



WELCOME

WELCOME

TO THE

NORTHEAST GATEWAY:
WELAUNEE BOULEVARD

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

TRAFFIC MODELING INFORMATION SESSION

TUESDAY, DECEMBER 3, 2019
5:30 PM TO 7:30 PM EST
MONTFORD MIDDLE SCHOOL
TALLAHASSEE, FLORIDA

Scan me to
be added to
the project
mailing list!





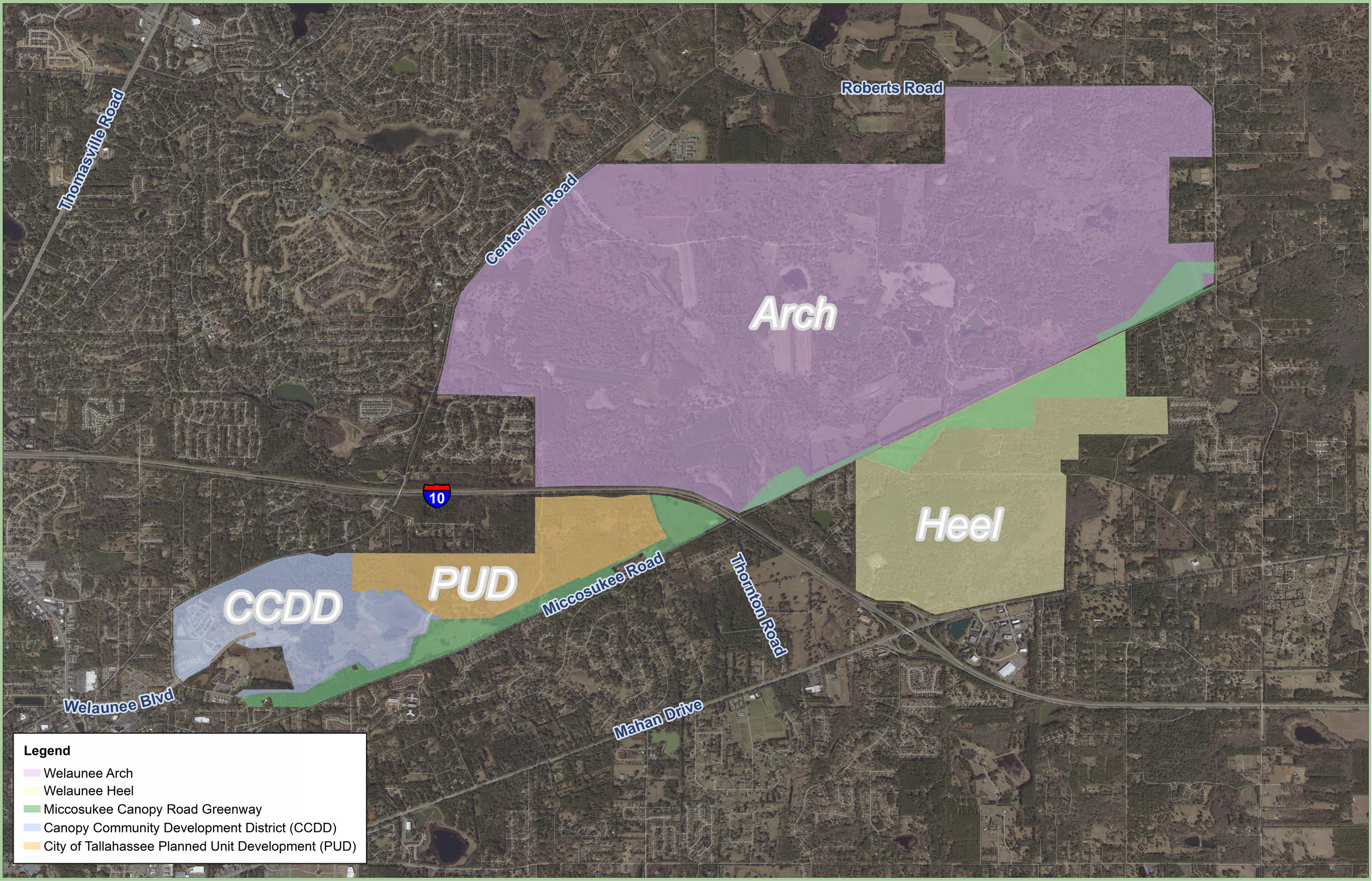
Blueprint Intergovernmental Agency
Complies with Various

**Non-Discrimination Laws and
Regulations Including
Title VI of the Civil Rights Act of 1964**

*Public Participation is solicited without regard
to race, color, national origin, age, sex,
religion, disability or family status.*

Persons wishing to express concerns
about Title VI may do so by contacting:

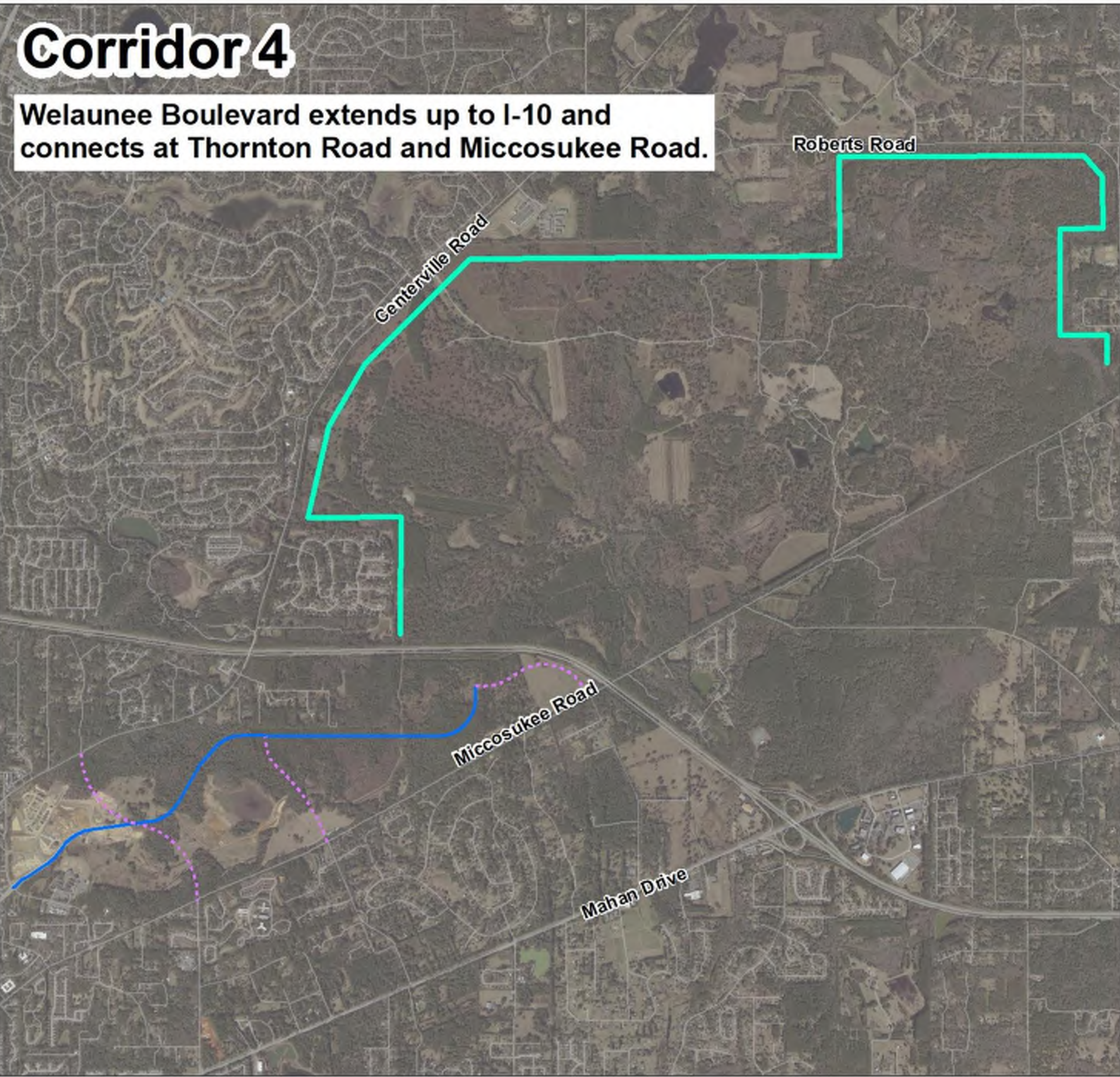
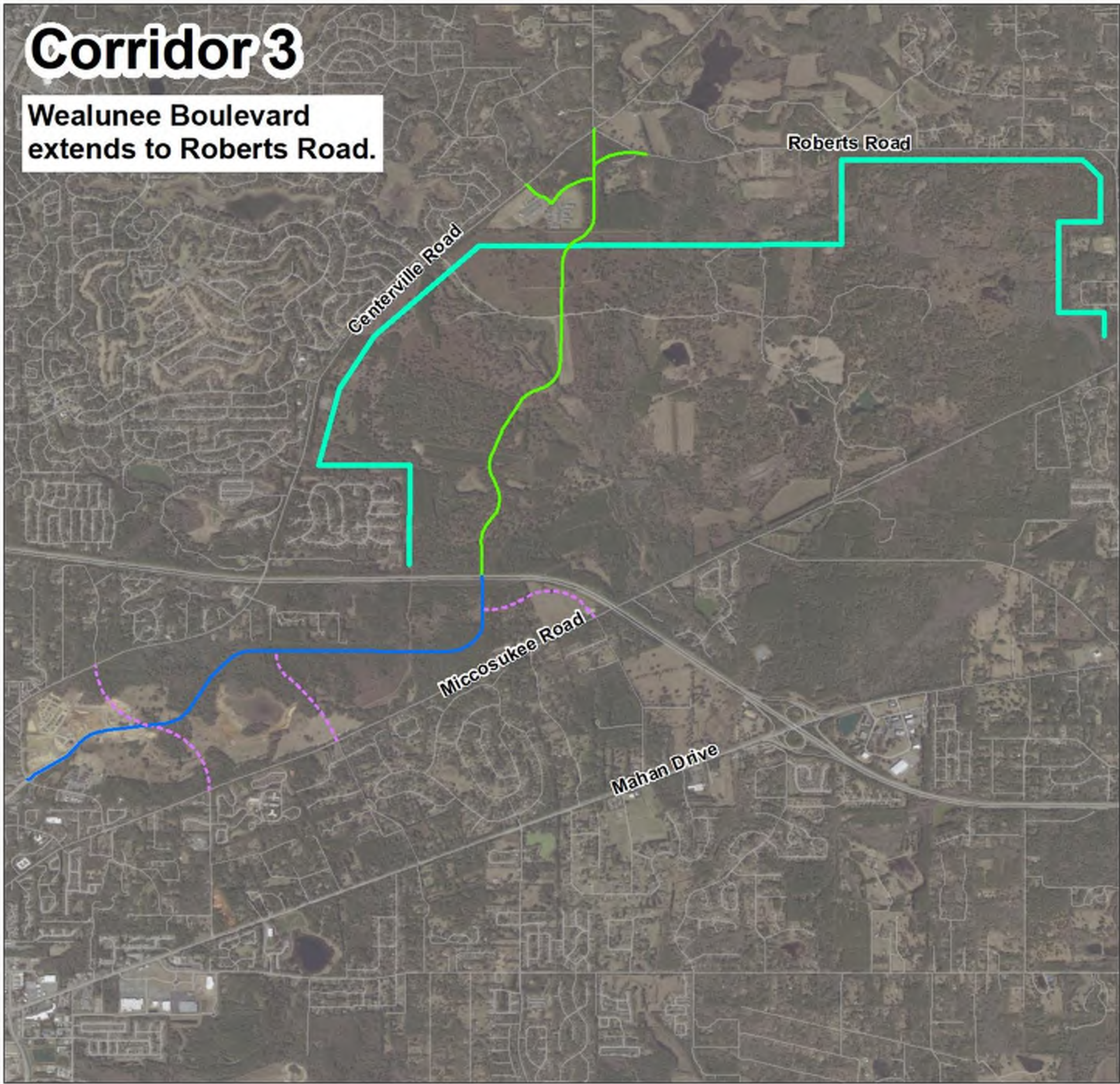
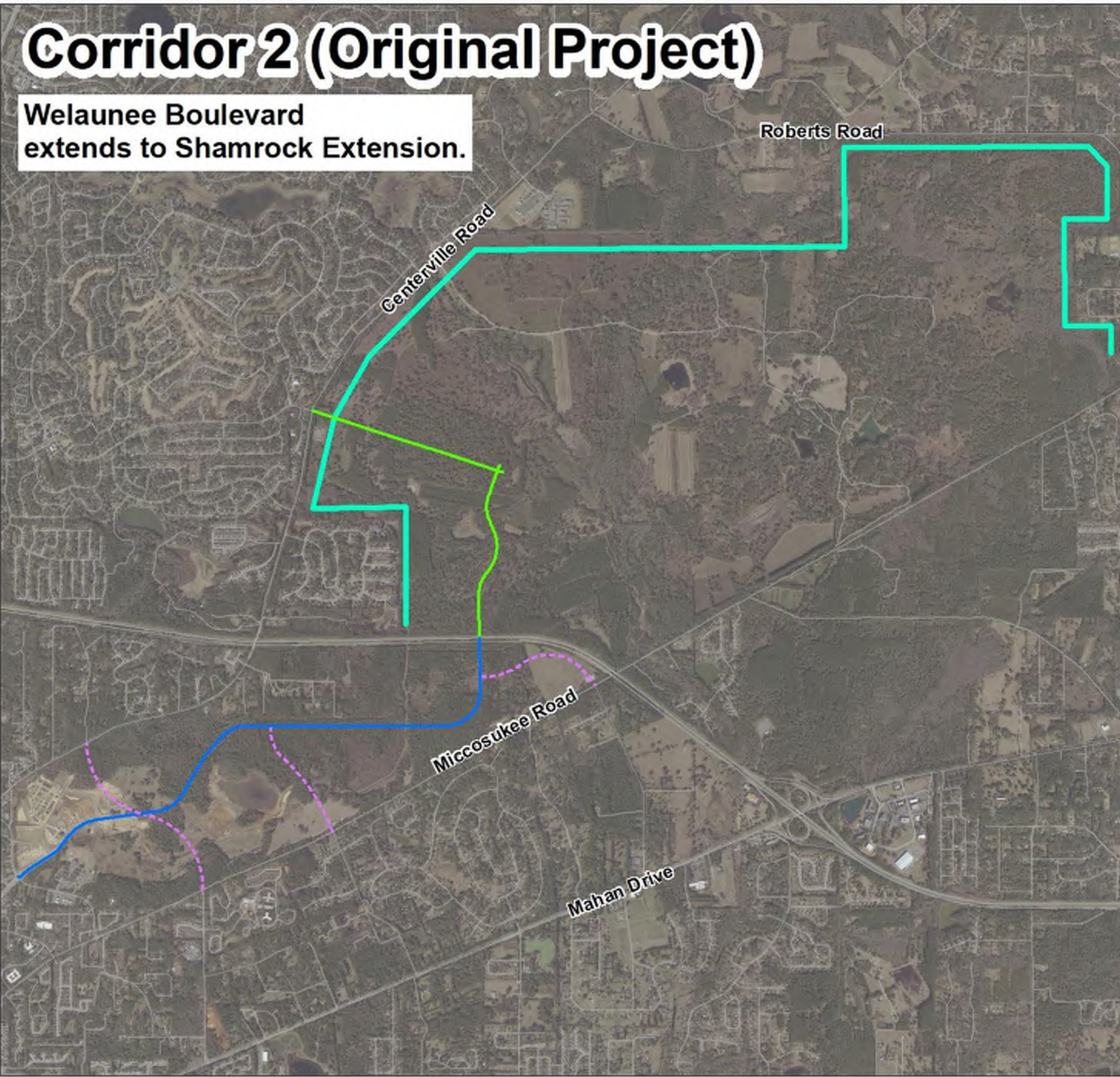
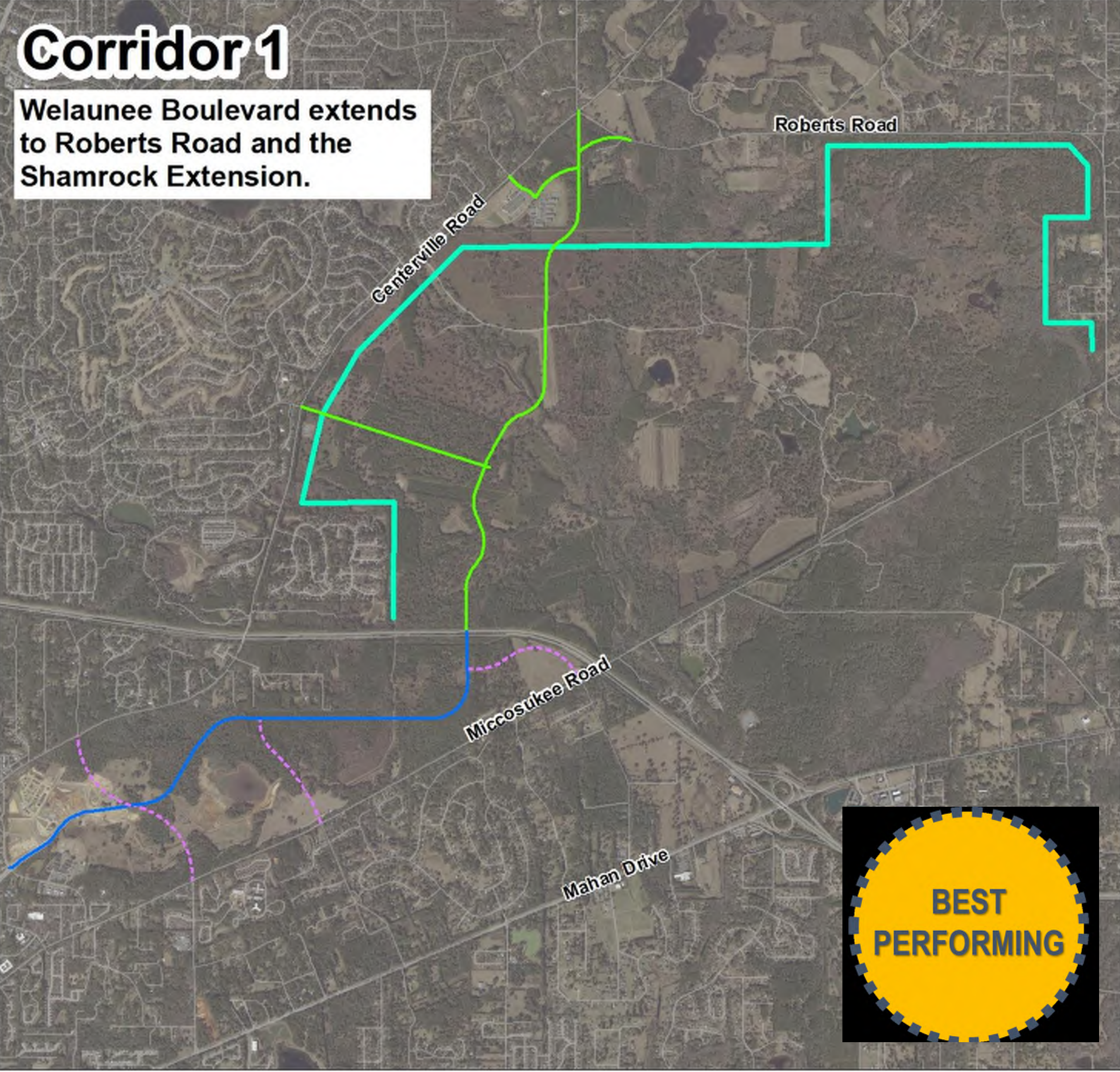
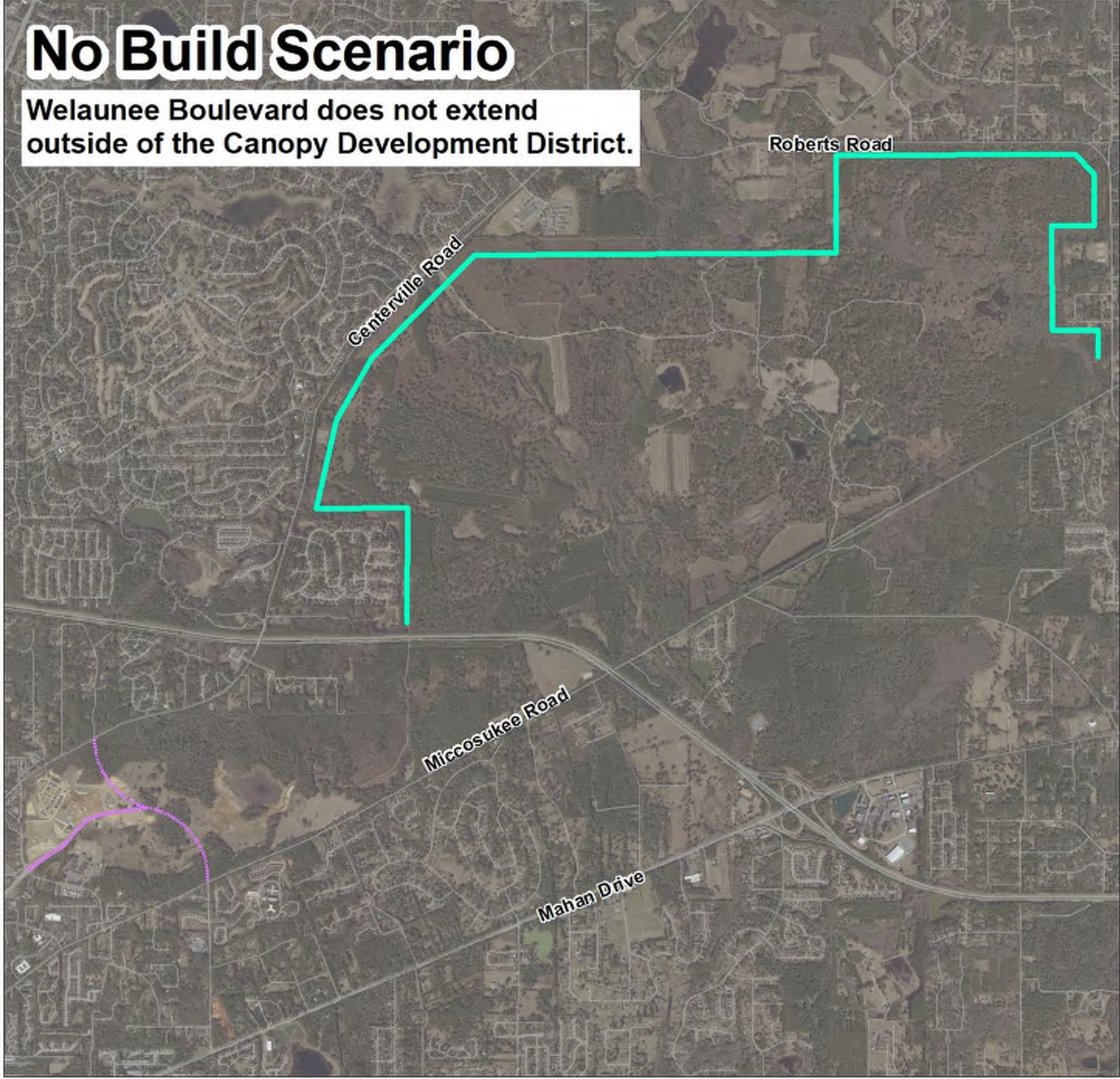
Susan Emmanuel
Public Information Officer
Blueprint Intergovernmental Agency
315 S. Calhoun Street
Tallahassee, Florida 32301
(850) 219-1060

