

Providing Mobility. Enhancing Community.

WOODVILLE HIGHWAY (SR 363) PD&E STUDY

From Capital Circle Southeast To Paul Russell Road

FPID NUMBER: 424009-3

*C RTPA Update
May 2012*

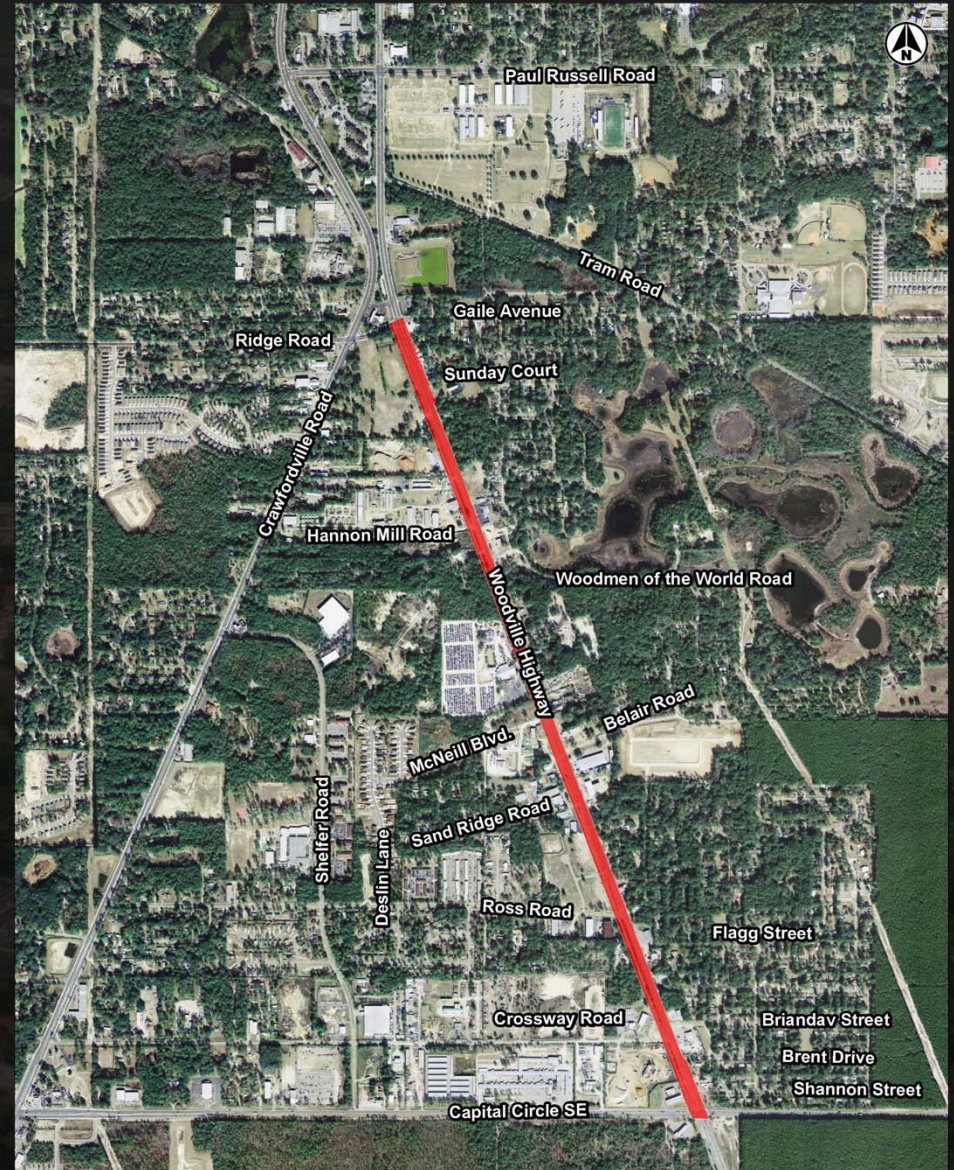


TOPICS TO DISCUSS . . .

