



Technical Coordinating Committee Meeting

Monday, February 1, 2021
1:00 pm
Location: Zoom

Facilitator: Autumn Calder

Agenda

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1.	Approval of the November 16, 2020 Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes	3
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III.	PRESENTATIONS / WORKSHOP	
4.	Presentation on the Bike Route System Implementation Process and Review of the Downtown-University Protected Bike Lane Project (<i>PRESENTATION ONLY</i>)	
IV.	CITIZENS TO BE HEARD	
	Live Comments Via Zoom: If you wish to provide comments live during the TCC meeting via Zoom, please register to join at http://bit.ly/BlueprintIA_TCC_Meeting by 5 p.m. on January 31, 2021, and Zoom meeting access information will be provided to you via email. Speakers are limited to 3 minutes; please address all items of interest within your 3 minutes.	

Public comments may be submitted by email to Comments@BlueprintIA.org until 8 p.m. on January 31, 2021. All comments received will be part of the record.

NEXT TCC MEETING: Monday, March 22, 2021 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 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.

Blueprint Intergovernmental Agency Technical Coordinating Committee Agenda Item # 1

February 1, 2021

Title: Approval of the November 16, 2020 Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Category: Consent

Department: Blueprint Intergovernmental Agency

Lead Staff / Benjamin H. Pingree, Director, Department of PLACE
Project Team: Autumn Calder, Director, Blueprint
Daniel Scheer, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This Agenda Item presents the summary meeting minutes of the November 16, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee (TCC) meeting and requests the TCC review and approval of the minutes as presented.

FISCAL IMPACT

This item has no fiscal impact.

TCC OPTIONS:

- Option 1: Approve the November 16, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.
- Option 2: Do not approve the November 16, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

TCC RECOMMENDED ACTION:

- Option 1: Approve the August 31, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

Attachments:

1. November 16, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes

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Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Date: February 1, 2021
To: Technical Coordinating Committee
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes for November 16, 2020 TCC Meeting

Committee Members present:

Wayne Tedder	Ken Morris
Steve Shafer	Brent Pell
Jodie Cahoon	Theresa Heiker
Ben Pingree	Nawfal Ezzagaghi
Autumn Calder	Jack Kostrzewa *
Cherie Bryant	

*substitute

I. AGENDA MODIFICATIONS

There were no agenda modifications.

II. CONSENT

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

ACTION TAKEN: There were no objections to the presented Consent items or staff recommendations.

1. Approval of the August 31, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Option 1: Approve the August 31, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

2. Review of the Status Update on Blueprint Intergovernmental Agency Infrastructure Projects

Option 1: Concur with the Blueprint Intergovernmental Agency Infrastructure Project Updates.

III. PRESENTATIONS

3. Northeast Gateway Intersection Options

Dan Scheer introduced the options for the Northeast Gateway intersections. He stated that the roadway would be a two-lane urban facility south of Interstate-10

(I-10) and transition to a two-lane rural facility north of I-10. Mr. Scheer also provided an update on the project schedule and the expansion of the environmental and engineering analyses following coordination with stakeholders.

Ryan Wetherell, Design Consultant with Kimley Horn (KH), provided a presentation to the TCC on three specific intersections north of I-10, 1.) Shamrock Street South at Centerville Road, 2.) Shamrock Street Extension at Welaunee Boulevard, and 3.) Bradfordville, Roberts, and Centerville Roads at Welaunee Boulevard. The analysis of the first intersection, Shamrock Street South at Centerville Road, focused on the afternoon, peak hour period to ensure that the concepts addressed the needs of that timeframe. Existing conditions for the T-intersection rated an “F” on level of service for the eastbound approach in that period with greater than a 2.5-minute delay. Options for improvement included a 4-leg signalized or roundabout intersection with both performing well on level of service model in the opening and design year (2045, based on modeling). The roundabout performed slightly higher however, it required a realignment of the intersection northward, to avoid the office complex on the southwest corner and to better center the intersection in the curve of Centerville Road.

Steve Shafer questioned the size of the roundabout. Ryan Wetherell stated that the graphic indicated the centerline and right of way for the draft concept, a single lane roundabout of approximately 170-feet across. Mr. Shafer mentioned the pedestrian concerns that effected the roundabout at Miccosukee and Dempsey Mayo Roads, and noted that Intersection 1 also held the potential for high pedestrian and cyclist traffic. Mr. Wetherell stated that KH’s evaluation and design included multi-modal, multi-use trails for all of the proposed intersections.

Regarding the Canopy Protection Zone, Cherie Bryant questioned if the Canopy Road Citizen Committee was included in the consideration of the design concept. Mr. Wetherell stated that KH had not yet briefed that committee however, it was included in the project plan. Wayne Tedder recommended that Mindy Morhman, Urban Forester with the City, evaluate the size and quality of the trees in the area effected. Her appraisal would be beneficial in determining the tree quality over the potential size of the impacted area. Mr. Wetherell concurred, particularly with the larger, realigned footprint for the roundabout.

Wayne Tedder questioned if the signalized option would require widening the intersection to improve the level of service. Mr. Wetherell stated that the only significant widening would be if the analysis suggested the addition of right turn lanes on Centerville Road.

Nawfal Ezzagaghi stated that with the improvement to level of service indicated by the analysis for a roundabout, he suggested including that with respect to the impact and allow the policy makers to decide based on the data. Additional improvements would be required in the future anyway, he suggested including it presently. Autumn Calder stated that Blueprint received a letter from Killearn Homes Association requesting the roundabout as the improvement. Mr. Wetherell stated that both options worked, the difference was in the trade-off. However, the

roundabout option had a longer lifespan. Dan Scheer noted the additional benefit of the roundabout was the natural traffic calming on a potentially dangerous canopy roadway for drivers at high speeds. Cherie Bryant stated that the longer lifespan of the roundabout was beneficial to the Canopy Protection Zone also.

Ryan Wetherell stated that the analysis of the second intersection, Shamrock Street Extension and Welaunee Boulevard, contemplated one three-leg roundabout option based on the limited constraints of the surrounding greenfield. It allowed for continuous flow with traffic calming, and could accommodate a future fourth leg if necessary. The analysis indicated a level of service "A" at opening and "B" in 2045. Autumn Calder noted that the recent Comp Plan Amendments provided for a mixed use or Town Center node at that intersection.

Ryan Wetherell stated that the existing conditions at the third intersection, at Bradfordville, Roberts, and Centerville Roads, provided a level of service "B" at the afternoon, peak hour. It was surround by private and conservation land, a church and cemetery, and wetland and floodway areas. KH evaluated the 5-leg roundabout and signalized intersection but moved away from it due to the challenges and diminished operational opportunities.

The Roberts Road Swing options included Alternative 1, proposed a 4-leg intersection with Bradfordville, Welaunee, and Centerville Roads. Roberts Road would be reconfigured to swing out to make a T-intersection with Welaunee. The model indicated a level of service "C" at opening and "E" in 2045. Alternative 1S, proposed the same configuration except signalized. The model indicated a level of service of "C" at opening and "D" in 2045. Alternative 1R, proposed a roundabout and the analysis included a future I-10 interchange. The analysis indicated a level of service "A" at opening and "D" in 2045.

Steve Shafer noted the challenges in achieving the appropriate deflections on the south to west and north to east bound segments that could require a larger footprint than indicated on the graphic. Ryan Wetherell agreed and noted that Roberts Road could have an increased outward swing to achieve the necessary deflection. He further noted that Alternative 1R, when aligned along property lines, created an acute angel between Welaunee Boulevard and Centerville Road eastbound. The poor condition of that configuration was deemed unsatisfactory despite the outcome of the level of service evaluation. Shifting to be completely on the Leon County School Board conservation property exacerbated the condition of deflection angles for eastbound Centerville Road and Welaunee Boulevard.

Ryan Wetherell summarized the Roberts Road Swing alternatives and stated that each produced satisfactory or higher levels of service in the opening years. In 2045 however, the Alternative 1, the Stop-Controlled intersection, dropped to "E"; whereas 1S was "C" and 1R remained at level of service "A".

Moving on to the Centerville Road Swing options for a T-intersection at Centerville and Bradfordville Roads, Ryan Wetherell stated that the analysis again evaluated several traffic controls. Alternative 2, stop-control, provided a level of service "C" at opening and "F" in 2045. Alternatives 2S, signalized, and 2R, roundabout,

provided levels of service “A” at opening and “B” and “A”, respectively, in 2045. Once again, the roundabout options performed best in the analysis with Alternative 2R providing the greatest opportunity and benefit from a level of service perspective.

Ben Pingree stated that the prospect of taking the existing neighborhoods that currently utilized a signalized intersection to a stop-left turn options would be challenging politically and cautioned against using it for any community along Centerville Road. Without knowing the full cost of signalization, he encouraged using that technology, or roundabout, from the beginning. Ryan Wetherell stated that he understood and noted that the cost for signalization, based on the scale of the project, would be less than \$500,000.

Wayne Tedder questioned the impact of bringing the roadway out from the school to connect to Roberts south of the waterbodies to reduce or mitigate impacts to the Lang property. Ryan Wetherell noted the wetland nature surrounding the ponds and stated that it was an option that KH could evaluate. Mr. Tedder stated that when choosing between trees, wetlands, and residential property, one would become the difficulty to deal with. Nawfal Ezzagaghi stated that the analysis would consider the on and offsite impacts. The wetland area would require backfill for the roadway to function, which would displace the flood volume downstream.

Steve Shafer wondered about input from the public and questioned if the options had been shared to the community. Autumn Calder stated that the TCC was the first public meeting for the presentation. However, Blueprint had already received several comments on the intersections. The next public meeting on the project would be early in 2021 with all input added to the evaluation matrix for the options that would ultimately be presented to the Blueprint Intergovernmental Agency Board of Directors (IA Board).

4. Capital Cascade Trail Segment 4 Water Quality Treatment Study

Autumn Calder introduced the Capital Cascades Trail Segment 4 Water Quality Treatment Study item and noted the imminent Request for Proposal for Planning and Design Services. Abe Prado provided a brief presentation of the project including the history of the IA Board actions to date, 2005 project summary and goals, and 2021 considerations of priorities. The selected consultant team would prepare a report on feasible and realistic innovative solutions to wetland creation, trash collection systems, channel stabilization, open water lakes, and integrated recreational components. They would also develop an educational program for signage along the stormwater amenities. Autumn Calder stated that the 2005 project goals were set by the IA Board, and confirmed that Blueprint would seek guidance and direction from the Board on changes to them. She noted the changes to the project area over the past fifteen years and questioned if the TCC could provide input to contribute to developing the scope with the consultant once selected.

Nawfal Ezzagaghi questioned the methods to improve water quality throughout with the use of passive, inline treatment options. Autumn Calder stated that many

incredible improvements were made within the Capital Cascades Trail system north of Mills Street, through the reprioritization of the segments of the project. Regarding the area south of Mills Street, Abe Prado stated that an interconnected pond system was the intent, even in 2005. The general concept was for wet and wetland facilities to create an amenities system and functioning stormwater system that would slow the flow of water, allow sediments to settle, for trash collection, and to provide space for nutrient uptake.

Jodie Cahoon stated that one of the 2005 project goals was to reduce or mitigate flooding in Black Swamp. Segment 4 and Black Swamp were at similar elevations and he thought it prudent to focus on flood damage in the area and address them. Abe Prado concurred and stated that addressing flood damage locally at each of the neighborhoods, rather than regionally, was part of the project scope discussions.

Theresa Heiker emphasized a focus on trash capture based on the historical commitment to improvements at Lake Henrietta. She also noted that the area between Orange Avenue and Springhill Road, where there was no potentially visible amenity, was an opportunity for a trash removal. Jodie Cahoon concurred and stated that while Tallahassee-Leon County knew more about water quality now than in 2005, two challenges remained; trash capture and sediments. Nutrients could also be on that list, however, the past fifteen years show improvements in nutrient loading due to practices across the watershed. Mr. Cahoon felt that focusing on the true water quality challenges, trash and sediments was essential.

IV. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS

No public comments were received at the comments@blueprintia.org email address before or during the meeting.

V. ADJOURN

The meeting adjourned by consensus at 2:18 pm.

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Blueprint Intergovernmental Agency Technical Coordinating Committee

Agenda Item #2

February 1, 2021

Title: Review of the Status Update on Blueprint Intergovernmental Agency Infrastructure Projects

Category: Consent

Intergovernmental Management Committee Vincent S. Long, Leon County Administrator
Reese Goad, City of Tallahassee Manager

Lead Staff / Project Team: Benjamin H. Pingree, Director, Department of PLACE
Autumn Calder, Director, Blueprint
Daniel Scheer, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This agenda item requests the Technical Coordinating Committee's (TCC) review of the Project Updates Agenda Item for the Blueprint Intergovernmental Agency Board of Directors (IA Board) of the Blueprint Intergovernmental Agency.

FISCAL IMPACT

This item does not have a fiscal impact.

TCC RECOMMENDATION:

Recommend the acceptance of Status Update on the Blueprint Intergovernmental Agency Infrastructure Projects to the IA Board. The TCC may wish to provide comments for consideration by the IA Board at their February 18, 2021 meeting.

Attachment:

1. Status Update on the Blueprint Intergovernmental Agency Infrastructure Projects Draft IA Board Agenda Item

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Blueprint Intergovernmental Agency Board of Directors Agenda Item #3

February 18, 2021

Title:	Acceptance of the Status Update on Blueprint Infrastructure Projects
Category:	General Business
Intergovernmental Management Committee	Vincent S. Long, Leon County Administrator Reese Goad, City of Tallahassee Manager
Lead Staff / Project Team:	Benjamin H. Pingree, Director, Department of PLACE Autumn Calder, Director, Blueprint Daniel Scheer, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This agenda item seeks Blueprint Intergovernmental Agency Board (IA Board) acceptance of the status update on Blueprint Intergovernmental Agency (Blueprint) infrastructure projects. Attachment #1 includes a five-year project-phasing schedule that details active Blueprint 2000 and 2020 projects. Attachment #2 is a community engagement calendar for January-April 2021.

FISCAL IMPACT:

This item does not have a fiscal impact.

RECOMMENDED ACTION:

Option 1: Accept the February 2021 Status Update on Blueprint Infrastructure Projects.

SUPPLEMENTAL INFORMATION:

BLUEPRINT PROGRAM PROCUREMENT

The Blueprint Infrastructure team continues to implement the IA Board direction for project priority and community enhancement. The staff is pursuing multiple IA Board approved procurements and project implementation strategies that allow for rapid project development of the Capital Improvement Plan. Seven projects are scheduled for

construction in 2021. Ten different consulting/construction firms have Prime Consultant roles with Blueprint, included on those teams are numerous local and MWSBE qualified firms that are also participating on the contracts. Of note, the MWSBE policies that went into effect on April 1, 2020 have been incorporated into all Blueprint procurements, and staff is actively looking for ways to meet or exceed the participation targets.

Staff is continuing to advance the following contracts:

- Van Buren Street Improvements (Construction 2021)
- Capital Cascade Trail Segment 3D (Construction 2021)
- Coal Chute Pond Improvements (Construction 2021)
- Magnolia Trail Phases 1 and 4 (Leon County) (Construction 2021)
- Skateable Art on Cascades Trail (Design-Build – Construction 2021)
- CCSW Greenway (Professional Services – Construction 2021)
- Cascade Park Upper Pond Treatment (Professional Services – Construction 2021)
- Lake Jackson and Lake Jackson South Greenways (Professional Services – Construction 2022)
- Orange/Meridian Placemaking (Professional Services – Construction 2022)
- Market District (Professional Services – Construction 2022)
- History and Culture Trail – FAMU Way (Professional Services – Construction 2022)
- NE Gateway (Professional Services – Construction 2023)
- NE Connector Corridor (Professional Services – Construction 2024)
- Airport Gateway (Professional Services – Construction 2024)
- Fairgrounds Market Study (Professional Services)

Staff is in active procurement on the following contracts:

- Continuing Services Agreements (3 separate RFQs)
- Capital Cascade Trail Segment 4 (Professional Services – Construction 2023)
- FAMU Way Restroom facility (Construction – Construction 2021)
- CCSW Widening Orange to Springhill Road project managed by FDOT (Construction – Construction 2021)

Staff anticipates procuring the following contracts within the next 9 months:

- Monroe-Adams Placemaking Planning and Concept (Professional Services)
- Lake Lafayette and St. Marks Linear Park (Professional Services)
- Midtown Placemaking Project (Professional Services)
- Market District –Final Park Design (Professional Services – Construction 2022)

PROJECTS UNDER CONSTRUCTION OR RECENTLY COMPLETED

SUMMARY:

Project:	Details:	Budget:	Est. Construction Year:
<i>Magnolia Drive Multiuse Trail – Phase 1 and 4</i>	New trail amenities along Magnolia Drive.	\$6.3 M	2021
<i>Capital Cascades Trail Segment 3 – Coal Chute</i>	New community gathering space and trail at the existing Coal Chute Pond along FAMU-Way.	\$1.4 M	2021
<i>Capital Cascades Trail Segment 3 – Van Buren</i>	New parking facilities and aesthetic enhancements at the entrance to Anita Favors Plaza.	\$550 K	2021
<i>Capital Cascades Trail Segment 3 – Restroom</i>	New family-style restroom facility at the existing playground along FAMU-Way.	\$300 K	2021
<i>Capital Cascades Trail Segment 3 – SkateArt</i>	New park-like skate facility at Coal Chute Pond along FAMU-Way.	\$1.2 M	2022
<i>Capital Cascades Trail Segment 3 – 3D-B</i>	New St. Marks trailhead and amenities, community gathering space, and stormwater treatment facility along FAMU-Way.	\$5.8 M	2021
<i>Total</i>		\$15.5M	

Magnolia Drive Multiuse Trail – Phase 1 and 4

This project extends from South Adams Street to Apalachee Parkway; it is divided into 6 phases, with Phase 1, from S. Meridian Street to Pontiac Drive and Phase 6, between Adams Street and Monroe Street, completed in February 2017. Following completion of Phase 1, the IA Board requested Blueprint evaluate opportunities to add a buffer between the trail and roadway. This redesign of the trail was approved at the December 13, 2017 meeting. At this same meeting, the IA Board directed Blueprint to evaluate opportunities to underground electric utilities along this corridor in coordination with construction of the trail project. Based on direction from the IA Board at the March 1, 2018, meeting, the design of the Magnolia Drive Trail now incorporates a landscaped buffer between the trail and roadway and underground electric utilities. At that same meeting, the IA Board approved an additional \$2,476,700 to fund the redesign and underground electric utilities from Chowkeebin Nene and S. Monroe Street.

Design and permitting for two phases, Phase 1 Retrofit and Phase 4, have been completed and the construction contract, managed by Leon County, is currently out for bids. Working with Leon County staff, Blueprint will manage the public involvement for the construction.

Regarding the remaining components of the Magnolia Drive Trail project, design work is complete for Phase 2 (Pontiac Drive to Circle Drive) and design work is at 90% complete for Phase 3 (Circle Drive to Apalachee Parkway) while the team awaits final right-of-way determinations. Following construction of Phase 1 and Phase 4 in the spring of 2022, staff anticipates construction for Phase 2 and Phase 3 will follow in the summer of 2022 based on available budget. As detailed at the July 9, 2020 Budget Workshop, additional funding beyond the proposed FY 2021 allocation will be required to complete this project consistent with IA Board direction to underground utilities from Chowkeebin Nene to Monroe Street. Staff will prepare a budget analysis for the project for IA Board review and direction at the FY 2022 Budget Workshop scheduled for May 27, 2021.

Capital Cascades Trail Segment 3

At the February 29, 2016 meeting, the IA Board approved the Capital Cascades Trail Segment 3 Project (CCT3) Concept Plan from Pinellas St. to the Central Drainage Ditch as well as implementation coordination with the City's FAMU Way project. On September 12, 2016, the Board approved a project budget of \$20.5M for design, construction, and right-of-way acquisition for the pond, the multi-use trail, trail amenities, and the underground box culverts from Pinellas Street to the CDD along Lake Bradford Road. The amenities will align with the principles of Crime Prevention Through Environmental Design (CPTED) and create natural surveillance by promoting activities and attracting people in such a way as to maximize visibility and foster positive social interaction at the site. The following are updates on key project components.

- **Chute Pond:** Blueprint has issued a construction contract to Allen's Excavation for the enhanced amenities along FAMU Way, including the Coal Chute Pond area. The amenities in this area were refined through a public involvement process conducted in spring 2019, with Florida A&M University, Florida State University, and surrounding neighborhoods and businesses whereby over 300 citizens submitted their amenities preferences. Additionally, in fall 2018, the 880 Cities, Public Spaces to Great Places week of activities included a citizen idea session on the Coal Chute Pond space. This area also includes musical instruments associated with the KCCI Red Hills Rhythm project. Negotiations with Gulf-Atlantic Railroad regarding a pedestrian crossing at Seaboard Street near Stone Valley Road are underway. If successful, this would allow for a safe pedestrian and bicycle connection to and from the College Town District and Coal Chute Pond.
- **Van Buren Street Improvements:** This project creates a new space for community and an attractive entrance to the Anita Favors Plaza area by combining additional parking opportunities, enhanced aesthetic landscaping, and subterranean utilities in the project area. Procurement has finalized the bids for the parking and landscape improvements along Van Buren Street and has awarded a construction contract to North Florida Asphalt. Construction is anticipated to be completed by the end of summer. The project includes the undergrounding of electric service in the immediate project area.

- Restroom: The new restroom facility at the FAMU Way playground is permitted for construction and is now advertised for construction. The final plans as presented at the July 9, 2020 IA Board meeting includes a “green” roof, two family style restrooms with adult and baby changing tables, a cistern to capture rainwater, and a water fountain with bottle filling station. The project has been coordinated with the City of Tallahassee Parks and Recreation Department and the City Beautification Department. This facility is in response to community input that desired a restroom facility in the vicinity of the playground, and this new facility will also serve the future Skateable Art and Coal Chute amenities that will be constructed in the immediate area. The project construction cost is estimated at \$341,870. Innovative stormwater treatment facilities are part of the concept plan for this project through the implementation of a ‘green roof’ and cistern system that will treat the stormwater at the facility and use the runoff stormwater to irrigate the ‘green roof’ system for sustainability purposes.
- Skateable Art: TEAM Pain Inc. was selected as the design-build team for the Skateable Art amenity. The contract is fully executed and notice to proceed was issued on September 1, 2020, the project will take approximately 12 months to design and construct, with the grand opening anticipated for late summer 2021. See Agenda Item #6, which includes a design plan for IA Board review and approval.
- Pond 3D-B Regional Stormwater Facility (RSF) and St. Marks Trailhead - The City has awarded a construction contract to Allen’s Excavation for FAMU Way Phase 3, which includes the CCT Segment 3 RSF near Lake Bradford Road and the St. Marks Trailhead. Notice to Proceed for construction was issued for the FAMU Way Phase 3 elements of the project on August 19, 2019. Modeling for the RSF is finalized and the project team has submitted for the final permits from the City of Tallahassee and the Florida Department of Environmental Protection. The updated RSF plans have been coordinated with the City of Tallahassee and Allen’s Excavation for a final price. The notice to proceed for the RSF and trailhead is anticipated with final permit receipt. Innovative stormwater treatment facilities are part of the plans for this project by utilizing a Bio-sorption Activated Media (BAM) filter and a ‘Flex-Rake’ trash removal system.

PROJECTS UNDER DESIGN & RIGHT-OF-WAY ACQUISITION

SUMMARY:

Project:	Details:	Budget:	Est. Construction Year:
<i>Cascades Trail Segment 3 – History and Culture Trail (HCT)</i>	New cultural amenities along FAMU Way and Capital Cascade Trail.	\$942 k	2022
<i>The Lake Jackson and Lake Jackson South Greenways</i>	New multi-modal connectivity between Lake Ella and the Lake Jackson Mounds State Park.	\$800 k	2022
<i>Market District Planning and Park Programming</i>	New pedestrian safety improvements and community park element in the Market District Area.	\$2.5 M	2022
<i>Capital Circle Southwest Greenway and Debbie Lightsey Nature Park</i>	New nature park and trail system in the area around Capital Circle SW.	\$3.1 M	2021
<i>Orange/Meridian Placemaking</i>	Stormwater facility improvements and a new park element.	\$3.0 M	2022
<i>Capital Circle Southwest (Crawfordville Road to Orange Avenue) (FDOT)</i>	Widening and facility improvements of CCSW and multi-modal pedestrian trail amenities.	\$58.25 M	2021
<i>NE Connector Corridor – Bannerman Road</i>	Widening and facility improvements including multi-modal pedestrian trail amenities along Bannerman Road.	\$52.1 M	2024
<i>Alternative Sewer Solutions Study</i>	Detailed study and report for Leon County on alternatives to traditional on-site septic systems.	\$942k	N/A
Total		\$120.7 M	

Cascades Trail Segment 3 – History and Culture Trail (HCT)

At the September 20, 2018 IA Board meeting, the project budget of \$942,000 was approved by the IA Board for the HCT. The IA Board also authorized Blueprint to enter into an agreement with the Council on Culture and Arts (COCA) to assist with the artist solicitation and selection of the public art components. At the February 28, 2019, meeting, the IA Board approved the concept of honoring Dr. Charles U. Smith through the HCT project.

Wood + Partners, Inc. (WPI) continues its efforts on the planning and design phase of this project. WPI is working to develop the design for historical, cultural, and artistic interpretive elements along the trail, and will facilitate the HCT Working Group of neighborhood and community representatives to refine the content and thematic

elements, identify new opportunities along the trail, and identify locations for the interpretive signage and artistic installations. The WPI team is comprised of the nationally recognized firm of Cloud Gehshan in conjunction with Carol A. Benson & Associates and complimented by the local firm Fitzgerald Collaborative Group, who has partnered with Althemese Barnes. This team consists of local and national experts in the fields of community engagement, master planning, historic research, interpretation and theme creation, content development, and outdoor installation design.

The HCT Working Group, established in 2016, has identified five key thematic areas, or subject areas for recognition, along the trail, and recommended potential stories for inclusion in the Project:

- Theme 1: Allen Subdivision
- Theme 2: FAMU History & Civil Rights (includes honoring Dr. Charles U. Smith)
- Theme 3: Villa Mitchell and Economic Engines
- Theme 4: Boynton Still & Economic Engines
- Theme 5: Railroad Depot

Extensive community engagement and historical research are taking place in order to refine the themes presented in the preliminary concept plan. The HCT Working Group reconvened in August 2020 and received a presentation from a group promoting the idea of a tribute to the jazz legends, Nat and Cannonball Adderley as a part of the project. Public outreach efforts have begun through the collection of oral history interviews from area residents and business owners. The first community open house is planned for May 2021, members of the public will have the opportunity to provide input on the historical, cultural, and artistic interpretive elements along the trail. Input received will be reviewed and refined by Blueprint, the consultant team, and the HCT Working Group for potential incorporation into the final HCT design, which will be presented to the IA Board this year. Staff anticipates advertisement of the construction to begin in late 2021.

The Lake Jackson and Lake Jackson South Greenways

The Lake Jackson and Lake Jackson South Greenways projects, combined into one project for implementation, is in design. The design is anticipated to be complete in early 2022. This project will create a connection from Lake Jackson Mounds State Park to Lake Ella at Fred O. Drake Park in Midtown Tallahassee. The Lake Jackson greenway projects were conceptualized in the 2015 Greenways Master Plan (GWMP). The planning-level estimates were provided for the Lake Jackson Greenway (\$109,200) and Lake Jackson South Greenway (\$812,100) projects, for a total planning-level estimate of \$921,300. This estimate from the GWMP, does not reflect the possible inclusion of additional amenities such as boardwalks or wayfinding signage, nor does it include alterations or additions to the trail route to provide a more scenic experience.

The project design started in June 2020 and the project team has completed the survey for the portion of the project within City limits, south of I-10, along with preliminary environmental assessments for the entire corridor. Additionally, coordination with agency partners such as FDEP Aquatic Preserves, which supports Lake Jackson, and FDEP State Parks, which supports Lake Jackson Mounds Archaeological State Park has started.

Attachment #3 is the feasibility study that details route options along with the recommended trail route that will be presented to the public during the initial project public engagement in March 2021. The community engagement activities will include virtual public engagement, to seek feedback and input on the project. The Feasibility Study assessed:

- Design and construction feasibility and costs
- Safety considerations
- Environmental impacts
- Sociocultural impacts
- Drainage
- Right-of-way and private property impacts

Market District Planning and Park Programming

The Market District Placemaking project has an overall estimated budget of \$11 million with full funding planned through FY 2023. The project includes a new park along Maclay Boulevard and Maclay Commerce Drive, construct portions of the Timberlane Greenway, and improve pedestrian connectivity in and around the Market District.

The first phase of the project will design and construct the central park space. The City of Tallahassee Underground Utilities and Public Infrastructure Department is underway on the adjacent pedestrian and safety improvements and repurposing the existing stormwater ponds where the central park will be located. The greenway and trail improvements will be initiated following the completion of the central park component of the project. The final concept design will be presented to the IA Board at the April 8, 2021 IA Board meeting.

Innovative stormwater treatment facilities are part of the concept plan for the City's project. The City awarded a contract to DPB and Associates for design and planning services for their project, which includes park-planning services. Blueprint is working with Hargreaves Jones, a sub-consultant for DPB, for the central park planning effort.

Capital Circle Southwest Greenway and Debbie Lightsey Nature Park

Design is underway for the Capital Circle Southwest Greenway, which includes Debbie Lightsey Nature Park, and is expected to be completed in summer 2021. This project will create 6.6 miles of greenways in the areas around the Capital Circle Southwest corridor and will develop a passive park around a 113-acre natural area, complete with bike and hiking trails, and birdwatching overlooks situated on the east side of Capital Circle

Southwest, south of Jackson Bluff Road. Design and permitting is scheduled for completion in mid-2021, and advertisement for construction will follow in fall 2021.

Orange/Meridian Placemaking

The Orange/Meridian Placemaking Project includes enclosing the East Ditch between Meridian Street and Monroe Street, revisions to the existing Leon County Stormwater facility, and creation of a public gathering space with trails and parking on the parcel at the southwest corner of Orange Avenue and Meridian Street. Halff, Inc. is providing design services that includes stormwater modeling, public involvement, park design, box-culvert design, and all permitting necessary for the project. Community engagement for this project will officially begin on February 20, 2021 with a community meeting where participants can complete a visual preference survey. Prior to the community meeting, other outreach efforts will include Pop Up events, a social media campaign, and focused stakeholder engagement. Staff anticipates that the design will be completed by mid-2022, with the advertisement for construction of the park element in fall 2022. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

Capital Circle Southwest (Crawfordville Road to Orange Avenue)

State funding for right-of-way acquisition and construction is included in the current FDOT Five-Year Work Program and presented below (subject to adjustment with fall FDOT Work Program review):

Springhill Road to Orange Avenue

- Right-of-Way: Acquisition underway through partnership with Blueprint
- Construction: Funded in FY 2022, in the amount of \$58,269,442

Crawfordville Road to Springhill Road

- Right-of-Way: Funded for FY 2021 in the amount of \$15,188,118
- Construction: Funded in FY 2025, in the amount of \$41,379,184

NE Connector Corridor – Bannerman Road

The contract for planning and design services has been awarded to RS&H. The services include the update to the Leon County 2012, Bannerman Road Corridor Plan, a feasibility study of widening Bannerman Road from Tekesta Drive to Meridian Road, and design and permitting. The IA Board accepted the feasibility study at the September 2020 IA Board meeting, which showed the need to widen Bannerman Road to four lanes from Quail Commons Drive to Preservation Road and the need for operational improvements from Preservation Road to Meridian Road. Design and right of way acquisition are planned for completion in 2023, at which time the project will be advertised for construction pending IA Board approval for bond issuance in FY 2022 to support right of way acquisition and construction services. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase. A detailed project update including the

materials that will be presented to the public at the upcoming public engagement in late February is included as Attachment #4 to this agenda item.

Alternative Sewer Solutions Study

Consistent with IA Board direction at the June 13, 2017 meeting, Leon County is managing the first phase of this project: the Comprehensive Wastewater Treatment Facilities Plan (CWTFP). The consultant, Jim Stidham and Associates, is leading the CWTFP, including the public input opportunities. The project began in November 2019 and initial draft reports for the tasks will be brought to the Leon County Board of County Commissioners and the IA Board for review and direction. Innovative treatment facilities are the primary focus of this project and have the potential to produce measurable reductions of nutrients that enter the local waterbodies from onsite septic treatment systems.

The first draft Task 1 Report on Nitrogen Reduction Performance Criteria for Alternative Wastewater Treatment Systems was submitted in March 2020. The revised draft responding to County staff comments was received in April 2020 and posted to the Leon County project website.

The Task 2 Report on Cost-Effectiveness of Alternative Technologies was received in August 2020. The revised Task 2 Report was submitted on November 3, 2020 and is under review by Leon County staff.

The first draft Task 3 Report on Factors Other than Cost-Effectiveness that Influence Selection of Treatment Technologies was received on December 1, 2020 and is under review by Leon County staff.

The reports are available on the Leon County project website and has been distributed to technical stakeholders who have requested a hard copy.

Tasks remaining to be completed are:

- Task 3 – Factors Other Than Cost-Effectiveness Affecting Selection of Alternative Technology
- Task 4 – First Round public meetings
- Task 5 – Implementation Strategies for Alternative Technologies
- Task 6 – Load Reduction Anticipated from Implementation of Alternative Technologies
- Task 7 – Second Round public meetings
- Task 8 – Presentation to the Board of County Commissioners

The Leon County Water Resources Committee was briefed by County staff on the status of the project at their July and August 2020 meetings. The in person public meetings intended to be held throughout the community for input on the plan are now being implemented as virtual meetings due to the COVID-19. Public virtual meetings led by Leon County began in October 2020.

PROJECTS IN PLANNING OR PRELIMINARY DESIGN

SUMMARY:

<i>Project:</i>	<i>Details:</i>	<i>Budget:</i>	<i>Est. Construction Year:</i>
<i>Northeast Gateway (Welaunee Boulevard)</i>	New regional transportation corridor that includes trail and multi-modal facilities between Centerville Rd & Miccosukee Rd.	\$47 M	2023
<i>Capital Cascades Trail Segment 4</i>	Drainage improvements and a continuation of the Capital Cascade Trail along the Central Drainage Ditch.	\$14.0 M	2023
<i>Airport Gateway</i>	Roadway and community infrastructure improvements, including pedestrian and multi-modal facilities along the Springhill Rd, Lake Bradford Rd, and Providence neighborhood.	\$58.0 M	2024
<i>Monroe-Adams Placemaking</i>	Community infrastructure improvements to enhance connectivity and pedestrian safety.	\$7.0 M	2023
<i>Mid-Town Placemaking</i>	Community infrastructure improvements to enhance connectivity and pedestrian safety.	\$3.0 M	2023
<i>Lake Lafayette & St. Marks Regional Linear Park and Flood Study</i>	Regional trail network connectivity and proper mapping of the county & city flood maps in the project area.	\$16.6 M	TBD
<i>Fairgrounds Infrastructure and Beautification</i>	Analysis of the current facility, research economic benefits, and evaluate relocation of the Fairgrounds	\$100 k (Study)	TBD
<i>Total</i>		\$145.7 M	

Northeast Gateway (Welaunee Boulevard)

The Project Development and Environment (PD&E) study for the Northeast Gateway began in November 2018. The tentative project schedule includes completion of the PD&E study in May 2021 with final design and permitting completion in 2022 and construction completed by 2025. At opening year, this road will provide regional benefits on Centerville Road, Mahan Drive, Miccosukee Road, and Thomasville Road. It will also provide benefits to local roads such as Olson Road, Killarney Way, Kerry Forest Parkway, Shamrock Street, and Raymond Diehl Road. These findings were presented to the IA Board on December 12, 2019, and on January 30, 2020. At the January meeting, the IA Board significantly amended the project to extend Welaunee Boulevard to the vicinity of Roberts Road and to include the Shamrock Extension. The project team continues to coordinate with key parties based on the amended project description and conducted additional public engagement on the proposed final roadway location in August 2020. The final scheduled PD&E public engagement session will be held on February 24 and 25, 2021 and will focus on the operational alternatives. The project team has performed in engagement activities focused on the communities to the north of the project area, including events at Centerville Conservation Community, Chemonie Crossing, and the historic AME church. In coordination with our City of Tallahassee partners, innovative stormwater treatment facilities are being incorporated as part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

The preliminary operational alternatives for the intersections of Centerville Road & Shamrock Extension, Welaunee Blvd. & Shamrock Extension, and Welaunee Blvd. & Roberts Road that will be shared at the upcoming public engagement event are included in Attachment #5.

Capital Cascades Trail Segment 4

The Capital Cascades Trail (CCT) Segment 4 is the final project in the Capital Cascades Trail, as well as the final Blueprint 2000 project. Segment 4 will continue the trail and stormwater elements of the CCT south along the Central Drainage Ditch with the goal of providing significant stormwater treatment and possible flood control improvements south of Orange Avenue, downstream of the Saint Augustine Branch. This project will also provide greenway linkages to both commercial and residential areas and amenities and multimodal options for southside areas. Blueprint has developed the procurement documents for the professional services in consultation with the City and County stormwater teams. Procurement for planning and design services for the project is currently ongoing with construction expected to begin in 2023. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

At the November 16, 2020 TCC meeting, a discussion was facilitated for options on innovative stormwater treatment(s) and potential project priority modifications. The committee stressed the importance of focusing on water quality, trash collection, and

sediment reduction in the stormwater moving through this system. The TCC also mentioned that a focus on flood 'damage' mitigation as a possible shift in project priorities.

Airport Gateway

The Airport Gateway project creates a beautiful, safety enhanced, and multimodal gateway between Downtown and the Tallahassee International Airport. In addition to coordination with City of Tallahassee and Leon County Government staff, this project includes working with many stakeholders including neighborhoods, Leon County Research and Development Authority, Leon County Schools, area businesses, the International Airport, FSU, FAMU, and FDOT.

The implementation of this project will be carried out in three phases. Phase one includes planning and pre-engineering for the entire project area and design for the improvements to Springhill Road, the proposed new roadway through FSU property, Stuckey Avenue improvements, and improvements at the intersection of Orange Avenue along with enhancements to the communities along these segments including the playground in Providence. In addition to a robust public engagement plan, Phase one technical analyses includes preliminary sociocultural and natural features data review, design guide development, traffic modeling, drainage system study, concept development and local and state agency coordination.

Phase two includes improvements along North Lake Bradford Road and Phase three consists of enhancements to South Lake Bradford Road and improvements at the intersection of Orange Avenue and South Lake Bradford Road. Phase one planning and engineering is anticipated to be completed in 2023, with construction on Phase one anticipated to start in 2024. Phase two is anticipated to begin in 2025 and Phase 3 anticipated to begin in 2026.

The project team has finalized scope and fee negotiations with Halff, the consultant selected to perform the planning and design services, and is routing the contract for Phase 1 services approval. Innovative stormwater treatment facilities are part of the concept plan for this project and more details on the innovation will be provided in the concept plans development phase.

In addition, staff has coordinated with FDOT and the engineer for the Tallahassee Airport on the possibility of a joint use stormwater pond with the Tallahassee International Airport that will meet Blueprint's requirements for Springhill Road improvements, as well as serve FDOT's Capital Circle widening project and potential future Airport needs. The joint use pond discussion with FDOT is being led by the engineer for the Tallahassee Airport.

Monroe-Adams Placemaking

Consistent with IA Board direction provided at the April 15, 2020 meeting, this project will be initiated in FY 2021. The FY 2021 allocation of \$1,500,000 will fund preliminary engineering, design services, and construction for one of the five cross-streets connecting Monroe Street and Adams Street consistent with improvements identified in the Monroe-Adams Placemaking plan. Details on this procurement are included in Agenda Item #9.

As a first step for this project, approximately \$84,000 has been committed to a leveraging opportunity with FDOT to be coordinated with its resurfacing project. Blueprint worked with the FDOT, City, and CRTPA to engage in a cost-sharing opportunity to improve the pedestrian crosswalks on South Monroe consistent with the goals of this placemaking project. A Locally Funded Agreement with the FDOT for the crosswalk improvements has been fully executed. The resurfacing and enhanced sidewalks are funded for construction in FY2021 and expected to begin in the first quarter of calendar year 2021.

Mid-Town Placemaking

Consistent with IA Board direction provided at the December 10, 2020 meeting, this project will be initiated in FY 2021 to effectively leverage the three-year effort to date by the CRTPA, the substantial public engagement in developing the proposed conceptual design, and the costs of the traffic studies and concept development incurred by the CRTPA. Building on the progress to date at this point will ensure that this same work will not have to be re-evaluated in two-three years. The FY 2021 allocation of \$1,000,000 will fund engineering and design services along Thomasville Road from Monroe Street to Seventh Avenue. The estimated construction cost of these improvements, as developed by the CRTPA based on the approved conceptual improvements, is \$4.5 million. This project will create safe, comfortable streets for pedestrians, transit users, and cyclists along the Thomasville Road and Monroe Street corridors.

The proposed procurement builds from the progress made by the Capital Region Transportation Planning Agency (CRTPA) on the Midtown Transportation Study and will advance the design of improvements on Thomasville Road from Monroe Street to Seventh Avenue. Over the past three years, the CRTPA has conducted numerous traffic studies and developed proposed concepts for streetscaping and safety improvements along the Thomasville Road and Monroe Street corridors. In the last year, the CRTPA has undertaken significant public engagement activities to obtain feedback from FDOT, Leon County residents, Midtown businesses owners, and neighborhoods regarding area improvements. At the October 19, 2020 meeting, the Capital Region Transportation Planning Agency (CRTPA) approved Phase 2 of the Midtown Transportation Study, which identified a preferred concept for the improvements on Thomasville Road from Monroe Street to Seventh Avenue.

Lake Lafayette & St. Marks Regional Linear Park and Flood Study

The Blueprint Lake Lafayette and St. Marks Regional Linear Park project will connect 7,200 acres of public recreation lands east of Capital Circle Southeast, including Tom Brown Park, Apalachee Regional Park, Lafayette Heritage Trail, and the J.R. Alford Greenway. The project will also provide environmental and flooding studies, as well as provide ecosystem restoration.

Consistent with IA Board direction provided at the December 10, 2020 meeting, this project will be initiated in FY 2021. The FY 2021 allocation of \$500,000 will fund a study for a significant portion of the Lake Lafayette area in order to accurately understand the overall floodplain, which is a key first step in determining accurate flood elevations.

Consistent with project goals, the study will also assist in determining the best location for future amenities in the area. The study will project potential updates to existing flood elevations, which are currently based on observed data dating from 1948. The flood study will include preliminary updates to the 25, 50, and 100-year floodplain. Groundwater conditions will also be considered in the study.

Fairgrounds Infrastructure and Beautification

At the July 9, 2020 workshop, the IA Board directed Blueprint to fund an updated market study on the Fairgrounds in FY 2021 as well as integrate this project into Blueprint Infrastructure's five-year Capital Improvement Program (CIP). At the September 17, 2020 meeting, the IA Board approved the FY 2021 - 2025 capital budget, which includes full funding for the Fairgrounds project. At that same meeting, the IA Board authorized procurement activities for an updated market feasibility study for the Fairgrounds site to include an evaluation of relocating the Fairground activities. Consistent with this direction and as authorized by the IA Board, Blueprint has secured a contract for these services through the Tallahassee-Leon County Planning Department Continuing Services Agreement (CSA) for Planning Consultant Services with HDR. The updated market feasibility study and alternative site analysis will be complete at the end of 2021.

SUMMARY OF PUBLIC ENGAGEMENT

Calendars displaying events held in January 2021, scheduled February 2021 community engagement activities, as well as planned activities for March and April 2021, are included as Attachment #2. Some community engagement activities have been modified or postponed due to the COVID-19 impacts to public gatherings, but the Blueprint staff continues to engage the public at record levels despite the challenges. Staff is applying innovative alternatives to the traditional public meetings in order to provide information and gathering input through digital platforms.

Blueprint Project Managers and our consultant partners are working with the Blueprint Public Information Officer to implement strategies and courses of action to facilitate the continual involvement of our community citizens in the Blueprint project development process. Due to the COVID-19 pandemic, many projects continue to move to digital platforms and mail out postcard communication with feedback opportunities embedded in those communication platforms. The goal is to maintain the public involvement commitment and necessary levels of engagement without adversely affecting the overall project schedule.

Action by the TCC and CAC: This item was presented to the TCC and CAC at their February 1, 2021 and February 4, 2021 meetings respectively. The TCC had **no comments** on the Project Updates item, and the CAC recommended **the IA Board approve Option #1**.

OPTIONS:

- Option 1: Accept the February 2021 Status Update on Blueprint Infrastructure Projects.
- Option 2: IA Board direction.

RECOMMENDED ACTION:

- Option 1: Accept the February 2021 Status Update on Blueprint Infrastructure Projects.

Attachments:

1. Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines
2. Blueprint Community Engagement Calendar for January, February, March, and April 2021
3. The Lake Jackson and Lake Jackson South Greenways Feasibility Study and Concept Alignment
4. Detailed Update on the NE Connector Corridor – Bannerman Road
5. NE Gateway – Welaunee Blvd Proposed Intersection Options



Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

Program	Project	Phase	2021				2022		2023		2024	
			1st Q	2nd Q	3rd Q	4th Q	1-6 Mos	7-12 Mos	1-6 Mos	7-12 Mos	1-6 Mos	7-12 Mos
Blueprint 2000	Capital Cascades Trail Segment 3 - Van Buren Street	Planning										
		Design										
		Right-of-Way Acquisition										
		Construction										
	Capital Cascades Trail Segment 3D	Planning										
		Design										
		Right-of-Way Acquisition										
		Construction										
	Capital Cascades Trail Segment 3 - Amenities ¹	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
		Construction										
	Capital Cascades Trail Segment 4	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
		Construction										
	Cascades Park Alum	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
		Construction										
	Magnolia Drive ²	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
		Construction										
Blueprint 2020	Alternative Sewer Solutions Study	Treatment Facilities Plan										
		Planning/Pre-Engineering										
	Debbie Lightsey Nature Park & Capital Cir Southwest Greenway	Design										
		Right-of-Way Acquisition										
		Construction										
	Lake Jackson South Greenway	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
	Orange Avenue (FDOT Project)	Construction										
		Planning/Pre-Engineering										
		Design										
	Orange/Meridian Placemaking	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
	Thomasville Rd Greenway (CRTPA)	Construction										
		Planning/Pre-Engineering										
		Design										
	University Greenway	Right-of-Way Acquisition										
		Construction										
		Planning/Pre-Engineering										
	Market District Park Element	Design										
		Right-of-Way Acquisition										
		Construction										
	Market District Pedestrian/Trail Connectivity	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
	Monroe-Adams Corridor	Construction										
		Planning/Pre-Engineering										
		Design										
	Lake Lafayette and St Marks Regional Park	Right-of-Way Acquisition										
		Construction										
		Planning/Pre-Engineering										
	Midtown Placemaking (Thomasville from Monroe to 7th)	Design										
		Right-of-Way Acquisition										
		Construction										
	Airport Gateway	Planning/Pre-Engineering										
		Design										
		Right-of-Way Acquisition										
	Northeast Connector - Bannerman Road	Construction										
		Planning/Pre-Engineering										
		Design										
	Northeast Gateway Welaunee Boulevard	Right-of-Way Acquisition										
		Construction										
		Planning/Pre-Engineering										

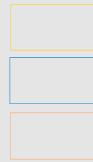
1. Amenities may include those around Coal Chute pond, Skate Feature and, History and Culture Trail. The proposed trailhead will be constructed as part of Pond 3D-B.

