



## **Technical Coordinating Committee Meeting**

**February 12, 2018  
1:00 pm  
315 S. Calhoun Street, Ste. 450**

**Facilitator: Autumn Calder**

### **Agenda**

#### **I. AGENDA MODIFICATIONS**

Page

#### **II. INFORMATIONAL ITEMS/PRESENTATIONS**

1. Update on the Consideration of a Substantial Amendment to the Blueprint 2020 Airport Gateway Project (presentation only)
2. Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

#### **III. CONSENT**

3. Acceptance of the November 13, 2017 TCC Meeting Minutes

#### **IV. GENERAL BUSINESS/PRESENTATIONS**

4. Approval of Capital Cascades Trail Segment 3D Regional Stormwater Facility Design
5. Evaluation of Undergrounding Electric Utility in Coordination with the Magnolia Drive Trail Project (presentation only)

#### **V. 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.

#### **NEXT TCC MEETING: Monday, April 16, 2018**

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend this meeting should contact Susan Emmanuel, 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.

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**Blueprint Intergovernmental Agency  
Technical Coordinating Committee  
Agenda Item**

**TITLE:** Update on the Consideration of a Substantial Amendment to the  
Blueprint 2020 Airport Gateway Project

**Date:** February 12, 2018

**Requested By:** Blueprint Staff

**Contact:** Blueprint

**Type of Item:** Presentation

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Presentation only.



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### Blueprint Intergovernmental Agency Technical Coordinating Committee

**TITLE:** Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

**Date:** February 12, 2018

**Requested By:** Blueprint Staff

**Contact:** Benjamin H. Pingree

**Type of Item:** Consent

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#### STATEMENT OF ISSUE:

This agenda item provides the Blueprint Intergovernmental Agency Technical Coordinating Committee (TCC) with a status report on the active Blueprint capital projects. This agenda item will be submitted to the Board of Directors (IA Board) for consideration at their March 1, 2018 meeting.

#### TCC ACTION REQUESTED:

Recommend the IA Board approve Option 1: Accept the March 2018 status report on the Blueprint infrastructure projects.

#### OPTIONS:

1. Recommend that the Blueprint Intergovernmental Board of Directors accept the March 2018 status report on Blueprint infrastructure projects.
2. Recommend that the Blueprint Intergovernmental Board of Directors accept the March 2018 status report on Blueprint infrastructure projects.
3. Blueprint Technical Coordinating Committee Direction.

#### RECOMMENDED ACTION:

Option #1.

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**Blueprint Intergovernmental Agency  
Board of Directors  
Agenda Item**

**TITLE:** Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

**Date:** March 1, 2018

**Requested By:** Blueprint Staff

**Contact:** Blueprint

**Type of Item:** Consent

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**STATEMENT OF ISSUE:**

This item provides an update on active Blueprint Intergovernmental Agency (Blueprint) projects. A schedule of all active Blueprint 2000 and Blueprint 2020 projects are included as Attachment #1 and this five-year timeline incorporates all Intergovernmental Agency Board (IA Board) direction to date.

**SUPPLEMENTAL INFORMATION:**

**Projects Under Construction**

**Franklin Boulevard**

- Construction and remediation work has been completed at no cost to Blueprint. The warranty period will end on April 10, 2018, and Leon County will resume maintenance of the roadway at that time.

**Capital Circle Northwest/Southwest (Tennessee Street to Orange Avenue)**

- Construction is complete, and the project is approaching final acceptance. A grand opening is planned for later this year.

**Cascades Park**

- Smokey Hollow Barbershop & Drainage Improvement Project – The Barbershop was installed on-site in November 2017 and drainage improvements to within Cascades Park are complete. Blueprint is coordinating with the Smokey Hollow Citizen's Committee, the John Riley House & Museum staff, and other local partners regarding a grand opening for early 2018.

**Capital Cascade Trail Segments 3D-A (Pinellas to Gamble Street)**

- Roadway and trail construction began in April 2017 and is expected to be complete in late 2018. The double box culvert installation is nearing completion, and the Gamble/FAMU Way Roundabout opened to traffic in November 2017.

## **Projects Under Design**

### **Capital City Amphitheater Weatherization**

- Leon County Tourism Development is expected to bring forward an item to the Board of County Commissioners in spring 2018 with a concept to reduce rainwater impacts on the stage. If approved by the County Board, the weatherization project is anticipated to be complete by the end of 2018. Blueprint staff will assist Leon County in the management of the design and construction of the project. Leon County Tourism is also requesting funding for a drainage improvement to the back of the stage and for the purchase of sound mitigation panels. Should these improvements be approved, City of Tallahassee Parks, Recreation and Neighborhood Affairs will assist Leon County in the management of this work and Leon County will pay for the required goods and services.

### **Magnolia Drive Multiuse Trail**

- Per the direction of the IA Board at the December 5 meeting, Blueprint is coordinating with Leon County and City Electric Utilities to evaluate undergrounding electric utility lines throughout the entire project corridor.

