



U.S. 90/S.R. 10 Project Development & Environment Study

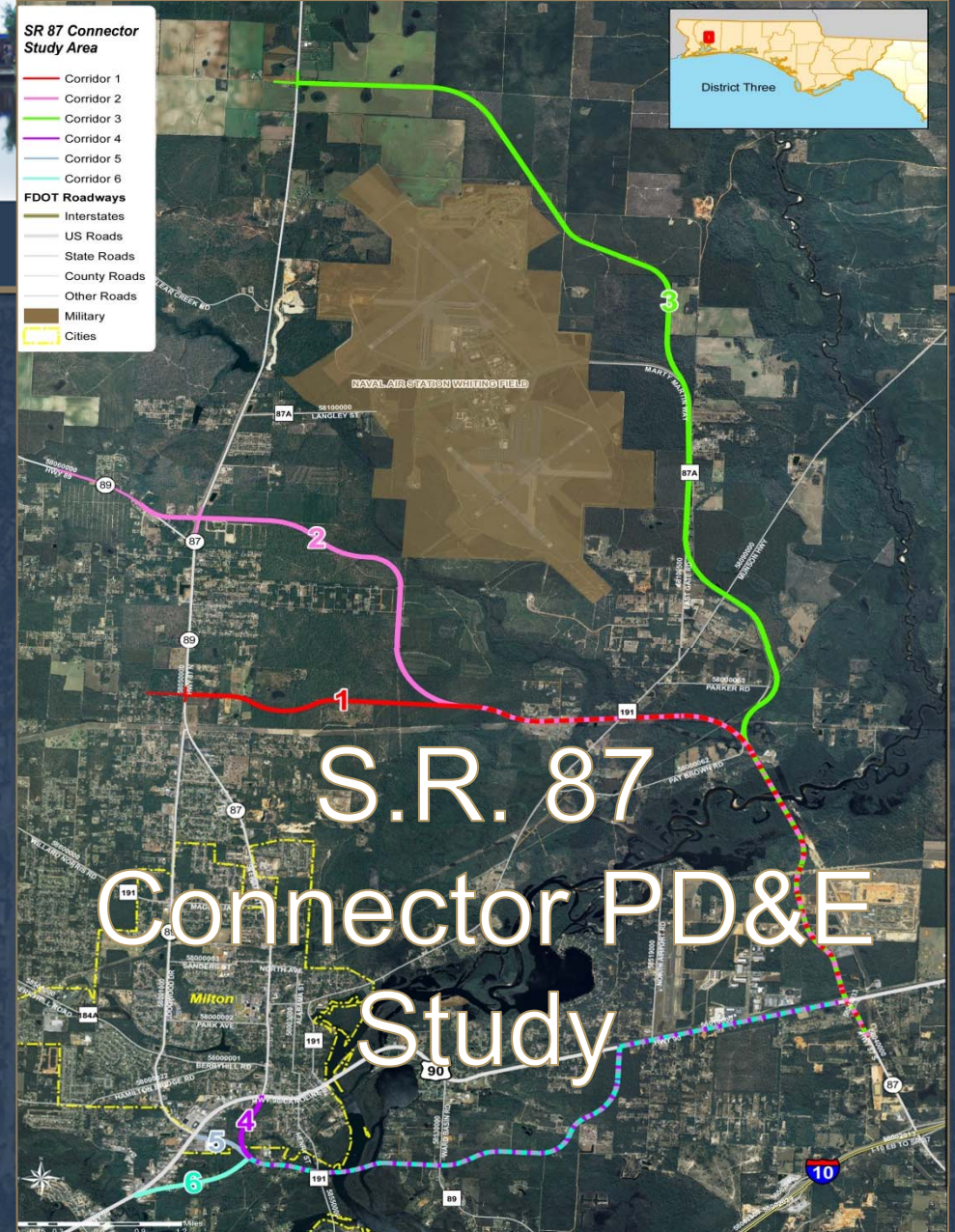
***From Glover Lane at U.S. 90 to S.R. 87S at U.S. 90
September 24, 2015***



Introduction

U.S. 90 PD&E Study Origins

- **S.R. 87 PD&E Study**
 - **Regional Goals**
 - ✓ Hurricane Evacuation;
 - ✓ Connection to Whiting Field from I-10;
 - ✓ S.R. 87S to S.R. 87N Connectivity.
 - **Local Traffic still requires an additional solution**
 - **City and TPO Actions**





Current Conditions



➤ Congestion

U.S. 90 Segments over capacity:

- S.R. 87N to Canal Street - Average Annual Daily Traffic – 17,700
- Willing Street to Ward Basin Road – Average Annual Daily Traffic - 17,500

Truck traffic

- Average Annual Daily Traffic – 1,363 trucks daily between S.R. 87N and Canal Street. Constitutes 8% of traffic.

