BLUEPRINT INTERGOVERNMENTAL AGENCY

Technical Coordinating Committee Meeting

Monday, October 26, 2026
1:00 p.m.
Location: Blueprint Conference Room

Facilitator: Autumn Calder

Agenda

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IV.	**CITIZENS TO BE HEARD**	

Citizens desiring to speak must fill out a Speaker Request Form. The Chair reserves the right to limit the number of speakers or time allotted to each speaker. All comments received will be part of the record.

NEXT TCC MEETING: Monday, February 22, 2027, at 1:00 p.m.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this meeting should contact Shannon Berigan, Public Information Officer, 315 South Calhoun Street, Suite 450, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.

Blueprint Intergovernmental Agency
Technical Coordinating Committee
Agenda Item #1

October 26, 2026

Title:	August 25, 2025 Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting (TCC) Minutes
Category:	Consent
Lead Staff / Project Team:	Autumn Calder, Director, Blueprint Intergovernmental Agency Abraham Prado, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This agenda item presents the summary meeting minutes for the August 25, 2025 meeting.

FISCAL IMPACT

This item has no fiscal impact.

RECOMMENDED ACTION:

Option 1: Approve the August 25, 2025 minutes.

OPTIONS:

Option 1: Approve the August 25, 2025 minutes.

Option 2: TCC Direction.

Attachments:

1. Draft Summary Minutes of the Technical Coordinating Committee on August 25, 2025.

Blueprint Intergovernmental Agency
Technical Coordinating Committee
Meeting Minutes
DRAFT

Date: October 26, 2026
To: Technical Coordinating Committee
From: Autumn Calder, Blueprint Director
Subject: Summary Minutes for the August 25, 2025, Technical Coordinating Committee Meeting

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Committee Members present:

Wayne Tedder	Nawfal Ezzagaghi
Artie White	Brent Pell
Autumn Calder	Keith Burnsed (for John Reddick)
Rob McGarrah	Jodie Cahoon
Chris Muehlemann	Deji Ajose-Adeogun
Mike Alfano	

The TCC is a non-voting committee serving to provide professional advice and technical expertise on Blueprint Intergovernmental Agency projects.

I. AGENDA MODIFICATIONS

There were no agenda modifications.

II. CONSENT

1. April 29, 2024, Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

ACTION TAKEN: There were no questions related to the consent item; item placed in the record as presented.

III. GENERAL BUSINESS/PRESENTATIONS

2. Presentation-Update on the Orange-Meridian Placemaking Stormwater Improvement.

   Blueprint Director, Autumn Calder started the meeting by initially welcoming the newest TCC members, City/County Director of Planning, Mike Alfano and Director of Environmental Services, Deji Ajose Adeogun. She then briefly went over the main components of the stormwater improvement of the East Ditch project and the Orange-Meridian Placemaking Stormwater project.

   HALFF PE/Team Leader, Melissa Pennington then started the presentation on the Orange-Meridian Placemaking Stormwater Improvement project and going into

more detail of the project as it related to the slope, multi-use path, LOMR-FIS streams, etc. She stated that the FEMA elevation information was out of date and gave a more accurate baseline for the area. Melissa noted that 66% of the LOMR project is part of the Southside Action Plan.

City/County Planning Director, Mike Alfano further explained how they applied current zoning information to show that 81 properties will be coming out of this floodplain and that includes a portion of Florida A &M University's (FAMU) property coming out of the floodplain. He then said that 62 parcels in the Apalachee Ridge area are coming out of this floodplain & 149 total parcels are impacted.

Melissa said that FEMA will decide to either go with a LOMR or a PMR approximately Winter 2026. She stated that there will be a removal of approximately 66 acres flooding and 100-year floodplain, a removal of over 300 parcels from the floodway or 100-year zone, and the construction of the East Ditch Improvements will start in Spring 2028-2029.

Assistant City Manager, Wayne Tedder asked about the box culverts on Adams Street and is there any discussion on making improvements. Autumn replied by saying that the modeling and updated map sets the community up for any future improvements to be made at Adams Street.