### **Capital Cascades Trail – Segment 3**

- **Segment 3D** (Gamble Street to Central Drainage Ditch) – Right-of-way acquisition is underway.
- **Capital Cascades Trail Segment 3D Regional Stormwater Management Facility (SWMF)** – The multi-agency Stormwater Working Group has recommended a preferred design for the Segment 3D regional stormwater facility. The Blueprint Technical Coordinating Committee (TCC) will meet on February 12, 2018 to review and discuss design characteristics including a trash collection system and aesthetics.

### **Capital Circle Southwest (Crawfordville Road to Orange Avenue)**

- **Funding** – Funding for right-of-way acquisition and construction is included in the current FDOT Five-Year Work Program. Funding details for each segment are as follows:

#### **Springhill Road to Orange Avenue**

- Right of Way: Acquisition Underway
- Construction: Funded in FY 2021 in the amount of \$56,371,402

#### **Crawfordville Road to Springhill Road**

- Right of Way: Funded from FY 2018 thru FY 2020 in the amount of \$16,313,600
- Construction: Funded in FY 2022 in the amount of \$32,903,420
- **Design** – FDOT has completed 90% construction plans and in October 2017 held a public meeting to review these plans. Based on feedback received from that public meeting, FDOT will move forward with final design.
- **Right-of-Way** – Right-of-way acquisition from Orange Avenue to Springhill Road has begun with Blueprint acquiring property on behalf of FDOT.



### **Woodville Highway (Southside Gateway)**

- **Right-of-Way** - Right-of-way acquisition is underway through FDOT and is scheduled to continue through FY2020.

### **Projects in Planning or Preliminary Design**

#### **Blueprint 2020 Implementation Plan**

- As of the September 2017 meeting, the IA Board has prioritized or provided funding direction for all 27 Blueprint 2020 Infrastructure Projects.
- At the June 2018 IA Board meeting, Blueprint staff will present a draft implementation plan programming the first five years of the Blueprint 2020 program. In addition to project-specific funding details based on IA Board direction received to date, this plan will also include financial information and analyses detailing options for implementing projects.

#### **Southwest Area Transportation Plan (SATP)**

- Blueprint is working in close partnership with the C RTPA to create a vision for southwest Tallahassee that is consistent with local priorities, plans, and future projects and that provides a guide for implementing safe and efficient transportation facilities.
- Stakeholder interviews began in January 2018 and broader public outreach and engagement will begin in spring 2018.

#### **Northeast Gateway (Welaunee Boulevard)**

- Agenda Item #X provides an update on project progress for the Welaunee Boulevard roadway and Dove Pond Regional Stormwater Management Facility projects.

#### **Alternative Sewer Solutions Study**

- Leon County is managing the Comprehensive Wastewater Treatment Facilities (CWTF) Plan. The RFP and draft scope of services were presented at the January 23, 2018 Board of County Commissioners meeting, at which time staff was authorized to proceed with issuing the RFP.

#### **Blueprint 2020 Water Quality Projects**

- In February 2018, Leon County was awarded \$4.5 million in Springs Restoration grants from Florida Department of Environmental Protection (FDEP) for sewer system projects located in the primary springs protection zone. During the development of the grant agreements and discussion of future projects, FDEP proposed an ongoing financial partnership whereby the state would prioritize and match local funds for future Leon County projects. In response, Leon County approved a tentative seven-year work program, the "Tentative Leon County Water Quality and Springs Protection Improvement Plan" at their February 6, 2018 Board meeting which will result in the leveraging of an additional \$20.4 million in state matching grants through FY2024.

- This opportunity to leverage \$24.9 million in total for water quality and springs protection projects within Leon County would not have been possible without the early passage of the sales tax extension, well ahead of the 2019 expiration date. The guarantee of funds through the Blueprint 2020 Water Quality Project allowed Leon County to develop a workplan which incorporates this significant leveraging of state dollars.

*Action by TCC and CAC:* This item was presented to the TCC and the CAC at their February 12, 2018 and their February 15, 2018 meetings, respectively.

## **OPTIONS:**

- Option 1: Accept the March 2018 status report on the Blueprint infrastructure projects.
- Option 2: Do not accept the March 2018 status report on the Blueprint infrastructure projects.
- Option 3: Board direction.

## **RECOMMENDED ACTION:**

- Option 1: Accept the March 2018 status report on the Blueprint infrastructure projects.

Attachment:

1. Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

## Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

Date Submitted: March 1, 2018

Program	Project	Phase	2018				2019				2020				2021		2022	
			1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1-6 Mos	7-12 Mos	1-6 Mos	7-12 Mos
Blueprint 2000	Capital Cascades Trail Segment 3 - Van Buren Street	Design																
		Construction																
	Capital Cascades Trail Segment 3D	Design																
		Construction																
	Capital Cascades Trail Segment 3 - Amenities <sup>1</sup>	Design																
		Construction																
	Capital Cascades Trail Segment 4	Design																
		Construction																
	Cascades Park Alum	Design																
		Construction																
	Cascades Park Amphitheater Weatherization	Design																
		Construction																
Blueprint 2020	Magnolia Drive	Design																
		Construction																
	Franklin Blvd.	Construction																
	2020 Prioritization Implementation Plan	Plan Development																
	Alternative Sewer Solutions Study (Phase 1)	Comprehensive Wastewater Treatment Facilities Plan																
	Bike/Greenways Implementation Plan	Plan Development																
	Debbie Lightsey Nature Park & Capital Cir Southwest Greenway	Design																
		Construction																
	Lake Jackson South Greenway	PDE																
	Orange Avenue	PDE																
	Southwest Area Transportation Plan	Plan Development																
	Thomasville Greenway	PDE																
Welaunee Boulevard	University Greenway	PDE																
		Roadway - PDE																
		Roadway - Design																
		Dove Pond - Const.																

