



## Technical Coordinating Committee Meeting

**Monday, February 12, 2024**  
**1:00 pm**  
**Location: Blueprint Conference  
Room**

**Facilitator: Autumn Calder**

### Agenda

<b>I.</b>	<b>AGENDA MODIFICATIONS</b>	<b>Page</b>
<b>II.</b>	<b>CONSENT</b>	
1.	April 24, 2023 Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes	<b>3</b>
<b>III.</b>	<b>GENERAL BUSINESS/PRESENTATIONS</b>	
2.	Consideration of Traffic Control Plans for the New Roundabout at Bannerman Road/Orchard Pond Parkway and Meridian Road	<b>7</b>
<b>IV.</b>	<b>CITIZENS TO BE HEARD</b>	
	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, April 29, 2024 at 1:00 PM**

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.

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# Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

**Date:** February 12, 2024  
**To:** Technical Coordinating Committee  
**From:** Autumn Calder, Blueprint Director  
**Subject:** Minutes to the TCC April 24, 2023 meeting

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## Committee Members present:

Ken Morris	Ben Pingree
Wayne Tedder	Brent Pell
Artie White	Bill Adams
Autumn Calder	Nawfal Ezzagaghi
Chris Muehleemann	
Jodie Cahoon	

*\*substitute*

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

**There were no objections to the presented Consent items or staff recommendations.**

## III. GENERAL BUSINESS/PRESENTATIONS

### **Agenda Item #2: Review of the Orange-Meridian Placemaking Stormwater Improvement Concepts**

Blueprint Director Autumn Calder gave a brief background on the Orange-Meridian Placemaking Project and then explained that this meeting is primarily about the stormwater improvements for the East Drainage Ditch. She asked the TCC for feedback on which concept is preferred between Concepts 1 and 2. She then introduced Mark Llewellyn from HALFF to give the presentation on the stormwater modeling that has occurred.

Mark discussed the East Drainage Ditch hydrologic and hydraulic analysis which covers 326 acres of the approximate 4,000 acre watershed. He then went over Concepts 1 and 2, with and without the Adams Street culvert expansion, and also an analysis that examined expanding the Adams Street culvert opening without other improvements in the East Drainage Ditch. Overall, he said that Concepts 1 and 2 have minimal reduction on the floodplain and that the Adams Street culvert expansion is needed to have the

greatest reduction on the floodplain. Autumn briefly went over the pros and cons of the two concepts and said that Blueprint recommends Concept 1 due to the opportunity to reduce the floodplain on the parcels purchased by Blueprint when combined with the Adams Street improvements. Director of CRTPA, Greg Slay then asked how many acres were purchased. Blueprint Right-of-Way Manager, Derrick Brown replied that it was approximately five acres.

Blueprint Design & Construction Manager, Dan Scheer said that by just re-mapping to the existing conditions a lot of properties will come out of the floodplain. Director of County Environmental Services, Nawfal Ezzagaghi asked Blueprint Attorney, Susan Dawson the following question: Is there a criteria or rule where one priority is taken over the other one as it relates to the two concepts? Concept #1 provides the benefit for redevelopment whereas Concept #2 provides the benefit of taking infrastructure out of the floodplain. Susan responded that this is something to consider. Director of PLACE, Ben Pingree then said that when Blueprint has completed the East Ditch improvements and if there is remaining unused property, there are certain restrictions for how Blueprint can divest in that. He then said that Blueprint policy is to check in with the city and the county to see if the remainder could be used for affordable housing.

Assistant City Manager, Wayne Tedder said that because much of the area is likely to be classified as 'altered floodplain, that there's a lot of flexibility to have redevelopment in the area and he supports going with Concept 1.

Mark then continued the presentation going over the FEMA permitting approach. He gave two options: Option #1: submit map revision to FEMA to update the Flood Insurance Rate Map for the study area (Letter of Map Revision (LOMR)), and Option #2: submit map revision to FEMA to update the Flood Insurance Rate Map for the entire watershed (Physical Map Revision (PMR)). Autumn then reiterated that the Blueprint project is for 326 acres of the 4,000 total acres in the watershed. Mark said 'ballpark' that it will cost \$100,000-150,000 for the study area alone, and it will cost approximately \$400,000 for the entire 4,000 acres.