Assistant County Administrator, Nawfal Ezzagaghi then asked if the model measured is within approximately a foot, how much gain are we talking about? He also asked how much drop in elevation do we have? Melissa initially went back to one of the slides that showed the information on this and then HALFF Consultant, Ryan Londeen went over the Models Results Comparison slide where some areas varied and went over the difference between the LOMR & FEMA models. Nawfal then replied that he just wants to make sure that we really put this information into context as it relates to the elevation information. When Nawfal asked about how confident that we're lowering the elevation, City Stormwater Manager, Jodie Cahoon replied that we're in a good position. Ryan added that most calibration points are within six inches.

Nawfal also asked the HALFF team if they know the guidance system that FEMA uses. Melissa replied that since there is no loss in doing this as a LOMR, the information that FEMA is reviewing, either way is essentially the same.

Wayne said that that from the Southside Action Plan perspective, this project is an accomplishment, so this is a big deal.

Rob McGarrah asked about flooding in Jake Gaither neighborhood and the properties impacted there. Jodie replied that south of Bragg Drive due to some back water effects, there's not much change there.

Blueprint Attorney, Susan Dawson asked when is the public notice date for this project and Melissa responded that it will be between March and June 2026.

Deji Ajose-Adeogun asked when will we hear back from FEMA and Ryan answered that it takes 90 days for the initial review, so it should be between end of September or early October. Deji also asked about elevation as it relates to one foot discrepancy. Melissa answered saying the one-foot discrepancy on Models Results Comparison slide is exclusively based on and consistently falls within half a foot of calibration of the 2024 storm and based off improvements done in this area.

IV. CITIZENS TO BE HEARD

There were no citizens to be heard.

V. ADJOURN

The meeting adjourned by consensus at 1:52pm.

Next meeting is set for Monday, October 20, 2025, at 1 p.m.

Blueprint Intergovernmental Agency
Technical Coordinating Committee
Agenda Item #2

October 26, 2026

Title:	Presentation on the Construction Sequence, Utility Corridors, and Detour for Airport Gateway Segment G-2 (Springhill Rd)
Category:	General Business
Contact:	Autumn Calder, Director, Blueprint Abraham Prado, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This item provides an update on the construction sequence, utility corridors, and detour for Airport Gateway Segment G-2 (Springhill Rd). Segment G-2 extends from just south of Windy Pine Way to Springsax Road on Springhill Road.

FISCAL IMPACT:

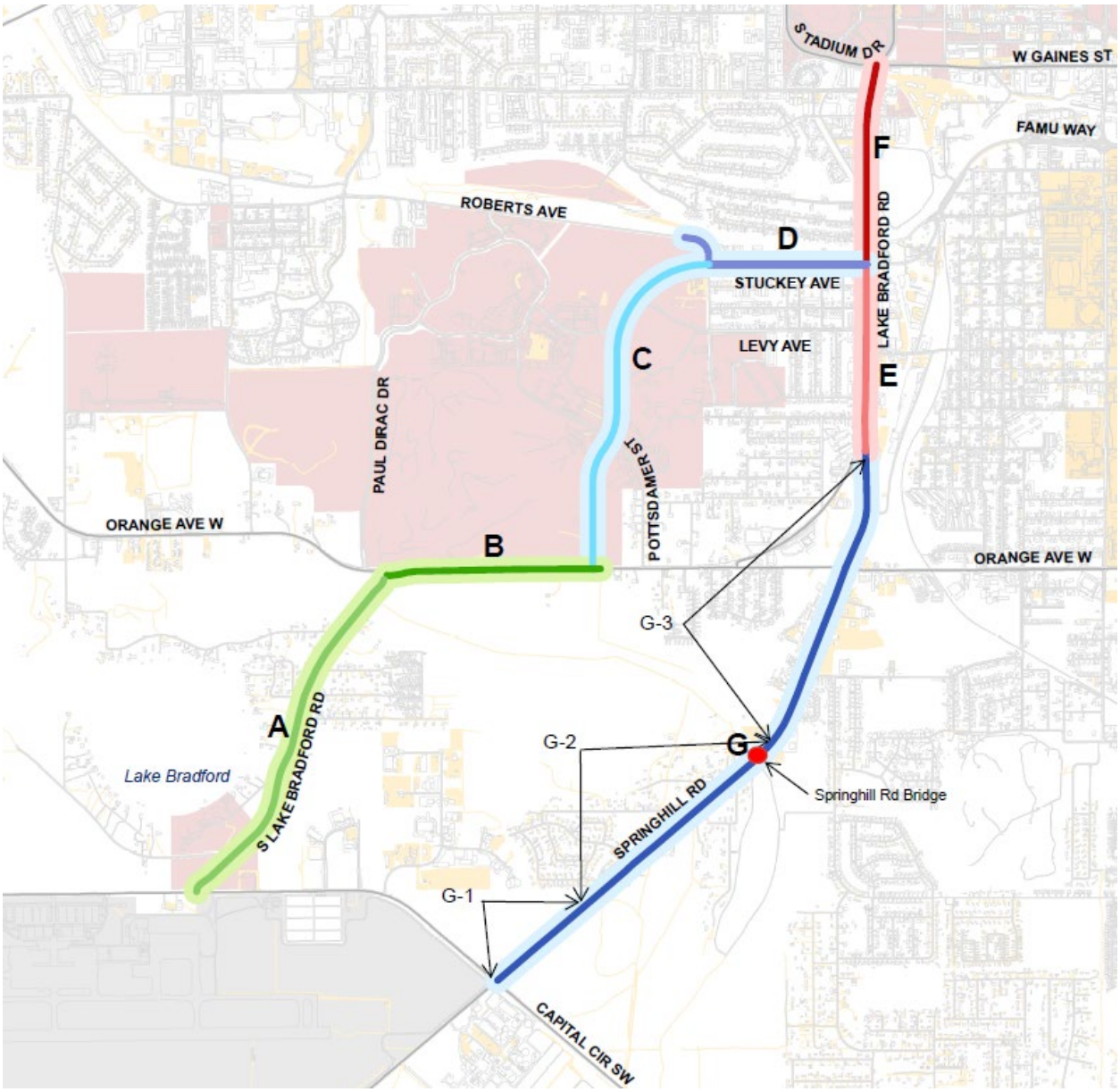
This item does not have a fiscal impact.

