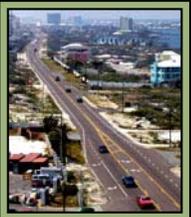


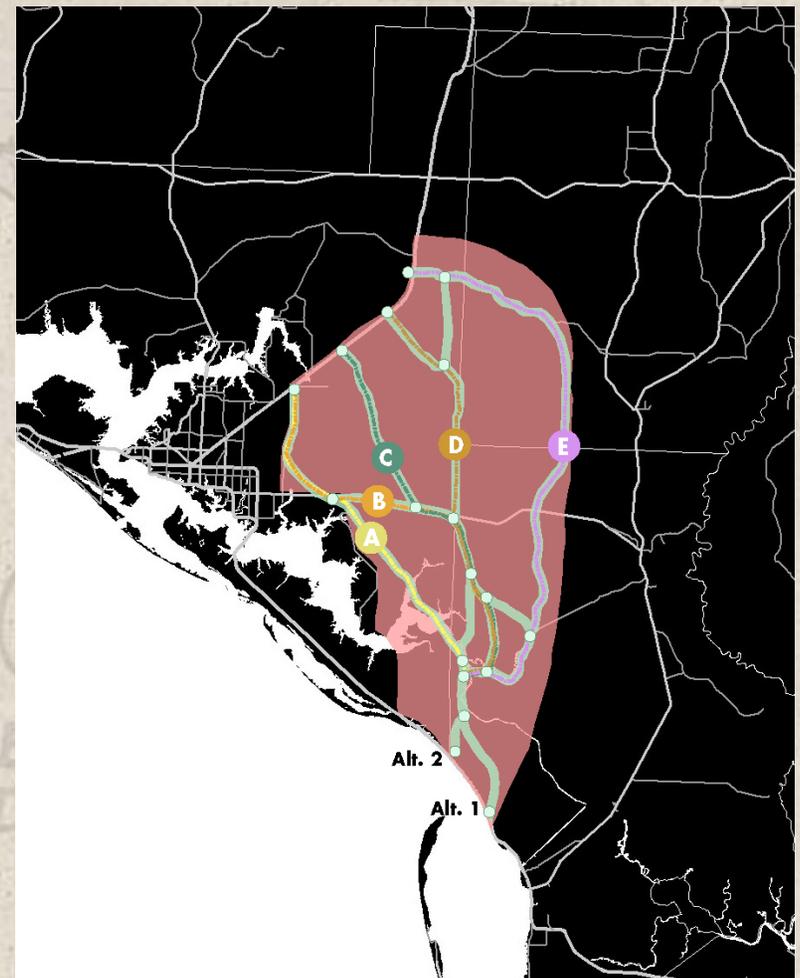
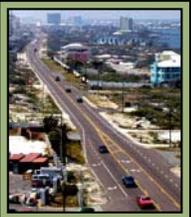
*Florida Department of
Transportation, District 3
Alternative Corridor Evaluation Process
September 28, 2017*



Alternative Corridor Evaluation (ACE) Process

FDOT uses on qualifying projects prior to the PD&E phase to:

- *Identify,*
- *Evaluate, and*
- *Eliminate alternative corridors*

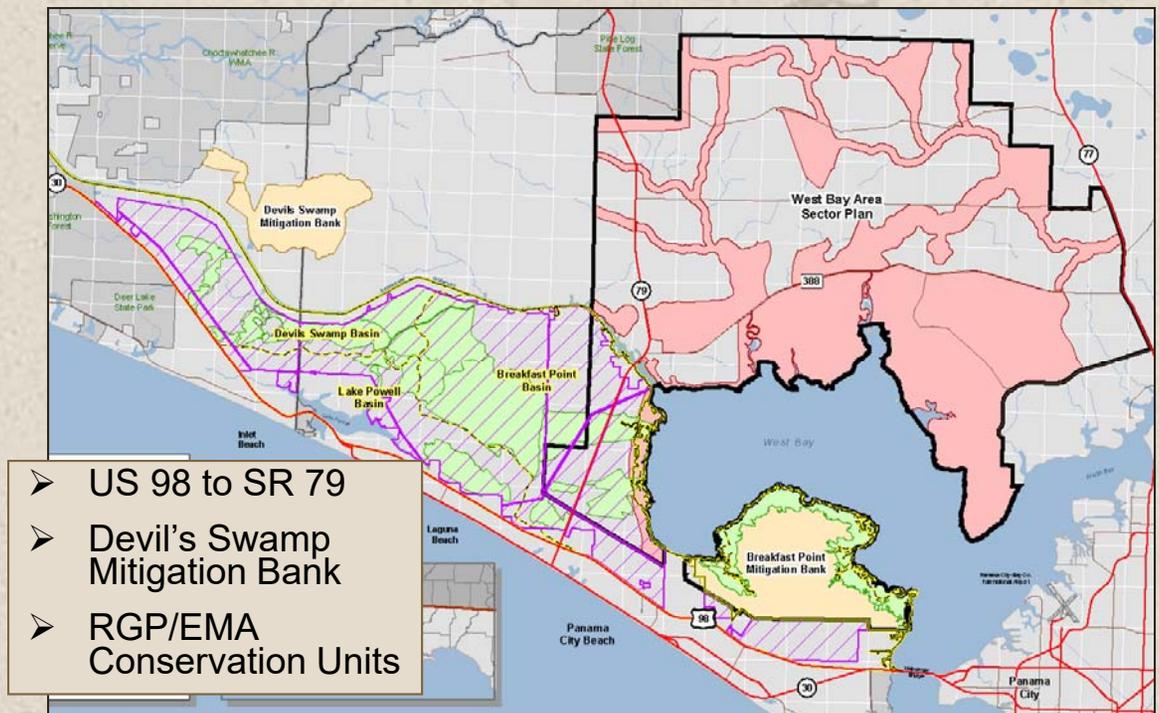
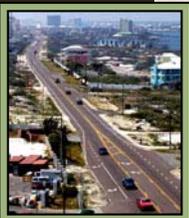


Alternative Corridor Evaluation (ACE) Process

The decisions made in ACE can be used to :

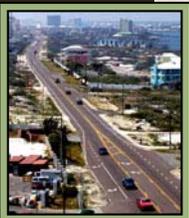
- Refine the purpose and need for a project,
- Determine the project area,
- Define general travel modes or corridors,
- Describe general environmental setting for a project,

- Identify preliminary environmental impacts and environmental mitigation, and
- Develop and refine a range of alternatives to be considered in detail during the PD&E Study.



