

9/16/20

Dear Blueprint Intergovernmental Agency,

RE: Sept. 17, 2020 BluePrint IA Meeting

Agenda Item 14, Welaunee Extension – Alternative Northern Terminus

We are very taken back by the position presented by Blueprint in this agenda item, after a lot of hard work and collaboration with staff/IA to obtain approval of a regional roadway that makes sense for the community and meets all project goals and objectives. See below for some of the technical concerns with staff's proposal to modify the project.

1. The agenda item to study an 'alternative' northern terminus of Welaunee Blvd. is unnecessary.
2. The original approved concept with a 'T' of Roberts tying into Welaunee Extension south of Centerville Road has always been shown. See **attachments** - approved Corridor 1 and supporting transportation models.
3. This approved Corridor 1 NEVER showed a 5-legged intersection at Centerville-Roberts Road.
4. A 5-legged intersection is never feasible because they just don't work, especially in a small area.
5. The attached approved intersection configuration helps to maintain Roberts Road as rural & 2-lanes.
6. A major modification for a new northern terminus connecting to Centerville Road south of the school, between McLaughlin and Pimlico is speculated to add even more cut-through traffic in Killearn.
7. Welaunee Blvd. Extension connecting to Bradfordville and Thomasville Roads makes the most sense from a regional roadway network perspective and required extensive negotiations with staff by Killearn Estates representatives, which included a connection to Shamrock South.
8. No Blueprint money is provided to Killearn Estates to mitigate added traffic from this project and another roadway connection to Centerville Road near McLaughlin Drive exasperates this condition.
9. Project Goals and Objections will not be met with a terminus that ends short of Roberts Road:
 - a. Does not reduce traffic on already over capacity Thomasville Road segments to same extent
 - b. Does not protect Centerville Road, a Canopy road
10. If Welaunee terminates south of the school onto Centerville Road, it will generally double the daily traffic on a road that is already congested at times. Pressure to 4-lane Centerville Road will occur.
11. Terminating Welaunee onto Centerville Road south of the school makes the school's sole access (@ Pimlico Road) an extremely congested and very unsafe intersection for pedestrians/children to cross, school, bus and through vehicle traffic.
12. Without Welaunee Extension to Roberts Road, there is no ability to connect to the rear of the schools as been planned for many years and desired by Leon County Schools.
13. There are no environmental or cultural concerns for extending Welaunee Blvd. to Roberts Road.
14. Blueprint is not a stranger to using eminent domain on infrastructure projects so why is this different?

Thank you for your consideration, again!