1. Amenities may include Coal Chute Park, Skate Feature, History and Culture Trail, and Trailhead

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## **Blueprint Intergovernmental Agency Technical Coordinating Committee Agenda Item**

**TITLE:** Approval of the November 13, 2017 Blueprint Intergovernmental Agency Technical Coordinating Meeting Minutes

**Date:** February 12, 2018

**Requested By:** Blueprint Staff

**Contact:** Blueprint

**Type of Item:** Consent

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### **STATEMENT OF ISSUE:**

This Agenda Item presents the summary meeting minutes of the November 13, 2017 Blueprint Intergovernmental Agency Technical Coordinating Committee (TCC) meeting and requests the TCC review and approval of the minutes as presented.

### **OPTIONS:**

- Option 1: Approve the November 13, 2017 Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.
- Option 2: Do not approve the November 13, 2017 Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.
- Option 2: Board Guidance.

### **RECOMMENDED ACTION:**

- Option 1: Approve the November 13, 2017 Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

#### Attachments

1. Draft Summary Minutes of the Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting on November 13, 2017

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# Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

**Date:** February 12, 2018  
**To:** Technical Coordinating Committee  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes for November 13, 2018 TCC Meeting

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## **Committee Members present:**

Wayne Tedder	Ken Morris
Alicia Wetherell	Tony Park
Jodie Cahoon	Cherie Bryant
Rodney Cassidy	Greg Slay
Ben Pingree	Charles Hargraves

## **Committee Members absent:**

John Kraynak	Theresa Heiker
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## **Guests/Presenters/Staff present:**

Autumn Calder	Patrick Kinni
Angela Ivy	Roger Cain
Junious Brown	Chris Wu
Susan Emmanuel	Bill Peebles

## **I. AGENDA MODIFICATIONS**

There were no Agenda Modifications.

## **II. INFORMATIONAL ITEMS/PRESENTATIONS**

There were no Informational Items or Presentations

## **III. CONSENT**

1. Approval of the September 5, 2017 and October 17, 2017 TCC Meeting Minutes  
**Option #1: Approve the September 5, 2017 and October 17, 2017 TCC meeting minutes.**

There were no corrections to the minutes.

2. Acceptance of the Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

**Option #1: Accept the December 2017 status report on the Blueprint infrastructure projects.**

There were no comments on the status report.

3. Ratification of the Application for the Florida Job Growth Grant Fund

**Option #1: 1. Ratify the Office of Economic Vitality's application for the Florida Job Growth Grant Fund.**

There were no comments on the grant.

**IV. GENERAL BUSINESS**

4. Magnolia Drive Multi-Use Trail Design Concepts

Autumn Calder gave a brief presentation of the design concepts which included: right of way needs, analysis of trail and landscape alternatives, construction costs, utility relocation, and driveway impacts. Staff recommendation:

**Option #1: Provide guidance on the selection of the design concept for the Magnolia Drive Multiuse Trail.**

- Option 1: 10' wide multiuse trail adjacent to back of curb (existing trail design)
- Option 2: 8' wide multiuse trail with 4' landscaped buffer between back of curb and trail
- Option 3: 10' wide multiuse trail with 4' landscaped buffer between back of curb and trail

Tony Park noted that emails from neighborhood 'leaders' preferred more green area and therefore, the eight-foot sidewalk. Cherrie Bryant concurred. Rodney Cassidy offered the merging of options; to retain the 14-foot right-of-way but an eight-foot sidewalk which would allow more green space and flexibility in landscaping.

Ken Morris questioned the minimal width allowed by the State. Charles Hargraves noted that an eight-foot variance was allowed in low traffic areas however it should be listed as a shared-use path.

Tony Park stated that a 10-foot trail, with a two-foot buffer, allowed for park-like amenities to be added (at a later date) and would provide space for StarMetro benches as well. As for maintenance, with the exception of the apartment complexes, he thought most residents would mow the two-foot grass strip in front of their properties.

Wayne Tedder stated that Reese Goad was in favor of relocating utilities underground if it effected the design and improved reliability. Cost of course, was a significant variable. He stated that there could be cost sharing by the City however, Blueprint would be the primary funding source. Tony Park requested that City Electric provide a cost estimate. Ben Pingree stated that it was great news but Blueprint would need to understand the



cost implications and see if it would be feasible. Mr. Tedder requested that Blueprint staff provide him with details of the segment and utility impacts for his review.

Ken Morris questioned what delay a new design would have on the project. Autumn Calder stated that Option #1 was fully designed; Options #2 and #3 would require three to six months to design. However, Option #3 would require additional right-of-way which would increase the delay. The construction timeline was approximately the same for all.