➤ Crash Rates

Five Year Study Period

- 307 Total Crashes
- 192 With Injuries
- 2 Fatalities
- 40% of crashes were rear end collisions

➤ Multimodal

- Disconnected Sidewalks
- Lack of Bicycle Lanes





Future Conditions With No Build



➤ Congestion

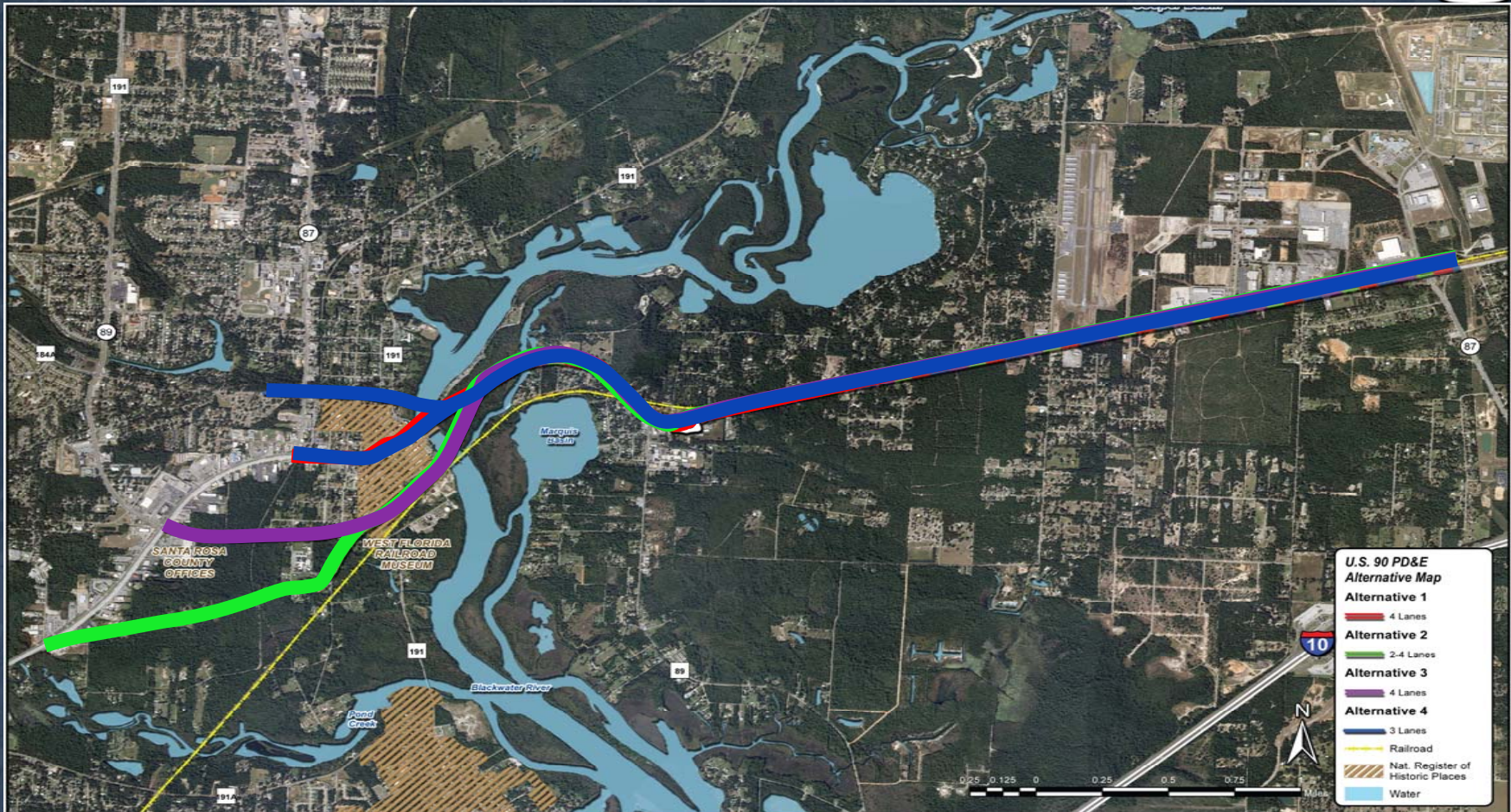
- U.S. 90 Segments Overcapacity by Year 2020
 - Glover Lane to S.R. 89
 - S.R. 89 to S.R. 87N/Stewart Street
 - S.R. 87N/Stewart Street to Canal Street
 - Canal Street to Willing Street
 - Willing Street to Ward Basin Road
- Truck traffic will continue to be at 8% through the downtown area until the S.R. 87 Connector is built.

