

Florida Department of Transportation

May 2016 Project Update

Thomasville Road (US 319/ SR 61) Planning Study



Progress Update Since March 2016

Engineering

- Constraints Mapping
- 2040 Build Alternatives

Environmental

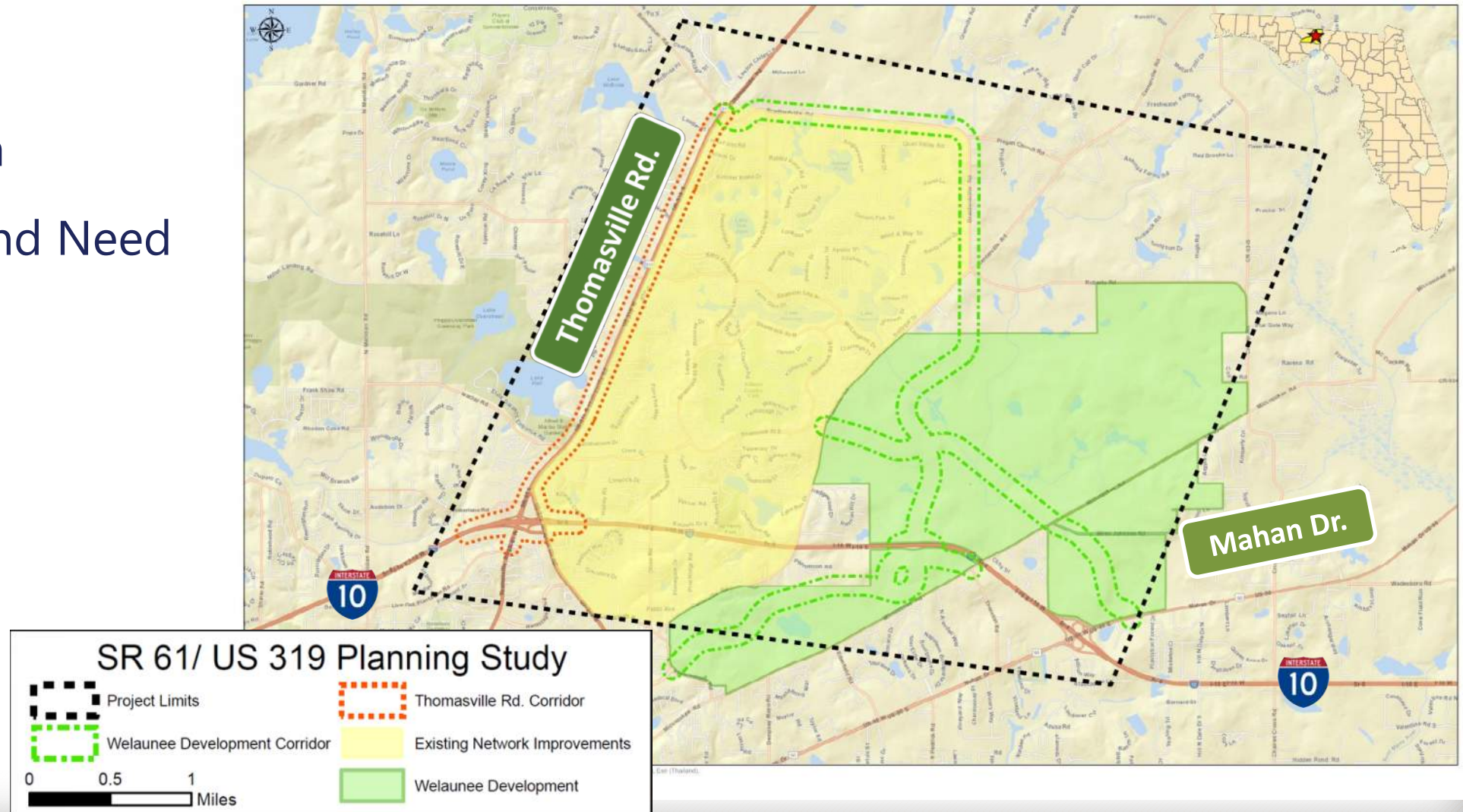
- Draft Contamination Screening Evaluation Reports

Coordination

- HOA continued outreach

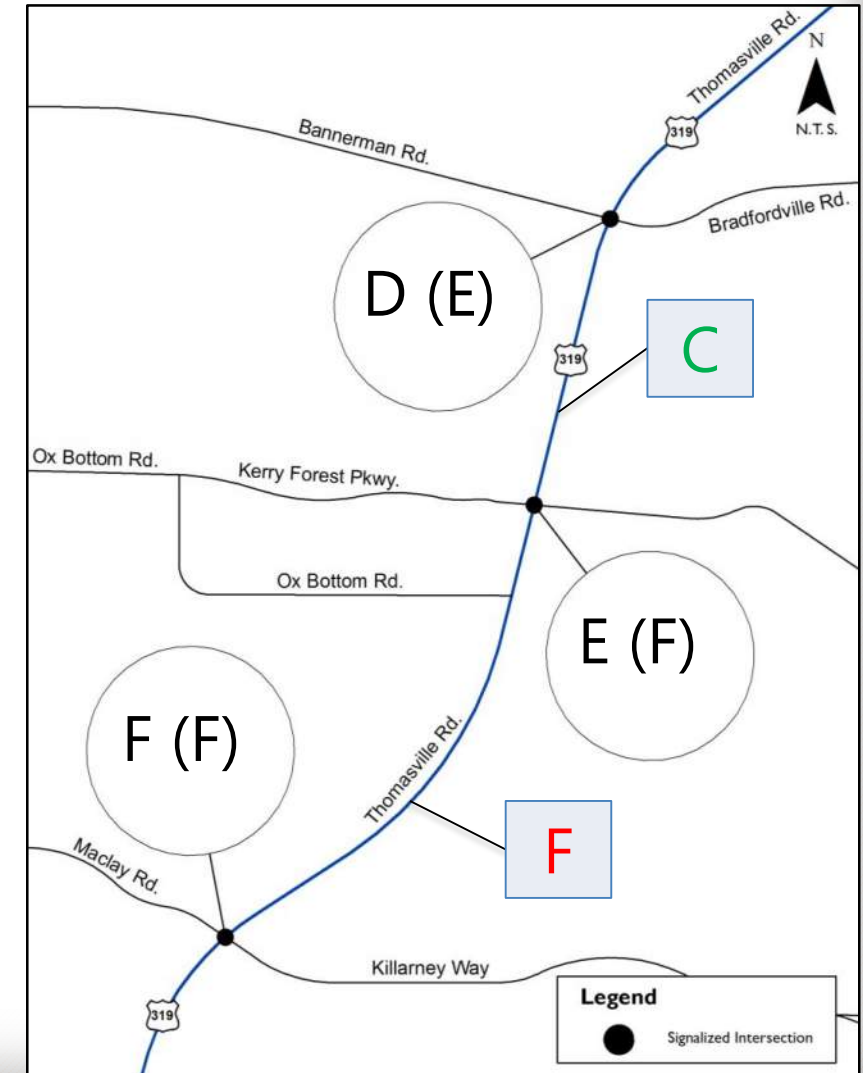
Project Corridors Review

- Study Area
- Purpose and Need



Thomasville Road Level of Service: AM (PM)

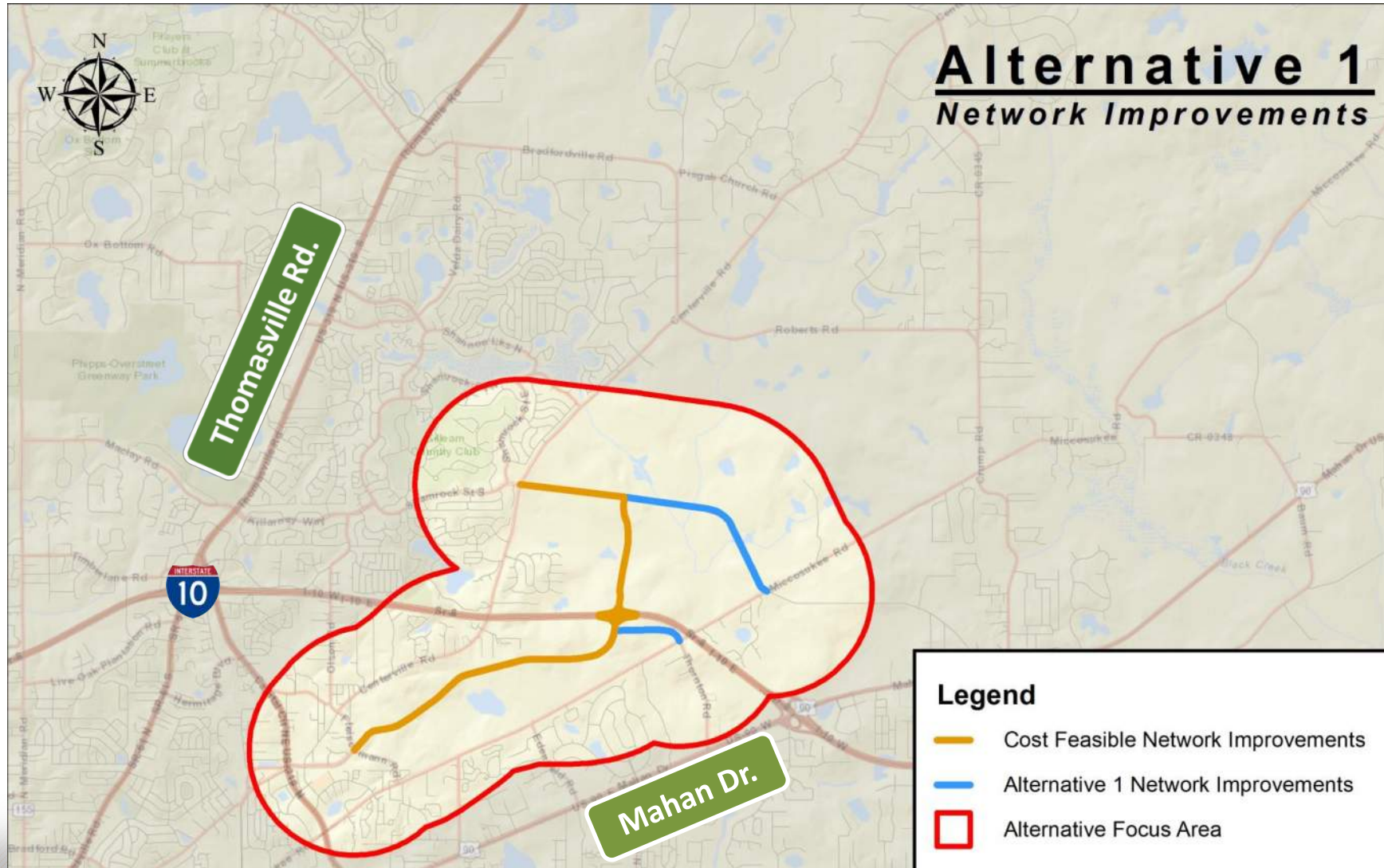
Intersection	2015 Existing LOS*	2040 No-Build LOS*
Bannerman Rd./ Bradfordville Rd.	E (E)	D (E)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (E)	E (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	C	F
Killarney Way/ Maclay Blvd.	D (D)	F (F)