Ben then said that he sees three action items for the TCC:

1. Recommend Concept 1 or Concept 2
2. Recommend staying within the parameters of the 326-acre study or partner and go bigger to do a study of the macro area
3. Consider the culvert expansion on Adams Street

Nawfal said that if we're not improving Adams Street, what are we doing? Mark replied that the challenge to Adams Street is that there is a potential for a rise downstream, but it has not been modeled for the full extent of the 4,000 acre watershed. Autumn then said that the Blueprint improvements to the East Ditch need to ensure that they won't increase flooding downstream. Dan said that there could be a huge floodplain benefit if we partner on the PMR and go bigger.

Ben asked how many people will be put inside the floodplain following the PMR process and will there be a monetary impact on those property owners?

Mark said one of the options is that you can update the maps with a LOMAR of the entire basin. Then do a no-rise for the Blueprint project improvements. This can happen concurrently while the city is working on Adams Street.

As it relates to Concept 2, Nawfal said it can benefit the county more by picking up the trash long before it gets to Lake Henrietta by providing an in-line stormwater storage facility. Ben then added that Concept 2 will create a more beautified area than Concept 1. He said Concept 2 would do the following: stormwater treatment, activated space, and provide a “Coal Chute Pond feel” to it, but would remove the opportunity to redevelop the property purchased for the project.

Wayne stated that if we don’t expect any changes for 10-15 years on Adams Street, we should just clean it up now and create an amenity in the area. City Stormwater Manager, Jodie Cahoon said a pond concept will collect trash, so you need a trash device to capture it. He said that downstream, the City already has a project to collect trash prior entering the community water resources, which is much more opportune than collecting trash at the proposed project site. Jodie said that the Adams Street culvert expansion probably puts zero additional properties in the floodplain. He then said that the floodplain benefits upstream are considerable especially outside the project area. Ben then asked Jodie if we do the updated study without the Adams Street culvert expansion being done yet, do you have the same confidence that no additional property shows up on the updated FEMA map? Jodie replied yes.

Autumn asked about community outreach to inform homeowners about the floodplain study. Jodie replied that there is a required notification and a process to inform homeowners with a FEMA map update.

Dan said a re-map will have to be done twice, the LOMAR for the Blueprint project and then after the Adams Street culvert expansion project is completed in order to realize the full impact of the PMR. Nawfal suggested to make sure to present the benefits to the public in 10, 15, 20, and 25-year events.

Ben then summarized the following items discussed:

- We agree on the increase the box culverts from two to four at Adams Street is a benefit although that’s likely not happening at this juncture.
- Blueprint should look at an updated LOMAR/Stormwater study for 4,000 acre watershed.
- Concept 1 or 2? Wayne said Concept 1 is the choice with a push for the Adams Street culvert expansion project.

Ben said Blueprint has a good track record at activating spaces around facilities that resemble Concept 2.

Autumn said that now that we own the surrounding property, we can make that ditch more attractive instead of being forced into a small space along Town Center.

Wayne reiterated that we need to improve the Blueprint project area first, then work on Adams Street thereafter. He said that this would give us flexibility to redevelop and give

the public the advantage to pursue redevelopment of Monroe Street. Autumn concluded that the TCC recommendation was to go with an aesthetic Concept 1 and do a FEMA map update for the entire 4,000 acres watershed.

Dan said that as it relates to the expanded model, he asked if we will partner with the city and/or county or is it just Blueprint? Ben said we can reconnect afterwards on welcoming partnerships. Jodie replied that he would have to run it up the Assistant City Manager level, but it needs to be talked about. Dan then asked if we're leveraging on designing the Adams Street culvert expansion project at this time or looking at it at a later date? Wayne replied that he and Jodie will talk about that, but he sees the benefit of doing it.