SUPPLEMENTAL INFORMATION:

BACKGROUND

The Airport Gateway project will create a beautiful, safety-enhanced, multimodal gateway connecting the Tallahassee International Airport, Downtown Tallahassee, Florida State University and Florida A&M University, and Innovation Park. As shown in Figure 1, below, the project will improve approximately seven miles of roadway and add more than 13 miles of new sidewalks, trails, and bicycle lanes.

Figure 1: Airport Gateway Project Map



Segment G, a component of the Airport Gateway, includes improvements to Springhill Road from Capital Circle SW to North Lake Bradford Road. Improvements for this segment include construction of a two-lane divided roadway, multiuse trail, sidewalk, landscaping, lighting, and the FDOT bridge replacement at Munson Slough. The project also includes right of way acquisition to accommodate future widening.

Segment G is being constructed incrementally. Segment G-1 (Capital Circle SW to south of Windy Pines Lane), shown in Figure 2, completed construction in June 2026. Design, permitting, and right-of-way acquisition are underway for Segment G-2 (Windy Pines Way to Springsax Road) with construction anticipated to begin in 2027. Two key components of this segment are FDOT's replacement of the bridge over Munson Slough

and the replacement of various sanitary sewer force mains along the corridor. The last phase, Segment G-3, is being coordinated with FDOT's proposed improvements on Orange Avenue.

Figure 2: Airport Gateway Segment G-1

SEGMENT G-2 CONSTRUCTION SEQUENCE AND UTILITY CORRIDORS

In general, the improvement for G-2 entails the construction of new north and southbound travel lanes outside of the existing travel lanes. This allows traffic to continue to use the existing roadway, or portions of it, during most of the major roadway construction. Construction is planned in four major phases outlined below and explained in further detail in the following paragraphs:

- Phase 1: Clearing and grading of new right-of-way and utility relocation
- Phase 2: Construction of new northbound travel lane
- Phase 3: Construction of new southbound travel lane
- Phase 4: Transition divided roadway to existing undivided road north of Munson Slough (includes road closure)

The conceptual sequencing has been closely coordinated with FDOT's proposed construction schedule for the bridge replacement over Munson Slough. Final construction phasing and any road closures are subject to approval by all applicable regulatory agencies. It is anticipated that the total time to construct Segment G-2 is between 24-30 months. As plans are finalized, this timeframe will be refined and determined ahead of bidding.

