



**Florida-Alabama**  
**TPO**  
Transportation Planning Organization



# US 98 Corridor Management Plan Update

**ATKINS**

June 2012

# US 98

## CORRIDOR MANAGEMENT PLAN UPDATE

ADOPTED: JUNE 2012

PREPARED FOR:



PREPARED BY:

# ATKINS

WEST FLORIDA REGIONAL PLANNING COUNCIL  
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JUNE 2012

**RESOLUTION FL-AL 12-13**

**A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE US 98 CORRIDOR MANAGEMENT PLAN**

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU) planning factors include emphasis on preservation of the existing transportation system; efficient system management and operation; and increased safety for motorized and non-motorized users; and

**WHEREAS**, the TPO Long Range Transportation Plan includes \$1,500,000 per year for implementation of projects identified in Corridor Management Plans (CMPs), which are plans for low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor; and

**WHEREAS**, the TPO Unified Planning Work Program (UPWP) includes a task for development of a CMP for US 98, from the Pensacola Bay Bridge to the Okaloosa County Line; and

**WHEREAS**, the US 98 CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel along the corridor, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

**NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:**

The TPO adopts the US 98 CMP and endorses implementation of transportation strategies and projects identified in the plan.

Duly passed and adopted by the Florida – Alabama Transportation Planning Organization on this 13<sup>th</sup> day of June 2012.



**FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION**

BY: *Kevin White*  
Kevin White, Chairman

ATTEST: *Mary Bo Robinson*



JIM WILLIAMSON, District 1  
ROBERT A. "BOB" COLE, District 2  
W. D. "DON" SALTER, District 3  
JIM MELVIN, District 4  
R. LANE LYNCHARD, District 5

## SANTA ROSA COUNTY BOARD OF COMMISSIONERS

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6495 Caroline Street, Suite M  
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HUNTER WALKER, County Administrator  
ANGELA J. JONES, County Attorney  
JAYNE N. BELL OMB Director

August 8, 2012

Ms. Mary Bo Robinson  
Director, Transportation Planning  
West Florida Regional Planning Council  
4081 E. Olive Road Suite A  
Pensacola, FL 32514

Re: Endorsement of the US 98 Corridor Management Plan

Dear Mary:

At the August 9, 2012 meeting the Santa Rosa County Board of Commissioners endorsed the Corridor Management Plan (CMP) study on US 98 from Pensacola Bay Bridge to the Okaloosa County Line within Santa Rosa County as approved by the TPO on June 13, 2012.

If you have any further questions or need additional information please feel free to contact me or the County's Transportation Planner, Mr. Shawn Ward at [Shawnw@santarosa.fl.gov](mailto:Shawnw@santarosa.fl.gov) or (850)981-7082.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hunter Walker".

Hunter Walker  
County Administrator

cc: Shawn Ward  
Roger Blaylock

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**SECTION 1.0**

**Introduction**

The US 98 Corridor Management Plan (CMP) from the Pensacola Bay Bridge to the Okaloosa County Line began in November 2011 and serves as an update to the original 2001 US 98 Corridor Management Report. Since the 2001 CMR, many of the recommendations of the CMR have been completed, and much has been done to improve the US 98 Corridor. This study will examine the recommendations identified in the 2001 CMR and determine what has been completed and what additional improvements are needed. This will include physical improvements such as modification to medians as well as the recommended changes to local government comprehensive plans and land development regulations.

Specifically, this report will: summarize other studies that have been completed and are relevant to the US 98 Corridor; discuss what data was collected for this study, and what that data reveals about the current conditions of the Corridor; detail what improvements to the Corridor are scheduled in published plans; analyze Corridor crash data; recommend access management improvements; detail the public involvement process undertaken for this study; and will recommend improvements for the Corridor, and provide cost estimates for those improvements.

The City of Gulf Breeze has recently completed the Gulf Breeze Access Management Study for the US 98 Pensacola Bay Bridge PD&E. The findings and recommendations from the Gulf Breeze study are described below and will be incorporated into this study.

**Study Area**

The study area for this CMR extends the width of Santa Rosa County along US 98 from the Pensacola Bay Bridge to the Okaloosa County Line. The 2001 CMR study area extended from the eastern end of the Pensacola Bay Bridge to the Okaloosa County Line. This study includes the Pensacola Bay Bridge in the analysis.

**Study Purpose**

The purpose of this study is to examine the recommendations identified in the 2001 CMR and determine what has been completed and what additional improvements are needed. This will be done by utilizing empirical data collected combined with a public outreach effort. The public outreach effort includes public workshops and presentations to the Florida-Alabama TPO and to local governments.

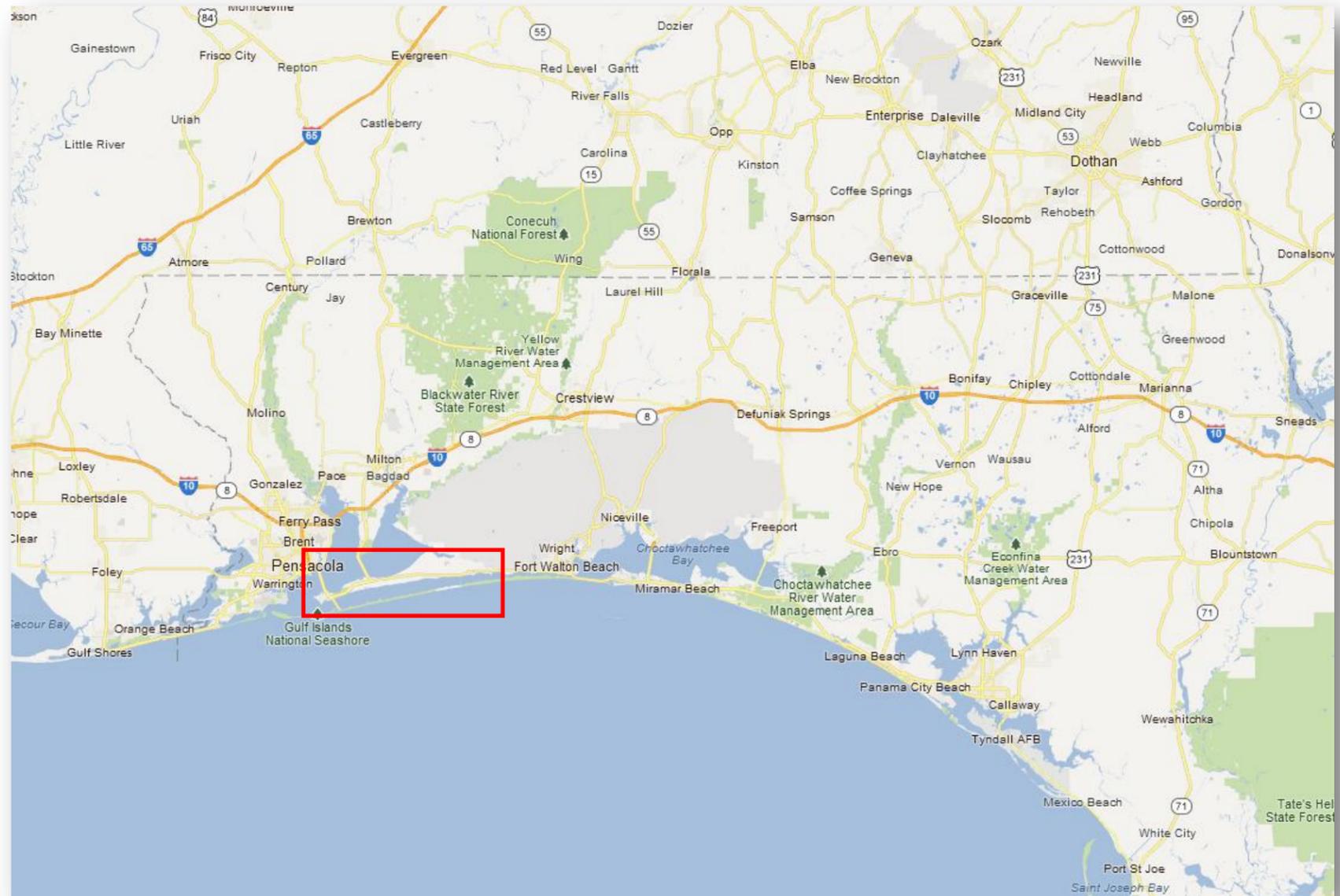
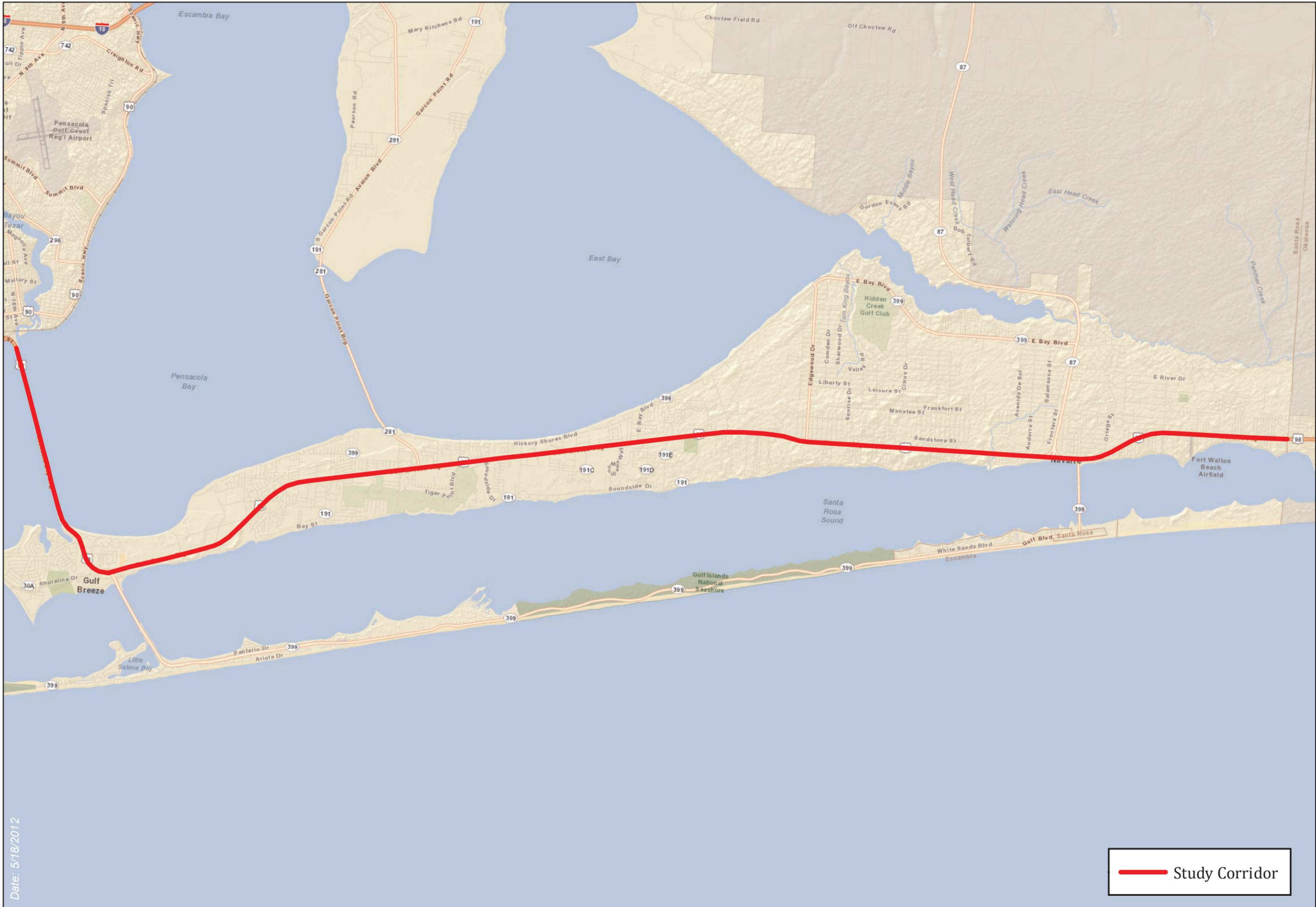


Figure 1-1 Regional Location Map



Date: 5/18/2012

 Study Corridor



Study Corridor

Figure 1-2

**US 98 Corridor Management Plan Update**



May 2012

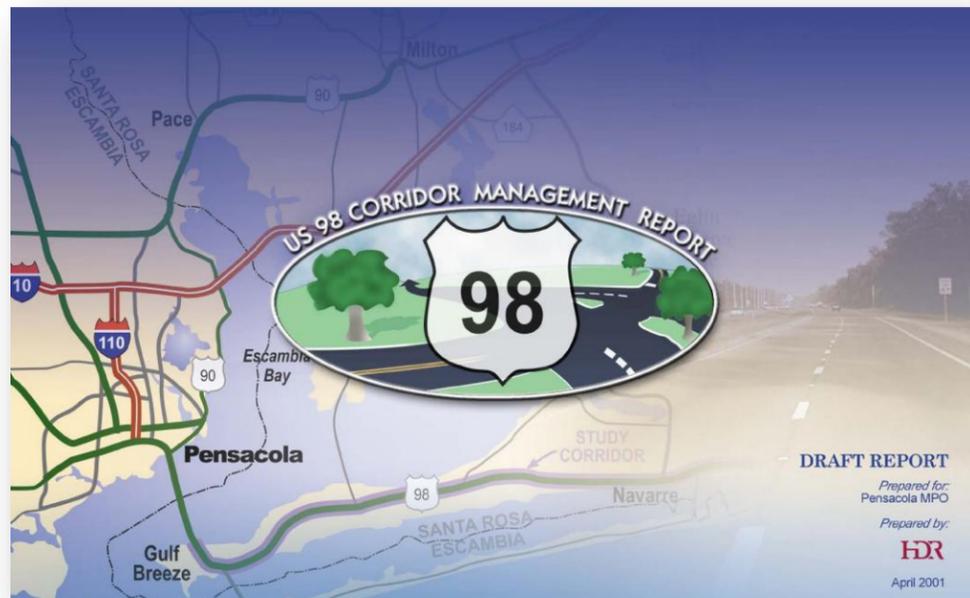
**SECTION 2.0 SUMMARY OF OTHER STUDIES AND PLANS**

**Gulf Breeze Access Management Study for the US 98 Pensacola Bay Bridge PD&E**

In February 2012, a Special Purpose Access Management Study for SR 30 / US 98 from Baybridge Drive to Naval Live Oaks Reservation was published. The purpose of the report was to gain an understanding of the impact that a 6-lane Pensacola Bay Bridge may have on SR 30 / US 98 through the City of Gulf Breeze. The analysis demonstrated that the six-lane bridge would not reduce the operating conditions below the adopted LOS criteria within the City of Gulf Breeze in the eastbound / southbound direction. Additionally, the study recommended median modifications and/or alterations at several intersections and median openings, including: McDonald’s / Taco Bell; Starbucks / Exxon Station; west of Gulf Breeze Elementary School; McClure Drive / Pensacola Beach Boulevard, and Compass Bank. Additional modifications recommended include the addition of deceleration / acceleration lanes. Plan sheets illustrating these improvements are located in Appendix A.

**2001 Corridor Management Report**

In April of 2001, the Florida-Alabama Transportation Planning Organization completed a Corridor Management Report (CMR) for US 98 from the eastern end of the Pensacola Bay Bridge to the Okaloosa County Line, a distance of approximately 24 miles. The 2001 CMR presented opportunities and improvements meant to protect the functionality and improve the overall safety of the corridor. The plan identified changes in land development practices, zoning policies, as well as access management and operational improvements. The majority of these improvements were considered minor in that they were low cost projects and required no rights-of-way.



Since 2001, many of these improvements have been completed. Table 2-1 on pages 9-12 shows the recommended improvements in the 2001 CMR that have been completed. Appendix B contains a table summarizing the current status of all recommended improvements from the 2001 plan.

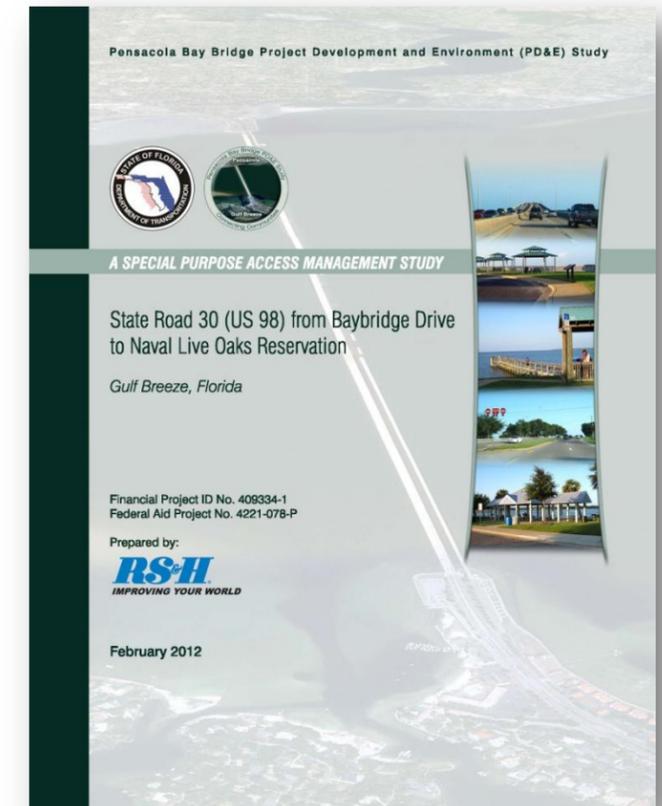


Table 2-1. 2001 CMR Recommended Improvements that have been completed.

Median Opening ID #	Location	Recommendation from 2001 CMR	Improvement Made
5	Bayshore Road	Reduce the driveway widths for the Tom Thumb in the SW corner and the development in the NW corner.	Driveway narrowed on NW corner but not on SW corner.
6	Gondolier Blvd.	Add a dedicated NB right turn lane.	NB right turn lane added.
9	Sanibel Lane	Extend EB left turn lane.	EB left turn lane extended.
12	Whisper Bay Blvd.	Potential for alternative access S. of US 98 to new development located on Crane Cove Blvd.	Connection provided.
13	Santa Rosa Plaza	Close the median opening.	Median has been converted to a bi-directional median opening.
18	Rancho Villa Drive	Add a WB right turn lane.	WB right turn lane added.
		Provide a connection to Rancho Villa Dr. from the Gulf Breeze Medical Center Clinic in the N.W. corner.	Connection provided.
19	Speedy Oil Change	Provide a cross access connection S. of US 98 between the Speedy Oil Change & Car Wash and the Subway to the E.	Cross access provided.
21	CR 191-A / Oriole Beach Road	Restripe NB approach.	NB approach restriped.
		Explore connection through Gulf Power property.	Connection to Harvard Dr. through GP property.
23	Wendy's	Extend EB left turn lane.	EB left turn lane was extended.
25	CR 399/ College Pkwy	Close SunTrust median opening on College Pkwy.	Opening closed.
27	Winn Dixie Plaza (east)	Extend the WB left turn lane.	WB left turn lane has been extended.
28	El Rito Drive	Extend EB left turn lane.	EB left turn lane extended.
31	Breezy Wind Drive	Convert to a directional median opening allowing only EB and WB left turns.	Converted to directional median opening.
		Extend EB and WB left turn lanes.	EB & WB left turn lanes extended.
32	Red Fish Point Rd.	Add WB left turn lane.	WB left turn lane has been added.
33	Tiger Point Boulevard	Add an EB left turn lane.	EB left turn lane added.
34	Oak Hill Road	Close the median opening.	Median opening closed.
35	Sterling Point Drive	Close the median opening.	Median opening closed.
36	SR 281 / Garcon Point Bridge Connection	Retime the signal as a N-S split phase. Restripe and reconfigure S. approach as NB left turn lane and a shared NB left-through lane and right turn lane.	Approach has been reconfigured to include dual lefts, a through lane, and a right turn lane.
37	Portside Drive	Restripe STOP bar on the N. approach.	Stop bar has been restriped.
39	Tiger Point Blvd. E	Identified as signal location.	Signal has been installed.
41	Bal Alex Avenue	Extend EB left turn lane.	EB left turn lane has been extended.

Table 2-1. 2001 CMR Recommended Improvements that have been completed, continued.

Median Opening ID #	Location	Recommendation from 2001 CMR	Improvement Made
43	Central Parkway	Convert to a directional median opening allowing EB and WB left turn lanes.	Median converted to a directional opening.
		Extend EB & WB left turn lanes.	EB & WB left turn lanes extended.
47	Beachwood Drive	Add a WB left turn lane.	WB left turn lane has been added.
51	CR 191-C/ Nantahala Beach Road	Add an EB left turn lane.	EB left turn lane has been added.
52	1400' E of Nantahala Beach Road	Add EB left turn lane. Add WB left turn lane.	EB left turn lane added. WB left turn lane has not been added.
53	Kell Road	Convert to a directional median opening allowing only EB and WB left turns.	Median has been converted.
		Extend EB left turn lane.	EB left turn lane has been extended.
		Add WB right turn lane.	WB right turn lane added.
53A	Woodlawn Heights / Way	Add Full Median Opening with LT Lanes	Full opening added.
54	Wheeler Road	Close the median opening.	Median opening closed.
55	Abercrombie Road	Add a WB left turn lane.	WB left turn lane added.
		Extend EB left turn lane.	EB left turn lane extended.
56	SR 399 / East Bay Boulevard	Add NO LEFT TURN sign for WB traffic.	WB left turn lane added; No NO LEFT TURN sign added.
57	Woodlawn Beach Road	Add EB left turn lane.	EB left turn lane has been added.
58	Midway Baptist Church	Convert to a directional median opening allowing only EB and WB left turns.	Median opening has been converted.
		Add an EB left turn lane.	EB left turn lane has been added.
		Extend WB left turn lane.	WB left turn lane has been extended.
59	Oak Drive	Add an EB left turn lane.	EB left turn lane has been added.
60	Zoo	Add an EB left turn lane.	EB left turn lane has been added.
61	Flea Market	Extend EB left turn lane.	EB left turn lane has been extended.
64	Ambassador Drive	Convert to a directional median opening allowing only EB and WB left turns.	Median has not been converted; EB right turn lane has been added.
69	Smuggler's Cove	Convert to a directional median opening allowing only EB and WB left turns.	Median has been converted to WB directional median.
75	Sunrise Drive	Add pedestrian signal features.	Pedestrian signal features have been added.
77A	1,320' east of Sea Lark Lane	Add new directional median opening located 1,320' E. of Sea Lark Ln. that allows EB and WB U-turns.	New directional median that allows EB left turns. EB left turn lane added.
		Add EB and WB left turn lanes.	

Table 2-1. 2001 CMR Recommended Improvements that have been completed, continued.

Median Opening ID #	Location	Recommendation from 2001 CMR	Improvement Made
84	Harvest Village	Convert to a directional median opening allowing only EB & WB left turns.	Median has been converted to a directional opening.
		Extend EB left turn lane.	EB left turn lane has been extended.
		Add a WB left turn lane.	WB left turn lane has been added.
85	Mustang Drive	Close the median opening.	Median opening has been closed.
		Coral Street serves a higher volume of traffic.	
		Add a new full median opening at Coral Street to the E.	
85A	Coral Street	Add new full median opening located at Coral St. serves higher volume of traffic than #85.	Full median opening has been added.
		Add EB and WB left turn lanes.	EB & WB left turn lanes have been added.
86	920' E. of Mustand Drive	Close Median Opening	Median opening left open at request of FDOT.
89	Thresher Drive / Navarre School Road	Provide cross connection to Navarre Middle School Rd.	Cross connection provided.
		Extend EB left turn lane.	EB left turn lane extended.
91	Blue Tip Drive	Extend EB and WB left turn lanes.	EB and WB left turn lanes have been extended.
92	True Value Hardware	Close the median opening.	Median opening has been closed.
92A	Andora Street	Andora is a significant N-S street in area that is heavily traveled. Add EB directional opening & turn lane.	New median has been opened, and EB and WB left and right turn lanes have been added.
		Add WB and right turn lane.	
93	Safe Harbor Village Condominiums	Close driveway.	Driveway has been closed.
		Convert to a directional median opening allowing only EB and WB left turns.	Median has been converted to a WB directional opening.
94	SR 87 (West)	Per FDOT plans, close the median opening. Only free flow SB right turn movement allowed.	Median opening has been closed.
95	Eckerd / Sea Mist / SR 87	New SR 87 alignment to the N. with a connection to Eckerds. Movements provided. 2 SB left turn lanes, 2 EB left turn lanes, EB and WB right turn lanes.	SR 87 has been realigned to this median opening.
		Sea Mist access will be limited to right in / right out only.	Sea Mist is limited to a right in / right out.
96	SR 87 (East)	Traffic signal removed- moved to opening #95.	Traffic signal has been removed, full median has been closed, and WB left turn directional median has been added to access Trader Vics.
		Convert to a directional median opening that will only allow free flow WB right turns and WB left turns into the commercial plaza to the S.	
97	Presido Street	Connect commercial parking lots.	Commercial parking lots are connected.
98	Lunetta Street	Connect parking lots.	Parking lots are connected.

Table 2.1. 2001 CMR Recommended Improvements that have been completed, continued.

Median Opening ID #	Location	Recommendation from 2001 CMR	Improvement Made
101	Winn Dixie Marketplace (West / Pullum Street)	Add emergency actuated signal.	Signal has been installed & is emergency actuated.
		Add WB left turn lane.	WB left turn lane added.
104	Ortega Street	Add a WB right turn lane.	WB right lane added.
106	Elks Way / Jo Tam Lane	Extend WB left turn lane.	WB left turn lane extended.
110	Panhandle Trail	Extend EB & WB left turn lanes.	EB & WB left turn lanes extended.
112	Navarre Insurance Agency	Close the median opening.	Median has been closed; Wal-Mart has been constructed on northern parcel.
113	Fox Den Drive	Maintain full median opening. Close adjacent median opening.	Full median opening maintained. Adjacent median opening closed.
		Add WB left turn lane.	WB left turn lane provided; EB left turn lane extended.
114	Buckley Drive	Close the median opening.	Median opening closed.
115	Jessica Way	Close the median opening.	Median opening closed.
116	Twelve Oaks / Health Care Avenue	Close the median opening.	Median opening remains fully open & EB & WB left turn lanes have been added. Area has been developed with healthcare facilities and road is renamed Healthcare Ave.
123	Paloma Street	Add a WB right turn lane.	WB right turn lane added.
		Extend WB left turn lane.	WB left turn lane extended.

**FDOT District 3 Traffic Operation Studies**

The Florida Department of Transportation, at the request of local citizens and/or interested stakeholders, has conducted a number of traffic operation studies between 2007 and 2011 for specific locations in the US 98 Corridor. The locations studies are: US 98 at Sunny Oak Street; US 98 at Tiger Point Boulevard (West); US 98 at Green Briar Parkway/ Country Club Road; US 98 at County Road 399 (East Bay Boulevard); US 98 at CR 191-B/ Soundside Drive; and US 98 at Edgewood Drive. From these traffic operation studies, the following actions were recommended:

- Conduct an operational analysis of the intersection of State Road 30 / US 98 at State Road 281 (Avalon Blvd.) to assess the possibility of reducing the eastbound queue that is currently blocking the Tiger Point Boulevard median opening;
- Recommend the County construct a northbound left turn lane with one hundred seventy-five (175) feet of storage on CR 191-B (Soundside Drive) turning onto SR 30 (US 98); and
- Recommend local law enforcement add SR 30 at CR 191-B (Soundside Drive) to their high priority patrol list.
- Recommend signal installation at the intersection of Edgewood Drive at US 98
- Recommend signal installation at the intersection of Country Club Drive/Greenbriar Parkway at US 98

**FDOT Road Safety Audit**

FDOT will be conducting a Road Safety Audit (RSA) of the US 98 corridor through Santa Rosa County. An RSA is a comprehensive and effective tool for proactively improving the safety performance of a road while it is still in the planning or design stage, or for identifying and mitigating safety concerns on existing roads and intersections.

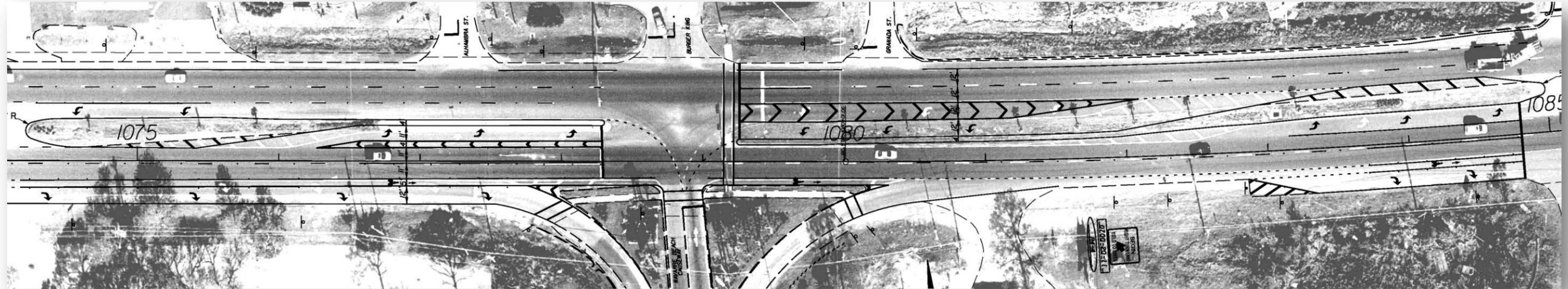
**Navarre Pedestrian Overpass**

Santa Rosa County has recently submitted a grant application to the TPO for funds to construct a pedestrian overpass over US 98. The overpass would give pedestrians and bicyclists from neighborhoods north of US 98 the ability to safely cross US 98 via a pedestrian overpass without stopping and increasing existing traffic congestion along US 98. The pedestrian overpass would provide access to existing sidewalks and bike paths located along the Navarre Beach Causeway and proceeding south to Navarre Beach. The overall goal is to create an accessible, compliant and safe pedestrian system integrated into the larger non-motorized transportation network. The project allows direct access to the Navarre Chamber of Commerce and Visitors Center, Navarre Concert Park Series, recreational/outdoor playground areas, Santa Rosa Sound and Navarre Beach.



**US 98 at Navarre Beach Causeway Intersection Redesign**

FDOT is currently completing an intersection re-design at US 98 and the Navarre Beach Causeway. This will include a shift in both the EB and WB left turn lanes on US 98. It will also include the narrowing of the median on US 98 in order to improve sight distance as well as an extension of the EB right turn lane off of the Navarre Beach Causeway onto US 98.



**Other Planned Future Corridor Projects**

Multiple governmental entities plan and fund improvements within Santa Rosa, including: Santa Rosa County, the Florida Department of Transportation, and the Florida-Alabama Transportation Planning Organization. Future plans for these agencies were reviewed to assess what projects are planned that will impact the US 98 Corridor. These projects are discussed in detail below.

***Santa Rosa County Schedule of Capital Improvements***

The Santa Rosa County 2008-2025 Comprehensive Plan contains the FY 2012-2016 Schedule of Capital Improvements (Table 10-1). This schedule has several items funded for US 98, including:

- US 90 / US 98 Corridor Management Plan Update: Plan for median improvements on US 90 / 98. \$150,000 in FY 2012 (Revenue Source: federal and state).
- US 98 from Gondolier Boulevard to Soundside Drive and from Edgewood Drive to Navarre Beach Causeway: Expanded shoulders to 8 feet on north & south side of US 98. \$356,484 in FY 2013 and \$531,233 in FY 2014 (Revenue Source: Local Impact Fees.) (Completed in conjunction with FDOT resurfacing.) Santa Rosa County has requested that its funding for the shoulders be applied to the construction of sidewalks or a shared-use path.
- US 98 from Soundside Drive and to Edgewood Drive: Expanded shoulders to 8 feet on north & south side of US 98. \$812,283 in FY 2013 and FY 2014 (Revenue Source: Local Impact Fees.) (Completed in conjunction with FDOT resurfacing.)

***FDOT 5-Year Work Program***

Several projects are programmed in the FDOT 2012-2017 Five Year Tentative Work Program, including:

- Resurfacing on US 98 from the Pensacola Bay Bridge to the Zoo Entrance: \$199,838 is apportioned in 2012 for Highways / Preliminary Engineering; \$17,029,549 is apportioned in 2014 for Highways / Construction; and \$2,951,903 is scheduled in 2014 for Highways / Construction Support. The total amount programmed for this project is \$19,981,452.
- Resurfacing on US 98 from the Zoo Entrance to the Okaloosa County Line: \$182,105 is scheduled for 2012 for Highways / Preliminary Engineering; \$18,650,161 is apportioned in 2013 for Highways / Construction; and \$2,528,432 is also scheduled in 2013 for Highways / Construction Support. The total amount programmed for this project is \$21,178,593.
- Corridor / Sub-Area Planning along US 98 / US 90: \$1.5 million is scheduled in the Work Program.

***Florida Alabama TPO 2035 Long Range Transportation Plan***

The most recent update to the Florida-Alabama TPO's Long Range Transportation Plan is Blueprint 2035. This plan was adopted in February 2011, and identifies the six-laning of US 98 throughout Santa Rosa County in the Needs Plan. However, this need is not funded in the Cost Feasible Plan.

***Regional Intelligent Transportation System (ITS) Plan***

In September 2010, the Florida-Alabama, Okaloosa-Walton and Bay County TPOs published their Regional ITS Plan. This plan inventoried existing ITS facilities, identified future ITS needs, and outlined preliminary costs for each county in the three TPOs service areas.

According to the Plan, Santa Rosa County does not have any signalized intersections that are coordinated with communication systems, nor does the County have any ITS equipment. The cities of Milton and Gulf Breeze maintain their own signalized intersections.

The future ITS needs identified for the US 98 Corridor include: the installation of fiber optic cable along US 98, CCTV cameras, and a dynamic message sign (DMS). CCTV cameras are called for at the following US 98 locations: Gondolier Boulevard / Kelton Boulevard; CR 399 / College Parkway; SR 281 / Avalon Boulevard; CR 191-C / Nantahala Beach Road; Sunrise Drive; SR 87 South; Wal-Mart; Whispering Pines Boulevard; and Winn Dixie / Cowboys. The DMS locations are proposed at Tiger Point Boulevard and at Alhambra Street.

The Plan prioritizes the ITS projects, and out of eleven priorities, the installation in Santa Rosa County ranks tenth.

**SECTION 3.0 DATA COLLECTION**

**Traffic Counts**

The US 98 corridor evaluated in this study is approximately 24 miles long and includes 23 signalized intersections. As such, collecting traffic count data along the entire corridor and at all intersections would have been cost prohibitive. Additionally, some of the signalized intersections have been recently studied by FDOT as part of their on-going traffic operation studies. The scope of work outlined collection of full turning movement counts at 11 intersections. Additionally right turn counts were collected at 4 side streets and median counts (left turns and u-turns) were collected at 6 locations.

Morning, midday and afternoon peak period turning movement counts were identified in the scope for collection at the following intersections:

- Andorra Street
- Soundside Drive
- Bergren Road
- Autumn Breeze Lane
- Edgewood Drive
- Hickory Shores Boulevard
- Kitty Hawk Drive
- New Hope Road
- Nantahala Beach Road
- El Rito Drive
- Entrance to Bealls Shopping Center

Right turn movements were collected at the following locations:

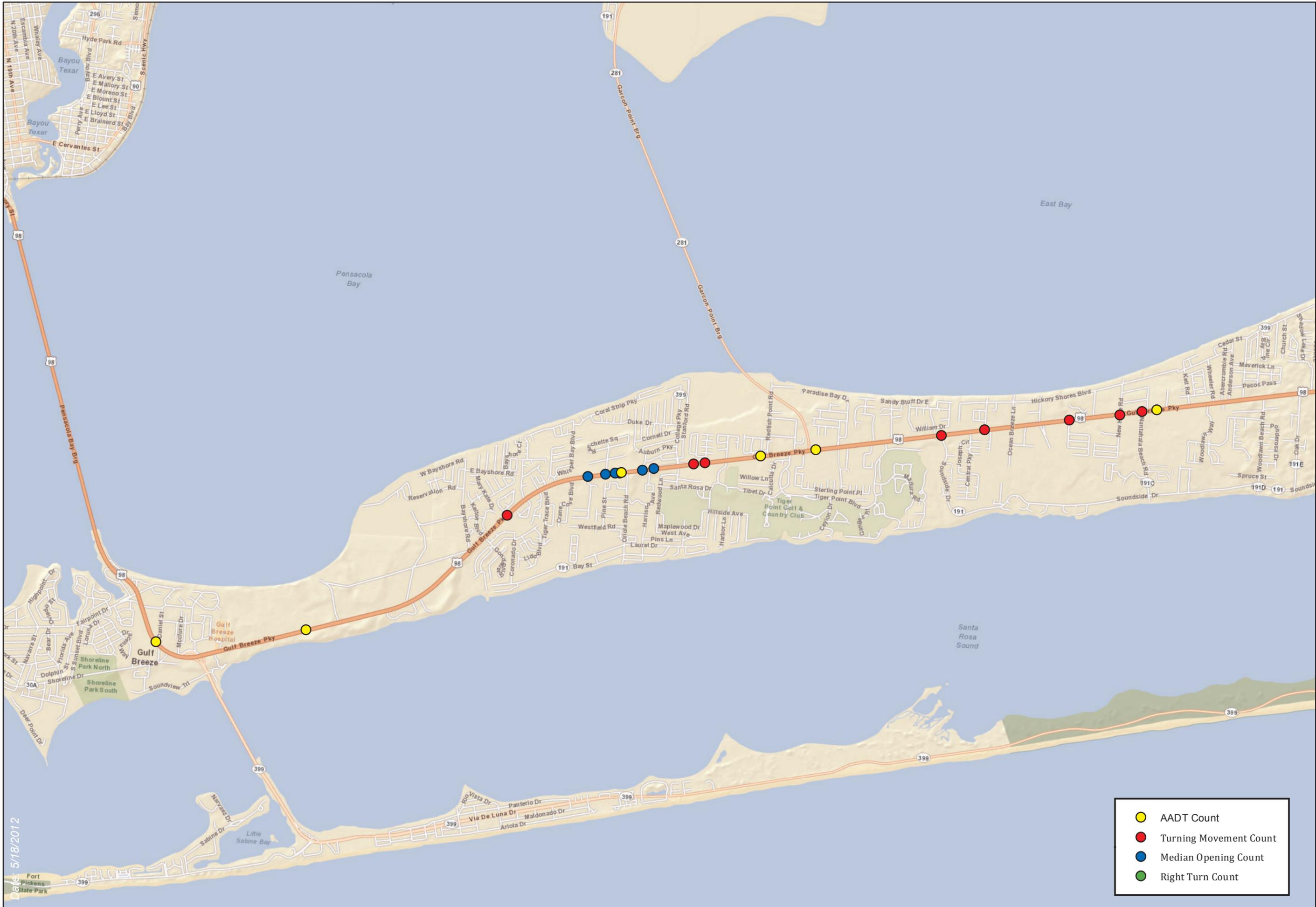
- Janet Street
- Grenada Street
- Jeannie Street
- Palo Alto Street

Median counts were collected at the following locations between Crane Cove Boulevard and College Parkway:

- Harvard Drive
- Ramblewood Drive
- Subway Entrance
- Rancho Villa Drive
- Wendy's Entrance
- Waterworx Carwash Entrance

In addition to the collection of Turning Movement Counts, Annual Average Daily Traffic (AADT) counts were utilized during the course of this study. These count locations were obtained from FDOT and are published on the Florida Traffic Online Website. There are 9 AADT count locations along the US 98 corridor.

The counts detailed above were collected in November of 2011 and the resulting information is described in the following sections. Figure 3-1 illustrates the locations where the counts were collected and Appendix C includes all traffic data collected as part of this project.



Date: 5/18/2012

- AADT Count
- Turning Movement Count
- Median Opening Count
- Right Turn Count

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Traffic Count Locations

Figure 3-1  
Sheet 1 of 2



Date: 5/18/2012

- AADT Count
- Turning Movement Count
- Median Opening Count
- Right Turn Count

# US 98 Corridor Management Plan Update



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Traffic Count Locations

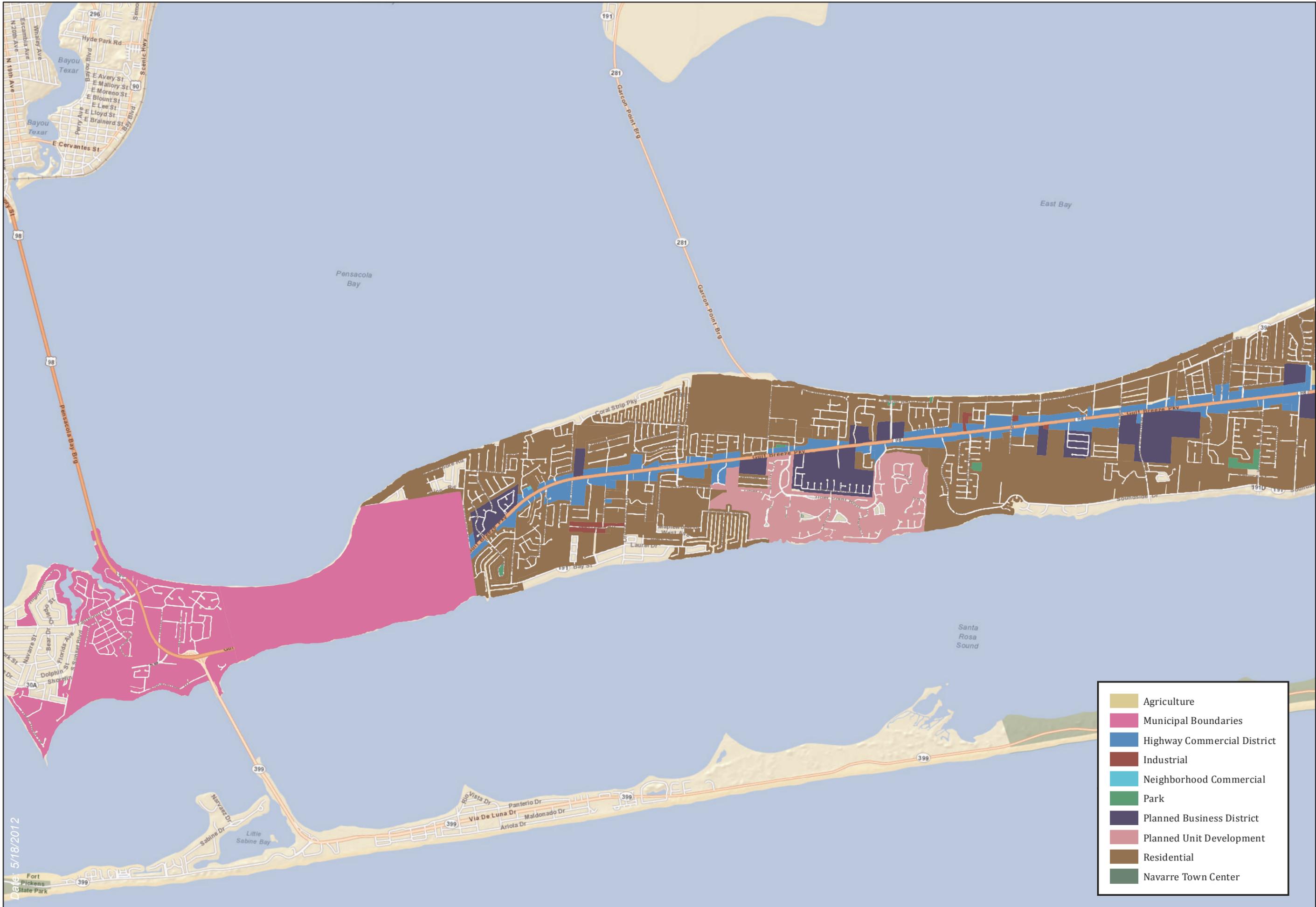
Figure 3-1  
Sheet 2 of 2

**Other Data**

In addition to traffic data, various other data was collected throughout the corridor in order to assist with the study. Some of this data included aerial photography as well as relevant GIS data (parcel data, right-of-way, land use, etc.). Speed limits, intersection geometries, bicycle and pedestrian facilities, and median and turn lane data were all field-verified.

