida Department of Transportation – District 3
P.O.Box 607
1074 Highway 90
Chipley, Florida 32428
850-330-1266

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1074 Highway 90
Chipley, FL 32428

JIM BOXOLD
SECRETARY

June 26, 2015

Mr. Harry Reed, Executive Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

RE: State Road 63 (U.S. 27/North Monroe Street) Median Implementation Project from 7th Avenue to Tharpe Street, Leon County
Financial Project Identification Number: 430148-2-32-01

Dear Mr. Reed:

The department has received your comments regarding the above referenced project on April 22, 2015, and offers the following responses:

1. ***General comment:*** Consistent with FDOT Roadway Design Bulletin 14-17 dated November 18, 2014, 11' lanes are to be used for urban arterials with design speeds less than or equal to 45 mph. As identified in the plans, the outer lanes are 12' (with the inner lanes 11'). The CRTPA requests that outer lanes be revised to 11' consistent with FDOT Roadway Design Bulletin 14-17. This change would allow for greater median and traffic separator width throughout the length of the project's corridor.

   Response: *The intent of reducing lane widths in Design Bulletin 14-17 was to provide bike lanes in urban areas. Per referenced RDB 14-17, PG 10: "...the opportunity exists to jointly implement new urban arterial lane width criteria for both travel and bicycle lanes that complement each other". Without the addition of bike lanes, and with the heavy bus traffic along this corridor, the Department does not feel there is a benefit to narrow the outside lane from its existing state to the absolute minimum of 11 feet. If the outside lane were to be reduced to 11 feet, it would be reduced toward the centerline of the roadway (not to the outside), in order to provide more buffer space/room for bicyclists to operate in this highly congested corridor (consistent with RDB 14-17, Section 8.4.4). In addition, increasing the width of the traffic separators and medians will still not provide enough space for channelized turning movements or u-turns, and will only increase the negative offset (reducing sight distance) of opposing vehicles making simultaneous left turns (2014 FDOT Median Handbook, 3.0.5).*

2. ***Comment for Plan Sheet 7 (7th Avenue to Lake Ella South):*** Phase II plans identify a raised median at 8th Avenue with a 4' traffic separator continuing north to Lake Ella Drive South. Phase III plans reflect the removal of both the raised median and the traffic separator. In place of the raised median, a yellow painted median has been added. In place of the traffic separators, paint has been added to separate traffic.

   The CRTPA is concerned that these changes do not maximize both pedestrian and vehicular safety as was present in the Phase II plans. Painted medians do not provide pedestrian safety as compared to a raised median nor does the removal of traffic separator with regards to managing vehicular turning movements. Additionally, given the corridor's gateway into downtown Tallahassee, the changes reduce the ability of the project to maximize the corridor's aesthetics. The CRTPA requests that the proposed design presented at Phase II be returned at this referenced location and the separator be widen to 6' along with the outside lane width reduction. Additionally, the CRTPA requests that the median at 7th Avenue be extended south to provide a pedestrian refuge in the median.

   Response: *The painted median between 8th Avenue and Lake Ella Drive South has been replaced with the 4' raised concrete median as was shown in the Phase II plans.*

   The median end location at 7th Avenue was chosen to avoid impacting the existing brick-paved crosswalk. There is insufficient room to extend this median far enough south to encompass the crosswalk without affecting thru traffic along 7th Avenue.

3. **Comment for Plan Sheet 8 & 9 (Legion Street to Lake Ella North; Tharpe Street):** Phase II plans identify a 4' traffic separator at Legion Street continuing north to Lake Ella Drive North. Phase III reflects the removal of the traffic separator. Similar to the above comment, both the raised median and traffic separators have been replaced with paint. The CRTPA requests that the proposed design presented at Phase II be returned at this referenced location and the separator be widened to 6' along with the outside lane width reduction.

   Phase II plans identify a raised median just north of Lake Ella Drive North connecting to a 4' traffic separator continuing to Tharpe Street. Phase III plans reflect removal of the raised median and replacement with a yellow painted median. As noted above, painted medians do not maximize pedestrian nor vehicular safety. The CRTPA requests that the proposed design presented at

Phase II be returned at this referenced location and the separator be widened to 6' along with the outside lane width reduction. Additionally, the CRTPA requests that the traffic separator at Tharpe Street be extended north towards the intersection to provide a pedestrian refuge.