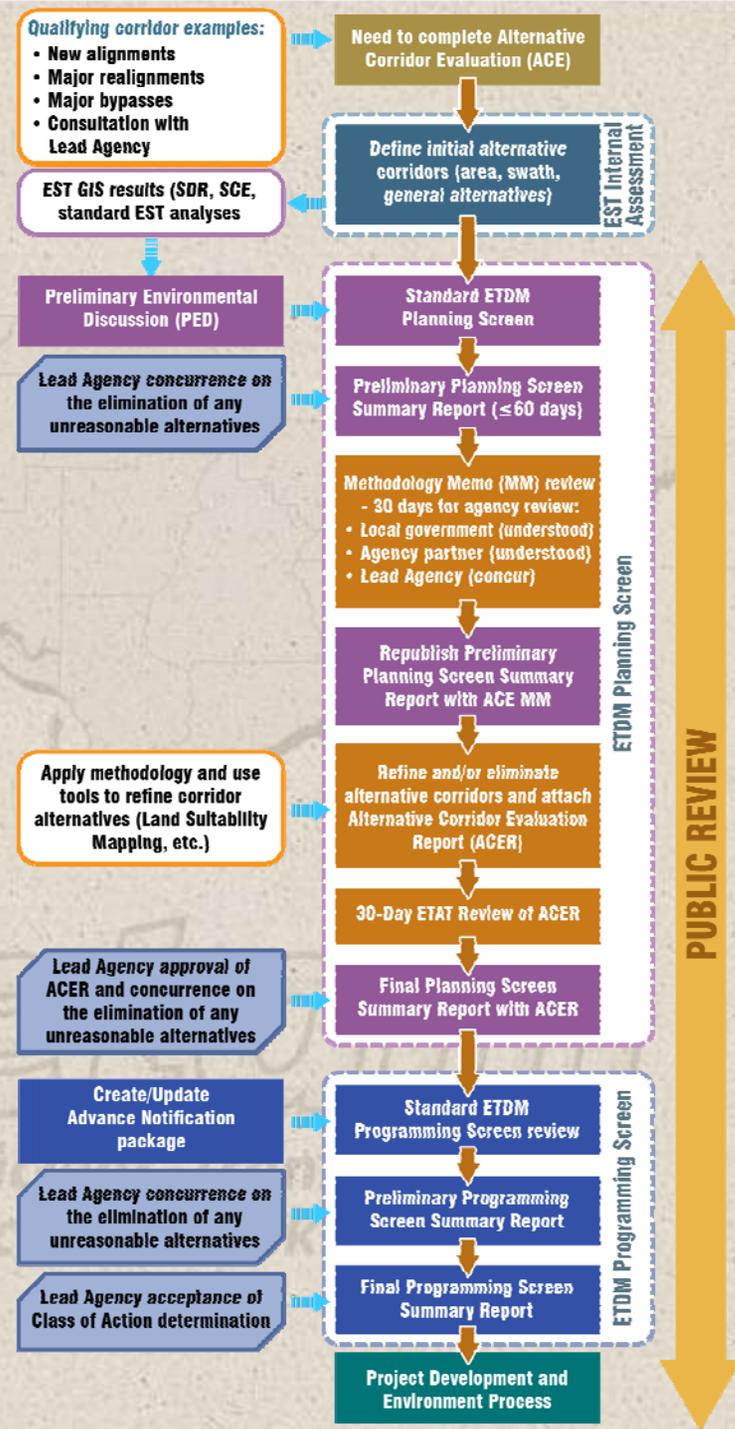
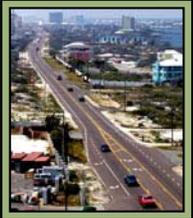
Alternative Corridor Evaluation (ACE) Process

- The District uses the ACE process for EIS, EA, and sometimes SEIR
- Projects that qualify for the ACE process include:
 - *New alignments*
 - *Major realignments*
 - *Major bypasses*
 - *Other alignments based on consultation with OEM*



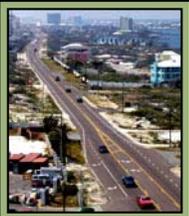
etdm
Economic Transportation
Decision Making

Alternative Corridor Evaluation (ACE) Process



Alternative Corridor Evaluation (ACE) Process

Need to complete Alternative Corridor Evaluation (ACE)



Need to complete Alternative Corridor Evaluation (ACE)

Define Initial alternative corridors (area, width, general alternative)

Standard ETDm Planning Screen

Preliminary Planning Screen Summary Report (≤60 days)

Methodology Memo (ACE) review
- 60 days for agency review
- Local government (understand)
- Agency partner (understand)
- Lead Agency (conduct)

Republsh Preliminary Planning Screen Summary Report with ACE MIA

Revoke or/and eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)

60-Day ETDm Review of ACER

Final Planning Screen Summary Report with ACE

Standard ETDm Programming Screen review

Preliminary Programming Screen Summary Report

Final Programming Screen Summary Report

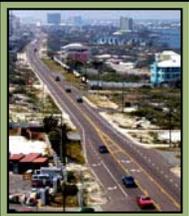
Project Development and Construction Process