Future corridor plans and improvements relevant to the corridor were obtained from the FDOT, Santa Rosa County as well as the Florida-Alabama TPO.





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# US 98 Corridor Management Plan Update

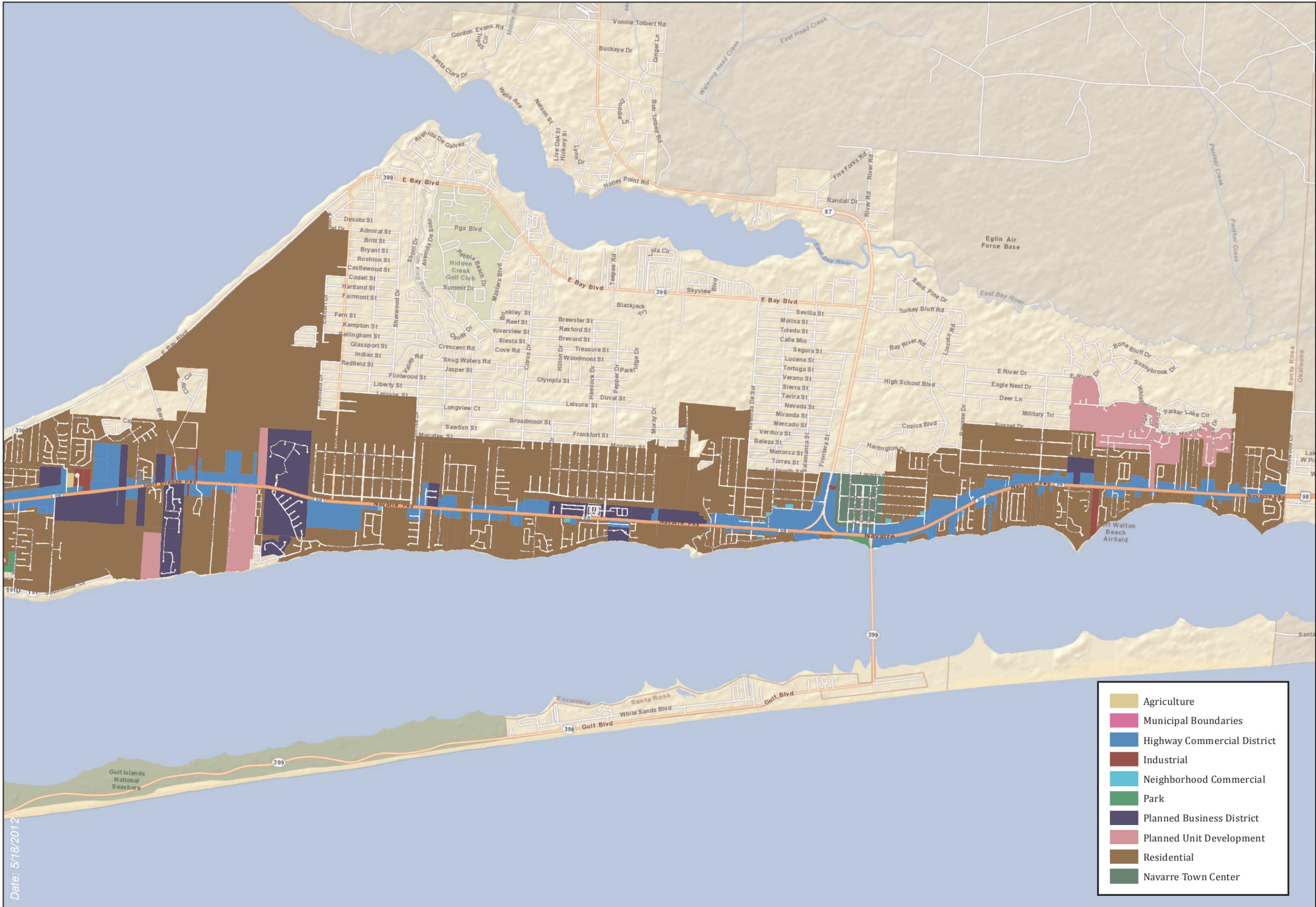
ATKINS

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Land Use

Figure 3-2  
Sheet 1 of 2



Date: 5/18/2012



US 98 Corridor Management Plan Update

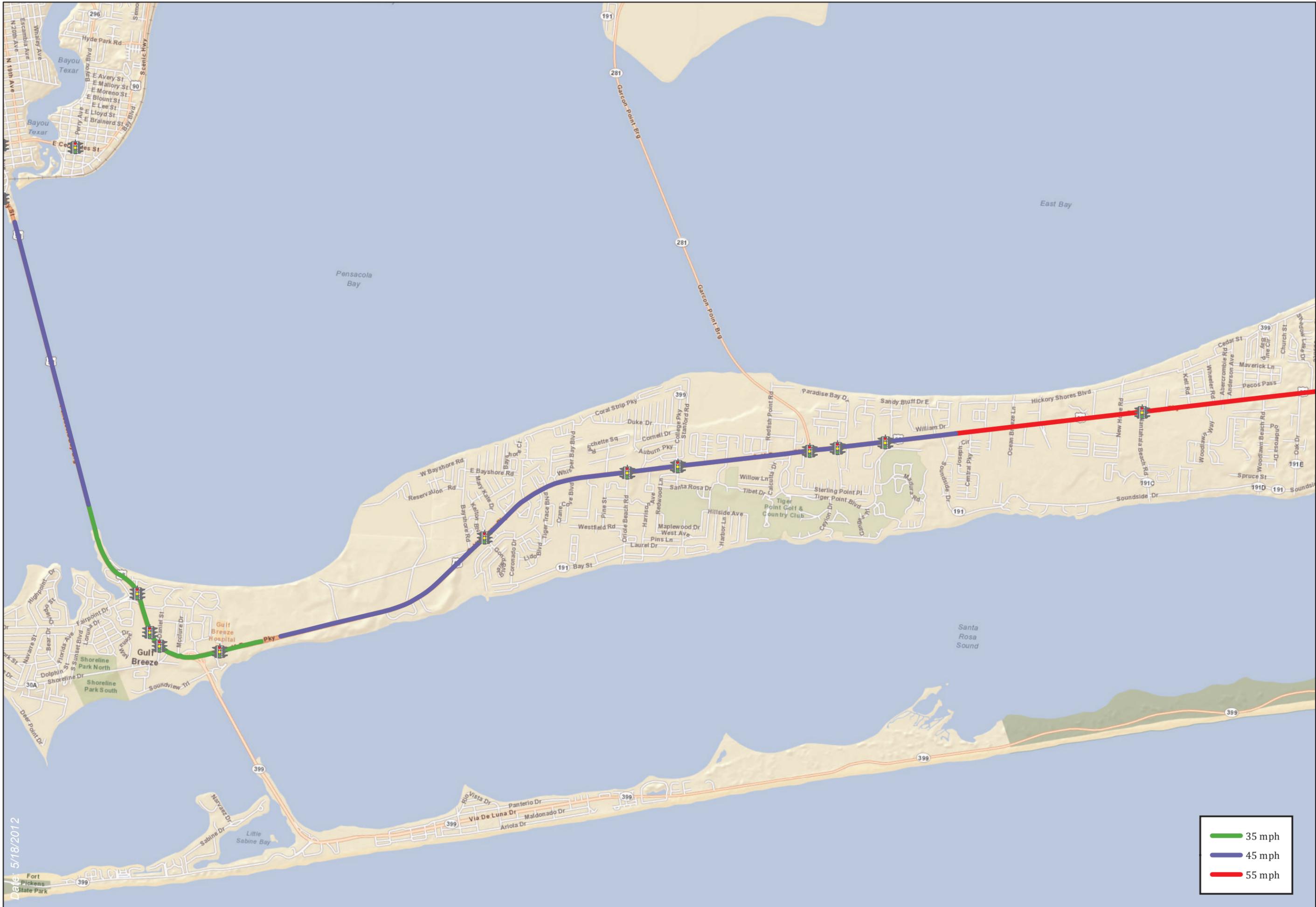
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Land Use

Figure 3-2  
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# US 98 Corridor Management Plan Update



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Speed Limits & Signal Locations

Figure 3-3  
Sheet 1 of 2



Date: 5/18/2012

- 35 mph
- 45 mph
- 55 mph

**US 98 Corridor Management Plan Update**



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Speed Limits & Signal Locations

Figure 3-3  
Sheet 2 of 2

**Crash Data**

In addition to collecting traffic count information, data on crashes along the corridor was obtained. With assistance from FDOT and their Crash Analysis Reporting (CAR) system, all crashes occurring along US 98 for the years 2009-2011 were summarized. Overall, 1,123 crashes were reported over the two years yielding an average of 560 per year along the 24 mile corridor.

Crashes were divided up by segment. Below is a summary of crashes by segment over the reporting period.

- Segment 1 - (Escambia County Line to Fairpoint Drive) - 107
- Segment 2 - Fairpoint Drive to SR 399/ Pensacola Beach Boulevard - 48
- Segment 3 - SR 399 to the east end of Naval Live Oaks / Gulf Breeze City Limits - 36
- Segment 4 - East end of Naval Live Oaks / Gulf Breeze City Limits to CR 191-B / Soundside Drive - 313
- Segment 5 - CR 191-B / Soundside Drive to FL-AL & OK-WA Urbanized Area Boundaries (west of Bergren Road) - 82
- Segment 6 - FL-AL and OK-WA Urbanized Area Boundaries (west of Bergren Road) to Edgewood Drive - 30
- Segment 7 - Edgewood Drive to Belle Meade Circle - 450
- Segment 8 - Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary) - 57

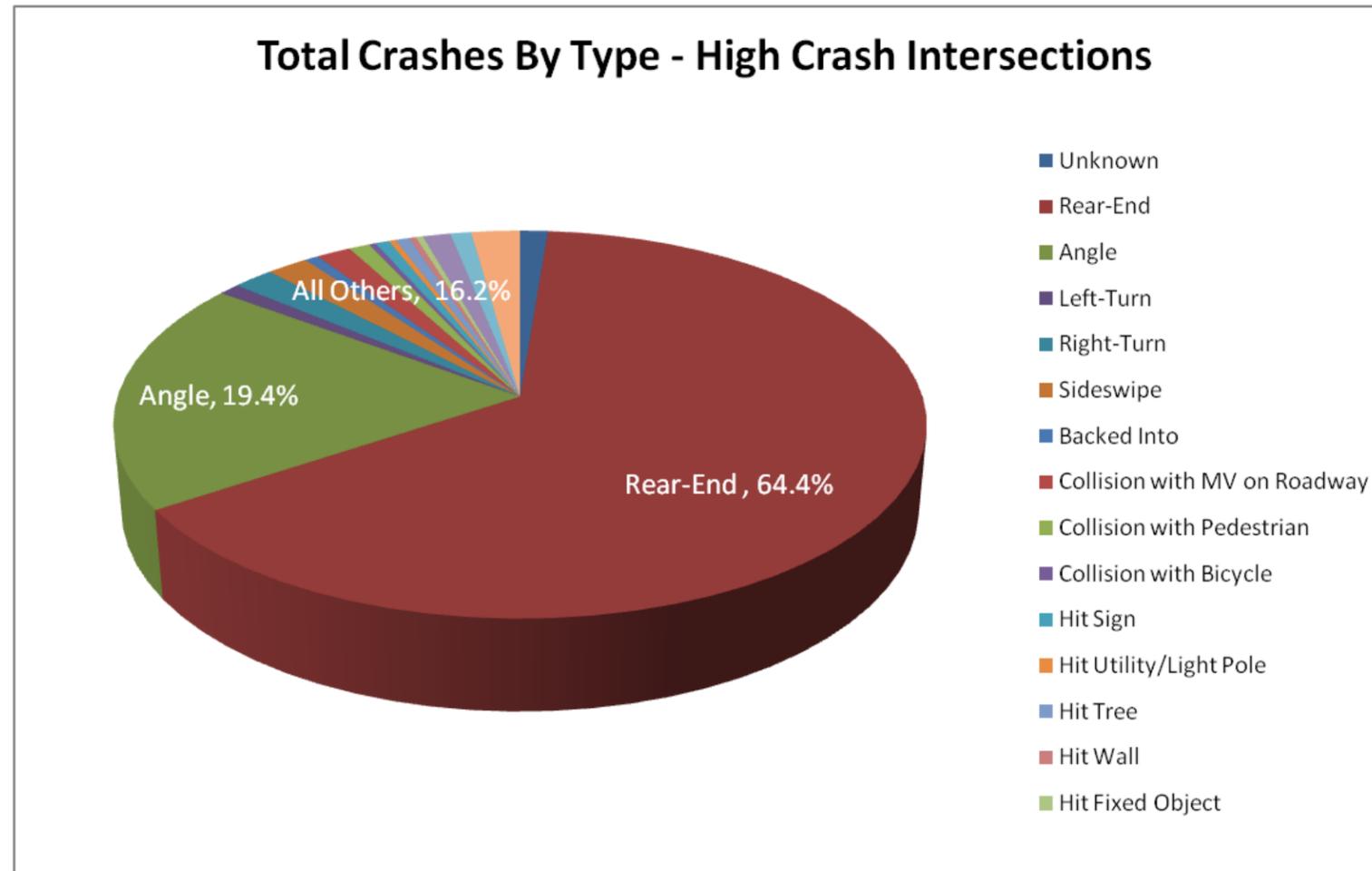
The crash data was reviewed further to identify fatal crashes as well as crashes that involved bicycles or pedestrians. The crash data revealed 13 fatal crashes over the reporting period. These locations are illustrated in Figure 3-2. The data was also reviewed to identify any crashes involving bicycles and/or pedestrians. A total of 13 crashes from 2009-2011 involved bicyclists resulting in 11 injuries and 3 fatalities. During the same time period, a total of 5 crashes involved bicyclists resulting in 5 injuries and 1 fatality. Figure 3-3 illustrates locations of crashes involving bicyclists and pedestrians.



Finally, the crash data was parsed in order to determine the intersections with the highest number of crashes. Intersections with the greatest number of crashes are summarized in Table 3-1 and illustrated in Figure 3-4.

**Table 3-1. High Crash Intersection Locations and Number of Crashes between 2009-11.**

Intersection	Number of Crashes (2009-2011)
Gondolier Boulevard	21
College Parkway	35
Tiger Point Boulevard	25
Avalon Boulevard	43
Coral Street	28
Andorra Street	22
SR 87	39
Navarre Beach Causeway	40
Pullum Street	29
Orion Parker Boulevard	33
<b>Total</b>	<b>315</b>



**Intersection Crashes by Type**

Gondolier at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Unknown	1	4.8%
Rear-End	18	85.7%
Angle	1	4.8%
Collision with MV on Roadway	1	4.8%
Total	21	

College Parkway at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Unknown	1	2.9%
Rear-End	22	62.9%
Angle	7	20.0%
Left-Turn	2	5.7%
Right-Turn	2	5.7%
Other	1	2.9%
Total	35	



Gondolier Boulevard at US 98



College Parkway at US 98

**Intersection Crashes by Type**

Tiger Point Boulevard at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	12	48.0%
Angle	10	40.0%
Right-Turn	1	4.0%
Collision with Bicycle	1	4.0%
Ran Off Road	1	4.0%
Total	25	

SR 281 at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Unknown	1	2.3%
Rear-End	31	72.1%
Angle	6	14.0%
Right-Turn	1	2.3%
Sideswipe	1	2.3%
Collision with Pedestrian	1	2.3%
Hit Sign	1	2.3%
Other	1	2.3%
Total	43	



Tiger Point Boulevard at US 98



SR 281 at US 98

**Intersection Crashes by Type**

Coral Street at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	19	67.9%
Angle	8	28.6%
Other	1	3.6%
Total	28	

Andorra Street at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	11	50.0%
Angle	5	22.7%
Sideswipe	1	4.5%
Collision with MV on Roadway	1	4.5%
Collision with Pedestrian	1	4.5%
Hit Wall	1	4.5%
Hit Fixed Object	1	4.5%
Other	1	4.5%
Total	22	



Coral Street at US 98



Andorra Street at US 98

**Intersection Crashes by Type**

SR 87 at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	32	82.1%
Angle	2	5.1%
Collision with MV on Roadway	2	5.1%
Utility/Light Pole	1	2.6%
Ran in Ditch	1	2.6%
Overturned	1	2.6%
Total	39	

Navarre Causeway at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	25	62.5%
Angle	6	15.0%
Left-Turn	1	2.5%
Right-Turn	1	2.5%
Sideswipe	1	2.5%
Backed Into	1	2.5%
Hit Sign	1	2.5%
Hit Tree	2	5.0%
Ran in Ditch	1	2.5%
Other	1	2.5%
Total	40	



SR 87 at US 98



Navarre Beach Causeway at US 98

**Intersection Crashes by Type**

Pullam Street at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Unknown	1	3.4%
Rear-End	15	51.7%
Angle	8	27.6%
Sideswipe	1	3.4%
Collision with MV on Roadway	1	3.4%
Ran in Ditch	1	3.4%
Overtaken	1	3.4%
Other	1	3.4%
Total	29	

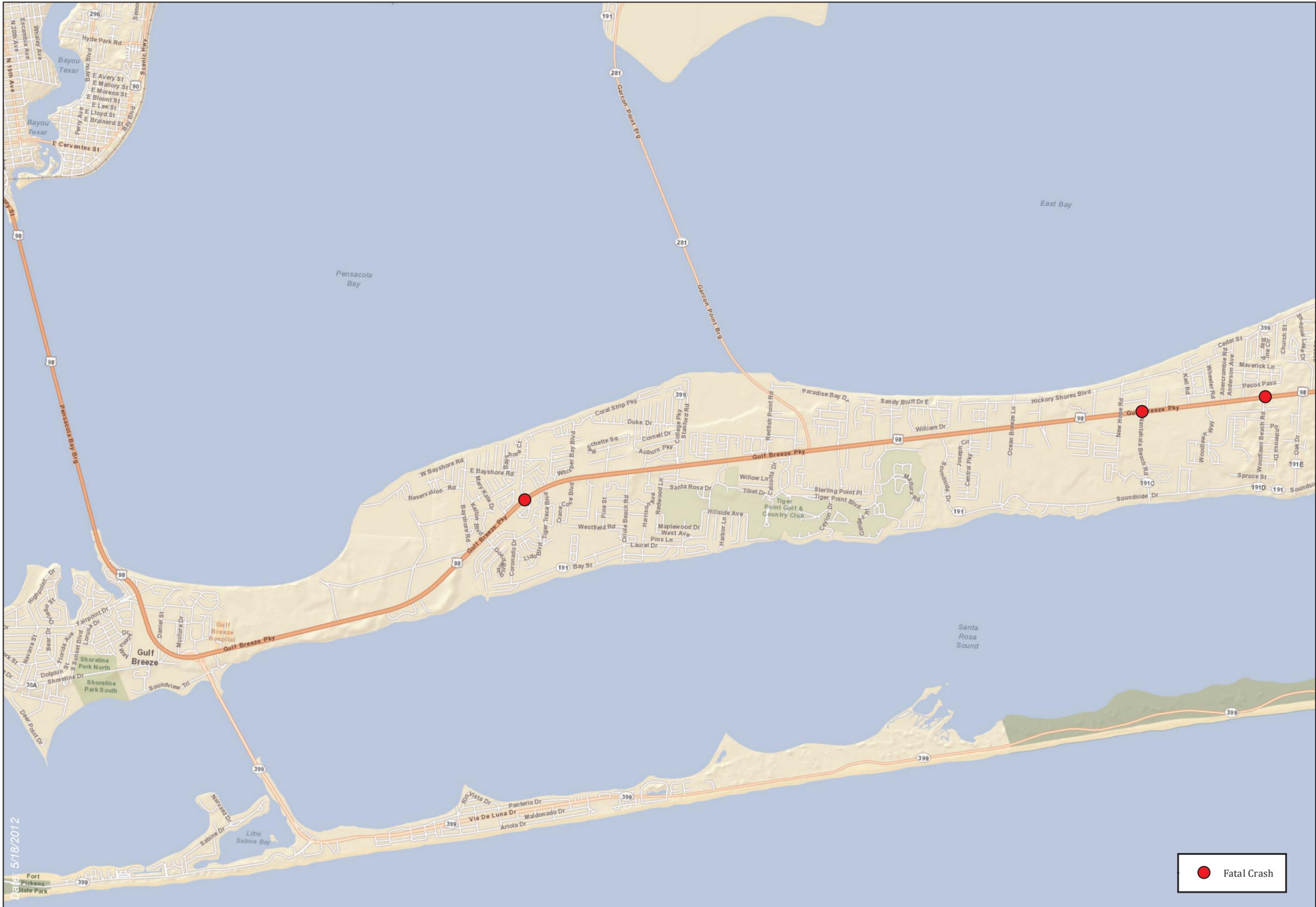
Orion Parker Boulevard at US 98		
Type of Crash	Number of Crashes (2009-2011)	Crash %
Rear-End	18	54.5%
Angle	8	24.2%
Right-Turn	1	3.0%
Sideswipe	2	6.1%
Backed Into	1	3.0%
Collision with Pedestrian	1	3.0%
Overtaken	1	3.0%
Other	1	3.0%
Total	33	



Pullam Street @ US 98



Orion Parker Boulevard at US 98



Date: 5/18/2012

● Fatal Crash



Fatal Crash Locations

Figure 3-4  
Sheet 1 of 2

US 98 Corridor Management Plan Update



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● Fatal Crash

US 98 Corridor Management Plan Update

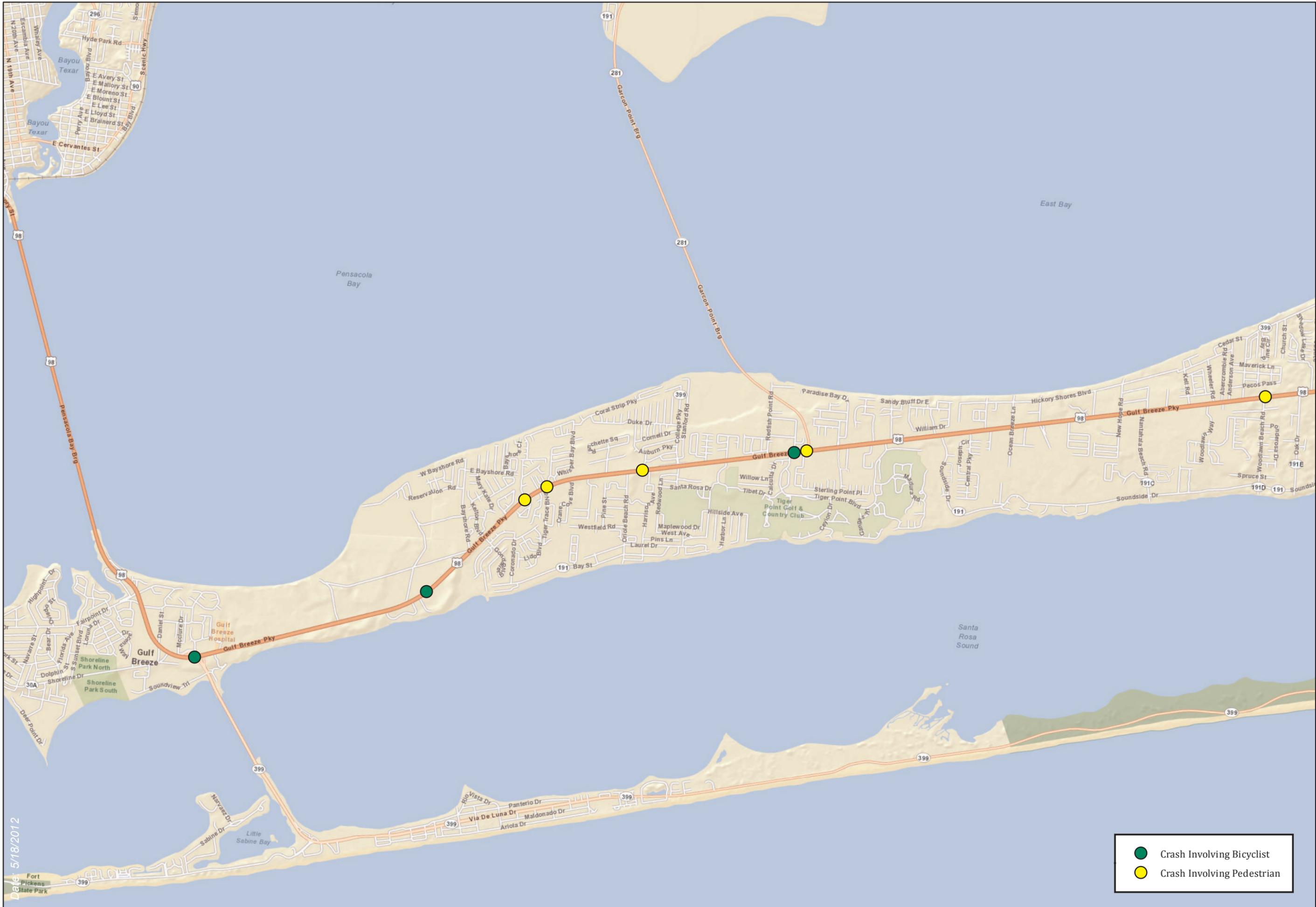


May 2012



Fatal Crash Locations

Figure 3-4  
Sheet 2 of 2



Date: 5/18/2012

- Crash Involving Bicyclist
- Crash Involving Pedestrian

# US 98 Corridor Management Plan Update



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Bike/Ped  
Crash  
Locations

Figure 3-5  
Sheet 1 of 2



Date: 5/18/2012

- Crash Involving Bicyclist
- Crash Involving Pedestrian

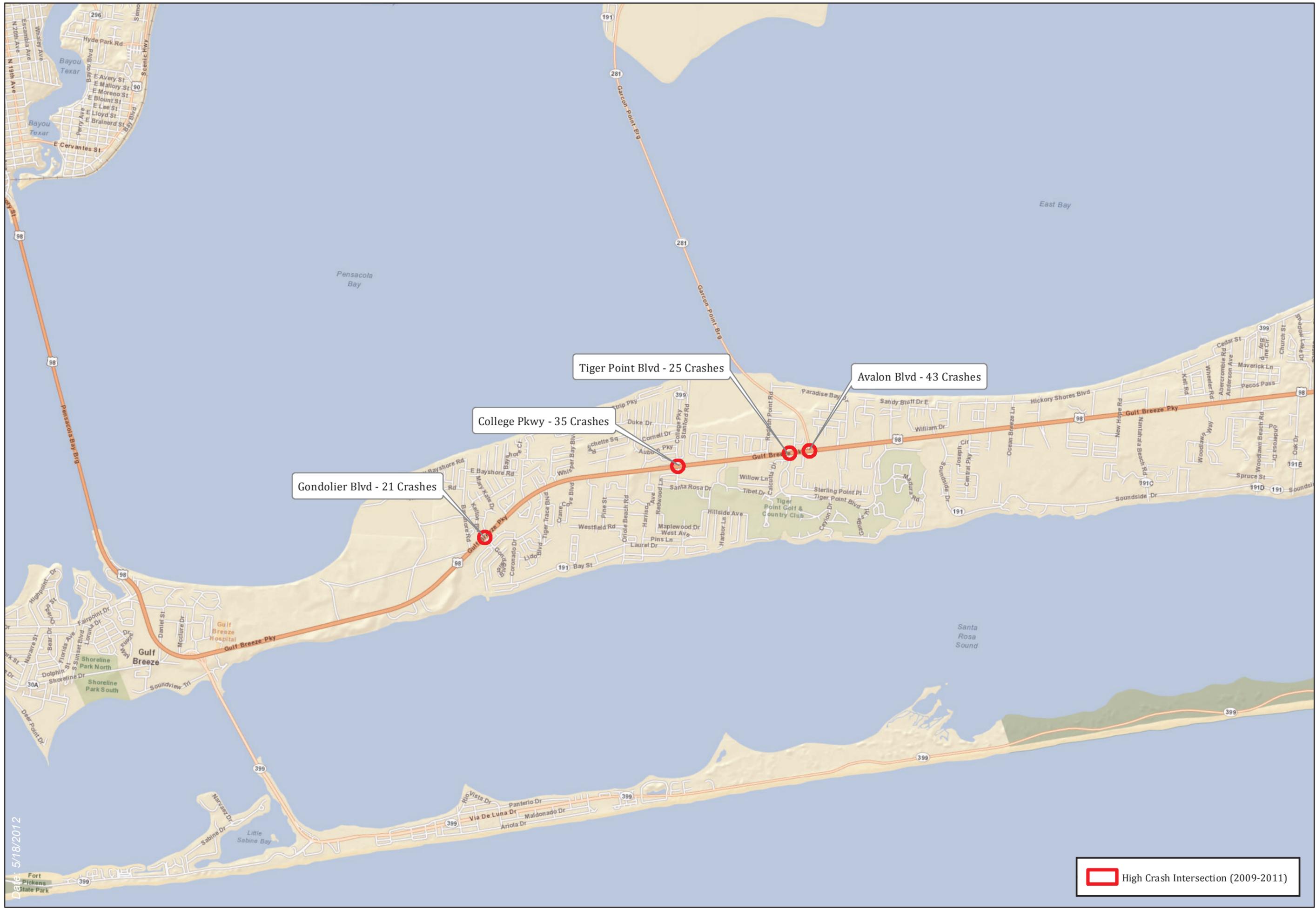
**US 98 Corridor Management Plan Update**



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**Bike/Ped  
Crash  
Locations**

**Figure 3-5  
Sheet 2 of 2**



Gondolier Blvd - 21 Crashes

College Pkwy - 35 Crashes

Tiger Point Blvd - 25 Crashes

Avalon Blvd - 43 Crashes

 High Crash Intersection (2009-2011)



  
High  
Crash  
Intersections

Figure 3-6  
Sheet 1 of 2

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Date: 5/18/2012

 High Crash Intersection (2009-2011)

  
High  
Crash  
Intersections

Figure 3-6  
Sheet 2 of 2

**SECTION 4.0 EXISTING CONDITIONS**

**Corridor Description**

The corridor was divided into segments as part of the existing conditions analysis. Each segment is described in detail below.

***Escambia County Line to Fairpoint Drive***

The Pensacola Bay Bridge makes up the majority of this segment of US 98. Heading east off the bridge, US 98 widens and becomes a more developed Corridor located within the City of Gulf Breeze. Uses along US 98 include residential and commercial development.

*Number of Lanes*

The Pensacola Bay Bridge is currently a four lane facility with small travel lanes and a limited shoulder. However, the Florida Department of Transportation is conducting a bridge replacement Project Development and Environment (PD&E) Study that recommends the replacement of the existing four-lane bridge with a six-lane bridge to accommodate future traffic demands.

As US 98 comes off the bridge and into the City of Gulf Breeze, it becomes a six-lane facility with a median.

*Bicycle and Pedestrian Facilities*

There are no bicycle or pedestrian facilities on the Pensacola Bay Bridge. Bicyclists would have to use the narrow shoulder. However, once the bridge ends, the six-lane portion of US 98 has sidewalks. At points, it has a shoulder that could be used by bicyclists.

*Major Intersections*

The intersection of Fairpoint Drive and US 98 is the only signalized intersection in this segment.

*ROW*

Right of way for this segment varies from approximately 94' to 172'.

***Fairpoint Drive to SR 399/ Pensacola Beach Boulevard***

This segment of US 98 is surrounded by commercial and institutional uses within an established area of the City of Gulf Breeze. Two schools- Gulf Breeze Elementary School & Gulf Breeze Senior High School- are located within this roadway segment.

*Number of Lanes*

The majority of this segment is six lanes with turning lanes added at various intersections throughout; however, it narrows down to five and then to four lanes around the SR 399 intersection.

*Bicycle and Pedestrian Facilities*

Sidewalks are present on either side of the street throughout this corridor.

*Major Intersections*

Signalized intersections for this segment include the intersection of US 98 and Gulf Breeze Elementary School, and the intersection of Daniel Street and US 98.

*ROW*

Right of way for this segment varies from approximately 100' to 155'.

***SR 399 to the east end of Naval Live Oaks / Gulf Breeze City Limits***

This segment moves from a developed urban area surrounding SR 399 to Naval Live Oaks, which is almost wholly undeveloped.

*Number of Lanes*

This is a four-lane divided roadway segment.

*Bicycle and Pedestrian Facilities*

There is a multi-use path on the south side of the roadway.

*Major Intersections*

There is a signalized intersection at Gulf Breeze Hospital. Otherwise, the segment contains no major intersections.

*ROW*

Right of way for this segment varies from approximately 170' to 186'.

***East end of Naval Live Oaks / Gulf Breeze City Limits to CR 191-B / Soundside Drive***

This segment begins at the undeveloped Naval Live Oaks / City of Gulf Breeze city limits and extends through an urbanized portion of unincorporated Santa Rosa County. This segment of US 98 is surrounded by commercial and residential land uses and is characterized by numerous access points and median openings. The eastern portion of the segment has some vacant land remaining.

*Number of Lanes*

This is a four-lane divided roadway segment.

*Bicycle and Pedestrian Facilities*

This segment of US 98 has a multi-use path from the Gulf Breeze City Limits to Gondolier Boulevard / Kelton Boulevard. After that, the segment has no designated bicycle or pedestrian facilities.

*Major Intersections*

There are six signalized intersections in this roadway segment: at Kelton Blvd.; at Oriole Beach Road; at College Parkway; at SR 281 / Avalon Blvd.; at Portside Drive; and at Tiger Point Boulevard.

*ROW*

Right of way for this segment varies from approximately 154' to 179'.

**CR 191-B / Soundside Drive to FL-AL & OK-WA Urbanized Area Boundaries (west of Bergren Road)**

The US 98 segment from CR 191-B / Soundside Drive to the Florida-Alabama and Okaloosa-Walton Urbanized Area Boundaries to the west of Bergren Road is a less-densely developed section of US 98 in unincorporated Santa Rosa County as compared to the Gulf Breeze City Limits to Soundside Drive segment. Commercial, residential, institutional, and government uses are located along this section of the US 98 Corridor.

*Number of Lanes*

This is a four-lane divided roadway segment.

*Bicycle and Pedestrian Facilities*

This segment has no designated bicycle or pedestrian facilities. Portions of this roadway segment have shoulders that could be used by bicyclists and pedestrians.

*Major Intersections*

There is one signalized intersection along this roadway segment at Nantahala Beach Road.

*ROW*

Right of way for this segment varies from approximately 154' to 188'.

**FL-AL and OK-WA Urbanized Area Boundaries (west of Bergren Road) to Edgewood Drive**

The Urbanized Area Boundary to Edgewood Drive segment is a small segment compared to other analyzed segments; it is approximately 1 ½ miles long. Like the previous segment, this section of US 98 is not as heavily developed as other portions of the Corridor. It includes several commercial uses such as Camping World, and also includes St. Sylvester Catholic Church, but the predominant land use is residential.

*Number of Lanes*

This is a four-lane divided roadway segment.

*Bicycle and Pedestrian Facilities*

This segment has no designated bicycle or pedestrian facilities. Portions of this roadway segment has shoulders that could be used by bicyclists and pedestrians.

*Major Intersections*

This segment has no signalized intersections.

*ROW*

Right of way for this segment varies from approximately 157' to 163'.

**Edgewood Drive to Belle Meade Circle**

This US 98 segment contains the intersection of US 98 & SR 87, and is more densely developed surrounding this intersection than in the previous segment. In addition to commercial and residential land uses, this segment contains institutional land uses with the Holley Navarre Primary, Intermediate, and Middle School. Additional land uses include the Emerald Beach RV Park, the Navarre Beach Campground, and the Fort Walton Beach Airport.

*Number of Lanes*

This is a four-lane divided roadway segment.

*Bicycle and Pedestrian Facilities*

This segment has no designated bicycle or pedestrian facilities. Portions of this roadway segment have shoulders that could be used by bicyclists and pedestrians.

*Major Intersections*

There are a number of signalized intersections located within this US 98 segment, including: at Sunrise Drive; at Coral Street; at Navarre School Road; at Andorra Street; at Navarre Beach Causeway; at Pullam Street; at Panhandle Trail; at the Wal-Mart east entrance; and at Whispering Pines Boulevard.

*ROW*

Right of way for this segment varies from approximately 160' to 181'.

***Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary)***

This last segment of the Corridor is the smallest segment analyzed. It is 1 ¼ miles long and is dominated by residential uses, with a few commercial uses also located within the segment.

***Number of Lanes***

This is a four-lane divided roadway segment.

***Bicycle and Pedestrian Facilities***

This segment has paved shoulders that can be used by bicylists or pedestrians, but no sidewalks.

***Major Intersections***

The intersection of Orion Parker Boulevard is the only signalized intersection in this segment.

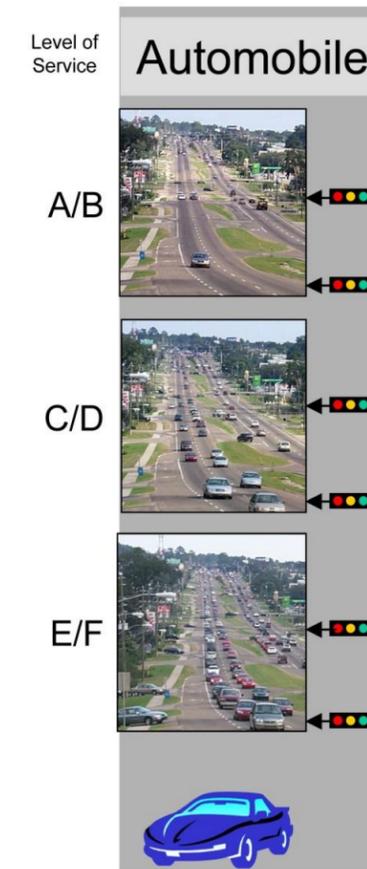
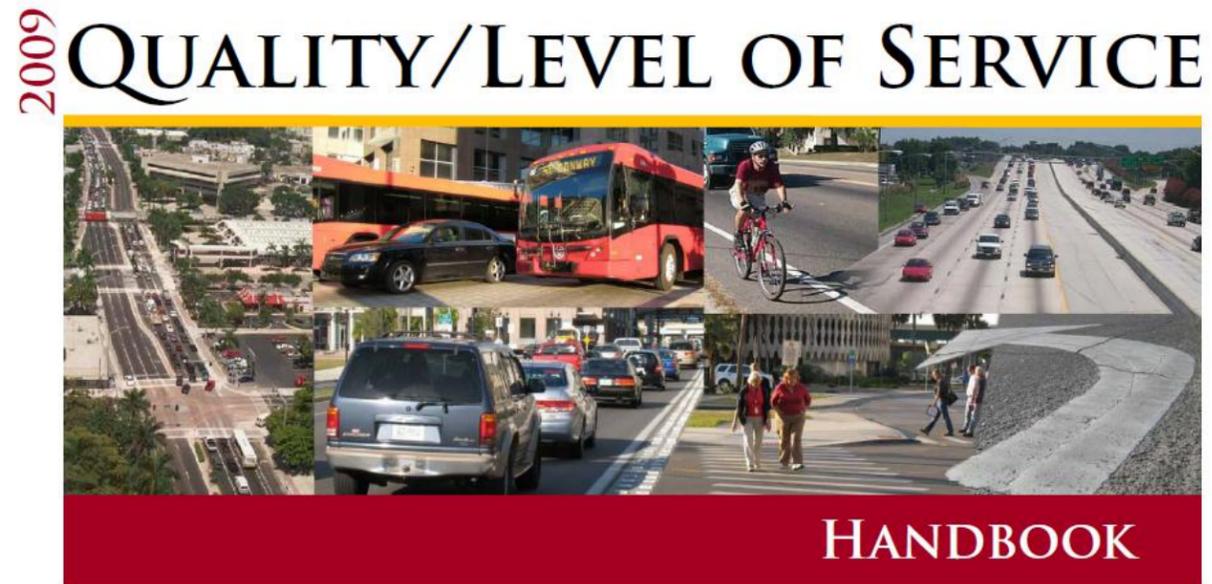
***ROW***

Right of way for this segment varies from approximately 151' to 168'.



**Roadway capacity analysis**

The existing conditions of the US 98 Corridor were analyzed in order to evaluate how the Corridor currently functions. To do this, the level of service for each roadway segment was analyzed at both the annual average daily traffic and peak hour / peak direction level of service. As shown on page 41, several roadway segments within the Corridor are operating at a failing level of service (F). At both the daily level and at the peak hour/ peak direction, the following US 98 segments are deficient: from SR 399 to the east end of Naval Live Oaks / Gulf Breeze City Limits; from the east end of Naval Live Oaks / Gulf Breeze City Limits to CR 191-B / Soundside Drive; and from Edgewood Drive to Belle Meade Circle. Additionally, US 98 from Belle Meade Circle to the Okaloosa County Line is deficient in the peak hour/ peak direction.