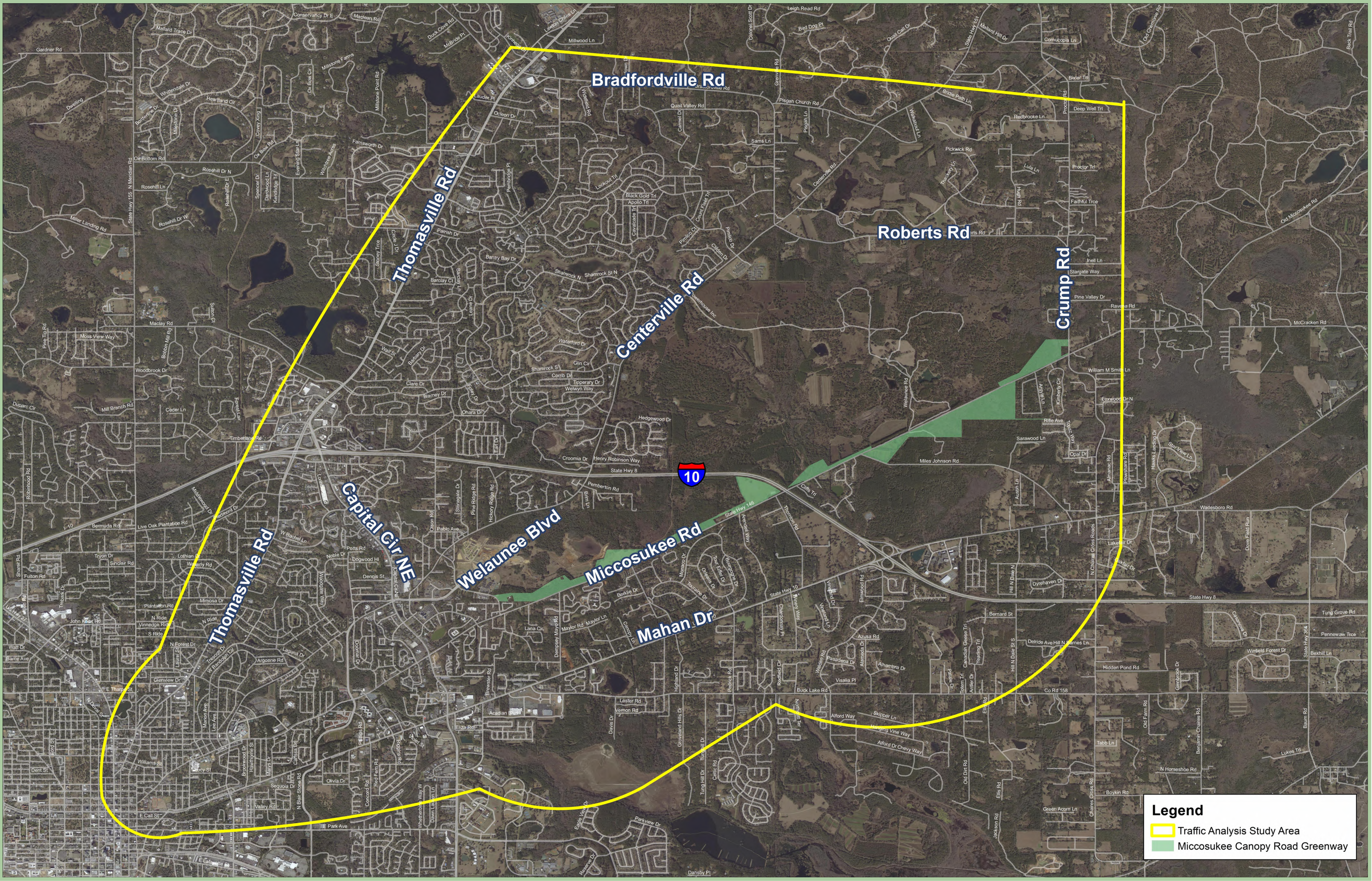


Legend

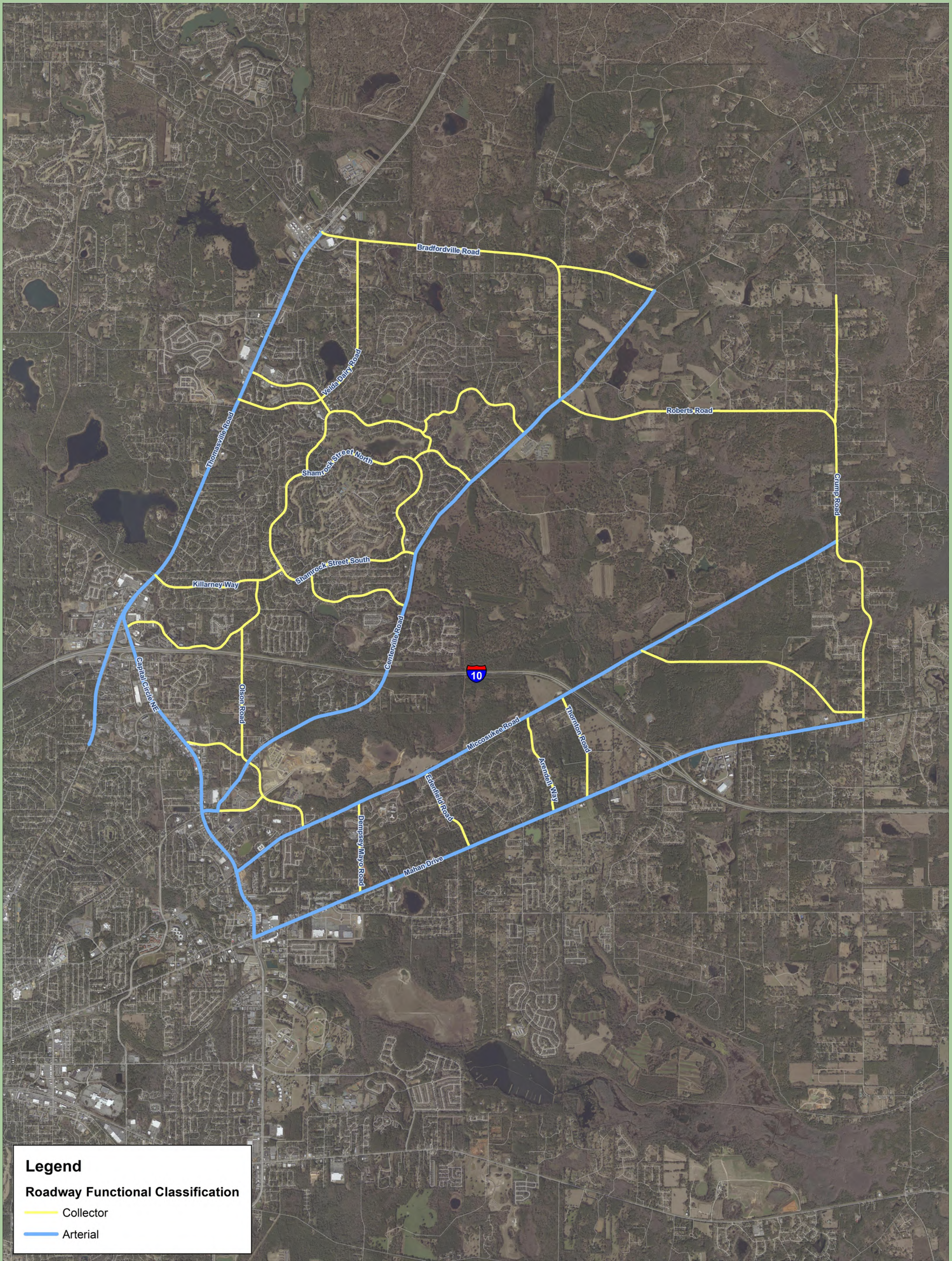
- Potential Phase I Rural Road (Funded by Blueprint)
- Potential Phase I Urban Road (Funded by Blueprint)
- Potential Future Road (Not Funded by Blueprint)
- Proposed Welaunee Greenway

Corridor	Description
No Build Scenario	Existing roadway network without the proposed improvements.
1	Extend Welaunee Boulevard north over I-10 to connect at the existing intersection of Centerville Road and Roberts Road as well as extend Shamrock Street to connect with Welaunee Boulevard.
2	Extend Welaunee Boulevard north over I-10 to connect with an extension of Shamrock Street.
3	Extend Welaunee Boulevard north over I-10 to connect at the existing intersection of Centerville Road and Roberts Road.
4	Extend Welaunee Boulevard to connect with an extension of Thornton Road, south of I-10.