Wayne Tedder did not recommend the 10' wide multiuse trail adjacent to back of curb (existing trail design)

Alicia Wetherell spoke to the impacts to driveways that a four to six-foot buffer would create. Charles Wu stated that the designers considered all options; while it was not included in the cross-sections, the impact would not extend beyond the profile. He also pointed out that currently, the Pontiac to Diamond segment had a two-foot buffer that was failing.

Tony Park supported the 8' wide multiuse trail with 4' landscaped buffer between back of curb and trail as it would also allow space for tree and yard debris to be stacked for pickup. Charles Hargraves noted that there would be shrubbery in some locations of the buffer too.

Charles Hargraves summarized that the Committee recommendation was a four-foot buffer with an eight-foot shared-use path. With it meandering to provide interest as well as minimize environmental impacts or utilities.

Wayne Tedder stated that underground utilities would allow for more than shrubbery to be included in the landscaping; trees could be included as well. Alicia Wetherell shared that the Utility preferred to be located under the sidewalks to provide additional protection of the system. Tony Park noted that the filtration system was located underneath the sidewalk.

The Committee concurred that staff would review the details and evaluate the cost of utilities in preparation for the March IA meeting.

#### 5. Consideration of a Substantial Amendment to the Blueprint 2020 Airport Gateway Project

Ben Pingree gave a brief presentation of the agenda item and information shared at the community meetings.

Wayne Tedder questioned if citizen comments related to existing components of Lake Bradford and Springhill roads that might be inconsistent with the project definition and would that description need to be tweaked based on their comments. Ben Pingree stated that multiple opinions were expressed within neighborhood groups which created interesting discussions in the breakout groups. Staff recorded each of the key points from those sessions and shared them with the larger group to foster conversation.

Ken Morris questioned how college housing concerns could be addressed in the future as the south campus became more developed. Wayne Tedder stated that the majority of the area was zoned for multifamily homes with the exception of the residential preservation zones of the single family neighborhoods. Ben Pingree stated that staff acknowledged the zoning that was in place and also asked broader questions of the residents to learn the nuances of their neighborhoods.

Autumn Calder asked if the Southwest Area Transportation Plan indicate whether four-lanes on any of the segments be warranted. Greg Slay stated that until the detailed modeling was complete in the PD&E phase he could not fully answer that. Currently, however, Orange Avenue was the only road with traffic data to support four-lanes.

In the interest of preserving the existing project definition, Wayne Tedder suggested language that allowed the Southwest Area Transportation Plan to be completed prior to modifications to the cross section. He further questioned what it would take to prompt widening Springhill Road to four-lanes. Greg Slay thought it possible, the question was when; that would depend on future development. It was understood that, historically, the concept and proposed design of any four-lane roadway in that area would be Springhill Road. However, Mr. Slay stressed that the current traffic data did not support it.

Ben Pingree emphasized the importance of understanding which roads needed to be four-lane or not and allow the Southwest Area Transportation Plan and study inform and guide where those investments would be made.

#### Citizen Comment

Bill Peebles, resident, shared that he had personally worked to understand the goings on of the project since the original presentation to the Board by FSU. It seemed to him that FSU was stealing \$10-million dollars from a Blueprint project to beautify a road through their southwest campus. Their proposal was to eliminate the acquisition of right-of-way necessary to expand Springhill Road to four-lanes.

Wayne Tedder felt that there was not one single "Airport Gateway" it all depended on where you were traveling from or to as to which route would be taken. In that regard Capital Circle was as much of a "gateway" as Lake Bradford or Springhill roads. It seemed more of a "network" than "gateway." Secondly, it was necessary to protect the residential areas. There was little to protect in the expansion of Springhill Road corridor work there would be an enhancement. Lake Bradford, however, had more residential preservation zones that could be protected (WT says "controlled") by the corridor plan which would keep development to the Capital Circle end of Lake Bradford and FSU's campus. Lastly, it was essential to stay engaged with FSU throughout the process because they would be constructing a roadway in that area with or without Blueprint's involvement. To the extent that it was incorporated into other improvements through that area was the smartest move for the community.

Tony Park suggested that staff move the concept forward. There were no objections from the TCC.

**Option #1: Recommend approval of the substantial amendment to the Airport Gateway project and recommend the IA Board approve the substantial amendment to the Airport Gateway project.**

Greg Slay questioned the level of involvement that the City or CRTPA would have in FSU's revised Master Plan process because development of the southwest campus would drive much of the conversation. Wayne Tedder stated that once their plan was delivered, the City could determine the impacts to transportation, stormwater, utilities, etc. and a development agreement, with a funding plan, would follow that process. The role of the City would be to mitigate the impacts of development of FSU property.

**V. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS**

There were no speakers to be heard.

**VI. ITEMS FROM MEMBERS OF THE COMMITTEE**

There were no speakers to be heard.

**VII. ADJOURN**

The meeting adjourned by consensus at 3:12 pm.