Source: Florida DOT Quality/Level of Service Handbook

[http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/2009FDOTQLOS\\_Handbook.pdf](http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/2009FDOTQLOS_Handbook.pdf)

**Table 4-1. Existing conditions for the US 98 Corridor.**

US 98 Roadway Segment	Functional Classification	No. of Lanes	Facility Type	Total No. of Signals	Signals Per Mile	Segment Length	LOS Area	LOS Std. & AADT Max Volume	2010 AADT	AADT LOS	K Factor	D Factor	Pk Hr / Pk Direction LOS Std. & Max Volume	2010 Pk Hr / Pk Direction Volume	Pk Hr / Pk Direction LOS
Escambia County Line to Fairpoint Drive	Principal Arterial	6	Divided	1	0.455	2.2	Urbanized	55,300 (D)	50,065	C	9.62%	55.85%	2,940	2,690	C
Fairpoint Drive to SR 399 / Pensacola Beach Blvd.	Principal Arterial	6	Divided	2	2.153	0.929	Urbanized	50,300 (D)	50,000	D	9.71%	57.99%	2,680	2,815	E
SR 399 to east end of Naval Live Oaks / Gulf Breeze City Limits	Principal Arterial	4	Divided	1	0.37	2.788	Urbanized	36,700 (D)	46,000	F	9.71%	57.99%	1,960	2,590	F
East end of Naval Live Oaks / Gulf Breeze City Limits to CR 191-B/ Soundside Drive	Principal Arterial	4	Divided	6	1.297	4.628	Urbanized	36,700 (D)	40,167	F	9.71%	57.99%	1,960	2,262	F
CR 191-B to FL-AL & OK-WA Urbanized Area Boundaries (west of Bergren Road)	Principal Arterial	4	Divided	1	0.224	4.47	Urbanized	36,700 (D)	32,500	C	9.71%	57.99%	1,960	1,830	F
FL-AL and OK-WA Urbanized Area Boundaries (west of Bergren Road) to Edgewood Drive	Principal Arterial	4	Divided	0	0	1.52	Transitioning	64,300 (D)	32,500	B	9.71%	57.99%	3,320	1,830	C
Edgewood Drive to Belle Meade Circle	Principal Arterial	4	Divided	10	1.282	7.8	Transitioning	36,700 (D)	41,250	F	9.71%	57.99%	1,960	2,323	F
Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary)	Principal Arterial	4	Divided	1	0.804	1.244	Transitioning	36,700 (D)	36,261	D	10.09%	71.30%	1,960	2,609	F

\*2010 FDOT traffic count & factors taken from the Florida Traffic Information website.

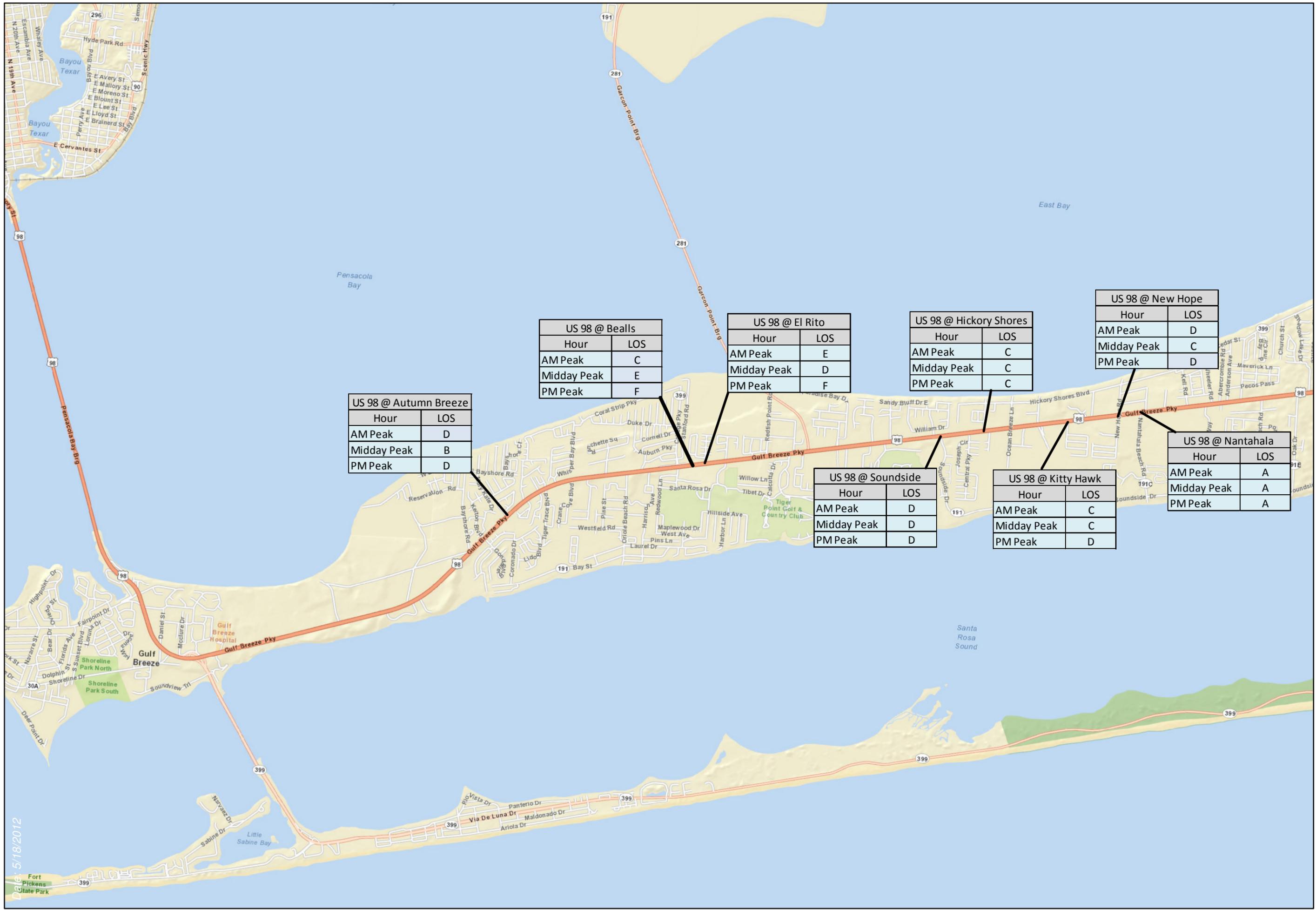
**Peak Hour Intersection Analysis**

While the LOS analysis for the roadway segments was general in nature, a more detailed analysis of the intersections was conducted. This included the utilization of Synchro software to analyze the approach and turning movement volumes for the AM, Midday, and PM peak hours.

Intersection counts were collected from 7:00am to 9:00am in the morning, 11:00am to 1:00pm in the midday, and 3:00pm to 7:00pm in the evening. This data was then imported into Synchro along with existing lane geometries at each intersection. The resulting overall intersection LOS is summarized in Table 4-2. Intersection LOS is illustrated in Figure 4-1.

**Table 4-2: Existing Peak Hour Intersection LOS and Delay**

US 98 Intersection	AM LOS	AM Delay (Seconds)	Midday LOS	Midday Delay (seconds)	PM LOS	PM Delay (seconds)
Autumn Breeze Lane	D	26.9	B	14.5	D	25.1
Bealls Entrance	C	22.0	E	36.4	F	311.6
El Rito Drive	E	42.4	D	34.8	F	72.7
New Hope Road	D	30.4	C	19.9	D	32.2
Kitty Hawk Drive	C	22.3	C	21.1	D	32.7
Soundside Drive	D	32.4	D	31.3	D	48.2
Hickory Shores Boulevard	C	17.8	C	15.9	C	16.1
Nantahala Beach Road	A	7.7	A	7.4	A	6.8
Bergren Road	C	19.4	B	13.6	C	20.0
Edgewood Drive	D	34.6	C	18.2	C	21.7
Andorra Street	B	10.6	B	12.2	C	22.0



**US 98 @ Autumn Breeze**

Hour	LOS
AM Peak	D
Midday Peak	B
PM Peak	D

**US 98 @ Bealls**

Hour	LOS
AM Peak	C
Midday Peak	E
PM Peak	F

**US 98 @ El Rito**

Hour	LOS
AM Peak	E
Midday Peak	D
PM Peak	F

**US 98 @ Hickory Shores**

Hour	LOS
AM Peak	C
Midday Peak	C
PM Peak	C

**US 98 @ New Hope**

Hour	LOS
AM Peak	D
Midday Peak	C
PM Peak	D

**US 98 @ Soundside**

Hour	LOS
AM Peak	D
Midday Peak	D
PM Peak	D

**US 98 @ Kitty Hawk**

Hour	LOS
AM Peak	C
Midday Peak	C
PM Peak	D

**US 98 @ Nantahala**

Hour	LOS
AM Peak	A
Midday Peak	A
PM Peak	A

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Intersection Level of Service

Figure 4-1 Sheet 1 of 2



US 98 @ Bergren	
Hour	LOS
AM Peak	C
Midday Peak	B
PM Peak	C

US 98 @ Andorra	
Hour	LOS
AM Peak	B
Midday Peak	B
PM Peak	C

US 98 @ Edgewood	
Hour	LOS
AM Peak	D
Midday Peak	C
PM Peak	C

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Intersection Level of Service

Figure 4-1 Sheet 2 of 2

Date: 5/18/2012

**Right Turn Lane Analysis**

In addition to the roadway capacity and intersection analyses, a right turn analysis was performed at four locations to determine whether a dedicated right turn lane was warranted. This analysis utilized the NCHRP Report 457 to calculate the right turn warrant. Data used in the analysis included number of right turns, through traffic counts and speed limit. The results are summarized in TABLE 4-3.

**Table 4-3: Right Turn Lane Analysis Results**

Intersection	Right Turn Lane Warranted?
Jeannie Street	Yes
Grenada Street	No
Janet Street	Yes
Palo Alto Street	No

**Pedestrian Movements**

As part of the turning movement count data collection task, pedestrian movements at each study intersection were also recorded. As shown in the table, the highest rate of pedestrians crossing at any study intersections was at the intersection of El Rito Drive. El Rito Drive is currently unsignalized and has no pedestrian crossing features. It should be noted that these pedestrian movements were only recorded during the peak hour and not for the entire day.

**Table 4-4. Peak Hour Pedestrian Volumes at US 98 Corridor Intersections, continued.**

Intersection	Peak Hour Pedestrian Volumes				
	NB	SB	EB	WB	Total
US 98 @ Andorra Street					
AM	0	0	0	1	1
Midday	0	0	0	0	0
PM	2	3	0	0	5
US 98 @ Autumn Breeze Circle					
AM	0	0	1	2	3
Midday	0	0	1	0	1
PM	0	0	3	1	4
US 98 @ Beall's Entrance					
AM	0	1	1	1	3
Midday	1	0	1	5	7
PM	1	0	3	1	5
US 98 @ Bergren Road					
AM	0	0	1	0	1
Midday	0	0	0	0	0
PM	0	1	1	1	3

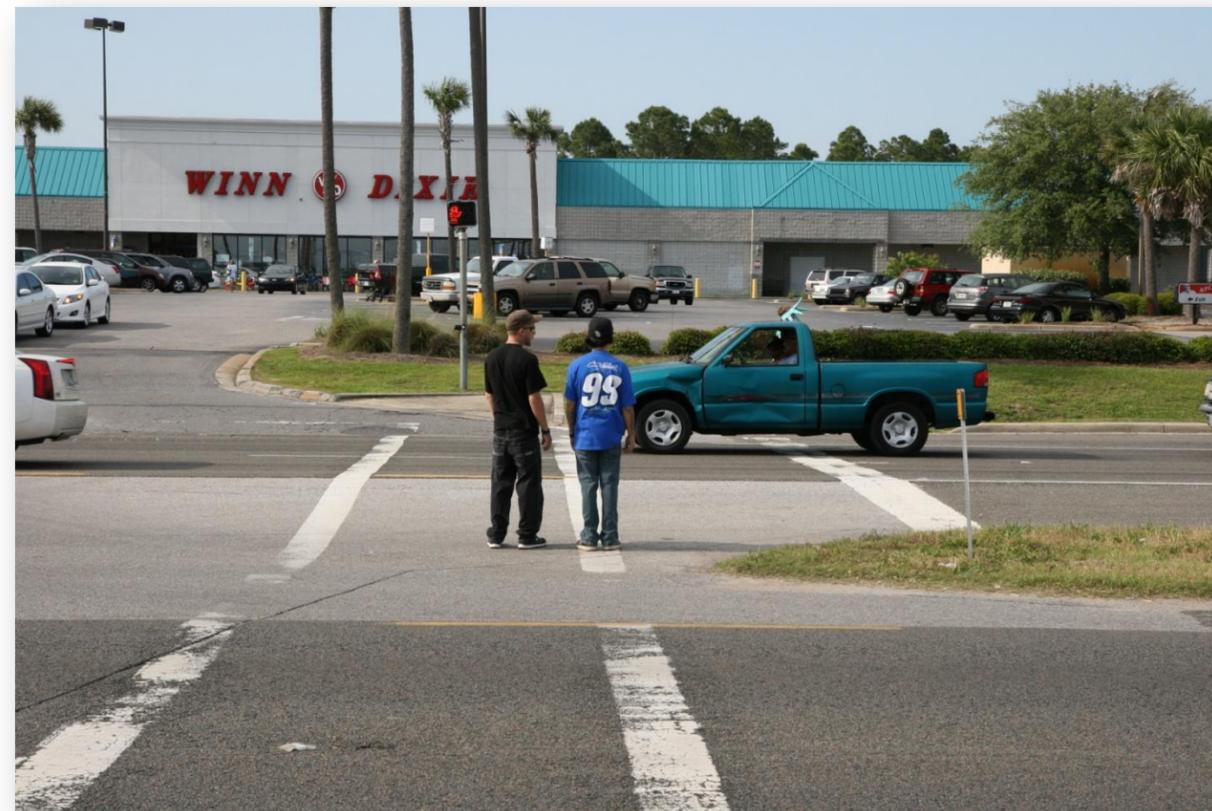


Table 4-4. Peak Hour Pedestrian Volumes at US 98 Corridor Intersections, continued.

Intersection	Peak Hour Pedestrian Volumes				
	NB	SB	EB	WB	Total
US 98 @ Edgewood Drive					
AM	0	0	0	0	0
Midday	0	0	0	0	0
PM	0	0	0	0	0
US 98 @ El Rito Drive	NB	SB	EB	WB	Total
AM	0	0	1	4	5
Midday	0	0	1	4	5
PM	1	0	2	4	7
US 98 @ Hickory Shores Road	NB	SB	EB	WB	Total
AM	0	0	0	0	0
Midday	0	0	0	0	0
PM	0	0	0	0	0
US 98 @ Kitty Hawk Drive	NB	SB	EB	WB	Total
AM	0	0	1	0	1
Midday	0	0	0	1	1
PM	0	0	1	0	1
US 98 @ Nantahala Beach Road	NB	SB	EB	WB	Total
AM	0	0	1	0	1
Midday	0	1	2	0	3
PM	0	0	1	1	2
US 98 @ New Hope Road	NB	SB	EB	WB	Total
AM	0	0	2	2	4
Midday	0	0	1	0	1
PM	1	1	1	1	4
US 98 @ Soundside Drive	NB	SB	EB	WB	Total
AM	0	0	0	0	0
Midday	0	0	0	1	1
PM	0	0	0	0	0

**Pedestrian Signal Timings**

All pedestrian signals were inventoried and timed to determine current operating parameters. Generally accepted pedestrian walking speeds vary from 3.5 ft/s to 4.0 ft/s. As such, pedestrian crossing times were determined for both the 3.5 ft/s speed and the 4.0 ft/s speed. The results are summarized in Table 4-5. It should be noted that the intersections at SR 281, Tiger Point Boulevard, Andorra Street, and the Navarre Beach Causeway were not measured due to the fact that the pedestrian signal was not able to be actuated.

**Table 4-5. Pedestrian Signal Timings**

US 98 Intersection	Approximate Crosswalk Distance (feet)	Pedestrian Signal "Walk" Time (seconds)	Sufficient Crossing Time	
			@ 3.5 ft/s	@ 4.0 ft/s
Gondolier Boulevard	116	21	No	No
Whisper Bay Boulevard	108	29	No	Yes
Oriole Beach Road	109	36	Yes	Yes
College Parkway	117	36	Yes	Yes
Tiger Point Boulevard	107	35	Yes	Yes
Sunrise Drive	118	32	No	Yes
Coral Street	110	36	Yes	Yes
Navarre School Road	113	24	No	No
SR 87	105	25	Yes	Yes
Winn Dixie Entrance	103	28	Yes	Yes
Navarre Wal-Mart Entrance	99	32	Yes	Yes
Orion Parker Drive	104	26	No	Yes

It is recommended that the pedestrian signal timings be re-checked and adjusted for the following intersections:

- Gondolier Boulevard
- Whisper Bay Boulevard
- Sunrise Drive
- Navarre School Road
- Orion Parker Drive



### **Transit Facilities**

Santa Rosa Transit provides transit service to Santa Rosa County. Santa Rosa Transit is provided through cooperation of the Santa Rosa Board of County Commissioners, Pensacola Bay Transportation LLC, the Florida-Alabama Transportation Planning Organization, and the Federal Transit Administration. The fare is \$1, and routes are mainly along U.S. 90, with no routes traveling on US 98. The service focuses on providing transportation to and from work, and connects with the Escambia County Area Transit.

### **Bicycle and Pedestrian Facilities**

In the December 2010 Florida Alabama TPO Bicycle Pedestrian Master Plan, this section of US 98 was found to have a Bicycle level of service of “C” and “D” and a Pedestrian level of service of “F”. Additionally, on a scale of 1 to 5, with 1 being the highest and 5 being the lowest, the US 98 Corridor was found to have a very high (scores of 1 & 2) latent demand for bicycle and pedestrian activity. The Plan recommended the addition of sidewalks throughout this section of US 98.

In March 2012, an Addendum to the 2010 Plan was put forth that includes several projects along the Corridor as Tier II Priorities, including: adding sidewalks from the Florida- Alabama Urbanized Area Boundary to Edgewood Drive, and adding sidewalks from Belle Meade Circle to the Okaloosa County Line. Two Corridor projects are listed in the Addendum as Tier III Priorities: adding sidewalks from the east end of Naval Live Oaks/ Gulf Breeze Limits to CR 191-B / Soundside Drive, and adding sidewalks from CR 191-B to the Florida-Alabama Urbanized Area Boundary (west of Bergen Road). Two Corridor projects are listed in the Addendum as Tier IV Priorities: adding sidewalks (detail study needed) from Bay Bridge Drive to the Escambia County Line, and adding sidewalks from Edgewood Drive to Belle Meade Circle.

As described in detail in the Corridor Description section above, the US 98 Corridor does have sidewalks and a multi-use path within the City of Gulf Breeze. A multi-use path continues from the Gulf Breeze City Limits to Gondolier Boulevard / Kelton Boulevard. After that, the Corridor does not have any pedestrian facilities.

As detailed in the Planned Future Corridor Projects section, the Santa Rosa County Schedule of Capital Improvements includes expanding the shoulders to eight feet from Gondolier Boulevard to the Navarre Beach Causeway, which will be completed in conjunction with the resurfacing of US 98.

### **Corridor Land Uses**

The majority of the US 98 Corridor is surrounded by the Highway Commercial District land use category. The other business land use category that is present along this section of US 98 is Planned Business District. The predominant land use surrounding the US 98 Corridor is Residential. Areas surrounding the US 98 Corridor have the following land use designations: three parks, one planned unit development , and several small Industrial areas.

### **Hurricane Evacuation**

US 98 has been designated as an Evacuation Route by Santa Rosa County. Santa Rosa County Evacuation Maps show sections of this corridor of US 98 spanning Evacuation Zones B through E. The evacuation zones are defined in the following manner:

- Evacuation Zone A: Evacuate for all hurricanes and if ordered to do so, for tropical storms. (The US 98 Corridor is not in this zone).
- Evacuation Zone B: Evacuate for hurricane category 1-5. (Sections of the US 98 Corridor are in this zone).
- Evacuation Zone C: Evacuate for hurricane category 2-5. (Sections of the US 98 Corridor are in this zone).
- Evacuation Zone D: Evacuate for hurricane category 3-5. (Sections of the US 98 Corridor are in this zone).
- Evacuation Zone E: Evacuate for hurricane category 4 & 5. (Sections of the US 98 Corridor are in this zone).

**SECTION 5.0 ACCESS MANAGEMENT**

Access management of a roadway can significantly affect the operation and safety of a roadway. Studies have shown a direct correlation between the number of crashes and the number of driveways on a roadway. Studies have also shown that increasing the number of driveways can yield as much as a 10mph reduction in average speeds.

The presence of median openings can have a similar effect on the number of crashes, as median openings increase turning movements and thereby potential conflicts.

A key objective of this study is to identify ways to improve safety and operations in the US 98 corridor area. This can be accomplished through access management of both medians and driveways.

**Access Management Overview**

According to FDOT, access management is the careful planning of the location design and operation of driveways, median openings, interchanges, and street connections. The purpose of access management is to provide access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

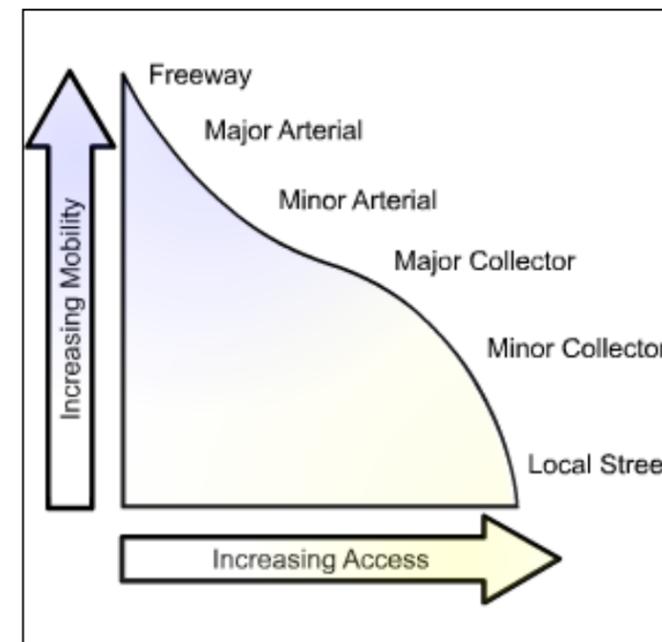
Access management functions by reducing conflict points associated with traffic turning into or leaving land developments. Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Crashes can potentially occur at each of these conflict points. By implementing access management techniques, the number of conflict points can be reduced, thus reducing the potential for crashes.



Without access management, the function of major roadway corridors can deteriorate rapidly. Poor access management can result in the following impacts:

- An increase in vehicular crashes
- More collisions involving pedestrians and cyclists
- Accelerated reduction in roadway efficiency
- Unsightly commercial strip development
- Degradation of scenic landscapes
- More cut-through traffic in residential areas due to overburdened arterials
- Homes and businesses adversely impacted by a continuous cycle of widening roads
- Increased commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads

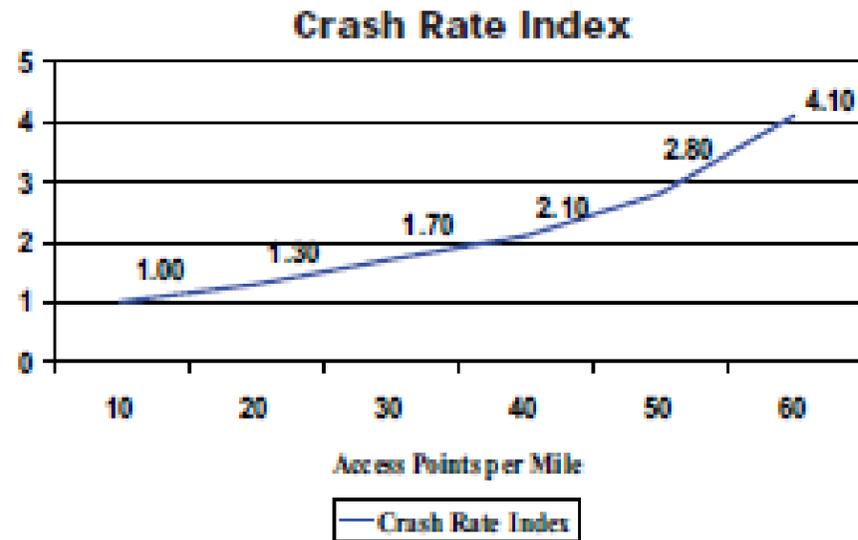
Implementing good access management practices can increase public safety, extend the life of major roadways, reduce traffic congestion, support alternative transportation modes, and potentially improve the appearance and quality of a corridor (Source: TRB Access Management Committee).



**Benefits of Access Management**

Proper access management can preserve good traffic flow and minimize accidents on roadways at a relatively low cost. A well designed access management system can:

- Reduce accidents
- Maintain efficient movement
- Preserve public investment in transportation
- Reduce the need for more new roadways
- Protect the value of private and public investments
- Enhance the environment and economic vitality of surrounding communities

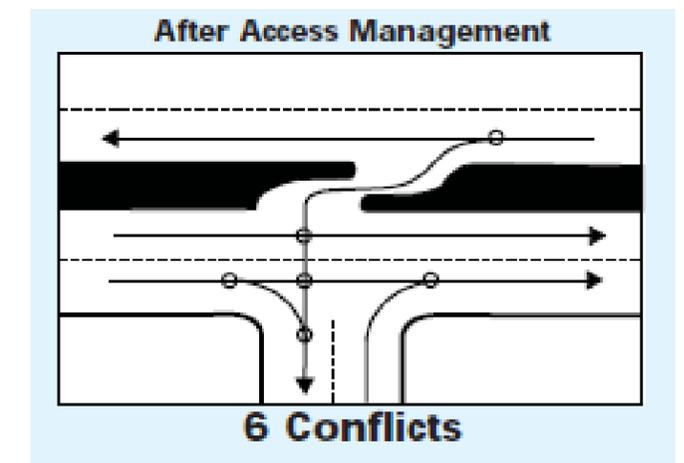
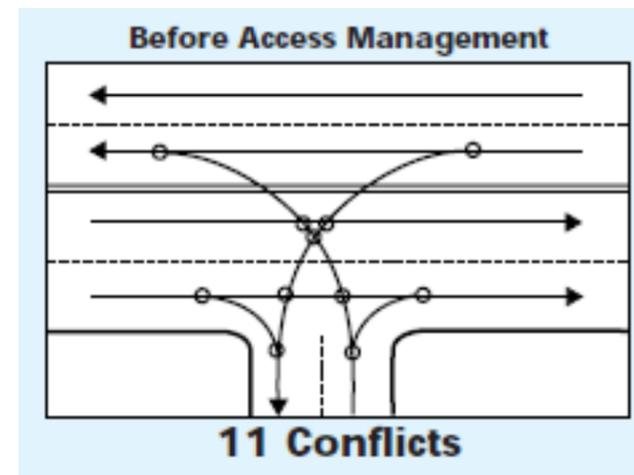


**Access Management Techniques**

There are numerous ways to implement proper access management on a corridor. Some of these techniques include:

- Proper traffic signal spacing
- Proper unsignalized access spacing
- Corner clearances (minimum distances required between intersection and driveways)
- Median alternatives
- Left-turn lane treatments
- U-turn alternatives
- Driveway consolidation

Implementation of these various techniques can help limit the number of conflict points at driveway locations, separate conflict areas, reduce the interference of turning traffic with through traffic and provide adequate circulation and storage for traffic on properties (Sources: FDOT and NCHRP 420). For example, directional medians greatly reduce conflict points when compared to fully open medians by limiting the number of allowed turning movements.



Florida Administrative Code Spacing Standards

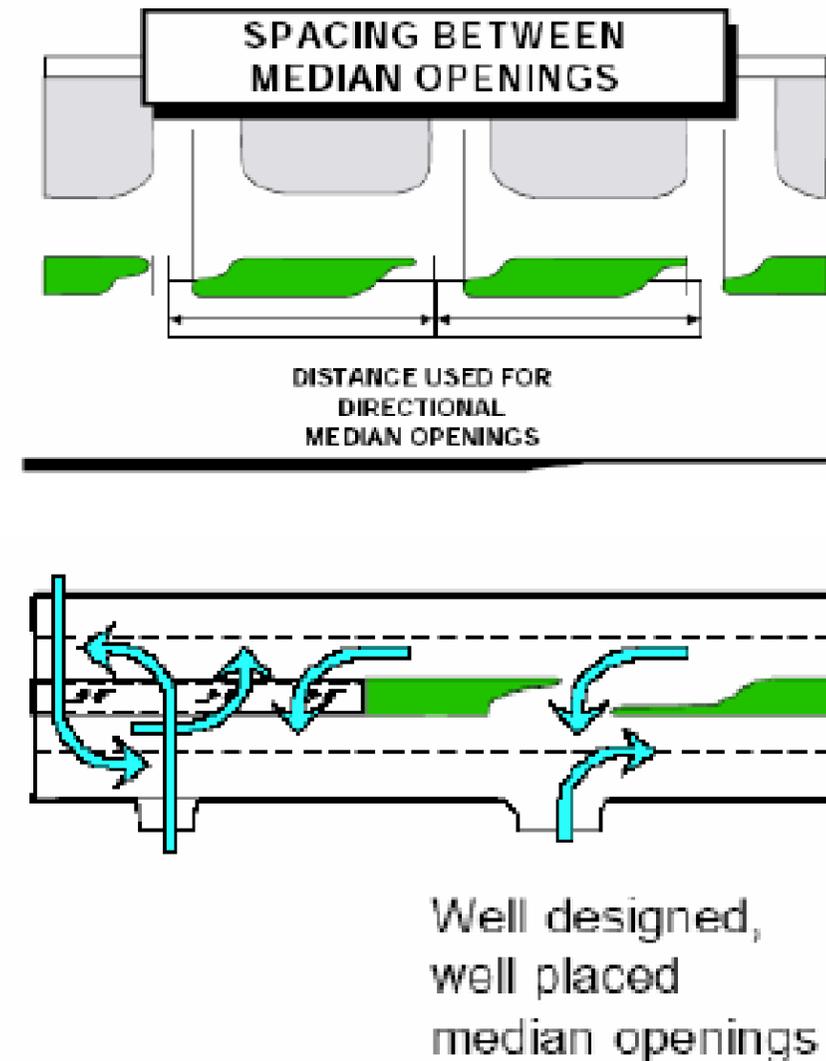
Spacing standards are established by the Florida Administrative Code (FAC) Chapter 14 and are shown below in Table 5-1. These classifications contain separation standards for access features.

Table 5-1 Access Management Standards in FAC Rule Chapter 14-97.003

Class	Medians	Median Openings		Signal	Connection	
		Full	Directional		More than 45 MPH Posted Speed	45 MPH and less Posted Speed
2	Restrictive w/Service Roads	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 at greater than 45 MPH Posted Speed	660	2,640 at greater than 45 MPH Posted Speed	440	245
		1,320 at 45 MPH or less Posted Speed		1,320 at 45 MPH or less Posted Speed		
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

Median and median openings are regulated through the requirement for a restrictive median in certain classes. For those classes, spacings between median openings are regulated (See Table 5-1). Figure 5-1 below illustrates how these are measured (Source: FDOT Median Handbook).

Figure 5-1 Distance Used for Median Openings



**US 98 Corridor Access Overview**

The US 98 Corridor has segments within Access Management Class 3 and 5, as shown in Table 5-2.

**Table 5-2 US 98 Corridor Access Management Classifications**

US 98	Access Management Class
Pensacola Bay Bridge to Bayshore Road	Class 5
Bayshore Road to the Okaloosa County Line	Class 3

Overall, US 98 Corridor has some areas that do not meet the access management classification standards established in the FAC generally because of either the close distance between connections or median openings. In 2001, the US 98 Corridor Management Report completed by the Florida-Alabama TPO included a number of access management modification recommendations. Specifically, a number of low-cost modifications were recommended in the 2001 report, and many of these recommendations were completed.

Recommended access management modifications are shown 53-71. In addition to the modifications recommended, new connections between businesses should be explored for both new and existing businesses along US 98. Creating these connections will keep short trips off of US 98 and allow for faster travel speeds along the Corridor.



Figure 5-2. US 98 between Bayshore Road and Kelton Boulevard/ Gondolier Boulevard.



Improvement: Evaluate the potential for narrowing and better defining driveways at business between Bayshore Road and Kelton Boulevard/Gondolier Boulevard

Figure 5-3. US 98 @ Sanibel Lane / Villa Woods Circle.



Improvement: Evaluate the better defining the driveway near Sanibel Lane/Villa Woods Circle (north side of US 98). Also evaluate the potential for shared access between business (south side of US 98).

Figure 5-4. US 98 between Tiger Trace Boulevard and Crane Cove Boulevard.



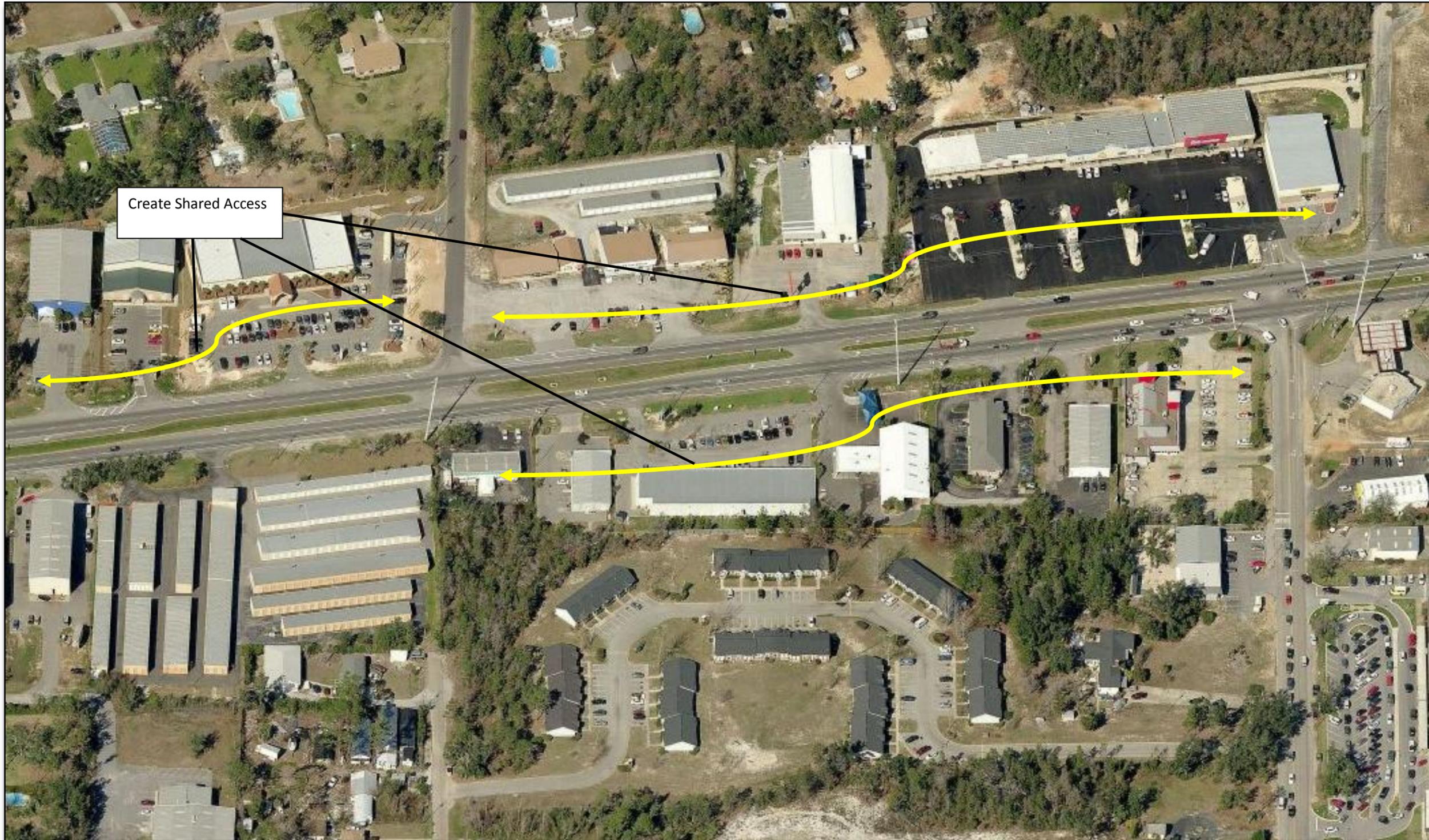
Improvement: Evaluate the potential for a new connection between Tiger Trace Boulevard and Whisper Bay Boulevard

Figure 5-5. US 98 between Crane Cove Boulevard and Ramblewood Drive.



Improvement: Evaluate the potential for a new connection between Crane Cove Boulevard and Ramblewood Drive.

Figure 5-6. US 98 between Rancho Villa Drive and Oriole Beach Road.



Improvement: Evaluate the potential for new shared access between commercial land uses between Rancho Villa Drive and Oriole Beach Road

Figure 5-7. US 98 between Fordham Parkway and College Parkway / CR 399.



Improvement: Evaluate the potential for new shared access between commercial land uses between Fordham Parkway and College Parkway

Figure 5-8. US 98 between Tiger Point Boulevard and Bal Alex Avenue.



Improvement: Evaluate the potential for a new connection to US 98 in conjunction with the future development of the vacant lot between Tiger Point Boulevard and Bal Alex Avenue. Also evaluate the potential for shared access between commercial land uses

Figure 5-9. US 98 at Central Parkway.



Improvement: Evaluate the potential for narrowing and improving driveway definition near Central Parkway

Figure 5-10. US 98 @ Dorman Trail, Bates Road, and Beechwood Drive.



Improvement: Evaluate the potential for narrowing and improving driveway definition near Beechwood Drive/Dorman Trail

Figure 5-11. US 98 between Beaver Pond Road and Mohawk Trail.



Improvement: Evaluate the potential for a new share access connection between Beaver Pond Road and Mohawk Trail

Figure 5-12. US 98 between Wheeler Road and Abercrombie Road.



Improvement: Evaluate the potential for narrowing and improving driveway definition between Wheeler Road and Abercrombie Road

Figure 5-13. US 98 and America Avenue.



Improvement: Evaluate the potential for new cross access connections between commercial uses at America Avenue

Figure 5-14. US 98 at Lighthouse Pointe Drive / Reserve Boulevard.



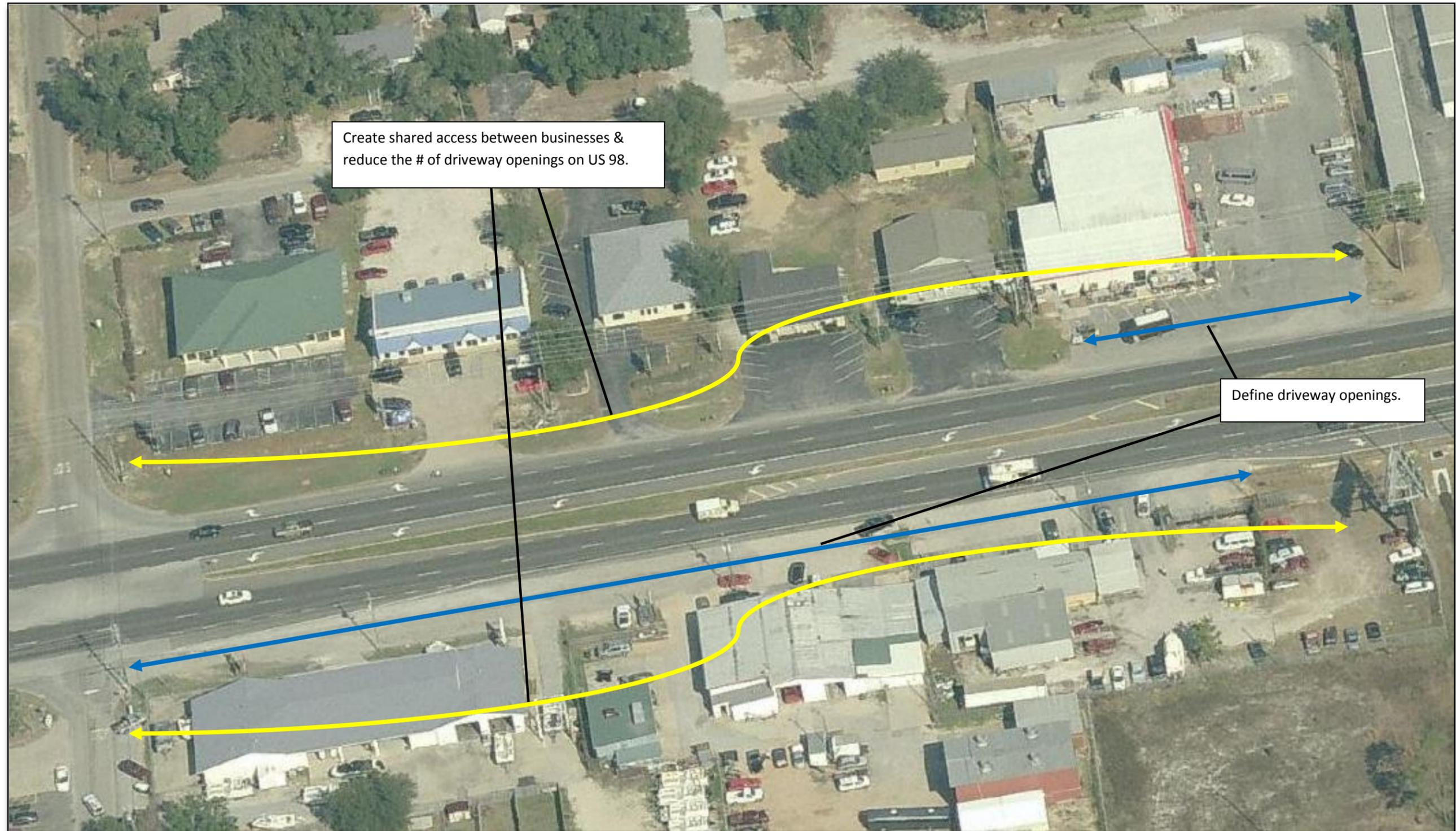
Improvement: Evaluate the potential for a new cross access connection at Lighthouse Pointe Drive/Reserve Boulevard

Figure 5-15. US 98 at Sunrise Drive



Improvement: Evaluate the potential for a new cross access connection at Sunrise Drive

Figure 5-16. US 98 between Blue Tip Drive and Andorra Street.



Improvement: Evaluate the potential for shared access connections between commercial uses. Additionally, evaluate the potential for improved driveway definitions for businesses.

Figure 5-17. US 98 between Presidio Street and Luneta Street.