2. Projects being managed and administered by Leon County with Blueprint support

	Planning/Pre-Engineering
	PD&E
	Design
	Right-of-Way Acquisition
	Construction

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January 2021



OEV Events

Blueprint Events

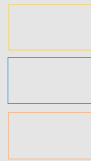
Non-OEV/Blueprint Events

January 2021						
Mo	Tu	We	Th	Fr	Sa	Su
4	5	6	7	8	2	3
11	12	13	14	15	9	10
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February 2021						
Mo	Tu	We	Th	Fr	Sa	Su
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Dec 28	29	30	31	Jan 1, 21	2	3
4	5	6	7 12:00pm APWA - Local Chapter Presentation on BP program (Zoom) - Blueprint Community Engagement	8	9 2:00pm Centerville Conservation HOA (Centerville Conservation)	10
11	12	13	14	15	16 10:00am Windwood Hills HOA Meeting" Lake Lafayette Greenway and St. Marks Regional Park - Susan Tanski	17
18 8:30am	19	20 11:00am Tallahassee-Leon County Stakeholder 6:00pm Skateable Art Community	21	22 5:00pm	23 10:00am Chemonie Crossing HOA meeting	24
25	26 10:00am Real Estate Roundtable (OEV Conference Room) - Kianna Brown	27	28 6:00pm Bond Neighborhood Meeting (Virtual) - Blueprint Community Engagement Calendar	29	30	31

February 2021



OEV Events

Blueprint Events

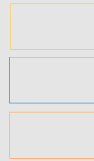
Non-OEV/Blueprint Events

February 2021						
Su	Mo	Tu	We	Th	Fr	Sa
7	1	2	3	4	5	6
14	8	9	10	11	12	13
21	15	16	17	18	19	20
28	22	23	24	25	26	27

March 2021						
Su	Mo	Tu	We	Th	Fr	Sa
7	1	2	3	4	5	6
14	8	9	10	11	12	13
21	15	16	17	18	19	20
28	22	23	24	25	26	27

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Jan 31	Feb 1 1:00pm BPIA TCC Meeting (Grand Conference Room) - Autumn Calder	2 5:00pm Tour of Cascades Park - DURP (Cascades Park) - Susan Emmanuel	3 11:30am EVLC Meeting (OEV Conference Room) - Cristina L. Paredes	4 11:30am ULI Presentation - Susan Emmanuel 4:30pm BPIA CAC Meeting (Grand Conference Room) -	5	6
7	8	9	10	11	12	13
14	15	16	17 11:00am Tallahassee-Leon County Stakeholder Meeting (https://us02web.zoom.us/j/87471773020?)	18 1:00pm BPIA Board of Directors Strategic Plan Workshop & Board Meeting (City Hall, Commission Chambers) - Ben	19	20
21	22 NE Gateway Public Involvement HOLD - Daniel Scheer	23	24	25	26	27
28	Mar 1	2	3	4	5	6

March 2021



OEV Events

Blueprint Events

Non-OEV/Blueprint Events

March 2021						
Su	Mo	Tu	We	Th	Fr	Sa
7	1	2	3	4	5	6
14	8	9	10	11	12	13
21	15	16	17	18	19	20
28	22	23	24	25	26	27
	29	30	31			

April 2021						
Su	Mo	Tu	We	Th	Fr	Sa
4	5	6	7	1	2	3
11	12	13	14	8	9	10
18	19	20	21	15	16	17
25	26	27	28	22	23	24
				29	30	

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Feb 28	Mar 1	2	3	4	5	6
	Market District Public Engagement HOLD - Daniel Scheer					
	NE Connector Public Engagement HOLD - Daniel Scheer					
7	8	9	10	11	12	13
		Youth Leadership Tallahassee Day - Blueprint Community Engagement Calendar				
14	15	16	17	18	19	20
			11:00am Tallahassee-Leon County Stakeholder Meeting (https://us02web.zoom.us/j/87471773020?			
21	22	23	24	25	26	27
			11:30am EVLC Meeting (Oev Conference Room) - Cristina L. Paredes			
28	29	30	31	Apr 1	2	3

April 2021



OEV Events



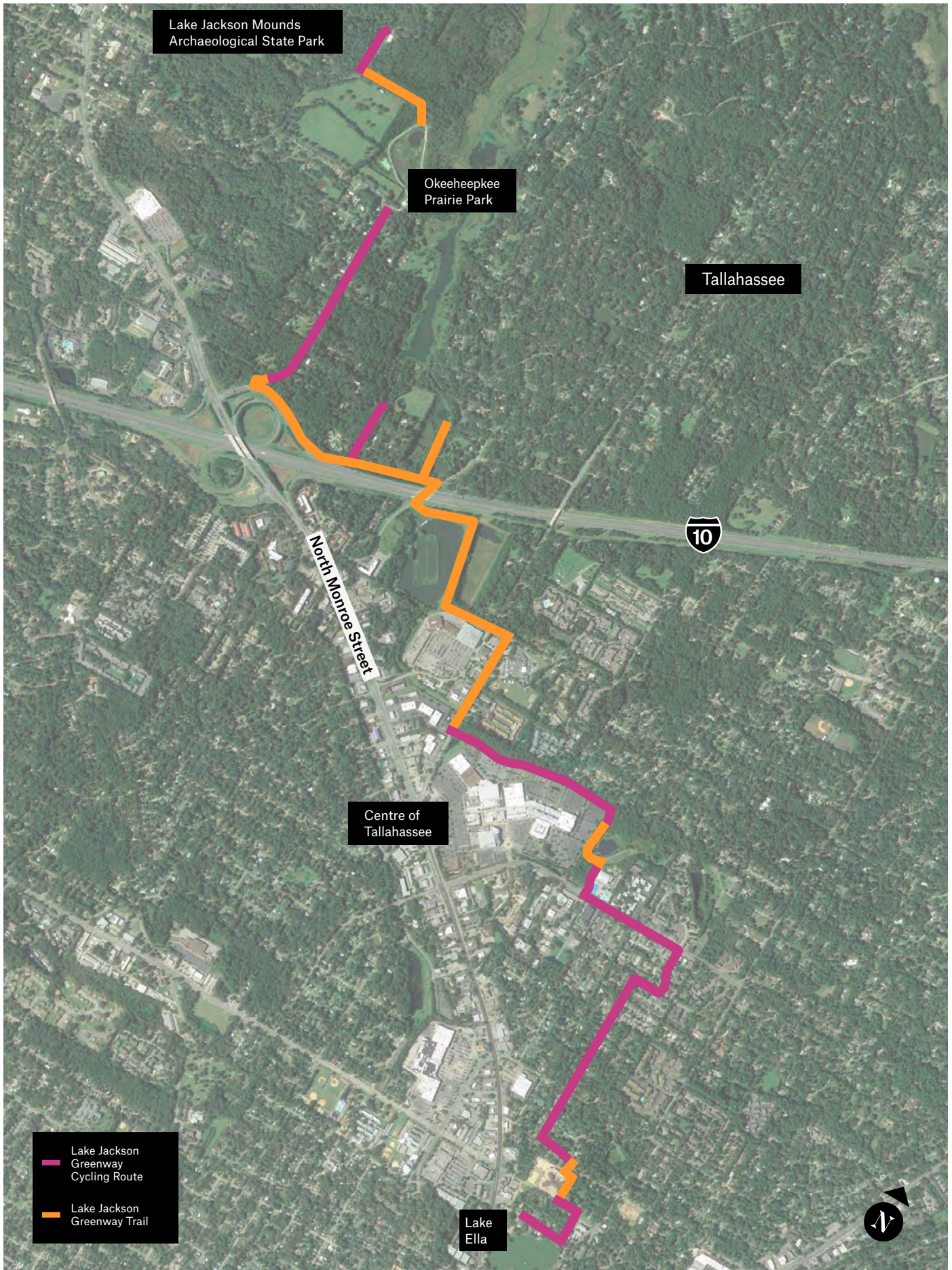
Blueprint Events



Non-OEV/Blueprint Events

April 2021							May 2021						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
4	5	6	7	8	2	3	2	3	4	5	6	7	8
11	12	13	14	15	9	10	9	10	11	12	13	14	15
18	19	20	21	22	16	17	16	17	18	19	20	21	22
25	26	27	28	29	23	24	23	24	25	26	27	28	29
					30		30	31					

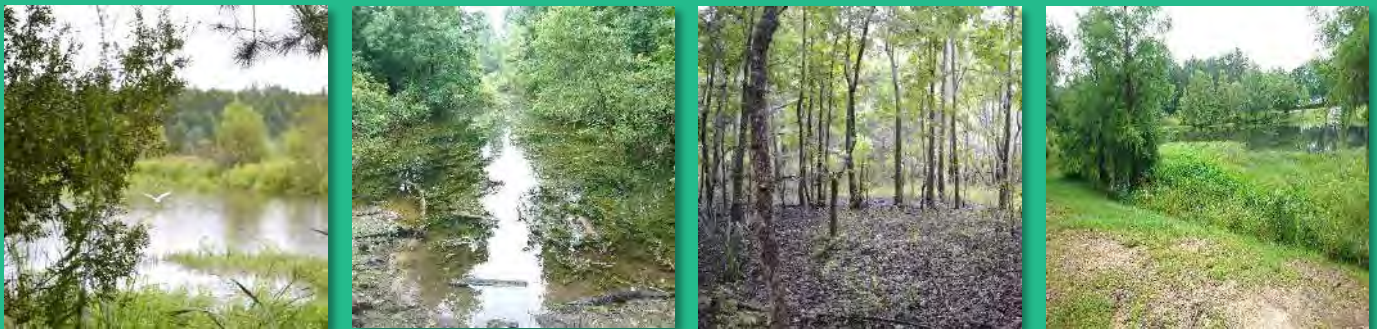
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Mar 28	29	30	31	Apr 1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21 11:00am Tallahassee-Leon County Stakeholder Meeting (https://us02web.zoom.us/j/87471773020?	22	23	24
25	26	27	28	29	30	May 1



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LAKE JACKSON GREENWAY ALIGNMENT FEASIBILITY STUDY

November 5, 2020



Prepared for:
Blueprint Intergovernmental Agency, Tallahassee, Florida

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Firm's Florida Cert. No.
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1.0 INTRODUCTION

1.1 Project Purpose

The purpose of the Lake Jackson Greenways project is to create a multimodal connection between Lake Jackson Mounds Archeological State Park and Lake Ella at Fred O. Drake Park, with access to the Meginnis Arm Landing and Centre of Tallahassee. The approximately five-mile project, consisting of both trail and cycle route, will connect a string of public spaces and recreational, residential, and commercial areas, meeting the needs of a diverse population of users.

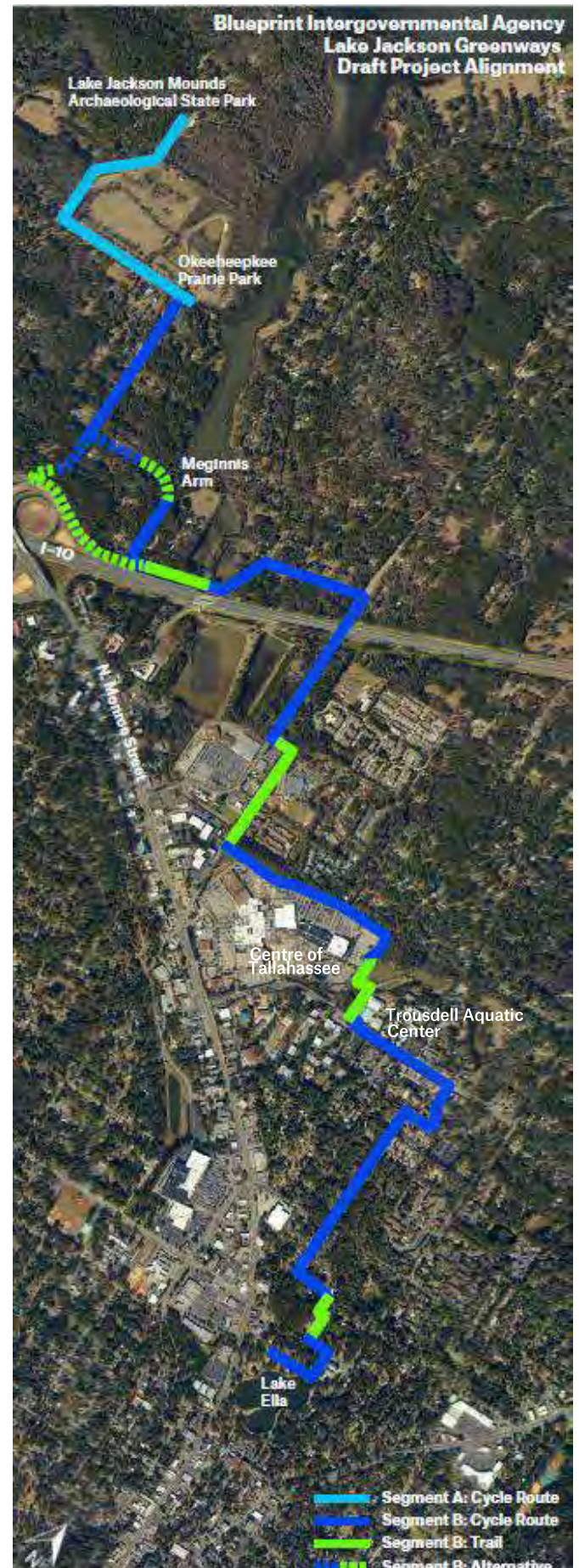
1.2 Project Background

The Lake Jackson Greenways as established by the Blueprint 2020 program was originally conceptualized in the 2015 Tallahassee-Leon County Greenways Master Plan (GWMP), and it combines two GWMP projects: the Lake Jackson Greenway (Segment A) and the Lake Jackson South Greenway (Segment B). Since 2015, the combined Lake Jackson Greenways



project alignment has evolved to reflect current existing conditions, but it generally follows the guidance of the proposed alignments in the GWMP. The project kicked off in June 2020, with initial activities including completing the survey for the city portion of the project south of I-10, along with preliminary environmental assessments. Additionally, preliminary coordination with agency partners such as FDEP Aquatic Preserves, which supports Lake Jackson, and FDEP State Parks, which supports Lake Jackson Mounds Archaeological State Park was initiated. Finally, preliminary coordination efforts were begun with integral City of Tallahassee and Leon County departmental partners, including Growth Management and Parks & Recreation.

The original project alignment, as illustrated to the right, included approximately 4 miles of cycle route (shown in light and dark blue) and approximately 1 mile of key trail and greenway connections at Meginnis Arm Road, Allen Road, the Centre of Tallahassee/Trousdell Aquatic Center, and Canterfield of Tallahassee (shown in green).





1.3 Purpose of Study

Upon request from the Blueprint Intergovernmental Agency, the project team has endeavored to complete an alignment analysis and study for one additional trail segment and two re-aligned trail segments for the Lake Jackson Greenways project. Blueprint also desires the addition of elevated boardwalks on the Meginnis Arm trail segments.

Study Location 1: Doris Drive to Okeeheepkee Prairie Park

Blueprint desires the study of a trail segment connecting from the cycle route on Doris Drive east to the northern limits of the Okeeheepkee Prairie Park, shown in red. This would replace the existing planned alignment which included a cycle route on Fuller Road and Doris Drive, shown in blue.

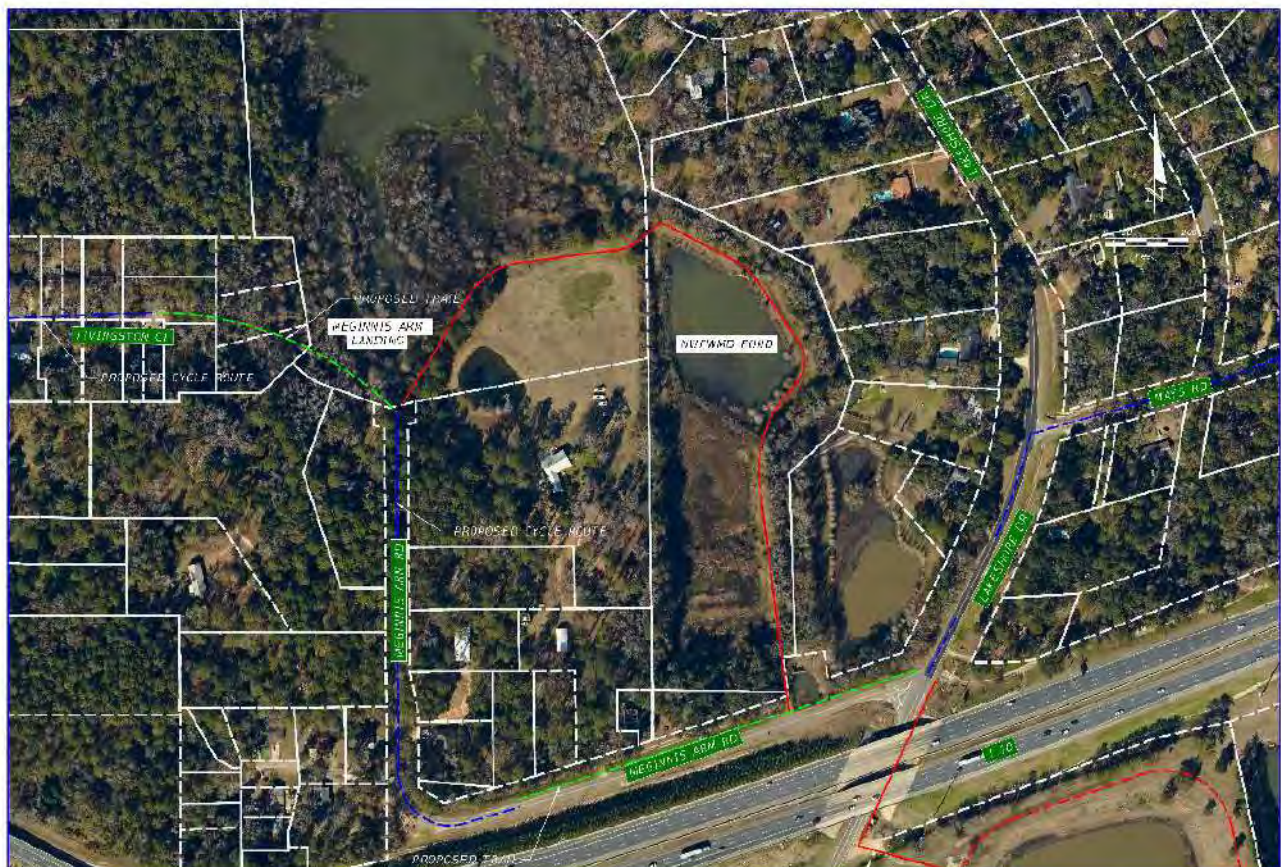




Study Location 2: Meginnis Arm Landing to Meginnis Arm Road

Blueprint desires the study of a trail alignment (Location 2B) connecting from the Meginnis Arm Landing heading north along the Lake's eastern banks and south around the eastern bank of the NFWMD pond, terminating at Meginnis Arm Road, shown in red. This would replace the existing planned alignment of a north/south cycle route (shown in blue) on Meginnis Arm Road and a portion of east/west trail (shown in green) in the northern right-of way for Meginnis Arm Road (parallel with I-10).

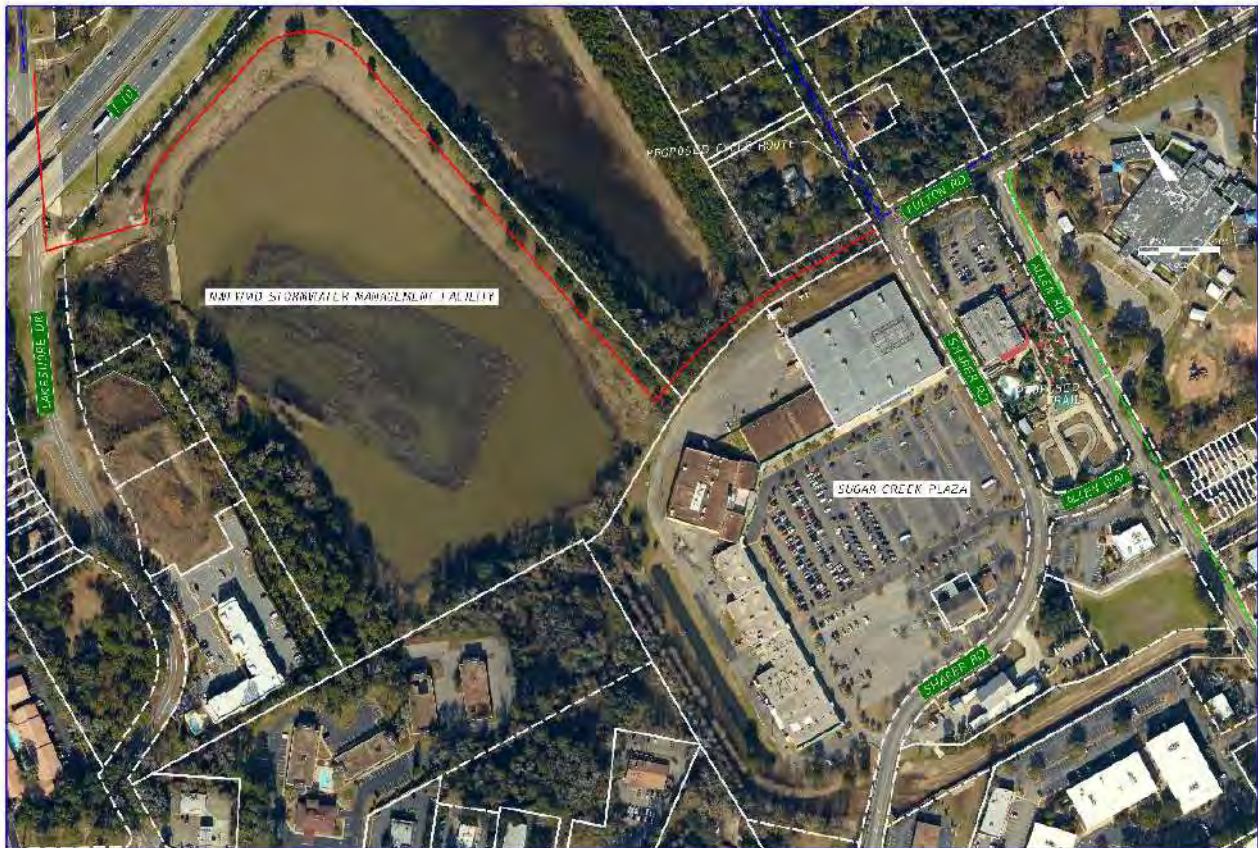
Blueprint also desires the addition of elevated boardwalks on the Meginnis Arm trail segments. This study also includes a feasibility analysis for a proposed boardwalk connection between Livingston Court and Meginnis Arm Landing (Location 2A), shown in dashed green.





Study Location 3: NFWWMD Pond and Sugar Creek Plaza

Blueprint desires the study of a new trail alignment, shown in red, connecting from the north side of Meginnis Arm Road, to the east side of Lakeshore Drive, to the NFWWMD pond south of I-10. The trail would continue on the east side of Lakeshore Drive, and along the north and east berms of the NFWWMD pond. The trail would continue east through the southern berm of the FDOT stormwater pond to connect to the intersection of Sharer Road and Fulton Road. This would replace the existing planned alignment which included a cycle route on Lakeshore Drive, Mays Road, and Sharer Road (not shown).





1.4 Study Methodology

This feasibility study included three tasks, as described below.

Task 1: Baseline Data and Existing Conditions

The general location of existing, notable features (such as topography and trails) was gathered both from pre-existing data sources and during a field review site visit conducted on September 15, 2020. It also included identification areas of potential project risk including floodways, parcel boundaries, and special development zones. The field review set referenced during this site visit is included as Attachment 1: Field Review Set.

Task 2: Alternatives Assessment & Analysis

Alternatives assessment meetings were held by the project team on September 21, 2020 and September 23, 2020 to discuss and analyze the following criteria:

- Design and construction feasibility and constraints
- Safety considerations
- Environmental impacts
- Sociocultural impacts
- Drainage
- Right-of-way and private property impacts

Task 3: Fee Estimate

Design fee estimates and high-level opinion of construction cost for each of the study locations were developed to include the following:

- Trail design
- Boardwalk design
- Additional survey
- Environmental services
- Geotechnical services
- Landscape architecture services

The results of each of the above tasks are discussed in the following sections for each of the study locations.



2.0 STUDY LOCATION 1: OKEEHEEPKEE TO DORIS DRIVE

Study Location 1 includes the addition of an approximately 0.25-mile spur trail segment connecting from the cycle route on Doris Drive east to the northern limits of the OkeehEEPkee Prairie Park. This would replace the existing planned alignment which included a cycle route on Fuller Road and Doris Drive.

2.1 Desktop Review

Study Location 1 is within the Lake Jackson Drainage Basin and Watershed, supported by a surrounding road network including Fuller Road (minor collector) and Livingston Road (minor collector). Neither Fuller Road nor Livingston Road feature sidewalks or shared use paths. Brownfields, Canopy Roads, the Historic Preservation Overlay, Multimodal Transportation District, and Springs Protection Zone are not present at this location. In the figures to follow, the illustrative, planning-level proposed alignment is depicted in red to support the review discussion, while the original alignment is shown in light green.



Project Area



The proposed trail alignment would head north from Okeechepke Prairie Park, owned by Leon County, and head west to Doris Drive through Lake Jackson Mounds Archaeological State Park, owned by the Florida Department

of Environmental Protection and Trustees of the Internal Improvement Trust (TIITF). Current zoning includes Open Space Recreation/Parks. There are currently no identified easements in the project vicinity. Email correspondence and meeting documentation with FDEP State Parks can be found in Attachment 2: FDEP Email Correspondence-Meeting Documentation.

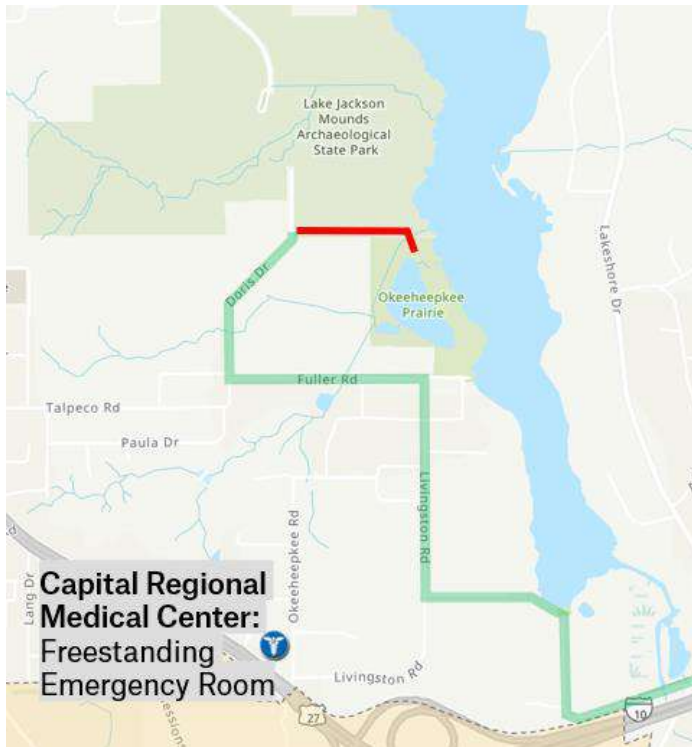
Surrounding Multimodal Network



The proposed trail alignment is near the northern terminus of the Huntington-to-Lake-Elberta Bike Tallahassee Route, which connects the Lake Jackson Mounds Archaeological State Park to the Lake Bradford corridor and St. Marks Trail. Additional nearby connections include medium-comfort segments of the Bike Tallahassee network.



Economic Development



The proposed alignment is in the Historically Underutilized Business Zone, but it is not in the Downtown Community Redevelopment Area, Frenchtown/ Southside Community Redevelopment Area, Urban Jobs TCA, or an Enterprise Zone. Nearby major upcoming economic development includes the construction of a 10,800 square foot, 6-acre freestanding emergency room for Capital Regional Medical Center on North Monroe Street.

Special Development Zone



The proposed alignment is within the boundaries of both Special Development Zone A and Special Development Zone B. The Special Development Zone (SDZ) designation requires special development standards for environmentally sensitive zones adjacent to watercourses or receiving waterbodies. SDZ standards are intended to minimize the adverse environmental impacts

associated with both the extent of development activity and the type of land uses permitted



within or adjacent to sensitive environmental features such as watercourses, waterbodies, wetlands, and areas subject to periodic flooding, such as Lake Jackson.

FEMA Flood Zones



A portion of the proposed alignment would fall within FEMA Flood Zone A, an area subject to inundation by the 1-percent-annual-chance flood, or the 100-year-flood.

2.2 Alternatives Analysis

The project team assessed the feasibility of this alignment alternative. This was a beautiful, comfortable walk underneath a tree canopy evocative of Tallahassee identity. Advantages for this alternative include the proximity to the natural environment, the separation from motor vehicles, and the neighborhood connection between Okeeheepkee Prairie Park and Lake Jackson Mounds Archaeological State Park. Potential constraints include the need for an approximately 150 ft boardwalk to make the crossing from Okeeheepkee Prairie Park to Lake Jackson Mounds Archaeological State Park. Efforts would be made during future design phases to reduce the length of the boardwalk to decrease construction costs. Additionally, there are minor expected wetlands impacts. Opportunities for minimizing wetland impacts by modifying the trail alignment would be explored during future design phases. Depending on the volume of impact (>0.1 acre), permitting and mitigation may be required by the NFWMD and the Army Corps of Engineers (ACOE).



SCREENING MATRIX

ANALYSIS TOPIC	ORIGINAL ALIGNMENT: FULLER/DORIS CYCLE ROUTE	STUDY LOCATION 1: OKEEHEEPKEE/DORIS
Design Considerations	Sharrow & Signage Only	Would need to carefully avoid wetlands to minimize impacts
Constructability Considerations	Sharrow & Signage Only	Will require a boardwalk to make crossing
Safety: Traffic	On-street, non-separated cycle route sharing space with motor vehicles	Separated shared use path in natural environment. No interaction with motorized vehicles
Environmental: Tree Removal	n/a	Will require removal of some trees; a wide path is already cleared on FDEP State Park land
Environmental: Wetlands	n/a	Expected minor impacts
Sociocultural Impacts	Enhanced/Minimal	Enhanced/Minimal Potential for Artifacts of Archaeological Significance
Drainage	n/a	Floodplain considerations
ROW/Private Property	n/a – signing and sharrows on Leon County ROW	Will require approval from and coordination with Leon County and FDEP
Greenway/Trail	No	Yes
View of Water/Nature	No	Yes



View from Okeehéepkée Prairie Park, Western Terminus



View Looking West, Inside Lake Jackson Mounds Park



View Looking West, Inside Lake Jackson Mounds Park



View Looking West, Inside Lake Jackson Mounds Park



View Looking West, Inside Lake Jackson Mounds Park



View to Doris Drive, Eastern Terminus

**Photos of Study Location 1:
Okeehéepkée Prairie Park to Doris Drive**



2.3 Fiscal Impact

DESIGN: Below is a summary of the estimated design fee for the proposed alternative for Study Location 1: Okeeheepkee Prairie Park to Doris Drive. Estimates assume an approximate non-paved trail length of 1,132 ft (0.214 mi) and a 150 ft boardwalk. Environmental services include a Natural Features Inventory (NFI), Environmental Impact Analysis (EIA), Linear Infrastructure Variance (LIV), Tree Removal Analysis for Environmental Management Permit (EMP), NFWMD Environmental Resource Permit (ERP), and US ACOE Wetland Impact Permit. Geotechnical services include one boring. Estimates were derived using the plan and profile sheets found in Attachment 3: Plan/Profile Loc. 1 – Okeeheepkee/Doris Dr. All estimates are subject to further review and may be amended prior to agreement for future design phases. Cost savings for the below services may be available if more than one alternative alignment is selected. A credit has been applied to this estimate reflecting the cost savings of foregoing the originally planned cycle route.

DESIGN FEE ESTIMATE – STUDY LOCATION 1	
Project Management and Trail Design	\$16,000
Structures	\$18,000
Environmental	\$25,000
Geotechnical	\$4,000
Survey, including tree locates (no SUE)	\$22,000
Landscape Architecture	\$3,500
Credit (Original Cycle Route Design Fee Estimate)	(\$1,000)
TOTAL	\$87,500

CONSTRUCTION: The original alignment at this location contemplated an approximately 0.84 mi cycle route on Fuller Road and Doris Drive. Below is an opinion of probable construction cost for this alignment.

OPINION OF PROBABLE CONSTRUCTION COST: ORIGINAL CYCLE ROUTE	
Cycle Route (0.84 mi)	\$8,000
Contingency (20%)	\$1,500
TOTAL	\$9,500



Below are two planning-level opinions of probable construction costs for the proposed alternative at this location. These opinions of probable construction cost have been assembled using in-house, supplier, cost means data, and preliminary contractor pricing, recognizing that the project is not yet in a design phase and additional detail would be necessary for more precise estimation. Estimates assume an approximate non-paved trail length of 1,132 ft (0.214 mi), a 150 ft boardwalk, and 1200 ft of fencing to FDOT specifications (subject to change based upon agency and adjacent private property owner coordination). Lengths are approximate and pend approval and completion of survey. Hardscape elements include two directional trail markers. A preliminary concept for hardscape and landscape elements is included in Attachment 4: Study Location 1 – Preliminary Hardscape/Landscape Concept. Two options have been provided for boardwalks with traditional railings– one for composite decking and one for wood decking. A credit has been applied to these estimates reflecting the cost savings of foregoing the originally planned cycle route.

**OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 1
BOARDWALK OPTION 1 – COMPOSITE DECKING**

Trail (Non-paved)	\$57,000
Boardwalk (Composite Decking)	\$181,000
Fencing	\$18,000
Hardscape	\$3,000
Contingency (20%)	\$48,000
Credit (Original Cycle Route Construction Estimate)	(\$9,500)
TOTAL	\$297,500

**OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 1
BOARDWALK OPTION 2 – WOOD DECKING**

Trail (Non-paved)	\$57,000
Boardwalk (Wood Decking)	\$154,000
Fencing	\$18,000
Hardscape	\$3,000
Contingency (20%)	\$44,000
Credit (Original Cycle Route Construction Estimate)	(\$9,500)
TOTAL	\$276,000



3.0 STUDY LOCATION 2A: LIVINGSTON COURT

Study Location 2A includes the construction of a boardwalk to facilitate a trail connection between western terminus Livingston Court and eastern terminus Meginnis Arm Landing. This route was one of two alternatives considered in the original project alignment, and the feasibility of introducing a boardwalk feature in this location was included in this study.

3.1 Desktop Review

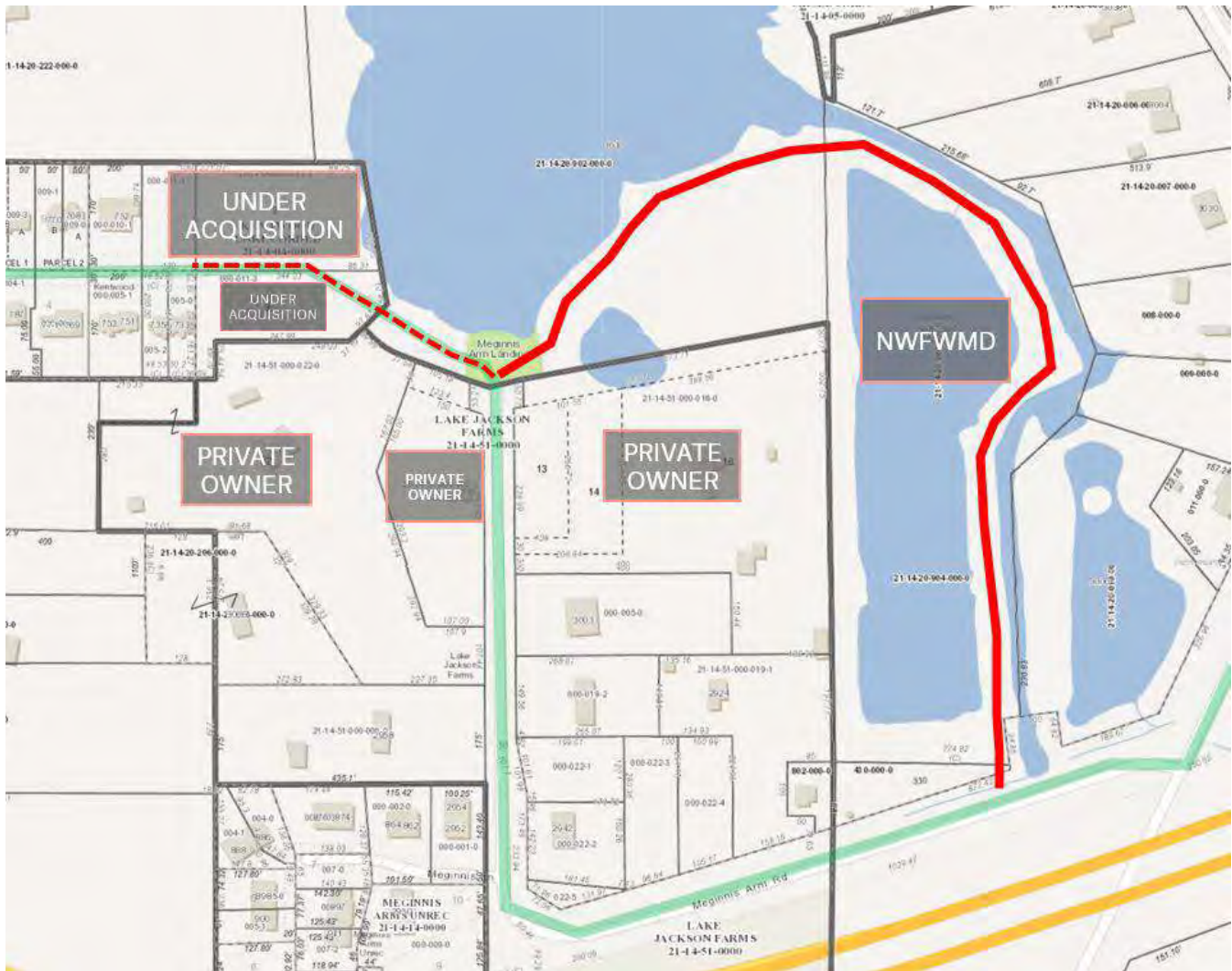
Study Locations 2A (Livingston Court) and 2B (Meginnis Arm & NFWMD Pond) are collocated with adjacent and near proximity. For continuity, the discussion of desktop review findings is combined in this section for both study locations.

Study Locations 2A and 2B are within the Lake Jackson Drainage Basin and Watershed, supported by a surrounding road network including Livingston Court (private road), Livingston Road (minor collector) and Lakeshore Drive (minor collector). Brownfields, Canopy Roads, the Historic Preservation Overlay, Multimodal Transportation District, and



Springs Protection Zone are not present. In the figures to follow, the illustrative, planning-level proposed alignment is depicted in red (Study Location 2A is dashed and Study Location 2B is solid) to support the review discussion, while the original alignment is shown in light green.

Project Area



The proposed alignment for Study Location 2A (dashed in red) would extend as a trail and boardwalk northwest from Meginnis Arm Landing (portions of which are on private property) to Livingston Court, a private road. The project alignment would then continue along Livingston Court, a narrow residential street with no sidewalks.

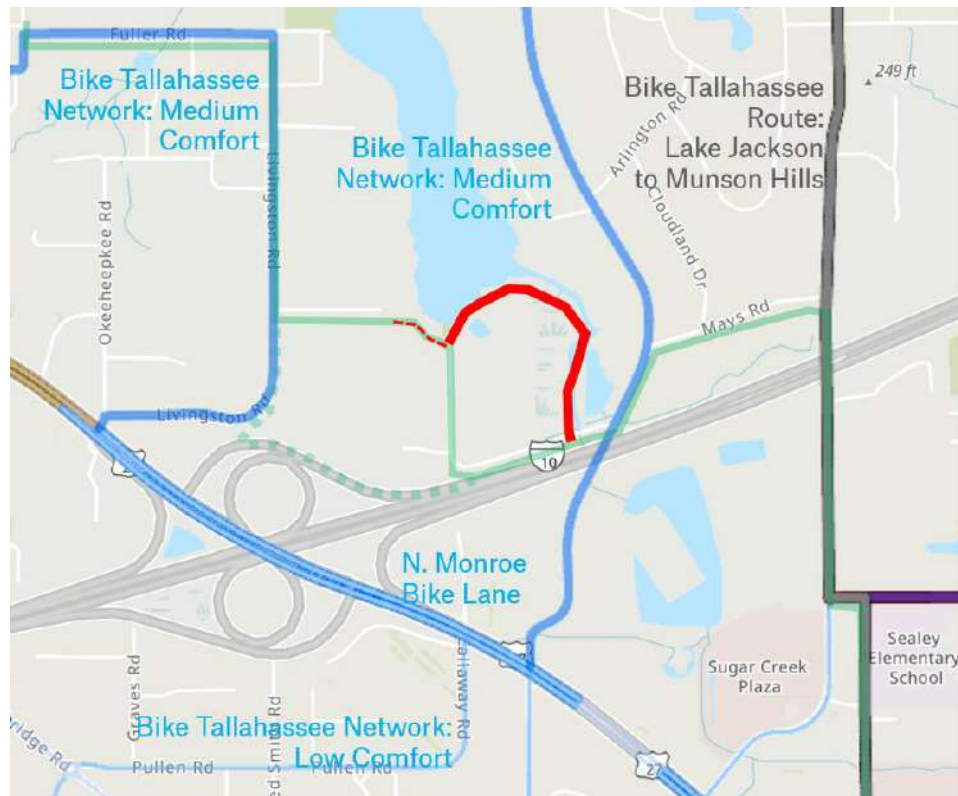
The proposed alignment for Study Location 2B (in solid red) would extend northeast along the banks of Lake Jackson, further northeast potentially along private property, and south along the north and western banks of the NFWMD pond. This alignment is mostly trail,



with three proposed boardwalks to facilitate crossings. One drainage easement has been identified on the eastern bank of the NFWWMD pond, the deed for which can be found in Attachment 5: Study Location 2B Drainage Easement.

Of considerable note for both study locations are the parcel boundaries adjacent to Lake Jackson, which rely on the Ordinary High Water Line (OHWL) of Lake Jackson. This is an irregular parcel line which depends on the vegetation and top of bank of the lake in most cases. Lake Jackson has a highly variable water line, and it will be difficult to depict this line without extensive field work and research. While private property impacts may potentially be avoided if the project alignment falls below the OHWL, legal descriptions for some potentially impacted private parcels, however, state that their north and south boundary lines extend easterly to the water line of Lake Jackson as it may ascend or recede. A preliminary parcel exhibit has been prepared for this study and can be found in Attachment 6: Lake Jackson Greenways Parcel Exhibit.

Surrounding Multimodal Network



Both study locations would support additional connects to the Lake-Jackson-to-Munson-Hills Bike Tallahassee Route, which connects Lake Jackson to south Tallahassee and the trails at Munson Slough. Additional nearby connections include medium- and low-comfort segments of the Bike Tallahassee network.



Special Development Zone



Portions of both proposed alignments are within the boundaries of both Special Development Zone A and Special Development Zone B.

FEMA Flood Zones



A portion of both proposed alignments would fall within FEMA Flood Zone A, an area subject to inundation by the 1-percent-annual-chance flood, or the 100-year-flood.



3.2 Alternatives Analysis

While the project team carefully navigated the steep elevation change (38 ft estimated between Livingston Court and Meginnis Arm Landing), this proposed alternative was observed to be beautiful and abundant with opportunity for constructing a landmark recreational destination. With such a heavy and almost exclusive presence of invasive species, there is high opportunity for environmental restoration. A highly elevated boardwalk would place users in the treetops with views into Lake Jackson, once invasive species (such as the copious ardisia) have been removed. A boardwalk is the only alternative, as a trail is not feasible in this location. Viewing stations could be added at landings, and the boardwalk would be graded appropriately to support ADA-compliance. The boardwalk at Lake Lafayette was offered as a comparable example.

3.2.1 Private Property Impacts

Challenges were noted with this alternative regarding private property impacts. While three parcels are under consideration for acquisition by Blueprint, the property owner is currently addressing issues with the covenants on the deeds that do not allow for recreational uses on the property. The property owner has agreed to make these amendments, which requires a petition with other neighbors and like changes with the other four surrounding property owners who have the same restrictions. More detailed survey would be required to ensure that the proposed alignment does not infringe on the other two adjoining private properties. Further, Livingston Court is a private road, and the continuation of an adopted cycle route would require acceptance by all property owners.



To address some of the above constraints, two alternatives for alignment in this study location were identified. Both alternatives assume successful acceptance of a cycle route on Livingston Court (a private road). The first alternative seeks to minimize private property impacts by limiting right-of-way acquisition to the three parcels at the eastern terminus of Livingston Court already under consideration for acquisition by Blueprint.

To accomplish this, a 600 ft boardwalk would be required, portions of which would need to be constructed below the Ordinary High Water Line (OHWL) of Lake



Jackson, understood at this time to be the 87 ft contour, to avoid impacting the two other nearby privately owned parcels.

The second alternative seeks to minimize environmental impact and construction cost. To accomplish this, a 525 ft boardwalk would extend through northern portions of the two privately owned parcels between Meginnis Arm Landing and Livingston Court and through the other three Livingston Court parcels already under consideration for acquisition by Blueprint.

3.2.2 Second Connection Option



The proposed boardwalk alignment from Meginnis Arm Landing to Livingston Court is one of two identified options for facilitating connection between Meginnis Arm Landing and Livingston Road. The second option, which has not yet been studied, extends west from Meginnis Arm Road with an approximately 0.5 mi paved trail on FDOT right-of-way along the westbound I-10 exit ramp at Exit 199 for North Monroe Street and a 0.2 mi cycle route on Livingston Road. The second option would require

coordination with and approval by FDOT. If the proposed alternative with boardwalk at Study Location 2A is not selected, additional study will be required to evaluate this second option or any other future identified alternative for connection. While this opportunity has not yet been studied, a design fee estimate and planning-level opinion of probable construction cost is provided for reference.

DESIGN FEE ESTIMATE & OPINION OF PROBABLE CONSTRUCTION COST SECOND CONNECTION OPTION	
Design Fee Estimate	\$79,500
Cycle Route (0.20 mi)	\$5,000
Trail (0.5 mi, paved)	\$151,000
Fencing (2000 ft)	\$80,000
Contingency (20%)	\$47,000
TOTAL	\$362,500

Note: This option has not yet been presented to FDOT. Pending acceptance and approval by FDOT, there may be additional requirements and requests from the Department that could add to the above design fee and construction estimates.



SCREENING MATRIX

ANALYSIS TOPIC	STUDY LOCATION 2A: LIVINGSTON CT. CONNECTION
Design Considerations	Significant elevation change (38 ft+), uncontrolled stormwater runoff from Livingston Court
Constructability Considerations	Boardwalk will require high elevation to support ADA grade. Some areas may be as high as 16.5 ft off the ground.
Safety: Traffic	Separated shared use path and boardwalk in natural environment. No interaction with motorized vehicles
Environmental: Tree Removal	High, though most species were noted to be invasive. Invasive removal would be a substantial benefit, but would need to stabilize slopes with new plantings and root systems to prevent erosion.
Environmental: Wetlands	Medium impact
Sociocultural Impacts	Enhanced/minimal. Neighborhood concerns regarding increased foot traffic from transient populations
Drainage	Floodplain considerations
ROW/Private Property	The anticipated impacted private parcels are currently under acquisition with a willing seller. Detailed survey will be required to ensure other private properties are not impacted, which is contingent upon FDEP acceptance of proposed boardwalk construction below the OHWL.
Greenway/Trail	Yes
View of Water/Nature	Yes – considered to be the most beautiful vista opportunity of all proposed alignment alternatives



Western terminus from Livingston Ct.



Existing, invasive vegetation



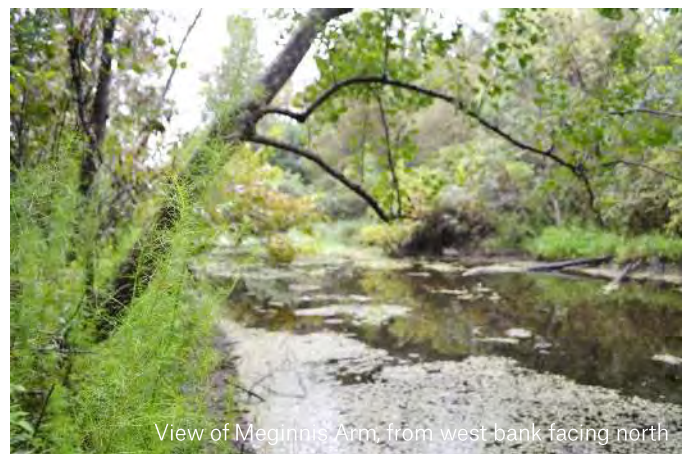
Existing, invasive vegetation



Existing, invasive vegetation



Existing, invasive vegetation



View of Meginn's Arm from west bank facing north

Photos of Study Location 2A: Livingston Court



3.3 Fiscal Impact

DESIGN: Below is a summary of the estimated design fee for Study Location 2A: Livingston Court. Estimates assumed an approximate paved trail length of 100 ft (0.02 mi). Environmental services include an NFI, EIA, LIV, Tree Removal Analysis for EMP, NFWMD ERP, and US ACOE Wetland Impact Permit. Geotechnical services include three borings. SUE estimates are provided, including a cost of \$1,500 per test hole. Estimates were derived using the plan and profile sheets found in Attachment 7: Plan/Profile Loc. 2A – Livingston Ct. All estimates are subject to further review and may be amended prior to agreement for future design phases. Cost savings for the below services may be available if more than one alternative alignment is selected. Two options are provided for implementation: one with a 600 ft boardwalk that limits private property acquisition to only the three Livingston Court properties currently under acquisition consideration by Blueprint, and the other with a 525 ft boardwalk that requires acquisition of the three Livingston Court lots and portions of two other privately owned properties.

DESIGN FEE ESTIMATE – STUDY LOCATION 2A (Limited Acquisition, 600 ft Boardwalk)	
Project Management and Trail Design	\$20,000
Structures	\$85,000
Environmental	\$30,000
Geotechnical	\$20,000
Survey, including tree locates	\$20,000
SUE, estimate includes 4 test holes	\$11,000
Landscape Architecture	\$9,000
TOTAL	\$195,000

DESIGN FEE ESTIMATE – STUDY LOCATION 2A (Full Acquisition, 525 ft Boardwalk)	
Project Management and Trail Design	\$20,000
Structures	\$70,500
Environmental	\$30,000
Geotechnical	\$20,000
Survey, including tree locates	\$20,000
SUE, estimate includes 4 test holes	\$11,000
Landscape Architecture	\$9,000
TOTAL	\$180,500



CONSTRUCTION:

On the following two pages are three planning-level opinions of probable construction costs for each of the two proposed alternatives with boardwalk connection from Livingston Court to Meginnis Arm Landing: a 600 ft boardwalk option with limited property acquisition and 525 ft boardwalk option with full property acquisition. These opinions of probable construction cost have been assembled using in-house, supplier, cost means data, and preliminary contractor pricing, recognizing that the project is not yet in a design phase and additional detail would be necessary for more precise estimation. Estimates assume an approximate paved trail length of paved 100 ft (0.02 mi) and 200 ft of fencing to FDOT specifications (subject to change based upon agency and adjacent private property owner coordination). Lengths are approximate and pend approval and completion of survey. Hardscape elements include one directional trail marker, and landscape elements include slope stabilization planting. A preliminary concept for hardscape and landscape elements is included in Attachment 8: Study Location 2 – Preliminary Hardscape/Landscape Concept. Three boardwalk options have been provided with traditional railings – one for composite decking (including one with alternative foundation) and one for wood decking. Right-of-way acquisition cost estimates have been provided by the City of Tallahassee Real Estate Management Department and include both property acquisition cost and right-of-way agency services fee estimates.

Note: This estimating exercise is at the planning level to support the decision-making process regarding different alignment options for the Lake Jackson Greenways project. The intent of this exercise is to better understand the extent and cost of potential impacts of the alternative alignment options. These and other factors will be considered by Blueprint leadership and presented to the public for further consideration during scheduled public engagement sessions in early 2021. The IA Board will provide direction and guidance for the final alignment for the Lake Jackson Greenways project. Lengths and widths will be modified if the project moves forward into a design phase, when more detail regarding the alignment is available. No decision to move forward with any of the contemplated private property acquisition options has been made at this time.



Limited Acquisition: Livingston Court Lots Only

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 1 – COMPOSITE DECKING, ALTERNATIVE FOUNDATION	
Trail	\$5,725
600 ft Boardwalk (Composite Decking/Alternative Foundation)	\$1,614,000
Right-of-Way Acquisition	\$209,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$377,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,982,225

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 2 – COMPOSITE DECKING	
Trail	\$5,725
600 ft Boardwalk (Composite Decking)	\$1,410,000
Right-of-Way Acquisition	\$209,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$331,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,732,225

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 3 – WOOD DECKING	
Trail	\$5,725
600 ft Boardwalk (Wood Decking)	\$1,284,000
Right-of-Way Acquisition	\$209,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$312,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,587,225



Full Acquisition: Livingston Court and Meginnis Arm Rd. Lots

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 1 – COMPOSITE DECKING, ALTERNATIVE FOUNDATION	
Trail	\$5,725
525 ft Boardwalk (Composite Decking/Alternative Foundation)	\$1,403,000
Right-of-Way Acquisition	\$276,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$348,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,809,225

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 2 – COMPOSITE DECKING	
Trail	\$5,725
525 ft Boardwalk (Composite Decking)	\$1,226,000
Right-of-Way Acquisition	\$276,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$307,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,591,225

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2A BOARDWALK OPTION 3 – WOOD DECKING	
Trail	\$5,725
525 ft Boardwalk (Wood Decking)	\$1,116,000
Right-of-Way Acquisition	\$276,000
Fencing	\$8,000
Hardscape	\$1,500
Landscape	\$50,000
Contingency (20%)	\$291,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$283,000)
TOTAL	\$1,465,225



4.0 STUDY LOCATION 2B: MEGINNIS ARM/NWFWMD

Study Location 2B: Meginnis Arm/NWFWMD Pond contemplates a new 0.38 mi trail alignment connecting from the Meginnis Arm Landing heading northeast along the Lake's eastern banks and south around the eastern bank of the NWFWMD pond, terminating at Meginnis Arm Road. This would replace the existing planned alignment of a north/south cycle route on Meginnis Arm Road and a portion of east/west trail in the northern right-of-way for Meginnis Arm Road (parallel with I-10).

4.1 Desktop Review

See previous section for discussion. Study Locations 2A (Livingston Court) and 2B (Meginnis Arm/NWFWMD Pond) are co-located and share the same features for consideration. As such, the desktop review analysis has been combined for continuity in Section 3.1.



4.2 Alternatives Analysis

Advantages for this alternative include the close proximity to the natural environment and greater distance from I-10 as well as the separation of trail users and motor vehicles. Additionally, the natural habitat surrounding Lake Jackson and the NFWWMD pond was strikingly beautiful. Multiple birds were observed during the site visit, as well as an otter. This alternative presents a good opportunity for environmental and infrastructure education.

The project team observed an abundance of vegetative growth on the surface of the waters of Lake Jackson at Meginnis Arm. In addition, cypress trees were observed along the eastern banks of the lake. Suggestions were provided for trimming the tree canopy to support wider vistas and better viewing. A boardwalk would be necessary to avoid or limit impacts to wetlands and existing tree root systems.

Private property impacts will need to be considered for the parcel located in-between the NFWWMD pond and Meginnis Arm Landing. More detailed survey would be required to understand the degree of impact.

The berms around the NFWWMD pond appear to be wide enough to support the addition of a trail, though a boardwalk would be needed to make a crossing over the spillway. Upon entering the pond from the northern limits, the vista opens to a pastoral view with healthy vegetation and abundant avian habitat. A few old-growth trees were observed, which would not be impacted, and they would add to the character of this proposed alternative trail route.



SCREENING MATRIX

ANALYSIS TOPIC	ORIGINAL ALIGNMENT: MEGINNIS ARM CYCLE ROUTE	STUDY LOCATION 2B: LAKE/NWFWMD POND
Design Considerations	Sharrow & Signage Only	Need for minimizing wetlands and tree impacts, particularly at banks of Lake Jackson
Constructability Considerations	Sharrow & Signage Only	Collocation of trail and boardwalk with functioning stormwater facility
Safety: Traffic	On-street, non-separated cycle route sharing space with motor vehicles	Separated shared use path in natural environment. No interaction with motorized vehicles
Environmental: Tree Removal	n/a	Low to medium
Environmental: Wetlands	n/a	Medium impact on banks of Lake Jackson
Sociocultural Impacts	Enhanced/Minimal	Enhanced/Minimal
Drainage	n/a	Floodplain considerations
ROW/Private Property	n/a – signing and sharrows on Leon County ROW	Yes – northern boundary of one private parcel. Will also require approval from and coordination with NWFWMD and coordination with FDEP Aquatic Preserves
Greenway/Trail	No	Yes
View of Water/Nature	No	Yes



Eastern bank of Meginnis Arm, facing northeast



View facing east, approaching NFWMD Pond entrance



View of NFWMD Pond, facing north



View of NFWMD Pond, facing northwest



View of Meginnis Arm, from parking lot facing north



View facing south, near Meginnis Arm Rd.