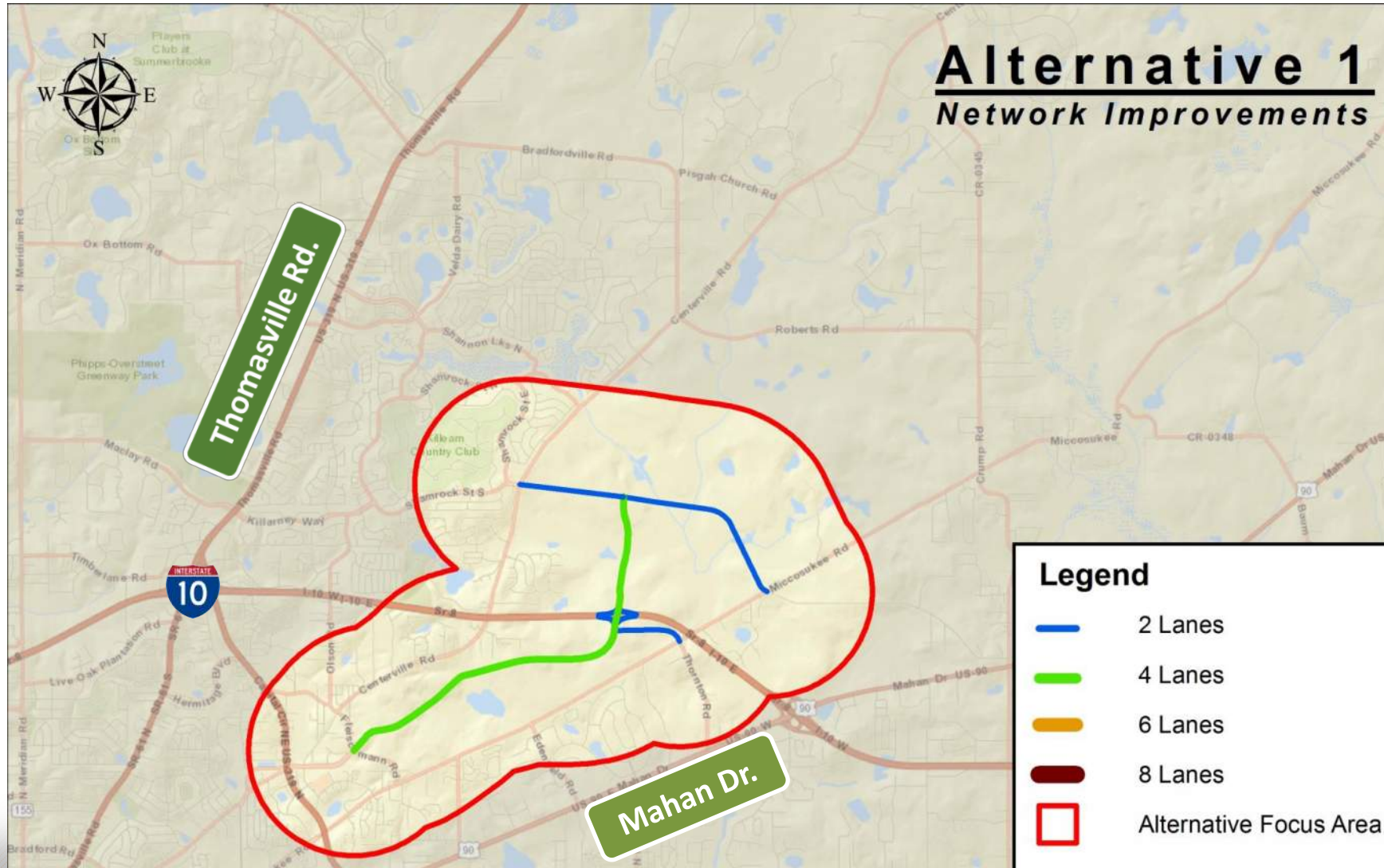
Corridor Study Alternatives

- Build Alternative 1 – Cost Feasible (CF) Plus
- Build Alternative 2 – Max Thomasville
- Build Alternative 3 – Max Welaunee
- Build Alternative 4 – Limited Welaunee
- Build Alternative 5 – Killearn Corridor
- Transit Alternative
- 2040 No-Build