Improvement: Evaluate the potential for narrowing and improving driveway definition between Presidio Street and Luneta Street

Figure 5-18. US 98 and Ortega Street.



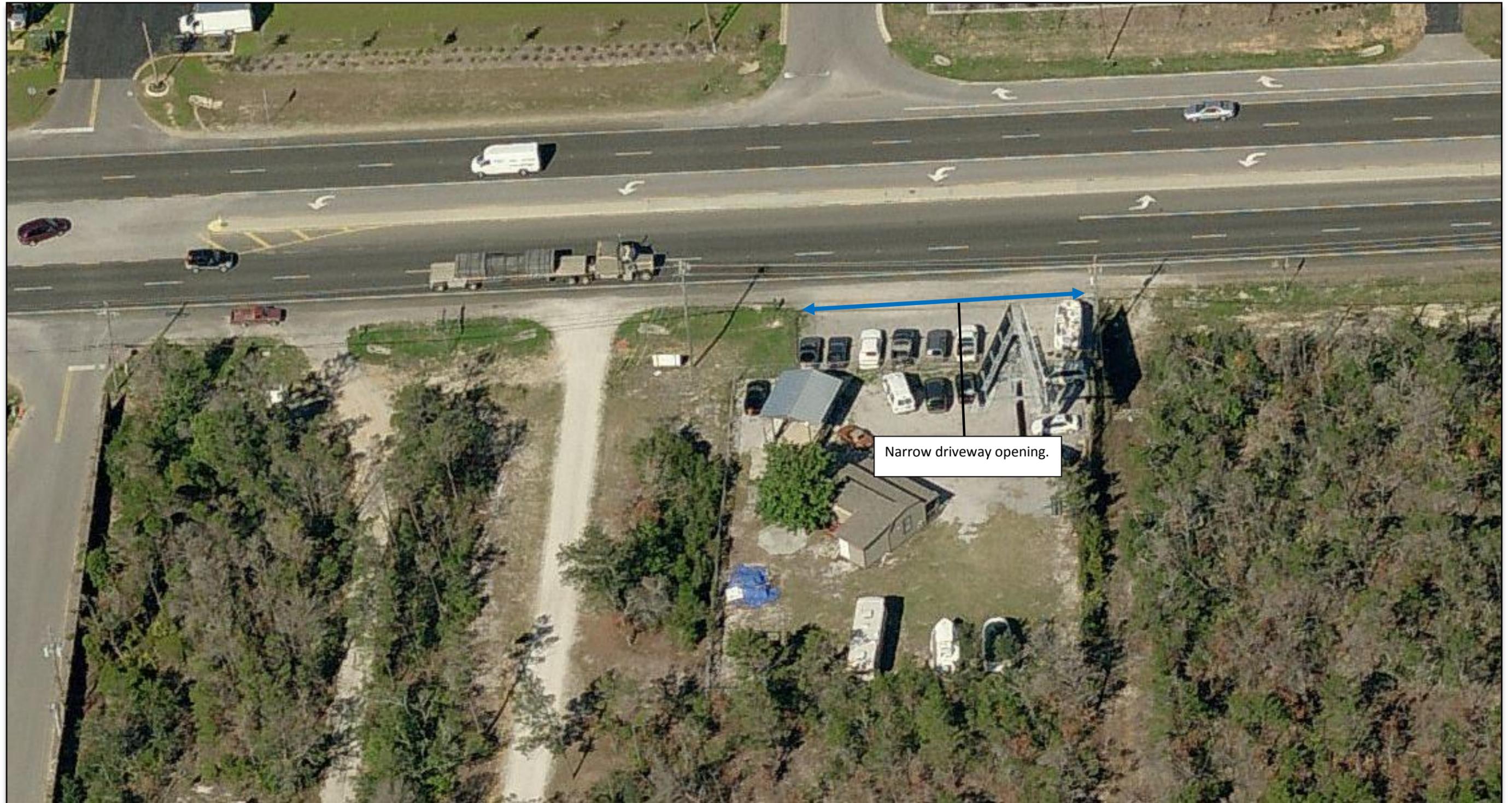
Improvement: Evaluate the potential for a new shared access connection at Ortega Street

Figure 5-19. US 98 and Estate Circle.



Improvement: Evaluate the potential for new shared access connections between commercial uses at Estate Circle

Figure 5-20. US 98 east of Health Care Avenue.



Improvement: Evaluate the potential for narrowing and improving driveway definition east of Health Care Avenue

**SECTION 6.0 PUBLIC INVOLVEMENT**

**Public Workshops**

Involving the community is an essential component of any planning study. As such, public involvement was a large part of the US 98 CMP. A total of four public workshops were held on the following dates and locations:

- January 26, 2012 (St. Sylvester Catholic Church)
- February 27, 2012 (Concord Presbyterian Church)
- February 28, 2012 (Navarre United Methodist Church)
- March 20, 2012 (St. Sylvester Catholic Church)

All public workshops were advertised in the Pensacola News Journal, and flyers were mailed to businesses and residences adjacent to the study corridor (within 300ft). All workshops were held from 5:00 to 6:30 p.m. and the format was “open house” which allowed attendees to arrive and leave at their leisure. Numerous facilitators were on hand to answer questions and record comments. The benefit of this time frame and format is that workers with typical office hours are able to attend workshops. The workshops showcased large maps of the Corridor, and attendees were offered a fact sheet as well as a comment sheet. Attendees were encouraged to provide comments either by completing the comment sheet at the workshop or by returning the comment sheet by mail. A looping power point presentation was shown during the workshop summarizing the project components as well as the goals and objectives of the project.



Figures 6-1 through 6-5 on pages 73-75 show the public workshop flyer, newspaper advertisement, fact sheet, and comment sheet used for this CMP.

**Local Officials Coordination Meetings**

In addition to the public workshops, four local officials’ coordination meetings were held. The first, was a “Kick-Off Workshop” in order to solicit input from local agencies and officials as well as County staff. The other three were held in conjunction with the public workshops and served to keep local agencies and officials briefed on the progress of the project and to gather any additional comments or input regarding the formulation of recommendations.

Other Meetings

Two additional supplemental meetings were held to discuss the components of the projects and to brief the audience as to the progress of the project. The first was a presentation given to the WFRPC Board on March 19<sup>th</sup> 2012. The second was a presentation to the United Peninsula Homeowner's Association on March 28<sup>th</sup> 2012.

Upcoming Meetings

A presentation of the draft CMP was given to the TPO Board as well as the TPO advisory committees in April. The final draft report will be presented for adoption in June to the TPO Board as well as the TPO advisory committees.

**AccuWeather.com**  
 Tuesday, March 13, 2012

**LOCAL ALMANAC**  
 24-hour period for Pensacola through 4 p.m. Monday  
 High temperature: 69°  
 Low temperature: 63°  
 Normal high: 69°  
 Normal low: 63°  
 Relative humidity at 3 p.m.: 87%  
 Barometer at 3 p.m.: 30.23 in  
 Air quality: 33 (good)  
 Record high: 84° in 1952  
 Record low: 30° in 1993  
 Gulf temperature: 73°F, 23°C

**PRECIPITATION FOR ELYSON FIELD FOR 24 Hrs. through 4 p.m. Monday**  
 Rain this month: 0.79"  
 Normal rain month to date: 2.34"  
 Rain year to date: 10.58"  
 Normal rain year to date: 12.21"

**PRECIPITATION FOR WHILING FIELD FOR 24 Hrs. through 4 p.m. Monday**  
 Rain this month: 0.35"  
 Normal rain month to date: 2.74"  
 Rain year to date: 8.18"  
 Normal rain year to date: 12.99"

**RIVER STAGES**  
 Readings at 7 a.m. Actual Flood  
 Alabama River at Claiborne Dam: 28.08 ft., 42 ft.  
 Escambia River at Century: 7.66 ft., 17 ft.  
 Choctawhatchee River at Caryville: 5.19 ft., 12 ft.  
 Apalachicola River at Bloomsdown: 9.65 ft., 15 ft.  
 Pascagoula River at Meritt, Miss.: 13.52 ft., 22 ft.  
 Tombigbee River at Colville, Ala.: 26.02 ft., 29 ft.

**REAL FEEL**  
 The patented AccuWeather.com RealFeel temperature is an innovative scale of the effects of temperature, wind, humidity, moisture, cloudiness, precipitation, pressure and elevation on the human body.  
 8 a.m.: 76°  
 11 a.m.: 76°  
 4 p.m.: 65°

**UV INDEX TODAY**  
 The higher the AccuWeather.com UV Index number, the greater the need for eye and skin protection.  
 10 a.m.: 2, low  
 Noon: 4, moderate  
 2 p.m.: 5, moderate  
 4 p.m.: 2, low  
 0-2 Low, 3-5 Moderate, 6-7 High, 8-10 Very High, 11+ Extreme

**SUN AND MOON**  
 Sunset today: 6:56 p.m.  
 Sunrise tomorrow: 7:15 a.m.  
 Sunset tomorrow: 6:57 p.m.  
 Moonrise: 10:28 a.m.  
 Moonset: 10:42 a.m.



**US 98 PUBLIC WORKSHOP #4**  
 US 98 Corridor Management Plan

**98**  
 Tuesday, March 20, 2012  
 Anytime between 5:00 pm - 6:30 pm  
 St. Sylvester Catholic Church Parrish Hall  
 6464 Gulf Breeze Parkway  
 Gulf Breeze, FL

The Florida-Alabama Transportation Planning Organization (TPO) is conducting a corridor management study to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel (cars, bikes, pedestrians, etc.) along the corridor. This study is approximately twenty-four miles on US 98 from Pensacola Bay Bridge to the Okaloosa County line.

A fourth public workshop for the US 98 Corridor Management Plan is scheduled to provide an overview of the comments received from the previous public workshops and present draft recommended improvements. You are encouraged to attend and to bring a friend.

Sponsored by  
**Florida-Alabama TPO**  
 Regional Planning Council  
 Gulf to TPO

**ATKINS**

FOR MORE INFORMATION  
 Contact Phil Shad at (850) 478-9844

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at (850) 478-9844 at least three (3) days before the event.

**Name the Blue Wahoos' Mascot...**  
**VOTE FROM THE TOP 6 NAMES:**  
 - Blu - Kazoo - Salty  
 - Capt. Catch - Ono - Sinker  
 Vote at [pnj.com/mascot](http://pnj.com/mascot)

**Or fill out the ballot and drop off at any of these locations:**

**PENSACOLA NEWS JOURNAL**  
 181 E. Bayview St., Pensacola, 32502

**WOOBLANDS**  
 470 N. Davis Hwy., Pensacola, 32503

**KIA AUTOSPORTS**  
 6427 Pensacola Blvd., Pensacola, 32509

**GULF COAST COMMUNITY BANKS**  
 Downtown Pensacola branch  
 418 N. Ashley St., Pensacola, 32502

**MILES FURNITURE**  
 Pens branch  
 4882 Highway 90, Pens., 32571

**BUSS WAREHOUSES OFFICE**  
 81 N. Jefferson St., Suite 305, Pensacola, 32502

**CONFON branch**  
 1177 College Blvd., Pensacola, 32503

**FLORIDA PIZZA KITCHEN**  
 3 Via De Canal, Pensacola Beach, 32561

**New Billa branch**  
 1341 W. New Hills Rd., Pensacola, 32514

**FLORIDA BLUE**  
 1488 Bayport Blvd., Pensacola, 32504

**Gulf Breeze branch**  
 2877 Gulf Breeze Pkwy., Gulf Breeze, 32541

**Mascot Debuts & Winning Name Announced!**  
 Gallery Night  
 Friday, March 16<sup>th</sup>  
 (Don't miss Pensacola)

**Name the Mascot...**  
 VOTE FROM THE TOP 6 NAMES (SELECT ONE)  
 Blu  Ono  
 Capt. Catch  Salty  
 Kazoo  Sinker  
 Name: \_\_\_\_\_  
 Phone #: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 Sincerely,  
 News Journal  
 pnj

You could win by voting! One person will be selected from those voting for the winning name to receive:  
 - 2 tickets to the first Saturday home game on April 7th.  
 - The opportunity to announce the Mascot as he enters the field and then stand with the Mascot for the National Anthem  
 - One Plush Mascot doll  
 - Team autographed baseball

Figure 6-1 Tear sheet from Pensacola News-Journal Advertisement

## US 98 PUBLIC WORKSHOP

US 98 Corridor Management Plan

Thursday, January 26, 2012  
Anytime between 5:00 - 6:30 pm  
St. Sylvester Catholic Church Parrish Hall  
6464 Gulf Breeze Parkway  
Gulf Breeze, FL



The Florida-Alabama Transportation Planning Organization (TPO) is conducting a corridor management study to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel (cars, bikes, pedestrians, etc.) along the corridor. This study is approximately twenty-four miles on US 98 from Pensacola Bay Bridge to the Okaloosa County line.

The purpose of the workshop is to introduce the project and to ask for your input along with other local citizens, stakeholders, and businesses, prior to developing improvement plans. You are encouraged to attend and to bring a friend.



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**FOR MORE INFORMATION**  
Contact Phil Shad at (850) 478-9844

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at (850) 478-9844 at least three (3) days before the event.

Figure 6-2 Pensacola News-Journal Advertisement

# US 98 PUBLIC WORKSHOPS 2 & 3

## US 98 Corridor Management Plan



The Florida-Alabama Transportation Planning Organization (TPO) is conducting a corridor management study to identify low cost strategies and ways to improve traffic flow and safety for all modes of travel (cars, bikes, pedestrians, etc.) along the corridor. This study is approximately twenty-four miles on US 98 from Pensacola Bay Bridge to the Okaloosa County line.

The public workshop series for the US 98 Corridor Management Plan is scheduled to provide an overview of the comments received from the first Public Workshop, present the recommended improvements and solicit additional input. For your convenience, Workshops 2 and 3 offer the same information but are scheduled on different dates, times, and locations. You are encouraged to attend either Workshop 2 or 3 and to bring a friend.

The workshop is offered on two different dates, times, and locations for your convenience. Plan to attend either Workshop 2 or 3.

**WORKSHOP 2**  
Monday, February 27, 2012  
Anytime between 5:00 – 6:30 pm  
Concord Presbyterian Church  
Fellowship Hall  
4191 Gulf Breeze Pkwy  
Gulf Breeze, FL

**WORKSHOP 3**  
Tuesday, February 28, 2012  
Anytime between 5:00 – 6:30 pm  
Navarre United Methodist Church  
Fellowship Hall  
9474 Navarre Pkwy  
Navarre, FL



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**FOR MORE INFORMATION**  
Contact Phil Shad at (850) 478-9844

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Lane Gortemoller at (850) 478-9844 at least three (3) days before the event.

La participación ciudadana es solicitado sin discriminación de raza, color, origen nacional, sexo, edad, religión, discapacidad o situación familiar. El TPO implementará las instalaciones necesarias para el acceso a esta reunión de conformidad con la Ley de Estadounidenses con Discapacidad y de idiomas distintos del inglés (gratuito). Por favor notifique a la Sra. Lane Gortemoller de acceso o requisitos lingüísticos en (850) 478-9844 para de Florida por lo menos 3 días hábiles de antelación.

Figure 6-3 Mail-out Flyer for Public Workshop



Kevin White  
Chairman  
  
Lane Lynchard  
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514  
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

**PRESS RELEASE**

**CONTACT:**  
Brian Youpatoff  
(850) 332-7976 x 224, Brian.Youpatoff@wfrpc.org

March 9, 2012

**FOR IMMEDIATE RELEASE**

**Florida-Alabama Transportation Planning Organization (TPO)  
US 98 Corridor Management Plan Local Official's Workshop & Public Workshop**

The Florida-Alabama Transportation Planning Organization (TPO) is in the process of conducting a Corridor Management Plan (CMP) for US 98 from Pensacola Bay Bridge to the Okaloosa County line. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel along a corridor.

A final local official's workshop and public workshop for the US 98 CMP will provide an overview of the comments received from previous public workshops and present the draft recommended improvements. ***The final Local Official's Workshop & Public Workshop is scheduled as follows:***

**The Local Official's Coordination Workshop is scheduled as follows:**  
Tuesday, March 20, 2012  
2:00 pm  
Navarre Visitor's Center, 8543 Navarre Parkway, Navarre, FL

**The Public Workshop is scheduled as follows:**  
Tuesday, March 20, 2012  
Anytime between 5:00 - 6:30 pm  
St. Sylvester Catholic Church Parrish Hall, 6464 Gulf Breeze Parkway, Gulf Breeze, FL

Please contact Brian Youpatoff, (850) 332-7976 x 224 or Brian.Youpatoff@wfrpc.org, if additional information is needed.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons requiring special accommodation under the Americans with Disabilities Act or those requiring language translation services, free of charge, should contact Ellie Roberts at (850) 332-7976 extension 218 at least three (3) days before the event.



"...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area..."

**Figure 6-4 Press Release for Public Workshop**



Public Workshop January 26, 2012  
Comment Sheet  
US 98 Corridor Management Plan

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
(Please Print Clearly)  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
E-mail Address: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
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PLEASE COMPLETE THE COMMENT SHEET AND DROP OFF AT THE MEETING BEFORE YOU LEAVE,  
OR  
FOLD, TAPE (DO NOT STAPLE), ADD FIRST CLASS POSTAGE AND MAIL NO LATER THAN FEBRUARY 3, 2012

**Figure 6-5 Public Comment Form**

**SECTION 7.0 SUMMARY OF RECOMMENDED IMPROVEMENTS**

The plan sheets (Plan Sheet 1 through 34) illustrate the specific recommended improvements that are able to be clearly depicted on aerial photographs. These include, but are not limited to, new turn lanes, median modifications, new signal locations, and intersection realignments. Table 7-1 summarizes all operational improvements illustrated on plan sheets 1 through 34. These projects have been placed in a generalized priority order based on available crash data. Improvements located in areas with a high number of crashes are ranked higher. It should be noted that, if necessary, these priorities can be changed and modified as needed.

In addition to the improvements shown on the plan sheets, other corridor-wide improvements are also recommended. These general improvements are recommended to be implemented on a corridor-wide basis. These corridor-wide improvements are summarized below in Table 7-2

**Table 7-2 Recommended Corridor-Wide Improvements**

Improvement
<b>Safety Improvements</b>
Add sidewalks from the eastern end of the Naval Live Oaks to Belle Meade Circle
Add overhead lighting at all signalized intersections
Add pedestrian signals at Nantahala Beach Road and Panhandle Trail
Construct enhanced pedestrian crossing in the vicinity of El Rito Street
Retime pedestrian signals to allow sufficient time for pedestrian to cross US 98 at Gondolier Boulevard, Whisper Bay Boulevard, Sunrise Drive, Navarre School Road and Orion Parker Drive
Enhanced Speed Limit Enforcement
<b>Operational Improvements</b>
Provide U-turn bulb outs for large vehicles in certain locations at Soundside Drive and Hickory Shore Boulevard
<b>ITS Improvements</b>
Right-turn detection at signalized intersections

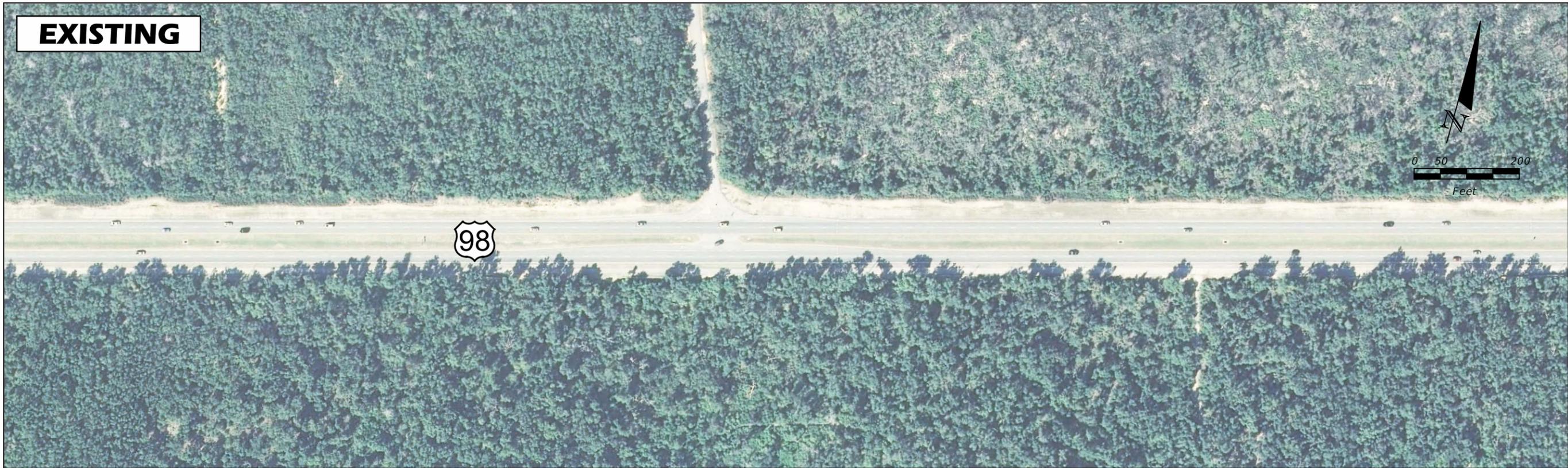
**Table 7-1 Prioritized Recommended Improvements**

Rank	Improvement	Plan Sheet
1	Sunrise Drive Realignment	20
2	Extend WB left turn lane at Sunrise Drive	20
3	Add SB right turn lane at Navarre School Road	23
4	Add EB right turn lane at Thresher Drive	23
5	Add additional School Zone Signage near Navarre School Road	23
6	El Rito Street Realignment	6
7	Close median opening at Burger King 250' east of El Rito Drive	6
8	Extend Median at Country Club Drive/Greenbriar Parkway	6
9	Sioux Trail Realignment	13
10	Add EB left turn lane at Camp Ada Road	20
11	Close median opening at Constitution Drive / Sea Lark Lane	20
12	Convert median to directional opening at Harvard Drive- EB / WB	5
13	Convert median to directional opening 500' west of El Rito Drive / Winn Dixie Plaza East- EB / WB	6
14	Close median opening at 350' east of College Parkway / Winn Dixie Plaza west	6
15	Convert median to directional opening at Days Inn/ Beach Pails & Tails - EB / WB	26
16	Extend EB left turn lane at CR 191-A / Oriole Beach Road	5
17	Convert median to directional opening at Wendy's east of Grand Ridge Circle- EB / WB	5
18	Convert median to directional opening at Magnolia Manor Drive- EB	9
19	Convert median to directional opening at Bal Alex Avenue- EB	9
20	Convert median to directional opening at Alpine Drive – EB / WB	23
21	Bay Woods Road Realignment	8

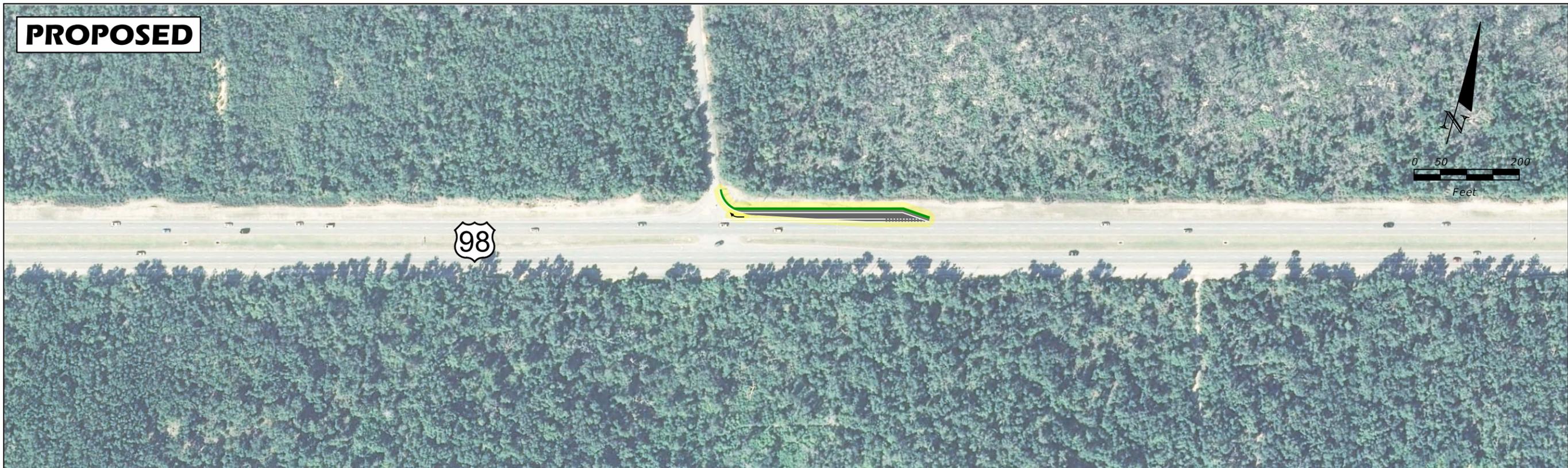
**Table 7-1 Prioritized Recommended Improvements**

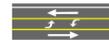
<b>Rank</b>	<b>Improvement</b>	<b>Plan Sheet</b>
22	Narrow Median Opening at Sunny Oaks Street	17
23	Emergency Signal Installation at Abercrombie Road	14
24	Add WB left turn lane at Village Parkway	16
25	Extend EB left turn lane at Serosa Drive	21
26	Add WB right turn lane at Janet Street	30
27	Close median opening at Villa Woods Circle	3
28	Close median opening at Waterworx Car Wash east of Rancho Villa Drive	5
29	Convert median to directional opening at America Avenue- EB / WB	16
30	Elks Way Realignment	27
31	Narrow Median Opening at Fuller Drive	17
32	Extend WB left turn lane at the Zoo intersection	15
33	Extend WB left turn lane at Smuggler's Cove	18
34	Add WB right turn lane at Jeannie Street	30
35	Install right-in, right-out "pork chop" in front of IHOP	2
36	Close median opening at Rose Lawn Cemetery	4
37	Add WB right turn lane at Candlewood Drive	19
38	Extend WB right turn lane at Naval Live Oaks Entrance	1
39	Close median opening at 800' west of College Parkway	5
40	Install new directional median opening at Cayo Grande Apartments	22
41	Convert median to directional opening at Calle De Palencia- WB	31
42	Convert median to directional opening at Concorde Presbyterian Church - WB	9
43	Timber Lane Extension	28

**EXISTING**



**PROPOSED**



-  **PROPOSED ROADWAY**
-  **PARCEL BOUNDARY**

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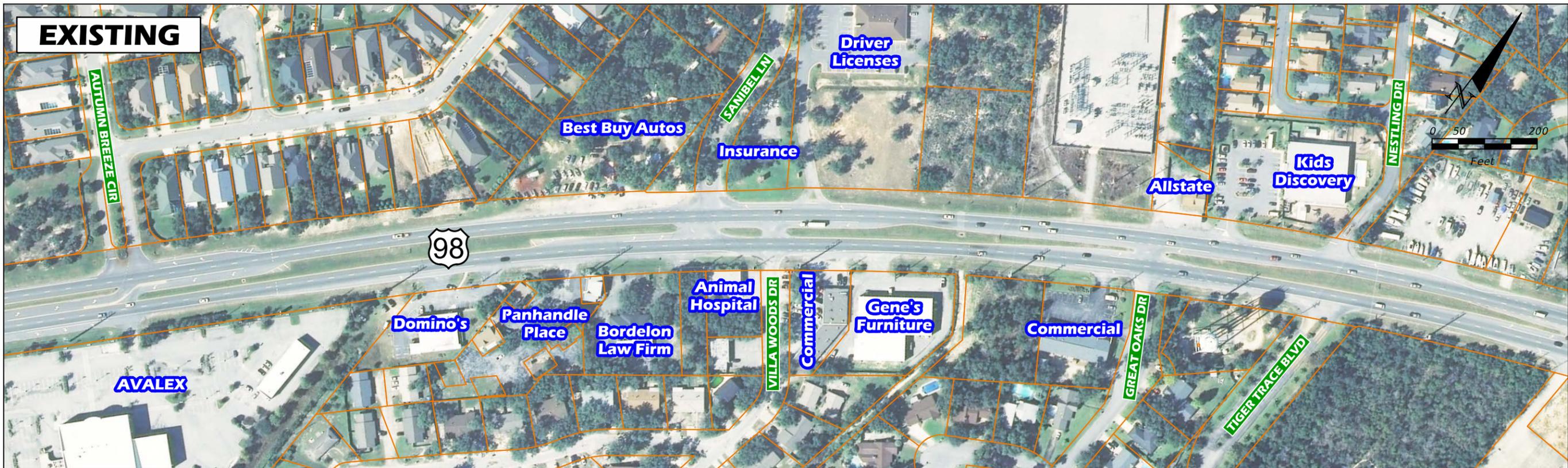


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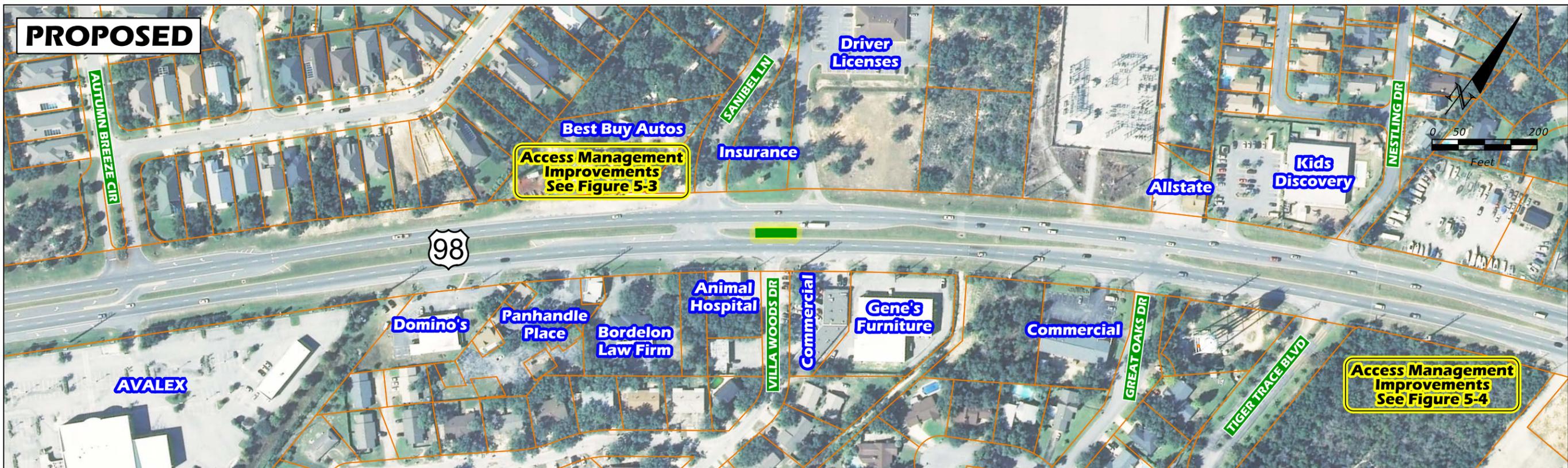


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-  **PARCEL BOUNDARY**

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**PROPOSED**



-  PROPOSED ROADWAY
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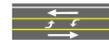


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**US 98 Corridor Study**

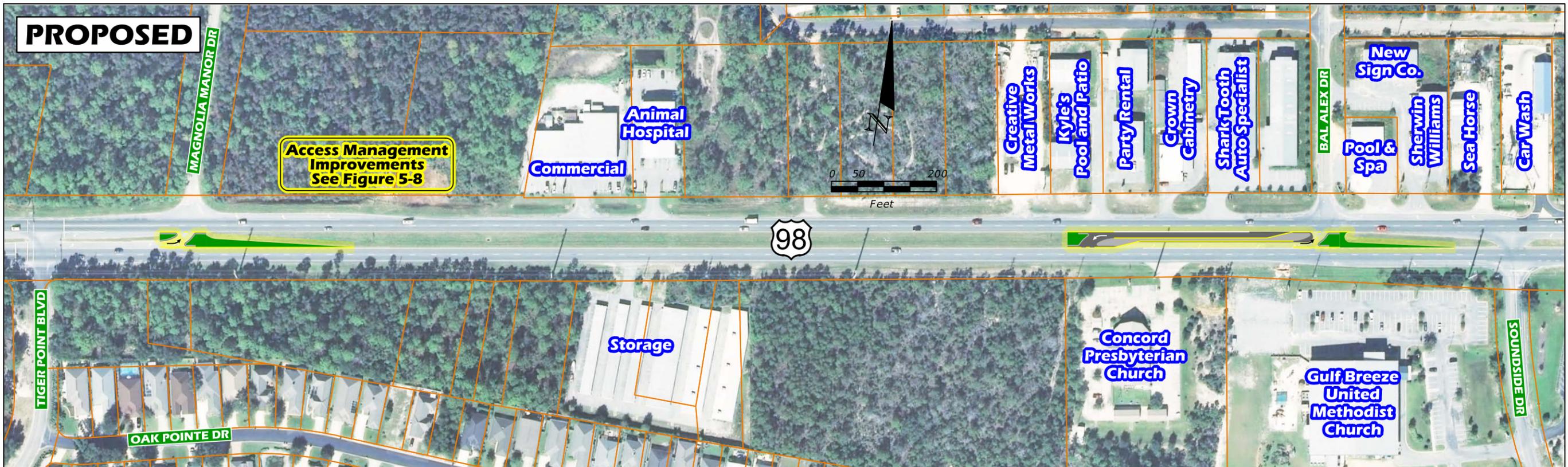
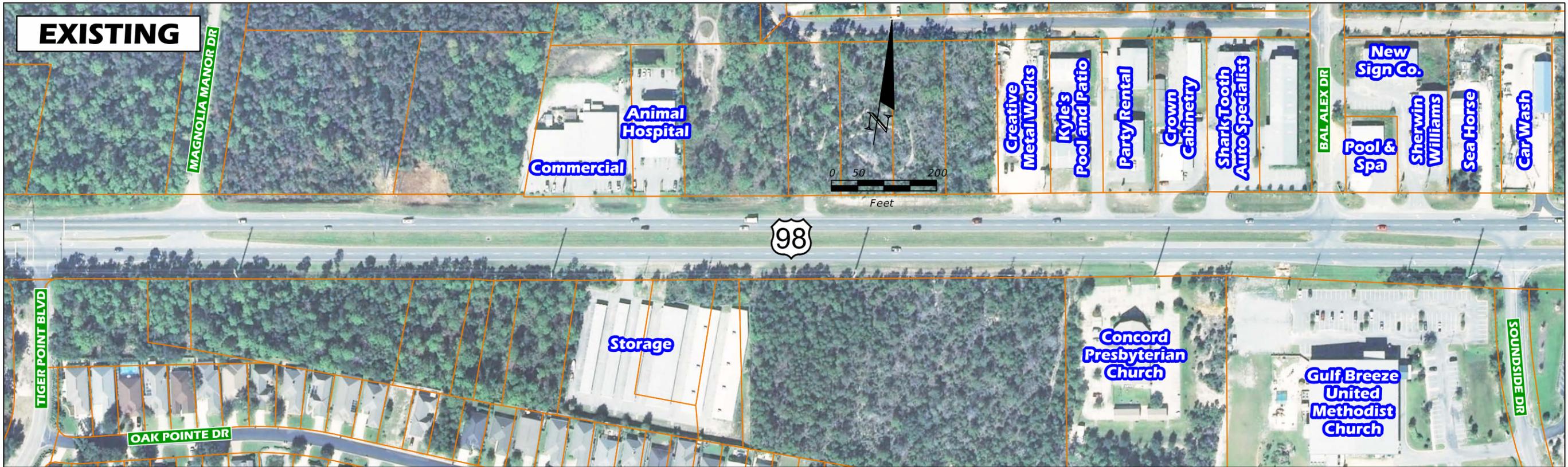
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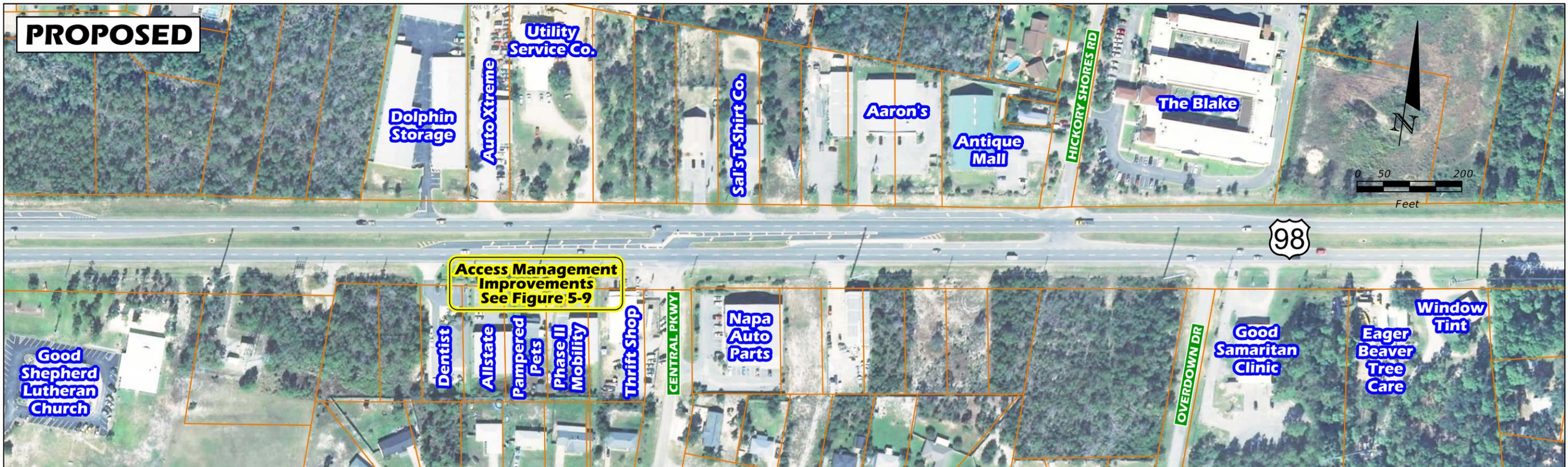
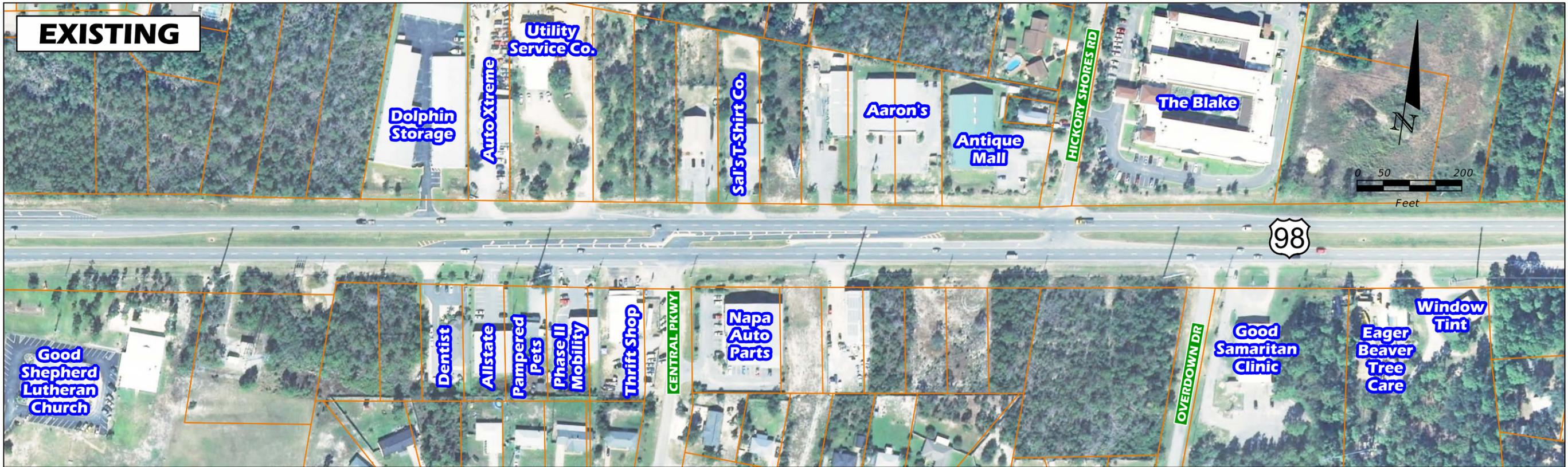
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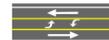