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## **Blueprint Intergovernmental Agency Technical Coordinating Committee Agenda Item**

**TITLE:** Capital Cascades Trail Segment 3D Regional Stormwater Facility Design

**Date:** February 12, 2018

**Requested By:** Blueprint Staff

**Contact:** Autumn Calder

**Type of Item:** Discussion/Presentation

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### **STATEMENT OF ISSUE:**

The purpose of this agenda item is to seek concurrence with the Stormwater Working Group's (SWWG) unanimous recommendation for the in-line option for stormwater conveyance through the Segment 3D Regional Stormwater Facility (RSF) and to discuss the design expectations for the Segment 3D RSF.

### **SUPPLEMENTAL INFORMATION:**

Capital Cascades Trail Segment 3D is comprised of a multi-use trail from Pinellas Street to the connection at the St. Marks Trail, a double box culvert from the project area west of Pinellas Street to the Central Drainage Ditch, and a regional stormwater facility. Conceptual design has been performed for the Gamble Street to the Central Drainage Ditch (CDD) including analyzing flood control and water quality. The conceptual permit from FDEP for this segment has been obtained. Attachment 1 includes a graphic illustrating the location of the RSF.

In September 2016, the IA approved funding in the amount of \$20.5M for design, construction, right of way, and inspection of the Segment 3D RSF, box culvert from Pinellas St. to the CDD and Stearns Street crossing of the Saint Augustine Branch.

On January 11, 2018, the SWWG (a group consisting of staff from Blueprint, Leon County Stormwater City of Tallahassee Public Infrastructure, Stormwater, Water and Sewer, Drainage Operations, Growth Management, and Beautification) unanimously recommended the in-line option for conveyance through the RSF. Meeting minutes are included as Attachment 2.

The proposed concept for the in-line conveyance consists of two double box culverts directing all flow through the pond. The inflow boxes in the northeast corner will be turned down below normal pool elevation and a floatable skimmer for trash collection will be upstream of the inflow. Additional nutrient removal will be investigated during design, and aesthetics for the large outfall structure in the southwest corner will be explored. The design permitting and construction of this project will be coordinated with the City of Tallahassee's Sewer Replacement Project, FAMU

Way Phase III, the Central Drainage Ditch Gabion Basket Project and the demolition of the Lake Bradford Road Treatment Facility.

### **RSF Aesthetics**

There are many possibilities for screening the outfall structure. See Attachment 3 for renderings of the in-line conveyance through the RSF. It could be used as an overlook for the pond both above the outfall and/or with a step down to water level. Plantings and hardscape could help to screen the area as well. Educational information regarding nutrient removal, basin flows through and out of the City, trash collection, etc. could be displayed. The aesthetics will be explored during the design phase.

### **Trash collection**

A floatable skimmer for trash collection will be located upstream of the inflow point. Preliminary feasibility has been completed for the Skimboss system which is a Suntree Technologies, Inc. product. This system will consist of two rigid floating skimmers each of which is attached to the sidewalls of each box culvert. This system will capture floatables during base flow and low flow storm events and will move out of the way as not to hinder flow during the large storm events. Details involving screening, access and maintenance will be performed during design.

### **Coordination of the Segment 3D RSF design, permitting and construction**

This project will be designed and permitted as a stand-alone project although construction is planned to be coordinated with the following adjacent projects: Lake Bradford Road Sewer Replacement Project, FAMU Way Phase III, the CDD Gabion Basket Project, and demolition of the Lake Bradford Road Treatment Facility. Required City of Tallahassee permits include: Environmental Impact Analysis and Environmental Management Permit. Permits will also be required through the Florida Department of Environmental Protection and the U.S. Army Corps of Engineers.

### **Next Steps**

Upon concurrence from the TCC on the stormwater conveyance through the Segment 3D RSF, Blueprint staff will complete the design and construction of the Segment 3D RSF, box culvert, Stearns Street crossing and trailhead. Concurrently, staff will develop a masterplan to look at the trail connections and identify locations for amenities including the History and Culture Trail, skateable art, and area around the Segment 3D RSF. The masterplan limits will be from Lake Anita to Lake Bradford Road.

## **OPTIONS:**

- Option 1: Concur with the Stormwater Working Group's (SWWG) unanimous recommendation for the in-line option for stormwater conveyance through the Segment 3D Regional Stormwater Facility (RSF).

## RECOMMENDED ACTION:

Option 1: Concur with the Stormwater Working Group's (SWWG) unanimous recommendation for the in-line option for stormwater conveyance through the Segment 3D Regional Stormwater Facility (RSF).