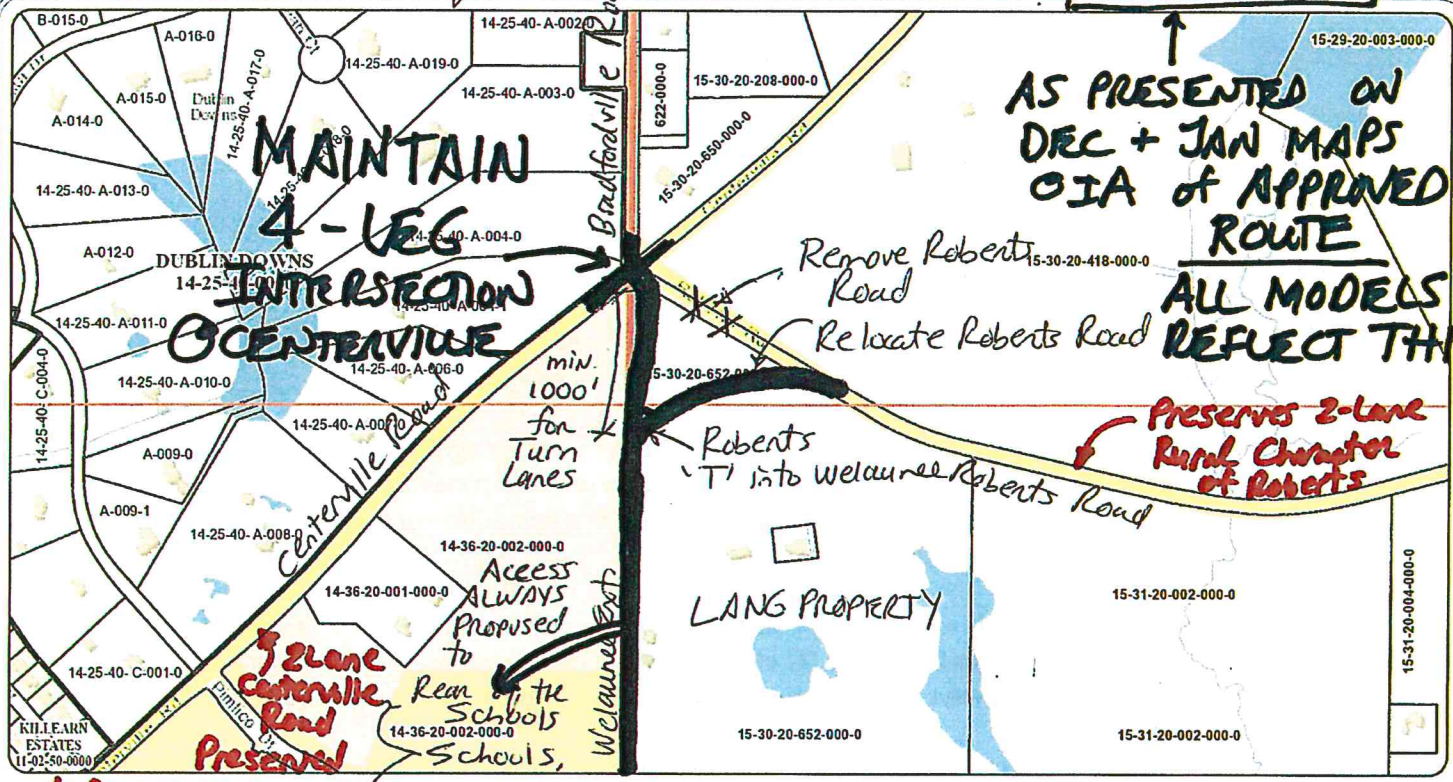
Debbie M. Dantin, P.E.

Transportation Engineer (representing Killearn Homes Association)

Attachments: IA Approved Corridor 1 & Blueprint's supporting Transportation Model Network

01/15/20 *Intersection Operating Alignment*

CORRIDOR 1



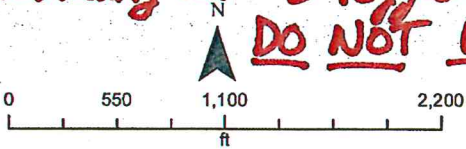
AS PRESENTED ON DEC + JAN MAPS OIA of APPROVED ROUTE ALL MODELS REFLECT THIS!

Preserves 2-Lane Rural Character of Roberts

Leon County Property Appraiser

Engineering 101 - 5 legged Intersections DO NOT WORK

Legend		
	Township	Lot
	Section	Access Easement
	Subdivision	River
	Tax Parcel	Waterbody
	Building	Imagery 1/2015
	Park	
	City Limit	



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 Leon County Property Appraiser
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DISCLAIMER: This product has been compiled from the most accurate source data from Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. Leon County, the City of Tallahassee, and the Leon County Property Appraiser's Office assume no responsibility for any use of the information contained herein or any loss resulting therefrom. Date Drawn: Aug 16, 2019

Corridor 1 Approved - Welaunee to Roberts with Shamrock S. Extension
 Dec. 12, 2019 by Blueprint IA