PUBLIC REVIEW

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Efficient Transportation
Decision Making

Alternative Corridor Evaluation (ACE) Process

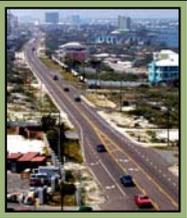
Define initial alternative corridors (area, swath, general alternatives)



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Efficient Transportation
Decision Making

Alternative Corridor Evaluation (ACE) Process

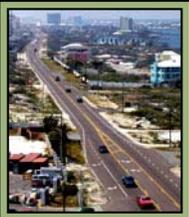
Standard ETDM Planning Screen



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Decision Making

Alternative Corridor Evaluation (ACE) Process

- Methodology Memo (MM) review**
- 30 days for agency review:
- Local government (understood)
 - Agency partner (understood)
 - Lead Agency (concur)



Need to complete Alternative Corridor Evaluation (ACE)

Define initial alternative corridors (area, width, general alternatives)

Standard ETDM Planning Screen

Preliminary Planning Screen Summary Report (≤60 days)

Methodology Memo (MM) review
- 30 days for agency review:
• Local government (understood)
• Agency partner (understood)
• Lead Agency (concur)

Republish Preliminary Planning Screen Summary Report with ACE MM

Define and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)

90-Day ETDM Review of ACER

Final Planning Screen Summary Report with ACE

Standard ETDM Programming Screen review

Preliminary Programming Screen Summary Report

Final Programming Screen Summary Report

Project Development and Construction Process

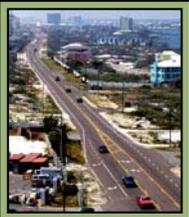
ETDM Planning Screen

PUBLIC REVIEW

Efficient Transportation Decision Making

Alternative Corridor Evaluation (ACE) Process

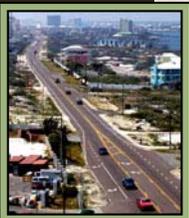
Refine and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACER)



Efficient Transportation Decision Making

Identify Need to Complete ACE

- MPO/TPO LRTPs, Rural County Master Plans, and FDOT SIS Plan identify corridor improvement needs
- Considering project characteristics and potential public controversy, a determination is made if corridor evaluation would support decisions about advancing a project to a CF Plan or adopted Priority List
- ACE process or non-ACE process
Planning Screen reviews



Need to complete Alternative Corridor Evaluation (ACE)

Define initial alternative corridors (area, width, general alternatives)

Standard ETOB Planning Screen

Preliminary Planning Screen Summary Report (≤60 days)

Methodology Memo (ACE) review
 • 60 days for agency review
 • Local government (understand)
 • Agency partner (understand)
 • Lead Agency (conduct)

Republsh Preliminary Planning Screen Summary Report with ACE (ACE)

Define and/or eliminate alternative corridors and attach Alternative Corridor Evaluation Report (ACE)

60-Day ETOB Review of ACE

Final Planning Screen Summary Report with ACE

Standard ETOB Programming Screen review

Preliminary Programming Screen Summary Report

Final Programming Screen Summary Report

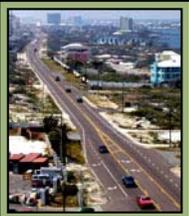
Project Development and Implementation Process

PUBLIC REVIEW

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 Efficient Transportation
 Decision Making

Define Initial Alternative Corridors

- Reasonable range of alternative corridors
- Can range from:
 - *swaths*
 - *broad corridors*
 - *narrow alignments*
- Consistent naming from ACE to PD&E phase
- Consider any initial corridor alternatives from previously completed planning activities
- Can add corridors after consideration of known environmental issues, ETAT comments, and ability of the corridor to meet purpose and need
- Consideration of alternative transportation modes, particularly in urban areas

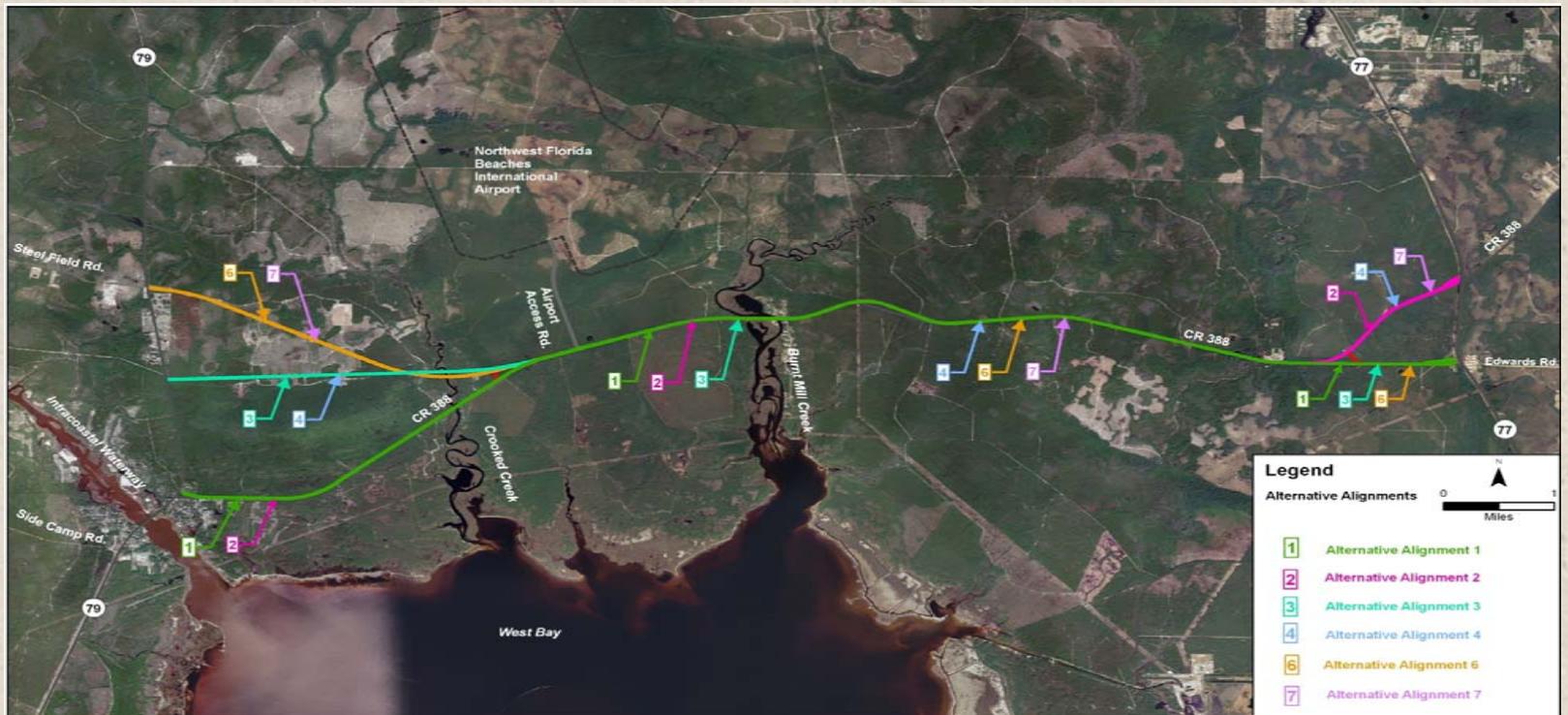
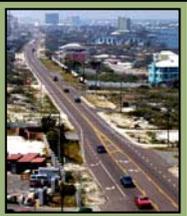