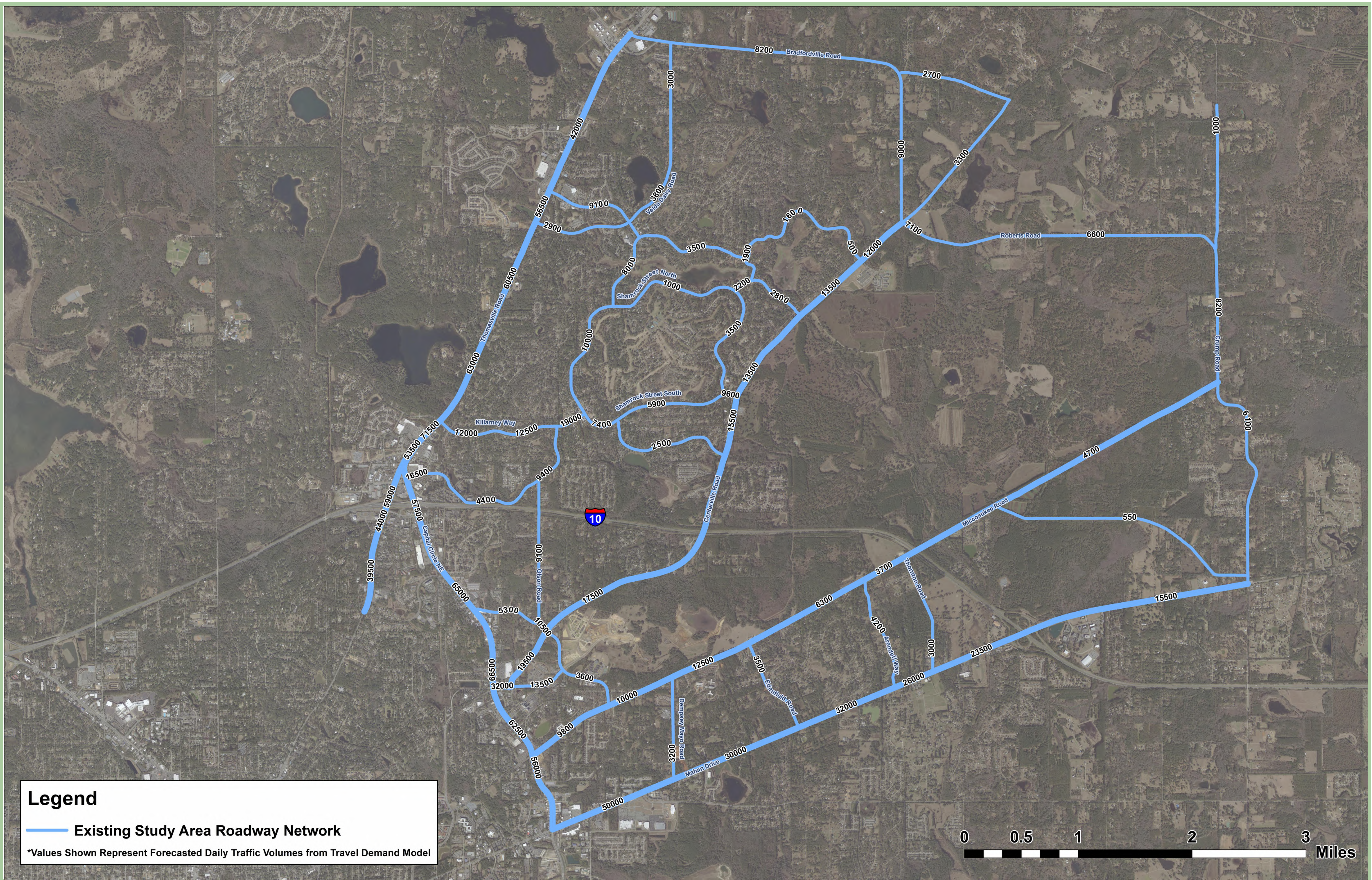
Modeling Study Area Roadways

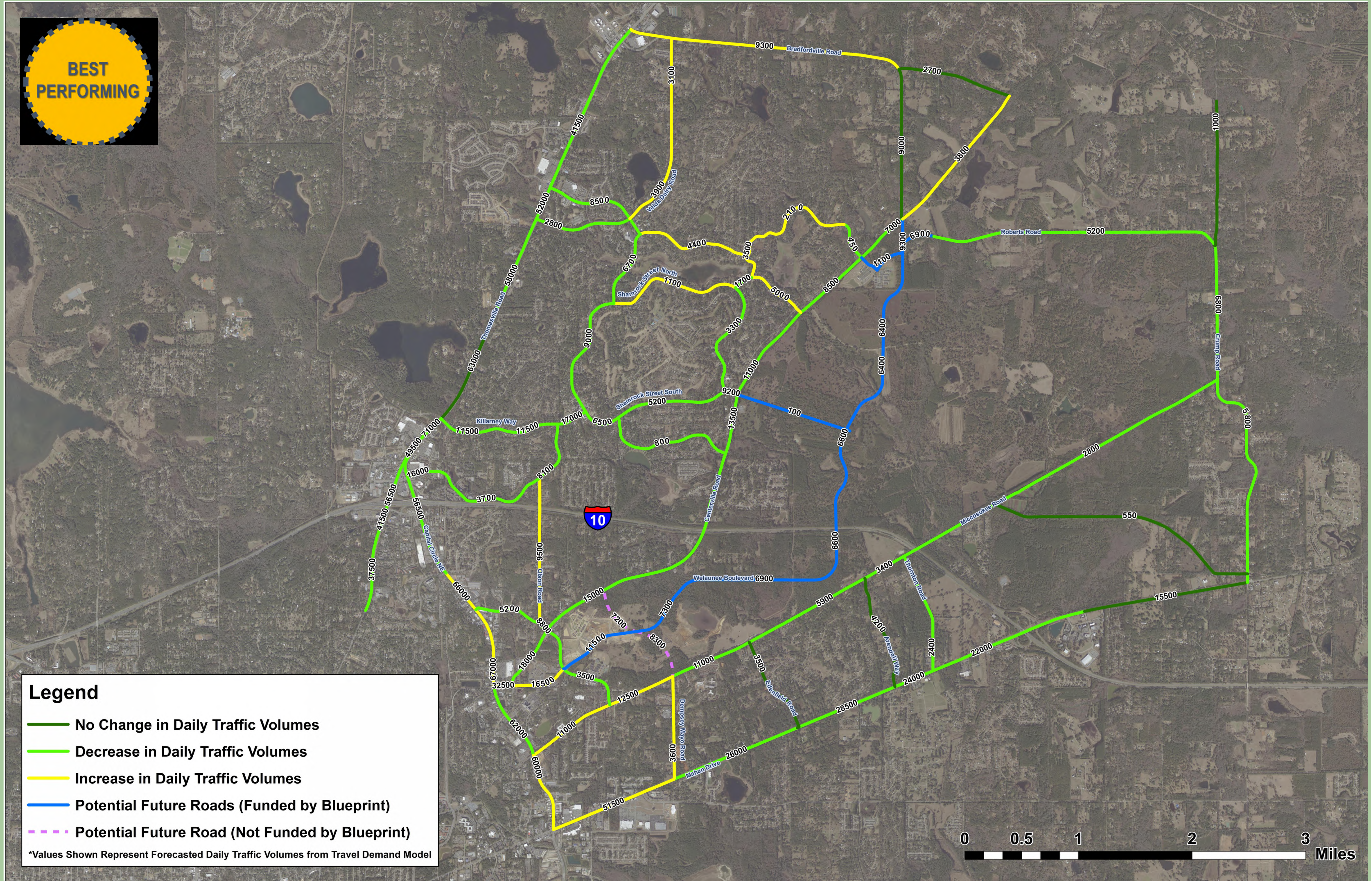


- **Partial development** of Canopy Community Development District
- **No development** in the City of Tallahassee Planned Unit Development
- **No development** in the Arch
- **No development** in the Heel
- **No extension** of Thornton Road or Edenfield Road to Welaunee Boulevard
- **No I-10 interchange**

The **Capital Region Transportation Planning Agency (CRTPA) Travel Demand Model** was used to perform the traffic modeling. The model and modeling inputs used in this evaluation underwent an **independent peer review** as part of this process.

2025 Future Traffic Changes: No Build Scenario



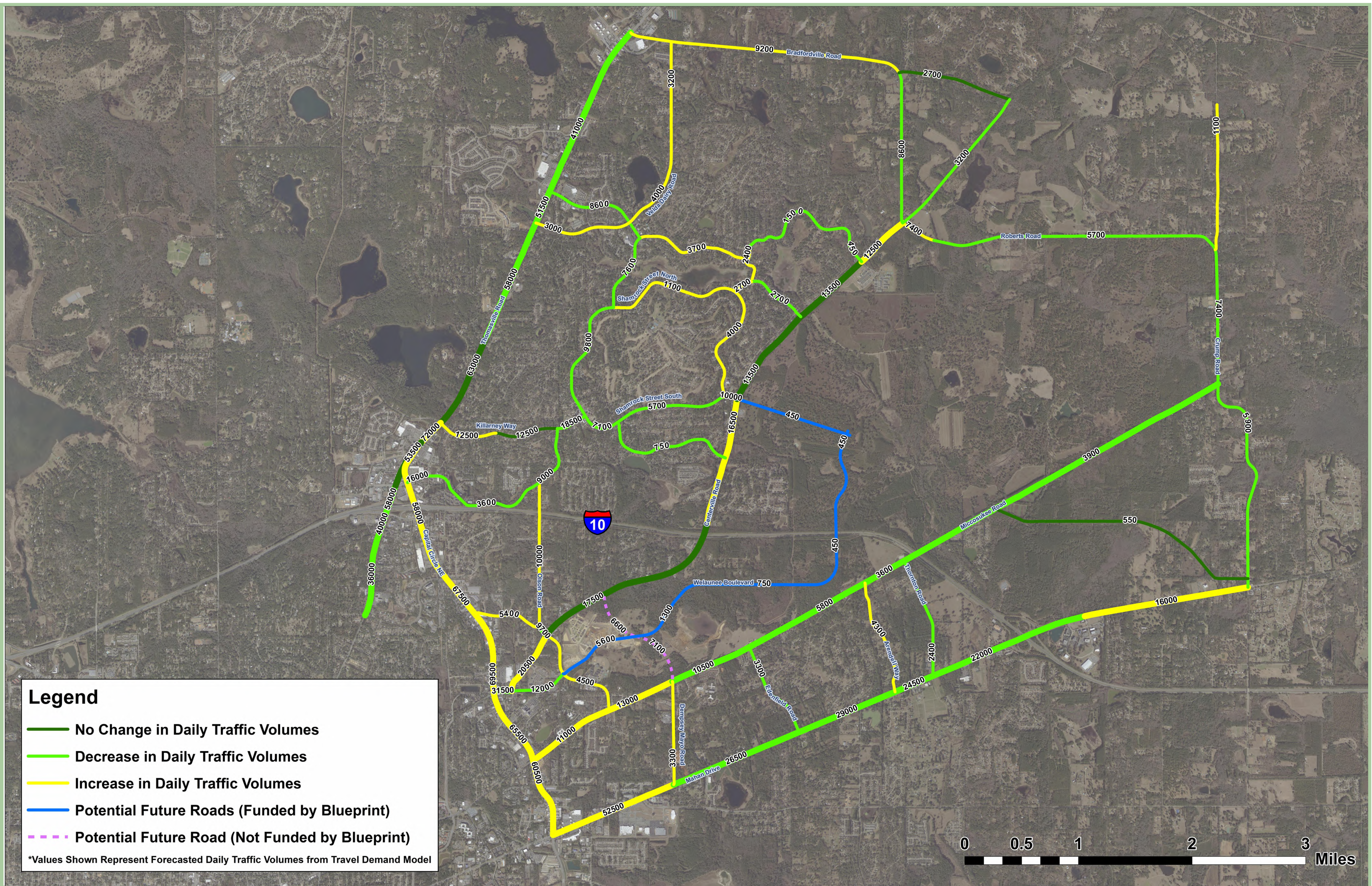


Legend

- No Change in Daily Traffic Volumes
- Decrease in Daily Traffic Volumes
- Increase in Daily Traffic Volumes
- Potential Future Roads (Funded by Blueprint)
- - - Potential Future Road (Not Funded by Blueprint)

*Values Shown Represent Forecasted Daily Traffic Volumes from Travel Demand Model