Build Alternative 1 – 2040 CF Plus

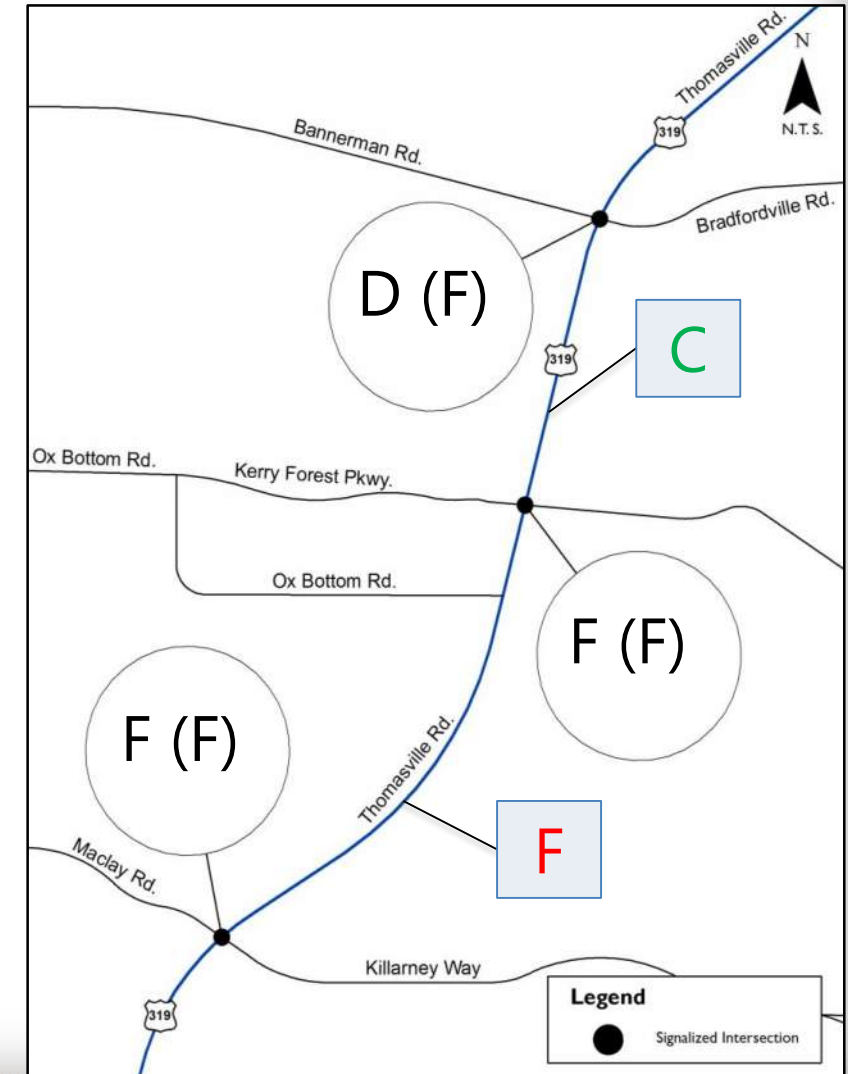


Build Alternative 1 – 2040 CF Plus

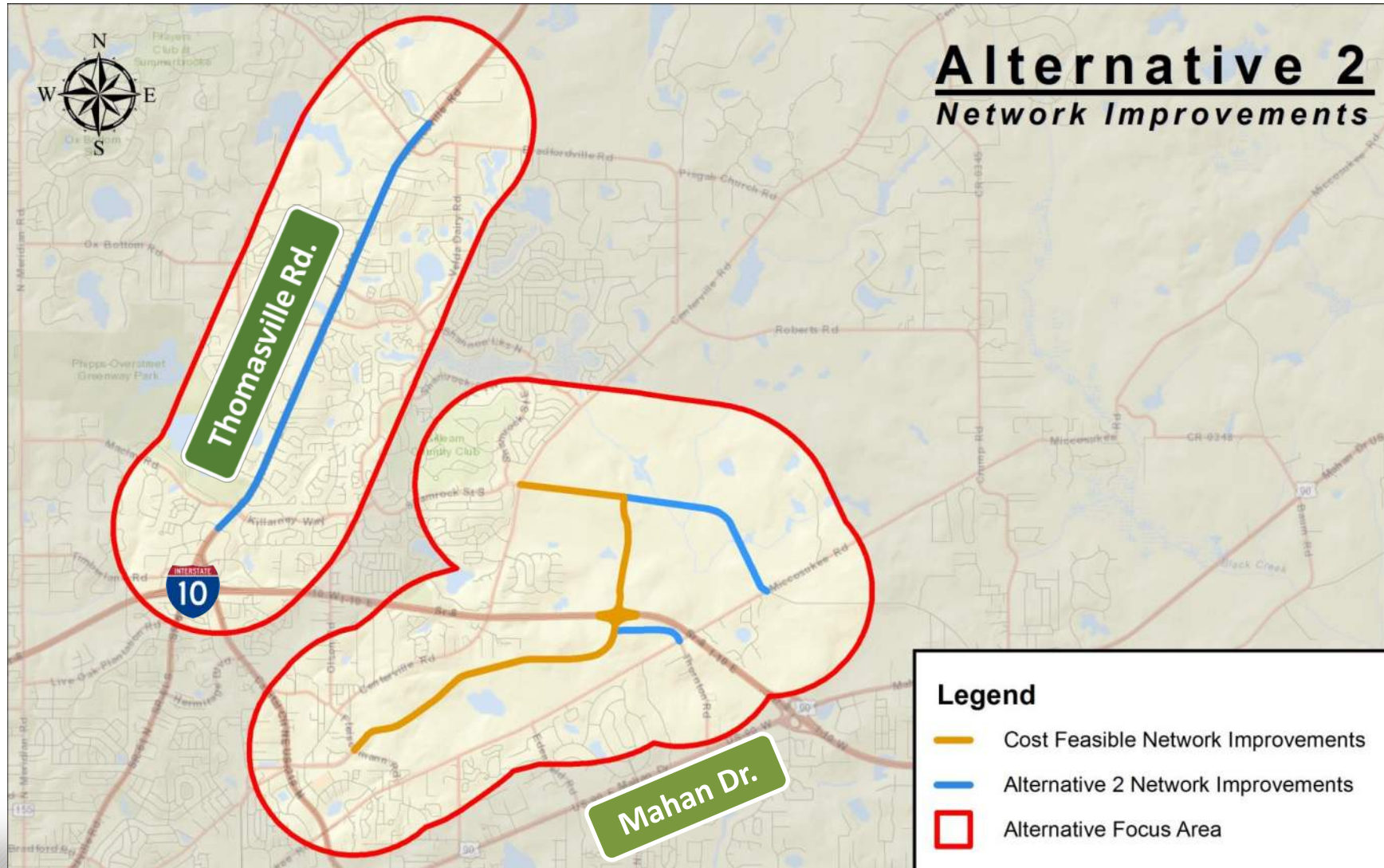


Build Alternative 1 – 2040 CF Plus Level of Service

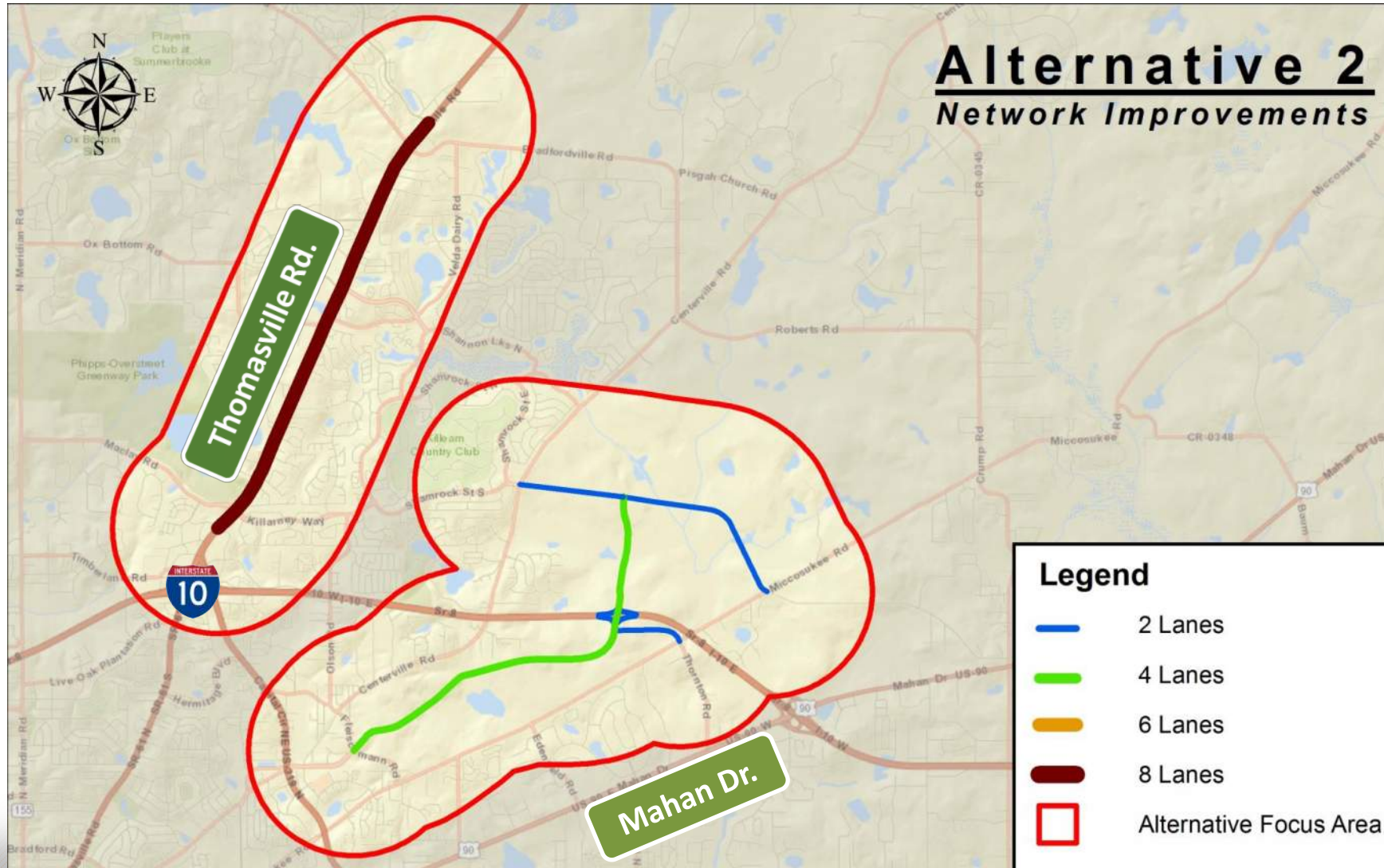
Intersection	No-Build LOS* AM (PM)	CF Plus LOS* AM (PM)
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	F	F
Killarney Way/ Maclay Blvd.	F (F)	F (F)



Build Alternative 2 – Thomasville Max Improvement

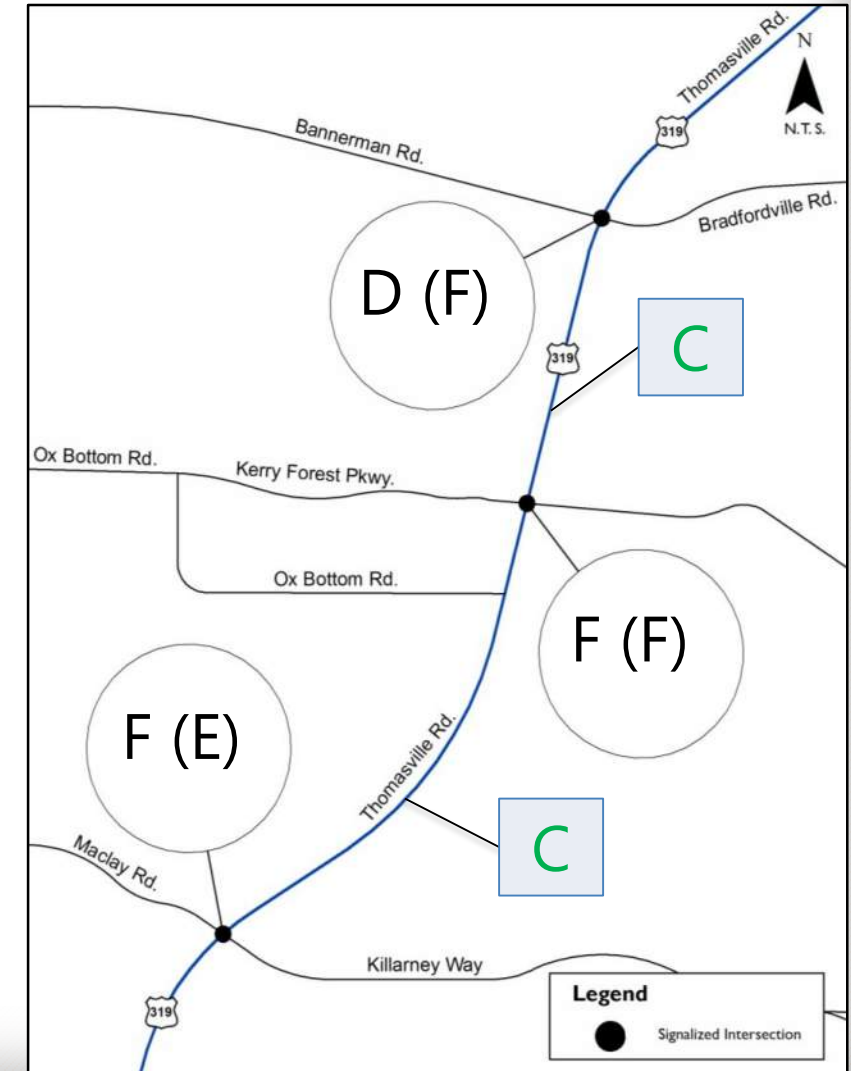


Build Alternative 2 – Thomasville Max Improvement



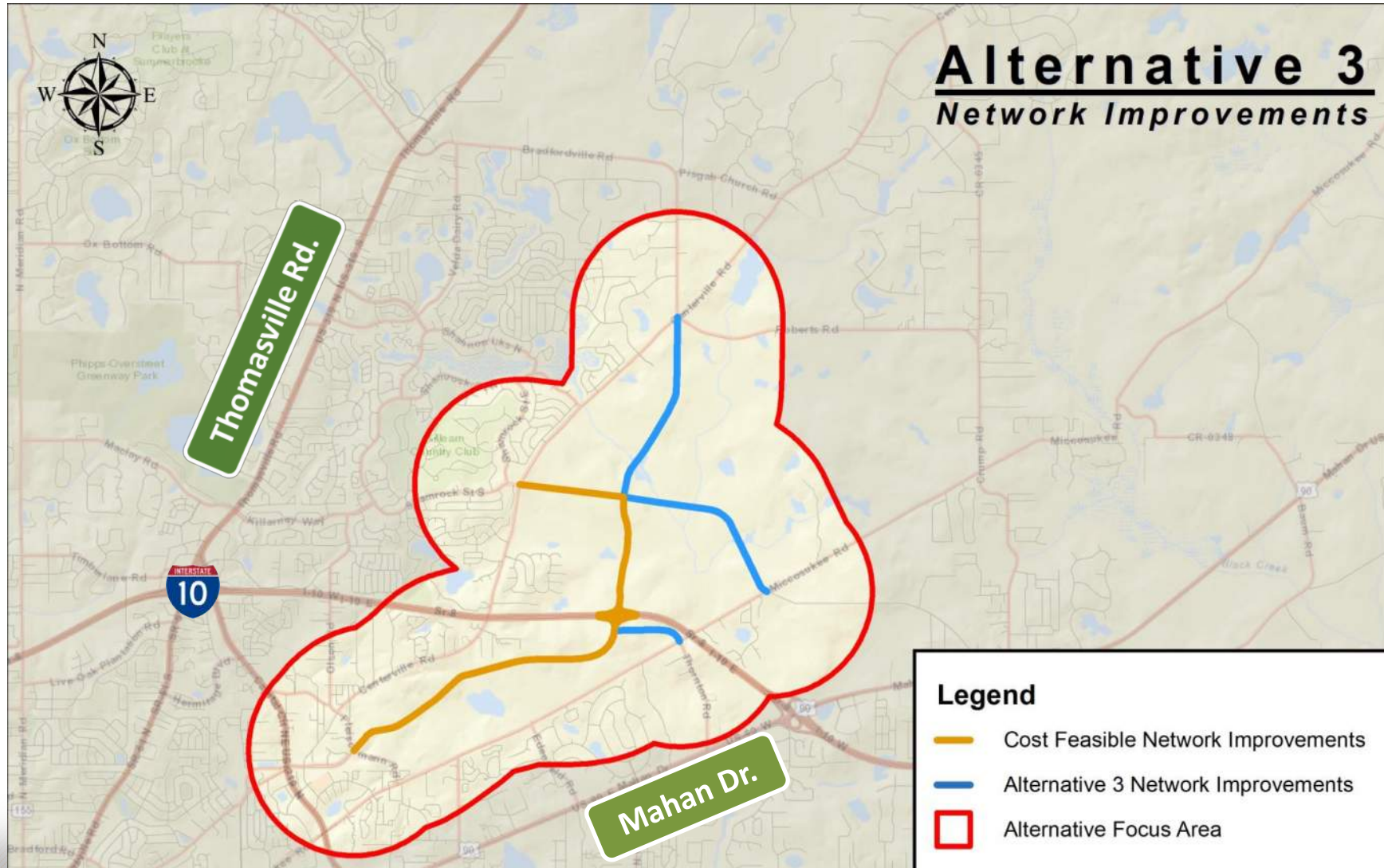
Build Alternative 2 – 2040 Max Thomasville Level of Service

Intersection	No-Build LOS* AM (PM)	Max Thomasville LOS* AM (PM)
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	F	C
Killarney Way/ Maclay Blvd.	F (F)	F (E)