**Photos of Study Location 2B:
Meginnis Arm and
NFWMD Pond**



4.3 Fiscal Impact

DESIGN: Below is a summary of the estimated design fee for Study Location 2B: Meginnis Arm & NFWWMD Pond. Estimates assumed an approximate paved trail length of 2,004 ft (0.38 mi) and two boardwalks: an approximate 210 ft boardwalk on the banks of Lake Jackson and an approximate 110 ft boardwalk over the NFWWMD pond spillway.

Environmental services an NFI, EIA, LIV, Tree Removal Analysis for EMP, NFWWMD ERP, and US ACOE Wetland Impact Permit. Geotechnical services include four borings for the trail and all boardwalks, noting that geotechnical services are variable based on structural elements. SUE estimates are provided, including a cost of \$1,500 per test hole. Estimates were derived using the plan and profile sheets found in Attachment 9: Plan/Profile Loc. 2B – Meginnis/NFWWMD. All estimates are subject to further review and may be amended prior to agreement for future design phases. Cost savings for the below services may be available if more than one alternative alignment is selected.

DESIGN FEE ESTIMATE – STUDY LOCATION 2B	
Project Management and Trail Design	\$30,000
Structures – Boardwalk 1/Lake Jackson Banks	\$16,500
Structures – Boardwalk 2/NFWWMD Pond Spillway	\$12,000
Environmental	\$23,000
Geotechnical	\$17,500
Survey, including tree locates	\$34,000
SUE, estimate includes 2 test holes	\$10,500
Landscape Architecture	\$25,000
TOTAL	\$168,500

CONSTRUCTION: The original alignment at this location contemplated an approximately 0.23 mi cycle route and 0.24 mi paved trail on Meginnis Arm Road. Below is an opinion of probable construction cost for this alignment.

OPINION OF PROBABLE CONSTRUCTION COST: ORIGINAL CYCLE ROUTE	
Cycle Route (0.23 mi)	\$5,000
Trail (0.19 mi, paved)	\$73,000
Contingency (20%)	\$15,500
TOTAL	\$93,500



Below is a subtotal opinion of probable construction cost for non-structural elements for this alternative. This opinion of probable construction cost has been assembled using in-house, supplier, cost means data, and preliminary contractor pricing, recognizing that the project is not yet in a design phase and additional detail would be necessary for more precise estimation. Estimate assumes an approximate paved trail length of 2,004 ft (0.38 mi), to be supplemented and connected by two boardwalks (estimated separately) and approximately 345 ft of fencing to FDOT specifications (subject to change based upon agency and adjacent private property owner coordination). Lengths are approximate and pend approval and completion of survey. Hardscape elements include two directional trail markers, three educational signage stations, and a feature crossing/overlook at the pond. Landscape elements include shade tree planting (no irrigation). Attachment 8: Study Location 2 – Preliminary Hardscape/Landscape Concept. A credit has been applied to these estimates reflecting the cost savings of foregoing the originally planned trail and cycle route. Right-of-way acquisition cost estimates have been provided by the City of Tallahassee Real Estate Management Department and include both property acquisition cost and right-of-way agency services fee estimates.

There are two boardwalks proposed for this study location. Detailed estimates for each boardwalk location and options are provided on the following page. For illustrative purposes, the highest cost options are included below (with an embedded 20% contingency) to provide one conservative opinion of probable construction cost.

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2B	
Trail	\$105,000
Fencing	\$13,800
Hardscape	\$29,000
Landscape	\$18,000
Right-of-Way Acquisition	\$84,000
Contingency (20%)	\$33,000
Credit (Original Trail/Cycle Route Construction Estimate)	(\$93,500)
SUBTOTAL: NO BOARDWALKS	\$189,300
Boardwalk 1 – Lake Jackson Banks (Composite Decking/Architectural Railing)	\$370,000
Boardwalk 2 – NFWMD Spillway (Composite Decking/Traditional Railing)	\$270,000
TOTAL	\$829,300



There are two proposed locations for boardwalk structures: an approximate 210 ft boardwalk on the banks of Lake Jackson and an approximate 110 ft boardwalk over the NFWMD pond spillway. Opinions of probable cost for each of these two boardwalks are included below, with multiple options each for decking and railing. Lengths are approximate and pend approval and completion of survey. All estimates include a 20% contingency.

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2B
BOARDWALK 1: BANKS OF LAKE JACKSON (210 ft)

Composite Decking/Architectural Railing	\$370,000
Composite Decking/Traditional Railing	\$320,000
Wood Decking/Traditional Railing	\$315,000

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 2B
BOARDWALK 2: NFWMD SPILLWAY (110 ft)

Composite Decking/Traditional Railing	\$270,000
Wood Decking/Traditional Railing	\$240,000

Note: This estimating exercise is at the planning level to support the decision-making process regarding different alignment options for the Lake Jackson Greenways project. The intent of this exercise is to better understand the extent and cost of potential impacts of the alternative alignment options. These and other factors will be considered by Blueprint leadership and presented to the public for further consideration during scheduled public engagement sessions in early 2021. The IA Board will provide direction and guidance for the final alignment for the Lake Jackson Greenways project. Lengths and widths will be modified if the project moves forward into a design phase, when more detail regarding the alignment is available. No decision to move forward with any of the contemplated private property acquisition options has been made at this time.



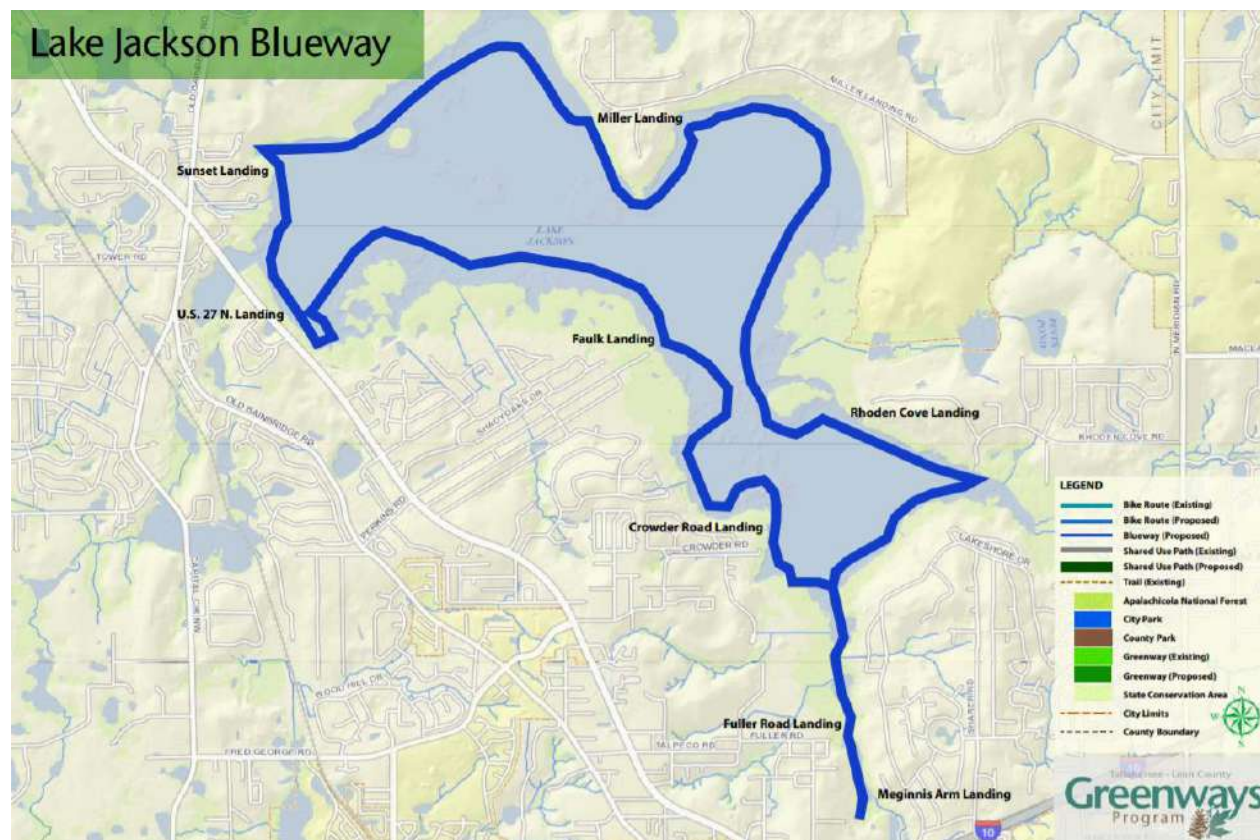
4.4 Additional Options

During the course of analysis during the feasibility study, two additional options were proposed for this study location: (1) the addition of a blueway connection from Meginnis Arm Landing to Fuller Landing at Okeetheepkee Prairie Park, and (2) an alternative spur trail on the banks the NFWFMD pond.

4.4.1 Blueway Connection

The following is a description of blueways as described in the 2015 Tallahassee-Leon County *Greenways Master Plan*: “A blueway or water trail is a water path or trail that is usually developed with launch points, camping locations, and points of interest for canoeists, paddle boarders and kayakers, [and they are intended] to encourage recreation, ecological education and preservation of wildlife resources....The designation of a blueway should maximize safety, scenery, and access. Locally, blueways are trail designations applied to waterway segments or waterbodies that can accommodate canoeing, kayaking and boating, and that provide put-ins and related destinations such as other put-ins, parks, greenways, and other points of interest.”

During the course of the study, the project team identified the opportunity incorporate a blueway connection improvement at Meginnis Arm. This opportunity is congruent with recommendations from the *Greenways Master Plan* which includes a specific plan for the Lake Jackson Blueway.





"The Lake Jackson Blueway is intended to provide additional interconnections for canoeists, paddle boarders and kayakers to County and State parks around Lake Jackson...There are at least twelve existing parks and landings located along the shore of Lack Jackson. They include the Lake Jackson Mounds Archaeological State Park and the following County parks and landings: 1. Okeeheepkee Prairie County Park, 2. Fuller Road Landing, 3. Meginnis Arm Landing, 4. Crowder Landing, 5. Faulk Drive Landing, 6. Jackson View Park, 7. U.S. 27 North Landing 8. Sunset Landing 9. J. Lee Vause Park 10. Miller Landing 11. Rhoden Cove Landing. The proposed blueway would be created through an administrative designation, and it will be identified through signage located at the connected landings and parks." (*Greenways Master Plan, 2015, p. 116*).

The Lake Jackson Blueway was adopted by the Leon County Board of County Commissioners on March 8, 2016, and an agreement with FDEP for statewide designation of the blueway as a state paddling trail was adopted by the Board on September 13, 2016. A copy of the Lake Jackson Paddling Trail Map and the supporting 2016 agenda item for blueway adoption is included as Attachment 10: Lake Jackson Blueway.

Signage designating the blueway as the Lake Jackson Paddling Trail is already present at Meginnis Arm Landing. To further legitimize the blueway, to expand access, and to protect the surrounding environment, two options are proposed for improvements at the Meginnis Arm kayak launch site. The first option provides for an ADA-accessible kayak launch with a 35 ft gangway and an ADA floating transfer platform and deck. The opinion of probable construction cost includes material shipping, installation, and a 20% applied contingency.

ADA-ACCESSIBLE KAYAK LAUNCH OPCC	
Design Fee	\$9,000
Opinion of Probable Construction Cost	\$48,000
TOTAL	\$578,000

The second option provides for a 33 ft Mobimat to serve as ground surface protection for blueway users as they launch their paddlecraft. The opinion of probable construction cost includes material shipping, installation, and a 20% applied contingency.

ADA-ACCESSIBLE KAYAK LAUNCH OPCC	
Design Fee	\$2,000
Opinion of Probable Construction Cost	\$8,000
TOTAL	\$10,000

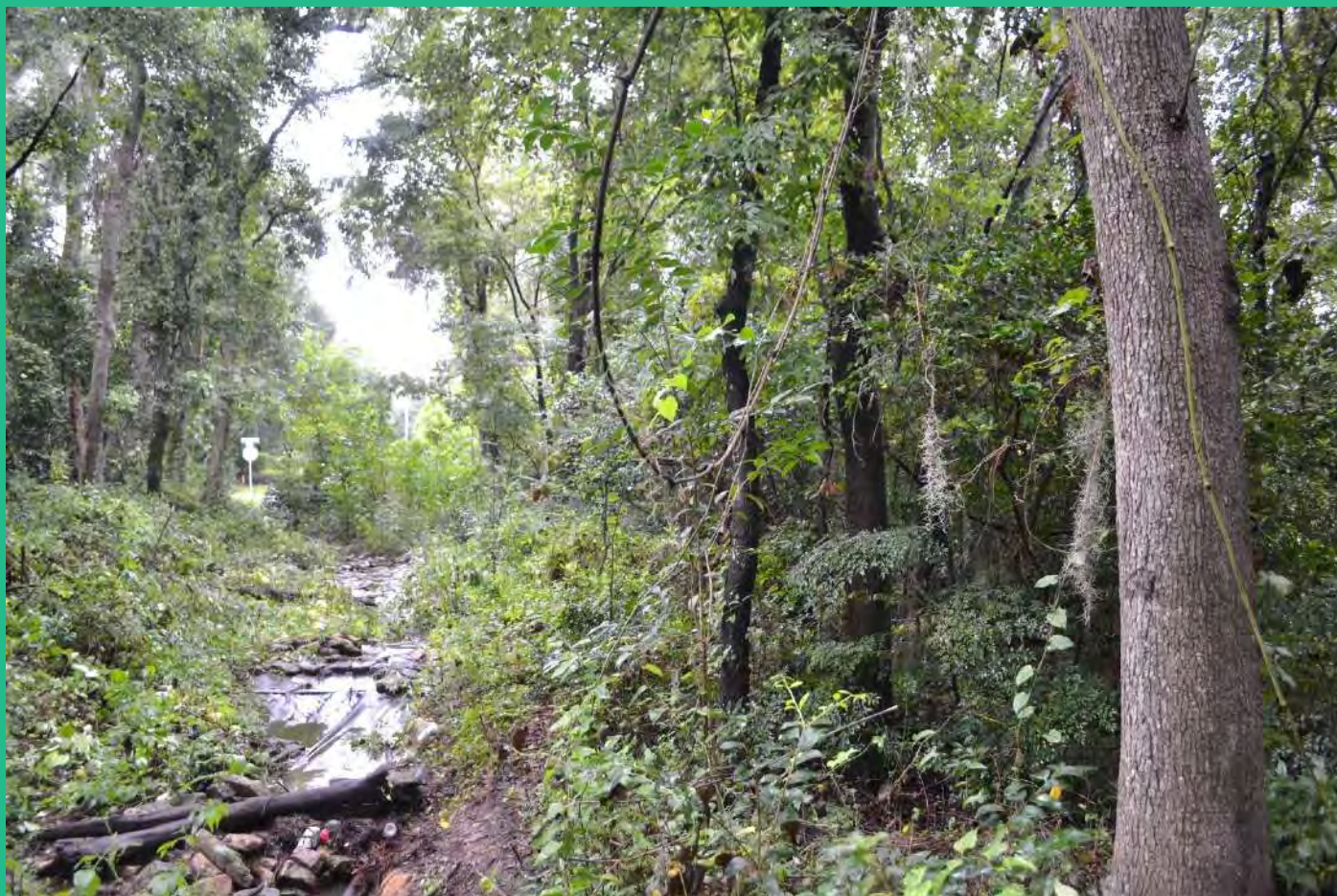


4.4.2 NFWWMD Spur Trail

The project team received additional direction to explore the option of adding a spur trail along the east bank of the NFWWMD pond to supplement the originally planned cycle route and trail on Meginnis Arm Road. This option would replace the proposed Study Location 2B alignment. Advantages for this option include retaining the benefit of the proximity to the natural environment while avoiding the wetland and tree impacts on the banks of Lake Jackson at Meginnis Arm, avoiding potential private property impacts, and eliminating the need for boardwalk which lowers the fiscal impact. Additionally, there is opportunity to include educational signage along with benches and a picnic table at the spur trail terminus south of the spillway.

The estimated design fee for this option is \$67,500. The opinion of probable cost includes an approximate 0.27 mi paved trail and 345 ft of fencing. Hardscape elements include one directional trail marker, two educational signage features, two benches, and one picnic table. Landscape elements include shade tree planting.

OPINION OF PROBABLE CONSTRUCTION COST – SPUR TRAIL OPTION	
Trail (Paved)	\$66,000
Fencing	\$13,800
Hardscape	\$16,100
Landscape	\$12,000
Contingency (20%)	\$21,500
SUBTOTAL (NO BOARDWALKS)	\$129,500



5.0 STUDY LOCATION 3: SUGAR CREEK

Study Location 3 proposes a new 0.66 mi trail alignment connecting from the north side of Meginnis Arm Road, to the east side of Lakeshore Drive, to the NFWFMD pond south of I-10. The trail would continue on the east side of Lakeshore Drive, and along the north and east berms of the NFWFMD pond. The trail would continue east through the southern berm of the FDOT stormwater pond to connect to the intersection of Sharer Road and Fulton Road. This would replace the originally planned project alignment which included a cycle route on Lakeshore Drive, Mays Road, and Sharer Road.

5.1 Desktop Review

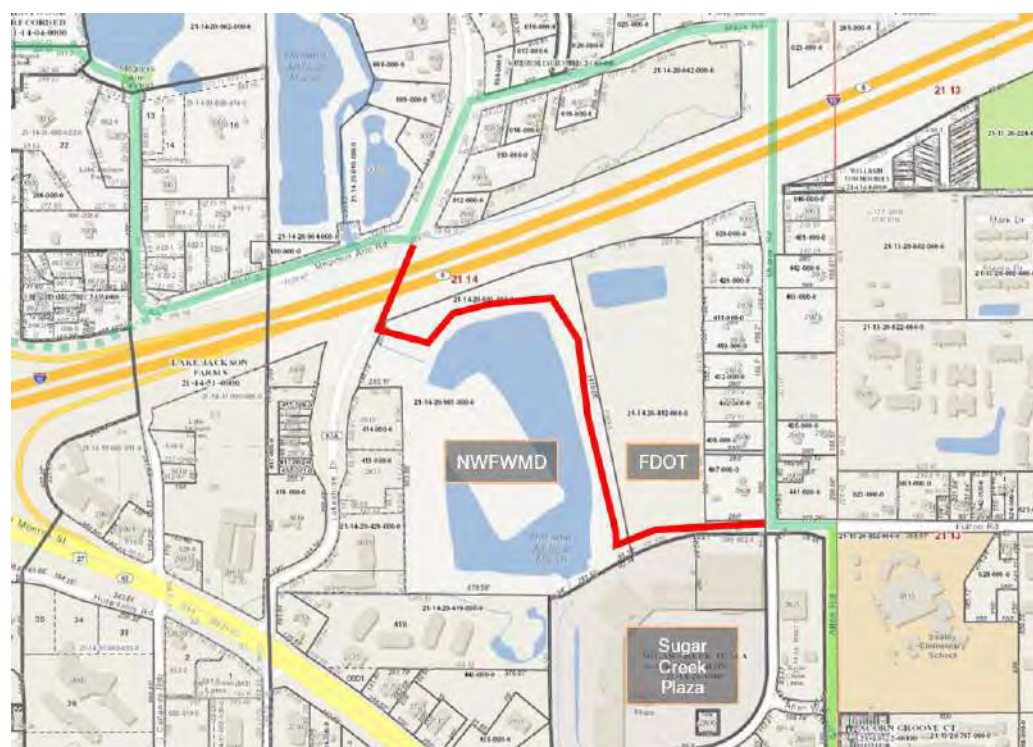
Study Location 3 is within the Lake Jackson Drainage Basin and Watershed, supported by a surrounding road network including Lakeshore Drive (minor collector), Sharer Road (minor collector), and Fulton Road (local road). Lakeshore Drive does not feature a sidewalk or multimodal facilities, and Sharer Road includes a sidewalk adjacent to northbound traffic on



the east side of the road. There is a striped crosswalk across the Fulton Road leg of the Fulton/Sharer intersection, and Fulton Road feature a sidewalk adjacent to eastbound traffic on the south side of the road. Sealey Elementary on Allen Road is 500 ft (0.09 mi) from the eastern terminus of the proposed alignment at Sharer Road. Macon Community Park, on Henderson Road, is 0.65 mi northeast of the eastern terminus of the proposed alignment, and North Florida Christian School at Henderson Road and Meridian Road, is 1.15 mi northeast of the eastern terminus of the proposed alignment.

Brownfields, Canopy Roads, the Historic Preservation Overlay, Multimodal Transportation District, and Springs Protection Zone are not present at this location. In the figures to follow, the illustrative, planning-level proposed alignment is depicted in red to support the review discussion, while the original alignment is shown in light green.

Project Area

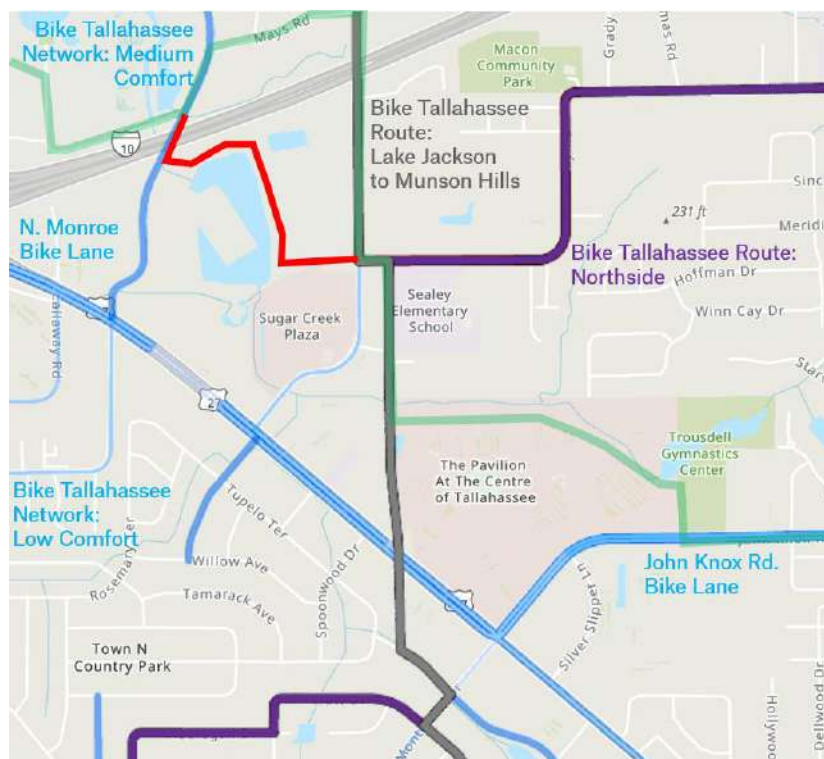


The proposed trail alignment would head south on Lakeshore Drive, Leon County right-of-way, under the I-10 overpass, and enter the NFWMD pond south of I-10. The trail would continue on the north and east banks of the pond, heading south. The

trail would then continue further east on the southern banks of the FDOT stormwater pond, along the northern bank of the stormwater ditch, terminating at Sharer Road where the project alignment continues east on Fulton Road to connect with Allen Road. A drainage easement (included in Attachment 11: Study Location 3 – Drainage Easement) and a utility easement (included in Attachment 12: Study Location 3 – Utility Easement) have been

identified at the NFWMD pond. Email correspondence and meeting documentation with FDOT can be found in Attachment 13: FDOT Email Correspondence-Meeting Documentation.

Surrounding Multimodal Network



The proposed trail alignment connects directly to the Lake-Jackson-to-Munson-Hills Bike Tallahassee Route, which connects Lake Jackson to south Tallahassee and the trails at Munson Slough. It also supports a closely adjacent connection to the Northside Bike Tallahassee Route, which is an east-west route connecting northern neighborhoods. Additional nearby connections include medium- and low- comfort segments of the Bike

Tallahassee network, as well as bike lanes on North Monroe Street and John Knox Road.

Special Development Zone



The proposed alignment is within the boundaries of both Special Development Zone A and Special Development Zone B.



FEMA Flood Zones



A portion of the proposed alignment would fall within FEMA Flood Zone AE, an area subject to inundation by the 1-percent-annual-chance flood, or the 100-year-flood.

5.2 Alternatives Analysis

Advantages for this alternative include the addition of greenway in a natural environment and the separation from motor vehicles. The originally planned alignment included a cycle route on Lakeshore Drive, Mays Road, and Sharer Road. Lakeshore Drive has no shoulder, so the originally planned cycle route would mix cyclists and vehicles together in the travel lane, and vehicle speeds have been observed to be in excess of the posted 30 mph speed limit. Mays Road is a narrow residential road with no shoulder, many driveways, and deep drainage facilities on either side of the road. North of I-10, Sharer Road has a shoulder on the outside of each travel lane, but no shoulder south of I-10. While there is traffic calming on Sharer Road south of I-10, vehicle speeds have been observed to be in excess of the posted 30 mph speed limit. A separated trail facility proposed in this alternative could increase safety and comfort for trail users by separating transportation modes, while the originally planned cycle route may be limited to enthused/confident or strong/fearless users only (approximately 8% of the population).

Dense vegetation was observed during the field review in the stormwater ditch, and there would be significant tree impacts both for the construction of the trail and its final alignment, though the quality of the trees was observed to be low and they have already been impacted. Additionally, while initial tree removal may result in the temporary loss of a visual buffer from Sugar Creek Plaza loading docks, it would present an opportunity to plant higher-quality shade trees for greater buffer in the future. From a safety perspective, however, this route felt much more comfortable than a previously considered alignment



behind Sugar Creek Plaza. It was also noted that if the ditch is categorized as infrastructure and not a watercourse, this could help avoid the requirement for state and federal permits and could reduce drainage impacts. The trail surface was recommended to be paved to reduce erosion which would result from a natural surface trail. Asphalt was noted to be more forgiving for tree roots, and concrete was noted to be more durable (though higher cost).



SCREENING MATRIX

ANALYSIS TOPIC	ORIGINAL ALIGNMENT: LAKESHORE/MAYS/SHARER CYCLE ROUTE	STUDY LOCATION 3: SUGAR CREEK (NFWFMD/FDOT)
Design Considerations	Sharrow & Signage Only	Underneath I-10 overpass, slopes surrounding NFWFMD and FDOT ponds, drainage ditch
Constructability Considerations	Sharrow & Signage Only	Very tight available space, particularly at drainage ditch
Safety: Traffic	On-street, non-separated cycle route sharing space with motor vehicles. Most roads narrow and missing shoulder, some with drainage facilities	Separated shared use path in natural environment. No interaction with motorized vehicles
Environmental: Tree Removal	n/a	Medium-to-high impacts at drainage ditch. Proposed shade tree additions on NFWFMD pond berm
Environmental: Wetlands	n/a	Low impact, especially if drainage ditch is considered infrastructure
Sociocultural Impacts	Enhanced/Minimal	Enhanced/Minimal
Drainage	n/a	Floodplain considerations
ROW/Private Property	n/a – signing and sharrows on Leon County and City of Tallahassee ROW	Will require approval from and coordination with NFWFMD and FDOT
Greenway/Trail	No	Yes
View of Water/Nature	No	Yes



View facing west toward NFWWMD Pond



View facing northwest



View facing north to FDOT Pond



View facing west, toward NFWWMD Pond



View facing east to Sharer Rd.



View facing northeast to NFWWMD Pond

Photos of Study Location 3: Sugar Creek



5.3 Fiscal Impact

DESIGN: Below is a summary of the estimated design fee for Study Location 3: Sugar Creek. Estimates assumed an approximate paved trail length of 3,606 ft (0.68 mi). Environmental services include an NFI, EIA, LIV, Tree Removal Analysis for EMP, NFWFMD ERP, and US ACOE Wetland Impact Permit. SUE estimates are provided, including a cost of \$1,500 per test hole. Estimates were derived using the plan and profile sheets found in Attachment 14: Plan/Profile Loc. 3 – Sugar Creek. All estimates are subject to further review and may be amended prior to agreement for future design phases. Cost savings for the below services may be available if more than one alternative alignment is selected.

DESIGN FEE ESTIMATE – STUDY LOCATION 3	
Gresham Smith (Project Management/Design)	\$29,000
EGS (Environmental)	\$29,000
WGI (Survey, including tree locates)	\$31,500
WGI (SUE, estimate includes 2 test holes)	\$14,000
Wood+Partners (Landscape Architecture)	\$17,500
Credit (Original Design Fee)	(\$1,000)
TOTAL	\$120,000

CONSTRUCTION: The original alignment at this location contemplated an approximately 0.83 mi cycle route on Lakeshore Drive, Mays Road, and Sharer Road. Below is an opinion of probable construction cost for this alignment.

OPINION OF PROBABLE CONSTRUCTION COST: ORIGINAL CYCLE ROUTE	
Cycle Route (0.84 mi)	\$8,000
Contingency (20%)	\$1,500
TOTAL	\$9,500



Below is a planning-level opinion of probable construction cost for this alternative. This opinion of probable construction cost has been assembled using in-house, supplier, cost means data, and preliminary contractor pricing, recognizing that the project is not yet in a design phase and additional detail would be necessary for more precise estimation. Estimates assume an approximate paved trail length of 3,606 ft (0.68 mi), 1800 ft of fencing to FDOT specifications (subject to change based upon agency and adjacent private property owner coordination), and 320 LF of guardrail to match existing. Lengths are approximate and pend approval and completion of survey. Hardscape elements include five directional trail markers, two educational signage stations, three benches, and an art mural and lighting at the I-10 embankment. Landscape elements include shade tree planting (no irrigation). Attachment 15: Study Location 3 – Preliminary Hardscape/Landscape Concept. A credit has been applied to these estimates reflecting the cost savings of foregoing the originally planned cycle route.

OPINION OF PROBABLE CONSTRUCTION COST – STUDY LOCATION 3	
Trail (Paved)	\$199,500
Fencing	\$72,000
Guardrail	\$16,000
Hardscape	\$75,000
Landscape	\$72,000
Contingency (20%)	\$73,000
Credit (Original Cycle Route Construction Estimate)	(\$9,500)
TOTAL	\$498,000



6.0 SUMMARY

6.1 Study Location Summary Discussion

6.1.1 Study Location 1: Doris Drive to Okeeheepkee Prairie Park

Study Location 1, Doris Drive to Okeeheepkee Prairie Park, contemplates the addition of an approximate 0.25 mi, non-paved trail to replace the originally planned cycle route. This alternative would require coordination with Leon County (Okeeheepkee Prairie Park) and FDEP (Lake Jackson Mounds Archaeological State Park). There are no anticipated private property impacts. The alignment would be fully located in Special Development Zones A and B, and a portion of the alignment would fall within FEMA Flood Zone A. Advantages for this alternative include the proximity to the natural environment, the separation from motor vehicles, and the neighborhood connection between Okeeheepkee Prairie Park and Lake Jackson Mounds Archaeological State Park. Potential constraints include the need for a



boardwalk to make the crossing from Okeeheepkee Prairie Park to Lake Jackson Mounds Archaeological State Park. Additionally, there are minor expected wetlands impacts.

6.1.2 Study Location 2A: Livingston Court

Study Location 2A, Livingston Court, evaluates the feasibility of a 0.12 mi boardwalk and trail connection from Meginnis Arm Landing to Livingston Court. This alternative would require coordination with and FDEP (Lake Jackson Aquatic Preserves). There are anticipated private property impacts, and three parcels are currently in evaluation for possible acquisition by Blueprint. The alignment would be fully located in Special Development Zones A and B, and the entirety of the alignment would fall within FEMA Flood Zone A. Additionally, Livingston Court is a private road and would require coordination with all property owners. Advantages for this alternative include the proximity to the natural environment and viewshed to Lake Jackson, the separation from motor vehicles, and the opportunity for environmental restoration by removing the high volume of invasive species. Constraints include the significant elevation change and significant need for boardwalks and the extensive coordination required with private property owners.

6.1.3 Study Location 2B: Meginnis Arm/NFWWMD Pond

Study Location 2B, Meginnis Arm/NFWWMD, contemplates the addition of a 0.38 trail connection from Meginnis Arm Landing to Meginnis Arm Road, replacing the originally planned cycle route. This alternative would require coordination with the NFWWMD and FDEP (Aquatic Preserves). There are anticipated private property impacts: one parcel may be impacted at the banks of Lake Jackson. The alignment would be fully located in Special Development Zones A and B, and the entirety of the alignment would fall within FEMA Flood Zone A. Advantages for this alternative include the proximity to the natural environment and viewshed to Lake Jackson and the separation from motor vehicles, as well as opportunities for environmental and infrastructure education opportunities. Constraints include the need for boardwalks in certain areas and potential wetlands impacts.



6.1.4 Study Location 3: Sugar Creek

Study Location 3, Sugar Creek, contemplates the addition of a 0.66 mi trail connection from Meginnis Arm Road to Sharer Road, replacing the originally planned cycle route. This alternative would require coordination with the NFWFMD and FDOT. There are no anticipated private property impacts. The alignment would be fully located in Special Development Zones A and B, and the entirety of the alignment would fall within FEMA Flood Zone AE. Advantages for this alternative include the proximity to the natural environment and the separation from motor vehicles. Constraints include the narrow available ROW in certain areas and pond and ditch slopes.

6.1.5 ANALYSIS SUMMARY TABLE

	LOCATION 1: OKEEHREEPKEE/DORIS	LOCATION 2A: LIVINGSTON CT.	LOCATION 2B: MEGINNIS/NFWFMD	LOCATION 3: SUGAR CREEK
General	<ul style="list-style-type: none"> • Special Development Zones A & B • FEMA Flood Zone A • Coordination: FDEP State Parks, Leon County Parks & Recreation 	<ul style="list-style-type: none"> • Special Development Zones A & B • FEMA Flood Zone A • Coordination: FDEP Aquatic Preserves 	<ul style="list-style-type: none"> • Special Development Zones A & B • FEMA Flood Zone A • Coordination: FDEP Aquatic Preserves, NFWFMD 	<ul style="list-style-type: none"> • Special Development Zones A & B • FEMA Flood Zone AE • Coordination: FDOT, NFWFMD
Advantages	<ul style="list-style-type: none"> • Proximity to natural environment • Separation from motor vehicles • Expansion of connected trail network with two established recreational destinations 	<ul style="list-style-type: none"> • Proximity to natural environment • Separation from motor vehicles • Unique and unparalleled views of Lake Jackson • Substantial environmental restoration & removal of invasive species 	<ul style="list-style-type: none"> • Proximity to natural environment • Separation from motor vehicles • Viewshed over pond and habitat • Environmental education opportunities 	<ul style="list-style-type: none"> • Proximity to natural environment • Separation from motor vehicles on Lakeshore Drive, Mays Road, and Sharer Road
Constraints	<ul style="list-style-type: none"> • Requires short boardwalk • Minor expected wetlands impacts • Minor expected tree removal 	<ul style="list-style-type: none"> • Boardwalk required due to elevation change • Coordination required with private property owners 	<ul style="list-style-type: none"> • Boardwalk required at banks of Lake Jackson due to wetlands and water level • Short boardwalk required at NFWFMD pond spillway • Coordination required with one private property owner 	<ul style="list-style-type: none"> • Narrow available right-of-way at ditch • Slopes of pond and ditch



6.2 Comprehensive Estimates

In summary, the original Lake Jackson Greenway project estimate is included below.

ORIGINAL PROJECT ESTIMATE	
Design Fee	\$407,235
Opinion of Probable Construction Cost	\$700,000
SUBTOTAL	\$1,107,235

In addition to or replacement of portions of the Lake Jackson Greenway, the four study location alternatives may be considered to supplement the original project. Their respective design fee estimates and opinions of probable cost are included below. For illustrative purposes, the highest cost options have been included to provide one conservative opinion of probable construction cost. As discussed in more detail in each of the preceding sections, a credit has been applied to the below estimates reflecting the cost savings for replacing components from the original design fee and construction estimates. The subtotal for each location option can be added to the original project estimate above to derive a total estimate for the project. Estimates have been designed to be modular to support different project option configurations during the decision-making process.

STUDY LOCATION 1: OKEEHEEPKEE PRAIRIE PARK TO DORIS DRIVE	
Design Fee	\$87,500
Opinion of Probable Construction Cost	\$297,500
SUBTOTAL	\$385,000
STUDY LOCATION 2A: LIVINGSTON COURT (Limited Private Acquisition Option)	
Design Fee	\$195,000
Opinion of Probable Construction Cost	\$1,982,225
SUBTOTAL	\$2,177,225
STUDY LOCATION 2A: LIVINGSTON COURT (Full Private Acquisition Option)	
Design Fee	\$180,500
Opinion of Probable Construction Cost	\$1,809,225
SUBTOTAL	\$1,989,725
STUDY LOCATION 2B: MEGINNIS ARM & NWFWM D POND	
Design Fee	\$168,500
Opinion of Probable Construction Cost	\$829,300
SUBTOTAL	\$997,800
STUDY LOCATION 3: SUGAR CREEK	
Design Fee	\$120,000
Opinion of Probable Construction Cost	\$498,000
SUBTOTAL	\$618,000



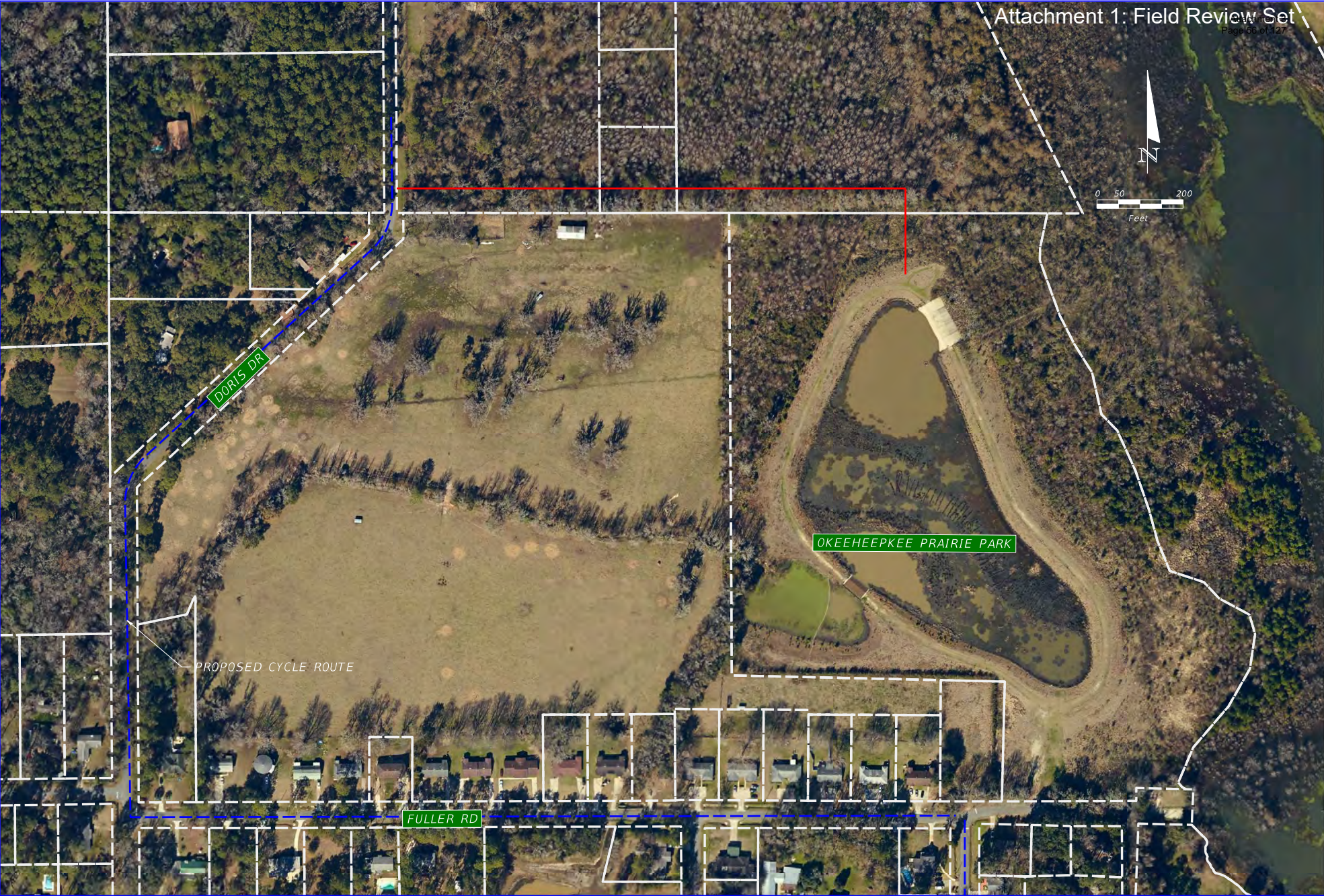
Additionally, the cost of the two proposed options at Study Location 2B: Meginnis Arm/NWFWMD are included below. The NWFWMD Pond Spur Trail option would replace Study Location 2B quoted above.

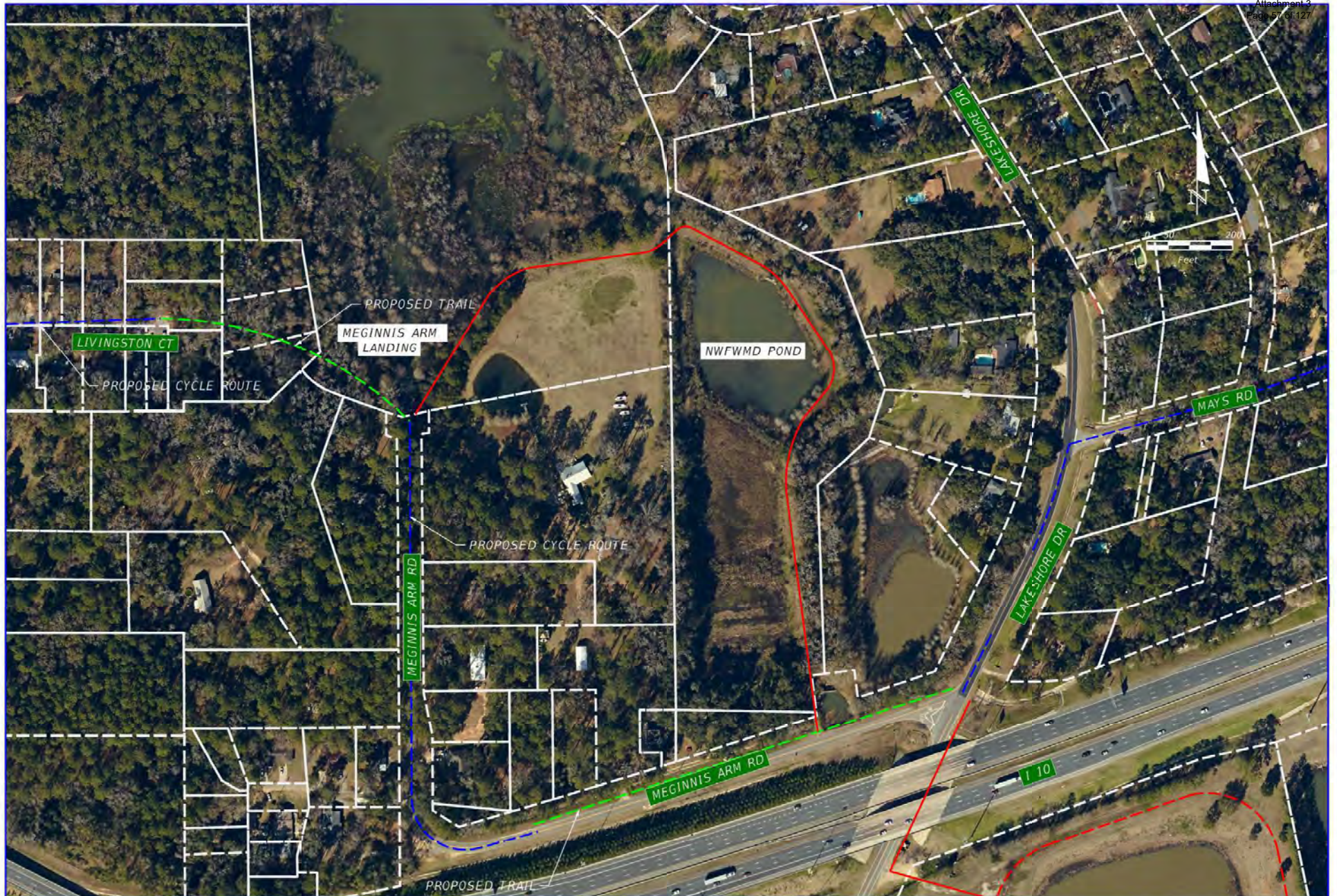
PROPOSED OPTION: BLUEWAY KAYAK LAUNCH (MOBIMAT)	
Design Fee	\$2,000
Opinion of Probable Construction Cost	\$8,000
SUBTOTAL	\$10,000
PROPOSED OPTION: NWFWMD POND SPUR TRAIL	
Design Fee	\$67,000
Opinion of Probable Construction Cost	\$129,500
SUBTOTAL	\$196,500

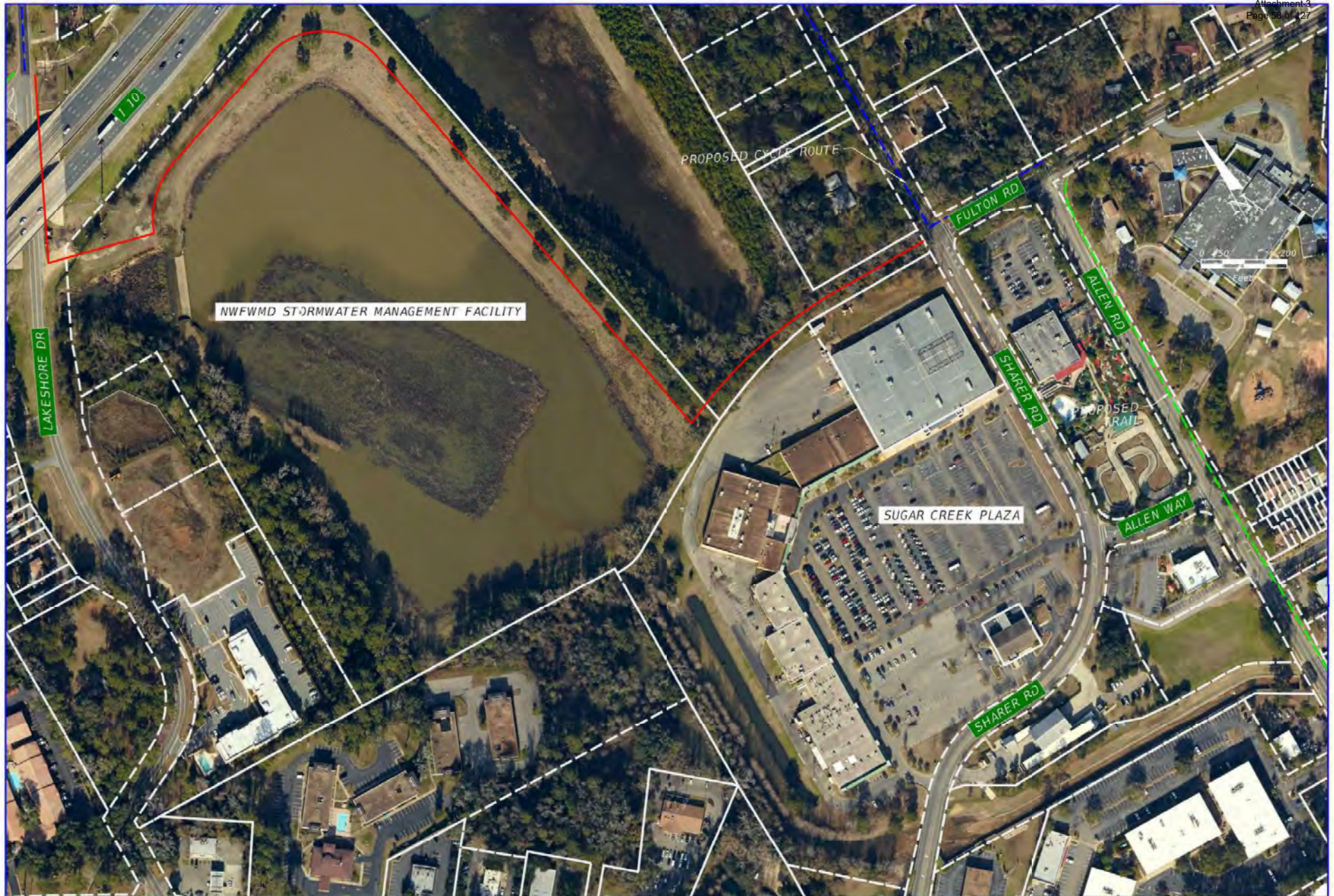


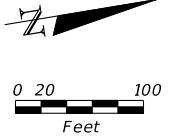
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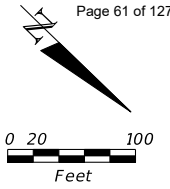




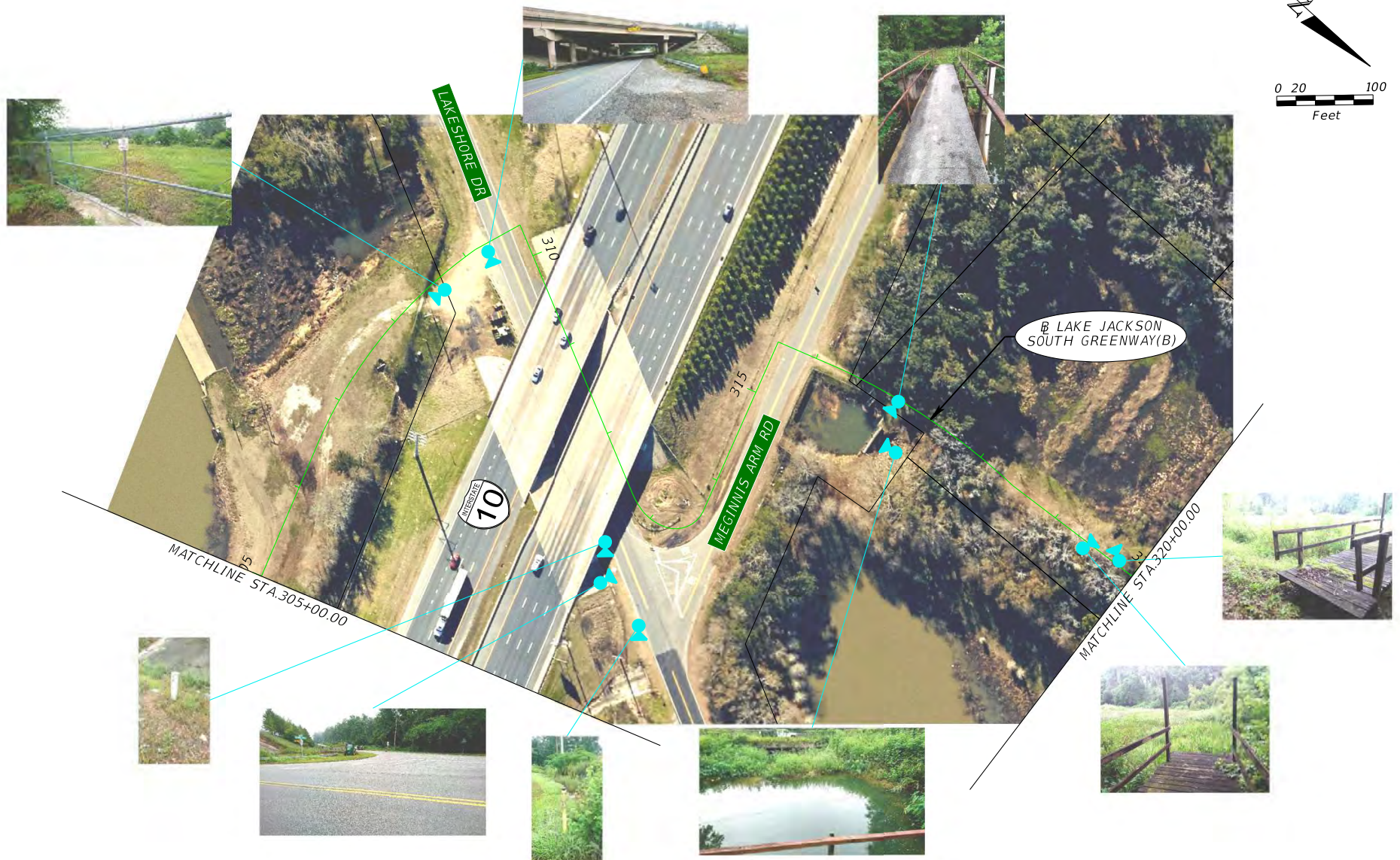
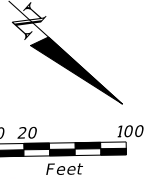
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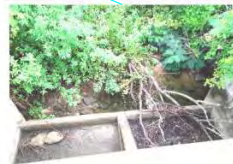
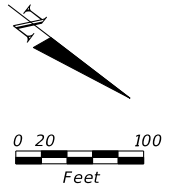
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REVISIONS				Jarrod M. Lee, P.E. P.E. License Number 88715 Gresham Smith 2073 Summit Lake Drive, Suite 155 Tallahassee, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FIELD PLAN SHEET	SHEET NO.
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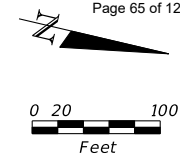
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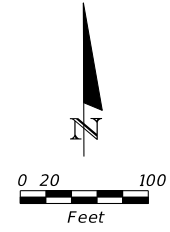
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REVISIONS				Jarrod M. Lee, P.E. P.E. License Number 88715 Gresham Smith 2073 Summit Lake Drive, Suite 155 Tallahassee, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FIELD PLAN SHEET	SHEET NO. 17
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REVISIONS				Jarrod M. Lee, P.E. P.E. License Number 88715 Gresham Smith 2073 Summit Lake Drive, Suite 155 Tallahassee, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FIELD PLAN SHEET	SHEET NO. 20
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					LCT	LEON			

Sapala, Amanda

From: Sapala, Amanda
Sent: Friday, July 31, 2020 7:06 PM
To: Steele, Robert
Cc: Susan Tanski
Subject: Lake Jackson - Suggested Alternative Route
Attachments: LJG PCN 01 - Exhibit A - Study Location 1 - DRAFT 2020-07-30.pdf

Hi Robert,

It was a pleasure meeting you over the phone the other day. As promised, I have a copy of the proposed alternative route as suggested by Leon County administration for us to consider, study, and assess for feasibility. This is a very rough and general sketch, and of course, a trail would not be clear cut in a straight line with a ninety degree angle. The intention as communicated by County leadership, however, is to develop an east/west non-paved and pervious trail from Doris Drive to the Okeeheepkee Prairie Park trail, so as to provide an internal neighborhood connection to Okeeheepkee and the state park for local community residents.