NORTHEAST GATEWAY WELAUNEE BOULEVARD PD&S STUDY
 LEON COUNTY, FLORIDA

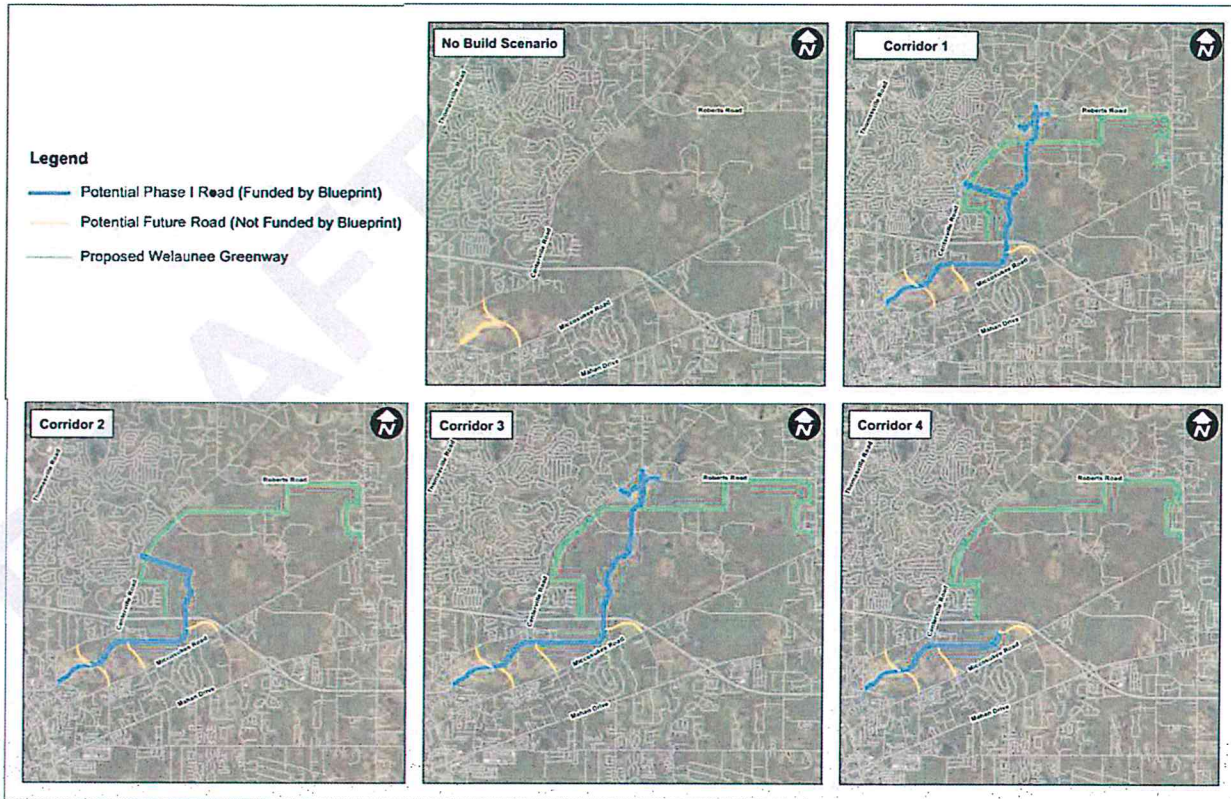
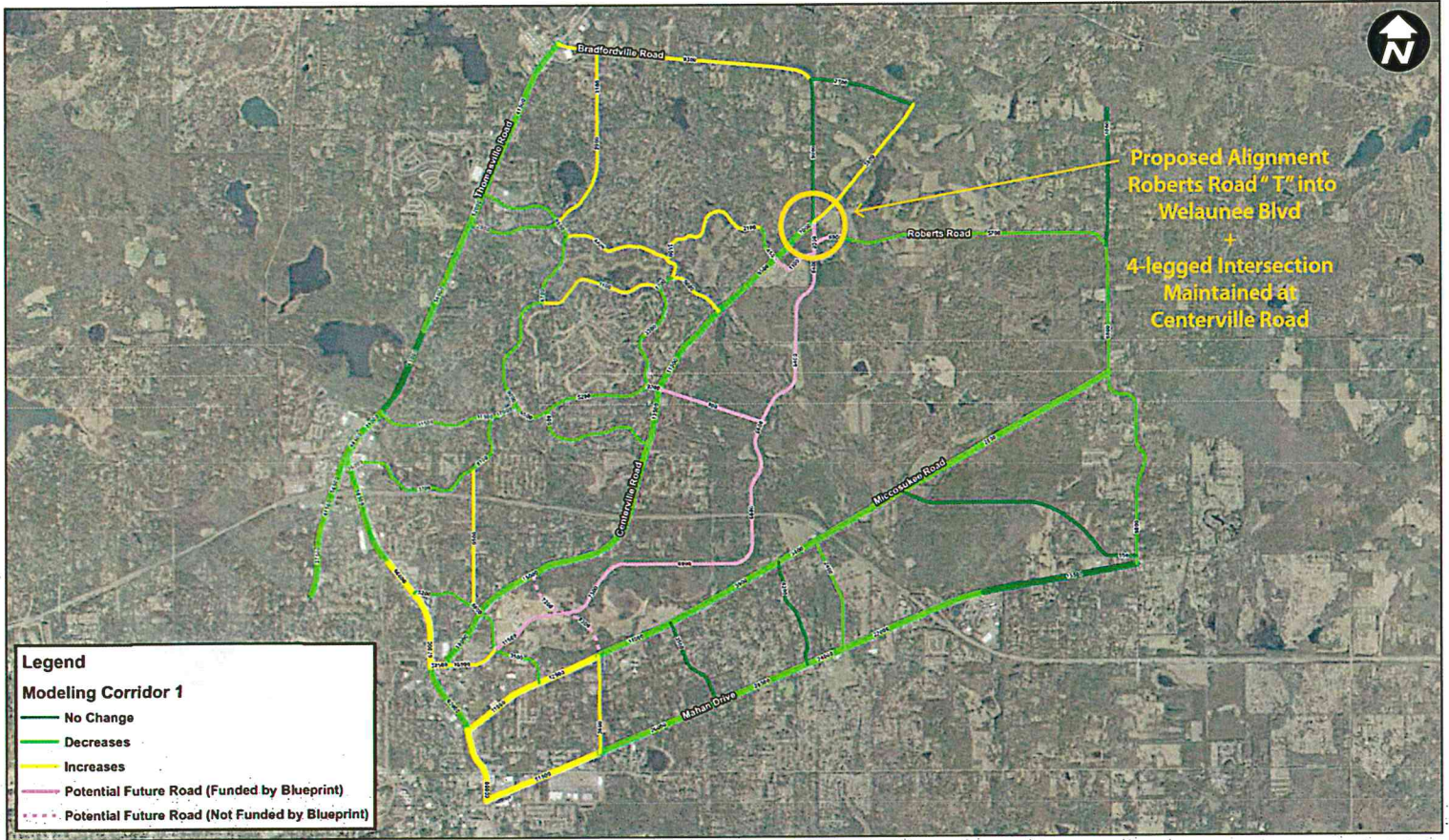