Response: *The raised concrete median between Legion Street and Lake Ella Drive North was not part of the approved concept plan. Therefore, it will not be added back to the plans. Additionally, the painted 'median' scheme for this area closely resembles Alternative "D", which was supported by both the CRTPA and business owners on March 15, 2013 (CRTPA Report, 2013-04-22, pages 407-409). The traffic separator at Tharpe Street cannot be extended farther north towards the intersection without affecting turning and thru vehicular movements. It has been placed where it is required by FDOT standards.*

4. **General comment:** Finally, as you are aware, this project was initiated by the CRTPA to address a number of ongoing projects and activities occurring along this segment of North Monroe Street. Foremost among the issues was the need to maximize both pedestrian and vehicular safety near Lake Ella. Additionally, given its proximity to downtown Tallahassee and redevelopment efforts occurring in the corridor, the need to implement this project in a manner that maximizes aesthetics along the corridor has been an important part of the project since its onset. As noted by the CRTPA in previous correspondence (attached) to the department:

"...the CRTPA believes such median treatment is both appropriate and supportive of the economic investment already occurring along this urban portion of the Monroe corridor. Additionally, the "North Monroe Gateway" project, a recommended project of the Leon County Sales Tax Committee related to the upcoming vote on the extension of the County's one-cent infrastructure sales tax, is proposed just north of the Lake Ella project limits (from Tharpe Street to I-10)."

To that end, the CRTPA would like to confirm that the median at 7th Avenue and the raised pedestrian signalized median south of Legion Street will allow for landscaping. This request is consistent with previous discussions with the Department as well as email correspondence dated June 3, 2014 (attached) received from Department related to the CRTPA's request to include landscaping consistent with Department guidelines.

Response: *The medians at 7th Avenue and at the midblock crossing south of Legion Street are 16 feet wide (lip of curb to lip of curb - see plan sheet 4), and will allow for landscaping that meets FDOT clear zone requirements. Per the*

PPM, Vol. 1, Ch. 2, Table 2.11.5, Lateral Offset to Trees: "Trees, where the diameter is or is expected to be greater than 4 inches (measured 6 inches above the ground), must be located outside the clear zone except: Roadways with Curb and Gutter where Design Speed ≤ 45 mph, the tree must be at least 4 feet from face of the curb." Please note that landscaping is not included in this project, so the medians will be sodded until such a time as the landscaping has been funded. In addition, the landscaping will be subject to the current FDOT Design Criteria when funded.

Should you have any questions, please contact the department's General Consultant Project Manager Tommy Johns, P.E., toll-free at (866) 855-7275, or via email at tommy.johns@atkinsglobal.com. You may also contact me toll-free at (888) 638-0250, extension 1513 or via email at kerrie.harrell@dot.state.fl.us.

Sincerely,

Kerrie Harrell

Kerrie Harrell, P.E.
District Consultant Project Management Engineer

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

September 1, 2015

Mr. Harry D. Reed, III, Director
Capital Region Transportation Planning Agency
300 South Adams Street, A-19
Tallahassee, Florida 32301

Subject: FY2016 Federal PL Fund Authorization
FAP No. 0220 052 M; FM No. 42793011401; Contract No. ARJ23

Dear Mr. Reed:

Attached is a copy of the FHWA Notice of Approved Authorization and the FDOT encumbrance form which authorizes the Capital Region Transportation Planning Agency to expend an additional $64,465.00 of federal PL funds. Total funding available is $781,399.00 of federal PL funds. These funds may be expended on tasks outlined in the Unified Planning Work Program (UPWP) for the fiscal year July 1, 2015 through June 30, 2016.

The authorization is subject to compliance with any conditions that may have been placed on the individual MPO and furnishing of all requisite documentation. If you have any questions or concerns I can be reached at (850) 330-1540 or starsky.harrell@dot.state.fl.us.