### **Agenda Item #2: Presentation on the Northeast Park**

Blueprint Project Manager, Eric Mason gave a brief presentation on the updates on the Northeast Park project. Eric said that the project covers 50 acres and will be located southwest of Roberts and Montford Schools. The project team recently completed the Facility Needs Assessment as well as community outreach. He presented the programmatic plan for the park which outlined the park amenities including walking paths, playground, picnic areas, sport courts, restroom/community room/concessions, multiuse baseball/softball fields, and multiuse field for soccer, lacrosse, football, etc.

#### **1. CITIZENS TO BE HEARD**

There were no citizens to be heard.

#### **2. ADJOURN**

**The meeting adjourned by consensus at 2 pm.**

**Next meeting is set for August 28, 2023 at 1 pm.**

# **Blueprint Intergovernmental Agency Technical Coordinating Committee Agenda Item #2**

**February 12, 2024**

**Title:** Consideration of Traffic Control Plans for the New Roundabout at Bannerman Road/Orchard Pond Parkway and Meridian Road

**Category:** General Business

**Contact:** Autumn Calder, Director, Blueprint  
Megan Doherty, Planning Manager, Blueprint  
Daniel Scheer, Design and Construction Manager, Blueprint

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## **STATEMENT OF ISSUE:**

This agenda item presents for discussion by the Blueprint Technical Coordinating Committee, traffic control plan (TCP) options for the construction of a new roundabout at the intersection of Bannerman Road/Orchard Pond Parkway and Meridian Road. This intersection improvement is part of the Northeast Connector Corridor: Bannerman Road project, currently in design. The recommended TCP for the new roundabout construction includes vehicle detours to preserve the existing tree protection area on Meridian Road, reduce impacts to private property and homes, minimize the construction of temporary access, and avoid disturbances to a cemetery.

## **FISCAL IMPACT:**

This item does not have a fiscal impact. The traffic control plan options for construction of the Meridian Road roundabout presented herein may have fiscal impacts for the project, which has been fully funded at \$98.9 million.