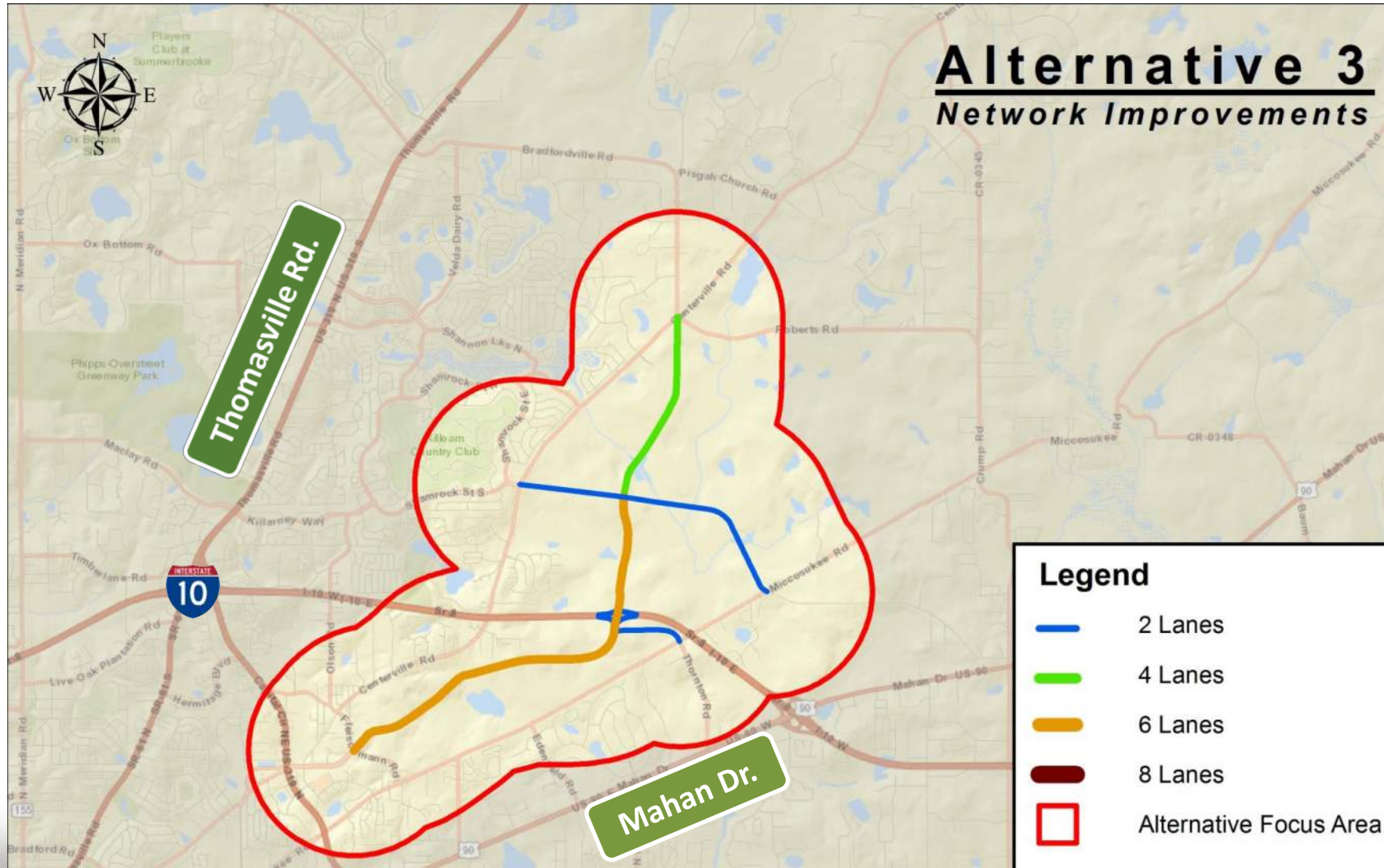


* Level of Service based on Thomasville Road AADTs

Build Alternative 3 – Max Welaunee

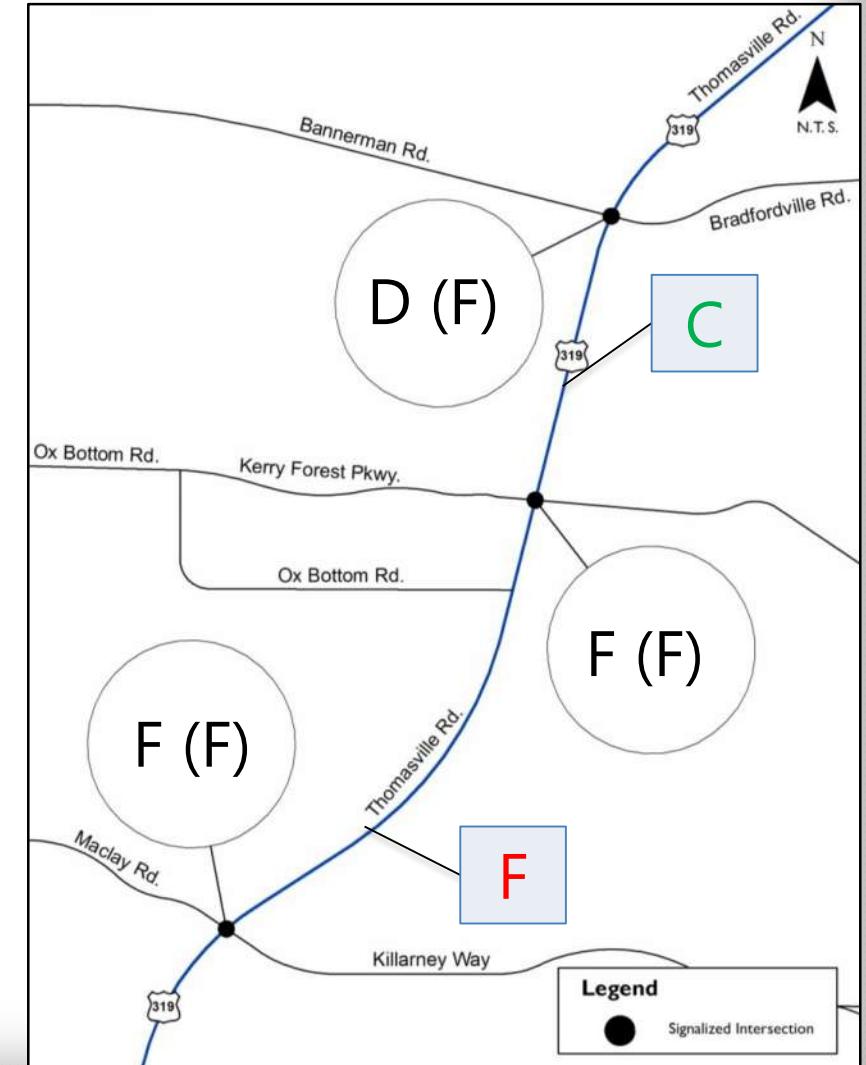


Build Alternative 3 – Max Welaunee

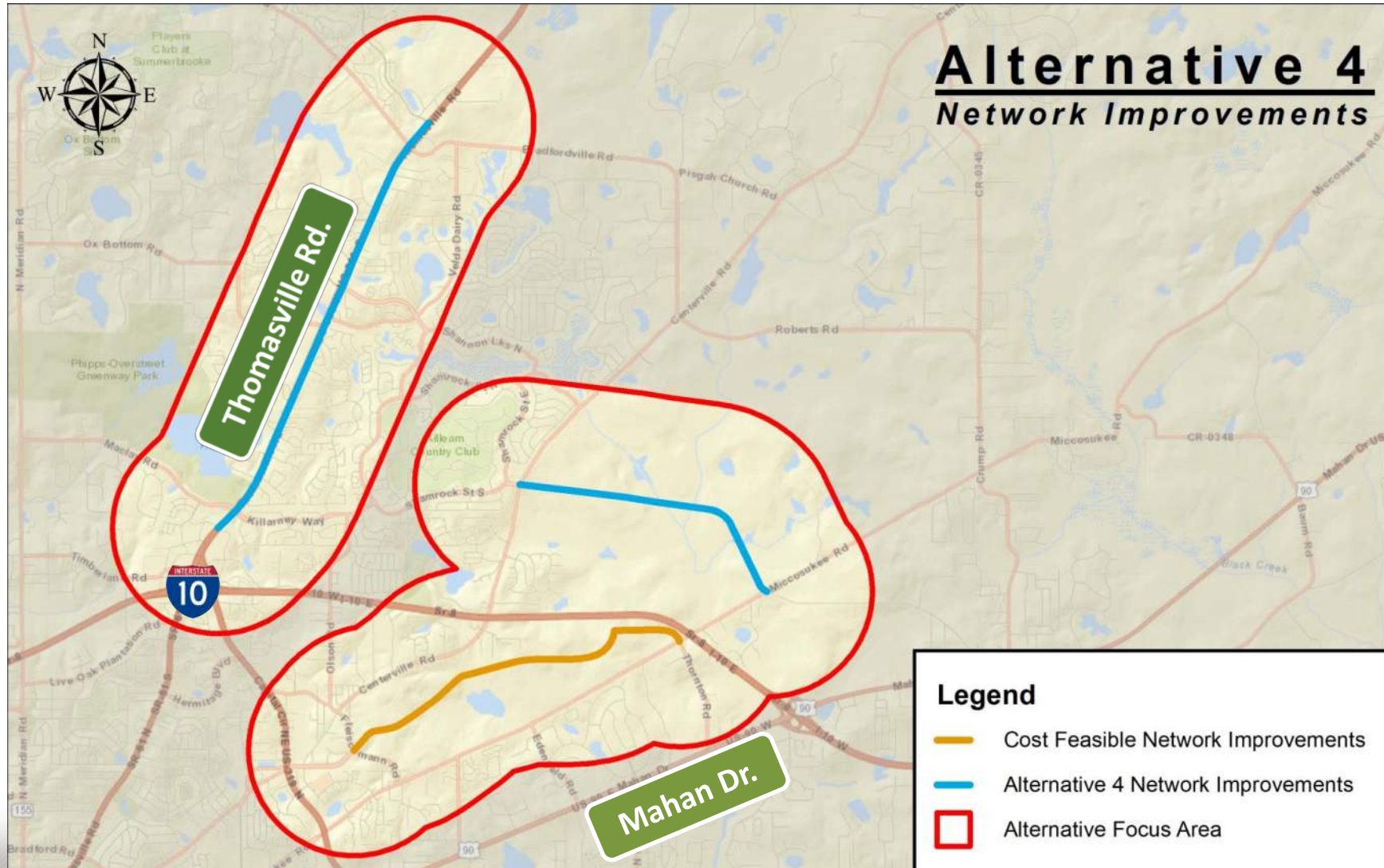


Build Alternative 3 – 2040 Max Welaunee Level of Service

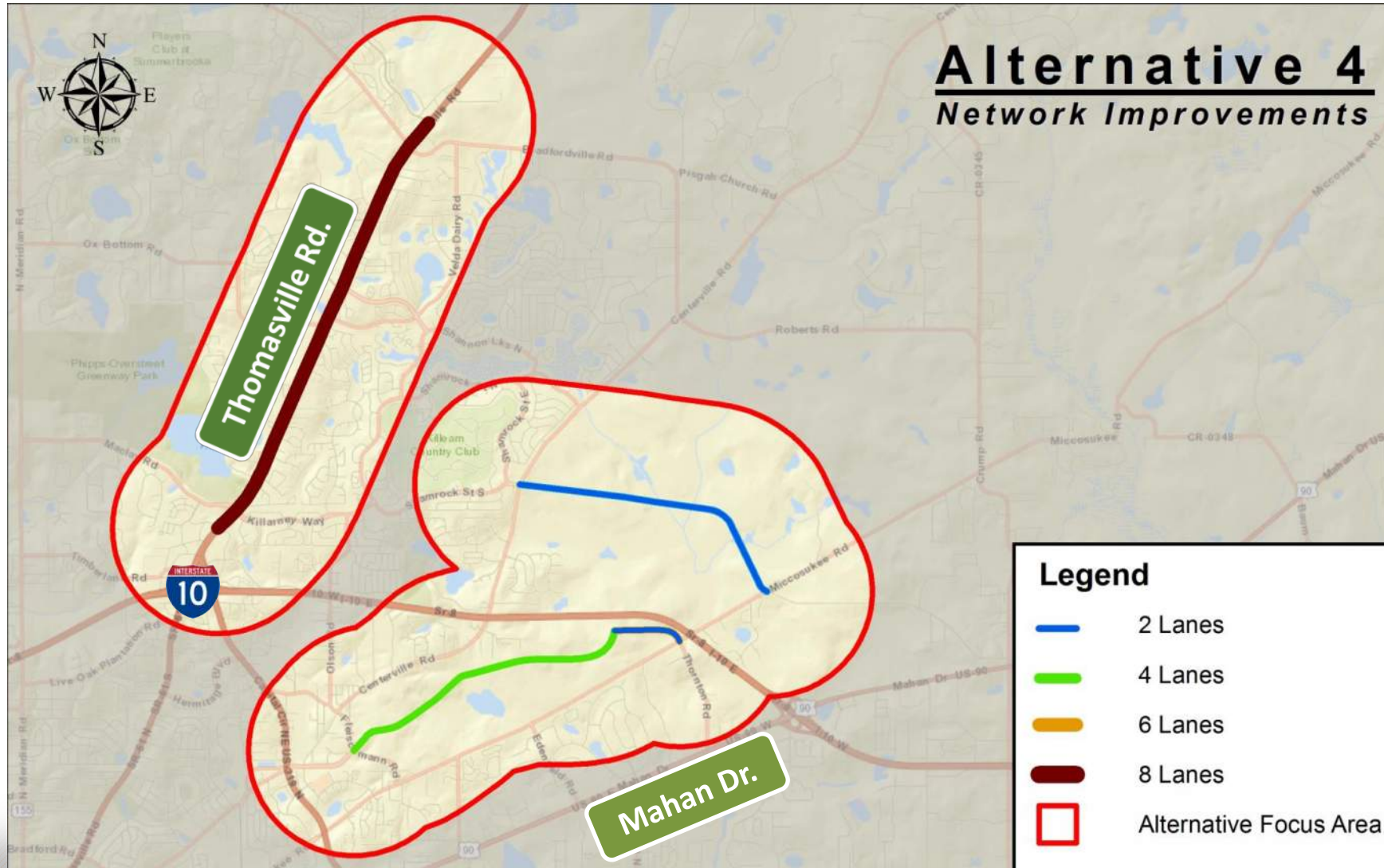
Intersection	No-Build LOS* AM (PM)	Max Welaunee LOS* AM (PM)
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	F	F