Figure 3. Study Corridors

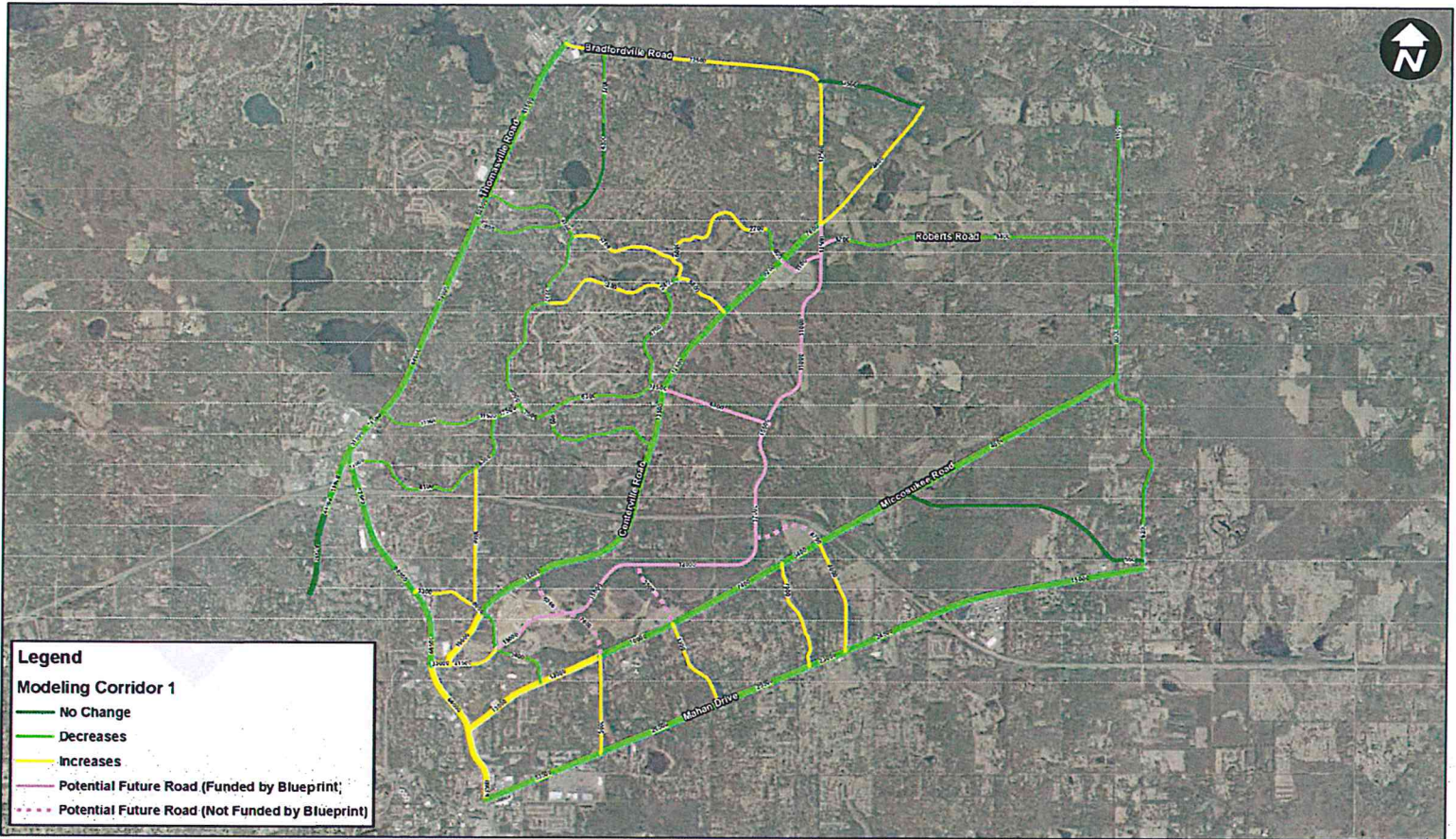


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

**Modeling Corridors
Future Traffic Pattern Changes**

Modeling Information
Year: 2025
Name: Corridor 1

Kimley Horn Models with Roberts into Welaunee for 4-leg Intersection at
Centerville -Bradfordville Road
2035 Approved Option