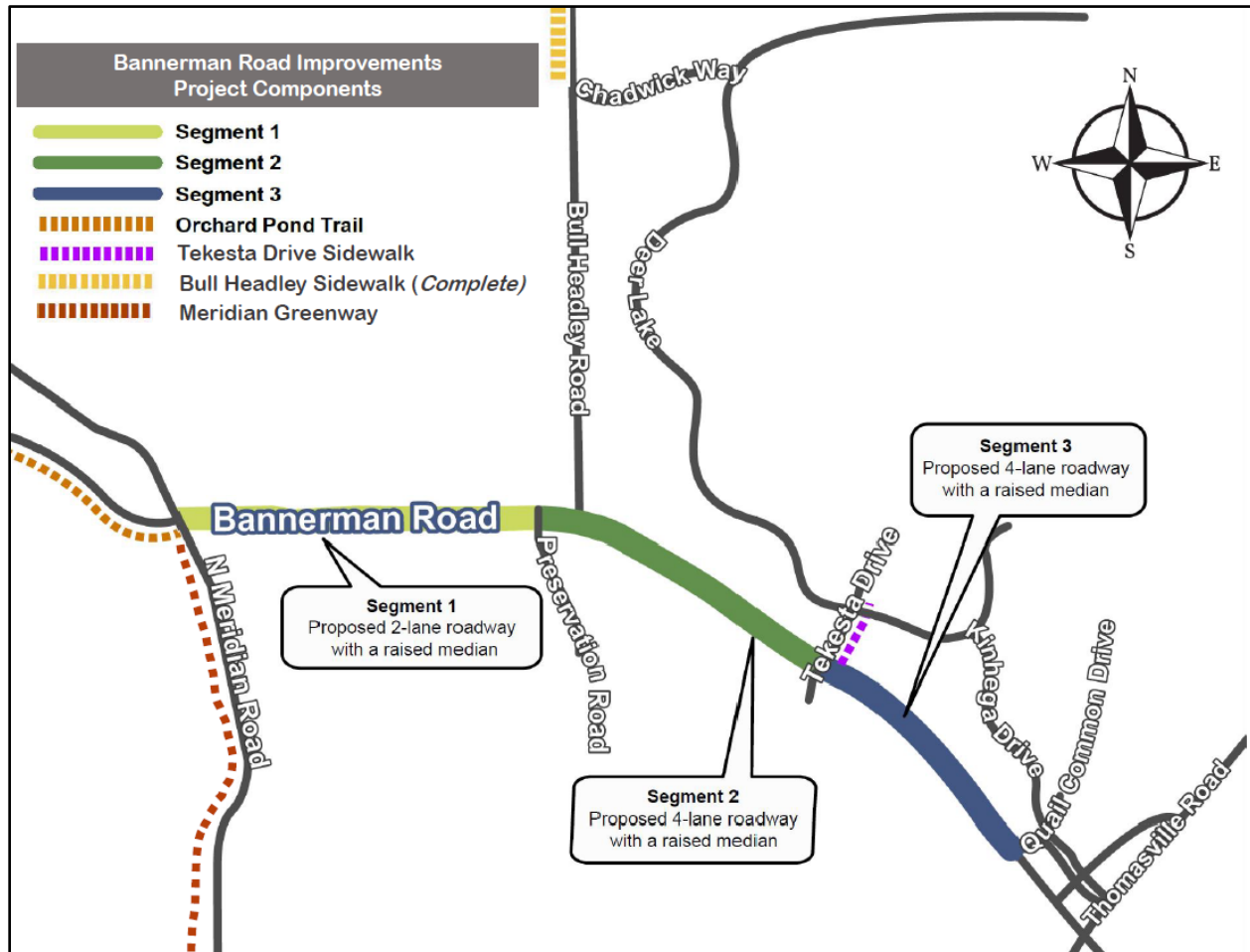
## **SUPPLEMENTAL INFORMATION:**

### **BACKGROUND**

The Northeast Connector Corridor project enhances a four-mile section of Bannerman Road, and both compliments and completes prior Leon County improvements, by widening Bannerman Road to four lanes from Quail Common Drive to Preservation Road along with adding a landscape median to accommodate operational and pedestrian safety improvements such as turn lanes and crosswalks from Quail Common Drive to Meridian Road. Improvements also include new multimodal facilities along the north and south sides of Bannerman Road to improve accessibility and safety for people walking and biking, two neighborhood sidewalk projects (one along Tekesta Drive and the other at

northern Bull Headley Road), and two greenway projects (the Meridian Greenway and Orchard Pond Trail Extension). A map of the project area is provided in Figure 1, below:

Figure 1. Northeast Connector Corridor: Bannerman Road Project Map



The purpose of the Northeast Connector Corridor project is to improve regional mobility and enhance connectivity for motorized and non-motorized users. Operational improvements will provide additional traffic efficiency in a holistic manner enhancing water quality, safety, and aesthetics along the corridor. The additional lane capacity on the roadway will ultimately ease traffic congestion between two arterial roadways: Thomasville Road and North Meridian Road. The project is needed to provide additional capacity along Bannerman Road to accommodate current and projected future uses, provide improved multimodal access and facilities, and safety improvements to reduce crashes/severity, between Thomasville Road and the scenic North Meridian Road.

The current estimated cost of the Northeast Connector Corridor: Bannerman Road project is \$98.9 million. This will fund capacity/operational and multimodal improvements along the four-mile corridor including the widening Bannerman Road to four lanes from Quail Common Drive to Preservation Road and adding a landscape median and multimodal enhancements along the entire corridor. Also funded through the Northeast Connector Corridor project are construction of two sidewalk projects: Tekesta



Drive (Deer Lake to Bannerman Road) and Bull Headley Road (Chadwick Way to Boat Landing). The Bull Headley sidewalk project was completed in November 2023. Lastly, a 1.5-mile extension of the Orchard Pond Trail from Meridian Road to the current trailhead on Orchard Pond Parkway will be completed through this project, as well as portions of the Meridian Greenway south of Orchard Pond Parkway.