- Brief Review of the Alternatives
- Present our Alternative Recommendations
- Follow-up to CRTPA comments from March 26th
- Project Schedule

SEGMENT 1

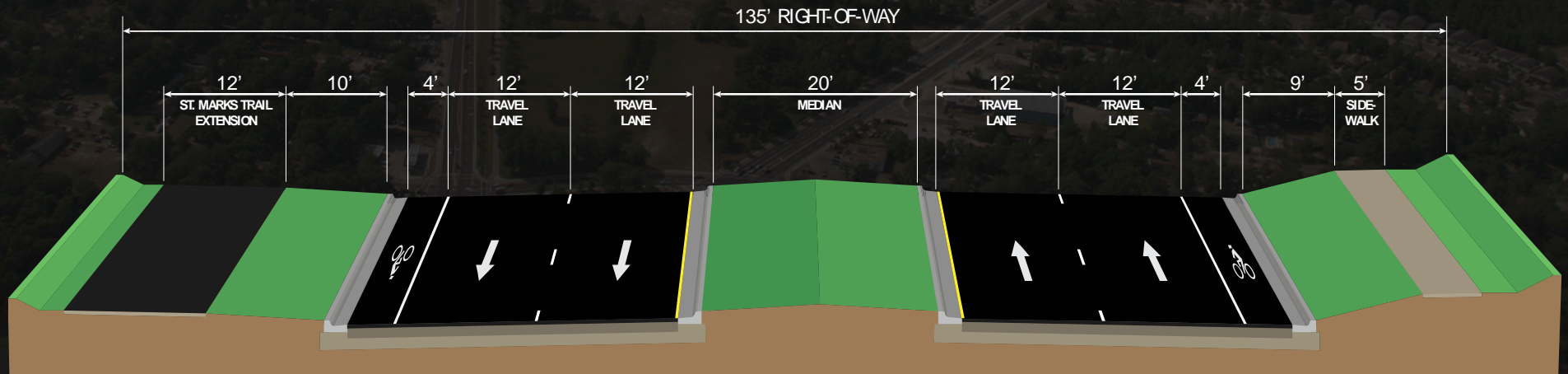
- From Capital Circle Southeast to Gaile Avenue
- Four separate Build alternatives analyzed



SEGMENT 1

Alternatives

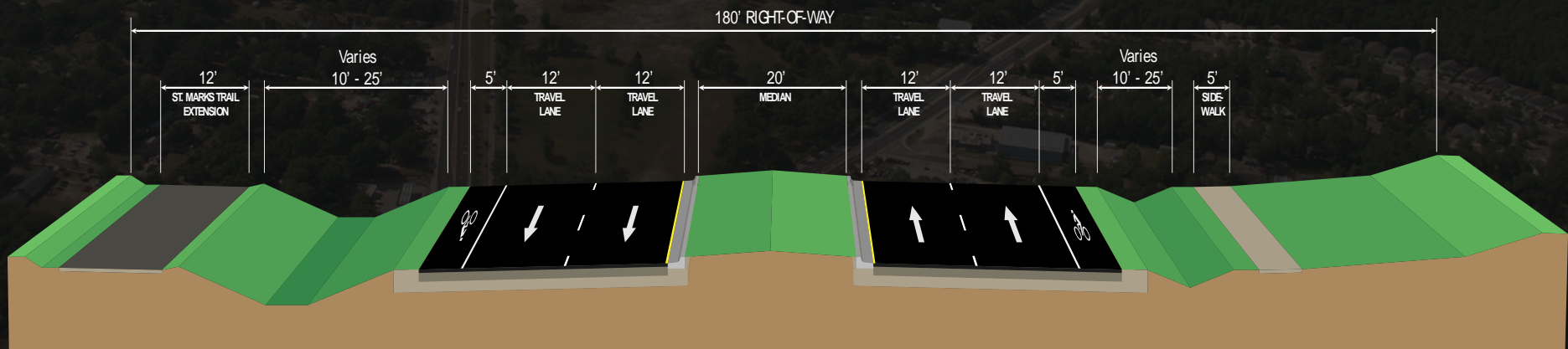
- **4-lane Urban**
 - Curb & Gutter Typical Section
 - No new ROW needed for the 4-lane roadway
 - Requires ROW for stormwater ponds
(locations not finalized at this time)
 - St. Marks Trail Extension would shift westward approximately 20 feet



SEGMENT 1

Alternatives

- 4-lane Rural
 - 3 options (Left, Right, Center)
 - Requires an additional 45-ft of ROW
 - Stormwater is handled in adjacent swales
 - St. Marks Trail Extension would shift westward depending on alternative, 20-75 feet