ETAT
Transportation
Making

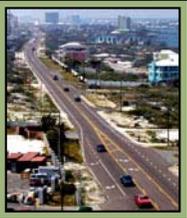
Define Initial Corridors

Land Suitability Mapping process

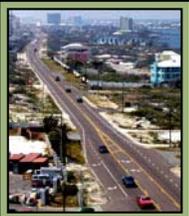
- Can be used to help identify potential locations for preliminary corridors within the study area. This process is intended to supplement the ETDM EST GIS analysis.
- By identifying the locations of the most sensitive social, cultural, natural and physical environmental resources, corridors were aligned to minimize involvement with these resources while meeting the engineering criteria.



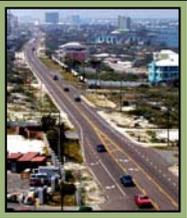
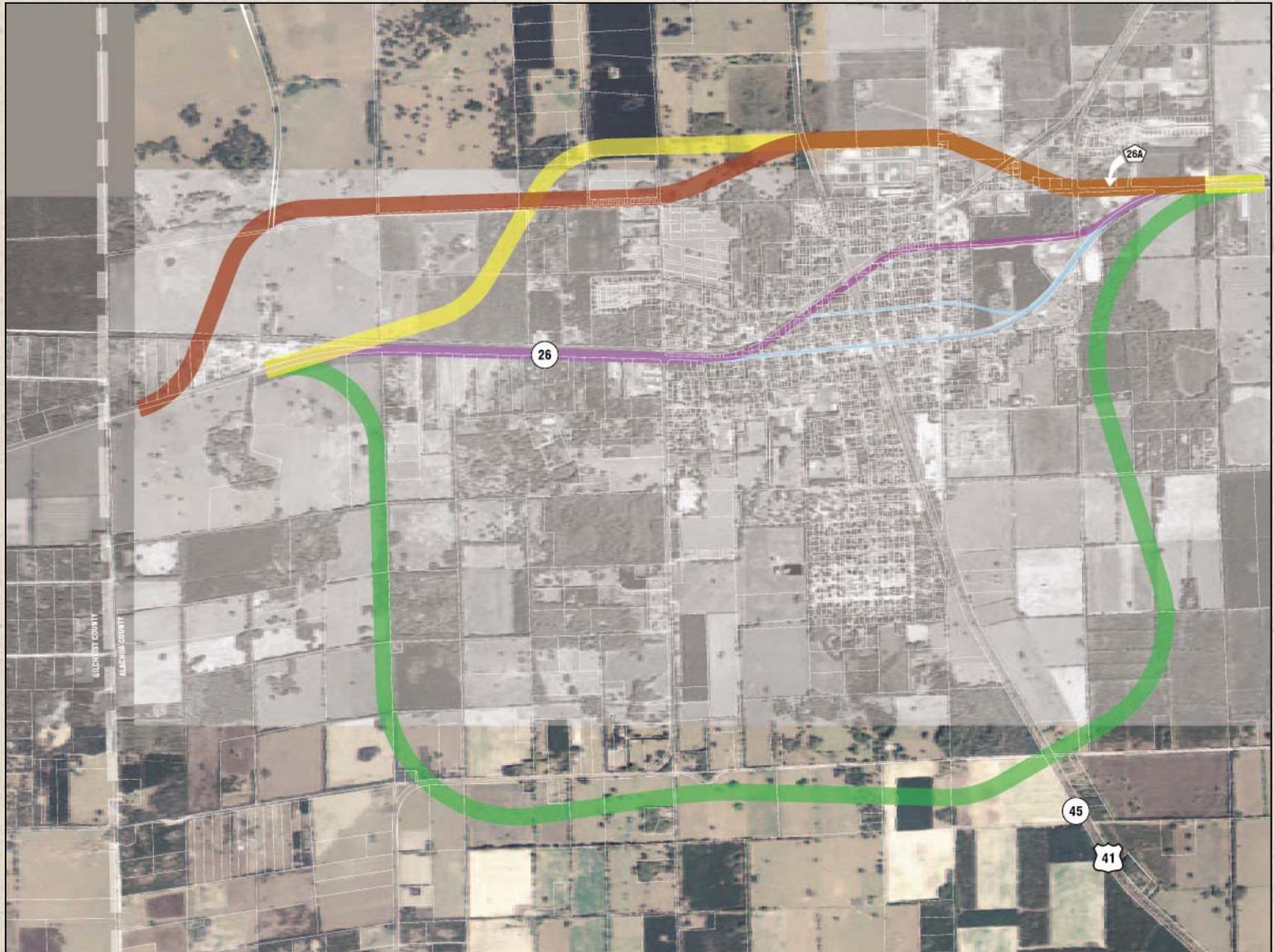
Define Initial Corridors



