



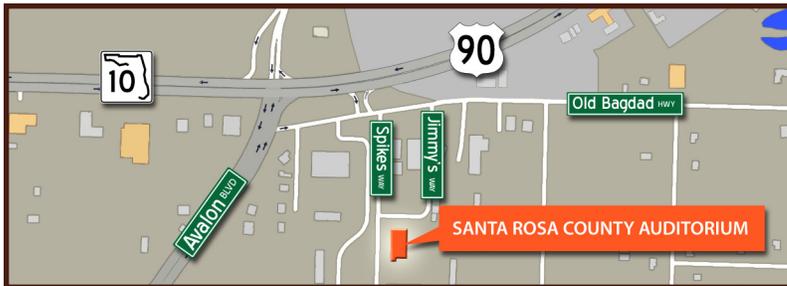
U.S. 90 (State Road 10)

Project Development & Environment (PD&E) Study

From Scenic Highway to the Santa Rosa County Line
and from the Escambia County Line to Glover Lane

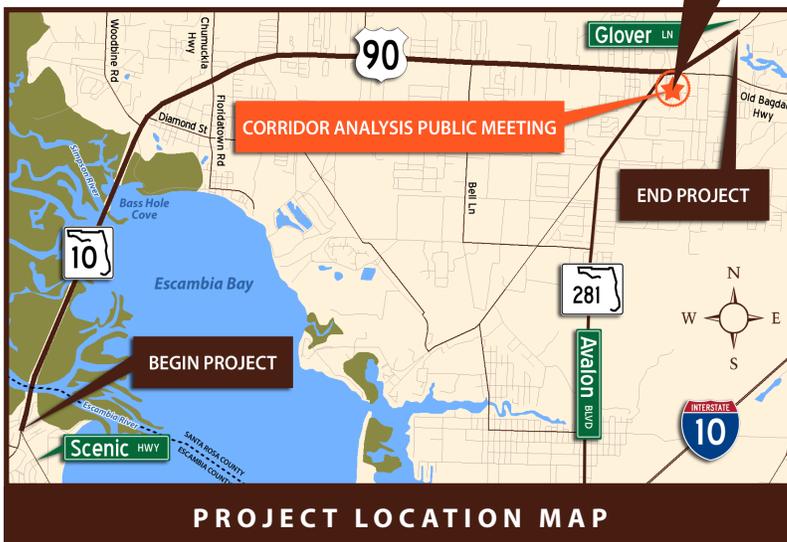
Escambia and Santa Rosa Counties | FPID Nos.: 220436-2-22-01 & 220436-3-22-01

DECEMBER 2016



Corridor Analysis Public Meeting Scheduled

This meeting is being held to present the initial engineering and environmental analysis to date and give the public an opportunity to provide comments concerning proposed improvements. Currently, the Florida Department of Transportation proposes to widen the roadway from a four to six-lane divided roadway with drainage improvements. Other improvements include access management, intersection improvements, and stormwater treatment ponds. There will be no formal presentation; however, maps, drawings and other study information will be on display. FDOT representatives will be available to answer questions.



Meeting Information

- Date:** Tuesday, December 6, 2016
- Time:** 5:30 p.m. - 6:30 p.m. CST
- Location:** Santa Rosa County Auditorium
4530 Spikes Way
Milton, FL 32583

Project Overview

FDOT is conducting a PD&E study to analyze the existing characteristics, evaluate community needs and impacts, and develop proposed conceptual improvements for the widening of U.S. 90 for capacity and intersection improvements. The intent of the study is to find solutions to improve capacity and the movement of people and goods, and enhance bicycle/pedestrian safety and access.

U.S. 90 is a regionally-significant highway which serves as a connecting link between the City of Pensacola, the community of Pace, and the City of Milton. U.S. 90 is also an evacuation route for hurricanes and other emergencies.

The purpose of this proposed project is to provide additional roadway capacity to reduce congestion for U.S. 90 due to projected future growth within and beyond the project corridor. Increasing roadway capacity will also provide enhanced emergency response times and facilitate emergency evacuation.

On January 28, 2016 a kick off meeting was held to introduce the study and receive public input. The feedback received, along with other data collection, revealed the need for widening of the U.S. 90 corridor and improving major intersections within the study area.