Legend

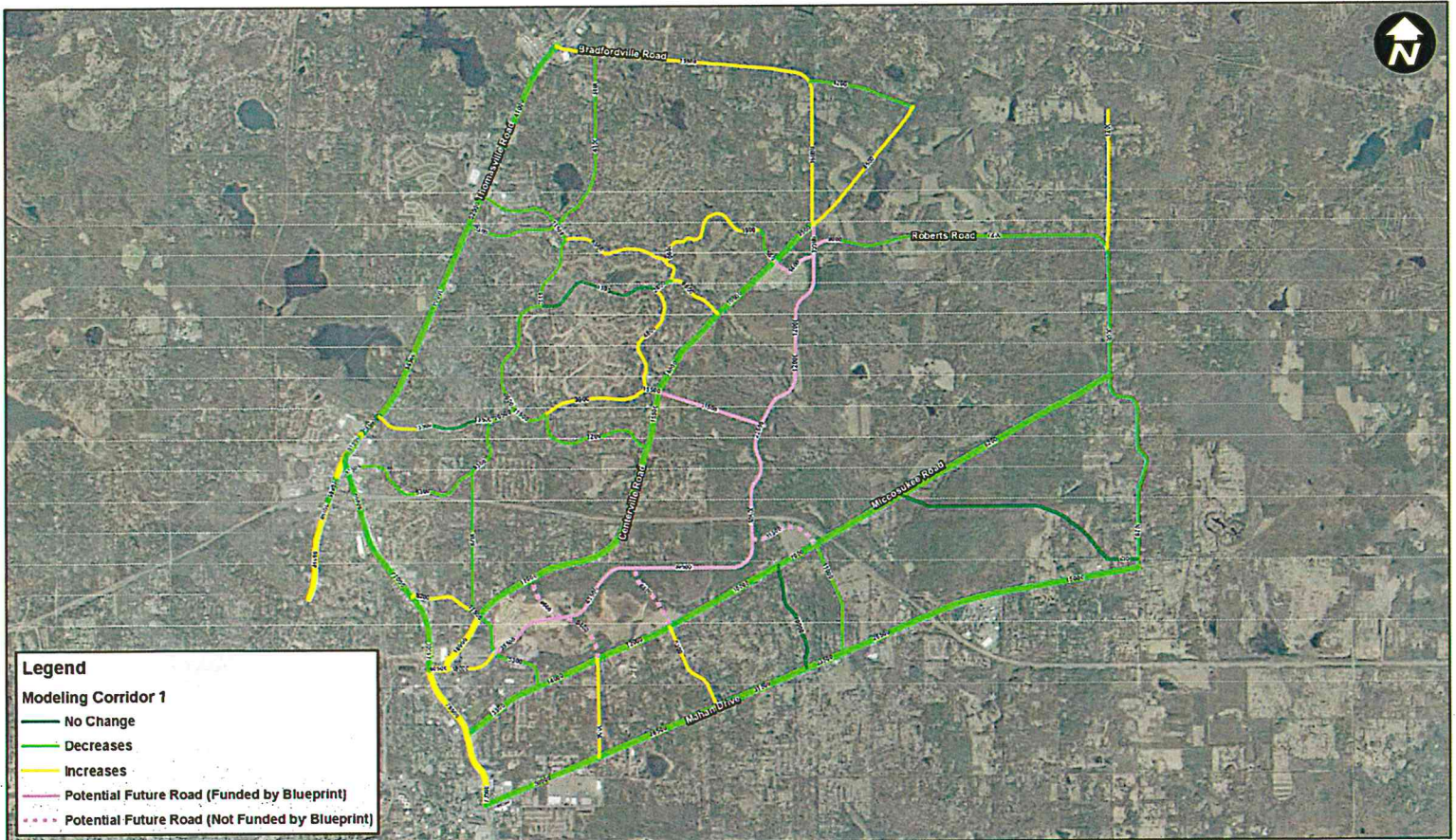
Modeling Corridor 1

- No Change
- Increases
- Decreases
- - - Potential Future Road (Funded by Blueprint)
- - - Potential Future Road (Not Funded by Blueprint)

Northeast Gateway: Welaunee Boulevard PD&E Study
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Leon County, Florida

**Modeling Corridors
Future Traffic Pattern Changes**

Modeling Information
Year: 2035
Name: Corridor 1



Legend

Modeling Corridor 1

- No Change
- Increases
- Decreases
- Potential Future Road (Funded by Blueprint)
- - - Potential Future Road (Not Funded by Blueprint)

Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

**Modeling Corridors
Future Traffic Pattern Changes**

Modeling Information
Year: 2045
Name: Corridor 1