Define Initial Corridors

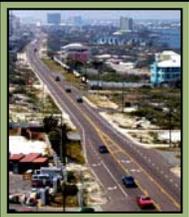


Define Initial Corridors



Standard ETDM Screening

- Project will be screened through the Planning or Programming Screen
- ETAT will review all alternatives and provide comment
- Comments that identify issues specific to each alternative and identify favorable and non-favorable alternatives with reasoning is very helpful in the ACE process



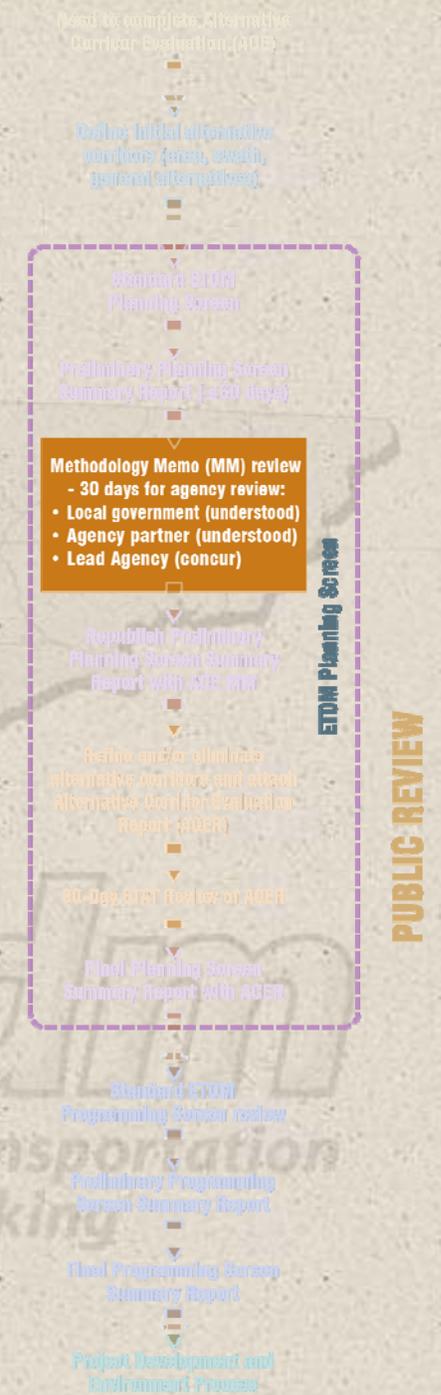
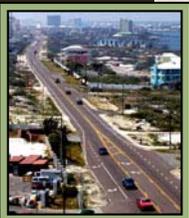
“All proposed alternatives, except Alternative 8, result in seagrass impacts and would be opposed by NMFS.”

“Comparing this alternative to the other nine alternatives, this alternative would rank 8th in the consideration of wetlands and surface water resource.”



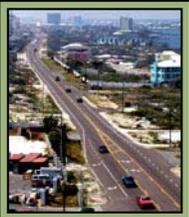
Develop Methodology Memorandum

- Methodology Memorandum (MM) is a technical document which :
 - *Describes the goals of the ACE*
 - *Identifies alternative corridors*
 - *Details the data and procedure the District will use to develop, evaluate, and screen alternative corridors*
- MM also details the process, including public involvement, and criteria that form the basis for decision-making
- ETAT reviews, comments, and agrees on the MM in the EST
- OEM concurs with the MM after the ETDM comment period

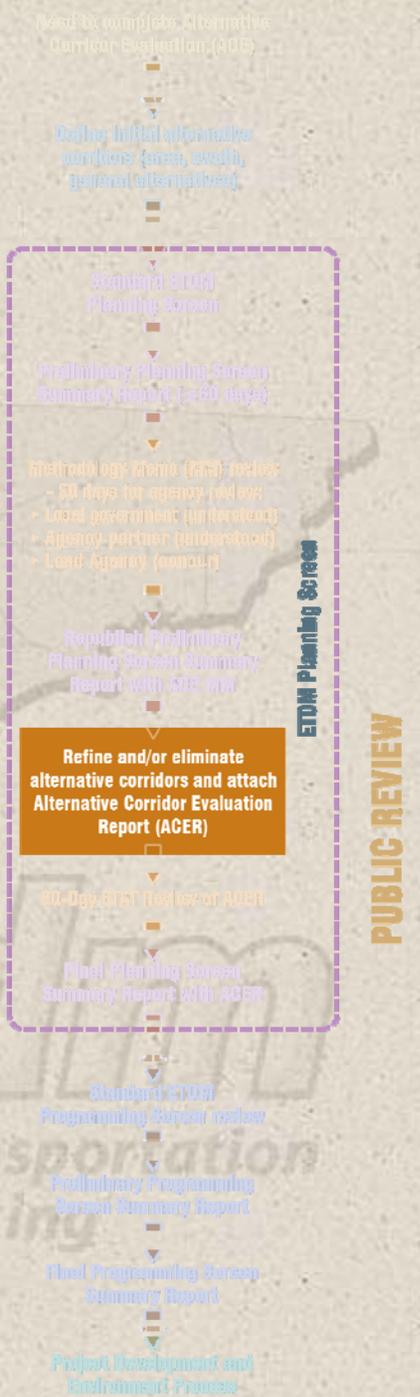


Refine Corridors

- Evaluate corridors using criteria established and agreed upon in the MM
- Refine corridors to avoid potential effects considering the corridor vision, purpose and need, and potential environmental effects