Killarney Way/ Maclay Blvd.	F (F)	F (F)



Build Alternative 4 – Limited Welaunee Network

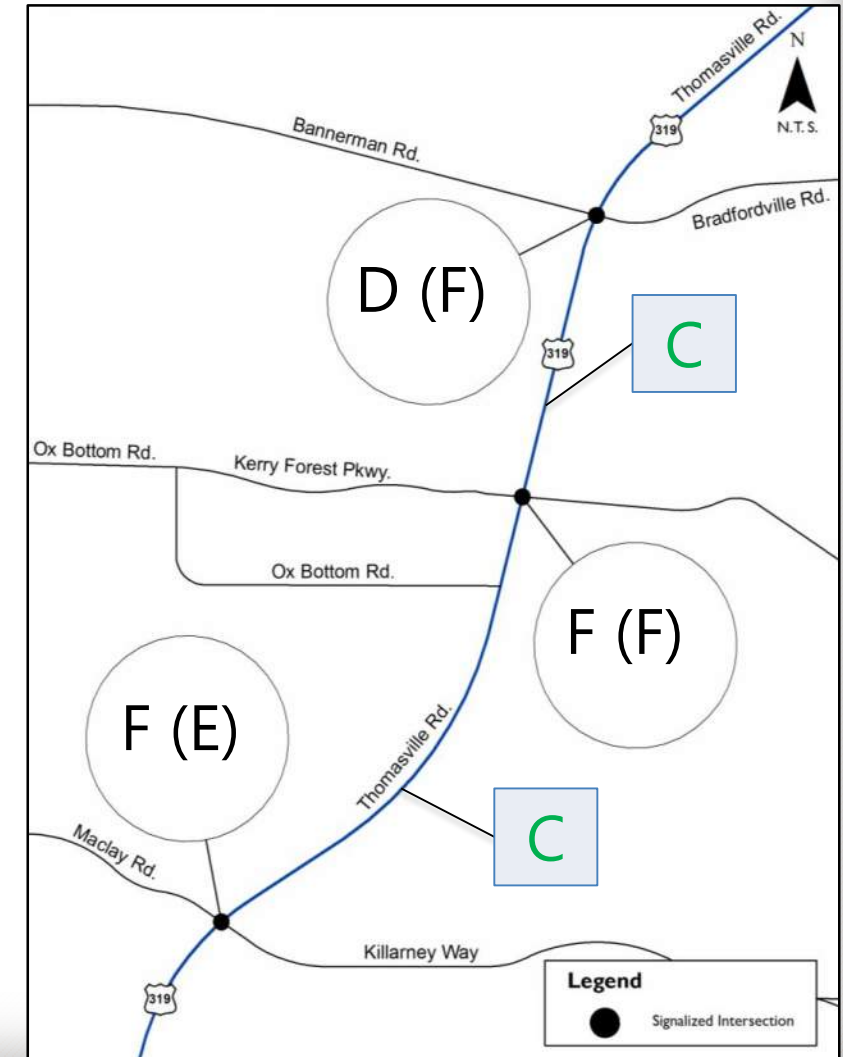


Build Alternative 4 – Limited Welaunee Network

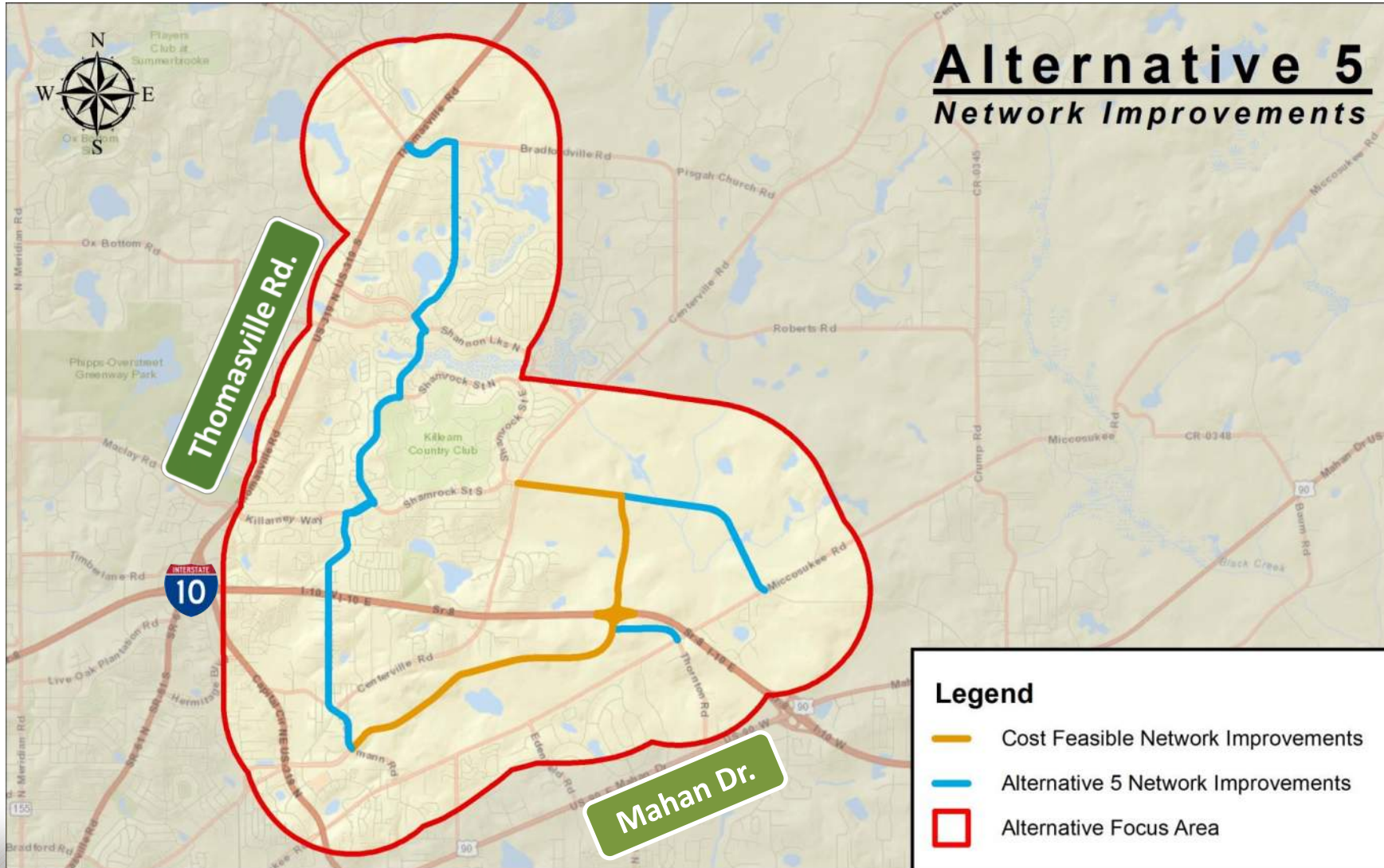


Build Alternative 4 – 2040 Limited Welaunee Level of Service

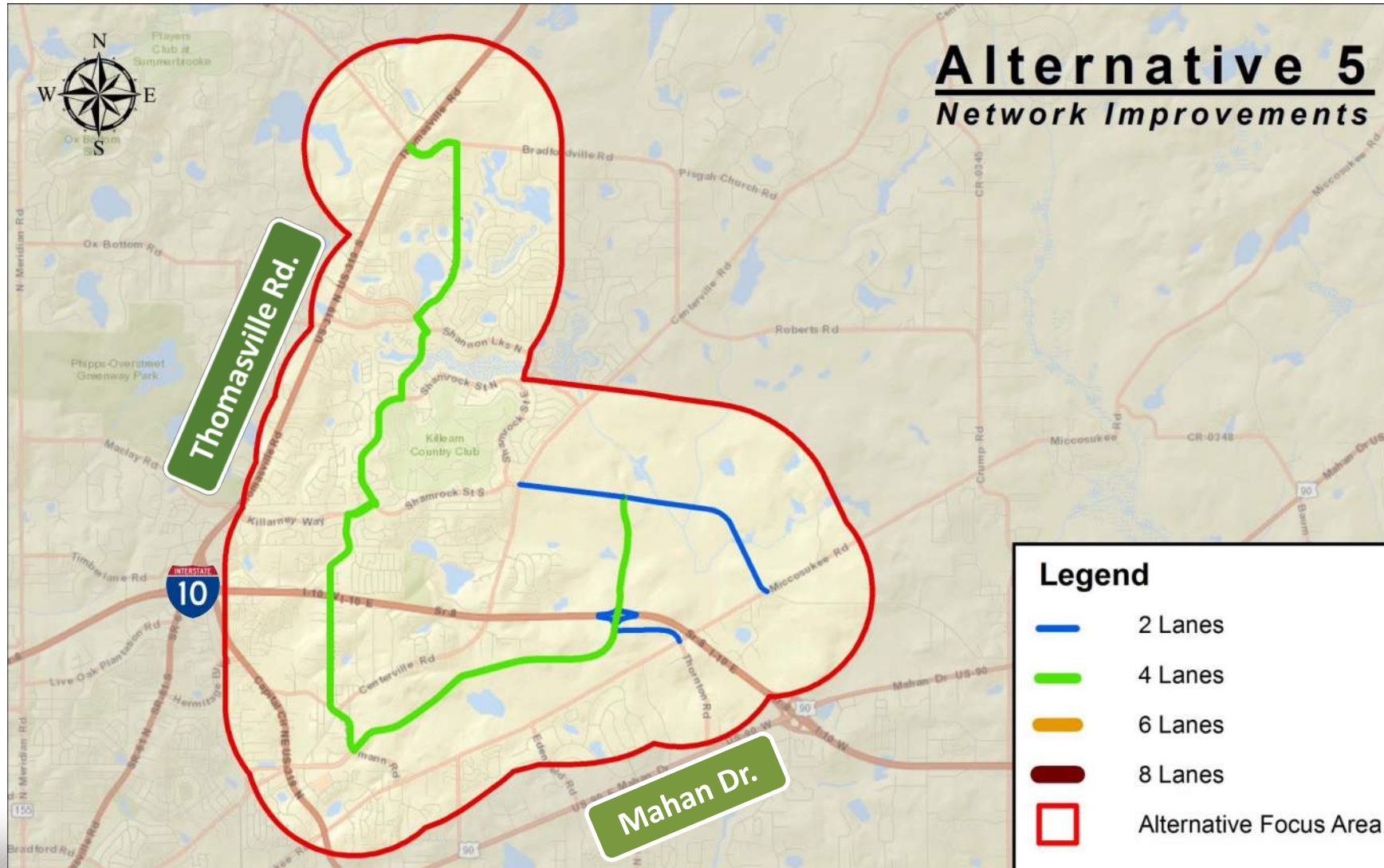
Intersection	No-Build LOS* AM (PM)	Limited Welaunee LOS* AM (PM)
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	F	C
Killarney Way/ Maclay Blvd.	F (F)	F (E)