### *Attachments:*

1. Segment 3D Regional Stormwater Facility Location Graphic
2. Stormwater Working Group Meeting Minutes
3. Rendering of the Segment 3D Pond In-Line Option

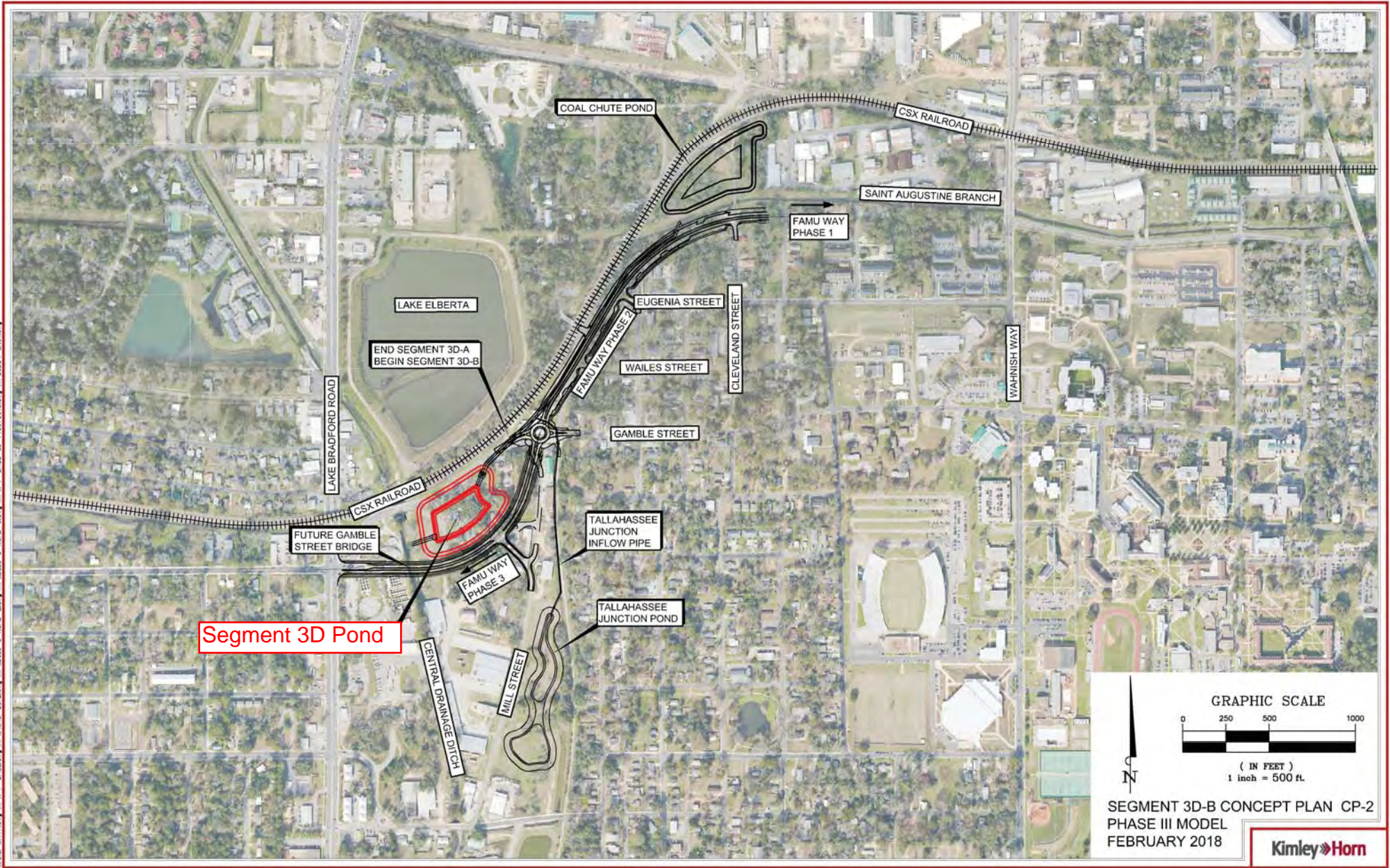


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# ATTACHMENT 1

File: K:\14\_04\14079 - Blueprint 2000\Segment 3D\CAD\Drawings\Enb\3D\_VEN\_CONCEPT PLAN\_PHASE III.dwg [Phase III LOCATION MAP]  
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### **STORMWATER WORKING GROUP**

### **MEETING MINUTES**

**Date: January 11, 2018**

**Subject: Stormwater Working Group – Capital Cascades Trail – Segment 3D-B**

- **Location: Blueprint IA, 9:00 AM – 10:30 AM**
- **Attendees:**
  - Alisha Wetherell – COT UUPI
  - Steve Shafer – COT UUPI
  - Josh Logan – COT Water & Sewer
  - Jason Icerman – COT Water Resources Engineering
  - Jodie Cahoon – COT Water Resources Engineering
  - Dan Fendley – Community Beautification
  - Jon Yarbrough – COT UUPI Drainage Operations
  - Theresa Heiker – County Stormwater
  - Anna Padilla – County Stormwater
  - Craig Barkve – COT Growth Management
  - Autumn Calder - BP
  - Roger Cain - BP
  - Gary Phillips - BP
  - Cam Snipes - KH
  - Kelsey Lewis - KH
  - Emily Czelusniak - KH

### **MEETING SYNOPSIS**

- The goal of this meeting was to provide recommendation to Blueprint on Segment 3D-B Regional Stormwater Facility (RSF) In-Line or Bypass configuration
- The In-Line option was unanimously recommended by the Group for the following reasons:
  - It provides better water quality by removing more nutrients than the bypass option. Slightly more nitrogen removal, but significantly more phosphorus removal.
  - Constructability of the in-line option is significantly less complicated, both for the Stage 1 portion that needs to be constructed with the LBR Sewer project, and for final construction.
  - Construction cost for in-line is estimated to be lower than bypass by +/- \$500k.
  - When maximizing the pond attenuation for the 25 year event, the bypass option would stage more than 12" of water at the low point of FAMU Way during the 100 year event, whereas the in-line option does not.
  - The bypass option design proves to be more complex, thereby leaving more room for error and inconsistency. The bypass boxes would need to 'neck down' in size after the bypass diversion which could result in maintenance

## **ATTACHMENT 2**



issues. There is also concern creating a conveyance restriction in a primary conveyance system.