We're just scratching the surface on considering this alternative, and we very much welcome your input and feedback. Please share all of your thoughts and considerations, and I'll make sure those are captured and documented in our study report. This is just the beginning of our conversations and collaboration, and I look forward to working together.

Thanks so much and have a wonderful weekend,

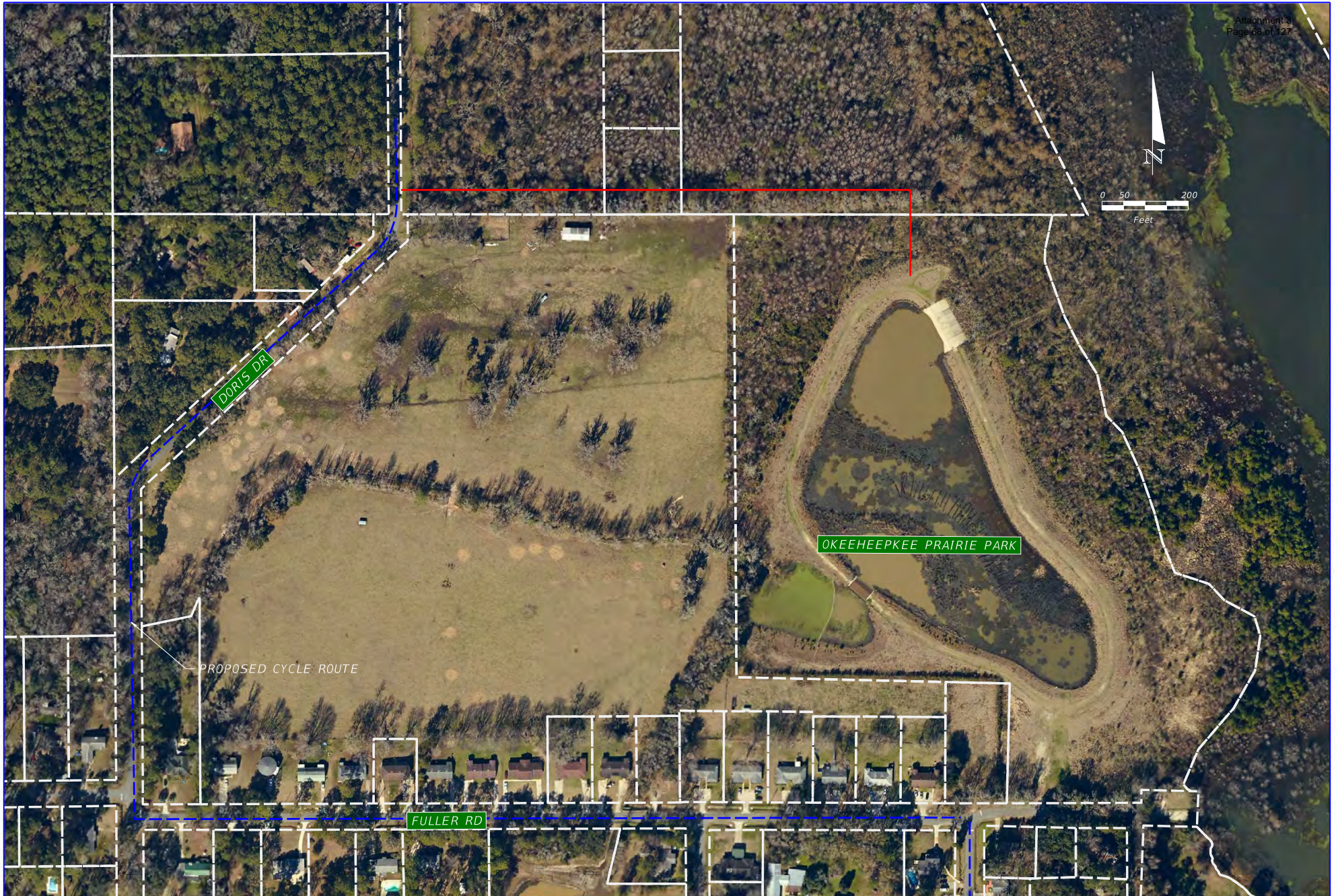
Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409
M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317

GreshamSmith.com



Sapala, Amanda

From: Sapala, Amanda
Sent: Tuesday, September 22, 2020 9:49 AM
To: Steele, Robert; Susan Tanski
Subject: RE: [EXTERNAL] RE: Lake Jackson Greenways Conversation

Hi Robert,

After 1:00 sounds great. I'll send a calendar invite. We did have a chance to walk the proposed alternative with our entire project team last Tuesday morning – in the midst of Sally! While we were a little soggy, we were fortunate to miss her heavy rains that came later that day. I'll be able to share photos from that walk during our conversation as well.

Thanks!

Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409
M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317

GreshamSmith.com

From: Steele, Robert <Robert.Steele@FloridaDEP.gov>
Sent: Tuesday, September 22, 2020 9:25 AM
To: Sapala, Amanda <amanda.sapala@greshamsmith.com>; Susan Tanski <Susan.Tanski@Blueprintia.org>
Subject: [EXTERNAL] RE: Lake Jackson Greenways Conversation

Amanda,

Let's talk tomorrow afternoon at 1pm if that works for your office. During your evaluation of the alternate route did you have the opportunity to ground truth it?

Robert W. Steele, Park Manager

From: Sapala, Amanda <amanda.sapala@greshamsmith.com>
Sent: Tuesday, September 22, 2020 9:11 AM
To: Steele, Robert <Robert.Steele@FloridaDEP.gov>; Susan Tanski <Susan.Tanski@Blueprintia.org>
Subject: Lake Jackson Greenways Conversation

Hi Robert,

Sue and I have been evaluating the alternative alignment options for the Lake Jackson Greenways project over the last few weeks. We'd love to sit down with you to continue the conversation. Would you have time this week? Our availability is below:

Today (Tuesday) – midday around lunchtime

Wednesday

- Before 10:00
- Between 12:30 and 2:00
- From 3:30 to 4:30

Thanks so much!

Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409

M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317

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Sapala, Amanda

From: Sapala, Amanda
Sent: Wednesday, September 23, 2020 3:21 PM
To: Steele, Robert; Susan.Tanski@Blueprintia.org
Subject: RE: [EXTERNAL] Park Planning Contact

Thank you!

Amanda Sapala, AICP-C
Planner

D: 850.219.8409
M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317

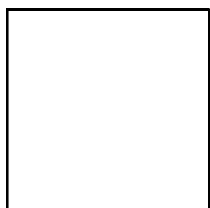
GreshamSmith.com

From: Steele, Robert <Robert.Steele@FloridaDEP.gov>
Sent: Wednesday, September 23, 2020 1:58 PM
To: Sapala, Amanda <amanda.sapala@greshamsmith.com>; Susan.Tanski@Blueprintia.org
Subject: [EXTERNAL] Park Planning Contact

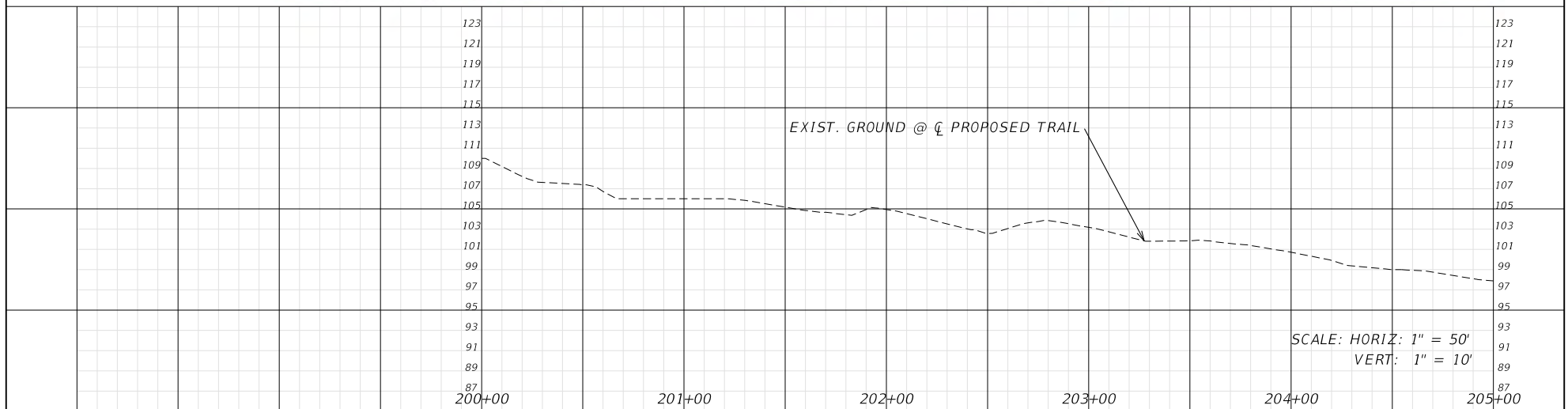
Martin, Diane <Diane.Martin@dep.state.fl.us>



Robert W. Steele, Park Manager
Florida Department of Environmental Protection
Tallahassee/St. Marks Area Parks
1358 Old Woodville Road
Crawfordville, Florida 32327
Robert.Steele@FloridaDEP.gov
Office: 850.487.7989
Cell: 850.766.9033 (text not supported)

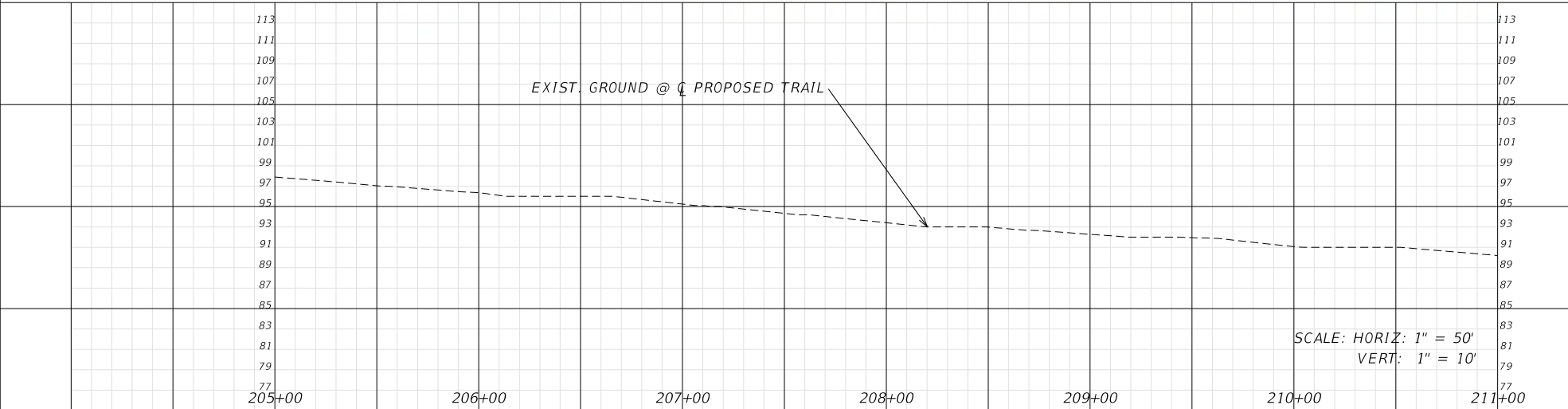


Attachment 3: Plan/Profile Loc. 1 - Okeeheepkee/Doris Dr.

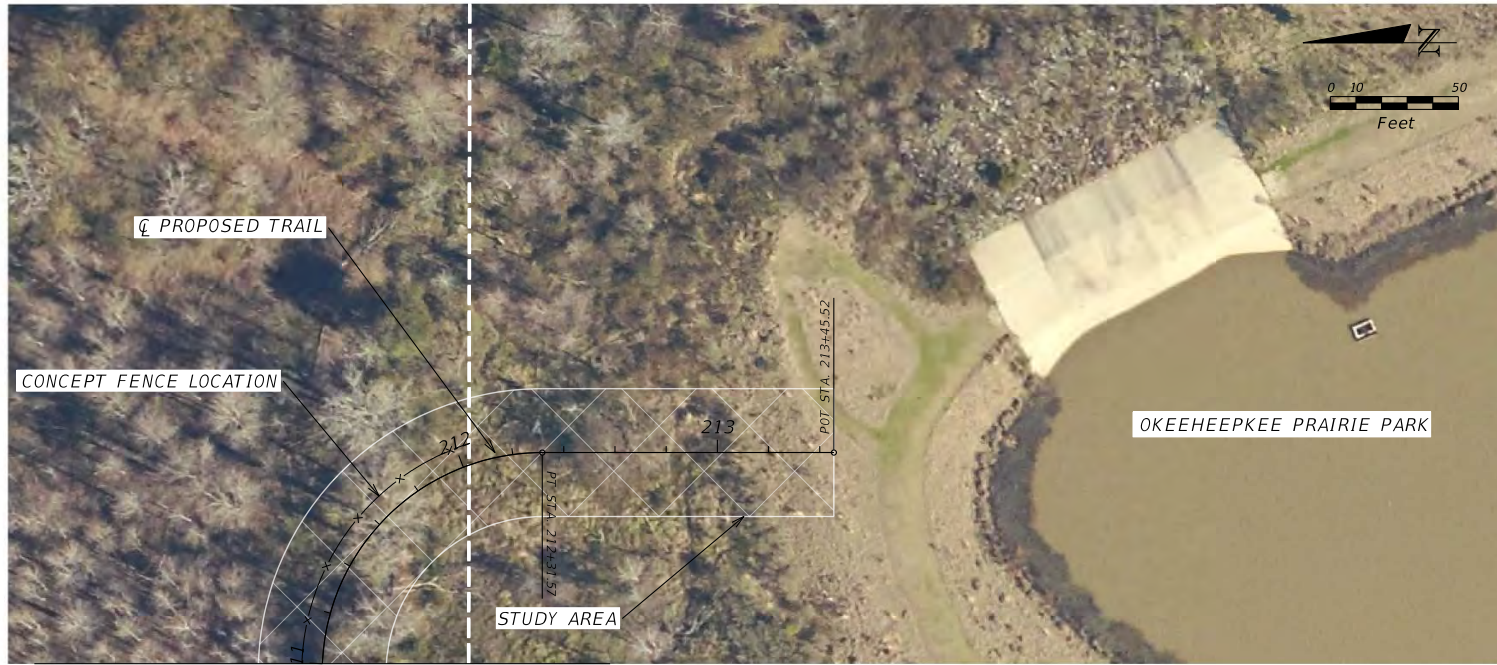


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VERT: 1" = 10'

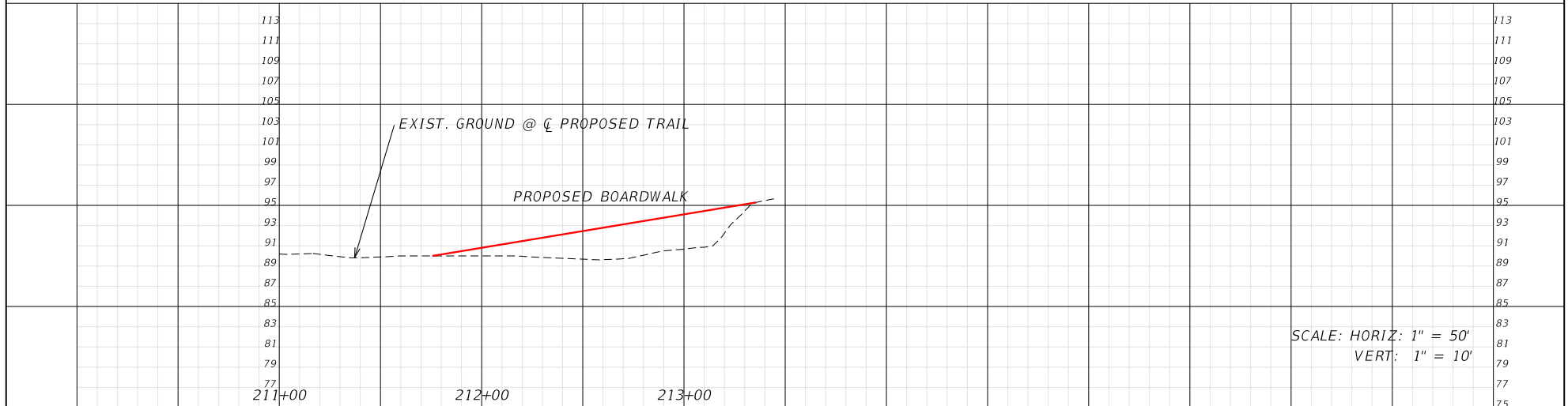
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		



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Attachment 4: Study Location 1 - Preliminary Hardscape/Landscape Concept

Attachment 3
Page 75 of 127



Attachment 5: Study Location 2B Drainage Easement

DEED 250 PAGE 501

EASEMENT

THIS INDENTURE, Made this 12th day of November, A. D. 1959 between W. B. RODDENBERY and VIRGINIA A. RODDENBERY, his wife, and HARRY M. MIDDLEBROOKS, a single person, of the County of Leon and State of Florida, parties of the first part, and LEON COUNTY a political subdivision of the State of Florida, party of the second part;

W I T N E S S E T H:

That the said parties of the first part, for and in consideration of the sum of One Dollar (\$1.00) to them in hand paid by the said party of the second part, the receipt whereof is hereby acknowledged, have granted, bargained and conveyed and by these presents do grant, bargain, sell and convey unto the party of the second part a perpetual easement for the use of the party of the second part for drainage purposes over and across the following described real estate, situate, lying and being in the County of Leon, State of Florida, to-wit:

A strip of land 60 feet in width lying 30 feet on each side of a center line described as follows, to-wit: Commence at a point on the Western boundary of a 60 foot right of way of the public road, designated Lakeshore Drive, said point being 3206.2 feet North and 846.4 feet East of the Southwest corner of the Southeast quarter of Section 14, Township 1 North, Range 1 West and run thence North 74 degrees and 17 minutes West 448.73 feet to a point which is the point of beginning of said center line, thence run South 59 degrees and 51 minutes West 63.95 feet, thence run South 35 degrees and 8 minutes West 94.9 feet, thence run South 5 degrees and 12 minutes East 690.2 feet, thence run South 14 degrees and 43 minutes East 76.35 feet, thence run South 34 degrees and 7 minutes East 71.60 feet plus or minus to the Western boundary line of said Lakeshore Drive.

ALSO: Commence at a point on the Western boundary of a 60 foot right of way of the public road designated Lakeshore Drive, said point being 3206.2 feet North and 846.4 feet East of the Southwest corner of the Southeast Quarter of Section 14, Township 1 North, Range 1 West, and run thence North 74 degrees and 17 minutes West 448.73 feet to a point which is the point of beginning of a center line 30 feet on each side. Thence run North 59 degrees and 51 minutes East 68.63 feet.

Page One.



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HOPKINS & FOLSOM
LEWIS STATE BANK BLDG.
TALLAHASSEE, FLA.

DEED 250 PAGE 502

(Description Continued)
Thence run North 21 degrees and 6 minutes
West 292.05 feet thence run North 60
degrees and 1 minute West 383 feet. The
end of said centerline.

It is further understood and agreed by and between the parties of the first part and the party of the second part that said drainage ditch or ditches to be constructed and maintained over and on said real estate shall be without any cost to the parties of the first part or their heirs and assigns and that the parties of the first part may use the part of said property above described West of the drainage ditch for road purposes.

It is further understood that in the event said real estate is abandoned by said County for drainage purposes, or is used for any other purpose, then and in such event the same shall revert to and become the property of the grantors, their heirs or assigns.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered
in the presence of:

John H. Folsom
Earline C. Watterson

W. B. Roddenbery (SEAL)
W. B. Roddenbery

By A. M. Middlebrooks attorney in fact (SEAL)
A. M. Middlebrooks, Attorney in Fact

Virginia A. Roddenbery (SEAL)
Virginia A. Roddenbery

By A. M. Middlebrooks attorney in fact (SEAL)
A. M. Middlebrooks, Attorney in Fact

Harry M. Middlebrooks (SEAL)
Harry M. Middlebrooks

By A. M. Middlebrooks attorney in fact (SEAL)
A. M. Middlebrooks, Attorney in Fact

DEED 250 PAGE 503

STATE OF FLORIDA
COUNTY OF LEON

Before me, the undersigned authority, this day personally appeared A. M. MIDDLEBROOKS, to me well known and known to me to be the individual described in and who executed the foregoing instrument as Attorney in Fact for the said W. B. RODDENBERY and VIRGINIA A. RODDENBERY, his wife, and HARRY M. MIDDLEBROOKS, a single person, and acknowledged before me that the execution thereof was his free act and deed for the uses and purposes and in the capacity therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at Tallahassee, Leon County, Florida, this 12th day of November, A. D. 1959.

Earline S. Watterman
NOTARY PUBLIC STATE OF FLORIDA AT LARGE

My Commission Expires:

Notary Public, State of Florida at Large
My Commission Expires Aug. 30, 1963
Bonded by American Surety Co. of N. Y.

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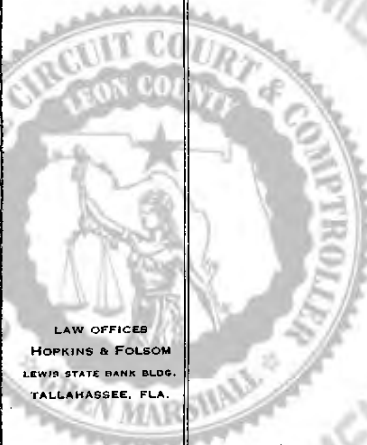
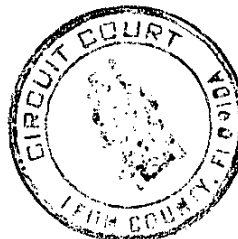
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Nov 23 11 25 AM '59

AT THE TIME AND DATE NOTED
GEO. C. CRAWFORD
CLERK OF CIRCUIT COURT

-3-

LAW OFFICES
HOPKINS & FOLSOM
LEWIS STATE BANK BLDG.
TALLAHASSEE, FLA.



LAKE JACKSON GREENWAYS

PARCEL EXHIBIT



Page 79 of 120
2114 Main Street, Suite 100, Tallahassee, FL 32309
Phone No. 866.866.2225
www.wgl.com
L.S. No. 7265

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PROJECT: PARCEL EXHIBIT

DATE: 08/03/2020

DRAWN BY: A. VALENTINE

CHECK BY: J. SAWYER

DATE: 08/03/2020

SURVEYOR OF RECORD: JEREMIAH SLAYMAKER

PS/M: LS 6387

PARCEL EXHIBIT

LAKE JACKSON GREENWAYS

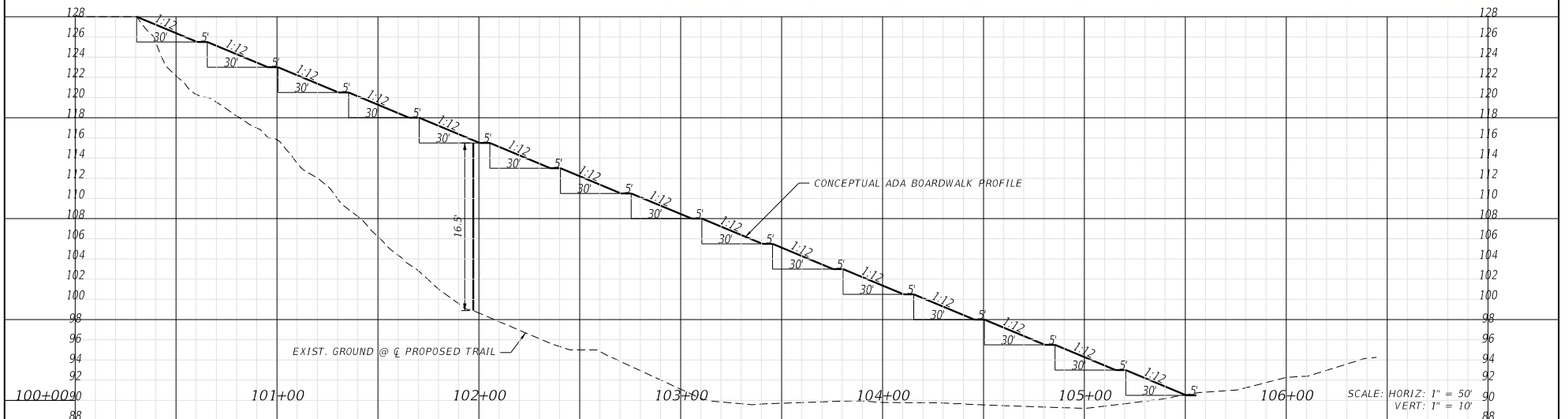
CITY OF TALLAHASSEE,

LEON COUNTY, FLORIDA

SHEET:

1 OF 1

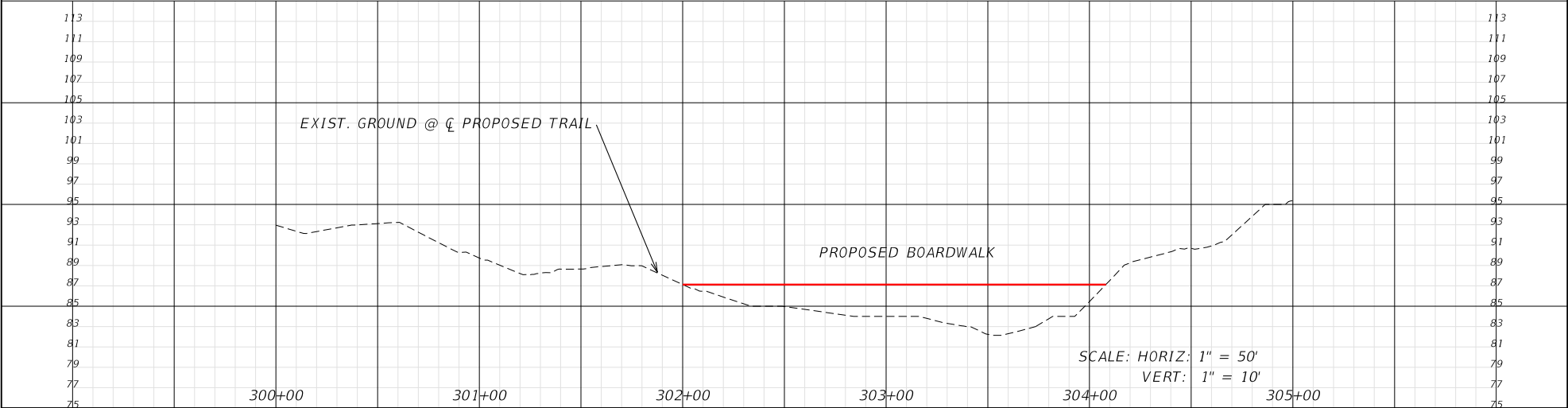
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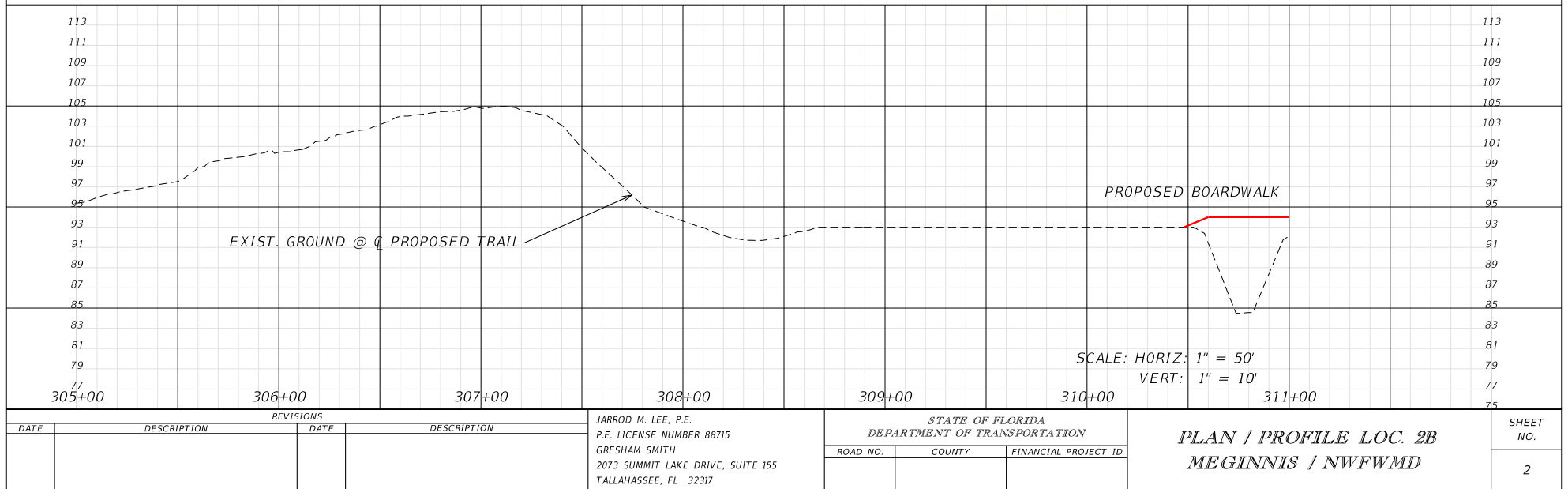
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	



Attachment 8: Study Location 2 Preliminary Hardscape/Landscape Concept



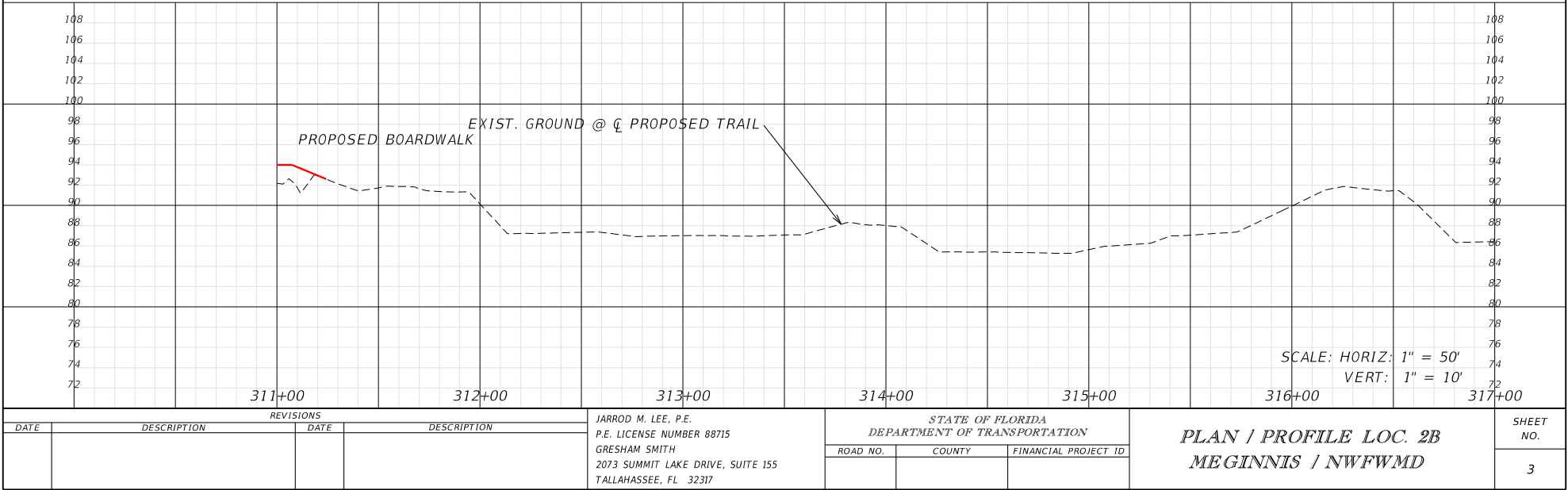
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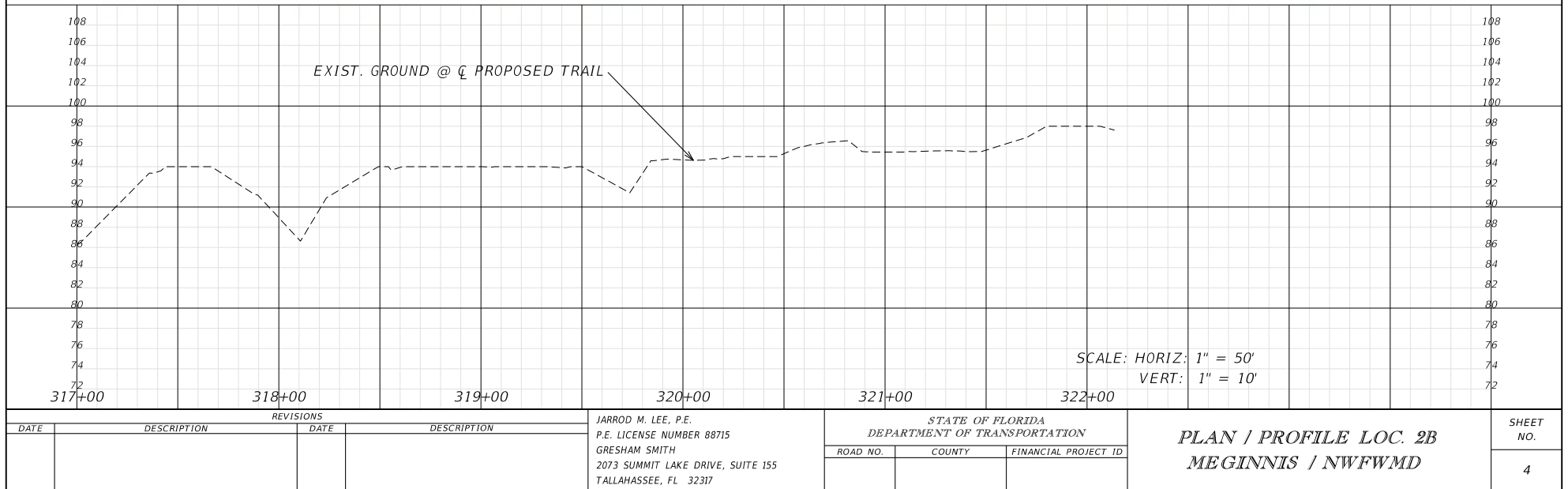
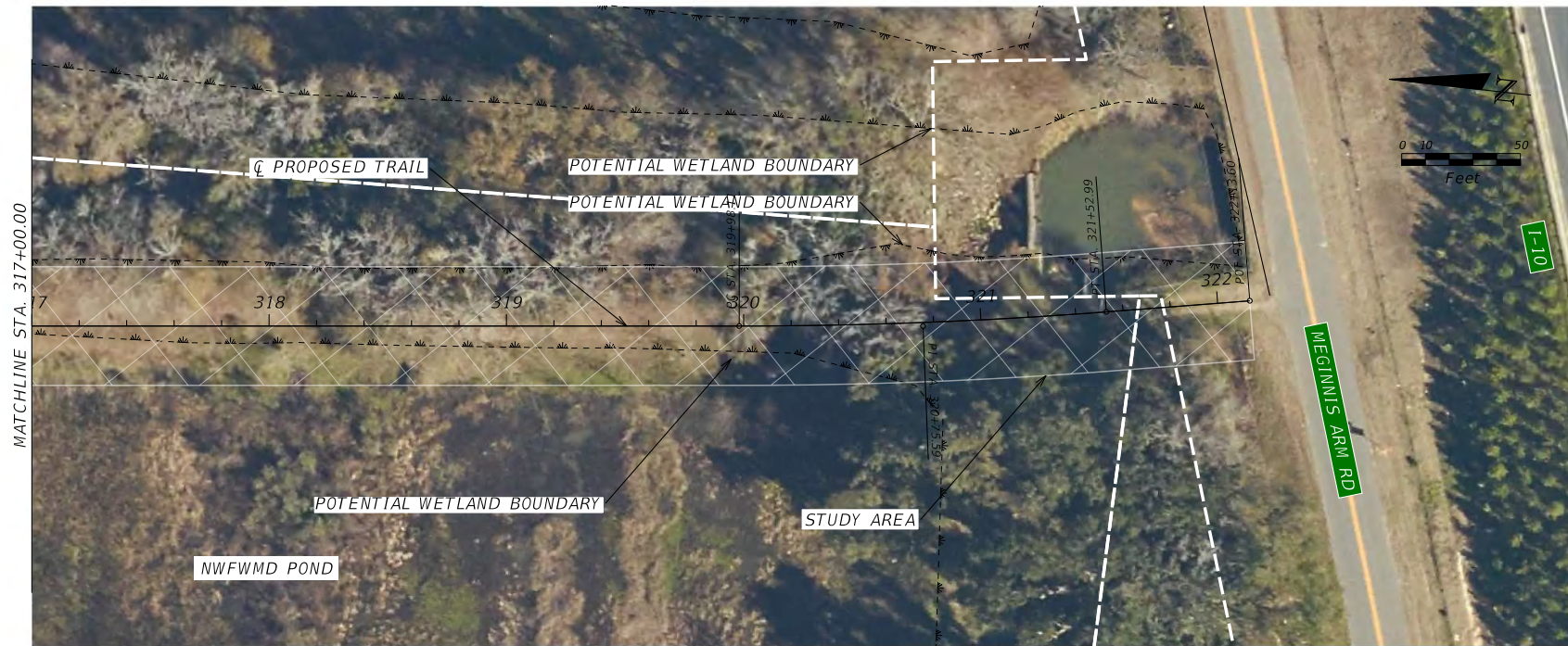


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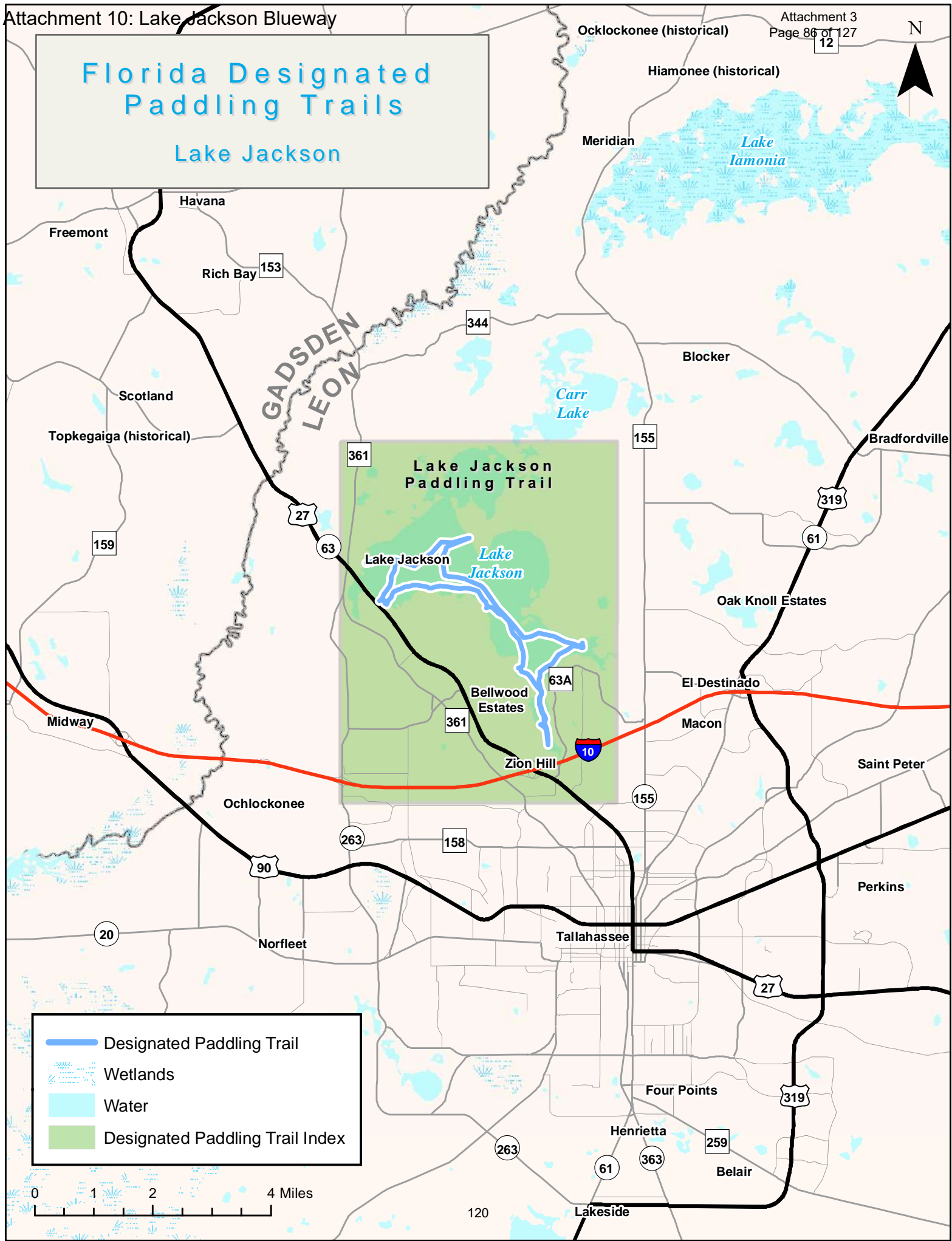


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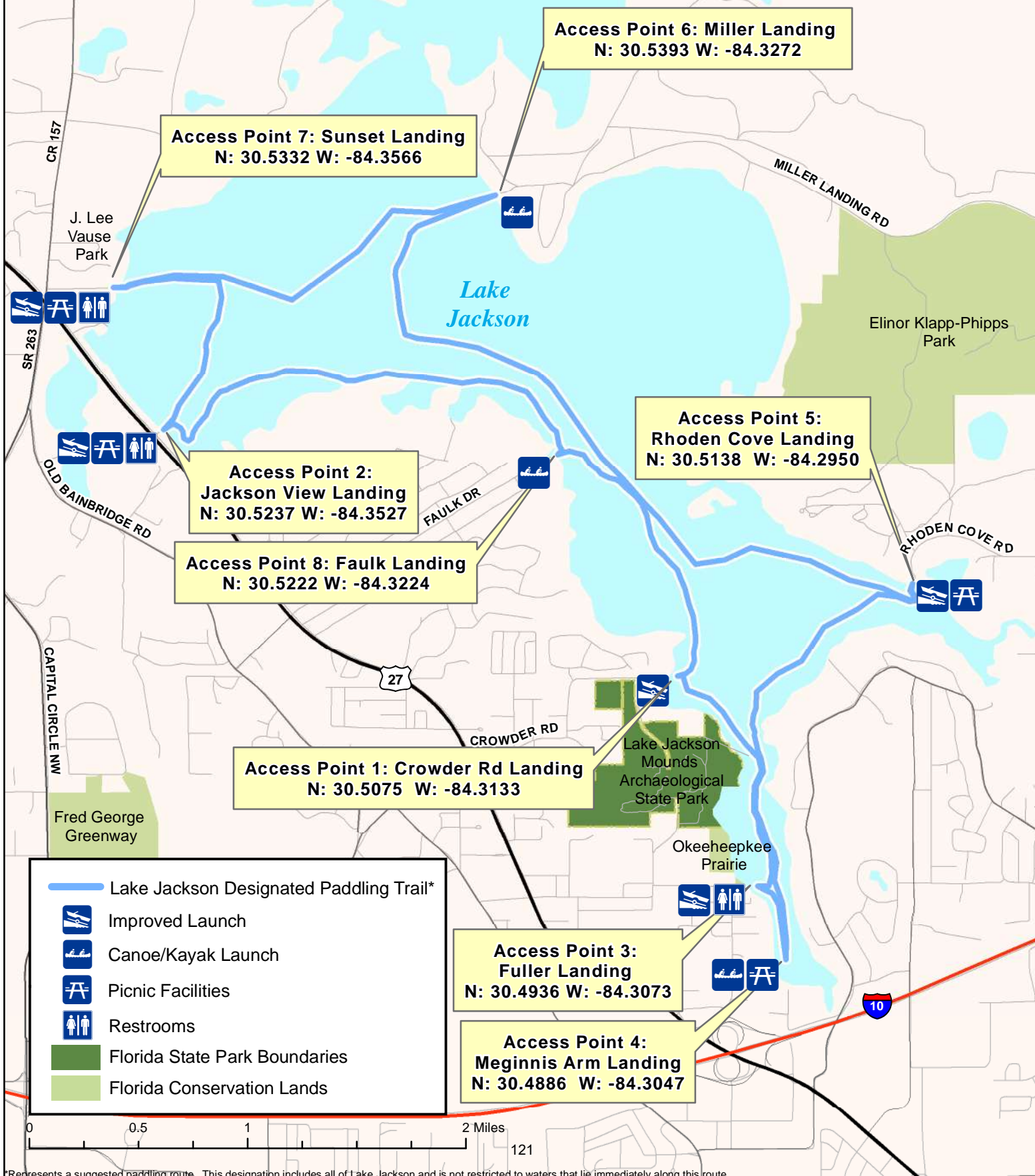
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Florida Designated Paddling Trails Lake Jackson





Lake Jackson Paddling Trail





Lake Jackson Paddling Trail Guide

The Waterway

Located just north of Tallahassee, Lake Jackson provides a tranquil oasis within a bustling urban area. Designated a [state aquatic preserve](#) due to its ecological significance, it is an enticing destination for viewing sunsets, paddling, boating, fishing, and birding. Lake Jackson's wide open vistas offers excellent birding opportunities within several small parks ringing the lake that are sites on the [Great Florida Birding & Wildlife Trail](#). Lake Jackson has historically been a prime destination for bass fishing and other freshwater fish. Hunters are drawn here during a short winter waterfowl hunting season. Lake Jackson is a classic upland prairie lake that occasionally drains through several sinkholes located in the lake bed, a naturally occurring phenomenon known as a dry-down. The lake's most recent dry-down occurred in 2005.

The Paddling Experience

Paddling on Lake Jackson is relatively easy, given its openness, lack of current, and few powerboats. The lake has impressive views, and the water quality is good. Access to the lake is convenient with multiple County boat landings which allow visitors to create a trip of any length. Be aware the lake is also larger than it appears, and the length of the trails between landings can be significant for less experienced paddlers. The lack of shade requires sunscreen, hats, and protective clothing on hot days, and a windy day can generate some chop in open water areas. There are also large areas of native floating vegetation in certain parts of the lake that can be difficult to paddle through. However, staying in established channels that connect all of the boat ramps makes for easy paddling.

Access Points

The following facilities are maintained by Leon County Parks & Recreation. For information or questions call 850-606-1470 or www.leoncountyfl.gov/parks

#1 Crowder Landing, 1300 Crowder Road

Southwestern shore of Lake Jackson at the east end of Crowder Road. This is popular landing with one lane improved boat launch and four paved parking spots. Additional, parallel parking can be found along the road leading to the boat landing.

#2 Jackson View Landing, 4697 N Monroe Street

Improvements are pending in 2016-17 for this popular location on US 27. Currently there is ample parking and unimproved launch area. A pleasant excursion is to follow the boat channels and paddle to restaurant at Sunset Landing and return, a distance of about 1.5 miles.

#3 Fuller Landing, 1294 Fuller Road

West shore of Meginnis Arm. The landing has one lane improved boat ramp, a few unpaved parking spots and minimal boat trailer parking. It is also adjacent to the new Okecheepkee County Park, which has a small parking area and a portable restroom.

#4 Meginnis Arm Landing, 3017 Meginnis Arm Road



Lake Jackson Paddling Trail Guide

Southern section of Lake Jackson at the south end of Meginnis Arm. This is a very small public access area that receives little use. The landing provides a put-in for canoes and kayaks, but no boat ramp. It also provides a shady picnic area, paved parking spots, but no restrooms.

#5 Rhoden Cove Landing, 801 Rhoden Cove Road

Southeast portion of Lake Jackson, accessible from Meridian Road near Fords Arm. One-lane improved boat launch. The park offers two picnic shelters & grills, 10-12 unpaved parking spots, but no restrooms.

#6 Miller Landing, 2900 Miller Landing Road

Northeast section of Lake Jackson, the end of Miller Landing Road. This [landing](#) offers an unimproved sandy area for launching. There is room to maneuver boats and trailers with 6-7 paved parking spots. Duck hunters often use this landing in the fall and winter seasons. There are no restrooms or amenities.

#7 Sunset Landing, 4800 Jackson Cove Road

Located just south of J. Lee Vause Park, on the western shore of Lake Jackson with one-lane improved boat launch, restrooms, and two picnic shelters. Popular Shucker's Half-Shell Oyster Bar next to the boat launch also provides canoe rentals and a bait shop.

#8 Faulk Landing, 1895 Faulk Drive

Located south of Jackson View Park and north of Crowder Landing, on the west shore of Lake Jackson. This landing is a good bird watching area, but not ideal for boating or viewing Lake Jackson. It is difficult to launch a boat here and has no room for trailer parking. It is suitable for hand launching small paddlecraft but has a narrow road and heavy vegetation in the access channel.

Outfitters and Shuttle Service

Shuckers Half-Shell Oyster Bar (Sunset Landing) 850-562-0944. Canoe and kayak rentals.
[Tally Yakkers](#) (850) 879-0198





Lake Jackson Paddling Trail Guide



Photos: Liz Sparks

Proposed Florida Greenways and Trails Designation

FGTC Meeting June 23, 2016

Project Name: Lake Jackson Blueway

Applicant: Leon County

Manager: Leon County and Florida Fish & Wildlife Conservation
Commission

Landowners: Board of Trustees of the Internal Improvement Trust Fund

Project Description: Lake Jackson is located just north of the City of Tallahassee, in Leon County, Florida. Lake Jackson is a scenic prairie lake and excellent destination for outdoor recreation opportunities. The lake watershed encompasses 4,000 acres and is encircled by a mix of public lands, private landowners and residential neighborhoods. In 1974 the Lake Jackson, Carr Lake, and Mallard Pond ecosystem was designated as the Lake Jackson Aquatic Preserve by the Florida Legislature. The Lake Jackson ecosystem is comprised of freshwater marshes and native and exotic submerged vegetation that provides exceptional fish, waterfowl and wading bird habitat. In addition, Lake Jackson is designated as a Surface Water Improvement & Management water body (SWIM) and Outstanding Florida Water.

Public Access: Lake Jackson has eight county-owned public access sites that are co-managed by the Florida Wildlife Conservation Commission and Leon County Parks & Recreation. There are also three lakeside county parks that provide views of the lake but no public access.

FGTS Plan Status

Priority Trail Network: The Lake Jackson Blueway is part of the Florida Greenways & Trails System (FGTS) Plan Paddling Opportunity Network.

Staff Recommendation: The Division of Recreation and Parks, Office of Greenways and Trails recommends approval of this designation.