- Future 6 Lane project on U.S. 90 from Scenic Highway to S.R. 87 North will transition into a 2 lane facility.
- Multimodal deficiencies will not be effectively addressed.
- Congestion may affect growth in East Milton and could also affect the Santa Rosa County Industrial Park.



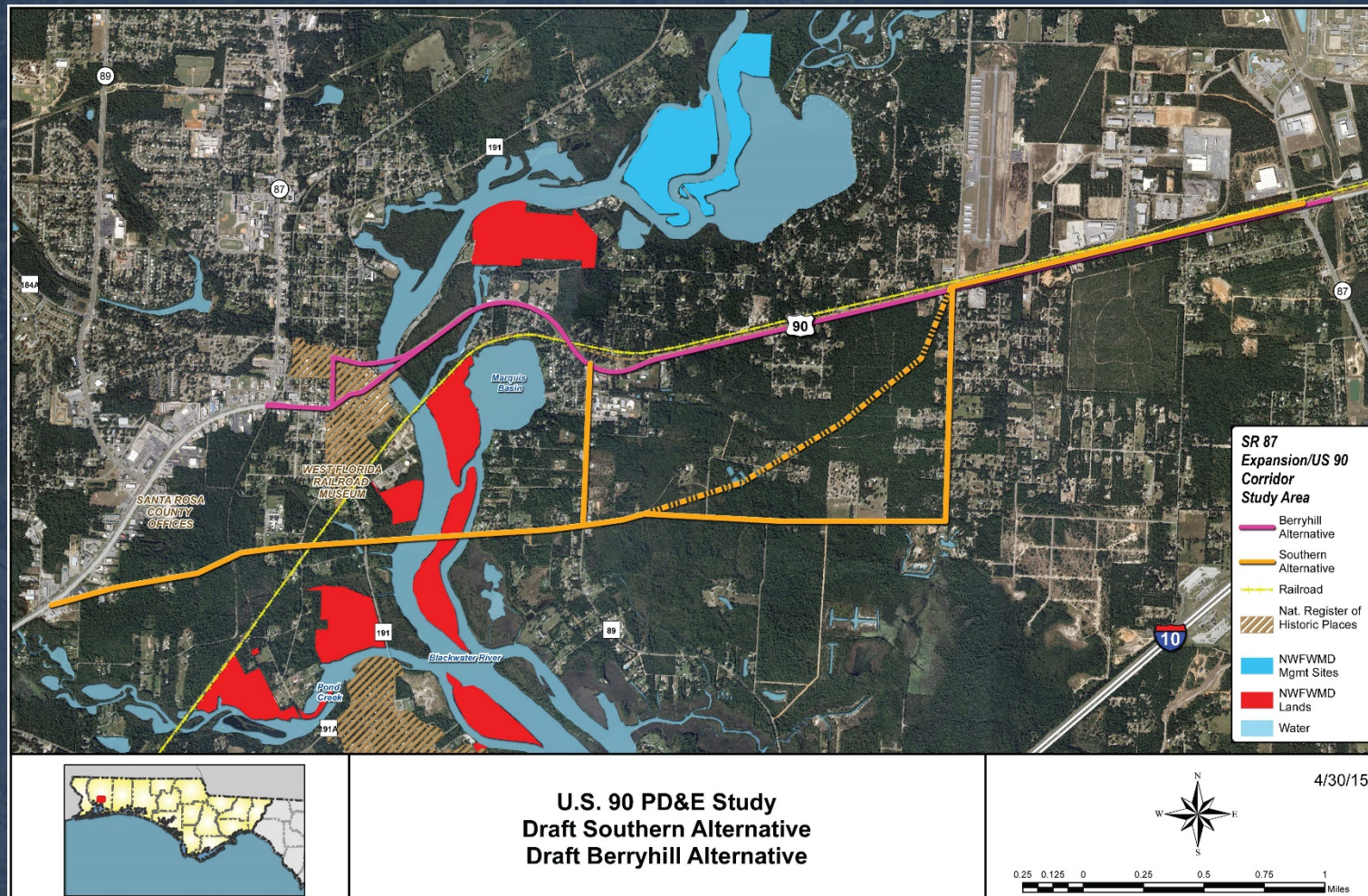


Alternatives





Alternatives





Evaluation Matrix



CORRIDOR ALTERNATIVE EVALUATION

LEGEND	
++	BIOTHLY POSITIVE EFFECT THROUGHOUT ALTERNATIVE
+	GENERALLY POSITIVE EFFECT THROUGHOUT ALTERNATIVE
0	GENERALLY NO EFFECT THROUGHOUT ALTERNATIVE
-	GENERALLY NEGATIVE EFFECT THROUGHOUT ALTERNATIVE
---	GENERALLY NEGATIVE EFFECT THROUGHOUT ALTERNATIVE