Build Alternative 5 – Killearn Estates Corridor

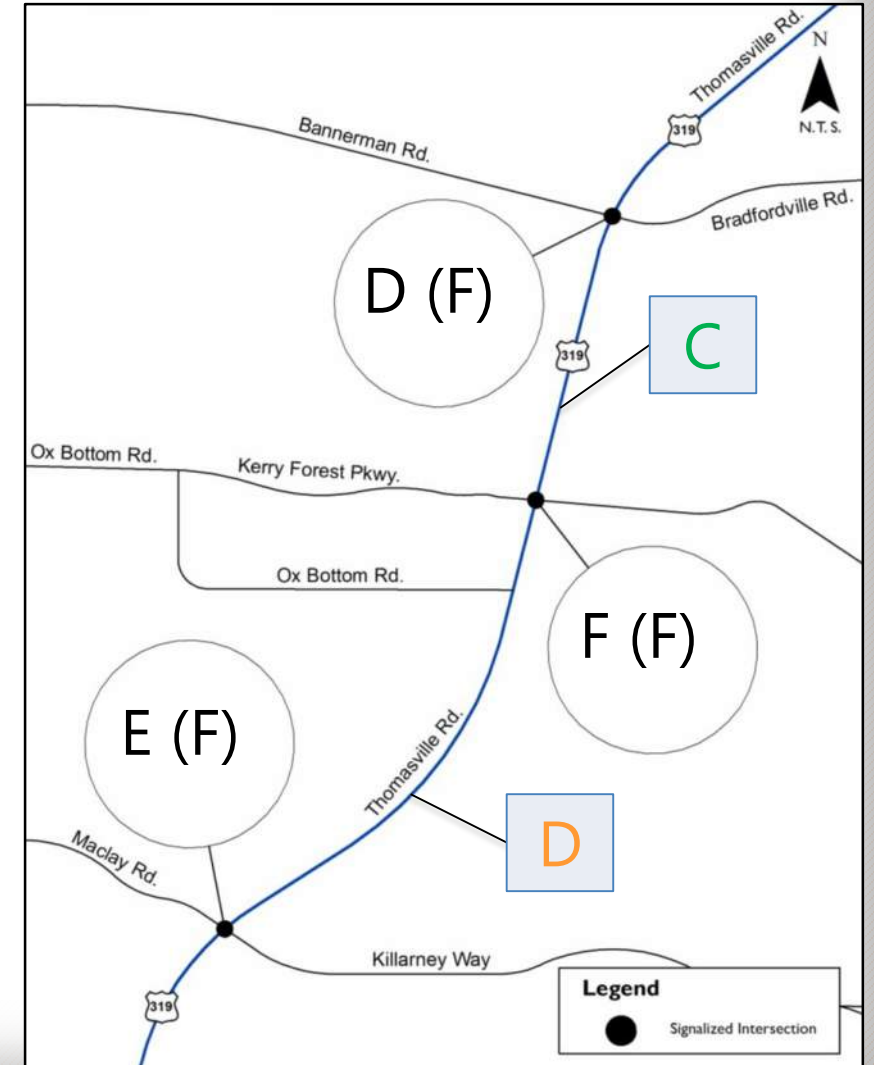


Build Alternative 5 – Killearn Estates Corridor



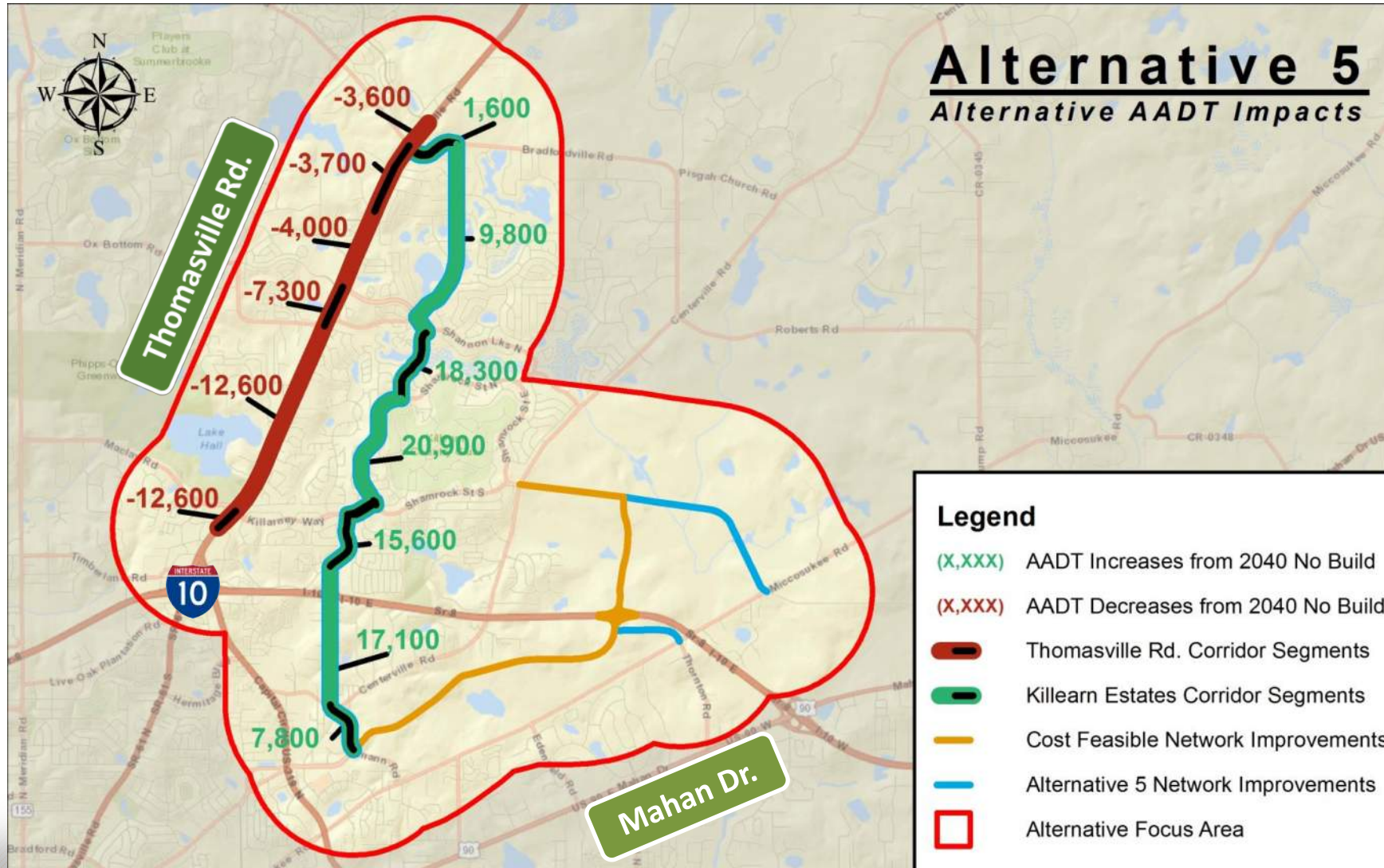
Build Alternative 5 – 2040 Killearn Estates Corridor Level of Service

Intersection	No-Build LOS* AM (PM)	Killearn LOS* AM (PM)
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS*	C	C
Kerry Forest Pkwy.	E (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS*	F	D
Killarney Way/ Maclay Blvd.	F (F)	E (F)