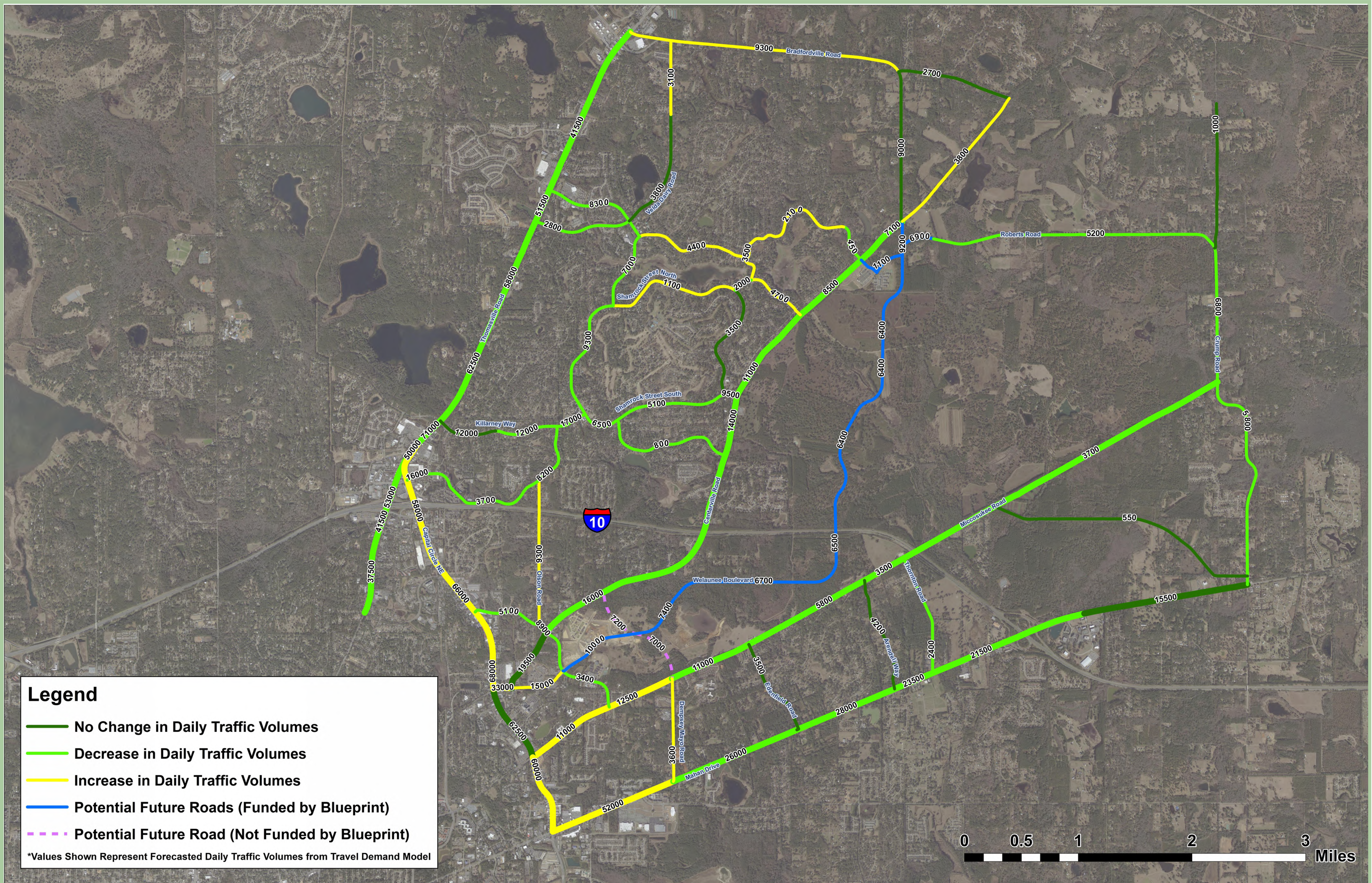


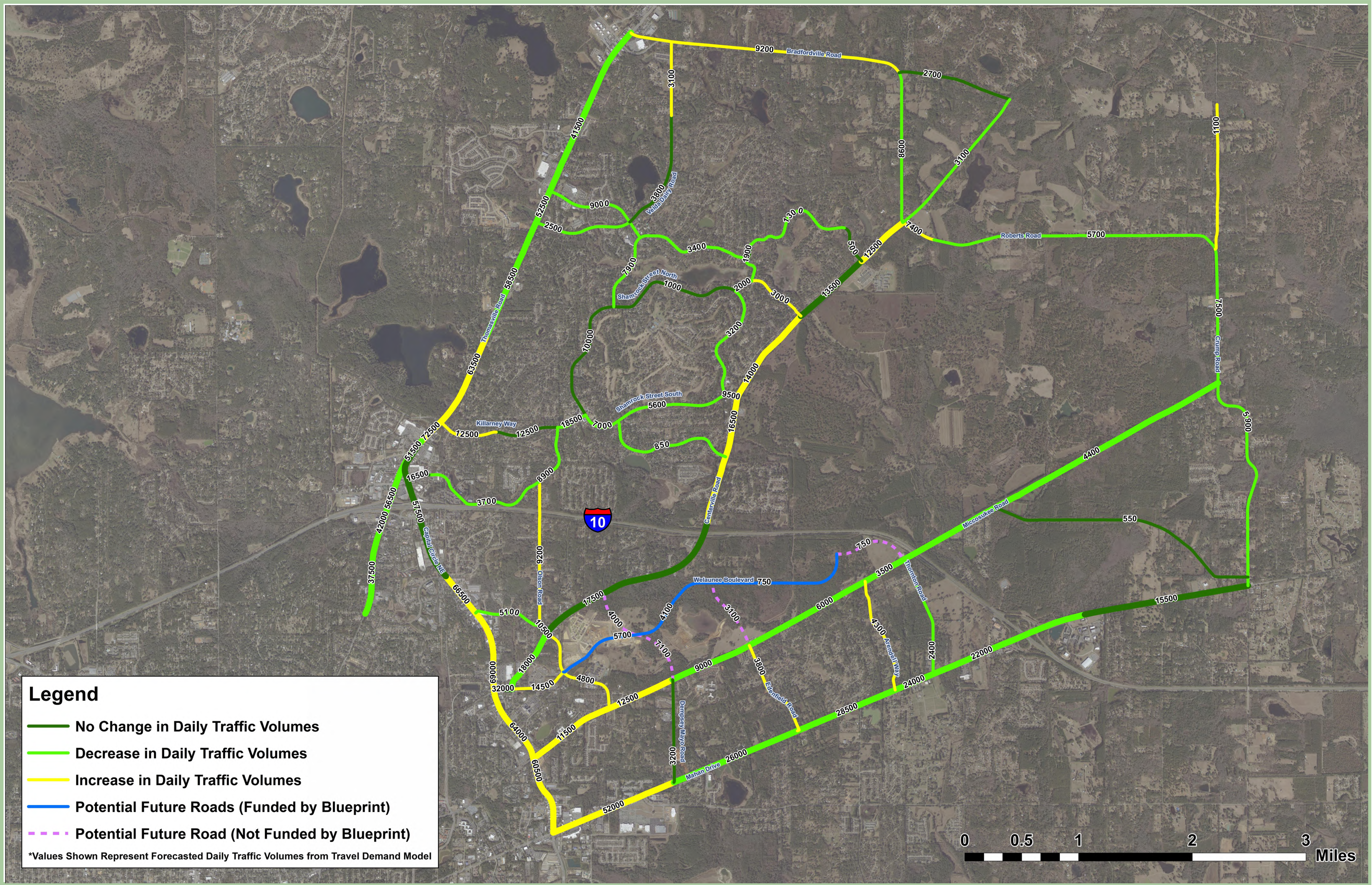


Legend

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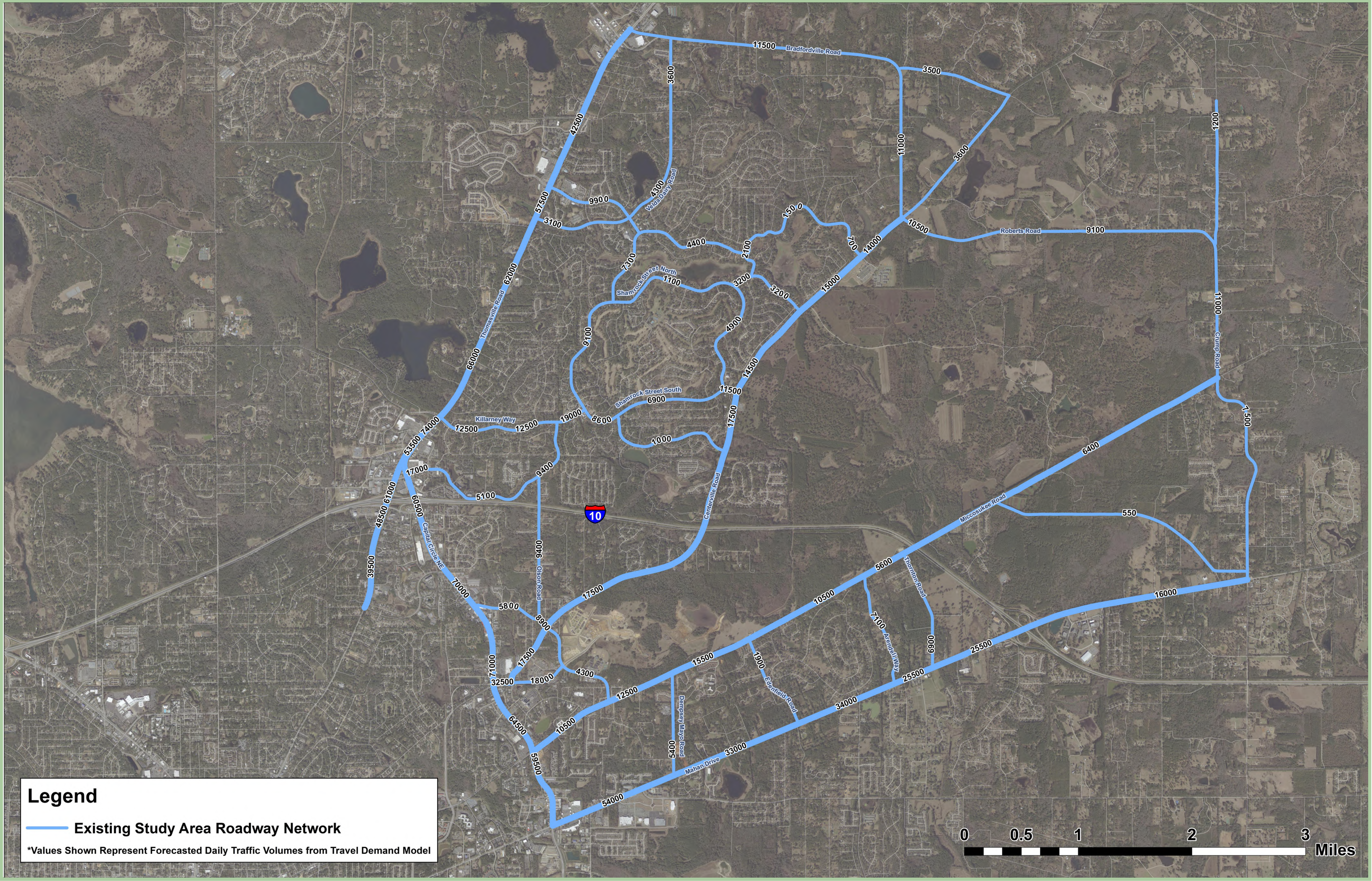


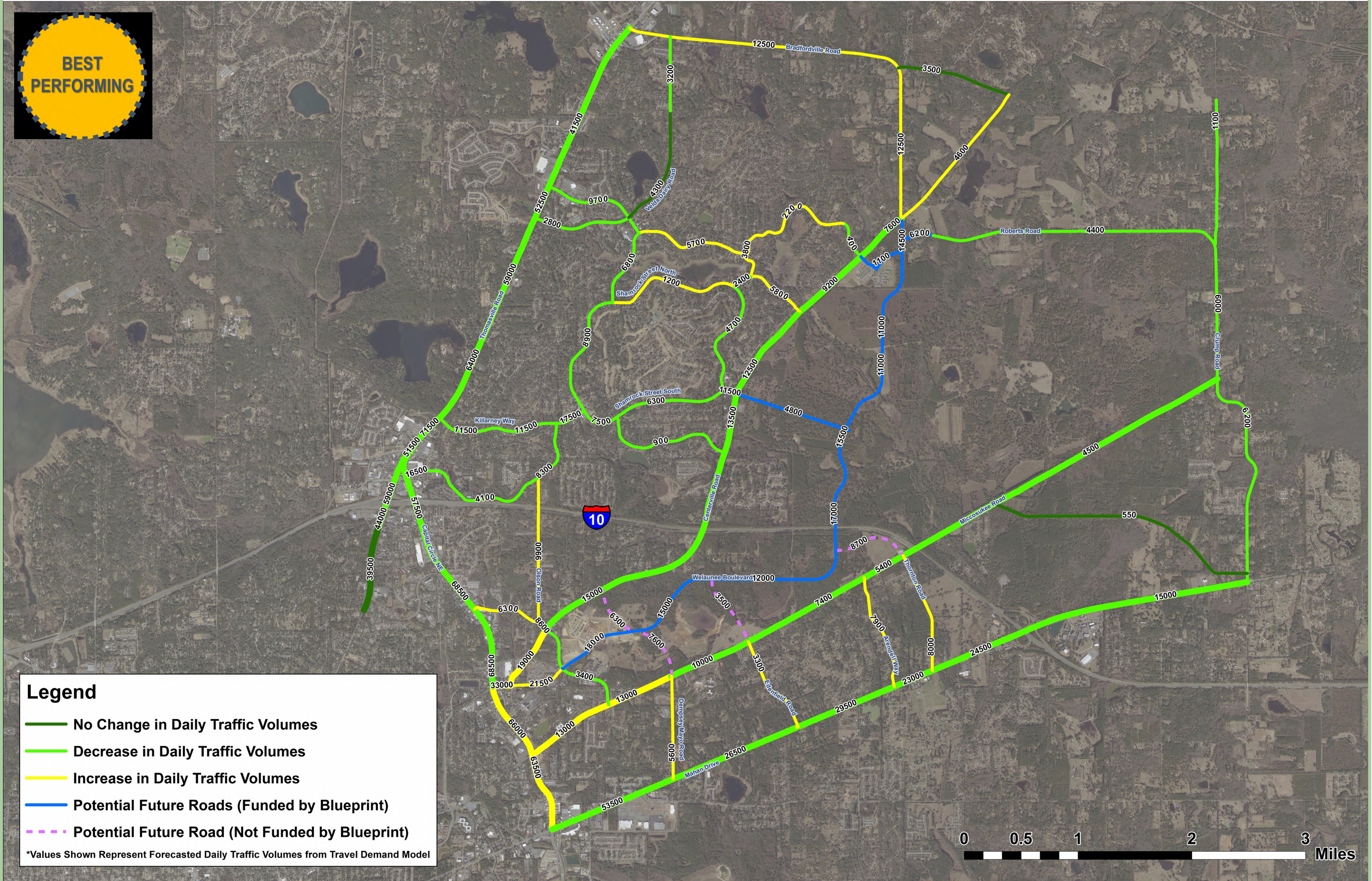


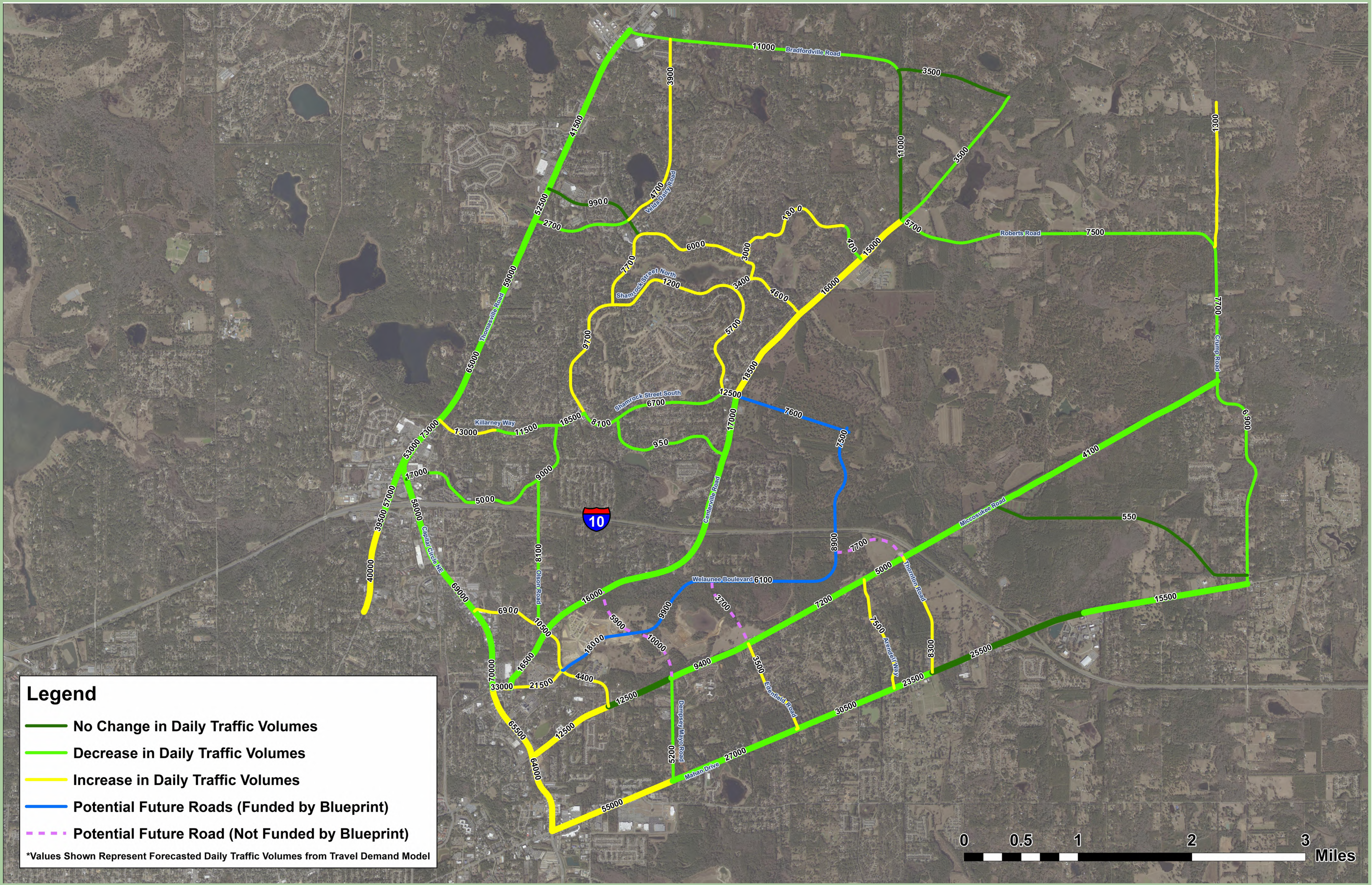
- **Partial development of Canopy Community Development District**
- **Limited development in the City of Tallahassee Planned Unit Development**
- **Limited development in the Arch**
- **Limited development in the Heel**
- **An Extension of Thornton Road and Edenfield Road to Welaunee Boulevard**
- **With and without I-10 interchange**

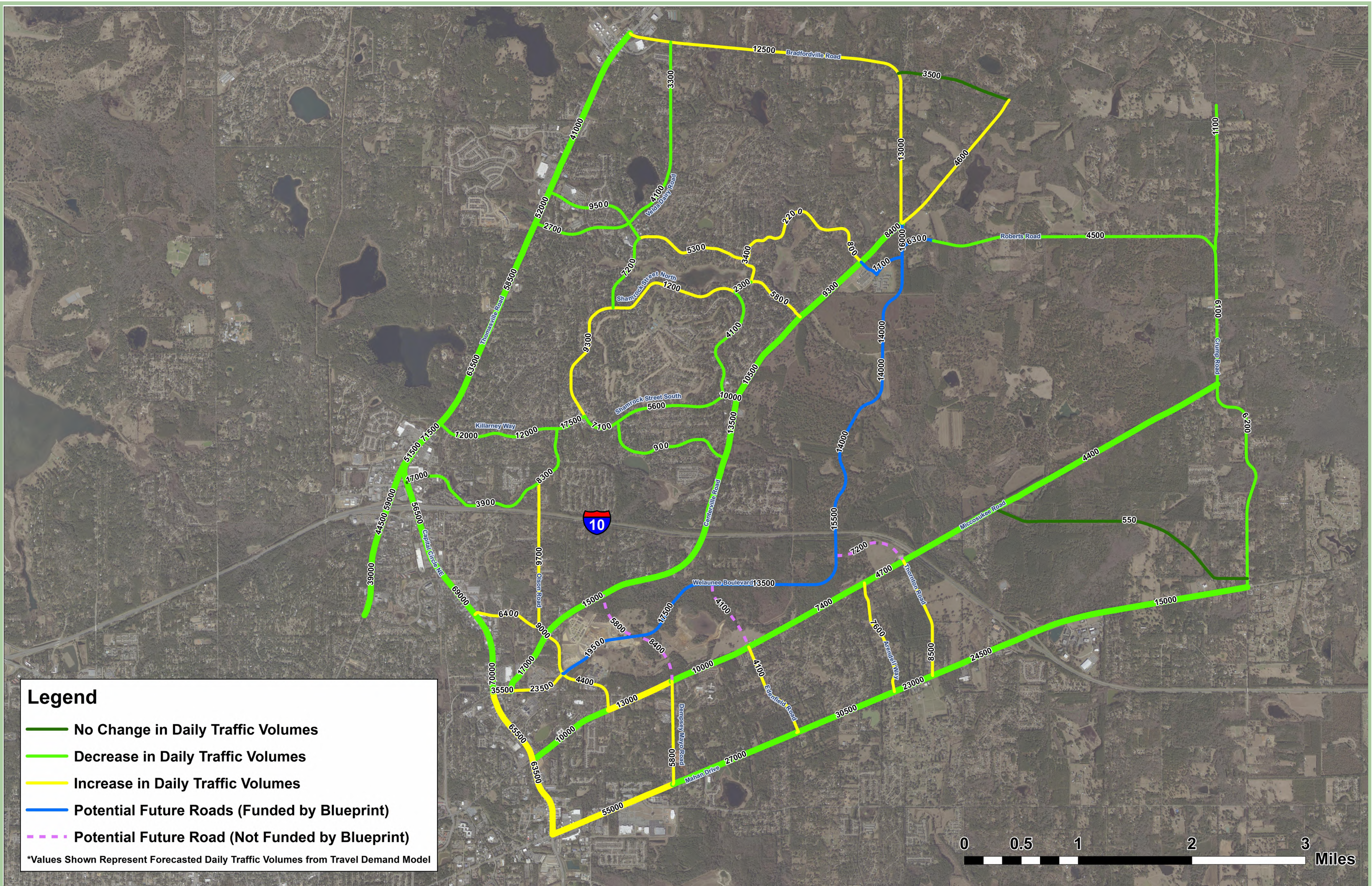
The **Capital Region Transportation Planning Agency (CRTPA) Travel Demand Model** was used to perform the traffic modeling. The model and modeling inputs used in this evaluation underwent an **independent peer review** as part of this process.