COMPARISON CATEGORY	CORRIDORS							
	Existing SR 292		River Road		Ono Island		Innershore Point / Canal Road	
	Quantity	Rank	Quantity	Rank	Quantity	Rank	Quantity	Rank
SOCIAL ENVIRONMENT								
Local Government Planning Consistency	0.0	1	3.2	2	5.5	3	7.6	4
Miles of non-arterial road adjacent to incompatible (residential and recreational) zoning (p. 35)	0.0	1	1.8	2	5.6	3	8.8	4
Mobility	2.1	1	3.5	2	5.5	3	7.6	4
Miles avoiding roadway classification not "arterial" (p. 39)	0	1	8	2	8	3	10	4
Community Cohesion	0	1	1.7	2	5.5	3	7.6	4
Miles of corridor adjacent to residential zoning (p. 40)	0.1	1	2.4	2	5.3	4	4.9	3
Potential Relocations	0.0	1	1.7	2	5.5	3	7.6	4
Residential and commercial/public relocations (p. 42)	0.0	1	1.7	2	5.5	3	7.6	4
Right-of-Way	0	1	1	2	1	2	1	2
Miles of road where right-of-way is required (p. 43)	0.0	1	1.7	2	5.5	3	7.6	4
Visual/Aesthetics	0	1	1	2	1	2	1	2
Miles of non-arterial road adjacent to residential zoning (p. 44)	0	1	1	2	1	2	1	2
Visual/Aesthetics	0	1	1	2	1	2	1	2
New high level bridge crossings to viewshed (p. 44)	0.0	1	3.6	2	5.8	4	5.3	3
CULTURAL RESOURCES								
Historic Resources	0.0	1	3.6	2	5.8	4	5.3	3
Miles in or adjacent to moderate to high probability areas (p. 45)	0.0	1	3.6	2	5.8	4	5.3	3
Recreation, Preservation, Conservation	0.0	1	3.6	2	5.8	4	5.3	3
Acres direct involvement (p. 49)	0.0	1	3.6	2	5.8	4	5.3	3
Section 4(f)	0.0	1	3.6	2	5.8	4	5.3	3
Acres direct involvement with potential 4(f) resources (p. 52)	0.0	1	3.6	2	5.8	4	5.3	3
Section 4(f)	4	3	3	2	1	1	7	4
Potential Section 4(f) properties adjacent to corridor (p. 52)	4	3	3	2	1	1	7	4
NATURAL ENVIRONMENT								
Water Quality	2,162	1	2,762	2	9,111	4	6,824	3
Feet of structure over water (p. 53)	0.8	1	0.8	1	0.8	1	4.5	4
Miles of corridor adjacent to 203d waterbody (p. 53)	0.0	1	3.6	2	5.8	4	5.3	3
Outstanding Waters (Florida and Alabama)	0.0	1	3.6	2	5.8	4	5.3	3
Acres of right-of-way acquired from OFW/DW (p. 56)	1.7	1	2.5	2	16.9	4	15.1	3
Essential Fish Habitat	0.0	1	0.0	1	0.5	4	0.1	3
Acres of structure over seagrass beds (p. 57)	0.0	1	0.0	1	0.5	4	0.1	3
PKM Critical Habitat	11.2	3	23.8	4	0.0	1	0.0	1
Acres PKM critical habitat impacted without mitigation (p. 60)	11.2	3	23.8	4	0.0	1	0.0	1
PHYSICAL ENVIRONMENT								
Noise	2.1	1	3.5	2	5.5	3	7.6	4
Miles of corridor in residential zoning (p. 62)	1	1	2	3	3	4	1	1
Navigation	1	1	2	3	3	4	1	1
New or widened structures over navigable waters (p. 62)	1	1	2	3	3	4	1	1
COST OPERATION								
Cost	548.7	2	541.6	1	573.2	3	585.5	4
Total road and bridge cost in millions (p. 65)	548.7	2	541.6	1	573.2	3	585.5	4
Constructability	5.6	2	3.8	1	6.0	3	10.5	4
Miles of corridor through developed areas (p. 66)	12	2	10	1	21	3	8	4
Traffic Operations	12	2	10	1	21	3	8	4
Number of named intersections within corridors (p. 67)	12	2	10	1	21	3	8	4
TOTAL	29		48		61		66	



Refine Corridors

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4	ALTERNATIVE 5	ALTERNATIVE 6	ALTERNATIVE 7	ALTERNATIVE 8
Total Acres	746	1038	1024	1190	1458	1074	1224	1484
Total Length (Miles)	12	12	12	12	12	12	12	12

Historical Structures	1	1	0	0	0	0	0	0
Social Impacts	1	1	0	0	0	0	0	0

Wetlands	Low Quality (Acres)	340	410	374	372	392	396	392	414
	Medium Quality (Acres)	16	28	18	29	87	31	43	103
	High Quality (Acres)	62	139	111	171	284	155	210	320
	Total Acres	418	577	503	573	763	583	645	838

Habitat	Priority 1 (Highest) (Acres)	0	0	0	0	0	0	0	0
	Priority 2 (Acres)	20	285	379	506	463	341	461	414
	Priority 3 (Acres)	45	90	58	103	149	125	165	216
	Priority 4 (Acres)	468	581	535	529	740	530	519	734
	Priority 5 (Lowest) (Acres)	62	62	46	46	107	73	73	119
Total Acres	594	1018	1018	1184	1458	1068	1218	1484	