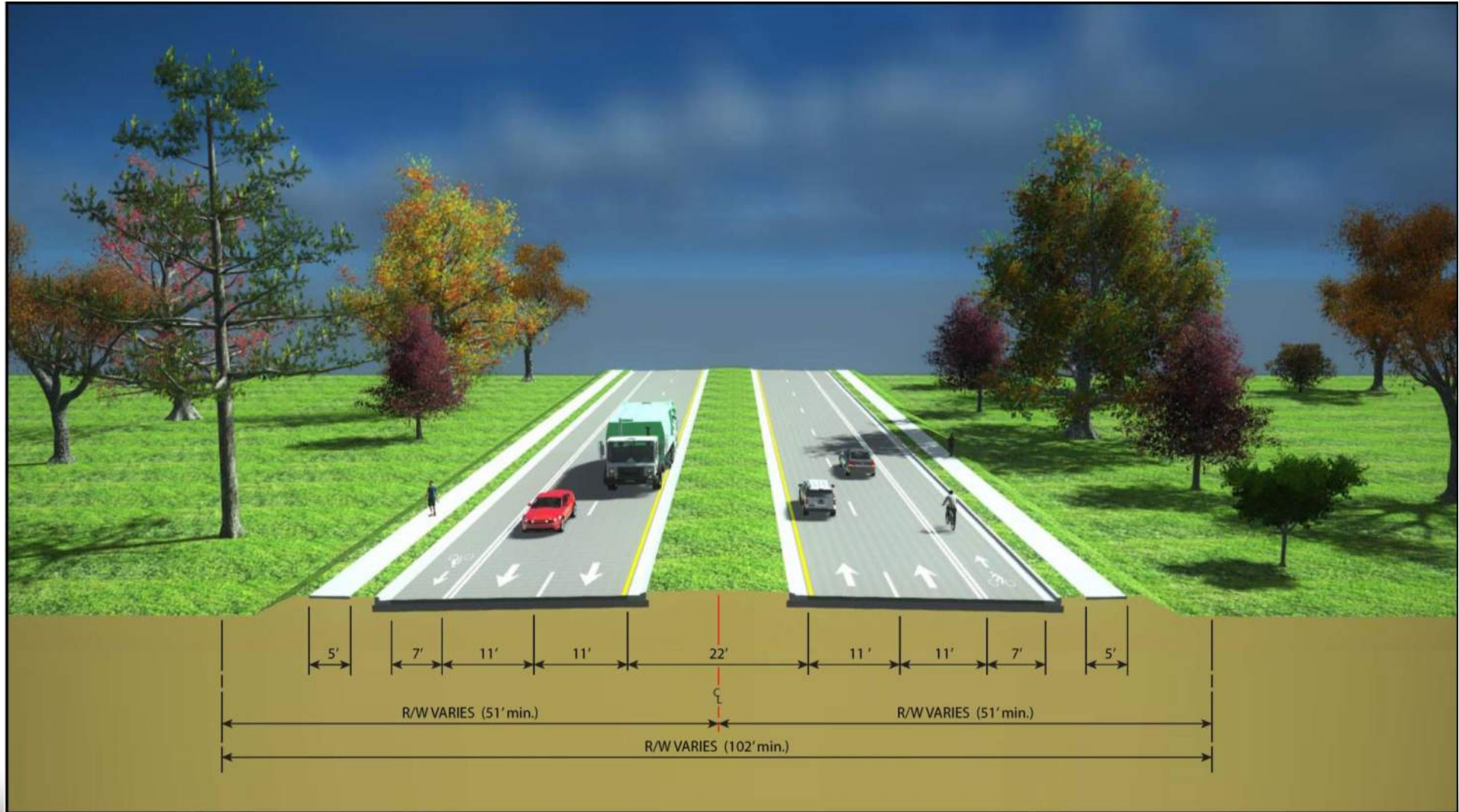


* Level of Service based on Thomasville Road AADTs

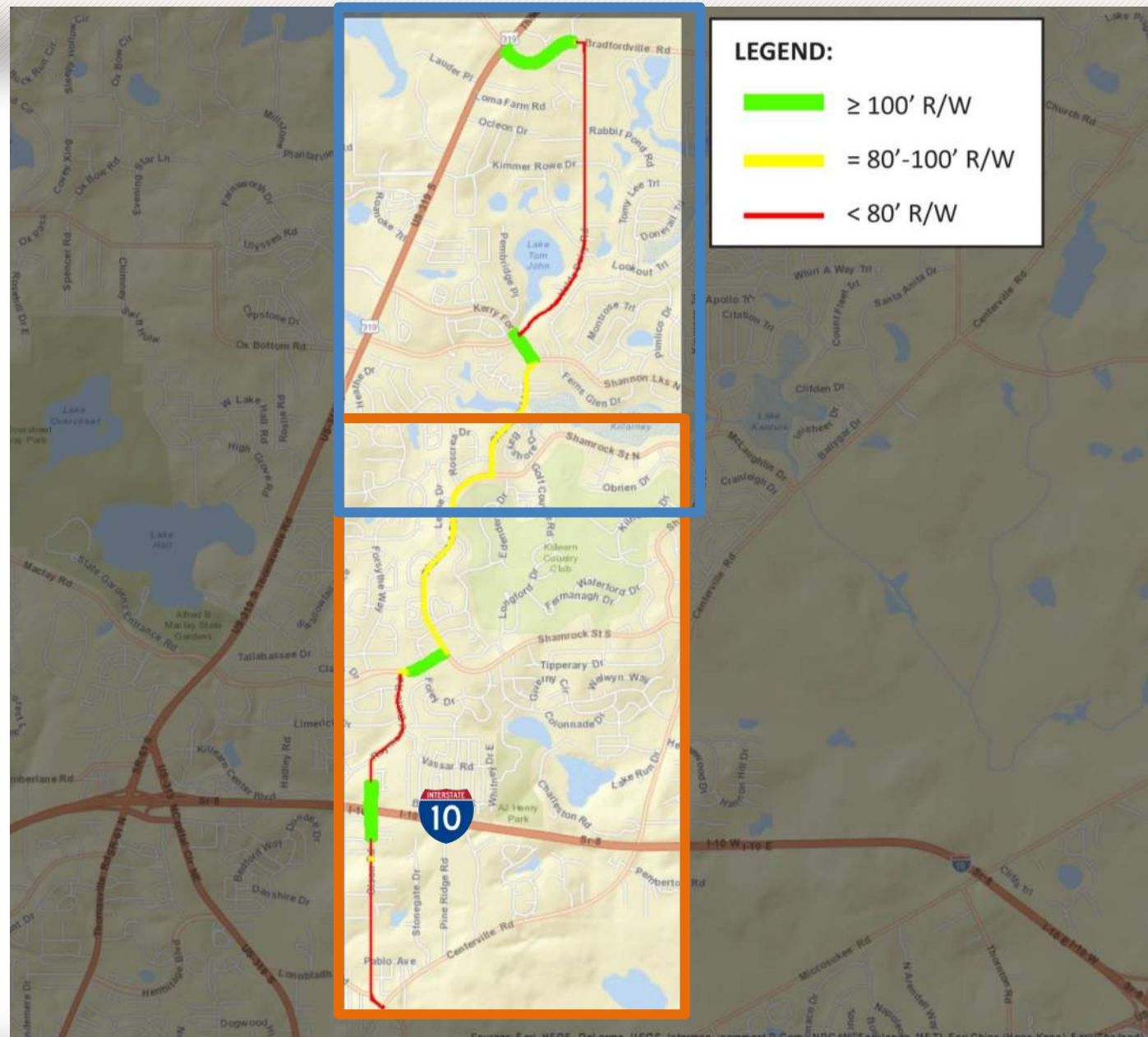
Build Alternative 5 – Killearn Estates Corridor



Typical Section – Proposed 4-Lane Divided



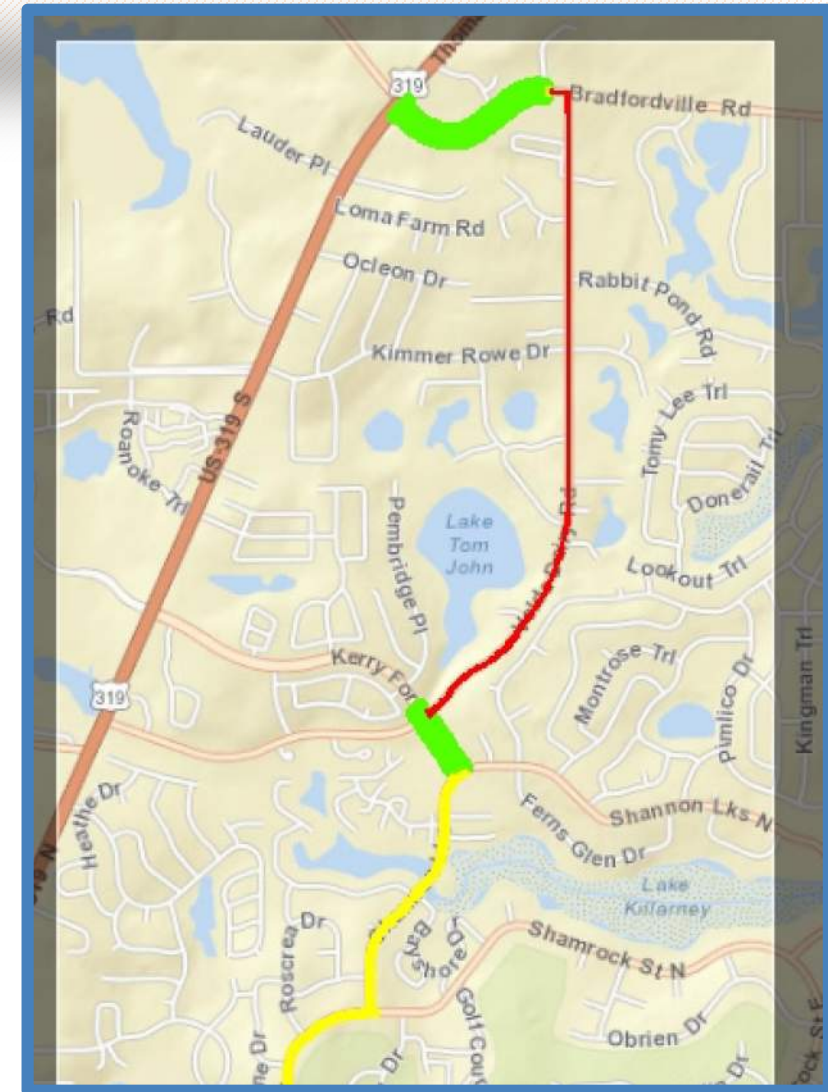
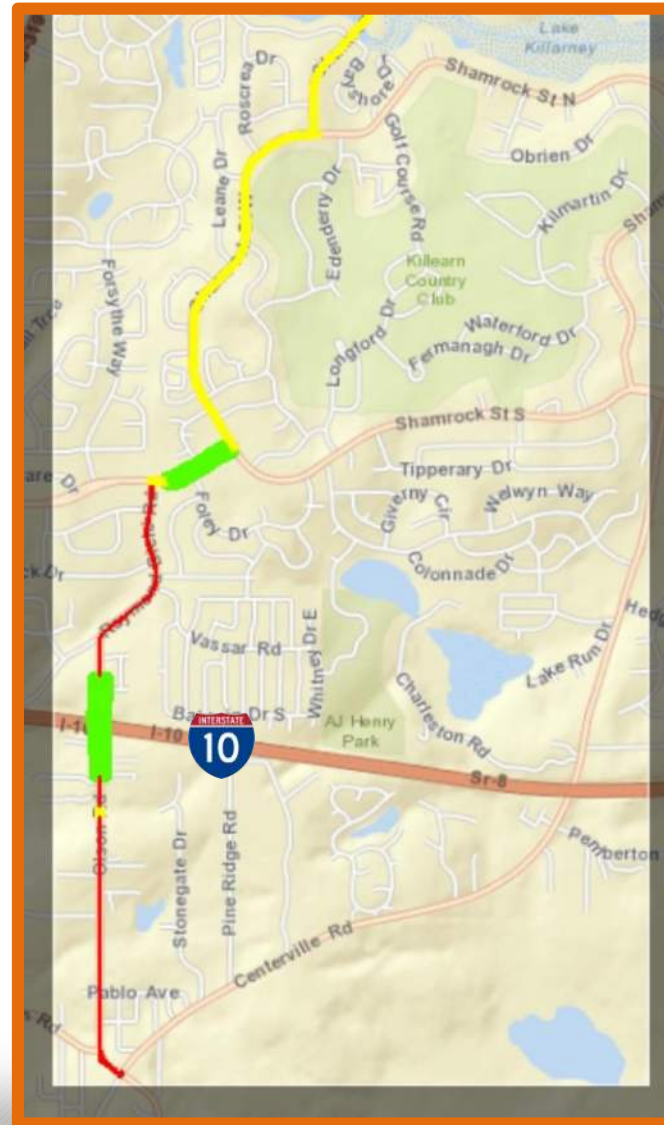
Killearn Estates Corridor Existing ROW



Killearn Estates Corridor Existing ROW

LEGEND:

- █ $\geq 100'$ R/W
- █ $= 80'-100'$ R/W
- █ $< 80'$ R/W



Transit Alternative



2040 Cost Feasible	6-Lane
Daily Demand	66,000 AADT
Peak Hour Demand	5,940 vph
Peak Hour Demand	7,120 people

Transit Alternative

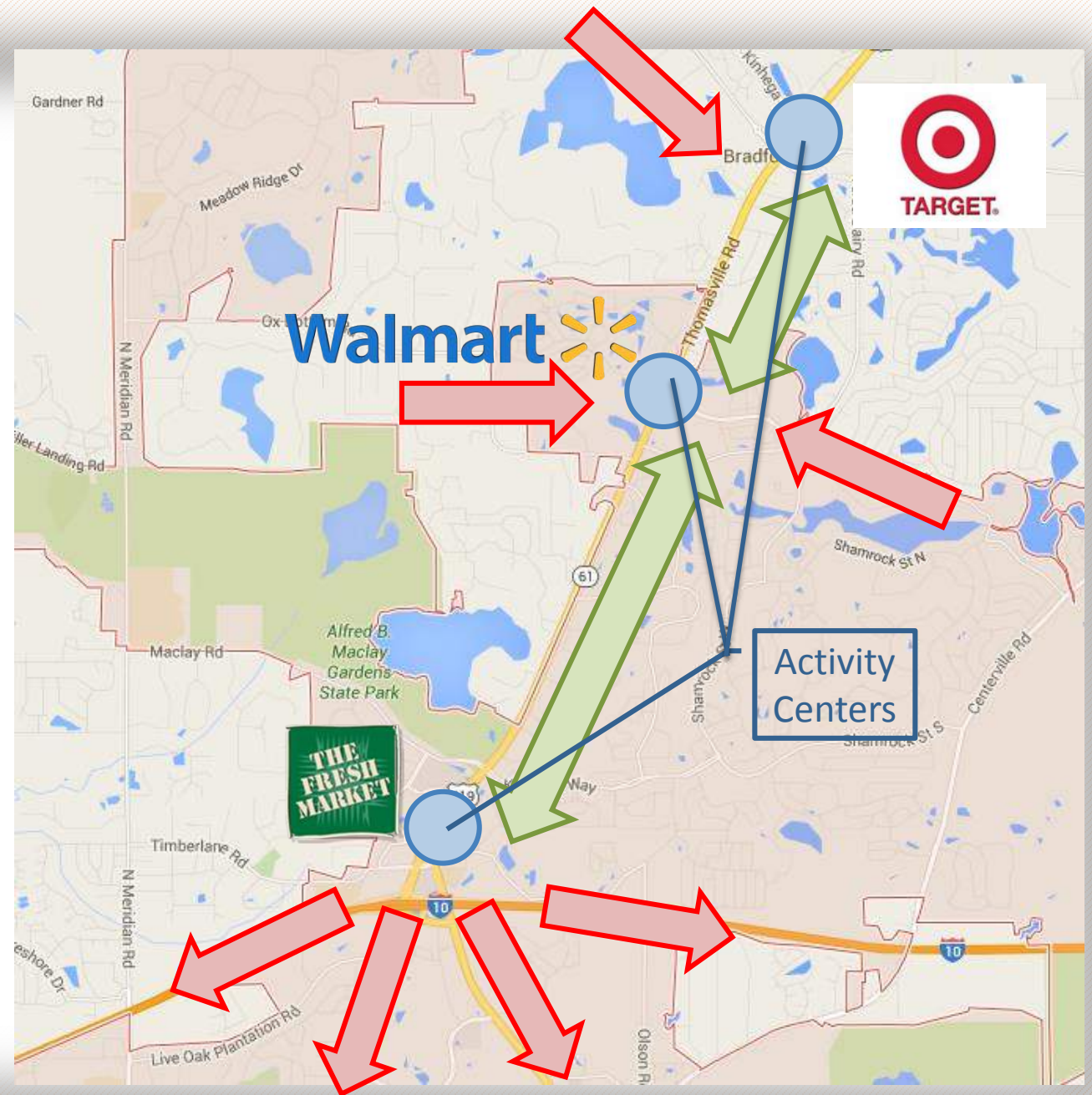


2040 Cost Feasible	6-Lane
Daily Demand	66,000 AADT
Peak Hour Demand	5,940 vph
Peak Hour Demand	7,120 people

Transit Alternative	6- Lane Auto/Bus Share	4-Lane Autos 2-Lane Bus
Capacity (Auto)	59,900 AADT	34,000 AADT
Peak Hour Capacity (Auto)	5,400 vph	3,100 vph
Peak Hour Capacity (people)	6,480 people	3,720 people
Unserved Demand	640 people per hour	3,400 people per hour

Transit Alternative

- Pros
 - ✓ Linear Corridor
 - ✓ Medium Density
- Cons
 - Home to Stop Connectivity
 - Stop to Work Connectivity



2040 Traffic Summary – LOS on Thomasville Road AM (PM)

Intersection	No-Build	CF Plus *	Max Thomasville **	Max Welaunee *	Limited Welaunee **	Killearn
Bannerman Rd./ Bradfordville Rd.	D (E)	D (F)	D (F)	F (F)	D (F)	D (F)
Bradfordville Rd. to Kerry Forest Pkwy. Arterial LOS	C	C	C	C	C	C
Kerry Forest Pkwy.	E (F)	F (F)	F (F)	F (F)	F (F)	F (F)
Kerry Forest Pkwy. To Killarney Way Arterial LOS	F	F	C	F	C	D
Killarney Way/ Maclay Blvd.	F (F)	F (F)	F (E)	D (F)	F (E)	E (F)



*Does not meet adopted LOS on Thomasville Road segments

**Includes 8-laning Thomasville Road

Natural Environment

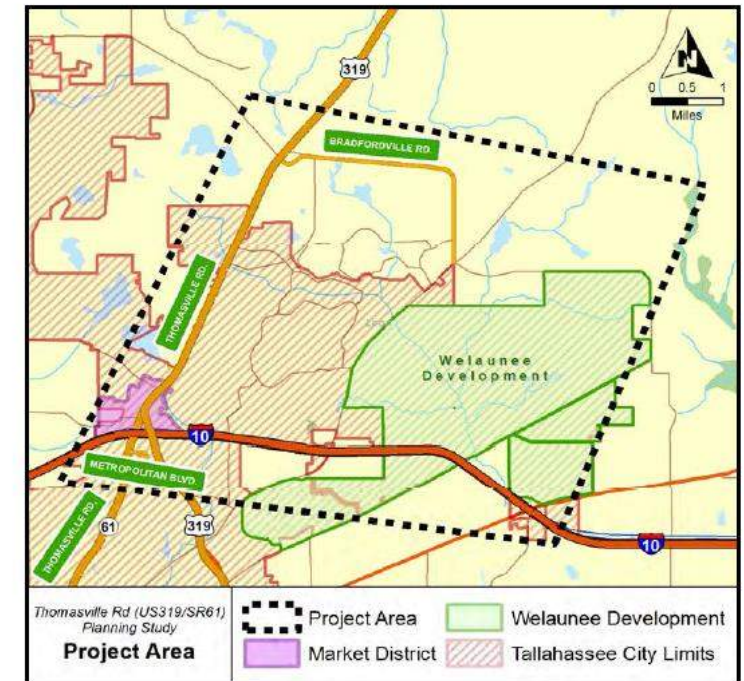
Thomasville Rd. Corridor	Welaunee Blvd. Corridor	Existing Network Improvements Area
Mostly developed	Mostly undeveloped upland forest and agricultural	Primarily residential
Lowest wetland impacts	Moderate wetland impacts	Moderate wetland impacts
Low T/E species impacts	Moderate T/E species impacts	Low T/E species impacts
No canopy road involvement	Canopy Roads- Centerville Rd., Pisgah Church Rd. and Miccosukee Rd.	Canopy Roads- Centerville Rd. and Pisgah Church Rd.
Avoid Maclay Gardens State Park		

Corridor Physical Environmental Report Status

	Report Name	
	Contamination Screening Evaluation	Cultural Resources
Thomasville Road	In Progress	Draft Complete
Welaunee	In Progress	Draft Complete
Existing Network	In Progress	Draft Complete

Public Involvement

- HOA Outreach
 - Meeting with both the Killearn Estates and Killearn Lakes HOAs in May 2016.
- Website
 - <http://www.nwflroads.com/22259352201.shtm>
 - Comments and questions welcomed on the 'Contact Us' page



Thomasville Road Planning Study Overview

The purpose of the Thomasville Road Planning Study is to explore additional highway capacity alternatives to relieve current and anticipated congestion along the Thomasville Road/ Capital Circle Northeast (SR 61/US 319) corridor, including the interchanges with SR 8 (I-10). The project limits extend from Metropolitan Boulevard to the Bannerman Road/ Bradfordville Road intersection. Alternatives being considered include adding travel lanes to SR

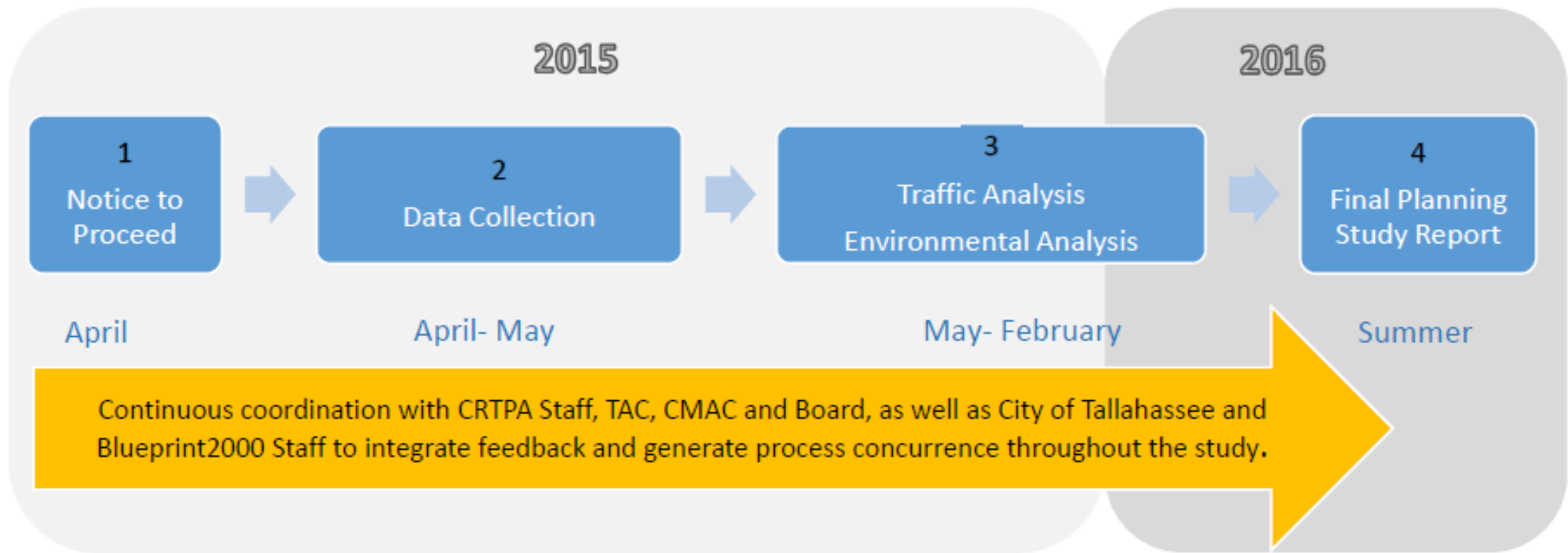
61 (US 319) in the northbound and southbound directions, improving the existing roadway network around Thomasville Road, and constructing a new roadway on a new alignment. Secondary purposes include expediting multi-modal travel along the corridor while allowing safe movement of vehicle, pedestrian and bicycle traffic.

The 14 month study will identify impacts to the built and natural environment based on alterna-

tives analyzed. Alternatives that meet the purpose and need of the study will be carried forward for a more in-depth analysis.

This project is being completed by the Florida Department of Transportation (FDOT) and is being coordinated with the Capital Region Transportation Planning Agency (CRTPA), Blueprint 2000, Tallahassee-Leon County Planning Department, other project stakeholders and FDOT projects in the area.

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Thanks!



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