Phase 1

Because the new construction generally occurs outside of the existing travel lanes, various utilities must be relocated prior to roadway construction. The primary utilities in conflict are overhead electric facilities, and associated third party utilities, and various sanitary sewer force mains. Because of these conflicts, phase 1 of the project will be a utility relocation phase. The utility relocation phase requires the contractor to clear and grade the new right of way on the east and west side of the existing road. Upon clearing and grading the west side, the electric lines, and associated third party utilities, will relocate to the western edge of the right of way. A corridor for electric will be provided along the western edge of the right of way for the entirety of G-2. A period of 6 months is planned for these relocations. If third party utilities do not relocate within this 6-month period, construction of the new northbound lanes, phase 2, will be delayed.

During the utility relocation phase, upon clearing of the east right of way, two sanitary sewer force mains presently under the new northbound lane will be relocated to the eastern edge of the right of way in a dedicated corridor. This force main corridor will be provided from the Munson Slough bridge to approximately 1,000 feet south. The force main relocation would be included within the roadway contractor scope of work to advance the project while electric facilities are moved (work to be performed by utility owners). In addition, the contractor would also be able to construct the stormwater facility during this phase.

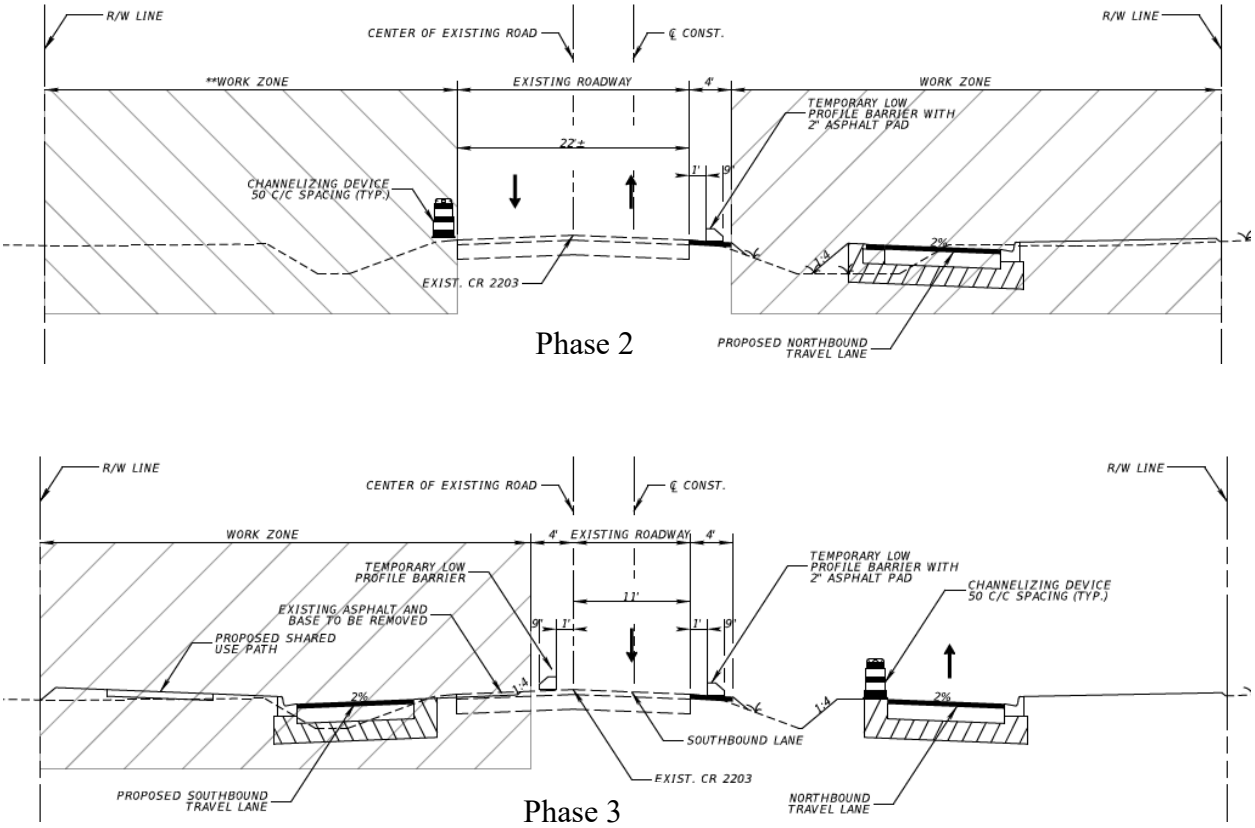
Phase 2

The planned second phase includes the construction of the new northbound lane on the east side of the existing road. Both north and southbound traffic will use the existing road during phase 2. The general construction zones in phases 2 and 3 is shown in Figure 3.