PARAMETERS		ENGINEERING										ENVIRONMENTAL					SOCIO-ECONOMIC				COST		RANK (TOTAL SCORE)
ALTERNATIVES	TRAFFIC SERVICE (US 90)	SAFETY	IMPROVEMENT TO NETWORK	MULTIMODAL	MAINTENANCE TRAFFIC	CULTURAL RESOURCES	SECTION 4(f)	NOISE	CONTAMINATION	WETLANDS	SOCIAL IMPACTS	ECON/EMPLMNT IMPACTS	DISPLACEMENTS	CONSTRUCTION	R/W								
1	 Generally improves traffic conditions along US 90 due to widening to four lanes. Volume to Capacity (V/C) is improved.	Widening and intersection improvements as well as provision of Bikeway features should reduce crashes along US 90, however non-local traffic increases through Milton's business district could create safety problems.	Significant improvement to overall city streets. However, there are impacts to SR 87.	Offers increased multimodal opportunities for pedestrians and bicycles along Milton's business and historic districts.	Some disruptions are expected along US 90 within the business and historic districts.	Could potentially impact historic resources, the buildings north and south of the existing bridge cannot be avoided. Mitigation will be required.	Potential impacts to Milton Riverwalk, Blackwater State Historic Trail, Santa Rosa County Courthouse and SR 1 Historic Trail.	Potentially affects the lowest number of noise sensitive sites among all corridors.	Potential impact to a Broadfield site within the historic district may require relocation of a gas station.	Least wetland impacts of all corridors. Less than 5 acres within 200 ft.	No significant impacts. There is support from the business community as well as opposition from residents supporting historic preservation.	Improves US 90 traffic. Improves accessibility to abutting businesses. Will increase capacity for development in East Milton. However might result in direct impact or relocation of a few businesses.	No residential parcels are expected to be impacted. Business Relocation Potential. There are 21 business parcels that may be affected.	Generally lowest cost of all Alternatives.	Would result in business impacts and ROW impacts along 1 side of the US 90 Corridor.	58.4							
2	 Volume to Capacity along US 90 from SR 87 to Ward Branch Improves, but not as much as Alternative 1.	Congestion on US 90 is slightly reduced compared to the No Build. However, due to the length of the bypass, the amount of traffic reduced of US 90 may not be enough to reduce congestion related crashes. Anticipated increase in traffic with no capacity improvements from SR 87 to the east side of the bridge may result in additional safety concerns.	Corridor cases induced traffic that will cut through city streets. Does have slightly better operational conditions between Canal and Eliza Streets, but worse conditions between Broad St and the eastern end of the bridge. Overall, this corridor improves the volume to capacity on US 90 and parallel city streets the least of all corridors.	Although it provides multimodal features, it provides little connectivity due to its distance from the business and historic district and other multimodal features. US 90 continues to have disconnected pedestrian features.	Little impact to US 90, streets like Canal and Old 90 will be impacted.	Could potentially impact a greater number of historic structures, though these are residential.	Potential impacts to Milton Riverwalk, Blackwater State Historic Trail and SR 1 Historic Trail.	Potentially affects the highest number of noise sensitive sites among all corridors.	Generally similar impacts as corridor 1 but with no expected gas station impact.	Generally high wetland impacts to areas possibly impacted already. Under 20 acres within 200 ft.	May have an impact to a minority, low income neighborhood. City corridor the Safe Harbor Limited English Population threshold.	Diversification of non-local traffic away from the congested downtown area will enhance access to the commercial establishments, although business owners might object due to potential loss of business exposure to passing traffic. Reconfiguration of the Glover Lo. Intersection may impact businesses.	Could result in displacement of several residents. There are 22 single family home parcels, 3 mobile home parcels, and 6 business parcels that may be affected.	Highest cost, more new roadways, and bigger bridge.	Would require high ROW acquisition, with the local area of new roadway right of way.	40.4							