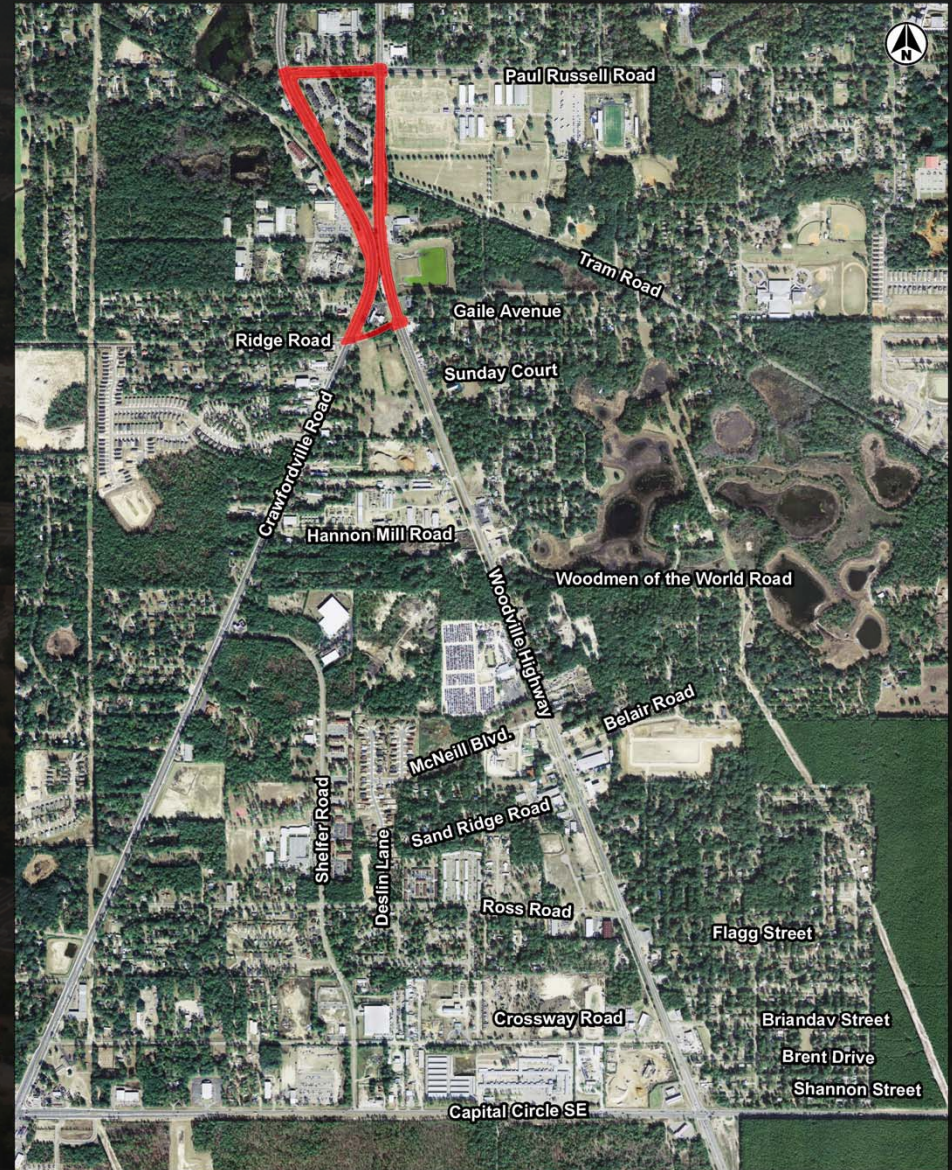
SEGMENT 1

Alternatives Comparison

PD&E Considerations	Urban	Rural (Left)	Rural (Right)	Rural (Center)	No Build
Potential ROW Acquisition (parcels)	0	26	29	55	0
Major Relocations (Residential/Business)	0/0	0/12	4/13	1/16	0/0
Minor Relocations	0	11	13	20	0
Cultural Resources Impact?	No	No	Yes	Yes	No
Traffic Noise Impacts	5	3	5	3	0
- Needed for ROW	1	1	5	2	0
Potential Contamination Parcels for ROW	0	2	3	4	0
Total Project Cost	\$17.8M	\$23.9M	\$26.4M	\$30.4M	\$0

SEGMENT 2

- Gaile Avenue to Paul Russell Road
- Two separate Build alternatives analyzed



SEGMENT 2

Alternatives

- Tram + Gaile
 - Extend Tram Road to Crawfordville/Adams and construct additional left-turn lanes on Gaile Avenue