Proposed Improvements

Proposed improvements include widening or reconstructing the existing roadway and bridges to six lanes with improvements at major intersections and construction of stormwater management facilities (off-site ponds, etc.). The proposed Build Alternative also includes some proposed changes in median openings (access management) which will be on display at the public meeting. Proposed typical sections are described below by segment. Additional right-of-way will be required for the roadway improvements and stormwater management facilities. A "No-Build" Alternative is also being evaluated. The project is currently not funded for design, right-of-way, nor construction in FDOT's Five-Year Work Program.

Proposed Typical Sections By Design/Construction Segment

The proposed project limits have been subdivided into five design/construction segments to allow the future project to be constructed in phases as funding becomes available. These segments are shown on the map on this page. The proposed roadway and bridge "typical sections" that go with these segments are described below and are illustrated to the right. All typical sections (including the bridges) include minimum 7-foot wide buffered bike lanes consistent with FDOT's current policy of providing these within areas classified as urban. In addition, sidewalks are included on all proposed typical sections east of Woodbine Road and within the Escambia County section near Scenic Highway.

Segment 1

Extends from Scenic Highway in Escambia County to east of the Escambia River Bridge in Santa Rosa County, a distance of approximately 0.813 miles. Proposed roadway **Typical Section A** applies to this segment and the proposed bridge typical section is shown in **Typical Section B**. For this particular pair of bridges, the only widening required will be on the inside of the existing westbound bridge, to achieve the resulting twin 3-lane bridges.

Segment 2

Extends from east of the Escambia River Bridge to east of White River, a distance of approximately 1.788 miles. Roadway **Typical**



Section D applies to this segment, where the existing right-of-way is wider and the operating speeds are higher. The proposed bridges over Saultsman Cove and White River would look similar to **Typical Section C**.

Segment 3

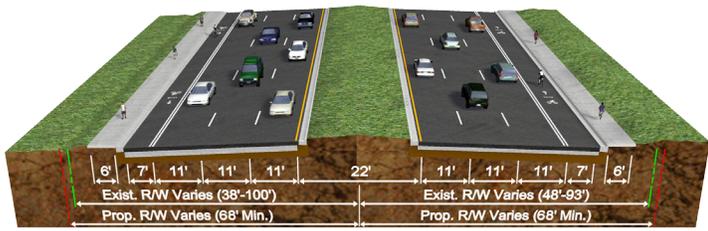
Extends from east of White River to east of 3rd Avenue in Pace, a distance of approximately 1.636 miles. West of Woodbine Road, **Typical Section D** would apply, while **Typical Section E** would apply east of Woodbine Road. The proposed bridges over Simpson River and Bass Hole Cove would look similar to **Typical Section C**.

Segment 4

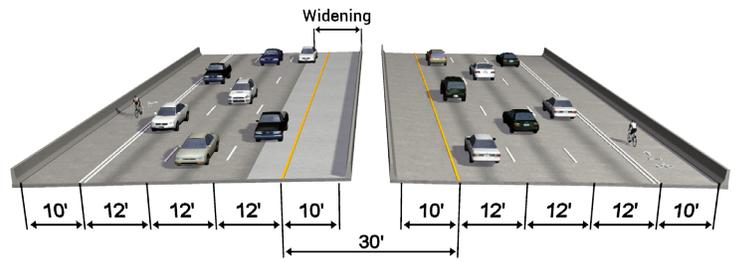
Extends from east of 3rd Avenue to east of Bell Lane (County Road 197A), a distance of approximately 3.763 miles. **Typical Section A** would apply west of West Spencer Road, where the existing right-of-way is very narrow and the existing roadway is a 5-lane section with a flush median. **Typical Section E** would apply east of West Spencer Road, where the existing right-of-way is wider and the development is sparser. This segment also includes a proposed pedestrian overpass at S.S. Dixon Elementary School which would replace the existing pedestrian underpass.