Phase 3

During phase 3, the new southbound lane will be constructed on the west side of the existing road. For phase 3, northbound traffic will use the lane built in phase 1 while southbound traffic will use a portion of the existing road. The general construction zones in phases 2 and 3 is shown in Figure 3.

Figure 3: Segment G-2 Roadway Construction Phases 2 and 3



Phase 4

Phase 4 shifts both north and southbound traffic to the new lanes while the old roadway is demolished. Phase 4 includes the full closure of Springhill Road from Autumn Lane to Springsax Road. It is anticipated that this work will take approximately 90 days to complete.

The closure is necessary to make the transition from the two lane divided roadway to the existing undivided road section. Because of the elevation adjustments needed for this connection, it is not feasible to perform this work with only lane closures. The detour is included as Attachment 1. The detour route is Capital Circle SW, South Adams Street, and Orange Avenue. It is anticipated that the contractor will perform the work during the summer school break. The contractor may propose adjustments based on actual construction schedule and opportunities to accelerate the work. Any adjustment will require review and approval by Blueprint and appropriate regulatory agencies. The closure will be coordinated and permitted with all necessary agencies including emergency services, Leon County School Board, StarMetro, and solid waste. Access to businesses and property owners will be provided at all times during construction.

NEXT STEPS

Segment G-2 is currently in right-of-way acquisition, design, and permitting. These efforts are anticipated to continue through Summer of 2027.

Summer 2027:	Complete ROW Acquisition for Segment G-2
Summer 2027:	Secure local permits (project has an approved ERP)
Fall 2027:	Begin Construction on Segment G-2

Attachments:

1. Segment G-2 Phase 4 Detour Plans

PCMS MESSAGE(S)FOR PCMS:

SPRINGHILL (CR 2203) CLOSURE	CLOSURE BEGINS MM/DD/YY	SPRINGHILL (CR 2203) CLOSED	CLOSED THRU MM/DD/YY
MESSAGE 1	MESSAGE 2	MESSAGE 1	MESSAGE 2
FOR USE 7 DAYS PRIOR TO ROAD CLOSURES		FOR USE DURING CONSTRUCTION ACTIVITIES	