- To summarize, the bypass option did not have a larger benefit in any of the evaluation criteria categories to outweigh its additional estimated cost.
- This item will be brought to the TCC; however, a complete recap of the SWWG presentation will not be provided. The advantages of the in-line option will be summarized and given to the TCC along with renderings showing potential options for screening or creatively enhancing the outfall structure.

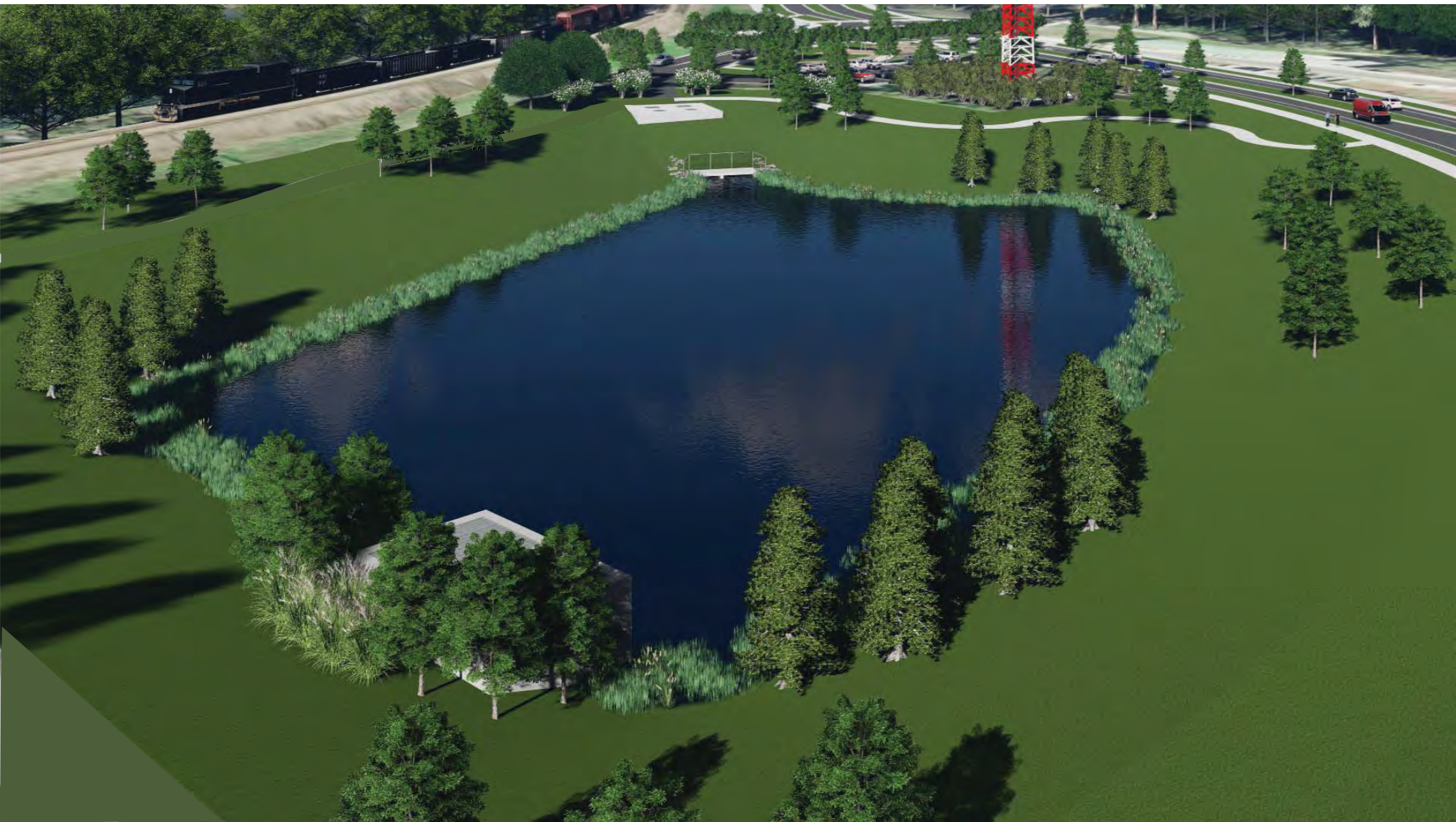
### **OBJECTIVES FOR NEXT SWWG AND FINAL DESIGN CONSIDERATIONS:**

- Additional pond features to increase nutrient removal will be investigated.
- A draw down gate to facilitate maintenance will be evaluated during final design, and if feasible, will be included.
- Aesthetics for the outfall structure will be investigated, including a lookout from the top of the outfall and potential for a walkway down and around the outfall closer to normal pool elevation.
- Trash collection will be a major topic and design consideration.
- Capacity accounting for redevelopment and determining the associated fee in-lieu cost
- Development of a final design report to document the objectives and capacities of the RSF.