3	 Operates generally similar to previous corridor but does not widen US 90, but slightly better operational conditions for segment between Canal and Eliza Streets. Offers bypass opportunity.	Similar to Alternative 2, but functions better to reduce congestion on US 90 from the No Build. However, anticipated increase in traffic with no capacity improvements from SR 87 to the east side of the bridge may result in additional safety concerns.	Effectively diverts traffic to bypass and improves bridge to traffic desired conditions on SR 87 and SR 89. City streets see some improvement. Does not reduce V/C on Canal and Riverwalk streets as well as Alt. 1, but does improve congested Canal St.	Generally similar to Corridor 2 but does offer proximity to the city center could likely attract more pedestrians and bicycles. It provides a new connection to the Blackwater Heritage State Trail. US 90 continues to have disconnected pedestrian features.	Generally similar to Corridor 2.	Could potentially impact several residential historic structures.	Potential impacts to Milton Riverwalk, Blackwater State Historic Trail, TR Jackson Elementary School and SR 1 Historic Trail.	Potentially affects a high number of noise sensitive sites. Similar to Corridor 2, but slightly less impacts.	Generally similar to previous two corridors.	Generally high wetland impacts to areas possibly impacted already. Under 20 acres within 200 ft.	May have a significant impact to a minority, low income neighborhood.	Generally similar to Alternative 2, though it does not widen bypasses the business area allowing better connectivity for businesses. It would directly impact a business at the SR 89/US 90 intersection.	Generally similar to Alternative 2.	High cost, more than Alternative 1 and 4, less than 2.	Generally similar to Alternative 2, though with additional high value property impact at SR 89 intersection.		47.2						
4	 Best operational conditions along US 90 from SR 87 to the Blackwater River. This is due to the fact that MD US 90 will be re-routed along a new connection near Monroe Street. The connection, however, will be at capacity.	Widening and intersection improvements as well as provision of Bikeway features should reduce crashes along US 90. However, the 3 lane configuration may cause some congestion with new drivers, increasing safety concerns.	Significant improvement on Berrill Road, Munson Hwy, etc., however slight impact to SR 87 V/Cs on city streets are most improved with this alternative.	This alternative offers opportunities for connection between the parking on the west side of the Blackwater River and the Milton Riverwalk along the west side. Completes the missing pedestrian features on US 90.	Some disruptions are expected along US 90 within the business and historic districts, just north of Emerald Road and along SR 87.	This corridor is outside of the historic district and will not likely require relocation or destruction of a historic structure.	Potential impacts to Riverwalk Park, Blackwater State Historic Trail and SR 1 Historic Trail.	Generally similar to corridor 1, but with additional residences.	Similar to previous three corridors but with additional potential impact to Milton Terminal Inc., a petroleum storage site located within 500'.	Generally low wetland impacts only slightly higher than Alternative 1.	New direct westbound US 90 traffic could potentially disrupt existing residential neighborhood south of Berrill Road.	Widening US 90 will improve accessibility to abutting businesses. However, reduces direct access to westbound US 90 traffic destined to commercial and business establishments within Milton's downtown area to the east of the SR 89 intersection.	Could result in displacement of residents, though not as many as Alternatives 2 and 3. There are 7 single family home parcels and 2 business parcels that may be impacted.	Slightly higher than Corridor 1, less new roadway than 2 and 3.	Would require less area than Alternatives 2 and 3, but may have high property values at intersection of SR 87/89.	56.4							



Corridor Alternatives Public Meeting



- Held September 1, 2015
 - 234 Total Attendance
 - Public Comment:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	No Build	Other Routes
For	29	6	6	3	14	27*
Against	5	-	-	4	-	-

*Other Routes

- S.R. 87 Connector
- Berryhill Street one-way pairs
- A more southern alternative
- Flyovers over the city



Schedule