NOTE: PCMS MESSAGES TO BE REVISED AS DIRECTED BY THE ENGINEER

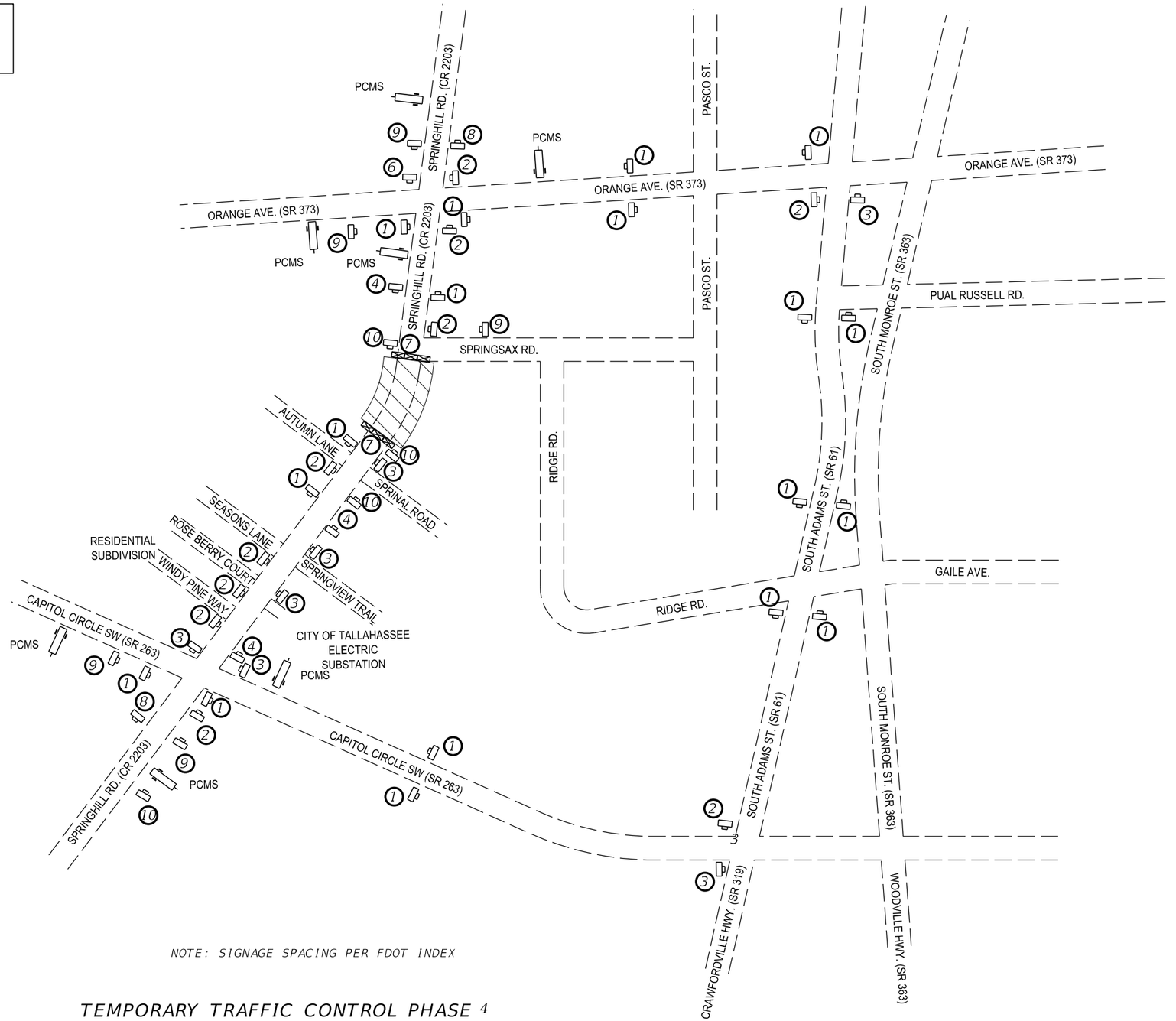
LEGEND:

- Work Area
- # Sign Assembly Number
- Portable Changeable (Variable) Message Sign (PCMS) With (4) Channelizing Devices
- Work Zone Sign
- Type III Barricade

WORK ZONE SIGN ASSEMBLIES:

1. LEON 2203 COUNTY — DETOUR
2. LEON 2203 COUNTY — DETOUR →
3. LEON 2203 COUNTY — DETOUR ←
4. LEON 2203 COUNTY — ROAD CLOSED TO THRU TRAFFIC
5. LEON 2203 COUNTY — DETOUR → — ROAD CLOSED TO THRU TRAFFIC
6. LEON 2203 COUNTY — DETOUR ← — ROAD CLOSED TO THRU TRAFFIC
7. ROAD CLOSED
8. END DETOUR
9. DETOUR AHEAD
10. ROAD CLOSED AHEAD

Attachment #1



NOTE: SIGNAGE SPACING PER FDOT INDEX

TEMPORARY TRAFFIC CONTROL PHASE 4

SPRINGHILL ROAD (CR 2203) ROAD CLOSURE DETOUR DETAIL

N.T.S.

NOT TO SCALE

E.O.R.: Robert D. George		NO.	BY	REVISIONS	DATE
FL P.E. NO.	51940				
FIELD BOOK					
DRAWN BY					
DESIGNED BY					
CHECKED BY					

George & Associates Consulting Engineers, Inc.
1967 Commonwealth Lane, Suite 200
Tallahassee, Florida 32303
Certificate of Authorization : 7879
Robert D. George, FL. P.E., LICENSE NO. 51940

PROJECT: AIRPORT GATEWAY SPRINGHILL ROAD SEGMENT G2

SHEET TITLE: TEMPORARY TRAFFIC CONTROL PLAN

COMPUTER FILE:

SCALE: AS NOTED | PROJECT NO.: 24-5589 | DATE:

SHEET 262 OF ____

P:\Projects\WorkSets\FDOT\SPRINGHILL TTCP\Roadway\TCPLRD_PHASE_III_DETOUR_03.dgn : TCDETAILSHEETS PHASE V
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