2035 Future Traffic Changes: No Build Scenario





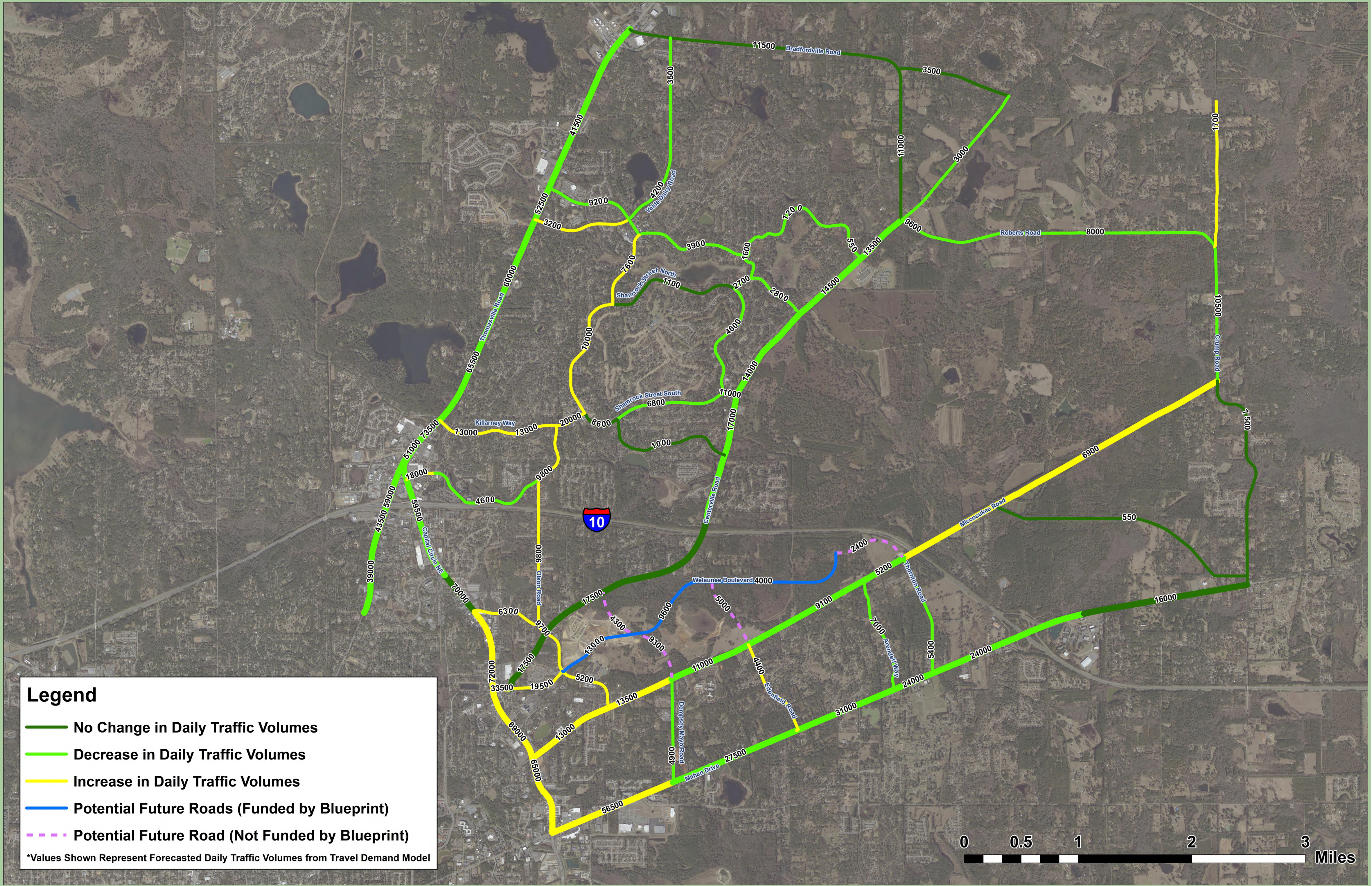




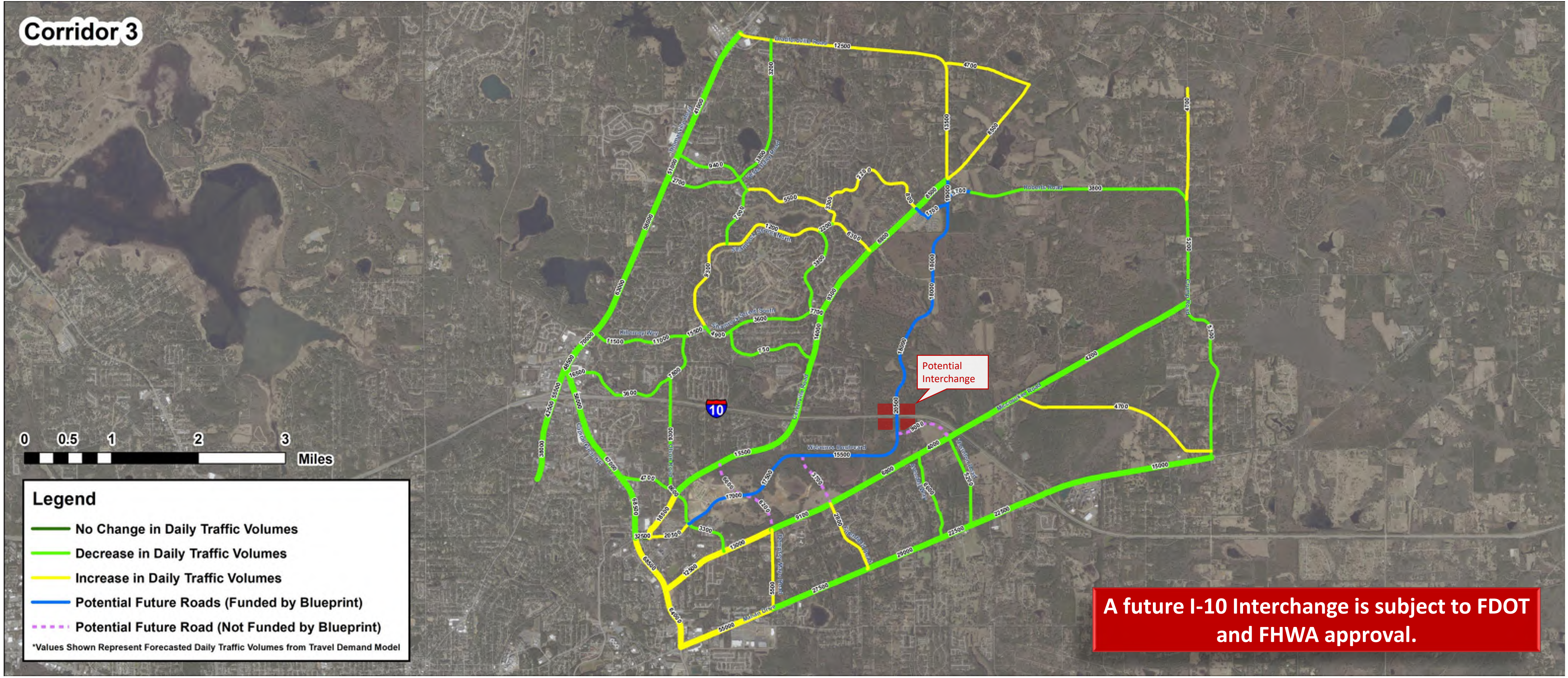
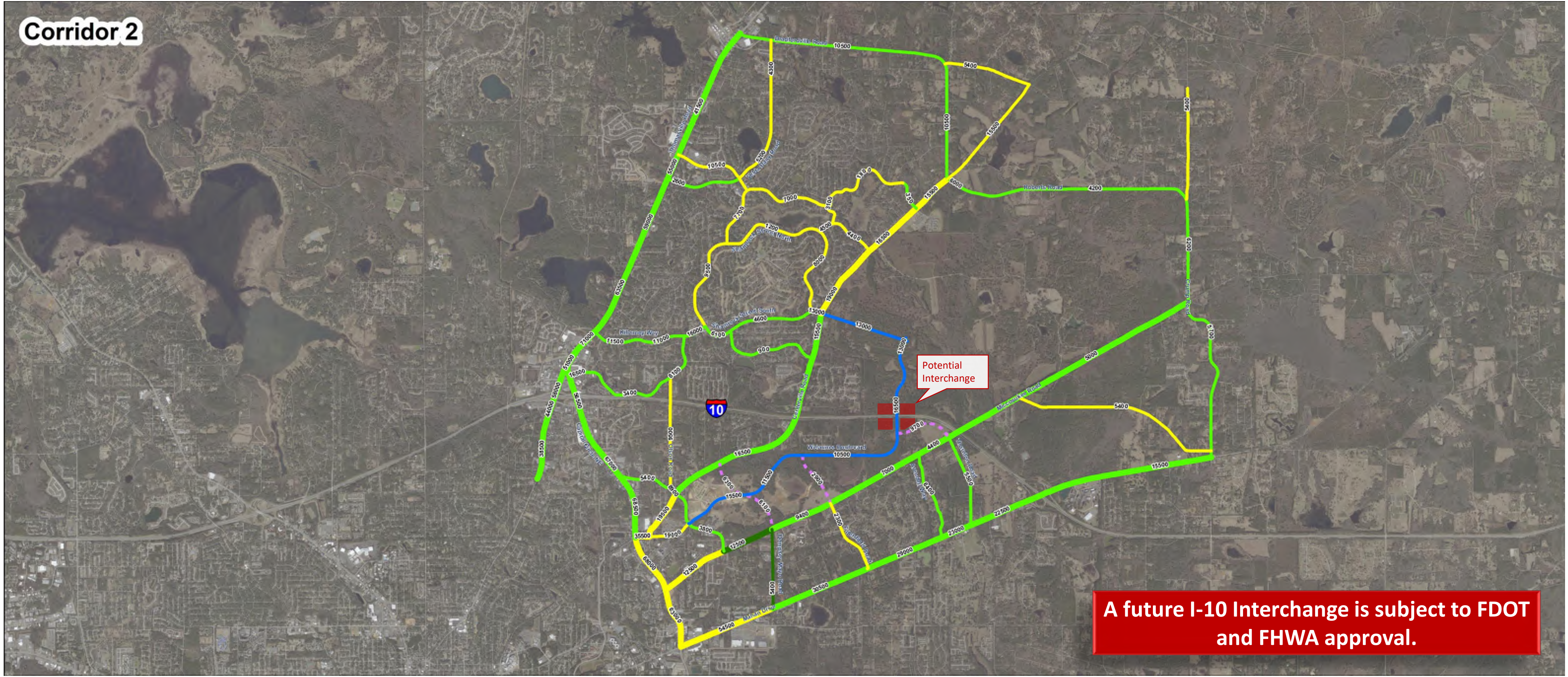
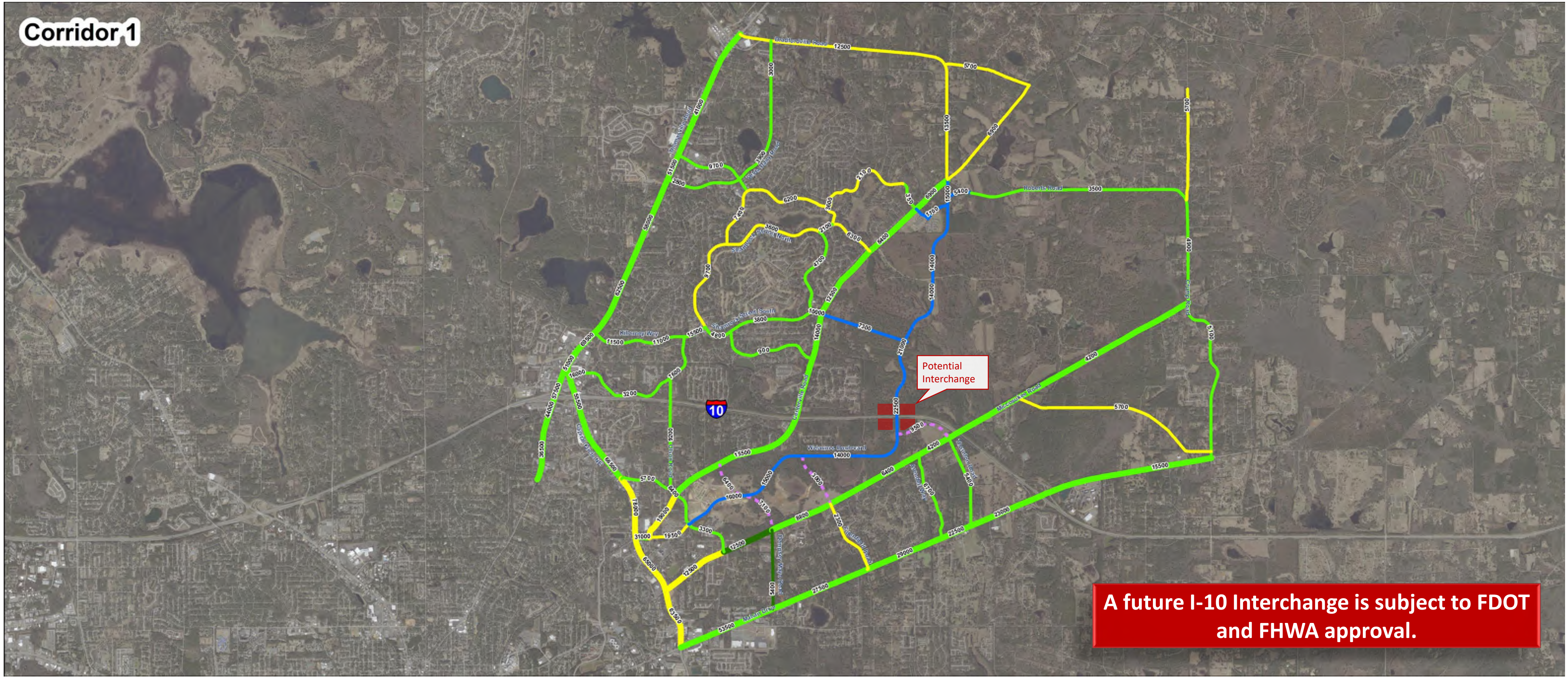
Legend

- No Change in Daily Traffic Volumes
- Decrease in Daily Traffic Volumes
- Increase in Daily Traffic Volumes
- Potential Future Roads (Funded by Blueprint)
- - - Potential Future Road (Not Funded by Blueprint)

*Values Shown Represent Forecasted Daily Traffic Volumes from Travel Demand Model