### **ACTION ITEMS FOR STAGE 1 DESIGN [WITH LBR SEWER REPLACEMENT]:**

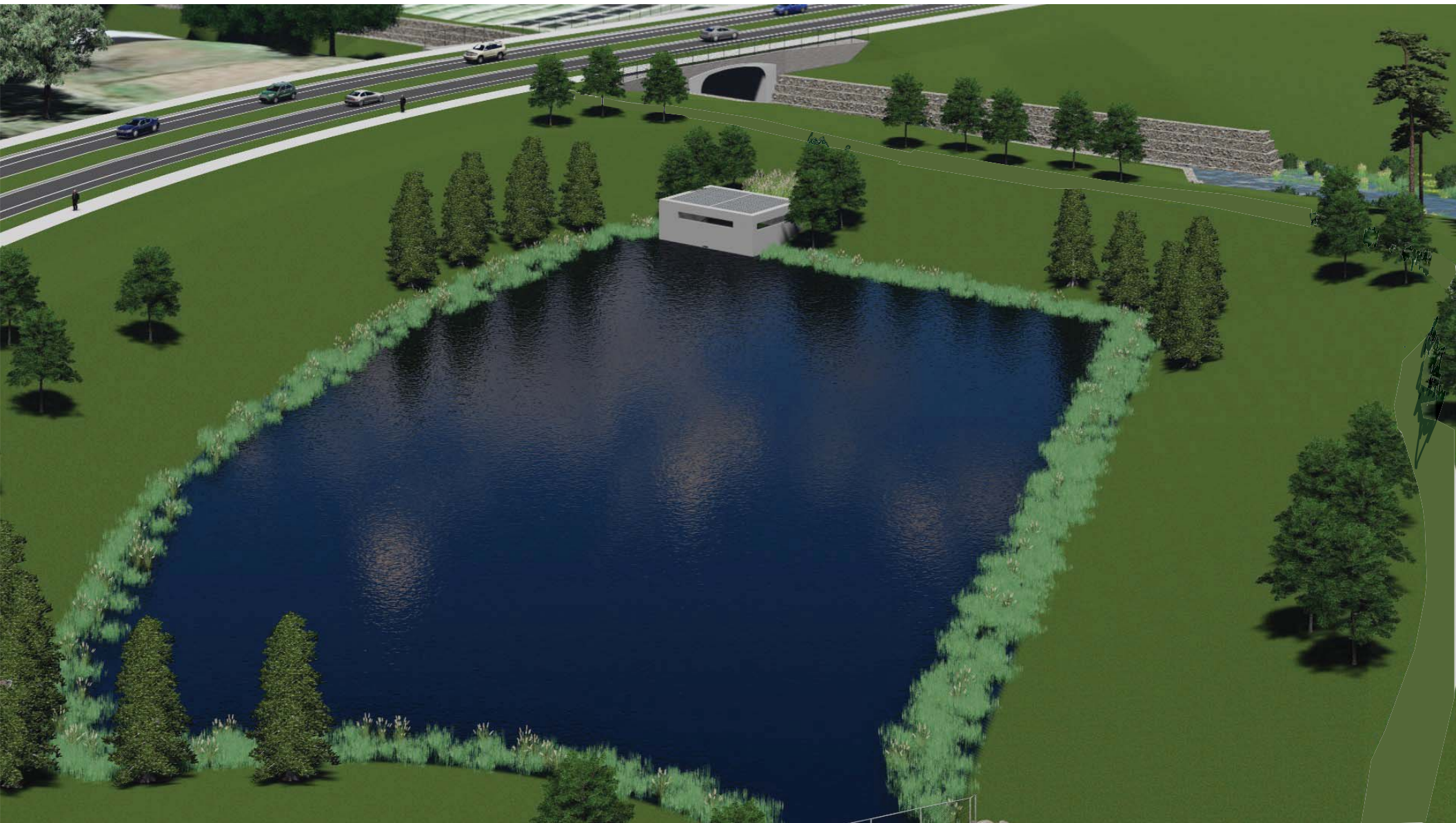
- Outfall culvert size will be firmed up – Investigate Tropical Storm Allison or a similar large storm to make sure the box culvert connecting the outfall structure to the CDD is not undersized for an event of this magnitude. Kimley-Horn will coordinate with City Stormwater to determine storm characteristics.
- Kimley-Horn will prepare updated renderings for use at the TCC Meeting. These renderings will depict aesthetically pleasing options for the in-line option with a primary focus on the outfall structure.

## ATTACHMENT 3





## ATTACHMENT 3



**Blueprint Intergovernmental Agency  
Technical Coordinating Committee  
Agenda Item**

**TITLE:** Evaluation of Undergrounding Electric Utility Lines in Coordination  
with the Magnolia Drive Trail Project

**Date:** February 12, 2018

**Requested By:** Blueprint Staff

**Contact:** Blueprint

**Type of Item:** Presentation

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Presentation only



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