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF GREENWAYS AND TRAILS

**APPLICATION FOR DESIGNATION
OF PUBLIC LANDS OR WATERWAYS**
AS PART OF THE FLORIDA GREENWAYS AND TRAILS SYSTEM

PROJECT ELIGIBILITY

Public lands and waterways located within the state may be designated by the Department as components of the Florida Greenways and Trails System upon compliance with the requirements of Section 62S-1.400, F.A.C.

CONSENT OF LANDOWNER REQUIRED

Section 260.014, Florida Statutes, provides that "no lands or waterways may be designated as a part of the statewide system of greenways and trails without the specific written consent of the landowner." Furthermore, if public access is contemplated for any portion of the project, both the owner(s) and the proposed managing entity must provide the Department with written authorization detailing the public access permitted on the project. Accordingly, the sponsor of each project proposed for designation is strongly encouraged to communicate and collaborate with all potentially affected landowners and land managers throughout all stages of the designation process.

GENERAL INSTRUCTIONS

1. All responses on the Application must be typed or legibly printed. If a particular item does not apply to the project, the proper response is "Not Applicable." Do not leave a response area blank.
2. If additional space is needed for a response, indicate that additional sheets(s) are attached, and identify the information contained within each additional sheet by noting the Application item number to which it relates.
3. All "Required Attachments" listed in the next section of the instructions must be attached to and submitted with the application.
4. Applicants must submit an original Application, one (1) original of each Required Attachment and any other supporting documentation.

GENERAL INSTRUCTIONS [continued]

5. Do not fax any portion of the Application or attachments to the Office of Greenways and Trails. All faxed information received that relates to a pending application will not be accepted.
6. The Application, together with supporting attachments and documentation, must be mailed or delivered to the following address:

Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd.
Mail Station 795
Tallahassee, Florida 32399-3000

REQUIRED ATTACHMENTS

The following items must be attached to the Application at the time of submittal:

- A. An "Owner Consent," DEP Form #OGT-7, effective July 10, 2003, signed by each record title owner of the property proposed for designation.
- B. A "Management Certificate," DEP Form #OGT-8, effective July 10, 2003, signed by the managing entity of the property proposed for designation.
- C. If available, photographs of various sites and features within the project that show typical landscape characteristics, labeled with location and orientation and cross-referenced to the location map described in the following paragraph.
- D. An accurate location map of sufficient scale and detail to clearly delineate all project property boundaries in relation to other area greenways or trails, county roadways, major topographic features (such as rivers, lakes and power lines) and local government boundaries (if any). The location map must state the length of trails and total project acreage, and should indicate points of interest or special features. When the project provides for public access to existing or proposed trails, the location map must identify the trail alignment, public access points, trailheads and facilities to accommodate the proposed types of public uses over the extent of the trails.

**APPLICATION FOR DESIGNATION
OF PUBLIC LANDS OR WATERWAYS**

NAME OF PROJECT: Lake Jackson Blueway
PHYSICAL ADDRESS: Lake Jackson, Leon County

COUNTY/COUNTIES: Leon

OWNER OF PROJECT: Board of Trustees of the Internal Improvement Trust Fund

PLEASE NOTE: A completed and signed "Owner Consent," DEP Form #OGT-7, effective July 10, 2003, must be attached to this Application at the time of submittal.

CONTACT: Director, Division of State Lands
ADDRESS: 3900 Commonwealth Blvd., MS 100
Tallahassee, FL 32399

TELEPHONE: (850) 245-2555 FAX: (850) 245-2572

MANAGING ENTITY
OF PROJECT: Leon County
PLEASE NOTE: A completed and signed "Management Certificate," DEP Form #OGT-8, effective July 10, 2003, must be attached to this Application at the time of submittal.

CONTACT: Director, Leon County Division of Parks and Recreation
ADDRESS: 2280 Miccosukee Road
Tallahassee, FL 32308

TELEPHONE: (850) 606-1470 FAX: (850) 606-1471

PROJECT SUBMITTED BY (Check one): ☐ OWNER ☒ MANAGING ENTITY

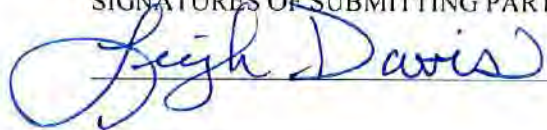
TYPE OF PROJECT (Check One):

- ☐ National park, forest or trail, preserve, seashore, wildlife refuge, wild scenic river, military reservation, Native American Lands, or other (describe): _____
- ☒ State park unit, forest, recreation area, submerged land, wildlife management area, historical or archaeological site, ornamental or botanical garden, university system property, museum or other special feature site, public game area, preserve, or other (describe): _____
- ☐ Lands owned by a port authority, flood control district, water management district, navigation district or other agency created by general or special law (describe): _____
- ☐ Local government conservation or recreation land, urban open space area or other (describe): _____

Please attach a location map and general description of the lands and/or waterways proposed for designation, including the length of trails, total acreage and points of interest or special features. If trails will be available for public access, please identify the trail alignment, public access points, trailheads, and facilities to accommodate the proposed types of public uses over the length of the trail(s). Photographs and printed brochures or other information may also be attached, if available.

The undersigned hereby certify that the Project consists solely of Public Conservation or Recreation Lands or Waterways, as that term is defined in Section 62S-1.100(19), F.A.C., and that the undersigned will negotiate with the Office of Greenways and Trails to formulate and thereafter enter into a mutually satisfactory designation agreement to govern the Project's participation in the Florida Greenways and Trails System.

SIGNATURES OF SUBMITTING PARTY(IES):



DATE: 3/24/16

DATE: _____

DATE: _____

☐ OWNER ☒ MANAGING ENTITY (CHECK ONE)

Return Completed and Signed Application To:

Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 795
Tallahassee, FL 32399-3000
Telephone: (850) 245-2052

DEP Form #OGT-6
Effective July 10, 2003

Florida Greenways and Trails Program
Application for Designation - Public
Page 4 of 4 Pages

**DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF GREENWAYS AND TRAILS**

**MANAGEMENT CERTIFICATE
FOR DESIGNATION OF LANDS OR WATERWAYS AS PART OF THE
FLORIDA GREENWAYS AND TRAILS SYSTEM**

TO: Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 795
Tallahassee, FL 32399-3000

RE: Lake Jackson Blueway
Name of Project
Leon County, Florida
Address or Location of Project

FROM: Leon County Division of Parks and Recreation
Name of Managing Entity
Leigh Davis, Director
Name of Contact/Representative
2280 Miccosukee Road
Address of Managing Entity
Tallahassee, FL 32308
City, State and Zip Code
(850) 606-1470 (850) 606-1471
Telephone Number Facsimile Number
Board of Trustees of Internal Improvement Fund
Name of Owner of Property Proposed for Designation**
3900 Commonwealth Blvd., MS 100
Address of Owner of Property Proposed for Designation
Tallahassee, FL 32399
City, State and Zip Code
(850) 245-2555 (850) 245-2572
Telephone Number Facsimile Number

** Attach additional sheet(s) if more than one owner

The undersigned Managing Entity hereby ratifies and confirms:

- (1) That it is willing to manage the Project following its designation by the Department of Environmental Protection as part of the Florida Greenways and Trails System;
- (2) That management of the project will be based on and proceed in accordance with the terms and conditions of the following:
 - (a) Existing leases, subleases, management plans, licenses, easements or other agreements or encumbrances previously executed and currently in effect for any portion of the lands or waterways located within the Project; and
 - (b) A designation agreement to be negotiated among and executed by the undersigned Managing Entity, the Owner(s) of the lands or waterways proposed for designation and the Secretary of the Department of Environmental Protection, which designation agreement shall be subordinate to any existing leases, agreements or other encumbrances described in paragraph (a) above.
- (3) That in the event the undersigned ceases to be the Managing Entity of the Project or if the aforementioned designation agreement is amended, rescinded or otherwise terminated for any reason, the undersigned will notify the Department's Office of Greenways and Trails within five (5) business days following the occurrence of any such event.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be signed as of the date set forth below.

MANAGING ENTITY

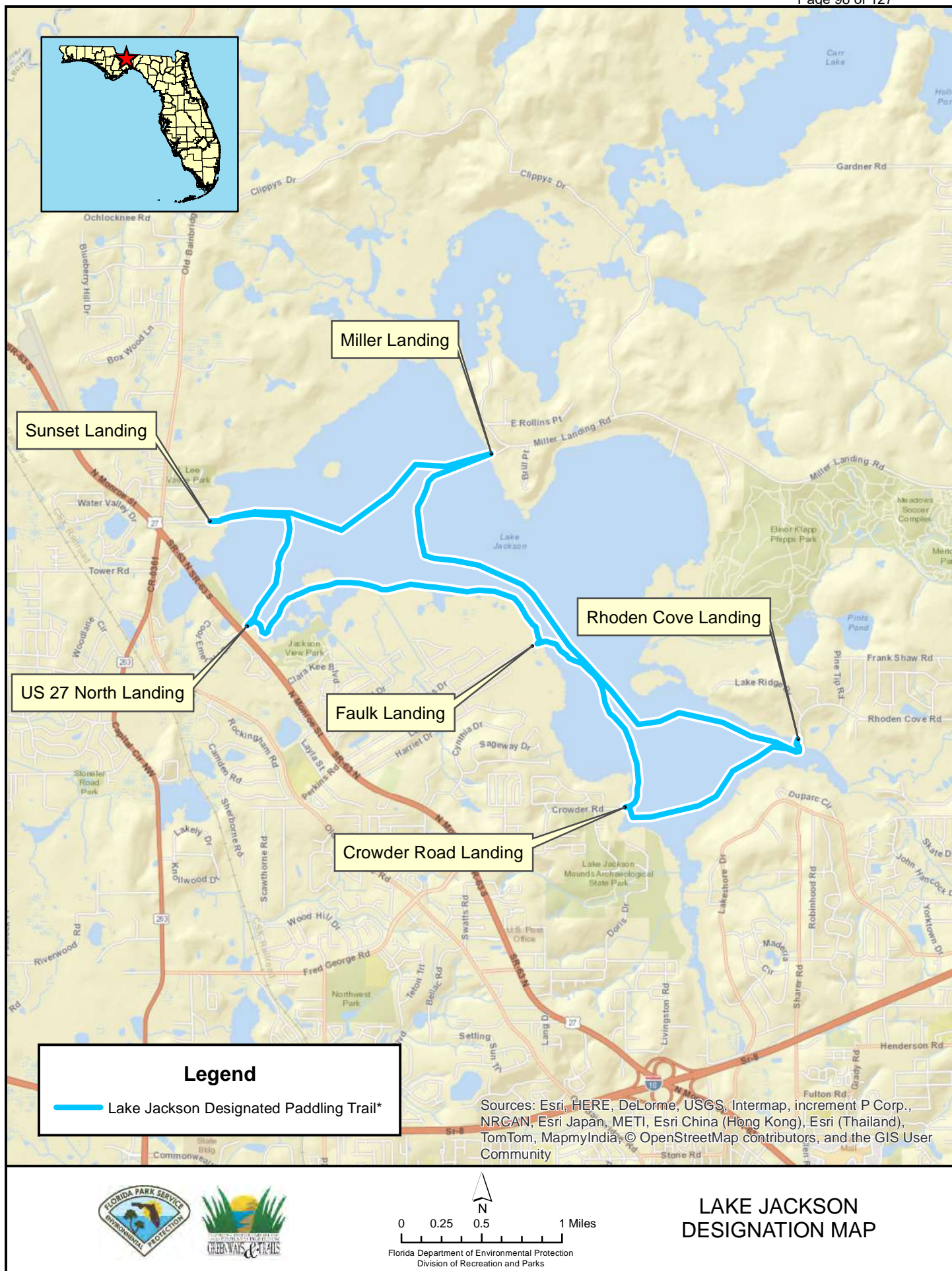
Leon County Parks + Rec.
[Print Name of Managing Entity]

By: Leigh Davis

Print Name: Leigh Davis

Title: Director

Date: 3/24/16



*Represents a suggested paddling route. This designation includes all of Lake Jackson and is not restricted to waters that lie immediately along this route.

Attachment 11: Study Location 3.- Drainage Easement

495326

RECORDED IN THE PUBLIC
RECORDS OF LEON CO. FLA.
IN THE BOOK & PAGE IND.

MAR 13 2 08 PM 1980

AT THE TIME & DATE NOTED
PAUL F. HARTSFIELD
CLERK OF CIRCUIT COURT

OFF REC 955 PAGE 474

Attachment 3

Page 99 of 127

COUNTY: Leon
SECTION: 55320-2403
STATE ROAD: 8 (I-10)
PARCEL NO: Part Parcel 184.1

QUITCLAIM DEED

THIS INDENTURE, made this 22nd day of February,
19 80, by and between the STATE OF FLORIDA, by and through the
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION as the Party of
the First Part and THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT,
Route 1, Box 3100, Havana, Florida, as the Party of the Second Part;

WITNESSETH:

WHEREAS, the land hereinafter described was heretofore
acquired for state highway purposes; and

WHEREAS, said land is no longer required for such purposes,
and the Party of the First Part, by action of the Secretary of
Transportation on February 28, 1980, pursuant to the provisions of
Section 337.25, Florida Statutes, has agreed to quitclaim the land
hereinafter described to the Party (Parties) of the Second Part;

NOW, THEREFORE, THIS INDENTURE WITNESSETH: That the Party
of the First Part, for and in consideration of the premises and the
sum of One Dollar and other valuable considerations to it paid by
the Party (Parties) of the Second Part, the receipt of which is
hereby acknowledged, does hereby remise, release and quitclaim unto
the Party (Parties) of the Second Part, and assigns, forever, all
the right, title and interest of the State of Florida and/or the
State of Florida Department of Transportation to the property
described on Exhibit "A", attached hereto and made a part hereof.

TO HAVE AND TO HOLD the said premises and the appurtenances
thereof unto the Party (Parties) of the Second Part.

THIS CONVEYANCE IS made subject to any unpaid taxes,
assessments, liens, or encumbrances of any nature whatsoever which
the Party (Parties) of the Second Part hereunder and herein assumes.

IN WITNESS WHEREOF, the State of Florida Department of

Transportation has caused these presents to be signed in the name of the State of Florida and in the name of the State of Florida Department of Transportation by its Deputy Secretary for Administration, and its seal to be hereunto affixed, attested by its Executive Secretary, on the date first above written.

Signed, sealed and delivered in our presence as witnesses:

Kalen J. Sullivan
John A. Hutchinson

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

BY: Larry K. O'Dell
Deputy Secretary for Administration

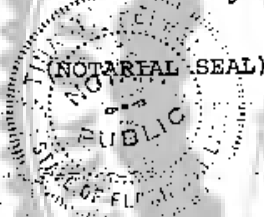
ATTEST: Robin Johnson (SEAL)
Executive Secretary

STATE OF FLORIDA)
COUNTY OF LEON)

BEFORE ME, the undersigned authority, this day personally appeared LARRY K. O'DELL and ROBIN JOHNSON, Deputy Secretary for Administration and Executive Secretary of the State of Florida Department of Transportation, respectively, to me known to be the persons described in and who executed the foregoing instrument, and they severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned, and that they affixed thereto the official seal of said State of Florida Department of Transportation, and the said instrument is the act and deed of said Department.

WITNESS my hand and official seal this 22nd day of

February, 1980.



Tina J. Peppas
Notary Public

1-11-84

Notary Public, State of Florida at Large
My Commission Expires Jan. 11, 1984
Printed by the Department of Transportation

Approved as to form and legality. State of Florida Department of Transportation

V.K. Whittier Jr.
Assistant Attorney

SECTION 55320-2403
STATE ROAD 8(I-10)
COUNTY Leon
FAP NO. I-10-3(4)190

DESCRIPTION OF PROPERTY TO BE DEEDED TO THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT, BEING A PART OF S.R.D NO. 184.1

A parcel of land situate, lying and being in Section 14, Township 1 North, Range 1 West and being described as follows, to-wit: Commence on the West line of Section 13, Township 1 North, Range 1 West (East line of said Section 14) at a point 374.70 feet North 0°10'12" West of the Southwest corner of the Northwest one quarter of said Section 13; thence run South 66°32'40" West 328.31 feet to the beginning of a curve, concave Northwesterly, having a radius of 22,918.30 feet; thence run Southwesterly 1938.67 feet along said curve, through a central angle of 4°50'48" to a point; thence South 18°36'32" East 170.0 feet to the POINT OF BEGINNING of parcel of land to be described herein; thence South 25°57'43" West 207.21 feet; thence South 86°53'39" East 319.60 feet; thence North 34°57'43" East 100.0 feet; thence North 39°43'34" West 221.88 feet; thence North 18°59'10" West 3.0 feet to the South Limited Access Right of Way Line of State Road 8(I-10); thence South 70°04'39" West 152.00 feet along said Limited Access Right of Way Line of said State Road 8(I-10) to the POINT OF BEGINNING of parcel of land herein described;

Containing 1.42 acres, more or less.

The party of the second part agrees upon acceptance of this conveyance that in the event the parcel of land above described should be abandoned, the title thereto shall then vest in the said party of the first part, its successors and assigns.

THIS INSTRUMENT WAS PREPARED BY:
P. R. MINER
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
CHIPLEY, FLORIDA
DESCRIPTION APPROVED: FEB 05 1980



Attachment 12: Study Location 3 - Utility Easement

THIS INSTRUMENT PREPARED BY:
Judy Donahoe, Supervisor ROW
City of Tallahassee/City Hall
Property Management Division, Box A-15
300 S. Adams Street, 3rd Floor
Tallahassee, Florida 32301
(850) 891-8711
Parcel ID: 2114209030000

Leave blank for official recording.

UTILITY EASEMENT

THIS EASEMENT, granted this 4th day of August, A.D., 2009, between **NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT**, a public agency of the State of Florida, whose mailing address is 81 Water Management Drive, Havana, Florida 32333, hereinafter called, "**GRANTOR**" and the **CITY OF TALLAHASSEE**, a municipal corporation created and existing under the laws of the State of Florida, whose mailing address is 300 South Adams Street, Tallahassee, Florida 32301, hereinafter called "**GRANTEE**".

WITNESSETH:

That the **GRANTOR**, for and in consideration of the sum of ten and 00/100 dollars (\$10.00) and other good and valuable consideration to it in hand paid by the said **GRANTEE**, the receipt whereof is hereby acknowledged, has granted, bargained, sold and conveyed and by these presents does grant, bargain, sell and convey unto the said **GRANTEE**, a perpetual easement for the use by the **GRANTEE**, its successors, and assigns, for utility purposes in, over, under, across and through the following described parcel, piece, or strip of land, situate, lying, and being in the County of Leon, State of Florida, to-wit:

SEE COMPOSITE EXHIBIT "A" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF

including the right to carry in said easement the water and sewer utility lines, of any type, either above ground or underground, including, but not limited to, equipment and appurtenances of any other person, or utility company as authorized by the **GRANTEE**.

That it is understood and agreed by and between the **GRANTOR** and the said **GRANTEE** that the utility lines and equipment of the **GRANTEE**, installed or located, or to be installed or located over, under and across the parcel or strip of land hereinabove described, shall at all times be and remain the absolute property of the **GRANTEE**, its successors, and assigns, and subject to its complete dominion and control, and the right is hereby granted to the said **GRANTEE**, its successors, and assigns, and its agents and employees, to enter upon said parcel or strip of land hereinabove described for the purpose of excavating, inspecting, installing, repairing and/or removing said utility lines and equipment therefrom. The **GRANTOR** will not construct any permanent improvements on the said easement property without the written permission from the **GRANTEE**. **GRANTEE** will restore the ground to its natural vegetated condition and preexisting grade after installation of or any maintenance work on said utility lines and equipment. The above conveyance is made upon the condition that should the **GRANTEE** or its assigns at any time abandon the said land hereinabove described or cease to use it for utility purposes, or not perform the installation of the utility lines within one year from the date hereof, the title and rights herein as hereby granted and conveyed shall forthwith revert to and vest in the **GRANTOR**, or their successors and assigns. Furthermore, the **GRANTEE** agrees to remove the pre-existing utility lines being replaced within two years from the date the new utility lines are in service and restore the land to the satisfaction of the **GRANTOR** once new utility lines are installed and any pre-existing utility easement on **GRANTOR**'s property shall be extinguished.

Utility Easement
Page 2

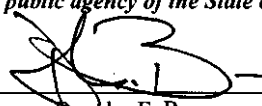
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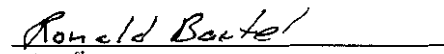
IN WITNESS WHEREOF, the GRANTOR hereunto sets its hand and seal the day and year first above written.

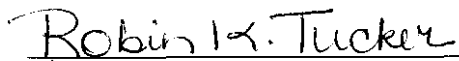
*Signed, sealed and delivered
in the presence of:*


**NORTHWEST FLORIDA WATER
MANAGEMENT DISTRICT,
a public agency of the State of Florida**

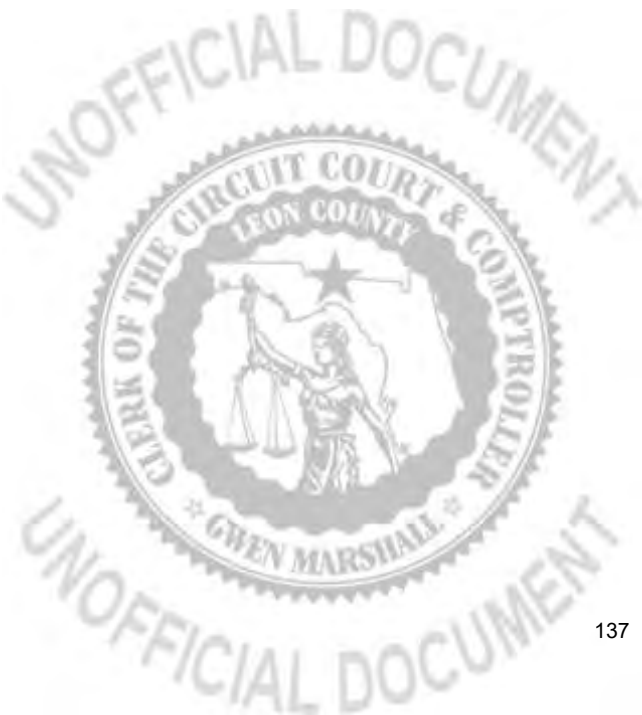

1st Witness Signature

By: 
As Its: Executive Director


Print 1st Name


2nd Witness Signature


Print 2nd Name



Utility Easement
Page 3

Leave blank for official recording.

STATE OF Florida
COUNTY OF Gadsden

THE FOREGOING instrument was acknowledged before me this 4th day of August, 2009, by Douglas E. Barr, as the Executive Director of the Northwest Florida Management District, a public agency of the State of Florida, who is personally known to me or who has produced _____ (type of identification) as identification and who did (did not) take an oath.

Robin K. Tucker
Notary PublicRobin K. Tucker
Print Notary Name

My Commission Expires:

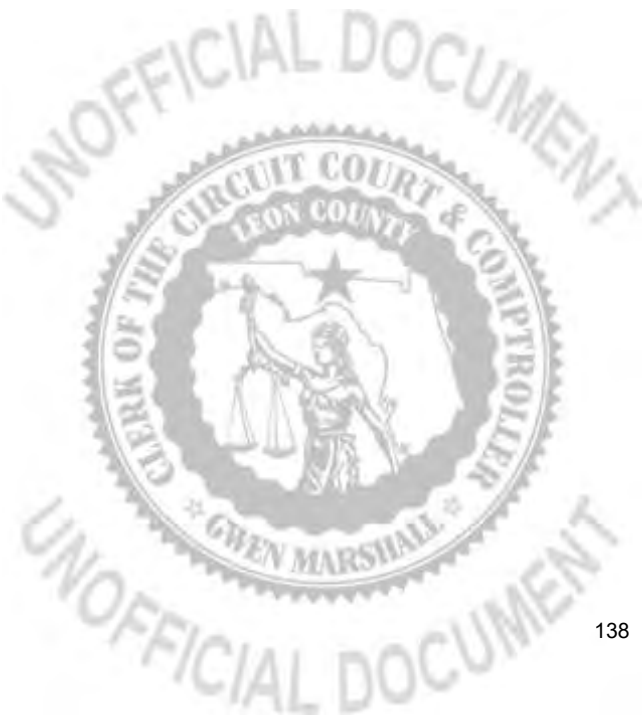


EXHIBIT "A"
PAGE 1 of 2

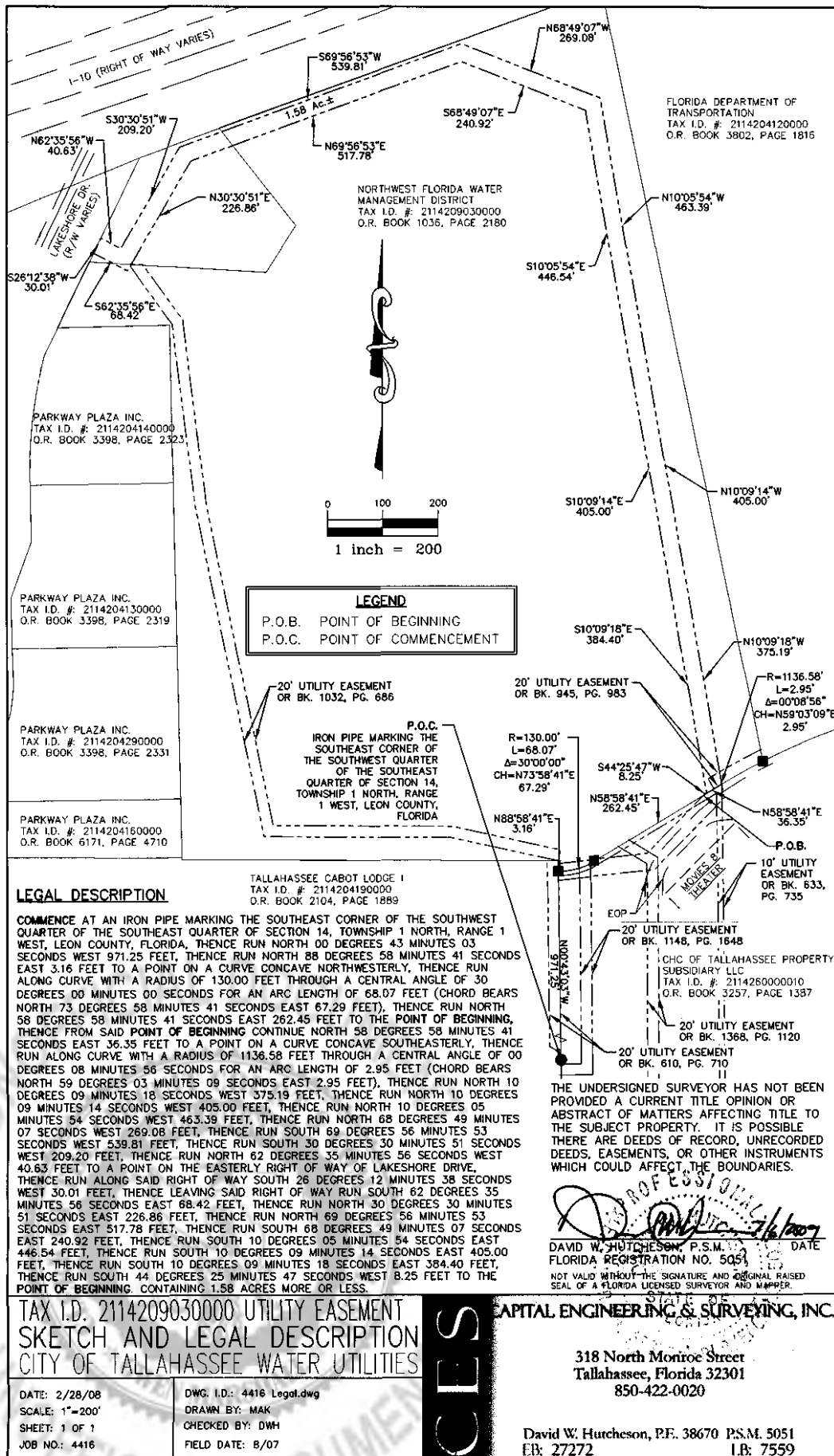
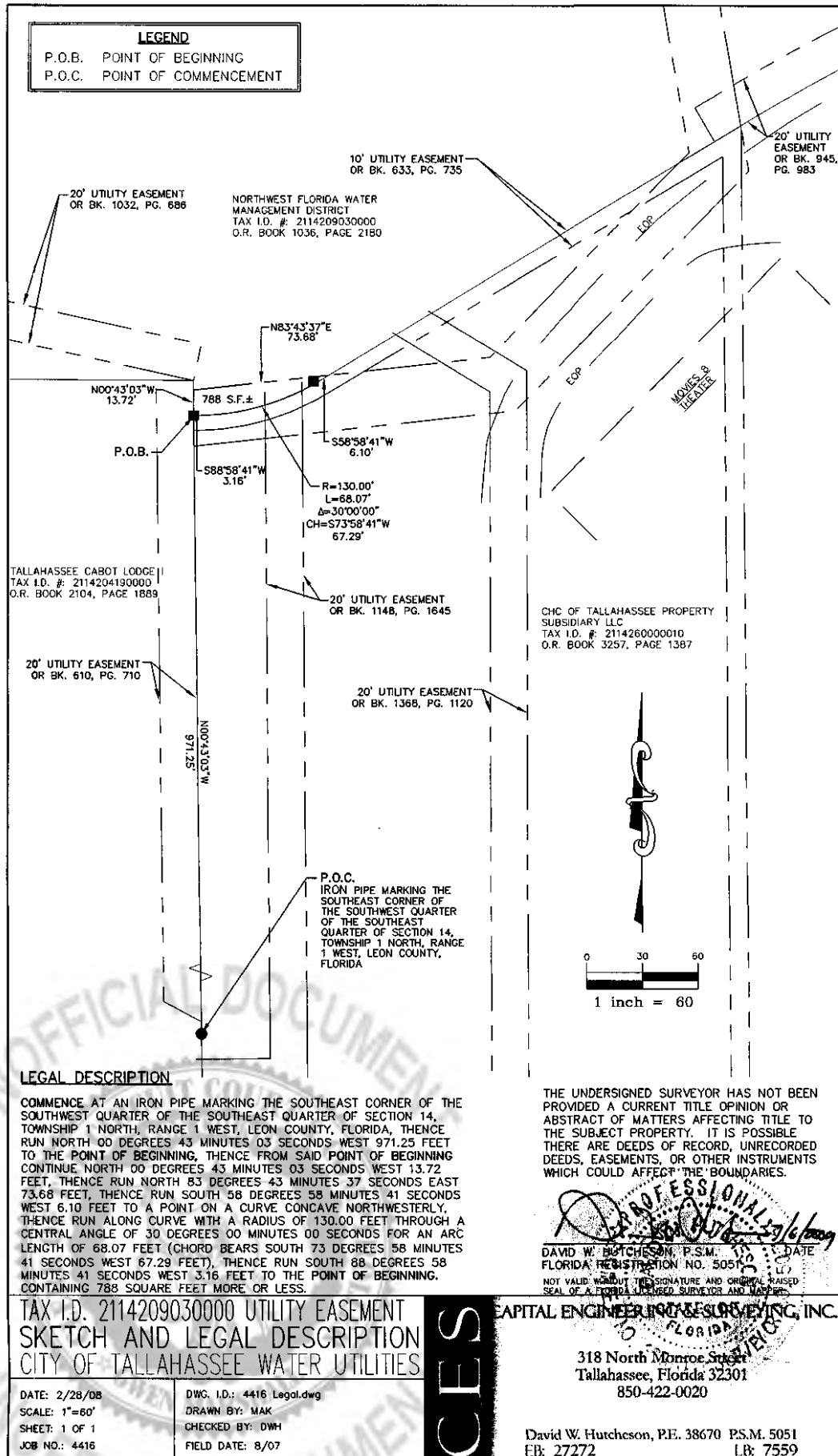


EXHIBIT "A"
PAGE 2 of 2

Sapala, Amanda

From: Sapala, Amanda
Sent: Sunday, October 4, 2020 4:23 PM
To: 'Erica.Brookman@dot.state.fl.us'
Subject: RE: Lake Jackson Greenway & Trail Review
Attachments: LJG PCN 01 - Exhibit C - Study Location 3.pdf; Lake Jackson - Study Location C - Sugar Creek - Plan and Profile.pdf

Hi Erica,

Thank you so much for taking the time to meet with us on Wednesday. Attached are copies of the documentation that we shared for your review. Please let me know if I can answer any additional questions, and I'll give you a ring maybe Wednesday/Thursday of next week.

Thanks so much!

Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409
M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317

GreshamSmith.com

-----Original Appointment-----

From: Sapala, Amanda
Sent: Friday, September 25, 2020 5:15 PM
To: Sapala, Amanda; Erica.Brookman@dot.state.fl.us; Strickland, Tyler
Cc: Lee, Jarrod
Subject: Lake Jackson Greenway & Trail Review
When: Wednesday, September 30, 2020 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Hi Erica,

It was a pleasure speaking with you today about the Lake Jackson Greenway & Trail project here in Tallahassee, FL for the Blueprint Intergovernmental Agency. As I mentioned, Blueprint is contemplating an alternative alignment for the trail that would cross over the southern portion of the FDOT pond south of I-10 near Sharer Rd. We are still in the planning phase evaluating feasibility, and we look forward to sitting down with you and sharing graphics and details.

Have a wonderful weekend!

Amanda

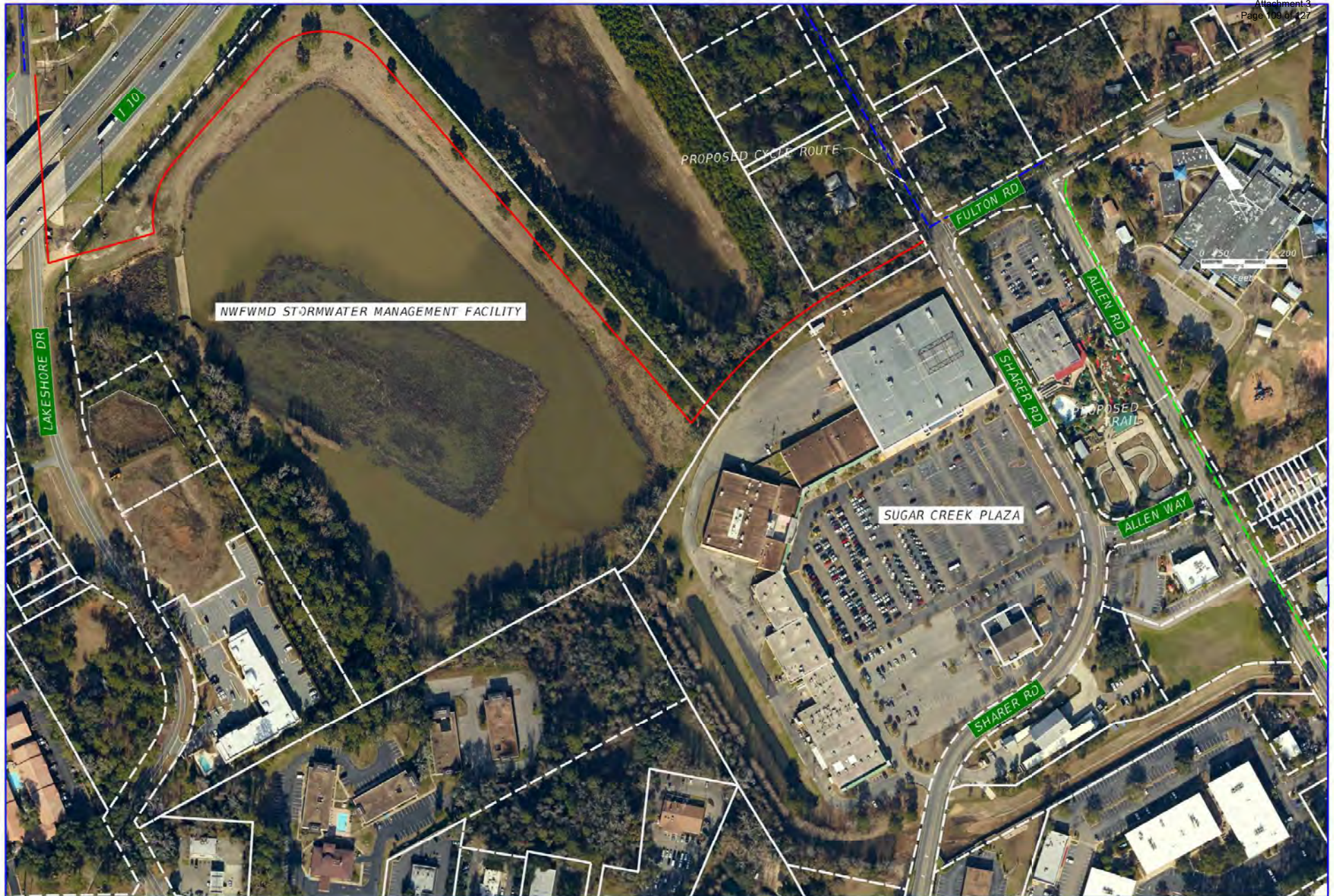
[Join Microsoft Teams Meeting](#)

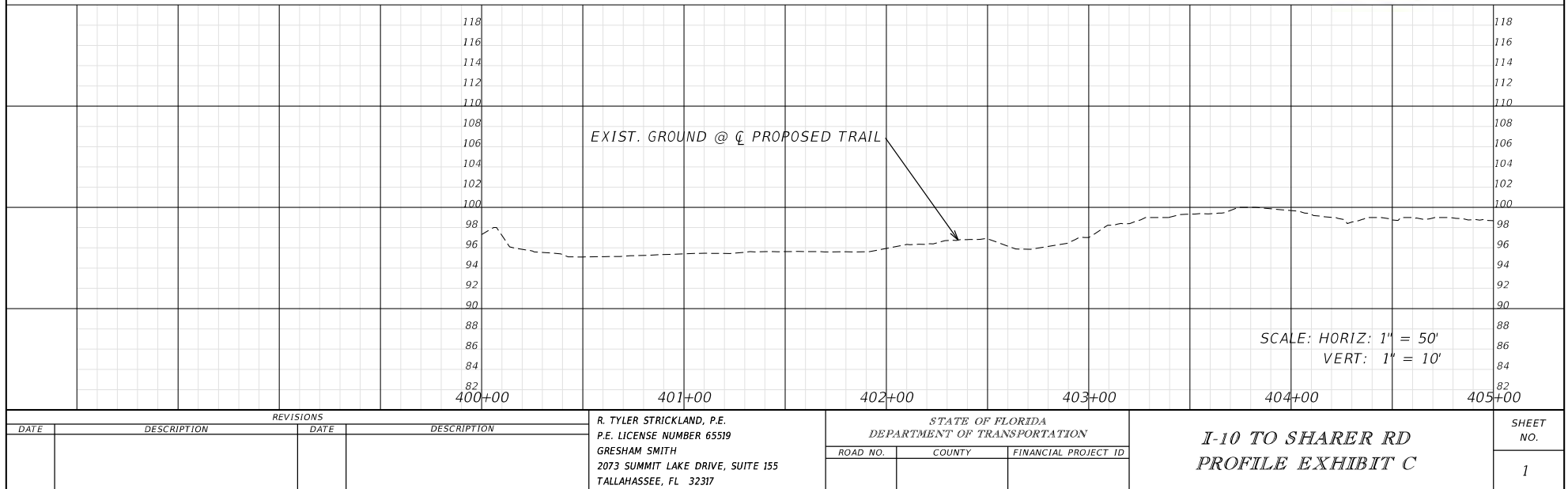
+1 615-610-1646 United States, Nashville (Toll)

Conference ID: 318 393 926#

[Local numbers](#) | [Reset PIN](#) | [Learn more about Teams](#) | [Meeting options](#)

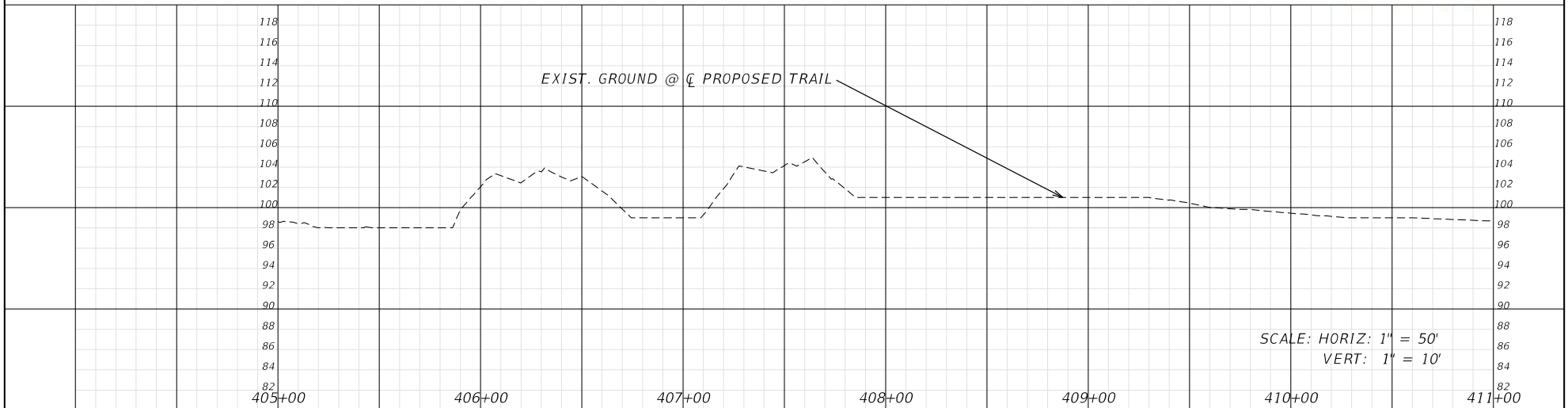






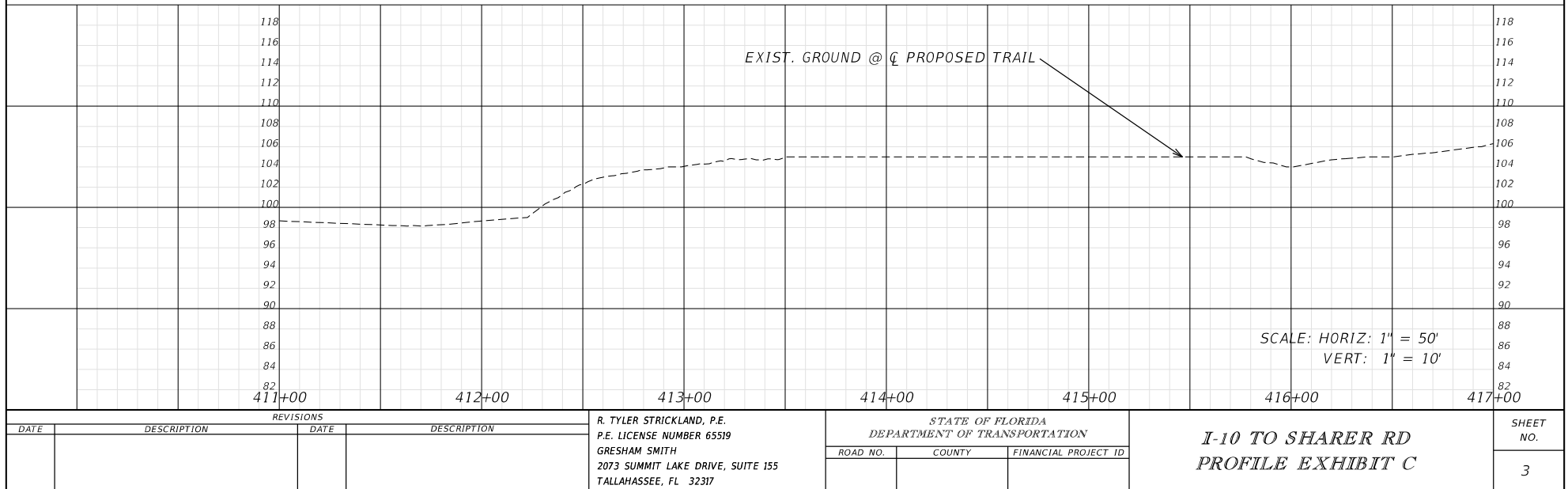
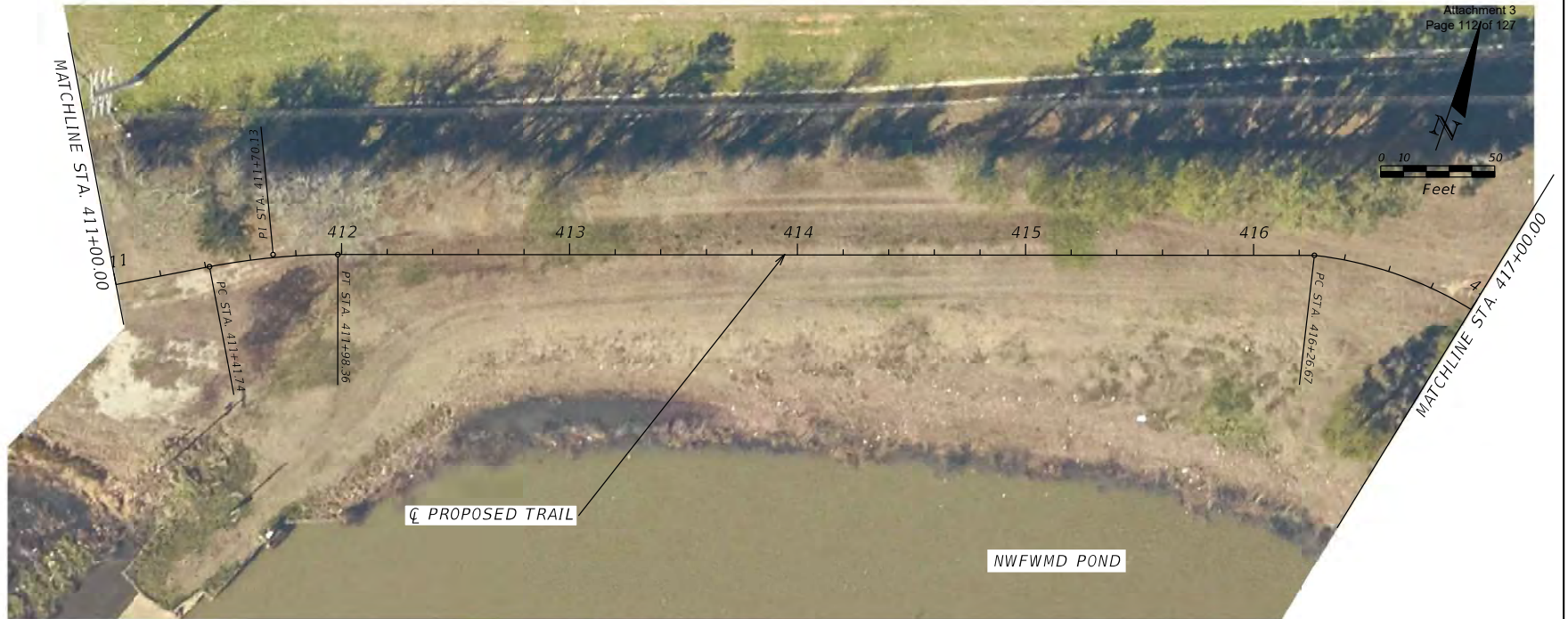
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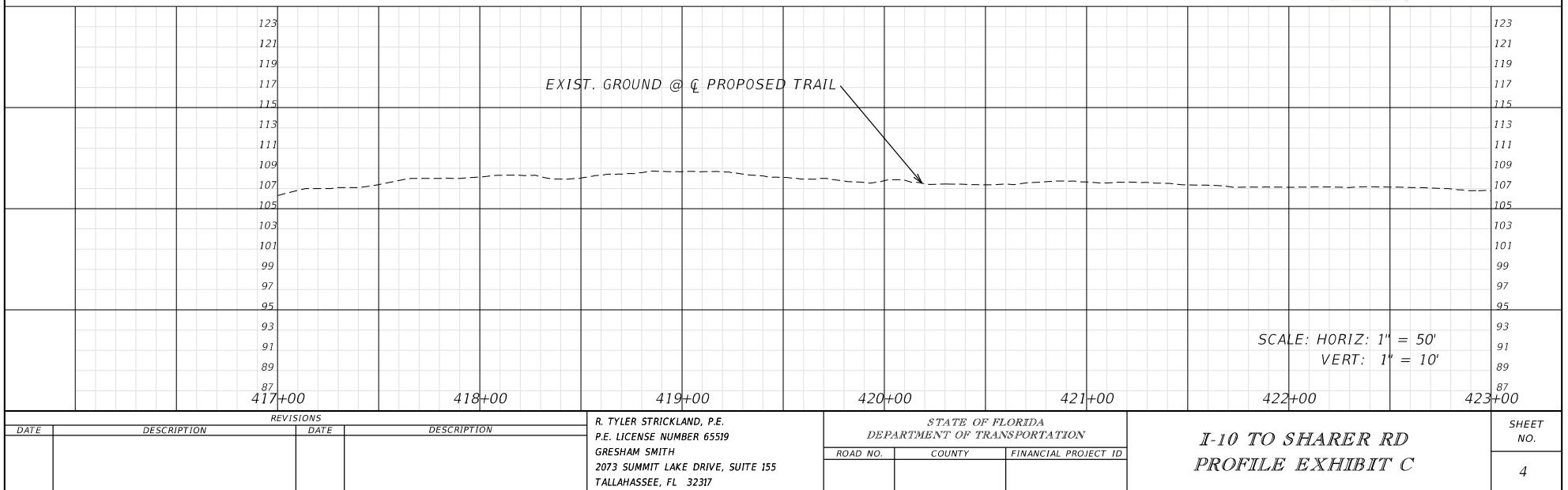
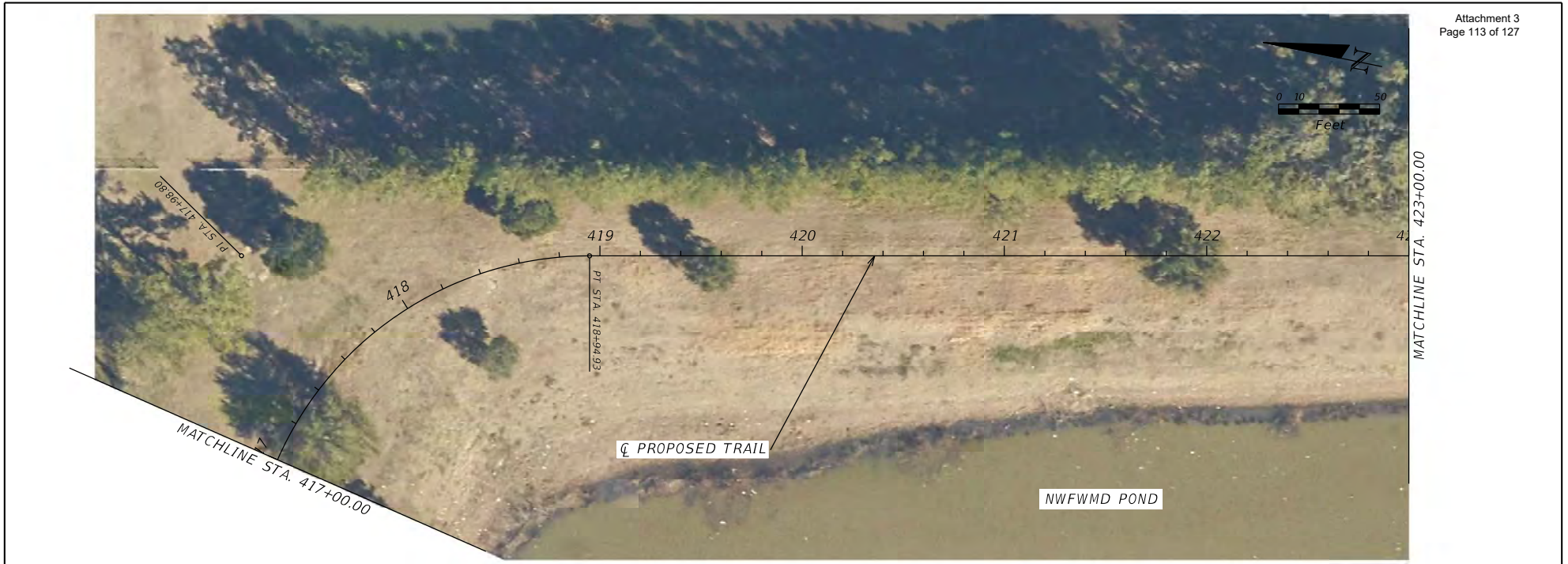
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SCALE: HORIZ: 1" = 50'
VERT: 1" = 10'