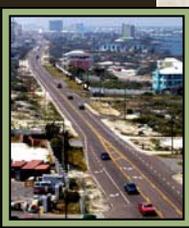
Floodplains (Acres)	163	298	222	316	478	233	323	482
Threatened & Endangered Species Conservation Impacts (Acres)	0	0	2	2	0	2	2	0
Conservation Impacts (Acres)	111	147	173	299	509	207	207	496

Estimated Roadway Cost (millions)	\$205	\$205	\$197	\$197	\$197	\$205	\$205	\$204
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SOCIAL

ENVIRONMENTAL

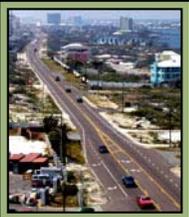
COSTS



Decision Making

Prepare Alternative Corridor Evaluation Report

- Alternative Corridor Evaluation Report (ACER) summarizes the alternative corridors analysis and documents the alternatives that are eliminated or carried forward to the PD&E Study
- ETAT reviews ACER in the EST to acknowledge understanding of the ACER and submit comments
- OEM approves ACER after the ETDM comment period



SANTA ROSA SOUND
ALTERNATE CROSSING STUDY

**ALTERNATIVE CORRIDOR
SUMMARY REPORT**
Santa Rosa Sound Alternate Crossing Study

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

This planning product may be adopted into the environmental review process, pursuant to Title 23 USC § 168(4)(d) of the state project development process.

September 2017

FDOT
FM No. 415474-4-22-01
Federal Aid Project No. TBD
ETDM No. 14236

Prepared for:
Florida Department of Transportation
District 3
1074 Highway 90
Chipley, FL 32428

Prepare Alternative Corridor Evaluation Report

8.2 Corridor Alternative 2

8.2.1 Corridor Analysis Results

Alternative 2 ranked fifth out of the ten corridors in terms of overall corridor performance. Alternative 2 is the second best performing alternative that utilizes the existing Brooks Bridge crossing, and the least costly to construct at \$134.9M. However, it is not among the best options for reducing traffic congestion in the downtown core (ranking 5th out of 10 for traffic performance). Corridors 2, 3, and 4 would utilize existing SR 30/US 98 to move traffic between the project limits, shifting traffic flow around the downtown core. The advantages and disadvantages from the Alternative 2 corridor analysis are summarized in **Figure 8-2**.

8.2.2 Public Feedback

Public input was very limited with respect to Alternative 2 and did not provide a clear message either in support of, or opposition to, Alternative 2. Without specific reference to Alternative 2, some representatives of the Stakeholder Advisory Group and members of the public were very much opposed to any option that would eliminate the Publix grocery store. However, the Chamber of Commerce generally supports options that re-route traffic around the core of downtown. That viewpoint, however, is not universally shared by all of the downtown Merchants Association.

8.2.3 Agency Feedback

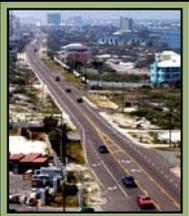
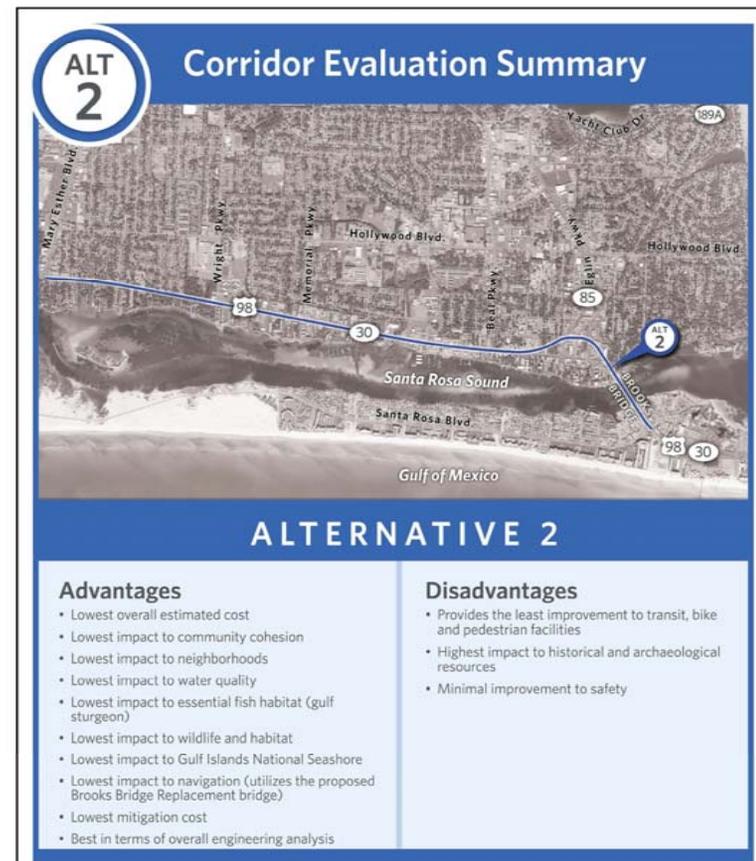
Following the September 20, 2016 Alternatives Public Meeting, the City of Fort Walton Beach passed a Resolution 2016-19 on October 11, 2016 supporting **Corridor Alternative #2**. Meeting minutes from the City reflect that the City Manager advised that Alternative 2 is the one preferred by City Staff, which would utilize the existing alignment of Brooks Bridge and route through traffic around the Heritage Park and Cultural Center, followed by Alternative 10, which also utilizes the existing alignment of Brooks Bridge but routes through traffic to Hollywood Boulevard. Council discussed their preference for Alternative 2 and directed that only that alternative be included in the resolution. The vote on the motion to adopt Resolution 2016-19 as amended, to include support of only the Corridor Alternative #2, carried unanimously.