Segment 5

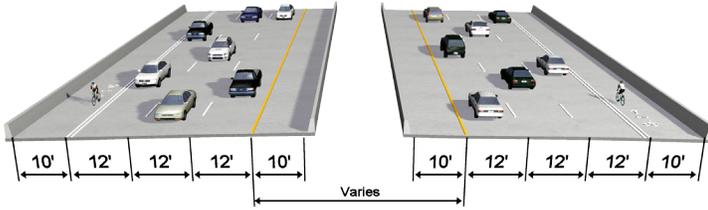
Extends from east of Bell Lane (CR 197A) to Glover Lane, a distance of approximately 3.231 miles. **Typical Section E** also applies to this segment. The proposed roadway would be narrowed adjacent to Strickland Cemetery to avoid impacts to the cemetery. The existing 55 mph speed limit between Bell Lane and Avalon Boulevard is proposed to be reduced to 45 mph. In addition to a wider roadway, the proposed bridges at Pond Creek are shown in **Typical Section F**.



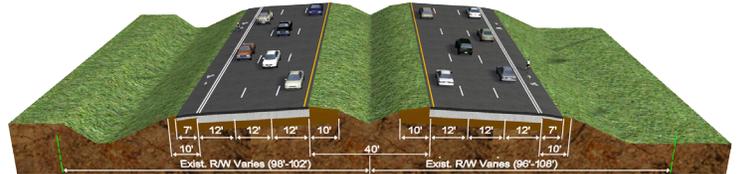
Typical Section A: 6-Lane Urban



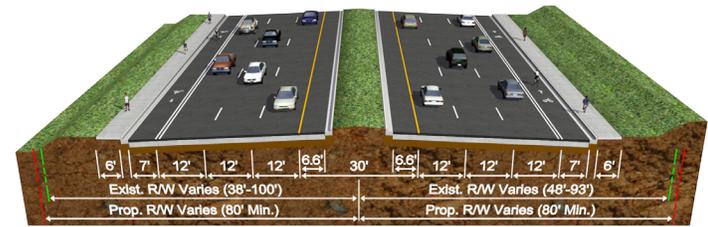
Typical Section B: Escambia River Bridges



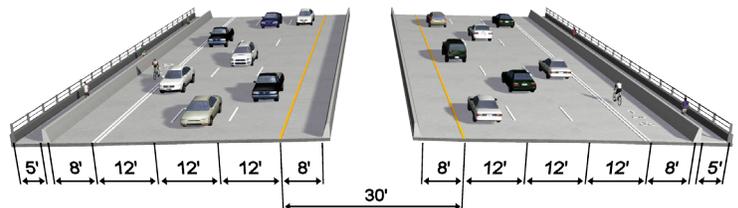
Typical Section C: Rural Bridges



Typical Section D: 6-Lane Rural



Typical Section E: High-Speed Urban



Typical Section F: Pond Creek Bridges

Evaluation Matrix

COMPARISON OF NO-BUILD AND RECOMMENDED BUILD ALTERNATIVE

Evaluation Factor		No-Build Alternative	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
Environmental Effects							
Noise Sensitive Sites Affected*		0	52	0	13	187	112
No. of Potentially Contaminated Sites Involved		0	1	0	5	9	4
Wetlands Affected (Acres)		0	0.8	7.63	4.5	0.07	0.77
Other Surface Waters Affected (Acres)		0	0	0	0.06	0	0.74
Estimated Floodplain Encroachment Area (Acres)		0	4.56	17.37	7.33	0	6.17
Historic, Archaeological, or Section 4(f) Sites Affected		0	0	0	0	0	0
Residential Relocations		0	0	0	0	3	0
Business Relocations		0	1	0	0	10	0
Number of Affected Parcels		0	34	0	14	91	79
Additional Right-of-Way Required	For Roadway Widening (Acres)	0	2.93	0	0.07	7.28	4.66
Cost Estimates (\$millions) Present Day Costs							
Construction		0	13.0	37.0	17.8	37.1	30.0
Roadway Design		0	2.0	5.6	2.7	5.6	4.5
Construction Inspection		0	2.0	5.6	2.7	5.6	4.5
Right-of-Way Acquisition	For Roadway Improvements	0	8.3	0.0	1.5	52.2	22.6
Total Costs (Preliminary Estimate, Rounded)		0	\$25.3	\$48.2	\$24.7	\$100.5	\$61.6

*Noise impact defined as a site that approaches, meets or exceeds Federal Highway Administration's Noise Abatement Criteria (NAC). NAC for residences = 67 dBA