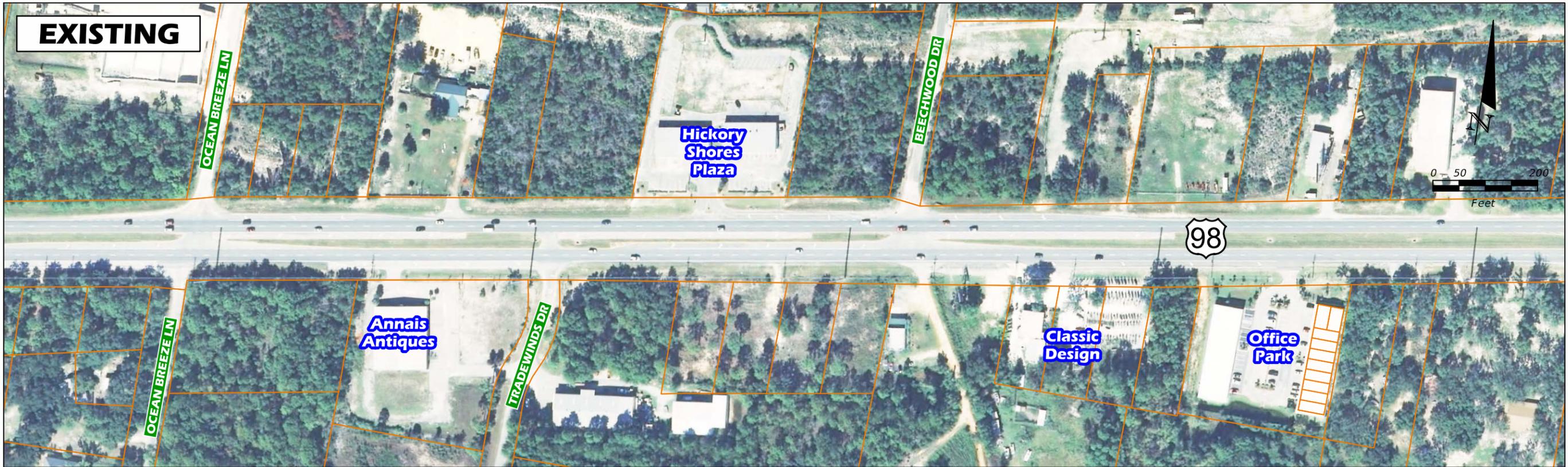
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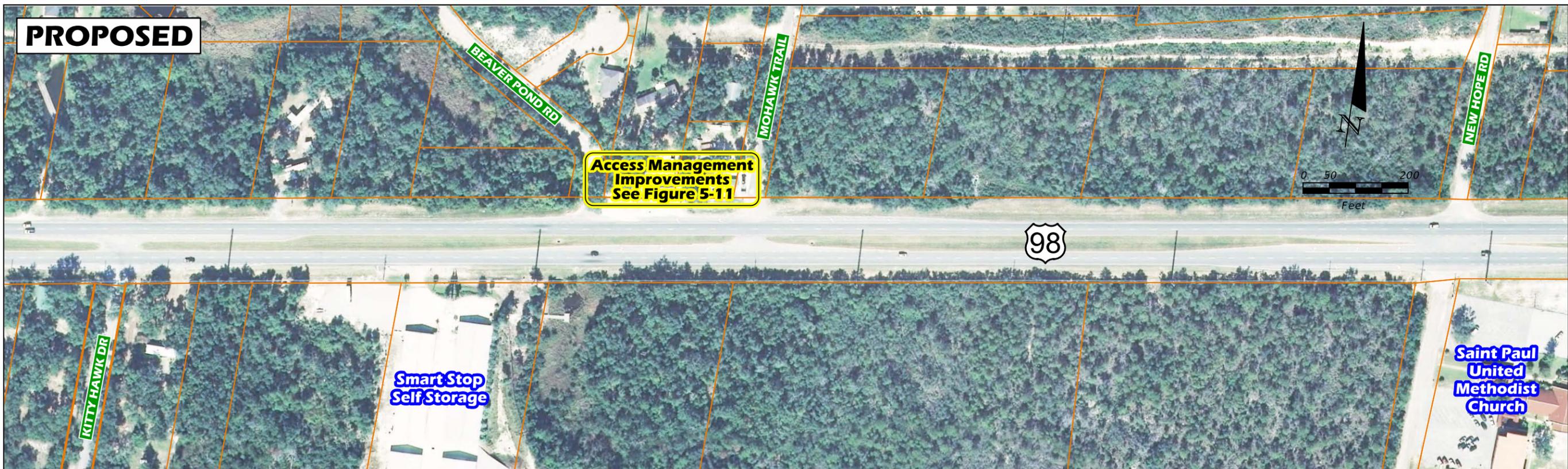


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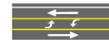
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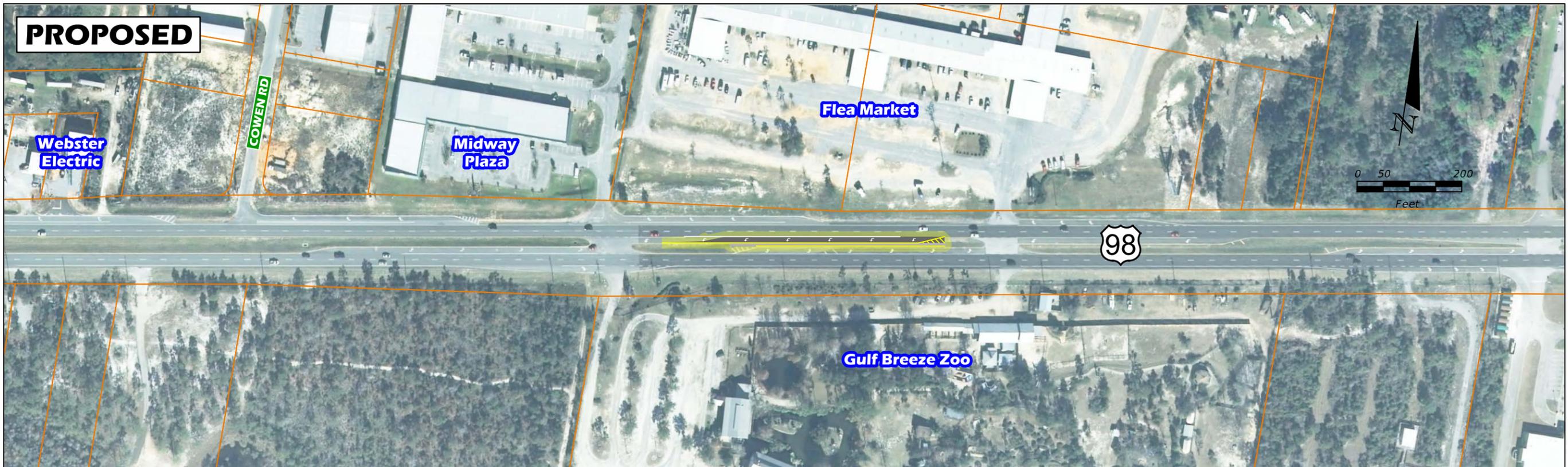
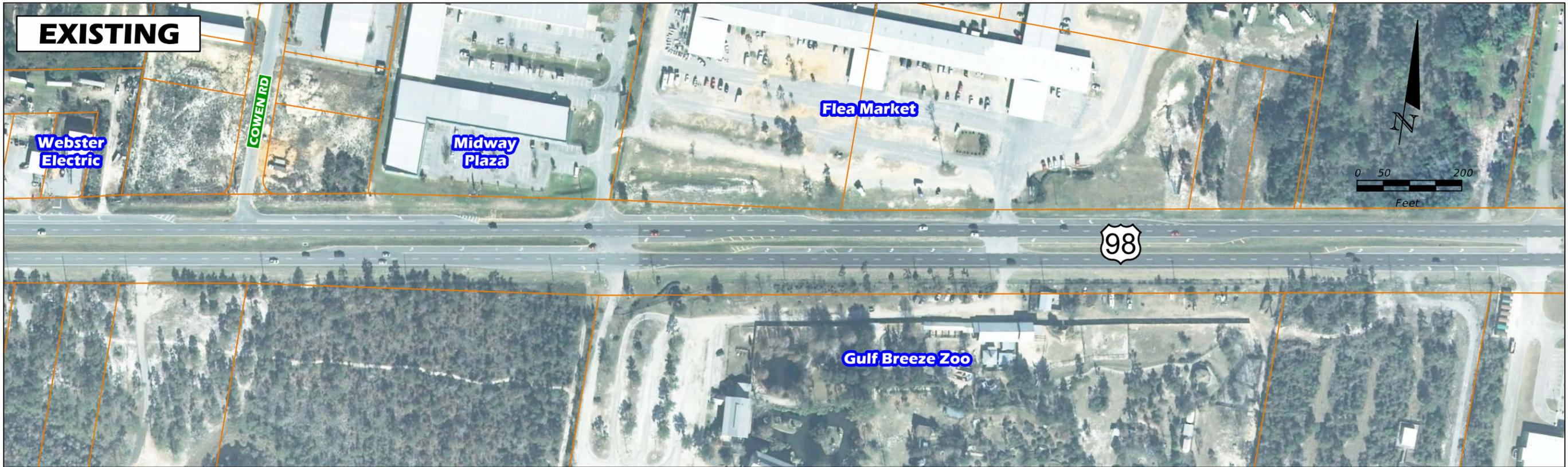
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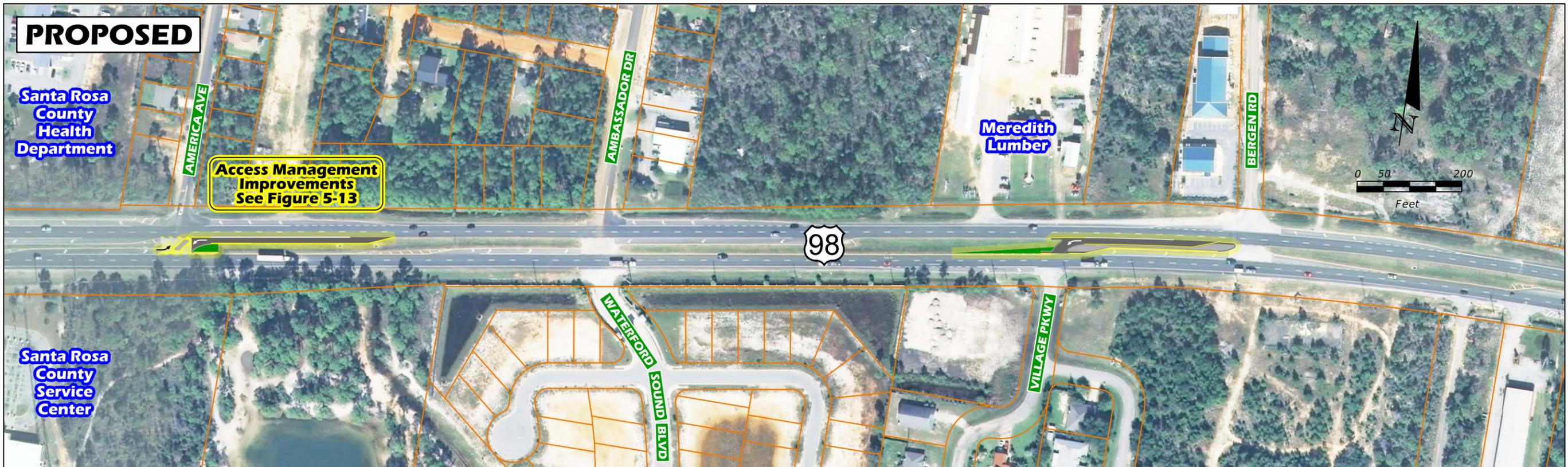
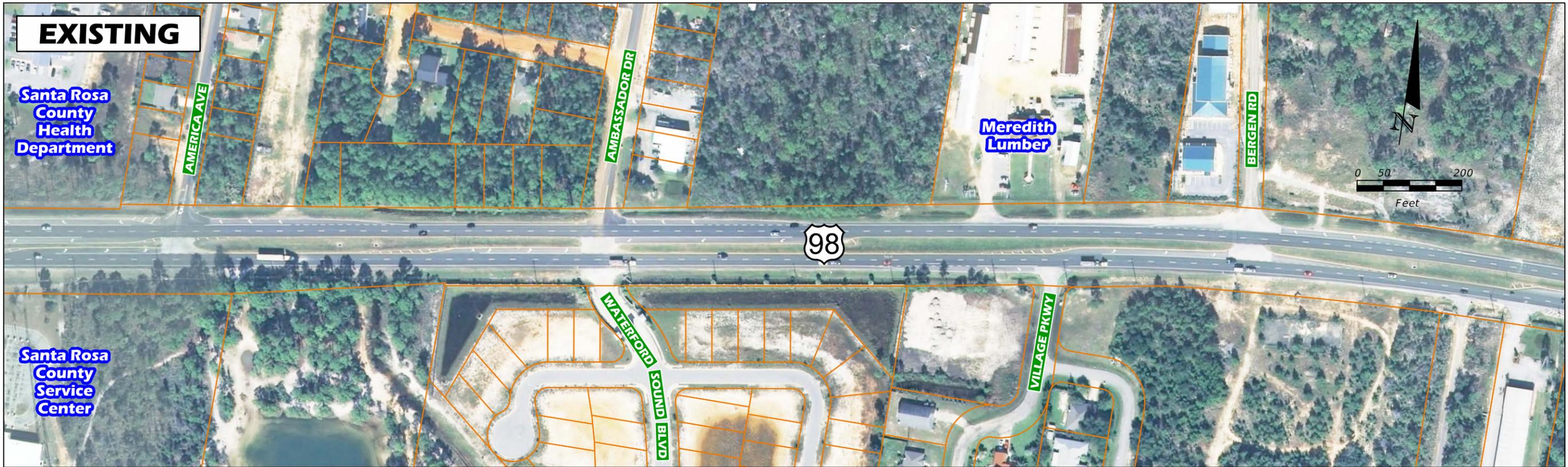
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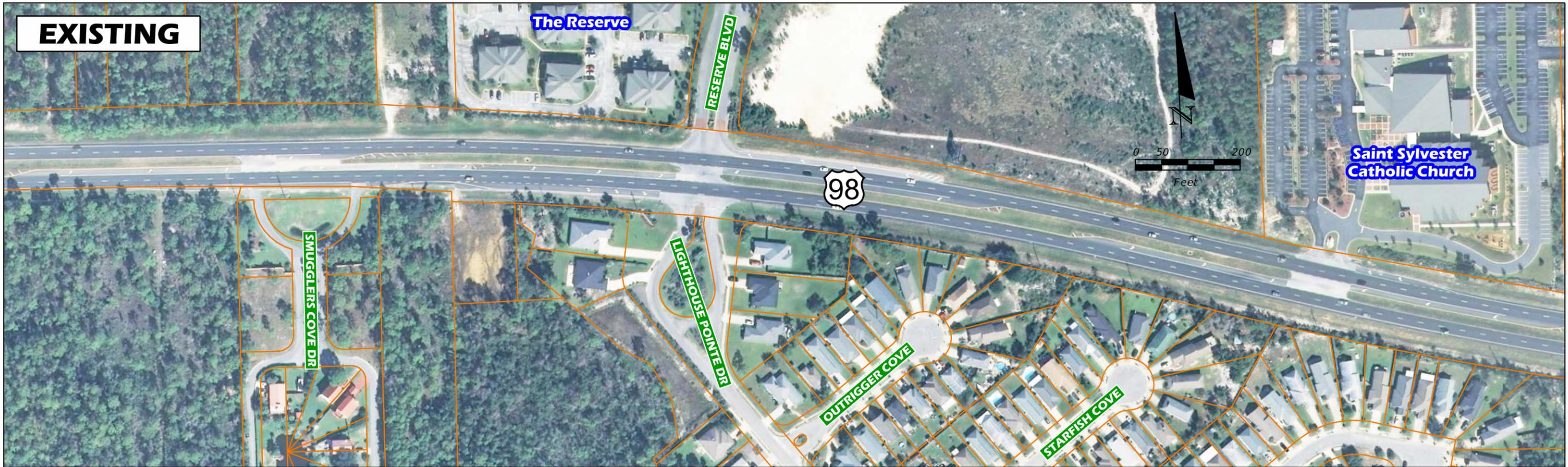
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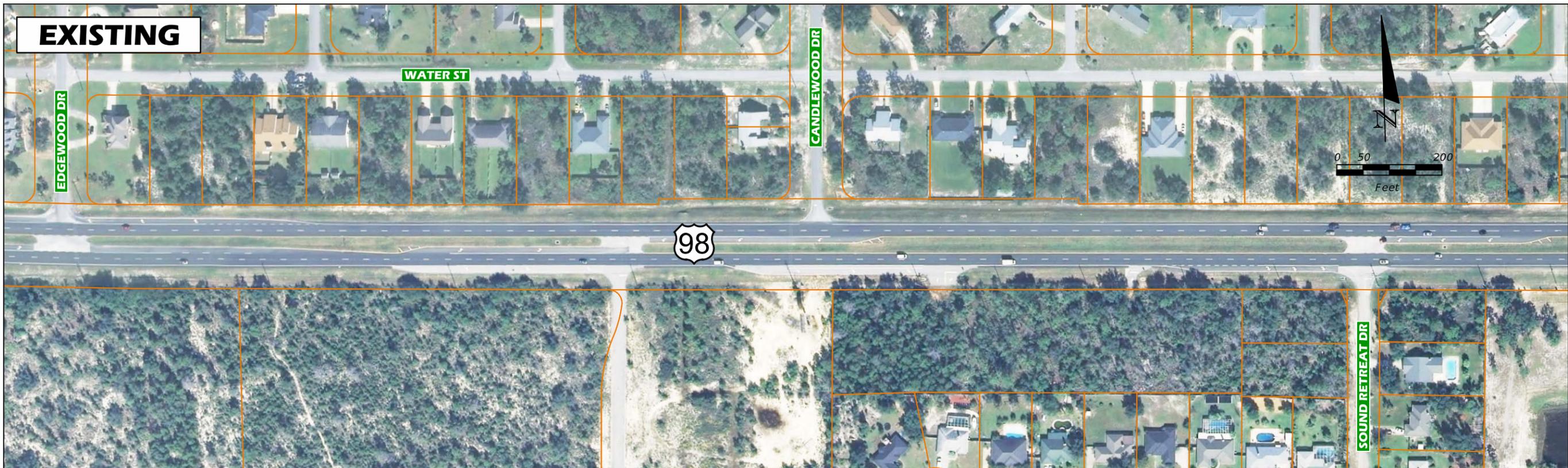


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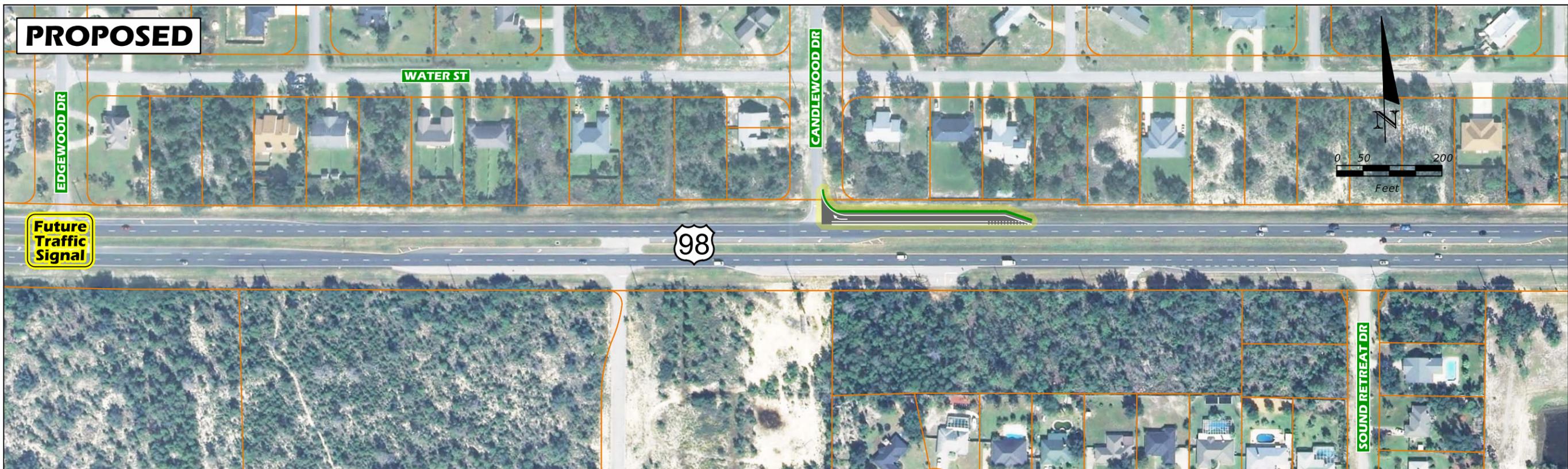


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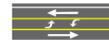


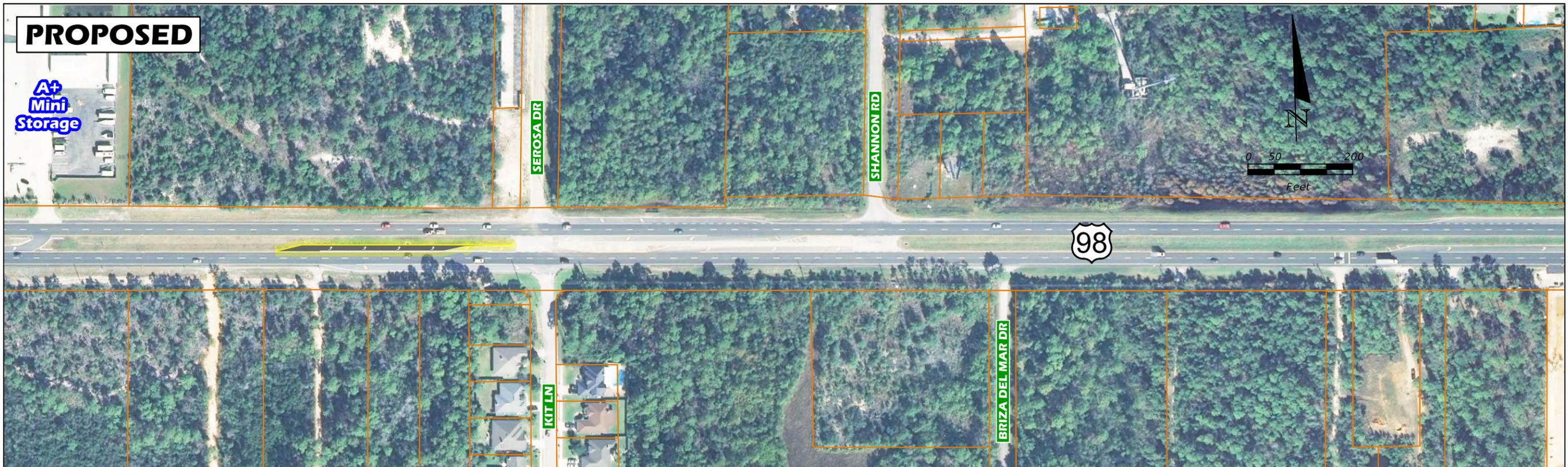
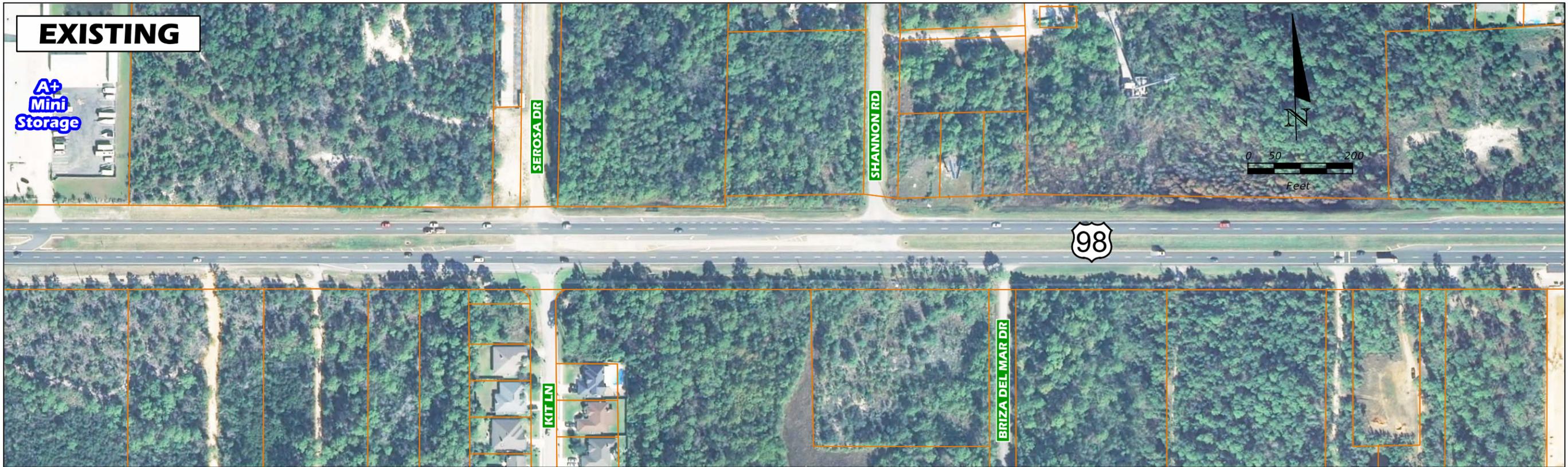
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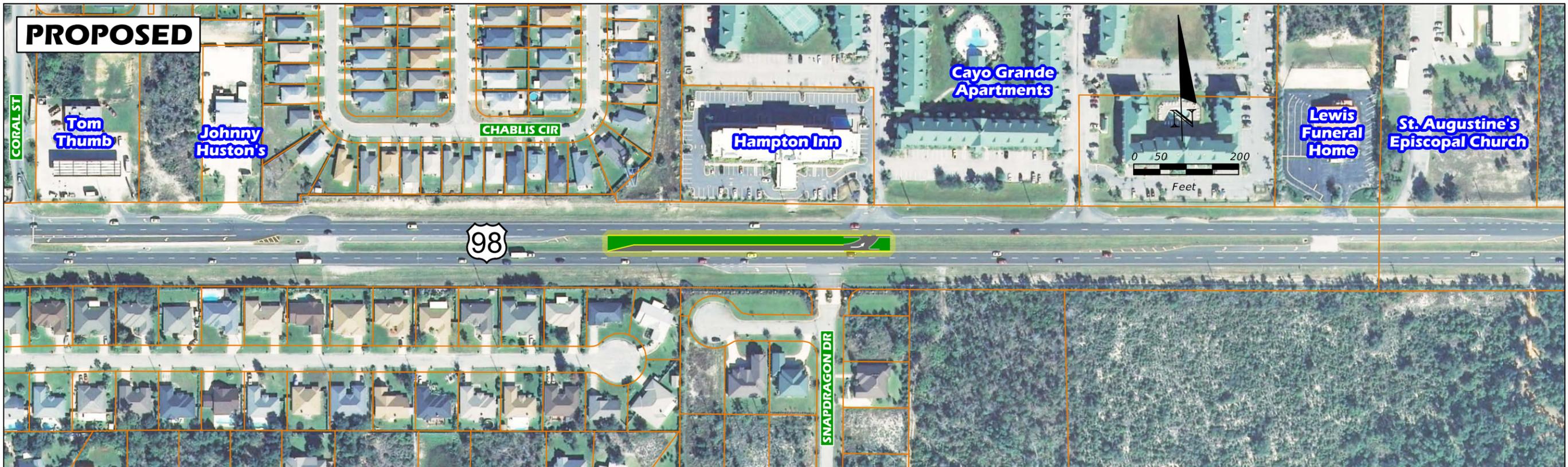
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-  PROPOSED ROADWAY
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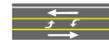


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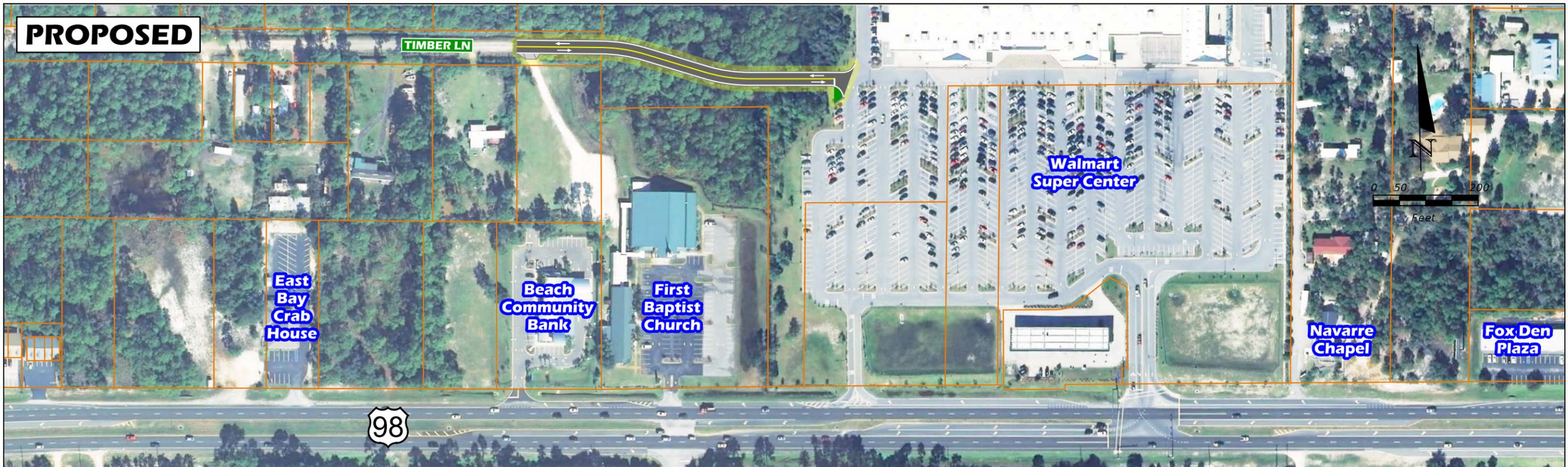
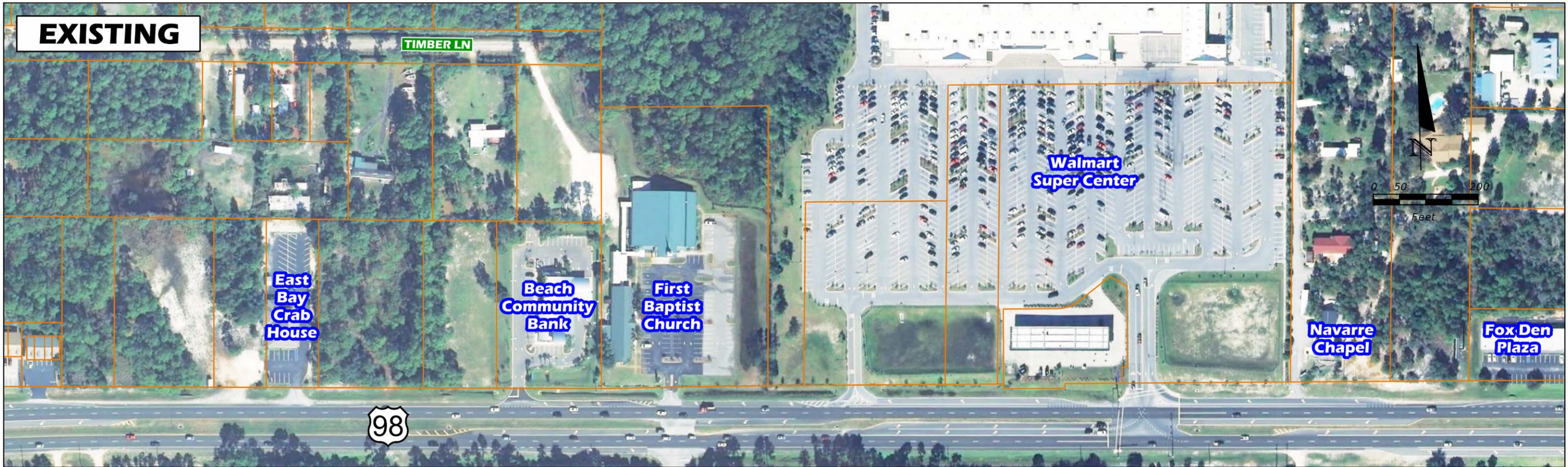
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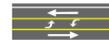
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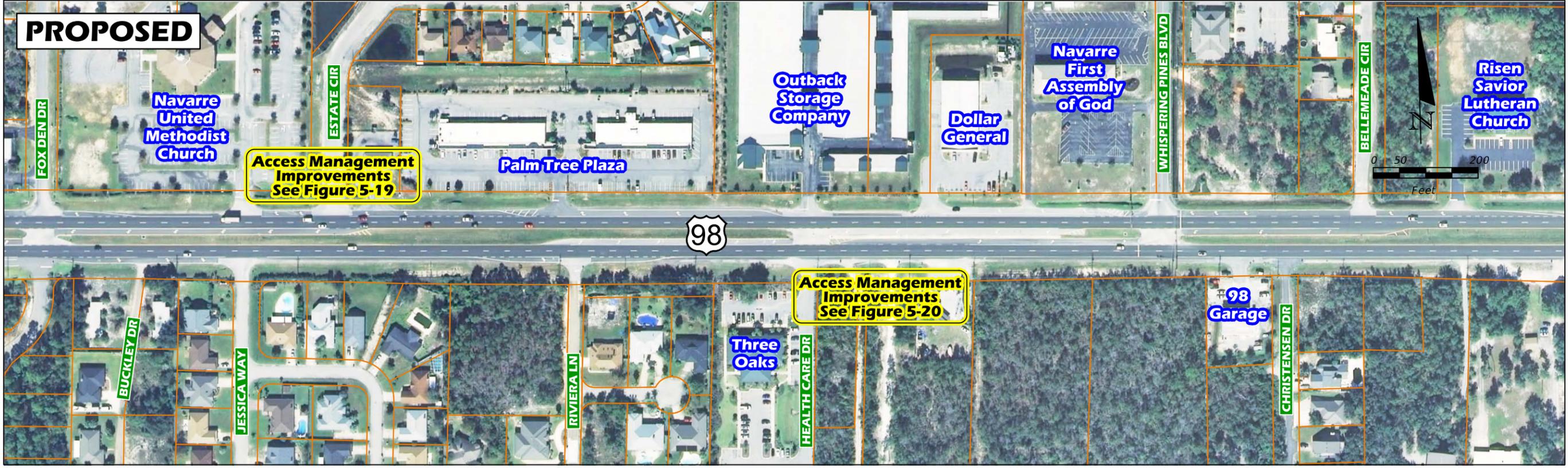
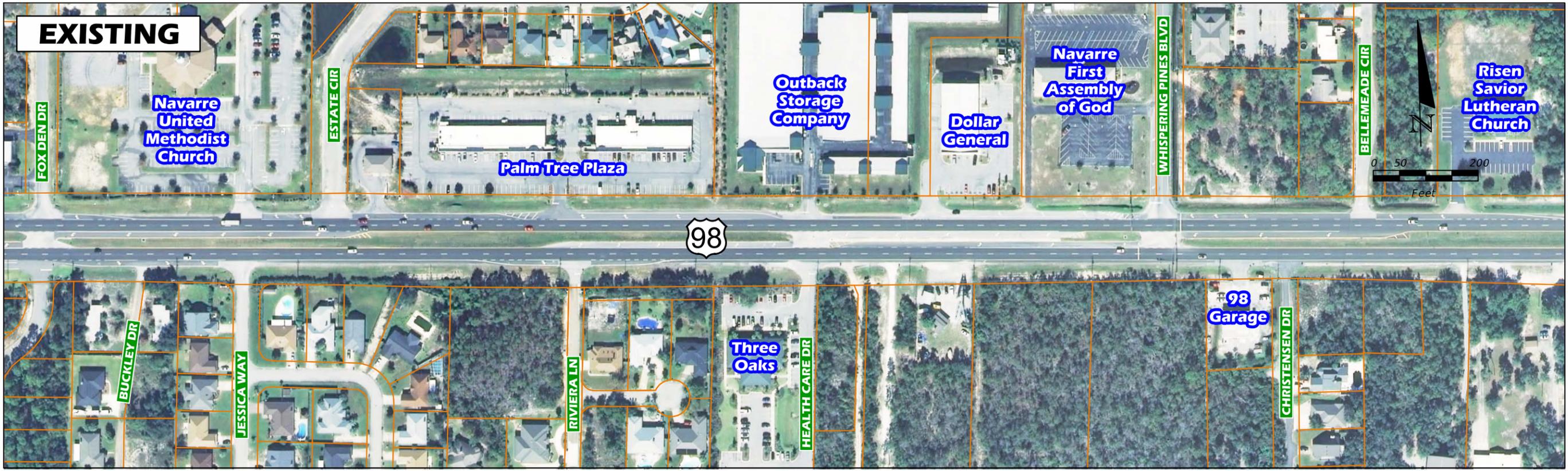
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-  **PROPOSED ROADWAY**
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-  PROPOSED ROADWAY
-  PARCEL BOUNDARY

**SECTION 8.0 GENERALIZED COST ESTIMATES**

Generalized cost estimates were determined for the majority of the improvements recommended as part of the corridor management plan. These cost estimates were determined using the FDOT District III generalized cost estimates in conjunction with cost estimates that were interpolated from the original corridor management plan by using the FDOT present day cost multiplier. It was assumed that individual median openings, driveway modifications or intersection improvements would be completed at the same time. Therefore the corridor was divided into segments and the costs of the total improvements to each segment were calculated. Potential right of way acquisition is not included in these costs estimates. Generalized costs per segment are summarized in Table 8-1. The number of improvements by type is summarized in Table 8-2.

The intersection realignments at El Rito Street, Baywoods Drive, Sioux Trail, Elks Way and Sunrise Drive, as well as the Timber Lane Extension, were not included in the cost estimates for their respective segments. These projects are larger, more costly projects that will require more detailed study which is outside the scope of this corridor management plan.

**Table 8-1 Generalized Cost Per Segment**

Segment	From	To	Total Costs
1	Escambia County Line	Fairpoint Drive	NA
2	Fairpoint Drive	SR 399/Pensacola Beach Boulevard	NA
3	SR 399	East End of Naval Live Oaks	\$62,400
4	East End of Naval Live Oaks	CR 191-B/Soundside Drive	\$1,011,694
5	CR 191-B/Soundside Drive	FL-AL Urbanized Area Boundary	\$574,894
6	FL-AL Urbanized Area Boundary	Edgewood Drive	\$294,094
7	Edgewood Drive	Belle Meade Circle	\$803,400
8	Belle Meade Circle	Okaloosa County Line	\$218,400
		<b>Grand Total</b>	<b>\$2,746,482</b>

*Note: Potential right of way acquisition is not included in these costs estimates*

**Table 8-2 Inventory of Improvements by Segment**

Segment	Median Closure	Remove Turn Lane	Add Directional Median	Narrow Driveway	Close Driveway	Extend Turn Lane	Add Left turn lane	Add right turn lane	Signal Installation
1									
2									
3						1			
4	5	2	4	4		3	2		1
5			2	4		1	2		1
6				2		1			1
7	1	1	2	3	1	2	2	3	
8			1					2	

**Table 8-3 Generalized Cost Per Improvement**

Improvement	Generalized Cost
Median Closure	\$31,200
Remove Turn Lane	\$46,800
Add Directional Median	\$31,200
Narrow Driveway	\$15,600
Close Driveway	\$23,400
Extend Turn Lane	\$62,400
Add Left Turn Lane	\$93,600
Add Right Turn Lane	\$93,600
Signal Installation	\$200,494

**SECTION 9.0 REVIEW OF CORRIDOR PROTECTION AND ENHANCEMENT STRATEGIES**

The practice of corridor management combines the mobility needs of the transportation system with the access needs of adjacent properties, and with surrounding current and future land use patterns. Because land use and transportation are so closely related, it is vital that these elements be highly coordinated in order to create a functional and efficient corridor. Mechanisms that can be used to protect and enhance a transportation corridor include:

- Right of Way Preservation and Acquisition
- Building Restrictions
- Permitting of temporary interim uses
- Setback requirements
- Development Review Procedures
- Cluster Zoning and Transfer of Development Right (TDR)
- Overlay Zones
- Variances
- Dedications and Exactions
- Eminent Domain
- Lot Size and Setbacks
- Shared access and frontage roads
- Reverse Frontage

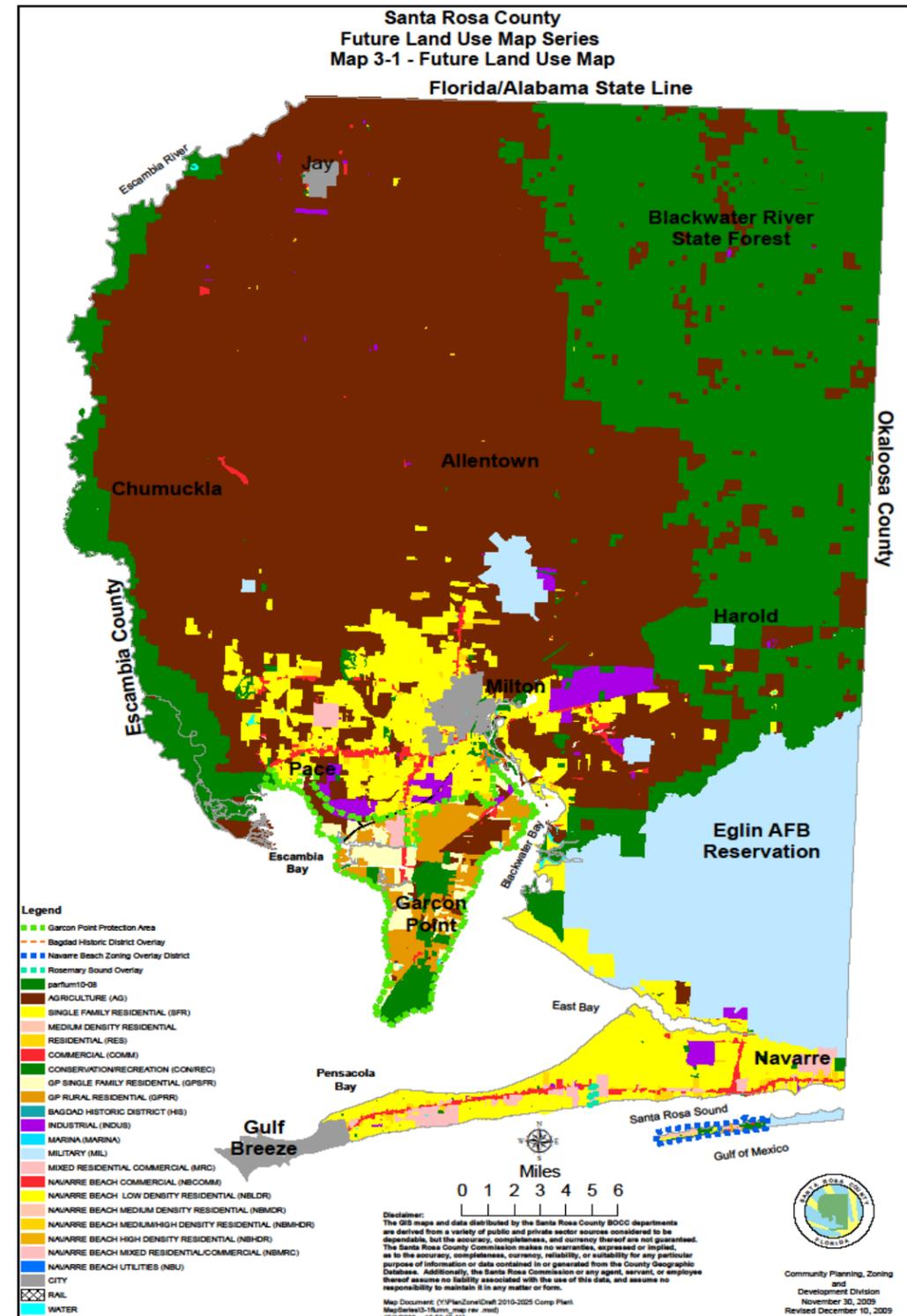
There are several guiding documents where corridor protection and enhancement strategies can be housed. For the City of Gulf Breeze, the Gulf Breeze Access Management Study for the US 98 Pensacola Bay Bridge PD&E includes enhancement and protection strategies for US 98. Other guiding documents important for this Corridor include the Santa Rosa County Comprehensive Plan and Santa Rosa County land development code. The comprehensive plan directs the Land Development Code, and is discussed in detail below.