Sincerely,

Starsky Harrell

Starsky Harrell
Urban Liaison

cc: Lee Calhoun
Financial Services

08/27/2015

Florida Department of Transportation
Federal Authorization Management System

Notice of Approved Modification

to Federal Project Agreement
from Federal Highway Administration

Federal Aid Project Number: **0220 052**
Modification Number:**005**

State Project Number: **427930-1 14 01**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **06/18/2014** is hereby modified as follows:

Project Location: **CRTPA FY 15-16 UPWP ;TRANSPORTATION PLANNING;PLANNING**
Character of proposed work: **Planning**

Dist.	Appr.	Urban/ With	Revised Total Cost	Revised Federal Share	Revised Federal Funds Under Agreement	Revised Advance Construction
03	**M450**		**403,033.00**	**100.0%**	**403,033.00**	**0.00**
03	**M45E**		**378,366.00**	**100.0%**	**378,366.00**	**0.00**

Department of Transportation

Available funds certified by: **ALEAH SMITH** Date: **08/21/2015**
Approval recommended by: **PATRICK CRAIG** Date: **08/25/2015**
Approved and Authorized by: **SEAN MCAULIFFE** Date: **08/26/2015**

Federal Highway Administration

Approval Recommended By: **BELINDA A. HEYS** Date: **08/27/2015**
Approved and Authorized By: **LEE ANN A. JACOBS** Date: **08/27/2015**
Agreement Approved By: **LEE ANN A. JACOBS** Date: **08/27/2015**

State Remarks:
AUTHORIZATION REQUEST FOR CRTPA 2015/2016 UPWP - $64,465; CFDA# 20.205; INDIRECT N/A; PERIOD OF PERFORMANCE END DATE: 12/30/19

Division Remarks
06/18/2014 - CJM - Amount matches Lee Calhoun's spreadsheet. 10/22/2014 - CJM - Amount obligated matches Lee Calhoun's spreadsheet 03/02/2015 - CJM - Amount being obligated matches Lee Calhoun's sprea
dsheet 6/15/15 - LAJ - Modification amount authorized matches Lee Calhoun's spreadsheet amount in Column F (via email 6/10/15) 8-27-15 LAJ - Mod amount authorized matches Spreadsheet from Lee Calhoun
Column I amount (via e-mail 8-20-15)

All other terms and conditions of the Project Agreement will remain in full force and effect.

This Notice of Approved Modification is not the official FHWA Project Agreement Modification for the project designated above. The official Project Agreement Modification must be printed from FHWA's Fiscal Management Information System (FMIS). The District Federal Aid Coordinator may obtain the Project Agreement at https://fhwaapps.fhwa.dot.gov/.

TO: PL330SH@dot.state.fl.us
SUBJECT: FUNDS APPROVAL/REVIEWED FOR CONTRACT ARJ23

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FUNDS APPROVAL

Contract #ARJ23 Contract Type: AI Method of Procurement: G
Vendor Name: CAPITAL REGION T
Vendor ID: VF596000435134
Beginning date of this Agmt: 07/01/14
Ending date of this Agmt: 06/30/19
Contract Total/Budgetary Ceiling: bc = $2,000,000.00

****
Description:
CRTPA PL JPA

****

ORG-CODE	*EO	*OBJECT	*AMOUNT	*FIN PROJECT	*FCT	*CFDA
(FISCAL YEAR)		*BUDGET ENTITY		*CATEGORY/CAT YEAR		
AMENDMENT ID		*SEQ.	*USER ASSIGNED ID	*ENC LINE(6S)/STATUS		
55 032010330	*A6	*780000	* 64465.00	*42793011401	*615	*20.205
2016		*55100100		*088854/16		
W005		*00	*16-6	*0006/04		

TOTAL AMOUNT: *$ 64,465.00 *

FUNDS APPROVED/REVIEWED FOR ROBIN M. NAITOVE, CPA, COMPTROLLER
DATE: 08/31/2015

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 9 B

COMMITTEE ACTIONS(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE/TECHNICAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD)

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Citizens Multimodal Advisory Committee (CMAC), the Technical Advisory Committee (TAC), and the Transportation Disadvantaged Coordinating Boards (TDCBs) for Leon, Wakulla, Jefferson, and Gadsden counties.