Based on the updated traffic study demonstrating the need to widen Bannerman Road to four lanes from Tekesta Drive to Preservation Road, the Blueprint Intergovernmental Agency Board of Directors (IA Board) approved the final project scope at the September 20, 2020 meeting. At the December 9, 2021 meeting, the IA Board received a presentation on the Final Engineering Report (FER), which includes field survey and technical analyses, intersection evaluation, environmental assessment, and stormwater planning. The FER included the recommendation to replace the existing signalized intersection at Bannerman Road/Orchard Pond Parkway and Meridian Road with a single-lane roundabout. The roundabout is being designed to allow for an additional lane within the proposed facility that will realize a total of two-lanes in the future, with expansion towards the inside. Blueprint has been coordinating with the property owner, Orchard Pond, LLC, regarding the property needs for the roundabout.

#### **MERIDIAN ROUNDABOUT AND TRAFFIC CONTROL PLAN OPTIONS**

The construction of the roundabout at the intersection of Bannerman Road, Meridian Road and Orchard Pond Parkway, currently signalized, requires several considerations to maintain adequate traffic flow in the area. Meridian Road is a Leon County Canopy Road which requires that all trees within 100 feet of the centerline of the roadway be preserved or mitigated. On the west side of Meridian Road south of Bannerman Road is the Carr Cemetery which contains approximately 200 graves dating back to the mid-19th century. Bannerman Road and Meridian Road approach the intersection with steep grades. The design of the roundabout has taken these considerations into account. The alignment of Meridian Road has been shifted to the west to limit the impacts to the existing tree canopy and avoid the cemetery. The location of the roundabout permits the construction of large amounts of the new intersection during the first construction phase without changing the existing traffic pattern. The roundabout has been raised to accommodate the steep approach grades on Bannerman Road and Meridian Road. Subsequent phases require the use of temporary roadways and detours to complete the work.

With every roadway construction project, a traffic control plan (TCP) is required to ensure that traffic continues to flow safely throughout the construction zone. Legal requirements and guidance for developing TCPs are found in FDOT's Standard Plans for Road Construction (Standard Plans), the Florida Design Manual (FDM) and the Florida Greenbook. Project-specific TCPs are created using a combination of Standard Plans and project specific designs prepared by a professional engineer. Each TCP is separated in specific phases. Each phase outlined in the design plans implements a different part of the project sequentially until the entire project is completed. Large, complex projects have many phases and often require the construction of temporary roadways or detours to maintain traffic during construction.

In the analysis of the Meridian Road roundabout TCP condition, seven options were prepared that cover the following three central concepts: close Bannerman Road, close Meridian Road, and keep both roads open using temporary accesses. The analysis/decision matrix presented herein includes additional criteria such as scheduling, right of way impacts, and impacts to existing features around the intersection. Based on our analysis of these alternatives the preferred option (Option #1) combines the aspects of the options described.

Option #1, the recommended TCP for the new roundabout construction (Attachment #1), includes detours to preserve the existing tree protection zone on Meridian Road, reduce impacts to private property and homes along the corridor, minimizes the construction of temporary roadways, and avoids disturbing a cemetery and unmarked gravesites on the west side of Meridian Road. Option #1 would be implemented over approximately 39 days and alternates the closure of Bannerman Road and Meridian Road in two phases to complete construction of the roundabout. Both closures use a detour via Oak Grove Road during this time to maintain access.

Five additional TCP options were developed that reduce or eliminate detours and/or road closures. However, summarized in Table 1 below, these options all require additional right-of-way acquisition, and some options result in significant impacts to the canopy protection zone, which the NE Connector Project has worked to preserve, or the Carr Cemetery on the west side of Meridian Road. To avoid these impacts, Option #1 is the recommended TCP for the new roundabout.