**Santa Rosa County 2008-2025 Comprehensive Plan**

The adopted Santa Rosa County Comprehensive Plan has a planning period of 2008 through 2025. The Future Land Use Map, as shown in Figure 9-1 shows the areas adjacent to US 98 designated as predominately Commercial, and the rest of the land surrounding US 98 as predominately Single Family Residential.

The Commercial category permits commercial uses such as live/work uses and public and private utilities. The intensity of use is limited by allowing the maximum amount of impervious cover to 85%. The Single Family Residential Category includes single-family homes, group homes, institutional uses, and public and private utilities. The maximum allowable density within this category is four (4) dwelling units per acre (with the possibility of a density bonus for affordable housing within a Transportation Planning Area (TPA)).

Figure 9-1. Santa Rosa County Future Land Use Map.



The 2008-2025 Santa Rosa Comprehensive Plan requires all developments to provide for safe, convenient, and appropriately designed traffic circulation on the development site, including provisions for needed parking (Policy 3.1.B.2). It also specifies that population densities shall be limited to the limitations reflected on the Future Land Use Map (Policy 3.1.F.1). Additionally, the Plan specifies that no future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl (Policy 3.1.G.4).

The Transportation Element of the Comprehensive Element includes multiple policies that are important to for protecting and enhancing the US 98 Corridor, including:

- Policy 4.1.A.3: All new development projects with internal circulation and /or parking needs shall be required to provide safe and convenient on-site traffic flow, labor intensive transportation facilities, and sufficient automobile and bicycle parking to accommodate the needs of the development project.
- Policy 4.1.A.4: The Land Development Code shall continue to address and regulate the control of connection points to arterials and major collectors and increase the number of interconnections among developments in order to facilitate safe and efficient access. The regulations established by the Land Development Code are based primarily on the standards in Florida Department of Transportation Rules 14-96 and 14-97. These regulations shall also include requirements for joint, internalized and cross access, driveway and parking lot design and other principles and guidelines recommended by the Center for Urban Transportation Research (CUTR). Access management standards have been adopted into the Land Development Code for arterials, urban and rural major collectors county-wide.
- Policy 4.1.A.5: The Land Development Code shall continue to require building setbacks on all collector and arterial roadways for the purpose of preventing building encroachment and thus permitting future safe and efficient traffic circulation at a minimal cost. For new development, building setbacks on arterial roadways shall be 50 feet; building setbacks on collector roadways shall be 25 feet. Variances to these setbacks may be granted when strict application of the requirement limits all reasonable use of the property as allowed by the Future Land Use Map.
- Policy 4.1.G.2: The County shall, as necessary, ensure that development includes features that encourage cross access, bicycle use and pedestrian movement to minimize utilization of the major roadway network, particularly in urban and urbanizing areas.
- Policy 4.1.O.5: The County shall participate in the update of the US 90 and 98 Corridor Management Plans whose goals are to identify short term projects to improve transportation systems operation and safety. Projects are implemented as funding becomes available.
- Policy 4.1.O.11: New developments should connect with adjacent developments to decrease patrons' vehicle miles traveled and to improve the efficiency of the roadway.
- Policy 4.1.O.13: The County shall support trails, sidewalks, and connections that serve multimodal travel as an alternative to motor vehicle travel on US 98 and US 90.

#### **Implementing Protection and Enhancement Strategies for the US 98 Corridor**

The policies outlined in the Santa Rosa County Comprehensive Plan and fleshed out in the Santa Rosa County Land Development Code provide a good framework for protecting and enhancing the US 98 Corridor.

In this study specifically, the need for creating interconnections between developments in order to minimize the access points along US 98 and offer alternatives to traveling US 98 is an important need, and has been discussed in-depth in the Access Management section. Policy 4.1.A.4 and Policy 4.1.O.11 speak directly to that need, and should be implemented for new projects or redevelopment projects during the site plan review process. Setback requirements are detailed in Policy 4.1.A.5.

In 1999, the Santa Rosa County Land Development Code, Article 4, established interconnectivity between businesses, vacant lots, and subdivisions. In 2006, the language was fine-tuned even further to strengthen identified deficiencies. The language regarding interconnectivity was not in place long enough prior to the 2001 corridor management plan for the effects to be noticeable; however, a number of interconnectivity improvements along the US Corridor have been made between the release of the 2001 Plan and this CMP update.

Another important focus should be enhancing and creating new bicycle and pedestrian facilities in order to offer additional modes of safe travel along the US 98 Corridor. Policies 4.1.G.2 and 4.1.O.13 in the Santa Rosa County Comprehensive Plan address that need.

**Appendix A - Gulf Breeze Access Management Study**





MEDIAN OPENINGS NO. 1 THROUGH 5 TO BE ANALYZED AS PART OF PENSACOLA BAY BRIDGE PD&E STUDY

APPROXIMATE LIMITS OF ROADWAY RECONSTRUCTION

BEGIN MILLING AND RESURFACING



SR 30 (US 98) ACCESS MANAGEMENT STUDY  
GULF BREEZE



EXISTING CENTERLINE  
EXISTING MED. OPENING & TURN LANES



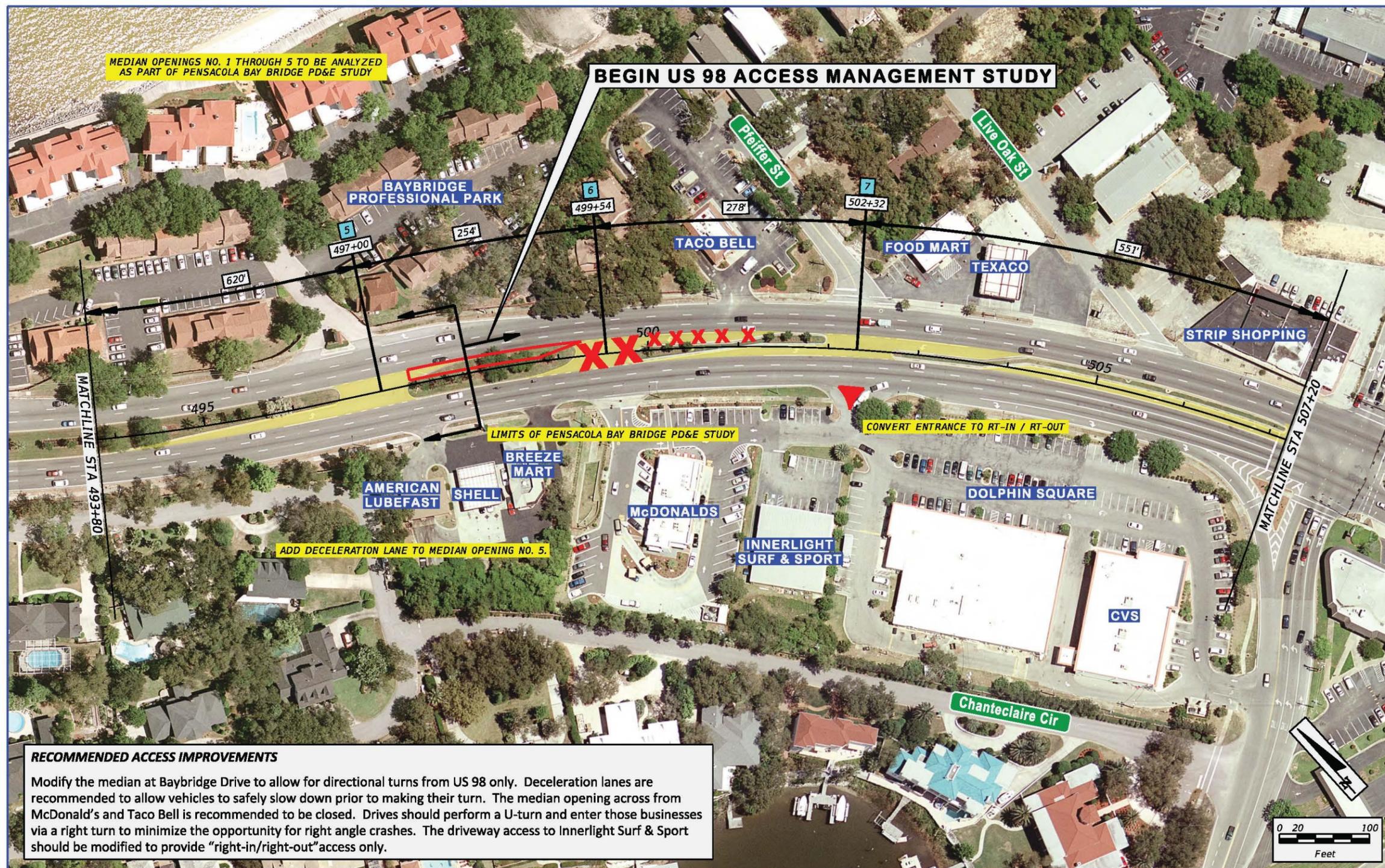
CLOSE EXISTING MED. OPENING



PROPOSED TURN LANE

FIGURE 5.1B  
SR 30 (US 98)  
CONCEPTUAL ACCESS  
MANAGEMENT PLAN

SHEET NO.  
5-4



**RECOMMENDED ACCESS IMPROVEMENTS**

Modify the median at Baybridge Drive to allow for directional turns from US 98 only. Deceleration lanes are recommended to allow vehicles to safely slow down prior to making their turn. The median opening across from McDonald's and Taco Bell is recommended to be closed. Drives should perform a U-turn and enter those businesses via a right turn to minimize the opportunity for right angle crashes. The driveway access to Innerlight Surf & Sport should be modified to provide "right-in/right-out" access only.

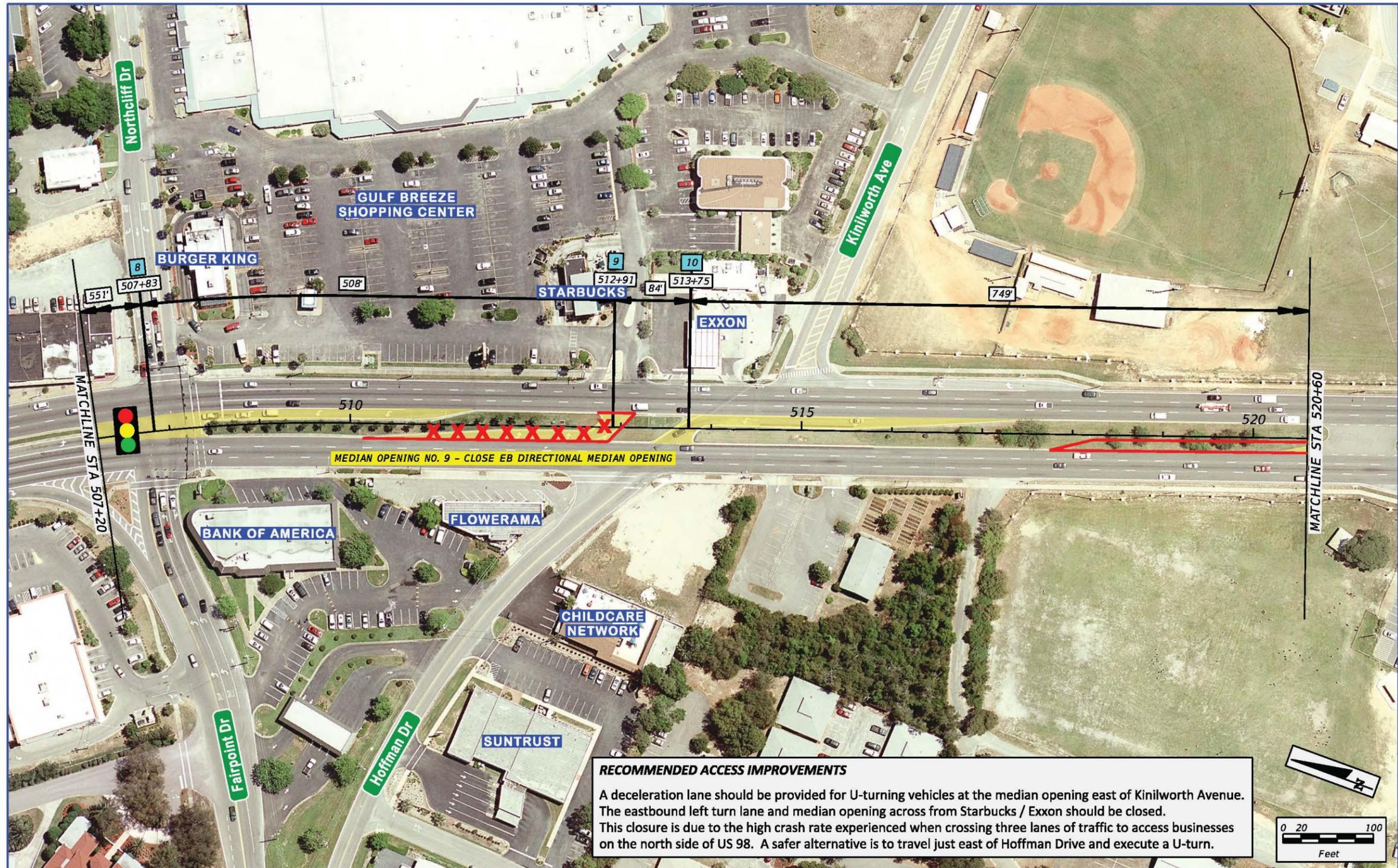


**SR 30 (US 98) ACCESS MANAGEMENT STUDY  
GULF BREEZE**

470	EXISTING CENTERLINE	<b>X</b>	CLOSE EXISTING MED. OPENING
[Yellow Arrow]	EXISTING MED. OPENING & TURN LANES	[Red Arrow]	PROPOSED TURN LANE

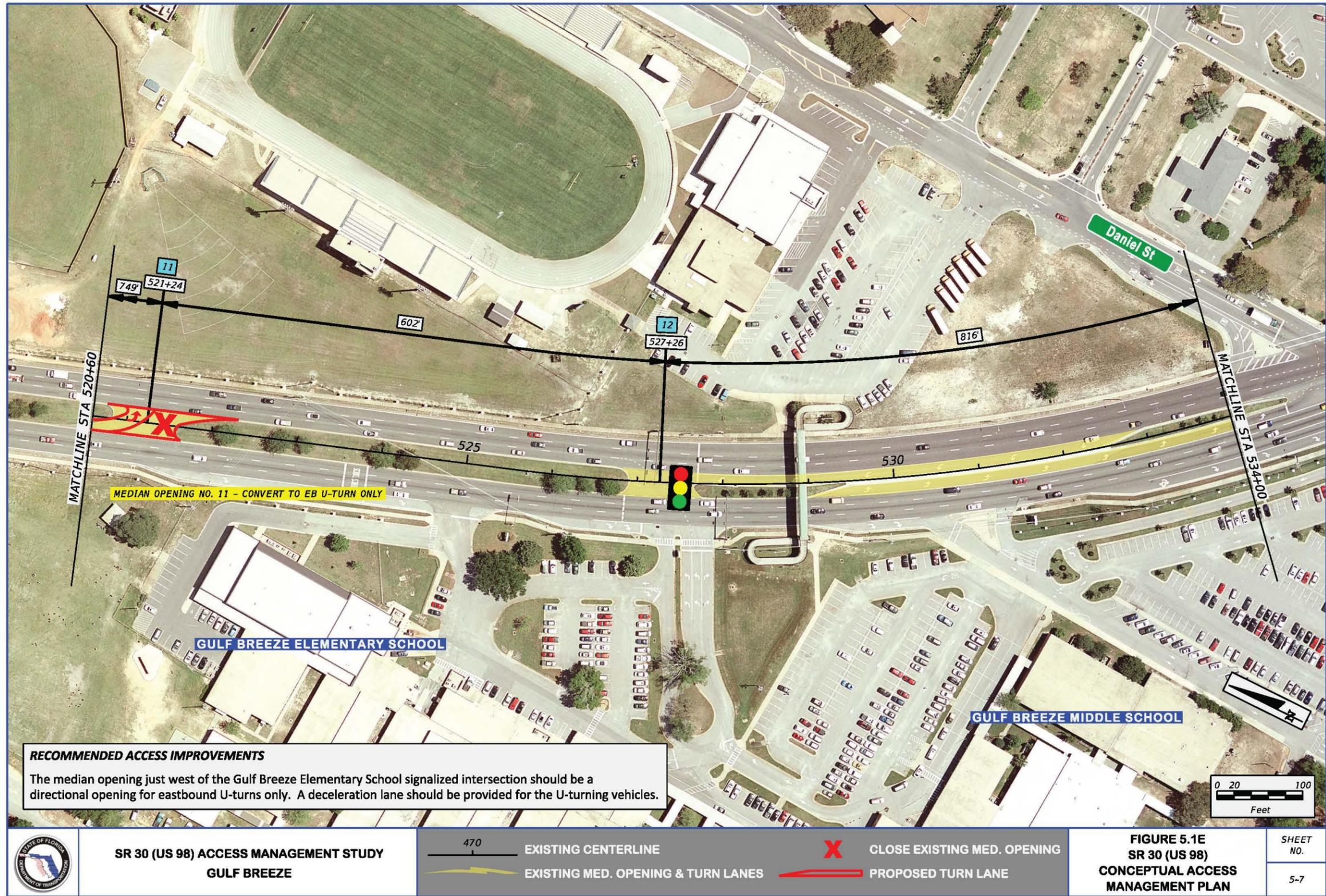
**FIGURE 5.1C  
SR 30 (US 98)  
CONCEPTUAL ACCESS  
MANAGEMENT PLAN**

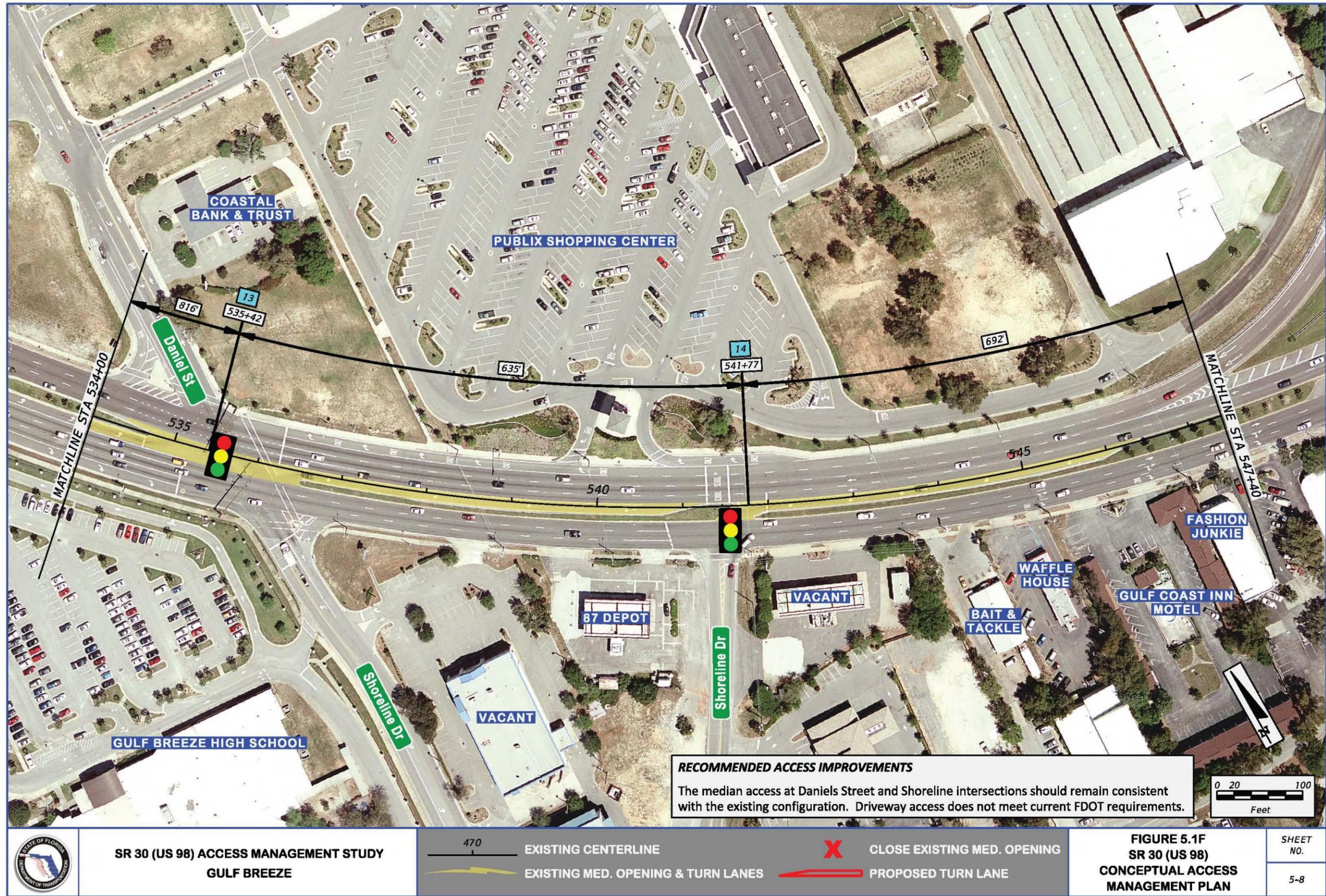
SHEET NO.  
5-5

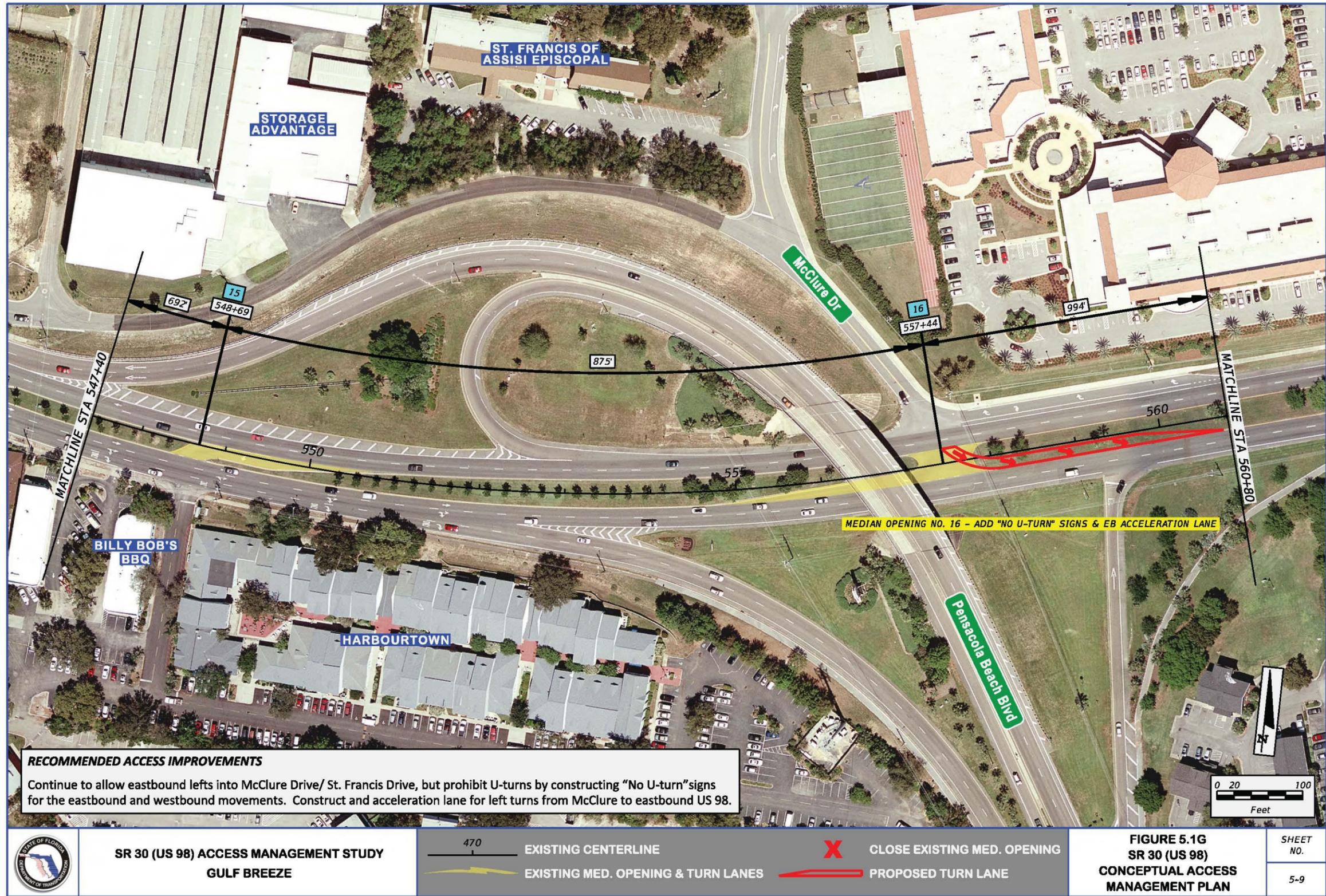


**RECOMMENDED ACCESS IMPROVEMENTS**  
 A deceleration lane should be provided for U-turning vehicles at the median opening east of Kinilworth Avenue. The eastbound left turn lane and median opening across from Starbucks / Exxon should be closed. This closure is due to the high crash rate experienced when crossing three lanes of traffic to access businesses on the north side of US 98. A safer alternative is to travel just east of Hoffman Drive and execute a U-turn.

	<b>SR 30 (US 98) ACCESS MANAGEMENT STUDY</b> <b>GULF BREEZE</b>	EXISTING CENTERLINE	CLOSE EXISTING MED. OPENING	<b>FIGURE 5.1D</b> <b>SR 30 (US 98)</b> <b>CONCEPTUAL ACCESS</b> <b>MANAGEMENT PLAN</b>	SHEET NO. 5-6
		EXISTING MED. OPENING & TURN LANES	PROPOSED TURN LANE		











**Appendix B – Status of Recommended Improvements from 2001 Corridor Management Report**

Status of Proposed Recommendations from 2001 Corridor Management Plan						
Median Opening ID #	Location	2001 CMR Issues	2001 CMR Recommended Modifications to Address Issues	2011 Status	Access Management Class	2011 Recommendations
1	East of Gulf Breeze	No turn lanes are provided. Need turn lane to serve U-turns for EB traffic desiring to head back to Gulf Breeze.	Close median opening. Relocate to #1A as a directional opening, allowing only EB U-turns, 1,320' from the previous median opening in Gulf Breeze.	Median opening not closed & not converted to directional opening.	5	Median located only ~500' feet away from western median opening. Move at least 660' feet to the east and convert to a directional median opening.
1A	East of Gulf Breeze	<i>(Recommended new median opening)</i>	New directional median opening allowing only EB U-turns. Located 1,320' from the previous median opening in Gulf Breeze. Add an EB left turn lane.	No new median opening	5	
2	N. Park Entrance	No issues identified.	Maintain existing median opening configuration. Add a NO U-Turn sign for WB traffic.	No 'No U-turn sign added'	5	None.
3	Visitor Center Entrance	No issues identified.	Maintain existing median opening configuration. Add a NO U-Turn sign for EB traffic.	No 'No U-turn sign added'	5	None.
4	Visitor Center Exit	Existing directional median opening allowing only NB left turns out of the Visitor Center. An acceleration lane exiting the Visitor Center is provided.	Maintain existing directional median opening configuration. Add a NO LEFT TURN sign for WB traffic and a NO U-TURN sign for EB traffic.	No 'No U-turn signs added'	5	None.
4A	1,320' W of Bayshore Rd.	<i>(Recommended new median opening)</i>	New directional median opening allowing only WB U-turns. Located 1,320' from the median opening at Bayshore Rd. (#5). Add a WB left turn lane.	No new median opening	5	None.
5	Bayshore Rd.	Growing demand on US 98 is increasing congestion and making access more difficult. Vehicles observed trying to turn left out of the Tom Thumb heading WB- dangerous condition. Tom Thumb in the SW corner and development in the NW have large undefined driveways.	Convert to a directional median opening allowing only EB and WB left turns. Reduce the driveway widths for the Tom Thumb in the SW corner and the development in the NW corner.	Median not converted to directional Driveway narrowed on NW corner but not on SW corner.	3	Only convert to a directional median opening if median #4A is installed. Reduce driveway widths in SW corner.
6	Gondolier Blvd.	EB left turn lane and WB left turn lane may be too short. NB traffic restricted by lane widths- diminished use of the double left turn lanes which reduces side street capacity. No designated NB right turn lane. Regions Bank driveway is in close proximity to the intersection in the SW corner and too wide to provide appropriate control and meet driver expectation. Signal timing in the a.m. causes long delays for WB traffic on US 98. Conflicting LT paths heading N-S and E-W. Need improved backbone access to businesses S. of US 98.	Extend EB and WB left turn lanes. Add a dedicated NB right turn lane. Reduce the Regions Bank driveway width to 24'. Conduct a study to evaluate the signal phasing / timing and ped features. Median modifications to approaches should be made. Conduct study to evaluate feasibility.	Turn lanes don't appear extended. NB right turn lane added. Driveway still wider than 24', but brick pavers provide pavement treatment. Unknown. Not completed. Unknown.	3	Turn lanes adequate. None. Bank is now closed. Close one bank driveway. Turn guides have been painted on the street.
7	Gulf Breeze Masonic Lodge	Potential for adjacent business to travel WB in the EB lane to access the median opening.	Convert to a directional median opening allowing only EB and WB left turns.	Median not converted to directional	3	Median too close to Grand Point East / Autumn Breeze Circle to meet access management standards.
8	Grand Point East	A directional median opening has recently been installed that allows only EB left turns into Grande Point East.	Maintain existing EB directional median opening.	Median opening is now bi-directional.	3	None.
9	Sanibel Ln.	Very close proximity to median opening #10 (Villa Woods Circle). Sanibel Lane does not align with Villa Woods. EB left turn lane may not be long enough. Unlimited access to businesses W. of Sanibel Ln. creates confusion and impacts driver expectation. Vehicles from commercial development in the N.W. corner have been observed to travel EB in WB lanes to access opening #9.	Close median opening #10. Explore future realignment of Sanibel Lane to create a plus intersection between two roads. Extend EB left turn lane. Limit access to development in the NW corner to 2 defined driveways.	Median opening #10 not closed Not done. EB left turn lane extended. Driveways still wide & undefined. Not done.	3	Explore realignment in conjunction with median reconfiguration. None. Narrow business driveways. Narrow business driveways.

10	Villa Woods Circle	Very close proximity to median opening #9 (Sanibel Lane). An EB right turn lane into Villa Woods, a sizable multifamily unit community, is not provided.  Drainage ditch S. of US 98 could conflict with construction of an EB right turn lane into Villa Woods Circle.  Driveways for Whistler's Walk and Gene's Floor Coverings are located too close to the intersection S. of US 98.	Close median opening.  Add an EB right turn lane, if feasible.    Close and / or narrow extra driveways.	Median opening not closed.  EB left turn lane not added.    Driveways not narrowed or closed.	3	Close median.  Add EB left turn lane, if median #9 is closed.    Driveways need to be narrowed / closed.
11	Great Oaks Dr. / Marble Ct.	Substandard median opening spacing. Tiger Trace homeowners (through a petition to FDOT & WFRPC) request a full median opening and traffic signal at the Tiger Trace Entrance. (E. of #11). The school bus stop on N. side in the WB direction is a traffic hazard.	Convert to a directional median opening allowing only EB and WB left turns. Provide a service road parallel to the S. of US 98 that would connect Tiger Trace to the Santa Rosa Plaza and to Crane Cove Blvd.  Relocate bus stop to N. of intersection on Marble Ct.	Not converted to directional median opening.  No service road provided.  Unknown.	3	Convert to an EB / WB directional median opening to comply with Florida Administrative Code access management standards.
12	Whisper Bay Blvd.	Potential for alternative access S. of US 98 to new development located on Crane Cove Blvd. Whisper Bay Blvd is not properly aligned with the Santa Rosa Plaza Entrance.	Provide a service road parallel to the S. of US 98 that would connect Tiger Trace to the Santa Rosa Plaza and to Crane Cove Blvd.  Realign Santa Rosa Plaza driveway.	Connection provided.  Does not appear realigned.	3	None.
13	Santa Rosa Plaza (East)	Substandard median opening spacing. No WB left turn lane is provided.	Close the median opening.	Median has been converted to a bi-directional median opening.	3	None.
14	Crane Cove Blvd.	Potential for connection to Ramblewood. Potential sight distance problem looking to the W. from Crane Cove Blvd.	Explore possible future connection to Ramblewood.  Conduct intersection safety study.	Median has been converted to a bi-directional median opening.	3	None.
15	Rose Lawn Cemetary	Substandard median opening spacing- conflicts with Crane Cove Blvd. WB left turn lane. No EB left turn lane or right turn lane is provided.	Close the median opening and provide cross access to #14.	Median connection not closed.	3	Median opening does not meet access spacing standards. Close median opening.
16	Ramblewood Ln.	Substandard median opening spacing. Potential for a cross-access connection between Church of Christ and the Rose Lawn Funeral to the W.  Potential connection to Crane Cove.	Close the median opening. Provide a cross access connection between the Church of Christ and the Rose Lawn Funeral Home.  Explore possible future connection to Crane Cove Blvd.	Opening not closed.  Cross access not provided.  No connection created.	3	Convert median opening to a bi-directional opening.  Provide cross access .  Explore connection.
17	Church of Christ	Substandard median opening spacing- conflicts with the operation at opening #16.	Close the median opening.	Median opening not closed.	3	Close the median opening.
18	Rancho Villa Drive	No WB right turn lane into the North Ridge Ranchettes. Does not meet spacing for full median opening. Driveway for the Commercial Gulf Technical Services in N.E. is located too close to the intersection- access is provided to Rancho Villa Dr. No access is provided to the Gulf Breeze Medical Center from Rancho Villa Dr. EB left turn lane short.	Add a WB right turn lane. Convert to directional.  Close the Commercial Gulf Technical Services driveway connection to US 98. Provide a connection to Rancho Villa Dr. from the Gulf Breeze Medical Center Clinic in the N.W. corner. Extend EB left turn lane.	WB right turn lane added. Not converted to directional median opening.  Connection not closed.  Connection provided. EB left turn not extended.	3	Convert to an EB / WB directional median opening.  Close driveway connection in the NE corner.  Add WB left turn lane.
19	Speedy Oil Change (now Waterworx Car Wash)	Median opening #19 and #20 are closely spaced and in close proximity to the signal at #21.  Cross access is not provided.  Cross access is not provided.	Close the median opening. Provide a cross access connection N. of US 98 between the Commercial Gulf Technical Services and the Breeze Plaza to the E.  Provide a cross access connection S. of US 98 between the Speedy Oil Change & Car Wash and the Subway to the E.	Median opening not closed.  Cross access not provided.  Cross access provided.	3	Close median opening to meet access management spacing standards.  Provide this cross access.
20	Breeze Plaza	Median opening #19 and #20 are closely spaced and in close proximity to the signal at #21.	Close the median opening.	Median not closed.	3	None.

21	CR 191- A / Oriole Beach Rd.	EB left turn lane may not be long enough. No lane designation for the NB through movement. Signal timing in the a.m. peak hour causes significant delay for WB traffic on US 98. WB left turn lanes queue back into through lanes due to delay associated with unloading at Oriole Beach Elementary School located to the S. Oriole Beach Rd. offset from the Breeze Plaza driveway to the N. Sight distance issue traveling SB from the Breeze Plaza due to grade differences and the crest in the roadway. Possible connection to Harvard from Breeze Plaza.	Extend EB left turn lane. Restripe NB approach.  Conduct an intersection operational analysis and safety study & evaluate ped features.  Explore connection through Gulf Power property.	Left turn lane not extended. NB approach restriped.  Unknown.  Connection to Harvard Dr. through GP property.	3	Extend EB left turn lane.  Extend WB left turn lane.
22	Harvard Dr.	Sight distance problem for vehicles traveling SB - especially left turns.	Convert to a directional median opening allowing only EB turns.	Not converted to directional median opening. Median is over 150' wide.	3	Convert median to an EB / WB directional opening.
23	Wendy's	Sight distance issue when traveling NB between Wendy's and Pap Johns. EB left turn lane is inadequate.	Convert to a directional median opening allowing only EB and WB left turns. Extend EB left turn lane.	Not converted to directional median opening. EB left turn lane was extended.	3	Convert median to directional opening or close median.
24	Animal Center	Bullet-nose median opening with no deceleration lanes. A frontage road exists along the N. side of US 98 from Ole South Pancake House to McDonald's - no defined access to US 98 & conflicts with the signalized College Pkwy / US 98 intersection	Close the median opening.  Extend frontage road W. to Papa Johns. Eliminate driveway connections to US 98 between Papa Johns and College Pkwy.	Median opening not closed.  Driveway connection not eliminated.	3	Close median opening.
25	CR 399 / College Pkwy.	NB left turn bay is too short. SunTrust median opening on College Pkwy. S. of US 98 conflicts with intersection. The N. SunTrust driveway connection to Collge Pkwy. is too close to the intersection.  Tom Thumb in the SW corner has a wide, undefined driveway which conflicts with operation of the intersection. Midway Fire is relocating on South College Parkway.  There is confusion caused by the crossing of the frontage road on the N. side of the intersection. Pedestrian crossing markings are faded. Signal timing in the AM peak hour causes long delays for WB traffic on US 98.	Evaluate northbound left storage as a part of intersection study.  Close SunTrust median opening on College Pkwy. Close the N. SunTrust driveway connection to College Parkway.  Create defined driveway connections for Tom Thumb on US 98 and on College Pkwy. Evaluate Fire Department needs at intersection. Extend the median on the N. College Pkwy. Approach further S. in order to prohibit traffic from crossing Collge Pkwy. On the frontage road. Restripe pedestrian crossing pavement markings. Conduct a study to evaluate the signal phasing / timing and ped features.	Unknown.  Opening closed.  Driveway connection not closed.  Driveway connection not defined. Unknown.  Median not expanded. Doesn't appear restriped.  Unknown.	3	Define driveway connections in SW quadrant.  Improve signage & pavement markings on the north side of College Parkway. Restripe pedestrian crossings.  Add turning guide stripings on the pavement.
26	Winn Dixie Plaza (W.)	4 closely spaced median openings (#26, #27, #28 and #29).	Close the median opening.	Median opening not closed.	3	Close median; modify western driveway to eastbound right-in, right-out only.
27	Winn Dixie Plaza (E.)	4 closely spaced median openings (#26, #27, #28 and #29). The WB left turn lane may not be long enough. A cross-access connection does not exist between Discount Auto & Arby's.	Convert to directional median opening allowing only EB and WB left turns. Extend the WB left turn lane. Provide a cross access connection N. of US 98 between Discount Auto Parts and Arby's.	Not converted to directional median opening. WB left turn lane has been extended.  Cross connection not provided.	3	Median does not meet spacing standards; convert to directional opening.  Provide cross connection.
28	El Rito Dr.	Continuous WB right turn lane across intersection.  4 closely spaced median openings (#26, #27, #28 and #29). EB left turn lane may not be long enough. El Rito Drive is offset from the Winn Dixie driveway.	Provide hatched channelization striping to discourage use as through lane.  Maintain full median opening. Extend EB left turn lane. Realignment not likely due to existing development.	No hatched channelization striping provided.  Full opening maintained. EB left turn lane extended.	3	Add hatched channelization striping to WB & EB left turn lanes.  Maintain full median opening.  Realign El Rito Drive and median opening.
29	Burger King	4 closely spaced median openings (#26, #27, #28 and #29).  Burger King does not access El Rito Dr.	Close the median opening. Provide a driveway connection to El Rito Dr. from the Burger King.	Median opening not closed.  Driveway connection not provided.	3	Close median.  Provide driveway connection.
30	Country Club Rd.	Potential signal location.	Maintain full median opening.	Full opening maintained.	3	Maintain full median opening; extend median.
31	Breezy Wind Dr.	In close proximity to median opening at Red Fish Point Rd. (#32). Location serves as a polling precinct which places extra demand on WB left turn lane.	Convert to a directional median opening allowing only EB and WB left turns.  Extend EB and WB left turn lanes.	Converted to directional median opening.  EB & WB left turn lanes extended.	3	None.