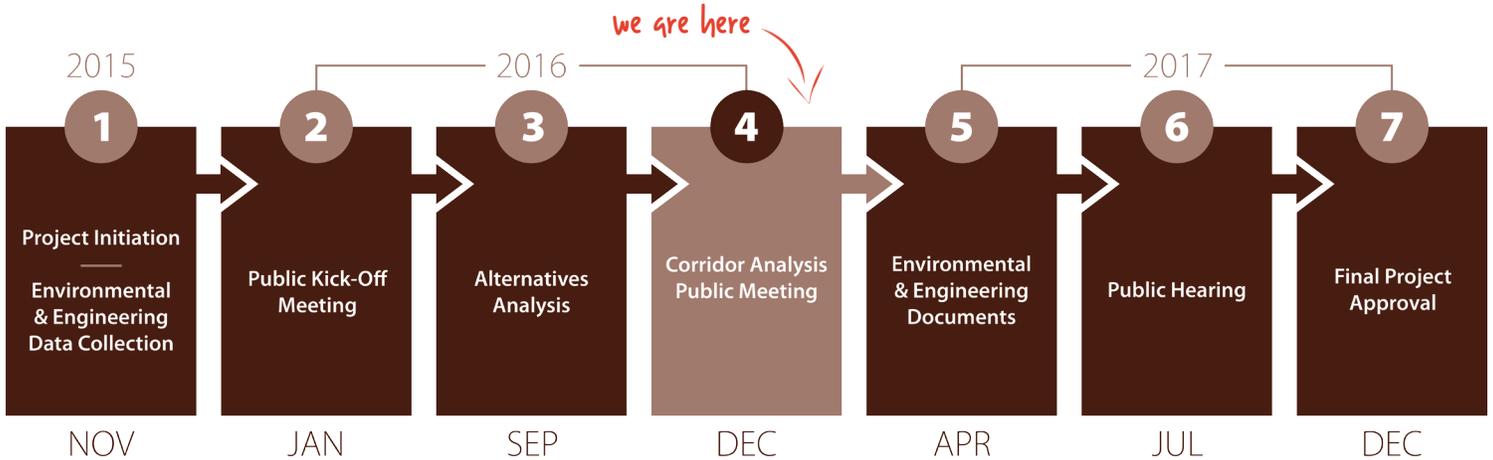
Construction cost based on FDOT's Long Range Estimates program (9/22/2016).

What is the Purpose of this PD&E Study?

The purpose of this Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design of the proposed improvements for U.S. 90 (State Road [S.R.] 10) from Scenic Highway to the Santa Rosa County line and from the Escambia County line to Glover Lane, a distance of approximately 11 miles. The study includes traffic analysis, engineering alternatives analysis, environmental impacts evaluation, agency coordination, public meetings and a public hearing. A State Environmental Impact Report (SEIR) is being prepared for this study.

Project Schedule and Process

The study began in November 2015. A Corridor Analysis public meeting is scheduled for December 2016 and additional public meetings will be held throughout the duration of the study as engineering and environmental analyses are completed. The study is anticipated to be completed by December 2017.



Project Schedule



Get Involved Today!

We invite you to get involved! Send us your comments and ideas regarding the proposed improvements. There are multiple ways to get involved—call, write, or email. You can also join us at one of our future public meetings or invite us to speak at one of yours.

Contacts

Peggy Kelley

FDOT Project Manager
Peggy.Kelley@dot.state.fl.us
(888) 638-0250 ext. 1517

Ian Satter

Public Information Director
Ian.Satter@dot.state.fl.us
(888) 638-0250 ext. 1205



As the study develops, information will be added to the project website located at:

www.nwflroads.com/22043622201.shtm

 @MyFDOT_NWFL

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title VI may do so by contacting John Smith, FDOT Three Title VI Coordinator, at 1074 Highway 90 Chipley, FL 32428, toll-free at (888) 638-0250, extension 1520, or via email john.smith@dot.state.fl.us. You may also contact Jacqueline Paramore, FDOT State Title VI Coordinator, Equal Opportunity Office, at 605, Suwanee Street, MS 65, Tallahassee, FL 32399-0450, (850) 414-4753 or via email at jacqueline.paramore@dot.state.fl.us