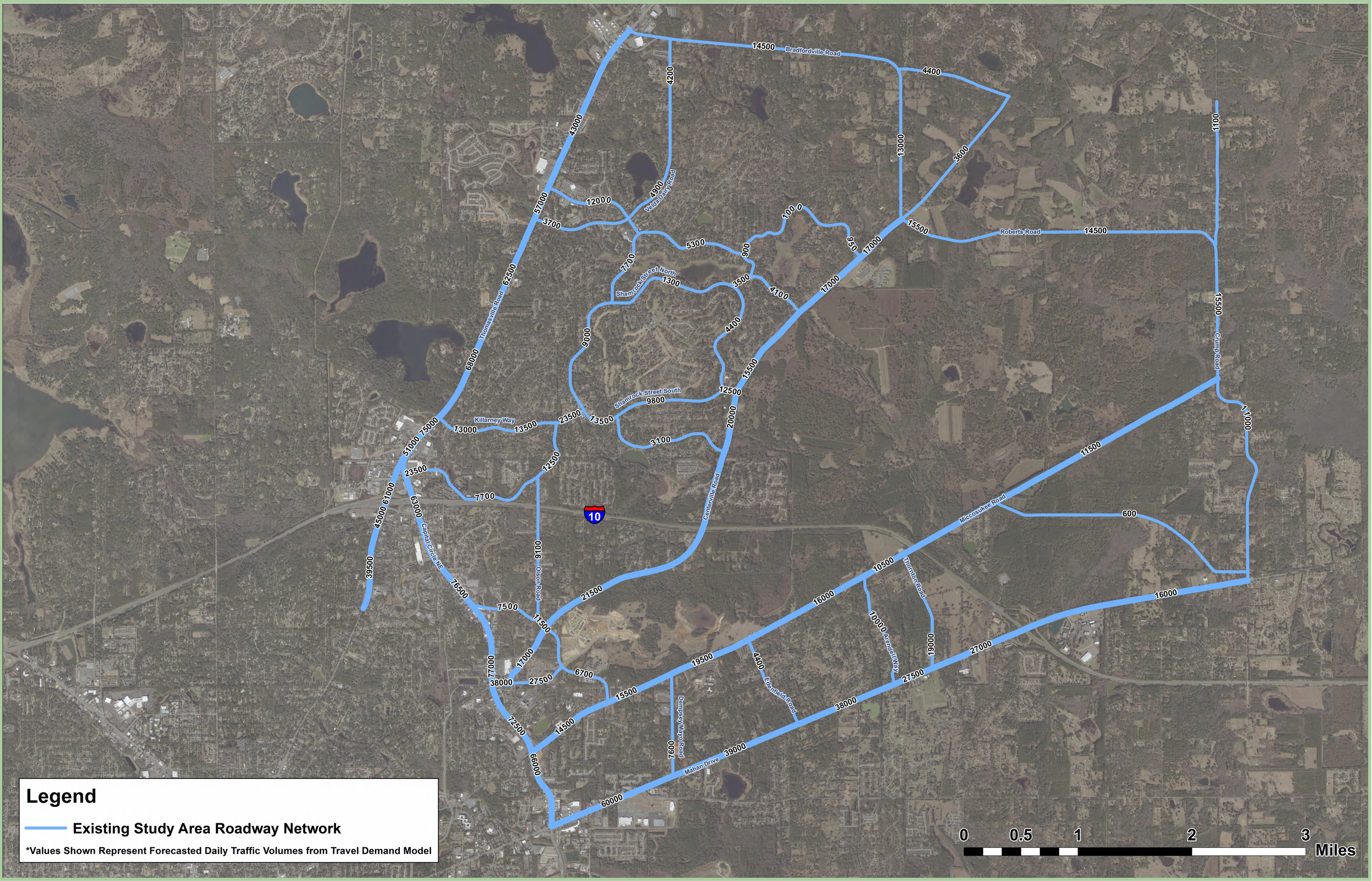
2035 Potential Interchange Influences

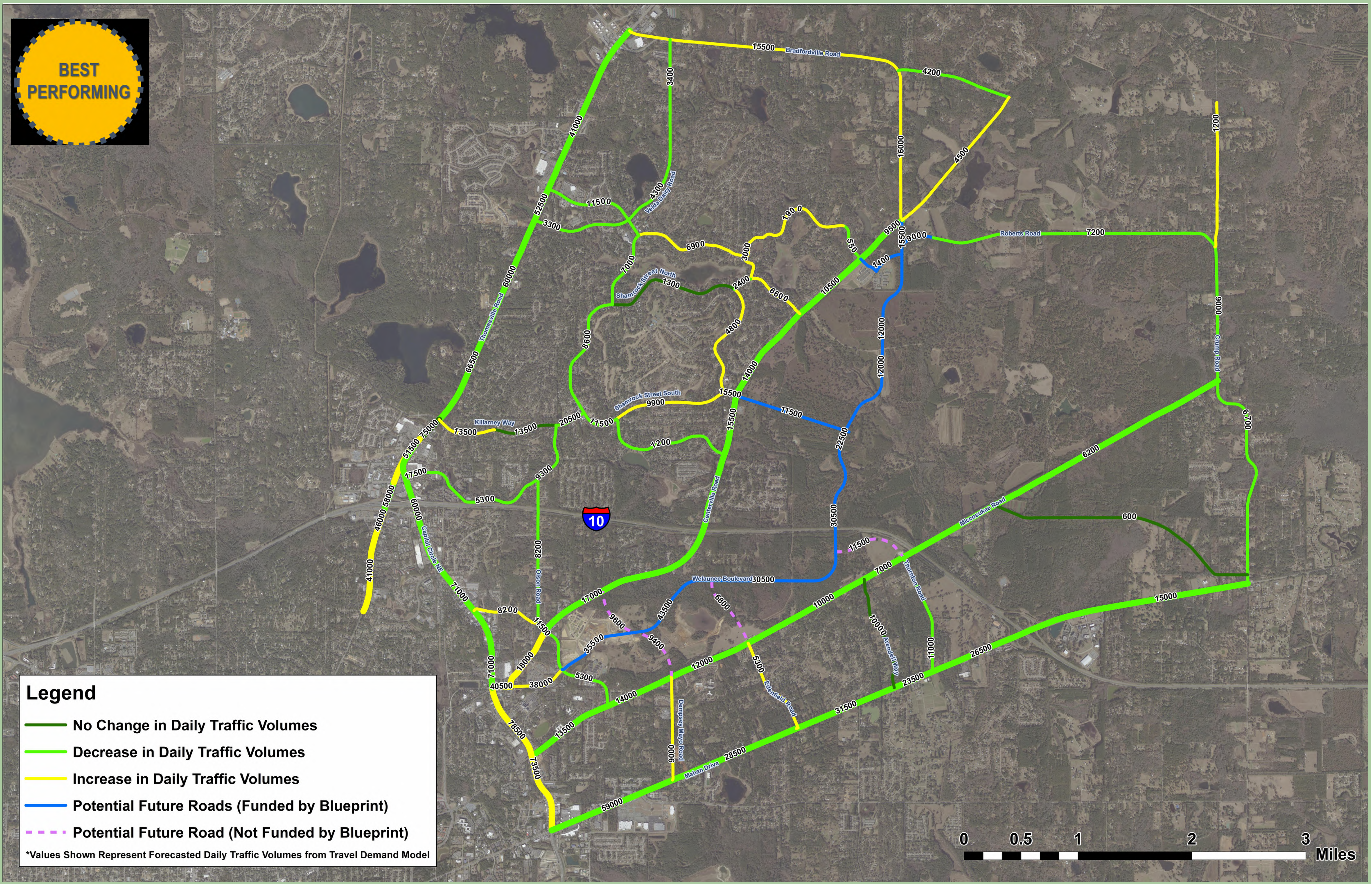


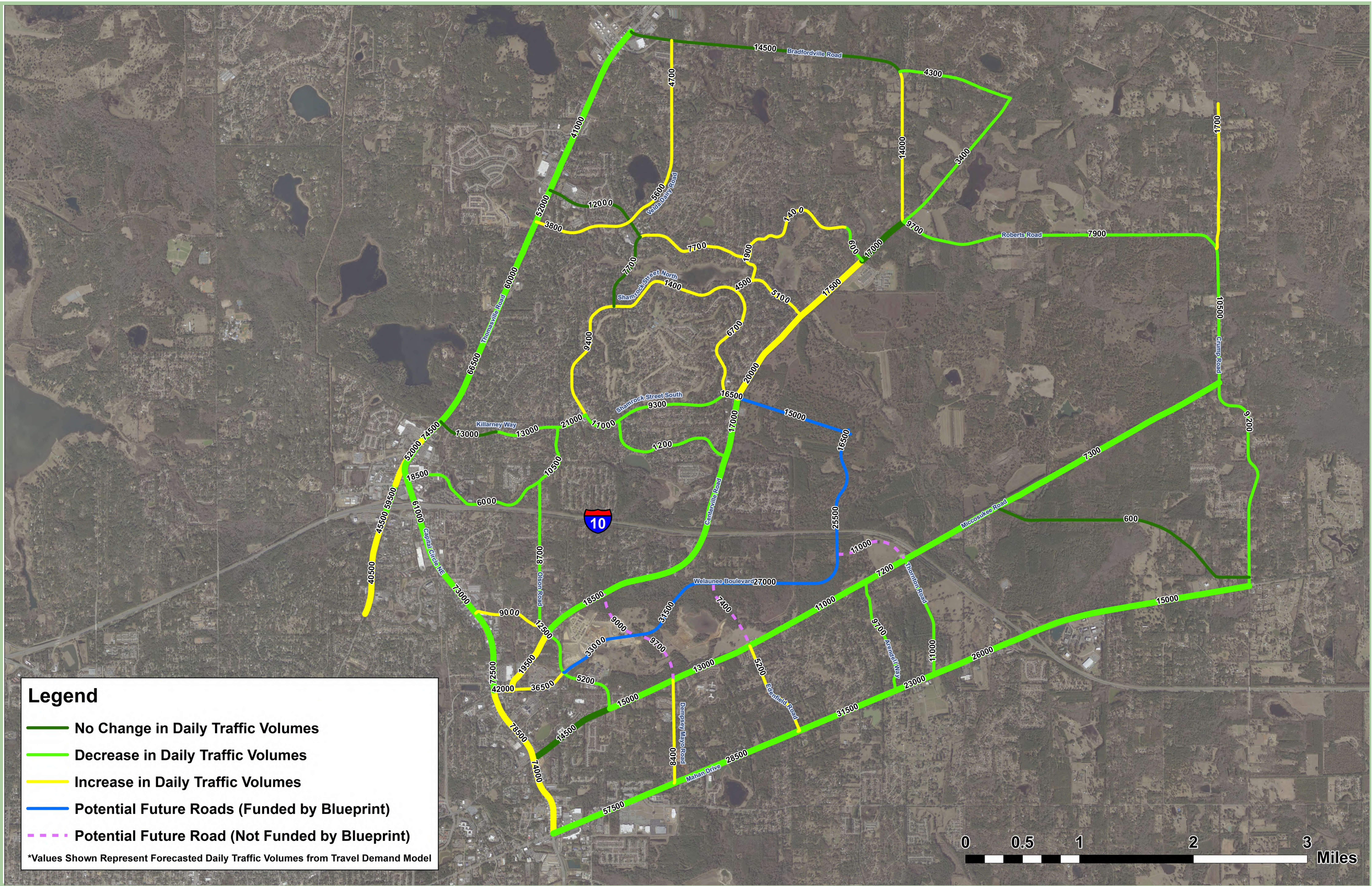
- **Full development** of the Canopy Community Development District
- **Full development** in the City of Tallahassee Planned Unit Development
- **Partial development** in the Arch
- **Partial development** in the Heel
- **An Extension** of Thornton Road and Edenfield Road to Welaunee Boulevard
- **With and without** I-10 interchange

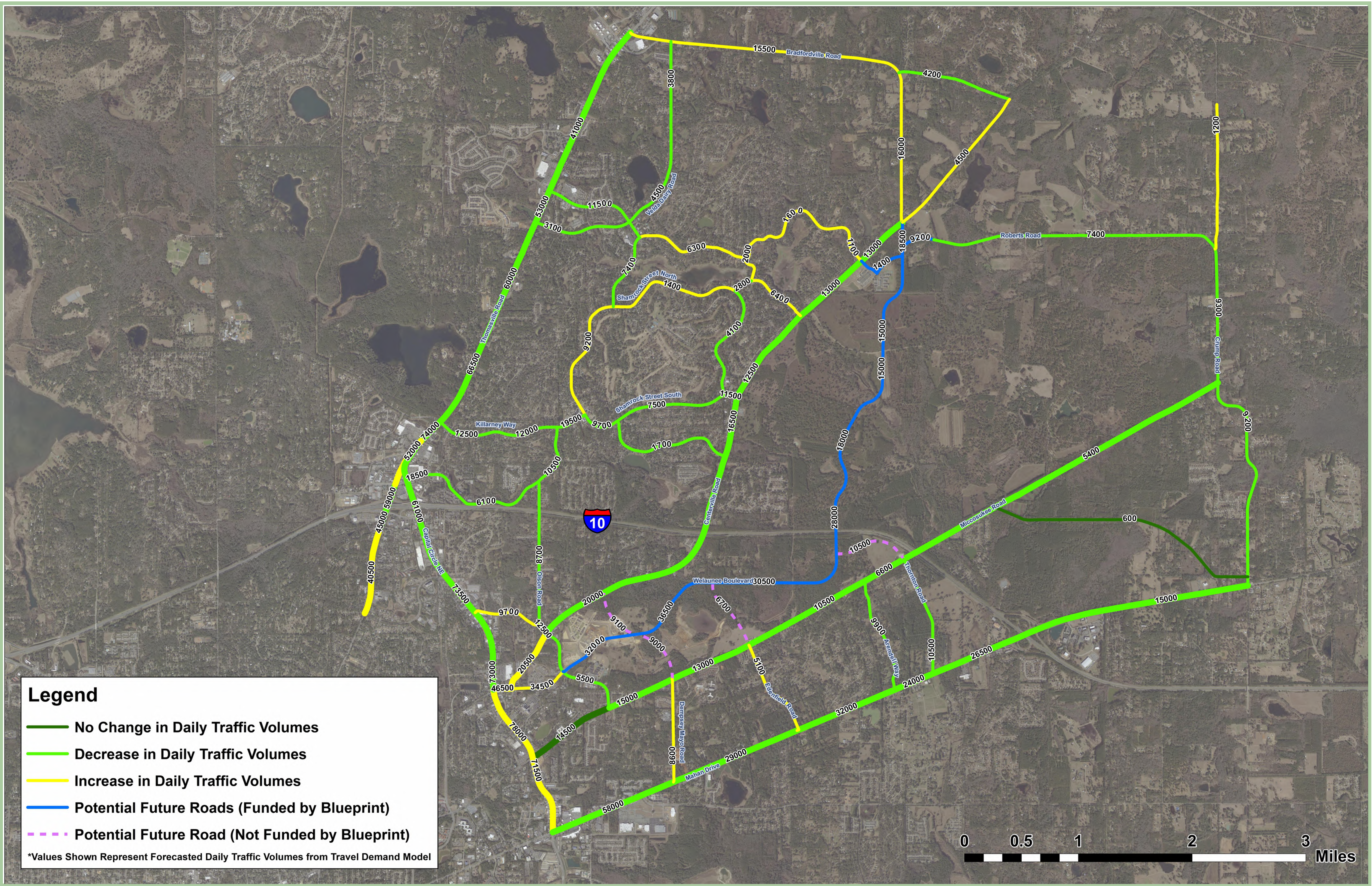
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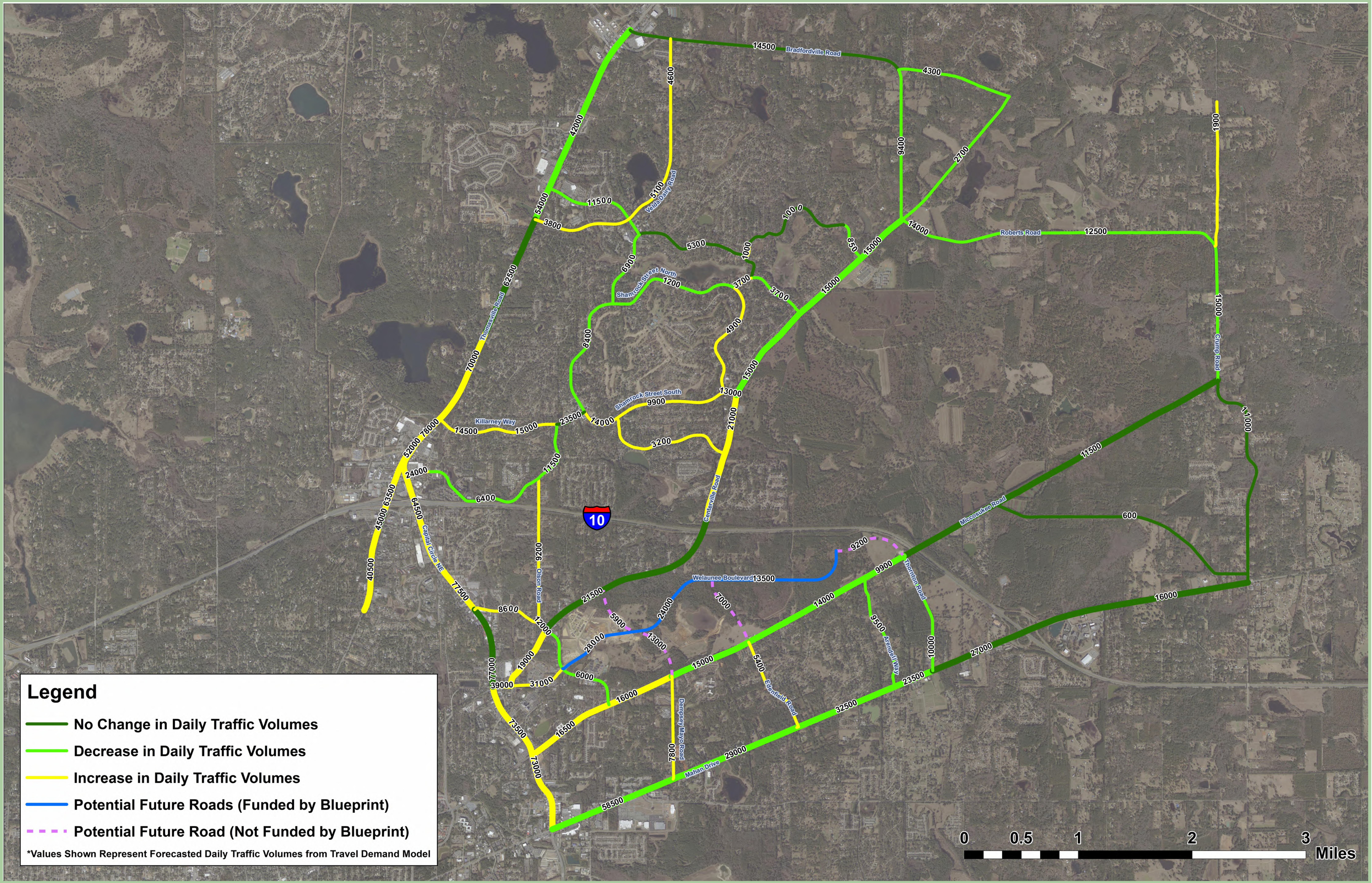
2045 Future Traffic Changes: No Build Scenario