REVISIONS				R. TYLER STRICKLAND, P.E. P.E. LICENSE NUMBER 65519 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-10 TO SHARER RD PROFILE EXHIBIT C	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2

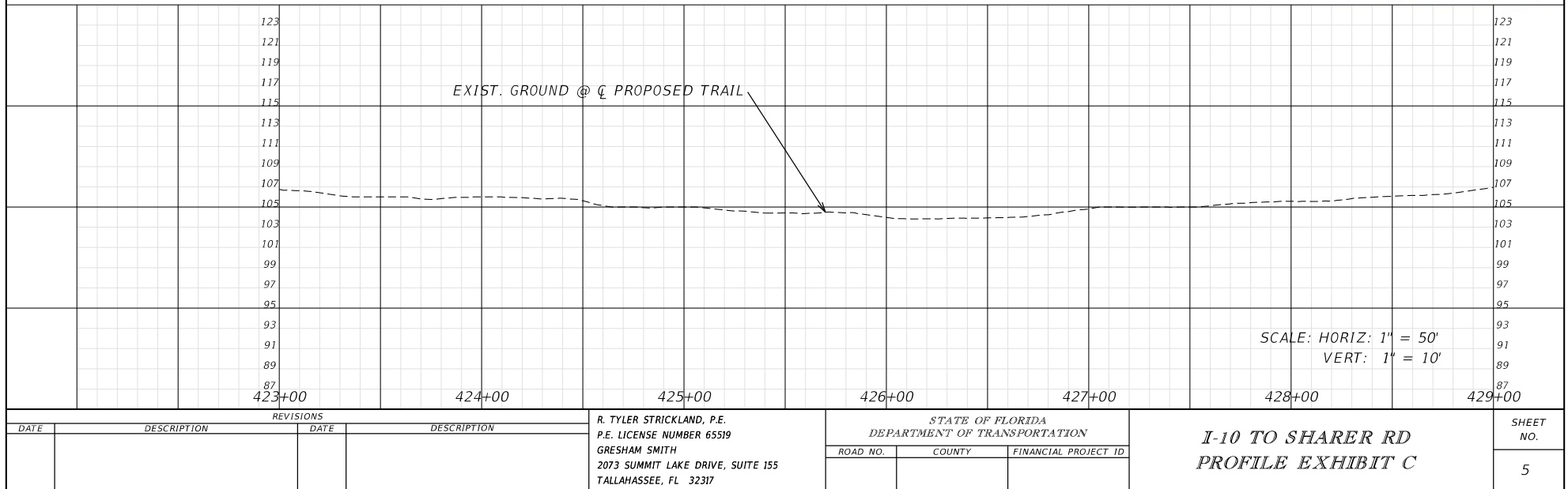
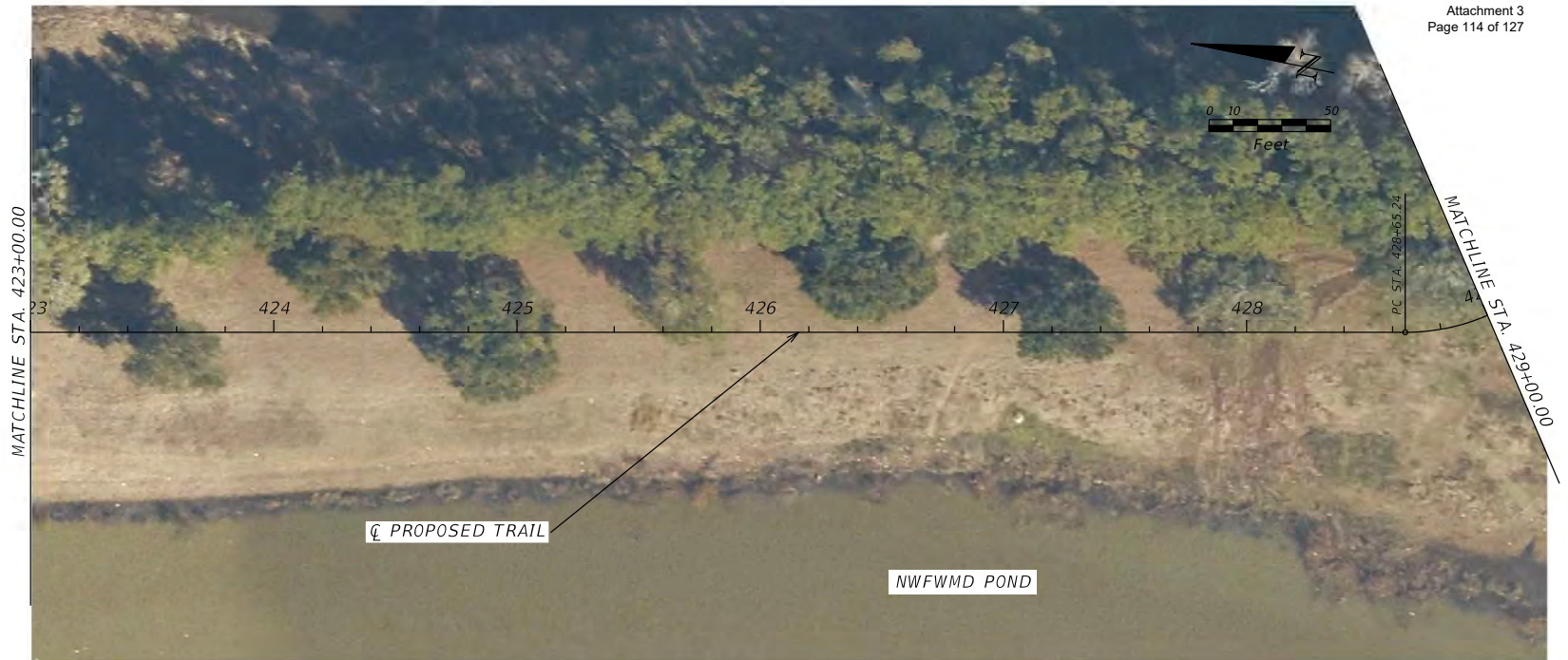




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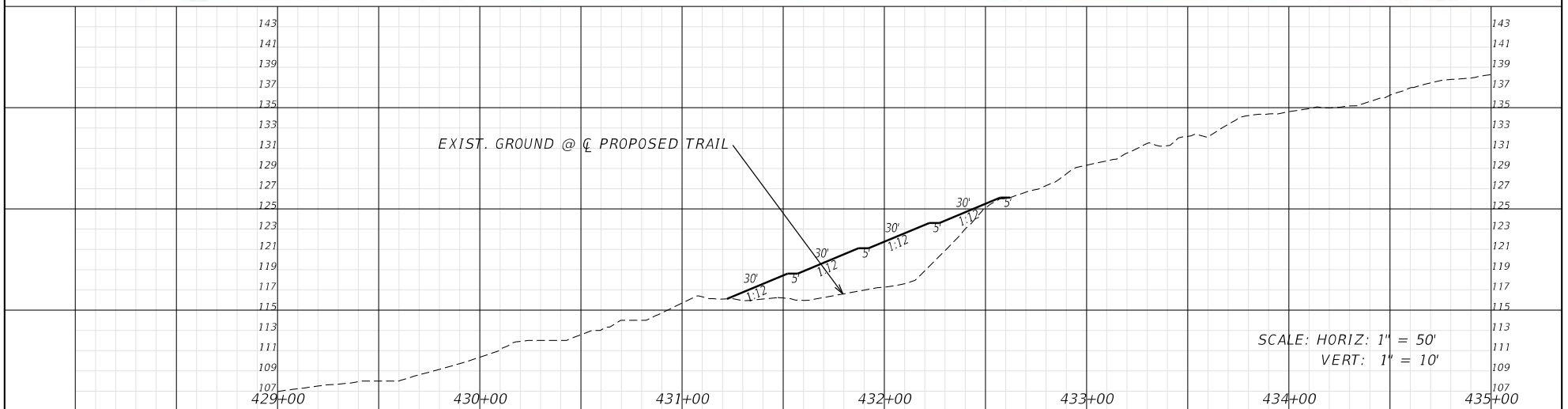
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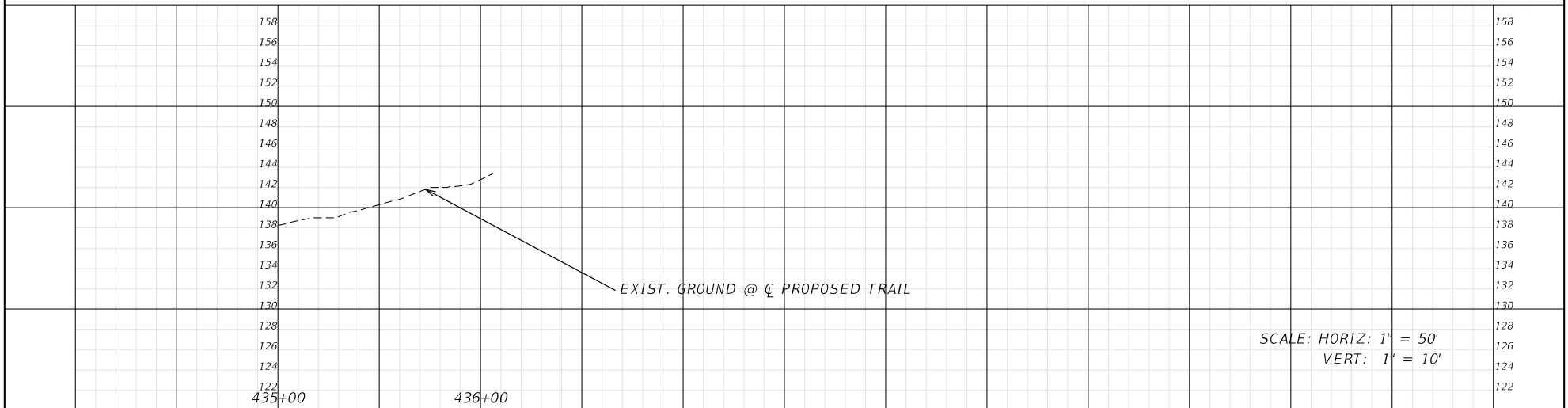
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REVISIONS		DESCRIPTION		R. TYLER STRICKLAND, P.E. P.E. LICENSE NUMBER 65519 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		I-10 TO SHARER RD PROFILE EXHIBIT C	SHEET NO. 6
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	



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REVISIONS				R. TYLER STRICKLAND, P.E. P.E. LICENSE NUMBER 65519 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-10 TO SHARER RD PROFILE EXHIBIT C	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7

Sapala, Amanda

From: Brookman, Erica <Erica.Brookman@dot.state.fl.us>
Sent: Friday, October 16, 2020 10:06 AM
To: Sapala, Amanda
Subject: [EXTERNAL] RE: Lake Jackson Greenway & Trail Review

Hey Amanda,
I'm still trying to coordinate with Colby to be able to provide you information. FDOT is busy working on hurricane projects right now too. Thanks for following up.

Erica Collins Brookman

District Environmental Permits Coordinator – Environmental Supervisor II
Florida Department of Transportation – District 3 Environmental Management Office
1074 Highway 90, PO Box 607, Chipley, FL 32428-3162
Erica.Brookman@dot.state.fl.us
Office: 850-330-1506 Mobile: 850-326-5703 Fax: 850-330-1486

From: Sapala, Amanda <amanda.sapala@greshamsmith.com>
Sent: Friday, October 16, 2020 9:00 AM
To: Brookman, Erica <Erica.Brookman@dot.state.fl.us>
Subject: RE: Lake Jackson Greenway & Trail Review

EXTERNAL SENDER: Use caution with links and attachments.

Hi Erica,

Just wanted to touch base regarding the proposed alignment below and talk through next steps? I'll give you a ring later today to see if we can connect.

Thanks so much!

Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409
M: 843.412.3848

Gresham Smith
2073 Summit Lake Drive, Suite 155
Tallahassee, FL 32317
GreshamSmith.com

From: Sapala, Amanda
Sent: Sunday, October 4, 2020 4:23 PM

To: 'Erica.Brookman@dot.state.fl.us' <Erica.Brookman@dot.state.fl.us>

Subject: RE: Lake Jackson Greenway & Trail Review

Hi Erica,

Thank you so much for taking the time to meet with us on Wednesday. Attached are copies of the documentation that we shared for your review. Please let me know if I can answer any additional questions, and I'll give you a ring maybe Wednesday/Thursday of next week.

Thanks so much!

Amanda

Amanda Sapala, AICP-C
Planner

D: 850.219.8409

M: 843.412.3848

Gresham Smith

2073 Summit Lake Drive, Suite 155

Tallahassee, FL 32317

GreshamSmith.com

-----Original Appointment-----

From: Sapala, Amanda

Sent: Friday, September 25, 2020 5:15 PM

To: Sapala, Amanda; Erica.Brookman@dot.state.fl.us; Strickland, Tyler

Cc: Lee, Jarrod

Subject: Lake Jackson Greenway & Trail Review

When: Wednesday, September 30, 2020 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Hi Erica,

It was a pleasure speaking with you today about the Lake Jackson Greenway & Trail project here in Tallahassee, FL for the Blueprint Intergovernmental Agency. As I mentioned, Blueprint is contemplating an alternative alignment for the trail that would cross over the southern portion of the FDOT pond south of I-10 near Sharer Rd. We are still in the planning phase evaluating feasibility, and we look forward to sitting down with you and sharing graphics and details.

Have a wonderful weekend!

Amanda

[Join Microsoft Teams Meeting](#)

+1 615-610-1646 United States, Nashville (Toll)

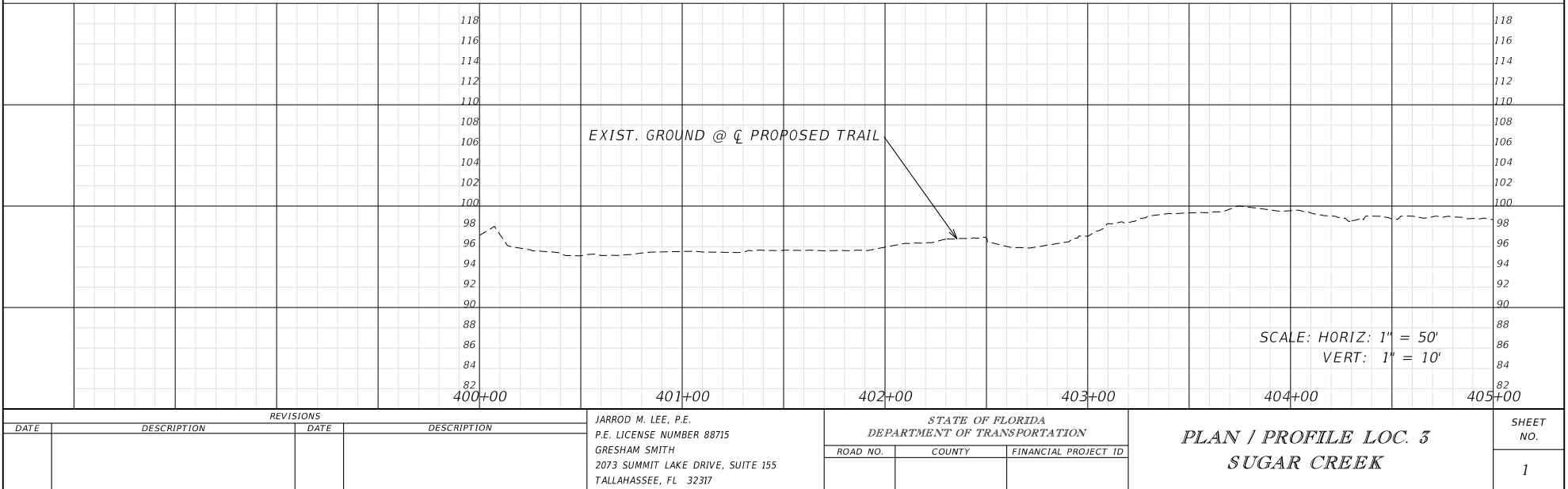
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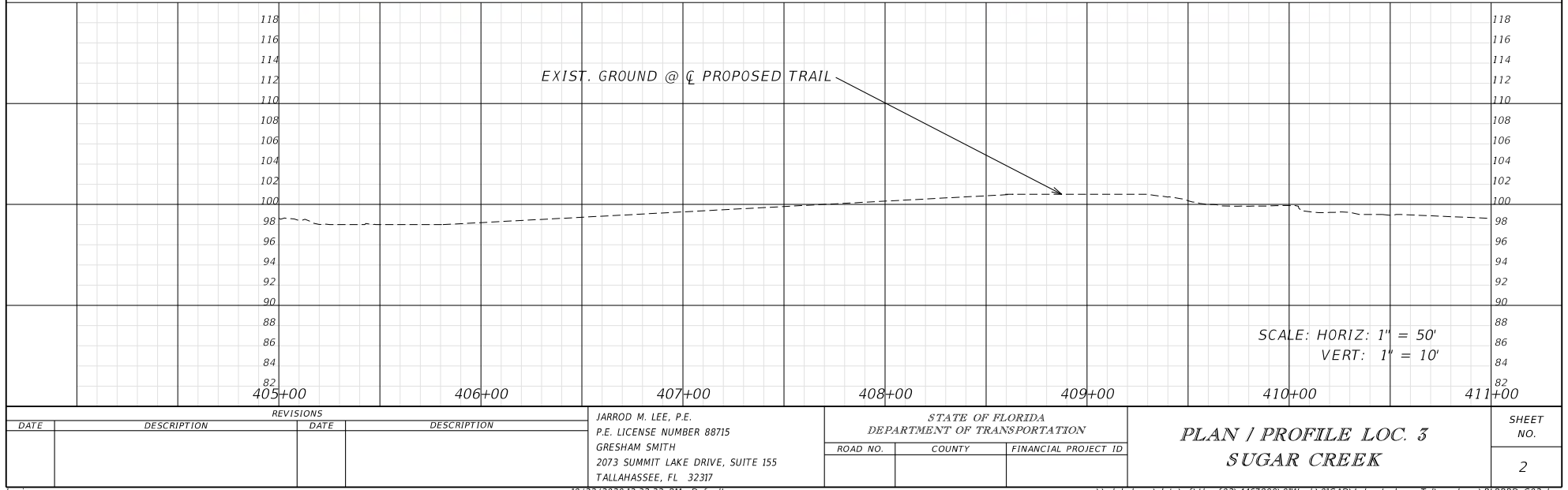
[Local numbers](#) | [Reset PIN](#) | [Learn more about Teams](#) | [Meeting options](#)



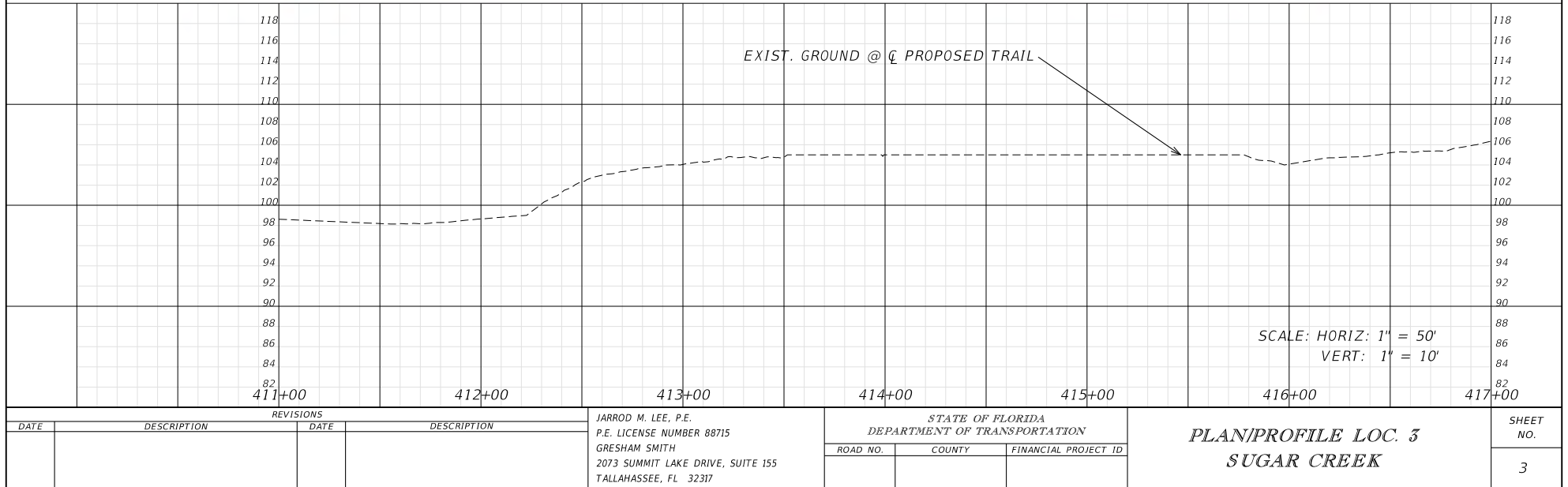
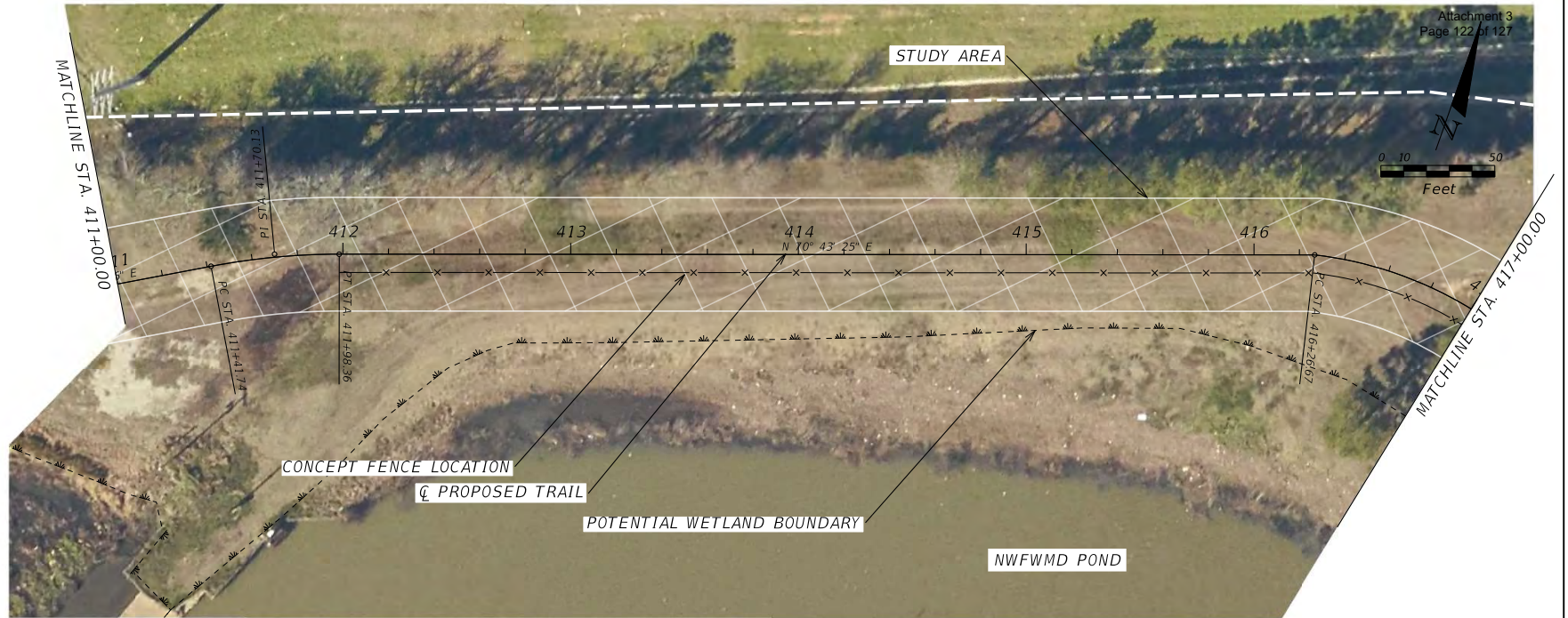
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Attachment 14: Plan-
Profile Loc. 3 - Sugar
Creek

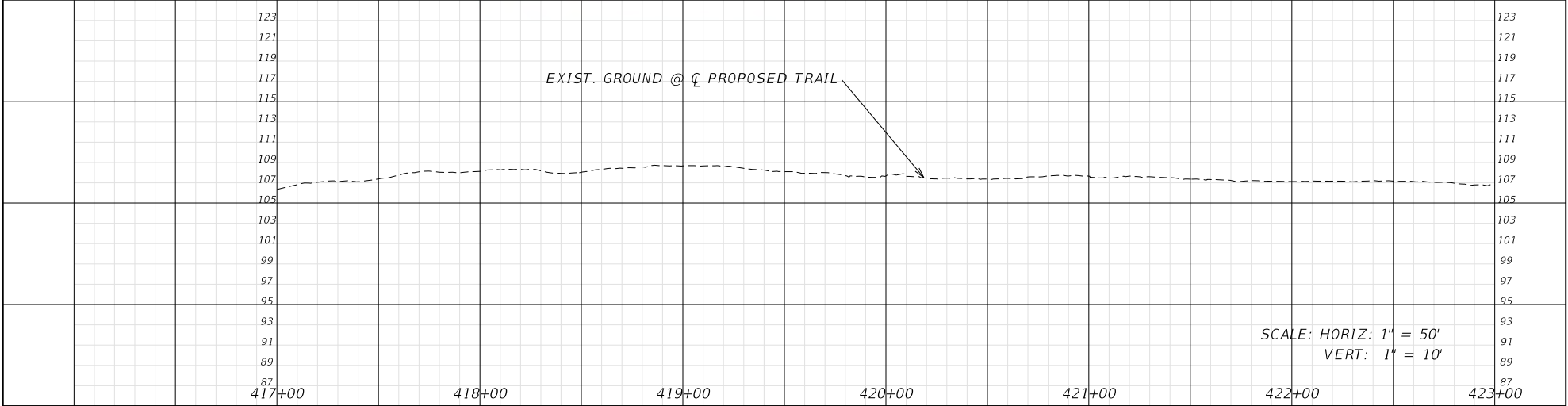
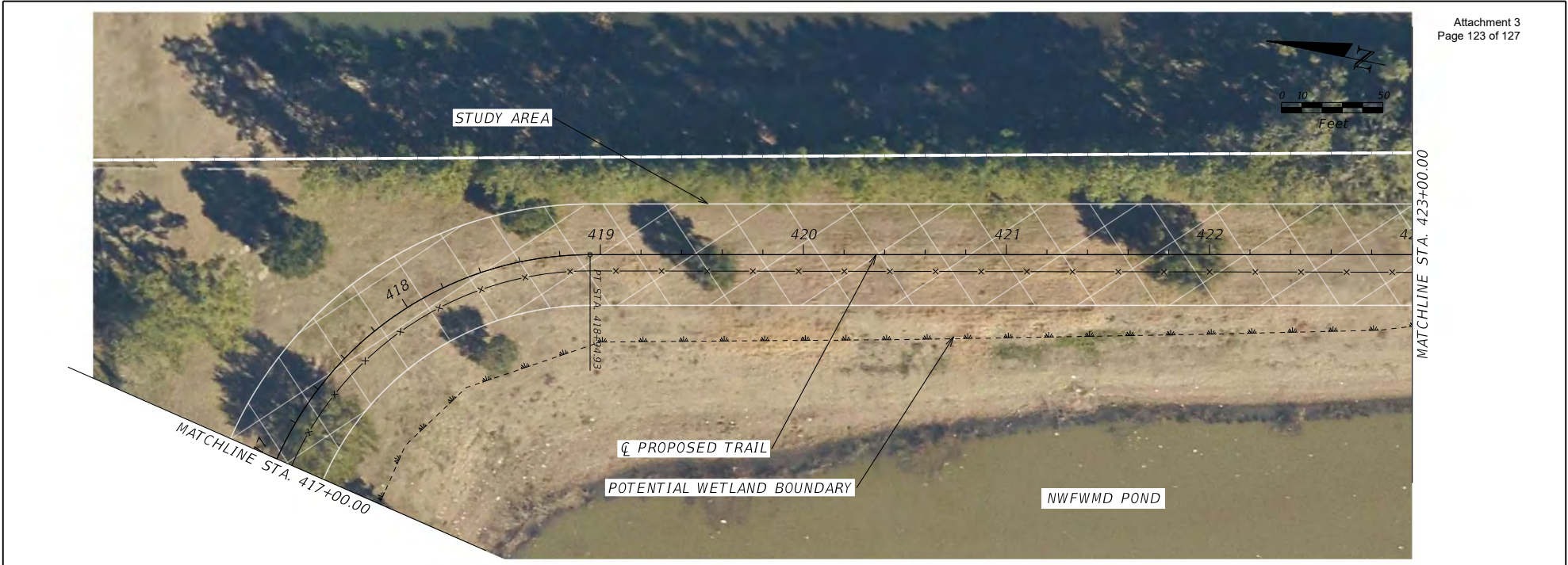




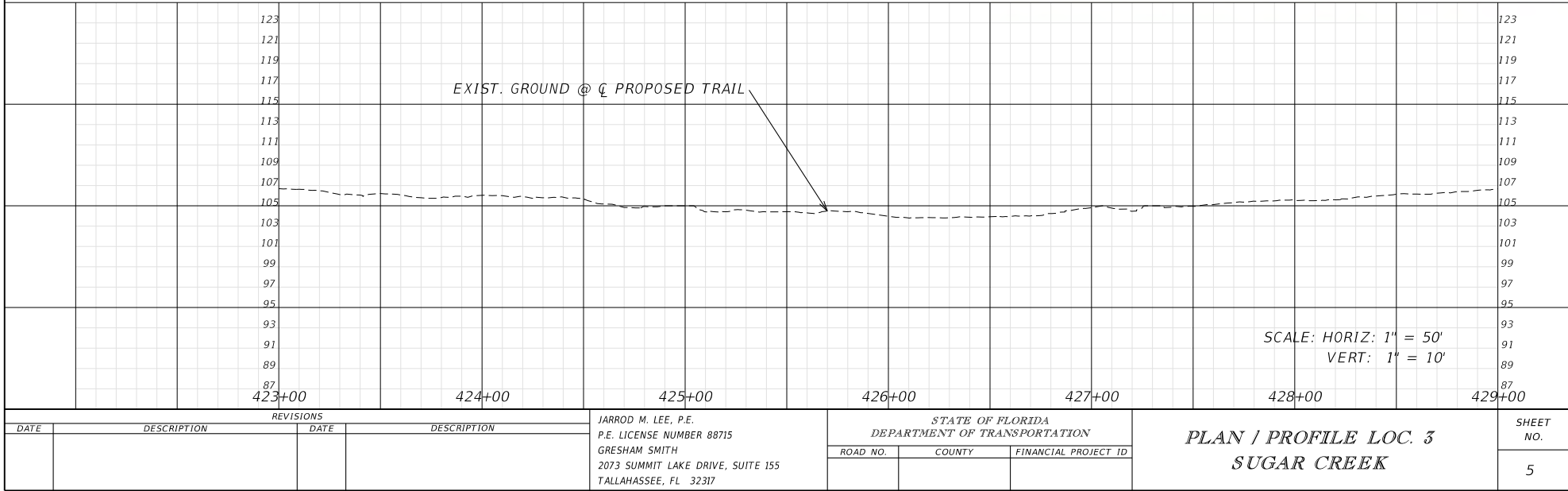
REVISIONS				JARROD M. LEE, P.E. P.E. LICENSE NUMBER 88715 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN / PROFILE LOC. 3 SUGAR CREEK	SHEET NO. 2
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		

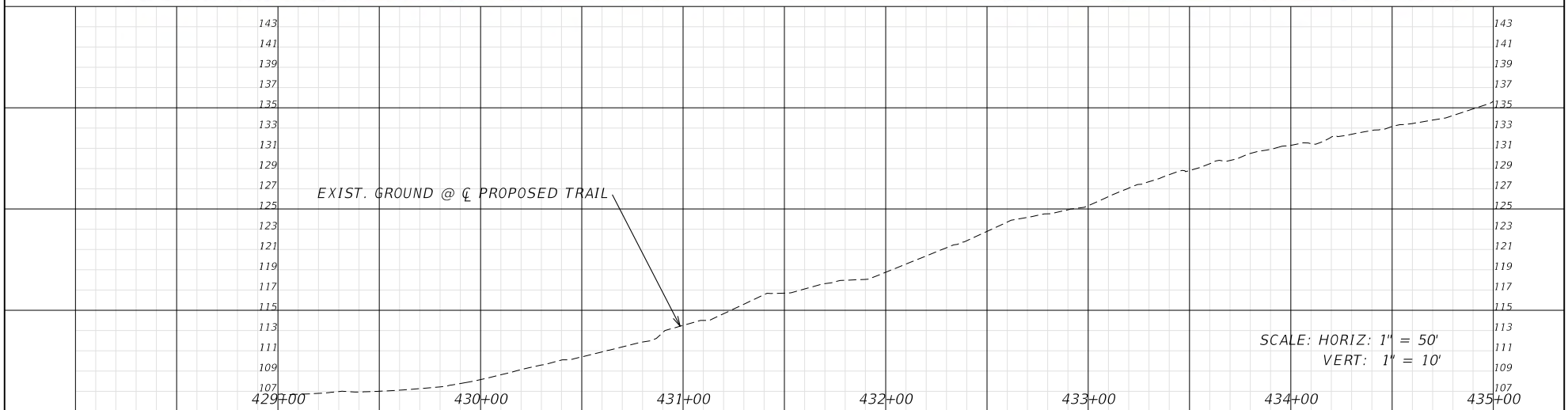
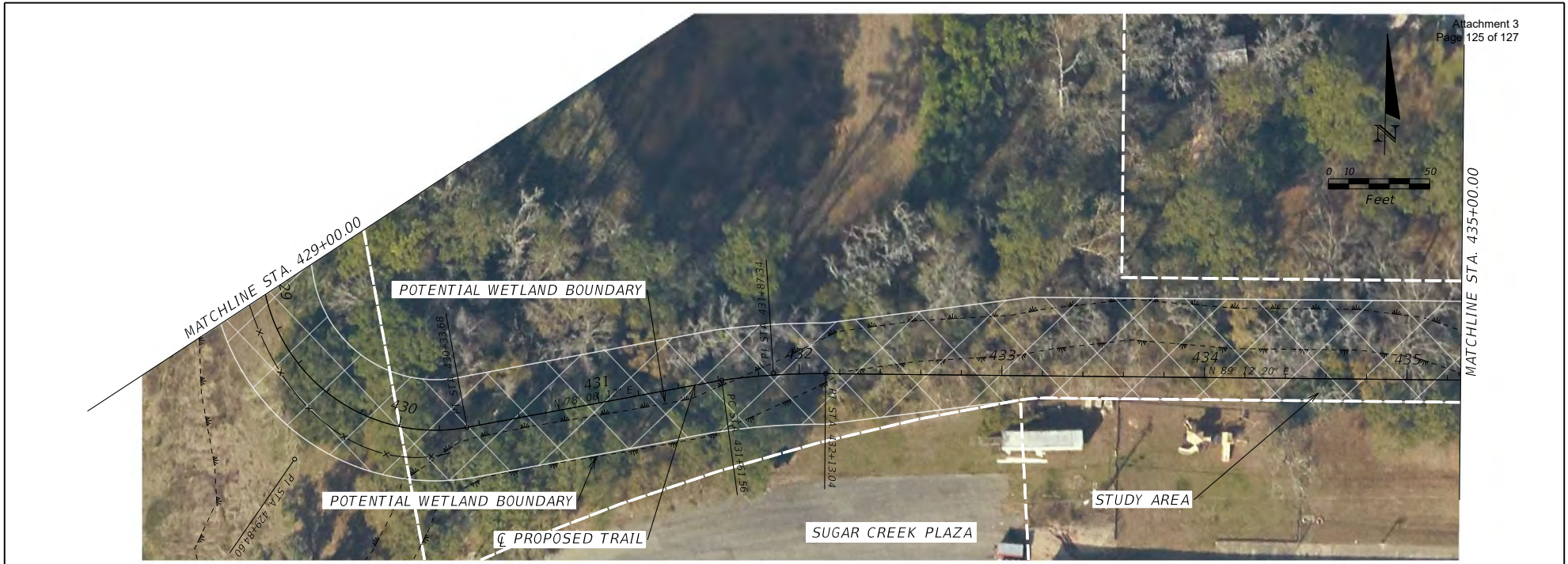


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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		

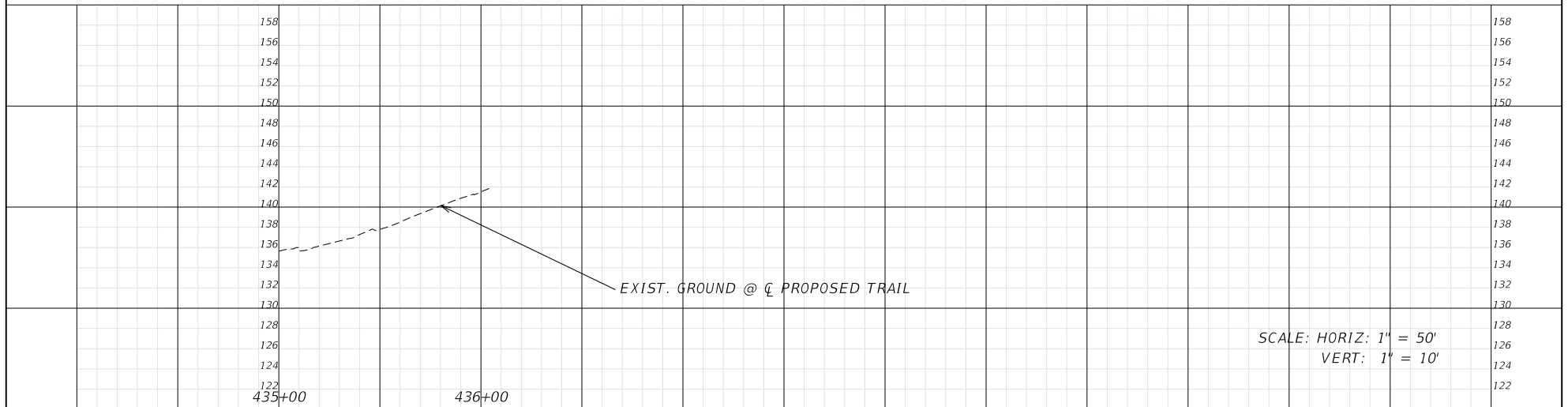


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REVISIONS				JARROD M. LEE, P.E. P.E. LICENSE NUMBER 88715 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PLAN / PROFILE LOC. 3 SUGAR CREEK	SHEET NO. 6
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY		
						FINANCIAL PROJECT ID		



SCALE: HORIZ: 1" = 50'
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REVISIONS				JARROD M. LEE, P.E. P.E. LICENSE NUMBER 88715 GRESHAM SMITH 2073 SUMMIT LAKE DRIVE, SUITE 155 TALLAHASSEE, FL 32317	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN / PROFILE LOC. 3 SUGAR CREEK	SHEET NO.
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Attachment 15 - Study Location 3 - Preliminary Hardscape/Landscape Concept

STATUS UPDATE ON THE NORTHEAST CONNECTOR CORRIDOR: BANNERMAN ROAD PROJECT

This attachment to the February 18, 2021 Project Update item provides a status update on the Blueprint Northeast Connector Corridor: Bannerman Road Project, including draft typical sections that will be presented to the public at the upcoming community engagement activities scheduled for the week of February 27, 2021.

Based on the results of a Traffic Feasibility Analysis and IA Board direction provided at the September 18, 2020 meeting, the project will relieve congestion by widening Bannerman Road from Quail Common Drive to Preservation Road, and improve bicycle and pedestrian access from Thomasville Road to Meridian Road. Over the last four months a substantial amount of progress has been made on the project including multiple in-person and virtual community engagement events. A virtual public meeting room and presentation describing the project and detailing the results of the Traffic Feasibility Study has been available since November 7, 2020, and a survey to determine corridor preferences is currently active. Three community events are scheduled for the week of February 27, 2021, and based on feedback received and continued technical analysis, the project team will continue to refine the typical roadway sections. The recommended typical roadway sections will be presented to the IA Board in spring 2021 for selection of a Preferred Typical Section for each of the three segments of the Bannerman Road corridor, which will guide final design of the planned improvements.

Background

The Northeast Connector Corridor: Bannerman Road Project is one of the 27 Blueprint 2020 Infrastructure projects. It was prioritized by the IA Board at the February 21, 2017 meeting and identified for advance funding through the approval of both the FY 2019 – 2024 Implementation Plan at the June 21, 2018 meeting and subsequently the FY 2019 budget at the September 20, 2018 meeting. The project map is included below:



Existing Conditions

Bannerman Road is a 4.2 mile roadway in northeast Leon County connecting Meridian Road and Thomasville Road. As a collector roadway, Bannerman Road serves to move traffic from local streets to arterial roads like Thomasville Road and supports the movement between residential and commercial areas. The majority of the roadway, 4.04 miles, is currently a two-lane, undivided corridor excepting the 0.24 mile section from Quail Common to Thomasville Road, which has been improved to a four-lane divided facility with a median. Most of the corridor lacks pedestrian and bicycle facilities, and the roadway profile is rural with open swales for drainage. No stormwater treatment is provided for the roadway other than minimal detention time in grassed ditches. Lighting is also absent from the majority of the roadway with the exception of some overhead street lighting at the Preservation Road intersection. The existing lanes are 11 feet wide and the unpaved graded shoulders vary in width along the corridor. The roadway was repaved approximately 10 years ago and the pavement, lane markings and striping are all in fair condition. Portions of Bannerman Road have been expanded at intersections with North Meridian Road, Preservation Road, Bull Headley Road and Tekesta Drive. Improvements at these intersections include the addition of turn lanes, some curb and drainage structure installations, sidewalks, traffic signal upgrades and signing and pavement markings.

Blueprint Project Status

The Northeast Connector: Bannerman Road project is intended to relieve congestion by widening Bannerman Road and improving bicycle and pedestrian access from Thomasville Road to Meridian Road. Additional components of the project include three sidewalk extension projects in the neighborhood surrounding Bannerman Road, and expansion of the Greenways System by constructing the Meridian Road Trail from Bannerman Road south to Lake Overstreet.

At their September 20, 2018 and June 27, 2019 meetings, the IA Board directed Blueprint to evaluate widening Bannerman Road to four lanes from Tekesta Road to Meridian Road. The results of this Traffic Feasibility Analysis were presented at the September 17, 2020 meeting. This technical analyses included an existing and projected future traffic volume analysis, safety study, and development of preliminary cost estimates, to determine the need for, and feasibility of, widening Bannerman Road west of Tekesta Drive. To determine existing vehicular capacity as well as future needs through year 2045, the Feasibility Analysis accounted for changes in the transportation network, including the construction of the Orchard Pond Parkway, as well as the increase in residential and commercial development at Bannerman Crossing and throughout the corridor, that have occurred since the completion of the Leon County 2012 Bannerman Road Corridor Study. Because widening from Thomasville Road to Tekesta Drive was previously recommended and included in the Blueprint project, the Feasibility Analysis focused on traffic conditions and future projections to determine the need for widening from Tekesta Drive to Meridian Road.

Based on the results of the Feasibility Analysis, future traffic along Bannerman Road west of Tekesta Drive is anticipated to exceed existing vehicle capacity by 2045. Table 1, below,

summarizes the traffic analysis results, which illustrate the volume over capacity (V/C) ratio exceeding 1.0 indicating the roadway is over capacity in 2045 on the two-lane sections of Bannerman Road, From Meridian Road to Tekesta Drive.

Table 1. Bannerman Road Traffic Capacity Analysis Results, 2025 – 2045

No Build (Tekesta to Thomasville 4-laned)										
2025 to 2045 Peak Hour Peak Direction Segment Analysis Overview										
Segment	Limits	Number of Lanes	LOS Standard	Adjusted Service Volume	Peak Hour Peak Direction Volume			V/C Ratio		
					2025	2035	2045	2025	2035	2045
1	N. Meridian Road to Preservation Road	2U	D	560	457	551	663	0.82	0.98	1.18
2	Preservation Road to Tekesta Drive	2U	D	720	611	729	870	0.85	1.01	1.21
3	Tekesta Drive to Thomasville Road (Planned Widening to 4 Lanes - No Build Scenario)	4D	D	1,638	959	1,036	1,119	0.59	0.63	0.68

**Yellow indicates segment is approaching capacity; red indicates segments exceeding capacity.*

To mitigate future traffic congestion, improve safety, and increase multimodal accessibility, widening Bannerman Road to four lanes from Tekesta Drive westward to Preservation Road, and adding a median and turn lanes to the two-lane roadway from Preservation Road westward to Meridian Road was recommended and subsequently approved by the IA Board. Specifically, the following improvements for Segments 1 and 2 of Bannerman Road at the September 17, 2020 meeting were approved by the IA Board:

Segment 1 (Meridian to Preservation): includes maintaining a two-lane roadway from North Meridian Road to Preservation Road separated by a raised median to provide for turn lanes throughout the corridor. Also, the safety provided for vehicles traveling along this section of Bannerman Road by constructing turn lanes within the median was taken into account in this recommendation. The proposed median turn lanes may reduce rear-end collisions. The proposed sidewalk and trail will increase pedestrian safety. The median will also provide aesthetic landscaping and vegetation along the corridor.

Segment 2 (Preservation to Tekesta): includes widening to four lanes from Preservation Road to Tekesta Drive, as well as adding a raised median. The enclosed curb and gutter drainage system reduces the additional right-of-way needed to construct the roadway. Along the south side of Bannerman Road, the Cawthon Development, through a development agreement with Leon County, has been working with Blueprint to donate a total of approximately four acres of right-of-way adjacent to the south side of Bannerman Road.

Draft Typical Roadway Sections

The improvements for the Bannerman Road corridor identified in the September 17, 2020 agenda item guided the development of the draft typical sections presented in this section. Three alternatives have been developed for each of the three roadway segments:

Alternative A: For each segment, this alternative represents the least property and right-of-way impacts to surrounding residents and neighborhoods. Alternative A provided the

needed vehicular improvements identified through the Traffic Feasibility Analysis, described above, as well as the desired multimodal improvements to provide connectivity and accessibility for people along the corridor.

Alternative B: For each segment, this alternative provides the needed vehicular improvements identified through the Traffic Feasibility Analysis, and expands the off-road multimodal facility options. Alternative B includes a micromobility lane south of the roadway for bicyclists and motorized micromobility devices, including golf carts, scooters, and electric bikes. Speed limits consistent with local and state requirements would be posted along the off-road micromobility lane. North of the roadway, a shared-use path for pedestrians is provided.

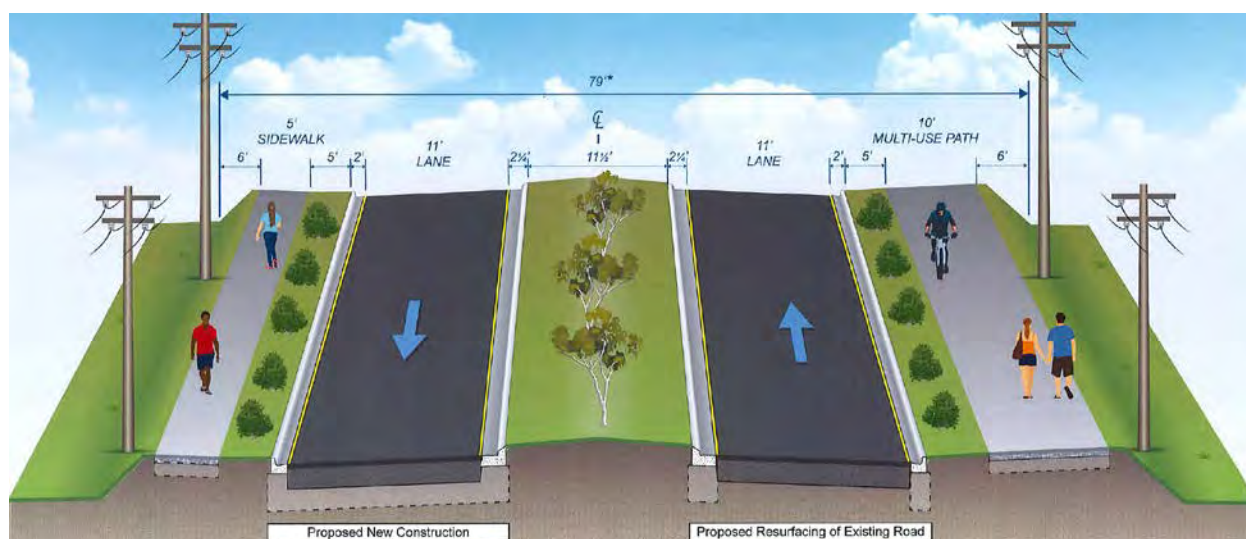
Alternative C: For each segment, this alternative provides the needed vehicular improvements identified through the Traffic Feasibility Analysis, and expands the on-road multimodal facility options. Alternative C includes an on-street micromobility lane for bicyclists and motorized micromobility devices, including golf carts, scooters, and electric bikes. As illustrated, this facility would be delineated with pavement marking, paint, and other treatments and may be determined to increase safety and visibility. North of the roadway, a shared-use path for pedestrians is provided.

For each segment, the following graphics illustrate specific improvements for consideration:

Segment 1: Meridian Road to Preservation Road

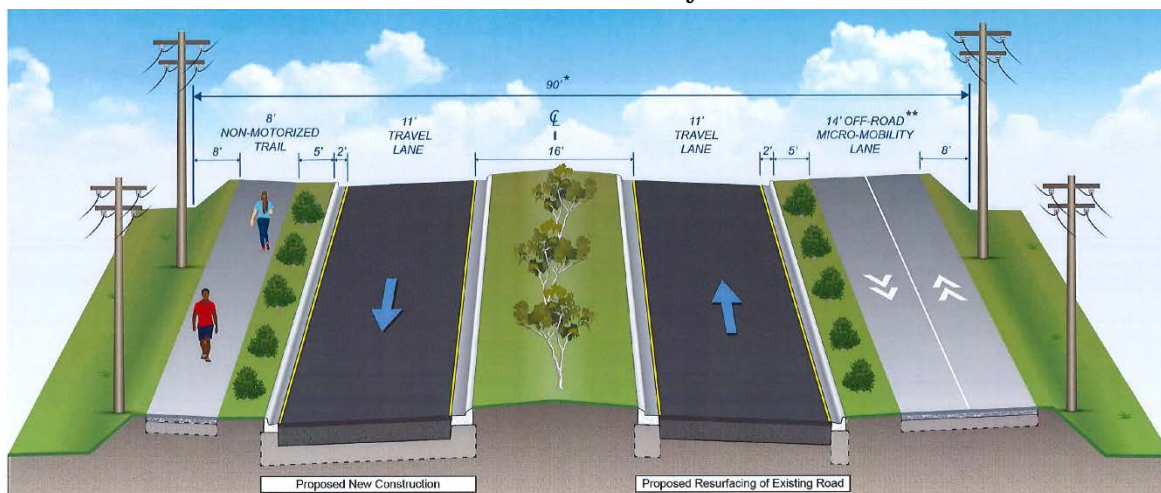
For Segment 1, all alternatives presented below widen Bannerman Road to the north of the existing roadway. The southernmost existing vehicle lane will be maintained as part of the final improvements, with the addition of curb and gutter. Based on existing 40' maintained right-of-way along this segment, all alternatives illustrated below will require the acquisition of a minimum of 39' of additional right-of-way.

- Alternative A: Two-lane road with raised median and turn lanes, sidewalk, and multiuse trail.