32	Red Fish Point Rd.	Substandard median opening spacing. Lack of WB left turn lane.	Convert to EB and WB directional. Add WB left turn lane.	Median has not been converted. WB left turn lane has been added.	3	Median in close proximity to #31.
33	Tiger Point Blvd.	Two closely spaced, offset, T-Intersections, each with a median opening (#33 & #34). Only a short EB deceleration taper is provided.	Maintain full median opening. Add an EB left turn lane.	Full opening maintained. EB left turn lane added.	3	Maintain full median opening.
34	Oak Hill Rd.	Two closely spaced, offset, T-Intersections, each with a median opening (#33 & #34).	Close the median opening.	Median opening closed.	3	None.
35	Sterling Point Dr.	In close proximity to signalized intersection at SR 281 (#36). Sight distance is poor due to queued vehicles turning left on SR 281 at #36. Extremely short weave section for SB vehicles on SR 87 turning right and then making an immediate left into Sterling Point Dr.	Close the median opening.	Median opening closed.	3	None.
36	SR 281 / Garcon Point Bridge Connection	Excessive queues observed for WB traffic turning left into the Wal-Mart.  Excessive queues observed for NB traffic exiting from Wal-Mart.	Add new directional median opening (#36A) at the existing Wal-Mart right in / out driveway that allows WB left turns. Retime the signal as a N-S split phase. Restripe and reconfigure S. approach as NB left turn lane and a shared NB left-through lane and right turn lane.	Directional median not added.	3	None.
				Approach has been reconfigured to include dual lefts, a through lane, and a right turn lane.		
36A	Wal-Mart (East)	<i>(Recommended new median opening)</i>	New directional median opening at the existing Wal-Mart right in / right out driveway that allows WB left turns.	Directional median not added.	3	None.
37	Portside Dr.	A STOP bar missing on Portside Dr. (N. approach)	Restripe STOP bar on the N. approach.	Stop bar has been restriped.	3	None.
38	Baywoods Rd. / Tiger Lake Rd.	In close proximity to the median opening at Tiger Point Blvd. East (#39) Tiger Lake Rd. is offset to the W. with no access to the median opening.	Convert to a directional median opening allowing only EB and WB left turns.  Realign Tiger Lake Rd. to the S. and Baywoods Rd. to the N.	Median opening hasn't been converted.  Roadways haven't been realigned.	3	Add WB left turn lane.
39	Tiger Point Blvd. E	Potential connection to the north of US 98 at intersection to Magnolia Manor and Bal Alex. Identified as signal location.	Explore future connection. Signal being installed.	Signal has been installed.	3	Explore connection.
40	Magnolia Manor Dr.	In close proximity to the opening at Tiger Point Blvd. East (#39).	Close the median opening and explore connection of Magnolia Manor to Tiger Point (east) intersection.	Median opening has not been closed.	3	Convert to EB directional opening.
40A	1200' east of Tiger Point Blvd (east)	<i>Recommended directional median opening.</i>	Median opening to accommodate U-turns without requiring excessive driving distances.	Directional median not added.	3	None.
41	Bal Alex Ave.	In close proximity to median opening at Soundside Dr. (#42). EB left turn lane may not be long enough.	Convert to a directional median opening allowing only EB left turns. Extend EB left turn lane.	Median has not been converted. EB left turn lane has been extended.	3	Convert to an EB directional opening.
		There is a number of closely spaced driveway openings in the NW corner- most have access to Williams Rd. to N.	Eliminate 2 driveways, provide cross access connection to parcel on the W.	Driveways have not been eliminated.		Consolidate driveways in the NE corner.
42	Soundside Drive	No EB left turn lane is provided. There is a potential for connecting Bal Alex subdivision opposite Soundside Drive in order to create a 4-leg intersection.	Add a NO LEFT TURN sign for EB traffic only 300' to Bal Alex- too short for turn lane.  Provide a connection from the Bal Alex on the Bay subdivision, N of US 98, to align with Soundside Drive	NO LEFT TURN' sign has not been added.  No connection provided.	3	In close proximity to median opening #41.
43	Central Pkwy.	In close proximity to median opening at Hickory Shores Rd. (#44) Inadequate EB & WB left turn lanes.	Convert to a directional median opening allowing EB and WB left turn lanes. Extend EB & WB left turn lanes.	Median converted to a directional opening. EB & WB left turn lanes extended.	3	None.
44	Hickory Shores Rd.	In close proximity to median opening at Central Pkwy. (#43)	Convert to a directional median opening allowing only EB left turns.	Median has not been converted.	3	Convert to EB directional median opening.
45	Ocean Breeze Ln.	No issues identified.	Maintain full median opening.	Full opening maintained.	3	Maintain full median opening.
46	Tradewinds Dr.	In close proximity to median openings at Ocean Breeze Lane (#45) and at Beechwood Dr. (#47)	Close the median opening.	Median opening not closed.	3	None.
47	Beachwood Dr.	In close proximity to median opening at Trade Winds Dr. (#46) and Kittyhawk Drive (#48). No WB left turn lane for U-turning vehicles.	Convert to a directional median opening allowing only EB and WB left turns. Add a WB left turn lane.	Median has not been converted. WB left turn lane has been added.	3	Maintain full median opening.
		Large gravel area on the S. side which services several commercial establishments- need better defined driveways.	Limit driveway width for the commercial establishments S. of US 98.	Driveway width not limited.		Limit driveway width.

48	Kittyhawk Dr.	No EB left turn lane is provided.	Add an EB left turn lane & Maintain full median opening.	EB left turn lane not added.	3	None.
49	Mohawk Tr.	In close proximity to median opening at Mohawk Tr. (#49) at Kittyhawk Dr. (#48) No WB left turn lane is provided for U-turning vehicles. Potential connection between Beaver Pond and Mohawk.	Convert to a directional median opening allowing only EB and WB left turns. Add WB left turn lane. Explore connection.	Not converted to a directional median opening. WB left turn lane not added. No connection between Beaver Pond and Mohawk.	3	None.
50	New Hope Rd.	In close proximity to median opening at Mohawk Trail (#49) and Nantahala Beach Rd. (#51)	Convert to a directional median opening allowing only EB and WB left turns.	Median has not been converted.	3	In close proximity to median opening #51, but needed to provide access to residential and commercial development off of New Hope Rd.
51	CR 191C / Nantahala Beach Rd.	No EB left turn lane is provided for U-turning vehicles. Sioux Trail does not align with opening.	Add an EB left turn lane. Consider realigning Sioux Trail across from opening.	EB left turn lane has been added. Sioux Trail has not been realigned.	3	Median opening in close proximity to #50 & #52.
52	1400' E of Nantahala Beach Rd.	Rural Metro Ambulance north of opening. Bullet-nose median opening with no turn lanes.	Maintain full opening. Add EB left turn lane. Add WB left turn lane.	Full opening maintained. EB left turn lane added. WB left turn lane has not been added.		In close proximity to median #51 and #53.
53	Kell Rd.	In close proximity to full median opening (#52). EB left turn lane may not be long enough. No WB right turn lane is provided.	Convert to a directional median opening allowing only EB and WB left turns. Extend EB left turn lane. Add WB right turn lane.	Median has been converted. EB left turn lane has been extended. WB right turn lane added.	3	None.
53A	Woodlawn Heights / Way	Main Access to Middle School	Add Full Median Opening with LT Lanes	Full opening added.	3	None.
54	Wheeler Rd.	In very close proximity to median opening at Abercrombie Rd. (#55) and Woodlawn Heights (#53A). No WB left turn lane is provided.	Close the median opening.	Median opening closed.	3	None.
55	Abercrombie Rd.	No WB left turn lane is provided for U-turning vehicles. EB left turn lane may not be long enough. Fire station located on Abercrombie Road. Fire station may be relocated.	Add a WB left turn lane. Extend EB left turn lane. Maintain full median opening. Convert to EB and WB directional after relocation of the fire station.	WB left turn lane added. EB left turn lane extended. Full median opening maintained.	3	None.
56	SR 399 / East Bay Blvd.	No WB left turn lane is provided for U-turning vehicles.	Add NO LEFT TURN sign for WB traffic.	WB left turn lane added; No NO LEFT TURN sign added.	3	Provide 'NO LEFT TURN' sign
57	Woodlawn Beach Rd.	No EB left turn lane is provided.	Add EB left turn lane.	EB left turn lane has been added.	3	None.
58	Midway Baptist Church	In close proximity to the median opening at Woodlawn Beach Rd. (#57) No EB left turn lane is provided. WB left turn lane may be too short.	Convert to a directional median opening allowing only EB and WB left turns. Add an EB left turn lane. Extend WB left turn lane.	Median opening has been converted. EB left turn lane has been added. WB left turn lane has been extended.	3	None.
59	Oak Dr.	No EB left turn lane is provided for U-turning vehicles.	Add an EB left turn lane.	EB left turn lane has been added.	3	None.
60	Zoo	Not location of Flea Market's main access. WB left turn lane is too short. EB right turn lane into the Zoo appears to be too short. No EB left turn lane is provided.	Change Flea Market's main access to this opening to create a plus intersection. Extend WB left turn lane. Extend EB right turn lane Add an EB left turn lane.	Flea Market has access to this median opening. WB left turn lane has not been extended. EB right turn lane has not been extended. EB left turn lane has been added.	3	Extend WB left turn lane.
61	Flea Market	In close proximity to the median opening at the main Zoo entrance (#60). EB left turn is too short.	Convert to a directional median opening allowing only EB and WB left turns. Extend EB left turn lane.	Median opening has not been converted. EB left turn lane has been extended.	3	None.
62	County Health Department	In close proximity to the median opening at America Ave. (#63). Serves County Health Department to the N. and the County Service Center to the S.	Maintain full median opening until additional access of County facilities is added. Provide access from County facilities to the N. and S. to the median opening at American Ave (#63).	Full median opening has been maintained. Access has not been provided to the median opening #63.	3	None.
63	America Ave.	In close proximity to median opening #62. WB left turn lane is not provided.	Convert to EB directional until access of County Health Dept. and County Service Center can be provided to opening, then make a full median opening. Add a WB left turn lane after converted to a full median opening.	Median is a full opening. WB left turn lane has not been added.	3	Convert to an EB direction opening due to close proximity to #63.
64	Ambassador Dr.	In close proximity to the median opening at America Ave. (#63).	Convert to a directional median opening allowing only EB and WB left turns.	Median has not been converted; EB right turn lane has been added.	3	None.
65	Bergen Rd.	A WB left turn lane is not provided for U-turning vehicles. Meredith Lumber, located W. of #65, has requested a median opening to serve truck traffic due to the operational and safety issues of U-turning trucks.	Add a WB left turn lane. Provide connection from Meredith Lumber to Bergen Rd. which has a full median opening- Meredith Lumber is too close to Bergen Rd. for a median opening.	WB left turn lane not added. Connection not provided.	3	Add WB left turn lane.

66	Midway Consignment Center / Twin Pine Blvd.	Small median opening - not enough separation between EB left turning vehicles and the WB left turning vehicles	Convert to a directional median opening allowing only EB and WB left turns.	New Roadway connecting to US 98: Twin Pine Blvd. Median not converted to a directional opening.		None.
67	Fuller Dr.	Small median opening- WB lefts and EB lefts in the median trying to turn conflict with one another- create a sight distance problem. Undefined driveway east of Texaco.	Consider widening the median opening to reduce E-W left turn radius conflicts. Narrow driveway.	Median not widened. Driveway not narrowed; land appears vacant.	3	None.
68	Sunny Oaks St.	Small median opening- WB lefts and EB lefts in the median trying to turn conflict with one another- create a sight distance problem. Emerald Coast RV- located to north- large vehicles. No WB right turn lane	Widen median opening. Maintain full median opening due to difficulties with U-turns and RVs. Add WB right turn lane.	Median opening hasn't been widened. Full median opening maintained. WB Right turn lane not added.	3	Widen median opening. Add WB right turn lane.
69	Smuggler's Cove	In close proximity to median openings at Sunny Oaks St. (#68) and at Hidden Shores Dr. (#70) Inadequate WB left turn lane.	Convert to a directional median opening allowing only EB and WB left turns. Extend WB left turn lane.	Median has been converted to WB directional median. WB left turn lane not extended.	3	Extend WB left turn lane.
70	Hidden Shores Dr. (Now Lighthouse Pointe Dr.)	No identified issues.	Maintain full median opening.	Full median opening maintained.	3	None.
71	St. Sylvester Catholic Parish Center	Median opening located too close to Hidden Shores Dr. to provide a full opening	Convert to a directional median opening allowing only EB and WB left turns and provide cross access to Hidden Shores Dr.	Median has not been converted. Cross access to Hidden Shores Dr. not provided; however, cross access to neighborhood in NE is provided.	3	None.
72	Edgewood Dr.	No WB left turn lane is provided for U-turning vehicles.	Add a WB left turn lane and maintain full median opening.	WB left turn lane not added. Full median opening maintained.	3	None.
73	Ron Brown Circle	In close proximity to median opening at Edgewood Dr. (#72) No WB right turn lane at Candlewood Dr.	Convert to a directional median opening allowing only EB & WB left turns. Add WB right turn lane at Candlewood Drive.	Median not converted to directional opening. WB Right turn lane not added.	3	Add WB right turn lane @ Candlewood Drive.
74	Sound Retreat Drive	Does not meet spacing for full opening. No EB left turn lane is provided for U-turning vehicles.	Convert to a directional median opening allowing only EB and WB left turns. Add EB left turn lane.	Median not converted to direction opening. EB left turn lane not added.	3	None.
75	Sunrise Drive	Holley by the Sea, located to the N., is seeking to have direct access to the Recreation Center, located S. of US 98 and W. of the intersection. WB left turn lane is too short. Sidewalks are planned to be constructed on Sunrise Dr. from US 98 N. to Valley Rd.- HBTS requests that ped. Features be added to the existing traffic signal.	Provide a connection to the W. of the Tom Thumb that aligns with Sunrise Blvd. to the N. and connects to the Holley by the Sea Recreation Center. Extend WB left turn lane. Add pedestrian signal features.	No connection created. WB left turn lane not extended. Pedestrian signal features have been added.	3	Extend WB left turn lane.
76	Constitution Dr. / Sea Lark Ln.	In very close proximity to median openings at Sunrise Dr. (#75) and at Camp Ada Rd (#77). Constitution Dr. is offset to the W. of Sea Lark Ln. Median treatment is confusing and creates conflicts- a concrete channelizer is in the center of the median which allows a SB left out, but not a SB left in.	Close median opening- it is too close to signal to provide adequate deceleration lanes. Explore connection to Sunrise Drive.	Median opening not closed.	3	Close the median opening.
76A	Cotton Bay Lane	<i>(Recommended new directional median opening)</i>	New WB directional opening to provide for U-turns to Constitution Dr. and traffic to Cotton Bay Lane. Add WB left turn lane.	Median opening not created.	3	None.
77	Camp Ada Rd. / Brooke Beach Dr.	In close proximity to signal at Sunrise Drive (#75).	Provide WB directional median opening.	Full median opening maintained.	3	Add EB left turn lane.
77A	1,320' of Sea Lark Ln.	<i>(Recommended new median opening)</i>	New directional median opening located 1,320' E. of Sea Lark Ln. that allows EB and WB U-turns. Add EB and WB left turn lanes.	New directional median that allows EB left turns. EB left turn lane added.	3	None.
78	Serosa Dr. / Kit Ln.	In close proximity to the median opening at Shannon Rd. (#79). Inadequate EB left turn lane servicing Serosa Dr.- ample room in the median to extend.	Maintain full median opening. Close adjacent opening. Extend EB left turn lane.	Both medians maintained as full openings. EB left turn lane not extended.	3	None. Extend EB left turn lane.
79	Shannon Rd.	In close proximity to the median opening at Serosa Dr. (#78). No WB left turn lane is provided for U-turning vehicles.	Close the median opening.	Median opening not closed.	3	None.
80	Lowe Rd.	No issues identified.	Maintain full median opening.	Full median opening maintained.	3	None.
81	Joybrooke Dr.	In close proximity to median openings at Lowe Rd (#80) and at Falling Leaves Court (#82).	Convert to a directional median opening allowing only EB and WB left turns.	Median not converted to directional opening.	3	None.

82	Falling Leaves Court	In close proximity to median openings at Joybrooke Dr. (#81) and at Villa Vizcaya Dr. (#83). EB left turn lane may be too short.	Close the median opening.	Median not closed.	3	None.
83	Villa Vizcaya Dr.	In close proximity to median opening at Falling Leaves Court (#82). EB left and right turn lanes may be too short.	Maintain full median opening. Extend EB left and right turn lanes.	Full median opening maintained. Turn lanes are sufficient.	3	None.
84	Harvest Village	In very close proximity to median openings at Mustang St. (#85) New EB left turn lane may not be long enough. No WB left turn lane is provided for U-turning vehicles.	Convert to a directional median opening allowing only EB & WB left turns. Extend EB left turn lane. Add a WB left turn lane.	Median has been converted to a directional opening. EB left turn lane has been extended. WB left turn lane has been added.	3	None.
85	Mustang Dr.	No EB left turn lane is provided. Coral St. located to the E. of #85 is a major N-S road serving Holley by the Sea (HBTS). HBTS requests a median opening at Coral St. New Tom Thumb gas station is being constructed in the N.E. corner of the Coral St. /US 98 intersection- will add traffic to Coral St. and increase U-turns on US 98.	Close the median opening. Coral Street serves a higher volume of traffic. Add a new full median opening at Coral Street to the E.	Median opening has been closed.	3	None.
85A	Coral St.	<i>(Recommended new median opening)</i>	New full median opening located at Coral St. serves higher volume of traffic than #85. Add EB and WB left turn lanes.	Full median opening has been added. EB & WB left turn lanes have been added.	3	None.
86	920' E. of Mustang Drive	Small median opening- WB lefts and EB lefts in the median trying to turn conflict with one another- located in close proximity to Coral Street. Only serves U-turns.	Close the median opening.	Median opening left open at request of FDOT.	3	None.
86A	Cayo Grande Apartments	<i>(Recommended new median opening)</i>	New directional median opening located at the Gayo Grande Apartments that allows EB and WB left turns. Add EB and WB left turn lanes. Provide cross access connections from Gayo Grande Apartments to vacant parcels on E and W.	New directional median not installed. Some cross access provided.	3	Install new directional median. Add EB and WB left turn lanes.
87	Lewis Funeral Home	Median opening does not serve St. Augustine Episcopal Church located E. of Lewis Funeral Home.	Close the median opening and relocate to the E. in order to serve both the Lewis Funeral Home and the St. Augustine Episcopal Church. Consolidate driveway connections from Lewis Funeral Home and St. Augustine Church to form one connection that accesses the new median opening.	Median not closed. Driveways not consolidated.	3	Close the median opening and relocate to the E to serve church & funeral home.  Consolidate church & funeral home driveways.
87A	Lewis Funeral Home / St. Augustine Church	<i>(Recommended new median opening)</i>	New full median opening located between the Lewis Funeral Home and the St. Augustine Episcopal Church.	Median not installed.	3	Install new full median opening.
88	1020' W. of Thresher Dr.	Small median opening- WB lefts and EB lefts in the median trying to turn conflict with one another.	Convert to a directional median opening allowing only EB and WB left turns.	Median not converted to a directional median opening.	3	Convert to an EB / WB directional median opening or close.
89	Thresher Dr. / Navarre School Rd.	Williams Creek Drive is not connected to median opening. EB left turn lane may not be long enough.	Provide cross connection to Navarre Middle School Rd. Extend EB left turn lane.	Cross connection provided. EB left turn lane extended.	3	Add EB right turn lane.
90	Alpine Ave.	Small median opening- WB lefts and EB lefts in the median trying to turn conflict with one another.	Convert to a directional median opening allowing only EB and WB left turns.	Median has not been converted to a directional opening.	3	Convert to an EB / WB directional median opening.
91	Blue Tip Dr.	Businesses N of US 98 do not have good access to Blue Tip. EB and WB left turn lanes may not be long enough. Businesses S of US 98 have undefined driveways and lack cross access.	Improve connection to side street- Blue Tip. Extend EB and WB left turn lanes. Close driveways, narrow driveways and provide cross access.	Some businesses have access via 3rd Street. EB and WB left turn lanes have been extended. Driveways have not been narrowed or closed and cross access has not been provided.	3	Narrow / close driveways to the south of US 98 and create cross access.
92	True Value Hardware	In close proximity to median openings at Blue Tip Dr. (#91). No turn lanes are provided. Andora St. is located in close proximity to the E. Additional driveway in NW is not needed. Wide undefined True Value driveway.	Close the median opening. Close driveway. Narrow driveway.	Median opening has been closed. Driveway still needs to be narrowed.	3	None.  Narrow driveway.
92A	Andora Street	<i>(Recommended new EB directional median opening)</i> No WB right turn lane.	Andora is a significant N-S street in area that is heavily traveled. Add EB directional opening & turn lane. Add WB and right turn lane.	New median has been opened, and EB and WB left and right turn lanes have been added.	3	None.

93	Safe Harbor Village Condominuims	Additional driveway is not needed. Wide, undefined True Valley driveway. In close proximity to the median opening at the True Value Hardware store (#92). Very small median opening- conflicting EB and WB left turning movements.	Close driveway. Narrow driveway. Convert to a directional median opening allowing only EB and WB left turns.	Driveway has been closed. Driveway has not been narrowed. Median has been converted to a WB directional opening.	3	Narrow driveway. Median is in close proximity to #93, however, access is needed for Publix shopping center businesses.
94	SR 87 (West)	FDOT is redesigning the intersection.	Per FDOT plans, close the median opening. Only free flow SB right turn movement allowed.	Median opening has been closed.	3	None.
95	Eckerd / Sea Mist / SR 87	FDOT is redesigning the intersection.	New SR 87 alignment to the N. with a connection to Eckerd. Movements provided. 2 SB left turn lanes, 2 EB left turn lanes, EB and WB right turn lanes. Sea Mist access will be limited to right in / right out only.	SR 87 has been realigned to this median opening. Sea Mist is limited to a right in / right out.	3	None.
96	SR 87 (East)	FDOT is redesigning the intersection.	Traffic signal removed- moved to opening #95. Convert to a directional median opening that will only allow free flow WB right turns and WB left turns into the commercial plaza to the S.	Traffic signal has been removed, full median has been closed, and WB left turn directional median has been added to access Trader Vics.	3	None.
97	Presido St.	Cross access opportunities S. of US 98. Presido St. connects to Laredo- heavily traveled.	Connect commercial parking lots. Maintain full median opening.	Commercial parking lots are connected. Full median opening maintained.	3	Modify access management on the south side of US 98.
98	Lunetta St.	In close proximity to median openings at Presido St. (#97) and at Prado St (#99) No WB left turn lane is provided. EB left turn lane is inadequate. Cross access opportunity on the N. side of US 98.	Close Median Opening. Connect parking lots.	Full median opening maintained. Parking lots are connected.	3	None.
99	Prado St.	In close proximity to median openings at Lunetta St. (#98) and at Navarre Beach Causeway (#100).	Provide EB directional opening.	Full median opening has been maintained.	3	None.
100	Navarre Beach Causeway	Burger King is not connected to Alhambra. Toll booths cause traffic to queue onto US 98 during summer weekends. Signal does not line up with a public street. Merge area for NB traffic making a right turn at US 98 then making a left turn into Winn Dixie .25 miles to the E. (#101) is too short.	Provide new connection to the Alhambra. Move the toll booth to the S. side of the bridge. Re-align from Burger King to Granada St. Evaluate safety of intersection and free flow.	Connection not provided. Toll booth removed. Realignment has not been completed. Unknown.	3	Provide driveway connection from Burger King to Alhambra St. None.
101	Winn Dixie Marketplace (West / Pullum Street)	In close proximity to median openings at Navarre Beach Causeway (#100) and at Winn Dixie Marketplace center driveway (#102). Very short EB left turn lane is provided. Fire station main access to US 98. No WB left turn lane.	Monitor median opening. Extend EB left turn lane. Add emergency actuated signal. Add WB left turn lane.	EB left turn lane not extended. Signal has been installed & is emergency actuated. WB left turn lane added.	3	Median opening in close proximity to #100 and #102. Convert to an EB / WB directional opening.
102	Winn Dixie Marketplace (Center)	EB and WB left turn lanes may not be long enough.	Extend EB and WB left turn lanes.	EB & WB left turn lanes not extended.	3	Median #102 in too close proximity to #101 and #103 to extend turn lanes.
103	Comfort Inn / Taco Bell / Beach Pails & Tails	In close proximity to median opening at Win Dixie Marketplace center driveway (#102).	Convert to a directional median opening allowing only EB left turns.	Median not converted to a directional opening.	3	Convert median to directional opening allowing EB and WB left turns.
104	Ortega St.	Driveway in SW corner is wide and there is no cross access. Driveway in NE corner is too close to intersection and conflicts with turn lane. A WB right turn lane is not provided.	Narrow driveway and provide cross access. Close driveway. Add a WB right turn lane.	Driveway has not been narrowed and cross access has not been provided. Driveway not closed. WB right lane added.	3	Narrow driveway and provide cross access.
105	Navarre Sound Circle	In close proximity to median opening at Elks Way (#106). No EB left turn lane is provided.	Convert to a directional median opening allowing only WB left turns.	Median not converted.	3	None.
106	Elks Way / Jo Tam Ln.	In close proximity to median opening at Navarre Sound Circle (#105). Very wide median opening - N. and S. roadway are not properly aligned. WB left turn lane may not be long enough. Driveway for the Pizza Den in the N.E. corner is located too close to the intersection- no access is provided to Elks Way.	Maintain full median opening due to Baptist Medical Center- Evaluate intersection safety due to offset approaches. Extend WB left turn lane. Close driveway connections to US 98 from the Pizza Den and provide a connection to Elks Way.	Full median opening maintained. WB left turn lane extended. Driveway connections closed.	3	Evaluate realignment of Elks Way. None.

106A	1,530' E. of Jo Tam Ln.		New directional median opening located that allows EB and WB left turns. Add EB and WB left turn lanes.	New directional median opening not opened.	3	Create new directional median opening.
107	Old Navarre Hardware	Does not meet spacing. EB right turn lane crosses opening. Very wide median opening.	Close the median opening.	Median opening has not been closed.	3	Close median opening.
108	450' W. of Rio Lafontaine / Fountainbleau Ct.	In close proximity to median openings at Old Navarre Hardware (#107) and at Larker Woods Rd. (#109). No turn lanes are provided.	Close the median opening.	Median not closed and now connects with Fountainbleau Court.	3	Leave median open.
109	Rio Lafontaine	In close proximity to median opening #108. EB left turn lane may not be long enough. Geometric configuration of S. approach may increase vehicle conflicts.	Maintain full median opening & close adjacent median opening. Extend EB left turn lane. Reconfigure S. approach.	Full median opening maintained; median opening #108 left open. EB left turn lane not extended. S approach not reconfigured.	3	Maintain full median opening. No room to extend EB left turn lane.
109A	Heritage Pkwy.			New median opening	3	None.
110	Panhandle Tr.	EB and WB left turn lanes may not be long enough.	Extend EB & WB left turn lanes.	EB & WB left turn lanes extended.	3	None.
111	Biscayne Blvd.	Does not meet spacing for a full median opening.	Convert to a directional median opening allowing only EB & WB left turns.	Median not converted to a directional opening.	3	None.
112	Navarre Insurance Agency	In close proximity to median opening at Biscayne Blvd. (#111). EB left turn lane is continuous through the opening at #111.	Close the median opening.	Median has been closed; Wal-Mart has been constructed on northern parcel.	3	None.
112A	New Wal-Mart median opening			Median opening and signal added to accommodate traffic from Wal-Mart.	3	None.
113	Fox Den Dr.	In very close proximity to median opening at Buckley Dr. (#114). Road accesses larg amounts of residential. Potential cross access north of US 98 from Estates Cir. To Fox Den Dr. No WB left turn lane is provided for U-turning vehicles.	Maintain full median opening. Close adjacent median opening. Provide cross access. Add WB left turn lane.	Full median opening maintained. Adjacent median opening closed. No additional cross access is provided. WB left turn lane provided; EB left turn lane extended.	3	Adequate cross access exists between NUMC and Fox Den Dr.
114	Buckley Dr.	In very close proximity to median opening at Jessica Way (#115) & Fox Den Drive (#113). Potential weave for Estates Cir. Vehicles. No turn lanes are provided.	Close the median opening.	Median opening closed.	3	None.
115	Jessica Way	In very close proximity to median opening at Buckley Dr. (#114) and Fox Den Dr (#113). EB left turn lane is inadequate.	Close the median opening.	Median opening closed.	3	None.
116	Twelve Oaks / Health Care Ave.	In close proximity to median opening at Whispering Pines Blvd. (#117). No WB left turn lane is provided.	Close the median opening.	Median opening remains fully open & EB & WB left turn lanes have been added. Area has been developed with healthcare facilities and road is renamed Healthcare Ave.	3	None.
117	Whispering Pines Blvd.	Continuous WB right turn lane across Belle Meade Circle. In close proximity to median opening at Twelve Oaks Circle (#116).	Add hatched channelizing striping west of Belle Meade Circle. Close adjacent opening and maintain full median opening.	Hatched channelizing striping not added west of Belle Meade Circle. Full median opening maintained.	3	None.
118	Tom St.	In close proximity to median opening #119 and #120. Does not meet spacing for a full median opening.	Convert to a directional median opening allowing only EB and WB left turns.	Median not converted to a directional opening.	3	None.
119	280' W of Orion Parker Blvd.	In very close proximity to median opening at Orion Parker Rd (#120).	Close the median opening.	Gas station developed & full median opening maintained.	3	Close the median opening.
120	Orion Parker Blvd.	In very close proximity to median opening #119. No WB left turn lane is provided for U-turning vehicles.	Maintain full median opening and close adjacent. Add a WB left turn lane.	Full median opening maintained; median opening #119 left open. WB left turn lane not added.	3	None.
121	Colonial Pines Mobil Estates / Colonial Ave.	In close proximity to median opening at Calle De Cantabria (#122). Large vehicles make U-turns difficult. No WB left turn lane is provided.	Maintain full median opening and close adjacent median opening. Add WB left turn lane.	Full median opening maintained & median opening #122 left open. WB left turn lane not added.	3	None.
122	Calle De Cantabria	In very close proximity to median opening at Colonial Pines Mobil Estates (#121).	Close the median opening.	Median opening not closed.	3	Maintain full median opening.
123	Paloma St.	No WB right turn lane is provided. WB left turn lane may not be long enough.	Add a WB right turn lane. Extend WB left turn lane.	WB right turn lane added. WB left turn lane extended.	3	None.

124	Calle De Palencia	Does not meet spacing for a full median opening. Continuous EB right turn lane across intersection. No EB left turn lane is provided.	Convert to a directional median opening allowing only EB and WB left turns. Add hatched channelizing striping to discourage use of right turn as through lane. Add an EB left turn lane.	Not converted to a directional median opening. Hatched channelizing striping not added. EB left turn lane not added.	3	Convert to a directional median opening allowing EB & WB left turns. Add hatched channelization striping to EB right turn lane. Add EB left turn lane.
125	Rosewood Dr.	No WB left turn lane is provided. EB left turn lane may not be long enough. Emerald Coast Trailer and Welding Complex to the S.- frontage on US 98 is entirely gravel- no defined driveway.	Add a WB left turn lane. Extend EB left turn lane. Reduce driveway widths in S.W. corner to form 2 defined driveways.	WB left turn lane not added. EB left turn lane not extended. Driveway widths in S.E. corner not reduced.	3	Add WB left turn lane. Reduce driveway widths in SE corner.

**Appendix C – Traffic Data**

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																	
1315 COUNTRY CLUB RD.																	
GULF BREEZE, FLA. 32563																	
ALL VEHICLES																	
INTERSECTION OF	US 98						&	Andorra Street									
	COUNTED BY: TF			COUNT DATE:			6-Dec-11	FILE NAME: us98 & andorra.xls									
Time	Andorra St Southbound			US 98 Westbound				Shopping Ctr driveway Northbound			US 98 Eastbound				TOTAL		
	Left	Thru	Right	U-turn	Left	Thru	Right	Left	Thru	Right	U-turn	Left	Thru	Right			
7:00	32	0	16	0	2	155	56	0	0	1	1	3	334	2	602		
7:15	73	0	15	0	2	160	30	0	0	0	2	3	304	1	590		
7:30	35	0	18	0	1	154	8	1	0	0	0	14	286	1	518		
7:45	11	1	13	0	1	193	9	0	0	1	4	17	262	0	512		
TOTAL	151	1	62	0	6	662	103	1	0	2	7	37	1186	4	2222		
8:00	14	0	18	1	0	190	8	2	0	2	1	21	265	1	523		
8:15	16	0	18	2	3	180	6	0	0	2	1	11	312	4	555		
8:30	21	0	16	0	2	201	12	1	0	2	1	17	308	0	581		
8:45	25	0	9	1	1	239	5	0	0	1	3	22	308	1	615		
TOTAL	76	0	61	4	6	810	31	3	0	7	6	71	1193	6	2274		
11:00	20	0	33	2	3	183	22	0	0	1	6	22	230	2	524		
11:15	35	0	40	2	8	197	7	3	1	3	1	30	232	1	560		
11:30	31	0	43	0	1	186	16	0	2	5	4	28	198	4	518		
11:45	38	1	28	2	3	196	14	0	4	3	1	23	198	6	517		
TOTAL	124	1	144	6	15	762	59	3	7	12	12	103	858	13	2119		
12:00	30	2	30	2	2	238	15	4	0	7	5	28	231	5	599		
12:15	30	0	40	2	2	228	11	2	1	3	3	24	213	2	561		
12:30	34	0	32	0	2	223	17	2	1	1	2	22	201	4	541		
12:45	32	0	32	2	4	232	22	0	1	5	3	28	221	5	587		
TOTAL	126	2	134	6	10	921	65	8	3	16	13	102	866	16	2288		
15:00	29	2	34	0	3	291	15	1	4	2	1	19	216	5	622		
15:15	47	1	29	0	6	284	27	0	2	10	3	22	250	4	685		
15:30	43	2	41	1	1	329	15	1	2	4	1	30	241	0	711		
15:45	40	5	46	1	7	354	23	0	3	6	2	37	225	7	756		
TOTAL	159	10	150	2	17	1258	80	2	11	22	7	108	932	16	2774		
16:00	34	2	39	1	6	347	14	8	4	2	1	31	249	8	746		
16:15	35	1	51	1	3	331	24	6	1	2	2	32	225	5	719		
16:30	42	1	41	1	3	335	16	1	4	2	1	39	194	6	686		
16:45	35	1	43	0	6	279	22	3	2	8	1	34	242	5	681		
TOTAL	146	5	174	3	18	1292	76	18	11	14	5	136	910	24	2832		
17:00	34	2	45	0	6	331	19	5	3	2	5	28	240	5	725		
17:15	34	2	58	0	7	380	23	0	0	4	7	37	227	4	783		
17:30	20	0	39	0	2	367	26	5	5	2	2	36	202	3	709		
17:45	27	2	33	0	5	335	35	2	5	4	2	26	230	4	710		
TOTAL	115	6	175	0	20	1413	103	12	13	12	16	127	899	16	2927		
18:00	27	0	55	0	2	352	31	3	2	3	2	24	182	5	688		
18:15	18	1	36	2	2	347	22	2	6	3	1	29	171	0	640		
18:30	24	6	35	2	3	349	28	2	0	1	1	33	165	1	650		
18:45	19	3	38	1	3	264	15	2	1	2	2	21	158	0	529		
TOTAL	88	10	164	5	10	1312	96	9	9	9	6	107	676	6	2507		

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563																
ALL VEHICLES																
INTERSECTION OF	US 98				&	Autumn Breeze Circle										
	COUNTED BY:	TF	COUNT DATE:	29-Nov-11	FILE NAME:	us98 & autumn.xls										
Time	Autumn Breeze Circle			US 98				Avalex driveway		US 98				TOTAL		
	Southbound			Westbound				Northbound		Eastbound						
	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	Right				
7:00				5	2	0	543	0			0	1	158	1	710	
7:15				6	2	2	541	0			1	3	218	1	774	
7:30				6	1	1	518	1			2	0	236	2	767	
7:45				5	3	3	538	0			0	1	277	3	830	
TOTAL				22	8	6	2140	1			3	1	4	889	7	3081
8:00				13	0	3	441	3			0	0	243	3	706	
8:15				11	2	1	460	2			0	5	247	2	730	
8:30				9	1	1	435	3			1	0	240	1	691	
8:45				3	3	0	498	2			0	0	267	1	774	
TOTAL				36	6	5	1834	10			1	0	5	997	7	2901
11:00				6	1	0	306	0			3	1	3	239	0	559
11:15				4	2	1	322	4			3	1	1	266	0	604
11:30				3	2	1	293	0			1	2	4	269	0	575
11:45				6	2	1	285	5			8	1	1	259	0	568
TOTAL				19	7	3	1206	9			15	5	9	1033	0	2306
12:00				1	2	2	271	0			2	5	4	319	0	606
12:15				3	2	6	320	0			2	2	0	324	0	659
12:30				6	1	2	274	3			3	2	2	322	0	615
12:45				3	1	3	307	4			1	0	1	303	0	623
TOTAL				13	6	13	1172	7			8	9	7	1268	0	2503
15:00				2	1	0	302	2			5	3	2	388	0	705
15:15				6	1	0	302	2			1	1	4	420	0	737
15:30				4	3	0	278	2			1	3	4	513	0	808
15:45				6	9	0	297	4			0	3	7	530	0	856
TOTAL				18	14	0	1179	10			7	10	17	1851	0	3106
16:00				5	2	1	291	5			3	1	1	505	1	815
16:15				3	5	0	349	3			2	1	3	495	0	861
16:30				3	1	1	338	1			0	3	5	465	0	817
16:45				2	5	0	352	3			2	4	8	536	0	912
TOTAL				13	13	2	1330	12			7	9	17	2001	1	3405
17:00				6	6	1	349	1			7	5	3	519	0	897
17:15				7	5	0	385	2			2	4	1	524	0	930
17:30				4	5	0	296	1			3	4	5	520	1	839
17:45				7	3	0	280	2			2	1	1	481	1	778
TOTAL				24	19	1	1310	6			14	14	10	2044	2	3444
18:00				4	2	0	280	6			3	2	1	364	0	662
18:15				6	4	0	236	3			3	1	9	347	0	609
18:30				3	5	0	204	4			4	1	7	298	1	527
18:45				3	4	0	174	2			0	1	4	270	0	458
TOTAL				16	15	0	894	15			10	5	21	1279	1	2256

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																
1315 COUNTRY CLUB RD.																
GULF BREEZE, FLA. 32563																
ALL VEHICLES																
INTERSECTION OF	US 98							&	Beall's driveway							
	COUNTED BY: DB			COUNT DATE:			1-Dec-11		FILE NAME:			us98 & bealls.xls				
Time	Arby's driveway			US 98				Beall's driveway			US 98				TOTAL	
	Southbound			Westbound				Northbound			Eastbound					
	Left	Thru	Right	U-turn	Left	Thru	Right	Left	Thru	Right	U-turn	Left	Thru	Right		
7:00	1	0	1	1	1	434	0	0	0	2	1	4	146	3	594	
7:15	0	0	0	1	5	458	0	0	0	5	4	0	192	5	670	
7:30	0	0	0	2	1	473	0	0	0	2	4	0	256	2	740	
7:45	0	0	0	0	3	521	1	1	0	2	6	1	241	2	778	
TOTAL	1	0	1	4	10	1886	1	1	0	11	15	5	835	12	2782	
8:00	0	0	0	5	4	459	0	2	0	1	2	1	260	1	735	
8:15	0	0	0	0	3	467	0	0	0	1	8	0	314	7	800	
8:30	1	0	0	1	4	411	0	0	0	2	8	1	216	5	649	
8:45	0	0	1	3	6	366	0	3	0	5	4	1	212	4	605	
TOTAL	1	0	1	9	17	1703	0	5	0	9	22	3	1002	17	2789	
11:00	1	0	2	2	13	295	4	5	0	16	5	0	283	10	636	
11:15	3	0	2	0	16	294	3	4	0	26	2	3	275	12	640	
11:30	0	0	1	2	10	292	2	3	0	13	10	4	271	11	619	
11:45	2	0	6	1	18	294	1	6	0	16	2	3	288	14	651	
TOTAL	6	0	11	5	57	1175	10	18	0	71	19	10	1117	47	2546	
12:00	2	0	7	2	11	328	1	4	1	25	4	4	317	11	717	
12:15	3	0	4	1	22	304	8	7	0	25	10	5	324	10	723	
12:30	0	0	7	1	14	308	5	6	0	17	6	1	287	8	660	
12:45	1	0	10	1	10	327	11	4	1	16	8	4	330	7	730	
TOTAL	6	0	28	5	57	1267	25	21	2	83	28	14	1258	36	2830	
15:00	0	0	4	1	11	341	1	5	0	17	1	2	310	9	702	
15:15	1	0	2	0	7	298	3	6	0	24	1	1	359	14	716	
15:30	1	0	1	1	9	315	1	1	0	17	7	1	416	10	780	
15:45	2	0	1	1	15	300	2	3	0	16	3	1	352	11	707	
TOTAL	4	0	8	3	42	1254	7	15	0	74	12	5	1437	44	2905	
16:00	1	0	3	0	9	339	3	7	0	15	4	2	349	12	744	
16:15	0	0	4	2	10	292	1	9	0	13	1	2	483	15	832	
16:30	2	0	2	1	15	333	5	7	0	24	3	1	461	14	868	
16:45	1	0	3	0	16	335	0	8	0	25	2	0	500	18	908	
TOTAL	4	0	12	3	50	1299	9	31	0	77	10	5	1793	59	3352	
17:00	0	0	0	0	16	352	1	6	0	33	3	2	477	16	906	
17:15	1	0	3	1	16	393	2	1	0	34	4	0	556	24	1035	
17:30	2	1	2	1	13	288	3	2	0	13	5	2	477	12	821	
17:45	3	0	0	2	12	317	1	6	0	17	1	1	425	14	799	
TOTAL	6	1	5	4	57	1350	7	15	0	97	13	5	1935	66	3561	
18:00	1	1	3	1	16	297	2	5	0	20	2	1	389	8	746	
18:15	0	0	1	3	11	267	1	4	0	14	5	2	333	12	653	
18:30	1	0	2	1	15	216	3	6	0	21	4	2	298	13	582	
18:45	3	0	0	0	9	186	2	11	0	16	2	1	266	12	508	
TOTAL	5	1	6	5	51	966	8	26	0	71	13	6	1286	45	2489	

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563													
ALL VEHICLES													
INTERSECTION OF	US 98						&	Bergren Road					
	COUNTED BY: KB			COUNT DATE: 6-Dec-11				FILE NAME: us98 & bergren.xls					
Time	Bergren Rd Southbound			US 98 Westbound			US 98 Eastbound						TOTAL
	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	
7:00	4	5	0	228	1		3	1	169				411
7:15	2	7	0	259	2		9	3	187				469
7:30	7	8	0	244	0		9	1	187				456
7:45	4	3	0	245	1		6	3	201				463
TOTAL	17	23	0	976	4		27	8	744				1799
8:00	4	7	0	224	2		10	2	219				468
8:15	5	9	0	337	2		8	3	196				560
8:30	3	6	0	224	1		6	5	182				427
8:45	3	4	0	241	4		5	2	197				456
TOTAL	15	26	0	1026	9		29	12	794				1911
11:00	1	2	0	179	2		4	3	148				339
11:15	3	1	0	193	1		0	1	185				384
11:30	2	2	0	136	1		5	1	152				299
11:45	1	2	1	193	3		3	4	183				390
TOTAL	7	7	1	701	7		12	9	668				1412
12:00	1	6	0	197	3		5	5	173				390
12:15	0	3	0	221	1		5	3	202				435
12:30	2	5	0	249	1		4	2	223				486
12:45	5	3	0	183	3		3	3	189				389
TOTAL	8	17	0	850	8		17	13	787				1700
15:00	2	4	0	205	3		3	4	244				465
15:15	2	1	1	211	5		1	5	252				478
15:30	3	6	1	217	2		2	1	195				427
15:45	0	4	0	246	5		7	3	236				501
TOTAL	7	15	2	879	15		13	13	927				1871
16:00	4	4	0	251	2		0	10	261				532
16:15	0	3	0	271	4		3	4	300				585
16:30	4	4	0	216	10		4	4	247				489
16:45	1	3	0	238	3		1	6	278				530
TOTAL	9	14	0	976	19		8	24	1086				2136
17:00	1	6	0	228	4		2	5	313				559
17:15	3	1	1	231	7		5	4	280				532
17:30	8	0	0	290	5		3	3	267				576
17:45	0	2	0	200	3		4	1	239				449
TOTAL	12	9	1	949	19		14	13	1099				2116
18:00	1	2	0	202	3		4	4	252				468
18:15	1	1	0	201	2		4	4	236				449
18:30	2	2	0	191	6		2	1	199				403
18:45	1	0	0	130	2		2	3	165				303
TOTAL	5	5	0	724	13		12	12	852				1623