CRTPA SUBCOMMITTEE ACTIONS

TAC and CMAC: The CMAC and TAC met on Tuesday, September 8, 2015. The TAC did not have a quorum present, but the CMAC did. However, both committees unanimously approved the following items by the members present:

- **Minutes of the June 23, 2015 Committee Meetings**

Additionally, both committees heard presentations/updates on the following projects:

- **US 27 (Apalachee Parkway) at Magnolia Drive Intersection Safety Study**
  CMAC members requested that the re-designed service road heading east at the southeast corner of the intersection be designed to accommodate cyclists.
- **Florida Arts Trail Project**
- **Regional Mobility Plan Project Schedule**

TDCB: The actions of the Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla counties are listed below.

Wakulla County

Wakulla County held its regular quarterly meeting on September 15th[h] at the Senior Services Center in Crawfordville. The board reviewed the Annual Operating Report of the Community Transportation Coordinator (CTC) and reviewed its Bylaws. In addition, the CTC reported on local conditions and issues for transportation needs. Its next meeting is in November.

Jefferson County

Jefferson County held its regular quarterly meeting on September 17th at the Commission Annex in Monticello. The board reviewed the Annual Operating Report of the Community Transportation Coordinator (CTC) Big Bend Transit and reviewed its Bylaws. In addition, the CTC reported on local conditions and issues for transportation needs. Its next meeting is in November. It was also announced at that meeting that Big Bend had been awarded the Edward B. Waters Safety Award for the 7th year in a row, and that Toney Park, a driver for Big Bend Transit of Jefferson County was being awarded Driver of the Year.

Gadsden County

Gadsden County held its regular quarterly meeting on September 17th at the Main Branch of the Public Library in Quincy. The board reviewed the Annual Operating Report of the Community Transportation Coordinator (CTC) Big Bend Transit and reviewed its Bylaws. In addition, the CTC reported on local conditions and issues for transportation needs as well as the Gadsden Express and the Havana Connector Routes. Its next meeting is in November. The board also remembered Jerome Jordan, the Veteran's Officer for Gadsden County, who had passed away since the last meeting.

Leon County

The next regularly scheduled meeting of the Leon County Board is October 14, 2015. The Annual Public Hearing will also be held at the beginning of this meeting.

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 9 C

FY 2015 – FY 2019 TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE AMENDMENTS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The purpose of this item is to inform members of administrative amendments to the FY 2015 – FY 2019 TIP that occurred subsequent to the June 29, 2015 CRTPA Board Meeting. Note: The projects are included in the FY 2016 – FY 2020 TIP.

Specifically, the following projects were added:

- **SR 30 (US 98) Coastal Highway** (US 319 to w of Woodville Hwy) (Project #4301462): Design funding (Wakulla County) (Total funding: $870,349 in FY 2015 & FY 2016). Administrative Amendment.
- **Curtis Mill Road** (over Buggs Creek Bridge No. 544077) (Project #4357821): Design funding (Jefferson County) (Total funding: $594,000 in FY 2016). Administrative Amendment.
- **FH356 Lawhon Mill Rd** (over Unsigned Stream Bridge No. 594005) (Project #4358001): Design funding (Wakulla County) (Total funding: $528,000 in FY 2016). Administrative Amendment.
- **CR 65A Juniper Creek Rd** (over Juniper Creek Bridge No. 504050) (Project #4358021): Design funding (Gadsden County) (Total funding: $704,000 in FY 2016). Administrative Amendment.
- **SR 267 Pat Thomas Pwy** (s of I-10 to US 90) (Project #4362681): Design funding (Gadsden County) (Total funding: $658,284 in FY 2015 & FY 2016). Administrative Amendment.
- **I-10** (w of CR 270A to w of Pat Thomas Pwy) (Project #4366631): Design funding (Gadsden County) (Total funding: $991,918 in FY 2015 & FY 2016). Administrative Amendment.
- **Seventh Avenue** (Colonial Drive to Thomasville Rd): Design, ROW and construction funding (Leon County) (Total funding: $ 371,000 in FY 2015 & FY 2016). Administrative Amendment.
- **SR 369 (US 319)** (North of SR 267 to Leon County Line) (project #2204958): Add environmental funding (Wakulla County) (Total funding: $19 million in FYs 2016, 2017 & 2018). Administrative Amendment.