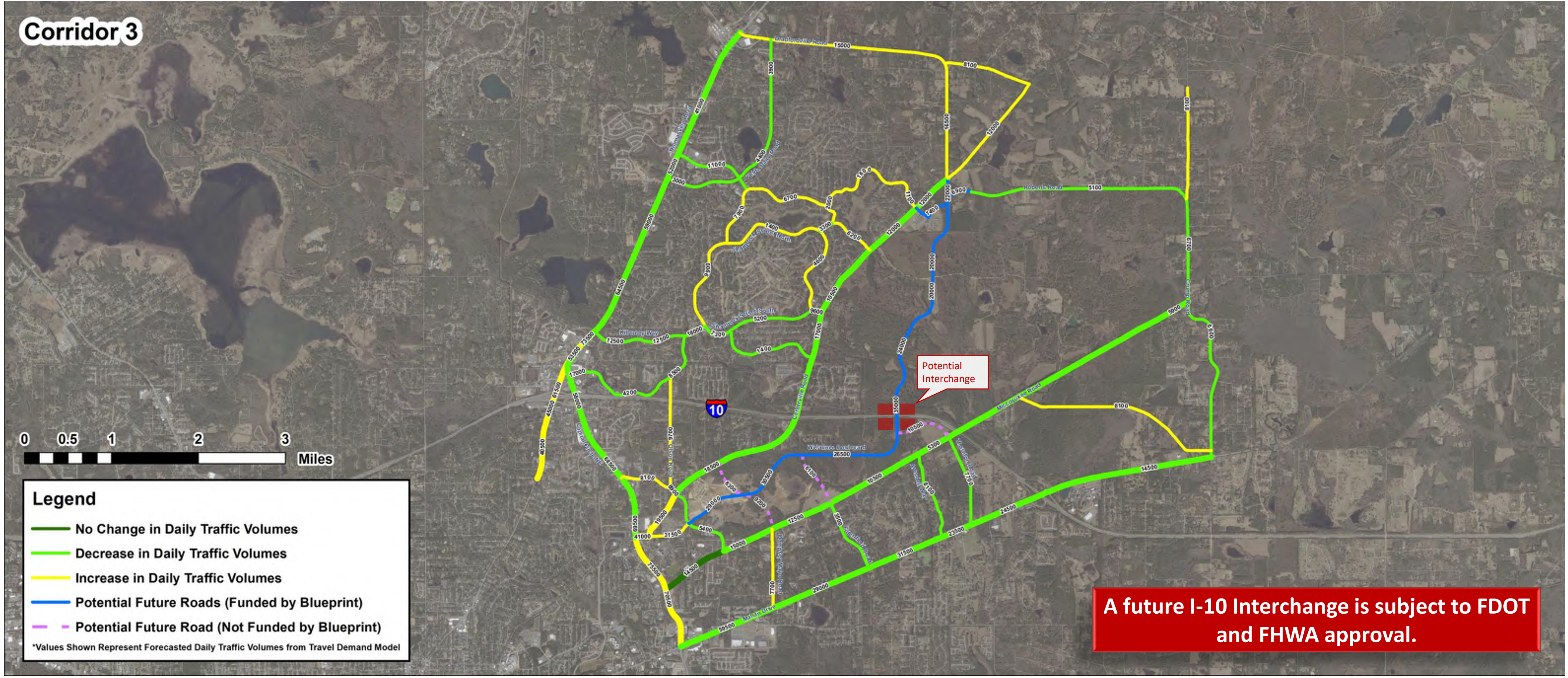
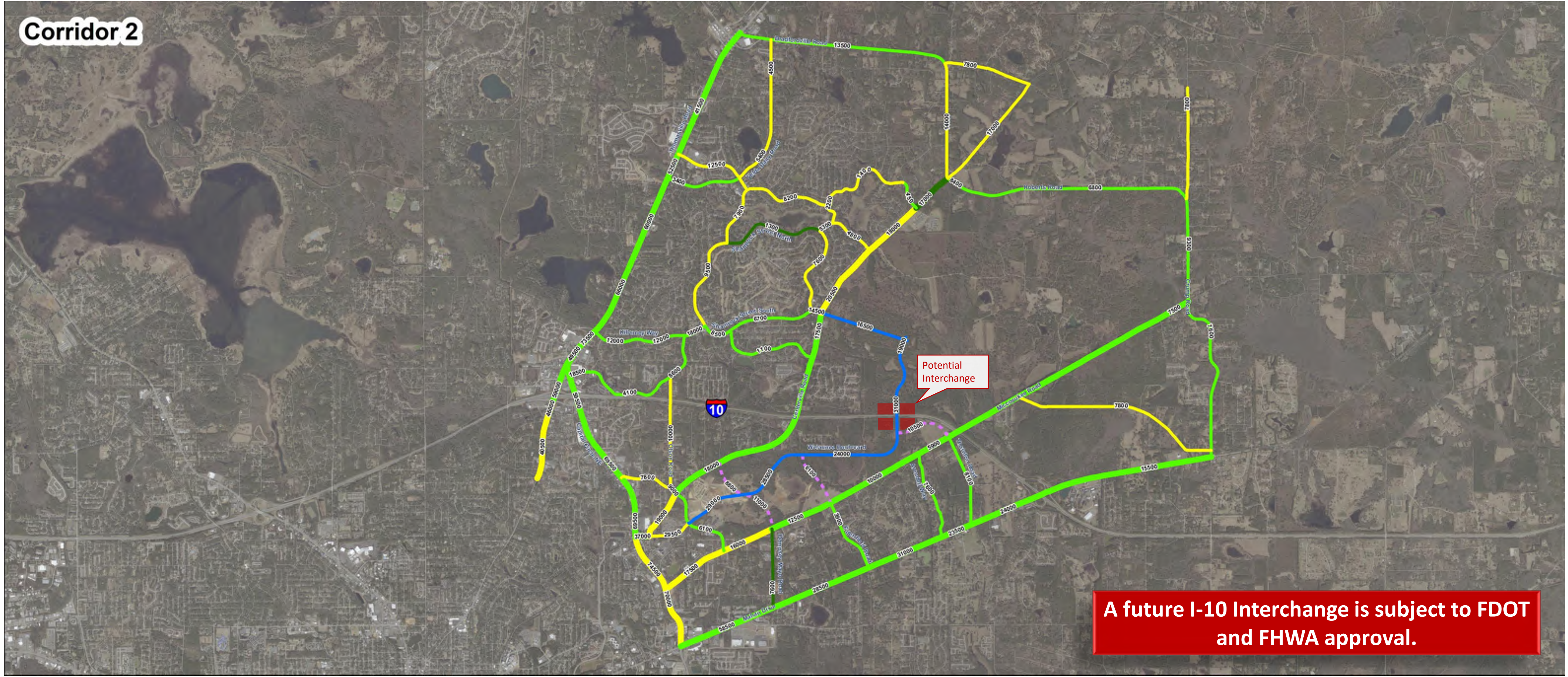
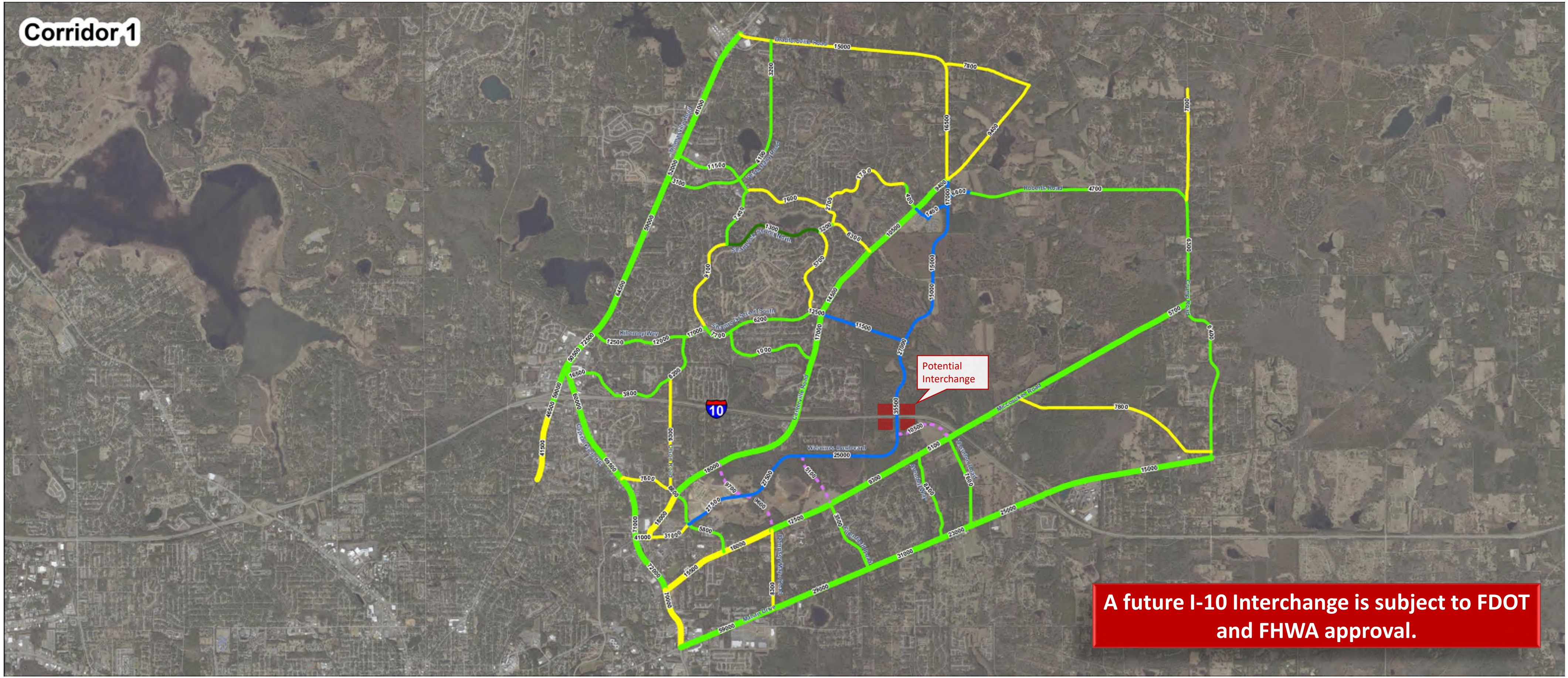




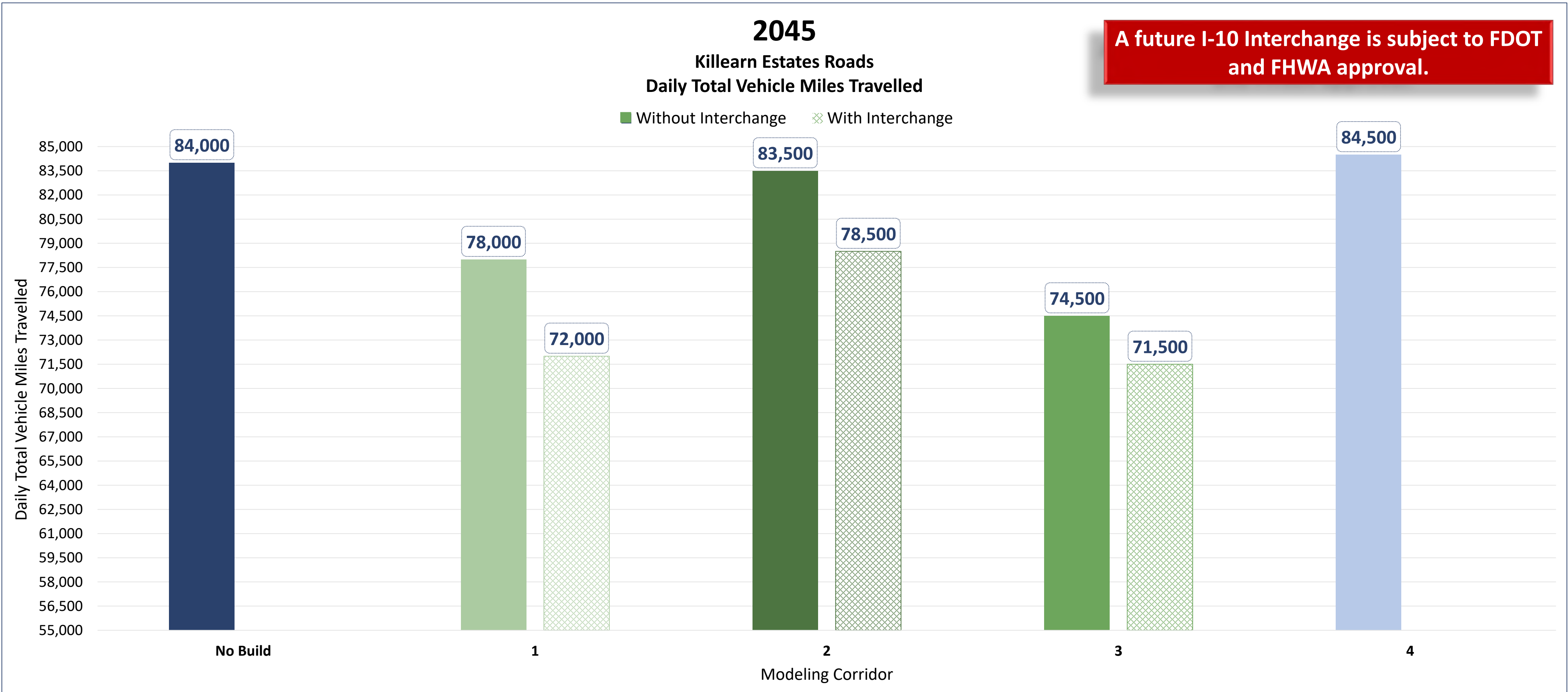
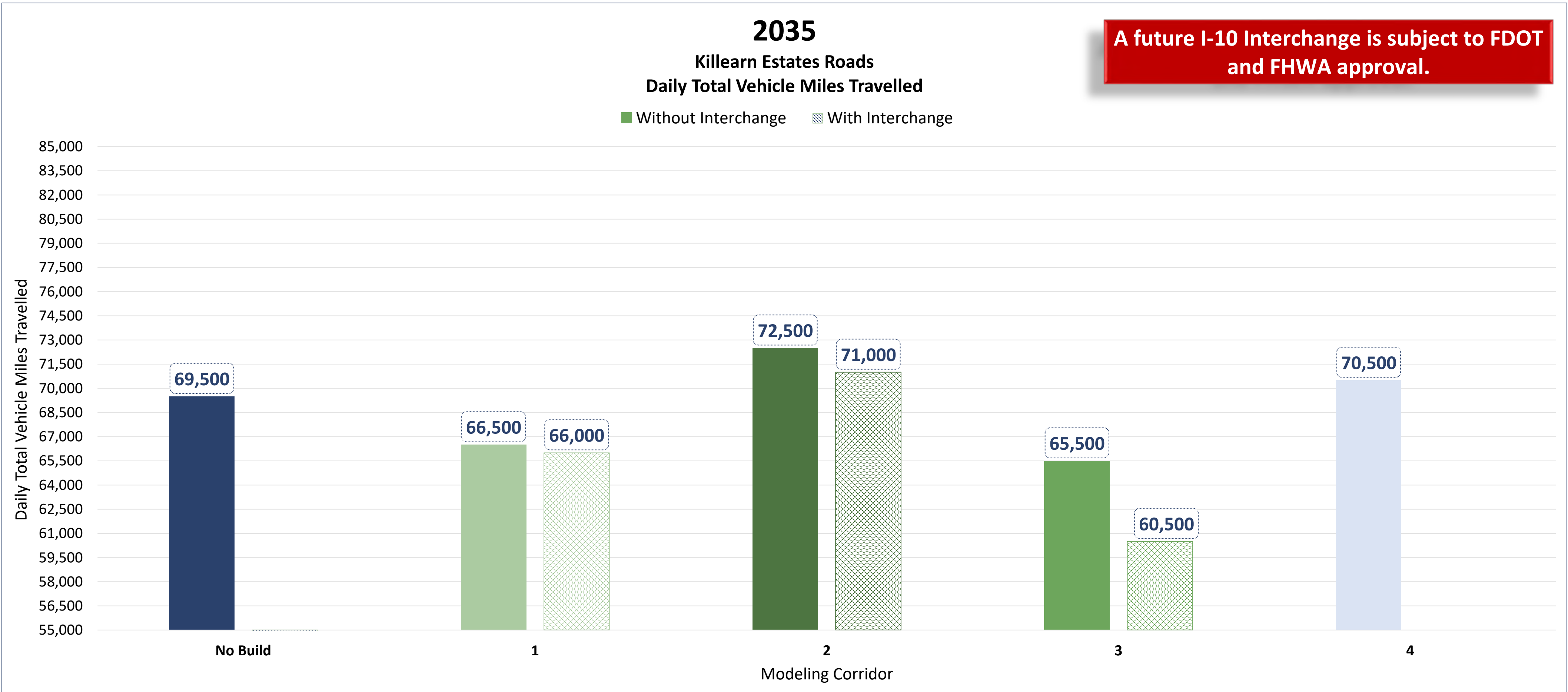
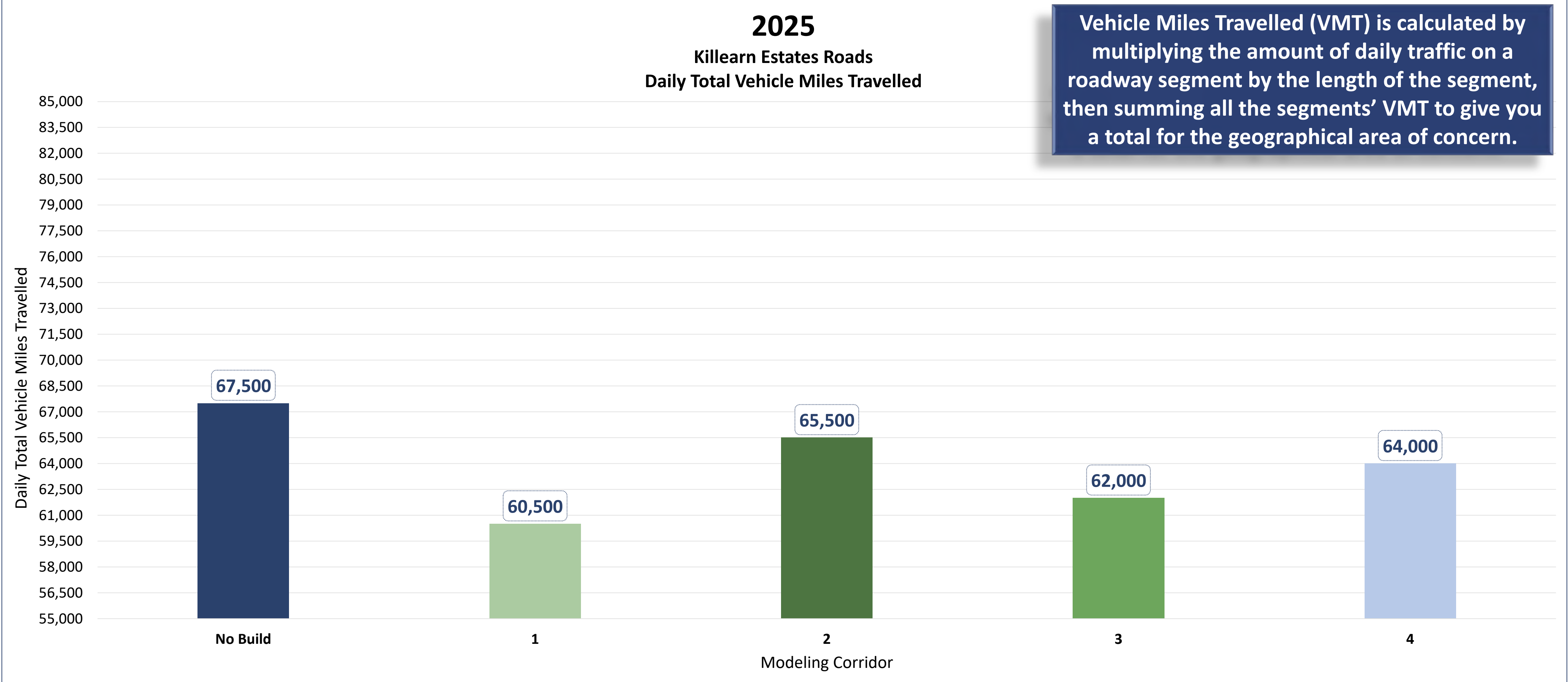