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563													
ALL VEHICLES													
INTERSECTION OF	US 98						&	Edgewood Drive					
	COUNTED BY: KEB			COUNT DATE: 6-Dec-11				FILE NAME: us98 & edgewood.xls					
Time	Edgewood Dr Southbound			US 98 Westbound			US 98 Eastbound			TOTAL			
	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru					
7:00	24	29	0	192	5	0	19	165	434				
7:15	16	29	0	208	6	0	14	191	464				
7:30	21	25	0	197	3	0	13	198	457				
7:45	35	25	0	203	15	0	6	201	485				
TOTAL	96	108	0	800	29	0	52	755	1840				
8:00	22	21	0	217	17	1	7	225	510				
8:15	20	33	0	251	13	0	10	193	520				
8:30	15	32	0	198	5	0	16	187	453				
8:45	22	11	0	208	5	0	14	186	446				
TOTAL	79	97	0	874	40	1	47	791	1929				
11:00	11	10	0	179	10	1	14	134	359				
11:15	8	16	0	156	4	0	11	180	375				
11:30	12	12	0	156	15	0	9	137	341				
11:45	10	10	0	175	9	0	13	162	379				
TOTAL	41	48	0	666	38	1	47	613	1454				
12:00	10	16	0	173	13	0	16	164	392				
12:15	9	13	0	187	9	0	19	172	409				
12:30	10	17	0	218	13	0	15	175	448				
12:45	14	16	0	174	11	0	24	178	417				
TOTAL	43	62	0	752	46	0	74	689	1666				
15:00	7	10	0	202	8	0	29	204	460				
15:15	15	16	0	198	14	1	28	213	485				
15:30	13	21	0	209	17	0	18	178	456				
15:45	12	23	0	223	26	0	21	183	488				
TOTAL	47	70	0	832	65	1	96	778	1889				
16:00	20	14	0	220	17	0	27	215	513				
16:15	14	13	0	238	23	0	28	223	539				
16:30	12	16	0	218	21	0	29	204	500				
16:45	11	15	0	196	18	0	30	230	500				
TOTAL	57	58	0	872	79	0	114	872	2052				
17:00	6	18	0	233	26	0	26	212	521				
17:15	5	16	0	227	34	0	29	203	514				
17:30	14	18	0	242	20	1	21	219	535				
17:45	18	19	0	176	26	0	20	185	444				
TOTAL	43	71	0	878	106	1	96	819	2014				
18:00	14	7	0	185	27	0	19	186	438				
18:15	14	14	0	191	18	2	30	165	434				
18:30	11	6	0	182	35	0	25	159	418				
18:45	12	4	1	142	24	0	18	139	340				
TOTAL	51	31	1	700	104	2	92	649	1630				

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																	
1315 COUNTRY CLUB RD.																	
GULF BREEZE, FLA. 32563																	
ALL VEHICLES																	
INTERSECTION OF	US 98				&	El Rito Drive											
	COUNTED BY: GS					COUNT DATE: 1-Dec-11				FILE NAME: us98 & elrito.xls							
Time	El Rito Drive Southbound				US 98 Westbound				El Rito Drive Northbound				US 98 Eastbound				TOTAL
	Left	Thru	Right		U-turn	Left	Thru	Right	Left	Thru	Right		U-turn	Left	Thru	Right	
7:00	1	0	1		0	3	433	3	1	0	3		0	2	141	7	595
7:15	4	1	8		0	3	434	0	1	1	2		0	2	183	2	641
7:30	1	0	7		0	1	474	3	0	0	2		0	2	267	0	757
7:45	2	0	9		0	3	516	5	1	0	4		0	2	238	2	782
TOTAL	8	1	25		0	10	1857	11	3	1	11		0	8	829	11	2775
8:00	3	0	9		0	5	438	3	2	0	7		1	9	256	7	740
8:15	3	0	3		0	5	437	1	3	0	5		0	3	303	5	768
8:30	5	1	5		0	7	406	6	2	0	5		0	7	218	1	663
8:45	0	1	12		0	12	365	3	4	1	2		0	1	205	7	613
TOTAL	11	2	29		0	29	1646	13	11	1	19		1	20	982	20	2784
11:00	1	0	4		2	15	301	4	5	0	17		2	3	285	11	650
11:15	1	2	7		0	12	311	1	2	0	21		1	4	286	9	657
11:30	3	0	6		0	17	294	6	2	2	15		0	3	276	9	633
11:45	3	1	6		1	14	307	4	3	0	21		0	5	275	11	651
TOTAL	8	3	23		3	58	1213	15	12	2	74		3	15	1122	40	2591
12:00	0	0	3		0	14	341	5	0	0	21		2	4	328	14	732
12:15	7	1	8		0	14	316	3	5	0	20		0	9	330	7	720
12:30	1	1	6		0	10	311	5	5	0	16		0	2	298	13	668
12:45	2	0	5		0	19	325	6	3	0	22		0	5	309	17	713
TOTAL	10	2	22		0	57	1293	19	13	0	79		2	20	1265	51	2833
15:00	6	4	3		0	9	324	5	8	2	19		0	5	331	5	721
15:15	2	0	2		0	16	308	9	6	1	25		0	3	370	10	752
15:30	8	3	2		0	10	311	4	5	1	15		1	7	417	11	795
15:45	2	0	6		0	14	299	2	5	0	17		0	7	363	6	721
TOTAL	18	7	13		0	49	1242	20	24	4	76		1	22	1481	32	2989
16:00	4	0	5		0	11	334	3	2	1	20		0	4	358	12	754
16:15	2	0	5		0	15	288	9	5	0	15		0	7	465	8	819
16:30	3	1	4		0	12	344	4	6	2	18		0	7	464	10	875
16:45	3	0	11		0	12	341	5	5	2	11		2	6	482	5	885
TOTAL	12	1	25		0	50	1307	21	18	5	64		2	24	1769	35	3333
17:00	5	1	5		1	5	335	3	2	1	21		0	6	464	5	854
17:15	3	0	4		2	11	350	5	1	1	14		0	10	508	4	913
17:30	1	0	2		0	11	290	8	4	0	23		0	5	452	3	799
17:45	2	0	3		1	3	312	0	7	0	20		0	4	427	7	786
TOTAL	11	1	14		4	30	1287	16	14	2	78		0	25	1851	19	3352
18:00	4	0	3		1	10	281	3	3	0	9		0	8	383	7	712
18:15	2	0	3		0	6	270	3	3	0	13		0	3	343	5	651
18:30	2	1	4		0	6	222	3	2	0	13		0	4	311	3	571
18:45	2	0	1		1	10	189	0	4	1	12		0	9	260	6	495
TOTAL	10	1	11		2	32	962	9	12	1	47		0	24	1297	21	2429

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98				&	Harvard Drive								
	COUNTED BY: DB				COUNT DATE: 29-Nov-11				FILE NAME: us98 & harvard.xls					
Time	Harvard Drive Southbound			US 98 Westbound			Church driveway Northbound			US 98 Eastbound			TOTAL	
	Left	Thru		U-turn	Left		Left	Thru		U-turn	Left			
7:00	0	0		2	0		0	0		0	1		3	
7:15	0	0		0	0		0	0		0	4		4	
7:30	0	0		0	0		0	0		1	0		1	
7:45	0	0		2	0		0	0		3	4		9	
TOTAL	0	0		4	0		0	0		4	9		17	
8:00	0	0		0	0		0	0		0	5		5	
8:15	1	0		3	0		0	0		1	2		7	
8:30	2	0		4	0		0	0		4	2		12	
8:45	3	0		5	1		0	0		1	3		13	
TOTAL	6	0		12	1		0	0		6	12		37	
11:00	1	0		1	1		0	0		0	3		6	
11:15	0	0		3	1		0	0		2	4		10	
11:30	0	0		2	0		0	0		1	4		7	
11:45	1	0		2	0		0	0		4	3		10	
TOTAL	2	0		8	2		0	0		7	14		33	
12:00	1	0		5	1		0	0		5	3		15	
12:15	2	0		7	0		0	0		4	5		18	
12:30	1	0		3	0		0	0		3	5		12	
12:45	2	0		2	0		0	0		1	1		6	
TOTAL	6	0		17	1		0	0		13	14		51	
15:00	0	0		1	0		0	0		0	5		6	
15:15	1	0		6	0		0	0		3	1		11	
15:30	2	0		5	0		0	0		0	5		12	
15:45	1	0		9	0		0	0		11	5		26	
TOTAL	4	0		21	0		0	0		14	16		55	
16:00	1	0		4	1		0	0		4	9		19	
16:15	1	0		3	0		0	0		1	7		12	
16:30	1	0		4	0		0	0		3	10		18	
16:45	0	0		2	1		0	0		3	6		12	
TOTAL	3	0		13	2		0	0		11	32		61	
17:00	1	0		5	0		3	0		6	10		25	
17:15	0	0		1	0		0	0		4	7		12	
17:30	1	0		6	0		0	0		8	5		20	
17:45	1	0		6	0		0	0		4	7		18	
TOTAL	3	0		18	0		3	0		22	29		75	
18:00	0	0		2	0		0	0		6	4		12	
18:15	1	0		1	1		0	0		7	3		13	
18:30	0	0		2	2		1	0		13	3		21	
18:45	0	0		2	1		0	0		4	3		10	
TOTAL	1	0		7	4		1	0		30	13		56	

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563													
ALL VEHICLES													
INTERSECTION OF	US 98						&	Hickory Shores Road					
	COUNTED BY: BS			COUNT DATE:			6-Dec-11	FILE NAME: us98 & hickory.xls					
Time	Hickory Shores Rd Southbound			US 98 Westbound			US 98 Eastbound						TOTAL
	Left	Right	U-turn	Thru	Right	U-turn	Left	Thru	Right	U-turn	Left	Thru	
7:00	1	3	0	320	4	14	6	139					487
7:15	1	10	0	357	1	14	2	178					563
7:30	1	5	0	333	2	13	3	180					537
7:45	1	9	0	322	0	26	4	205					567
TOTAL	4	27	0	1332	7	67	15	702					2154
8:00	1	3	0	294	2	10	10	182					502
8:15	2	9	0	311	5	10	11	184					532
8:30	0	5	0	289	2	5	3	151					455
8:45	2	5	0	311	1	11	5	201					536
TOTAL	5	22	0	1205	10	36	29	718					2025
11:00	2	6	0	219	2	5	10	182					426
11:15	4	3	1	242	1	12	8	208					479
11:30	2	1	0	228	2	8	4	183					428
11:45	2	9	0	228	3	11	5	203					461
TOTAL	10	19	1	917	8	36	27	776					1794
12:00	0	8	0	227	1	8	6	232					482
12:15	4	6	0	236	4	5	2	228					485
12:30	2	4	0	264	2	7	2	207					488
12:45	3	7	0	246	4	7	3	261					531
TOTAL	9	25	0	973	11	27	13	928					1986
15:00	5	10	0	233	7	6	4	288					553
15:15	3	10	0	220	0	6	5	240					484
15:30	2	5	0	246	1	8	4	285					551
15:45	5	9	0	231	0	7	7	307					566
TOTAL	15	34	0	930	8	27	20	1120					2154
16:00	2	8	0	257	2	12	5	318					604
16:15	2	4	0	268	0	6	3	350					633
16:30	1	7	0	255	0	9	6	319					597
16:45	2	7	0	258	1	9	6	358					641
TOTAL	7	26	0	1038	3	36	20	1345					2475
17:00	0	5	0	271	0	9	4	351					640
17:15	2	9	0	251	0	5	4	305					576
17:30	2	2	0	242	4	10	2	319					581
17:45	1	5	0	217	3	5	1	312					544
TOTAL	5	21	0	981	7	29	11	1287					2341
18:00	1	6	0	195	2	8	7	306					525
18:15	0	5	0	187	3	6	5	251					457
18:30	0	0	0	183	2	3	4	239					431
18:45	1	2	0	166	1	4	3	211					388
TOTAL	2	13	0	731	8	21	19	1007					1801

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98			&	Kitty Hawk Drive									
	COUNTED BY:	GS		COUNT DATE:	6-Dec-11		FILE NAME:	us98 & kittyhawk.xls						
Time	US 98 Westbound			Kitty Hawk Drive Northbound			US 98 Eastbound			TOTAL				
	U-turn	Left	Thru	Left	Right		U-turn	Thru	Right					
7:00	0	8	342	19	7		0	152	6	534				
7:15	1	3	358	14	4		0	195	5	580				
7:30	1	0	349	9	3		0	183	7	552				
7:45	0	1	341	8	6		0	228	3	587				
TOTAL	2	12	1390	50	20		0	758	21	2253				
8:00	0	1	322	7	2		0	206	3	541				
8:15	1	1	322	5	3		1	182	0	515				
8:30	1	3	296	6	1		0	165	3	475				
8:45	0	3	328	4	2		1	176	2	516				
TOTAL	2	8	1268	22	8		2	729	8	2047				
11:00	1	0	226	1	1		2	189	2	422				
11:15	1	0	254	3	3		1	225	0	487				
11:30	1	0	225	2	5		1	202	4	440				
11:45	1	0	222	4	1		2	219	3	452				
TOTAL	4	0	927	10	10		6	835	9	1801				
12:00	2	1	240	4	0		0	246	4	497				
12:15	0	1	262	2	0		2	248	4	519				
12:30	0	0	281	2	2		0	225	6	516				
12:45	0	2	246	3	1		1	261	2	516				
TOTAL	2	4	1029	11	3		3	980	16	2048				
15:00	0	1	245	0	1		1	310	4	562				
15:15	0	2	223	6	3		2	250	5	491				
15:30	0	0	250	2	1		0	272	10	535				
15:45	0	2	232	5	4		2	320	7	572				
TOTAL	0	5	950	13	9		5	1152	26	2160				
16:00	0	4	280	7	8		6	331	10	646				
16:15	0	5	282	3	5		0	361	10	666				
16:30	0	3	283	4	0		0	331	3	624				
16:45	1	6	271	1	1		2	374	3	659				
TOTAL	1	18	1116	15	14		8	1397	26	2595				
17:00	0	3	284	5	1		0	388	6	687				
17:15	1	2	265	9	4		1	311	17	610				
17:30	0	3	274	3	3		0	339	11	633				
17:45	1	2	221	1	1		0	339	7	572				
TOTAL	2	10	1044	18	9		1	1377	41	2502				
18:00	0	0	208	3	1		0	322	8	542				
18:15	0	3	197	7	3		1	263	7	481				
18:30	0	5	187	3	1		0	246	4	446				
18:45	0	1	168	0	2		1	209	2	383				
TOTAL	0	9	760	13	7		2	1040	21	1852				

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																
1315 COUNTRY CLUB RD.																
GULF BREEZE, FLA. 32563																
ALL VEHICLES																
INTERSECTION OF	US 98					&	Nantahala Beach Road									
	COUNTED BY:	DB	COUNT DATE:	6-Dec-11	FILE NAME:	us98 & nantahala.xls										
Time	US 98 Westbound			Nantahala Beach Road Northbound			US 98 Eastbound			TOTAL						
	U-turn	Left	Thru	Left	Right	RTOR	U-turn	Thru	Right		RTOR					
7:00	0	11	318	25	1	5	1	132	18	5	516					
7:15	0	18	337	35	3	4	2	158	26	5	588					
7:30	1	21	324	25	2	4	0	168	24	8	577					
7:45	1	26	341	28	3	5	0	184	32	11	631					
TOTAL	2	76	1320	113	9	18	3	642	100	29	2312					
8:00	1	19	290	31	4	7	1	178	24	3	558					
8:15	3	24	330	33	5	3	0	159	22	6	585					
8:30	1	18	275	31	2	3	3	164	17	2	516					
8:45	0	17	291	25	3	3	2	182	17	4	544					
TOTAL	5	78	1186	120	14	16	6	683	80	15	2203					
11:00	1	17	213	26	1	6	0	161	15	1	441					
11:15	0	12	222	22	0	3	1	198	25	4	487					
11:30	0	10	190	21	1	10	1	177	23	4	437					
11:45	1	16	213	23	1	8	0	194	23	6	485					
TOTAL	2	55	838	92	3	27	2	730	86	15	1850					
12:00	0	11	222	35	3	9	3	204	27	7	521					
12:15	0	11	275	24	2	16	0	237	23	2	590					
12:30	0	11	242	25	2	4	1	209	38	2	534					
12:45	1	14	218	26	4	3	1	241	32	0	540					
TOTAL	1	47	957	110	11	32	5	891	120	11	2185					
15:00	0	11	195	34	3	4	2	266	23	6	544					
15:15	0	9	199	13	0	3	1	247	13	0	485					
15:30	0	12	259	12	1	9	1	243	21	0	558					
15:45	1	7	218	15	0	3	1	282	26	3	556					
TOTAL	1	39	871	74	4	19	5	1038	83	9	2143					
16:00	1	15	236	45	5	7	3	288	41	2	643					
16:15	0	17	285	17	1	4	2	346	28	5	705					
16:30	0	17	251	26	5	4	1	280	42	7	633					
16:45	1	14	260	34	2	9	0	324	27	2	673					
TOTAL	2	63	1032	122	13	24	6	1238	138	16	2654					
17:00	0	10	259	42	7	15	3	339	34	1	710					
17:15	0	11	253	37	1	3	0	270	30	3	608					
17:30	0	13	277	18	2	6	0	286	32	0	634					
17:45	0	5	218	23	3	7	2	281	29	2	570					
TOTAL	0	39	1007	120	13	31	5	1176	125	6	2522					
18:00	0	6	207	15	0	5	0	319	27	6	585					
18:15	0	14	182	11	1	3	1	243	26	4	485					
18:30	1	10	192	12	2	1	1	258	24	0	501					
18:45	0	9	134	11	0	1	0	197	28	1	381					
TOTAL	1	39	715	49	3	10	2	1017	105	11	1952					

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																	
1315 COUNTRY CLUB RD.																	
GULF BREEZE, FLA. 32563																	
ALL VEHICLES																	
INTERSECTION OF	US 98				&	New Hope Road											
	COUNTED BY:	DS	COUNT DATE:	6-Dec-11	FILE NAME:	us98 & newhope.xls											
Time	New Hope Road Southbound				US 98 Westbound				New Hope Road Northbound				US 98 Eastbound				TOTAL
	Left	Thru	Right	U-turn	Left	Thru	Right	Left	Thru	Right	U-turn	Left	Thru	Right			
7:00	4	0	6	3	3	335	2	0	0	0	0	1	150	0	504		
7:15	1	0	2	2	3	364	0	3	0	2	0	0	198	2	577		
7:30	3	0	9	1	2	320	0	4	0	6	0	3	177	6	531		
7:45	0	0	3	1	5	340	0	5	0	0	0	0	219	3	576		
TOTAL	8	0	20	7	13	1359	2	12	0	8	0	4	744	11	2188		
8:00	0	0	5	1	9	307	0	1	0	2	0	1	210	2	538		
8:15	1	0	4	3	38	307	0	4	0	3	0	1	180	6	547		
8:30	0	0	3	1	30	265	0	23	0	36	0	1	141	5	505		
8:45	1	0	4	0	6	317	0	5	0	10	0	4	188	4	539		
TOTAL	2	0	16	5	83	1196	0	33	0	51	0	7	719	17	2129		
11:00	0	0	2	1	0	235	1	0	0	2	0	4	176	5	426		
11:15	0	0	6	0	1	236	2	1	0	2	1	2	224	1	476		
11:30	1	0	1	1	0	210	0	1	0	1	0	2	202	2	421		
11:45	1	0	2	2	2	212	0	2	0	3	0	0	212	2	438		
TOTAL	2	0	11	4	3	893	3	4	0	8	1	8	814	10	1761		
12:00	0	0	0	2	6	220	1	1	0	1	0	0	235	8	474		
12:15	0	0	2	5	32	267	1	8	0	12	0	4	244	9	584		
12:30	0	0	1	0	24	238	0	6	1	41	0	1	209	6	527		
12:45	2	0	3	1	2	226	3	4	0	7	0	2	245	17	512		
TOTAL	2	0	6	8	64	951	5	19	1	61	0	7	933	40	2097		
15:00	0	0	3	3	2	220	0	2	0	1	0	2	294	4	531		
15:15	4	0	2	0	2	211	0	3	0	4	0	6	247	3	482		
15:30	1	0	0	2	3	253	6	2	0	4	0	7	258	6	542		
15:45	0	0	6	2	0	211	0	1	0	4	0	7	301	1	533		
TOTAL	5	0	11	7	7	895	6	8	0	13	0	22	1100	14	2088		
16:00	1	0	1	4	2	266	5	4	0	4	0	2	335	1	625		
16:15	0	0	6	2	3	279	0	2	0	2	0	8	345	2	649		
16:30	1	0	2	2	3	277	0	2	0	3	0	2	319	1	612		
16:45	3	0	2	0	10	254	0	1	0	2	0	9	355	7	643		
TOTAL	5	0	11	8	18	1076	5	9	0	11	0	21	1354	11	2529		
17:00	0	0	2	2	13	286	2	2	0	1	0	2	371	5	686		
17:15	0	0	4	0	15	255	0	1	1	2	0	5	300	7	590		
17:30	0	1	3	1	33	250	2	1	0	1	0	7	303	17	619		
17:45	4	0	2	0	26	197	1	2	0	2	0	3	306	15	558		
TOTAL	4	1	11	3	87	988	5	6	1	6	0	17	1280	44	2453		
18:00	1	0	1	0	8	200	4	3	0	6	0	5	311	3	542		
18:15	0	0	2	0	0	185	5	20	0	18	0	4	257	7	498		
18:30	0	0	0	0	0	185	0	19	1	44	0	4	224	2	479		
18:45	0	0	1	0	2	139	0	16	0	15	0	3	209	4	389		
TOTAL	1	0	4	0	10	709	9	58	1	83	0	16	1001	16	1908		

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98				&	Ramblewood Drive								
	COUNTED BY: GS					COUNT DATE: 29-Nov-11				FILE NAME: us98 & ramblewood.xls				
Time	Church driveway Southbound			US 98 Westbound				Ramblewood Drive Northbound			US 98 Eastbound			TOTAL
	Left	Thru		U-turn	Left			Left	Thru		U-turn	Left		
7:00	0	0		0	2			2	0		1	0		5
7:15	0	0		0	4			8	0		1	0		13
7:30	0	0		0	4			3	0		2	0		9
7:45	0	0		0	3			7	0		2	0		12
TOTAL	0	0		0	13			20	0		6	0		39
8:00	0	0		0	4			5	0		0	0		9
8:15	0	0		0	3			4	0		2	0		9
8:30	0	0		0	2			2	0		2	0		6
8:45	0	0		0	0			9	0		6	0		15
TOTAL	0	0		0	9			20	0		10	0		39
11:00	3	0		0	4			4	0		3	0		14
11:15	1	0		0	4			1	0		4	0		10
11:30	0	0		0	3			7	0		0	0		10
11:45	0	0		0	8			2	0		1	0		11
TOTAL	4	0		0	19			14	0		8	0		45
12:00	1	0		0	4			4	0		1	0		10
12:15	0	0		1	4			3	0		3	0		11
12:30	0	0		0	4			5	0		0	0		9
12:45	0	0		0	3			3	0		9	0		15
TOTAL	1	0		1	15			15	0		13	0		45
15:00	0	0		0	3			1	0		1	0		5
15:15	0	0		0	4			6	0		0	0		10
15:30	0	0		0	1			2	0		3	0		6
15:45	0	0		0	4			3	0		2	0		9
TOTAL	0	0		0	12			12	0		6	0		30
16:00	0	0		0	5			4	0		1	0		10
16:15	0	0		0	2			3	0		0	0		5
16:30	0	1		0	8			7	0		2	0		18
16:45	0	0		0	5			5	0		3	0		13
TOTAL	0	1		0	20			19	0		6	0		46
17:00	0	0		0	6			5	0		3	0		14
17:15	0	0		0	10			6	0		1	0		17
17:30	0	0		0	3			3	0		3	0		9
17:45	1	0		0	3			3	0		3	0		10
TOTAL	1	0		0	22			17	0		10	0		50
18:00	0	0		0	3			3	0		2	0		8
18:15	1	0		0	2			4	0		0	0		7
18:30	1	0		1	2			2	0		0	0		6
18:45	0	0		0	2			1	0		1	0		4
TOTAL	2	0		1	9			10	0		3	0		25

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98				&	Rancho Villa Drive								
	COUNTED BY: CS					COUNT DATE: 29-Nov-11				FILE NAME: us98 & ranchovilla.xls				
Time	Rancho Villa Drive Southbound			US 98 Westbound				Daniels Service Ctr driveway Northbound			US 98 Eastbound			TOTAL
	Left	Thru		U-turn	Left			Left	Thru		U-turn	Left		
7:00	1	0		0	0			0	0		0	5		6
7:15	1	0		0	1			0	0		0	0		2
7:30	4	0		0	0			0	0		0	4		8
7:45	6	0		1	0			0	0		5	3		15
TOTAL	12	0		1	1			0	0		5	12		31
8:00	7	0		0	0			0	0		0	8		15
8:15	6	0		0	1			0	0		9	0		16
8:30	6	0		0	0			1	0		4	3		14
8:45	4	0		0	0			0	0		0	2		6
TOTAL	23	0		0	1			1	0		13	13		51
11:00	5	0		0	1			2	0		0	3		11
11:15	10	0		1	0			0	0		0	5		16
11:30	2	0		0	0			0	0		1	4		7
11:45	7	0		0	0			1	0		0	4		12
TOTAL	24	0		1	1			3	0		1	16		46
12:00	8	0		1	1			0	0		2	6		18
12:15	1	0		1	0			1	0		1	8		12
12:30	7	0		0	0			0	0		1	3		11
12:45	8	0		0	0			0	0		2	3		13
TOTAL	24	0		2	1			1	0		6	20		54
15:00	3	0		2	0			0	0		1	6		12
15:15	5	0		1	1			0	0		1	5		13
15:30	6	0		1	0			0	0		0	5		12
15:45	6	0		2	0			1	0		0	5		14
TOTAL	20	0		6	1			1	0		2	21		51
16:00	2	0		2	0			0	0		2	8		14
16:15	5	0		0	1			0	0		3	6		15
16:30	8	0		1	0			0	0		1	8		18
16:45	10	0		0	0			0	0		2	6		18
TOTAL	25	0		3	1			0	0		8	28		65
17:00	15	0		3	0			2	0		4	4		28
17:15	4	0		3	0			0	0		2	10		19
17:30	5	0		1	0			0	0		2	6		14
17:45	3	0		2	0			0	0		0	5		10
TOTAL	27	0		9	0			2	0		8	25		71
18:00	7	0		2	0			0	0		0	6		15
18:15	4	0		2	0			0	0		1	5		12
18:30	0	0		3	0			0	0		0	3		6
18:45	6	0		7	0			0	0		0	3		16
TOTAL	17	0		14	0			0	0		1	17		49

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC.																	
1315 COUNTRY CLUB RD.																	
GULF BREEZE, FLA. 32563																	
ALL VEHICLES																	
INTERSECTION OF	US 98				&	Soundside Drive											
	COUNTED BY: TF					COUNT DATE: 1-Dec-11				FILE NAME: us98 & soundside.xls							
Time	Car wash driveway			US 98				Soundside Drive			US 98				TOTAL		
	Southbound			Westbound				Northbound			Eastbound						
	Left	Thru	Right	U-turn	Left	Thru	Right	Left	Thru	Right	U-turn	Left	Thru	Right			
7:00	0	0	0	1	3	365	0	15	0	2	0	0	164	6	556		
7:15	0	0	0	0	4	380	0	10	0	1	0	0	191	2	588		
7:30	0	0	0	1	5	370	0	16	0	4	0	0	206	11	613		
7:45	0	0	0	2	15	349	0	28	0	7	0	0	219	23	643		
TOTAL	0	0	0	4	27	1464	0	69	0	14	0	0	780	42	2400		
8:00	0	0	0	2	4	323	0	33	0	8	0	0	201	14	585		
8:15	0	0	0	3	7	330	0	8	0	4	0	0	226	16	594		
8:30	0	0	0	4	8	359	0	21	0	5	0	0	186	13	596		
8:45	0	0	0	5	19	310	0	14	0	3	0	0	196	19	566		
TOTAL	0	0	0	14	38	1322	0	76	0	20	0	0	809	62	2341		
11:00	0	0	0	4	0	281	0	12	0	2	0	0	213	17	529		
11:15	0	0	0	2	7	257	0	17	0	6	0	0	206	13	508		
11:30	0	0	0	5	4	273	0	11	0	8	0	0	225	13	539		
11:45	0	0	0	4	4	256	0	24	0	8	0	0	228	16	540		
TOTAL	0	0	0	15	15	1067	0	64	0	24	0	0	872	59	2116		
12:00	0	0	0	2	2	276	0	17	0	12	0	0	240	8	557		
12:15	0	0	0	4	4	250	0	17	0	1	0	0	261	13	550		
12:30	0	0	0	3	8	266	0	12	0	5	0	0	262	16	572		
12:45	0	0	1	2	12	251	0	35	0	21	0	0	270	22	614		
TOTAL	0	0	1	11	26	1043	0	81	0	39	0	0	1033	59	2293		
15:00	0	0	0	3	9	254	0	14	0	9	0	0	329	16	634		
15:15	1	0	0	1	3	249	0	10	0	8	1	0	288	13	574		
15:30	0	0	0	2	3	287	0	11	0	5	0	0	354	19	681		
15:45	1	0	0	1	2	258	0	14	0	1	0	0	343	11	631		
TOTAL	2	0	0	7	17	1048	0	49	0	23	1	0	1314	59	2520		
16:00	0	0	0	3	4	271	0	8	0	2	0	0	355	25	668		
16:15	0	0	0	0	3	293	0	12	0	2	0	0	335	11	656		
16:30	0	0	0	2	12	265	0	13	0	3	0	0	393	16	704		
16:45	0	0	0	2	5	255	0	9	0	8	0	0	387	23	689		
TOTAL	0	0	0	7	24	1084	0	42	0	15	0	0	1470	75	2717		
17:00	1	0	0	2	7	301	0	11	0	2	0	0	353	20	697		
17:15	0	0	0	3	7	244	0	14	0	5	0	0	338	32	643		
17:30	0	0	0	0	3	249	0	12	1	5	0	0	390	19	679		
17:45	0	0	0	0	4	230	0	2	0	2	0	0	359	18	615		
TOTAL	1	0	0	5	21	1024	0	39	1	14	0	0	1440	89	2634		
18:00	0	0	0	2	7	240	0	10	0	0	0	0	334	20	613		
18:15	0	0	0	0	10	228	0	10	0	3	0	0	272	27	550		
18:30	0	0	0	0	5	175	0	10	0	0	0	0	270	15	475		
18:45	0	0	0	0	1	147	0	2	0	3	0	0	224	17	394		
TOTAL	0	0	0	2	23	790	0	32	0	6	0	0	1100	79	2032		

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98				&	Subway driveway (e. of Waterworx)								
	COUNTED BY: KB					COUNT DATE: 29-Nov-11				FILE NAME: us98 & subway.xls				
Time	Breeze Plaza driveway Southbound			US 98 Westbound			Subway driveway Northbound			US 98 Eastbound			TOTAL	
	Left	Thru		U-turn	Left		Left	Thru		U-turn	Left			
7:00	0	0		0	0		0	0		0	1		1	
7:15	0	0		0	0		0	0		0	1		1	
7:30	0	0		0	1		1	0		0	1		3	
7:45	0	0		0	0		2	0		0	0		2	
TOTAL	0	0		0	1		3	0		0	3		7	
8:00	0	0		0	1		2	0		0	1		4	
8:15	1	0		0	2		0	0		0	0		3	
8:30	0	0		1	1		1	0		0	1		4	
8:45	0	0		0	0		0	0		0	2		2	
TOTAL	1	0		1	4		3	0		0	4		13	
11:00	0	0		0	1		0	0		1	1		3	
11:15	2	0		0	1		0	0		0	2		5	
11:30	0	0		0	1		0	0		0	3		4	
11:45	1	0		0	0		1	0		0	2		4	
TOTAL	3	0		0	3		1	0		1	8		16	
12:00	0	0		0	2		4	0		0	1		7	
12:15	0	0		0	0		2	0		0	1		3	
12:30	0	0		0	1		1	0		0	3		5	
12:45	0	0		0	5		1	0		1	1		8	
TOTAL	0	0		0	8		8	0		1	6		23	
15:00	0	0		0	3		1	0		0	4		8	
15:15	1	0		1	0		1	0		0	2		5	
15:30	0	0		0	2		1	0		0	2		5	
15:45	0	0		1	1		0	0		0	3		5	
TOTAL	1	0		2	6		3	0		0	11		23	
16:00	0	0		0	0		1	0		0	4		5	
16:15	1	0		0	0		2	0		0	0		3	
16:30	0	0		0	0		0	0		1	1		2	
16:45	0	0		0	1		0	0		0	4		5	
TOTAL	1	0		0	1		3	0		1	9		15	
17:00	0	0		0	1		0	0		0	1		2	
17:15	0	0		0	0		1	0		2	0		3	
17:30	0	0		0	1		0	0		1	0		2	
17:45	0	1		0	0		0	0		0	3		4	
TOTAL	0	1		0	2		1	0		3	4		11	
18:00	0	0		0	1		0	0		2	2		5	
18:15	0	1		0	0		1	0		0	1		3	
18:30	0	0		0	2		0	1		0	0		3	
18:45	0	1		0	0		0	0		0	0		1	
TOTAL	0	2		0	3		1	1		2	3		12	

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98				&	Waterworx car wash driveway (e. of Rancho Villa)								
	COUNTED BY: KB					COUNT DATE: 29-Nov-11				FILE NAME: us98 & waterworx.xls				
Time	Driveway Southbound			US 98 Westbound				Waterworx car wash driveway Northbound			US 98 Eastbound			TOTAL
	Left	Thru		U-turn	Left			Left	Thru		U-turn	Left		
7:00	0	0		0	0			0	0		0	0		0
7:15	0	0		0	0			0	0		0	0		0
7:30	0	0		2	0			1	0		0	1		4
7:45	0	0		3	1			0	0		1	0		5
TOTAL	0	0		5	1			1	0		1	1		9
8:00	0	0		0	1			0	0		1	0		2
8:15	1	0		0	3			0	0		0	0		4
8:30	0	0		1	3			2	0		0	0		6
8:45	0	0		0	1			0	0		0	0		1
TOTAL	1	0		1	8			2	0		1	0		13
11:00	0	0		2	1			1	0		1	0		5
11:15	1	0		0	2			1	0		1	0		5
11:30	0	0		2	1			0	0		0	0		3
11:45	0	0		0	1			1	0		0	0		2
TOTAL	1	0		4	5			3	0		2	0		15
12:00	0	0		2	2			0	0		1	1		6
12:15	0	0		3	5			0	0		0	0		8
12:30	0	0		0	5			3	0		0	0		8
12:45	0	0		0	2			3	0		0	0		5
TOTAL	0	0		5	14			6	0		1	1		27
15:00	1	0		1	0			2	0		2	1		7
15:15	1	0		1	3			1	0		1	0		7
15:30	0	0		3	1			0	0		0	0		4
15:45	0	0		0	2			0	0		0	0		2
TOTAL	2	0		5	6			3	0		3	1		20
16:00	0	0		0	5			2	0		0	0		7
16:15	0	0		2	3			0	0		0	0		5
16:30	0	0		1	1			5	0		1	0		8
16:45	0	0		1	2			3	0		3	0		9
TOTAL	0	0		4	11			10	0		4	0		29
17:00	0	0		2	1			2	0		1	0		6
17:15	0	0		2	2			1	0		1	0		6
17:30	0	1		0	0			1	0		3	0		5
17:45	0	0		0	3			3	0		0	1		7
TOTAL	0	1		4	6			7	0		5	1		24
18:00	0	0		1	1			1	0		6	2		11
18:15	0	0		0	6			0	0		1	0		7
18:30	0	0		1	1			0	0		0	0		2
18:45	0	0		1	3			4	0		4	0		12
TOTAL	0	0		3	11			5	0		11	2		32

US 98 Corridor Management Plan Update

HSA CONSULTING GROUP, INC. 1315 COUNTRY CLUB RD. GULF BREEZE, FLA. 32563														
ALL VEHICLES														
INTERSECTION OF	US 98					&	Wendy's driveway							
	COUNTED BY: DB			COUNT DATE:		29-Nov-11	FILE NAME: us98 & wendys.xls							
Time	Pointe Plaza driveway Southbound			US 98 Westbound			Wendy's driveway Northbound			US 98 Eastbound			TOTAL	
	Left	Thru		U-turn	Left		Left	Thru		U-turn	Left			
7:00	0	0		1	0		2	0		7	1		11	
7:15	0	0		1	2		1	0		4	1		9	
7:30	0	0		2	0		0	0		0	5		7	
7:45	0	0		5	4		0	1		3	7		20	
TOTAL	0	0		9	6		3	1		14	14		47	
8:00	0	0		1	0		2	0		6	1		10	
8:15	0	0		0	2		6	1		1	1		11	
8:30	0	0		1	2		1	0		5	2		11	
8:45	0	0		3	1		3	0		5	3		15	
TOTAL	0	0		5	5		12	1		17	7		47	
11:00	0	1		2	6		3	0		4	2		18	
11:15	1	0		2	6		5	0		0	4		18	
11:30	0	0		3	11		6	0		3	1		24	
11:45	0	0		2	11		5	0		2	1		21	
TOTAL	1	1		9	34		19	0		9	8		81	
12:00	0	0		1	10		10	0		2	2		25	
12:15	1	0		3	7		14	0		2	5		32	
12:30	0	0		6	8		8	0		2	1		25	
12:45	0	0		2	9		6	0		3	0		20	
TOTAL	1	0		12	34		38	0		9	8		102	
15:00	1	0		2	3		2	0		1	3		12	
15:15	1	0		1	6		5	0		2	4		19	
15:30	0	0		1	6		3	0		2	4		16	
15:45	1	0		2	2		5	0		5	2		17	
TOTAL	3	0		6	17		15	0		10	13		64	
16:00	1	0		4	4		2	0		1	2		14	
16:15	0	0		6	6		4	0		2	1		19	
16:30	0	0		5	3		1	0		2	2		13	
16:45	1	0		1	3		1	0		1	2		9	
TOTAL	2	0		16	16		8	0		6	7		55	
17:00	0	0		2	6		2	0		1	0		11	
17:15	0	0		2	1		3	0		2	2		10	
17:30	0	0		4	14		2	0		1	1		22	
17:45	0	0		4	5		2	0		1	1		13	
TOTAL	0	0		12	26		9	0		5	4		56	
18:00	0	0		1	6		6	0		0	2		15	
18:15	0	0		1	7		3	1		2	1		15	
18:30	0	0		2	3		5	0		1	1		12	
18:45	1	0		1	4		4	0		4	0		14	
TOTAL	1	0		5	20		18	1		7	4		56	

US 98 Corridor Management Plan Update

HSA Consulting Group, Inc.  
 1315 Country Club Road  
 Gulf Breeze, Florida 32563

Location: US 98 westbound right turns at Grenada St  
 Start Date: 8-Dec-11 Start Time: 0:00

Time	Westbound right turns				Hour Tot.
	1st	2nd	3rd	4th	
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	1	0	1
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	1	1	1	0	3
12:00	2	0	0	1	3
13:00	0	0	0	1	1
14:00	2	1	0	0	3
15:00	0	1	0	0	1
16:00	0	0	0	0	0
17:00	0	0	1	1	2
18:00	1	0	0	0	1
19:00	0	1	0	0	1
20:00	0	1	0	1	2
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
<b>Total</b>					<b>18</b>

US 98 Corridor Management Plan Update

HSA Consulting Group, Inc.  
 1315 Country Club Road  
 Gulf Breeze, Florida 32563

Location: US 98 westbound right turns at Janet St  
 Start Date: 8-Dec-11 Start Time: 0:00

Time	Westbound right turns				Hour Tot.
	1st	2nd	3rd	4th	
0:00	0	0	0	1	1
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	0	1	0	1
4:00	0	0	0	1	1
5:00	1	1	0	0	2
6:00	1	2	1	0	4
7:00	1	2	2	1	6
8:00	0	2	5	1	8
9:00	2	2	2	1	7
10:00	3	1	1	1	6
11:00	0	2	2	3	7
12:00	4	1	2	1	8
13:00	0	1	2	4	7
14:00	3	2	3	4	12
15:00	2	3	5	3	13
16:00	6	4	4	2	16
17:00	4	1	2	4	11
18:00	2	4	2	3	11
19:00	5	2	4	3	14
20:00	4	1	2	5	12
21:00	2	4	0	0	6
22:00	3	2	0	0	5
23:00	0	0	1	0	1
<b>Total</b>					<b>160</b>

US 98 Corridor Management Plan Update

HSA Consulting Group, Inc.  
 1315 Country Club Road  
 Gulf Breeze, Florida 32563

Location: US 98 westbound right turns at Jeannie St  
 Start Date: 8-Dec-11 Start Time: 0:00

Time	Westbound right turns				Hour Tot.
	1st	2nd	3rd	4th	
0:00	1	1	0	0	2
1:00	0	0	1	0	1
2:00	0	1	0	0	1
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	1	0	0	1	2
6:00	1	1	0	0	2
7:00	0	0	0	5	5
8:00	2	7	1	1	11
9:00	1	0	1	1	3
10:00	2	1	2	0	5
11:00	0	2	1	2	5
12:00	1	3	1	0	5
13:00	1	3	0	2	6
14:00	4	4	2	3	13
15:00	0	3	1	2	6
16:00	4	4	1	2	11
17:00	2	3	3	1	9
18:00	2	1	1	4	8
19:00	2	1	1	0	4
20:00	0	1	4	1	6
21:00	1	1	0	0	2
22:00	1	0	1	0	2
23:00	1	1	0	0	2
<b>Total</b>					<b>111</b>

US 98 Corridor Management Plan Update

HSA Consulting Group, Inc.  
 1315 Country Club Road  
 Gulf Breeze, Florida 32563

Location: US 98 westbound right turns at Palo Alto St  
 Start Date: 8-Dec-11 Start Time: 0:00

Time	Westbound right turns				Hour Tot.
	1st	2nd	3rd	4th	
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	1	0	0	0	1
7:00	0	1	0	0	1
8:00	0	0	0	0	0
9:00	0	0	0	1	1
10:00	0	1	0	0	1
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	2	0	1	0	3
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	1	1
18:00	0	0	1	0	1
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	1	0	0	1
23:00	0	0	0	1	1
<b>Total</b>					<b>11</b>