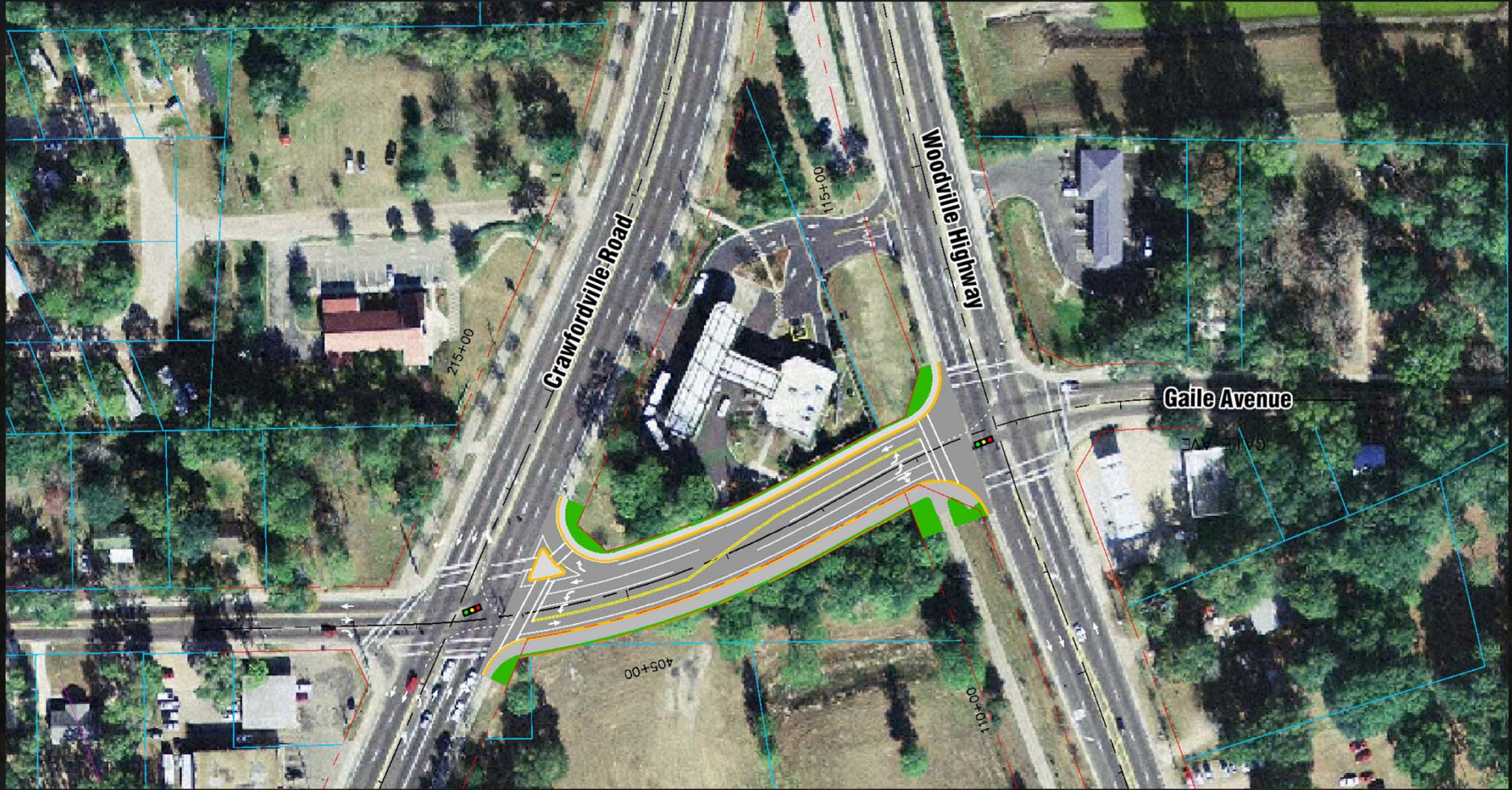
SEGMENT 2

Tram + Gaile Alternative (Tram Road Extension portion)