**Existing maintained right-of-way along Segment 1 is approximately 40 feet.*

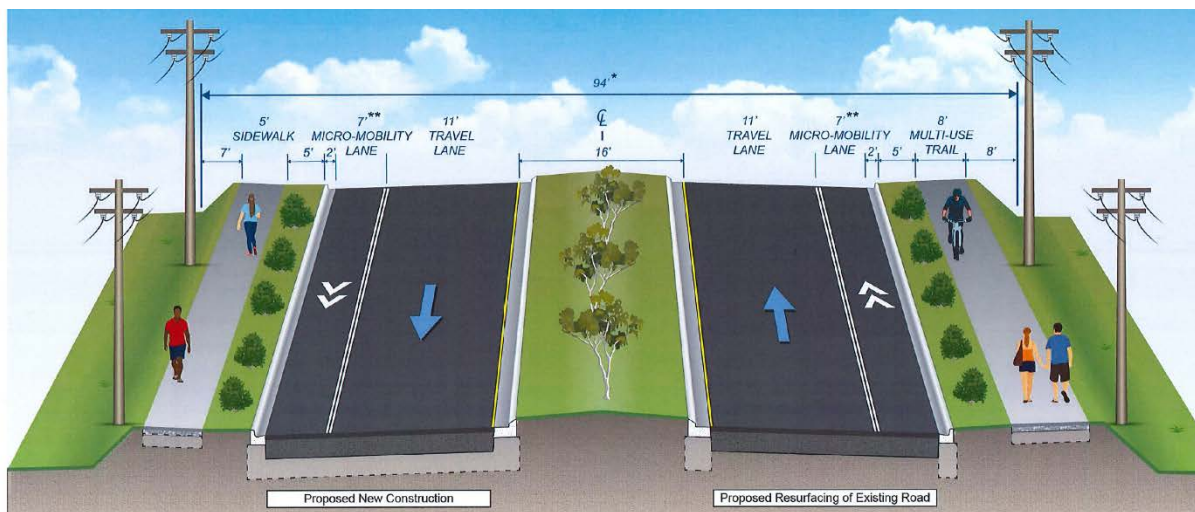
- Alternative B: Two-lane road with raised median and turn lanes, multiuse path, and dedicated off-road motorized vehicle facility.



**Existing maintained right-of-way along Segment 1 is approximately 40 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

- Alternative C: Two-lane road with raised median and turn lanes, multiuse path, and dedicated on-road micro-mobility lane.



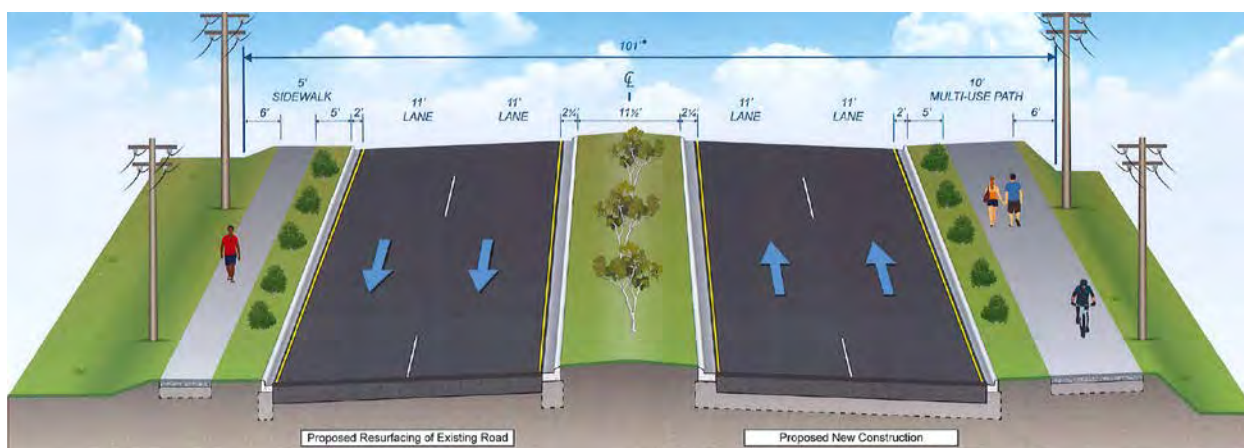
**Existing maintained right-of-way along Segment 1 is approximately 40 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

Segment 2: Preservation Road to Tekesta Drive

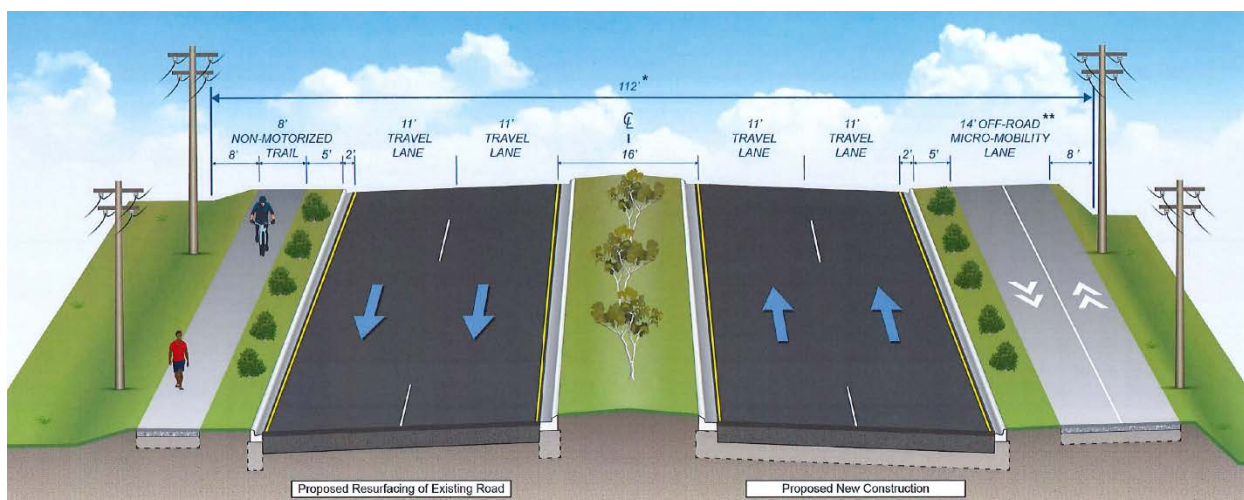
For Segment 2, all alternatives presented below widen Bannerman Road to the south of the existing roadway. The two existing vehicle lanes will be maintained as part of the final improvements, with the addition of curb and gutter. Based on existing 100' maintained right-of-way along this segment, coupled with the land donation resulting from the Cawthon Development agreement, Alternative A will result in the least impact to properties along the corridor as well as the least expensive right-of-way acquisition costs compared to other alternatives. Alternatives B and C will require the acquisition of an additional 12' to 16' of right-of-way.

- Alternative A: Four-lane road with raised median and turn lanes, sidewalk, and multiuse trail.



**Existing maintained right-of-way along Segment 2 is approximately 100 feet.*

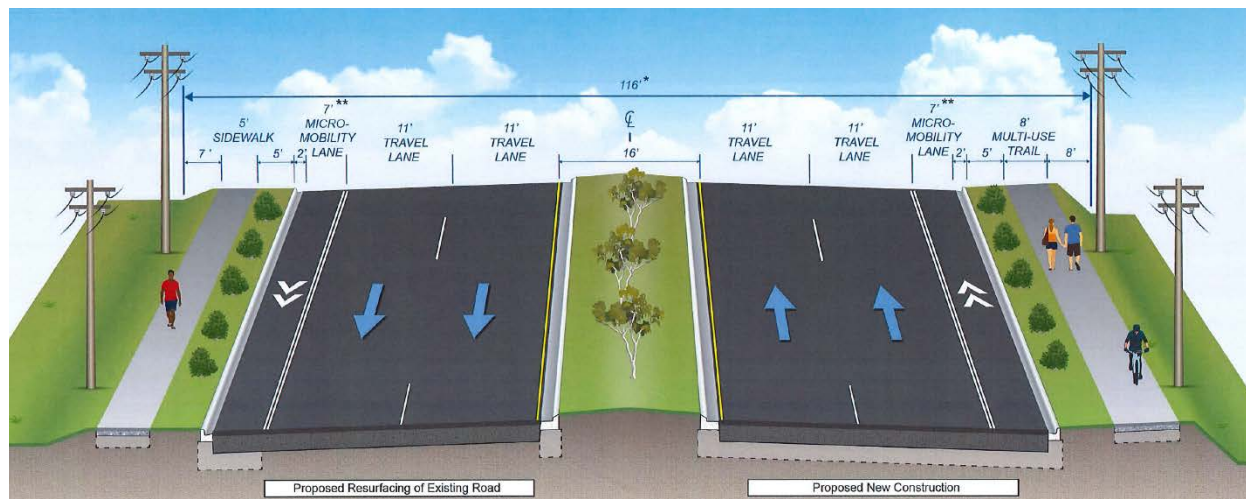
- Alternative B: Four-lane road with raised median and turn lanes, multiuse path, and dedicated off-road motorized vehicle facility.



**Existing maintained right-of-way along Segment 2 is approximately 100 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

- Alternative C: Four-lane road with raised median and turn lanes, multiuse path, and dedicated on-road micro-mobility lane.



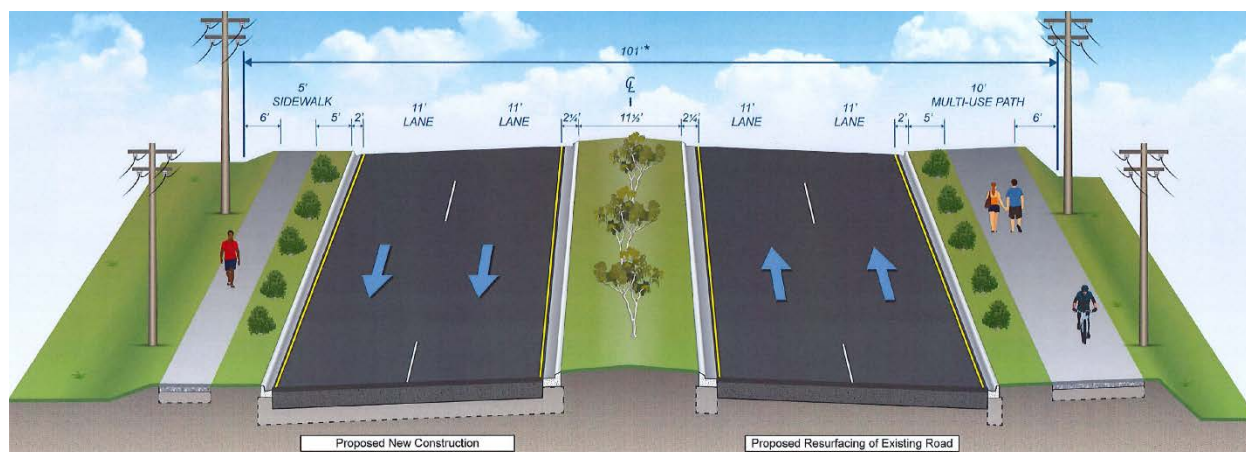
**Existing maintained right-of-way along Segment 2 is approximately 100 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

Segment 3: Tekesta Drive to Quail Common Drive

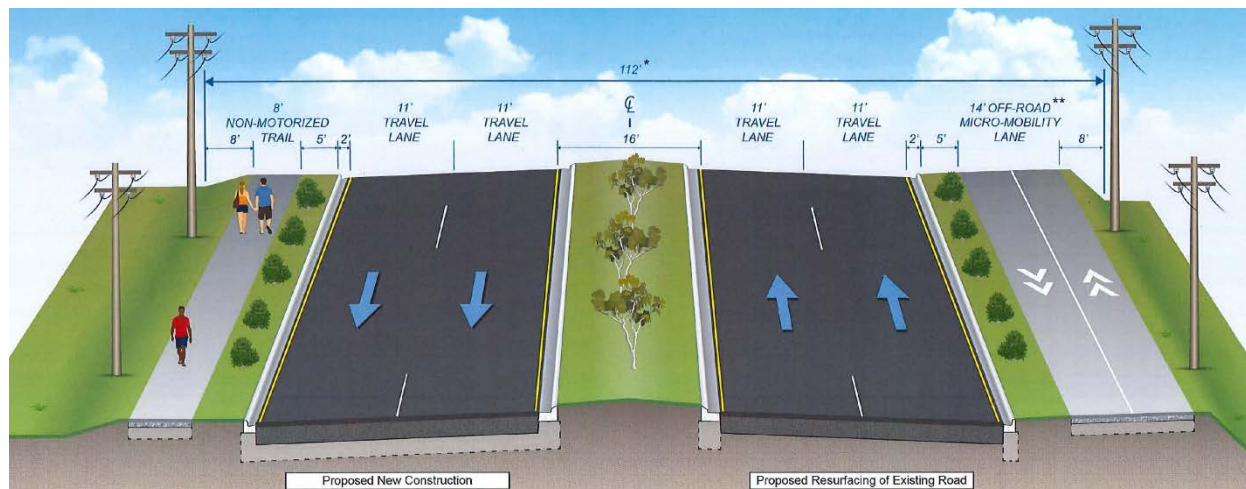
For Segment 3, all alternatives presented below widen Bannerman Road to the north of the existing roadway. The two existing vehicle lanes will be maintained as part of the final improvements, with the addition of curb and gutter. Based on existing 100' maintained right-of-way along this segment, Alternative A will result in the least impact to properties along the corridor as well as the least expensive right-of-way acquisition costs compared to other alternatives. Alternatives B and C will require the acquisition of an additional 12' to 16' of right-of-way.

- Alternative A: Four-lane road with raised median and turn lanes, sidewalk, and multiuse trail.



**Existing maintained right-of-way along Segment 3 is approximately 100 feet.*

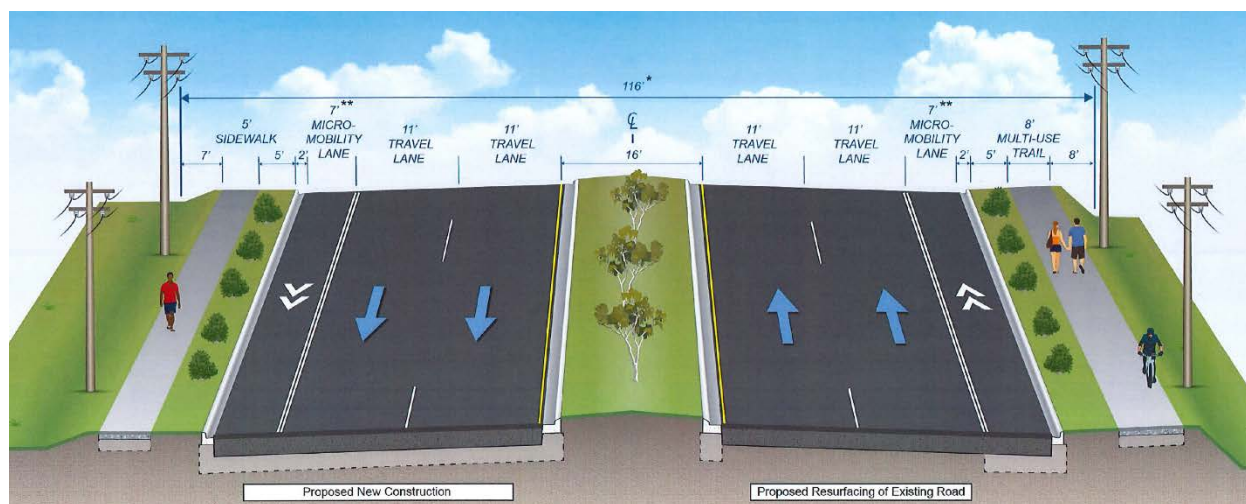
- Alternative B: Four-lane road with raised median and turn lanes, multiuse path, and dedicated off-road motorized vehicle facility.



**Existing maintained right-of-way along Segment 3 is approximately 100 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

- Alternative C: Four-lane road with raised median and turn lanes, multiuse path, and dedicated on-road micro-mobility lane.



**Existing maintained right-of-way along Segment 3 is approximately 100 feet.*

***Allowable uses: bicycles and motorized vehicles limited to 15mph, including golf carts, electric bikes, and others meeting operating criteria*

Estimated Costs

Corresponding to the alternatives presented above, estimated costs for various improvements have been developed for consideration. These estimates account for estimated right-of-way acquisition costs, stormwater, and construction costs. The costs will be refined as design progress.

The estimated cost of improvements identified in Alternative A is approximately \$46.4 million. This cost is consistent with estimates presented at the IA Board at the September 17, 2020 meeting. The two additional alternatives developed, Alternatives B and C, will require greater property acquisition to construct improvements, which has increased the estimated costs of construction these alternatives. Alternative B (Off-road micromobility lane) will cost an additional \$6.4 million to construct and Alternative C (On-road micromobility lane) will cost an additional \$8.7 million to construct compared to Alternative A. Table 2, below summarizes the improvements by alternative and the estimated cost of each:

Table 2. Bannerman Road – Improvements Options and Estimated Costs

Alternative	Description	Total Estimated Cost (All Segments)
A	Widens to Four Lanes to Preservation, Median with turn lanes to Meridian, Closed Drainage, Multiuse Trail and Sidewalk	\$46,419,000
B	Widens to Four Lanes to Preservation, Median with turn lanes to Meridian, Closed Drainage, Off-road Micromobility Lane and Multiuse Trail	\$52,762,000
C	Widens to Four Lanes to Preservation, Median with turn lanes to Meridian, Closed Drainage, On-road Micromobility Lane and Multiuse Trail	\$55,068,000

Additional components of the project include three sidewalk extension projects in the neighborhood surrounding Bannerman Road, and expansion of the Greenways System by constructing the Meridian Road Trail from Bannerman Road south to Lake Overstreet. Table 3, below, details the total estimated cost of the Northeast Connector Corridor project, compared to the current budget approved by the IA Board in the FY 2021 budget.

Table 3. Northeast Connector Corridor Project Cost Estimates, 2020

Project	Estimated Cost, Alternative A
Bannerman Road Improvements	\$46,419,000
Sidewalk Improvements	\$700,000
Meridian Greenway	\$5,000,000
Total	\$52,119,000
FY 2019-2024 Budget	\$39,000,000
Funding Surplus/Deficit	-\$13,119,000

The development of cost estimates for all Segment 2 alternatives assumes the donation of right-of-way and stormwater capacity for Bannerman Road by the Cawthon Development. Additionally, the Cawthon Development has agreed to provide stormwater capacity for the Bannerman Road improvements adjacent to the development in the

development's on-site stormwater treatment facility. This right-of-way donation and stormwater treatment capacity for the Bannerman Road improvements has reduced the anticipated cost of improvements to Segment 2, Bull Headley to Tekesta Drive.

Based on the current project budget of \$39 million, funding options include increasing planned bond funding for this project, or using sales tax revenue to fund the expanded project improvements.

Blueprint will bring back an analysis of funding with options for IA Board consideration through the Fiscal Year 2022 budget process. Current project funding, including allocations approved through the FY 2021 budget, are sufficient to maintain project progress and complete critical analyses that will assist in refining estimated costs and funding options for the project over the next year.

Community Engagement

Community Engagement Program

There are three overarching goals to support Blueprint 2020 Community Engagement efforts. They are:

1. Widely disseminate, clear, complete, and timely information to the residents, stakeholders, affected agencies, and interested parties regarding the overall Blueprint 2020 program as well as the individual Agency plans, projects and programs.
2. Create an open and ongoing two-way public involvement process that ensures comprehensive resident, stakeholder, agency, and interested party input into and full participation in plans, projects, and programs.
3. Achieve early involvement and maintain continuous involvement of the public in the development of plans, projects, and programs.

Project Website

A project website (www.bannermanrd.com) has been created in order to promote and support public engagement with the Bannerman Road project. The website contains an overview of the project, its schedule, related documents and links, community engagement to include podcasts, contact information, and an opportunity to make comments. Currently, a virtual public meeting room and presentation describing the project and detailing the results of the Traffic Feasibility Study has been available since November 7, 2020, and a survey to determine corridor preferences is currently active via the website.

In particular, the virtual meeting room has allowed Blueprint to interface with a substantial number of people, particularly during the COVID-19 pandemic. Over the past two months, a total of 335 individual users have visited the virtual meeting, spending an average time of six minutes each perusing the website:



Community Focus Group

A Bannerman Road Community Focus Group (CFG) has met three times since the September 18, 2020 IA Board meeting. The mission of the CFG is to focus on study issues that are of main importance to the local community. A representative from all existing homeowner associations and churches along the Bannerman Road corridor have been invited to participate in the CFG, as well as area business representatives, and two “at large” positions. The CFG will provide assistance with community awareness of project goals as well as in identifying improvements that meet the project’s objectives. Discussions with the CFG throughout the life of the project help the project team refine alternatives and inform the CFG regarding constraints placed on a conceptual design by standards and criteria. This group will not be a voting board nor act as advisory board and therefore will not be governed by the State of Florida’s Sunshine laws.

Next Steps

Three community events are scheduled for the week of February 27, 2021, and based on feedback received and continued technical analysis, the project team will continue to refine the typical roadway sections. The recommended typical roadway sections will be presented to the IA Board in spring 2021 for selection of a Preferred Typical Section for each of the three segments of the Bannerman Road corridor, which will guide final design of the planned roadway and multimodal improvements.

Following approval of the typical sections for Bannerman Road, Blueprint will proceed with final roadway design, which is expected to be complete in spring 2022.

February/March 2021:

Community Engagement activities to receive feedback on draft typical sections.

April 2021:	Presentation of updated typical sections to IA Board.
May 2021:	<p>Request approval of a recommended typical section to move forward into the design phase and update of the Final Engineering Report for the corridor.</p> <p>Fiscal Year 2022 Budget Workshop to provide direction on funding options for the Northeast Connector Corridor project.</p>
September 2021:	Approval of the Fiscal Year 2022 Budget.
Winter 2021:	Presentation of 30% design plans (final concept) for IA Board review and approval.
Spring 2022:	Staff will complete the design and permitting for the project and begin to acquire necessary right-of-way consistent with the approved design.

NE Gateway Shamrock St S - Signalized

January 2021



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






 Celebration Baptist Church

Shamrock Street South

Centerville Road

Shamrock Street Extension

Legend

-  Church
-  Shamrock Street Extension Centerline (S)
-  Shamrock Street Extension Right-of-Way (S)
-  Roadway
-  Welaunee Greenway
-  Parcels
-  Floodplain
-  Wetlands

NE Gateway Shamrock St S - Roundabout

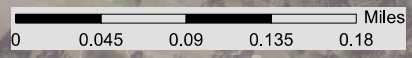
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▲ Celebration Baptist Church

Shamrock Street South

Centerville Road

Shamrock Street Extension

Legend

▲ Church

— Shamrock Street Extension Centerline (R)

----- Shamrock Street Extension Right-of-Way (R)

— Roadway

■ Welaunee Greenway

□ Parcels

□ Floodplain

□ Wetlands

NE Gateway Roberts Rd Swing - Signalized

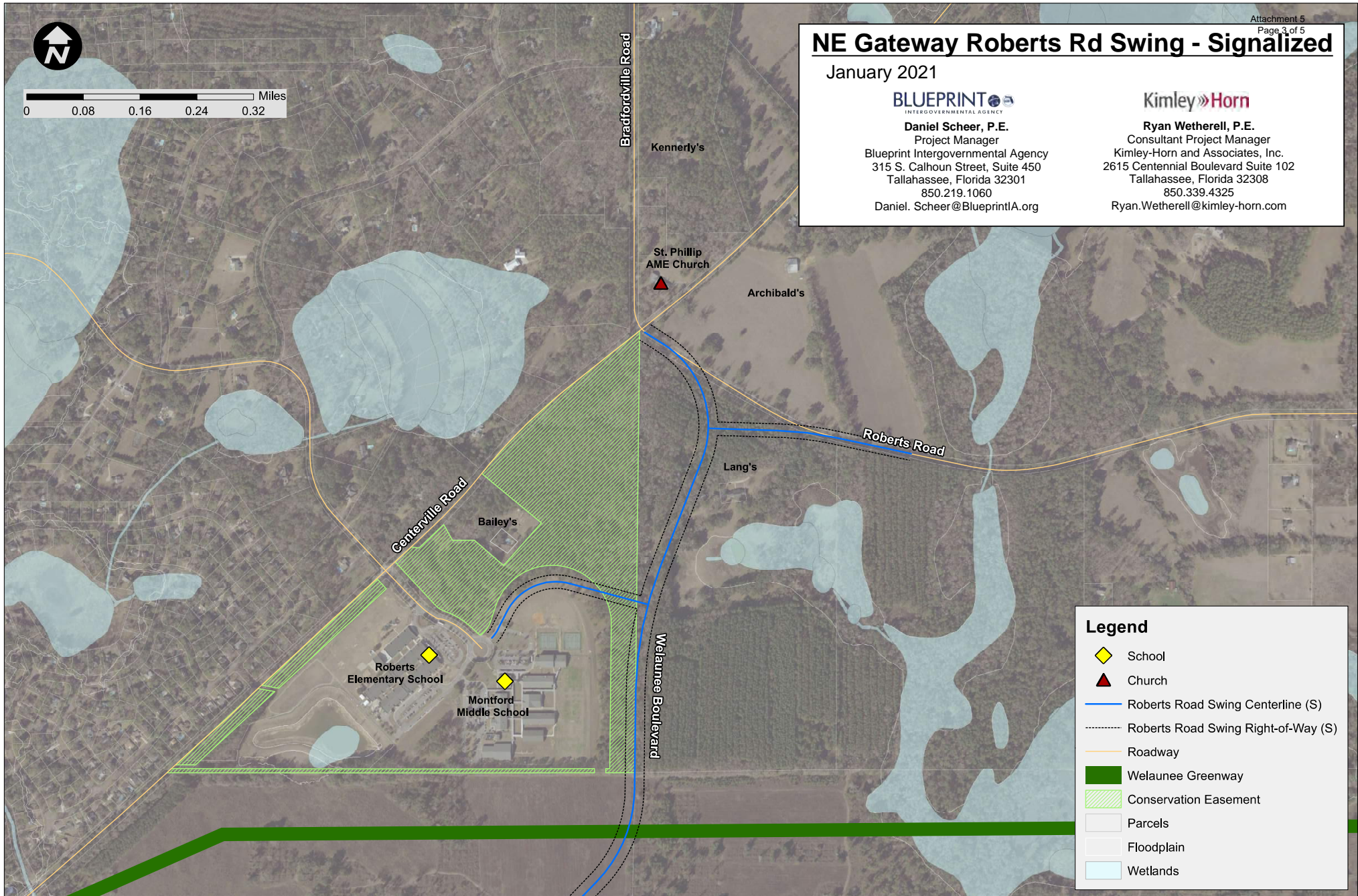
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NE Gateway Roberts Rd Swing - Roundabout

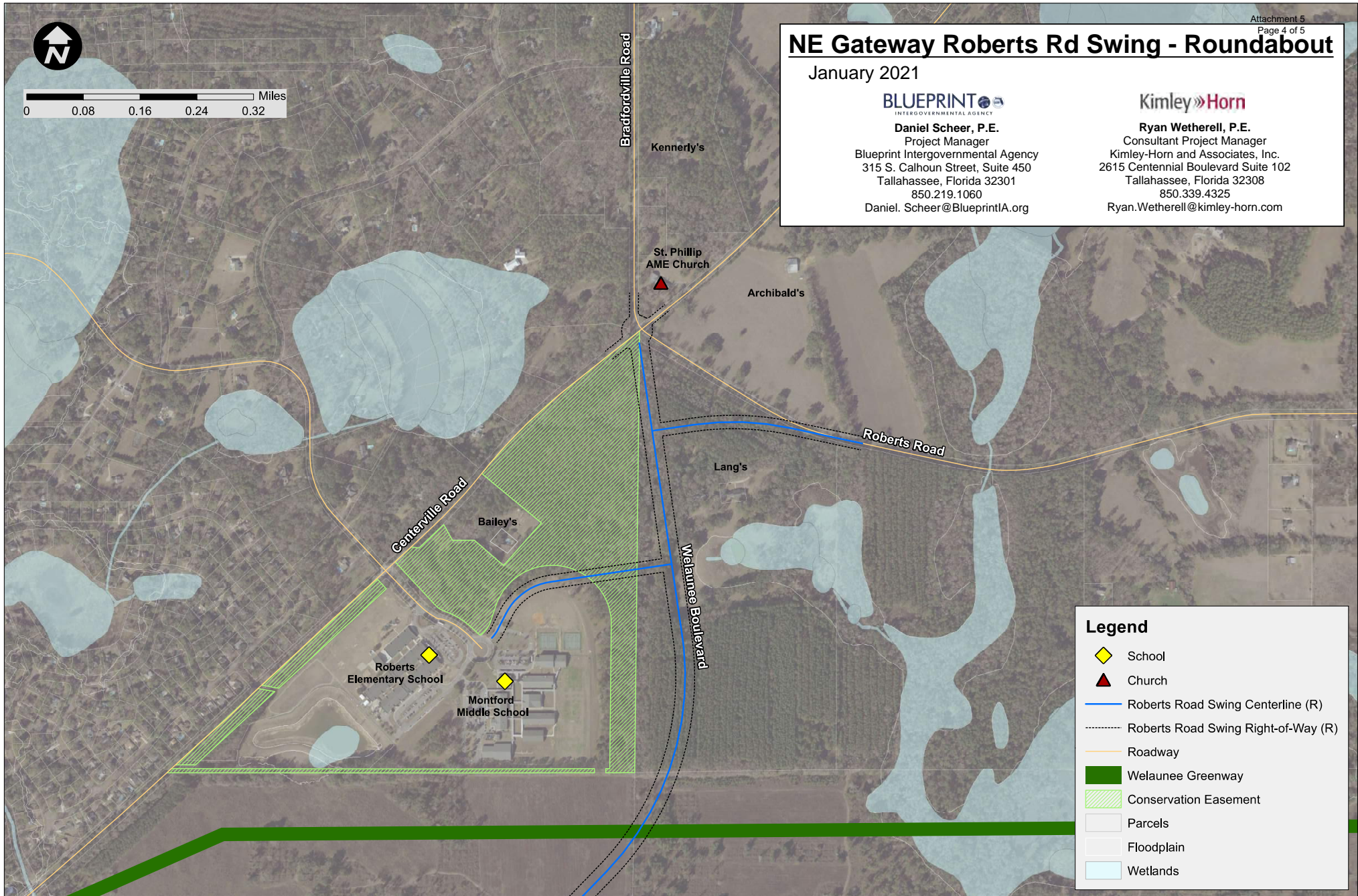
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NE Gateway Centerville Rd Swing

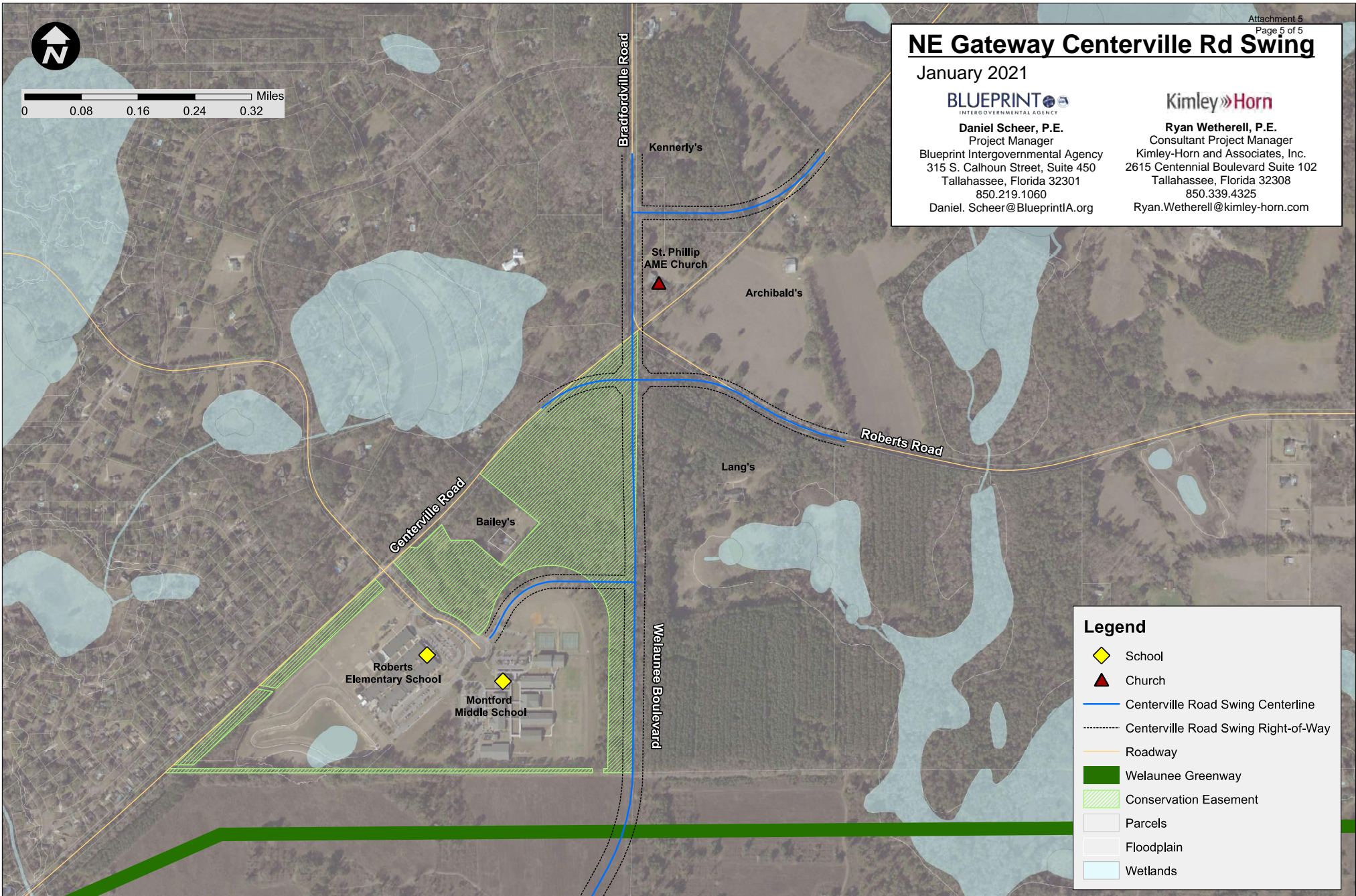
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Blueprint Intergovernmental Agency Technical Coordinating Committee Agenda Item #3

February 1, 2021

Title:	Review of the Capital Cascades Trail Segment 3 Skateable Art Design Plan
Category:	Consent
Department:	Blueprint Intergovernmental Agency
Lead Staff /	Benjamin H. Pingree, Director, Department of PLACE
Project Team:	Autumn Calder, Director, Blueprint Daniel Scheer, Design and Construction Manager, Blueprint

STATEMENT OF ISSUE:

This Agenda Item requests the Blueprint Technical Coordinating Committee provide a recommendation to the Intergovernmental Agency Board of Directors (IA Board) regarding the Capital Cascades Trail Segment 3 Skateable Art Design Plan (Plan). The Plan will be presented at the February 18, 2021, Blueprint Intergovernmental Agency Board Meeting.

FISCAL IMPACT

This item has no fiscal impact.

TCC RECOMMENDATION:

Recommend the approval of the Capital Cascades Trail Segment 3 Skateable Art Design Plan. The TCC may wish to provide comments for consideration by the IA Board at their February 18, 2021 meeting.

Attachment:

1. Capital Cascades Trail Segment 3 Skateable Art Design Plan Draft IA Board Agenda Item

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Blueprint Intergovernmental Agency Board of Directors Agenda Item 6

February 18, 2021

Title: Approval of the Capital Cascades Trail Segment 3 Skateable Art Design Plan

Category: General Business

Intergovernmental Management Committee Vincent S. Long, Leon County Administrator
Reese Goad, City of Tallahassee Manager

Lead Staff / Project Team: Benjamin H. Pingree, Director, Department of PLACE
Autumn Calder, Director, Blueprint
Daniel Scheer, Blueprint Design and Construction Manager
Susan Tanski, Senior Project Manager

STATEMENT OF ISSUE:

This agenda item requests the Blueprint Intergovernmental Agency Board of Directors (IA Board) approve the Design Plan for the Capital Cascades Trail Segment 3 Skateable Art Project. The Design Plan is included as Attachment #1. As this is a design-build project, if the Design Plan is approved by the IA Board, Blueprint will continue to advance the project into construction which is scheduled to begin in spring of 2021.

FISCAL IMPACT:

This item does not have a fiscal impact. This project is funded through existing project budget allocations and has an executed contract for design and construction in the amount of \$1,091,800. Funding for design-build services was approved by the IA Board at the September 20, 2018 meeting.

RECOMMENDED ACTION:

Option 1: Approve the Capital Cascades Trail Segment 3 Skateable Art Design Plan.

SUPPLEMENTAL INFORMATION:

EXECUTIVE SUMMARY

The Skateable Art Project concept along Capital Cascades Trail Segment 3 was approved by the IA Board in February 29, 2016. The concept from 2016 is included as Attachment #2. In September 2018, the IA Board authorized \$1.5 million for the design and construction of the Skateable Art as an amenity. In spring 2020, Team Pain Enterprises Inc. was selected as the highest ranked, design-build firm through a competitive RFQ/RFP process. A contract was executed on August 26, 2020 for an amount not to exceed \$1,091,800. As this is a design-build project, if the Design Plan is approved by the IA Board, Blueprint will continue to advance the project into construction which is scheduled to begin in spring of 2021.

Public outreach for the project began on July 3, 2018, whereby Blueprint staff facilitated a community meeting with the local skating community to begin the collection of ideas for the skateable art project. More intensive community engagement and input occurred on November 18, 2020 and on January 20, 2021, details of which are provided in the Public Engagement Section of this agenda item. Since contract execution, the project team has performed a significant amount of coordination with the City of Tallahassee Electric Department, Underground Utilities and Public Infrastructure, and Community Beautification & Waste Management Services who will be the maintaining entity.

As described thoroughly in this agenda item, the design plan provides a world class skate park that embraces artistic elements features meeting the goals of the project as well as Blueprint's mission to create a sense of place. The feature once constructed, will be a signature skate park that enhances the local community skate opportunities, complements the surrounding landscape, and will serve as a landmark symbolizing creativity and innovation in Tallahassee. Approaching 300 feet in length, the size and shape of the Skateable Art Park itself is unique, and it includes the longest snake run feature in Florida stretching roughly 225 feet. The park includes a custom sculptural shade structure and has nine main obstacles that double as iconic art as presented below in Figure 1. The design plan is also included as Attachment #1 in larger size.

Figure 1: Skateable Art Design Plan



LOCATION

The Skateable Art Park will be constructed adjacent to Cascade Trail and along FAMU Way, which transformed an open stormwater ditch into a linear park and trail with a number of amenities. The location is shown in Figure 2.

Figure 2: Location Map



DESIGN-BUILD PROCESS & CONTRACTOR SELECTION

Staff reached out to the Tony Hawk Foundation, a well-respected skateboard sporting advocacy organization, to develop a procurement strategy for the implementation of the project. Through this coordination and analysis of the project needs, it was determined that using a design-build contract approach would be the optimal process for creating a public skate park. The term, “design-build”, describes a hiring scenario in which one company is selected through a competitive process to perform both design and construction services. It is the simplest approach to skate park design and construction and tends to produce the highest quality facilities in the least amount of time. A primary benefit of design-build when building skate parks is that the same company that meets with the community to assess their skate park desires and needs are the same people in the field building that park. Design-build projects are typically implemented faster than design-bid-build projects, and administrative costs are also reduced with this process.

A Request for Qualifications (RFQ) was advertised on October 20, 2019 for design-build Services for the Capital Cascades Trail (CCT) Segment 3D Skateable Art Project and a subsequent Request for Proposals (RFP) was advertised on February 23, 2020. Presentations were held on April 20th, 2020 and Team Pain Enterprises Inc. (Team Pain) was the highest ranked firm. As a result the contract was executed on August 26, 2020 for an amount not to exceed \$1,091,800.

Team Pain is a Florida based skate park design-build specialist with over 35 years of skate park development. Working both nationally and internationally, the company is recognized as one of the industry leaders in custom poured in place concrete skate parks. To date, they have designed and constructed 33 custom municipal concrete skate parks in the state of Florida and provided over 350 skate structures and skate parks worldwide. The team consists of Team Pain Enterprises Inc., Skate Park Design-Build Specialist, Vickstrom Engineering, Flores Construction S&ME Landscape Architecture and the Tallahassee artist Kaiser/Von Roenn Studio Group.

Team Pain is a design-build company, and the company’s entire site crew consists of life long skaters or bmx riders. This ensures that the project is built to the exact specifications of the design. The Team Pain method is to constantly test parts of the park as they are being built to ensure that it is built to specification. Team Pain has shared that they find it very important that skateparks be built by individuals that use skateparks regularly so the builder understands, without a doubt, how every inch of the park should feel.

SKATEABLE ART DESIGN PLAN

The design functionality not only creates a local recreation asset to the community but delivers a well-recognized facility that will attract riders from around the world with competition level experience. This design provides not only an optimal riding experience for the park users, but also provides a visually stimulating space for spectators. The design draws inspiration from FAMU and the history and innovation of the surrounding area. The skate park design presents multiple lines of travel throughout the amenity, creating

a series of runs to keep skaters interested, engaged, challenged, and to allow for users of all skill levels. Multiple skaters will be able to use the amenity simultaneously.

What makes this park particularly unique is the size and shape. The majority of skate parks are more of a square or rectangle shape, making the distance one can travel in a straight line fairly minimal. Within Blueprint's new Skateable Art Park, if a park user wanted to, they could ride in a straight line for almost 500 feet without having to stop or turn around. According to Team Pain, this is absolutely unheard of and will attract people from faraway places.

Snake Run

The Skateable Art Park includes an incredible snake run feature. This snake run stretches roughly 225 feet, making it the longest snake run in Florida. The project team has made it a goal to make this snake run as accommodating to all skill levels and park users. At the entrance of the park is the most mellow and accommodating part of the snake run. It is shallow with easy going transitions and rolled top edges. This section of the snake run also features the iconic, 3-d snake sculpture standing above the park users. Around its midpoint, the snake run becomes more advanced with taller transitions, hips, quarter pipes, and grind-able surfaces. The main entrance of the Skateable Art Park will be home to a new, more skate friendly version of the Korean War memorial. This feature is an enhanced version of the popular destination Cascades Park but placed somewhere that would allow skatepark users to use it freely while keeping the original Korean War Memorial free of skatepark users. This entrance area also features a sculptural shade structure designed by Kenneth Von Roenn.

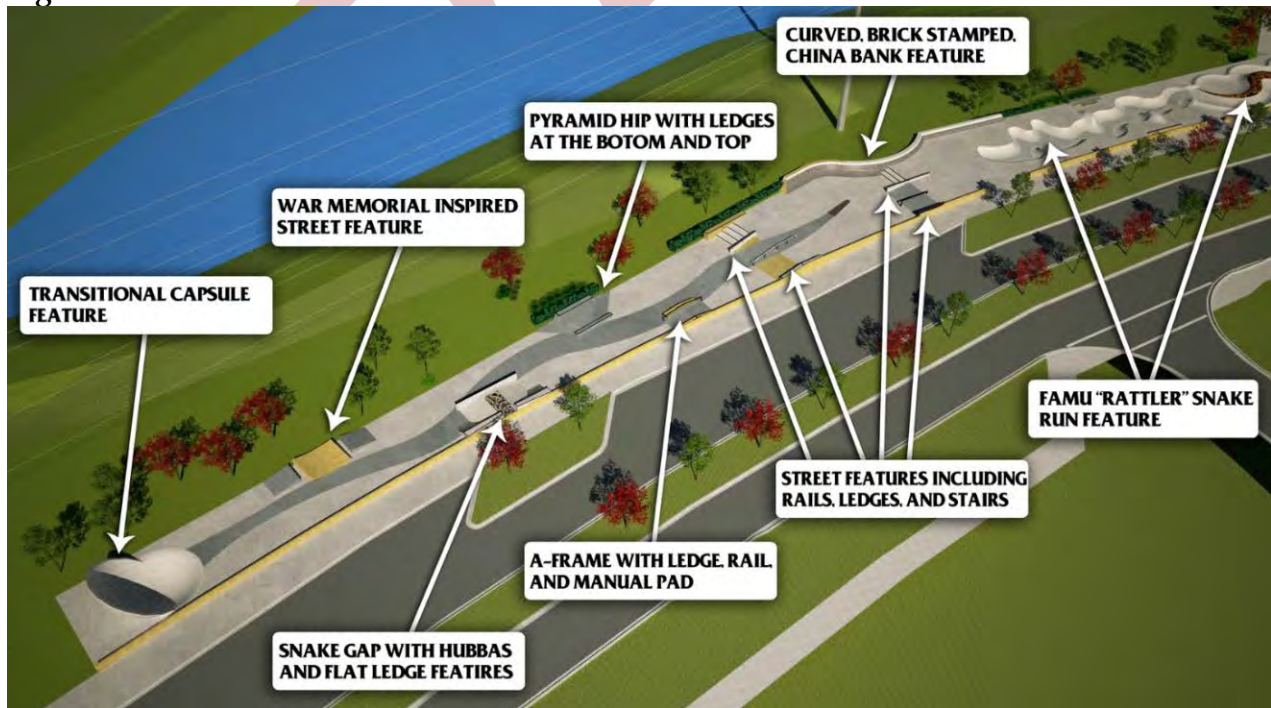
Figure 3. Snake Run



Street Course

As the park transitions from the snake run portion to the street section, the park turns slightly and creates a 300 foot long and linear street course featuring many obstacles. Users can interact with nine different obstacles in one continuous run. Each of these obstacles can be used in a plethora of ways, meaning that park users can choose from potentially thousands of ways to use this course. The street course section begins with an opening featuring a granite ledge, bank with down rail, flat bar, three stair set, and a custom brick stamped china bank wall. Beyond the china bank wall, users are greeted by a flat ledge with metal edges alongside a mellow, long, three stair. Next to the three stair is a wide bank with a large round rail on one side and flat to down rail on the other side. Completing this area is a euro gap and hubba ledge with metal edges. The next four main features are staggered to create the correct amount of spaces between obstacles to set up for and recover from performing tricks. The first of the four obstacles is an A-frame with A-frame ledge, A-frame rail, and low flat ledge/manual pad. This obstacle features acid stained/colored concrete. Beyond the A-frame obstacle is a pyramid shaped wedge hip. The flat ledge on top has been angled on both sides making this obstacle more usable than most ledges. Just past the pyramid hip is a creative piece featuring a jumpable gap. The last feature before turning around is another feature inspired by Tallahassee's Korean War Memorial. This is a reimagined version of the original and is wider, more mellow, and turned more onto its side. At the west end of the park we have a feature known as a "capsule". This semi sphere shaped transitional element can be hit from almost any direction and can be used to carve or air out of. This particular capsule was inspired by a famous piece of art in Paris.

Figure 4. Street Course



COST ESTIMATE

The project is within the original cost estimate per the design-build contract of \$1,091,800. Blueprint has issued the first letter of authorization for this contract in the amount of \$161,600 for conceptual design work and construction documents. A second letter of authorization will be issued for construction in the amount of \$970,200.

SITE COORDINATION

This design integrates into the adjacent Capital Cascades Trail, with equal emphasis and intentional consideration being given to the landscape design of the park as well as the skateable features. Using similar materials and styles, the landscape and hardscape at the skateable art park will visually integrate into the existing Capital Cascades Trail, FAMU Way, and the trail around Coal Chute Pond.

The Project site is located adjacent to high voltage transmission lines. Coordination with the City Electric Department began prior to releasing the RFP and has continued in earnest since the contract was signed. The design will not include features that would result in any persons entering the required clearance distance of the overhead transmission lines as defined in the National Electrical Safety Code (NESC). Coordination with the City of Tallahassee Electric Department will continue throughout. Electrical hazard signage for overhead line awareness will be installed as will grounding of conductive materials. Due to the proximity of this area to vehicular and pedestrian traffic, special consideration will be given to safety of the adjacent multi-use trail users. A few of the skateable features will be moveable and not permanently fixed features to allow for maintenance of the overhead transmission lines.

Coordination with City of Tallahassee Community Beautification & Waste Management Services, the maintaining entity for the park, is an integral part of this project. Key issues for maintenance include reducing opportunities for unwanted graffiti and reducing impacts to the horticulture staff through landscape choices. Coordination with City Underground Utility and Public Infrastructure department is ongoing through the project to collaborate with the adjacent FAMU Way project and to identify and resolve conflicts related to existing utilities, stormwater treatment, identification of construction staging areas, and to provide construction inspection services.

PUBLIC ENGAGEMENT

Community engagement began in 2018 prior to issuing the RFQ for the design-build contract. Over thirty skaters attended a meeting in July 2018 in ages ranging from elementary school to seasoned adult skaters. Ultimately, the group proposed a mix of features for a variety of skill levels, multiple runs, and features different from those at the City of Tallahassee's Blankenship Skate Park to provide variety. Staff also heard requests for additional amenities including a water fountain with a bottle filling station, a skateboard repair station, shading, non-skateable seating, lighting, drainage, and a charging station. Staff went on site to the Blankenship Skate Park to meet local skaters and began collecting feedback. In the fall of 2018, staff conducted the first community meeting which was attended by 40+ community members.

Since 2018, the project design process has continued to be highly collaborative in an effort to ensure the design incorporates the specific needs of the community. The design process has involved many skaters both nationally known and local community stakeholders to shape an artistic vision for the skateable art features. Alec Beck, Programs Manager, The Skatepark Project (Formerly the Tony Hawk Foundation) and Orly Vasquez with Phaze One skate shop have offered meaningful feedback and have assisted in efforts to seek grant funding.

Because of COVID-19, in 2020 Blueprint transitioned from the traditional open-house public engagement to a virtual format that enabled citizens to participate and see the proposed design concepts and converse with the design team. The pandemic slightly delayed the community engagement process, but through virtual resources, public feedback and ideas for the park were shared. The first community meeting was held November 18th, 2020. In all, 117 people logged into the virtual meeting. Participants were shown the conceptual site plan, were able to engage in multiple live chat sessions, and participate in an interactive survey. The survey was open from November 18th thru November 27, 2020 and 226 questionnaires were completed. The survey data is included as Attachment #3.

The second community engagement meeting was held January 20, 2021 and the park concept was shared with the thirty-one participants. Based on the conversation and chat session, the design was well received and no changes were suggested.

Both meetings were preceded by business outreach and robust traditional and social media outreach conducted by Blueprint, Team Pain, and City and County partners.

NEXT STEPS

Upon approval of the Design Plan (Option 1) by the IA Board, the project will continue on schedule to environmental permitting activities. As the project moves through design and the project team will continue to receive feedback from stakeholders and update the IA Board at critical milestones. Groundbreaking is scheduled for spring 2021, with construction completion anticipated in September 2021.

OPTIONS:

Option 1: Approve the Capital Cascades Trail Segment 3 Skateable Art Design Plan.

Option 2: IA Board Direction.