- **SR 369 (US 319)** (East Ivan Road to North of SR 267) (project #2204957): Add environmental funding and updated RMP reference (Wakulla County) (Total funding: $17 million in FYs 2016, 2017 & 2018). Administrative Amendment.

- **SR 369 (US 319)** (North of SR 267 to Leon County Line) (project #2204958): Revise reference to reflect most recently adopted 2040 RMP (Wakulla County). Administrative Amendment.

- **SR 262 (US 319)** (SR 61 Crawfordville to CR 2203 Springhill) (project #2197492): Add funding in 2019 and revise reference to reflect most recently adopted 2040 RMP (Leon County). Administrative Amendment.

September 21, 2015

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 9 D

FY 2016 – FY 2020 TRANSPORTATION IMPROVEMENT PROGRAM ROLL FORWARD & ADMINISTRATIVE AMENDMENTS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The purpose of this item is to inform members of amendments to the FY 2016 – FY 2020 TIP that occurred subsequent to the June 29, 2015 CRTPA Board Meeting.

Specifically, the following projects were added:

- **Tallahassee International Airport** (Project #2267814): Project added to TIP in FY 2016 as a roll forward amendment* in July 2015 (Leon County) (Total funding: $2.4 million in FY 2016).
- **City of Tallahassee StarMetro** (Project #4252697): Project added to TIP in FY 2016 as a roll forward amendment in July 2015 (Leon County) (Total funding: $440,561 in FY 2016).
- **Quincy Loop North** (Project #2189466): Project added to TIP in August 2015 as an administrative amendment to identify PD&E and design funding (Gadsden County) (Total funding $3.4 million in FY 2016).

**roll forward amendment* – adds a project(s) to the TIP that was not authorized in the prior fiscal year and, as such, rolled forward in the State Work Program (into the next fiscal year). The amendment ensures consistency between the TIP and State Work Program. See Chapter 5, MPO Program Management Handbook for more information.

September 21, 2015

AGENDA ITEM 9 E

FUTURE MEETINGS AND AGENDA ITEMS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates of 2015*. The topics of discussion will include the following:

Meeting Date	Major Topic(s)
October 19	Draft Work Program (9- 11:30 am)
November 16	Election of Chair/Vice Chair

* - *Unless noted otherwise, CRTPA Board meetings are scheduled to begin at 1 pm.*

Capital Region
Transportation Planning Agency
CRTPA

September 21, 2015

AGENDA ITEM 9 F

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM:** Information

The expense reports for June and July are attached.

CITY OF TALLAHASSEE, FLORIDA
Expenses by Department
460000
CRTPA

CRTPA
June 30, 2015

Report Date: 2015-06-30
Fiscal Year: 2015
Run Date: 9-Jul-15
Run Time: 11:35 AM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	19,737	429,189	321,892	270,435	--	--	158,754
511500	Temporary Wages	--	3,000	2,250	--	--	--	3,000
512400	Other Salary Items	--	3,000	2,250	1,500	--	--	1,500
515000	Pension- Current	2,998	45,136	33,852	34,843	--	--	10,293
515100	Pension- MAP	1,409	17,416	13,062	13,388	--	--	4,028
515500	Social Security	--	11,220	8,415	5,572	--	--	5,648
515600	Mandatory Medicare	273	6,097	4,573	3,908	--	--	2,189
516000	Health Benefits	2,307	49,705	37,279	29,326	--	--	20,379
516001	Health Benefits-Retirees	861	10,328	7,746	7,746	--	--	2,582
516100	Flex Benefits	629	17,268	12,951	8,491	--	--	8,777
Total Personnel Services		28,214	592,359	444,269	375,208	--	--	217,151
Operating Expenses								
521010	Advertising	982	4,500	3,375	2,477	--	--	2,023
521030	Reproduction	29	12,000	9,000	4,234	--	2,233	5,533
521100	Equipment Repairs	--	225	169	--	--	--	225
521180	Unclassified Contractual Srvcs	3,675	70,500	52,875	31,510	--	53,306	(14,316)
521190	Computer Software	--	20,000	15,000	17,019	--	--	2,981
522080	Telephone	39	1,000	750	399	--	--	601
523020	Food	86	1,200	900	926	--	--	274
523050	Postage	--	750	563	--	--	--	750
523060	Office Supplies	--	4,500	3,375	299	--	--	4,201
523080	Unclassified Supplies	60	4,500	3,375	216	--	--	4,284
524010	Travel & Training	153	13,000	9,750	7,253	--	--	5,747
524020	Journals & Books	--	600	450	--	--	--	600
524030	Memberships	--	2,500	1,875	1,547	--	--	953
524050	Rent Expense- Building & Offic	--	12,626	9,470	12,899	--	--	(273)
Total Operating Expenses		5,024	147,901	110,926	78,779	--	55,539	13,582
Allocated Accounts								
560010	Human Resource Expense	485	5,808	4,356	4,366	--	--	1,442
560020	Accounting Expense	1,678	20,072	15,054	15,106	--	--	4,966
560030	Purchasing Expense	355	4,267	3,200	3,192	--	--	1,075
560040	Information Systems Expense	1,515	18,196	13,647	13,634	--	--	4,562
560070	Revenue Collection	95	1,127	845	854	--	--	273
Total Allocated Accounts		4,128	49,470	37,103	37,151	--	--	12,319
Total Expenses		**37,366**	**789,730**	**592,298**	**491,138**	**--**	**55,539**	**243,052**