Table 1. Summary Matrix of Traffic Control Plan Options

Option	Schedule (DAYS)	Detour due to Road Closure	Impacts			Additional Information
			Private Property	Canopy Protection Zone	Cemetery	
1	39	<input checked="" type="checkbox"/>				Detour via Oak Grove Road
2	40		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2765 sq. ft. ROW acquisition
3	34	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		1866 sq. ft. ROW acquisition, Detour via Oak Grove Road
4	45		<input checked="" type="checkbox"/>			13,168 sq. ft. ROW acquisition, impacts occupied residential properties
5	31	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	900 sq. ft. ROW acquisition, Detour via Oak Grove Road
6	29	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		451 sq. ft. ROW acquisition, Detour via Oak Grove Road, Requires full-time flagger

The six TCP options, summarized in Table 1, are further detailed below:

- Option #1 (Recommended TCP – 39 days): Phased detours to complete roundabout construction. No right-of-way acquisition required. (Attachment #1)
  - Phase 1 (19 Days): Temporary closure of Meridian Road south of intersection to complete construction with detour via Oak Grove Road. All other roads (Bannerman Road/Orchard Pond Parkway and Meridian Road north of intersection) always remain open.
  - Phase 2 (20 days): Temporary closure of Bannerman Road east of intersection to complete construction with detour via Oak Grove Road. All other roads (Orchard Pond Parkway and Meridian Road north and south of intersection) always remain open.
- Option #2 (40 days): All roads remain open during construction. To maintain continuous access without detour, this option requires right-of-way acquisition for the construction of temporary roadways along Bannerman Road and Meridian Road. On Bannerman Road, the temporary roadway will have impacts to canopy trees at the intersection within the Canopy Protection Zone (CPZ). On Meridian Road, the temporary roadway will have Carr Cemetery impacts.
- Option #3 (34 days): Maintains two-lane access along Bannerman Road/Orchard Pond Parkway at all times, but requires detour along Meridian Road. This option requires right-of-way acquisition and the construction of a temporary roadway along Bannerman Road, which will have impacts to the canopy trees at the intersection within the CPZ. Additionally, this option will require a detour of Meridian Road south along Oak Grove Road to complete construction.
- Option #4 (45 days): All roads remain open during construction, at all times. To maintain continuous access without detour, this option requires right-of-way acquisition for the construction of temporary roadways along Bannerman Road and Meridian Road. On Bannerman Road, the temporary roadway will have impacts to the canopy trees at the intersection within the Canopy Protection Zone (CPZ). On Meridian Road, the temporary roadway will have impacts to existing residential properties.
- Option #5 (31 days): Maintains two-lane access along Meridian Road south but requires detour of Bannerman Road. This option requires right-of-way acquisition and the construction of a temporary roadway along Meridian Road south, which will have impacts to Carr Cemetery.
- Option #6 (29 days): Maintains single-lane access along Bannerman Road at all times but requires detour along Meridian Road. This option requires right-of-way acquisition for the construction of a temporary roadway along Bannerman Road, which will have impacts to the canopy trees at the intersection within the CPZ. Impacts to the CPZ are reduced due to the single-lane configuration, but does require a full-time flagger for the temporary roadway until construction is complete. Additionally, this option will require a detour of Meridian Road South along Oak Grove Road to complete construction.

## **NEXT STEPS**

Based on the existing project schedule and project progress to date, the following milestones are anticipated for Bannerman Road over the next 18-24 months:

Spring 2024:	60% plans complete; right-of-way acquisition begins.
Fall 2024:	Construction of the Orchard Pond Trail extension and stormwater pond expansion.
Mid/Late 2025:	Construction begins on Bannerman Road.

## **CONCLUSION**

This agenda item presents for discussion by the Blueprint Technical Coordinating Committee TCP options for the construction of a new roundabout at the intersection of Bannerman Road/Orchard Pond Parkway and Meridian Road. This intersection improvement is part of the Northeast Connector Corridor: Bannerman Road project, currently in design. The recommended TCP for the new roundabout construction includes detours to preserve the existing canopy zone on Meridian Road, reduce impacts to private property and homes along the corridor, minimizes the construction of temporary roadways, and avoids disturbing a cemetery and unmarked gravesites on the west side of Meridian Road.

### **Attachment**

1. Recommended Traffic Control Plan (Option #1) for the New Roundabout at Bannerman Road/Orchard Pond Parkway and Meridian Road