SEGMENT 2

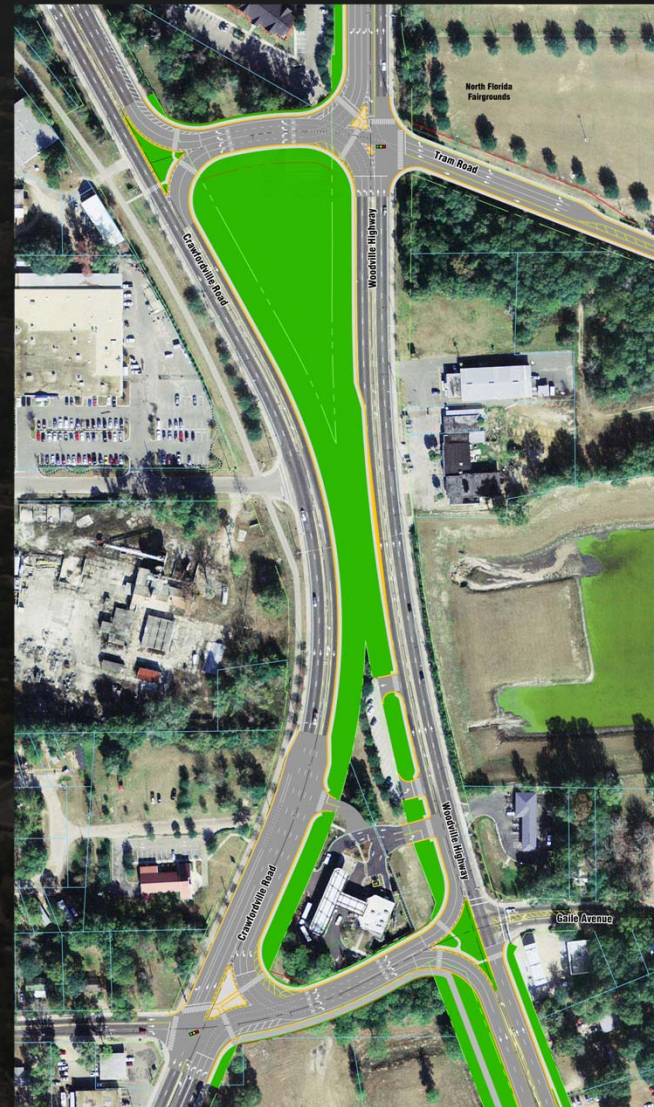
Tram + Gaile Alternative (Gaile Avenue Widening portion)



SEGMENT 2

Alternatives

- Loop
 - Tram and Gaile improvements with the elimination of a travel lane on Woodville Highway and Crawfordville Road and conversion to one-way traffic flow



SEGMENT 2

Loop Alternative (Northern end of Loop at Tram Road)