CITY OF TALLAHASSEE, FLORIDA
Expenses by Department
460000
CRTPA

CRTPA
July 31, 2015

Report Date: 2015-07-31
Fiscal Year: 2015
Run Date: 10-Aug-15
Run Time: 11:30 AM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	71,918	429,189	357,658	342,352	--	--	86,837
511500	Temporary Wages	--	3,000	2,500	--	--	--	3,000
512400	Other Salary Items	692	3,000	2,500	2,192	--	--	808
515000	Pension- Current	7,433	45,136	37,613	42,276	--	--	2,860
515100	Pension- MAP	2,114	17,416	14,513	15,502	--	--	1,914
515500	Social Security	2,570	11,220	9,350	8,142	--	--	3,078
515600	Mandatory Medicare	1,021	6,097	5,081	4,930	--	--	1,167
516000	Health Benefits	6,168	49,705	41,421	35,493	--	--	14,212
516001	Health Benefits-Retirees	861	10,328	8,607	8,607	--	--	1,721
516100	Flex Benefits	2,105	17,268	14,390	10,596	--	--	6,672
Total Personnel Services		94,882	592,359	493,633	470,090	--	--	122,269
Operating Expenses								
521010	Advertising	--	4,500	3,750	2,477	--	--	2,023
521030	Reproduction	1,906	12,000	10,000	6,140	--	2,128	3,732
521100	Equipment Repairs	--	225	188	--	--	--	225
521180	Unclassified Contractual Srvcs	24,685	108,407	90,339	56,195	--	28,621	23,591
521190	Computer Software	--	20,000	16,667	17,019	--	--	2,981
522080	Telephone	38	1,000	833	437	--	--	563
523020	Food	79	1,200	1,000	1,006	--	--	194
523050	Postage	--	750	625	--	--	--	750
523060	Office Supplies	--	4,500	3,750	299	--	--	4,201
523080	Unclassified Supplies	--	4,500	3,750	216	--	--	4,284
524010	Travel & Training	1,435	13,000	10,833	8,688	--	--	4,312
524020	Journals & Books	--	600	500	--	--	--	600
524030	Memberships	--	2,500	2,083	1,547	--	--	953
524050	Rent Expense- Building & Offic	--	12,626	10,522	12,899	--	--	(273)
Total Operating Expenses		28,143	185,808	154,840	94,023	--	30,749	61,036
Allocated Accounts								
560010	Human Resource Expense	485	5,808	4,840	4,851	--	--	957
560020	Accounting Expense	1,678	20,072	16,727	16,784	--	--	3,288
560030	Purchasing Expense	355	4,267	3,556	3,547	--	--	720
560040	Information Systems Expense	1,515	18,196	15,163	15,149	--	--	3,047
560070	Revenue Collection	95	1,127	939	949	--	--	178
Total Allocated Accounts		4,128	49,470	41,225	41,279	--	--	8,191
Total Expenses		**127,153**	**827,637**	**689,698**	**605,393**	**--**	**30,749**	**191,495**