In the ETDM screening of the Corridor Alternatives, the State Historic Preservation Officer voiced concern over this route due to potential impacts on the Fort Walton Mound which was listed on the *National Register of Historic Places* in 1966, and is designated as a National Historic Landmark. However, other resource agencies (EPA and NMFS) strongly favored the options that would not construct a new bridge crossing.

8.2.4 Conclusion

After considering the results of the corridor analysis, along with public and agency feedback, **Alternative 2 was determined to be not feasible, but could be further evaluated following completion of the City of Fort Walton Beach Master Plan.**

Figure 8-2 | Alternative 2 Corridor Evaluation Summary



Prepare Alternative Corridor Evaluation Report

8.7 Corridor Alternative 7

8.7.1 Corridor Analysis Results

Alternative 7 tied for first out of the ten corridors in terms of overall corridor performance. Corridors 5, 6, 7, 8, and 10 would shift traffic patterns to Hollywood Boulevard. The change of traffic pattern would be beneficial in terms of reducing traffic congestion in the downtown core and would provide an alternate parallel path for traffic movement, but would substantially increase traffic along a corridor that contains more residential and school uses. Conversely, however, it would also provide benefit to the small-scale commercial development in terms of increased traffic flow. The advantages and disadvantages from the Alternative 7 corridor analysis are summarized in Figure 8-7.

8.7.2 Public Feedback

Public input was more defined for Corridor Alternative 7:

- Twenty-five (25) respondents agreed with the recommendation to further study Alternatives 7 and 10,
- Seventeen (17) respondents disagreed with the recommendation to further study Alternatives 7 or 10,
- Seventeen (17) comments indicated support for Alternative 7,
- Three (3) comments were received in opposition of Alternative 7,
- The Stakeholder Advisory Group did not make a unified motion with respect to Alternative 7, however, 10 individuals indicated their support for Alternative 7, and 1 individual indicated their opposition to Alternative 7.

8.7.3 Agency Feedback

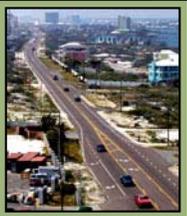
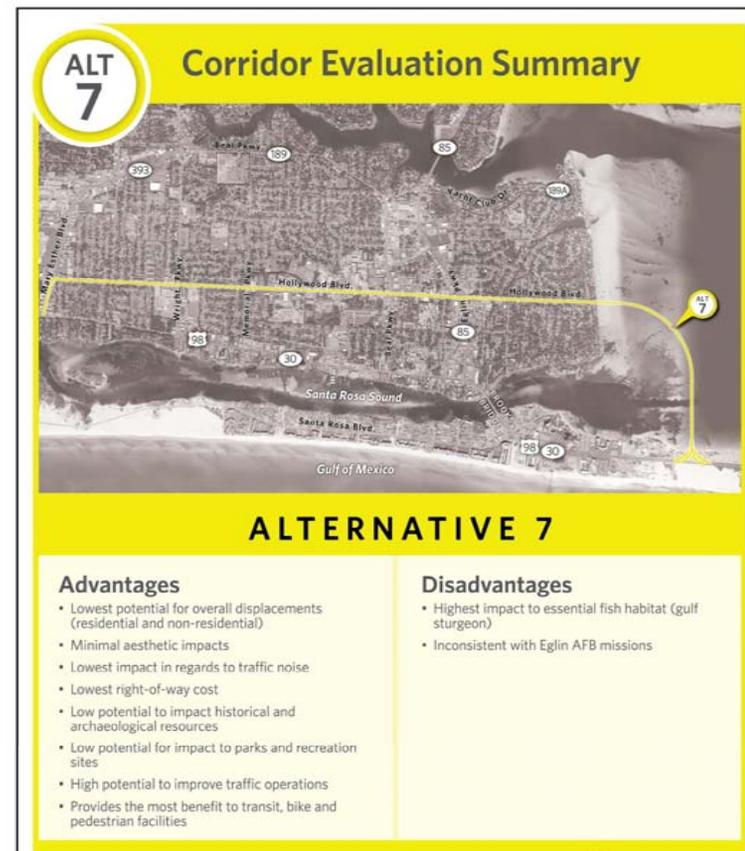
As described in Section 6.2.3, Eglin AFB completed a Mission Impact Assessment and transmitted the findings to FDOT on March 27, 2016 that expressed concern with Alternative 7. The letter stated that "After careful consideration of the assessment's findings as well as keeping in mind the viability of Eglin's Test and Training Range capabilities into the future, we do not support the inclusion of these routes on the list of alternatives moving forward for consideration. As is the case with all the routes identified that would require Air Force property, caution is urged in making any assumption that those lands could be made available should the project move beyond merely a concept."

From the ETDM screening, the resource agencies strongly favored the options that would not construct a new bridge crossing, and did not favor options that would construct a new bridge. Corridor Alternative 7 was not favored by EPA, NMFS, and FHWA, and concerns were raised by the Gulf Islands National Seashore. NPS requested to be a Cooperating Agency if Alternative 7 is considered.

8.7.4 Conclusion

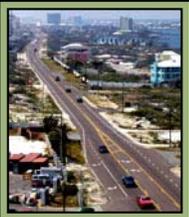
After considering the results of the corridor analysis, along with public and agency feedback, Alternative 7 was determined to be *a feasible alternative for further study*.

Figure 8-7 | Alternative 7 Corridor Evaluation Summary



Summary of ETAT Activities

- Review Planning or Programming Screen and provide individualized comments for each alternative (review - 45 days)
- Review MM and provide comment on analysis process and criteria for decision-making (review - 30 days)
- Review ACER to acknowledge understanding of the ACER and submit comments (review - 30 days)



Efficient Transportation
Decision Making

Questions?



etdm
**Efficient Transportation
Decision Making**