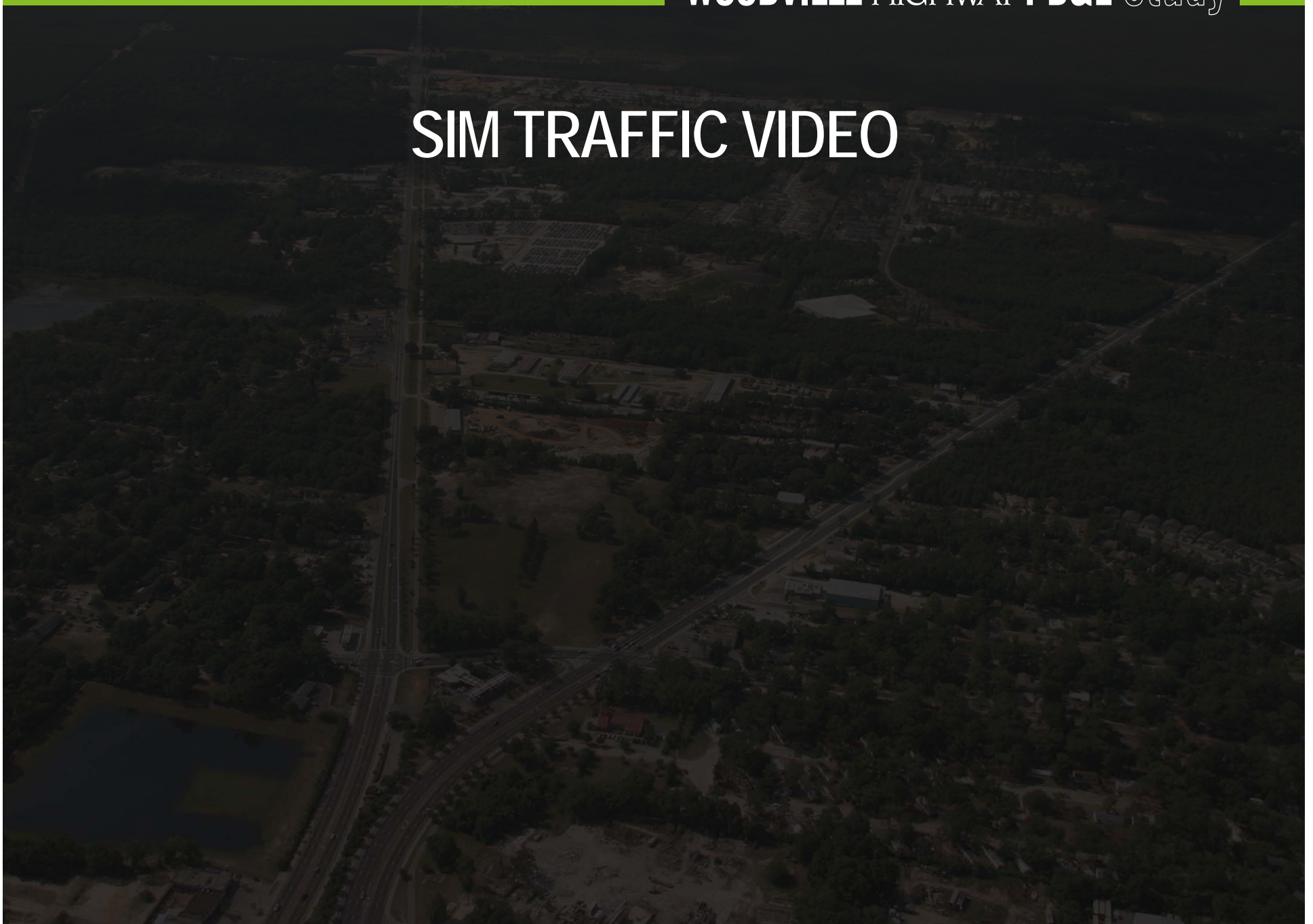


SEGMENT 2

Loop Alternative (Southern end of Loop at Gaile Avenue)



SIM TRAFFIC VIDEO



SEGMENT 2 Travel Times Comparison (PM Peak Hour)

Travel Route	Existing (2011)	4-Lane No Build (2035)	Tram + Gaile (2035)	Loop (2035)
Gaile Ave. to Ridge Rd.	1:34	3:38	3:52	2:17
Monroe St. to Woodville Hwy.	1:13	2:03	3:20	2:13
Monroe St. to Crawfordville Rd.	3:19	3:02	3:55	1:54
Adams St. to Woodville Hwy.	2:11	4:01	3:58	1:44

SEGMENT 2 Alternatives Comparison

PD&E Considerations	Tram + Gaile	Loop	4 Lane No Build
Potential ROW Acquisition (parcels)	6	6	0
Major Relocations (Residential/Business)	0/1	0/1	0/0
Potential Contamination Parcels for ROW	0	1	0
Estimated Delay in Peak Hours (all users)	95 hours	76 hours	95 hours
Estimated Annual Delay in Peak Hours (all users)	23,750 hours	19,000 hours	23,750 hours
Total Project Cost	\$6.0M	\$8.4M	\$0

MARCH COMMENTS FROM CRTPA

Evaluate savings from removing bike lanes along Woodville Highway

- Would only benefit the Urban Alternative (Segment 1)
- Saves \$164,000/miles; Represents less than 1.5% savings
- Much more costly to add after construction
- Negative reaction from the public and FDOT
- Recommend including the bike lanes along the roadway

Consider a bike path adjacent to St. Marks Trail Extension

- Would be more expensive than building the bike lanes along the roadway
- Comments from the April 12th public meeting
- Recommend including the bike lanes along the roadway

Consider maintenance costs of stormwater ponds when considering alternatives

- Maintenance costs associated with stormwater ponds would be paid by FDOT
- Rural options in Segment 1 would have an annual costs from lost property tax base

Full responses to these and other topics discussed at the March Board Meeting are included in your agenda packets.

RECOMMENDATIONS TO THE CRTPA

SEGMENT 1 – Urban Alternative

- Least impactful to the community (i.e. ROW, Relocations)
- Preferred by those who attended the April 12th Public Meeting
- Least expensive alternative

SEGMENT 2 – Loop Alternative

- The Loop provides much better traffic flow benefits for a longer period than the other alternatives.

SEGMENT 1

Comparison of Existing to Recommended



PROJECT SCHEDULE

- CRTPA selects the "Recommended" Alternatives for Segments 1 & 2
- Public Hearing – Summer/Fall 2012
- FHWA approval of Type 2 Categorical Exclusion and completion of PD&E phase – Fall 2012

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