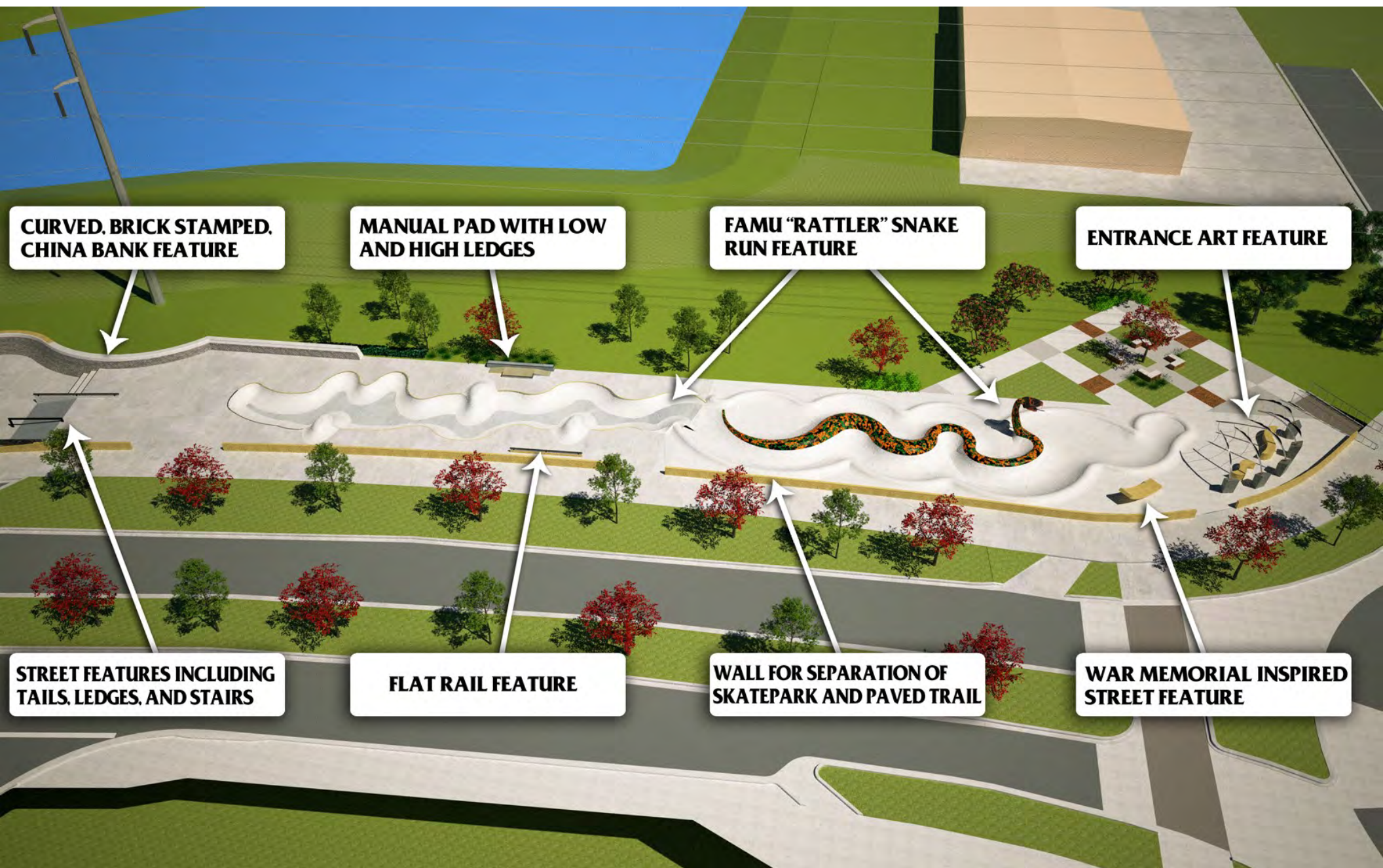
RECOMMENDED ACTION:

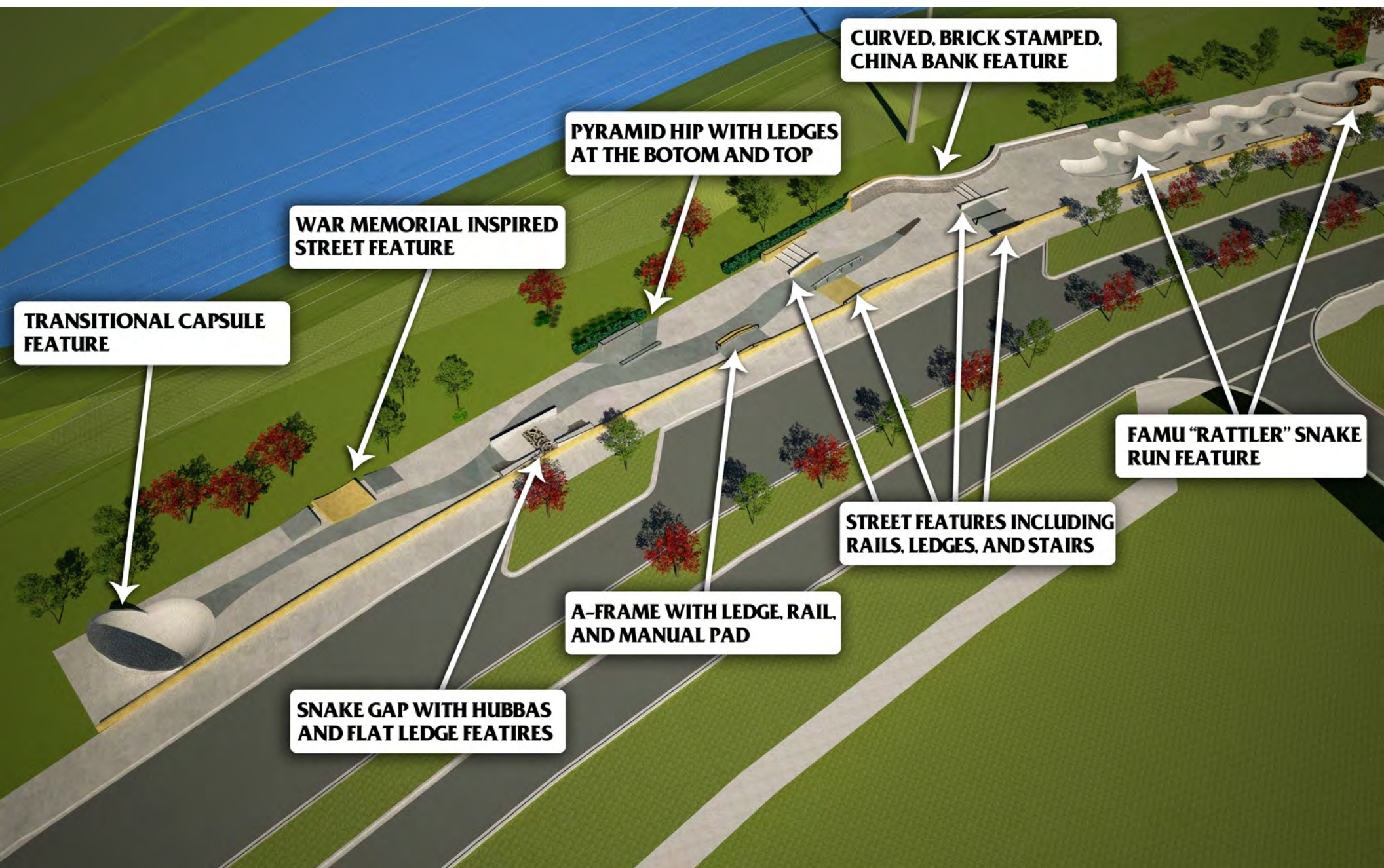
Option 1: Approve the Capital Cascades Trail Segment 3 Skateable Art Design Plan.

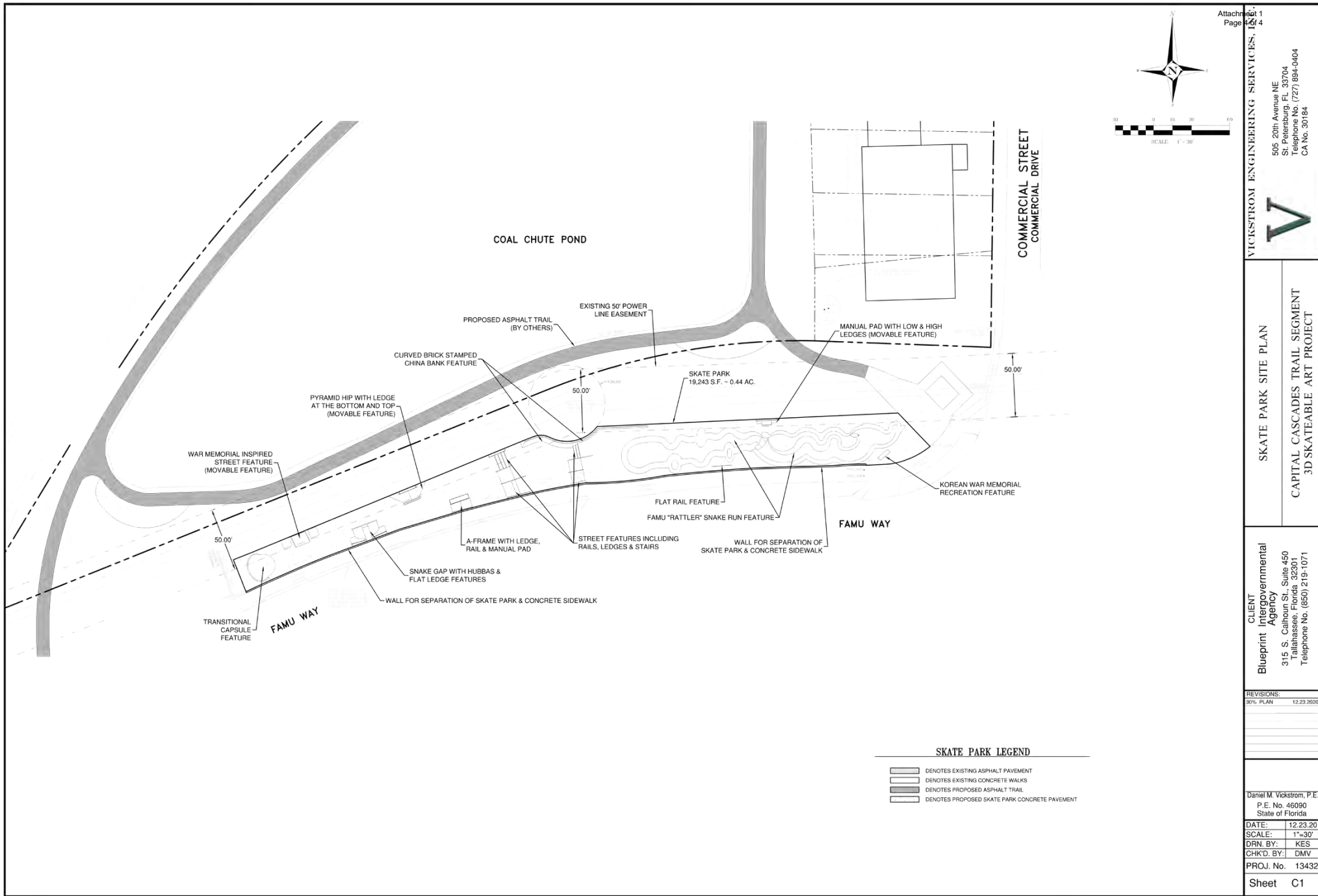
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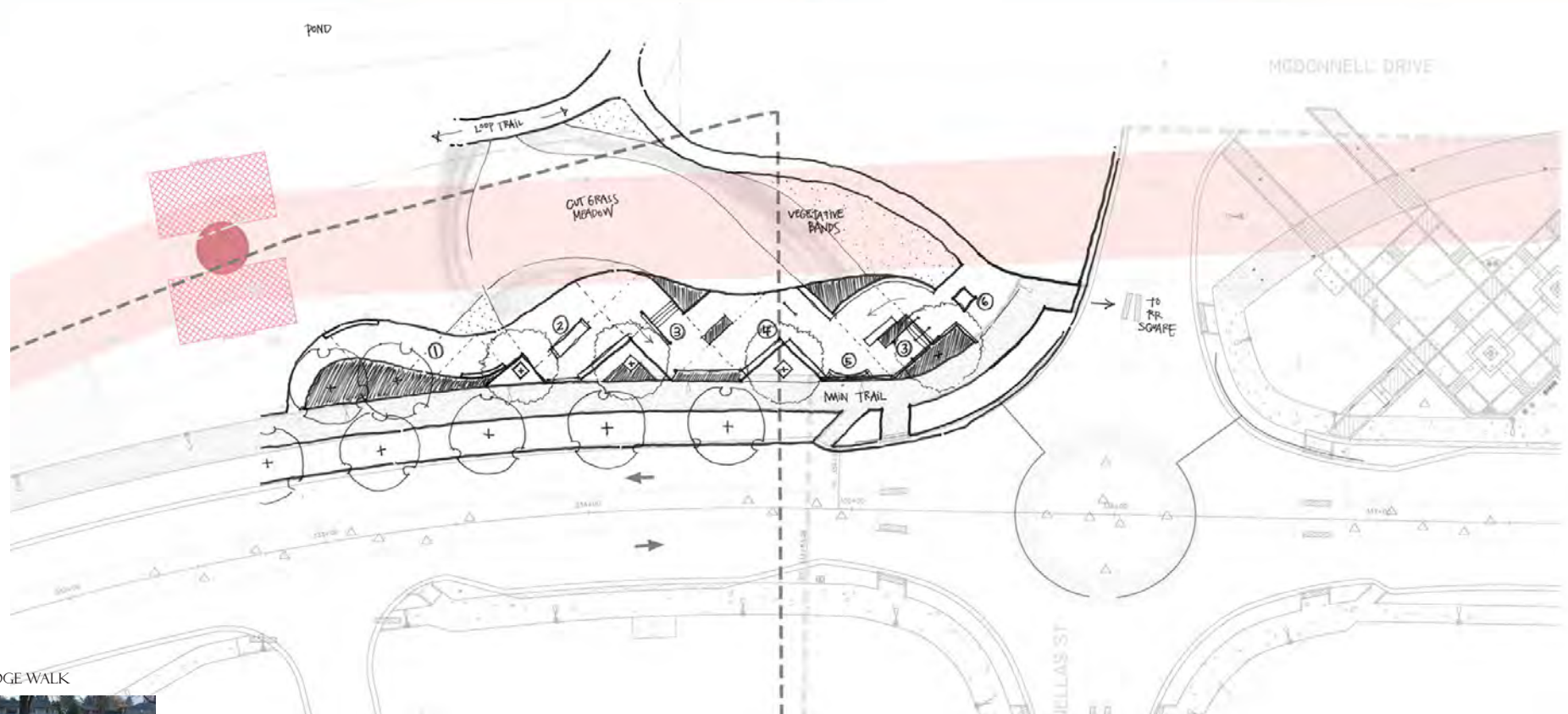
1. Skateable Art Design Plan
2. 2016 Skateable Art Concept
3. Community Outreach – Survey Data Summary











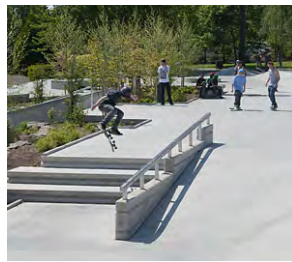
① WAVE-EDGE WALK



② SKATEABLE SCULPTURE



③ STEPS



④ PLATFORMS



⑤ SKATE FEATURE



⑥ ETCHED HISTORY PANELS



SYMBOL LEGEND

- PAVING
- VEGETATED AREAS
- CONCRETE PATTERNING (GROUND PLANE)
- SLOPE (ARROW DOWN)

TALLAHASSEE SKATEABLE ART PARK DESIGN INPUT QUESTIONNAIRE QUESTION RESULTS



117 OVERALL MEETING PARTICIPANTS



Hello everyone, thank you for joining! We want to remind everyone of the site restrictions due to the power line setback, the skate park will need to stay within the boundaries shown in the dark blue area. The site also contains "box culverts" buried in the ground, so the skatepark cannot be deeper than 5 feet below grade.

Email

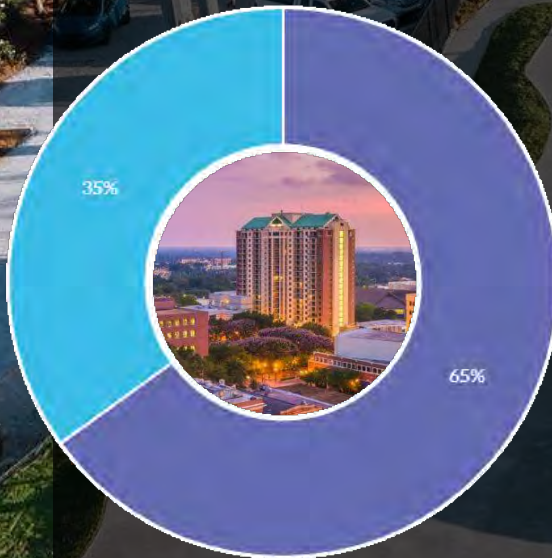
required

Begin

226 OVERALL QUESTIONNAIRE PARTICIPANTS

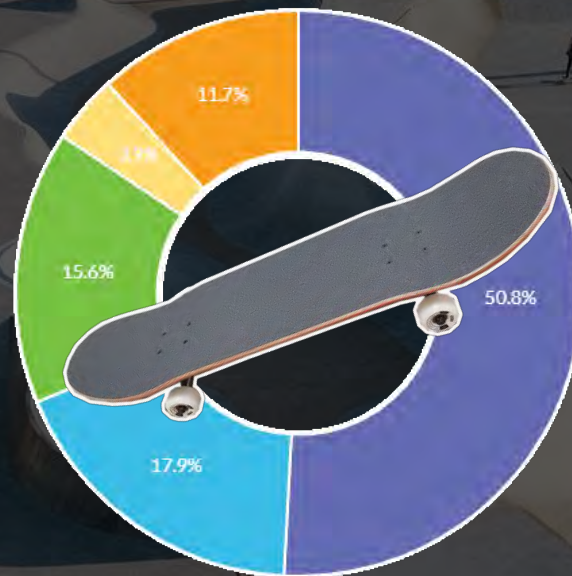
GENERAL QUESTIONS

ARE YOU FROM TALLAHASSEE?



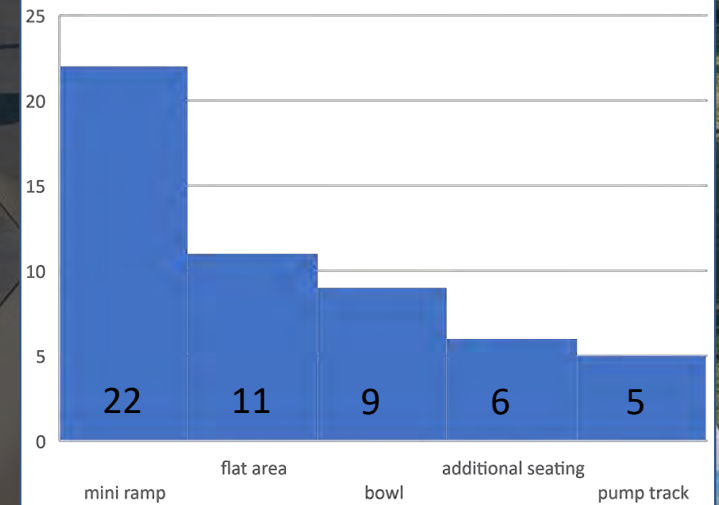
yes	147
no	79

HOW WILL YOU BE USING THE PARK?



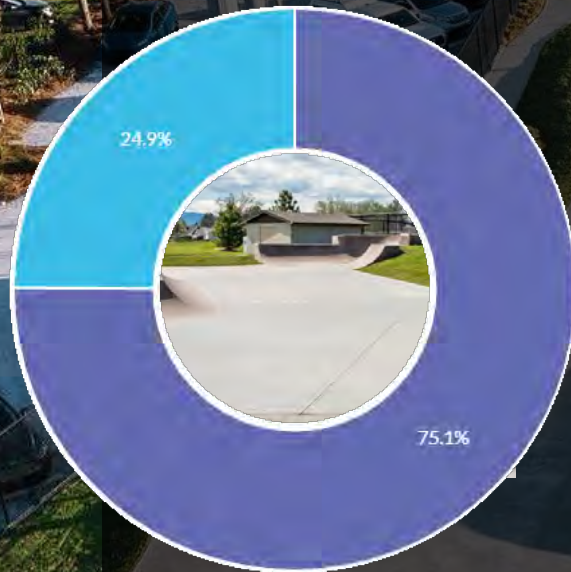
skateboard	156
bicycle	55
quads(rollerskates)	48
scooter	12
other	36

What would you add to enhance the design?

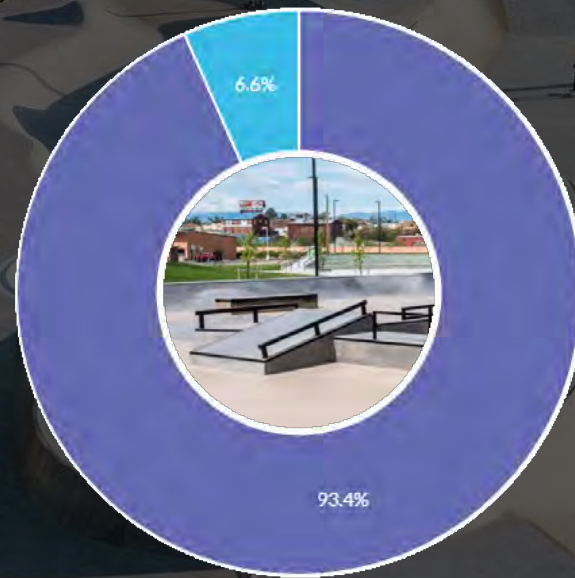


GENERAL QUESTIONS

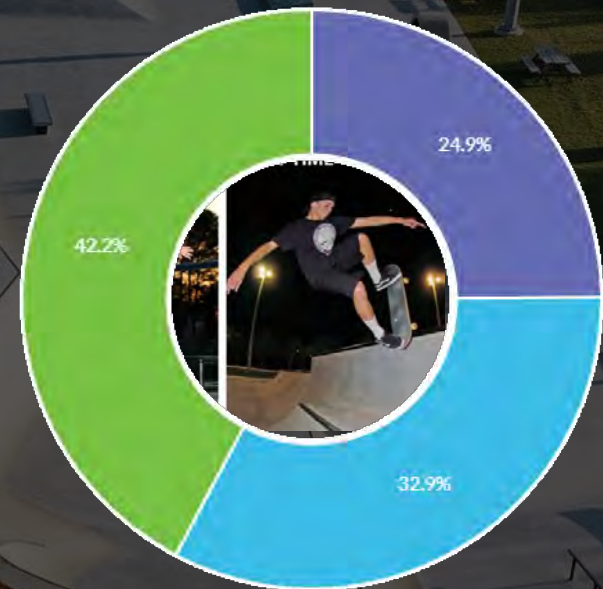
IS FLAT GROUND AREA WITHIN A SKATEPARK'S DESIGN IMPORTANT?



DO YOU LIKE THE STREET FEATHRES IN A SKATEPARK?

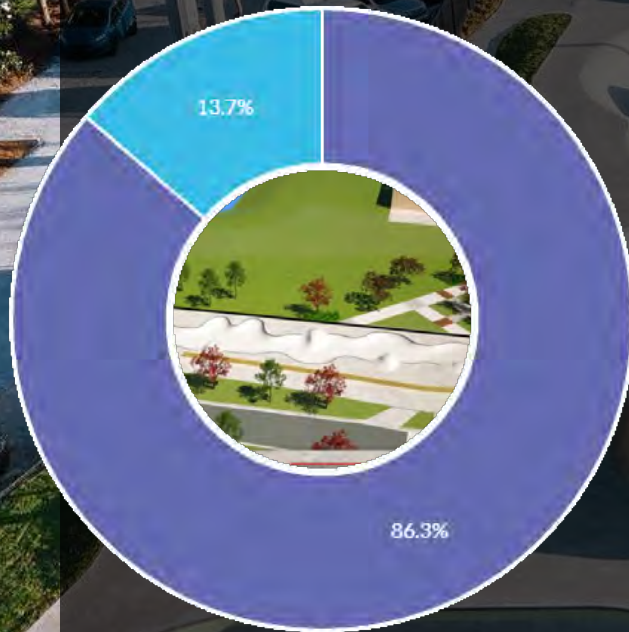


WHAT TIME OF DAY DO YOU USE A SKATEPARK MOST?

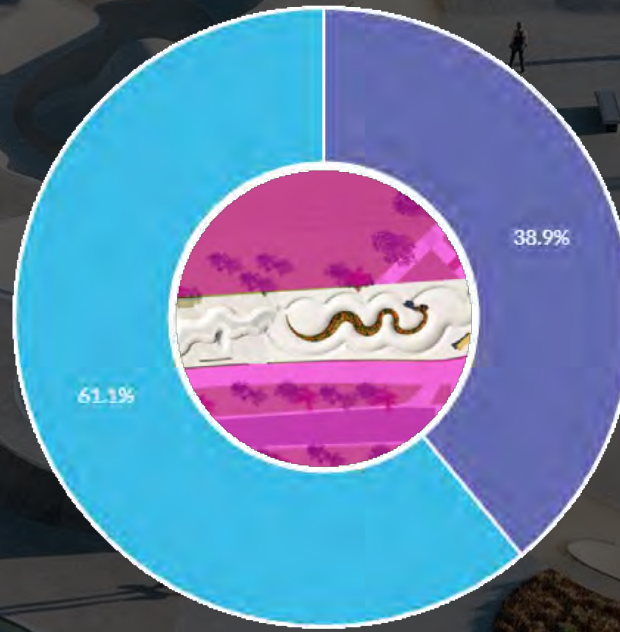


SNAKE RUN QUESTIONS

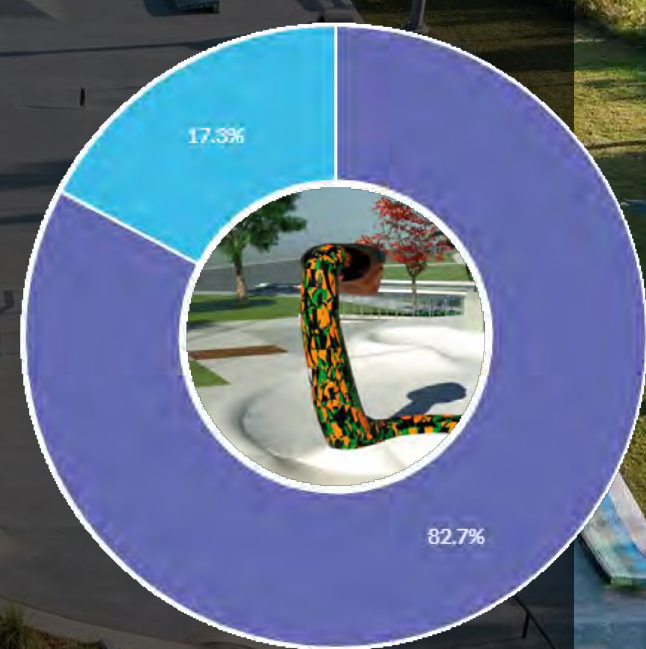
DO YOU LIKE RIDING SNAKE RUN
TYPE OBSTACLES?



WOULD YOU LIKE TO SEE A SHORTER
SNAKE RUN TO ACCOMMODATE FOR
MORE STREET FEATURES?

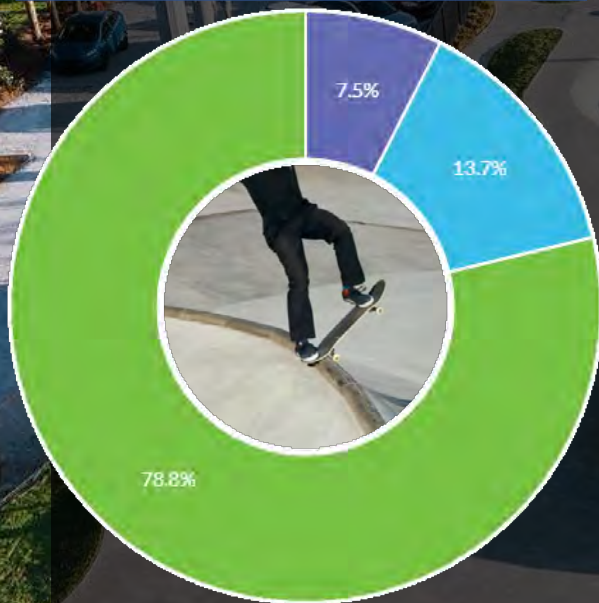


DO YOU LIKE THE IDEA OF THE PHYSICAL
“FAMU RATTLER” STICKING OUT OF THE
SNAKE RUN OBSTACLE?

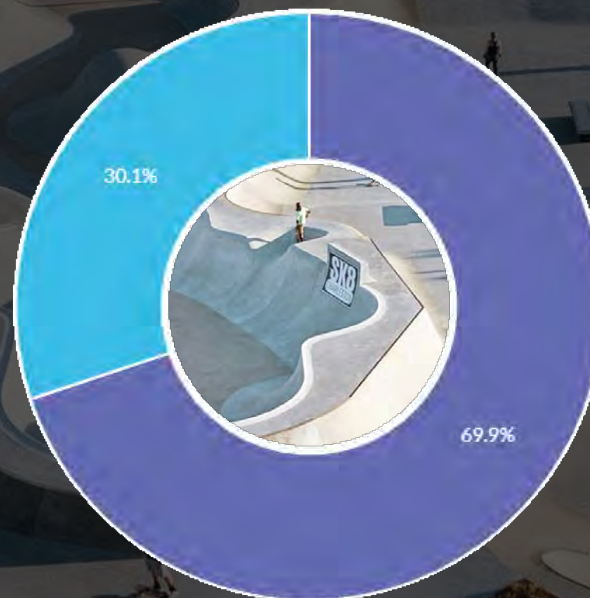


SNAKE RUN QUESTIONS

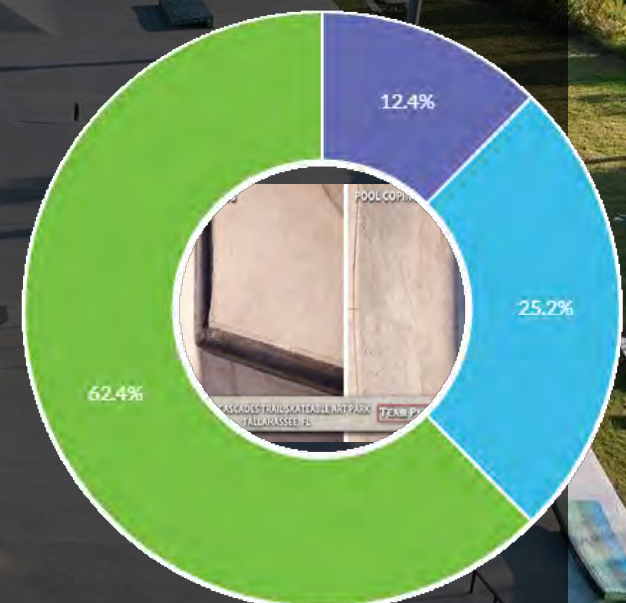
WOULD YOU RATHER SEE THE EDGES OF THE SNAKE RUN ROLLED, OR MADE LIKE A CURB FOR GRINDING?



WOULD YOU LIKE TO SEE EXTENSIONS ADDED TO THE SNAKE RUN FEATURE?



DO YOU PREFER METAL COPING, POOL COPING, OR A MIXTURE OF BOTH?



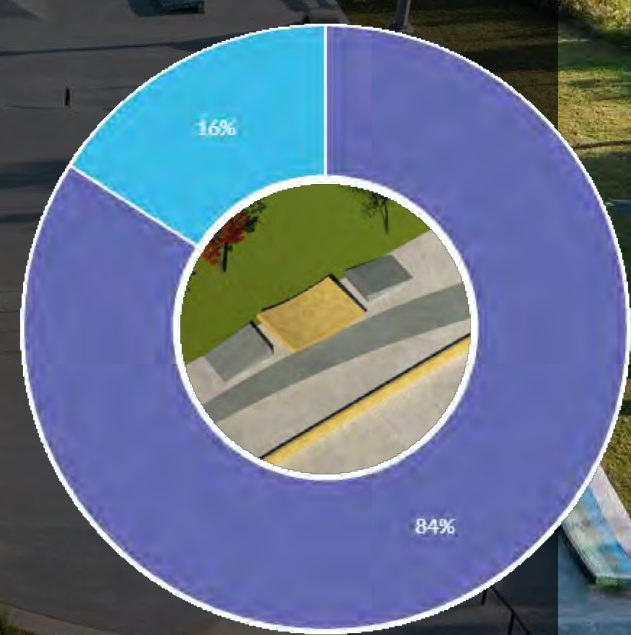
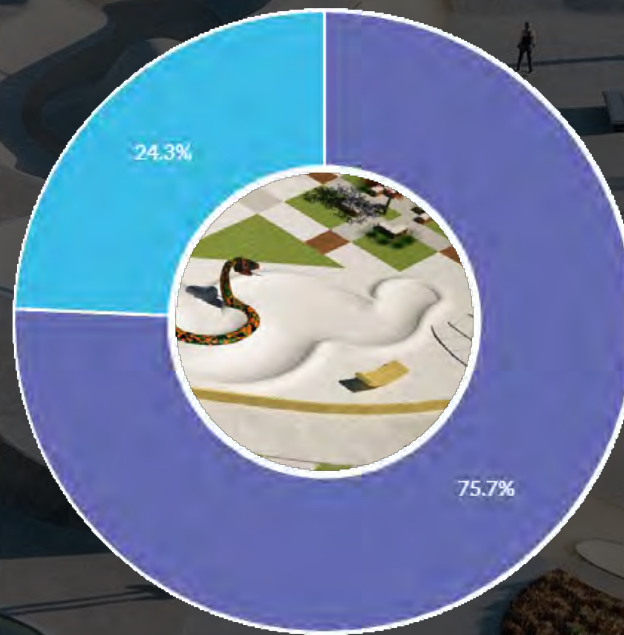
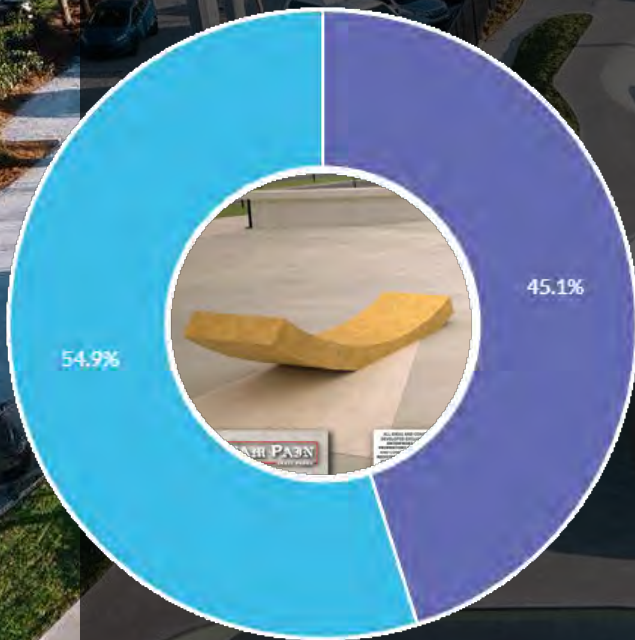
WAR MEMORIAL INSPIRED FEATURES

WE ARE CREATING A FEATURE THAT LOOKS AND FEELS LIKE TALLAHASSEE'S CURRENT WAR MEMORIAL WITHIN THE PARK'S DESIGN TO DISCOURAGE SKATERS AND BIKE RIDERS FROM RIDING THE CURRENT MEMORIAL

WOULD YOU LIKE TO SEE AN EXACT REPLICA OF THE WAR MEMORIAL, OR A SLIGHTLY DIFFERENT VERSION OF THE PIECE?

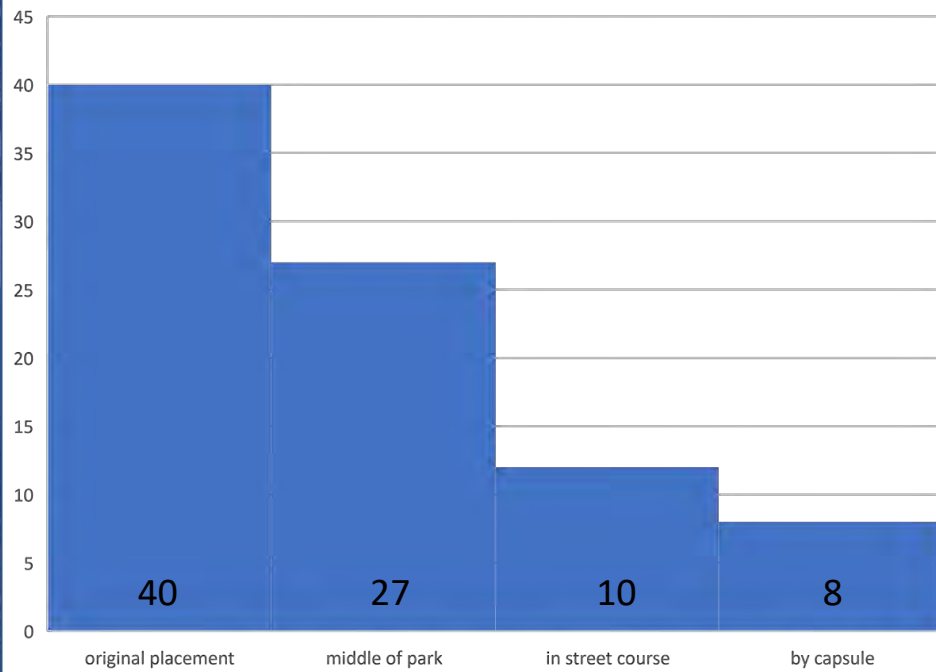
DO YOU LIKE THE PLACEMENT OF THE WAR MEMORIAL REPLICA?

DO YOU LIKE THE WAR MEMORIAL INSPIRED STREET OBSTACLE LOCATED AT THE WEST END OF THE PARK'S DESIGN?



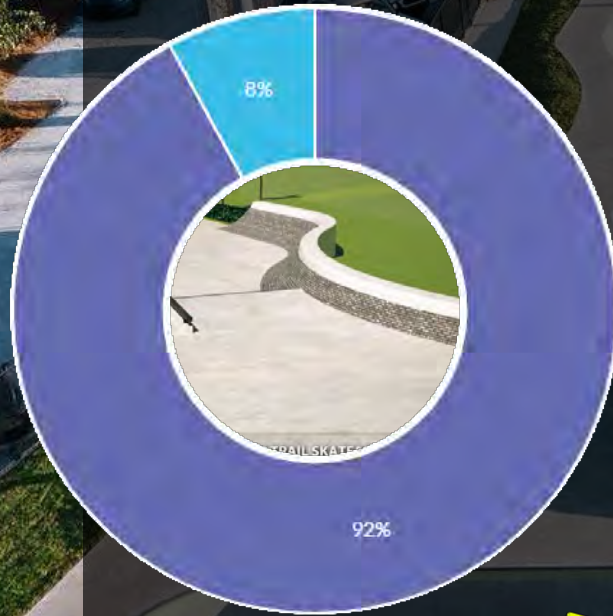
WAR MEMORIAL REPLICA QUESTIONS

Where would you place the war memorial?

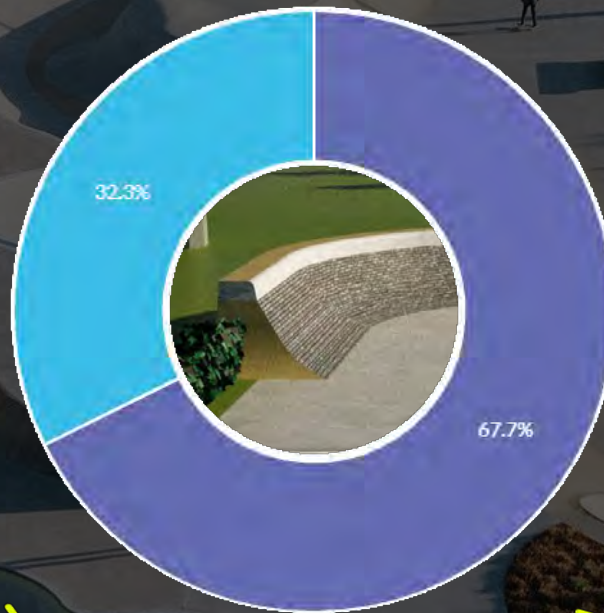


STREET COURSE QUESTIONS

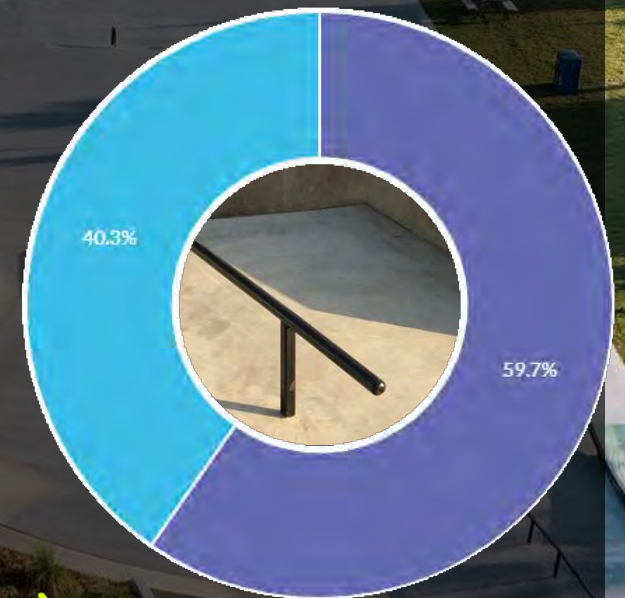
DO YOU LIKE THE CHINA BANK
FEATURE IN THE CENTER OF THE PARK?



DO YOU LIKE THE CHINA BANK AS A
BANK TO WALL OR ALL TRANSITION?

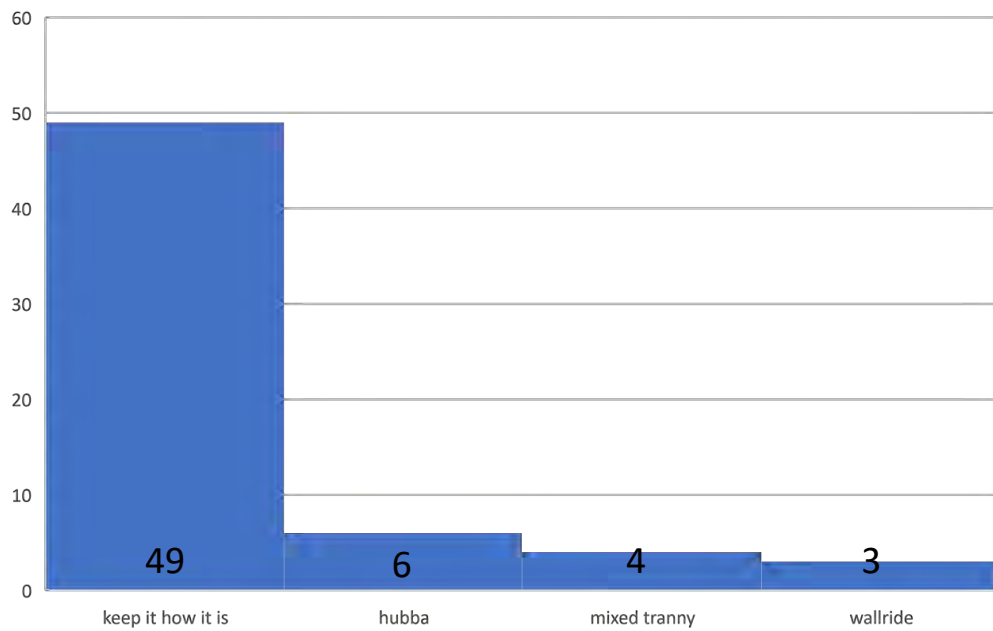


DO YOU PREFER ROUND RAILS, OR
SQUARE RAILS?



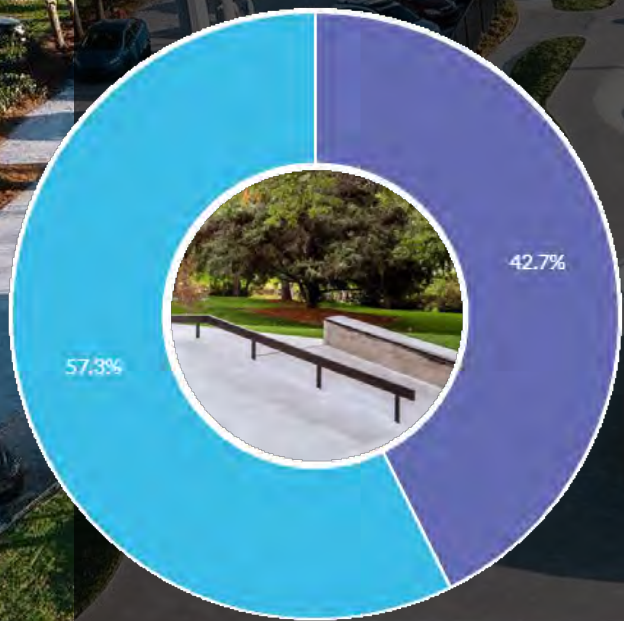
STREET COURSE QUESTIONS

What would you like to see other than a china bank?

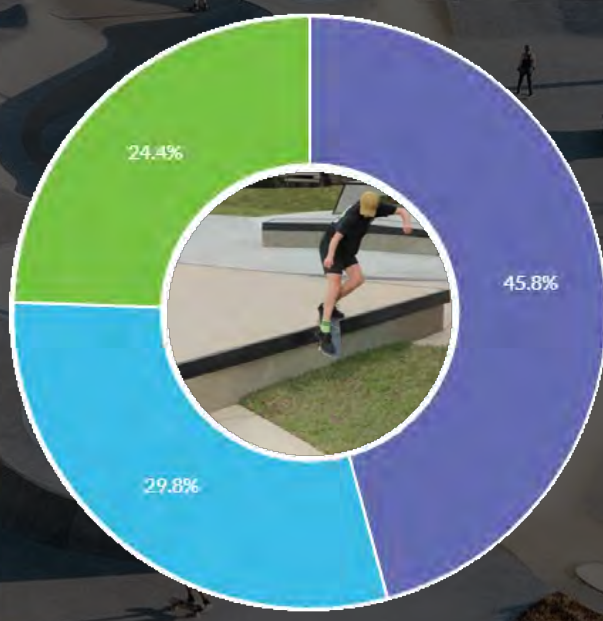


STREET COURSE QUESTIONS

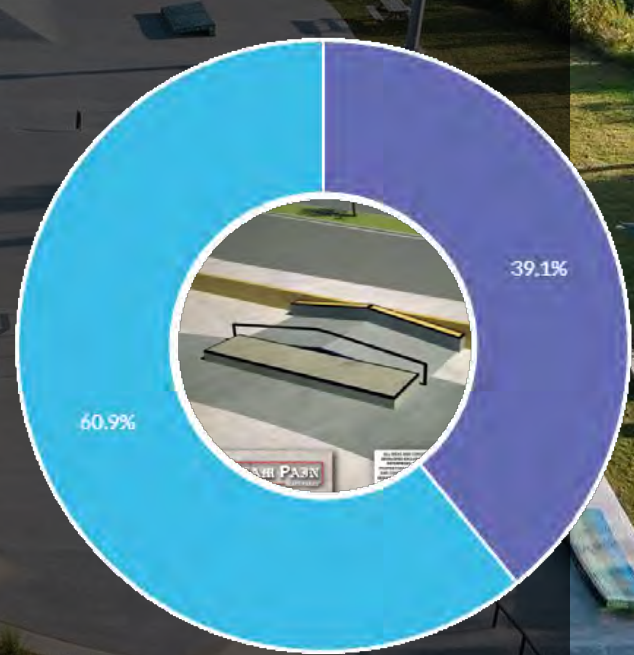
DO YOU PREFER FLAT RAILS, OR DOWN RAILS?



DO YOU PREFER FLAT LEDGES, A-FRAME LEDGES, OR DOWN LEDGES?



WOULD YOU PREFER AN A-FRAME LEDGE OR A FLAT MANUAL PAD?



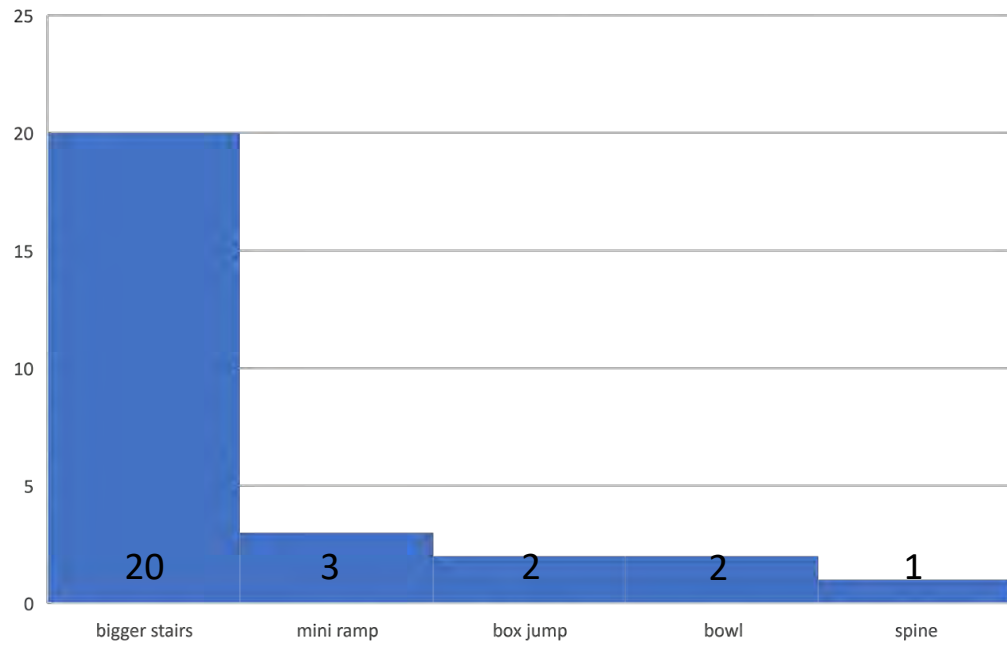
flat rails	96
down rails	129

flat ledges	103
a-frame ledges	67
down ledges	55

a-frame ledge	88
flat manual pad	137

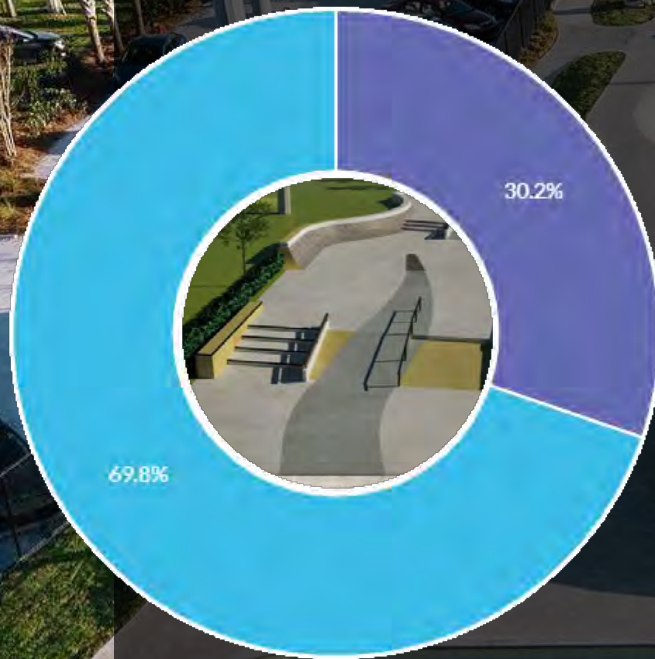
STREET COURSE QUESTIONS

suggestions for bigger gaps or features



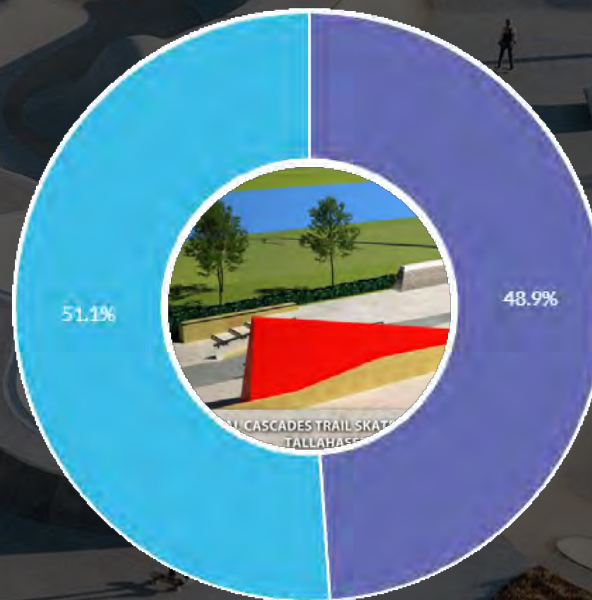
STREET COURSE QUESTIONS

WOULD YOU LIKE TO SEE BIGGER GAPS OR STAIR SETS?



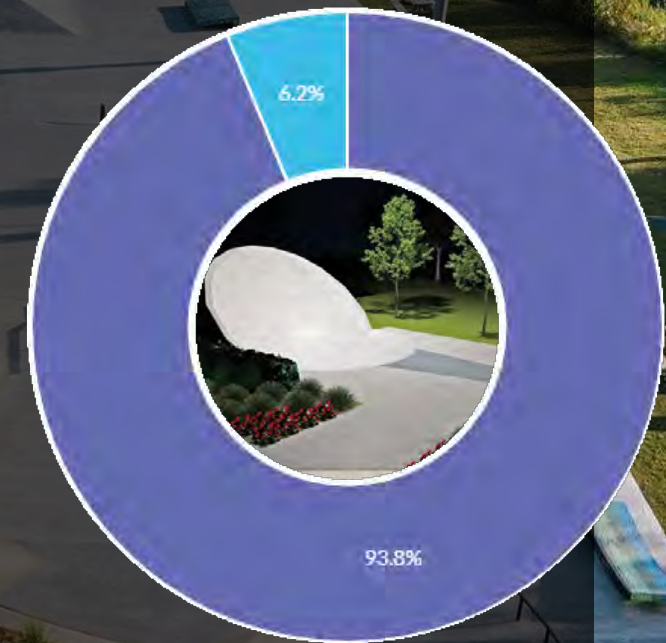
yes 68
no 157

WOULD YOU RATHER SEE THE RED BANKS OR REGULAR LEDGES ADDED TO THIS DESIGN?



red walls 110
regular ledges 115

DO YOU LIKE THE CAPSULE FEATURE AT THE WEST END OF THE PARK?



yes 212
no 14

ART QUESTIONS

What are other ways you would like to include more art into the park's design?