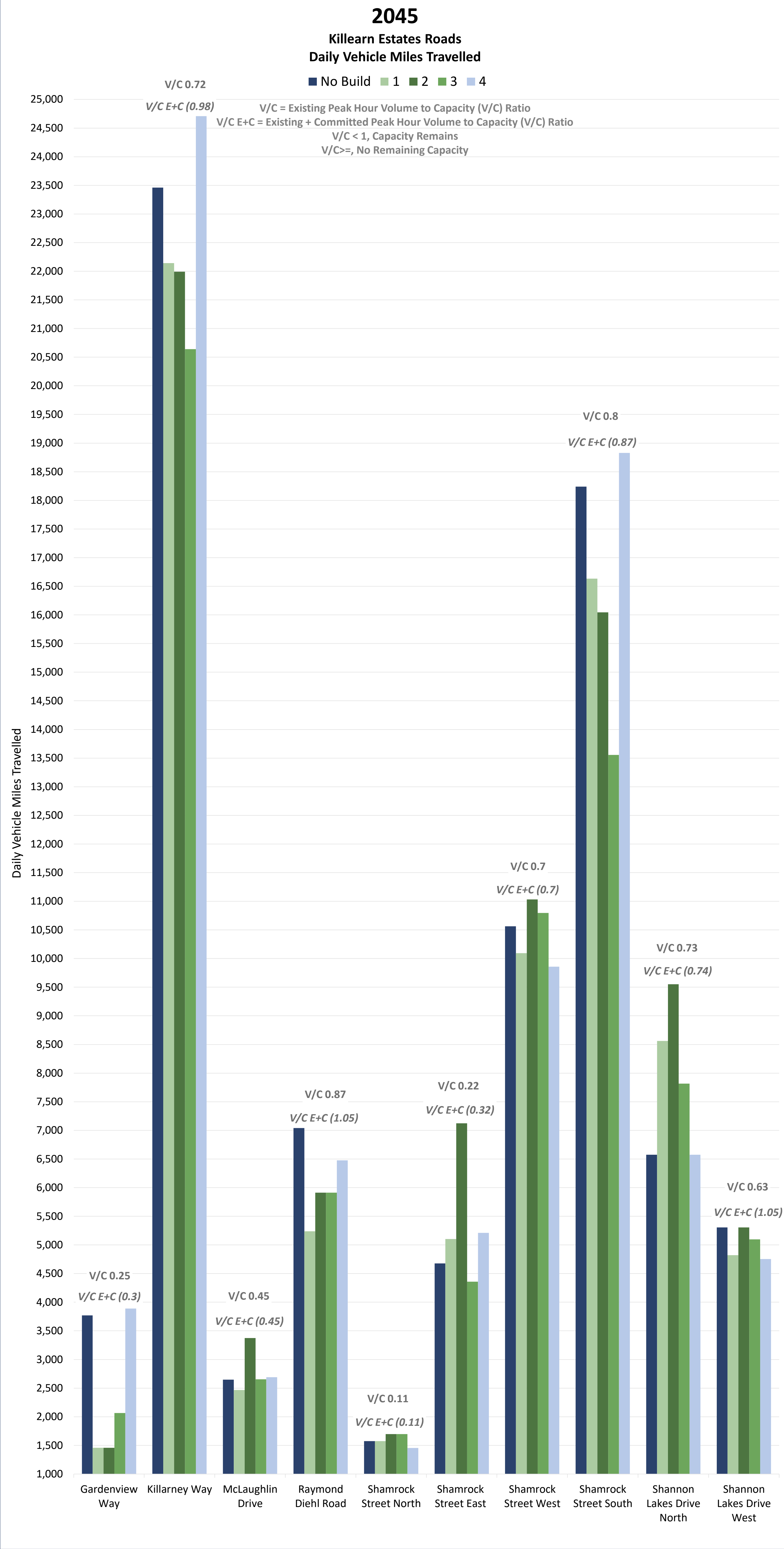
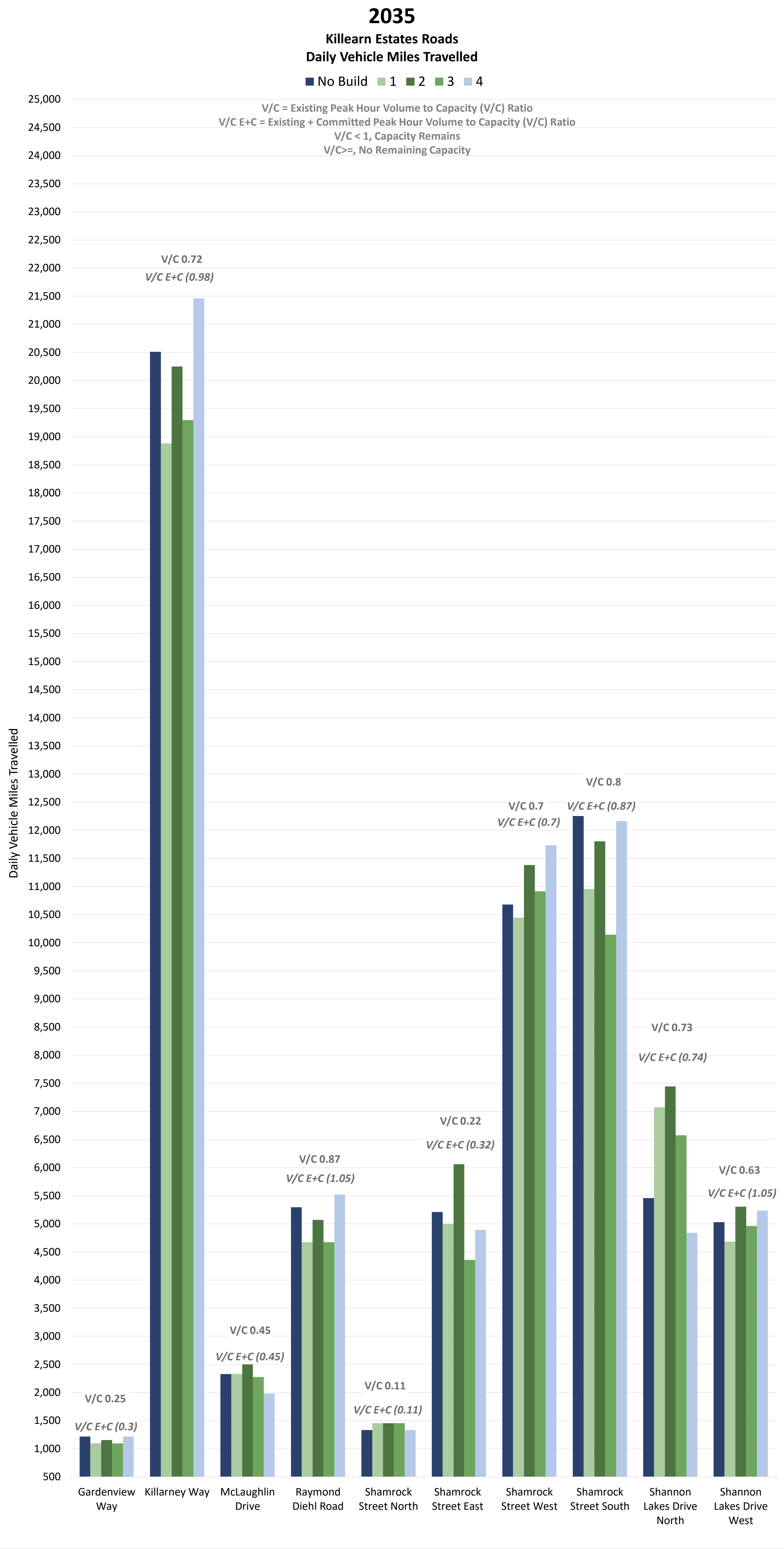
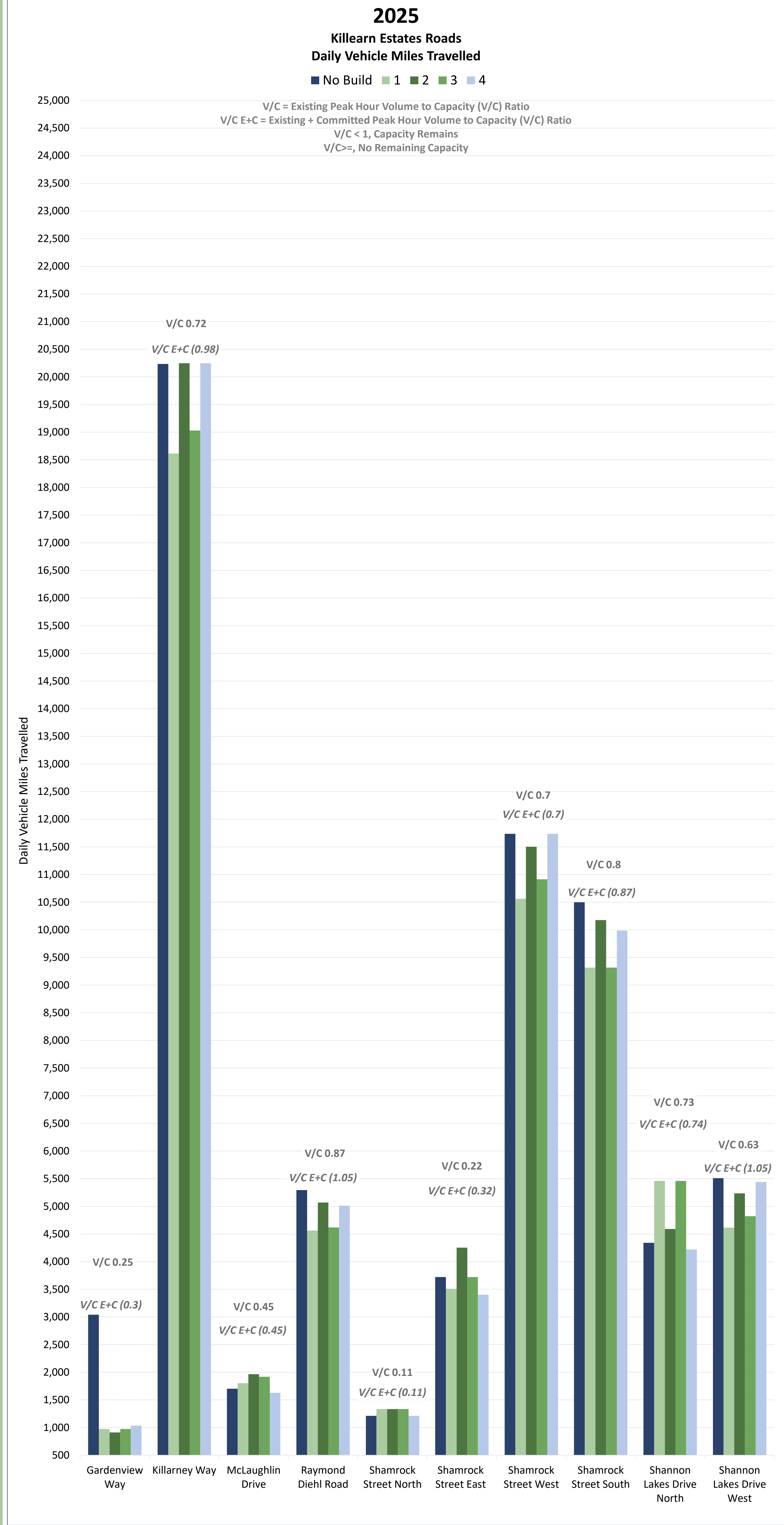
2045 Potential Interchange Influences



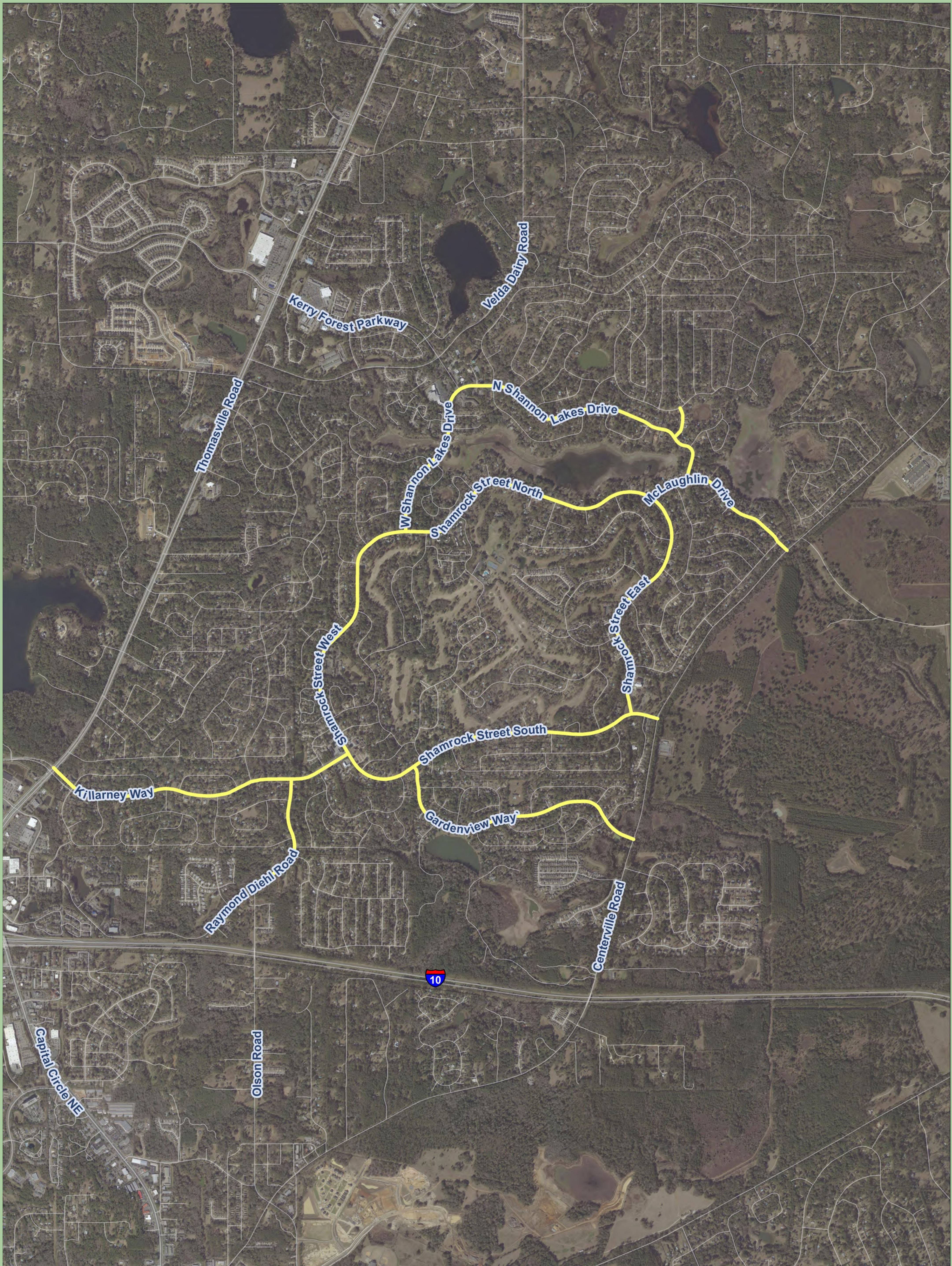
Killearn Estates Impacts



Killearn Estates Roads



Killearn Estates Roads



Purpose and Need

The purpose of the project is to improve regional mobility and enhance connectivity for motorized and non-motorized users. In addition, the Northeast Gateway will reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

The project is needed to provide an alternative route for existing users of Centerville and Miccosukee Roads—two scenic roadways that are locally protected and designated as Canopy Roads. Ongoing and proposed development of the 7,000-acre Welaunee Critical Area Plan, which is nearly entirely located between Centerville and Miccosukee Roads, will result in increased congestion on these two Canopy Roadways, should a new transportation facility not be developed. In addition, the project is anticipated to provide relief to US 319 (Thomasville Road) and US 90 (Mahan Drive)—the first phase of a new regional gateway into Tallahassee.

Traffic Modeling Summary Matrix															
Criteria	Opening Year 2025 Corridor					Interim Year 2035 Corridor					Design Year 2045 Corridor				
	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4
Evaluation of Primary Arterials															
Relieves Centerville Road	<div></div>	✓	✓	✓	✓	<div></div>	✓	<div></div>	✓	✓	<div></div>	✓	<div></div>	✓	✓
Relieves Miccosukee Road	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	✓
Relieves Thomasville Road	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	<div></div>
Relieves Mahan Drive	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	✓
Potential for a Future I-10 Interchange	<div></div>	✓	✓	✓	<div></div>	<div></div>	✓	✓	✓	<div></div>	<div></div>	✓	✓	✓	<div></div>
Evaluation of Secondary Arterials and Noteworthy Connectors															
Relieves Killearn Estates Roadways	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	<div></div>	✓	<div></div>	✓	✓	✓	<div></div>
Relieves Killearn Center Boulevard	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	✓	<div></div>	<div></div>	✓	✓	✓	✓
Relieves Olson Road	<div></div>	✓	✓	✓	✓	<div></div>	✓	✓	<div></div>	<div></div>	<div></div>	✓	✓	✓	<div></div>

= No Relief* ✓ = Some Relief ✓✓ = Great Relief

*Relief indicates a reduction in transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

Preliminary Construction and Right-of-Way Cost Comparison				
No Build Scenario	Corridor 1	Corridor 2	Corridor 3	Corridor 4
None	\$42 Million	\$32 Million	\$39 Million	\$20 Million

Future Community Engagement Opportunities

Blueprint IA Board Meeting
December 12, 2019

Stakeholder Focus Group Sessions
Winter 2020

Community Outreach Events
Spring 2020

Alternatives Public Meeting
Summer 2020

Public Hearing
Fall 2020

Other Informal Meetings & Briefings
Ongoing

Future PD&E Components

Traffic Operations Analyses

Engineering Concept Development

Wildlife and Habitat Evaluation

Wetlands and Other Surface Waters Evaluation

Water Quality and Stormwater Evaluation

Archaeological and Historical Resource Evaluation

Sociocultural Effects Evaluation

Noise Analyses

Air Quality Analyses

Utilities Assessment

We Are Here

PD&E Study

2020

Design

2022

Right-of-Way

2023

Construction

2025

Completed Project